



Department of Transportation

Aberdeen Region Office

West Highway 12

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September 5, 2014

ADDENDUM NO. 1

**Re: PH 0013(31)127, 000I-169 & 000P-169, PCN 052A, i3da & i3dc,
Brookings, Codington, Deuel & Hamlin Counties
Guardrail Replacement and Repair**

TO WHOM IT MAY CONCERN:

The following addenda to the plans shall be inserted and made a part of your proposal for the above referenced project:

PLANS: Please destroy sheet 12 and replace with the enclosed sheet, dated 9/5/14.

Sheet 12: The note section REMOVE AND RESET THRIE BEAM GUARDRAIL was revised.

When sending in your sealed bid please state on the front of the envelope that Addendum No. 1 was received.

Sincerely,

DEPARTMENT OF TRANSPORTATION

Jeff Senst, P.E.
Region Engineer

cc: R. Sherman J. Humphrey S. Weisgram J. Hansen J. Steen D. German

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PH 0013(31)127, 000I-169, & 000P-169	12	32

Rev. 9-5-14 SLS

SCOPE OF WORK

Work on this project involves replacement of guardrail at one bridge site in addition to repairing guardrail at several sites.

SEQUENCE OF OPERATIONS

Once work starts at a guardrail repair or replacement location the work shall be vigorously pursued to complete the work in the shortest amount of time necessary. Work shall be coordinated so as to cause the least amount of traffic interruption at each work site.

One lane of traffic in each direction shall be maintained at all times. On 2 way traffic roadways where only guardrail repairs are required, the use of Flaggers shall be required any time the work space extends into a lane of travel.

When performing guardrail repairs, guardrail repairs shall be conducted such that the guardrail installation is fully functioning before leaving the work site each day. Leaving guardrail partially disassembled overnight will not be allowed.

When performing guardrail replacement, guardrail replacement shall be limited to one side of the roadway at a time. All guardrail work shall be completed on one side of the roadway prior to starting work on the other side of the roadway. On Str. No. 06-320-198 (SD13 @ MRM 127.08) work shall be staged such that the guardrail replacement does not involve the situation where guardrail is not fully functional over a weekend or legal holiday.

The Contractor shall be responsible for maintaining over width vehicles up to 16 feet in width through all the work sites.

REPLACEMENT PARTS

All proprietary replacement parts for the guardrail end terminals on this contract shall be obtained from the company that furnished the original guardrail components.

Replacement parts shall have the same protective coating as the original components.

Replacement W Beam Guardrail that is part of a proprietary end terminal will be measured and paid for at the contract unit price per foot for Straight Class A W Beam Rail.

UTILITIES

Utilities are not planned to be affected on this project. If utilities are identified near the improvement area through the SD One Call Process as required by South Dakota Codified Law 49-7A and Administrative Rule Article 20:25, the Contractor shall contact the Project Engineer to determine modifications that will be necessary to avoid utility impacts.

TRAFFIC CONTROL

Traffic control shall be per the standard plates included in this set of plans. Flaggers shall be utilized as necessary.

At the guardrail replacement site Standard Plate 634.25 shall be used as the traffic control plan.

A maximum of 1 set of work zone signing and Type C Advance Warning Arrow Panel (where applicable) will be measured and paid for on each project.

On Interstate 29 the Contractor's equipment will be required to enter and leave the project only at interchanges. Crossing of the median will not be allowed.

Removing, relocating, covering, salvaging and resetting of existing traffic control devices, including delineation, shall be the responsibility of the Contractor. Cost of this work shall be incidental to the various contract items unless otherwise specified in the plans. Delineators and signs damaged or lost shall be replaced by the Contractor at no cost to the State.

Storage of vehicles and equipment shall be as near the right-of-way line as possible. Contractor's employees should mobilize at a location off the right-of-way and arrive at the work sites in a minimum number of vehicles necessary to perform the work. Indiscriminate driving and parking of vehicles within the right-of-way will not be permitted. Any damage to the vegetation, surfacing, embankment, delineators and existing signs resulting from such indiscriminate use shall be repaired and/or restored by the Contractor, at no expense to the State, and to the satisfaction of the Engineer.

Work activities during non-daylight hours are subject to prior approval.

Traffic approaching the project from intersecting roadways, streets, and approaches must be adequately accommodated. Major intersections or large commercial entrances may require additional signing, flaggers, and channelizing devices on a temporary basis until work activities pass these areas.

The bottom of signs on portable or temporary supports shall not be less than seven feet above the pavement in urban areas and one foot above the pavement in rural areas. Portable sign supports may be used as long as the duration is less than 3 days. If the duration is more than 3 days the signs shall be on fixed location, ground mounted, breakaway supports.

The Contractor shall provide documentation that all breakaway sign supports comply with FHWA NCHRP Report 350 or MASH crash-worthy requirements. The Contractor shall provide installation details at the preconstruction meeting for all breakaway sign support assemblies.

Equipment and vehicles entering or exiting the roadway, traveling on the shoulders or driving lanes at low speeds or working within the right-of-way shall display a flashing amber light visible for a minimum distance of 1/4 mile in all directions.

Traffic Control units, as shown in the Estimate of Quantities, are estimates. Contractor's operation may require adjustments in quantities, either more or less. Payment will be for those signs actually ordered by the Engineer and used.

REMOVE AND RESET THRIE BEAM GUARDRAIL STR. NO. 06-320-198 (BRIDGE RAIL) PH 0013(31)127, PCN 052A

The existing wood spacer blocks will be removed and replaced. It will be necessary to disassemble the in place Thrie Beam guardrail in order to complete the work required by these plans.

The spacer blocks shall be built up to required thickness by laminating the minimum number of layers of exterior grade plywood as approved by the Engineer. Due to anticipated deviations in the "as built" rail, it may be necessary to vary blocking thickness from that shown in order to achieve the desired horizontal rail alignment. Each plywood lamina shall have all surfaces thoroughly coated with linseed oil prior to assembly. Refer to the Original Construction Plans for Str. No. 06-320-198 for details on original spacer block sizes.

Once installation of the guardrail is completed, the top and two vertical edges of all plywood spacer blocks shall be painted with a liberal coat of white oil-base paint as approved by the Engineer.

All of the existing hardware used to attach the wood spacers to the concrete bridge rail and Thrie Beam shall be salvaged for use in the new construction. If any of the existing hardware cannot be salvaged for use in the new construction, the Contractor shall be responsible for providing new replacement hardware. Replacement hardware shall be the same hardware as installed during original construction. Refer to the Original Construction Plans for Str. No. 06-320-198 for details on original hardware.

Removed wood spacer blocks shall become the property of the Contractor and properly disposed of in accordance with the plans.

Reassembled guardrail shall have all guardrail splices lapped in the direction of traffic.

All costs associated with disassembling the existing rail, removing existing wood spacer blocks, disposing of existing wood spacer blocks including all labor, equipment and incidentals shall be incidental to the contract unit price per foot for REMOVE THRIE BEAM GUARDRAIL FOR RESET.

All costs associated with furnishing new wood spacers, including all equipment and labor, and shall be incidental to the contract unit price per foot for RESET THRIE BEAM RAIL.

Basis of Payment shall be plans quantity for the contract items REMOVE THRIE BEAM GUARDRAIL FOR RESET and RESET THRIE BEAM RAIL.

The Thrie beam rail at the ends of the bridge may be nested (doubled). There will be no additional payment for removing and resetting of the nested beam rail.