



# Department of Transportation

## Pierre Region Office

104 S. Garfield – Bldg. A  
Pierre, South Dakota 57501-5405 605/773-3464  
FAX: 605/773-6215

March 4, 2016

RE: **ADDENDUM No. 1**  
PROJECT 018-392  
PCN i42Q  
Tripp & Gregory Counties  
Full Depth Concrete Repair – US Hwy 18

TO WHOM IT MAY CONCERN:

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

**COVER SHEET:** **THIS SHEET MUST BE SIGNED, DATED AND SUBMITTED WITH YOUR BID. NOT SUBMITTING THIS COVER SHEET WILL RESULT IN YOUR BID BEING REJECTED.**

**PLANS:** Discard “Sheet 4” in original plan set and replace with revised “Sheet 4” supplied in the attached addenda.

The “Reflectorized Sheeting Requirements for Temporary Traffic Control Devices” plan note has been updated.

Please verify that all required information is complete prior to mailing bidding documents.

Questions regarding this addendum may be directed to:  
Tony Ondricek at 605-773-3464 – Senior Region Design Engineer  
or Vance Martin at 605-773-3464 – Region Design Engineer

Respectfully,

DEPARTMENT OF TRANSPORTATION

John Forman  
Pierre Region Engineer

cc: J. Humphrey – Operations  
K. Lewedag – DBE Coordinator  
J. Koch – Pierre Region Materials  
D. Sherman, B. Norrid – Winner Area  
Project File

# COVER SHEET

By signing this document the Contractor acknowledges receipt of **Addendum No. 1** dated **March 4, 2016** for the following project:

PROJECT 018-392  
PCN i42Q  
Tripp & Gregory Counties  
Full Depth Concrete Repair – US Hwy 18

This cover sheet **must** accompany the Contractors other bidding documents as defined in the original proposal.

\_\_\_\_\_  
Name of Company (print or type)

\_\_\_\_\_  
Date

By \_\_\_\_\_  
Signature of Company Official

\_\_\_\_\_  
Title

**Notarization is not required on this document.**

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	018-392	4	17

Revised: 3/4/16 RF

### **SEQUENCE OF OPERATIONS**

The Contractor shall submit a proposed sequence of operations for the Engineer's review and approval at least two weeks prior to the preconstruction meeting.

The Contractor shall plan their work to allow passage of normal traffic up to sixteen feet in width and traffic shall be maintained through the project at all times.

Once work that inconveniences traffic has commenced on a site, it shall be pursued in a near continuous, expeditious manner to its completion. Any work that restricts the motorist from driving the posted speed limit, reduces existing roadway width, or causes a potentially unsafe condition due to Contractor operations such as frequent movement of equipment or materials on or through the project, is considered to be an inconvenience to traffic.

Seven separate Portable Temporary Traffic Control Signal setups will be required to complete the work on the seven sites within this Contract. The anticipated setups are detailed in the Table of PCC Pavement Repair on sheet 8 of the plans. The Contractor will be allowed to work on up to two separate sites simultaneously and only two setups will be paid for as part of this Contract. Portable Temporary Traffic Control Signals may be required to be utilized more than once within this Contract to satisfy the requirement of seven separate setups needed. All costs associated with utilizing the same setup multiple times to complete the work within this Contract shall be incidental to the contract unit price per unit for "Portable Temporary Traffic Control Signal".

### **GENERAL MAINTENANCE OF TRAFFIC**

The Contractor may perform work on the roadway during daylight hours only, unless additional hours are approved by the Engineer.

All traffic control sign locations shall be set in the field by the Contractor and verified by the Engineer prior to installation.

Removing, relocating, covering, salvaging and resetting of existing 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.

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 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 ground in rural areas. Construction signing that remains in the same location for more than 3 days shall be mounted on fixed location supports, unless approved by the Engineer. If the duration is more than 3 days the signs shall meet the minimum mounting heights of 5 foot for rural areas and 7 foot for urban areas. Additional standard signs, as ordered by the Engineer, shall be available within 2 working days. Payment for additional signs will be paid using the contract unit price per square foot for Traffic Control Signs.

Channelizing devices in a series shall be of the same type. Channelizing drums shall be of a two part construction with breakaway bases. The Contractor may use 42" Grabber Cones for longitudinal delineation only. All tapers and lane transitions shall be accomplished utilizing drums.

Type III Barricades 8' wide shall mark both ends of the construction work area within each closure.

Additional Road Work Ahead and One Lane Road signs have been included in the estimate of quantities to be placed on intersecting roads within repair location sites. These signs shall be placed as advance warning on each intersecting road within a repair site location.

Traffic Control Signs, as shown in the Estimate of Quantities, are estimated based on a total of two traffic control setups for the contract. The Contractor's sequence of operation may require adjustments in quantities, either more or less. Payment will be made only for the maximum number of individual signs in use at any one time, actually ordered by the Engineer. Traffic Control signs may be required to be utilized more than once within this Contract to satisfy the requirement of seven separate site setups needed. All costs associated with utilizing the same signs multiple times to complete the work within this Contract shall be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

### **Reflectorized Sheeting Requirements for Temporary Traffic Control Devices**

Delete the first paragraph of Section 984.1 and replace with the following:

Temporary traffic control devices, including signs, drums, cones, tubular markers, barricades, vertical panels, and direction indicator barricades shall be reflectorized with sheeting applied to a satisfactory backing. For all temporary traffic control warning signs, the reflective sheeting shall meet or exceed the standards of Type VII, Type VIII, Type IX, or Type XI as defined by AASHTO M 268 (ASTM D4956). For all other temporary traffic control signs, the reflective sheeting shall meet or exceed the standards of Type IV, Type V, Type VII, Type VIII, Type IX, or Type XI as defined by AASHTO M 268 (ASTM D4956). For barricades, vertical panels, and direction indicator barricades; the reflective sheeting shall meet or exceed the standards of Type III as defined by AASHTO M 268 (ASTM D4956). Round surfaced temporary traffic control devices including, but not limited to; drums, cones, and tubular markers shall be reflectorized with reflectorized sheeting meeting or exceeding the standards of Type IV as defined by AASHTO M 268 (ASTM D4956). All orange colored material shall be fluorescent.