

# A d d e n d u m

Iowa Department of Transportation  
Office of Contracts

Date of Letting: April 21, 2015  
Date of Addendum: April 10, 2015

<b>B.O.</b>	<b>Proposal ID</b>	<b>Proposal Work Type</b>	<b>County</b>	<b>Project Number</b>	<b>Addendum</b>
014	80-C080-064	PILING REPAIR	RINGGOLD	ER-C080(64)--58-80	21APR014.A01

Make the following change to the PLAN:

SHEET 2 OF 7:

Replace Sheet 2 of 7 with the attached Sheet 2 of 7.

SHEET 3 OF 7:

Replace Sheet 3 of 7 with the attached Sheet 3 of 7.

SHEET 5 OF 7:

Replace Sheet 5 of 7 with the attached Sheet 5 of 7.

SHEET 6 OF 7:

Replace Sheet 6 of 7 with the attached Sheet 6 of 7.



**SPECIFICATIONS**

CONSTRUCTION: THE IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2012, PLUS GENERAL SUPPLEMENTAL SPECIFICATIONS, AND APPLICABLE SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, AND SPECIAL PROVISIONS, SHALL APPLY TO THE CONSTRUCTION ON THIS PROJECT.

WELDING: ALL WELDING SHALL BE IN ACCORDANCE WITH THE CURRENT ANSI/AWS STRUCTURAL WELDING CODE, AS MODIFIED BY THE AASHTO STEEL WELDING SPECIFICATIONS AND IN ACCORDANCE WITH ARTICLE 2408.03, B, OF THE STANDARD SPECIFICATIONS.

**DESIGN STRESSES**

DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6<sup>TH</sup> EDITION, SERIES 2012, EXCEPT AS NOTED IN THE CURRENT IOWA BRIDGE DESIGN MANUAL.

STRUCTURAL STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 6. ASTM A709 GRADE 36 (AASHTO M270 GRADE 36) OR ASTM A36.

**GENERAL NOTES**

THE CONTRACTOR SHALL RECONSTRUCT THE WEIR, INSTALL SHEET PILING AND BRACING AS SHOWN ON DETAIL SHEETS AND "SITUATION PLAN". EXCESS MATERIAL SHALL BE DISPOSED OF AT A SITE FURNISHED BY THE CONTRACTOR.

ACCESS SHALL BE MAINTAINED TO INDIVIDUAL PROPERTIES DURING CONSTRUCTION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

THE PRIME CONTRACTOR SHALL EMPLOY CONTROLS TO REDUCE THE EROSION/NESS OF LAND ADJACENT TO SURFACE WATERS AND WETLANDS, INCLUDING ESTABLISHMENT AND MAINTENANCE OF VEGETATION, AND OTHER MEASURES TO PROTECT AND REVEGETATION OF ALL DISTURBED AREAS UPON PROJECT COMPLETION. THE PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ALL EROSION CONTROL MEASURES.

STANDARD ROAD PLANS ARE AVAILABLE FROM THE IOWA DEPARTMENT OF TRANSPORTATION WEBSITE: <http://www.iowadot.gov/er/index.html>

**WEIR RECONSTRUCTION NOTES**

THE CONTRACTOR SHALL SALVAGE AND PLACE SELECTED DISPLACED BLOCKS IN ORDER TO RE-ESTABLISH THE WEIR ELEVATIONS AND DIMENSIONS SHOWN ON THE PLANS. THE WEIR IS TO BE RECONSTRUCTED TO THE APPROXIMATE SECTIONS SHOWN. ELEVATIONS AND POSITIONS OF EXISTING WEIR BLOCKS MAY NOT EXACTLY MATCH THE SECTIONS SHOWN.

ALL UNSALVAGEABLE MATERIAL AND RUBBLE GENERATED DURING THIS PROJECT SHALL BE DISPOSED OF OFF THE HIGHWAY RIGHT-OF-WAY ON A WASTE AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER IN ACCORDANCE WITH CURRENT REGULATIONS. THE WASTED MATERIAL MUST NOT CREATE AN UNSIGHTLY CONDITION WHEN VIEWED FROM PUBLIC HIGHWAYS OR WETLANDS. THE COST OF WASTING OR BURNING UNSALVAGEABLE MATERIAL AND RUBBLE IS TO BE INCLUDED IN THE BID ITEM "CLEARING AND GRUBBING". NO PAYMENT WILL BE MADE FOR OVERHAUL.

**UTILITY NOTES**

THE CONTRACTOR IS TO CONTACT ALL UTILITY COMPANIES WHO HAVE LINES, CONDUITS, OR OTHER FACILITIES WITHIN THE WORK AREA BEFORE STARTING CONSTRUCTION.

THE CONTRACTOR IS TO VISIT THE SITE TO ENSURE THAT HE IS FAMILIAR WITH THE EXISTING SITE CONDITIONS. THE CONTRACTOR WILL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. SHOULD ANY UNDERGROUND UTILITIES BE FOUND, THEY SHALL BE PROTECTED IN PLACE AND THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO OTHER WORK ON THE PROJECT.

SEE SECTION 1107.15 OF THE STANDARD SPECIFICATION REGARDING UTILITY COORDINATION.

**WASTE AND DISPOSAL NOTES**

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE WASTE AREAS OR DISPOSAL SITES FOR EXCESS MATERIAL (EXCAVATED MATERIAL) WHICH IS NOT DESIRABLE TO BE INCORPORATED INTO THE WORK INVOLVED ON THIS PROJECT. THESE AREAS SHALL NOT IMPACT WETLANDS OR "WATERS OF THE U.S." NO PAYMENT FOR OVERHAUL WILL BE ALLOWED FOR MATERIAL HAULED TO THESE SITES. NO MATERIAL SHALL BE PLACED WITHIN THE RIGHT-OF-WAY AND SHALL NOT CREATE AN UNSIGHTLY CONDITION WHEN VIEWED FROM PUBLIC HIGHWAYS, UNLESS SPECIFICALLY STATED IN THE PLANS OR APPROVED BY THE ENGINEER.

**TEMPORARY STREAM CROSSING NOTES**

THE CONTRACTOR IS ENCOURAGED TO CONDUCT CONSTRUCTION ACTIVITIES DURING A PERIOD OF LOW FLOW. ANY TEMPORARY CROSSINGS SHALL INCLUDE ENOUGH CULVERTS TO ACCOMMODATE LOW FLOWS AND MUST BE REMOVED AFTER COMPLETION OF WORK ON THIS PROJECT. TEMPORARY STREAM CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD ROAD PLAN EW-401. THE COST OF INSTALLATION, MAINTENANCE, AND REMOVAL OF TEMPORARY CROSSINGS, INCLUDING CULVERTS, SHALL BE INCLUDED IN THE PRICE BID FOR "MOBILIZATION".

EQUIPMENT FOR HANDLING AND CONVEYING MATERIALS DURING CONSTRUCTION SHALL BE OPERATED IN SUCH A MANNER AS TO PREVENT SPILLING THE MATERIAL INTO WATERS OF THE STATE OR WETLANDS. EXCESS OIL, GREASE, PETROLEUM PRODUCTS, OR OTHER DELETERIOUS MATERIALS FROM ENTERING WATERBODIES, STREAMS, OR WETLANDS.

CONSTRUCTION EQUIPMENT, ACTIVITIES, AND MATERIALS SHALL BE KEPT OUT OF THE STREAMS AND WETLANDS TO THE MAXIMUM EXTENT POSSIBLE.

**CONTRACTOR'S WORK AREA**

THE CONTRACTOR'S WORK AND MATERIAL STORAGE AREA SHALL BE DEFINED BY THE CONTRACTOR AND NOTED TO THE ENGINEER AND IS LIMITED TO THE RIGHT-OF-WAY LIMITS SHOWN ON SHEET 1. THE CONTRACTOR SHALL SHAPE, FERTILIZE, THE CONTRACTOR'S WORK AREA IN ORDER TO RETURN IT TO ITS ORIGINAL CONDITION. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR "SEEDING AND FERTILIZING (RURAL)" AND "MULCHING" BID ITEMS. AREAS OUTSIDE THE CONTRACTOR'S WORK AREA DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED TO THEIR ORIGINAL CONDITION, AS DETERMINED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE AUTHORIZED FOR THIS WORK.

**ROCK PLACEMENT**

CONTRACTOR SHALL SELECT FOUR (4) ROCKS WITH DIAMETER GREATER THAN 24 INCHES FROM CLASS B REVETMENT WITH THE ENGINEER'S APPROVAL FOR SPECIFIC PLACEMENT AS SHOWN IN CONNECTION PLATE LAYOUT AND ROCK PLACEMENT DETAIL ON SHEET 6. ROCKS SHALL BE PLACED NEAR THE CENTER OF THE CHANNEL WITH 25% OF EACH ROCK OVERLAPPING THE WEIR CENTERLINE, SPACED BETWEEN SIX (6) TO EIGHT (8) FEET CLEAR SPACING STAGGERED ON EACH SIDE OF CENTERLINE WITH APPROXIMATELY HALF OF THE ROCK PROTRUDING ABOVE THE ADJACENT SURFACE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR "REVIEWMENT, CLASS B".

EMERGENCY REPAIR -- EROSION

GENERAL NOTES

RINGGOLD COUNTY, IOWA

CALHOUN-BURNS & ASSOCIATES, INC. CONSULTING ENGINEERS  
WEST DES MOINES, IOWA 50266  
(515) 224-4344

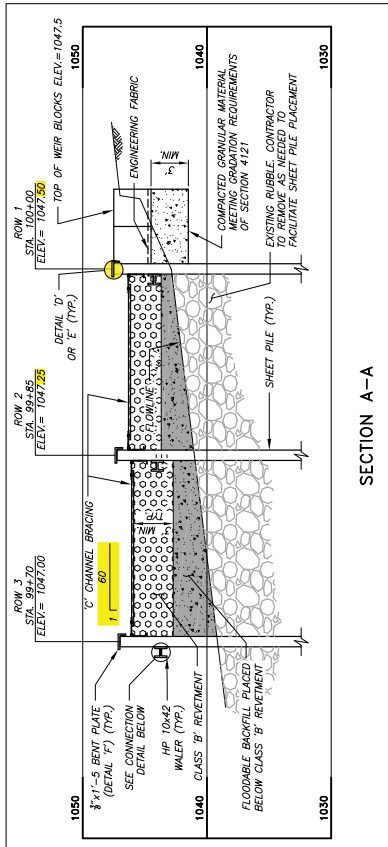
DESIGNED BY : JCB  
DRAWN BY : JCB  
CHECKED BY : JCB  
RINGGOLD COUNTY

JOB NO. 2014201

PROJECT NO. ER-C080(64)--58-80

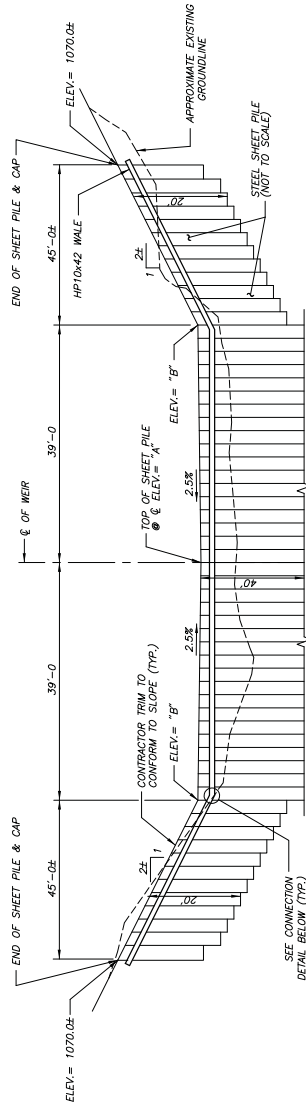
SHEET 3 OF 7

BENCH MARK 5" IRON PIN N.W. OF BRIDGE GUARD RAIL N.W. CORNER OF BRIDGE  
ELEV.=1067.00 (CONTROL POINT #500)



SECTION A-A

SEE SHEET 6 FOR DETAILS 'D', 'E' & 'F'

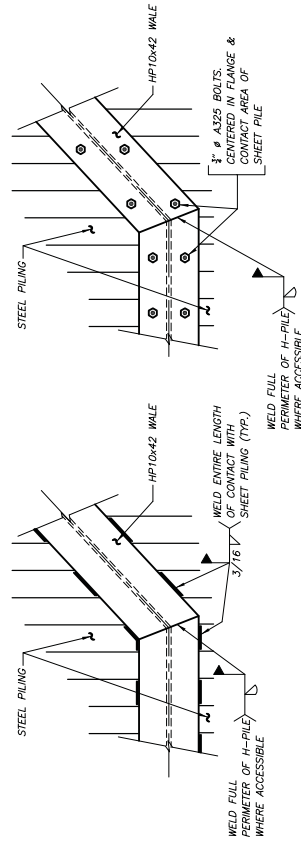


SECTION B-B

ADJUST NUMBER OF SHEET PILE TO MATCH  
DIMENSIONS SHOWN AS A MINIMUM  
NOTE: BENT PLATE NOT SHOWN FOR CLARITY

	ELEV. "A"	ELEV. "B"
ROW 1	1047.50	1048.50
ROW 2	1047.25	1048.25
ROW 3	1047.00	1048.00

- NOTES:
- 1.) SHEET PILE WITHIN CHANNEL SHALL HAVE A MAXIMUM TIP ELEVATION OF 1008.5 (OR TO ELEV. 1028.5 OR LOWER.) SHEET PILE SECTIONS SHALL BE PLACED INTERLOCKING. CUT TOP OF SHEET PILE EVEN WITH FINISHED GRADE.
  - 2.) SHEET PILES SHALL BE PLACED WITHIN CHANNEL OR AS APPROVED BY ENGINEER TO FACILITATE CONSTRUCTION.
  - 3.) PLACE C15x33.9 CHANNEL WALERS 1'-0" ± 6" BELOW FINISHED GRADE ON UPSTREAM FACE OF SHEET PILING.



WELDED CONNECTION DETAIL

BOLTED CONNECTION DETAIL

ALTERNATE CONNECTION DETAILS

(EITHER WELDED OR BOLTED ACCEPTABLE)

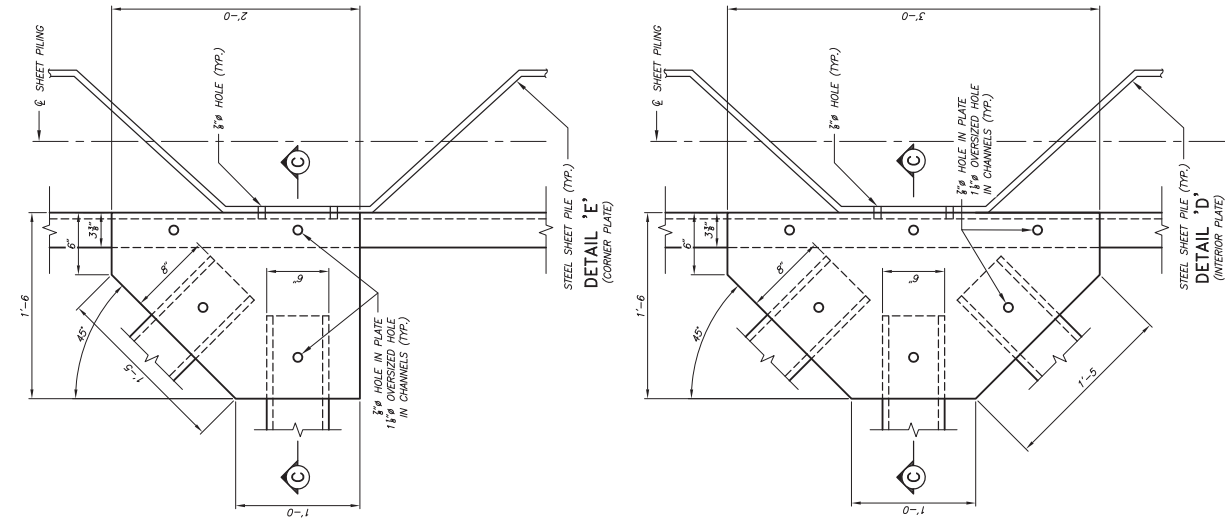
EMERGENCY REPAIR - EROSION

WEIR DETAILS

RINGGOLD COUNTY, IOWA

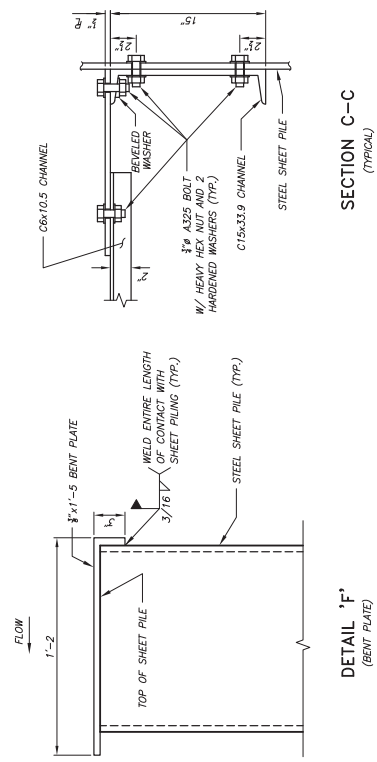


BENCH MARK: 5" IRON PIN N.W. OF BRIDGE GUARD RAIL N.W. CORNER OF BRIDGE  
ELEV.=1087.00 (CONTROL POINT #200)



CONTRACT ITEM - STRUCTURAL STEEL				
DETAIL 'D' : INTERIOR PLATE				
5" A36 PLATE WITH 5/8" HOLES = 71.4 LBS.	NO. REQ'D.	TOTAL (NO.)	WEIGHT (LBS.)	
16	16		1,142	
3" x 3" HEX BOLT W/ NUT = 0.71 LBS.	NO. REQ'D. PER PLATE		68	
1/2" I.D. WASHER = 0.05 LBS.	9	144	7	
1/2" I.D. BEVELED WASHER = 0.21 LBS.	3	48	10	
DETAIL 'E' : END/CORNER PLATE				
5" A36 PLATE WITH 5/8" HOLES = 51.0 LBS.	NO. REQ'D.	TOTAL (NO.)	WEIGHT (LBS.)	
8	8		408	
3" x 3" HEX BOLT W/ NUT = 0.71 LBS.	NO. REQ'D. PER PLATE		23	
1/2" I.D. WASHER = 0.05 LBS.	6	48	2	
1/2" I.D. BEVELED WASHER = 0.21 LBS.	2	16	4	
BRACING STRUTS AND DIAGONALS *				
NO. REQ'D.	TOTAL (L.F.)	WEIGHT (LBS.)		
12	148	1,554		
10	169	1,777		
BENT PLATE "CAP" AND WALKERS *				
NO. OF ROWS	TOTAL (L.F.)	WEIGHT (LBS.)		
3	537	22,554		
4	716	24,272		
3	537	11,640		
C15x33.9 WALKER CONNECTIONS *				
NO. ROWS	NO. PER ROW	TOTAL (NO.)	WEIGHT (LBS.)	
4	150	600	426	
4	300	1,200	60	
HP 10x42 WALKER CONNECTIONS (OPTIONAL) ‡				
NO. ROWS	NO. PER ROW	TOTAL (NO.)	WEIGHT (LBS.)	
3	150	600	426	
3	300	1,200	60	
STRUCTURAL STEEL TOTAL				64,433

\* FIELD VERIFY PRIOR TO FABRICATION. FIELD CUTTING STRUTS, DIAGONALS AND WALKERS IS ACCEPTABLE.  
 ‡ IF WELDED CONNECTION FOR HP10x42 WALKERS IS USED, PRICE FOR WELDS WILL BE INCLUDED IN THE PRICE BID FOR THE CONNECTIONS TABULATED ABOVE AND PAID FOR AS "STRUCTURAL STEEL".  
 NO ADDITIONAL PAYMENT WILL BE MADE.  
 NOTE: SHOP DRAWINGS SHOWING LAYOUT AND DETAILS SHALL BE SUBMITTED FOR APPROVAL.



SECTION C-C  
(TYPICAL)

DETAIL 'F'  
(BENT PLATE)