



# Department of Transportation

## Office of Project Development

700 E Broadway Avenue

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

FAX: 605/773-2614

February 13, 2015

### ADDENDUM NO. 1

**RE: Item #6, February 18, 2015 Letting - NH 0014(196)351, PCN 04DY, Beadle, Kingsbury County - Cold Milling & 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:** None

**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 320E0005 "PG 58-34 Asphalt Binder"

**Quantities for Bid Items were changed:**

Bid Item 270E0210 "Haul and Stockpile Granular Material" changed from 3,624.0 to 8,681.0 Ton

**Bid Items were removed:**

Bid Item 320E0007 "PG 64-28 Asphalt Binder"

**PLANS:** Please destroy sheets 2 and 18 and replace with the enclosed sheets, dated 2/12/15.

**Sheet 2:** **Bid Items were added:**

Bid Item 320E0005 "PG 58-34 Asphalt Binder"

**Quantities for Bid Items were changed:**

Bid Item 270E0210 "Haul and Stockpile Granular Material" changed from 3,624.0 to 8,681.0 Ton

**Bid Items were removed:**

Bid Item 320E0007 "PG 64-28 Asphalt Binder"

**Sheet 18:** COLD MILLING ASPHALT CONCRETE (CONTINUED) note was revised.

Sincerely,

Sam Weisgram  
Engineering Supervisor

SW/cj

CC: Jeff Senst, Aberdeen Region Engineer  
Wayne Cramer, Huron Area Engineer

# ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH 0014(196)351	2	52

Revised 02/12/2015 MW

Bid Item Number	Item	Quantity	Unit
009E0010	Mobilization	Lump Sum	LS
009E4200	Construction Schedule, Category II	Lump Sum	LS
110E0130	Remove Traffic Sign	74	Each
110E0730	Remove Beam Guardrail	12.5	Ft
110E0740	Remove 3 Cable Guardrail Anchor Assembly	4	Each
110E6010	Remove 3 Cable Guardrail Anchor Assembly for Reset	2	Each
110E7150	Remove Sign for Reset	7	Each
120E0100	Unclassified Excavation, Digsouts	610	CuYd
260E1010	Base Course	1,580.0	Ton
260E1050	Base Course, Salvaged Asphalt Mix	1,220.4	Ton
* 270E0210	Haul and Stockpile Granular Material	8,681.0	Ton
320E0005	PG 58-34 Asphalt Binder	1,803.9	Ton
320E1203	Class Q3R Hot Mixed Asphalt Concrete	38,728.8	Ton
320E4000	Hydrated Lime	394.9	Ton
320E7012	Grind 12" Rumble Strip or Stripe in Asphalt Concrete	22.0	Mile
330E0100	SS-1h or CSS-1h Asphalt for Tack	80.5	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	66.8	Ton
330E2000	Sand for Flush Seal	656.6	Ton
332E0010	Cold Milling Asphalt Concrete	228,900	SqYd
380E6510	Grinding PCC Pavement	667.0	SqYd
600E0300	Type III Field Laboratory	1	Each
629E0100	3 Cable Guardrail	116	Ft
629E0200	Reset 3 Cable Guardrail	152	Ft
629E0300	3 Cable Guardrail Slip Base Anchor Assembly	4	Each
629E0420	3 Cable Guardrail Anchor Assembly w/New Anchor and Salvaged Hardware	2	Each
629E1102	3 Cable Guardrail Intermediate Post	12	Each
629E1114	3 Cable Guardrail J Hook Bolt	1	Each
629E1116	Steel Turnbuckle Cable End Assembly	3	Each
629E1120	W Beam to 3 Cable Transition Bracket	1	Each
630E1200	Straight Class A W Beam Rail	12.5	Ft
630E2155	End Terminal Hinged Breakaway Post	1	Each
632E1320	2.0"x2.0" Perforated Tube Post	754.0	Ft
632E1340	2.5"x2.5" Perforated Tube Post	26.0	Ft
632E2028	4" Tubular White Delineator with 1.12 Lb/Ft Post	7	Each
632E3203	Flat Aluminum Sign, Nonremovable Copy High Intensity	293.8	SqFt
632E3205	Flat Aluminum Sign, Nonremovable Copy Super/Very High Intensity	224.7	SqFt
632E3500	Reset Sign	7	Each
632E3520	Remove, Salvage, Relocate, and Reset Traffic Sign	1	Each
633E1300	Pavement Marking Paint, White	430.0	Gal
633E1305	Pavement Marking Paint, Yellow	115.0	Gal
634E0010	Flagging	700	Hour
634E0020	Pilot Car	350	Hour
634E0100	Traffic Control	1,689	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0420	Type C Advance Warning Arrow Panel	1	Each
634E0630	Temporary Pavement Marking	36.6	Mile
900E0010	Refurbish Single Mailbox	2	Each
900E1980	Storage Unit	1	Each

\* - Denotes Non-Participating

## 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 B: FEDERALLY THREATENED, ENDANGERED, AND PROTECTED SPECIES

#### COMMITMENT B2: WHOOPING CRANE

The Whooping Crane is a spring and fall migratory bird in South Dakota that is about 5 feet tall and typically stops on wetlands, rivers, and agricultural lands along their migration route. An adult Whooping Crane is white with a red crown and a long, dark, pointed bill. Immature Whooping Cranes are cinnamon brown. While in flight, their long necks are kept straight and their long dark legs trail behind. Adult Whooping Cranes' black wing tips are visible during flight.

#### Action Taken/Required:

Harassment or other measures to cause the Whooping Crane to leave the site is a violation of the Endangered Species Act. If a Whooping Crane is sighted roosting in the vicinity of the project, borrow pit, or staging site associated with the project, cease construction activities in the affected area until the Whooping Crane departs and contact the Project Engineer. The Project Engineer will contact the Environmental Office so that the sighting can be reported to USFWS.

### 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.

The Contractor shall not withdraw water directly from streams of the James, Big Sioux, and Vermillion watersheds without prior approval from the SDDOT Environmental Office.

#### 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 less than 1 acre of disturbance.

#### Action Taken/Required:

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
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Revised 02/12/2015 MW

**COLD MILLING ASPHALT CONCRETE (CONTINUED)**

Cold milling asphalt is estimated to produce **17,207** tons of salvaged asphalt concrete material. An estimated **7,306** tons of salvaged asphalt concrete will be used on this project in the Class Q3R Hot Mixed Asphalt Concrete mixture. An estimated **1,220** tons of asphalt salvaged asphalt concrete will be used as Base Course, Salvaged Asphalt Mix. The Contractor is responsible to assure enough asphalt concrete salvage is available for the Class Q3R Hot Mixed Asphalt Concrete. The remaining salvaged asphalt concrete will be hauled to the Huron DOT East Yard (SEC 5 T110N R61W) and will be paid per the contract unit price per ton for HAUL AND STOCKPILE GRANULAR MATERIAL.

The Contractor has ultimate responsibility for ensuring enough salvaged asphalt concrete salvage material is available for the Class Q3R Hot Mixed Asphalt Concrete.

Cold Milling Asphalt Concrete will be paid for at the contract unit price per square yard, inclusive of all costs for cold milling existing asphalt concrete (including areas that may require additional effort). Plans quantity will be the basis of payment for COLD MILLING ASPHALT CONCRETE and no further measurement will be made.

The State is only supplying the stockpile location and all costs associated with maintaining the stockpile site (due to rain or other conditions) to allow equipment and trucks to move freely shall be the responsibility of the Contractor. No major difficulties are anticipated but it is the responsibility of the Contractor to inspect the stockpile site prior to letting. Contact Brad Letcher with Huron Area DOT for more information 1-605-353-7140.

Prior to incorporation into the stockpile, cold milled asphalt material shall be processed over a 1 1/2" screen. Material screened off shall be crushed and reincorporated.

The salvaged material shall be stockpiled with a stacking conveyor. Equipment will not be allowed on the stockpile.

The Contractor shall restore the stockpile site to its previous condition to the satisfaction of the Engineer upon completion of stockpiling. Costs associated with restoring the stockpile site shall be incidental to the contract unit price for HAUL AND STOCKPILE GRANULAR MATERIAL.

**PCC PAVEMENT GRINDING**

The aggregate in the PCC Pavement being ground is Quartzite.

The Contractor shall establish a positive means for the removal of the grinding and/or grooving residue. Solid residue shall be removed from the pavement surfaces before being blown by traffic action or wind. Residue shall not be permitted to flow across lanes being used by public traffic or into gutters or drainage facilities. Residue shall be disposed of in a manner that will prevent residue, whether in solid or slurry form, from entering any waterway in a concentrated state.

Residue may continuously flow on adjacent vegetated roadway slopes or ditches within the right-of-way. A flexible drag hose shall be attached to the discharge end of the slurry pipe to minimize splashing of slurry placed on roadway slopes or ditches.

If the Engineer determines that the slurry may enter a waterway, drainage facility, or curb & gutter section, the slurry shall be placed in storage tanks and deposited in settling basins, spread over flat vegetated areas, or filtered by other means approved by the Engineer at no additional cost.

**ASPHALT FOR TACK**

Included in the Estimate of Quantities are **6** tons of SS-1h or CSS-1h Asphalt for Tack for surface repair, strengthening, and spot leveling areas throughout the project. (Rate = 0.05 Gal./ Sq.Yd.).

**CLASS Q3R HOT MIXED ASPHALT CONCRETE**

Asphalt concrete aggregates shall consist of salvaged asphalt concrete mix material (RAP) and virgin aggregate.

Virgin mineral aggregate shall be furnished by the Contractor.

Virgin mineral aggregate for Class Q3R Hot Mixed Asphalt Concrete shall conform to the requirements of the Special Provision for Gyrotory Controlled Quality Control/Quality Assurance Hot Mixed Asphalt Concrete Pavement for a Class Q3 except for the following:

Mix Design Criteria:

Gyrotory Compactive Effort:

	N <sub>initial</sub>	N <sub>design</sub>	N <sub>maximum</sub>
Class Q3R	6	50	75

Salvaged asphalt concrete material shall be obtained from the material produced by cold milling on this project and may be used without further testing. The salvaged asphalt concrete mix material shall be crushed so that the maximum particle size in the cold feed will not exceed 1-1/2 inches.

Screening or scalping of the RAP stockpile(s) will not be allowed.

The Class Q3R Asphalt Concrete shall include 20 percent salvaged asphalt concrete (RAP) in the mixture. Job mix formula tolerances for the RAP shall be ± 5 % from the target value.

All remaining requirements of the Special Provision for Class Q3 Hot Mixed Asphalt Concrete shall apply.

The asphalt concrete on the shoulders will not be compacted to a specified density. The shoulders shall be compacted using the same rolling pattern used on the mainline asphalt concrete or as directed by the Engineer.

**ADDITIONAL QUANTITIES:**

Included in the Estimate of Quantities are **200** tons of Class **Q3R** Hot Mixed Asphalt Concrete and, **2.0** tons of Hydrated Lime of Asphalt concrete and **9.4** tons of PG **58-34** Asphalt Binder, per mile for spot leveling, strengthening, and repair of the existing surface. This material shall be placed where and as directed by the Engineer.

**FLEXIBLE PAVEMENT SMOOTHNESS SPECIAL PROVISION**

The following informational smoothness data for this project was collected on December 5<sup>th</sup>, 2014:

Lane Location:	Westbound Lane	Eastbound Lane
Max. 1/10 mile IRI (in/mi):	192	172
Min. 1/10 mile IRI (in/mi):	77	79
Average IRI (in/mi):	116	115
Standard Deviation (in/mi):	21	20

For more information, please contact: Shea Lemmel  
Pavement Engineer  
Phone: (605)773-2730  
Email: [Shea.Lemmel@state.sd.us](mailto:Shea.Lemmel@state.sd.us)

**FLUSH SEAL**

Application of Flush Seal shall be completed within 10 working days following completion of the asphalt concrete surfacing.

For each working day that the Flush Seal remains uncompleted after the 10 working day limitation, the Contractor will be assessed liquidated damages at the rate of \$250.00 per day.

The liquidated damages shall apply only up to the Contract Completion Date, as extended. After the Contract Completion Date, liquidated damages will be assessed in accordance with the schedule set forth in section 8.7 of the specifications.

Application of Flush Seal may be eliminated by the Engineer. If the paved surface remains tight, the Engineer shall notify the Contractor as soon as possible that the Flush Seal is unnecessary.

**SAND FOR FLUSH SEAL**

The sand application shall be placed 11' wide in each lane, leaving 12" on center line and 6" on each edge line free of sand.