



Department of Transportation

Rapid City Region Office

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August 28, 2011

ADDENDUM NO. 1

RE: September 6, 2011 Rapid City Region Office Informal Letting – 014A-451, Lawrence County, PCN I24E – Pipe and Erosion Repair

TO WHOM IT MAY CONCERN:

The following addendum to the plans is hereby made:

PROPOSAL:

- No change

PLANS:

- Replace sheet 3 with attached sheet 3.

Sincerely,

John Rehorst
Region Design Engineer

Revised date 8/29/11 jpr

CLEARING

Before clearing activities begin, the Contractor shall contact the Engineer to determine the limits of clearing for the project. If the trees or shrubs that are supposed to remain within the limits of work are damaged or destroyed by the Contractor, the Contractor shall replace them with the same size and type at the Contractor's expense.

GRADING OPERATIONS

Water for Embankment is estimated at the rate of 10 gallons of water per cubic yard of Embankment minus Waste. The estimated quantity of Water for Embankment is 9.24 MGal. No separate payment will be made for the Water for Embankment and all costs associated shall be incidental to the contract unit price per cubic yard of "Unclassified Excavation Borrow".

Special ditch grades and other sections different from the typical sections, shall be constructed to the limits shown on the cross sections. If significant changes to the cross sections are necessary during construction, the Engineer shall contact the Designer for the proposed change.

BORROW UNCLASSIFIED EXCAVATION

The embankment material required to construct the slopes in accordance with the cross sections in these plans shall be obtained from slide debris material located approximately 1100' east of this project. The slide debris length is approximately 100' long. The slide debris shall be excavated to the original design template with a 2:1 backslope at Sta. 72+25 and warped to 1.5:1 backslope at Sta. 73+25 (This stationing is referenced from the original construction plans) The resulting cut would extend from the ditch elevation up slope approximately 40' to daylight at the break in slope. Field adjustments of the excavation by the Engineer may be required due to the existing conditions. Previously excavated slide debris adjacent to the slide may also be used to complete embankment construction. The slide debris excavation shall be performed within the DOT right-of-way.

PLACING CONTRACTOR FURNISHED TOPSOIL

It is anticipated that a larger volume of topsoil will be needed for the new grade than can be salvaged from the existing grade. The Contractor will be required to furnish and place 4 inches of topsoil on roadway inslopes and areas as determined by the Engineer during construction.

All costs to furnish and place the topsoil shall be incidental to the contract unit price per cubic yard for "Placing Contractor Furnished Topsoil".

REMOVE AND REPLACE TOPSOIL

Prior to beginning grading operations, a 4" depth of topsoil shall be removed and stockpiled at the toe of the inslope. Following completion of grading, topsoil shall be placed on all disturbed areas.

All cost associated with removing and replacing the topsoil along areas to be resurfaced shall be incidental to the lump sum price for "Remove and Replace Topsoil".

INCIDENTAL WORK, GRADING

Station	L/R	Remarks
59+50 to 60+22	L	Shape ditch for Type C12 Gutter
61+18 to 62+35	L	Excavate approximately 6 CuYds for ditch bottom as shown in cross sections.
61+18	L	Remove Pipe End Sections.

GENERAL MAINTENANCE OF TRAFFIC

- The Contractor shall at all times, keep the portion of the project being used by public traffic in a condition that will adequately and safely accommodate traffic.
- Storage of vehicles, materials, and equipment shall be not closer than 30' from the edge of the driving lane. Contractor's employees should mobilize at a location off the right-of-way and arrive at the work sites in a minimum number of vehicles necessary to perform the work. Indiscriminate driving and parking of vehicles within the right-of-way will not be permitted. Any damage to the vegetation, surfacing, embankment, delineators, and existing signs resulting from such indiscriminate use shall be repaired and/or restored by the Contractor, at no expense to the State, and to the satisfaction of the Engineer.
- The Contractor shall coordinate his operations such that during non-working hours the roadway shall be open to two-way traffic on a uniform driving surface for the entire width of the roadway.
- Work activities shall only be during daylight hours. Daylight hours are considered to be ½ hour before sunrise until ½ hour after sunset.

TRAFFIC CONTROL

- Removing, relocating, covering, salvaging and resetting of permanent traffic control devices, including delineation, shall be the responsibility of the Contractor. The cost of this work shall be incidental to the various contract bid items unless otherwise specified in the plans. Any delineators and signs damaged or lost shall be replaced by the Contractor at no cost to the State.
- The Contractor shall furnish, install, and maintain Truck Crossing signs. The exact number and location will be determined upon construction. Payment for additional signs will be based on the contract unit price per unit for Traffic Control. The Truck Crossing signs shall be displayed at all times when haul vehicles are hauling material. When the truck haul condition no longer exists, the signs shall be covered or removed from view.
- Traffic control shall be in accordance with MUTCD Standards, the Standard Specifications and the layouts contained in these plans.
- The Contractor shall provide documentation that all breakaway sign supports comply with FHWA NCHRP 350 or MASH crash-worthy requirements. The Contractor shall provide installation details at the preconstruction meeting for all breakaway sign support assemblies.
- Non-applicable signing will be covered or removed and reset during periods of in-activity. All costs to do this work shall be incidental to Traffic Control, Miscellaneous.

TRAFFIC CONTROL (CONTINUED)

- Construction signing that remains in the same location for more than 3 days shall be mounted on fixed supports, unless approved by the Engineer.
- All Contractors' vehicles or equipment entering or leaving a closed work area shall display a flashing amber light.
- The Contractor or designated traffic control subcontractor shall make night (after dark) inspections at the initial set up of traffic control and every week thereafter to ensure the adequacy, legibility and reflectivity of each sign and device. A written summary of each inspection shall be given to the Engineer within 24 hours after completion of the inspection. The cost for the nighttime inspection work shall be incidental to the related contract items.
- The Contractor shall be required to have a person available 24 hour/day, 7 days/week to maintain traffic control devices. The name and cellular telephone number of this individual shall be given to the Engineer at the preconstruction meeting.
- Standard Plate 634.23 may be utilized for material delivery operations. Actual work operations shall take place behind the guardrail so as not to effect traffic flows.

INVENTORY OF TRAFFIC CONTROL DEVICES

SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	UNITS PER SIGN	UNITS
G20-2	36" x 18"	END ROAD WORK	2	17	34
W8-6	48" x 48"	TRUCK CROSSING	2	34	68
W20-1	48" x 48"	ROAD WORK #### FT. OR AHEAD	2	34	68
W20-4	48" x 48"	ONE LANE ROAD AHEAD	2	34	68
W20-7a	48" x 48"	FLAGGER	2	34	68
W20-7b	48" x 48"	BE PREPARED TO STOP (also shown as W3-4)	2	34	68
W21-5	48" x 48"	SHOULDER WORK	2	34	68
TOTAL UNITS			442		

RIPRAP

The Class C Riprap shall be constructed to the configuration and limits shown on the plan sheet. The stream banks in the areas of Riprap placement shall be reconstructed to an alignment and elevations approved by the Engineer. Costs of reconstructing the stream banks shall be incidental to the contract unit price per ton for Class C Riprap except as noted otherwise in these plans.

Excavation necessary for the installation of Class C Riprap and used as fill shall be paid for as Borrow Unclassified Excavation.

Type B Drainage fabric will be placed underneath the Class C Riprap. The fabric shall conform to Section 831 of the South Dakota Standard Specifications.

It is estimated that 170 tons of Class C Riprap 3' deep and 130 SqYd of Type B Drainage Fabric will be required to build to the limits and contours shown

A factor of 1.4 Tons/CuYd was used to convert CuYds of Class C Riprap to Tons.