



Planning & Engineering
Office of Project Development
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January 8, 2025

ADDENDUM NO. 1

RE: Item #9, January 22, 2025 Letting - P 0047(113)42, PCN 05UN, Lyman County - Cold Milling, Asphalt Concrete Resurfacing, Pipe Work

TO WHOM IT MAY CONCERN:

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

SPECIAL PROVISIONS: NO CHANGE

SDEBS BID PROPOSAL: *The electronic bid proposal for this contract has been revised to include the changes associated with this addendum. Bidders must log in to the SDEBS to retrieve and incorporate these changes into their bid.*

Bid Items were added:

Bid Item 330E0210 "SS-1h or CSS-1h Asphalt for Flush Seal"

PLANS: Please destroy sheets A2, F2, and F3 and replace with the enclosed sheets, dated 11/1/24.

Sheets A2 & F2: Bid Item 330E0210 "SS-1h or CSS-1h Asphalt for Flush Seal" was added.

Sheet F3: TABLE OF ASPHALT CONCRETE PAVEMENT REMOVAL was removed.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/cj

CC: Jason Humphrey, Pierre Region Engineer
Doug Sherman, Winner Area Engineer

SECTION D – EROSION CONTROL

SECTION F – SURFACING

SECTION M – PAVEMENT MARKINGS

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
110E1690	Remove Sediment	21.5	CuYd
110E1693	Remove Erosion Control Wattle	2,006	Ft
110E1700	Remove Silt Fence	500	Ft
230E0100	Remove and Replace Topsoil	Lump Sum	LS
730E0210	Type F Permanent Seed Mixture	546	Lb
732E0100	Mulching	50.0	Ton
734E0103	Type 3 Erosion Control Blanket	8,500	SqYd
734E0133	Type 3 Turf Reinforcement Mat	1,700.0	SqYd
734E0154	12" Diameter Erosion Control Wattle	8,000	Ft
734E0165	Remove and Reset Erosion Control Wattle	2,006	Ft
734E0510	Shaping for Erosion Control Blanket	690	Ft
734E0602	Low Flow Silt Fence	1,500	Ft
734E0604	High Flow Silt Fence	2,000	Ft
734E0610	Mucking Silt Fence	139	CuYd
734E0620	Repair Silt Fence	500	Ft
900E1320	Construction Entrance	4	Each

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3320	Checker	Lump Sum	LS
110E1010	Remove Asphalt Concrete Pavement	4,344.3	SqYd
120E0100	Unclassified Excavation, Digouts	803	CuYd
210E0100	Shoulder Clearing	32.1	Mile
260E1010	Base Course	6,638.8	Ton
320E1200	Asphalt Concrete Composite	1,050.8	Ton
320E1800	Asphalt Concrete Blade Laid	2,407.5	Ton
320E7012	Grind 12" Rumble Strip or Stripe in Asphalt Concrete	32.0	Mile
320E7028	Grind Centerline Rumble Stripe in Asphalt Concrete	16.0	Mile
330E0100	SS-1h or CSS-1h Asphalt for Tack	177.2	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	68.8	Ton
330E2000	Sand for Flush Seal	829.9	Ton
332E0010	Cold Milling Asphalt Concrete	285,508	SqYd
900E1980	Storage Unit	1	Each

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
633E1200	High Build Waterborne Pavement Marking Paint, White	722	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	459	Gal
633E1262	High Build Waterborne Pavement Marking Paint, 24" Yellow	145	Ft
633E1272	High Build Waterborne Pavement Marking Paint, Arrow	4	Each

SECTION E – STRUCTURES

SECTION F – SURFACING, ALTERNATE A

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
420E0200	Structure Excavation, Box Culvert	102	CuYd
421E0200	Box Culvert Undercut	275	CuYd
460E0120	Class A45 Concrete, Box Culvert	151.2	CuYd
460E0380	Install Dowel in Concrete	18	Each
480E0100	Reinforcing Steel	22,072	Lb
560E0216	13'x8' Precast Concrete Box Culvert, Furnish	80.0	Ft
560E0217	13'x8' Precast Concrete Box Culvert, Install	80.0	Ft
560E1216	13'x8' Precast Concrete Box Culvert End Section, Furnish	2	Each
560E1217	13'x8' Precast Concrete Box Culvert End Section, Install	2	Each
700E0210	Class B Riprap	79.6	Ton
831E0110	Type B Drainage Fabric	104	SqYd
831E0300	Reinforcement Fabric (MSE)	239	SqYd

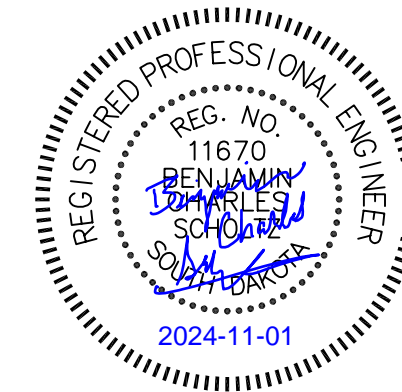
BID ITEM NUMBER	ITEM	QUANTITY	UNIT
* 260E6000	Granular Material, Furnish	10,215.4	Ton
* 270E0200	Blend, Haul, and Stockpile Granular Material	20,430.8	Ton
320E0005	PG 58-34 Asphalt Binder	1,868.7	Ton
320E1202	Class Q2R Hot Mixed Asphalt Concrete	37,084.8	Ton
320E4000	Hydrated Lime	393.7	Ton

* - Denotes Non-Participating

SECTION F – SURFACING, ALTERNATE B

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
* 260E6000	Granular Material, Furnish	9,990.4	Ton
* 270E0200	Blend, Haul, and Stockpile Granular Material	19,980.8	Ton
320E0005	PG 58-34 Asphalt Binder	1,566.6	Ton
320E1202	Class Q2R Hot Mixed Asphalt Concrete	37,968.7	Ton
320E4000	Hydrated Lime	393.7	Ton

* - Denotes Non-Participating



SECTION F – ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3320	Checker	Lump Sum	LS
110E1010	Remove Asphalt Concrete Pavement	4,344.3	SqYd
120E0100	Unclassified Excavation, Digouts	803	CuYd
210E0100	Shoulder Clearing	32.1	Mile
260E1010	Base Course	6,638.8	Ton
320E1200	Asphalt Concrete Composite	1,050.8	Ton
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320E7012	Grind 12" Rumble Strip or Stripe in Asphalt Concrete	32.0	Mile
320E7028	Grind Centerline Rumble Stripe in Asphalt Concrete	16.0	Mile
330E0100	SS-1h or CSS-1h Asphalt for Tack	177.2	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	68.8	Ton
330E2000	Sand for Flush Seal	829.9	Ton
332E0010	Cold Milling Asphalt Concrete	285,508	SqYd
900E1980	Storage Unit	1	Each

ESTIMATE OF QUANTITIES – ALTERNATE A

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
* 260E6000	Granular Material, Furnish	10,215.4	Ton
* 270E0200	Blend, Haul, and Stockpile Granular Material	20,430.8	Ton
320E0005	PG 58-34 Asphalt Binder	1,868.7	Ton
320E1202	Class Q2R Hot Mixed Asphalt Concrete	37,084.8	Ton
320E4000	Hydrated Lime	393.7	Ton

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ESTIMATE OF QUANTITIES – ALTERNATE B

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
* 260E6000	Granular Material, Furnish	9,990.4	Ton
* 270E0200	Blend, Haul, and Stockpile Granular Material	19,980.8	Ton
320E0005	PG 58-34 Asphalt Binder	1,566.6	Ton
320E1202	Class Q2R Hot Mixed Asphalt Concrete	37,968.7	Ton
320E4000	Hydrated Lime	393.7	Ton

* - Denotes Non-Participating

CHECKING SPREAD RATES

The Contractor will be responsible for checking the Base Course and Asphalt Concrete spread rates and taking the weigh delivery tickets as the surfacing material arrives on the project and is placed onto the roadway.

The Contractor will compute the required spread rates for each typical surfacing section and create a spread chart prior to the start of material delivery and placement. The Engineer will review and check the Contractor's calculations and spread charts. The station to station spread will be written on each ticket as the surfacing material is delivered to the roadway.

At the end of each day's shift, the Contractor will verify the following:

- All tickets are present and accounted for,
- The quantity summary for each item is calculated,
- The amount of material wasted if any,
- Each day's ticket summary is marked with the corresponding 'computed by',
- The ticket summary is initialed and certified that the delivered and placed quantity is correct.

All daily tickets and the summary by item will be given to the Engineer no later than the following morning.

If the checker is not properly and accurately performing the required duties, the Contractor will correct the problem or replace the checker with an individual capable of performing the duties to the satisfaction of the Engineer. Failure to do so will result in suspension of the work.

The Department will perform depth checks. The Contractor will be responsible for placement of material to the correct depth unless otherwise directed by the Engineer. If the placed material is not within a tolerance of $\pm 1/2$ inch of the plan shown depth, the Contractor will correct the problem at no additional cost to the Department. Excess material above the tolerance will not be paid for. Achieving the correct depth may require picking up and moving material or other action as required by the Engineer. All costs for providing the Contractor furnished checker and performing all related duties will be incidental to the contract lump sum price for the "Checker". No allowances will be made to the contract lump sum price for Checker due to authorized quantity variations unless the quantities for the material being checked vary above or below the estimated quantities by more than 25 percent. Payment for the Checker will then be increased or decreased by the same proportion as the placed material quantity bears to the estimated material quantity.

SURFACING THICKNESS DIMENSIONS

The plans shown spread rates will be applied even though the thickness may vary from that shown in the plans.

At those locations where material must be placed to achieve a required elevation, the depth/quantity may be varied to achieve the required elevation.

INTERSECTING ROADS AND ENTRANCES

In areas where granular material has been placed adjacent to the existing asphalt concrete, the Contractor will be required to remove the granular material to a depth below the existing asphalt concrete to allow for the placement of the new asphalt concrete. New asphalt concrete will be placed flush with the existing asphalt concrete. The existing granular material removed will be placed on the entrances, intersecting roads or other locations as directed by the Engineer.

All costs to remove and place the granular material including labor, equipment and incidentals will be incidental to the various related contract items.

UNCLASSIFIED EXCAVATION, DIGOUTS

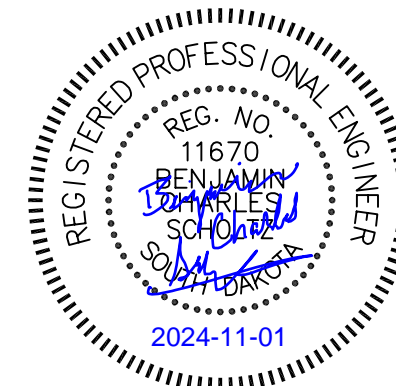
The locations and extent of digout areas will be determined in the field by the Engineer. The backfilling material for the digouts will be Asphalt Concrete Composite and Base Course. The depth of asphalt will match the in-place thickness.

Included in the Estimate of Quantities are 50 cubic yards of Unclassified Excavation, Digouts and 75 square yards of Remove Asphalt Concrete Pavement per mile for the removal of asphalt and unstable material throughout the project.

Included in the Estimate of Quantities are 100 tons of Base Course and 25 tons of Asphalt Concrete Composite per mile for backfill of Unclassified Excavation, Digouts.

The digouts will be extended through the shoulder and backfilled with granular material that will daylight to the inslope to allow water to escape the subsurface.

A copy of the surfacing/subgrade investigation for this project is available from the Pierre Region and Winner Area offices.



ASPHALT CONCRETE PAVEMENT REMOVAL

The Los Angeles Abrasion Loss value on the aggregate used for the in-place asphalt concrete was 33. This value was obtained from testing during construction of the in-place asphalt concrete.

An estimated 1,074 cubic yards of the in-place asphalt concrete surfacing will be removed from the existing highway according to the in-place surfacing typical sections and wasted as directed by the Engineer.

Care will be taken not to waste the in-place granular material. The remaining in-place granular material will be salvaged and stockpiled.

The quantity of removed asphalt material is estimated from the in-place typical sections. This estimated quantity is not included in the unclassified excavation quantities.

SHOULDER CLEARING

Prior to cold milling or asphalt concrete resurfacing, SDDOT personnel will mow the shoulders to cut existing vegetation.

Vegetation and accumulated material on or adjacent to the existing roadway edge will be removed by the Contractor, to the satisfaction of the Engineer, prior to cold milling or placement of the mainline surfacing. Any remaining windrow of accumulated material will be spread evenly on the inslope adjacent to the asphalt shoulder, to the satisfaction of the Engineer, following application of the flush seal.

The Contractor will notify the Winner Area Office at (605) 842-0810 at least three weeks prior to beginning work on this project so SDDOT personnel can mow along the shoulder and inslopes. The Department will not be responsible for the effectiveness of the mowing.

Each shoulder will be measured for payment. Costs associated with this work will be included in the contract unit price per mile for "Shoulder Clearing".



WATER FOR COMPACTION

The cost of water for compaction of the granular material will be incidental to the various other contract items. A minimum of 4% moisture will be required at the time of compaction unless otherwise directed by the Engineer.

Water for compaction of earth embankments will be applied at the rate of 10 gallons per cubic yard of Unclassified Excavation. The cost of the water will be incidental to the contract unit price per cubic yard for "Unclassified Excavation".

GRANULAR MATERIAL, FURNISH

Granular material will be furnished by the Contractor for use in blending with the salvaged asphalt mix material from this project.

The granular material will be Base Course meeting the requirements of Section 882.

SAW JOINT IN ASPHALT CONCRETE PAVEMENT

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

COLD MILLING ASPHALT CONCRETE

The Los Angeles Abrasion Loss value on the aggregate used for the in-place asphalt concrete was 33. This value was obtained from testing during construction of the in-place asphalt concrete.

Cold milling asphalt concrete will be done according to the typical section(s). In areas where maintenance patches have raised and/or widened the road, additional asphalt concrete will be milled to provide a uniform typical section from centerline to the edge of the finished shoulder. These areas also include farm, residential, field entrances and intersecting roads. Milling will be daylighted to the outside edge of the roadway. Any additional costs associated with this additional cold milling will be incidental to the contract unit price per square yard for "Cold Milling Asphalt Concrete".

Cold milling asphalt is estimated to produce 16,370 tons of cold milled asphalt concrete material. RAP quantities used in the Class Q2R Hot Mixed Asphalt Concrete mixture will vary per Alternate. The Contractor is responsible to assure enough asphalt concrete salvage is available for the Class Q2R Hot Mixed Asphalt Concrete.

TABLE OF SALVAGED MATERIAL UTILIZATION

	Alt A			Alt B		
	RAP for Class Q2R Asphalt Concrete	Excess Material	Total	RAP for Class Q2R Asphalt Concrete	Excess Material	Total
	Tons	Tons	Tons	Tons	Tons	Tons
Cold Milling Asphalt Concrete	6,379.8	10,215.4	16,595.2	6,604.8	9,990.4	16,595.2
Granular Material, Furnished		10,215.4	10,215.4		9,990.4	9,990.4
Totals	6,379.8	20,430.8	26,810.6	6,604.8	19,980.8	26,585.6

BLEND, HAUL, AND STOCKPILE GRANULAR MATERIAL

Excess salvaged asphalt concrete material will vary per Alternate and will be blended with an equal amount of Granular Material, Furnish and must be hauled, blended and stockpiled at stockpile site No. 3975 in the town of Iona in the SE1/4 of Section 22, Township 110 North, Range 72 West.

Prior to stockpiling the material the Contractor must consult with the Engineer for location of final placement of the blended pile.

A computerized scale, portable platform scale, stationary commercial scale, stationary commercial plant, portable plant scale, or a belt scale along with a scale operator will be provided by the Contractor at the stockpile site to weigh the salvaged material prior to blending.

The salvaged asphalt concrete material will be crushed to meet the requirements of Section 884.2 D.2 prior to blending into the stockpile.

Salvaged asphalt concrete material will be blended with Granular Material, Furnish at a rate of 50% salvaged asphalt mix material and 50% Granular Material, Furnish to obtain stockpile material. Material will be uniformly blended to the satisfaction of the Engineer.

No further gradation testing of the blended material will be required.

All other costs for crushing, hauling, stockpiling, and blending salvaged asphalt concrete material and Granular Material, Furnish will be incidental to the contract unit price per ton for "Blend, Haul and Stockpile Granular Material".