

STATE OF NEBRASKA
DEPARTMENT OF ROADS
ADDENDUM NO. 2
PROJECT NO. EACNH-275-7(182)
CONTROL NO. 20796B
CALL ORDER F02
NEAR US-275, NORTHWEST OF WATERLOO
LETTING DATE: OCTOBER 25, 2001

On page 1 of Addendum No.1, the provision titled SPECIAL PROSECUTION AND PROGRESS (Phasing) is void and superseded by the following:

SPECIAL PROSECUTION AND PROGRESS
(Phasing)

The plans depict phasing sequences that are to be used in the construction of this project. Any deviation from these sequences shall require the written approval of the Engineer.

The count of working days shall begin on the Tentative Start Date of April 1, 2002, or as described elsewhere in this provision.

Between December 3, 2001, and March 31, 2002, the Contractor will be allowed to perform the following operations without the charge of working days:

1. To perform bridge construction operations on both the highway N-64 and the Valley East Connector structures.
2. The Contractor may close 264th Street, between Meigs Street and the railroad, for the purpose of placing embankment material from Sta. 1292+50+/- to Sta. 1294 +40+/- and constructing pier No. 1. Should the Contractor elect to close this portion of 264th Street during this period, Meigs Street shall remain open to provide access to the sewage treatment plant until the phased construction begins for this area and existing drainage along Meigs Street shall be maintained..
3. The Contractor may also place the embankment from Sta. 1186+25+/- to Sta. 1187+87+/- and construct the MSE wall at abutment No. 1 for relocated highway N-64. During this period, existing highway N-64 shall remain open to traffic at all times and the Contractor shall also be required to maintain existing drainage along highway N-64.

For the purpose of counting working days for the project, the conditions associated with grading between Sta. 1292+00 and Sta. 1294+40+/- (Valley East Connector) shall be considered a priority and shall govern the project's current controlling operation until the required settlement and required waiting periods have occurred. The most critical waiting period is the 90 calendar day period between the completion of the embankment and the driving of abutment, grade beam and wing pile. Therefore, the following shall apply:

1. If completion of the embankment grading and the 90 calendar day waiting period both occur prior to April 1, 2002, the count of working days shall begin on April 1, 2002.
2. If embankment grading is completed prior to April 1, 2002, and if April 1, 2002, occurs during the 90 calendar day waiting period, the count of working days will begin on the day the abutment, grade beam and wing pile can be driven.
3. If embankment grading is completed after April 1, 2002, the working count shall begin on April 1, 2002, and will continue until the embankment grading is completed. The working day count shall then be suspended until the 90 calendar day period has expired, and the working day count shall resume when the abutment, grade beam and wing pile can be driven.
4. It should be noted that instrumentation readings may alter the length of the 90 calendar day waiting period.
5. The requirement of the 120 calendar day waiting period between completion of embankment grading and paving will not be considered a determining factor in the count of working days. Regardless of instrumentation readings and their effect on the first 90 calendar days of this period, paving shall be delayed a minimum of 30 calendar days following the driving of abutment, grade beam, and wing piling.

DEPARTMENT OF ROADS

Claude Oie
Construction Engineer

Issued: October 18, 2001

CO:DB:F02AD210

NOTICE: Only the contractors issued bidding proposals receive this addendum and responsibility for notifying any potential subcontractors or suppliers remains with the contractor.