Rapid City Region Design Office
2300 Eglin Street, PO Box 1970
Rapid City, SD 57709-1970
Phone: 605-394-2244 FAX: 605-394-1904
Website: https://dot.sd.gov/ and https://sd.511.org

November 9, 2026

**ADDENDUM NO. 1**

RE: November 12, 2026 Rapid City Region Office Informal Letting
016-491, 016A-491, 079-492, 079N-492 & 079S-492, Custer, Fall River & Pennington County, PCN i89w i89u, i89q, i89t & i89r
PCC Pavement Repair at various locations in Custer Area

**TO WHOM IT MAY CONCERN:**

The following addenda to the plans shall be inserted and made part of your proposal for the referenced project.

**PROPOSAL:**

- A revised DOT-123 will be sent to the prospective bidders.

**PLANS:**

- Replace Sheet 2,4 and 7 with attached sheets. Asphalt Concrete Composite bid item was removed and is incidental to the Nonreinforced PCC Pavement Repair bid item.
- The grooving quantities under the estimate of quantities for PCN i89W are reversed. This is corrected on the revised DOT-123.

Sincerely,

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John Rehorst
Region Design Engineer

## ESTIMATE OF QUANTITIES

MRM 59+0.493 Project 079-492, PCN i89Q

| BID ITEM NUMBER | ITEM | QUANTITY | UNIT |
|---|---|---|---|
| 009E0010 | Mobilization | Lump Sum | LS |
| 380E5030 | Nonreinforced PCC Pavement Repair | 108.9 | SqYd |
| 380E6000 | Dowel Bar | 36 | Each |
| 380E6110 | Insert Steel Bar in PCC Pavement | 36 | Each |
| 633E0010 | Cold Applied Plastic Pavement Marking, 4" | 18 | Ft |
| 633E1220 | High Build Waterborne Pavement Marking Paint, 4" White | 70 | Ft |
| 633E5000 | Grooving for Cold Applied Plastic Pavement Marking, 4" | 18 | Ft |
| 633E5100 | Grooving for Durable Pavement Marking, 4" | 70 | Ft |
| 634E0110 | Traffic Control Signs | 218.0 | 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 | 780 | Ft |
| 634E1255 | Contractor Furnished Vehicle Speed Feedback Sign | 1 | Each |

SD 79 N MRM 27+0.116 to MRM 32+0.042 Project 079 N-492, PCN i89R

| BID ITEM NUMBER | ITEM | QUANTITY | UNIT |
|---|---|---|---|
| 009E0010 | Mobilization | Lump Sum | LS |
| 390E0212 | Repair Type B Spall | 261 | Lb |
| 633E0010 | Cold Applied Plastic Pavement Marking, 4" | 5 | Ft |
| 633E1220 | High Build Waterborne Pavement Marking Paint, 4" White | 10 | Ft |
| 633E1222 | High Build Waterborne Pavement Marking Paint, 4" Yellow | 10 | Ft |
| 633E5000 | Grooving for Cold Applied Plastic Pavement Marking, 4" | 5 | Ft |
| 633E5100 | Grooving for Durable Pavement Marking, 4" | 20 | Ft |
| 634E0110 | Traffic Control Signs | 218.0 | 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 | 5,760 | Ft |
| 634E1255 | Contractor Furnished Vehicle Speed Feedback Sign | 1 | Each |

SD 79 S MRM 38+0.024 to MRM 58+0.588 Project 079 S-492, PCN i89T

| BID ITEM NUMBER | ITEM | QUANTITY | UNIT |
|---|---|---|---|
| 009E0010 | Mobilization | Lump Sum | LS |
| 380E5030 | Nonreinforced PCC Pavement Repair | 244.9 | SqYd |
| 380E6110 | Insert Steel Bar in PCC Pavement | 208 | Each |
| 390E0212 | Repair Type B Spall | 1,421 | Lb |
| 633E0010 | Cold Applied Plastic Pavement Marking, 4" | 27 | Ft |
| 633E1220 | High Build Waterborne Pavement Marking Paint, 4" White | 98 | Ft |
| 633E1222 | High Build Waterborne Pavement Marking Paint, 4" Yellow | 38 | Ft |
| 633E5000 | Grooving for Cold Applied Plastic Pavement Marking, 4" | 27 | Ft |
| 633E5100 | Grooving for Durable Pavement Marking, 4" | 136 | Ft |
| 634E0110 | Traffic Control Signs | 218.0 | 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 | 5,760 | Ft |
| 634E1255 | Contractor Furnished Vehicle Speed Feedback Sign | 1 | Each |

US 16A MRM 57+0.127 to MRM 58+0.992 Project 016A-492, PCN i89U

| BID ITEM NUMBER | ITEM | QUANTITY | UNIT |
|---|---|---|---|
| 009E0010 | Mobilization | Lump Sum | LS |
| 380E5030 | Nonreinforced PCC Pavement Repair | 227.1 | SqYd |
| 380E6000 | Dowel Bar | 63 | Each |
| 380E6110 | Insert Steel Bar in PCC Pavement | 107 | Each |
| 390E0212 | Repair Type B Spall | 2,308 | Lb |
| 633E0010 | Cold Applied Plastic Pavement Marking, 4" | 83 | Ft |
| 633E1220 | High Build Waterborne Pavement Marking Paint, 4" White | 136 | Ft |
| 633E1222 | High Build Waterborne Pavement Marking Paint, 4" Yellow | 10 | Ft |
| 633E5000 | Grooving for Cold Applied Plastic Pavement Marking, 4" | 83 | Ft |
| 633E5100 | Grooving for Durable Pavement Marking, 4" | 146 | Ft |
| 634E0110 | Traffic Control Signs | 206.6 | SqFt |
| 634E0120 | Traffic Control, Miscellaneous | Lump Sum | LS |
| 634E0420 | Type C Advance Warning Arrow Board | 2 | Each |
| 634E0640 | Temporary Pavement Marking | 2,400 | Ft |

US16 MRM 31.52+0.135 Project 016-491, PCN i89W

| BID ITEM NUMBER | ITEM | QUANTITY | UNIT |
|---|---|---|---|
| 009E0010 | Mobilization | Lump Sum | LS |
| 380E5030 | Nonreinforced PCC Pavement Repair | 53.3 | SqYd |
| 380E6110 | Insert Steel Bar in PCC Pavement | 23 | Each |
| 633E0010 | Cold Applied Plastic Pavement Marking, 4" | 5 | Ft |
| 633E1220 | High Build Waterborne Pavement Marking Paint, 4" White | 40 | Ft |
| 633E1222 | High Build Waterborne Pavement Marking Paint, 4" Yellow | 40 | Ft |
| 633E5000 | Grooving for Cold Applied Plastic Pavement Marking, 4" | 80 | Ft |
| 633E5100 | Grooving for Durable Pavement Marking, 4" | 5 | Ft |
| 634E0110 | Traffic Control Signs | 206.6 | SqFt |
| 634E0120 | Traffic Control, Miscellaneous | Lump Sum | LS |
| 634E0420 | Type C Advance Warning Arrow Board | 1 | Each |
| 634E0640 | Temporary Pavement Marking | 1,320 | Ft |

## SPECIFICATIONS

Standard Specifications for Roads and Bridges, 10-7-2026 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.

A construction schedule is not required on this project.

## ENVIRONMENTAL COMMITMENTS

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT's Environmental Commitments can be accessed through the Environmental Procedures Manual found at: <https://dot.sd.gov/doing-business/environmental/about-environmental/>

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

## COMMITMENT S: FIRE PREVENTION IN THE BLACK HILLS AREA

This project is located within the Black Hills Forest Fire Protection Boundary.

**Action Taken/Required:**

The Contractor will adhere to the “Special Provision for Fire Plan”.

## UTILITIES

Utilities are not planned to be affected on this project. If utilities are identified near the improvement area through the SD One Call Process as required by South Dakota Codified Law 49-7A and Administrative Rule Article 20:25, the Contractor will contact the Engineer to determine modifications that will be necessary to avoid utility impacts.

## EXISTING PCC PAVEMENT

SD 79 MRM 59+0.493 – The existing pavement is 9.5” Nonreinforced PCC Pavement with limestone aggregate. Longitudinal joints are reinforced with No. 5 deformed tie bars spaced 48” center to center. The transverse joints are spaced 20’ apart. Transverse joints are reinforced with 1 ¼” dowel bars spaced 12” center to center.

SD 79 N MRM 27+0.116 to MRM 32+0.042 – The existing pavement is 8.5” Nonreinforced PCC Pavement with limestone aggregate. Longitudinal joints are reinforced with No. 5 deformed tie bars spaced 48” center to center. The transverse joints are spaced 20’ apart. Transverse joints are reinforced with 1 ¼” dowel bars spaced 12” center to center.

SD 79 S MRM 38+0.024 to MRM 58+0.588 – The existing pavement is 8.5” Nonreinforced PCC Pavement with limestone aggregate. Longitudinal joints are reinforced with No. 5 deformed tie bars spaced 48” center to center. The transverse joints are spaced 20’ apart. Transverse joints are reinforced with 1 ¼” dowel bars spaced 12” center to center.

US 16A MRM 57+0.127 to MRM 58+0.992 – The existing pavement is 8” Nonreinforced PCC Pavement with limestone aggregate. Longitudinal joints are reinforced with No. 5 deformed tie bars spaced 48” center to center. The transverse joints are spaced 20’ apart. Transverse joints are reinforced with 1 ¼” dowel bars spaced 12” center to center.

US 16 MRM 31.52+0.135 – The existing pavement is 8.5” Nonreinforced PCC Pavement with limestone aggregate. Longitudinal joints are reinforced with No. 5 deformed tie bars spaced 48” center to center. The transverse joints are spaced 20’ apart. Transverse joints are reinforced with 1 ¼” dowel bars spaced 12” center to center.

## RESTORATION OF GRAVEL CUSHION

An inspection of the gravel cushion subgrade will be made after removing concrete from each pavement replacement area. Areas of excess moisture will be dried to the satisfaction of the Engineer. Loose and excess material will be removed. Each replacement area will be leveled and compacted to the satisfaction of the Engineer.

All costs associated with this work will be incidental to the contract unit price per square yard for Nonreinforced PCC Pavement Repair.

## ASPHALT CONCRETE COMPOSITE

Asphalt Concrete Composite will be used for shoulder repair at full depth PCC replacement locations.

All other requirements in the Standard Specifications for Asphalt Concrete Composite will apply.

No MC-70 Asphalt for Prime will be required.

No flush seal will be required.

The asphalt used for the shoulder repair will be incidental to the contract unit price per square yard for Nonreinforced PCC Pavement Repair.

## REPAIR TYPE B SPALL

A unit weight of 116 Lb/CuFt was used for estimating purposes.

The material for Repair of Type B Spall will be TechCrete-TBR manufactured by Crafco, Fibrecrete G manufactured by FPT Infrastructure, or an approved equal. The maximum width of the Type B spall repair will be 12”. The length will be as needed to repair the joint. The material will be measured and paid for per pound.

## NONREINFORCED PCC PAVEMENT REPAIR

Concrete will meet the requirements stated in Section 380 of the Specifications, except as modified by the following notes:

The fine aggregate will be screened over a one-inch square-opening screen just prior to introduction into the concrete paving mix if required by the Engineer.

The slump requirement will be limited to 3" maximum after water reducer is added and the concrete will contain 4.5% to 7.0% entrained air. The concrete will contain a minimum of 50% coarse aggregate by weight. Coarse aggregate will be crushed ledge rock, Size No. 1 unless an alternative gradation is approved by the Concrete Engineer as part of the mix design submittal. The mix design will contain at least 650 lbs of Type I or II cement or 600 lbs of Type III cement per cubic yard. The minimum 28-day compressive strength will be 4,000 psi. The Contractor is responsible for the mix design used. The Contractor will submit a mix design and supporting documentation for approval at least 2 weeks prior to use.

The use of a water reducer at manufacturer's recommended dosage will be required.

Concrete will be cured with white pigmented curing compound (ASTM C309, Type 2) applied as soon as practical at a rate of 125 square feet per gallon. Concrete will be cured for a minimum of 48 hours before opening to traffic. The 48 hours is based upon a concrete surface temperature of 60ºF or higher throughout the cure period. If the concrete surface temperature falls below 60ºF, the cure time will be extended, or other measures taken, at no additional cost to the State. A strength of 2,500 psi must be attained prior to opening to traffic.

Upon placement of the concrete, repair areas will be straight edged to ensure a smooth riding surface and will be textured longitudinally with the pavement by finishing with a stiff broom.

Concrete will be covered with suitable insulation blanket consisting of a layer of closed cell polystyrene foam protected by at least one layer of plastic.

Insulation blanket will have an R-value of at least 0.5, as rated by the manufacturer. Insulation blanket will be left in place, except for joint sawing overlapped on to the existing concrete by 4’. This requirement for covering operations, until the 2,500 psi is attained. Insulation blanket will be repair areas with insulation blankets may be waived during periods of hot weather upon approval of the Engineer.

A construction joint will be sawed whenever new concrete pavement is placed adjacent to existing concrete pavement.

The Contractor will note the locations of the in-place transverse construction joints and will be place the new joints at the existing locations.

Rumble Strips in PCC Pavement will be placed 15 inches wide 3 inches from the outside edge of the pavement. Payment for forming rumble strips including labor, materials and incidentals will be incidental to the contract unit price per square yard for Nonreinforced PCC Pavement Repair.

Cost for performing the aforementioned work including sawing and removing concrete, furnishing and placing concrete, sawing and sealing joints, sawing and removing a 2’ width of asphalt shoulder adjacent to the removed panels, repairing gravel and asphalt concrete shoulders, labor, tools and equipment will be included in the contract unit price per square yard for Nonreinforced PCC Pavement Repair.

## STEEL BAR INSERTION

The Contractor will insert the Steel Bars (No. 9 x 18 inch epoxy coated deformed tie bars, No. 5 x 24 inch epoxy coated deformed tie bars, and 1¼" x 18" epoxy coated plain round dowel bars) into drilled holes in the existing concrete pavement. Anchoring of the steel bars in the drilled holes will conform to the Specifications.

The steel bars will be cut to the specified length by sawing or shearing and will be free from burring or other deformations.

Epoxy coated plain round steel bars will be inserted on 12-inch centers in the transverse joint. The first steel bar will be placed a minimum of 3 inches and a maximum of 6 inches from the outside edge of the slab.

Epoxy coated deformed steel bars will be inserted on 18-inch centers in the transverse joint. The first steel bar will be placed a minimum of 3 inches and a maximum of 9 inches from the outside edge of the slab.

Epoxy coated deformed steel bars will be inserted on 30-inch centers in the longitudinal joint and will be placed a minimum of 15 inches from the existing transverse contraction joint.

## PERMANENT PAVEMENT MARKING

The Contractor will be required to repaint all existing pavement markings including centerline, edge line, lane lines, turn arrows, stop bars, and pedestrian crossings. This list is approximate. The Contractor will be required to document and be able to relocate for replacement of the existing turn arrows, stop bars, pedestrian and crossings before the markings are obliterated. The cost to duplicate the existing marking locations will be incidental to the contract unit prices for the various contract items.

**Table of Nonreinforced Pavement Repair**

| PCN | County | Route | MRM | Disp | Direction | Lane | Length (Ft) | Width (Ft) | No. 5 Deformed Tie Bar (Each) | No. 9 Deformed Tie Bar (Each) | 1 ¼" Bar (Each) | Insert Steel Bar in PCC Pavement (Each) | Dowel Bar (Each) | Nonreinforced PCC Pavement Repair (SqYd) | comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| i89Q | Custer | 79 | 59 | 0.493 | Southbound | Driving | 70 | 14 | 18 | 9 | 9 | 36 | 36 | 108.9 | 3 12-bar dowel basket assemblies, 18 transverse tie bars, 24 tie bars |
| | | | | | | | | | | | | | | | |
| i89T | Custer | 079 S | 39.51 | 0.054 | Southbound | All Lanes | 20 | 26 | 5 | | 36 | 41 | | 57.8 | Significant dip in roadway over cross-drainage pipe |
| | Custer | 079 S | 51.53 | 0.371 | Southbound | All Lanes | 6 | 26 | 2 | 17 | 36 | 55 | | 17.3 | |
| | Custer | 079 S | 54 | 0.966 | Southbound | Driving | 40 | 26 | 14 | | 36 | 50 | | 115.6 | Dip at north and south ends over drainage culvert |
| | Custer | 079 S | 55 | 0.421 | Southbound | Driving | 20 | 14 | 5 | | 18 | 23 | | 31.1 | 2 10ft panel sections, 1 dowel bar basket, and 12 transverse dowel bars at north and south ends of panels |
| | Custer | 079 S | 58 | 0.588 | Southbound | All Lanes | 8 | 26 | 3 | 18 | 18 | 39 | | 23.1 | 1 12-bar basket, 1 10-bar basket, and 44 deformed dowel bars |
| | | | | | | | | **Total** | 29 | 35 | 144 | 208 | | 244.9 | |
| i89W | Custer | 16 | 31.52 | 0.135 | Southbound | All Lanes | 20 | 24 | 5 | | 18 | 23 | | 53.3 | 24 insert dowels and 14 deformed tie bars |
| | | | | | | | | | | | | | | | |
| i89U | Pennington | 016A | 58 | 0.441 | Southbound | Driving | 20 | 14 | 5 | | 24 | 29 | | 31.1 | 1 panel SB lane |
| | Pennington | 016A | 58 | 0.879 | Northbound | Driving | 84 | 14 | 28 | 9 | 9 | 46 | 27 | 130.7 | 4 panels in driving lane at 21ftx16ft; 3 basket assemblies, 20 transverse bar assemblies, and 42 transverse tie bars |
| | Pennington | 016A | 58 | 0.992 | Northbound | All Lanes | 21 | 28 | 14 | | 18 | 32 | 36 | 65.3 | 4 panels; (2) 21ftx16ft and (2) 21ftx12ft |
| | | | | | | | | **Total** | 47 | 9 | 51 | 107 | 63 | 227.1 | |