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April 2, 2026

**ADDENDUM NO. 1**

**RE: Item #6, April 15, 2026 Letting - P 0471(10)7, P 018P(00)12, PCN 02R1, 07A1, Fall River County - Cold Milling, Asphalt Concrete Resurfacing, Gravel Surfacing Maintenance, 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:** NO CHANGE

**PLANS:** Please destroy sheets 8, 73 & 74 and replace with the enclosed sheets, dated 3-31-26.

**Sheet 8:** BORE AND JACK STEEL PIPE notes were revised. *Paragraphs 1 and 12 were revised.*

**Sheet 73:** MRM 22+0.438 was removed.

**Sheet 74:** MRM 22+0.301 was removed.

Sincerely,

Sam Weisgram  
Engineering Supervisor

SW/gp

CC: Todd Seaman, Rapid City Region Engineer  
Bruce Schroeder, Custer Area Engineer

Revised: 3-31-26 TLS

**MAINLINE CROSS PIPE REPLACEMENT, CONTINUED**

After the new pipe has been backfilled to the top of the subgrade, a 12" depth of Base Course and 3" depth of asphalt concrete composite will be placed as a patch matching the existing asphalt concrete.

All costs to remove and dispose of asphalt concrete pavement, including full depth saw cutting of the asphalt concrete pavement, will be incidental to the contract unit price per square yard to Remove Asphalt Concrete Pavement. All excavation necessary for Class B Bedding and the pipe installation will be incidental to the contract unit price per foot for the corresponding pipe installation contract items. The excavation of material for pipe culvert undercut will be paid for at the contract unit price per cubic yard for Pipe Culvert Undercut.

The select fill material used for backfilling the pipe culvert undercut and Class B Bedding will be paid for at the contract unit price per ton for Base Course. The 3" layer of bedding material to form the cradle in the pipe foundation will be incidental to the corresponding pipe installation contract items. The cost for asphalt concrete composite installed over the pipe replacement will be paid for at the contract unit price per ton for Asphalt Concrete Composite.

High sulfate levels will be encountered on this project. The type of cement will be either a type V or a type II with 20% to 25% Class F Modified Fly Ash substituted for cement in accordance with section 605. The Water/Cementitious material ratio will not exceed 0.45 as defined in section 460.3 C. The mix will be as per fabricator's design; however, minimum compressive strength will not be less than 4500 psi at 28 days. The pipe must be marked in an acceptable way to designate meeting the requirements for sulfate resistance.

**INCIDENTAL WORK, GRADING**

Station	L/R	Remarks
29+24		Takeout 24" - 38' CMP & 2 Pipe End Sections
48+97	R	Inlet Channel Grading
100+24		Take Out 18" - 44' RCP & 1 Flared End
289+64		Take Out 24" - 54' RCP
335+81	L	Place Fill and Shape Ditch to Bypass Culvert
416+53	R	Outlet Channel Grading
455+77	L	Take Out 24" - 4' Poly Inlet Section

**CONTROLLED DENSITY FILL FOR PIPE**

Controlled density fill will be in conformance with Section 464 of the Specifications.

The controlled density fill will used to plug existing culverts.

**TABLE OF CONTROLLED DENSITY FILL FOR PIPE**

Station	Quantity (CuYd)
333+25	33.5
335+81	4.9
351+92	20.7
355+59	13.3
Total:	72.4

**PIPE COVER**

The earthen subgrade cover for some pipe installations is less than one foot. The Contractor will take the necessary precautions to ensure the structural properties of the pipes are not damaged after installation and prior to the placement of final surfacing. Any additional costs for preventing damage to these pipes will be incidental to the contract unit price per foot for the corresponding pipe installation contract item.

**BORE AND JACK STEEL PIPE**

The Contractor will install steel pipe at stations 333+18, 351+85, and 355+69 by boring and jacking the pipe through the existing highway embankment. The pipe will be installed by boring and jacking methods as specified herein unless an alternate plan is submitted in writing and approved by the Engineer.

As shown on the appropriate pipe cross section, some excavation of the existing roadway embankment is anticipated in order to reduce the length of the bore and jack pipe installation.

Steel pipe for boring and jacking will meet or exceed the requirements of ASTM A53 Grade B, ASTM A139 Grade B or ASTM A252 Grade 2. Hydrostatic testing will not be required for this application. The pipe will be required to have the minimum wall thickness as shown in the following table:

Pipe Diameter	Wall Thickness
48" & below	1/2"
54"	5/8"
60"	5/8"
66"	3/4"
72"	3/4"

The exterior of the steel pipe will be coated with a fusion bonded epoxy coating and an abrasion resistant overcoat or a two-component coal tar epoxy. The coal tar will meet the requirements of Sherwin-Williams Targuard, Tnemec Hi-Build Tneme-Tar, or an approved equal. Applications of the coatings will be in conformance with the manufacturer's recommendations.

The pipe joints will be welded by a certified welder in accordance with Section 410.3 D of the Specifications. After the welding has been completed, the exposed area will be coated with 3M Scotchkote Liquid Epoxy 328 or a

two-component coal tar epoxy meeting the requirements of Sherwin-Williams Targuard, Tnemec Hi-Build Tneme-Tar, or an approved equal.

The jacking pit will be constructed of sufficient size to accommodate equipment and workmen. The pit walls will be sloped or shored to comply with all applicable State and Federal regulations. The Contractor will be responsible for the design of the pit floor and jacking thrust restraint wall to carry the cyclic loads and thrust applied by the Contractor's operation. Water will not be allowed to accumulate in the jacking pit. All components of the jacking pit will be removed after installation of the pipe unless otherwise allowed by the Engineer.

The pipe will be pushed into position from a jacking pit with hydraulic jacks while simultaneously excavating at the forward end of the pipe. Each pipe section will be jacked from the jacking pit as the excavation at the boring head progresses so that the excavation is supported by the boring head or the pipe at all points.

Jacking thrust will be applied to the pipe by means of a yoke or frame designed to distribute the thrust uniformly around the pipe joint. The thrust will be applied to the pipe joint only in the location and only to the maximum force recommended by the pipe manufacturer. The pipe will be jacked into place without visible damage to the pipe or joint.

The boring head excavation will be circular with a maximum diameter equal to the outside diameter of the jacking pipe plus 1 inch. The Contractor will take whatever corrective action is necessary to prevent running, flowing, or squeezing ground conditions at the cutting face from causing large voids or significant loss of soil that may cause surface settlement.

The Contractor will control the alignment and grade of the pipe installation to meet the following tolerances:

1. Maximum horizontal deviation from plan shown alignment will be less than 0.15% of pipe length from the downstream end of pipe to the point of measurement.
2. Maximum vertical deviation from plan shown alignment will be less than 0.075% of pipe length from the downstream end of pipe to the point of measurement.

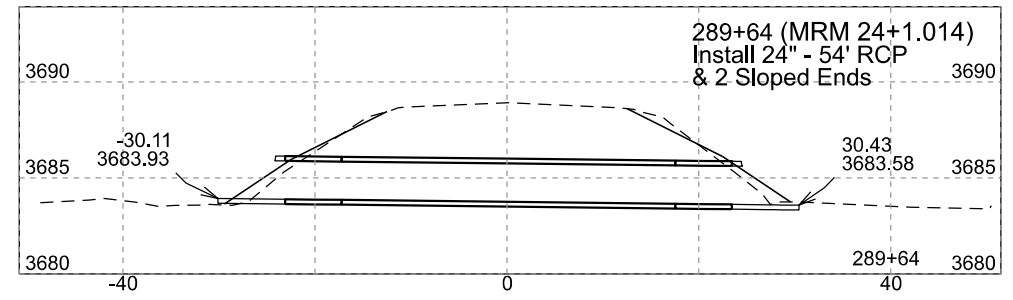
All material excavated by the boring head for the pipe installation will be disposed of by the Contractor. The excavated material from the boring pit will be used as backfill for the pit and compacted into place to the satisfaction of the Engineer.

Steel casing will be installed through highway embankment consisting of fill material derived from the Greenhorn Formation and Belle Fourche Shale. Installation procedures will require the excavation of compacted soil with the possibility of encountering isolated cobbles. Large boulders and in place ledge rock are not expected to be encountered. Based on visual observations it is not anticipated that dewatering will be required to construct and maintain jacking pits.

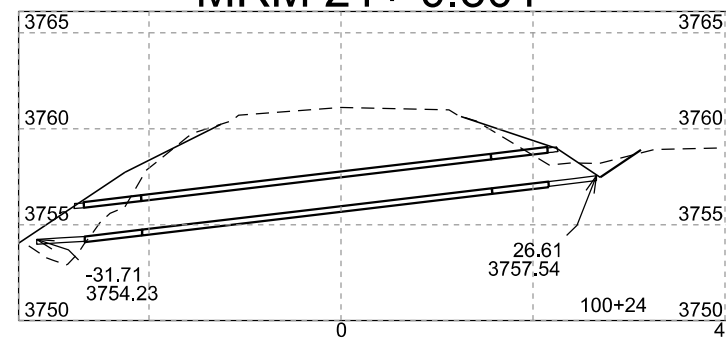
Plotting Date: 3/31/2026

Revised: 3-31-26 TLS

### MRM 24+ 1.014

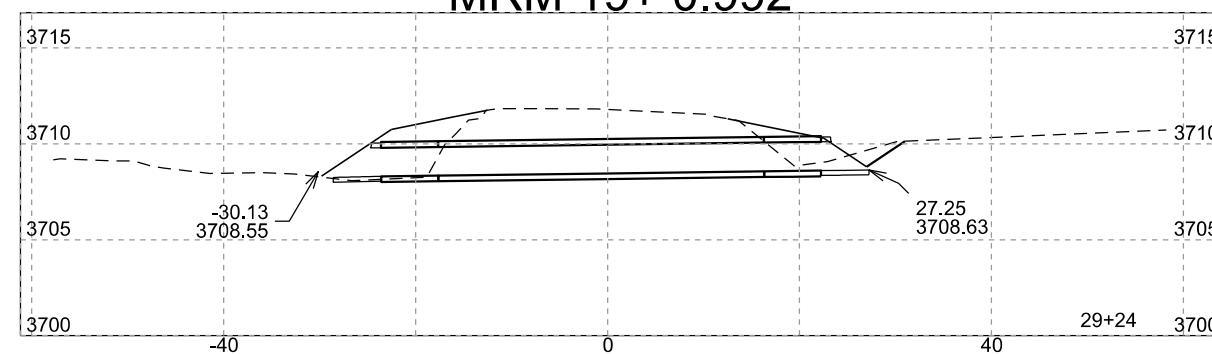


### MRM 21+ 0.301



100+24 (MRM 21+0.301)  
Install 24" - 48' RCP Arch  
& 2 - 24" RCP Arch Sloped Ends

### MRM 19+ 0.992



29+24 (MRM 19+0.992)  
Install 24" - 48' RCP Arch  
& 2 - 24" RCP Arch Sloped Ends