



Planning & Engineering
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February 25, 2022

ADDENDUM NO. 1

**RE: Item #6, March 2, 2022 Letting - NH-P 0043(34), PCN 0884, Fall River, Oglala Lakota County
- Rout & 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

SDEBS BID PROPOSAL: NO CHANGE

PLANS: Please destroy sheets 1, 3, 6, and 7 and replace with the enclosed sheets, dated 2/24/22.
Sheet 7a was added.

Sheet 1: The title was changed from SD Highway 79 to SD Highway 71.

Sheet 3: TRAFFIC CONTROL notes were revised to allow mobile work operation.

Sheets 6, 7, & 7a: Standard Plate 634.06 was added and Standard Plate placement was adjusted.

Sincerely,

Sam Weisgram
Engineering Supervisor

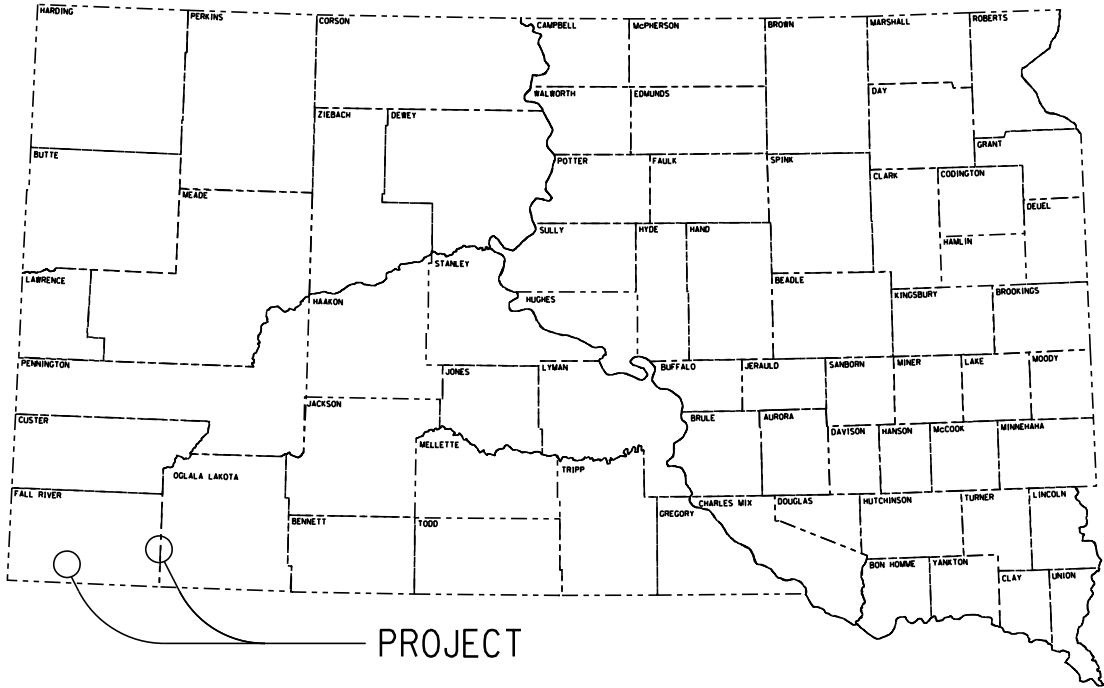
SW/cj

CC: Todd Seaman, Rapid City Region Engineer
Rich Zacher, Custer Area Engineer

Plot Scale - 1:200

TRRC-11951

Plotted From -

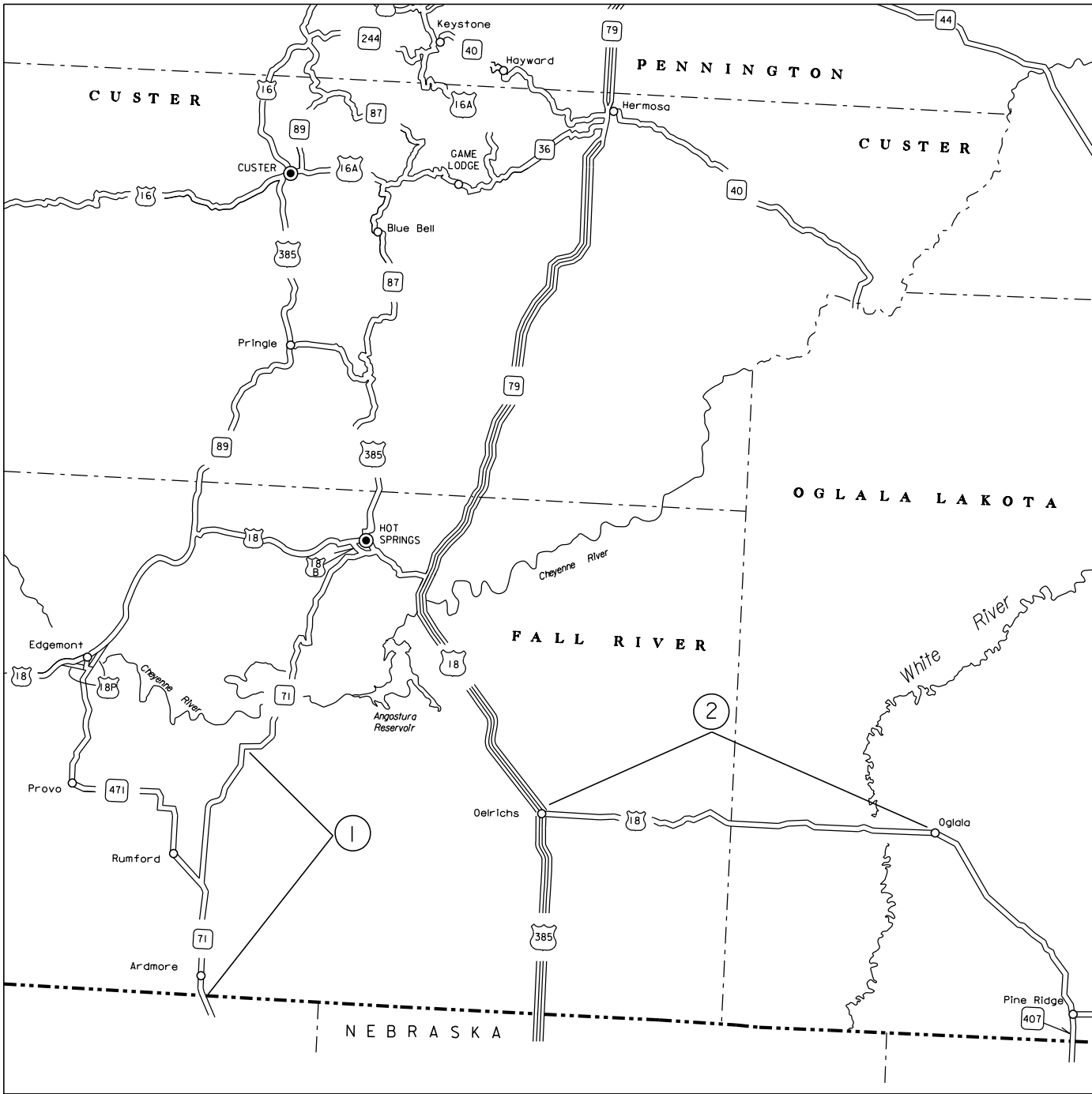


- 1 SD71, MRM 0 to MRM 17+ 0.568
- 2 US18, MRM 62.25 to MRM 87.52+ 0.265

Storm Water Permit
No Permit Required

Gross Length	224,315.5 FEET	42.484 MILES
Length of Exceptions	0.00 FEET	0.000 MILES
Net Length	224,315.5 FEET	42.484 MILES

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
PROJECT NH-P 0043(34)
US HIGHWAY 18
SD HIGHWAY 71
FALL RIVER and OGLALA LAKOTA COUNTIES
ASPHALT CONCRETE CRACK SEALING
PCN 0884



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-P 0043(34)	1	7

Plotting Date: 02/24/2022
Revised Date: 2/24/21 jpr

INDEX OF SHEETS

- Sheets 1: Title Sheet
- Sheet 2-4: Estimate of Quantities & Plan Notes
- Sheet 5: Crack Sealing Details
- Sheets 6-7: Standard Plates



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ROADWAY CLEANING

The Contractor will be responsible for removing the router tailings from the roadway surface, including shoulders, intersecting roads, median crossovers, sidewalks, etc. as directed by the Engineer.

A Pickup Broom will be required to remove the router tailings from the project as per Sec. 360.3.B.1..

CRACK SEALING

All quantities are based on a factor of 0.4 lbs. of sealant per 1 foot of existing crack. Actual quantities used may vary depending upon the location and width of the existing crack. Rates may vary as directed by the Engineer.

The Typical Reservoir Section will be 3/4 inch wide x 3/4 inch deep.

The use of a squeegee will not be allowed on this project except for locations where the sealant begins to run out of the routed crack due to the grade or superelevation of the road and at locations where cracks are less than 6” apart. The squeegee will be used to push the sealant material back into the crack and remove as much sealant as possible from the roadway surface at these locations.

All other requirements stated in Section 350 of the Specifications will apply.

At locations with multiple cracks less than 6” apart, route only the widest crack. Routing will not be required to seal the remaining cracks. Trace these remaining cracks with sealant and use a squeegee to level and fill.

TABLE OF CRACK SEAL QUANTITIES

Highway	MRM to		MRM		Length (Miles)	Asphalt Concrete Crack Sealing (Lb)
US18	62.25+	0.000	87.52+	0.265	25.522	1,383
SD71	0+	0.000	17+	0.568	16.962	1,648
			Total		42.484	3,031

SEQUENCE OF OPERATIONS

The Contractor will submit a sequence of operations for approval two weeks prior to the preconstruction meeting. If changes to the sequence of operations are proposed during the project, these must be submitted for review a minimum of one week prior to potential implementation. Approval for changes to the 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.

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.

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.

Lane closures will be removed prior to nightfall.

A mobile work operation will be allowed provided the crack sealing can be completed by a continuously moving work operation. A mobile work operation will require approval by the Engineer.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-P 0043(34)	3	7

Revised 2/24/21 jpr

TRAFFIC CONTROL SIGNS

Traffic control signs have been included in a table for each route. Payment will only be for those signs used on each route.

FLAGGING

Operations will be conducted so that the traveling public will not have to wait longer than 15 minutes at the flagger station.

Included in the Estimate of Quantities are WAIT FOLLOW PILOT CAR signs for use on low volume intersecting roads as determined by the Engineer. WAIT FOLLOW PILOT CAR signs will not block the view of the stop sign.



It is required that the flaggers and pilot car operators be able to communicate with one another. If an emergency vehicle needs to pass through the project, the Contractor will be required to expedite traffic movement. All costs associated with this will be incidental to the contract unit price per hour for “Flagging”.

* Messages on signs will vary depending on the operation being conducted.

Vehicle-mounted signs will be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs will be covered or turned from view when work is not in progress.

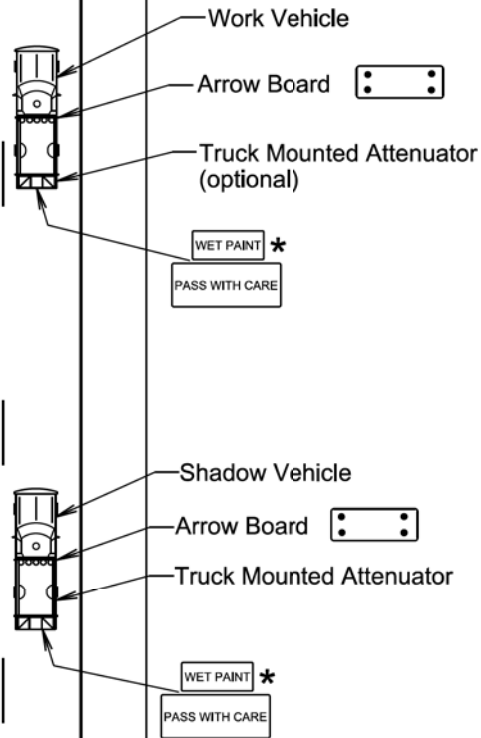
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

Vehicle hazard warning signals will not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

When an arrow board is used, it will be used in the caution mode. Marching Diamonds are acceptable.

Arrow boards will, as a minimum, be Type B, with a size of 60" x 30".

All costs associated with the traffic control for mobile operation including signs, arrow boards and equipment will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".



January 22, 2021

Published Date: 1st Qtr. 2022	S D D O T	MOBILE OPERATIONS ON 2-LANE ROAD	
		PLATE NUMBER	634.06
		Sheet 1 of 1	

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	25
35 - 40	350	25
45	500	25
50	500	50
55	750	50
60 - 65	1000	50

- Flagger
- Channelizing Device

For low-volume traffic situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger may be used.

The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

For tack and/or flush seal operations, when flaggers are not being used, the FRESH OIL sign (W21-2) will be displayed in advance of the liquid asphalt areas.

Flashing warning lights and/or flags may be used to call attention to the advance warning signs.

The channelizing devices will be drums or 42" cones.

Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.

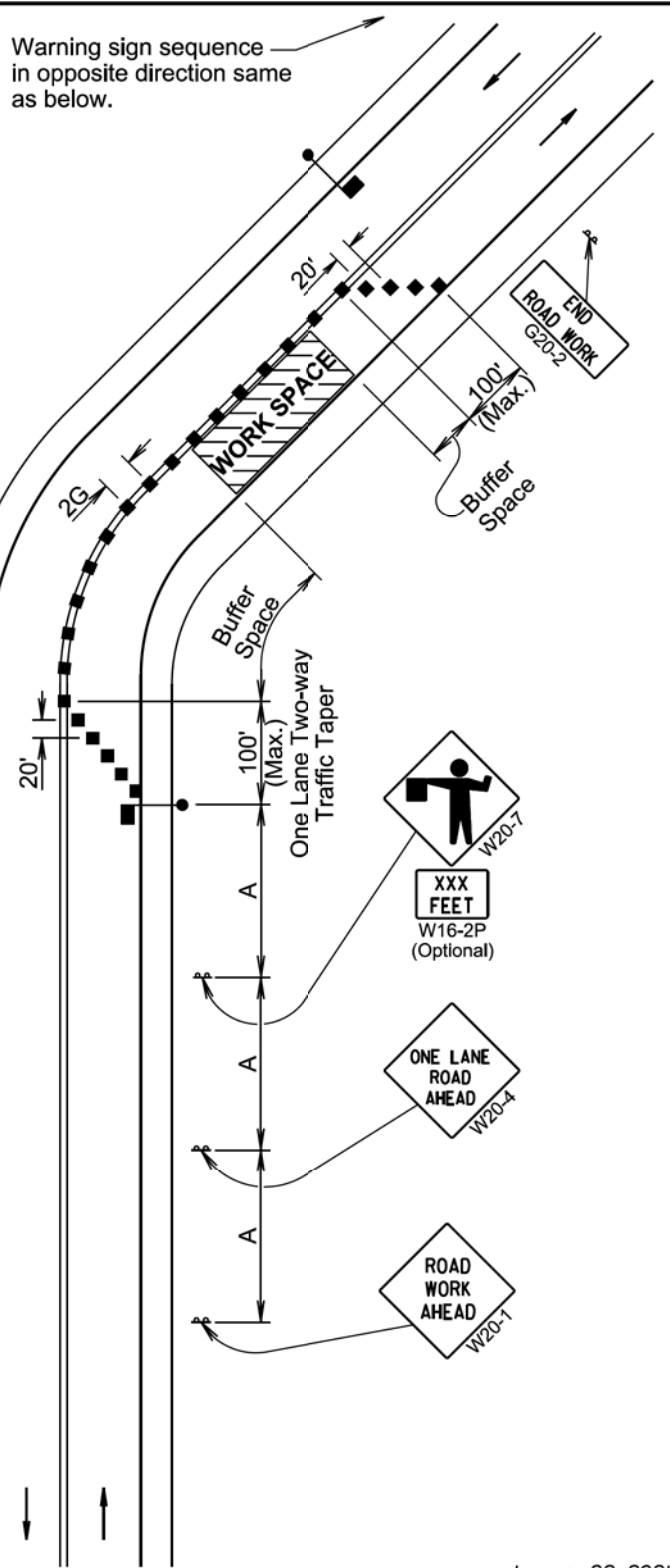
END ROAD WORK G20-2

Channelizing devices and flaggers will be used at intersecting roads to control intersecting road traffic as required.

The buffer space should be extended so that the two-way traffic taper is placed before a horizontal or vertical curve to provide adequate sight distance for the flagger and queue of stopped vehicles.

The length of A may be adjusted to fit field conditions.

Warning sign sequence in opposite direction same as below.



January 22, 2021

Published Date: 1st Qtr. 2022	S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	
		PLATE NUMBER	634.23
		Sheet 1 of 1	

Conditions represented are for work that requires closings during daytime hours only.

This application is intended for a planned temporary closing not to exceed 15 to 20 minutes.

The diagram illustrates the setup for temporary road work. It shows a cross-section of a road with a central 'WORK SPACE' indicated by a hatched area. On the left side of the road, signs are placed at distances 'A' from the work space. From left to right, the signs are: 'ROAD WORK AHEAD' (W20-1), 'BE PREPARED TO STOP' (W3-4), and 'ROAD WORK AHEAD' (W20-1). Below these signs is an 'END ROAD WORK' (G20-2) sign, noted as optional. A 'Buffer Space' is indicated between the signs and the work space. On the right side of the road, a 'Flagger' is positioned. Further right, another 'END ROAD WORK' (G20-2) sign is shown, also optional. Below the main diagram, there are two tables and a note.

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 65	1000

Posted Speed Prior to Work (M.P.H.)	Length of Longitudinal Buffer Space (Feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

Buffer space dependent on work site limitations.

January 22, 2021

S D D O T	TEMPORARY ROAD WORK	PLATE NUMBER 634.30
		Sheet 1 of 1

Published Date: 1st Qtr. 2022

The diagram shows a diamond-shaped sign on a post. The sign is 6' to 12' wide. The post has a 5' (Min.) diameter and a 7' (Min.) height. The sign is mounted on a 'Paved Shoulder'.

RURAL DISTRICT

The diagram shows a diamond-shaped sign on a post. The sign is 6' to 12' wide. The post has a 5' (Min.) diameter and a 7' (Min.) height. The sign is mounted on a 'Paved Shoulder'.

RURAL DISTRICT WITH SUPPLEMENTAL PLATE

The diagram shows a diamond-shaped sign on a post. The sign is 2' (Min.) wide. The post has a 5' (Min.) diameter and a 7' (Min.) height. The sign is mounted on a 'Walkway'.

URBAN DISTRICT

The diagram shows a diamond-shaped sign on a post. The sign is 6' (Min.) wide. The post has a 5' (Min.) diameter and a 7' (Min.) height. The sign is mounted on a 'Walkway'.

RURAL DISTRICT 3 DAY MAXIMUM
(Not applicable to regulatory signs)

* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

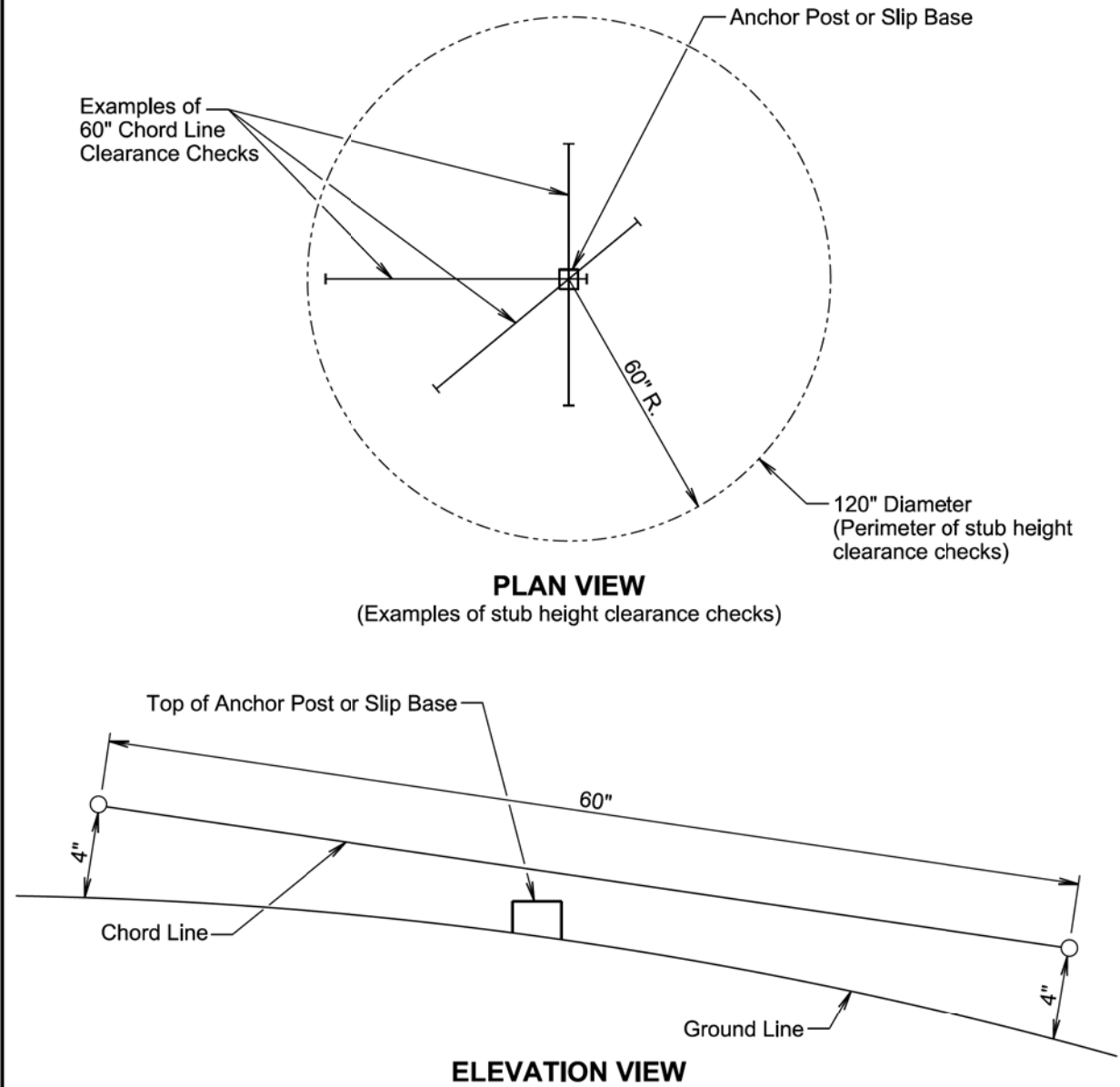
January 22, 2021

S D D O T	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
		Sheet 1 of 1

Published Date: 1st Qtr. 2022

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-P 0043(34)	7a	7

Plotting Date: 02/24/2022
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GENERAL NOTES:

The top of anchor posts and slip bases WILL NOT extend above a 60" chord line within a 120" diameter circle around the post with ends 4" above the ground.

At locations where there is curb and gutter adjacent to the breakaway sign support, the stub height will be a maximum of 4" above the ground line at the localized area adjacent to the breakaway support stub.

The 4" stub height clearance is not necessary for U-channel lap splices where the support is designed to yield (bend) at the base.

January 22, 2021

<i>Published Date: 1st Qtr. 2022</i>	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1