

October 10, 2025

ADDENDUM NO. 1

**RE: Item #11, October 15, 2025 Letting - NH 0044(249)44, PCN 09VN, Pennington County -
Modify Signals**

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.*

Quantities for Bid Items were changed:

Bid Item 634E0110 "Traffic Control Signs" changed from 485.5 to 501.1 SqFt

Bid Item 634E0275 "Type 3 Barricade" changed from 16 to 6 Each

Bid Items were removed:

Bid Item 634E0900 "Portable Temporary Traffic Control Signal"

PLANS: Please destroy sheets L2, L4, L5, L10 & L71-L73 and replace with the enclosed sheets, dated 10/10/25. Sheets L10A & L10B were added.

Sheet L2: Quantities for Bid Items were changed:

Bid Item 634E0110 "Traffic Control Signs" changed from 485.5 to 501.1 SqFt

Bid Item 634E0275 "Type 3 Barricade" changed from 16 to 6 Each

Bid Items were removed:

Bid Item 634E0900 "Portable Temporary Traffic Control Signal"

Sheet L4: INVENTORY OF TRAFFIC CONTROL DEVICES and GENERAL TRAFFIC CONTROL notes were revised.

PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL note was removed.

INCIDENTS, PRESS RELEASE ANNOUNCEMENTS & LIGHTING FOR NIGHTTIME WORK notes were moved from Sheet L5 to Sheet L4.

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INCIDENTS, PRESS RELEASE ANNOUNCEMENTS & LIGHTING FOR NIGHTTIME WORK notes were moved from Sheet L5 to Sheet L4.

Sheet L10: TYPICAL LAYOUT FOR TEMPORARY SIGNALS was removed and TYPICAL LAYOUT FOR 4 WAY STOP CONTROLLED INTERSECTIONS – OMAHA STREET was added.

Sheet L10A: TYPICAL LAYOUT FOR 4 WAY STOP CONTROLLED INTERSECTIONS – INTERSECTING STREET sheet was added.

Sheet L10B: RAMP ENTRANCE AND EXIT SIGNING DETAILS #1 sheet was added.

Sheet L71: This Page Was Intentionally Left Blank.
Standard Plates 634.23 & 634.42 were removed.

Sheet L72: Standard Plates 634.43 & 634.45 were removed. Standard Plate 634.60 was added.
Standard Plate 634.85 was moved from Sheet L73 to L72.

Sheet L73: Standard Plate 634.85 was moved from Sheet L73 to Sheet L72.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/gp

CC: Todd Seaman, Rapid City Region Engineer
Mike Carlson, Rapid City Area Engineer

Plot Scale - 1:200

Plotted From - TRR015924

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
110E1520	Remove Signal Equipment	Lump Sum	LS
110E5105	Salvage Luminaire	59	Each
110E5110	Salvage Signal Equipment	Lump Sum	LS
250E0010	Incidental Work	Lump Sum	LS
634E0010	Flagging	150.0	Hour
634E0110	Traffic Control Signs	501.1	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	6	Each
634E0420	Type C Advance Warning Arrow Board	4	Each
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each
635E3700	Roadway Luminaire, LED with Photoelectric Cell	59	Each
635E4030	3 Section Vehicle Signal Head	18	Each
635E4090	4 Section Directional Vehicle Signal Head	10	Each
635E5430	Traffic Signal Controller	4	Each
635E5432	Traffic Signal Controller Unit	1	Each
635E5515	Battery Backup System for Traffic Signal	2	Each
635E5520	Video Detection System	6	Each
635E6200	Miscellaneous, Electrical	Lump Sum	LS
635E9710	2/C #10 AWG Copper Pole and Bracket Cable	3,835	Ft

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 10-1-25 Version, Required Provisions, and Special Provisions as included in the Proposal. The Standard Specifications for Roads and Bridges are available for download and viewing at <https://dot.sd.gov/doing-business/contractors/standard-specifications>.

RAPID CITY SPECIFICATIONS

Contractor will ensure that the below listed Rapid City Specifications be incorporated during construction.

Traffic Signal Poles: Connections at the base of the pole will be 3M™ Scotchlok™314 wire connectors or approved equal.

Signal Heads:

- Signal heads are to be rigidly attached to signal poles and will appear vertical from the street approach they control. A jam nut will be used to tighten the fitting to the pole hub.
- Signals mounted on side of pole or top of pedestal pole will use industry standard locking brackets made from 1 ½ in. aluminum pipe and appropriate locking fittings. Attachment to signal heads will be with tri-stud type hardware. Exposed pipe and hardware will not be painted.
- Fasteners containing dissimilar metals will have anti-seize compound applied to the threads.

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.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0044(249)44	L2	L75

Revised 10/10/2025 ED

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.

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor will furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the Public ROW.

The waste disposal site(s) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Agriculture and Natural Resources.

The waste disposal site(s) will not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Environmental Office and the Project Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements will apply:

1. Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials will be buried in a trench separate from wood debris. The final cover over the construction and/or demolition debris will consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW will be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor will control the access to waste disposal sites not within the Public ROW with fences, gates, and placement of a sign or signs at the entrance to the site stating, "No Dumping Allowed".

2. Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will be removed from view of the ROW or buried, and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06. Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) will be incidental to the various contract items.

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1:200
Plot Scale -
Plotted From -

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0044(249)44	L4	L75

Revised 10/10/2025 ED

INVENTORY OF TRAFFIC CONTROL DEVICES

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	8	30"	5.2	41.6
R1-3P	ALL WAY (plaque)	8	18" x 6"	0.8	6.0
R1-2	YIELD	1	36"	3.9	3.9
W3-1	STOP AHEAD (symbol)	8	48" x 48"	16.0	128.0
W3-2	YIELD AHEAD (symbol)	1	48" x 48"	16.0	16.0
W4-1	MERGE (symbol)	1	48" x 48"	16.0	16.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	4	48" x 48"	16.0	64.0
W20-1	ROAD WORK AHEAD	5	48" x 48"	16.0	80.0
W20-5	RIGHT LANE CLOSED AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
G20-2	END ROAD WORK	4	36" x 18"	4.5	18.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			501.5

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.

The Contractor will limit signal work to one intersection at a time. Work at intersections will be limited to the hours of 9 P.M. to 6 A.M. Work on luminaires outside of intersection areas will be limited to the hours of 9 P.M. to 6 A.M. and 9 A.M. to 2 P.M.

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.

Portable sign supports will not be located on sidewalks, bicycle facilities, or other areas designated for pedestrian or bicycle traffic.

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.

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

GENERAL TRAFFIC CONTROL (CONTINUED)

materials, labor, and equipment necessary to complete this work will be incidental to other contract items. No separate payment will be made.

The contractor will close the outside lane using standard plate 634.60 when working on luminaires outside of intersections.

Work on the signal heads, controllers, and associated items will be limited to one intersection at a time between the hours of 9 P.M. to 6 A.M. Intersections will be controlled by a 4 way stop while the existing signals are disabled. The 4-way stop will remain until the new signal controller unit, heads, and all associated items for that intersection are operational. When existing signals are disabled at a given intersection, the new signal controller, heads, and all associated items for that intersection must be operational by 6 A.M. the following morning with all temporary traffic control removed. The contractor will employ a 4-way stop with two active lanes per direction at the following intersections, referring to the Typical Layout for 4 Way Stop Controlled Intersections on Sheets C2 and C3:

SD Hwy 44/Omaha Street & I-190/West Boulevard
SD Hwy 44/Omaha Street & US Hwy 16/Mt. Rushmore Road
SD Hwy 44/Omaha Street & 6th Street
SD Hwy 44/Omaha Street & 5th Street
SD Hwy 44/Omaha Street & 3rd Street
SD Hwy 44/Omaha Street & East Boulevard
SD Hwy 44/Omaha Street & Maple Ave

FLAGGING

Operations will be conducted so that the traveling public will not have to wait longer than 15 minutes at the flagger station. Flaggers will be used as directed by the Engineer. All costs associated with this will be incidental to the contract unit price per hour for "Flagging".

CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN

One week prior to starting work affecting the traveling public, portable changeable message signs (PCMS) will be installed west of the Omaha St./West Blvd intersection facing eastbound traffic and east of the Omaha St./Maple Ave intersection facing westbound traffic. The Contractor will program the portable changeable message signs with the following message:

-
NIGHT
ROAD WORK
BEGINS
-
9 PM
(Date)

All costs involved with furnishing, programming, moving, and removing the portable changeable message signs will be included in the contract lump sum for "Contractor Furnished Portable Changeable Msg. Sign"

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 Pennington County Sheriff 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 modify messages on portable changeable message signs or relocate portable changeable message signs, and 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.

No additional payment will be made for the modification of portable changeable message sign messages or the relocation of portable changeable message signs. 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 SDDOT 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.

LIGHTING FOR NIGHTTIME WORK

Flagger stations, working construction equipment and active workspaces will be lighted between sunset and sunrise. Non-glare light sources will be provided.

Light levels are as defined in Section 2.9.2 of NCHRP 476. Light in conformance with Level I will be provided at the active workspaces. Light in conformance with Level II will be provided at the locations of working construction equipment.

Light in conformance with Level III is to be provided where labor intensive work is being completed such as during hand work, pavement sawing, project inspection, materials testing, and flagging.

Acceptable light sources will be Contractor furnished stand-alone lights or vehicle/equipment mounted lights. Stand-alone units will be marked with a minimum of two reflectorized drums on an approaching traffic side. Cost for this lighting will be included in the contract lump sum price for "Traffic Control, Miscellaneous.

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STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0044(249)44	L5	L75

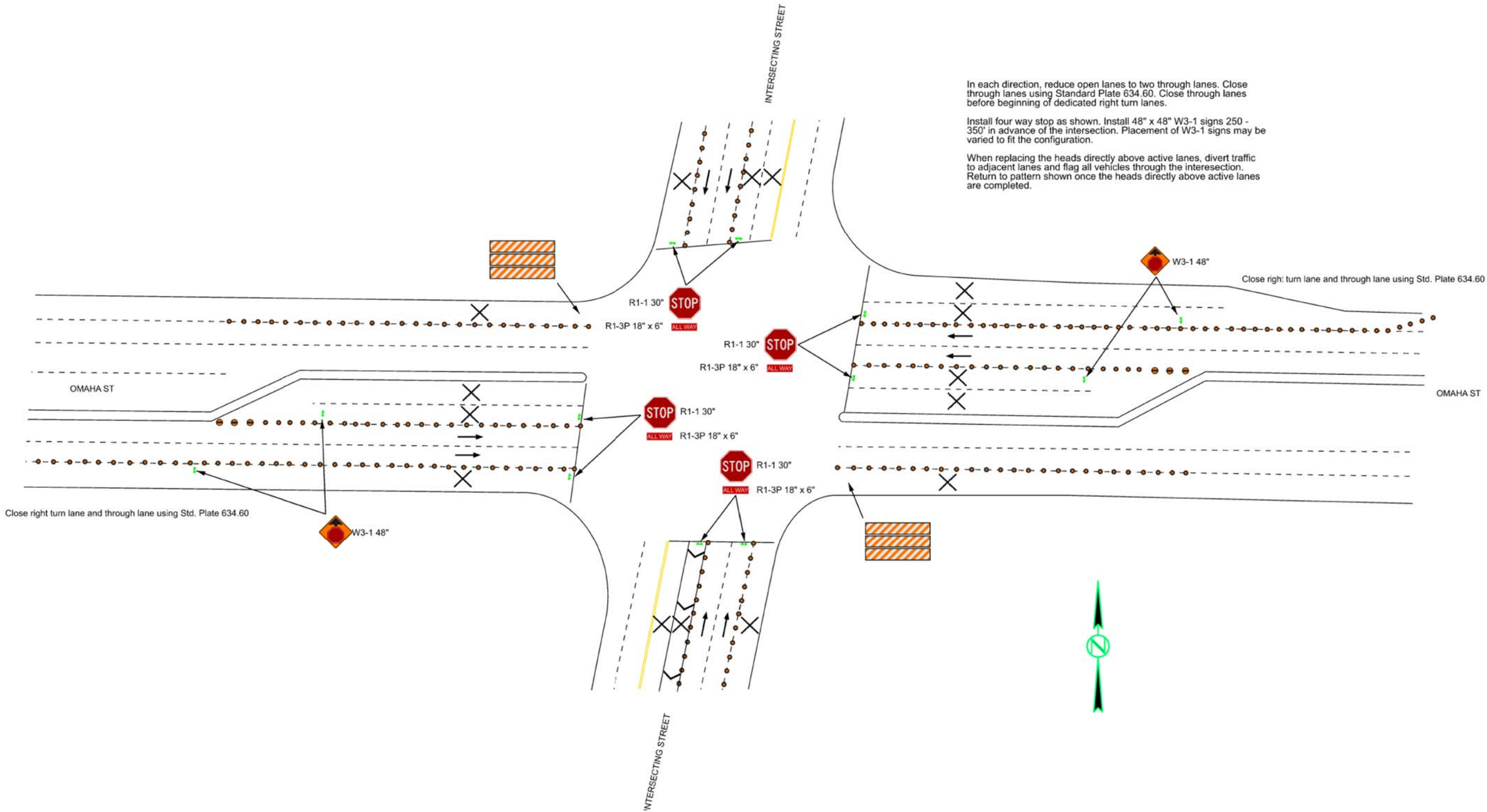
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STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0044(249)44	L10	L75

Revised 10/10/2025 ED

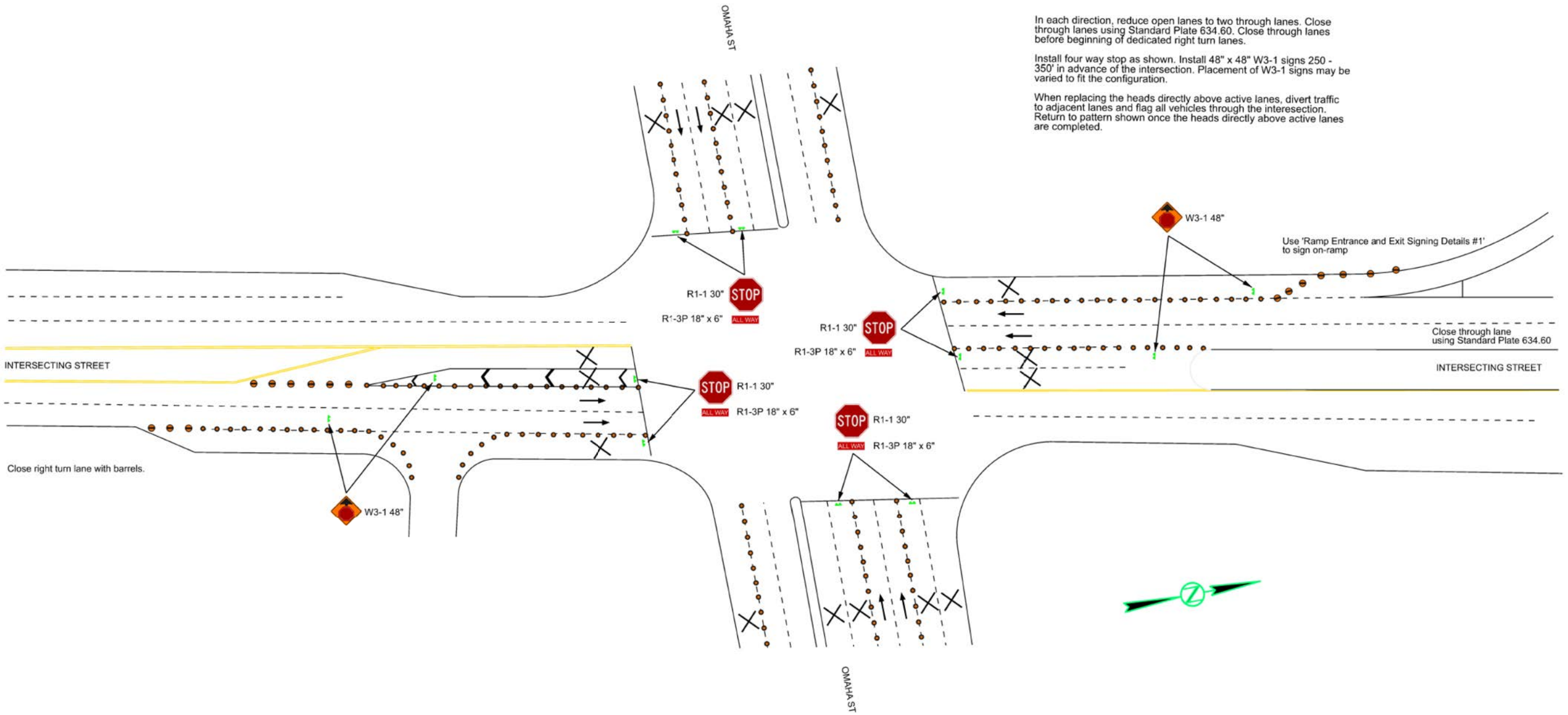
TYPICAL LAYOUT FOR 4 WAY STOP CONTROLLED INTERSECTIONS - OMAHA STREET



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0044(249)44	L10A	L75

Revised 10/10/2025 ED

TYPICAL LAYOUT FOR 4 WAY STOP CONTROLLED INTERSECTIONS - INTERSECTING STREET



In each direction, reduce open lanes to two through lanes. Close through lanes using Standard Plate 634.60. Close through lanes before beginning of dedicated right turn lanes.

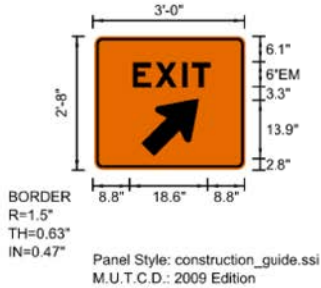
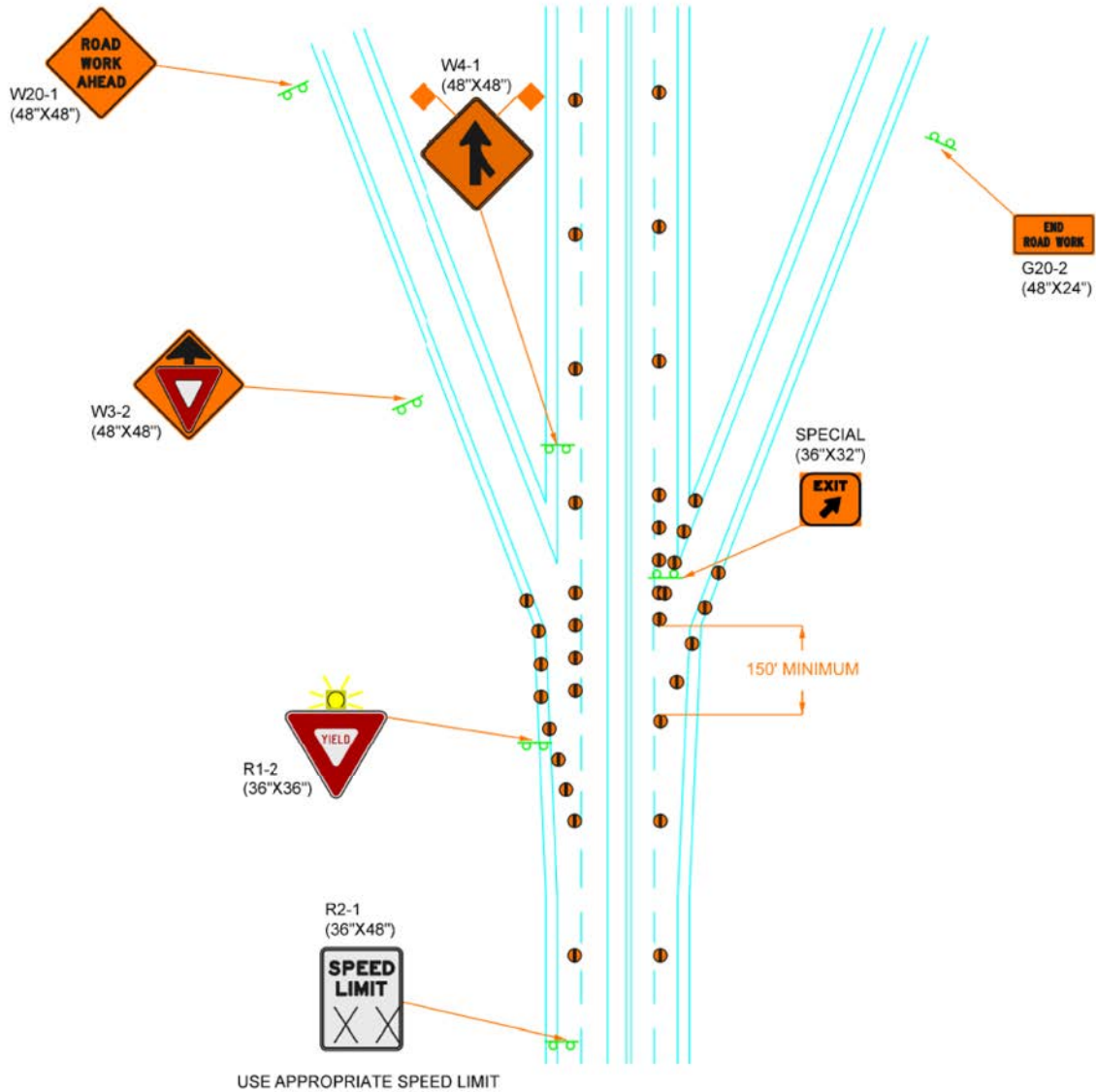
Install four way stop as shown. Install 48" x 48" W3-1 signs 250 - 350' in advance of the intersection. Placement of W3-1 signs may be varied to fit the configuration.

When replacing the heads directly above active lanes, divert traffic to adjacent lanes and flag all vehicles through the intersection. Return to pattern shown once the heads directly above active lanes are completed.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0044(249)44	L10B	L75

Revised 10/10/2025 ED

RAMP ENTRANCE AND EXIT
SIGNING DETAILS #1



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STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0044(249)44	L71	L75

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