DEPARTMENT OF TRANSPORTATION

Planning & Engineering
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February 10, 2022

ADDENDUM NO. 1

RE: Item #2, February 16, 2022 Letting - PP 0014(244)130, PCN 087L, Brookings, Hughes, Jackson County - Advanced Warning Flashing Signs

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 4 and replace with the enclosed sheets, dated 2/8/22.

Sheet 4: FLASHING AMBER BEACON SYSTEM and RAILROAD PREEMPTION CABLE notes were revised.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/cj

CC: Jason Humphrey, Pierre Region Engineer
Dean VanDeWiele, Pierre Area Engineer

SCOPE OF WORK

Work on the project consists of installation of advanced flashing warning signs and conduit for railroad crossings on US 14 at MRM 130.60 WB, MRM 250.35 EB, and MRM 415.72 EB & WB.

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.

Traffic will be maintained on the driving lanes. Use of the shoulder as a driving lane will not be permitted. Any damage to the shoulder due to rerouted traffic or Contractor's equipment will be repaired at no expense to the Department.

ADVANCE WARNING SIGN FLASHING BEACON

The Contractor will install all material, including flex conduit, to the advance warning sign.

All cost for the materials associated with installing the flashing yellow beacons to the advance warning sign will be incidental to the contract unit price for each "1- section vehicle signal head".

FLASHING AMBER BEACON SYSTEM

The Contractor will install the flashing amber beacons with two flashers being installed at each location on new "Be Prepared to Stop" signs.

The flashing amber beacon system will include a signal flasher unit. The signal flasher unit will be housed in a NEMA 3R weatherproof cabinet.

The flasher system will operate in a wig-wag format by having two flashers installed at the sign locations. The Contractor will make all necessary connections to make the flasher system operational.

All costs for cabinet and labor and materials required to make the flashing amber beacon system operational will be incidental to the contract unit price per each for "Signal Flasher Unit".

The Signal Flasher Unit will include a relay for railroad preemption. All cost for the materials associated will be incidental to the contract unit price for "Signal Flasher Unit".

All cost for the removal of current posts and conduit down 1' below ground level connected to existing signal heads will be incidental to the contract unit price for "Remove Traffic Sign".

SUPPLYING AS BUILT PLANS

If the advance flashing warning sign systems are constructed differently than what is stated in the plans, the Contractor will supply as built plans to the Engineer and a copy will be sent to the Region Traffic Engineer. The as built plans may include conduit layouts, wiring diagrams, or other drawings depicting the changes from the original plans.

SHOP DRAWING AND CATALOG CUTS SUBMITTALS

The Contractor will submit shop drawings and catalog cuts in accordance with Section 985 of the Specifications.

Adobe PDF submittals will be sent to the following email addresses:

Dan.Martell@state.sd.us

Wyatt.Ewing@state.sd.us

TRAFFIC SIGNAL METER SOCKETS

The meter sockets provided for advance flashing warning sign systems by the Contractor will be a 200-amp, positive by-pass.

RAILROAD PREEMPTION CABLE

The Contractor will install a 2" rigid galvanized steel conduit under the railroad tracks. The Contractor will utilize this conduit when installing the cable to the railroad bungalow for preemption. The Contractor will connect the #10 cable preemption cable to the outside of the railroad bungalow.

All cost for connecting the 1/C cable to the railroad bungalow will be incidental to the contract unit price per foot for "1/C #10 AWG Copper Wire".

GENERAL PERMANENT SIGNING

New sign installations will be staked in the field by the Contractor and checked by the Engineer. The Contractor will give the Engineer a minimum of one week to check staked locations prior to signpost installation. Lateral offset of signs will be as shown in the plans or as directed by the Engineer.

The Contractor will be responsible for contacting South Dakota One Call to locate the utilities at the staked sign installation locations.

When signs are mounted in an assembly, they will be 1-2 inches apart vertically and horizontally.

The height of the post must not exceed the minimum height needed by more than 0.5 feet. Any portion that extends above the sign will be cut off. No separate payment will be made for cutting the post or for that length cut off.

Aluminum U-Channel stiffeners will be used on all signs 36 inches or greater in width and will conform to ASTM B221 Alloy 6063-T6 or 6061-T6. The U-Channel will be 2 inches in width and free of holes. The U-Channel stiffeners will also be used to connect various signs together so that an entire sign assembly can be erected on a single installation. Stiffeners may be fastened to signs by use of 1/4-inch diameter drive rivets.

The Contractor will use 3/8-inch diameter rust proof machine sign bolts, flat metal washers, neoprene washers (against the sign sheeting), lock washers, and nuts to fasten the sign to the channel aluminum and posts. A minimum of two bolts will extend through each post.

Prior to ordering signs, the Contractor will verify dimensions, background, border, and legend of the signs.

Prior to use, the Contractor will provide documentation for the sign support devices showing they meet the applicable NCHRP 350 or MASH requirements.

SQUARE TUBE ANCHOR SLEEVE

The Contractor will furnish and install new 2.5" x 2.5" x 18", 12 Gauge square tube anchor sleeve or equivalent components as approved by the Engineer for 2.0" x 2.0" perforated tube posts. A 2.25" x 2.25" x 4', 12 Gauge perforated tube post will be used as the anchor post for installation with the square tube anchor sleeve.

REMOVE TRAFFIC SIGN

Existing signs that are shown as being removed in the Permanent Signing Table will be delivered to the Pierre Area Department of Transportation yard. Existing sign posts and bases will be removed in their entirety. All existing signs, posts, flashing beacons, and/or hardware removed will not be reused. Holes remaining from the removal of wood posts will be backfilled and compacted with material placed in layers not to exceed 6 inches in depth.

All costs associated with the removal of existing signs, posts, hardware, flashing beacons, existing power supply, conduit down 1' below ground level connected to existing signal heads and backfilled holes will be incidental to the contract unit price per each for "Remove Traffic Sign". Quantities will be per assembly at the contract unit price per each.