

Section F: Surfacing Plans

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-B 0212(194)266	F1	F19

Plotting Date: 05/04/2026

INDEX OF SHEETS

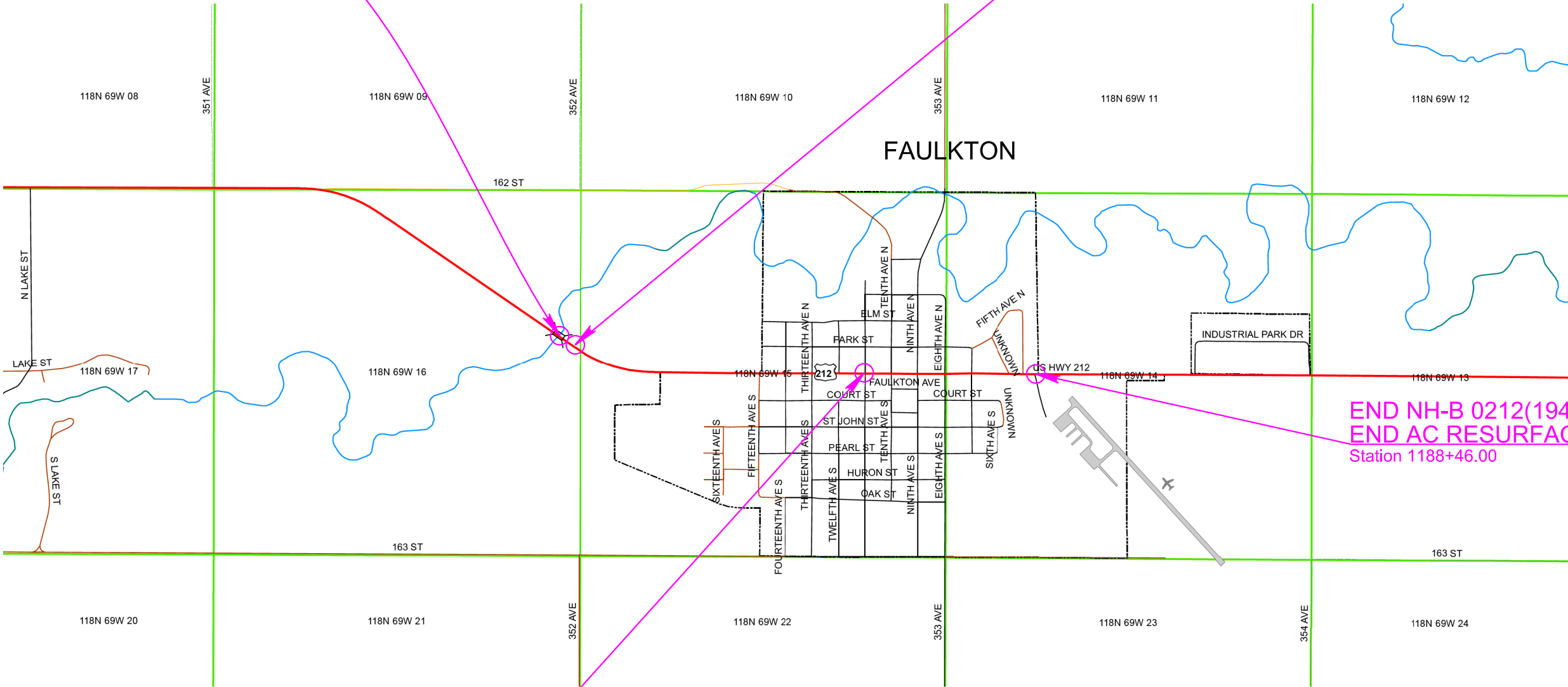
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BEGIN GRADING NH-B 0212(194)266
Station 1114+59.11

END GRADING
BEGIN AC RESURFACING
Station 1123+26.36

END NH-B 0212(194)266
END AC RESURFACING
Station 1188+46.00

BEGIN & END ADA WORK



SECTION F – ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
120E0100	Unclassified Excavation, Digouts	62	CuYd
120E6200	Water for Granular Material	47.5	MGal
260E1010	Base Course	3,162.1	Ton
260E1080	Base Course, Salvaged, State Furnished	800.1	Ton
* 260E6000	Granular Material, Furnish	4,587.5	Ton
* 270E0200	Blend, Haul, and Stockpile Granular Material	9,175.0	Ton
320E0032	PG 58H-34 Asphalt Binder	351.3	Ton
320E1050	Class E Asphalt Concrete	6,057.6	Ton
320E1200	Asphalt Concrete Composite	30.9	Ton
320E3000	Compaction Sample	15	Each
330E0100	SS-1h or CSS-1h Asphalt for Tack	16.0	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	8.9	Ton
330E2000	Sand for Flush Seal	137.6	Ton
332E0010	Cold Milling Asphalt Concrete	24,159	SqYd
430E0700	Precast Concrete Headwall for Drain	2	Each
680E0304	4" Perforated Dual Wall HDPE Pipe	50	Ft
680E0324	4" Dual Wall HDPE Pipe	20	Ft
680E2500	Porous Backfill	14.2	Ton
831E0400	Impermeable Plastic Membrane	28	SqYd

* - Denotes Non-Participating

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.

COLD MILLING ASPHALT CONCRETE

The Los Angeles Abrasion Loss value on the aggregate used for the in-place asphalt concrete was 23. This value was obtained from testing during construction of the in-place asphalt concrete.

Cold milling asphalt concrete will be done according to the typical section(s). In areas where maintenance patches have raised and/or widened the road, additional asphalt concrete will be milled to provide a uniform typical section from centerline to the edge of the finished shoulder. These areas also include farm, residential, field entrances and intersecting roads. Milling will be daylighted to the outside edge of the roadway. Any additional costs associated with this additional cold milling will be incidental to the contract unit price per square yard for “Cold Milling Asphalt Concrete”.

Cold milling asphalt is estimated to produce 3,776 tons of cold milled asphalt concrete material. The salvaged asphalt removed by cold milling will be stockpiled according to the Blend, Haul, and Stockpile Granular Material plan note.

TABLE OF COLD MILLING ASPHALT CONCRETE

Location of Cold Milling Areas	Width of Cold Milling Asphalt Concrete	Cold Milled Asphalt Concrete	Cold Milled Asphalt Concrete
	Feet	SqYds	Tons
Sta. 1137+00 to 1146+00	32.5	3,250	148
Sta. 1146+00 to 1171+44	48.0	13,568	1,782
Sta. 1171+44 to 1188+46	64.0	5,390	1,590
36’ Intersecting Streets (13)		1,511	198
72’ Intersecting Streets (2)		440	58
	TOTAL	24,159	3,776

UNCLASSIFIED EXCAVATION, DIGOUTS

The locations and extent of digout areas will be determined in the field by the Engineer. The backfilling material for the digouts will be Asphalt Concrete Composite and Base Course. The depth of asphalt will match the in-place thickness.

Included in the Estimate of Quantities are 50 cubic yards of Unclassified Excavation, Digouts and 75 square yards of Remove Asphalt Concrete Pavement per mile for the removal of asphalt and unstable material for Sections 5, 6, 7, and 8. (93 SqYd of Remove Asphalt Concrete Pavement has been included in Section B Estimate of Quantities.)

Included in the Estimate of Quantities are 100 tons of Base Course and 25 tons of Asphalt Concrete Composite per mile for backfill of Unclassified Excavation, Digouts of Sections 5, 6, 7, and 8.

The digouts will be extended through the shoulder and backfilled with granular material that will daylight to the inslope to allow water to escape the subsurface.

BASE COURSE, SALVAGED, STATE FURNISHED

Base Course, Salvaged, State Furnished estimated at 800.1 tons (for informational purposes only) of granular material will be obtained from the State stockpile site located, in the southwest quarter of Section 14, Township 118 North, Range 69 West of the 5th P.M, Faulk County at the Faulkton SDDOT Shop. There is approximately 4,000 tons of material in the stockpile.

No gradation testing will be required for the Base Course, Salvaged, State Furnished material.

The Base Course, Salvaged, State Furnished is royalty free to the Contractor.

All other requirements for Base Course, Salvaged will apply.

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BLEND, HAUL, AND STOCKPILE GRANULAR MATERIAL

Excess salvaged asphalt concrete material produced from cold milling estimated at 3,776 tons (for informational purposes only) and the excess salvaged asphalt concrete material produced from Remove Asphalt Concrete Pavement estimated at 811.5 tons (for informational purposes only) will be blended with 4,587.5 tons of Granular Material, Furnish and will be hauled, blended and stockpiled at the Faulkton DOT Shop located, in the southwest quarter of Section 14, Township 118 North, Range 69 West of the 5th P.M, Faulk County. The Contractor will have approval from the Engineer of the stockpile location prior to stockpiling the material within the aforementioned site.

A computerized scale, portable platform scale, stationary commercial scale, stationary commercial plant, portable plant scale, or a belt scale along with a scale operator will be provided by the Contractor at the stockpile site to weigh the salvaged material prior to blending.

The salvaged asphalt concrete material will be crushed to meet the requirements of Section 884.2 D prior to blending into the stockpile.

Salvaged asphalt concrete material will be blended with Granular Material, Furnish at a rate of 50% salvaged asphalt mix material and 50% Granular Material, Furnish to obtain stockpile material. Material will be uniformly blended to the satisfaction of the Engineer.

No further gradation testing of the blended material will be required.

All other costs for crushing, hauling, stockpiling, and blending salvaged asphalt concrete material and Granular Material, Furnish will be incidental to the contract unit price per ton for “Blend, Haul and Stockpile Granular Material”.

GRANULAR MATERIAL, FURNISH

Granular material will be furnished by the Contractor for use in blending with the salvaged asphalt mix material from this project.

The granular material will be Base Course meeting the requirements of Section 882.

ASPHALT CONCRETE COMPOSITE

Asphalt for Prime and SS-1h or CSS-1h Asphalt for Tack will not be needed prior to the placement of the bottom lift of Asphalt Concrete Composite placed on a granular surface. The asphalt for tack will be applied for the full width of the bottom layer of Asphalt Concrete Composite plus one-half foot additional on the outside shoulder or the width of the Asphalt Concrete Composite lift for digouts and in areas with curb and gutter.

Section 324 will apply except that Class E Hot Mixed Asphalt Concrete as specified elsewhere in the plans may be used as Asphalt Concrete Composite.

Plans specified locations for Asphalt Concrete Composite will be paid for at the contract unit price per ton for “Asphalt Concrete Composite” regardless of the class of asphalt concrete used at such locations.

CLASS E ASPHALT CONCRETE

Mineral Aggregate for Class E Asphalt Concrete will conform to the requirements for Class E, Type 1.

When directed by the Engineer, the Contractor will saw and remove a total of three undamaged compaction cores per asphalt concrete lift from designated area(s) and repair the hole(s) to the satisfaction of the Engineer. All costs associated with the compaction cores will be incidental to the contract unit price per each for “Compaction Sample”.

All other requirements for Class E will apply.

SUMMARY OF CLASS E ASPHALT CONCRETE

Location	Compaction With Specified Density (1 st / 2 nd / 3 rd Lift)	Compaction Without Specified Density
	Ton	Ton
Mainline Paving:		
Sta. 1114+59.11 to 1118+04.98	164.3 / 164.3 / 164.3	
Sta. 1119+65.48 to 1123+26.36	171.4 / 171.4 / 171.4	
Mainline Overlay:		
Sta. 1123+26.36 to 1137+00	654.4	
Sta. 1137+00 to 1146+00	444.0	
Sta. 1146+00 to 1171+44	1,884.3	
Sta. 1171+44 to 1188+46	1,580.8	
Misc. Areas:		
Guardrail Surfacing		92.7
Spot Leveling, Strengthening & Repair		123.5
36' Intersecting Streets - 13		209.7
72' Intersecting Streets - 2		61.1
TOTAL	5,570.6	487.0

FLUSH SEAL

Application of flush seal will be completed within 10 working days following completion of the asphalt concrete surfacing.

Application of flush seal may be eliminated by the Engineer. If the paved surface remains tight, the Engineer will notify the Contractor as soon as possible that the flush seal is unnecessary.

ADDITIONAL QUANTITIES

Included in the Estimate of Quantities are 100 tons of Class E Hot Mixed Asphalt Concrete and 5.8 tons of PG 58H-34 Asphalt Binder per mile for spot leveling, strengthening, and repair of the existing surface for Sections 5, 6, 7 and 8.

ASPHALT TACK FOR LEVELING, AND REPAIR

Included in the estimate of quantities are 0.31 tons of SS-1h or CSS–1h Emulsified Asphalt for Tack for repair and leveling areas for Sections 5, 6, 7 and 8.

CUTOFF DRAIN

A cutoff drain will be installed in conjunction with the proposed grading for the structure replacement. After construction of the subgrade and placement of the base course has been completed, a cutoff drain will be installed perpendicular to the centerline across both lanes at Station 1116+00±.

The cutoff drain will be installed prior to placement of asphaltic surfacing. The cutoff drain will be installed in a trench 2 feet wide by 3 feet deep. The trench will be graded to maintain a minimum of 0.01ft/ft. or 1% drop from centerline to the ditches. Once the trench is excavated, place Impermeable Plastic Membrane on the trench bottom and against the downgrade side of the trench the entire width of the finished subgrade surface. The membrane will extend upward through the base course overlying the subgrade. The membrane will be folded, not cut, to fit against the bottom and the downgrade side of the trench. This may be done by rolling out the membrane perpendicular to centerline, folding the membrane into the trench, and cutting off the excess membrane from the top of the trench after backfilling. After the membrane is placed into the trench, place 4” Perforated Dual Wall HDPE Pipe on top of the membrane in the center of the trench bottom. Using a coupler, connect 4” Dual Wall HDPE Pipe to both ends of the 4” Perforated Dual Wall HDPE Pipe and place in the center of the unlined trench. The 4” Dual Wall HDPE Pipe will daylight at a headwall placed above the ditch bottom so as to provide positive drainage from the outlet and blend into the inslope. The depth of the trench may be adjusted to maintain the minimum grade needed to maintain positive drainage and proper placement of the headwalls Backfill the membrane lined trench containing the 4” Perforated Dual Wall HDPE Pipe with porous backfill and 12” of Base Course. The remainder of the trench from the edge of the subgrade top to the headwall will be backfilled with compacted soil.

Dual Wall HDPE Pipe and Perforated Dual Wall HDPE Pipe will conform to the requirements of ASTM D3350 and AASHTO M252, Type SP. All labor, tools, equipment, and incidentals necessary for the installation of the Dual Wall HDPE Pipe will be incidental to the contract unit price per foot for each pipe type.

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Care must be taken to ensure that the membrane and drainpipe are not damaged during construction. Sufficient cover material is to be paced over the cutoff drain before heavy equipment is allowed to work over the underdrain. Damaged pipe will be replaced by the contractor at no additional cost to the Department.

The drain location and depth given are based on the information available to the Geotechnical Engineering Activity. The actual field conditions may require that adjustments be made by the Engineer during construction to provide for sufficient drainage. The Geotechnical Engineering Activity will be available for onsite assistance if necessary.

The cutoff drain trench will be graded to maintain a minimum of 0.01ft/ft. or 1% drop from beginning to outlet. The Contractor will ensure all segments of the outlet pipe are positively connected and remain soil tight during installation of the cutoff drain system. The Outlet Headwalls will be placed to blend in with the surrounding topography with the outlet pipe placed above the bottom of the drainage to permit proper flow from the outlet.

The cutoff drain headwalls will be cleared of topsoil, straw, or other debris after seeding operations have been completed. The as built headwall locations will be recorded and submitted to the Engineer. Each headwall location will be identified by GPS coordinates and Station and Offset. The headwall locations will be cataloged in the Aberdeen Area office for reference in post construction maintenance.

TABLE OF QUANTITIES FOR CUTOFF DRAIN

Impermeable Plastic Membrane	28	SqYd
4 inch Perforated Dual Wall HDPE Pipe	50	Ft
4 inch Dual Wall HDPE Pipe	20	Ft
Porous Backfill	14.2	Tons
Headwalls (Standard Plate 430.50)	2	Each

RATES OF MATERIALS

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The Estimate of Surfacing Quantities is based on the following quantities of materials per **station**.

Section 3

Sta. 1114+59.11 to 1118+04.98
Sta. 1119+65.48 to 1123+26.36

BASE COURSE

Granular Material 315.11 tons.

Water for Granular Material at the rate of 3.78 M. Gallons.

CLASS E ASPHALT CONCRETE – 1st Lift

Crushed Aggregate 44.74 Tons
PG 58-34 Asphalt Binder 2.75 Tons
Total Mix 47.49 Tons

SS-1h or CSS-1h Asphalt for Tack at the rate of 0.12 ton applied 42 feet wide (Rate = 0.06 gallon per square yard).

CLASS E ASPHALT CONCRETE – 2nd Lift

Crushed Aggregate 44.74 Tons
PG 58-34 Asphalt Binder 2.75 Tons
Total Mix 47.49 Tons

SS-1h or CSS-1h Asphalt for Tack at the rate of 0.12 ton applied 42 feet wide (Rate = 0.06 gallon per square yard).

CLASS E ASPHALT CONCRETE – 3rd Lift

Crushed Aggregate 44.74 Tons
PG 58-34 Asphalt Binder 2.75 Tons
Total Mix 47.49 Tons

FLUSH SEAL

SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 0.10 tons applied 41 feet wide (Rate = 0.05 gallon per square yard).

Sand for Flush Seal at the rate of 0.98 tons applied 22 feet wide (Rate = 8 lbs. per square yard).

The exact proportions of these materials will be determined on construction.

Section 5

Sta. 1123+26.36 to 1137+00

SS-1h or CSS-1h Asphalt for Tack at the rate of 0.18 ton applied 42 feet wide (Rate = 0.09 gallon per square yard).

CLASS E ASPHALT CONCRETE

Crushed Aggregate 44.88 Tons
PG 58-34 Asphalt Binder 2.76 Tons
Total Mix 47.64 Tons

FLUSH SEAL

SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 0.10 tons applied 41 feet wide (Rate = 0.05 gallon per square yard).

Sand for Flush Seal at the rate of 0.98 tons applied 22 feet wide (Rate = 8 lbs. per square yard).

The exact proportions of these materials will be determined on construction.

Section 6

Sta. 1137+00 to 1145+10

SS-1h or CSS-1h Asphalt for Tack at the rate of 0.18 ton applied 42 feet wide (Rate = 0.09 gallon per square yard).

CLASS E ASPHALT CONCRETE

Crushed Aggregate 45.89 Tons
PG 58-34 Asphalt Binder 2.83 Tons
Total Mix 48.72 Tons

FLUSH SEAL

SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 0.10 tons applied 41 feet wide (Rate = 0.05 gallon per square yard).

Sand for Flush Seal at the rate of 0.98 tons applied 22 feet wide (Rate = 8 lbs. per square yard).

The exact proportions of these materials will be determined on construction.

Section 7

Sta. 1146+00 to 1171+44

SS-1h or CSS-1h Asphalt for Tack at the rate of 0.20 ton applied 48 feet wide (Rate = 0.09 gallon per square yard).

CLASS E ASPHALT CONCRETE

Crushed Aggregate 69.77 Tons
PG 58-34 Asphalt Binder 4.30 Tons
Total Mix 74.07 Tons

FLUSH SEAL

SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 0.11 tons applied 48 feet wide (Rate = 0.05 gallon per square yard).

Sand for Flush Seal at the rate of 2.13 tons applied 48 feet wide (Rate = 8 lbs. per square yard).

The exact proportions of these materials will be determined on construction.

Section 8

Sta. 1171+44 to 1183+50

SS-1h or CSS-1h Asphalt for Tack at the rate of 0.27 ton applied 64 feet wide (Rate = 0.09 gallon per square yard).

CLASS E ASPHALT CONCRETE

Crushed Aggregate 93.02 Tons
PG 58-34 Asphalt Binder 5.73 Tons
Total Mix 98.75 Tons

FLUSH SEAL

SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 0.15 tons applied 64 feet wide (Rate = 0.05 gallon per square yard).

Sand for Flush Seal at the rate of 2.84 tons applied 64 feet wide (Rate = 8 lbs. per square yard).

The exact proportions of these materials will be determined on construction.

TABLE OF INTERSECTING ROADS AND ENTRANCES

INTERSECTING STREETS			ENTRANCES			
Asphalt Concrete			Base Course			
36' Streets		72' Streets	24' Entrances	28' Entrances	32' Entrances	40' Entrances
1152+52 Lt	1167+70 Lt	1175+39 Lt	1132+07 Lt	1126+16 Lt	1145+80 Lt	1132+15 Rt
1152+52 Rt	1167+70 Rt	1175+39 Rt	1145+80 Lt+Ah			
1156+31 Lt	1171+44 Lt					
1156+31 Rt	1171+44 Rt					
1160+15 Lt	1179+31 Lt					
1163+93 Lt	1179+31 Rt					
1163+93 Rt						

BASE COURSE FOR ENTRANCES

Location	Base Course	Water for Granular Material
	Ton	MGal
Sta. 1126+16 Lt	25	0.3
Sta. 1132+07 Lt	15	0.2
Sta. 1132+15 Rt	35	0.4
Sta. 1145+80 Lt	25	0.3
Sta. 1145+80 Lt + Ah	10	0.1
TOTAL:	110	1.3

TABLE OF ADDITIONAL QUANTITIES

Location-Description	Water for Granular Material	Base Course	Base Course, Salvaged, State Furnished	Asphalt Concrete Composite	Class E Asphalt Concrete	PG 58H-34 Asphalt Binder	SS-1h or CSS-1h Asphalt for Tack (2 nd / Top lifts)	SS-1h or CSS-1h Asphalt for Flush Seal	Sand for Flush Seal
	MGal	Ton		Ton	Ton / Lift	Ton / Lift	Ton / Lift	Ton	Ton
Guardrail – Str. # 25-210-144:									
Begin bridge – right side	2.8	233.1			30.8	1.8	0.1	0.1	
Begin bridge – left side	1.3	105.3			13.9	0.8	0.03	0.03	
End bridge – left side	2.9	105.3			32.4	1.9	0.1	0.1	
End bridge – right side	1.4	118.0			15.6	0.9	0.04	0.03	
Traffic Diversion:									
Sta. 0+00 to Sta. 12+69.36	9.6		800.1						
Mill & Overlay Areas									
Sta. 1145+10 to Sta. 1146+00					49.4	2.9	0.1	0.1	1.8
Sta. 1183+50 to Sta. 1188+46					389.9	22.6	0.7	0.6	11.2
Entrances (5)	1.3	110.0							
36' Intersecting Streets (13)					209.7	12.2	0.4	0.3	6.0
72' Intersecting Streets (2)					61.1	3.5	0.1	0.1	1.8
Notes:									
Unclassified Excavation, Digouts	1.5	123.5		30.9					
Spot Leveling, Strengthening & Repair					123.5	7.2	0.4		
	20.8	935.0	800.1	30.9	926.3	53.8	2.0	1.4	20.8

TABLE OF MATERIAL QUANTITIES

Location-Description	Water for Granular Material	Base Course	Base Course, Salvaged, State Furnished	Asphalt Concrete Composite	Class E Asphalt Concrete	PG 58H-34 Asphalt Binder	SS-1h or CSS-1h Asphalt for Tack (2 nd / Top lifts)	SS-1h or CSS-1h Asphalt for Flush Seal	Sand for Flush Seal
	MGal	Ton		Ton	Ton / Lift	Ton / Lift	Ton / Lift	Ton	Ton
Mainline:									
Sta. 1114+59.11 to Sta. 1118+04.98	13.1	1,089.9			164.3 / 164.3 / 164.3	9.5 / 9.5 / 9.5	0.4 / 0.4	0.3	3.4
Sta. 1119+65.48 to Sta. 1123+26.36	13.6	1,137.2			171.4 / 171.4 / 171.4	9.9 / 9.9 / 9.9	0.4 / 0.4	0.4	3.5
Sta. 1123+26.36 to Sta. 1137+00.00					654.4	37.9	2.5	1.4	13.5
Sta. 1137+00.00 to Sta. 1145+10.00					394.6	22.9	1.5	0.8	7.9
Sta. 1146+00.00 to Sta. 1171+44.00					1,884.3	109.4	5.1	2.8	54.2
Sta. 1171+44.00 to Sta. 1183+50.00					1,190.9	69.1	3.3	1.8	34.3
Table of Additional Quantities	20.8	935.0	800.1	30.9	926.3	53.8	2.0	1.4	20.8
	47.5	3,162.1	800.1	30.9	6,057.6	351.3	16.0	8.9	137.6

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IN PLACE TYPICAL SECTIONS

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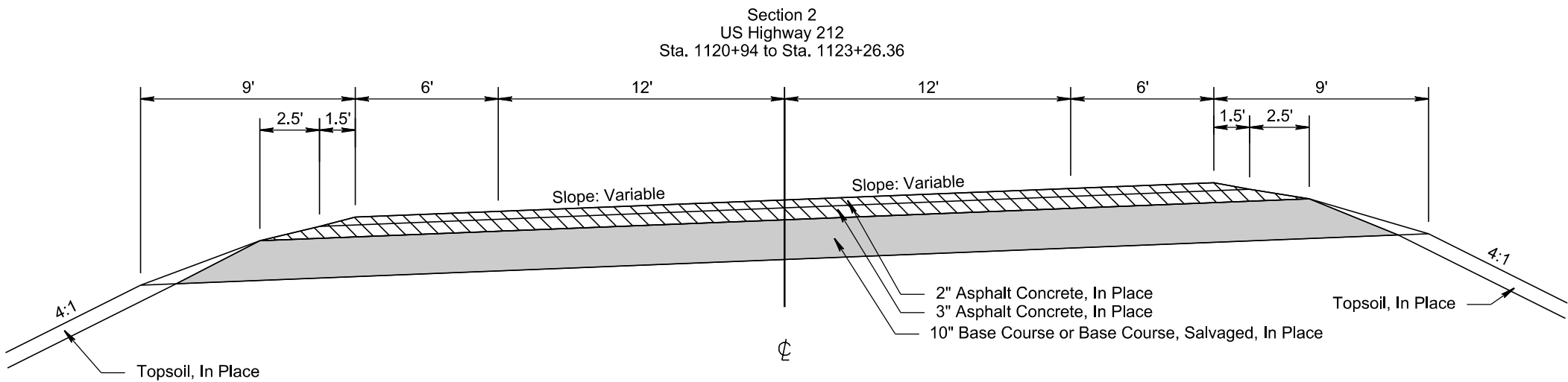
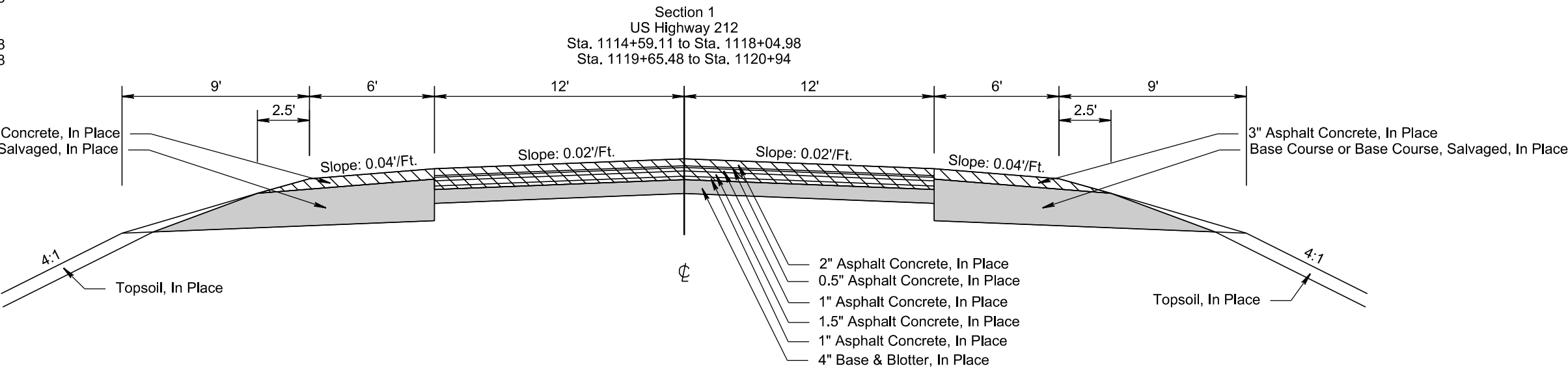
Plotting Date: 05/04/2026

Remove Asphalt Concrete Pavement

Unclassified Excavation

Bridge Exception:
Sta. 1118+26.98 to Sta. 1119+43.48

Approach Slab Exceptions:
Sta. 1118+04.98 to Sta. 1118+26.98
Sta. 1119+43.48 to Sta. 1119+65.48



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PLOT NAME - 2

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PLOT SCALE - 1+6.00001

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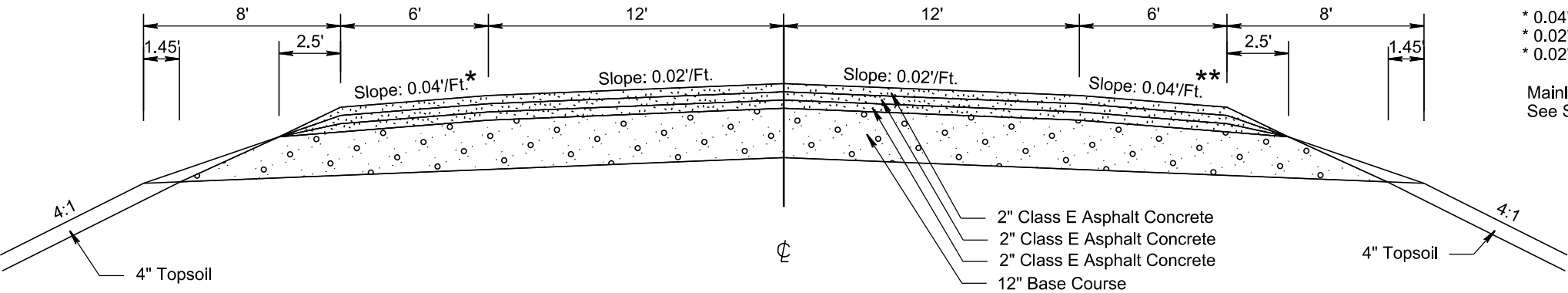
TYPICAL SURFACING SECTIONS

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Bridge Exception including Approach Slabs:
Sta. 1118+04.98 to Sta. 1119+65.48

Section 3
US Highway 212
Sta. 1114+59.11 to Sta. 1123+26.36

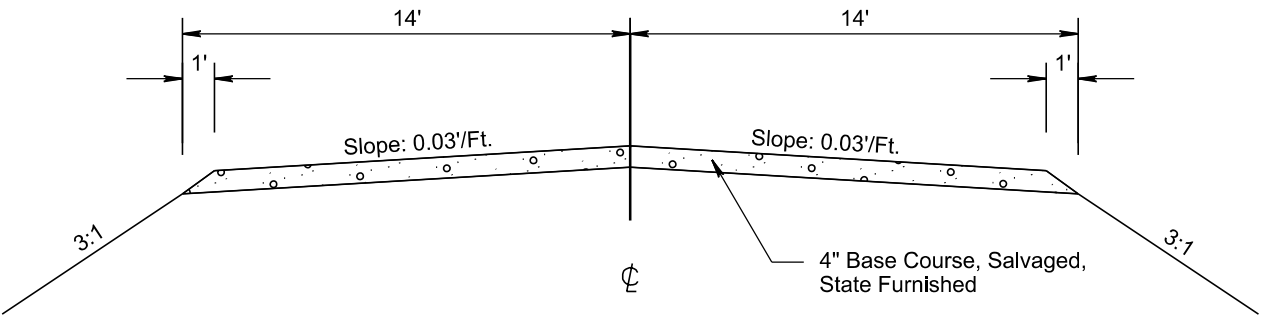


Shoulder Slope Transitions:

** 0.04'/Ft to 0.02'/Ft	1116+05.86 to 1116+65.86
** 0.02'/Ft	1116+65.86 to 1120+42.25
** 0.02'/Ft to 0.04'/Ft	1120+42.25 to 1121+02.25
* 0.04'/Ft to 0.02'/Ft	1116+68.20 to 1117+28.20
* 0.02'/Ft	1117+28.20 to 1121+29.82
* 0.02'/Ft to 0.04'/Ft	1121+29.82 to 1121+89.82

Mainline and shoulder slopes vary in superlevation.
See Section B for Table of Superelevation.

Section 4
Traffic Diversion
Sta. 0+00 to Sta. 12+69.36



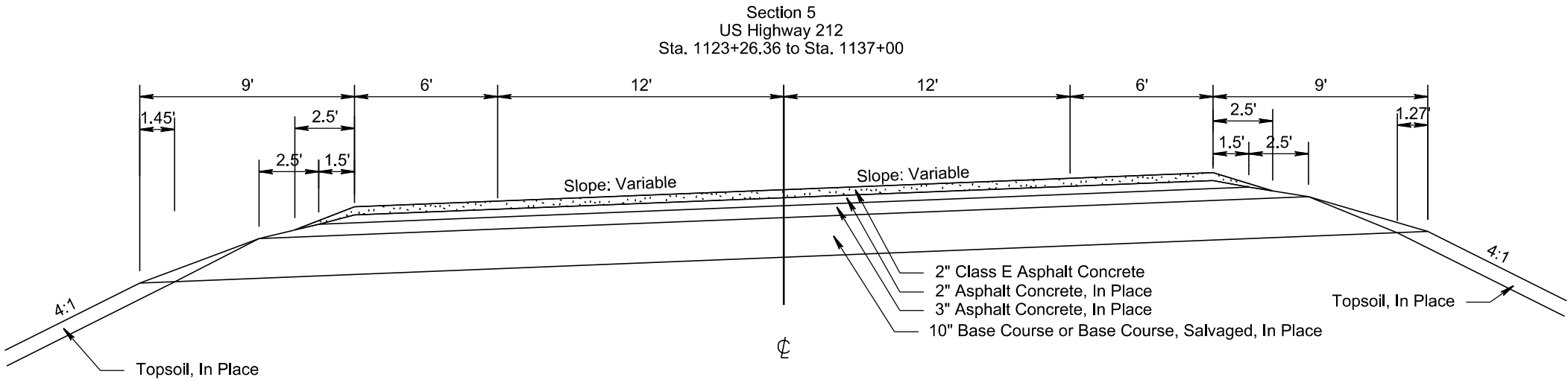
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TYPICAL SURFACING SECTIONS

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PLOT SCALE - 1+6.00001

PLOTTED FROM - TRPR18388A

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PLOT SCALE - 1+6.00001

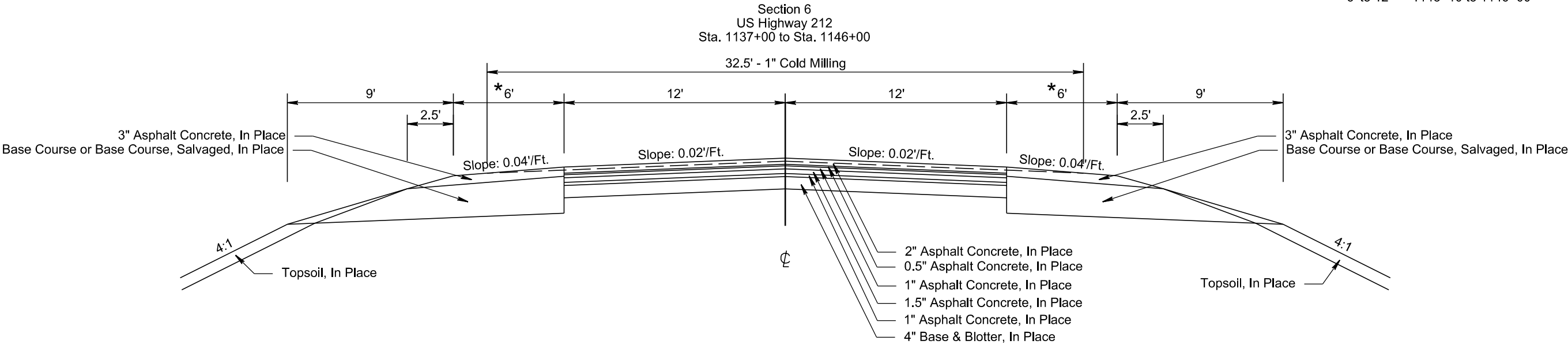
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TYPICAL SURFACING SECTIONS

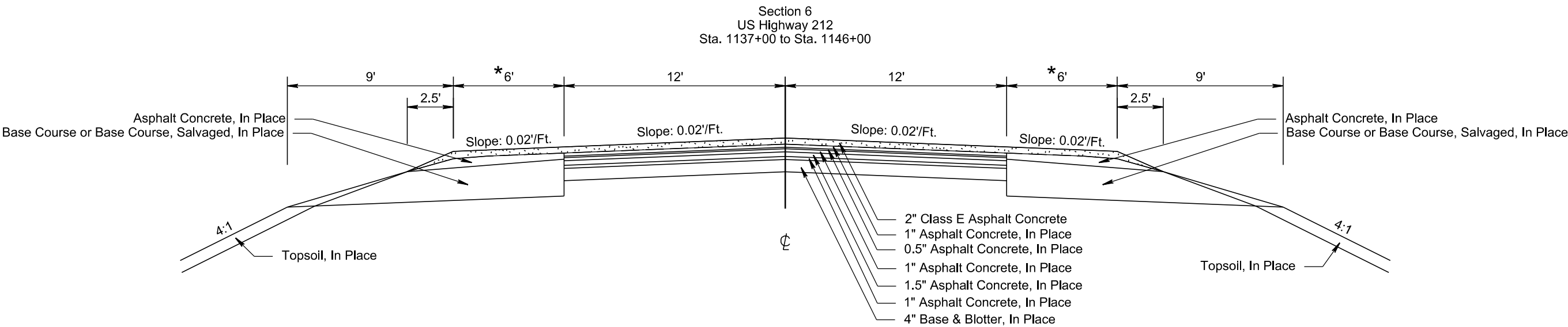
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Transitions:
* 6' to 12' 1145+10 to 1146+00



Transitions:
* 6' to 12' 1145+10 to 1146+00



PLOT NAME - 5

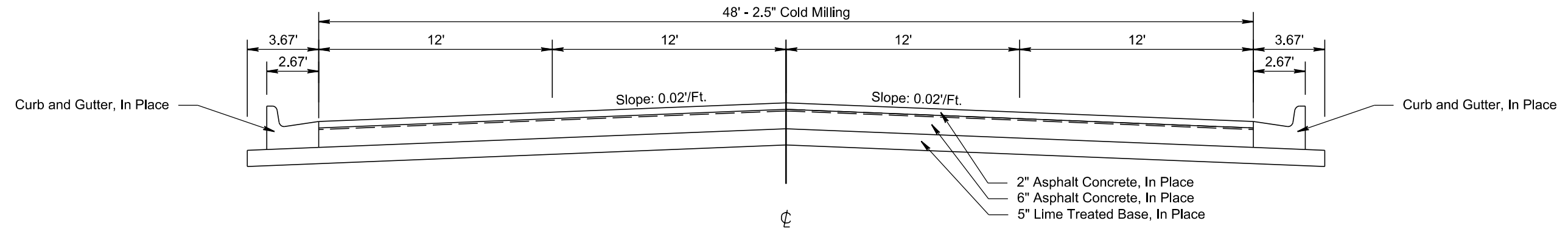
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TYPICAL SURFACING SECTIONS

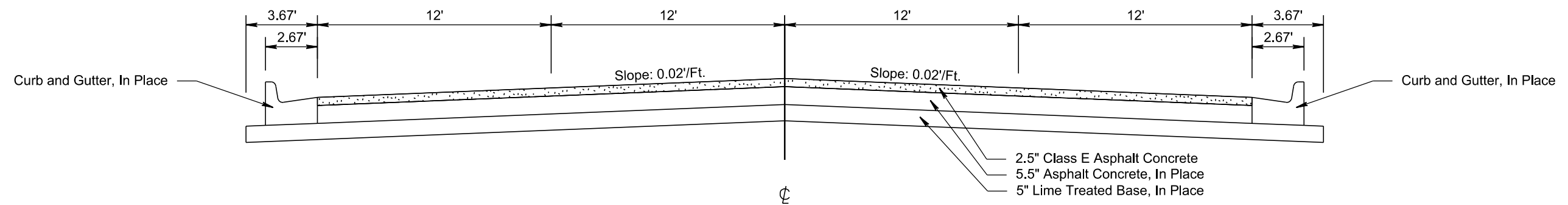
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-B 0212(194)266	F10	F19

Plotting Date: 05/04/2026

Section 7
US Highway 212
Sta. 1146+00 to Sta. 1171+44



Section 7
US Highway 212
Sta. 1146+00 to Sta. 1171+44



PLOT SCALE - 1:6.00001

PLOT NAME - 6

FILE - ... \05H1_TYPICAL SECTIONS.DGN

PLOTTED FROM - TRPR18388A

PLOT SCALE - 1+6.00001

PLOTTED FROM - TRPR18388A

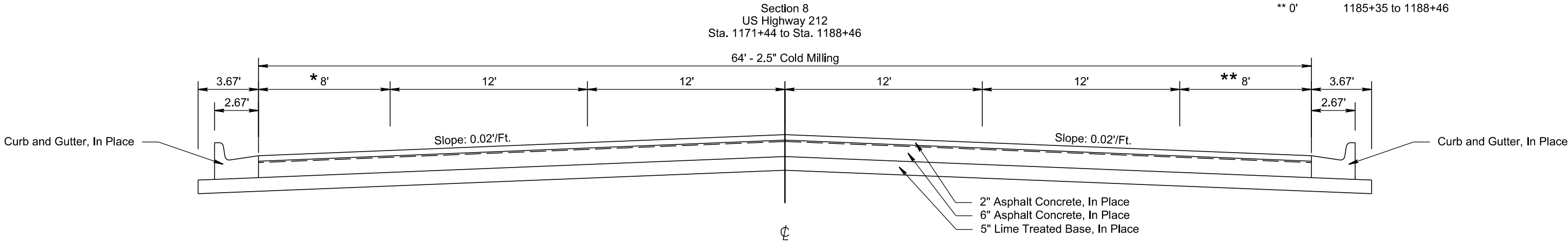
TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-B 0212(194)266	F11	F19

Plotting Date: 05/04/2026

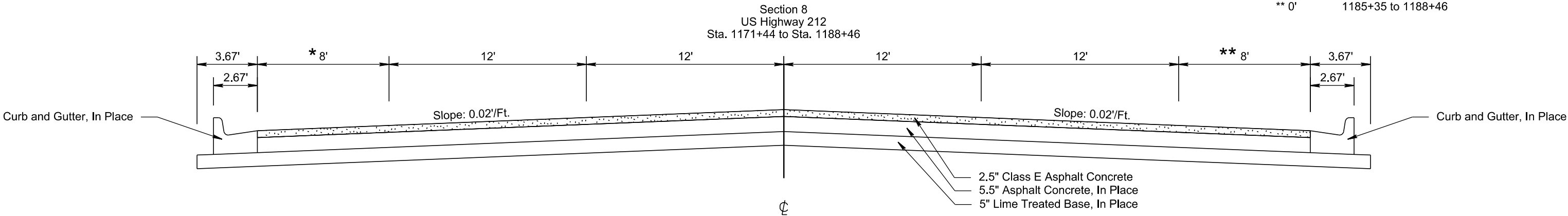
Transitions:

* 8' to 0'	1183+50 to 1184+50
* 0'	1184+50 to 1188+46
** 8' to 0'	1184+35 to 1185+35
** 0'	1185+35 to 1188+46



Transitions:

* 8' to 0'	1183+50 to 1184+50
* 0'	1184+50 to 1188+46
** 8' to 0'	1184+35 to 1185+35
** 0'	1185+35 to 1188+46



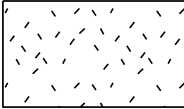
PLOT NAME - 7

FILE - ... \05HI_TYPICAL SECTIONS.DGN

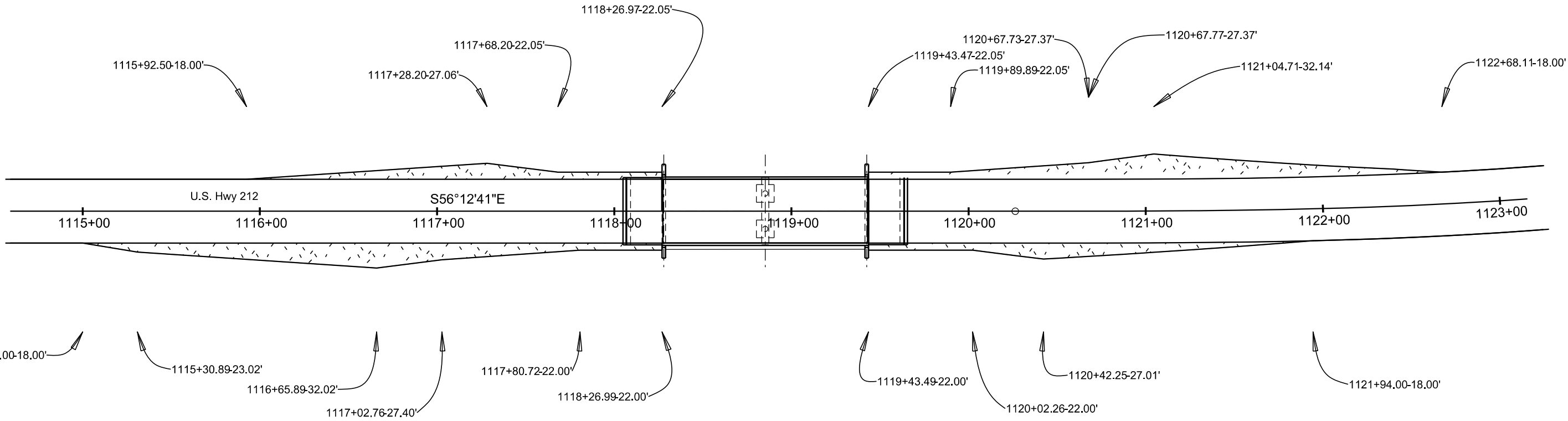
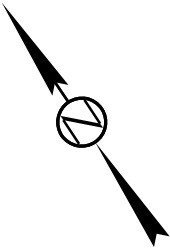
GUARDRAIL SURFACING LAYOUT

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-B 0212(194)266	F12	F19

Plotting Date: 05/04/2026



2" Asphalt Surfacing
& 16" Base Course



PLOT SCALE - 1"=60'

PLOTTED FROM - TRPR18388A

PLOT NAME - 8

FILE - ... \05HI_GUARDRAIL SURFACING LAYOUTS-V81.DGN

SURFACING TRANSITION LAYOUTS

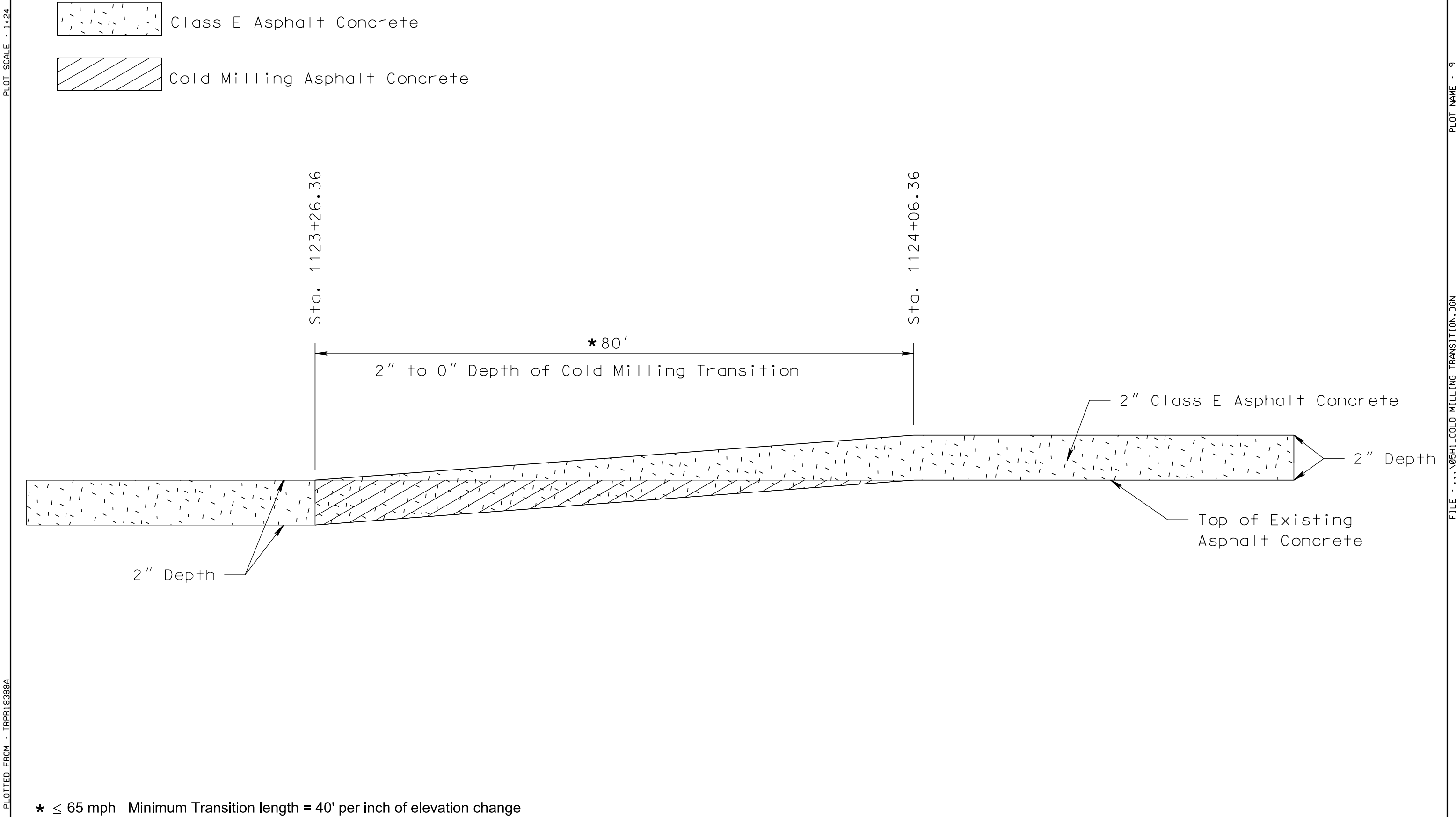
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-B 0212(194)266	F13	F19

Plotting Date: 05/04/2026

PLOT SCALE - 1:24

PLOT NAME - 9

FILE - ... \05HI_COLD MILLING TRANSITION.DGN



SURFACING TRANSITION LAYOUTS

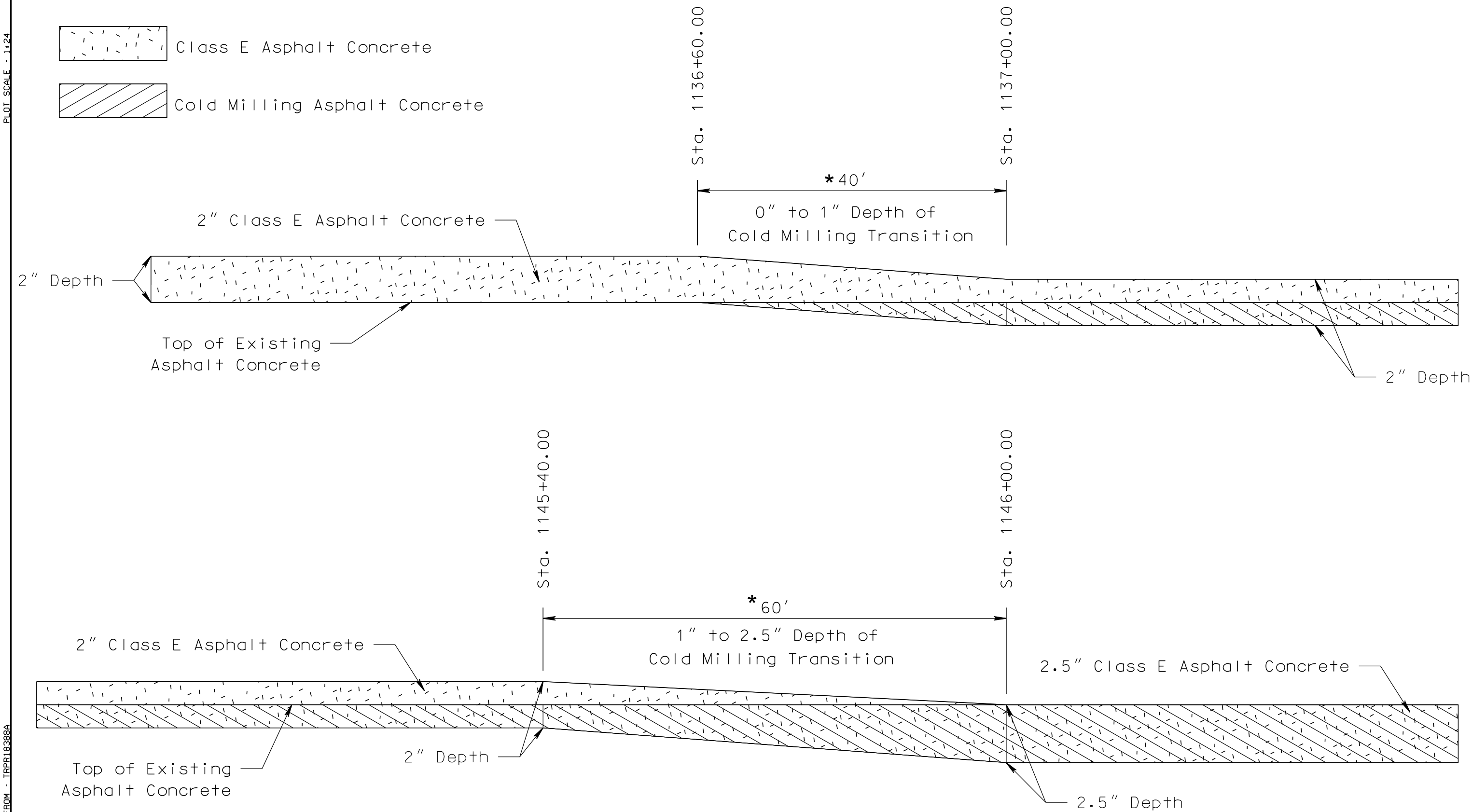
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-B 0212(194)266	F14	F19

Plotting Date: 05/04/2026

PLOT SCALE - 1:24

PLOT NAME - 10

FILE - ... \05HI_COLD MILLING TRANSITION.DGN



* ≤ 65 mph Minimum Transition length = 40' per inch of elevation change

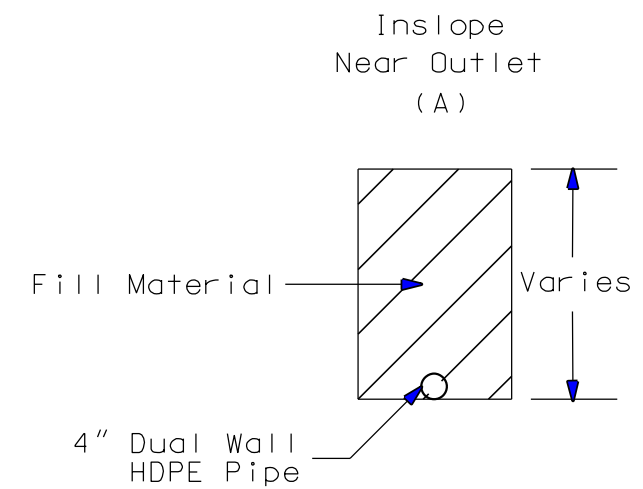
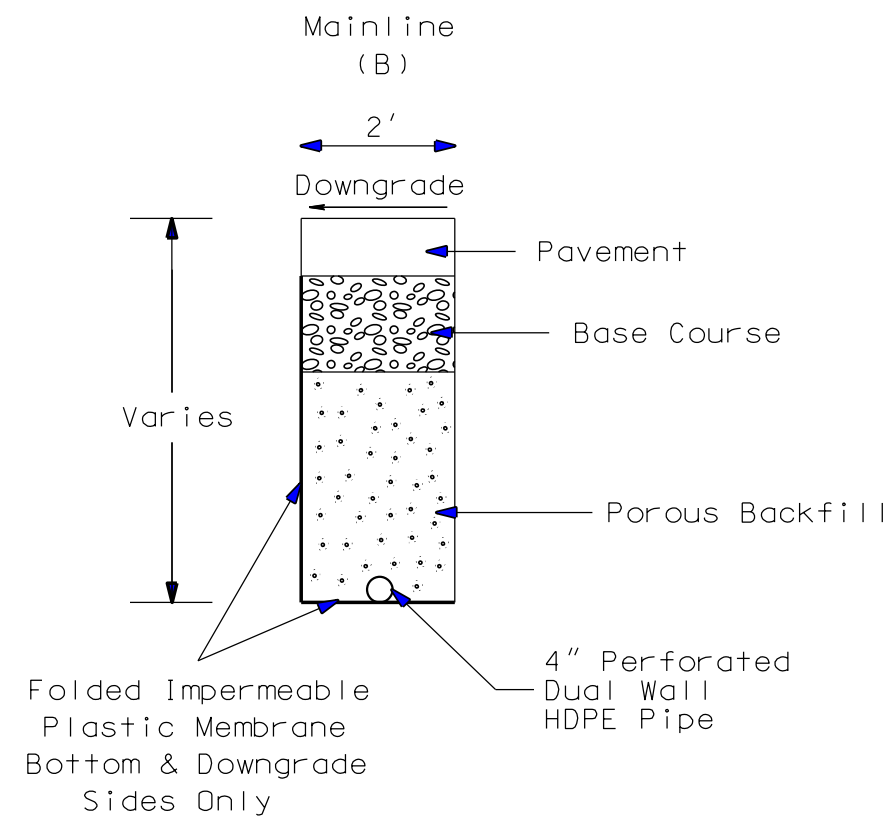
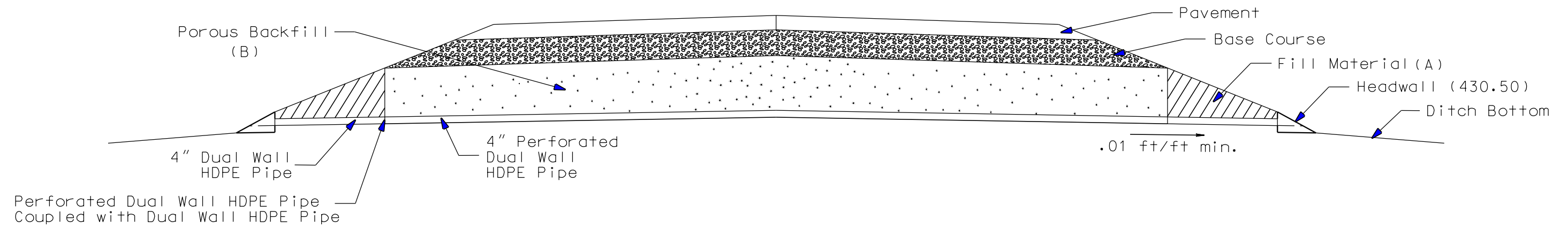
PLOT SCALE - 1:5

PLOTTED FROM - TRPR18388A

CUTOFF DRAIN INSTALLATION SPECIAL DETAIL

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-B 0212(194)266	F15	F19

Plotting Date: 05/04/2026



FILE - ... \05HI_DUALWALL HDPE CUTOFF DRAIN SPECIAL DETAIL.DGN PLOT NAME - 11

CUTOFF DRAIN INSTALLATION SPECIAL DETAIL

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-B 0212(194)266	F16	F19

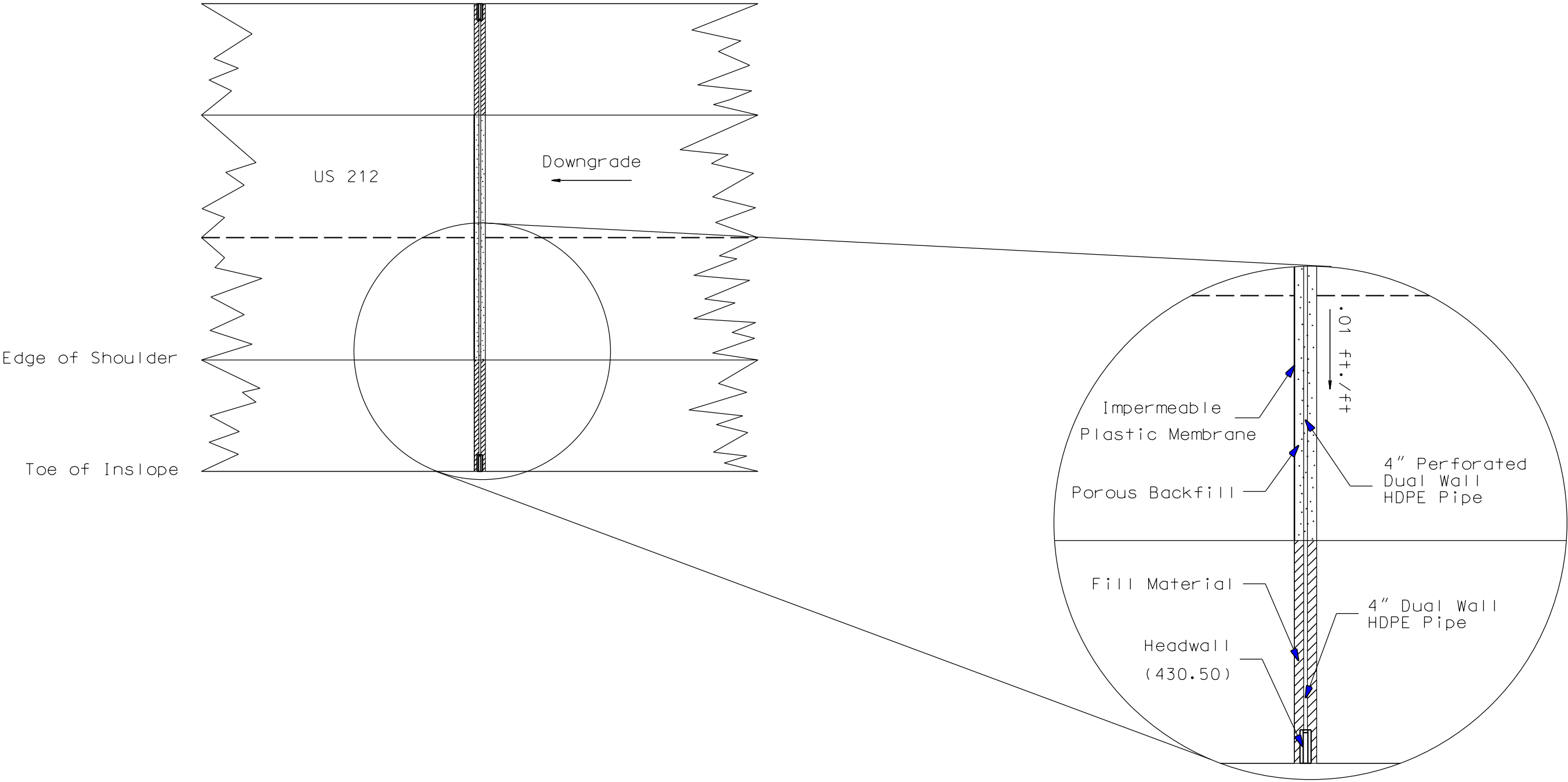
Plotting Date: 05/04/2026

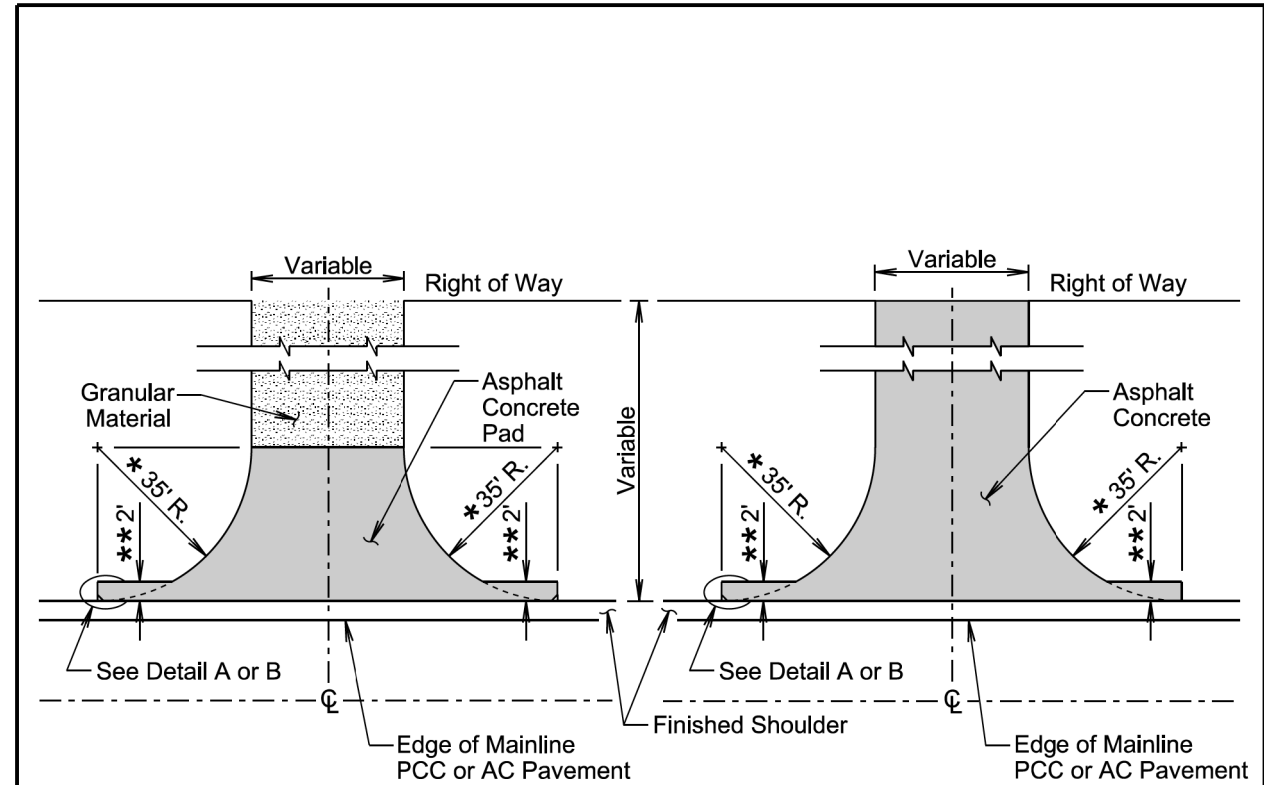
PLOT SCALE - 1:5

PLOTTED FROM - TRPR18388A

PLOT NAME - 12

FILE - ... \05H1_DUALWALL HDPE CUTOFF DRAIN SPECIAL DETAIL.DGN





PLAN VIEW
(Intersecting Road)
(No Asphalt Concrete Surfacing
Beyond Right of Way)

PLAN VIEW
(Intersecting Road)
(Asphalt Concrete Surfacing
Beyond Right of Way)

GENERAL NOTES:

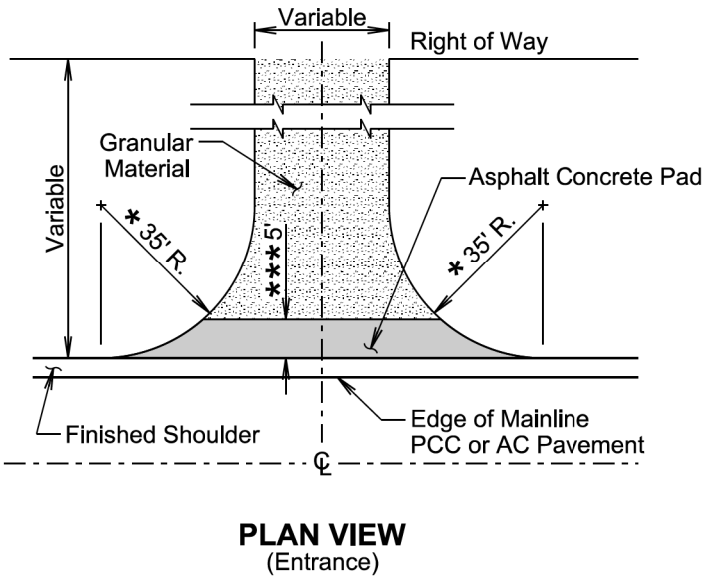
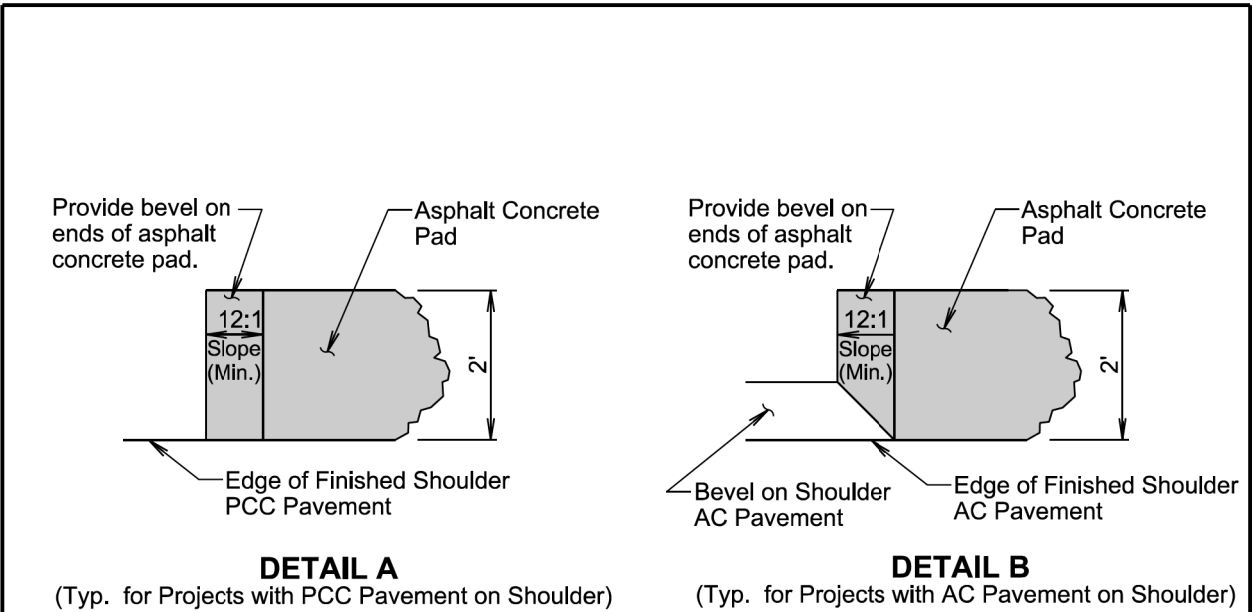
The precise construction limits for situations other than shown above will be determined by the Engineer during construction.

* For new construction, 35' radius typical or as specified in the plans. For resurfacing projects, radius is variable depending on existing conditions.

** The Contractor may adjust the screed of the paver during mainline paving operations to provide the 2-foot asphalt concrete pad or the Contractor may provide the 2-foot asphalt concrete pad during paving of the intersecting roads as shown above. The Engineer may eliminate the 2-foot asphalt concrete pads if the Engineer, in the Engineer's sole discretion, determines the pads are infeasible to construct due to site specific reasons including, but not limited to; existing inslope configuration, borrow and material availability, and right-of-way constraints.

August 27, 2020

Published Date: 2026	S D D O T	SURFACING OR RESURFACING OF INTERSECTING ROADS AND ENTRANCES (MAINLINE AND SHOULDERS: PCC OR AC PAVEMENT)	PLATE NUMBER 320.04
			Sheet 1 of 2



PLAN VIEW
(Entrance)

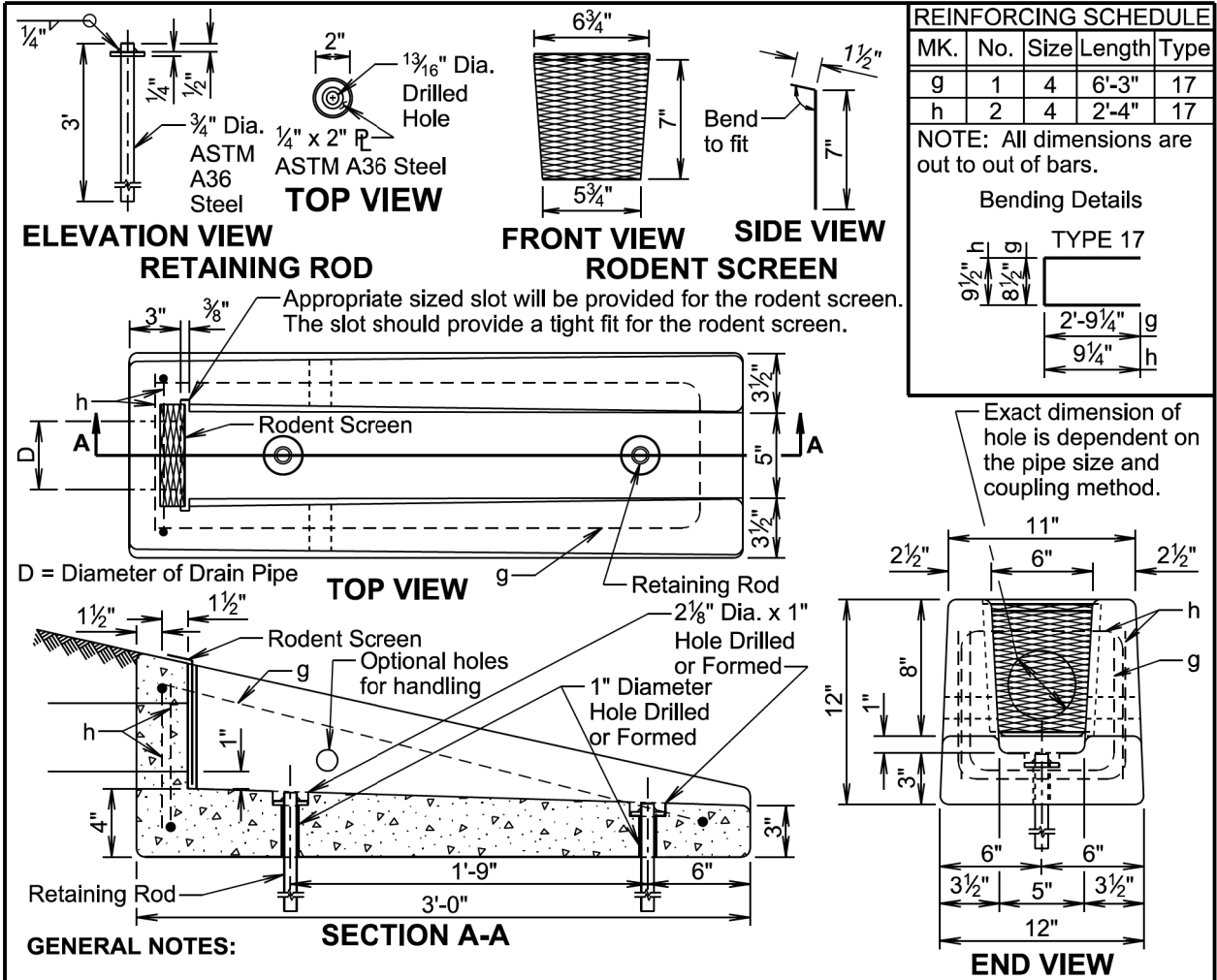
*** Not required if finished shoulder width is 4' or greater.

August 27, 2020

Published Date: 2026	S D D O T	SURFACING OR RESURFACING OF INTERSECTING ROADS AND ENTRANCES (MAINLINE AND SHOULDERS: PCC OR AC PAVEMENT)	PLATE NUMBER 320.04
			Sheet 2 of 2

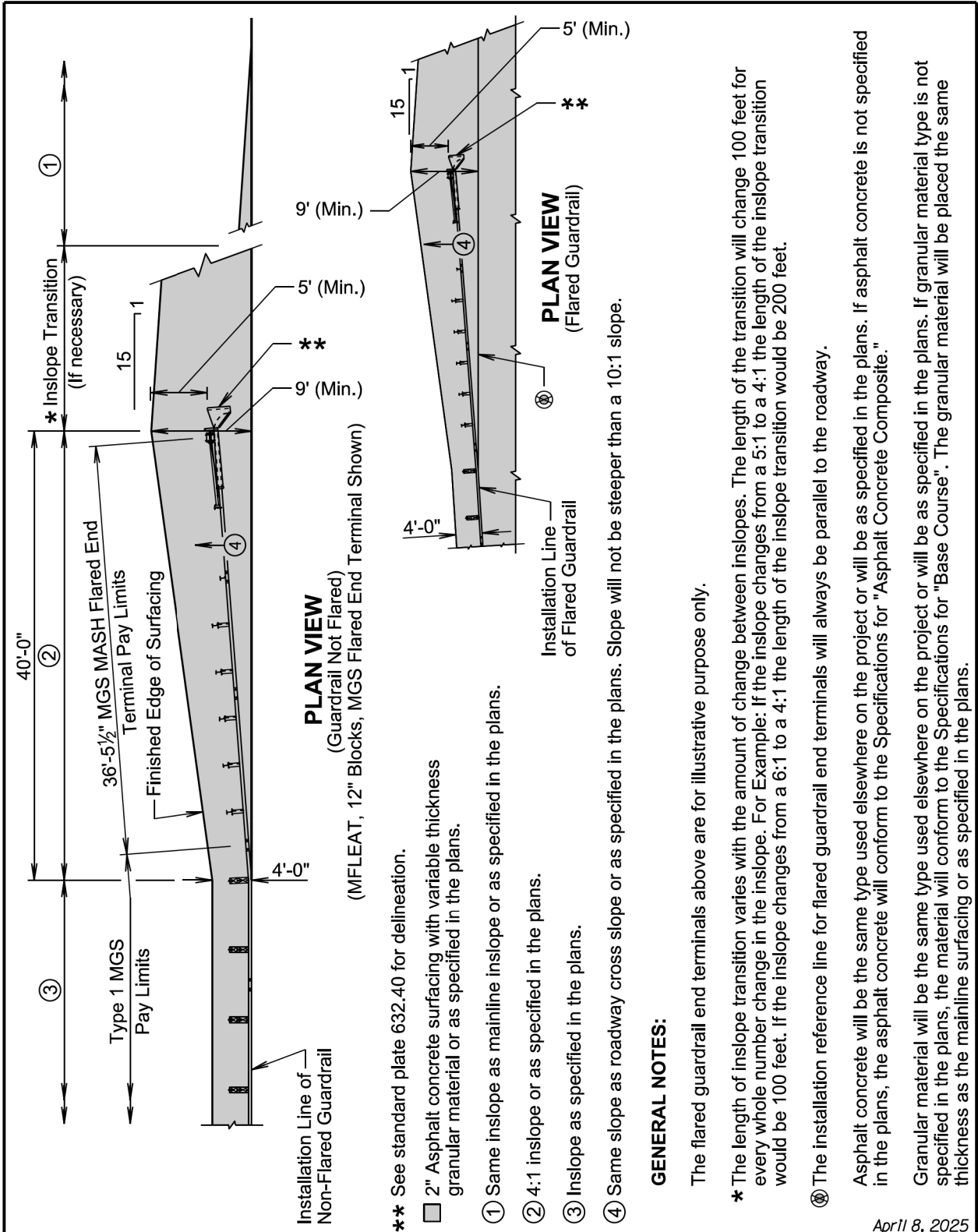
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-B 0212(194)266	F18	F19

Plotting Date: 05/04/2026



November 19, 2021

Published Date: 2026	S D D O T	PRECAST CONCRETE HEADWALL FOR DRAIN	PLATE NUMBER 430.50
			Sheet 1 of 1

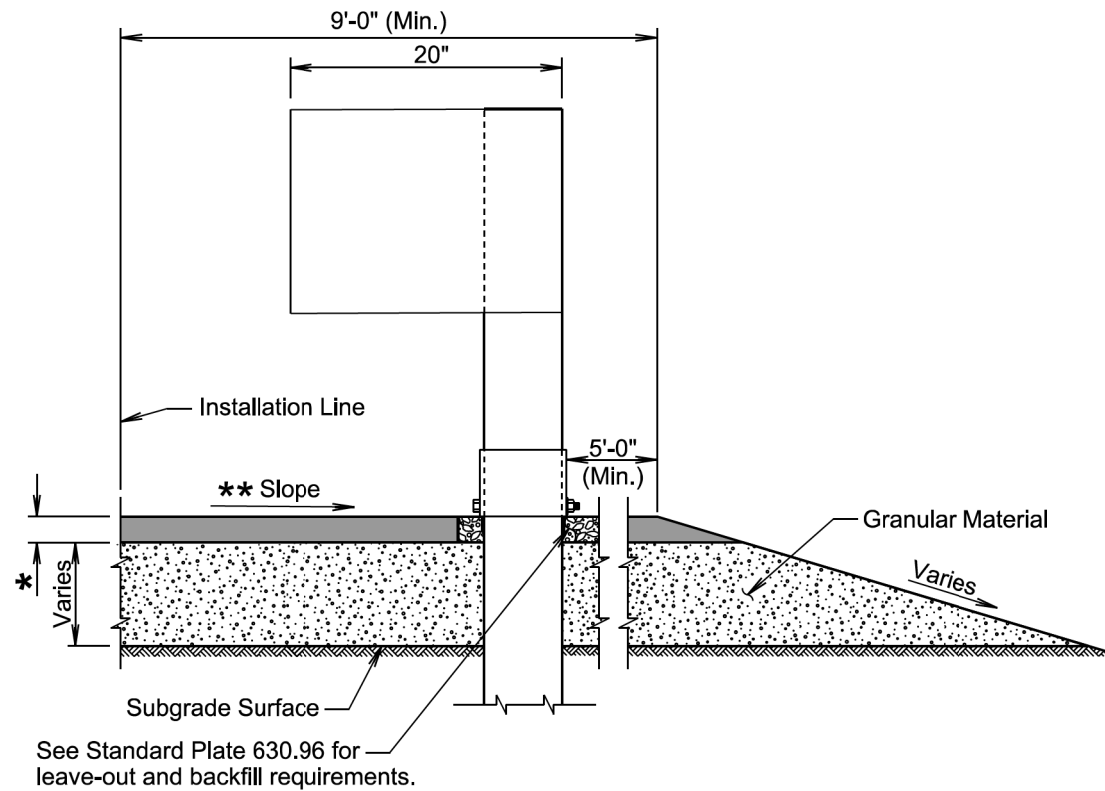


April 8, 2025

Published Date: 2026	S D D O T	EMBANKMENT, SURFACING, AND PAYMENT LIMITS FOR MGS MASH FLARED END TERMINAL	PLATE NUMBER 630.87
			Sheet 1 of 2

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-B 0212(194)266	F19	F19

Plotting Date: 05/04/2026



TRANSVERSE SECTION
(MFLEAT MGS Flared End Terminal Shown)

- * 2" asphalt concrete or as specified in the plans.
- ** The cross slope will be as specified in the plans; however, the cross slope will not be steeper than a 10:1 slope.

April 8, 2025

<i>Published Date: 2026</i>	S D D O T	EMBANKMENT, SURFACING AND PAYMENT LIMITS FOR MGS MASH FLARED END TERMINAL	PLATE NUMBER 630.87
			Sheet 2 of 2