



Planning & Engineering
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September 30, 2025

ADDENDUM NO. 3

**RE: Item #1, October 1, 2025 Letting - P-CR 0046(73)366, P-CR 0011(152)34, PCN 05J5, 06QY,
Union County - PCC Surfacing, Asphalt Concrete Surfacing, Cold Milling Asphalt,
Pavement Markings, Culvert Work, Guardrail**

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 sheet F6 and replace with the enclosed sheets, dated 9/30/25.

Sheet F6: BASE COURSE, SALVAGED note was revised.
*Note was revised to clarify that Base Course, Salvaged on SD46 shoulders needs
to meet specified density requirements.*

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/gp

CC: Travis Dressen, Mitchell Region Engineer
Greg Rothschadl, Yankton Area Engineer

REMOVE TRAFFIC CONTROL WIDENING (SD46)

When the traffic control widening is no longer required, the granular material will be salvaged and stockpiled at a location determined by the Engineer. The Contractor Furnished Borrow Excavation material will be removed and become the property of the Contractor. The shoulders will be reshaped to the original grading design as shown in the typical sections and cross sections. The cross sections are from the grading project, PCN 04JF.

Sta. 741+09.4 to Sta. 828+60, Lt. Shoulder
Sta. 735+09.5 to Sta. 828+60, Rt. Shoulder

Cost for removing the Contractor Furnished Borrow Excavation material will be incidental to the contract lump sum price for Remove Traffic Diversion(s).

SHOULDER SHAPING FROM STA. 0+20 TO STA. 735+09.5 (SD46)

The Contractor will remove all granular material generated from the Construction Haul Road to a separate stockpile site as directed by the Engineer. This material may be reused as Base Course, Salvaged at the discretion of the Engineer.

After removal of the Haul Road material and prior to paving the shoulders, the existing Base Course or Base Course, Salvaged on the shoulders will be reshaped and compacted with adequate moisture as determined by the Engineer until a uniform, stable surface is obtained.

After Shoulder Shaping is completed, the shoulder granular material will be placed as specified, according to the Base Course, Salvaged requirements.

Included in the Estimate of Quantities are 27.837 miles of Shoulder Shaping for both shoulders.

Sta. 0+20.0 to Sta. 735+09.5 Lt. & Rt. Shoulders

Included in the Estimate of Quantities is 12.0 MGal of Water for Granular Material per mile per shoulder for compaction of granular material associated with Shoulder Shaping.

All costs associated with removing, hauling, stockpiling, and shaping the granular material will be incidental to the contract unit price per mile bid for Shoulder Shaping.

SHOULDER SHAPING FROM STA. 735+09.5 TO STA. 828+60
LT. SHOULDER (SD46)

The Contractor will salvage and stockpile the granular material used to build the traffic control widening to a site as directed by the Engineer. This material may be reused as Base Course, Salvaged at the discretion of the Engineer.

After removal of the granular material and the additional borrow material for the traffic control widening and prior to paving the shoulders with Asphalt Concrete & Base Course material, the in place granular on the shoulders will be reshaped as shown in the typical sections and compacted with adequate moisture as determined by the Engineer until a uniform, stable surface is obtained.

After Shoulder Shaping is completed, the shoulder granular material will be placed as specified, according to the Base Course, Salvaged requirements.

Included in the Estimate of Quantities are 1.765 miles of Shoulder Shaping for the left shoulder.

Included in the Estimate of Quantities is 12.0 MGal of Water for Granular Material per mile per shoulder for compaction of granular material associated with Shoulder Shaping.

All costs associated with shaping the granular material will be incidental to the contract unit price per mile bid for Shoulder Shaping.

SHOULDER SHAPING FROM STA. 735+09.50 TO STA. 828+60
RT. SHOULDER (SD46)

The Contractor will salvage and stockpile the granular material used to build the traffic control widening to a site as directed by the Engineer. This material may be reused as Base Course, Salvaged at the discretion of the Engineer.

After removal of the granular material and the additional borrow material for the traffic control widening and prior to paving the shoulders with Asphalt Concrete, the in place granular on the shoulders will be reshaped as shown in the typical sections and compacted with adequate moisture as determined by the Engineer until a uniform, stable surface is obtained.

After Shoulder Shaping is completed, the shoulder asphalt concrete material will be placed as specified.

Included in the Estimate of Quantities are 1.765 miles of Shoulder Shaping for the right shoulder.

Included in the Estimate of Quantities is 10.8 MGal of Water for Granular Material per mile per shoulder for compaction of granular material associated with Shoulder Shaping.

All costs associated with shaping the granular material will be incidental to the contract unit price per mile bid for Shoulder Shaping.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 0046(73)366 &		
	P-CR 0011(152)34	F6	F82

Revised: 30Sept25 JPC

BASE COURSE, SALVAGED

The Base Course, Salvaged will be obtained from the stockpile site(s) provided by the Contractor from the blended material produced on this project and may be used without further gradation testing.

All other requirements for Base Course, Salvaged will apply.

Base Course, Salvaged not being placed on SD46 shoulders will be compacted according to Section 260.3.D of the Specifications except that a pneumatic tired roller with an effective roller weight of at least 250 pounds per square inch of roller width will be required. At the time of compaction, the material placed on the shoulders will have a minimum of 4% moisture uniformly blended throughout the depth of material. The percent moisture may be adjusted by the Engineer.

ASPHALT CONCRETE BLADE LAID (SD11)

Included in the Estimate of Surfacing Quantities are 150 tons of Asphalt Concrete Blade Laid, 1.5 tons of Hydrated Lime, and 11.1 tons of PG 58-34 Asphalt Binder per mile and will be tight bladed on the existing surface 24 feet wide prior to the overlay of SD11. Gaps at centerline will not be permitted. Estimated roadway length = 4.968 miles.

Mineral Aggregate for tight bladed material will use only the fine aggregate components combined in the same proportions as the Class Q2R Hot Mixed Asphalt Concrete mix. Mineral Aggregate for tight bladed material will meet the gradation requirements of the Job Mix Formula. Fine Aggregate Angularity and Sand Equivalent requirements will be the same as the Class Q2R Hot Mixed Asphalt Concrete mix. Quality testing is not required on the coarse aggregate (+No. 4 sieve) in this mixture.

The Asphalt Concrete Blade Laid Lift will be designed using an N_{design} Gyratory Compactive Effort of 65. The asphalt binder content will be determined so that the air voids of Asphalt Concrete Blade Laid Lift are between 3.0% and 5.0%.

Included in the Estimate of Surfacing Quantities are 27.8 tons of SS-1h or CSS-1h Asphalt for Tack for use prior to the application of the Blade Laid lift. (Rate = 0.09 Gal./Sq.Yd. at 25-foot width)