



## Division of Operations

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April 21, 2022

### **ADDENDUM NO. 1**

Re: **029 S-171 & 029 N-171, PCN i6RE & i6RF**  
**Deuel County**  
**Saw Cutting Relief Joints in Pavement**

### **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 Changes

**PLANS:** Please destroy Sheet 4 and replace with the enclosed Sheet 4, dated 4-19-22. A note section was added for 4" Temporary Pavement Marking Tape, Type 1.

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

Sincerely,

DEPARTMENT OF TRANSPORTATION

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Mark Peterson  
Region Engineer

cc: **M. Brey** C. Bennett File

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	029S-171 029N-171	4	9

SCOPE OF WORK

This project consists of saw cutting relief joints at the approach slabs and 4’ past the terminal anchors at Structures 20-029-211 & 20-030-211. The full depth 4” saw cuts will be mostly filled with Styrofoam and sealed with silicone.

SEQUENCE OF OPERATIONS

Contractor requests to deviate from the sequence of operations will 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 will be submitted for review a minimum of one week prior to potential implementation.

1. Install traffic control devices as per Standard Plate 634.63.
2. Sawcut 4” wide to the top of the Sleeper Slabs at locations specified on layout sheets
3. Fill joints with Styrofoam and seal with silicone (see Joint Relief Detail sheet)
  - a. After placement of silicone, lanes must be closed overnight to allow silicone to cure out before allowing traffic
4. Switch traffic control and complete steps 1-3 in the opposite lane

GENERAL TRAFFIC CONTROL

Existing guide, route, informational logo, regulatory, and warning signs will be temporarily reset and maintained during construction. Removing, relocating, covering, salvaging, and resetting of existing traffic control devices, including delineation, will be the responsibility of the Contractor. Cost for this work will be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost will be replaced by the Contractor at no cost to the State.

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

All temporary speed limit signs will have a minimum mounting height of 5 feet in rural locations, even when mounted on portable supports.

All construction operations will be conducted in the general direction of traffic movement.

If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD, whichever is more stringent will be used, as determined by the Engineer.

Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

Fixed location signing placed more than 4 calendar days prior to the start of construction will be covered or laid down until the time of construction. The covers must be approved by the Engineer prior to installation. The cost of materials, labor, and equipment necessary to complete this work will be incidental to other contract items. No separate payment will be made.

All fixed location signs, signposts, and breakaway bases will be removed within 7 calendar days following pavement marking.

Traffic will be maintained on the driving lanes. Use of the shoulder as a driving lane will not be permitted. Extra care will be taken to protect the in-place asphalt concrete shoulders. In workspaces, channelizing devices will be required on the shoulders and will be placed in locations to adequately keep traffic off the shoulders. Any damage to the shoulder due to rerouted traffic or Contractor’s equipment will be repaired at no expense to the Department.

A Type 3 Barricade will be installed at the end of a lane closure taper as detailed in these plans.

Construction vehicles will exit or enter the construction work zone at locations identified by the Engineer. At no time will construction vehicles utilize the maintenance crossovers or the Interstate median to exit or enter Interstate traffic.

WORK ZONE SPEED REDUCTION

The Department is required to obtain a speed reduction resolution prior to the installation of any SPEED LIMIT (R2-1) signs shown on standard plate 634.63. To provide adequate time for the resolution to be enacted, the Contractor will inform the Engineer a minimum of 3 weeks prior to the scheduled installation of any work zone speed reduction signs on the project. The information provided by the Contractor will include the anticipated date of sign installation, the newly reduced speed limit, the location of the work zone, and the anticipated completion date of work requiring the speed reduction.

SAW JOINT IN PCC PAVEMENT

Prior to the removal of in place PCC Pavement, the existing pavement will be sawed full depth to a true line with a vertical face. See Relief Joint Detail. If approved by the Engineer, the Contractor may elect to use a different method to create this vertical face.

Any damage to the surrounding pavement, either the PCC pavement or the Asphalt Concrete shoulders, as a result of the saw cuts will be repaired by the Contractor at no cost to the State. Care will also be taken during saw cutting such that the existing sleeper slabs will not be damaged.

All costs to saw the joints and removal of the PCC Pavement will be incidental to the contract unit price per foot for SAW RELIEF JOINT IN PCC PAVEMENT.

SEALING PCC PAVEMENT JOINT

The Styrofoam filler material must be closed cell and watertight. After placement of the silicone on top of the Styrofoam, traffic should not be allowed on the joint until the silicone has had time to cure, as recommended by the manufacturer.

Payment for the Styrofoam will be incidental to the contract unit price per foot for RESEAL PCC PAVEMENT JOINT – SILICONE.

4” TEMPORARY PAVEMENT MARKING TAPE, TYPE 1

Standard Plate 634.63 shows 4” Temporary Pavement Marking Tape for the lane closures.

Temporary flexible vertical markers (tabs) may be used as detailed in the specifications.