

A d d e n d u m

Iowa Department of Transportation
Office of Contracts

Date of Letting: December 20, 2016
Date of Addendum: December 13, 2016

B.O.	Proposal ID	Proposal Work Type	County	Project Number	Addendum
103	07-0636-078	PCC PAVEMENT- GRADE & REPLACE	BLACK HAWK	NHSX-063-6(78)--3H-07 NHSX-063-6(91)--3H-07 NHSN-063-6(95)--2R-07	20DEC103A05

Make the following changes to the PROPOSAL SCHEDULE OF PRICES:

Change Proposal Line No. 0490 2502-8221303 SUBDRAIN OUTLET, DR-303:
From: 157.000 EACH
To: 122.000 EACH

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

Make the following change to the PLAN: NHSX-063-6(91)--3H-07

Replace plan SHEET N.1 and SHEET N.62 with the attached SHEET N.1 and N.62

Summary of changes on the SHEETS:

N.1

- Note 15 under Traffic Signal General Notes (Specific to Temporary Signals) – The note has been added to provide additional information regarding luminaire types, and to provide information regarding the temporary traffic signal system lighting
- Note 28 under Traffic Signal General Notes (Apply to both Temporary and Permanent Signals) – The note has been added to provide additional information regarding luminaire types, and to provide information regarding the temporary traffic signal system lighting

N.62

- Dimensioning and specification information has been added to the sheets pertaining to the lighting for the temporary traffic signal systems

Please note the following items will be considered as specialty items:

Project NHSX-063-6(78)--3H-07

Line No. 1170 Item No. 2599-9999010: North 110 CFS Pump Station

Line No. 1180 Item No. 2599-9999010: South 65 CFS Pump Station

Project NHSX-063-6(91)--3H-07:

Line No. 1570 Item No. 2525-0000100: Traffic Signalization

Line No. 1580 Item No. 2525-0000120 : Removal of Traffic Signalization

Line No. 1600 Item No. 2528-8400256: Temporary Traffic Signals

TRAFFIC SIGNAL GENERAL NOTES (APPLY TO BOTH TEMPORARY AND PERMANENT SIGNALS)

1. THE CONTRACTOR SHALL SUPPLY MATERIALS AND CONSTRUCT THE PERMANENT TRAFFIC SIGNAL SYSTEMS TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, STANDARD DETAILS, AND SPECIAL PROVISIONS.
2. ALL QUANTITIES SHOWN IN THE PLANS AND SPECIFICATIONS ARE FOR INFORMATIONAL AND ESTIMATING PURPOSES ONLY. THE CONTRACTOR'S LUMP SUM BID FOR THIS PROJECT SHALL INCLUDE ALL LABOR AND MATERIALS NECESSARY TO PROVIDE COMPLETE AND FUNCTIONAL TRAFFIC SIGNALS.
3. POWER SERVICE LOCATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL COORDINATE TASKS INVOLVING POWER SERVICE CONNECTION WITH LOCAL POWER SERVICE COMPANY. ALL ASSOCIATED COSTS, INCLUDING CONNECTION FROM CABINET TO NEAREST POWER SOURCE SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
4. THE CONTRACTOR SHALL SUBMIT A LIST OF TRAFFIC SIGNAL EQUIPMENT THAT IS PROPOSED FOR INSTALLATION. SHOP DRAWINGS WILL BE REQUIRED FOR THE POLES AND MAST ARMS, AND THESE SHALL BE SUBMITTED WITHIN 30 CALENDAR DAYS FROM THE DATE OF AWARD OF CONTRACT.
5. THE EXISTING SIGNALIZED INTERSECTION OR TEMPORARY SIGNAL INSTALLATION SHALL REMAIN IN SERVICE UNTIL NEW SIGNAL SYSTEM IS OPERATIONAL. EXISTING POLES MAY NEED TO BE RELOCATED IN ORDER TO COMPLETE THE GRADING AND/OR PAVING OPERATIONS. ALL COSTS ASSOCIATED WITH MAINTAINING EXISTING AND/OR TEMPORARY SIGNAL SYSTEM SHALL BE CONSIDERED INCIDENTAL TO PRICE BID FOR TRAFFIC SIGNALIZATION OR TEMPORARY SIGNALS.
6. THE PLAN LOCATION OF EXISTING UTILITIES ARE APPROXIMATE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE PROPER UTILITY COMPANIES AND CITY OFFICIALS FOR THE PURPOSE OF LOCATING UNDERGROUND FACILITIES AND COORDINATING CONSTRUCTION ACTIVITIES.
7. THE LOCATION OF ALL FOOTINGS AND HANDHOLES ARE SUBJECT TO ADJUSTMENT IN THE FIELD BY THE ENGINEER.
8. ALL MASTARM MOUNTED AND POLE UPRIGHT MOUNTED SIGNALS SHALL HAVE BACKPLATES.
9. CONNECTION OF PROPOSED CONDUIT TO EXISTING HANDHOLES OR FOUNDATIONS TO BE CONSIDERED INCIDENTAL TO PRICE BID FOR CONDUIT.
10. ALL FOUNDATIONS AND HANDHOLES SHALL INCLUDE ONE SPARE 4 INCH CONDUIT CAPPED ON BOTH ENDS FOR FUTURE ADDITIONS.
11. A MINIMUM OF 2 SPARE 4" CONDUITS TO BE INSTALLED IN CONTROLLER BASE. CONDUITS TO BE EXTENDED 3' BEYOND FOOTING AND CAPPED.
12. ALL SIGNAL CABLE SHALL BE CONTINUOUS FROM CONNECTIONS MADE IN THE HANDHOLE COMPARTMENTS OF SIGNAL POLE BASES TO THE TERMINAL COMPARTMENT IN THE CONTROLLER CABINET. SPLICING WILL NOT BE PERMITTED IN HANDHOLES UNLESS SPECIFICALLY APPROVED BY THE ENGINEER.
13. ALL UNDERGROUND WORK AT LOCATIONS BEING RECONSTRUCTED UNDER THE ROADWAY PORTION OF THIS PROJECT SHALL BE COMPLETED PRIOR TO FINAL PAVING OF THE SIDEWALK AND ROADWAY. NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL OR RECONSTRUCTION OF SIDEWALK OR PAVEMENT IN THESE AREAS.
14. ALL CONDUIT UNDER EXISTING PAVEMENTS AND SIDEWALKS SHALL BE INSTALLED BY A METHOD THAT MINIMIZES THE AMOUNT OF PAVEMENT AND SIDEWALK REPAIR. CONDUITS UNDER PAVEMENTS SHALL BE PARTIALLY BORED AS NEEDED TO CORRESPOND WITH THE CONSTRUCTION STAGING PLANS.
15. SIGNS SHOWN ON N-SHEETS ARE INCLUDED AS PART OF THE "TRAFFIC SIGNALIZATION" LUMP SUM BID ITEM.
16. THE STATIONS/OFFSETS LISTED ON THE SIGNAL PLANS ARE TO THE CENTER OF THE ITEM UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL FIELD VERIFY ALL EQUIPMENT LOCATIONS WITH THE ENGINEER, INCLUDING SIGNAL HEAD LOCATIONS.
17. NO LANE CLOSURES WILL BE PERMITTED BETWEEN THE HOURS OF 7:00-9:00AM, OR BETWEEN THE HOURS OF 4:00-6:00PM.
18. THE CONTRACTORS SHALL NOTIFY THE ENGINEER WHEN READY TO SCHEDULE THE TURN-ON OF THE TRAFFIC SIGNALS. THE CONTRACTOR SHALL FOLLOW THE CITY'S STANDARD TRAFFIC SIGNAL TURN-ON PROCEDURE.
19. THE CONTRACTOR SHALL COORDINATE ACCESS TO CABINETS ON SITE WITH CITY TRAFFIC SIGNAL STAFF.
20. UNLESS OTHERWISE NOTED, ALL EXISTING FOOTINGS AND SIGNAL CABINET FOOTINGS ARE TO BE REMOVED TO A MINIMUM DEPTH OF 3 FEET BELOW FINAL GRADE OR ADDITIONAL AS NECESSARY FOR CONSTRUCTION. ALL SURROUNDING SURFACES SHALL BE PROPERLY RESTORED.
21. THE CONTRACTOR SHALL SUPPLY MATERIALS AND CONSTRUCT THE TRAFFIC SIGNALS TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, STANDARD DETAILS, AND SPECIAL PROVISIONS.
22. THE CONTRACTOR SHALL HAVE AN EMPLOYEE WITH A LEVEL II IMSA TRAFFIC SIGNAL TECHNICIAN CERTIFICATE ON SITE OR ABLE TO RESPOND WITHIN 4 HOURS.
23. ALL SIGNING AND TRAFFIC CONTROLS USED WHILE CONSTRUCTION ACTIVITIES ARE IN PROGRESS SHALL BE IN COMPLIANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AT THE TIME OF BID ADVERTISING.
24. THE PROPOSED POLE FOOTING (BASE) ELEVATIONS ARE BASED ON THE FINISHED GRADE OF ADJACENT SIDEWALK/RAMP ELEVATIONS. THE ELEVATIONS OF THE POLE FOOTINGS ARE DEPENDENT UPON THE SIDEWALK/RAMP ELEVATIONS. THEREFORE, IF SIDEWALK/RAMP ELEVATIONS DEVIATE FROM THE PLAN ELEVATIONS, POLE FOOTING ELEVATIONS MUST BE REVISED ACCORDINGLY BY THE CONTRACTOR. THE TOP OF THE POLE FOOTINGS SHALL BE AT A MINIMUM OF 1.5 INCHES AND A MAXIMUM OF 3 INCHES ABOVE THE FINISHED GRADE. THE CONTRACTOR IS RESPONSIBLE FOR ALL POLE FOOTING ELEVATION DETERMINATION ACTIVITIES.
25. THE PROPOSED TRAFFIC SIGNAL POLE, PEDESTAL SIGNAL POLE AND PEDESTRIAN PUSH BUTTON POLE FOOTINGS SHALL HAVE SQUARE TOPS. THE TOP 10" OF THE FOOTING TO BE FORMED SQUARE. SEE DETAILS FOR ADDITIONAL INFORMATION. THE CONTRACTOR SHALL VERIFY THAT THE POLE FOOTING IS FORMED PARALLEL AND IN-LINE WITH THE PROPOSED RAMP EDGE(S). REFER TO THE TYPICAL DETAIL SHEETS INCLUDED WITHIN THE R SHEETS AS WELL AS THE S SHEETS AS PART OF THE NHSX-063-6(78)--3H-07 PCC PAVEMENT (GRADE AND REPLACE) PROJECT FOR ADDITIONAL INFORMATION. THE ORIENTATION OF THE ANCHOR BOLTS ARE TO BE FIELD VERIFIED BY THE ENGINEER PRIOR TO THE POURING OF CONCRETE.
26. FIBER OPTIC CABLE SHALL REMAIN CONTINUOUS. FOR CABINET CONNECTION - USE THE GREEN TUBE. OTHER TUBES SHALL REMAIN INTACT AND BE EXPRESSED THROUGH SPlice ENCLOSURE. PIGTAIL FROM HANDHOLE TO THE CABINET USING BRANCH FIBER. USE A WATER-PROOF SPlice ENCLOSURE INSIDE FIBER HANDHOLES TO HOUSE FIBER SPLICES AND SLEEVE OPENINGS. TERMINATE AT LEAST TWELVE STRANDS INSIDE THE CABINET.
27. CONTRACTOR SHALL MOUNT THE PEDESTRIAN PUSHBUTTONS AND THE PEDESTRIAN SIGNAL HEADS AS INDICATED BY THE PEDESTRIAN PUSHBUTTON AND SIGNAL FACE MOUNTING DETAILS PROVIDED ON THE LAYOUT SHEETS.
28. FOR THE PERMANENT TRAFFIC SIGNAL SYSTEMS, THE LUMINAIRES SHALL BE TYPE I LED'S AS SPECIFIED ON THE P SHEETS AND SPECIAL PROVISIONS. PHOTOCCELL TO BE INSTALLED. THE LUMINAIRES SHALL BE SUPPLIED BY THE SAME MANUFACTURER AS THE P SHEET ROADWAY LIGHTING LUMINAIRES. THE TEMPORARY TRAFFIC SIGNAL SYSTEM LUMINAIRES ARE TO BE RELOCATED AND RE-USED FOR THE PROPOSED PERMANENT TRAFFIC SIGNAL SYSTEM LIGHTING FIXTURES. SEE TEMPORARY TRAFFIC SIGNAL DETAIL SHEET FOR ADDITIONAL INFORMATION.

TRAFFIC SIGNAL GENERAL NOTES (SPECIFIC TO TEMPORARY SIGNALS)

1. THE CONTRACTOR SHALL SUPPLY MATERIALS AND CONSTRUCT THE TEMPORARY TRAFFIC SIGNAL SYSTEMS TO MEET THE REQUIREMENTS OF THE IADOT STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL, SECTION 2528.
2. ALL SIGNING AND TRAFFIC CONTROLS USED WHILE CONSTRUCTION ACTIVITIES ARE IN PROGRESS SHALL BE IN COMPLIANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANY FOR TEMPORARY POWER SERVICE CONNECTION.
4. THE BID ITEM FOR A TEMPORARY TRAFFIC SIGNAL SHALL INCLUDE ALL MATERIAL AND LABOR NECESSARY TO SUPPLY, ERECT, MAINTAIN AND REMOVE THE TEMPORARY TRAFFIC SIGNALS. THE TEMPORARY SIGNALS SHALL PROVIDE FOR A FULLY FUNCTIONAL TRAFFIC OPERATION INCLUDING DETECTION (EITHER EXISTING OR TEMPORARY) AND APPROPRIATE PHASING AND TIMINGS FOR SATISFACTORY TRAFFIC MOVEMENTS THROUGH THE CONSTRUCTION AREA.
5. THE TEMPORARY DETECTION AND ASSOCIATED CABINET ACCESSORIES INCLUDING WIRING SHALL BE PER MANUFACTURER RECOMMENDATIONS. ALL WIRING SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE AND LOCAL ORDINANCES AND REQUIREMENTS.
6. FINAL POSITIONING OF SIGNAL FACES AND VEHICLE DETECTION EQUIPMENT TO BE DETERMINED IN THE FIELD. THE CONTRACTOR SHALL REPOSITION OR COVER THE SIGNAL FACES, AND RELOCATE DETECTION EQUIPMENT AS CONSTRUCTION PHASING REQUIRES. THIS IS CONSIDERED INCIDENTAL TO THE COST OF THE TEMPORARY TRAFFIC SIGNAL.
7. POLES FOR THE TEMPORARY TRAFFIC SIGNALS SHOULD BE PLACED SO THEY WILL NOT INTERFERE WITH CONSTRUCTION ACTIVITIES. THE SPAN WIRE IS INTENDED TO PROVIDE LOCATIONS FOR ALL TRAFFIC CONTROL CONDITIONS DURING THE PROJECT.
8. STATIONS AND OFFSETS ARE BASED ON US 63 ROAD ALIGNMENT. THESE LOCATIONS ARE APPROXIMATE AND SHOULD BE VERIFIED AND ADJUSTED AS NEEDED. 10' CLEARANCE TO BE PROVIDED BETWEEN EDGE OF POLES AND EDGE OF TRAVEL WAY DURING EACH STAGE.
9. TEMPORARY STOP BARS SHOULD BE PLACED A MINIMUM OF 40 FEET AND A MAXIMUM OF 180 FEET WHEN MEASURED FROM THE TRAFFIC SIGNAL HEADS.
10. ALL SIGNAL HEADS SHALL BE SPACED A MINIMUM OF 8 FEET APART.
11. FOR TEMPORARY TRAFFIC SIGNAL SYSTEM SHUT DOWNS, LESS THAN ONE DAY IN LENGTH, A 4-WAY STOP MAY BE USED, EXCEPT BETWEEN THE HOURS OF 7:00 AND 8:30 AM AND 4:00 AND 6:00 PM.
12. CONTRACTOR SHALL MODIFY EXISTING TRAFFIC SIGNAL SYSTEMS AS NECESSARY TO ACCOMMODATE STAGES OF CONSTRUCTION PRIOR TO THE INSTALLATION OF TEMPORARY TRAFFIC SIGNAL SYSTEMS. MODIFICATIONS INCLUDE BUT NOT LIMITED TO SIGNAL HEAD LOCATION, VEHICLE DETECTION EQUIPMENT, AND SIGNAL TIMING/PHASING.
13. THE TIMING PLANS SHOWN IN THE PLANS ARE SUGGESTED ONLY. TRAFFIC SHOULD BE OBSERVED DURING THE PEAK HOURS AND THE CONTRACTOR SHOULD ADJUST THE TIMINGS AS NECESSARY.
14. SEE J SHEETS AS PART OF TIED GRADE AND REPLACE PROJECT (PROJECT NUMBER NHSX-063-6(78)--3H-07) FOR ADDITIONAL INFORMATION REGARDING FORM OF TRAFFIC CONTROL AT PROJECT INTERSECTIONS DURING VARIOUS STAGES OF CONSTRUCTION.
15. THE TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL UTILIZE TYPE I LED LUMINAIRES, WITH PHOTOCCELLS. THE LUMINAIRES ARE TO BE RELOCATED AND RE-USED AS POSSIBLE FOR THE PROPOSED PERMANENT TRAFFIC SIGNAL SYSTEM LIGHTING FIXTURES. SEE TEMPORARY TRAFFIC SIGNAL DETAIL SHEET FOR ADDITIONAL INFORMATION.

SIGNAL LEGEND

EXISTING	PROPOSED	
		CABINET AND CONTROLLER
		POWER SOURCE
		METER
		TRAFFIC SIGNAL POLE, FOOTING SYMBOL, AND IDENTIFYING NUMBER (OUTSIDE SQUARE REPRESENTS ANCHOR BOLT ORIENTATION)
		PEDESTAL SIGNAL POLE, FOOTING SYMBOL, AND IDENTIFYING NUMBER (OUTSIDE SQUARE REPRESENTS ANCHOR BOLT ORIENTATION)
		TEMPORARY SIGNAL POLE AND IDENTIFYING NUMBER
		UTILITY POLE
		TRAFFIC SIGNAL HEAD WITH BACKPLATE SYMBOL AND IDENTIFYING NUMBER
		TRAFFIC SIGNAL HEAD SYMBOL AND IDENTIFYING NUMBER
		PEDESTRIAN HEAD SYMBOL AND IDENTIFYING NUMBER
		PEDESTRIAN PUSHBUTTON IDENTIFYING NUMBER
		MAST ARM MOUNTED SIGN SYMBOL AND IDENTIFYING NUMBER
		VIDEO DETECTION CAMERA
		DOMESTYLE PAN/TILT/ZOOM CCTV CAMERA
		EMERGENCY VEHICLE PREEMPTION
		LUMINAIRE (TEMPORARY AND/OR PERMANENT)
		24" HANDHOLE SYMBOL AND IDENTIFYING NUMBER - TYPE 1
		"TUB" HANDHOLE SYMBOL AND IDENTIFYING NUMBER - TYPE 2 OR 3
		TRENCHED SIGNAL CONDUIT
		PUSHED SIGNAL CONDUIT
		SIGNAL INTERCONNECT CONDUIT
		VEHICLE DETECTION ZONE (S = STOP BAR, A = ADVANCE)

TRAFFIC SIGNAL INDEX OF SHEETS:

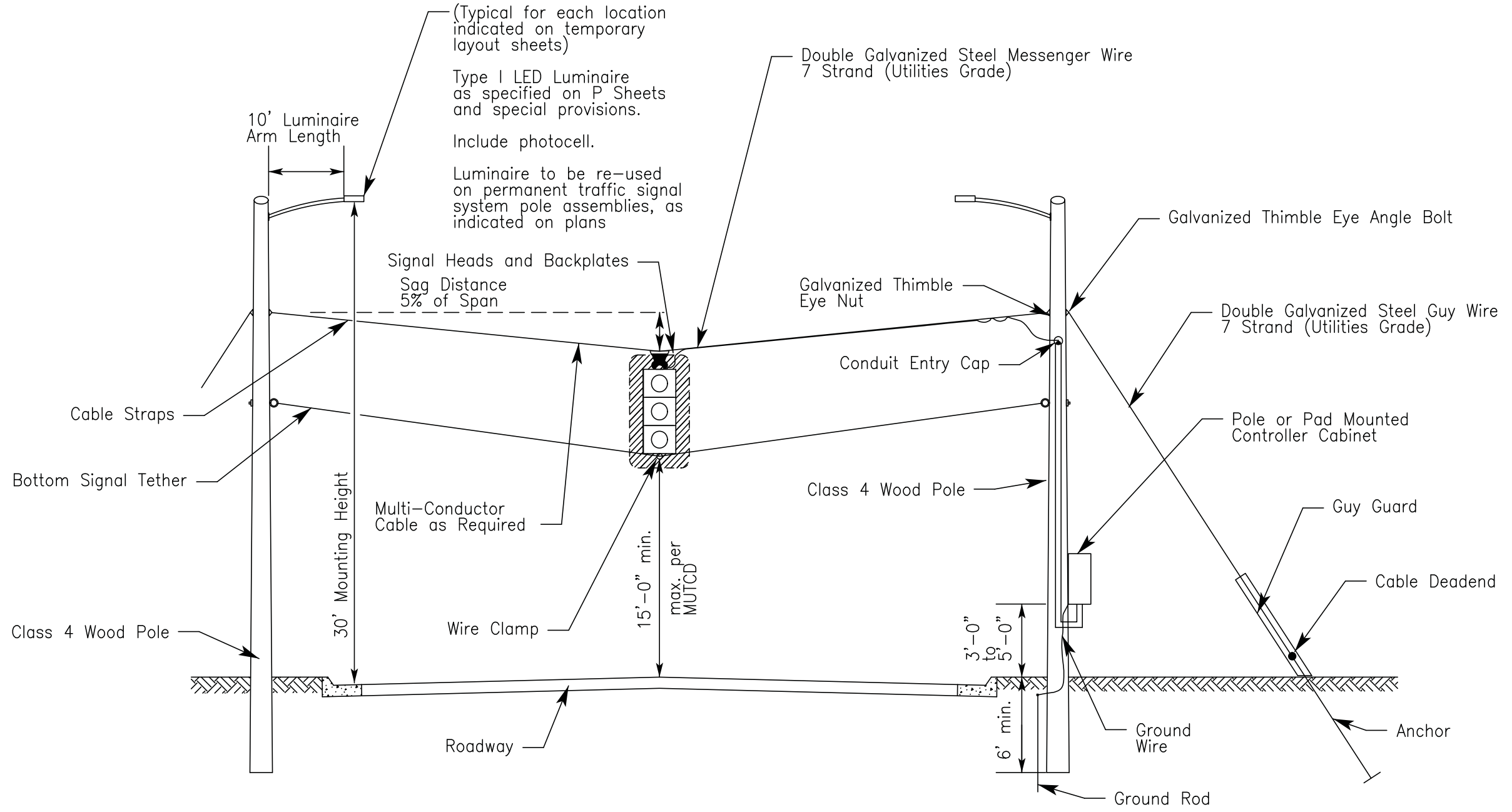
N.1	NOTES AND LEGEND
N.2	TRAFFIC SIGNAL BILL OF MATERIALS AND ABBREVIATIONS
N.3 - N.36	INTERSECTION TRAFFIC SIGNAL MODIFICATIONS
N.37 - N.38	TRAFFIC SIGNAL AND SIGN GENERAL DETAILS
N.39 - N.41	TRAFFIC SIGNAL COMMUNICATION INTERCONNECTION
N.42 - N.61	TEMPORARY TRAFFIC SIGNALS
N.62	TEMPORARY TRAFFIC SIGNAL GENERAL DETAILS

NOTES AND LEGEND

PLAN SHEET
SYMBOL



LUMINAIRE



NOTE: SEE NOTES ON N.1 FOR ADDITIONAL INFORMATION.

TEMPORARY TRAFFIC SIGNAL DETAIL