DEPARTMENT OF TRANSPORTATION

Planning & Engineering
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November 25, 2025

ADDENDUM NO. 1

RE: Item #4, December 3, 2025 Letting - P 0025(112)158, PCN 09VF, Clark County - Asphalt Concrete Surfacing

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: *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.*

Bid Items were added:
Bid Item 634E0015 "Automated Flagger Assistance Devices"

PLANS: Please destroy sheets A1, C2 & C3 and replace with the enclosed sheets, dated 11/25/25.

Sheets A1 & C2: Bid Item 634E0015 "Automated Flagger Assistance Devices" was added.

Sheet C2: COORDINATION BETWEEN CONTRACTORS note was revised.

Sheet C3: AUTOMATED FLAGGER ASSISTANCE DEVICES note was added.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/gp

CC: Mark Peterson, Aberdeen Region Engineer
Brad Letcher, Huron Area Engineer

ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0025(112)158	A1	A3

Revised 11-25-2025 LLA

Section C - Traffic Control

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	800.0	Hour
634E0015	Automated Flagger Assistance Devices	2	Unit
634E0020	Pilot Car	375.0	Hour
634E0110	Traffic Control Signs	697.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0630	Temporary Pavement Marking	40.0	Mile

Section D - Erosion and Sediment Control

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
734E0010	Erosion Control	Lump Sum	LS

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 10-01-2025 Version, Required Provisions, and Special Provisions as included in the Proposal. The Standard Specifications for Roads and Bridges is available for download and viewing at https://dot.sd.gov/doing-business/contractors/standard-specifications.

Section F – Surfacing

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E3320	Checker	Lump Sum	LS
009E4200	Construction Schedule, Category II	Lump Sum	LS
120E0100	Unclassified Excavation, Digouts	501	CuYd
120E6200	Water for Granular Material	137.4	MGal
210E1005	Surface Preparation	2.500	Mile
260E1010	Base Course	1,921.6	Ton
260E1080	Base Course, Salvaged, State Furnished	9,357.0	Ton
320E0032	PG 58H-34 Asphalt Binder	2,234.3	Ton
320E1202	CLASS Q2R HOT MIXED ASPHALT CONCRETE	47,869.9	Ton
320E4000	Hydrated Lime	475.2	Ton
320E7012	Grind 12" Rumble Strip or Stripe in Asphalt Concrete	20.0	Mile
320E7028	Grind Centerline Rumble Stripe in Asphalt Concrete	8.2	Mile
320E7030	Grind Sinusoidal Centerline Rumble Stripe in Asphalt Concrete	1.5	Mile
330E0010	MC-70 Asphalt for Prime	146.1	Ton
330E0100	SS-1h or CSS-1h Asphalt for Tack	107.6	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	44.0	Ton
330E1000	Blotting Sand for Prime	464.0	Ton
330E2000	Sand for Flush Seal	584.7	Ton
600E0300	Type III Field Laboratory	1	Each
900E0022	Remove and Reset Mailbox	7	Each
900E1980	Storage Unit	1	Each
900E5840	Permanent Vehicle Classification System	1	Each

Section M - Pavement Marking

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
633E0030	Cold Applied Plastic Pavement Marking, 24"	300	Ft
633E0040	Cold Applied Plastic Pavement Marking, Arrow	6	Each
633E1200	High Build Waterborne Pavement Marking Paint, White	450	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	168	Gal
633E5015	Grooving for Cold Applied Plastic Pavement Marking, 24"	300	Ft
633E5025	Grooving for Cold Applied Plastic Pavement Marking, Arrow	6	Each

INDEX OF SHEETS

Revised: 11/25/25 PAR

SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	800.0	Hour
634E0015	Automated Flagger Assistance Devices	2	Unit
634E0020	Pilot Car	375.0	Hour
634E0110	Traffic Control Signs	697.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0630	Temporary Pavement Marking	40.0	Mile

SEQUENCE OF OPERATIONS

1. Install fixed location signing prior to start of work.
2. Complete asphalt paving operations.
3. Complete rumble stripe installation and flush seal
4. Complete pavement marking installation.
5. Complete all remaining project items.

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.

COORDINATION BETWEEN CONTRACTORS

A separate contract for Project P-PH-PT 0025(81)158 – PCN 04EW will be awarded to another Contractor for Grading & Interim Surfacing on SD highway 25 prior to this project (PCN 09VF). The Grading & Interim Surfacing for PCN 04EW will begin at MRM 158.00+0.830 and end at MRM 168.00+0.841. Midwest Contracting is the prime contractor for PCN 04EW, and the main contact is **Charlie at (507) 828-5156.**

Approximately 2 miles of grading and 5.5 miles interim surfacing for PCN 04EW are still scheduled for completion in the spring of 2026.

The Contractor will schedule work so as not to interfere with or hinder the progress of the work performed by the other Contractor on PCN 04EW. Conflicting traffic control devices may need to be temporarily adjusted or removed as directed by the Engineer and at no additional cost to the contract.

A separate contract for Project P-PT 0025(89)149 – PCN 069D will be awarded to another Contractor for Grading & Interim Surfacing on SD highway 25 simultaneously to this project (PCN 09VF). The Grading & Interim Surfacing for PCN 04EW will begin at MRM 149.80+0.000 and end at MRM 158.00+0.830.

The Contractor will schedule work so as not to interfere with or hinder the progress of the work performed by the other Contractor on PCN 069D. Conflicting traffic control devices may need to be temporarily adjusted or removed as directed by the Engineer and at no additional cost to the contract.

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.

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.

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.

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.

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".

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.

FLAGGING

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

Additional flagger warning signs and **50** flagger hours have been included in the Estimate of Quantities for use on intersecting roads. These flaggers will be used as directed by the Engineer and will be used primarily during daytime hours. Also 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".

TEMPORARY PAVEMENT MARKING

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 2.0 miles.

It is estimated that 7 DO NOT PASS and 7 PASS WITH CARE signs will be required.

Temporary flexible vertical markers (tabs) will be used to mark dashed centerline, No Passing Zones, and applicable lane lines. Paint will not be allowed for temporary pavement marking on the asphalt concrete wear course or after application of the flush seal.

Temporary pavement marking paint will not be allowed on the final lift of asphalt surfacing. Temporary pavement marking paint will not be allowed on the chip seal, fog seal, or flush seal. Temporary flexible vertical markers (tabs) must be used on the final lift of asphalt surfacing. The Contractor may use tabs with covers, uncovering them for the chip seal, fog seal, or flush seal. As an alternative, the Contractor may install new tabs for the fog seal or flush seal.

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.

TEMPORARY PAVEMENT MARKING CONT.

Quantities of Temporary Pavement Markings consist of:

One pass on the first lift of asphalt concrete
One pass on top of the final lift of asphalt concrete
One pass prior to the flush seal, length as determined by Engineer
One pass after the flush seal

If the Engineer determines that an additional pass prior to the flush seal is not required, this application of the temporary pavement marking will be eliminated. If the flush seal is eliminated for the project, the application of the temporary pavement marking on top of the flush seal as well as the additional pass prior to the flush seal will be eliminated.

No adjustment in the contract unit price for “Temporary Pavement Marking” will be made because of a variation in quantities.

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.
Sufficient devices have been included in the plans to allow one work zone with AFADs to enable the flaggers to be positioned out of the lane of traffic using Method 1 as described in Section 6E.04 of the MUTCD. If additional lane closures with flaggers are used, these will follow the standard procedures for flagging.

TRAFFIC CONTROL FOR ASPHALT CONCRETE RESURFACING

The Contractor will need to install LOOSE GRAVEL (W8 -7) signs with advisory speed plaques (W13 -1P) in areas where loose sand is present during the flush seal operation. LOOSE GRAVEL signs have been included in these plans for this. All costs associated with installation, maintenance, relocating, and removing AFADs will be incidental to the contract unit price per unit for Automated Flagger Assistance Devices. This will include the cost for each AFAD on a trailer or movable cart, remote operation controls, and all signs mounted at each AFAD.

LOOSE GRAVEL signs with advisory plaques will be installed at locations where surface preparation has occurred.

AUTOMATED FLAGGER ASSISTANCE DEVICES

Automated Flagger Assistance Devices (AFADs) may be either of the following types:

- An AFAD that uses a remotely controlled STOP/SLOW sign on either a trailer or a movable cart system to alternately control right-of-way
- An AFAD that uses remotely controlled red and yellow lenses and a gate arm to alternately control right-of-way

A STOP/SLOW AFAD must meet all standards in Section 6E.05 of the MUTCD. The retroreflectivity of the STOP/SLOW signs must meet ASTM D4956 Type XI. The SLOW sign will be black on fluorescent orange. The STOP/SLOW sign will be at least 36” x 36” with letters at least 12” high.

A Red/Yellow Lens AFAD must meet all standards in Section 6E.06 of the MUTCD. The red/yellow lens will include signal visors and backplates. The front surface of the lens housing, signal visors, and front surface of the backplate will have a dull black finish to minimize light reflections and to increase contrast between the lens indication and its background. A 3-inch-wide solid yellow retroreflective border meeting ASTM D4956 Type IX or XI may be added to the perimeter of the backplate.

All AFADs, regardless of type, must include a gate arm that descends to a down position across the approach lane of traffic when the STOP face is displayed, or the CIRCULAR RED lens is illuminated. The gate arm will ascend to an upright position when the SLOW face is displayed, or the flashing CIRCULAR YELLOW lens is illuminated. The gate arm will be fully retroreflectorized on both sides and will have vertical alternating red and white stripes at 16-inch intervals measured horizontally. The arm will be able to extend to at least 8 feet.

AFADs must be operated by a flagger who has been trained on the operation of the AFAD. The flaggers operating the AFADs will not leave the AFADs unattended at any time while the AFADs are being used. One AFAD will be located at each end of the one-lane, two-way operation. A single flagger may simultaneously operate two AFADs only if the flagger has an unobstructed view of both AFADs and an unobstructed view of approaching traffic in both directions. Otherwise, two flaggers must be used, with one flagger to operate each AFAD.

AFADs will be positioned, and signing will be installed as shown in Figures 6E-1 or 6E-2 of the MUTCD, depending on the type of AFAD used. When the AFADs are not in use, the signs associated with the AFAD, both at the AFAD location and in advance, will be removed or covered.

Sufficient devices have been included in the plans to allow one work zone with AFADs to enable the flaggers to be positioned out of the lane of traffic using Method 1 as described in Section 6E.04 of the MUTCD. If additional lane closures with flaggers are used, these will follow the standard procedures for flagging.