DEPARTMENT OF TRANSPORTATION

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

April 30, 2026

ADDENDUM NO. 1

RE: Item #1, May 13, 2026 Letting - IM-CR-EM 0901(187)44, PCN 034J, 0A9K, Meade County - Grading, Structures (6x6 CIP or Precast, 2-10x6 CIP, 3-10x4 Precast, 7x6 CIP or Precast, 242'-6" Prestressed Girder, 64' Prestressed Girder, 10x10 CIP or Precast, 3-12x5 CIP), PCC Surfacing, Asphalt Concrete 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: Please remove the Index of Special Provisions and replace with the attached Index of Special Provisions revised 4/28/26.

Please remove the "Special Provision for Contract Time", dated 4/13/26 and replace with the "Special Provision for Contract Time", dated 4/15/26.

The 7th paragraph of the 2027 Sturgis Motorcycle Rally Restriction was revised.

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 120E9000 "Pit Run"
Bid Item 831E0210 "Non-woven Separator Fabric"
Bid Item 900E1350 "Temporary Surfacing"

Quantities for Bid Items were changed:
Bid Item 110E1100 "Remove Concrete Pavement" changed from 94,752.4 to 98,504.3 SqYd
Bid Item 120E6200 "Water for Granular Material" changed from 1,534.3 to 2,012.2 MGal
Bid Item 260E1010 "Base Course" changed from 9,799.1 to 42,797.5 Ton
Bid Item 320E1200 "Asphalt Concrete Composite" changed from 192.8 to 14,642.1 Ton

PLANS: Please destroy sheets A4, B13, B14, B64, B70, B76, B100, B102, B129-B138, C4-C6, C8, F2, X181-183 & X187 and replace with the enclosed sheets, dated 4/24/26, 4/27/26 & 4/30/26 Sheets C83A & F10A-F10C were added.

Sheets A4 & F2: **Bid Items were added:**
Bid Item 120E9000 "Pit Run"
Bid Item 831E0210 "Non-woven Separator Fabric"
Bid Item 900E1350 "Temporary Surfacing"

Quantities for Bid Items were changed:
Bid Item 110E1100 "Remove Concrete Pavement" changed from 80,801.4 to 84,553.3 SqYd
Bid Item 120E6200 "Water for Granular Material" changed from 1,534.3 to 2,012.2 MGal
Bid Item 260E1010 "Base Course" changed from 6,672.0 to 39,670.4 Ton
Bid Item 320E1200 "Asphalt Concrete Composite" changed from 192.8 to 14,642.1 Ton

Sheet B13: INCIDENTAL WORK, GRADING table was revised.

Sheet B14: PLUG WELL note was replaced with REPAIR WELL note.

Sheet B64: Diversion cross slope annotations were added.

Sheet B70: Diversion cross slope annotations were added.

Sheet B76: Note for work at Sta 1086+71 to 1086+74 was added.

Sheet B100: Note for work at Sta 509+18 to 510+47 was revised. Note for work at Sta 509+40 was revised and additional note at Sta 509+40 was added.

Sheet B102: Note for work at Sta 510+64 was revised.

Sheets B129-B138: Diversion cross slope annotations were added.

Sheet C4: SEQUENCE OF OPERATIONS, second paragraph was revised.

General Requirements: and *The following requirements/restrictions apply to Interstate 90:* notes were revised.

PHASE A, *Exit 46 Interchange – RCP&E RR East*: the first sub-bullet under Elk Creek Road was revised.
Spring Valley Road notes were moved to Sheet C5.

Sheet C5: Spring Valley Road notes were moved from Sheet C4 and note placement was adjusted.

PHASE A, *Exit 46 Interchange – RCP&E RR WEST:* the first and fourth sub-bullet under Sturgis Road were revised.
Standard plate callout for each CBC bullet point was removed and added as its own bullet point.

PHASE B, *Structure Work* sub-header was added to Phase B that includes all CBC's and other structure work.
Standard plate callout for each CBC bullet point was removed and added as its own bullet point.
Phase B CBC notes were revised.

Sheet C6: PHASE B2, *Structure Work* sub-header was added to Phase B2 that includes all CBC's and other structure work.
Bullet points for traffic control, CBC 5 and CBC 6 notes were added.
Standard plate callout for each CBC bullet point was removed and added as its own bullet point.
CBC notes were revised.

PHASE C, *Box Culver Work -Under I-90 Mainline Westbound* sub-header was added to Phase C that includes all CBC work.
Standard plate callout for each CBC bullet point was removed and added as its own bullet point.

PHASE D, *Box Culver Work -Under I-90 Mainline Eastbound* sub-header was added to Phase C that includes all CBC work.
Standard plate callout for each CBC bullet point was removed and added as its own bullet point.

Sheet C8: TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS note was revised.

Sheet C83A: Sheet was added.

Sheet F10A-F10C: Sheets were added.

Sheet X181-X183: Aggregate columns below Wall B at Sta 206+50 to 208+50 have been removed as the foundation improvements for Wall B end at Sta 206+00.

Sheet X187: Aggregate columns below Wall C at Sta 201+00 have been removed as the foundation improvements for Wall C end at Sta 200+80.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/gp

CC: Todd Seaman, Rapid City Region Engineer
Mike Carlson, Rapid City Area Engineer

REV 4/28/26

INDEX OF SPECIAL PROVISIONS

PROJECT NUMBER(S): IM-CR-EM 0901(187)44 PCN: 034J, 0A9K

TYPE OF WORK: GRADING, STRUCTURES (6X6 CIP OR PRECAST, 2-10X6 CIP, 3-10X4 PRECAST, 7X6 CIP OR PRECAST, 242'-6" PRESTRESSED GIRDER, 64' PRESTRESSED GIRDER, 10X10 CIP OR PRECAST, 3-12X5 CIP), PCC SURFACING, ASPHALT CONCRETE SURFACING

COUNTY: MEADE

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

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

Jonathan England is the official in charge of the Spearfish Career Center for Meade County.

THE FOLLOWING ITEMS ARE INCLUDED IN THIS PROPOSAL FORM:

Special Provision for Contract Time, dated 4/15/26.

Special Provision for Subletting of Contract, dated 4/14/26.

Special Provision Regarding Right of Entry/Work Limits, dated 4/13/26.

Special Provision for Traffic Control Supervisor, dated 3/30/26.

Special Provision Regarding Section 404 of the Clean Water Act, dated 1/28/26.

Fact Sheet #14.

Agreement to Sell Materials (John G. Boylan & Christina M. Boylan, Stuart Boylan).

Special Provision for On-The-Job Training Program, dated 3/10/16.

Special Provision Regarding Railroad Insurance Requirements for RCP&E Railroad, dated 3/10/26.
NOTE: The Contractor WILL NOT be granted permission to proceed with any work on Railroad Right-of-Way until he has been notified by the Railroad that the insurance has been approved and the insurances and certificates has been provided to the SDDOT area office.
Special Provision Regarding Working on Railroad Property and Associated Contractor Permits Needed for RCP&E Railroad, dated 3/10/26.

Special Provision for Contractor Staking with Machine Control Grading Option, dated 3/30/26.

Special Provision for PI PCC Pavement Smoothness with 0.2" Blanking Band, dated 7/7/25.

Special Provision for Contractor Furnished Mix Design for PCC Pavement, dated 8/30/18.

Special Provision for Concrete Penetrating Sealer, dated 7/30/24.

Special Provision for Non-National Forest Fire Plan, dated 5/5/15.

Special Provision for Low Shrinkage Bridge Deck Concrete, dated 3/30/26.

Special Provision for Stainless Reinforcing Steel, dated 3/30/26.

Special Provision for Aggregate Column Reinforcement, dated 2/18/25.

Special Provision for Mechanically Stabilized Earth (Large Panel) Walls, dated 3/30/26.

Special Provision for Precast Modular Stem Wall (With SCC) dated, 4/9/26.

List of Utilities.

Special Provision for Price Schedule for Miscellaneous Items, dated 2/18/26.
Special Provision for American Security Drone Act, dated 12/15/25.
Special Provision for Steel Beam Guardrail AASHTO M 180 Designation, dated 10/1/25.
Special Provision for Acknowledgment and Certification Regarding Article 3, Section 12 of the South Dakota Constitution, dated 8/24/23.
Fuel Adjustment Affidavit, DOT form 208 dated 11/25.
Standard Title VI Assurance, dated 3/1/16.
Special Provision For EEO Affirmative Action Requirements on Federal and Federal-Aid Construction Contracts, dated 2/5/24.
Special Provision For Required Contract Provisions Federal-Aid Construction Contracts, Form FHWA 1273 (Rev. October 23, 2023), dated 10/18/23.
Required Contract Provisions Federal-Aid Construction Contracts, Form FHWA 1273 (Rev. 10/23/23).
Special Provision Regarding Minimum Wage on Federal-Aid Projects, dated 10/24/19.
Wage and Hour Division US Department of Labor Washington DC. - US Dept. of Labor Decision Number SD20260001, dated 1/30/26.

Special Provision Regarding Stormwater Discharges to Waters of the State, dated 11/5/25.
General Permit Authorizing Stormwater Discharges Associated with Construction Activities, dated 11/1/23.
https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/stormwater/StormWaterConstruction.aspx

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
CONTRACT TIME

PROJECT IM-CR-EM 0901(187)44, PCN 034J & 0A9K
MEADE COUNTY

APRIL 15, 2026

August 17, 2026 Work Restriction

The Contractor will not begin any work on the project that affects I-90 traffic prior to August 17, 2026, unless approved by the Engineer.

2026/2027 Winter Shutdown

The Contractor will open all lanes to through traffic and not work on the project from November 25, 2026 through February 28, 2027 (inclusive). All roadways will be restored to original condition and open to original capacity. No drop-offs, uneven lanes, or unmarked lanes will be allowed during the 2026/2027 Winter Shutdown.

The Department will make a disincentive assessment in the amount of $2,000 per calendar day for the Contractor's failure to comply with the 2026/2027 Winter Shutdown restriction. A contract item for incentive/disincentive pay is included in the bid schedule for the Department's use in assessing disincentive. The Department will use a negative quantity of days for assessing disincentives.

2027 Sturgis Motorcycle Rally Restriction

The Contractor will open all lanes to through traffic on I-90, Sturgis Road, and I-90 ramps and will not work on this portion of the project from July 31, 2027 to August 15, 2027 (inclusive) due to the Sturgis Motorcycle Rally.

The Department will make a disincentive assessment in the amount of $5,000 per calendar day for the Contractor's failure to comply with the Sturgis Motorcycle Rally restrictions. A contract item for incentive/disincentive pay is included in the bid schedule for the Department's use in assessing disincentive. The Department will use a negative quantity of days for assessing disincentives. The Department will not grant time extensions for the Sturgis Motorcycle Rally restrictions for any reason.

Phase C Restriction

The Contractor may begin the portion of Phase C that establishes two-way traffic in the eastbound lanes of I-90 between MRM 43.289 and Sta. 1160+00 crossovers to begin the box culvert replacement under Westbound I-90 lanes no earlier than August 16, 2027. If the Contractor chooses to begin this portion of Phase C at this time, the Contractor will adhere to temporary ramp access as shown in Section C of the plans.

The Contractor will not begin the rest of Phase C until February 28, 2028.

2027/2028 Winter Shutdown

The Contractor will open all lanes to through traffic and not work on the project from November 24, 2027 through February 27, 2028 (inclusive). All roadways will be restored to original condition and open to original capacity. No drop-offs, uneven lanes, or unmarked lanes will be allowed during the 2027/2028 Winter Shutdown.

The Department will make a disincentive assessment in the amount of $2,000 per calendar day for the Contractor's failure to comply with the 2027/2028 Winter Shutdown restriction. A contract item for incentive/disincentive pay is included in the bid schedule for the Department's use in assessing disincentive. The Department will use a negative quantity of days for assessing disincentives.

July 29, 2028 No Excuse Interim Completion Lump Sum Bonus

The Department seeks to accelerate the construction of this project by offering a bonus to the Contractor for the timely interim completion of the project.

The Department will add a lump sum bonus of $2,000,000 to the contract if the Contractor meets the requirements for interim completion of the project by the no excuse interim completion lump sum bonus date of July 29, 2028.

For the Contractor to receive the bonus, the Contractor must open all lanes to unimpeded traffic on completed surfacing of all planned lanes and shoulders, install permanent pavement markings, install permanent signing, and complete all work except seeding, fertilizing, and mulching.

The Engineer will determine when the project is substantially complete.

Time extensions for the no excuse project substantial completion bonus date will not be given for any reason including but not limited to non-excusable delays, excusable compensable delays, excusable non-compensable delays, contract changes, weather delays, overruns of quantities, utility delays, material delays, unusual market conditions, strikes, lockouts, transportation delays, national disasters, area-wide shortages, seasonal limits, delays due to archeological or historical sites, or any other delay.

If the Contractor meets the no excuse interim completion lump sum bonus requirements, the Contractor will open all lanes to through traffic on the project and no work will be allowed from July 30, 2028 to August 14, 2028 (inclusive) due to the Sturgis Motorcycle Rally, unless otherwise approved by the Engineer in writing.

Beginning August 15, 2028, the Department will allow single lane closures for the completion of the remaining items of work (including seeding, fertilizing, and mulching). The Department will allow single lane closures during daylight hours only and only when the Contractor is actively performing work. Daylight hours will be defined as sunrise to sunset.

If the Contractor violates any of the Winter Shutdowns or the 2027 Sturgis Rally Restriction, they will automatically forfeit the lump sum bonus of $2,000,000. In addition, the disincentives for the Winter Shutdowns or Sturgis Rally Restriction will still be charged.

Field Work Completion

The Contractor will complete the project by the December 1, 2028 field work completion date.

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

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

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ESTIMATE OF QUANTITIES

FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM 0901(187)44	A4	A9

Plotting Date: 4/28/2026

Rev: 9/25/2025 BRC
Rev: 9/30/2025 MRM
Rev: 3/06/2026 MRM
Rev: 3/11/2026 MRM
Rev: 4/27/2026 MRM

Plot Scale - 1:200

Plotted From - Marcus.Martinez

File - ...\Section_A-Estimate\QuantTitles.dgn

Section E - Structure Miscellaneous MEAD0A9K

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
420E0300	Structure Excavation, Retaining Wall	1,681	CuYd
420E1000	Foundation Preparation, Retaining Wall	2,734	CuYd
430E0700	Precast Concrete Headwall for Drain	3	Each
530E0420	MSE Large Panel Wall, Furnish	26,699	SqFt
530E0422	MSE Large Panel Wall, Install	26,699	SqFt
530E0450	Precast Modular Stem Wall, Furnish	44,560	SqFt
530E0452	Precast Modular Stem Wall, Install	44,560	SqFt
530E0702	Granular Backfill for MSE Large Panel Wall	52,357.0	CuYd
650E2000	Concrete Barrier Curb and Gutter	434	Ft
650E2001	Concrete Barrier Curb and Gutter End Section	28	Ft
650E4060	Type C6 Concrete Gutter	3,644	Ft
680E0040	4" Underdrain Pipe	477	Ft
680E0060	6" Underdrain Pipe	5,049	Ft
831E1010	Geogrid Reinforcement	832	SqYd

Section F - Surfacing

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3320	Checker	Lump Sum	LS
110E1100	Remove Concrete Pavement	84,553.3	SqYd
120E6200	Water for Granular Material	2,012.2	MGal
120E9000	Pit Run	6,760.1	Ton
210E2000	Shoulder Shaping	21.000	Mile
260E1010	Base Course	39,670.4	Ton
260E1030	Base Course, Salvaged	68,735.5	Ton
260E2010	Gravel Cushion	53,788.4	Ton
260E2030	Gravel Cushion, Salvaged	43,553.6	Ton
260E2080	Gravel Cushion, Salvaged, State Furnished	10,600.0	Ton
260E6000	Granular Material, Furnish	8,196.2	Ton
270E0220	Blend and Stockpile Granular Material	16,392.4	Ton
320E0005	PG 58-34 Asphalt Binder	1,473.8	Ton
320E1070	Class HR Asphalt Concrete	24,542.4	Ton
320E1200	Asphalt Concrete Composite	14,642.1	Ton
320E3000	Compaction Sample	54	Each
330E0010	MC-70 Asphalt for Prime	96.0	Ton
330E0100	SS-1h or CSS-1h Asphalt for Tack	49.5	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	14.5	Ton
330E1000	Blotting Sand for Prime	480.9	Ton
330E2000	Sand for Flush Seal	317.5	Ton
380E0100	10.5" Nonreinforced PCC Pavement	12,873.7	SqYd
380E0150	13" Nonreinforced PCC Pavement	82,691.8	SqYd
380E0800	PCC Shoulder Pavement	36,745.8	SqYd
380E6000	Dowel Bar	41,466	Each
380E6110	Insert Steel Bar in PCC Pavement	1,617	Each
831E0210	Non-woven Separator Fabric	12,877	SqYd
900E1350	Temporary Surfacing	33,767.3	SqFt

Section L - Signal & Lighting

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
110E1510	Remove Luminaire Pole	6	Each
110E1540	Remove Luminaire Pole Footing	9	Each
635E0050	Breakaway Base Luminaire Pole with Arm, 50' Mounting Height	29	Each
635E0150	Breakaway Base Luminaire Pole with Twin Arms, 50' Mounting Height	4	Each
635E0630	Fixed Base Luminaire Pole with Arm, 30' Mounting Height	15	Each
635E3700	Roadway Luminaire, LED with Photoelectric Cell	52	Each
635E5020	2' Diameter Footing	360.0	Ft
635E5301	Type 1 Electrical Junction Box	12	Each
635E5400	Electrical Service Cabinet	2	Each
635E7500	Remove and Reset Luminaire Pole	3	Each
635E8120	2" Rigid Conduit, Schedule 40	12,100	Ft
635E8220	2" Rigid Conduit, Schedule 80	1,190	Ft
635E8750	4/4/4/4 ALU Quadraplex	1,750	Ft
635E9014	1/C #4 AWG Copper Wire	16,855	Ft
635E9016	1/C #6 AWG Copper Wire	17,560	Ft
635E9018	1/C #8 AWG Copper Wire	6,740	Ft
635E9710	2/C #10 AWG Copper Pole and Bracket Cable	2,745	Ft

Section M - Pavement Marking

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
633E0010	Cold Applied Plastic Pavement Marking, 4"	34,560	Ft
633E0019	Cold Applied Plastic Pavement Marking, 4" with Contrast Border	9,760	Ft
633E0025	Cold Applied Plastic Pavement Marking, 12"	3,480	Ft
633E0030	Cold Applied Plastic Pavement Marking, 24"	262	Ft
633E0040	Cold Applied Plastic Pavement Marking, Arrow	35	Each
633E0225	Preformed Thermoplastic Pavement Marking, 24"	412	Ft
633E1201	High Build Waterborne Pavement Marking Paint with Reflective Elements, White	132	Gal
633E1206	High Build Waterborne Pavement Marking Paint with Reflective Elements, Yellow	177	Gal
633E5000	Grooving for Cold Applied Plastic Pavement Marking, 4"	34,560	Ft
633E5004	Grooving for Cold Applied Plastic Pavement Marking, 4" with Contrast Border	9,760	Ft
633E5010	Grooving for Cold Applied Plastic Pavement Marking, 12"	3,480	Ft
633E5015	Grooving for Cold Applied Plastic Pavement Marking, 24"	674	Ft
633E5025	Grooving for Cold Applied Plastic Pavement Marking, Arrow	35	Each
633E5050	Surface Preparation for Pavement Marking	6,610	Ft
633E5100	Grooving for Durable Pavement Marking, 4"	51,970	Ft

Section S - Permanent Signing

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
110E0100	Remove Concrete Footing(s)	Lump Sum	LS
110E0130	Remove Traffic Sign	96	Each
110E7150	Remove Sign for Reset	53	Each
632E0014	1.75' Diameter Breakaway Support Concrete Footing	16.0	Ft
632E0016	2' Diameter Breakaway Support Concrete Footing	198.0	Ft
632E1225	W6x12 Steel Post	49.2	Ft
632E1265	W10x33 Steel Post	396.1	Ft
632E1320	2.0"x2.0" Perforated Tube Post	645.5	Ft
632E1340	2.5"x2.5" Perforated Tube Post	314.0	Ft
632E2000	4"x4" Amber Delineator with 1.12 Lb/Ft Post	8	Each
632E2004	4"x8" Amber Delineator with 1.12 Lb/Ft Post	10	Each
632E2020	4"x4" White Delineator with 1.12 Lb/Ft Post	58	Each
632E2024	4"x8" White Delineator with 1.12 Lb/Ft Post	147	Each
632E2203	4" Tubular Amber Delineator Reflector	16	Each
632E2207	4" Tubular White Delineator Reflector	28	Each
632E2220	Guardrail Delineator	68	Each
632E2510	Type 2 Object Marker Back to Back	25	Each
632E2520	Type 2 Object Marker	56	Each
632E3005	Aluminum Overlay Sign, Nonremovable Copy Super/Very High Intensity	1,036.5	SqFt
632E3113	Extruded Aluminum Sign, Nonremovable Copy High Intensity	156.0	SqFt
632E3115	Extruded Aluminum Sign, Nonremovable Copy Super/Very High Intensity	273.5	SqFt
632E3203	Flat Aluminum Sign, Nonremovable Copy High Intensity	254.4	SqFt
632E3205	Flat Aluminum Sign, Nonremovable Copy Super/Very High Intensity	326.5	SqFt
632E3500	Reset Sign	53	Each
635E6200	Miscellaneous, Electrical	Lump Sum	LS

LICENSED PROFESSIONAL ENGINEER
REG. NO.
12833
JENNICA M HARTMAN
SOUTH DAKOTA
4-27-2026

Plotting Date: 4/29/2026

Rev: 9/30/2025 BRC
Rev: 3/06/2026 MRM
Rev: 4/27/2026 MRM

INCIDENTAL WORK, GRADING

Station	to	Station	L/R	Remarks
Interstate 90 EB				
1017+69			L	Take out 6'X6'-262' RCBC
1017+77			L	Take out 6'X6'-36' RCBC
1027+43			R	Remove Barrier Drop Inlet
1027+44			L	Take out 18"-31' RCP & (2) End Sections
1027+44			L	Take out 30"-190' RCP & (1) End Section
1027+46			L	Take out 18"-36' RCP & (2) End Sections
1028+46			R	Take out 12"-202' RCP
1028+68	to	1031+83	L	Take out 18"-315' CMP & (2) End Sections
1029+48			R	Remove Barrier Drop Inlet
1031+54	to	1034+54	R	Take out 300' Slotted Drain
1033+72	to	1034+18	R	Take out 48"-47' RCP & (1) End Section
1034+34				Take out 2-6'X6'-109' RCBC
1034+54			R	Remove Barrier Drop Inlet
1039+19			R	Remove Drop Inlet
1039+20			R	Take out 24"-50' RCP & (1) End Section
1041+24			R	Remove Drop Inlet
1041+25				Take out 24"-54' RCP & (1) End Section
1042+86	to	1043+12		Take out 24"-26' RCP & (2) End Sections
1043+12				Take out 8'X3'-196' RCBC
1046+69				Remove Drop Inlet
1046+70			R	Take out 24"-50' RCP & (1) End Section
1053+12				Take out 2-6'X6'-206'RCBC
1053+84			L	Take out 18"-52' RCP & (1) End Section
1053+84			L	Take out 18"-58' RCP & (1) End Section
1053+85			L	Remove Drop Inlet
1053+85			L	Remove Barrier Inlet
1055+25			L	Take out 18"-277' RCP & (1) End Section
1072+80			L	Take out 24"-89' RCP & (2) End Sections
1073+54				Take out 60"-413' RCP & (1) Headwall
1073+62				Take out 60"-413'RCP & (1) Headwall
1077+28			L	Take out 24"-145' RCP & (2) End Sections
1077+30			L	Take out 24"-86' RCP & (2) End Sections
1077+34	to	1087+34	R	Remove Temporary Ramp D
1077+46	to	1077+98	R	Take out 12"-54' CMP & (1) End Section
1077+99			R	Remove Drop Inlet
1078+06	to	1081+32	R	Remove Temporary Ramp D
1078+16			R	Remove Drop Inlet
1078+17	to	1078+55	R	Take out 12"-40' CMP & (1) End Section
1086+71	to	1086+74	L	Take out Sign, Posts & Footings

Station	to	Station	L/R	Remarks
Interstate 90 EB (Cont.)				
1079+10				Take out 24"-144' RCP & (2) End Sections
1080+21			L	Take out 12"-34' CMP & (1) End Section
1080+36			L	Remove Drop Inlet
1080+50			L	Take out 24"-128' RCP & (2) End Sections
1080+55			L	Remove Drop Inlet
1080+67			L	Take out 15"-38' CMP & (1) End Section
1081+76			L	Take out 42"-77' RCP & (2) End Sections
1083+86			R	Take out 24"-28' RCP & (2) End Sections
1083+90			R	Take out 24"-54' RCP & (1) End Section
1099+33				Take out 60"-154' RCP & (2) End Sections
1099+56				Take out 60"-154' RCP & (2) End Sections
1100+78	to	1110+00	L	Remove Temporary Ramp C
1110+37	to	1114+84	L	Remove Temporary Ramp C
1124+03			L	Take out 18"-76' RCP & (2) End Sections
1124+34				Take out 1-10'X10'-128' RCBC
1124+52			L	Take out 18"-82' RCP & (2) End Sections
1134+48			R	Take out Wood Sign Frame & (6) Wood Posts including Concrete Footings
1137+05				Take out 36"-206' RCP & (2) End Sections
1137+05				Take out 36"-206' RCP & (2) End Sections
1137+45				Take out 36"-206' RCP & (2) End Sections
Elk Creek Road				
509+18	to	510+47	L	Remove Building Foundation
509+40			L	Repair Well and PVC Casing
510+64			L	Take out Concrete Manhole & Take out or fill Septic Tank
514+92			R	Take out 18" -43' RCP & (2) End Sections
E Valley View Drive				
0+45			L	Take out 15"-37' RCP & (2) End Sections
Sturgis Road				
667+30	to	667+56	R	Take out 18"-26'RCP & (2) End Sections
677+19				Take out 44"X26"-77' RCP Arch & (2) End Sections
677+36				Take out 44"X26"-77' RCP Arch & (2) End Sections
677+53				Take out 44"X26"-77' RCP Arch & (2) End Sections
678+15	to	678+67	R	Take out 54"-53' CMP & (2) End Sections

REMOVAL OF EXISTING CONCRETE PAVEMENT

Existing asphalt concrete and/or existing asphalt concrete patch work that was placed above the existing concrete pavement is included in the quantity for "Remove Concrete Pavement". The Contractor will dispose of the concrete pavement and asphalt concrete at a site approved by the Engineer.

Sta 1030+38.33 to Sta. 1157+46.81 (I-90 Eastbound) & Sta. 2030+39.08 to Sta. 2145+27.41 (I-90 Westbound)

The existing 9" Plain Jointed PCC Pavement is reinforced with welded wire fabric. The welded wire fabric weighs not less than 60 pounds per 100 square feet, the longitudinal wires are No. 1 gauge and are spaced 6" center to center and the transverse wires are No. 4 gauge and are spaced 12" center to center. The existing transverse contraction joints are spaced at 46.5 feet. The aggregate in the existing Plain Jointed PCC Pavement is limestone.

Sta 1011+67.19 to Sta. 1030+38.33 (I-90 Eastbound) & Sta. 2012+64.61 to Sta. 2030+39.08 (I-90 Westbound

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 limestone.

LICENSED PROFESSIONAL ENGINEER
REG. NO. 12883
JENNICA M HARTMAN
SOUTH DAKOTA
4-27-2026

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TABLE OF CONCRETE PAVEMENT REMOVAL

Station	to Station	L/R	Description	Quantity (SqYd)
I-90 EB				
1011+67	1030+39	R	Present EB I-90	8071
1031+47	1031+59	R	Under Concrete Barrier	3
1031+97	1035+91	R	Under Concrete Barrier	174
1037+08	1037+20	R	Under Concrete Barrier	6
1038+98	1039+41	R	Under Concrete Barrier	21
1040+94	1045+18	R	Under Concrete Barrier	212
1046+49	1046+92	R	Under Concrete Barrier	20
1048+63	1048+75	R	Under Concrete Barrier	7
1050+40	1050+52	R	Under Concrete Barrier	7
1052+26	1052+38	R	Under Concrete Barrier	7
1052+92	1054+34	R	Under Concrete Barrier	92
1055+95	1056+06	R	Under Concrete Barrier	12
I-90 WB				
2012+65	2030+39	L/R	Present WB I-90	5319
			Total:	13,951

TABLE OF DROP INLET REMOVAL

All costs for removal of the frame and grate assembly will be incidental to the contract unit price per each for “Remove Drop Inlet”.

Station	L/R	Quantity (Each)
I-90 EB		
1027+43	R	1
1029+48	R	1
1034+54	R	1
1039+19	R	1
1041+24	R	1
1046+69	R	1
1053+85	L	2
1077+99	R	1
1078+16	R	1
1080+36	L	1
1080+55	L	1
	Total:	12

REPAIR WELL

The well located at Elk Creek Road Sta. 509+40 L shall be repaired by a South Dakota Licensed Water Well Driller in conformance with applicable Administrative Rule of South Dakota (ARSD) 74:02:04. The Contractor and the South Dakota Licensed Water Well Driller shall inspect the site prior to the bid letting to determine the material and labor necessary to complete the work. The repair shall restore the well and PVC casing to a functional condition. Once repaired, the well and PVC casing shall not be disturbed. All costs associated with repairing the well shall be incidental to the contract lump sum price for “Incidental Work, Grading.”

CORRUGATED METAL PIPE

Corrugated metal pipes will have 2 ⅔-inch x ½-inch corrugations for 42-inch and smaller round pipe and 48-inch and smaller arch pipe unless otherwise stated in the plans. Corrugated metal pipes will have 3-inch x 1-inch or 5-inch x 1-inch corrugations for 48-inch and larger round pipe and 54-inch and larger arch pipe unless otherwise stated in the plans.

Areas within the project have soils that are highly corrosive to steel. Corrugated metal pipe in these areas will be polymer coated 14 gauge steel as specified in the Table of Pipe Quantities. Any required connection bands, elbows, tees, crosses, wyes, reducers, and transitions will also be polymer coated. The connection bands will be 24 inches wide. All polymer coated corrugated metal pipe and components will be in conformance with AASHTO M245. Riveted pipe will not be allowed.

All damage to the polymer coating will be repaired in accordance with the manufacturer’s recommendations prior to installation of the pipe.

All costs associated with the polymer coating including repair of polymer coating will be incidental to the corresponding CMP contract items.

Metal pipe end sections connected to polymer coated CMP will be aluminum-coated (Type 2) in accordance with AASHTO M36 as specified in the Table of Pipe Quantities. All costs associated for gauge, coating, and connections will be incidental to the corresponding CMP End Section contract items.

PIPE FOR APPROACHES AND INTERSECTING ROADS

Class 2 reinforced concrete pipe, high density polyethylene pipe, polypropylene pipe (will be in conformance with AASHTO M330), or steel reinforced polyethylene pipe may be substituted for corrugated metal pipe at approaches and intersecting roads at no additional cost to the State.

If corrugated metal pipes are provided, the pipes will be as specified in the CORRUGATED METAL PIPE note.

PIPE FOR DOWNSPOUTS

The substitution of Class 2 reinforced concrete pipe, high density polyethylene pipe, polypropylene pipe, or steel reinforced polyethylene pipe for corrugated metal downspout pipes is not allowed.

CONTROLLED DENSITY FILL FOR PIPE

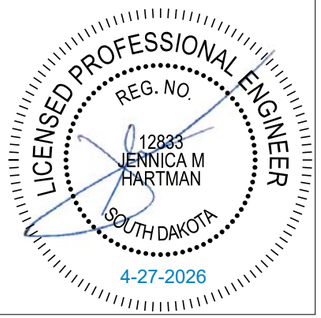
Controlled density fill will be in conformance with Section 464 of the Specifications.

The controlled density fill will be placed between the pipes from the base of pipe elevation to the haunch of the pipes and extend to the end of the end section.

Controlled density fill between metal pipes will require the pipes to be anchored to resist floating. Anchoring methods will be determined by the Contractor and approved by the Engineer. Payment for anchoring the pipes will be incidental to the pipe installation contract item.

TABLE OF CONTROLLED DENSITY FILL FOR PIPE

Alignment	Station		Quantity (CuYd)
I-90 EB	1073+62		280.30
Ramp C	312+22		45.00
Ramp D	403+00		22.80
Elk Creek Rd	527+05		1.80
		Total:	349.9



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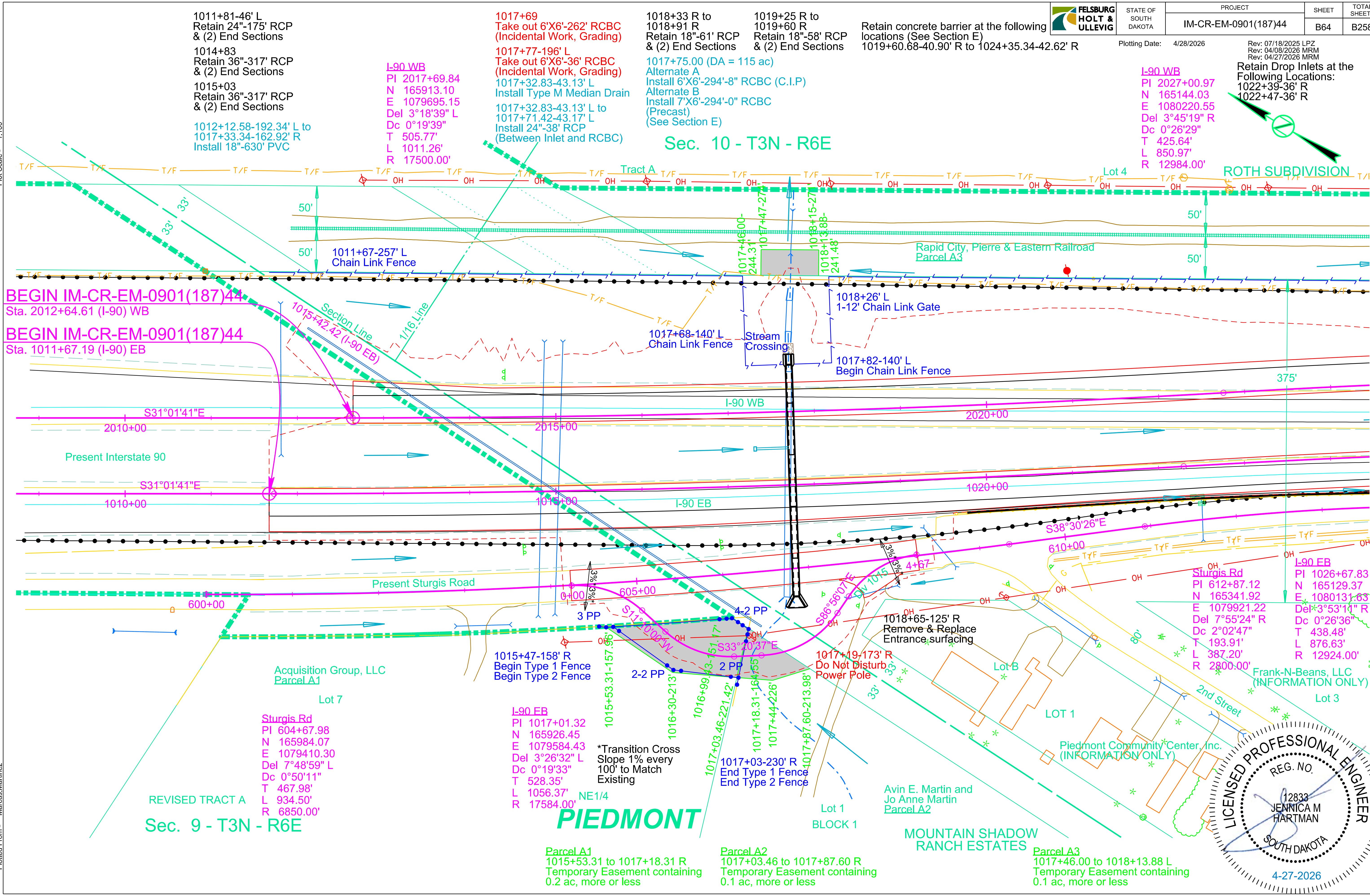

FELSBURG HOLT & ULLEVIG
STATE OF SOUTH DAKOTA
PROJECT
IM-CR-EM-0901(187)44
SHEET
B64
TOTAL SHEETS
B258
Plotting Date: 4/28/2026
Rev: 07/18/2025 LPZ
Rev: 04/08/2026 MRM
Rev: 04/27/2026 MRM
1011+81-46' L
Retain 24"-175' RCP
& (2) End Sections
1014+83
Retain 36"-317' RCP
& (2) End Sections
1015+03
Retain 36"-317' RCP
& (2) End Sections
1012+12.58-192.34' L to
1017+33.34-162.92' R
Install 18"-630' PVC
I-90 WB
PI 2017+69.84
N 165913.10
E 1079695.15
Del 3°18'39" L
Dc 0°19'39"
T 505.77'
L 1011.26'
R 17500.00'
1017+69
Take out 6'X6'-262' RCBC
(Incidental Work, Grading)
1017+77-196' L
Take out 6'X6'-36' RCBC
(Incidental Work, Grading)
1017+32.83-43.13' L
Install Type M Median Drain
1017+32.83-43.13' L to
1017+71.42-43.17' L
Install 24"-38' RCP
(Between Inlet and RCBC)
1018+33 R to
1018+91 R
Retain 18"-61' RCP
& (2) End Sections
1019+25 R to
1019+60 R
Retain 18"-58' RCP
& (2) End Sections
1017+75.00 (DA = 115 ac)
Alternate A
Install 6'X6'-294'-8" RCBC (C.I.P)
Alternate B
Install 7'X6'-294'-0" RCBC
(Precast)
(See Section E)
Retain concrete barrier at the following
locations (See Section E)
1019+60.68-40.90' R to 1024+35.34-42.62' R
Sec. 10 - T3N - R6E
I-90 WB
PI 2027+00.97
N 165144.03
E 1080220.55
Del 3°45'19" R
Dc 0°26'29"
T 425.64'
L 850.97'
R 12984.00'
Retain Drop Inlets at the
Following Locations:
1022+39-36' R
1022+47-36' R
ROTH SUBDIVISION
Lot 4
Tract A
50'
33'
1011+67-257' L
Chain Link Fence
1017+46.00-244.31'
1017+47-276'
1018+15-277'
1018+13.88-241.48'
Rapid City, Pierre & Eastern Railroad
Parcel A3
1018+26' L
1-12' Chain Link Gate
BEGIN IM-CR-EM-0901(187)44
Sta. 2012+64.61 (I-90) WB
BEGIN IM-CR-EM-0901(187)44
Sta. 1011+67.19 (I-90) EB
1015+42.42 (I-90 EB)
Section Line
1/16 Line
1017+68-140' L
Chain Link Fence
Stream Crossing
1017+82-140' L
Begin Chain Link Fence
375'
I-90 WB
S31°01'41"E
2010+00
2015+00
2020+00
Present Interstate 90
S31°01'41"E
1010+00
1015+00
I-90 EB
1020+00
S38°30'26"E
610+00
Present Sturgis Road
605+00
600+00
0+00
3%
3 PP
4-2 PP
4+67
S11°10'00"W
S33°20'37"E
S86°56'07"E
2-2 PP
2 PP
1018+65-125' R
Remove & Replace
Entrance surfacing
1017+19-173' R
Do Not Disturb
Power Pole
Sturgis Rd
PI 612+87.12
N 165341.92
E 1079921.22
Del 7°55'24" R
Dc 2°02'47"
T 193.91'
L 387.20'
R 2800.00'
I-90 EB
PI 1026+67.83
N 165129.37
E 1080131.63
Del 3°53'11" R
Dc 0°26'36"
T 438.48'
L 876.63'
R 12924.00'
Frank-N-Beans, LLC
(INFORMATION ONLY)
Lot 3
2nd Street
LOT 1
Lot B
80'
Acquisition Group, LLC
Parcel A1
Lot 7
1015+47-158' R
Begin Type 1 Fence
Begin Type 2 Fence
1015+53.31-157.36'
1016+30-213'
1016+99-151.17'
1017+03.46-221.42'
1017+18.31-164.55'
1017+44-226'
1017+87.60-213.98'
Sturgis Rd
PI 604+67.98
N 165984.07
E 1079410.30
Del 7°48'59" L
Dc 0°50'11"
T 467.98'
L 934.50'
R 6850.00'
I-90 EB
PI 1017+01.32
N 165926.45
E 1079584.43
Del 3°26'32" L
Dc 0°19'33"
T 528.35'
L 1056.37'
R 17584.00'
*Transition Cross
Slope 1% every
100' to Match
Existing
1017+03-230' R
End Type 1 Fence
End Type 2 Fence
Piedmont Community Center, Inc.
(INFORMATION ONLY)
Avin E. Martin and
Jo Anne Martin
Parcel A2
Lot 1
BLOCK 1
REVISED TRACT A
NE1/4
Sec. 9 - T3N - R6E
PIEDMONT
MOUNTAIN SHADOW
RANCH ESTATES
Parcel A1
1015+53.31 to 1017+18.31 R
Temporary Easement containing
0.2 ac, more or less
Parcel A2
1017+03.46 to 1017+87.60 R
Temporary Easement containing
0.1 ac, more or less
Parcel A3
1017+46.00 to 1018+13.88 L
Temporary Easement containing
0.1 ac, more or less
LICENSED PROFESSIONAL ENGINEER
REG. NO.
12833
JENNICA M
HARTMAN
SOUTH DAKOTA
4-27-2026
Plot Scale - 1:100
Plotted From - Marcus.Martinez
File - ...MEAD0034J\SectionB1009.dgn

FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B70	B258

Plotting Date: 4/28/2026

Rev: 9/11/2025 BRC
Rev: 4/27/2026 MRM

Plot Scale = 1:100

1039+19-54' R
Retain 24"-52' RCP

1039+20-31' R
Take out 24"-50' RCP
& (1) End Section
(Incidental Work, Grading)

1039+19.16-42.00' L to
1039+19.28-53.97' R
Install 30"-94' RCP
(Between Inlets)

1039+19.16-42.00' L to
1041+24.23-42.00' L
Install 30"-204' RCP
(Between Inlets)

1039+19.28-53.97' R to
1039+19.25-59.24' R
Install 24"-4' RCP
(Between Existing Pipe
and Proposed Inlet)

1041+24.23-42.00' L to
1042+85.96-42.00' L
Install 30"-162' RCP
(Between Inlets & Culvert)

1041+25-58' R
Retain Drop Inlet

1041+25 R
Retain 18"-32' RCP

1043+07 L
Retain 48"-73' RCP
& (2) End Sections

1041+25
Take out 24"-54' RCP
& (1) End Section
(Incidental Work,
Grading)

1041+24.23-42.00' L
to 1041+24.29-
54.22' R
Install 24"-94' RCP
(Between Inlets)

1042+86-148' L
End Chain Link Fence

1043+20-148' L
Begin Chain Link Fence

1042+86 to 1043+12
Take out 24"-26' RCP
& (2) End Sections
(Incidental Work,
Grading)

1041+24.29-54.22' R to
1041+25.11- 59.30' R
Install 18"-4' RCP
(Between Existing Pipe
and Proposed Inlet)

1046+70.00-53.97' R to
1046+70.00- 59.46' R
Install 24"-4' RCP
(Between Existing Pipe
and Proposed Inlet)

1039+19.16-42.00' L
Install Type M Median Drain

1043+15 L
Retain 48"-73' RCP
& (2) End Sections

1043+12
Take out 8'X3'-196' RCBC
(Incidental Work, Grading)

Remove Drop Inlets at the
Following Locations
1039+19-54' R
1041+24-55' R
1046+69-55' R

1043+03.00
(502 ac)
Install 3-10'X4'-256' RCBC
(See Section E)

1046+69.76-42.31' L to
1046+70.00-53.97' R
Install 30"-94' RCP
(Between Drop Inlets)

1046+69-59' R
Retain 24"-32' RCP
& (1) Headwall

1042+51-125' L to
1043+29-164' L
Clear and Grub Tree

1046+70-29' R
Take out 24"-50' RCP
& (1) End Section
(Incidental Work, Grading)

1053+85-58' L
Remove Drop Inlet

Install Barrier Drop Inlet Double
Unit & Barrier Drop Inlet Double
Unit Frame and Grate Assembly
at the following locations:
1039+19.28-53.97' R
1041+24.29-54.22' R
1046+70.00-53.97' R
(See Section E)

Remove concrete barrier at the Following
Locations
1041+02.79-57.71' R to 1045+18.14-57.72' R
1046+48.50-57.72' R to 1046+91.50-57.72' R
1052+92.39-57.58' R to 1053+31.51-56.96' R

Install special concrete barrier at the
Following Locations (Match existing structure)
(See Section E)
1041+02.79-57.71' R to 1045+18.14-57.72' R
1046+48.50-57.72' R to 1046+91.50-57.72' R
1052+92.39-57.58' R to 1053+31.51-56.96' R

1049+69.38-42.52' L to
1052+66.95-38.61' L
Install 36"-296' RCP
(Between Inlets)

1051+48-100' R to
1052+08-103' R
Retain 18"-60' CMP
& (2) End Sections

1053+84-86' L
Take out 18"-58' RCP
& (1) End Section
(Incidental Work, Grading)

1053+84-34' L
Take out 18"-52' RCP
& (1) End Section
(Incidental Work, Grading)

1046+69.76-42.31' L to
1049+69.38-42.52' L
Install 36"-298' RCP
(Between Inlets)

Install Special Median Drains
at the following locations:
1041+24.23-42.00' L
1046+69.76-42.31' L
1049+69.38-42.52' L
1052+66.95-38.61' L
(See Section E)

1053+87-53' R
Retain Drop Inlet

1053+87-56' R
Retain Drop Inlet

Clear and Grub Tree at the
following locations:
1053+44-143' L
1053+50-144' L

1053+12
Take out 2-6'X6' - 206' RCBC
(Incidental Work, Grading)

1052+66.95-38.61' L to
1053+08.48-39.96' L
Install 36"-42' RCP
(Between Inlet & Culvert)

1053+05-138' L
End Chain Link Fence

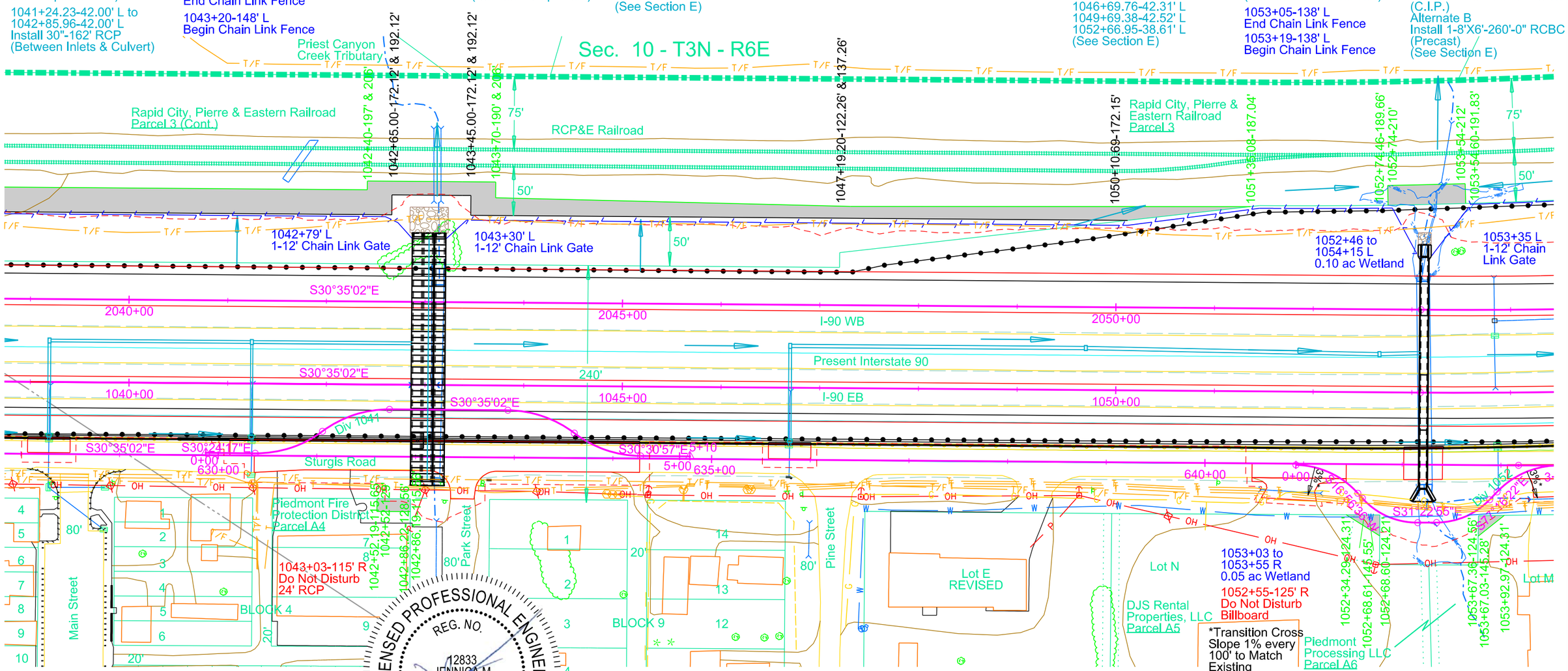
1053+19-138' L
Begin Chain Link Fence

1053+34-243' L
Retain 48"-60' RCP
& (2) End Sections

1053+87-77' R
Retain 18"-40' RCP
& (1) End Section

1053+85-72' L
Remove Barrier Inlet

1053+12.00 (DA=246 ac)
Alternate A
Install 1-7'x6'-260'-8" RCBC
(C.I.P.)
Alternate B
Install 1-8'X6'-260'-0" RCBC
(Precast)
(See Section E)



Retain concrete barrier at the following
locations (Sturgis Road) (See Section E)
1039+40.78-57.67' R to 1041+02.79-57.71' R
1045+18.14-57.72' R to 1046+48.50-57.72' R
1046+91.50-57.72' R to 1052+92.39-57.58' R
1053+31.51-56.96' R to 1054+33.91-55.40' R

LICENSED PROFESSIONAL ENGINEER
REG. NO.
12833
JENNICA M
HARTMAN
SOUTH DAKOTA
4-27-2026

PIEDMONT

Parcel A4
1042+52.19 to 1042+86.22 R
Temporary Easement containing
0.1 ac, more or less

Parcel 3
1052+74 to 1053+54.60 L
Temporary Easement containing
0.1 ac, more or less

Parcel A5
1052+34.29 to 1052+68.61 R
Temporary Easement containing
0.1 ac, more or less

Parcel A6
1053+67.03 to 1053+92.97 R
Temporary Easement containing
0.1 ac, more or less

Plotted From - Marcus.Martinez

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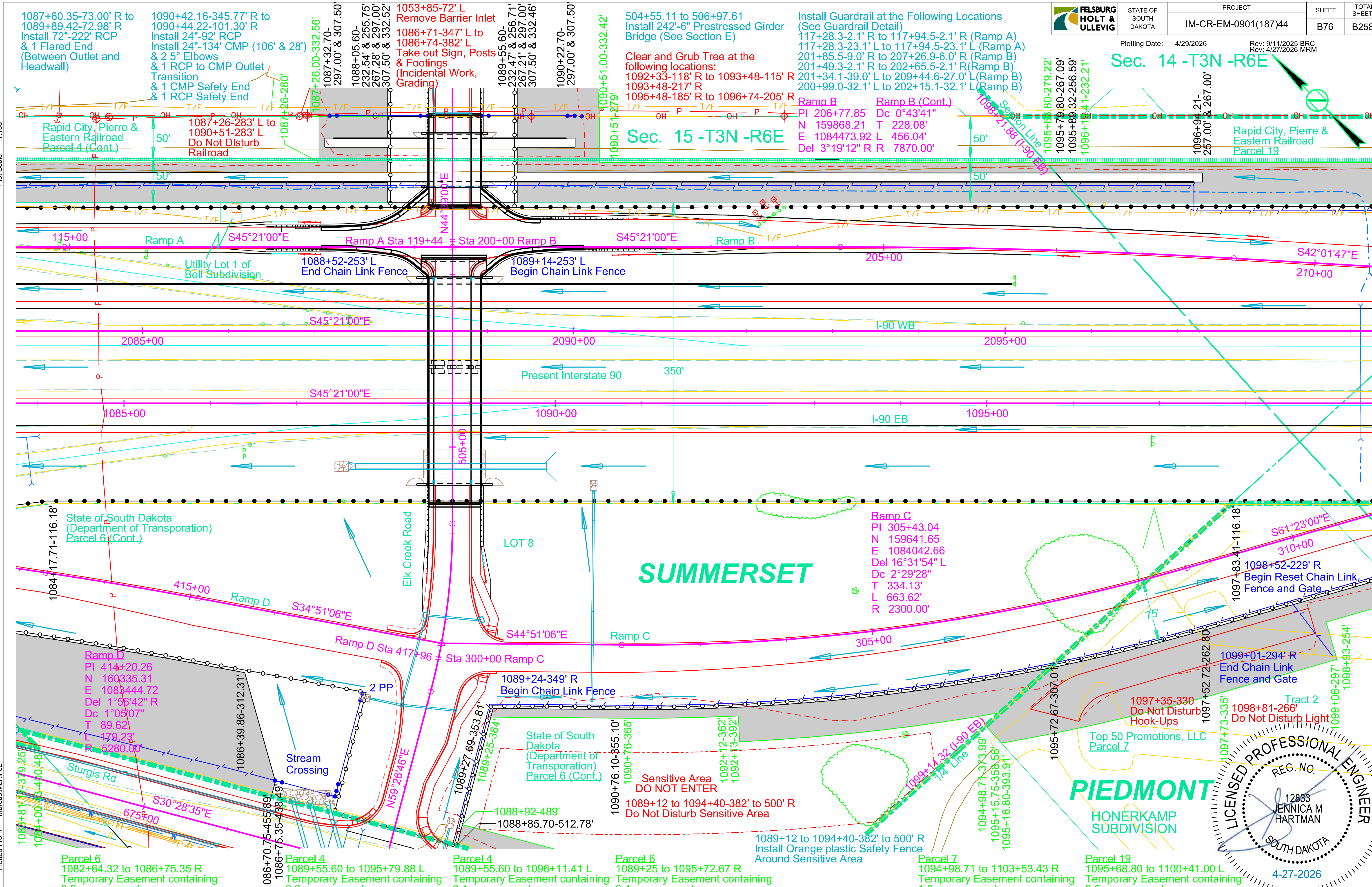
FELSBURG HOLT & ULLEVIG
STATE OF SOUTH DAKOTA
PROJECT IM-CR-EM-0901(187)44
SHEET B76
TOTAL SHEETS B258
Plotting Date: 4/29/2026
Rev: 9/11/2025 BRC
Rev: 4/27/2026 MRM
Plot Scale - 1:100
Plotted From - Marcus.Martinez
File - ...\MEAD034\SectionB1084.dgn
1087+60.35-73.00' R to 1089+89.42-72.98' R
Install 72"-222' RCP
& 1 Flared End
(Between Outlet and Headwall)
1090+42.16-345.77' R to 1090+44.22-101.30' R
Install 24"-92' RCP
Install 24"-134' CMP (106' & 28')
& 2 5° Elbows
& 1 RCP to CMP Outlet Transition
& 1 CMP Safety End
& 1 RCP Safety End
1053+85-72' L
Remove Barrier Inlet
1086+71-347' L to 1086+74-382' L
Take out Sign, Posts & Footings
(Incidental Work, Grading)
504+55.11 to 506+97.61
Install 242'-6" Prestressed Girder Bridge (See Section E)
Clear and Grub Tree at the following locations:
1092+33-118' R to 1093+48-115' R
1093+48-217' R
1095+48-185' R to 1096+74-205' R
Install Guardrail at the Following Locations
(See Guardrail Detail)
117+28.3-2.1' R to 117+94.5-2.1' R (Ramp A)
117+28.3-23.1' L to 117+94.5-23.1' L (Ramp A)
201+85.5-9.0' R to 207+26.9-6.0' R (Ramp B)
201+49.3-2.1' R to 202+65.5-2.1' R(Ramp B)
201+34.1-39.0' L to 209+44.6-27.0' L(Ramp B)
200+99.0-32.1' L to 202+15.1-32.1' L(Ramp B)
Sec. 14 -T3N -R6E
Sec. 15 -T3N -R6E
Ramp B
PI 206+77.85
N 159868.21
E 1084473.92
Del 3°19'12" R
Ramp B (Cont.)
Dc 0°43'41"
T 228.08'
L 456.04'
R 7870.00'
Rapid City, Pierre & Eastern Railroad
Parcel 4 (Cont.)
Rapid City, Pierre & Eastern Railroad
Parcel 19
1087+26-283' L to 1090+51-283' L
Do Not Disturb Railroad
Ramp A
115+00
S45°21'00"E
Ramp A Sta 119+44 = Sta 200+00 Ramp B
Ramp B
205+00
210+00
S42°01'47"E
1088+52-253' L
End Chain Link Fence
1089+14-253' L
Begin Chain Link Fence
Utility Lot 1 of Bell Subdivision
2085+00
2090+00
2095+00
I-90 WB
Present Interstate 90
350'
1085+00
1090+00
1095+00
I-90 EB
505+00
N44°39'00"E
Elk Creek Road
State of South Dakota
(Department of Transporation)
Parcel 6 (Cont.)
LOT 8
SUMMERSET
Ramp C
PI 305+43.04
N 159641.65
E 1084042.66
Del 16°31'54" L
Dc 2°29'28"
T 334.13'
L 663.62'
R 2300.00'
S61°23'00"E
310+00
1098+52-229' R
Begin Reset Chain Link Fence and Gate
415+00
Ramp D
S34°51'06"E
S44°51'06"E
Ramp C
305+00
Ramp D Sta 417+96 = Sta 300+00 Ramp C
Ramp D
PI 414+20.26
N 160335.31
E 1083444.72
Del 1°56'42" R
Dc 1°05'07"
T 89.62'
L 179.23'
R 5280.00'
2 PP
1089+24-349' R
Begin Chain Link Fence
1099+01-294' R
End Chain Link Fence and Gate
1097+35-330
Do Not Disturb Hook-Ups
1098+81-266'
Do Not Disturb Light
Tract 2
Stream Crossing
Sturgis Rd
S30°28'35"E
675+00
N59°26'46"E
State of South Dakota
(Department of Transporation)
Parcel 6 (Cont.)
Sensitive Area
DO NOT ENTER
1089+12 to 1094+40-382' to 500' R
Do Not Disturb Sensitive Area
Top 50 Promotions, LLC
Parcel 7
PIEDMONT
HONERKAMP SUBDIVISION
1088+92-489'
1088+85.70-512.78'
1089+12 to 1094+40-382' to 500' R
Install Orange plastic Safety Fence
Around Sensitive Area
1/4 Line
LICENSED PROFESSIONAL ENGINEER
REG. NO. 12833
JENNICA M HARTMAN
SOUTH DAKOTA
4-27-2026
Parcel 6
1082+64.32 to 1086+75.35 R
Temporary Easement containing 0.9 ac, more or less
Parcel 4
1089+55.60 to 1095+79.88 L
Temporary Easement containing 0.3 ac, more or less
Parcel 4
1089+55.60 to 1096+11.41 L
Temporary Easement containing 0.4 ac, more or less
Parcel 6
1089+25 to 1095+72.67 R
Temporary Easement containing 0.4 ac, more or less
Parcel 7
1094+98.71 to 1103+53.43 R
Temporary Easement containing 1.0 ac, more or less
Parcel 19
1095+68.80 to 1100+41.00 L
Temporary Easement containing 0.5 ac, more or less

FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B100	B258

Plotting Date: 4/29/2026

Rev: 09/11/2025 BRC
Rev: 02/12/2026 MRM
Rev: 04/27/2026 MRM

Plot Scale - 1:40

504+55.11 to 506+97.61
Install 242'-6" Prestressed Girder Bridge
(See Section E)
508+61.9-27.2' L to 509+77.8-30.4' L
508+61.9-32.2' R to 509+78.0-32.2' R
Install Guardrail
(See Guardrail Detail)

509+18-178' L to 510+47-178' L
Remove Building Foundation
(Incidental Work, Grading)

Install Special Concrete Barrier at the following Locations (See Section E)
117+94.45 L to 118+99.81 L
117+94.45 R to 118+99.81 R

Install 2' x 3' Type B Drop Inlet Base & Type A Frame & Grate at the following locations:
508+87.36-21.16' L
508+87.35-21.17' R

509+40-147' L
Repair Well and PVC Casing
(Incidental Work, Grading)

508+00.61 to 508+64.61
Install 64' Prestressed Girder Bridge (See Section E)

508+87.35-21.17' R
508+87.36-21.16' L
Install 18"-42' RCP
(Between Drop Inlets)

508+87.36-21.16'L to
511+43.18-21.42'L
Install 18"-250' RCP
(Between Drop Inlets)

Sec. 15 - T3N - R6E

Lot 8

Proppsed Elk Creek Road

I-90 EB

I-90 WB

S45°21'00"E

N44°39'00"E

507+31.86 (Elk Creek Rd.) =
119+43.78 (Ramp A) =
200+00.00 (Ramp B)

Ramp A

Ramp B

504+00 505+00 506+00 507+00 508+00 509+00 510+00

1087+00 1088+00 1089+00 1090+00

2087+00 2088+00 2089+00 2090+00

118+00 119+00 119+44 200+00

1087+26- 280'

508+84-142' L
Begin Type 2 Fence

2 PP

509+40-147' L
Do Not Disturb
Well and PVC Casing
After Repair

1087+26.00-332.56'

509+48-165'

508+83.17-165.00'

508+83.13-75.00'

509+90.11-75.00'

50' 50'

507+78 L
Begin New
Control of Access

State of South Dakota
(Department of Transporation)
Parcel 14

SE1/4 NE1/4

508+84-29' L
End Type 2 Fence

Lot 9

Future Sidewalk to be Constructed by Others

508+84-34' R
Begin Type 2 Fence

507+78 R
Begin New
Control of Access

RCP&E Railroad

3 PP

508+83-150' R
End Type 2 Fence

1090+51-279'

1090+51.00-332.42'

508+83.03-170.00'

Parcel 14
508+83.03 to 514+97.26 R
Temporary Easement containing
1.9 ac, more or less

Parcel 14
508+83.13 to 512+72.17 L
Temporary Easement containing
0.7 ac, more or less

LICENSED PROFESSIONAL ENGINEER
REG. NO.
12933
JENNICA M
HARTMAN
SOUTH DAKOTA
4-27-2026

Plotted From - Marcus.Martinez

File - ...\MEAD034\JSection\B\0504.dgn

FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B102	B258

Plotting Date: 4/29/2026
Rev: 07/03/2024 MRM
Rev: 02/18/2026 MRM
Rev: 04/27/2026 MRM

Plot Scale = 1:40

510+64-110' L
Take out Concrete Manhole &
Take out or Fill Septic Tank
(Incidental Work, Grading)

511+43.18-21.42' L to 511+43.19-21.16' R
Install 18"-40' RCP
(Between Drop Inlets)

Parcel 14 Continues
(See Steakhouse Access)

511+43.18-21.42' L to 512+95.79-21.17' L
Install 18"-154' RCP
(Between Drop Inlets)

Sec.15 -T3N -R6E

Parcel 15A Continues
(See Steakhouse Access)

Install 3' x 4' Type B Drop Inlet
Base & Type B Frame & Grate
at the following locations:
511+43.18-21.42' L
511+43.19-21.16' R
512+95.79-21.17' L
512+95.56-21.17' R
515+00.53-21.17' L

512+95.79-21.17' L to 512+95.56-21.17' R
Install 18"-40' RCP
(Between Drop Inlets)

514+92-41' R
Take out 18"-43' RCP
& (2) End Sections
(Incidental Work, Grading)

512+95.79-21.17' L to 515+00.53-21.17' L
Install 18"-206' RCP
(Between Drop Inlets)

515+00.53-21.17' L to 516+19.65-21.17' L
Install 18"-120' RCP
(Between Drop Inlets)

510+25-140'
511+05.87-75.00'
511+06-140'
Lot 9
511+76-140'
512+72.17-75.00'
513+97-120'
513+98.97-75.00'
515+87.08-115.00'
515+88.66-119.91'

45+92 L
End Type 2 fence
2-2 PP
513+56 L
Begin Type 2 fence

PIEDMONT

State of South Dakota
(Department of Transportation)
Parcel 15A

Lot E of
Lot B of
Lot 1

Present Elk Creek Road
Steakhouse Access Road
46+00
S37°17'56"E
90°
514+48.42 (Elk Creek Road)
1/16 Line

513+13 L
End New
Control of Access

State of South Dakota
(Department of Transportation)
Parcel 14 (Cont.)

Elk Creek Rd
PI 510+48.10
N 160569.57
E 1084213.94
Del 8°45'42" L
Dc 7°34'08"
T 57.99'
L 115.76'
R 757.00'

2-2 PP

Elk Creek Rd
PI 515+21.47
N 160953.25
E 1084491.57
Del 57°32'04" R
Dc 7°34'08"
T 415.60'
L 760.15'
R 757.00'

Lot H3

515+77-84' L
End Type 2 fence

2 PP
3 PP
2-2 PP

515+64.58-50.00'
515+73.68-75.00'
515+09.96-3.86'
515+39.79-10.53'

515+75-76' L

515+66-51' L
Begin Type 2 fence

Future Sidewalk to be Constructed by Others

Proposed Elk Creek Road
512+00
513+00
511+00
+00

Sta. 513+28.00 (Elk Creek Road)
Sta. 55+00 (Lot 9 Access)
Sta. 515+28.00 (Elk Creek Road)
Sta. 47+00 (Steakhouse Access Road)
514+00
515+00
516+00
55+00
47+00
N37°17'56"W
Lot 9 Access
54+00
53+00

513+13 R
End New
Control of Access

515+25 R
Elim Ent

Lot 5

Section Line
515+44.42 (Elk Creek Road)

514+82-117' R
Begin Reset -Chain
Link Fence

514+66.03-76.00'
514+64.14-75.00'
514+70.24-135.00'
514+77.76-123.57'
514+79.37-123.44'
514+83.16-115.07'
514+84.76-114.92'
514+97.26-91.57'

515+36.77-108.61'
515+51.66-114.37'

515+55-116' R
End Reset -Chain
Link Fence
Property owner shall
be notified prior to
fence removal.

John Boylan
Parcel 17

Sec.14 -T3N -R6E

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SOUTH DAKOTA
4-27-2026

510+30-165'
511+05.87-75.00'
511+62-157'

SUMMERSET
Sec.15 -T3N -R6E

Parcel 14 Continues
(See Lot 9 Access)

Parcel 15A
512+32.30 to 515+88.66 L
Temporary Easement containing
0.4 ac, more or less

Parcel 16
514+77.76 to 515+51.66 R
Temporary Easement containing
0.1 ac, more or less

Todd A. Lindsley
Parcel 16

Plotted From - Marcus.Martinez

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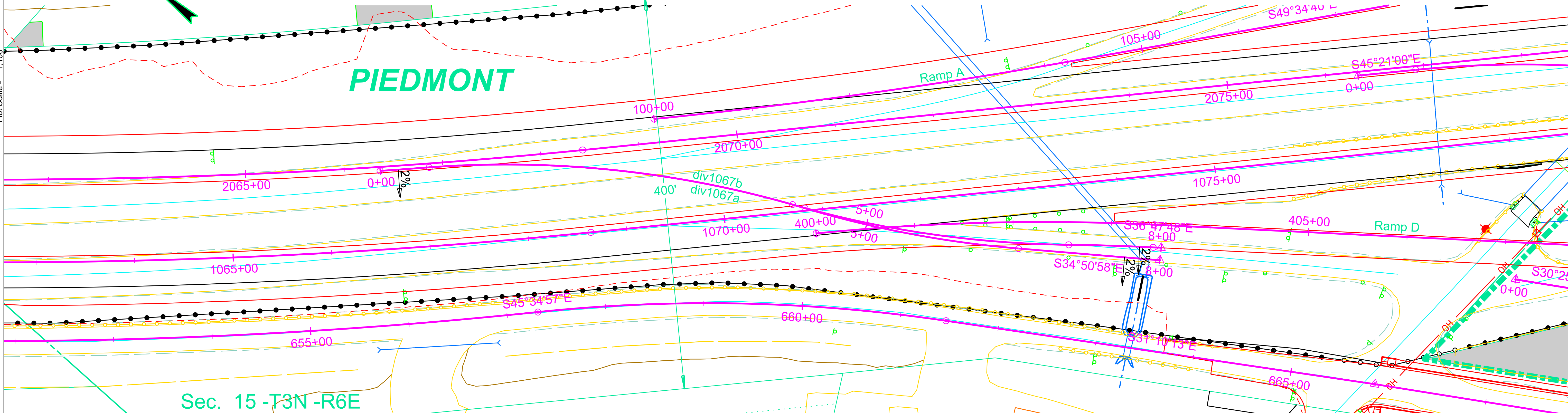
FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B129	B258

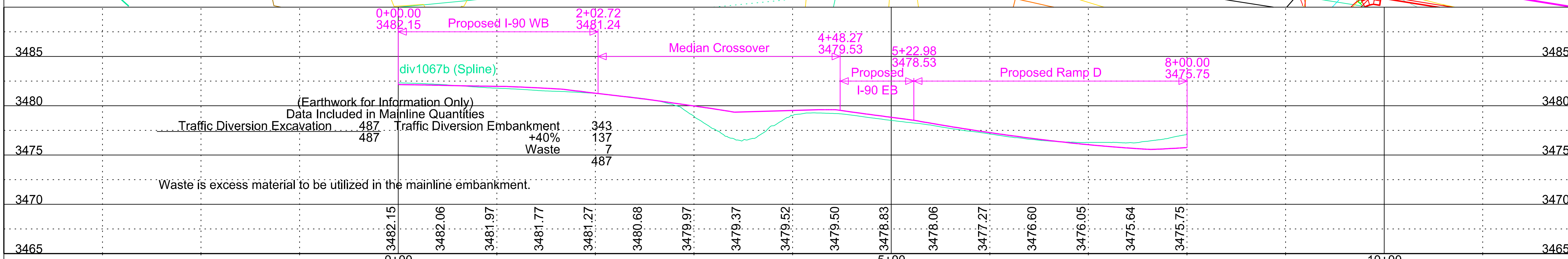
Plotting Date: 4/28/2026

Rev: 9/25/2025 BRC
Rev: 4/27/2026 MRM

DIVERSION LAYOUT
div1067a & div1067b

Plot Scale - 1:100

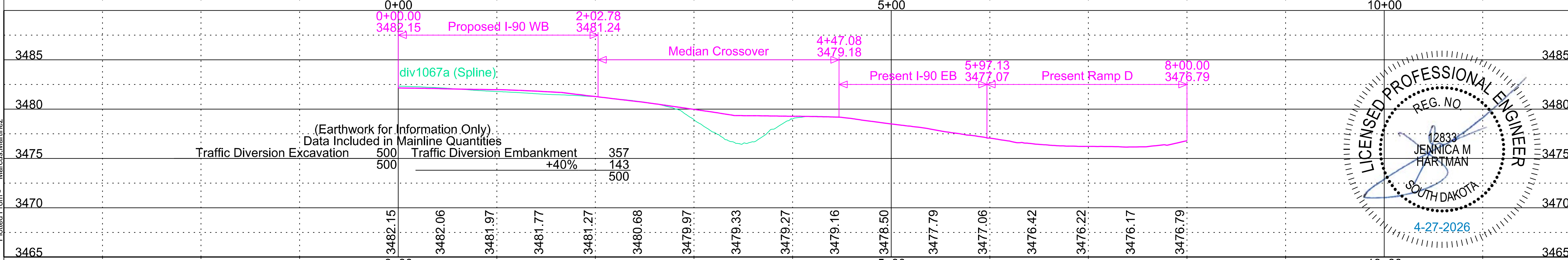




(Earthwork for Information Only)
Data Included in Mainline Quantities

Traffic Diversion Excavation	487	Traffic Diversion Embankment	343
	487	+40%	137
		Waste	7
			487

Waste is excess material to be utilized in the mainline embankment.



(Earthwork for Information Only)
Data Included in Mainline Quantities

Traffic Diversion Excavation	500	Traffic Diversion Embankment	357
	500	+40%	143
			500

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SOUTH DAKOTA
4-27-2026

File - ...\B_Diversions\div1067.dgn

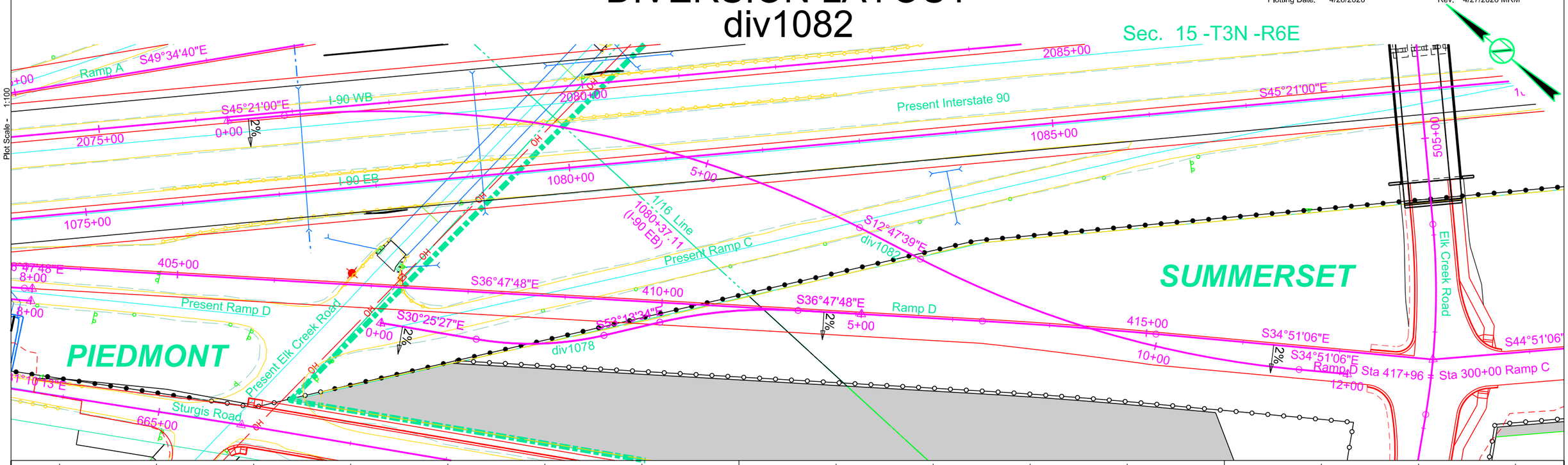
Plotted From - Marcus.Martinez

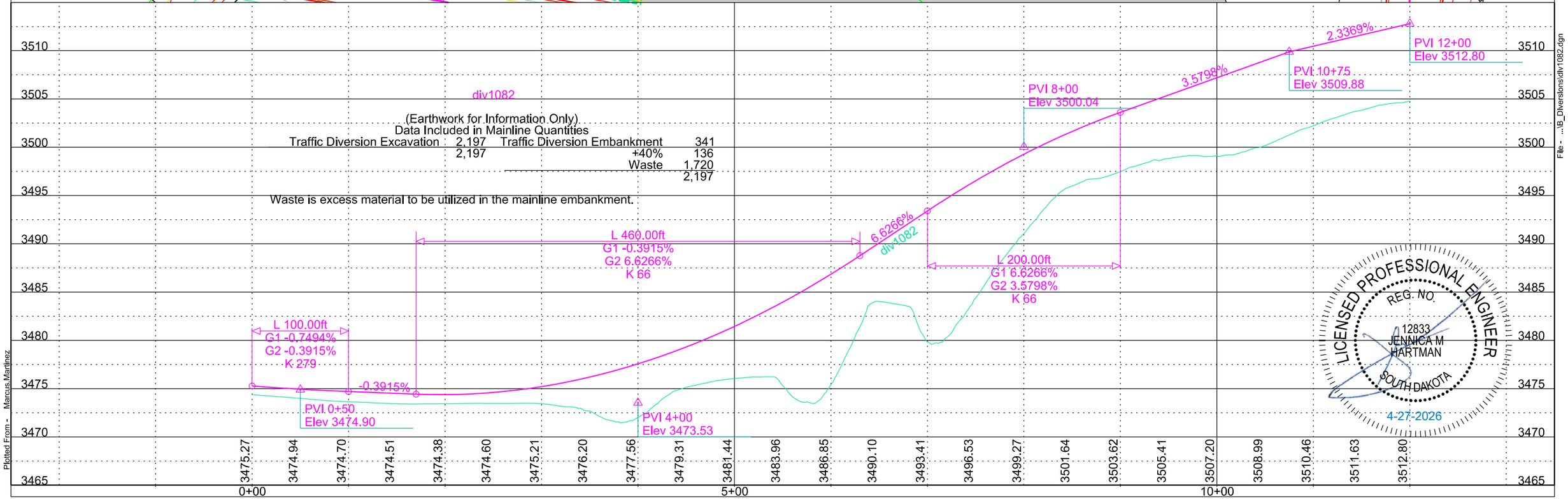
DIVERSION LAYOUT
div1082

FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B130	B258

Plotting Date: 4/28/2026 Rev: 4/27/2026 MRM

Plot Scale - 1:100





Plotted From - Marcus.Martinez

File - ...IB_Diversions\div1082.dgn

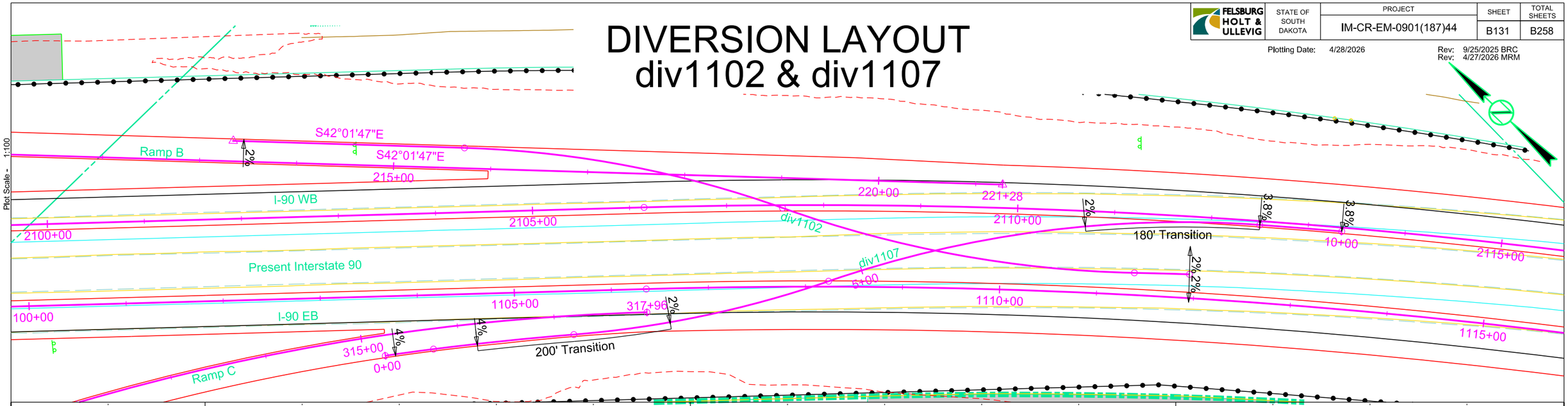
DIVERSION LAYOUT
div1102 & div1107

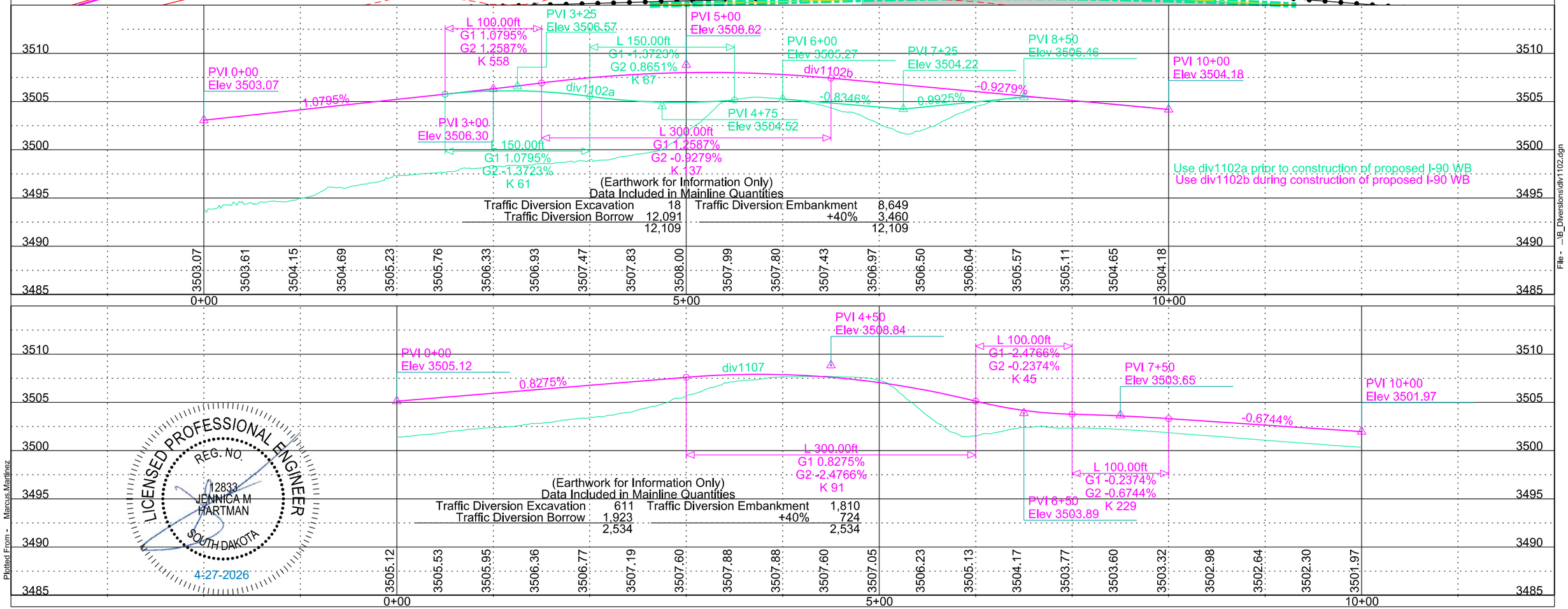
FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B131	B258

Plotting Date: 4/28/2026

Rev: 9/25/2025 BRC
Rev: 4/27/2026 MRM

Plot Scale - 1:100





(Earthwork for Information Only)
Data Included in Mainline Quantities

Traffic Diversion Excavation	18	Traffic Diversion Embankment	8,649
Traffic Diversion Borrow	12,091	+40%	3,460
	12,109		12,109

(Earthwork for Information Only)
Data Included in Mainline Quantities

Traffic Diversion Excavation	611	Traffic Diversion Embankment	1,810
Traffic Diversion Borrow	1,923	+40%	724
	2,534		2,534

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4-27-2026

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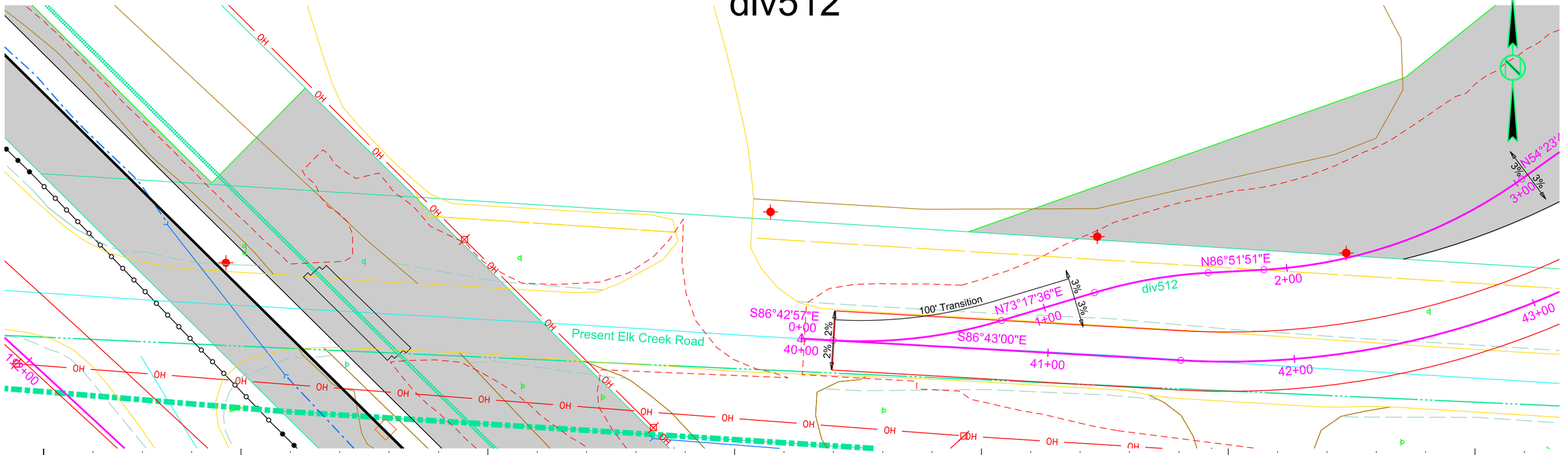
File - ...\B_Diversions\div1102.dgn

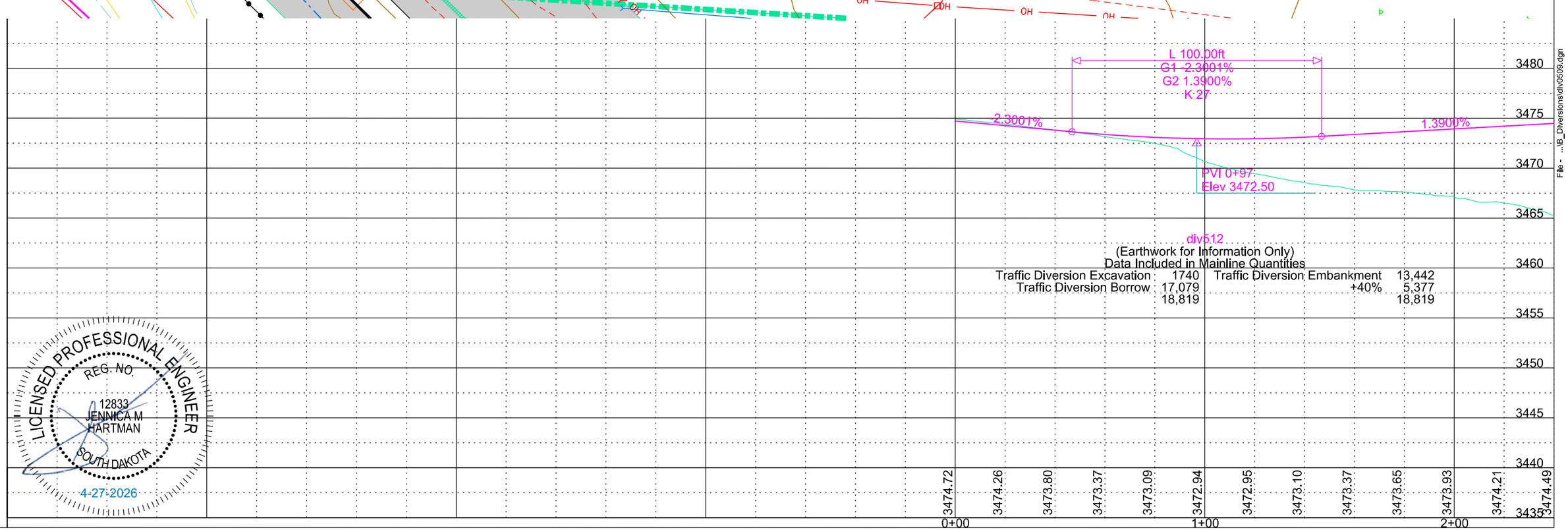
DIVERSION LAYOUT
div512

FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B132	B258

Plotting Date: 4/28/2026 Rev: 2/14/2025 MRM
4/27/2026 MRM

Plot Scale = 1:40.002





div512
(Earthwork for Information Only)
Data Included in Mainline Quantities

Traffic Diversion Excavation	1740	Traffic Diversion Embankment	13,442
Traffic Diversion Borrow	17,079	+40%	5,377
	18,819		18,819

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4-27-2026

Plotted From = Marcus.Martinez

File = ...\E_Diversions\div0509.dgn

DIVERSION LAYOUT
div512

FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B133	B258

Plotting Date: 4/28/2026 Rev: 2/14/2025 MRM
4/27/2026 MRM

Plot Scale - 1:40.002

PIEDMONT
Sec. 15 - T3N - R6E
NE1/4 NE1/4

N54°23'45"E
S60°44'26"E
N66°37'50"E
div512
Section Line
515th St (Elk Creek Road)
3%
3%
3%
3%
3+00
4+00
5+00
6+00
7+00
8+00
9+00
43+00
44+00
45+00
516+00

PVI 2+95
Elev 3475.25
L 100.00ft
G1 1.3000%
G2 -5.0053%
K 16
L 180.00ft
G1 -5.0053%
G2 4.2786%
K 19
PVI 4+35
Elev 3468.24
PVI 6+06
Elev 3475.55
4.2786%
L 140.00ft
G1 4.2786%
G2 -6.5000%
K 13
-6.5000%

3480 3475 3470 3465 3460 3455 3450 3445 3440 3435

3474.69 3474.64 3474.34 3473.79 3472.97 3472.04 3471.30 3470.77 3470.44 3470.32 3470.40 3470.69 3471.19 3471.89 3472.74 3473.37 3473.70 3473.72 3473.43 3472.83 3471.93 3470.72 3469.42 3468.12 3466.82 3465.52 3464.22 3462.92 3461.63 3460.49 3459.56 3458.84

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SOUTH DAKOTA
4-27-2026

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File - ...IE_Diversions\div0510.dgn

DIVERSION LAYOUT
div512

PIEDMONT

Sec. 14 - T3N - R6E

N1/2 NW1/4

FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B134	B258

Plotting Date: 4/28/2026 Rev: 2/14/2025 MRM
4/27/2026 MRM

Plot Scale = 1:40

S88°58'20"E
div512
N85°49'10"E
Future Sidewalk to be Constructed by Others
Proposed Elk Creek Road
S86°34'38"E
S10°19'19"E
S11°34'38"E
Spring Valley Road
E Hills View Drive
6+00 div706
7+00
712+00
712+62
9+00
10+00
11+00
12+00
13+00
14+00
15+00
516+00
517+00
518+00
519+00
520+00
521+00
522+00
3%
3%
3%
3%
Sta. 520+53.67 (Elk Creek Rd.) =
Sta. 712+62.32 (Spring Valley Rd.) =
Sta. 22+87.01 (East Hills View Dr.)

OH OH OH

L 180.00ft
G1 -6.5000%
G2 2.9003%
K 19

PVI 10+45
Elev 3460.18

PVI 9+05
Elev 3456.12

L 100.00ft
G1 2.9003%
G2 -4.0000%
K 14

-4.0000%

L 100.00ft
G1 -4.0000%
G2 1.2500%
K 19

PVI 12+58
Elev 3451.66

1.2500%

3470
3465
3460
3455
3450
3445
3440
3435

3458.33 3458.02 3457.93 3458.04 3458.37 3458.88 3459.25 3459.34 3459.15 3458.69 3457.97 3457.17 3456.37 3455.57 3454.77 3453.97 3453.21 3452.64 3452.29 3452.14 3452.21 3452.44 3452.69 3452.94 3453.19 3453.44 3453.69 3453.94 3454.19 3454.44 3454.69 3454.91

9+00 10+00 11+00 12+00 13+00 14+00 15+00

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SOUTH DAKOTA
4-27-2026

Plotted From - Marcus.Martinez

File - ...IB_Diversions\div0516.dgn

DIVERSION LAYOUT
div512

FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B135	B258

Plotting Date: 4/28/2026

Rev: 2/14/2025 MRM
Rev: 4/08/2025 MRM
Rev: 4/27/2026 MRM

Sec. 14 -T3N -R6E
N1/2 NW1/4

END IM-CR-EM-0901(187)44
Sta. 527+56.74 (Elk Creek Road)

Proposed Elk Creek Road

Present Elk Creek Road

524+20.01 (Elk Creek Rd.) =
32+43.73 (West Valley View Dr.)

527+24.82 (Elk Creek Rd.) =
0+50.00 (East Valley View Dr.)

S56°19'15"E

S73°57'36"E

N26°20'32"E

N41°11'18"E

PVI 16+05
Elev 3456.00

PVI 19+72
Elev 3441.33

L 200.00ft
G1 1.2500%
G2 -4.0000%
K 38

L 200.00ft
G1 -4.0000%
G2 0.9110%
K 41

-4.0000%

0.9110%

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SOUTH DAKOTA
4-27-2026

Plot Scale - 1:40

Plotted From - Marcus.Martinez

File - ...\B_Diversions\div0522.dgn

DIVERSION LAYOUT
div512

FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B136	B258

Plotting Date: 4/28/2026

Rev: 12/9/2024 BRC
Rev: 4/27/2026 MRM

Plot Scale - 1:40

Sec. 14 -T3N -R6E
N1/2 NW1/4

529+03.67 (Elk Creek Road)
1/16 Line

525+39.80 (Elk Creek Road)
1/16 Line

OH
OH
OH

100' Transition
3%
3%
2%
2%
div512
S86°16'42"E
528+00
22+00
529+00
S86°16'42"E
23+00
23+00

Present Elk Creek Road

90'

SUMMERSET

3470
3465
3460
3455
3450
3445
3440
3435
3430

PVI 22+23
Elev 3443.62
PVI 23+45
Elev 3442.92
0.9110%
-0.5794%

3443.05
3443.23
3443.41
3443.59
3443.52
3443.41
3443.29
3443.18
3443.06
3442.95

22+00
23+00
24+00

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12833
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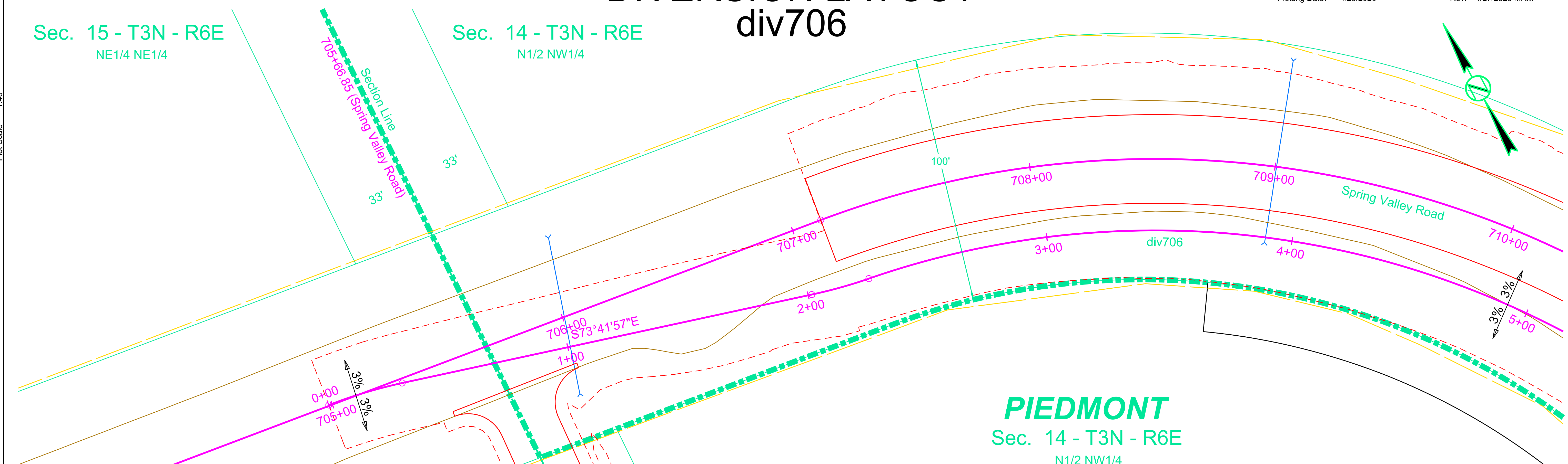
SOUTH DAKOTA
4-27-2026

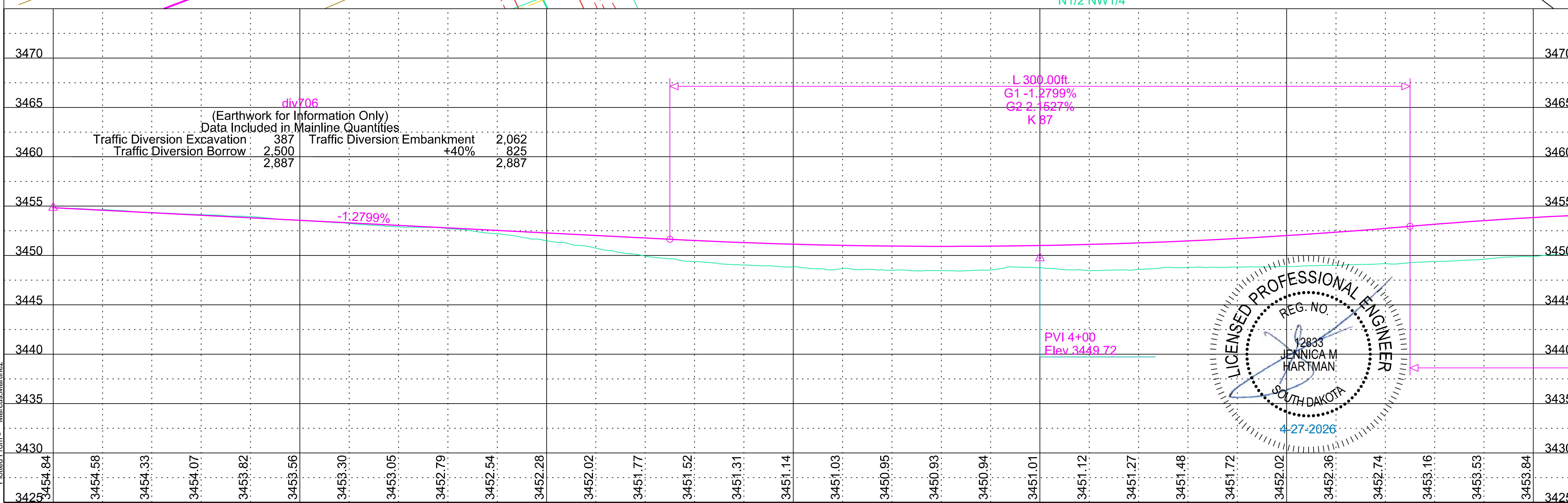
Plotted From - Marcus.Martinez

File - ...\E_Diversions\div0528.dgn

FELSBURG HOLT & ULLEVIG
STATE OF SOUTH DAKOTA | PROJECT IM-CR-EM-0901(187)44 | SHEET B137 | TOTAL SHEETS B258
Plotting Date: 4/28/2026   Rev: 4/27/2026 MRM

DIVERSION LAYOUT
div706




3470
3465
3460
3455
3450
3445
3440
3435
3430
3425
div706
L 300.00ft
G1 -1.2799%
G2 2.1527%
K 87
-1.2799%
PVI 4+00
Elev 3449.72
LICENSED PROFESSIONAL ENGINEER
REG. NO.
12833
JENNICA M
HARTMAN
SOUTH DAKOTA
4-27-2026
3454.84
3454.58
3454.33
3454.07
3453.82
3453.56
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3452.79
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3451.14
3451.03
3450.95
3450.93
3450.94
3451.01
3451.12
3451.27
3451.48
3451.72
3452.02
3452.36
3452.74
3453.16
3453.53
3453.84
3454.10
0+00
1+00
2+00
3+00
4+00
5+00
6+00

(Earthwork for Information Only)
Data Included in Mainline Quantities

Traffic Diversion Excavation	387	Traffic Diversion Embankment	2,062
Traffic Diversion Borrow	2,500	+40%	825
	2,887		2,887

Plot Scale - 1:40
Plotted From - Marcus.Martinez
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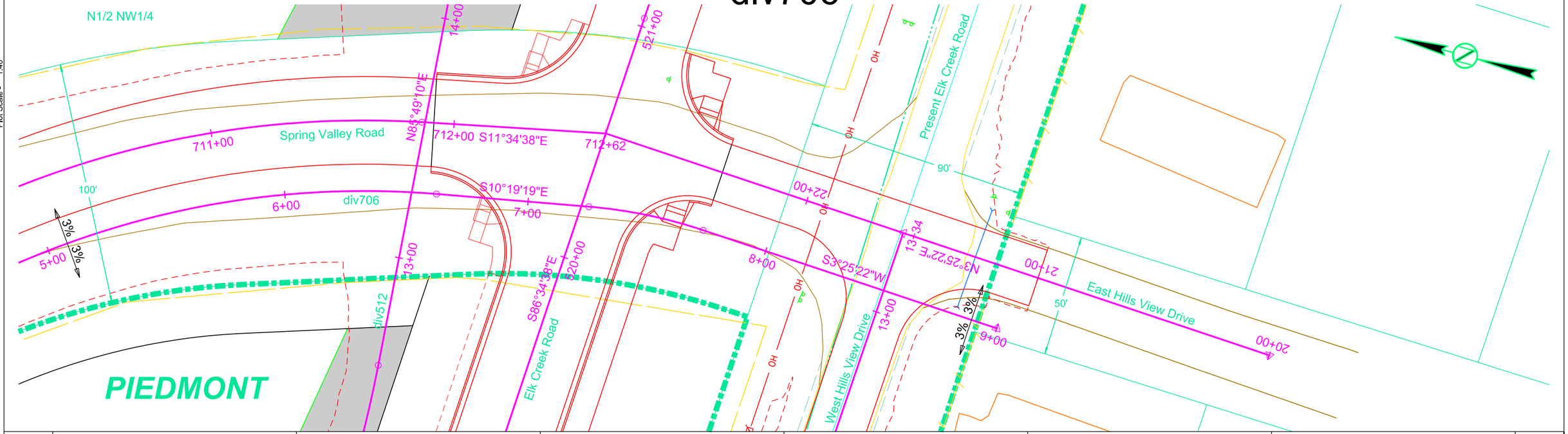
FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM-0901(187)44	B138	B258

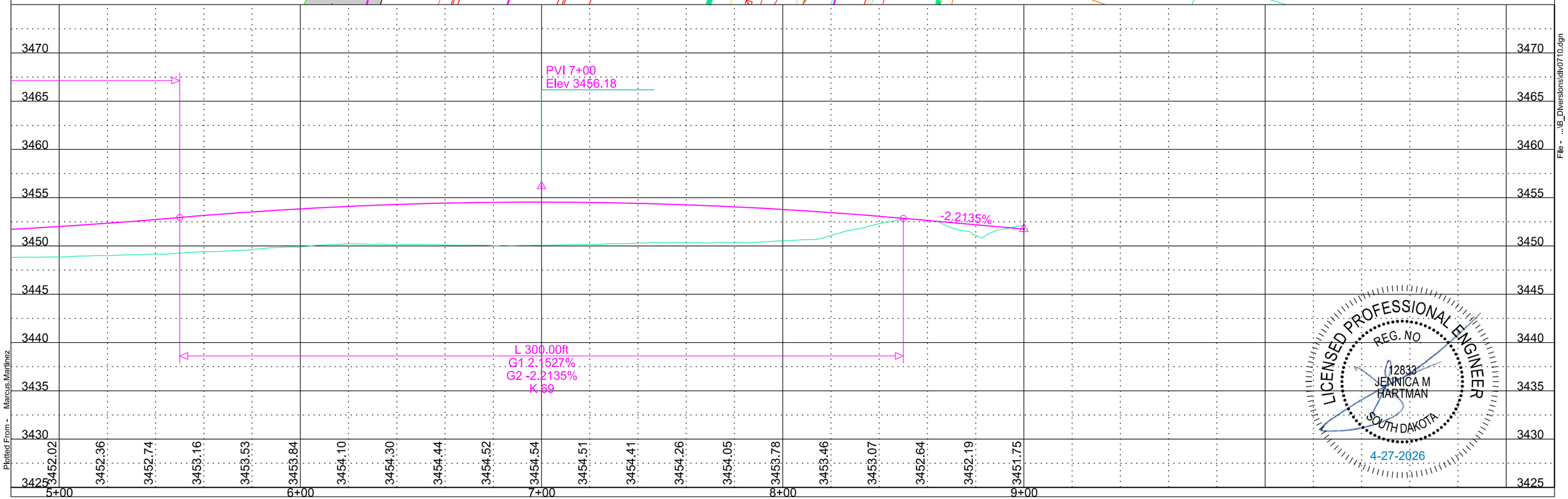
Plotting Date: 4/28/2026 Rev: 4/27/2026 MRM

DIVERSION LAYOUT
div706

Sec. 14 -T3N -R6E

N1/2 NW1/4





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QUEUE DETECTION SYSTEM CONT.

Each Queue Detection System detector will be capable of establishing priority status based on preset thresholds that are met farthest from the work area and Portable Changeable Message Signs will be capable of receiving messages from multiple detectors, depending on detector priority status.

The system will display the following messages depending on traffic conditions detected and received from the detectors:

During very slow or stopped traffic:
STOPPED
TRAFFIC
XX MI AHD

BE
PREPARED
TO STOP

During moderately slow traffic:
SLOW
TRAFFIC
XX MI AHD

USE
CAUTION

During times of free-flowing traffic, Portable Changeable Message Signs will display a dot in each of the four corners of the display when not required for end-of-queue notification or incident management.

During times of very slow or stopped traffic where the second preset detector threshold is met (30 mph or less), each set of Portable Changeable Message Signs for that direction will notify travelers of stopped traffic, to be prepared to stop, and the approximate distance to the condition.

During times of moderately slow traffic where the first preset detector threshold is met (between 65 mph and 30 mph), each set of Portable Changeable Message Signs for that direction will notify travelers of slow traffic, to use caution, and the approximate distance to the condition.

When roadwork begins on the project, the Contractor will be responsible for ensuring the system is always operational. This includes the initial and daily system set up and programming and the adjustment and replacement of any parts, materials, and/or appurtenances, when necessary, required of the Queue Detection System. The Contractor's operation and maintenance responsibility will end upon the Engineer's acceptance of the work on the project.

The Contractor will be required to secure Portable Changeable Message Signs in the proper positions. Relocation of sensor trailers and Portable Changeable Message Signs will be required as part of the work involved in maintaining the Queue Detection System. All Portable Changeable Message Signs and sensor trailers will be marked with a minimum of two reflectorized drums.

The Contractor should plan for sufficient staff for the operation, maintenance, adjustments, materials, and replacement of the Queue Detection System. The individual(s) responsible for the installation, operations, and maintenance of the Queue Detection System will be experienced and trained with respect to the installation, setup, operation, and maintenance of the system.

In the event of failure, the Contractor will furnish the necessary advance warning to safely control or warn traffic of the upcoming conditions until the system is fixed and operational. The Contractor will furnish the advance warning within an hour of the initial awareness of the system failure.

Hardware requirements will be as follows:

Portable Changeable Message Signs will be Ver-Mac 1210 NTCIP PCMS or approved equal. Microwave detectors will be Wavetronix SS125 or 126 or approved equal. Sensor trailers will be Ver-Mac PST or approved equal. Doppler radar detectors will be Houston Radar DR500 or approved equal.

All costs associated with furnishing, installing, operating, maintenance, relocation, including all equipment, and all miscellaneous parts and materials will be incidental to the contract unit price per each for Queue Detection System.

SEQUENCE OF OPERATIONS

Contractor requests to deviate from the sequence of operations will be submitted in writing to the Engineer for Review. Approval of an alternate sequence of operations will only be allowed when the proposed changes meet with the Department's intent for traffic control and sequencing of the work. An alternate sequence will be submitted for review a minimum of one week prior to potential implementation.

The traffic control staging has been developed to illustrate an acceptable approach to completing the work within the Contract Time Provisions.

The following requirements/restrictions will apply:

General Requirements:

- Any requests by the Contractor to deviate from the Sequence of Operations must be submitted in writing to the Engineer for review and approval at least one week prior to implementation.
- Approval of alternative sequencing is subject to compliance with the State's intent for traffic control and project sequencing.
- Construction activities may occur in multiple phases or in an order differing from that shown, provided the contractor maintains the traffic control configuration and intent associated with the applicable phase(s) at all times. The sequence of operations illustrates one acceptable approach to completing the work. Alternative approaches may be utilized and are subject to engineer approval.
- Cold weather limitations, periods of inactivity, and any suspension of work Will be governed by the Contract Time Special Provision.
- At any given time, the contractor shall maintain only traffic control configurations that are consistent with details shown in the plans and approved by the engineer.

Sturgis Rally Restrictions:

- All lanes of Interstate 90 (I-90) and Interchange operations must remain open during the timeframe of the Sturgis Rally, with the exception of the second full construction season duration.
- Refer to Contract Time Special Provision for specific rally-related restrictions.

I-90 Fixed Signing

- Use Standard Plate 634.63, in conjunction with fixed signing sheets C14 and C15, to set Work Zone Speed Reduction for I-90.

I-90 Crossovers

- Use Standard Plate 634.66 to set 45 mph crossover signing.

I-90 Concrete Box Culvert – Shoulder Work

- Use Standard Plate 634.61 to install shoulder closures at Str. No. 47-091-555 (CBC 1), 47-092-556 (CBC 2), 47-093-557 (CBC 3), 47-094-559 (CBC4), 47-104-570 (CBC 5) and 47-106-572 (CBC 6).
- Protect box culvert replacements with temporary concrete barriers.

The following requirements/restriction apply to Interstate 90:

- Maintain two lanes in each direction with a minimum 12-ft width, except where alternate traffic control configurations are shown in the plans or approved by the engineer for I-90 mainline construction, box culvert construction, ramp tie-ins, structure work, or other phasing operations.
- Daytime lane closures require five days' advance notice and approval by the Engineer.
  - Allowable daytime lane closure activities include:
    - Installation/removal of the concrete barriers
    - Box culvert material and equipment delivery to the I90 shoulder
    - New bridge construction
    - New ramp construction
    - Retaining wall material delivery

PHASE A – Concurrent work items to include:

Exit 46 Interchange – RCP&E RR EAST: Steakhouse Access Rd, Spring Valley Rd, E Hills View Dr, Elk Creek Rd, Temporary Elk Creek Road

- Use Standard Plate No. 634.03 for traffic control when working along the shoulder of Present Elk Creek Road and Spring Valley Road.
- Use Standard Plate No. 634.28 for the construction and maintenance of the Temporary Elk Creek Road Diversion.
- **Elk Creek Road**
  - Complete grading of Temporary Elk Creek Road using the provided alignment and profile prior to implementing the traffic diversion onto the temporary alignment.
    - Temporary Road must always provide 1 lane of traffic in each direction, being separated using channeling devices.
  - Remove Present Elk Creek Road pavement from Proposed Steakhouse Access Road to West Hills View Drive.
  - Begin grading and AC pavement for new Elk Creek Road from RCP&E Railroad to East Valley View Drive (Sta. 508+65 to 527+57).
  - Complete grading and AC Pavement for Lot 9 Access.
  - Work that does not require the use of the temporary alignment can begin at any time (Sta. 508+65 to 513+00 +/-).
  - See Phase A Elk Creek Road Sequencing for subphase completion.

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SEQUENCE OF OPERATIONS CONT.

- **Spring Valley Road**
  - Complete Grading of Spring Valley Road from Sta. 706+25 to Present Elk Creek Road.
    - Pilot cars and flagger will be utilized during active construction hours. During non-active construction hours, the roadway will be open to 1-12 foot lane in each direction. Placement of finish gravel is to be completed once grading is completed.
  - ***Note - At no point during the project will scrapers or other construction equipment be allowed to haul across the portion of Spring Valley Road that is not being reconstructed during the project.***
- **Steakhouse Access Road**
  - Complete Grading and Asphalt pavement construction of Steakhouse Access Road from Sta. 40+00 to proposed Elk Creek Road.
  - ***Note – Full access must be maintained at all times.***
- **West and East Hills View Dr**
  - Complete Grading and Asphalt pavement construction of West Hills View Drive from Sta. 10+70 to East Hills View Drive.
    - Construction to begin once Temporary Elk Creek Road and Spring Valley Road Detours are operational.
  - Complete Grading and Asphalt Pavement construction of East Hills View Drive from Sta. 21+00 to proposed Elk Creek Road.
    - Construction to begin once Temporary Elk Creek Road and Spring Valley Road detours are operational.
  - One approach must remain open at all times.
- **West and East Valley View Dr**
  - Complete Grading and Asphalt pavement construction of West Valley View Drive from Sta. 31+30 to Proposed Elk Creek Road.
    - Construction to begin once Temporary Elk Creek Road and Spring Valley Road Detours are operational.
  - Complete Grading and Asphalt Pavement construction of East Valley View Drive from Sta. 0+27 to proposed Elk Creek Road.
    - Construction to begin once Temporary Elk Creek Road and Spring Valley Road detours are operational.
  - One approach must remain open at all times.
- **Wall C** – Complete the construction of wall C.

Exit 46 Interchange – RCP&E RR WEST: Elk Creek Rd, Ramp A, Ramp B, Ramp C, Ramp D, Sturgis Rd

- Use Standard Plate No. 634.03 for traffic control when working along the shoulder of I-90 and Sturgis Road.
- Use Standard Plate No. 634.53 for traffic to shift Sturgis Road into 2 lanes with 11 feet per lane to the far edges of the roadway.
- Use Standard Plate No. 634.70 for traffic control at present Ramp B and Ramp C.
- Install temporary guardrail (see Section B for guardrail layouts) for two-way traffic in subsequent phases.
- **Sturgis Road**
  - Grade the north side of Sturgis Road (Sta. 665+70 to 680+73) to allow for one-lane of traffic in each direction.
    - Install storm drain along North side of road.
  - Complete grading and asphalt pavement reconstruction on the south side of Sturgis Road (Sta. 665+70 to 680+73).
    - Maintain 1 12-ft lane of traffic in each direction on the previously graded north side.
    - Complete storm drain installation concurrently with reconstruction of the south side of the road.
  - Complete grading and asphalt pavement reconstruction on the north side of Sturgis Road (Sta. 665+70 to 680+73).
    - 1 12-ft lane of traffic in each direction will be provided on the previously completed south side.
  - See phase A Sturgis Road Sequencing for subphase completion.
- **Exit 46 Ramps A, B, C, and D**
  - Remove Out-of-Balance Excavation material from Ramps C and D, and the EB I90 ditch (Sta 1105+00 to 1120+00).
  - Begin grading and AC pavement of Ramp A from Sta. 117+00 to 119+44, Ramp B from Sta. 200+00 to 215+72, Ramp C from Sta. 300+00 to 317+96, and Ramp D from Sta. 410+00 to 417+96.
    - Grading of Ramps A and B will be completed with the out-of-balance excavation material from Ramps C and D, and the EB I90 ditch (Sta 1105+00 to 1120+00).
  - Complete grading and temporary pavement for Ramp D temporary ramp connections in preparation of phasing traffic in later phases.
- **Temporary Interstate Crossovers** – Complete grading and temporary gore pavement for I-90 crossovers located at stations 1070+00 and 1110+00 in preparation of phasing traffic in later phases.
- **Wall A** – Begin construction of Wall A to Sta. 117+00 of proposed ramp A.
- **Wall B** – Begin construction of Wall B to present Elk Creek Road.
- **Elk Creek Road** – Begin grading and concrete pavement construction of Elk Creek Road from Sta. 500+00 to 504+55.
- **Foothills Community Baptist Church (Dakota Baptist Convention)**
  - Complete grading and Asphalt Pavement reconstruction of parking area and Sturgis Road Access.
  - ***Note – Must maintain full access to the church during normal operation hours at either 678+39 entrance or 681+50 entrance.***
  - ***Note – Must maintain full access for residents at 681+50. The width may be reduced to ½ width during non-church operating hours.***
- **Top 50 Promotions** – Complete Grading and Asphalt pavement reconstruction of parking area.

Structure Work

- Use Standard Plate 634.61, in conjunction with provided traffic control plans, to protect the construction area of all box culvert work.
- **Str. No 47-091-555** (CBC 1) – Begin box culvert replacement by installing outlet sections West of WB I-90.
- **Str. No 47-092-556** (CBC 2) – Begin box culvert replacement by installing outlet sections West of WB I-90.
- **Str. No 47-093-557** (CBC 3) – Begin box culvert replacement by installing outlet sections West of WB I-90.
- **Str. No 47-094-559** (CBC 4) – Begin box culvert replacement by installing outlet sections West of WB I-90.
- **Str. No. 47-098-564** (Elk Creek Road over I-90) – Begin bridge sub-structure work.
  - Placement of bridge girders will only occur between 9:00PM and 5:00AM.
  - A minimum of seven days' notice must be provided for public notification.
  - Use standard plate 634.61 to protect construction area.
  - Traffic will be routed off the interstate onto interchange ramps per included ramp entrance and exit detail sheets and standard plate 634.70.
- **Str. No. 47-099-564** (Elk Creek Rd over RCP&E RR) – Begin construction of bridge structure work.

PHASE B – Concurrent work items to include:

- **Elk Creek Road** – Complete Grading and Asphalt pavement construction of Elk Creek Road East of the RCP&E Railroad (Sta. 508+65 to 527+57) and west of I-90 from Sta. 500+00 to 504+55.
  - Use Standard Plate 634.25 for traffic control when working on Elk Creek Road when tying into Present Elk Creek Road near East Valley View Drive.
- **Wall A** – Complete the construction of wall A to Station 117+00 of proposed Ramp A.
- **Wall B** – Complete the construction of wall B to present Elk Creek Road.
- **Exit 46 Ramp A** – Complete Grading and Concrete pavement construction of Ramp A from Sta. 117+00 to 119+44.
- **Exit 46 Ramp B** – Complete grading and concrete pavement construction of Ramp B from station 200+00 to 221+28.
  - Use Standard Plate No. 634.61 for traffic control on I-90 and present Ramp B.
  - Use Standard Plate No. 634.69 for traffic control at Exit 46 Ramps B and C.
- **Exit 46 Ramp C** – Complete grading and concrete pavement construction of Ramp C from station 300+00 to 317+96.
  - Use Standard Plate No. 634.61 for traffic control on I-90 and present Ramp B.
  - Use Standard Plate No. 634.69 for traffic control at Exit 46 Ramps B and C.
- **Exit 46 Ramp D** – Complete Grading and Concrete pavement construction of Ramp D from Sta. 410+00 to 417+96.

Structure Work

- Use Standard Plate 634.61, in conjunction with provided traffic control plans, to protect the construction area of all box culvert work.
- **Str. No. 47-098-564** (Elk Creek Rd over I-90) – Complete construction of bridge structure work.
  - Placement of bridge girders will only occur between 9:00PM and 5:00AM.
  - A minimum of seven days' notice must be provided for public involvement.
  - Use standard plate 634.61 to protect construction area.
  - Traffic will be routed off the interstate per included ramp entrance and exit detail sheets.
- **Str. No. 47-099-564** (Elk Creek Rd over RCP&E RR) – Complete construction of bridge structure work.
- **Str. No 47-091-555** (CBC 1) – Complete box culvert replacement by installing outlet sections West of WB I-90.
- **Str. No 47-092-556** (CBC 2) – Complete box culvert replacement by installing outlet sections West of WB I-90.
- **Str. No 47-093-557** (CBC 3) – Complete box culvert replacement by installing outlet sections West of WB I-90.
- **Str. No 47-094-559** (CBC 4) – Complete box culvert replacement by installing outlet sections West of WB I-90.

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SEQUENCE OF OPERATIONS CONT.

PHASE B2 – This phase is intended to be a subphase of B, completed with concurrent work items to include:

- **Temporary Elk Creek Road** – Remove temporary Elk Creek Road.
- **Present Elk Creek Road**
  - Remove present Elk Creek Road from E Hills View Drive to E Valley View Drive.
  - Remove present Elk Creek Road from Steakhouse Access Road to Sturgis Road, including the at-grade railroad crossing.
- **Present Ramps A, B, and C** – Remove present ramps A, B and C.
  - Closure and removal of present Ramps A, B, and C to begin once Str. No. 47-098-563 demolition begins.
- **Exit 46 Ramp D Temporary Crossover** – Complete grading and temporary gore pavement for I-90 crossover located at station 1080+00 in preparation of phasing traffic in later phases.
  - Construction of this crossover can begin once present ramps B and C have been removed.
- **Exit 46 Ramp B Detour** – Complete grading and temporary pavement utilizing diversion profile 1102a.

Structure Work

- Use Standard Plate 634.01, in conjunction with provided traffic control plans, to protect the construction area of all box culvert work.
- For box culvert construction requiring crossovers prior to phase C, establish two-way, one-lane traffic in the Eastbound lanes using a traffic control configuration consistent with the phase C layout, as necessary, to complete the work.
- **Str. No. 47-098-563** (Present Elk Creek Rd structure) – Removal of present structure over I-90.
  - Bridge Demolition will only occur between 9:00PM and 5:00AM.
  - Existing guardrail must stay intact until the demolition of the structure is complete.
  - Protect demolition areas with temporary concrete barriers.
- **Str. No 47-091-555** (CBC 1) – Begin box culvert replacement under WB I-90.
- **Str. No 47-092-556** (CBC 2) – Begin box culvert replacement under WB I-90.
- **Str. No 47-093-557** (CBC 3) – Begin box culvert replacement under WB I-90.
- **Str. No 47-094-559** (CBC 4) – Begin box culvert replacement under WB I-90.
- **Str. No 47-104-570** (CBC 5) – Begin box culvert replacement of the outlet section and portion under WB I-90.
- **Str. No 47-106-572** (CBC 6) – Begin box culvert replacement of the outlet section and portion under WB I-90.

PHASE C – Concurrent work items to include:

- Establish two-way, one-lane traffic in the EB lanes of I-90 between MRM 43.289 and station 1160+00 crossovers using standard plate 634.66 and as detailed in these plans.
- **WB I-90** – Complete Grading and Concrete pavement reconstruction of WB I-90.
  - Standard Plate No. 634.69 and provided ramp entrance and exit special detail sheets will be used on I-90 for Exit 46 Ramps A and B.
  - Use standard plate 634.01 to protect median construction areas.
- **Exit 46 Ramp A** – Complete Grading and Concrete pavement construction of Ramp A from Sta. 100+00 to 117+00.
  - See Detour Route I-90 WB - Phase C Exit 46 Ramp A Completion for signing details.
  - The Contractor will notify the City of Piedmont at least 2 weeks prior to implementing this detour.
  - Vehicles using the Exit 48 Ramp A will use present WB I-90 under a partial closure from Exit 48 to the project limits.
  - This work is to start directly after the removals of present ramps A and B and the present interchange.
- **Walls A and B** – Complete remainder of walls A and B.
  - This work is to be done concurrently with the completion of the remainder of proposed ramp A.

Box Culvert Work – Under I-90 Mainline Westbound

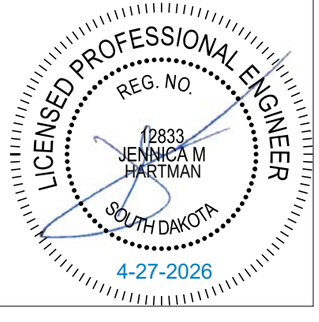
- Use Standard Plate 634.01, in conjunction with provided traffic control plans, to protect the construction area.
- **Str. No 47-091-555** (CBC 1) – Complete box culvert replacement under WB I-90.
- **Str. No 47-092-556** (CBC 2) – Complete box culvert replacement under WB I-90.
- **Str. No 47-093-557** (CBC 3) – Complete box culvert replacement under WB I-90.
- **Str. No 47-094-559** (CBC 4) – Complete box culvert replacement under WB I-90.
- **Str. No 47-104-570** (CBC 5) – Complete box culvert replacement under WB I-90.
- **Str. No 47-106-572** (CBC 6) – Complete box culvert replacement under WB I-90.

PHASE D – Concurrent work items to include:

- Establish two-way, one-lane traffic in the WB lanes of I-90 between MRM 43.289 and station 1160+00 crossovers using standard plate 634.66 and as detailed in the plans.
- **EB I-90**– Complete Grading and Concrete pavement reconstruction of EB I-90.
  - Traffic will be routed off the interstate onto interchange ramps per provided ramp entrance and exit detail sheets and standard plate 634.70.
  - Use standard plate 634.01 to protect median construction areas.
  - Remove temporary ramp and median crossovers upon completion.
- **EB I-90 Barrier** – Construction of permanent barrier wall that was removed for Box Culvert replacement and luminaire installation (See Section B for station ranges).
- **Sturgis Road Barrier**
  - Flagger/Pilot car will be utilized during active construction hours and open to one-lane traffic controlled by stop signs during non-working hours utilizing standard plate 634.25.
    - Direct line of site between stop signs must be maintained at all times until construction is completed.
  - Standard plate 634.25 will be utilized to protect the construction zone.
  - Speed limit throughout the construction zone will be signed at 20 mph.
- **Exit 46 Ramp B Detour** – Complete grading and temporary pavement utilizing diversion profile 1102b.
- **Exit 46 Ramp D** – Complete grading and construction of proposed ramp D from sta. 400 to 410+00.
  - Complete grading and pavement of temporary ramp connections utilizing the previously built crossovers to maintain traffic until completion of proposed ramp D and adjacent EB I-90 concrete pavement construction.
  - Refer to sheets C57 – C59 for phasing of Ramp D and adjacent I-90.
  - Standard Plate No. 634.64 will be used for EB I-90 from median crossover to Exit 48 Ramp D.
  - Standard Plate No. 634.69 and provided ramp entrance and exit special detail sheets will be used on I-90 for Exit 46 Ramps C and D and for Exit 48 Ramp C.

Box Culvert Work – Under I-90 Mainline Eastbound

- Use Standard Plate 634.01, in conjunction with provided traffic control plans, to protect the construction area.
- **Str. No 47-091-555** (CBC 1) – Complete box culvert replacement under EB I-90 and present Sturgis Road.
  - Construct temporary pavement for detour along EB I-90 to allow for box culvert replacement under Sturgis Road while maintaining two-way, one-lane traffic.
    - Standard plate No. 634.28 will be used to protect the construction area.
    - This detour is to be signed for 20 mph
- **Str. No 47-092-556** (CBC 2) – Complete box culvert replacement under EB I-90.
  - Construct temporary pavement for detour along EB I-90 to allow for box culvert replacement under Sturgis Road while maintaining two-way, one-lane traffic.
    - Standard plate No. 634.28 will be used to protect the construction area.
    - This detour is to be signed for 20 mph.
- **Str. No 47-093-557** (CBC 3) – Complete box culvert replacement under EB I-90.
  - Construct temporary pavement for detour along EB I-90 to allow for box culvert replacement under Sturgis Road while maintaining two-way, one-lane traffic.
    - Standard plate No. 634.28 will be used to protect the construction area.
    - This detour is to be signed for 20 mph.
- **Str. No 47-094-559** (CBC 4) – Complete box culvert replacement under EB I-90.
  - Construct temporary pavement for detour along EB I-90 to allow for box culvert replacement under Sturgis Road while maintaining one-way traffic controlled by stop signs.
    - Standard plate No. 634.25 will be used to protect the construction area and establish traffic control.
    - Direct line of site between stop signs must be maintained at all times until construction is completed.
    - This detour is to be signed for 15 mph.
- **Str. No 47-104-570** (CBC 5) – Complete box culvert replacement under EB I-90.
- **Str. No 47-106-572** (CBC 6) – Complete box culvert replacement under EB I-90.



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INCIDENTS

An incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic such as a crash, hazardous materials spill, or other event.

The Contractor will set up a meeting prior to start of work to plan and coordinate responses to an incident. The Contractor will invite the Department of Transportation, the South Dakota Highway Patrol, the Meade County Sheriff and local emergency response entities to the meeting.

The Contractor will assist to maintain traffic as required by these plan notes and as agreed to at that meeting.

Emergency vehicle access through the project will be considered and discussed at the meeting.

The Contractor may be required to modify messages on portable changeable message signs or relocate portable changeable message signs, and to provide flaggers to direct or detour traffic. The Contractor should be prepared to relocate advance warning signs if determined to be necessary for a major traffic incident lasting more than two hours. Fixed location ground mounted signs may be covered and additional portable signs provided.

No additional payment will be made for the modification of portable changeable message sign messages or the relocation of portable changeable message signs. Cost for the relocation of an advance warning sign due to an incident will be 50% of the designated sign rate. Flaggers will be paid for at the contract unit price per hour for “Flagging”.

PRESS RELEASE ANNOUNCEMENTS

The SDDOT will prepare a press release to be released 5 days prior to any phase change or any other major change that affects traffic flow. The SDDOT will be responsible to keep law enforcement, emergency services, and the traveling public notified of changes in project access. The Contractor will provide the Engineer with pertinent information 7 days prior to any phase change or any other major change that affects traffic flow.

TUBULAR MARKERS

The color of the tubular markers on centerline will be predominately orange. The color of the tubular markers installed on the shoulders will be predominately white. The white tubular markers will be installed 2.0 feet from the existing edge line at intervals of approximately 80 feet.

All tubular markers will be a minimum of 28 inches in height. The base of the tubular marker should be attached to the roadway surface with a flexible non-permanent bituminous adhesive capable of being removed from the roadway surface after use. The pin used to connect the marker to the base will be of a type that will not puncture a vehicle tire if it should become dislodged from the base.

Four (4) tubular markers, spaced at 50’, will be placed in front of all crash attenuators.

At entrance (on) and exit (off) ramp locations, additional Tubular Markers will be installed at 20’ spacing from the gore point to the end of the ramp taper or 600’ past the opposite entrance ramp if ramp acceleration/deceleration lanes exist.

At the end of each crossover, where Two-Way traffic begins, additional Tubular Markers will be installed at 20’ spacing for 600’.

Shoulder marking will be installed on the shoulders of I-90 from the beginning of the lane closure taper throughout the length of the two-way traffic, extending to the end of the lane reduction. This marking will consist of tubular markers at a spacing of 500’. The tubular markers will be installed 2’ laterally from the edge of the driving lane and will match the color of the adjacent edge line.

All costs for furnishing, installing, maintaining, and removing the tubular markers will be incidental to the contract unit price per each for “Tubular Marker”.

LIGHTING FOR NIGHTTIME WORK

Flagger stations, working construction equipment and active workspaces will be lighted between sunset and sunrise. Non-glare light sources will be provided.

Light levels are as defined in Section 2.9.2 of NCHRP 476.

Light in conformance with Level I will be provided at the active workspaces. Light in conformance with Level II will be provided at the locations of working construction equipment.

Light in conformance with Level III is to be provided where labor intensive work is being completed such as during hand work, pavement sawing, project inspection, materials testing, and flagging.

Acceptable light sources will be Contractor furnished stand-alone lights or vehicle/equipment mounted lights. Stand-alone units will be marked with a minimum of two reflectorized drums on an approaching traffic side. Lighting must be set up in any way where it is pointed at or will impede/affect oncoming traffic.

Cost for this lighting will be included in the contract lump sum price for “Traffic Control, Miscellaneous”.

TRUCK/TRAILER MOUNTED ATTENUATOR

The Contractor will furnish truck or trailer mounted attenuator(s) to be used for the duration of the project. Truck or trailer mounted attenuators (TMAs) will meet the crashworthy requirements of NCHRP 350 or MASH Test Level 3. TMAs will be used and maintained in accordance with the manufacturers’ recommendations.

The TMAs should be utilized on the project where workers and/or equipment are working next to the centerline of the roadway with live traffic in the adjacent lane, or as directed by the Engineer. The TMAs will be removed from the roadway at the end of each working day. The TMAs will remain the property of the Contractor at the end of the project.

The TMAs will be paid for at the contract unit price per each for Truck/Trailer Mounted Attenuator. Payment will be full compensation for furnishing, maintaining, relocating and removing as many times as required by the Engineer and the Contractor’s operations.

In the event a TMA is hit while in service, the manufacturer will assess the TMA and make a recommendation as to whether it can be repaired or needs to be replaced. The State will reimburse the Contractor for repairs as documented by invoices or pay for another TMA to be deployed to the project as needed.

HIGHWAY WORKERS GIVE ‘EM A BRAKE SIGNS

One fixed location ground mounted HIGHWAY WORKERS GIVE ‘EM A BRAKE sign will be installed 2000 feet in advance of the ROAD WORK NEXT 4 MILES signs for eastbound and westbound directions of travel. The signs will be mounted to the right of the roadway, a minimum of 16 feet from the edge of the shoulder to the inside edge of the sign.

The Contractor will furnish a sign design detail for the HIGHWAY WORKERS GIVE ‘EM A BRAKE sign for Engineer review and approval. HIGHWAY WORKERS GIVE ‘EM A BRAKE signs will be included in the contract Square Foot price for “Traffic Control Signs”.

TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS

Concrete barriers will be provided by the State and are available for pickup from the SDDOT Rapid City Maintenance Yard located on Hwy 79 approximately two miles South of Rapid City. The barriers will be hauled back to the SDDOT Rapid City 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 State.

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. All costs associated with removing, loading, unloading, and resetting of the barriers at a new site, will be incidental to the contract unit price per each for Remove and Reset Traffic Control Movable concrete Barrier. No additional payment will be made for barriers that are not immediately reset at a new location on the project and stored on-site until they are either reset on the project or returned to the SDDOT as indicated in these plans.

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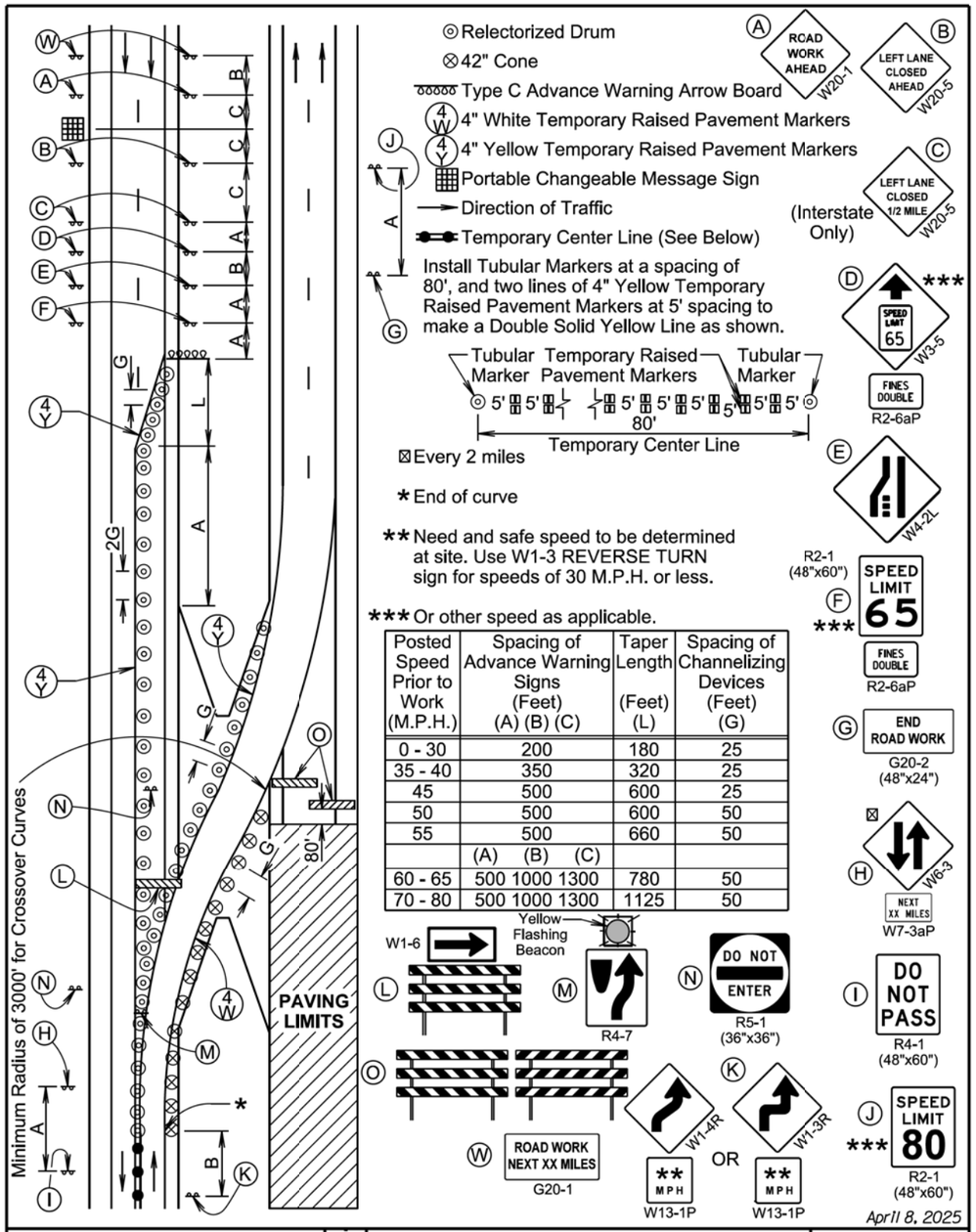
Plotted From - bayley colerner



◎ Relectorized Drum
⊗ 42" Cone
Type C Advance Warning Arrow Board
4W 4" White Temporary Raised Pavement Markers
4Y 4" Yellow Temporary Raised Pavement Markers
Portable Changeable Message Sign
Direction of Traffic
Temporary Center Line (See Below)

Install Tubular Markers at a spacing of 80', and two lines of 4" Yellow Temporary Raised Pavement Markers at 5' spacing to make a Double Solid Yellow Line as shown.

Tubular Marker — Temporary Raised Pavement Markers — Tubular Marker
5' 5' 5' 5' 5' 5' 5' 5' 5' 5' 5' 5' 5'
80'
Temporary Center Line

☒ Every 2 miles

* End of curve

** Need and safe speed to be determined at site. Use W1-3 REVERSE TURN sign for speeds of 30 M.P.H. or less.

*** Or other speed as applicable.

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B) (C)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	180	25
35 - 40	350	320	25
45	500	600	25
50	500	600	50
55	500	660	50
	(A) (B) (C)		
60 - 65	500 1000 1300	780	50
70 - 80	500 1000 1300	1125	50

A — ROAD WORK AHEAD — W20-1
B — LEFT LANE CLOSED AHEAD — W20-5
C — LEFT LANE CLOSED 1/2 MILE — W20-5 (Interstate Only)
D — SPEED LIMIT 65 — W3-5 *** ; FINES DOUBLE — R2-6aP
E — W4-2L
F — R2-1 (48"x60") SPEED LIMIT 65 ***; FINES DOUBLE — R2-6aP
G — END ROAD WORK — G20-2 (48"x24")
H — ☒ W6-3; NEXT XX MILES — W7-3aP
I — DO NOT PASS — R4-1 (48"x60")
J — SPEED LIMIT *** 80 — R2-1 (48"x60")
K — W1-4R OR W1-3R ; ** MPH — W13-1P
L — W1-6
M — Yellow Flashing Beacon — R4-7
N — DO NOT ENTER — R5-1 (36"x36")
O
W — ROAD WORK NEXT XX MILES — G20-1

April 8, 2025

Published Date: 2026

SDDOT

MEDIAN CROSSOVER ON DIVIDED HIGHWAY

PLATE NUMBER 634.66

Sheet 3 of 3

Plot Scale - 1:1
Plotted From - Bayley.Colemer
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SECTION F – ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3320	Checker	Lump Sum	LS
110E1100	Remove Concrete Pavement	84,553.3	SqYd
120E6200	Water for Granular Material	2,012.2	MGal
120E9000	Pit Run	6,760.1	Ton
210E2000	Shoulder Shaping	21.000	Mile
260E1010	Base Course	39,670.4	Ton
260E1030	Base Course, Salvaged	68,735.5	Ton
260E2010	Gravel Cushion	53,788.4	Ton
260E2030	Gravel Cushion, Salvaged	43,553.6	Ton
260E2080	Gravel Cushion, Salvaged, State Furnished	10,600.0	Ton
260E6000	Granular Material, Furnish	8,196.2	Ton
270E0220	Blend and Stockpile Granular Material	16,392.4	Ton
320E0005	PG 58-34 Asphalt Binder	1,473.8	Ton
320E1070	Class HR Asphalt Concrete	24,542.4	Ton
320E1200	Asphalt Concrete Composite	14,642.1	Ton
320E3000	Compaction Sample	54	Each
330E0010	MC-70 Asphalt for Prime	96.0	Ton
330E0100	SS-1h or CSS-1h Asphalt for Tack	49.5	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	14.5	Ton
330E1000	Blotting Sand for Prime	480.9	Ton
330E2000	Sand for Flush Seal	317.5	Ton
380E0100	10.5" Nonreinforced PCC Pavement	12,873.7	SqYd
380E0150	13" Nonreinforced PCC Pavement	82,691.8	SqYd
380E0800	PCC Shoulder Pavement	36,745.8	SqYd
380E6000	Dowel Bar	41,466	Each
380E6110	Insert Steel Bar in PCC Pavement	1,617	Each
831E0210	Non-woven Separator Fabric	12,877	SqYd
900E1350	Temporary Surfacing	33,767.3	SqFt

CONTROL OF ACCESS

If a Contractor's operations would require access to the interstate ROW in any location not currently designated as public access, prior approval must be obtained from the Department. All requests will be reviewed based on safety and construction sequencing. A Contractor will not assume that all requests will be granted.

The Contractor will be responsible for all safety control and signing measures.

Anytime Contractor operations have ceased for the day, any entrances approved in a control of access area will be closed by the Contractor.

The request for access will be provided in writing to the Engineer two weeks in advance of any proposed break in control of access.

CHECKING SPREAD RATES

The Contractor will be responsible for checking the Base Course; Base Course, Salvaged; Gravel Cushion; Gravel Cushion, Salvaged; and/or Asphalt Concrete spread rates and taking the weigh delivery tickets as the surfacing material arrives on the project and is placed onto the roadway.

The Contractor will compute the required spread rates for each typical surfacing section and create a spread chart prior to the start of material delivery and placement. The Engineer will review and check the Contractor's calculations and spread charts. The station to station spread will be written on each ticket as the surfacing material is delivered to the roadway.

At the end of each day's shift, the Contractor will verify the following:

- All tickets are present and accounted for,
- The quantity summary for each item is calculated,
- The amount of material wasted if any,
- Each day's ticket summary is marked with the corresponding 'computed by',
- The ticket summary is initialed and certified that the delivered and placed quantity is correct.

All daily tickets and the summary by item will be given to the Engineer no later than the following morning.

If the checker is not properly and accurately performing the required duties, the Contractor will correct the problem or replace the checker with an individual capable of performing the duties to the satisfaction of the Engineer. Failure to do so will result in suspension of the work.

The Department will perform depth checks. The Contractor will be responsible for placement of material to the correct depth unless otherwise directed by the Engineer. If the placed material is not within a tolerance of ±1/2 inch of the plan shown depth, the Contractor will correct the problem at no additional cost to the Department. Excess material above the tolerance will not be paid for. Achieving the correct depth may require picking up and moving material or other action as required by the Engineer. All costs for providing the Contractor furnished checker and performing all related duties will be incidental to the contract lump sum price for the CHECKER. No allowances will be made to the contract lump sum price for CHECKER due to authorized quantity variations unless the quantities for the material being checked vary above or below the estimated quantities by more than 25 percent.

Payment for the Checker will then be increased or decreased by the same proportion as the placed material quantity bears to the estimated material quantity.

SURFACING THICKNESS DIMENSIONS

The plans shown spread rates will be applied even though the thickness may vary from that shown in the plans.

At those locations where material must be placed to achieve a required elevation, the depth/quantity may be varied to achieve the required elevation.

SHOULDER SHAPING

The Contractor will remove all granular material generated from the Construction Haul Road to a separate stockpile site as directed by the Engineer. This material may be reused as Base Course, Salvaged or Gravel Cushion, Salvaged at the discretion of the Engineer.

After removal of the Haul Road material and prior to paving the outside shoulder, the existing Gravel Cushion or Gravel Cushion, Salvaged on the shoulders will be reshaped and compacted with adequate moisture as determined by the Engineer until a uniform, stable surface is obtained.

After Shoulder Shaping is completed, the shoulder granular material will be placed as specified, according to the Base Course, Salvaged or Gravel Cushion, Salvaged requirements.

Included in the Estimate of Quantities are 21.0 miles of Shoulder Shaping for both outside and median shoulders. There are 10.5 miles of median Shoulder Shaping and 10.5 miles of outside Shoulder Shaping.

Included in the Estimate of Quantities is 0.055 MGal of Water for Granular Material per mile for the median shoulders and 0.036 MGal of Water per mile for outside shoulders for compaction of granular material associated with Shoulder Shaping.

All costs associated with removing, hauling, stockpiling, and shaping the granular material will be incidental to the contract unit price per mile for "Shoulder Shaping".

INTERSECTING ROADS AND ENTRANCES

In areas where granular material has been placed adjacent to the existing asphalt concrete, the Contractor will be required to remove the granular material to a depth below the existing asphalt concrete to allow for the placement of the new asphalt concrete. New asphalt concrete will be placed flush with the existing asphalt concrete. The existing granular material removed will be placed on the entrances, intersecting roads or other locations as directed by the Engineer.

All costs to remove and place the granular material including labor, equipment and incidentals will be incidental to the various related contract items.

TRAFFIC DIVERSIONS

Included in the Estimate of Quantities are quantities to be used for the placement of temporary gravel surfacing during the various phases of traffic control at the locations noted in the TABLE OF TEMPORARY GRAVEL SURFACING.

Temporary gravel surfacing will be placed using the lane widths, number of lanes, shoulder widths and thicknesses as those indicated within the TABLE OF TEMPORARY GRAVEL SURFACING. Any deviation to the width, length or installation requirements of temporary gravel surfacing must be approved by the Engineer.

All additional details for installation of traffic diversions will be in accordance with Section B – Grading Plans. All dates and guidelines for the installation of the traffic diversions will be in accordance with Section C – Traffic Control Plans.

All work necessary to place temporary gravel surfacing including labor, equipment, materials and incidentals will be incidental to the contract unit price for the various contract bid items. Payment will be made for the materials placed.

REMOVE TRAFFIC DIVERSION SURFACING

Prior to completion of this project the Contractor will remove the temporary gravel surfacing and dispose of the material at a site approved by the Engineer.

All dates and guidelines for the removal of the traffic diversions will be in accordance with Section C – Traffic Control Plans.

All costs for removing the temporary gravel surfacing will be incidental to the contract lump sum price for “Remove Traffic Diversion(s)”.

MEDIAN CROSSOVERS

Included in the Estimate of Quantities are quantities to be used for the surfacing of temporary median crossovers during the various phases of traffic control at the locations noted in the TABLE OF MEDIAN CROSSOVER SURFACING.

Surfacing for the median crossovers will be 8” of Asphalt Concrete Composite over 12” of Base Course. The Asphalt Concrete Composite will be installed in three lifts. The bottom and middle lifts will be 3” thick and the top lift will be 2” thick.

All additional details for installation of median crossovers will be in accordance with Section B – Grading Plans. All dates and guidelines for the installation of the median crossovers will be in accordance with Section C – Traffic Control Plans.

REMOVE MEDIAN CROSSOVERS

The Contractor will sawcut along the existing inside shoulders to maintain a consistent shoulder width with the adjacent shoulder pavement. The ditch will be reshaped to blend in with the adjacent ditch and maintain proper drainage.

All dates and guidelines for the removal of the median crossovers will be in accordance with Section C – Traffic Control Plans.

The cost for saw cutting asphalt concrete, removing all materials and all appurtenances and ditch reshaping will be incidental to the contract lump sum price for “Remove Traffic Diversion(s)”.

PIT RUN MATERIAL

Pit Run material will be obtained from a granular source conforming to Section 120 of the Specifications.

Minimum compaction testing requirements will be one test per crossover location.

Non-woven Separator Fabric has been included in the Estimate of Quantities. This fabric is to be used as a separator between the Pit Run and the Base Course to prevent migration of fines from the Base Course into the Pit Run. If the Pit Run Material contains enough fines as placed to prevent the loss of material from the Base Course, the separator fabric may be eliminated by CCO. Non-woven Separator Fabric will conform to Section 831 of the Specifications.

TABLE OF TEMPORARY GRAVEL SURFACING

Location			Alignment	Traffic Control Phase	Lane Width	Number of Lanes	Shoulder Width	Thickness of Surfacing	Water for Granular Material	Base Course
Station	to	Station			Ft	Each	Ft	In	Mgal	Ton
666+64.82	to	680+29.73	Sturgis Road	A	7	1	Varies	7	7.3	607.3
0+00.00	to	22+42.00	div512	A	12	2	3	7	29.7	2473.2
0+16.29	to	4+83.71	div1015	D	12	2	1	4	2.4	197.5
0+39.75	to	4+60.25	div1031	D	12	2	1	4	2.1	174.7
0+41.32	to	4+58.68	div1041	D	12	2	1	4	2.1	174.0
0+22.58	to	3+27.42	div1052	D	6	1	1	4	0.8	61.8
								Total =	**44.4**	**3688.5**

TABLE OF MEDIAN CROSSOVER SURFACING

Location			Alignment	Traffic Control Phase	Water for Granular Material	Pit Run	Base Course	Non-woven Separator Fabric	Asphalt Concrete Composite
Station	to	Station			Mgal	Ton	Ton	SqYd	Ton
1066+91.61	to	1073+37.86	I-90 Mainline (EB)	A	39.7	1595.5	1706.6	3039	1302.2
1076+91.98	to	1083+35.70	I-90 Mainline (EB)	B2	39.7	1595.5	1706.6	3039	1302.2
1105+04.23	to	1114+84.07	I-90 Mainline (EB)	A	92.0	3569.1	4085.2	6799	2919.4
				Total =	**171.4**	**6760.1**	**7498.4**	**12877**	**5523.8**

RAMP DETOURS

Included in the Estimate of Quantities are quantities to be used for the surfacing of ramp detours during the various phases of traffic control at the locations noted in the TABLE OF RAMP DETOUR SURFACING.

Surfacing for the ramp detours will be • 6” of Asphalt Concrete Composite over 12” of Base Course. The Asphalt Concrete Composite will be installed in two equal lifts of 3”.

All additional details for installation of ramp detours will be in accordance with Section B – Grading Plans. All dates and guidelines for the installation of the traffic diversions will be in accordance with Section C – Traffic Control Plans.

REMOVE RAMP DETOURS

Prior to completion of this project the Contractor will remove the ramp detour surfacing and dispose of the material at a site approved by the Engineer.

All dates and guidelines for the removal of the Ramp detours will be in accordance with Section C – Traffic Control Plans.

All costs for removing the ramp detours will be incidental to the contract lump sum price for “Remove Traffic Diversion(s)”.

TABLE OF RAMP DETOUR SURFACING

Location			Alignment	Traffic Control Phase	Water for Granular Material	Base Course	Asphalt Concrete Composite
Station	to	Station			MGAL	Ton	Ton
1078+07.01	to	1081+33.35	I-90 Mainline (EB)	A	5.9	489.1	208.6
1083+10.43	to	1087+34.13	I-90 Mainline (EB)	A	9.6	800.0	330.3
1071+79.56	to	1083+51.45	I-90 Mainline (EB)	C	23.2	1931.0	863.3
1080+48.80	to	1082+51.42	I-90 Mainline (EB)	D	4.7	389.0	161.4
1061+53.55	to	1073+91.21	I-90 Mainline (EB)	D1	27.4	2279.1	947.3
1061+53.55	to	1073+93.26	I-90 Mainline (EB)	D2	28.0	2326.9	972.8
1102+13.65	to	1116+54.74	I-90 Mainline (EB)	C	32.4	2695.3	1102.9
1157+20.56	to	1163+59.57	I-90 Mainline (EB)	C	12.6	1049.6	361.9
Crossover North of Exit 44				D	24.2	2013.9	694.3
1002+75.29	to	1014+89.94	I-90 Mainline (EB)	D	39.5	3291.6	1407.1
1103+82.58	to	1112+62.67	I-90 Mainline (EB)	D1	24.3	2022.7	842.8
1103+82.58	to	1114+84.07	I-90 Mainline (EB)	D2	30.3	2523.3	1032.8
				Total =	**262.1**	**21811.5**	**8925.5**

TEMPORARY SURFACING

Included in the Estimate of Quantities are 33,767.3 square feet of "Temporary Surfacing" to be used for the placement of temporary surfacing associated with the Phase C Restriction as outlined in the Special Provision for Time, or as directed by the Engineer.

The Contractor can utilize one of two alternatives for temporary surfacing:

- Alternate A – 8" of PCC over 5" of Gravel Cushion with 3" Asphalt concrete Composte shoulders.
- Alternate B – 6" of Asphalt Concrete Composite over 12" of Base Course.

All materials used for the placement of temporary surfacing will meet the same requirements as those used for permanent surfacing as noted within these plans.

Compaction of subgrade materials will meet the same requirements as those stated within these plans.

Quantities within the TABLE OF TEMPORARY PAVEMENT (ALTERNATE A) or TABLE OF TEMPORARY PAVEMENT (ALTERNATE B) are based upon a pavement width that matches the existing conditions within the station limits noted on each table. Both tables are furnished for information only.

Any deviation to the width, length or installation requirements of temporary surfacing must be approved by the Engineer.

All work necessary to install temporary surfacing including labor, equipment, materials and incidentals will be incidental to the contract unit price per square foot for "Temporary Surfacing."

TABLE OF TEMPORARY SURFACING

Station	to	Station	Temporary Surfacing (SqFt)
2017+16.83	to	2018+26.88	5054.3
2032+30.84	to	2033+95.74	6687.3
2042+36.51	to	2043+70.61	5152.0
2052+57.11	to	2053+66.75	4354.9
2123+75.03	to	2124+87.39	4870.1
2135+41.32	to	2137+22.49	7648.7
		Totals:	33,767.3

REMOVE TEMPORARY SURFACING

Prior to completion of this project the Contractor will remove the temporary surfacing and dispose of the material at a site approved by the Engineer.

All costs for removing the temporary surfacing will be incidental to the contract unit price per square yard for "Remove Concrete Surfacing".

TABLE OF TEMPORARY PAVEMENT (ALTERNATE A) (Informational Only)

Location			Water for Granular Material	Gravel Cushion	Asphalt Concrete Composite	8" PCCP	Dowel Bar (Size 1 1/2")	1 1/2" x 18" Plain Round Dowel Bars
Station	to	Station	Mgal	Ton	Ton	SqYd	Each	Each
2017+16.83	to	2018+26.88	2.4	192.2	25.1	321.8	130	18
2032+30.84	to	2033+95.74	3.1	251.3	26.0	482.5	208	18
2042+36.51	to	2043+70.61	2.3	183.5	14.5	392.4	156	18
2052+57.11	to	2053+66.75	1.9	154.8	13.4	320.8	130	18
2123+75.03	to	2124+87.39	2.2	181.0	20.8	328.7	130	18
2135+41.32	to	2137+22.49	3.4	282.2	30.5	530.2	234	18
		Total =	**15.3**	**1245.0**	**130.3**	**2376.4**	**988**	**108**

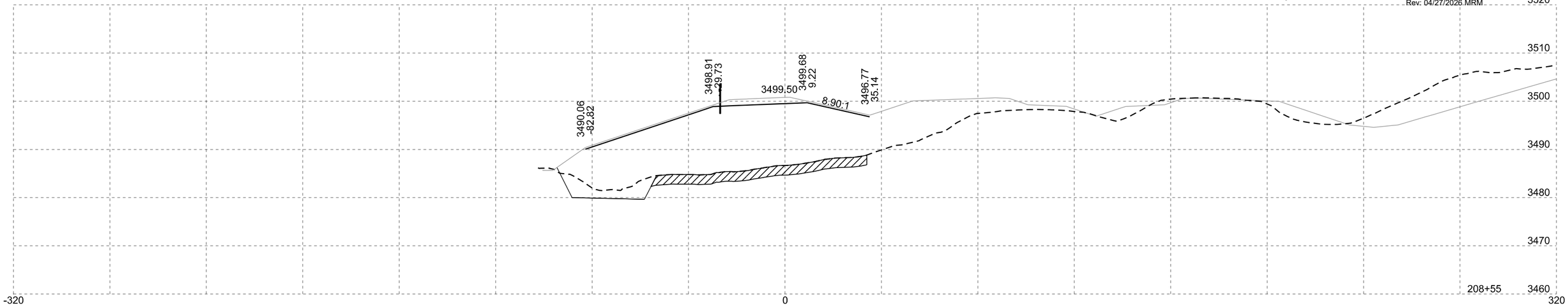
TABLE OF TEMPORARY PAVEMENT (ALTERNATE B) (Informational Only)

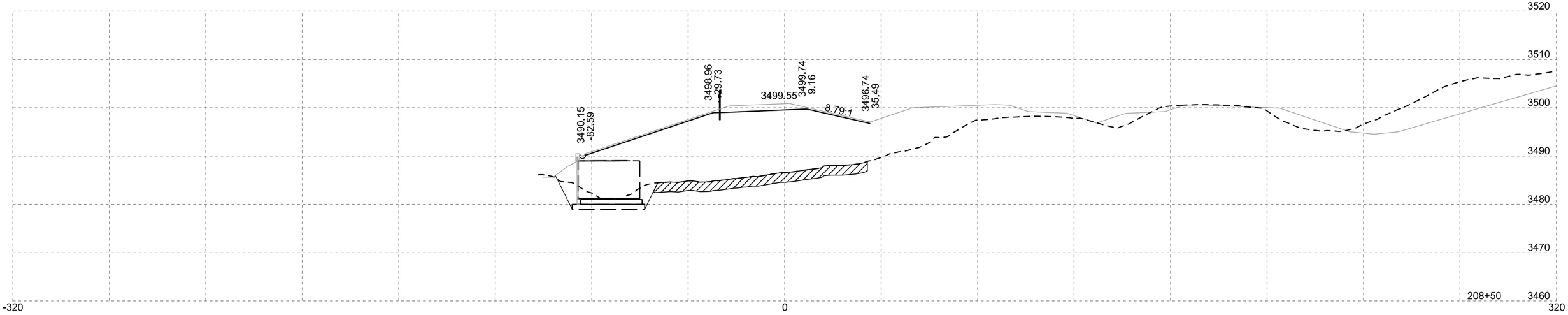
Location			Water for Granular Material	Base Course	Asphalt Concrete Composite
Station	to	Station	Mgal	Ton	Ton
2017+16.83	to	2018+26.88	5.2	430.2	130.8
2032+30.84	to	2033+95.74	7.1	589.7	184.5
2042+36.51	to	2043+70.61	5.4	448.3	143.4
2052+57.11	to	2053+66.75	4.5	373.7	118.8
2123+75.03	to	2124+87.39	5.0	416.5	128.8
2135+41.32	to	2137+22.49	7.9	657.1	204.6
		Total =	**35.1**	**2915.5**	**910.9**

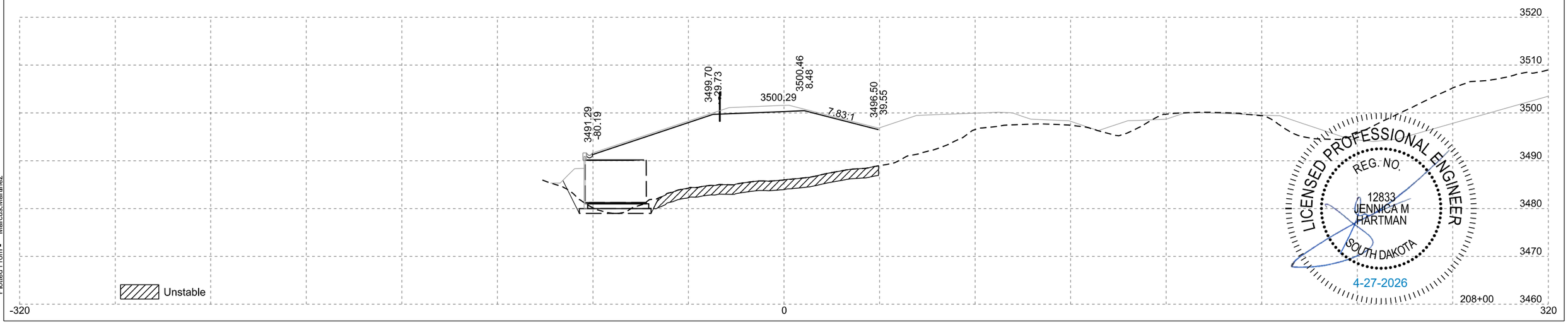
FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM 0901(187)44	X181	X344

Plotting Date: 4/29/2026 Rev: 02/14/2025 MRM
Rev: 04/27/2026 MRM

RAMP B







LICENSED PROFESSIONAL ENGINEER
REG. NO.
12833
JENNICA M
HARTMAN
SOUTH DAKOTA
4-27-2026

Plot Scale - 1:40.0009

Plotted From - Marcus.Martinez

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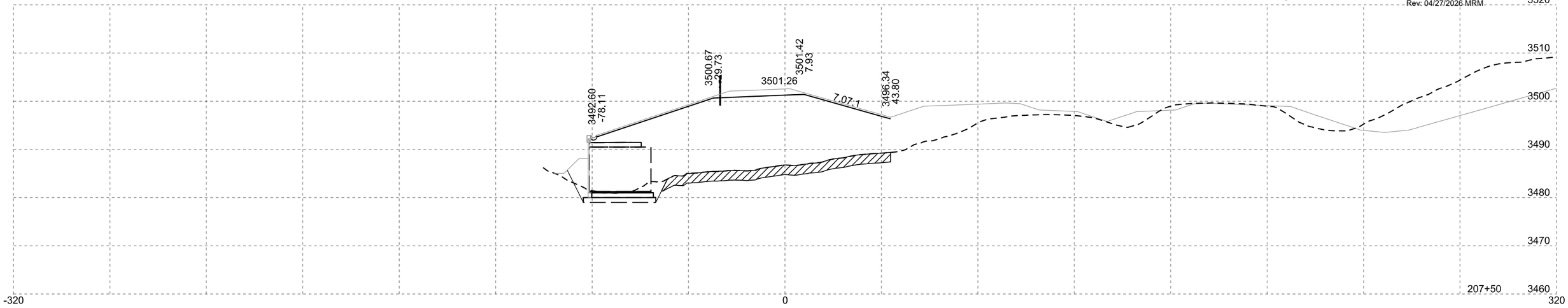
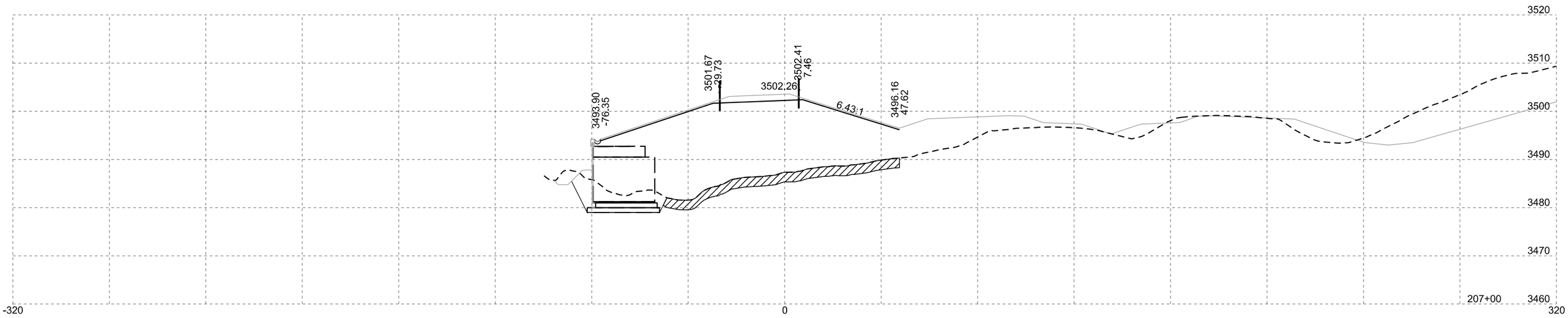
FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM 0901(187)44	X182	X344

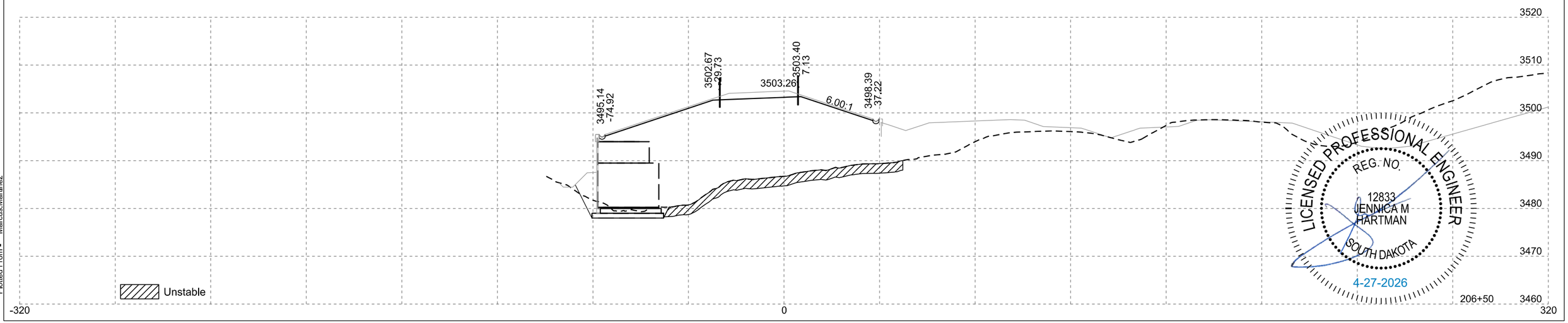
Plotting Date: 4/29/2026

Rev: 02/14/2025 MRM
Rev: 04/27/2026 MRM

RAMP B







LICENSED PROFESSIONAL ENGINEER
REG. NO.
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Plotted From - Marcus.Martinez

Plot Scale - 1:40.0009

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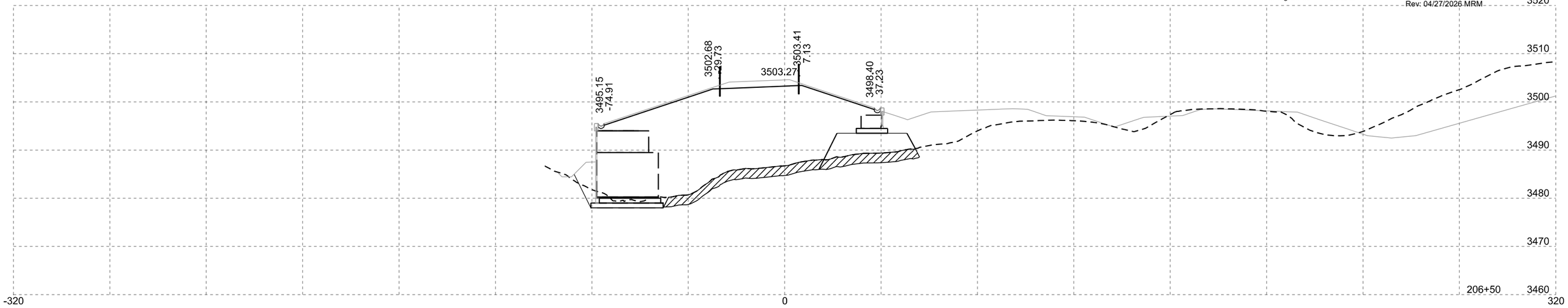
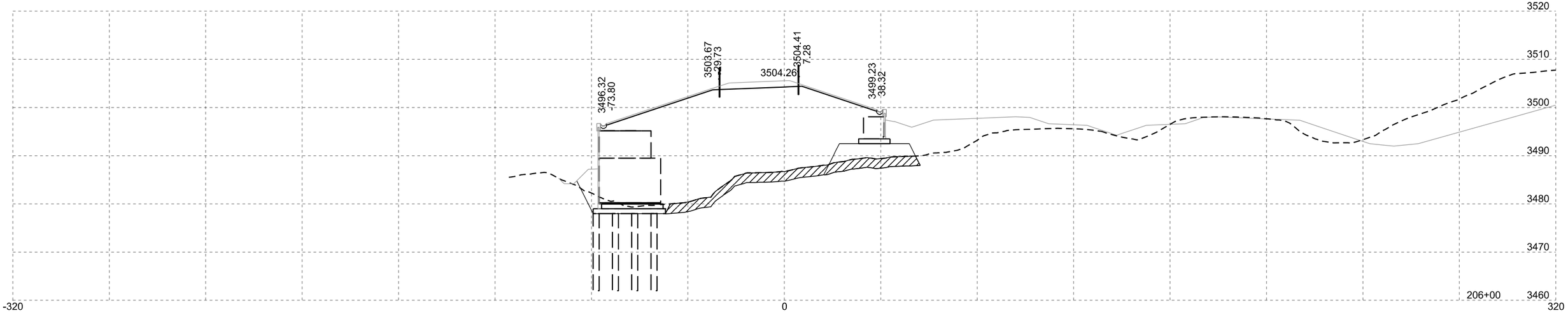
FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM 0901(187)44	X183	X344

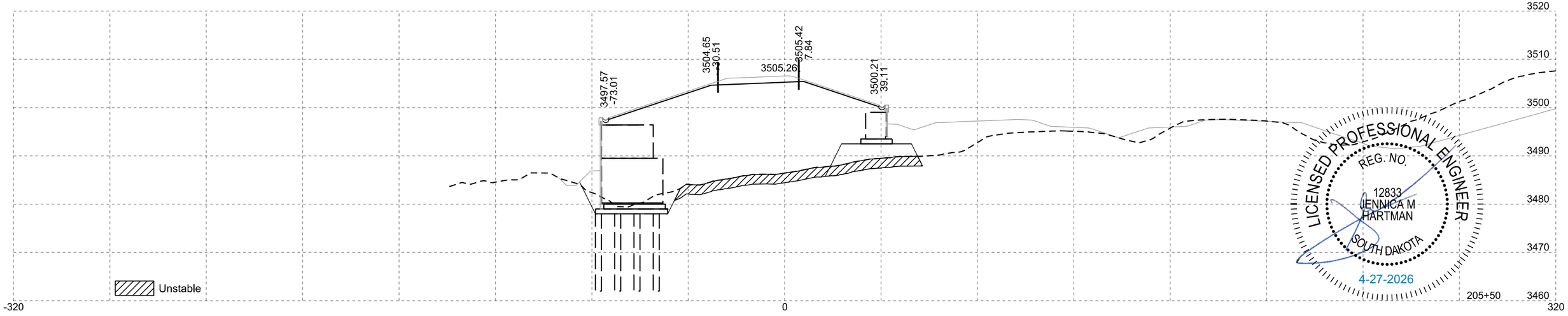
Plotting Date: 4/29/2026

Rev: 02/14/2025 MRM
Rev: 04/27/2026 MRM

RAMP B







LICENSED PROFESSIONAL ENGINEER
REG. NO.
12833
JENNICA M
HARTMAN
SOUTH DAKOTA
4-27-2026

Plot Scale - 1:40.0009

Plotted From - Marcus.Martinez

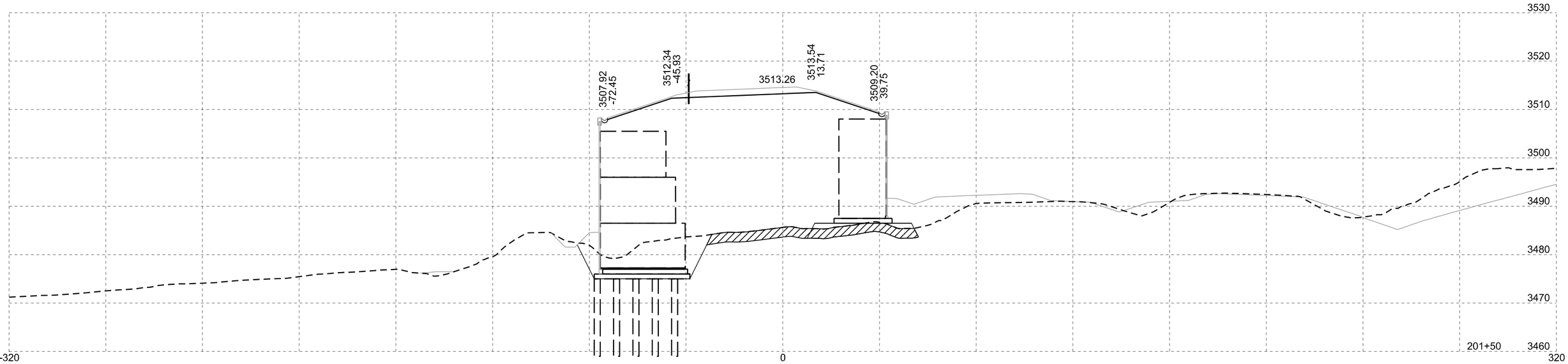
File - ...\MEAD034JSectionXs\x034Js.dgn

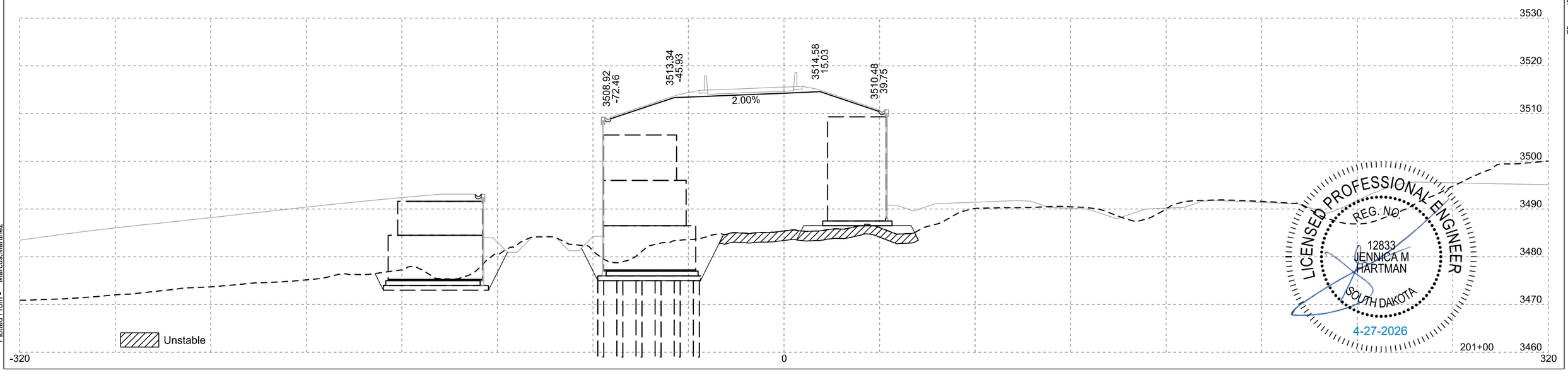
FELSBURG HOLT & ULLEVIG	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		IM-CR-EM 0901(187)44	X187	X344

Plotting Date: 4/29/2026

Rev: 02/14/2025 MRM
Rev: 04/27/2026 MRM

RAMP B





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