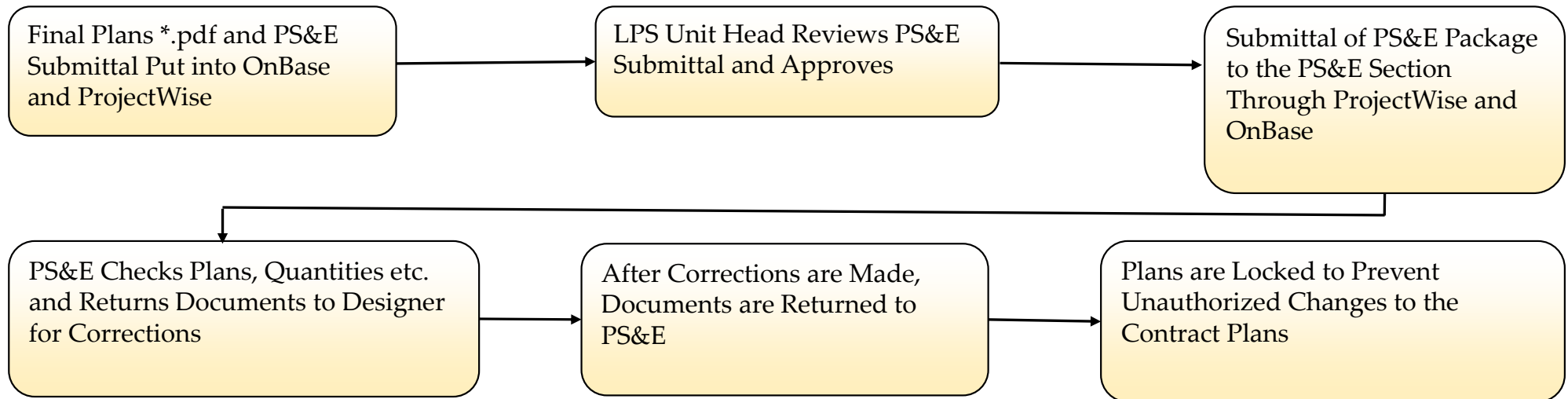


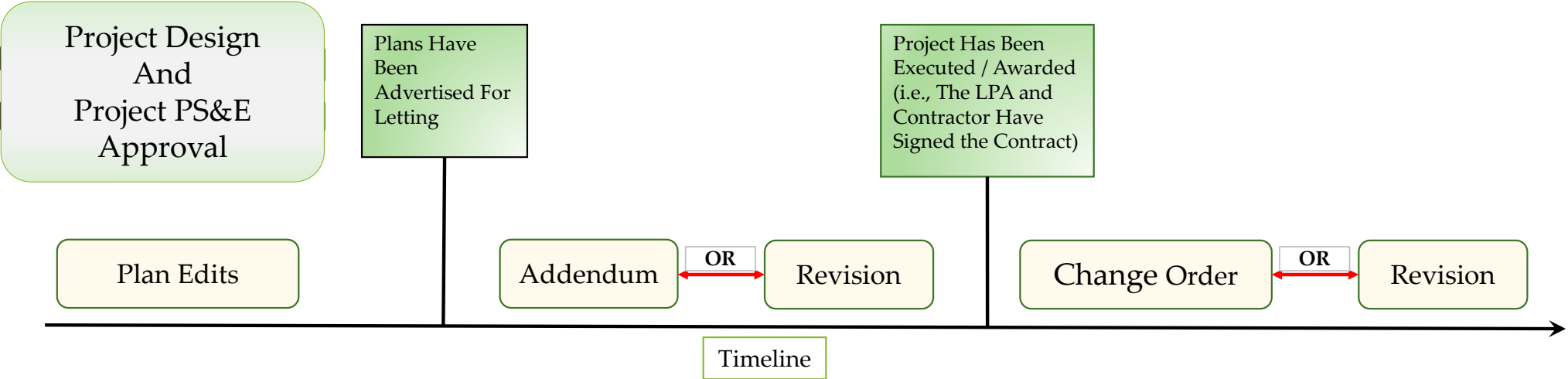


# Responsible Charge Training: LPA Plan Revision Process

# Final Plan Review For PS&E



# Plan Edits - Addendum – Change Order - Revision



# Plan Edits - Addendum – Change Order - Revision

Project Design  
And  
Project PS&E  
Approval

Plan Edits

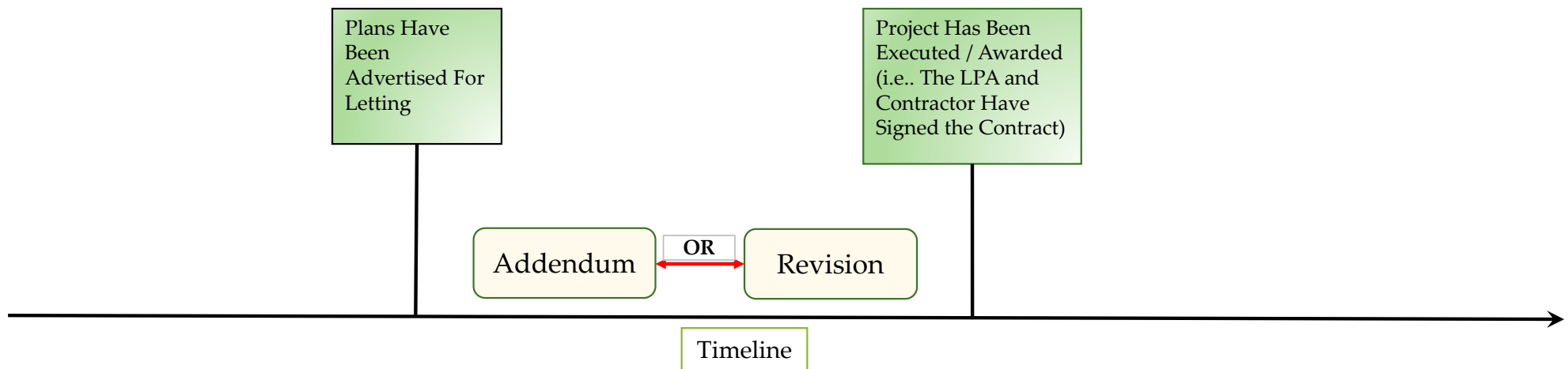
Timeline



**Plan Edits:**

If the plans for a project are to be changed after the project has been submitted to PS&E but before it is advertised for letting, PS&E will send the plans back to the designer via the LPS PC for the Plan Edits to be made. Blue line corrections.

# Plan Edits - Addendum – Change Order - Revision



## **Addendum:**

After a set of plans has been advertised for letting, but before the project has been awarded, relatively minor items which impact the bids on a project (e.g., an incorrect quantity or a previously unknown or overlooked culvert pipe) will be handled with an Addendum to the project.

# Exhibit

## Addendum

STATE OF NEBRASKA  
DEPARTMENT OF TRANSPORTATION  
ADDENDUM NO. 1  
AND  
ELECTRONIC BIDDING SYSTEM  
AMENDMENT NO. 1  
PROJECT NO. STP-51-7(106)  
CONTROL NO. 32296  
CALL NO. 305  
N-51, US-77 – US-75  
LETTING DATE: NOVEMBER 18, 2021

The Schedule of Items is amended as follows:

1. In Group 7, the quantity for bid item "W-Beam Guardrail" is incorrect and should read 1,781,250 LF.
2. In Group 7, the quantity for bid item "Cable Guardrail" is incorrect and should read 7,288,000 LF.
3. In Group 7, the quantity for bid item "Terminal Anchorage Sections" is incorrect and should read 46,000 EACH.
4. In Group 7, the quantity for bid item "Guardrail End Treatment, Type I" is incorrect and should read 8,000 EACH.
5. In Group 7, the quantity for bid item "Guardrail End Treatment, Type II" is incorrect and should read 9,000 EACH.

The EBSX generated bid items sheets must show these corrections, or the bid will be void.

\*\*\*\*\*

It should be noted that the plan sheet C2 will not be revised to reflect these changes. The Project Manager is directed to make these changes as part of the AS BUILT plans.

DEPARTMENT OF TRANSPORTATION

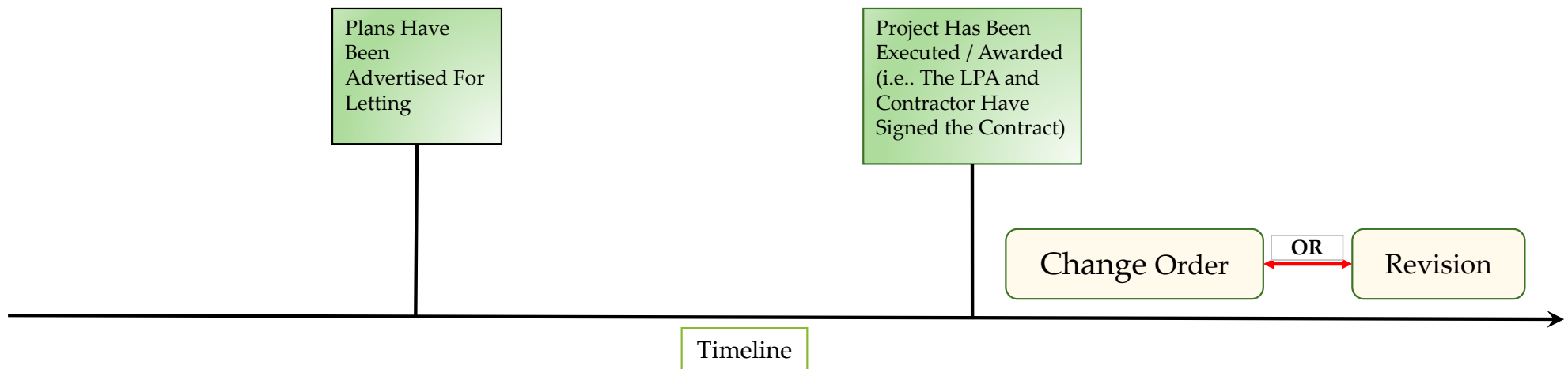


James J. Knott, P.E.  
Construction Engineer

Issued: November 10, 2021  
JKK:305AD111

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

# Plan Edits - Addendum – Change Order - Revision



## **Change Order:**

Any changes which are adjustments to the existing plans (such as changing the culvert placement within the same drainage way) or increasing / decreasing the existing plan item quantity can be handled as Change Orders and shall be shown on the as-built plan set.

# Exhibit

Change Order

*Cathy Thayer Gary Banker Toloy F.*

Nebraska Department of Roads  
Change Order Report  
Date: 9/9/2015  
Page: 1 of 4

Contract ID: 6277 Change Order Nbr: 001  
Change Order Description: Traffic Signals

CO/SA #: / Potential for Design Error/Omission: No  
Vendor: 2252 PAULSEN, INC.

Primary Project Information: 61277 000 TMT-L56C(1010)  
Primary Project Location: HERSHEY VIADUCT  
Contract Desc: GR MSE WALL CONC PAVE CULV SEED BR GDRL ELEC  
Change Order Approval Date: Letting Date: 06.25.2015  
Change Order Type: SUPPLEMENTAL AGREEMENT  
Force Acct ID: 0 Zero Dollar Change Order: N

Project Information: 61277 000 TMT-L56C(1010)  
Project Location: HERSHEY VIADUCT

Item Nbr	Catg	Funds	Item Code	Unit	Unit Price	Bid Qty	Total Apprvd Qty	This CO Qty	Amount of Change
0066	0030	NP	9009.87	SY	\$45.00	8,775.000	8,775.000	-8,775.000	This Change: \$-394,875.00 Prev Revised: \$0.00 New Revised: \$-394,875.00 Bid Amount: \$394,875.00 Revised Total: \$0.00 Pct Change: -100.0%
Item Description: SURFACING 8"      Suppl Description:      CO Item Description:									
0209	0100	NP	0002.47	LF	\$0.30	8,000.000	8,000.000	8,000.000	This Change: \$1,800.00 Prev Revised: \$0.00 New Revised: \$1,800.00 Bid Amount: \$2,400.00 Revised Total: \$4,200.00 Pct Change: 75.0%
Item Description: TEMPORARY PAVEMENT MARKING SURFACE PREPARATION      Suppl Description:      CO Item Description:									
0210	0100	NP	0003.10	DAY	\$700.00	548.000	548.000	-548.000	This Change: \$-383,600.00 Prev Revised: \$0.00 New Revised: \$-383,600.00 Bid Amount: \$383,600.00 Revised Total: \$0.00 Pct Change: -100.0%
Item Description: FLAGGING      Suppl Description:      CO Item Description:									
0215	0100	NP	0003.74	EACH	\$16,000.00	2.000	2.000	8.000	This Change: \$128,000.00 Prev Revised: \$0.00 New Revised: \$128,000.00 Bid Amount: \$32,000.00 Revised Total: \$160,000.00 Pct Change: 400.0%
Item Description: TEMPORARY TRAFFIC SIGNAL      Suppl Description:      CO Item Description:									
4001	0100	NP	0003.10	DAY	\$330.00	0.000	0.000	100.000	This Change: \$33,000.00 Prev Revised: \$0.00 New Revised: \$33,000.00 Bid Amount: \$0.00 Revised Total: \$33,000.00 Pct Change: 0.0%
Item Description: FLAGGING      Suppl Description:      CO Item Description:									

Date: 9/9/2015  
Page: 2 of 4

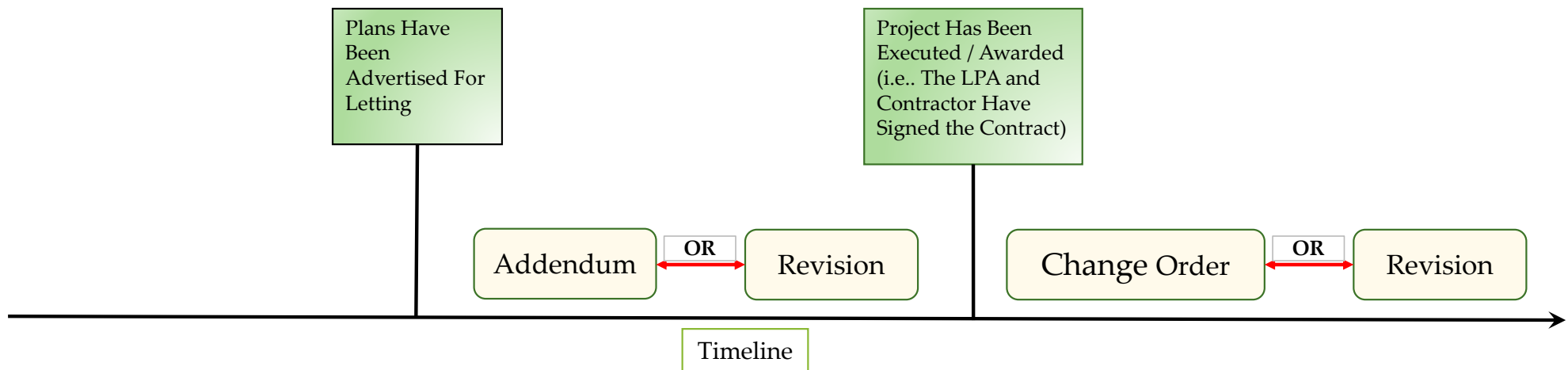
Nebraska Department of Roads  
Change Order Report  
Contract ID: 6277 Change Order Nbr: 001  
Change Order Description: Traffic Signals

Project Information: 61277 000 TMT-L56C(1010)  
Project Location: HERSHEY VIADUCT

Item Nbr	Catg	Funds	Item Code	Unit	Unit Price	Bid Qty	Total Apprvd Qty	This CO Qty	Amount of Change
4002	0100	NP	0003.20	DAY	\$430.00	0.000	0.000	20.000	This Change: \$8,600.00 Prev Revised: \$0.00 New Revised: \$8,600.00 Bid Amount: \$0.00 Revised Total: \$8,600.00 Pct Change: 0.0%
Item Description: FURNISHING AND OPERATING PILOT VEHICLE      Suppl Description:      CO Item Description:									
4003	0100	NP	0030.84	LS	\$10,000.00	0.000	0.000	1.000	This Change: \$10,000.00 Prev Revised: \$0.00 New Revised: \$10,000.00 Bid Amount: \$0.00 Revised Total: \$10,000.00 Pct Change: 0.0%
Item Description: MOBILIZATION      Suppl Description: Temporary Asphalt Surfacing      CO Item Description:									
4004	0030	NP	9005.75	TON	\$120.00	0.000	0.000	1,000.000	This Change: \$120,000.00 Prev Revised: \$0.00 New Revised: \$120,000.00 Bid Amount: \$0.00 Revised Total: \$120,000.00 Pct Change: 0.0%
Item Description: ASPH CONC, TYPE SFR      Suppl Description:      CO Item Description:									
4005	0100	NP	0002.27	LF	\$2.00	0.000	0.000	17,500.000	This Change: \$35,000.00 Prev Revised: \$0.00 New Revised: \$35,000.00 Bid Amount: \$0.00 Revised Total: \$35,000.00 Pct Change: 0.0%
Item Description: REMOVABLE WET REFLECTIVE TAPE      Suppl Description:      CO Item Description:									
<b>Total Value for Change Order 001</b>									<b>\$-442,075.00</b>



# Plan Edits - Addendum – Change Order - Revision



Note: Two Types of Revisions:

1. Revision as part of an Addendum
2. Revision during construction.

**Revision:**

There may be plan revisions at any time during the time a project is advertised through the construction of a project. If after the project has been advertised and any changes requiring engineering are necessary, the plan revision procedures shall be used.

# Exhibit

Revision As Part Of  
An Addendum

Revision Prior To  
Awarding Of Project

STATE OF NEBRASKA  
DEPARTMENT OF TRANSPORTATION  
ADDENDUM NO. 2  
AND  
ELECTRONIC BIDDING SYSTEM  
AMENDMENT NO. 2  
PROJECT NO. STP-33-6(110)  
CONTROL NO. 13303  
CALL NO. 100  
N-33, CRETE – US-77  
LETTING DATE: DECEMBER 16, 2021

The Schedule of Items is amended as follows:

1. In Group 8, the quantity for bid item "Concrete Curb Repair" is incorrect and should read 175,000 LF.
2. In Group 9, the quantity for bid item "Hydrated Lime/Warm Mix Asphalt" is incorrect and should read 64,860,000 EACH.
3. In Group 9, the quantity for bid item "Asphaltic Concrete, Type SLX" is incorrect and should read 64,360,000 TON.
4. In Group 9, the quantity for bid item "Performance Graded Binder (58H-34)" is incorrect and should read 3,761,880 TON.
5. In Group 9, the quantity for bid item "Tack Coat" is incorrect and should read 70,520,000 GAL.
6. In Group 9, the quantity for bid item "Rap Incentive Payment" is incorrect and should read 144,279,000 EACH.
7. In Group 9, the quantity for bid item "Superpave Quality and Asphalt Smoothness I/D Payment" is incorrect and should read 158,240,000 EACH.

The EBSX generated bid items sheets must show these corrections, or the bid will be void.

\*\*\*\*\*

It should be noted that plan sheet C2 will not be revised to reflect these changes. The Project Manager is directed to make these changes as part of the AS BUILT plans.

\*\*\*\*\*

Plan sheet G1 & G4 are amended as depicted on the attached sheets.

\*\*\*\*\*

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

Project No. STP-33-6(110)  
Addendum 2  
Page 4

DEPARTMENT OF TRANSPORTATION



James J. Knott, P.E.  
Construction Engineer

Issued: December 7, 2021  
JK: 100AD212

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

# Exhibit

Revision As Part Of  
An Addendum

Revision Prior To  
Awarding Of Project

Project No. STP-33-6(110)  
Addendum 2  
Page 2

## GENERAL INFORMATION

- NOTES**
- The location of all water and sewerage utility facilities may not be shown. Facilities located in these areas, underground utilities, whether indicated or not, shall be shown as required by the utilities at the request of the Contractor.
  - No excavation shall be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of the owner. The excavation must be completed with extreme care in order to avoid any possibility of damage to the utility facility.
  - The Contractor will be required to obtain survey of this Project.
  - SENSITIVE AREAS**  
Sensitive areas are delineated on the Environmental Maps. The contractor may not camp, stock, stockpile or store materials or equipment within these areas.
  - RESTRICTED USE AREAS**  
Restricted Use Areas are delineated on the Erosion and Sediment Control Plans of the Station Range Plans from the edge of pavement to the edge of the right of way, except where otherwise specified. Contractors shall not excavate, grade, or place materials within these areas or in areas adjacent to these areas as defined in these plans unless specifically permitted in the Contract.
  - Restricted Use Areas may not be used for:
    - Equipment storage or maintenance.
    - Storage of construction and equipment materials unless they are protected with concrete curb and kept back from areas of the area.
    - Sanitary facilities.
    - Storage or storage of materials.
    - Concrete Storage.
  - The Contractor will be required to obtain survey of this Project.

**WALDOX PORTS**

STATION	SIZE	TYPE	NOTE
101+20	24"	L/A	1
101+50	30"	L/A	1
102+00	30"	L/A	1
102+30	30"	L/A	1
102+60	30"	L/A	1
102+90	30"	L/A	1
103+20	30"	L/A	1
103+50	30"	L/A	1
103+80	30"	L/A	1
104+10	30"	L/A	1
104+40	30"	L/A	1
104+70	30"	L/A	1
105+00	30"	L/A	1
105+30	30"	L/A	1
105+60	30"	L/A	1
105+90	30"	L/A	1
106+20	30"	L/A	1
106+50	30"	L/A	1
106+80	30"	L/A	1
107+10	30"	L/A	1
107+40	30"	L/A	1
107+70	30"	L/A	1
108+00	30"	L/A	1
108+30	30"	L/A	1
108+60	30"	L/A	1
108+90	30"	L/A	1
109+20	30"	L/A	1
109+50	30"	L/A	1
109+80	30"	L/A	1
110+10	30"	L/A	1
110+40	30"	L/A	1
110+70	30"	L/A	1
111+00	30"	L/A	1
111+30	30"	L/A	1
111+60	30"	L/A	1
111+90	30"	L/A	1
112+20	30"	L/A	1
112+50	30"	L/A	1
112+80	30"	L/A	1
113+10	30"	L/A	1
113+40	30"	L/A	1
113+70	30"	L/A	1
114+00	30"	L/A	1
114+30	30"	L/A	1
114+60	30"	L/A	1
114+90	30"	L/A	1
115+20	30"	L/A	1
115+50	30"	L/A	1
115+80	30"	L/A	1
116+10	30"	L/A	1
116+40	30"	L/A	1
116+70	30"	L/A	1
117+00	30"	L/A	1
117+30	30"	L/A	1
117+60	30"	L/A	1
117+90	30"	L/A	1
118+20	30"	L/A	1
118+50	30"	L/A	1
118+80	30"	L/A	1
119+10	30"	L/A	1
119+40	30"	L/A	1
119+70	30"	L/A	1
120+00	30"	L/A	1

**ASPHALTIC CONCRETE, TYPE SPE FOR WALDOX TURNOUT, PLAN SD**

STATION	THICKNESS	TYPE	NOTE
101+20	6"	L/A	1
101+50	6"	L/A	1
101+80	6"	L/A	1
102+10	6"	L/A	1
102+40	6"	L/A	1

**SPECIAL DETOUR RIGHT**

STATION	SIZE	STATION	SIZE	NOTE
101+20	18"x18"	101+30	18"x18"	1
101+30	18"x18"	101+40	18"x18"	1
101+40	18"x18"	101+50	18"x18"	1
101+50	18"x18"	101+60	18"x18"	1
101+60	18"x18"	101+70	18"x18"	1
101+70	18"x18"	101+80	18"x18"	1
101+80	18"x18"	101+90	18"x18"	1
101+90	18"x18"	102+00	18"x18"	1

**SPECIAL DETOUR LEFT**

STATION	SIZE	STATION	SIZE	NOTE
101+20	18"x18"	101+30	18"x18"	1
101+30	18"x18"	101+40	18"x18"	1
101+40	18"x18"	101+50	18"x18"	1
101+50	18"x18"	101+60	18"x18"	1
101+60	18"x18"	101+70	18"x18"	1
101+70	18"x18"	101+80	18"x18"	1
101+80	18"x18"	101+90	18"x18"	1
101+90	18"x18"	102+00	18"x18"	1

**EARTHWORK QUANTITIES**

STATION TO STATION	DESCRIPTION	AMOUNT IN CUBIC FEET	NOTE
101+00	WALDOX	2400	1
102+00	WALDOX	2400	1
103+00	WALDOX	2400	1
104+00	WALDOX	2400	1
105+00	WALDOX	2400	1
106+00	WALDOX	2400	1
107+00	WALDOX	2400	1
108+00	WALDOX	2400	1
109+00	WALDOX	2400	1
110+00	WALDOX	2400	1
111+00	WALDOX	2400	1
112+00	WALDOX	2400	1
113+00	WALDOX	2400	1
114+00	WALDOX	2400	1
115+00	WALDOX	2400	1
116+00	WALDOX	2400	1
117+00	WALDOX	2400	1
118+00	WALDOX	2400	1
119+00	WALDOX	2400	1
120+00	WALDOX	2400	1
TOTAL		24000	

**BUILD RAMPLE STRIPS, SPECIAL PLAN SD**

STATION TO STATION	WIDTH	DEPTH	THICKNESS	NOTE
101+20	18'	6"	4"	1
101+50	18'	6"	4"	1
101+80	18'	6"	4"	1
102+10	18'	6"	4"	1
102+40	18'	6"	4"	1
102+70	18'	6"	4"	1
103+00	18'	6"	4"	1
103+30	18'	6"	4"	1
103+60	18'	6"	4"	1
103+90	18'	6"	4"	1
104+20	18'	6"	4"	1
104+50	18'	6"	4"	1
104+80	18'	6"	4"	1
105+10	18'	6"	4"	1
105+40	18'	6"	4"	1
105+70	18'	6"	4"	1
106+00	18'	6"	4"	1
106+30	18'	6"	4"	1
106+60	18'	6"	4"	1
106+90	18'	6"	4"	1
107+20	18'	6"	4"	1
107+50	18'	6"	4"	1
107+80	18'	6"	4"	1
108+10	18'	6"	4"	1
108+40	18'	6"	4"	1
108+70	18'	6"	4"	1
109+00	18'	6"	4"	1
109+30	18'	6"	4"	1
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111+70	18'	6"	4"	1
112+00	18'	6"	4"	1
112+30	18'	6"	4"	1
112+60	18'	6"	4"	1
112+90	18'	6"	4"	1
113+20	18'	6"	4"	1
113+50	18'	6"	4"	1
113+80	18'	6"	4"	1
114+10	18'	6"	4"	1
114+40	18'	6"	4"	1
114+70	18'	6"	4"	1
115+00	18'	6"	4"	1
115+30	18'	6"	4"	1
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116+50	18'	6"	4"	1
116+80	18'	6"	4"	1
117+10	18'	6"	4"	1
117+40	18'	6"	4"	1
117+70	18'	6"	4"	1
118+00	18'	6"	4"	1
118+30	18'	6"	4"	1
118+60	18'	6"	4"	1
118+90	18'	6"	4"	1
119+20	18'	6"	4"	1
119+50	18'	6"	4"	1
119+80	18'	6"	4"	1
120+00	18'	6"	4"	1

**ASPHALT TONNAGE FOR PROFILE & SLOPE CORRECTIONS**

DESCRIPTION	TONNAGE	NOTE
ASPHALT TONNAGE FOR PROFILE	1200	1
ASPHALT TONNAGE FOR SLOPE CORRECTIONS	1200	1
TOTAL	2400	

**CONCRETE PIPE LEGEND**

TYPE	DESCRIPTION
1	Reinforced Concrete Box Pipe
2	Reinforced Concrete Pipe
3	Concrete Box Pipe
4	Concrete Box Pipe
5	Concrete Box Pipe
6	Concrete Box Pipe
7	Concrete Box Pipe
8	Concrete Box Pipe

**FOR INFORMATION ONLY**

THE ESTIMATED QUANTITIES SHOWN FOR ASPHALTIC CONCRETE, TYPE "SPE", INCLUDE ADDITIONAL TONNAGE FOR CORRECTING CURVE SUPPLEMENTATIONS AS SHOWN BELOW.

STATION TO STATION	ASPHALTIC CONCRETE TONS	NOTE
101+00	1200	1
102+00	1200	1
103+00	1200	1
104+00	1200	1
105+00	1200	1
106+00	1200	1
107+00	1200	1
108+00	1200	1
109+00	1200	1
110+00	1200	1
111+00	1200	1
112+00	1200	1
113+00	1200	1
114+00	1200	1
115+00	1200	1
116+00	1200	1
117+00	1200	1
118+00	1200	1
119+00	1200	1
120+00	1200	1
TOTAL	12000	

23 JAN 05  
FOR INFORMATION ONLY  
NOT TO SCALE

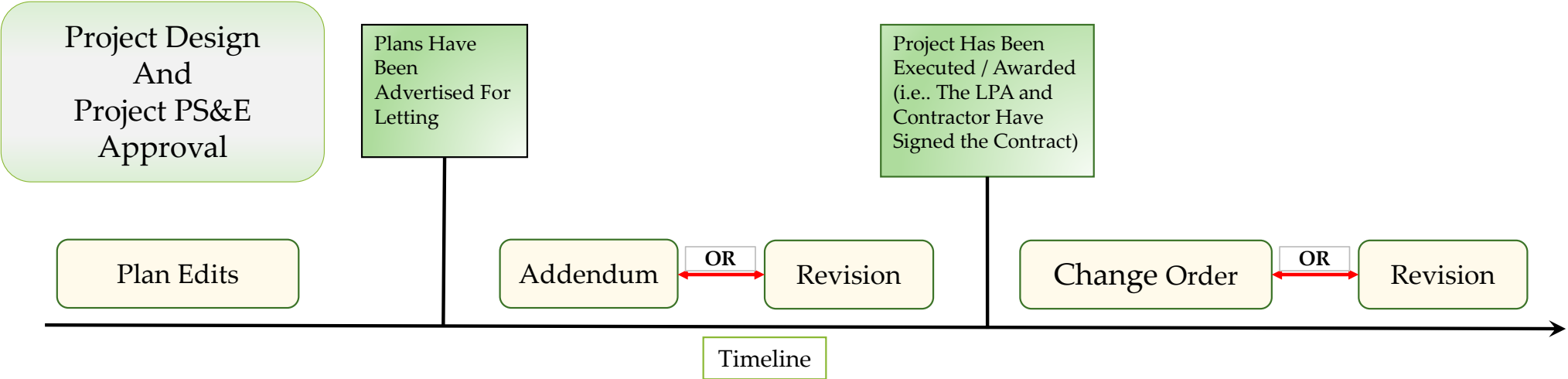
- LEGEND**
- 4" GAS LINE
  - 6" GAS LINE
  - 8" GAS LINE
  - 10" GAS LINE
  - 12" GAS LINE
  - 14" GAS LINE
  - 16" GAS LINE
  - 18" GAS LINE
  - 20" GAS LINE
  - 24" GAS LINE
  - 30" GAS LINE
  - 36" GAS LINE
  - 42" GAS LINE
  - 48" GAS LINE
  - 54" GAS LINE
  - 60" GAS LINE
  - 72" GAS LINE
  - 84" GAS LINE
  - 96" GAS LINE
  - 108" GAS LINE
  - 120" GAS LINE
  - 144" GAS LINE
  - 168" GAS LINE
  - 192" GAS LINE
  - 216" GAS LINE
  - 240" GAS LINE
  - 264" GAS LINE
  - 288" GAS LINE
  - 312" GAS LINE
  - 336" GAS LINE
  - 360" GAS LINE
  - 384" GAS LINE
  - 408" GAS LINE
  - 432" GAS LINE
  - 456" GAS LINE
  - 480" GAS LINE
  - 504" GAS LINE
  - 528" GAS LINE
  - 552" GAS LINE
  - 576" GAS LINE
  - 600" GAS LINE
  - 624" GAS LINE
  - 648" GAS LINE
  - 672" GAS LINE
  - 696" GAS LINE
  - 720" GAS LINE
  - 744" GAS LINE
  - 768" GAS LINE
  - 792" GAS LINE
  - 816" GAS LINE
  - 840" GAS LINE
  - 864" GAS LINE
  - 888" GAS LINE
  - 912" GAS LINE
  - 936" GAS LINE
  - 960" GAS LINE
  - 984" GAS LINE
  - 1008" GAS LINE
  - 1032" GAS LINE
  - 1056" GAS LINE
  - 1080" GAS LINE
  - 1104" GAS LINE
  - 1128" GAS LINE
  - 1152" GAS LINE
  - 1176" GAS LINE
  - 1200" GAS LINE

01  
Project Number  
334(110)  
C.N. 13303



The Original Sheet was  
Signed and Sealed 08-01-05

# Plan Edits - Addendum – Change Order - Revision



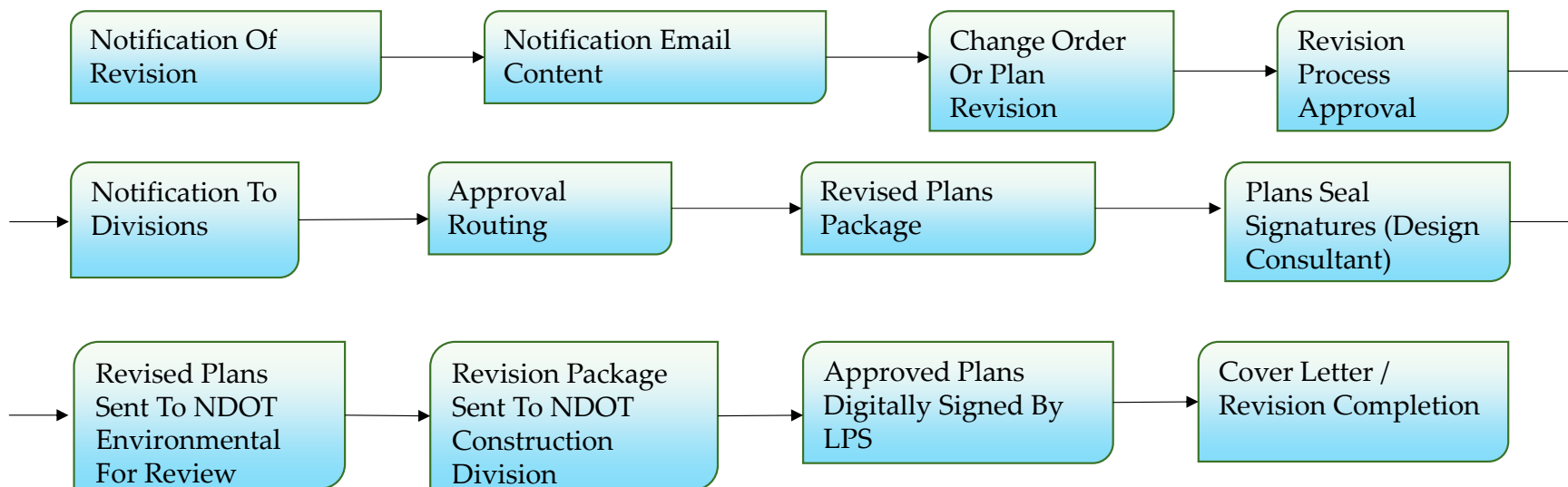


# Revision During Construction

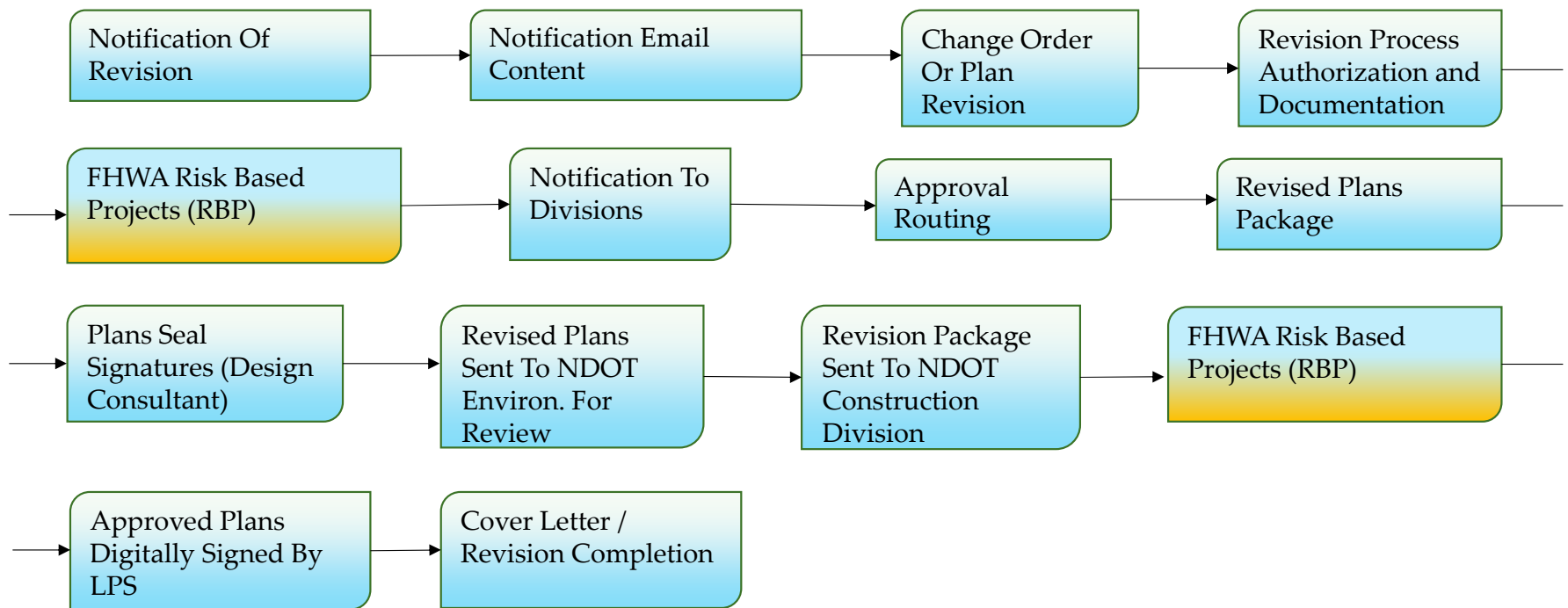
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# LPA Revision Process

Non RBP



# LPA Revision Process



# LPA Revision Process

Notification of Revision

FHWA RBP

A discussion with the contractor, NDOT state representative and the LPA will review the need for a plan revision. The consulting firm performing the construction engineering and construction inspection (CE&I) will send a **Notification of Revision Letter** through the NDOT Local Project Section (LPS) PC of the proposed revision.





# LPA Revision Process

## Notification Email Content

FHWA RBP

The notification from the CE&I shall include the following information:

- Project Name & Number.
- Control Number.
- Revision Number.
- Tract Numbers affected.
- A description of the changes.
- An approximate completion date of revision documents.



# Exhibit

Notification of Revision

Revision During  
Construction

## Memorandum

Judy and Dan

Project Name & Number	Rosa Parks Way Trail, EN-55(164)
Control Number	12945
Revision Number	(I don't think there were any prior but please check this)
Tract Numbers affected	None
Approx. Completion Date	December 2021
FHWA FODI	Not to my knowledge

### Description of Changes:

With the submittal of the shop drawings for the retaining wall, the engineer of the wall noted that the proposed foot elevation and width was different than shown on the design plans. While typically this would not be a concern, our project is adjacent to the Salt Creek Levee which is governed by the US Army Corps of Engineers, and we obtained a Section 408 permit for the project. With that permit we had to define the location of the levee section and near the walls modify it with fill on the landside to provide proper protection in the event the wall should fail, and the levee didn't have that protection. Since the minimum levee section is tied to the location of the wall footing (rear, lowest corner) any changes in that require review. The contractor's wall engineer provided elevations of the footing and JEO laid that in the design plans to determine if any grading adjustments were needed. We found the need for some minor additional fill would be needed between Stations 106 and 108 which increase the fill needed on the project by 38 CY. Since the earthwork is an established quantity item, we cannot over-run the quantity and will need a change order to meet the fill needed to maintain compliance with the Section 408 permit.

JEO located the new footings back low corner and then adjusted the minimum levee section off that. The attached cross section file shows the following:

- Black is the existing ground and proposed improvements (original plans)
- Blue is the minimum levee section at each cross section
- Pink is the revised minimum levee cross section (we started and the bottom back corner of the proposed footing)
- Cross hatch is the fill area (original plans)
- Grey shading is the new additional fill to obtain the minimum levee section

The wall between stations 100+70 and 101+25 does not require any additional fill to maintain the minimum levee section.

The wall between stations 105+91 and 108+29 will require additional fill to maintain the minimum levee section. This fill can be coordinated with the minor fill needed for the wall between 0+90 and 1+50 where a small amount is needed near the start of the wall. Estimated fill required is about 40 to 50 CY (if I did the math right).

Please let me know how to proceed and if a plan revision is required. If required, we will draw in the retaining wall footing and wall to the dimensions provided on the wall shop drawings

Julie

**Julie Ogden** | Transportation Project Manager

o: 402.443.7483 | m: 402.443.8007 | e: jogden@jeo.com  
JEO Consulting Group | 1937 N Chestnut St | Wahoo, NE 68086

 jeo.com

# LPA Revision Process

Change Order Or Plan Revision

FHWA RBP

A decision will be made whether a plan change should be handled with a change order or as a plan revision requiring a signed and sealed document.  
If a change order is needed, a change order is completed, and modifications are made to the as-built plans.



# LPA Revision Process

Revision Process Authorization  
and Documentation

FHWA RBP

Plans will not be revised without written authorization from the LPS.  
The LPS is responsible for informing the project stakeholders and the Roadway Design Plans Manager, PDU of the upcoming revision.



# LPA Revision Process

FHWA Risk Based  
Projects (RBP)

FHWA RBP

Revisions for Risk Based Projects (RBPs)  
will be sent to FHWA for review.



# LPA Revision Process

Notification To Divisions

FHWA RBP

Notice will be given when plan revisions are anticipated with a **Letter Explaining the Revision**. Any Division teams that are involved in a project need to be made aware of any changes or revisions to the plans.

For example, if a roadway project requires a bridge revision, notice must be given to supporting design teams such as, Right-of-Way, Traffic, and any others involved that a revision to the plans will be progressing.



# LPA Revision Process

## Approval Routing

FHWA RBP

The LPS will forward the notification to the following if applicable:

- Local Public Agency (LPA)
- District Engineer
- District Construction Engineer
- Roadway Design Plans Manager (responsible for unlocking CADD files)
- District Project Manager
- Bridge Division
- Traffic Division
- ROW Design Engineer
- ADE for the Utilities Unit
- CADD Applications Engineer
- FHWA (on federal oversight projects only)
- Any other affected Divisions / Sections

This notification alerts project stakeholders that a change is being made and allows for plan changes from different divisions to be consolidated into one plan revision.



# Exhibit

Letter Explaining The Revision

Revision During Construction



906 So. 26th Street | Lincoln, NE 68510 | Phone: 402.483.5466 | Fax: 402.483.1722 | www.speecelewis.com

July 28, 2021

TO: Mr. Mike Ondrak  
Nebraska Department of Transportation  
Highway Construction Manager, Construction Division

FROM: Mr. Gregory Huttmacher, P.E.  
Speece Lewis Engineers, Inc.

RE: Plan Revision R1  
Project No. LCLC-5231(15), 27th/Fairfield & W O ST BRS  
CN: 13247  
Lincoln, Nebraska

Attached are full-size revised sheets regarding the above referenced project.

This Plan Revision is required for the following reasons:

- The existing Natural Gas pipeline owned by Black Hills Energy conflicts with the East Grade Beam piling (Grade Beam No. 2). The conflict begins approximately 10 feet north of the centerline of the project and extends approximately 17 foot south of the centerline of project. The gas line is approximately 2 degrees away from parallel to centerline of the grade beam. The gas line enters the grade beam vicinity from the northwest and exits to the southeast. The design helical piling in this area cannot be installed as per plan due to minimum required distance from the gas pipeline.

The following Plan Sheets need revision: **A1, C1 & C2**

C1 for this plan revision – Group 6

C2 for quantities in the contract that are not included in the Summary of Quantities – Group 8

The following Plan Sheets were revised: S1, S2, S3 & S4

The following Plan Sheets were added: S3A, S4A & S15A

The following Plan Sheets were deleted: S15

Quantity changes are as follows:

Group	Item	Old Quantity	New Quantity	Differential
6	Class 47B-3000 Concrete for Bridge	42.2 CY	46.3 CY	+ 4.1 CY
6	Epoxy Coated Reinforcing Steel	6550 LB	7200 LB	+ 650 LB
8B	Reinforcing Steel		1700 LB	
8B	Foundation Design at STA. 2017+88, LT.		1.0 EA	
8B	Foundation Design at STA. 2018+69, Rt.		1.0 EA	
8B	Concrete for Foundation		12.0 CY	
8B	Anchor Bolts		8.0 EA	
8B	2" Conduit in Trench		24.0 LF	
8B	4" Conduit in Trench		54.0 LF	
8B	4" Conduit Bored	65.0 LF	0.0 LF	-65.0 LF

This revision occurs within the existing construction footprint and should not have additional environmental impacts. The plan revision is not yet reviewed by the Environmental Section of the Project Development Division.



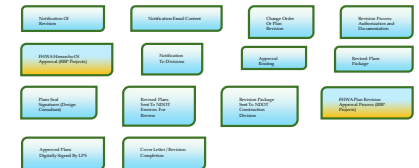
# LPA Revision Process

Revised Plans Package  
(LPS Engineer's Seal)

FHWA RBP

The designer will mark-up corrections on the plans for the revised work and the QC / QA approved revisions will be made. The designer will send full size \*.pdfs through the LPS PC.

The NDOT Project Development Unit (PDU) will revise the Title Sheet, Index of Sheets and Summary of Quantities and place the LPS engineer's seal in the appropriate dgn files. PDU will incorporate the revised sheets \*.pdfs from the consultant creating the complete revision plans package.



# LPA Revision Process

Plans Seal Signatures  
(Design Consultant)

FHWA RBP

After the LPS review, the registered engineer responsible for the revision shall re-seal (or seal, if not the original engineer), sign, and date the revised sheets. Revised sheets that have a signature block will require a new signature with the following exceptions:

The revised title sheet – the revision symbol and a note stating the original date that the Specification Engineer signed the plan are required for only the first revision.

The summary of quantities sheet – the responsible engineer's seal and signature is required but the Specification Engineer's signature is not required.



# LPA Revision Process

Revised Plans Sent To NDOT  
Environmental For Review

FHWA RBP

The LPS will be informed of the changes to the plans and completion of the revision package. Once the requested revision has been made to the plans, the revision will be sent to the NDOT Environmental Section.

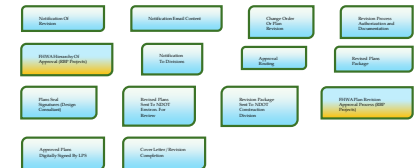


# LPA Revision Process

Revision Package Sent To  
NDOT Construction Division

FHWA RBP

The designer via the LPS PC will submit the original full size plan sheets and the revised full-size plans to NDOT Construction, along with the **Letter Explaining the Revision** to the Construction Engineer noting which sheets have been revised, added, or deleted and quantity changes if applicable. The letter must explain each change to the plans resulting from the revision; the date on the revision letter will correspond to the date on the revised sheets.



# LPA Revision Process

FHWA Risk Based  
Projects (RBP)

FHWA RBP

Revisions for Risk Based Projects (RBPs) will be sent to FHWA for review.

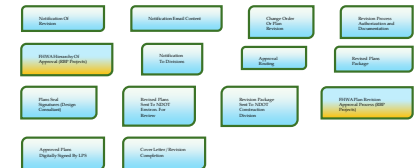


# LPA Revision Process

Approved Plans Digitally  
Signed by LPS

FHWA RBP

When the plans are returned to Construction, it is noted that the re-evaluation by the Environmental Section is approved, and the CADD files are locked to prevent unauthorized changes to the contract plans. The Highway Construction Projects Coordinator (NDOT Construction) reviews the revision. If the revision is complete notification is made to PDU and LPS to digitally sign the sheets.



# LPA Revision Process

Cover Letter / Revision  
Completion

FHWA RBP

PDU notifies NDOT Construction when the sheets are signed. NDOT Construction writes a **Cover Letter** notifying the contractor and applicable stakeholders that the revision is complete. NDOT Construction stores the files in OnBase.



# Exhibit

Cover Letter / Revision  
Completion

Revision During  
Construction

**NEBRASKA**

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Pete Ricketts, Governor

8/10/21

LCLC-5231(15)  
27TH/FAIRFIELD & W. O ST. BRS., LINCOLN  
CN: 13247

K2 Real Estate Development, LLC  
7701 Cornhusker Highway  
Lincoln, NE 68507-3265

Re: Plan Revision No.1 Dated 26 JUL 2021

We are attaching prints of Revised and Supplemental Plan sheet numbers: Revised - A1, C1, C2, S1, S2, S3, & S4. Added - S3A, S4A, & S15A. Deleted - S15 of the plans under your contract for Project LCLC-5231(15) from the letting of November 19, 2020.

This Plan Revision is required for the following reason:

- The existing Natural Gas pipeline conflicts with the East grade beam piling.

No new environmental commitments have been added as a result of this re-evaluation.

Michael L. Ondrak  
Construction Office

Pc: Ernest Murillo  
Curt Mueting  
Tom GoodBarn  
M&R  
Bridge  
Roadway Design - Vault  
Brandon Varilek  
Gregory Hutmacher - Speece Lewis Engineers, Inc  
OnBase

John B. Sarrett, P.E., Director  
Department of Transportation

WORKING ADDRESS: 1000 S. 16th St., Lincoln, NE 68502-4716  
PHYSICAL ADDRESS: 1000 Highway 2, Lincoln, NE 68502  
PHONE: 402-471-4567  
WWW: [NDOT.Contact@nebraska.gov](mailto:NDOT.Contact@nebraska.gov)  
[dot.nebraska.gov](http://dot.nebraska.gov)





# End

**Daniel G. Rea, P.E.**

*Unit Engineer | Local Assistance Division*

OFFICE 402-479-4738 FAX 402-479-3636  
daniel.rea@nebraska.gov

**Department of Transportation**

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