



Department of Transportation

Rapid City Region Office

2300 Eglin Street

P.O. Box 1970

Rapid City, SD 57709-1970

Phone: 605/394-2244

FAX: 605/394-1904

May 2, 2013

ADDENDUM NO. 1

RE: 090 E-451 & 090E-452, Lawrence & Pennington Counties, PCN i2w4 & i2wh
May 14, 2013 Rapid City Region Office Informal Letting

TO WHOM IT MAY CONCERN:

The following addenda to the plans shall be inserted and made part of your proposal for the referenced project.

PROPOSAL:

- Replace the DOT-123 with the attached.

PLANS:

- Replace sheet 2 of the plans with the attached. The bid items "Insert Steel Bar in PCC Pavement Repair" and "Nonreinforced PCC Pavement Repair" quantities were adjusted to match the plans table. The bid item "Traffic Control, Miscellaneous" was added.

Sincerely,

John Rehorst
Region Design Engineer

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
CONTRACT PROPOSAL**

DOT-123
(5/05)

CODE	PRE	PROJECT ROUTE	AGR	MAINT UNIT	CONTROL REFERENCE	AFE	FUNCTION	BEGIN MRM	END MRM
		090E		451		i2w4	2129	0080	0080
		090E		452		i2wh	2129	0570	0670

CITY AND /OR COUNTY Lawrence & Pennington BUDGET SOURCE FY13 Cont. Maint.
 FINALS ENGINEER REVIEW REQUIRED YES NO
 REGION MATERIALS CERTIFICATION REQUIRED YES NO
 CERTIFIED INSPECTORS/TESTERS REQUIRED YES NO
 TO BE INSTALLED ON THE CM&P YES NO
 TYPE, PURPOSE AND LOCATION OF WORK PCC Pavement Repair on I90 at Exit 8, Exit 57 and Exit 67

ESTIMATE OF QUANTITIES AND COST

BID ITEM NUMBER	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	090E-451, pcn i2w4				
009E0010	Mobilization	Lump Sum	LS		
380E5030	Nonreinforced PCC Pavement Repair	624.2	SqYd		
380E6000	Dowel Bar	36	Each		
380E6110	Insert Steel Bar in PCC Pavement	952	Each		
380E6200	Tie Bar Retrofit, Stitching	210	Each		
380E6310	Seal Random Cracks in PCC Pavement	210	Ft		
390E0200	Repair Type A Spall	10.0	SqFt		
633E1400	Pavement Marking Paint, 4" White	214	Ft		
633E1405	Pavement Marking Paint, 4" Yellow	428	Ft		
634E0010	Flagging	100	Hour	\$23.05	\$2305.00
634E0100	Traffic Control	522	Unit		
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS		
634E0420	Type C Advance Warning Arrow Panel	1	Each		
634E0640	Temporary Pavement Marking	214	Ft		
	090E-452 pcn i2wh				
009E0010	Mobilization	Lump Sum	LS		
380E5020	Fast Track Concrete for PCC Pavement Repair	55.6	SqYd		
380E5030	Nonreinforced PCC Pavement Repair	316.7	SqYd		
380E6000	Dowel Bar	24	Each		
380E6110	Insert Steel Bar in PCC Pavement	656	Each		
633E1400	Pavement Marking Paint, 4" White	128	Ft		
633E1405	Pavement Marking Paint, 4" Yellow	128	Ft		
634E0010	Flagging	100	Hour	\$23.05	\$2305.00
634E0100	Traffic Control	337	Unit		
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS		
634E0640	Temporary Pavement Marking	128	Ft		
	TOTAL				

ESTIMATE OF QUANTITIES (Exit 8 Crossroad, PCN i2w4)

Bid Item Number	Item	Quantity	Unit
009E0010	Mobilization	Lump Sum	LS
380E5030	Nonreinforced PCC Pavement Repair	624.2	SqYd
380E6000	Dowel Bar	36	Each
380E6110	Insert Steel Bar in PCC Pavement	952	Each
380E6200	Tie Bar Retrofit, Stitching	210	Each
380E6310	Seal Random Cracks in PCC Pavement	210	Ft
390E0200	Repair Type A Spall	10.0	SqFt
633E1400	Pavement Marking Paint, 4" White	214	Ft
633E1405	Pavement Marking Paint, 4" Yellow	428	Ft
634E0010	Flagging	100	Hour
634E0100	Traffic Control	522	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0420	Type C Advance Warning Arrow Panel	1	Each
634E0640	Temporary Pavement Marking	214	Ft

ESTIMATE OF QUANTITIES (Exit 57 & 67 Ramps, PCN i2wh)

Bid Item Number	Item	Quantity	Unit
009E0010	Mobilization	Lump Sum	LS
380E5020	Fast Track Concrete for PCC Pavement Repair	55.6	SqYd
380E5030	Nonreinforced PCC Pavement Repair	316.7	SqYd
380E6000	Dowel Bar	24	Each
380E6110	Insert Steel Bar in PCC Pavement	656	Each
633E1400	Pavement Marking Paint, 4" White	128	Ft
633E1405	Pavement Marking Paint, 4" Yellow	128	Ft
634E0010	Flagging	100	Hour
634E0100	Traffic Control	337	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0640	Temporary Pavement Marking	128	Ft

SPECIFICATIONS

Standard Specifications for Roads & Bridges, 2004 Edition and Required Provisions, Supplemental Specifications and/or Special Provisions as included in the Proposal.

SEQUENCE OF OPERATIONS

1. Set up traffic control to close one lane.
2. Repair PCC Pavement.
3. Install Temporary Pavement Marking.
4. Switch traffic control to close adjacent lane.
5. Repair PCC Pavement.
6. Install Temporary Pavement Marking.
7. Install Permanent Pavement Marking.
8. Remove traffic control.

HISTORICAL PRESERVATION OFFICE CLEARANCES

To obtain State Historical Preservation Office (SHPO) clearance, a cultural resources survey may need to be conducted by a qualified archaeologist. In lieu of a cultural resources survey, the Contractor could request a records search from Jim Donohue, State Archaeological Research Center (SARC). Provide SARC with the following: a topographical map or aerial view on which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that no artifacts have been found on the site. The Contractor shall arrange and pay for the cultural resource survey and/or records search.

HISTORICAL PRESERVATION OFFICE CLEARANCES (CONTINUED)

If any earth disturbing activities occur within the current geographical or historic boundaries of any South Dakota reservation, the Contractor shall obtain Tribal Historical Preservation Office (THPO) clearance. If no THPO exists, the required SHPO clearance shall suffice, with documentation of Tribal contact efforts provided to SHPO.

To facilitate SHPO or THPO responses, the Contractor should submit a records search or cultural resources survey report to the DOT Environmental Engineer, 700 East Broadway Avenue, Pierre, SD 57501-2586 (605-773-3268). Allow 30 days from the date this information is submitted to the Environmental Engineer for SHPO/THPO approval. The Contractor is responsible for obtaining all required permits and clearances for staging areas, borrow sites, waste disposal sites, and all material processing sites. The Contractor shall provide the required permits and clearances to the Engineer at the preconstruction meeting.

WASTE DISPOSAL SITE

The Contractor will be required to furnish a site(s) for the disposal of construction/demolition debris generated by this project.

Construction/demolition debris may not be disposed of within the State ROW.

The waste disposal site(s) shall be managed and reclaimed in accordance with the following from the General Permit for Highway, Road, and Railway Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Environment and Natural Resources.

The waste disposal site(s) shall not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements shall apply:

1. Construction/demolition debris consisting of concrete, asphalt concrete, or other similar materials shall be buried in a trench completely separate from wood debris. The final cover over the construction/demolition debris shall consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the State ROW shall be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor shall control the access to waste disposal sites not within the State ROW through the use of fences, gates, and placement of a sign or signs at the entrance to the site stating "No Dumping Allowed".
2. Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period of time not to exceed the duration of the project. Prior to project completion, the waste shall be removed from view of the ROW or buried and the waste disposal site reclaimed as noted above.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	090E-451 & 090E-425	2	16

Rev. 5/2/13 JPR

WASTE DISPOSAL SITE (CONTINUED)

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06.

Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) shall be incidental to the various contract items.

EXISTING PCC PAVEMENT

The existing pavement for the crossroad at I-90 Exit 8 (McGuigan Road) is 8" Nonreinforced PCC Pavement with limestone aggregate. Longitudinal joints are reinforced with No. 5x30" deformed tie bars spaced 48" center to center. The transverse joints are spaced 20' apart. Transverse joints are reinforced with 1 1/4" steel dowel bars spaced 12" center to center.

The existing pavement for the eastbound on ramp at I-90 Exit 57 and Exit 67 is 9" Nonreinforced PCC Pavement with limestone aggregate. Longitudinal joints are reinforced with No. 5x30" deformed tie bars spaced 48" center to center. The transverse joints are spaced 20' apart. Transverse joints are reinforced with 1 1/4" steel dowel bars spaced 12" center to center.

RESTORATION OF GRAVEL CUSHION

An inspection of the gravel cushion subgrade 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 and excess 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.

All costs associated with this work shall be incidental to the contract unit price per square yard for Nonreinforced PCC Pavement Repair.