

STATE OF NEBRASKA  
DEPARTMENT OF ROADS  
ADDENDUM NO. 1  
AND  
ELECTRONIC BIDDING SYSTEM  
AMENDMENT NO. 1  
PROJECT NO. EACSTPD-34-2(117)  
CONTROL NO. 70946  
CALL ORDER F18  
ON US-34, MAX - STRATTON  
LETTING DATE: OCTOBER 9, 2003

The Schedule of Items for Group 9 is amended as follows:

1. The bid item "4" Yellow Thermoplastic" has been eliminated as a bid item.
2. The bid item "4" White Thermoplastic" has been eliminated as a bid item.
3. The bid item "Permanent Pavement Marking, Paint" has been added with a quantity of 160,000.000 LF.

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

\* \* \* \* \*

On page 40 of the Special Provisions, the provision titled SPECIAL PROSECUTION AND PROGRESS (Overlay/Fly Ash Operation) is void and superseded by the following:

SPECIAL PROSECUTION AND PROGRESS  
(Fly Ash Stabilization / Internal Liquidated Damages)

It is the desire of the NDOR that the fly ash stabilized surface be covered with asphaltic concrete as quickly as possible following the stabilization operation. The Contractor shall be required to begin the overlay portion of the project no later than 14 calendar days after starting the fly ash stabilized bituminous operation. Therefore, the following shall apply:

1. Should the overlay operation begin later than 14 calendar days after starting the fly ash stabilization, the Contractor will be assessed a \$2,000 per calendar day internal liquidated damage assessment. This assessment shall begin on the 15<sup>th</sup> calendar day and shall continue per calendar day until, and including, the day the overlay operation begins. If, after starting the overlay operation, the Contractor halts the overlay operation for unapproved reasons (approval by Engineer), the Engineer will resume the internal liquidated damage assessment.
2. Should the overlay operation begin prior to 14 calendar days after starting the fly ash stabilization and the Contractor halts the overlay operation for unapproved reasons (approval by Engineer), the Engineer will start the assessment of a \$2,000 per calendar day liquidated damage assessment. This assessment shall begin on the next working day

following stoppage of the overlay operation and it shall continue until, and including, the day the overlay operation resumes.

3. In addition to any internal liquidated damage assessments, any pavement structure deterioration that, in the opinion of the Engineer, occurs as a result of the circumstances described in 1. and 2. will be repaired by the Contractor at no additional cost (including material, labor, equipment and traffic control) to the Department.

This internal liquidated damage assessment has not been provided for elsewhere in the Contract and therefore shall be considered in addition to other liquidated damages described in the Contract.

Exception to this requirement will be considered only when the delaying circumstances are, in the opinion of the Engineer, beyond the control of the Contractor.

\* \* \* \* \*

On page 51 of the Special Provisions, the first paragraph under "Construction Requirements" is void and superseded by the following:

The Fly Ash shall be applied to the asphalt surface with a spreading device capable of uniformly spreading the amount required. The spreading device shall be a vane type spreader capable of spreading the fly ash both laterally and longitudinally in an even and accurate manner. Spreading with a motorgrader will not be allowed. The Fly Ash Stabilized Bituminous operation shall be suspended when winds create an excessive amount of blowing dust or fly ash.

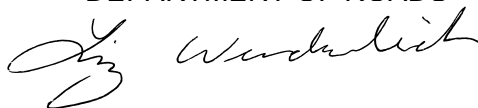
\* \* \* \* \*

Plan sheet 16 is void and superseded by the attached sheet.

\* \* \* \* \*

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

DEPARTMENT OF ROADS



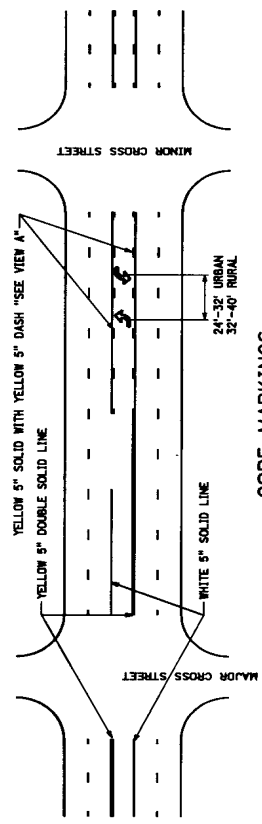
Claude Oie  
Construction Engineer

Issued: September 24, 2003

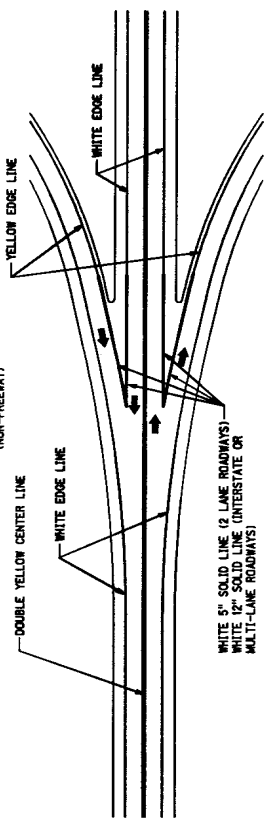
CO:CH:F18AD110

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

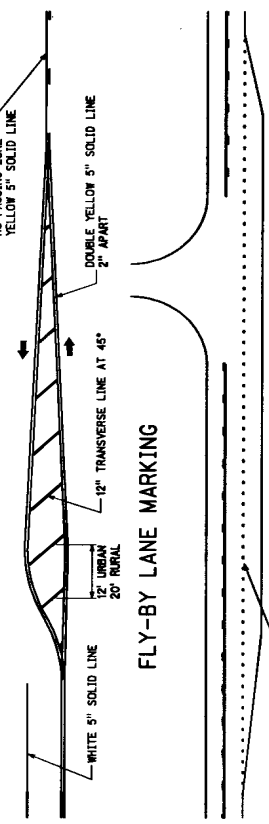
### 3 OR 5 LANE WITH COMMON LEFT TURN LANE



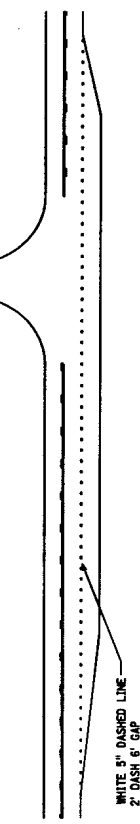
### GORE MARKINGS (NON-FREEMAY)



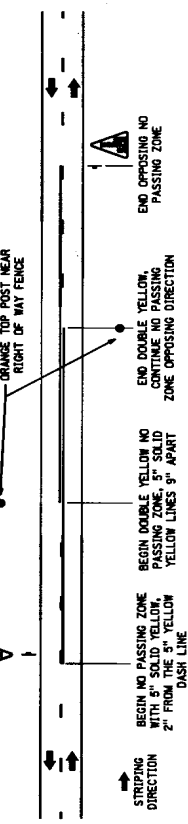
### ISLAND MARKING



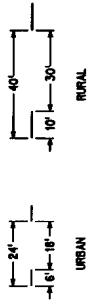
### FLY-BY LANE MARKING



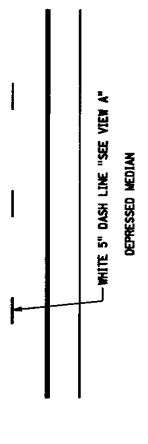
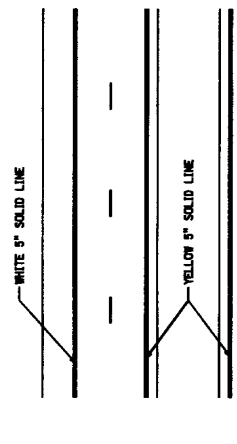
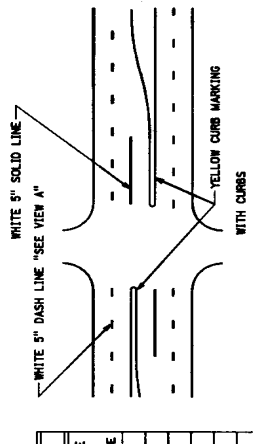
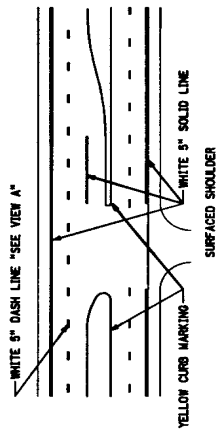
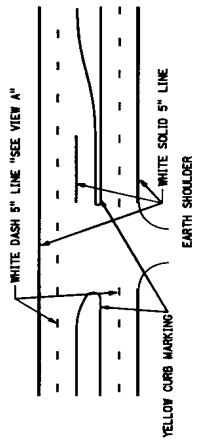
### TYPICAL NO PASSING ZONE MARKINGS



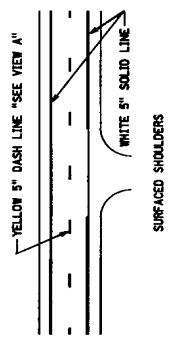
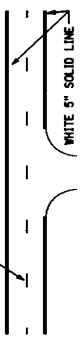
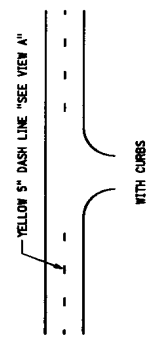
### VIEW A



### 4 LANE DIVIDED ROADWAY



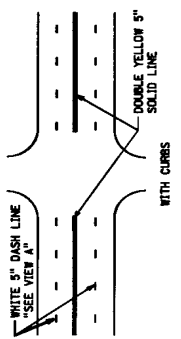
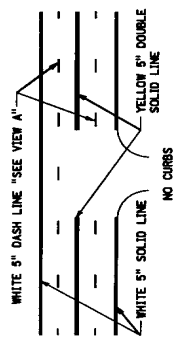
### 2 LANE ROADWAYS



2-LANE ROADWAY REQUIRED LOCATION FOR EDGE LINES		
ROADWAY WIDTH	SHOULDER TYPE	DISTANCE FROM CENTERLINE OF ROADWAY TO OUTSIDE EDGE OF PAVEMENT EDGE LINE
LESS THAN 24 FT	SURFACED	12 FT 0 IN
LESS THAN 24 FT	EARTH	PAVEMENT EDGE
24 FT	EARTH	PAVEMENT EDGE
24 FT	SURFACED	12 FT 0 IN
GREATER THAN 24 FT	EARTH	12 FT 5 IN

CENTERLINE MARKING SHALL BE PLACED ON THE "SOUTH" SIDE OF THE CENTER JOINT ON EAST-WEST ROADS AND ON THE "EAST" SIDE OF THE CENTER JOINT ON NORTH-SOUTH ROADS

### 4 LANE ROADWAYS



NEBRASKA DEPARTMENT OF ROADS  
 TRAFFIC ENGINEERING DIVISION

TYPICAL PAVEMENT MARKING PLAN

REVISIONS: DESCRPTION, DATE DRAWN, TRAFFIC ENGINEER