DEPARTMENT OF TRANSPORTATION

Planning & Engineering
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May 27, 2026

ADDENDUM NO. 1

RE: Item #5, June 3, 2026 Letting - PH 0030(48), PCN 09UU, Bennett, Corson, Dewey, Gregory, Hughes, Jones, Lyman, Mellette, Oglala Lakota, Potter, Stanley, Sully, Todd, Tripp, Ziebach 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: NO CHANGE

SDEBS BID PROPOSAL: NO CHANGE

PLANS: Please destroy sheet 4 and replace with the enclosed sheet, dated 5/18/26.

Sheet 4: GRIND CENTERLINE RUMBLE STRIPES (Continued) note was revised.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/gp

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

Revised 5/18/26 SML

GRIND CENTERLINE RUMBLE STRIPES (Continued)

The Contractor will demonstrate to the Engineer on an initial 50' test section that the equipment and method will provide the desired ground rumble strip and surface inside each depression. If the desired results are not being provided, as determined by the Engineer, the Contactor will provide different equipment or method until satisfactory installation is completed. Any damage to the asphalt concrete will be replaced by the Contractor at no addition cost to the State.

Construct rumble stripes in a uniform position according to the dimensions and at locations shown in the plans. The depressions must have well defined edges and not snag or tear the existing pavement. Do not construct rumble stripes on structures or approach slabs.

Rumble stripes will be paid for at the contract unit price per mile for "Grind Centerline Rumble Stripe in Asphalt Concrete" or "Grind 16" Rumble Strip in Asphalt Concrete". It is estimated that 219.9 miles of centerline rumble stripes will be required.

Structures and Gap locations are listed for homes that are within 650' of the centerline and are to be marked to be excluded from grinding of centerline rumble stripes. See the Structure & Gap Locations Sheet.

CENTERLINE RUMBLE STRIPE/ROADWAY CLEANING

The Contractor will remove all loose materials from the driving surface 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 roadway cleaning of rumble stripe grinding work will be incidental to the contract unit price per mile for ''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 asphalt for flush seal will be applied at a width of 24" and a rate of 0.10 Gal/SqYd. All costs associated with placing the flush seal will be incidental to the contract unit price per ton for "SS-1h or CSS-1h Asphalt for Flush Seal".

TEMPORARY PAVEMENT MARKINGS

A quantity of 219.9 miles of Temporary Pavement Markings have 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 91.8 miles.

It is estimated that 399 DO NOT PASS and 399 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.

Prior to nightfall, tabs will be required to mark centerline on segments of roadway where existing centerline markings have been removed and new markings have not been installed.

PERMANENT PAVEMENT MARKINGS

The Contractor will be required to repaint all existing centerline markings and permanent pavement markings as per the layout for Jct. US212 & SD1804S. The cost to duplicate the existing locations will be incidental the contract unit price for the various contract bid items.

The Contractor will mark the location of no passing zones.

Application of permanent pavement marking paint shall be completed within 14 calendar days following the completion of the flush seal for the 4" rumble stripes. A minimum 7 day cure time shall be required for the Flush Seal prior to pavement marking paint application.

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.

GROOVING FOR COLD APPLIED PLASTIC PAVEMENT MARKING

The Contractor will establish a positive means for the removal of the grinding and/or grooving residue. Residue from dry grooving will be vacuumed. Solid residue will be removed from the pavement surfaces before being blown by traffic action or wind. The Contractor will conduct this work to control and minimize airborne dust and similar debris that may become a hazard to motor vehicle operation or nuisance to property owners. Residue from wet grooving will not be permitted to flow across lanes being used by public traffic or into gutter or drainage facilities. Residue, whether in solid or slurry form, will be disposed of in a manner that will prevent it from reaching any waterway in a concentrated state. The cleaning of the residue for grooving will be to the satisfaction of the Engineer and may require more than one pass to adequately remove material. All costs for removal of grinding and/or grooving residue will be included in the contract unit price per foot, each, or word for "Grooving for Cold Applied Plastic Pavement Marking" contract items.

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 wet-reflective optics will be adhered to the paint.

The wet-reflective optics will contain either clear, white, amber, or yellow tinted beads composed of glass or a composite consisting of a core made from ceramic or glass with an outer layer of microcrystalline ceramic or glass beads. The wet-reflective optics will provide a 50/50 blend of dry to wet ratio of optics. All beads bonded to wet-reflective optics 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.

Reflective media will require a Certificate of Compliance for Certification for each type, source, and lot. Acceptance sampling will not be required.

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.