



# Department of Transportation

## Office of Project Development

700 E Broadway Avenue

Pierre, South Dakota 57501-2586 605/773-3268

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December 5, 2014

### ADDENDUM NO. 1

**RE: Item #4, December 10, 2014 Letting – P 0087(13)62, PCN 03NR, Custer County  
– Cold Milling Asphalt Concrete and Asphalt Concrete Resurfacing**

#### TO WHOM IT MAY CONCERN:

The following addenda to the plans shall be inserted and made a part of your proposal for the referenced project.

**SPECIAL PROVISIONS:** NO CHANGE

**BID ITEM FILE:** *Bidders must log in to retrieve the addendum bid item file that must be loaded into the SDEBS to incorporate the revisions listed here.*

**Bid Items were deleted:**

Bid Item 120E0600 "Contractor Furnished Borrow"

**PLANS:** Please destroy sheets 2, 4, and 10 and replace with the enclosed sheets, dated 12/5/14.

**Sheet 2:** Bid Item 120E0600 "Contractor Furnished Borrow" was deleted.

**Sheet 4:** CONTRACTOR FURNISHED BORROW note was removed.

**Sheet 10:** TABLE OF GUARDRAIL SURFACING was revised.

Sincerely,

Sam Weisgram  
Engineering Supervisor

SW/ksv

CC: Todd Seaman, Rapid City Region Engineer  
Rich Zacher, Custer Area Engineer

**ESTIMATE OF QUANTITIES**

Bid Item Number	Item	Quantity	Unit
009E0010	Mobilization	Lump Sum	LS
009E3320	Checker	Lump Sum	LS
110E0730	Remove Beam Guardrail	987.5	Ft
110E0760	Remove Beam Guardrail Trailing End Terminal	3	Each
110E0770	Remove W Beam Guardrail Breakaway Cable Terminal	13	Each
110E5010	Salvage Delineator	41	Each
110E5020	Salvage Traffic Sign	26	Each
110E6230	Remove W Beam Guardrail for Reset	1,281.3	Ft
110E6250	Remove Beam Guardrail Trailing End Terminal for Reset	6	Each
120E0100	Unclassified Excavation, Digouts	549	CuYd
230E0100	Remove and Replace Topsoil	Lump Sum	LS
260E1050	Base Course, Salvaged Asphalt Mix	1,672.8	Ton
330E0010	MC-70 Asphalt for Prime	0.3	Ton
330E0100	SS-1h or CSS-1h Asphalt for Tack	40.1	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	26.4	Ton
330E2000	Sand for Flush Seal	496.5	Ton
332E0010	Cold Milling Asphalt Concrete	122,405	SqYd
600E0300	Type III Field Laboratory	1	Each
630E1200	Straight Class A W Beam Rail	675.0	Ft
630E2015	W Beam Guardrail Flared End Terminal	12	Each
630E2110	Beam Guardrail Post and Block	307	Each
630E5160	Reset W Beam Rail	1,281.3	Ft
630E5210	Reset Beam Guardrail Trailing End Terminal	6	Each
632E1320	2.0"x2.0" Perforated Tube Post	1,016.1	Ft
632E1340	2.5"x2.5" Perforated Tube Post	42.0	Ft
632E2220	Guardrail Delineator	62	Each
632E2510	Type 2 Object Marker Back to Back	41	Each
632E3203	Flat Aluminum Sign, Nonremovable Copy High Intensity	64.6	SqFt
632E3205	Flat Aluminum Sign, Nonremovable Copy Super/Very High Intensity	353.0	SqFt
632E3520	Remove, Salvage, Relocate, and Reset Traffic Sign	55	Each
633E0010	Cold Applied Plastic Pavement Marking, 4"	3,730	Ft
633E0030	Cold Applied Plastic Pavement Marking, 24"	105	Ft
633E0040	Cold Applied Plastic Pavement Marking, Arrow	2	Each
633E1300	Pavement Marking Paint, White	521.9	Gal
633E1305	Pavement Marking Paint, Yellow	256.9	Gal
633E5000	Grooving for Cold Applied Plastic Pavement Marking, 4"	3,730	Ft
633E5015	Grooving for Cold Applied Plastic Pavement Marking, 24"	105	Ft
633E5025	Grooving for Cold Applied Plastic Pavement Marking, Arrow	2	Each
634E0010	Flagging	2,000	Hour
634E0020	Pilot Car	750	Hour
634E0100	Traffic Control	1,420	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0630	Temporary Pavement Marking	33.8	Mile
634E1215	Contractor Furnished Portable Changeable Message Sign	4	Each
730E1200	Hydroseeding	26,771	SqYd
731E0100	Fertilizing	8,280	Lb
732E0200	Fiber Mulching	5.5	Ton
900E0900	Curb Stop	74	Each

**Alternate A**

Bid Item Number	Item	Quantity	Unit
320E0007	PG 64-28 Asphalt Binder	1,101.5	Ton
320E1002	Class Q2 Hot Mixed Asphalt Concrete	17,680.1	Ton
320E4000	Hydrated Lime	176.0	Ton

**Alternate B**

Bid Item Number	Item	Quantity	Unit
320E0007	PG 64-28 Asphalt Binder	989.1	Ton
320E1002	Class Q2 Hot Mixed Asphalt Concrete	17,985.5	Ton
320E4000	Hydrated Lime	186.7	Ton

**SPECIFICATIONS**

Standard Specifications for Roads and Bridges, 2004 Edition and Required Provisions, Supplemental Specifications, and Special Provisions as included in the Proposal.

**ENVIRONMENTAL COMMITMENTS**

An Environmental Commitment is a measure that SDDOT commits to implement in order to avoid, minimize, and/or mitigate a real or potential environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency mentioned below with permitting authority can influence a project if perceived environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office. The environmental commitments associated with this project are as follows:

**COMMITMENT C: WATER SOURCE**

The Contractor shall not withdraw water with equipment previously used outside the State of South Dakota without prior approval from the SDDOT Environmental Office. Thoroughly wash all construction equipment before entering South Dakota to reduce the risk of invasive species introduction into the project vicinity.

**Action Taken/Required:**

The Contractor shall obtain the necessary permits from the regulatory agencies such as the Department of Environment and Natural Resources (DENR) and the United States Army Corps of Engineers (COE) prior to executing water extraction activities.

**COMMITMENT E: STORM WATER**

Construction activities constitute 1 acre or more of earth disturbance.

**Action Taken/Required:**

The DENR and the US Environmental Protection Agency (EPA) have issued separate general permits for the discharge of storm water runoff. The DENR permit applies to discharges on state land and the EPA permit applies to discharges on federal or reservation land. The Contractor is advised this project is regulated under the Phase II Storm Water Regulations and must receive coverage under the General Permit for Construction Activities. A Notice of Intent (NOI) will be submitted to DENR a minimum of 15 days prior to project start by the DOT Environmental Office. A letter must be received from DENR that acknowledges project coverage under this general permit before project start. The Contractor is advised that permit coverage may also be required by off-site activities, such as borrow and staging areas, which are the responsibility of the Contractor.

The Contractor shall adhere to the "Special Provision Regarding Storm Water Discharges to Waters of the State".

A major component of the storm water construction permits is development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which is a joint effort and responsibility of the SDDOT and the Contractor. Erosion control measures and best management practices will be implemented in accordance with the SWPPP. The SWPPP is a dynamic document and is to be available on-site at all times.

Information on storm water permits and SWPPPs are available on the following websites

SDDOT:

<http://sddot.com/transportation/highways/environmental/stormwater/Default.aspx>

DENR: <http://www.denr.sd.gov/des/sw/stormwater.aspx>

EPA: [http://cfpub.epa.gov/npdes/home.cfm?program\\_id=6](http://cfpub.epa.gov/npdes/home.cfm?program_id=6)

**Contractor Certification Form:**

The "Department of Environmental and Natural Resources – Contractor Certification Form" (SD EForm – 2110LDV1-ContractorCertification.pdf) shall be completed by the Contractor or their certified Erosion Control Supervisor after the award of the contract. Work may not begin on the project until this form is signed.

The form certifies under penalty of law that the Contractor understands and will comply with the terms and conditions of the Surface Water Discharge General Permit for Storm Water Discharges Associated with Construction Activities for the Project.

The online form can be found at:

<http://denr.sd.gov/des/sw/eforms/E2110LDV1-ContractorCertification.pdf>

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P 0087(13)62	4	52

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### **PRESS RELEASE ANNOUNCEMENTS**

The DOT will prepare a Press Release to be released 48 hours prior to any phase change or any other major change that affects traffic flow. The DOT will be responsible to keep law enforcement, emergency services, and the traveling public notified of changes in project access. The Contractor shall provide the Engineer with pertinent information 4 days prior to any major change that affects traffic flow.

### **UTILITIES**

Utilities are not planned to be affected on this project. If utilities are identified near the improvement area through the SD One Call Process as required by South Dakota Codified Law 49-7A and Administrative Rule Article 20:25, the contractor shall contact the project engineer to determine modifications that will be necessary to avoid utility impacts.

Any damage done to a utility will be the Contractor's responsibility to repair.

Utilities within the limits of the proposed construction shall be adjusted by the owner unless otherwise indicated in these plans.

### **CHECKING SPREAD RATES**

The Contractor shall be responsible for checking the Asphalt Concrete Surfacing and Base Course spread rates and taking the weigh delivery tickets as the surfacing material arrives on the project and is placed onto the roadway.

The Contractor shall compute the required spread rates for each typical surfacing section and create a spread chart prior to the start of material delivery and placement. The Engineer will review and check the Contractor's calculations and spread charts.

The station-to-station spread shall be written on each ticket as the surfacing material is delivered to the roadway.

At the end of each day's shift, the Contractor shall verify the following:

- All tickets are present and accounted for,
- The quantity summary for each item is calculated,
- The amount of material wasted if any,
- Each day's ticket summary is marked with the corresponding 'computed by',
- The ticket summary is initialed and certified that the delivered and placed quantity is correct.

All daily tickets and the summary by item shall be given to the Engineer no later than the following morning.

If the checker is not properly and accurately performing the required duties, the Contractor shall correct the problem or replace the checker with an individual capable of performing the duties to the satisfaction of the Engineer. Failure to do so will result in suspension of the work.

The Department will perform depth checks. The Contractor shall be responsible for placement of material to the correct depth unless otherwise directed by the Engineer. If the placed material is not within a tolerance of  $\pm\frac{1}{4}$ " of the plan shown depth, the Contractor shall correct the problem at no additional cost to the Department. Excess material above the tolerance will not be paid for. Achieving the correct depth may require picking up and moving material or other action as required by the Engineer.

All costs for providing the Contractor furnished checker and performing all related duties shall be incidental to the contract lump sum price for the CHECKER. No allowances will be made to the contract lump sum price for CHECKER due to authorized quantity variations unless the quantities for the material being checked vary above or below the estimated quantities by more than 25%. Payment for the CHECKER shall then be increased or decreased by the same proportion as the placed material quantity bears to the estimated material quantity.

### **EXCAVATION OF UNSTABLE MATERIAL**

Included in the Estimate of Quantities are 50 cubic yards of Unclassified Excavation, Digouts per mile for the necessary removal of unstable material.

Backfill shall be 6" of Base Course, Salvaged Asphalt Mix placed in 3" lifts and 6" of Class Q2 Hot Mixed Asphalt Concrete placed in 3" lifts as directed by the Engineer. Limits of removal will be determined in the field by the Engineer. The existing surface shall be sawed full depth to a true line with a vertical face to the removal limits established by the Engineer. Saw cutting shall be incidental to the various bid items on the project.

### **WATER FOR COMPACTION**

The cost of water for compaction of the Base Course, Salvaged Asphalt Mix shall be incidental to the contract unit price per ton for Base Course, Salvaged Asphalt Mix. Four percent, plus or minus, moisture will be required at the time of compaction unless otherwise directed by the Engineer. It is estimated that 24.2 MGal of water for compaction will be required.

### **BASE COURSE, SALVAGED ASPHALT MIX**

The Base Course, Salvaged Asphalt Mix shall be obtained from the cold milled asphalt material produced on this project and may be used without further testing. The Base Course, Salvaged Asphalt Mix will be used for pipe extensions, intersecting roads, approaches and digouts.

The Base Course, Salvaged Asphalt Mix for backfill of digouts shall be placed at the rate of 100 tons per mile

At the time of compaction, the material shall have approximately 4% moisture uniformly blended throughout the depth of material. The percent moisture may be adjusted by the Engineer.

Compaction shall be to the satisfaction of the Engineer.

All other requirements for Base Course, Salvaged Asphalt Mix shall apply.

### **SURFACING THICKNESS DIMENSIONS**

Plans tonnage shall be applied even though the thickness may vary from that shown in the plans. At those locations where material must be placed to achieve a required elevation, plans tonnages may be varied to achieve the required elevation.

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Table of Guardrail																
MRM	to	MRM	Side	Guardrail Offset from Centerline to Face of Rail	Remove W-Beam Guardrail Breakaway Cable Terminal	Remove Beam Guardrail Trailing End Terminal	Remove W-Beam Guardrail for Reset	Remove Beam Guardrail Trailing End Terminal								
				Ft	Ft	Each	Each	Ft	Each	Ft	Each	Each	Ft	Each	Each	Each
69.282	69.299	L		16	87.5	2										
70.018	70.040	R		Variable	175	2		37.5								30
70.133	70.160	L		9						137.5	2	22			4	
70.208	70.265	R		9						300	2	48			6	
70.392	70.422	R		9 to Variable	75	2		87.5			2	14	87.5		4	
70.755	70.766	R		Variable	37.5	1		50	1		1	8	50	1	4	
70.766	70.786	R		Variable	37.5	1		87.5	1		1	14	87.5	1	4	
71.215	71.235	R		Variable	37.5	1		50	1		1	8	50	1	4	
71.239	71.270	R		9 to variable				175	1			28	175	1	4	
71.280	71.294	R		11 to Variable				81.25				13	81.25		4	
71.300	71.320	R		14 to Variable				150	1			24	150	1	4	
71.500	71.549	L		9' to Variable	350	1	1					0				30
71.549	71.559	L		Variable	75		2									14
71.700	71.744	L		9 to Variable	37.5	1		262.5	1		1	42	262.5	1	6	
71.744	71.759	L		Variable	37.5	1		62.5			1	10	62.5		4	
71.807	71.904	L		9 to Variable	37.5	1		237.5		237.5	1	76	237.5		10	
<b>Various Locations</b>													37.5		4	
<b>Total</b>					987.5	13	3	1281.25	6	675	12	307	1281.25	6	62	74

Table of Guardrail Surfacing												
MRM	to	MRM	Side	Base Course, Salvaged Asphalt Mix Ton	Alternate A			Alternate B			MC-70 Asphalt for Prime Ton	SS1-h CSS-1h Asphalt for Tack Ton
					Class Q2 Hot Mixed Asphalt Concrete Ton	PG-64-28 Asphalt Binder Ton	Hydrated Lime Ton	Class Q2 Hot Mixed Asphalt Concrete Ton	PG-64-28 Asphalt Binder Ton	Hydrated Lime Ton		
70.133	70.160	L		230	15	0.87	0.15	16	0.80	0.16	0.1	0.1
70.208	70.265	R		230	15	0.87	0.15	16	0.80	0.16	0.1	0.1
70.392	70.422	R			15	0.87	0.15	16	0.80	0.16		0.1
70.755	70.766	R			7.5	0.44	0.08	8	0.40	0.08		0.1
70.766	70.786	R			7.5	0.44	0.08	8	0.40	0.08		0.1
71.215	71.235	R			7.5	0.44	0.08	8	0.40	0.08		0.1
71.700	71.744	L			7.5	0.44	0.08	8	0.40	0.08		0.1
71.744	71.759	L			7.5	0.44	0.08	8	0.40	0.08		0.1
71.807	71.904	L		115	7.5	0.44	0.08	8	0.40	0.08	0.1	0.1
<b>Total</b>				575	90	5.25	0.93	96	4.8	0.96	0.3	0.9