DEPARTMENT OF TRANSPORTATION

Planning & Engineering
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September 25, 2025

ADDENDUM NO. 1

RE: Item #7, October 1, 2025 Letting - NH 0281(131)185, PCN 0901, Brown County - LSDC Overlay, Approach Slabs, Guardrail and Surfacing

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 634E0755 "Remove and Reset Temporary Concrete Barrier End Protection"

PLANS: Please destroy sheets 2, 5, 8, 22, 42, 62 & 80 and replace with the enclosed sheets, dated 9/3/25 & 9/23/25.

Sheets 2 & 5: Bid Item 634E0755 "Remove and Reset Temporary Concrete Barrier End Protection" was added.

Sheet 8: TEMPORARY CONCRETE BARRIER END PROTECTION notes were revised.

Sheets 22, 42, 62, & 80: SPECIFICATIONS note was revised.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/gp

CC: Mark Peterson, Aberdeen Region Engineer
Lane Goldsmith, Aberdeen Area Engineer

ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0281(131)185	2	123

Rev. 1-31-25 SLS
Rev. 9-23-25 MW

General Estimate

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
110E1010	Remove Asphalt Concrete Pavement	873.3	SqYd
110E1100	Remove Concrete Pavement	1,815.3	SqYd
110E6410	Remove Type 1 MGS for Reset	637.5	Ft
110E6501	Remove Type 1 Retrofit Guardrail Transition for Reset	8	Each
110E6619	Remove MGS MASH Tangent End Terminal for Reset	2	Each
110E7700	Remove Drop Inlet Frame and Grate Assembly for Reset	1	Each
120E0100	Unclassified Excavation, Digouts	40	CuYd
260E1010	Base Course	60.0	Ton
260E2010	Gravel Cushion	125.0	Ton
320E1200	Asphalt Concrete Composite	286.0	Ton
320E5010	Saw and Seal Shoulder Joint	2,208	Ft
332E0010	Cold Milling Asphalt Concrete	1,160	SqYd
380E0070	9" Nonreinforced PCC Pavement	2,306.5	SqYd
380E6000	Dowel Bar	840	Each
380E6110	Insert Steel Bar in PCC Pavement	192	Each
410E2600	Membrane Sealant Expansion Joint	319.2	Ft
630E2110	Beam Guardrail Post and Block	218	Each
630E5010	Reset Type 1 MGS	637.5	Ft
630E5204	Reset MGS MASH Tangent End Terminal	2	Each
630E5301	Reset Type 1 Retrofit Guardrail Transition	8	Each
632E2220	Guardrail Delineator	21	Each
633E1220	High Build Waterborne Pavement Marking Paint, 4" White	4,660	Ft
633E1222	High Build Waterborne Pavement Marking Paint, 4" Yellow	3,648	Ft
634E0010	Flagging	50.0	Hour
634E0110	Traffic Control Signs	952.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	12	Each
634E0330	Temporary Raised Pavement Markers	7,680	Ft
634E0380	Tubular Marker	12	Each
634E0420	Type C Advance Warning Arrow Board	4	Each
634E0525	Linear Delineation System Panel, Barrier Mounted	150	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	1,000	Ft
634E0640	Temporary Pavement Marking	1,460	Ft
634E0700	Traffic Control Movable Concrete Barrier	150	Each
634E0750	Temporary Concrete Barrier End Protection	4	Each
634E0755	Remove and Reset Temporary Concrete Barrier End Protection	4	Each
634E0760	Temporary Concrete Barrier End Protection Module Set or Repair Kit	1	Each
634E1002	Detour and Restriction Signing	1,190.5	SqFt
670E5400	Precast Drop Inlet Collar	1	Each
670E7000	Reset Drop Inlet Frame and Grate Assembly	1	Each
734E0010	Erosion Control	Lump Sum	LS
734E0630	Floating Silt Curtain	75	Ft

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.

Str. No. 07-100-397

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3310	Bridge Elevation Survey	Lump Sum	LS
110E0010	Remove Concrete Bridge Approach Slab	326.0	SqYd
410E2600	Membrane Sealant Expansion Joint	79.8	Ft
430E0200	Bridge End Embankment	2	CuYd
430E0300	Granular Bridge End Backfill	20.5	CuYd
430E0510	Approach Slab Underdrain Excavation	2.9	CuYd
430E0700	Precast Concrete Headwall for Drain	2	Each
460E0150	Concrete Approach Slab for Bridge	262.4	SqYd
460E0160	Concrete Approach Sleeper Slab for Bridge	64.2	SqYd
480E0504	No. 4 Rebar Splice	39	Each
480E0505	No. 5 Rebar Splice	48	Each
480E0506	No. 6 Rebar Splice	62	Each
550E0010	Low Slump Dense Concrete Bridge Deck Overlay	57	CuYd
550E0100	Concrete Removal Type 1A	728.1	SqYd
550E0105	Concrete Removal Type 2A	182.0	SqYd
550E0110	Concrete Removal Type 1B	72.8	SqYd
550E0120	Concrete Removal Type 1C	36.4	SqYd
550E0130	Concrete Removal Type 1D	36.4	SqYd
550E0140	Concrete Removal Type B	20.0	Ft
550E0200	Class A45 Concrete Fill	11.1	CuYd
550E0500	Finishing and Curing	728.1	SqYd
680E0040	4" Underdrain Pipe	104	Ft
680E2500	Porous Backfill	5.4	Ton

Str. No. 07-101-397

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3310	Bridge Elevation Survey	Lump Sum	LS
110E0010	Remove Concrete Bridge Approach Slab	326.0	SqYd
410E2600	Membrane Sealant Expansion Joint	79.8	Ft
430E0200	Bridge End Embankment	2	CuYd
430E0300	Granular Bridge End Backfill	20.5	CuYd
430E0510	Approach Slab Underdrain Excavation	2.9	CuYd
430E0700	Precast Concrete Headwall for Drain	2	Each
460E0150	Concrete Approach Slab for Bridge	261.8	SqYd
460E0160	Concrete Approach Sleeper Slab for Bridge	64.2	SqYd
480E0504	No. 4 Rebar Splice	39	Each
480E0505	No. 5 Rebar Splice	48	Each
480E0506	No. 6 Rebar Splice	62	Each
550E0010	Low Slump Dense Concrete Bridge Deck Overlay	49	CuYd
550E0100	Concrete Removal Type 1A	728.1	SqYd
550E0105	Concrete Removal Type 2A	182.0	SqYd
550E0110	Concrete Removal Type 1B	72.8	SqYd
550E0120	Concrete Removal Type 1C	36.4	SqYd
550E0130	Concrete Removal Type 1D	36.4	SqYd
550E0140	Concrete Removal Type B	20.0	Ft
550E0200	Class A45 Concrete Fill	10.9	CuYd
550E0500	Finishing and Curing	728.1	SqYd
680E0040	4" Underdrain Pipe	104	Ft
680E2500	Porous Backfill	5.4	Ton

Estimate of Quantities

TABLE OF QUANTITIES - FOR INFORMATION ONLY

BID ITEM DESCRIPTION	UNIT	STRUCTURE NUMBER, MRM & DIRECTION				Additional Quantities	Total Quantity
		07-100-397	07-101-397	07-100-418	07-101-418		
		187.65 SBL	187.65 NBL	185.44 SBL	185.44 NBL		
Mobilization	LS	Lump Sum	Lump Sum	Lump Sum	Lump Sum	-	Lump Sum
Bridge Elevation Survey	*LS*	*Lump Sum*	*Lump Sum*	*Lump Sum*	*Lump Sum*	-	*Lump Sum*
Remove Concrete Bridge Approach Slab	*SqYd*	*326.0*	*326.0*	*245.7*	*245.7*	-	*1143.4*
Remove Asphalt Concrete Pavement	SqYd	268.7	169.8	253.1	121.7	60	873.3
Remove Concrete Pavement	SqYd	371.2	583.6	370.8	489.7	-	1815.3
Remove Type 1 MGS for Reset	Ft	175	175	137.5	150	-	637.5
Remove Type 1 Retrofit Guardrail Transition for Reset	Each	2	2	2	2	-	8
Remove MGS Mash Tangent End Terminal for Reset	Each	1	-	1	-	-	2
Remove Drop Inlet Frame and Grate for Reset	Each	1	-	-	-	-	1
Bridge Berm Repair	*Each*	-	-	-	*1*	-	*1*
Unclassified Excavation, Digouts	CuYd	-	-	-	-	40	40
Base Course	Ton	-	-	-	-	60	60.0
Gravel Cushion	Ton	20	50	20	35	-	125.0
Asphalt Concrete Composite	Ton	43	50	46	52	95	286.0
Saw and Seal Shoulder Joint	Ft	348	746	472	642	-	2208
Cold Milling Asphalt Concrete	SqYd	285	274	330	271	-	1160.0
9" Nonreinforced PCC Pavement	SqYd	527.8	691.6	484.3	602.8	-	2306.5
Dowel Bar	Each	168	288	168	216	-	840
Insert Steel Bar in PCC Pavement	Each	48	48	48	48	-	192
Membrane Sealant Expansion Joint	*Ft*	*159.6*	*159.6*	*159.6*	*159.6*	-	*638.4*
Bridge End Embankment	*CuYd*	*2*	*2*	*2*	*2*	-	*8*
Granular Bridge End Backfill	*CuYd*	*20.5*	*20.5*	*16.2*	*16.2*	-	*73.4*
Approach Slab Underdrain Excavation	*CuYd*	*2.9*	*2.9*	*2.9*	*2.9*	-	*11.6*
Precast Concrete Headwall for Drain	*Each*	*2*	*2*	*2*	*2*	-	*8*
Concrete Approach Slab for Bridge	*SqYd*	*262.4*	*261.8*	*181.5*	*181.5*	-	*887.2*
Concrete Approach Sleeper Slab for Bridge	*SqYd*	*64.2*	*64.2*	*64.2*	*64.2*	-	*256.8*
No. 4 Rebar Splice	*Each*	*39*	*39*	*28*	*28*	-	*134*
No. 5 Rebar Splice	*Each*	*48*	*48*	*48*	*48*	-	*192*
No. 6 Rebar Splice	*Each*	*62*	*62*	*44*	*44*	-	*212*
Low Slump Dense Concrete Bridge Deck Overlay	*CuYd*	*57*	*49*	*49*	*47*	-	*202*
Concrete Removal Type 1A	*SqYd*	*728.1*	*728.1*	*654.5*	*654.5*	-	*2765.2*
Concrete Removal Type 2A	*SqYd*	*182.0*	*182.0*	*163.6*	*163.6*	-	*691.2*
Concrete Removal Type 1B	*SqYd*	*72.8*	*72.8*	*65.5*	*65.5*	-	*276.6*
Concrete Removal Type 1C	*SqYd*	*36.4*	*36.4*	*32.7*	*32.7*	-	*138.2*
Concrete Removal Type 1D	*SqYd*	*36.4*	*36.4*	*32.7*	*32.7*	-	*138.2*
Concrete Removal Type B	*Ft*	*20.0*	*20.0*	*20.0*	*20.0*	-	*80.0*
Class A45 Concrete Fill	*CuYd*	*11.1*	*10.9*	*12.7*	*12.7*	-	*47.4*
Finishing and Curing	*SqYd*	*728.1*	*728.1*	*654.5*	*654.5*	-	*2765.2*
Beam Guardrail Post and Block	Each	58	56	52	52	-	218
Reset Type 1 MGS	Ft	175.0	175.0	137.5	150.0	-	637.5
Reset MGS Mash Tangent End Terminal	Each	1	0	1	0	-	2
Reset Type 1 Retrofit Guardrail Transition	Each	2	2	2	2	-	8
Guardrail Delineator	Each	6	5	6	4	-	21
High Build Waterborne Pavement Marking Paint, 4" White *	Ft	1072	1296	1098	1194	-	4660
High Build Waterborne Pavement Marking Paint, 4" Yellow **	Ft	838	1017	858	935	-	3648
Flagging	Hour	5	20	5	20	-	50
Traffic Control Signs	SqFt	238.0	238.0	238.0	238.0	-	952.0
Traffic Control Miscellaneous	LS	Lump Sum	Lump Sum	Lump Sum	Lump Sum	-	Lump Sum
Type 3 Barricade	Each	3	3	3	3	-	12
Temporary Raised Pavement Markers	Ft	1,920	1,920	1,920	1,920	-	7680
Tubular Marker	Each	3	3	3	3	-	12
Type C Advance Warning Arrow Board	Each	1	1	1	1	-	4
Linear Delineation System, Barrier Mounted	Each	40	39	34	37	-	150
Remove Pavement Marking, 4" or Equivalent	Ft	250	250	250	250	-	1000
Temporary Pavement Marking	Ft	360	425	315	360	-	1,460
Traffic Control Moveable Concrete Barrier	Each	40	39	34	37	-	150
Temporary Concrete Barrier End Protection	Each	1	1	1	1	-	4
Remove and Reset Temporary Concrete Barrier End Protection	Each	1	1	1	1		4
Temporary Concrete Barrier End Protection Module Set or Repair Kit	Each	1				-	1
Detour and Restriction Signing	SqFt	1190.5				-	1190.5
Precast Drop Inlet Collar	Each	1	-	-	-	-	1
Reset Drop Inlet Frame and Grate Assembly	Each	1	-	-	-	-	1
4" Underdrain Pipe	*Ft*	*104*	*104*	*104*	*104*	-	*416*
Porous Backfill	*Ton*	*5.4*	*5.4*	*5.4*	*5.4*	-	*21.6*
Class B Riprap	*Ton*	-	-	-	*41.5*	-	*41.5*
Erosion Control	LS	-	-	-	Lump Sum	-	Lump Sum
Floating Silt Curtain	Ft	-	-	-	75	-	75
Type B Drainage Fabric	*SqYd*	-	-	-	*15*	-	*15*

* Quantity has been increased by an additional 400 Ft for each structure site, to allow for additional quantity of paint beyond actual work limits.

** Quantity has been increased by an additional 300 Ft for each structure site, to allow for additional quantity of paint beyond actual work limits.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH 0281(131)185	5	123

Rev. 1-31-25 SLS
Rev. 9-23-25 MW

PLOTTED FROM - TRAB17882

TEMPORARY RAISED PAVEMENT MARKERS

Temporary raised pavement markers will be used for marking the traffic control lane tapers and edge lines.

Temporary raised pavement markers will be attached to the roadway surface with a flexible non-permanent bituminous adhesive capable of being removed from the roadway surface or with an adhesive approved by the Engineer.

All costs to furnish, install, replace if necessary, and remove the markers will be incidental to the contract unit price per foot for “Temporary Raised Pavement Markers”.

OVERWIDTH RESTRICTION SIGNING

The Contractor will furnish and install the overwidth restriction signs as shown in these plans. Prior to installing the signs, the Contractor will mark the sign locations and review them with the Engineer. Overwidth restriction signs will be installed on fixed location, ground mounted, breakaway supports. It will be the responsibility of the Contractor to maintain and reinstall these signs during the project as required by the construction progress. Upon completion of the project, the Contractor will remove the overwidth restriction signs.

All costs for furnishing the signs, posts, and mounting hardware, and for installing, maintaining, covering, and removing the overwidth restriction signs will be incidental to the contract unit price per square foot for “Detour and Restriction Signing”.

TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS

Concrete barriers will be provided by the State and are available for pickup from the SDDOT Aberdeen East Maintenance Yard located 0.6 miles west of the US12 and US281 Jct in Aberdeen. The barriers will be hauled back to the SDDOT Aberdeen East Maintenance Yard when they are no longer needed on the project.

Barriers to be adjusted or moved will be disconnected from adjacent barriers to minimize damage to connecting pins. Pins damaged by the Contractor will be replaced at no cost to the Department.

Concrete barrier sections will be placed as depicted in the plans to comply with clear zone requirements and as required by the Engineer. The barriers will be pinned and bolted together as directed by the Engineer.

All costs associated with picking the barriers up from the SDDOT Maintenance Yard, transporting, setting, connecting, and hauling them back to the SDDOT Maintenance Yard will be incidental to the contract unit price per each for Traffic Control Movable Concrete Barrier.

After the initial placement, the concrete barriers may need to be adjusted. Adjustment of the barriers, where they do not need to be loaded on a truck for transport, will be incidental to the contract unit price per each for Traffic Control Movable Concrete Barrier.

TEMPORARY CONCRETE BARRIER END PROTECTION

Crash attenuators meeting the requirements of NCHRP 350 or MASH TL-3 will be furnished and installed by the Contractor. Attachment of the attenuators to the concrete barriers will be by approved methods.

All costs associated with furnishing, transporting, initial setup, connecting, maintaining, and removing the crash attenuators will be incidental to the contract unit price per each for Temporary Concrete Barrier End Protection.

All costs associated with moving and resetting crash attenuators to accommodate traffic flows after initial set-up will be paid for at the contract unit price per each for Remove & Reset Temporary Concrete Barrier End Protection. All costs associated with removing from initial placement and resetting at a new location will be incidental to the contract unit price per each. No additional payment will be made for crash attenuators that are not immediately reset at a new location on the project and stored on-site until they are either reset or removed from the project as determined by the Engineer. No additional payment will be made for minor adjustments.

The Contractor will have replacement hardware available so that in the event the crash attenuator is hit and made unusable, the crash attenuator can be made functional within 24 hours. The cost of replacement will be incidental to the contract unit price per each for Temporary Concrete Barrier Module Set or Repair Kit. No payment will be made for the Temporary Concrete Barrier Module Set or Repair Kit if no repairs are necessary. Upon completion of the project, crash attenuators will remain the property of the Contractor.

BARRIER MOUNTED LINEAR DELINEATION SYSTEM PANELS

A linear delineation system (LDS) panel will be attached to each barrier section. The color will be the same as the nearest pavement marking, white along outside edgelines or yellow for the left side on one way traffic sections. The LDS will be 34 inches long and 6 inches in height and be constructed of aluminum formed into a shape to provide retroreflective properties across a wide range of angles. It will be sheeted with sheeting meeting the requirements of ASTM D4956 Type XI. The panels will be evenly spaced, with the top of the panel 4 inches below the top of the barrier. Installation will be as per the manufacturer’s recommendations. This will allow for easy removal for replacement of damaged panels or to replace with an alternate color. The Contractor will furnish and install one panel along each side of the barrier if any panels are missing from the barriers. Replacement of damaged linear delineation system panels will be furnished and replaced by the Contractor. All costs associated with furnishing, installing, and replacing, if needed, will be incidental to the contract unit price per each for Linear Delineation System Panel, Barrier Mounted.

All LDS panels will remain attached to the barrier sections and will become the property of the State of South Dakota upon completion of the project.

The Contractor will verify the number of LDS panels that will need to be installed or replaced on the Traffic Control Movable Concrete Barriers. The contract amount of LDS panels is an estimate and the full contract amount may not be needed.

Maintaining the linear delineation system, including moving LDS panels from one side of the barrier to the other side of the barrier to match the applicable color of the nearest pavement marking will be incidental to the contract lump sum price for Traffic Control, Miscellaneous.

EXISTING PCC PAVEMENT

The existing concrete is Plain Jointed PCC Pavement. The existing transverse joints are perpendicular and are spaced at 20 feet. The aggregate in the existing Plain Jointed PCC Pavement is crushed ledge rock.

The existing asphalt concrete pavement on mainline is placed over 7” of cracked and seated PCC Pavement. Removal of this asphalt and PCC pavement will be paid for at the contract unit price per cubic yard for “Remove Concrete Pavement”.

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 40 cubic yards of Unclassified Excavation, Digouts and 60 square yards of Remove Asphalt Concrete Pavement for the removal of asphalt and unstable material throughout the project.

Included in the Estimate of Quantities are 60 tons of Base Course and 20 tons of Asphalt Concrete Composite 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.

SHOULDER CLEARING

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 shoulder 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.

Costs associated with this work will be incidental to the various contract items.

FRAME AND GRATE

The frame and grate located within the north approach slab of Str. No. 07-100-397 will be removed. The frame will be reset within the new approach slab. The grate will become the property of the Contractor for their disposal.

A new grate will be furnished by the Department. The furnish cost of the grate is $585.75. The Contractor will be responsible for obtaining the grate from the SDDOT Watertown Area Office. The Contractor will work with the Engineer to make arrangements prior to picking up the new grate. All costs associated with obtaining the new grate and the installation of the new grate within the used frame will be incidental to the contract unit price per each for Reset Drop Inlet Frame and Grate Assembly.

Revised 09/03/2025 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	326.0	SqYd
410E2600	Membrane Sealant Expansion Joint	79.8	Ft
430E0200	Bridge End Embankment	2	CuYd
430E0300	Granular Bridge End Backfill	20.5	CuYd
430E0510	Approach Slab Underdrain Excavation	2.9	CuYd
430E0700	Precast Concrete Headwall for Drain	2	Each
460E0150	Concrete Approach Slab for Bridge	262.4	SqYd
460E0160	Concrete Approach Sleeper Slab for Bridge	64.2	SqYd
480E0504	No. 4 Rebar Splice	39	Each
480E0505	No. 5 Rebar Splice	48	Each
480E0506	No. 6 Rebar Splice	62	Each
550E0010	Low Slump Dense Concrete Bridge Deck Overlay	57	CuYd
550E0100	Concrete Removal Type 1A	728.1	SqYd
550E0105	Concrete Removal Type 2A	182.0	SqYd
550E0110	Concrete Removal Type 1B	72.8	SqYd
550E0120	Concrete Removal Type 1C	36.4	SqYd
550E0130	Concrete Removal Type 1D	36.4	SqYd
550E0140	Concrete Removal Type B	20.0	Ft
550E0200	Class A45 Concrete Fill	11.1	CuYd
550E0500	Finishing and Curing	728.1	SqYd
680E0040	4" Underdrain Pipe	104	Ft
680E2500	Porous Backfill	5.4	Ton

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

1. 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.

2. The elevations shown in the original construction plans are not based on the National Geodetic Survey (NGS) North American Vertical Datum of 1988 (NAVD88).

3. The stationing shown in the original construction plans is reversed from the current project. As such, labels for the begin and end of bridge as well as the substructure units are reversed.

GENERAL CONSTRUCTION - BRIDGE

1. All 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. Requests 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.

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. Remove the existing approach and sleeper slabs for first phase of construction.

2. Excavate required area for replacement of the underdrain pipe for first phase of construction.

3. Place Bridge End Backfill as shown for the first phase of construction.

4. Accomplish all Concrete Removal Type 1A, 1B, 1C, 1D, 2A, and B and place Class A45 Concrete Fill to the satisfaction of the Engineer for the first phase of construction.

5. Place a Low Slump Dense Concrete Bridge Deck Overlay to the elevations shown in the plans on the bridge deck for the first phase of construction.

6. Replace approach slabs and sleeper slabs to the correct grade for first phase of construction.

7. Replace sleeper slab joints with approved Membrane Sealant Expansion Joint for the first phase of construction.

8. Switch traffic and repeat steps 1 through 7 for the second phase of construction.

REMOVAL OF CONCRETE BRIDGE APPROACH SLAB

1. The existing concrete approach and sleeper slabs adjacent to the structure will be completely removed by the Contractor.

2. Existing Z bars will be salvaged.

3. The concrete and reinforcing steel from the removal will be disposed of by the Contractor at an approved site. An appropriate site will be as described in the Environmental Commitment Notes.

4. The quantity provided for Remove Concrete Bridge Approach Slab is computed using the plan area for the sleeper slab and the plan area for the approach slab determined separately.

5. All labor, tools, equipment, and any incidentals necessary for removal and disposal of the existing approach slabs, expansion joints, and sleeper slabs will be incidental to the contract unit price per square yard for Remove Concrete Bridge Approach Slab.

LOW SLUMP DENSE CONCRETE BRIDGE DECK OVERLAY

1. The preparation for resurfacing consists of Concrete Removal Type 1A on the entire bridge deck, and 2A as specified by the Engineer, and Type 1B, Type 1C, Type 1D, and Type B over the deck surface as detailed on the plan sheets. Such removal will be in conformance with these plans and Section 550 of the Construction Specifications.

2. Type 1A Removal will consist of removing the existing concrete overlay to a depth of 2.25 inches. There are some specific areas, identified on the Deck Profile plan sheets that require Type 1A Removal in excess of 2.25 inches.

3. Extreme care will be taken during the Type 1B Removal, Type 1C Removal, Type 1D Removal and Type B Removal to ensure that the existing reinforcing steel is not damaged. In the event that reinforcing steel damage inadvertently occurs, the Bridge Construction Engineer will be immediately notified. Any damaged reinforcing steel will be repaired by the Contractor, as approved by the Engineer, at no additional cost to the Department.

4. Type 2A Removal, Type 1B Removal, Type 1C Removal, Type 1D Removal, Type B Removal and Class A45 Concrete Fill may not be encountered and may be omitted from the project as determined by the Engineer.

5. Concrete Removal Type 1C, Concrete Removal Type 1D and Class A45 Concrete Fill is not anticipated to exceed the plan shown quantities. If the Engineer determines that Concrete Removal Type 1C, Concrete Removal Type 1D and/or Class A45 Concrete Fill in excess of the plan shown quantity is necessary, payment for the additional quantity will be conformance with Section 550.5 of the Construction Specifications.

(SOUTH BOUND LANES)

ESTIMATE OF STRUCTURE QUANTITIES AND NOTES

FOR

172' - 5 ¼" CONT. CONCRETE BRIDGE

STR. NO. 07-100-397

APRIL 2025

DESIGNED BY	CK. DES. BY	DRAFTED BY	
JH	CM	JH	Steve A. Johnson BRIDGE ENGINEER
BRWN0901	0901HA02		

Revised 09/03/2025 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	326.0	SqYd
410E2600	Membrane Sealant Expansion Joint	79.8	Ft
430E0200	Bridge End Embankment	2	CuYd
430E0300	Granular Bridge End Backfill	20.5	CuYd
430E0510	Approach Slab Underdrain Excavation	2.9	CuYd
430E0700	Precast Concrete Headwall for Drain	2	Each
460E0150	Concrete Approach Slab for Bridge	261.8	SqYd
460E0160	Concrete Approach Sleeper Slab for Bridge	64.2	SqYd
480E0504	No. 4 Rebar Splice	39	Each
480E0505	No. 5 Rebar Splice	48	Each
480E0506	No. 6 Rebar Splice	62	Each
550E0010	Low Slump Dense Concrete Bridge Deck Overlay	49	CuYd
550E0100	Concrete Removal Type 1A	728.1	SqYd
550E0105	Concrete Removal Type 2A	182.0	SqYd
550E0110	Concrete Removal Type 1B	72.8	SqYd
550E0120	Concrete Removal Type 1C	36.4	SqYd
550E0130	Concrete Removal Type 1D	36.4	SqYd
550E0140	Concrete Removal Type B	20.0	Ft
550E0200	Class A45 Concrete Fill	10.9	CuYd
550E0500	Finishing and Curing	728.1	SqYd
680E0040	4" Underdrain Pipe	104	Ft
680E2500	Porous Backfill	5.4	Ton

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

1. 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.

2. The elevations shown in the original construction plans are not based on the National Geodetic Survey (NGS) North American Vertical Datum of 1988 (NAVD88).

3. The stationing shown in the original construction plans is reversed from the current project. As such, labels for the begin and end of bridge as well as the substructure units are reversed.

GENERAL CONSTRUCTION - BRIDGE

1. All 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. Requests 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.

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. Remove the existing approach and sleeper slabs for first phase of construction.

2. Excavate required area for replacement of the underdrain pipe for first phase of construction.

3. Place Bridge End Backfill as shown for the first phase of construction.

4. Accomplish all Concrete Removal Type 1A, 1B, 1C, 1D, 2A, and B and place Class A45 Concrete Fill to the satisfaction of the Engineer for the first phase of construction.

5. Place a Low Slump Dense Concrete Bridge Deck Overlay to the elevations shown in the plans on the bridge deck for the first phase of construction.

6. Replace approach slabs and sleeper slabs to the correct grade for first phase of construction.

7. Replace sleeper slab joints with approved Membrane Sealant Expansion Joint for the first phase of construction.

8. Switch traffic and repeat steps 1 through 7 for the second phase of construction.

REMOVAL OF CONCRETE BRIDGE APPROACH SLAB

1. The existing concrete approach and sleeper slabs adjacent to the structure will be completely removed by the Contractor.

2. Existing Z bars will be salvaged.

3. The concrete and reinforcing steel from the removal will be disposed of by the Contractor at an approved site. An appropriate site will be as described in the Environmental Commitment Notes.

4. The quantity provided for Remove Concrete Bridge Approach Slab is computed using the plan area for the sleeper slab and the plan area for the approach slab determined separately.

5. All labor, tools, equipment, and any incidentals necessary for removal and disposal of the existing approach slabs, expansion joints, and sleeper slabs will be incidental to the contract unit price per square yard for Remove Concrete Bridge Approach Slab.

LOW SLUMP DENSE CONCRETE BRIDGE DECK OVERLAY

1. The preparation for resurfacing consists of Concrete Removal Type 1A on the entire bridge deck, and 2A as specified by the Engineer, and Type 1B, Type 1C, Type 1D, and Type B over the deck surface as detailed on the plan sheets. Such removal will be in conformance with these plans and Section 550 of the Construction Specifications.

2. Type 1A Removal will consist of removing the existing concrete overlay to a depth of 2.25 inches. There are some specific areas, identified on the Deck Profile plan sheets that require Type 1A Removal in excess of 2.25 inches.

3. Extreme care will be taken during the Type 1B Removal, Type 1C Removal, Type 1D Removal and Type B Removal to ensure that the existing reinforcing steel is not damaged. In the event that reinforcing steel damage inadvertently occurs, the Bridge Construction Engineer will be immediately notified. Any damaged reinforcing steel will be repaired by the Contractor, as approved by the Engineer, at no additional cost to the Department.

4. Type 2A Removal, Type 1B Removal, Type 1C Removal, Type 1D Removal, Type B Removal and Class A45 Concrete Fill may not be encountered and may be omitted from the project as determined by the Engineer.

5. Concrete Removal Type 1C, Concrete Removal Type 1D and Class A45 Concrete Fill is not anticipated to exceed the plan shown quantities. If the Engineer determines that Concrete Removal Type 1C, Concrete Removal Type 1D and/or Class A45 Concrete Fill in excess of the plan shown quantity is necessary, payment for the additional quantity will be conformance with Section 550.5 of the Construction Specifications.

(NORTH BOUND LANES)

ESTIMATE OF STRUCTURE QUANTITIES AND NOTES

FOR

172' - 5 ¼" CONT. CONCRETE BRIDGE

STR. NO. 07-101-397

APRIL 2025

DESIGNED BY	CK. DES. BY	DRAFTED BY	
JH	CM	JH	Steve A. Johnson BRIDGE ENGINEER
BRWN0901	0901HB02		

Revised 09/03/2025 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	245.7	SqYd
410E2600	Membrane Sealant Expansion Joint	79.8	Ft
430E0200	Bridge End Embankment	2	CuYd
430E0300	Granular Bridge End Backfill	16.2	CuYd
430E0510	Approach Slab Underdrain Excavation	2.9	CuYd
430E0700	Precast Concrete Headwall for Drain	2	Each
460E0150	Concrete Approach Slab for Bridge	181.5	SqYd
460E0160	Concrete Approach Sleeper Slab for Bridge	64.2	SqYd
480E0504	No. 4 Rebar Splice	28	Each
480E0505	No. 5 Rebar Splice	48	Each
480E0506	No. 6 Rebar Splice	44	Each
550E0010	Low Slump Dense Concrete Bridge Deck Overlay	49	CuYd
550E0100	Concrete Removal Type 1A	654.5	SqYd
550E0105	Concrete Removal Type 2A	163.6	SqYd
550E0110	Concrete Removal Type 1B	65.5	SqYd
550E0120	Concrete Removal Type 1C	32.7	SqYd
550E0130	Concrete Removal Type 1D	32.7	SqYd
550E0140	Concrete Removal Type B	20.0	Ft
550E0200	Class A45 Concrete Fill	12.7	CuYd
550E0500	Finishing and Curing	654.5	SqYd
680E0040	4" Underdrain Pipe	104	Ft
680E2500	Porous Backfill	5.4	Ton

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

1. 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.

2. The elevations shown in the original construction plans are not based on the National Geodetic Survey (NGS) North American Vertical Datum of 1988 (NAVD88).

3. The stationing shown in the original construction plans is reversed from the current project. As such, labels for the begin and end of bridge as well as the substructure units are reversed.

GENERAL CONSTRUCTION - BRIDGE

1. All 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. Requests 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.

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. Remove the existing approach and sleeper slabs for first phase of construction.

2. Excavate required area for replacement of the underdrain pipe for first phase of construction.

3. Place Bridge End Backfill as shown for the first phase of construction.

4. Accomplish all Concrete Removal Type 1A, 1B, 1C, 1D, 2A, and B and place Class A45 Concrete Fill to the satisfaction of the Engineer for the first phase of construction.

5. Place a Low Slump Dense Concrete Bridge Deck Overlay to the elevations shown in the plans on the bridge deck for the first phase of construction.

6. Replace approach slabs and sleeper slabs to the correct grade for first phase of construction.

7. Replace sleeper slab joints with approved Membrane Sealant Expansion Joint for the first phase of construction.

8. Switch traffic and repeat steps 1 through 7 for the second phase of construction.

REMOVAL OF CONCRETE BRIDGE APPROACH SLAB

1. The existing concrete approach and sleeper slabs adjacent to the structure will be completely removed by the Contractor.

2. Existing Z bars will be salvaged.

3. The concrete and reinforcing steel from the removal will be disposed of by the Contractor at an approved site. An appropriate site will be as described in the Environmental Commitment Notes.

4. The quantity provided for Remove Concrete Bridge Approach Slab is computed using the plan area for the sleeper slab and the plan area for the approach slab determined separately.

5. All labor, tools, equipment, and any incidentals necessary for removal and disposal of the existing approach slabs, expansion joints, and sleeper slabs will be incidental to the contract unit price per square yard for Remove Concrete Bridge Approach Slab.

LOW SLUMP DENSE CONCRETE BRIDGE DECK OVERLAY

1. The preparation for resurfacing consists of Concrete Removal Type 1A on the entire bridge deck, and 2A as specified by the Engineer, and Type 1B, Type 1C, Type 1D, and Type B over the deck surface as detailed on the plan sheets. Such removal will be in conformance with these plans and Section 550 of the Construction Specifications.

2. Type 1A Removal will consist of removing the existing concrete overlay to a depth of 2.25 inches. There are some specific areas, identified on the Deck Profile plan sheets that require Type 1A Removal in excess of 2.25 inches.

3. Extreme care will be taken during the Type 1B Removal, Type 1C Removal, Type 1D Removal and Type B Removal to ensure that the existing reinforcing steel is not damaged. In the event that reinforcing steel damage inadvertently occurs, the Bridge Construction Engineer will be immediately notified. Any damaged reinforcing steel will be repaired by the Contractor, as approved by the Engineer, at no additional cost to the Department.

4. Type 2A Removal, Type 1B Removal, Type 1C Removal, Type 1D Removal, Type B Removal and Class A45 Concrete Fill may not be encountered and may be omitted from the project as determined by the Engineer.

5. Concrete Removal Type 1C, Concrete Removal Type 1D and Class A45 Concrete Fill is not anticipated to exceed the plan shown quantities. If the Engineer determines that Concrete Removal Type 1C, Concrete Removal Type 1D and/or Class A45 Concrete Fill in excess of the plan shown quantity is necessary, payment for the additional quantity will be conformance with Section 550.5 of the Construction Specifications.

(SOUTH BOUND LANES)

ESTIMATE OF STRUCTURE QUANTITIES AND NOTES

FOR

155' - 0" CONT. CONCRETE BRIDGE

STR. NO. 07-100-418

APRIL 2025

DESIGNED BY	CK. DES. BY	DRAFTED BY	
JH	CM	JH	Steve A. Johnson BRIDGE ENGINEER
BRWN0901	0901HC02		

Revised 09/03/2025 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	245.7	SqYd
120E3120	Bridge Berm Repair	1	Each
410E2600	Membrane Sealant Expansion Joint	79.8	Ft
430E0200	Bridge End Embankment	2	CuYd
430E0300	Granular Bridge End Backfill	16.2	CuYd
430E0510	Approach Slab Underdrain Excavation	2.9	CuYd
430E0700	Precast Concrete Headwall for Drain	2	Each
460E0150	Concrete Approach Slab for Bridge	181.5	SqYd
460E0160	Concrete Approach Sleeper Slab for Bridge	64.2	SqYd
480E0504	No. 4 Rebar Splice	28	Each
480E0505	No. 5 Rebar Splice	48	Each
480E0506	No. 6 Rebar Splice	44	Each
550E0010	Low Slump Dense Concrete Bridge Deck Overlay	47	CuYd
550E0100	Concrete Removal Type 1A	654.5	SqYd
550E0105	Concrete Removal Type 2A	163.6	SqYd
550E0110	Concrete Removal Type 1B	65.5	SqYd
550E0120	Concrete Removal Type 1C	32.7	SqYd
550E0130	Concrete Removal Type 1D	32.7	SqYd
550E0140	Concrete Removal Type B	20.0	Ft
550E0200	Class A45 Concrete Fill	12.7	CuYd
550E0500	Finishing and Curing	654.5	SqYd
680E0040	4" Underdrain Pipe	104	Ft
680E2500	Porous Backfill	5.4	Ton
700E0210	Class B Riprap	41.5	Ton
831E0110	Type B Drainage Fabric	15	SqYd

SPECIFICATIONS

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DETAILS AND DIMENSIONS OF EXISTING BRIDGE

1. 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.

2. The elevations shown in the original construction plans are not based on the National Geodetic Survey (NGS) North American Vertical Datum of 1988 (NAVD88).

3. The stationing shown in the original construction plans is reversed from the current project. As such, labels for the begin and end of bridge as well as the substructure units are reversed.

GENERAL CONSTRUCTION - BRIDGE

1. All 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. Requests 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.

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. Remove the existing approach and sleeper slabs for first phase of construction.

2. Excavate required area for replacement of the underdrain pipe for first phase of construction.

3. Place Bridge End Backfill as shown for the first phase of construction.

4. Accomplish all Concrete Removal Type 1A, 1B, 1C, 1D, 2A, and B and place Class A45 Concrete Fill to the satisfaction of the Engineer for the first phase of construction.

5. Place a Low Slump Dense Concrete Bridge Deck Overlay to the elevations shown in the plans on the bridge deck for the first phase of construction.

6. Replace approach slabs and sleeper slabs to the correct grade for first phase of construction.

7. Replace sleeper slab joints with approved Membrane Sealant Expansion Joint for the first phase of construction.

8. Switch traffic and repeat steps 1 through 7 for the second phase of construction.

9. Repair Bridge Berm and inslopes at the abutments.

10. Place Type B drainage fabric and Class B Riprap.

REMOVAL OF CONCRETE BRIDGE APPROACH SLAB

1. The existing concrete approach and sleeper slabs adjacent to the structure will be completely removed by the Contractor.

2. Existing Z bars will be salvaged.

3. The concrete and reinforcing steel from the removal will be disposed of by the Contractor at an approved site. An appropriate site will be as described in the Environmental Commitment Notes.

4. The quantity provided for Remove Concrete Bridge Approach Slab is computed using the plan area for the sleeper slab and the plan area for the approach slab determined separately.

5. All labor, tools, equipment, and any incidentals necessary for removal and disposal of the existing approach slabs, expansion joints, and sleeper slabs will be incidental to the contract unit price per square yard for Remove Concrete Bridge Approach Slab.

LOW SLUMP DENSE CONCRETE BRIDGE DECK OVERLAY

1. The preparation for resurfacing consists of Concrete Removal Type 1A on the entire bridge deck, and 2A as specified by the Engineer, and Type 1B, Type 1C, Type 1D, and Type B over the deck surface as detailed on the plan sheets. Such removal will be in conformance with these plans and Section 550 of the Construction Specifications.

2. Type 1A Removal will consist of removing the existing concrete overlay to a depth of 2.25 inches. There are some specific areas, identified on the Deck Profile plan sheets that require Type 1A Removal in excess of 2.25 inches.

3. Extreme care will be taken during the Type 1B Removal, Type 1C Removal, Type 1D Removal and Type B Removal to ensure that the existing reinforcing steel is not damaged. In the event that reinforcing steel damage inadvertently occurs, the Bridge Construction Engineer will be immediately notified. Any damaged reinforcing steel will be repaired by the Contractor, as approved by the Engineer, at no additional cost to the Department.

4. Type 2A Removal, Type 1B Removal, Type 1C Removal, Type 1D Removal, Type B Removal and Class A45 Concrete Fill may not be encountered and may be omitted from the project as determined by the Engineer.

(NORTH BOUND LANES)

ESTIMATE OF STRUCTURE QUANTITIES AND NOTES

FOR

155' - 0" CONT. CONCRETE BRIDGE

STR. NO. 07-101-418

APRIL 2025

DESIGNED BY	CK. DES. BY	DRAFTED BY	
JH	AP	JH	Steve A Johnson BRIDGE ENGINEER
BRWN0901	0901HD02		