

Department of Transportation

Aberdeen Region Office

West Highway 12

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May 27, 2016

ADDENDUM NO. 1

Re: 014-192 & 014-192, PCN i4ck & i4cl
Beadle and Kingsbury Counties
Asphalt Concrete Placement on Shoulders

TO WHOM IT MAY CONCERN:

PROPOSAL: No Changes

PLANS: Please destroy sheets 7 and 8 and replace with the enclosed sheets, dated 05/25/16.

Sheet 7: Detail A was modified.

Sheet 8: The SHOULDER SHAPING note was changed. The ASPHALT CONCRETE COMPOSITE note was changed.

When sending in your sealed bid please state on the front of the envelope that Addendum No. 1 was received.

Sincerely,

DEPARTMENT OF TRANSPORTATION

Jeff Senst, P.E.
Region Engineer

cc: B. Letcher J. Humphrey J. Hansen J. Steen File

SURFACING THICKNESS DIMENSIONS

Plans tonnage will be applied even though the thickness may vary from that shown on the plans.

SEQUENCE OF OPERATIONS

1. Install Traffic Control
2. Complete Asphalt Concrete Pavement Removal.
3. Complete shoulder shaping
4. Complete MC-70 Asphalt for Prime application
5. Complete paving Asphalt Concrete Composite
6. Complete cleanup work.

GENERAL NOTES

Once work that inconveniences traffic, it shall be pursued in a near continuous, expeditious manner to its completion. Any work that restricts the motorist from driving the posted speed limit, reduces existing roadway width, or causes a potentially unsafe condition due to Contractor operations such as frequent movement of equipment or materials on or through the project, is considered to be an inconvenience to traffic.

PROJECT WORK HOURS

The Contractor may perform work on the roadway during daylight hours only, unless additional hours are approved by the Engineer. Daylight hours are considered to be sunrise until sunset. Traffic shall be returned to normal driving lanes during non-working hours.

TRAFFIC CONTROL

All traffic control sign locations shall be set in the field by the Contractor and verified by the Engineer prior to installation.

Certified flaggers properly attired and preceded by FLAGGER symbol signs, will be required where work activity and/or equipment present a hazard to the workers, a hazard to through traffic, or encroaches into a driving lane.

Removing, relocating, covering, salvaging and resetting of existing traffic control devices, including delineation, shall be the responsibility of the Contractor. Cost of this work shall be incidental to the various contract items unless otherwise specified in the plans. Delineators and signs damaged or lost shall be replaced by the Contractor at no cost to the State.

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.

Work zones for the various construction operations that utilize a pilot car shall not exceed 3 miles in length.

The bottom of signs on portable or temporary supports shall not be less than seven feet above the pavement in urban areas and one foot above the pavement in rural areas. Portable sign supports may be used as long as the

duration is less than 3 days. If the duration is more than 3 days the signs shall be on fixed location, ground mounted, breakaway supports.

Erect only those signs that are applicable to the work in progress. When the Contractor is working at specific work spaces within the project, only those traffic control devices applicable to that operation should be displayed. Non-applicable signs and/or devise shall be removed from the view by the Contractor and stored a minimum of 30 feet from the driving lanes during periods of in-activity. All costs to do this work shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous.

A shadow vehicle, equipped with flashing amber light and a ROAD MACHINERY AHEAD sign prominently displayed, shall be used in advance of landscaping, clean up, and other mobile work activities. Highway equipment working within traffic or adjacent to traffic shall, at all times, display a flashing or revolving amber light to warn the traveling public. The Contractor shall maintain the driving surface on the project to eliminate hazards to the traveling public. The driving surface is defined as both driving lanes along with both shoulders on the project.

The cost for additional signs shall be paid for at the contract unit price per square foot for Traffic Control Signs. Additional Flagger hours shall be paid for at the contract unit price per hour for Flagging. The cost of additional channeling devices shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous.

Traffic Control Signs, as shown in the Estimate of Quantities, are estimates. Contractor's operation may require adjustments in quantities, either more or less. Payment will be for those signs actually ordered by the Engineer and used.

UTILITIES

Utilities are not planned to be affected on this project. If utilities are identified near the improvement area through the SD One Call Process as required by South Dakota Codified Law 49-7A and Administrative Rule Article 20:25, the Contractor shall contact the Project Engineer to determine modifications that will be necessary to avoid utility impacts.

ASPHALT CONCRETE PAVEMENT REMOVAL

REVISED 5-25-16 TJ

In order to construct the new asphalt surfacing flush with the adjacent Pavement, Remove Asphalt Concrete Pavement shall be completed, where Asphalt Concrete has previously been placed on the shoulders. All in place asphalt concrete shall be removed from intersecting roads, entrances, approaches, and mailbox turnouts, within the limits of the newly placed Asphalt Concrete Composite.

Shoulder segments, where Asphalt Concrete Pavement Removal is designated, shall be shaped according to Shoulder Shaping specifications prior to Asphalt Concrete Composite.

Exact limits and locations of Asphalt Concrete Pavement Removal shall be determined and marked by the Engineer prior to removal.

The basis of payment for Remove Asphalt Concrete Pavement will be plans quantity. No separate measurements will be taken. The below table is for bidding purposes only.

Asphalt Concrete removal at intersecting roads shall be saw cut or cold milled adjacent to the in place existing asphalt concrete, to allow a vertical edge to tie into the existing pavement. All costs associated with saw cutting or cold milling shall be incidental to the unit price of Remove Asphalt Concrete Pavement. Additional removal shall be required. No additional payment shall be made for additional removal. Additional quantities have been accounted for approaches, entrances, intersecting roads, mailbox turnouts, and any other asphalt concrete pads throughout the project corridor.

Detail A: Asphalt Concrete Removal at Intersecting Roads & Approaches

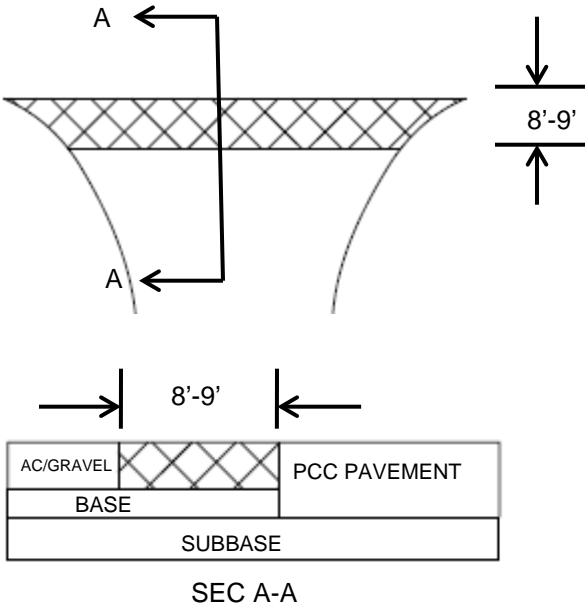


TABLE OF REMOVE ASPHALT CONCRETE PAVEMENT

SEGMENT	LOCATION	APPROXIMATE SIZE			AREA
		FEET	x	FEET	SQYD
Segment 1, Intersecting Roads	North & South Shoulders	-			548.4
Segment 1, Approaches/Mailbox Turnouts	North & South Shoulders	-			884.4
Segment 2, Curve 3	South Shoulder	2235	x	8	1986.7
Segment 2, Curve 5	North Shoulder	1892	x	8	1681.8
Segment 2, Curve 6	South Shoulder	2324	x	8	2065.8
Segment 2, Curve7	North Shoulder	2180	x	8	2566.2
Segment 2, Additional Quantities for residential approaches and intersecting roads	North & South Shoulders	-			1031.0
TOTAL=					10764.3

SHOULDER SHAPING

Prior to placing the asphalt concrete composite, the upper 3 inches of shoulders shall be scarified, reworked and shaped to allow for 3” of Asphalt Concrete Composite to be placed flush with the existing PCC Pavement. Compaction of the reworked shoulders shall be to the satisfaction of the Engineer. All other specifications in section 260.3 C shall apply to shoulder shaping material.

It is anticipated that some areas of the shoulder will require the movement of shoulder granular material either ahead or back to achieve the required typical section. No separate payment will be made for the movement of this shoulder granular material.

Any excess material from the shoulder shaping process shall become the property of the Contractor and the Contractor shall dispose of the material. All costs associated with disposal of the excess material shall be incidental to the contract unit price per Mile for Shoulder Shaping.

It is estimated that Water for Granular Material, for shaping and compaction, to be applied at the locations and rate as follows:

Section 1:
Water for Granular Material at the rate of 9.4 M gallons per mile.

Section 2:
Water for Granular Material at the rate of 9.4 M gallons per mile.

Included in the Estimate of Quantities are 12.8 miles of Shoulder Shaping.

Section	Length (Miles)
Segment 1 (Approximately 9' Wide)	7.6
Segment 2 (Approximately 8' Wide)	5.2

No additional payment or change in contract unit price for any areas in which the field conditions are different than the plans quantities, dimensions and typical sections.

WATER FOR COMPACTION OF GRANULAR MATERIALS

Cost of water for compaction of the granular material shall be incidental to the contract unit price for the various contract items. Six percent, plus or minus, moisture will be required at the time of compaction unless otherwise directed by the Engineer.

ASPHALT CONCRETE COMPOSITE

The 3” Asphalt Concrete Composite Wearing Course Lift shall be paver laid.

No flush seal required for the Asphalt Concrete Composite.

All other requirements in the specifications for Asphalt Concrete Composite shall apply.