

STATE OF NEBRASKA
DEPARTMENT OF ROADS
ADDENDUM NO. 1
AND
ELECTRONIC BIDDING SYSTEM
AMENDMENT NO. 1
PROJECT NO. EACNH-STPB-30-7(113)
CONTROL NO. 21760
CALL ORDER F06
US-30, IN BLAIR
LETTING DATE: DECEMBER 19, 2002

The Schedule of Items is amended to include the following:

1. The quantity for the bid item "Aggregate Foundation Course – D 4'" is incorrect. The quantity should read 84,226.000 SY.
2. The quantity for the bid item "Subgrade Preparation" is incorrect. The quantity should read 90,079.000 SY.

The EBS generated bid items sheet must show these corrections or the bid will be considered void.

* * * * *

The Special Provisions are amended to include the following:

MILLING EXISTING CURB

On plan sheet 2-P1, the second paragraph of item No. 2, Preliminary Phase Construction, refers to "remove existing curb by milling". The work of removing the existing curb by milling shall be considered subsidiary to the item "Remove Pavement".

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The Special Provisions are amended to include the following:

FOUNDATION COURSE

The Contractor may approach the State after the award of the contract with a proposal to use other Contractor furnished foundation courses in lieu of the proposed type and or quantities shown in the plans. Any changes made as result of this proposal shall be handled by change order.

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The Special Provisions are amended to include the following:

TIE BARS FOR CONCRETE PAVEMENT

Paragraph 4.k. of Subsection 603.03 in the Standard Specifications is amended to include the following:

| TIE BAR SPACING FOR LONGITUDINAL JOINTS * | | | | | |
|---|----------------------------|------------------------------|----------------------------|------------------------|------------------------------|
| #5 x 30" Grade 40 Bars | | | | | |
| Slab Thickness | 2 Lane Roadway | | Roadways w/3 or More Lanes | | 30' Top System |
| | Shoulder Joint Bar Spacing | Centerline Joint Bar Spacing | Shoulder Joint Bar Spacing | Lane Joint Bar Spacing | Centerline Joint Bar Spacing |
| 10" or Less | 33" | 33" | 33" | 24 3/4" | 33" |
| Greater than 10" | 33" | 24 3/4" | 33" | 16 1/2" ** | 24 3/4" |

* Tie bar spacing may vary +/- 1" from the nominal spacing shown. The number of tie bars per 16'-6" panel shall remain constant.

** Depth of tie bar placement for dowelled pavement shall be (T/2) less 1 1/2".

| TIE BAR SPACING FOR LONGITUDINAL JOINTS * | | | | | |
|---|----------------------------|------------------------------|----------------------------|------------------------|------------------------------|
| #5 x 30" Grade 60 Bars | | | | | |
| Slab Thickness | 2 Lane Roadway | | Roadways w/3 or More Lanes | | 30' Top System |
| | Shoulder Joint Bar Spacing | Centerline Joint Bar Spacing | Shoulder Joint Bar Spacing | Lane Joint Bar Spacing | Centerline Joint Bar Spacing |
| 10" or Less | 49 1/2" | 49 1/2" | 49 1/2" | 33" | 49 1/2" |
| Greater than 10" | 49 1/2" | 33" | 49 1/2" | 24 3/4" | 33" |

* Tie bar spacing may vary +/- 1" from the nominal spacing shown. The number of tie bars per 16'-6" panel shall remain constant.

No tie bar shall be installed closer than 1/2 the tie bar spacing to a transverse joint.

Paragraph 4.k.(3)(ii) of Subsection 603.03 in the Standard Specifications and Supplemental Specifications is void and superseded by the following:

(ii) To minimize tie bar breakage, before placing the adjacent lane the tie bars shall be bent to a position that is at least 45 degrees to the longitudinal joint. The free end of the bar shall not be within six inches horizontally of the location of the transverse joint to avoid corner cracking when the joint is sawed. The free end of the bar shall also be positioned so that it does not interfere with the movement of any dowel bar in the transverse joint. Bars that are broken by bending or that are loose in their socket must be replaced or secured.

On plan sheet 135, Special Plan 14C is void and superseded by the corrected Special Plan 14C as depicted on the attached sheet.

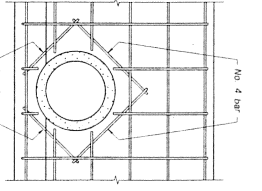
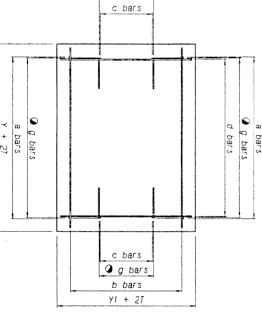
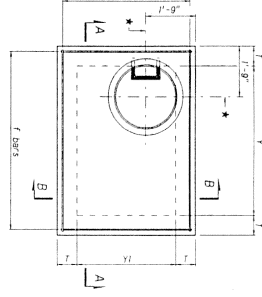
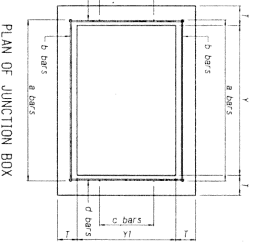
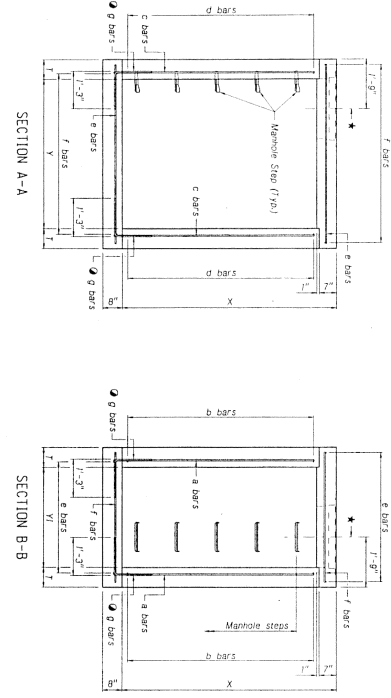
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Upon execution of the contract, the plans will be revised to reflect these changes.

Sheet B

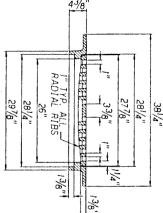
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| SECTION | REINFORCING STEEL DATA | | | | | | | | CONCRETE | | | | | |
|-------------|------------------------|-----|-----|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|-----|
| | X | Y | Y1 | T | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| SECTION A-A | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
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NOTES

This plan is not for use with junction boxes under traffic.
 All concrete used shall be class 475-3000 concrete and shall be laid for under the item "Class 475-3000 Concrete for Inlets and Junction Box".
 All reinforcing steel used shall conform to the requirements of ASTM designation A615/A615M, grade 60 and shall be laid for under the item "Reinforcing Steel for Inlet and Junction Box".
 The cast iron manhole ring and cover shall be a Ductile IR60 or heavier equal and shall be laid for under the item "Cast Iron Ring and Cover". The manhole ring and cover may be omitted at the discretion of the project engineer or if noted on the plans.
 The manhole steps shall be of weather resistant, non-slip polypropylene steel reinforced Press Seal. (GSAE standard specification) and shall not be laid for. If epoxy set, shall be considered subsidiary to other items for which payment is made.
 The manhole steps shall be installed when the X value is greater than 4'-0" empty space, starting from the top of the rig and continuing downward at 1'-4" centers (max) to the floor of the junction box. They shall also be centered under the manhole opening.
 The minimum covering, measured from the face of the concrete to the surface of any reinforcing steel, shall be 2" unless noted otherwise and to hold pipe openings.
 No deductions have been made in the quantities for pipe openings, manholes, manhole steps, and manhole covers. If a manhole or cover is shown in Detail A, these diagonal bars are not laid for directly, but shall be considered subsidiary to other items for which payment is made.
 All preparation, materials, equipment, tools, labor and incidentals shall be considered subsidiary to other items for which payment is made.



DETAIL OF CAST IRON COVER AND FRAME

Added Sheet

PROJECT NUMBER: 30-7(113)
 COUNTY WASHINGTON LOCATION IN BLAIR
 HWY. NO. U.S. 30
 REP. POST. -- ROADWAY --
 STA. SEE TABLE
 DESIGNED BY DEPT
 DETAILED BY SAB
 CHECKED BY OOB
 DATE AUGUST 2002

JUNCTION BOX WITH FLOW ESCAPE GRATE

STATE OF NEBRASKA - DEPARTMENT OF ROADS - BRIDGE DIVISION

PROFESSIONAL SEAL: CIVIL ENGINEER, NEBRASKA, EX. NO. 52115, L. EXPIRES 12/31/03, R. EXPIRES 12/31/03. 14C

PROFESSIONAL SEAL: CIVIL ENGINEER, NEBRASKA, EX. NO. 52115, L. EXPIRES 12/31/03, R. EXPIRES 12/31/03.

Addendum No. 1
Project No. EACNH-STPB-30-7(113)
Page 4

DEPARTMENT OF ROADS

Claude Oie
Construction Engineer

Issued: December 10, 2002

CO:f06ad112

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