



Planning & Engineering
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March 9, 2023

ADDENDUM NO. 1

**RE: Item #3, March 22, 2023 Letting - PH 0010(152), PCN 06K5, Codington, Deuel, Kingsbury,
Roberts County - Grading, Culvert Extensions, PCC Surfacing, Asphalt Concrete Surfacing**

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 sheet 8 and replace with the enclosed sheet, dated 3/6/23.

Sheet 8: SEQUENCE OF OPERATIONS note was revised.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/cj

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

SCOPE OF WORK

Work on this project involves removal of existing PCC pavement and asphalt concrete pavement, cold milling asphalt concrete pavement, grading for widening of intersections, culvert extensions, placement of PCC pavement and asphalt concrete pavement, refurbishing mailboxes, and pavement markings.

SEQUENCE OF OPERATIONS

Contractor requests to deviate from the sequence of operations will be submitted in writing to the Engineer for review. Approval of an alternate sequence of operations will only be allowed when the proposed changes meet with the Department’s intent for traffic control and sequencing of the work. An alternate sequence will be submitted for review a minimum of one week prior to potential implementation.

The intersecting county/township roads will remain open to traffic at all times. Signing and flaggers as depicted on Standard Plate 634.38 will be displayed.

- 1. Install fixed location construction signing.
- 2. Install erosion control measures.
- 3. Remove topsoil.
- 4. Saw cut and remove pavement and unclassified excavation on half of roadway.
- 5. Complete undercut on half of roadway.
- 6. Place contractor furnished borrow on half of roadway.
- 7. Place Base Course and/or Gravel Cushion Material on half of roadway.
- 8. Mill asphalt surface (Site 5 only).
- 9. Repeat steps 3-8 on other half of roadway.
- 10. Place PCC or asphalt concrete pavement, as specified for the location, on half the roadway at a time.
- 11. Grind rumble strips and stripes.
- 12. Install permanent pavement markings.
- 13. Install permanent signing and delineation work.
- 14. Restore topsoil to disturbed areas.
- 15. Reseed disturbed areas.
- 16. Remove construction signing and traffic control.

COORDINATION OF WORK

Project NH-P 0012(296), PCN 089T is scheduled for the 2023 construction season. This project involves PCC Pavement repairs on US81 from Arlington North 16 miles. Project Sites 2 and 3 are within the limits of project NH-P 0012(296), PCN 089T.

The Contractor will schedule work so as not to interfere with or hinder the progress of the work performed by other Contractors.



GENERAL TRAFFIC CONTROL

Existing guide, route, informational logo, regulatory, and warning signs will be temporarily reset and maintained during construction. Removing, relocating, covering, salvaging, and resetting of existing traffic control devices, including delineation, will be the responsibility of the Contractor. Cost for this work will be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost will be replaced by the Contractor at no cost to the State.

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

All construction operations will be conducted in the general direction of traffic movement.

If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD, whichever is more stringent will be used, as determined by the Engineer.

Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

Fixed location signing placed more than 4 calendar days prior to the start of construction will be covered or laid down until the time of construction. The covers must be approved by the Engineer prior to installation. The cost of materials, labor, and equipment necessary to complete this work will be incidental to other contract items. No separate payment will be made.

All fixed location signs, sign posts, and breakaway bases will be removed within 7 calendar days following pavement marking.

All haul trucks will be equipped with an additional flashing amber light that is visible from the backside of the haul truck. The costs for the flashing amber lights will be incidental to the various related contract items.

At no time prior to the shaping for prime and prime application, will a vertical drop-off of greater than 3 inches be left overnight adjacent to the traveled way. The Contractor will utilize embankment material to ensure a 3-inch vertical drop-off is not exceeded. The slope of the embankment material will not be steeper than a 4:1 within 30 feet of the traveled way.

Once the shaping for prime and prime coat operation begins, this work will be continuous until shoulder paving is complete.

Shoulder Drop Off signs (W8-17) and Shoulder Drop-Off plaques (W8-17P) will be placed at each end of the Drop-Off area any time there is a shoulder drop off of 3” or greater. These signs are included in the Traffic Control Devices Inventory sheet.

During nonworking hours, signing as depicted on Standard Plate 634.03 will be displayed. If the shoulder drop off is 3” or greater, the spacing of the channelizing devices will be 50 feet maximum.

The Contractor will furnish, install, maintain, and remove TRUCK CROSSING (W8-6) signs daily. The TRUCK CROSSING signs will be displayed always when haul vehicles are hauling material. When hauling conditions no longer exist, the signs will be covered or removed from view. The exact number and location will be determined during construction. Payment for additional signs will be based on the contract unit price per square foot for “Traffic Control Signs”.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PH 0010(152)	8	198

Plotting Date: 12/29/2022 Rev 3/6/2023 JDL

GROOVED PAVEMENT (W8-15) signs with MOTORCYCLE (W8-15P) plaques are required in advance of areas that have been cold milled and are not resurfaced the same day. The GROOVED PAVEMENT sign assemblies will be installed a minimum of 1000 feet in advance of cold milled sections and remain in place until the sections have been resurfaced.

The Contractor will notify businesses/homeowners a minimum of two weeks prior to construction to inform them of upcoming construction and again a minimum of 48 hours prior to any blocked access to make appropriate arrangements.

One lane of traffic will be maintained at all times. During non-working hours, one lane of traffic in each direction will be maintained.

A mobile work operation will be allowed provided the rumble strip or rumble stripe grooving, flush sealing, and pavement marking can be completed satisfactorily by a continuously moving work operation. A mobile work operation will require approval by the Engineer.

If inappropriate or conflicting pavement markings exist, the markings will be removed and replaced with applicable temporary pavement markings when the work duration is more than 3 days. When the work duration is less than 3 days, the channelizing devices in the area where the pavement markings conflict will be placed at one-half of the normal channelizing device spacing.

Pavement marking removals will be incidental to the contract unit price per foot for “Remove Pavement Marking, 4” or equivalent”. Temporary pavement marking will be paid for at the contract unit price per mile/foot for “Temporary Pavement Marking”. The additional channelizing devices will be incidental to the contract lump sum price for “Traffic Control, Miscellaneous”.

Prior to the grading operations the shoulder will be marked with drums, 42” cones, or vertical panels. Drums or 42” cones will only be allowed when they will meet the minimum height requirements in the MUTCD of 28” above the driving surface. Vertical panels on fixed supports will be required when the minimum height requirements for cones are not met.

OVERWIDTH RESTRICTION SIGNING

The Contractor will furnish and install the overwidth restriction signs as shown in these plans. Prior to installing the signs, the Contractor will mark the sign locations and review them with the Engineer. Overwidth restriction signs will be installed on fixed location, ground mounted, breakaway supports. It will be the responsibility of the Contractor to maintain and reinstall these signs during the project as required by the construction progress. Upon completion of the project, the Contractor will remove the overwidth restriction signs.

All costs for furnishing the signs, posts, and mounting hardware, and for installing, maintaining, covering, and removing the overwidth restriction signs will be incidental to the contract unit price per square foot for “Detour and Restriction Signing”.