



Division of Operations

Aberdeen Region Office
West Highway 12
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Aberdeen, South Dakota 57402-1767
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dot.sd.gov

September 08, 2026

ADDENDUM NO. 3

Re: 029N-171, PCN i897
029S-171, PCN i898
012-172, PCN i899
212E-171, PCN i89A
Watertown Area
PCC Pavement Repair

TO WHOM IT MAY CONCERN:

PLANS: Please destroy the DOT-123 from the proposal and replace it with the enclosed DOT-123, revised 09/08/2026. Bid item 320E1200 Asphalt Concrete Composite was added to the plans.

PLANS: Please destroy sheet 3 and sheet 9 of the plans and replace it with the enclosed sheet 3 and sheet 9, revised 09/08/2026. Bid item 320E1200 Asphalt Concrete Composite was added to the estimate of quantities and the ASPHALT CONCRETE SHOULDERS note was changed.

When sending in your sealed bid please state on the front of the envelope that Addendum No. 3 was received.

Sincerely,

DEPARTMENT OF TRANSPORTATION

A blue ink signature of Mark Peterson, written in a cursive style.

Mark Peterson
Region Engineer

cc: M. Brey C. Bennett File

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION CONTRACT PROPOSAL

CODE	PROJECT			MAINT UNIT	CONTROL REFERENCE	AFE	FUNCTION	BEGIN MRM	END MRM
	PRE	ROUTE	AGR						
		029N		171		i897		193.0	193.0
		029S		171		i898		152.0	156.7
		012		172		i899		377.1	377.1
		212E		171		i89A		379.1	379.1

CITY AND/OR COUNTY: Codington, Deuel and Grant CoBUDGET SOURCE: 2027 Contract Maintenance

REGION MATERIALS CERTIFICATION REQUIRED:



YES



NO

WIP #:

CERTIFIED INSPECTORS/TESTERS REQUIRED:



YES



NO

TO BE INSTALLED ON CM&P:



YES



NO

TYPE, PURPOSE AND LOCATION OF WORK:

Concrete RepairsVarious Locations in Watertown Area

ESTIMATE OF QUANTITIES AND COST

BID ITEM NUMBER	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
009E0010	Mobilization	LUMP SUM	LS	Lump Sum	
110E1100	Remove Concrete Pavement	303.3	SqYd		
320E1200	Asphalt Concrete Composite	20	Ton		
380E5020	Fast Track Concrete for PCC Pavement Repair	93.3	SqYd		
380E5030	Nonreinforced PCC Pavement Repair	146.6	SqYd		
380E5100	Continuously Reinforced PCC Pavement Repair	63.6	SqYd		
380E6000	Dowel Bar	40	Each		
380E6110	Insert Steel Bar in PCC Pavement	153	Each		
634E0010	Flagging	60	Hour	\$43.36	\$2,601.60
634E0110	Traffic Control Signs	796.0	SqFt		
634E0120	Traffic Control, Miscellaneous	LUMP SUM	LS	Lump Sum	
634E0275	Type 3 Barricade	5	Each		
634E0420	Type C Advance Warning Arrow Board	4	Each		
634E0640	Temporary Pavement Marking	5720	Ft		
TOTAL					

The undersigned agrees to offer the labor and material in the quantities, at the unit price, for the purpose, in the place, and in accordance with attached provisions. The Contractor will provide services in compliance with the Americans with Disabilities Act of 1990 and any amendments.

SUBSTANTIAL COMPLETION DATE

N/A

FIELD WORK COMPLETION DATE

October 15, 2026

SUBSCRIBED AND SWORN TO BEFORE ME THE

DAY OF _____, 20__

NOTARY _____

My Commission Expires:

PROPOSED START DATE

September 15, 2026

SIGNATURE _____

PRINTED NAME _____

COMPANY _____

STR. ADDRESS _____

CITY, STATE, ZIP _____

PHONE NUMBER _____

DATE _____

(SEAL)

FEDERAL TAX ID NUMBER _____

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
CONTRACT PROPOSAL**

CODE	PROJECT			MAINT UNIT	CONTROL REFERENCE	AFE	FUNCTION	BEGIN MRM	END MRM
	PRE	ROUTE	AGR						
		029N		171		i897		193.0	193.0
		029S		171		i898		152.0	156.7
		012		172		i899		377.1	377.1
		212E		171		i89A		379.1	379.1

TO BE FILLED OUT BY STATE PERSONNEL:

The parties agree that the Department of Transportation may execute this contract by electronic signature.

RECOMMENDED FOR APPROVAL:

CONSTRUCTION & MAINTENANCE ENGINEER

DATE

AREA / REGION / OPS ENGINEER

DATE

DIRECTOR OF OPERATIONS

DATE

INTERNAL SERVICES / AUDITS

DATE

ACCEPTED BY SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

NAME

TITLE

DATE

IF FEDERAL FUNDS WILL BE EXPENDED UNDER THIS AGREEMENT, ACCEPTANCE BY PROJECT DEVELOPMENT IS REQUIRED

PROJECT DEVELOPMENT ENGINEER

DATE

**Do not use for bidding
purposes.**

PLOTTED FROM - TRWAINT14

ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	029N-171, 029S-171 012-172, 212E-171	3	30

Revised 09/08/2026

PCN i897

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
110E1100	Remove Concrete Pavement	146.6	SqYd
320E1200	Asphalt Concrete Composite	5.0	Ton
380E5030	Nonreinforced PCC Pavement Repair	146.6	SqYd
380E6000	Dowel Bar	40	Each
380E6110	Insert Steel Bar in PCC Pavement	67	Each
634E0010	Flagging	5.0	Hour
634E0110	Traffic Control Signs	380.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	1	Each
634E0420	Type C Advance Warning Arrow Board	1	Each
634E0640	Temporary Pavement Marking	2,560	Ft

PCN i898

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
110E1100	Remove Concrete Pavement	63.6	SqYd
320E1200	Asphalt Concrete Composite	5.0	Ton
380E5100	Continuously Reinforced PCC Pavement Repair	63.6	SqYd
380E6110	Insert Steel Bar in PCC Pavement	20	Each
634E0010	Flagging	5.0	Hour
634E0110	Traffic Control Signs	190.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	2	Each
634E0420	Type C Advance Warning Arrow Board	2	Each
634E0640	Temporary Pavement Marking	2,560	Ft

PCN i899

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
110E1100	Remove Concrete Pavement	62.2	SqYd
320E1200	Asphalt Concrete Composite	5.0	Ton
380E5020	Fast Track Concrete for PCC Pavement Repair	62.2	SqYd
380E6110	Insert Steel Bar in PCC Pavement	33	Each
634E0010	Flagging	50.0	Hour
634E0110	Traffic Control Signs	105.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	1	Each

PCN i89A

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
110E1100	Remove Concrete Pavement	31.1	SqYd
320E1200	Asphalt Concrete Composite	5.0	Ton
380E5020	Fast Track Concrete for PCC Pavement Repair	31.1	SqYd
380E6110	Insert Steel Bar in PCC Pavement	33	Each
634E0110	Traffic Control Signs	121.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	1	Each
634E0420	Type C Advance Warning Arrow Board	1	Each
634E0640	Temporary Pavement Marking	600	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 are available for download and viewing at <https://dot.sd.gov/doing-business/contractors/standard-specifications>.

PLOTTED FROM - TRWAINT14

Revised 09/08/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	029N-171, 029S-171 012-172, 212E-171	9	30

REINFORCING STEEL (CRCP)

Reinforcing steel shall conform to Section 1010.

After removal of the in place concrete and repair of the gravel cushion, new reinforcing steel shall be installed. Refer to the CRC Pavement Repair Area layouts for details.

At full lane and partial lane width repair areas:

New longitudinal bars shall be lap spliced with the preserved in place longitudinal bars (New bar diameter to match in place bar diameter)

Additional transverse bars shall be centered between the in place transverse bars throughout the length of the repair area. The spacing of transverse bars in the completed repair area should be half the spacing of the in place transverse reinforcing steel.

The additional transverse bars shall be lap spliced with No. 5 x 24" epoxy coated deformed tie bars inserted 9" into the existing concrete. Drilled holes will be required. Tie bars shall be inserted according to the notes for STEEL BAR INSERTION (CRCP)

At full lane width repair areas:

Additional longitudinal bars shall be centered between every other set of two spliced longitudinal bars throughout the width of the repair area. These additional bars will extend 9" into the existing concrete on both sides of the repair area. Drilled holes will be required and the additional longitudinal bars shall be inserted in accordance with the notes STEEL BAR INSERTION (CRCP). The additional longitudinal bars shall then be lap spliced.

Cost for this work, including reinforcing steel, ties, labor and equipment shall be incidental to the contract unit price per square yard for CONTINUOUSLY REINFORCED PCC PAVEMENT REPAIR.

STEEL BAR INSERTION (CRCP)

Steel bars shall conform to Section 1010.

Locations and quantities of concrete repair are subject to change in the field at the discretion of the Engineer. The Contractor will be responsible for ordering the actual quantity of steel bars necessary to complete the work.

Longitudinal deformed tie bars shall be inserted 9 inches into the in place concrete at the transverse joint and centered between every other set of two spliced longitudinal bars throughout the with of the repair area. Transverse deformed bars shall be lap spliced with deformed tie bars which are inserted 9" into the in place concrete at the longitudinal joint throughout the length of the repair area. Refer to the notes for REINFORCING STEEL (CRCP). An epoxy resin adhesive must be used to anchor the steel bar in the drilled hole as per Section 380.3 C.1.

Holes drilled into the existing concrete pavement shall be located at mid-depth of the slab and true and normal except that in transverse joints, the drilled in longitudinal steel bar angle will be slightly under 90 degrees to allow for centering of the lap splice between existing longitudinal steel.

A rigid frame or mechanical device will be required to guide the drill to ensure proper horizontal and vertical alignment of the steel bars in the drilled holes.

Cost for reinforcing steel (except the inserted No. 5 x 24" epoxy coated deformed tie bars) shall be incidental to the contract unit price per square yard for CONTINUOUSLY REINFORCED PCC PAVEMENT REPAIR.

Cost for drilling holes, furnishing and applying epoxy resin adhesive, furnishing and inserting No. 5 x 24" epoxy coated deformed tie bars into the drilled holes and inserting all other reinforcing steel bars into the drilled holes, and any incidentals necessary to complete the work shall be included in the contract unit price per each for INSERT STEEL BAR in PCC PAVEMENT.

SAW AND SEAL JOINTS (CRCP)

Longitudinal joints (in line with existing longitudinal joints) at concrete repair areas shall be sawed and sealed.

Joint sealing shall conform to Section 380.3 P.

Longitudinal joints shall be sealed Hot Poured Elastic Joint Sealer

Acceptance of the Hot Poured Elastic Joint Sealer will be based on visual inspection by the Engineer.

Cost for sawing and sealing longitudinal construction joints shall be incidental to the contract unit price per square yard for CONTINOULSY REINFORCED PCC PAVEMENT REPAIR.

STEEL BAR INSERTION (NRCP)

Steel bars shall conform to Section 1010.

Locations and quantities of concrete repair are subject to change in the field at the discretion of the Engineer. The Contractor will be responsible for ordering the actual quantity of steel bars necessary to complete the work.

For existing pavement thickness greater than or equal to 10.5" (T >= 10.5") The Contractor shall insert the steel bars (1½" x 18" epoxy coated plain round dowel bars and No. 11 x 18" epoxy coated deformed tie bars for transverse joints and No. 5 x 24" epoxy coated deformed tie bars for longitudinal joints) into drilled holes in the existing concrete pavement. An epoxy resin adhesive must be used to anchor the steel bar in the drilled hole as per Section 380. C.1.

For existing pavement thickness greater than or equal to 8.5" and less than 10.5" (T >= 8.5" and T < 10.5") The Contractor shall insert the steel bars (1¼" x 18" epoxy coated plain round dowel bars and No. 9 x 18" epoxy coated deformed tie bars for transverse joints and No. 5 x 24" epoxy coated deformed tie bars for longitudinal joints) into drilled holes in the existing concrete pavement. An epoxy resin adhesive must be used to anchor the steel bar in the drilled hole as per Section 380. C.1.

For existing pavement thickness less than 8.5" (T < 8.5") The Contractor shall insert the steel bars (1" x 18" epoxy coated plain round dowel bars and No. 8 x 18" epoxy coated deformed tie bars for transverse joints and No. 5 x 24" epoxy coated deformed tie bars for longitudinal joints) into drilled holes in the existing concrete pavement. An epoxy resin adhesive must be used to anchor the steel bar in the drilled hole as per Section 380. C.1.

Steel Bars shall be inserted in the transverse joint of 18" centers. The first steel bar in the transverse joint shall be placed 9" from the edge of the slab

closest to centerline. Steel bars shall be inserted in the longitudinal joint on 30" centers and shall be a minimum of 15" from either transverse joint. A typical one-lane patch 12' wide and 6' long will require 18 steel bars (8 in each transverse joint and 2 in the longitudinal joint). It will be necessary to laterally adjust the location of some of the inserted steel bars when the dimensions above interfere with existing steel bar locations.

A rigid frame or mechanical device will be required to guide the drill to ensure proper horizontal and vertical alignment of the steel bars in the drilled holes.

SAW AND SEAL JOINTS (NRCP)

All Longitudinal and transverse joints at concrete repair areas shall be sawed and sealed.

Joint sealing shall conform to Section 380.3 P.

Longitudinal and transverse joints shall be sealed with Low Modulus Silicone Joint Sealant

Acceptance of the Low Modulus Silicone Sealant or Hot Poured Elastic Joint Sealer will be based on visual inspection by the Engineer.

Cost for sawing and sealing longitudinal construction joints shall be incidental to the contract unit price per square yard for NONREINFORCED PCC PAVEMENT REPAIR.

ASPHALT CONCRETE SHOULDERS

To allow for form placement at locations where full depth repairs are adjacent to asphalt concrete shoulders, the Contractor shall saw cut full depth existing asphalt concrete shoulder. The saw cut shall be parallel to and no more than one foot from existing pavement edge. All costs incurred in performing the above-mentioned work, and for equipment, labor, and incidentals necessary to complete work shall be incidental to the contract unit price per square yard for REMOVE CONCRETE PAVEMENT.

Upon completion of pavement repair, the Contractor shall re-establish the asphalt concrete shoulder. Asphalt Concrete Composite shall be placed at a depth that matches that of the existing asphalt concrete shoulder. All costs for furnishing and installing granular material, for Asphalt Concrete Composite, and for all equipment, labor, and incidentals necessary to complete work shall be incidental to the contract unit price per square yard for REMOVE CONCRETE PAVEMENT.

A quantity of Asphalt Concrete Composite has been added to the estimate of quantities for shoulder repairs do to traffic.

ASPHALT CONCRETE COMPOSITE

The asphalt binder used in the mixture shall be PG 58-34, 64-22, or 64-28 asphalt Binder.

All other requirements in the specifications for Asphalt Concrete Composite shall apply except Asphalt for Flush Seal will NOT be required.