

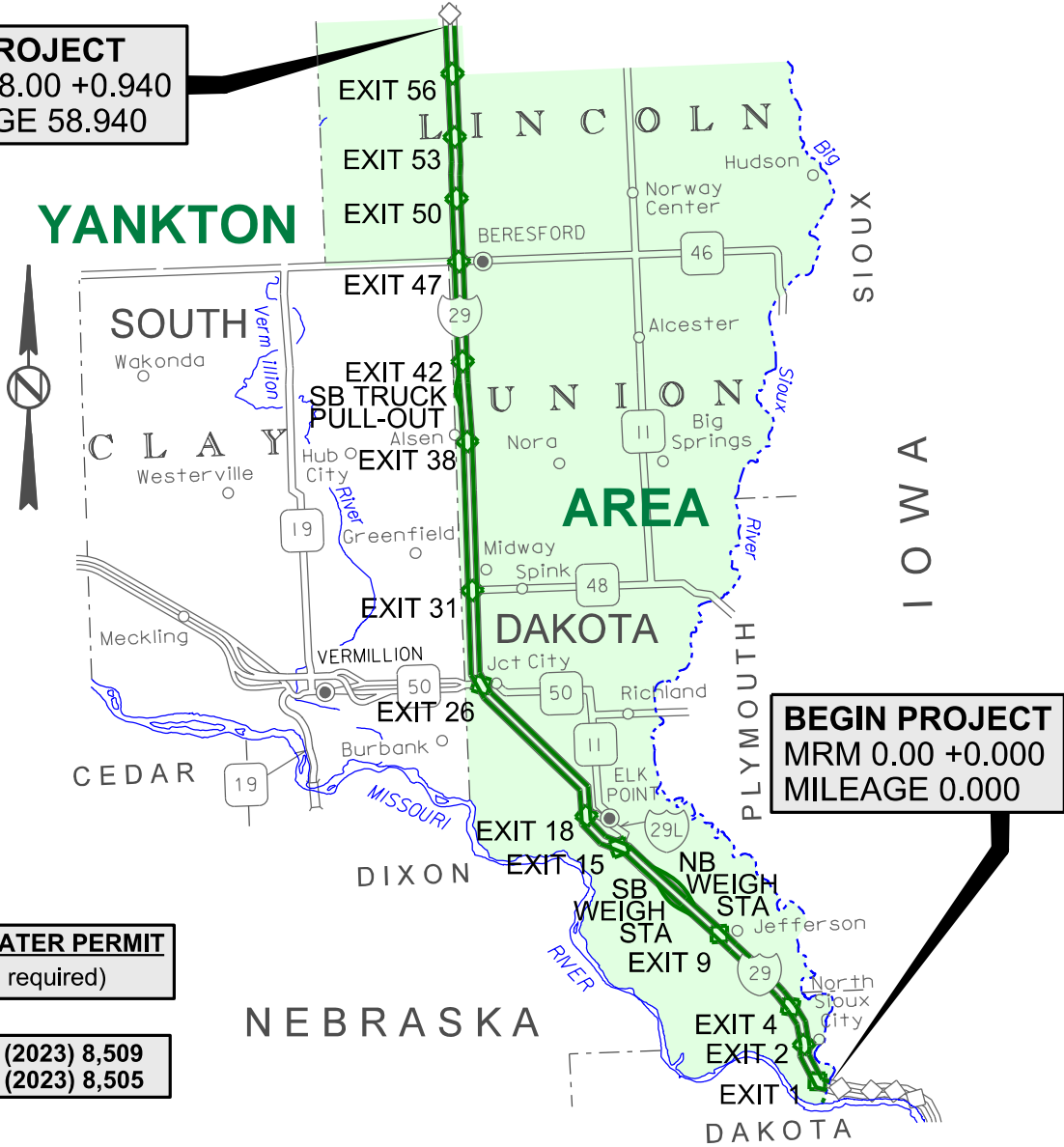
**STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION**

**PLANS FOR PROPOSED
PROJECT 000I-291
INTERSTATE 29**

**UNION & LINCOLN COUNTIES
NIGHT WINTER ROAD INSPECTION AND
SNOW & ICE CONTROL SERVICES**

**LENGTH: 60 MILES
2024-2025 - PCN I7MQ
2025-2026 - PCN I7MR
2026-2027 - PCN I7MT**

END PROJECT
MRM 58.00 +0.940
MILEAGE 58.940



BEGIN PROJECT
MRM 0.00 +0.000
MILEAGE 0.000

STORM WATER PERMIT
(None required)

I29S ADT (2023) 8,509
I29N ADT (2023) 8,505

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**NIGHT WINTER ROAD INSPECTION AND SNOW & ICE CONTROL SERVICES
INTERSTATE 29 FROM MRM 0.00 to MRM 58.94**

SCOPE OF WORK

The Contractor will provide personnel and equipment necessary to perform night winter road inspection and snow and ice control services on Interstate 29 from the Iowa State Line to the maintenance crossover just South of Exit 59. Inspection and routine snow and ice control will typically be done between the hours of 6:00 PM and 6:00 AM, 7 days per week. Refer to WORK REQUIREMENTS for times at specific locations.

The South Dakota Department of Transportation (Department) will provide sanding abrasives and/or deicing chemicals and the Contractor will supply two operators and two trucks with mounted equipment consisting of a snowplow and sand spreader.

The Contractor will work under the direction of the Highway Maintenance Supervisor (Supervisor) responsible for the maintenance on the highway section awarded by contract to the Contractor. The Supervisor may use the Contractor to perform additional snow and ice control work on highway sections under the Supervisor's control and not listed on this contract provided the Contractor agrees to perform the additional work. Payment for the additional work will be at rates established by this contract.

Before beginning operations, the Contractor will provide employee equipment operation training to familiarize its employees with the equipment and its operation. Before the Contractor begins operation, the Supervisor will provide training to the Contractor's employees to ensure route familiarization.

CONTRACT PERIOD – 3 YEARS

The contract start date is the date the contract is awarded to the Contractor. The contract completion date is the last date the Contractor performs services for the Department (anticipated to be June 1, 2027).

CONTRACT REQUIREMENTS

The Contractor is an Independent Contractor and is responsible for withholding and paying for all applicable employee taxes and benefits. All employees of the Contractor are deemed the Contractor's employees for the purposes of the Worker's Compensation Act and not employees of the State of South Dakota.

The Contractor will maintain occurrence based commercial general liability insurance or equivalent form with a limit of not less than one million dollars (\$1,000,000) each occurrence. If such insurance contains a general aggregate limit it will apply separately to this contract or be no less than two times the occurrence limit.

The Contractor will maintain business automobile liability insurance or equivalent form with a limit of not less than one million dollars (\$1,000,000) each accident. Such insurance will include coverage for owned, hired and non-owned vehicles.

The Contractor will procure and maintain workers' compensation and employers' liability insurance as required by South Dakota law.

Prior to commencement of work under this contract, the Contractor will furnish the Department with properly executed Certificates of Insurance, which will clearly evidence all insurance required in this contract and provide that such insurance will not be canceled, except on 30 days written notice to the Department. The Contractor will furnish copies of insurance policies if requested by the Department.

The Contractor will hold harmless and indemnify the State of South Dakota, its officers, agents and employees from and against any and all action, suits, damages, liability or other proceedings which may arise as the result of performing services hereunder. This section does not require the Contractor to be responsible for or defend against claims or damages arising solely from errors or omissions of the State, its officers, agents or employees.

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CONTRACT REQUIREMENTS (CONTINUED)

The contract work will not be sublet, assigned or otherwise disposed of except with the written consent of the Department. In no case will it be permissible to sublet more than 50% of the work. Consent to sublet or assign a portion of the work will not be construed to relieve the Contractor of any responsibility for fulfillment of the contract.

The Contractor will provide personal supervision of the work or have a competent designee available at all times with authority to act for the Contractor.

Prior to beginning work, a conference will be arranged with the Department. In this meeting, the Contractor will outline the proposed inspection and maintenance procedure and submit a plan for performing the work.

EQUIPMENT REQUIREMENTS

The Contractor will be required to furnish a minimum of two specially equipped trucks (tandem rear axle trucks – both rear axles must be drive axles), that will have tire chains available, mounted reversible 12 foot snowplows, slide in or mounted spreaders and warning lights.

If the Contractor has sufficient equipment to perform wing plowing (wing plow must be a minimum of six feet wide) and the Contractor is agreeable to wing plowing, the supervisor may direct the Contractor to perform wing plowing when the Supervisor determines that conditions warrant. In such instances, the contract unit price per hour for Plowing will be adjusted, as specified in these plans, to accommodate this work.

Minimum nominal spreader capacity will be 8 cubic yards (12 tons) for a tandem rear axle truck. The spreader must be a variable speed unit capable of consistent application rates. Calibrate the spreader before beginning snow and ice control operations for the winter. Carry the spreader calibration card in the truck. The Supervisor may require additional calibrations if it appears the required application rates are not being achieved. The Supervisor will provide calibration forms to the Contractor on request.

The use of tire chains is not mandatory. Chains are not usually necessary unless the snow is frozen on the pavement. However, the Supervisor may order the use of chains anytime conditions indicate they are needed.

The snowplow's moldboard will be, at minimum, a 12 foot unit equipped with standard or carbide insert cutting edges. The Contractor will furnish cutting edges for snowplows. Serrated cutting edges or cutting edges with teeth are not allowed. Mark each moldboard end with an orange flag that is at least 18 inches square.

Equip each truck with warning lights consisting of a three light or four light strobe system. The three light strobe system is generally considered adequate but the Contractor may use a more powerful four light strobe system if desired. In order to maintain lighting uniformity between trucks, it is recommended that no additional warning lights be put on a truck equipped with the three or four light strobe system.

The three light strobe system consists of a 360 Degree Strobe mounted centered above the cab guard and one Rear Directional Strobe mounted on each rear corner of the dump body or spreader. Mount all the strobes so that the distance to the bottom of a strobe is at least 11 feet above ground level and at least 1 foot above the top of the spreader or dump body, whichever is highest.

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EQUIPMENT REQUIREMENTS (CONTINUED)

The minimum specifications for the three light strobe systems are listed below:

TYPE OF STROBE	NUMBER	HIGH-LOW	JOULES	TYPE OF FLASH	FLASHES PER MINUTE
360 Degree Strobe	1	Yes	20	Double	80
Rear Directional Strobe	2	Yes	13	Double	70

The four light strobe system consists of one Twin 180 Degree Strobe mounted on each of the cab's rear view mirrors and one Rear Directional Strobe mounted on each rear corner of the dump body or spreader. Mount the Rear Directional Strobes so that the distance to the bottom of a strobe is at least 11 feet above ground level and at least 1 foot above the top of the spreader or dump body, whichever is highest.

The minimum specifications for the four light strobe system are listed below:

TYPE OF STROBE	NUMBER	HIGH-LOW	JOULES	TYPE OF FLASH	FLASHES PER MINUTE
Twin 180° Strobe Module	2	Yes	60	Double	140
Rear Directional Strobe	2	Yes	60	Double	70

Equip each truck with a cellular phone for communication.

The Supervisor may extend the contract start date by up to forty-five (45) days in the event the Contractor is unable to obtain the required equipment by the contract start date. To get the contract start date extended, the Contractor will provide to the Supervisor verifiable evidence no less than twenty (20) days before the contract start date that the required equipment is forthcoming. The Supervisor will make arrangements with the Contractor to accomplish the work until the equipment arrives.

The Contractor's trucks will meet all applicable laws regarding licenses, insurance, weight limits, etc.

Prior to beginning work, the Contractor's trucks, plows and spreaders will be inspected and approved by the Department.

Bidders are required to complete the enclosed Equipment Data Sheet specifying the equipment that will be used on the projects and return the completed form with the bid.

For driver expectation the Contractor will be required to maintain similar equipment lighting to that provided on SDDOT winter maintenance equipment. This will be accomplished through employment of the strobe light systems specified above and with the additional mounting of a blue light. The blue light used by the SDDOT is the Linear LED 400 Split Series, Part Number 01-0286361822K from Whelen Engineering Company Inc. The Contractor will be required to provide a driver's side, rear blue light on each truck used for this contract, meeting the manufacturer's specifications for this light, or an approved equivalent.

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WORK REQUIREMENTS

The Contractor WILL BE MOBILIZED AND READY TO RESPOND IMMEDIATELY to all sanding or plowing needs determined during inspections and to all emergency or maintenance calls received during the specified contract hours. The Contractor will provide the name and telephone number of the responsible individuals whom the State is to contact to implement operations. These individuals will be required to carry a cellular phone. The individuals must be available at all times for inspection and maintenance activities.

The Supervisor must be able to immediately contact the Contractor's contact individuals by telephone or cellular telephone 24 hours a day 7 days a week during periods requiring snow and ice control work. Once contacted, these individuals will have ½ hour to initiate the Contractor's snow and ice control operations. Upon initiation, the individuals will call the Supervisor and advise when each truck left the Contractor's yard, the operator's names and cellular telephone numbers. Names and phone numbers must be submitted with the bid on the Equipment Data Sheet provided.

When directed by the Supervisor or his designee, the Contractor will inspect the Interstate route to determine sanding or plowing needs. In addition, the Contractor will be available to make special inspections and perform sanding or plowing when scheduled by the Department.

In addition to Department call requests, the Contractor will respond to emergency or maintenance calls from State Radio or the South Dakota Highway Patrol.

The Contractor will notify the Department when weather conditions develop that will require immediate winter maintenance by the State crews. The Contractor will notify the following State designees in order until one contact is made.

		CELL	HOME
1. Brad Steeneck	Telephone Number	605-202-1593 or 605-659-6396	
2. Tyler Small	Telephone Number	605-677-8187 or 605-670-1869	
3. Gene Ericson	Telephone Number	605-677-8695	
4. Greg Rothschadl	Telephone Number	605-661-8623 or 605-463-2551	
5. Yankton SDDOT Office	Telephone Number	605-668-2929	

The Contractor will work under the direction of the Supervisor. At the time of initial contact, the Supervisor and the Contractor will work together to establish mutually agreeable route starting points and work sequence. A route starting point may be a shop site, highway/MRM location, stockpile site, etc., and may vary based on type of operation. For example, a route starting point for sanding operations may be a stockpile site. On initial contact, the Contractor will also provide the Supervisor with the name, address, and telephone number of the Contractor's contact individual the Supervisor calls to implement operations.

The Supervisor, at the time of the Contractor's initial contact, will provide the Contractor with a Snow and Ice Control Notebook for each truck the Contractor proposes to use. Information entered into this notebook will become the original source documentation information used for contract payment. Each truck will carry a notebook and the truck operator will enter the required information into the notebook for each day snow and ice control operations are accomplished. At minimum, the notebook will contain the following information:

1. Date and time the truck reached the route starting point,
2. Total time of inspecting operations,
3. Total time of plowing operations,
4. Total time of sanding operations,
5. Total time of plowing and sanding operations,
6. Total time of standby time (list reasons: loading sand, mounting chains, pulled in by Supervisor, etc.),
7. Total tons of sanding abrasive/chemical used,
8. Total quantity and type of extra deicing chemical added while loading spreader,
9. Date and time inspection and snow & ice control operations are complete and the truck starts its return to the Contractor's yard, and
10. Contractor's Signature.

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WORK REQUIREMENTS (CONTINUED)

On Monday of each week, the Contractor will provide to the Supervisor a copy of all daily records entered into the notebook for the previous week.

The Contractor will conduct snow and ice control operations as follows and/or as instructed by the Supervisor:

- The Contractor will consider and take precautions to ensure the safety of the traveling public first and foremost at all times. When driving conditions warrant, snowplow trucks will pull over as necessary to allow traffic to pass.
- All operations must proceed in the direction of traffic. Avoid backing movements unless absolutely necessary.
- The following locations are part of this contract:
 - I29 NB & SB from MRM 0.00 to MRM 58.94
 - I29 interchange ramps and crossroads between the ramp terminals at Exits 1, 2, 4, 9, 15, 18, 26, 31, 38, 42, 47, 50, 53, 56
 - I29 SB Weigh Station Off and On ramps from MRM 12.3 to MRM 13.6
 - I29 NB Weigh Station Off and On ramps from MRM 12.6 to MRM 14.2
 - I29 SB Truck Pull Out Off and On ramps from MRM 40.3 to MRM 41.0
- Perform snow and ice control operations as conditions warrant, and unless otherwise directed by the Highway Maintenance Supervisor on:
 - I29 from MRM 0.00 to MRM 4.75 between 6:00 PM and 6:00 AM
 - I29 from MRM 4.75 to MRM 58.94 between 6:00 PM and Midnight
- The Supervisor can suspend snow and ice control operations at any time it is felt that continued operation is ineffective or unsafe.
- Advise the Supervisor immediately anytime snow and ice control operations are discontinued for any reason, i.e., operations done, conditions too bad, equipment breakdown, etc.
- Begin snowplowing operations before driving conditions become difficult.
- This contract consists of Interstate Routes. In the event that the Contractor is called to perform additional work, the priorities for snow plowing will be as follows:
 1. Plow each mile of Interstate Routes once every two hours.
 2. Plow each mile of Priority One Routes once every two hours.
 3. Plow each mile of Non-Priority One Routes once every four hours.
 4. Plow driving lanes of service roads, local intersections, and other areas as time permits.
 5. Widen and plow shoulders beginning with Priority One Routes. Next widen shoulders on Non-Priority One routes and finish with other Department routes.
- The Contractor will not create hazards or traffic blocks by leaving banks of snow on driving lanes or through intersections.
- Adjust snowplow shoes to allow the cutting edge to be in contact with the surface on asphalt and concrete surfaces.
- Generally, plow snow at speeds between 15 and 30 MPH.

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WORK REQUIREMENTS (CONTINUED)

- When plowing snow off of grade separation bridges, reduce speed to prevent throwing snow over bridge rail. Clear snow from grade separation bridges by pushing snow off the end of the bridge and then off the road into the right-of-way.
- Perform sanding operations in the following sequence and repeat applications as instructed by the Supervisor or as needed to meet existing conditions and provide traction:
 1. Apply a continuous coverage of sanding abrasives and/or deicing chemicals to Interstate Routes.
 2. Apply a continuous coverage of sanding abrasives and/or deicing chemicals to Priority One Routes.
 3. Apply sanding abrasives and/or deicing chemicals to hills, curves, highway intersections and dangerous locations on all Non-Priority One Routes.
 4. Apply a continuous coverage of sanding abrasives and/or deicing chemicals to Non-Priority One Routes.
 5. Apply sanding abrasives and/or deicing chemicals to service roads, local intersections and other areas.
- Sanding abrasive and deicing chemicals are available at the Jefferson Port of Entry (I29 MRM 13.00) stockpile site. Mixtures of sanding abrasive and deicing salt are generally available at all sites. Under certain road and weather conditions and/or as instructed by the Supervisor, the Contractor's employee may have to add deicing chemicals to the mixture during the spreader loading operation.
- The Contractor's truck operators will fill their spreaders using the Department's loader provided at each site. The Contractor will be responsible for any damages or injuries caused by their employee's operation of the Department's loader.
- Any remaining material left in the spreaders after completing snow and ice control work operations will be handled by the Contractor as instructed by the Supervisor.
- Unless advised otherwise by the Supervisor, use the following material mixture rates for sanding operations:

Temperature	Material Used
32°F and Above	Use premixed stockpile material (Approximately 17% Salt, 83% Sand)
Below 32°F	Add additional salt/deicing chemical to the load (if necessary) at a rate approved by the Supervisor

- Apply premixed stockpiled deicing material at a rate of ½ to 1 CY (¾ to 1½ ton) per two-lane mile. Apply deicing material with added chemicals at an application rate that will result in a salt application rate of 250 to 500 pounds of salt per two-lane mile. The Supervisor may approve or request different application rates.
- Apply the sanding abrasives and/or deicing chemicals to the center 6 to 10 feet of a two-lane roadway.

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BASIS OF PAYMENT

Payment for Mobilization 1, 2 or 3 will be made at the contract unit price per each and is payment for the work necessary to establish, modify and/or organize the facilities, equipment, and personnel to provide inspecting and snow & ice control services as per this contract. Payment for Mobilization 1 will take place once, after contract award, and payment for Mobilization 2 or 3 will take place once, in each of the successive 2 years of the contract, provided that the contract is renewed and, provided that the Contractor demonstrates to the Department that the aforementioned mobilization work is accomplished.

Winter Road Inspection will be paid at the contract unit price per hour measured to the nearest ¼ hour for the actual hours of inspection. The truck plow/sander units will be used for the inspections in case sanding or plowing is required during inspection. When sanding or plowing is required, no time will be allowed for inspection.

Sanding Road will be paid at the contract unit price per hour measured to the nearest ¼ hour of actual hours of sanding.

Snow Plowing will be paid at the contract unit price per hour measured to the nearest ¼ hour of actual hours of plowing. The contract unit price per hour for Snow Plowing (when plowing & wing plowing) will be increased by 25%. The contract unit price per hour for Snow Plowing (when wing plowing only) will be decreased by 15%.

Snow Plowing and Sanding Road will be paid at the contract unit price per hour measured to the nearest ¼ hour of actual hours of plowing and sanding.

Payment is considered full compensation for the operation of each truck performing plowing and sanding operations and includes cost for operator, fuel, and all other maintenance costs necessary for operating the truck and mounted equipment. Time will start when the truck leaves the route starting point and time will end when the work operations are complete, and the truck starts its return to the Contractor's yard.

Payment for authorized standby time will be made at the contract unit price per hour for Standby Time measured to the nearest ¼ hour. Authorized standby time includes the Contractor's employee time used to load and unload abrasives and/or deicing chemicals, and the time used to install and remove tire chains. Authorized standby time also includes the time each Contractor's employee spends on ordered standby time. Ordered standby time starts when Supervisor orders the Contractor to suspend operations and standby. Ordered standby time also starts when the Supervisor decides to delay the start of actual operations after the Contractor's contact individual is notified to commence work and the Contractor's personnel and equipment are at their route start point. Ordered standby time stops when the Supervisor orders the Contractor's personnel and equipment to either resume operations or to stop operations and return to the Contractor's yard.

Progress payments will be made monthly when authorized hours are documented in the notebook and verified by the Department representative. Payments of less than \$500.00 will be held until a \$500.00 minimum is accrued.

To protect against extreme changes in the cost of fuel, the State of South Dakota Department of Transportation Specifications Section 9.12 Fuel Cost Adjustment applies to all inspecting, plowing and sanding work provided under this contract.