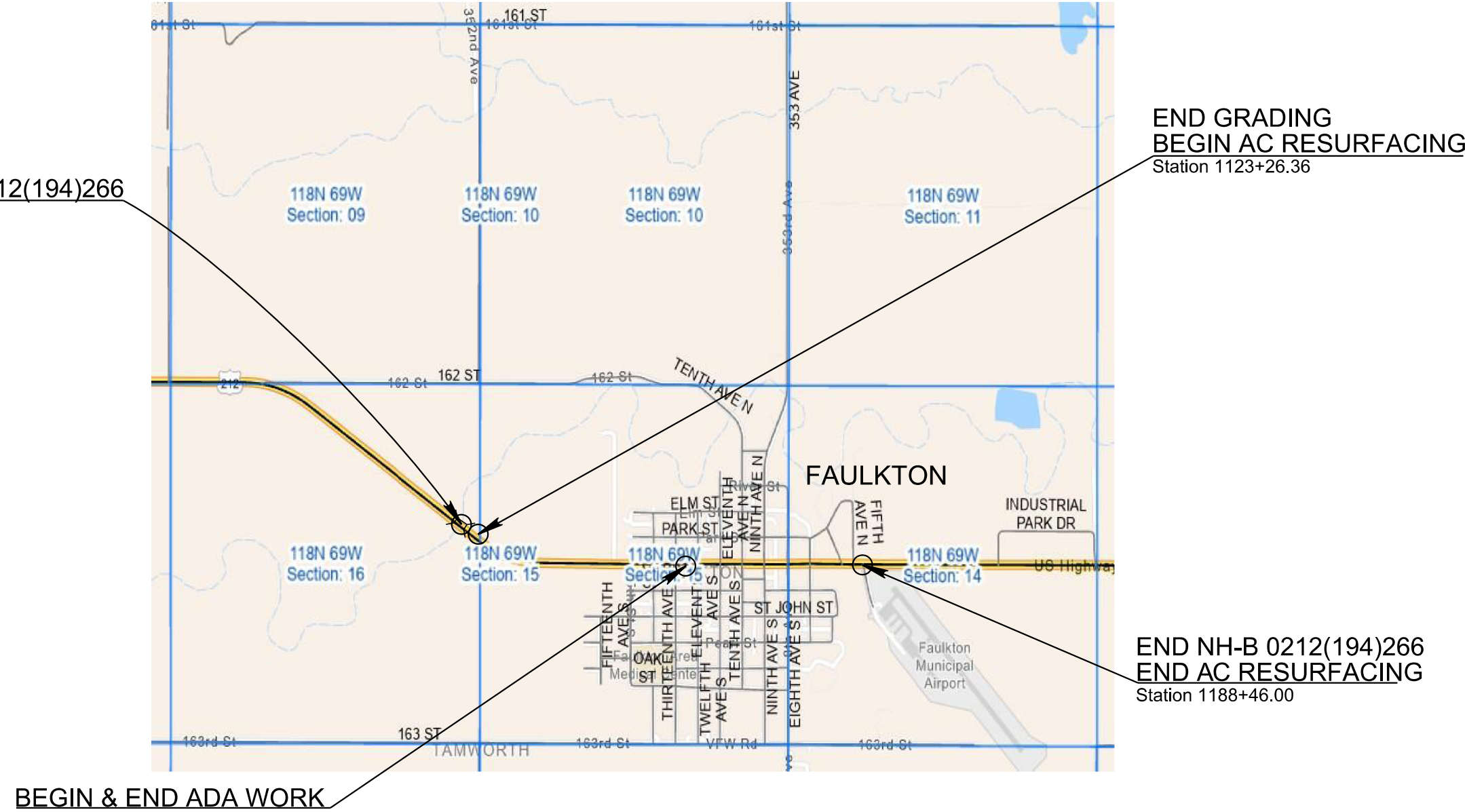


SECTION M: PAVEMENT MARKING PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-B 0212(194)266	M1	M5
Plotting Date:		06/02/2026	

INDEX OF SHEETS

- M1
M2
M3-M4
- General Layout with Index
Estimate with General Notes & Tables
Pavement Marking Details



SECTION M ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
633E0030	Cold Applied Plastic Pavement Marking, 24"	90	Ft
633E1201	High Build Waterborne Pavement Marking Paint with Reflective Elements, White	37	Gal
633E1206	High Build Waterborne Pavement Marking Paint with Reflective Elements, Yellow	50	Gal
633E1222	High Build Waterborne Pavement Marking Paint, 4" Yellow	3,000	Ft
633E5015	Grooving for Cold Applied Plastic Pavement Marking, 24"	90	Ft
633E5100	Grooving for Durable Pavement Marking, 4"	18,180	Ft

GENERAL PAVEMENT MARKING NOTES

In the Estimate of Quantities, 3000 ft of HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT, 4" YELLOW has been included for the no passing zones prior to the traffic diversion in both directions. This quantity will not require the reflective elements nor to be grooved in like the rest of the high build pavement markings on this project.

Any questions during installation can be directed to the Aberdeen Region Traffic Engineer:

Matt Dorfschmidt: matt.dorfschmidt@state.sd.us
Cell: 605-380-9011; Office: 605-626-7879

COLD APPLIED PLASTIC PAVEMENT MARKING

All materials will be applied as per the manufacturer’s recommendations.

Cold Applied Plastic Pavement Markings will be 3M Series 380 IES or an approved equal.

GROOVING FOR COLD APPLIED PLASTIC PAVEMENT MARKING

The Contractor will establish a positive means for the removal of the grinding and/or grooving residue. Residue from dry grooving will be vacuumed. Solid residue will be removed from the pavement surfaces before being blown by traffic action or wind. The Contractor will conduct this work to control and minimize airborne dust and similar debris that may become a hazard to motor vehicle operation or nuisance to property owners. Residue from wet grooving will not be permitted to flow across lanes being used by public traffic or into gutter or drainage facilities. Residue, whether in solid or slurry form, will be disposed of in a manner that will prevent it from reaching any waterway in a concentrated state. The cleaning of the residue for grooving will be to the satisfaction of the Engineer and may require more than one pass to adequately remove material. All costs for removal of grinding and/or grooving residue will be included in the contract unit price per foot for “Grooving for Cold Applied Plastic Pavement Marking” contract item.

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Reflective media consisting of glass beads as well as wet-reflective optics will be adhered to the paint.

The wet-reflective optics will contain either clear, white, amber, or yellow tinted beads composed of glass or a composite consisting of a core made from ceramic or glass with an outer layer of microcrystalline ceramic or glass beads. The wet-reflective optics will provide a 50/50 blend of dry to wet ratio of optics.

All beads bonded to wet-reflective optics will have a minimum index of refraction of 1.8 for dry retroreflectivity and 2.4 for wet retroreflectivity when tested using the liquid oil immersion method.

Reflective media will require a Certificate of Compliance for Certification for each type, source, and lot. Acceptance sampling will not be required.

The Department will take retroreflectivity readings on the pavement marking lines no sooner than 14 days and no later than 45 days after the completion of all line applications required for an individual highway route using a portable retroreflectometer conforming to 30-meter geometry. Retroreflectivity readings will be taken on a test location with cleaning being limited to light hand brooming.

Pavement markings not conforming to the retroreflectivity requirements will be removed and replaced. If replacement of markings cannot be applied within the same year, the Contractor will schedule subject work to be completed no later than June 15th in the following year. Upon replacement, the retroreflectivity testing process will be done again requiring new readings.

The Department will randomly select one test location per mile of each edge line including ramps and one test location per mile of centerline (solid and/or skip line will be considered as one centerline). Three retroreflectivity readings will be taken at each test location. The three readings will be averaged and become the reading for that test location.

Initial readings:

Pavement Marking Color	Minimum Value
White	350 mc/m ² /lux
Yellow	275 mc/m ² /lux

All pavement markings not conforming to the requirements provided in these plans will be considered deficient and will be removed and replaced. Additional retroreflectivity readings will be taken by the Department to determine the limits of removal. The removal will be accomplished using suitable sand blasting or grinding equipment unless the Engineer authorizes other means. The removal process will remove at least 90% of the deficient line, with no excessive scarring of the existing pavement. The removal width will be one inch wider all around the nominal width of the pavement marking to be removed. Removal and replacement of the pavement markings will be at the Contractor’s expense, with no cost incurred by the State.

RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Solid 4” line = 27.8 Gals/Mile
Dashed 4” line = 7.6 Gal/Mile
Glass Beads = 5.3 Lbs/Gal.
Wet-Reflective Optics = 2.1 Lbs/Gal.

All cost for materials, labor, and equipment necessary to furnish and install the pavement markings will be incidental to the contract unit price for the respective High Build Waterborne Pavement Marking Paint items.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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GROOVING FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

The Contractor will establish a positive means for the removal of the grinding and/or grooving residue. Residue from dry grooving will be vacuumed. Solid residue will be removed from the pavement surfaces before being blown by traffic action or wind. The Contractor will conduct this work to control and minimize airborne dust and similar debris that may become a hazard to motor vehicle operation or nuisance to property owners. Residue from wet grooving will not be permitted to flow across lanes being used by public traffic or into gutter or drainage facilities. Residue, whether in solid or slurry form, will be disposed of in a manner that will prevent it from reaching any waterway in a concentrated state. All costs for removal of grinding and/or grooving residue will be included in the contract unit price per foot for “Grooving for Durable Pavement Marking” contract items.

Unless otherwise specified in the plans, the Contractor will groove the surface for High Build Waterborne Pavement Marking Paint as specified in these plans and as per the manufacturer’s instructions.

The grooving will be completed within the following tolerances:

Description	Specification	Tolerance
Depth of Groove	Marking Thickness ¹ + 15 mils	+ 5 mils
Width of Groove	5 to 6 inches	
Length of Skip Lines ²	10 foot 6 inches	± 3 inch
Tapers at ends of lines	6 to 9 inches	
Between Double Lines	4 inches	± 1/2 inch

- ¹ Marking thickness will include the thickness of marking material and reflective media.
² Additional length may be required as specified in the plans.

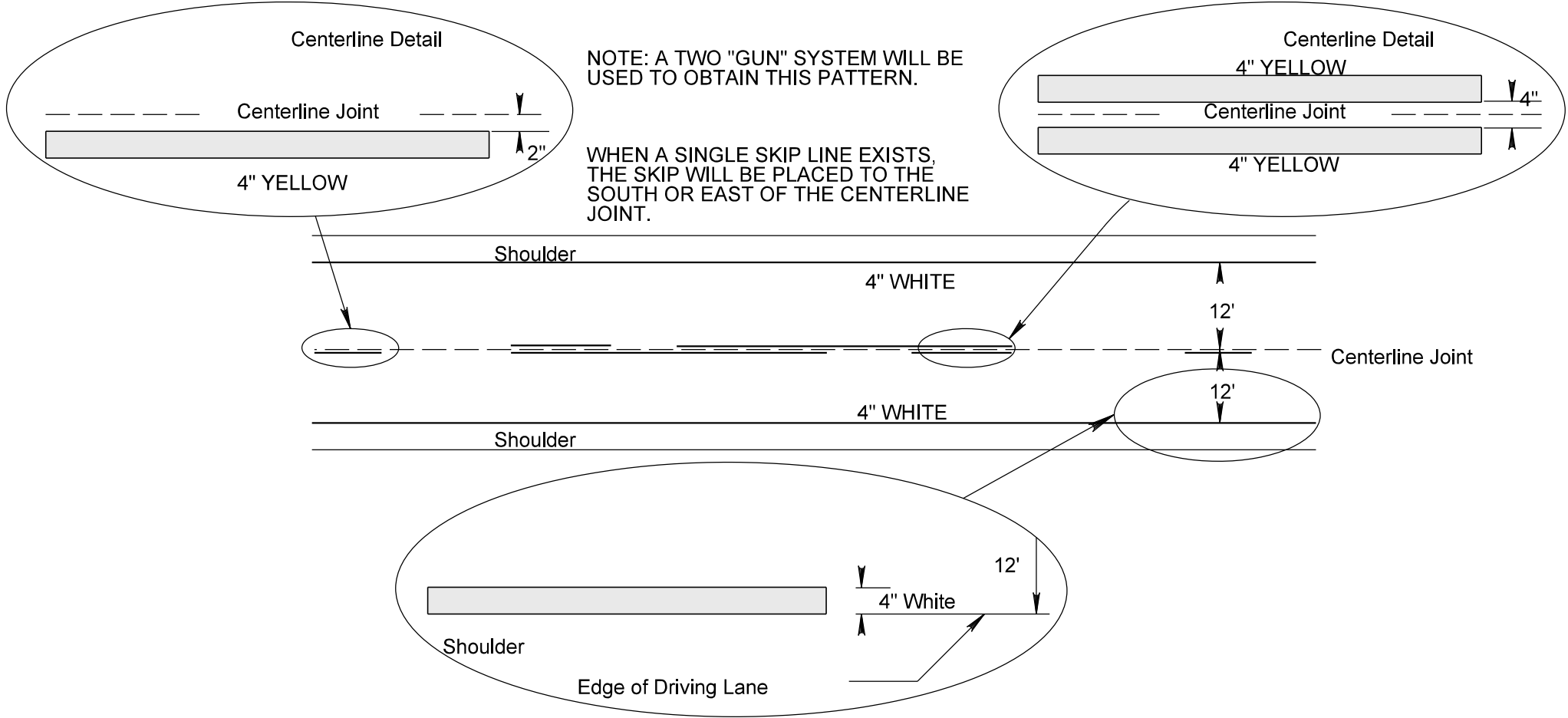
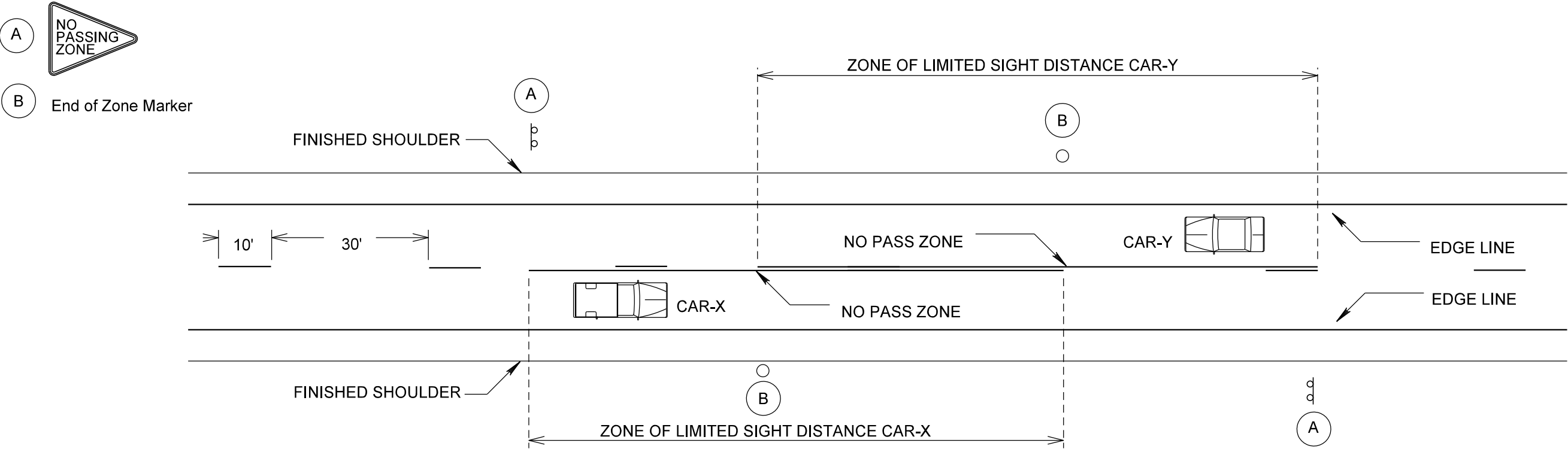
The equipment will be capable of the following:

- Grooving the total width of the groove in one pass or uniform depths with multiple passes.
- Grooving without causing damage to the pavement joints or joint sealant material.
- Provide uniform alignment and depth.
- Moving continuously to permit a mobile traffic work operation.

If damage occurs, including, but not limited to, joints, joint sealant material, and backer rod, the grooving operation will be stopped and modifications will be made to the grooving operation to prevent further damage. The Contractor will be required to use specially prepared circular diamond blade cutting heads to prevent damage at the joints. Damage caused will be repaired or replaced by the Contractor, as directed by the Engineer. No additional payment will be made for the repair work or any reapplication of the pavement marking in the area of the repair.

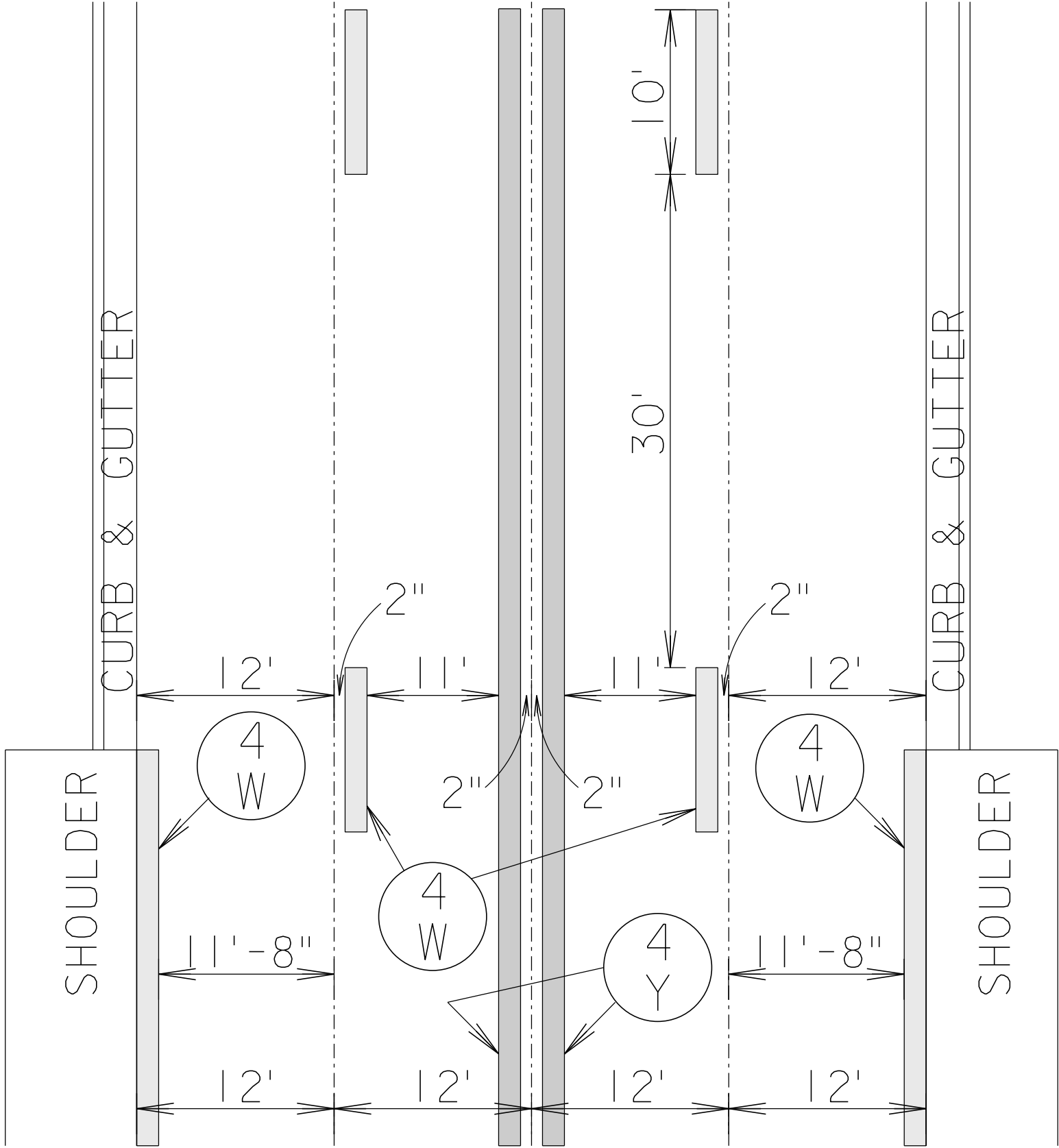
Grooving on bridge decks will start and stop a sufficient distance from the expansion joints so no damage occurs in these areas. Markings on bridge decks will be surface applied.

TYPICAL PAVEMENT MARKING LAYOUT



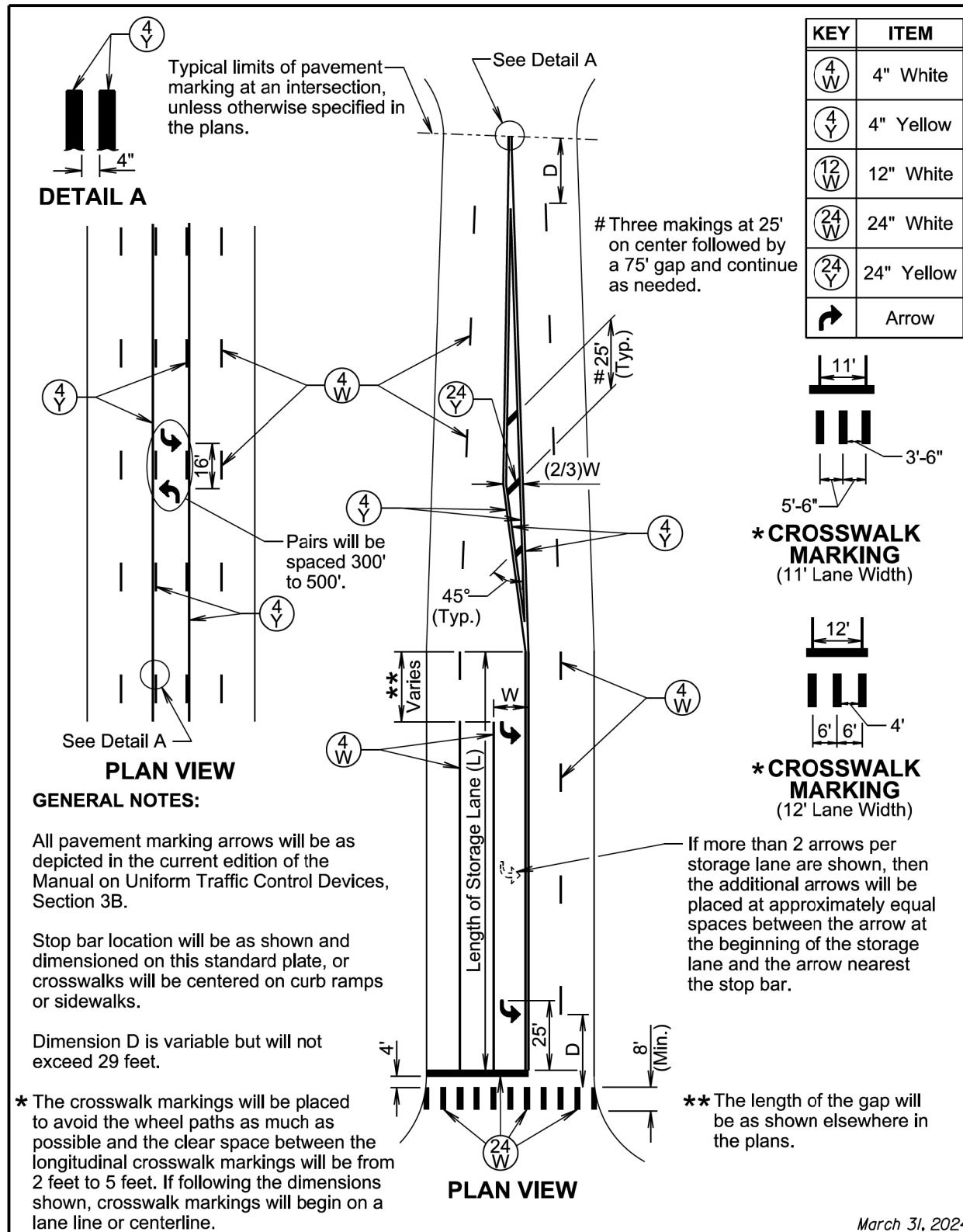
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-B 0212(194)266	M4	M5
Plotting Date: 06/02/2026			

4 Lane Pavement Marking Layout



KEY	ITEM
(4 W)	4" White
(4 Y)	4" Yellow
(24 W)*	24" White

* 24" White Cold Applied Plastic Pavement Markings will be installed at the Crosswalk on 11th Ave.



March 31, 2024

Published Date: 2027

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PAVEMENT MARKINGS FOR ADJACENT INTERSECTIONS AND CENTER TURN LANE

PLATE NUMBER
633.01

Sheet 1 of 1