DEPARTMENT OF TRANSPORTATION

Planning & Engineering
Office of Project Development
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March 3, 2025

ADDENDUM NO. 2

RE: Item #5, March 5, 2025 Letting - EM-PH-PP 0013(49)121, PCN 05EX, Brookings County - Shoulder Widening, Cold Milling, Asphalt Concrete Resurfacing, Replace Str (4-12x12 CIP RCBC), Pipe Work

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

SDEBS BID PROPOSAL: NO CHANGE

PLANS: Please destroy Section M Pavement Marking Plans and replace with the enclosed sheets, dated 4/29/24.

Section M: Section M Pavement Marking Plans were replaced.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/cj

CC: Mark Peterson, Aberdeen Region Engineer
Matt Brey, Watertown Area Engineer

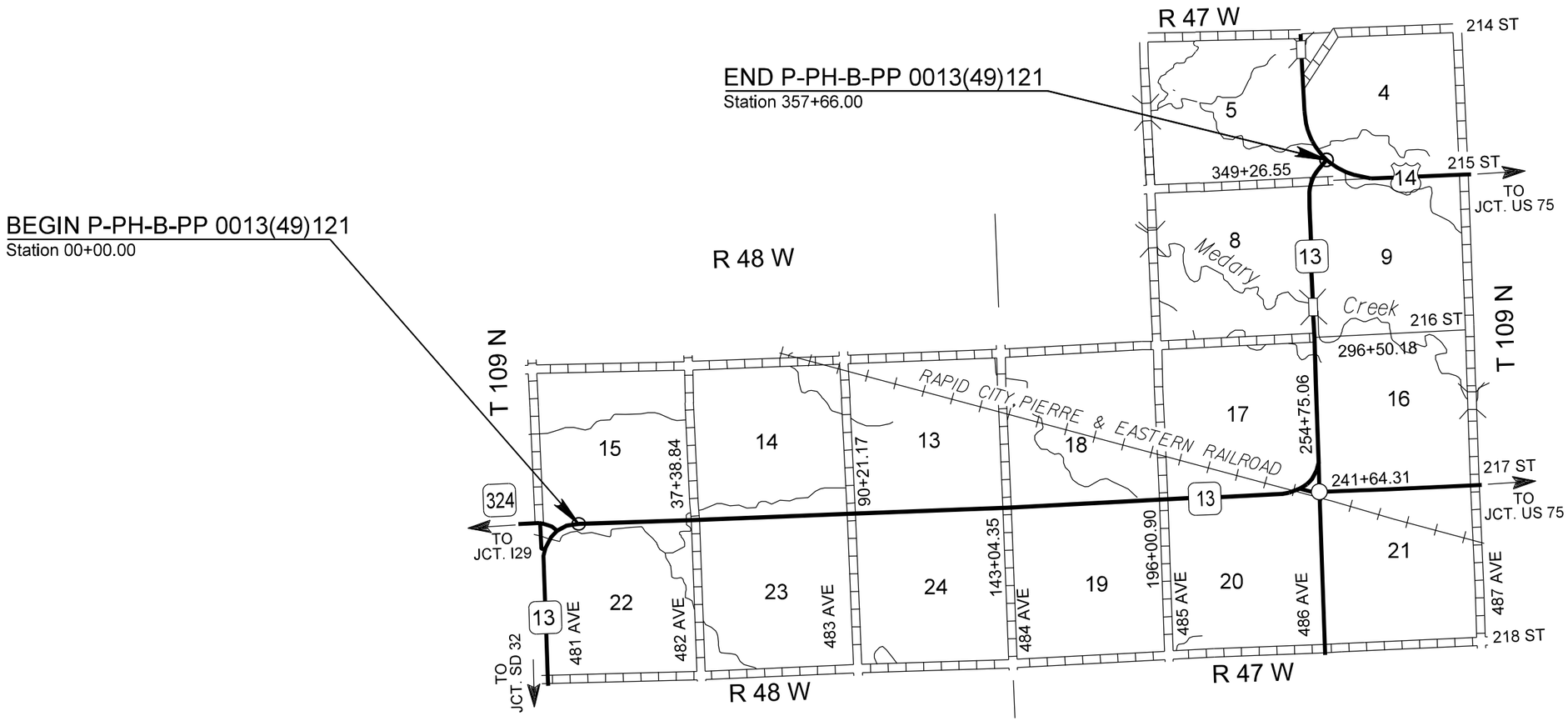
Section M: Pavement Marking Plans

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-PH-BPP 0013(49)121	M1	M4

Plotting Date: 04/29/2024

Revised 04/29/2024 AT

INDEX OF SHEETS



PLOT SCALE - 1:200

PLOTTED FROM - TRAB10100

PLOT NAME - 1

FILE - ...\SECTION M\QA REVIEW\TITLEM.DGN

SECTION M ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
633E0030	Cold Applied Plastic Pavement Marking, 24"	50	Ft
633E0055	Cold Applied Plastic Pavement Marking, Railroad Crossing	3	Each
633E1200	High Build Waterborne Pavement Marking Paint, White	305	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	105	Gal
633E5015	Grooving for Cold Applied Plastic Pavement Marking, 24"	50	Ft
633E5040	Grooving for Cold Applied Plastic Pavement Marking, Railroad Crossing	3	Each

PAVEMENT MARKING PAINT

The Contractor will advise the Engineer a minimum of 3 weeks prior to the application of the permanent pavement marking to allow the State to check and mark the location of no passing zones.

The application of permanent pavement marking will begin no sooner than 7 calendar days following completion of the fog or flush seal. Application of permanent pavement marking will be completed within 14 calendar days following completion of the final surfacing.

COLD APPLIED PLASTIC PAVEMENT MARKING

All materials will be applied as per the manufacturer's recommendations.

Cold Applied Plastic Pavement Markings will be 3M Series 380 AW or an approved equal.

There are three stop lines. Placement will be at the intersection of US 14 and with the two Railroad Crossing Pavement Markings on SD 13. At the intersection of US 14 the stop line will be placed 15 feet from the traveled way.

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

All materials will be applied as per manufacturer's recommendations. High build waterborne pavement marking paint will conform to the supplemental specifications for Section 980.1 B.

Reflective media will consist of glass beads. Reflective media will require a Certificate of Compliance for Certification for each source and lot. Acceptance sampling will not be required.

Double yellow centerline and white edge lines will be painted on Cornell Avenue until the intersection of North Drive.

RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Solid 4" line = 22.5 Gals/Mile
Dashed 4" line = 6.2 Gal/Mile
Glass Beads = 8 Lbs/Gal.

All cost for materials, labor, and equipment necessary to furnish and install the pavement markings will be incidental to the contract unit price for the respective High Build Waterborne Pavement Marking Paint items.

RETROREFLECTIVITY FOR PAVEMENT MARKING PAINT

The Department may take retroreflectivity readings on the pavement marking lines after 2 days and within 30 days of the line application using either a portable or mobile retroreflectometer that conforms to 30-meter geometry. If the Department chooses to take retroreflectivity readings, three retroreflectivity readings will be taken on each line at each test location. The three readings will be averaged and become the reading for that test location.

If the Department chooses to take retroreflectivity readings, three readings will be taken on the edge lines and lane lines in the direction of application. For combination solid yellow and skip yellow lines for turn lanes and for centerline markings on two-way roadways, three readings will be taken in one direction, the reflectometer will be turned 180 degrees and three more readings will be taken. The six readings for the centerline markings will be averaged and become the test reading for that test location.

If the Department chooses to take readings, the minimum retroreflectivity values will be 275 mc/m^2/lux for white and 170 mc/m^2/lux for yellow.

GROOVING FOR COLD APPLIED PLASTIC PAVEMENT MARKING

The Contractor will establish a positive means for the removal of the grinding and/or grooving residue. Residue from dry grooving will be vacuumed. Solid residue will be removed from the pavement surfaces before being blown by traffic action or wind. The Contractor will conduct this work to control and minimize airborne dust and similar debris that may become a hazard to motor vehicle operation or nuisance to property owners. Residue from wet grooving will not be permitted to flow across lanes being used by public traffic or into gutter or drainage facilities. Residue, whether in solid or slurry form, will be disposed of in a manner that will prevent it from reaching any waterway in a concentrated state. The cleaning of the residue for grooving will be to the satisfaction of the Engineer and may require more than one pass to adequately remove material. All costs for removal of grinding and/or grooving residue will be included in the contract unit price per foot for "Grooving for Cold Applied Plastic Pavement Marking" contract item.

CORNELL AVENUE RAILROAD CROSSING

Railroad Pavement Markings and grooving will start at Station 0+34 on Cornell Ave.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-PH-BPP 0013(49)121	M3	M4

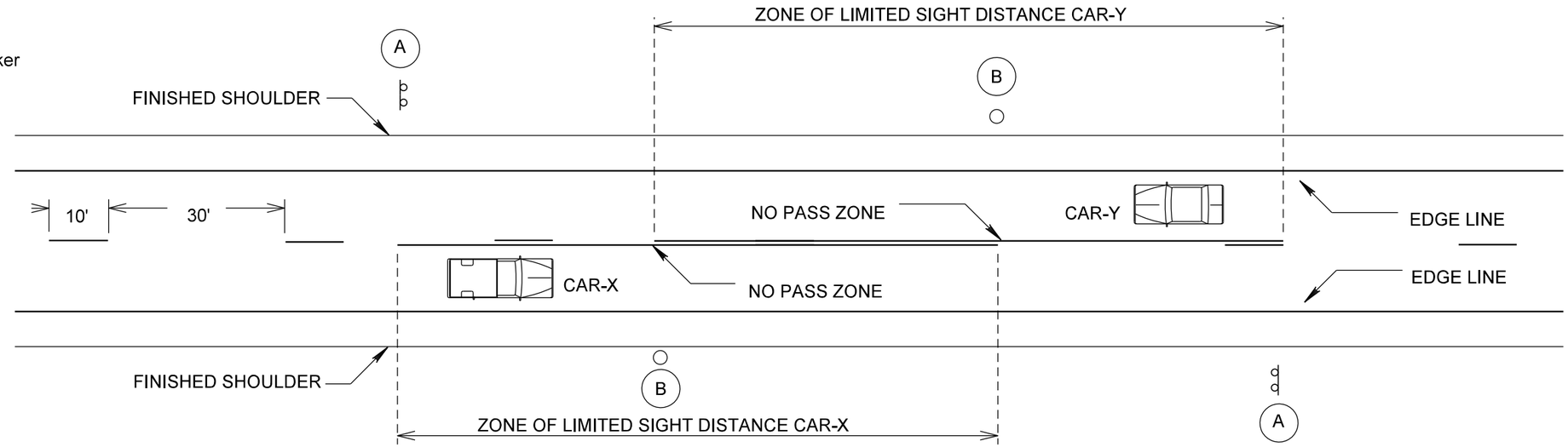
Plotting Date: 04/22/2024

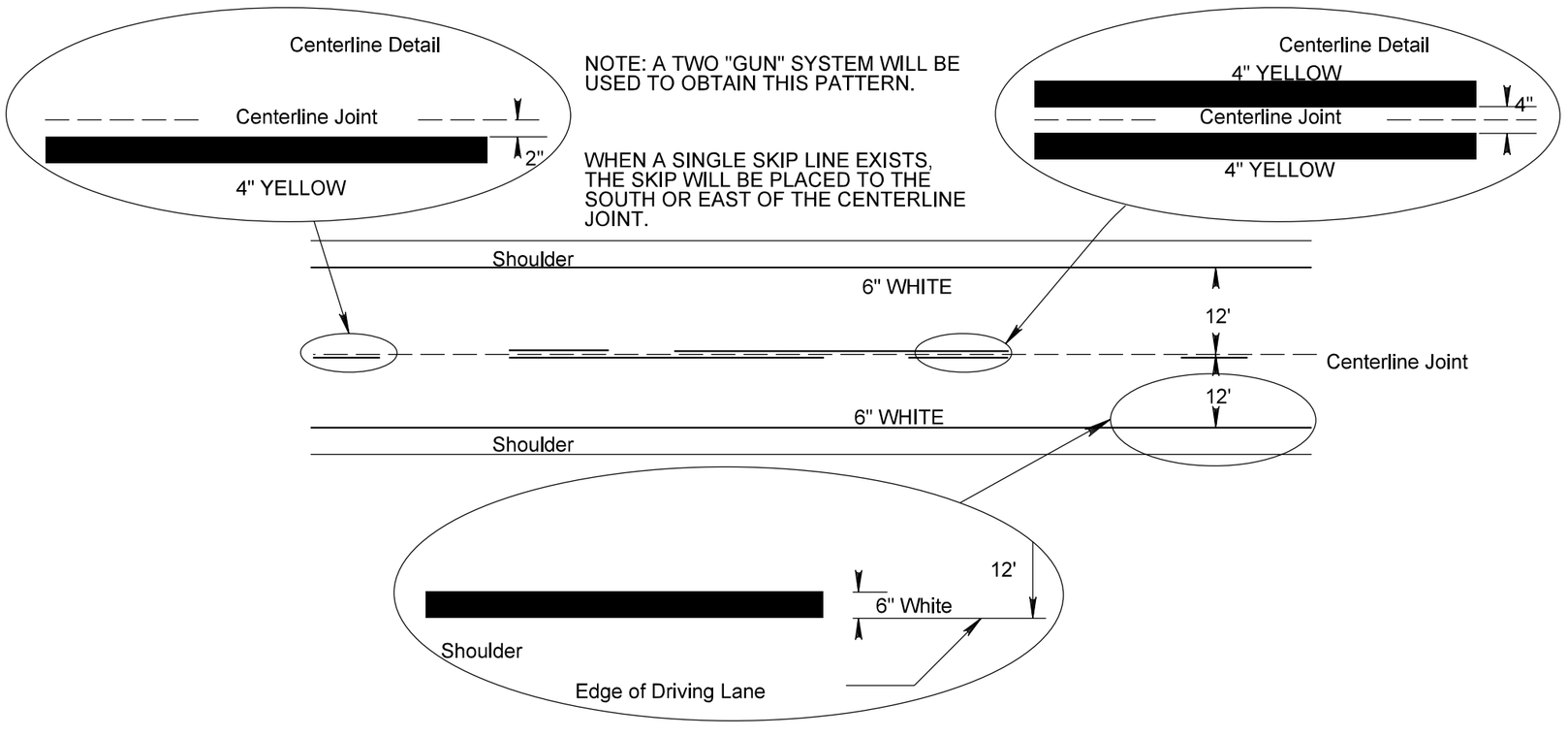
TYPICAL PAVEMENT MARKING LAYOUT

Revised 04/29/2024 AT

A — NO PASSING ZONE

B — End of Zone Marker





FURNISHING AND APPLYING HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

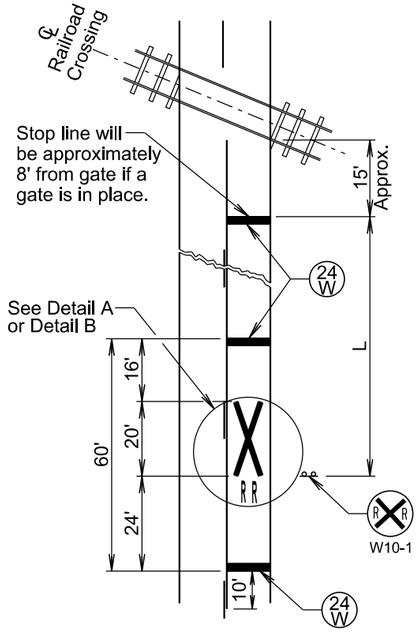
1. The typical pavement markings as shown on this sheet will be applied throughout the entire length of the project.

2. Exact location of the NO PASSING ZONE lines will be determined in the field by the Engineer. A dash of white paint will mark the beginning and end of all no passing zones. NO PASSING ZONE signs and the ending post in fence lines, if present, will not be used as the beginning and ending NO PASSING ZONE lines.

3. Traffic Control will be incidental to the cost of application. The striper and advance or trailing warning vehicle will be equipped with flashing amber lights or advance warning arrow panel.

PAVEMENT MARKINGS AT RAILROAD CROSSING

Sheet 1 of 2



PLAN VIEW

KEY	ITEM
24 W	24" White
RR	White

Posted Speed Limit (M.P.H.)	L (Ft.)
≤ 25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730

GENERAL NOTES:

The railroad crossing pavement markings will be placed symmetrically about the centerline of the railroad crossing. DETAIL A should be used unless the railroad crossing pavement markings are installed in existing grooves that match DETAIL B.

When pavement markings are used, a portion of the RXR symbol will be placed directly opposite of the advance warning sign W10-1.

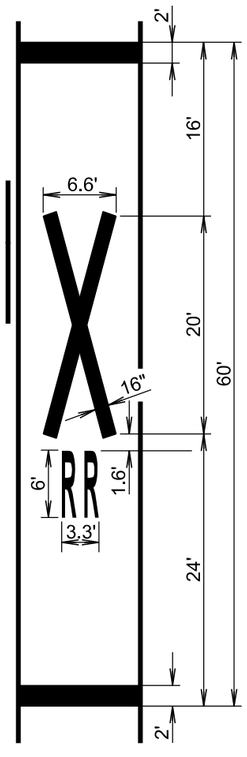
On multi-lane roads the transverse bands will extend across all approach lanes and individual RXR symbols will be placed in each approach lane.

The railroad crossing pavement markings will consist of all the transverse bands, stop lines, and RXR symbols.

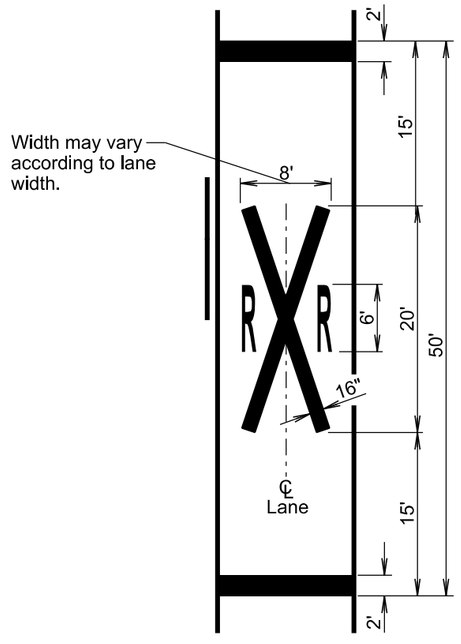
All costs for furnishing and installing the markings, materials, labor, and necessary equipment for the railroad crossing makings will be paid for at the contract unit price per gallon or per each for the type of marking material specified in the plans.

PAVEMENT MARKINGS AT RAILROAD CROSSING

Sheet 2 of 2



DETAIL A



DETAIL B