Addendum

Iowa Department of Transportation Date of Letting: May 17, 2016

Office of Contracts Date of Addendum: May 5, 2016

B.O.	Proposal ID	Proposal Work Type	County	Project Number	Addendum
103	27-0351-155	PCC PAVEMENT - GRADE & REPLACE	DECATUR	IMX-035-1(155)002-27 IMN-035-1(167)00E-27	17MAY103.A02

Make the following changes to the PROPOSAL SCHEDULE OF PRICES:

Change Proposal Line No. 0150 2123-7450000 SHOULDER CONSTRUCTION, EARTH:

From: 665.200 STA To: 644.800 STA

Change Proposal Line No. 0180 2301-0690203 BRIDGE APPROACH, BR-203:

From: 866.700 SY To: 926.300 SY

Change Proposal Line No. 0240 2304-0100000 DETOUR PAVEMENT:

From: 11,648.000 SY To: 8,918.000 SY

Change Proposal Line No. 0930 2102-0425070 SPECIAL BACKFILL:

From: 22,957.000 TON To: 22,100.300 TON

Change Proposal Line No. 0940 2122-5190007 PAVED SHOULDER, P.C. CONCRETE 7 IN.:

From: 50,920.100 SY To: 49,211.200 SY

Change Proposal Line No. 0960 2102-0425070 SPECIAL BACKFILL:

From: 22,712.800 TON To: 21,904.200 TON

Change Proposal Line No. 0970 2122-5500080 PAVED SHOULDER, HOT MIX ASPHALT

MIXTURE, 8 IN.: From: 50,920.100 SY To: 49,211.200 SY

If the above changes are not made, they will be made as shown here.

Replace PROPOSAL DETAILS, Page 2 with the attached:

Make the following change to the PROPOSAL SPECIAL PROVISIONS LIST & TEXT:

Add: SP-150117

SPECIAL PROVISIONS FOR WORK IN THE STATE OF MISSOURI Decatur County - IMN-035-1(167)0--0E-27 & IMX-035-1(155)0--02-27

Replace the attached plan sheets C.10, C.18, C.19, C.20, J.1, & U.6 for project IMX-035-1(155)0--02-27:

e:	2
(e:

Bid Order No.: 103

Proposal ID No.: 27-0351-155 Letting Date: May 17, 2016

Primary Work Type: PCC PAVEMENT - GRADE & REPLACE

Contract Period/ Liquidated Number Site Description Damages

COMPLETION DATE: 11/18/16 \$ 2,500.00

TO COMPLETE WORK IN NB/SB LANES REQUIRING LANE CLOSURE

02 LATE START DATE: 04/17/17 20 WORKING DAYS \$ 2,500.00

TO COMPLETE EROSION CONTROL, MISC. WORK WITH NO LANE CLOSURE

PROPOSAL NOTES

*** NO EXCUSE ROAD OPENING BONUS ***

THE CONTRACTOR WILL BE PAID THE PREDETERMINED LUMP SUM AMOUNT SHOWN IN THE PROPOSAL SCHEDULE OF PRICES FOR THE BID ITEM 'NO EXCUSE ROAD OPENING BONUS' FOR COMPLETING CONSTRUCTION SO THAT ALL LANES NB AND SB ON I-35 INCLUDING THE RAMPS ARE OPEN TO TRAFFIC ON OR BEFORE THE CALENDAR DATE SHOWN.

COMPLIANCE REQUIRES THAT THE CONTRACTOR MUST HAVE ALL LANES NB AND SB ON I-35 INCLUDING THE RAMPS OPEN TO TRAFFIC WITH NO FURTHER LANE CLOSURES. ANY OTHER DELAYS DUE TO WEATHER, CHANGE ORDERS, OVERRUNS OF QUANTITIES, UTILITY DELAYS, OR ANY OTHER DELAYS WILL NOT BE CONSIDERED AS JUSTIFICATION TO MODIFY THE CALENDAR DATE.

SITE 01

TO COMPLETE ALL WORK SO THAT ALL LANES NB AND SB ON I-35 INCLUDING THE RAMPS ARE OPEN TO TRAFFIC ON OR BEFORE THE CALENDAR DATE SHOWN.

SITE 02

TO COMPLETE EROSION CONTROL AND OTHER WORK WHICH DOES NOT REQUIRE A LANE CLOSURE.



SPECIAL PROVISIONS FOR WORK IN THE STATE OF MISSOURI

Decatur County IMN-035-1(167)0--0E-27 IMX-035-1(155)0--02-27

Effective Date May 17, 2016

THE STANDARD SPECIFICATIONS, SERIES 2015, ARE AMENDED BY THE FOLLOWING MODIFICATIONS AND ADDITIONS. THESE ARE SPECIAL PROVISIONS AND THEY SHALL PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS.

150117.01 WORK IN THE STATE OF MISSOURI.

The following provisions shall apply to work done in the State of Missouri:

A. In addition to the requirement of Article 1102.04 of the Standard Specifications, the Contractor shall comply with the following:

This contract requires payment of the prevailing hourly rate of wages for each craft or type of work required to execute the contract as determined by the Missouri Department of Labor and Industrial Relations, and requires adherence to a schedule of minimum wages as determined by the United States Department of Labor. For work performed anywhere on this project, the contractor and the contractor's subcontractors shall pay the higher of these two applicable wage rates. State Wage Rates and the current Federal Wage Rates are available on the Missouri Department of Transportation web page at www.modot.org under "Bidding". Effective Wage Rates will be posted 10 days prior to the applicable bid opening. These supplemental bidding documents have important legal consequences. It shall be conclusively presumed that they are in the bidder's possession, and they have been reviewed and used by the bidder in the preparation of any bid submitted on this project.

B. In addition to the requirement of Article 1103.05 of the Standard Specifications, the Contractor shall comply with the following:

Prior to commencement of construction, secure and deliver the attached bond form in the full amount of the construction work to be performed in Missouri under the contract with the lowa DOT from a commercial surety qualified and authorized to do business in the State of Missouri. The lowa DOT will provide the awarded contractor a breakdown of costs to use in complying with this requirement.

C. In addition to the requirement of Article 1107.02 of the Standard Specifications, the Contractor shall comply with the following:

Carry commercial general liability insurance and commercial automobile liability insurance from a company authorized to issue insurance in Missouri, and to name the Missouri Highways and Transportation Commission, and the Missouri Department of Transportation and its employees, as additional named insureds in amounts sufficient to cover the sovereign immunity limits for Missouri public entities (\$500,000 per claimant and \$3,000,000 per occurrence) as calculated by the Missouri Department of Insurance, Financial Institutions and Professional Registration, and published annually in the Missouri Register pursuant to Section 537.610, RSMo.

D. In addition to the requirements of Article 1107.12 of the Standard Specifications, the Contractor shall comply with the following:

Defend, indemnify and hold harmless Missouri, including its members and employees, from any claim or liability whether based on a claim for damages to real or personal property or to a person for any matter relating to or arising out of the Contractor's wrongful or negligent performance of its obligations under the contract with lowa.

CONTRACT BOND

as principle, and	I
as surety, are he	ld and firmly bound unto the State of Missouri in the penal sum of:
DOLLARS (\$) as the same may be increased by any and all changes in or additions to said contract
which may here	after be made, lawful money of the United States, to be paid to the said State of Missouri or to its certain agents,
attorneys, assigr	ns, or to the Missouri Highways and Transportation Commission, for which sums of money, well and truly to be
paid, we bind o	urselves, our heirs, successors, assigns, executors, and administrators, jointly and severally, firmly by these
presents.	
	SEALED with our seals and dated
	The condition of this obligation is such that
	WHEREAS, the said bounden principal has entered into a certain contract with the State of Missouri acting by
	and through the Missouri Highways and Transportation Commission, said contract being marked.
	Route:
	County:
	Job No.:
	a copy of said contract being hereto attached and made a part hereof and bearing date of
	<u> </u>
	NOW, THEREFORE, if the said principal shall comply with and fulfill all the conditions of said contract,
including those	under which principal agrees to pay the prevailing hourly rate of wages for each craft or type of workman require
to execute the co	ontract in the locality as determined by State and Federal authority, as applicable, or by final judicial determination

Design Form C-3

and within the time mentioned in said

Call

(1 of 2)

and properly and promptly complete the work in accordance with the provisions of said contract, plans and specifications without any hidden defects, and furnish all the labor and materials required by said contract, and any and all changes in, or additions to said contract, which may hereafter be made, and shall perform all the undertakings stipulated by said bounden principal to be performed

contract, or within any additional time granted by the Missouri Highway and Transportation Commission or its Chief Engineer, under authority from said Commission of Missouri, which may be granted without notice to or consent from the surety, and shall pay for all materials, lubricants, fuel, coal and coke, repairs on machinery, groceries and foodstuff, equipment and tools consumed or used in connection with the construction of such work, and all insurance premiums, both compensation, and all other kinds of insurance, on said work, and for all labor performed in such work, whether by subcontractor or claimant in person or by its employee, agent, servant, bailee, or bailor, then this to be void; otherwise it shall be and remain in full force and effect.

ATTEST:	(SEAL)	
	Secretary	Principal
		Ву
		Title
ATTEST:	(SEAL)	Surety
TITEST.	(GE/AE)	Ву
		Title
		Address – Agent or Broker
		Street
		City
		Name and Street Address of Agent to Whom All Correspondence Should be Directed Relating to Contract and Bond.
		Name
		Street
Design Form (7.3	City, State

(2 of 2)

	112-8M
	Modified
WEDTAN (DOGGOVED)	
MEDIAN CROSSOVERS	

Refer to U Sheets.

Road	Location	Standard Road	Detour Pavement	Detour Pavement	Special	Granular	Class 13	18" Unclassified	36" CMP Slotted	18" Beveled	6" CMP	Topsoil	
Ident.	Station	Plan	(9"PCC or 12"HMA)	(8"PCC or 10"HMA)	Backfill	Shoulder	Excavation	Roadway Pipe	Drain/ 6" Grate	Pipe and Guard	Subdrain	Spread	Remarks
		No.	SY	SY	CY	TON	CY	LF	LF	No.	LF	CY	
		<u> </u>									-	1	
I-35	26+00.00						2734.0					386	Div 1,Stage 4 Remove
State Line Inte	rchange	<u></u>											
I-35	79+78.65	X0-1					1780.0	(30	Div 1,Stage 4 Remove
I-35	111+82.54	X0-2		342.0	111	47.0	19.0	Ī		<u> </u>	52	T	Div 2, Stage 1 Build
I-35	111+82.54	X0-2					178.0					32	
I-35	112+42.44	X0-3		3468.0	1799	0.0	444.0	144.0	55.0	2			Div 2, Stage 1 Build (1)
I-35	112+42.44	X0-3					1338.0					219	Div 2,Stage 3 Remove
I-35	117+19.94	X0-4		1301.0	696	0.0	24.0	155.0	55.0	2			Div 2,Stage 2 Build
I-35	117+19.94	X0-4					928.0					233	Div 2,Stage 4 Remove
US 69 Interchan	ıge												
I-35	4305+19.80	X0-5		768.0	376	120.0	5.0					,	
I-35	4305+19.80	X0-5					532.0					28	
I-35	4308+10.98	X0-6		1971.0	982	104.0	122.0	1					Div 2, Stage 1 Build
I-35	4308+10.98	X0-6					1117.0					95	Div 2,Stage 3 Remove
I-35	4308+23.85	X0-7		268.0	129	48.0	18.0				52		Div 2, Stage 1 Build
I-35	4308+23.85	X0-7										95	
I-35	331+74.90	X0-8		458.0	224	68.0					52		Div 2,Stage 2 Build
I-35	331+74.90	X0-8					306.0					46	
I-35	332+34.98	X0-9	<u> </u>	342.0	178	0.0	27.0			ļ.,		ļ	Div 2,Stage 2 Build
I-35	332+34.98	X0-9					1149.0					180	
I-35	336+40.29	X0-10					1065.0		-		-	165	Div 2,Stage 3 Remove
								<u> </u>				1	
Totals Div 1				0.0	0	0.0	4514.0	0.0	0.0	0	0	416	
Totals Div 2				8918.0	4495	387.0	7466.0	299.0	110.0	4	156	1093	
(1) Existing ro	badway culvert a	at Sta. 11		oe temporari	ly plugged t	Lo build th	is crossove	c. All costs i	Incured plu	gging and	unplugging	this cul	vert
shall be in	cidental to thi	is crossove	er.										
		L					'				<u> </u>	<u> </u>	
		L					'				<u> </u>	<u> </u>	
					(<u> </u>	1
	1	1		1	(1	1				1 '	1

TEMPORARY LANE SEPARATOR SYSTE See TC-61 Station to Station Length LF Remarks 25+22.42 33+07.07 785 Div. 1 72-23-20 32-77.00 942 Div. 1	M
Station to Station Length LF Remarks 25+22.42 33+07.07 785 Div. 1	
73+32.00 82+75.00 943 Div. 1	
111+82.00 127+38.00 1556 Div. 2	
292+40.00 305+73.00 1333 Div. 2	
332+49.00 346+56.00 1407 Div. 2	
402+92.93 410+77.58 785 Div. 2	
Total Div. 1 1728	
Total Div. 2 5081	

•			1	HTING LUMINAIRES
No.	Location	Offset	Number	Remarks
	Station		Lumin.	
	Stage 1			
1	25+15.00	Rt.	1	See TC-61 Div.1
2	26+85.00	Lt.	1	See TC-61 Div.1
3	408+25.00	Lt.	1	
4	410+85.00	Rt.	1	See TC-61 Div.2
	410+85.00	NC.		3ee 1C-01 D1V.2
	Stage 2			
5	81+06.00	Median	1	Crossover X1 Div. 1 (1)
6	81+12.90	Rt.	1	Crossover X1 Div. 1 (1)
7	110+74.97	Rt.	1	Crossover X2 Div. 2 (1)
8	111+78.00	Median	1	
9	304+92.91	Median	1	Crossover X6 Div. 2 (1)
10	4309+04.69	Rt.	1	Crossover X7 Div. 2 (1)
11	334+82.18	Rt.	1	Crossover X10 Div. 2 (1)
12	335+67.00	Median	1	Crossover X10 Div. 2 (1)
	Stage 3			
13	118+09.55	Rt.	1	Crossover X4 Div. 2 (1)
14	116+43.00	Median	1	Crossover X4 Div. 2 (1)
15	301+41.00	Median	1	Crossover X5 Div. 2 (1)
16	4306+30.96	Rt.	1	Crossover X5 Div. 2 (1)
17	330+50.38	Rt.	1	Crossover X8 Div. 2 (1)
18	331+66.00	Median	1	Crossover X9 Div. 2 (1)
				•
	Div. 1 Total	4		
	Div. 2 Total	14		
	DIV. I locui			
1)	See J Sheets. E	xact loca	tions to	be determined in the field.

112-6	
10-20-15	

BRIDGE APPROACH SECTION

Refer to the BR Series.

* Not a bid ite																			
	Loc	ation			Ар	proach Pave	ment		Standard Road Plans			Sub							
	Skew Ahead		Ahead	I \ ' / I Pav I		Non-Reinf.	Single- Reinf.	Double- Reinf.		BR Series		*		*	*	* Class 'A'	*	*	
Bridge Station	End				Length	Pavement Area	Pavement Area	Pavement Area	: Approach	Fixed or Movable	Abutting Pavement	Perforated Subdrain 4"	Subdrain Outlet		Porous Backfill	Crushed Stone Backfill	Modified Subbase	Polymer Grid	Remarks
		Degrees LEFT RIGHT		Tachac	Inches FT SY SY SY			Abutment		LF	STA Side		CY	CY	TON	SY	· '		
100.00.00		LEFI			02.7				DD 204		DD 244			Side		<u> </u>			<u> </u>
100+00.00	N		40^18'18"	12.0	83.7	86.7	57.8	146.4	BR-204	Fixed	BR-211	62.0	102+14.01	Rt.	1.7	0.6	303.300		Div. 2
4192+82.66	S		48^17'45"	12.0	85.2	86.7	57.8	173.2	BR-203	Fixed	BR-211	62.0	4191+19.17	Rt.	1.7	0.6	337.600		Div. 2
4192+82.66	N		48^17'45"	12.0	89.7	86.7	57.8	173.2	BR-203	Fixed	BR-211	68.0	4194+51.10	Rt.	1.7	0.6	334.600	356.9	Div. 2
						260.1	173.4	492.8				192.0			5.1	1.8	975.500	1039.0	
		Bid Items:																	
		BRIDGE APPROACH, BR-		203			926.3												

				SCOUR	PROTEC			UME FOR BR	IDGE END D	RAIN			104 04-2
L	ocation		Bi	id Items	PC	C Paved Should	er	Scour Protec	tion (DR-401)	Ro	ck Flume (DR-40	92)	
Bridge Station			PCC Paved Shoulder	Bridge End Drain	Panels Required	Polymer Grid	Modified Subbase	Outlet or Channel Scour Protection	Turf Reinforced Mat (TRM), Type 2	Macadam Stone Base	Engineering Fabric	Erosion Stone	Remarks
		FT	SY	TYPE	A B C or D	SY	TONS	SF	SQ	TONS	SY	TONS	
100+00.00	NW	38.0	-	DR-401	-	-	-	32.0	2.4				Div. 2
100+00.00	NE	44.0	40.0	DR-401	AD	40.0	32.040	32.0	6.0				Div. 2
4192+82.66	NW	38.0	-	DR-401	-	-	-	32.0	2.4				Div. 2
4192+82.66	NE	44.0	55.6	DR-401	ВС	55.6	45.010	32.0	6.0				Div. 2
iv. 2 Totals	:		95.6	4		95.6	77.050	128.0	16.8				

FILE NO. ENGLISH DESIGN TEAM Flattery\Carlson

DECATUR COUNTY PROJECT NUMBER IMX-035-1(155)0--02-27 SHEET NUMBER C.18

| Changed By Addenda | Changed By Add

SHOULDERS

Lane(s) to which the shoulder is adjacent.

Bid Item

3 Applies only for Paved Shoulders constructed on project with existing granular shoulders.

4) Does not include shrink. Calculations assume a HMA unit weight (lbs/cf) of 140, a Special Backfill unit weight (lbs/cf) of 140, and a Granular Shoulder unit weight (lbs/cf) of 140 Location Quantities ´ P ` G Reinforced Earth Shoulder Construction Class 13 Modified Special Backfill Paved Granular Shoulder Hot Mix Asphalt Binder Paved Alternates Road Shoulder Subbase Remarks Excavation Side Station to Station Width Width Length Shoulder Identification HMA Alternate PCC Alternate HMA STA SY (2) CY (4) SY (2 TON/STA TON (2) TON/STA CY (2) TON/STA CY (4) CY TON/STA TONS Outside Lanes 4511+61.80 4515+20.00 358.2 106.1 238.8 113.3 116.3 34.4 42.5 Div. 2 Ramp D NB 4511+61.80 4513+61.80 200.0 46.1 23.1 88.9 29.6 18.7 26.4 27.9 Div. 2 T-35 NB 115+20.00 124+40.07 Rt 6.0 920.1 272.6 29.6 16.4 613.4 291.1 31.6 298.8 32.5 9.2 88.3 109.2 Div. 2 I-35 NB 124+40.07 125+20.00 Rt 6 to 8 79.9 27.4 34.3 1.6 62.2 29.1 36.5 30.4 38.0 0.8 7.4 9.1 Div. 2 125+20.00 175+00.00 8.0 4980.0 1940.0 39.0 116.4 4426.7 2055.0 2168.3 43.5 49.8 439.3 545.2 Div. 2 Equation 4175+00.00 4189+51.00 1451.0 565.2 39.0 33.9 1289.8 598.8 631.8 43.5 14.5 128.0 158.8 Div. 2 I-35 NB 4189+51.00 4189+71.00 Rt 12.6 20.0 0.0 0.0 0.0 28.0 12.0 59.9 13.1 65.4 0.2 7156 Div. 2 NB 4189+71.00 4190+21.63 Rt .6 to 10.9 50.6 66.1 28.8 30.5 7156 Div. 2 I-35 0.0 56.8 60.3 0.5 4190+21.63 4191+46.86 Rt 10.9 125.2 67.3 53.8 69.2 7156 Div. 2 I-35 0.0 151.7 NB 4191+46.86 4191+59.11 Rt 0.9 to 9.7 7156 Div. 2 12.3 Bridge 4194+51.10 4300+15.00 10563.9 4115.2 246.9 9390.1 4359.2 4599.5 932.0 1156.5 Div. I-35 4300+15.00 4300+54.85 8 to 6 39.8 13.7 0.8 31.0 14.5 15.1 38.0 0.4 Div. 2 NB 4300+54.85 4305+25.00 470.2 139.3 29.6 148.8 45.1 Div. 2 313.4 31.6 152.7 32.5 Ramp E NB 2505+25.00 2508+10.02 285.0 84.4 29.6 190.0 90.2 92.6 27.4 33.8 Div. 2 2506+09.61 2508+10.02 200.4 46.2 23.1 89.1 29.1 37.4 2.0 26.4 28.0 Div. 4307+60.00 57.9 4306+11.39 8.0 148.6 39.0 132.1 61.3 41.3 64.7 43.5 13.1 16.3 Div. 2 387.0 432.5 4308+80.00 4318+73.37 Rt 993.4 39.0 23.2 883.0 409.9 41.3 43.5 108.7 Div. 2 8.0 Equation 317+53.35 332+30.00 1476.7 575.2 642.9 130.3 161.7 Div. 2 609.3 NB 332+65.00 334+76.45 8.0 211.4 82.4 39.0 188.0 87.3 41.3 92.1 43.5 18.7 23.1 Div. 2 338+00.00 345+15.05 715.1 211.8 29.6 12.7 476.7 226.2 31.6 232.2 32.5 68.7 84.8 Div. 2 6.0 345+15.05 345+95.00 79.9 27.4 34.3 29.1 30.4 38.0 0.8 9.1 Div. 2 I-35 6 to 8 62.2 36.5 701.2 Div. 2 345+95.00 410+00.00 6405.0 2495.1 39.0 149.7 5693.3 2643.0 41.3 2788.7 43.5 565.1 8.0 Stage 2 Inside Lanes 973.5 113+60.00 175+00.00 Lt 6.0 6140.0 1818.9 29.6 109.1 4093.3 1714.7 27.9 1606.2 26.2 61.4 1081.4 Div. 2 Equation 4187+18.45 1218.5 361.0 340.3 Div. 2 4175+00.00 6.0 29.6 21.7 812.3 318.7 193.2 214.6 26.2 4187+18.45 4187+38.45 10.5 10.4 7156 Div. 2 20.0 23.3 52.1 11.2 0.2 0.0 0.0 0.0 56.2 Lt NB 4187+38.45 4187+88.69 24.5 48.7 7156 Div. 2 I-35 Lt 0.5 to 8.9 50.2 0.0 52.2 0.5 0.0 0.0 54.1 26.2 4187+88.69 4191+02.12 313.4 309.9 142.1 45.3 151.2 7156 Div. 2 0.0 48.2 Lt 0.0 4191+14.61 Lt 3.9 to 7.5 NB 4191+02.12 12.5 0.0 0.0 11.4 42.1 44.8 0.1 7156 Div. I-35 NB 4191+59.11 Lt 37.1 17.3 18.4 41.4 7156 Div. 2 4191+14.61 44.5 0.0 Bridge 4194+11.10 4307+60.00 11348.9 3362.0 29.6 201.7 7565.9 3169.4 2968.8 1799.4 1998.8 Div. 2 6.0 26.2 I-35 4308+80.00 4318+73.37 993.4 294.3 277.4 259.9 29.6 17.7 662.2 27.9 157.5 175.0 Div. 2 Lt 6.0 26.2 Equation 317+53.35 334+76.45 Lt 1723.1 510.5 29.6 30.6 1148.7 481.2 27.9 450.8 273.2 303.5 Div. 2 6.0 26.2 17.2 I-35 1853.4 338+00.00 1966.0 29.6 118.0 4424.4 27.9 1736.1 1168.8 Div. 2 I-35 404+36.56 Lt 6.0 6636.6 26.2 66.4 1052.3 Stage Outside Lanes 101+74.31 113+60.00 1185.7 461.9 39.0 39.0 1053.9 489.3 104.6 129.8 Div. 2 27.7 41.3 516.2 43.5 11.9 49.5 4307+60.00 120.0 46.7 52.2 43.5 10.6 13.1 Div. 2 I-35 NB 4308+80.00 8.0 2.8 106.7 41.3 1.2 I-35 NR 334+76.47 338+00.00 6.0 323.5 95.8 29.6 5.8 215.7 90.4 27.9 84.6 26.2 3.2 51.3 57.0 Div. 2 4535+95.00 Ramp D 4532+36.80 6.0 358.2 72.9 44.2 Div. 2 23.1 4.4 140.6 45.9 14.5 59.0 18.7 3.2 41.7 Ramp D NR 4532+78.72 4535+95.00 Lt 4.0 316.3 I-35 335+95.00 338+00.00 Rt 6.0 205.0 60.7 29.6 3.6 136.7 64.9 31.6 66.6 32.5 2.1 19.7 24.3 Div. 2 Stage 3 Inside Lanes 4307+60.00 4308+80.00 Lt 35.5 80.0 6.0 120.0 29.6 33.5 27.9 31.4 26.2 1.2 19.0 21.1 Div. 2 I-35 NB 2.1 Stage T-35 NR 116+48.82 118+37.67 R+ 6.0 188.9 55.9 29.6 3.4 125.9 59.8 31.6 61.3 32.5 1.9 18.1 22.4 Crossover XO4 Div. 2 SB 296+20.00 302+51.25 Rt 6.0 631.3 187.0 29.6 11.2 420.8 199.7 31.6 205.0 32.5 6.3 60.6 74.9 Crossover XO5 Div. NB 4304+96.27 4305+37.69 41.4 12.3 29.6 27.6 11.6 27.9 10.8 26.2 6.6 Crossover XO5 Div. 6.0 NB 332+30.00 332+65.00 8.0 35.0 13.6 39.0 14.4 41.3 15.2 43.5 0.4 Crossover XO8 Div. 332+49.24 334+27.26 Rt 178.0 52.7 29.6 118.7 31.6 57.8 32.5 17.1 21.1 Crossover XO9 Div. I-35 SB 332+49.24 346+56.00 Lt 6.0 1406.8 416.7 29.6 25.0 937.8 392.9 27.9 368.0 26.2 14.1 223.0 247.8 Crossover XO9 Div. 2

3/2016 8:26:45 AM pcarls2 c:\pw_work\pwmain\pcarls2\d0568515\27035155_C01.xls

DESIGN TEAM Flattery\Carlson

Changed By Addenda

PROJECT NUMBER

DECATUR COUNTY

IMX-035-1(155)0--02-27

C.19

SHEET NUMBER

SHOULDERS

Lane(s) to which the shoulder is adjacent.
Bid Item
Applies only for Paved Shoulders constructed on project with existing granular shoulders.
Does not include shrink.

Calculations	Calculations assume a HMA unit weight (lbs/cf) of 0, a Special Backfill unit weight (lbs/cf) of 140, and a Granular Shoulder unit weight (lbs/cf) of 140. Location Ouantities																							
		Location													Quantities	5								
Road (1)		Station to	o Station	Side	P Width	G Width	L Length	Class 13 Excavation	Hot Mix	x Asphalt	Binder	Paved Shoulder	Reinforced Paved		Special B			Modified Subbase	Granular	↑ Shoulder	Earth Shou	ulder Cons		Remarks
Identification	ے ن	Station to	/ Station	Side	WIULII	MIUCII	Length	<u> </u>				'	Shoulder	HMA Al+	ternate	PCC Alt	ternate	<u> 1 '</u> '			(2)	HMA	PCC	」 '
	Dire Of T			!	FT	FT	FT	cy 2	TON	TON/STA	TONS	SY 2	SY 2	TON 2	TON/STA	TON 2	TON/STA	cy ②	TON 2	TON/STA	STA	CY 4	CY 4	
Additional for C	rossover	Removal		+																				
Stage 3	10330461	Kelilovai		+	 		+		+	+	+	+								+	+			
I-35	SB	111+82.03	116+48.82	Rt	6.0		466.8		138.3	29.6	8.3	3 311.2		147.7	31.6	151.6	32.5	<u> </u>			4.7	44.8	55.4	Crossover XO3 Div. 2
I-35	NB	111+82.03	113+60.02		6.0		178.0		52.7	29.6	3.2			49.7	27.9	46.6	26.2				1.8	28.2	31.3	Crossover XO3 Div. 2
I-35	NB	111+61.69	111+96.74		8.0		35.0		13.7	39.0	0.8			14.5	41.3	15.3	43.5				0.4	3.1	3.8	Crossover XO2 Div. 2
Ramp D	NB	4510+38.19	4511+38.58		4.0		100.4		23.1		1.4			14.6	14.5	18.7	18.7				1.0	13.2	14.0	Crossover XO2 Div. 2
I-35	SB	302+50.40	305+71.98	Rt	6.0		321.6		95.3	29.6	5.7	7 214.4	+	101.7	31.6	104.4	32.5			+	3.2	30.9	38.2	Crossover X06 Div. 2
I-35	NB	4307+95.85	4308+24.03	Lt	6.0		28.2		8.3		0.5	5 18.8		7.9	27.9	7.4	26.2				0.3	4.5	5.0	Crossover X06 Div. 2
I-35	NB	4308+09.88	4308+43.08		8.0	1	33.2		12.9		0.8			13.7	41.3	14.5	43.5				0.3	2.9	3.6	
Ramp B	NB	2508+51.45	2509+44.18	Lt	4.0		92.7		21.4	23.1	1.3	3 41.2		13.5	14.5	17.3	18.7				0.9	12.2	12.9	Crossover XO7 Div. 2
I-35	NB	335+72.46	337+56.00	Rt	6.0		183.5		54.4	29.6	3.3	3 122.4		58.1	31.6	59.6	32.5				1.8	17.6	21.8	Crossover X010 Div 2
Totals Div. 2	+			+	+				21437.6	, 	818.2	2 49211.2		21904.2		22100.3					644.8	7831.4	9071.1	
												'												
i L			·	'		+		<u> </u>		<u> </u>		'					<u></u> '	<u> </u>						+
								1		!		'					·'							+
							<u> </u>			<u> </u>		'					<u> </u>		-					+
												'							-					+
				1	<u> </u>					'							·							1

MILLED RUMBLE STRIPS

See PV-12 and PV-13.

-35 NBL quation: Sta. 174+00 = Sta. 4 -35 NBL quation: Sta. 4318+73.37 = S -35 NBL CC Only Div. 2 CC Alternate -35 NBL quation: Sta. 174+00 = Sta -35 NBL	Station to	Station	Leng PCC	gth HMA	Type	Fog Seal* (Milled Rumble Strip)	PCC Paved	LIMA Davied	Granular∖	Barranta	
Equation: Sta. 174+00 = Sta. 4 I-35 NBL Equation: Sta. 4318+73.37 = Sta. 4 I-35 NBL PCC Only Div. 2 PCC Alternate I-35 NBL Equation: Sta. 174+00 = Sta. 174+00 = Sta. 174+00			STA	STA	Type (Centerline, Rt or Lt Shoulder	Shoulder GAL	FT FAVEU	HMA Paved FT	Granular\ Earth FT	Remarks	
I-35 NBL Equation: Sta. 174+00 = Sta. 4 I-35 NBL Equation: Sta. 4318+73.37 = S I-35 NBL PCC Only Div. 2 PCC Alternate I-35 NBL Equation: Sta. 174+00 = Sta I-35 NBL											
Equation: Sta. 174+00 = Sta. 4 I-35 NBL Equation: Sta. 4318+73.37 = S I-35 NBL PCC Only Div. 2 PCC Alternate I-35 NBL Equation: Sta. 174+00 = Sta I-35 NBL											
I-35 NBL Equation: Sta. 4318+73.37 = S I-35 NBL PCC Only Div. 2 PCC Alternate I-35 NBL Equation: Sta. 174+00 = Sta I-35 NBL	102+24.01	174+00.00	71.76		Outside Shoulder	0.0	10.0			Div. 2	
Equation: Sta. 4318+73.37 = STI-35 NBL PCC Only Div. 2 PCC Alternate I-35 NBL Equation: Sta. 174+00 = Sta I-35 NBL		4240.72.27	144 72		Out of the Character		10.0			D1 2	
I-35 NBL PCC Only Div. 2 PCC Alternate I-35 NBL Equation: Sta. 174+00 = Sta I-35 NBL	4174+00.00	4318+73.37	144.73		Outside Shoulder	0.0	10.0			Div. 2	
PCC Only Div. 2 PCC Alternate I-35 NBL Equation: Sta. 174+00 = Sta I-35 NBL											
PCC Alternate I-35 NBL Equation: Sta. 174+00 = Sta I-35 NBL	317+53.42	410+00.00	92.47		Outside Shoulder	0.0	10.0			Div. 2	
I-35 NBL Equation: Sta. 174+00 = Sta I-35 NBL			308.96								
I-35 NBL Equation: Sta. 174+00 = Sta I-35 NBL											
Equation: Sta. 174+00 = Sta I-35 NBL	102+24.01	174+00.00	71.76		Inside Shoulder	0.0	6.0			Div. 2	
I-35 NBL					- -		- 11				
	4174+00.00	4318+73.37	144.73		Inside Shoulder	0.0	6.0			Div. 2	
Equation: Sta. 4318+73.37 =											
I-35 NBL	317+53.42	404+36.58	86.83		Inside Shoulder	0.0	6.0			Div. 2	
PCC Alternate Div. 2			303.33								
HMA Alternate											
I-35 NBL	102+24.01	174+00.00		71.76	Inside Shoulder	77.7	6.0			Div. 2	
Equation: Sta. 174+00 = Sta											
I-35 NBL	4174+00.00	4318+73.37		144.73	Inside Shoulder	156.8	6.0			Div. 2	
Equation: Sta. 4318+73.37 =											
I-35 NBL	317+53.42	404+36.58		86.83	Inside Shoulder	94.1	6.0			Div. 2	
HMA Alternate Div. 2				303.33		328.6					
In Missouri (PCC Only)											
I-35 NBL	20+36.58	31+63.42	11.30		Inside Shoulder	0.0	4.5			Div. 1	
I-35 NBL	78+62.03	80+99.63	2.40		Inside Shoulder	0.0	4.5			Div. 1	
I-35 SBL	20+36.58	31+63.42	11.30		Inside Shoulder	0.0	4.5			Div. 1	
I-35 SBL	73+31.99	80+99.63	7.68		Inside Shoulder	0.0	4.5			Div. 1	
PCC Only Div. 1										I .	
,			32.68								

DECATUR COUNTY PROJECT NUMBER IMX-035-1(155)0--02-27 C.20 ENGLISH DESIGN TEAM Flattery\Carlson SHEET NUMBER

112-10 04-19-11

STACING NOTES	108-26A 08-01-08
STAGING NOTES	
Stage 1 With I-35 traffic using existing traffic patterns and with I-35 lane and Ramp shoulder closures when needed. A) Mill and replace HMA from the first 100' of pavement inside Missouri on SB I-35. B) Grade and Pave Crossover XO2 At Sta. 111+85.47 C) Grade and Pave Crossover XO3 At Sta. 112+43.84 D) Grade and Pave Crossover XO6 At Sta. 4308+13.25 E) Grade and Pave Crossover XO7 At Sta. 4308+24.78	
Stage 2 With I-35 traffic using 2 way 2 lane traffic patterns on the SBL from the South Crossover at Sta. 26+00 to the North Crossover at Sta. 410+00.00. State Line Interchange traffic Using Crossing XO1,XO2 and XO3, and US 65 Interchange Ramp traffic using crossings XO6, XO7 and X10. A) Grade and Pave from Sta. 113+60.02 to Sta. 4307+60.00 B) Grade and Pave from Sta. 4308+80.00 To Sta. 334+76.47 C) Grade and Pave from Sta. 338+00.00 To Sta. 410+00.00 D) Grade and Pave Crossover XO4 at Sta. 117+21.34 E) Grade and Pave Crossover XO5 at Sta. 4305+17.43 F) Grade and Pave Crossover XO8 at Sta. 332+49.97 G) Grade and Pave Crossover XO9 at Sta. 333+09.68	
Stage 3 With I-35 traffic using 2 way 2 lane traffic patterns on the SBL from the South Crossover at Sta. 26+00 to the North Crossover at Sta. 410+00.00. State Line Interchange traffic using crossovers XO1 and XO4, and US 65 Interchange Ramp traffic using crossovers XO8 and XO9 A) Remove Crossover XO2 At Sta. 111+85.47 B) Remove Crossover XO3 At Sta. 112+43.84 C) Remove Crossover XO6 At Sta. 4308+13.25 D) Remove Crossover XO7 At Sta. 4308+24.78 E) Remove Crossover XO10 at Sta. 336+40.29 F) Grade and Pave from Sta. 101+40.35 To Sta. 113+60.02 G) Grade and Pave from Sta. 4307+60.00 To Sta. 4308+80.00 H) Grade and Pave from Sta. 334+76.47 To Sta.338+00.00	
Stage 4 With I-35 traffic using normal Interstate traffic patterns and with I-35 lane and Ramp shoulder closures when needed. A) Remove Crossover at Sta. 26+00 B) Remove Crossover X01 at Sta. 79+78.21 C) Remove Crossover X04 at Sta. 117+21.34 D) Remove Crossover X05 at Sta. 4305+17.43 E) Remove Crossover X08 at Sta. 332+49.97 F) Remove Crossover X09 at Sta. 333+09.68 G) Barricade Crossover at Sta 410+00	

	08-01-08
TRAFFIC CONTROL PLAN	
1. One lane of traffic shall be maintained on I-35 in each direction at all times. See TC-61 for details.	
2. Traffic shall be maintained on all on and off ramps at all times. See TC-61 for details.	
3. No dropoff of more than 1.5" next to a traffic lane during non-working hours.	
5. No droport of more than 1.5 next to a traffic fame during non-working nours.	
4. All traffic control work in Missouri shall comply to all Missouri Traffic Control Standards, Policies and Procedures.	

108-23A

											108-25
											10-21-14
				511 TRAVEL RESTRIC	TIONS						
Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
			None Provided								
											+

FILE NO. ENGLISH DESIGN TEAM Flattery\Carlson DECATUR COUNTY PROJECT NUMBER IMX-035-1(155)0--02-27 SHEET NUMBER J.1

