Department of Transportation

Mitchell Region Office

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May 17, 2017

TO: Interested Bidders

ADDENDUM 1

RE: 037N-253 & 037S-253, Sanborn County – PCN I4QY & I4R0
NRC Pavement Repair with Asphalt Concrete on
SD37 fm S of Jct SD224, S to W Jct SD34

The following addenda to the contract proposal and plans shall be inserted and made a part of your contract proposal and plans for the above referenced projects:

PROPOSAL

No change.

PLANS

Discard Sheet 3 of 6 and replace it with the attached revised Sheet 3 of 6.

In the 2nd column, the following paragraph has been removed from the plans:

> Temporary pavement marking on centerline shall consist of raised pavement markers.

In the 3rd column, the following paragraph has been removed from the plans:

> Extra care shall be taken to protect the in place asphalt concrete shoulders in all workspaces. In these areas, flexible delineators will be required on the shoulders and shall also be placed in locations to adequately keep traffic completely off these shoulders. Continuous maintenance will be required to keep them in place.

Proposal and Plans (and Addenda, when applicable) can be accessed at the following link: http://sddot.com/business/contractors/bid/region/Default.aspx. Prior to submitting a bid, it is the bidder's responsibility to examine the project in accordance with Section 2.5 of the specifications. It is also the bidder's responsibility to acknowledge and account for any addenda issued prior to bid opening.

Very truly yours,

DEPARTMENT OF TRANSPORTATION
Craig Smith, Region Engineer

_____
Monte D. Rice, Region Design Engineer

cc: Humphrey – Construction and Maintenance
Hansen – Civil Rights
Peppel/Weisz/Gates – Mitchell Area
Gustafson – Operations
Long – Materials
Kaus – Data Inventory

Rev. 5/17/17 MR

UTILITIES

The Contractor shall contact the involved utility companies through South Dakota One Call (1-800-781-7474) prior to starting work. It shall be the responsibility of the Contractor to coordinate work with the utility owners to avoid damage to existing facilities.

Utilities are not planned to be affected on this project. If utilities are identified near the improvement area, the Contractor shall contact the Project Engineer to determine modifications that will be necessary to avoid utility impacts.

SCOPE OF WORK

This project consists of full depth replacement of Nonreinforced Concrete (NRC) Pavement with Asphalt Concrete Composite in areas where concrete pavement blowups or major failures have occurred. Full depth areas vary in length and width; however the minimum length is 4 feet.

EXISTING ASPHALT CONCRETE PAVEMENT

The existing asphalt concrete pavement consists of a 1/2" leveling lift and 2 – 1 1/2" lifts of Class Q-MVT over 7" NRC Pavement.

EXISTING NRC PAVEMENT

The existing pavement is 7” x 24’ NRC Pavement.

Existing contraction joints are spaced at approximately 12’, 13’, 19’, 18’, repeating. Longitudinal joints are reinforced with 5 x 30” deformed tie bars spaced 48” center to center. Transverse joints are reinforced with 1¼” x 18” plain round dowel bars spaced 12” center to center.

The aggregate in the existing NRC Pavement is quartzite.

RESTORATION OF GRAVEL CUSHION

An inspection of the gravel cushion shall be made after removing concrete from each pavement replacement area. Areas of excess moisture shall be dried to the satisfaction of the Engineer. Loose material shall be removed. Each replacement area shall be leveled and compacted to the satisfaction of the Engineer.

If additional gravel cushion material is required, the Contractor shall furnish, place, and compact gravel cushion to the satisfaction of the Engineer at no additional cost to the State.

If quarried ledge rock is used in the Gravel Cushion, a maximum blend of 40% quarried ledge rock will be allowed.

Cost for this work shall be incidental to the contract unit price per square yard for Asphalt Concrete Composite.

NONREINFORCED PCC PAVEMENT REPAIR WITH ASPHALT CONCRETE

Full depth repair areas shall be backfilled with Asphalt Concrete Composite in lifts not to exceed 3 inches. Asphalt concrete pavement thickness shall equal that of the existing adjacent concrete pavement.

Locations and size (length or width) of concrete repair areas are subject to change in the field, at the discretion of the Engineer, at no additional cost to the state. Payment will be based on actual area replaced.

Existing concrete pavement shall be sawed full depth at the beginning and end of the NRCP repair areas. When either the beginning or end of a NRCP repair area falls close to an existing joint or crack, the NRCP repair area shall be extended to eliminate the existing joint or crack.

Saw cuts that extend beyond the repair area shall be minimized and filled with a hot poured elastic joint sealer at the Contractor’s expense.

Existing concrete pavement in the replacement areas shall be removed by the lift out method or by means that minimize damage to the base and sides of remaining in place concrete. All removed material shall be removed from within the right-of-way by the end of the workday. Damage to adjacent pavement caused by the Contractor’s operations shall be removed and replaced at the Contractor’s expense.

All joints (Longitudinal and transverse) through and around the repair areas will be sawed 5/8" width x 5/8" depth in the final lift of asphalt concrete and sealed to the same dimensions with hot-poured elastic joint sealer.

Cost for performing the aforementioned work including sawing and removing the concrete and asphalt concrete shall be included in the contract unit price per square yard for Remove Concrete Pavement.

Cost for furnishing, placing, and compacting asphalt concrete shall be included in the contract unit price per ton for Asphalt Concrete Composite.

Cost for sawing and sealing joints shall be incidental to the contract unit price per ton for Asphalt Concrete Composite.

TEMPORARY PAVEMENT MARKING

Temporary pavement marking on lane closure tapers shall consist of temporary flexible vertical markers (tabs) (Estimate eight workspaces with 780’ tapers on SD37).

Cost shall be included in the contract unit price per foot for Temporary Pavement Marking.

MAINTENANCE OF TRAFFIC

Sufficient traffic control devices have been included in these plans to sign 2 workspaces. If the Contractor elects to work on additional sites simultaneously, the cost for additional traffic control devices shall be incidental to the contract unit price per square foot for Traffic Control Signs.

A Type 3 Barricade shall be installed at the end of a lane closure taper as detailed in these plans. Additional Type 3 Barricades shall be installed facing traffic within the closed lane at a spacing of 1/4 mile.

Each mainline pavement repair location from which the in place pavement has been removed shall be marked with a minimum of two reflectorized drums. In areas containing numerous pavement repair locations, two reflectorized drums should be installed at a spacing of 660’ alternating with the Type 3 Barricades.

When work is in progress within an intersection, Flaggers will be required to direct traffic.

Holes adjacent to centerline in the lane open to traffic created during removal and replacement of PCC Pavement Repair areas shall be filled with gravel cushion material and cold-mix asphalt concrete prior to opening the lane to traffic. Gravel cushion material and cold-mix asphalt concrete can be obtained from the Department of Transportation Maintenance shop located in Woonsocket.

Holes in the gravel and asphalt concrete shoulders created during removal and replacement of PCC Pavement Repair areas shall be filled with gravel cushion material and hot-mix asphalt concrete (to match the shoulder surfacing) prior to opening the lane to traffic. Gravel cushion material and hot-mix asphalt concrete shall be furnished and installed by the Contractor at no additional cost to the State.

Routing traffic onto the mainline shoulders during any phase of the construction will not be allowed.

Damage to the shoulders, median or ditch due to the Contractor's operations shall be repaired by the Contractor, to the satisfaction of the Engineer, at no expense to the State. This includes the apparent routing of traffic onto these shoulders around the work zones.

Work activities during nondaylight hours are subject to prior approval.