

PCN I2N1



INDEX OF SHEETS

Sheet 1	Layout Map
Sheet 2	Index of Sheets
Sheet 3	Estimate of Quantities
Sheets 4-5	Plan Notes
Sheets 6-7	Table of Spot Asphalt Resurfacing
Sheet 8	Traffic Control

ESTIMATE OF QUANTITIES

Bid Item Number	Item	Quantity	Unit
009E0010	Mobilization	Lump Sum	LS
320E1200	Asphalt Concrete Composite	2753	Tons
330E0010	MC70 Asphalt for Prime	49.8	Tons
634E0010	Flagging	120	Hour
634E0020	Pilot Car	60	Hour
634E0100	Traffic Control	198	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 2004 Edition and required Provisions, Supplemental Specifications and/or Special Provisions as included in the Proposal.

GENERAL SCOPE OF WORK

1. Asphalt concrete resurfacing or patching on various routes within the SDDOT Mitchell Area. See Table in plans.
2. Applying prime to the gravel shoulders on SD34 east of Lee's Corner.

ASPHALT CONCRETE COMPOSITE

Mineral aggregate for the Asphalt Concrete Composite shall conform to the requirements for Class E, Type 1.

All other requirements in the Standard Specifications for Asphalt Concrete Composite shall apply.

The asphalt binder used in the mixture shall be PG 58-28, PG 64-22 or PG 64-28 Asphalt Binder.

SS-1h or CSS-1h Asphalt for Tack (Rate = 0.05 gallon per square yard) shall be applied to all surfaces prior to the placement of Asphalt Concrete Composite.

PRIMING SHOULDERS ON SD34 – East of Lee's Corner 8.542 miles

The gravel shoulders on SD34 east of Lee's Corner, 8.542 miles, (MRM 274.00+ 0.754 to MRM 283.00 + 0.296) shall be primed.

MC-70 Asphalt for Prime shall be applied at the rate of 0.30 gallon per square yard. Gravel shoulder width is 4' with a 1' bevel.

GENERAL MAINTENANCE OF TRAFFIC

Removing, relocating, covering, salvaging and resetting of permanent traffic control devices, including delineation, shall be the responsibility of the Contractor. Cost for this work shall be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any 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 outside the clear zone and as near as possible to the right-of-way line. 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.

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

Sufficient traffic control devices have been included in these plans to sign one workspace. If the Contractor elects to work on additional sites simultaneously, the cost for additional traffic control devices shall be incidental to the contract unit price per unit for Traffic Control.



TABLE OF SPOT ASPHALT CONCRETE RESURFACING

Highway	MRM	Description of Location	Width	Length	Tons
US18	325	Between US281 Jct and Ft Randall Dam	12'	315'	41
US18	325	Between US281 Jct and Ft Randall Dam	24'	200'	52
US18	326.4	Between US281 Jct and Ft Randall Dam	12'	920'	120
US18	326.8	Between US281 Jct and Ft Randall Dam	24'	515'	134
US18	327.1	Between US281 Jct and Ft Randall Dam	24'	1590'	415
US18	327.86	Between US281 Jct and Ft Randall Dam	24'	225'	60
US18	327.9	Between US281 Jct and Ft Randall Dam	24'	300'	80
US18	332.7	Between US281 Jct and Ft Randall Dam	12'	3925'	515
SD46	278.7	West of Ft Randall Casino	36'	185'	75
US18	338.9	Just south of Lake Andes	12'	1500'	200
SD1806	22	Between US 18 and Whetstone Bay	24'	120'	32
SD44	292.18	Just east of Platte-Winner Bridge	12'	215'	28
SD44	312.46	Jct. of SD44/SD50 East of Platte	24'	320'	83
SD50	326.86	3 miles south of SD50/US 18 Jct.	12'	670'	88
SD45	32	Intersection to the west (271 st Street)	50'	60'	33
SD45	34.1	Between Platte and I90	24'	150'	39
SD45	44.5	Between Platte and I90	12'	85'	11
SD45	44.6	Between Platte and I90	12'	85'	11
SD45	47.1	Between Platte and I90	12'	77'	10
SD45		Intersection to the west (253 rd Street)	40'	30'	13
SD45	47.9	Between Platte and I90	12'	65'	8
SD45	47.1	Between Platte and I90	12'	230'	30
SD45	46.5	Between Platte and I90	12'	2450'	318

TABLE OF SPOT ASPHALT CONCRETE RESURFACING (CONTINUED)

Highway	MRM	Description of Location	Width	Length	Tons
SD25	78	Between Hanson/Miner County line and SD34	12'	200'	26
SD25	81.3	Between Hanson/Miner County line and SD34	12'	150'	19
SD25	82.8	Between Hanson/Miner County line and SD34	12'	200'	26
SD25	82.8	Between Hanson/Miner County line and SD34	12'	800'	105
SD34	288	Buffalo County West of SD45	12'	150'	19
SD34	288.5	Buffalo County West of SD45	12'	100'	13
SD34	288.8	Buffalo County West of SD45	12'	100'	13
US281	52.7	Corsica North to SD42	12'	75'	10
US281	53.8	Corsica North to SD42	12'	65'	9
US281	53.9	Corsica North to SD42	12'	65'	9
US281	54.1	Corsica North to SD42	12'	150'	19
US281	54.2	Corsica North to SD42	12'	65'	9
US281	54.8	Corsica North to SD42	12'	100'	13
US281	56.2	Corsica North to SD42	12'	65'	9
Total Tons					2753

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	25
35 - 40	350	25
45 - 50	500	50
55	750	50
60 - 65	1000	50

-  Flagger
 Channelizing Device

For low-volume traffic situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger may be used.

The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

For tack and/or flush seal operations, when flaggers are not being used, the FRESH OIL sign (W21-2) shall be displayed in advance of the liquid asphalt areas.

Flashing warning lights and/or flags may be used to call attention to the advance warning signs.

The channelizing devices shall be drums or 42" cones.

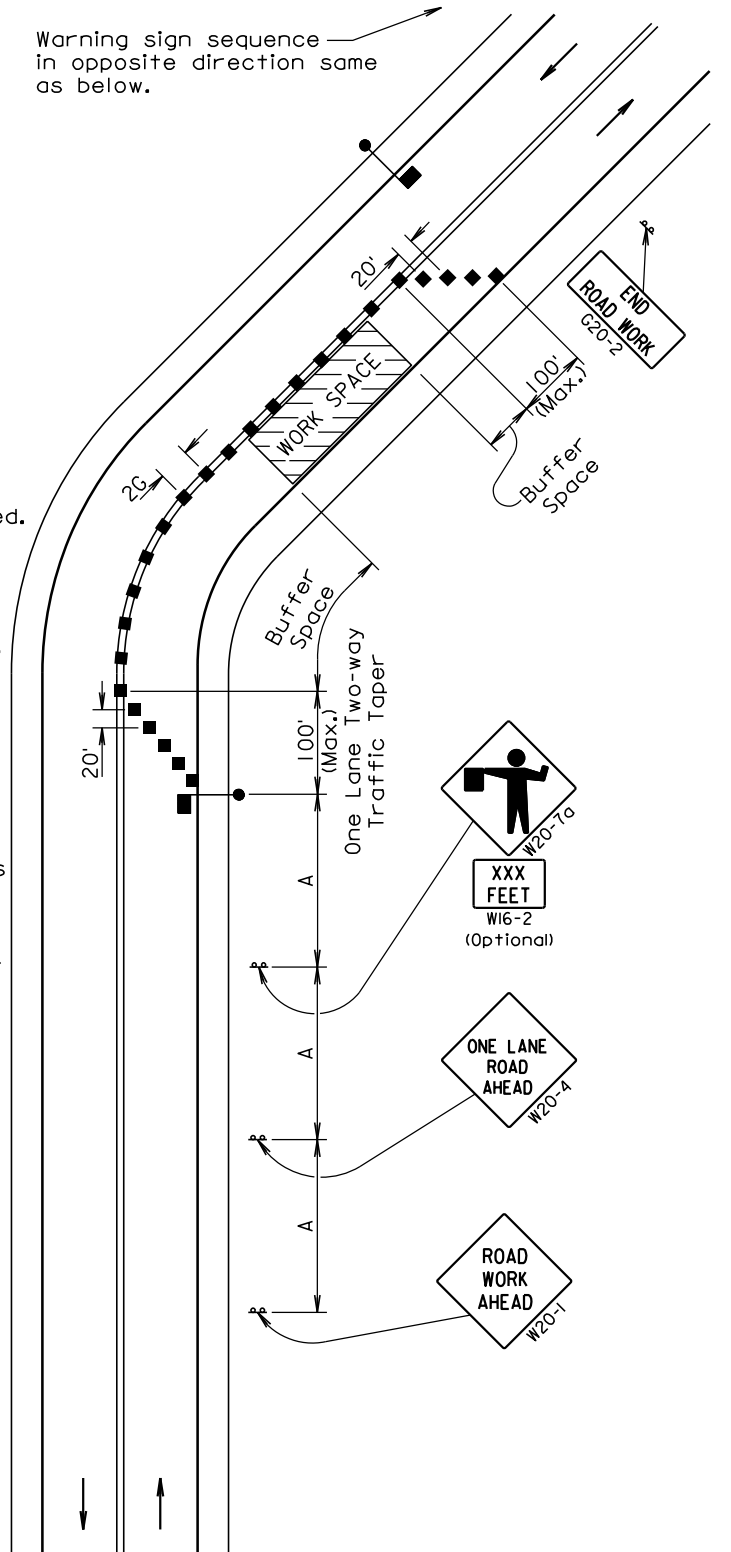
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.

END ROAD WORK
G20-2

Channelizing devices and flaggers shall be used at intersecting roads to control intersecting road traffic as required.

The buffer space should be extended so that the two-way traffic taper is placed before a horizontal or vertical curve to provide adequate sight distance for the flagger and queue of stopped vehicles.

Warning sign sequence in opposite direction same as below.



February 14, 2011

Published Date: 2nd Qtr. 2012

**S
D
D
O
T**

**GUIDES FOR TRAFFIC CONTROL DEVICES
LANE CLOSURE WITH FLAGGER PROVIDED**

PLATE NUMBER
634.23

Sheet 1 of 1