

STATE OF NEBRASKA  
DEPARTMENT OF ROADS  
ADDENDUM NO. 1  
AND  
ELECTRONIC BIDDING SYSTEM  
AMENDMENT NO. 1  
PROJECT NO. EACSTPD-EACBR-10-2(111)  
CONTROL NO. 41913  
CALL ORDER F12  
ON N-10 NORTH OF KEARNEY  
LETTING DATE: MAY 22, 2003

The Schedule of Items is amended as follows:

1. In Group 1, the quantity for the bid item "Large Tree Removal" is incorrect. The quantity should read 10.000 EACH.
2. In Group 1, the quantity for the bid item "Excavation" is incorrect. The quantity should read 82,877.000 m3.
3. In Group 1, the quantity for the bid item "excavation, Borrow" is incorrect. The quantity should read 41,062.000 m3.
4. In Group 1, the quantity for the bid item "Water" is incorrect. The quantity should read 9,295.000 kL.
5. In Group 3, the bid item "Temporary Surfacing, 150 mm" has been removed as a bid item.
6. In Group 3, the bid item "Temporary Surfacing, 200 mm" has been added with a quantity of 5,835.000 m2.

The EBS generated bid items sheet must show this correction or the bid will be considered void.

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On page 45 of the Special Provisions, the provision titled PROSECUTION AND PROGRESS (S1-21-0801) is void.

\* \* \* \* \*

On page 71 of the Special Provisions, the provision titled TIE BARS FOR CONCRETE PAVEMENT is void and superseded by the following: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 Bars For Longitudinal Joints		
Slab Thickness	Bar Size*	Bar Spacing
10" (255 mm) or Less	#5	33" (840 mm)
More Than 10" (840 mm)	#6	33" (840 mm)

\*Bent bars that must be straightened may be #5.

All deformed tie bars shall be epoxy coated. Epoxy that is damaged by straightening bars to a 45° angle does not need to be repaired.

Epoxy coating is required for "W" bars that are allowed as an option for key type joints.

No tie bar shall be installed closer than ½ the tie bar spacing to a transverse joint; except, tie bar spacing may vary ±1" (±25 mm) from the nominal spacing shown. The number of tie bars per 16'-6" (5 m) panel shall remain constant.

Paragraph 4.k.(3)(ii) of Subsection 603.03 in the Standard Specifications and Supplemental Specifications is void and superseded by the following: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° to the longitudinal joint. The free end of the bar shall be within 6" (150 mm) 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.

\* \* \* \* \*

The Special Provisions are amended to include the following:

#### CLEARING AND GRUBBING

As part of project "Clearing and Grubbing" and as a first order of work in Phase I, the Contractor shall be required to remove small trees, as marked by the NDOR, at the following locations:

Sta. 102+00 to Sta. 104+00 – on the Rt.  
 Sta. 124+10 to Sta. 126+70 – on the Rt.

\* \* \* \* \*

On plan sheets 2-T6 through 2-T14, the LEGEND item "14 150 mm Temporary Surfacing" is amended to read:

"14 200 mm Temporary Surfacing"

It should be noted that any other references in the plans to "150 mm Temporary Surfacing" shall be amended to read "200 mm Temporary Surfacing".

\* \* \* \* \*

On plan sheet 2-N1, the EARTHWORK QUANTITIES table is void and superseded by the EARTHWORK QUANTITIES table shown on the attached sheet.

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On plan sheet 33, the "Earthwork Data" table for Sta. 90+75 to Sta. 105+00 is void and superseded by the "Earthwork Data" table shown on the attached sheet.

\* \* \* \* \*

On plan sheet 35, the "Project Totals" table is void and superseded by the "Project Totals" table shown on the attached sheet.

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

DEPARTMENT OF ROADS

Claude Oie  
Construction Engineer

Issued: May 6, 2003

CO:F12AD105

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

EARTHWORK QUANTITIES (Balance Factor 1.40)					
INCLUDES EARTHWORK QUANTITIES FOR CO. ROADS, HIGHWAY 40, & FRONTAGE ROADS					
STATION	TO	STATION	EXCAVATION (m <sup>3</sup> )	EMBANKMENT (m <sup>3</sup> )	+ LONG - SHORT
90+75.00	-	105+00.00	11,665	18,223	-13,847
105+25.00	-	120+00.00	9,561	15,368	-11,955
120+25.00	-	134+25.00	9,434	13,358	-9,266
134+25.41	-	149+00.00	11,936	12,170	-5,102
149+25.00	-	164+75.00	8,833	11,252	-6,920
165+00.00	-	179+00.00	29,929	18,156	+4,509
107+78.75	-	107+97.14 (WOOD RIVER CHANNEL EXC.)	1,519	0	+1,519
TOTAL:			82,877	88,527	-41,062

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PROJECT No. STPD-BR-10-2(111)

BASELINE STATION NUMBER	STATION CUT FACTOR	STATION CUT AREA (SQ. M)	STATION CUT VOLUME (CU. M)	ADJUSTED STATION CUT VOLUME (CU. M)	STATION FILL FACTOR	STATION FILL AREA (SQ. M)	STATION FILL VOLUME (CU. M)	ADJUSTED STATION FILL VOLUME (CU. M)	ADDED QUANTITIES						
									EXCAVATION BORROW (CU. M)	EXCAVATION WASTE (CU. M)	CUT VOLUME (CU. M)	FILL VOLUME (CU. M)	MASS ORDINATE (CU. M)		
90+75.00	1	0.000	0	0	1.4	0.000	0	0	0	0	0	0	0	0	
91+00.00	1	9.150	114	114	1.4	0.000	0	0	0	0	0	0	0	114	
91+25.00	1	6.480	195	195	1.4	0.090	1	2	0	0	0	0	0	308	
91+50.00	1	4.610	139	139	1.4	0.120	3	4	0	0	0	0	0	443	
91+75.00	1	3.380	100	100	1.4	1.370	19	26	0	0	0	0	0	517	
92+00.00	1	2.390	72	72	1.4	1.060	30	43	0	0	0	0	0	547	
92+25.00	1	1.010	43	43	1.4	1.810	36	50	0	0	0	0	0	539	
92+40.17	1	3.890	37	37	1.4	1.520	25	35	0	0	0	0	0	541	
92+50.00	1	6.030	49	49	1.4	23.660	124	173	0	0	0	0	0	416	
92+75.00	1	0.070	76	76	1.4	11.460	439	615	0	0	0	0	0	(122)	
92+90.91	1	12.180	97	97	1.4	10.800	177	248	0	0	0	0	0	(273)	
93+00.00	1	4.210	74	74	1.4	11.060	99	139	0	0	0	0	0	(337)	
93+25.00	1	1.490	71	71	1.4	19.420	381	533	0	0	0	0	0	(799)	
93+50.00	1	1.410	36	36	1.4	25.570	562	787	0	0	0	0	0	(1,551)	
93+75.00	1	0.180	20	20	1.4	30.020	695	973	0	0	0	0	0	(2,503)	
94+00.00	1	0.000	2	2	1.4	0.000	375	525	0	0	0	0	0	(3,027)	
94+17.00	1	0.000	0	0	1.4	0.000	0	0	0	0	0	0	0	(3,027)	
94+25.00	1	0.000	0	0	1.4	0.000	0	0	0	0	0	0	0	(3,027)	
94+50.00	1	5.900	74	74	1.4	35.230	440	617	0	0	0	0	0	(3,569)	
94+75.00	1	9.610	194	194	1.4	38.380	920	1,288	0	0	0	0	0	(4,664)	
95+00.00	1	13.050	283	283	1.4	35.860	928	1,299	0	0	0	0	0	(5,680)	
95+25.00	1	8.950	275	275	1.4	38.200	926	1,296	0	0	0	0	0	(6,701)	
95+50.00	1	6.350	191	191	1.4	39.840	976	1,366	0	0	0	0	0	(7,875)	
95+75.00	1	4.380	134	134	1.4	38.070	974	1,363	0	0	0	0	0	(9,104)	
96+00.00	1	2.080	81	81	1.4	40.830	986	1,381	0	0	169	571	0	(11,034)	
96+25.00	1	0.040	27	27	1.4	35.750	957	1,340	0	0	0	0	0	(12,348)	
96+50.00	1	1.320	17	17	1.4	17.520	666	932	0	0	0	0	0	(13,263)	
96+75.00	1	4.890	78	78	1.4	11.870	367	514	0	0	0	0	0	(13,699)	
97+00.00	1	2.380	91	91	1.4	22.460	429	601	-8.250	0	-8.166	0	0	(6,104)	
97+25.00	1	4.260	83	83	1.4	19.070	519	727	0	0	0	0	0	(6,748)	
97+50.00	1	6.920	140	140	1.4	14.880	424	594	0	0	0	0	0	(7,202)	
97+67.42	1	7.210	123	123	1.4	9.680	214	299	0	0	0	0	0	(7,378)	
97+75.00	1	8.210	58	58	1.4	7.950	67	94	0	0	0	0	0	(7,413)	
98+00.00	1	11.100	241	241	1.4	12.090	251	351	0	0	0	0	0	(7,523)	
98+25.00	1	9.390	256	256	1.4	7.290	242	339	0	0	0	0	0	(7,606)	
98+50.00	1	11.690	264	264	1.4	2.190	119	166	0	0	0	0	0	(7,508)	
98+75.00	1	14.830	332	332	1.4	0.580	35	48	0	0	0	0	0	(7,225)	
98+80.04	1	17.610	82	82	1.4	0.750	3	5	0	0	0	0	0	(7,148)	
99+00.00	1	9.710	273	273	1.4	2.970	37	52	0	0	0	0	0	(6,927)	
99+25.00	1	10.930	258	258	1.4	2.900	73	103	0	0	0	0	0	(6,772)	
99+50.00	1	5.520	206	206	1.4	4.770	96	134	0	0	0	0	0	(6,771)	
99+75.00	1	6.650	152	152	1.4	7.330	151	212	0	0	0	0	0	(6,760)	
100+00.00	1	6.170	160	160	1.4	9.220	207	290	0	0	0	0	0	(6,890)	
100+25.00	1	3.370	119	119	1.4	16.150	317	444	0	0	0	0	0	(7,215)	
100+43.84	1	16.500	187	187	1.4	0.330	155	217	0	0	-855	-991	-165	-335	(6,578)
100+50.00	1	11.340	86	86	1.4	1.040	4	6	0	0	0	0	0	0	(6,498)
100+75.00	1	2.260	170	170	1.4	11.220	153	215	0	0	0	0	0	0	(6,543)
101+00.00	1	3.040	66	66	1.4	10.430	271	379	0	0	0	0	0	0	(6,855)
101+25.00	1	4.130	90	90	1.4	8.950	242	339	0	0	0	0	0	0	(7,105)
101+28.09	1	4.120	4	4	1.4	9.000	10	14	0	0	0	0	0	0	(7,114)
101+50.00	1	2.890	84	84	1.4	8.840	213	299	0	0	0	0	0	0	(7,329)
101+75.00	1	3.070	75	75	1.4	6.970	198	277	0	0	0	0	0	0	(7,531)
102+00.00	1	3.380	81	81	1.4	7.660	183	256	0	0	0	0	0	0	(7,706)
102+25.00	1	3.580	87	87	1.4	8.070	197	275	0	0	0	0	0	0	(7,895)
102+50.00	1	3.930	94	94	1.4	8.210	204	285	0	0	0	0	0	0	(8,086)
102+75.00	1	6.610	132	132	1.4	7.070	191	267	0	0	0	0	0	0	(8,221)
103+00.00	1	7.590	178	178	1.4	6.250	167	233	0	0	0	0	0	0	(8,277)
103+25.00	1	5.790	167	167	1.4	8.080	179	251	0	0	0	0	0	0	(8,360)
103+50.00	1	8.190	175	175	1.4	7.570	196	274	0	0	0	0	0	0	(8,459)
103+58.40	1	8.780	71	71	1.4	6.770	60	84	0	0	641	17	0	0	(7,855)
103+75.00	1	38.700	394	394	1.4	6.020	105	149	0	0	0	0	0	0	(7,610)
104+00.00	1	34.320	913	913	1.4	6.950	162	227	0	0	0	0	0	0	(6,924)
104+25.00	1	42.620	962	962	1.4	1.320	103	145	0	0	0	0	0	0	(6,107)
104+50.00	1	0.000	533	533	1.4	0.000	17	23	0	0	0	0	0	0	(5,597)
104+75.00	1	0.000	0	0	1.4	0.000	0	0	0	0	0	0	0	0	(5,597)
104+78.00	1	0.000	0	0	1.4	0.000	0	0	0	0	0	0	0	0	(5,597)
105+00.00	1	0.000	0	0	1.4	0.000	0	0	5.597	0	0	0	0	0	(0)
BALANCE PT. STA. 105+00.00				9,864			17,301	24,221	-5,597	0	-9,944	-56	922		
									13,847		1,801				

PROJECT TOTALS =	CUT VOLUME (CU. M)	FILL VOLUME (CU. M)	EXCAVATION BORROW (CU. M)	EXCAVATION WASTE (CU. M)
	81,358	88,527	38,848	4,509