DEPARTMENT OF TRANSPORTATION

Planning & Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
O: 605.773.3275 | F: 605.773.2614
dot.sd.gov

January 14, 2026

ADDENDUM NO. 2

RE: Item #3, January 21, 2026 Letting - NH 0034(212)388, PCN 06PR, Lake County - Cold Milling, Asphalt Concrete Resurfacing, Pipe Work, Modify Intersection, Approach Slabs, Berm Repair, Lighting

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: Please remove the NOTICE TO CONTRACTORS and replace with the attached NOTICE TO CONTRACTORS revised 1/13/26.
The Field Work Completion Date changed from October 16, 2026 to November 6, 2026.

Please remove the Index of Special Provisions and replace with the attached Index of Special Provisions revised 1/13/26.

Please remove the "Special Provision for Contract Time", dated 12/10/25 and replace with the "Special Provision for Contract Time", dated 1/12/26.

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.*

Quantities for Bid Items were changed:
Bid Item 110E0010 "Remove Concrete Bridge Approach Slab" changed from 465.0 to 781.2 SqYd
Bid Item 260E6010 "Granular Material" changed from 183.0 to 471.0 Ton
Bid Item 421E0100 "Pipe Culvert Undercut" changed from 108 to 251 CuYd
Bid Item 634E0630 "Temporary Pavement Marking" changed from 37.3 to 26.4 Mile

PLANS: Please destroy sheets 2, 3, 9, 123, 129, 139 & 145 and replace with the enclosed sheets, dated 1/9/26.

Sheet 2: Quantities for Bid Item 260E6010 "Granular Material" changed from 183.0 to 471.0 Ton and Bid Item 421E0100 "Pipe Culvert Undercut" changed from 108 to 251 CuYd.

Sheet 3: **Structure 40-142-144**
Quantities for Bid Item 110E0010 “Remove Concrete Bridge Approach Slab” changed from 232.5 to 390.6 SqYd

Structure 40-142-145
Quantities for Bid Item 110E0010 “Remove Concrete Bridge Approach Slab” changed from 232.5 to 390.6 SqYd

Sheet 9: PIPE CULVERT UNDERCUT table was revised.

Sheets 123 & 129: Remove Concrete Bridge Approach Slab quantity was revised.

Sheets 139 & 145: Remove Concrete Bridge Approach Slab quantity was revised.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/gp

CC: Travis Dressen, Mitchell Region Engineer
Harry Johnston, Sioux Falls Area Engineer

Project Number: NH 0034(212)388

Revised 1/13/26
PCN 06PR

NOTICE TO CONTRACTORS

Bid proposals for this project will be prepared, transmitted, and received electronically by the South Dakota Department of Transportation (SDDOT) via the South Dakota Electronic Bid System until 10 A.M. Central time, on January 21, 2026, at which time the SDDOT will open bids. All bids will be checked for qualifications with results posted on the SDDOT website. The South Dakota Transportation Commission will consider all bids at a scheduled Commission meeting.

The work for which proposals are hereby requested is to be completed within the following requirement(s):

FIELD WORK COMPLETION: **NOVEMBER 6, 2026**

The project category is Category II
The project type is Surfacing
The geographic zone is Zone 6

THE DBE GOAL FOR THIS PROJECT IS: **N/A**

WORK TYPE FOR THIS PROJECT IS: **WORK TYPE 5**

Bidding package for the work may be obtained at:
http://apps.sd.gov/hc65bidletting/ebslettings1.aspx#no-back-button

Standard Specifications for Roads and Bridges, 10-1-25 Version, Required Provisions, and Special Provisions as included in the Proposal. The Standard Specifications for Roads and Bridges may be obtained at https://dot.sd.gov/doing-business/contractors/standard-specifications/ .

The electronic bid proposal must be submitted by a valid bidder as designated by their company's https://apps.sd.gov/HC65C2C/EBS/BidAdminAuthorizationForm.pdf. A bidding administrator will have privileges in the SDEBS to prepare bids, submit bids, and authorize additional company employees to prepare and submit bids. Additionally, a bidding administrator will be responsible for maintaining the list of authorized bidders for the company and will have the ability to add employees, remove employees, and set-up bidder identifications and passwords within the SDEBS. Bidding Administrator authorization will remain in full force and effect until written notice of termination of this authorization is sent by an Officer of the company and received by the Department.

A bidder identification and password, coupled with a company identification previously assigned by the Department, will serve as authentication that an individual is a valid bidder for the company.

Contact information to schedule a preconstruction meeting prior to commencing with the work on this project.

Harry Johnston
5316 W 60th St N
Sioux Falls, SD 57107
Phone: 605/367-5680

REV 1/13/26

INDEX OF SPECIAL PROVISIONS

PROJECT NUMBER(S): NH 0034(212)388 PCN: 06PR

TYPE OF WORK: COLD MILLING, ASPHALT CONCRETE RESURFACING, PIPE WORK, MODIFY INTERSECTION, APPROACH SLABS, BERM REPAIR, LIGHTING

COUNTY: LAKE

The following clauses have been prepared subsequent to the Standard Specifications for Roads and Bridges and refer only to the above described improvement, for which the following Proposal is made.

The Contractor's attention is directed to the need for securing from the Department of Environment & Natural Resources, Foss Building, Pierre, South Dakota, permission to remove water from public sources (lakes, rivers, streams, etc.). The Contractor should make his request as early as possible after receiving his contract, and insofar as possible at least 30 days prior to the date that the water is to be used.

Jim Baltzer is the official in charge of the Madison Career Center for Lake County.

THE FOLLOWING ITEMS ARE INCLUDED IN THIS PROPOSAL FORM:

Special Provision for Contract Time, dated 1/12/26.

Special Provision for Contractor Staking, dated 11/17/25.

Special Provision for Flexible Pavement Smoothness, dated 5/20/21.

List of Utilities

Special Provision for American Security Drone Act, dated 12/15/2025.
Special Provision for Steel Beam Guardrail AASHTO M 180 Designation, dated 10/1/25.
Special Provision for Acknowledgment and Certification Regarding Article 3, Section 12 of the South Dakota Constitution, dated 8/24/23.
Fuel Adjustment Affidavit, DOT form 208 dated 11/25.
Standard Title VI Assurance, dated 3/1/16.
Special Provision For EEO Affirmative Action Requirements on Federal and Federal-Aid Construction Contracts, dated 2/5/24.
Special Provision For Required Contract Provisions Federal-Aid Construction Contracts, Form FHWA 1273 (Rev. October 23, 2023), dated 10/18/23.
Required Contract Provisions Federal-Aid Construction Contracts, Form FHWA 1273 (Rev. 10/23/23).
Special Provision Regarding Minimum Wage on Federal-Aid Projects, dated 10/24/19.
Wage and Hour Division US Department of Labor Washington DC. - US Dept. of Labor Decision Number SD20230032, dated 3/10/23.

Special Provision Regarding Storm Water Discharge, dated 5/8/18.
General Permit for Storm Water Discharges Associated with Construction Activities, dated 4/1/18
https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/stormwater/StormWaterConstruction.aspx

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
CONTRACT TIME

PROJECT NH 0034(212)388, PCN 06PR
LAKE COUNTY

JANUARY 12, 2026

Work Restriction

No work that requires traffic control will be allowed on the project until April 3, 2026.

Day Count Requirements

Eastbound Lanes 50 Working Day Count

The Contractor will complete all bridge work and resurfacing in the eastbound lanes that requires two-way traffic within 50 consecutive working days. If all the resurfacing work is not completed within the 50 working days, the remaining resurfacing work may be completed under lane closures as allowed by the Engineer.

The Department will begin to count working days when the Contractor places two-way traffic in the westbound lanes while completing work in the eastbound lanes. The Department will continue to count working days until the Contractor removes two-way traffic from the westbound lanes. The Department will count working days in accordance with Section 8.7 C.

The Engineer will determine when the day count begins and when the day count ends.

If the Contractor does not complete the work within the working day completion requirement, the Department will make a disincentive assessment in the amount of $1000 per working day. A contract item for incentive/disincentive pay is included in the bid schedule for the Department's use in assessing disincentive. The Department will use a negative quantity of days for assessing disincentives.

Westbound Lanes 50 Working Day Count

The Contractor will complete all bridge work and resurfacing in the westbound lanes that requires two-way traffic within 50 consecutive working days. If all the resurfacing work is not completed within the 50 working days, the remaining resurfacing work may be completed under lane closures as allowed by the Engineer.

The Department will begin to count working days when the Contractor places two-way traffic in the eastbound lanes while completing work in the westbound lanes. The Department will continue to count working days until the Contractor removes two-way traffic from the eastbound lanes. The Department will count working days in accordance with Section 8.7 C.

The Engineer will determine when the day count begins and when the day count ends.

If the Contractor does not complete the work within the working day completion requirement, the Department will make a disincentive assessment in the amount of $1000 per working day. A contract item for incentive/disincentive pay is included in the bid schedule for the Department's use in assessing disincentive. The Department will use a negative quantity of days for assessing disincentives.

457th St 25 Working Day Count

The Contractor will have a maximum of 25 working days to close 457th St for realignment. These days may be non-consecutive.

The Department will begin to count working days when the Contractor closes 457th St. The Department will count working days each day 457th St is closed to traffic. The day count will continue until the Contractor completes all work required to open 457th to unimpeded traffic. The Department will count working days in accordance with Section 8.7 C.

If the Contractor does not complete the work within the working day completion requirement, the Department will make a disincentive assessment in the amount of $500 per working day. A contract item for incentive/disincentive pay is included in the bid schedule for the Department's use in assessing disincentive. The Department will use a negative quantity of days for assessing disincentives.

Field Work Completion

The Contractor will complete the project by the November 6, 2026 field work completion date.

Failure to Complete on Time

The Contractor will complete all work on the project prior to the field work completion requirement. If the Contractor does not complete all work by the field work completion requirement, the Department will assess liquidated damages in accordance with Section 8.9. The Department will assess liquidated damages for each working day the work (project) is late until the Contractor completes all field work.

In the event the Contractor does not complete all field work on time, the Department will count working days in accordance with Section 8.7 C.

* * * * *

ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(212)388	2	170

REV. 1/9/2026 BRA

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E3220	Reestablish Right-of-Way and Property Corner	13	Each
009E3225	Reestablish Public Land Survey System Corner	1	Each
009E3230	Grade Staking	0.552	Mile
009E3250	Miscellaneous Staking	7.830	Mile
009E3280	Slope Staking	0.552	Mile
009E3301	Engineer Directed Surveying/Staking	20.0	Hour
009E3320	Checker	Lump Sum	LS
009E4200	Construction Schedule, Category II	Lump Sum	LS
100E0100	Clearing	Lump Sum	LS
110E0130	Remove Traffic Sign	2	Each
110E0600	Remove Fence	1,035	Ft
110E0700	Remove 3 Cable Guardrail	245	Ft
110E0730	Remove Beam Guardrail	460.0	Ft
110E0740	Remove 3 Cable Guardrail Anchor Assembly	2	Each
110E0745	Remove 3 Cable Guardrail Slip Base Anchor Assembly	2	Each
110E1010	Remove Asphalt Concrete Pavement	5,352.0	SqYd
110E1100	Remove Concrete Pavement	268.0	SqYd
110E1690	Remove Sediment	0.7	CuYd
110E1700	Remove Silt Fence	544	Ft
110E7150	Remove Sign for Reset	10	Each
120E0010	Unclassified Excavation	9,192	CuYd
120E0100	Unclassified Excavation, Digouts	270	CuYd
120E0600	Contractor Furnished Borrow Excavation	7,813	CuYd
120E1000	Muck Excavation	1,283	CuYd
120E2000	Undercutting	1,467	CuYd
210E0100	Shoulder Clearing	21.4	Mile
230E0010	Placing Topsoil	1,829	CuYd
250E0020	Incidental Work, Grading	Lump Sum	LS
260E1010	Base Course	1,481.5	Ton
260E1030	Base Course, Salvaged	1,984.7	Ton
260E6010	Granular Material	471.0	Ton
270E0110	Salvage and Stockpile Granular Material	2,030.4	Ton
270E0230	Haul and Stockpile Asphalt Mix Material	6,454.1	Ton
320E0032	PG 58H-34 Asphalt Binder	1,253.9	Ton
320E1200	Asphalt Concrete Composite	269.3	Ton
320E1203	Class Q3R Hot Mixed Asphalt Concrete	24,301.7	Ton
320E1800	Asphalt Concrete Blade Laid	1,677.2	Ton
320E4000	Hydrated Lime	258.5	Ton
320E7040	Grind 6" Transverse Rumble Strip in Asphalt Concrete	180.0	Ft
330E0100	SS-1h or CSS-1h Asphalt for Tack	153.7	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	60.6	Ton
330E2000	Sand for Flush Seal	787.2	Ton

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
332E0010	Cold Milling Asphalt Concrete	188,849	SqYd
421E0100	Pipe Culvert Undercut	251	CuYd
450E0222	60" RCP Class 2, Furnish	54	Ft
450E0230	60" RCP, Install	54	Ft
450E2028	36" RCP Flared End, Furnish	2	Each
450E2029	36" RCP Flared End, Install	2	Each
450E2032	42" RCP Flared End, Furnish	1	Each
450E2033	42" RCP Flared End, Install	1	Each
450E2044	60" RCP Flared End, Furnish	2	Each
450E2045	60" RCP Flared End, Install	2	Each
450E3112	108" RCP Arch Class 2, Furnish	128	Ft
450E3120	108" RCP Arch, Install	128	Ft
450E4605	30" RCP Arch Sloped End, Install	1	Each
450E4621	30" RCP Arch Sloped End with Bars, Furnish	1	Each
450E4639	108" RCP Arch Sectional End, Furnish	1	Each
450E4640	108" RCP Arch Sectional End, Install	1	Each
450E4767	24" CMP 12 Gauge, Furnish	70	Ft
450E4770	24" CMP, Install	70	Ft
600E0300	Type III Field Laboratory	1	Each
620E0020	Type 2 Right-of-Way Fence	948	Ft
620E0510	Type 1 Temporary Fence	140	Ft
620E1020	2 Post Panel	11	Each
620E1030	3 Post Panel	2	Each
630E0500	Type 1 MGS	525.0	Ft
630E1501	Type 1 Retrofit Guardrail Transition	4	Each
630E2018	MGS MASH Tangent End Terminal	4	Each
632E1320	2.0"x2.0" Perforated Tube Post	57.6	Ft
632E2220	Guardrail Delineator	20	Each
632E2510	Type 2 Object Marker Back to Back	8	Each
632E3203	Flat Aluminum Sign, Nonremovable Copy High Intensity	18.0	SqFt
632E3205	Flat Aluminum Sign, Nonremovable Copy Super/Very High Intensity	12.0	SqFt
632E3500	Reset Sign	10	Each
633E1200	High Build Waterborne Pavement Marking Paint, White	586	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	421	Gal
634E0010	Flagging	560.0	Hour
634E0020	Pilot Car	240.0	Hour
634E0110	Traffic Control Signs	3,790.4	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	25	Each
634E0380	Tubular Marker	375	Each
634E0390	Replace Tubular Marker	50	Each
634E0420	Type C Advance Warning Arrow Board	2	Each

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0525	Linear Delineation System Panel, Barrier Mounted	34	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	100	Ft
634E0630	Temporary Pavement Marking	26.4	Mile
634E0700	Traffic Control Movable Concrete Barrier	34	Each
634E0705	Remove and Reset Traffic Control Movable Concrete Barrier	34	Each
634E0750	Temporary Concrete Barrier End Protection	2	Each
634E0755	Remove and Reset Temporary Concrete Barrier End Protection	2	Each
634E0760	Temporary Concrete Barrier End Protection Module Set or Repair Kit	1	Each
634E1215	Contractor Furnished Portable Changeable Message Sign	3	Each
634E2000	Longitudinal Pedestrian Barricade	40	Ft
634E2015	Temporary Pedestrian Access Route	Lump Sum	LS
635E0050	Breakaway Base Luminaire Pole with Arm, 50' Mounting Height	4	Each
635E0150	Breakaway Base Luminaire Pole with Twin Arms, 50' Mounting Height	7	Each
635E3700	Roadway Luminaire, LED with Photoelectric Cell	18	Each
635E5020	2' Diameter Footing	95.0	Ft
635E5301	Type 1 Electrical Junction Box	3	Each
635E5400	Electrical Service Cabinet	1	Each
635E8120	2" Rigid Conduit, Schedule 40	2,915	Ft
635E8220	2" Rigid Conduit, Schedule 80	300	Ft
635E9014	1/C #4 AWG Copper Wire	11,120	Ft
635E9710	2/C #10 AWG Copper Pole and Bracket Cable	840	Ft
720E1010	PVC Coated Bank and Channel Protection Gabion	10.0	CuYd
730E0204	Type C Permanent Seed Mixture	65	Lb
731E0100	Fertilizing	5,454	Lb
732E0100	Mulching	10.0	Ton
734E0103	Type 3 Erosion Control Blanket	5,650	SqYd
734E0132	Type 2 Turf Reinforcement Mat	1,096.0	SqYd
734E0154	12" Diameter Erosion Control Wattle	300	Ft
734E0165	Remove and Reset Erosion Control Wattle	75	Ft
734E0325	Surface Roughening	1.0	Acre
734E0510	Shaping for Erosion Control Blanket	1,100	Ft
734E0602	Low Flow Silt Fence	1,750	Ft
734E0604	High Flow Silt Fence	425	Ft
734E0610	Mucking Silt Fence	151	CuYd
734E0620	Repair Silt Fence	544	Ft
831E0110	Type B Drainage Fabric	29	SqYd
900E0010	Refurbish Single Mailbox	8	Each
900E1310	Concrete Washout Facility	1	Each
900E1320	Construction Entrance	2	Each
900E1980	Storage Unit	1	Each

REGISTERED PROFESSIONAL ENGINEER
REG. NO.
14659
BLAKE R. AHLERS
SOUTH DAKOTA
01/09/2026

REV. 1/9/2026 BRA

Structure No. 40-142-144

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3310	Bridge Elevation Survey	Lump Sum	LS
110E0010	Remove Concrete Bridge Approach Slab	390.6	SqYd
120E3120	Bridge Berm Repair	2	Each
120E7000	Select Granular Backfill	17.9	Ton
260E1010	Base Course	28.7	Ton
410E2600	Membrane Sealant Expansion Joint	83.8	Ft
460E0150	Concrete Approach Slab for Bridge	190.6	SqYd
460E0160	Concrete Approach Sleeper Slab for Bridge	41.8	SqYd
491E0005	Two Coat Bridge Deck Polymer Chip Seal	466.7	SqYd
491E0110	Abrasive Blasting of Bridge Deck	466.7	SqYd
491E0120	Bridge Deck Grinding	466.7	SqYd
491E0130	Concrete Removal, Class A	4.0	SqYd
491E0140	Concrete Removal, Class B	4.0	SqYd
491E0172	Concrete Patching Material, Bridge Deck	40.6	CuFt
700E0210	Class B Riprap	223.8	Ton
831E0110	Type B Drainage Fabric	294	SqYd
831E1030	Perforated Geocell	427	SqFt

Structure No. 40-142-145

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3310	Bridge Elevation Survey	Lump Sum	LS
110E0010	Remove Concrete Bridge Approach Slab	390.6	SqYd
120E3120	Bridge Berm Repair	2	Each
120E7000	Select Granular Backfill	17.9	Ton
260E1010	Base Course	28.7	Ton
410E2600	Membrane Sealant Expansion Joint	83.8	Ft
460E0150	Concrete Approach Slab for Bridge	190.6	SqYd
460E0160	Concrete Approach Sleeper Slab for Bridge	41.8	SqYd
491E0005	Two Coat Bridge Deck Polymer Chip Seal	466.7	SqYd
491E0110	Abrasive Blasting of Bridge Deck	466.7	SqYd
491E0120	Bridge Deck Grinding	466.7	SqYd
491E0130	Concrete Removal, Class A	5.1	SqYd
491E0140	Concrete Removal, Class B	5.1	SqYd
491E0172	Concrete Patching Material, Bridge Deck	51.8	CuFt
700E0210	Class B Riprap	264.1	Ton
831E0110	Type B Drainage Fabric	345	SqYd
831E1030	Perforated Geocell	427	SqFt

REV. 1/9/2026 BRA

PIPE CULVERT UNDERCUT

Pipe culvert undercut will be required for this project.

The table includes undercut for 36 inch and larger pipe culverts. The depth of undercut is an estimate and the actual depth necessary will be determined during construction. Pipes listed may or may not require undercutting and pipes not listed may require undercutting. The Engineer will determine which pipe will be undercut in accordance with Section 421 of the Specifications.

Station	Undercut Depth (Ft)	Pipe Culvert Undercut (CuYd)	Granular Material (Ton)
4+69	2	162	304
6+50	2	89	167
	Total:	251	471

The table specifies locations where granular material is required for backfilling the pipe culvert area. Other locations of pipe culverts may require granular material backfill where site conditions warrant. Granular material will conform to the gradation requirements in Section 421.2.A of the Specifications and will be paid for at the contract unit price per ton for “Granular Material”.

The table below describes the material types and groundwater elevations at the pipe locations based on the subsurface investigation conducted in August 2024. Groundwater elevations indicate dewatering will be required during pipe culvert undercutting at these locations.

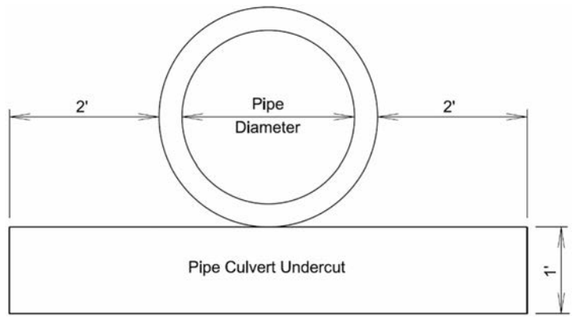
Station	Soil Below Flowline	Groundwater Elevation (ft.)	Flowline of Pipe	
			Inlet Elevation (ft.)	Outlet Elevation (ft.)
4+69	Black sandy silt	1622.2	1621.0	1620.6
6+50	Black sandy silt	1622.2	1622.5	1622.0

The pipe culverts at Stations 4+69 and 6+50 will be undercut to a minimum depth of 24 inches. The depth of undercut is an estimate, and the actual depth necessary will be determined during construction. The Engineer will determine how much undercut will be done in accordance with Section 421 of the Specifications but will not reduce the undercut to less than the depth stated above.

The table below contains the rate for one-foot depth of pipe culvert undercut per foot of pipe length and should be used as an aid in determining the actual amount of undercut to be performed during construction. The table is derived from the drawing below and conforms to the Specifications. When calculating pipe culvert undercut, the length of pipe ends should be included in the overall pipe length.

Storm sewer and approach pipes do not require undercutting unless specified otherwise in these plans.

Pipe Diameter (In)	Round Pipe Undercut Rate for 1’ Depth (CuYd/Ft)	Arch Pipe Undercut Rate for 1’ Depth (CuYd/Ft)
24	0.2407	0.2577
30	0.2623	0.2847
36	0.2840	0.3110
42	0.3056	0.3337
48	0.3272	0.3596
54	0.3488	0.3827
60	0.3704	0.4105
66	0.3920	---
72	0.4136	0.4630
78	0.4352	---
84	0.4568	0.5123
90	0.4784	---



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.

MAILBOXES

The Contractor will reset the existing mailboxes on new posts with the necessary support hardware for single mailbox assemblies. The local Postmaster will determine the recommended mounting height of the mailboxes throughout the project. The Contractor will coordinate with the Engineer on the proper postal representative to contact.

All costs for removing existing mailboxes, providing temporary mailboxes, and resetting mailboxes with new posts and necessary support hardware will be incidental to the contract unit price per each for “Refurbish Single Mailbox”.

TABLE OF REFURBISH MAILBOX

Station (SD 34)	L/R	Single (Each)
36+42	L	1
80+89	L	1
88+45	L	1
142+58	L	1
150+57	L	1
156+06	L	1
289+11	L	1
291+43	L	1
	Total:	8

ESTIMATE OF STRUCTURE QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
009E3310	Bridge Elevation Survey	Lump Sum	LS
110E0010	Remove Concrete Bridge Approach Slab	390.6	SqYd
120E3120	Bridge Berm Repair	2	Each
120E7000	Select Granular Backfill	17.9	Ton
260E1010	Base Course	28.7	Ton
410E2600	Membrane Sealant Expansion Joint	83.8	Ft
460E0150	Concrete Approach Slab for Bridge	190.6	SqYd
460E0160	Concrete Approach Sleeper Slab for Bridge	41.8	SqYd
491E0005	Two Coat Bridge Deck Polymer Chip Seal	466.7	SqYd
491E0110	Abrasive Blasting of Bridge Deck	466.7	SqYd
491E0120	Bridge Deck Grinding	466.7	SqYd
491E0130	Concrete Removal, Class A	4.0	SqYd
491E0140	Concrete Removal, Class B	4.0	SqYd
491E0172	Concrete Patching Material, Bridge Deck	40.6	CuFt
700E0210	Class B Riprap	223.8	Ton
831E0110	Type B Drainage Fabric	294	SqYd
831E1030	Perforated Geocell	427	SqFt

SPECIFICATIONS

Construction Specifications: Standard Specifications for Roads and Bridges, 10-1-25 Version; Required Provisions; and Special Provisions as included in the Proposal. The Standard Specifications for Roads and Bridges is available for download and viewing at https://dot.sd.gov/doing-business/contractors/standard-specifications.

DETAILS AND DIMENSIONS OF EXISTING BRIDGE

All details and dimensions of the existing bridge, contained in these plans, are based on the original construction plans and shop plans and are provided as information only. It is the Contractor's responsibility to inspect and verify the actual field conditions and any necessary as-built dimensions affecting the satisfactory completion of the work required for this project.

SCOPE OF BRIDGE WORK & SEQUENCE OF OPERATIONS

All work on this structure will be accomplished with the traffic control shown elsewhere in the plans. Alternate sequence of operations may be submitted by the Contractor for approval by the Engineer a minimum of two weeks prior to the preconstruction meeting.

1. Repair Bridge Berm and inslopes at the abutments.
2. Place Type B drainage fabric and Class B Riprap.
3. Place Perforated Geocell filled with Select Granular Backfill on the berm top.
4. Remove the existing approach and sleeper slabs.
5. Place base course material to the correct grade.
6. Replace approach slabs and sleeper slabs to the correct grade.
7. Replace sleeper slab joints with Membrane Sealant Expansion Joint.
8. Perform Bridge Deck Grinding.
9. Where necessary, repair the bridge deck by removing and patching all loose and delaminated concrete from the bridge deck surface.
10. Clean the bridge deck surface with abrasive blasting.
11. Place the Two Coat Bridge Deck Polymer Chip Seal.

GENERAL CONSTRUCTION – BRIDGE

1. All mild reinforcing steel will conform to ASTM A615, Grade 60.
2. All exposed concrete corners and edges will be chamfered ¾-inch unless noted otherwise in the plans. Match existing chamfer if the existing chamfer differs.
3. Use 2-inch clear cover on all reinforcing steel except as shown otherwise.
4. Request for construction joints or reinforcing steel splices at points other than those shown, must be submitted to the Engineer for prior approval. If additional splices are approved, no payment will be allowed for the added quantity of reinforcing steel.
5. All lap splices are contact lap splices unless noted otherwise.

BRIDGE BERM REPAIR

1. The bridge berms have significant material loss due to a flood event and will need rebuilt and shaped to their original template with Class B Riprap incorporated into the berm slope.
2. The bridge berms have significant material loss due to a flood event and will need rebuilt and shaped as shown in the plans and Class B Riprap placed on the berm slope.
3. Due to material loss at the site, borrow is to be provided to rebuild the berm and fill any erosion features on the berm slope. Reconstruct the berms to at least 1-foot above the bottom of the abutment backwall. The berm slope will be benched into stable embankment during reshaping and reconstruction. The soil will be placed in horizontal lifts perpendicular to the centerline of the abutment. For informational purposes the estimated borrow material required is 21 cubic yards.
4. Shape the fill in front of the wing walls to divert runoff from the inslopes away from the face of the berm slope. Reshape the inslopes near the wing walls to approximately 20 feet out from the bridge.
5. At the upper part of the berm slope, clearance between the structure and berm will prohibit the use of large compaction equipment. The soil in this area will be compacted using hand operated compaction equipment. Berm material will be placed in reduced lift thicknesses with adequate moisture to obtain density requirements.
6. Soil used to reconstruct the berm slope will be furnished by the Contractor and approved by the Engineer. The soil will have 100% passing the 1 ½ inch sieve, a maximum of 70% passing the #4 sieve, have a maximum Liquid Limit (LL) of 45 and a Plastic Index (PI) greater than 10 but less than 25. The Contractor will be responsible for one gradation, LL and PI test for each borrow source for berm reconstruction. The test results will be supplied to the Engineer in writing.
7. Compaction of the reconstructed berm and inslopes will be governed by the Ordinary Compaction Method.
8. Quantities provided are an estimate for this work. It is the responsibility of the Contractor to visit the site prior to starting construction to determine quantities needed.
9. The cost of the berm reconstruction will be incidental to the contract unit price per each for Bridge Berm Repair. This payment will be full compensation for furnishing all materials, labor, tools, and equipment necessary or incidental to the reconstruction of the bridge berm.

RIPRAP

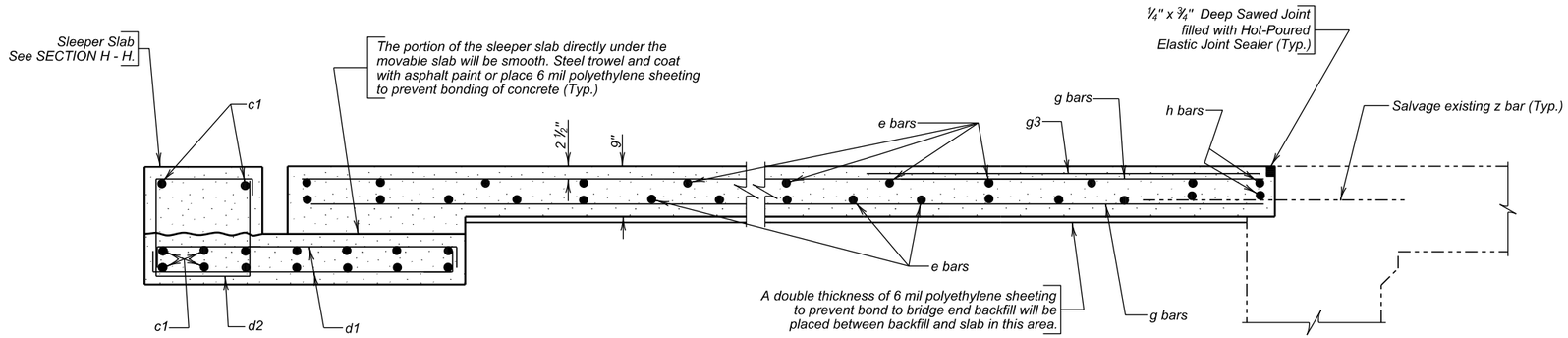
1. The cross section shown in this plan set is provided as a guide for riprap placement and is based on the existing ground locations at the time of inspection. The location of the toe of the riprap may vary to suit local site conditions provided the following items are adhered to:
   a. The opening provided under the structure for water flow is not reduced from what is shown on the cross section.
   b. Any changes in the riprap configuration are approved by the Engineer.
2. Prior to placement of the drainage fabric, the surface to be covered will be smooth, free of obstructions, and conform to the plan configuration.
3. As the riprap is placed on a repaired berm, it is not anticipated that excavation will be required for riprap placement, However, some excavation may be required where the riprap transitions back to the existing profile as directed by the Engineer. All material excavated to allow for riprap placement will be disposed of by the Contractor.
4. A factor of 1.4 tons/CuYd was used to convert the riprap quantity from CuYd to Tons.
5. The Class B Riprap will be constructed to the configuration, limits and elevations shown. All costs associated with placement of the riprap including all material, excavation, labor and equipment will be included in the contract unit price per ton for Class B Riprap.

ESTIMATE OF STRUCTURE QUANTITIES & NOTES
FOR
106' - 0" CONTINUOUS CONCRETE BRIDGE
STR. NO. 40-142-144
AUGUST 2025

DESIGNED BY	CK. DES. BY	DRAFTED BY	
PII	CM	PII	Steve A Johnson BRIDGE ENGINEER
LAKE06PR	06PRRA02		

SD DOT	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(212)388	129	170

Revised 01/09/2026 T.J.M.

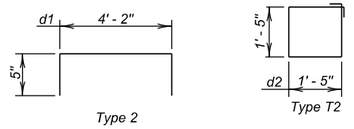


SECTION E - E

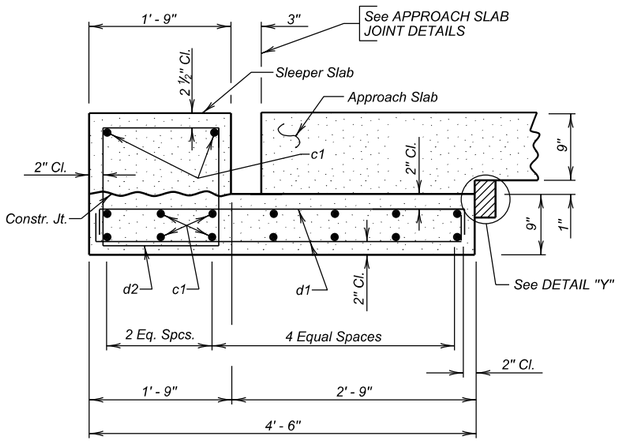
REINFORCING SCHEDULE
(For Two Approach and Two Sleeper Slabs)

Mk.	No.	Size	Length	Type
c1	32	5	41' - 6"	Str.
d1	168	4	5' - 0"	2
d2	84	4	6' - 5"	T2
e1	28	4	41' - 6"	Str.
e2	40	6	41' - 6"	Str.
g1	8	4	19' - 8"	Str.
g2	52	4	20' - 2"	Str.
g3	54	4	6' - 0"	Str.
g4	8	8	19' - 8"	Str.
g5	160	8	20' - 2"	Str.
h1	4	6	39' - 8"	Str.

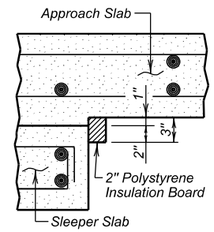
Bending Details



Note -
All Dimensions are out to out of bars.
All bars to be epoxy coated.



SECTION F - F
(Sleeper Slab)



DETAIL "Y"

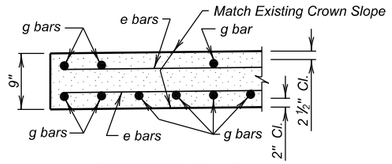
ESTIMATED QUANTITIES
(For Two Approach and Two Sleeper Slabs)

ITEM	UNIT	QUANTITY
Remove Concrete Bridge Approach Slab	SqYd	390.6
Concrete Approach Slab for Bridge	SqYd	190.6
Concrete Approach Sleeper Slab for Bridge	SqYd	41.8
✳ Base Course	Ton	28.7

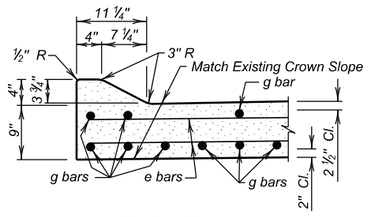
✳ For estimating purposes only, a factor of 1.89 Tons/CuYd was used to convert CuYd to Tons. Base Course for Approach Sidewalk Slab included in quantity.

1. Concrete in Approach Slabs — 48.2 CuYd
2. Epoxy Coated Reinforcing Steel in Approach Slabs — 13,573 Lbs
3. Concrete in Sleeper Slabs — 14.8 CuYd
4. Epoxy Coated Reinforcing Steel in Sleeper Slabs — 2,307 Lbs
5. 2" Polystyrene Insulation Board — 21 SqFt

Items 1 thru 5 are approximate quantities contained in the above contract items and are for information only.



SECTION G - G



SECTION H - H

(WEST BOUND LANES)
APPROACH SLAB DETAILS (C)
FOR

106' - 0" CONTINUOUS CONCRETE BRIDGE

40' - 0" ROADWAY — 0° SKEW
OVER SILVER CREEK — SEC. 15-T106N-R52W
STR. NO. 40-142-144 — NH 0034(212)388

LAKE COUNTY
S. D. DEPT. OF TRANSPORTATION
AUGUST 2025

DESIGNED BY	CK. DES. BY	DRAFTED BY	
PII	CM	KR	Steve A Johnson BRIDGE ENGINEER
LAKE06PR	06PRRA08		

Revised 01/09/2026 T.J.M.

ESTIMATE OF STRUCTURE QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
009E3310	Bridge Elevation Survey	Lump Sum	LS
110E0010	Remove Concrete Bridge Approach Slab	390.6	SqYd
120E3120	Bridge Berm Repair	2	Each
120E7000	Select Granular Backfill	17.9	Ton
260E1010	Base Course	28.7	Ton
410E2600	Membrane Sealant Expansion Joint	83.8	Ft
460E0150	Concrete Approach Slab for Bridge	190.6	SqYd
460E0160	Concrete Approach Sleeper Slab for Bridge	41.8	SqYd
491E0005	Two Coat Bridge Deck Polymer Chip Seal	466.7	SqYd
491E0110	Abrasive Blasting of Bridge Deck	466.7	SqYd
491E0120	Bridge Deck Grinding	466.7	SqYd
491E0130	Concrete Removal, Class A	5.1	SqYd
491E0140	Concrete Removal, Class B	5.1	SqYd
491E0172	Concrete Patching Material, Bridge Deck	51.8	CuFt
700E0210	Class B Riprap	264.1	Ton
831E0110	Type B Drainage Fabric	345	SqYd
831E1030	Perforated Geocell	427	SqFt

SPECIFICATIONS

Construction Specifications: Standard Specifications for Roads and Bridges, 10-1-25 Version; Required Provisions; and Special Provisions as included in the Proposal. The Standard Specifications for Roads and Bridges is available for download and viewing at https://dot.sd.gov/doing-business/contractors/standard-specifications.

DETAILS AND DIMENSIONS OF EXISTING BRIDGE

All details and dimensions of the existing bridge, contained in these plans, are based on the original construction plans and shop plans and are provided as information only. It is the Contractor's responsibility to inspect and verify the actual field conditions and any necessary as-built dimensions affecting the satisfactory completion of the work required for this project.

SCOPE OF BRIDGE WORK & SEQUENCE OF OPERATIONS

All work on this structure will be accomplished with the traffic control shown elsewhere in the plans. Alternate sequence of operations may be submitted by the Contractor for approval by the Engineer a minimum of two weeks prior to the preconstruction meeting.

1. Repair Bridge Berm and inslopes at the abutments.
2. Place Type B drainage fabric and Class B Riprap.
3. Place Perforated Geocell filled with Select Granular Backfill on the berm top.
4. Remove the existing approach and sleeper slabs.
5. Place base course material to the correct grade.
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7. Replace sleeper slab joints with Membrane Sealant Expansion Joint.
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10. Clean the bridge deck surface with abrasive blasting.
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GENERAL CONSTRUCTION – BRIDGE

1. All mild reinforcing steel will conform to ASTM A615, Grade 60.
2. All exposed concrete corners and edges will be chamfered ¾-inch unless noted otherwise in the plans. Match existing chamfer if the existing chamfer differs.
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4. Request for construction joints or reinforcing steel splices at points other than those shown, must be submitted to the Engineer for prior approval. If additional splices are approved, no payment will be allowed for the added quantity of reinforcing steel.
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BRIDGE BERM REPAIR

1. The bridge berms have significant material loss due to a flood event and will need rebuilt and shaped to their original template with Class B Riprap incorporated into the berm slope.
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5. At the upper part of the berm slope, clearance between the structure and berm will prohibit the use of large compaction equipment. The soil in this area will be compacted using hand operated compaction equipment. Berm material will be placed in reduced lift thicknesses with adequate moisture to obtain density requirements.
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7. Compaction of the reconstructed berm and inslopes will be governed by the Ordinary Compaction Method.
8. Quantities provided are an estimate for this work. It is the responsibility of the Contractor to visit the site prior to starting construction to determine quantities needed.
9. The cost of the berm reconstruction will be incidental to the contract unit price per each for Bridge Berm Repair. This payment will be full compensation for furnishing all materials, labor, tools, and equipment necessary or incidental to the reconstruction of the bridge berm.

RIPRAP

1. The cross section shown in this plan set is provided as a guide for riprap placement and is based on the existing ground locations at the time of inspection. The location of the toe of the riprap may vary to suit local site conditions provided the following items are adhered to:
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4. A factor of 1.4 tons/CuYd was used to convert the riprap quantity from CuYd to Tons.
5. The Class B Riprap will be constructed to the configuration, limits and elevations shown. All costs associated with placement of the riprap including all material, excavation, labor and equipment will be included in the contract unit price per ton for Class B Riprap.

ESTIMATE OF STRUCTURE QUANTITIES & NOTES

FOR

106' - 0" CONTINUOUS CONCRETE BRIDGE

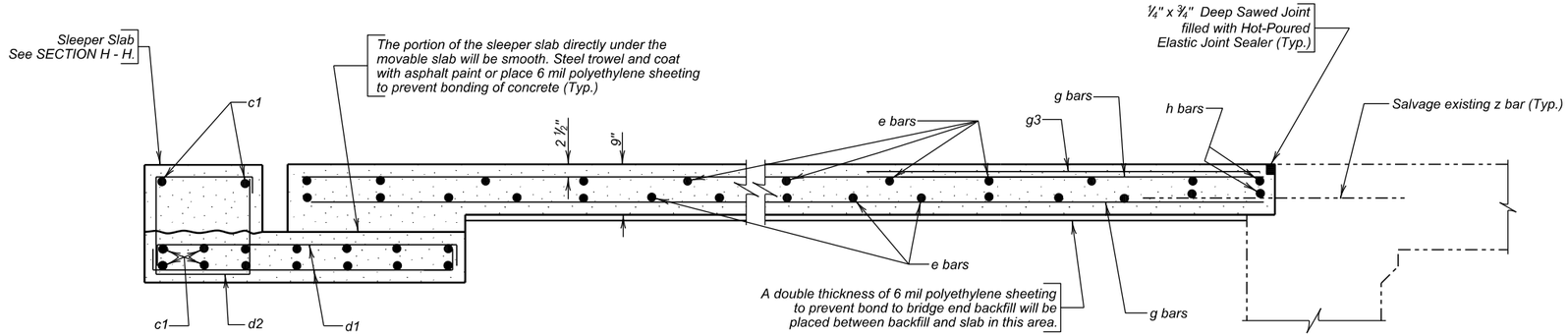
STR. NO. 40-142-145

AUGUST 2025

DESIGNED BY	CK. DES. BY	DRAFTED BY	
PII	CM	PII	Steve A Johnson BRIDGE ENGINEER
LAKE06PR	06PRRB02		

SD DOT	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(212)388	145	170

Revised 01/09/2026 T.J.M.

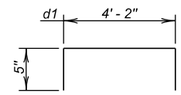


SECTION E - E

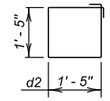
REINFORCING SCHEDULE
(For Two Approach and Two Sleeper Slabs)

Mk.	No.	Size	Length	Type
c1	32	5	41' - 6"	Str.
d1	168	4	5' - 0"	2
d2	84	4	6' - 5"	T2
e1	28	4	41' - 6"	Str.
e2	40	6	41' - 6"	Str.
g1	8	4	19' - 8"	Str.
g2	52	4	20' - 2"	Str.
g3	54	4	6' - 0"	Str.
g4	8	8	19' - 8"	Str.
g5	160	8	20' - 2"	Str.
h1	4	6	39' - 8"	Str.

Bending Details



Type 2



Type T2

Note -
All Dimensions are out to out of bars.
All Bars to be Epoxy Coated.

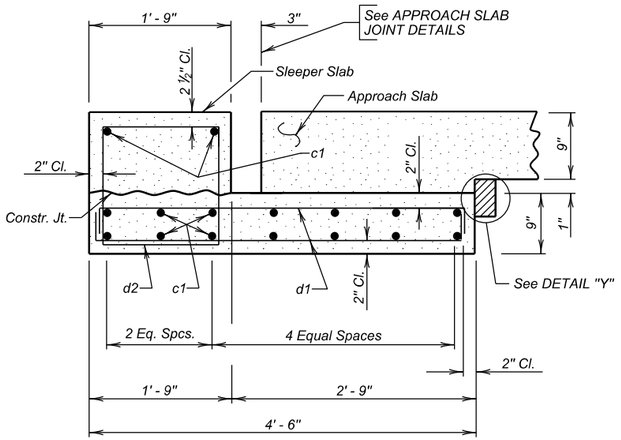
ESTIMATED QUANTITIES
(For Two Approach and Two Sleeper Slabs)

ITEM	UNIT	QUANTITY
Remove Concrete Bridge Approach Slab	SqYd	390.6
Concrete Approach Slab for Bridge	SqYd	190.6
Concrete Approach Sleeper Slab for Bridge	SqYd	41.8
✳ Base Course	Ton	28.7

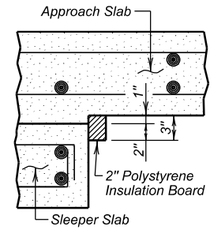
✳ For estimating purposes only, a factor of 1.89 Tons/CuYd was used to convert CuYd to Tons. Base Course for Approach Sidewalk Slab included in quantity.

1. Concrete in Approach Slabs — 48.2 CuYd
2. Epoxy Coated Reinforcing Steel in Approach Slabs — 13,573 Lbs
3. Concrete in Sleeper Slabs — 14.8 CuYd
4. Epoxy Coated Reinforcing Steel in Sleeper Slabs — 2,307 Lbs
5. 2" Polystyrene Insulation Board — 21 SqFt

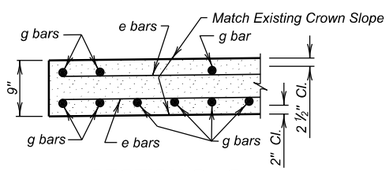
Items 1 thru 5 are approximate quantities contained in the above contract items and are for information only.



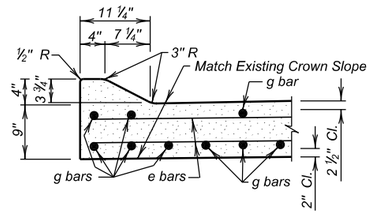
SECTION F - F
(Sleeper Slab)



DETAIL "Y"



SECTION G - G



SECTION H - H

(EAST BOUND LANES)
APPROACH SLAB DETAILS (C)
FOR
106' - 0" CONTINUOUS CONCRETE BRIDGE
40' - 0" ROADWAY — 0° SKEW
OVER SILVER CREEK — SEC. 15-T106N-R52W
STR. NO. 40-142-145 — NH 0034(212)388

LAKE COUNTY
S. D. DEPT. OF TRANSPORTATION
AUGUST 2025

DESIGNED BY	CK. DES. BY	DRAFTED BY	
PII	CM	KR	Steve A. Johnson BRIDGE ENGINEER
LAKE06PR	06PRRB08		