

PCN 08P3
 Project No P 6403(10) County Pennington Contract Amt \$23,381,920.13
 Type of Work Grading, Drainage, Base Course, Asphalt Concrete Surfacing
 Contractor LOISEAU CONSTRUCTION, INC.

The following change in plans and/or specifications for the subject project is hereby made:

230+78 Approach Pipe

Instruction: The Contractor will remove the newly installed per plans 18" CMP at the approach at Sta. 230+78 Lt. and install 60' of County furnished 36" CMP arch as directed by the Engineer. The 36" CMP arch will be paid for as 36" CMP. The cost to remove the pipe will be added to the lump sum price for Incidental Work, Grading.

Reason: Due to erosion issues at the inlet and outlet of this approach that was caused by the drainage from the roadway ditch, a larger pipe was installed to help alleviate future erosion and drainage issues. The cost to remove the pipe was established by prorating the lump sum price of Incidental Work, Grading for an additional pipe removal.

Line No. 024 P	Incidental Work, Grading	1,086.000 @ 1.000 / LS
Line No. 042 P	36" CMP, Install	60.000 @ 55.000 / Ft

230+81 Approach Pipe

Instruction: The Contractor will remove the outlet end section of the 18" CMP approach pipe at Sta. 230+81 Rt., install an additional 10' of County furnished 18" CMP and reset the end section. All costs to remove and reset the end section will be included in Line No. 056P.

Reason: This approach pipe needed to be lengthened to fit the width of the approach and have the correct slopes.

Line No. 036 P	18" CMP, Install	10.000 @ 45.000 / Ft
Line No. 056 P	18" CMP Safety End, Install	1.000 @ 300.000 / Each

24" CMP Musick Driveway

Instruction: The Contractor will furnish and install 54' of 24" CMP at Sta. 0+10, and 44' of 24" CMP at Sta. 3+19 on Musick's driveway alignment as directed by the Engineer.

Reason: The Pipe Quantities table on plan sheet 25 did not include quantities for these cross pipe locations.

Line No. 037 P	24" CMP 14 Gauge, Furnish	98.000 @ 63.710 / Ft
Line No. 038 P	24" CMP, Install	98.000 @ 50.000 / Ft

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		Contract Amt	\$23,381,920.13

287+25 Approach Pipe

Instruction: The access point to the resident at Sta. 288+00 Rt. will be relocated from Seven Hills Forest Service Rd. to Sta. 287+25 Rt. off of South Rochford Rd. The Contractor will install 40' of 18" CMP with safety ends through the new approach. The County will furnish 10' of the approach pipe. All costs to relocate and reconstruct the approach minus the pipe will be included in Line No. 124P.

Reason: The resident reached out to the County and requested that the approach be relocated because it was steep and winding and they had slid off of the approach in the winter causing damage to their vehicle. With concurrence from the County, the approach was re-constructed coming off of South Rochford Rd. rather than the forest service road.

A lump sum price of \$8,852.00 was established for the extra work to re-construct the approach. The price is reasonable compared to force account methods for labor and equipment necessary to complete this work. A cost breakdown is in the project file.

Line No. 035 P	18" CMP 14 Gauge, Furnish	30.000 @ 47.380 / Ft	
Line No. 036 P	18" CMP, Install	40.000 @ 45.000 / Ft	
Line No. 055 P	18" CMP Safety End, Furnish	2.000 @ 647.680 / Each	
Line No. 056 P	18" CMP Safety End, Install	2.000 @ 300.000 / Each	
Line No. 124 P	Extra Work, 287+25 Appr. Reconst	8,852.000 @ 1.000 / LS	New

Compaction Sample

Instruction: The Contractor will obtain 3 additional compaction samples for the 2.5" thick bottom lift of asphalt that was paved between Sta. 71+22 and 112+48 and 3 additional compaction samples for the 1.5" thick top lift of asphalt paved in the same station range.

Reason: Due to issues with the bottom mat of asphalt shoving and moving on the untreated base course, the thickness of the bottom lift was increased to 2.5" for one days production to see if it would help with these issues. This in turn required the top lift of be reduced to 1.5" to keep the overall surfacing thickness the same. Changing these lift thicknesses required obtaining additional compaction samples in order to check densities.

Line No. 032 P	Compaction Sample	6.000 @ 262.500 / Each	
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Ditch Shaping 231+00 Rt

Instruction: The Contractor will re-grade the ditch between the approaches at Sta. 230+80 Rt. and 232+50 Rt. so that the ditch will flow water to the cross pipe inlet at Sta. 232+33 Rt. and not direct the the water onto the adjacent landowner's property. All costs to complete this work will be included in Line No. 126P.

Reason: The plans did not show a defined ditch section through this station range. The roadway inslope dumped the water onto the adjacent landowner's property before getting to the pipe inlet and was creating some erosion issues. By defining a ditch section, the water can be kept off the adjacent property and directed to the pipe inlet within the roadway ditch.

A lump sum price of \$1,835.38 was established for performing this work. This price is reasonable compared to force account methods for labor and equipment necessary to complete this work. A cost breakdown is in the project file.

Line No. 126 P	Extra Work, Larson's Ditch	1,835.380 @ 1.000 / LS	New
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Ditch Shaping Yellow Bird Hill

Instruction: The Contractor will re-grade and shape the roadway ditch between Sta. 298+50 and 308+90 Lt. and at the pipe outlets at Sta. 298+50 Rt. and 308+90 Rt. as directed by the Engineer.

Reason: These ditches were finished and stabilized according to the plans. Due to the severity of the grade and size of the drainage basin, the design for the final stabilization was insufficient and these areas eroded immensely and had large amounts of sediment transport. These locations needed to be re-graded and shaped in order to receive new erosion and sediment control BMP's in order to stabilize the areas.

A lump sum price of \$2,852.01 was established for performing this work. This price is reasonable compared to force account methods for labor and equipment necessary to complete this work. A cost breakdown is in the project file.

Line No. 127 P Extra Work, Yellow Bird Regrade 2,852.010 @ 1.000 / LS New

Dust Chloride

Instruction: The below item will be adjusted as shown.

Reason: CCO#5 added an estimated quantity in order to control dust for the remainder of the project. The CCO estimated more quantity than what was actually used on the project.

Line No. 020 P Dust Control Chloride -11,207.160 @ 1.050 / Lb

Engineer Directed Survey

Instruction: The Contractor will stake out the locations of the superelevation transitions prior to starting asphalt paving as directed by the Engineer. The Contractor will also create a cut/fill survey on the in-place base course once the plan quantity of base course has been placed, and provide a report to the Engineer.

Reason: Transitions were staked out so that superelevations could be checked to ensure the proper cross slope was being paved with the asphalt surfacing. There was not enough base course quantity in the plans to achieve the plan thickness. Once the gravel blue tops were installed, they were surveyed to create a cut/fill report to see how much more quantity it would take to get to plan thickness.

Line No. 005 P Engineer Directed Surveying/Staking 35.000 @ 150.000 / Hour

Flagging

Instruction: The Contractor will provide flagging to safely control traffic through the construction work zones.

Reason: More flagging hours are required than what was estimated in the plan. This is an estimate of the additional hours required and is subject to change on a subsequent CCO.

Line No. 070 P Flagging 1,060.000 @ 30.370 / Hour

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Frost Heave 405+00

Instruction: The Contractor will excavate and install 300' +/- of 4" diameter slotted corrugated drain pipe with filter sock starting in the bottom of the roadway v-ditch on the left side of the roadway at roughly Sta. 402+50 and continue in the ditch to Sta. 405+00. The pipe will then be skewed across the roadway and daylight on the roadway inslope on the right side of the roadway at roughly Sta. 405+50. The pipe will be buried approximately 12" below the bottom of the ditch and graded so that it will drain going under the roadway and daylight on the roadway inslope on the right side. The excavation will be backfilled with base course to create a pathway for water to get to the drain pipe. All costs associated with performing this work will be included in Line No. 119P.

Reason: During the 2024/2025 winter, the County Highway Maintenance Supervisor noticed that the roadway was severely heaved in this area. Upon investigation in the spring it was discovered that there was a large amount of water running in the left ditch at this location and then going under the roadway at roughly Sta. 405+00. It was decided to install a drain system in the left ditch and then take the drain under the roadway and daylight it on the right side of the roadway to get the water into the natural drainage on the right side of the roadway in an attempt to alleviate any future frost heaves in this location.

A lump sump price of \$4,000 was established for performing this extra work. This price is reasonable when compared to the Average Unit Price Report for underdrain pipe.

Line No. 119 P	Extra Work, Heave @ 405+00	4,000.000 @ 1.000 / LS	New
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Frost Heave 458+00

Instruction: The Contractor will remove and salvage as much of the 6" of base course as possible from the roadway between Sta. 455+50 and 460+00. Once the base course is salvaged, they will remove and salvage 1' of the 2' of shot rock from the same station range. Tensar Biaxial Geogrid BX1200 or approved equal will then be installed over the remaining 1' of shot rock and then the 1' of salvage rock rock will be re-installed over the geogrid. Type B drainage fabric will be placed over the top of the shot rock and then the salvaged base course will be re-installed over the drainage fabric to finished gravel elevation. All costs to perform this work will be included in Line No. 120P.

Reason: During the 2024/2025 winter, the County Highway Maintenance Supervisor noticed that the roadway was severely heaved in this area. This section of roadway had shot rock installed according the plans full width of the roadway section in order to convey water from wetlands on both sides of the road. After discussion with the County it was determined that the aforementioned work was the best course of action in an attempt to alleviate any future frost heaves in this location.

A lump sump price of \$22,900 was established for performing this extra work. This price is acceptable based on force account methods for the equipment, labor and materials necessary to complete this work with applicable markup. A cost breakdown is in the project files.

Line No. 120 P	Extra Work, Heave @ 458+00	22,900.000 @ 1.000 / LS	New
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Frost Heave 499+36

Instruction: The Contractor will remove and salvage the upstream half of the newly installed 18" CMP cross pipe at Sta. 499+36. The inlet elevation will be lowered 0.8' from the plans elevations and the upstream half of the pipe will be re-installed and re-connected to the downstream half of the pipe that was left in place at centerline of the roadway. The pipe will have a broken flow line at centerline of the roadway. The break in the flow line of the pipe will be made with a CMP connection band. A ditch block will be constructed at the inlet of the pipe on the up-station side of the pipe as directed by the Engineer. All costs to perform this work will be included in Line No. 121P.

Reason: During the 2024/2025 winter, the County Highway Maintenance Supervisor noticed that the roadway was severely heaved in this area. This pipe was installed as a perched pipe as per the plans due to a Biological sensitive site on the upstream end of the pipe. The perched pipe was creating a water dam at the edge of the roadway and the water was seeping into the road grade and freezing in the winter months creating a heave in the roadway. With approval from the Forest Service, the inlet elevation of the pipe was lowered to allow the water to flow freely through the pipe and not have to dam up at the inlet prior to flowing through the pipe. After discussion with the County it was determined that the aforementioned work was the best course of action in an attempt to alleviate any future frost heaves at this location.

A lump sump price of \$4,000.00 was established for performing this extra work. This price is acceptable based on force account methods for the equipment, labor and materials necessary to complete this work with applicable markup. A cost breakdown is in the project files.

Line No. 121 P	Extra Work, Heave @ 499+36	4,000.000 @ 1.000 / LS	New
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Granular Material

Instruction: The below item will be adjusted from plan quantity to as-built quantity.

Reason: Less granular material was required to construct the typical section between Sta. 490+00 and 506+00 then estimated in the plan.

Line No. 099 P	Granular Material	-770.500 @ 35.000 / Ton	
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Munson Driveway

Instruction: The Contractor will pave the driveway at Sta. 270+70 Rt. with 3" of asphalt surfacing. It will be paved 12' wide and extend 50' beyond the right-of-way onto the property. As costs to perform this work will be included in Line No. 118P.

Reason: Per the County's right-of-way agreement with the property owner, the driveway was supposed to be surfaced with asphalt. This requirement did not make it into the plan set.

A lump sum price of \$11,984.51 was established for performing this work. This price is acceptable due to the remote location and small quantity of asphalt associated with the work. This work also requires the Contractor to mobilize addition equipment to the project just to complete this work. All the asphalt quantity on the project is for mainline paving using a pickup machine and belly dumps with very little hand work. The driveway work requires a smaller paver, lots of hand work and end dumps.

Line No. 118 P	Extra Work, Munson Driveway	11,984.510 @ 1.000 / LS	New
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Orange Safety Fence

Instruction: The below item will be adjusted from plan quantity to as-built quantity.

Reason: The amount of safety fence required to delineate the Culturally Sensitive Sites was less than what was estimated in the plan.

Line No. 095 P Orange Plastic Safety Fence -1,662.000 @ 4.200 / Ft

Pavement Marking Tabs

Instruction: The Contractor will install temporary flexible vertical markers (tabs) at a spacing of 20' in lieu of the plan required 5' spacing for delineating the double yellow centerline. Only half of the plan quantity will be paid for due to this change in spacing.

Reason: Standard practice for Pennington County is to delineate temporary markings with a 20' spacing. With concurrence from Pennington County the tabs were installed at a 20' spacing instead of 5'. The quantity will be paid at half even though 3/4th of the quantity was reduced because the number of mobilizations remained the same regardless of whether the tabs were installed at 20' or 5'. They were still required to come to the project everyday when paving was completed and install tabs for the length of the paving that was completed that day.

Line No. 075 P Temporary Flexible Vertical Markers (Tabs) -5.000 @ 288.750 / Mile

R&R Fence

Instruction: The Contractor will not remove and reset the fence from Sta. 24+15 to 25+52 Rt. and from Sta. 225+10 to 232+67 Rt.

Reason: The landowners at these locations removed the fence prior to the start of the project and will reset the fence themselves after the project is completed.

Line No. 013 P Remove Fence for Reset -894.000 @ 10.500 / Ft

Line No. 066 P Reset Fence -894.000 @ 10.500 / Ft

Silt Fence

Instruction: The below items will be adjusted from plan quantity to as-built quantity.

Reason: Silt fence was installed throughout the project as needed to comply with the SWPPP and as directed by the Engineer. It was removed after vegetation was re-established.

Line No. 012 P Remove Silt Fence -9,554.000 @ 0.020 / Ft

Line No. 090 P High Flow Silt Fence -9,554.000 @ 4.470 / Ft

Soil Stabilizer

Instruction: The below item will be eliminated from the Contract.

Reason: Interim stabilization on slopes was not necessary because slopes received final stabilization once they were completed.

Line No. 083 P Soil Stabilizer -1,000.000 @ 2.100 / SqYd

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Surface Roughing

Instruction: The below item will be adjusted from plan quantity to as-built quantity.

Reason: Most of the large slopes on the project were rock, which did not lend to doing surface roughening. The slopes that were soil, were small and/or v-ditches which was unrealistic to get equipment on them to perform surface roughening.

Line No. 087 P Surface Roughening -103.100 @ 500.000 / Acre

TC Signs

Instruction: The below items will be adjusted as shown.

Reason: Temporary traffic control signing and delineation was employed as necessary to safety control traffic through the construction work zones.

Line No. 072 P Traffic Control Signs 240.500 @ 5.250 / SqFt
Line No. 074 P Type 3 Barricade -19.000 @ 262.500 / Each

Temporary Paint

Instruction: The below item will be adjusted from plan quantity to as-built quantity.

Reason: Only one application of temporary pavement marking paint was required as temporary flexible vertical markers (tabs) are required on the top lift of asphalt and there are only two lifts of asphalt on the project.

Line No. 076 P Temporary Pavement Marking -10.200 @ 288.750 / Mile

Type 1 Erosion Blanket

Instruction: The below item will be adjusted as shown

Reason: CCO#5 and #11 made estimates of additional quantity that would be required for completing stabilization on the project. Those estimated quantities were insufficient and additional quantity is needed to complete final stabilization.

Line No. 084 P Type 1 Erosion Control Blanket 8,303.800 @ 4.200 / SqYd

Type 3 Erosion Blanket

Instruction: The Contractor will install Type 3 Erosion Control Blanket at locations along the project as directed by the Engineer. The blanket will be one from the SDDOT approved product list. All cost to furnish and install the blanket will be included in Line No. 125P. The quantity added is an estimate of what is needed to complete the project and is subject to change on a subsequent CCO based on the actual quantity installed.

Reason: Due to the steep ditch grades along the project, a Type 3 blanket was needed to minimize erosion of the ditch bottoms. The plans only had a Type 1 blanket which would not hold up in the steep grades.

A unit bid price of \$5.36/SqYd was established for the Type 3 Blanket. This price is reasonable when comparing the price difference between blanket types in the Average Unit Price Report and the price difference in the blankets on this project.

Line No. 125 P Type 3 Erosion Control Blanket 10,000.000 @ 5.360 / SqYd New

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Yellow Bird Hill Drainage

Instruction: The Contractor will install 140' of 24" CMP and 2 Flared Ends at Sta. 298+50, and 80' of 24" CMP and 2 Flared Ends at Sta. 308+90 as directed by the Engineer. The Contractor will furnish the end sections and Pennington County will furnish the pipe.

Reason: The plan design removed the existing cross pipe at these locations. The removal of these cross pipe, changed the existing drainage and forced all of the water into the left ditch creating drainage issues and extensive erosion at the bottom of the grade and on the Forest Service Road at Sta. 288+50 Rt. Installing these cross pipe restored the drainage back to it's existing location and alleviated the drainage and erosion issues.

Line No. 038 P 24" CMP, Install	220.000 @ 50.000 / Ft
Line No. 049 P 24" CMP Flared End, Furnish	4.000 @ 382.030 / Each
Line No. 050 P 24" CMP Flared End, Install	4.000 @ 350.000 / Each

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County Pennington

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Line No	Stnd Bid Item No	Item Description	Qty As Now Ordered	Current Change in Qty	Unit Price	Unit	Current Change in Amt
005P	009E3301	Engineer Directed Surveying/Staking	116.500	35.000	150.000	Hour	5,250.00
012P	110E1700	Remove Silt Fence	12,893.000	(9,554.000)	0.020	Ft	-191.08
013P	110E7802	Remove Fence for Reset	478.000	(894.000)	10.500	Ft	-9,387.00
020P	205E0010	Dust Control Chloride	112,423.400	(11,207.160)	1.050	Lb	-11,767.52
024P	250E0020	Incidental Work, Grading	76,086.000	1,086.000	1.000	LS	1,086.00
032P	320E3000	Compaction Sample	12.000	6.000	262.500	Each	1,575.00
035P	450E4758	18" CMP 14 Gauge, Furnish	2,742.000	30.000	47.380	Ft	1,421.40
036P	450E4760	18" CMP, Install	2,892.000	10.000	45.000	Ft	450.00
036P	450E4760	18" CMP, Install	2,892.000	40.000	45.000	Ft	1,800.00
037P	450E4768	24" CMP 14 Gauge, Furnish	484.000	98.000	63.710	Ft	6,243.58
038P	450E4770	24" CMP, Install	754.000	220.000	50.000	Ft	11,000.00
038P	450E4770	24" CMP, Install	754.000	98.000	50.000	Ft	4,900.00
042P	450E4790	36" CMP, Install	190.000	60.000	55.000	Ft	3,300.00
049P	450E5215	24" CMP Flared End, Furnish	20.000	4.000	382.030	Each	1,528.12
050P	450E5216	24" CMP Flared End, Install	21.000	4.000	350.000	Each	1,400.00
055P	450E5406	18" CMP Safety End, Furnish	42.000	2.000	647.680	Each	1,295.36
056P	450E5407	18" CMP Safety End, Install	43.000	2.000	300.000	Each	600.00
056P	450E5407	18" CMP Safety End, Install	43.000	1.000	300.000	Each	300.00
066P	620E4100	Reset Fence	478.000	(894.000)	10.500	Ft	-9,387.00
070P	634E0010	Flagging	8,600.000	1,060.000	30.370	Hour	32,192.20
072P	634E0110	Traffic Control Signs	992.200	240.500	5.250	SqFt	1,262.63
074P	634E0275	Type 3 Barricade	5.000	(19.000)	262.500	Each	-4,987.50
075P	634E0320	Temporary Flexible Vertical Markers (Tabs)	5.100	(5.000)	288.750	Mile	-1,443.75
076P	634E0630	Temporary Pavement Marking	10.200	(10.200)	288.750	Mile	-2,945.25
083P	734E0042	Soil Stabilizer	0.000	(1,000.000)	2.100	SqYd	-2,100.00
084P	734E0101	Type 1 Erosion Control Blanket	16,100.000	8,303.800	4.200	SqYd	34,875.96
087P	734E0325	Surface Roughening	1.300	(103.100)	500.000	Acre	-51,550.00
090P	734E0604	High Flow Silt Fence	12,893.000	(9,554.000)	4.470	Ft	-42,706.38
095P	900E1080	Orange Plastic Safety Fence	8,038.000	(1,662.000)	4.200	Ft	-6,980.40
099P	260E6010	Granular Material	4,449.500	(770.500)	35.000	Ton	-26,967.50
118P	009E0700	Extra Work, Munson Driveway	11,984.510	11,984.510	1.000	LS	11,984.51
119P	009E0700	Extra Work, Heave @ 405+00	4,000.000	4,000.000	1.000	LS	4,000.00
120P	009E0700	Extra Work, Heave @ 458+00	22,900.000	22,900.000	1.000	LS	22,900.00
121P	009E0700	Extra Work, Heave @ 499+36	4,000.000	4,000.000	1.000	LS	4,000.00
124P	009E0700	Extra Work, 287+25 Appr. Reconst	8,852.000	8,852.000	1.000	LS	8,852.00
125P	734E0103	Type 3 Erosion Control Blanket	10,000.000	10,000.000	5.360	SqYd	53,600.00
126P	009E0700	Extra Work, Larson's Ditch	1,835.380	1,835.380	1.000	LS	1,835.38
127P	009E0700	Extra Work, Yellow Bird Regrade	2,852.010	2,852.010	1.000	LS	2,852.01

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County Pennington

Contract Amt

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Contractor LOISEAU CONSTRUCTION, INC.

Increase This Order	\$220,504.14
Decrease This Order	(\$170,413.38)
Net Change This Order	\$50,090.76
Net Change To Date	\$424,902.48

All standard specifications apply unless otherwise noted.

Additional substantial calendar days:

Additional field work calendar days:

Additional substantial working days:

Additional field work working days:

New substantial completion date:

New field work completion date:

The net change due to this CCO is an increase of \$50,090.76

RECEIVED
OCT 17 2025
RC REGION OFFICE

Prepared by John Gerlach

Date 10/16/2025

Contractor Acceptance

The changes contained in this construction change order are made in accordance with the provisions of the contract for subject project and when accepted by the Contractor and upon approval by the South Dakota Department of Transportation shall become a part of said contract.

On 10-17-25

By John B. Kluwe

Title Contract Manager

Rapid City Area Engineer Approval

On October 17, 2025

By Michael D. Condem

County Approval

On 10/23/2025

By Joseph Mill