



## Department of Transportation

**Rapid City Region Office**

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March 30, 2015

### **ADDENDUM NO. 1**

RE: April 2, 2015 Rapid City Region Office Informal Letting  
085-471, Harding County, PCN i3pj  
Subgrade Repair

### **TO WHOM IT MAY CONCERN:**

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

#### **PROPOSAL:**

- No change

#### **PLANS:**

- Replace sheet 5 of 18 - Plan note #18 was revised under Traffic Control – General Notes to address payment for temporary pavement marking on standard plate 634.25.

Sincerely,

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John Rehorst  
Region Design Engineer

**TRAFFIC CONTROL – GENERAL NOTES**

1. Requests to deviate from the sequence of operations shall 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 shall be submitted for review a minimum of one week prior to potential implementation.
2. Unless otherwise stated in these plans, no work will be allowed during hours of darkness. Hours of darkness are defined as ½ hour after sunset until ½ hour before sunrise.
3. Storage of vehicles and equipment shall be as near the right-of-way 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 of 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.
4. Existing guide, route, informational logo, regulatory, and warning signs shall be temporarily reset and maintained during construction. Removing, relocating, covering, salvaging and resetting of existing traffic control devices, including but not limited to, traffic signal heads, delineation, and signing shall be the responsibility of the Contractor. Non-applicable signing and all traffic control devices shall be covered or removed during periods of inactivity. Periods of inactivity shall be defined as no work taking place for a period of more than 48 hours. The cost of removing or covering non-applicable signs shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous.
5. Construction signing mounted on portable supports shall not be used for a duration of more than 3 days, unless approved by the Engineer. Construction signing that remains in the same location for more than 3 days shall be mounted on fixed location, ground mounted, breakaway supports.
6. The quantity of traffic control units paid for will be for the greatest number of installations per sign in place at any one time regardless of the number of set-ups on the project.
7. Any delineators and signs damaged or lost shall be replaced by the Contractor at no cost to the State.
8. All materials and equipment shall be stored a minimum distance of 30' from the traveled way during nonworking hours.
9. 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.

10. The Contractor shall be required to have a person available 24 hour/day, 7 days/week to maintain traffic control devices. The name and cellular telephone number of this individual shall be given to the Engineer at the preconstruction meeting.
11. The Contractor or designated traffic control subcontractor shall make night inspections at the initial set up of traffic control and every week thereafter to ensure the adequacy, legibility and reflectivity of each sign and device. A written summary of each inspection shall be given to the Engineer within 24 hours after completion of the inspection. The cost for the nighttime inspection work shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous.
12. Vehicles working in traffic or alongside traffic shall be equipped with a flashing amber light visible from all directions. The amber light shall be mounted on the uppermost part of the Contractor's vehicle. Lights must have peak intensity within the range of 40 to 400 candelas and must flash at 75 ± 15 flashes per minute. Vehicle flasher/hazard lights are not acceptable. All haul trucks shall be equipped with a second flashing amber light that is visible from the backside of the haul truck. The costs for the flashing amber lights shall be incidental to the various related contract bid items.
13. All construction operations shall be conducted in the general direction of traffic movement.
14. If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD – whichever is more stringent shall be used, as determined by the Engineer.
15. Temporary Road Markers (Tabs) shall be used for lane closure tapers or lane shift tapers and shall be installed at 5' spacing. Tabs used for tapers and shifts will not be measured for payment. All costs associated to furnish, install, maintain (including replacement as required by the Engineer at no added cost to the Department), and remove all markers will be incidental to the contract lump sum price for Traffic Control, Miscellaneous.
16. Drums are required in all lane closure tapers.
17. The Contractor shall install flags or supplemental beacon to the stop signs as per section 2A.15 of the MUTCD. Cost for this shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous.
18. The traffic control setup shown on Standard Plate 634.25 shall be left in place until all paving activities are completed. All costs associated with the installation and removal of temporary pavement marking shown on Standard Plate 634.25 shall be incidental to the contract unit price per lump sum for Traffic Control, Miscellaneous.

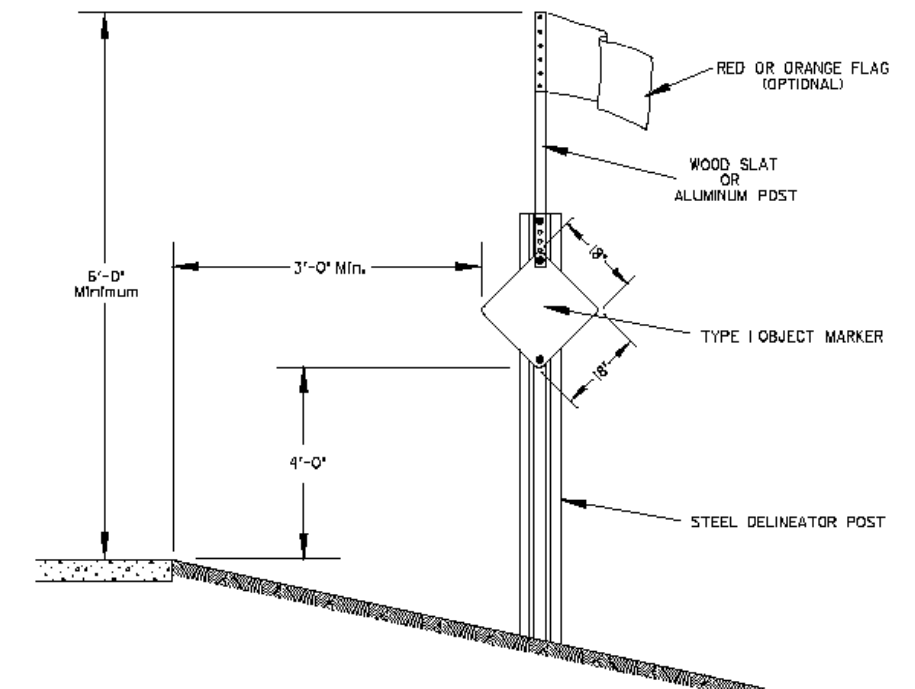
**BUMP MARKERS**

Bump markers shall be placed adjacent to the bump location.

After placing the bump markers, "Bump" warning signs with the appropriate speed advisory plates shall be placed 500 feet to 750 feet in advance of the bump location in rural areas, or 250 feet to 500 feet in advance of the bump location in urban areas. These distances may be adjusted by the Engineer if local conditions do not allow the placement of warning signs within the specified areas.

The steel delineator post shall be 1.12 lb/ft flanged channel post for ground mounted installation. If the duration is less than 3 days, the Type 1 Object Marker can be installed on temporary supports.

Payment for bump markers shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous.



**INVENTORY OF TRAFFIC CONTROL DEVICES**

SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	UNITS PER SIGN	UNITS
G20-2	36" x 18"	END ROAD WORK	2	17	34
R1-1	30" x 30"	STOP	2	21	42
W1-3	48" x 48"	REVERSE TURN SIGN (RIGHT)	2	34	68
W3-1	48" x 48"	STOP AHEAD (SYMBOL)	2	34	68
W8-1	48" x 48"	BUMP	2	34	68
W13-1P	30" x 30"	ADVISORY SPEED PLATE - 20 MPH	4	21	84
W20-1	48" x 48"	ROAD WORK AHEAD	4	34	136
W20-4	48" x 48"	ONE LANE ROAD AHEAD	4	34	136
W20-7	48" x 48"	FLAGGER	2	34	68
W21-5	48" x 48"	SHOULDER WORK	2	34	68
*****		TYPE 3 BARRICADE - 8 FT. DOUBLE SIDED	4	56	224
<b>TOTAL UNITS</b>				<b>996</b>	