



Department of Transportation

Office of Project Development

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February 1, 2016

ADDENDUM NO. 1

RE: Item #9, February 3, 2016 Letting - IM-P 0021(158), NH 0023(46), PCN 054E, 054K, Aurora, Bon Homme, Brule, Charles Mix, Gregory, McCook, Miner County - Rout and Seal

TO WHOM IT MAY CONCERN:

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

SPECIAL PROVISIONS: NO CHANGE

BID ITEM FILE: NO CHANGE

PLANS: Please destroy sheet 13 and replace with the enclosed sheets, dated 2/1/16.

Sheet 13: ASPHALT CONCRETE CRACK SEALING note was revised.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/cj

CC: Craig Smith, Mitchell Region Engineer
Jay Peppel, Mitchell Area Engineer

COORDINATION BETWEEN CONTRACTORS

A separate contract for Project NH-P 0021(157) - PCN 053F has been awarded to another Contractor for asphalt surface treatment on SD34 and SD42 adjacent to the SD34 and SD42 routes on this contract.

The Contractor shall coordinate with the asphalt surface treatment Contractor so that there is at least 3 miles between the two work areas if work is going on concurrently on these routes.

A separate contract for Project PH 0020(140) – PCN 04GV has been awarded to another Contractor for corridor signing replacement on SD42, SD50, SD50E, SD50W and SD262.

The Contractor shall coordinate with the signing Contractor so that the two Contractors are not working on the same route at the same time.

ASPHALT CONCRETE CRACK SEALING

Only the top of the road shall be routed and sealed. No routing and sealing shall be done on the Asphalt Concrete level.

The width of crack sealing will vary but the typical roadway widths for information only are as follows:

On projects with curb and gutter the asphalt concrete will typically be sealed gutter to gutter.

SD 34 the top width is typically 30 feet wide

SD 42 the top width is typically 32 feet wide.

SD 47 the top width is typically 30 feet wide

SD 50 the top width is typically 36 and 44 feet wide.

SD 50E the top width is typically 33 feet wide.

SD 50W the top width is typically 33 feet wide.

SD 251 the top width is typically 27 feet wide.

I 90 West Segment top width is typically 7.5 feet wide on the outside shoulder.

I 90 East Segment top width is typically 9 feet wide on the outside shoulder and 5 feet wide on the inside shoulder.

SD 262 the top width is typically 43 feet wide.

All other requirements stated in Section 350 shall apply, except the crack sealant material shall be from one of those listed below:

Product _____	Manufacturer _____
Deery 101 ELT	Crafco, Inc.
Hot Poured Elastic Joint Sealer	Chandler, AZ
ASTM D-6690 Type IV (Modified)	602-276-0406
Weight per gallon can exceed 9.35#	http://www.crafco.com
Resilience 30-60%	Notes: Crafco, Inc. purchased Deery American Corp. on December 29, 2010

W.R. Meadows 3405-M	W.R. Meadows
Hot Poured Elastic Joint Sealer	Hampshire, IL
ASTM D-6690 Type IV	800-342-5976
	http://www.wrmeadows.com

ASPHALT CONCRETE CRACK SEALING (CONTINUED)

TABLE OF LONGITUDINAL AND TRANSVERSE CRACKS

PROJECT	LONGITUDINAL	TRANSVERSE
SD 34	0%	100%
SD 42	0%	100%
SD 47	0%	100%
SD 50	0%	100%
I 90 West Segment	0%	100%
I 90 East Segment	0%	100%
SD 251	1%	99%
SD 262	0%	100%

PERMANENT PAVEMENT MARKING

The application of permanent pavement marking may not begin until 7 calendar days following completion of the crack seal and shall be completed within 14 calendar days following completion of the crack seal.

Marking eight inch edgelines and gore areas shall require the use of two spray nozzles to achieve the required width. Marking twelve inch gore lines shall require the use of three spray nozzles to achieve the required width.

The Contractor will be required to repaint all existing pavement marking including centerline, edgeline, dashed edgelines, dashed lane lines, lane lines, turn lanes, gore areas, etc., except for the 24" hashes in the gore area at the east end of SD 50.

Flush sealing shall not be allowed as an option for correction of markings that are not within tolerance due to the occurrence of shadow through.

If the permanent pavement marking cannot be completed on any of the routes before October 15th see the plan note about Cold Weather Waterborne Paint. If the contract is not completed by the completion date and carries over into the next season, none of the routes carried over will have permanent pavement marking applied to them as these routes will receive an asphalt surface treatment that season.

The following table contains locations of existing pavement marking to be painted by hand.

TABLE OF HAND PAINTED PAVEMENT MARKING

PROJECT	LOCATION
SD 42	24" Hashes in Turn Bay at Jct SD 262
SD 42	Solid Areas in Turn Bay at Jct SD 262
SD 47	Word Messages at SD 44 Intersection – NB
SD 47	Stop Line at Jct SD 44 – NB
SD 251	Stop Line at Jct US 18 – NB
SD 262	24" Hashes in Turn Bay at Jct SD 262
SD 262	Solid Areas in Turn Bay at Jct SD 262

TABLES OF PERMANENT PAVEMENT MARKING

SD 34	White	Yellow
Yellow Centerline Dashes = 6.800 miles @ 4.6 Gal/Mile		31.3
Solid Yellow Centerline = 1.436 miles @ 16.9 Gal/Mile		24.3
8" Solid White Edgelines = 13.466 miles @ 33.8 Gal/Mile	455.2	
TOTAL GALLONS	455	56

PERMANENT PAVEMENT MARKING (CONTINUED)

TABLES OF PERMANENT PAVEMENT MARKING

SD 42	White	Yellow
Yellow Centerline Dashes = 5.179 miles @ 4.6 Gal/Mile		23.8
Solid Yellow Centerline = 0.783 miles @ 16.9 Gal/Mile		13.2
Double Yellow for Turn Bays = 2 (4" line) X 0.137 miles @ 16.9 Gal/Mile		4.6
24" Yellow Hashes for Turn Bays = 0.009 miles @ 101.4 Gal/Mile		0.9
Solid Yellow Areas for Turn Bays = 88 SqFt = 0.050 miles @ 16.9 Gal/Mile		0.8
4" Solid White Edgelines = 10.385 miles @ 16.9 Gal/Mile	175.5	
Solid White Lane Line = 0.016 miles @ 16.9 Gal/Mile	0.3	
TOTAL GALLONS	176	43

SD 47	White	Yellow
Yellow Centerline Dashes = 9.972 miles @ 4.6 Gal/Mile		45.9
Solid Yellow Centerline = 9.769 miles @ 16.9 Gal/Mile		165.1
4" Solid White Edgelines = 22.512 miles @ 16.9 Gal/Mile	380.5	
White Word Messages = 86.7 SqFt = 0.049 miles @ 16.9 Gal/Mile	0.8	
24" White Stop Line = 0.005 miles @ 101.4 Gal/Mile	0.5	
TOTAL GALLONS	382	211

SD 50	White	Yellow
Yellow Centerline Dashes = 7.768 miles @ 4.6 Gal/Mile		35.7
Solid Yellow Centerline = 9.258 miles @ 16.9 Gal/Mile		156.5
8" Solid Yellow for Gore Area = 0.875 miles @ 33.8 Gal/Mile		29.6
4" Solid White Edgelines = 20.291 miles @ 16.9 Gal/Mile	342.9	
4" White Edgeline Dashes = 0.114 miles @ 4.6 Gal/Mile	0.5	
White Lane Line Dashes = 0.189 miles @ 4.6 Gal/Mile	0.9	
8" Solid White for Gore Area = 0.228 miles @ 33.8 Gal/Mile	7.7	
TOTAL GALLONS	352	222

SD 251	White	Yellow
Yellow Centerline Dashes = 14.038 miles @ 4.6 Gal/Mile		64.6
Solid Yellow Centerline = 12.595 miles @ 16.9 Gal/Mile		212.9
8" Solid White Edgelines = 31.432 miles @ 33.8 Gal/Mile	1062.4	
24" White Stop Line = 0.003 miles @ 16.9 Gal/Mile	0.1	
TOTAL GALLONS	1063	278

SD 262	White	Yellow
Double Yellow for Turn Bays = 2 (4" line) X 0.137 miles @ 16.9 Gal/Mile		4.6
24" Yellow Hashes for Turn Bays = 0.010 miles @ 101.4 Gal/Mile		1.0
Solid Yellow Areas for Turn Bays = 44 SqFt = 0.025 miles @ 16.9 Gal/Mile		0.4
4" Solid White Edgelines = 0.157 miles @ 16.9 Gal/Mile	2.7	
TOTAL GALLONS	3	6

PERMANENT PAVEMENT MARKING I 90

The existing pavement marking on both I 90 routes is durable pavement marking. These routes will not be repainted on this contract.