

March 4, 2026

ADDENDUM NO. 1

RE: Item #8, March 18, 2026 Letting - PH 0010(232), PCN 09UR, Brookings, Brown, Buffalo, Clark, Codington, Deuel, Grant, Hand, Hughes, Kingsbury, Marshall, Miner, Roberts, Spink County - Centerline Rumble Stripes

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: **PEN AND INK CHANGE:** change the Work Type for this Project from **Work Type 11** to **Work Type 11 or Work Type 13** on the NOTICE TO CONTRACTORS.

Please remove the Index of Special Provisions and replace with the attached Index of Special Provisions revised 3/3/26.

Please add the "Special Provision for Subletting of Contract", dated 3/3/26 before the "Special Provision for Indian Employment and Contracting on the Crow Creek Reservation", dated 1/23/26.

SDEBS BID PROPOSAL: *The electronic bid proposal for this contract has been revised to include the changes associated with this addendum. Bidders must log in to the SDEBS to retrieve and incorporate these changes into their bid.*

Quantities for Bid Items were changed:

Bid Item 633E5050 "Surface Preparation for Pavement Marking" changed from 464 to 2,784 Ft

Bid Item 633E5052 "Surface Preparation for Pavement Marking" changed from 11 to 9 Each

Bid Item 634E0320 "Temporary Flexible Vertical Markers (Tabs)" changed from 189.1 to 169.3 mile

PLANS: Please destroy sheets 19, 25 & 26 and replace with the enclosed sheets, dated 3/4/26.

Sheet 19: **Quantities for Bid Items were changed:**

Bid Item 633E5050 "Surface Preparation for Pavement Marking" changed from 464 to 2,784 Ft

Bid Item 633E5052 "Surface Preparation for Pavement Marking" changed from 11 to 9 Each

Bid Item 634E0320 "Temporary Flexible Vertical Markers (Tabs)" changed from 189.1 to 169.3 mile

Sheet 25: GRIND CENTERLINE RUMBLE STRIPES note was removed.
GRIND CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE and GRIND
SINUSOIDAL CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE notes were
added.
SURFACE PREPARATION FOR PAVEMENT MARKING notes were revised.

Sheet 26: SURFACE PREPARATION FOR PAVEMENT MARKING (Continued) note was
revised.
HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT note was revised.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/gp

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

REV 3/3/26

INDEX OF SPECIAL PROVISIONS

PROJECT NUMBER(S): PH 0010(232) PCN: 09UR

TYPE OF WORK: CENTERLINE RUMBLE STRIPES

COUNTIES: BROOKINGS, BROWN, BUFFALO, CLARK, CODINGTON, DEUEL, GRANT, HAND, HUGHES, KINGSBURY, MARSHALL, MINER, ROBERTS, SPINK

The following clauses have been prepared subsequent to the Standard Specifications for Roads and Bridges and refer only to the above described improvement, for which the following Proposal is made.

The Contractor's attention is directed to the need for securing from the Department of Environment & Natural Resources, Foss Building, Pierre, South Dakota, permission to remove water from public sources (lakes, rivers, streams, etc.). The Contractor should make his request as early as possible after receiving his contract, and insofar as possible at least 30 days prior to the date that the water is to be used.

Ashley Glaspell, Scott Kwasniewski, Bobbie Country, Sara Garbe, Robin Wallum, Jim Baltzer, Lisa Johnson is the official in charge of the Aberdeen, Brookings, Pierre, Sioux Falls, Huron, Madison, Watertown Career Center for Brookings, Brown, Buffalo, Clark, Codington, Deuel, Grant, Hand, Hughes, Kingsbury, Marshall, Miner, Roberts, Spink Counties.

THE FOLLOWING ITEMS ARE INCLUDED IN THIS PROPOSAL FORM:

Special Provision for Subletting of Contract, dated 3/3/26.

Special Provision for Indian Employment and Contracting on the Crow Creek Reservation, dated 1/23/26.

Special Provision for Indian Employment and Contracting Sisseton-Wahpeton Oyate, dated 1/23/26.

Special Provision for Price Schedule for Miscellaneous Items, dated 2/18/26.

Special Provision for American Security Drone Act, dated 12/15/25.

Special Provision for Steel Beam Guardrail AASHTO M 180 Designation, dated 10/1/25.

Special Provision for Acknowledgment and Certification Regarding Article 3, Section 12 of the South Dakota Constitution, dated 8/24/23.

Fuel Adjustment Affidavit, DOT form 208 dated 11/25.

Standard Title VI Assurance, dated 3/1/16.

Special Provision For EEO Affirmative Action Requirements on Federal and Federal-Aid Construction Contracts, dated 2/5/24.

Special Provision For Required Contract Provisions Federal-Aid Construction Contracts, Form FHWA 1273 (Rev. October 23, 2023), dated 10/18/23.

Required Contract Provisions Federal-Aid Construction Contracts, Form FHWA 1273 (Rev. 10/23/23).

Special Provision Regarding Minimum Wage on Federal-Aid Projects, dated 10/24/19.
Wage and Hour Division US Department of Labor Washington DC. - US Dept. of Labor Decision
Number SD20260001, dated 1/30/26.

**STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION**

**SPECIAL PROVISION
FOR
SUBLETTING OF CONTRACT**

**PROJECT PH 0010(232), PCN 09UR
BROOKINGS, BROWN, BUFFALO, CLARK, CODINGTON, DEUEL,
GRANT, HAND, HUGHES, KINGSBURY, MARSHALL, MINER,
ROBERTS, SPINK COUNTY**

MARCH 3, 2026

Delete the 2nd paragraph of Section 8.1 and replace with the following:

The Contractor may subcontract up to 80% of the original contract amount, based on the contract unit prices, but must perform not less than 20% of the total amount of the original contract with the Contractor's own organization.

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ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PH 0010(232)	19	39

Revised 03/04/26 - PB

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
320E7028	Grind Centerline Rumble Stripe in Asphalt Concrete	140.1	Mile
320E7030	Grind Sinusoidal Centerline Rumble Stripe in Asphalt Concrete	29.2	Mile
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	98.9	Ton
633E0030	Cold Applied Plastic Pavement Marking, 24"	464	Ft
633E0040	Cold Applied Plastic Pavement Marking, Arrow	5	Each
633E0055	Cold Applied Plastic Pavement Marking, Railroad Crossing	4	Each
633E1201	High Build Waterborne Pavement Marking Paint with Reflective Elements, White	10,512	Gal
633E1206	High Build Waterborne Pavement Marking Paint with Reflective Elements, Yellow	5,858	Gal
633E5050	Surface Preparation for Pavement Marking	2,784	Ft
633E5052	Surface Preparation for Pavement Marking	9	Each
634E0010	Flagging	300.0	Hour
634E0020	Pilot Car	100.0	Hour
634E0110	Traffic Control Signs	1,126.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0320	Temporary Flexible Vertical Markers (Tabs)	169.3	Mile

ENVIRONMENTAL COMMITMENTS

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT's Environmental Commitments can be accessed through the Environmental Procedures Manual found at: <https://dot.sd.gov/media/documents/EnvironmentalProceduresManual.pdf> >

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

COMMITMENT B: FEDERALLY THREATENED, ENDANGERED, AND PROTECTED SPECIES

COMMITMENT B2: WHOOPING CRANE

The Whooping Crane is a spring and fall migratory bird in South Dakota that is about 5 feet tall and typically stops on wetlands, rivers, and agricultural lands along their migration route. An adult Whooping Crane is white with a red crown and a long, dark, pointed bill. Immature Whooping Cranes are cinnamon brown. While in flight, their long necks are kept straight and their long dark legs trail behind. Adult Whooping Cranes' black wing tips are visible during flight.

Action Taken/Required:

Harassment or other measures to cause the Whooping Crane to leave the site is a violation of the Endangered Species Act. If a Whooping Crane is sighted roosting in the vicinity of the project, borrow pits, or staging areas associated with the project, cease construction activities in the affected area until the Whooping Crane departs and immediately contact the Project Engineer. The Project Engineer will contact the Environmental Office so that the sighting can be reported to USFWS.

COMMITMENT B4: BALD EAGLE

Bald eagles are known to occur in this area.

Action Taken/Required:

If a nest is observed within one mile of the project site, notify the Project Engineer immediately so that he/she can consult with the Environmental Office for an appropriate course of action.

COMMITMENT C: WATER SOURCE

The Contractor will not withdraw water with equipment previously used outside the State of South Dakota or previously used in aquatic invasive species (AIS) positive waters within South Dakota without prior approval from the SDDOT Environmental Office. To prevent and control the introduction and spread of invasive species into the project vicinity, all equipment will be power washed with hot water (≥ 140 °F) and completely dried for a minimum of 7 days prior to subsequent use. South Dakota administrative rule 41:10:04:02 forbids the possession and transport of AIS; therefore, all attached dirt, mud, debris and vegetation must be removed and all compartments and tanks capable of holding standing water must be drained. This includes, but is not limited to, all equipment, pumps, lines, hoses and holding tanks.

Action Taken/Required:

The Contractor will obtain the necessary permits from the regulatory agencies such as the South Dakota Department of Agriculture and Natural Resources (DANR) and the United States Army Corps of Engineers (USACE) prior to water extraction activities.

Additional information and mapping of water sources impacted by Aquatic Invasive Species in South Dakota can be accessed at:

< <https://sdleastwanted.sd.gov/maps/default.aspx> >

< [South Dakota Administrative Rule 41:10:04 Aquatic Invasive Species: https://sdlegislature.gov/rules/DisplayRule.aspx?Rule=41:10:04](https://sdlegislature.gov/rules/DisplayRule.aspx?Rule=41:10:04) >

COMMITMENT E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

Action Taken/Required:

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

GRIND CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE

Rumble stripes will be constructed on the centerline, as detailed in the plans. Centerline rumble stripe installation will be completed prior to application of the flush seal and permanent pavement markings. Rumble stripes will be paid for at the contract unit price per mile for "GRIND CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE". It is estimated that 140.1 miles of centerline rumble stripes will be required.

Centerline rumble stripes will be constructed according to the details of Standard Plate 320.18 based on the Traditional Stripe limits shown in the Table of Centerline Rumble Stripes.

GRIND SINUSOIDAL CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE

Sinusoidal rumble stripes will be constructed on the centerline, as detailed in the plans. Sinusoidal centerline rumble stripe installation will be completed prior to application of the flush seal and permanent pavement markings. Sinusoidal centerline rumble stripes will be paid for at the contract unit price per mile for "GRIND SINUSOIDAL CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE". It is estimated that 29.2 miles of sinusoidal centerline rumble stripes will be required.

This sinusoidal centerline rumble stripes will be constructed according to the details of Standard Plate 320.40.

All costs associated with the work on Segments 1- 23 will be incidental to the contract unit price per mile for "GRIND CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE" or "GRIND SINUSOIDAL CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE".

RUMBLE STRIPE ROADWAY CLEANING

The Contractor will remove all loose materials from the driving surface and shoulders of the roadway on the daily basis. Loose material may be used as fill material adjacent to the paved shoulder. It will be Contractor's responsibility to ensure the loose material doesn't enter any vegetated areas and/or waterways.

All costs associated with rumble stripe grinding work will be incidental to the contract unit price per mile for "GRIND SINUSOIDAL CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE", and "GRIND CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE".

CENTERLINE RUMBLE STRIPES – ASPHALT FOR FLUSH SEAL

Asphalt for Flush Seal will be applied after the centerline rumble stripes have been installed and prior to the application of permanent pavement markings. The application width will extend 1 ft beyond the centerline of the roadway in each direction to create a total application rate of 0.10 Gal/SqYd on the centerline rumble stripes.

In the event the flush seal is eliminated from the contract, the Contractor will still be required to apply asphalt for flush seal to the newly installed centerline rumble stripes at a width of 24" and a rate of 0.10 Gal/SqYd. No adjustment in payment will be made and SS-1h or CSS-1h Asphalt for Flush Seal will be paid at the contract unit price per ton.

MARKINGS WITHIN SINUSOIDAL CENTERLINE RUMBLE STRIPES

The sinusoidal centerline rumble stripes are recessed below the pavement surface, so pavement marking grooving will not be required at these locations.

Retroreflectivity readings will not be taken for pavement markings within the sinusoidal rumble stripe. Restriping of pavement markings to meet the specified application rate requirements and to provide a quality retroreflective line will be at the expense of the Contractor with no additional cost to the Department. Sections to be restriped will be determined by the Engineer.

TEMPORARY PAVEMENT MARKINGS

A quantity of 189.1 miles of Temporary Pavement Markings has been included in the plans to mark centerline where grinding centerline rumble stripes has altered the centerline pavement markings.

Temporary flexible vertical markers (tabs) will be installed on one side of the centerline rumble for the temporary pavement marking. No passing zones will be marked in accordance with Specifications. DO NOT PASS (R4-1) and PASS WITH CARE (R4-2) signs will also be used in addition to the temporary flexible vertical markers (tabs) placed per Specifications to mark no passing zones.

The total length of no passing zone on this project is estimated to be 66.8 miles.

It is estimated that 177 DO NOT PASS and 177 PASS WITH CARE signs will be required.

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.

In the absence of a signed lane closure or pilot car operation, FLAGGER (W20-7) symbol signs and flaggers, or a shadow vehicle with rotating yellow lights or strobe lights will be positioned on the shoulder in advance of workers for both directions of traffic during the installation and removal of the temporary flexible vertical markers (tabs). The traffic control device used will be moved intermittently to provide proper warning of the work operation. A ROAD WORK AHEAD (W20-1) sign, a WORKER (W21-1) symbol sign or a BE PREPARED TO STOP (W3-4) sign will be mounted on the rear of the shadow vehicle. The method of traffic control used by the Contractor for this work must be approved by the Engineer.

Cost for furnishing and applying of the Temporary Pavement Marking Paint will be included in the contract unit price per mile for "TEMPORARY FLEXIBLE VERTICAL MARKERS (TABS)".

SURFACE PREPARATION FOR PAVEMENT MARKING

The Contractor will prepare the pavement surface prior to applying the cold applied pavement marking in accordance with the following.

In areas where the existing groove meets the required depth and existing markings are still in place, the Contractor will clean the existing groove without adding additional depth beyond the required depth for the new pavement marking, including reflective media as noted below.

Description	Specification	Tolerance
Depth of Groove	Marking Thickness ¹ + 15 mils	+ 5 mils

¹ Marking thickness will include the thickness of marking material and reflective media.

The cleaning will result in the existing pavement marking being adequately scuffed, abraded, and removed by light grinding or abrasive blasting or both to allow proper adhesion of the new cold applied pavement marking as per the manufacturer's recommendations to comply with product warranties.

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SURFACE PREPARATION FOR PAVEMENT MARKING (Continued)

Existing grooves not meeting the required depth will be re-grooved to the required depth for the new pavement marking, including reflective media. Equipment for grooving will be capable of the following:

- Grooving the total width of the groove in one pass or uniform depths with multiple passes.
- Grooving without causing damage to the pavement joints or joint sealant material.
- Provide uniform alignment and depth.
- Moving continuously to permit a mobile traffic work operation.

All costs associated with cleaning of the existing groove, including re-grooving, if needed, will be included in the contract unit price per foot for "SURFACE PREPARATION FOR PAVEMENT MARKING". Surface preparation will be measured as 4" equivalent.

All costs associated with cleaning of the existing groove, including re-grooving, if needed, for arrow and railroad crossing symbols will be included in the contract unit price per each for "SURFACE PREPARATION FOR PAVEMENT MARKING".

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 Section 980.1 B.

Reflective media consisting of glass beads as well as bonded core reflective elements will be adhered to the paint.

The bonded core reflective elements will contain either clear or yellow tinted microcrystalline ceramic beads bonded to the outer surface. The bonded core reflective elements will provide a 50/50 blend of dry to wet ratio of reflective element. All microcrystalline ceramic beads bonded to reflective elements will have a minimum index of refraction of 1.8 for dry retroreflectivity and 2.4 for wet retroreflectivity when tested using the liquid oil immersion method.

The Department will take retroreflectivity readings on the pavement marking lines no sooner than 3 days and no later than 30 days after the completion of all line applications required for an individual highway route using a portable retroreflectometer conforming to 30-meter geometry. Retroreflectivity readings will be taken on a test location with cleaning being limited to light hand brooming.

Pavement markings not conforming to the retroreflectivity requirements will be removed and replaced. If replacement of markings cannot be applied within the same year, the Contractor will schedule subject work to be completed no later than June 15th in the following year. Upon replacement, the retroreflectivity testing process will be done again requiring new readings.

The Department will randomly select one test location per mile of each edge line including ramps and one test location per mile of centerline (solid and/or skip line will be considered as one centerline). Three retroreflectivity readings will be taken at each test location. The three readings will be averaged and become the reading for that test location. Initial readings:

Pavement Marking Color	Minimum Value
White	350 mc/m ² /lux
Yellow	275 mc/m ² /lux

All pavement markings not conforming to the requirements provided in these plans will be considered deficient and will be removed and replaced. Additional retroreflectivity readings will be taken by the Department to determine the limits of removal. The removal will be accomplished using suitable sand blasting or grinding equipment unless the Engineer authorizes other means. The removal process will remove at least 90% of the deficient line, with no excessive scarring of the existing pavement. The removal width will be one inch wider all around the nominal width of the pavement marking to be removed. Removal and replacement of the pavement markings will be at the Contractor's expense, with no cost incurred by the State.

High Build Waterborne Pavement Marking Paint applied after October 15 must be formulated as cold-weather waterborne paint. Cold weather waterborne paint will meet the requirements of Section 980.1 C.

RATES OF MATERIALS FOR WATERBORNE PAVEMENT MARKING PAINT WITH HIGH GRADE POLYMER

Solid 4" line = 27.8 Gals/Mile
Dashed 4" line = 7.6 Gal/Mile
Glass Beads = 5.3 Lbs/Gal.
Composite Reflective Elements = 2.1 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.

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.

Only the pavement markings shown in the layout sheets in these plans will be applied. The in-place markings shown by dashes will be left as-is on site, per the notes on layout sheets.

ITEM	LOCATION	QUANTITY
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 2- MRM 363.00+0.733	15 Ft
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 3- MRM 88.88+0.000	15 Ft
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 6- MRM 279.00+0.662	15 Ft
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 7- MRM 269.00+0.443	15 Ft
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 9- MRM 137.00 +0.517	15 Ft
Cold Applied Plastic Pavement Marking, Railroad Crossing	Segment 10- MRM 218.00+0.920	2 Each
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 10- MRM 231.00+0.499	15 Ft
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 11- MRM 327.00+0.040	15 Ft
Cold Applied Plastic Pavement Marking, 24" Yellow	Segment 11- MRM 327.00+0.040	122 Ft
Cold Applied Plastic Pavement Marking, Arrow	Segment 11- MRM 327.00+0.040	2 Each
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 12- MRM 282.30+0.020	15 Ft
Cold Applied Plastic Pavement Marking, Railroad Crossing	Segment 17- MRM 423.00+0.750	2 Each
Cold Applied Plastic Pavement Marking, 24" Yellow	Segment 20- MRM 381.00+0.360	172 Ft
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 20- MRM 381.00+0.360	35 Ft
Cold Applied Plastic Pavement Marking, Arrow	Segment 20- MRM 381.00+0.360	3 Each
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 23- MRM 366.00+0.082	15 Each

Pavement markings will be placed to match existing markings in the field. At locations where additional paint or cold applied markings are needed to match, beyond what is in the plans, apply at the discretion of the Engineer.

Along Hwy 20, all cold applied markings on Segments 13, 14, & 19 will be skipped due to new cold applied pavement markings from PCN 09L6.