



Planning & Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
O: 605.773.3275 | F: 605.773.2614
dot.sd.gov

September 19, 2025

ADDENDUM NO. 1

**RE: Item #1, October 1, 2025 Letting - P-CR 0046(73)366, P-CR 0011(152)34, PCN 05J5, 06QY,
Union County - PCC Surfacing, Asphalt Concrete Surfacing, Cold Milling Asphalt,
Pavement Markings, Culvert Work, Guardrail**

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 C2-C5 & C7 and replace with the enclosed sheets, dated 9/18/25. Sheet C11a was added.

Sheets C2-C5: An outdated version of these sheets was inadvertently advertised. This addendum will replace all plan notes and update the Estimate of Quantities.

Sheet C7: Map Orientation was adjusted.

Sheet C11a: Sheet was added.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/gp

CC: Travis Dressen, Mitchell Region Engineer
Greg Rothschadl, Yankton Area Engineer

SECTION C ESTIMATE OF QUANTITIES

P-CR 0046(73)366 PCN 05J5

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	500.0	Hour
634E0020	Pilot Car	250.0	Hour
634E0110	Traffic Control Signs	1,253.1	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	128	Each
634E0340	Temporary Raised Pavement Markers	7.3	Mile
634E0560	Remove Pavement Marking, 4" or Equivalent	2,500	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	288	Ft
634E0630	Temporary Pavement Marking	2.0	Mile
634E0700	Traffic Control Movable Concrete Barrier	26	Each
634E0750	Temporary Concrete Barrier End Protection	4	Each
634E0760	Temporary Concrete Barrier End Protection Module Set or Repair Kit	2	Each
634E1002	Detour and Restriction Signing	2,228.6	SqFt

P-CR 0011(152)34 PCN 06QY

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	300.0	Hour
634E0020	Pilot Car	150.0	Hour
634E0110	Traffic Control Signs	478.6	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0330	Temporary Raised Pavement Markers	200	Ft
634E0630	Temporary Pavement Marking	15.0	Mile

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 project will be separated into three phases for the purpose of sequencing.
 - Phase 1: SD 46 Sta. 0+20 to Sta. 735+00 Mainline PCC Paving/Asphalt Concrete Shoulders
 - Phase 2: SD 46 Sta. 735+00 to Sta. 828+60 & XR 735+00 Mainline PCC Paving/Asphalt Concrete Shoulders
 - Phase 3: SD 11 Mainline Asphalt Resurfacing
- SD Highway 11 Intersection will be completed half intersection at a time, while maintaining traffic at all times.
- Phase 2 may be completed in conjunction with Phase 1 or independently.
- Phase 2 will be completed half-roadway width at a time.
- Phase 3 may be completed in conjunction with Phase 1, Phase 2, or independently.

SEQUENCE OF OPERATIONS (CONT.)

Phase 1 Sequencing

- Install fixed location signing and traffic control measures, including Detour Signing.
- Close Phase 1 to traffic.
- Remove for reset applicable permanent signing.
- Maintain cross traffic on SD 11 across SD 46.
- Prepare gravel cushion base, pave and seal PCC pavement and asphalt shoulder surfacing.
- Complete inslope shaping and final erosion control work.
- Install permanent pavement markings and applicable permanent signing.
- Open Phase 1 to thru traffic.
- Remove applicable detour signing and temporary traffic control.

Phase 2 Sequencing

- Install fixed location signing and traffic control measures.
- Construct temporary widening and surfacing.
- Divert traffic to east half of roadway.
- Prepare gravel cushion base, pave, and seal PCC pavement on west half of roadway.
- Divert traffic to newly paved west half of roadway and gravel widening.
- Prepare gravel cushion base, pave, and seal PCC pavement and gravel shoulders on east half of roadway.
- Install temporary pavement markings and signs.
- Move traffic to new PCC Pavement lanes.
- Pave asphalt shoulder surfacing and crossroad at Sta. 735+00 Lt.
- Remove temporary widening, restore inslopes, and ditches.
- Complete final erosion control work.
- Install permanent pavement markings and applicable permanent signing.
- Open Phase 2 to traffic.
- Remove overwidth temporary traffic control.

Phase 3 Sequencing

- Install fixed location signing and traffic control measures.
- Complete miscellaneous work outside of the shoulders
- Complete cold milling of the roadway surface.
- Complete asphalt surfacing work.
- Install rumble strips, permanent pavement markings and applicable permanent signing.
- Remove fix mounted temporary traffic control.

GENERAL TRAFFIC CONTROL

Mail service and emergency vehicle access will be maintained at all times.

The Contractor will keep businesses and residents informed of construction sequences in areas that have a direct impact on their access.

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.

GENERAL TRAFFIC CONTROL (CONT.)

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

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.

Existing STOP signs that are removed will be reset prior to the end of each day's work. A stop sign on portable supports must be used whenever a permanent ground mounted stop sign is removed. Cost for this work will be incidental to the contract unit price per square foot for "Traffic Control Signs".

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.

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".

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.

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. Contractor will need to remove and cover white edge line on blotter surface, using an approved method not to damage the in place surface. 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".

TEMPORARY PAVEMENT MARKING (CONT.)

Covers on the tabs will be sufficiently secured to prevent traffic from dislodging the cover and when removed, the covers will be properly disposed of. The Contractor will remove and properly dispose of the tabs after permanent pavement marking is applied. Method of removal will be nondestructive to the road surface and will be accomplished within one week of completion of the permanent pavement marking.

Full reflectivity of all temporary flexible vertical markers (tabs) is required at all times. The Contractor will be required to replace any missing or non-reflective tabs after each installation as detailed below at no additional cost to the State.

Quantities of Temporary Pavement Markings consist of:

- One pass on top of the milled surface
- One pass on top of the blade laid lift of asphalt concrete.
- One pass on top of the final lift of asphalt concrete

TEMPORARY PAVEMENT MARKING TAPE, TYPE I

Temporary pavement marking for stop lines will consist of 4” Temporary Pavement Marking Tape Type I. Placement of each 24” white stop line will be accomplished by placing six pieces of 4” x 12’ tape adjacent to one another. Each workspace requires two stop lines which is an equivalent of approximately 144’ of 4” tape (2 workspaces at 144’ = 288’). Temporary Pavement Marking Tape Type I will be required for centerline markings shown on standard plate 634.25. Temporary tape will be removed upon completion of the project.

Temporary stop lines will be placed at the railroad crossing.

TEMPORARY RAISED PAVEMENT MARKERS

Temporary raised pavement markers will be used for marking edge lines, lane lines, and centerlines. Temporary raised pavement markers will be used on all new permanent surfacing sections of roadway and on existing surfacing where temporary marking locations are different than existing marking locations, unless noted or as directed by the Engineer.

Temporary raised pavement markers will be attached to the roadway surface with a flexible non-permanent bituminous adhesive capable of being removed from the roadway surface or with an adhesive approved by the Engineer.

All costs to furnish, install, replace if necessary, and remove the markers will be incidental to the contract unit price per foot or mile for “Temporary Raised Pavement Markers”.

EXISTING MAILBOXES AND NEWSPAPER CONTAINERS

The Contractor will be required to relocate on temporary supports existing mailboxes and newspaper containers affected by the project as necessary in order to provide continuous mail service to local residents and businesses throughout the project. It is anticipated that the Contractor will be required to relocate at a location acceptable to the Postmaster. The Engineer will approve the material used for temporary supports. Cost of this work will be incidental to various contract items. Due to phased construction, mailboxes may need to be moved more than once temporarily.

INCIDENTS

An incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic such as a crash, hazardous materials spill, or other event.

The Contractor will set up a meeting prior to start of work to plan and coordinate responses to an incident. The Contractor will invite the Department of Transportation, the South Dakota Highway Patrol, the Union County and Lincoln County Sheriffs and local emergency response entities to the meeting.

The Contractor will assist to maintain traffic as required by these plan notes and as agreed to at that meeting.

Emergency vehicle access through the project will be considered and discussed at the meeting.

The Contractor may be required to provide flaggers to direct or detour traffic. The Contractor should be prepared to relocate advance warning signs if determined to be necessary for a major traffic incident lasting more than two hours. Fixed location ground mounted signs may be covered and additional portable signs provided.

Cost for the relocation of an advance warning sign due to an incident will be 50% of the designated sign rate. Flaggers will be paid for at the contract unit price per hour for “Flagging”.

PRESS RELEASE ANNOUNCEMENTS

The SDDOT will prepare a press release to be released 5 days prior to any phase change or any other major change that affects traffic flow. The Contractor will be responsible to keep law enforcement, emergency services, and the traveling public notified of changes in project access. The Contractor will provide the Engineer with pertinent information 7 days prior to any phase change or any other major change that affects traffic flow.

TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS

Concrete barriers will be provided by the State and are available for pickup from the SDDOT yard at 5316 W 60th St N. Sioux Falls 57107. Upon completion of the project, the Contractor will return the Traffic Control Movable Concrete Barriers to the same location, as directed by the Engineer.

Each movable concrete barrier section is to have an end to end connection. The barriers will be pinned and bolted together as directed by the Engineer. The cost to anchor the movable concrete barriers will be incidental to contract unit price per each for “Traffic Control Movable Concrete Barrier”.

Barriers to be adjusted or moved will be disconnected from adjacent barriers to minimize damage to connecting pins. Pins damaged by the Contractor will be replaced at no cost to the Department.

Concrete barriers will, at all times, be set on a flat surface for a minimum of 3.5 feet behind the barrier.

All costs associated with picking the barriers up from the SDDOT Yard, transporting, setting, connecting, and hauling them back to the SDDOT Yard will be incidental to the contract unit price per each for “Traffic Control Movable Concrete Barrier”.

After the initial placement, the concrete barriers may need to be adjusted. Adjustment of the barriers, where they do not need to be loaded on a truck for transport, will be incidental to the contract unit price per each for “Traffic Control Movable Concrete Barrier”.

TEMPORARY CONCRETE BARRIER END PROTECTION

Crash attenuators meeting the requirements of NCHRP 350 or MASH TL-3 will be furnished and installed by the Contractor. Attachment of the attenuators to the concrete barriers will be by approved methods.

All costs associated with furnishing, transporting, initial setup, connecting, maintaining, and removing the crash attenuators will be incidental to the contract unit price per each for “Temporary Concrete Barrier End Protection”. End protection devices will be installed in accordance with manufacturer’s installation instructions. Manufacturer’s installation requirements may include a concrete pad.

The Contractor will have replacement hardware available so that in the event the crash attenuator is hit and made unusable, the crash attenuator can be made functional within 24 hours. The cost of replacement is included in the contract unit price per each for “Temporary Concrete Barrier End Module Set or Repair Kit”. No payment will be made for the Concrete Barrier End Module Set or Repair Kit in the event that no repairs are necessary. Upon completion of the project, crash attenuators will remain property of the Contractor.

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 0046(73)366 & P-CR 0011(152)34		
		C5	C20

P-CR 0046(73)366 PCN 05J5

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	2	30"	5.2	10.4
R2-1	SPEED LIMIT _45_	2	24" x 30"	5.0	10.0
R2-1	SPEED LIMIT _65_	2	24" x 30"	5.0	10.0
R2-6aP	FINES DOUBLE (plaque)	2	24" x 18"	3.0	6.0
R4-1	DO NOT PASS	2	24" x 30"	5.0	10.0
R4-7	KEEP RIGHT (symbol)	2	24" x 30"	5.0	10.0
R11-2	ROAD CLOSED	28	48" x 30"	10.0	280.0
R11-3a	ROAD CLOSED ___ MILES AHEAD LOCAL TRAFFIC ONLY	6	60" x 30"	12.5	75.0
R11-4	ROAD CLOSED TO THRU TRAFFIC	2	60" x 30"	12.5	25.0
W1-4	REVERSE CURVE (L or R)	1	48" x 48"	16.0	16.0
W3-1	STOP AHEAD (symbol)	2	48" x 48"	16.0	32.0
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W3-5	SPEED REDUCTION AHEAD (___ MPH)	2	48" x 48"	16.0	32.0
W8-3	TWO WAY TRAFFIC (symbol)	2	48" x 48"	16.0	32.0
W8-1	BUMP	2	48" x 48"	16.0	32.0
W8-6	TRUCK CROSSING	3	48" x 48"	16.0	48.0
W13-1P	ADVISORY SPEED (plaque)	4	30" x 30"	6.3	25.2
W20-1	ROAD WORK AHEAD	14	48" x 48"	16.0	224.0
W20-3	ROAD CLOSED AHEAD	4	48" x 48"	16.0	64.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
W21-1	WORKERS (symbol)	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	4	48" x 48"	16.0	64.0
W21-6	SURVEY CREW	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	11	36" x 18"	4.5	49.5
G20-5aP	WORK ZONE (plaque)	2	24" x 18"	3.0	6.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 1253.1			

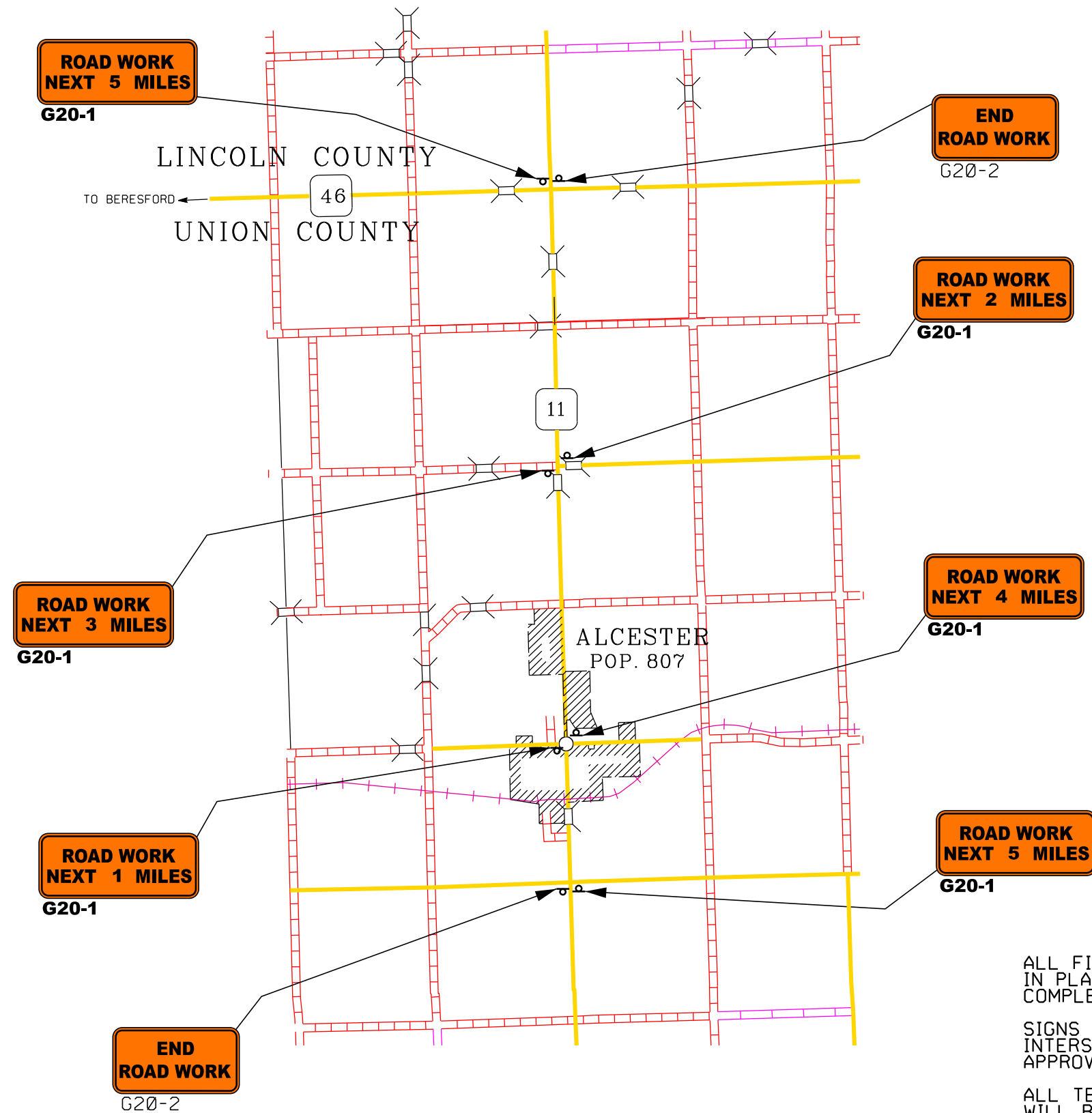
P-CR 0046(73)366 PCN 05J5 DETOUR

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R11-3a	ROAD CLOSED ___ MILES AHEAD LOCAL TRAFFIC ONLY	2	60" x 30"	12.5	25.0
R11-4	ROAD CLOSED TO THRU TRAFFIC	4	60" x 30"	12.5	50.0
W20-2	DETOUR AHEAD	8	48" x 48"	16.0	128.0
W20-3	ROAD CLOSED AHEAD	22	48" x 48"	16.0	352.0
M1-5	SD ROUTE MARKER (1 or 2 digits)	98	24" x 24"	4.0	392.0
M3-2	DIRECTION MARKER - EAST	51	24" x 12"	2.0	102.0
M3-4	DIRECTION MARKER - WEST	42	24" x 12"	2.0	84.0
M4-8	DETOUR	91	24" x 12"	2.0	182.0
M4-8a	END DETOUR	4	24" x 18"	3.0	12.0
M4-10	DETOUR ARROW (L or R)	2	48" x 18"	6.0	12.0
M5-1	ADVANCE TURN ARROW 90° (L or R)	23	21" x 15"	2.2	50.6
M5-2	ADVANCE TURN ARROW 45° (L or R)	6	21" x 15"	2.2	13.2
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	23	21" x 15"	2.2	50.6
M6-3	DIRECTION ARROW - Vertical Single Head	37	21" x 15"	2.2	81.4
M6-4	DIRECTION ARROW - Horizontal Double Head	2	21" x 15"	2.2	4.4
SPECIAL	OVERWIDTH VEHICLES	38	24" x 18"	3.0	114.0
SPECIAL	NO VEHICLES OVER 12 FT WIDE	3	78" x 30"	16.3	48.9
SPECIAL	WIDTH RESTRICTION 12 FT MAX USE ALT ROUTE	1	114" x 84"	66.5	66.5
SPECIAL	WIDTH RESTRICTION 12 FT MAX FOLLOW DETOUR	5	138" x 96"	92.0	460.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 2228.6			

P-CR 0011(152)34 PCN 06QY

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	2	30"	5.2	10.4
W1-4	REVERSE CURVE (L or R)	1	48" x 48"	16.0	16.0
W3-1	STOP AHEAD (symbol)	2	48" x 48"	16.0	32.0
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W8-1	BUMP	2	48" x 48"	16.0	32.0
W8-6	TRUCK CROSSING	3	48" x 48"	16.0	48.0
W8-7	LOOSE GRAVEL	2	48" x 48"	16.0	32.0
W8-11	UNEVEN LANES	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6.3	12.6
W16-2P	___ FEET (supplemental distance plaque)	2	30" x 24"	5.0	10.0
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-4	ONE LANE ROAD AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
W21-2	FRESH OIL	2	48" x 48"	16.0	32.0
G20-1	ROAD WORK NEXT XX MILES	6	36" x 18"	4.5	27.0
G20-2	END ROAD WORK	6	36" x 18"	4.5	27.0
SPECIAL	WAIT FOR PILOT CAR	2	30" x 18"	3.8	7.6
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 510.6			

TRAFFIC CONTROL FIXED LOCATION SIGNS (GROUND MOUNTED SUPPPORT) PHASE 3



ALL FIXED LOCATION SIGNS WILL REMAIN IN PLACE UNTIL PAVEMENT MARKING IS COMPLETE.

SIGNS WILL BE PLACED 50' TO 150' FROM INTERSECTION. EXACT LOCATION TO BE APPROVED BY THE ENGINEER.

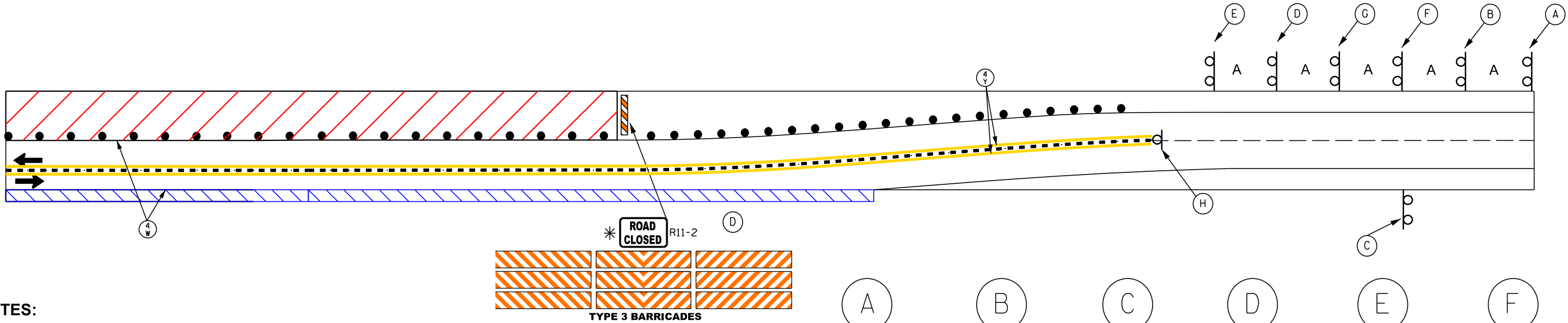
ALL TEMPORARY TRAFFIC CONTROL SIGNS WILL BE SPACED 100-150' FROM OTHER SIGNS AND NOT OBSCURE EXISTING SIGNS.

TYPICAL TRAFFIC LANE DELINEATION

PHASE 2

TEMPORARY WIDENING

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0-30	200	180	25
35-40	350	320	25
45	500	600	25
50	500	600	50
55	750	660	50
60-65	1000	780	50



NOTES:

- Temporary Widening Sta 740+00 to 828+60.
- Layout is reflected on opposite end of temporary widening section.
- A minimum of 26' of roadway width will be maintained.
- Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
- The contractor will be required to maintain two way traffic at all times, with a minimum of 10ft. lanes.

- REFLECTIVE DRUMS
- 4" WHITE TEMPORARY PAVEMENT MARKING OR TRPM
- 4" YELLOW TEMPORARY PAVEMENT MARKING OR TRPM
- Install Cones at a spacing of 80' and 480' each shoulder 11 feet left and right and two lines of 4" Temporary Yellow Pavement Markers at 5' spacing to make a Double Solid Yellow Line as shown.

* Type III Barricades will be setup so stripes are sloped downward to the side approaching traffic should pass.

