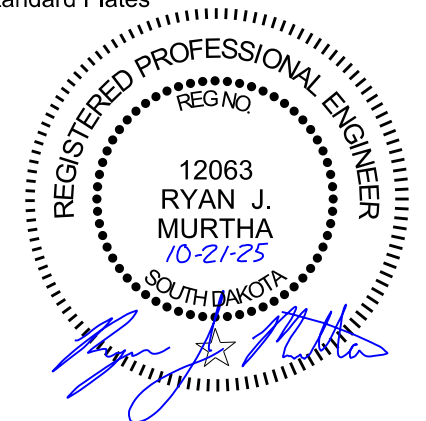


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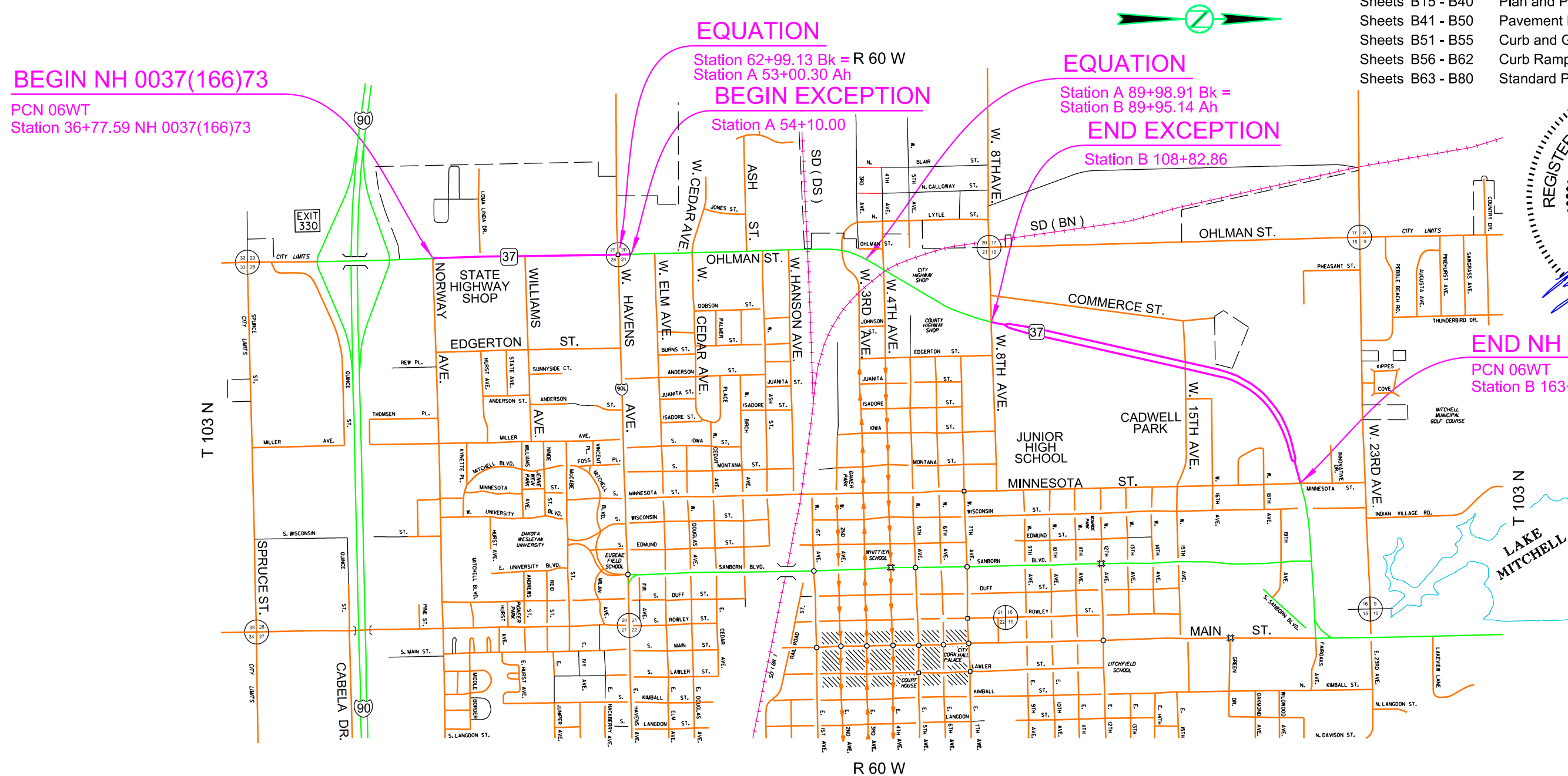
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END NH 0037(166)73
PCN 06WT
Station B 163+15.42 NH 0037(166)73



SECTION B ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E3220	Reestablish Right-of-Way and Property Corner	17	Each
009E3225	Reestablish Public Land Survey System Corner	2	Each
009E3250	Miscellaneous Staking	1,470	Mile
009E3301	Engineer Directed Surveying/Staking	40.0	Hour
009E4200	Construction Schedule, Category II	Lump Sum	LS
110E0300	Remove Concrete Curb and/or Gutter	247	Ft
110E0400	Remove Drop Inlet	1	Each
110E1010	Remove Asphalt Concrete Pavement	60.6	SqYd
110E1100	Remove Concrete Pavement	408.0	SqYd
110E1130	Remove Concrete Driveway Pavement	182.2	SqYd
110E1140	Remove Concrete Sidewalk	3,726.6	SqYd
110E7150	Remove Sign for Reset	5	Each
120E0010	Unclassified Excavation	3,728	CuYd
120E0600	Contractor Furnished Borrow Excavation	2,234	CuYd
120E0900	Contaminated Material Excavation	100	CuYd
120E1000	Muck Excavation	219	CuYd
120E2000	Undercutting	2,020	CuYd
250E0020	Incidental Work, Grading	Lump Sum	LS
260E2010	Gravel Cushion	949.3	Ton
260E6010	Granular Material	50.0	Ton
320E1200	Asphalt Concrete Composite	11.6	Ton
380E3020	6" PCC Driveway Pavement	18.4	SqYd
380E3520	6" PCC Approach Pavement	191.3	SqYd
380E4060	8.5" PCC Fillet Section	236.4	SqYd
380E6110	Insert Steel Bar in PCC Pavement	186	Each
421E0100	Pipe Culvert Undercut	27	CuYd
450E0122	18" RCP Class 2, Furnish	6	Ft
450E0130	18" RCP, Install	6	Ft
450E3002	18" RCP Arch Class 2, Furnish	48	Ft
450E3010	18" RCP Arch, Install	48	Ft
450E3022	30" RCP Arch Class 2, Furnish	28	Ft
450E3030	30" RCP Arch, Install	28	Ft
450E4508	30" RCP Arch Flared End, Furnish	4	Each
450E4509	30" RCP Arch Flared End, Install	4	Each
450E4650	18" RCP Arch Safety End, Furnish	6	Each
450E4653	18" RCP Arch Safety End, Install	6	Each
462E0100	Class M6 Concrete	1.0	CuYd
464E0100	Controlled Density Fill	1.1	CuYd
480E0100	Reinforcing Steel	169	Lb
632E3500	Reset Sign	5	Each
650E0085	Type B68.5 Concrete Curb and Gutter	248	Ft
651E0040	4" Concrete Sidewalk	20,428	SqFt

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
651E0060	6" Concrete Sidewalk	55,938	SqFt
651E7000	Type 1 Detectable Warnings	350	SqFt
670E2200	Type C Frame and Grate	1	Each
670E5400	Precast Drop Inlet Collar	1	Each
900E1320	Construction Entrance	1	Each

MACHINE CONTROL GRADING & MODEL INFORMATION

Electronic design files are made available by the SDDOT Bid Letting Office through the SDDOT’s SharePoint Directory for Contractors. The roadway final surfacing model(s) xml files provided for this project includes the following highway features: sidewalk and shared use path in new grading sections.

Highway features not included in the roadway subgrade model(s) xml file(s) are the following: sidewalk in replacement/reconstruction areas.

These files are provided for informational purposes only. The information shown in the plans will govern over the provided electronic information. The Contractor assumes the risk of error if the information is used for any purposes for which the information was not intended. The Contractor assumes all risk of any assumptions or manipulations made of the electronic information.

GRADING OPERATIONS

Water for Embankment is estimated at the rate of 10 gallons of water per cubic yard of Embankment minus Waste. The estimated quantity of Water for Embankment is 45 MGal. No separate payment will be made for the Water for Embankment and all costs associated will be incidental to the contract unit price per cubic yard of “Unclassified Excavation”.

Special ditch grades and other sections of the roadway different than the typical sections will be constructed to the limits shown on the cross sections. If significant changes to the cross sections are necessary during construction, the Engineer will contact the Designer for the proposed change.

UTILITIES

The Contractor will be aware that the existing utilities shown in the plans were surveyed prior to the design of this project and might have been relocated or replaced by a new utility facility prior to construction of this project, might be relocated or replaced by a new utility facility during the construction of this project, or might not require adjustment and may remain in its current location. The Contractor will contact each utility owner and confirm the status of all existing and new utility facilities. The utility contact information is provided elsewhere in the plans or bidding documents.

GENERAL GEOLOGY

The project alignment traverses glacial terrain typical of eastern South Dakota. Included within this terrain may be areas of loess, shale, sand, gravel, glacial till and boulder till. As is the case with most glacial terrain, the materials throughout the project can vary greatly in a short distance.

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CLASSIFICATION OF EXCAVATION

Large glacial boulders may be encountered sporadically within the project limits. Very large boulders could require more effort to excavate. Most of the material encountered should be able to be excavated using conventional methods associated with normal Unclassified Excavation. Muck Excavation will be required at the areas shown in the plans or as directed by the Engineer.

SHRINKAGE FACTOR: Embankment +25%

TABLE OF EXCAVATION QUANTITIES BY BALANCES

		* Contractor Furnished					**
Station to	Station	Exc. (CuYd)	* Muck Exc (CuYd)	* Undercut (CuYd)	Borrow (CuYd)	Total Excavation (CuYd)	Waste (CuYd)
Hwy 37 Mainline							
	42+87 to 43+12L	1	0	5	0	6	0
	43+40 to 46+24L	2	0	50	18	70	0
	46+49 to 47+12L	0	0	8	3	11	0
	47+38 to 62+46L	2	0	151	751	904	0
	58+20 to 62+41R	6	0	0	13	19	0
SU109							
	0+86 to 28+09	31	61	977	618	1,687	61
SU137							
	0+00 to 26+84	234	158	829	831	2,052	158
Totals:		276	219	2,020	2,234	4,749	219

* The quantities for these items are in the Estimate of Quantities under their respective contract items.
** The quantities for these items are for information only.

TABLE OF UNCLASSIFIED EXCAVATION

	(CuYd)
Excavation	276
Undercut	2,020
Topsoil	1432
Total:	3,728



PROCEDURES FOR DETERMINING UNCLASSIFIED EXCAVATION QUANTITY

When plan quantities are used for payment, the Unclassified Excavation quantity will be used for final payment and the plans quantity of Topsoil and salvaged surfacing items listed in the Table of Unclassified Excavation will not be adjusted according to field measurements.

The following paragraphs are general earthwork information and information in regard to computing the Unclassified Excavation quantity when final cross sections are taken in the field:

The Topsoil quantity in the Table of Unclassified Excavation is an estimate. When finaling a project, the total quantity of field measured Topsoil will be used in place of the estimated Topsoil quantity. The quantity of Topsoil from the cuts will be paid for twice as Unclassified Excavation, as it will be in both the Excavation and Topsoil quantities. This will be full compensation for Excavation, which includes necessary undercutting to provide space for placement of topsoil.

The Excavation quantities from individual balances and the Table of Unclassified Excavation have been reduced by the volume of in place surfacing that will be removed and/or salvaged.

The volume of in place Concrete Surfacing and Asphalt Surfacing removed will NOT be paid for as Unclassified Excavation.

The Excavation quantities from individual balances and the table above have been reduced by the volume of in place concrete pavement and asphalt pavement that will be removed.

UNDERCUTTING

In all cut sections the earthen subgrade will be undercut 1 foot below the earthen subgrade surface. The undercut material or other suitable material, as directed by the Engineer, will then be replaced and compacted to the density specified for the section being constructed.

Shallow embankment sections, fills less than 1 foot in height, will be undercut to ensure a minimum 1-foot height of earth embankment for the entire width of sidewalk. The upper 6 inches of undercut material that consists of topsoil with a high humus content will be used as topsoil, placed in the fill slopes outside the edge of the sidewalk, or placed in the lower portion (below 4 foot depth) in fills which are greater than 4 feet in height. The remaining undercut soil and soil obtained from adjacent excavation (excluding the upper 6 inches) will then be replaced and compacted to the density specified for the section being constructed.

The plan shown quantity will be the basis of payment. However, if there are additional areas of undercut other than what is shown in the plans, the Engineer will direct removal of these areas and the additional areas will be measured according to the Engineer.

TABLE OF UNDERCUTTING QUANTITIES

Station to Station		Description	Quantity (CuYds)
Hwy 37 Mainline			
42+87 to 43+12L		Sidewalk	5.0
43+40 to 46+24L		Sidewalk	50.0
46+49 to 47+12L		Sidewalk	8.0
47+38 to 62+46L		Sidewalk	151.0
SU109			
0+86 to 28+09		Shared Use Path	977.0
SU137			
0+00 to 26+84		Shared Use Path	829.0
		Total:	2020.0

WASTE EXCAVATION

The quantity of waste in the Table of Excavation Quantities by Balances that is muck excavation or excess excavation material will be disposed of at a Contractor furnished site acceptable to the Engineer.

MUCK EXCAVATION

The areas of muck excavation are drawn on the cross sections with a normal depth of 3 feet. The estimated quantity of 219 cubic yards of muck excavation will be paid for at the contract unit price per cubic yard for "Muck Excavation".

Muck excavation consists of the removal of highly organic and/or highly saturated material from the designated areas shown on the cross sections. Highly organic muck material will not be used in the embankment but may be used as topsoil. Non-organic muck material may be used as embankment outside of the fill subgrade shoulder if it is properly handled and dried prior to placement in the embankment.

Field measurement of muck excavation will not be made unless the Engineer orders additional excavation, or when the Engineer determines, in accordance with Section 120.3 A.1 of the Specifications, that the classification of excavation be changed.

If the areas designated as muck excavation can be removed with similar equipment and procedures as used for unclassified excavation, the material will be measured and paid for as "Unclassified Excavation".

TABLE OF MUCK EXCAVATION

Station	to	Station	L/R	Depth (Ft)	Quantity (CuYd)
SU109					
21+25		22+25	Lt	3	61
SU137					
0+25		0+75	Lt	3	158
				Total:	219

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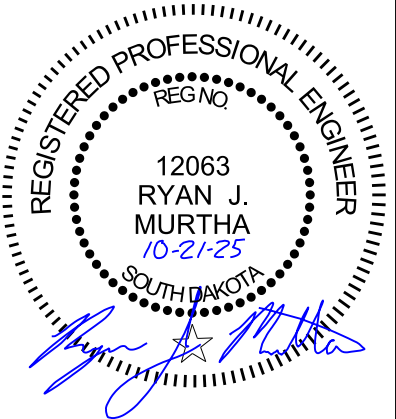
CONTRACTOR FURNISHED BORROW EXCAVATION

The Contractor will provide a suitable site for Contractor furnished borrow excavation material. The Contractor is responsible for obtaining all required permits and clearances for the borrow site. The borrow material will be approved by the Engineer. The plans quantity for "Contractor Furnished Borrow Excavation" as shown in the Estimate of Quantities will be the basis of payment for this item.

Restoration of the Contractor furnished borrow excavation site will be the responsibility of the Contractor.

PIPE EXTENSIONS BACKFILL COMPACTION

For pipe extensions that are outside the new surfaced shoulder as shown in the typical sections, acceptance tests in the lower one-half and upper one-half of pipe 48" or less in diameter may be performed by visual inspection to the satisfaction of the Engineer. All other MSTR pipe density testing requirements will apply.



PIPE CULVERT UNDERCUT

Pipe culvert undercut may be required for this project. The Engineer will determine which pipe will be undercut in accordance with Section 421 of the Specifications.

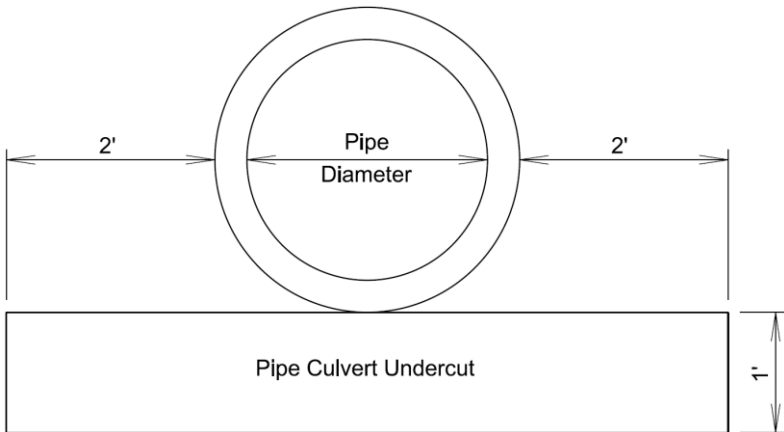
If pipe culvert undercut is required, the table below contains the rate for one-foot depth of pipe culvert undercut per foot of pipe length. When calculating pipe culvert undercut, the length of pipe ends should be included in the overall pipe length.

Granular material may be required for backfilling the pipe culvert undercut areas where site conditions warrant. Granular material will conform to the gradation requirements in Section 421.2.A of the Specifications and will be paid for at the contract unit price per ton for "Granular Material". A quantity of 50 tons of granular material is included in the estimate of quantities for use where it is determined to be needed. The quantity will be adjusted or eliminated by construction change order, depending on field conditions.

The table below contains the rate for one-foot depth of pipe culvert undercut per foot of pipe length and should be used as an aid in determining the actual amount of undercut to be performed during construction. The table is derived from the drawing below and conforms to the Specifications. When calculating pipe culvert undercut, the length of pipe ends should be included in the overall pipe length.

Storm sewer and approach pipes do not require undercutting unless specified otherwise in these plans.

Pipe Diameter (In)	Round Pipe Undercut Rate for 1' Depth (CuYd/Ft)	Arch Pipe Undercut Rate for 1' Depth (CuYd/Ft)
24	0.2407	0.2577
30	0.2623	0.2847
36	0.2840	0.3110
42	0.3056	0.3337
48	0.3272	0.3596
54	0.3488	0.3827
60	0.3704	0.4105
66	0.3920	---
72	0.4136	0.4630
78	0.4352	---
84	0.4568	0.5123
90	0.4784	---



INCIDENTAL WORK, GRADING

Station to Station	Remarks	Quantity
54+05 L	Take out 1 End Section	1 Each
54+63 L	Take out 1 End Section	1 Each
56+49 L	Take out 1 End Section	1 Each

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	Offset	Quantity (Each)
59+51	50' L	1
Total:		1

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.

CONCRETE PIPE CONNECTIONS

Pipe connections to existing pipes, manholes, junction boxes, and drop inlets will be done by breaking a hole into the existing structure and inserting the pipe. A concrete collar will then be poured around the pipe in the area of the connection.

When it is not possible to use a normal pipe joint (male-female ends), connections to existing pipe will be made by placing a 2' wide by 6" thick M6 concrete collar around the outside of the connection. The concrete collar will be reinforced with 6x6 W2.9 x W2.9 wire mesh.

All costs for constructing the concrete collars including materials and labor will be incidental to the contract unit price per foot for the corresponding pipe contract item.

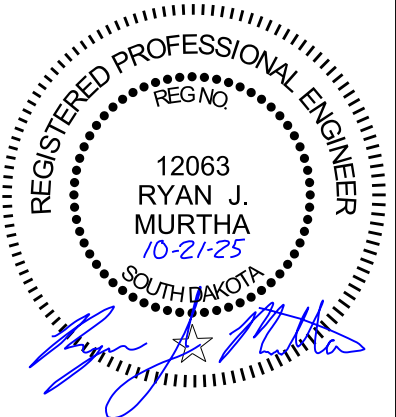
PIPE COVER

The earthen subgrade cover for some pipe installations is less than one foot. The Contractor will take the necessary precautions to ensure the structural properties of the pipes are not damaged after installation and prior to the placement of final surfacing. Any additional costs for preventing damage to these pipes will be incidental to the contract unit price per foot for the corresponding pipe installation contract item.

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STORM SEWER

Reinforced concrete pipe may be bell and spigot. The pipe sections will be adjoined such that the ends are fully entered and the inner surfaces are reasonably flush and even.

Lift holes in the reinforced concrete pipe will be plugged with grout.

Watertight joints are required for reinforced concrete pipe, drop inlets, manholes, and junction boxes where storm sewers run parallel to and within 10 feet horizontally from existing or proposed water mains.

Watertight joints are required where reinforced concrete pipes, drop inlets, manholes, or junction boxes cross water mains and are separated a distance of 18 inches or less, above or below, the water main.

If watertight joints are required then the watertight joints will extend for a distance of 10 feet beyond the water main. This measurement will be from the sealed concrete joint to the outer most surface of the water main.

Watertight joint seals will conform to the following requirements:

1. Reinforced Concrete Pipe (Circular): Gasketed pipe will conform to the requirements of ASTM C443 and the gasket will be in conformance with Section 990 of the Specifications. Non-gasketed concrete pipe will be sealed with a mastic joint seal conforming to the requirements of ASTM C990 and encased with a minimum 2-foot wide by 6-inch thick M6 concrete collar reinforced with 6x6 W2.9 x W2.9 wire mesh.
2. Reinforced Concrete Pipe (Arch): Gasketed pipe will conform to the requirements of ASTM C443 and the gasket will be in conformance with Section 990 of the Specifications. Non-gasketed concrete pipe joints will be sealed with a hydrophilic flexible water stop seal and wrapped with a 1-foot wide strip of fabric above the cradle. The fabric will conform to the requirements of Section 831 of the Specifications for Type A Drainage Fabric. The hydrophilic flexible water stop will be from the list below.
3. Drop Inlets, Manholes, and Junction Boxes: Joints will be sealed with one of the following methods:

A. A flexible strip seal placed in the joints conforming to the requirements of ASTM C990 and the perimeter encased with a minimum 2-foot wide by 6-inch thick M6 concrete collar reinforced with 6x6 W2.9 x W2.9 wire mesh.

B. A hydrophilic flexible water stop seal placed in the joints and a 1-foot wide strip of fabric wrapped around the perimeter of the pipe. The fabric will conform to the requirements of Section 831 of the Specifications for Type A Drainage Fabric. The hydrophilic flexible water stop will be from the list below.

C. A self-adhesive external joint seal wrap. The seal wrap will be from the list below.

Approved List of Self-adhesive Joint Wrap

Product	Manufacturer
Mar Mac Seal Wrap	Mar Mac Construction Products McBee, SC 843-335-5909

ConWrap CS-212

Concrete Sealants, Inc.
Tipp City, OH
800-332-7325
<http://www.conseal.com>

Approved List of Hydrophilic Flexible Water Stop Seal:

Product	Manufacturer
Waterstop RX	Cetco Hoffman Estates, IL 800-527-9948 http://www.cetco.com
Conseal CS-231	Concrete Sealants, Inc. Tipp City, OH 800-332-7325 http://www.conseal.com

Gaskets and seals (mastic, waterstop, and seal wraps) will be installed in accordance with the Manufacturer's recommendations.

The cost for furnishing and installing all gaskets, mastic joint seal, water stop seal, seal wrap, concrete collars, and for plugging the lift holes will be incidental to the contract unit price per foot for the corresponding pipe contract item.

DROP INLETS

The plan shown quantities of the drop inlet components such as Class M6 Concrete, Reinforcing Steel, and Type C Frame and Grate will be the basis of payment for these items.

If additions or reductions to the number of drop inlets are ordered by the Engineer, payment for the components required to construct the drop inlets will be made at the contract unit prices for the components of the drop inlets.

TABLE OF DROP INLETS AND QUANTITIES

Station	L/R	Drop Inlet Size	Drop Inlet Type	Class M6 Concrete (CuYd)	Reinf. Steel (Lb)	Precast Drop Inlet Collar (Each)	Frame & Grate Type
59+45.94 - 52.14'	L	3 X 4	C	1.0	169	1	C
Total:				1.0	169	1	
Total Type C Frame and Grate						1	

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ASPHALT CONCRETE COMPOSITE

Asphalt for tack SS-1h or CSS-1h will be applied prior to each lift of Asphalt Concrete Composite. Asphalt for tack will be applied at a rate of 0.09 gallons per square yard on existing pavement or milled asphalt concrete surfaces and at a rate of 0.06 gallons per square yard on primed base course or new asphalt concrete pavement. 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.

8.5" PCC FILLET SECTIONS

Payment for "8.5" PCC Fillet Section" will be based on plans quantity. If additions or reductions to the area of PCC fillet sections are ordered by the Engineer, payment will be made in accordance with the contract unit price per square yard for "8.5" PCC Fillet Section".

CONCRETE SIDEWALK

The concrete sidewalk will be constructed in accordance with Section 651.

Where the required granular cushion material thickness exceeds 2", as per the typical sections, it will be paid for separately at the contract unit price per ton for Gravel Cushion. The gravel cushion will meet the requirements of Section 882. Compaction will be to the satisfaction of the Engineer.

Water for Granular Material is estimated at the rate of 9.6 gallons of water per ton of Granular Material. The estimated quantity of Water for Granular Material is 9.6 MGal. No separate payment will be made for the Water for Granular Material and all costs associated will be incidental to the contract unit price per cubic ton for the corresponding granular material bid item.



TYPE 1 DETECTABLE WARNINGS

Detectable warnings will be in compliance with the Americans with Disabilities Act regulations.

The detectable warnings will be installed according to the manufacturer's installation instructions.

A concrete thickness equal to the adjacent concrete sidewalk thickness and 2 inches of granular cushion material will be placed below the Type 1 Detectable Warnings. When concrete is placed below the detectable warnings then the concrete thickness will be transitioned at the rate of 1" per foot to match the adjacent concrete sidewalk thickness.

The detectable warnings will be a brick red color for application in concrete curb ramps. Cast iron plates may be a natural patina (weathered steel).

Type 1 Detectable Warning Panels will be one of the following products:

Type 1 Detectable Warnings

Product	Manufacturer
Detectable Warning Plate Cast Iron Plate	Neenah Foundry Company Neenah, WI 800-558-5075 http://www.neenahfoundry.com/
Detectable Warning Plate Cast Iron Plate	Deeter Foundry Lincoln, NE 800-234-7466 http://www.deeter.com/
Detectable Warning Plate Cast Iron Plate(No Coating)	East Jordan Iron Works, Inc. 301 Spring Street East Jordan, MI 49727 800-626-4653 http://www.ejiw.com
Iron Dome Cast Iron Detectable Warning Tile	ADA Solutions, Inc. 323 Andover Street Suite 3 Wilmington, MA 01887 800-372-0519 https://adatile.com
TufTile (wet-set) Cast Iron Replaceable Tile	TufTile 1200 Flex Court Lake Zurich, IL 60047 888-960-8897 http://www.tuftile.com/
Advantage Tactile Detectable Warning Cast Iron Plate	Advantage Tactile Systems, Inc. 241 Main Street, Suite 100 Buffalo, NY 14203 800-679-4022 https://advantagetactile.com/

PUBLIC LANDS SURVEY SYSTEM, RIGHT OF WAY, AND PROPERTY CORNERS FOR BIDDING PURPOSES ONLY

The Contractor will have a Land Surveyor, licensed in the State of South Dakota, to set, reestablish or verify public land survey system (PLSS) corners, right of way (ROW) corners, and property corners as directed by the appropriate SDDOT Region Land Surveyor. It is estimated that 2 PLSS corners and 17 ROW and property corners will be set, reestablished, or verified for this project. The Contractor's Land Surveyor, under the direction of the Region Land Surveyor, will set, reestablish, or verify all corner monuments after surfacing and fencing operations are completed in accordance with the PUBLIC LANDS SURVEY SYSTEM CORNERS section and the RIGHT OF WAY AND PROPERTY CORNERS section in Chapter 8 of the SDDOT Survey Manual.

<<https://dot.sd.gov/doing-business/engineering-design-services/surveyors/>>

All costs associated with furnishing and installing PLSS caps, rebar, and all other materials associated with setting, reestablishing, or verifying PLSS, ROW corners, and property corners in accordance with the SDDOT Survey Manual will be incidental to the contract unit price per each for "Reestablish Public Land Survey System Corner" and/or "Reestablish Right-of-Way and Property Corner".

TABLE OF CONSTRUCTION STAKING FOR PROJECT PCN06WT
(See Special Provision for Contractor Staking)

Description	Begin Station	End Station	Length (Ft)	Length (Mile)	Miscellaneous Staking Quantity (Mile)
Sidewalk (Hwy 37 Mainline)	39+08	62+41	2,333	0.44	0.44
Shared Use Path (su109)	0+86	28+09	2,723	0.52	0.52
Shared Use path (su137)	0+00	26+84	2,684	0.51	0.51
Total:				1.47	

TABLE OF REMOVE SIGN FOR RESET

Station	Offset	Description	Quantity (Each)
59+57	43' R	3 Post - Museum / Corn Palace	1
62+58	38' R	1 Post - Hwy 37 / I-90 Business Loop	1
62+69	37' R	1 Post - Hwy 37	1
B 139+00	71' R	1 Post - Hwy 37	1
B 159+25	95' R	Gas Pipeline	1
Total:			5

TABLE OF RESET SIGN

Station	Offset	Description	Quantity (Each)
59+57	43' R	3 Post - Museum / Corn Palace	1 *
62+58	38' R	1 Post - Hwy 37 / I-90 Business Loop	1 *
62+69	37' R	1 Post - Hwy 37	1 *
B 139+00	71' R	1 Post - Hwy 37	1 *
B 159+25	95' R	Gas Pipeline	1 *
Total:			5

* Denotes installation on existing posts

REMOVE SIGN FOR RESET AND RESET SIGN

Signs that are scheduled for reset will be dismantled and reassembled to the extent needed by the Contractor to properly reset the sign. Signs will be handled with care so that the existing signs, posts, and bases are not damaged during the relocation process. The Contractor will replace and pay for any reset signs damaged in their care. The Contractor will remove and dispose of any existing posts for all reset signs that require use of new posts as shown in the Table of Reset Sign.

All costs for removing, dismantling, and disposing of any existing posts will be incidental to the contract unit price per each for "Remove Sign for Reset". All costs for resetting the existing signs will be incidental to the contract unit price per each for "Reset Sign". All quantities for Remove Sign for Reset and Reset Sign will be per assembly at the contract unit price per each.



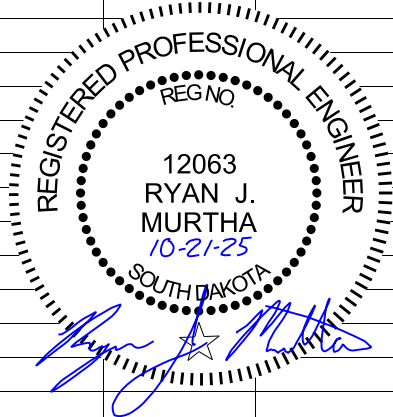
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Plotting Date: 7/1/2025 Rev 11/7/2025 RJM

REGISTERED PROFESSIONAL ENGINEER
 REG. NO. 12063
 RYAN J. MURTHA
 11-7-25
 SOUTH DAKOTA

PAVEMENT, CURB AND GUTTER, AND SIDEWALK QUANTITIES																STATE OF SOUTH DAKOTA	PROJECT NH 0037(166)73 CR 0907(91)330		SHEET B8	TOTAL SHEETS B80		
		REMOVE					INSTALL										Plotting Date: 7/1/2025					
		Concrete Curb and Gutter	Concrete Driveway	Concrete Pavement	Asphalt Concrete Pavement	Concrete Sidewalk	Concrete Curb and Gutter	Asphalt Concrete Composite	PCC Driveway Pavement	PCC Approach Pavement	PCC Fillet Section	Concrete Sidewalk		Detectable Warnings	Insert Steel Bar in PCC Pavement	Gravel Cushion						
							Type B68.5	3"	6"	6"	8.5"	4"	6"	Type 1		3"						
Intersection	Quadrant	Ft	SqYd	SqYd	SqYd	SqYd	Ft	Ton	SqYd	SqYd	SqYd	SqFt	SqFt	SqFt	Each	Ton						
Norway Ave to Loma Linda Dr	West																					
	East	34.1				195.0	33.2					1661.2		40								
Loma Linda Dr	Northwest	9.0		26.3			9.0				25.9	242.2		20	14							
	Northeast	27.0				13.7	26.9					157.4		20	7							
	Southwest			26.0							25.9	142.5		20	13							
	Southeast	34.6				23.3	34.8					289.6		20	10							
Loma Linda Dr to Williams Ave	West		43.7	102.4	32.1	23.6		1.4		47.8	101.8	2113.9	310.0	40	58							
	East	60.2				303.0	60.1					2531.1		20	19							
Williams Ave	Northwest	9.0					9.0					182.2		10								
	Northeast			50.3		33.5					16.4	289.5		20	10							
	Southwest	9.0					9.0					231.7		10								
	Southeast			50.1		12.1					16.4	160.8		20	10							
Williams Ave to Havens Ave	West			83.1						97.2		5209.6	635.0		3							
	East	19.6	138.5	48.9	28.5	553.5	24.6	3.9	18.4	46.3	50.0	5184.0	751.9	20	32							
Havens Ave	Northwest					3.7						35.2										
	Northeast			21.0		18.8						358.4										
	Southwest					2.9						448.4										
	Southeast	35.1				66.1	32.3					674.0		40	10							
8th Ave to 15th Ave	West																					
	East					2427.1							27056.4			473.5						
15th Ave	Northwest																					
	Northeast					19.8		0.3				176.2	256.9	20		4.5						
	Southwest																					
	Southeast					30.6		6.0					232.3	20		4.1						
15th Ave to 16th Ave	West																					
	East												6177.0			108.1						
16th Ave	Northwest																					
	Northeast	9.0					9.0					339.9		10								
	Southwest																					
	Southeast																					
16th Ave to Minnesota St	West																					
	East												20518.9			359.1						

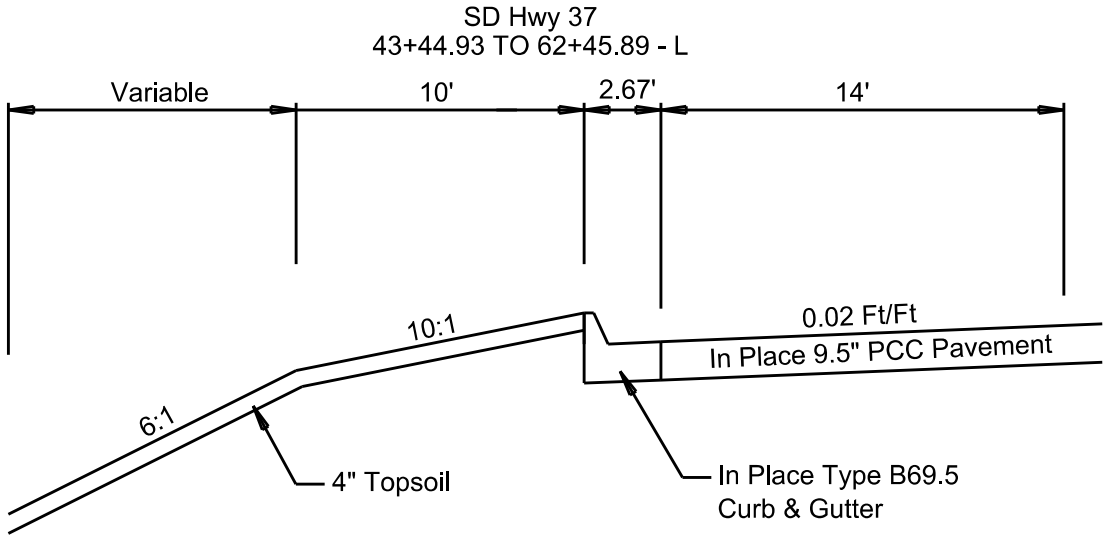
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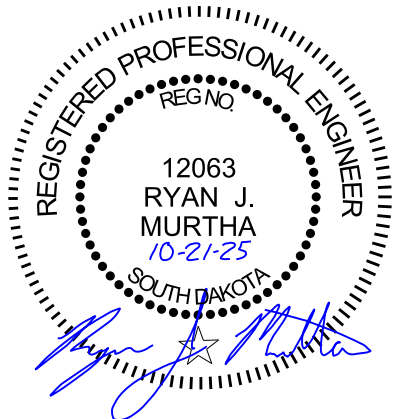
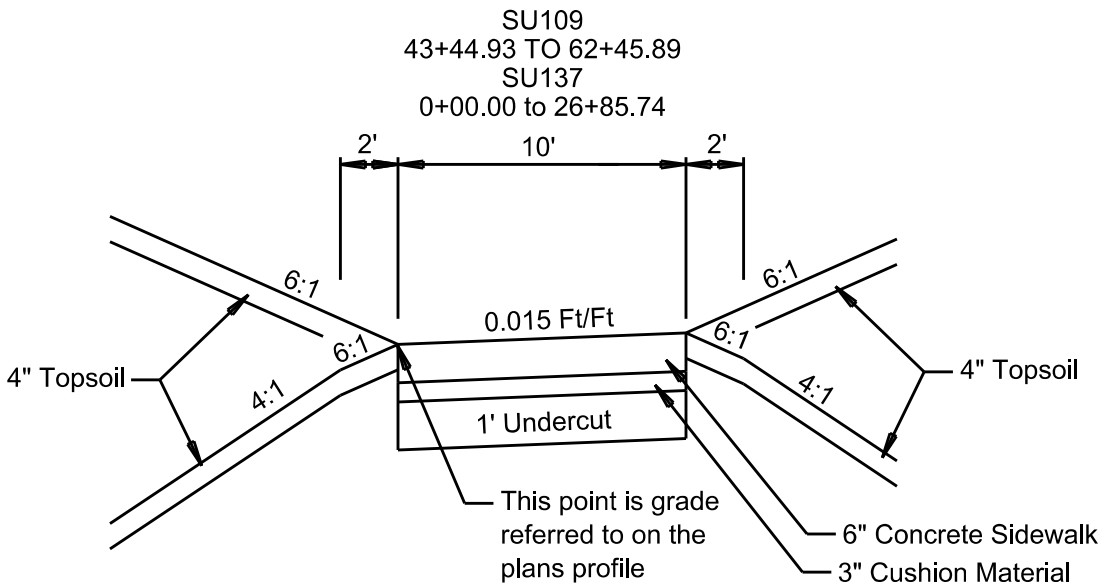
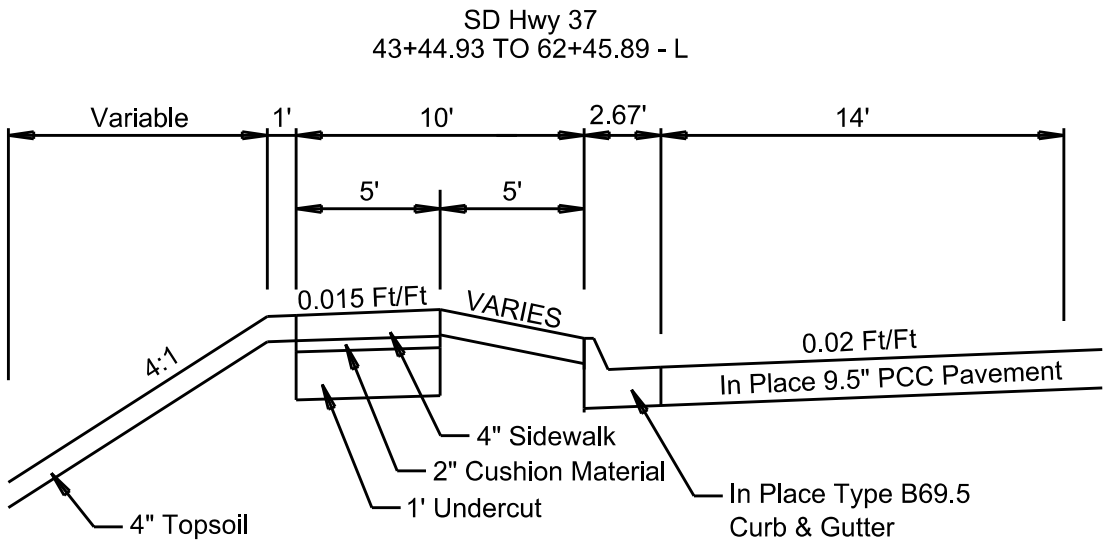
TYPICAL IN PLACE SECTION

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B9	B80
Plotting Date:		7/1/2025	



TYPICAL GRADING SECTIONS



HORIZONTAL ALIGNMENT DATA

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330		

Plotting Date: 7/1/2025

SD Highway 37					SD Highway 37 - Continued					
Type	Station			Northing	Easting	Type	Station		Northing	Easting
POB	0+00.00			500819.354	2573278.994	Equation	A 89+98.38 Bk =	B 89+95.14 Ah	510774.443	2573098.592
		TL= 649.89	N 2°20'16" W			PI	B 89+95.14		510774.443	2573098.592
PI	6+49.89			501468.704	2573252.484			TL= 1034.95	N 29°52'45" E	
		TL= 347.59	N 1°52'25" W			PC	B 100+29.56		511671.826	2573614.175
PI	9+97.48			501816.107	2573241.120	PI	B 104+20.75	R= 2455.53	Delta= 18°06'11" L	512011.014
		TL= 876.86	N 2°03'28" W			PT	B 108+05.41		512393.965	2573888.886
PI	18+74.34			502692.401	2573209.634			TL= 545.87	N 11°46'33" E	
		TL= 335.76	N 3°41'28" W			PI	B 113+51.28		512928.343	2574000.289
PI	22+10.09			503027.460	2573188.018			TL= 571.17	N 11°45'37" E	
		TL= 826.97	N 2°04'44" W			PI	B 119+22.44		513487.519	2574116.703
PI	30+37.07			503853.890	2573158.020			TL= 1941.59	N 11°46'53" E	
		TL= 612.67	N 2°15'15" W			PI	B 138+64.04		515388.210	2574513.130
PI	36+49.74			504466.084	2573133.921			TL= 356.91	N 11°45'55" E	
		TL= 2150.29	N 2°04'21" W			PC	B 142+20.95		515737.625	2574585.906
PI	58+00.03			506614.970	2573056.157	PI	B 150+29.71	R= 1348.14	Delta= 61°55'12" R	516529.396
		TL= 499.10	N 1°37'53" W			PT	B 156+77.89		516756.588	2575527.012
Equation	62+99.13 BK =	A 53+00.30 Ah		507113.868	2573041.947			TL= 639.71	N 73°41'07" E	
PI	A 53+00.30			507113.868	2573041.947	PC	B 163+17.61		516936.293	2576140.966
		TL= 215.76	N 2°29'15" W			PI	B 167+03.00	R= 3819.71	Delta= 11°31'23" R	517044.557
PC	A 55+16.06			507329.428	2573032.583	PT	B 170+85.80		517076.751	2576894.898
PI	A 56+49.70	R= 11459.16	Delta= 1°20'11" L	507462.935	2573026.783			TL= 1475.38	N 85°12'30" E	
PT	A 57+83.32			507596.271	2573017.872	POE	B 185+61.19		517199.997	2578365.126
		TL= 34.06	N 3°49'25" W							
PC	A 58+17.37			507630.250	2573015.601					
PI	A 59+49.77	R= 11459.16	Delta= 1°19'26" R	507762.349	2573006.772					
PT	A 60+82.15			507894.616	2573000.997					
		TL= 277.37	N 2°29'59" W							
PI	A 63+59.52			508171.723	2572988.899					
		TL= 894.33	N 2°25'50" W							
PI	A 72+53.84			509065.244	2572950.971					
		TL= 699.18	N 2°25'10" W							
PI	A 79+53.02			509763.799	2572921.456					
		TL= 257.97	N 2°37'47" W							
PC	A 82+11.00			510021.502	2572909.621					
PI	A 86+04.06	R= 1348.14	Delta= 32°30'31" R	510414.146	2572891.587					
PT	A 89+75.91			510754.959	2573087.398					
		TL= 22.47	N 29°52'45" E							

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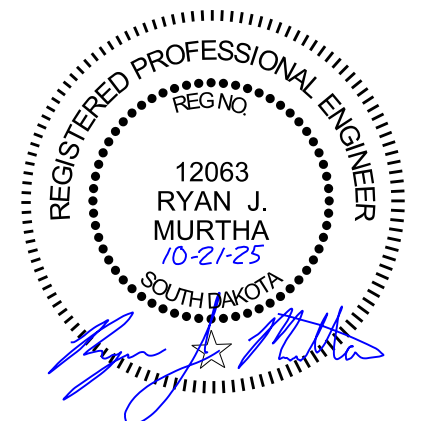
HORIZONTAL ALIGNMENT DATA

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B11	B80
Plotting Date:		7/1/2025	

SU109						SU109 - Continued			
Type	Station			Northing	Easting	PC			
POB	0+00.00			512499.326	2573994.846	PI	17+80.42		514229.410
PI	0+21.65	R= 55.00	Delta= 42°58'44" R	512520.954	2573995.890	PT	18+07.06	R= 1510.00	Delta= 2°01'18" R
PT	0+41.26			512536.066	2574011.398				514255.537
		TL= 18.66	N 45°44'31" E					TL= 103.15	N 13°18'11" E
PC	0+59.92			512549.091	2574024.764	PC	19+36.85		514381.850
PI	0+73.27	R= 45.00	Delta= 33°03'04" L	512558.408	2574034.327	PI	19+86.88	R= 1510.00	Delta= 3°47'43" R
PT	0+85.88			512571.434	2574037.260	PT	20+36.88		514430.537
		TL= 146.26	N 12°41'27" E					TL= 24.42	N 17°05'54" E
PC	2+32.14			512714.121	2574069.392	PC	20+61.30		514501.700
PI	2+76.60	R= 1490.00	Delta= 3°25'06" L	512757.495	2574079.159	PI	20+99.23	R= 490.00	Delta= 8°51'11" L
PT	3+21.03			512801.374	2574086.323	PT	21+37.01		514537.955
		TL= 34.93	N 9°16'21" E					TL= 73.74	N 8°14'43" E
PC	3+55.96			512835.844	2574091.951	PC	22+10.75		514575.495
PI	3+76.48	R= 1510.00	Delta= 1°33'25" R	512856.093	2574095.257	PI	22+23.40	R= 490.00	Delta= 2°57'26" L
PT	3+96.99			512876.244	2574099.112	PT	22+36.04		514648.473
		TL= 231.27	N 10°49'46" E					TL= 46.20	N 5°17'17" E
PC	6+28.26			513103.398	2574142.564	PC	22+82.24		514660.990
PI	7+03.03	R= 1510.00	Delta= 5°40'09" R	513176.832	2574156.612	PI	23+15.12	R= 510.00	Delta= 7°22'39" R
PT	7+77.67			513248.519	2574177.845	PT	23+47.91		514673.584
		TL= 10.83	N 16°29'55" E					TL= 385.12	N 12°39'57" E
PC	7+88.50			513258.905	2574180.921	PC	27+33.03		514719.587
PI	8+50.10	R= 1490.00	Delta= 4°44'06" L	513317.971	2574198.416	PI	27+51.52	R= 150.00	Delta= 14°03'26" L
PT	9+11.64			513378.279	2574210.975	PT	27+69.83		514752.327
		TL= 212.31	N 11°45'49" E					TL= 39.56	N 1°23'30" W
PC	11+23.95			513586.132	2574254.260	POE	28+09.39		514784.407
PI	11+39.13	R= 1490.00	Delta= 1°10'02" L	513600.992	2574257.355				515160.153
PT	11+54.31			513615.912	2574260.146				515178.197
		TL= 59.61	N 10°35'47" E						515196.685
PC	12+13.91			513674.502	2574271.107				2574582.564
PI	12+29.08	R= 510.00	Delta= 3°24'29" R	513689.415	2574273.897				2574586.619
PT	12+44.25			513704.136	2574277.569				2574586.170
		TL= 3.74	N 14°00'16" E						515236.233
PC	12+47.98			513707.761	2574278.473				2574585.209
PI	12+76.78	R= 1490.00	Delta= 2°12'52" L	513735.704	2574285.442				
PT	13+05.57			513763.896	2574291.326				
		TL= 82.74	N 11°47'23" E						
PC	13+88.31			513844.890	2574308.232				
PI	13+94.92	R= 1490.00	Delta= 0°30'30" L	513851.360	2574309.582				
PT	14+01.53			513857.841	2574310.875				
		TL= 378.89	N 11°16'53" E						

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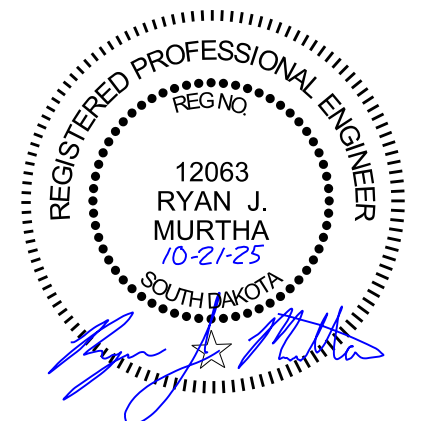
HORIZONTAL ALIGNMENT DATA

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B12	B80
Plotting Date:		7/1/2025	

FOR BIDDING PURPOSES ONLY

SU137				Northings	Easting
Type	Station				
POB	0+00.00			515275.015	2574582.900
		TL= 7.56	N 1°41'12" W		
PC	0+07.56			515282.572	2574582.678
PI	0+31.58	R= 30.00	Delta= 77°21'16" R	515306.577	2574581.971
PT	0+48.06			515312.521	2574605.238
		TL= 1.54	N 75°40'05" E		
PC	0+49.61			515312.903	2574606.734
PI	0+80.78	R= 50.00	Delta= 63°53'12" R	515320.621	2574636.938
PT	1+05.36			515351.139	2574643.303
		TL= 128.83	N 11°46'53" E		
PC	2+34.19			515477.254	2574669.607
PI	2+73.26	R= 50.00	Delta= 76°00'40" R	515515.503	2574677.585
PT	3+00.52			515517.008	2574716.628
		TL= 187.37	N 87°47'33" E		
PC	4+87.91			515524.226	2574903.879
PI	5+12.91	R= 25.00	Delta= 90°00'00" L	515525.189	2574928.861
PT	5+27.18			515550.170	2574927.898
		TL= 103.80	N 2°12'27" W		
PC	6+30.98			515653.897	2574923.900
PI	6+75.84	R= 100.00	Delta= 48°18'50" L	515698.715	2574922.172
PT	7+15.31			515727.232	2574887.553
		TL= 126.98	N 50°31'17" W		
PC	8+42.29			515807.966	2574789.540
PI	9+15.44	R= 100.00	Delta= 77°22'20" R	515854.475	2574733.077
PCC	9+68.60			515922.371	2574760.303
PI	15+68.08	R= 1233.62	Delta= 51°50'04" R	516478.775	2574983.421
PT	20+84.64			516647.175	2575558.754
		TL= 105.59	N 73°41'07" E		
PC	21+90.23			516676.836	2575660.092
PI	22+21.82	R= 240.00	Delta= 15°00'00" L	516685.712	2575690.416
PT	22+53.06			516702.134	2575717.410
		TL= 38.89	N 58°41'07" E		
PC	22+91.95			516722.349	2575750.638
PI	23+19.33	R= 250.00	Delta= 12°30'00" R	516736.579	2575774.029
PT	23+46.49			516745.410	2575799.946
		TL= 190.63	N 71°11'07" E		
PC	25+37.12			516806.888	2575980.386
PI	25+45.05	R= 45.00	Delta= 19°58'52" L	516809.445	2575987.890
PT	25+52.81			516814.412	2575994.068
		TL= 99.82	N 51°12'14" E		
PI	26+52.64			516876.957	2576071.869
		TL= 2.00	N 19°25'31" W		
PI	26+54.64			516878.844	2576071.204
		TL= 32.71	N 68°44'16" E		
POE	26+87.35			516890.707	2576101.690

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CONTROL DATA FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B13	B80

Plotting Date: 7/1/2025

HORIZONTAL AND VERTICAL CONTROL POINTS						
POINT	STATION	OFFSET	DESCRIPTION	NORTHING	EASTING	ELEVATION
1146	B 104+75.93	1019.69' L	Iron Pin - NE Corner Section 20, T103N., R.60W.	512416.663	2572838.818	1307.56
1248	B 132+14.30	1682.85' L	Iron Pin - W1/4 Corner Section 16, T103N., R.60W.	515095.756	2572733.072	1301.02
6000	49+75.91	64.08' L	Rebar with Cap	505789.068	2573021.920	1343.89
6004	61+93.88	67.18' L	Rebar with Cap	507006.748	2572977.786	1349.00
6022	A 79+54.30	50.00' L	Rebar with Cap	509762.777	2572871.455	1309.84
6025	B 108+81.42	125.13' R	Rebar with Cap	512442.836	2574026.896	1304.91
6056	A 64+02.91	49.67' R	Rebar with Cap	508217.186	2573036.683	1346.06
6143	36+50.45	10.88' R	Iron Pin - E1/4 Corner Section 29, T103N., R.60W.	504467.191	2573144.767	1351.10
7023	B 162+65.75	100.08' R	Rebar with Cap	516825.676	2576119.315	1309.43
7037	B 142+21.68	0.10' R	Rebar with Cap	515738.325	2574586.153	1305.48

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LEGEND

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B14	B80

Plotting Date: 7/1/2025

Anchor		Highway R.O.W. Marker		Shrub Tree		State and National Line	
Antenna		Interstate Close Gate		Sidewalk		County Line	
Approach		Iron Pin		Sign Face		Section Line	
Assumed Corner		Irrigation Ditch		Sign Post		Quarter Line	
Azimuth Marker		Lake Edge		Slough Or Marsh		Sixteenth Line	
BBQ Grill/ Fireplace		Lawn Sprinkler		Spring		Property Line	
Bearing Tree		Mailbox		Stream Gauge		Construction Line	
Bench Mark		Manhole Electric		Street Marker		R. O. W. Line	
Box Culvert		Manhole Gas		Subsurface Utility Exploration Test Hole		New R. O. W. Line	
Bridge		Manhole Misc		Telephone Fiber Optics		Cut and Fill Limits	
Brush		Manhole Sanitary Sewer		Telephone Junction Box		Control of Access	
Buildings		Manhole Storm Sewer		Telephone Pole		New Control of Access	
Bulk Tank		Manhole Telephone		Television Cable Jct Box		Proposed ROW	
Cattle Guard		Manhole Water		Television Tower		(After Property Disposal)	
Cemetery		Merry-Go-Round		Test Wells/Bore Holes			
Centerline		Microwave Radio Tower		Traffic Signal			
Cistern		Misc. Line		Trash Barrel		Drainage Arrow	
Clothes Line		Misc. Property Corner		Tree Belt			
Commercial Sign Double Face		Misc. Post		Tree Coniferous			
Commercial Sign One Post		Overhang Or Encroachment		Tree Deciduous		Remove Concrete Pavement	
Commercial Sign Overhead		Overhead Utility Line		Tree Stumps		Remove Concrete Driveway Pavement	
Commercial Sign Two Post		Parking Meter		Triangulation Station		Remove Asphalt Concrete Pavement	
Concrete Symbol		Pedestrian Push Button Pole		Underground Electric Line		Remove Concrete Sidewalk	
Creek Edge		Pipe With End Section		Underground Gas Line		Remove Concrete Median Pavement	
Curb/Gutter		Pipe With Headwall		Underground High Pressure Gas Line		Remove Concrete Curb and/or Gutter	
Curb		Pipe Without End Section		Underground Sanitary Sewer			
Dam Grade/Dike/Levee		Playground Slide		Underground Storm Sewer			
Deck Edge		Playground Swing		Underground Tank			
Ditch Block		Power And Light Pole		Underground Telephone Line			
Doorway Threshold		Power And Telephone Pole		Underground Television Cable			
Drainage Profile		Power Meter		Underground Water Line			
Drop Inlet		Power Pole		Warning Sign One Post			
Edge Of Asphalt		Power Pole And Transformer		Warning Sign Two Post			
Edge Of Concrete		Power Tower Structure		Water Fountain			
Edge Of Gravel		Propane Tank		Water Hydrant			
Edge Of Other		Property Pipe		Water Meter		Detectable Warning	
Edge Of Shoulder		Property Pipe With Cap		Water Tower		Pedestrian Push Button Pole	
Elec. Trans./Power Jct. Box		Property Stone		Water Valve		and 30" x 48" Clear Space	
Fence Barbwire		Public Telephone		Water Well		with 1.5% slope	
Fence Chainlink		Railroad Crossing Signal		Weir Rock			
Fence Electric		Railroad Milepost Marker		Windmill			
Fence Misc.		Railroad Profile		Wingwall			
Fence Rock		Railroad R.O.W. Marker		Witness Corner			
Fence Snow		Railroad Signs					
Fence Wood		Railroad Switch					
Fence Woven		Railroad Track					
Fire Hydrant		Railroad Trestle					
Flag Pole		Rebar					
Flower Bed		Rebar With Cap					
Gas Valve Or Meter		Reference Mark					
Gas Pump Island		Regulatory Sign One Post					
Grain Bin		Regulatory Sign Two Post					
Guardrail		Retaining Wall					
Guide Sign One Post		Riprap					
Guide Sign Two Post		River Edge					
Gutter		Rock And Wire Baskets					
Guy Pole		Rockpiles					
Haystack		Satellite Dish					
Hedge		Septic Tank					



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B15	B80

Plotting Date: 7/1/2025

MITCHELL



Sec 29 - T103N - R60W

TSM Partnership
(INFORMATION ONLY)

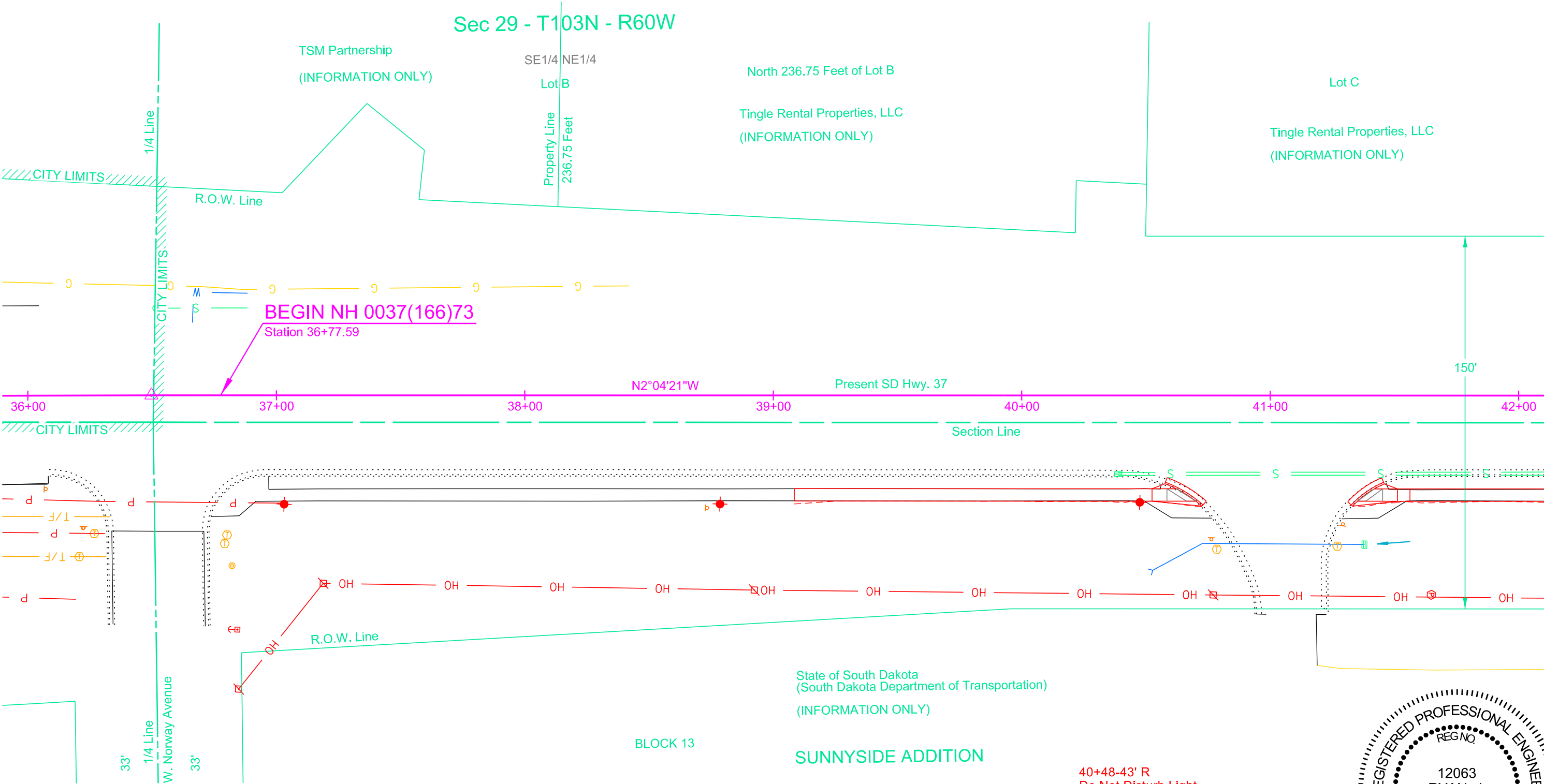
SE1/4 NE1/4
Lot B

North 236.75 Feet of Lot B

Tingle Rental Properties, LLC
(INFORMATION ONLY)

Lot C

Tingle Rental Properties, LLC
(INFORMATION ONLY)



State of South Dakota
(South Dakota Department of Transportation)
(INFORMATION ONLY)

BLOCK 13

SUNNYSIDE ADDITION

40+48-43' R
Do Not Disturb Light

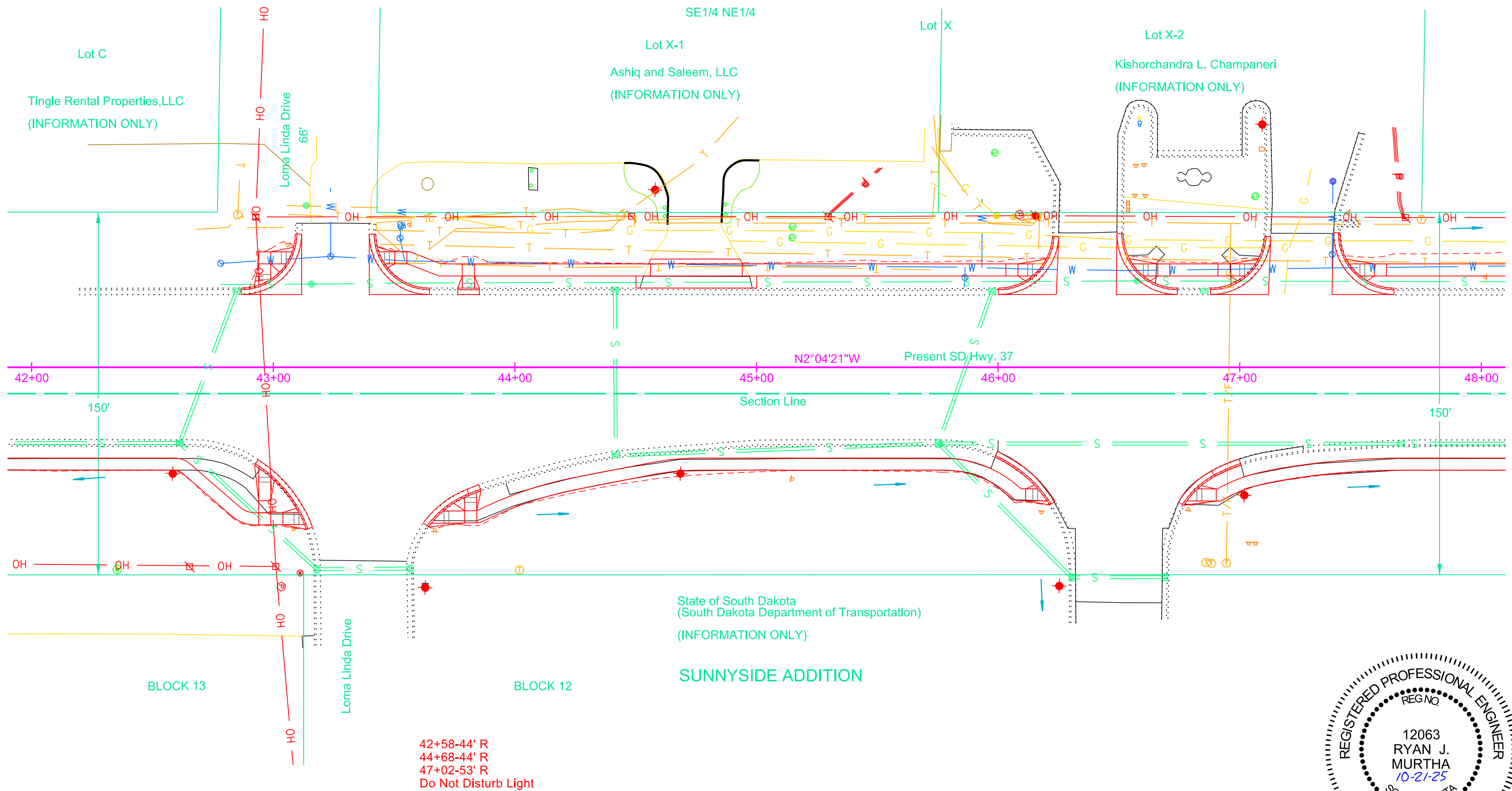


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B16	B80

Plotting Date: 7/1/2025

MITCHELL
Sec 29 - T103N - R60W
SE1/4 NE1/4



FOR BIDDING PURPOSES ONLY

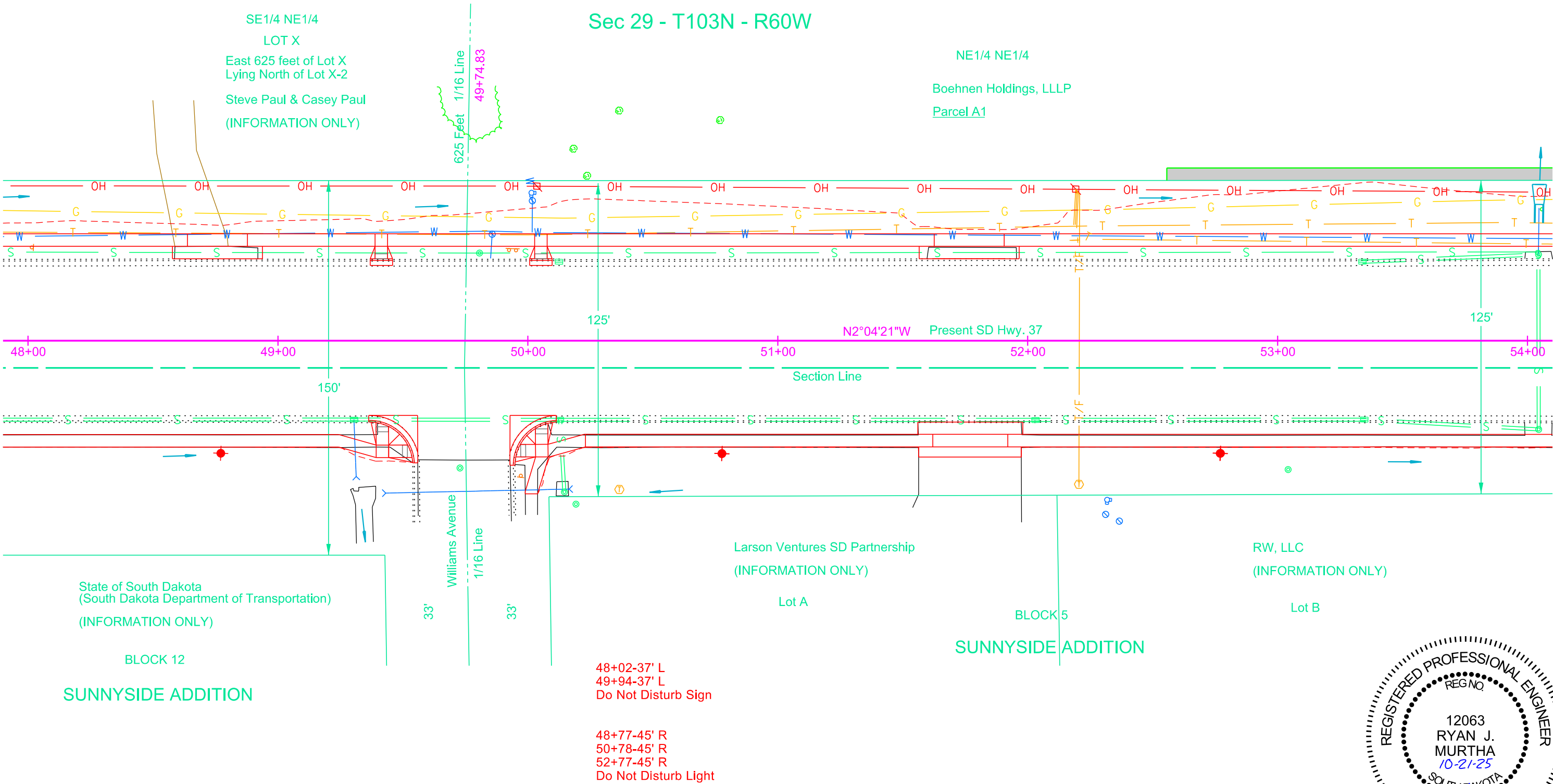
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B17	B80

Plotting Date: 7/1/2025



MITCHELL

Sec 29 - T103N - R60W



48+02-37' L
49+94-37' L
Do Not Disturb Sign

48+77-45' R
50+78-45' R
52+77-45' R
Do Not Disturb Light

Parcel A1
52+55.66 to 56+69.59 L
Temporary Easement containing
0.05 ac, (2069 sq ft) more or less



54+05 L
Take out 1 End Section
(Incidental Work, Grading)

54+04.61-47.15' L to 54.56' L
Install 30"-8' RCP Arch
& 1 Flared End

54+04-35' L to 54+05-47' L
Retain 30"-12' RCP Arch

54+63 L
Take out 1 End Section
(Incidental Work, Grading)

54+39.58-50.49' L to 54.40' L
Install 30"-4' RCP Arch
& 1 Flared End

54+63-54' R to 47' L
Retain 30"-101' RCP Arch

56+50-32' L to 56+49-48' L
Retain 30"-23' RCP Arch

56+49 L
Take out 1 End Section
(Incidental Work, Grading)

54+63.45-46.93' L to 54.40' L
Install 30"-8' RCP Arch
& 1 Flared End

56+49.31-48.12' L to 55.48' L
Install 30"-8' RCP Arch
& 1 Flared End

Andres A. Jimenez, Tanya A. Jimenez,
and Andrea A. Jimenez

(INFORMATION ONLY)

That portion of Lot 3B being a strip of land running 30'
North and South by 300' East and West, South of and
contiguous to Lot 3B in the NE1/4 NE1/4 of Section 29 -
Township 103 North - Range 60 West of the 5th P.M.

Andres A. Jimenez, Tanya A. Jimenez,
and Andrea A. Jimenez

Parcel A2
Omitted

59+51 - 50' L
Remove Drop Inlet

59+45.94-52.14' L
Install 3' X 4' Type C Drop Inlet
with 6" Concrete Collar
and Type C Frame and Grate

59+45.94-52.14' L to 59+53.23-48.85' L
Install 18"-6' RCP
(Between Inlet & Existing Pipe)

Andres A. Jimenez,
Tanya A. Jimenez,
& Andrea A. Jimenez

(INFORMATION ONLY)

Sec 29 - T103N - R60W

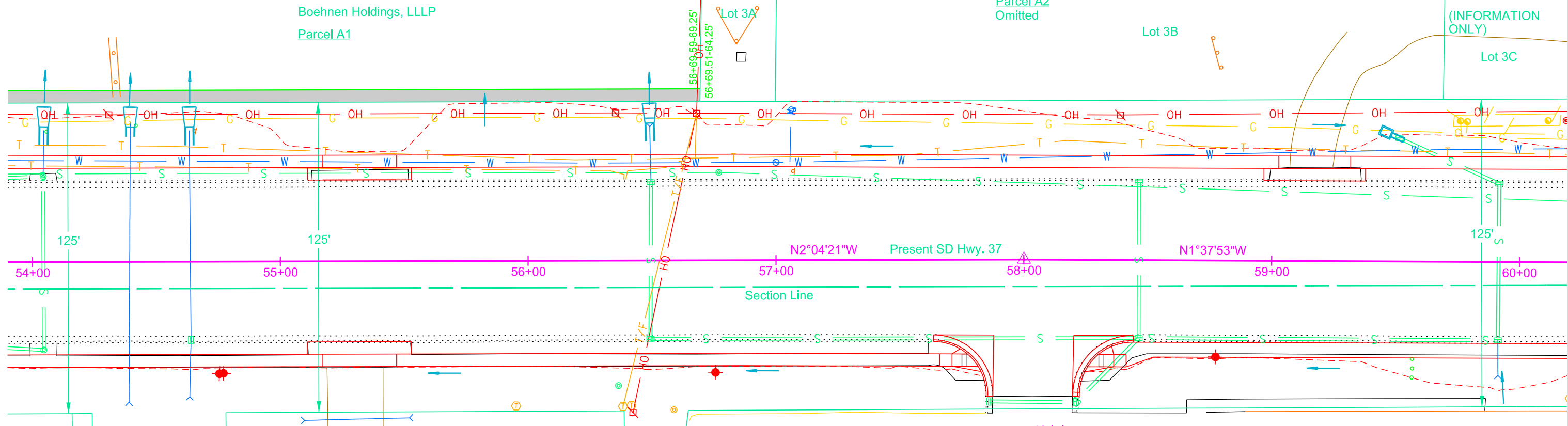
NE1/4 NE1/4

56+69.59-69.25'
56+69.51-64.25'

Lot 3A

Lot 3B

Lot 3C



Section Line

N2°04'21"W

Present SD Hwy. 37

N1°37'53"W

Mainline
PI 58+00.03
N 506614.97
E 2573056.16
Del 0°26'28" R

Flats on Havens, LLC
(INFORMATION ONLY)

Lot 1

Lot 2

RW, LLC
(INFORMATION ONLY)

Lot C

BLOCK 5

SUNNYSIDE ADDITION
Sec 28 - T103N - R60W

MITCHELL

Parcel A2
Omitted

54+34-67' L
Do Not Disturb Sign

59+57-43' R
Remove Sign for Reset

59+57-43' R
Reset Sign

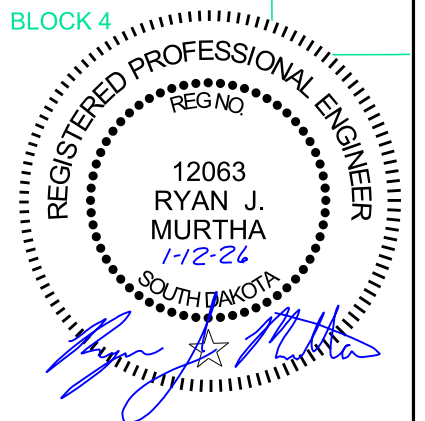
54+75-46' R
54+77-45' R
56+76-45' R
58+78-39' R
Do Not Disturb Light

59+76-57' L
59+79-57' L
Do Not Disturb Gas Valve

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B18	B80

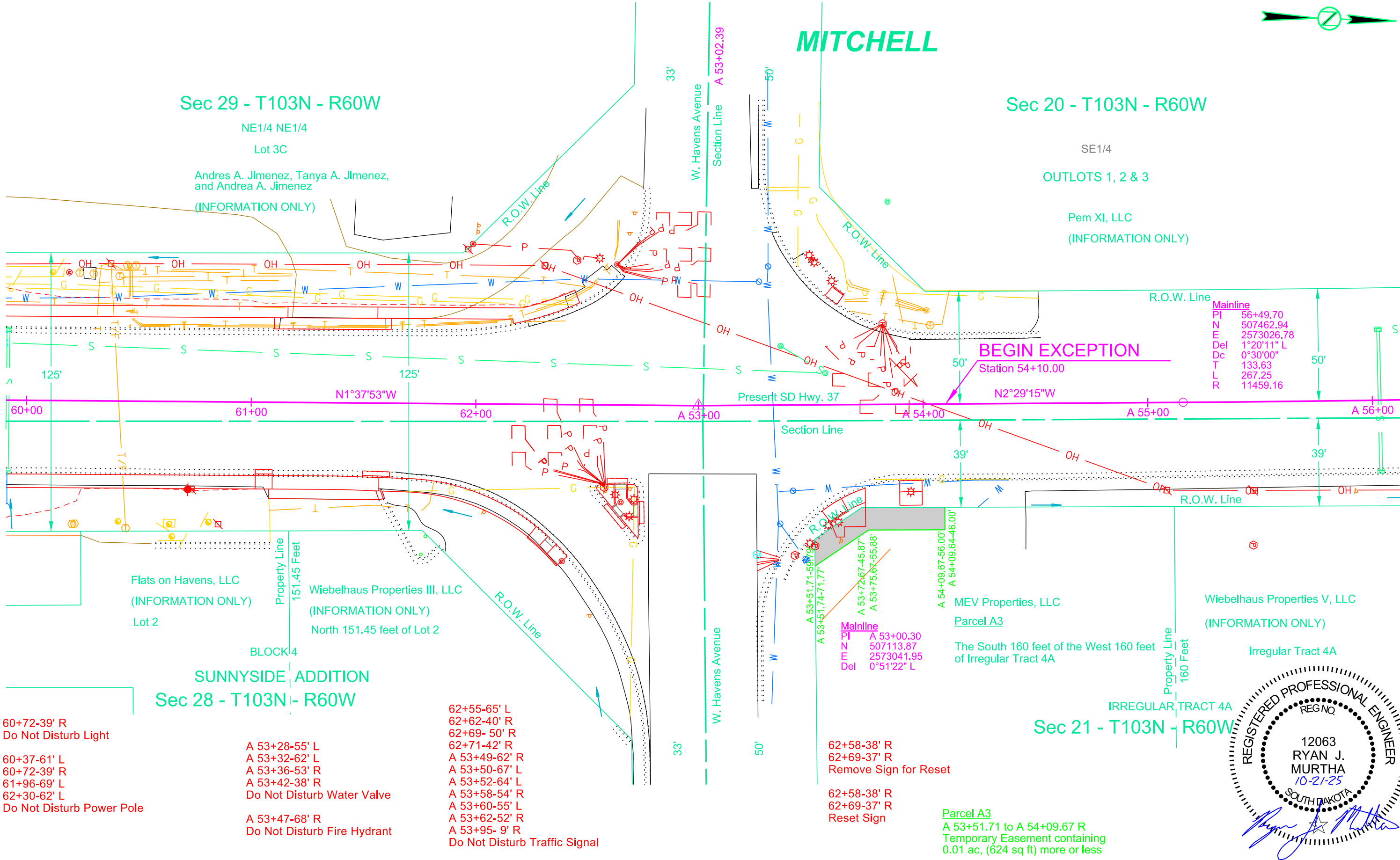
Plotting Date: 1/12/2026 Rev 1/12/2026 JAP



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B19	B80

Plotting Date: 7/1/2025



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B20	B80

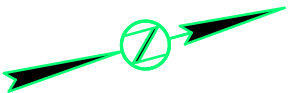
Plotting Date: 10/21/2025

MITCHELL

Sec 21 - T103N - R60W

BLOCK 1
City of Mitchell
(INFORMATION ONLY)

Sec 16 - T103N - R60W
WESTWOOD
FIRST ADDITION
BLOCK 1
CJM Consulting, INC
(INFORMATION ONLY)



END EXCEPTION

Station 108+82.86

Present SD Hwy. 37

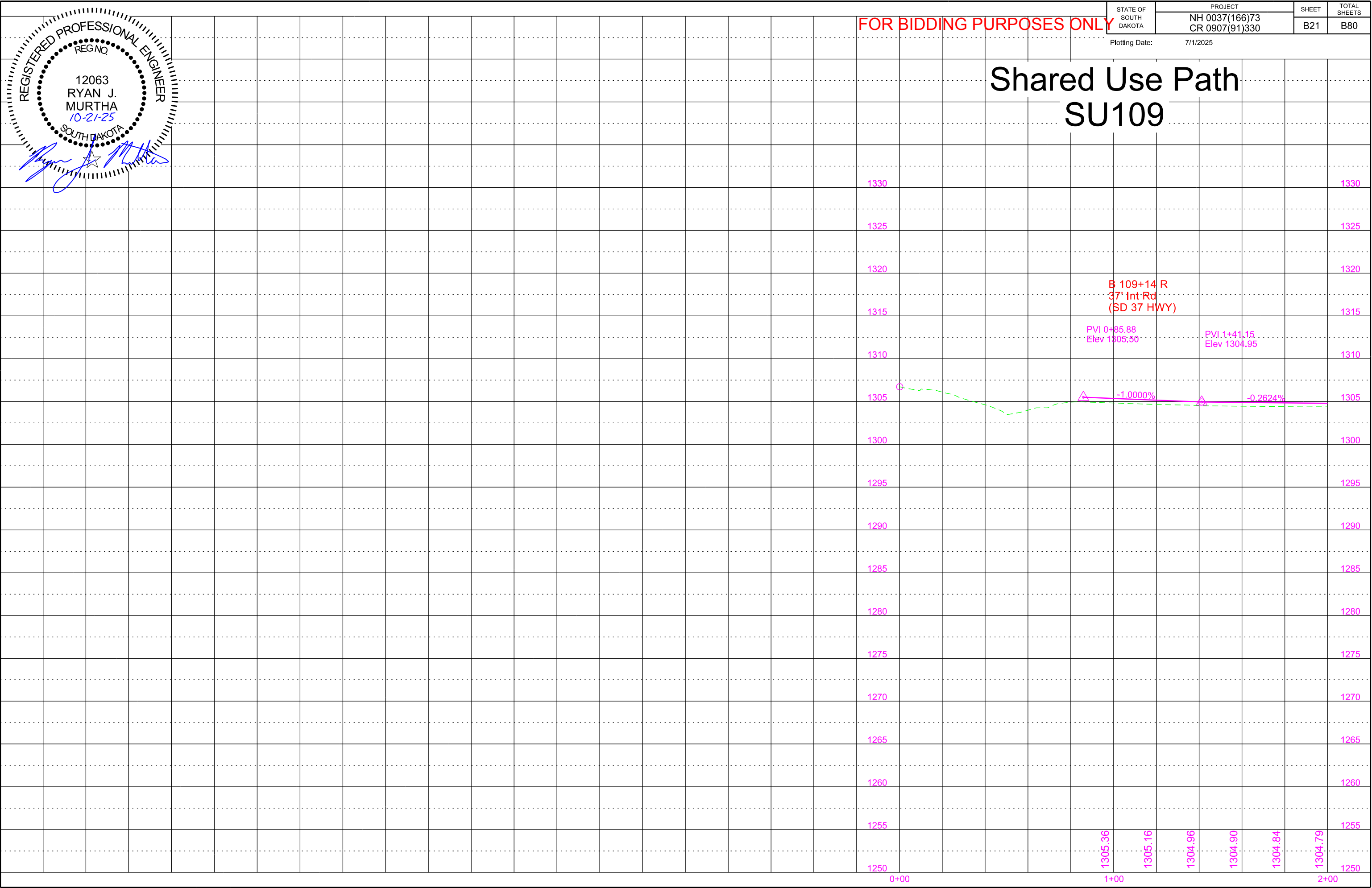
SU109
PI 0+21.65
N 512520.95
E 2573995.89
Del 42°58'44" R
Dc 104°10'27"
TL 21.65
R 40.30
55.00

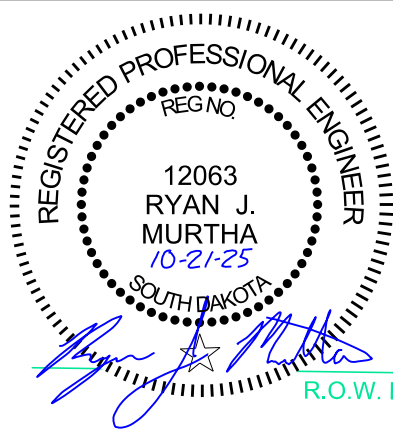
0+75 to 1+15
Environmental Site ESS1
(See Section A)

Davison County
(INFORMATION ONLY)
Lot B
BLOCK 1

City of Mitchell
Parcel A4
SHEVLIN'S SECOND ADDITION
SW1/4
Sec 16 - T103N - R60W

COUNTY ADDITION





FOR BIDDING PURPOSES ONLY

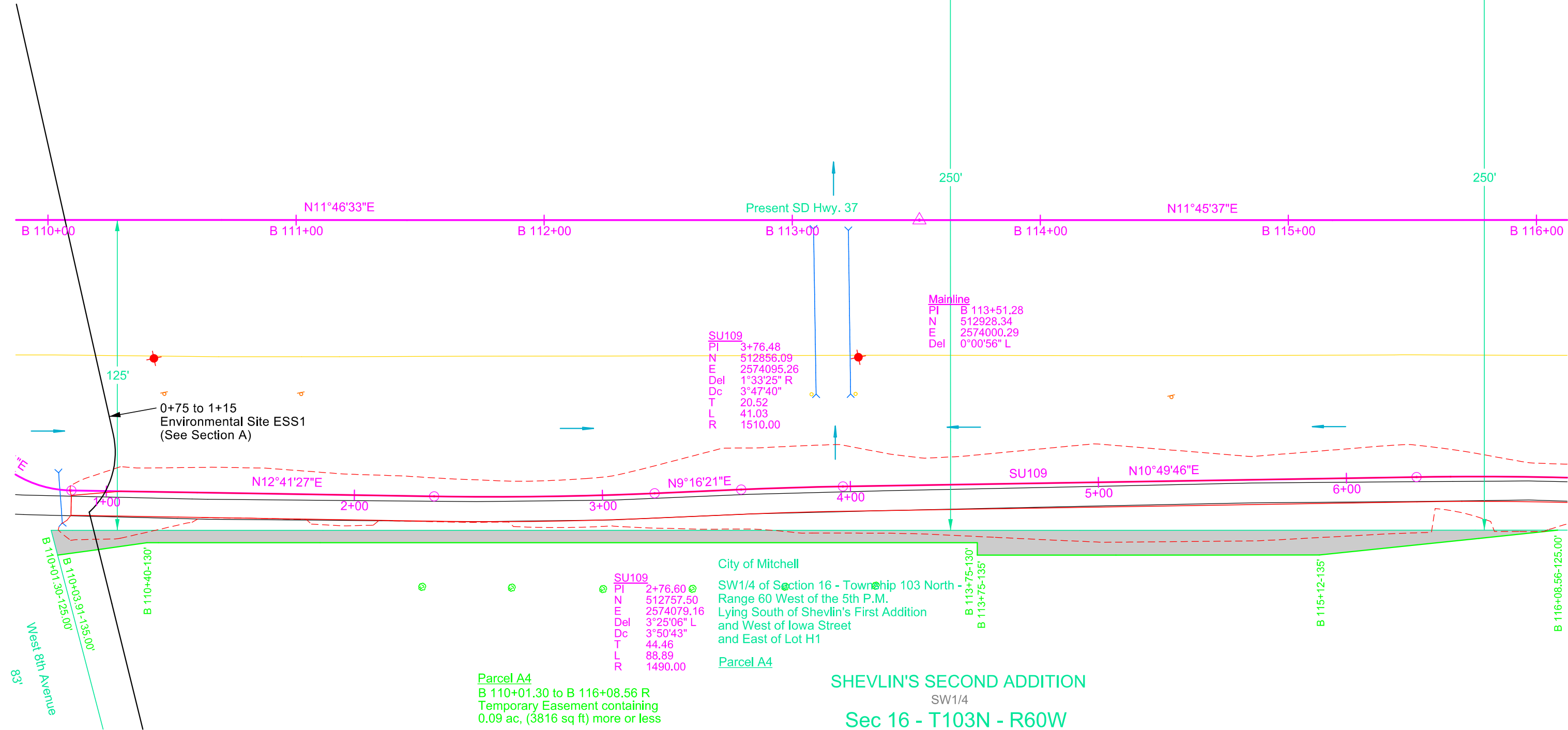
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B22	B80
Plotting Date: 10/21/2025			

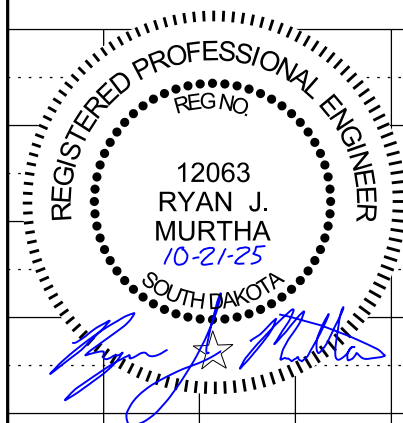
MITCHELL

WESTWOOD FIRST ADDITION

BLOCK 1
CJM Consulting, INC
(INFORMATION ONLY)

Lot 14A
JRST Living Trust
(INFORMATION ONLY)

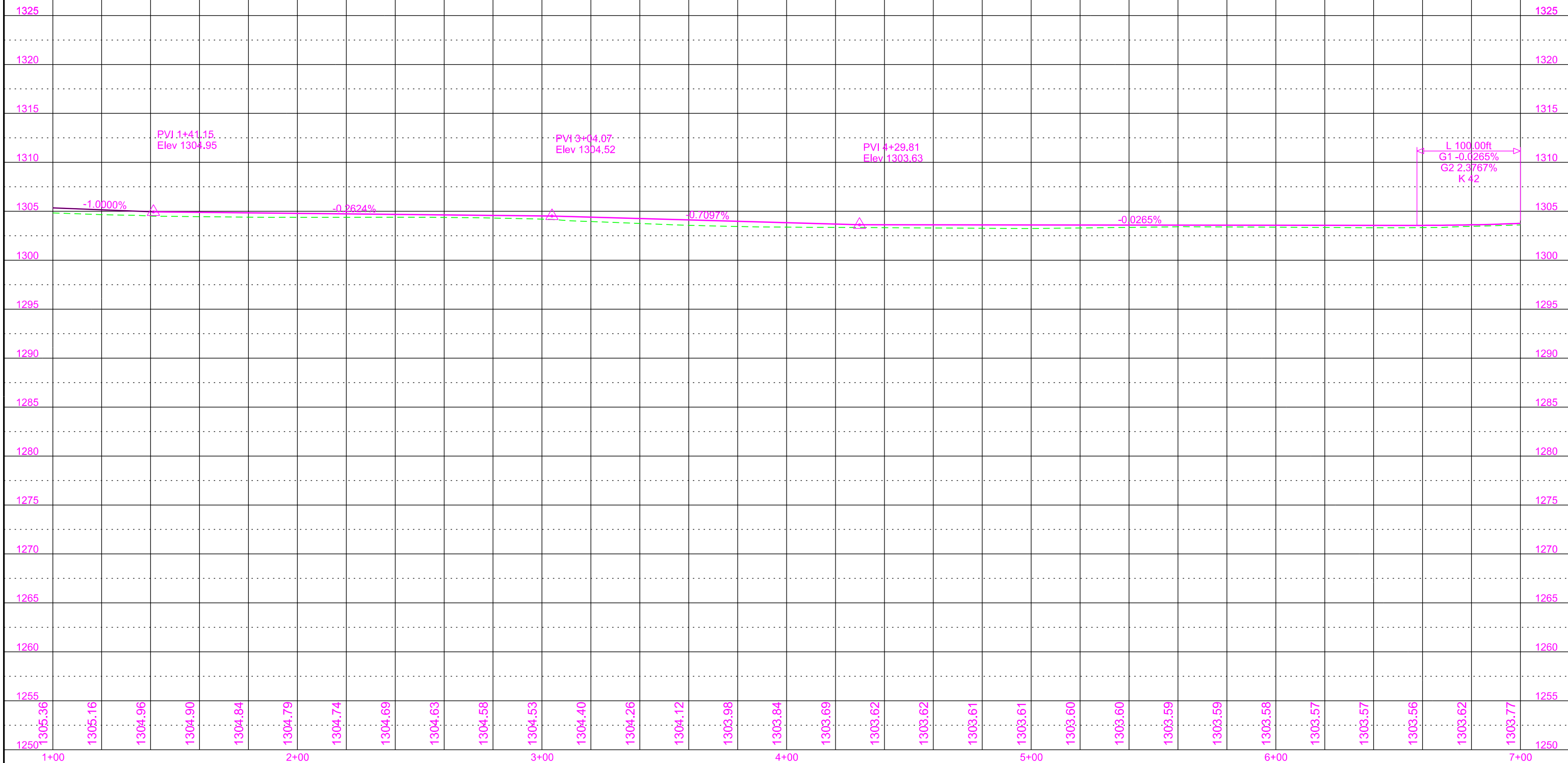


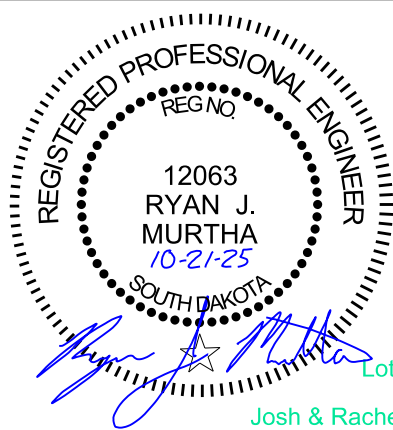


Shared Use Path SU109

FOR BIDDING PURPOSES ONLY

Y	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		NH 0037(166)73 CR 0907(91)330	B23	B80
Plotting Date:		7/1/2025		





FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B24	B80

Plotting Date: 7/1/2025



MITCHELL

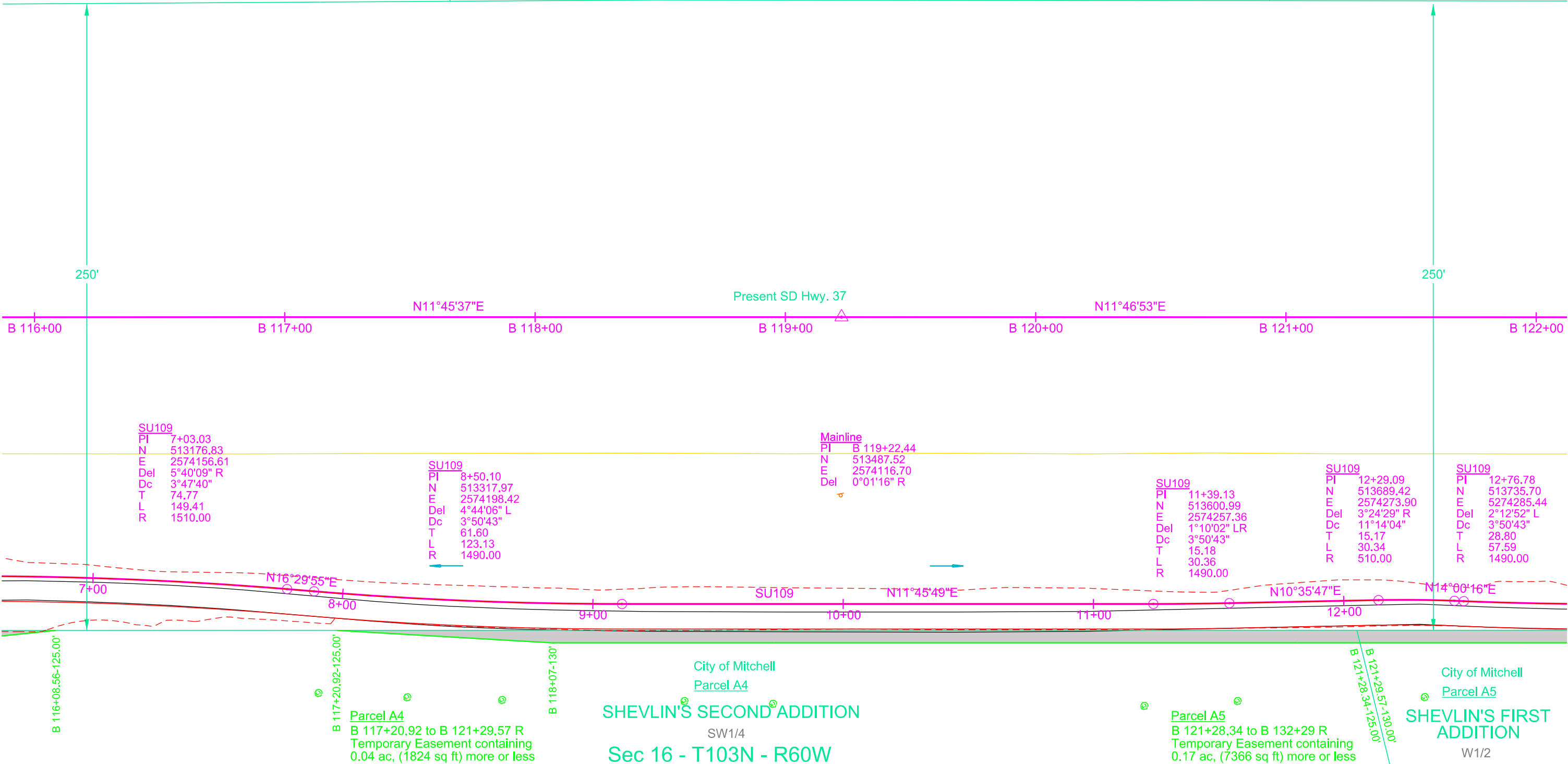
WESTWOOD FIRST ADDITION

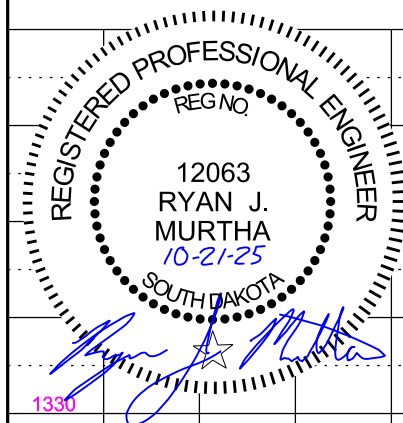
Lot 13B
Josh & Rachel Gebel Properties, LLC
(INFORMATION ONLY)

Lot 12A
Josh & Rachel Gebel Properties, LLC
(INFORMATION ONLY)

BLOCK 1
CJM Consulting Inc
(INFORMATION ONLY)

Lot 9
JTZ Properties, LLC
(INFORMATION ONLY)





Shared Use Path SU109

FOR BIDDING PURPOSES ONLY

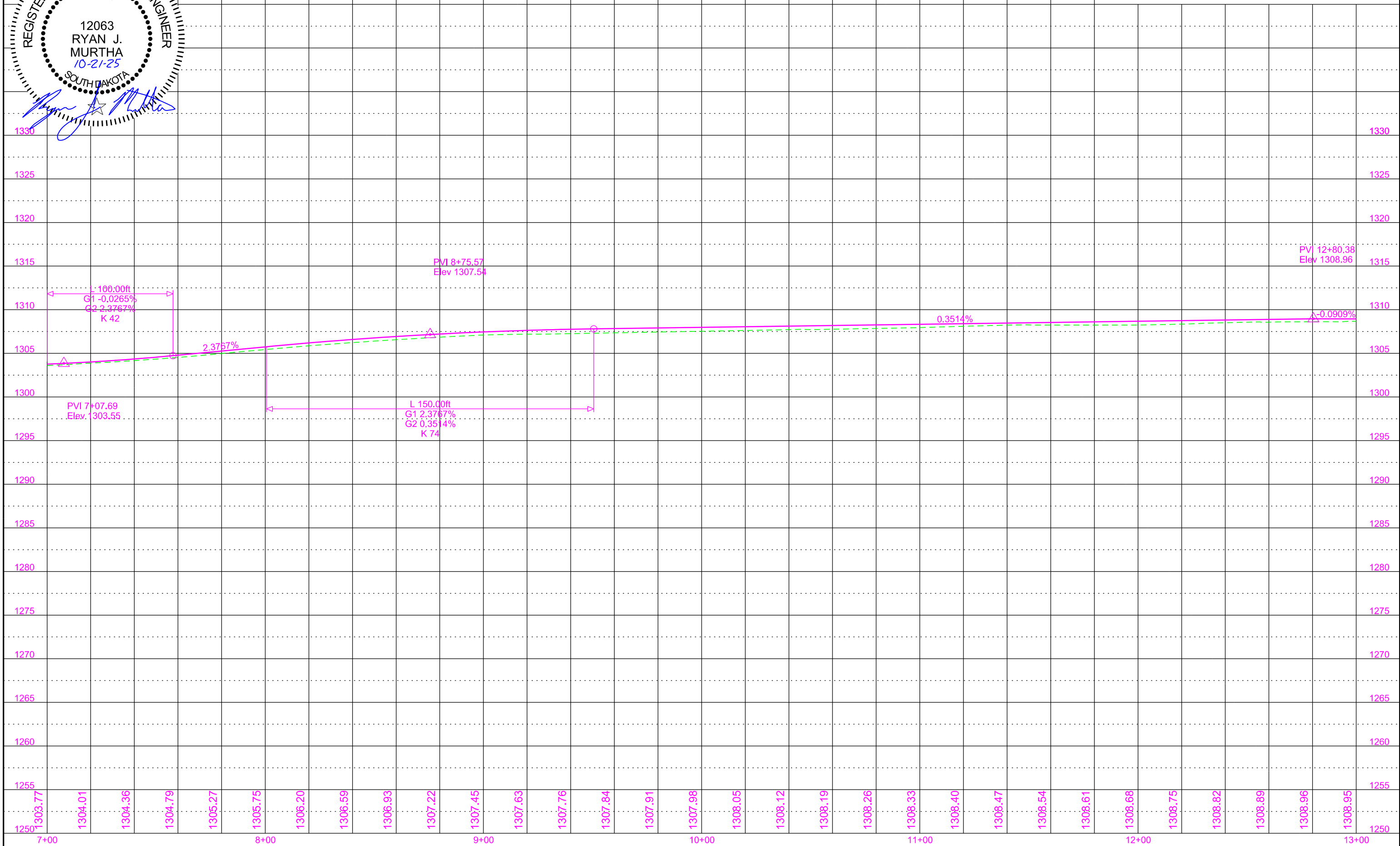
STATE OF
SOUTH
DAKOTA

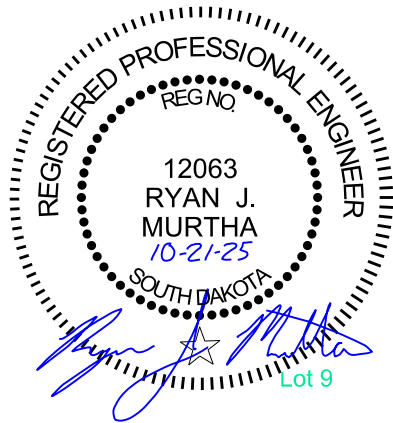
PROJECT
NH 0037(166)73
CR 0907(91)330

SHEET
B25

TOTAL SHEETS
B80

Plotting Date: 7/1/2025





WESTWOOD FIRST ADDITION

BLOCK 1

JTZ Properties, LLC
(INFORMATION ONLY)

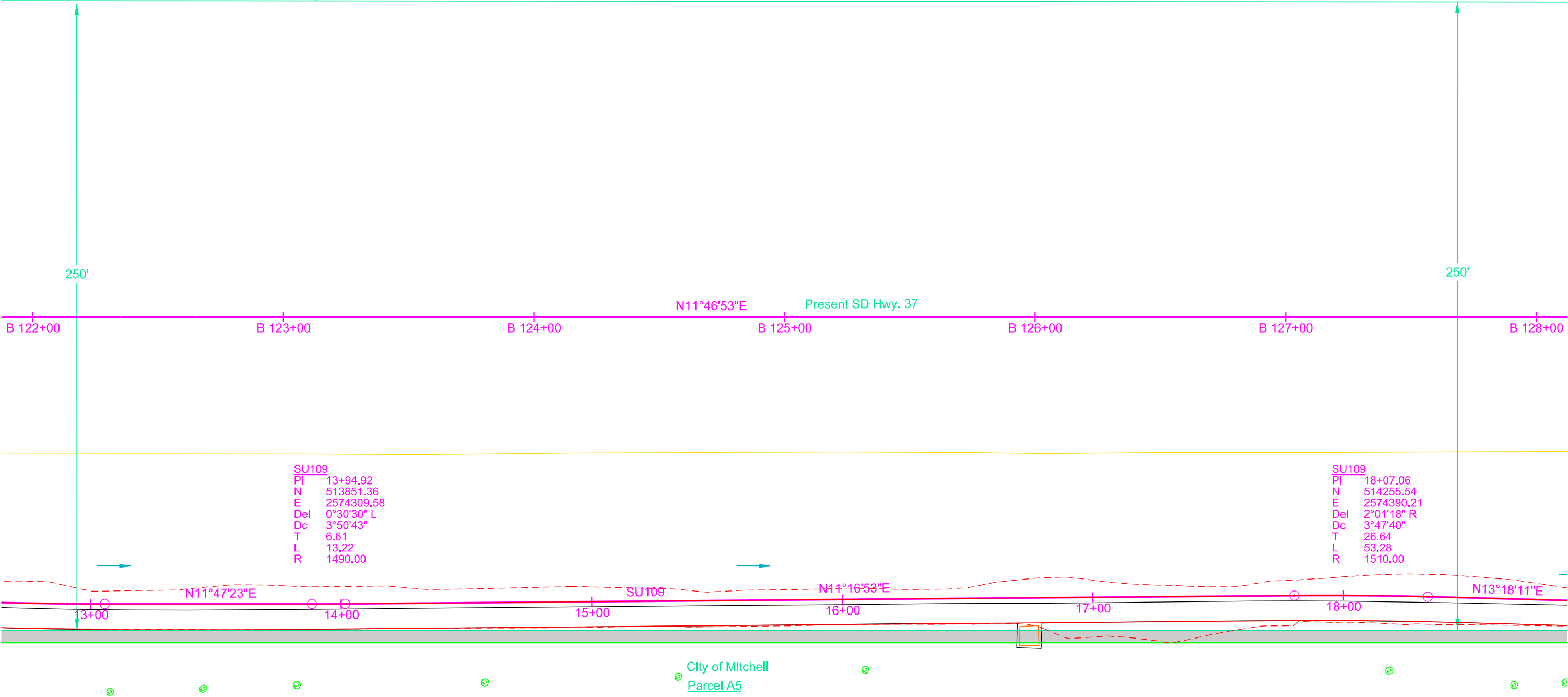
MITCHELL

CJM Consulting Inc
(INFORMATION ONLY)

FOR BIDDING PURPOSES ONLY

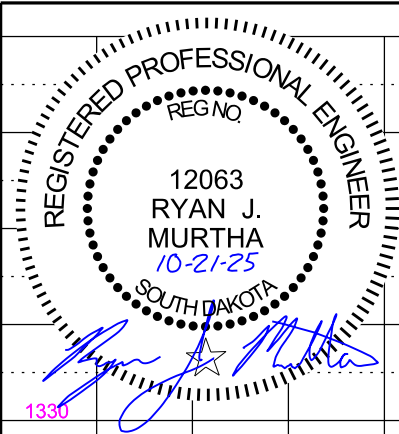
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B26	B80

Plotting Date: 7/1/2025



SHEVLIN'S FIRST ADDITION
W1/2
Sec 16 - T103N - R60W

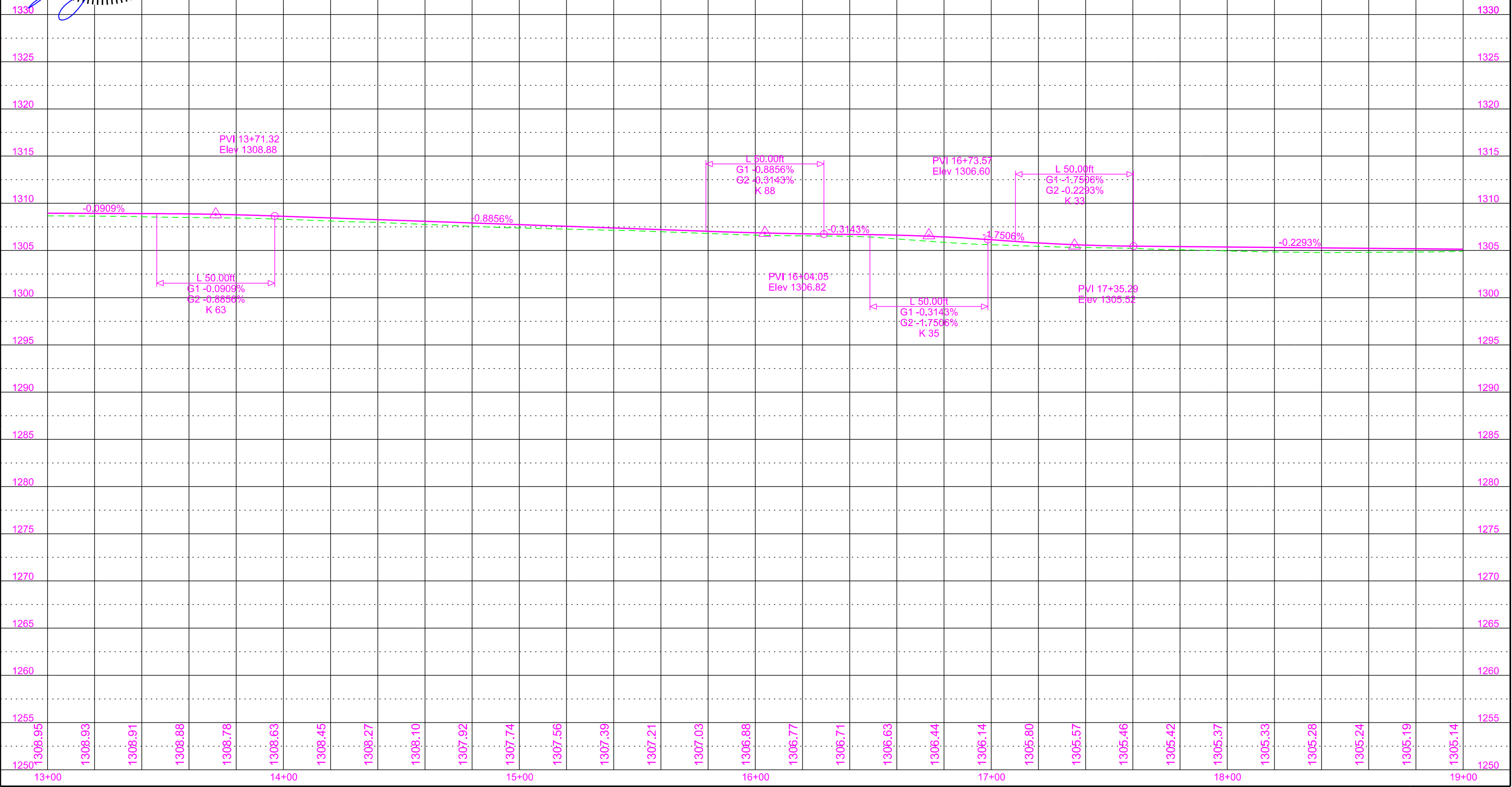
B 125+98-127' R
Do Not Disturb Bench/Shelter

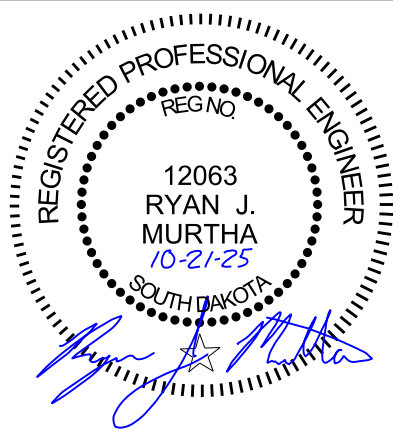


Shared Use Path SU109

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330		
Plotting Date: 7/1/2025		B27	B80





FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B28	B80
Plotting Date: 7/1/2025			

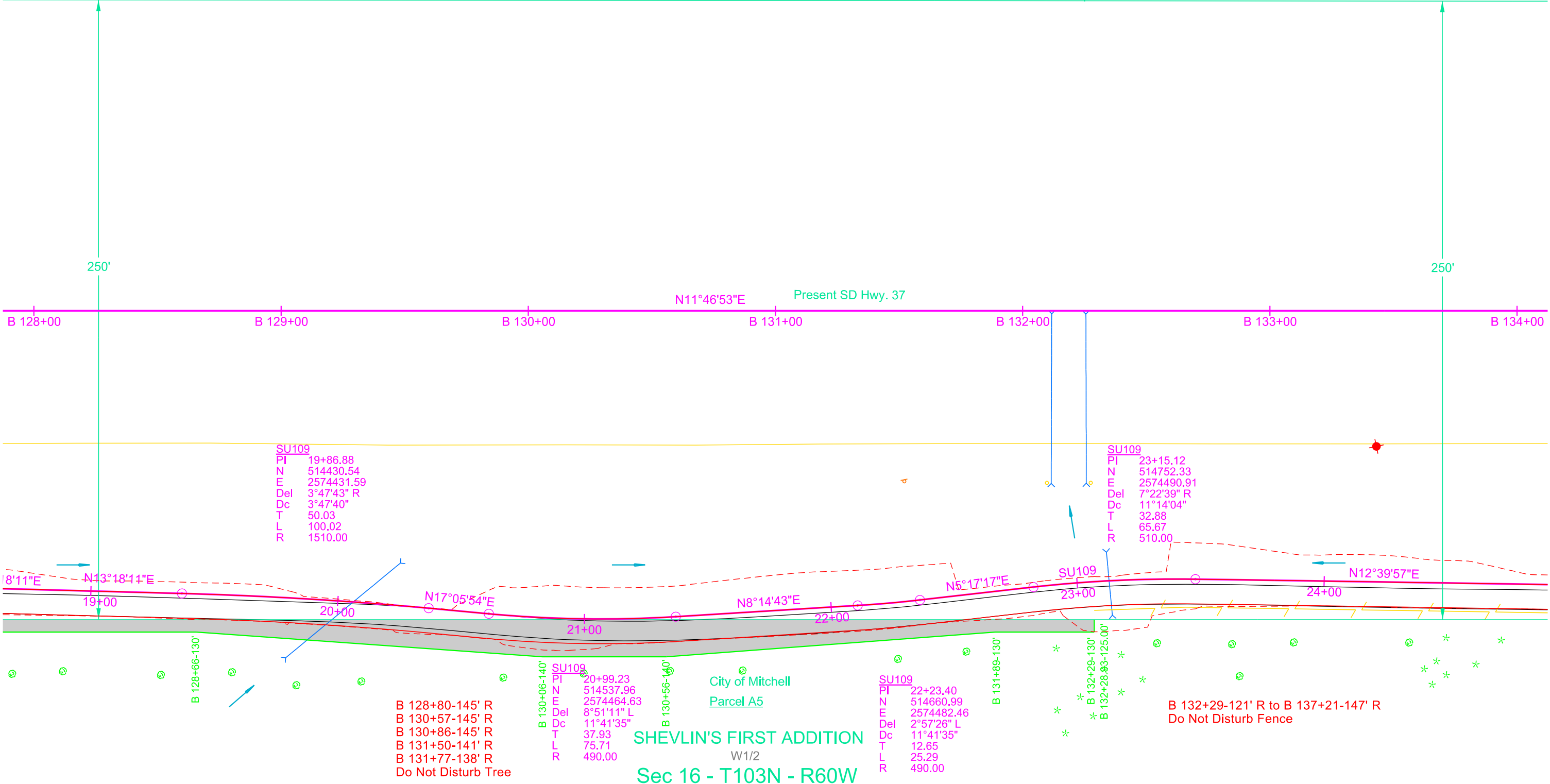
MITCHELL

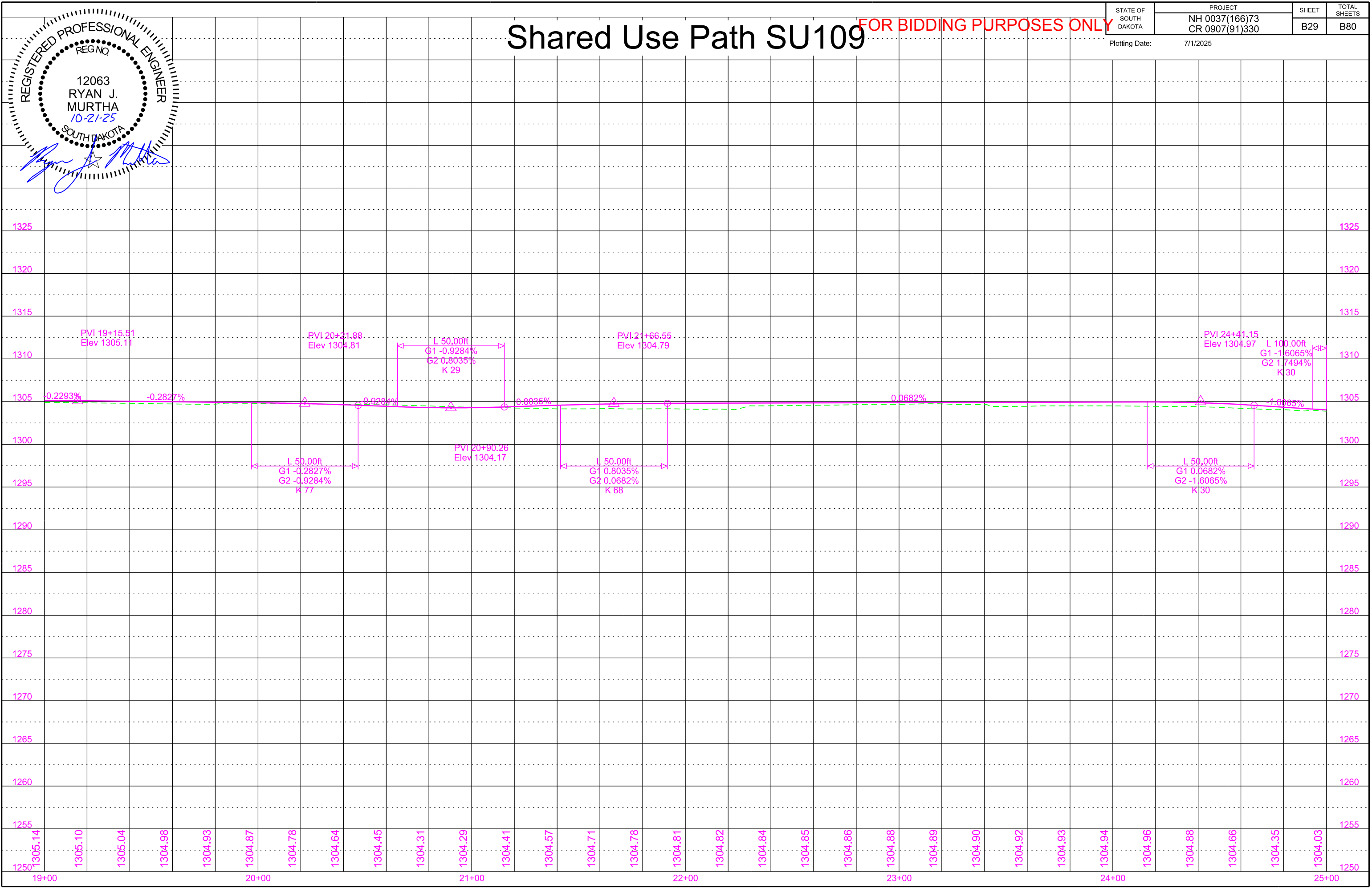


BLOCK 1
CJM Consulting Inc
(INFORMATION ONLY)

WESTWOOD FIRST ADDITION
BLOCK 1

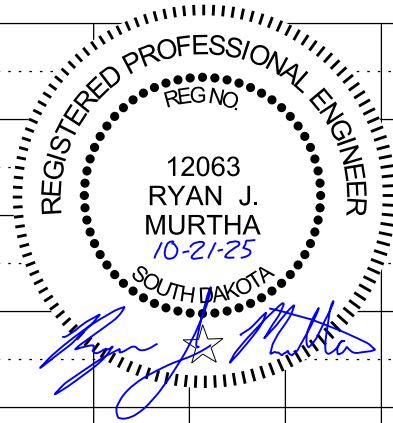
Lot 2A
Elfstrand Enterprises, Inc.
(INFORMATION ONLY)





Shared Use Path SU109

FOR BIDDING PURPOSES ONLY



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330		
Plotting Date: 7/1/2025		B29	B80

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B30	B80

Plotting Date: 7/1/2025

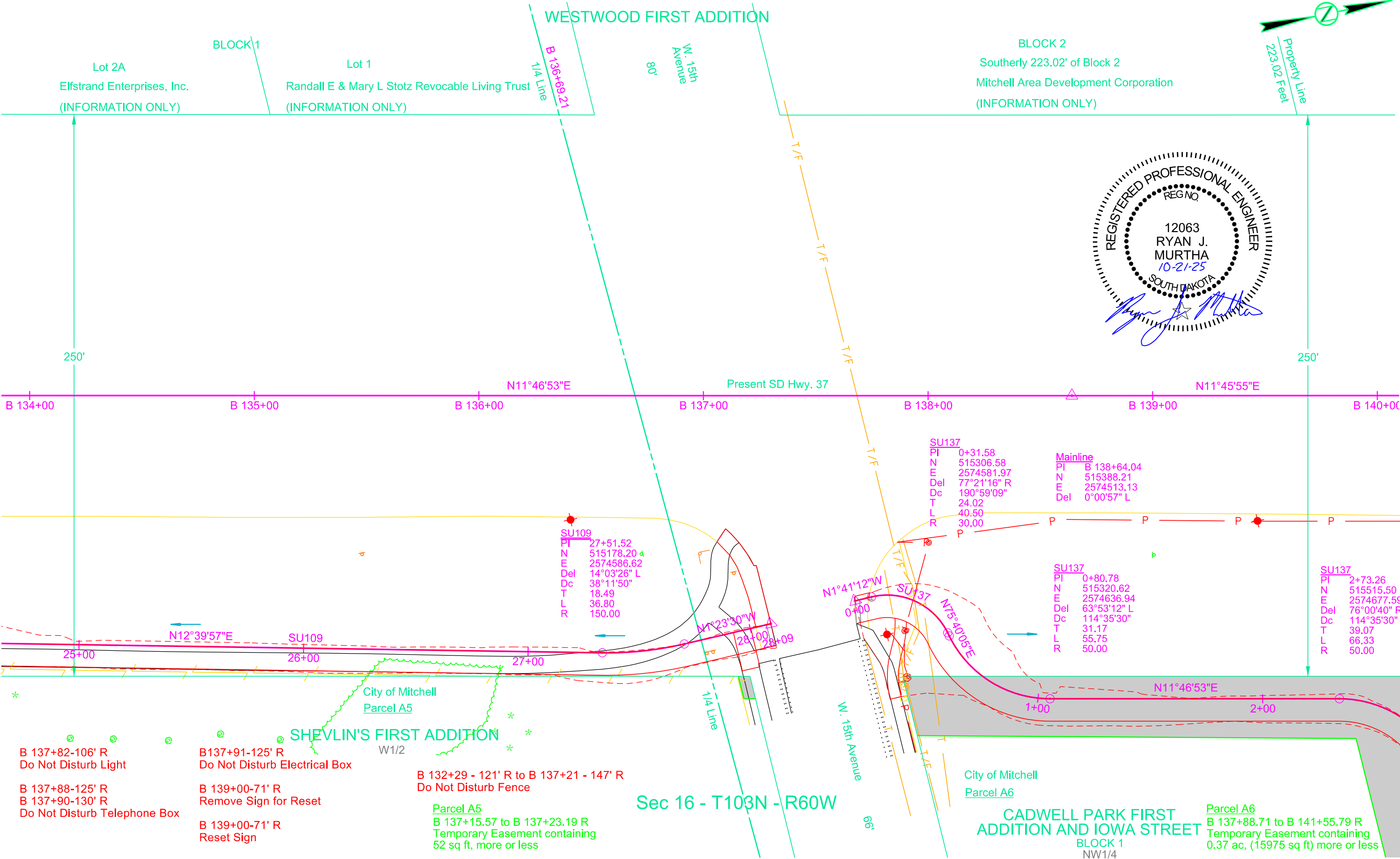
MITCHELL

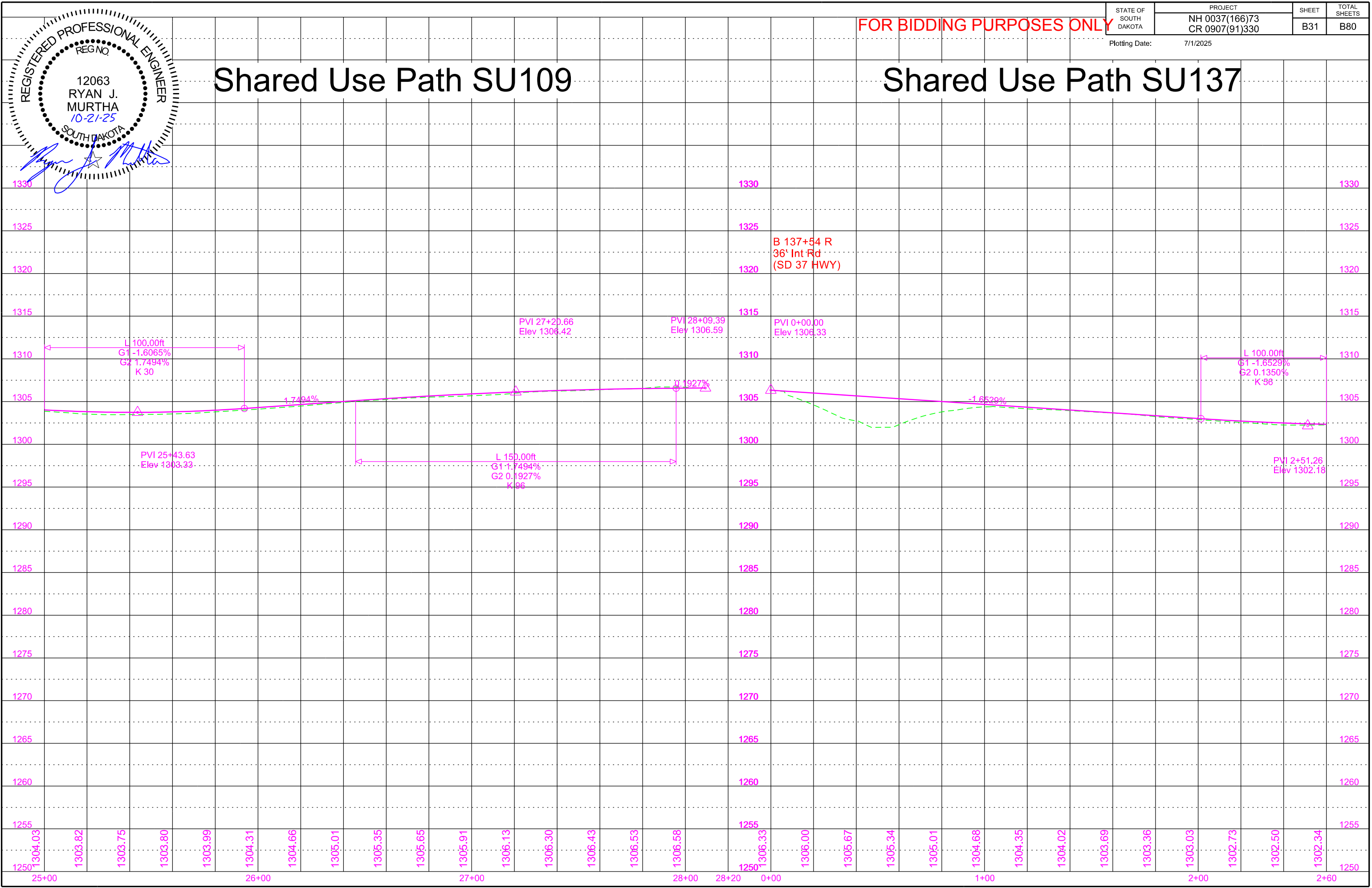
WESTWOOD FIRST ADDITION

BLOCK 2

Southerly 223.02' of Block 2
Mitchell Area Development Corporation
(INFORMATION ONLY)

Property Line
223.02 Feet



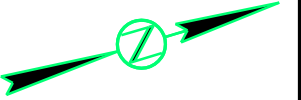


MITCHELL

FOR BIDDING PURPOSES ONLY

-Y	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		NH 0037(166)73 CR 0907(91)330		
			B32	B80

Plotting Date: 7/1/2025



Lot 2

IS Properties, LLC
(INFORMATION ONLY)

BLOCK 4
A Portion of Lot 2
CJM Consulting, Inc.
(INFORMATION ONLY)

Lot 2

IS Properties, LLC

(INFORMATION ONLY)



Present SD Hwy. 37

250'

250'

City of Mitchell
Parcel A6

Mitchell Christian Education Association
Parcel 1, Parcel 1X & Parcel 1A

BLOCK 1

BLOCK 3

MITCHELL CHRISTIAN ADDITION

CADWELL
PARK FIRST
ADDITION
AND
IOWA STREET

B 143+73.07-194.22'
B 143+79-197'

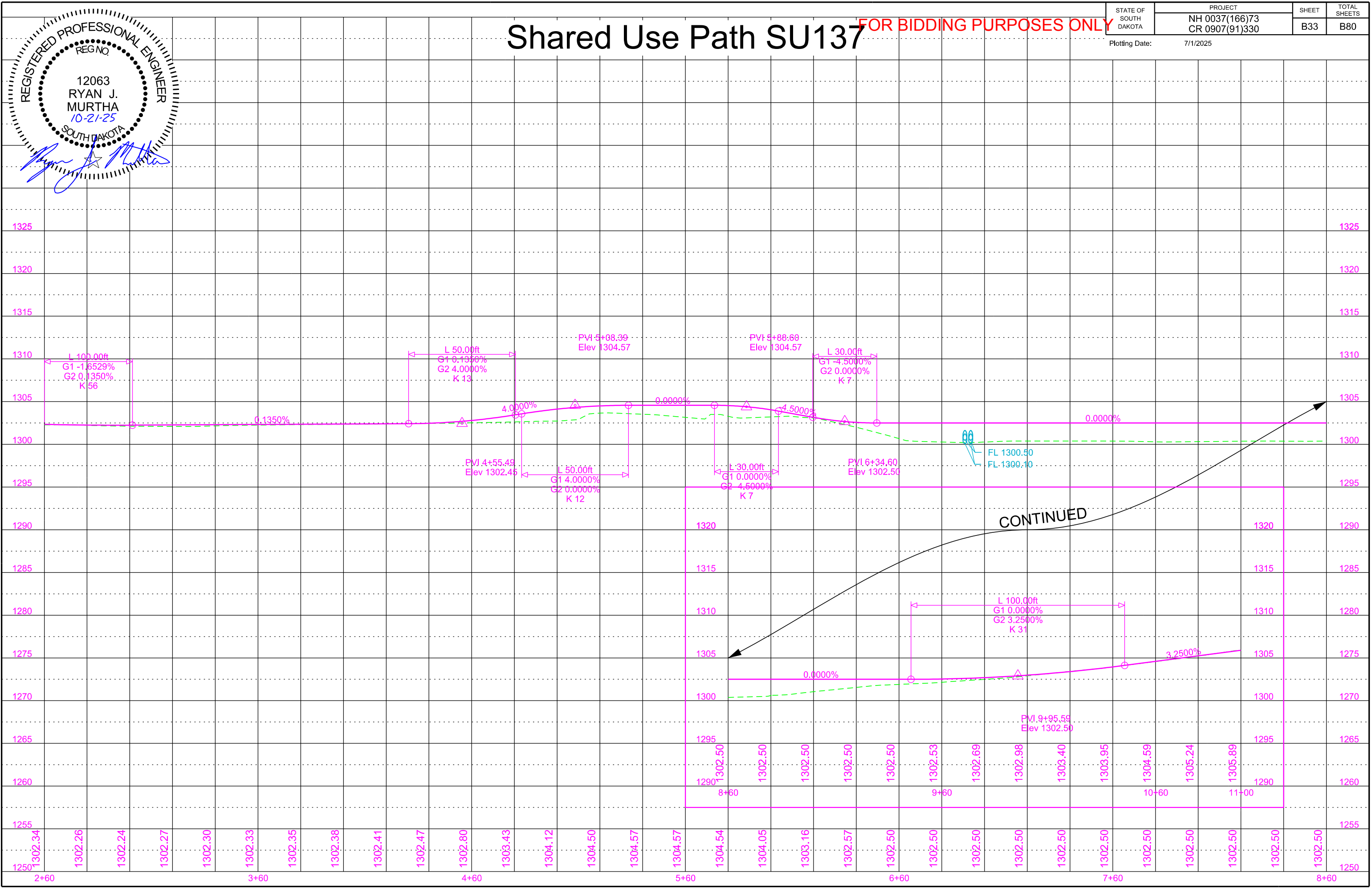
B 144+72.07-127.23'
B 144+73-132'
B 144+94-130'
B 144+93.23-125.00'

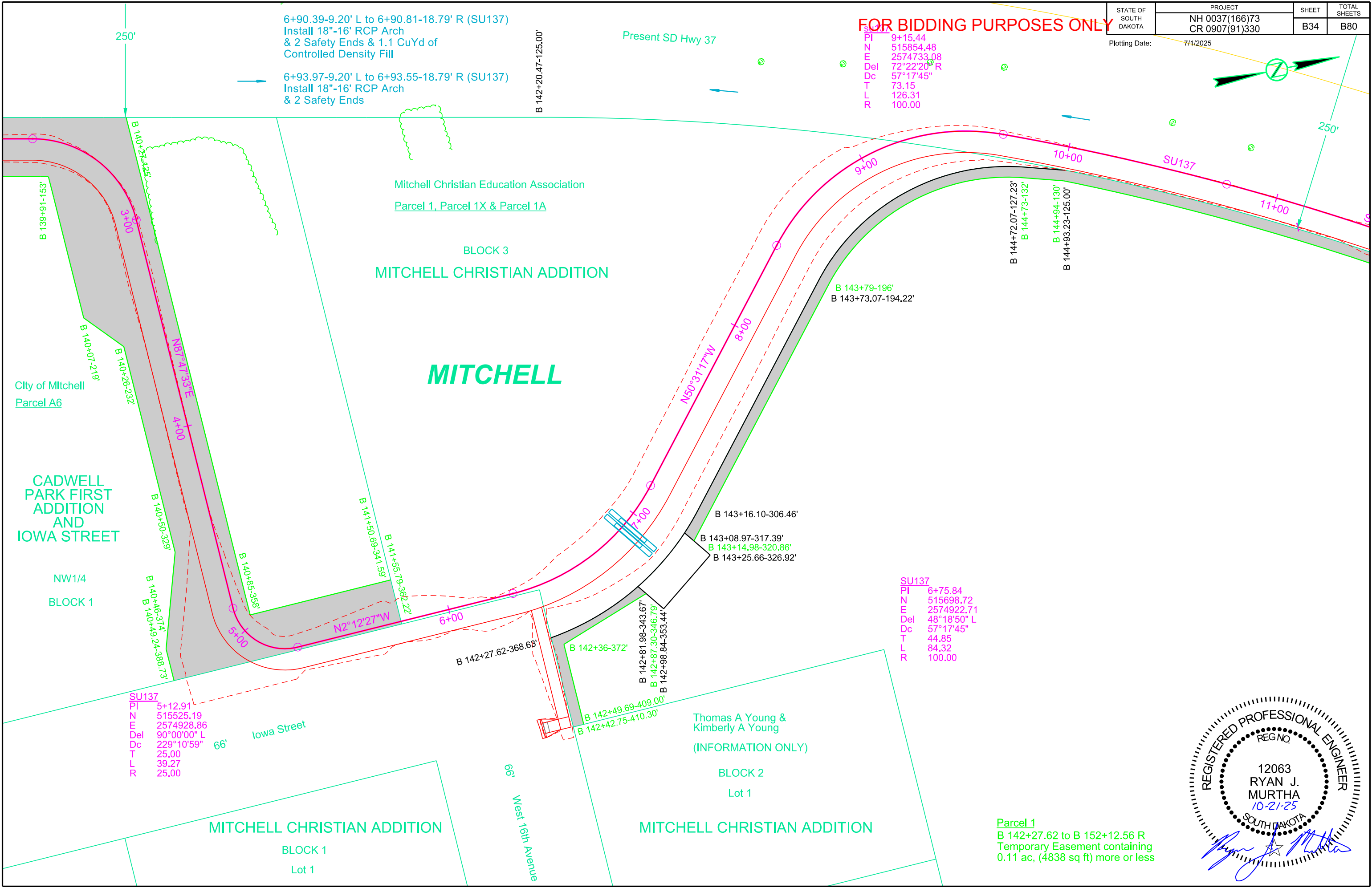
B 144+94-130'
B 144+93.23-125.00'

B 144+94-130'
B 144+93.23-125.00'

SU137

$$\begin{array}{r} 11+00 \\ \hline \end{array}$$





STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B34	B80

Plotting Date: 7/1/2025

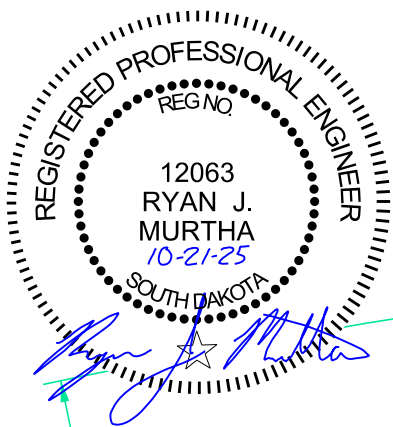
FOR BIDDING PURPOSES ONLY

SU137
PI 9+15.44
N 515854.48
E 2574733.08
Del 72°22'20" R
Dc 57°17'45"
T 73.15
L 126.31
R 100.00

SU137
PI 6+75.84
N 515698.72
E 2574922.71
Del 48°18'50" L
Dc 57°17'45"
T 44.85
L 84.32
R 100.00

Parcel 1
B 142+27.62 to B 152+12.56 R
Temporary Easement containing
0.11 ac, (4838 sq ft) more or less





WESTWOOD FIRST ADDITION
BLOCK 4

IS Properties, LLC
(INFORMATION ONLY)

Lot 2

MITCHELL

Sec 16 - T103N - R60W

FOR BIDDING PURPOSES ONLY

E 516.54' of NW1/4
Section 16 Lying North
of SD Highway 37

IS Properties, LLC
(INFORMATION ONLY)

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B35	B80
Plotting Date: 7/1/2025			

Mainline
PI B 150+29.71
N 516529.40
E 2574750.82
Del 61°55'12" R
Dc 4°15'00"
T 808.76
L 1456.94
R 1348.14

Present SD Hwy. 37

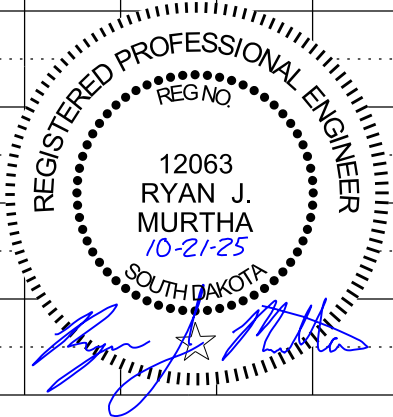
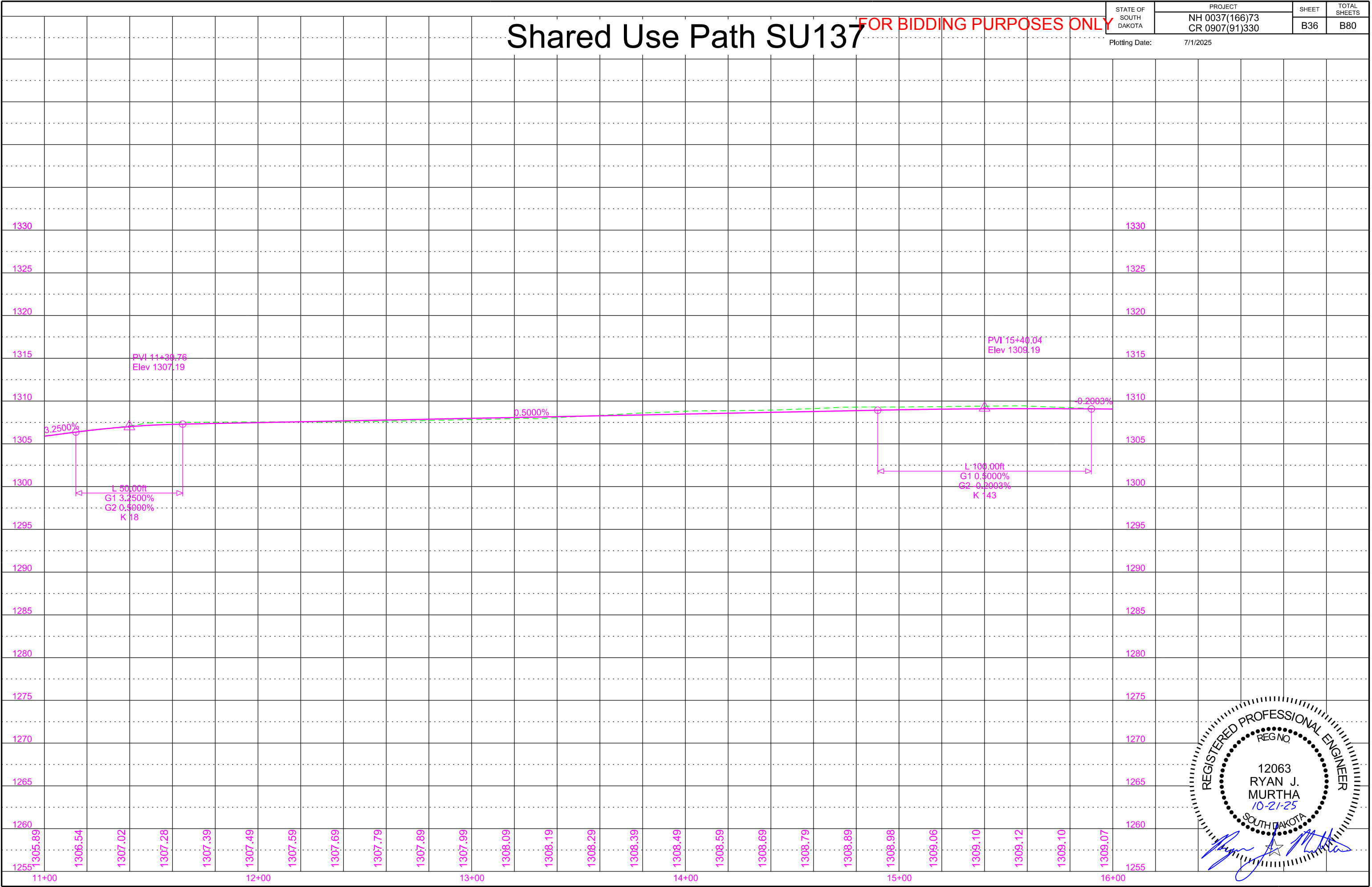
SU137
PI 15+68.08
N 516478.78
E 2574983.42
Del 51°50'04" R
Dc 4°38'40"
T 599.47
L 1116.03
R 1233.62

Mitchell Christian Education Association
Parcel 1, Parcel 1X & Parcel 1A

BLOCK 3

MITCHELL CHRISTIAN ADDITION

B 152+12.56-134.89'
B 152+12.23-125.00'
B 152+13.27-156.28'
B 152+47.16-155.01'
B 152+45.33-100.00'
B 152+45.98-135.89'



16+72.91-8.88' L to 16+74.08-19.09' R (SU137)
Install 18"-16' RCP Arch
& 2 Safety Ends

NW1/4
IS Properties, LLC
(INFORMATION ONLY)

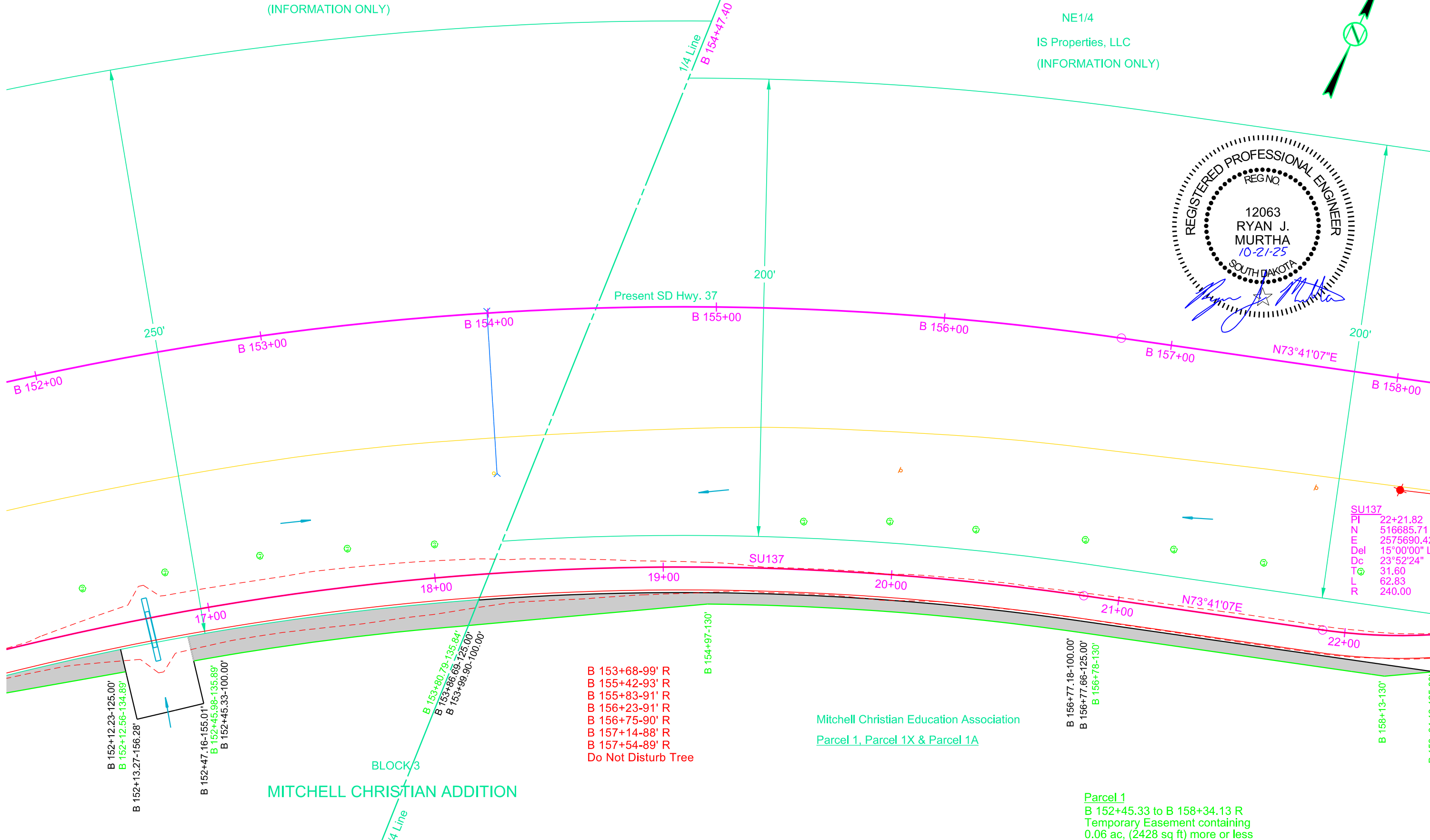
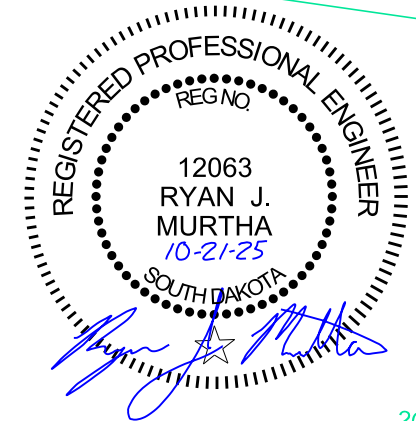
MITCHELL

Sec 16 - T103N - R60W

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B37	B80
Plotting Date:		7/1/2025	

NE1/4
IS Properties, LLC
(INFORMATION ONLY)



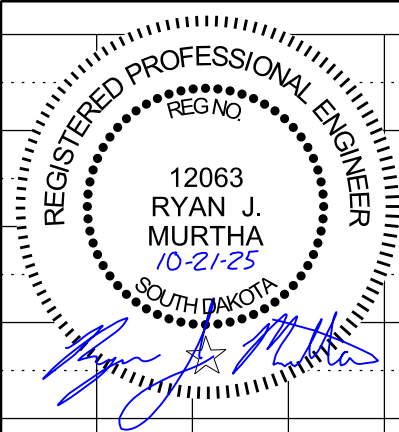
SU137

PI	22+21.82
N	516685.71
E	2575690.42
Del	15°00'00" L
Dc	23°52'24"
T	31.60
L	62.83
R	240.00

- B 153+68-99' R
- B 155+42-93' R
- B 155+83-91' R
- B 156+23-91' R
- B 156+75-90' R
- B 157+14-88' R
- B 157+54-89' R
- Do Not Disturb Tree

Mitchell Christian Education Association
Parcel 1, Parcel 1X & Parcel 1A

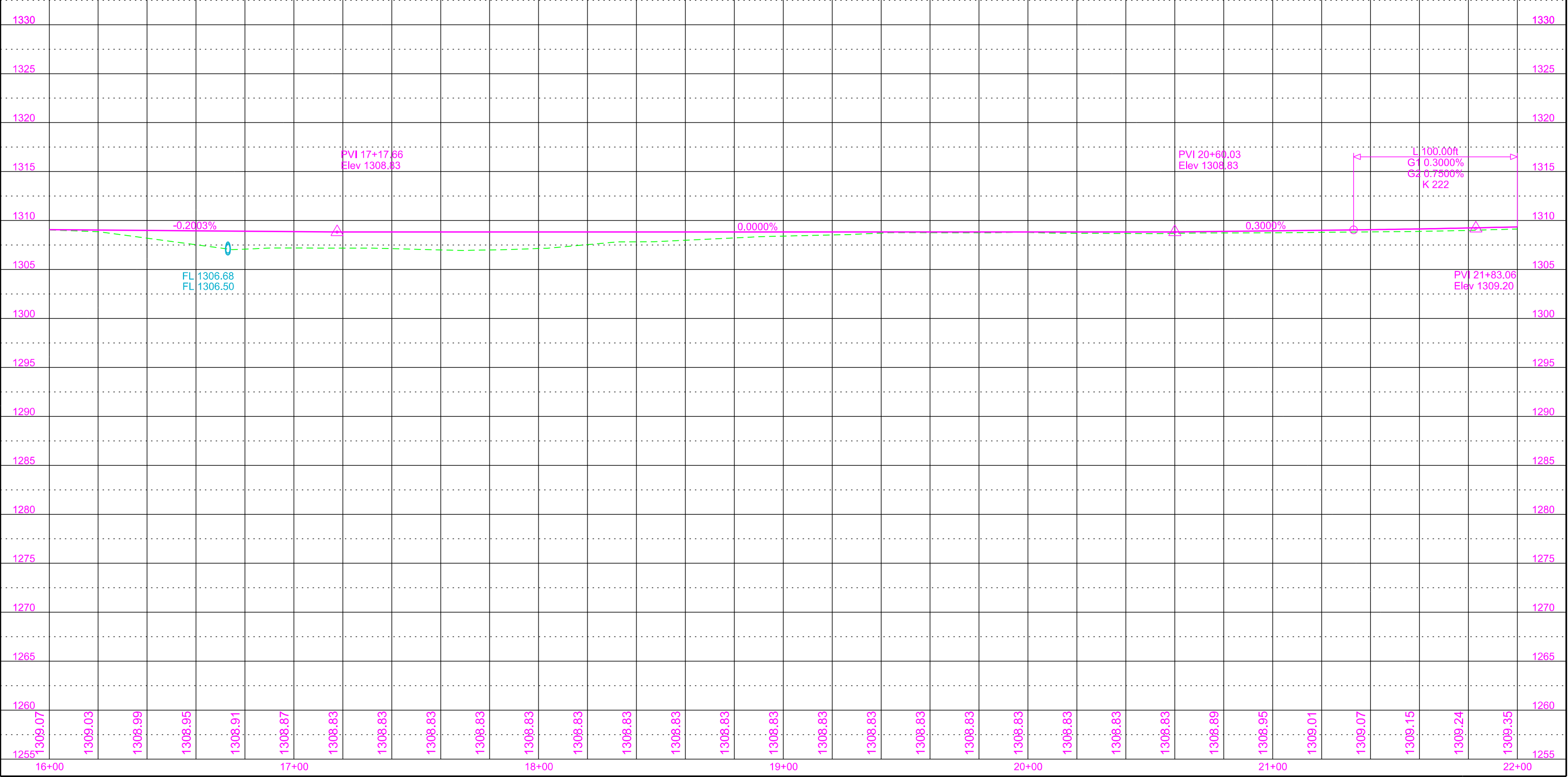
Parcel 1
B 152+45.33 to B 158+34.13 R
Temporary Easement containing
0.06 ac. (2428 sq ft) more or less



Shared Use Path SU137

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330		
Plotting Date: 7/1/2025		B38	B80



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B39	B80

Plotting Date: 7/1/2025

MITCHELL

Sec 16 - T103N - R60W

FULLERTON PROPERTIES'
FIRST ADDITION

BLOCK 2

Lot 2

IS Properties, LLC

(INFORMATION ONLY)

NE1/4
IS Properties, LLC
(INFORMATION ONLY)

N. Minnesota Street

66'



B 159+25-95' R
B 162+29-40' R
B 162+61-38' R
Remove Sign for Reset

B 159+40-98' R
B 161+09-93' R
Do Not Disturb Power Poles

B 159+25-95' R
B 162+29-40' R
B 162+61-38' R
Reset Sign

B 162+64-41' R
Do Not Disturb Traffic Signal

B 160+00-79' R
B 160+42-77' R
Do Not Disturb Tree

Present SD Hwy. 37

END NH 0037(166)73

Station B 163+15.42

N73°41'07"E

B 158+00 B 159+00 B 160+00 B 161+00 B 162+00 B 163+00 B 164+00

SU137
PI 26+52.64
N 516876.96
E 2576071.87
Del 70°37'50" R

SU137
PI 26+54.64
N 516878.84
E 2576071.20
Del 91°50'14" L

SU137
PI 23+19.33
N 516736.58
E 2575774.03
Del 12°30'00" R
Dc 22°55'06"
T 27.38
L 54.54
R 250.00

SU137

SU137

SU137

SU137
PI 25+45.05
N 516809.45
E 2575987.89
Del 19°58'52" L
Dc 127°19'26"
T 7.93
L 15.69
R 45.00

Blaalid House, LLC
(INFORMATION ONLY)

Lot 1

BLOCK 3

FULLERTON PROPERTIES'
FIRST ADDITION

CK Property Group, LLC
Parcel A7

Lot 1

Parcel A7
B 159+40.07 to B 160+55.28 R
Temporary Easement containing
0.01 ac. (290 sq ft) more or less

Mainline

PI 167+03.00
N 517044.56
E 2576510.85
Del 11°31'23" R
Dc 1°30'00"
T 385.40
L 768.20
R 3819.71



Mitchell Christian
Education Association

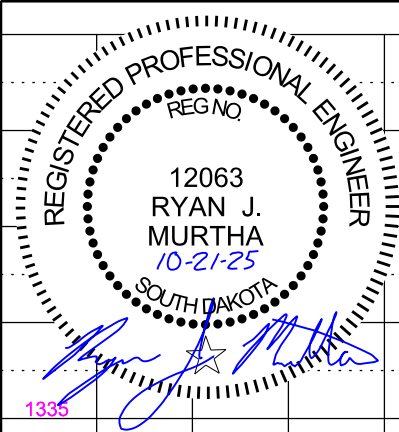
Parcel 1, Parcel 1X & Parcel 1A

BLOCK 3

MITCHELL CHRISTIAN ADDITION

N. Minnesota Street

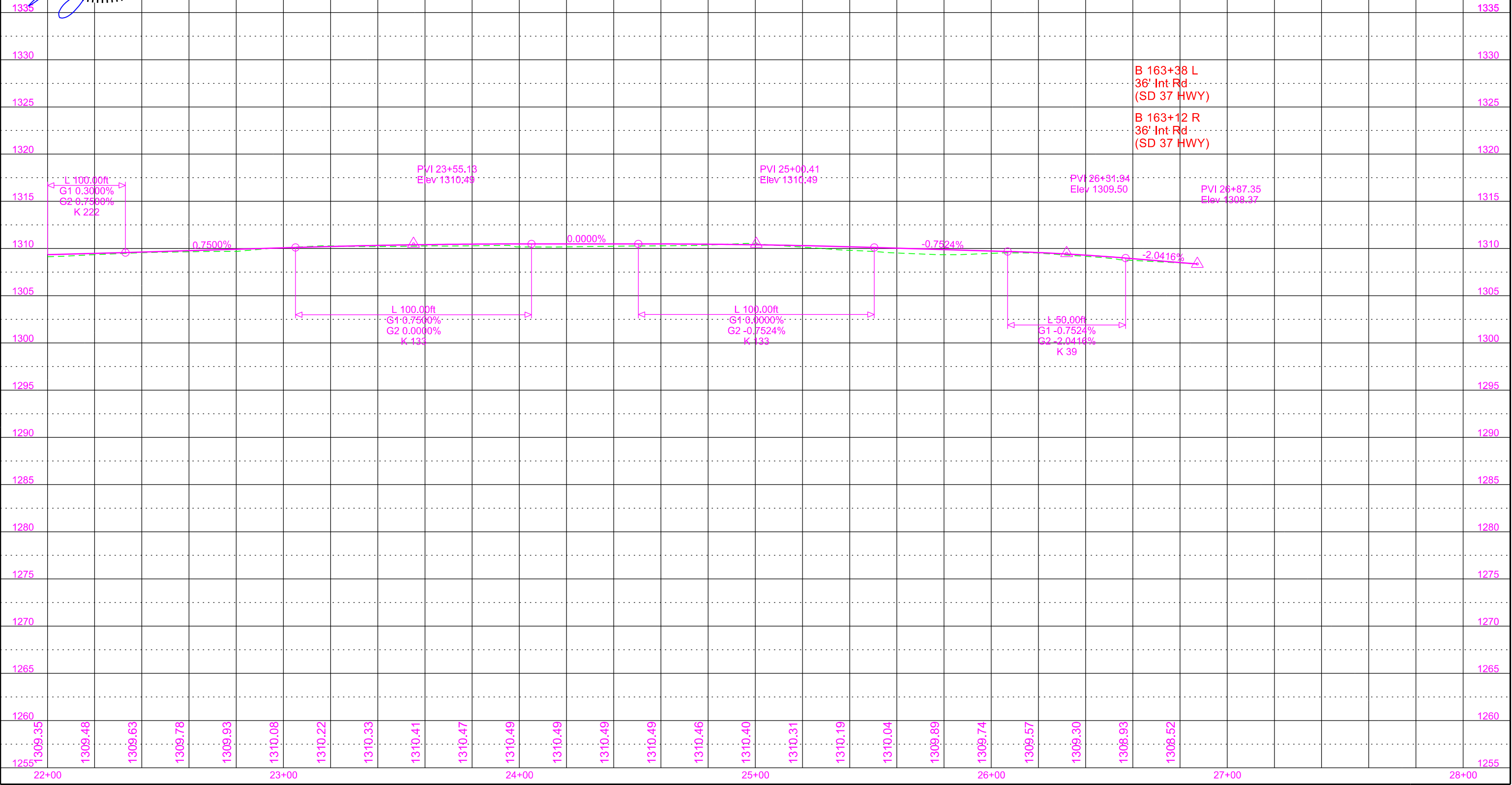
66'



Shared Use Path SU137

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330		
Plotting Date: 7/1/2025		B40	B80

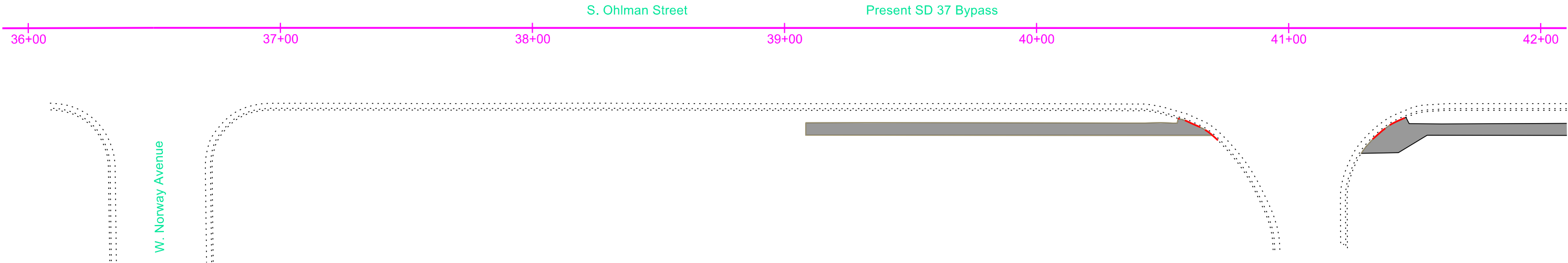


PAVEMENT REMOVAL LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B41	B80

Plotting Date: 7/1/2025



- Remove Concrete Pavement 
- Remove Concrete Driveway Pavement 
- Remove Asphalt Concrete Pavement 
- Remove Concrete Sidewalk 
- Remove Concrete Median Pavement 
- Remove Concrete Curb and/or Gutter 

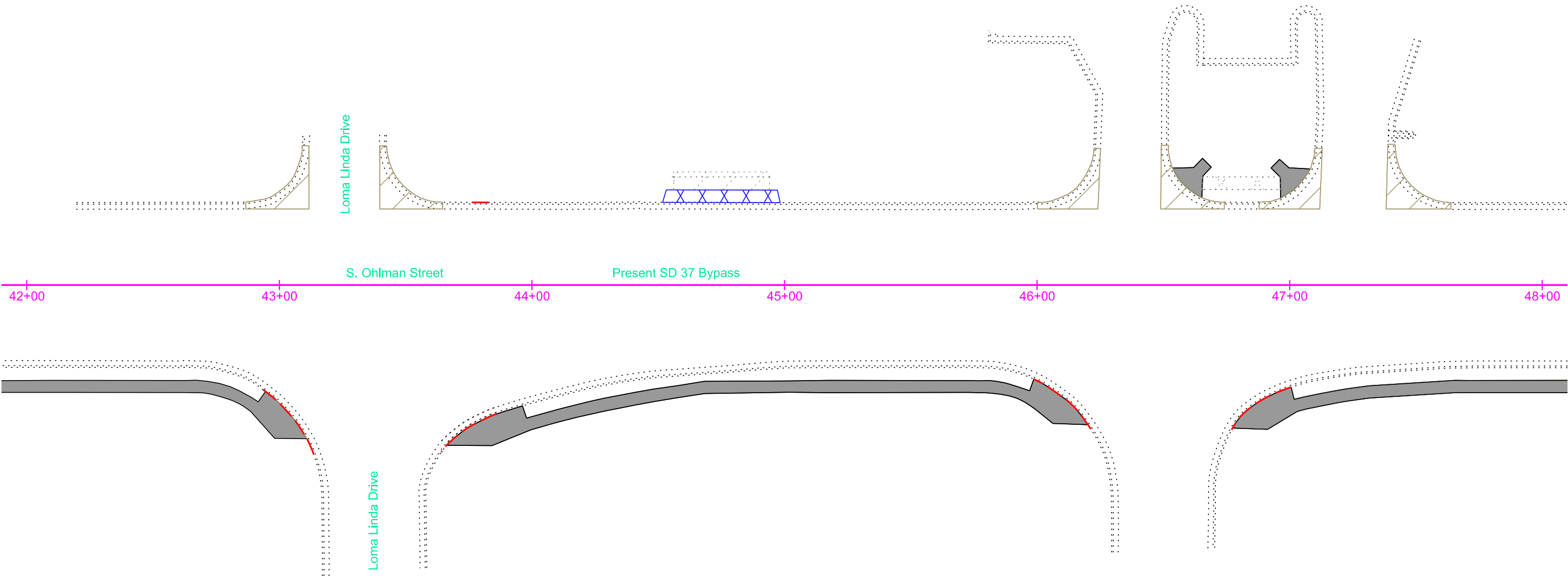


PAVEMENT REMOVAL LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B42	B80

Plotting Date: 7/1/2025



- Remove Concrete Pavement
- Remove Concrete Driveway Pavement
- Remove Asphalt Concrete Pavement
- Remove Concrete Sidewalk
- Remove Concrete Median Pavement
- Remove Concrete Curb and/or Gutter

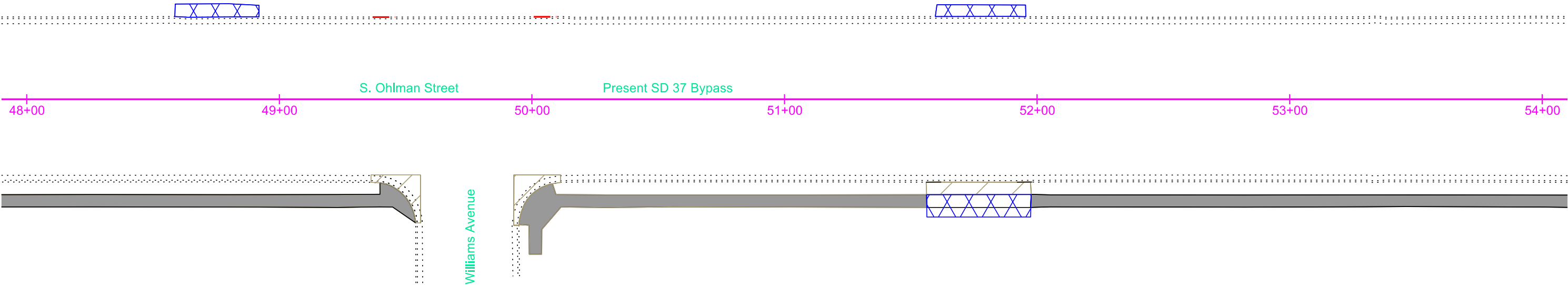


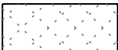
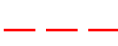
PAVEMENT REMOVAL LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B43	B80

Plotting Date: 7/1/2025



- Remove Concrete Pavement 
- Remove Concrete Driveway Pavement 
- Remove Asphalt Concrete Pavement 
- Remove Concrete Sidewalk 
- Remove Concrete Median Pavement 
- Remove Concrete Curb and/or Gutter 

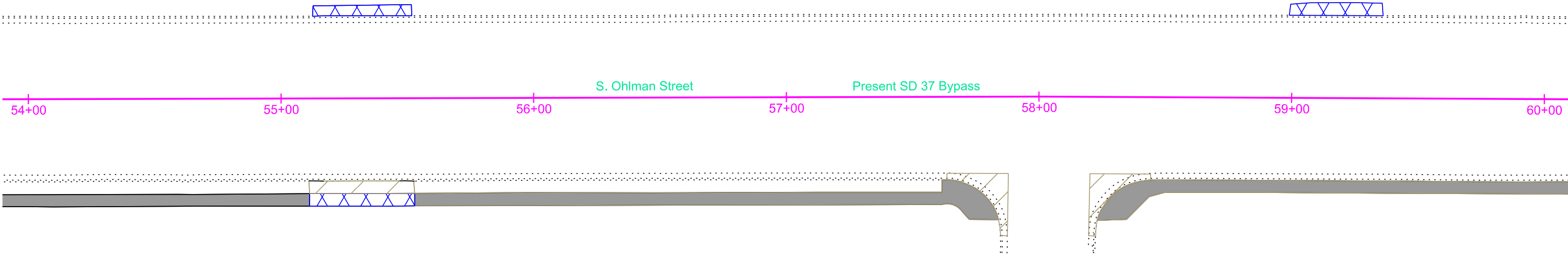


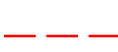
PAVEMENT REMOVAL LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B44	B80

Plotting Date: 7/1/2025



- Remove Concrete Pavement 
- Remove Concrete Driveway Pavement 
- Remove Asphalt Concrete Pavement 
- Remove Concrete Sidewalk 
- Remove Concrete Median Pavement 
- Remove Concrete Curb and/or Gutter 

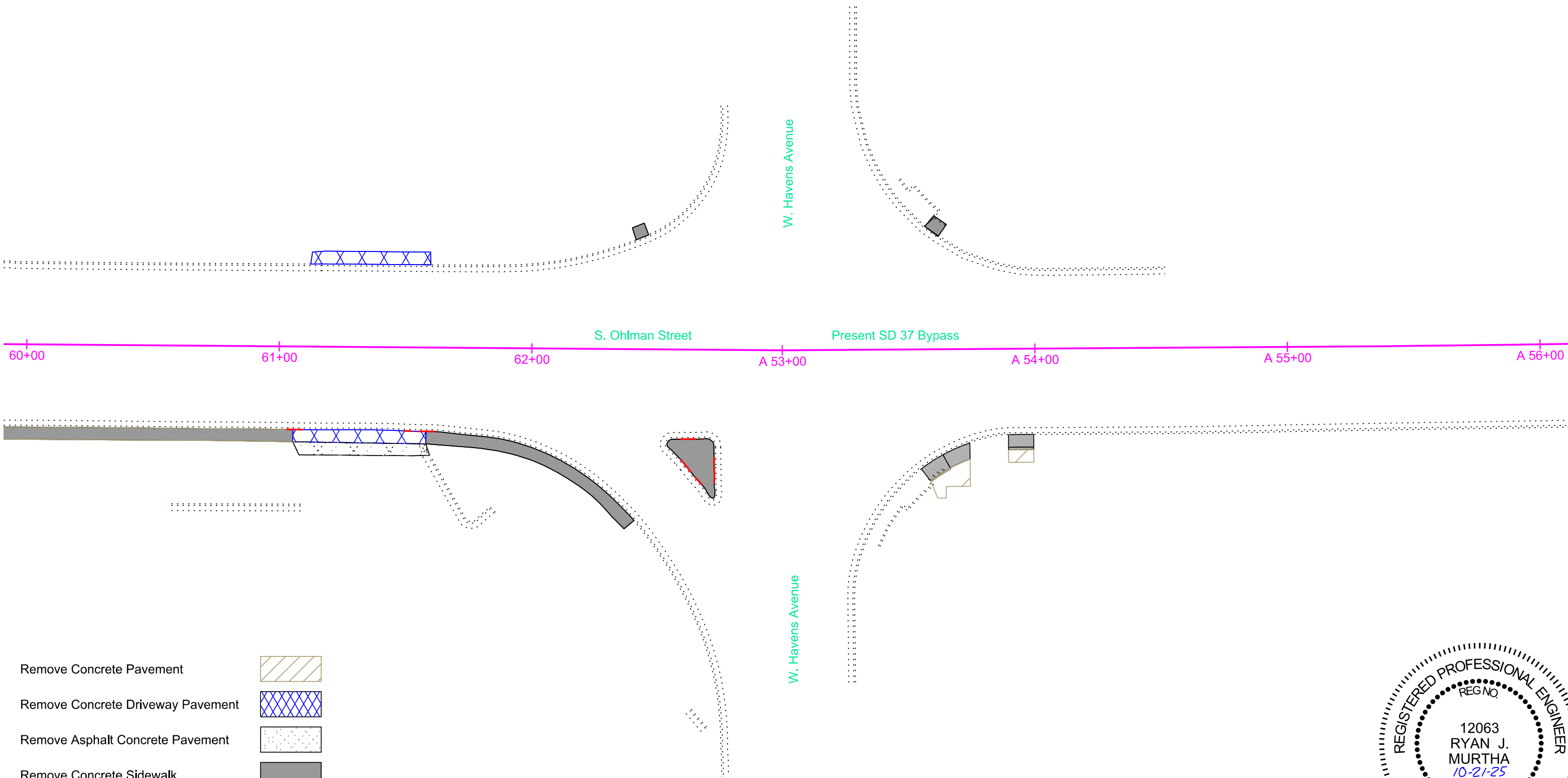


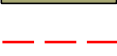
PAVEMENT REMOVAL LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B45	B80

Plotting Date: 7/1/2025



- Remove Concrete Pavement 
- Remove Concrete Driveway Pavement 
- Remove Asphalt Concrete Pavement 
- Remove Concrete Sidewalk 
- Remove Concrete Median Pavement 
- Remove Concrete Curb and/or Gutter 



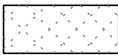
Remove Concrete Pavement



Remove Concrete Driveway Pavement



Remove Asphalt Concrete Pavement



Remove Concrete Sidewalk



Remove Concrete Median Pavement



Remove Concrete Curb and/or Gutter

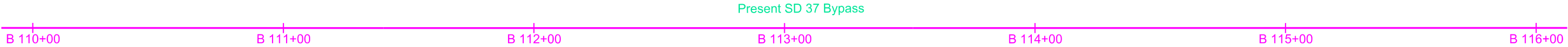


PAVEMENT REMOVAL LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B46	B80

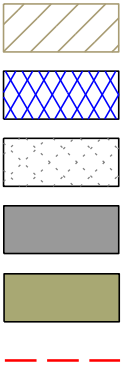
Plotting Date: 7/1/2025



PAVEMENT REMOVAL LAYOUT

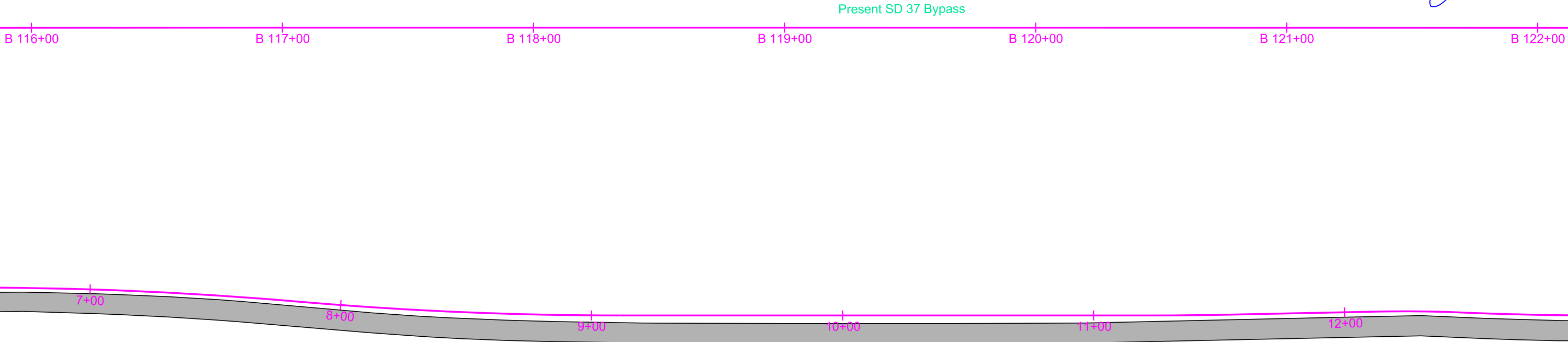
FOR BIDDING PURPOSES ONLY

- Remove Concrete Pavement
- Remove Concrete Driveway Pavement
- Remove Asphalt Concrete Pavement
- Remove Concrete Sidewalk
- Remove Concrete Median Pavement
- Remove Concrete Curb and/or Gutter



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B47	B80

Plotting Date: 7/1/2025



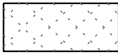
Remove Concrete Pavement



Remove Concrete Driveway Pavement



Remove Asphalt Concrete Pavement



Remove Concrete Sidewalk



Remove Concrete Median Pavement



Remove Concrete Curb and/or Gutter



PAVEMENT REMOVAL LAYOUT

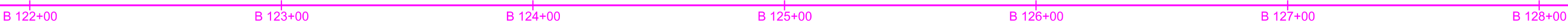
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B48	B80

Plotting Date: 7/1/2025



Present SD 37 Bypass



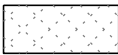
Remove Concrete Pavement



Remove Concrete Driveway Pavement



Remove Asphalt Concrete Pavement



Remove Concrete Sidewalk



Remove Concrete Median Pavement



Remove Concrete Curb and/or Gutter

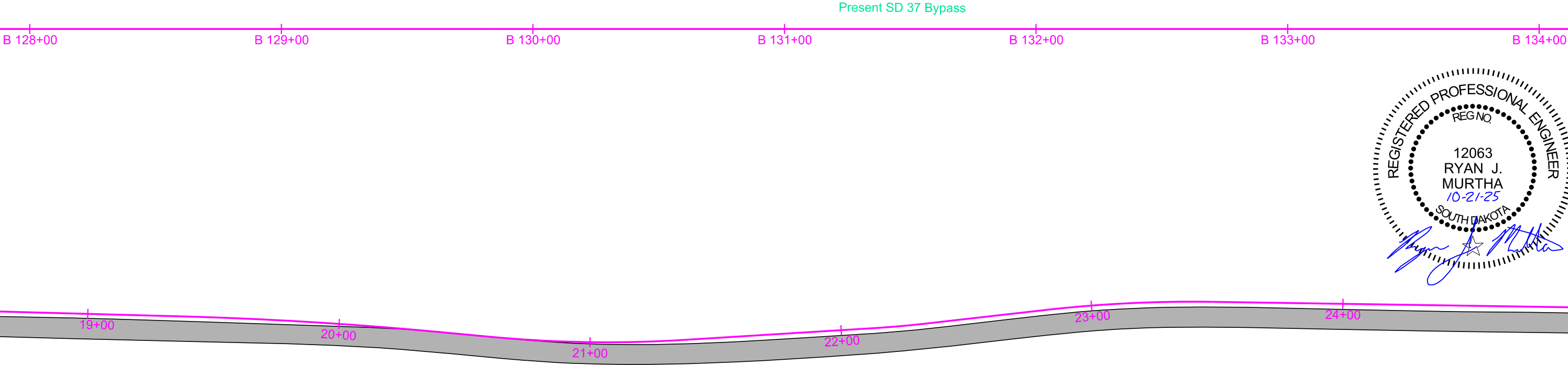


PAVEMENT REMOVAL LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B49	B80

Plotting Date: 7/1/2025



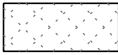
Remove Concrete Pavement



Remove Concrete Driveway Pavement



Remove Asphalt Concrete Pavement



Remove Concrete Sidewalk



Remove Concrete Median Pavement



Remove Concrete Curb and/or Gutter

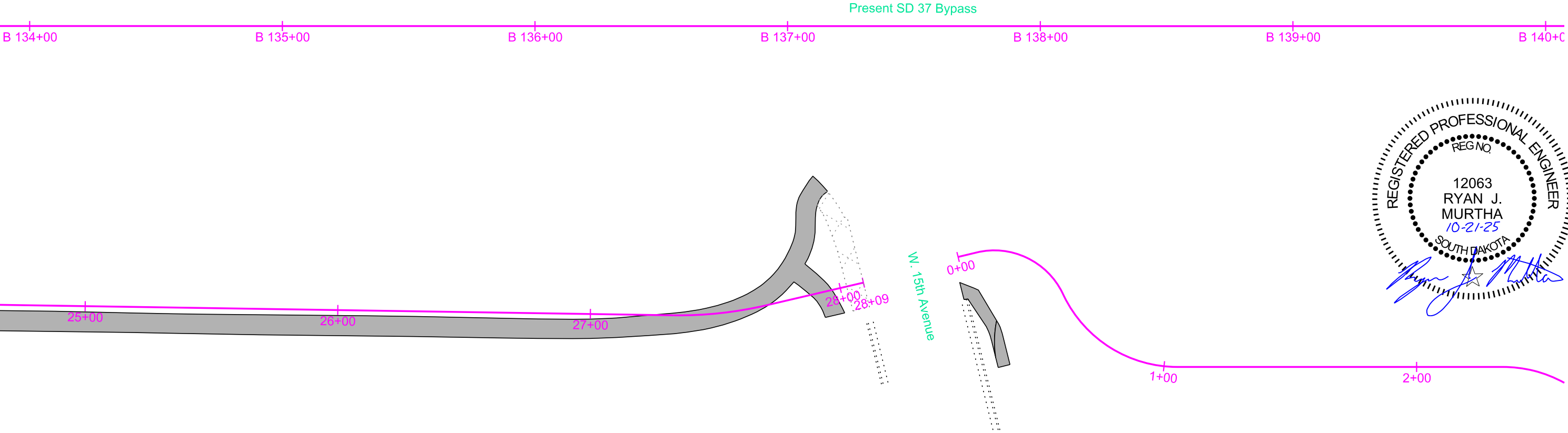


PAVEMENT REMOVAL LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B50	B80

Plotting Date: 7/1/2025



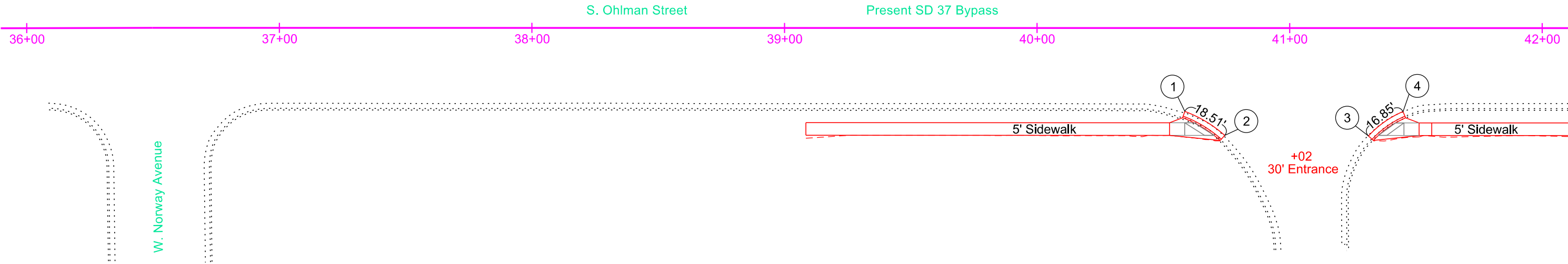
CURB AND GUTTER LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B51	B80

Plotting Date: 7/1/2025

Note: All curb and gutter shown on this sheet is Type B69.5 except as noted.
All curbside sidewalk is 6' wide and all boulevard sidewalk is 5' wide except as noted.



- 1 40+58.55-33.04' R
Begin 50' Rad C & G
TC Elev (Match Existing)
- 2 40+74.30-42.55' R
End 50' Rad C & G
TC Elev (Match Existing)

- 3 41+31.20-42.73' R
Begin 40' Rad C & G
TC Elev (Match Existing)
- 4 41+45.01-33.43' R
End 40' Rad C & G
TC Elev (Match Existing)



CURB AND GUTTER LAYOUT

FOR BIDDING PURPOSES ONLY

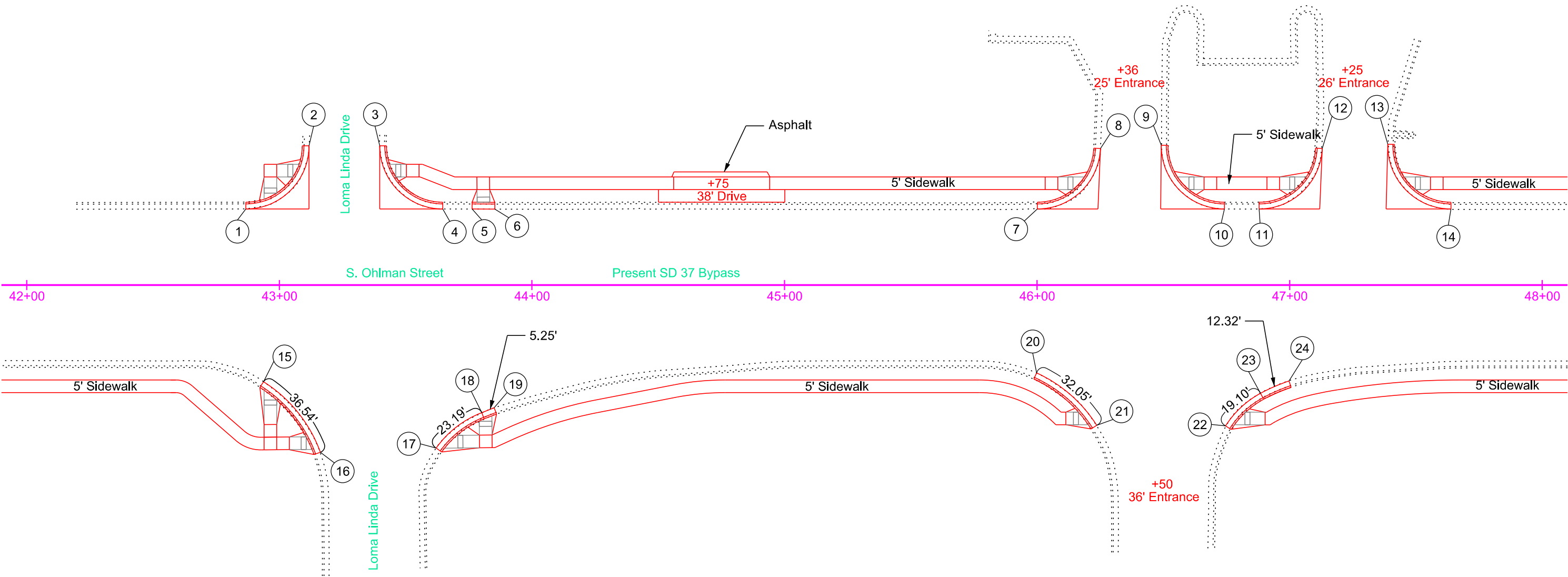
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B52	B80

Plotting Date: 7/1/2025

Note: All curb and gutter shown on this sheet is Type B69.5 except as noted.
All curbside sidewalk is 6' wide and all boulevard sidewalk is 5' wide except as noted.



- | | | | | | | | | | | | | | |
|---|---|---|---|---|--|---|---|----|---|----|---|----|---|
| 1 | 42+86.75-30.13' L
Begin 25' Rad Fillet
TC Elev (Match Existing) | 3 | 43+39.72-55.13' L
Begin 25' Rad Fillet
TC Elev (Match Existing) | 5 | 43+76.30-30.14' L
Begin Str C & G
TC Elev (Match Existing) | 7 | 46+00.12-30.13' L
Begin 25' Rad Fillet
TC Elev (Match Existing) | 9 | 46+49.20-55.35' L
Begin 25' Rad Fillet
TC Elev (Match Existing) | 11 | 46+87.93-30.13' L
Begin 25' Rad Fillet
TC Elev (Match Existing) | 13 | 47+38.88-55.78' L
Begin 25' Rad Fillet
TC Elev (Match Existing) |
| 2 | 43+11.75-55.13' L
End 25' Rad Fillet
TC Elev (Match Existing) | 4 | 43+64.72-30.13' L
End 25' Rad Fillet
TC Elev (Match Existing) | 6 | 43+85.30-30.10' L
End Str C & G
TC Elev (Match Existing) | 8 | 46+25.10-54.11' L
End 25' Rad Fillet
TC Elev (Match Existing) | 10 | 46+74.20-30.13' L
End 25' Rad Fillet
TC Elev (Match Existing) | 12 | 47+12.91-54.08' L
End 25' Rad Fillet
TC Elev (Match Existing) | 14 | 47+63.88-30.13' L
End 25' Rad Fillet
TC Elev (Match Existing) |



- | | | | | | | | | | | | |
|----|--|----|---|----|--|----|--|----|---|----|--|
| 15 | 42+93.71-38.26' R
Begin 55' Rad C & G
TC Elev (Match Existing) | 17 | 43+62.03-64.48' R
Begin 40' Rad C & G
TC Elev (Match Existing) | 19 | 43+85.03-48.58' R
End Str C & G
TC Elev (Match Existing) | 20 | 45+99.80-34.76' R
Begin 55' Rad C & G
TC Elev (Match Existing) | 22 | 46+74.62-55.71' R
Begin 37.67' Rad C & G
TC Elev (Match Existing) | 24 | 46+99.75-37.96' R
End 70' Rad C & G
TC Elev (Match Existing) |
| 16 | 43+16.24-66.17' R
End 55' Rad C & G
TC Elev (Match Existing) | 18 | 43+80.13-50.48' R
End 40' Rad C & G
Begin Str C & G
TC Elev (Match Existing) | 21 | 46+23.64-55.50' R
End 55' Rad C & G
TC Elev (Match Existing) | 23 | 46+88.45-42.84' R
End 37.67' Rad C & G
Begin 70' Rad C & G
TC Elev (Match Existing) | | | | |



CURB AND GUTTER LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B53	B80

Plotting Date: 7/1/2025

Note: All curb and gutter shown on this sheet is Type B69.5 except as noted.
All curbside sidewalk is 6' wide and all boulevard sidewalk is 5' wide except as noted.



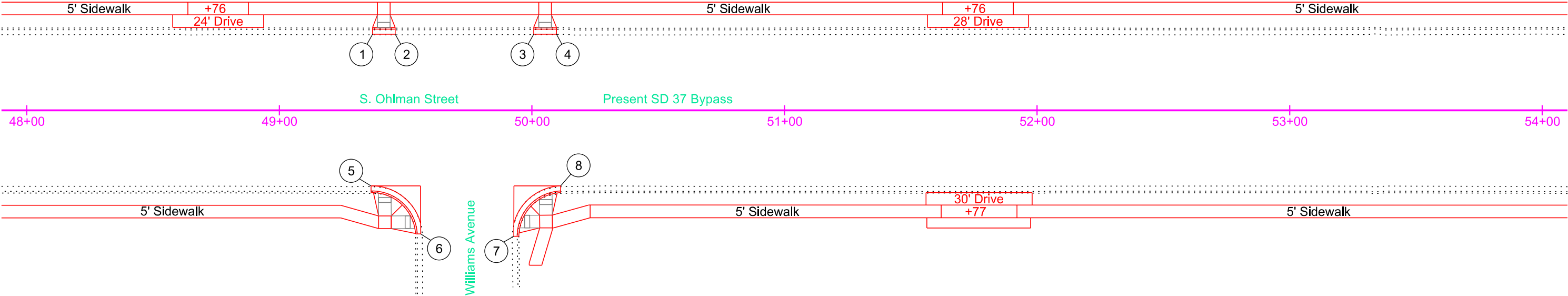
- 1

49+36.88-30.14' L
Begin Str C & G
TC Elev (Match Existing)
- 2

49+45.88-30.14' L
End Str C & G
TC Elev (Match Existing)
- 3

50+00.68-30.16' L
Begin Str C & G
TC Elev (Match Existing)
- 4

50+09.68-30.16' L
End Str C & G
TC Elev (Match Existing)



- 5

49+39.00-30.05' R
Begin 20' Rad Fillet
TC Elev (Match Existing)
- 6

49+56.55-48.47' R
End 20' Rad Fillet
TC Elev (Match Existing)
- 7

49+92.84-49.81' R
Begin 20' Rad Fillet
TC Elev (Match Existing)
- 8

50+11.35-29.90' R
End 20' Rad Fillet
TC Elev (Match Existing)



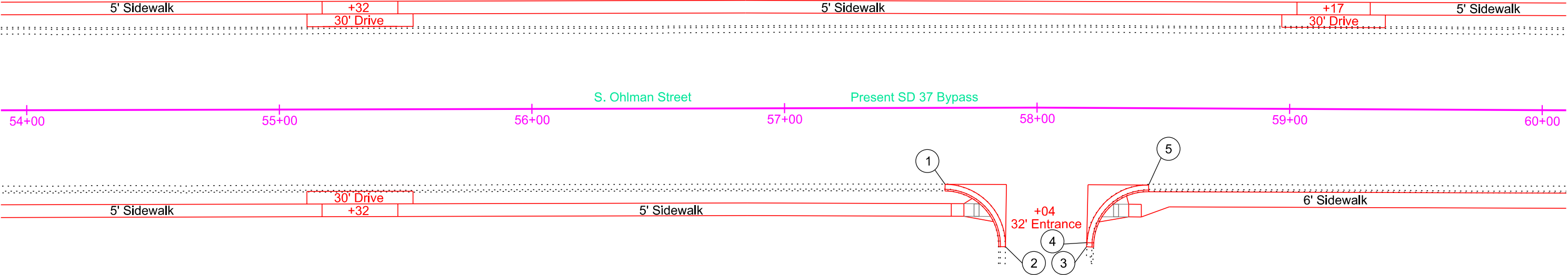


CURB AND GUTTER LAYOUT

FOR BIDDING PURPOSES ONLY

Note: All curb and gutter shown on this sheet is Type B69.5 except as noted.
All curbside sidewalk is 6' wide and all boulevard sidewalk is 5' wide except as noted.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B54	B80
Plotting Date:		7/1/2025	



- | | | | | | |
|---|---|---|--|---|---|
| 1 | 57+63.49-30.31' R
Begin 24' Rad Fillet
TC Elev (Match Existing) | 3 | 58+19.89-55.05' R
Begin Str C&G
TC Elev (Match Existing) | 5 | 58+44.33-30.45' R
End 24' Rad Fillet
TC Elev (Match Existing) |
| 2 | 57+87.34-55.12' R
End 24' Rad Fillet
TC Elev (Match Existing) | 4 | 58+19.92-53.40' R
End Str C & G
Begin 24' Rad Fillet
TC Elev (Match Existing) | | |

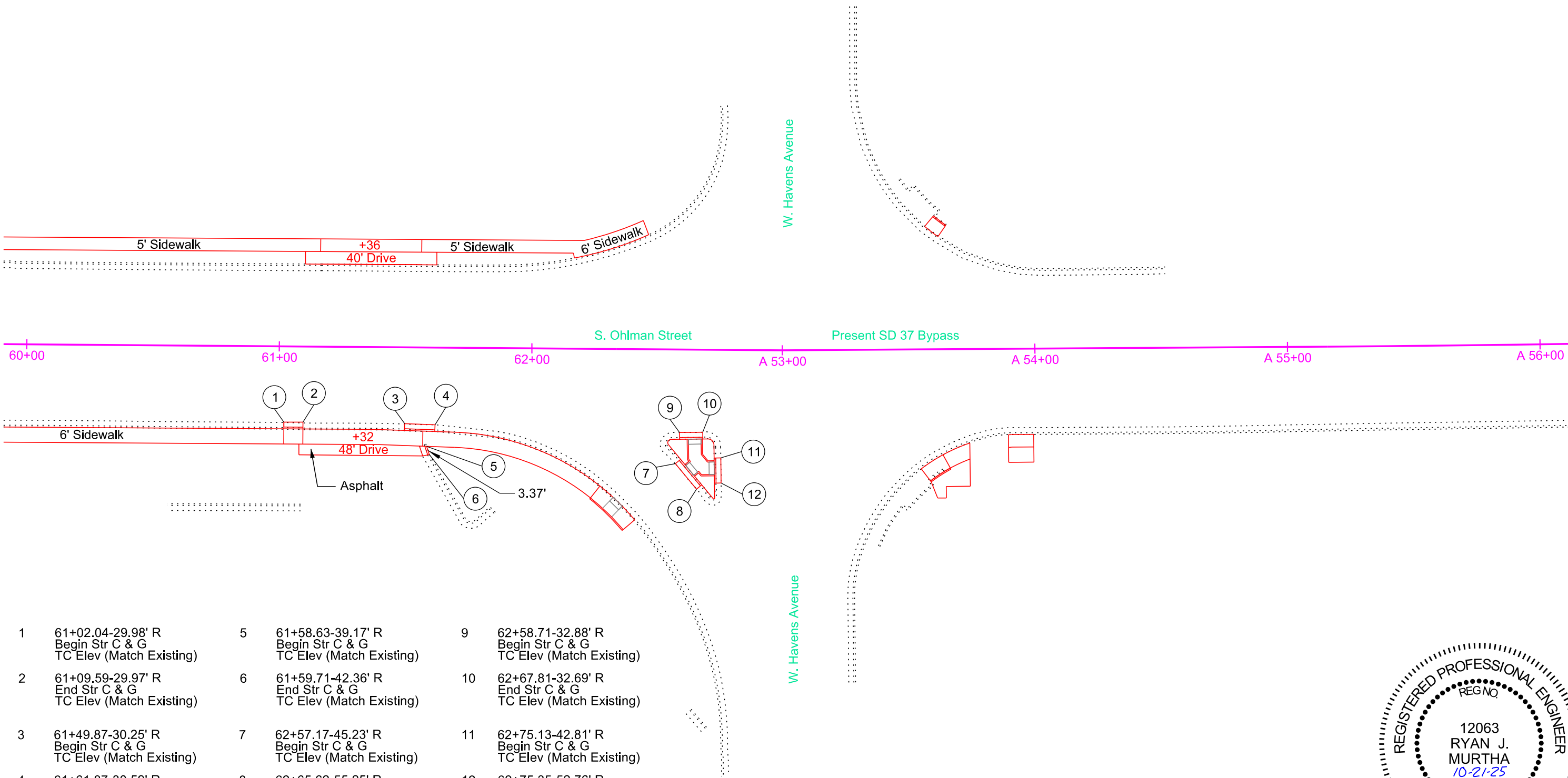
CURB AND GUTTER LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B55	B80

Plotting Date: 7/1/2025

Note: All curb and gutter shown on this sheet is Type B69.5 except as noted.
All curbside sidewalk is 6' wide and all boulevard sidewalk is 5' wide except as noted.



1	61+02.04-29.98' R Begin Str C & G TC Elev (Match Existing)	5	61+58.63-39.17' R Begin Str C & G TC Elev (Match Existing)	9	62+58.71-32.88' R Begin Str C & G TC Elev (Match Existing)
2	61+09.59-29.97' R End Str C & G TC Elev (Match Existing)	6	61+59.71-42.36' R End Str C & G TC Elev (Match Existing)	10	62+67.81-32.69' R End Str C & G TC Elev (Match Existing)
3	61+49.87-30.25' R Begin Str C & G TC Elev (Match Existing)	7	62+57.17-45.23' R Begin Str C & G TC Elev (Match Existing)	11	62+75.13-42.81' R Begin Str C & G TC Elev (Match Existing)
4	61+61.87-30.59' R End Str C & G TC Elev (Match Existing)	8	62+65.62-55.25' R End Str C & G TC Elev (Match Existing)	12	62+75.35-52.76' R End Str C & G TC Elev (Match Existing)





CURB RAMP LAYOUT

FOR BIDDING PURPOSES ONLY

* Turning Space with 1.5% slope
** Curb Ramp with 7.5% slope and 1.5% cross slope

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B56	B80

Plotting Date: 7/1/2025



- 1 40+52.46-40.04' R
End Ramp Slope
- 2 40+66.17-40.04' R
Center Type 2
Curb Ramp

- 3 41+38.53-40.04' R
Center Type 2
Curb Ramp
- 4 41+51.28-40.04' R
End Ramp Slope

 Type 1 Detectable Warnings

CURB RAMP LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B57	B80

Plotting Date: 7/1/2025

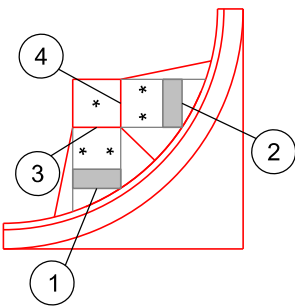
* Turning Space with 1.5% slope
** Curb Ramp with 7.5% slope and 1.5% cross slope



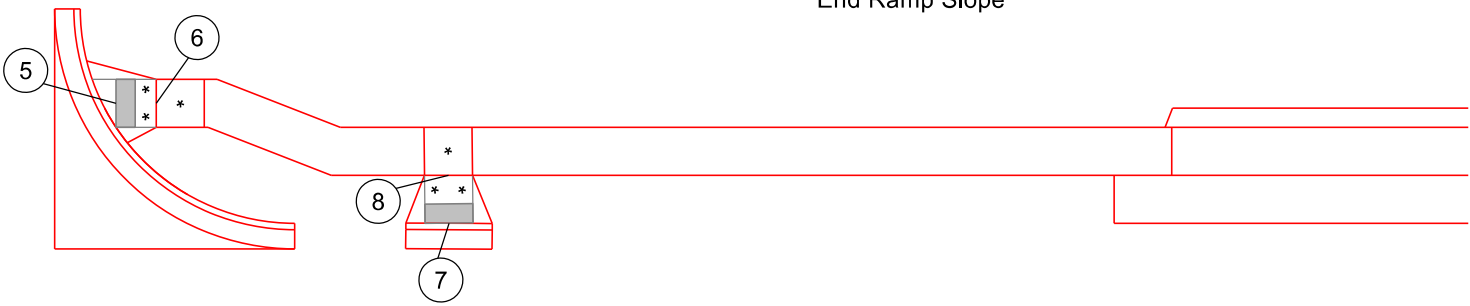
- 1 42+96.47-36.44' L
Center Type 2
Curb Ramp
- 2 43+05.37-45.30' L
Center Type 2
Curb Ramp
- 3 42+96.47-42.80' L
End Ramp Slope
- 4 42+98.97-45.30' L
End Ramp Slope

- 5 43+46.11-45.30' L
Center Type 2
Curb Ramp
- 6 43+50.31-45.30' L
End Ramp Slope

- 7 43+80.83-32.82' L
Center Type 2
Curb Ramp
- 8 43+80.75-37.80' L
End Ramp Slope



Loma Linda Drive



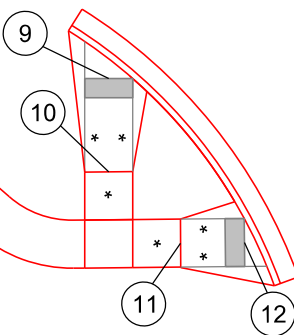
S. Ohlman Street

Present SD 37 Bypass

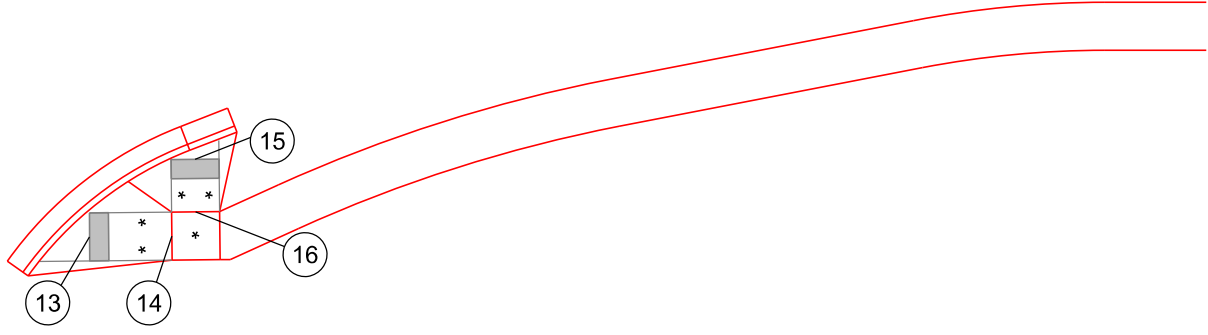
42+00

43+00

44+00



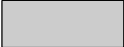
Loma Linda Drive



- 9 42+96.47-45.48' R
Center Type 2
Curb Ramp
- 10 42+96.47-55.21' R
End Ramp Slope
- 11 43+03.97-62.66' R
End Ramp Slope
- 12 43+10.62-62.57' R
Center Type 2
Curb Ramp

- 13 43+70.65-61.99' R
Center Type 2
Curb Ramp
- 14 43+79.23-61.90' R
End Ramp Slope

- 15 43+81.65-53.91' R
Center Type 2
Curb Ramp
- 16 43+81.70-59.38' R
End Ramp Slope

 Type 1 Detectable Warnings



CURB RAMP LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B58	B80

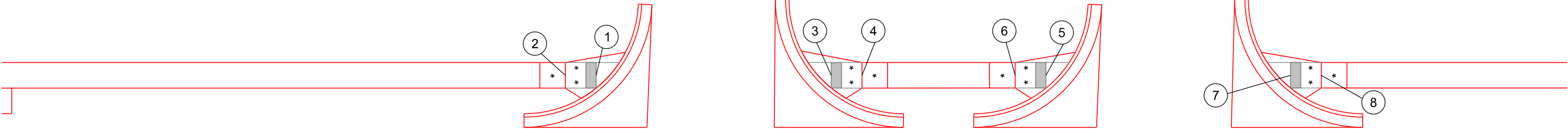
Plotting Date: 7/1/2025



* Turning Space with 1.5% slope
** Curb Ramp with 7.5% slope and 1.5% cross slope

- | | | | |
|---|---|---|---|
| 1 | 46+14.21-40.30' L
Center Type 2
Curb Ramp | 4 | 46+66.11-40.30' L
End Ramp Slope |
| 2 | 46+08.21-40.30' L
End Ramp Slope | 5 | 47+02.02-40.30' L
Center Type 2
Curb Ramp |
| 3 | 46+60.11-40.30' L
Center Type 2
Curb Ramp | 6 | 46+96.02-40.30' L
End Ramp Slope |

- | | |
|---|---|
| 7 | 47+49.79-40.30' L
Center Type 2
Curb Ramp |
| 8 | 47+55.79-40.30' L
End Ramp Slope |



- | | |
|----|---|
| 9 | 46+16.38-52.76' R
Center Type 2
Curb Ramp |
| 10 | 46+11.38-52.75' R
End Ramp Slope |

- | | |
|----|---|
| 11 | 46+82.28-52.79' R
Center Type 2
Curb Ramp |
| 12 | 46+90.28-52.98' R
End Ramp Slope |

 Type 1 Detectable Warnings





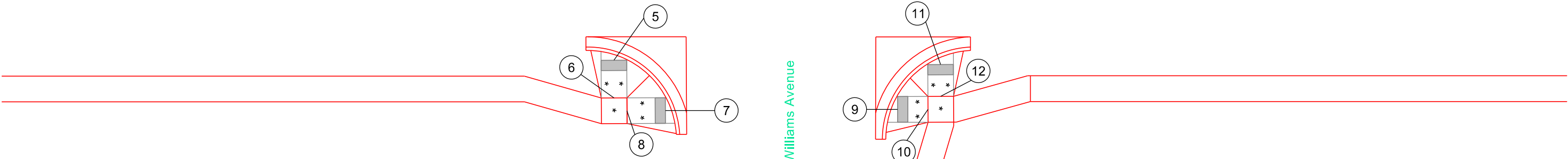
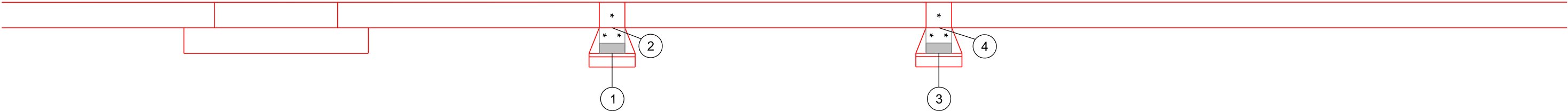
- 1 49+41.38-32.81' L
Center Type 1
Curb Ramp
- 2 49+41.38-37.81' L
End Ramp Slope
- 3 50+05.18-32.83' L
Center Type 1
Curb Ramp
- 4 50+05.18-37.81' L
End Ramp Slope

CURB RAMP LAYOUT

FOR BIDDING PURPOSES ONLY

* Turning Space with 1.5% slope
** Curb Ramp with 7.5% slope and 1.5% cross slope

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330		
Plotting Date: 7/1/2025		B59	B80

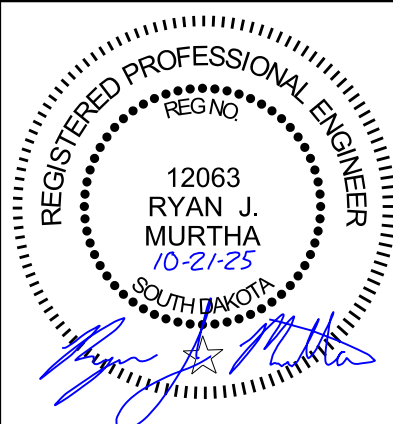


- 5 49+41.74-34.44' R
Center Type 2
Curb Ramp
- 6 49+41.78-41.78' R
End Ramp Slope
- 7 49+51.80-44.23' R
Center Type 2
Curb Ramp
- 8 49+44.29-44.27' R
End Ramp Slope

- 9 49+97.13-44.01' R
Center Type 2
Curb Ramp
- 10 50+03.07-43.99' R
End Ramp Slope

- 11 50+05.52-35.27' R
Center Type 2
Curb Ramp
- 12 50+05.56-41.46' R
End Ramp Slope

 Type 1 Detectable Warnings

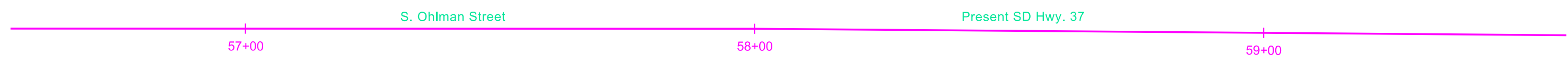
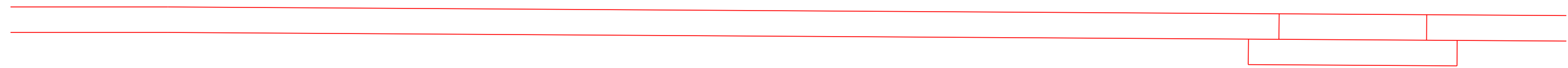


CURB RAMP LAYOUT

FOR BIDDING PURPOSES ONLY

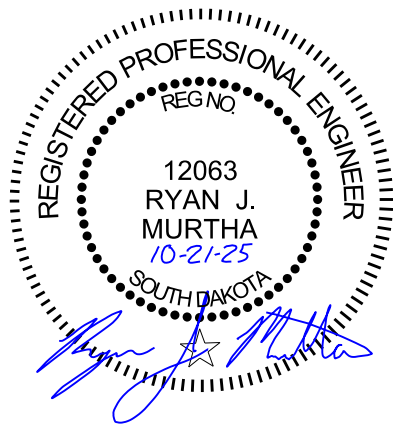
* Turning Space with 1.5% slope
** Curb Ramp with 7.5% slope and 1.5% cross slope

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330		
Plotting Date: 7/1/2025		B60	B80



- 1 57+76.94-40.56' R
Center Type 2
Curb Ramp
- 2 57+70.94-40.53' R
End Ramp Slope
- 3 58+30.51-40.64' R
Center Type 2
Curb Ramp
- 4 58+36.51-40.63' R
End Ramp Slope

 Type 1 Detectable Warnings



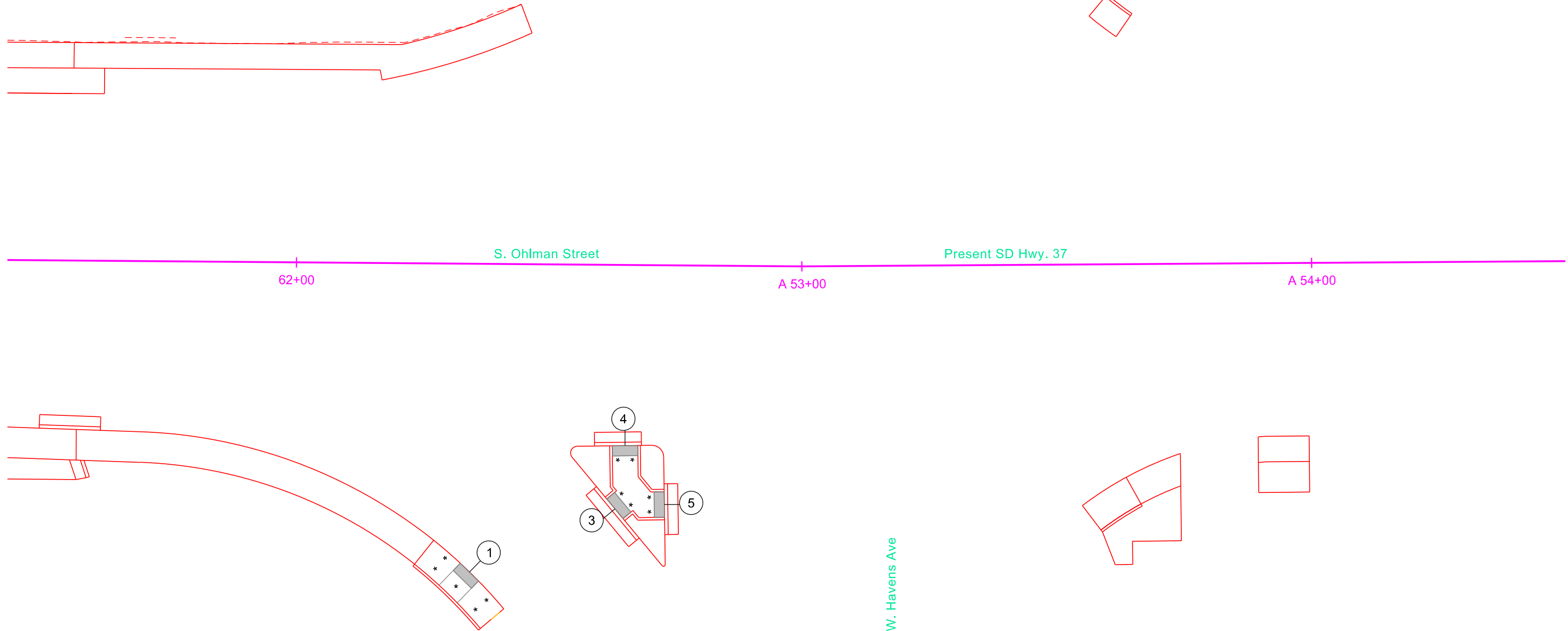
CURB RAMP LAYOUT

FOR BIDDING PURPOSES ONLY

* Turning Space with 1.5% slope
** Curb Ramp with 7.5% slope and 1.5% cross slope

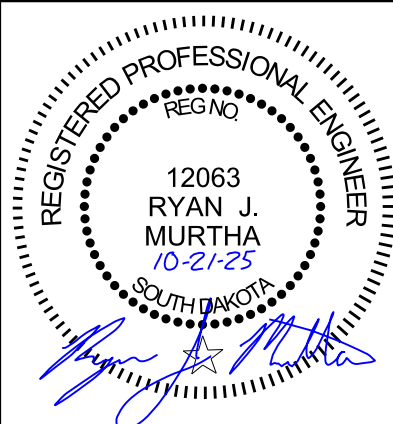
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B61	B80

Plotting Date: 7/1/2025



- | | | | |
|---|---|---|---|
| 1 | 62+34.45-60.46' R
Center Type 2
Curb Ramp | 3 | 62+64.75-35.43' R
Center Type 1
Curb Ramp |
| 2 | 62+62.86-47.84' R
Center Type 1
Curb Ramp | 4 | 62+72.55-46.93' R
Center Type 1
Curb Ramp |

 Type 1 Detectable Warnings

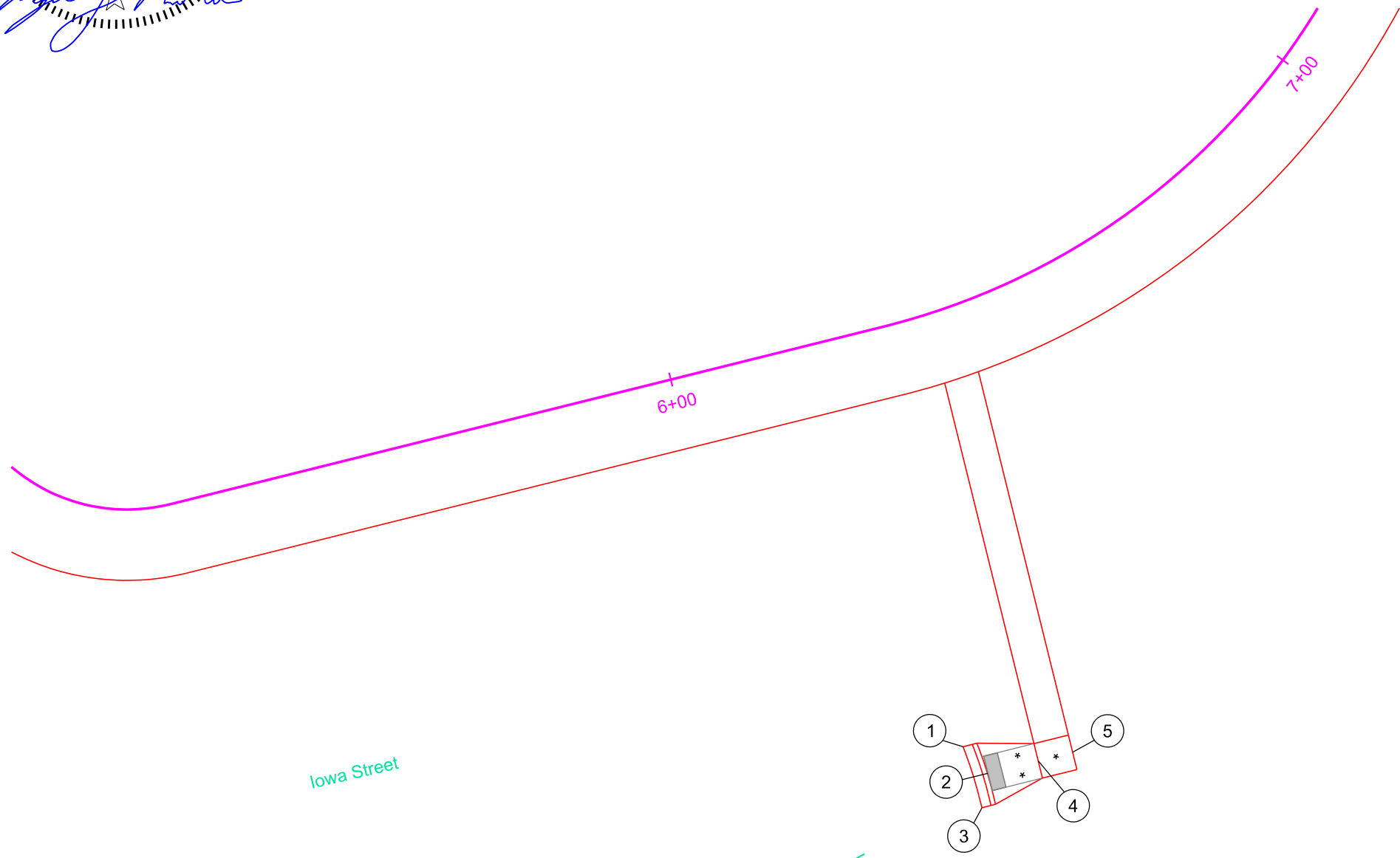
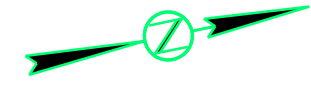


CURB RAMP LAYOUT

FOR BIDDING PURPOSES ONLY

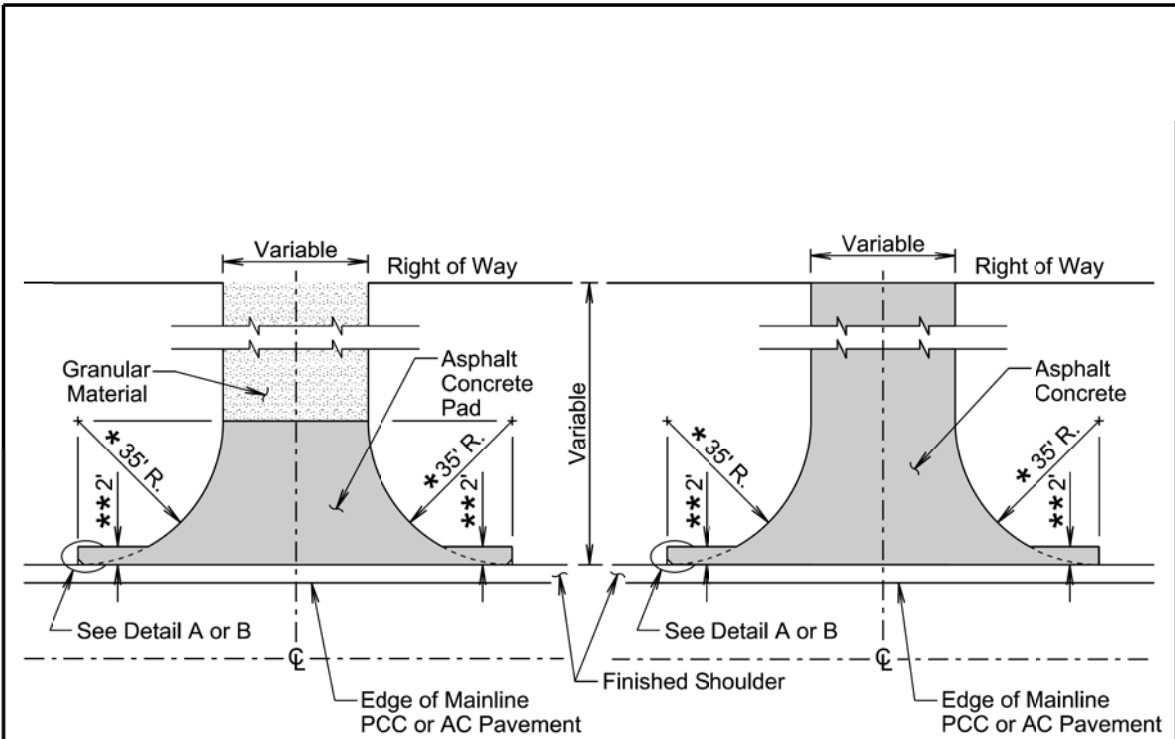
* Turning Space with 1.5% slope
** Curb Ramp with 7.5% slope and 1.5% cross slope

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	B62	B80
Plotting Date:		7/1/2025	



- | | | | |
|---|--|---|--|
| 1 | 142+19.04-407.27' R
Begin Str C & G
TC Elev (Match Existing) | 4 | 142+33.45-409.23' R
End Ramp Slope |
| 2 | 142+23.26-411.03' R
Center Type 1
Curb Ramp | 5 | 142+40.39-407.96' R
Back of Turning Space |
| 3 | 142+22.04-415.88' R
End Str C & G
TC Elev (Match Existing) | | |

 Type 1 Detectable Warnings



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:

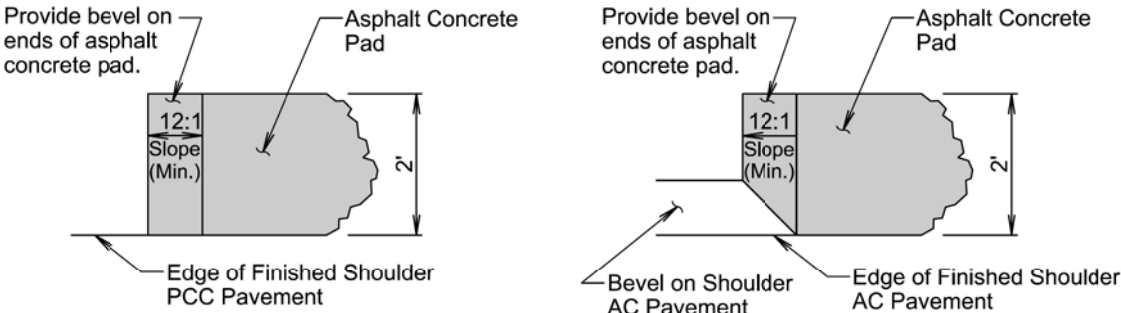
The precise construction limits for situations other than shown above will be determined by the Engineer during construction.

* 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.

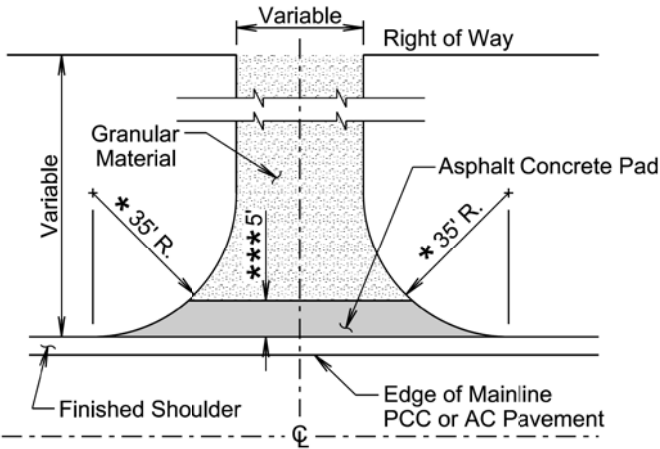
August 27, 2020

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



DETAIL A
(Typ. for Projects with PCC Pavement on Shoulder)

DETAIL B
(Typ. for Projects with AC Pavement on Shoulder)

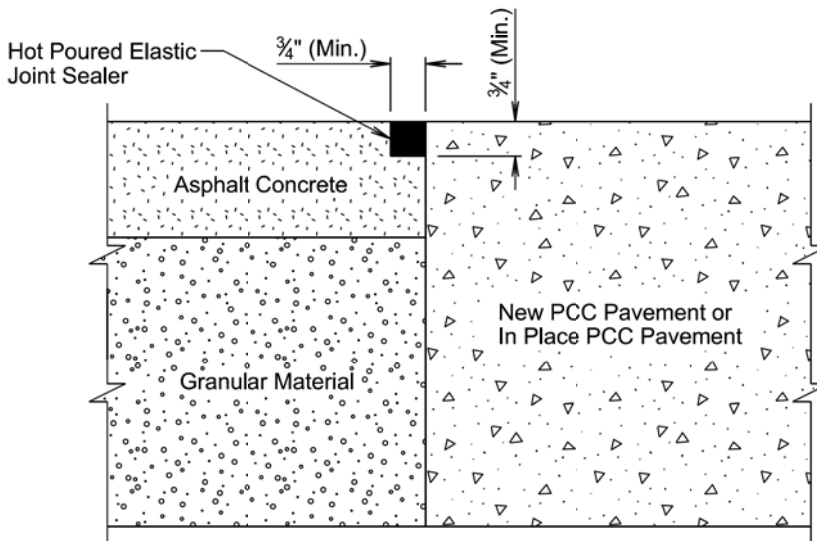


PLAN VIEW
(Entrance)

*** 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



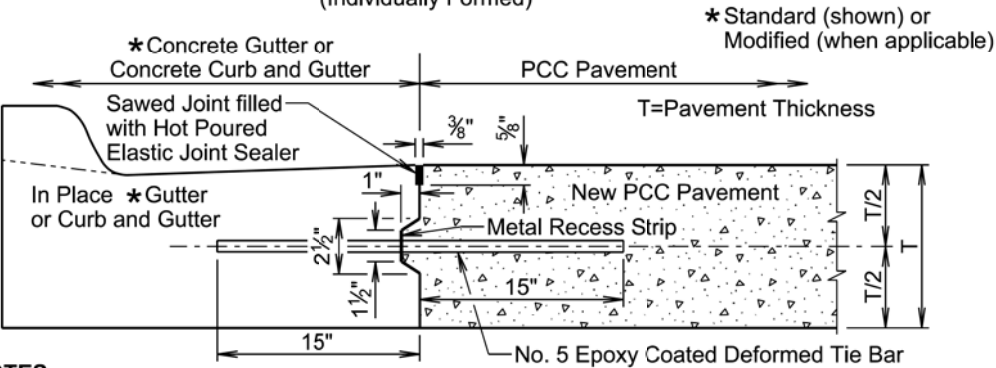
TRANSVERSE SECTION
(Asphalt Concrete Shoulder Joint)

September 14, 2019

Published Date: 2026	S D D O T	ASPHALT CONCRETE SHOULDER JOINT ADJACENT TO PCC PAVEMENT	PLATE NUMBER 320.15
			Sheet 1 of 1

LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS

(Individually Formed)



GENERAL NOTES:

No. 5 epoxy coated deformed tie bars will be spaced 48 inches center to center. The tie bars will be placed a minimum of 15 inches from existing transverse contraction joints. The keyway shown above is a female keyway.

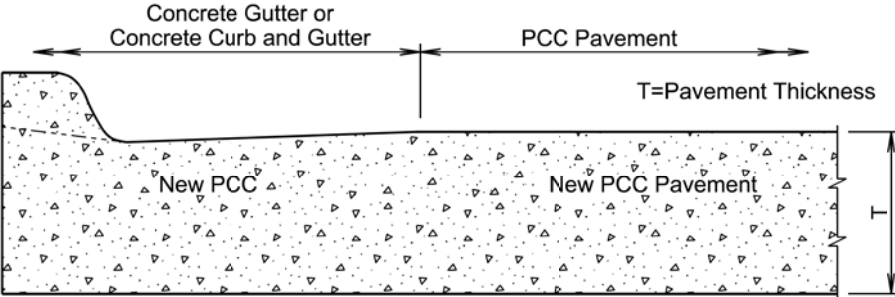
The keyway is optional and is not required. When concrete pavement is formed and a keyway is provided, a metal recess strip will be used. When concrete pavement is slip formed, a metal recess strip is not required.

The transverse contraction joints in the concrete gutter or concrete curb and gutter will be placed at each mainline PCC pavement transverse contraction joint. The transverse contraction joints in the concrete gutter or the concrete curb and gutter will be 1 1/2 inches deep if formed in fresh concrete using a suitable grooving tool. If a saw is used to cut the transverse contraction joints, then the depth of the joint will be at least 1/4 the thickness of the concrete gutter or concrete curb and gutter.

Standard curb and gutter may not be placed monolithically with PCC pavement if the mainline lane width is greater than 12 feet.

The term "In Place *Gutter or Curb and Gutter" in the above drawing indicates that the in place *concrete gutter and concrete curb and gutter was placed on the current project.

POURED MONOLITHICALLY (Standard Concrete Curb and Gutter)



GENERAL NOTES:

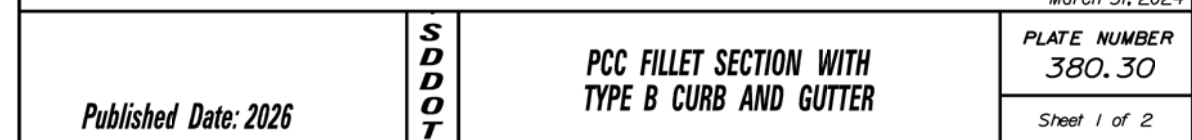
The mainline curb and gutter may be placed monolithically with the PCC pavement if the mainline lane width is less than or equal to 12 feet. If this method of construction is used, the tie bars and the sawed joint between the curb and gutter and the PCC pavement will be eliminated.

The gutter or curb and gutter will be sawed transversely at each mainline transverse contraction joint. The transverse contraction joints in the gutter or curb and gutter will be sawed and sealed same as the transverse contraction joints in the PCC pavement.

The slope of the gutter will be the slope designated for the type of gutter or curb and gutter to be constructed. The bottom slope of the gutter or curb and gutter will be constructed at the same slope as the mainline concrete pavement.

March 31, 2024

Published Date: 2026	S D D O T	PCC PAVEMENT LONGITUDINAL CONSTRUCTION JOINTS WITH CONCRETE GUTTER OR CONCRETE CURB AND GUTTER	PLATE NUMBER 380.21
			Sheet 1 of 2



Plotting Date: 7/1/2025

GENERAL NOTES:

For fillets with irregular shapes or bump outs:

- 1) The 6" and 18" offset #4 rebar will be included on any side next to pavement or driveways (not along the Curb and Gutter).
- 2) All remaining area will have #4 rebar spaced 24" center to center in a square pattern.

Dimensions D, H, and T will conform to those shown on the appropriate curb and gutter standard plate.

All rebar will be in conformance with Sections 480 and 1010 of the Specifications. All rebar will have a minimum of 3 inches of clear cover.

Class M6 Concrete will be used in construction of the fillets.

The concrete curb will be monolithic with the concrete fillet. No separate payment for this curb will be made as the curb is considered a part of the fillet.

Joints will be constructed at 10-foot intervals except when fillets are constructed adjacent to PCC Pavement. If there is adjacent PCC Pavement the joints will be extended from edge of pavement through the fillet section as directed by the Engineer.

The cost for all materials, labor, and incidentals necessary to construct the PCC fillet section with curb and gutter will be incidental to the contract unit price per square yard for the corresponding PCC fillet section contract item.

March 31, 2024

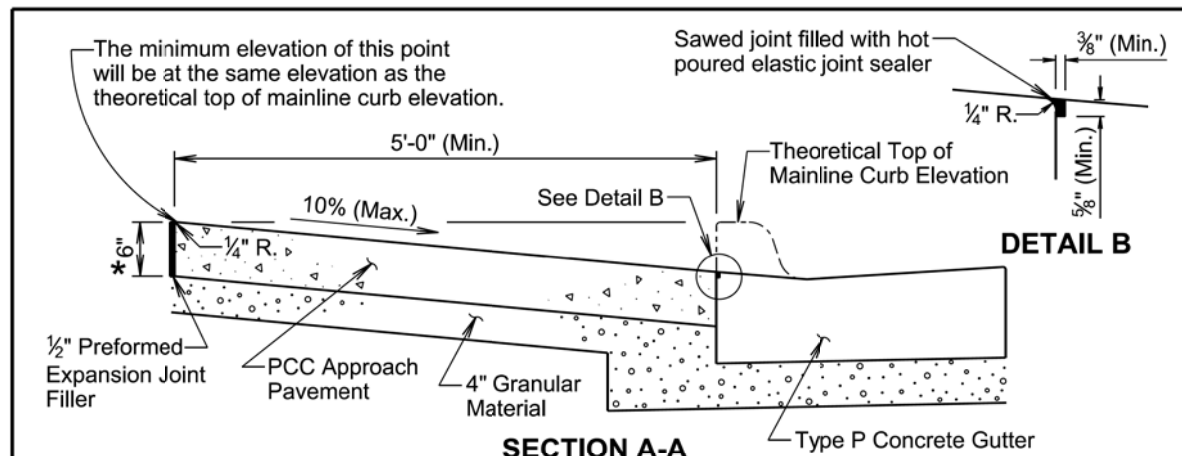
Published Date: 2026

SDDOT

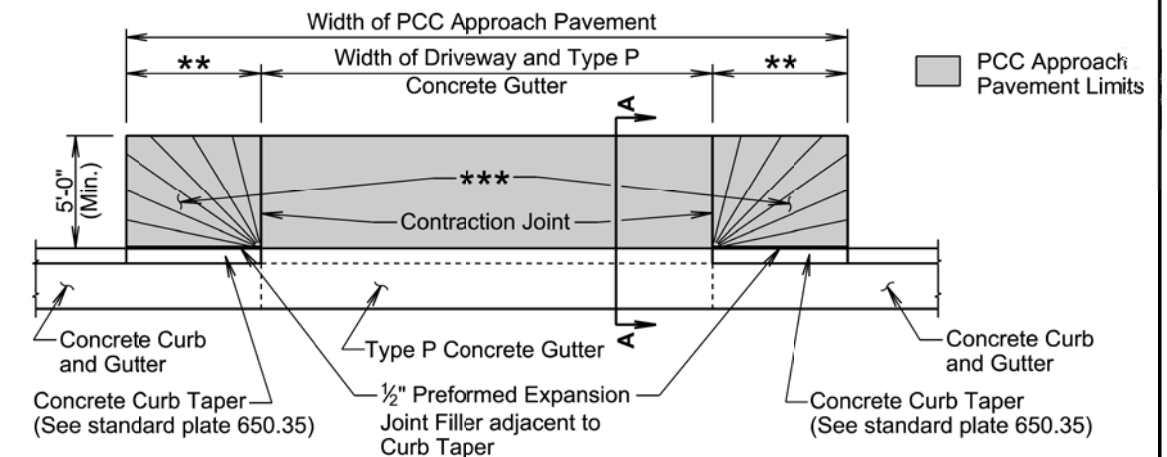
**PCC FILLET SECTION WITH
TYPE B CURB AND GUTTER**

PLATE NUMBER
380.30

Sheet 2 of 2



- * 8" at Commercial Approaches
- ** Width for 6" high curb is 6' (See standard plate 650.35)
- *** Within these areas, the surface of the type A PCC approach pavement will be sloped transitionally as approved by the Engineer.



PLAN VIEW

GENERAL NOTES:

The concrete for the type A PCC approach pavement and adjacent driveway will comply with the requirements of the Specifications for class M6 concrete unless otherwise stated in the plans.

Contraction joints in the type A PCC approach pavement will be 1½ inches deep if formed in the fresh concrete using a suitable grooving tool. If a saw is used to cut the contraction joints, then the depth of the joint will be at least ¼ the thickness of the approach pavement. Additional contraction joints not shown in the Plan View will be spaced as follows:

One joint at the center of the approach for driveways 16 feet to 24 feet wide.

Two joints spaced at equal intervals for driveways greater than 24 feet to 40 feet wide.

All costs for furnishing and placing the type A PCC approach pavement and constructing the expansion and contraction joints including labor, equipment, excavation, and materials including the earthen backfill and granular material, will be incidental to the contract unit price per square yard for the corresponding PCC Approach Pavement contract item.

June 26, 2019

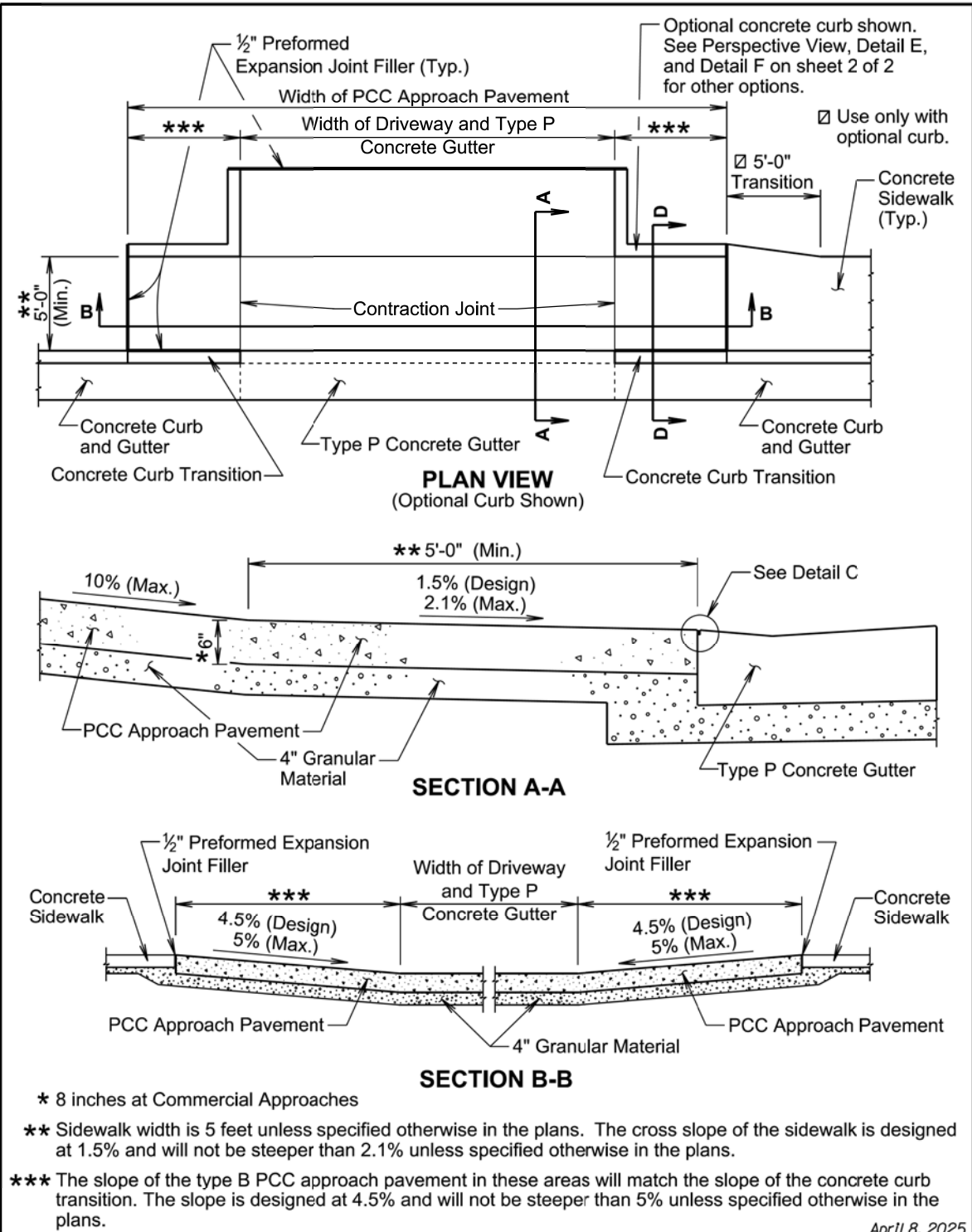
Published Date: 2026

**S
D
D
C
T**

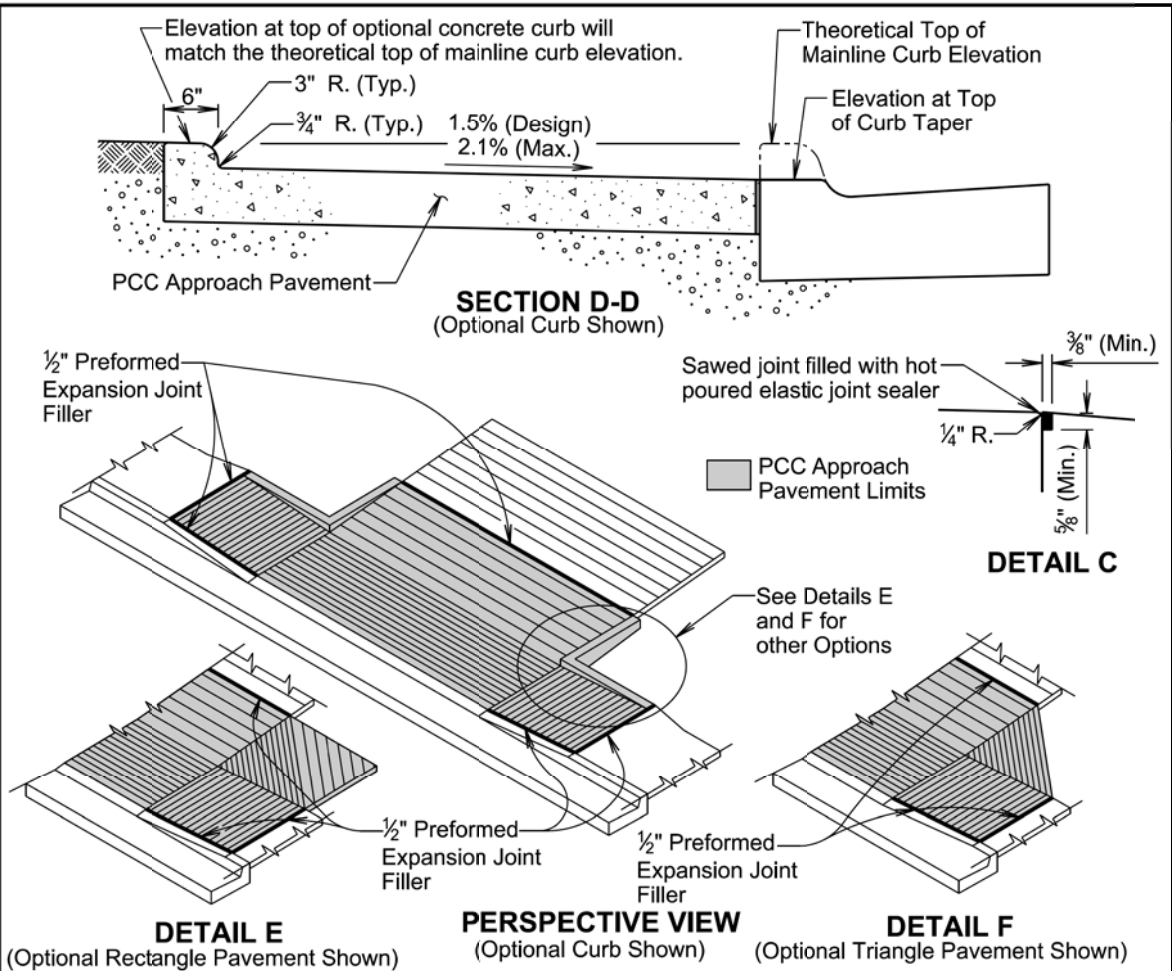
**TYPE A
PCC APPROACH PAVEMENT**

PLATE NUMBER
380.40

Sheet 1 of 1



Published Date: 2026	S D D O T	TYPE B PCC APPROACH PAVEMENT	PLATE NUMBER
			380.41
			Sheet 1 of 2



GENERAL NOTES:

Use the plan specified option for the pavement adjacent to the driveway and sidewalk. The options are shown above in the Perspective View, Detail E, and Detail F.

The concrete for the type B PCC approach pavement and adjacent driveway will comply with the requirements of the Specifications for class M6 concrete unless otherwise stated in the plans.

Contraction joints in the type B PCC approach pavement will be 1 1/2 inches deep if formed in the fresh concrete using a suitable grooving tool. If a saw is used to cut the contraction joints, then the depth of the joint will be at least 1/4 the thickness of the approach pavement. Additional contraction joints not shown in the Plan View will be spaced as follows:

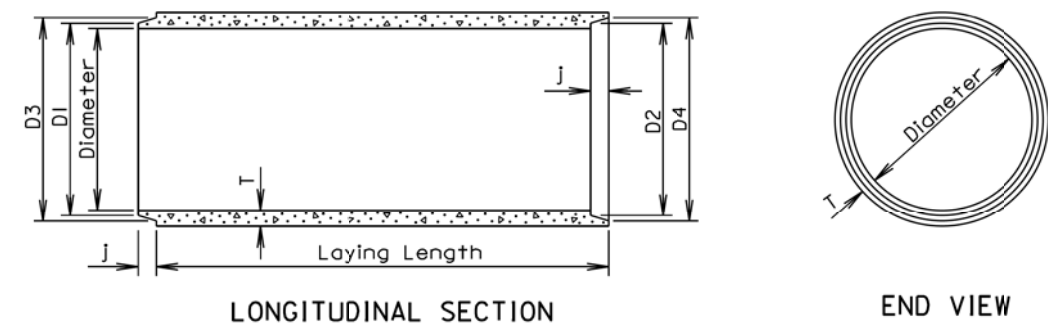
- One joint at the center of the approach for driveways 16 feet to 24 feet wide.
- Two joints spaced at equal intervals for driveways greater than 24 feet to 40 feet wide.

All costs for furnishing and placing the type B PCC approach pavement and constructing the expansion and contraction joints including labor, equipment, excavation, and materials including the earthen backfill and granular material will be incidental to the contract unit price per square yard for the corresponding PCC Approach Pavement contract item.

Published Date: 2026	S D D O T	TYPE B PCC APPROACH PAVEMENT	PLATE NUMBER
			380.41
			Sheet 2 of 2

TOLERANCES IN DIMENSIONS

Diameter: $\pm 1.5\%$ for 24" Dia. or less and $\pm 1\%$ or $\frac{3}{8}"$ whichever is more for 27" Dia. or greater.
Diameters at joints: $\pm \frac{3}{16}"$ for 30" Dia. or less and $\pm \frac{1}{4}"$ for 36" or greater.
Length of joint (J): $\pm \frac{1}{4}"$.
Wall thickness (T): not less than design T by more than 5% or $\frac{3}{16}"$, whichever is greater.
Laying length: shall not underrun by more than $\frac{1}{2}"$.



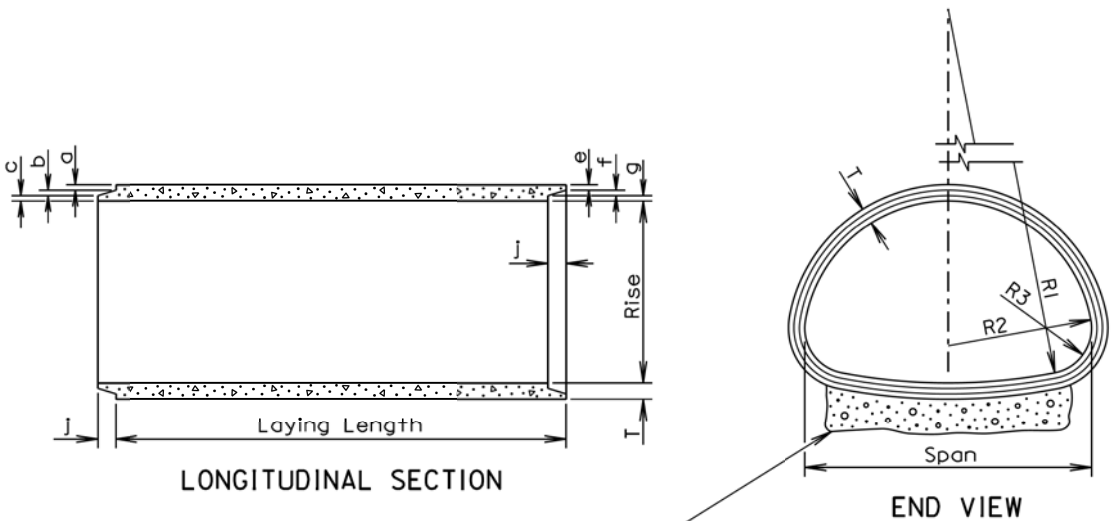
GENERAL NOTES:

Construction of R.C.P. shall conform to the requirements of Section 990 of the Specifications.
Not more than 2 four-foot sections shall be permitted near the ends of any culvert. Four-foot lengths shall be used only to secure the required length of culvert.

Diam. (in.)	Approx. Wt. /Ft. (lb.)	T (in.)	J (in.)	D1 (in.)	D2 (in.)	D3 (in.)	D4 (in.)
12	92	2	1 3/4	13 1/4	13 5/8	13 7/8	14 1/4
15	127	2 1/4	2	16 1/2	16 1/8	17 1/4	17 5/8
18	168	2 1/2	2 1/4	19 5/8	20	20 3/8	20 3/4
21	214	2 3/4	2 1/2	22 7/8	23 1/4	23 3/4	24 1/8
24	265	3	2 3/4	26	26 3/8	27	27 3/8
27	322	3 1/4	3	29 1/4	29 5/8	30 1/4	30 5/8
30	384	3 1/2	3 1/4	32 3/8	32 3/4	33 1/2	33 7/8
36	524	4	3 3/4	38 3/4	39 1/4	40	40 1/2
42	685	4 1/2	4	45 1/8	45 5/8	46 1/2	47
48	867	5	4 1/2	51 1/2	52	53	53 1/2
54	1070	5 1/2	4 1/2	57 1/8	58 3/8	59 3/8	59 1/8
60	1296	6	5	64 1/4	64 3/4	66	66 1/2
66	1542	6 1/2	5 1/2	70 5/8	71 1/8	72 1/2	73
72	1810	7	6	77	77 1/2	79	79 1/2
78	2093	7 1/2	6 1/2	83 3/8	83 3/8	85 5/8	86 1/8
84	2410	8	7	89 3/4	90 1/4	92 1/8	92 5/8
90	2740	8 1/2	7	95 3/4	96 1/4	98 1/8	98 5/8
96	2950	9	7	102 1/8	102 5/8	104 1/2	105
102	3075	9 1/2	7 1/2	109	109 1/2	111 1/2	112
108	3870	10	7 1/2	115 1/2	116	118	118 1/2

June 26, 2015

Published Date: 2026	S D D O T	REINFORCED CONCRETE PIPE	PLATE NUMBER 450.01
			Sheet 1 of 1



TOLERANCES IN DIMENSIONS

Radial dimensions at joints: $\pm \frac{1}{8}"$ for 65" span or less and $\pm \frac{1}{4}"$ for longer spans.
Rise and Span: $\pm 2\%$ of tabular values.
Length of joint (J): $\pm \frac{1}{4}"$.
Wall thickness (T): not less than design T by more than 5% or $\frac{3}{16}"$, whichever is greater.
Laying length: shall not underrun by more than $\frac{1}{2}"$.

Gravel Bedding Material shall be supplied for 102" to 169" spans. It shall be placed to a thickness of 6" (Min.) x 85% of the Span x Length of culvert and shall conform to the gradation requirements for gravel surfacing except material may be screened or may be plan provided material.

* Size (in.)	Approx. Wt. /Ft. (lb.)	Rise (in.)	Span (in.)	T (in.)	a (in.)	b (in.)	c (in.)	j (in.)	e (in.)	f (in.)	g (in.)	R1 (in.)	R2 (in.)	R3 (in.)
18	170	13 1/2	22	2 1/2	1 3/8	3/8	3/4	2	1 1/8	3/8	1	27 1/2	13 3/4	5 1/4
24	320	18	28 1/2	3 1/2	1 5/8	1/2	1 3/8	3	1 3/8	1/2	1 5/8	40 11/16	14 3/4	4 5/8
30	450	22 1/2	36 1/4	4	1 11/16	5/8	1 9/16	3 1/2	1 9/16	5/8	1 11/16	51	18 3/4	6 1/8
36	600	26 5/8	43 3/4	4 1/2	2	3/4	1 3/4	4	1 3/4	3/4	2	62	22 1/2	6 1/2
42	740	31 5/16	51 1/8	4 1/2	2	3/4	1 3/4	4	1 3/4	3/4	2	73	26 1/4	7 3/4
48	890	36	58 1/2	5	2 1/4	3/4	2	5	2	3/4	2 1/4	84	30	8 7/8
54	1100	40	65	5 1/2	2 1/2	3/4	2 1/4	5	2 1/4	3/4	2 1/2	92 1/2	33 3/8	10
60	1400	45	73 1/2	6	3 5/16	3/4	1 11/16	5	2 3/4	3/4	2 1/2	105	37 1/2	11
72	1900	54	88	7	3 11/16	1	2 3/16	6	3 1/4	1	2 3/4	126	45	13 5/16
84	2500	62	102	8	4 1/8	1	2 7/8	6	3 1/2	1	3 1/2	162 1/2	52	14 1/2
96	3300	78	122 3/8	9	4 1/2	1	3 1/2	7	4	1	4	218	62	20
108	4200	88	138 1/2	10	5	1	4	7	4 1/2	1	4 1/2	269	70	22
120	5100	96 7/8	154	11	5 1/2	1	4 1/2	7	5	1	5	301 3/8	78	24
132	5100	106 1/2	168 3/4	10		1	4	7	4 1/2	1	4 1/2	329	85 5/8	26 7/8

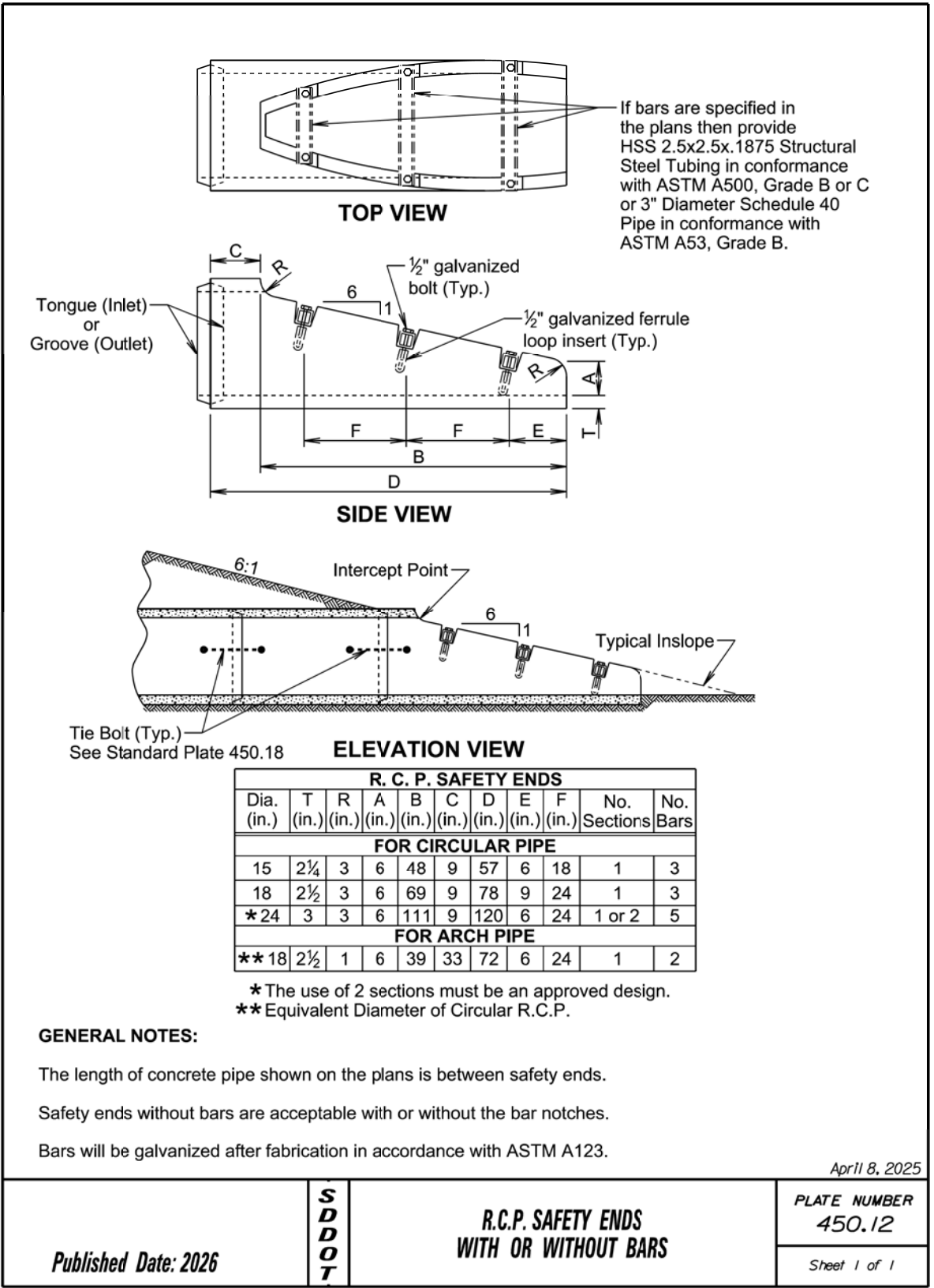
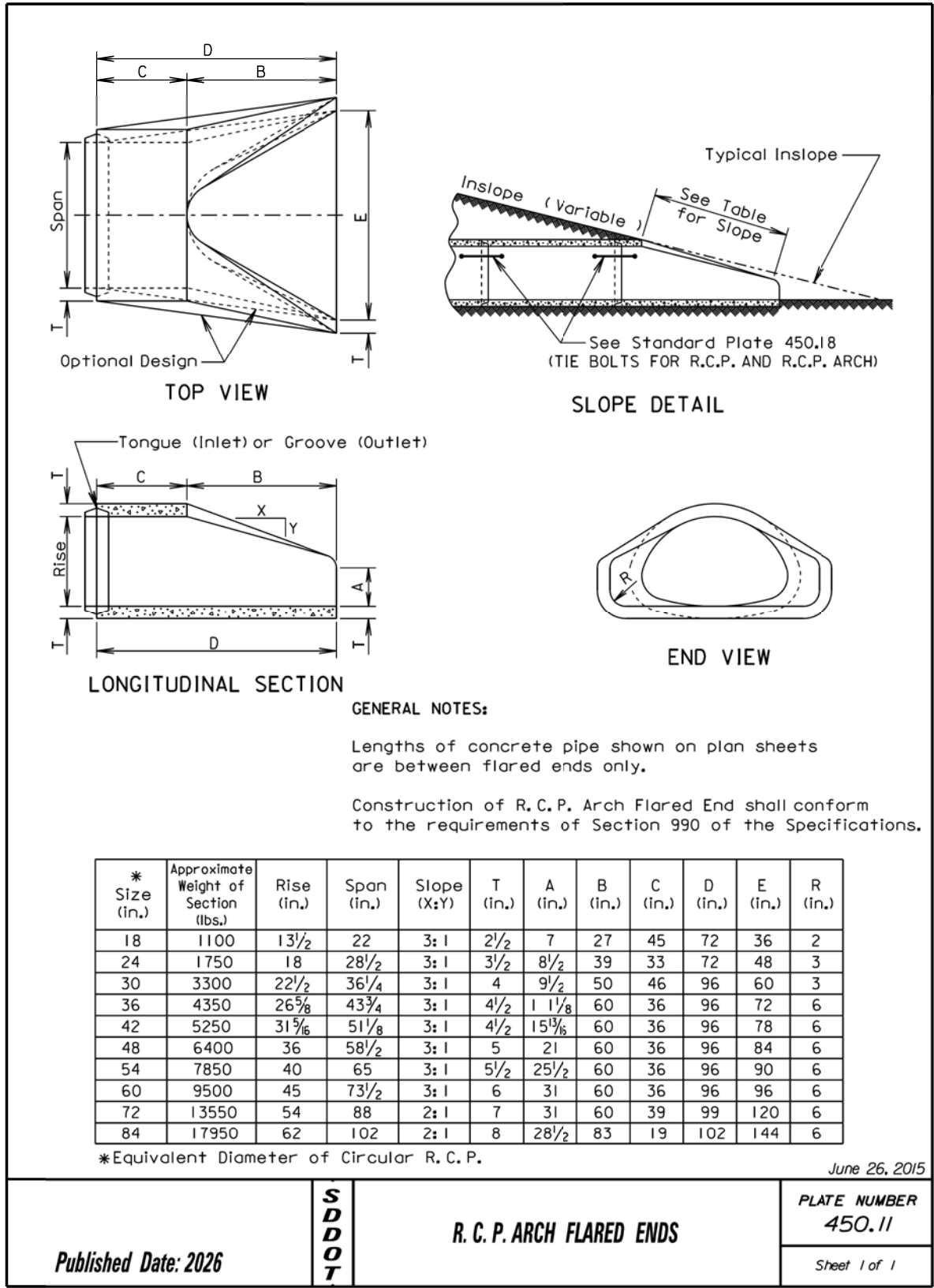
* Equivalent Diameter of Circular R.C.P.

GENERAL NOTES:

Construction of R.C.P. Arch shall conform to the requirements of Section 990 of the Specifications. Not more than 2 four-foot sections shall be permitted near the ends of any culvert. Four-foot lengths shall be used only to secure the required length of culvert.

June 26, 2015

Published Date: 2026	S D D O T	REINFORCED CONCRETE PIPE ARCH	PLATE NUMBER 450.02
			Sheet 1 of 1



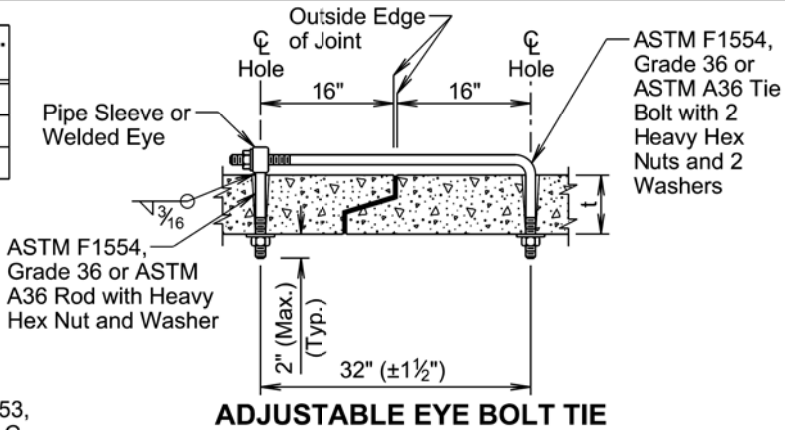
Wall "t" (in.)	Rod Dia. (in.)	Pipe Sleeve Dia. (nominal)
≤ 3¼	5⁄8	¾
3½-6½	¾	1
≥ 7	1	1¼

GENERAL NOTES:

Tie bolts will conform to ASTM F1554, Grade 36 or ASTM A36. Nuts will be heavy hex conforming to ASTM A563. Washers will conform to ASTM F436.

Pipe Sleeve will conform to ASTM A53, Grade B or ASTM A500, Grade B or C.

Galvanize adjustable eye bolt tie assembly in accordance with ASTM A153.



ADJUSTABLE EYE BOLT TIE

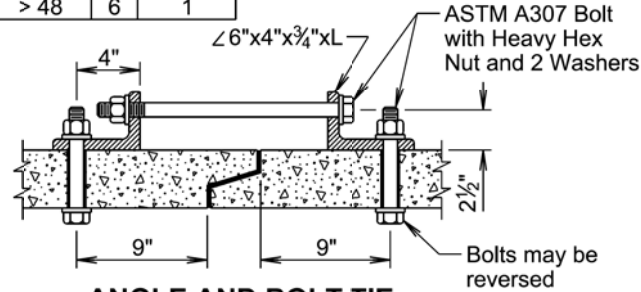
Pipe Dia. (in.)	"L" (in.)	Bolt Dia. (in.)
≤ 48	4	¾
> 48	6	1

GENERAL NOTES:

Angles will conform to ASTM A36.

Bolts will conform to ASTM A307. Nuts will be heavy hex conforming to ASTM A563. Washers will conform to ASTM F436.

Galvanize angles, bolts, nuts, and washers in accordance with ASTM A153.



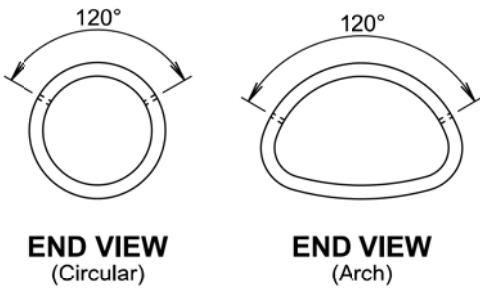
ANGLE AND BOLT TIE

GENERAL NOTES:

In lieu of the tie bolts detailed above other types of tie bolt connections may be installed as approved by the Office of Bridge Design.

All pipe sections of R.C.P. and R.C.P. Arch will be tied with tie bolts except for pipe located between drop inlets, manholes, and junction boxes. All pipe sections of pipes that only enter or exit drop inlets, manholes, and junction boxes will be tied with tie bolts.

There will be no separate measurement or payment for the tie bolts. The cost for furnishing and installing the tie bolts will be incidental to the contract unit price per foot for the corresponding bid item for R.C.P. or R.C.P. Arch.



April 8, 2025

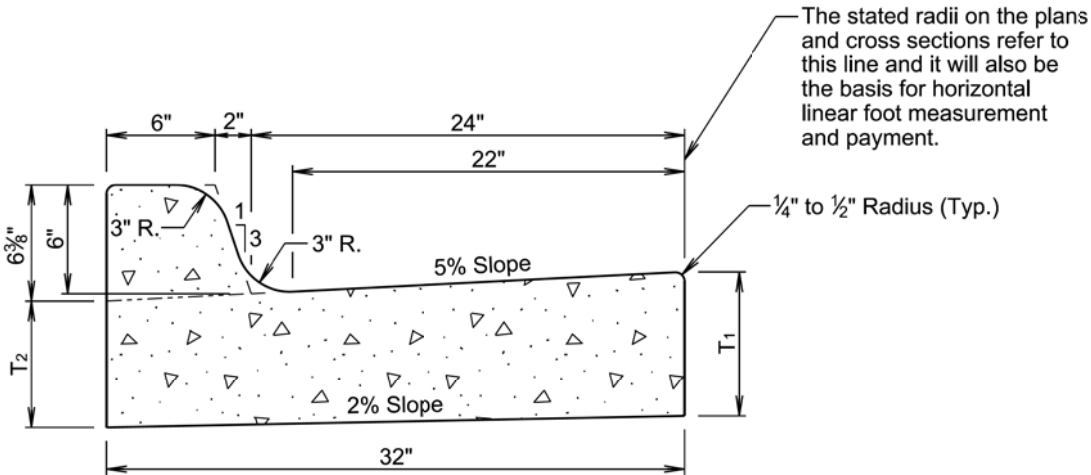
Published Date: 2026

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TIE BOLTS FOR R.C.P. AND R.C.P. ARCH

PLATE NUMBER
450.18

Sheet 1 of 1



TYPE B CONCRETE CURB AND GUTTER				
Type	T ₁ (Inches)	T ₂ (Inches)	Cu. Yd. Per Lin. Ft.	Lin. Ft. Per Cu. Yd.
B66	6	5 1⁄16	0.057	17.7
B67	7	6 1⁄16	0.065	15.4
B68	8	7 1⁄16	0.073	13.7
B68.5	8.5	7 9⁄16	0.077	13.0
B69	9	8 1⁄16	0.081	12.3
B69.5	9.5	8 9⁄16	0.085	11.7
B610	10	9 1⁄16	0.090	11.2
B610.5	10.5	9 9⁄16	0.094	10.7
B611	11	10 1⁄16	0.098	10.2
B611.5	11.5	10 9⁄16	0.102	9.8
B612	12	11 1⁄16	0.106	9.4

GENERAL NOTES:

When concrete curb and gutter longitudinally adjoins new concrete pavement, the method of attachment will be by one of the methods shown on standard plate 380.21.

See standard plate 650.90 for expansion and contraction joints in the curb and gutter.

January 22, 2023

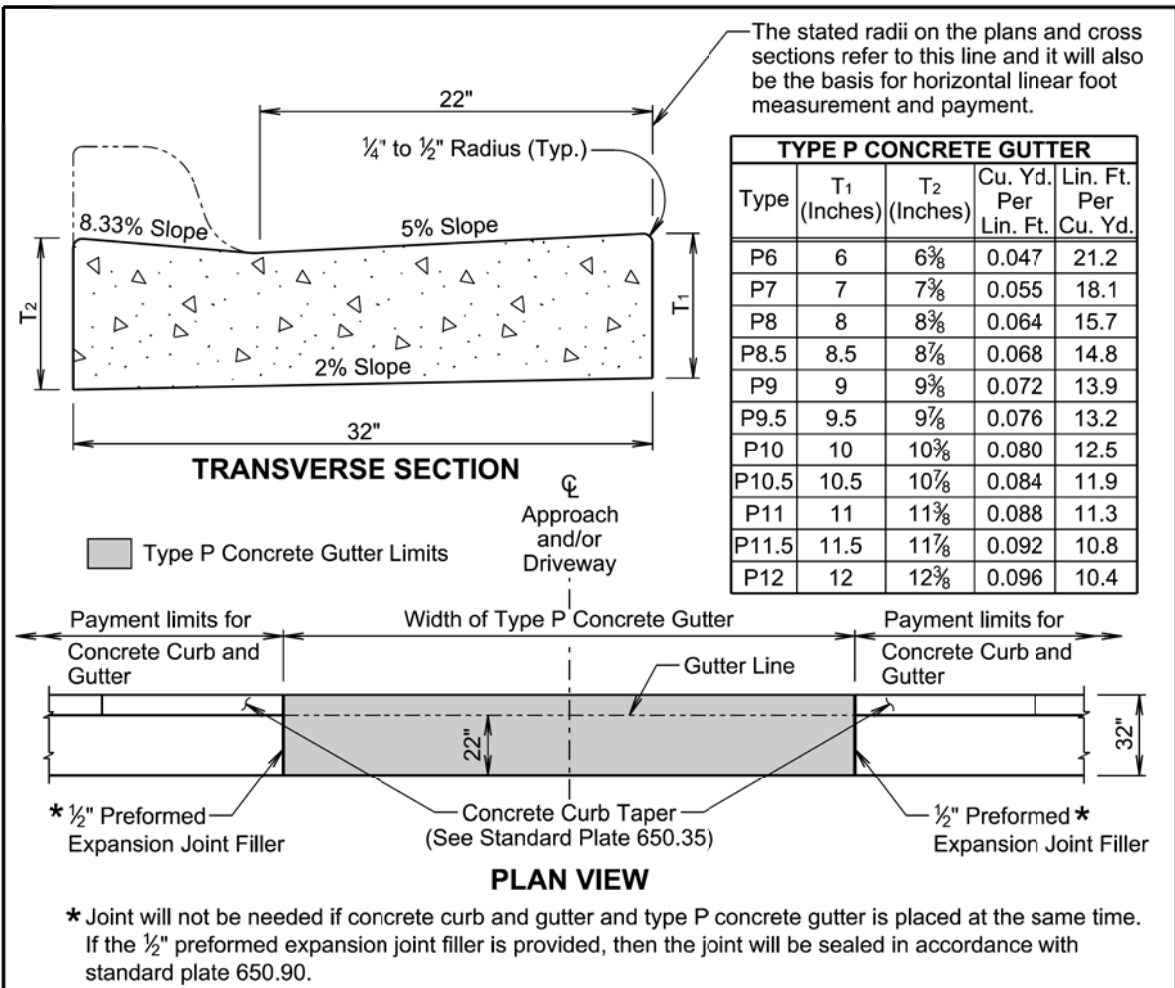
Published Date: 2026

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TYPE B CONCRETE CURB AND GUTTER

PLATE NUMBER
650.01

Sheet 1 of 1



GENERAL NOTES:

The concrete for the type P concrete gutter will comply with the requirements of the specifications for class M6 concrete.

When concrete gutter longitudinally adjoins new concrete pavement, the method of attachment will be by one of the methods shown on standard plate 380.21.

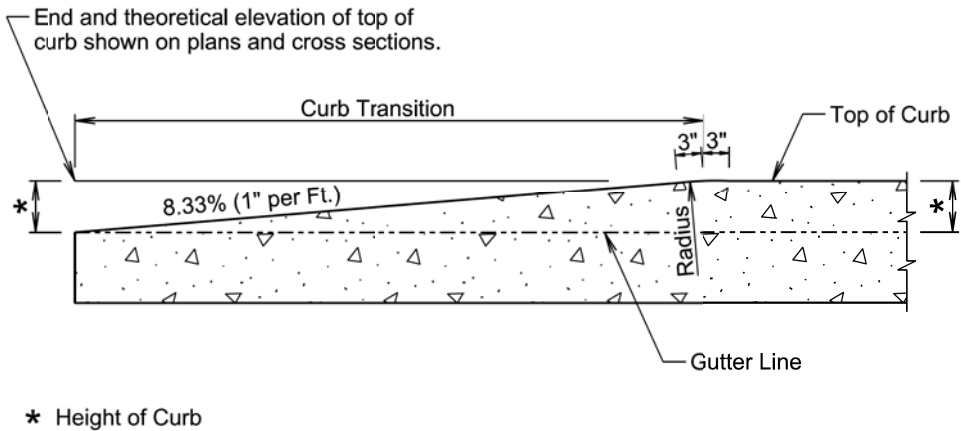
Transverse contraction joints will be constructed at 10-foot intervals in the concrete gutter except when concrete gutter is constructed adjacent to mainline PCC pavement. When concrete gutter is constructed adjacent to mainline PCC pavement, a transverse contraction joint will be constructed in the concrete gutter at each mainline PCC pavement transverse contraction joint location.

When concrete gutter is placed monolithically with mainline PCC pavement, the transverse contraction joints in the concrete gutter will be sawed and sealed the same as the transverse contraction joints in the mainline PCC pavement.

When concrete gutter is not placed monolithically with the mainline PCC pavement and when the adjacent mainline surfacing is not PCC concrete, the transverse contraction joints in the concrete gutter will be 1 $\frac{1}{2}$ inches deep if formed in the fresh concrete using a suitable grooving tool. If a saw is used to cut the contraction joints, then the depth of the joint will be at least $\frac{1}{4}$ the thickness of the concrete.

January 22, 2023

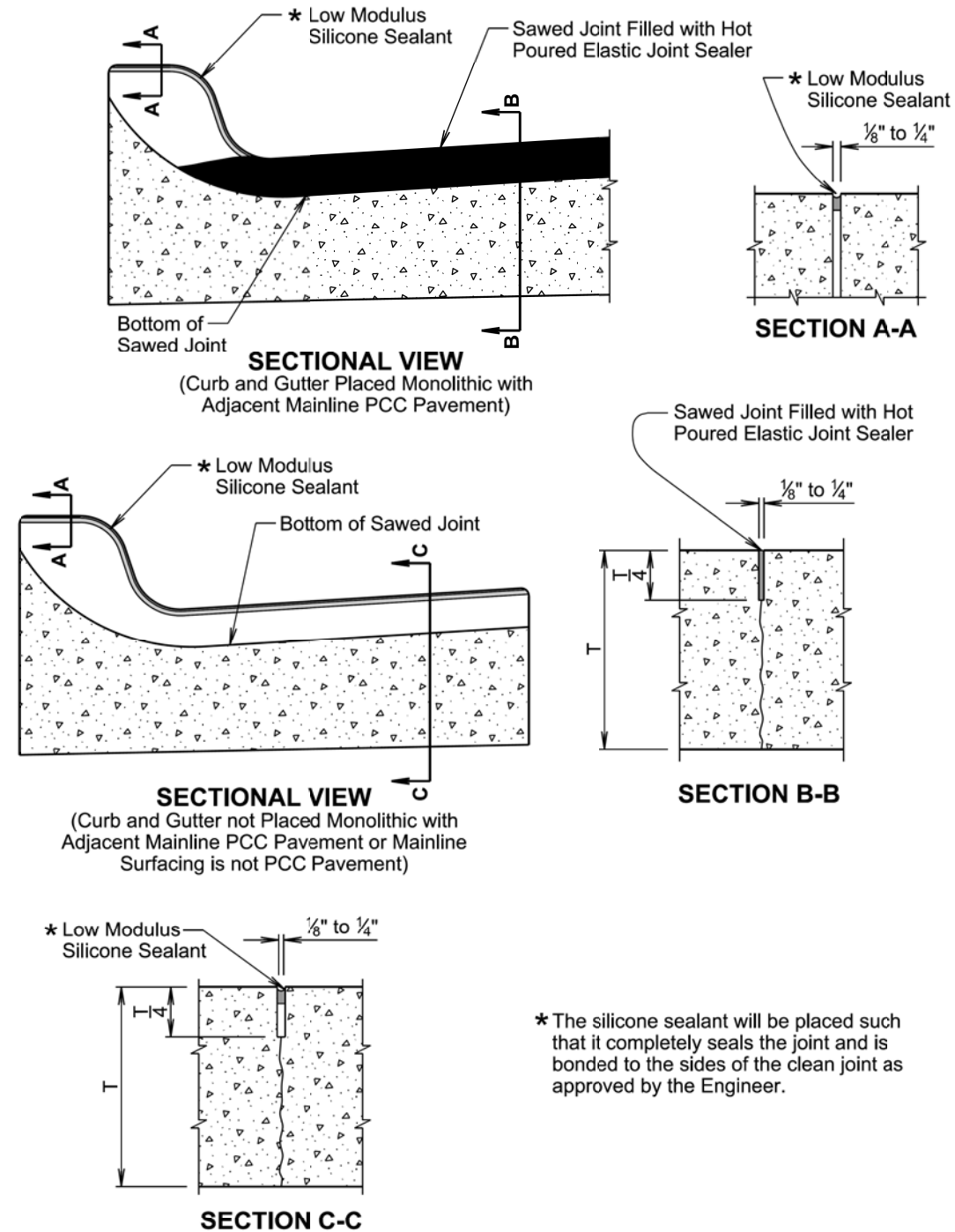
Published Date: 2026	S D D O T	TYPE P CONCRETE GUTTER	PLATE NUMBER
			650.30
			Sheet 1 of 1



December 23, 2019

Published Date: 2026	S D D O T	CONCRETE CURB TAPER	PLATE NUMBER
			650.35
			Sheet 1 of 1

Plotting Date: 7/1/2025



* The silicone sealant will be placed such that it completely seals the joint and is bonded to the sides of the clean joint as approved by the Engineer.

December 23, 2019

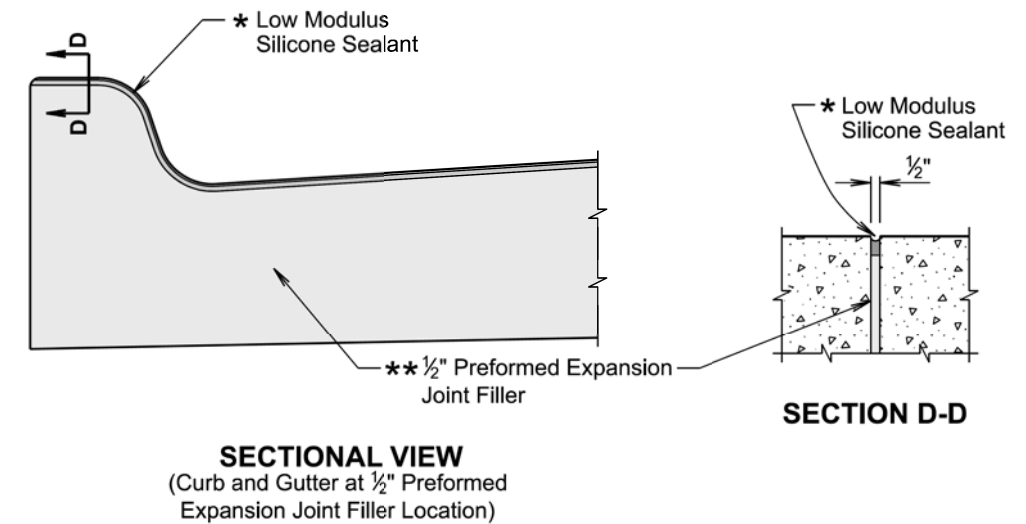
Published Date: 2026

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JOINTS IN CONCRETE CURB AND GUTTER

PLATE NUMBER
650.90

Sheet 1 of 2



* The silicone sealant will be placed such that it completely seals the joint and is bonded to the sides of the clean joint as approved by the Engineer.

GENERAL NOTES:

For illustrative reason, only the type B curb and gutter is shown.

**** A 1/2-inch preformed expansion joint filler will be placed transversely in the curb and gutter at the following locations:**

At each junction between the radius return of curb and gutter, and curb and gutter which is parallel to the project centerline.

At each junction between new curb and gutter and existing curb and gutter.

Transverse contraction joints will be constructed at 10 foot intervals in the concrete curb and gutter except when the concrete curb and gutter is constructed adjacent to mainline PCC pavement. When concrete curb and gutter is constructed adjacent to mainline PCC pavement, a transverse contraction joint will be constructed in the concrete curb and gutter at each mainline PCC pavement transverse contraction joint location.

When concrete curb and gutter is not placed monolithically with the mainline PCC pavement or when the adjacent mainline surfacing is not PCC concrete, the transverse contraction joints in the concrete curb and gutter will be 1½ inches deep if formed in the fresh concrete using a suitable grooving tool. If a saw is used to cut the contraction joints, then the depth of the joint will be at least ¼ the thickness of the concrete and the joint will be sealed in accordance with the details shown above.

December 23, 2019

Published Date: 2026

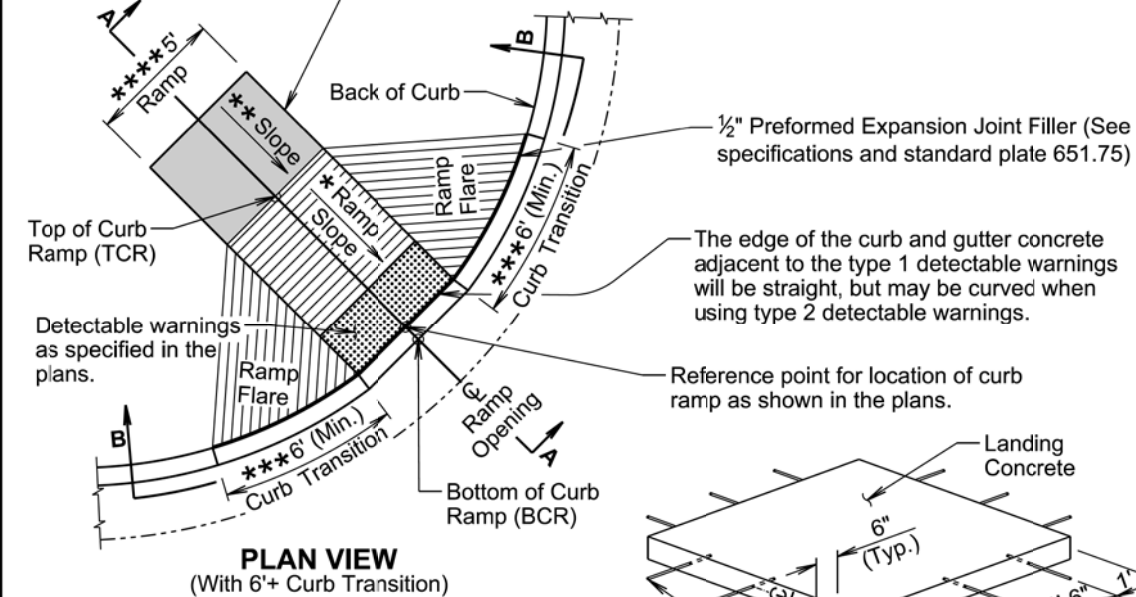
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JOINTS IN CONCRETE CURB AND GUTTER

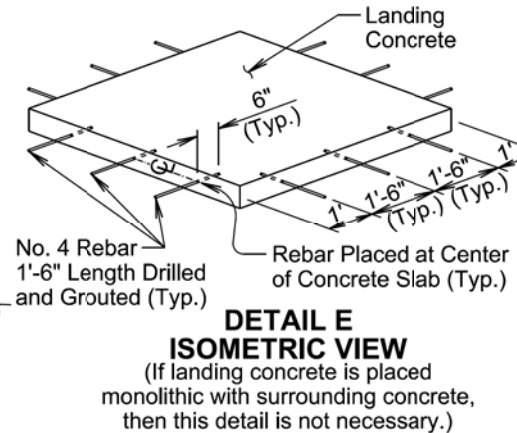
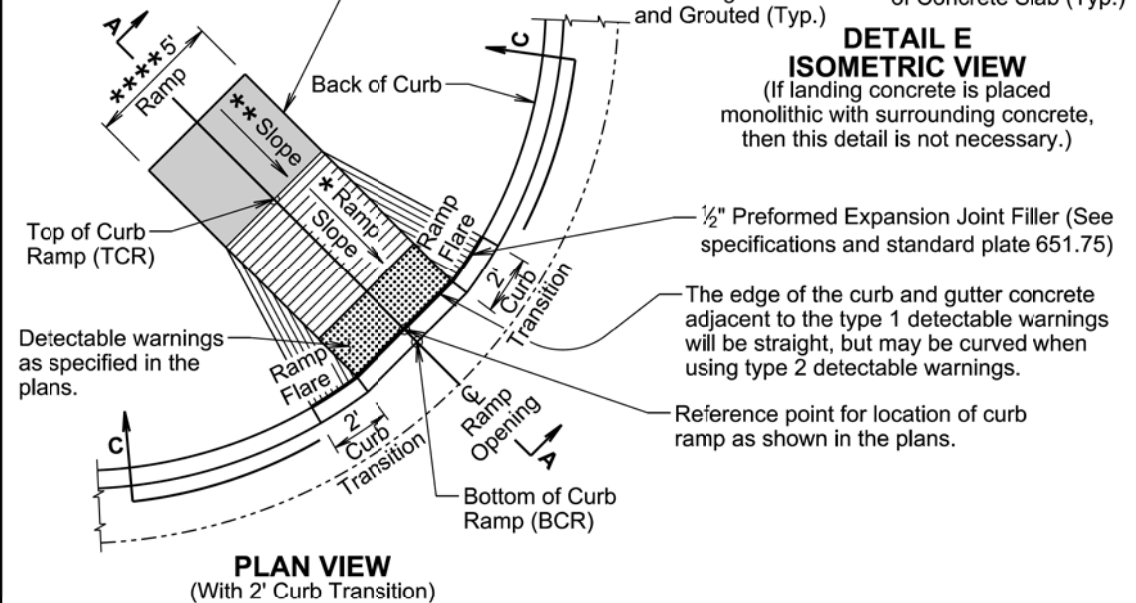
PLATE NUMBER
650.90

Sheet 2 of 2

The landing is 5'x5' unless stated otherwise in the plans.
(See Detail E)



The landing is 5'x5' unless stated otherwise in the plans.
(See Detail E)



April 8, 2025

Published Date: 2026	S D D O T	TYPE 1 CURB RAMP (PERPENDICULAR CURB RAMP)	PLATE NUMBER
			651.01
			Sheet 1 of 3

Curb ramp slopes are designed at 7.5% unless stated otherwise in the plans. The curb ramp may have a maximum slope of 8.3% and will not exceed 15' in length unless stated otherwise in the plans.

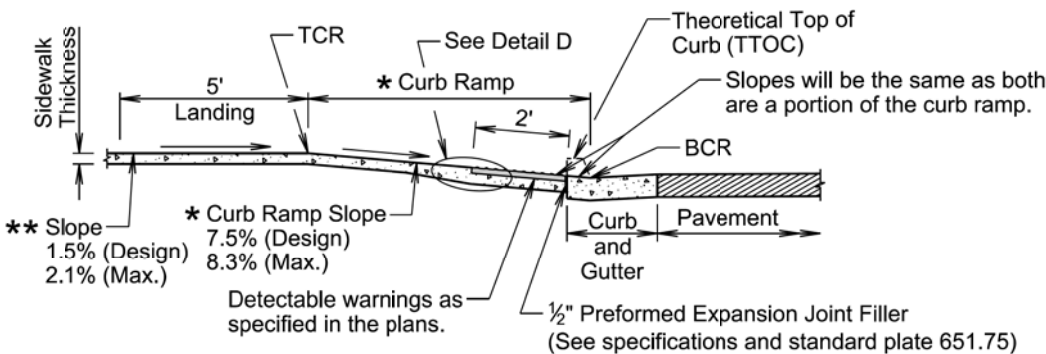
The curb ramp length may be computed based on the intersection of a continuous 1.5% theoretical slope from theoretical top of curb (TTOC) with the curb ramp using a continuous 7.5% curb ramp slope. The elevation of point TCR will always be higher than the elevation of point TTOC unless specified otherwise in the plans. The curb ramp length dimension as shown in the plans will be adjusted as necessary to meet all slope and length requirements based on field geometrics.

The cross slope of the ramp will not be steeper than 2.1%. Plans are designed using a 1.5% slope unless stated otherwise in the plans.

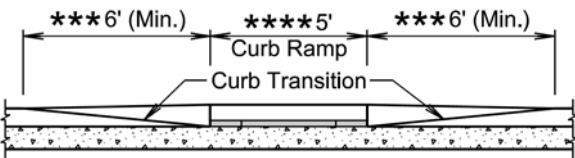
** The slope in the landing will not be steeper than 2.1% in any direction of pedestrian travel. Plans are designed using a 1.5% slope unless stated otherwise in the plans.

*** The curb transition will be a minimum of 6' long, a maximum of 10' long, and the curb transition slope will not be steeper than 10% unless stated otherwise in the plans. The curb transition length will be adjusted as necessary to meet slope and length requirements based on field geometrics.

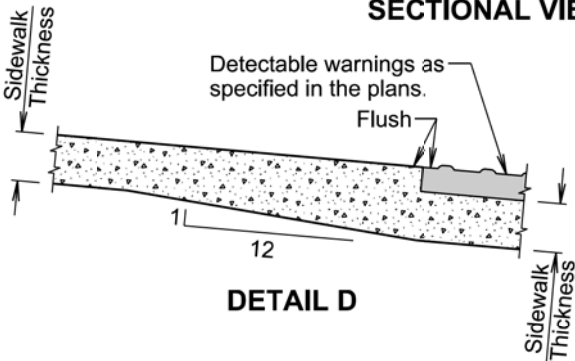
**** The ramp width is 5' unless stated otherwise in the plans.



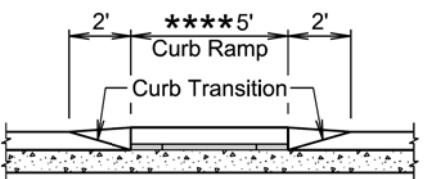
SECTION A-A



SECTIONAL VIEW B-B



DETAIL D



SECTIONAL VIEW C-C

April 8, 2025

Published Date: 2026	S D D O T	TYPE 1 CURB RAMP (PERPENDICULAR CURB RAMP)	PLATE NUMBER
			651.01
			Sheet 2 of 3

GENERAL NOTES:

For illustrative purpose only, type 1 detectable warnings are shown in the drawings.

For illustrative purpose only, PCC fillet sections are shown in the drawings. The curb ramp depicted on this standard plate may be used with a PCC fillet section or curb and gutter.

The curb ramp will be placed at the location stated in the plans.

Sidewalk will not be placed adjacent to the curb ramp flares when a 2-foot curb transition is used unless shown otherwise in the plans.

★ Care will be taken to ensure a uniform grade on the curb ramp, free of sags and short grade changes.

Surface texture of the curb ramp will be obtained by coarse brooming transverse to the slope of the curb ramp.

The normal gutter line profile will be maintained through the area of the ramp opening.

Joints will be sawed or tooled into the concrete adjacent to the detectable warnings to alleviate possible corner cracking.

Care will be taken to ensure that the surface of the detectable warnings are clean and maintains a uniform color.

The detectable warnings will be cut as necessary to fit the plan specified limits of the detectable warnings. Cost for cutting the detectable warnings will be incidental to the corresponding detectable warning contract item.

There will be no separate payment for curb ramps. The curb ramp will be measured and paid for at the contract unit price per square foot for the corresponding concrete sidewalk contract item. The square foot area of the detectable warnings will be included in the measured and paid for quantity of sidewalk.

If rebar is placed in the landing as depicted in detail E, the cost of the materials, labor, and equipment to furnish and install the rebar will be incidental to the contract unit price per square foot for the corresponding concrete sidewalk contract item.

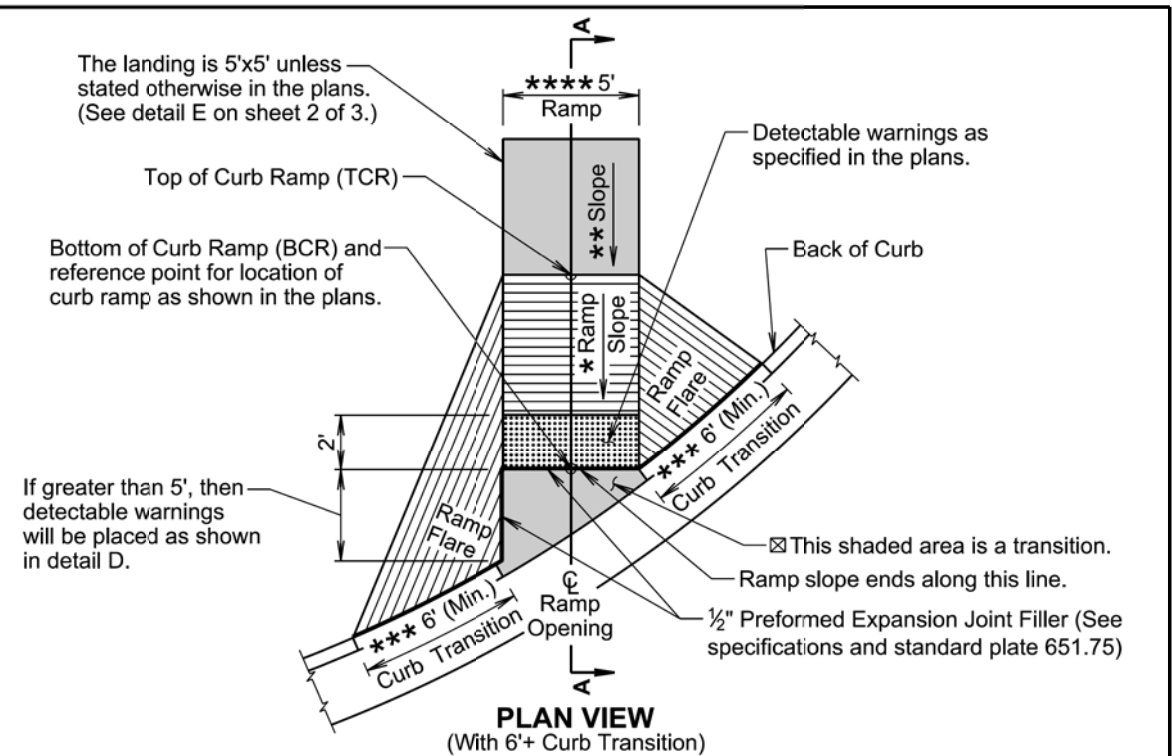
The curb transitions and ramp opening will be measured and paid for at the contract unit price per foot for the corresponding curb and gutter contract item when curb and gutter is used. The curb transitions and ramp opening will be measured and paid for at the contract unit price per square yard for the corresponding PCC fillet section contract item when a PCC fillet section is used.

Type 1 detectable warnings will be measured to the nearest square foot. All costs for furnishing and installing type 1 detectable warnings including labor, equipment, materials, and incidentals will be paid for at the contract unit price per square foot for "Type 1 Detectable Warnings".

Type 2 detectable warnings will be measured to the nearest square foot. All costs for furnishing and installing type 2 detectable warnings including labor, equipment, and materials, including adhesive, necessary sealant or grout, and necessary grinding will be paid for at the contract unit price per square foot for "Type 2 Detectable Warnings".

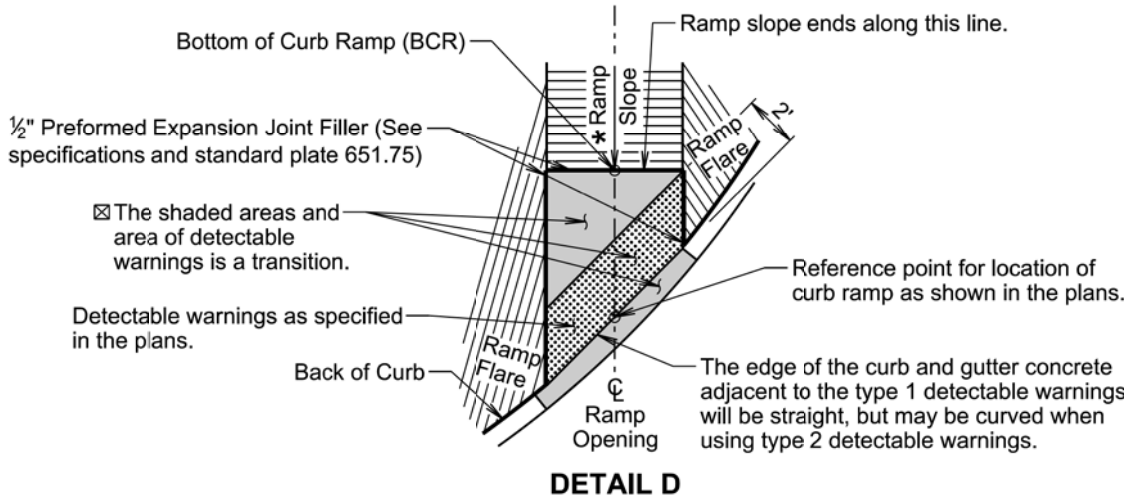
April 8, 2025

Published Date: 2026	S D D O T	TYPE 1 CURB RAMP (PERPENDICULAR CURB RAMP)	PLATE NUMBER
			651.01
			Sheet 3 of 3



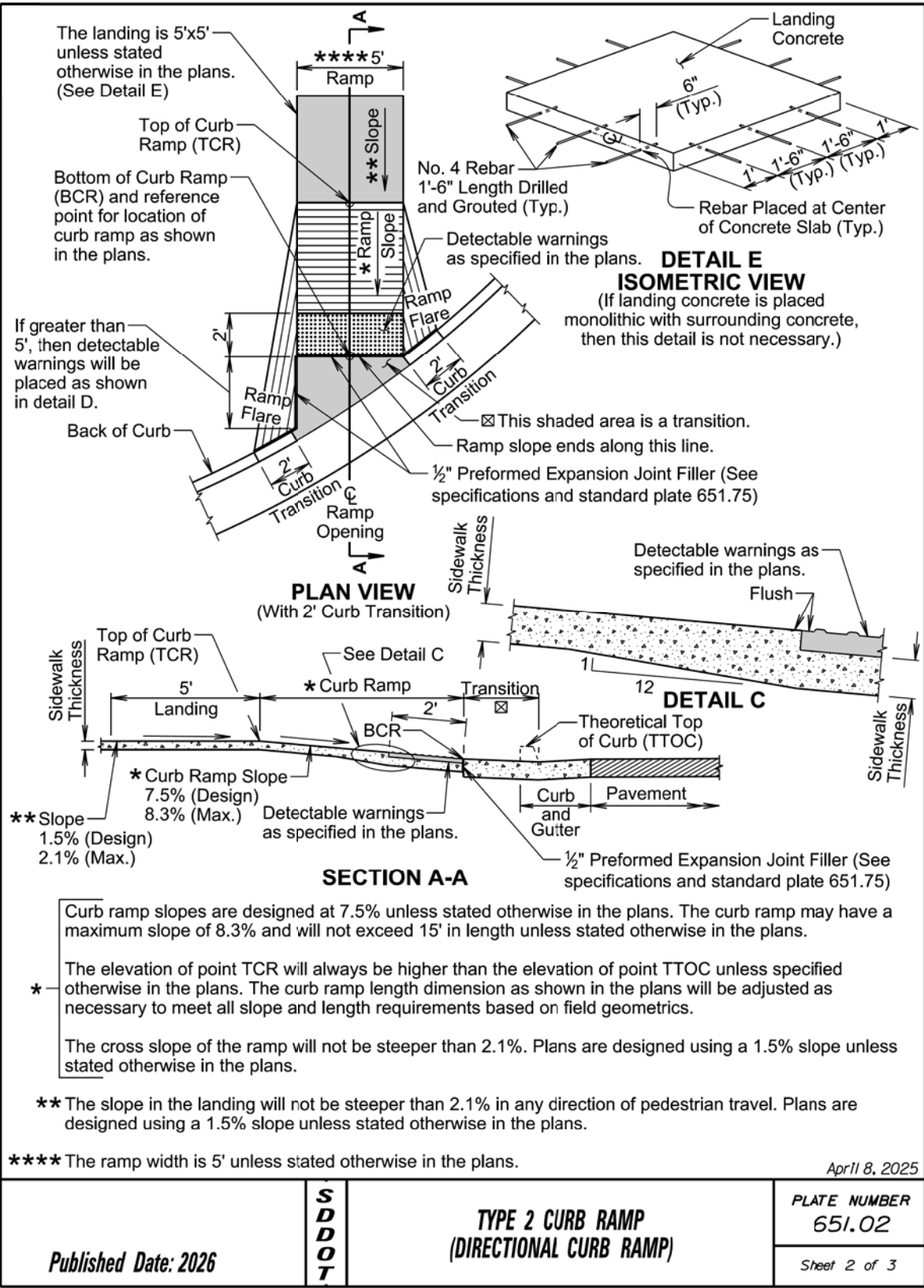
☒ The slope within the transition area will not be steeper than 5%. The concrete within the transition will be placed monolithic with the curb and gutter or fillet section concrete. The concrete thickness within the transition will be the same as the curb and gutter or fillet section concrete thickness.

*** The curb transition will be a minimum of 6' long, a maximum of 10' long, and the curb transition slope will not be steeper than 10% unless stated otherwise in the plans. The curb transition length will be adjusted as necessary to meet slope and length requirements based on field geometrics.



April 8, 2025

Published Date: 2026	S D D O T	TYPE 2 CURB RAMP (DIRECTIONAL CURB RAMP)	PLATE NUMBER
			651.02
			Sheet 1 of 3



GENERAL NOTES:

For illustrative purpose only, type 1 detectable warnings are shown in the drawings.

The curb ramp depicted on this standard plate may be used with a PCC fillet section or curb and gutter. The curb ramp will be placed at the location stated in the plans.

Sidewalk will not be placed adjacent to the curb ramp flares when a 2-foot curb transition is used unless shown otherwise in the plans.

* Care will be taken to ensure a uniform grade on the curb ramp, free of sags and short grade changes.

Surface texture of the curb ramp will be obtained by coarse brooming transverse to the slope of the curb ramp.

The normal gutter line profile will be maintained through the area of the ramp opening.

Joints will be sawed or tooled into the concrete adjacent to the detectable warnings to alleviate possible corner cracking.

Care will be taken to ensure that the surface of the detectable warnings are clean and maintains a uniform color.

The detectable warnings will be cut as necessary to fit the plan specified limits of the detectable warnings. Cost for cutting the detectable warnings will be incidental to the corresponding detectable warning contract item.

There will be no separate payment for curb ramps. The curb ramp will be measured and paid for at the contract unit price per square foot for the corresponding concrete sidewalk contract item. The square foot area of the detectable warnings will be included in the measured and paid for quantity of sidewalk.

If rebar is placed in the landing as depicted in DETAIL E, the cost of the materials, labor, and equipment to furnish and install the rebar will be incidental to the contract unit price per square foot for the corresponding concrete sidewalk contract item.

The curb transitions and ramp opening will be measured and paid for at the contract unit price per foot for the corresponding curb and gutter contract item when curb and gutter is used. The curb transitions and ramp opening will be measured and paid for at the contract unit price per square yard for the corresponding PCC fillet section contract item when a PCC fillet section is used.

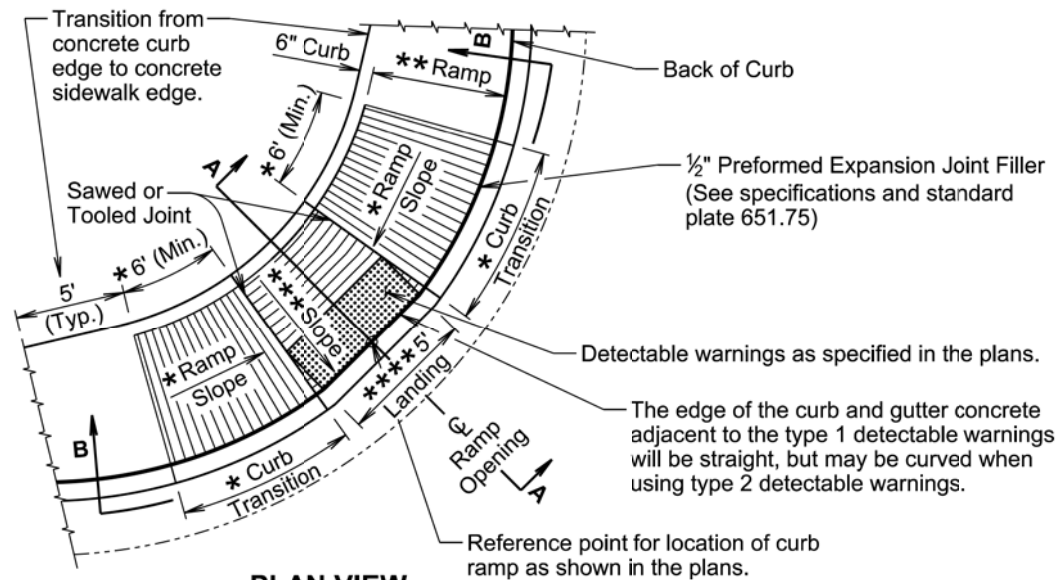
All costs for furnishing and installing the transition area at the base of the curb ramp will be incidental to the contract unit price per foot for the corresponding curb and gutter contract item when curb and gutter is used and will be incidental to the contract unit price per square yard for the corresponding PCC fillet section contract item when a PCC fillet section is used.

Type 1 detectable warnings will be measured to the nearest square foot. All costs for furnishing and installing type 1 detectable warnings including labor, equipment, materials, and incidentals will be paid for at the contract unit price per square foot for "Type 1 Detectable Warnings".

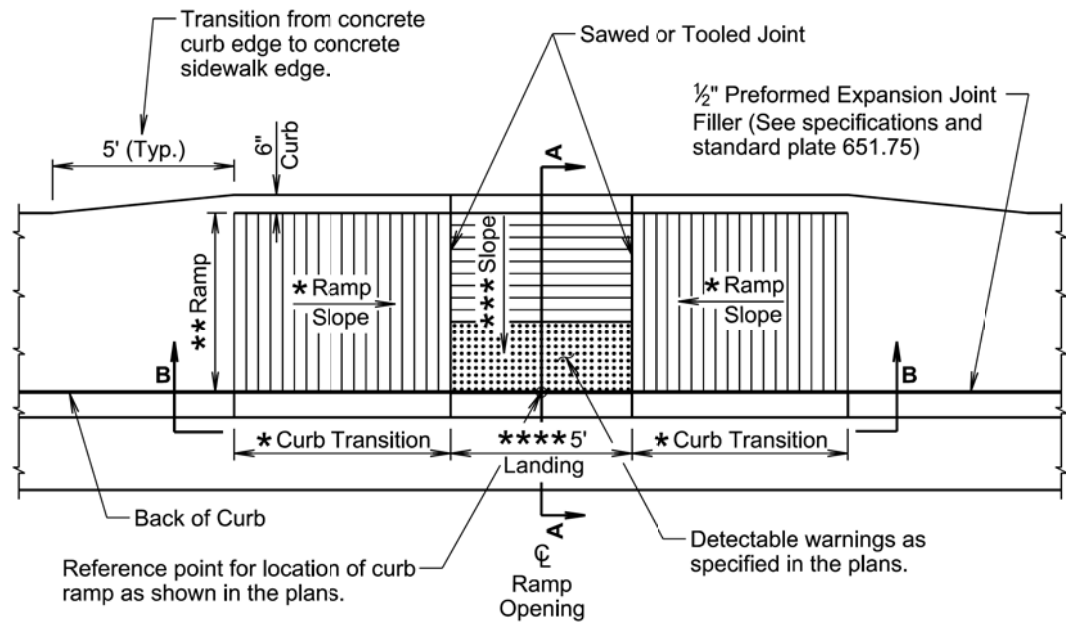
Type 2 detectable warnings will be measured to the nearest square foot. All costs for furnishing and installing type 2 detectable warnings including labor, equipment, and materials, including adhesive, necessary sealant or grout, and necessary grinding will be paid for at the contract unit price per square foot for "Type 2 Detectable Warnings".

April 8, 2025





PLAN VIEW
(With Curved Curb and Gutter)



PLAN VIEW
(With Straight Curb and Gutter)

April 8, 2025

Published Date: 2026

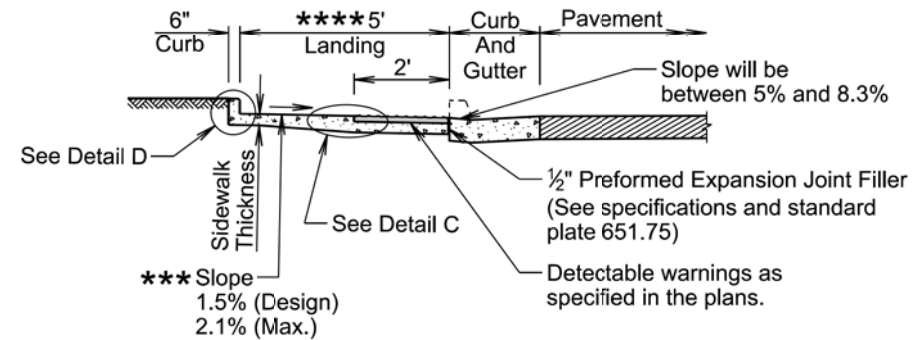
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TYPE 3 CURB RAMP
(PARALLEL CURB RAMP)

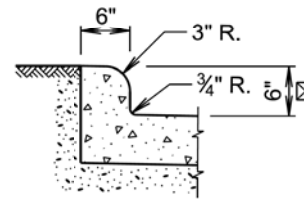
PLATE NUMBER
651.03

Sheet 1 of 3

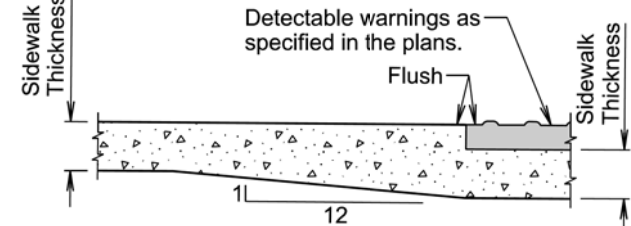
- * The curb transition slope will match the curb ramp slope. Curb ramp slopes are designed at 7.5% unless stated otherwise in the plans. The curb ramp may have a maximum slope of 8.3% at any location of the curb ramp and will not exceed 15' in length unless stated otherwise in the plans. The curb transitions and curb ramp lengths will be adjusted as necessary to meet all slope and length requirements based on field geometrics.
- ** The cross slope of the ramp will not be steeper than 2.1% and the ramp width is 5' unless stated otherwise in the plans. Plans are designed using a 1.5% cross slope for the ramp unless stated otherwise in the plans.
- *** The slope in the landing will not be steeper than 2.1% in any direction of pedestrian travel. Plans are designed using a 1.5% slope unless stated otherwise in the plans.
- **** The landing is 5'x5' unless stated otherwise in the plans.
- ☒ The curb height will be 6" unless stated otherwise in the plans.



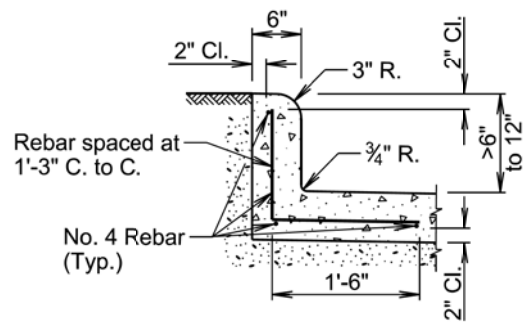
SECTION A-A



DETAIL D

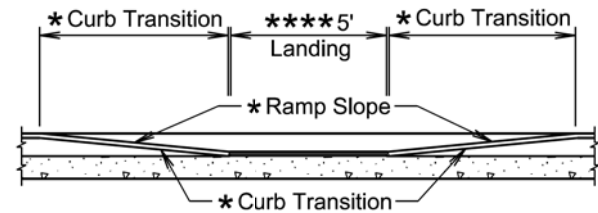


DETAIL C



DETAIL D

(Use this detail when the curb height is greater than 6" and less than 12")



SECTIONAL VIEW B-B

April 8, 2025

Published Date: 2026

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TYPE 3 CURB RAMP
(PARALLEL CURB RAMP)

PLATE NUMBER
651.03

Sheet 2 of 3

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330		
Plotting Date: 7/1/2025		B77	B80

GENERAL NOTES:

For illustrative purpose only, type 1 detectable warnings are shown in the drawings.

For illustrative purpose only, a PCC fillet section is shown in one of the drawings. The curb ramp depicted on this standard plate may be used with a PCC fillet section or with curb and gutter.

The curb ramp will be placed at the location stated in the plans.

Sidewalk adjacent to the curb ramp will be as shown in the plans.

★ Care will be taken to ensure a uniform grade on the curb ramp, free of sags and short grade changes.

Surface texture of the curb ramp will be obtained by coarse brooming transverse to the slope of the curb ramp.

The normal gutter line profile will be maintained through the area of the ramp opening.

Joints will be sawed or tooled into the concrete adjacent to the detectable warnings to alleviate possible corner cracking (see plan view for joint location).

Care will be taken to ensure that the surface of the detectable warnings are clean and maintains a uniform color.

The detectable warnings will be cut as necessary to fit the plan specified limits of the detectable warnings. Cost for cutting the detectable warnings will be incidental to the corresponding detectable warning contract item.

When curb height is greater than 6" and less than 12", reinforcing steel is required in accordance with the detail on sheet 2 of 3. The reinforcing steel will conform to ASTM A615, Grade 60. Cost for furnishing and installing the reinforcing steel will be incidental to the contract unit price per square foot for the corresponding concrete sidewalk contract item.

There will be no separate payment for curb ramps. The curb ramp will be measured and paid for at the contract unit price per square foot for the corresponding concrete sidewalk contract item. The square foot area of the detectable warnings and the curb along the short radius will be included in the measured and paid for quantity of sidewalk.

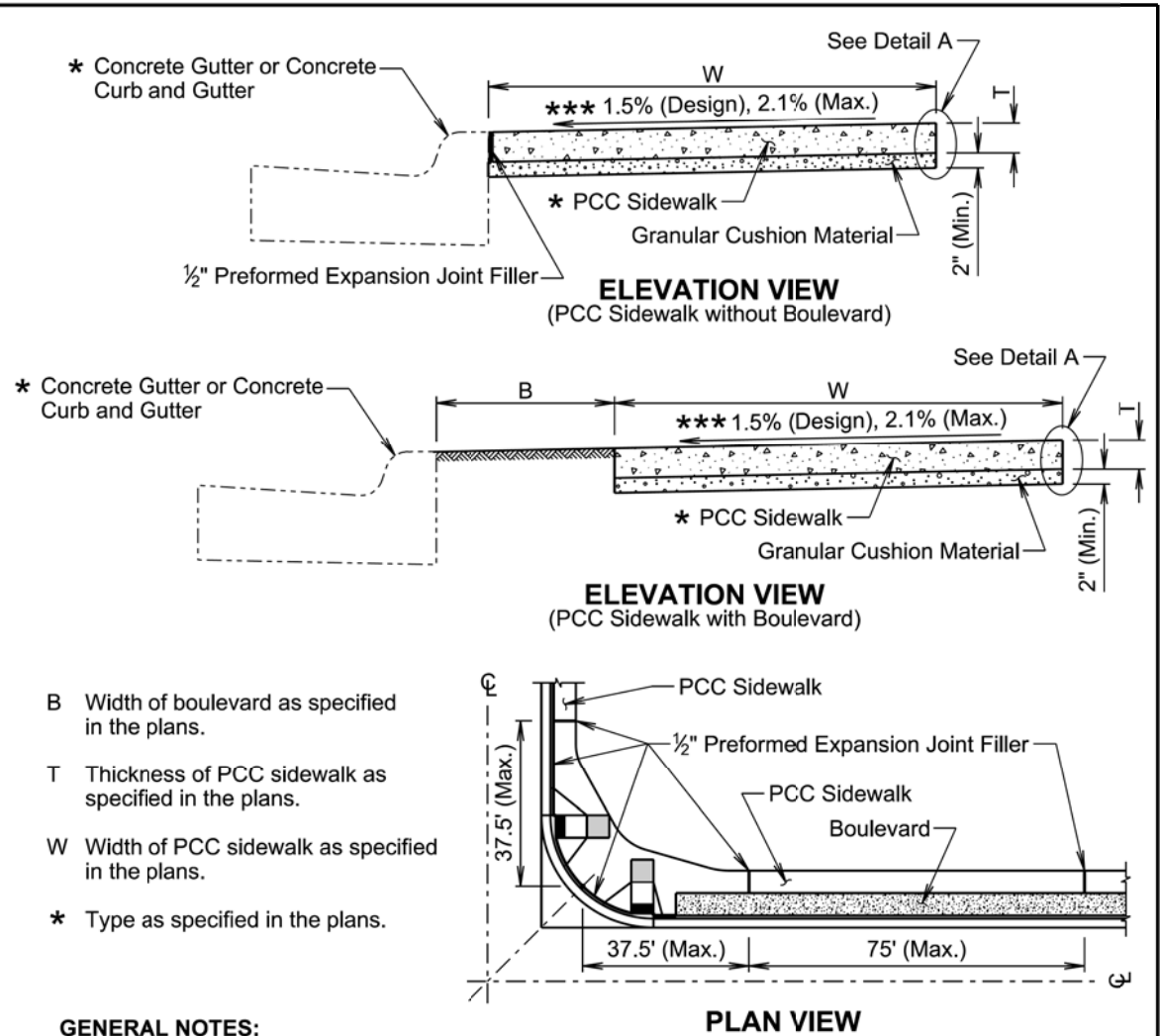
The curb transitions and ramp opening will be measured and paid for at the contract unit price per foot for the corresponding curb and gutter contract item when curb and gutter is used. The curb transitions and ramp opening will be measured and paid for at the contract unit price per square yard for the corresponding PCC fillet section contract item when a PCC fillet section is used.

Type 1 detectable warnings will be measured to the nearest square foot. All costs for furnishing and installing type 1 detectable warnings including labor, equipment, materials, and incidentals will be paid for at the contract unit price per square foot for "Type 1 Detectable Warnings".

Type 2 detectable warnings will be measured to the nearest square foot. All costs for furnishing and installing type 2 detectable warnings including labor, equipment, and materials, including adhesive, necessary sealant or grout, and necessary grinding will be paid for at the contract unit price per square foot for "Type 2 Detectable Warnings".

April 8, 2025

Published Date: 2026	S D D O T	TYPE 3 CURB RAMP (PARALLEL CURB RAMP)	PLATE NUMBER 651.03
			Sheet 3 of 3



GENERAL NOTES:

The PCC sidewalk will be constructed in accordance with Section 651 of the Specifications.

*** The cross slope of the sidewalk is designed at 1.5% and the maximum slope allowed is 2.1% unless specified otherwise in the plans.

The maximum length between expansion joints in the PCC sidewalk is 75 feet.

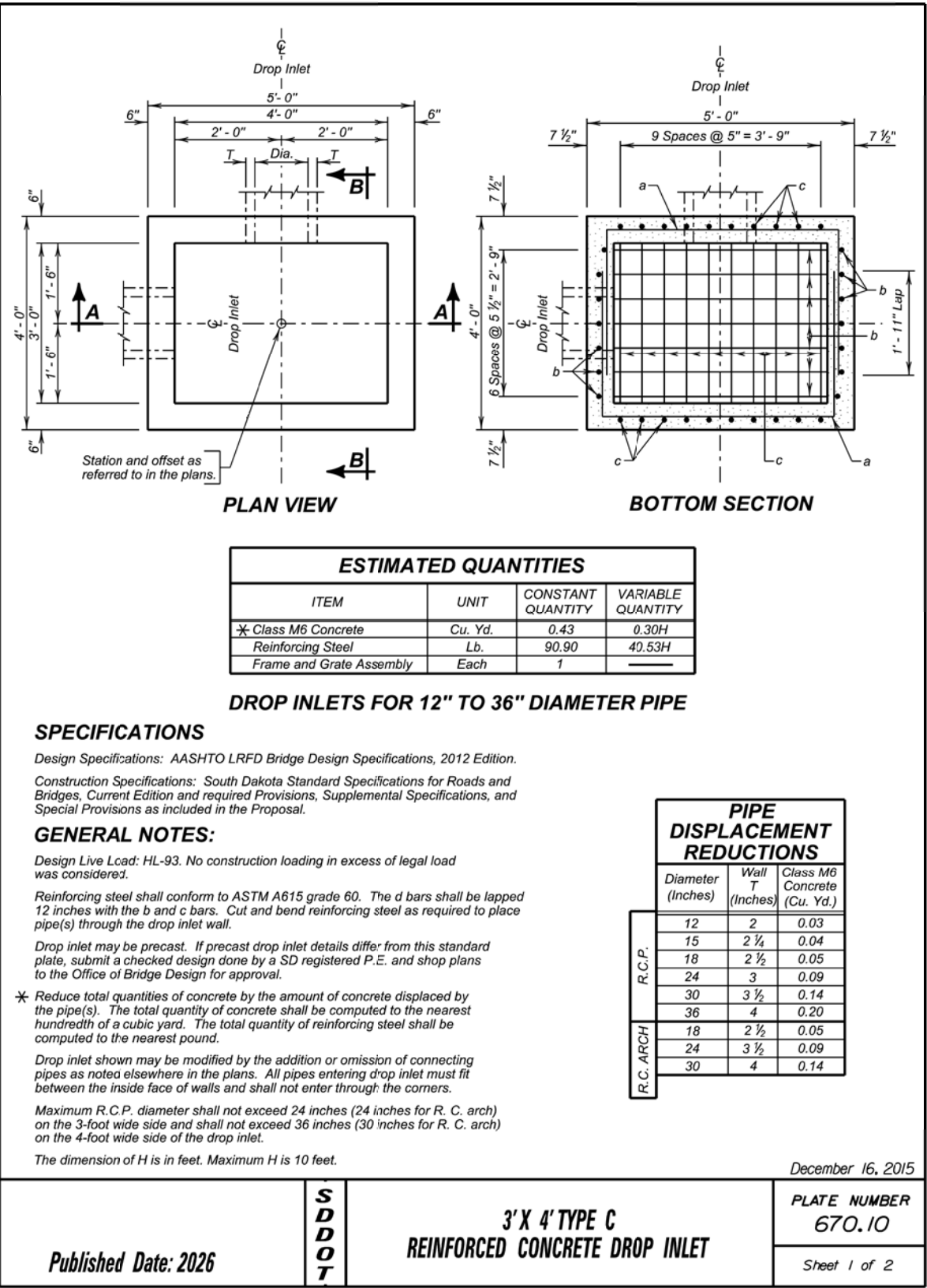
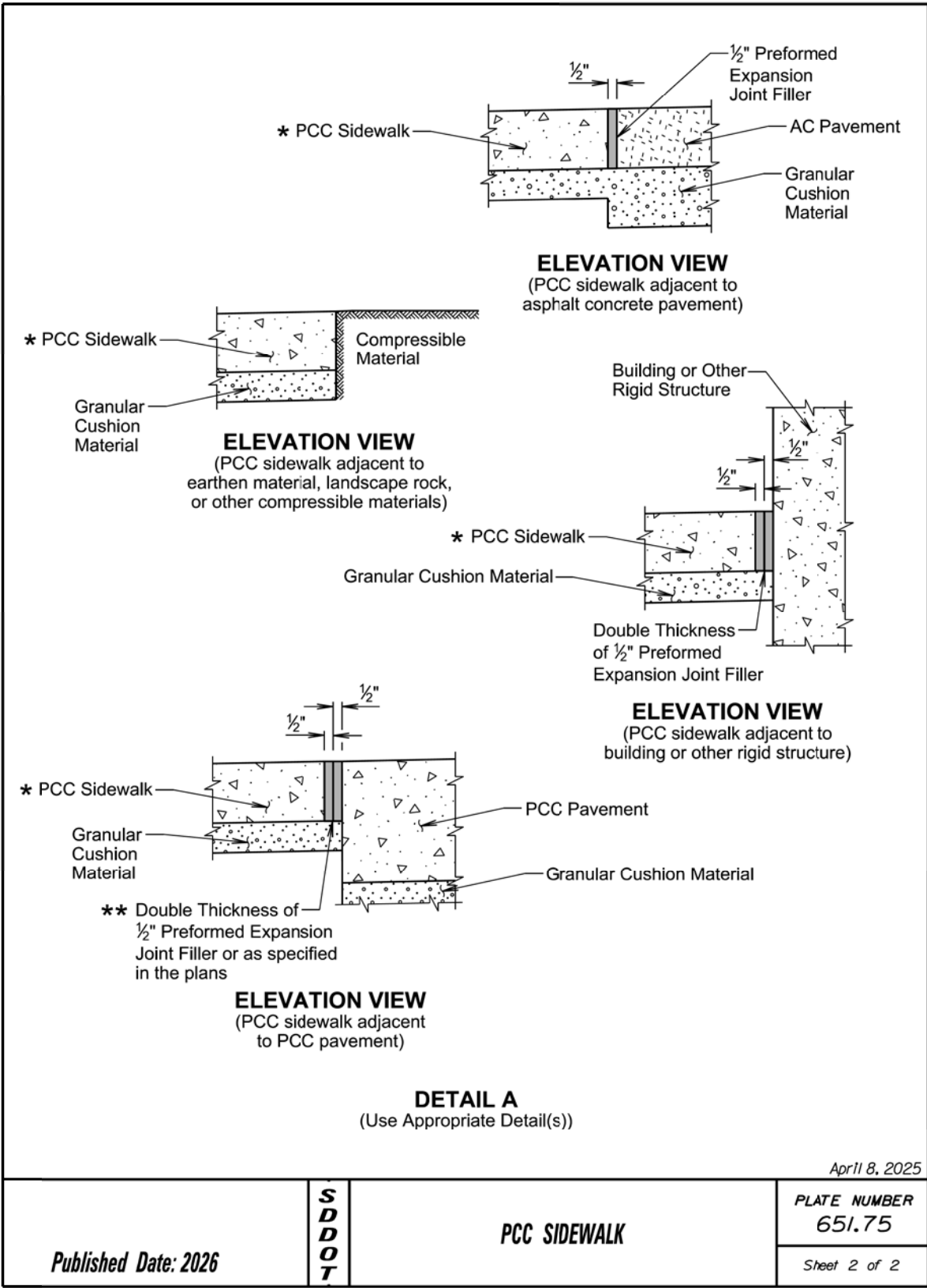
PCC sidewalk placed adjacent to intersection of roadways will have an expansion joint placed transversely a maximum of 37.5 feet from the intersection. See Plan View.

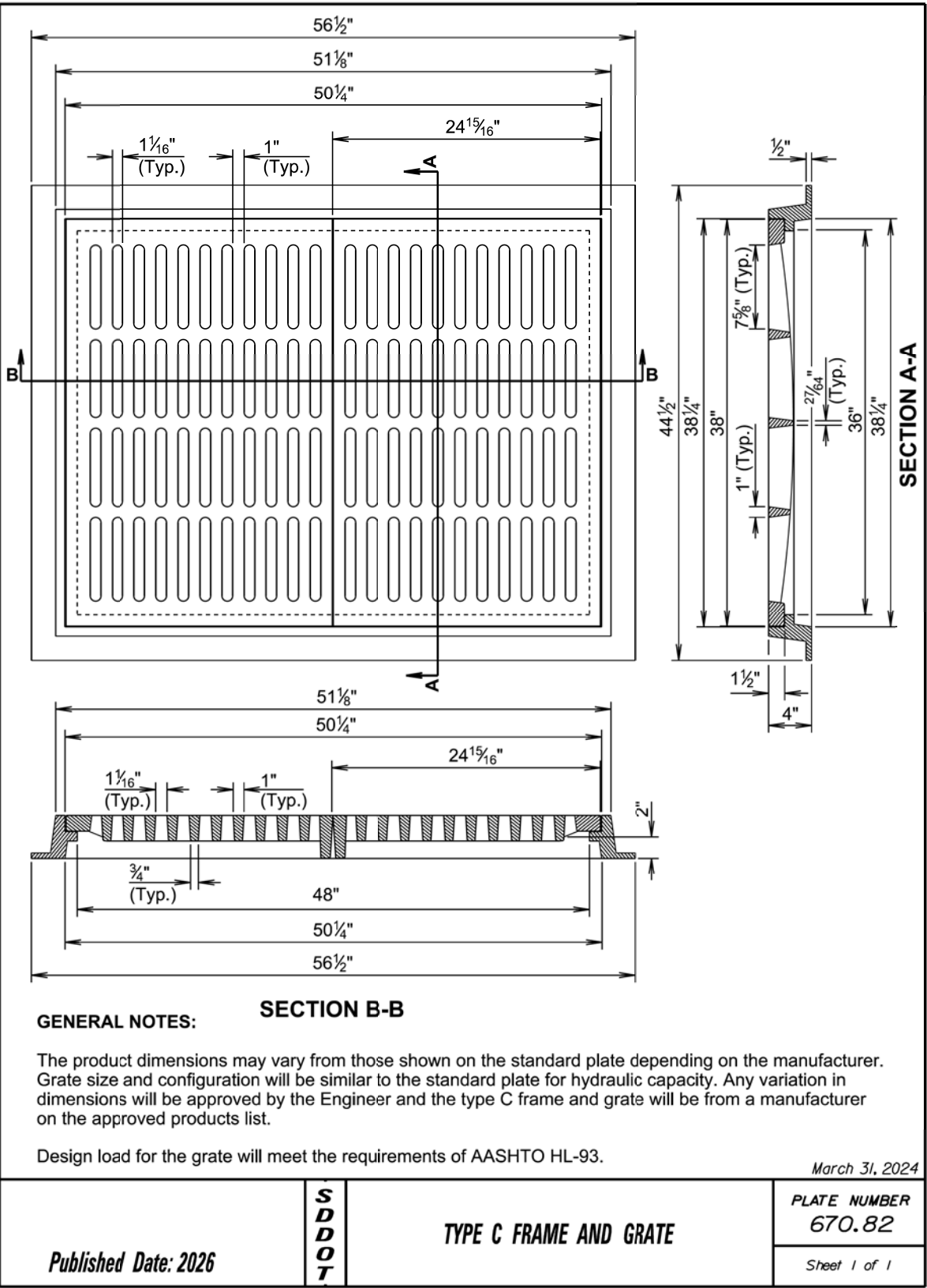
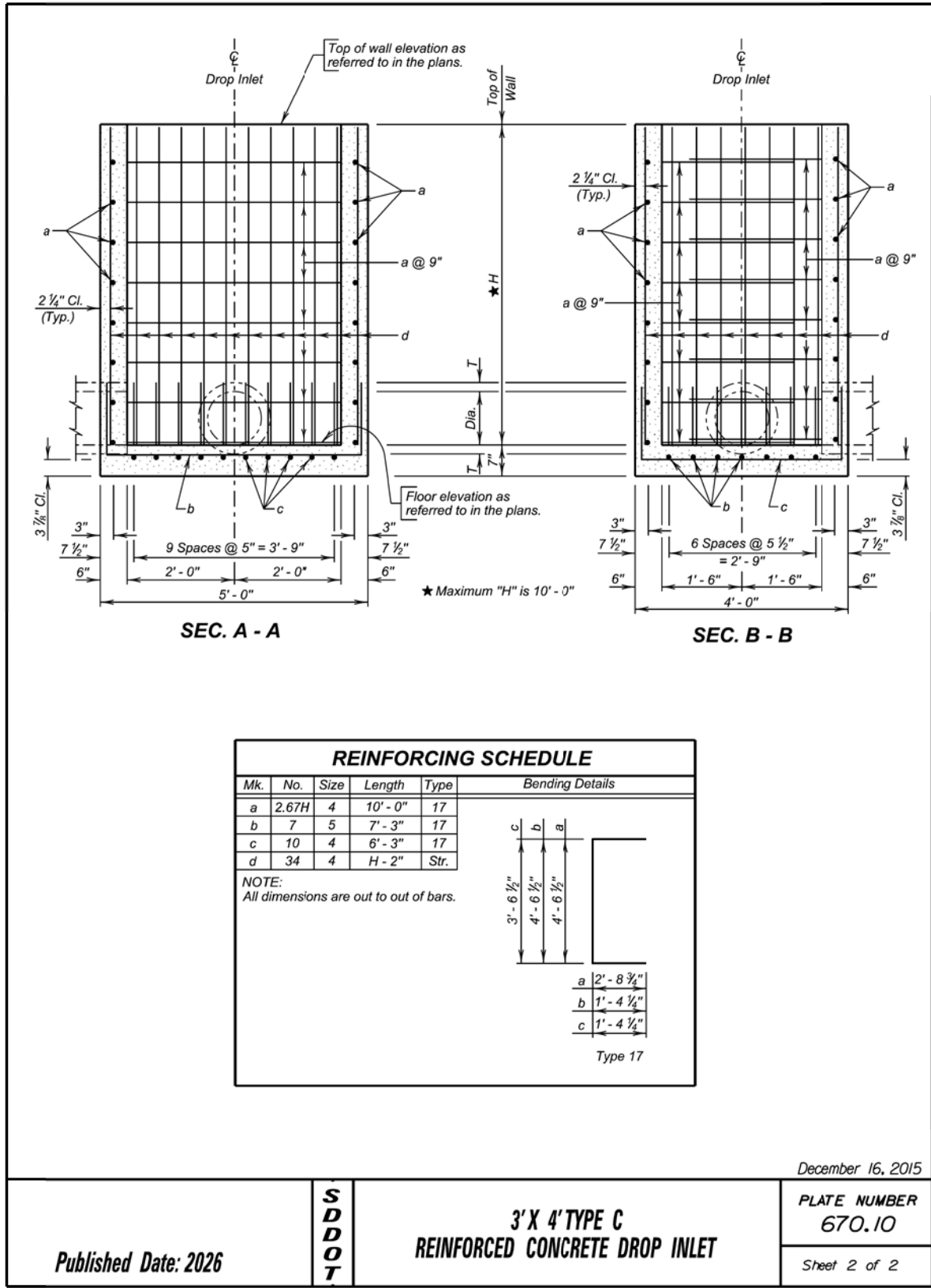
An expansion joint in the PCC sidewalk will consist of a 1/2 -inch thick preformed expansion joint filler material placed full depth and width of the PCC sidewalk.

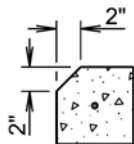
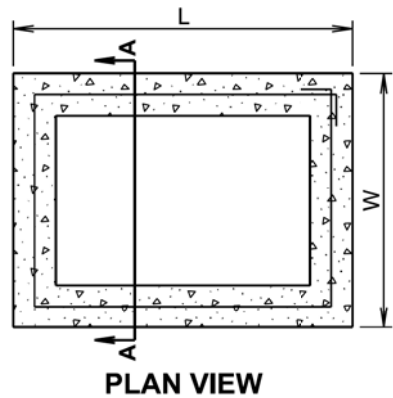
** Large areas of PCC pavement adjacent to the PCC sidewalk may require a different joint treatment than shown in the detail. If a different joint detail is necessary, plans will contain the joint detail and the Contractor will construct the joint treatment in accordance with the plans.

April 8, 2025

Published Date: 2026	S D D O T	PCC SIDEWALK	PLATE NUMBER 651.75
			Sheet 1 of 2

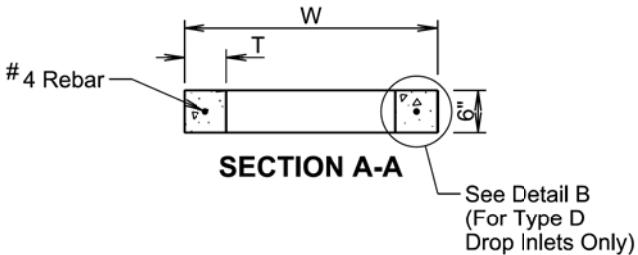






For Type D Drop Inlets only:
Use Precast Drop Inlet Collar with
2" chamfer on L sides only.

DETAIL B



INFORMATIONAL QUANTITIES					
FRAME AND GRATE TYPE	L (Ft-in)	W (Ft-in)	T (in)	CLASS M6 CONCRETE (CuYc)	REINFORCING STEEL (Lb)
TYPE A, B, and E	4'-0"	3'-0"	6	0.11	9
TYPE C	5'-0"	4'-0"	6	0.15	11
TYPE D	4'-0"	2'-6"	6	0.10	8

GENERAL NOTES:

All reinforcing steel will conform to ASTM A615, Grade 60.

The 1/2" diameter bar will lap 6"± and will be centered in the concrete.

The cost of furnishing and installing Precast Drop Inlet Collars, including labor, materials, and incidentals will be incidental to the contract unit price per Each for "Precast Drop Inlet Collar".

June 1, 2022

Published Date: 2026	S D D O T	PRECAST DROP INLET COLLAR	PLATE NUMBER 670.99
			Sheet 1 of 1