Department of Transportation
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586 605/773-3268
FAX: 605/773-2614

October 29, 2015

ADDENDUM NO. 1

RE: Item #3, November 4, 2015 Letting - P 0040(21)38, PCN 03T7, Custer, Pennington County - 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: Please remove the Special Provisions checklist and replace with attached Special Provisions checklist revised 10/29/15. "Special Provision for Flexible Pavement Smoothness" dated 7/21/15 was added.

Please add the "Special Provision for Flexible Pavement Smoothness" dated 7/21/15 before the "Special Provision for Contract Time" dated 9/29/15.

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 added:
Bid Item 120E0010 "Unclassified Excavation"

PLANS: Please destroy sheets 2 and 6 and replace with the enclosed sheets, dated 10/26/15.

Sheet 2: Bid Item 120E0010 "Unclassified Excavation" was added.

Sheet 6: MAILBOX TURNOUTS note was added.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/cj

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

REV. 10/29/15

SPECIAL PROVISIONS

PROJECT NUMBER(S): P 0040(21)38 PCN: 03T7

TYPE OF WORK: ASPHALT CONCRETE RESURFACING

COUNTIES: CUSTER, PENNINGTON

The following clauses have been prepared subsequent to the Standard Specifications for Roads and Bridges and refer only to the above described improvement, for which the following Proposal is made.

The Contractor's attention is directed to the need for securing from the Department of Environment & Natural Resources, Foss Building, Pierre, South Dakota, permission to remove water from public sources (lakes, rivers, streams, etc.). The Contractor should make his request as early as possible after receiving his contract, and insofar as possible at least 30 days prior to the date that the water is to be used.

Penny Kutz is the official in charge of the Rapid City Career Center for Custer, Pennington Counties.

THE FOLLOWING ITEMS ARE INCLUDED IN THIS PROPOSAL FORM:

Special Provision for Contract Time, dated 9/29/15.

Special Provision for Flexible Pavement Smoothness" dated 7/21/15.

Special Provision for Fire Plan, dated 5/8/14.

Special Provision for Contractor Administered Preconstruction Meeting, dated 4/18/13.
Fuel Adjustment Affidavit, DOT form 208 dated 7/15.
Standard Title VI Assurance, dated 7/14/08.
Special Provision For Disadvantaged Business Enterprise, dated 5/20/15.
Special Provision For EEO Affirmative Action Requirements on Federal and Federal-aid Construction Contracts, dated 9/1/97.
Special Provision For Required Contract Provisions Federal-aid Construction Contracts, Form FHWA 1273 (Rev. May/1/12), dated 4/30/13.
Required Contract Provisions Federal-aid Construction Contracts, Form FHWA 1273 (Rev. 5/1/12).
Special Provision Regarding Minimum Wage on Federal-Aid Projects, dated 4/30/13.
Wage and Hour Division US Department of Labor Washington DC.
- US Dept. of Labor Decision Number SD150001, dated 10/9/15.
Special Provision for Price Schedule for Miscellaneous Items, dated 8/3/15.

*** * * ***

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
FLEXIBLE PAVEMENT SMOOTHNESS

PROJECT P 0040(21)38, PCN 03T7
PENNINGTON & CUSTER COUNTIES

JULY 21, 2015

In Section 320.3 G of the specifications, delete the second and third sentences of the paragraph regarding checking the final lift with a 10-foot straightedge and replace with the following:

The pavement smoothness will be determined by profiling the finished surfaces of the mainline pavement. All finished bituminous surfaces will be profiled with the following conditions and exceptions:

A. Exclusions: Excluded from the profile testing are:

1. Bridge decks, approach slabs and a distance of 100 feet from the end of the bridge (or approach slab if applicable);

2. Ramps, acceleration lanes, deceleration lanes, and any lane less than 0.3 miles in length;

3. Side roads;

4. Shoulders and gore areas;

5. Pavements on horizontal curves with centerline radius of curvature of less than 1000 feet, and pavement within the superelevation transition of such curves;

6. Existing curb and gutter sections (curb and gutter to remain in place);

7. Sections with a speed limit of less than 45 mph;

8. The first or last 100 feet of a pavement where the Contractor is not responsible for the adjoining in place pavement; and,

9. A distance of 100 feet from railroad crossings.

On surfaces excluded from the profile testing, the Engineer will determine the pavement smoothness according to the following:

The surface of each lift shall be free of waves and other irregularities. The final lift surface shall be checked with a 10-foot straightedge. The variation of the surface from the straightedge between any two contact points shall not exceed 1/4 inch.

B. Profiler: The Department will furnish and operate the profiler. The Department will measure and analyze the surface smoothness of the final roadway surface profile using the International Roughness Index (IRI) to the nearest 0.1 inch/mile. The Department will be using a profiler that meets ASTM E-950 Class I specifications.

The profiler shall use a long wavelength filter of 200 feet. The profiler shall use a short wavelength filter of 2 feet.

C. Operation: The Department will evaluate the surface smoothness on a lot basis. A lot is defined as a single paved lane, 12 feet wide, and 0.10 mile long. Pavement sections less than 0.10 mile long will be tested, the results will be combined with the previous adjacent lot, and the average IRI and price adjustment will be prorated. If the section is less than 0.10 mile long but at least 200 feet long and not adjacent to a previous lot, the average IRI and price adjustment for the section will be evaluated individually and prorated.

The Department will collect the profile data after the Contractor completes all AC paving required for profiling. If the project is constructed in phases, the Department may profile test a completed phase before the completion of subsequent phases.

If the Contractor does not complete the final lift of pavement before the seasonal limitation, the Department will collect profile data for all portions of the roadway paved through the final lift at the completion of construction for the season. The Department will collect profile data for the remaining pavement once the paving is completed.

The Contractor shall not flush seal the final surface until the Contractor has completed all grinding and the Department has collected all profile data.

1. Profile Testing:

For scheduling purposes, the Contractor is responsible to contact the Materials and Surfacing Office at least 7 calendar days prior to the anticipated completion of work (phase of project or overall project) where profile testing is required. In addition, the Contractor will contact the Materials and Surfacing office at least 2 business days prior to the anticipated day of profile testing (phase of project or overall project) to schedule the agreed upon anticipated day of profile testing.

Prior to the anticipated day of profile testing, the Contractor will perform all work required prior to the Department performing the profile testing. The Contractor may continue sweeping the roadway any time, as needed, prior to profile testing.

The Department will perform the profile testing within 2 business days of the anticipated day of profile testing provided all of the following conditions are met:

- The Contractor has completed all AC paving in the area to be profile tested;
- The Contractor has cleaned the surface of debris and other obstructions and has completed necessary sweeping;
- The Contractor has placed necessary traffic control devices;
- The ambient air temperature is at least 40°F but not above 100°F; and,
- Rain and other weather conditions determined inclement by the Engineer are not present.

The Department will make one pass in each driving lane in the direction of traffic flow. One pass will consist of a profile being performed in each wheel path for each lane (one trace approximately 31 inches from centerline of the roadway and the other trace approximately 97 inches from centerline).

The Department will provide the Contractor profile testing results within 2 business days of completing the profile testing. The Department will identify individual bumps using a profile plot and the Department will mark individual bumps.

a. Evaluation: The data collected by the Department will be evaluated by and remain the property of the Department. The average IRI for each lot will be determined by averaging the IRI values from the two wheel paths for each pass (lane) to the nearest 0.1 inch/mile. This average will be used to evaluate incentive/disincentive payment.

Incentive/disincentive payment schedule will be a fixed dollar amount per lot based on the average IRI and the total number of opportunities. An opportunity shall be defined as a single paved lift of 1 inch or greater thickness, cold milling 1 inch or greater thickness, cold in place recycle, process in place, surface preparation, or base material placed by contractor. The thickness of cold milling will be determined by what is specified in the plans. Each opportunity shall be counted and added up to a total number of opportunities (1 opportunity, 2 opportunities, or 3 or more opportunities). Each project may have different sections with a varying number of opportunities.

b. Requirements: All bituminous pavement lots with 1 opportunity, except as excluded under this provision, shall not exceed an average IRI of 100.0 inches per mile. Lots with an average IRI greater than 100.0 inches per mile will require grinding to an average IRI of less than 65.1 inches per mile and

will receive 100.0% pay. This will require that the lot be reprofiled by the Department.

All bituminous pavement lots with 2 opportunities, except as excluded under this provision, shall not exceed an average IRI of 90.0 inches per mile. Lots with an average IRI greater than 90.0 inches per mile will require grinding to an average IRI of less than 60.1 inches per mile and will receive 100.0% pay. This will require that the lot be reprofiled by the Department.

All bituminous pavement lots with 3 or more opportunities, except as excluded under this provision, shall not exceed an average IRI of 90.0 inches per mile. Lots with an average IRI greater than 90.0 inches per mile will require grinding to an average IRI of less than 60.1 inches per mile and will receive 100.0% pay. This will require that the lot be reprofiled by the Department.

Individual bumps in excess of 0.4 inches in 25 feet regardless of number of opportunities shall be subject to one of the following:

1) Correct by grinding until less than 0.125 inches in 10 feet.

2) Bumps 0.125 to 0.25 inches in 10 feet may be accepted without grinding. If accepted without grinding a $500 disincentive will be assessed per bump.

3) Bumps less than 0.125 inches in 10 feet may be accepted without grinding. No disincentive will be assessed for bumps less than 0.125 inches in 10 feet.

The surface of each lift shall be free of waves and other irregularities. If waves or other irregularities are identified by the Engineer, the final lift in those areas may be checked with a 10-foot straightedge. If additional correction areas are identified by the Engineer, the variation of the surface from the straightedge between any two contact points shall not exceed 1/4 inch.

The Contractor will complete the required corrective grinding of individual bumps and lot(s) within 21 calendar days of notification from the Department of which individual bumps and lot(s) require corrective grinding.

The Contractor will accomplish corrective grinding with specially prepared circular diamond blades mounted on a horizontal shaft. The Contractor will day light corrective grinding to the outside edge of the pavement. The Contractor will not leave ground areas smooth or polished. The Contractor will ensure ground areas have a uniform texture equal in roughness to the surrounding unground asphalt concrete. Following the completion of

corrective grinding, the Department will re-profile test lot(s) that required corrective grinding.

The Contractor shall flush seal all corrective ground surfaces.

2. Re-Profile Testing:

For scheduling purposes, the Contractor is responsible to contact the Materials and Surfacing Office at least 7 calendar days prior to the anticipated start of corrective grinding work (phase of project or overall project). In addition, the Contractor will contact the Materials and Surfacing office at least 2 business days prior to the anticipated completion of corrective grinding (phase of project or overall project) to schedule the agreed upon anticipated day of re-profile testing.

Prior to the anticipated day of re-profile testing, the Contractor will perform all work required prior to the Department performing the re-profile testing. The Contractor may continue sweeping the roadway any time, as needed, prior to re-profile testing.

The Department will perform the re-profile testing within 2 business days of the completion of all corrective grinding provided all of the following conditions are met:

- The Contractor has completed all AC pavement corrective grinding in the area to be re-profile tested;
- The Contractor has cleaned the surface of debris and other obstructions and has completed necessary sweeping;
- The Contractor has placed necessary traffic control devices;
- The ambient air temperature is at least 40°F but not above 100°F; and,
- Rain and other weather conditions determined inclement by the Engineer are not present.

The Department will provide the Contractor re-profile testing results within 2 business days of completing the re-profile testing. The Department will identify and mark lots requiring additional corrective grinding.

3. Incentive/Disincentive Payment: The Department will base Incentive and disincentive payments on the average IRI determined for each lot and will make incentive and disincentive payments based on the following tables:

1 Opportunity	
IRI	Price Adjustment
Inches per mile	(Dollars per lot)
35.0 or less	$600
35.1 to 40.0	$300
40.1 to 45.0	$200
45.1 to 50.0	$100
50.1 to 65.0	$0
65.1 to 70.0	-$100
70.1 to 75.0	-$200
75.1 to 80.0	-$300
80.1 to 100.0	-$600
100.1 or greater	Grind

2 Opportunities	
IRI	Price Adjustment
Inches per mile	(Dollars per lot)
30.0 or less	$600
30.1 to 35.0	$300
35.1 to 40.0	$200
40.1 to 45.0	$100
45.1 to 60.0	$0
60.1 to 65.0	-$100
65.1 to 70.0	-$200
70.1 to 80.0	-$300
80.1 to 90.0	-$600
90.1 or greater	Grind

3 or more Opportunities	
IRI	Price Adjustment
Inches per mile	(Dollars per lot)
25.0 or less	$600
25.1 to 30.0	$300
30.1 to 35.0	$200
35.1 to 40.0	$100
40.1 to 60.0	$0
60.1 to 65.0	-$100
65.1 to 70.0	-$200
70.1 to 80.0	-$300
80.1 to 90.0	-$600
90.1 or greater	Grind

Incentive payments cannot be improved due to grinding regardless of the average IRI.

Miscellaneous: All work required of the Contractor to prepare the roadway for testing including, but not limited to; corrective grinding, sweeping, cleaning, preparing the surface for profiling or reprofiling, moving equipment, and rescheduling of work will not be measured and will be incidental to the contract.

The Contractor will replace all permanent pavement markings damaged, destroyed, or removed during corrective grinding at no additional cost to the Department.

The Department will measure and pay for all traffic control required for conducting the smoothness testing in accordance with Section 634 as part of the overall project.

* * * * *

ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0040(21)38	2	30

Revised: 10-26-2015 klh

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E3320	Checker	Lump Sum	LS
110E4290	Salvage Beam Guardrail	100.0	Ft
110E4380	Salvage W Beam Guardrail Tangent End Terminal	4	Each
110E6200	Remove Double Thrie Beam Guardrail for Reset	100.0	Ft
110E6230	Remove W Beam Guardrail for Reset	850.0	Ft
110E6240	Remove W Beam to Thrie Beam Guardrail Transition for Reset	8	Each
110E6270	Remove W Beam Guardrail Flared End Terminal for Reset	12	Each
120E0010	Unclassified Excavation	312	CuYd
120E0100	Unclassified Excavation, Digouts	439	CuYd
120E0600	Contractor Furnished Borrow Excavation	300	CuYd
230E0100	Remove and Replace Topsoil	Lump Sum	LS
260E1010	Base Course	1,402.7	Ton
260E1050	Base Course, Salvaged Asphalt Mix	406.0	Ton
330E0100	SS-1h or CSS-1h Asphalt for Tack	86.4	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	37.9	Ton
330E2000	Sand for Flush Seal	453.4	Ton
332E0010	Cold Milling Asphalt Concrete	7,745	SqYd
600E0300	Type III Field Laboratory	1	Each
630E1150	Straight Double Class B W Beam Guardrail with Wood Posts	100.0	Ft
630E2015	W Beam Guardrail Flared End Terminal	4	Each
630E2110	Beam Guardrail Post and Block	212	Each
630E5130	Reset Double Thrie Beam Rail	100.0	Ft
630E5160	Reset W Beam Rail	850.0	Ft
630E5190	Reset W Beam to Thrie Beam Guardrail Transition	8	Each
630E5207	Reset W Beam Guardrail Flared End Terminal	12	Each
632E2220	Guardrail Delineator	64	Each
633E1300	Pavement Marking Paint, White	300	Gal
633E1305	Pavement Marking Paint, Yellow	225	Gal
634E0010	Flagging	440.0	Hour
634E0020	Pilot Car	220.0	Hour
634E0110	Traffic Control Signs	414	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0630	Temporary Pavement Marking	17.8	Mile
734E0010	Erosion Control	Lump Sum	LS
900E0010	Refurbish Single Mailbox	57	Each
900E0012	Refurbish Double Mailbox	39	Each

SURFACING - ALT. A

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
320E0007	PG 64-28 Asphalt Binder	1,336.2	Ton
320E1002	Class Q2 Hot Mixed Asphalt Concrete	23,158.7	Ton
320E4000	Hydrated Lime	226.1	Ton

SURFACING - ALT. B

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
320E0007	PG 64-28 Asphalt Binder	1,171.2	Ton
320E1002	Class Q2 Hot Mixed Asphalt Concrete	23,676.2	Ton
320E4000	Hydrated Lime	234.8	Ton

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 2015 Edition and Required Provisions, Supplemental Specifications, and Special Provisions as included in the Proposal.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0040(21)38	6	30

Revised: 10-26-2015 klh

TABLE OF QUANTITIES

									Alt A			Alt B				
Station to	Station		Length	Unclassified Excavation, Digouts	Cold Milling Asphalt Concrete	Base Course, Salvaged Asphalt Mix	Base Course	SS-1h or CSS-1h Asphalt for Tack	PG 64-28 Asphalt Binder	Class Q2 Hot Mixed Asphalt Concrete	Hydrated Lime	PG 64-28 Asphalt Binder	Class Q2 Hot Mixed Asphalt Concrete	Hydrated Lime	SS-1h or CSS-1h Asphalt for Flush Seal	Sand for Flush Seal
			Ft	CuYd	Sq Yd	Ton	Ton	Ton	Ton	Ton	Ton	Ton	Ton	Ton	Ton	Ton
354+72.94	393+48.83		3875.89	36.8	756		73.5	5.77	91.8	1593	15.5	80.75	1636.3	16.2	3.2	37.9
393+48.83	393+75.90	Equation														
393+75.90	435+91.77		4215.87	40			79.9	6.28	99.9	1732.7	16.8	87.84	1779.8	17.6	3.4	41.3
435+91.77	435+93.32	Equation														
435+93.32	462+93.05		2699.73	25.6			51.2	4.02	64	1109.6	10.8	56.25	1139.8	11.3	2.2	26.4
462+93.05	463+18.55	Equation														
463+18.55	560+85.79		9767.24	92.5			185	14.53	231.3	4014.2	38.9	203.49	4123.4	40.7	7.9	95.6
560+85.79	560+87.88	Equation														
560+87.88	600+85.78		3997.90	37.9	756		75.8	5.95	94.7	1643.1	16	83.29	1687.8	16.7	3.3	39.1
600+85.78	602+47.18	Structure	161.4													
602+47.18	658+01.00		5553.82	52.6	1512		105.2	8.27	131.5	2282.6	22.1	115.71	2344.6	23.2	4.5	54.4
658+01.00	659+04.00	Structure	103.0													
659+04.00	669+72.22		1068.22	10.2	756		20.3	1.59	25.3	439.1	4.3	22.26	451	4.5	0.9	10.5
669+72.22	669+74.02	Equation														
669+74.02	708+40.84		3866.82	36.7	756		73.3	5.76	91.6	1589.3	15.4	80.56	1632.5	16.2	3.2	37.9
708+40.84	710+10.94	Structure	170.1													
710+10.94	716+35.99		625.05	6	756		11.9	0.93	14.8	256.9	2.5	13.03	263.9	2.7	0.6	6.2
716+35.99	716+45.22	Equation														
716+45.22	720+23.57		378.35	3.6	756		7.2	0.57	9	155.5	1.6	7.89	159.8	1.6	0.4	3.7
720+23.57	722+33.34	Structure	209.8													
722+33.34	824+94.61		10261.27	97.2	1697		194.4	15.27	243	4217.3	40.9	213.78	4331.9	42.8	8.3	100.4
Additional Quantities Totals:				0	0	406	525	17.5	239.3	4125.4	41.27	206.35	4125.4	41.27	0	0
			46954.43	**439.10**	**7745**	**406**	**1402.7**	**86.44**	**1336.20**	**23158.7**	**226.07**	**1171.20**	**23676.2**	**234.77**	**37.9**	**453.4**

TABLE OF ADDITIONAL QUANTITIES

								Alt A			Alt B				
			Length	Unclassified Excavation, Digouts	Coldmilling Asphalt Concrete	Base Course, Salvaged Asphalt Mix	Base Course	SS-1h or CSS-1h Asphalt for Tack	PG 64-28 Asphalt Binder	Class Q2 Hot Mixed Asphalt Concrete	Hydrated Lime	PG 64-28 Asphalt Binder	Class Q2 Hot Mixed Asphalt Concrete	Hydrated Lime	SS-1h or CSS-1h Asphalt for Flush Seal	Sand for Flush Seal
			Ft	CuYd	Sq Yd	Ton	Ton	Ton	Ton	Ton	Ton	Ton	Ton	Ton	Ton	Ton
Spot leveling, strengthening, & repair of existing surfacing			46310.16					16	203.5	3508.4	35.1	175.5	3508.4	35.1		
Asphalt Approaches (5) *									0.87	15	0.15	0.75	15	0.15		
Gravel Approaches (61) **							305		10.62	183	1.83	9.15	183	1.83		
Field Entrances (37) ***						25	160				0	0		0		
Intersection Hwy 79								0.7	1.28	22	0.22	1.1	22	0.22		
Guardrail widening							60		10.5	181	1.81	9.05	181	1.81		
Mailbox turnouts						381		0.8	12.53	216	2.16	10.8	216	2.16		
Additional Quantities Totals:				**0**	**0**	**406**	**525**	**17.5**	**239.3**	**4125.4**	**41.3**	**206.4**	**4125.4**	**41.3**	**0**	**0**

Surfacing for Approaches and Field Entrances

* Asphalt approaches will be surfaced with a 2” thick asphalt pad by 5’ wide, the pad will be tapered to the existing asphalt.
** Gravel approaches will be surfaced with a 2” thick asphalt pad by 5’ wide & 5 ton of Base Course to blend the existing gravel approach to the asphalt pad.
*** Field Entrances will be surfaced with 5 ton of Base Course or Base Course, Salvaged Asphalt Mix.

Mailbox turnouts

Mailbox turnouts will be surfaced with 2” thick asphalt and 4” of Base Course, Salvaged Asphalt Mix. Included in the estimate of quantities is 312 cubic yards of Unclassified Excavation for shaping the mailbox turnouts. The plans quantity for “Unclassified Excavation” as shown in the Estimate of Quantities will be the basis of payment for this item.