

# Department of Transportation

## Mitchell Region Office

PO Box 1206  
Mitchell, SD 57301-7206 605/995-8129  
FAX: 605/995-8135

September 6, 2006

Mrs. June Hansen  
Civil Rights Officer  
Department of Transportation  
700 Broadway Avenue East  
Pierre, South Dakota 57501

RE: 2006-2007 Guardrail Repair – Mitchell Area  
000I-252, 000I-253 & State Highway Routes - PCN IOHP & IOHQ  
Aurora, Brule, Buffalo, Charles Mix, Davison, Douglas, Gregory, Hanson,  
Hutchinson, Jerauld, Lyman, McCook, Miner & Sanborn Counties

Dear Mrs. Hansen:

Enclosed is a Contract Proposal and plans for the above referenced project that is being let to contract by the informal bidding procedure in the Mitchell Region on **October 2, 2006**.

We have sent a proposal to the DBE/WBE Contractors listed below:

**Buskerud Construction Inc.**                      **Guardrail Enterprises Inc.**

If you know of any other interested Contractors, please advise us.

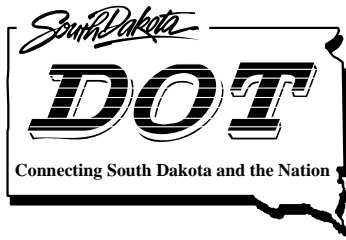
Very truly yours,

**DEPARTMENT OF TRANSPORTATION**  
Thomas L. Week  
Region Engineer

---

Monte D. Rice  
Region Design Engineer

cc: Humphrey - Operations  
Gustafson/Prunty - Mitchell Area



# Department of Transportation

## Mitchell Region Office

PO Box 1206  
Mitchell, SD 57301-7206 605/995-8129  
FAX: 605/995-8135

September 6, 2006

TO: Interested Bidders

RE: 2006-2007 Guardrail Repair – Mitchell Area  
000I-252, 000I-253 & State Highway Routes - PCN IOHP & IOHQ  
Aurora, Brule, Buffalo, Charles Mix, Davison, Douglas, Gregory, Hanson,  
Hutchinson, Jerauld, Lyman, McCook, Miner & Sanborn Counties

The South Dakota Department of Transportation (SDDOT) desires to solicit bids for repair and/or replacement of accident damage to Beam Guardrail and 3 Cable Guardrail on Interstate 90 from MRM 251.6 to MRM 379.0 and on various State Highways. Refer to the enclosed plans for location and details of the work to be done.

A Contract Proposal (DOT 123) form, a Participation by Minority Contractors form and a Contractor's Affidavit/Declaration form are enclosed for submission of your bid. Be sure to have the forms signed and notarized as indicated on the forms. FAX bids will not be accepted.

The unit price for **Mobilization 1** shall not exceed **\$1000**. The unit price for **Mobilization 2** shall not exceed **\$1000**.

If you submit a bid for these projects, a bid bond, certified check, cashier's check, or bank draft will be required for NOT LESS THAN FIVE (5) PERCENT OF THE TOTAL AMOUNT OF THE BID. Except for the lowest bidder on the project, all guarantees will be returned immediately following the receipt and checking of all bids.

At the time of execution of the contract, the successful bidder shall furnish a performance bond in a sum equal to the full amount of the contract. The performance bond must be written by South Dakota Resident Agents or be counter signed by South Dakota Resident Agents. If a cash performance bond is provided, it will not be returned for one (1) year after the completion of the project.

A Certificate of Insurance will be required from the successful bidder prior to beginning work.

All bid proposals must be returned in the enclosed self-addressed envelope to Thomas L. Week, Region Engineer, Post Office Box 1206, Mitchell, South Dakota 57301-7206 before **1:30 P.M. on Monday, October 2, 2006**.

Questions regarding the plans and/or proposal should be directed to:  
[Jeff Gustafson](mailto:Jeff.Gustafson@dot.sd.gov) or [Eric Prunty](mailto:Eric.Prunty@dot.sd.gov) at 605-995-8120 or [Monte Rice](mailto:Monte.Rice@dot.sd.gov) at 605-995-8129.

The SDDOT reserves the right to reject any or all bids.

Please verify that all required information is complete prior to mailing bid documents.

Very truly yours,

**DEPARTMENT OF TRANSPORTATION**  
Thomas L. Week  
Region Engineer

---

Monte D. Rice  
Region Design Engineer

cc: Humphrey - Operations  
Hansen - Civil Rights  
Reiss - Planning & Programs  
Gustafson/Prunty - Mitchell Area  
Dahme - Materials

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION  
CONTRACT PROPOSAL**

DOT-123  
(4/05)  
1 of 2

CODE	PROJECT			MAINT UNIT	CONTROL REFERENCE	AFE	FUNCTION	BEGIN MRM	END MRM
	PRE	ROUTE	AGR						
		000I		252		I0HP	2409		
		000I		253		I0HQ	2409		
		State Highway Routes					2409		

CITY AND/OR COUNTY: Mitchell Areawide

BUDGET SOURCE: Contract Maintenance

**FINALS ENGINEER REVIEW REQUIRED:**  YES  NO  
**REGION MATERIALS CERTIFICATION REQUIRED:**  YES  NO  
**CERTIFIED INSPECTORS/TESTERS REQUIRED:**  YES  NO  
**TO BE INSTALLED ON CM&P:**  YES  NO

**TYPE, PURPOSE AND LOCATION OF WORK:** Provide repair and/or replacement of accident damage to Beam Guardrail and 3 Cable Guardrail on Interstate 90 from MRM 251.6 to MRM 379.0 and on various State Highways.

**ESTIMATE OF QUANTITIES AND COST**

BID ITEM NUMBER	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
009E0197	Mobilization 1 (Mitchell Area, On or West of US281)	5	Each		
009E0198	Mobilization 2 (Mitchell Area, East of US281)	5	Each		
120E0600	Contractor Furnished Borrow	100	CuYd		
629E0100	3 Cable Guardrail	200	Ft		
629E0300	3 Cable Guardrail Slip Base Anchor Assembly	1	Each		
629E0400	3 Cable Guardrail Anchor Assembly	1	Each		
629E0450	Retension 3 Cable Guardrail	30	Each		
629E1000	Repair 3 Cable Guardrail	2400	Ft		
629E1100	3 Cable Guardrail End Post (I Beam)	10	Each		
629E1102	3 Cable Guardrail Intermediate Post (Flanged)	100	Each		
629E1102	3 Cable Guardrail Intermediate Post (I Beam)	50	Each		
629E1103	3 Cable Guardrail Slip Base Anchor Post	4	Each		
629E1104	3 Cable Guardrail Post, Winter	40	Each		
629E1110	Cable Anchor Bracket	2	Each		
629E1112	Cable Splice	5	Each		
629E1114	3 Cable Guardrail J Hook Bolt	500	Each		
629E1116	Steel Turnbuckle Cable End Assembly	10	Each		
629E1118	Spring Cable End Assembly with Turnbuckle	10	Each		
629E1120	W Beam to 3 Cable Transition Bracket	10	Each		
629E1122	3 Cable Guardrail End Post Cap	10	Each		
630E0200	Straight Class A Thrie Beam Rail (12 Gauge)	25	Ft		
630E0210	Straight Class B Thrie Beam Rail (10 Gauge)	25	Ft		
630E1200	Straight Class A W Beam Rail (12 Gauge)	250	Ft		
630E1210	Straight Class B W Beam Rail (10 Gauge)	25	Ft		
630E2000	W Beam to Thrie Beam Guardrail Transition (6.25')	1	Each		
630E2015	W Beam Guardrail Flared End Terminal	1	Each		
630E2020	W Beam Guardrail Tangent End Terminal	1	Each		
630E2030	W Beam Guardrail Breakaway Cable Terminal	1	Each		
630E2050	Beam Guardrail Trailing End Terminal (W or Thrie Beam)	1	Each		
630E2100	Beam Guardrail Post (6" x 8" x 6', 6.5' or 7')	5	Each		
630E2105	Beam Guardrail Block (6" x 8" x 14" or 22.5")	5	Each		
630E2110	Beam Guardrail Post and Block (6', 6.5' or 7' Post)	40	Each		
630E2120	Beam Guardrail Post and Block, Winter	20	Each		
630E2205	Breakaway Cable Terminal End Post	2	Each		
630E2210	Breakaway Cable Terminal End Rail	1	Each		
630E2215	W Beam Guardrail End Section Buffer	1	Each		
630E5550	Reset Beam Guardrail Post and Block	20	Each		
634E0010	Flagging	10	Hour	\$20.52	

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION  
CONTRACT PROPOSAL**

DOT-123  
(4/05)  
2 of 2

CODE	PROJECT			MAINT UNIT	CONTROL REFERENCE	AFE	FUNCTION	BEGIN MRM	END MRM
	PRE	ROUTE	AGR						
		000I		252		I0HP	2409		
		000I		253		I0HQ	2409		
		State Highway Routes					2409		

634E0100	Traffic Control	442	Unit		
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS	Lump Sum	
634E0420	Type C Advance Warning Arrow Panel	1	Each		
				-	-
<b>TOTAL</b>					

**CONTRACTOR'S PROPOSAL STATEMENT**

The undersigned does hereby agree to furnish the labor and/or material in the quantities, at the unit price, for the purpose, in the place and in accordance with attached provisions upon approval of this Proposal by the State Transportation Commission. This document becomes the Contract when signed by the Contractor and a Department of Transportation Representative. The Contractor agrees to provide services in compliance with the Americans with Disabilities Act of 1990. The Contractor agrees to provide a certificate of insurance prior to commencing work, for liability coverage for the duration of the work as per the current edition of the SDDOT Standard Specifications for Roads and Bridges.

**PROPOSED START DATE** \_\_\_\_\_ **COMPLETION DATE** \_\_\_\_\_

**SUBSCRIBED AND SWORN TO BEFORE ME THE** \_\_\_\_\_ **SIGNATURE** \_\_\_\_\_  
 \_\_\_\_\_ **DAY OF** \_\_\_\_\_, 20\_\_ **COMPANY** \_\_\_\_\_  
 \_\_\_\_\_ **ADDRESS** \_\_\_\_\_

**NOTARY - My Commission Expires** \_\_\_\_\_ **FEDERAL TAX ID NUMBER** \_\_\_\_\_

**RECOMMENDED FOR APPROVAL:** \_\_\_\_\_ **CONSTRUCTION/MAINTENANCE ENGINEER** \_\_\_\_\_ **DATE** \_\_\_\_\_

\_\_\_\_\_  
**REGION ENGINEER** \_\_\_\_\_ **DATE** \_\_\_\_\_ **DIRECTOR OF OPERATIONS** \_\_\_\_\_ **DATE** \_\_\_\_\_

**APPROVED FOR THE TRANSPORTATION COMMISSION**  
**NAME** \_\_\_\_\_ **TITLE** \_\_\_\_\_ **DATE** \_\_\_\_\_

**APPROVED as per Federal Highway Stewardship Provisions this** \_\_\_\_\_ **day of** \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
**PROJECT DEVELOPMENT ENGINEER**

**BIDDER MUST EXECUTE THE FOLLOWING:  
PARTICIPATION BY MINORITY CONTRACTORS**

**Utilization of Minority Business Enterprises Clauses**

**PROJECTS:** 000I-252 & 000I-253 PCN IOHP & IOHO

**COUNTIES:** Aurora, Brule, Buffalo, Charles Mix, Davison, Douglas, Gregory, Hanson,  
Hutchinson, Jerauld, Lyman, McCook, Miner & Sanborn

1. The Contractor agrees to use his best efforts to carry out this policy in the award of his subcontracts to the fullest extent consistent with the efficient performance of his contract. As used in this contract, ‘Minority Business Enterprise’ or ‘MBE’ means a small business concern, as defined pursuant to section 3 of the Small Business Act and implementing regulations, which is owned and controlled by one or more minorities or women. ‘Owned and controlled’ means a business: (a) Which is at least 51 per centum owned by one or more minorities or women or, in the case of publicly owned business, at least 51 per centum of the stock of which is owned by one or more minorities or women; and (b) Whose management and daily business operations are controlled by one or more such individuals. ‘Minority’ means a person who is a citizen or lawful permanent resident of the United States and who is: (a) Black (a person having origins in any of the black racial groups of Africa); (b) Hispanic (a person of Spanish or Portuguese culture with origins in Mexico, South or Central America or the Caribbean Islands, regardless of race); (c) Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or (d) American Indian and Alaskan Native (a person having origins in any of the original peoples of North America); (e) Members of other groups, or other individuals, found to be economically and socially disadvantaged by the Small Business Administration under section 8(a) of the Small Business Act, as amended. Contractors may rely on written representatives by subcontractors regarding their status as minority business enterprise in lieu of an independent investigation.
  
2. The Contractor agrees to establish and conduct a program which will enable minority business enterprise to be considered fairly as subcontractors and suppliers under this contract. In this connection the Contractor shall . . . . .
  - (a) Designate a liaison officer who will administer the Contractor’s minority business enterprises program.
  - (b) Provide adequate and timely consideration of the potentialities of known minority business enterprises in all “make-or-buy” decisions.
  - (c) Ensure that known minority business enterprises will have an equitable opportunity to compete for subcontracts, particularly by arranging solicitations, time for the preparation of bids, quantities, specifications and delivery schedules so as to facilitate the participation of minority business enterprises.
  - (d) Maintain records showing (1) procedures which have been adopted to comply with the policies set forth in this clause, including the establishment of a source list of minority business enterprises, (2) awards to minority business enterprises on the source list, and (3) specific efforts to identify and award contracts to minority business enterprises.
  - (e) Include the “Utilization of Minority Business Enterprises Clause” in subcontracts which offer substantial minority business enterprises subcontracting opportunities.
  - (f) Cooperate with the State’s Contracting Officer in any studies and surveys of the Contractor’s minority business enterprises procedures and practices that the State’s Contracting Officer may from time to time conduct.
  - (g) Submit periodic reports of subcontracting to known minority business enterprises with respect to the records referred to in subparagraph (d) above, in such form and manner and at such time (not more often than quarterly) as the State’s Contracting Officer may prescribe.
  
3. The Contractor further agrees to insert in any subcontract hereunder provisions which shall conform substantially to the language of this clause, including this paragraph 3 and to notify the State’s Contracting Officer of the names of such subcontractors.
  
4. The bidder hereby certifies that should he at any time decide to subcontract a portion of the work, he will take affirmative action to seek out and consider minority business enterprises as potential subcontractors. He further certifies that he will maintain records showing the contacts made with potential minority business enterprises subcontractors and the results of such contacts.

\_\_\_\_\_  
Name of Company (print or type)

\_\_\_\_\_  
Date

By \_\_\_\_\_  
Signature of Company Official

\_\_\_\_\_  
Title

**BIDDER MUST EXECUTE THE FOLLOWING:**

**STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION**

**CONTRACTOR'S AFFIDAVIT / DECLARATION**

**PROJECTS:** 000I-252 & 000I-253 **PCN 10HP & 10HQ**

**COUNTIES:** Aurora, Brule, Buffalo, Charles Mix, Davison, Douglas, Gregory, Hanson,  
Hutchinson, Jerauld, Lyman, McCook, Miner & Sanborn

\_\_\_\_\_  
(an individual)  
(a partnership)  
(a corporation)

do hereby certify that I, We or any owner or partner holding a controlling interest, director or officer of the bidder; principal investigator, project director or other position involved in management of the project for which this bid is submitted, have not directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with the contract for the project, and that within the last 3 years none of the above have been suspended, debarred, voluntarily excluded or determined ineligible by any federal or state agency, been indicted, convicted, or had a civil judgment rendered against any of the above or the business entity described herein by a court of competent jurisdiction in any matter involving fraud or official misconduct for which we are currently under suspension or debarment. Nor is a proposed suspension or debarment pending against any of the above for any of the above listed reasons.

\* \* \* \* \*

COMPLETE SIGNATURE BLOCK **A. or B.** BELOW:

**A.** Signed \_\_\_\_\_ (an individual)  
(a partnership)  
(a corporation)

By \_\_\_\_\_

Title \_\_\_\_\_

County of \_\_\_\_\_ )

):SS

State of \_\_\_\_\_ )

Subscribed and sworn to before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

(SEAL) \_\_\_\_\_  
Notary Public My Commission Expires \_\_\_\_\_.

\* \* \* \* \*

**B.** Under the penalty of perjury under the laws of the United States, I hereby certify that the above statement is true and correct.

Signed \_\_\_\_\_ (an individual)  
(a partnership)  
(a corporation)

By \_\_\_\_\_

Title \_\_\_\_\_



## **NOTICE TO ALL BIDDERS**

**TO REPORT BID RIGGING ACTIVITIES, CALL: 1-800-424-9071**

THE U.S. DEPARTMENT OF TRANSPORTATION (DOT) OPERATES THE ABOVE TOLL-FREE "HOTLINE" MONDAY THROUGH FRIDAY, 8:00 A.M. TO 5:00 P.M., EASTERN TIME. ANYONE WITH KNOWLEDGE OF POSSIBLE BID RIGGING, BIDDER COLLUSION, OR OTHER FRAUDULENT ACTIVITIES SHOULD USE THE "HOTLINE" TO REPORT SUCH ACTIVITIES.

THE "HOTLINE" IS PART OF THE DOT'S CONTINUING EFFORT TO IDENTIFY AND INVESTIGATE HIGHWAY CONSTRUCTION CONTRACT FRAUD AND ABUSE AND IS OPERATED UNDER THE DIRECTION OF THE DOT INSPECTOR GENERAL.

ALL INFORMATION WILL BE TREATED CONFIDENTIALLY AND CALLER ANONYMITY WILL BE RESPECTED.

\* \* \* \*



REV. 7/2006

PROJECTS: 000I-252 & 000I-253 PCN IOHP & IOHQ

TYPE OF WORK: GUARDRAIL REPAIR

COUNTIES: AURORA, BRULE, BUFFALO, CHARLES MIX, DAVISON, DOUGLAS,  
GREGORY, HANSON, HUTCHINSON, JERAULD, LYMAN, MCCOOK,  
MINER & SANBORN COUNTIES

**THE FOLLOWING ITEMS ARE INCLUDED IN THIS PROPOSAL FORM:**

**Excerpts from Administrative Rules Regarding Differing Site Conditions, Provided for Informational Purposes, dated June 10, 1997.**

**Plans – Sheets 1 through 50**

- Special Provision for Temporary Works, dated 10/6/05.
- Special Provision for Burner Fuel for Asphalt Concrete Pavement, dated 5/9/06.
- Special Provision for Fuel Cost Adjustment, dated 7/13/06.
- Special Provision for Suspension of Work, dated 2/13/04
- Standard Title VI Assurance, dated 1/15/04.
- Special Provision For Implementation of Clean Air Act & Federal Water Pollution Control Act, dated 9/1/97.
- Special Provision Regarding Minimum Wage on State Funded Projects, dated 10/1/99.
- South Dakota Department of Transportation Highway-Heavy Minimum Construction Wage Rates, State Funded Contracts \$100,000.00 or more, as awarded, Let after 9/30/05.
- Supplemental Specification for Errata, dated 10/19/05.
- Supplemental Specification to Standard Specifications for Roads and Bridges, dated 10/19/05.
- Special Provision Regarding Price Schedule for Miscellaneous Items, dated 10/19/05.

\* \* \* \*

**STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION**

**EXCERPTS FROM ADMINISTRATIVE RULES REGARDING  
DIFFERING SITE CONDITIONS PROVIDED FOR INFORMATIONAL PURPOSES**

June 10, 1997

70:01:05.01:01. Definitions. Words used in this chapter have the following meaning.

(6) "Differing site condition," a subsurface or latent physical condition encountered on the project which differs materially from that indicated in the contract or an unknown physical condition of an unusual nature which differs materially from that ordinarily encountered and generally recognized as inherent in the work provided for in the contract.

70:01:05.01:02. Examination of plans, specifications, special provisions, and site of work. The bidder shall examine the project site, proposal, plans, specifications, supplemental specifications, special provisions, and contract form for the work contemplated. The submission of a proposal is considered conclusive evidence that the bidder has investigated the conditions to be encountered, the character, quality, and quantities of work to be performed, and the materials to be furnished, according to all contract documents.

The Department is not contractually bound by any statement or representation concerning conditions made by any of its employees or agents prior to the execution of the contract, unless they are included in the proposal form, plans, specifications, supplemental specifications, special provisions, or related contract documents.

Boring logs and other records of subsurface investigations are available for inspection by bidders. Such information was obtained for and is intended for state design and estimating purposes. The Department does not guarantee the accuracy of the information. It is made available in order that all bidders may have access to identical subsurface information available to the Department. It is not intended as a substitute for personal investigation, interpretations or judgment of the bidders.

A bidder shall request any explanation he desires regarding the meaning or interpretation of the proposal form, plans, and specifications in sufficient time to allow a reply to reach all bidders before submission of their bid proposal. The Department shall make an interpretation in the form of an addendum to the proposal form and shall furnish it to all prospective bidders by certified letter, or return receipt by FAX, before the time set for opening of proposals. Oral explanations or instructions given before the award of the contract are not binding on the Department.

70:01:05.01:02.01. Differing site conditions. If a differing site condition is encountered at the project by the Department during the progress of the work, the engineer shall immediately notify the contractor in writing of the specific differing condition before it is disturbed and before affected work is performed. If a differing site condition is encountered at the project by the contractor, the contractor shall immediately notify the engineer in writing of the specific differing condition before it is disturbed and before affected work is performed.

After discovering a differing site condition and notifying the contractor or after being notified by the contractor of a differing site condition, the engineer shall investigate the condition. If the engineer determines that the condition materially differs and causes an increase or decrease in the cost or time required for the performance of any work under the contract, the engineer shall make an adjustment, excluding loss of anticipated profits, and modify the contract in writing accordingly. The engineer shall notify the contractor of his determination whether or not an adjustment of the contract is warranted.

A contract adjustment which results in a benefit to the contractor may not be allowed unless the contractor has provided the required written notice.

A contract adjustment may not be allowed under this section for any effects caused on unchanged work.

This section does not apply to material sources shown on the plans and as defined in Section 6 of the Standard Specifications for Roads and Bridges, most recent edition.

\* \* \* \*

**STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION  
FOR**

**TEMPORARY WORKS**

**OCTOBER 6, 2005**

---

**Delete Section 423.1 and replace with the following:**

**423.1 DESCRIPTION**

This work consists of the design, construction, and subsequent removal of all temporary works including, but not limited to; falsework, formwork, cofferdams, work berms and platforms, temporary traffic and stream diversions, and temporary retaining structures.

**Add the following to the end of Section 423.3.A:**

All temporary works in streams or wetlands are required to be covered in the Corp of Engineers 404 Permit. At the time of the preconstruction meeting, the Contractor shall submit documentation for all temporary works for the purpose of complying with the 404 Permit requirements. The documentation shall include at a minimum:

1. A written description of the proposed temporary works including types of materials to be used, how the temporary works will be installed, removed, and what portion, if any, will remain in place after construction.
2. Details showing approximate size and location of the temporary works. Details shall include at a minimum, a Plan View and a Cross-Section View of the temporary works. Details shall provide sufficient dimensions such that the approximate size of the temporary works and location of the temporary works from a known point is shown.
3. Estimated quantities of all temporary fill material below the ordinary high water elevation. If the temporary fill is to be placed in a wetland, the estimated quantity shall be the amount of wetland loss, (in acres).

If during the course of construction there is a need for additional temporary works, the documentation shall be submitted to the Engineer at that time.

The Engineer will submit the documentation to the Corp of Engineers for approval. No construction of temporary works below the ordinary high water mark or in wetlands may begin until Corp of Engineer approval is attained by the Engineer.

**Delete Section 423.5 and replace with the following:**

**423.5 BASIS OF PAYMENT**

- A. Temporary Works:** No payment will be made for temporary works. All costs involved in designing, constructing, and removing temporary works shall be incidental to the other bid items.

\* \* \* \* \*

**STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION  
FOR  
BURNER FUEL  
FOR ASPHALT CONCRETE PAVEMENT**

**MAY 9, 2006**

---

Delete the first sentence from the fourth paragraph of Section 320.3 B.1 from the Standard Specifications in its entirety and replace it with the following:

Burner fuel used for production of asphalt concrete shall be propane, butane, natural gas, Grade 1 fuel oil, Grade 2 fuel oil, Grade 4 fuel oil, Grade 4 (light) fuel oil, Grade 5 (light or heavy) fuel oil, or Grade 6 fuel oil.

\* \* \* \*

**STATE OF SOUTH DAKOTA**  
**DEPARTMENT OF TRANSPORTATION**  
**SPECIAL PROVISION**  
**FOR**  
**FUEL COST ADJUSTMENT**  
**JULY 13, 2006**

---

**Delete Section 9.12 of the Standard Specifications for Roads and Bridges and replace with the following:**

**General**

Compensation adjustments for motor fuels and burner fuels consumed in prosecuting the contract shall be determined by the Engineer in accordance with the provisions set forth herein.

Compensation adjustments will be assessed for the cost of the motor fuels and burner fuels whenever the Current Fuel Index (CFI) is outside the range of 85 percent to 115 percent of the Base Fuel Index (BFI). Compensation adjustments for burner fuel will only be made when asphalt concrete bid items are paid for on the estimate.

The Contractor is not required to notify the Department at the time of submitting bids whether he will or will not participate in the fuel cost adjustment program. Prior to execution of the contract, the successful bidder shall submit the Fuel Adjustment Affidavit - Form DOT-208 to the Department.

Determination of whether to participate in the Fuel Adjustment program is the decision of the Prime Contractor. If the Prime Contractor decides not to participate, or if he has a fixed fuel cost for any of the fuel types, no compensation adjustments will be made for the subcontractors by the Department. The Fuel Adjustment Affidavit shall include the anticipated fuel cost of subcontractors, if the Prime Contractor chooses to participate in the fuel cost adjustment program. If compensation adjustments are made, the prime contractor shall ensure that all subcontractors including second and lower tier, are included in the adjustments in proportion to the percentage of work and anticipated fuel cost by that subcontractor.

Each week the Department will record the average wholesale price for No. 2 fuel oil (diesel), regular unleaded gasoline, and propane (LPG), Freight On Board (FOB) South Dakota terminals, as listed in the "Oil Price Information Service" (OPIS) publication.

The BFI price for motor fuels and burner fuel to be used in the contract will be the average of the recorded wholesale fuel prices for the four most recent weekly reporting periods prior to the week of the bid letting.

The CFI price for motor fuels and burner fuel to be used for each progress payment will be the average for the recorded wholesale fuel prices for the four most recent weekly reporting periods available at the time when the progress payment is prepared.

Burner fuel adjustment will use the BFI and CFI as determined for No. 2 fuel oil (diesel), except when the contractor lists the burner fuel as propane (LPG) on Form DOT-208, Fuel Adjustment Affidavit. In that case, the BFI and CFI will be as determined for propane (LPG).

Compensation adjustments will not be assessed for fuel items which the contractor has obtained a fixed fuel cost, or if the contractor elects not to participate in fuel adjustments on Form DOT-208, Fuel Adjustment Affidavit. Fixed fuel costs are defined as a fuel cost that has been set and will remain the same for the entire length of the contract.

Compensation adjustments made in accordance with these provisions may be made on progress payments without a prior approved Construction Change Order.

**Fuel Cost Percentage Change**

The biweekly change in fuel cost percentage will be determined by Equation 1 as follows:

Equation 1

$$Change_{(x, y, z)} = \left( \frac{CFI_{(x, y, z)} - BFI_{(x, y, z)}}{BFI_{(x, y, z)}} \right)$$

- (x) = Motor Fuel (Diesel)
- (y) = Motor Fuel (Unleaded)
- (z) = Burner Fuel

Change<sub>(x, y, z)</sub> = Percent change in the respective fuel price compared to the Base Fuel Index Price set for the contract.

CFI<sub>(x, y, z)</sub> = Current Fuel Index Price for the respective fuel type (\$\$).

BFI<sub>(x, y, z)</sub> = Base Fuel Index Price for the respective fuel type (\$\$).

**Contract Fuel Percentage**

For the purpose of determining fuel cost adjustment, a percent of contract will be determined for Motor Fuel (Diesel), and Motor Fuel (Unleaded) based on the original contract prices. Burner Fuel will be adjusted based on the original contract prices of the plant mix asphalt concrete pavement bid items.

The percent of the contract will remain the same throughout the length of the contract. No changes to this percentage will be allowed for any reason. The sum of the individual fuel costs shall not exceed 15% of the Original Contract Cost. The percent of the contract will be determined by Equation 2 as follows:

Equation 2

$$\% \text{ Contract}_{(x, y, z)} = \left( \frac{\text{Affidavit Cost}_{(x, y, z)}}{\text{Original Contract Cost}_{(x, y, z)}} \right) \times 100$$

- (x) = Motor Fuel (Diesel)
- (y) = Motor Fuel (Unleaded)
- (z) = Burner Fuel
  
- % Contract<sub>(x,y,z)</sub> = Percent of contract for each respective fuel item.
  
- Affidavit Cost<sub>(x,y,z)</sub> = Cost from Fuel Adjustment Affidavit (Form DOT-208)
  
- Original Contract Cost<sub>(x,y)</sub> = Total of the original contract bid cost excluding lane rental, and Part B of the bid (when A+B bidding is used), if applicable (\$\$).
  
- Original Contract Cost<sub>(z)</sub> = Total original contract cost for all plant mix asphalt concrete pavement bid items combined, excluding bid items for asphalt binder, hydrated lime, sawing and sealing joints, compaction samples, etc. Only bid items measured by the Ton will be included in the calculation.

**Compensation Adjustment**

The compensation adjustments will be determined for Motor Fuel (diesel), Motor Fuel (Unleaded), and Burner Fuel separately. The calculation will be based on the current Engineer’s pay estimate, the percent of the contract for each of the respective fuel items, and the portion of the Current Fuel Index price that falls outside the 85 to 115 percent range of the Base Fuel Index price.



When the “Change<sub>(x, y, z)</sub>” from Equation 1 is greater than 15%, Equation 3 will be used to determine the compensation adjustment for each item as follows:

Equation 3

$$FCA_{(x, y, z)} = \frac{\% \text{ Contract}_{(x, y, z)}}{100} \times \text{Estimate Cost}_{(x, y, z)} \times (\text{Change}_{(x, y, z)} - 0.15)$$

- (x) = Motor Fuel (Diesel)
- (y) = Motor Fuel (Unleaded)
- (z) = Burner Fuel
  
- FCA<sub>(x,y,z)</sub> = Fuel Cost Adjustment for the respective fuel item for the current Engineer’s estimate (\$\$).
  
- % Contract<sub>(x,y,z)</sub> = Percent of contract for each respective fuel item (from Equation 2).
  
- Estimate Cost<sub>(x,y)</sub> = Amount to be paid on the biweekly pay estimate excluding all pay adjustments made for incentive, disincentive, price adjustments, pay factor adjustments, liquidated damages, and royalties.
  
- Estimate Cost<sub>(z)</sub> = Amount to be paid on the biweekly pay estimate for all plant mix asphalt concrete pavement bid items combined, excluding bid items for asphalt binder, hydrated lime, sawing and sealing joints, compaction samples, all pay adjustments made for incentive, disincentive, price adjustments, pay factor adjustments, liquidated damages, and royalties. Only asphalt concrete bid items measured by the Ton will be included in the calculation.
  
- Change<sub>(x,y,z)</sub> = Change in the respective fuel price compared to the Base Fuel Index price (from Equation 1).

When the “Change<sub>(x,y,z)</sub>” from Equation 1 is less than -15%, the Equation 4 will be used to determine the compensation adjustment for each item.

Equation 4

$$FCA_{(x, y, z)} = \frac{\% \text{ Contract}_{(x, y, z)}}{100} \times \text{Estimate Cost}_{(x, y, z)} \times (\text{Change}_{(x, y, z)} + 0.15)$$

(x)	=	Motor Fuel (Diesel)
(y)	=	Motor Fuel (Unleaded)
(z)	=	Burner Fuel
$FCA_{(x,y,z)}$	=	Fuel Cost Adjustment for the respective fuel item for the current Engineer's estimate (\$\$).
% Contract $_{(x,y,z)}$	=	Percent of contract for each respective fuel item (from Equation 2).
Estimate Cost $_{(x,y)}$	=	Amount to be paid on the biweekly pay estimate excluding all pay adjustments made for incentive, disincentive, price adjustments, pay factor adjustments, liquidated damages, and royalties.
Estimate Cost $_{(z)}$	=	Amount to be paid on the biweekly pay estimate for all plant mix asphalt concrete pavement bid items combined, excluding bid items for asphalt binder, hydrated lime, sawing and sealing joints, compaction samples, all pay adjustments made for incentive, disincentive, price adjustments, pay factor adjustments, liquidated damages and royalties. Only asphalt concrete bid items measured by the Ton will be included in the calculation.
Change $_{(x,y,z)}$	=	Change in the respective fuel price compared to the Base Fuel Index price (from Equation1).

**Payment**

Adjustments will be determined by the Engineer on biweekly progress payments based on when the completed work is paid for, not when the work is completed. Adjustments will be made by utilizing the following lump sum line items: Motor Fuel Cost Adjustment, Diesel; Motor Fuel Cost Adjustment, Unleaded; Burner Fuel Cost Adjustment, Propane; and Burner Fuel Cost Adjustment, Diesel.

\* \* \* \* \*

For informational purposes, Form DOT-208 follows in Attachment A.

Attachment A

DOT-208  
(07/13)

FUEL ADJUSTMENT AFFIDAVIT

Project Number \_\_\_\_\_  
PCN \_\_\_\_\_  
County \_\_\_\_\_

*The Contractor is not required to notify the Department at the time of submitting bids whether he will or will not participate in the fuel cost adjustment program. The Fuel Adjustment Affidavit shall include the anticipated fuel cost of subcontractors.*

Does your company elect to participate in a fuel adjustment for this contract for the fuels that do not have a fixed price? No adjustments in fuel prices will be made if "No" is checked.

Yes  No

If yes, then check the box for each fuel type that has a fixed price. No adjustments in fuel price will be made for the boxes that are checked.

Diesel  Unleaded  Burner Fuel

If yes, provide the total dollars for each of the applicable fuels.

Diesel (x) \$ \_\_\_\_\_

Unleaded (y) \$ \_\_\_\_\_

Burner Fuel (z) \$ \_\_\_\_\_ Type of Burner Fuel Used: \_\_\_\_\_

Sum (x + y + z) = \$ \_\_\_\_\_

**Note:** The sum of the x, y, and z may not exceed 15% of the original contract amount.

Under the penalty of law for perjury or falsification, the undersigned, \_\_\_\_\_,  
*(Printed Name)*

\_\_\_\_\_ of \_\_\_\_\_,  
*(Title)* *(Contractor)*

hereby certifies that the documentation is submitted in good faith, that the information provided is accurate and complete to the best of their knowledge and belief, and that the monetary amount identified accurately reflects the cost for fuel, and that they are duly authorized to certify the above documentation on behalf of the company.

I hereby agree that the Department or its authorized representative shall have the right to examine and copy all Contractor records, documents, work sheets, bid sheets, and other data pertinent to the justification of the fuel costs shown above.

Dated \_\_\_\_\_ Signature \_\_\_\_\_

*\*\*Notarization is required only when the Contractor elects to participate in the fuel adjustment affidavit\*\**

Subscribed and sworn before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
*Notary Public*

\_\_\_\_\_  
*My Commission Expires*

**STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION  
FOR  
SUSPENSION OF WORK**

**FEBRUARY 13, 2004**

---

The following shall apply when suspension of the work is ordered by the Engineer.

If the performance of all or any portion of the work is suspended or delayed by the Engineer in writing for an unreasonable period of time (not originally anticipated, customary, or inherent to the construction industry) and the Contractor believes that additional compensation and/ or contract time is due as a result of such suspension or delay, the Contractor shall submit to the Engineer in writing a request for adjustment within 7 calendar days of receipt of the notice to resume work. The request shall set forth the reasons and support for such adjustment.

Upon receipt, the Engineer will evaluate the contractor's request in accordance with Section 5.17 and/or Section 8.6 of the Standard Specifications. If the Engineer agrees that the cost and/or time required for the performance of the contract has increased as a result of such suspension and the suspension was caused by conditions beyond the control of and not the fault of the Contractor, its suppliers, or subcontractors at any approved tier, and not caused by weather, the Engineer will make an adjustment (excluding profit) and modify the contract in writing accordingly. The Contractor will be notified of the Engineer's determination whether or not an adjustment of the contract is warranted.

No contract adjustment will be allowed unless the Contractor has submitted the request for adjustment within the time prescribed.

No contract adjustment will be allowed under this clause to the extent that performance would have been suspended or delayed by any other cause, or for which an adjustment is provided or excluded under any other term or condition of this contract.

\*\*\*\*\*

**STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION  
FOR  
STANDARD TITLE VI ASSURANCE**

**JANUARY 15, 2004**

---

**TITLE VI – NONDISCRIMINATION:**

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the “Contractor”) agrees as follows:

- (1) Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in Federally or State assisted programs of the South Dakota Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended (hereinafter referred to as the “Regulations”), incorporated by reference and made a part of this contract.
- (2) Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, religion, national origin, sex, age or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor’s obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, religion, national origin, sex, age or disability.
- (4) Information and Reports: The contractor shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the South Dakota Department of Transportation or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the South Dakota Department of Transportation, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain this information.
- (5) Sanctions for Noncompliance: In the event of the contractor’s noncompliance with the nondiscrimination provisions of this contract, the South Dakota Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including but not limited to:
  - (a) withholding of payments to the contractor under the contract until the contractor complies, and/or
  - (b) cancellation, termination or suspension of the contract, in whole or in part.
- (6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the South Dakota Department of Transportation or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance. Provided, however, that, in the event of a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the South Dakota Department of Transportation to enter into such litigation to protect the interest of the State, and, in addition, the contractor may request the United States to enter such litigation to protect the interests of the United States.

\* \* \* \*

**STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION FOR  
IMPLEMENTATION OF CLEAN AIR ACT  
AND  
FEDERAL WATER POLLUTION CONTROL ACT**

**SEPTEMBER 1, 1997**

---

By signing this bid, the bidder will be deemed to have stipulated as follows:

- a) That any facility to be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub. L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub. L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 CFR, Part 15), is not listed on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 CFR 15.20.
- b) That the State Transportation Department shall be promptly notified prior to contract award of the receipt by the bidder of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility to be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

\* \* \* \*

**STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION REGARDING  
MINIMUM WAGE ON  
STATE FUNDED PROJECTS**

**OCTOBER 1, 1999**

---

This proposal contains the most recent minimum wage rates established by the South Dakota Transportation Commission.

If the amount of this contract, as awarded, is \$100,000.00 or more, the following provisions, as delineated in the current edition of the South Dakota Department of Transportation Labor Compliance Manual for Contractors, shall become applicable:

1. The contractor and each subcontractor shall pay his employees not less than the minimum wage established by the South Dakota Transportation Commission, a copy of which is contained in this proposal, for each job classification grouping such employees actually perform at the site of work.
2. The contractor and each subcontractor shall furnish each week in which any contract work is performed to the South Dakota Department of Transportation Labor Compliance Officer (LCO), whose address is 700 E. Broadway Ave., Pierre, SD 57501, a certified payroll of wages paid each of its employees. The payrolls submitted shall set out accurately and completely all information required by, and in a form acceptable, to the LCO as described in and according to applicable provisions of the most recent edition of the South Dakota Department of Transportation Labor Compliance Manual for Contractors.
3. Payrolls and basic records relating thereto shall be maintained by the contractor and each subcontractor during the course of the work and be preserved for a period of three (3) years from the date of completion of the contract for all laborers, mechanics, apprentices, trainees, watchmen, and guards working at the site of the work. The contractor or subcontractor shall make such records available for inspection, copying, or transcription by the LCO and shall permit his or her representatives to interview employees during working hours on the job.

\* \* \* \*

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION  
HIGHWAY-HEAVY MINIMUM CONSTRUCTION WAGE RATES**

**APPLICABLE TO STATE-FUNDED HIGHWAY PROJECTS AWARDED IN AMOUNT OF \$100,000 OR MORE  
Effective on Projects Let After September 30, 2005**

See the reverse side of this document for more details  
about meeting the minimum wage rate requirements.

**AGENCY: SDDOT  
COUNTY: Statewide  
(All)**

**DATE: 08/25/2005**

**LABORERS**

<b>GROUP GL1</b> Air Tool Op., Common Laborer, Landscape Wrkr, Flagger, Pilot Car Driver, Trucks under 26,000GVW, Blue-top Checker, Materials Checker	<b>13.14</b>
<b>GROUP GL2</b> Mechanic Tender (Helper), Pipe Layer (except culvert), Form Builder Tender, Special Surface Finish Applicator, Striping	<b>15.45</b>
<b>GROUP GL3</b> Asphalt Plant Tender, Pile Driver Leadsman, Form Setter, Oiler/Greaser	<b>16.85</b>
<b>GROUP GL5</b> Form Builder, Carpenter	<b>19.23</b>
<b>GROUP GL6</b> Concrete Finisher, Painter, Grade Checker	<b>18.88</b>

**POWER EQUIPMENT OPERATORS**

<b>GROUP G01</b> Concrete Paving Cure Machine, Concrete Paving Joint Sealer, Conveyor, Tractor (farm type with attachments), Self Propelled Broom, Concrete Routing Machine, Paver Feeder, Pugmill	<b>14.59</b>
<b>GROUP G02</b> Bull Dozer 80 HP or less, Front End Loader 1.25 CY or less, Self Propelled Roller (except Hot Mix), Sheepsfoot/50Ton Pneumatic Roller, Pneumatic Tired Tractor or Crawler (includes Water Wagon and Power Spray units), Wagon Drill, Air Trac, Truck Type Auger, Concrete Paving Saw	<b>16.16</b>
<b>GROUP G03</b> Asphalt Distributor, Bull Dozer over 80 HP, Concrete Paving Finishing Machine, Backhoes/Excavators 20 tons or less, Crusher (may incl. Internal screening plant), Front End Loader over 1.25 CY, Rough Motor Grader, Self Propelled Hot Mix Roller, Push Tractor, Euclid or Dumpster, Material Spreader	<b>17.70</b>
<b>GROUP G04</b> Asphalt Paving Machine Screed, Asphalt Paving Machine, Cranes, Derricks, Draglines, Pile Drivers & Shovels 30 to 50 tons, Backhoes/Excavators 21 to 40 tons, Maintenance Mechanic, Scrapers	<b>18.17</b>
<b>GROUP G05</b> Asphalt Plant, Concrete Batch Plant, Backhoes/Excavators over 40 tons, Cranes, Derricks, Draglines, Pile Drivers & Shovels over 50 tons, Heavy Duty Mechanic, Finish Motor Grader, Automatic Fine Grader, Milling Machine, Certified Welder	<b>19.93</b>

**TRUCK DRIVERS**

<b>GROUP GT1</b> Tandem Truck w/o trailer or pup, or single axle truck over 26,000 GVW with Trailer	<b>14.20</b>
<b>GROUP GT2</b> Semi-Tractor & Trailer, or Tandem Truck with Pup	<b>16.23</b>

**ELECTRICIANS**

<b>GROUP E01</b> Journeyman- persons performing duties of electrician and not registered in an approved Apprenticeship program	<b>19.84</b>
---	--------------

Unlisted classifications needed for work not included within the scope of those listed may be added after award by making application to the Office of Labor Compliance, 700 E Broadway, Pierre, SD 57501-2586, Telephone (605) 773-3795. Contractors are responsible for requesting additional classifications.

**A COPY OF THIS DOCUMENT, COLORED TURQUOISE, MUST BE CONSPICUOUSLY POSTED AT THE PROJECT**



**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION  
HIGHWAY-HEAVY MINIMUM CONSTRUCTION WAGE RATES  
Effective on Projects Let After September 30, 2005**

In practice, the wage rate is made up of two interchangeable components; the basic hourly wage and “bona fide” fringe benefits. These two components may be paid in cash and in any combination thereof. If fringe benefit contributions are credited towards fulfilling the basic hourly rate requirement in the wage determination, at least the basic hourly rate listed in the contract wage determination must be used in computing overtime pay obligations.

**NOTE:** If you are applying your “bona fide” fringe benefits towards meeting SDDOT’s minimum wage rates, the hourly cash credit value must be determined for each employee every week (unless prior approval of another method is obtained from the SDDOT Labor Compliance Officer) and the credit amounts must be provided on your Certified Payroll Report for each employee. The hourly credit value may be different for every employee each week, depending on the total number of hours worked each week and/or if the contribution paid by the employer is not the same for every employee. **In determining the hourly cash equivalent credit for fringe benefit payments, the period of time to be used is the period covered by the contribution. It is imperative that the total hours worked by employees be used as a divisor to determine the rate of contribution per hour since employees may work on both Davis-Bacon covered work and non-government work in the same period.** For example, assume \$16.00 is the minimum contract wage rate and during the week one employee had 35 hours that were worked on a Davis-Bacon covered contract, 20 hours were off site and \$275/month health insurance is the only bona fide employer-paid fringe. The hourly cash equivalent credit for this (example) week is \$1.15/hr ( $\$275 \times 12 / 52 = \$63.46$  weekly value / 55 **TOTAL hours worked**). In this example, \$14.85 could be paid as the hourly cash wage and \$1.15/hr fringe credit applied toward meeting the minimum hourly rate. Overtime pay must be calculated on the full minimum rate of \$16.00, which is \$24.00 minus \$1.15/hr fringe credit = \$22.85/hr cash wage that must be paid for all contract overtime hours worked in this example. (Please see SDDOT’s Payroll Instructions & Frequently Asked Questions for further details at: [http://www.sddot.com/Docs/Payroll\\_StmtofComplianceInstructions.doc](http://www.sddot.com/Docs/Payroll_StmtofComplianceInstructions.doc) )

Using the example above: The Group GO5 requires a minimum hourly wage of \$19.93 and the contractor may comply by paying:

1. \$19.93 an hour in cash wages; or
2. \$18.78 cash wage plus apply the \$1.15 an hour (health insurance) fringe benefit credit. In this example, **overtime must be calculated at one and one half times the basic hourly rate of \$19.93 which amounts to \$29.90/hour less the \$1.15/hour fringe credit, equals \$28.75/hour cash wage that must be paid for all overtime hours worked on covered project(s) for this example.**

**Definition of the term “WAGES” reiterated at 29 CFR 5.2(p):**

The term “wages” means the basic hourly rate of pay; any contribution irrevocably made by a contractor or subcontractor to a trustee or to a third person pursuant to a “bona fide” fringe benefit fund, plan, or program; and the rate of costs to the contractor or subcontractor which may be reasonably anticipated in providing bona fide fringe benefits to laborers and mechanics pursuant to an enforceable commitment to carry out a financially responsible plan or program, which was communicated in writing to the laborers and mechanics affected.

**“Bona Fide” Fringes reiterated at 29 CFR 5.29:**

The “bona fide” fringe benefits enumerated in the Davis-Bacon Act include contractor or subcontractor making payments or incurring costs for medical or hospital care, pensions on retirement or death, compensation for injuries or illness resulting from occupational activity, or insurance to provide any of the foregoing; unemployment benefits; life insurance, disability insurance, sickness insurance, or accident insurance; vacation or holiday pay; defraying costs of apprenticeship or other similar programs; or other bona fide fringe benefits.

“Bona Fide” Fringe benefits do not include benefits required by other Federal, State, or local law; such as Federal Withholding Tax and Social Security Tax. South Dakota State Law requires Workers Compensation Insurance and Unemployment Insurance.

“Bona Fide” Fringe benefits do not include payments made for travel, subsistence (per diem), or to industry promotion funds. The omission in the Act of any express reference to these payments, which are common in the construction industry, suggests that these payments should not normally be regarded as bona fide fringe benefits under the Act.

\* \* \* \*

**STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION  
SUPPLEMENTAL SPECIFICATION FOR  
ERRATA**

**OCTOBER 19, 2005**

---

**MAKE THE INDICATED CORRECTIONS TO THE FOLLOWING SPECIFIED SECTIONS:**

**Section 9.12 - Page 66 – Delete the third paragraph and replace with the following:**

The Current Fuel Price Index price shall be the average of the recorded wholesale fuel prices for the four most recent weekly reporting periods.

The Base Fuel Index price for motor fuels and for heating and drying fuels to be used on the project shall be the average of the four most recent weekly reporting periods prior to the week of the letting.

**Section 210.3 – Page 85 – Replace the first sentence in the second to last paragraph of this section with the following:**

“The subgrade shall be finished to within minus 0.04 feet (13 mm) to plus 0.08 feet (25 mm) from the design grade and typical section shown in the plans.”

**Section 491.5 A, B, C, D, E – Page 290 – Add the following to the end of the first sentence of each of these sections:**

“(square meter).”

**Section 629.4 C – Page 351 – Replace the first sentence with the following:**

“Remove Three Cable Guardrail will be measured to the nearest foot (0.1 meter) along the centerline of the cable.”

**Section 629.4 D – Page 351 – Replace the first sentence with the following:**

“Removal of Anchor Assembly will be measured by the each.”

**Section 630.3 D – Page 354 – Replace the fourth sentence with the following:**

“The drawings shall contain all components of the W beam end terminal.”

**Section 630.4 C – Page 355 – Replace the first sentence with the following:**

“Remove Beam Guardrail will be measured to the nearest foot (0.1 meter) along the centerline of the rail.”

**Section 634.2 – Page 371 – Replace the second paragraph with the following:**

“Traffic control devices shall meet the crashworthy requirements of the National Cooperative Highway Research Program Report 350 (NCHRP 350) for Category I, II and III devices.”

**Section 635.3 L – Page 383 – Delete and replace with the following:**

**L. Luminaires:** Luminaires shall be adjusted on the support so the laminae sets level as indicated by a small bubble level. Bolts shall be firmly tightened.

**Section 635.4 K – Page 385 – Delete and replace with the following:**

**K. Luminaires:** Measurement will be by the actual count of the various types and sizes of luminaires furnished and installed.

**Section 635.5 K – Page 387 – Delete and replace with the following:**

**K. Luminaires:** Payment for luminaires of the various types and sizes will be at their respective contract unit prices per each. Payment will be full compensation for furnishing and installing luminaires.

**Section 984.3 H – Page 504 – Replace the first paragraph with the following:**

“Temporary road markers shall consist of a yellow or white plastic body providing a horizontal width and length of approximately 3 ½ inches (90 mm) in both dimensions and approximately ¾ inches (20 mm) high. If flexible vertical markers are used they shall be approximately 4 inches (100 mm) wide and approximately 2 inches (50 mm) high.”

**Index – Page 532 – Under Portland Cement Concrete Pavement – Delete “Dowel and Tie Bars...517” and replace with the following:**

Dowel and Tie Bars..... 519

\* \* \* \* \*

**STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION**

**SUPPLEMENTAL SPECIFICATION TO  
STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES**

**OCTOBER 19, 2005**

---

All items included in this supplemental specification will govern over the Errata.

**MAKE THE INDICATED CHANGES TO THE FOLLOWING SPECIFIED SECTIONS:**

**Section 120.5 F – Page 82 – Delete the last sentence and replace with the following:**

Topsoil, seed, fertilizer and mulch for the restoration of the pit shall be incidental to the unit price per cubic yard (cubic meter) of contractor furnished borrow.

**Section 260.3 A – Page 93 - Delete the first paragraph and replace with the following:**

**A. Subbase and Base Course:** Roadway shaping shall be performed in accordance with Section 210.3 B prior to placement of the material.

**Section 260.3 A – Page 94 - Delete the last paragraph and replace with the following:**

Recycled Portland cement concrete pavement used as a granular base material shall not be used for Base Course, Salvaged Base Course, or in areas where drainage fabric, edge drains, or other similar drainage systems are present.

**Section 270.4 - Page 97 – Add the following after the first paragraph:**

When less than 5000 tons (4500 metric tons) of salvaged material is required on a project, the material may be measured in a stockpile and converted to tons (metric tons) using a factor of 1.5 tons per Cu. Yd. (1.78 metric tons per cubic meter), in lieu of weighing the material. Alternate measurement techniques may be allowed if agreed upon by the Contractor and Engineer prior to salvaging operations commencing.

**Section 320.3 B.1 – Page 103 – Add the following to the end of the seventh paragraph:**

An accurate thermometer must be installed in the tank so the temperature can be monitored.

**Section 320.3 B.4 – Page 104 – Delete the third sentence of the first paragraph.**

**Section 320.3 B.4 – Page 105 – Delete the last sentence of the third paragraph and replace with the following:**

The system shall be capable of manually controlling the transverse slope and the screed height.

**Section 320.3 B.5 – Page 105 – Delete the last sentence of the first paragraph and replace with the following:**

The rollers shall be capable of being reversed smoothly, without shoving or tearing the asphalt concrete.

**Section 320.3 C.3.d – Page 106 – Delete and replace with the following:**

**d.** A one-gallon (four liter) sample of asphalt binder intended for use shall be obtained from the designated supplier for the project.

**Section 320.3 D – Page 107 – Delete the last sentence of the fifth paragraph and replace with the following:**

A water spray system must be installed at the discharge end of the pug mill. This water system must be used when directed by the Engineer to prevent fugitive lime dust from being released into the air.

**Section 320.3 E – Page 107 – Add the following after the fourth sentence in the first paragraph:**

No material shall be used which could adversely affect the asphalt concrete.

**Section 320.3F – Page 107 – Add the following new paragraph after the first paragraph:**

Surfaces which have been primed with cutback asphalt shall be allowed to cure for a minimum of 72 hours prior to being overlaid with asphalt concrete.

**Section 320.3 F – Page 110 – Delete the first paragraph at the top of Page 110 and replace with the following:**

Irregularities shall be corrected before the temperature of the asphalt mix drops below 175° F (80° C). The longitudinal profile can only be improved by using a grinder with diamond blades mounted on a horizontal shaft and when approved by the Engineer. Areas that have been ground shall not be left smooth or polished, but shall have a uniform texture equal in roughness to the surrounding unground asphalt concrete. Grinding shall be day lighted to the outside edge of the pavement. Ground surfaces shall be flushed sealed. Under no circumstances shall operations continue when it becomes evident final rolling is not producing a smooth, uniform, compacted surface free from roller marks and other irregularities.

**Section 320.4 A – Page 111 – Add the following after the first sentence:**

Quantities of asphalt binder in excess of the asphalt content listed on the job mix formula plus 0.3% tolerance will not be accepted for payment.

**Section 320.4 E – Page 112 – Add the following after the first sentence:**

Quantities of hydrated lime in excess of the lime content listed on the job mix formula plus 0.1% tolerance will not be accepted for payment.

**Section 324.5 – Page 115 and 116 – Delete the last sentence and replace with the following:**

When required, the following shall also be included in the contract unit price per ton (metric ton) for Asphalt Concrete Composite: Asphalt for Prime MC-70, Blotting Sand for Prime, Asphalt for Flush Seal SS-1h or CSS-1h, Sand for Flush seal, Hydrated Lime, equipment, labor and incidentals necessary.

**Section 330.2 – Page 121 – Add the following to the end of this section:**

**D. Sand for Fog Seal:** Section 879

**Section 330.3 A.2.b – Page 121 – Add the following paragraph after the second paragraph:**

Surfaces primed with cutback asphalt shall be allowed to cure for a minimum of 72 hours prior to being overlaid with asphalt concrete.

**Section 350.2 – Page 127 – Delete this section and replace with the following:**

The sealant shall conform to the requirements of ASTM D-6690 Type IV.

The sealant material shall have a unit weight no greater than 9.35 lbs./gal (1124 kilograms per cubic meter).

Only products that meet the above requirements and have performed satisfactorily based on Department analysis may be used. A listing of acceptable products meeting ASTM D-6690 Type IV requirements may be obtained from the Department's Approved Products List. Products on the Approved Products list for Joint Sealant for Asphalt Over Long Jointed Concrete Pavement may also be used.

The blocking medium shall be an inert, compressible material, which is compatible with the sealant.

**Section 380.3 M.2 – Page 151 – Delete the first sentence of the last paragraph and replace with the following:**

The Contractor shall load test five percent of the first 500 tie bars that are drilled and epoxied in place.

**Section 391.2 A – Page 171 – Add the following paragraph to the end of this Section:**

Alternate design mixes for the grout may be submitted to the Engineer for approval.

**Section 392.2 A – Page 177 – Add the following paragraph to the end of this section:**

Alternate jacking slurry design mixes may be submitted to the Engineer for approval.

**Section 430.2 B – Page 223 – Delete this section and replace with the following:**

**B. Granular Bridge End Backfill:** The granular bridge end backfill material shall conform to Section 882.

**Section 430.3 C – Page 225 – Delete the second and third paragraphs and replace with the following:**

Granular bridge end backfill shall not be placed until at least 24 hours after completion of the deck pour. In addition, granular bridge end backfill shall not be placed until the abutments and sills, including wingwalls, have attained full design strength.

Granular bridge end backfill shall be placed in loose lifts not to exceed eight inches (200 mm) and compacted to 97% of maximum dry density. The moisture at the time of compaction shall be within  $\pm 4\%$  of optimum moisture. Maximum dry density and optimum moisture will be determined in accordance with SD 104.

**Section 430.3 C.1 through 6 – Page 225 and 226 – Delete and replace with the following:**

1. Each layer of granular bridge end backfill shall be placed in loose lifts not to exceed eight inches (200 mm). The placement and compaction of each layer must be inspected and approved by the Engineer prior to placement of the next layer.
2. Any equipment used to install the bridge end backfill over the geotextile fabric shall be operated in such a manner that the geotextile fabric is not damaged. To avoid damage to the geotextile fabric, the equipment used to place, spread, and compact the granular bridge end backfill over the geotextile fabric shall not be operated on less than six inches (150 mm) of material.
3. The geotextile fabric may be oriented in any direction. To minimize the horizontal deflection of the mechanically stabilized vertical face, it is extremely important to make sure that the geotextile fabric is taut and free of wrinkles during placement of the granular bridge end backfill.
4. Any geotextile fabric that is torn or punctured shall be repaired or replaced by the Contractor at no additional cost to the Department. The repair shall consist of a patch of the same type of geotextile fabric being placed over the ruptured area such that it overlaps the damaged area a minimum of 3 ft. (1 m) from any damaged edge. A sewn patch meeting the same requirements for seam strength as that of the fabric being repaired is allowed.
5. Seams that are perpendicular to face of the mechanically stabilized backfill may be constructed by overlapping the fabric a minimum of two feet (0.6 m). All other seams, as well as those in which the two foot (0.6 m) minimum overlap cannot be accomplished, shall be sewn. All seams shall be inspected by the Engineer and any deficient seams repaired by the Contractor prior to placement of the next layer of granular bridge end backfill. Geotextile fabric that is joined by sewn seams shall have strength properties at the seam equal to the specified strength requirements of the geotextile fabric. High strength polyester, polypropylene, or kevlar thread shall be used for sewn seams. Nylon threads shall not be used. The edges of the fabric shall be even and shall be completely penetrated by the stitch.

6. During periods of shipment and storage, the geotextile fabric shall be enclosed in a heavy duty opaque wrapping such that the fabric is protected from direct sunlight, ultraviolet rays, dirt or debris. The fabric shall not be subjected to temperatures greater than 140°F (60°C).

**Section 430.5 B – Page 227 – Delete the second sentence and replace with the following:**

Payment will be full compensation for all labor, equipment, materials, water, and all other items incidental to scarifying, reshaping and recompacting the area to be backfilled, furnishing and installing the polyethylene sheeting, drainage fabric, geotextile fabric, and furnishing, placing, and compacting the porous backfill and granular bridge end backfill to the limits shown on the plans.

**Section 460.3 A – Page 236 – Delete the second sentence in Note 1 under Table 1.**

**Section 460.3 K – Page 248 – Delete the twelfth paragraph and replace with the following:**

Barrier curbs will not be allowed to be placed with slipform paving equipment.

**Section 465.2 A.3– Page 265 – Add the following sentence to the end of the paragraph:**

Slump loss shall be tested in accordance with SD 423.

**Section 480.3 C.1 – Page 280 – Delete the fifth paragraph and replace with the following:**

Welding of reinforcing steel shall not be allowed without written approval of the Bridge Construction Engineer. The request for approval shall list the bars to be welded, welding procedure, type of electrode, joint detail, and mill certificate of the reinforcing steel to be welded.

**Section 480.4 – Page 281 and 282 – Delete the English and Metric Bar Designation tables and replace with the following:**

**Bar Designation**

Size (English)	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 14	No. 18
Weight (lb/ft)	0.376	0.668	1.043	1.502	2.044	2.670	3.400	4.303	5.313	7.65	13.60
Size (Metric)	10	13	16	19	22	25	29	32	36	43	57
Weight (kg/m)	0.560	0.994	1.552	2.235	3.042	3.973	5.060	6.404	7.907	11.38	20.24

**Section 550.3 A.2 – Page 303 – Delete the second sentence of the last paragraph and replace with the following:**

When backfilling extra depth holes in accordance with 550.3 C.1.f.2, a grout admixture shall be added to the grout mixture in accordance with the manufacturer’s recommendations.

**Section 550.3 C.1.f.2 – Page 306 – Delete the first sentence and replace with the following:**

**Backfill of Extra Depth Holes:** When Type 1D removal is necessary, or when holes deeper than 4” (100mm) below the top of the scarified surface are encountered, they shall be backfilled as follows:

**Section 560.2 A – Page 317 – Add the following:**

6. **Cement:** Section 750.

**Section 600.2 A.17 – Page 333 – Add the following sentence at the end of the paragraph:**

The concrete pad must be securely mounted and solidly supported under the laboratory to minimize vibration while operating the Marshall compactor.

**Section 605.3 C – Page 339 – Delete the third sentence of the first paragraph and replace with the following:**

If fly ash is used, the minimum amount of cement to be replaced is 15 percent and the maximum amount is 20 percent at a 1:1 ratio by weight.

**Section 633.3 D – Page 368 – In the grooving tolerance tables, replace “Depth of Groove” with the following:**

	<b>(English)</b>	
Depth of Groove	80 mils	+ 10 mils
	<b>(Metric)</b>	
Depth of Groove	2.032 mm	+ 0.25 mm

**Section 635.3 C.3 – Page 380 – Add the following sentence at the end of the first paragraph:**

The contractor shall not use a machine requiring flowing water for installation of conduit under streets or roadways unless approved by the Engineer.

**Section 635.3 H – Page 382 – Delete the first paragraph and replace with the following:**

Traffic signal conductors shall be continuous from the controller cabinets to the pole bases. Splicing of conductors will not be allowed in the junction boxes.

**Section 635.3 R.3 – Page 384 – Delete the first sentence in the first paragraph and replace with the following:**

All circular red, red arrow, circular yellow, yellow arrow, circular green, green arrow, and pedestrian indications shall be light emitting diode (LED) signal modules.

**Section 635.5 E – Page 386 – Delete and replace with the following:**

**E. Anchor Bolts:** Cost for anchor bolts shall be included in the contract unit price for the concrete for which they are incorporated with.

**Section 730.2 C – Page 407 – Delete the fourth sentence and replace with the following:**

If the seed is not planted within the 9 month period, the Contractor shall have the seed retested for germination, as described above, and a new certified test report shall be furnished prior to starting seeding operations.

**Section 734.3 B.2 – Page 424 – Delete the second sentence and replace with the following:**

The muck will be removed when the surface of the muck is at approximately one-third the height of the silt fence.

**Section 750 – Page 431 – Add the following after the second paragraph:**

At the option of the manufacturer, processing additions may be used in the manufacture of the cement, provided the addition is comprised of a naturally occurring limestone with a minimum of 85% by mass of one or more of the mineral forms of calcium carbonate. The total amount of processing additions used shall not exceed 3%, with a tolerance of +0.5%, of the weight of the Portland cement clinker.

In addition to the certification requirement specified in SD 416, when limestone is used as a processing addition, the manufacturer shall certify the amount used as a percentage of Portland cement clinker, the percentage of Calcium Carbonate, and shall supply comparative test data on chemical and physical properties of the cement with and without the limestone. The comparative tests do not supersede the normal testing to confirm that the cement meets chemical and physical requirements.

The calcium carbonate percentage, amount of limestone used, and comparative test data shall be determined in accordance with ASTM C150-04.

**Section 800.2 D – Page 436 – Add the following sentence to the end of the fourth paragraph:**

Fine aggregate with a 14 day expansion value of 0.400 or greater shall not be used.





**Section 890.2 G – Page 465 – In the table, under TESTS ON RESIDUE FROM DISTILLATION TESTS, add the following after Elastic Recovery @ 50°F (10°C):**

(see Note 4)

**Section 890.2 G – Page 465 – Add the following after Note 3:**

Note 4: The Elastic Recovery test shall be in accordance with AASHTO T301, except that the residue will be obtained by distillation, not oven evaporation. The distillation temperature shall be as recommended by the emulsion manufacturer.

**Section 972.2 B – Page 479 – Delete the second paragraph and replace with the following:**

For bolts that are 1" (M24) (incl.) in diameter and less, the maximum hardness for AASHTO M164 (ASTM A325) bolts shall be 33 Rc.

**Section 981.1 A – Page 489 – Delete the first paragraph and replace with the following:**

A. Glass beads for use with pavement marking paint shall be moisture resistant conforming to AASHTO M247, Type I. The glass beads shall be without flotation properties. The glass beads shall have dual surface treatment consisting of a moisture resistant silicone treatment, and silane adherence surface treatment. The glass beads shall have a minimum of 80% true spheres. Roundness shall be tested in accordance with SD 510.

**Section 983.1 – Page 499 – Delete the third sentence of the first paragraph:**

**Section 983.1 B – Page 499 – Delete this section in its entirety.**

**Section 983.2 B – Page 500 – Delete this section in its entirety.**

**Section 985.1 D – Page 506 – Delete the last two sentences of the first paragraph and replace with the following:**

Vertical reinforcement shall be deformed unless otherwise noted and shall conform to the requirements of ASTM A 615/AASHTO M 31 Grade 60 (400). Circular ties, stirrups, and spiral reinforcing may be fabricated from deformed bars conforming to the requirements of ASTM A 615/AASHTO M31 Grade 60 (400). Spiral reinforcing may also be fabricated from cold drawn wire conforming to ASTM A 82 or hot rolled plain bars conforming to ASTM A 615/AASHTO M 31 Grade 60 (400).

**Section 985.1 G.4 – Page 508 – Delete the first sentence and replace with the following:**

Conductor insulation shall be colored in accordance with ICEA S-95-658, Method 1, Table K-2.

**Section 985.1 G.5 – Page 508 – Delete the first sentence and replace with the following:**

Jackets shall be polyvinyl chloride meeting UL requirements for Class 12 jackets and ICEA S-95-658, Section 4.

**Section 985.1 L.1.b – Page 508-509 – Delete the last sentence in the paragraph:**

**Section 985.1 N – Page 514 – Delete the second sentence in the fifth paragraph and replace with the following:**

The flash control circuit shall ensure that remote transfer to flashing from normal stop and go operations occurs during the end of the mainline green interval in the cycle.

**Section 985.1 N.1 and 2 – Page 515 – Delete these two sections and replace with the following sentence:**

The controller furnished shall meet current NEMA TS2 standards for controllers.

**Section 985.1 Q.7 – Page 516 – Delete and replace with the following:**

7. Backplates for Signal Heads: Unless otherwise stated on the plans, backplates may be either 0.050 inch (1.27 mm) thick aluminum or 0.125 inch (3.18 mm) thick polycarbonate. The polycarbonate backplates must be made up from no more than two pieces.

**Section 990.1 A.2.a – Page 517 – Delete and replace with the following:**

- a. Portland cement shall conform to Section 750.

**Section 1010.1 A – Page 519 – Add the following to the end of the first sentence:**

Bar reinforcement shall be deformed, unless otherwise noted.

\* \* \* \* \*

**STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION  
FOR  
PRICE SCHEDULE FOR MISCELLANEOUS ITEMS**

**OCTOBER 19, 2005**

The following unit bid prices have been established by the Transportation Commission.

These prices will be pre-entered on the Bid Schedule sheets for each project or will establish a standard price to be used whenever no project contract unit price exists for that item.

Each unit price listed is considered full compensation for the cost of labor, material, and equipment to provide the item of work and/or material, complete in place, including (but not limited to) royalty, waste of unsuitable materials, equipment rental, overhead, profit, and incidentals.

Items specified in this document may be paid for on progressive estimates without the benefit of a prior approved Construction Change Order.

Use the equivalent metric unit prices that are listed in parenthesis below the item prices on metric projects.

Specification Section Number	Specification Section Name	Item Name	Price Per Item
5.8	Construction Stakes, Lines and Grades	Three-Man Survey Crew	\$110.00/hour
7.7	Public Convenience and Safety	Water	\$11.50/M.Gal (\$3.04/cubic meter)
9.3	Payment for extra haul of Materials	Extra Haul	\$0.12/ton mile (\$0.08/mton kilometer)
120.5 A.4.	Roadway and Drainage Exc. & Emb.	Unclassified Excavation Digouts	\$5.00/cu. yd. (\$6.54/cubic meter)
120.5 G.	Roadway and Drainage Exc. & Emb.	Extra Haul	\$0.04/cu. yd. station (\$1.72/cubic meter station)
120.5 H	Roadway and Drainage Exc. & Emb.	Water for Embankment	\$11.50/M. Gal (\$3.04/cubic meter)
421.5	Undercutting Pipe & Plate Pipe	Undercutting Culverts	\$12.00/cu. yd. (\$15.69/cubic meter)
510.5 D.	Timber, Prestressed, and Steel Piles	Timber Pile Splice	\$400.00/each
		Steel Pile Splices (* All Weights)	Splice made after one of the pieces has been driven.
		8 HP* (HP 200)	\$190.00/each
		10 HP* (HP 250)	\$270.00/each
		12 HP* (HP 300)	\$330.00/each

		14 HP* (HP 350)	\$390.00/each
			Splice made before either of the pieces has been driven.
		8 HP* (HP 200)	\$65.00/each
		10 HP* (HP 250)	\$85.00/each
		12 HP* (HP 300)	\$100.00/each
		14 HP* (HP 350)	\$120.00/each
510.5 E	Timber, Prestressed, and Steel Piles	Pile Shoes (Timber Pile)	\$50.00/each
510.5.H	Timber, Prestressed, and Steel Piles	Pile Tip Reinforcement (Steel Pile)	
		10" (250mm) HP Tip Reinforced	\$60.00/each
		12" (300 mm) HP Tip Reinforced	\$70.00/each
		14" (350 mm) HP Tip Reinforced	\$85.00/each
601.5	Haul Roads	Granular Material	\$5.00/ton (\$5.51/mton)
601.5	Haul Roads	Asphalt Concrete (including asphalt)	\$45.00/ton (\$49.60/mton)
601.5	Haul Roads	Cover Aggregate	\$16.00/ton (\$17.63/mton)
601.5	Haul Roads	Asphalt (Tack, Prime, Flush & Surface Treatment)	\$300.00/ton (\$330.00/mton)
601.5	Haul Roads	Water	\$11.50/M. Gal. (\$3.04/cubic meter)
601.5	Haul Roads	Dust Control Chlorides	\$0.30/lb (\$0.66/kg)
634.5	Traffic Control	Flagging	\$20.52/hour
634.5	Traffic Control	Pilot Car	\$30.20/hour

\* \* \* \* \*