



Planning & Engineering
Office of Project Development
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dot.sd.gov

September 11, 2026

To Whom it May Concern,

Beginning with the 10/7/2026 letting, the SDDOT will be using the new Electronic Standard Specifications for Roads and Bridges, 10-7-26 Version. The Standard Specifications for Roads and Bridges is available for download and viewing at <https://dot.sd.gov/doing-business/contractors/standard-specifications> . A printed version of the Standard Specifications for Roads and Bridges will not be provided.

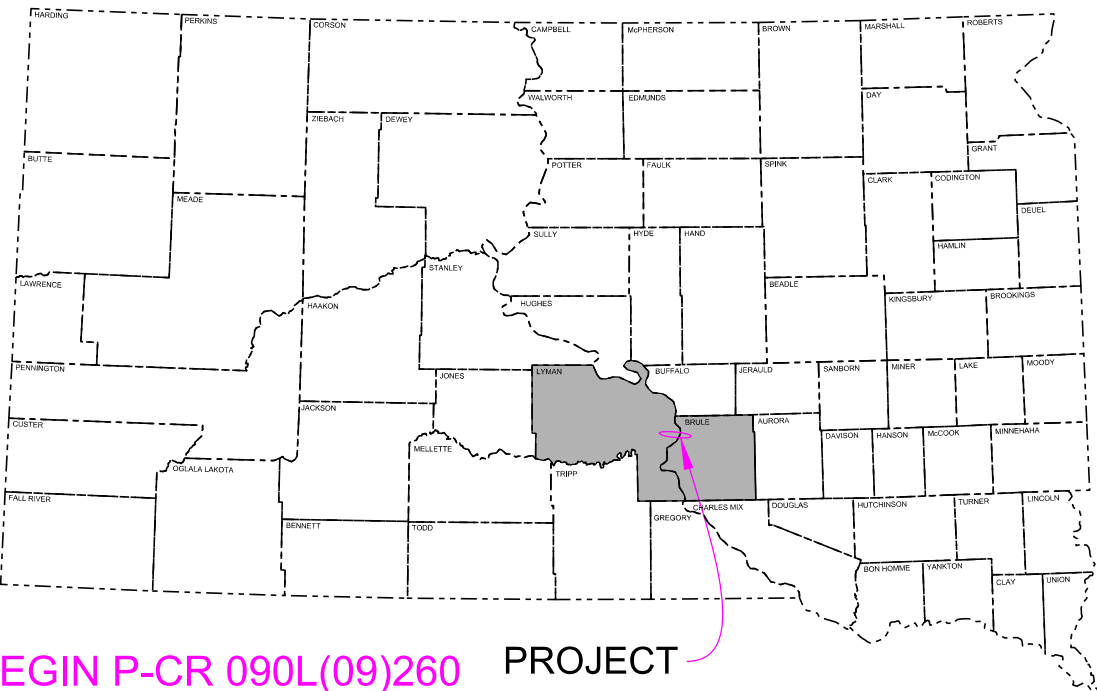
A revised Buy America specification is in effect beginning with the 10/7/26 letting, which aligns with the expiration of the Federal Manufactured Products General Waiver. Contractors should be aware that new provisions for manufactured products, along with updates to material classifications, documentation requirements, and compliance procedures, are included in Section 6.9 of the Standard Specifications (10/07/2026 version). All contractors and suppliers are strongly encouraged to review the updated specification in full. Contractors are encouraged to attend the Buy America Informational Webinar being put on by the SDDOT and AGC. Information on the webinar can be found at:

<https://dot.sd.gov/doing-business/contractors/webinars/>

FHWA has updated the FHWA-1273 commonly known as the "Pink Sheets". The new FHWA-1273 will be incorporated into all contracts awarded after 10/7/26. Additional information regarding the updated FHWA-1273 can be found at:

<https://www.fhwa.dot.gov/construction/cqit/form1273.cfm>

Sincerely,
SDDOT – Bid Letting Office



STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION

FOR BIDDING PURPOSES ONLY

PLANS FOR PROPOSED
**PROJECT P-CR 090L(09)260 &
IM-CR 0906(76)263**
**INTERSTATE 90 &
I90L, I90WL, I90EL, I90WF**
LYMAN & BRULE COUNTIES

MILLING, AC RESURFACING, PIPE WORK,
INSLOPE FLATTENING, LIGHTING, GUARDRAIL & ROW PLANS
PCN 07YC & 08L4

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	1	322

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BEGIN P-CR 090L(09)260 PROJECT

Station 1438+03.56 = Station 1438+03.56
on WAR 165
Located 1678.25 feet North and
2669.02 feet West of the Southeast
corner of Section 14, Township 104
North, Range 72 West of the 5th P.M.
MRM: 259.00+0.331

END P-CR 090L(09)260

Station 1665+15.49 = Station 1665+15.49
on WAR 165
Located 2540.44 feet South and
7266.19 feet East of the Northwest
corner of Section 17, Township 104
North, Range 71 West of the 5th P.M.
MRM: 363.50+0.274

BEGIN IM-CR 0906(76)263

Station 57+00.00
Located 3069.45 feet North and
3327.75 feet West of the Southeast
corner of Section 21, Township 104
North, Range 71 West of the 5th P.M.
MRM: 263.29+0.00



DESIGN DESIGNATION

I90L	
AADT (2020)	3208
AADT (2040)	5292
DHV	711
D	50.0%
DHV T%	1.5%
AADT T%	3.2%
V	50 mph

DESIGN DESIGNATION

I90E	
AADT (2020)	3833
AADT (2040)	4419
DHV	731
D	50.0%
DHV T%	10.2%
AADT T%	22.5%
V	80 mph

DESIGN DESIGNATION

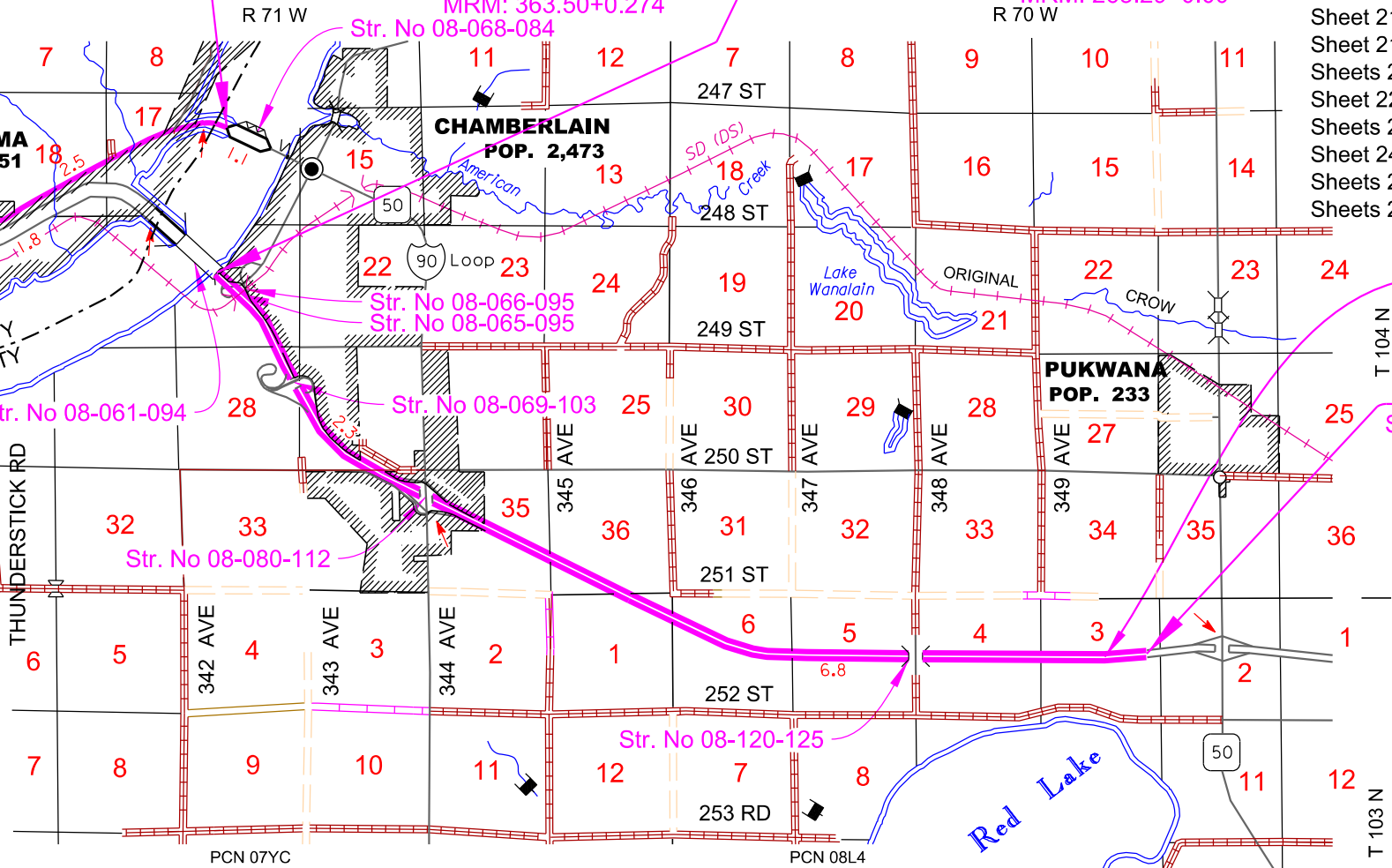
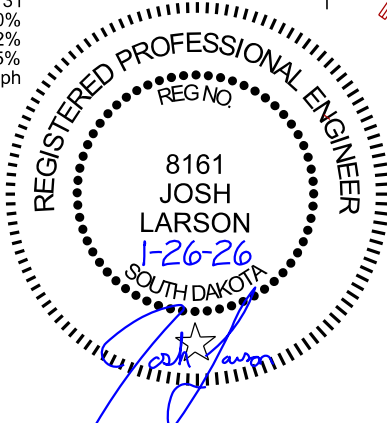
I90W	
AADT (2020)	3833
AADT (2040)	4419
DHV	731
D	50.0%
DHV T%	10.2%
AADT T%	22.5%
V	80 mph

STORM WATER PERMIT - 07YC

Major Receiving
Body of Water: Missouri River
Area Disturbed: 4.8 acres
Total Project Area: 69.5 acres
Approx. Begin Lat,Long: 43.80856, -99.41498

STORM WATER PERMIT - 08L4

Major Receiving
Body of Water: Missouri River
Area Disturbed: 17.3 acres
Total Project Area: 318.2 acres
Approx. Begin Lat,Long: 43.79700, -99.34641



Gross Length	21,618.51 Feet	4.094 Miles
Length of Exceptions	0 Feet	0 Miles
Net Length	21,618.51 Feet	4.094 Miles

Gross Length	46,334.90 Feet	8.776 Miles
Length of Exceptions	0 Feet	0 Miles
Net Length	46,334.90 Feet	8.776 Miles

EQUATION

Station Bk 513+41=
Station Ah 513+43.6

END IM-CR 0906(76)263

Station 520+00.00 = Station 520+00.00
on IM 0906(44)265
MRM: 272.00+0.078

5

October 21, 2026

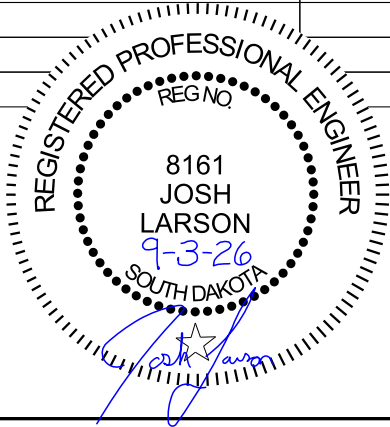
ESTIMATE OF QUANTITIES – PCN 07YC

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	2	320

Plotting Date: 1/26/2026 Rev 9/3/2026 RJM

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E3250	Miscellaneous Staking	3.130	Mile
009E3280	Slope Staking	0.460	Mile
009E3301	Engineer Directed Surveying/Staking	40.0	Hour
009E3320	Checker	Lump Sum	LS
009E4200	Construction Schedule, Category II	Lump Sum	LS
100E0100	Clearing	Lump Sum	LS
110E0135	Remove Delineator	21	Each
110E0600	Remove Fence	50	Ft
110E0730	Remove Beam Guardrail	231.0	Ft
110E1010	Remove Asphalt Concrete Pavement	624.7	SqYd
110E1510	Remove Luminaire Pole	8	Each
110E1540	Remove Luminaire Pole Footing	27	Each
110E1690	Remove Sediment	1.8	CuYd
110E5100	Salvage Luminaire Pole	19	Each
110E5105	Salvage Luminaire	19	Each
110E7150	Remove Sign for Reset	6	Each
110E7510	Remove Pipe End Section for Reset	1	Each
110E7800	Remove Chain Link Fence for Reset	170	Ft
120E0010	Unclassified Excavation	1,147	CuYd
120E0100	Unclassified Excavation, Digouts	200	CuYd
120E0600	Contractor Furnished Borrow	7,080	CuYd
120E0900	Contaminated Material Excavation	10	CuYd
120E4100	Reprofiling Ditch	21.5	Sta
120E6200	Water for Granular Material	20.9	MGal
210E1000	Shoulder Preparation	2.000	Mile
230E0100	Remove and Replace Topsoil	Lump Sum	LS
250E0020	Incidental Work, Grading	Lump Sum	LS
260E1010	Base Course	1,077.2	Ton
260E1050	Base Course, Salvaged Asphalt Mix	1,100.0	Ton
260E6010	Granular Material	75.0	Ton
320E1200	Asphalt Concrete Composite	197.9	Ton
320E7012	Grind 12" Rumble Strip or Stripe in Asphalt Concrete	5.1	Mile
320E7030	Grind Sinusoidal Centerline Rumble Stripe in Asphalt Concrete	2.6	Mile
330E0100	SS-1h or CSS-1h Asphalt for Tack	58.0	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	19.4	Ton
330E2000	Sand for Flush Seal	238.2	Ton
332E0010	Cold Milling Asphalt Concrete	95,909	SqYd
421E0100	Pipe Culvert Undercut	34	CuYd
450E0112	15" RCP Class 2, Furnish	14	Ft
450E0120	15" RCP, Install	14	Ft
450E0182	36" RCP Class 2, Furnish	104	Ft



BID ITEM NUMBER	ITEM	QUANTITY	UNIT
450E0190	36" RCP, Install	104	Ft
450E2028	36" RCP Flared End, Furnish	2	Each
450E2029	36" RCP Flared End, Install	2	Each
450E4768	24" CMP 14 Gauge, Furnish	8	Ft
450E4770	24" CMP, Install	8	Ft
450E4778	30" CMP 14 Gauge, Furnish	38	Ft
450E4780	30" CMP, Install	38	Ft
450E5015	24" CMP Elbow, Furnish	1	Each
450E5016	24" CMP Elbow, Install	1	Each
450E5211	18" CMP Flared End, Furnish	3	Each
450E5212	18" CMP Flared End, Install	3	Each
450E5215	24" CMP Flared End, Furnish	4	Each
450E5216	24" CMP Flared End, Install	4	Each
450E5219	30" CMP Flared End, Furnish	3	Each
450E5220	30" CMP Flared End, Install	3	Each
450E5227	42" CMP Flared End, Furnish	2	Each
450E5228	42" CMP Flared End, Install	2	Each
450E9001	Reset Pipe End Section	1	Each
455E0010	Cleanout for Culvert Treatment	9	Each
455E0118	18" Cured in Place Pipe	306	Ft
455E0124	24" Cured in Place Pipe	305	Ft
455E0130	30" Cured in Place Pipe	236	Ft
455E0136	36" Cured in Place Pipe	130	Ft
455E0142	42" Cured in Place Pipe	340	Ft
463E0250	Cellular Grout	62.0	CuYd
620E0020	Type 2 Right-of-Way Fence	50	Ft
620E0520	Type 2 Temporary Fence	50	Ft
620E1020	2 Post Panel	1	Each
621E0520	Reset Chain Link Fence	170	Ft
630E0500	Type 1 MGS	131.3	Ft
630E1505	Type 2A Guardrail Transition	2	Each
630E2018	MGS MASH Tangent End Terminal	2	Each
632E1320	2.0"x2.0" Perforated Tube Post	74.0	Ft
632E2024	4"x8" White Delineator with 1.12 Lb/Ft Post	2	Each
632E2220	Guardrail Delineator	8	Each
632E2510	Type 2 Object Marker Back to Back	23	Each
632E3500	Reset Sign	6	Each
633E1200	High Build Waterborne Pavement Marking Paint, White	193	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	135	Gal
634E0010	Flagging	500.0	Hour
634E0020	Pilot Car	200.0	Hour
634E0110	Traffic Control Signs	647.4	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0275	Type 3 Barricade	4	Each
634E0630	Temporary Pavement Marking	17.2	Mile
635E0040	Breakaway Base Luminaire Pole with Arm, 40' Mounting Height	26	Each
635E0050	Breakaway Base Luminaire Pole with Arm, 50' Mounting Height	36	Each
635E3545	Under Bridge Deck Luminaire, LED	2	Each
635E3700	Roadway Luminaire, LED with Photoelectric Cell	62	Each
635E4010	1 Section Vehicle Signal Head	3	Each
635E5020	2' Diameter Footing	494.0	Ft
635E5301	Type 1 Electrical Junction Box	1	Each
635E5302	Type 2 Electrical Junction Box	21	Each
635E5400	Electrical Service Cabinet	4	Each
635E5510	Signal Flasher Unit	3	Each
635E8015	1.5" Rigid Galvanized Steel Conduit	45	Ft
635E8020	2" Rigid Galvanized Steel Conduit	50	Ft
635E8120	2" Rigid Conduit, Schedule 40	9,760	Ft
635E8130	3" Rigid Conduit, Schedule 40	575	Ft
635E8220	2" Rigid Conduit, Schedule 80	2,550	Ft
635E8230	3" Rigid Conduit, Schedule 80	70	Ft
635E9013	1/C #3 AWG Copper Wire	27,520	Ft
635E9014	1/C #4 AWG Copper Wire	9,315	Ft
635E9016	1/C #6 AWG Copper Wire	19,965	Ft
635E9018	1/C #8 AWG Copper Wire	5,430	Ft
635E9020	1/C #10 AWG Copper Wire	910	Ft
635E9022	1/C #12 AWG Copper Wire	2,040	Ft
635E9710	2/C #10 AWG Copper Pole and Bracket Cable	3,790	Ft
671E7010	Adjust Manhole	4	Each
671E8000	Reconstruct Manhole	1	Each
730E0100	Cover Crop Seeding	1.2	Bu
730E0212	Type G Permanent Seed Mixture	126	Lb
731E0200	Fertilizing	3.60	Ton
732E0100	Mulching	8.4	Ton
734E0044	Soil Stabilizer	2.6	Acre
734E0103	Type 3 Erosion Control Blanket	5,783	SqYd
734E0132	Type 2 Turf Reinforcement Mat	935.7	SqYd
734E0154	12" Diameter Erosion Control Wattle	795	Ft
734E0510	Shaping for Erosion Control Blanket	3,253	Ft
734E0602	Low Flow Silt Fence	1,610	Ft
734E0604	High Flow Silt Fence	1,908	Ft
900E2024	Miscellaneous Work, Electrical	Lump Sum	LS

ESTIMATE OF QUANTITIES – ALTERNATE A – PCN 07YC

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
* 260E6000	Granular Material, Furnish	5,088.0	Ton
* 270E0200	Blend, Haul, and Stockpile Granular Material	10,176.0	Ton
320E0005	PG 58-34 Asphalt Binder	515.5	Ton
320E1204	Class Q4R Hot Mixed Asphalt Concrete	11,322.1	Ton
320E4000	Hydrated Lime	107.7	Ton

* - Denotes Non-Participating

ESTIMATE OF QUANTITIES – ALTERNATE B – PCN 07YC

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	3	320

Plotting Date: 1/26/2026 Rev 9/3/2026 RJM

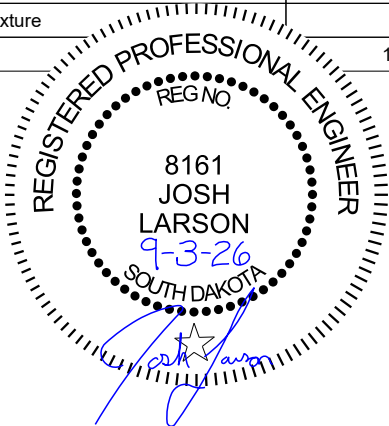
BID ITEM NUMBER	ITEM	QUANTITY	UNIT
* 260E6000	Granular Material, Furnish	5,088.0	Ton
* 270E0200	Blend, Haul, and Stockpile Granular Material	10,176.0	Ton
320E0005	PG 58-34 Asphalt Binder	425.0	Ton
320E1204	Class Q4R Hot Mixed Asphalt Concrete	11,618.0	Ton
320E4000	Hydrated Lime	111.3	Ton

* - Denotes Non-Participating

ESTIMATE OF QUANTITIES – PCN 08L4

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E3250	Miscellaneous Staking	22.850	Mile
009E3280	Slope Staking	1.600	Mile
009E3301	Engineer Directed Surveying/Staking	40.0	Hour
009E3320	Checker	Lump Sum	LS
009E4200	Construction Schedule, Category II	Lump Sum	LS
110E0100	Remove Concrete Footing(s)	Lump Sum	LS
110E0700	Remove 3 Cable Guardrail	3,137	Ft
110E0730	Remove Beam Guardrail	1,095.0	Ft
110E0740	Remove 3 Cable Guardrail Anchor Assembly	17	Each
110E0760	Remove Beam Guardrail Trailing End Terminal	4	Each
110E0770	Remove W Beam Guardrail Breakaway Cable Terminal	5	Each
110E1010	Remove Asphalt Concrete Pavement	1,991.8	SqYd
110E1510	Remove Luminaire Pole	39	Each
110E1540	Remove Luminaire Pole Footing	39	Each
110E1550	Remove Light Tower	7	Each
110E1690	Remove Sediment	0.9	CuYd
120E0100	Unclassified Excavation, Digouts	331	CuYd
120E0600	Contractor Furnished Borrow	8,253	CuYd
120E4100	Reprofiling Ditch	23.0	Sta
120E6200	Water for Granular Material	98.0	MGal
230E0020	Contractor Furnished Topsoil	5,823	CuYd
230E0100	Remove and Replace Topsoil	Lump Sum	LS
260E1010	Base Course	10,212.3	Ton
320E1200	Asphalt Concrete Composite	477.3	Ton
320E5000	Saw and Seal Joint in Asphalt Concrete	45,090	Ft
320E7012	Grind 12" Rumble Strip or Stripe in Asphalt Concrete	34.1	Mile
330E0100	SS-1h or CSS-1h Asphalt for Tack	237.9	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	18.8	Ton
332E0010	Cold Milling Asphalt Concrete	51,170	SqYd
333E4000	Micro-Milling Asphalt Concrete	257,499	SqYd
380E6500	Planing PCC Pavement	4,473.0	SqYd
600E0300	Type III Field Laboratory	1	Each
629E0110	High Tension 4 Cable Guardrail	2,160	Ft
629E0290	High Tension Cable Guardrail Anchor Assembly	12	Each
630E0110	Straight Double Class A Thrie Beam Guardrail with Wood Posts	300.0	Ft
630E0500	Type 1 MGS	1,262.0	Ft
630E1501	Type 1 Retrofit Guardrail Transition	4	Each
630E1510	Type 3 Guardrail Transition	3	Each
630E2001	Asymmetrical W Beam to Thrie Beam Guardrail Transition	4	Each
630E2017	MGS MASH Flared End Terminal	7	Each
630E2018	MGS MASH Tangent End Terminal	5	Each

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
630E2055	Thrie Beam Guardrail Trailing End Terminal	4	Each
632E2220	Guardrail Delineator	57	Each
632E2510	Type 2 Object Marker Back to Back	12	Each
632E2520	Type 2 Object Marker	4	Each
633E1200	High Build Waterborne Pavement Marking Paint, White	101	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	87	Gal
633E3000	Durable Pavement Marking, 4" White	91,815	Ft
633E3005	Durable Pavement Marking, 4" Yellow	114,973	Ft
633E3020	Durable Pavement Marking, 12" White	3,271	Ft
633E5100	Grooving for Durable Pavement Marking, 4"	206,788	Ft
633E5110	Grooving for Durable Pavement Marking, 12"	3,271	Ft
633E9200	Mobile Retroreflectometer Measurements	39.800	Mile
634E0110	Traffic Control Signs	1,096.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	3	Each
634E0420	Type C Advance Warning Arrow Board	4	Each
634E0630	Temporary Pavement Marking	34.8	Mile
634E1002	Detour and Restriction Signing	1,827.4	SqFt
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each
634E1255	Contractor Furnished Vehicle Speed Feedback Sign	2	Each
635E0050	Breakaway Base Luminaire Pole with Arm, 50' Mounting Height	133	Each
635E0150	Breakaway Base Luminaire Pole with Twin Arms, 50' Mounting Height	12	Each
635E3545	Under Bridge Deck Luminaire, LED	2	Each
635E3700	Roadway Luminaire, LED with Photoelectric Cell	157	Each
635E5020	2' Diameter Footing	1,172.0	Ft
635E5301	Type 1 Electrical Junction Box	24	Each
635E5302	Type 2 Electrical Junction Box	8	Each
635E5400	Electrical Service Cabinet	3	Each
635E8020	2" Rigid Galvanized Steel Conduit	50	Ft
635E8120	2" Rigid Conduit, Schedule 40	28,875	Ft
635E8130	3" Rigid Conduit, Schedule 40	190	Ft
635E8220	2" Rigid Conduit, Schedule 80	2,990	Ft
635E8230	3" Rigid Conduit, Schedule 80	40	Ft
635E9012	1/C #2 AWG Copper Wire	11,600	Ft
635E9013	1/C #3 AWG Copper Wire	12,140	Ft
635E9014	1/C #4 AWG Copper Wire	34,995	Ft
635E9016	1/C #6 AWG Copper Wire	25,430	Ft
635E9018	1/C #8 AWG Copper Wire	50,445	Ft
635E9710	2/C #10 AWG Copper Pole and Bracket Cable	10,225	Ft
730E0100	Cover Crop Seeding	4.4	Bu
730E0212	Type G Permanent Seed Mixture	451	Lb
731E0200	Fertilizing	13.00	Ton



BID ITEM NUMBER	ITEM	QUANTITY	UNIT
732E0100	Mulching	38.2	Ton
734E0044	Soil Stabilizer	19.0	Acre
734E0103	Type 3 Erosion Control Blanket	1,500	SqYd
734E0132	Type 2 Turf Reinforcement Mat	2,816.7	SqYd
734E0154	12" Diameter Erosion Control Wattle	380	Ft
734E0510	Shaping for Erosion Control Blanket	844	Ft
734E0602	Low Flow Silt Fence	140	Ft
900E1980	Storage Unit	1	Each
900E2024	Miscellaneous Work, Electrical	Lump Sum	LS

ESTIMATE OF QUANTITIES – ALTERNATE A – PCN 08L4

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
* 260E6000	Granular Material, Furnish	12,334.0	Ton
* 270E0200	Blend, Haul, and Stockpile Granular Material	24,668.0	Ton
320E0005	PG 58-34 Asphalt Binder	1,011.2	Ton
320E0008	PG 64-34 Asphalt Binder	1,525.1	Ton
320E1090	Modified Class S Asphalt Concrete	23,506.8	Ton
320E1204	Class Q4R Hot Mixed Asphalt Concrete	19,458.2	Ton
320E1810	Asphalt Concrete Leveling Lift	2,021.2	Ton
320E3100	Stabilizing Additive for Asphalt Concrete	70.7	Ton
320E4000	Hydrated Lime	204.3	Ton

* - Denotes Non-Participating

ESTIMATE OF QUANTITIES – ALTERNATE B – PCN 08L4

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
* 260E6000	Granular Material, Furnish	12,126.0	Ton
* 270E0200	Blend, Haul, and Stockpile Granular Material	24,252.0	Ton
320E0005	PG 58-34 Asphalt Binder	844.3	Ton
320E0008	PG 64-34 Asphalt Binder	1,400.3	Ton
320E1080	Class S Asphalt Concrete	24,179.8	Ton
320E1204	Class Q4R Hot Mixed Asphalt Concrete	19,960.3	Ton
320E1810	Asphalt Concrete Leveling Lift	2,076.4	Ton
320E3100	Stabilizing Additive for Asphalt Concrete	72.3	Ton
320E4000	Hydrated Lime	209.6	Ton

* - Denotes Non-Participating

ENVIRONMENTAL COMMITMENTS

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor’s primary contact regarding matters associated with these commitments will be the Project Engineer. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT’s Environmental Commitments can be accessed through the Environmental Procedures Manual found at: <<https://dot.sd.gov/doing-business/environmental/about-environmental/>>

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

COMMITMENT A: AQUATIC RESOURCES

COMMITMENT A1: WETLANDS

All efforts to avoid and minimize wetland impacts from the project have resulted in approximately 0.039 acres of wetlands (includes temporary and permanent) becoming impacted. Refer to plans for location and boundaries of the impacted wetlands.

Table of Impacted Wetlands

Wetland No.	Station	Perm. Impact (Acres)	Temp. Impact (Acres)	Total Impact (Acres)
2	1485+35R	0.00	0.014	0.014
3	1526+00 R	0.003	0.00	0.003
4	1528+50R	0.001	0.00	0.001
5	1541+59R	0.00	0.021	0.021

Action Taken/Required:

Mitigation is required in accordance with the “*Statewide Finding Regarding Wetlands for South Dakota Federal-Aid Highway Projects (February 2018)*”. Replacement of 0.004 acre of permanent wetland impacts will be completed through another wetland mitigation opportunity in a manner which considers FHWA’s program-wide goal of ‘net gain’ of wetlands through enhancement, creation, and preservation.

Temporary impacts identified in the Table of Impacted Wetlands will not be mitigated as original contours and elevations will be re-established. Prior to initiating temporary work in wetlands, the Contractor will submit a plan to the Project Engineer in accordance with Section 7.21 D of the Specifications.

The Contractor will notify the Project Engineer if additional easement is needed to complete work adjacent to any wetland. The Project Engineer will obtain an appropriate course of action from the Environmental Office before proceeding with construction activities that affect any wetlands beyond the work limits and easements shown in the plans.

COMMITMENT B: FEDERALLY THREATENED, ENDANGERED, AND PROTECTED SPECIES

COMMITMENT B2: WHOOPING CRANE

The Whooping Crane is a spring and fall migratory bird in South Dakota that is about 5 feet tall and typically stops on wetlands, rivers, and agricultural lands along their migration route. An adult Whooping Crane is white with a red crown and a long, dark, pointed bill. Immature Whooping Cranes are cinnamon brown. While in flight, their long necks are kept straight and their long dark legs trail behind. Adult Whooping Cranes’ black wing tips are visible during flight.

Action Taken/Required:

Harassment or other measures to cause the Whooping Crane to leave the site is a violation of the Endangered Species Act. If a Whooping Crane is sighted roosting in the vicinity of the project, borrow pits, or staging areas associated with the project, cease construction activities in the affected area until the Whooping Crane departs and immediately contact the Project Engineer. The Project Engineer will contact the Environmental Office so that the sighting can be reported to USFWS.

COMMITMENT B5: NORTHERN LONG-EARED AND TRI-COLORED BAT

This project is within the range of suitable habitat for the Northern Long-Eared Bat (NLEB) and project work will avoid conflicts with NLEB.

Action Taken/Required:

Project activities that include tree removal, structure work, and/or work within one-quarter mile of a known hibernacula or 150 feet of a known maternity roost tree, or suitable habitat should not occur within the location(s) listed below during the NLEB seasonal work restriction timeframe without approval from the SDDOT Environmental Office.

Station	NLEB Seasonal Work Restriction
1506+00 – 1507+00 R	April 15 to October 31
1540+00 – 1543+00 L	April 15 to October 31

Tree removal will occur between November 1st and April 14th.

If project activities cannot be conducted outside of the seasonal restriction the Contractor will notify the Project Engineer and the Environmental Office (605-773-3309) to schedule a presence/absence survey.

If bats are observed roosting on trees or infrastructure within the project area prior to and/or during construction, the contractor will halt all on-site activities. The contractor will notify the Project Engineer and the Environmental Office (605-773- 3309 or 605-773-5679) of the observed bat presence.

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COMMITMENT C: WATER SOURCE

If a Contractor needs access to state waters for extraction, the Contractor must obtain a water right, through the application of a Temporary Permit to Use Public Waters before work begins.

The Contractor will not withdraw water with equipment previously used outside the State of South Dakota or previously used in aquatic invasive species (AIS) positive waters within South Dakota without prior approval from the SDDOT Environmental Office. To prevent and control the introduction and spread of invasive species into the project vicinity, all equipment will be power washed with hot water (≥140 °F) and completely dried for a minimum of 7 days prior to subsequent use. South Dakota administrative rule 41:10:04:02 forbids the possession and transport of AIS; therefore, all attached dirt, mud, debris and vegetation must be removed and all compartments and tanks capable of holding standing water must be drained. This includes, but is not limited to, all equipment, pumps, lines, hoses and holding tanks.

Action Taken/Required:

The Contractor will obtain the necessary permits from the regulatory agencies such as the South Dakota Department of Agriculture and Natural Resources (SDDANR) and the United States Army Corps of Engineers (USACE) prior to water extraction activities.

Temporary permit to use public waters for highway construction purposes application can be found on the SDDANR website: <https://danr.sd.gov/OfficeOfWater/WaterRights/PermitForms/default.aspx>

Additional information and mapping of water sources impacted by Aquatic Invasive Species in South Dakota can be accessed at: < <https://sdleastwanted.sd.gov/maps/default.aspx> >

South Dakota Administrative Rule 41:10:04 Aquatic Invasive Species: < <https://sdlegislature.gov/rules/DisplayRule.aspx?Rule=41:10:04> >

COMMITMENT D: WATER QUALITY STANDARDS

COMMITMENT D1: SURFACE WATER QUALITY

American Crow Creek is classified as warm water, marginal fishery with a total suspended solids standard of less than 150 mg/L 30-day average, less than 263 mg/L daily maximum.

The Missouri River is classified as a warm water, permanent fishery with a total suspended solids standard of less than 90 mg/L 30-day average, less than 158 mg/L daily maximum.

This project may be in the vicinity of multiple streams and wetlands. These waters are considered waters of the state and are protected under Administrative Rules of South Dakota (ARSD) Chapter 74:51. Special construction measures may have to be taken to ensure that this water body is not impacted.

Action Taken/Required:

The Contractor is advised that the South Dakota Surface Water Quality Standards, administered by the South Dakota Department of Agriculture and Natural Resources (DANR), apply to this project. Special construction measures will be taken to ensure the above standard(s) of the surface waters are maintained and protected.

COMMITMENT D2: SURFACE WATER DISCHARGE

The DANR General Permit for Temporary Discharge is required for temporary dewatering and discharges to waters of the state. The effluent limit for total suspended solids will be 90 mg/L 30-day average. The effluent limit applies to discharges to all waters of the state except discharges to waters classified as cold water permanent fish life propagation waters according to the ARSD 74:51:01:45. For discharges to waters of the state classified as cold water permanent fish life propagation waters, the effluent limit for total suspended solids will be 53 mg/L daily maximum.

The permittee has the option of completing effluent testing or implementing a pollution prevention plan for compliance with this permit. If the permittee develops a pollution prevention plan instead of total suspended solids sampling, the plan must be developed and implemented prior to discontinuing total suspended solids sampling. Refer to Section 4.0 of the permit. If any pollutants are suspected of being discharged, a sample must be taken for those parameters listed in Section 3.4 of the permit.

Refer to Commitment D1: Surface Water Quality for stream classification.

Action Taken/Required:

If construction dewatering is required and this project is currently covered under a General Permit for Stormwater Discharges Associated with Construction Activities, the contractor will need to submit the dewatering information to the Project Engineer using the following SDDOT Dewatering Info CDX form:

<<https://dot.sd.gov/doing-business/environmental/forms/>>

The Contractor will provide a copy of the approved permit or the submitted dewatering information to the Project Engineer prior to proceeding with any dewatering activities. The approved permit or submitted dewatering information must be kept on-site and as part of the project records.

Effluent monitoring, as a result of dewatering activities, will be summarized for each month and recorded on a separate Discharge Monitoring Report (DMR) and submitted to DANR monthly. Additional information can be found at: <<https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/swdpermitting/Ereporting.aspx>>

COMMITMENT E: STORM WATER

Construction activities constitute 1 acre or more of earth disturbance and/or work in a waterway.

Action Taken/Required:

The DANR General Permit for Stormwater Discharges Associated with Construction Activities is required for construction activity disturbing one or more acres of earth and work in a waterway. The SDDOT is the owner of this permit and will submit the NOI to DANR 15 days prior to project start in order to obtain coverage under the General Permit. Work can begin once the DANR letter of approval is received.

The Contractor must adhere to the “Special Provision Regarding Storm Water Discharges to Waters of the State.”

The Contractor will complete the DANR Contractor Certification Form prior to the pre-construction meeting. The form certifies under penalty of law that the Contractor understands and will comply with the terms and conditions of the permit for this project. Work may not begin on this project until this form is signed and submitted to DANR.

The form can be found at: https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/docs/DANR_CGPAppendixCCA2018Fillable.pdf

The Contractor is advised that permit coverage may also be required for off-site activities, such as borrow and staging areas, which are the responsibility of the Contractor.

Storm Water Pollution Prevention Plan

The Storm Water Pollution Prevention Plan (SWPPP) will be developed prior to the submittal of the NOI and will be implemented for all construction activities for compliance with the permit. The SWPPP must be kept on-site and updated as site conditions change. Erosion control measures and best management practices will be implemented in accordance with the SWPPP.

The DOT 298 Form will be used for site inspections and to document changes to the SWPPP. A copy of the completed inspection form will be filed with the SWPPP documents and retained for a minimum of three years.

The inspection will include disturbed areas of the construction site that have not been finally stabilized, areas used for storage materials, structural control measures, and locations where vehicles enter or exit the site. These areas will be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the SWPPP will be observed to ensure that they are operating correctly, and sediment is not tracked off the site.

Information on storm water permits and SWPPPs are available on the following websites:

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SDDOT: <https://dot.sd.gov/doing-business/environmental/stormwater>

DANR: <https://danr.sd.gov/OfficeOfWater/SurfaceWaterQuality/stormwater/default.aspx>

EPA: <https://www.epa.gov/npdes>

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor will furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the Public ROW.

The waste disposal site(s) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Agriculture and Natural Resources.

The waste disposal site(s) will not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Environmental Office and the Project Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements will apply:

- Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials will be buried in a trench separate from wood debris. The final cover over the construction and/or demolition debris will consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW will be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor will control the access to waste disposal sites not within the Public ROW with fences, gates, and placement of a sign or signs at the entrance to the site stating, “No Dumping Allowed”.
- Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will be removed from view of the ROW or buried, and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06. Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) will be incidental to the various contract items.

COMMITMENT I: HISTORIC PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historic Preservation Office (SHPO) for all work included within the project limits and all department designated sources and designated option material sources, stockpile sites, storage areas, and waste sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require a cultural resource review prior to scheduling the pre-construction meeting. This work includes but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor will arrange and pay for a record search and when necessary, a cultural resource survey. The Contractor has the option to contact the state Archaeological Research Center (ARC) at 605-394-1936 or another qualified archaeologist, to obtain either a records search or a cultural resources survey. A record search might be sufficient for review if the site was previously surveyed; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

The Contractor will provide ARC with the following: a topographical map or aerial view in which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that artifacts have not been found on the site.

The Contractor will submit the cultural resources survey report to SDDOT Environmental Office, 700 East Broadway Avenue, Pierre, SD 57501-2586. SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

In the event of an inadvertent discovery of human remains, funerary objects, or if evidence of cultural resources is identified during project construction activities, then such activities within 150 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office, who will contact the appropriate SHPO/THPO within 48 hours of the discovery to determine an appropriate course of action.

SHPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor will not utilize a site known or suspected of having contaminated soil or water. The Contractor will provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

COMMITMENT L: CONTAMINATED MATERIAL

Contaminated soil and/or known gas stations, undergrounds storage tanks, etc. are located within the project limits. Petroleum contaminated soil may be located at the following sites:

Description	Station	L / R
Burke Oil Shell Station	1500+00 to 1503+25	R
West Forty Station	1499+50 to 1502+00	L
Oasis Pump & Park	1527+00 to 1529+00	R

Action Taken/Required:

The Contractor will give notice to the Engineer when contaminated soil is encountered on the project. The Engineer will contact the Environmental Office so that contact with the DANR and consultant to inspect and monitor removal of any contaminated soil can be initiated.

The Contractor will be responsible for having the existing underground utilities located in the construction area. Underground utilities damaged by the Contractor due to negligence will be repaired at the Contractor's expense.

Petroleum contaminated soil may be disposed of at the Tri-County Landfill (phone 605-894-4535). Measurement of "Contaminated Material Excavation" will be in accordance with Section 120.4 of the Specifications. All costs for excavating and transporting the contaminated materials to the disposal site and all fees charged per cubic yard by the disposal site will be incidental to the contract unit price per cubic yard for "Contaminated Material Excavation".

COMMITMENT N: SECTION 404 PERMIT

The SDDOT has obtained a Section 404 Permit from the USACE for the permanent actions associated with this project.

Action Taken/Required:

The Contractor will comply with all requirements contained in the Section 404 Permit.

The Contractor will also be responsible for obtaining a Section 404 Permit for any dredge, excavation, or fill activities associated with material sources, storage areas, waste sites, and Contractor work sites outside the plan work limits that affect wetlands, floodplains, or waters of the United States.

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SEQUENCE OF OPERATIONS

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

PCN07YC – I90L

- 1. Install fixed location construction signing.
- 2. Install erosion control measures.
- 3. Remove topsoil.
- 4. Place contractor furnished borrow on inslope flattening areas.
- 5. Complete milling and asphalt resurfacing of I90L.
- 6. Complete guardrail, and permanent pavement markings.
- 7. Complete all miscellaneous items and clean up work.

PCN08L4 – I90

- 1. Install width restriction signing as detailed in these plans.
- 2. Install appropriate traffic control for lane closures. Once work has started, the work will be actively pursued to completion.
- 3. Complete milling and asphalt resurfacing of the interstate mainline and interchange ramps/ crossroads.
- 4. Complete guardrail, and permanent pavement markings.
- 5. Complete all miscellaneous items and clean up work.

GENERAL TRAFFIC CONTROL

Existing guide, route, informational logo, regulatory, and warning signs will be temporarily reset and maintained during construction. Removing, relocating, covering, salvaging, and resetting of existing traffic control devices, including delineation, will be the responsibility of the Contractor. Cost for this work will be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost will be replaced by the Contractor at no cost to the State.

All temporary traffic control sign locations will be set in the field by the Contractor and verified by the Engineer prior to installation.

All temporary speed limit signs will have a minimum mounting height of 5 feet in rural locations, even when mounted on portable supports.

If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD, whichever is more stringent will be used, as determined by the Engineer.

Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

Fixed location signing placed more than 4 calendar days prior to the start of construction will be covered or laid down until the time of construction. The covers must be approved by the Engineer prior to installation. The cost of materials, labor, and equipment necessary to complete this work will be incidental to other contract items. No separate payment will be made.

All fixed location signs, sign posts, and breakaway bases will be removed within 7 calendar days following pavement marking.

GENERAL TRAFFIC CONTROL (CONTINUED)

All haul trucks will be equipped with an additional flashing amber light that is visible from the backside of the haul truck. The costs for the flashing amber lights will be incidental to the various related contract items.

Traffic will be maintained on the driving lanes. Use of the shoulder as a driving lane will not be permitted. Any damage to the shoulder due to rerouted traffic or Contractor's equipment will be repaired at no expense to the Department.

The Contractor will notify businesses/homeowners a minimum of two weeks prior to construction to inform them of upcoming construction and again a minimum of 48 hours prior to any blocked access to make appropriate arrangements.

A Type 3 Barricade will be installed at the end of a lane closure taper as detailed in these plans.

Construction vehicles will exit or enter the construction work zone at locations identified by the Engineer. At no time will construction vehicles utilize the maintenance crossovers or the Interstate median to exit or enter Interstate traffic.

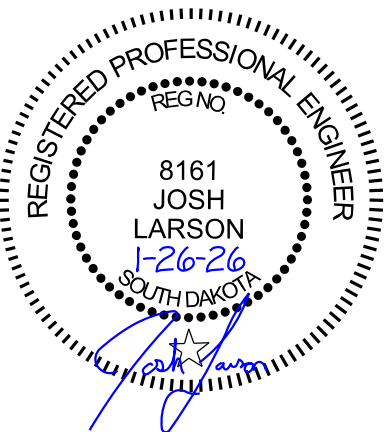
On Interstate projects with more than one construction site, slow moving equipment that operates at a speed less than 40 MPH may mobilize between sites if the equipment travels on the shoulder. The slow-moving equipment will also display a flashing amber light and a slow-moving sign.

When a difference in elevation exists between the left and right mainline driving lanes and results in an uneven lane condition in one directional set of Interstate lanes, either the left or the right lane will be closed to traffic until the uneven lane condition no longer exists.

LANE CLOSURES

Interstate lane closures shorter than 5 miles will be used if 5 miles is greater than the length of work that can be accomplished in one day's production. More than one lane closure may be permitted; however, there will be a minimum of a three-mile section between lane closures, excluding the tapers.

Interstate lane closures will be removed when work will not be occurring for a period of 3 or more calendar days. Activities that do not involve workers being present, such as curing time for concrete, constitute work. Lane closures will not be set up on a Friday if no work will be occurring on Saturday or Sunday. In these cases, the lane closure will be installed on Monday.



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OVERWIDTH RESTRICTION AND DETOUR SIGNING

The Contractor will furnish and install the overwidth restriction and detour signs as shown in these plans. Prior to installing the signs, the Contractor will mark the sign locations and review them with the Engineer. Overwidth restriction and detour signs will be installed on fixed location, ground mounted, breakaway supports. It will be the responsibility of the Contractor to maintain and reinstall these signs during the project as required by the construction progress. Upon completion of the project, the Contractor will remove the overwidth restriction and detour signs.

All costs for furnishing the signs, posts, and mounting hardware, and for installing, maintaining, covering, and removing the overwidth restriction and detour signs will be incidental to the contract unit price per square foot for "Detour and Restriction Signing".

WORK ZONE SPEED REDUCTION

The Department is required to obtain a speed reduction resolution prior to the installation of any SPEED LIMIT (R2-1) signs shown on standard plate 634.63. To provide adequate time for the resolution to be enacted, the Contractor will inform the Engineer a minimum of 3 weeks prior to the scheduled installation of any work zone speed reduction signs on the project. The information provided by the Contractor will include the anticipated date of sign installation, the newly reduced speed limit, the location of the work zone, and the anticipated completion date of work requiring the speed reduction.

FLAGGING

Operations will be conducted so that the traveling public will not have to wait longer than 15 minutes at the flagger station.

Additional flagger warning signs and flagger hours have been included in the Estimate of Quantities for use on intersecting roads. These flaggers will be used as directed by the Engineer and will be used primarily during daytime hours. Also included in the Estimate of Quantities are WAIT FOLLOW PILOT CAR signs for use on low volume intersecting roads as determined by the Engineer. WAIT FOLLOW PILOT CAR signs will not block the view of the stop sign.



It is required that the flaggers and pilot car operators be able to communicate with one another. If an emergency vehicle needs to pass through the project, the Contractor will be required to expedite traffic movement. All costs associated with this will be incidental to the contract unit price per hour for "Flagging".

TEMPORARY PAVEMENT MARKING

Temporary Pavement Marking Paint will be used on milled and leveling surfaces for centerlines, lane lines, skips, and as directed by the Engineer. The Temporary Pavement Marking Paint will be placed at the location of the existing pavement markings except that centerline will be double yellow the entire project length and will be offset 6-inches from centerline of the roadway. It will be the Contractor’s responsibility to determine which direction to offset so that the markings do not get covered up when the first half of the roadway is paved. Any markings that get covered by the paving operation will be reestablished as directed by the Engineer at the Contractor’s expense. The Contractor will be responsible for marking out those exact locations.

Temporary Flexible Vertical Markers (Tabs) will be used on the top lift of asphalt surfacing for centerline delineation, lane lines, skips, and as directed by the Engineer. Tabs will be offset 6-inches from the location shown for permanent pavement markings. Centerline will be double yellow lines with tabs spaced at 5’ the entire project length.

Temporary pavement marking paint will not be allowed on the final lift of asphalt surfacing. Temporary pavement marking paint will not be allowed on the chip seal, fog seal, or flush seal. Temporary flexible vertical markers (tabs) must be used on the final lift of asphalt surfacing. The Contractor may use tabs with covers, uncovering them for the chip seal, fog seal, or flush seal. As an alternative, the Contractor may install new tabs for the fog seal or flush seal.

Covers on the tabs will be sufficiently secured to prevent traffic from dislodging the cover and when removed, the covers will be properly disposed of. The Contractor will remove and properly dispose of the tabs after permanent pavement marking is applied. Method of removal will be nondestructive to the road surface and will be accomplished within one week of completion of the permanent pavement marking.

Full reflectivity of all temporary flexible vertical markers (tabs) is required at all times. The Contractor will be required to replace any missing or non-reflective tabs after each installation as detailed below at no additional cost to the State.

Quantities of Temporary Pavement Markings consist of:

PCN07YC – I90L

- One pass on top of the milled surface
- One pass on top of the final lift of asphalt concrete
- One pass prior to the flush seal, length as determined by the Engineer
- One pass after the flush seal

PCN08L4 – I90

- One pass on the milled surface for ramps/crossroads/rest area
- One pass on the final lift of Asphalt concrete for Interstate mainline and Ramp/Crossroads
- Additional quantity for lane closure taper for Guardrail

If the Engineer determines that an additional pass prior to the flush seal is not required, this application of the temporary pavement marking will be eliminated. If the flush seal is eliminated for the project, the application of the temporary pavement marking on top of the flush seal as well as the additional pass prior to the flush seal will be eliminated.

No adjustment in the contract unit price for “Temporary Pavement Marking” will be made because of a variation in quantities.

TEMPORARY PAVEMENT MARKING (CONTINUED)

In the absence of a signed lane closure or pilot car operation, FLAGGER (W20-7) symbol signs and flaggers, or a shadow vehicle with rotating yellow lights or strobe lights will be positioned on the shoulder in advance of workers for both directions of traffic during the installation and removal of the temporary flexible vertical markers (tabs). The traffic control device used will be moved intermittently to provide proper warning of the work operation. A ROAD WORK AHEAD (W20-1) sign, a WORKER (W21-1) symbol sign or a BE PREPARED TO STOP (W3-4) sign will be mounted on the rear of the shadow vehicle. The method of traffic control used by the Contractor for this work must be approved by the Engineer.

Prior to nightfall, tabs will be required to mark centerline on segments of roadway where existing centerline markings have been removed and new markings have not been installed.

CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN

One week prior to starting work affecting the traveling public, portable changeable message signs (PCMS) will be installed at locations determined by the Engineer to notify drivers of the upcoming construction. The Contractor will program the portable changeable message signs with the following message:

ROAD WORK
STARTS (Date)

When work begins that will affect traffic patterns, the Contractor will re-program the PCMS with the message:

REDUCED SPEED (page 1)
LANE CLOSURE AHEAD (page 2)

INCIDENTS

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

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

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

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

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

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

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GRADING OPERATIONS

Water for Embankment is estimated at the rate of 15 gallons of water per cubic yard of Embankment minus Waste. Payment for water will be incidental to the contract unit price per cubic yard for “Contractor Furnished Borrow”.

The estimated cubic yards of excavation and/or embankment required to construct outlet ditches, ditch blocks, and approaches are included in the earthwork balance notes on the profile sheets.

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.

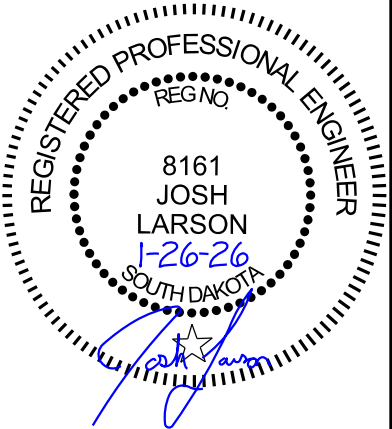
Generally, all shallow inlet and outlet ditches as noted on the plan sheets will be cut with a 10-foot wide bottom with 5:1 backslopes. However, the Engineer may direct the Contractor to adjust the ditch width for proper alignment with the drainage structure.

Temporary fence and/or permanent fence will be placed ahead of the grading operation unless otherwise directed by the Engineer.

All mainline cross pipe removals and installations will be completed prior to beginning mainline paving on the project.

TYPE III FIELD LABORATORY

The Contractor will provide high-speed broadband internet connection to the field lab. The multiport internet connection may be hardwired, through a cellular method, or other approved service that allows Wi-Fi connection. Prior to obtaining the internet connection, the Contractor will submit the internet connection’s technical data to the Area Office to check for compatibility with the state’s computer equipment. The Contractor’s personnel are prohibited from using the internet connection unless pre-approved by the Project Engineer. The internet service will be incidental to the contract unit price per each for “Type III Field Laboratory”.



STORAGE UNIT

The Contractor will provide a storage unit such as a portable storage container or a semi-trailer meeting the minimum size requirements from the table below:

Project Total Asphalt Concrete Tonnage	Minimum Internal Size (Cu Ft)	Minimum External Size (L x W x H)
Less than 50,000 ton	1,166	20' x 8' x 8.6' std
More than 50,000 ton	2,360	40' x 8' x 8.6' std
All Gyratory Controlled QC/QA Projects	2,360	40' x 8' x 8.6' std

The storage unit is intended for use only by the Engineer for the duration of the project. The QC lab personnel or the Contractor will not be allowed to use the storage container while it is on the project, without permission of the Engineer.

The storage unit will be on site and operational prior to asphalt concrete production. Upon completion of asphalt concrete production, the Engineer will notify the Contractor when the storage unit can be removed from the project. The storage unit use will not exceed 30 calendar days from the completion of asphalt concrete production. The storage unit will remain the property of the Contractor.

The storage unit will be weather proof and will be set in a level position. The storage unit will be able to be locked with a padlock.

The storage unit will be placed adjacent to the QA lab, as approved by the Engineer.

The following will apply when the storage unit provided on the project is a portable storage container:

1. The portable storage container will be constructed of steel.
2. The portable storage container will be set such that it is raised above the surrounding ground level to keep water from ponding under or around the storage container.

The following will apply when the storage unit provided on the project is a semi-trailer:

1. A set of steps and hand railings will be provided at the exterior door.
2. If the floor of the semi-trailer is 18 inches or more above the ground, a landing will be constructed at the exterior door. The minimum dimensions for the landing will be 4 feet by 5 feet. The top of the landing will be level with the threshold or opening of the doorway.
3. The semi-trailer may be connected to the QA lab by a stable elevated walkway. The walkway will be a minimum of 48 inches wide and contain handrails installed at 32 inches above the deck of the walkway. The walkway will be constructed such that it is stable and the deck does not deform during use and allows for proper door operation. Walkway construction will be approved by the Engineer.

All cost for furnishing, maintaining, and removing the storage unit including labor, equipment, and materials including any necessary walkways, landings, stairways, and handrails will be included in the contract unit price per each for "Storage Unit".

UTILITIES

The Contractor will contact the involved utility companies through South Dakota One Call (1-800-781-7474) prior to starting work. It will be the responsibility of the Contractor to coordinate work with the utility owners to avoid damage to existing facilities.

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.

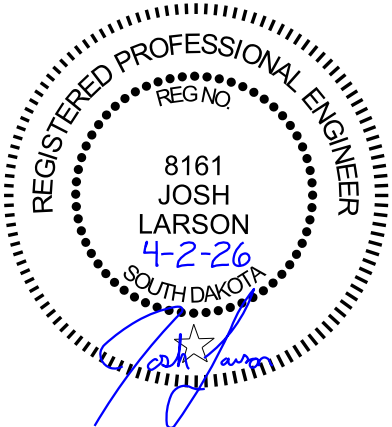
Utilities are not planned to be affected on this project. If utilities are identified near the improvement area through the SD One Call Process as required by South Dakota Codified Law 49-7A and Administrative Rule Article 20:25, the Contractor will contact the Engineer to determine modifications that will be necessary to avoid utility impacts.

The Contractor will be responsible for coordinating electrical installations with the power sources. Utility contract info is listed below:

Northwestern Energy
Robert Gehm
3210 Douglas Ave.
Yankton, SD 57078
1-605-668-4602

Central Electric Cooperative
Brian Bultje
PO Box 850
Mitchell, SD 57301-0850
1-605-996-7516

West Central Electric Cooperative
Scott Kittleson
PO Box 17
Murdo, SD 57559-0017
1-605-669-8100



CLEARING

Clearing and grubbing will be completed for all trees and stumps within the right-of-way as specified on the plans. All cost for clearing and grubbing of trees and stumps to include removal and disposal will be incidental to the lump sum price for "Clearing". No additional payment will be made for trees and stumps over 6" in diameter.

TABLE OF CLEARING - PCN07YC

Station	to	Station	L/R	Quantity
1495+36		1495+72	63' to 100' L	Lump Sum
1506+55		1507+55	53' to 100' R	Lump Sum

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INCIDENTAL WORK, GRADING

"Incidental Work, Grading" will consist of the removal and disposal of existing culverts (including end sections) and Riprap as detailed in these plans. See Table of Mainline Culvert Work for additional information.

Station	L/R	Remarks
PCN07YC - I90L		
1560+61 to 1564+76	R	Remove Riprap

SHRINKAGE FACTOR: Embankment +50%

TABLE OF EXCAVATION QUANTITIES

EXCAVATION					
*					
Location	Contractor Furnished		Total Exc.	** OB Exc.	** Waste
	Exc. (CuYd)	Borrow (CuYd)			
PCN07YC Inslope Flattening					
1505+49 R to 1518+36 R	140	4,225	4,365	0	0
1518+36 R to 1523+02 R	650	0	650	0	200
1523+02 R to 1529+98 R	35	388	423	200	0
Pipe Work					
1469+00 to 1583+08	0	1,245	1,245	0	0
Erosion Control					
1560+61 R to 1564+76 R	322	644	966	0	0
Guardrail					
Str No 08-068-084	0	578	578	0	0
PCN07YC TOTALS:	1,147	7,080	8,227	200	200

* 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	1,147
PCN07YC Total:	1,147

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.

GENERAL GEOLOGY

The project alignment is underlain by Pierre Shale. The South Dakota Geologic Survey describes the Pierre Shale as outlined below:

The Pierre Shale consists of blue-gray to dark gray, fissile to blocky shale with persistent beds of bentonite, black organic shale, and light-brown chalky shale. Contains minor sandstone, conglomerate, and abundant carbonate and ferruginous concretions.

CLASSIFICATION OF EXCAVATION

Most of the material encountered should be able to be excavated using conventional methods associated with normal Unclassified Excavation.

CONTRACTOR FURNISHED BORROW

The Contractor will provide a suitable site for Contractor furnished borrow 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" as shown in the Estimate of Quantities will be the basis of payment for this item.

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

TABLE OF CONTRACTOR FURNISHED BORROW

Location	Quantity (CuYd)
PCN07YC	
Inslope Flattening	
1505+49 R to 1518+36 R	4,225
1518+36 R to 1523+02 R	0
1523+02 R to 1529+98 R	388
Pipe Work	
1469+00 L	185
1469+00 R	185
1481+00 L	185
1481+00R	185
1485+35 R	44
1495+47 L	6
1541+91 R	30
1555+32 L	30
1564+13 L	185
1564+13 R	185
1583+08 L	25

TABLE OF CONTRACTOR FURNISHED BORROW (CONTINUED)

Location	Quantity (CuYd)
PCN07YC	
Erosion Control	
1564+13 R	644
Guardrail	
Str. No. 08-068-084	
Begin Bridge Right Shoulder	264
Begin Bridge Left Shoulder	314
Total PCN07YC:	
7,080	
PCN08L4	
Guardrail	
Str. No. 08-061-094	
WBL Outside Shoulder	376
Str. No. 08-065-095	
EBL Outside Shoulder	322
WBL Outside Shoulder	427
Str. No. 08-066-095	
Begin Bridge Right Shoulder	329
Begin Bridge Left Shoulder	340
Str. No. 08-069-103	
EBL Median	723
WBL Median	723
WBL On-Ramp	248
WBL Off-Ramp	165
Str. No. 08-080-112	
EBL Median	841
EBL Outside Shoulder	359
WBL Median	841
WBL Outside Shoulder	359
Str. No. 08-120-125	
EBL Median	780
EBL Outside Shoulder	320
WBL Median	780
WBL Outside Shoulder	320
Total PCN08L4:	
8,253	

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PIPE NOTES

The Contractor is responsible for verifying the size of each pipe prior to ordering any pipe or pipe ends. The Contractor will obtain the approval of the Engineer before ordering any pipe or pipe end section.

Pipe culverts and end sections that are removed and not reset will become the property of the Contractor. They will be disposed of as per the Environmental Commitment Notes and will not be in view from the project upon completion of the project.

PIPE CULVERT UNDERCUT

Pipe Culvert Undercut is shown on the Table of Mainline Culvert Work. The table includes undercut for 36 inch and larger pipe culverts. The depth of undercut is an estimate and the actual depth necessary will be determined during construction. Pipes listed may or may not require undercutting and pipes not listed may require undercutting. The Engineer will determine which pipe will be undercut in accordance with Section 421 of the Specifications.

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 75 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.

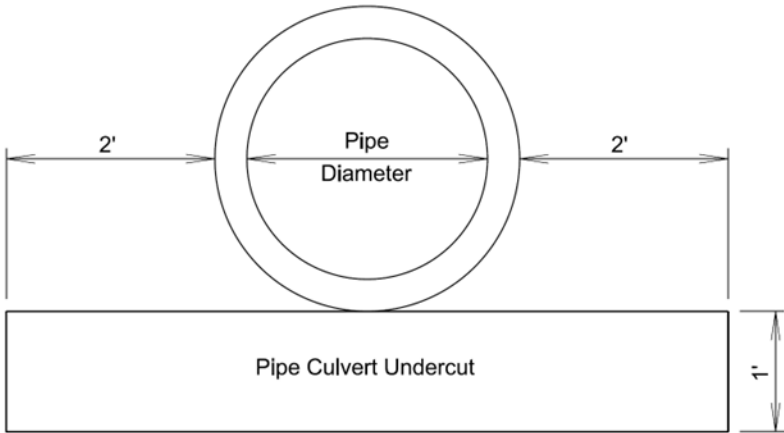
The table below contains the rate for one-foot depth of pipe culvert undercut per foot of pipe length and should be used as an aid in determining the actual amount of undercut to be performed during construction. The table is derived from the drawing below and conforms to the Specifications. When calculating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



PIPE CULVERT UNDERCUT (CONTINUED)



CURED-IN-PLACE PIPE (CIPP)

This work consists of rehabilitating existing drainage culverts by furnishing and installing Glass Reinforced thermosetting Plastic (GRP) Cured-in-Place Pipe (CIPP) liners using Ultraviolet (UV) cure methods. See Special Provision for specifications related to this work.

CULVERT CLEANOUT

Material in existing culverts (approach and mainline culverts) as shown in the plans will be cleaned out by water flushing or other approved methods.

It is the responsibility of the Contractor to visit the site to determine the extent of culvert cleaning work required.

Cost for this work will be included in the contract unit price per each for "Cleanout for Culvert Treatment".

The Contractor will implement appropriate sediment control measures prior to water flushing in order to prevent discharges from project boundaries, and to comply with the Storm Water Permit.

DITCH RESTORATION

The ditches will be excavated for approximately 50 feet in each direction (or as directed by the Engineer) from the new/reset pipe ends to obtain proper water flow through the pipe. The excavated material may be used as fill material as approved by the Engineer.

Cost for this work will be incidental to the contract unit price per cubic yard for Contractor Furnished Borrow.

CELLULAR GROUT

Cellular Grout will be used for plugging an existing pipe as specified in the plans. The Contractor will submit a proposed grouting procedure to the Engineer at least two weeks prior to beginning this work.

Bulkheads will be constructed at each end of the pipe. Each bulkhead will be constructed to withstand the pressure of the grouting operation. The bulkhead will extend from the end of the existing pipe inward a minimum depth of 18 inches and will be free from leaks.

Pressure grouting will be done to ensure all the voids are filled including all breaks or holes in and around the existing pipe.

The grout will be a cellular grout (grout with pre-generated foam) with a minimum 28-day compressive strength of 100 pounds per square inch. If water is not present within the pipe a low-density grout with a minimum of 30 pounds per cubic foot wet density may be used. When it is not possible to dewater the existing pipe, a high-density grout with a minimum of 70 pounds per cubic foot will be used which may include approved sand. The foaming agent used will meet the requirements of ASTM C869 when tested in accordance with ASTM C796.

Both of the cellular grout mix designs will be submitted to the SDDOT Concrete Engineer for approval prior to use. The mix design submittal will include the base cement slurry mix per cubic yard, expansion factor from the foaming agent, and the cellular grout wet density (pounds per cubic foot).

The Contractor will install a bypass valve adjacent to the location where the pressure grouting hose is attached for obtaining samples to be checked for wet density. The wet density of the cellular grout will be checked by the

Contractor to verify the proper minimum wet density before the cellular grout filling operations begin and at a minimum once every two hours during production. The SDDOT will document the results of the density checks.

Cellular grout will be wasted until the cellular grout meets the minimum wet density required; however, if 0.5 cubic yards or more of base cement slurry is wasted trying to meet density requirements, then that quantity will not be included for payment.

If grout holes are utilized, cylindrical wooden plugs or other approved plugs will be inserted to plug holes until the grout has set. After the plugs are removed the holes will be filled with concrete.

The quantity of cellular grout was estimated based on volume of the existing pipe and voids outside the existing pipe.

The quantity of base cement slurry ordered will be approved by the Engineer. The quantity of base cement slurry needed will be calculated to the nearest tenth of a cubic yard using the approved mix design, expansion factor of the foaming agent, and estimated amount of cellular grout. The quantity for payment to the nearest tenth of a cubic yard of "Cellular Grout" is a calculated quantity based on the amount of base cement slurry used on the project to the nearest tenth of a cubic yard, expansion factor of the foaming agent, and approved mix design.

All costs for furnishing and installing the cellular grout including bulkhead construction, inlet bevel construction, and incidentals necessary to satisfactorily complete the work will be included in the contract unit price per cubic yard for "Cellular Grout".

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TABLE OF CELLULAR GROUT

Station	Quantity (CuYd)
1469+00	13.0
1481+00	23.0
1564+13	26.0
Total:	62.0

REINFORCED CONCRETE PIPE

High sulfate levels are likely to be encountered on this project. The type of cement will be either a Type V or a Type II with 20% to 25% Class F Modified Fly Ash substituted for cement in accordance with Section 605 of the Specifications. The Water/Cementitious material ratio will not exceed 0.45 as defined in Section 460.3 C of the Specifications. The mix will be as per the fabricator's design; however, minimum compressive strength will not be less than 4500 psi at 28 days. The pipe must be marked in an acceptable way to designate meeting requirements for sulfate resistance.

CONCRETE PIPE CONNECTIONS

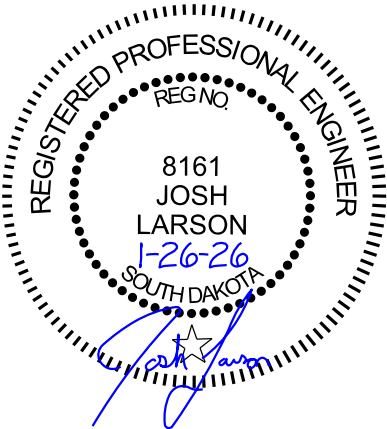
Pipe connections to existing pipes, manholes, junction boxes, and drop inlets will be done by breaking a hole into the existing structure and inserting the pipe. A concrete collar will then be poured around the pipe in the area of the connection.

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.



REMOVING CORRUGATED METAL PIPE

When it is necessary to remove a damaged culvert end, the culvert may be cut with a torch. If the culvert is cut with a torch, it will be painted with a galvanizing paint approved by the Engineer.

The Contractor is advised of the risk of lead exposure when cutting galvanized paint. The Contractor should plan his/her operations accordingly and inform employees of hazards of lead exposure.

Cost for removing damaged portions of culverts will be incidental to the contract lump sum price for "Incidental Work, Grading".

CORRUGATED METAL PIPE

Corrugated metal pipes will have 2 3⁄8-inch x 1⁄2-inch corrugations for 42-inch and smaller round pipe and 48-inch and smaller arch pipe unless otherwise stated in the plans. Corrugated metal pipes will have 3-inch x 1-inch or 5-inch x 1-inch corrugations for 48-inch and larger round pipe and 54-inch and larger arch pipe unless otherwise stated in the plans.

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

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

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

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

TIE BOLTS FOR RCP

All joints for RCP installed both new and reset, will be tied together. This includes connection from existing culvert sections to new or reset sections. Existing tie bolts may be salvaged and reused if condition is acceptable to the Engineer. The cost for furnishing and installing the tie bolts for new and reset sections will be incidental to corresponding pipe items. Contractor will use caution when field drilling holes for bar installation. Damage to the concrete pipe culvert will be repaired or replaced to the satisfaction of the Engineer at no additional cost to the State.

For informational purposes: Field drilling will be required to install the tie bolts on reset culvert, on reset culvert ends, existing culvert when installing a new/reset end section, and on existing cattle pass culvert sections. All cost for removing/resetting existing tie bolts, drilling tie bolt holes, and furnishing and installing the tie bolts will be incidental to corresponding pipe items.

EMBANKMENT ADJACENT TO CULVERTS

The earth embankment adjacent to the existing pipe ends will be removed prior to removing the pipe end and upon completion of the pipe end installation, the earth embankment will be replaced adjacent to the culvert.

Cost for removing and replacing the earth embankment will be incidental to the contract unit price per cubic yard for "Unclassified Excavation".

REPROFILING DITCH

The Contractor will reprofile the ditch at the locations detailed in the plans. The ditches will be excavated from the new/reset pipe ends to obtain proper water flow through the pipe. The excavated material may be used as fill material as approved by the Engineer.

All costs associated with clearing and reshaping of the existing ditch, labor excavation, placing material, equipment, and incidentals will be paid for at the contract unit price per station for "Reprofiling Ditch".

TABLE OF REPROFILE DITCH

Station	Location	Size (Ft)	Quantity (Sta)
PCN08L4 - I90*			
96+98 to 120+00	Median	40' x 2,300'	23.0
Total PCN08L4:			23.0

*See Table for Mainline Culvert Work for PCN07YC

ADJUSTMENT OF MANHOLES

The Contractor will adjust manholes to the extent necessary on this project. Adjusting the manholes may consist of removing the upper course of brick or removing the concrete walls, replacing the removed materials with brick or Class M6 concrete, placing adjusting rings if necessary, and resetting the manhole frame and lid. The elevation of the lid will be set at the same elevation of the adjacent new pavement or surrounding ground. All manhole frames, lids, and rings that are cracked or broken due to carelessness of the Contractor will be replaced with new manhole frames, lids, and rings that conform with the Specifications at the Contractor's expense. Manholes will be adjusted to the satisfaction of the Engineer. All costs involved in adjusting the manholes will be incidental to the contract unit price per each for "Adjust Manhole".

The Engineer may direct adjustment of manholes that were not included in these plans. Payment for adjusting manholes that were not included in the plans will be at the contract unit price per each for "Adjust Manhole".

TABLE OF ADJUST MANHOLES

Station	L/R	Type of Adjustment
1515+44	50' R	Raise Rim 0.40'
1518+70	51' R	Raise Rim 0.30'
1522+71	46' R	Lower Rim 0.40'
1526+93	45' R	Raise Rim 0.10'

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RECONSTRUCTION OF MANHOLES

The Contractor will reconstruct manholes to the extent necessary on this project. Reconstructing the manholes may consist of removing the upper course of brick or removing the concrete walls, replacing the removed materials with brick or Class M6 concrete, adding concrete manhole sections, placing adjusting rings if necessary, and resetting the manhole frame and lid. The elevation of the lid will be set at the same elevation of the adjacent new pavement or surrounding ground. Total height of adjusting rings will not exceed 12 inches. All manhole frames, lids, and rings that are cracked or broken due to carelessness of the Contractor will be replaced with new manhole frames, lids, and rings that conform with the Specifications at the Contractor's expense. Manholes will be reconstructed to the satisfaction of the Engineer. All costs involved in reconstructing the manholes will be incidental to the contract unit price per each for "Reconstruct Manhole".

The Engineer may direct reconstruction of manholes that were not included in these plans. Payment for reconstructing manholes that were not included in the plans will be at the contract unit price per each for "Reconstruct Manhole".

TABLE OF RECONSTRUCT MANHOLES

Station	L/R	Type of Adjustment
1512+80	60' R	Raise Rim 3.70'

CHECKING SPREAD RATES

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

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

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

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

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

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



CHECKING SPREAD RATES (Continued)

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

SURFACING THICKNESS DIMENSIONS

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

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

INTERSECTING ROADS AND ENTRANCES

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

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

MICRO-MILLING ASPHALT CONCRETE

The Los Angeles Abrasion Loss value on the aggregate used for the in-place asphalt concrete was 21. This value was obtained from testing during construction of the in-place asphalt concrete.

Micro-milling asphalt concrete will be done according to the typical section(s). In areas where maintenance patches have raised and/or widened the road, additional asphalt concrete will be milled to provide a uniform typical section. Any additional costs associated with this additional micro-milling will be incidental to the contract unit price per square yard for Micro-Milling Asphalt Concrete.

Micro-milling asphalt is estimated to produce 16,459 tons of micro-milled asphalt concrete material. An estimated 1,100 tons of micro-milled asphalt concrete material will be used on this project as Base Course, Salvaged Asphalt Mix on the shoulders of Section 13. An estimated Alt A – 5,817 tons and Alt B – 6,025 tons of micro-milled asphalt concrete material will be used on this project as RAP in the Class Q4R Hot Mixed Asphalt Concrete mixture. The Contractor is responsible to assure enough asphalt concrete salvage is available for the Class Q4R Hot Mixed Asphalt Concrete.

The remainder of the salvaged asphalt concrete material will be stockpiled according to the Blend, Haul, and Stockpile Granular Material plan note.

RAP achieved for project use and/or other uses is based on the dimensions given in the typical section(s). Field conditions will vary from that given in the typical section(s). Therefore, the Contractor may be required to adjust the mill depth, as necessary, to provide the quantity of RAP specified by the plans, if approved by the Engineer.

COLD MILLING ASPHALT CONCRETE

The Los Angeles Abrasion Loss value on the aggregate used for the in-place asphalt concrete was 22. This value was obtained from testing during construction of the in-place asphalt concrete.

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

At locations where cold milling is specified, the Contractor may elect to perform the cold milling with micro-milling equipment. If the Contractor elects to use micro-milling equipment, the Contractor will meet the requirements of Section 332 except the transverse pattern center to center of each strike area and the difference between the ridge and valley of the mat may conform to the requirements of the Special Provision for Micro-Milling Asphalt Concrete. The milling operation will be paid for at the contract unit price for cold milling and no additional payment will be made if the Contractor elects to micro-mill the cold milling locations.

Cold milling asphalt is estimated to produce 2,556 tons of cold milled asphalt concrete material on PCN 08L4 and 4,975 tons of cold milled asphalt concrete material on PCN 07YC .

The salvaged asphalt concrete material produced from cold milling will be stockpiled according to the Blend, Haul, and Stockpile Granular Material plan note.

REMOVE ASPHALT CONCRETE PAVEMENT

Removal of asphalt concrete pavement is estimated to produce 236 tons of asphalt concrete material on PCN 08L4 and 113 tons of asphalt concrete material on PCN 07YC .

The salvaged asphalt concrete material produced from removal of asphalt concrete pavement will be stockpiled according to the Blend, Haul, and Stockpile Granular Material plan note.



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UNCLASSIFIED EXCAVATION, DIGOUTS

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

Included in the Estimate of Quantities are 25 cubic yards of Unclassified Excavation, Digouts and 38 square yards of Remove Asphalt Concrete Pavement per mile for the removal of asphalt and unstable material for the shoulders of Section 12.

Included in the Estimate of Quantities are 50 tons of Base Course and 13 tons of Asphalt Concrete Composite per mile for backfill of Unclassified Excavation, Digouts for the shoulders of Section 12.

Included in the Estimate of Quantities are 50 cubic yards of Unclassified Excavation, Digouts and 75 square yards of Remove Asphalt Concrete Pavement per mile for the removal of asphalt and unstable material for Sections 13-17.

Included in the Estimate of Quantities are 100 tons of Base Course and 25 tons of Asphalt Concrete Composite per mile for backfill of Unclassified Excavation, Digouts for Sections 13-17.

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

BLEND, HAUL, AND STOCKPILE GRANULAR MATERIAL

Excess salvaged asphalt concrete material estimated at Alt A – 12,334 tons and Alt B – 12,126 tons (for informational purposes only) for PCN 08L4 and Alt A – 5,088 tons and Alt B – 5,088 tons (for informational purposes only) for PCN 07YC will be blended with Alt A – 12,334 tons and Alt B – 12,126 tons for PCN 08L4 and Alt A – 5,088 tons and Alt B – 5,088 tons for PCN 07YC of Granular Material, Furnish and will be hauled, blended, and stockpiled in the NW ¼ of Section 26, Township 104 North, Range 71 West of the 5th P.M, Brule County, South Dakota at the Chamberlain SDDOT Maintenance Yard. The Contractor will have approval from the Engineer of the stockpile location prior to stockpiling the material within the aforementioned site.

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

The salvaged asphalt concrete material will be crushed to meet the requirements of Section 884.2 D.7 prior to blending into the stockpile.

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

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

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

GRANULAR MATERIAL, FURNISH

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

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

BASE COURSE, SALVAGED ASPHALT MIX

Base Course, Salvaged Asphalt Mix estimated at 1,100 tons will be obtained from the micro-milled material produced on this project.

The Base Course, Salvaged Asphalt Mix will meet the requirements of Section 884.2 D.3 prior to placement.

Base Course, Salvaged Asphalt Mix placed on the shoulders will be compacted according to Section 260.3.D of the Specifications except that a pneumatic tired roller with an effective roller weight of at least 250 pounds per square inch of roller width will be required.

At the time of compaction, the material will have approximately 4% moisture uniformly blended throughout the depth of material. The Engineer may adjust the percent moisture. Included in the Estimate of Quantities is 5.75 MGal/per mile for Water for Granular Material.

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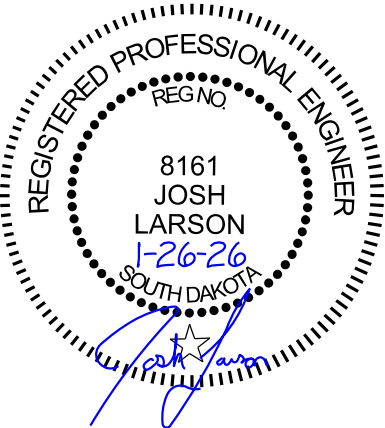
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		14	322

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TABLE OF SALVAGED MATERIAL UTILIZATION

ALTERNATE A	PCN08L4		PCN07YC			
	RAP for	Base Course, Salvaged Asphalt Mix	RAP for	Base Course, Salvaged Asphalt Mix	Excess Material	Total
	Class Q4R		Class Q4R			
	Asphalt Concrete		Asphalt Concrete			
	tons	tons	tons	tons	tons	tons
Remove Asphalt Concrete Pavement - 08L4	-	-	-	-	236	236
Micro-Milling Asphalt Concrete – 08L4	3,678	-	2,139	1,100	9,542	16,459
Cold Milling Asphalt Concrete – 08L4	-	-	-	-	2,556	2,556
Granular Material Furnished - 08L4	-	-	-	-	12,334	12,334
Salvage and Stockpile Asphalt Mix and Granular Material - 08L4	-	-	-	-	24,668	24,668
PCN08L4 Subtotal =	3,678	-	2,139	1,100		
Remove Asphalt Concrete Pavement - 07YC	-	-	-	-	113	113
Micro-Milling Asphalt Concrete – 07YC	-	-	-	-	-	-
Cold Milling Asphalt Concrete – 07YC	-	-	-	-	4,975	4,975
Granular Material Furnished - 07YC	-	-	-	-	5,088	5,088
Salvage and Stockpile Asphalt Mix and Granular Material - 07YC	-	-	-	-	10,176	10,176
PCN07YC Subtotal =	-	-	-	-		

ALTERNATE B	PCN08L4		PCN07YC		Excess Material	Total
	RAP for	Base Course, Salvaged Asphalt Mix	RAP for	Base Course, Salvaged Asphalt Mix		
	Class Q4R		Class Q4R			
	Asphalt Concrete		Asphalt Concrete			
	tons	tons	tons	tons	tons	tons
Remove Asphalt Concrete Pavement - 08L4	-	-	-	-	236	236
Micro-Milling Asphalt Concrete – 08L4	3,808	-	2,217	1,100	9,334	16,459
Cold Milling Asphalt Concrete – 08L4	-	-	-	-	2,556	2,556
Granular Material Furnished - 08L4	-	-	-	-	12,126	12,126
Salvage and Stockpile Asphalt Mix and Granular Material - 08L4	-	-	-	-	24,252	24,252
PCN08L4 Subtotal =	3,808	-	2,217	1,100		
Remove Asphalt Concrete Pavement - 07YC	-	-	-	-	113	113
Micro-Milling Asphalt Concrete – 07YC	-	-	-	-	-	-
Cold Milling Asphalt Concrete – 07YC	-	-	-	-	4,975	4,975
Granular Material Furnished - 07YC	-	-	-	-	5,088	5,088
Salvage and Stockpile Asphalt Mix and Granular Material - 07YC	-	-	-	-	10,176	10,176
PCN07YC Subtotal =	-	-	-	-		



MODIFIED CLASS S ASPHALT CONCRETE FOR ALTERNATE A

If the Contractor elects to use Alternate A, all plan references for Class S Asphalt Concrete will be substituted with Modified Class S Asphalt Concrete.

Mineral aggregate for the Modified Class S Asphalt Concrete will conform to the requirements for Class S, Type 1 except for the following change to the gradation:

Passing 3/4" sieve	100%
Passing 5/8" sieve	97-100%
Passing 1/2" sieve	86-100%
Passing 3/8" sieve	66-80%
Passing No. 4 sieve	25-35%
Passing No. 8 sieve	12-22%
Passing No. 200 sieve	8.0-12.0%

When directed by the Engineer, the Contractor will saw and remove a total of three undamaged compaction cores (4" dia. min.) from designated area(s) and repair the hole(s) to the satisfaction of the Engineer. All costs associated with the compaction cores will be incidental to the contract unit price per ton for "Modified Class S Asphalt Concrete".

All other requirements in the Specifications for Class S Asphalt Concrete will apply.

CLASS S ASPHALT CONCRETE FOR ALTERNATE B

Mineral aggregate for Class S Asphalt Concrete – Alternate B will consist of a minimum of 95% crushed limestone ledge rock and will conform to the requirements of Class S, Type 1.

When directed by the Engineer, the Contractor will saw and remove a total of three undamaged compaction cores (4" dia. min.) from designated area(s) and repair the hole(s) to the satisfaction of the Engineer. All costs associated with the compaction cores will be incidental to the contract unit price per ton for "Class S Asphalt Concrete".

All other requirements for Class S Asphalt Concrete will apply.

ASPHALT CONCRETE LEVELING LIFT

The Asphalt Concrete Leveling Lift will conform to the requirements for a Class Q4 Hot Mixed Asphalt Concrete except the gradation will be as follows:

Passing 1/2" sieve	100%
Passing 3/8" sieve	97-100%
Passing No. 4 sieve	75-95%
Passing No. 8 sieve	45-65%
Passing No. 16 sieve	28-48%
Passing No. 40 sieve	14-30%
Passing No. 200 sieve	4.0-8.0%

The Asphalt Concrete Leveling Lift will be compacted by the Specified Roller Coverage Method.

All remaining requirements for Class Q4 Hot Mixed Asphalt Concrete will apply.

CLASS Q4R HOT MIXED ASPHALT CONCRETE

Mineral Aggregate:
Asphalt concrete aggregates will consist of reclaimed asphalt pavement (RAP) and virgin aggregate.

Virgin mineral aggregate for Class Q4R Hot Mixed Asphalt Concrete - Alternate A will conform to the requirements of Class Q4.

Virgin mineral aggregate for Class Q4R Hot Mixed Asphalt Concrete - Alternate B will consist of a minimum of 80 percent crushed limestone ledgerock and will conform to the requirements of Class Q4.

The Class Q4R Hot Mixed Asphalt Concrete will include 20 percent RAP in the mixture. RAP will be obtained from the material produced by cold milling on this project.

Mix Design Criteria:
Gyratory Controlled QC/QA Mix Design requirements for the Class Q4R Hot Mixed Asphalt Concrete will conform to the requirements of Class Q4 except as modified by the following:

Gyratory Compactive Effort:			
	N _{initial}	N _{design}	N _{maximum}
Class Q4R	6	50	75

Mix Design Criteria – Alternate B:
Gyratory Controlled QC/QA Mix Design requirements for the Class Q4R Hot Mixed Asphalt Concrete will conform to the requirements of Class Q4 except as modified by the following:

Voids in Mineral Aggregate (VMA):	
	Minimum VMA (%):
Class Q4R	13.0

Fine Aggregate Angularity:	
	Minimum Uncompacted Void Content (%):
Class Q4R	43.0

Pay Factor Attributes – Alternate B:

Air Voids:	
	Air Voids (%):
Class Q4R	3.5 ±1.0

All remaining requirements for Class Q4 will apply.

ASPHALT CONCRETE COMPOSITE

Section 324 will apply except that Class Q4R Hot Mixed Asphalt Concrete as specified elsewhere in the plans may be used as Asphalt Concrete Composite.

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

FOR BIDDING PURPOSES ONLY

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SAW AND SEAL JOINTS IN ASPHALT CONCRETE

Saw and Seal Joints in Asphalt Concrete will consist of marking the existing transverse joint in the PCC Pavement prior to placement of the asphalt concrete, sawing, cleaning, and sealing the transverse joint in the new asphalt concrete. The joints will be constructed immediately over and in line with the underlying transverse joint in the PCC Pavement. Use a string line between established markings to determine the saw cut locations. The existing spacing of the pavement joints for Section 12 is 46.5'(typical). Prior repair projects decreased the typical joint spacing in various locations. All joints shall be sealed.

Sawing will be performed after the asphalt concrete has cooled and no more than 36 hours after the top lift of asphalt concrete is placed. Sawing will be performed prior to any evidence of reflective cracking. Saw cuts may be made wet or dry and will be accurately located by pins and string line subject to approval of the Engineer. Once sawing begins, the roadway will not be opened to traffic until all joints within the closed roadway are sealed.

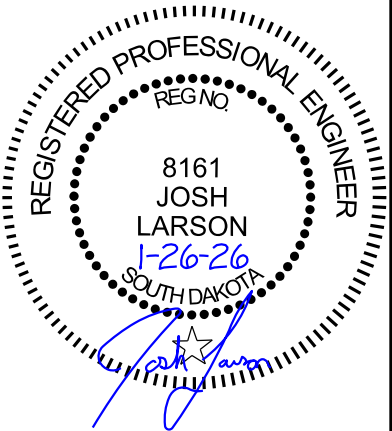
The dimension of the saw cut for Section 12 will be 1/8" wide by 1" deep directly above the underlying joint in the PCC Pavement to facilitate cracking. A sealant reservoir 5/8" wide by 5/8" deep will be sawed in and centered directly over the underlying 1/8" saw cut. The saw cut for the Class S lift will be the full width of the Class S pavement.

Dry sawed joints will be cleaned with high-pressure air. Wet sawed joints will be cleaned with high-pressure water followed by high-pressure air. The air compressor will produce a minimum of 125-CFM output and will be equipped with a 5/8" nozzle. After cleaning and drying and just prior to sealing, a bond breaker tape consisting of masking tape or other suitable bond breaker tape will be placed in the bottom of the reservoir. The tape width will be equal to the reservoir width or 1/8" narrower.

The sealant will meet the requirements of Section 871.B.

Joint sealant material will be from the South Dakota Department of Transportation's approved products list for Sealants Approved for Asphalt Concrete over Long Jointed Concrete Pavement. The Approved Product List for sealant may be viewed at the following Internet Site:

<http://apps.sd.gov/HC60ApprovedProducts/main.aspx>



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SAW AND SEAL JOINTS IN ASPHALT CONCRETE (CONTINUED)

The sealant will be placed in accordance with the manufacturer's recommendations. The sealant will fit the joint such that after cooling, the level of the sealant will not be greater than 1/8" below the pavement surface. Care will be taken so that the joints will not be overfilled. Sealant will not be spread over the pavement surface.

Blotting material such as toilet paper will be placed over the sealant material where traffic is allowed to cross a sealed area before track free status has been achieved.

Payment for sawing and sealing joints will be paid for as Saw and Seal Joints in Asphalt Concrete inclusive of costs for marking existing joints, sawing, cleaning, sealing, equipment, labor, and incidentals necessary complete the work.

ADDITIONAL QUANTITIES

Alt A - Included in the Estimate of Quantities are 100 tons of Class Q4R Hot Mixed Asphalt Concrete, 4.6 tons of PG 58-34 Asphalt Binder per mile for spot leveling, strengthening, and repair of the existing surface throughout the project.

Alt B - Included in the Estimate of Quantities are 100 tons of Class Q4R Hot Mixed Asphalt Concrete, 3.7 tons of PG 58-34 Asphalt Binder per mile for spot leveling, strengthening, and repair of the existing surface throughout the project.

Included in the Estimate of Quantities are 4.4 tons of SS-1h or CSS-1h Emulsified Asphalt for Tack for repair and leveling areas of the existing surface throughout the project.

SHOULDER PREPARATION

After mainline paving for PCN07YC, it is anticipated that the Contractor will be required to add approximately 550 tons of Base Course, Salvaged Asphalt Mix per shoulder to the existing shoulders to meet the cross slope and inslope requirements shown in the typical sections. The Contractor will scarify, rework, shape, and blend the upper 4 inches of existing granular material with the Base Course, Salvaged Asphalt Mix material. The blended granular material will be shaped and compacted with 4% moisture or as directed by the Engineer, to the typical sections, and in accordance with Section 260.3 D.

All costs associated with blending, scarifying, reworking, shaping, and compacting the granular material and Base Course, Salvaged Asphalt Mix will be incidental to the contract unit price per mile for "Shoulder Preparation".

FLUSH SEAL

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

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

SAND FOR FLUSH SEAL

The sand application will be placed 11' wide in each lane, leaving 12" on center line and 6" on each edge line free of sand.

GRIND RUMBLE STRIPS IN ASPHALT CONCRETE

Asphalt concrete rumble strips will be constructed on the shoulders. Rumble strips will be paid for at the contract unit price per mile for Grind 12" Rumble Strip or Stripe in Asphalt Concrete. It is estimated that **PCN07YC** will require 5.1 miles of asphalt concrete rumble strips and that **PCN08L4** will require 34.1 miles.

Rumble strip installation will be completed prior to application of the flush seal and permanent pavement markings. A flush seal will be applied to the newly installed 12" rumble strips at a width of 18" and a rate of 0.10 Gal/SqYd. All costs associated with placing the flush seal will be incidental to the contract unit price per ton for "SS-1h or CSS-1h Asphalt for Flush Seal".

RUMBLE STRIPES – FLUSH SEAL

Asphalt for Flush Seal will be applied after the rumble stripes have been installed on the shoulders of Sections 1-12. The application width will extend a minimum of 3" beyond each edge of the rumble stripe and be placed at a rate of 0.05 gal./sq.yd.

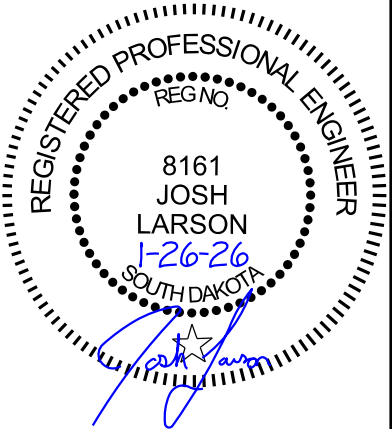
GRIND SINUSOIDAL CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE

Sinusoidal rumble stripes will be constructed on the centerline, as detailed in the plans. Sinusoidal centerline rumble stripe installation will be completed prior to application of the flush seal and permanent pavement markings. Sinusoidal centerline rumble stripes will be paid for at the contract unit price per mile for "Grind Sinusoidal Centerline Rumble Stripe in Asphalt Concrete". It is estimated that on **PCN 07YC** 2.6 miles of sinusoidal centerline rumble stripes will be required.

This sinusoidal centerline rumble stripes will be constructed according to the details of Standard Plate 320.40.

CENTERLINE RUMBLE STRIPES – ASPHALT FOR FLUSH SEAL

Asphalt for Flush Seal will be applied after the centerline rumble stripes have been installed and prior to the application of permanent pavement markings. The asphalt for flush seal will be applied at a width of 24" and a rate of 0.10 Gal/SqYd. All costs associated with placing the flush seal will be incidental to the contract unit price per ton for "SS-1h or CSS-1h Asphalt for Flush Seal"



GUARDRAIL QUANTITY TABLE

	Remove 3 Cable Guardrail	Remove 3 Cable Guardrail Anchor Assembly	Remove Beam Guardrail	Remove W Beam Guardrail Breakaway Cable Terminal	Remove Beam Guardrail Trailing End Terminal	* Remove Flared End Terminal	* Remove Tangent End Terminal
Location	Feet	Each	Feet	Each	Each	Each	Each
LYMN07YC - I90L							
Str. No. 08-068-084							
Begin Bridge Right Shoulder			142				1
Begin Bridge Left Shoulder			89				1
BRUL08L4 - I90							
Str. No. 08-061-094							
WBL Outside Shoulder	334	1	82	1		1	
Str. No. 08-065-095							
EBL Outside Shoulder	297	1	81	1		1	
WBL Outside Shoulder	297	1	80	1		1	
Str. No. 08-066-095							
Begin Bridge Right Shoulder	147	1	82	1		1	
Begin Bridge Left Shoulder	149	1	82	1		1	
Str. No. 08-069-103							
WBL Median	327	2					
EBL Median	328	2					
WBL On-Ramp			112			1	
WBL Off-Ramp			112			1	
Str. No. 08-080-112							
EBL Median	364	2					
EBL Outside Shoulder			134		1	1	
WBL Median	363	2					
WBL Outside Shoulder			135		1	1	
Str. No. 08-120-125							
EBL Median	265	2					
EBL Outside Shoulder			97		1	1	
WBL Median	266	2					
WBL Outside Shoulder			98		1	1	
Total PCN07YC	0	0	231	0	0	0	2
Total PCN08L4	3137	17	1095	5	4	11	0

* For Information Purposes Only: All cost to remove these items will be incidental to the contract unit price per foot for "Remove Beam Guardrail"

FOR BIDDING PURPOSES ONLY

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	P-CR 090L(09)260 IM-CR 0906(76)263		
		17	322

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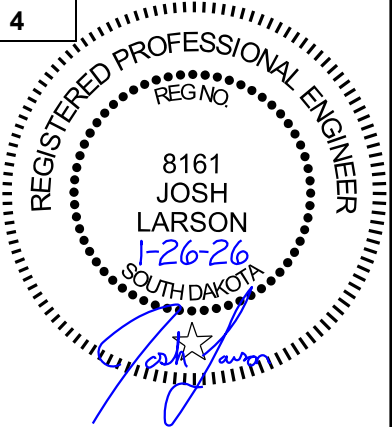
GUARDRAIL QUANTITY TABLE (CONTINUED)

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	18	322

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	High Tension 4 Cable Guardrail	High Tension Cable Guardrail Anchor Assembly	Type 1 MGS	Type 1 Retrofit Guardrail Transition	Type 2A Guardrail Transition	Type 3 Guardrail Transition	MGS MASH Flared End Terminal	MGS MASH Tangent End Terminal	Thrie Beam Guardrail Trailing End Terminal	Straight Double Class A Thrie Beam Guardrail with Wood Posts	Asymmetrical W Beam to Thrie Beam Guardrail Transition	Guardrail Delineator	Type 2 Object Marker Back- to-Back	Type 2 Object Marker
Location	Feet	Each	Feet	Each	Each	Each	Each	Each	Each	Feet	Each	Each	Each	Each
LYMN07YC - I90L														
Str. No. 08-068-084														
Begin Bridge Right Shoulder			87.5		1			1				4		
Begin Bridge Left Shoulder			43.75		1			1				4		
BRUL08L4 - I90														
Str. No. 08-061-094														
WBL Outside Shoulder			156.25			1		1				6		
Str. No. 08-065-095														
EBL Outside Shoulder			275			1	1	1				8		
WBL Outside Shoulder			206.25	1				1				7		
Str. No. 08-066-095														
Begin Bridge Right Shoulder			93.25			1		1				5		
Begin Bridge Left Shoulder			106.25	1				1				5		
Str. No. 08-069-103														
WBL Median	332	2											2	
EBL Median	353	2											2	
WBL On-Ramp			62.5	1			1					4		
WBL Off-Ramp			37.5	1			1					4		
Str. No. 08-080-112														
EBL Median	395	2											2	
EBL Outside Shoulder			87.5				1		1	87.5	1	5		1
WBL Median	395	2											2	
WBL Outside Shoulder			87.5				1		1	87.5	1	5		1
Str. No. 08-120-125														
EBL Median	342.5	2											2	
EBL Outside Shoulder			75				1		1	62.5	1	4		1
WBL Median	342.5	2											2	
WBL Outside Shoulder			75				1		1	62.5	1	4		1
Total PCN07YC	0	0	131.25	0	2	0	0	2	0	0	0	8	0	0
Total PCN08L4	2160	12	1262	4	0	3	7	5	4	300	4	57	12	4



ADDITIONAL QUANTITIES FOR GUARDRAIL

	Remove Asphalt Concrete Pavement	Contractor Furnished Borrow	*Water for Embankment	Water for Granular Material	Base Course	Asphalt Concrete Composite
Location	SqYd	CuYd	Mgal	Mgal	Ton	Ton
LYMN07YC - I90L						
Str. No. 08-068-084						
Begin Bridge Right Shoulder	96	264	2.6	1.7	174.0	28.0
Begin Bridge Left Shoulder	84	314	3.1	2.0	207.2	21.2
BRUL08L4 - I90						
Str. No. 08-061-094						
WBL Outside Shoulder	110	376	3.8	3.1	320.2	31.1
Str. No. 08-065-095						
EBL Outside Shoulder	93	322	3.2	2.6	274.1	24.0
WBL Outside Shoulder	372	427	4.3	9.4	978.6	65.2
Str. No. 08-066-095						
Begin Bridge Right Shoulder	93	329	3.3	2.7	280.4	30.0
Begin Bridge Left Shoulder	85	340	3.4	2.8	289.7	30.4
Str. No. 08-069-103						
EBL Median	-	723	7.2	8.5	886.6	-
WBL Median	-	723	7.2	8.5	886.6	-
WBL On-Ramp	158	248	2.5	2.0	210.9	21.7
WBL Off-Ramp	77	165	1.6	1.3	140.6	13.2
Str. No. 08-080-112						
EBL Median	-	841	8.4	9.9	1031.5	-
EBL Outside Shoulder	90	359	3.6	2.9	306.1	23.3
WBL Median	-	841	8.4	9.9	1031.5	-
WBL Outside Shoulder	75	359	3.6	2.9	306.1	23.8
Str. No. 08-120-125						
EBL Median	-	780	7.8	9.2	956.2	-
EBL Outside Shoulder	163	320	3.2	2.6	272.6	21.1
WBL Median	-	780	7.8	9.2	956.2	-
WBL Outside Shoulder	171	320	3.2	2.6	272.6	21.6
Total PCN07YC	180.5	578	5.8	3.7	381.3	49.2
Total PCN08L4	1488.9	8253	82.5	90.2	9400.6	305.28

*Not a Bid Item

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	19	322

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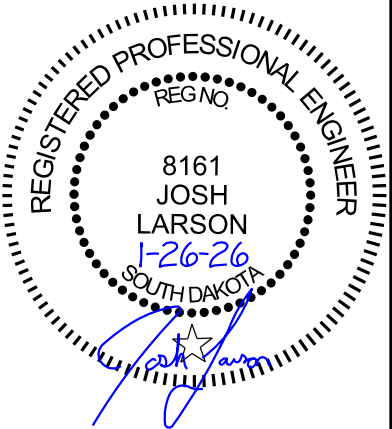


TABLE OF CONSTRUCTION STAKING FOR PCN07YC & 08L4
(See Special Provision for Contractor Staking)

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		20	322

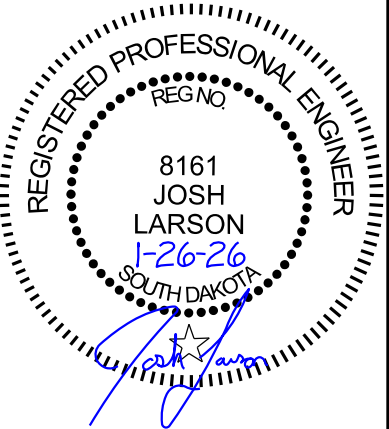
Plotting Date: 1/26/2026

Roadway and Description	Begin Station	End Station	Number of Lanes	Length (Ft)	Length (Mile)	Lane Factor	*Sets of Stakes	Miscellaneous Staking Quantity (Mile)	Slope Staking Quantity (Mile)
PCN 08L4									
I-90 EBL	68+84.94	141+92.65	3	7307.71	1.38	1.5	1	1.38	0.24
I-90 WBL	68+84.94	520+00.00	2	45112.46	8.54	1	1	8.54	0.76
I-90 EBL	141+92.65	520+00.00	2	37804.75	7.16	1	1	7.16	0.41
RAMPS									
EXIT 263 RAMP A	0+00	12+56.47	2	1256.47	0.24	1	1	0.24	
EXIT 263 RAMP B	0+16.38	38+49	2	3832.62	0.73	1	1	0.73	0.08
EXIT 263 RAMP C	2+10.65	31+49	2	2938.35	0.56	1	1	0.56	
EXIT 263 RAMP D	0+00	12+08.97	2	1208.97	0.23	1	1	0.23	
EXIT 264 RAMP A	0+00	30+95.0	2	3095.00	0.59	1	1	0.59	0.11
EXIT 264 RAMP B	0+00	25+58	2	2558.00	0.48	1	1	0.48	
EXIT 264 RAMP C	0+00	42+36	2	4236.00	0.80	1	1	0.80	
EXIT 264 RAMP D	0+00	3216.05	2	3216.05	0.61	1	1	0.61	
EXIT 265 RAMP A	0+00	1969.85	2	1969.85	0.37	1	1	0.37	
EXIT 265 RAMP B	1+76.09	21+90	2	2013.91	0.38	1	1	0.38	
EXIT 265 RAMP C	1+01.36	22+12	2	2110.64	0.40	1	1	0.40	
EXIT 265 RAMP D	0+00	20+20.58	2	2020.58	0.38	1	1	0.38	
						PCN 08L4 Totals:		22.85	1.60
PCN 07YC									
I-90L	1438+00	1495+79.75	2	1016.67	0.19	1	1	0.19	0.00
I-90L	1495+79.75	1544+61.00	3	4561.00	0.86	1.5	1	0.86	0.46
I-90L	1544+61.00	25+44.77	2	10957.51	2.08	1	1	2.08	0.00
						PCN 07YC Totals:		3.13	0.46

TABLE OF SUPERELEVATION

Station To	Station	
I90		
056+62.50	068+08.09	Normal Crown (0.020)
068+08.09	096+96.42	See Superelevation and Lane Divergence Table
096+96.42	121+21.06	Normal Crown (0.020)
121+21.06	123+61.06	Superelevation Runoff
123+61.06	161+63.92	1°00' - Curve - Lt. 0.037 Superelevation Rate
161+63.92	164+03.92	Superelevation Runoff
164+03.92	170+70.00	Normal Crown (0.020)
170+70.00	328+55.70	Normal Crown (3/16" / ft)
328+55.70	330+95.70	Superelevation Runoff
330+95.70	354+75.70	1°00' - Curve - Lt. 0.028 Superelevation Rate
354+75.70	357+15.70	Superelevation Runoff
357+15.70	520+00.00	Normal Crown (3/16" / ft) (thru Eqn)

* 1 = Blue Top Stakes Only (Asphalt Concrete Pavement)



SUPPLYING AS BUILT PLANS

If the roadway lighting system is constructed differently than what is stated in the plans, the Contractor will supply as built plans to the Engineer and a copy will be sent to the Traffic Design Engineer. The as built plans may include conduit layouts, wiring diagrams, or other drawings depicting the changes from the original plans.

SHOP DRAWING AND CATALOG CUTS SUBMITTALS

The Contractor will submit shop drawings and catalog cuts in accordance with Section 985 of the Specifications.

PDF submittals will be sent to the following email addresses:

JLarson@McLauryEngineering.com
Stacy.Bartlett@state.sd.us
Joseph.Updike@state.sd.us

MISCELLANEOUS WORK, ELECTRICAL- PCN 07YC

- The following items will be incidental to the contract lump sum price for "Miscellaneous Work, Electrical".
- The Contractor will coordinate the location of the utility transformers with the Utility companies.
 - Overall system configuration and the Contractor will provide working electrical service as shown on the plan sheets.
 - The removal of the existing overhead wire, flashing beacons (2), and one pole with guy wire at the intersection of Dougan Avenue and I90L.
 - The removal of the existing under bridge deck luminaires at Exit 260 and all exposed conduit/wire.
 - The Contractor will coordinate the location of the utility transformers with the Utility companies.

MISCELLANEOUS WORK, ELECTRICAL- PCN 08L4

- The following items will be incidental to the contract lump sum price for "Miscellaneous Work, Electrical".
- The Contractor will coordinate the location of the utility transformers with the Utility companies.
 - Overall system configuration and the Contractor will provide working electrical service as shown on the plan sheets.
 - The removal of the existing under bridge deck luminaires at Exit 263 and all exposed conduit/wire.
 - The Contractor will coordinate the location of the utility transformers with the Utility companies.
 - Repair existing Permanent Vehicle Classification System (VCS) as specified in these plans.

REMOVE TOWER LIGHT FOOTING

The footings of existing tower poles on PCN08L4 LT1-LT7 will be removed by the Contractor to a minimum of 2 feet below the ground surface. Restoration of the disturbed area will be to the satisfaction of the Engineer. It is assumed that the existing concrete footings are approximately 10.5'x10.5'x6' deep. The footings also include steel piling.

All costs for removing the existing tower light footings and cutting-off their steel pilings will be incidental to the contract lump sum price for "Remove Concrete Footing(s)".

REMOVE LUMINAIRE POLE FOOTING

The footings of existing luminaire poles on PCN07YC EL1-EL27 and PCN08L4 EL28-EL66 will be removed by the Contractor to a minimum of 2 feet below the ground surface. Restoration of the disturbed area will be to the satisfaction of the Engineer.

All costs for removing the footings of the existing luminaire poles will be incidental to the contract unit price per each for "Remove Luminaire Pole Footing".

SALVAGE LUMINAIRE

Existing luminaires on poles EL1-EL19 will be salvaged and delivered to the City of Oacoma by the Contractor. The Contractor will notify the city 5 days before the delivery of the salvaged luminaire poles. The City contact is Bryan Mahrt at (605) 730-0320.

Luminaires damaged during salvaging or delivery will be repaired or replaced by the Contractor at no cost to the State.

All costs for work involved in the salvage and delivery of the existing luminaire will be incidental to the contract unit price per each for "Salvage Luminaire".

SALVAGE LUMINAIRE POLE

Existing luminaire poles EL1-EL19 will be salvaged and delivered to the City of Oacoma by the Contractor. The Contractor will notify the city 5 days before the delivery of the salvaged luminaire poles. The City contact is Bryan Mahrt at (605) 730-0320.

Poles damaged during salvaging or delivery will be repaired or replaced by the Contractor at no cost to the State.

All costs for work involved in the salvage and delivery of the existing luminaire poles will be incidental to the contract unit price per each for "Salvage Luminaire Pole".

LUMINAIRE POLES

Luminaire poles L1 to L16, L16A to L16H, and L17 to L18 will have a mounting height of 40 feet with 8 feet arms. Luminaire poles L19 to L100, L100A, L101 to L106, L114 to L117, L120 to L122, L125 to L141, and L143 to L194 will have a mounting height of 50 feet with 8 feet arms. Luminaire poles L107 to L113, L118 to L119, L123 to L124, and L142 will have a mounting height of 50 feet with twin 8 feet arms.

The pole fabricator will be responsible for the determining the diameter, length, and number of anchor bolts.

Luminaire poles L1 to L16 and L16A to L16H will be designed to include loadings created by banners that are 2.5 feet wide by 5 feet long, mounted 15 feet from the top of footing to the top of the banner and will be able to support holiday decorations that are 6 feet wide by 6 feet tall and weigh 45 pounds, mounted 15 feet from the top of footing to the bottom of the holiday decoration.

Luminaire poles L1 to L16 and L16A to L16H will have a convenience duplex festoon outlet receptacle (15-amp, 3 wire) suitable for outdoor use. Festoon will be placed 90° counterclockwise to the pole arm.

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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LUMINAIRES (I90L)

The lighting design for roadway luminaires L1-L16, L16A-L16H, and L17-L18 used the following parameters to provide 1.2 and greater average maintained foot-candles and uniformity ratios of 3:1 (average maintained to minimum maintained foot-candles) and 5:1 (maximum to minimum maintained foot candles):

Pole Setback:	4 feet
Lamp Loss Factor (LLF):	0.8
Width of Lighted Area:	48 feet
Luminaire Cycle Length:	350 feet
Configuration:	Staggered
Mounting Height:	40 feet
Arm Length	8 feet

The following luminaire, or an approved equal, will be used for this project.

- a.) Cooper - Streetworks: ARCH4-140-740-U-T3-AP-FF-20KI-LLPC

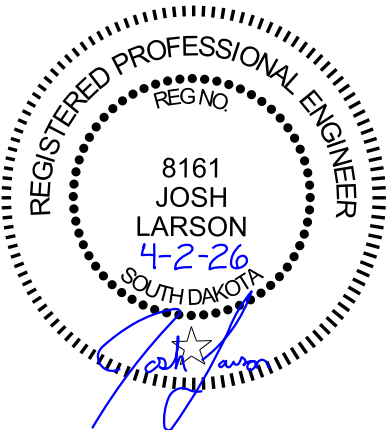
LUMINAIRES (I90 – EXIT 260)

The lighting design for roadway luminaires L19-L54 used the following parameters to provide 0.9 and greater average maintained foot-candles and uniformity ratios of 3:1 (average maintained to minimum maintained foot-candles) and 6:1 (maximum to minimum maintained foot candles):

Pole Setback:	8 feet
Lamp Loss Factor (LLF):	0.8
Width of Lighted Area:	25 feet
Luminaire Cycle Length:	225 feet
Configuration:	One-Sided
Mounting Height:	50 feet
Arm Length	8 feet

The following luminaire, or an approved equal, will be used for this project.

- a.) Cooper - Streetworks: ARCH4-160-740-U-T3-AP-FF-20KI-LLPC



LUMINAIRES (I90 – EXIT 263)

The lighting design for roadway luminaires L55-L100A used the following parameters to provide 0.9 and greater average maintained foot-candles and uniformity ratios of 3:1 (average maintained to minimum maintained foot-candles) and 6:1 (maximum to minimum maintained foot candles):

Pole Setback:	8 feet
Lamp Loss Factor (LLF):	0.8
Width of Lighted Area:	25 feet
Luminaire Cycle Length:	225 feet
Configuration:	One-Sided
Mounting Height:	50 feet
Arm Length	8 feet

The following luminaire, or an approved equal, will be used for this project.

a.) Cooper - Streetworks: ARCH4-150-740-U-T3-AP-FF-20KI-LLPC

LUMINAIRES (I90 – EXIT 264 & REST AREA)

The lighting design for roadway luminaires L101-L106, L114-L117, L125-L141, L143-L157 used the following parameters to provide 0.9 and greater average maintained foot-candles and uniformity ratios of 3:1 (average maintained to minimum maintained foot-candles) and 6:1 (maximum to minimum maintained foot candles):

Pole Setback:	8 feet
Lamp Loss Factor (LLF):	0.8
Width of Lighted Area:	25 feet
Luminaire Cycle Length:	225 feet
Configuration:	One-Sided
Mounting Height:	50 feet
Arm Length	8 feet

The following luminaire, or an approved equal, will be used for this project.

a.) Cooper - Streetworks: ARCH4-140-740-U-T3-AP-FF-20KI-LLPC

The lighting design for roadway luminaires L107-L113, L118-L119, L123-L124, L142 used the following parameters to provide 0.9 and greater average maintained foot-candles and uniformity ratios of 3:1 (average maintained to minimum maintained foot-candles) and 6:1 (maximum to minimum maintained foot candles):

Pole Setback:	8 feet
Lamp Loss Factor (LLF):	0.8
Width of Lighted Area:	50 feet
Luminaire Cycle Length:	225 feet
Configuration:	One-Sided
Mounting Height:	50 feet
Arm Length	8 feet

The following luminaire, or an approved equal, will be used for this project.

a.) Cooper - Streetworks: ARCH4-140-740-U-T3_2-AP-FF-20KI-LLPC

LUMINAIRES (I90 – EXIT 264 & REST AREA) – (CONTINUED)

The lighting design for roadway luminaires L120-L122, L123A, L123B, L123C, L123D used the following parameters to provide 1.0 and greater average maintained foot-candles and uniformity ratios of 4:1 (average maintained to minimum maintained foot-candles) and 6:1 (maximum to minimum maintained foot candles):

Pole Setback:	4 feet
Lamp Loss Factor (LLF):	0.8
Width of Lighted Area:	25 feet
Luminaire Cycle Length:	Varies feet
Configuration:	One-Sided
Mounting Height:	50 feet
Arm Length	8 feet

The following luminaire, or an approved equal, will be used for this project.

a.) Cooper - Streetworks: ARCH4-150-740-U-T4W-AP-FF-20KI-LLPC

LUMINAIRES (I90 – EXIT 265)

The lighting design for roadway luminaires L158-L190 used the following parameters to provide 0.9 and greater average maintained foot-candles and uniformity ratios of 3:1 (average maintained to minimum maintained foot-candles) and 6:1 (maximum to minimum maintained foot candles):

Pole Setback:	8 feet
Lamp Loss Factor (LLF):	0.8
Width of Lighted Area:	25 feet
Luminaire Cycle Length:	225 feet
Configuration:	One-Sided
Mounting Height:	50 feet
Arm Length	8 feet

The following luminaire, or an approved equal, will be used for this project.

a.) Cooper - Streetworks: ARCH4-150-740-U-T3-AP-FF-20KI-LLPC

UNDER BRIDGE DECK LUMINAIRES, LED

The following under bridge deck luminaires UBL1-UBL4, or an approved equal, will be used for this project.

a.) Cooper - Streetworks: WKP6BLEDEDGL-7040



FOR BIDDING PURPOSES ONLY

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TABLE OF FOOTING DATA

Site Designation	Footing Diameter	* Footing Depth	**Spiral Diameter	**Spiral Length	Vertical Reinforcement
L17-L18	2' - 0"	7' - 0"	1' - 8"	49' - 6"	8-#7 x 6' - 6"
L1-L16, L16A-L16H, L19-L100, L100A, L101-L106, L114-L117, L120-L122, L123A-L123D, L125-L141, L143-L194	2' - 0"	8' - 0"	1' - 8"	54' - 9"	8-#7 x 7' - 6"
L107-L113, L118-L119, L123-L124, L142	2' - 0"	9' - 0"	1' - 8"	60' - 0"	8-#7 x 8' - 6"

* Footing depth will be below ground level.

** The size of all spirals will be #3.

Footings installed along the interstate and ramps may encounter groundwater and caving soils below ditch grade elevation.

Concrete placement operations should closely follow excavation procedures. The longer the excavations are left open, the more likely that caving will occur. Operations should be sequenced so that concrete placement operations closely follow excavation procedures but at a minimum placed the same working day.

If caving soils are encountered, it may be necessary to use casing or drilling fluids to maintain an open excavation. Casing will be of sufficient strength to withstand handling and installation procedures. Casing material may consist of Sonotube, corrugated metal pipe, PVC, smooth metal pipe or any other material as approved by the Engineer. Drilling fluids can be water or other slurries as approved by the Engineer. Concrete placed through drilling fluids will be tremied. If caving is not an issue but water is present, it will be removed prior to concrete placement, or the concrete will be tremied.

Lighting at Exit 260 will be installed in soils ranging from brown silt clay to existing fill sections. Recent groundwater information is not available for this area of the project.

Lighting at Exit 263 will be installed in soils ranging from brown sandy clay to existing fill sections. Recent groundwater information is not available for this area of the project.

Lighting at the rest area will be installed in brown silt clay soils and existing fill sections. The water table at the existing light tower locations was 1707.2 feet in April 1999, approximately 1 foot below the bottom of the drainage ditch.

At Exit 265, footings will be installed in brown to gray silt clay soils and existing fill sections. The water table at the existing light tower locations was 1691.3 feet in April 2003, approximately 4 feet below I90 ditch grade elevation.

WIRE SPLICING FOR LIGHTING

All wire splices for lighting to be completed utilizing multi-port, EPDM rubber pedestal connectors with pre-filled oxide inhibitor gel and will be manufactured by TE Connectivity GTAP connectors, NSI Industries Polaris Blue connectors, or an approved equal.

ELECTRICAL SERVICE CABINET

The Contractor will contact and coordinate work with the Utility Companies regarding hookup requirements, fees, materials, and equipment necessary. All costs for furnishing and installing materials from the electrical service cabinet to the transformer including labor, equipment, hookup fees, all items within the cabinet, all festoon receptacle contactor panel items and accessories, lockable enclosure with receptacle outlet, lock and keys, post, concrete footing, post cap, meter socket, conduit and incidentals will be incidental to the contract unit price per each for "Electrical Service Cabinet".

REPAIR PERMANENT VEHICLE CLASSIFICATION SYSTEM

The contractor will repair the existing ADR6000/IDRIS Vehicle Classification System (VCS) site by replacing 4 inductive traffic loops and 4 inductive axle detection loops in the westbound lanes in the existing Portland Cement Concrete panel east of the sleeper slab for Bridge 08-230-130 (Interstate 90 W MRM 281.13) to include:

- A. Replace 4 (2 per lane) standard inductive traffic loops (6'x 6') in the same locations as the existing loops by cutting the old loop wire out and installing and sealing the new loop wire. The loops must have 4 turns of jacketed loop wire meeting the requirements of IMSA Specification No 51-5 (1 conductor, PVC/Nylon with Tube Jacket 14 AWG). The loop wire will be run into an existing junction box located adjacent to the westbound passing lane. Home run shielded wire will be stranded 14AWG with DC resistance < 3.0 ohms per 1000 feet and has cross-link polyethylene insulation (XHHW). The new home run cables will be run from the junction box through the existing conduit and terminated in a traffic cabinet located on the south side of I-90.
- B. Replace 4 (2 per lane) advanced IDRIS inductive axle detection loops (18" x 5'). The 4 IDRIS inductive axle detection loops will be installed in the same locations as the existing loops by cutting the old loop wire out and sealing the new loop wire. The loops must have 3 turns of jacketed loop wire meeting the requirements of IMSA Specification No 51-5 (1 conductor, PVC/Nylon with Tube Jacket 14 AWG). The loop wire will be run into an existing junction box located adjacent to the passing lane. Home run shielded wire will be stranded 14AWG with DC resistance < 3.0 ohms per 1000 feet and has cross-link polyethylene insulation (XHHW). The new home run cables will be run from the junction box through existing conduit and terminated in a traffic cabinet located on the south side of I-90.
- C. A total of two, 3/4-inch conduit, Schedule 80 will be installed from the edge of shoulder to the existing junction box for each set of main loops. One, 1¼-inch conduit, schedule 80 will be installed from the edge of the shoulder to the existing junction box for the axle detection loops.
- D. The contractor will provide all supplies necessary for complete installation of the loops including loop wire, sealant, splice kits, etc. The splices made in the junction box will be clearly labeled for each loop. Each splice will be made up of two kits. The contractor will have at least 20 kits on hand at the site. After the home run shielded cables are terminated in the electronics cabinet, the cables will be clearly labeled for each loop.
- E. The SDDOT Project Engineer will determine if the weather is acceptable for the install inductive traffic loops and inductive axle detection loops, however 40°F and rising with no rain will be included within this determination. No loops will be installed after November 1. All saw cuts must be cleaned to the satisfaction of the SDDOT Engineer before sealing the loops. A representative of the SDDOT Office of Inventory Management & Research - Traffic Section, is required to be on site and direct the installation of the inductive traffic loops and the inductive axle detection loops.
- F. The Contractor is responsible for all site restoration due to the work related to this installation.

All costs to repair existing VCS as specified in these plans to include labor and material, including supplying and installation of (4) - 6'x6' inductive loop, (4) – 18"x5' axle detection loops, and conduit and wiring, saw cutting, and sealing of loops will all be incidental to the contract lump sum price for "Miscellaneous, Electrical".

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CONTRACTOR FURNISHED TOPSOIL

At locations where the depth of material required exceeds 3 inches, the Contractor may elect to remove the existing topsoil (4"±), place Contractor Furnished Borrow, and replace the topsoil over the disturbed area (in lieu of placing Contractor Furnished Topsoil).

Contractor furnished topsoil will be free from stones, coarse gravel, or similar objects larger than 3/4 inch in diameter. Brush, stumps, roots, wood, objectionable weeds, liter, or any other material which may be harmful to plant growth will not be allowed. Organic material will be decomposed.

Whether the Contractor chooses to use all Contractor Furnished Topsoil or a combination of Contractor Furnished Borrow and Contractor Furnished Topsoil, the basis of payment shall be the quantity of material hauled to the site and placed, and the cost shall be included in the contract unit price per cubic yard for "Contractor Furnished Topsoil".

REMOVE AND REPLACE TOPSOIL

Prior to beginning resurfacing operations, a 4" depth of topsoil will be bladed down the respective inslope and left in a windrow 11'+/- from the subgrade shoulder on the median side and 16'+/- from the subgrade shoulder on the outside shoulder. Following completion of resurfacing operations, topsoil will be bladed back up the inslope to the point indicated on the typical section.

Topsoil will also be salvaged and stockpiled prior to constructing the following: culvert extension/resets, replace pipe culvert, inslope flattening area(s), and (19) guardrail embankment area(s). Limits of this work, depth of salvage, and stockpile location will be directed by the Engineer. Following completion of construction, topsoil will be spread evenly over the disturbed areas.

The estimated amount of topsoil to be removed and replaced for PCN 07YC is 2,605 CuYd.

The estimated amount of topsoil to be removed and replaced for PCN 08L4 is 6,090 CuYd.

All costs associated with removing and replacing the topsoil along areas to be resurfaced will be incidental to the contract lump sum price for "Remove and Replace Topsoil".

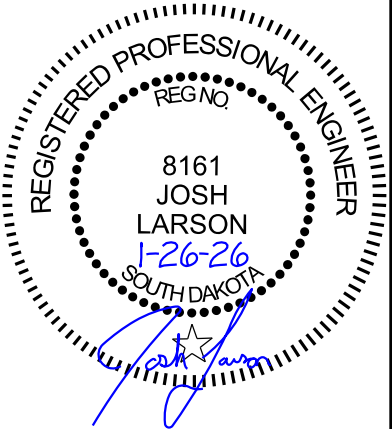


TABLE OF REMOVE AND REPLACE TOPSOIL

Station to	Station	L/R	Work Area	Topsoil (CuYd)
PCN07YC - I90L				
1469+00	1469+00	L&R	Pipe	124
1481+00	1481+00	L&R	Pipe	124
1485+00	1485+00	L&R	Pipe	124
1495+47	1495+47	L&R	Pipe	52
1498+63	1498+63	R	Pipe	25
1505+49	1510+43	R	Inslope Flattening	286
1510+94	1518+21	R	Inslope Flattening	448
1518+50	1522+82	R	Inslope Flattening	339
1523+21	1529+98	R	Inslope Flattening	300
1525+93	1525+93	R	Pipe	15
1528+45	1528+45	R	Pipe	12
1541+91	1541+91	R	Pipe	31
1555+32	1555+32	L	Pipe	62
1564+13	1564+13	L	Pipe	62
1560+61	1564+76	R	Erosion Repair	340
1583+08	1583+08	L	Pipe	31
1649+80	1653+70	L&R	Guardrail	230
Total PCN07YC:				2,605

TABLE OF REMOVE AND REPLACE TOPSOIL (CONTINUED)

Station to	Station	L/R	Work Area	Topsoil (CuYd)
PCN08L4 - I90 EBL & WBL Mainline				
55+63	60+08	L&R	Guardrail	177
61+98	65+71	L&R	Guardrail	120
68+05	76+61	L&R	Guardrail	256
20+10	24+14 (Exit 263, Ramp B)	L&R	Guardrail	87
96+98	120+00	L&R	Erosion Repair	1,136
19+99	22+39 (Exit 264, Ramp A)	L&R	Guardrail	84
24+47	27+99 (Exit 264, Ramp A)	L&R	Guardrail	194
165+12	520+00	L&R	Mainline Inslopes	631
185+92	196+84	L&R	Guardrail	2,749
(MRM) 270.136	(MRM) 270.14	L&R	Guardrail	656
Total PCN08L4:				6,090

MYCORRHIZAL INOCULUM

Mycorrhizal inoculum will consist of mycorrhizal fungi spores and mycorrhizal fungi-infected root fragments in a solid carrier. The carrier may include organic materials, calcinated clay, or other materials consistent with application and good plant growth. The supplier will provide certification of the fungal species claimed and the live propagule count. The inoculum will include a minimum 25% the fungal species *Rhizophagus intraradices*. The remaining 75% may include other endomycorrhizal fungal species.

All seed will be inoculated by the seed supplier with a minimum of 100,000 live propagules of mycorrhizal fungi per acre. All costs of inoculating the seed will be incidental to the contract unit price per pound for the corresponding permanent seed mixture.

The Mycorrhizal Inoculum provided will be from the approved product list. The approved product list may be viewed at the following internet site:

<https://apps.sd.gov/HC60ApprovedProducts/main.aspx>

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FERTILIZING

The Contractor will apply an all-natural slow release fertilizer prior to seeding or placing sod. The all-natural fertilizer will have a minimum guaranteed analysis of 4-4-4 and be USDA Certified BioBased. It should provide a minimum of 4% (N) nitrogen with a minimum water insoluble nitrogen (WIN) fraction of 2.07%, a minimum of 4% (P2O5) available phosphate, a minimum of 4% (K2O) soluble potash, and a maximum carbon to nitrogen ratio (C:N ratio) of 5:1. The all-natural fertilizer will be free of weed-seed and pathogens accomplished through thermophilic composting, and not mechanical or chemical sterilization, to assure presence of beneficial soil microbiology. The fertilizer will have a near neutral pH, a low salt index, a low biological oxygen demand, contain organic humic and fulvic acids, and have high aerobic organism counts. The fertilizer will also be stable, free of bad odors, and be unattractive as a food source for animals. It should also be in a granular form that is easily spread.

The fertilizer will be applied at a rate of 1,500 pounds per acre in accordance with the manufacturer's recommended method of application.

The Fertilizer provided will be from the approved product list. The approved product list may be viewed at the following internet site:

<https://apps.sd.gov/HC60ApprovedProducts/main.aspx>

PERMANENT SEEDING

The areas to be seeded consist of all newly graded areas within the project limits except for the top of roadways and temporary easements under cultivation. For informational purposes only, it is estimated that 4.81 acres **PCN 07YC** and 17.34 acres **PCN 08L4** will be disturbed throughout the project.

Type G Permanent Seed Mixture will consist of the following:

Grass Species	Variety	Pure Live Seed (PLS) (Pounds/Acre)
Western Wheatgrass	Arriba, Flintlock, Rodan, Rosana, Walsh	7
Switchgrass	Dacotah, Forestburg, Nebraska 28, Pathfinder, Summer, Sunburst, Trailblazer	3
Indiangrass	Holt, Tomahawk, Chief, Nebraska 54	3
Big Bluestem	Bison, Bonilla, Champ, Sunnyview, Rountree, Bonanza	3
Oats or Spring Wheat: April through May; Winter Wheat: August through November		10
Total:		26



COVER CROP SEEDING

Cover crop seeding may be used on this project as a temporary erosion control measure. The actual limits and use of cover crop seeding will be determined by the Engineer during construction.

MULCHING (GRASS HAY OR STRAW) FOR TEMPORARY STABILIZATION

Grass Hay or Straw Mulch for temporary stabilization is to be used on this project at locations noted in the table and at locations determined by the Engineer during construction. Two applications of Grass Hay or Straw Mulch on areas that receive temporary Grass Hay or Straw Mulch will not be required if the Engineer determines that there is sufficient Mulch remaining at the time permanent seeding takes place.

For PCN 07YC an additional 0.7 tons and for PCN 08L4 and additional 3.5 tons of Grass Hay or Straw Mulch has been added to the Estimate of Quantities for temporary erosion control on areas determined by the Engineer during construction.

If the Contractor uses a no-till drill, mulch may be applied prior to seeding and the mulch can then be punched into the soil by the no-till drill. If the Contractor uses this process, the no-till drill seeding will be completed immediately following the mulch application and the mulch will be punched into the soil at a 3-inch depth.

TABLE OF MULCHING (GRASS HAY OR STRAW) FOR TEMPORARY STABILIZATION APPLIED AT 2 TONS/ACRE

Station	Location	Quantity (Ton)
PCN07YC - I90L		
1495+21 L to 1495+71 L	Inslope	0.20
1495+23 R to 1495+73 R	Inslope	0.09
1505+48 R to 1510+43 R	Inslope/Backslope	1.06
1510+94 R to 1518+21 R	Inslope/Backslope	1.66
1518+50 R to 1522+82 R	Inslope/Backslope	1.26
1523+21 R to 1529+98 R	Inslope/Backslope	1.12
1541+43 R to 1541+82 R	Inslope/Backslope	0.12
1560+61 R to 1564+76 R	Ditch bottom	1.26
1583+37 R to 1583+76 R	Inslope/Backslope	0.05
1649+80 L/R to 1653+70 L/R	Inslope	0.86
Total Quantity for Temporary Stabilization:	determined by Engineer	0.70
Total PCN07YC:		8.38

TABLE OF MULCHING (GRASS HAY OR STRAW) FOR TEMPORARY STABILIZATION APPLIED AT 2 TONS/ACRE (CONTINUED)

Station	Location	Quantity (Ton)
PCN08L4 - I90		
55+63 L to 60+08 L	Inslope	0.66
61+98 R to 65+71 R	Inslope	0.45
68+05 L to 76+61 L	Inslope	0.95
20+10 L/R to 24+14 L/R (Exit 263, Ramp B)	Inslope	0.32
96+98 L/R to 120+00 L/R	median ditch	4.22
19+99 R to 22+39 R (Exit 264, Ramp A)	Inslope	0.31
24+47 R to 27+99 R (Exit 264, Ramp A)	Inslope	0.72
165+12 R to 520+00 R	Inslope	14.37
185+92 L/R to 196+84 L/R	Inslope	10.22
(MRM) 270.136 TO (MRM) 270.14	Inslope	2.44
Total Quantity for Temporary Stabilization:	determined by Engineer	3.50
Total PCN08L4:		38.18

SOIL STABILIZER

Soil stabilizer will be applied on the areas listed in the table and any other areas deemed necessary by the Engineer. The soil stabilizer limits will be adjusted as necessary by the Engineer during construction.

The Contractor will apply soil stabilizer in accordance with the manufacturer's application instructions and at the rate specified in the list of approved soil stabilizers.

Wood fiber mulch that contains a green dye will be mixed with the soil stabilizer to be used as a tracer when the soil stabilizer is applied

hydraulically. Wood fiber mulch will be added at a rate of 300 pounds per acre to all of the approved soil stabilizers listed in the table except for the Pam-12 Plus product. The wood fiber mulch will be a 100% wood fiber product and does not need to contain a tackifier.

All costs for furnishing and applying the soil stabilizer including wood fiber mulch, hauling, materials, equipment, labor, and incidentals necessary will be paid for at the contract unit price per Acre for "Soil Stabilizer".

The Soil Stabilizer provided will be from the approved product list. The approved product list may be viewed at the following internet site:

https://apps.sd.gov/HC60ApprovedProducts/main.aspx

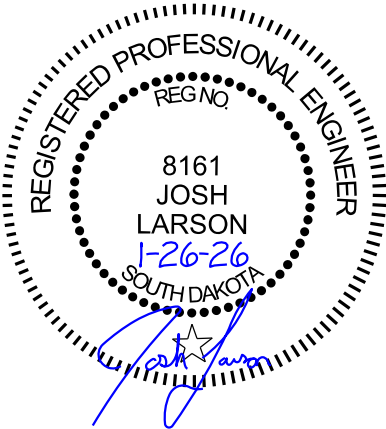
FOR BIDDING PURPOSES ONLY

TABLE OF SOIL STABILIZER

Station	Location	Quantity (Acres)
PCN07YC - I90L		
1495+21 L to 1495+71 L	Inslope	0.03
1495+23 R to 1495+73 R	Inslope	0.03
1505+48 R to 1510+43 R	Inslope/Backslope	0.26
1510+94 R to 1518+21 R	Inslope/Backslope	0.56
1518+50 R to 1522+82 R	Inslope/Backslope	0.49
1523+21 R to 1529+98 R	Inslope/Backslope	0.29
1541+43 R to 1541+82 R	Inslope/Backslope	0.01
1560+61 R to 1564+76 R	Ditch bottom	0.19
1583+37 R to 1583+76 R	Inslope/Backslope	0.03
1649+80 L/R to 1653+70 L/R	Inslope	0.43
Total Quantity for Temporary Stabilization:	determined by Engineer	0.30
Total PCN07YC:		2.62
PCN08L4 - I90		
55+63 L to 60+08 L	Inslope	0.33
61+98 R to 65+71 R	Inslope	0.22
68+05 L to 76+61 L	Inslope	0.48
20+10 L/R to 24+14 L/R (Exit 263, Ramp B)	Inslope	0.16
96+98 L/R to 120+00 L/R	median ditch	2.11
19+99 R to 22+39 R (Exit 264, Ramp A)	Inslope	0.16
24+47 R to 27+99 R (Exit 264, Ramp A)	Inslope	0.36
165+12 R to 520+00 R	Inslope	7.19
185+92 L/R to 196+84 L/R	Inslope	5.11
(MRM) 270.136 TO (MRM) 270.14	Inslope	1.22
Total Quantity for Temporary Stabilization:	determined by Engineer	1.70
Total PCN08L4:		19.04

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EROSION CONTROL WATTLE

Erosion control wattles for restraining the flow of runoff and sediment will be installed at locations noted in the table and at locations determined by the Engineer during construction. Refer to Standard Plate 734.06 for details.

The Contractor will provide certification that the erosion control wattles do not contain noxious weed seeds.

Erosion control wattles will remain on the project to decompose.

An additional quantity of 12" Diameter Erosion Control Wattles has been added to the Estimate of Quantities for temporary erosion and sediment control in highway ditch channels and as an alternative to low flow or high flow silt fence at wetland areas adjacent to the highway.

The erosion control wattle provided will be from the approved product list. The approved product list for erosion control wattle may be viewed at the following internet site:

https://apps.sd.gov/HC60ApprovedProducts/main.aspx

TABLE OF EROSION CONTROL WATTLE

Station	Location	Diameter (Inch)	Quantity (Ft)
PCN07YC - I90L			
1506+16 R to 1507+91 R	On Slope Contour	12"	175
1528+23 to 1528+58 R	On Slope Contour	12"	35
1560+63 to 1560+67 R	On Slope Contour	12"	40
1561+13 to 1561+16 R	On Slope Contour	12"	40
1561+63 to 1561+66 R	On Slope Contour	12"	40
1562+12 to 1562+15 R	On Slope Contour	12"	40
1562+61 to 1562+65 R	On Slope Contour	12"	40
1563+26 to 1563+12 R	On Slope Contour	12"	40
1563+62 to 1563+63 R	On Slope Contour	12"	35
1563+70 to 1564+03 R	On Slope Contour	12"	35
1563+97 to 1564+30 R	On Slope Contour	12"	40
1583+19 to 1583+19 L	On Slope Contour	12"	35
	Additional Quantity:	12"	200
Total PCN07YC:			795

TABLE OF EROSION CONTROL WATTLE (CONTINUED)

Station	Location	Diameter (Inch)	Quantity (Ft)
PCN08L4 - I90			
98+00 L to 98+00 R	On Slope Contour	12"	15
100+00 L to 100+00 R	On Slope Contour	12"	15
102+00 L to 102+00 R	On Slope Contour	12"	15
104+00 L to 104+00 R	On Slope Contour	12"	15
106+00 L to 106+00 R	On Slope Contour	12"	15
108+00 L to 108+00 R	On Slope Contour	12"	15
110+00 L to 110+00 R	On Slope Contour	12"	15
112+00 L to 112+00 R	On Slope Contour	12"	15
114+00 L to 114+00 R	On Slope Contour	12"	15
116+00 L to 116+00 R	On Slope Contour	12"	15
118+00 L to 118+00 R	On Slope Contour	12"	15
120+00 L to 120+00 R	On Slope Contour	12"	15
	Additional Quantity:	12"	200
Total PCN08L4:			380

LOW FLOW SILT FENCE

The low flow silt fence fabric provided will be from the approved product list. The approved product list for low flow silt fence may be viewed at the following internet site:

https://apps.sd.gov/HC60ApprovedProducts/main.aspx

Low flow silt fence will be placed at the locations noted in the table and at locations that will minimize siltation of adjacent streams, lakes, dams, or drainage areas as determined by the Engineer during construction. Refer to Standard Plate 734.04 for details.

An additional quantity of Low Flow Silt Fence has been added to the Estimate of Quantities for temporary sediment control.

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TABLE OF LOW FLOW SILT FENCE

Station	Location	Quantity (Ft)
PCN07YC - I90L		
1497+33 R to 1497+92 R	Perimeter Control	78
1498+83 L to 1498+55 L	Perimeter Control	28
1505+52 R to 1508+42 R	Perimeter Control	294
1512+92 R to 1514+09 R	Perimeter Control	153
1525+54 R to 1526+54 R	Perimeter Control	100
1527+88 R to 1528+88 R	Perimeter Control	100
1541+18 R to 1542+00 R	Perimeter Control	210
1560+60 R to 1560+60 R	Perimeter Control	67
1583+84 L to 1583+53 L	Perimeter Control	80
	Additional Quantity:	500
Total PCN07YC:		1,610
PCN08L4 - I90		
1497+33 R to 1497+92 R	Perimeter Control	40
	Additional Quantity:	100
Total PCN08L4:		140

HIGH FLOW SILT FENCE

The high flow silt fence fabric provided will be from the approved product list. The approved product list for high flow silt fence may be viewed at the following internet site:

https://apps.sd.gov/HC60ApprovedProducts/main.aspx

High flow silt fence will be placed at the locations noted in the table and at locations that will minimize siltation of adjacent streams, lakes, dams, or drainage areas as determined by the Engineer during construction. Refer to Standard Plate 734.05 for details.

An additional quantity of high flow silt fence has been added to the Estimate of Quantities for temporary sediment control.

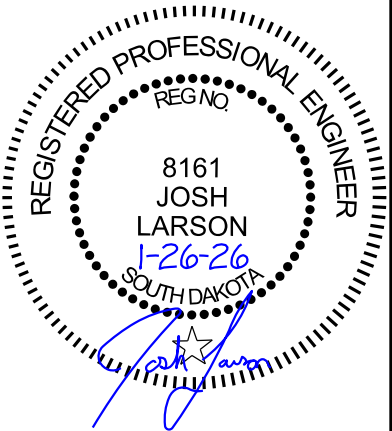


TABLE OF HIGH FLOW SILT FENCE

Station	Location	Quantity (Ft)
PCN07YC - I90L		
1494+88 R to 1496+10 R	Perimeter Control	248
1495+46 L	Inlet End of Pipe	18
1497+61 R	Inlet End of Pipe	18
1498+61 L	Inlet End of Pipe	18
1499+84 L	Inlet End of Pipe	18
1510+92 R to 1512+56 R	Perimeter Control	170
1514+09 R to 1517+47 R	Perimeter Control	338
1522+32 R	Inlet End of Pipe	18
1523+16 R to 1525+54 R	Perimeter Control	244
1526+54 R to 1527+88 R	Perimeter Control	135
1528+88 R to 1530+53 R	Perimeter Control	165
1583+41 L	Inlet End of Pipe	18
	Additional Quantity:	500
Total PCN07YC:		1,908

EROSION CONTROL BLANKET

Erosion control blanket will be installed 16 feet wide at the locations noted in the table and at locations determined by the Engineer during construction.

The erosion control blanket provided will be from the approved product list. The approved product list for erosion control blanket may be viewed at the following internet site:

<https://apps.sd.gov/HC60ApprovedProducts/main.aspx>

An additional quantity of Type 3 Erosion Control Blanket has been added to the Estimate of Quantities for temporary erosion control.

TABLE OF EROSION CONTROL BLANKET

Station	Location	Type	Quantity (SqYd)
PCN07YC - I90L			
1495+48 to 1495+51 R	Ditch bottom	3	200
1497+54 to 1498+32 R	Ditch bottom	3	200
1505+62 to 1510+22 R	Ditch Slope	3	1,320
1511+37 to 1516+32 R	Ditch bottom	3	1,000
1516+53 to 1518+00 R	Ditch bottom	3	364
1518+93 to 1522+33 R	Ditch bottom	3	679
1523+40 to 1529+90 R	Ditch bottom	3	1,300
1541+42 to 1541+72 R	Ditch bottom	3	90
1583+37 to 1583+76 L	Ditch bottom	3	130
	Additional Quantity	3	500
PCN07YC - Total Type 3 Erosion Control Blanket:			5,783

TABLE OF EROSION CONTROL BLANKET (CONTINUED)

Station	Location	Type	Quantity (SqYd)
PCN08L4 - I90			
114+00 L&R to 120+00 L&R	Ditch bottom	3	1,000
	Additional Quantity	3	500
PCN08L4 - Total Type 3 Erosion Control Blanket:			1,500

SHAPING FOR EROSION CONTROL BLANKET

The ditches will be shaped for the erosion control blanket as specified on Standard Plate 734.01.

TURF REINFORCEMENT MAT

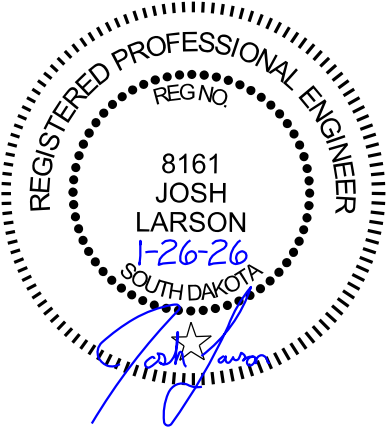
Turf Reinforcement Mat will be installed at locations shown in the table at the widths specified, and at locations determined by the Engineer during construction. The Contractor will use a turf reinforcement mat from the approved products list. The approved product list for turf reinforcement mat may be viewed at the following internet site:

<https://apps.sd.gov/HC60ApprovedProducts/main.aspx>

Turf Reinforcement Mat will be installed in accordance with the manufacturer's installation instructions.

TABLE OF TURF REINFORCEMENT MAT

Station	Location	Type	Quantity (SqYd)
PCN07YC - I90L			
1560+61 R to 1564+76 R	Ditch	2	935.7
PCN07YC - Total Type 2 Turf Reinforcement Mat:			935.7
PCN08L4 - I90			
97+10 L/R to 114+00 L/R	Ditch	2	2,816.7
PCN08L4 - Total Type 2 Turf Reinforcement Mat:			2,816.7



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CONSTRUCTION ENTRANCE

The Contractor will install a Construction Entrance at locations where there is a potential for mud tracking and sediment flow from the construction site and work area onto a paved public roadway.

It is the Contractor's option to use the SDDOT Construction Entrance (See SDDOT Construction Entrance notes and details), a product from the list provided in these notes, or other products or processes as approved by the Engineer during construction.

If the Contractor elects to use one of the products listed in the table, then the Contractor will install the construction entrance product in accordance with the manufacturer's installation instructions or as directed by the Engineer.

The Contractor will maintain the construction entrance such that mud tracking and sediment flow will not enter the roadway or adjacent drainage areas. The construction entrance will be routinely inspected, and the Contractor will repair or replace material as deemed necessary by the Engineer.

The Construction Entrance provided will be from the approved product list. The approved product list may be viewed at the following internet site:

<https://apps.sd.gov/HC60ApprovedProducts/main.aspx>

It is not anticipated that a Construction Entrance will be required on this project. If it is determined by the Engineer during Construction that a Construction Entrance is required, the Engineer will process a Contract Change Order and add the Construction Entrance to the Contract.

PAVEMENT MARKING PAINT

The Contractor will advise the Engineer a minimum of 3 weeks prior to the application of the permanent pavement marking to allow the State to check and mark the location of no passing zones.

The application of permanent pavement marking will begin no sooner than 7 calendar days following completion of the fog or flush seal. Application of permanent pavement marking will be completed within 14 calendar days following completion of the final surfacing.

Gore areas will require the use of 2 spray nozzles to achieve the required width. Marking 12-inch gore lines will require the use of 3 spray nozzles to achieve the required width.

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

All materials will be applied as per manufacturer's recommendations. High build waterborne pavement marking paint will conform to Section 980.1 B.

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

RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Solid 4" line = 22.5 Gals/Mile
Dashed 4" line = 6.2 Gal/Mile
Glass Beads = 8 Lbs/Gal.

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

MOBILE RETRO-REFLECTIVITY MEASUREMENTS

All retro-reflectivity measurements will be taken by an Independent Consultant hired by the Contractor. Measurements will be taken in accordance with the ASTM testing methods E1710 and E2177.

A retro-reflectivity report of the measurements from the Independent Consultant will be provided to the Engineer.

The Independent Consultant will take measurements using a vehicle-mounted mobile retro-reflectometer. The mobile retro-reflectometer will utilize 30 meter CEN geometry in accordance with ASTM E 1710 (Standard Test Method for Measurement of Retroreflective Pavement Markings Materials with CEN-Prescribed Geometry Reflectometers).

The retro-reflectometer will be calibrated no less than twice a day in accordance with the operating manual and calibration guide for the particular machine and vehicle.

Measurement will consist of the average retro-reflective readings and standard deviations for pavement marking placed under this Contract. Retro-reflectivity measurements will be taken on each mainline edgeline, ramp edgeline, mainline and ramp gore marking, and skip centerline marking. Measure each line type separately. Measurement units will be mcd/m2/lux.

Retro-reflectivity will be measured by taking a minimum 40 retro-reflectivity readings within 528' (1/10 mile) on solid lines and a minimum 20 retro-reflectivity readings within 528' (1/10 mile) on skip lines. Gore markings will have a minimum of two retro-reflectivity readings taken on each marking. The average retro-reflectivity readings for each individual 4" wide line will be obtained at 528' (1/10 mile) intervals.

Payment will be made for the actual length of retro-reflectivity measured. This is based on one laser instrument on one van that reads one line with each pass. Three passes are required for each mile of two-lane interstate in one direction; LEL – Left Edgeline, REL – Right Edgeline, CL- Centerline. One additional pass per the length of the gore marking on the left side of the ramp will be required.

Two passes will be required for each ramp; RREL – Right Ramp Edgeline and LREL – Left Ramp Edgeline.

Measurements will be obtained no sooner than 7 days and no later than 30 days after the completion of all the line applications required for an individual highway route. Excess reflective media must not be visible when the retro-reflectivity testing is conducted.

MOBILE RETRO-REFLECTIVITY MEASUREMENTS (CONTINUED) FOR BIDDING PURPOSES ONLY

The retro-reflectivity measurements will be collected when pavement and markings are dry, clean and no visible moisture is on the road surface. These criteria define initial pavement marking retro-reflectivity values. Markings will be measured in the direction of intended vehicular travel.

The Independent Consultant should expect to retest failed segments after the markings have been replaced at no additional cost to the State.

The averaged retro-reflectivity measurements must meet the requirements for retro-reflectivity as specified. Any retro-reflectivity readings not meeting the minimum average retro-reflectivity requirements for pavement markings will be considered failed. Failed markings will be removed and remarked by the Contractor in 528' lengths.

The Contractor will mark the begin and end of the length of line to be removed and remarked that is represented by the failed averaged reading.

The measurement report will be in the form of an electronic database file, or delimited text file, and contain all raw data collected. The electronic file must also contain a summary of findings. The retro-reflectivity report, including the summary and a copy of the electronic file with all data, will be provided to the Engineer. The measurement report will include:

- State Project number
- Trunk Highway number
- Date the measurements were taken
- Geographical location the measurements were taken including a distance from the nearest permanent site identification, such as a mile reference marker. The beginning and ending reference points of data collection rounded to the nearest thousandths of a mile and the beginning and ending coordinates determined by a Global Positioning System receiver with 3 meter accuracy, including the direction of travel in terms of increasing or decreasing reference points
- Identification of the pavement marking material including line type, color, age, and transverse location on the road. Identification of the marking to be included in the format: LEL – Left Edgeline, REL – Right Edgeline, CL – Centerline.
- Identification of the retro-reflectometer
- A summary of the average retroreflective measurements for each continuous length of 0.1 mile measured
- A separate summary of the gore marking retro-reflectivity measurements

Should another mobile unit be available, the maximum acceptable deviation for measurements made by the two different instruments of the same manufacturer and for the same roadway length will be ± 10%.

Repeatability for the given mobile unit will be ± 6%.

The locations of the measurements will be randomly selected.

No final payment for pavement markings will be made until the retro- reflectivity measurements are taken and the retro-reflectivity report is provided to the Engineer.

Cost for all mobile retro-reflectivity measurements, reports, marking of failed lengths, equipment, materials and labor will be included in the contract unit price per Mile for "Mobile Retro-reflectometer Measurements".

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QUALITY ASSURANCE

A pavement marking test deck site will be agreed upon. A 500' white and a 500' yellow stripe will be marked by the Contractor on the test deck site. The Department and the Independent Consultant will conduct joint evaluations of both yellow and white longitudinal markings within the test site using the Department's handheld retro-reflectometer and the Independent Consultant's mobile retro-reflectometer. Five readings will be taken on the white marking and five readings will be taken on the yellow marking. The evaluation will be deemed successful if the mean average obtained by the Independent Consultant's mobile retro-reflectometer differs by less than 10% to the mean average obtained by the Department's handheld retro-reflectometer for each color. Quality assurance will be completed before mobile reflectivity measurements begin.

Cost for Quality Assurance will be included in the contract unit price per mile for Mobile Retroreflectometer Measurements.

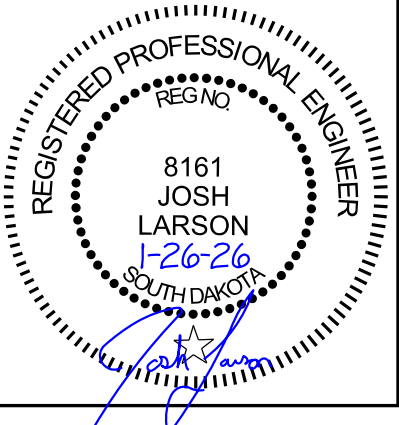
TYPE 2 OBJECT MARKERS

The Contractor is required to remove Type 2 Object Markers prior to the work and install new Type 2 Object Markers after the work for all the pipe ends, as detailed in the plans. All cost to remove the Type 2 object marker and post will be incidental to the contract unit price per each for "Remove Delineator".

Type 2 Object Markers and posts will be furnished and installed by the Contractor at all pipe locations shown in the plans along the highway. All costs to furnish and install the Type 2 Object Markers will be incidental to the contract unit price per each for "Type 2 Object Marker Back to Back".

CRANE OPERATIONS

- The Contractor must abide by the following FAA crane determination requirements as set forth in Aeronautical Study No. 2025-AGL-4331-OE as listed below.
- The crane height must not exceed 70 feet above ground level.
- The Contractor shall notify the manager of the CHAMBERLAIN MUNICIPAL APRT, (605) 680-9935 at least 3 business days prior to the crane being erected and again when the crane is removed from the site.
- The Contractor shall notify the South Dakota Department of Transportation Mitchell Area Engineering Manager at (605) 995-8120 by 9/7/2026 if the timeline for the crane use will need to be extended. The SDDOT will then file for a determination extension required by the FAA.



STORMWATER POLLUTION PREVENTION PLAN CHECKLIST

(The numbers left of the title headings are **reference numbers** to the GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES (Stormwater Permit))

5.3 (2): STAFF TRAINING/SWPPP IMPLEMENTATION

To promote stormwater management awareness specific for this project, the Contractor's Erosion Control Supervisor should provide correspondence of how the SWPPP will be implemented. The Contractor's Erosion Control Supervisor is responsible for providing this information at the preconstruction meeting, and subsequently completing an attendance log, which should identify site-specific implementation of the SWPPP and the names of the personnel who attended the preconstruction meeting. Documentation of the preconstruction meeting will be filed with the SWPPP documents.

5.3 (3): DESCRIPTION OF CONSTRUCTION ACTIVITIES

- 5.3 (3a): Project Limits (See Title Sheet)
- 5.3 (3a): Project Description (See Title Sheet)
- 5.3 (4): Site Map(s) (See Title Sheet and Plans)
- Major Soil Disturbing Activities (check all that apply)
 - ☒ Clearing and grubbing
 - ☒ Excavation/borrow
 - ☒ Grading and shaping
 - ☒ Filling
 - ☐ Other (describe):
- 5.3 (3b): Total Project Area PCN07YC 69.5 – PCN08L4 318.2
- 5.3 (3b): Total Area to be Disturbed PCN07YC 4.8 – PCN08L4 17.3
- 5.3 (3c): Maximum Area Disturbed at One Time
- 5.3 (3d): Existing Vegetative Cover (%) 90%
- 5.3 (3d): Description of Vegetative Cover Typical East River native and introduced roadside vegetation
- 5.3 (3e): Soil Properties:
- 5.3 (3f): Name of Receiving Water Body/Bodies Missouri River
- 5.3 (3g): Location of Construction Support Activity Areas

5.3 (3h): ORDER OF CONSTRUCTION ACTIVITIES

Special sequencing requirements (see sheet). The Contractor will enter the Estimated Start Date.	
Description	Estimated Start Date
Install perimeter protection where runoff may exit site.	
Clearing and grubbing.	
Remove and stockpile topsoil.	
Install perimeter protection around stockpiles.	
Stabilize disturbed areas.	
Final grading.	
Final paving.	
Removal of protection devices.	
Reseed areas disturbed by removal activities.	

5.3 (5): DESCRIPTION AND MAINTENANCE OF CONTROL MEASURES

All controls will be maintained in good working order. Necessary repairs will be initiated within 24 hours of the site inspection report. Include the technical reasoning for selecting each control. (check all that apply)

Perimeter Controls (See Detail Plan Sheets)	
Description	Estimated Start Date
☐ Natural Buffers (within 50 ft of Waters of State)	
☒ Silt Fence	
☐ Erosion Control Wattles	
☐ Temporary Berm / Windrow	
☐ Floating Silt Curtain	
☐ Stabilized Construction Entrances	
☐ Entrance/Exit Equipment Tire Wash	
☐ Other:	

Structural Erosion and Sediment Controls	
Description	Estimated Start Date
☒ Silt Fence	
☐ Temporary Berm/Windrow	
☒ Erosion Control Wattles	
☐ Temporary Sediment Barriers	
☐ Erosion Bales	
☐ Temporary Slope Drain	
☒ Turf Reinforcement Mat	
☐ Riprap	
☐ Gabions	
☐ Rock Check Dams	
☐ Sediment Traps/Basins	
☐ Culvert Inlet Protection	
☐ Transition Mats	
☐ Median/Area Drain Inlet Protection	
☐ Curb Inlet Protection	
☐ Interceptor Ditch	
☐ Concrete Washout Facility	
☐ Work Platform	
☐ Temporary Water Barrier	
☐ Temporary Water Crossing	
☐ Permanent Stormwater Ponds	
☐ Permanent Open Vegetated Swales	
☐ Natural Depressions to allow for Infiltration	
☐ Sequential Systems that combine several practices	
☐ Other:	

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Dust Controls	
Description	Estimated Start Date
☐ Tarps & Wind impervious fabrics	
☐ Watering	
☐ Stockpile location/orientation	
☐ Dust Control Chlorides	
☐ Other	

Dewatering BMPs	
Description	Estimated Start Date
☐ Sediment Basins	
☐ Dewatering bags	
☐ Weir tanks	
☐ Temporary Diversion Channel	
☐ Other:	

Stabilization Practices (See Detail Plan Sheets)
(Stabilization measures will begin the following work day whenever earth disturbing activity on any portion of the site has temporarily or permanently ceased. Temporary stabilization will be completed as soon as practicable but no later than 14 days after initiating soil stabilization activities (3.18))

Description	Estimated Start Date
☐ Vegetation Buffer Strips	
☐ Temporary Seeding (Cover Crop Seeding)	
☒ Permanent Seeding	
☐ Sodding	
☐ Planting (Woody Vegetation for Soil Stabilization)	
☒ Mulching (Grass Hay or Straw)	
☐ Fiber Mulching (Wood Fiber Mulch)	
☒ Soil Stabilizer	
☐ Bonded Fiber Matrix	
☐ Fiber Reinforced Matrix	
☐ Erosion Control Blankets	
☐ Surface Roughening (e.g. tracking)	
☐ Other:	

Wetland Avoidance
Will construction and/or erosion and sediment controls impinge on regulated wetlands? Yes ☐ No ☒ If yes, the structural and erosion and sediment controls have been included in the total project wetland impacts and have been included in the 404 permit process with the USACE.

5.3 (6): PROCEDURES FOR INSPECTIONS

- Inspections will be conducted at least once every 7 days.
- All controls will be maintained in good working order. Necessary repairs will be initiated within 24 hours of the site inspection report.
- Silt fence will be inspected for depth of sediment and for tears to ensure the fabric is securely attached to the posts and that the posts are well anchored. Sediment buildup will be removed from the silt fence when it reaches 1/3 of the height of the silt fence.
- Sediment basins and traps will be checked. Sediment will be removed when depth reaches approximately 50 percent of the structure’s capacity, and at the conclusion of the construction.
- Check dams will be inspected for stability. Sediment will be removed when depth reaches 1/2 the height of the dam.
- All seeded areas will be checked for bare spots, washouts, and vigorous growth free of significant weed infestations.
- Inspection and maintenance reports will be prepared on form DOT 298 for each site inspection, this form will also be used to document changes to the SWPPP. A copy of the completed inspection form will be filed with the SWPPP documents.
- The SDDOT Project Engineer and Contractor’s Erosion Control Supervisor are responsible for inspections. Maintenance and repair activities are the responsibility of the Contractor. The SDDOT Project Engineer will complete the inspection and maintenance reports and distribute copies per the distribution instructions on DOT 298.

5.3 (7): POST CONSTRUCTION STORMWATER MANAGEMENT

Stormwater management will be handled by temporary controls outlined in “DESCRIPTION AND MAINTENANCE OF CONTROL MEASURES” above, and any permanent controls needed to meet permanent stormwater management needs in the post construction period will be shown in the plans and noted as permanent.

5.3 (8): POLLUTION PREVENTION PROCEDURES

5.3 (8a): Spill Prevention and Response Procedures

- **Material Management**
 - Housekeeping
 - Only needed products will be stored on-site by the Contractor.
 - Except for bulk materials the contractor will store all materials under cover and/or in appropriate containers.
 - Products must be stored in original containers and labeled.
 - Material mixing will be conducted in accordance with the manufacturer’s recommendations.
 - When possible, all products will be completely used before properly disposing of the container off-site.
 - The manufacturer’s directions for disposal of materials and containers will be followed.
 - The Contractor’s site superintendent will inspect materials storage areas regularly to ensure proper use and disposal.
 - Dust generated will be controlled in an environmentally safe manner.
 - Hazardous Materials
 - Products will be kept in original containers unless the container is not resealable and provide secondary containment as applicable.
 - Original labels and material safety data sheets will be retained in a safe place to relay important product information.
 - If surplus product must be disposed of, manufacturer’s label directions for disposal will be followed.

- Maintenance and repair of all equipment and vehicles involving oil changes, hydraulic system drain down, de-greasing operations, fuel tank drain down and removal, and other activities which may result in the accidental release of contaminants will be conducted on an impervious surface and under cover during wet weather to prevent the release of contaminants onto the ground.
- Wheel wash water will be collected and allowed to settle out suspended solids prior to discharge. Wheel wash water will not be discharged directly into any stormwater system or stormwater treatment system.
- Potential pH-modifying materials such as: bulk cement, cement kiln dust, fly ash, new concrete washings, concrete pumping, residuals from concrete saw cutting (either wet or dry), and mixer washout waters will be collected on site and managed to prevent contamination of stormwater runoff.

➤ **Spill Control Practices**

In addition to the previous housekeeping and management practices, the following practices will be followed for spill prevention and cleanup if needed.

- For all hazardous materials stored on site, the manufacturer’s recommended methods for spill cleanup will be clearly posted. Site personnel will be made aware of the procedures and the locations of the information and cleanup supplies.
- Appropriate cleanup materials and equipment will be maintained by the Contractor in the materials storage area on-site. As appropriate, equipment and materials may include items such as brooms, dust pans, mops, rags, gloves, goggles, kitty litter, sand, sawdust, and plastic and metal trash containers specifically for cleanup purposes.
- All spills will be cleaned immediately after discovery and the materials disposed of properly.
- The spill area will be kept well ventilated and personnel will wear appropriate protective clothing to prevent injury from contact with a hazardous substance.
- After a spill a report will be prepared describing the spill, what caused it, and the cleanup measures taken. The spill prevention plan will be adjusted to include measures to prevent this type of spill from reoccurring, as well as clean up instructions in the event of reoccurrences.
- The Contractor’s site superintendent, responsible for day-to-day operations, will be the spill prevention and cleanup coordinator.

➤ **Spill Response**

The primary objective in responding to a spill is to quickly contain the material(s) and prevent or minimize migration into stormwater runoff and conveyance systems. If the release has impacted on-site stormwater, it is critical to contain the released materials on-site and prevent their release into receiving waters. If a spill of pollutants threatens stormwater or surface water at the site, the spill response procedures outlined below must be implemented in a timely manner to prevent the release of pollutants.

- The Contractor’s site superintendent will be notified immediately when a spill or the threat of a spill is observed. The superintendent will assess the situation and determine the appropriate response.
- If spills represent an imminent threat of escaping erosion and sediment controls and entering receiving waters, personnel will be directed to respond immediately to contain the release and notify the superintendent after the situation has been stabilized.

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- Spill kits containing appropriate materials and equipment for spill response and cleanup will be maintained by the Contractor at the site.
- If oil sheen is observed on surface water (e.g. settling ponds, detention ponds, swales), action will be taken immediately to remove the material causing the sheen. The Contractor will use appropriate materials to contain and absorb the spill. The source of the oil sheen will also be identified and removed or repaired as necessary to prevent further releases.
- If a spill occurs the superintendent or the superintendent’s designee will be responsible for completing the spill reporting form and for reporting the spill to SDDANR.
- Personnel with primary responsibility for spill response and cleanup will receive training by the Contractor’s site superintendent or designee. The training must include identifying the location of the spill kits and other spill response equipment and the use of spill response materials.
- Spill response equipment will be inspected and maintained as necessary to replace any materials used in spill response activities.

5.3 (8b): WASTE MANAGEMENT PROCEDURES

➤ **Waste Disposal**

- All liquid waste materials will be collected and stored in approved sealed containers. All trash and construction debris from the site will be deposited in the approved containers. Containers will be serviced as necessary, and the trash will be hauled to an approved disposal site or licensed landfill. All onsite personnel will be instructed in the proper procedures for waste disposal and notices stating proper practices will be posted. The Contractor is responsible for ensuring waste disposal procedures are followed.

➤ **Hazardous Waste**

- All hazardous waste materials will be disposed of in a manner specified by local or state regulations or by the manufacturer. Site personnel will be instructed in these practices, and the Contractor will be responsible for seeing that these practices are followed.

➤ **Sanitary Waste**

- Portable sanitary facilities will be provided on all construction sites. Sanitary waste will be collected from the portable units which must be secured to prevent tipping and serviced in a timely manner by a licensed waste management Contractor or as required by any local regulations.

5.3 (9): CONSTRUCTION SITE POLLUTANTS

The following materials or substances are expected to be present on the site during the construction period. These materials will be handled as noted under the heading “POLLUTION PREVENTION PROCEDURES” (check all that apply).

- ☒ Concrete and Portland Cement
- ☐ Detergents
- ☒ Paints
- ☒ Metals
- ☒ Bituminous Materials
- ☒ Petroleum Based Products
- ☐ Diesel Exhaust Fluid
- ☐ Cleaning Solvents
- ☒ Wood
- ☐ Cure
- ☐ Texture
- ☐ Chemical Fertilizers
- ☐ Other:

Product Specific Practices

- **Petroleum Products**
All on-site vehicles will be monitored for leaks and receive regular preventive maintenance to reduce the chance of leakage. Petroleum products will be stored in tightly sealed containers which are clearly labeled.
- **Fertilizers**
Fertilizers will be applied only in the amounts specified by the SDDOT. Once applied, fertilizers will be worked into the soil to limit the exposure to stormwater. Fertilizers will be stored in an enclosed area. The contents of partially used fertilizer bags will be transferred to sealable containers to avoid spills.
- **Paints**
All containers will be tightly sealed and stored when not required for use. The excess will be disposed of according to the manufacturer's instructions and any applicable state and local regulations.
- **Concrete Trucks**
Contractors will provide designated truck washout facilities on the site. These areas must be self-contained and not connected to any stormwater outlet of the site. Upon completion of construction, the area at the washout facility will be properly stabilized.

5.3 (10): NON-STORMWATER DISCHARGES

The following non-stormwater discharges are anticipated during the course of this project (check all that apply).

- ☐ Discharges from water line flushing.
- ☐ Pavement wash-water, where no spills or leaks of toxic or hazardous materials have occurred.
- ☐ Uncontaminated ground water associated with dewatering activities.

5.3 (11): INFEASIBILITY DOCUMENTATION

If it is determined to be infeasible to comply with any of the requirements of the Stormwater Permit, the infeasibility determination must be thoroughly documented in the SWPPP.

7.0: SPILL NOTIFICATION

In the event of a spill, the Contractor's site superintendent will make the appropriate notification(s), consistent with the following procedures:

- A release or spill of a regulated substance (includes petroleum and petroleum products) must be reported to SDDANR immediately **if any one of the following** conditions exists:
 - The release or spill threatens or is able to threaten waters of the state (surface water or ground water)
 - The release or spill causes an immediate danger to human health or safety
 - The release or spill exceeds 25 gallons
 - The release or spill causes a sheen on surface water
 - The release or spill of any substance that exceeds the ground water quality standards of ARSD Chapter 74:54:01
 - The release or spill of any substance that exceeds the surface water quality standards of ARSD Chapter 74:51:01
 - The release or spill of any substance that harms or threatens to harm wildlife or aquatic life
 - The release or spill is required to be reported according to Superfund Amendments and Reauthorization Act (SARA) Title III List of Lists, Consolidated List of Chemicals Subject to Reporting Under the Emergency Planning and Community Right to Know Act, US Environmental Protection Agency.
- To report a release or spill, call SDDANR at 605-773-3296 during regular office hours (8 a.m. to 5 p.m. Central Standard Time). To report the release after hours, on weekends or holidays, call South Dakota Emergency Management at 605-773-3231. Reporting the release to SDDANR does not meet any obligation for reporting to other state, local, or federal agencies. Therefore, you must also contact local authorities to determine the local reporting requirements for releases. A written report of the unauthorized release of any regulated substance, including quantity discharged, and the location of the discharge will be sent to SDDANR within 14 days of the discharge.

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5.4: SWPPP CERTIFICATIONS

➤ Certification of Compliance with Federal, State, and Local Regulations

The Storm Water Pollution Prevention Plan (SWPPP) for this project reflects the requirements of all local municipal jurisdictions for storm water management and sediment and erosion control as established by ordinance, as well as other state and federal requirements for sediment and erosion control plans, permits, notices or documentation as appropriate.

➤ South Dakota Department of Transportation

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Authorized Signature (See the General Permit, Section 7.4 (1))

➤ Prime Contractor

This section is to be executed by the General Contractor after the award of the contract. This section may be executed any time there is a change in the Prime Contractor of the project.

I certify under penalty of law that this document and all attachments will be revised or maintained under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Authorized Signature

CONTACT INFORMATION

The following personnel are duly authorized representatives and have signatory authority for modifications made to the SWPPP:

➤ Contractor Information:

- Prime Contractor Name: _____
- Contractor Contact Name: _____
- Address: _____
- _____
- City: _____ State: _____ Zip: _____
- Office Phone: _____ Field: _____
- Cell Phone: _____ Fax: _____

➤ Erosion Control Supervisor

- Name: _____
- Address: _____
- _____
- City: _____ State: _____ Zip: _____
- Office Phone: _____ Field: _____
- Cell Phone: _____ Fax: _____

➤ SDDOT Project Engineer

- Name: _____
- Business Address: _____
- Job Office Location: _____
- City: _____ State: _____ Zip: _____
- Office Phone: _____ Field: _____
- Cell Phone: _____ Fax: _____

➤ SDDANR Contact Spill Reporting

- Business Hours Monday-Friday (605) 773-3296
- Nights and Weekends (605) 773-3231

➤ SDDANR Contact for Hazardous Materials.

- (605) 773-3153

➤ National Response Center Hotline

- (800) 424-8802.

➤ SDDANR Stormwater Contact Information

- SDDANR Stormwater (800) 737-8676
- Surface Water Quality Program (605) 773-3351

5.5: REQUIRED SWPPP MODIFICATIONS

➤ 5.5 (1): Conditions Requiring SWPPP Modification

The SWPPP must be modified, including the site map(s), in response to any of the following conditions:

- When a new operator responsible for implementation of any part the SWPPP begins work on the site.
- When changes to the construction plans, sediment and erosion control measures, or any best management practices on site that are no longer accurately reflected in the SWPPP. This includes changes made in response to corrective actions triggered by inspections.
- To reflect areas on the site map where operational control has been transferred (including the date of the transfer) or has been covered under a new permit since initiating coverage under this general permit.
- If inspections by site staff, local officials, SDDANR, or U.S. EPA determine that SWPPP modifications are necessary for compliance with the Stormwater Permit.
- To reflect any revisions to applicable federal, state, or local requirements that affect the control measures implemented at the site.
- If approved by the Secretary, to reflect any changes in chemical water treatment systems or controls, including the use of a different water treatment chemical, age rates, different areas, or methods of application.

➤ 5.5 (2): Deadlines for SWPPP Modification

Any required revisions to the SWPPP must be completed within 7 calendar days following any of the items listed above.

➤ 5.5 (3): Documentation of Modifications to the Plan

All SWPPP modification records are required to be maintained showing the dates of when the modification occurred. The records must include the name of the person authorizing each change and a brief summary of all changes.

➤ 5.5 (4): Certification Requirements

All modifications made to the SWPPP must be signed and certified as required in Section 7.4.

➤ 5.5 (5): Required Notice to Other Operators

If there are multiple operators at the site, the Contractor's Erosion Control Supervisor must notify each operator that may be impacted by the change to the SWPPP within 24 hours.

When modifications as described above occur, the SWPPP will be modified to provide appropriate protection to disturbed areas, all storm water structures, and adjacent waters. The SDDOT Project Engineer will modify the SWPPP using the DOT 298 form and drawings on the plan will be modified to reflect the needed changes. Copies of the DOT 298 forms and the SWPPP will be retained on site in a designated place for review throughout the course of the project. A copy of the DOT 298 form will be given to the Contractor Erosion Control Supervisor and a copy will be emailed to the SDDOT Environmental Section in accordance with the DOT 298 Form.

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CULVERT

A - END TYPES: FE = FLARED END SL = SLOPED END SB = SAFETY END (w/BARS) SE = SAFETY END (NO BARS) DI = DROP INLET WW = WINGWALLS HW = HEADWALLS EC=END CAP *** For information only (Incidental Work, Grading) **** For information only (See General Notes)

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS - 07YC

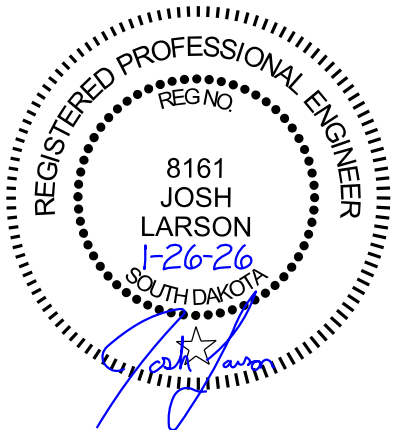
SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	2	30"	5.2	10.4
W1-4	REVERSE CURVE (L or R)	1	48" x 48"	16.0	16.0
W3-1	STOP AHEAD (symbol)	2	48" x 48"	16.0	32.0
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W8-1	BUMP	4	48" x 48"	16.0	64.0
W8-11	UNEVEN LANES	4	48" x 48"	16.0	64.0
W20-1	ROAD WORK AHEAD	10	48" x 48"	16.0	160.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	6	48" x 48"	16.0	96.0
W21-2	FRESH OIL	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	4	48" x 48"	16.0	64.0
G20-1	ROAD WORK NEXT 4 MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	8	36" x 18"	4.5	36.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			
		647.4			

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS - 08L4

SIGN CODE	SIGN DESCRIPTION	EXPRESSWAY / INTERSTATE			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 80	2	36" x 48"	12.0	24.0
R2-1	SPEED LIMIT 65	6	36" x 48"	12.0	72.0
R2-1	SPEED LIMIT 45	2	36" x 48"	12.0	24.0
R2-6aP	FINES DOUBLE (plaque)	2	36" x 24"	6.0	12.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)	2	48" x 48"	16.0	32.0
W3-5	SPEED REDUCTION AHEAD (65 MPH)	4	48" x 48"	16.0	64.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	8	48" x 48"	16.0	128.0
W4-3	ADDED LANE (symbol)	4	48" x 48"	16.0	64.0
W5-4	RAMP NARROWS	2	48" x 48"	16.0	32.0
W7-3aP	NEXT ___ MILES (plaque)	4	36" x 30"	7.5	30.0
W13-4P	ON RAMP (plaque)	2	36" x 36"	9.0	18.0
W20-1	ROAD WORK AHEAD	9	48" x 48"	16.0	144.0
SPECIAL	RAMP WORK AHEAD	3	48" x 48"	16.0	48.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	8	48" x 48"	16.0	128.0
W21-5a	LEFT or RIGHT SHOULDER CLOSED	4	48" x 48"	16.0	64.0
W21-5b	LEFT or RIGHT SHOULDER CLOSED AHEAD	4	48" x 48"	16.0	64.0
SPECIAL	EXIT ___ (3 digits) (45° ARROW)	3	60" x 48"	20.0	60.0
G20-1	ROAD WORK NEXT 9 MILES	2	48" x 24"	8.0	16.0
G20-1	ROAD WORK NEXT 8 MILES	1	48" x 24"	8.0	8.0
G20-1	ROAD WORK NEXT 6 MILES	1	48" x 24"	8.0	8.0
G20-1	ROAD WORK NEXT 2 MILES	1	48" x 24"	8.0	8.0
G20-1	ROAD WORK NEXT 1 MILES	1	48" x 24"	8.0	8.0
G20-2	END ROAD WORK	5	48" x 24"	8.0	40.0
		EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT			
		1096.0			

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNS - 08L4

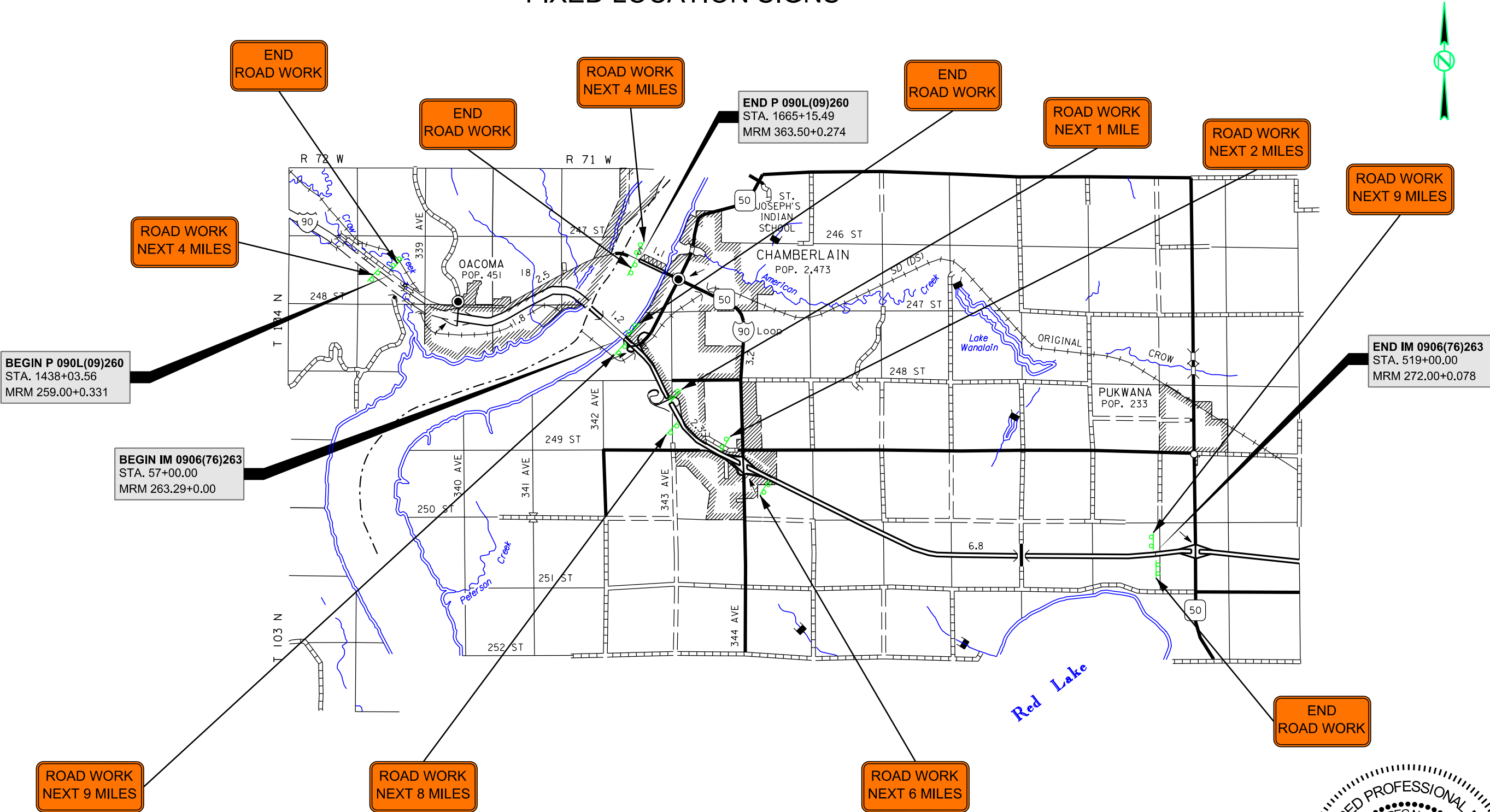
SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD				EXPRESSWAY / INTERSTATE			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
M1-1	INTERSTATE ROUTE MARKER (2 digits)	31	24" x 24"	4.0	124.0	11	36" x 36"	9.0	99.0
M3-2	DIRECTION MARKER - EAST	11	24" x 12"	2.0	22.0	6	36" x 18"	4.5	27.0
M3-4	DIRECTION MARKER - WEST	20	24" x 12"	2.0	40.0	5	36" x 18"	4.5	22.5
M4-8	DETOUR	31	24" x 12"	2.0	62.0	9	30" x 15"	3.1	27.9
M4-8a	END DETOUR		24" x 18"	3.0		2	36" x 24"	6.0	12.0
M5-1	ADVANCE TURN ARROW 90° (L or R)	8	21" x 15"	2.2	17.6		30" x 21"	4.4	
M5-2	ADVANCE TURN ARROW 45° (L or R)		21" x 15"	2.2		2	30" x 21"	4.4	8.8
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	7	21" x 15"	2.2	15.4	4	30" x 21"	4.4	17.6
M6-2	DIRECTION ARROW - 45° Single Head (L or R)		21" x 15"	2.2		3	30" x 21"	4.4	13.2
M6-3	DIRECTION ARROW - Vertical Single Head	16	21" x 15"	2.2	35.2		30" x 21"	4.4	
SPECIAL	OVERWIDTH VEHICLES	31	48" x 30"	10.0	310.0	9	48" x 30"	10.0	90.0
SPECIAL	WIDTH RESTRICTION 12 FT MAX 15 MILES AHEAD		" x "			1	150" x 90"	93.8	93.8
SPECIAL	WIDTH RESTRICTION 12 FT MAX 38 MILES AHEAD		" x "			1	150" x 90"	93.8	93.8
SPECIAL	WIDTH RESTRICTION 12 FT WIDE I-90 WEST	6	126" x 72"	63.0	378.0		" x "		
SPECIAL	VEHICLES OVER 12 FT WIDE EXIT HERE		" x "			2	114" x 60"	47.5	95.0
SPECIAL	NO VEHICLES OVER 12 FT WIDE		" x "			7	102" x 30"	21.3	149.1
SPECIAL	WIDTH RESTRICTION 12 FT WIDE I-90 EAST I-90 WEST	1	126" x 84"	73.5	73.5		" x "		
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT				EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT			
		1077.7				749.7			



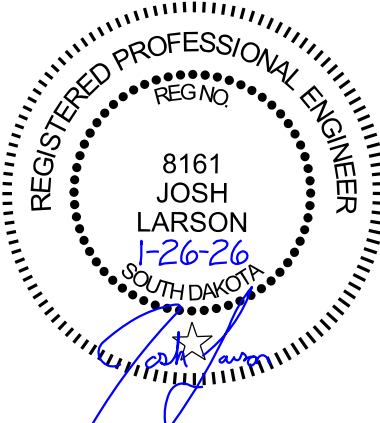
TRAFFIC CONTROL FIXED LOCATION SIGNS

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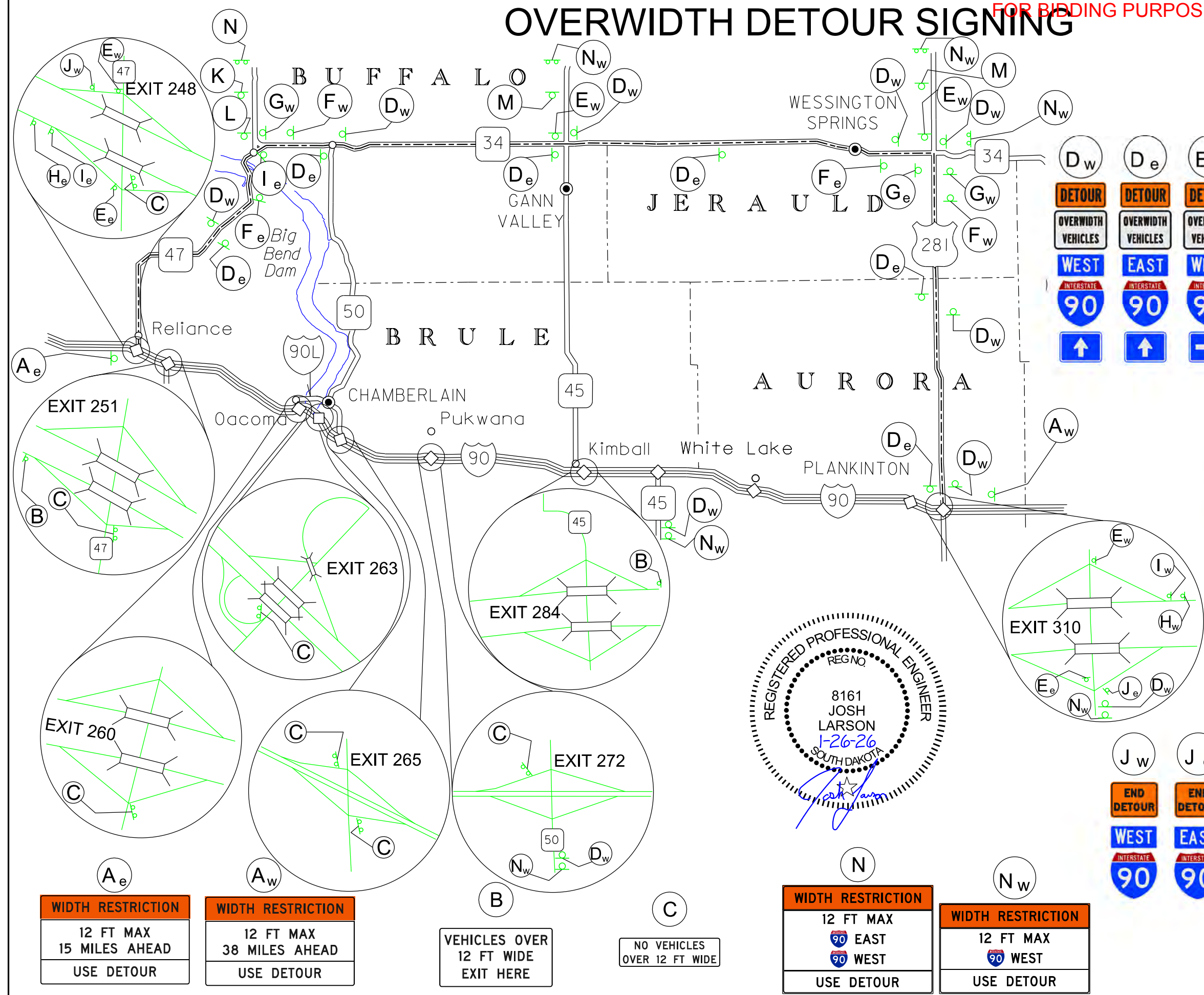
END ROAD WORK (W20-1) SIGNS ARE ALSO USED
PER THE APPLICABLE STANDARD PLATE(S).



OVERWIDTH DETOUR SIGNING

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D _w	D _e	E _w	E _e	F _w	F _e	G _w	G _e
DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
OVERWIDTH VEHICLES	OVERWIDTH VEHICLES	OVERWIDTH VEHICLES	OVERWIDTH VEHICLES	OVERWIDTH VEHICLES	OVERWIDTH VEHICLES	OVERWIDTH VEHICLES	OVERWIDTH VEHICLES
WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST
INTERSTATE 90	INTERSTATE 90	INTERSTATE 90	INTERSTATE 90	INTERSTATE 90	INTERSTATE 90	INTERSTATE 90	INTERSTATE 90
↑	↑	→	←	↶	↷	←	→

H _w	H _e	I _w	I _e
DETOUR	DETOUR	DETOUR	DETOUR
OVERWIDTH VEHICLES	OVERWIDTH VEHICLES	OVERWIDTH VEHICLES	OVERWIDTH VEHICLES
WEST	EAST	WEST	EAST
INTERSTATE 90	INTERSTATE 90	INTERSTATE 90	INTERSTATE 90
↗	↗	↗	↗

J _w	J _e	K	L	M
END DETOUR	END DETOUR	DETOUR	DETOUR	DETOUR
OVERWIDTH VEHICLES	OVERWIDTH VEHICLES	OVERWIDTH VEHICLES	OVERWIDTH VEHICLES	OVERWIDTH VEHICLES
WEST	EAST	EAST	WEST	WEST
INTERSTATE 90	INTERSTATE 90	INTERSTATE 90	INTERSTATE 90	INTERSTATE 90
↶	↷	←	→	↗

WIDTH RESTRICTION
12 FT MAX
15 MILES AHEAD
USE DETOUR

WIDTH RESTRICTION
12 FT MAX
38 MILES AHEAD
USE DETOUR

VEHICLES OVER
12 FT WIDE
EXIT HERE

NO VEHICLES
OVER 12 FT WIDE

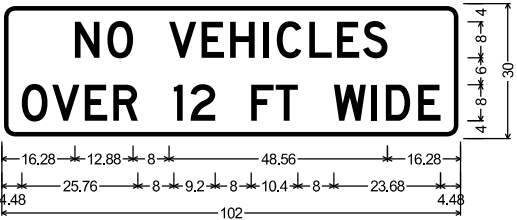
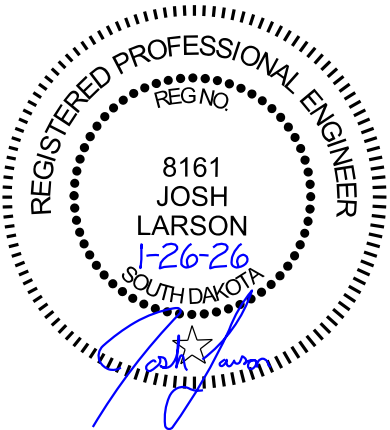
WIDTH RESTRICTION
12 FT MAX
EAST
WEST
USE DETOUR

WIDTH RESTRICTION
12 FT MAX
WEST
USE DETOUR

SIGN DETAILS

FOR BIDDING PURPOSES ONLY

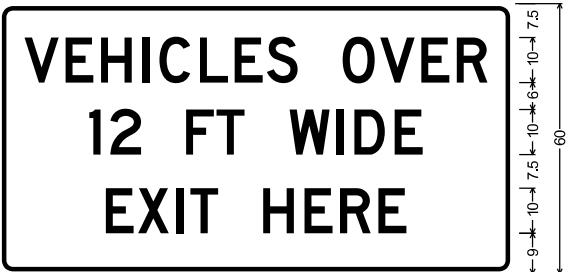
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	37	322



3.00" Radius, 1.00" Border, 0.50" Indent, Black on White;
"NO VEHICLES", D 2K; "OVER 12 FT WIDE", D 2K;

Table of letter and object lefts

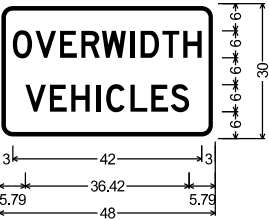
N	O	V	E	H	I	C	L	E	S
16.28	23.48	37.16	44.44	50.76	58.12	61.16	68.36	74.52	80.28
O	V	E	R	I	2	F	T		
4.48	11.20	18.48	24.80	38.24	42.00	55.44	60.88		
	W	I	D	E					
	73.84	82.16	85.36	92.56					



3.00" Radius, 1.00" Border, 0.50" Indent, Black on White;
"VEHICLES OVER", D 2K; "12 FT WIDE", D 2K; "EXIT HERE", D 2K;

Table of letter and object lefts

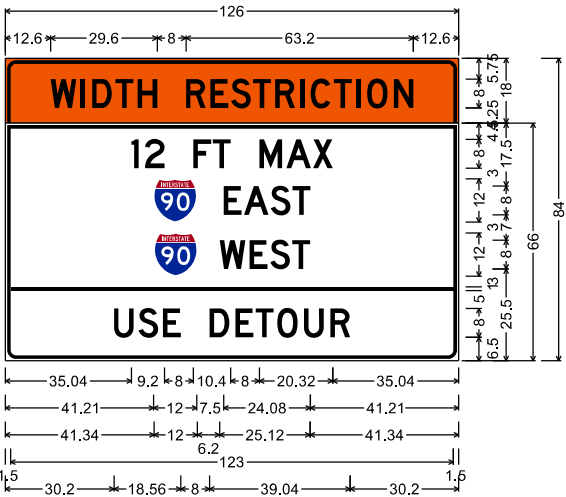
V	E	H	I	C	L	E	S
5.55	14.65	22.55	31.75	35.55	44.55	52.25	59.45
	O	V	E	R			
	76.25	84.65	93.75	101.65			
I	2	F	T	W	I	D	E
19.95	24.65	41.45	48.25	64.45	74.85	78.85	87.85
E	X	I	T	H	E	R	E
23.60	30.80	39.30	42.40	58.60	67.80	75.70	84.20



3.00" Radius, 1.00" Border, 0.50" Indent, Black on White;
"OVERWIDTH", D 2K;
"VEHICLES", D 2K;

Table of letter and object lefts

O	V	E	R	W	I	D	T	H
3.00	8.04	13.50	18.24	22.80	29.04	31.44	36.30	40.92
V	E	H	I	C	L	E	S	
5.79	11.25	15.99	21.51	23.79	29.19	33.81	38.13	



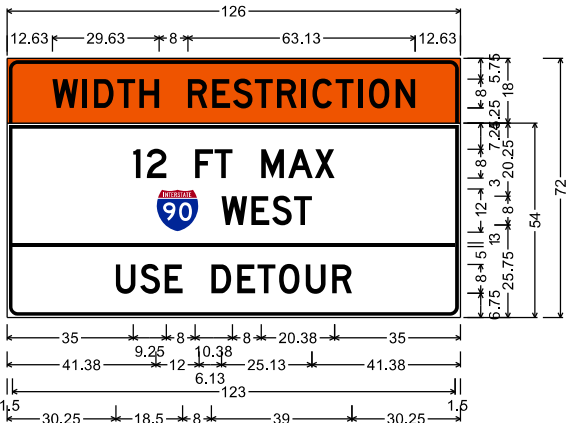
3.00" Radius, 1.00" Border, 0.50" Indent, Black on Orange;
"WIDTH RESTRICTION", D 2K;

3.00" Radius, 1.00" Border, 0.50" Indent, Black on White;
"12 FT MAX", D 2K; "EAST", D 2K; "WEST", D 2K;

"USE DETOUR", D 2K;

Table of letter and object lefts

W	I	D	T	H
12.60	20.92	24.12	30.60	36.76
	R	E	S	T
	50.20	57.00	62.76	68.84
I	2	F	T	M
35.04	38.80	52.24	57.68	70.64
	E	A	S	T
41.21	60.71	66.31	73.75	79.83
	W	E	S	T
41.34	59.54	67.86	73.62	79.70
	U	S	E	D
	30.20	37.00	43.80	56.76
		E	T	O
		63.96	69.56	75.56
		U	R	
		83.00	90.36	



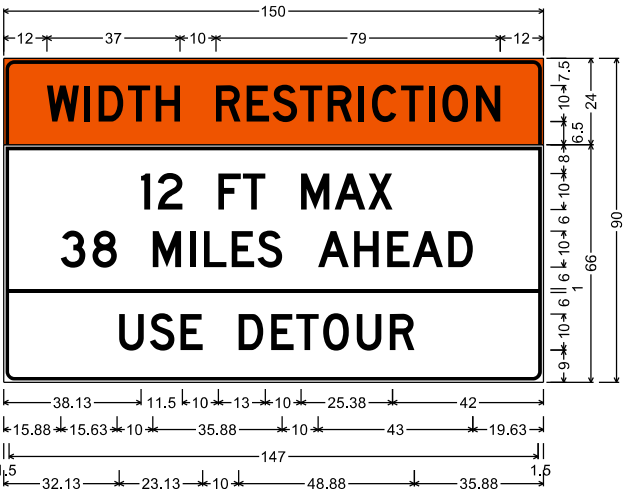
3.00" Radius, 1.00" Border, 0.50" Indent, Black on Orange;
"WIDTH RESTRICTION", D 2K;

3.00" Radius, 1.00" Border, 0.50" Indent, Black on White;
"12 FT MAX", D 2K; "WEST", D 2K;

"USE DETOUR", D 2K;

Table of letter and object lefts

W	I	D	T	H
12.63	20.88	24.13	30.63	36.75
	R	E	S	T
	50.25	57.00	62.75	68.88
I	2	F	T	M
35.00	38.75	52.25	57.63	70.63
	W	E	S	T
41.38	59.50	67.88	73.63	79.75
	U	S	E	D
	30.25	37.00	43.75	56.75
		E	T	O
		64.00	69.50	75.50
		U	R	
		83.00	90.38	



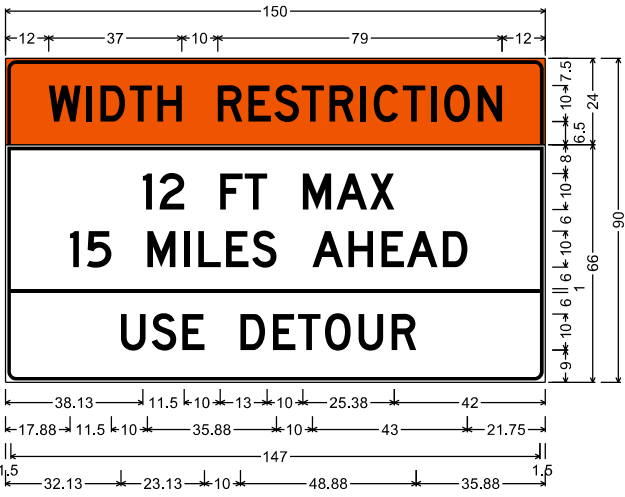
3.00" Radius, 1.00" Border, 0.50" Indent, Black on Orange;
"WIDTH RESTRICTION", D 2K;

3.00" Radius, 1.00" Border, 0.50" Indent, Black on White;
"12 FT MAX", D 2K; "38 MILES AHEAD", D 2K;

"USE DETOUR", D 2K;

Table of letter and object lefts

W	I	D	T	H
12.00	22.38	26.38	34.50	42.25
	R	E	S	T
	59.00	67.50	74.75	82.25
I	2	F	T	M
38.13	42.88	59.63	66.50	82.63
	W	E	S	T
15.88	24.63	41.50	51.63	55.63
	A	H	E	D
	87.38	97.38	106.50	113.50
	U	S	E	D
	32.13	40.63	49.13	65.25
		E	T	O
		74.25	81.25	88.75
		U	R	
		98.13	107.25	



3.00" Radius, 1.00" Border, 0.50" Indent, Black on Orange;
"WIDTH RESTRICTION", D 2K;

3.00" Radius, 1.00" Border, 0.50" Indent, Black on White;
"12 FT MAX", D 2K; "15 MILES AHEAD", D 2K;

"USE DETOUR", D 2K;

Table of letter and object lefts

W	I	D	T	H
12.00	22.38	26.38	34.50	42.25
	R	E	S	T
	59.00	67.50	74.75	82.25
I	2	F	T	M
38.13	42.88	59.63	66.50	82.63
	W	E	S	T
17.88	22.63	39.38	49.63	53.63
	A	H	E	D
	85.25	95.25	104.50	111.50
	U	S	E	D
	32.13	40.63	49.13	65.25
		E	T	O
		74.25	81.25	88.75
		U	R	
		98.13	107.25	

TABLE OF PROJECT STATIONING

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	38	322

Plotting Date: 1/26/2026

I90 EASTBOUND LANES – PCN 08L4 PROJECT STATIONING

SECTION		STATION	TO	STATION	DESCRIPTION	GROSS SECTION LENGTHS	EXCEPTION LENGTH	NET SECTION LENGTHS
No Surfacing	Begin	56+62.50	to	59+09.00	EB - 2-Lane w/ Barrier Left and Ramp Transition Right	246.50'	-	246.50'
No Surfacing		59+09.00	to	62+28.81	EB - 2-Lane w/ Barrier Left and Rural Right	319.81'	-	319.81'
No Surfacing		62+28.81	to	65+05.02	EB - 2-Lane w/ Barrier Left and Ramp Transition Right	276.21'	-	276.21'
No Surfacing		65+05.02	to	65+43.02	EB - 3-Lane w/ Barrier Left and Rural Right	38.00'	-	38.00'
Bridge		65+43.02	to	68+23.02	Str. No 08-065-095	280.00'	-	280.00'
No Surfacing		68+23.02	to	68+60.94	EB - 3-Lane w Barrier Left and Rural Right	37.92'	-	37.92'
No Surfacing		68+60.94	to	68+84.94	EB - 3-Lane w Barrier Left and Rural Right	24.00'	-	24.00'
3		68+84.94	to	74+13.25	EB - 3-Lane w Barrier Left and Rural Right	528.31'	-	528.31'
4		74+13.25	to	77+11.49	EB - 3-Lane w Barrier Left and Rural Right	298.24'	-	298.24'
5		77+11.49	to	79+16.00	EB - 3-Lane w Barrier Left and Rural Right	204.51'	-	204.51'
6		79+16.00	to	79+58.00	EB - 3-Lane w Paved Median Left and Rural Right	42.00'	-	42.00'
7		79+58.00	to	96+77.00	EB - 3-Lane w Paved Median Left and Rural Right	1719.00'	-	1719.00'
8		96+77.00	to	101+97.05	EB - Rural 3-Lane	520.05'	-	520.05'
9		101+97.05	to	103+35.55	EB - 3-Lane w/ Rural Left and Ramp Transition Right	138.50'	-	138.50'
9 - Transition		103+35.55	to	105+77.24	EB - 3-Lane w/ Rural Left and Ramp & Gore Transition Right	241.69'	-	241.69'
9		105+77.24	to	105+84.30	EB - 3-Lane w/ Rural Left and Ramp & Gore Transition Right	7.06'	-	7.06'
8		105+84.30	to	125+67.33	EB - Rural 3-Lane	1983.03'	-	1983.03'
9 - Transition		125+67.33	to	128+64.70	EB - 3-Lane w/ Rural Left and Ramp & Gore Transition Right	297.37'	-	297.37'
9		128+64.70	to	129+96.42	EB - 3-Lane w/ Rural Left and Ramp Transition Right	131.72'	-	131.72'
8	129+96.42	to	135+92.65	EB - Rural 3-Lane	596.23'	-	596.23'	
8 - Transition	135+92.65	to	141+92.65	EB Transition fm Rural 3-Lane to Rural 2-Lane	600.00'	-	600.00'	
10	141+92.65	to	170+70.00	EB Rural 2-Lane	2877.35'	-	2877.35'	
12	170+70.00	to	513+41.00	EB Rural 2-Lane	34271.00'	-	34271.00'	
Equation	513+41.00	Bk =	513+43.60	Ah	-	-	-	
12	513+43.60	to	520+00.00	End	EB - Rural 2-Lane (End Project)	656.40'	-	656.40'
I90 EBL TOTALS =						46334.90'	0.00'	46334.90'
						8.776 Miles	0.000 Miles	8.776 Miles

	(Ft)	(Miles)
	528.31	0.100
Section 3 Total	528.31	0.100'

	(Ft)	(Miles)
	1719.00	0.326
Section 7 Total	1719.00	0.326'

	(Ft)	(Miles)
	2877.35	0.545
Section 10 Total	2877.35	0.545'

	298.24	0.056
Section 4 Total	298.24	0.056'

	520.05	0.098
	1983.03	0.376
	596.23	0.113
Section 8 Total	3099.31	0.587

	34271.00	6.491
	656.40	0.124
Section 12 Total	34927.40	6.615

	204.51	0.039
Section 5 Total	204.51	0.039'

	138.50	0.026
	7.06	0.001
	131.72	0.025
Section 9 Total	277.28	0.052

	42.00	0.008
Section 6 Total	42.00	0.008

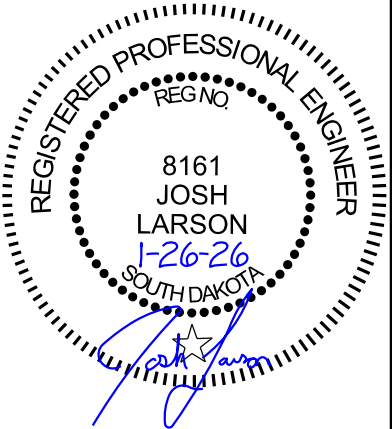


TABLE OF PROJECT STATIONING

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	39	322

Plotting Date: 1/26/2026

I90 WESTBOUND LANES – PCN 08L4 PROJECT STATIONING

SECTION		STATION	TO	STATION	DESCRIPTION	GROSS SECTION LENGTHS	EXCEPTION LENGTH	NET SECTION LENGTHS
No Surfacing	Begin	56+62.50	to	59+09.00	WB - 2-Lane w/ Barrier Right and Ramp Left	246.50'	-	246.50'
No Surfacing		59+09.00	to	62+28.81	WB - 2-Lane w/ Barrier Right and Ramp Left	319.81'	-	319.81'
No Surfacing		62+28.81	to	65+05.02	WB - 2-Lane w/ Barrier Right and Rural Left	276.21'	-	276.21'
No Surfacing		65+05.02	to	65+43.02	WB - 2-Lane w/ Barrier Right and Rural Left	38.00'	-	38.00'
Bridge		65+43.02	to	68+23.02	Str. No 08-065-095	280.00'	-	280.00'
No Surfacing		68+23.02	to	68+60.94	WB - 2-Lane w/ Barrier Right and Rural Left	37.92'	-	37.92'
No Surfacing		68+60.94	to	68+84.94	WB - 2-Lane w/ Barrier Right and Rural Left	24.00'	-	24.00'
3		68+84.94	to	74+13.25	WB - 2-Lane w/ Barrier Right and Rural Left	528.31'	-	528.31'
4 - Transition		74+13.25	to	77+11.49	WB - 2-Lane w/ Barrier Right and Ramp & Gore Transition Left	298.24'	-	298.24'
5		77+11.49	to	79+16.00	WB - 2-Lane w/ Barrier Right and Ramp Left	204.51'	-	204.51'
6		79+16.00	to	79+58.00	WB - 2-Lane w/ Paved Median Right and Ramp Left	42.00'	-	42.00'
7		79+58.00	to	81+58.45	WB - 2-Lane w/ Paved Median Right and Ramp Left	200.45'	-	200.45'
7 - Transition		81+58.45	to	87+83.31	WB - 2-Lane w/ Paved Median Right and Ramp Transition Left	624.86'	-	624.86'
7		87+83.31	to	96+77.00	WB - 2-Lane w/ Paved Median Right and Rural Left	893.69'	-	893.69'
10		96+77.00	to	109+00.00	WB - Rural 2-Lane	1223.00'	-	1223.00'
10 - Transition		109+00.00	to	116+50.00	WB - 2-Lane with Rural Right and Ramp Transition Left	750.00'	-	750.00'
11 - Transition		116+50.00	to	117+96.68	WB - 2-Lane w/ Rural Right and Ramp & Gore Transition Left	146.68'	-	146.68'
10		117+96.68	to	137+44.92	WB - Rural 2-Lane	1948.24'	-	1948.24'
11 - Transition		137+44.92	to	141+50.00	WB - 2-Lane w/ Rural Right and Ramp & Gore Transition Left	405.08'	-	405.08'
10 - Transition		141+50.00	to	146+55.31	WB - 2-Lane with Rural Right and Ramp Transition Left	505.31'	-	505.31'
10	146+55.31	to	170+50.00	WB - Rural 2-Lane	2394.69'	-	2394.69'	
12	170+50.00	to	513+41.00	WB - Rural 2-Lane	34291.00'	-	34291.00'	
Equation	513+41.00	Bk =	513+43.60	Ah	-	-	-	
12	513+43.60	to	520+00.00	End	WB - Rural 2-Lane (End Project)	656.40'	-	656.40'
I90 WBL TOTALS =						46334.90'	0.00'	46334.90'
						8.776 Miles	0.000 Miles	8.776 Miles

	(Ft)	(Miles)
	528.31	0.100
Section 3 Total	528.31	0.100

	(Ft)	(Miles)
	200.45	0.038
	893.69	0.169
Section 7 Total	1094.14	0.207

	204.51	0.039
Section 5 Total	204.51	0.039

	1223.00	0.232
	1948.24	0.369
	2394.69	0.454
Section 10 Total	5565.93	1.055

	42.00	0.008
Section 6 Total	42.00	0.008

	34291.00	6.495
	656.40	0.124
Section 12 Total	34947.40	6.619

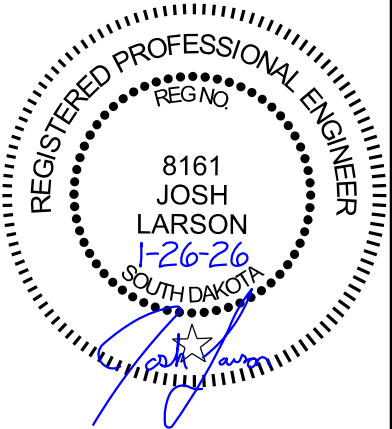


TABLE OF PROJECT STATIONING

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

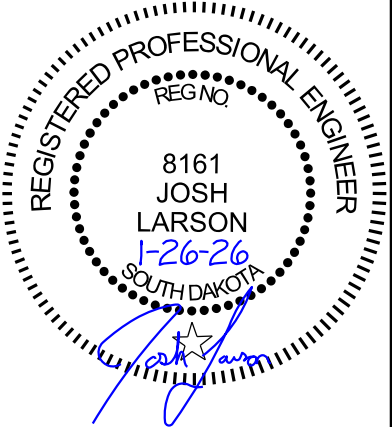
Plotting Date: 1/26/2026

I90L – PCN 07YC PROJECT STATIONING

SECTION	STATION TO STATION				DESCRIPTION	GROSS SECTION LENGTHS	EXCEPTION LENGTH	NET SECTION LENGTHS
13	Begin	1438+00.00	to	1452+14.25	Rural 2-Lane	1414.25'	-	1414.25'
Structure		1452+14.25	to	1454+85.75	Str. No. 43-477-268	271.50'	-	271.50'
13		1454+85.75	to	1464+95.25	Rural 2-Lane	1009.50'	-	1009.50'
Structure		1464+95.25	to	1467+44.75	Str. No. 43-479-269	249.50'	-	249.50'
13		1467+44.75	to	1495+79.75	Rural 2-Lane	2835.00'	-	2835.00'
Transition		1495+79.75	to	1499+00.00	Transition from Rural 2-Lane to Rural 3-Lane with RTL	320.25'	-	320.25'
14		1499+00.00	to	1526+30.00	Rural 3-Lane	2730.00'	-	2730.00'
15		1526+30.00	to	1530+20.00	3-Lane w/ Curb Left and Rural Right	390.00'	-	390.00'
16		1530+20.00	to	1537+15.00	3-Lane w/ Curb Left and Rural Right	695.00'	-	695.00'
15		1537+15.00	to	1537+50.00	3-Lane w/ Rural Left and Curb Right	35.00'	-	35.00'
14		1537+50.00	to	1541+85.00	Rural 3-Lane	435.00'	-	435.00'
Transition		1541+85.00	to	1544+61.00	Transition from Rural 3-Lane to Rural 2-Lane	276.00'	-	276.00'
17		1544+61.00	to	1553+01.30	Rural 2-Lane	840.30'	-	840.30'
Equation		1553+01.30	Bk =	1550+61.00 Ah	-	-	-	-
17		1550+61.00	to	1609+77.00	Rural 2-Lane	5916.00'	-	5916.00'
Transition		1609+77.00	to	1613+97.00	Transition from Rural 2-Lane to Rural 3-Lane	420.00'	-	420.00'
14		1613+97.00	to	1615+32.00	Rural 3-Lane	135.00'	-	135.00'
Transition		1615+32.00	to	1618+18.00	Transition from Rural 3-Lane to Rural 2-Lane	286.00'	-	286.00'
17		1618+18.00	to	1641+83.88	Rural 2-Lane	2365.88'	-	2365.88'
Equation		1641+83.88	Bk =	15+50.44 Ah	-	-	-	-
17		15+50.44	to	25+44.77	Rural 2-Lane	994.33'	-	994.33'
I90L TOTALS =						21618.51' 4.094 Miles	0.00' 0.000 Miles	21618.51' 4.094 Miles

	(Ft)	(Miles)
	1414.25	0.268
	1009.50	0.191
	2835.00	0.537
Section 13 Total	5258.75	0.996
	2730.00	0.517
	435.00	0.082
	135.00	0.026
Section 14 Total	3300.00	0.625
	390.00	0.074
	35.00	0.007
Section 15 Total	425.00	0.081

	(Ft)	(Miles)
	695.00	0.132
Section 16 Total	695.00	0.132
	840.30	0.159
	5916.00	1.120
	2365.88	0.448
	994.33	0.188
Section 17 Total	10116.51	1.915

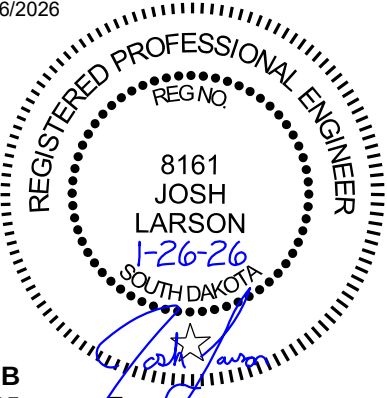


RATES OF MATERIALS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

Plotting Date: 1/26/2026



SECTION 7EB

Station 79+58.00 to Station 96+77.00

SECTION 7WB

Station 79+58.00 to Station 81+58.45
Station 87+83.31 to Station 96+77.00

The Estimate of quantities is based on the following quantities of materials per mile.

The Estimate of quantities is based on the following quantities of materials per mile.

Asphalt Concrete Leveling Lift (0.5" Leveling Lift)			
	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	565	585	Tons
PG 58-34 Asphalt Binder	37	34	Tons
Total	602	619	Tons
Hydrated Lime	6	6	Tons
Total	608	625	Tons

Asphalt Concrete Leveling Lift (0.5" Leveling Lift)			
	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	565	585	Tons
PG 58-34 Asphalt Binder	37	34	Tons/Mile
Total	602	619	Tons/Mile
Hydrated Lime	6	6	Tons/Mile
Total	608	625	Tons/Mile

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

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

SS-1h or CSS-1h Asphalt for Tack at the rate of 6.80 tons applied between 39 feet wide (Rate 0.07 gal./sq.yd.)

SS-1h or CSS-1h Asphalt for Tack at the rate of 6.80 tons applied between 39 feet wide (Rate 0.07 gal./sq.yd.)

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

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

Class Q4R Hot Mixed Asphalt Concrete (2" Mainline Lift)			
	Alt A	Alt B	
Crushed Aggregate (80% Furnished)	50.60	52.46	Tons
Salvage Asphalt Concrete (20%)	12.65	13.11	Tons
PG 58-34 Asphalt Binder	3.05	2.52	Tons
Total	66.30	68.09	Tons
Hydrated Lime	0.66	0.68	Tons
Total	66.96	68.77	Tons

Class Q4R Hot Mixed Asphalt Concrete (2" Mainline Lift)			
	Alt A	Alt B	
Crushed Aggregate (80% Furnished)	52.21	54.13	Tons
Salvage Asphalt Concrete (20%)	13.05	13.53	Tons
PG 58-34 Asphalt Binder	3.15	2.60	Tons
Total	68.41	70.26	Tons
Hydrated Lime	0.68	0.70	Tons
Total	69.09	70.96	Tons

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

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

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.20 ton applied 58 feet wide (Rate 0.06 gal./sq.yd.)

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.20 ton applied 59 feet wide (Rate 0.06 gal./sq.yd.)

Class S Asphalt Concrete (1.25" Mainline Lift)			
	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	29.89	30.93	Tons
PG 64-34 Asphalt Binder	2.08	1.90	Tons
Total	31.97	32.83	Tons
Stabilizing Additive	0.10	0.10	Tons
Total	32.07	32.93	Tons

Class S Asphalt Concrete (1.25" Mainline Lift)			
	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	29.89	30.93	Tons
PG 64-34 Asphalt Binder	2.08	1.90	Tons
Total	31.97	32.83	Tons
Stabilizing Additive	0.10	0.10	Tons
Total	32.07	32.93	Tons

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.13 ton applied 44.5 feet wide (Rate 0.06 gal./sq.yd.)

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.13 ton applied 44.5 feet wide (Rate 0.06 gal./sq.yd.).

Flush Seal

Flush Seal

The Estimate of quantities is based on the following quantities of materials per mile.

The Estimate of quantities is based on the following quantities of materials per mile.

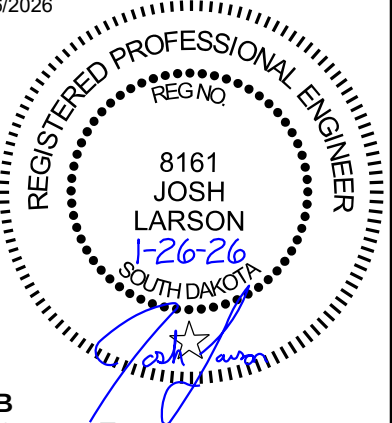
Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 1.10 ton applied 8.5 feet wide on the outside shoulder (Rate 0.05 gal./sq.yd.).

Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 1.10 ton applied 8.5 feet wide on the outside shoulder (Rate 0.05 gal./sq.yd.).

RATES OF MATERIALS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		42	322



SECTION 8EB

Station 96+77 to Station 101+97.05
Station 105+84.30 to Station 112+77.40
Station 114+25.40 to Station 125+67.33
Station 129+96.42 to Station 135+92.65

SECTION 9EB

Station 101+97.05 to Station 103+35.55
Station 105+77.24 to Station 105+84.30
Station 128+64.70 to Station 129+96.42

The Estimate of quantities is based on the following quantities of materials per mile.

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

Asphalt Concrete Leveling Lift (0.5" Leveling Lift)

	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	565	585	Tons
PG 58-34 Asphalt Binder	37	34	Tons
Total	602	619	Tons
Hydrated Lime	6	6	Tons
Total	608	625	Tons

Asphalt Concrete Leveling Lift (0.5" Leveling Lift)

	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	13.31	13.78	Tons
PG 58-34 Asphalt Binder	0.88	0.80	Tons
Total	14.19	14.58	Tons
Hydrated Lime	0.14	0.15	Tons
Total	14.33	14.73	Tons

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

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

SS-1h or CSS-1h Asphalt for Tack at the rate of 6.8 tons applied 39 feet wide (Rate 0.07 gal./sq.yd.)

SS-1h or CSS-1h Asphalt for Tack at the rate of 0.20 tons applied 48 feet wide (Rate 0.07 gal./sq.yd.)

Class Q4R Hot Mixed Asphalt Concrete (2" Mainline Lift)

	Alt A	Alt B	
Crushed Aggregate (80% Furnished)	55.71	57.76	Tons
Salvage Asphalt Concrete (20%)	13.93	14.44	Tons
PG 58-34 Asphalt Binder	3.36	2.77	Tons
Total	73.00	74.97	Tons
Hydrated Lime	0.73	0.75	Tons
Total	73.73	75.72	Tons

Class Q4R Hot Mixed Asphalt Concrete (2" Mainline Lift)

	Alt A	Alt B	
Crushed Aggregate (80% Furnished)	54.13	56.12	Tons
Salvage Asphalt Concrete (20%)	13.53	14.03	Tons
PG 58-34 Asphalt Binder	3.26	2.70	Tons
Total	70.92	72.85	Tons
Hydrated Lime	0.71	0.73	Tons
Total	71.63	73.58	Tons

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

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

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.20 ton applied 61 feet wide (Rate 0.06 gal./sq.yd).

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.20 ton applied 59 feet wide (Rate 0.06 gal./sq.yd).

Class S Asphalt Concrete (1.25" Mainline Lift)

	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	30.66	31.72	Tons
PG 64-34 Asphalt Binder	2.13	1.95	Tons
Total	32.79	33.67	Tons
Stabilizing Additive	0.10	0.10	Tons
Total	32.89	33.77	Tons

Class S Asphalt Concrete (1.25" Mainline Lift)

	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	34.62	35.82	Tons
PG 64-34 Asphalt Binder	2.41	2.21	Tons
Total	37.03	38.03	Tons
Stabilizing Additive	0.11	0.11	Tons
Total	37.14	38.14	Tons

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.13 ton applied 46 feet wide (Rate 0.06 gal./sq.yd.)

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.15 ton applied 51.5 feet wide (Rate 0.06 gal./sq.yd.)

Flush Seal

Flush Seal

The Estimate of quantities is based on the following quantities of materials per mile.

The Estimate of quantities is based on the following quantities of materials per mile.

Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 2.00 ton applied 10 feet wide on the outside shoulder and 6 feet wide on the inside shoulder (Rate 0.05 gal./sq.yd).

Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 0.70 ton applied 6 feet wide on the inside shoulder (Rate 0.05 gal./sq.yd).

RATES OF MATERIALS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	43	322

Plotting Date: 1/26/2026



SECTION 10EB

Station 141+92.65 to Station 170+70.00

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

Asphalt Concrete Leveling Lift (0.5" Leveling Lift)			
	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	7.24	7.49	Tons
PG 58-34 Asphalt Binder	0.48	0.44	Tons
Total	7.72	7.93	Tons
Hydrated Lime	0.08	0.08	Tons
Total	7.80	8.01	Tons

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

SS-1h or CSS-1h Asphalt for Tack at the rate of 0.10 tons applied 27 feet wide (Rate 0.07 gal./sq.yd.)

Class Q4R Hot Mixed Asphalt Concrete (2" Mainline Lift)			
	Alt A	Alt B	
Crushed Aggregate (80% Furnished)	44.41	46.04	Tons
Salvage Asphalt Concrete (20%)	11.10	11.51	Tons
PG 58-34 Asphalt Binder	2.68	2.21	Tons
Total	58.19	59.76	Tons
Hydrated Lime	0.58	0.60	Tons
Total	58.77	60.36	Tons

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

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.10 ton applied 49 feet wide (Rate 0.06 gal./sq.yd.)

Class S Asphalt Concrete (1.25" Mainline Lift)			
	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	22.00	22.76	Tons
PG 64-34 Asphalt Binder	1.53	1.40	Tons
Total	23.53	24.16	Tons
Stabilizing Additive	0.07	0.07	Tons
Total	23.60	24.23	Tons

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.10 ton applied 34 feet wide (Rate 0.06 gal./sq.yd.)

Flush Seal

The Estimate of quantities is based on the following quantities of materials per mile.

Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 2.00 ton applied 10 feet wide on the outside shoulder and 6 feet wide on the inside shoulder (Rate 0.05 gal./sq.yd).

SECTION 10WB

Station 96+77 to Station 109+00.00
Station 117+96.68 to Station 137+44.92
Station 146+55.31 to Station 170+50.00

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

Asphalt Concrete Leveling Lift (0.5" Leveling Lift)			
	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	7.24	7.49	Tons
PG 58-34 Asphalt Binder	0.48	0.44	Tons
Total	7.72	7.93	Tons
Hydrated Lime	0.08	0.08	Tons
Total	7.80	8.01	Tons

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

SS-1h or CSS-1h Asphalt for Tack at the rate of 0.10 tons applied 27 feet wide (Rate 0.07 gal./sq.yd.)

Class Q4R Hot Mixed Asphalt Concrete (2" Mainline Lift)			
	Alt A	Alt B	
Crushed Aggregate (80% Furnished)	44.41	46.04	Tons
Salvage Asphalt Concrete (20%)	11.10	11.51	Tons
PG 58-34 Asphalt Binder	2.68	2.21	Tons
Total	58.19	59.76	Tons
Hydrated Lime	0.58	0.60	Tons
Total	58.77	60.36	Tons

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

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.10 ton applied 49 feet wide (Rate 0.06 gal./sq.yd.)

Class S Asphalt Concrete (1.25" Mainline Lift)			
	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	22.00	22.76	Tons
PG 64-34 Asphalt Binder	1.53	1.40	Tons
Total	23.53	24.16	Tons
Stabilizing Additive	0.07	0.07	Tons
Total	23.60	24.23	Tons

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.10 ton applied 34 feet wide (Rate 0.06 gal./sq.yd.)

Flush Seal

The Estimate of quantities is based on the following quantities of materials per mile.

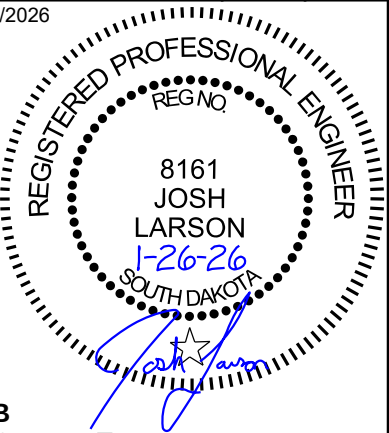
Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 2.00 ton applied 10 feet wide on the outside shoulder and 6 feet wide on the inside shoulder (Rate 0.05 gal./sq.yd).

RATES OF MATERIALS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

Plotting Date: 1/26/2026



SECTION 12EB

Station 170+70.00 to Station 513+41.00 Bk
Station 513+43.60 Ah to Station 520+00.00

The Estimate of quantities is based on the following quantities of materials per mile.

Class S Asphalt Concrete (1.25” Mainline Lift)

	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	1221	1264	Tons
PG 64-34 Asphalt Binder	85	78	Tons
Total	1306	1342	Tons
Stabilizing Additive	3.92	4.02	Tons
Total	1309.92	1346.02	Tons

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 7.52 ton applied 33.5 feet wide (Rate 0.09 gal./sq.yd.)

Flush Seal

Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 0.90 ton applied 7 feet wide on the outside shoulder (Rate 0.05 gal./sq.yd).

SECTION 12WB

Station 170+50.00 to Station 513+41.00 Bk
Station 513+43.60 Ah to Station 520+00.00

The Estimate of quantities is based on the following quantities of materials per mile.

Class S Asphalt Concrete (1.25” Mainline Lift)

	Alt A	Alt B	
Crushed Aggregate (100% Furnished)	1221	1264	Tons
PG 64-34 Asphalt Binder	85	78	Tons
Total	1306	1342	Tons
Stabilizing Additive	3.92	4.02	Tons
Total	1309.92	1346.02	Tons

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 7.52 ton applied 33.5 feet wide (Rate 0.09 gal./sq.yd.)

Flush Seal

Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 0.90 ton applied 7 feet wide on the outside shoulder (Rate 0.05 gal./sq.yd).

SECTION 13

Station 1438+00.00 to Station 1452+14.25
Station 1454.85.75 to Station 1464+95.25
Station 1467+44.75 to Station 1495+79.75

The Estimate of quantities is based on the following quantities of materials per mile.

Class Q4R Hot Mixed Asphalt Concrete (2” Mainline Lift)

	Alt A	Alt B	
Crushed Aggregate (80% Furnished)	1242	1288	Tons
Salvage Asphalt Concrete (20%)	310	322	Tons
PG 58-34 Asphalt Binder	75	62	Tons
Total	1627	1672	Tons
Hydrated Lime	16	17	Tons
Total	1643	1689	Tons

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

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 6.10 ton applied 27 feet wide (Rate 0.09 gal./sq.yd).

Flush Seal

Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 3.20 ton applied 26 feet wide (Rate 0.05 gal./sq.yd).

Sand for Flush Seal at the rate of 56.30 ton applied 24 feet wide (Rate 8 lbs./sq.yd.).

SECTION 14

Station 1499+00.00 to Station 1526+30.00
Station 1537+50.00 to Station 1541+85.00
Station a 1613+97.00 to Station a 1615+32.00

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

Class Q4R Hot Mixed Asphalt Concrete (2” Mainline Lift)

	Alt A	Alt B	
Crushed Aggregate (80% Furnished)	42.75	44.33	Tons
Salvage Asphalt Concrete (20%)	10.69	11.08	Tons
PG 58-34 Asphalt Binder	2.57	2.13	Tons
Total	56.01	57.54	Tons
Hydrated Lime	0.56	0.57	Tons
Total	56.57	58.11	Tons

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

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.20 ton applied 49 feet wide (Rate 0.09 gal./sq.yd).

Flush Seal

Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 0.10 ton applied 48 feet wide (Rate 0.05 gal./sq.yd).

Sand for Flush Seal at the rate of 1.60 ton applied 36 feet wide (Rate 8 lbs./sq.yd.).

RATES OF MATERIALS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		45	322

SECTION 16

Station 1530+20 to Station 1537+15

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

Class Q4R Hot Mixed Asphalt Concrete (2" Mainline Lift)

	Alt A	Alt B	
Crushed Aggregate (80% Furnished)	45.20	46.86	Tons
Salvage Asphalt Concrete (20%)	11.30	11.72	Tons
PG 58-34 Asphalt Binder	2.72	2.25	Tons
Total	59.22	60.83	Tons
Hydrated Lime	0.59	0.61	Tons
Total	59.81	61.44	Tons

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

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 0.20 ton applied 48 feet wide (Rate 0.09 gal./sq.yd).

Flush Seal

Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 0.10 ton applied 48 feet wide (Rate 0.05 gal./sq.yd).

Sand for Flush Seal at the rate of 2.10 ton applied 48 feet wide (Rate 8 lbs./sq.yd.).

SECTION 17

Station 1544+61.00 to Station 1553+01.30
Station a 1550+61.00 to Station a 1609+77.00
Station a 1618+18.00 to Station a 1641+83.88
Station b 15+50.44 to Station b 25+44.77

The Estimate of quantities is based on the following quantities of materials per mile.

Class Q4R Hot Mixed Asphalt Concrete (2" Mainline Lift)

	Alt A	Alt B	
Crushed Aggregate (80% Furnished)	2059	2134	Tons
Salvage Asphalt Concrete (20%)	515	534	Tons
PG 58-34 Asphalt Binder	124	102	Tons
Total	2698	2770	Tons
Hydrated Lime	27	28	Tons
Total	2725	2728	Tons

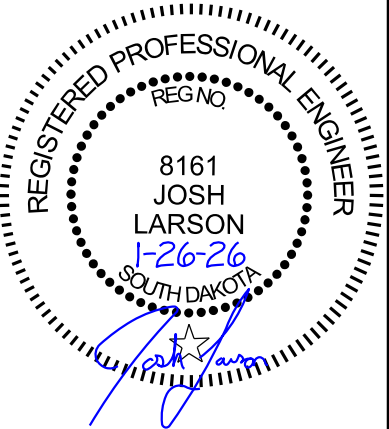
The exact proportions of these materials will be determined on construction.

Provide SS-1h or CSS-1h Asphalt for Tack at the rate of 10.10 ton applied 45 feet wide (Rate 0.09 gal./sq.yd).

Flush Seal

Provide SS-1h or CSS-1h Asphalt for Flush Seal at the rate of 5.50 ton applied 44 feet wide (Rate 0.05 gal./sq.yd).

Sand for Flush Seal at the rate of 56.30 ton applied 24 feet wide (Rate 8 lbs./sq.yd.).



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

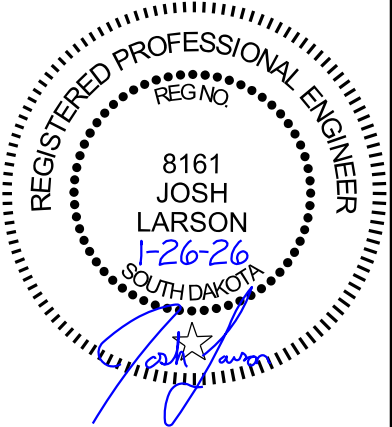
Plotting Date: 1/26/2026

TABLE OF MATERIALS QUANTITIES - PCN 08L4

Location	Shoulder Preparation (Mile)	Planing PCC Pavement (SqYd)	Remove Asphalt Concrete Pavement		Water for Granular Material (MGal)	Micro Milling Asphalt Concrete		Cold Milling Asphalt Concrete		Unclassified Excavation - Digouts (CuYd)	Base Course, Salvaged, Asphalt Mix (Ton)	Base Course (Ton)	Granular Material, Furnish		Blend, Haul & Stockpile Granular Material	
			(SqYd)	(for info only) (Ton)		(SqYd)	(for info only) (Ton)	(SqYd)	(for info only) (Ton)				ALT A (Ton)	ALT B (Ton)	ALT A (Ton)	ALT B (Ton)
I90																
Section 3E	-	866	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 3W	-	606	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 4E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 5E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 5W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 6E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 6W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 7E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 7W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 8E	-	1560	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 9E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 10E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 10W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 12E	-	-	251.4	40.0	3.2	126127.0	8058	-	-	165.4	-	331	1181	973	2362	1946
Section 12W	-	-	251.5	40.0	3.2	126199.0	8062	-	-	165.5	-	331	8102	8102	16204	16204
Subtotal =	-	3032	502.9	80.0	6.4	252326.0	16120	-	-	330.9	-	662	9283	9075	18566	18150
Table of Additional Quantities Totals =	-	1441	1488.9	156.0	91.6	5173.0	339	51170.0	2556	-	-	9550.6	3051	3051	6102	6102
Totals:	-	4473	1991.8	236.0	98.0	257499.0	16459	51170.0	2556	330.9	-	10212.3	12334	12126	24668	24252

TABLE OF MATERIALS QUANTITIES - PCN 07YC

Location	Shoulder Preparation (Mile)	Planing PCC Pavement (SqYd)	Remove Asphalt Concrete Pavement		Water for Granular Material (MGal)	Micro Milling Asphalt Concrete		Cold Milling Asphalt Concrete		Unclassified Excavation - Digouts (CuYd)	Base Course, Salvaged, Asphalt Mix (Ton)	Base Course (Ton)	Granular Material, Furnish		Blend, Haul & Stockpile Granular Material	
			(SqYd)	(for info only) (Ton)		(SqYd)	(for info only) (Ton)	(SqYd)	(for info only) (Ton)				ALT A (Ton)	ALT B (Ton)	ALT A (Ton)	ALT B (Ton)
I90L																
Section 13	2.0	-	74.7		11.5	-	-	14415	747	49.8	1100.0	99.6	759	759	1518	1518
Section 14	-	-	46.9		0.6	-	-	16720	863	31.3	-	62.5	870	870	1740	1740
Section 15	-	-	6.0		0.1	-	-	2210	119	4.0	-	8.1	120	120	240	240
Section 16	-	-	9.9		0.1	-	-	3707	207	6.6	-	13.2	209	209	418	418
Section 17	-	-	143.7		1.8	-	-	46761	2409	95.8	-	191.6	2432	2432	4864	4864
Subtotal =	2.0	-	281.2		14.1	-	-	83813	4345	187.5	1100.0	375.0	4390	4390	8780	8780
Table of Additional Quantities Totals =	-	-	343.5		6.8	-	-	12096	630	12.3	-	702.2	698	698	1396	1396
TOTALS =	2.0	-	624.7		20.9	-	-	95909	4975	199.8	1100.0	1077.2	5088	5088	10176	10176



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	47	322

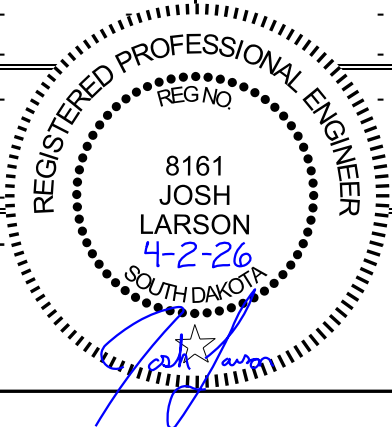
Plotting Date: 1/26/2026 Rev 4/2/2026 RJM

TABLE OF MATERIALS QUANTITIES - PCN 08L4

Location	Asphalt Concrete Composite (Ton)	SS-1h or CSS-1h Asphalt for Tack (Ton)	Alternate A									Alternate B									SS-1h or CSS-1h Asphalt for Flush Seal (Ton)	Sand for Flush Seal (Ton)
			PG-58- 34 Asphalt Binder (Ton)	Asphalt Concrete Leveling Lift (Ton)	Hydrated Lime (Ton)	PG-58- 34 Asphalt Binder (Ton)	Class Q4R Hot Mixed Asphalt Concrete (Ton)	Hydrated Lime (Ton)	PG-64- 34 Asphalt Binder (Ton)	Class S Asphalt Concrete (Ton)	Stabilizing Additive for Asphalt Concrete (Ton)	PG-58- 34 Asphalt Binder (Ton)	Asphalt Concrete Leveling Lift (Ton)	Hydrated Lime (Ton)	PG-58- 34 Asphalt Binder (Ton)	Class Q4R Hot Mixed Asphalt Concrete (Ton)	Hydrated Lime (Ton)	PG-64- 34 Asphalt Binder (Ton)	Class S Asphalt Concrete (Ton)	Stabilizing Additive for Asphalt Concrete (Ton)		
I90																						
Section 3E	-	2.3	3.7	60.9	0.6	15.6	343.5	3.4	10.9	168.9	0.5	3.4	62.6	0.6	12.9	352.8	3.5	10.0	173.4	0.5	0.1	-
Section 3W	-	1.5	2.5	41.1	0.4	12.0	264.5	2.6	7.8	119.9	0.4	2.3	42.2	0.4	9.9	271.7	2.7	7.1	123.1	0.4	0.1	-
Section 4E	-	1.3	2.1	34.4	0.3	10.1	221.7	2.2	7.0	108.4	0.3	1.9	35.3	0.4	8.3	227.7	2.3	6.4	111.3	0.3	0.1	-
Section 5E	-	0.9	1.5	23.6	0.2	6.8	148.7	1.5	4.8	73.9	0.2	1.3	24.3	0.2	5.6	152.8	1.5	4.4	75.9	0.2	0.1	-
Section 5W	-	0.9	1.5	23.6	0.2	6.8	148.7	1.5	4.8	73.9	0.2	1.3	24.3	0.2	5.6	152.7	1.5	4.4	75.9	0.2	0.1	-
Section 6E	-	0.3	0.3	4.8	0.1	1.4	30.1	0.3	0.9	13.2	0.1	0.3	5.0	0.1	1.1	30.9	0.3	0.8	13.6	0.1	0.1	-
Section 6W	-	0.3	0.3	4.8	0.1	1.4	30.1	0.3	0.9	13.3	0.1	0.3	5.0	0.1	1.1	30.9	0.3	0.8	13.6	0.1	0.1	-
Section 7E	-	7.8	12.0	198.0	2.0	52.4	1151.0	11.3	35.8	551.3	1.7	11.1	203.5	2.0	43.3	1182.2	11.7	32.7	566.1	1.7	0.4	-
Section 7W	-	2.6	7.7	126.0	1.2	34.5	755.8	7.4	22.8	350.8	1.1	7.0	129.5	1.2	28.4	776.3	7.7	20.8	360.3	1.1	0.2	-
Section 8E	-	13.5	20.7	339.9	3.4	99.2	2175.8	21.5	62.9	970.6	3.0	19.0	349.4	3.4	81.7	2234.5	22.1	57.5	996.6	3.0	1.1	-
Section 9E	-	1.6	2.4	39.7	0.4	9.0	198.4	2.0	6.7	102.9	0.3	2.2	40.8	0.4	7.5	203.8	2.0	6.1	105.6	0.3	-	-
Section 10E	-	8.7	13.8	224.4	2.3	77.1	1690.8	16.7	44.0	679.0	2.0	12.7	230.4	2.3	63.6	1736.6	17.3	40.3	697.1	2.0	1.1	-
Section 10W	-	16.8	26.7	434.1	4.5	149.2	3271.1	32.3	85.2	1313.6	3.9	24.5	445.8	4.5	123.0	3359.6	33.4	77.9	1348.6	3.9	2.1	-
Section 12E	86.0	49.7	-	-	-	-	-	-	562.3	8665.1	25.9	-	-	-	-	-	-	516.0	8903.9	26.6	6.0	-
Section 12W	86.0	49.8	-	-	-	-	-	-	562.6	8670.1	25.9	-	-	-	-	-	-	516.3	8909.0	26.6	6.0	-
Subtotal = Table of Additional Quantities Totals =	172.0	158.0	95.2	1555.3	15.7	475.5	10430.2	103.0	1419.4	21874.9	65.6	87.3	1598.1	15.8	392.0	10712.5	106.3	1301.5	22474.0	67.0	17.6	-
	305.3	79.9	28.5	465.9	4.6	412.0	9028.0	81.0	105.7	1631.9	5.1	26.1	478.3	4.7	338.9	9247.8	82.8	98.8	1705.8	5.3	1.2	-
Totals:	477.3	237.9	123.7	2021.2	20.3	887.5	19458.2	184.0	1525.1	23506.8	70.7	113.4	2076.4	20.5	730.9	19960.3	189.1	1400.3	24179.8	72.3	18.8	-

TABLE OF MATERIALS QUANTITIES - PCN 07YC

Location	Asphalt Concrete Composite (Ton)	SS-1h or CSS-1h Asphalt for Tack (Ton)	Alternate A									Alternate B									SS-1h or CSS-1h Asphalt for Flush Seal (Ton)	Sand for Flush Seal (Ton)
			PG-58- 34 Asphalt Binder (Ton)	Asphalt Concrete Leveling Lift (Ton)	Hydrated Lime (Ton)	PG-58- 34 Asphalt Binder (Ton)	Class Q4R Hot Mixed Asphalt Concrete (Ton)	Hydrated Lime (Ton)	PG-64- 34 Asphalt Binder (Ton)	Class S Asphalt Concrete (Ton)	Stabilizing Additive for Asphalt Concrete (Ton)	PG-58- 34 Asphalt Binder (Ton)	Asphalt Concrete Leveling Lift (Ton)	Hydrated Lime (Ton)	PG-58- 34 Asphalt Binder (Ton)	Class Q4R Hot Mixed Asphalt Concrete (Ton)	Hydrated Lime (Ton)	PG-64- 34 Asphalt Binder (Ton)	Class S Asphalt Concrete (Ton)	Stabilizing Additive for Asphalt Concrete (Ton)		
I90L																						
Section 13	24.9	6.1	-	-	-	74.7	1636.4	15.9	-	-	-	-	-	-	61.8	1682.2	16.9	-	-	-	3.2	56.1
Section 14	15.6	6.6	-	-	-	84.8	1866.8	18.5	-	-	-	-	-	-	70.3	1917.6	18.8	-	-	-	3.3	52.8
Section 15	2.0	0.9	-	-	-	11.3	247.4	2.5	-	-	-	-	-	-	9.3	254.0	2.5	-	-	-	0.4	6.8
Section 16	3.3	1.4	-	-	-	18.9	415.7	4.1	-	-	-	-	-	-	15.6	427.0	4.2	-	-	-	0.7	14.6
Section 17	47.9	19.4	-	-	-	237.6	5221.1	51.7	-	-	-	-	-	-	195.4	5361.0	53.6	-	-	-	10.5	107.9
Subtotal = Table of Additional Quantities Totals =	93.7	34.4	-	-	-	427.3	9387.4	92.7	-	-	-	-	-	-	352.4	9641.8	96.0	-	-	-	18.1	238.2
	104.2	23.6	-	-	-	88.2	1934.7	15.0	-	-	-	-	-	-	72.6	1976.2	15.3	-	-	-	1.3	-
TOTALS =	197.9	58.0	-	-	-	515.5	11322.1	107.7	-	-	-	-	-	-	425.0	11618.0	111.3	-	-	-	19.4	238.2



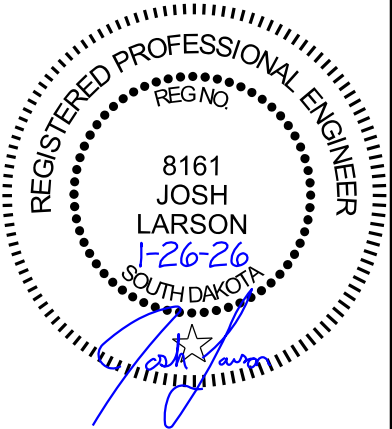
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	48	322

Plotting Date: 1/26/2026

TABLE OF ADDITIONAL MATERIALS QUANTITIES - PCN 08L4

Location	Shoulder Preparation (Mile)	Planing PCC Pavement (SqYd)	Remove Asphalt Concrete Pavement		Water for Granular Material (MGal)	Micro Milling Asphalt Concrete		Cold Milling Asphalt Concrete		Unclassified Excavation - Digouts (CuYd)	Base Course, Salvaged, Asphalt Mix (Ton)	Base Course (Ton)	Granular Material, Furnish		Blend, Haul & Stockpile Granular Material		
			(SqYd)	(for info only) (Ton)		(SqYd)	(for info only) (Ton)	(SqYd)	(for info only) (Ton)				ALT A (Ton)	ALT B (Ton)	ALT A (Ton)	ALT B (Ton)	
I90																	
Mainline EB Transitions																	
Sec. 9 - 103+35.55 to 105+77.24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sec. 9 - 125+67.33 to 128+64.70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sec. 8 - 135+92.65 to 141+92.65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Mainline WB Transitions																	
Sec. 4 - 74+13.25 to 77+11.49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sec. 7 - 81+58.45 to 87+83.31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sec. 10 - 109+00.00 to 116+50.00	-	1441	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sec. 11 - 116+50.00 to 117+96.68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sec. 11 - 137+44.92 to 141+50.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sec. 10 - 141+50.00 to 146+55.31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Spot Leveling, Strengthening, Repair																	
Mainline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Guardrail Locations																	
See Guardrail Table	-	-	1488.9	156.0	90.2	-	-	-	-	-	-	9400.6	156	156	312	312	
Ramps																	
Exit 263	-	-	-	-	-	-	-	12727	638	-	-	-	638	638	1276	1276	
Rest Area	-	-	-	-	-	-	-	29254	1464	-	-	-	1464	1464	2928	2928	
Exit 265	-	-	-	-	-	-	-	9189	454	-	-	-	454	454	908	908	
Miscellaneous																	
Exist 265 Accel/Decel Lanes	-	-	-	-	-	5173	339	-	-	-	-	-	339	339	678	678	
Median Maint. Crossovers - 3 Each	-	-	-	-	1.4	-	-	-	-	-	-	150.0	-	-	-	-	
											-						
Totals:	-	1441	1488.9	156.0	91.6	5173.0	339.0	51170	2556	-	-	9550.6	3051	3051	6102	6102	



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	49	322
Plotting Date: 1/26/2026		Rev 4/2/2026 RJM	

TABLE OF ADDITIONAL MATERIALS QUANTITIES - PCN 07YC

Location	Shoulder Preparation (Mile)	Planing PCC Pavement (SqYd)	Remove Asphalt Concrete Pavement		Water for Granular Material (MGal)	Micro Milling Asphalt Concrete		Cold Milling Asphalt Concrete		Unclassified Excavation - Digouts (CuYd)	Base Course, Salvaged, Asphalt Mix (Ton)	Base Course (Ton)	Granular Material, Furnish		Blend, Haul & Stockpile Granular Material	
			(SqYd)	(for info only) (Ton)		(SqYd)	(for info only) (Ton)	(SqYd)	(for info only) (Ton)				ALT A (Ton)	ALT B (Ton)	ALT A (Ton)	ALT B (Ton)
I90L																
Mainline Transitions																
Sec. 13 to 14 - 1495+79.75 to 1499+00.00	-	-	4.6	1	0.1	-	-	1250	65	3.0	-	6.1	66	66	132	132
Sec. 14 to 17 - 1541+85.00 to 1544+61.00	-	-	3.9	1	-	-	-	1337	69	2.6	-	5.2	70	70	140	140
Sec. 17 to 14 - 1609+77.00 to 1613+97.00	-	-	6.0	1	0.1	-	-	2035	105	4.0	-	8.0	106	106	212	212
Sec. 14 to 17 - 1615+32.00 to 1618+18.00	-	-	4.1	1	0.1	-	-	1386	71	2.7	-	5.4	72	72	144	144
Spot Leveling, Strengthening, Repair																
Mainline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Guardrail Locations																
See Guardrail Table	-	-	180.5	19	3.7	-	-	-	-	-	-	381.3	19	19	38	38
Culvert Replacement																
1495+22.07 to 1495+72.09	-	-	144.4	45	0.4	-	-	-	-	-	-	45.5	45	45	90	90
Intersecting Road																
Dougan Ave	-	-	-	-	0.6	-	-	-	-	-	-	65.7	-	-	-	-
339th Ave	-	-	-	-	-	-	-	1002	53	-	-	-	53	53	106	106
* Asphalt to Radius																
26 Private Driveways	-	-	-	-	0.4	-	-	4689	246	-	-	40.0	246	246	492	492
2 Intersecting Roads	-	-	-	-	0.2	-	-	397	21	-	-	20.0	21	21	42	42
* Asphalt Pad (Shoulder Width) w/ Base Course to R.O.W																
5 Farm & Field Entrances	-	-	-	-	1.2	-	-	-	-	-	-	125.0	-	-	-	-
TOTALS =	-	-	343.5	68	6.8	-	-	12096	630	12.3	-	702.2	698	698	1396	1396



TABLE OF ADDITIONAL MATERIALS QUANTITIES - PCN 08L4

Location	Asphalt Concrete Composite (Ton)	SS-1h or CSS-1h Asphalt for Tack (Ton)	Alternate A									Alternate B									SS-1h or CSS-1h Asphalt for Flush Seal (Ton)	Sand for Flush Seal (Ton)		
			PG-58- 34 Asphalt Binder (Ton)	Asphalt Concrete Leveling Lift (Ton)	Hydrated Lime (Ton)	PG-58- 34 Asphalt Binder (Ton)	Class Q4R Hot Mixed Asphalt Concrete (Ton)	Hydrated Lime (Ton)	PG-64- 34 Asphalt Binder (Ton)	Class S Asphalt Concrete (Ton)	Stabilizing Additive for Asphalt Concrete (Ton)	PG-58- 34 Asphalt Binder (Ton)	Asphalt Concrete Leveling Lift (Ton)	Hydrated Lime (Ton)	PG-58- 34 Asphalt Binder (Ton)	Class Q4R Hot Mixed Asphalt Concrete (Ton)	Hydrated Lime (Ton)	PG-64- 34 Asphalt Binder (Ton)	Class S Asphalt Concrete (Ton)	Stabilizing Additive for Asphalt Concrete (Ton)				
I90																								
Mainline EB Transitions																								
Sec. 9 - 103+35.55 to 105+77.24	-	1.5	3.0	49.8	0.5	10.6	233.7	2.3	8.3	127.3	0.4	2.8	51.1	0.5	8.8	240.0	2.4	7.6	130.8	0.4	0.1	-		
Sec. 9 - 125+67.33 to 128+64.70	-	1.7	3.2	51.8	0.5	11.4	249.7	2.5	8.6	133.3	0.4	2.9	53.3	0.5	9.4	256.5	2.6	7.9	136.9	0.4	0.1	-		
Sec. 8 - 135+92.65 to 141+92.65	-	2.5	3.5	58.0	0.6	18.1	397.6	4.0	11.0	169.4	0.5	3.2	59.5	0.6	14.9	408.2	4.0	10.1	174.1	0.5	0.2	-		
Mainline WB Transitions																								
Sec. 4 - 74+13.25 to 77+11.49	-	1.7	2.8	45.9	0.4	9.6	210.7	2.1	7.7	118.4	0.4	2.6	47.1	0.5	7.9	216.4	2.1	7.0	121.6	0.4	0.1	-		
Sec. 7 - 81+58.45 to 87+83.31	-	2.6	3.7	60.4	0.6	17.9	391.9	3.9	11.1	171.4	0.5	3.4	62.1	0.6	14.8	402.5	4.0	11.9	205.8	0.6	0.1	-		
Sec. 10 - 109+00.00 to 116+50.00	-	2.5	3.6	58.2	0.6	18.2	398.9	4.0	11.0	170.0	0.5	3.3	59.7	0.6	15.0	409.6	4.0	10.1	174.6	0.5	0.2	-		
Sec. 11 - 116+50.00 to 117+96.68	-	0.8	1.5	25.0	0.2	5.5	120.9	1.2	4.2	64.3	0.2	1.4	25.6	0.2	4.5	124.1	1.2	3.8	66.0	0.2	0.1	-		
Sec. 11 - 137+44.92 to 141+50.00	-	2.3	4.2	68.0	0.7	15.0	329.8	3.3	11.3	175.0	0.5	3.8	69.8	0.7	12.4	338.7	3.4	10.4	179.7	0.5	0.1	-		
Sec. 10 - 141+50.00 to 146+55.31	-	2.1	3.0	48.8	0.5	15.3	334.6	3.3	9.2	142.6	0.4	2.7	50.1	0.5	12.6	343.6	3.4	8.5	146.5	0.5	0.2	-		
Spot Leveling, Strengthening, Repair																								
Mainline	-	38.4	-	-	-	40.1	872.3	-	-	-	-	-	-	-	32.3	872.3	-	-	-	-	-	-		
Guardrail Locations																								
See Guardrail Table	305.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Ramps																								
Exit 263	-	5.3	-	-	-	63.0	1378.1	13.5	-	-	-	-	-	-	52.1	1415.5	14.0	-	-	-	-	-		
Rest Area	-	12.2	-	-	-	142.3	3125.3	31.2	-	-	-	-	-	-	117.4	3209.2	31.6	-	-	-	-	-		
Exit 265	-	4.1	-	-	-	45.0	984.5	9.7	-	-	-	-	-	-	36.8	1011.2	10.1	-	-	-	-	-		
Miscellaneous																								
Exist 265 Accel/Decel Lanes	-	2.2	-	-	-	-	-	-	23.3	360.2	1.3	-	-	-	-	-	-	21.5	369.8	1.3	-	-		
Median Maint. Crossovers - 3 Each	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Totals:	305.3	79.9	28.5	465.9	4.6	412.0	9028.0	81.0	105.7	1631.9	5.1	26.1	478.3	4.7	338.9	9247.8	82.8	98.8	1705.8	5.3	1.2	-		

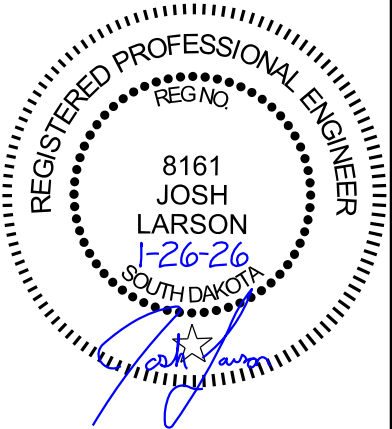


TABLE OF ADDITIONAL MATERIALS QUANTITIES - PCN 07YC

Location	Asphalt Concrete Composite	SS-1h or CSS-1h Asphalt for Tack (Ton)	Alternate A										Alternate B										SS-1h or CSS-1h Asphalt for Flush Seal (Ton)	Sand for Flush Seal (Ton)
			PG-58- 34 Asphalt Binder (Ton)	Asphalt Concrete Leveling Lift (Ton)	Hydrated Lime (Ton)	PG-58- 34 Asphalt Binder (Ton)	Class Q4R Hot Mixed Asphalt Concrete (Ton)	Hydrated Lime (Ton)	PG-64- 34 Asphalt Binder (Ton)	Class S Asphalt Concrete (Ton)	Stabilizing Additive for Asphalt Concrete (Ton)	PG-58- 34 Asphalt Binder (Ton)	Asphalt Concrete Leveling Lift (Ton)	Hydrated Lime (Ton)	PG-58- 34 Asphalt Binder (Ton)	Class Q4R Hot Mixed Asphalt Concrete (Ton)	Hydrated Lime (Ton)	PG-64- 34 Asphalt Binder (Ton)	Class S Asphalt Concrete (Ton)	Stabilizing Additive for Asphalt Concrete (Ton)				
I90L																								
Mainline EB Transitions																								
Sec. 13 to 14 - 1495+79.75 to 1499+00.00	1.5	0.6	-	-	-	6.4	140.3	1.4	-	-	-	-	-	-	5.3	144.1	1.4	-	-	-	0.3	-		
Sec. 14 to 17 - 1541+85.00 to 1544+61.00	1.3	0.6	-	-	-	6.8	149.3	1.5	-	-	-	-	-	-	5.6	153.3	1.5	-	-	-	0.3	-		
Sec. 17 to 14 - 1609+77.00 to 1613+97.00	2.0	0.8	-	-	-	10.3	227.2	2.3	-	-	-	-	-	-	8.6	233.3	2.3	-	-	-	0.4	-		
Sec. 14 to 17 - 1615+32.00 to 1618+18.00	1.4	0.6	-	-	-	7.0	154.7	1.5	-	-	-	-	-	-	5.8	158.9	1.6	-	-	-	0.3	-		
Spot Leveling, Strengthening, Repair																								
Mainline	-	18.0	-	-	-	18.8	409.4	-	-	-	-	-	-	-	15.1	409.4	-	-	-	-	-	-		
Guardrail Locations																								
See Guardrail Table	49.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Culvert Replacement																								
1495+22.07 to 1495+72.09	48.8	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Intersecting Road																								
Dougan Ave	-	0.1	-	-	-	2.2	46.5	0.4	-	-	-	-	-	-	1.8	48.0	0.4	-	-	-	-	-		
339th Ave	-	0.7	-	-	-	10.2	224.6	2.2	-	-	-	-	-	-	8.4	230.8	2.2	-	-	-	-	-		
* Asphalt to Radius																								
26 Private Driveways	-	1.8	-	-	-	23.9	525.7	5.2	-	-	-	-	-	-	19.8	539.9	5.3	-	-	-	-	-		
2 Intersecting Roads	-	0.2	-	-	-	2.0	44.5	0.4	-	-	-	-	-	-	1.7	45.7	0.5	-	-	-	-	-		
* Asphalt Pad (Shoulder Width) w/ Base Course to R.O.W																								
5 Farm & Field Entrances	-	-	-	-	-	0.6	12.5	0.1	-	-	-	-	-	-	0.5	12.8	0.1	-	-	-	-	-		
TOTALS =	104.2	23.6	-	-	-	88.2	1934.7	15.0	-	-	-	-	-	-	72.6	1976.2	15.3	-	-	-	1.3	-		

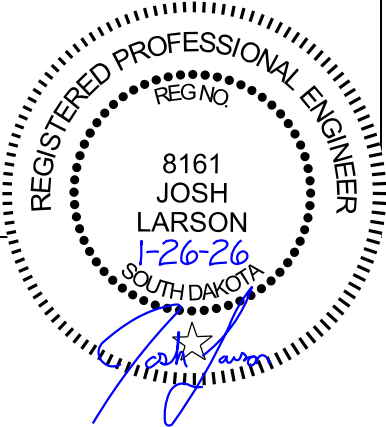
Tonnage shown in the tables above for Class Q3 Hot Mixed Asphalt Concrete is based on a compacted depth as detailed in the plans.

*** Asphalt to Radius** - The material placed will match the limits of the existing in-place material. For locations will existing asphalt surfacing, the surface will have 1" Cold Milling with one 2" lift of asphalt. Locations without existing asphalt will have two 2" lifts of asphalt placed with the lift transitioning from 2" to feathering out at the paving limit with Base Course being used to blend the existing surface at the R.O.W. with the "feathered out" asphalt surface.
Approximately 10 tons of Base Course per site has been estimated. All work at the sites will be completed to the satisfaction of the Engineer.

*** Asphalt Pad w/Base Course to R.O.W.** - The pad will be 5' in width from finished edgeline and will be paved in two 2" lifts. Base Course will be placed on the remaining approach surface from the pad limit to the R.O.W. Approximately 25 tons of Base Course per site has been estimated. All work at the sites will be completed to the satisfaction of the Engineer.

**** footnote** - All asphalt placed throughout these areas will be compacted to the Specified Density Compaction Effort at a depth as detailed in the plans.

The quantities above are included in the Material Quantities table in the "Table of Material Quantities" sheet.

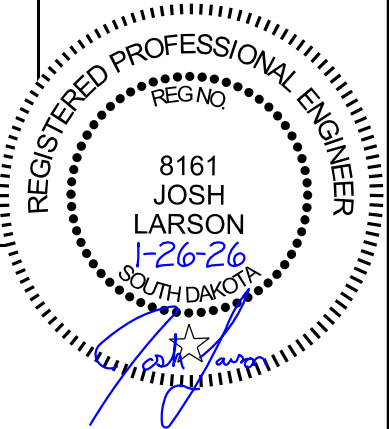


SUMMARY OF ASPHALT CONCRETE - PCN 08L4

Description / Location	Alternate A				Alternate B			
	Leveling Lift	Class Q4R		Class S	Leveling Lift	Class Q4R		Class S
	Compaction Without Specified Density	Compaction With Specified Density	Compaction Without Specified Density	Compaction Without Specified Density	Compaction Without Specified Density	Compaction With Specified Density	Compaction Without Specified Density	Compaction Without Specified Density
	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)
Section 3E	60.9	237.0	106.5	168.9	62.6	243.4	109.4	173.4
Section 3W	41.1	158.0	106.5	119.9	42.2	162.3	109.4	123.1
Section 4E	34.4	133.1	88.6	108.4	35.3	136.7	91.0	111.3
Section 5E	23.6	92.0	56.7	73.9	24.3	94.5	58.3	75.9
Section 5W	23.6	92.0	56.7	73.9	24.3	94.5	58.2	75.9
Section 6E	4.8	18.8	11.3	13.2	5.0	19.3	11.6	13.6
Section 6W	4.8	18.8	11.3	13.3	5.0	19.3	11.6	13.6
Section 7E	198.0	771.5	379.5	551.3	203.5	792.4	389.8	566.1
Section 7W	126.0	491.0	264.8	350.8	129.5	504.3	272.0	360.3
Section 8E	339.9	1371.8	804.0	970.6	349.4	1408.9	825.6	996.6
Section 9E	39.7	150.4	48.0	102.9	40.8	154.5	49.3	105.6
Section 10E	224.4	860.8	830.0	679.0	230.4	884.1	852.5	697.1
Section 10W	434.1	1665.3	1605.8	1313.6	445.8	1710.4	1649.2	1348.6
Section 12E	-	-	-	8665.1	-	-	-	8903.9
Section 12W	-	-	-	8670.1	-	-	-	8909.0
Mainline EB Transitions	159.6	616.2	264.8	430.0	163.9	632.8	271.9	441.8
Mainline WB Transitions	306.3	1176.5	610.3	841.7	314.4	1208.2	626.7	894.2
Spot Leveling, Strengthening, Repair	-	-	872.3	-	-	-	872.3	-
Exit 263 Ramps	-	1378.1	-	-	-	1415.5	-	-
Rest Area Ramps	-	3125.3	-	-	-	3209.2	-	-
Exit 265 Ramps	-	984.5	-	-	-	1011.2	-	-
Miscellaneous	-	-	-	360.2	-	-	-	369.8
	2021.2	13341.1	6117.1	23506.8	2076.4	13701.4	6258.9	24179.8

SUMMARY OF ASPHALT CONCRETE - PCN 07YC

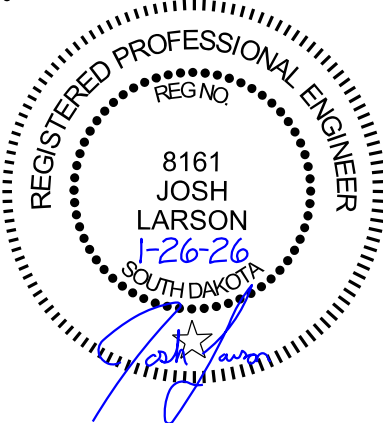
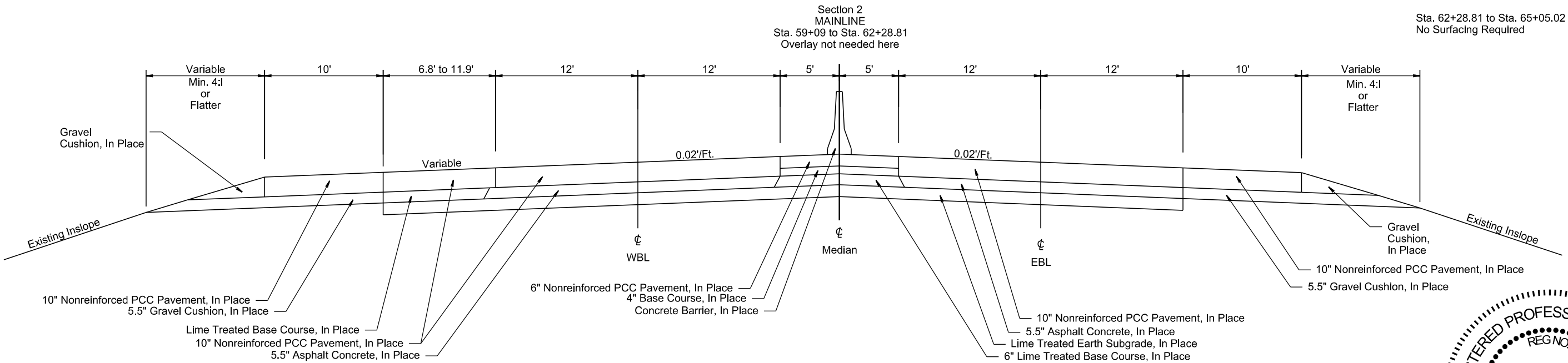
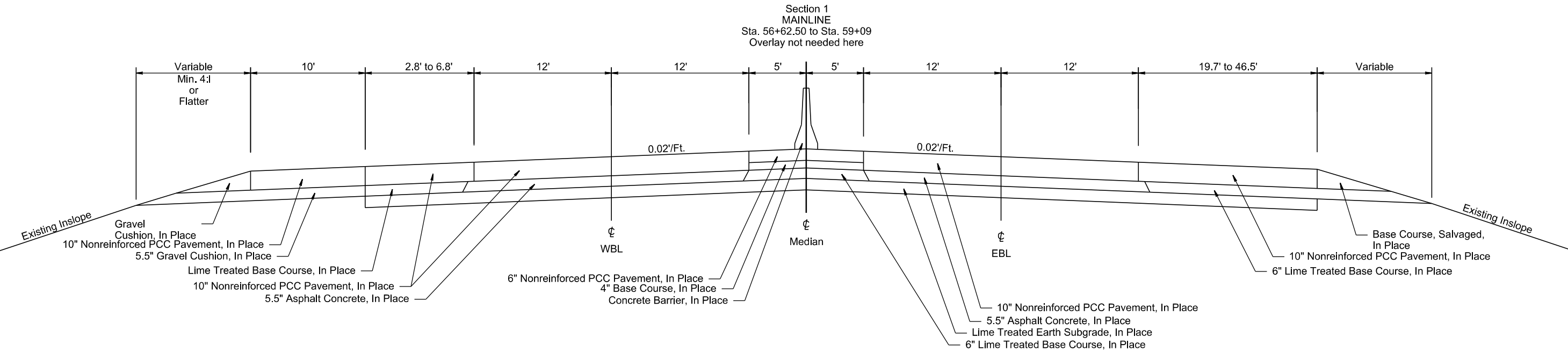
Description / Location	Alternate A				Alternate B			
	Leveling Lift	Class Q4R		Class S	Leveling Lift	Class Q4R		Class S
	Compaction Without Specified Density	Compaction With Specified Density	Compaction Without Specified Density	Compaction Without Specified Density	Compaction Without Specified Density	Compaction With Specified Density	Compaction Without Specified Density	Compaction Without Specified Density
	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)
Section 13	-	1636.4	-	-	-	1682.2	-	-
Section 14	-	1480.4	386.4	-	-	1520.7	396.9	-
Section 15	-	190.7	56.7	-	-	195.8	58.2	-
Section 16	-	311.8	103.9	-	-	320.3	106.7	-
Section 17	-	3026.7	2194.4	-	-	3107.8	2253.2	-
Mainline Transitions	-	364.6	306.9	-	-	374.4	315.2	-
Spot Leveling, Strengthening, Repair	-	-	409.4	-	-	-	409.4	-
Intersecting Roads	-	224.6	46.5	-	-	230.8	48.0	-
Approaches	-	-	582.7	-	-	-	598.4	-
	-	7235.2	4086.9	-	-	7432.0	4186.0	-



TYPICAL SURFACING SECTIONS

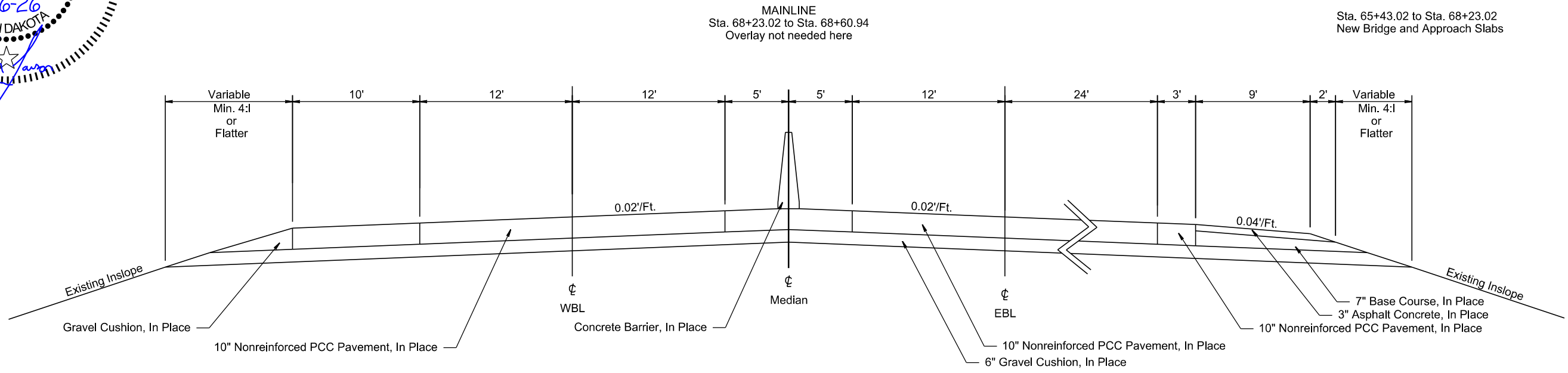
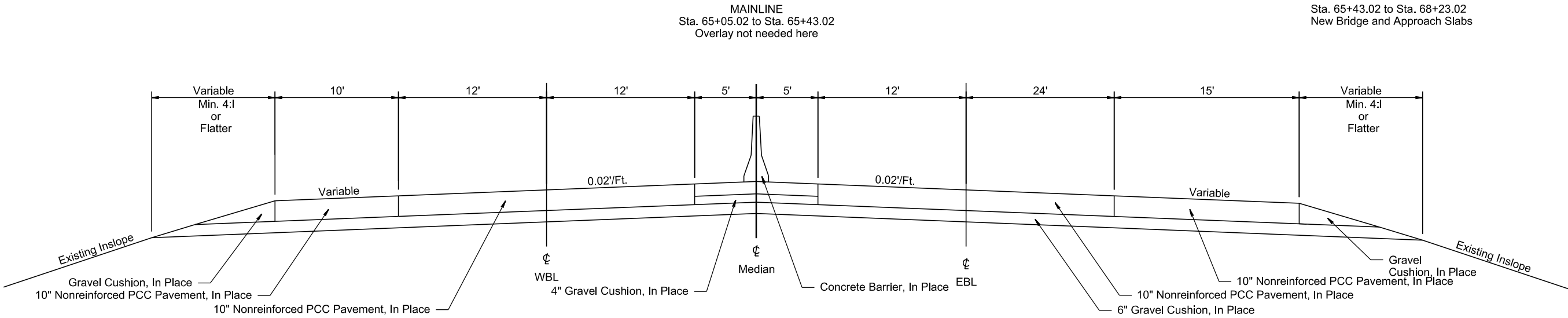
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		53	322



TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	54	322
	IM-CR 0906(76)263		
Plotting Date: 1/26/2026			



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		55	322

Plotting Date: 1/26/2026

Variable Min. 4:1 or Flatter

2'

12'

12'

12'

5'

5'

12'

24'

12'

2'

Variable Min. 4:1 or Flatter

0.04'/Ft.

0.02'/Ft.

0.02'/Ft.

0.04'/Ft.

Existing Inslope

Base Course, In Place

3" Asphalt Concrete, In Place

9.5" Continuously Reinforced PCC Pavement, In Place

WBL

Concrete Barrier, In Place

Median

EBL

Base Course, In Place

3" Asphalt Concrete, In Place

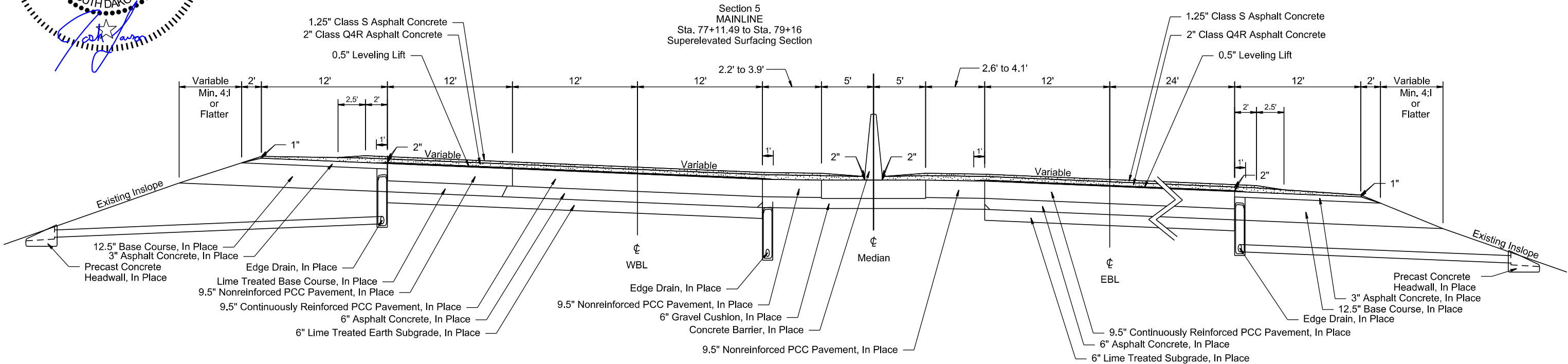
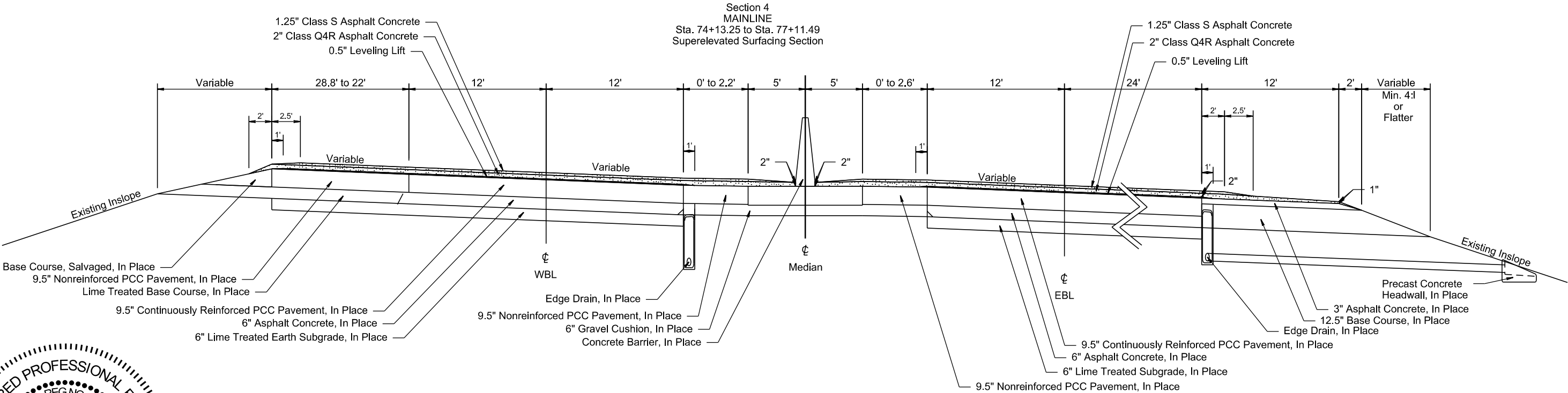
9.5" Continuously Reinforced PCC Pavement, In Place

6" Gravel Cushion, In Place



TYPICAL SURFACING SECTIONS

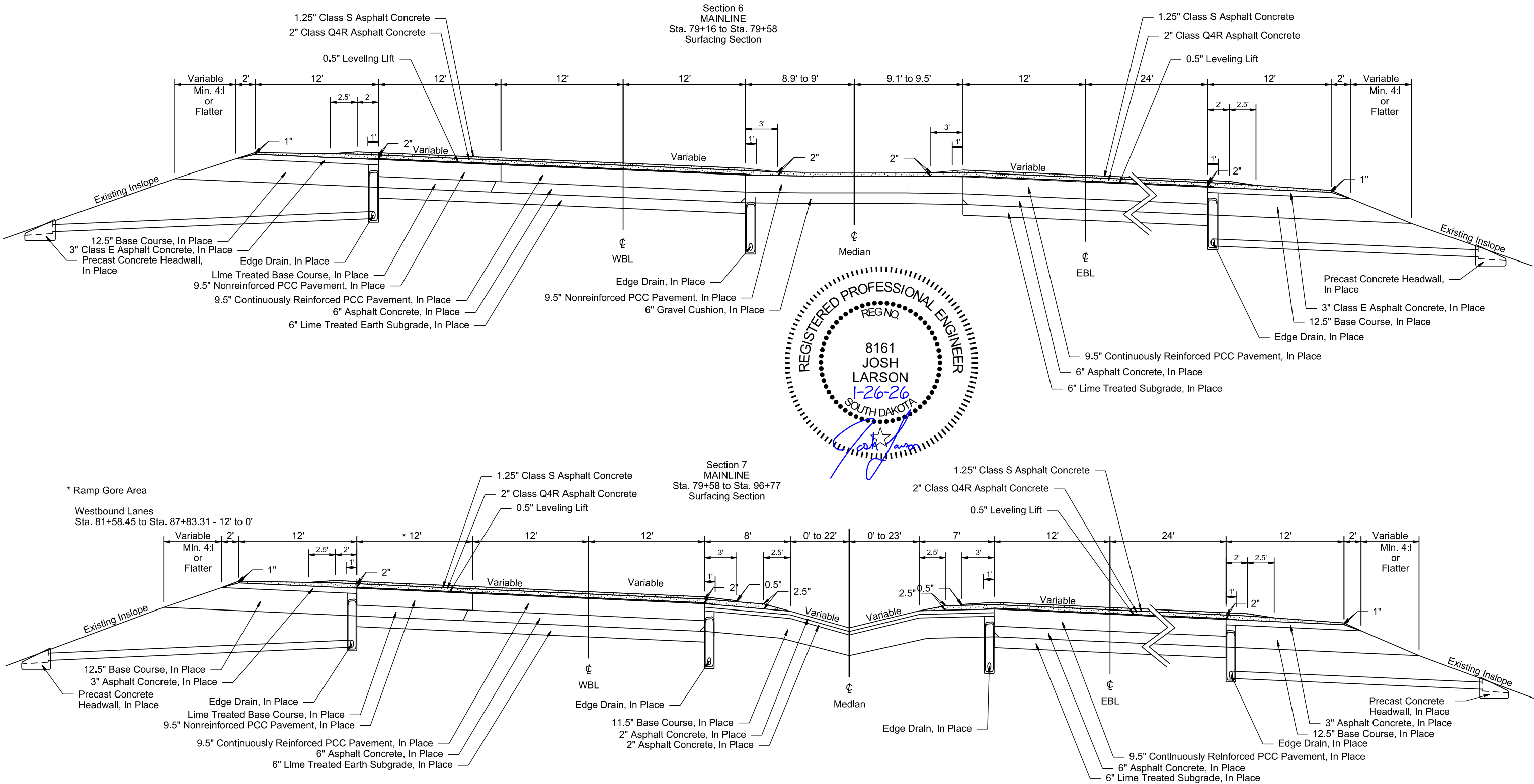
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	56	322
	IM-CR 0906(76)263		
Plotting Date: 1/26/2026			



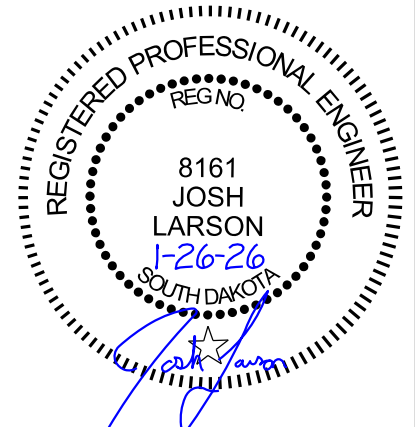
TYPICAL SURFACING SECTIONS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	57	322
	IM-CR 0906(76)263		
Plotting Date: 1/26/2026			

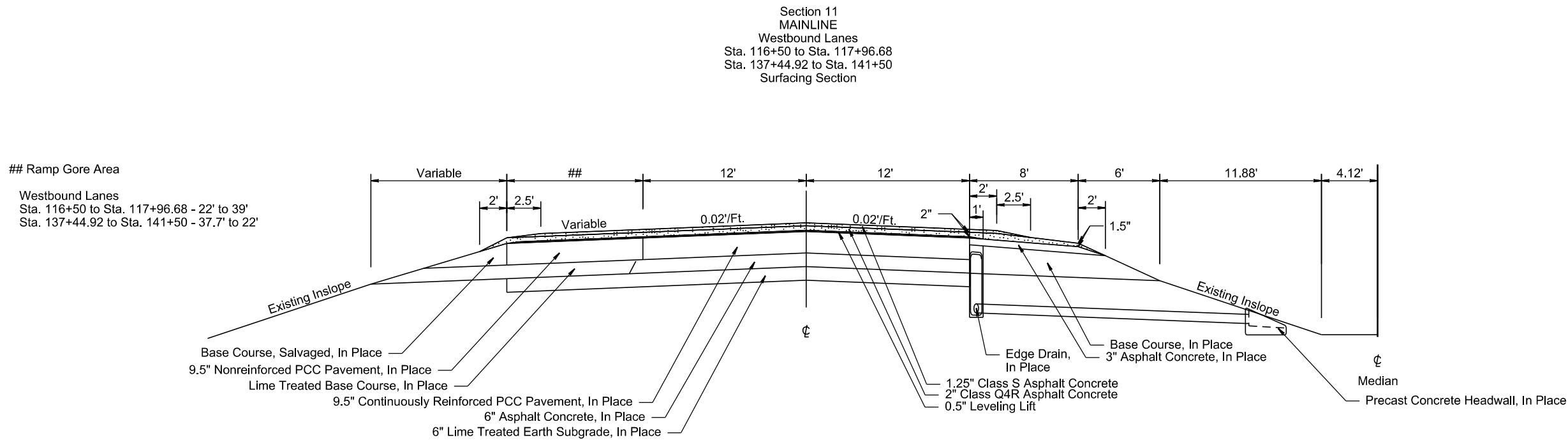
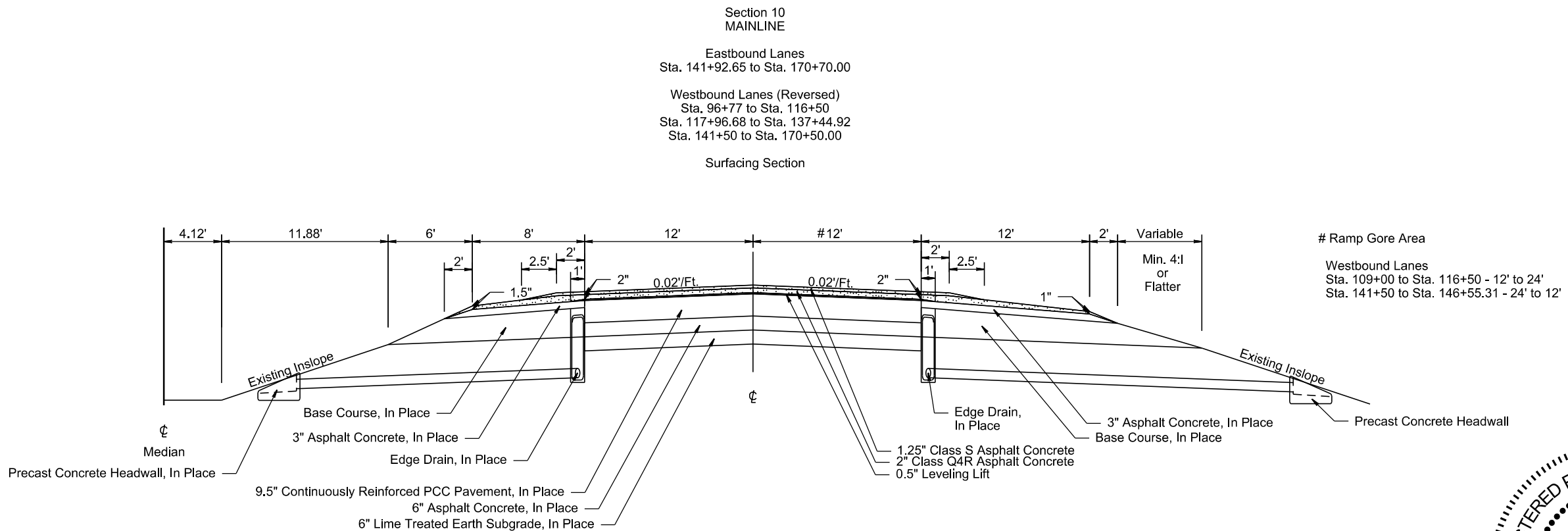


STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	58	322
Plotting Date: 1/26/2026			



TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	59	322
	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	

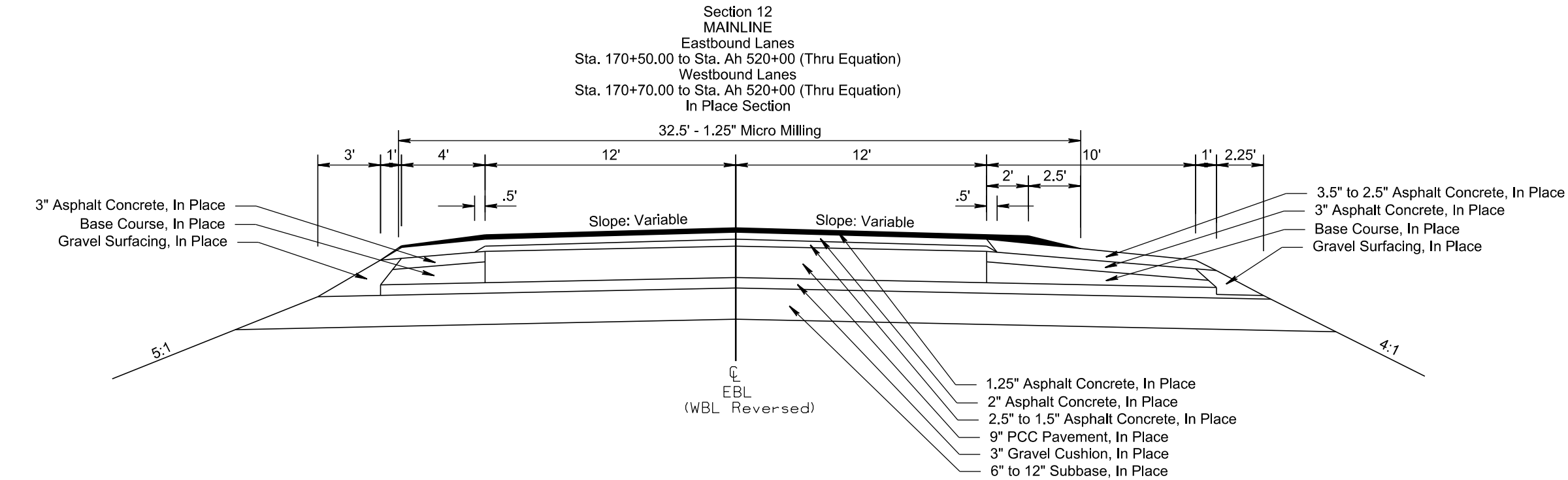


TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	

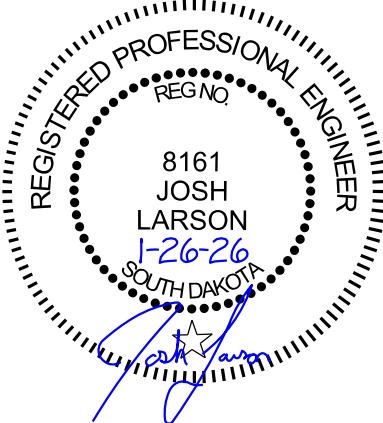
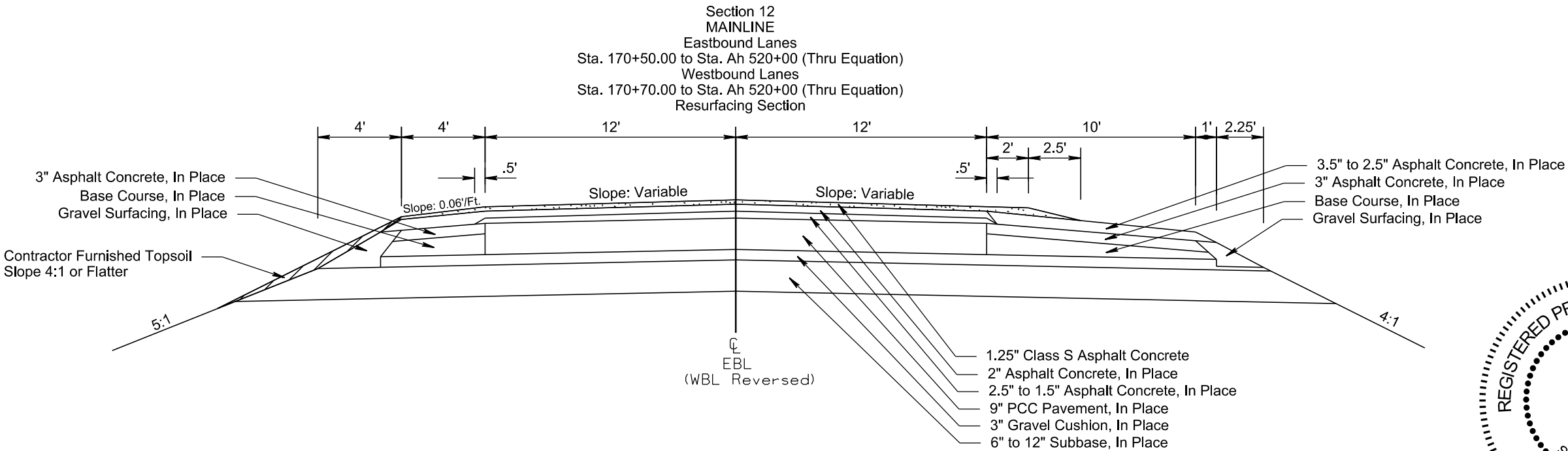
Equation:

Sta. 513+41 Bk. =
Sta. 513+46.3 Ah.



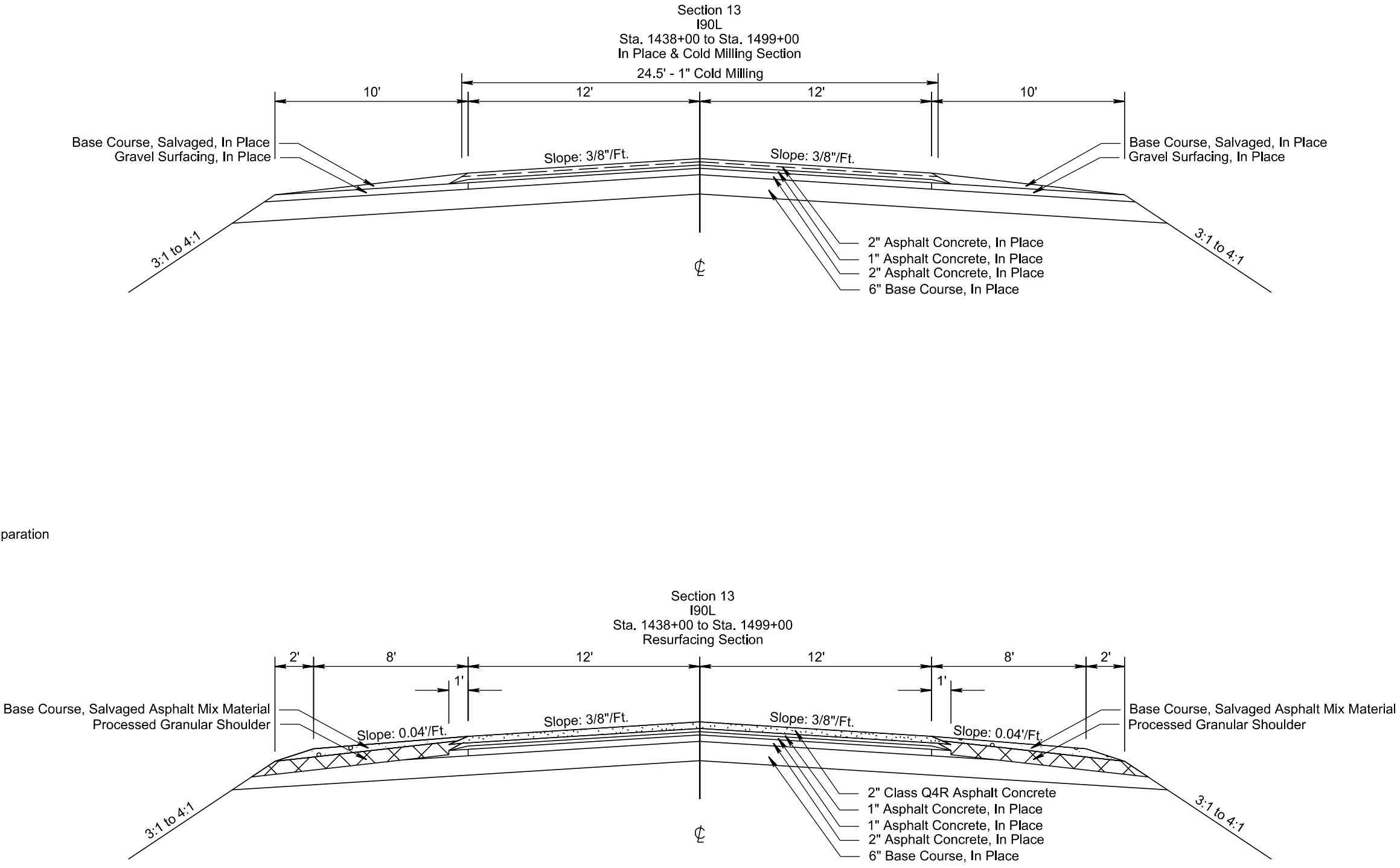
Equation:

Sta. 513+41 Bk. =
Sta. 513+46.3 Ah.



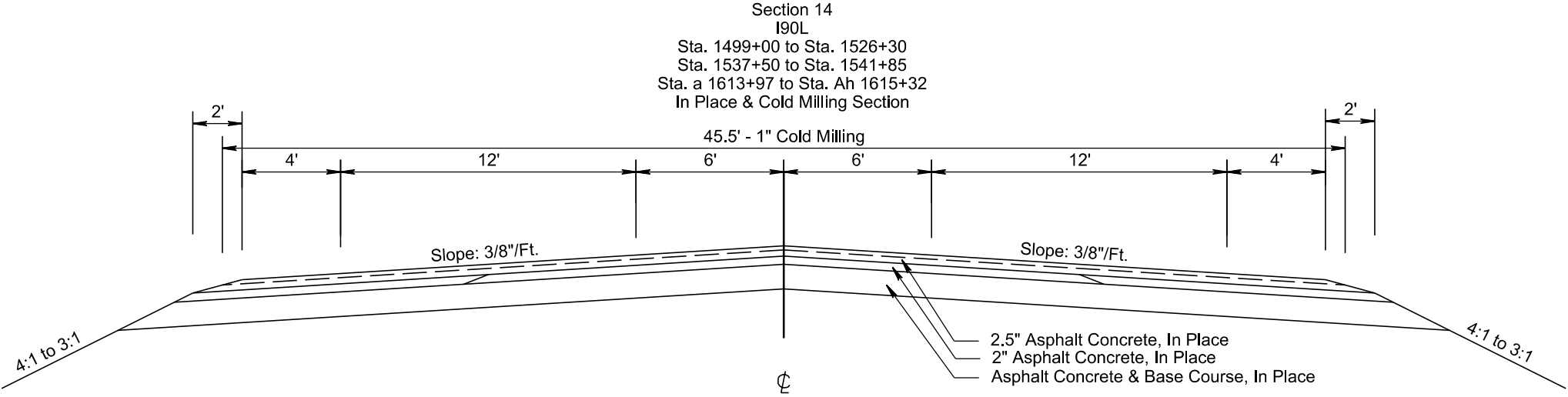
TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	61	322
	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	

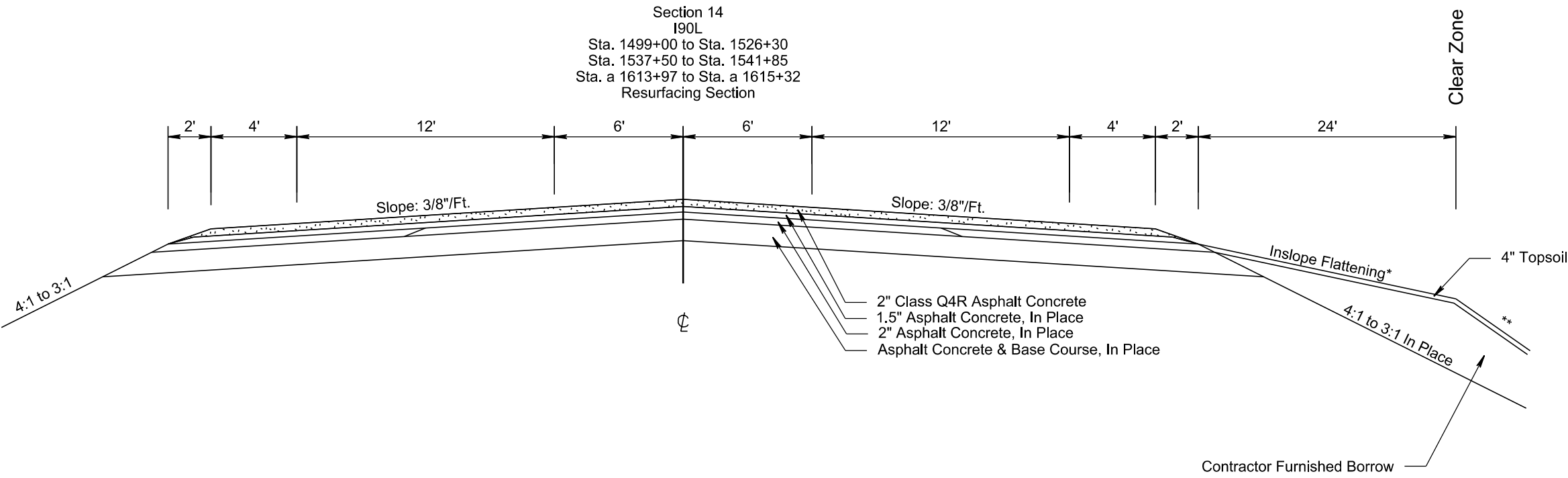
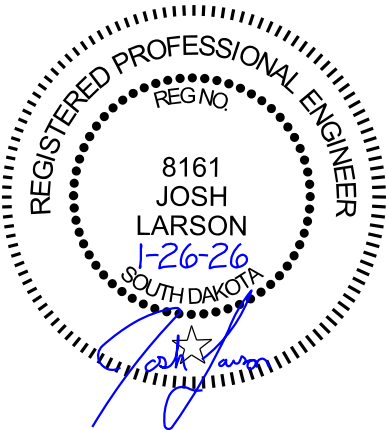


TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	62	322
	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	

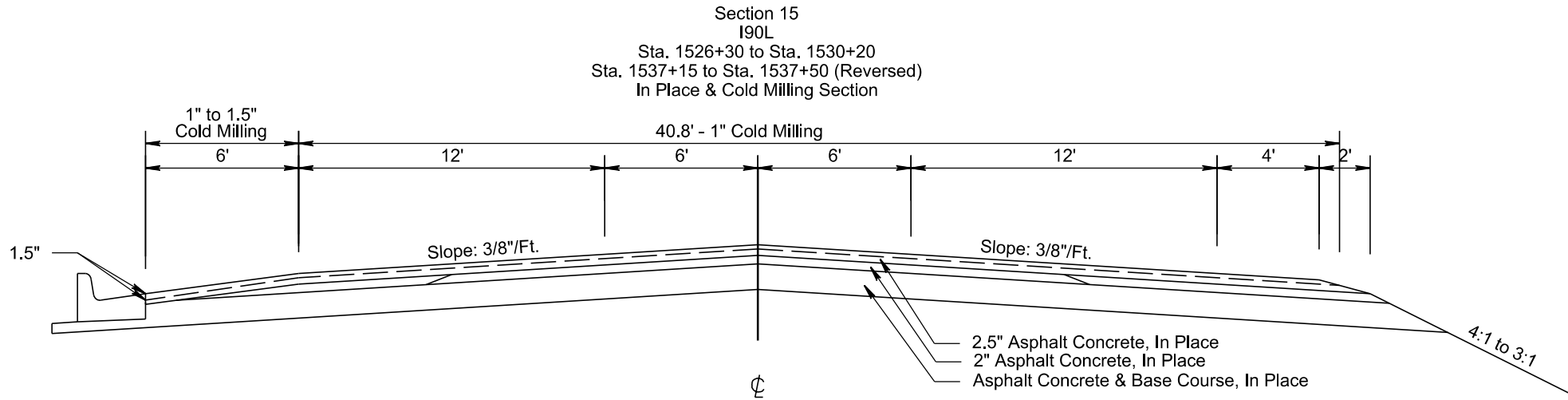


- * 6:1 - Sta 1505+48 to Sta 1518+36
 - 5:1 - Sta 1518+36 to Sta 1523+02
 - 4:1 - Sta 1523+02 to Sta 1526+30
- ** 6:1 - Sta 1505+48 to Sta 1506+58
 - 3:1 - Sta 1506+58 to Sta 1507+54
 - 6:1 - Sta 1507+54 to Sta 1518+36
 - 5:1 - Sta 1518+36 to Sta 1523+02
 - 4:1 - Sta 1523+02 to Sta 1526+30



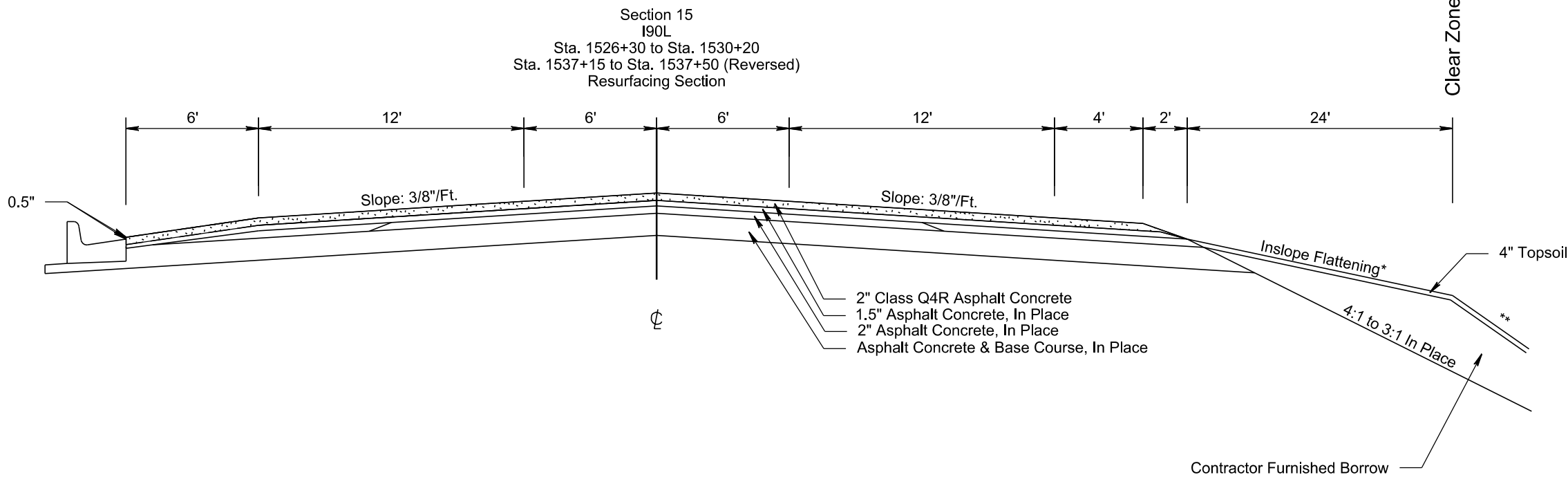
TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	63	322
	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	



* 4:1 - Sta 1526+30 to Sta 1529+98

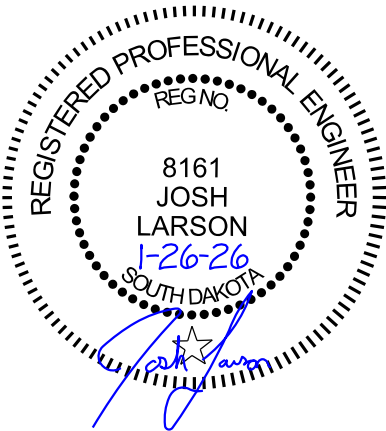
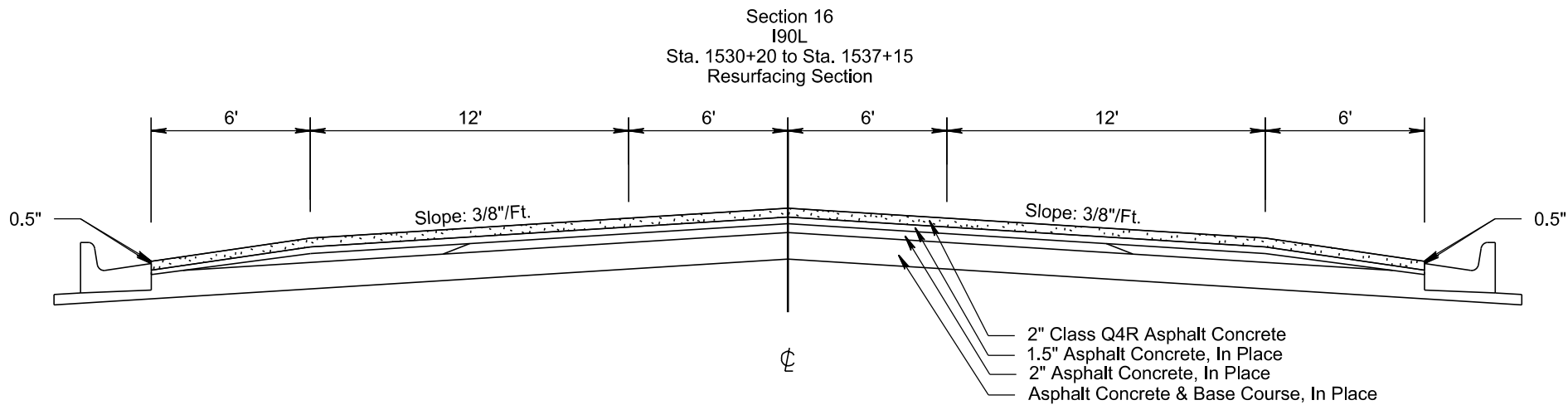
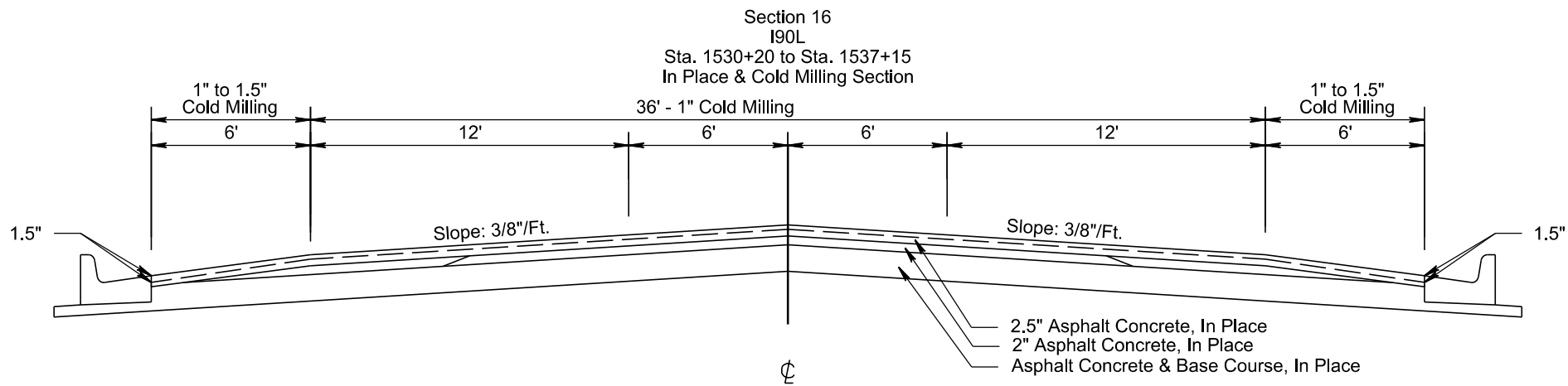
** 4:1 - Sta 1526+30 to Sta 1529+98



TYPICAL SURFACING SECTIONS

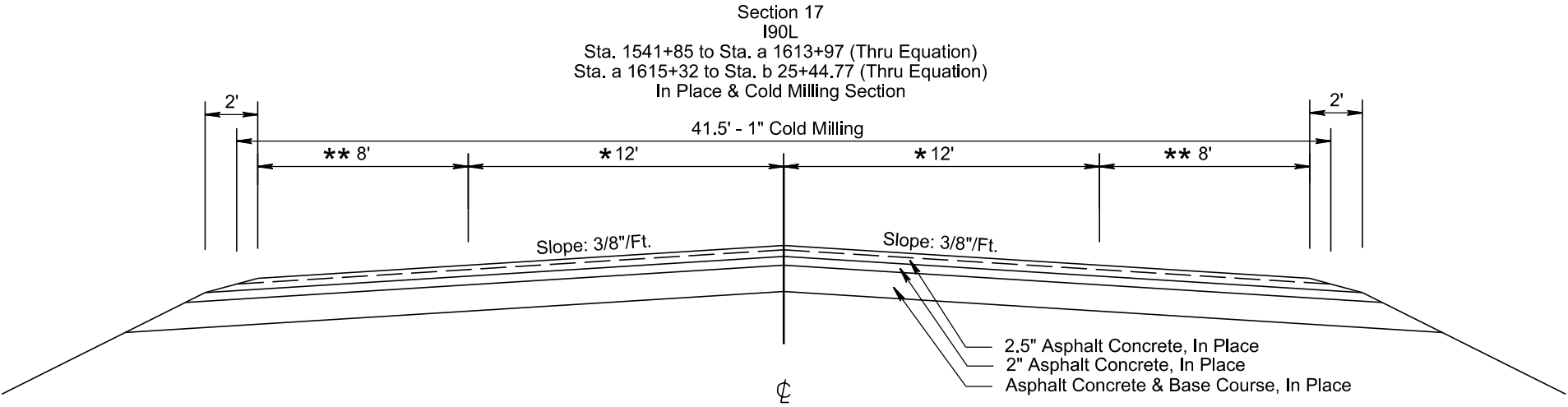
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	64	322
Plotting Date:		1/26/2026	



TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	65	322
	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	

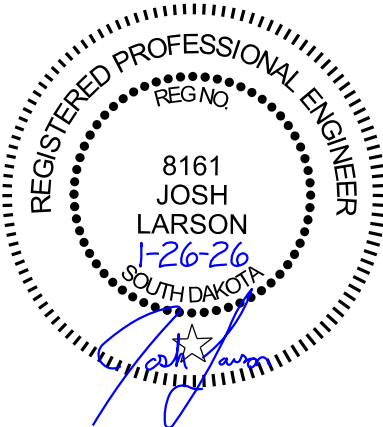
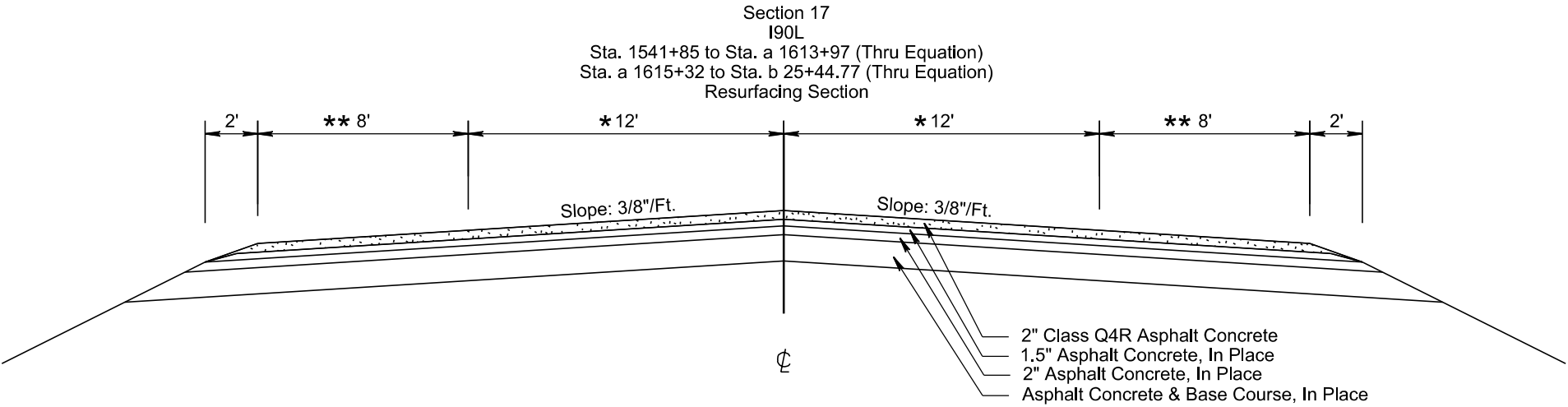


Transitions:

Sta. 1541+85 to Sta. 1544+61
* 18' to 12'
** 4' to 8'

Sta. 1609+77 to Sta. 1613+97
* 12' to 18'
** 8' to 4'

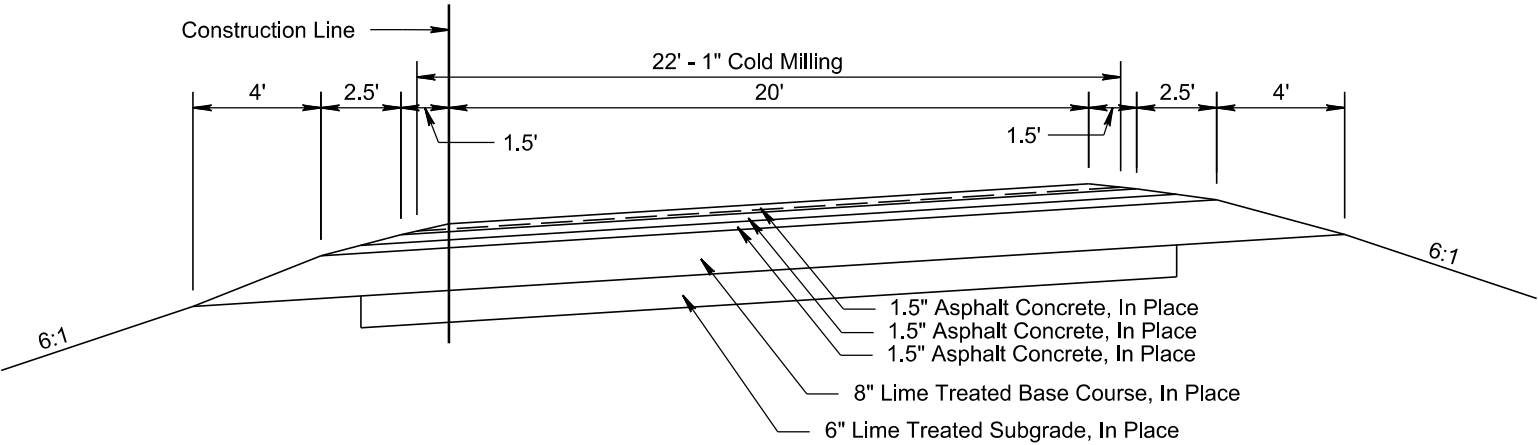
Sta. 1615+32 to Sta. 1618+18
* 18' to 12'
** 4' to 8'



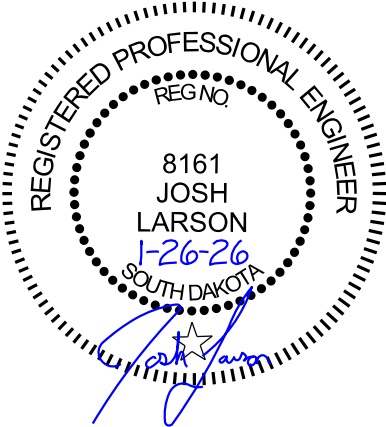
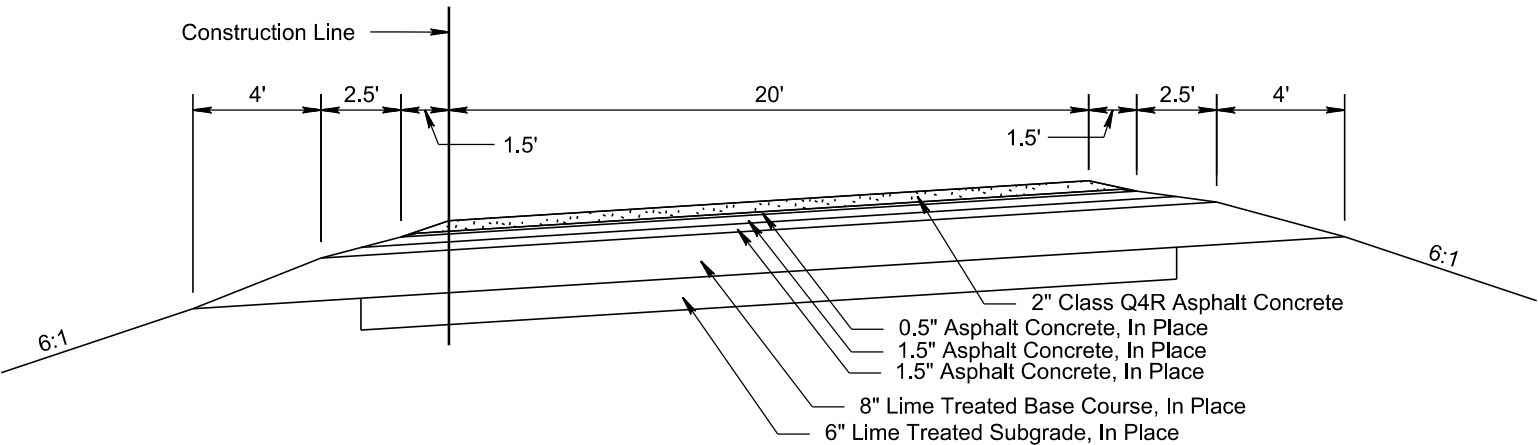
TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	66	322
	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	

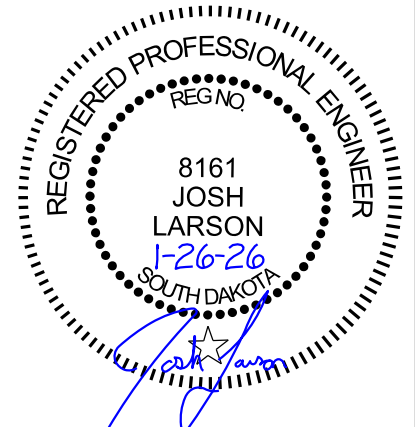
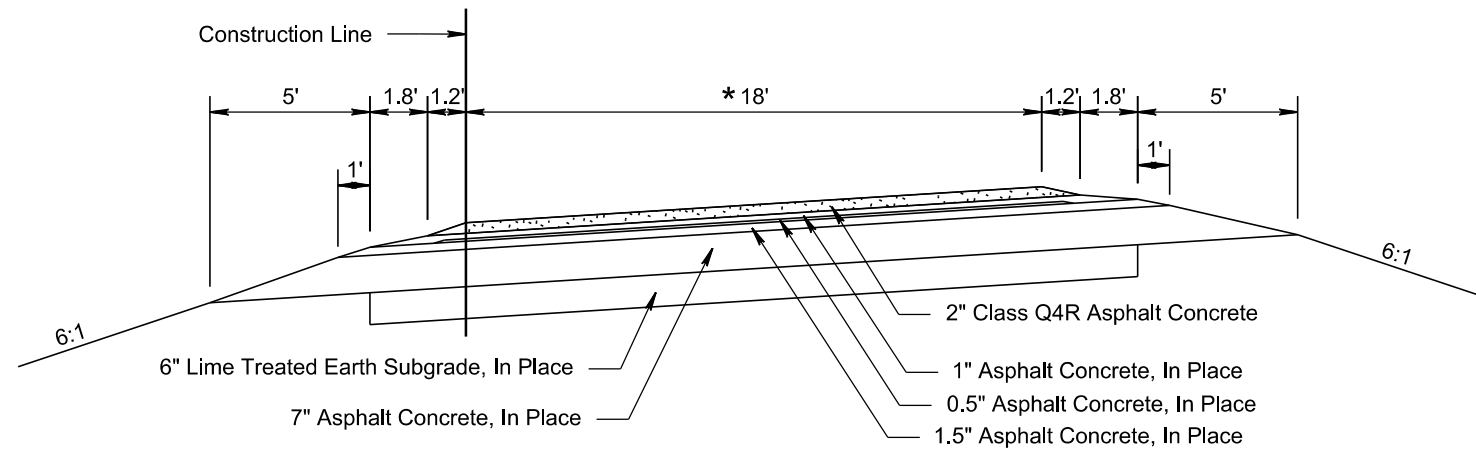
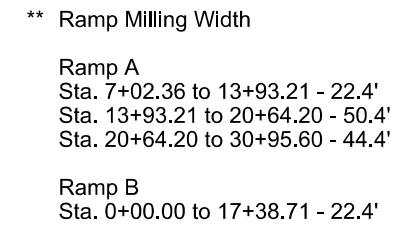
Section 18
Ramps at Exit 263
Ramp A - Sta 4+45.15 to Sta 12+56.47
Ramp B - Sta 0+16.38 to Sta 26+58.52
Ramp C - Sta 2+10.65 to Sta 13+70.34
Ramp D - Sta 2+42.68 to Sta 12+08.97
In Place & Cold Milling Section



Section 18
Ramps at Exit 263
Ramp A - Sta 4+45.15 to Sta 12+56.47
Ramp B - Sta 0+16.38 to Sta 26+58.52
Ramp C - Sta 2+10.65 to Sta 13+70.34
Ramp D - Sta 2+42.68 to Sta 12+08.97
Resurfacing Section



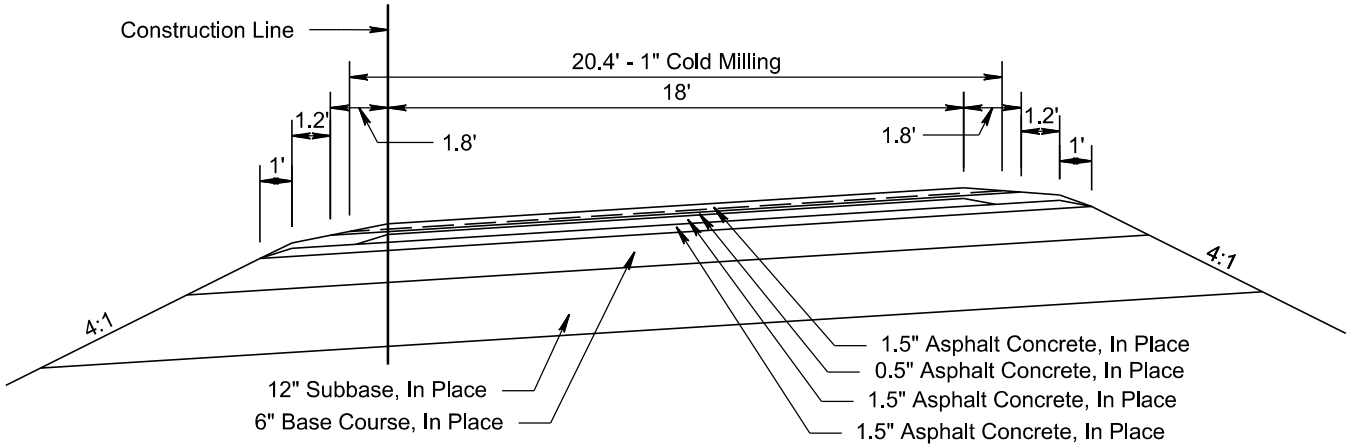
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	67	322
Plotting Date: 1/26/2026			



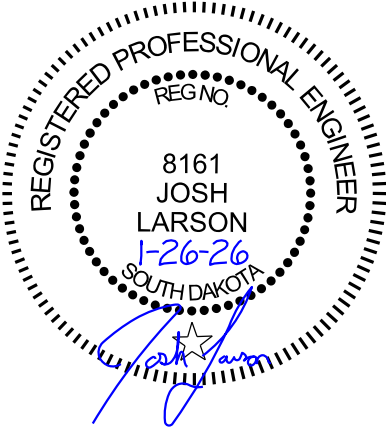
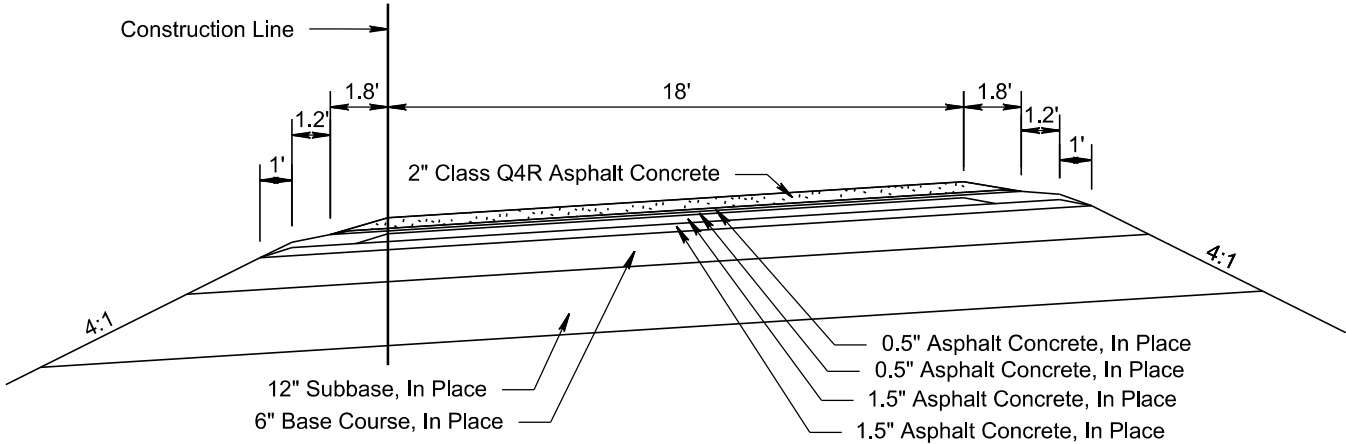
TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:		68	322
		1/26/2026	

Section 20
Ramps at Exit 265
Ramp A - Sta 10+42.26 to Sta 19+69.85
Ramp B - Sta 1+76.09 to Sta 13+67.17
Ramp C - Sta 1+01.36 to Sta 10+57.66
Ramp D - Sta 10+42.26 to Sta 20+20.58
In Place & Cold Milling Section



Section 20
Ramps at Exit 265
Ramp A - Sta 10+42.26 to Sta 19+69.85
Ramp B - Sta 1+76.09 to Sta 13+67.17
Ramp C - Sta 1+01.36 to Sta 10+57.66
Ramp D - Sta 10+42.26 to Sta 20+20.58
Resurfacing Section

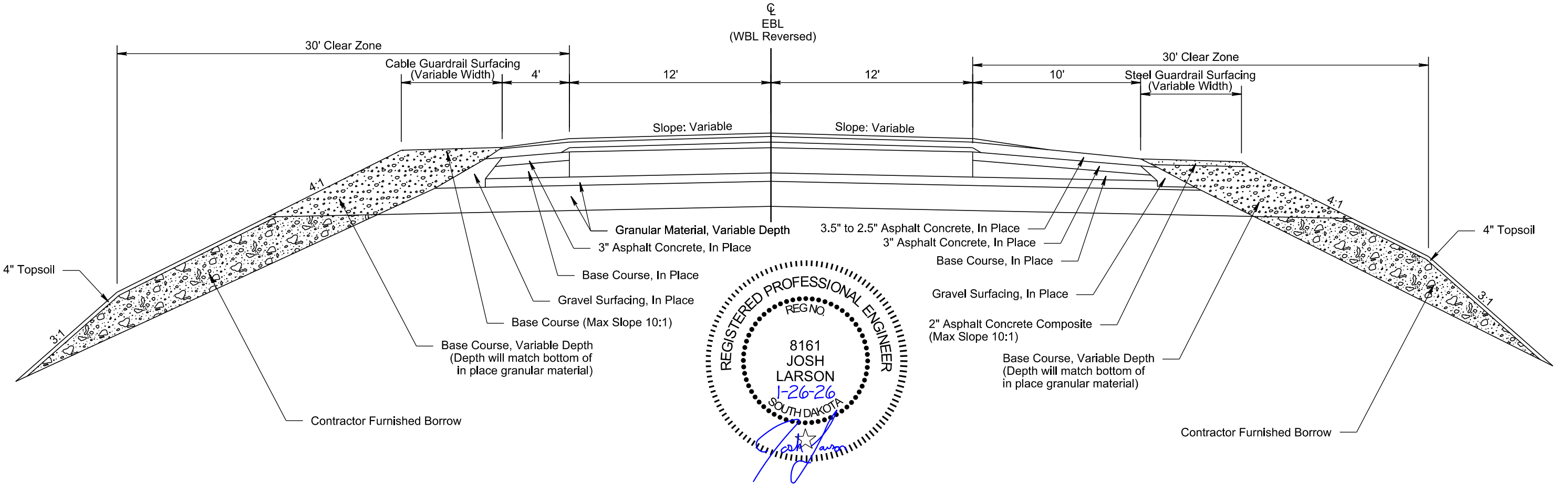


TYPICAL SURFACING SECTIONS

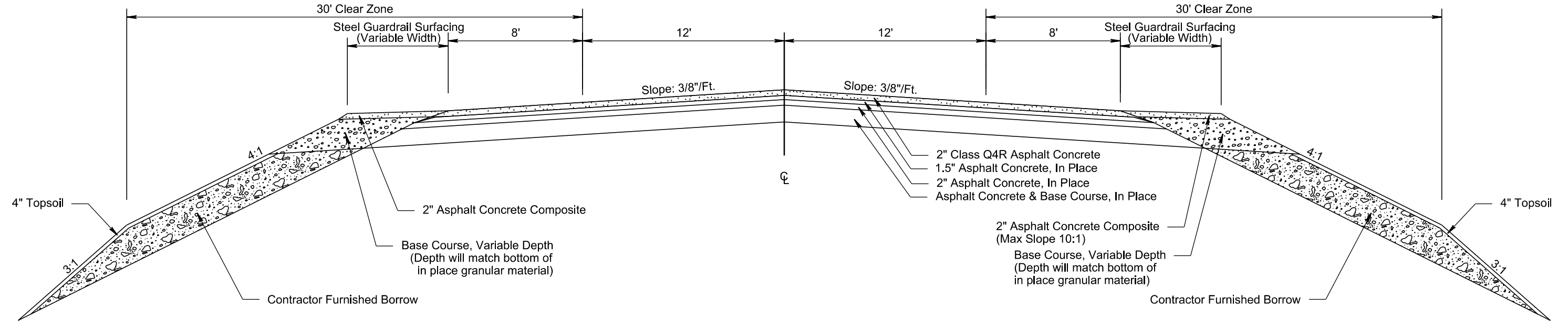
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	69	322
Plotting Date:		1/26/2026	

I90
General Surfacing Typical for Guardrail



I90L
General Surfacing Typical for Guardrail

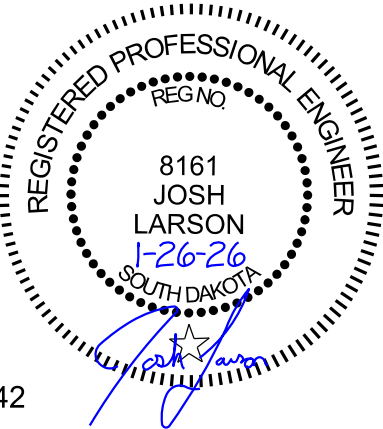


HORIZONTAL ALIGNMENT DATA

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	70	322
	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	

PCN 07YC - I90L / I90WL / I90EL / I90WF Mainline					PCN 08L4 - I90 EBL & WBL Mainline				
Type	Station		Northing	Easting	Type	Station		Northing	Easting
POB	1438+03.56		539174.217	2210708.037	POB	45+57.71		535704.045	2228292.910
		TL= 736.77	S 54°41'58" E				TL= 500.06	S 48°24'15" E	
PI	1445+40.33		538748.466	2211309.336	PI	50+57.77		535372.067	2228666.882
		TL= 3257.29	S 59°55'31" E				TL= 394.25	S 47°30'08" E	
PC	1477+97.62		537116.140	2214128.107	PI	54+52.02		535105.729	2228957.562
PI	1483+80.87	R= 2060.00	Delta= 31°37'02" L	536823.854			TL= 105.70	S 53°28'28" E	
PT	1489+34.37		536839.553	2215215.880	PI	55+57.72		535042.819	2229042.501
		TL= 4355.60	N 88°27'28" E				TL= 1439.85	S 48°43'35" E	
PC	1532+89.97		536956.785	2219569.902	PC	69+97.57		534093.016	2230124.646
PI	1537+86.74	R= 1960.00	Delta= 28°26'41" L	536970.156	PI	81+63.30	R= 5729.58	Delta= 23°00'03" R	533324.034
PT	1542+63.02		537218.443	2220496.762	PT	92+97.64		532273.844	2231506.778
		TL= 2897.87	N 60°00'47" E				TL= 2983.28	S 25°43'33" E	
PI	1571+60.89		538666.805	2223006.717	PC	122+80.92		529586.259	2232801.711
		TL= 2113.86	N 59°57'25" E		PI	142+90.83	R= 5729.58	Delta= 38°39'40" L	527775.571
PI	1592+74.74		539725.112	2224836.573	PT	161+47.04		526906.705	2235486.536
		TL= 3045.00	N 59°55'43" E				TL= 7669.86	S 64°23'13" E	
PC	1623+19.74		541250.893	2227471.719	POE	238+16.91		523591.085	2242402.709
PI	1633+23.27	R= 1940.00	Delta= 54°42'13" R	541753.741					
PT	1641+71.97		541335.476	2229252.390					
		TL= 2343.52	S 65°22'04" E						
POE	1665+15.49		540358.714	2231382.650					
PCN 07YC - I90 EBL & WBL Mainline									
Type	Station		Northing	Easting					
POB	46+00.00		536787.802	2213995.519					
		TL= 360.37	S 71°04'22" E						
PC	49+60.37		536670.911	2214336.401					
PI	53+03.77	R= 3819.72	Delta= 10°16'28" L	536559.522					
PT	56+45.34		536507.859	2215000.739					
		TL= 2479.79	S 81°20'51" E						
PC	81+25.13		536134.794	2217452.309					
PI	87+97.75	R= 3819.72	Delta= 19°58'25" L	536033.605					
PT	94+56.71		536165.644	2218776.796					
		TL= 243.29	N 78°40'44" E						
POE	97+00.00		536213.404	2219015.352					

The coordinates shown on this sheet are based on the South Dakota State Plane Coordinate System. South Zone (NAD 83/2011); Epoch 2010.00; Geoid 12A; SF = 0.9998481042



HORIZONTAL ALIGNMENT DATA

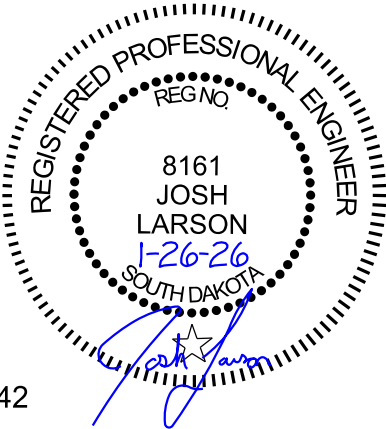
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	71	322
Plotting Date:		1/26/2026	

PCN 08L4 - Exit 260 - Ramp A				
Type	Station		Northing	Easting
POB	0+00.00		536845.030	2214015.143
		TL= 368.74 S 71°04'22" E		
PC	3+68.74		536725.424	2214363.947
PI	4+83.98	R= 3759.23 Delta= 03°30'42" L	536688.288	2214473.034
PCC	5+99.14		536657.904	2214584.191
PI	9+10.68	R= 2000.00 Delta= 17°42'29" L	536575.759	2214884.712
PT	12+17.26		536588.914	2215195.979
		TL= 965.16 N 87°34'48" E		
POE	21+82.42		536629.668	2216160.276

PCN 08L4 - Exit 260 - Ramp D				
Type	Station		Northing	Easting
POB	0+00.00		536610.285	2214315.612
PI	2+20.27	R= 3883.81 Delta= 06°29'32" R	536538.836	2214523.977
PRC	4+40.08		536491.404	2214739.084
PI	6+82.96	R= 4000.00 Delta= 06°56'58" R	536439.105	2214976.266
PT	9+25.24		536358.492	2215205.378
		TL= 958.65 S 70°36'56" E		
POE	18+83.89		536040.313	2216109.683

PCN 08L4 - Exit 260 - Ramp B				
Type	Station		Northing	Easting
POB	0+00.00		536628.017	2216160.058
		TL= 1073.99 S 70°45'11" E		
PC	10+73.99		536273.986	2217174.023
PI	13+00.60	R= 2000.00 Delta= 12°55'41" L	536199.289	2217387.959
PCC	15+25.27		536174.350	2217613.184
PI	17+81.22	R= 3759.53 Delta= 07°47'21" L	536146.181	2217867.573
POE	20+36.37		536152.749	2218123.432

PCN 08L4 - Exit 260 - Ramp C				
Type	Station		Northing	Easting
POB	0+00.00		536041.712	2216110.128
		TL= 1021.98 N 87°41'49" E		
PC	10+21.98		536082.779	2217131.279
PI	11+81.60	R= 1680.00 Delta= 10°51'20" R	536089.193	2217290.777
PRC	13+40.27		536065.455	2217448.629
PI	16+30.05	R= 3888.83 Delta= 08°31'23" L	536022.361	2217735.179
POE	19+18.75		536022.212	2218024.952



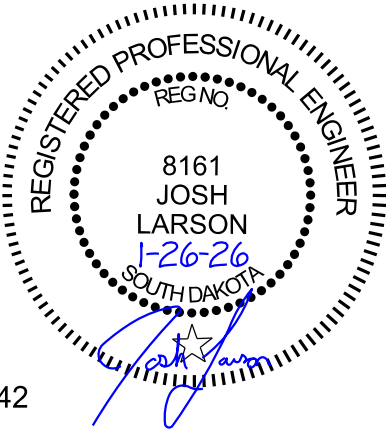
The coordinates shown on this sheet are based on the South Dakota State Plane Coordinate System. South Zone (NAD 83/2011); Epoch 2010.00; Geoid 12A; SF = 0.9998481042

HORIZONTAL ALIGNMENT DATA

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	72	322
Plotting Date:		1/26/2026	

FOR BIDDING PURPOSES ONLY

PCN 08L4 - Exit 263 - Ramp A					PCN 08L4 - Exit 263 - Ramp C				
Type	Station		Northing	Easting	Type	Station		Northing	Easting
POB	0+00.00		534828.293	2229346.975	POB	0+00.00		534404.263	2229931.239
		TL= 299.39 S 49°29'47" E					TL= 210.65 S 44°31'21" W		
PC	2+99.39		534633.842	2229574.619	PI	2+10.65		534254.078	2229783.537
PI	6+95.20	R= 433.80 Delta= 84°45'24" L	534376.764	2229875.581			TL= 216.43 S 50°45'58" W		
PT	9+41.10		534652.973	2230159.087	PC	4+27.08		534117.187	2229615.895
		TL= 315.37 N 46°56'00" E					R= 240.27 Delta= 263°20'23" R		
PI	12+56.47		534868.325	2230389.485	PT	15+31.41		534475.827	2229631.151
		TL= 613.15 N 44°28'50" E					TL= 725.99 S 47°41'34" E		
POE	18+69.62		535305.799	2230819.100	PC	22+57.40		533987.159	2230168.055
					PI	27+03.93	R= 5679.58 Delta= 08°59'26" R	533686.598	2230498.283
					POE	31+48.63		533338.124	2230777.485
PCN 08L4 - Exit 263 - Ramp B					PCN 08L4 - Exit 263 - Ramp D				
Type	Station		Northing	Easting	Type	Station		Northing	Easting
POB	0+00.00		535401.191	2230935.729	POB	0+00.00		534944.003	2229094.894
		TL= 64.82 N 46°43'02" W					TL= 137.66 S 47°11'03" E		
PC	0+64.82		535445.628	2230888.545	PC	1+37.66		534850.445	2229195.873
PI	30+50.45	R= 554.73 Delta= 158°56'56" L	537492.572	2228715.064	PI	2+59.15	R= 289.70 Delta= 45°30'14" R	534767.346	2229284.501
PT	16+03.74		534801.524	2230008.223	PCC	3+67.74		534645.886	2229287.343
		TL= 454.08 S 25°39'58" E			PI	4+48.62	R= 326.23 Delta= 27°51'01" R	534565.023	2229289.236
PI	20+57.82		534392.248	2230204.897	PT	5+26.31		534492.642	2229253.132
		TL= 353.39 S 24°38'09" E					TL= 78.53 S 26°30'35" W		
PC	24+11.22		534071.022	2230352.209	PC	6+04.84		534422.372	2229218.082
PI	26+50.89	R= 1545.00 Delta= 17°38'10" L	533853.161	2230452.119	PI	7+98.42	R= 271.52 Delta= 70°58'26" L	534249.143	2229131.677
PT	28+86.78		533675.809	2230613.338	PT	9+41.18		534110.985	2229267.274
		TL= 266.83 S 42°16'19" E					TL= 278.56 S 44°27'51" E		
PI	31+53.61		533478.369	2230792.819	POE	12+19.74		533912.180	2229462.395
		TL= 404.18 S 37°41'24" E							
PI	35+57.78		533158.532	2231039.928					
		TL= 290.90 S 33°41'08" E							
POE	38+48.68		532916.477	2231201.270					



The coordinates shown on this sheet are based on the South Dakota State Plane Coordinate System. South Zone (NAD 83/2011); Epoch 2010.00; Geoid 12A; SF = 0.9998481042

HORIZONTAL ALIGNMENT DATA

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		73	322

PCN 08L4 - Exit 264 - Ramp A

Type	Station		Northing	Easting
POB	0+00.00		530613.226	2232375.531
		TL= 98.33	S 27°01'28" E	
PI	0+98.33		530525.632	2232420.210
		TL= 156.78	S 26°33'31" E	
PI	2+55.11		530385.394	2232490.309
		TL= 269.10	S 26°28'34" E	
PC	5+24.21		530144.519	2232610.279
PI	7+31.90	R= 360.00	Delta= 59°57'47" L	2232702.874
PCC	9+00.97		529945.711	2232910.164
PI	10+99.63	R= 246.93	Delta= 77°38'11" L	2233107.971
PCC	12+35.56		530116.530	2233168.347
PI	13+46.34	R= 380.03	Delta= 32°30'06" L	2233197.533
PCC	14+51.14		530329.198	2233164.729
PI	17+08.37	R= 343.02	Delta= 73°44'00" L	2233088.162
PT	18+92.57		530570.058	2232830.973
		TL= 7.90	S 88°57'00" W	
PC	19+00.46		530569.913	2232823.076
PI	19+83.62	R= 380.00	Delta= 15°04'40" L	2232739.929
PT	20+64.20		530532.275	2232665.019
		TL= 1031.39	S 64°15'41" W	
POE	30+95.60		530084.374	2231735.955

PCN 08L4 - Exit 264 - Ramp B

Type	Station		Northing	Easting
POB	0+00.00		530164.927	2233237.244
		TL= 1022.90	S 08°40'47" E	
PC	10+22.90		529153.741	2233391.611
PI	16+33.32	R= 1898.29	Delta= 35°39'06" L	2233483.730
PCC	22+04.09		528113.675	2233910.295
PI	23+81.42	R= 5666.21	Delta= 03°35'06" L	2234034.214
POE	25+58.63		527867.981	2234165.822



PCN 08L4 - Exit 264 - Ramp C

Type	Station		Northing	Easting
POB	0+00.00		530840.443	2230769.464
		TL= 27.58	S 12°49'17" W	
PC	0+27.58		530813.551	2230763.344
PI	1+66.33	R= 400.00	Delta= 38°15'35" L	2230732.554
PT	2+94.68		530552.970	2230792.151
		TL= 231.00	S 25°26'18" E	
PC	5+25.69		530344.363	2230891.377
PI	8+16.59	R= 700.00	Delta= 45°07'58" L	2231016.330
PT	10+77.09		529984.903	2231290.666
		TL= 901.72	S 70°34'17" E	
PC	19+78.81		529684.959	2232141.040
PI	26+15.98	R= 1859.58	Delta= 37°49'38" R	2232741.927
PRC	32+06.52		528937.093	2233086.565
PI	37+22.59	R= 5798.18	Delta= 10°10'21" L	223365.699
POE	42+35.94		528125.094	2233717.104

PCN 08L4 - Exit 264 - Ramp D

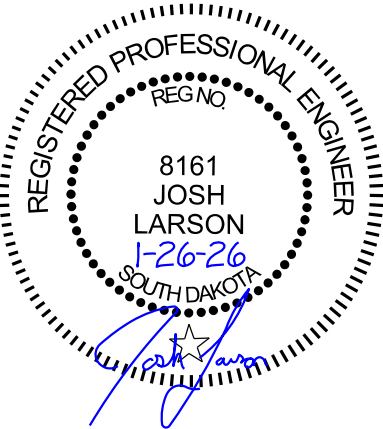
Type	Station		Northing	Easting
POB	0+00.00		531418.906	2231843.092
PI	3+59.46	R= 1500.00	Delta= 26°57'09" R	2232011.726
PRC	7+05.62		530742.050	2232018.157
PI	7+22.10	R= 1365.00	Delta= 01°23'00" L	2232018.452
PRC	7+38.57		530709.110	2232019.144
PI	19+92.44	R= 570.64	Delta= 131°03'32" R	2232071.835
PCC	20+43.86		530239.475	2231092.602
PI	21+98.90	R= 465.22	Delta= 36°51'43" R	2230971.523
PCC	23+43.17		530486.411	2230932.738
PI	25+29.53	R= 155.74	Delta= 100°13'50" R	2230886.115
PT	26+15.61		530680.680	2231071.962
		TL= 272.32	N 85°44'34" E	
PC	28+87.92		530700.895	2231343.527
PI	29+40.81	R= 236.21	Delta= 25°14'20" L	2231396.265
PCC	29+91.97		530730.859	2231442.294
PI	36+15.34	R= 220.83	Delta= 140°59'12" L	2231984.865
POE	35+35.36		531140.851	2231370.079

The coordinates shown on this sheet are based on the South Dakota State Plane Coordinate System. South Zone (NAD 83/2011); Epoch 2010.00; Geoid 12A; SF = 0.9998481042

HORIZONTAL ALIGNMENT DATA

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	74	322
	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	

PCN 08L4 - Exit 265 - Ramp A					PCN 08L4 - Exit 265 - Ramp D					
Type	Station			Northing	Easting	Type	Station		Northing	Easting
POB	0+00.00			526651.087	2236151.445	POB	0+00.00		526409.987	2236388.108
		TL= 778.33	S 65°17'02" E					TL= 632.79	S 63°10'28" E	
PC	7+78.33			526325.650	2236858.472	PC	6+32.79		526124.425	2236952.797
PI	10+82.05	R= 1700.00	Delta= 20°15'34" L	526198.655	2237134.373	PI	7+85.16	R= 1300.00	Delta= 13°22'12" R	526055.664
PT	13+79.44			526175.054	2237437.180	PT	9+36.14		525957.326	2237205.155
		TL= 692.96	S 85°32'36" E					TL= 1275.74	S 49°48'16" E	
POE	20+72.40			526121.206	2238128.048	POE	22+11.88		525133.965	2238179.623
PCN 08L4 - Exit 265 - Ramp B										
Type	Station			Northing	Easting					
POB	0+00.00			526117.662	2238128.233					
		TL= 1243.62	S 49°56'46" E							
PC	12+43.62			525317.385	2239080.148					
PI	14+27.03	R= 1600.00	Delta= 13°04'43" L	525199.360	2239220.536					
PT	16+08.84			525116.165	2239383.991					
		TL= 582.02	S 63°01'29" E							
POE	21+90.86			524852.159	2239902.686					
PCN 08L4 - Exit 265 - Ramp C										
Type	Station			Northing	Easting					
POB	0+00.00			525132.976	2238179.675					
		TL= 714.87	S 85°30'17" E							
PC	7+14.87			525076.945	2238892.346					
PI	10+02.15	R= 1600.00	Delta= 20°21'29" R	525054.428	2239178.743					
PT	12+83.37			524933.684	2239439.417					
		TL= 929.04	S 65°08'48" E							
POE	22+12.41			524543.211	2240282.413					



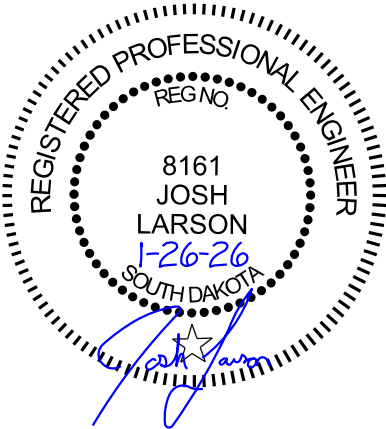
CONTROL DATA

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	75	322
Plotting Date:		1/26/2026	

I90 EBL & WBL & I90L / I90WL / I90EL / I90WF - HORIZONTAL AND VERTICAL CONTROL POINTS					
POINT	STATION & OFFSET		NORTHING	EASTING	ELEVATION
10		Rebar with Cap (MEI Control Point)	539020.090	2210847.883	1416.32
14		Rebar with Cap (MEI Control Point)	538721.894	2223231.917	1443.78
15		Rebar with Cap (MEI Control Point)	540409.971	2226132.619	1402.05
16		1" Pipe	537371.991	2218843.317	1425.50
17		Rebar with Cap (LS4157)	537371.991	2218843.317	1425.50

The coordinates shown on this sheet are based on the South Dakota State Plane Coordinate System. South Zone (NAD 83/11); Epoch 2010.00;
Geoid 12A; SF = 0.9998481042.
The elevations Shown on this sheet are based on NAVD 88.



LEGEND

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	76	322

Plotting Date: 1/26/2026

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			
Clothes Line		Misc. Property Corner		Tree Belt			
Commercial Sign Double Face		Misc. Post		Tree Coniferous			
Commercial Sign One Post		Overhang Or Encroachment		Tree Deciduous			
Commercial Sign Overhead		Overhead Utility Line		Tree Stumps			
Commercial Sign Two Post		Parking Meter		Triangulation Station			
Concrete Symbol		Pedestrian Push Button Pole		Underground Electric Line			
Creek Edge		Pipe With End Section		Underground Gas Line			
Curb/Gutter		Pipe With Headwall		Underground High Pressure Gas Line			
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			
Edge Of Shoulder		Property Pipe With Cap		Water Tower			
Elec. Trans./Power Jct. Box		Property Stone		Water Valve			
Fence Barbwire		Public Telephone		Water Well			
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					

Drainage Arrow



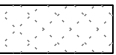
Remove Concrete Pavement



Remove Concrete Driveway Pavement



Remove Asphalt Concrete Pavement



Remove Concrete Sidewalk



Remove Concrete Median Pavement



Remove Concrete Curb and/or Gutter



Detectable Warning



Pedestrian Push Button Pole
and 30" x 48" Clear Space
with 1.5% slope



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		77	322

1495+36 to 1495+70 - 'L
Clear and Grub Trees

1495+47
Take Out 36"-98' CMP
& 2 Flared Ends
(Incidental Work, Grading)

1495+47 (60 ac)
Install 36"-104' RCP
& 2 Flared Ends

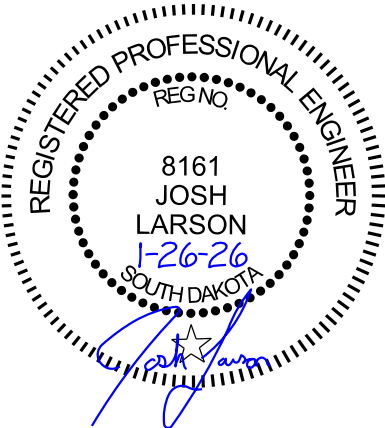
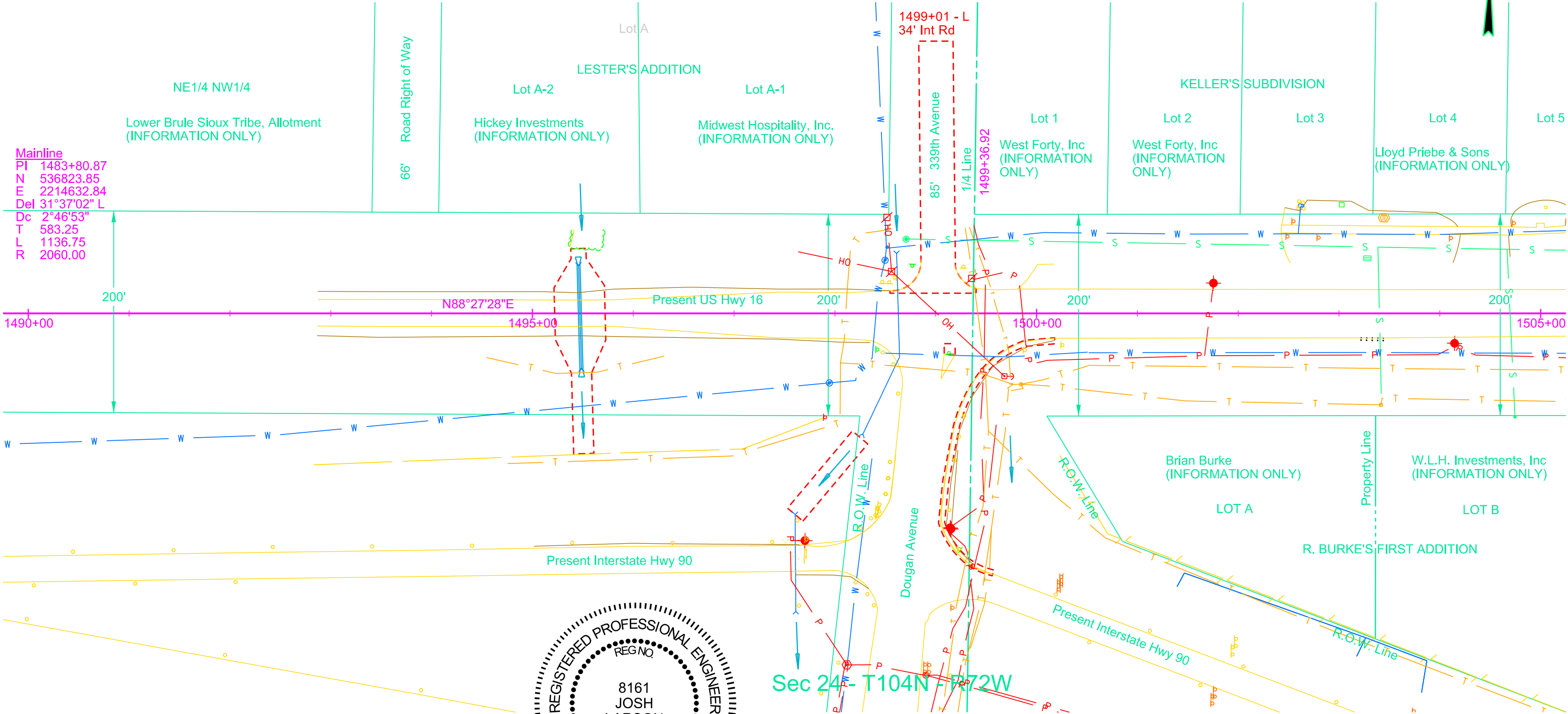
Reprofile Ditch at the following locations:
1495+47 At pipe outlet (1.0 Sta)
~ 50' wide x 100' long

Reprofile Ditch at the following locations:
1495+47 At pipe inlet (1.0 Sta)
~ 50' wide x 100' long

Reprofile Ditch at the following locations:
1498+63 At pipe outlet (1.0 Sta)
~ 50' wide x 100' long

Place Contractor Furnished Borrow
material at the following locations:
1495+47 At pipe outlet (6 CuYd)

OACOMA



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	78	322
Plotting Date: 1/26/2026			

1506+56 to 1507+55 - 'R
Clear and Grub Trees

1506+61 - 103' R
1507+50 - 104' R
Do Not Disturb Tree

1507+67 - 100' R
1513+40 - 113' R
Do Not Disturb Power Pole & Guy Wires

1507+81 - 101' R
Do Not Disturb Wood Fence

1512+98
Retain 30"-86' CMP

1512+98
Install 30"-38' CMP
& 2 Flared End

1512+98
Take Out 2 Flared End
(Incidental Work, Grading)

1512+80 - 60' R
1515+44 - 50' R
1518+70 - 51' R
Adjust Manhole

1514+31 - 80' R
Do Not Disturb Water Valve

1514+31 - 104' R
Do Not Disturb Fire Hydrant

1517+96
Install 24"-8' CMP
& 1 24" Pipe Elbow
& 1 Flared End

1517+96 R
Take Out 1 Flared End
(Incidental Work, Grading)

1518+14 - 111' R
1519+26 - 111' R
1519+37 - 111' R
Do Not Disturb Power Pole

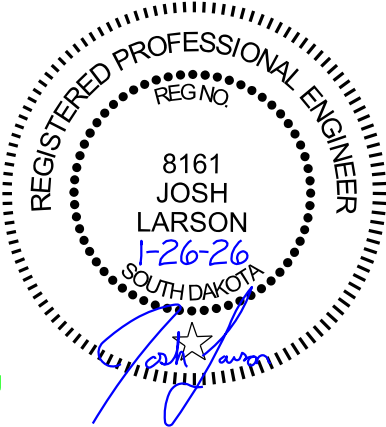
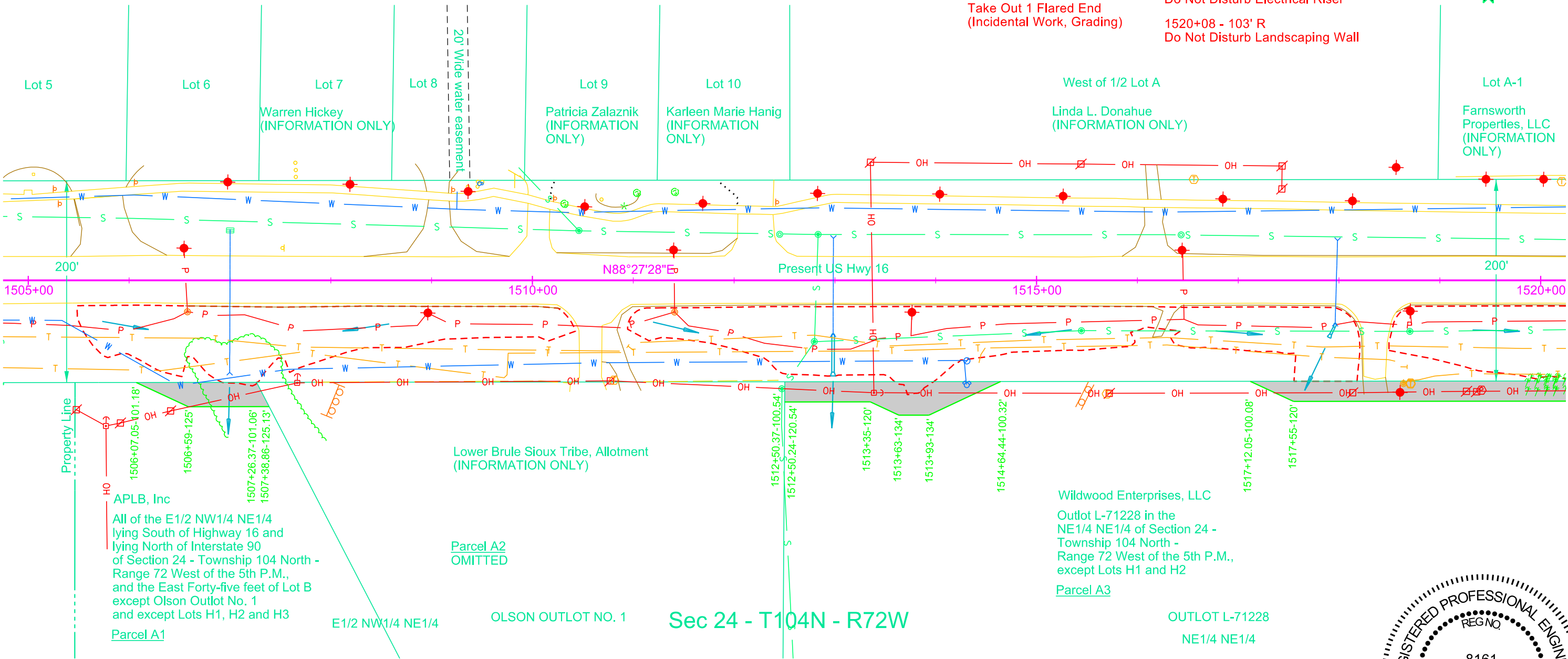
1518+60 - 111' R
Do Not Disturb Light Pole

1518+71 - 103' R
Do Not Disturb Telephone Riser

1519+41 - 109' R
Do Not Disturb Electrical Riser

1520+08 - 103' R
Do Not Disturb Landscaping Wall

OACOMA



1522+98 R
Retain 15"-90' RCP
& 1 End Sections

1522+53
Remove Pipe End Section for Reset

1522+53
Install 15"-14' RCP
Reset Pipe End Section

1522+71 - 46' R
1526+93 - 45' R
Adjust Manhole

1525+93
Retain 36"-130' CMP
& 2 End Sections

1525+93
CIPP 36" CMP (130 Ft)

Reprofile Ditch at the following locations:
1525+93 At pipe outlet (0.5 Sta)
~ 50' wide x 25' long

1528+45
Retain 24"-88' CMP
& 1 End Sections

1528+45
CIPP 24" CMP (88 Ft)
& 1 Flared Ends

1528+45 R
Take Out 1 Flared End
(Incidental Work, Grading)

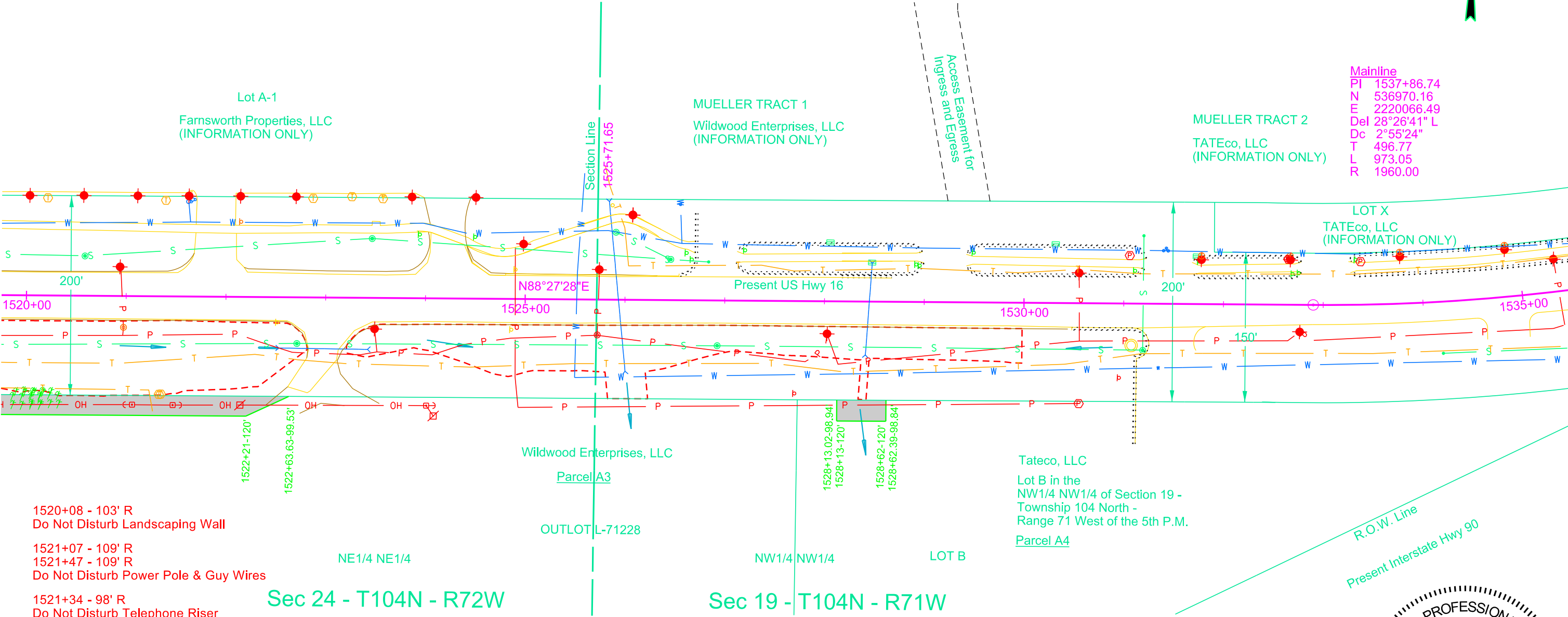
Reprofile Ditch at the following locations:
1528+45 At pipe outlet (0.5 Sta)
~ 40' wide x 25' long

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	79	322

OACOMA



Mainline
PI 1537+86.74
N 536970.16
E 2220066.49
Del 28°26'41" L
Dc 2°55'24"
T 496.77
L 973.05
R 1960.00



1520+08 - 103' R
Do Not Disturb Landscaping Wall

1521+07 - 109' R
1521+47 - 109' R
Do Not Disturb Power Pole & Guy Wires

1521+34 - 98' R
Do Not Disturb Telephone Riser

1522+15 - 109' R
Do Not Disturb Power Pole

Sec 24 - T104N - R72W

Sec 19 - T104N - R71W



Parcel A4
1528+13 to 1528+62.39 R
Temporary Easement containing
0.1 ac, more or less

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	80	322
Plotting Date:		1/26/2026	

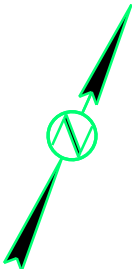
1541+91
Take Out 2 End Sections
(Incidental Work, Grading)

1541+91
Retain 42"-180' CMP

1541+91
CIPP 42" CMP (180 Ft)
& 2 Flared Ends

Reprofile Ditch at the following locations:
1541+91 At pipe outlet (0.5 Sta)
~ 50' wide x 50' long

Place Contractor Furnished Borrow
material at the following locations:
1541+91 At pipe outlet (30 CuYd)

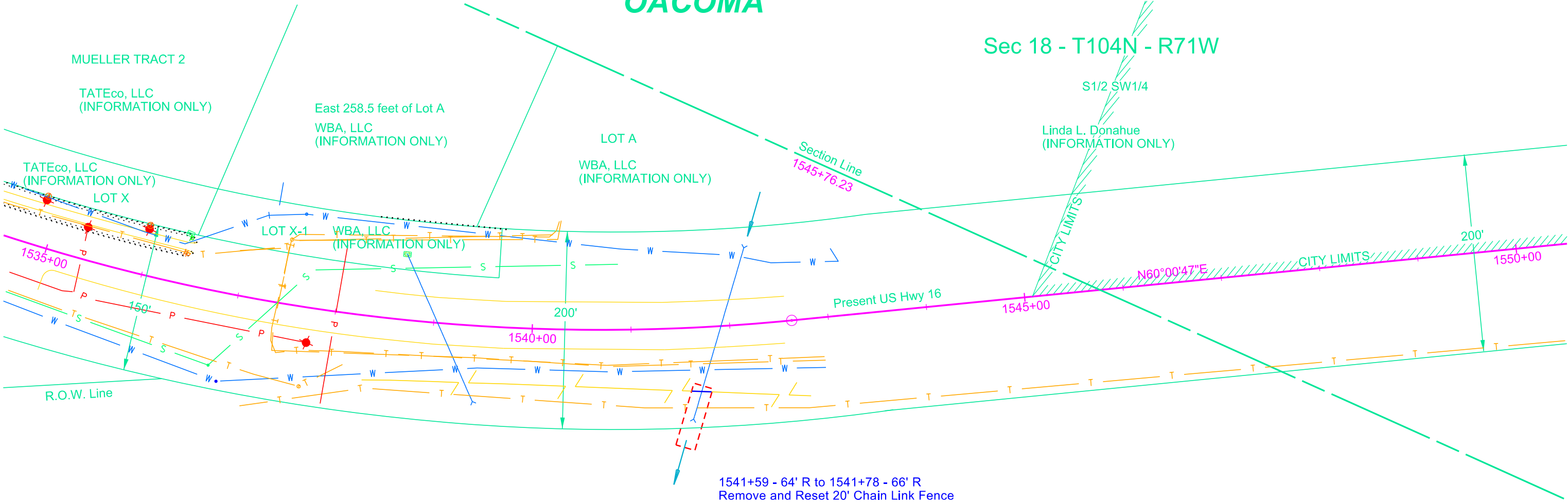


1539+04
Retain 42"-160' CMP
& 2 End Sections

1539+04
CIPP 42" CMP (160 Ft)

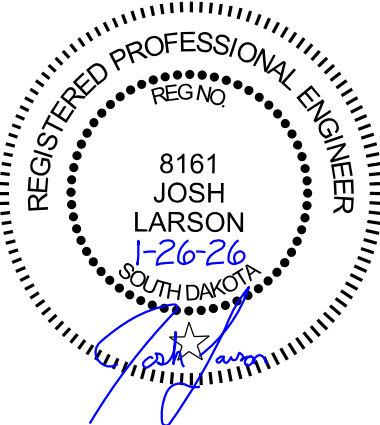
OACOMA

Sec 18 - T104N - R71W



1541+59 - 64' R to 1541+78 - 66' R
Remove and Reset 20' Chain Link Fence

Present Interstate Hwy 90
NW1/4
Sec 19 - T104N - R71W



1577+66 R
Take Out 1 End Section
(Incidental Work, Grading)

1577+66
Retain 30"-236' CMP
& 1 End Section

Reprofile Ditch at the following locations:
1577+66 At pipe outlet (1.0 Sta)
~ 50' wide x 100' long

1583+44 - 104' L
Do Not Disturb Tree

1583+08
Retain 18"-106' CMP
& 2 Flared Ends

1583+08
CIPP 18" CMP (106 Ft)

Reprofile Ditch at the following locations:
1583+08 At pipe inlet (0.5 Sta)
~ 50' wide x 50' long

1583+44 to 1583+94 - 97' L
Remove Fence- 20'
(Incidental Work, Grading)

1583+94 L
End Type 2 Fence

Place Contractor Furnished Borrow
material at the following locations:
1583+08 At pipe inlet (25 CuYd)

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	82	322
Plotting Date: 1/26/2026			

Sec 18 - T104N - R71W

N1/2 SE1/4

Linda L. Donahue
N1/2 SE1/4 of Section 18 -
Township 104 North -
Range 71 West of the 5th P.M.,
except Lots H1 and H2

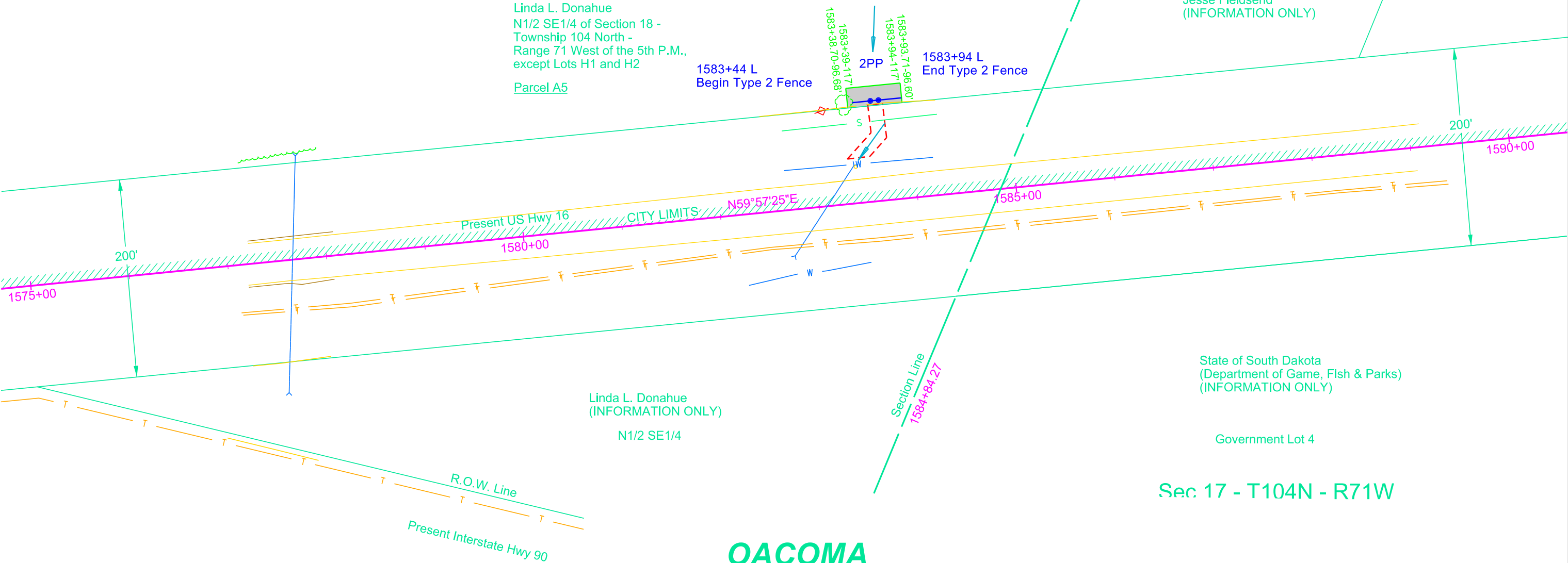
Parcel A5

1583+44 L
Begin Type 2 Fence

MILLER SUBDIVISION

Lot 11

Sadi L. Fieldsend and
Jesse Fieldsend
(INFORMATION ONLY)



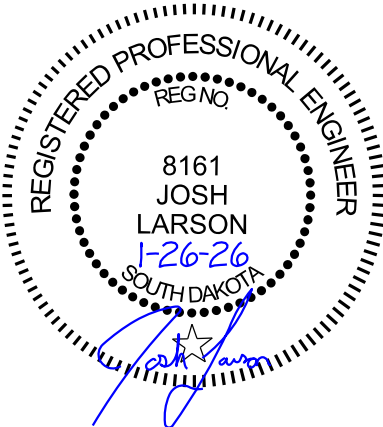
OACOMA

State of South Dakota
(Department of Game, Fish & Parks)
(INFORMATION ONLY)

Government Lot 4

Sec 17 - T104N - R71W

Parcel A5
1583+38.70 to 1583+94 L
Temporary Easement containing
0.1 ac, more or less

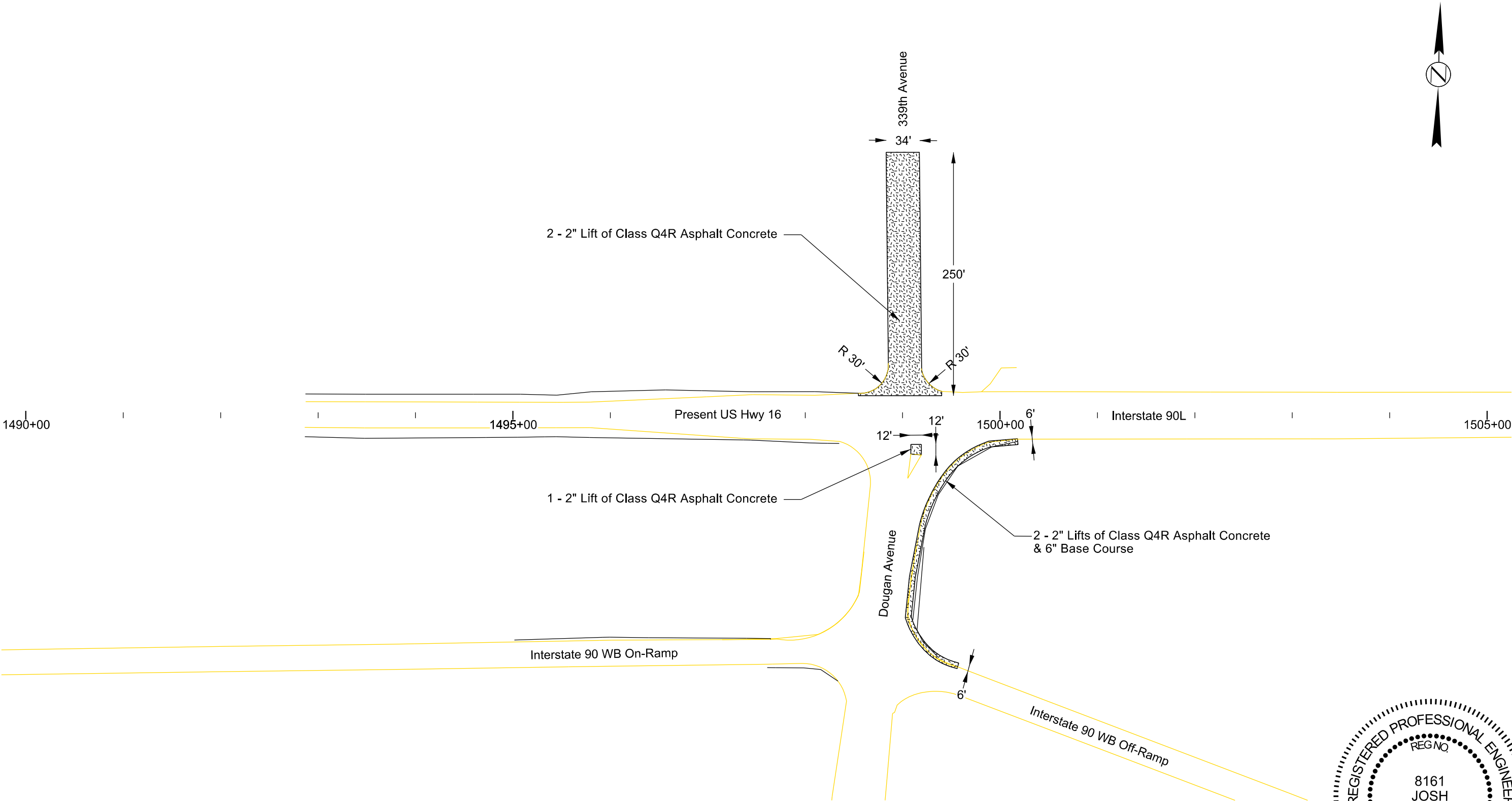


PAVEMENT LAYOUT

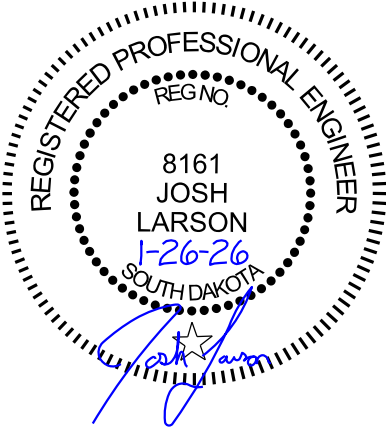
FOR BIDDING PURPOSES ONLY

I90L and Dougan Ave

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		83	322

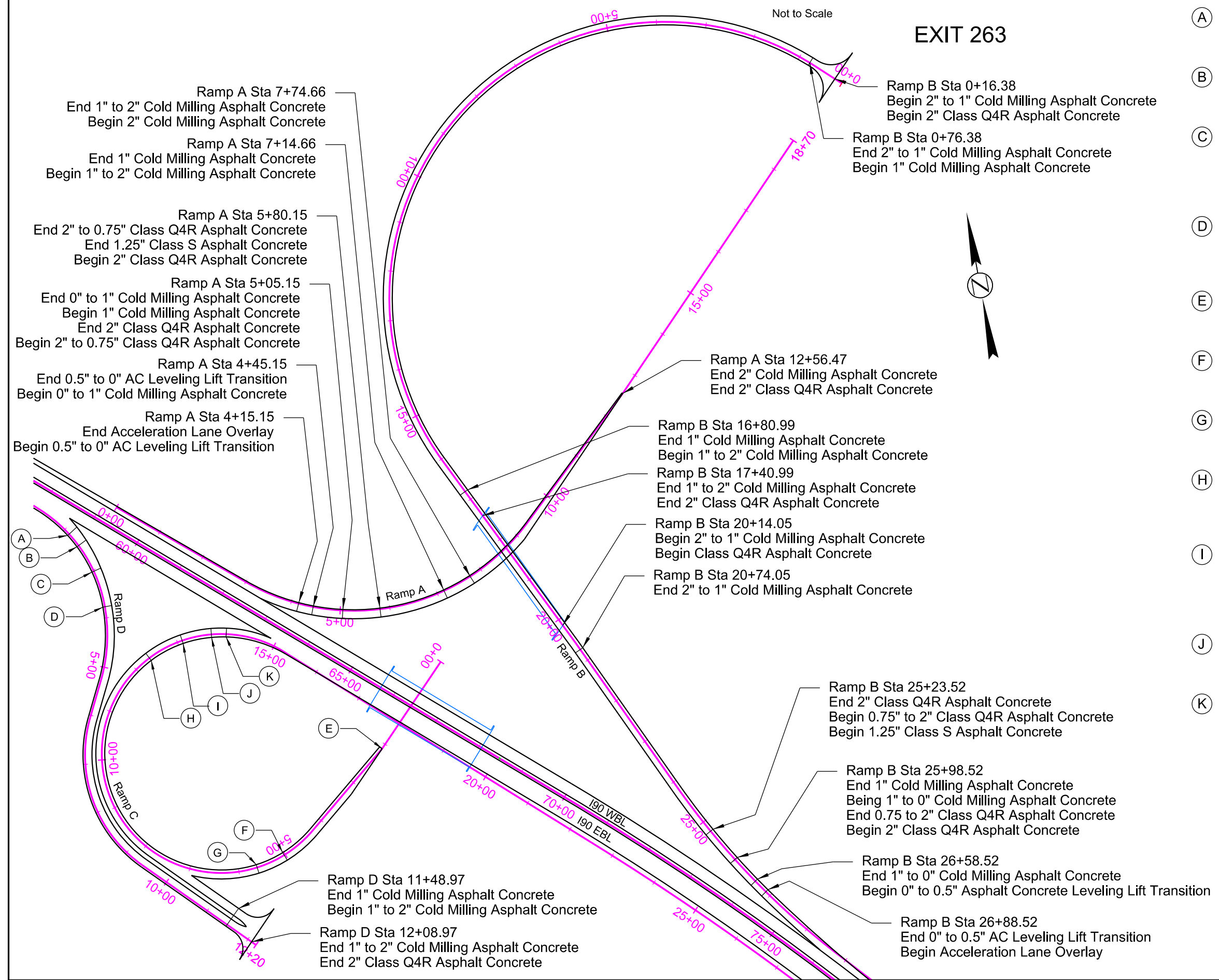


Note: See Rates of Materials section for information regarding milling and asphalt concrete resurfacing on Interstate 90L

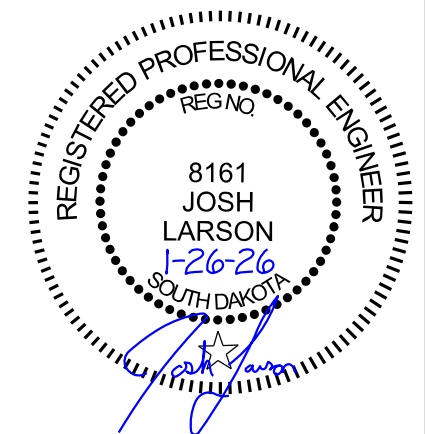


PAVEMENT LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		84	322



- (A) Ramp D Sta 2+12.68
End Deceleration Lane Overlay
Begin 0.5" to 0" AC Leveling Lift Transition
- (B) Ramp D Sta 2+42.68
End 0.5" to 0" Asphalt Concrete Leveling Lift Transition
Begin 0" to 1" Cold Milling Asphalt Concrete
- (C) Ramp D Sta 3+02.68
End 0" to 1" Cold Milling Asphalt Concrete
Begin 1" Cold Milling Asphalt Concrete
End 2" Class Q4R Asphalt Concrete
Begin 2" to 0.75" Class Q4R Asphalt Concrete
- (D) Ramp D Sta 3+77.68
End 2" to 0.75" Class Q4R Asphalt Concrete
End 1.25" Class S Asphalt Concrete
Begin 2" Class Q4R AC
- (E) Ramp C Sta 2+10.65
Begin 2" Cold Milling Asphalt Concrete
Begin 2" Class Q4R Asphalt Concrete
- (F) Ramp C Sta 5+02.42
End 2" Cold Milling Asphalt Concrete
Begin 2" to 1" Cold Milling Asphalt Concrete
- (G) Ramp C Sta 5+62.42
End 2" to 1" Cold Milling Asphalt Concrete
Begin 1" Cold Milling Asphalt Concrete
- (H) Ramp C Sta 12+35.34
End 2" Class Q4R Asphalt Concrete
Begin 0.75" to 2" Class Q4R Asphalt Concrete
Begin 1.25" Class S Asphalt Concrete
- (I) Ramp C Sta 13+10.34
End 1" Cold Milling Asphalt Concrete
Begin 1" to 0" Cold Milling Asphalt Concrete
End 0.75" to 2" Class Q4R Asphalt Concrete
Begin 2" Class Q4R Asphalt Concrete
- (J) Ramp C Sta 13+70.34
End 1" to 0" Cold Milling Asphalt Concrete
Begin 0" to 0.5" AC Leveling Lift Transition
- (K) Ramp C Sta 14+00.34
End 0" to 0.5" AC Leveling Lift Transition
Begin Acceleration Lane Overlay



PAVEMENT LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	85	322

Plotting Date: 1/26/2026

Not to Scale

Rest Area

Ramp D Sta 4+61.14
End 0" to 1" Cold Milling Asphalt Concrete
Begin 1" Cold Milling Asphalt Concrete
End 2" Class Q4R Asphalt Concrete
Begin 2" to 0.75" Class Q4R Asphalt Concrete

Ramp D Sta 5+36.14
End 2" to 0.75" Class Q4R Asphalt Concrete
End 1.25" Class S Asphalt Concrete
Begin 2" Class Q4R AC

Ramp A Sta 21+43.86
Begin 1" to 2" Cold Milling Asphalt Concrete

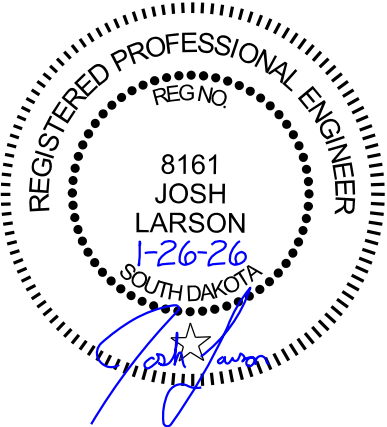
Ramp A Sta 22+03.86
End 1" to 2" Cold Milling Asphalt Concrete
End 2" Class Q4R Asphalt Concrete

Ramp A Sta 6+72.36
End Acceleration Lane Overlay
Begin 0.5" to 0" AC Leveling Lift Transition

Ramp A Sta 7+02.36
End 0.5" to 0" Asphalt Concrete Leveling Lift Transition
Begin 0" to 1" Cold Milling Asphalt Concrete

Ramp A Sta 7+62.36
End 0" to 1" Cold Milling Asphalt Concrete
Begin 1" Cold Milling Asphalt Concrete
End 2" Class Q4R Asphalt Concrete
Begin 2" to 0.75" Class Q4R Asphalt Concrete

Ramp A Sta 8+37.36
End 2" to 0.75" Class Q4R Asphalt Concrete
End 1.25" Class S Asphalt Concrete
Begin 2" Class Q4R Asphalt Concrete



Ramp D Sta 32+16.05
End 1" to 2" Cold Milling AC
End 2" Class Q4R AC

Ramp D Sta 31+56.05
Begin 1" to 2" Cold Milling AC

Ramp A Sta 30+17.76
End 2" Cold Milling Asphalt Concrete
Begin 2" to 1" Cold Milling Asphalt Concrete

Ramp A Sta 30+77.76
End 2" Cold Milling Asphalt Concrete
Begin 2" to 1" Cold Milling Asphalt Concrete

Ramp A Sta 26+03.86
End 1" to 2" Cold Milling Asphalt Concrete
Begin 2" Cold Milling Asphalt Concrete

Ramp A Sta 25+42.76
Begin 1" to 2" Cold Milling Asphalt Concrete

Ramp A Sta 25+59.30
End 2" to 1" Cold Milling Asphalt Concrete

Ramp A Sta 24+99.30
Begin 2" to 1" Cold Milling Asphalt Concrete
Begin 2" Class Q4R Asphalt Concrete

Ramp C Sta 3+60.27
End 2" to 1" Cold Milling Asphalt Concrete
Begin 1" Cold Milling Asphalt Concrete

Ramp C Sta 3+00.27
End 2" Cold Milling Asphalt Concrete
Begin 2" to 1" Cold Milling Asphalt Concrete

Ramp C Sta 1+81.47
End 1" to 2" Cold Milling Asphalt Concrete
Begin 2" Cold Milling Asphalt Concrete

Ramp C Sta 1+21.47
End 1" Cold Milling Asphalt Concrete
Begin 1" to 2" Cold Milling Asphalt Concrete

Ramp C Sta 1+01.56
End 2" to 1" Cold Milling Asphalt Concrete
Begin 1" Cold Milling Asphalt Concrete

Ramp C Sta 0+41.56
End 2" Cold Milling Asphalt Concrete
Begin 2" to 1" Cold Milling Asphalt Concrete

Ramp C Sta 27+17.52
End 2" Class Q4R Asphalt Concrete
Begin 0.75" to 2" Class Q4R Asphalt Concrete
Begin 1.25" Class S Asphalt Concrete

Ramp C Sta 27+92.52
End 1" Cold Milling Asphalt Concrete
Begin 1" to 0" Cold Milling Asphalt Concrete
End 0.75" to 2" Class Q4R Asphalt Concrete
Begin 2" Class Q4R Asphalt Concrete

Ramp C Sta 28+52.52
End 1" to 0" Cold Milling Asphalt Concrete
Begin 0" to 0.5" AC Leveling Lift Transition

Ramp C Sta 28+82.52
End 0" to 0.5" AC Leveling Lift Transition
Begin Acceleration Lane Overlay

Ramp B Sta 16+03.71
End 2" Class Q4R Asphalt Concrete
Begin 0.75" to 2" Class Q4R Asphalt Concrete
Begin 1.25" Class S Asphalt Concrete

Ramp B Sta 16+78.71
End 1" Cold Milling Asphalt Concrete
Begin 1" to 0" Cold Milling Asphalt Concrete
End 0.75" to 2" Class Q4R Asphalt Concrete
Begin 2" Class Q4R Asphalt Concrete

Ramp B Sta 17+38.71
End 1" to 0" Cold Milling Asphalt Concrete
Begin 0" to 0.5" AC Leveling Lift Transition

Ramp B Sta 17+68.71
End 0" to 0.5" AC Leveling Lift Trans.
Begin Deceleration Lane Overlay

Rest Area Concrete Parking Lot

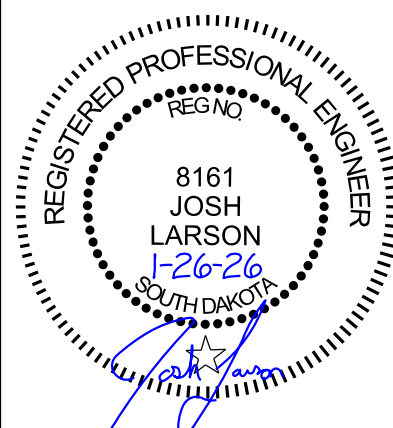
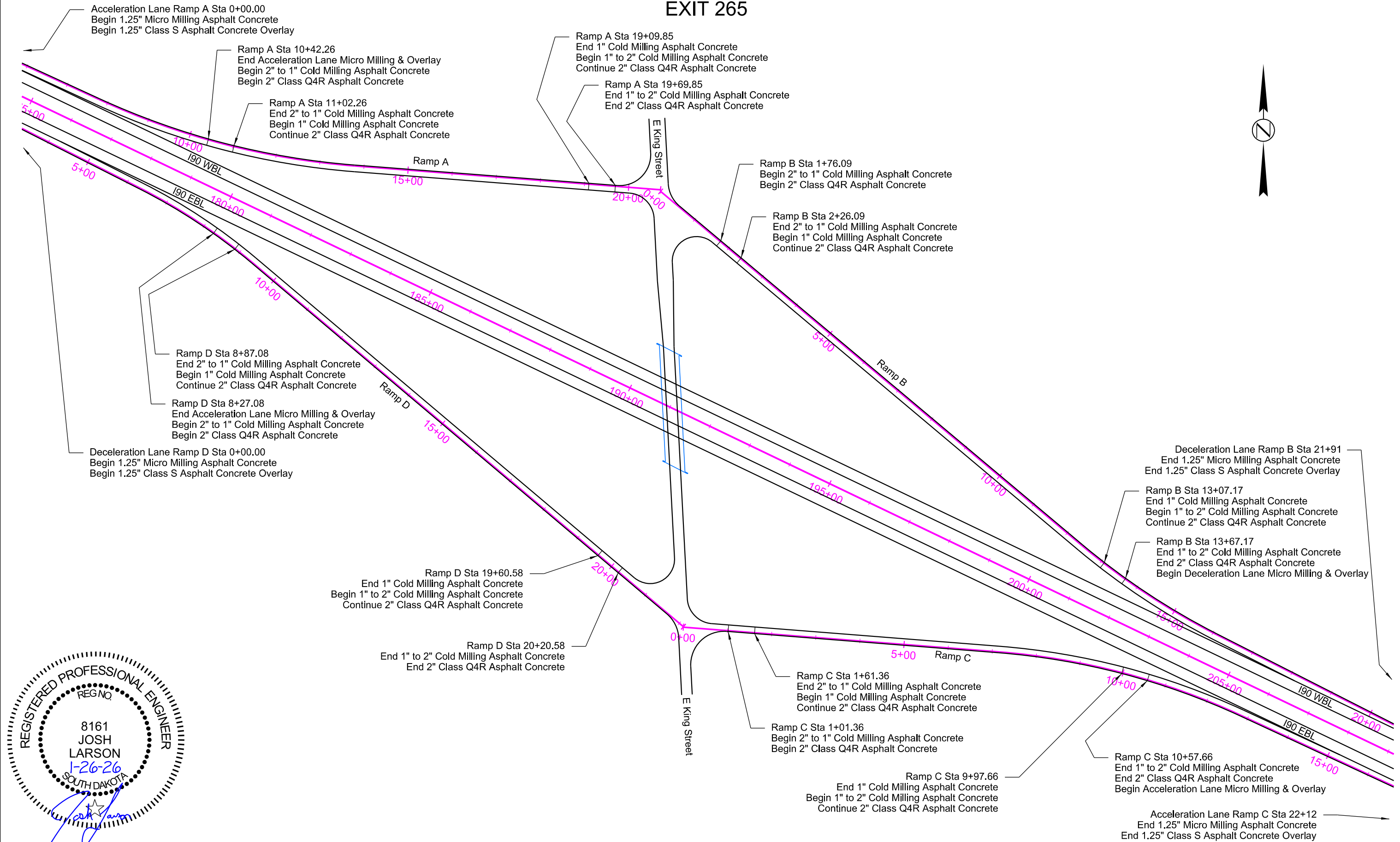
Dump Station Concrete

PAVEMENT LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		86	322

Not to Scale
EXIT 265

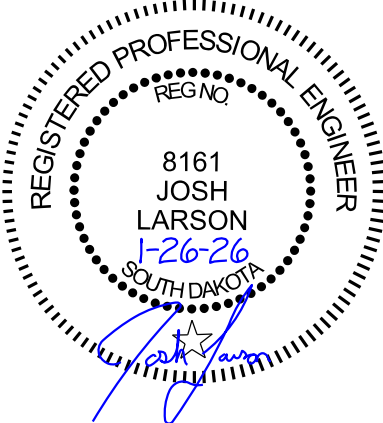
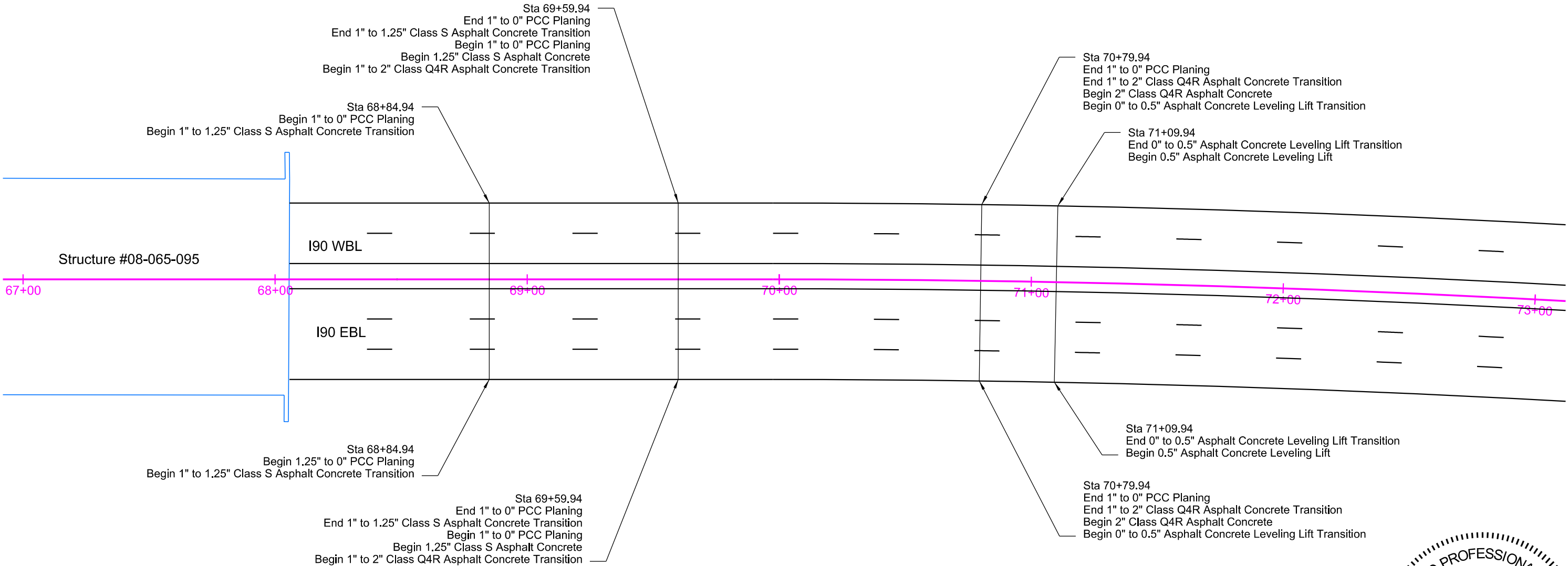
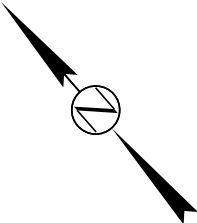


PAVEMENT LAYOUT - BEGIN PROJECT

FOR BIDDING PURPOSES ONLY

Not to Scale

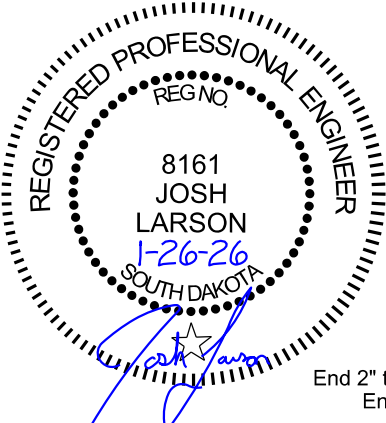
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	87	322
Plotting Date: 1/26/2026			



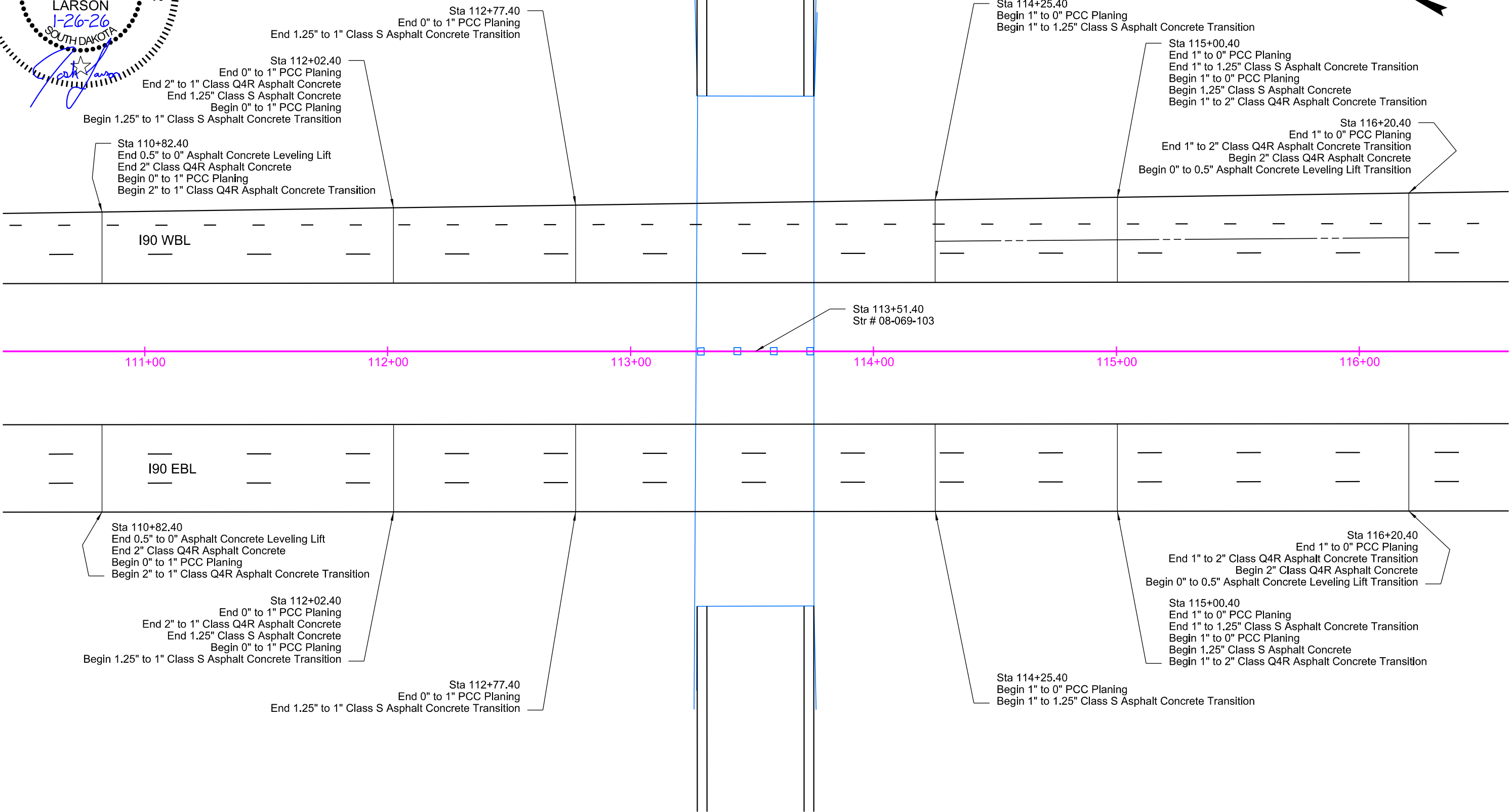
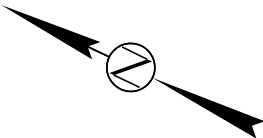
PAVEMENT LAYOUT - VERTICAL CLEARANCE EXCEPTION

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		88	322



Not to Scale
Rest Area



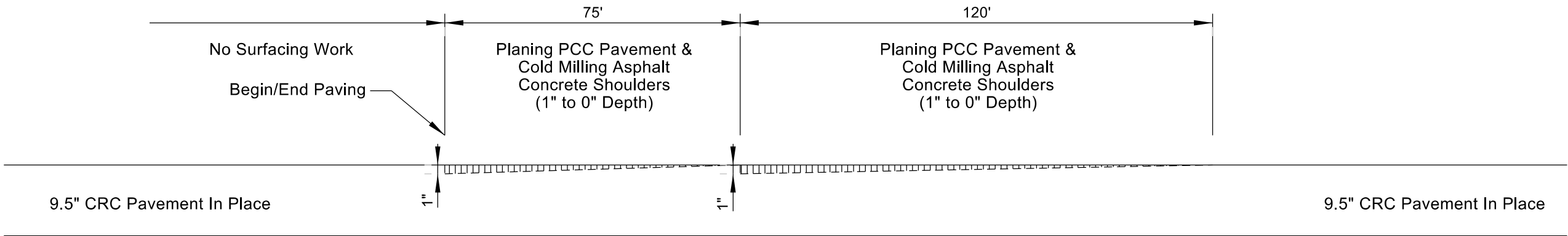
PLANING PCC PAVEMENT TAPERS - 190 MAINLINE

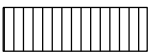
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	89	322
Plotting Date: 1/26/2026			

Not to Scale

AT PAVEMENT BEGIN/END

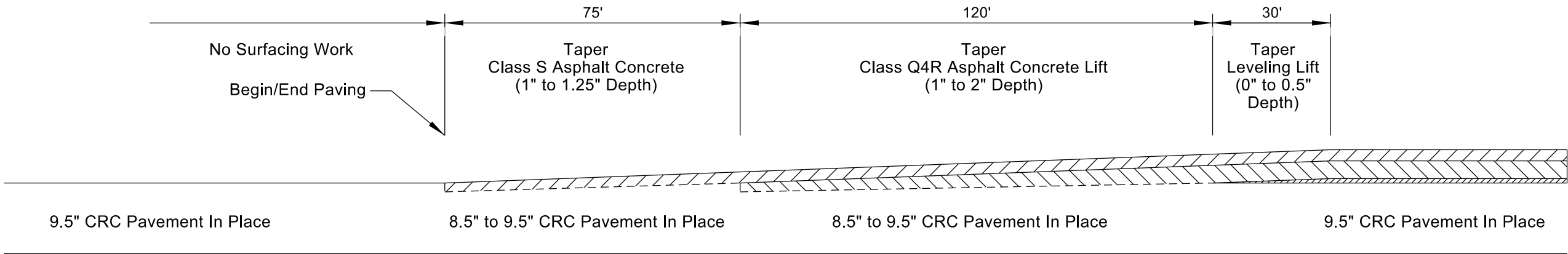


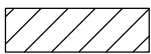
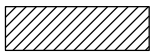
 Planing PCC Pavement

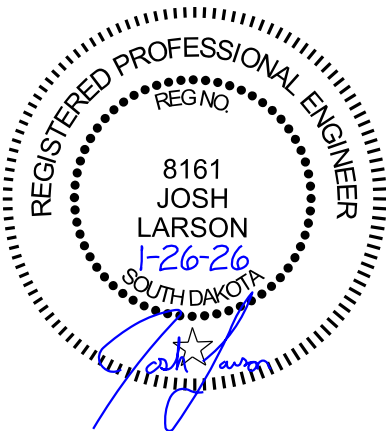
RESURFACING TAPERS - MAINLINE

Not to Scale

AT PAVEMENT BEGIN/END



-  1.25" Class S Asphalt Concrete - 3rd Mainline Lift
-  2" Class Q4R Asphalt Concrete - 2nd Mainline Lift
-  0.5" Asphalt Concrete Leveling Lift - 1st Mainline Lift



PLANING PCC PAVEMENT TAPERS - 190 MAINLINE

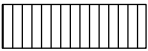
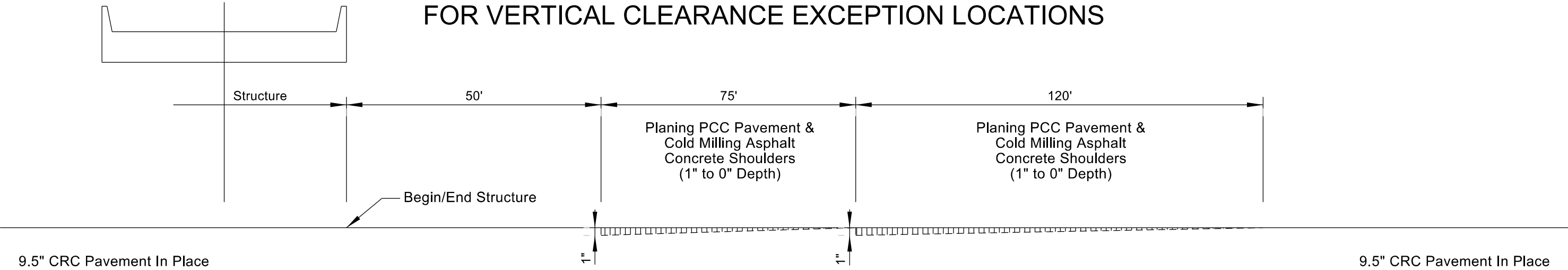
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	90	322
Plotting Date:		1/26/2026	

℄
of Structure

Not to Scale

FOR VERTICAL CLEARANCE EXCEPTION LOCATIONS

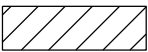
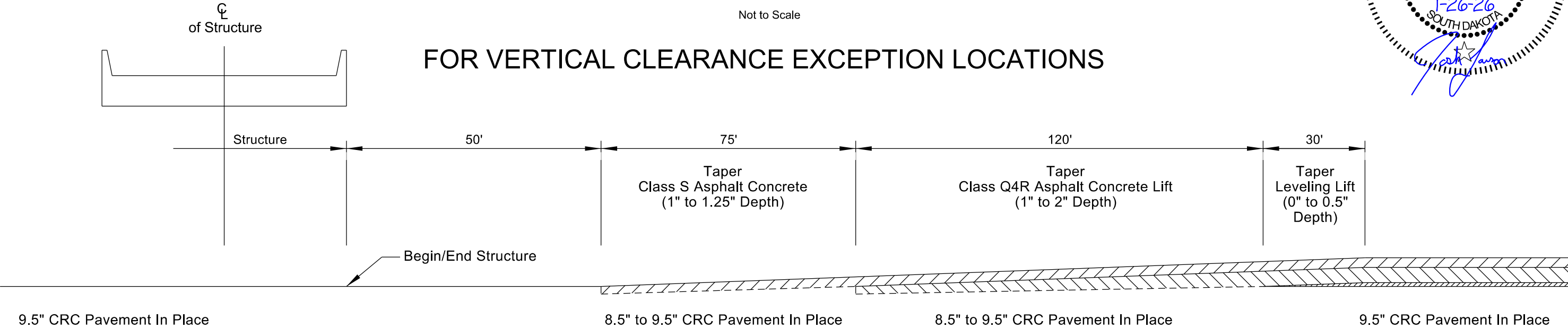


Planing PCC Pavement

RESURFACING TAPERS - MAINLINE

Not to Scale

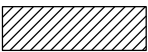
FOR VERTICAL CLEARANCE EXCEPTION LOCATIONS



1.25" Class S Asphalt Concrete - 3rd Mainline Lift



2" Class Q4R Asphalt Concrete - 2nd Mainline Lift



0.5" Asphalt Concrete Leveling Lift - 1st Mainline Lift



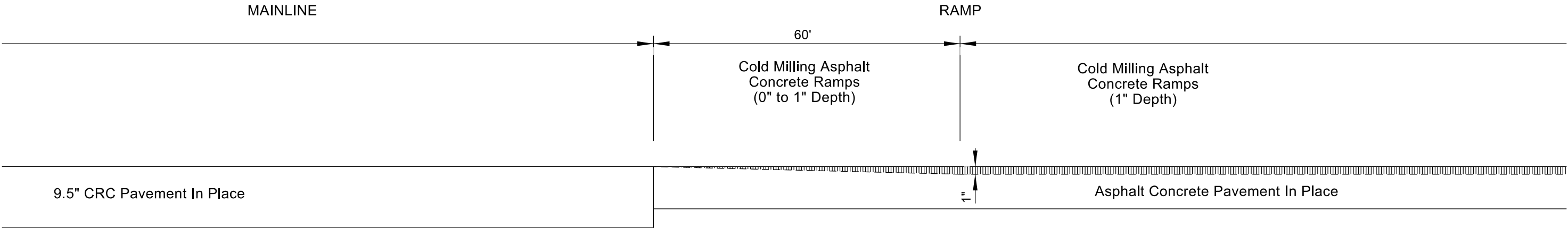
COLD MILLING AC PAVEMENT TAPERS - RAMPS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	91	322
	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	

Not to Scale

AT RAMP BEGIN/END (EXIT 263 & REST AREA)

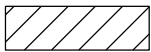
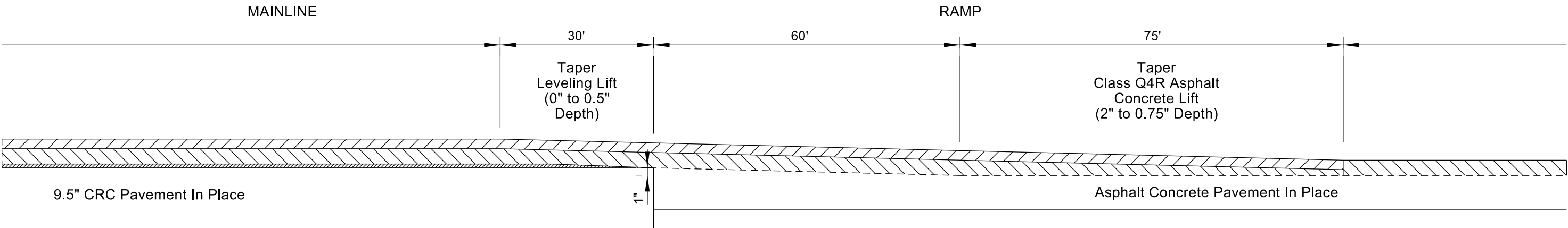


Cold Milling Asphalt Concrete

RESURFACING TAPERS - RAMPS

Not to Scale

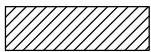
AT RAMP BEGIN/END (EXIT 263 & REST AREA)



1.25" Class S Asphalt Concrete



2" Class Q4R Asphalt Concrete



0.5" Asphalt Concrete Leveling Lift



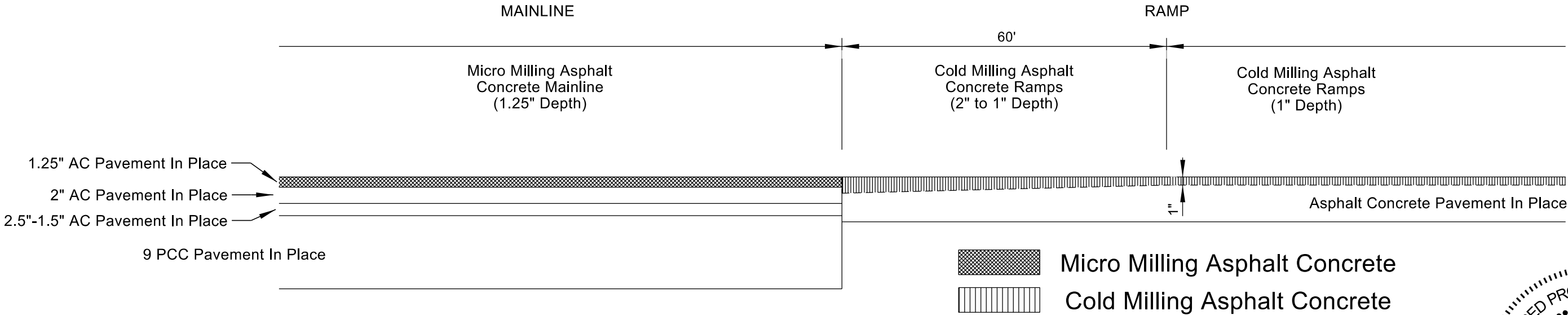
COLD/MICRO MILLING AC PAVEMENT TAPERS - RAMPS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	92	322
	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	

Not to Scale

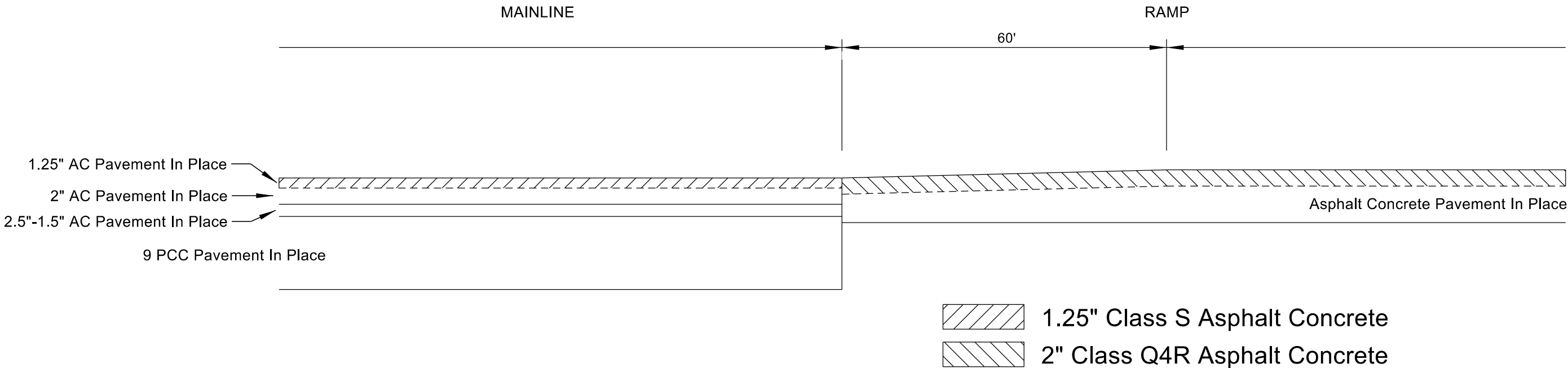
AT RAMP BEGIN/END (EXIT 265)



RESURFACING TAPERS - RAMPS

Not to Scale

AT RAMP BEGIN/END (EXIT 265)



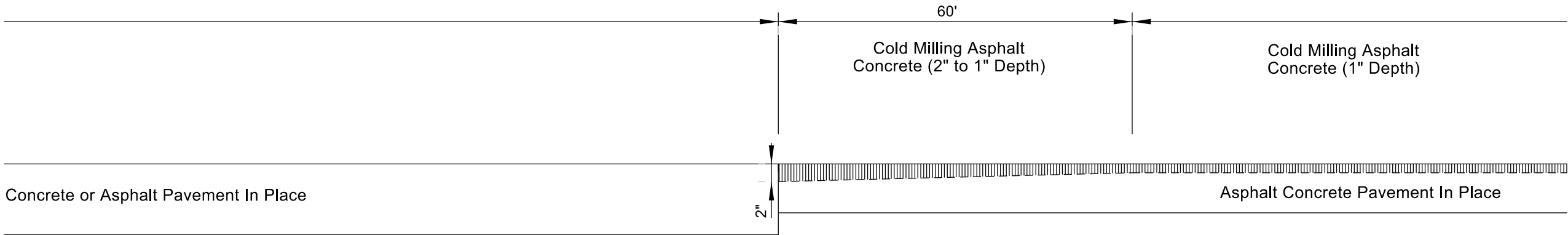
COLD MILLING AC PAVEMENT TAPERS - I90L & REST AREA

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA Plotting Date:	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	93	322
	IM-CR 0906(76)263		
	1/26/2026		

Not to Scale

AT TRANSITIONS TO CONCRETE PARKING LOT / BRIDGES / I90L PROJECT START & END

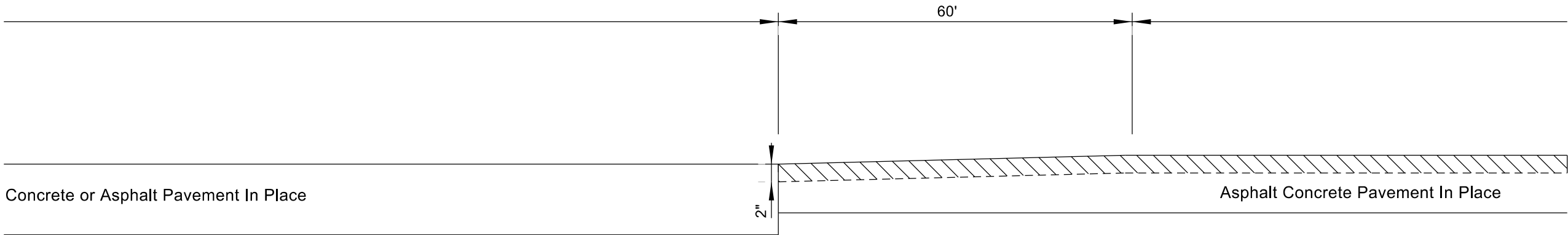


Cold Milling Asphalt Concrete

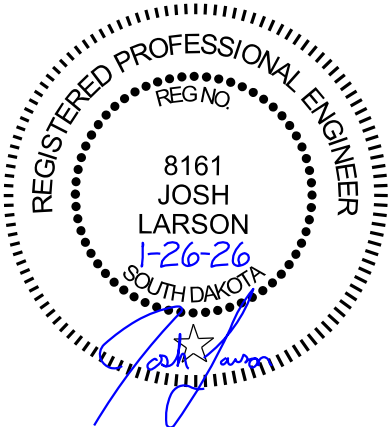
RESURFACING TAPERS - REST AREA

Not to Scale

AT TRANSITIONS TO CONCRETE PARKING LOT / BRIDGES / I90L PROJECT START & END



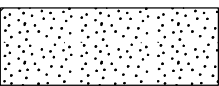
2" Class Q4R Asphalt Concrete



GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

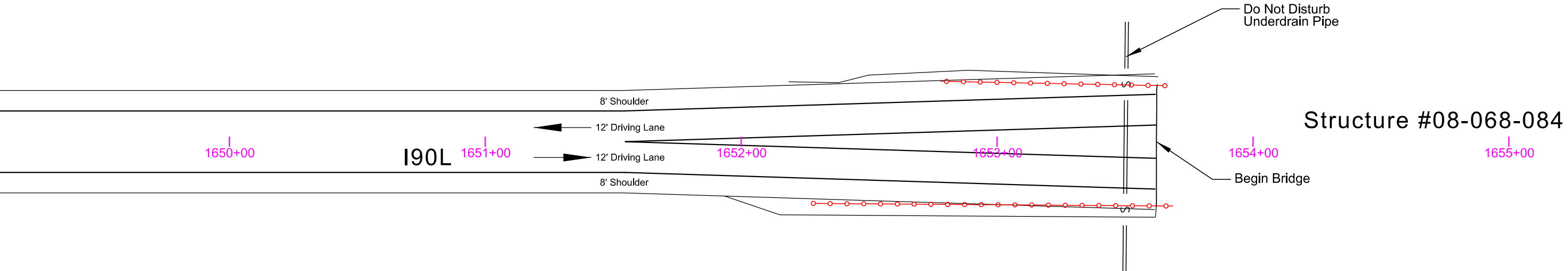
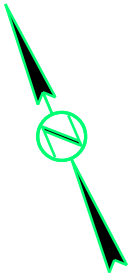
Plotting Date: 1/26/2026



Asphalt Removal

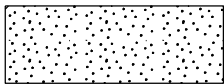


Guardrail Removal

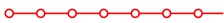


GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

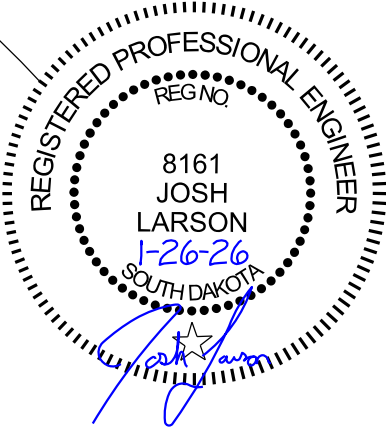
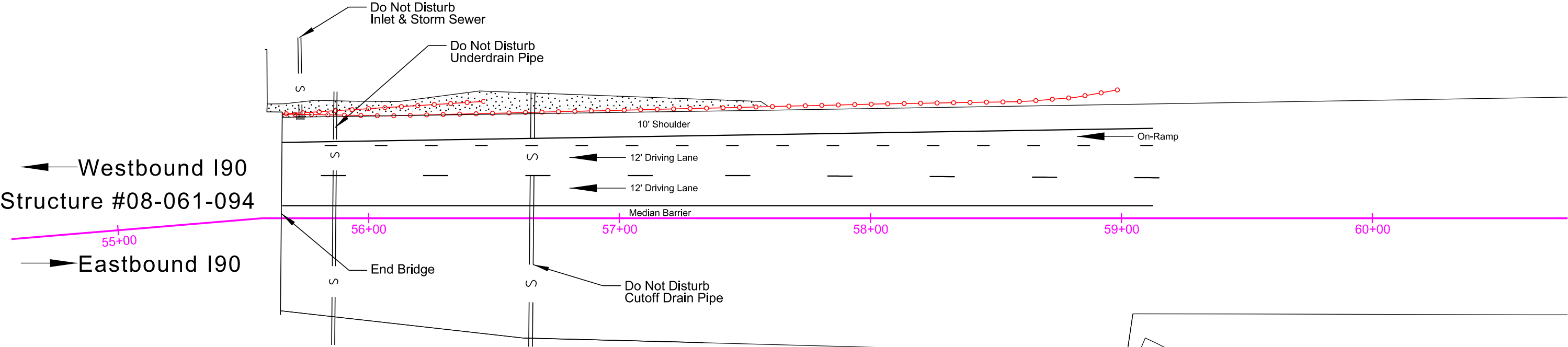
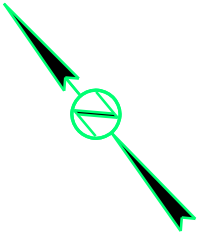
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	95	322
Plotting Date:		1/26/2026	



Asphalt Removal

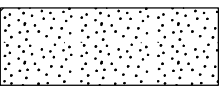


Guardrail Removal



GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

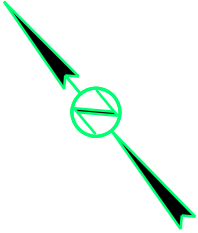
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	96	322
Plotting Date:		1/26/2026	



Asphalt Removal



Guardrail Removal



S Main Street

Westbound I90

Eastbound I90

Begin Bridge

Structure #08-065-095

61+00

62+00

63+00

64+00

65+00

66+00

- 12' Driving Lane
- 12' Driving Lane
- 12' Aux. Lane

Exit 263 EB On-Ramp

Do Not Disturb
Underdrain Pipe

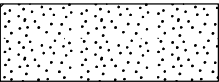
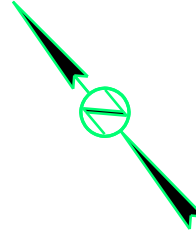
Do Not Disturb
Inlet & Storm Sewer



GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	97	322

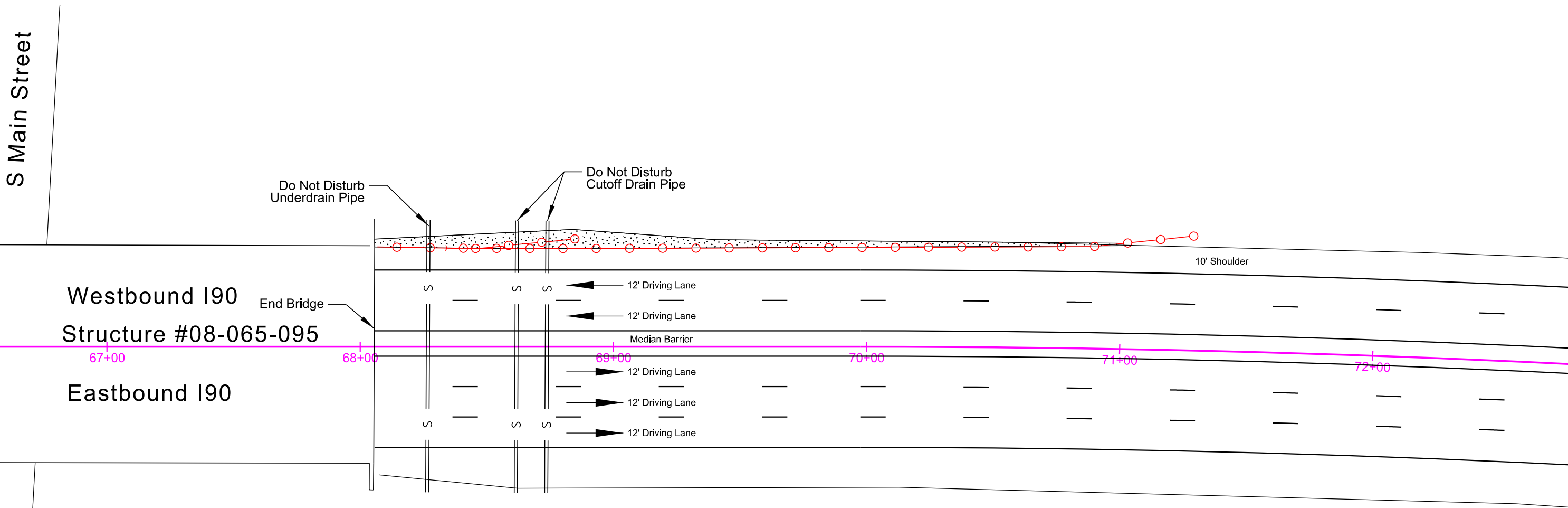
Plotting Date: 1/26/2026



Asphalt Removal



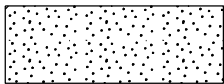
Guardrail Removal



GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	98	322

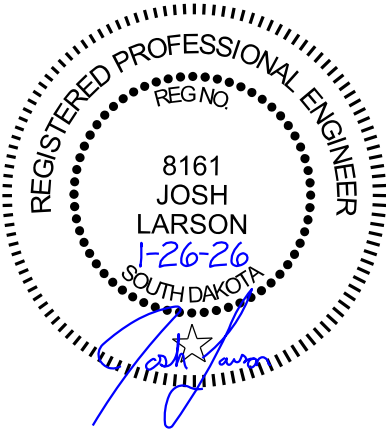
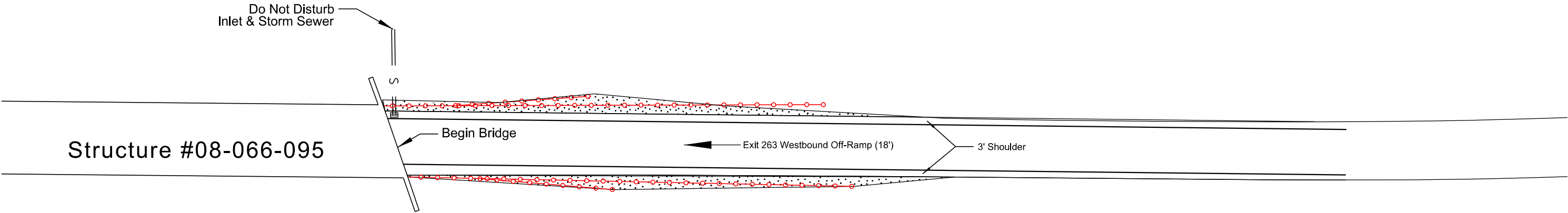
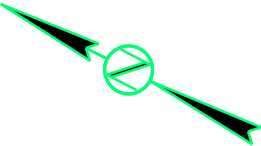
Plotting Date: 1/26/2026



Asphalt Removal



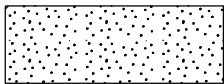
Guardrail Removal



GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	99	322

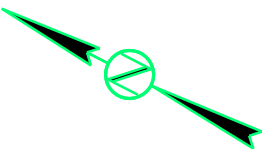
Plotting Date: 1/26/2026



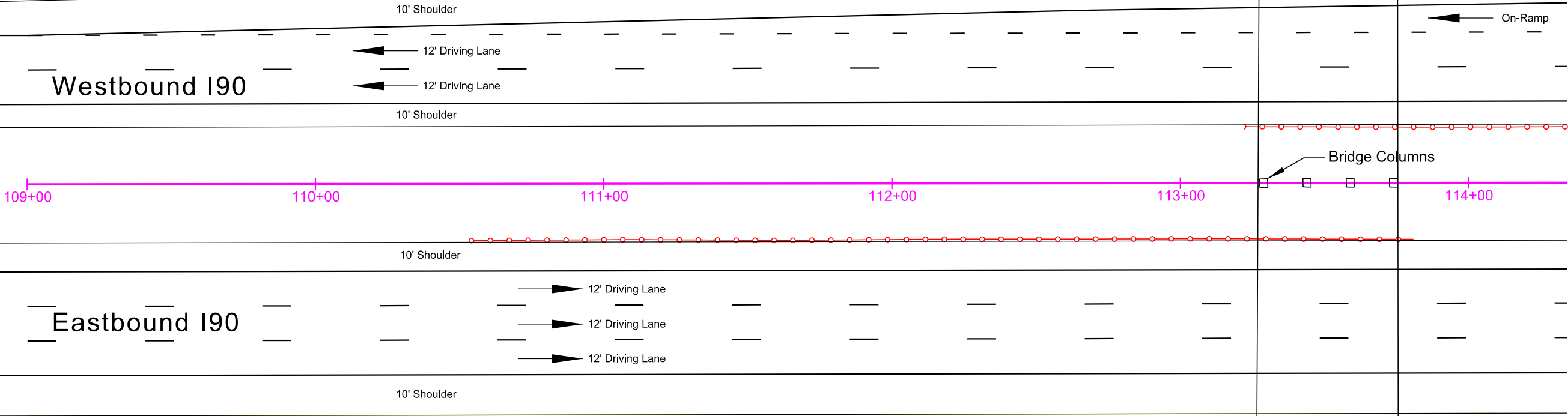
Asphalt Removal



Guardrail Removal



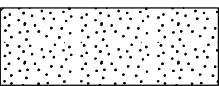
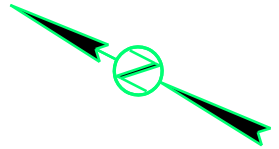
Structure #08-069-103



GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	100	322

Plotting Date: 1/26/2026

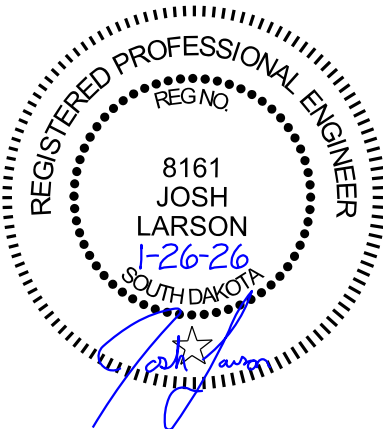
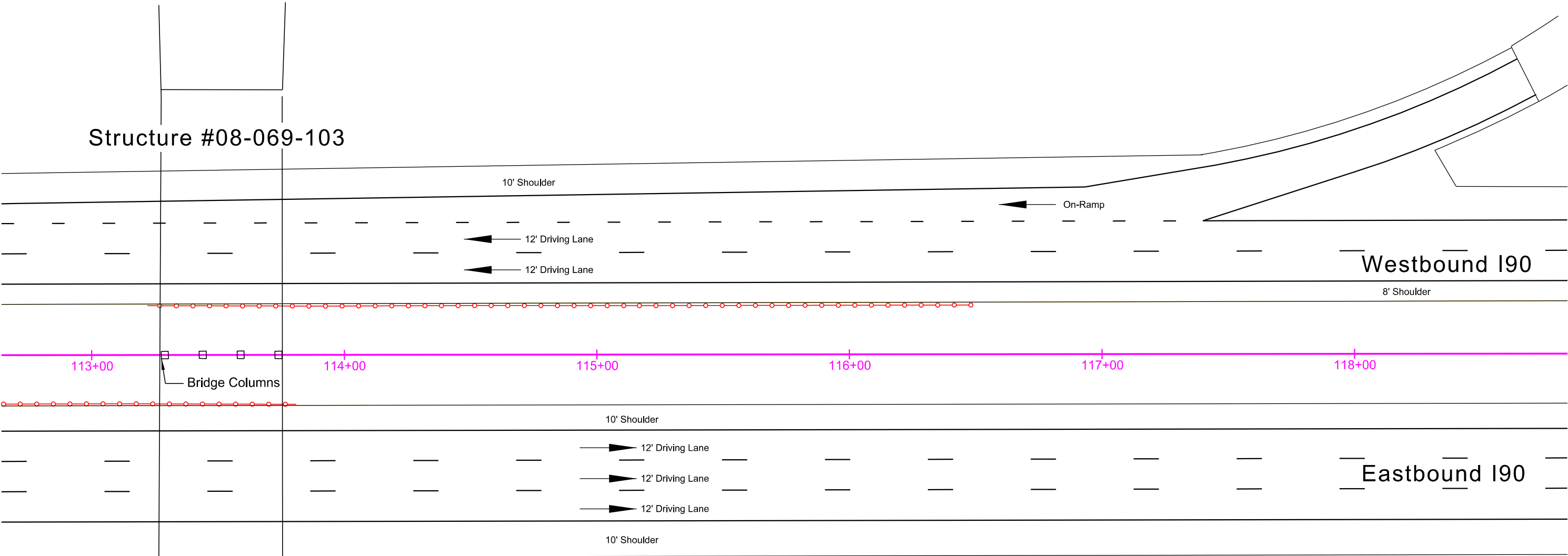


Asphalt Removal



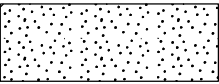
Guardrail Removal

Structure #08-069-103



GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

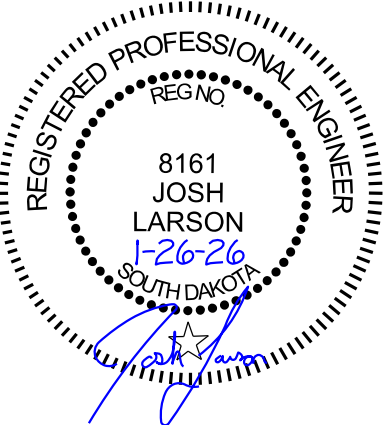
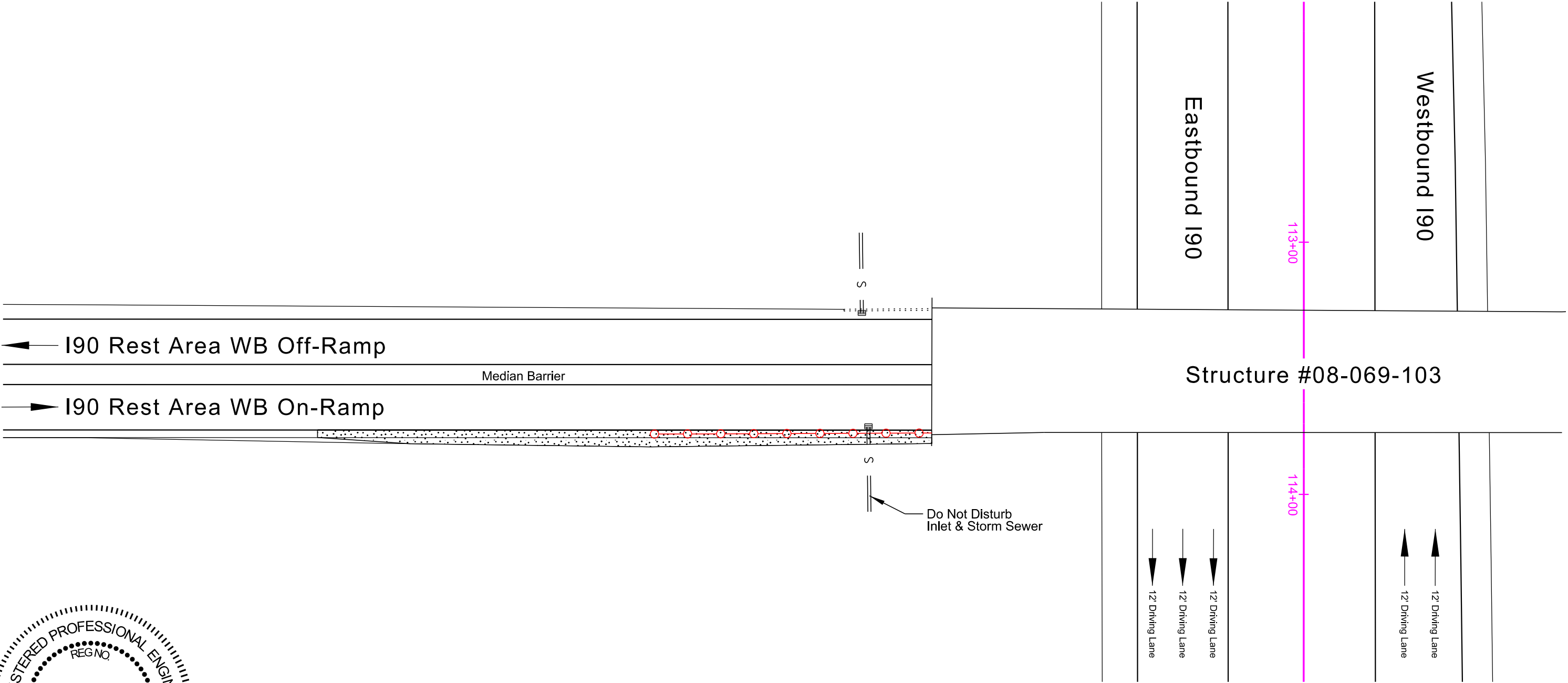
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	101	322
Plotting Date:		1/26/2026	



Asphalt Removal



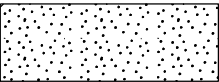
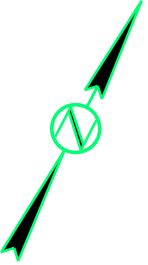
Guardrail Removal



GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	102	322

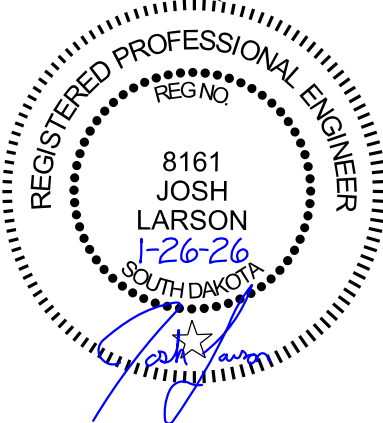
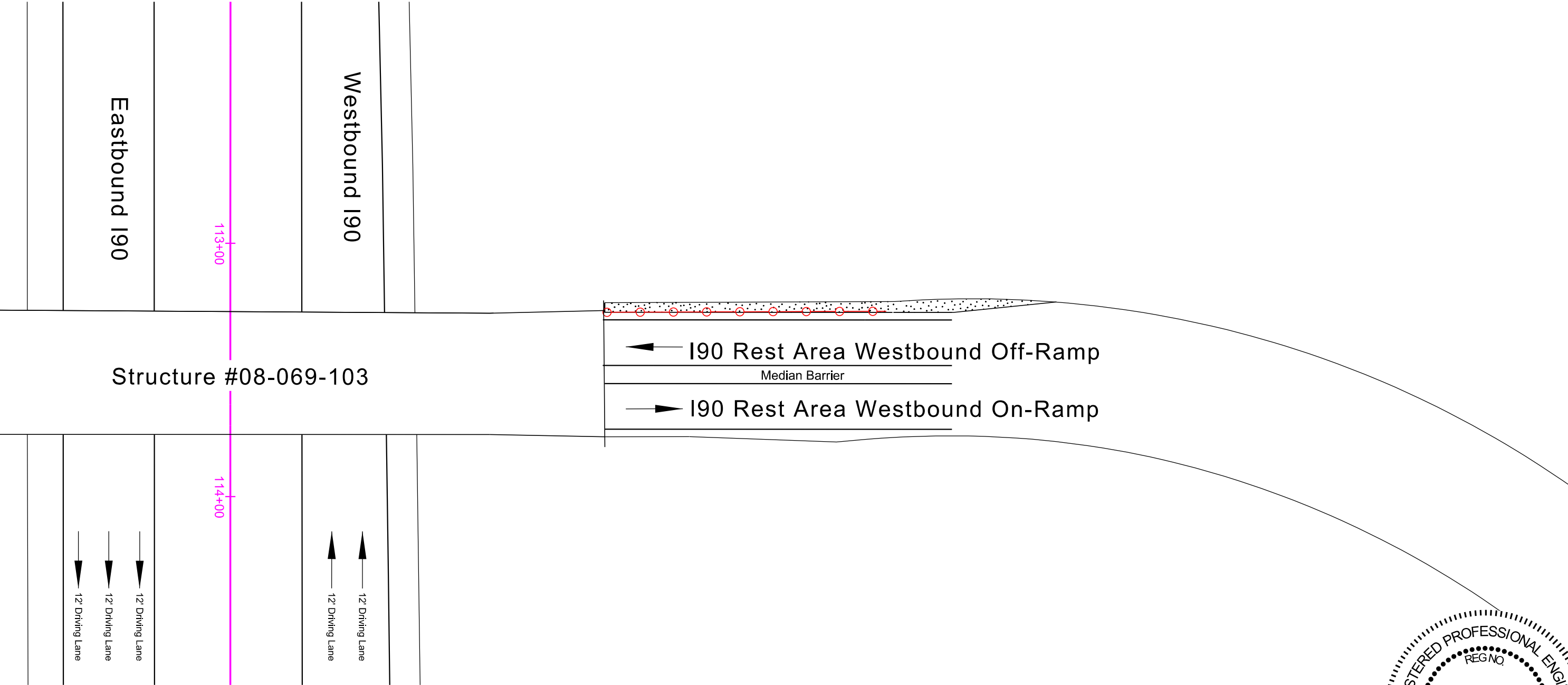
Plotting Date: 1/26/2026



Asphalt Removal



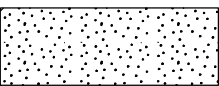
Guardrail Removal



GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	103	322

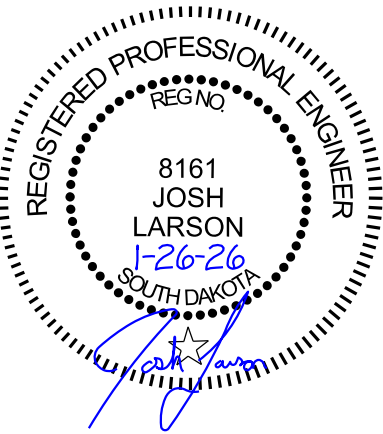
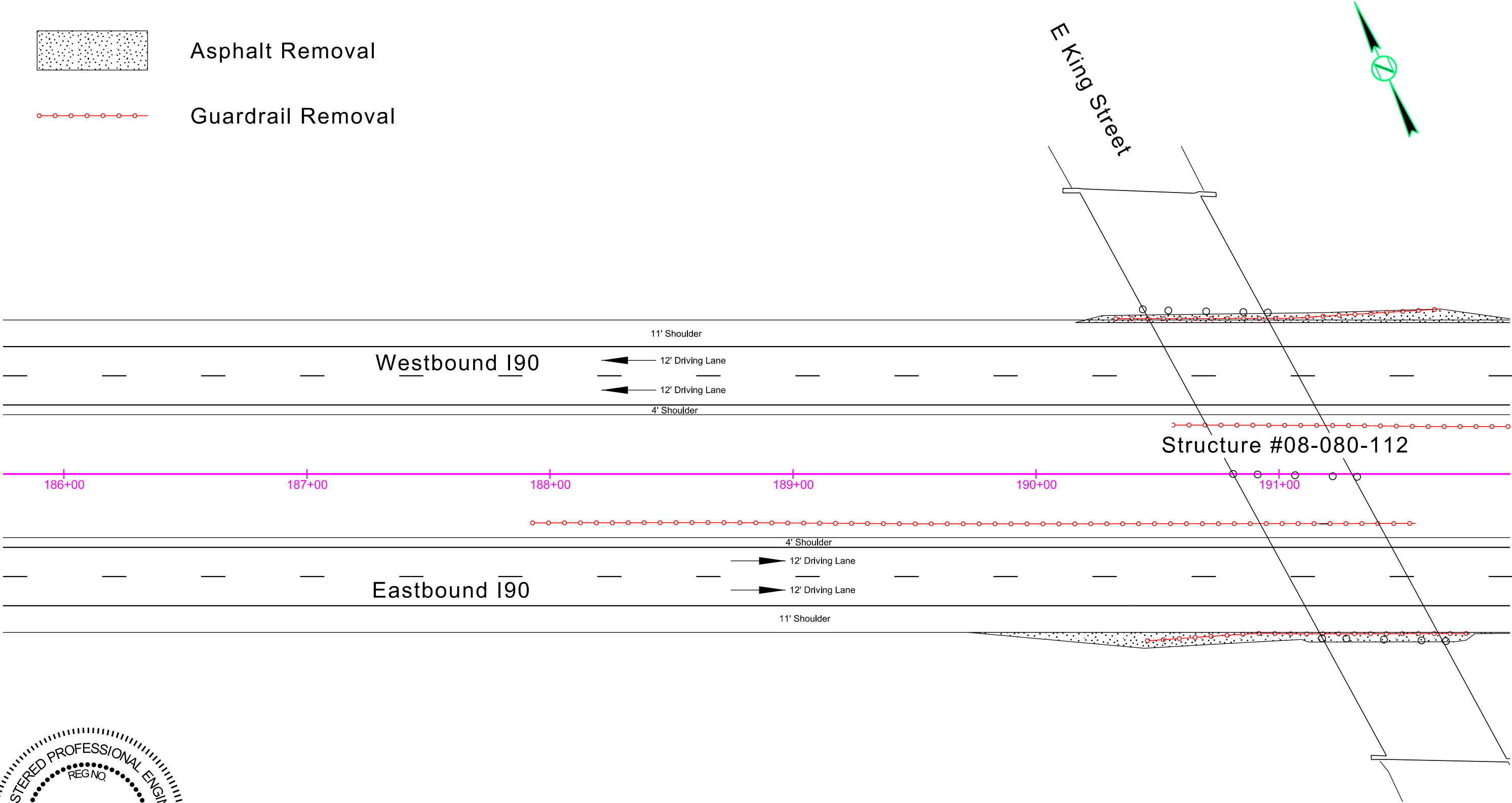
Plotting Date: 1/26/2026



Asphalt Removal



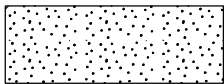
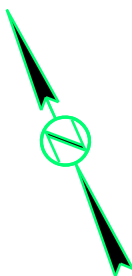
Guardrail Removal



GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	104	322

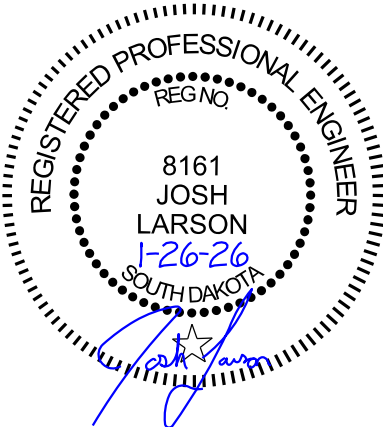
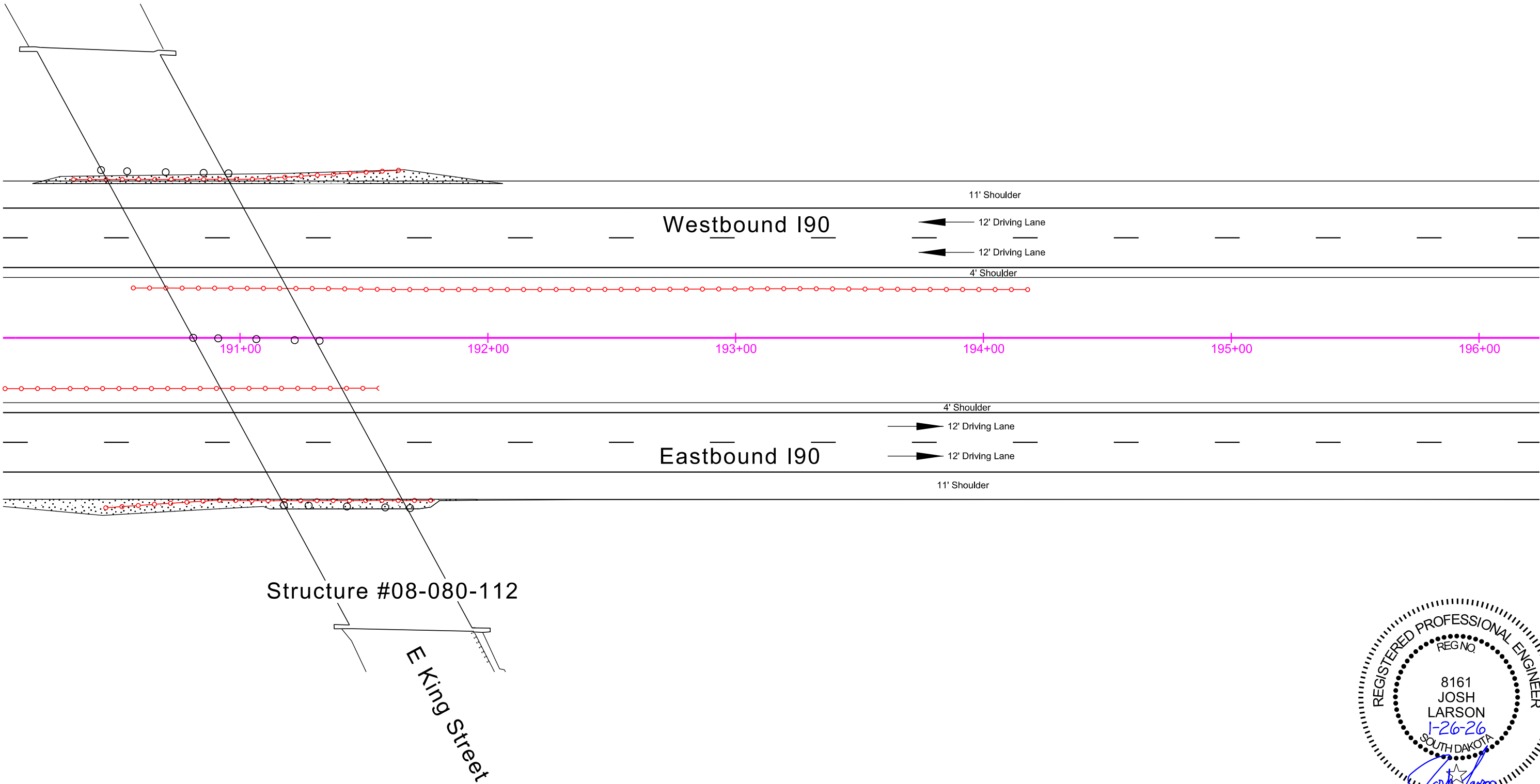
Plotting Date: 1/26/2026



Asphalt Removal



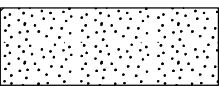
Guardrail Removal



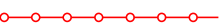
GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	105	322

Plotting Date: 1/26/2026



Asphalt Removal

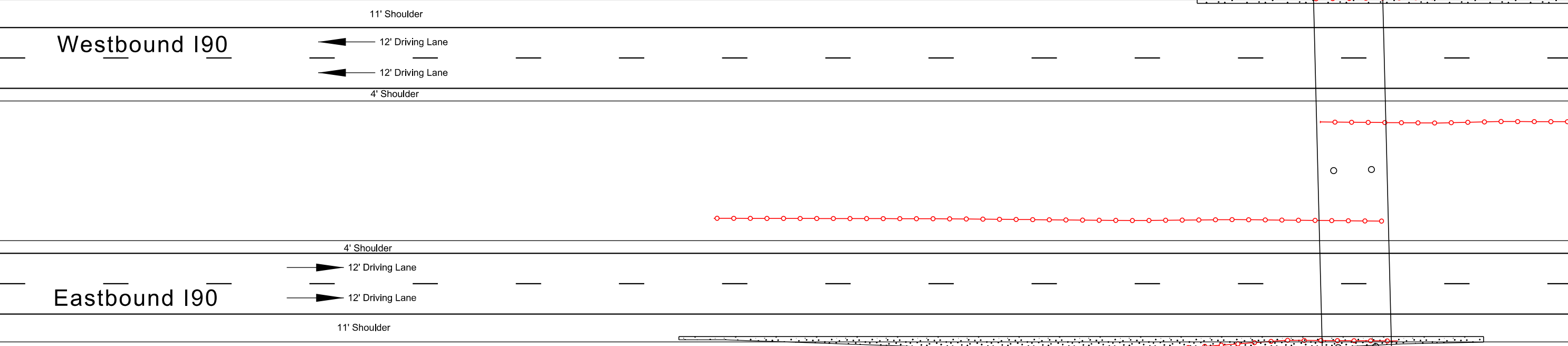


Guardrail Removal

348th Avenue



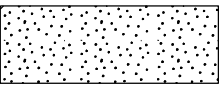
Structure #08-120-125



GUARDRAIL REMOVAL FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	106	322

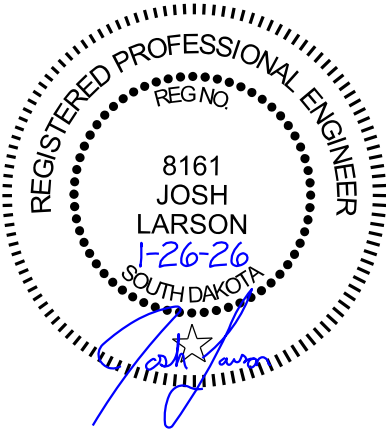
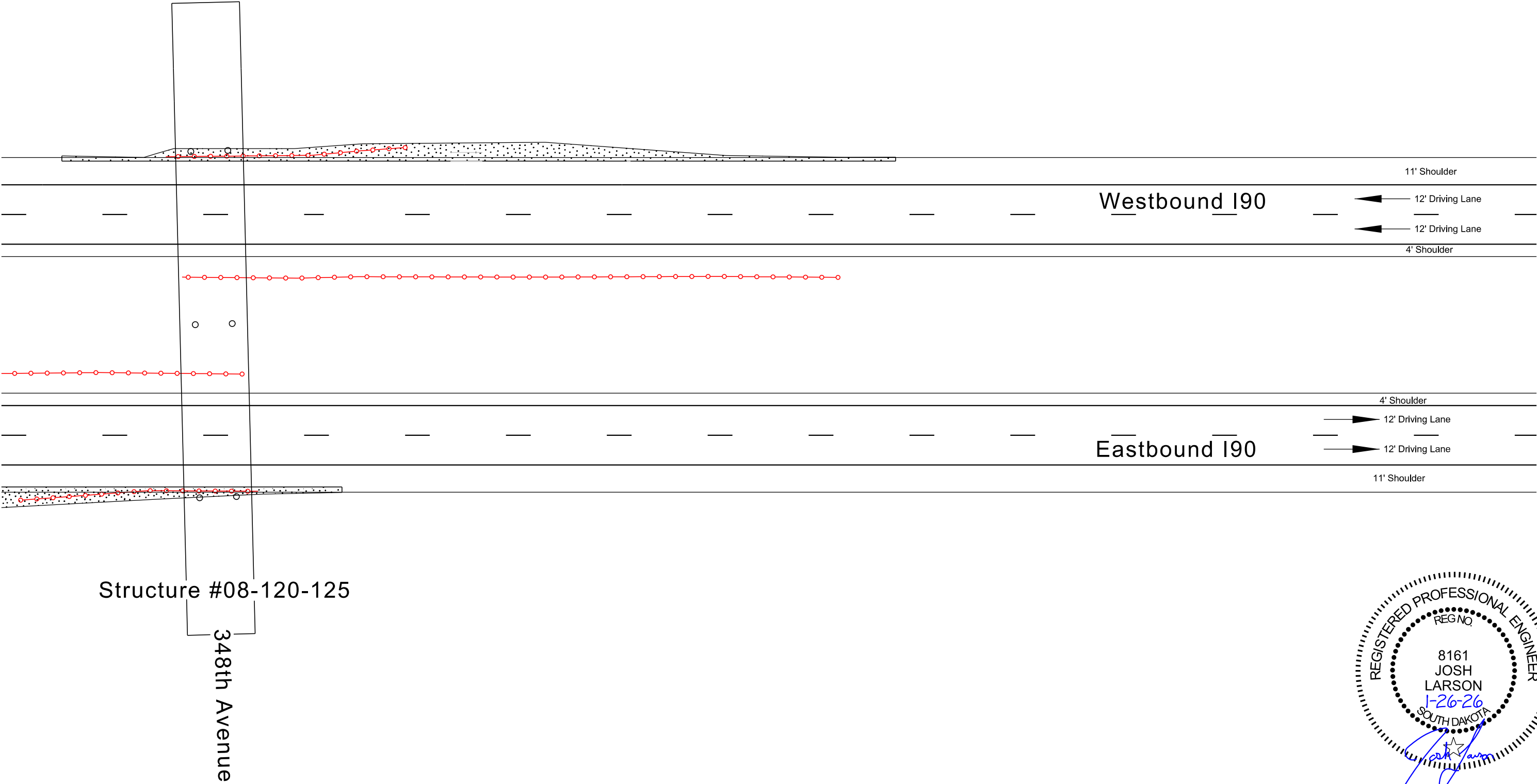
Plotting Date: 1/26/2026



Asphalt Removal



Guardrail Removal

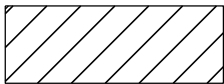


GUARDRAIL EMBANKMENT

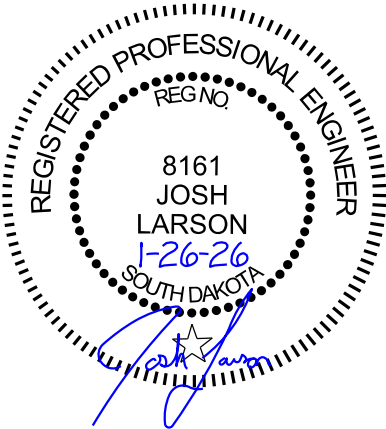
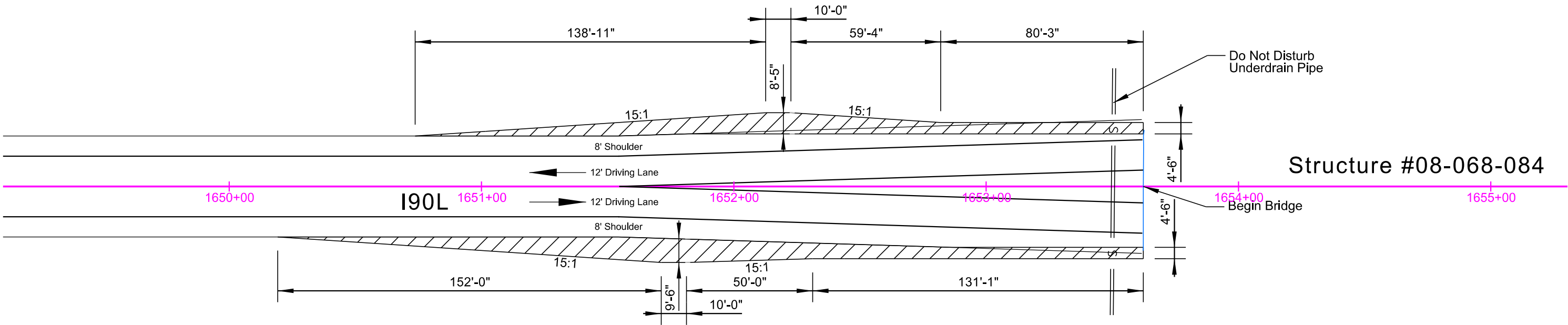
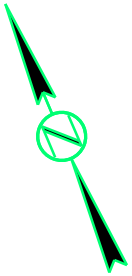
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

Plotting Date: 1/26/2026



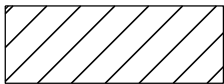
2" Lift of Asphalt Concrete Composite
Over Base Course



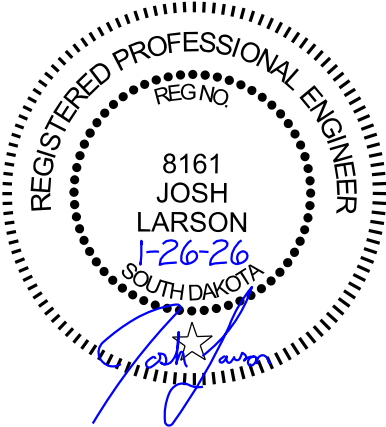
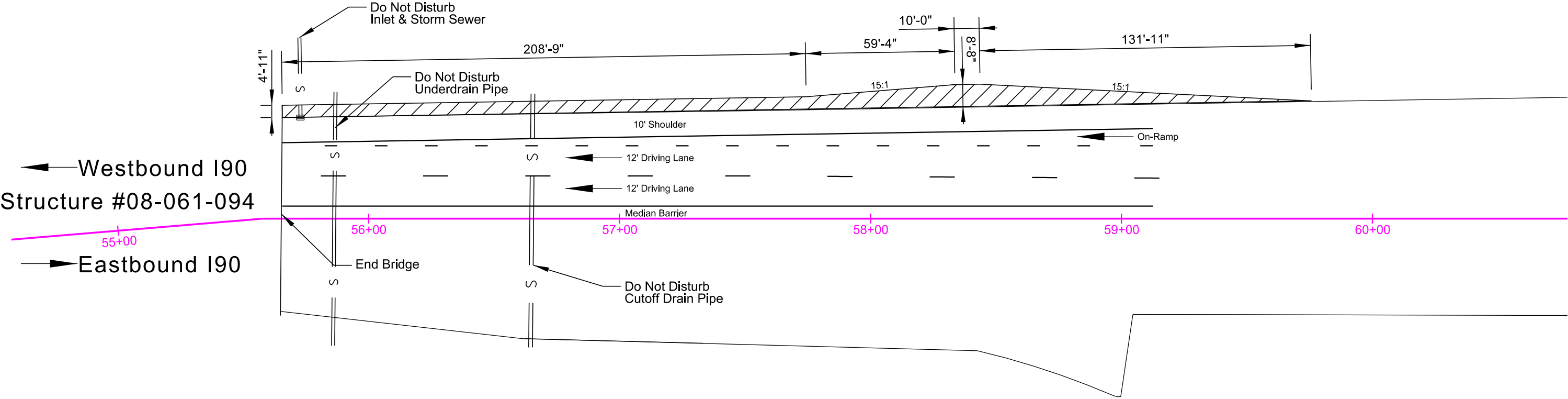
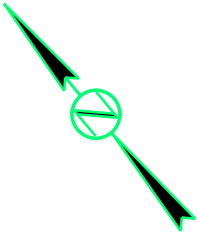
GUARDRAIL EMBANKMENT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		108	322



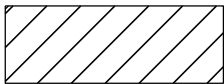
2" Lift of Asphalt Concrete Composite
Over Base Course



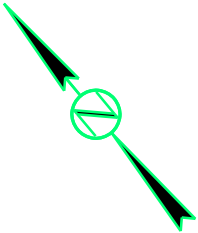
GUARDRAIL EMBANKMENT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		109	322



2" Lift of Asphalt Concrete Composite
Over Base Course



S Main Street

Westbound I90

Eastbound I90

Begin Bridge

Structure #08-065-095

61+00

62+00

63+00

64+00

65+00

66+00

12' Driving Lane

12' Driving Lane

12' Aux. Lane

4'-0"

63+08.3 -56.1' R

63+70.3 -48.7' R

264'-0"

62+64.7 -77.5' R

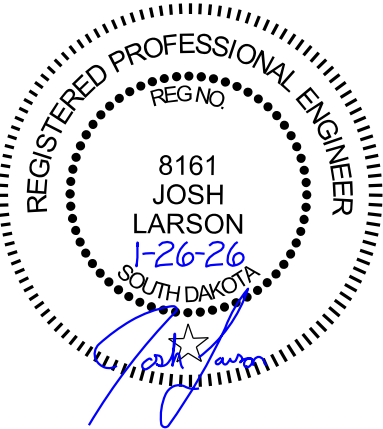
84'-0"

62+30.7 -87.1' R

Exit 263 EB On-Ramp

Do Not Disturb
Inlet & Storm Sewer

Do Not Disturb
Underdrain Pipe

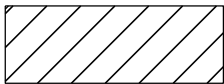


GUARDRAIL EMBANKMENT

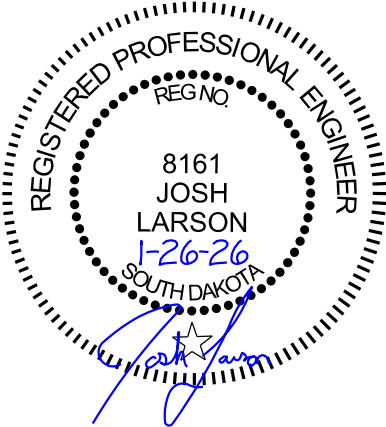
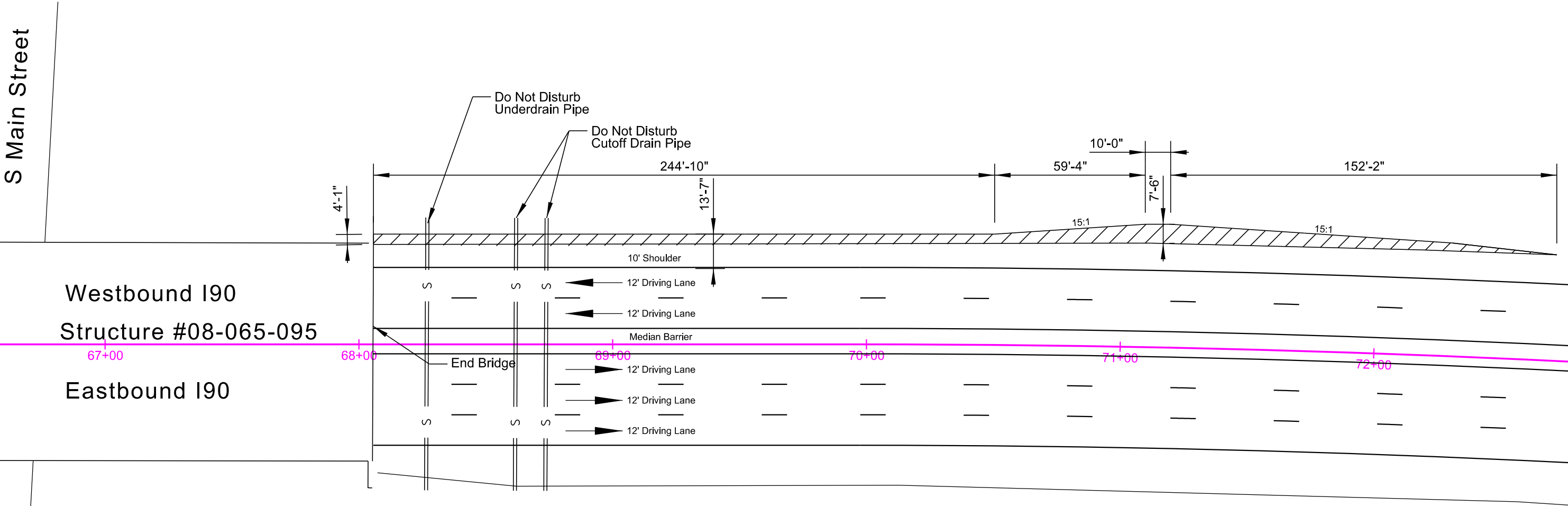
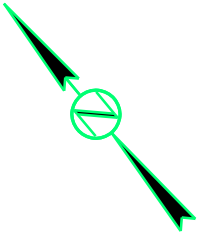
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	110	322

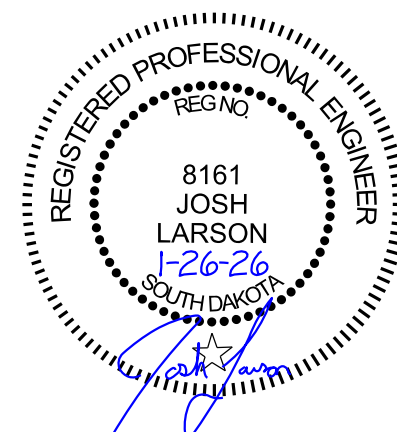
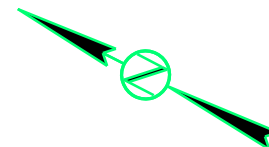
Plotting Date: 1/26/2026



2" Lift of Asphalt Concrete Composite
Over Base Course



FOR BIDDING PURPOSES ONLY

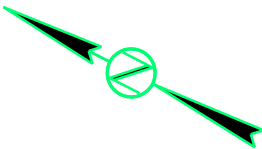
Plotting Date:

GUARDRAIL EMBANKMENT

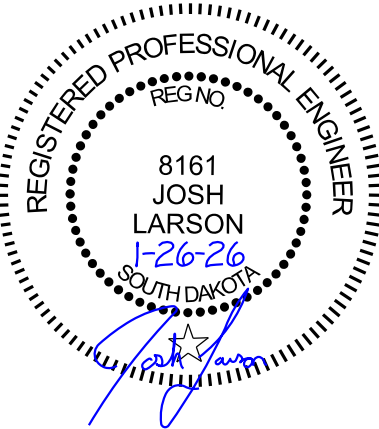
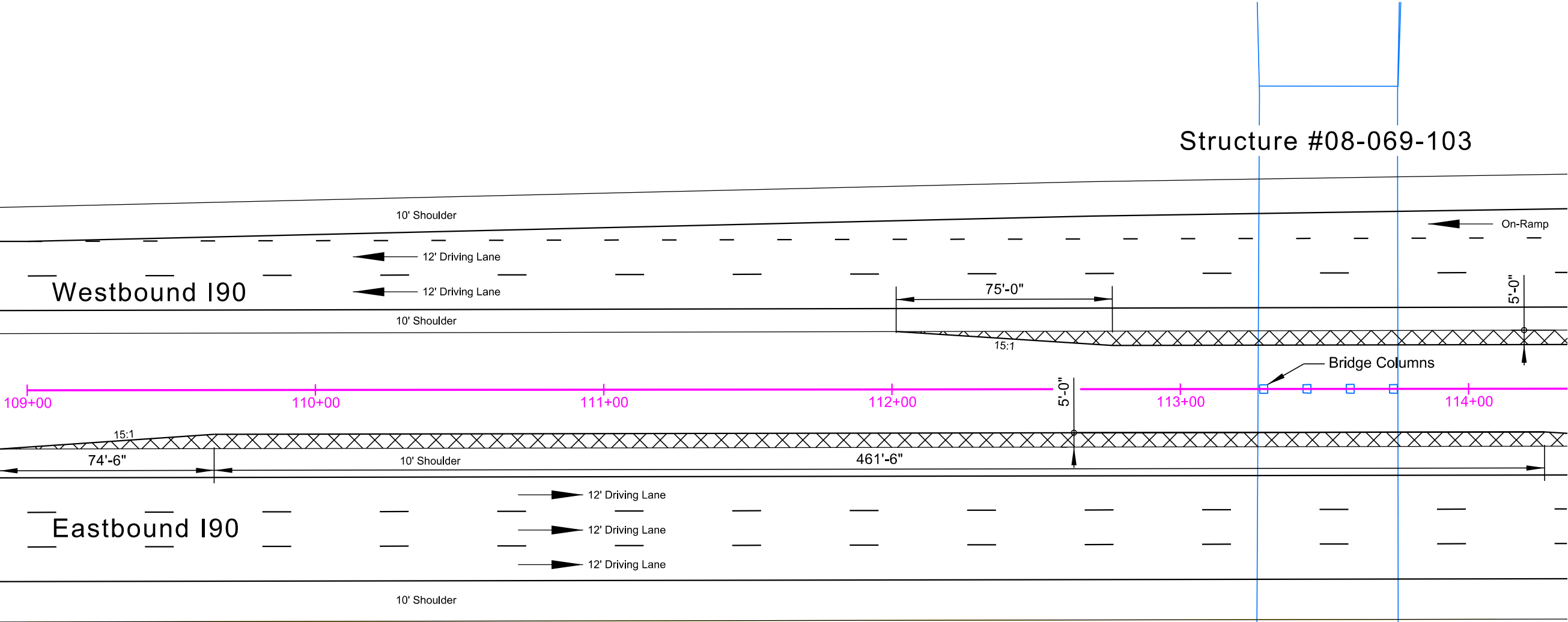
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	112	322

Plotting Date: 1/26/2026



Base Course Adjacent to Edge of Shoulder
Minimum 6" (10:1 Max Slope)

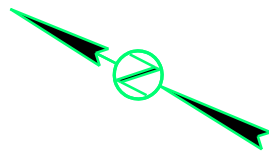


GUARDRAIL EMBANKMENT

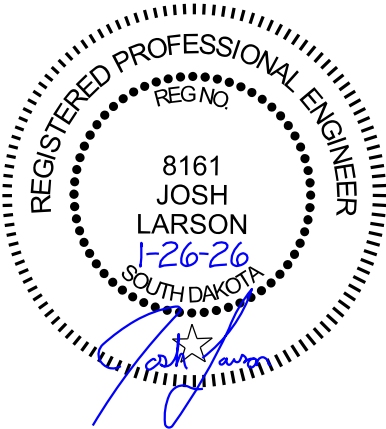
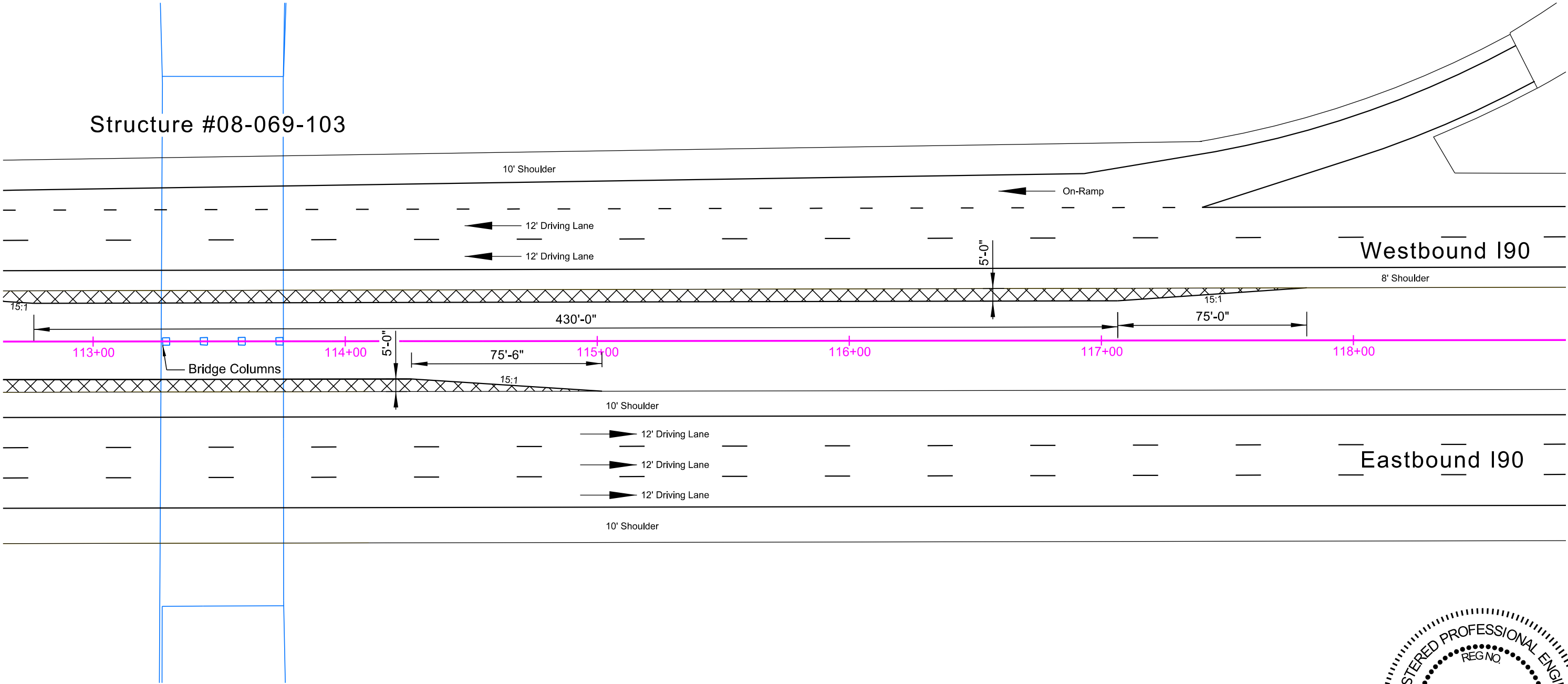
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	113	322

Plotting Date: 1/26/2026



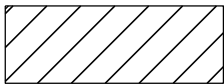
Base Course Adjacent to Edge of Shoulder
Minimum 6" (10:1 Max Slope)



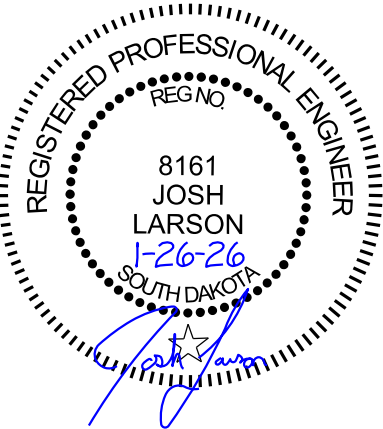
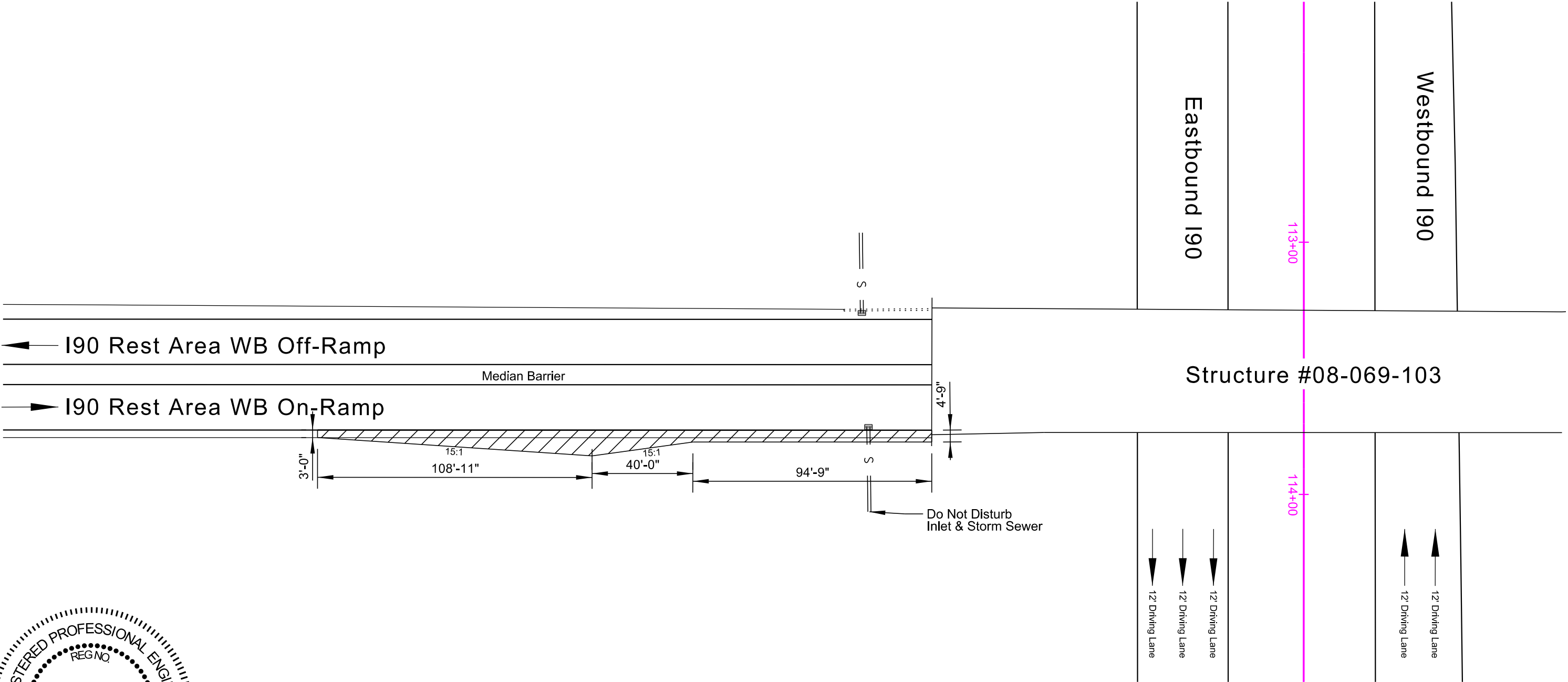
GUARDRAIL EMBANKMENT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	114	322
Plotting Date:		1/26/2026	



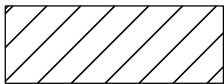
2" Lift of Asphalt Concrete Composite
Over Base Course



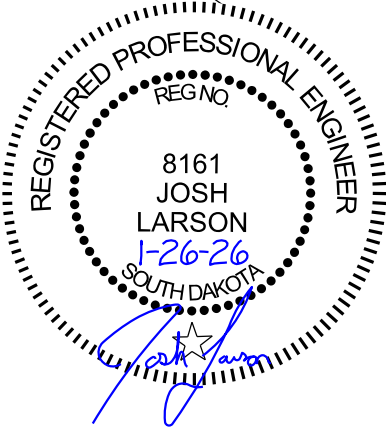
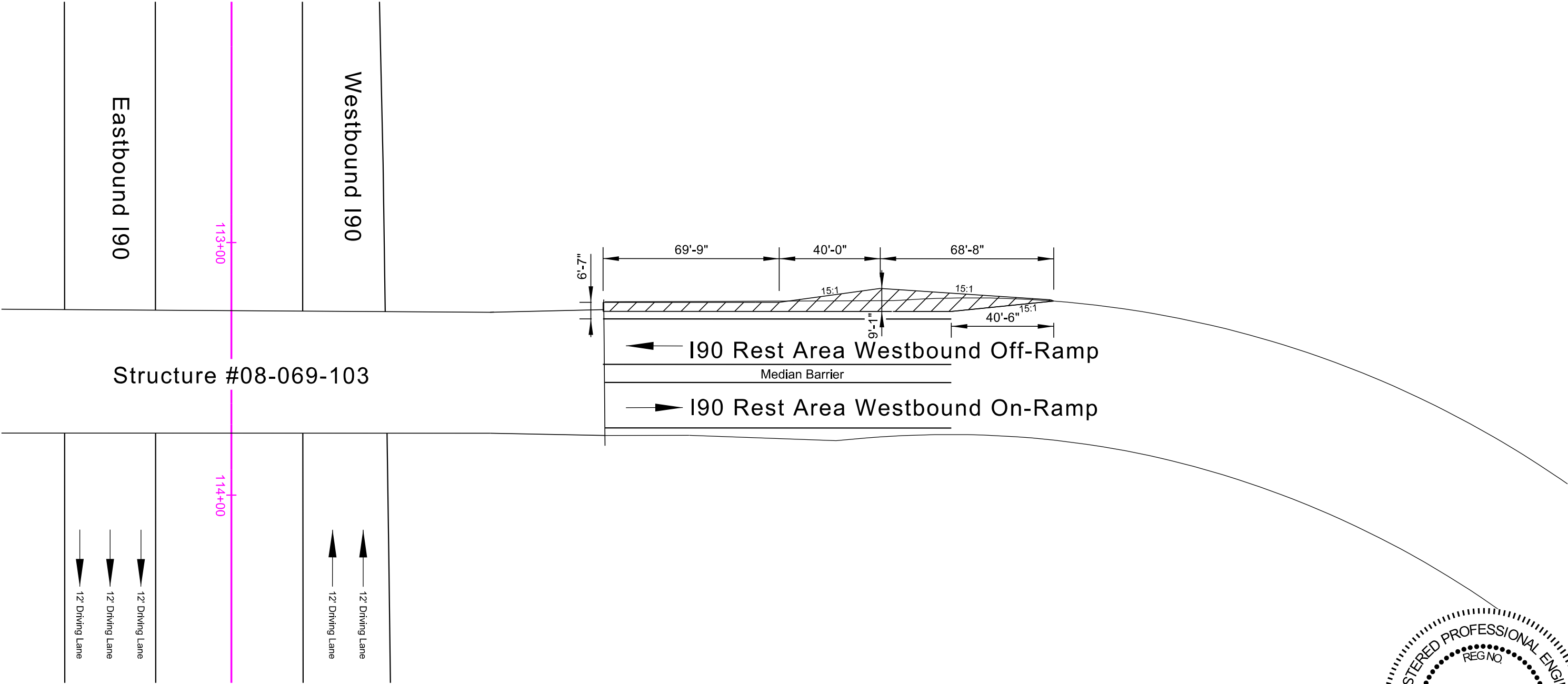
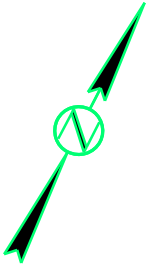
GUARDRAIL EMBANKMENT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	115	322
Plotting Date:		1/26/2026	



2" Lift of Asphalt Concrete Composite
Over Base Course

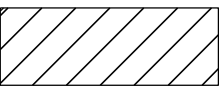


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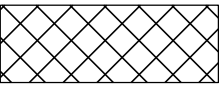
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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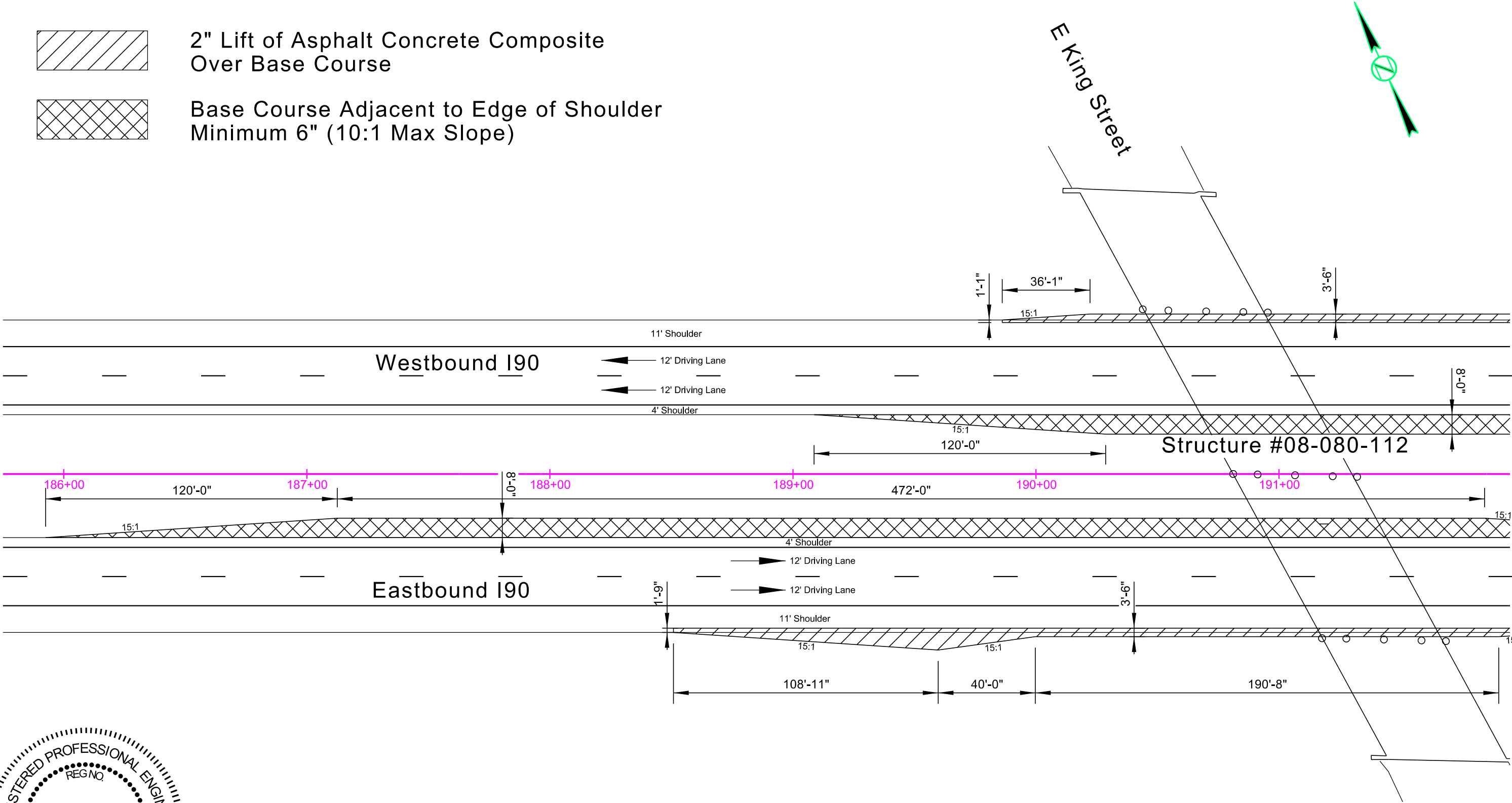
Plotting Date: 1/26/2026



2" Lift of Asphalt Concrete Composite
Over Base Course



Base Course Adjacent to Edge of Shoulder
Minimum 6" (10:1 Max Slope)

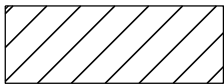
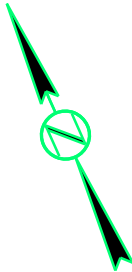


GUARDRAIL EMBANKMENT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	117	322

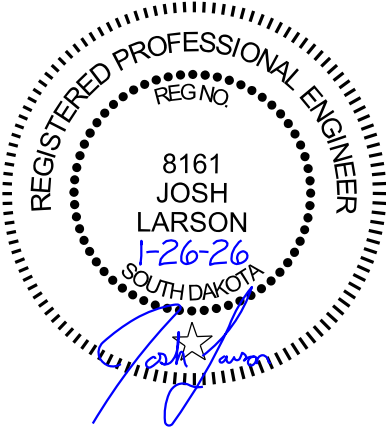
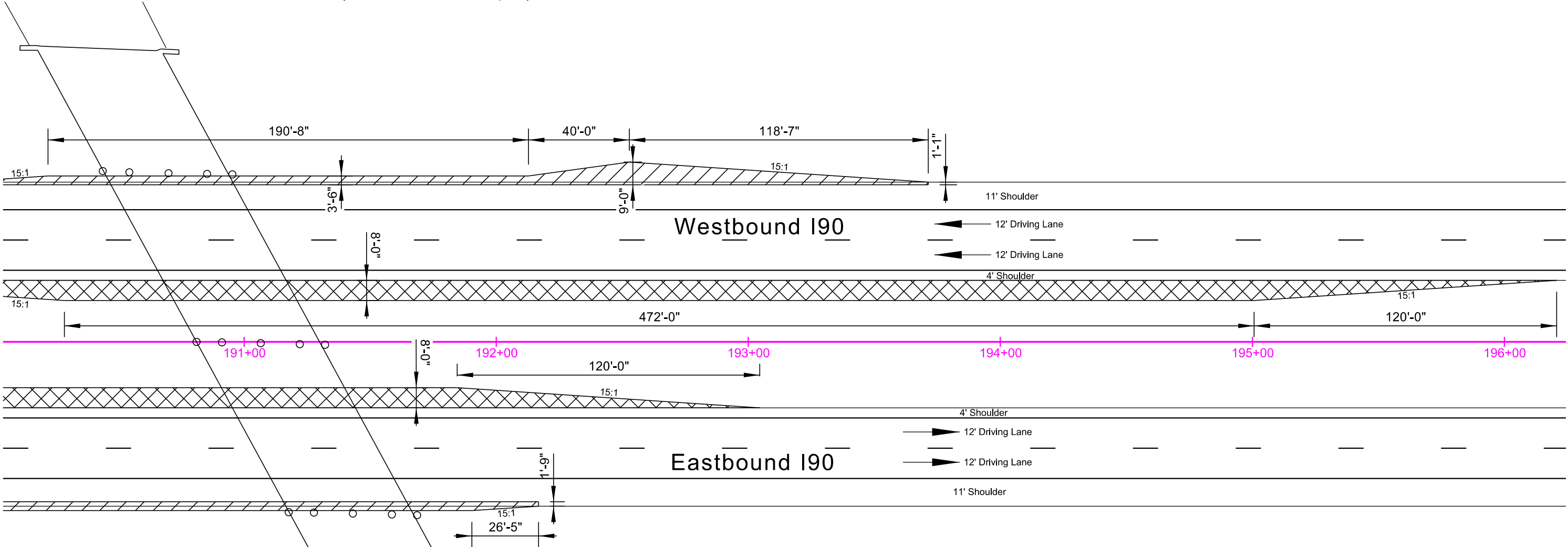
Plotting Date: 1/26/2026



2" Lift of Asphalt Concrete Composite
Over Base Course



Base Course Adjacent to Edge of Shoulder
Minimum 6" (10:1 Max Slope)

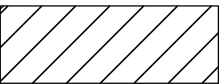


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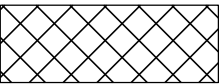
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	118	322

Plotting Date: 1/26/2026



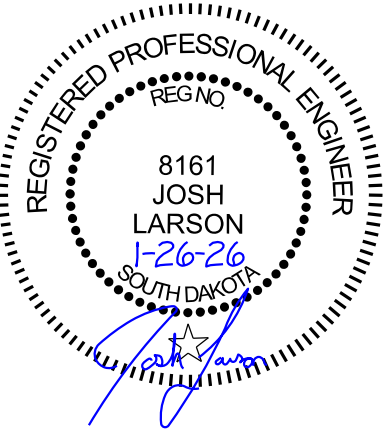
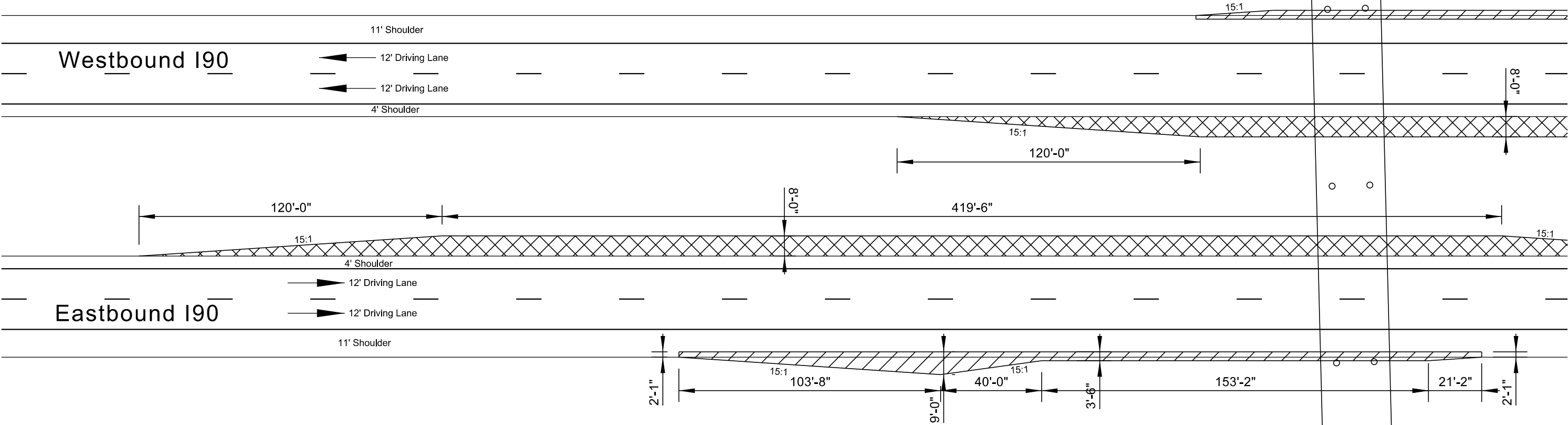
2" Lift of Asphalt Concrete Composite
Over Base Course



Base Course Adjacent to Edge of Shoulder
Minimum 6" (10:1 Max Slope)

348th Avenue

Structure #08-120-125

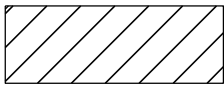


GUARDRAIL EMBANKMENT

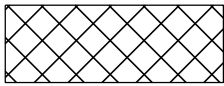
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	119	322

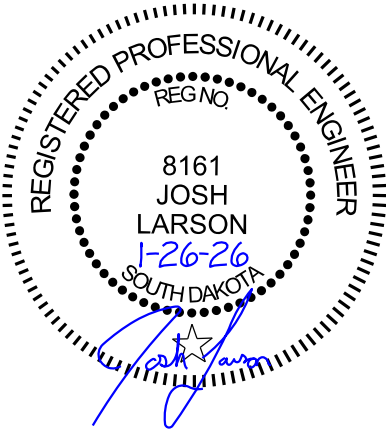
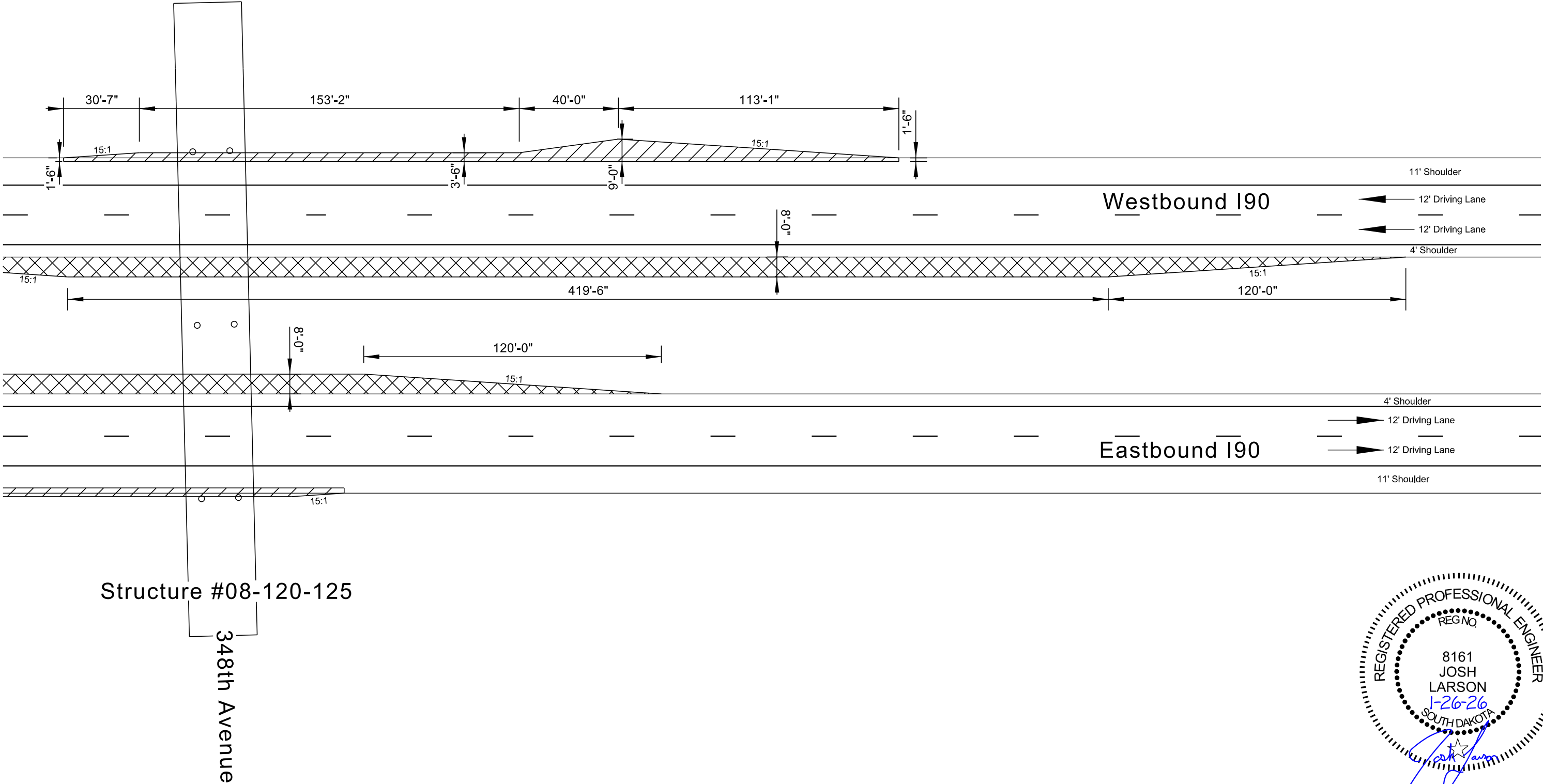
Plotting Date: 1/26/2026



2" Lift of Asphalt Concrete Composite
Over Base Course



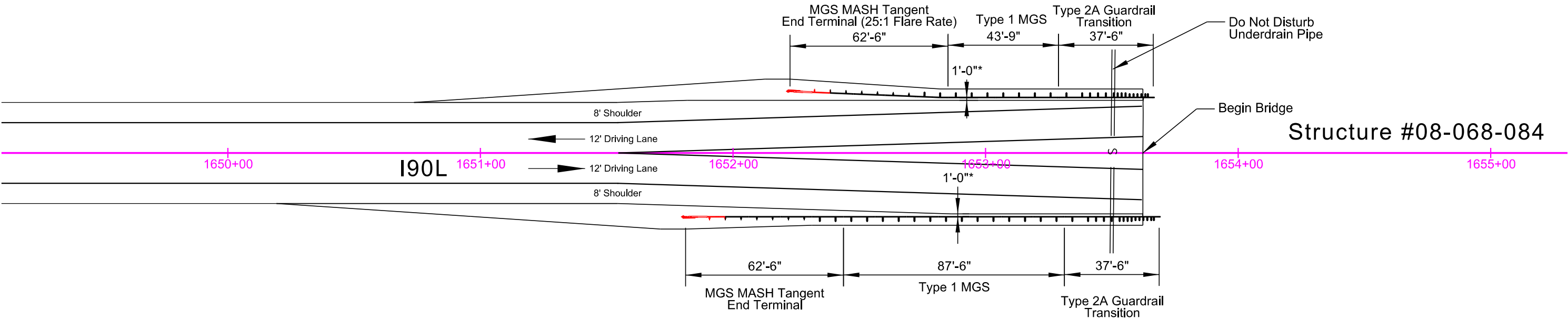
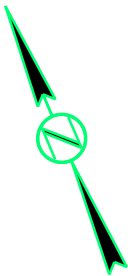
Base Course Adjacent to Edge of Shoulder
Minimum 6" (10:1 Max Slope)



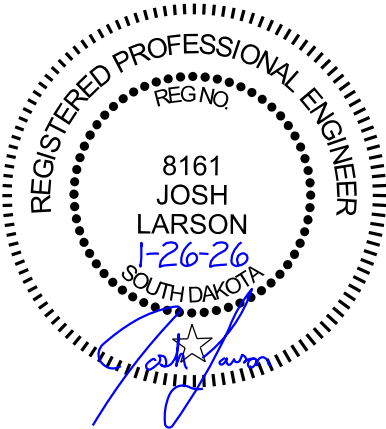
GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

Plotting Date: 1/26/2026

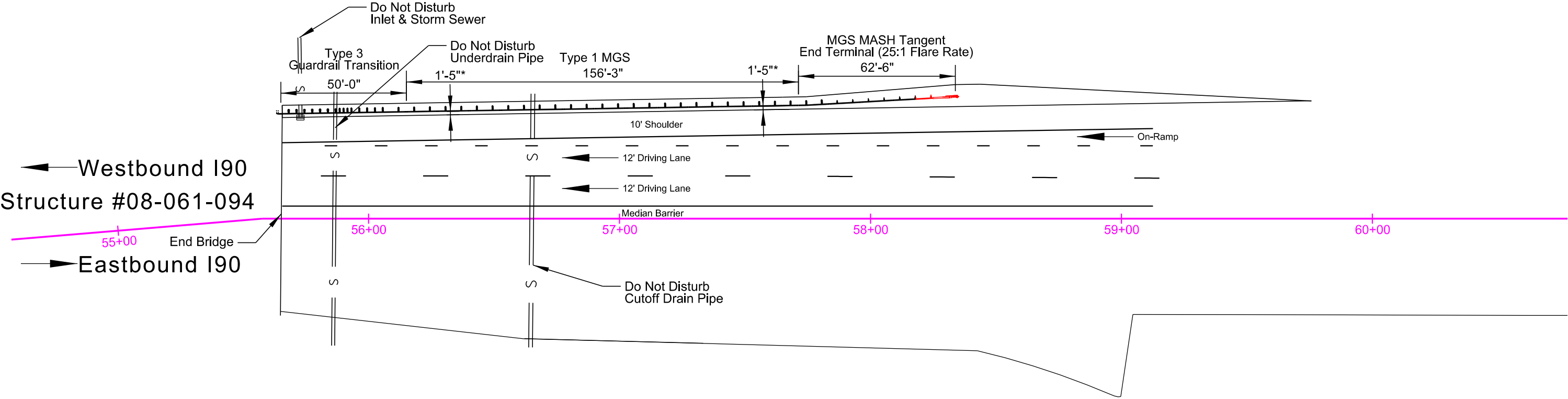
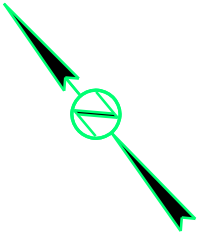


* Offset distance from front face of guardrail to edge of shoulder

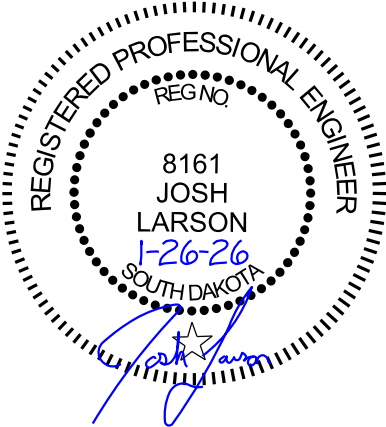


GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		121	322



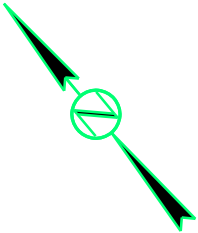
* Offset distance from front face of guardrail to edge of shoulder



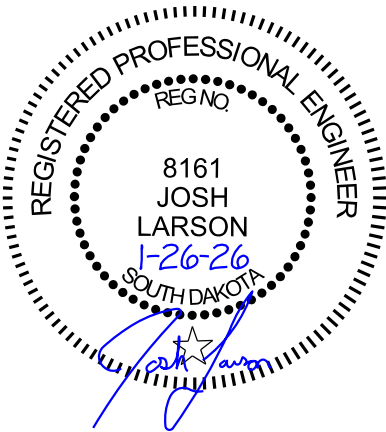
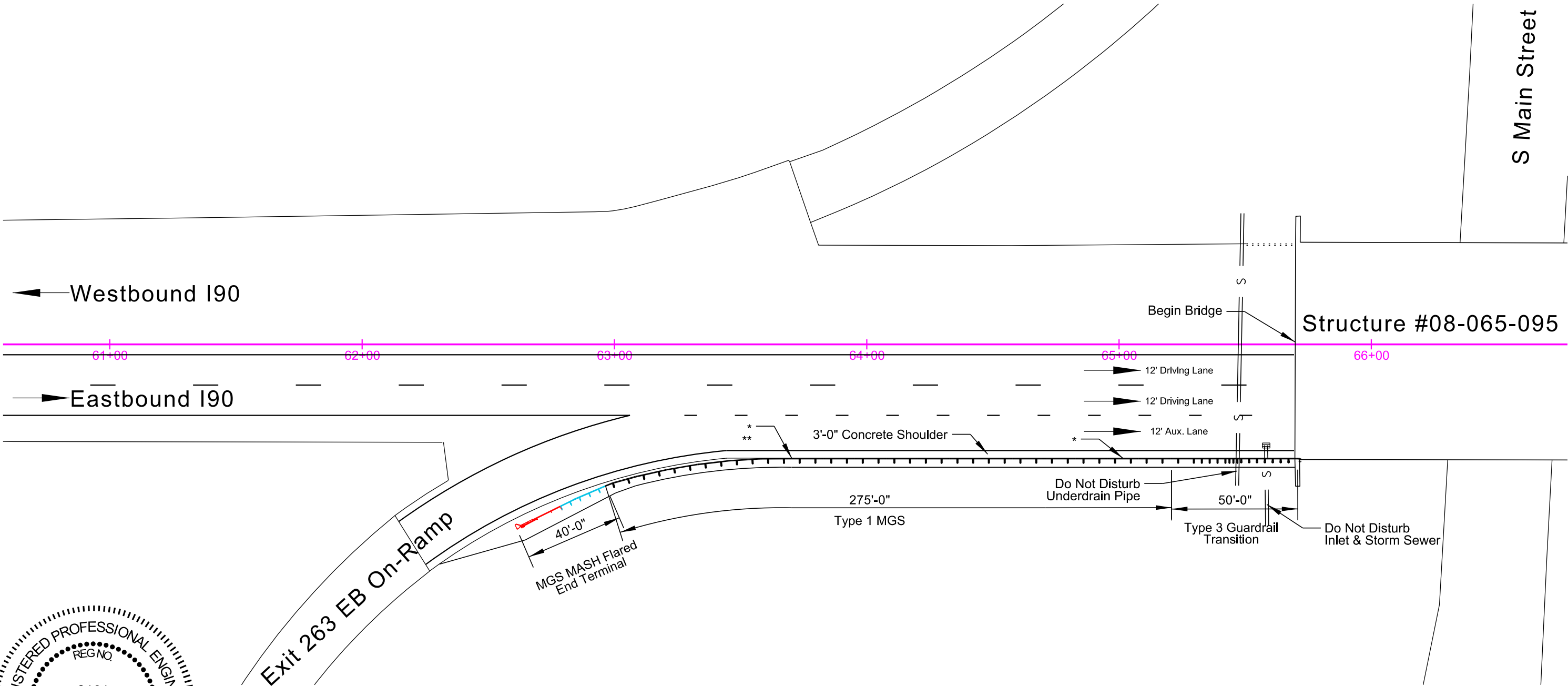
GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	122	322

Plotting Date: 1/26/2026



S Main Street

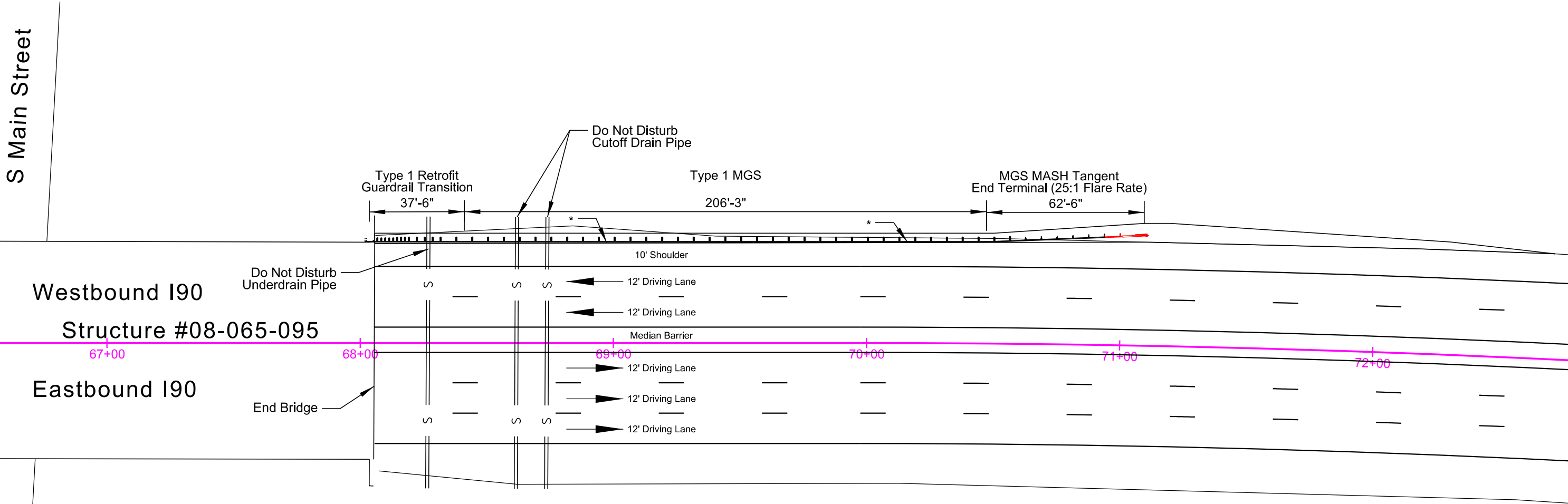
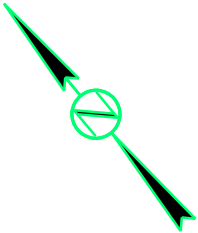


* Front face of guardrail at edge of concrete shoulder
** STA 63+70.3 - 45.0' R - Start Type 1 MGS 250' Radius

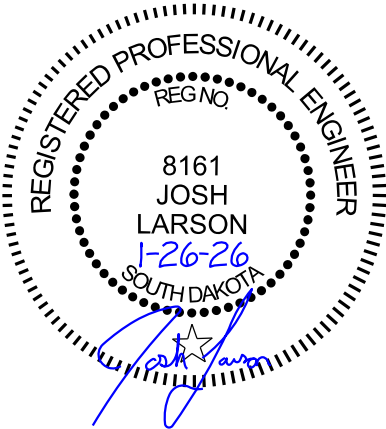
GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	123	322

Plotting Date: 1/26/2026



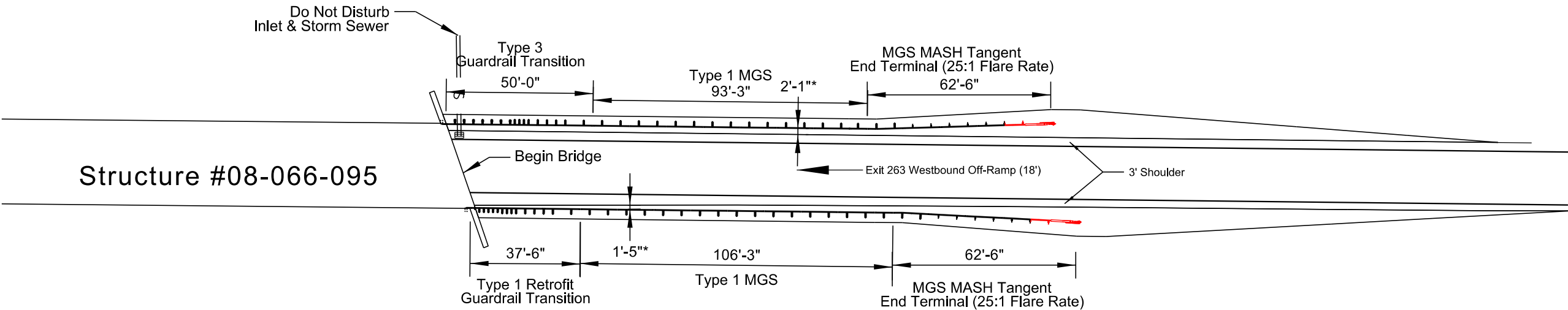
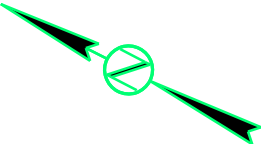
* Front face of guardrail at edge of concrete shoulder



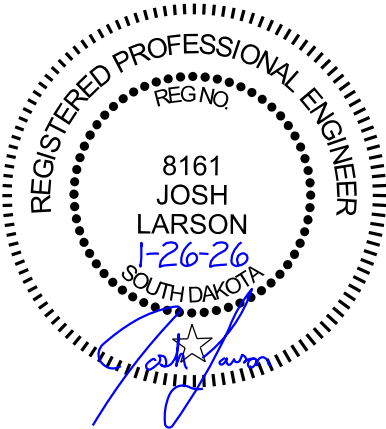
GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

Plotting Date: 1/26/2026



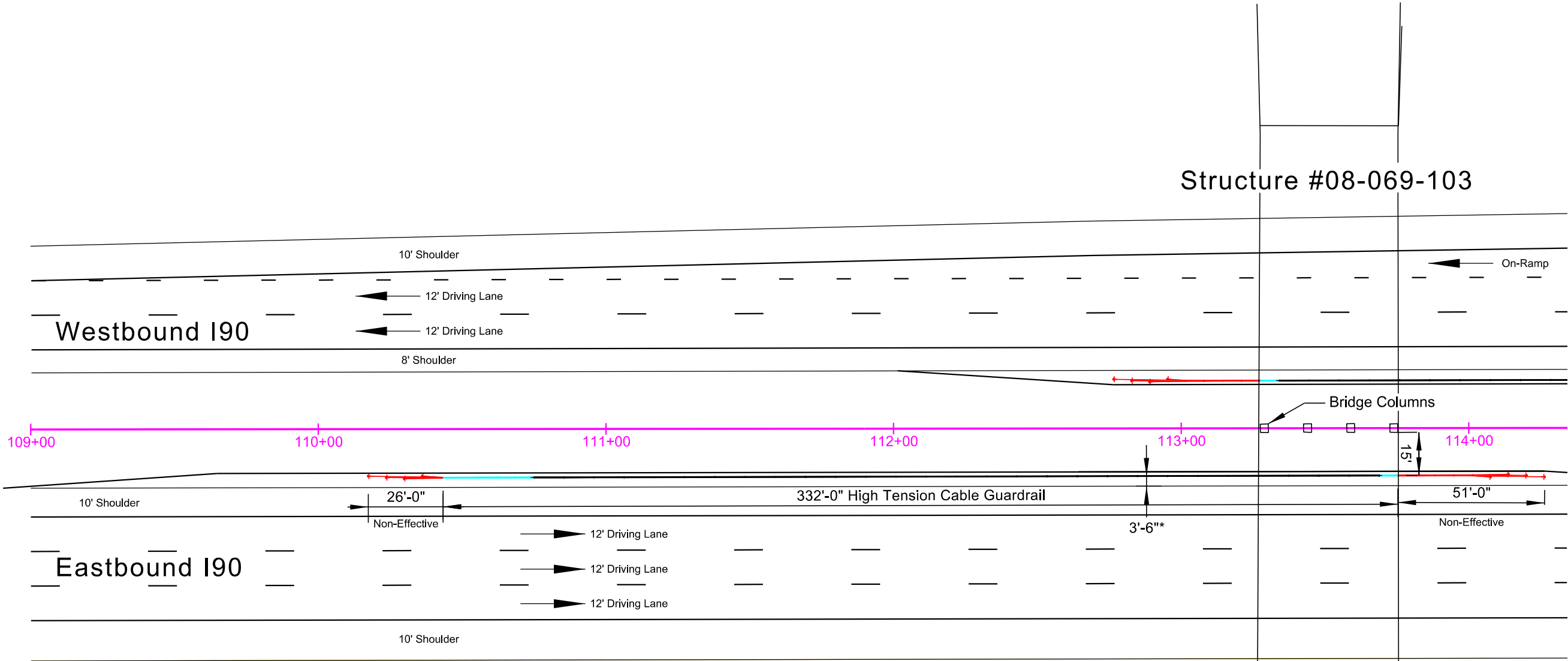
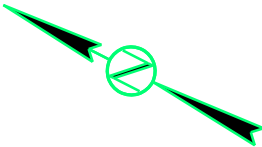
* Offset distance from front face of guardrail to edge of shoulder



GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	125	322

Plotting Date: 1/26/2026



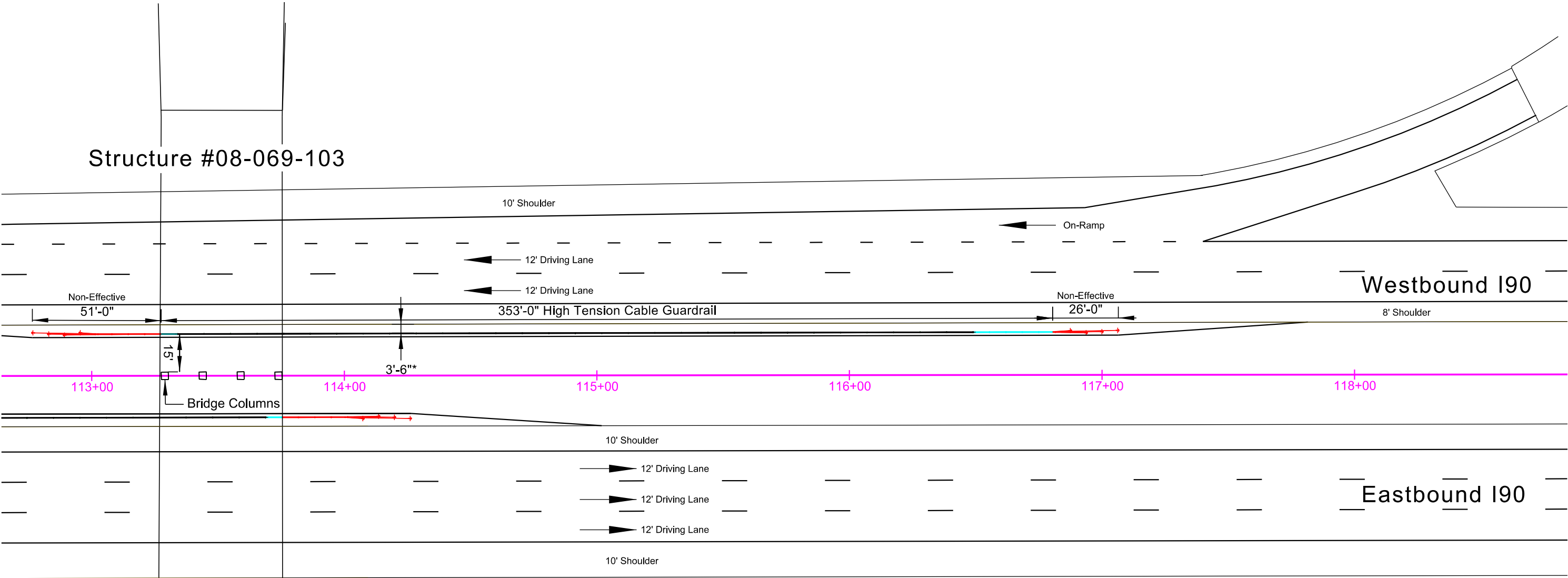
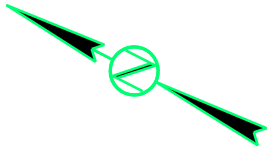
* Offset distance from guardrail to edge of shoulder



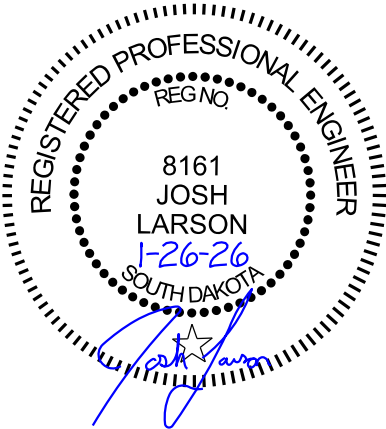
GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	126	322

Plotting Date: 1/26/2026



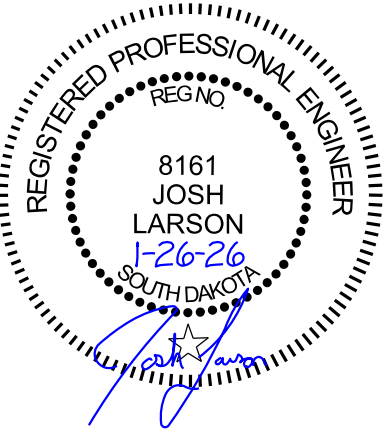
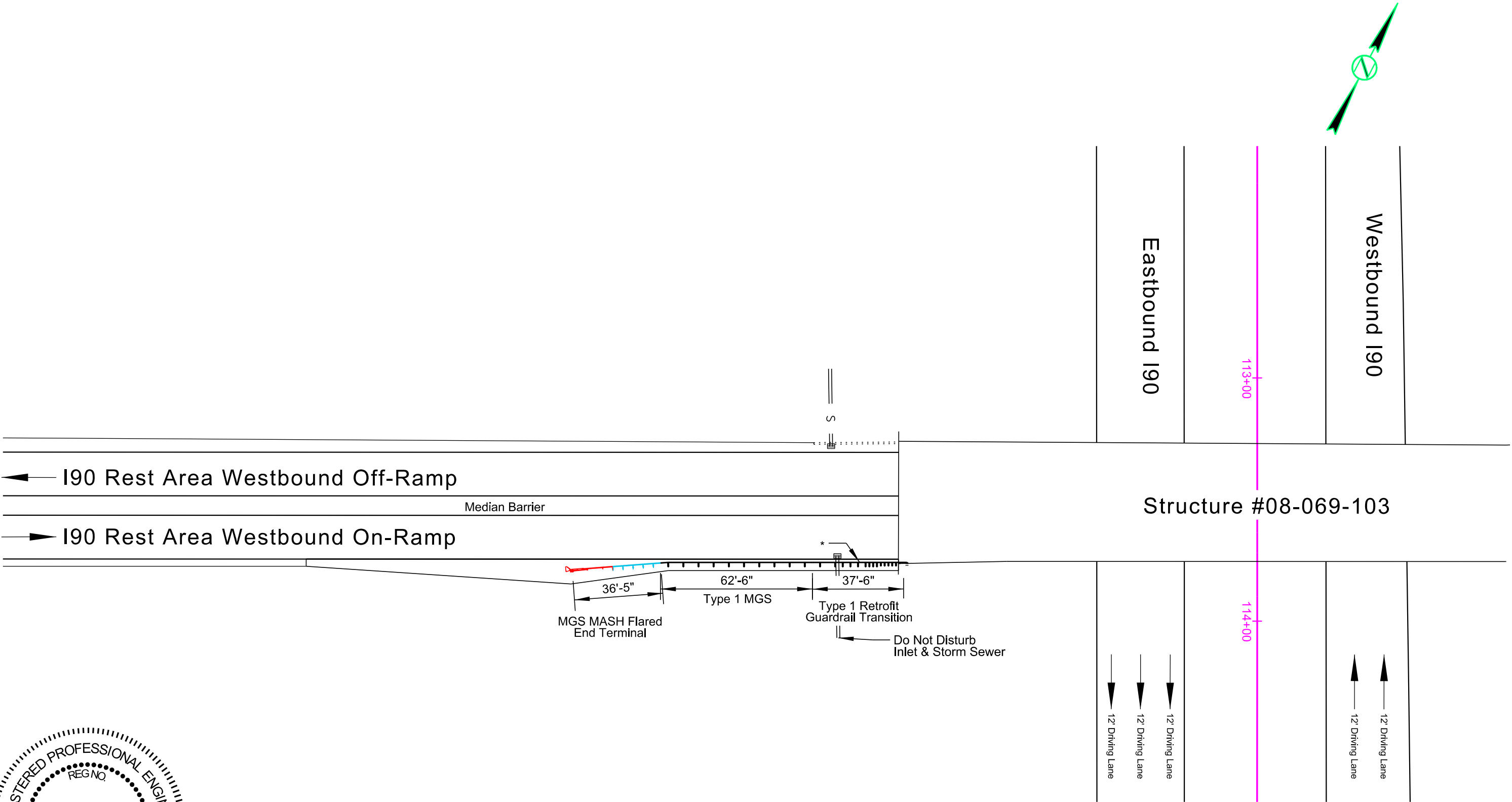
* Offset distance from guardrail to edge of shoulder



GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	127	322

Plotting Date: 1/26/2026

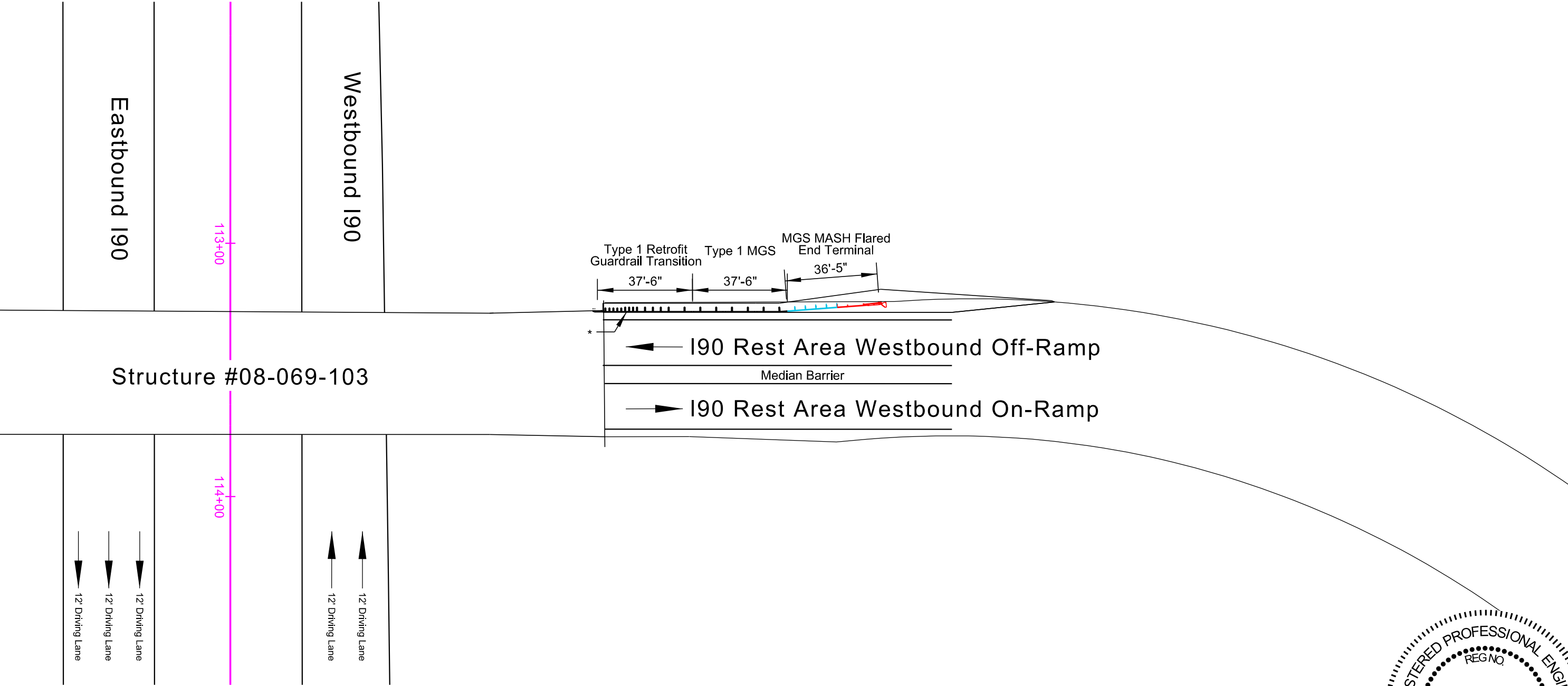
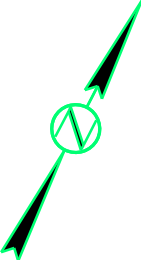


* Front face of guardrail at edge of concrete shoulder

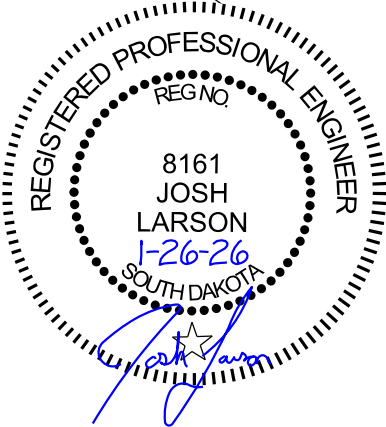
GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	128	322

Plotting Date: 1/26/2026



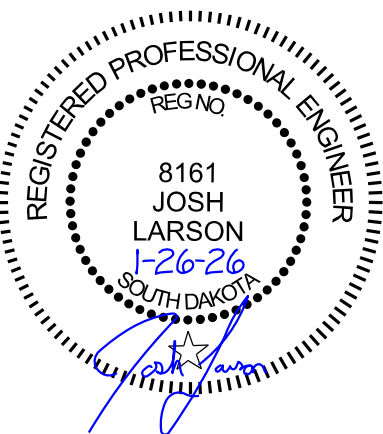
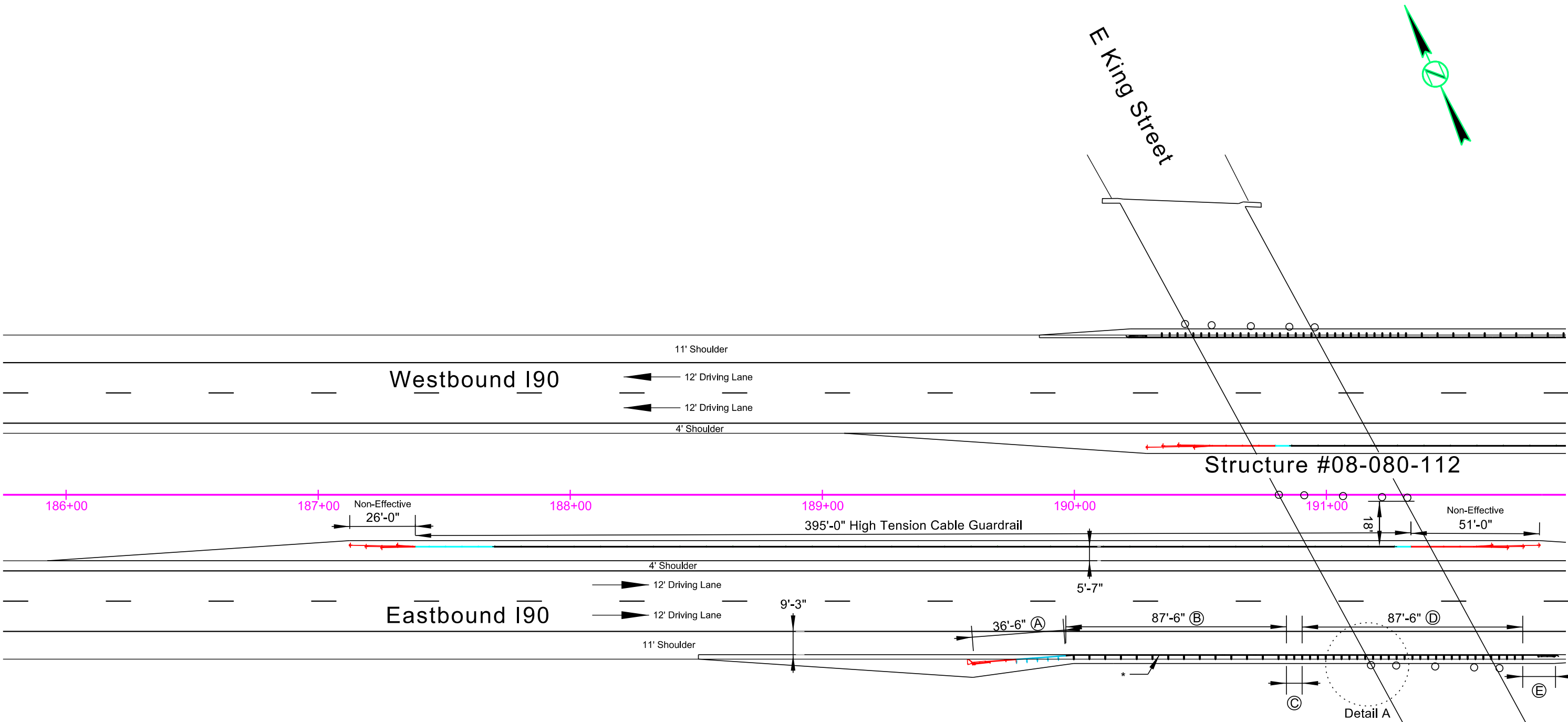
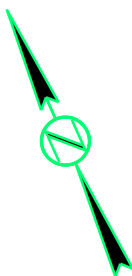
* Front face of guardrail at edge of concrete shoulder



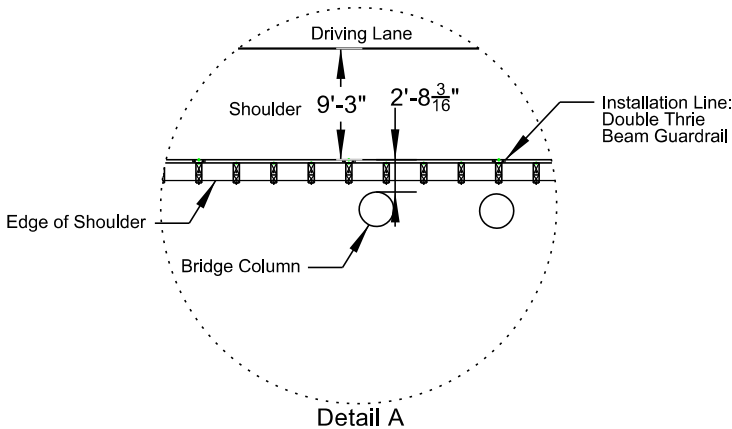
GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	129	322

Plotting Date: 1/26/2026



* Front face of guardrail at installation line

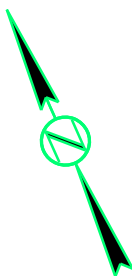
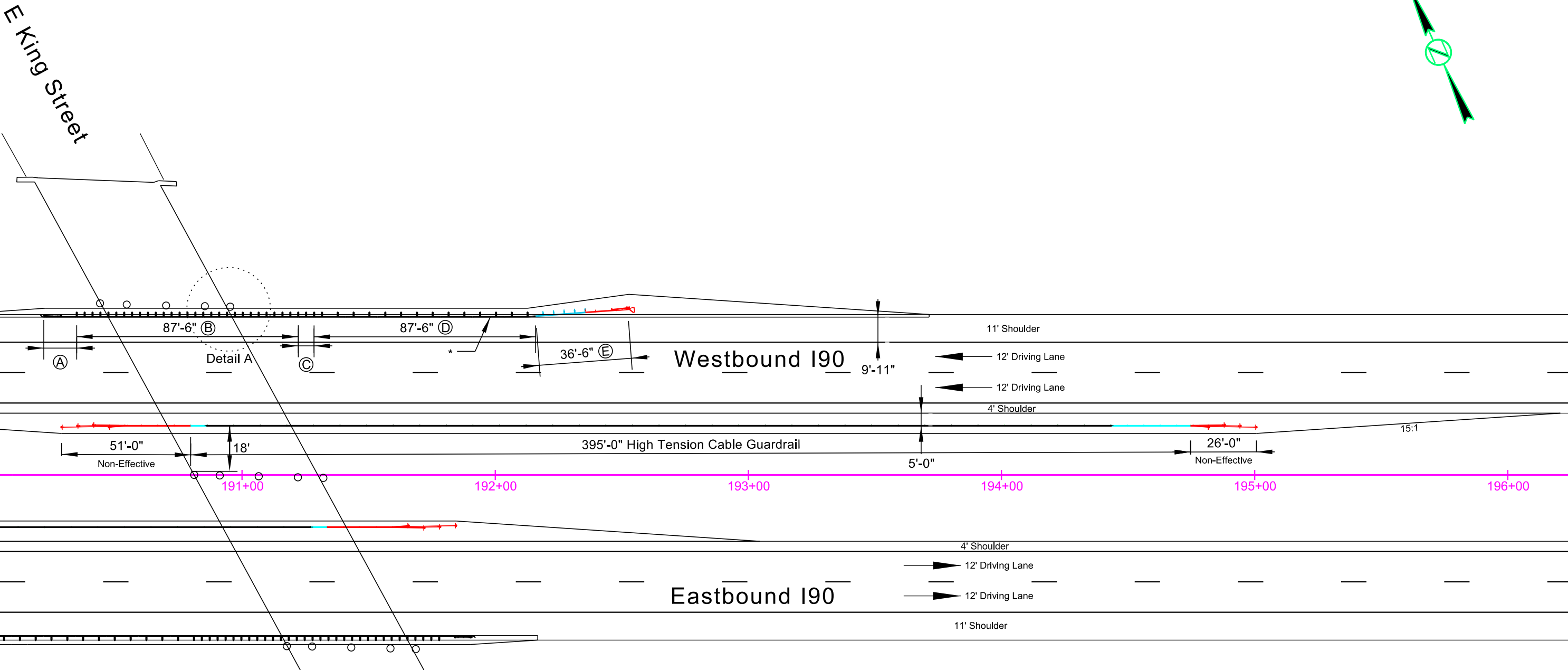


- (A) MGS MASH Flared End Terminal
- (B) Type 1 MGS
- (C) Asymmetrical W Beam to Thrie Beam Guardrail Transition (6'-3")
- (D) Double Thrie Beam Guardrail (3'-1 1/2" Post Spacing)
- (E) Thrie Beam Guardrail Trailing End Terminal (12'-6")

GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

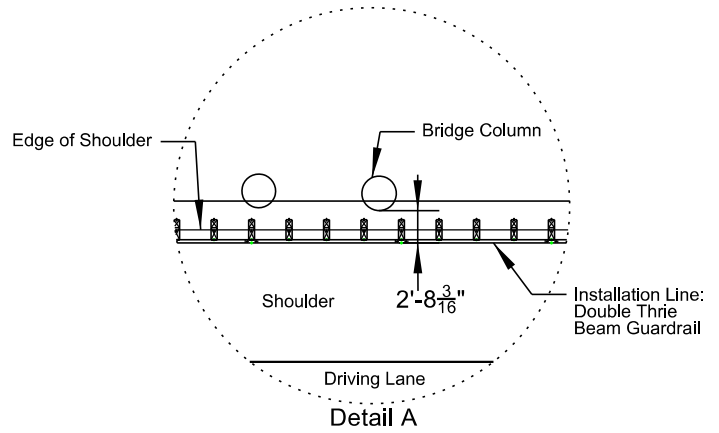
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

Plotting Date: 1/26/2026



Structure #08-080-112

* Front face of guardrail at installation line



- (A) Thrie Beam Guardrail Trailing End Terminal (12'-6")
- (B) Double Thrie Beam Guardrail (3'-11/2" Post Spacing)
- (C) Asymmetrical W Beam to Thrie Beam Guardrail Transition (6'-3")
- (D) Type 1 MGS
- (E) MGS MASH Flared End Terminal

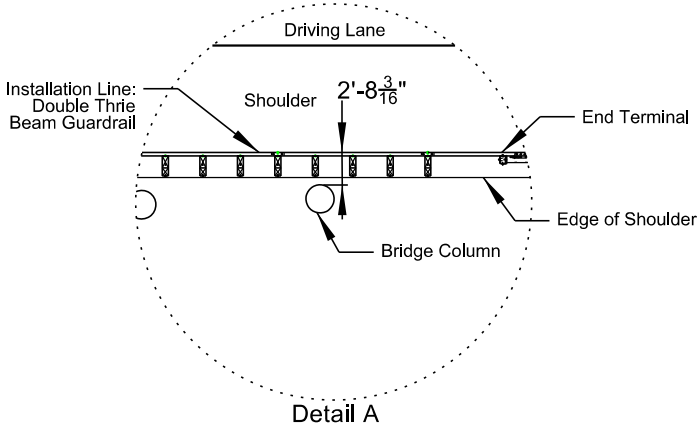
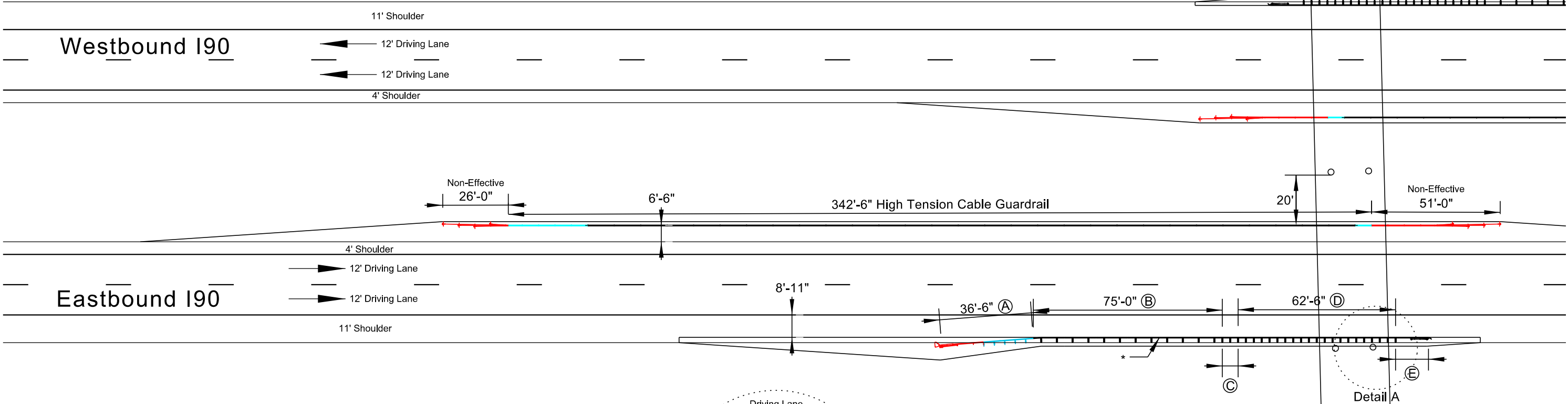
GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	131	322

Plotting Date: 1/26/2026

348th Avenue

Structure #08-120-125



- (A) MGS MASH Flared End Terminal
- (B) Type 1 MGS
- (C) Asymmetrical W Beam to Thrie Beam Guardrail Transition (6'-3")
- (D) Double Thrie Beam Guardrail (3'-1¹/₂" Post Spacing)
- (E) Thrie Beam Guardrail Trailing End Terminal (12'-6")

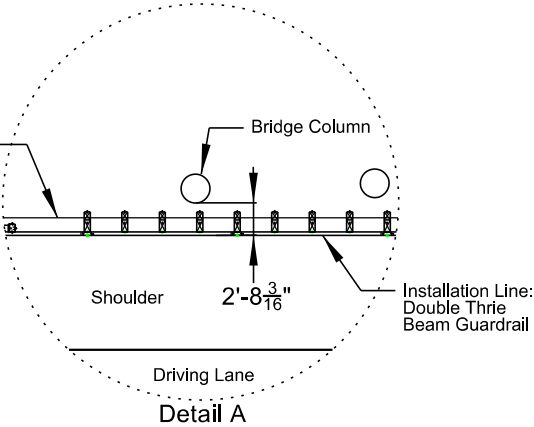
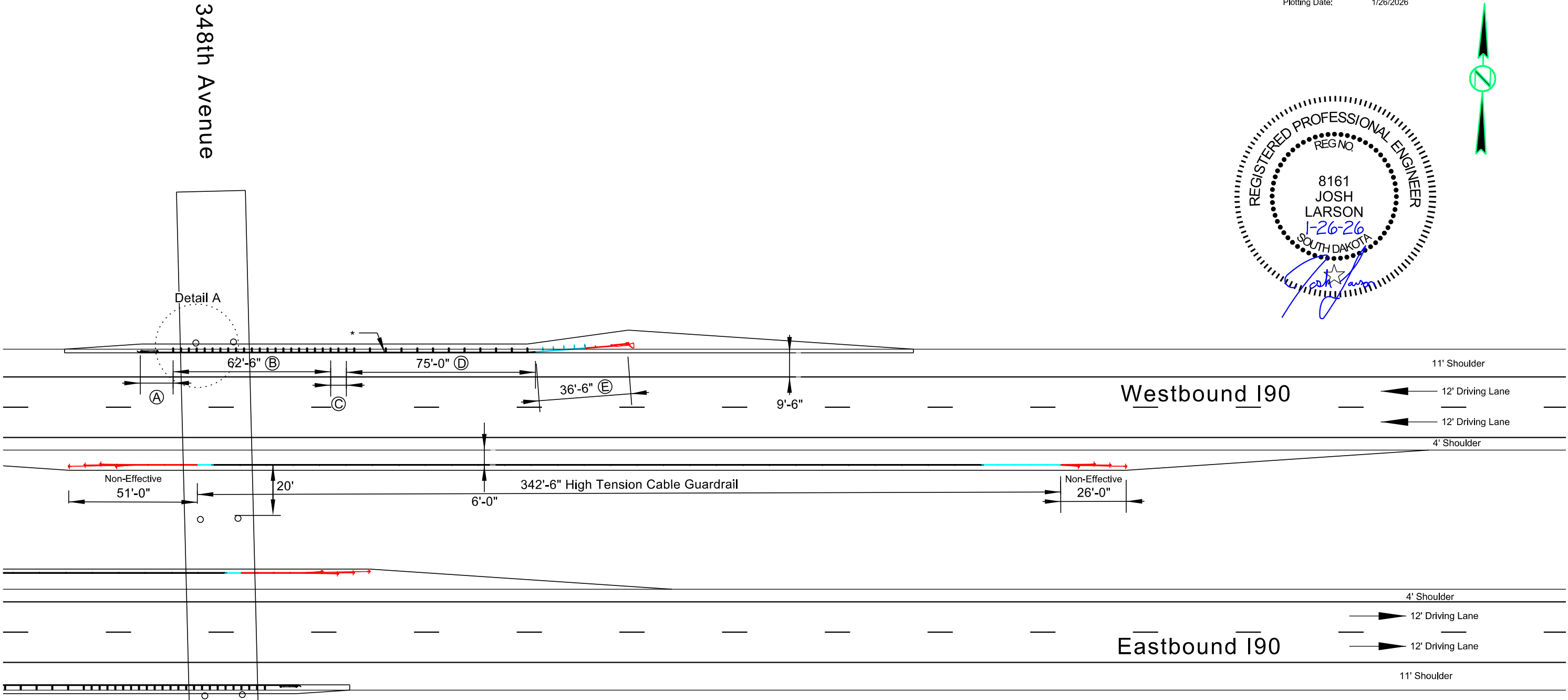
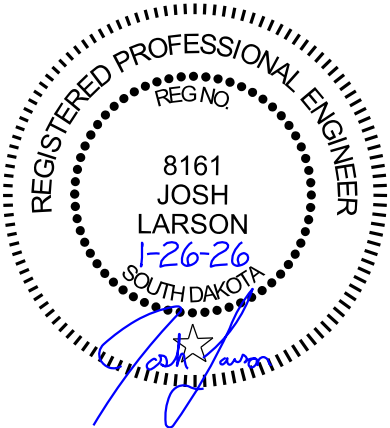
* Front face of guardrail at installation line



GUARDRAIL LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	132	322

Plotting Date: 1/26/2026



- (A) Thrie Beam Guardrail Trailing End Terminal (12'-6")
- (B) Double Thrie Beam Guardrail (3'-11 1/2" Post Spacing)
- (C) Asymmetrical W Beam to Thrie Beam Guardrail Transition (6'-3")
- (D) Type 1 MGS
- (E) MGS MASH Flared End Terminal

* Front face of guardrail at installation line

SYMBOLGY FOR BEST MANAGEMENT PRACTICES

STORM WATER DISCHARGE POINT

LOW FLOW SILT FENCE

HIGH FLOW SILT FENCE

SILT TRAP

SEDIMENT CONTROL AT INLET WHEN SURFACING IS IN PLACE

TEMPORARY SEDIMENT BARRIER

TEMPORARY WATER BARRIER

FLOATING SILT CURTAIN

SEDIMENT FILTER BAGS

TRIANGULAR SILT BARRIERS

EROSION CONTROL WATTLES

EROSION BALES

SURFACE ROUGHENING

SOIL STABILIZER / TEMPORARY MULCH / DUST CONTROL

CUT INTERCEPTOR DITCH

TEMPORARY SLOPE DRAIN

SEDIMENT CONTROL AT INLET BEFORE PLACEMENT OF SURFACING

HYDRAULIC STRAW MULCH / FIBER MULCHING /
BONDED FIBER MATRIX / FIBER REINFORCED MATRIX

ROCK CHECK DAM

SODDING

TYPE 1 EROSION CONTROL BLANKET

TYPE 2 EROSION CONTROL BLANKET

TYPE 3 EROSION CONTROL BLANKET

TYPE 4 EROSION CONTROL BLANKET

TYPE 1 TURF REINFORCEMENT MAT

TYPE 2 TURF REINFORCEMENT MAT

TYPE 3 TURF REINFORCEMENT MAT

SYNTHETIC CHANNEL PROTECTION

TOPSOIL STOCKPILES

BORROW AREAS

STABILIZED CONSTRUCTION ENTRANCES

CONCRETE WASHOUTS

VEGETATED BUFFER STRIPS

ASPHALT PLANT SITE

CONCRETE PLANT SITE

ON-SITE CONSTRUCTION MATERIAL STORAGE AREAS

SPILL KIT

WORK PLATFORM

PORTABLE TOILET

VEHICLE AND EQUIPMENT PARKING, FUELING, AND MAINTENANCE AREAS

DUMPSTER OR OTHER TRASH AND DEBRIS CONTAINERS

TS

B

CE

CW

BS

AP

CP

M

SK

WP

TP

V

D

8161

JOSH

LARSON

1-26-26

SOUTH DAKOTA

REGISTERED PROFESSIONAL ENGINEER

REG NO.

EROSION AND SEDIMENT CONTROL LEGEND

FOR BIDDING PURPOSES ONLY

BEST MANAGEMENT PRACTICES

BEST MANAGEMENT PRACTICES (BMP'S) SHOULD BE USED THROUGHOUT CONSTRUCTION. TO REMIND CONTRACTORS AND FIELD PERSONNEL THAT BMP'S FOR WATER QUALITY SHOULD BE UTILIZED THROUGHOUT THE CONSTRUCTION PROCESS, THE SYMBOLOGY IS COLORED AS FOLLOWS:

RED BMPS ARE TO BE INSTALLED BEFORE EARTH MOVING ACTIVITES COMMENCE. RED BMPS ARE USED FOR PERIMETER CONTROL. THEY PREVENT SEDIMENT FROM LEAVING THE SITE OR ENTERING FROM ANOTHER SITE. THEY MAY ALSO DETER WATER AWAY FROM OR AROUND THE SITE. THEY MAY BE LEFT IN PLACE AND MAINTAINED FOR THE REMAINDER OF CONSTRUCTION OR UNTIL VEGETATION HAS REACHED 70% OF THE BACKGROUND LEVEL.

BLUE BMPS ARE TO BE INSTALLED DURING CONSTRUCTION. BLUE BMPS ARE USED FOR TEMPORARY STABILIZATION. THEY PREVENT EROSION DURING CONSTRUCTION. THEY MAY ALSO BE SEDIMENT CONTROLS UTILIZED AFTER DRAIN PIPES AND STORM SEWERS ARE IN PLACE. THEY MAY BE LEFT IN PLACE AND MAINTAINED FOR THE REMAINDER OF CONSTRUCTION OR UNTIL VEGETATION HAS REACHED 70% OF THE BACKGROUND LEVEL. SOME YELLOW BMPS WILL BE REMOVED OR REPLACED DURING CONSTRUCTION.

GREEN BMPS ARE TO BE INSTALLED WHEN GRADING IS COMPLETE. GREEN BMPS ARE USED FOR FINAL STABILIZATION. THEY ARE PERMANENT EROSION CONTROL MEASURES THAT ARE NOT REMOVED.

IF THE CONTRACTOR OR ENGINEER DECIDE TO USE ADDITIONAL BEST MANAGEMENT PRACTICES OR LABEL THE LOCATIONS OF THEM THEY SHOULD USE THE SYMBOLOGY SHOWN. OTHER BEST MANAGEMENT PRACTICES FOR WHICH THERE IS NO SYMBOLOGY INCLUDE:

PERMANENT SEEDING IS DONE BEFORE THE APPLICATION OF ALL TYPES OF MULCHING AND HYDRAULICALLY APPLIED SOIL MULCHES AND MATRIXS. PERMANENT GRASS HAY/ STRAW MULCH IS NOT SHOWN ON PLAN SHEETS, BUT IT CAN BE ASSUMED THAT ALL AREAS THAT ARE NOT ROADWAYS ON RURAL PROJECTS WILL BE SEEDED THEN MULCHED. AREAS WHERE AN ALTERNATE TO GRASS HAY /STRAW MULCH IS USED WILL BE SHOWN WITH THE APPROPRIATE SYMBOLOGY.

SEDIMENT BASINS UTILIZED DURING CONSTRUCTION WILL BE SHOWN ON PLAN SHEETS AND IN SECTION X.

GEOTEXTILE FABRIC USUALLY SUPPLEMENTS OTHER BMPS, BUT IT MAY BE USED TO TEMPORARILY COVER AREAS FOR EROSION PROTECTION UNTIL IT IS PERMENANTLY INSTALLED.

STREET SWEEPING SHOULD BE DONE AS NEEDED TO KEEP SEDIMENT ON ROADWAYS FROM LEAVING THE SITE.

DEWATERING AND SEDIMENT COLLECTING IS SHOWN ON A DETAIL SHEET WHEN IT IS NEEDED. DEWATERING WITHOUT SEDIMENT COLLECTING DOES NOT HAVE A DETAIL, JUST A DETAILED NOTE. SEDIMENT LADEN WATER SHOULD NEVER BE PUMPED OFF THE SITE.

GABIONS AND RIP RAP AT PIPE AND CULVERT OUTLETS ARE DETAILED IN SECTION B.

PROJECT PHASING

PROJECT PHASING MAY BE ONE OF THE MOST IMPORTANT BMPS. DURING PHASING REMEMBER THE FOLLOWING:

ALWAYS INSTALL PERIMETER CONTROLS BEFORE BEGINNING EARTH MOVING ACTIVITIES.

DO NOT DISTURB MORE AREA THAN WHAT IS NEEDED TO COMPLETE EACH PHASE OF CONSTRUCTION.

IF POSSIBLE CONSTRUCT SEDIMENT BASINS AND STABILIZE THEM BEFORE BEGINNING ROADWAY GRADING.

TEMPORARILY STABILIZE AREAS THAT WILL NOT BE TOUCHED WITHIN 14 DAYS.

PERMANENTLY STABILIZE AREAS WHEN GRADING IN THAT AREA IS COMPLETE. PERMANENT STABILIZATION CAN BE COMPLETED IN PHASES AND DOES NOT HAVE TO WAIT UNTIL THE WHOLE ROADWAY HAS BEEN CONSTRUCTED.

CONTINUALLY MAINTAIN ALL SEDIMENT CONTROLS AND MONITOR AREAS WHERE EROSTION CONTROL HAS BEEN INSTALLED.

STATE OF SOUTH DAKOTA

PROJECT

P-CR 090L(09)260

IM-CR 0906(76)263

SHEET

133

TOTAL SHEETS

322

Plotting Date:

1/26/2026

EROSION AND SEDIMENT CONTROL PLAN

FOR BIDDING PURPOSES ONLY

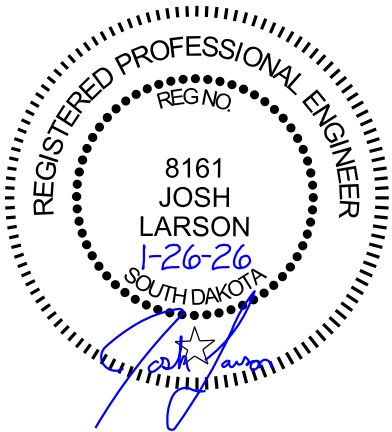
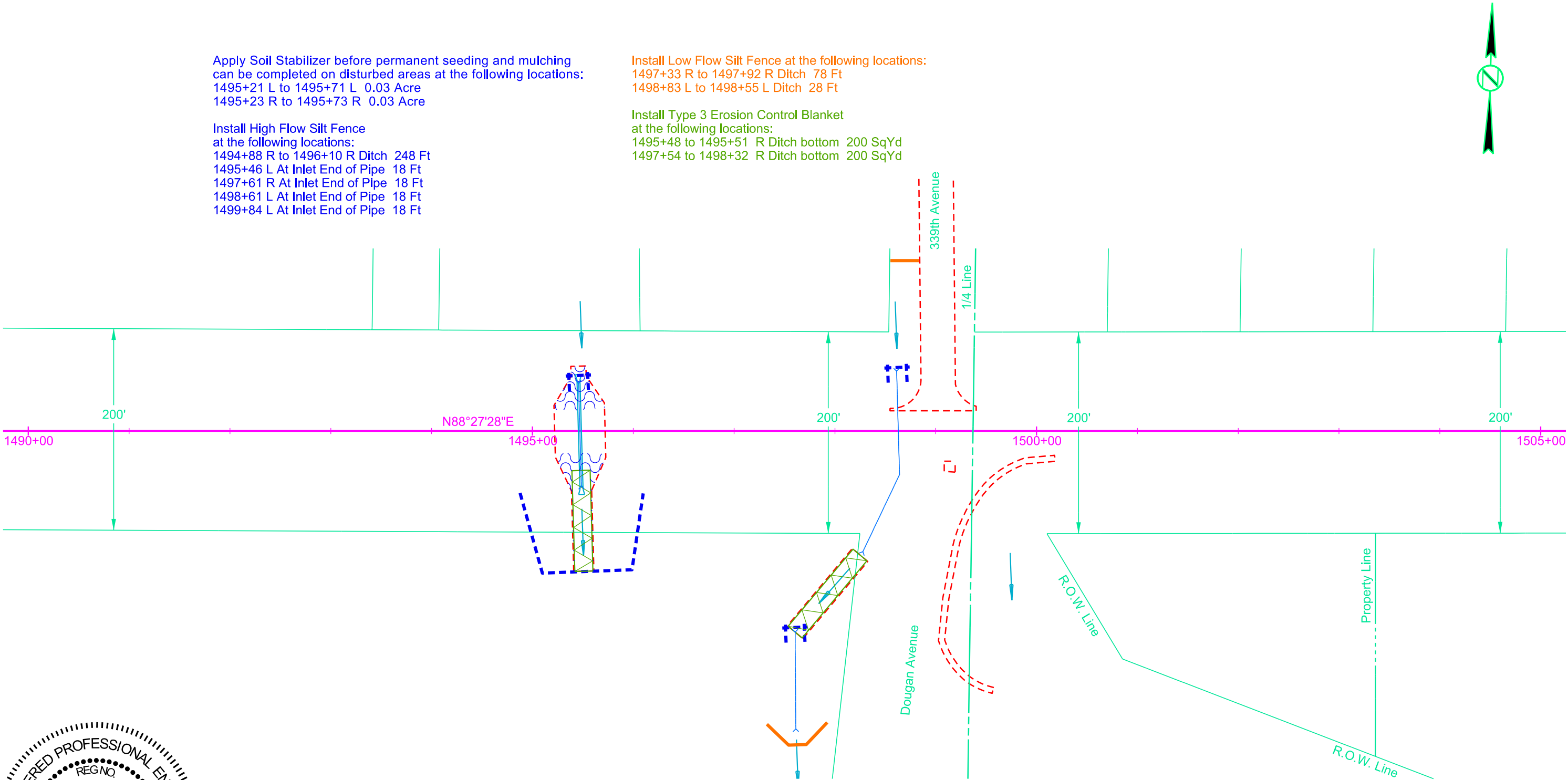
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	134	322
Plotting Date: 1/26/2026			

Apply Soil Stabilizer before permanent seeding and mulching
can be completed on disturbed areas at the following locations:
1495+21 L to 1495+71 L 0.03 Acre
1495+23 R to 1495+73 R 0.03 Acre

Install High Flow Silt Fence
at the following locations:
1494+88 R to 1496+10 R Ditch 248 Ft
1495+46 L At Inlet End of Pipe 18 Ft
1497+61 R At Inlet End of Pipe 18 Ft
1498+61 L At Inlet End of Pipe 18 Ft
1499+84 L At Inlet End of Pipe 18 Ft

Install Low Flow Silt Fence at the following locations:
1497+33 R to 1497+92 R Ditch 78 Ft
1498+83 L to 1498+55 L Ditch 28 Ft

Install Type 3 Erosion Control Blanket
at the following locations:
1495+48 to 1495+51 R Ditch bottom 200 SqYd
1497+54 to 1498+32 R Ditch bottom 200 SqYd



EROSION AND SEDIMENT CONTROL PLAN

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	135	322
Plotting Date:		1/26/2026	

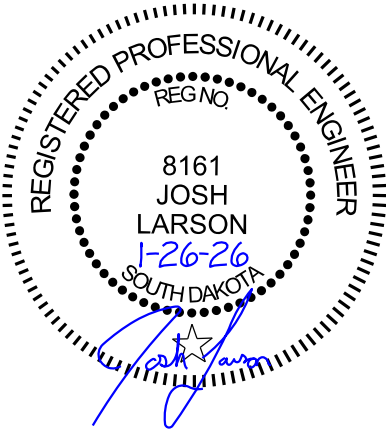
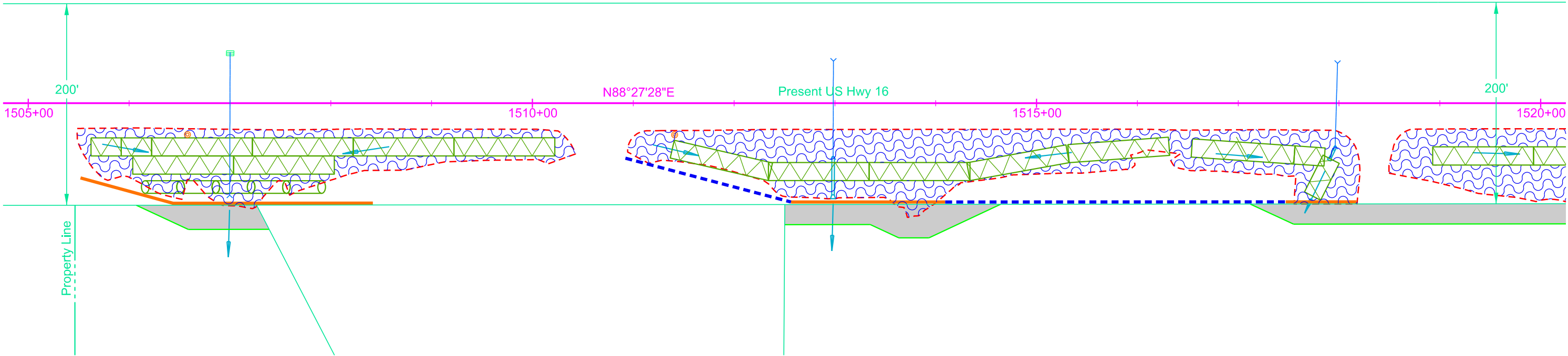
Apply Soil Stabilizer before permanent seeding and mulching
can be completed on disturbed areas at the following locations:
1505+48 R to 1510+43 R 0.26 Acre
1510+94 R to 1518+21 R 0.56 Acre
1518+50 R to 1522+82 R 0.49 Acre

Install 12" Diameter Erosion Control Wattles
level on slope contour at the following locations:
at the following locations:
1506+16 R to 1507+91 R 175 Ft

Install High Flow Silt Fence
at the following locations:
1510+92 R to 1512+56 R Ditch 170 Ft
1514+09 R to 1517+47 R Ditch 338 Ft

Install Low Flow Silt Fence at the following locations:
1505+52 R to 1508+42 R Ditch 294 Ft
1512+92 R to 1514+09 R Ditch 153 Ft

Install Type 3 Erosion Control Blanket
at the following locations:
1505+62 to 1510+22 R Ditch Slope 1320 SqYd
1511+37 to 1516+32 R Ditch bottom 1000 SqYd
1516+53 to 1518+00 R Ditch bottom 364 SqYd
1518+93 to 1522+33 R Ditch bottom 679 SqYd



EROSION AND SEDIMENT CONTROL PLAN

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		136	322

Apply Soil Stabilizer before permanent seeding and mulching
can be completed on disturbed areas at the following locations:
1523+21 R to 1529+98 R 0.29 Acre

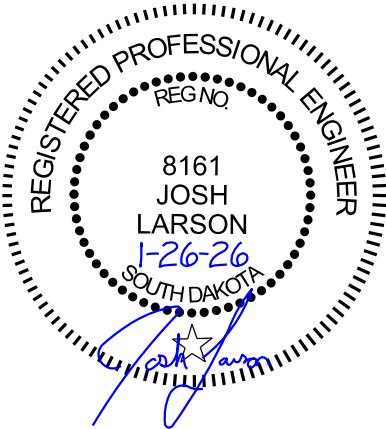
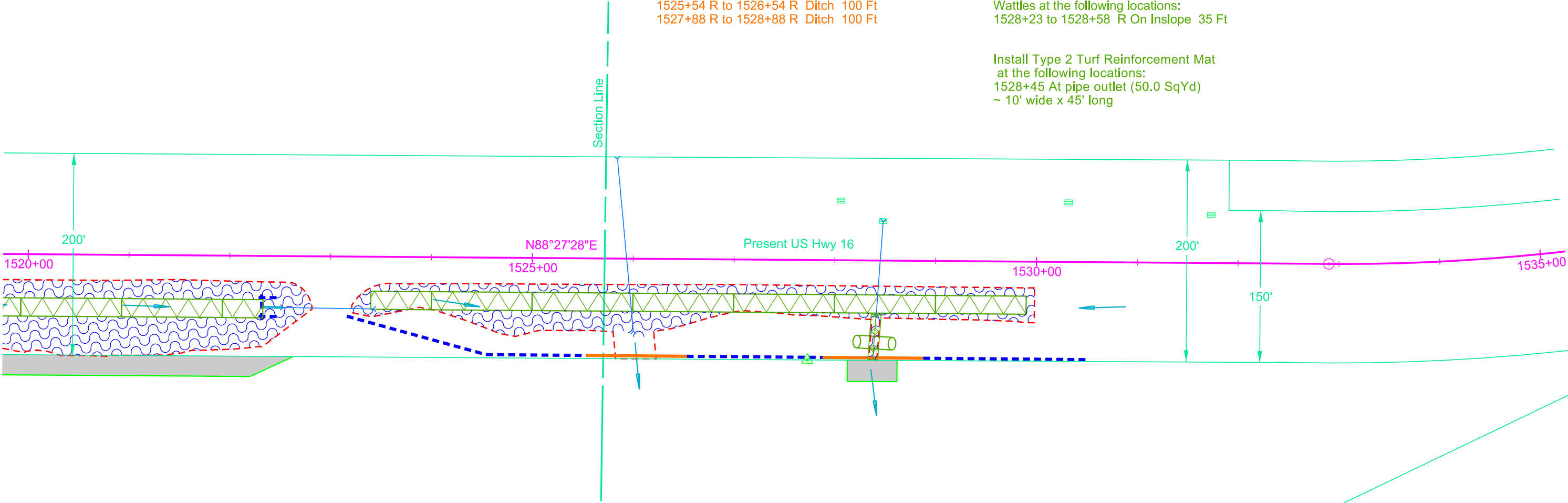
Install High Flow Silt Fence
at the following locations:
1522+32 R At Inlet End of Pipe 18 Ft
1523+16 R to 1525+54 R Ditch 244 Ft
1526+54 R to 1527+88 R Ditch 135 Ft
1528+88 R to 1530+53 R Ditch 165 Ft

Install Type 3 Erosion Control Blanket
at the following locations:
1523+40 to 1529+90 R Ditch bottom 1300 SqYd

Install Low Flow Silt Fence at the following locations:
1525+54 R to 1526+54 R Ditch 100 Ft
1527+88 R to 1528+88 R Ditch 100 Ft

Install 12" Diameter Erosion Control
Wattles at the following locations:
1528+23 to 1528+58 R On Inslope 35 Ft

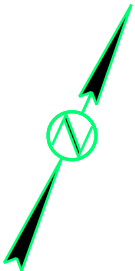
Install Type 2 Turf Reinforcement Mat
at the following locations:
1528+45 At pipe outlet (50.0 SqYd)
~ 10' wide x 45' long



EROSION AND SEDIMENT CONTROL PLAN

FOR BIDDING PURPOSES ONLY

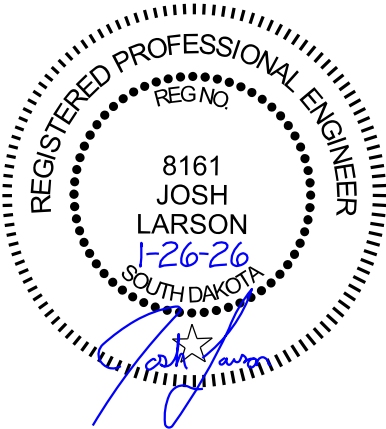
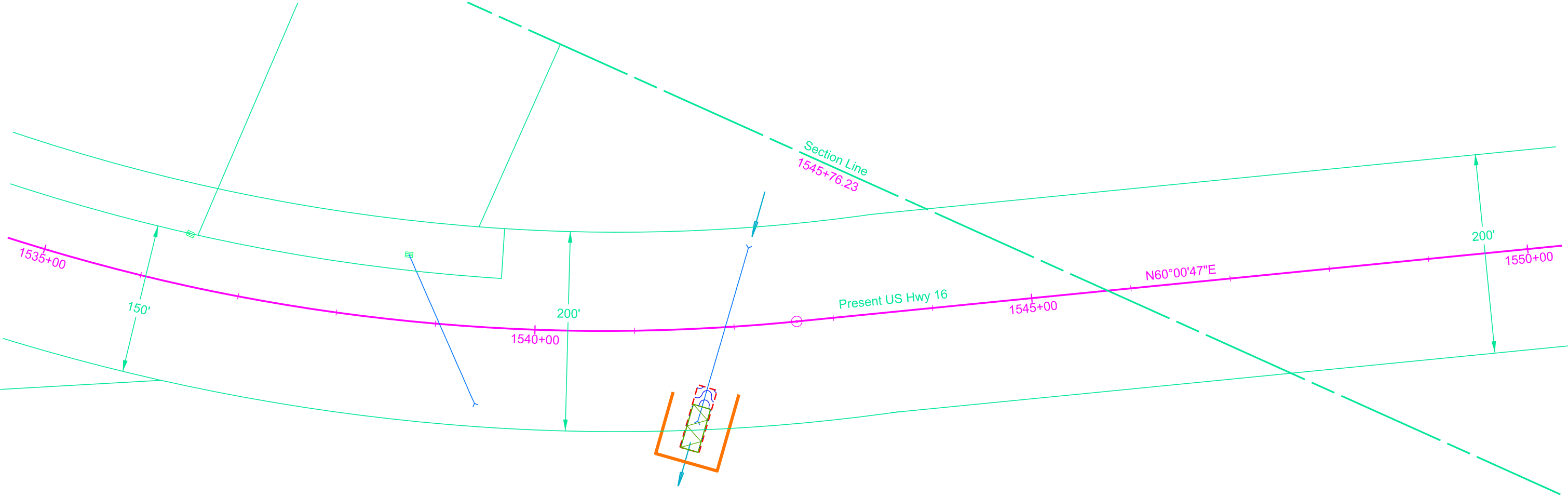
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		137	322
Plotting Date: 1/26/2026			



Apply Soil Stabilizer before permanent seeding and mulching
can be completed on disturbed areas at the following locations:
1541+43 R to 1541+82 R 0.01 Acre

Install Low Flow Silt Fence at the following locations:
1541+18 R to 1542+00 R Ditch 210 Ft

Install Type 3 Erosion Control Blanket
at the following locations:
1541+42 to 1541+72 R Ditch bottom 90 SqYd



FOR BIDDING PURPOSES ONLY

Plotting Date:

SHEET

TOTAL

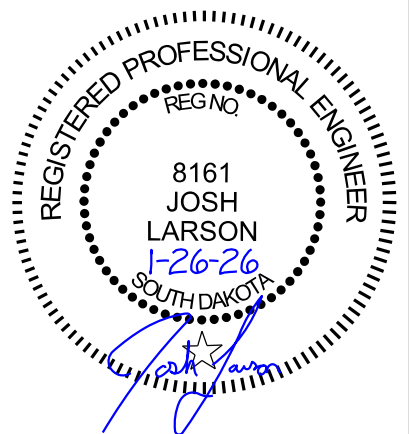
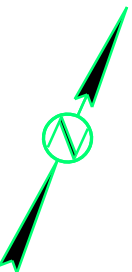
138

322

1560+63 to 1560+67 R 40 Ft
1561+13 to 1561+16 R 40 Ft
1561+63 to 1561+66 R 40 Ft
1562+12 to 1562+15 R 40 Ft
1562+61 to 1562+65 R 40 Ft
1563+26 to 1563+12 R 40 Ft
1563+62 to 1563+63 R 35 Ft
1563+70 to 1564+03 R 35 Ft
1563+97 to 1564+30 R 40 Ft

Install Type 2 Turf Reinforcement Mat
in the highway ditch channel bottom
at the following locations:
1560+61 R to 1564+76 R 935.7 SY

1560+61 R to 1564+76 R 0.19 Acre

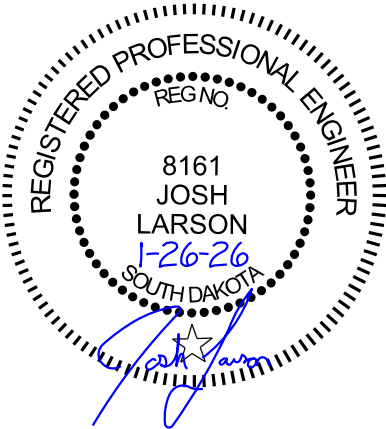
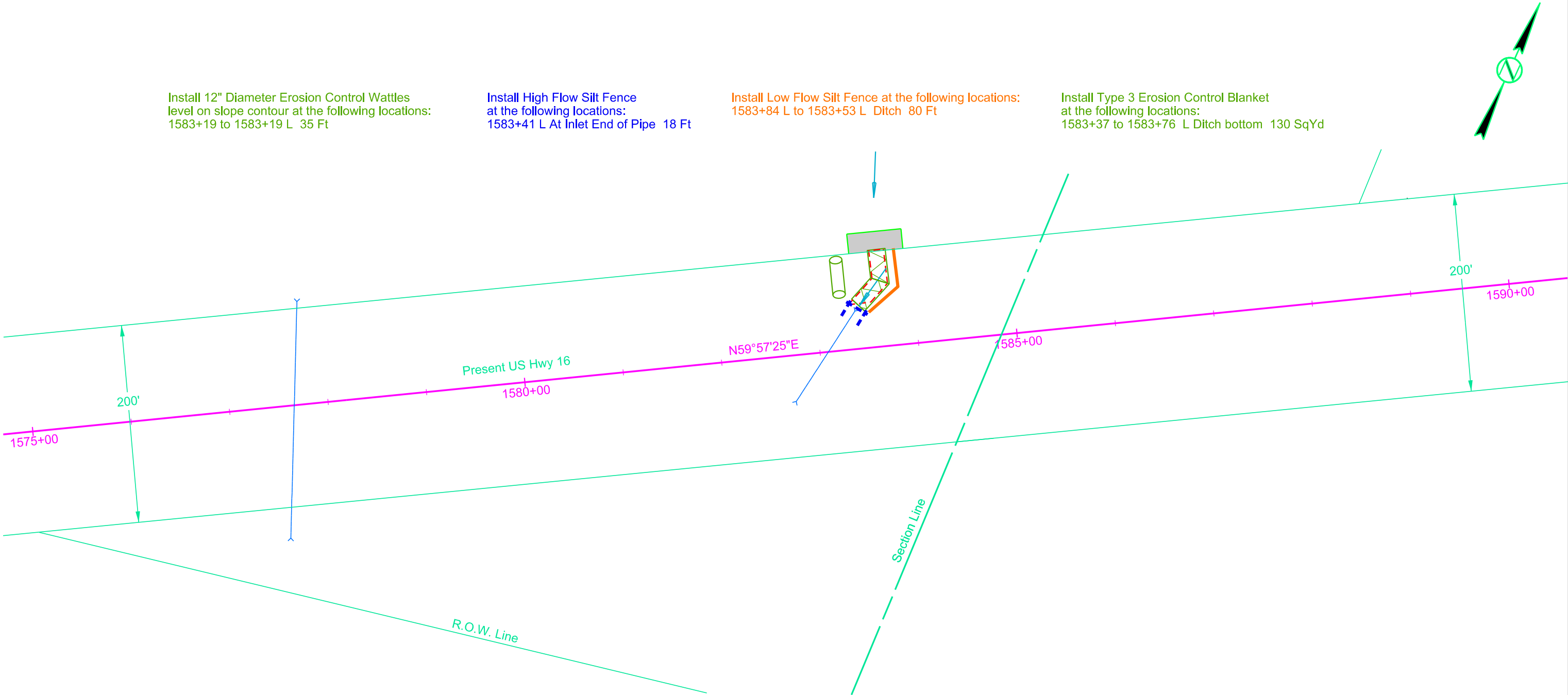


EROSION AND SEDIMENT CONTROL PLAN

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	139	322
Plotting Date:		1/26/2026	

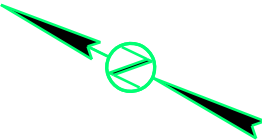
- Install 12" Diameter Erosion Control Wattles
level on slope contour at the following locations:
1583+19 to 1583+19 L 35 Ft
- Install High Flow Silt Fence
at the following locations:
1583+41 L At Inlet End of Pipe 18 Ft
- Install Low Flow Silt Fence at the following locations:
1583+84 L to 1583+53 L Ditch 80 Ft
- Install Type 3 Erosion Control Blanket
at the following locations:
1583+37 to 1583+76 L Ditch bottom 130 SqYd



EROSION AND SEDIMENT CONTROL PLAN

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		140	322
Plotting Date: 1/26/2026			



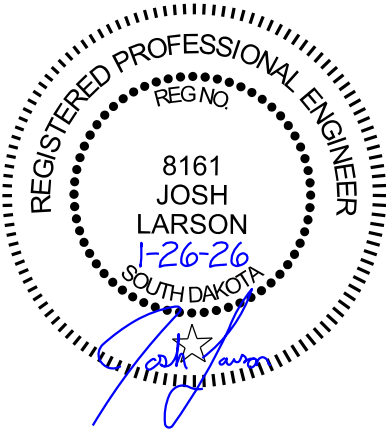
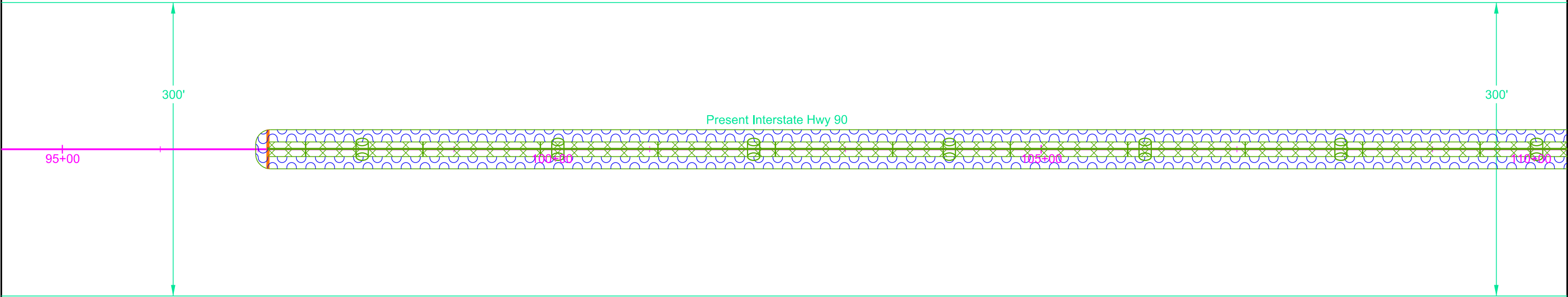
Reprofile Ditch at the following locations:
96+98 L/R to 120+00 L/R Median Ditch (23 Sta)
~ 40' wide x 2,300' long

Install Low Flow Silt Fence at the following locations:
97+10 L to 97+10 R Ditch 40 Ft

Install 12" Diameter Erosion Control Wattles
level on slope contour at the following locations:
at the following locations:
98+00 L to 98+00 R 15 Ft
100+00 L to 100+00 R 15 Ft
102+00 L to 102+00 R 15 Ft
104+00 L to 104+00 R 15 Ft
106+00 L to 106+00 R 15 Ft
108+00 L to 108+00 R 15 Ft
110+00 L to 110+00 R 15 Ft

Install Type 2 Turf Reinforcement Mat
in the highway ditch channel bottom
at the following locations:
97+10 L/R to 114+00 L/R 2816.7 SY)

Apply Soil Stabilizer before permanent seeding and mulching
can be completed on disturbed areas at the following locations:
96+98 L/R to 120+00 L/R 2.11 Acre

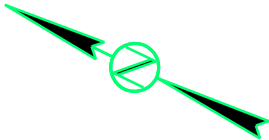


EROSION AND SEDIMENT CONTROL PLAN

FOR BIDDING PURPOSES ONLY

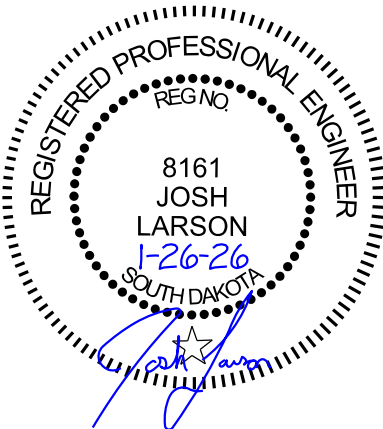
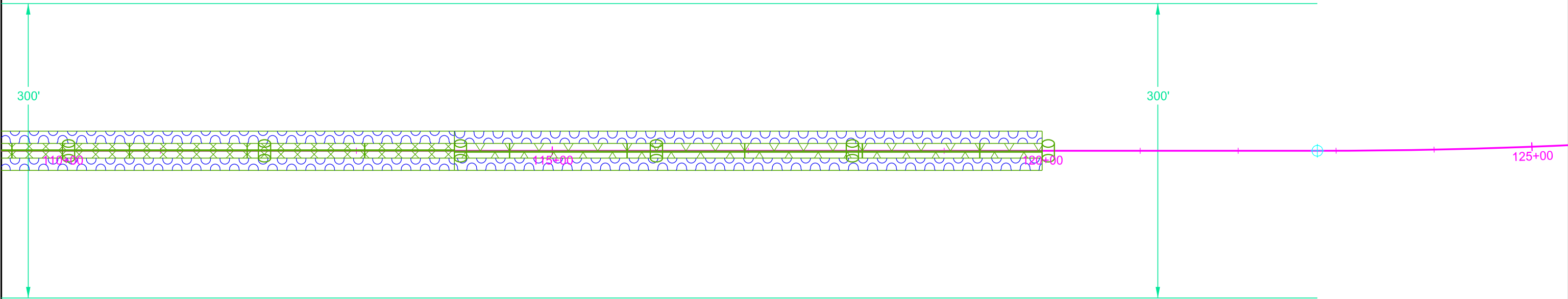
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:		141	322

1/26/2026



Install 12" Diameter Erosion Control Wattles
level on slope contour at the following locations:
at the following locations:
112+00 L to 112+00 R 15 Ft
114+00 L to 114+00 R 15 Ft
116+00 L to 116+00 R 15 Ft
118+00 L to 118+00 R 15 Ft
120+00 L to 120+00 R 15 Ft

Install Type 3 Erosion Control Blanket
at the following locations:
114+00 L/R to 120+00 L/R Ditch Slope 1000 SqYd

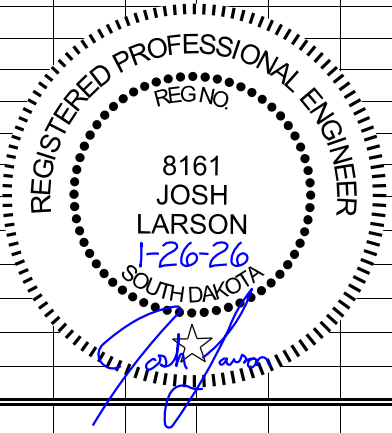


CONDUIT AND CABLE QUANTITIES

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		142	322

Location to Location		Rigid Conduit		Rigid Conduit		Rigid Conduit		Copper Wire						Pole and Bracket Cable		Junction Boxes		Electrical Service Cabinet		Plotting Date: 1/26/2026																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
		Galvanized Steel		Schedule 40		Schedule 80										Type 1	Type 2	Service Cabinet																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
		1.5"	2"	2"	3"	2"	3"		1/C #3	1/C #4	1/C #6	1/C #8	1/C #10	1/C #12	2/C #10 AWG		1	2													Each	Each	Each																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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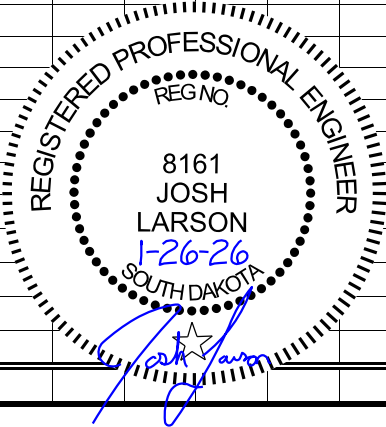


CONDUIT AND CABLE QUANTITIES

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		143	322

Location to Location		Rigid Conduit		Rigid Conduit		Rigid Conduit		Copper Wire						Pole and Bracket Cable		Junction Boxes		Electrical Service Cabinet		Plotting Date: 1/26/2026										
		Galvanized Steel		Schedule 40		Schedule 80																								
		1.5"	2"	2"	3"	2"	3"		1/C #3	1/C #4	1/C #6	1/C #8	1/C #10	1/C #12	2/C #10 AWG		Type 1	Type 2												
Ft		Ft	Ft	Ft	Ft	Ft	Ft		AWG Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft	Ft		Each	Each	Each											
PCN 07YC - Exit 260																														
Interstate 90																														
L19	L20			225							730																			
L20	L21			225							730																			
L21	L22			225							730																			
L22	L23			225							730																			
L23	L24			225							730																			
L24	JA18			210							680																			
JA18	L25				20						155							1												
JA18	SC4				85				1070		360								1											
L25	L26				225				2180		730																			
L26	L43				135				1345		450																			
L43	JA19						70		745									1												
L27	L28			225					730																					
L28	L29			225					730																					
L29	L30			225					730																					
L30	L31			225					730																					
L31	L32			225					730																					
L32	L33			225					730																					
L33	L34			225					730																					
L34	JA22			35		120			510									1												
JA19	L35				110				1115																					
L35	L53			140		45			1210																					
L53	JA20			65					465									1												
JA20	UBL1		25	15					155																					
JA20	JA21			145					960									1												
JA21	UBL2		25	75					340																					
JA21	L54			85					590																					
L54	JA22			80		95			1145																					
JA22	L44			35								140																		
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L50	L51			235					760																					
L51	L52			225					730																					
L35	L36			215					700																					



CONDUIT AND CABLE QUANTITIES

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		144	322

Location to Location		Rigid Conduit		Rigid Conduit		Rigid Conduit		Copper Wire						Pole and Bracket Cable		Junction Boxes		Electrical Service Cabinet		Plotting Date: 1/26/2026												
		Galvanized Steel		Schedule 40		Schedule 80										Type 1	Type 2	Service Cabinet														
		1.5"	2"	2"	3"	2"	3"		1/C #3	1/C #4	1/C #6	1/C #8	1/C #10	1/C #12	2/C #10 AWG		Each	Each	Each													
Ft		Ft		Ft	Ft	Ft	Ft		AWG Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft	Ft		Each	Each	Each													
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Luminaires																																
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L2														85	55																	
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Totals This Sheet:		0	0	0	0	0	0		0	0	0	0	0	2,040	2,665		0	0	0													

REGISTERED PROFESSIONAL ENGINEER

REG NO.

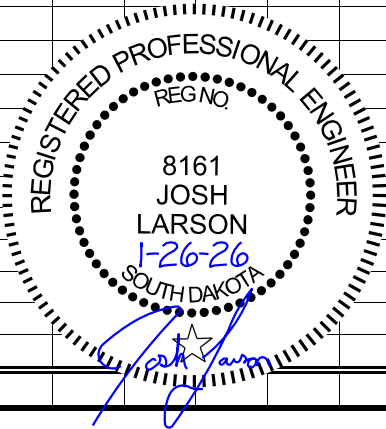
8161

JOSH LARSON

1-26-26

SOUTH DAKOTA





CONDUIT AND CABLE QUANTITIES

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		145	322

Location to Location		Rigid Conduit		Rigid Conduit		Rigid Conduit		Copper Wire						Pole and Bracket Cable		Junction Boxes		Electrical Service Cabinet		Plotting Date: 1/26/2026																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		Galvanized Steel		Schedule 40		Schedule 80										Type 1	Type 2	Service Cabinet																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
		1.5"	2"	2"	3"	2"	3"		1/C #3	1/C #4	1/C #6	1/C #8	1/C #10	1/C #12	2/C #10 AWG		1	2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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CONDUIT AND CABLE QUANTITIES

FOR BIDDING PURPOSES ONLY

CONDUIT AND CABLE QUANTITIES																		FOR BIDDING PURPOSES ONLY										STATE OF SOUTH DAKOTA	PROJECT P-CR 090L(09)260 IM-CR 0906(76)263		SHEET 146	TOTAL SHEETS 322
Location to Location		Rigid Conduit Galvanized Steel		Rigid Conduit Schedule 40		Rigid Conduit Schedule 80		Copper Wire						Pole and Bracket Cable		Junction Boxes		Electrical Service Cabinet		Plotting Date: 1/26/2026												
			2"	2"	3"	2"	3"	1/C #2	1/C #3	1/C #4	1/C #6	1/C #8		2/C #10 AWG		Type 1	Type 2															
			Ft	Ft	Ft	Ft	Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft		Ft		Each	Each	Each														
PCN 08L4 - Exit 263																																
Interstate 90																																
L55	L56			200							650																					
L56	L57			195							635																					
L57	L58			210							680																					
L58	L59			210							680																					
L59	JA31			60							220					1																
JA31	JA30					80					280					1																
JA31	L60			145								480																				
L61	L62			205								665																				
L62	JA30			95								325																				
JA30	L63			110							375																					
L63	L64			180							590																					
L64	L65			200							650																					
L65	L66			195							635																					
L66	L67			255							820																					
L68	L69			225								730																				
L69	L70			225								730																				
L70	JA33			115								390				1																
JA33	JA32					160						530				1																
JA33	L71			115								390																				
L71	L72			225								730																				
L67	JA29			130							435					1																
JA29	JA28			280							900					1																
JA29	UBL3		25	25							190																					
JA28	JA27					45					170					1																
JA27	L75			15							80	80																				
JA27	L74			185								605																				
L74	L73			225								730																				
L75	L76			150							495	495																				
L76	JA26			235							760	760					1															
JA26	L85			85								295																				
L85	L84			205								665																				
L84	L83			205								665																				
L83	L82			200								650																				
L82	L81			200								650																				
L81	L80			200								650																				
L80	L79			205								665																				
L79	L78			205								665																				
L78	L77			200								650																				
JA26	JA23			135							450	450					1															
JA23	SC5			55							265	790						1														
JA23	JA24					75						530				1																
JA24	L97			70								250																				
L97	L98			225								730																				
L98	L99			225								730																				
L99	L100			225								730																				
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REGISTERED PROFESSIONAL ENGINEER

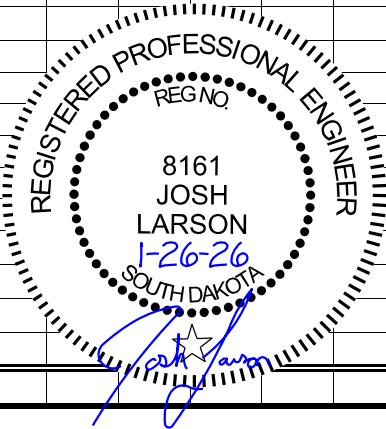
REG NO.

8161

JOSH LARSON

1-26-26

SOUTH DAKOTA



FOR BIDDING PURPOSES ONLY

PROJECT
P-CR 090L(09)260
IM-CR 0906(76)263

SHEET	TOTAL SHEETS
147	322

Plotting Date: 1/26/2026

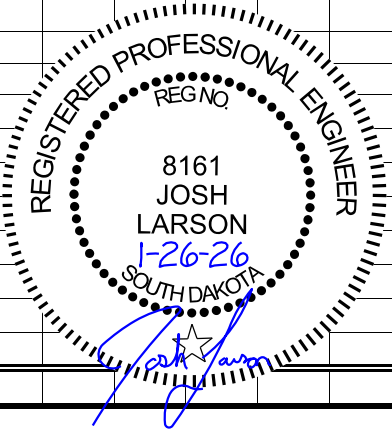
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CONDUIT AND CABLE QUANTITIES

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

Location to Location		Rigid Conduit		Rigid Conduit		Rigid Conduit		Copper Wire						Pole and Bracket Cable		Junction Boxes		Electrical Service Cabinet		Plotting Date: 1/26/2026																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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FOR BIDDING PURPOSES ONLY

SHEET	TOTAL SHEETS
149	322

Plotting Date: 1/26/2026

		Rigid Conduit		Rigid Conduit		Rigid Conduit		Copper Wire						Pole and Bracket Cable		Junction Boxes		Electrical Service Cabinet		Plotting Date: 1/26/2026									
		Galvanized Steel		Schedule 40		Schedule 80										Type 1		Type 2											
			2"	2"	3"	2"	3"	1/C #2	1/C #3	1/C #4	1/C #6	1/C #8		2/C #10 AWG		Type 1	Type 2												
Location to Location		Ft	Ft	Ft	Ft	Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft		Ft		Each	Each	Each												
PCN 08L4 - Exit 264																													
Interstate 90 - Continued																													
JA47	L135		15								80																		
L135	L136		225								730																		
JA47	JA35				95		325		325		325					1													
JA35	SC6		30				190	190	190	190	190						1												
JA35	JA36		540						1700		1695					1													
JA36	JA37				210				680		675					1													
JA37	L145		15						80		80																		
L147	L146		225								730																		
L146	JA37		185								605																		
L145	L144		195						635		635																		
L144	L143		190						620		620																		
L143	JA45		165						545		545					1													
JA45	L141		135								450																		
L141	L140		200								650																		
L140	L139		195								635																		
L139	L138		200								650																		
L138	L137		220								715																		
JA45	L142				55			205																					
L142	JA46				65			235								1													
JA46	L148		210					680																					
L148	L149		225					730																					
L149	L150		225					730																					
L150	L151		225					730																					
L151	L152		225					730																					
L152	L153		225					730																					
L153	L154		225					730																					
L154	L155		225					730																					
L155	L156		225					730																					
L156	L157		225					730																					

CONDUIT AND CABLE QUANTITIES

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260		
	IM-CR 0906(76)263	150	322

Location to Location		Rigid Conduit		Rigid Conduit		Rigid Conduit		Copper Wire					Pole and Bracket Cable		Junction Boxes		Electrical Service Cabinet		Plotting Date: 1/26/2026										
		Galvanized Steel		Schedule 40		Schedule 80																							
			2"	2"	3"	2"	3"	1/C #2	1/C #3	1/C #4	1/C #6	1/C #8		2/C #10 AWG		Type 1	Type 2												
Ft		Ft	Ft	Ft	Ft	Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft		Ft		Each	Each	Each												
PCN 08L4 - Exit 265																													
Interstate 90																													
L158	L159		225								730																		
L159	L160		225								730																		
L160	L161		225								730																		
L161	L162		235								760																		
L162	L163		225								730																		
L163	L164		225								730																		
L164	L165		225								730																		
L165	JA49		95								325						1												
JA49	JA48				40				300	150	155						1												
JA48	SC7			55					530	265	265						1												
JA49	L166		135						900	450	450																		
L166	JA50		85						590	295							1												
JA50	L174				90				620	310																			
L174	L175		230							745																			
L175	L176		225							730																			
L176	L177		225							730																			
L177	L178		225							730																			
L178	L179		225							730																			
L179	L180		225							730																			
L180	L181		225							730																			
L182	JA54		70								250						1												
JA54	L183		160						530																				
L183	L184		225						730																				
L184	L185		225						730																				
L185	L186		225						730																				
L186	L187		225						730																				
L187	L188		225						730																				
L188	L189		225						730																				
L189	L190		225						730																				
L174	L191		90		85				1145																				
L191	L192		205						1330																				
L192	JA51		305						1950								1												
JA51	JA52				240				1545								1												
JA52	JA53		575						3620								1												
JA53	JA54				65				235																				
JA53	L194				110				375																				
L194	L193		225						730																				
L194	L173		90		60				495																				
L173	L172		225						730																				
L172	L171		225						730																				
L171	L170		225						730																				
L170	L169		225						730																				
L169	L168		225						730																				
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REGISTERED PROFESSIONAL ENGINEER

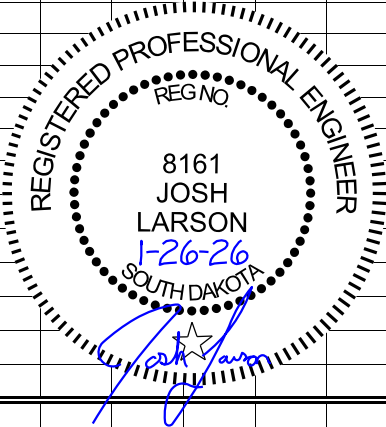
REG NO.

8161

JOSH LARSON

1-26-26

SOUTH DAKOTA



CONDUIT AND CABLE QUANTITIES

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260		
	IM-CR 0906(76)263	151	322

Location to Location		Rigid Conduit		Rigid Conduit		Rigid Conduit		Copper Wire						Pole and Bracket Cable		Junction Boxes		Electrical Service Cabinet		Plotting Date: 1/26/2026									
		Galvanized Steel		Schedule 40		Schedule 80										Boxes		Service Cabinet											
			2"	2"	3"	2"	3"	1/C #2	1/C #3	1/C #4	1/C #6	1/C #8		2/C #10 AWG		Type 1	Type 2												
Ft		Ft	Ft	Ft	Ft	Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft		Ft		Each	Each	Each												
PCN 08L4																													
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L100														65															
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REGISTERED PROFESSIONAL ENGINEER

REG NO

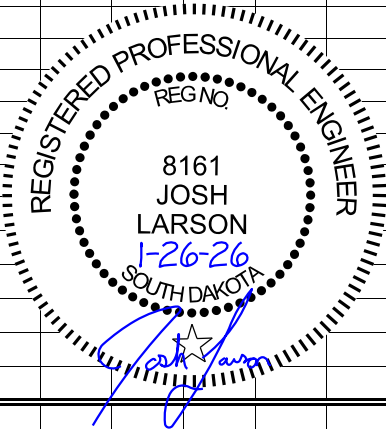
8161

JOSH LARSON

1-26-26

SOUTH DAKOTA





CONDUIT AND CABLE QUANTITIES

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260		
	IM-CR 0906(76)263	152	322

Location to Location		Rigid Conduit		Rigid Conduit		Rigid Conduit		Copper Wire						Pole and Bracket Cable		Junction Boxes		Electrical Service Cabinet		Plotting Date: 1/26/2026									
		Galvanized Steel		Schedule 40		Schedule 80										Type 1		Type 2											
			2"	2"	3"	2"	3"	1/C #2	1/C #3	1/C #4	1/C #6	1/C #8		2/C #10 AWG															
Location to Location		Ft	Ft	Ft	Ft	Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft		Ft		Each	Each	Each												
PCN 08L4																													
Luminaires																													
L100A														65															
L101														65															
L102														65															
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REGISTERED PROFESSIONAL ENGINEER

REG NO.

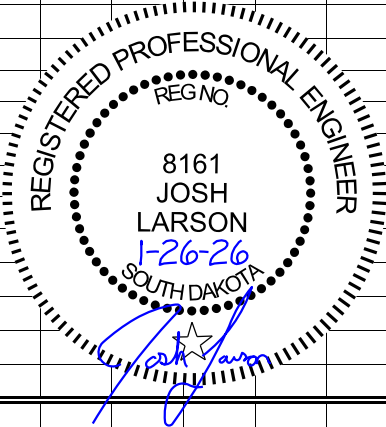
8161

JOSH LARSON

1-26-26

SOUTH DAKOTA





CONDUIT AND CABLE QUANTITIES

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260		
	IM-CR 0906(76)263	153	322

Location to Location		Rigid Conduit		Rigid Conduit		Rigid Conduit		Copper Wire						Pole and Bracket Cable		Junction Boxes		Electrical Service Cabinet		Plotting Date: 1/26/2026									
		Galvanized Steel		Schedule 40		Schedule 80										Type 1		Type 2											
			2"	2"	3"	2"	3"	1/C #2	1/C #3	1/C #4	1/C #6	1/C #8		2/C #10 AWG															
Location to Location		Ft	Ft	Ft	Ft	Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft	AWG Ft		Ft		Each	Each	Each												
PCN 08L4																													
Luminaires																													
L142														130															
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L183														65															
L184														65															
L185														65															
L186														65															
L187														65															
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REGISTERED PROFESSIONAL ENGINEER

REG NO.

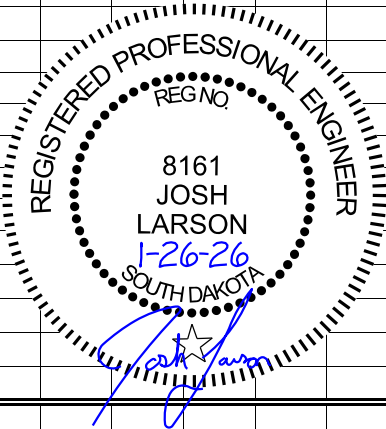
8161

JOSH LARSON

1-26-26

SOUTH DAKOTA





FOR BIDDING PURPOSES ONLY

SHEET	TOTAL SHEETS
154	322

Plotting Date: 1/26/2026

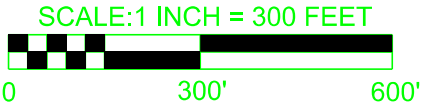
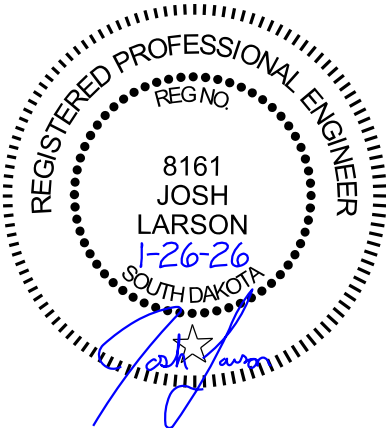
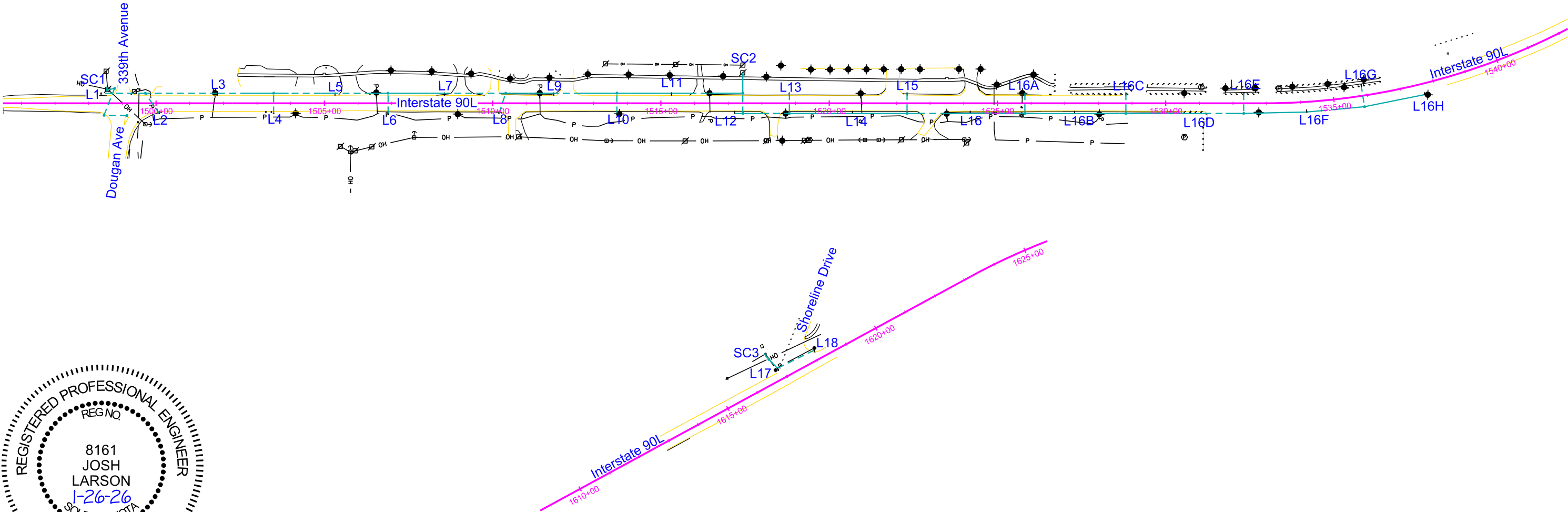
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FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	155	322

LIGHTING OVERVIEW

I90L

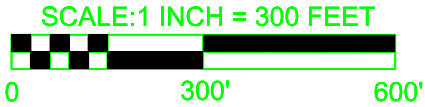
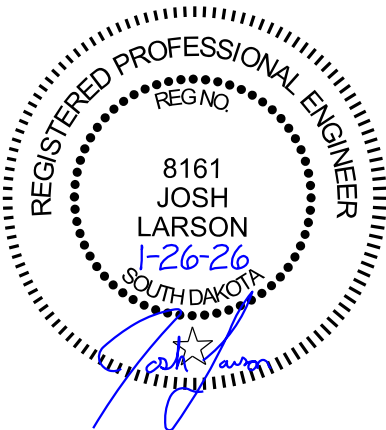
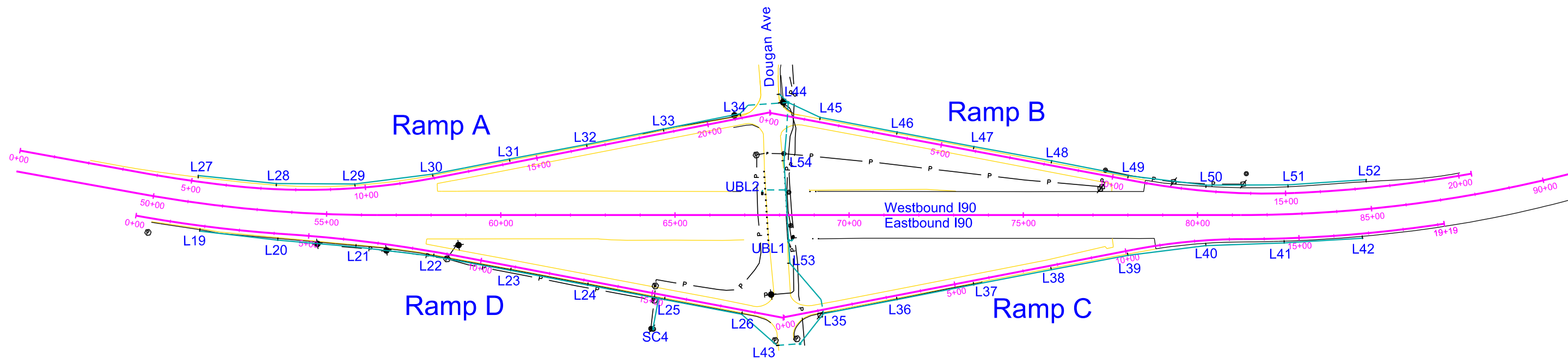


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	156	322

LIGHTING OVERVIEW

I90 - Exit 260

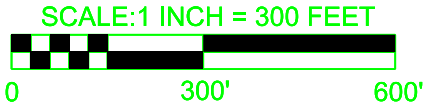
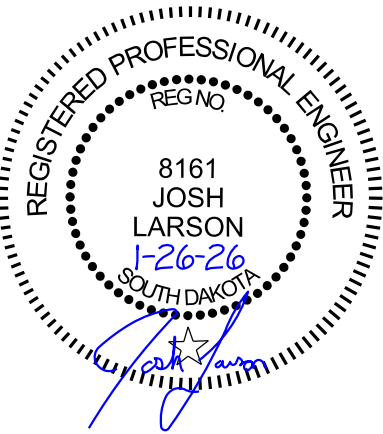
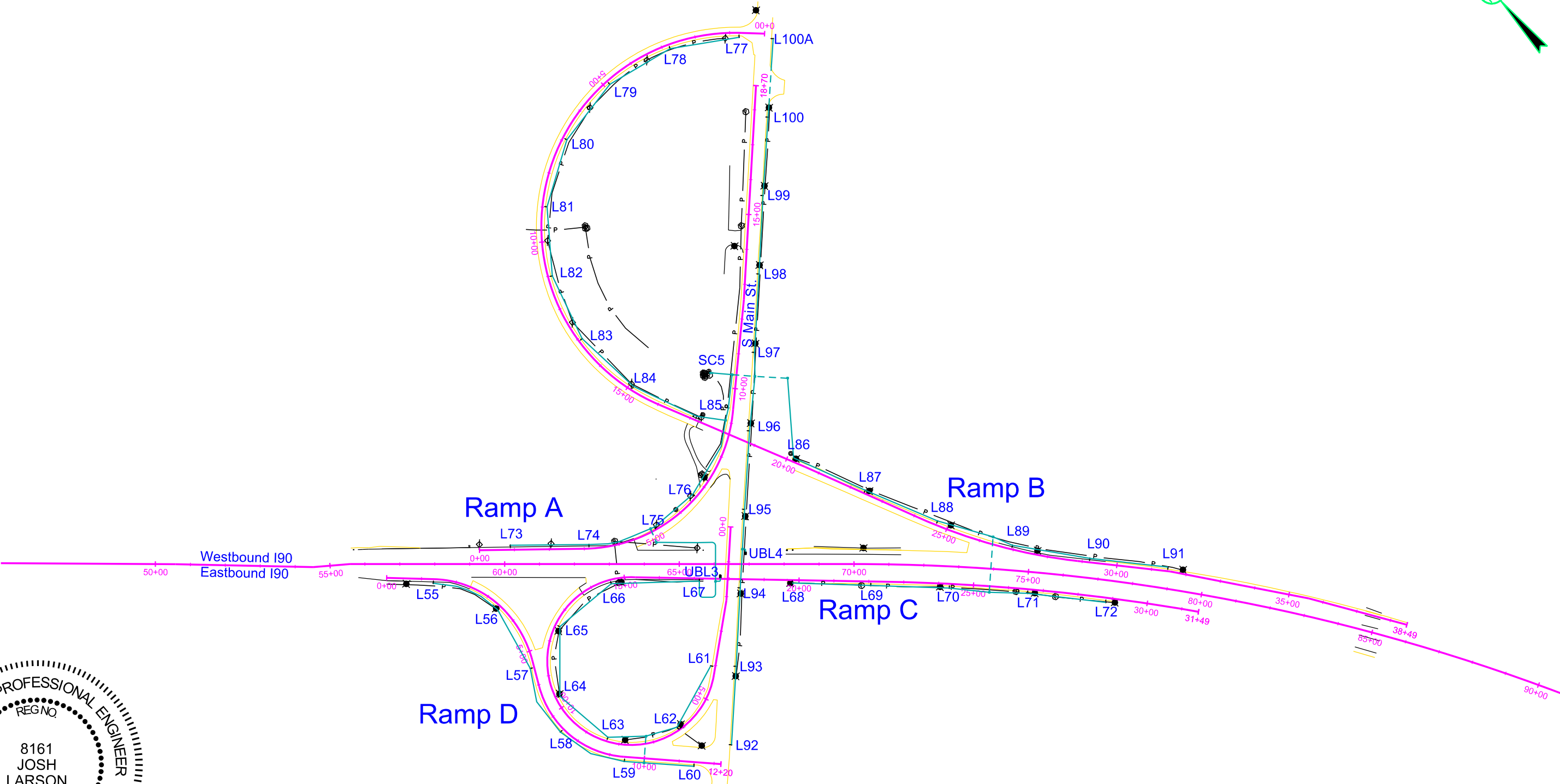
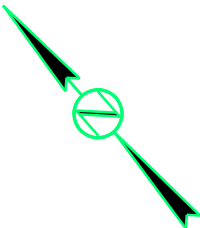


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	157	322
Plotting Date:		1/26/2026	

LIGHTING OVERVIEW

I90 - Exit 263

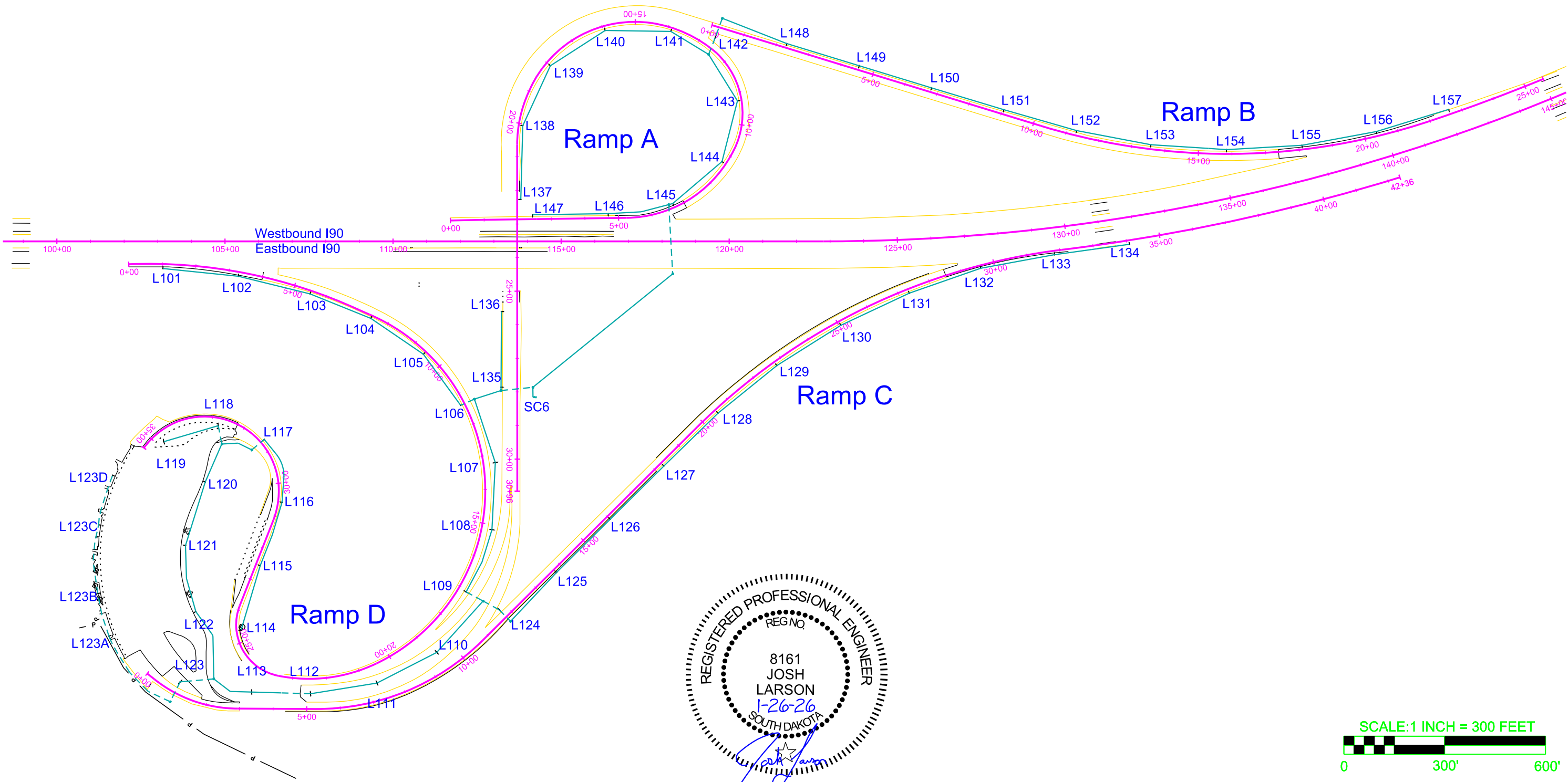
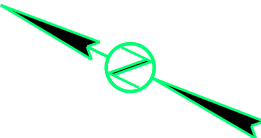


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	158	322
Plotting Date:		1/26/2026	

LIGHTING OVERVIEW

I90 - Exit 264 (Rest Area)

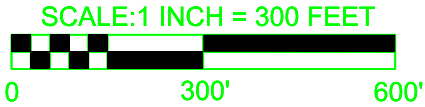
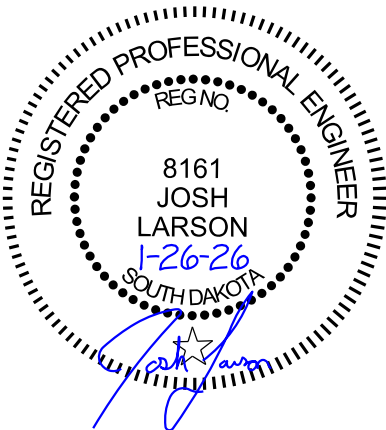
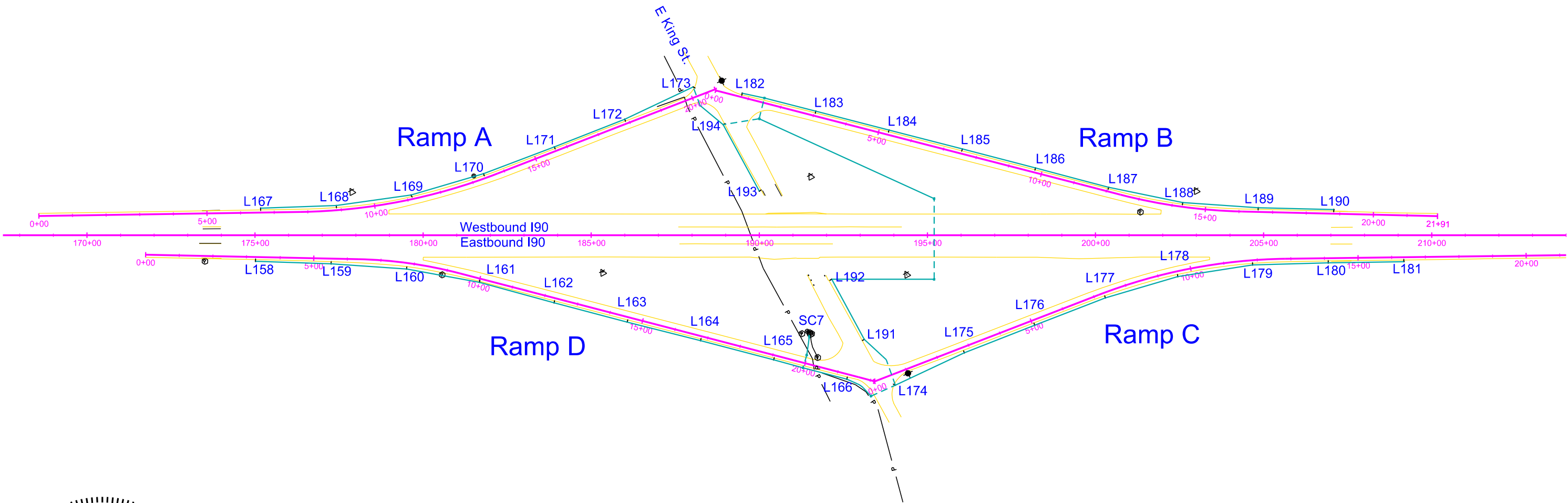
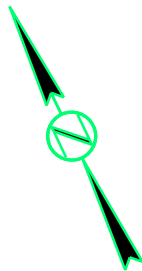


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	159	322
Plotting Date:		1/26/2026	

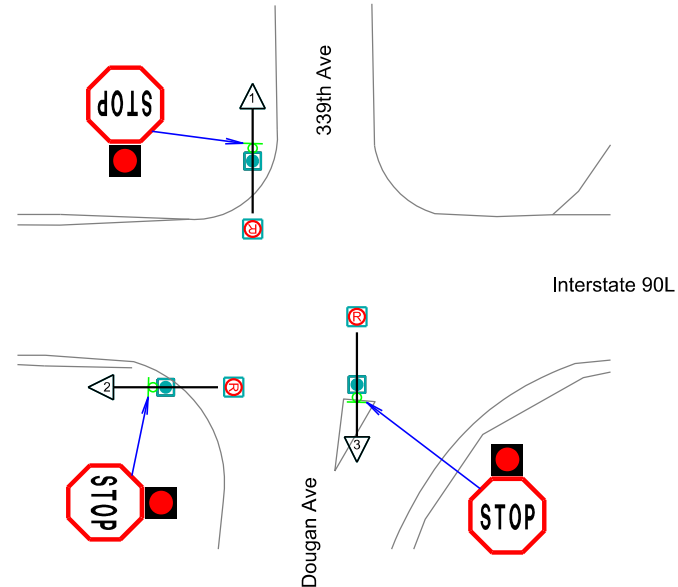
LIGHTING OVERVIEW

I90 - Exit 265

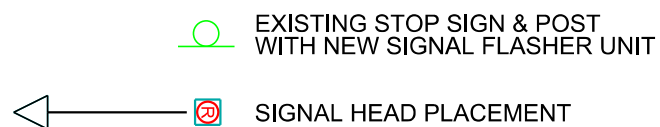
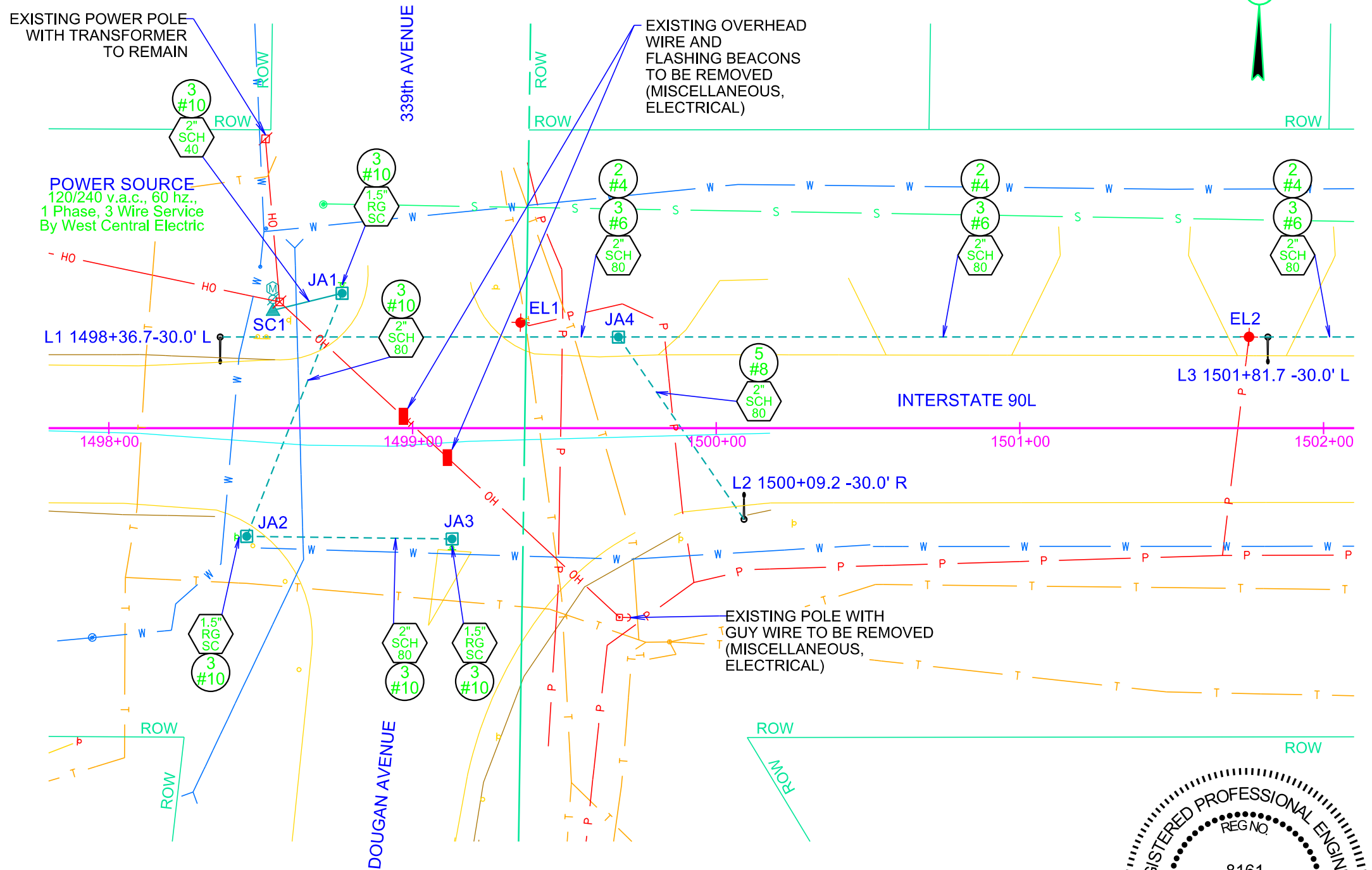


ESTIMATE OF QUANTITIES - PCN 07YC			
KEY	ITEM	EST QUANT	UNIT
	Salvage Luminaire Pole (EL1-EL19)	19	EACH
	Salvage Luminaire (EL1-EL19)	19	EACH
	Remove Luminaire Pole (EL20-EL27)	8	EACH
	Remove Luminaire Pole Footing (EL1-EL27)	27	EACH
	Breakaway Base Luminaire Pole w/8' Arm 40' Mounting Height (L1-L16, L16A-L16H, L17-L18)	26	EACH
	Breakaway Base Luminaire Pole w/8' Arm 50' Mounting Height (L19-L54)	36	EACH
	Under Bridge Deck Luminaire, LED (UBL1-UBL2)	2	EACH
	Roadway Luminaire, LED with P.E. (L1-L16, L16A-L16H, L17-L54)	62	EACH
	2' Diameter Footing (L1-L16, L16A-L16H, L17-L54)	494	FT
	Type 1 Electrical Junction Box (JA17)	1	EACH
	Type 2 Electrical Junction Box (JA1-JA16, JA18-JA22)	21	EACH
	Electrical Service Cabinet (SC1-SC4)	4	EACH
	Galvanized Steel Utility Pole Not a Bid Item (SC1-SC4)	4	EACH
	Meter Socket Not a Bid Item (SC1-SC4)	4	EACH
	Signal Flasher Unit	3	EACH
	1 Section Vehicle Signal Head (1-3)	3	EACH
	1.5" Rigid Galvanized Steel Conduit	45	FT
	2" Rigid Galvanized Steel Conduit	50	FT
	2" Rigid Conduit, Schedule 40	9,760	FT
	3" Rigid Conduit, Schedule 40	575	FT
	2" Rigid Conduit, Schedule 80	2,550	FT
	3" Rigid Conduit, Schedule 80	70	FT
	1/C #3 AWG Copper Wire	27,520	FT
	1/C #4 AWG Copper Wire	9,315	FT
	1/C #6 AWG Copper Wire	19,965	FT
	1/C #8 AWG Copper Wire	5,430	FT
	1/C #10 AWG Copper Wire	910	FT
	1/C #12 AWG Copper Wire (Wire for Festoons)	2,040	FT
	2/C #10 AWG Copper Pole & Bracket Cable	3,790	FT

BEACON LAYOUT DETAIL

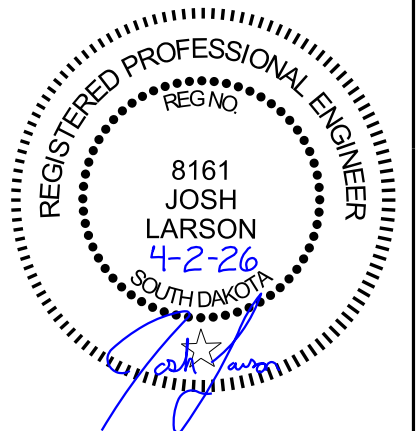


CONDUIT LAYOUT I90L



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	160	322
Plotting Date: 1/26/2026		Rev 4/2/2026 RJM	

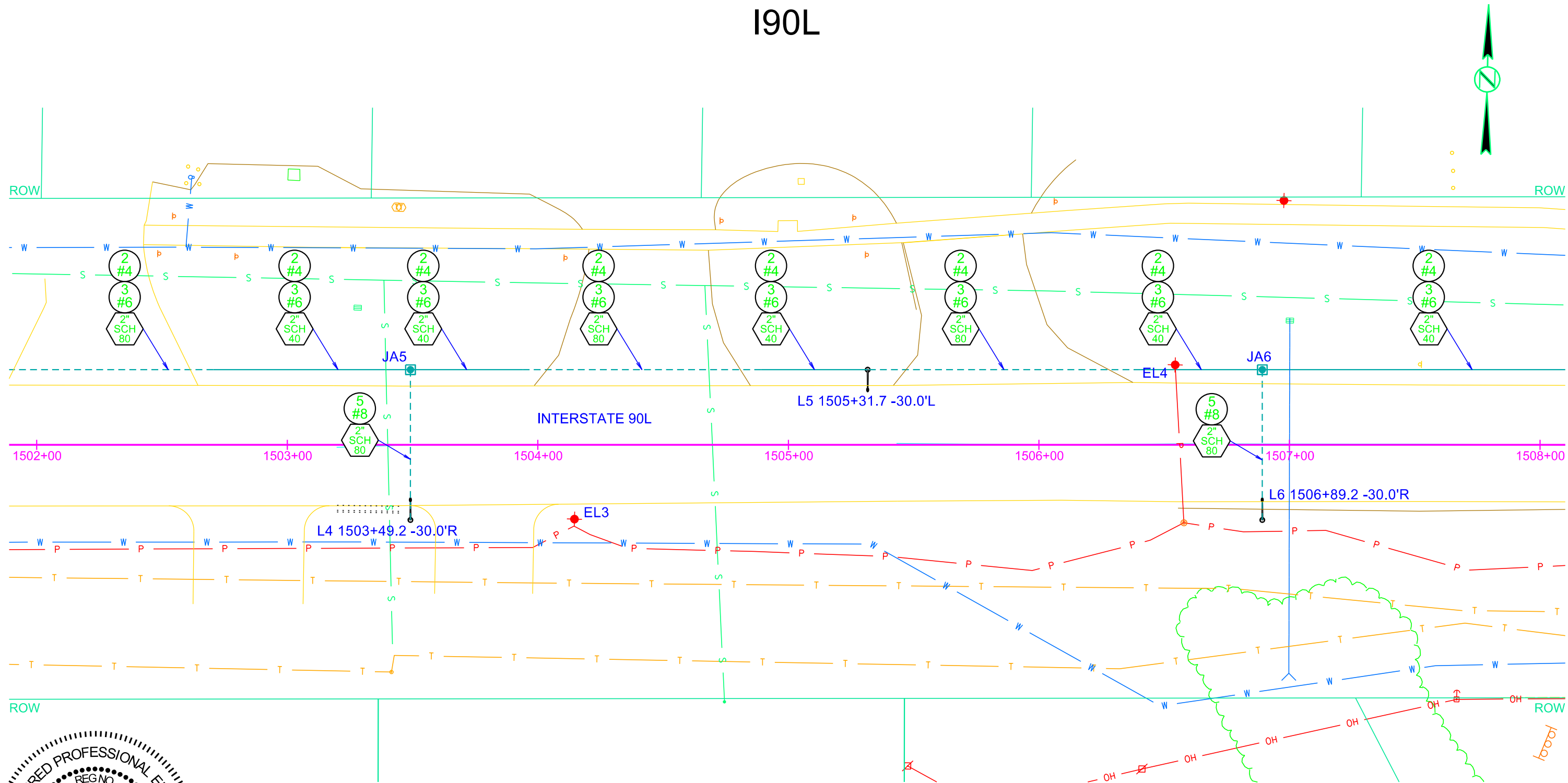


CONDUIT LAYOUT

I90L

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	161	322

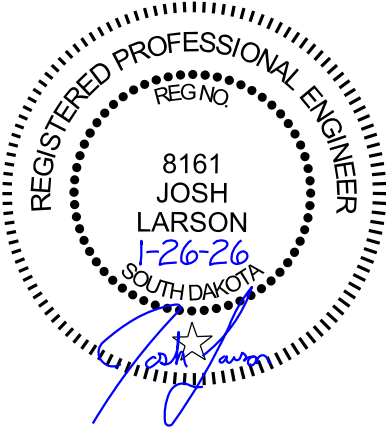
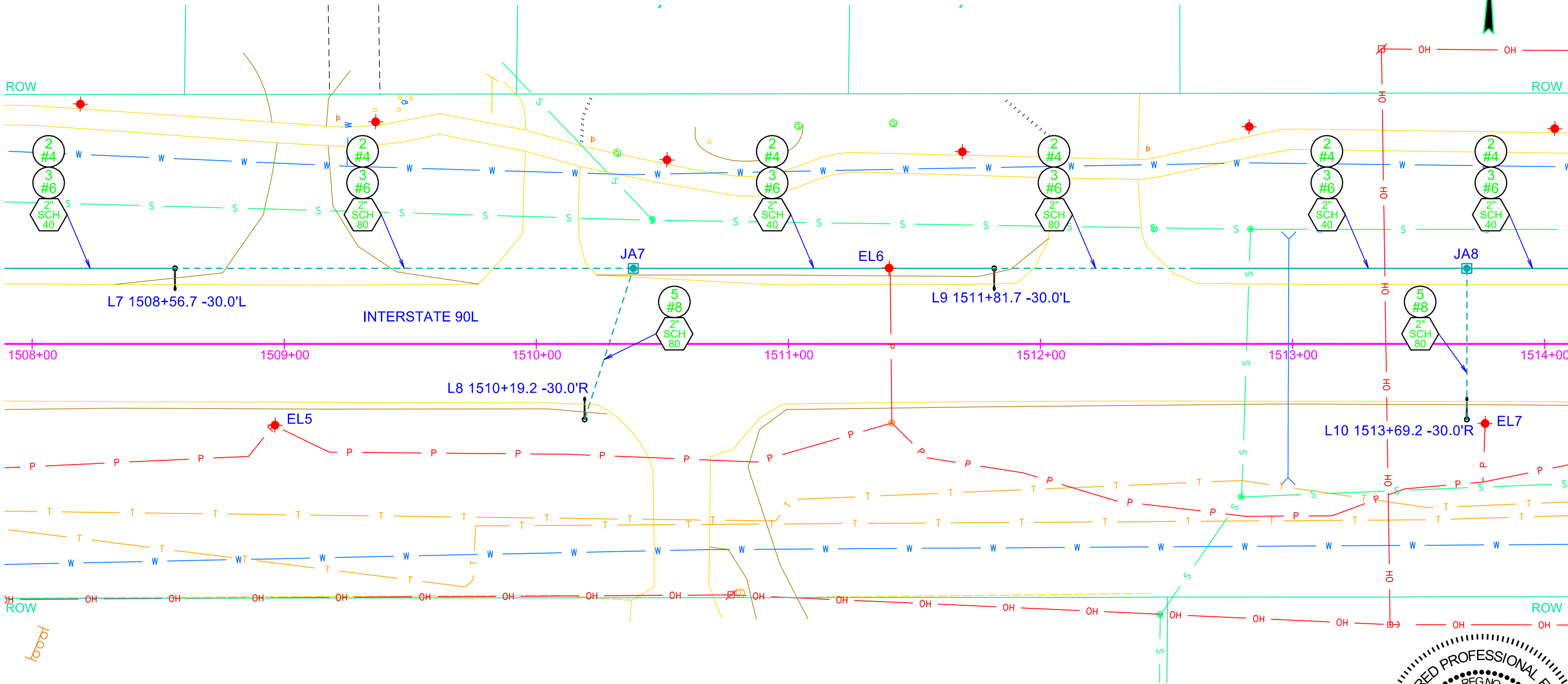


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	162	322

CONDUIT LAYOUT

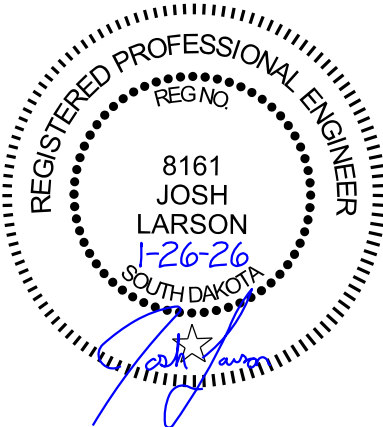
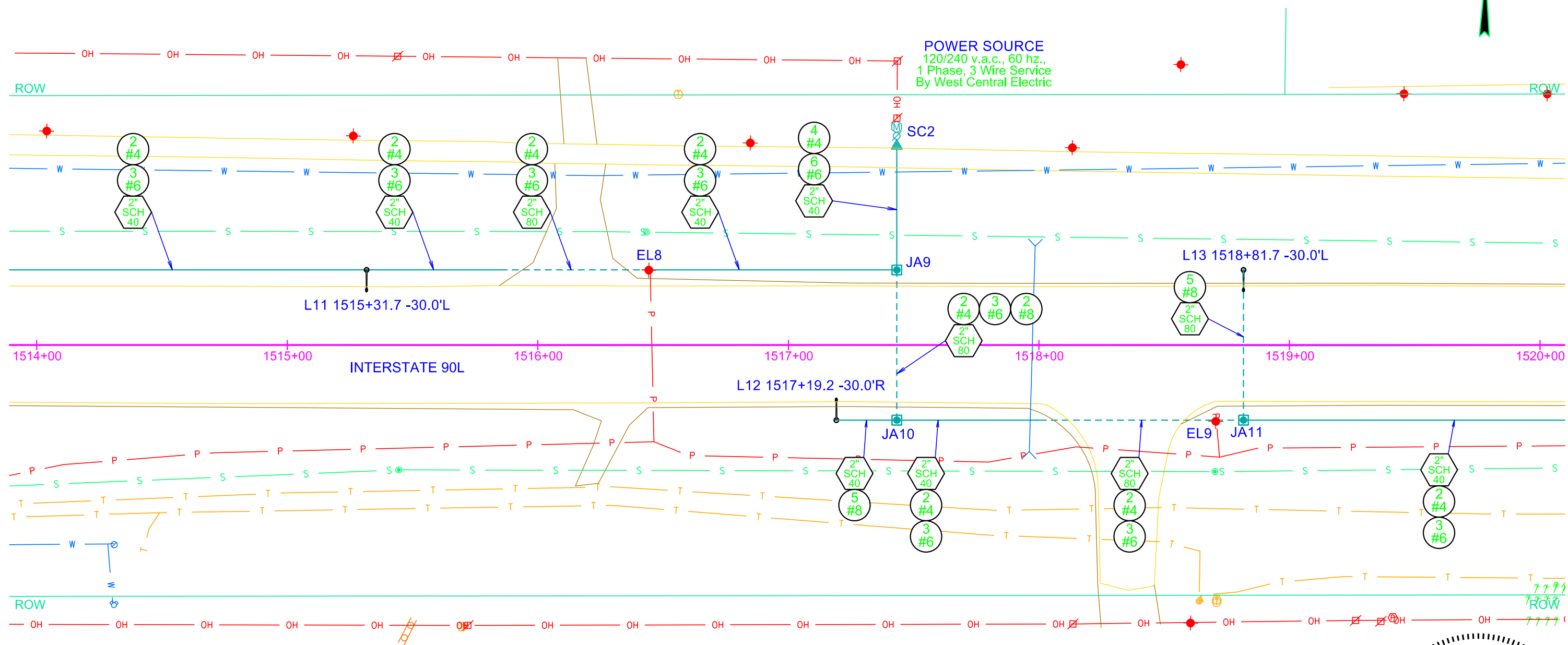
I90L



CONDUIT LAYOUT I90L

FOR BIDDING PURPOSES ONLY

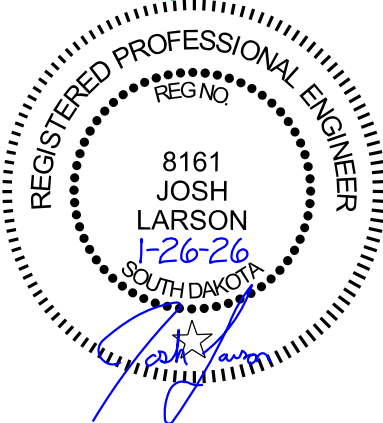
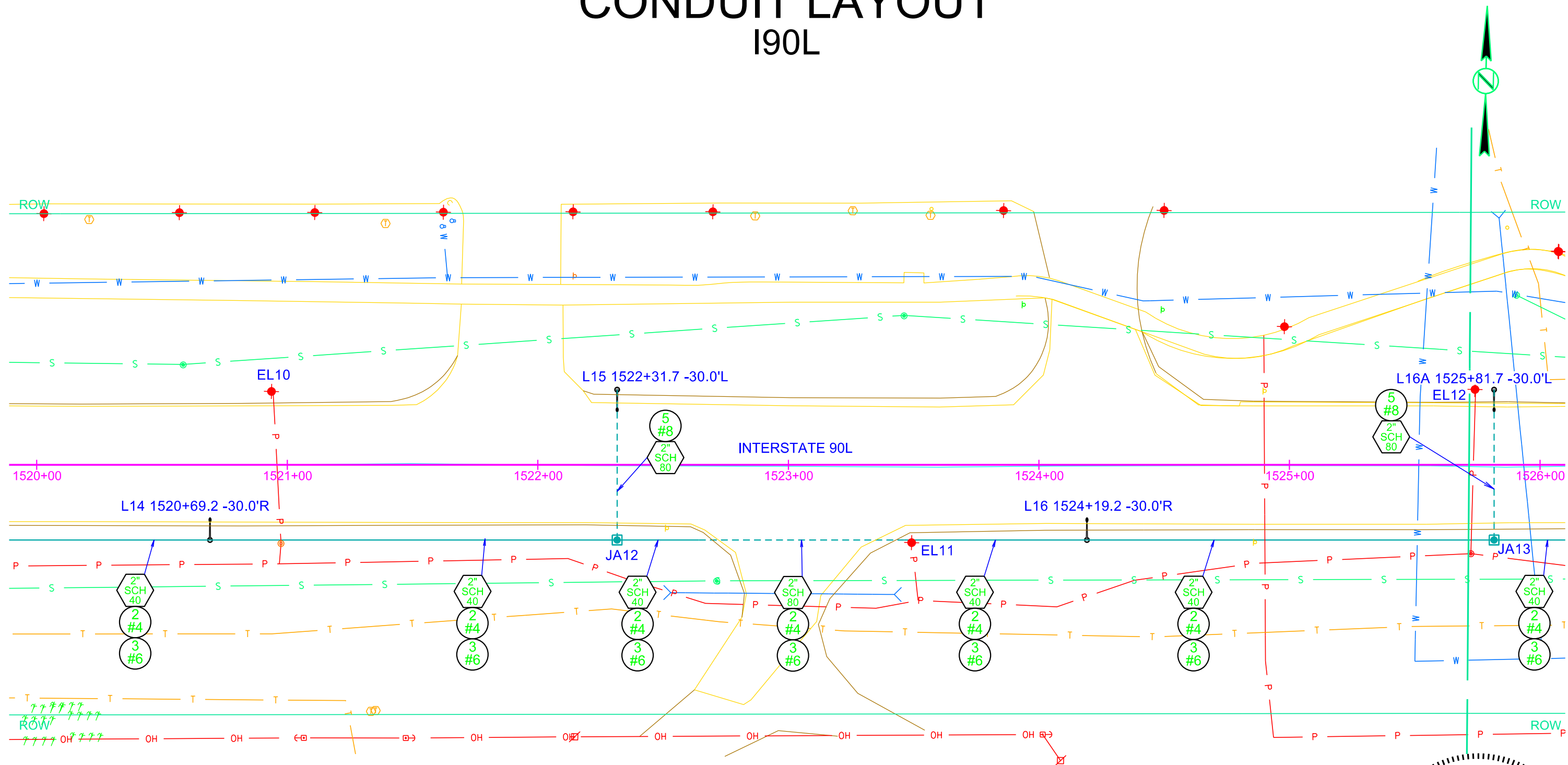
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	163	322
Plotting Date:		1/26/2026	



CONDUIT LAYOUT I90L

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	164	322
Plotting Date:		1/26/2026	

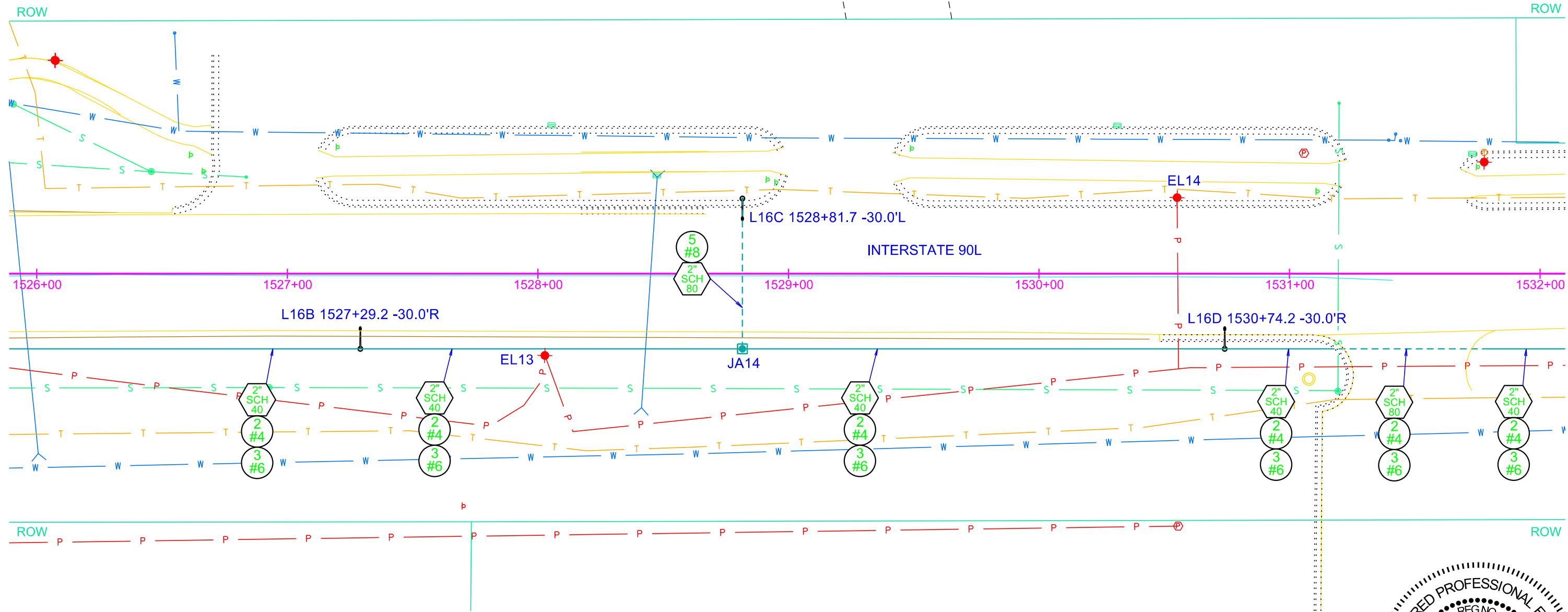


CONDUIT LAYOUT

I90L

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	165	322
Plotting Date:		1/26/2026	

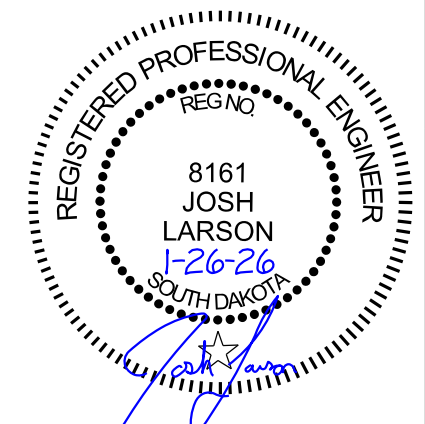
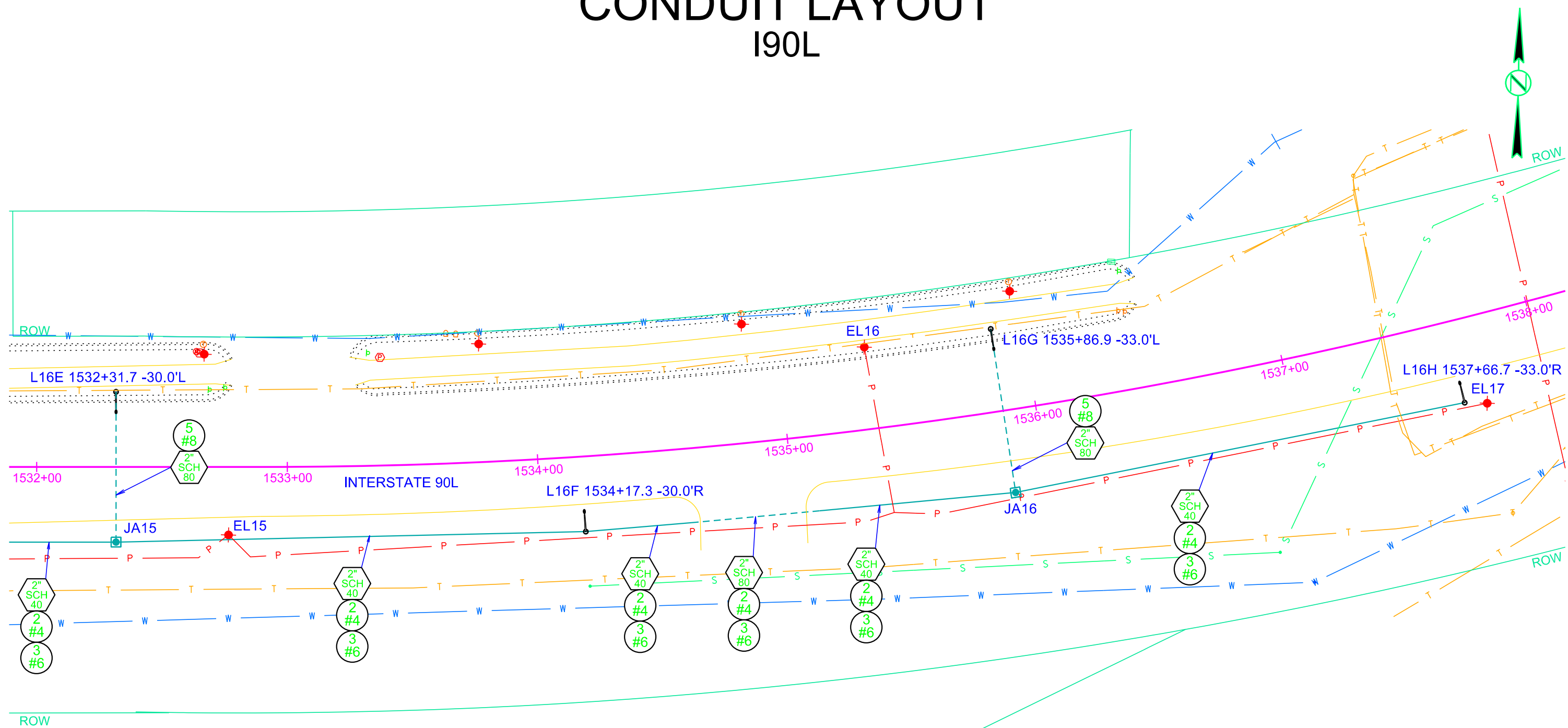


CONDUIT LAYOUT

I90L

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	166	322
Plotting Date:		1/26/2026	

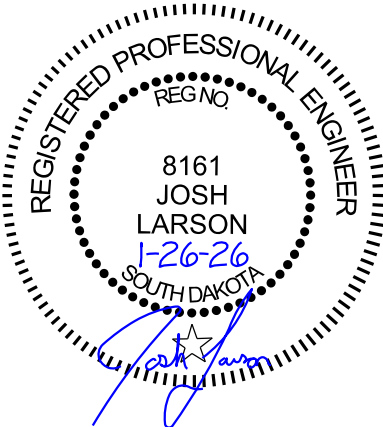
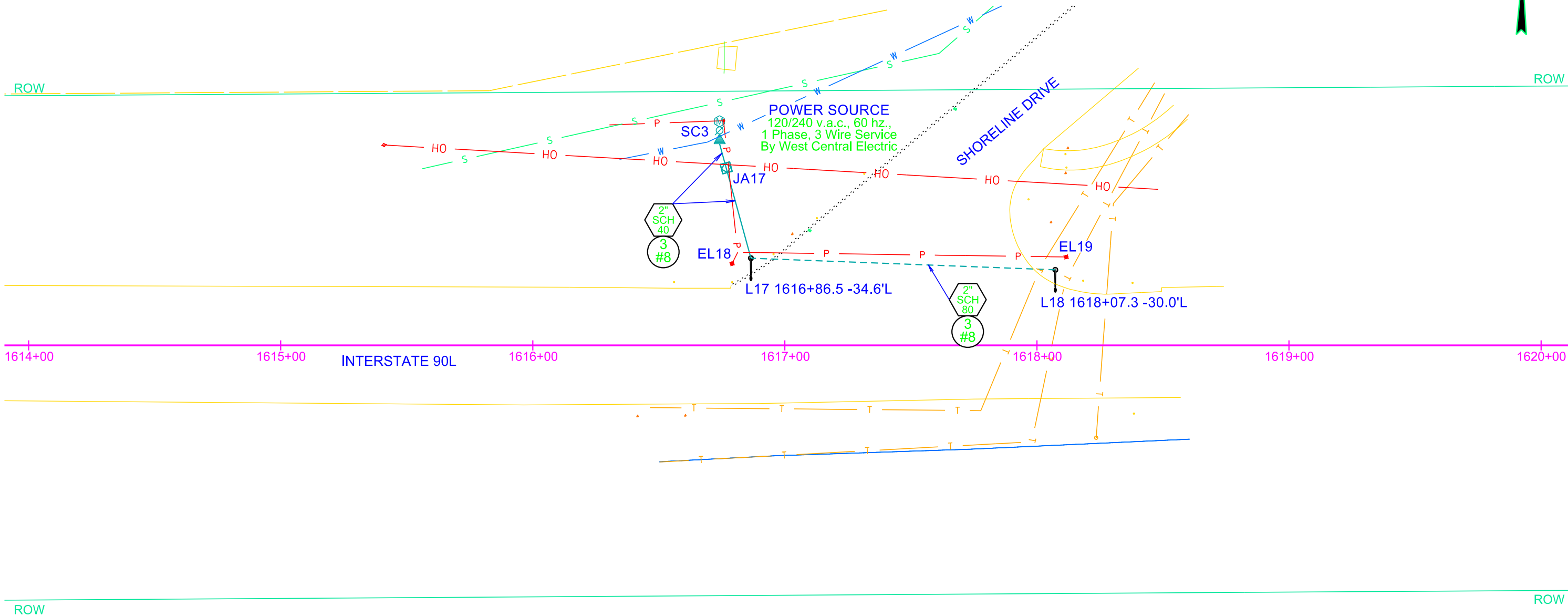


CONDUIT LAYOUT

I90L

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	167	322

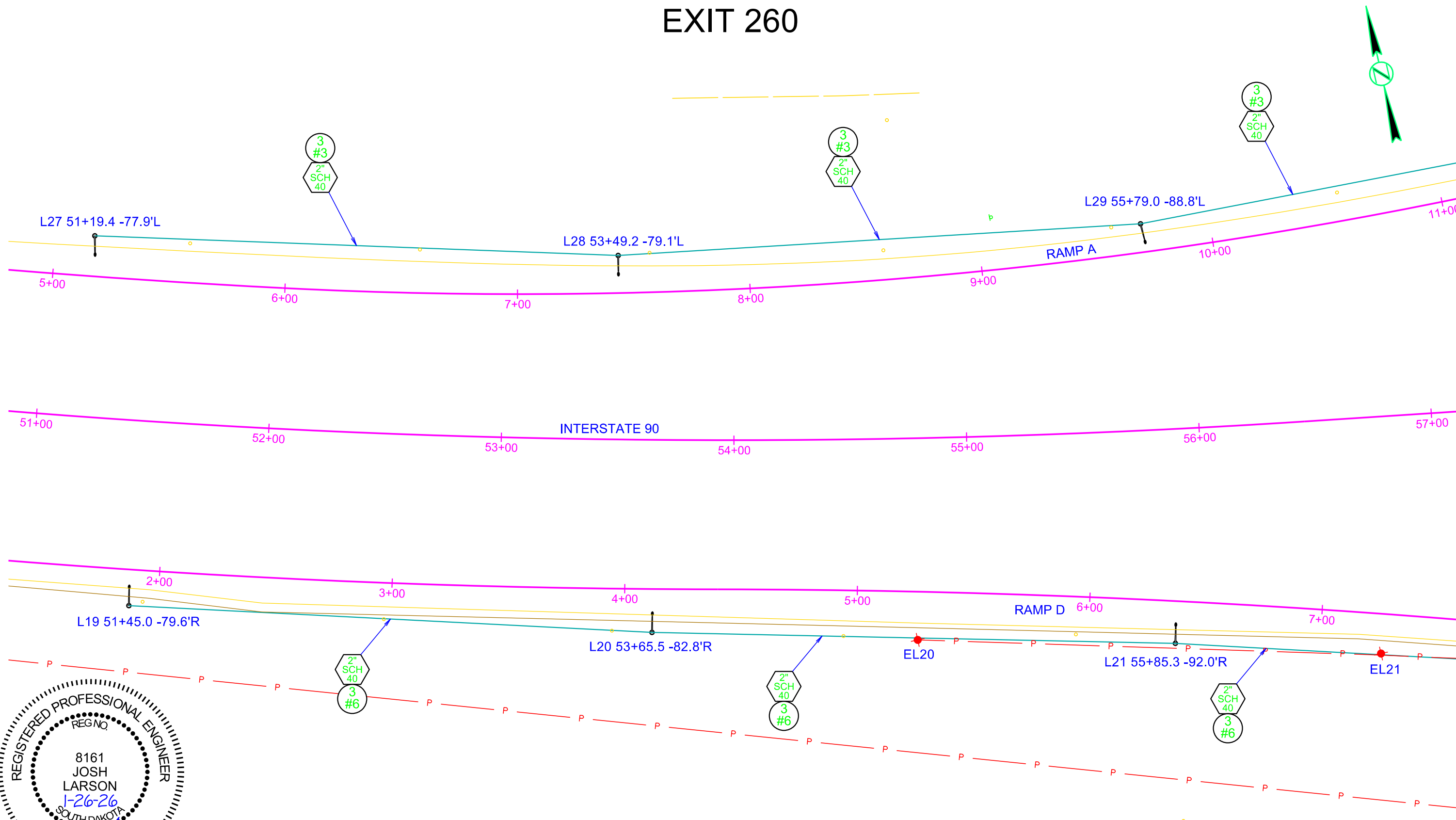


CONDUIT LAYOUT

EXIT 260

FOR BIDDING PURPOSES ONLY

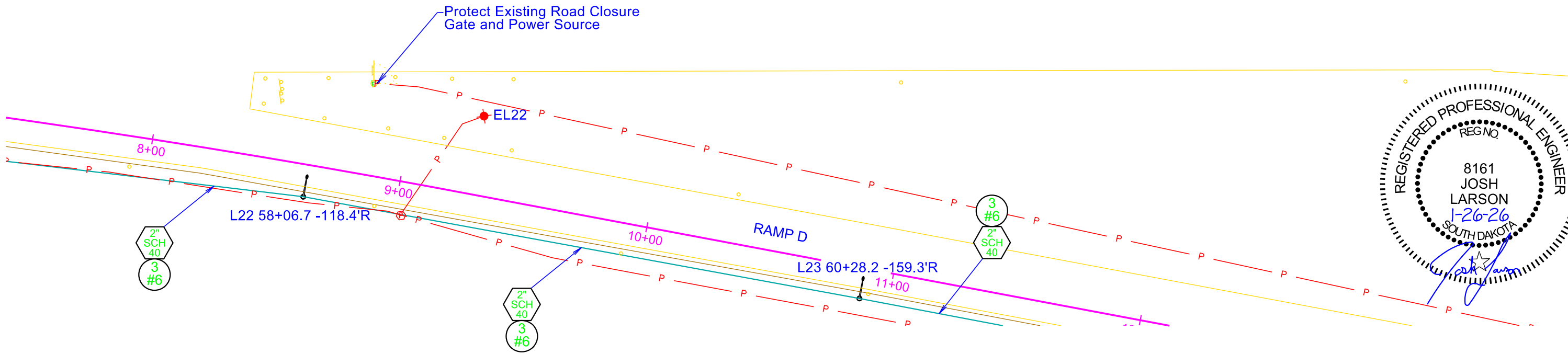
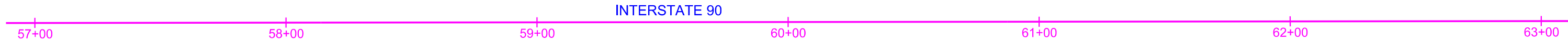
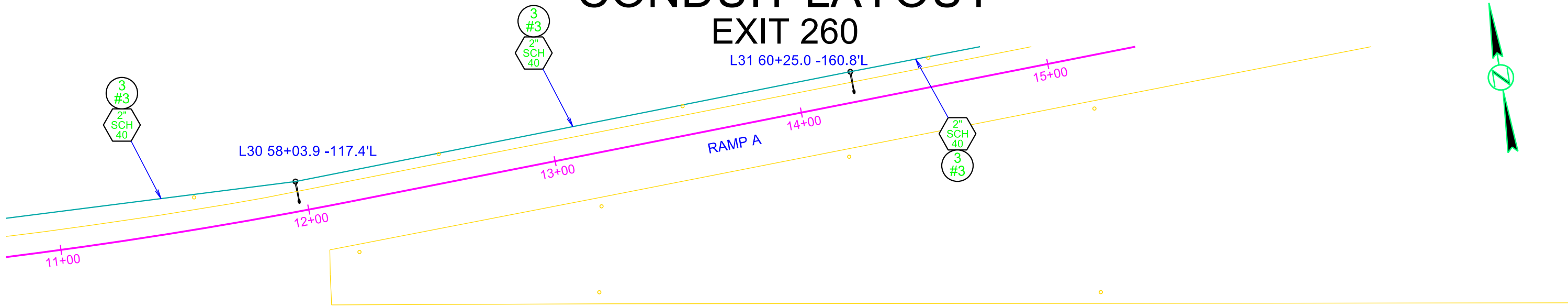
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	168	322



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	169	322

CONDUIT LAYOUT EXIT 260

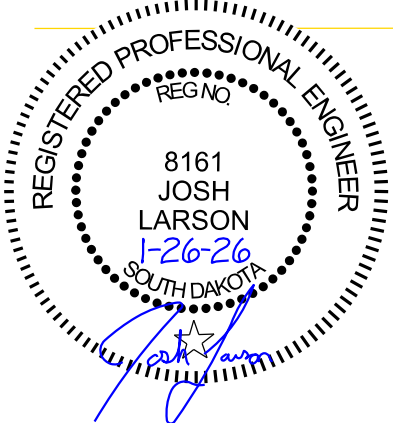
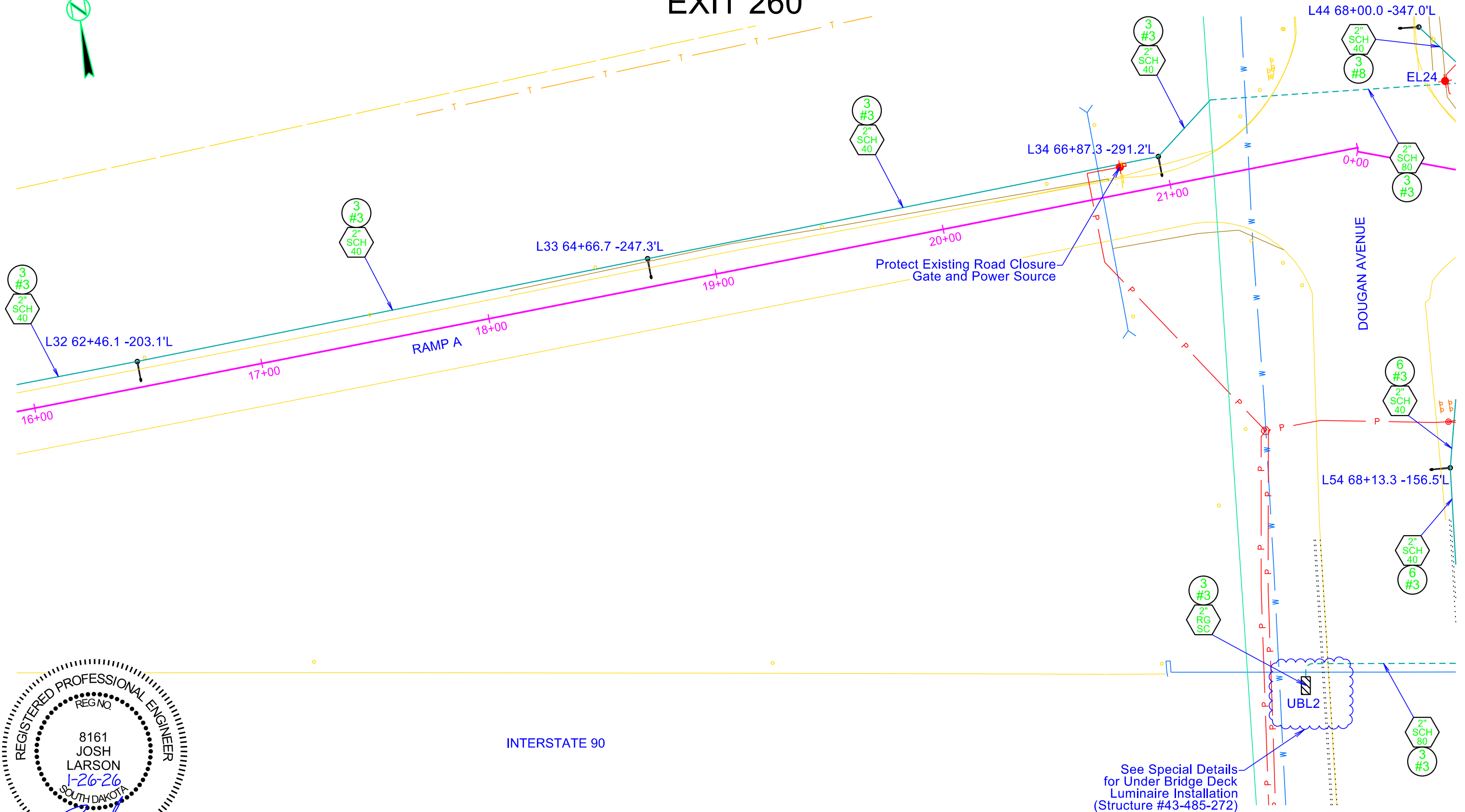


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	170	322
Plotting Date: 1/26/2026			

CONDUIT LAYOUT

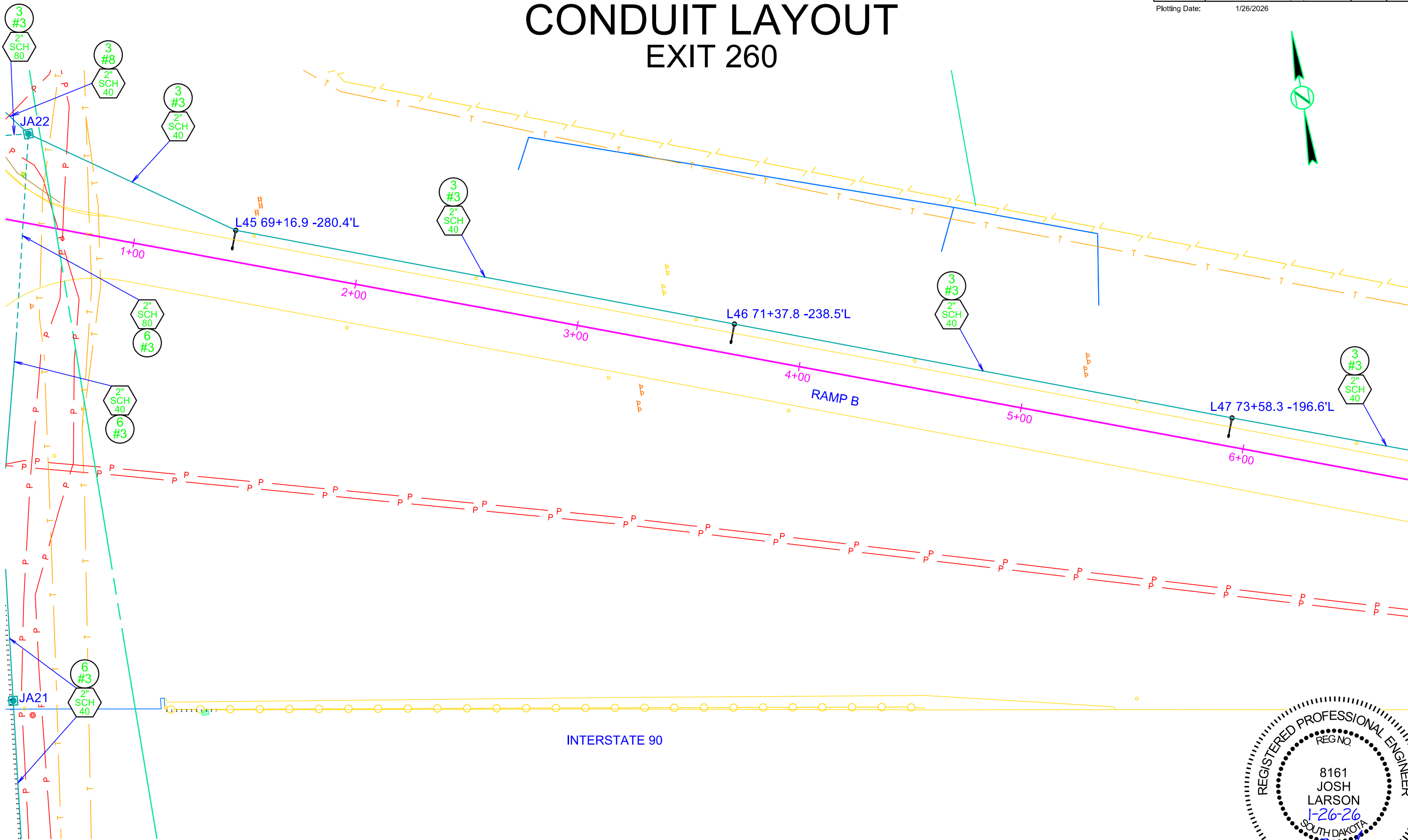
EXIT 260



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	172	322

CONDUIT LAYOUT EXIT 260

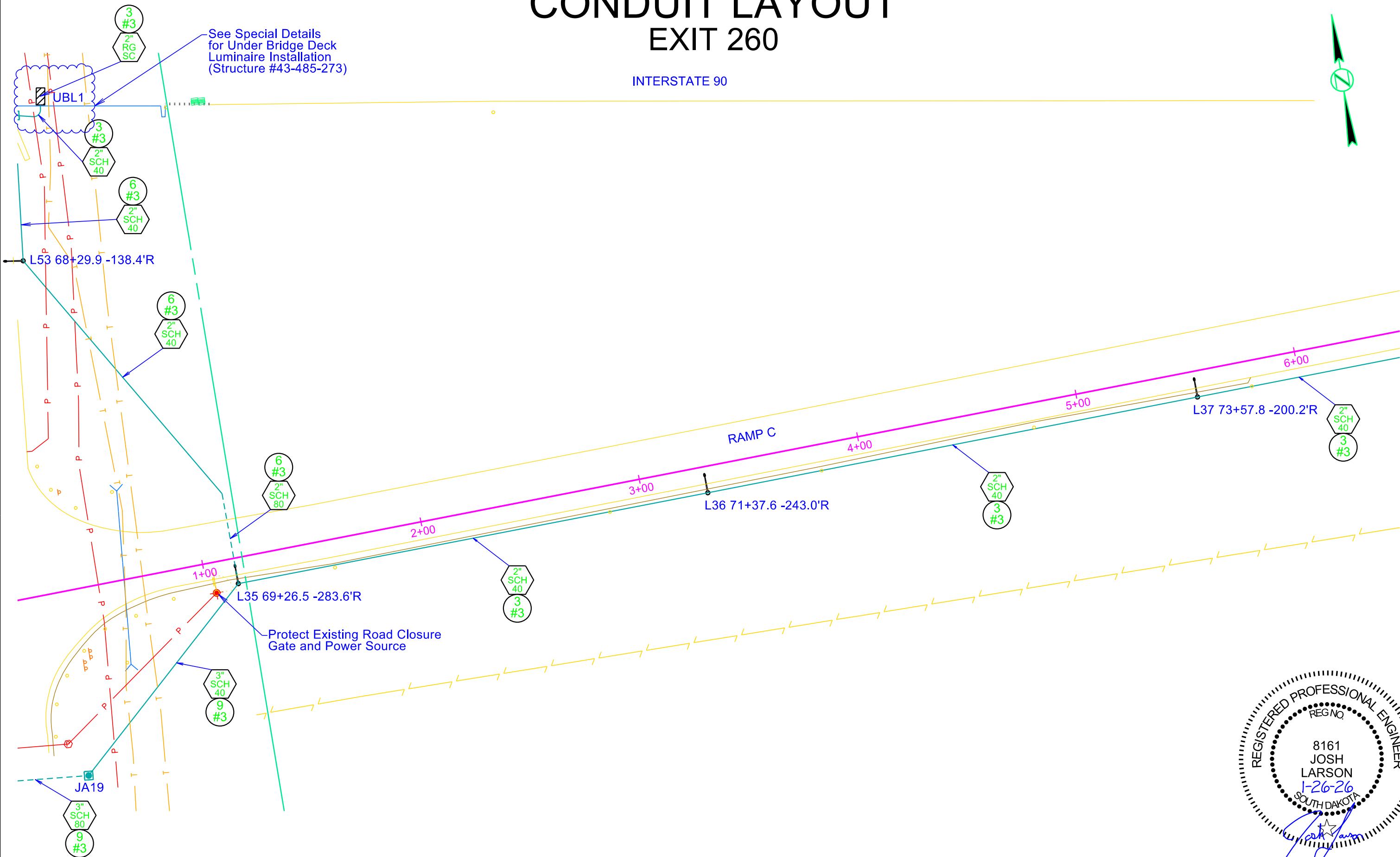


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	173	322

CONDUIT LAYOUT EXIT 260

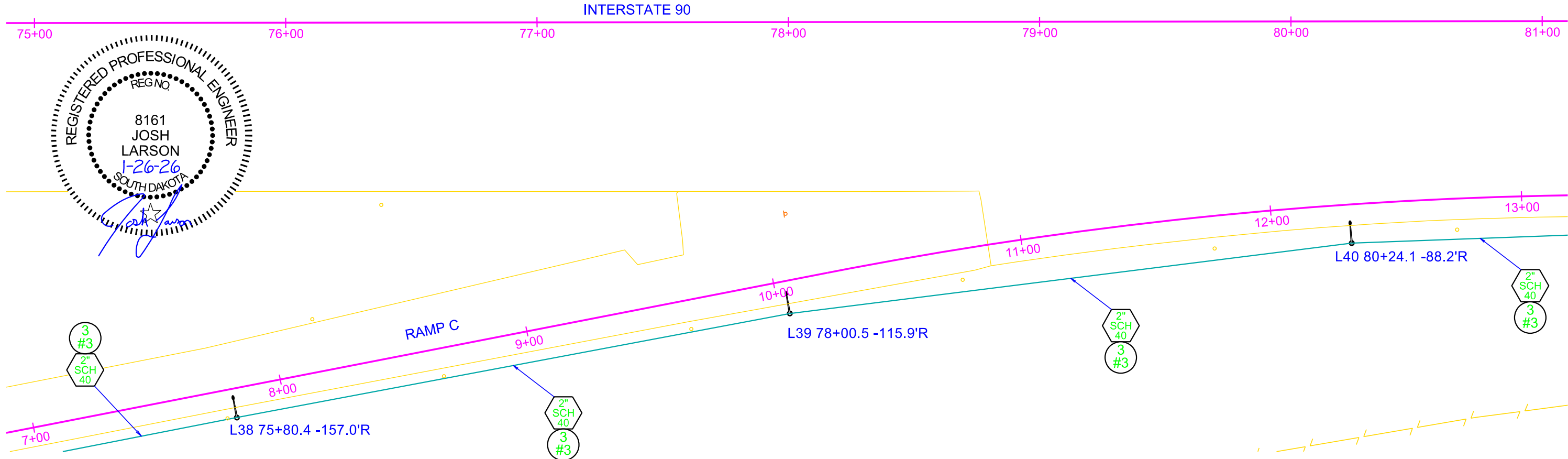
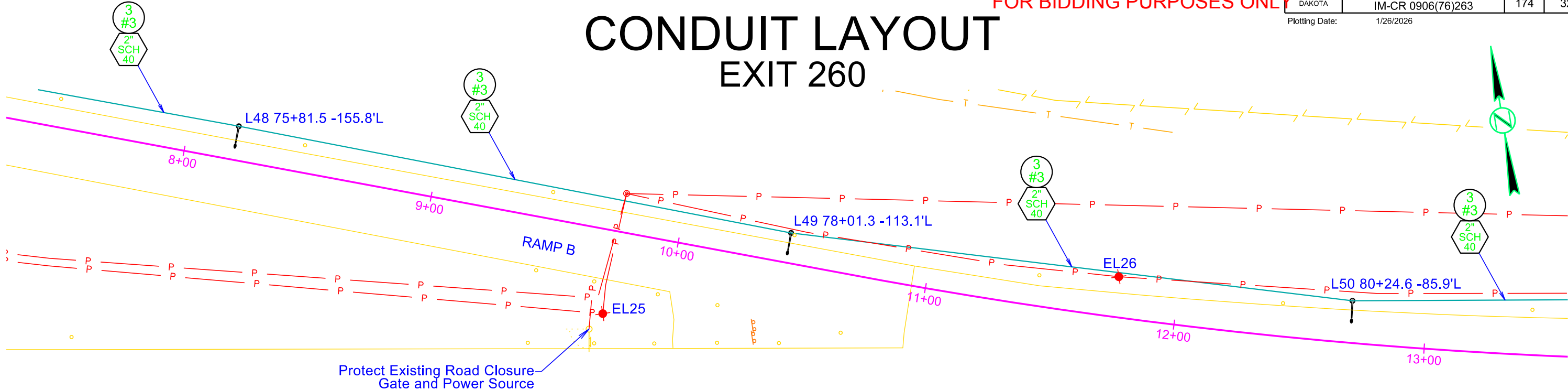
INTERSTATE 90



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	174	322

CONDUIT LAYOUT EXIT 260

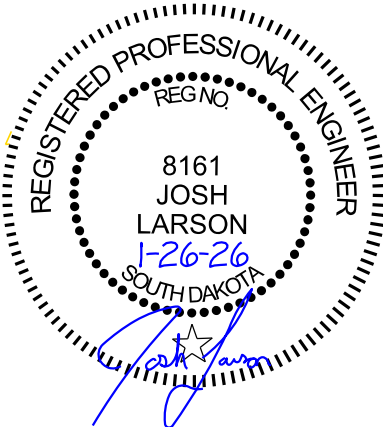
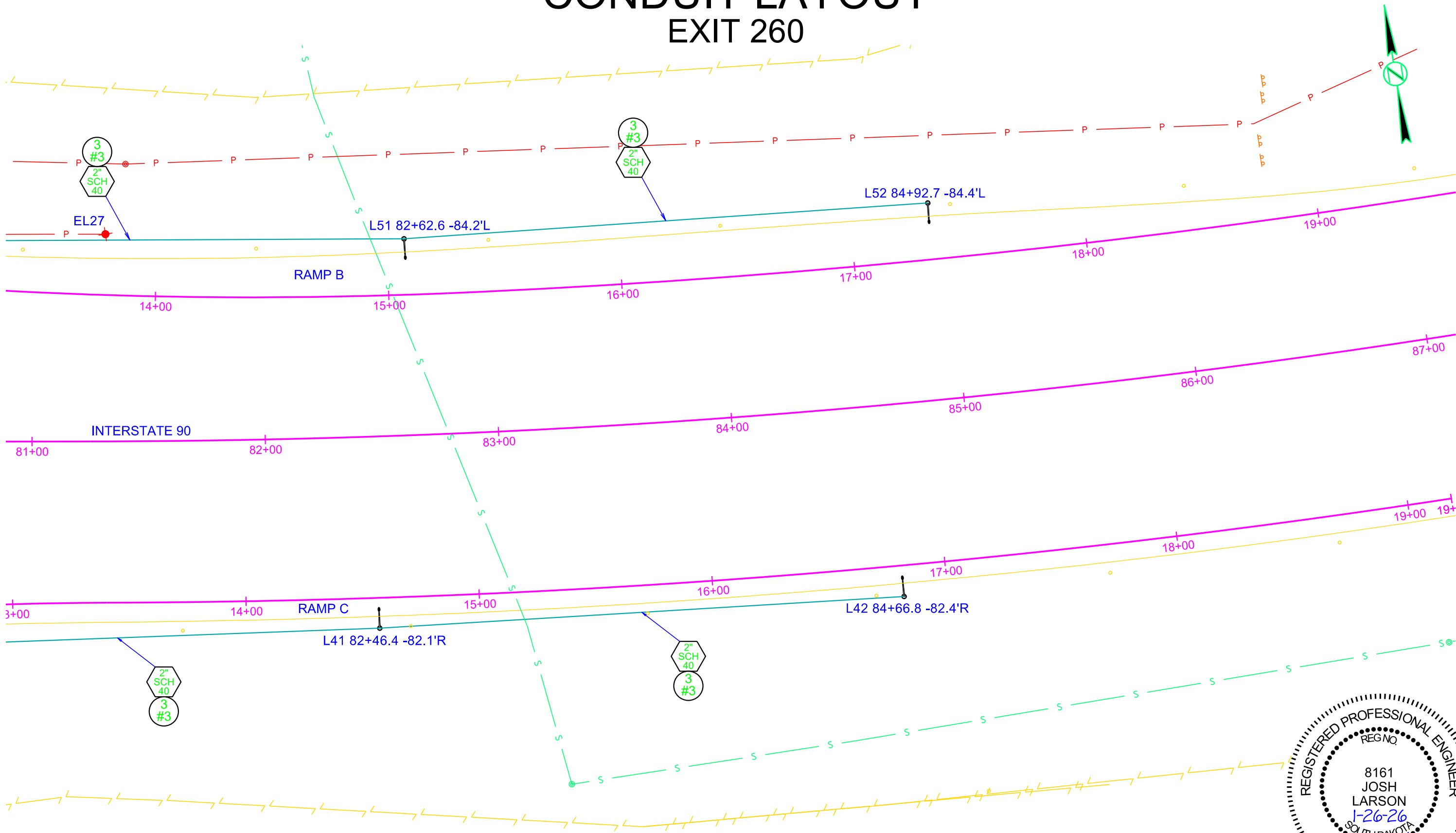


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	175	322

CONDUIT LAYOUT

EXIT 260

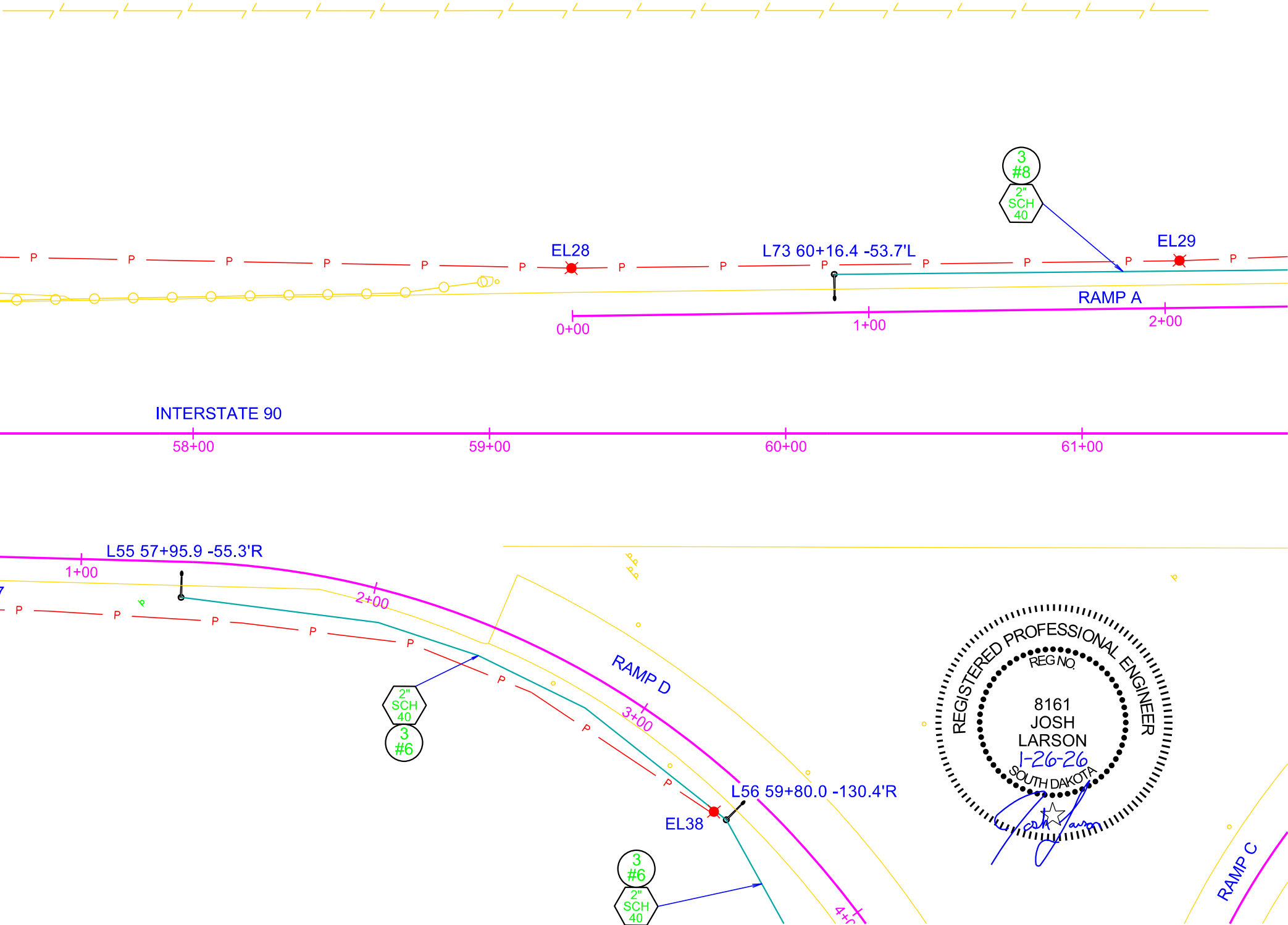


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	176	322
Plotting Date: 1/26/2026			

ESTIMATE OF QUANTITIES - PCN 08L4			
KEY	ITEM	EST QUANT	UNIT
	Remove Luminaire Pole (EL28-EL66)	39	EACH
	Remove Luminaire Pole Footing (EL28-EL66)	39	EACH
	Remove Light Tower (LT1-LT7)	7	EACH
	Breakaway Base Luminaire Pole w/8' Arm 50' Mounting Height (L55-L100, L100A, L101-L106, L114-L117, L120-L122, L123A-L123D, L125-L141, L143-L194)	133	EACH
	Breakaway Base Luminaire Pole w/ Twin 8' Arms 50' Mounting Height (L107-L113, L118-L119, L123-L124, L142)	12	EACH
	Under Bridge Deck Luminaire, LED (UBL3-UBL4)	2	EACH
	Roadway Luminaire, LED with P.E. (L55-L194)	157	EACH
	2" Diameter Footing (L55-L194)	1172	FT
	Type 1 Electrical Junction Box (JA24-JA25, JA27-JA34, JA36-JA37, JA39-JA46, JA50-JA53)	24	EACH
	Type 2 Electrical Junction Box (JA23, JA26, JA35, JA38, JA47-JA49)	8	EACH
	Electrical Service Cabinet (SC5-SC7)	3	EACH
	Galvanized Steel Utility Pole Not a Bid Item (SC5-SC7)	3	EACH
	Meter Socket Not a Bid Item (SC5-SC7)	3	EACH

CONDUIT LAYOUT EXIT 263



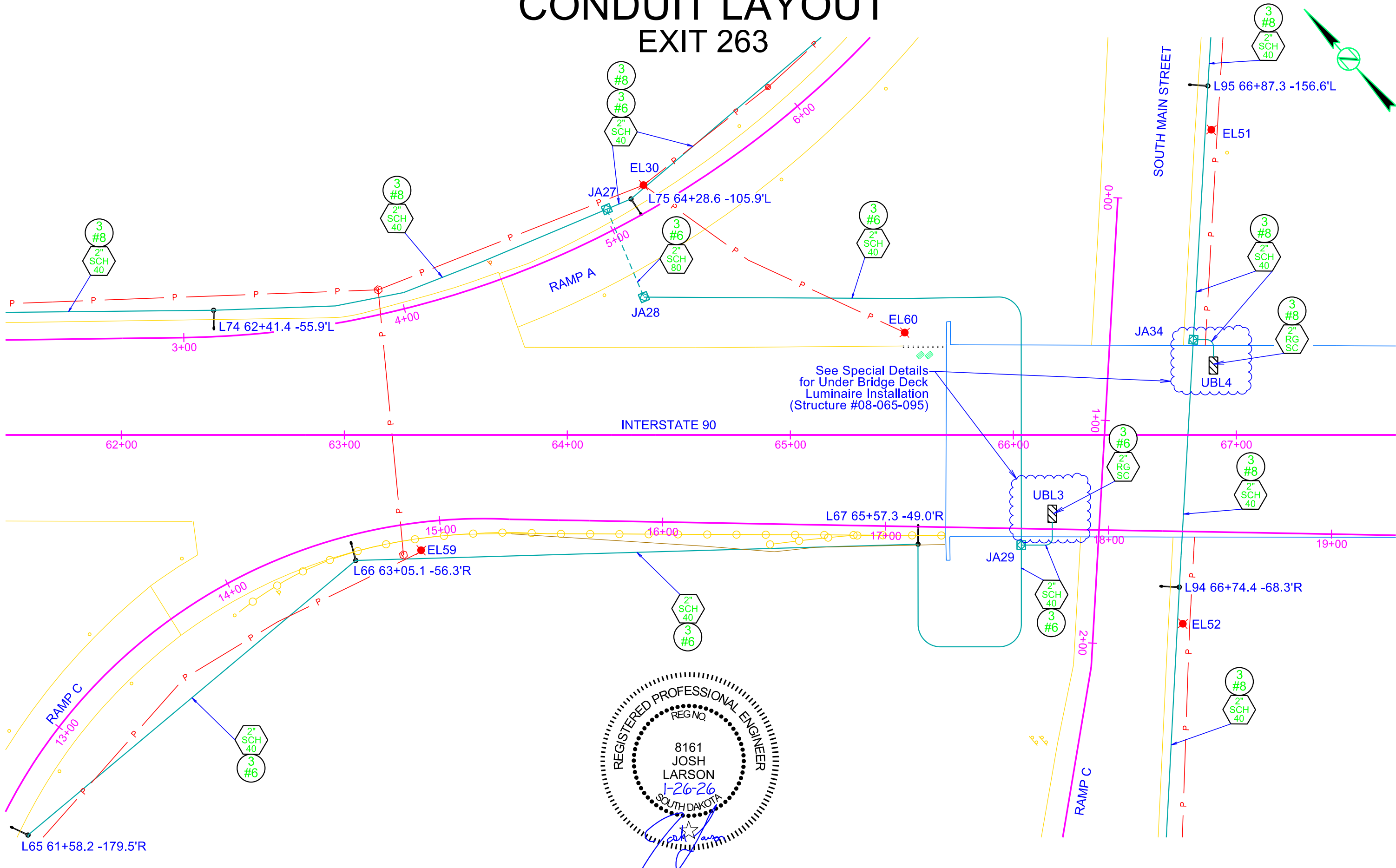
ESTIMATE OF QUANTITIES - PCN 08L4			
KEY	ITEM	EST QUANT	UNIT
	2" Rigid Galvanized Steel Conduit	50	FT
	2" Rigid Conduit, Schedule 40	28,875	FT
	3" Rigid Conduit, Schedule 40	190	FT
	2" Rigid Conduit, Schedule 80	2,990	FT
	3" Rigid Conduit, Schedule 80	40	FT
	1/C #2 AWG Copper Wire	11,600	FT
	1/C #3 AWG Copper Wire	12,140	FT
	1/C #4 AWG Copper Wire	34,995	FT
	1/C #6 AWG Copper Wire	25,430	FT
	1/C #8 AWG Copper Wire	50,445	FT
	2/C #10 AWG Copper Pole & Bracket Cable	10,225	FT



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	177	322
Plotting Date: 1/26/2026			

CONDUIT LAYOUT EXIT 263

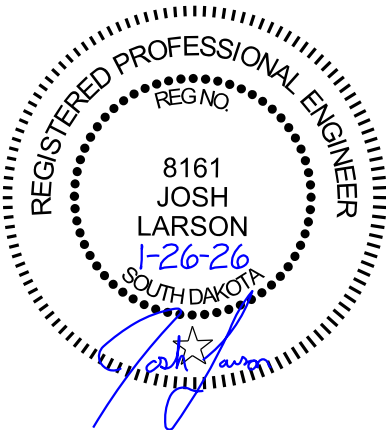
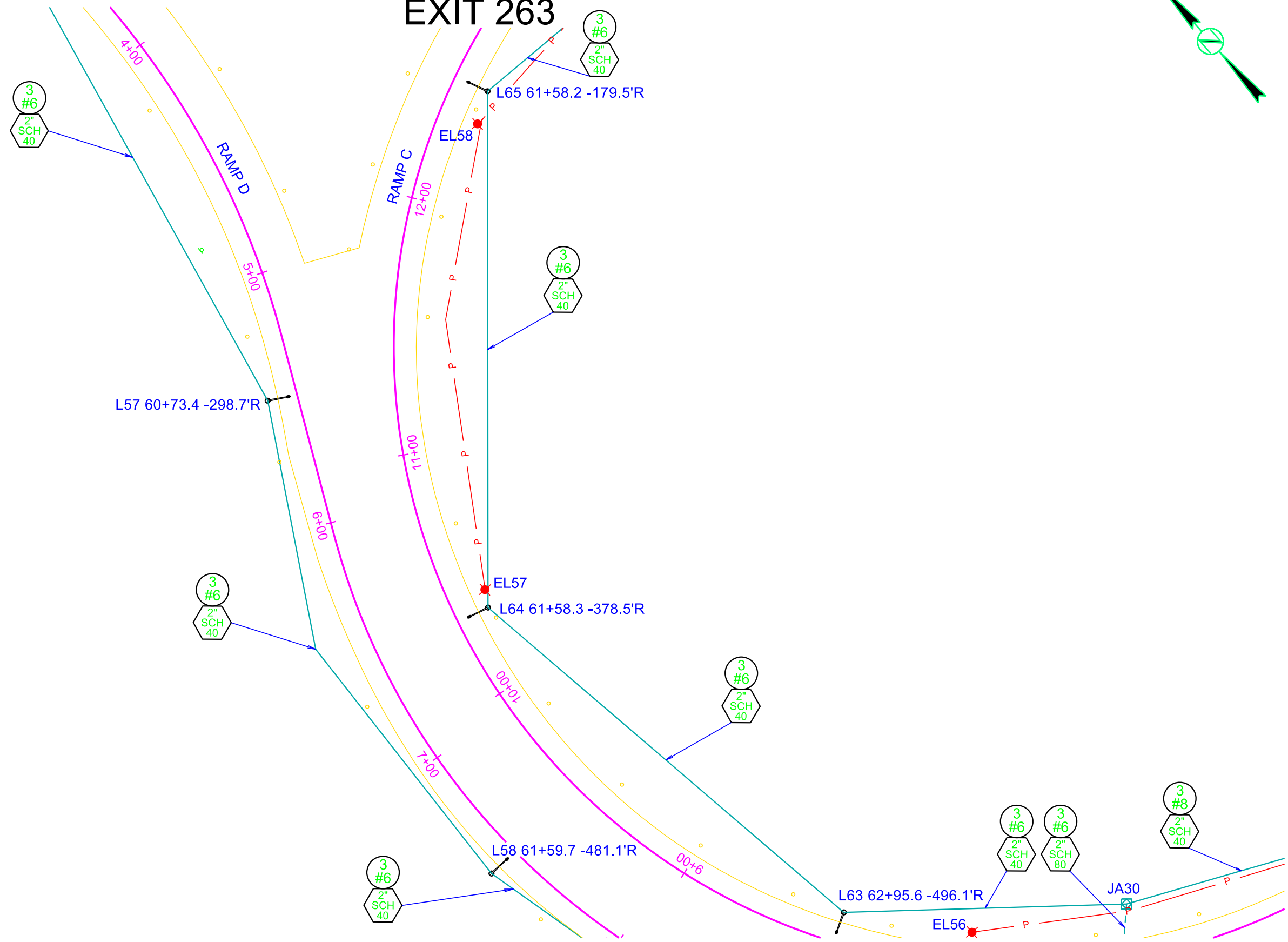
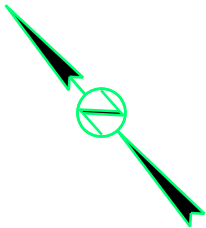


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	178	322

CONDUIT LAYOUT

EXIT 263

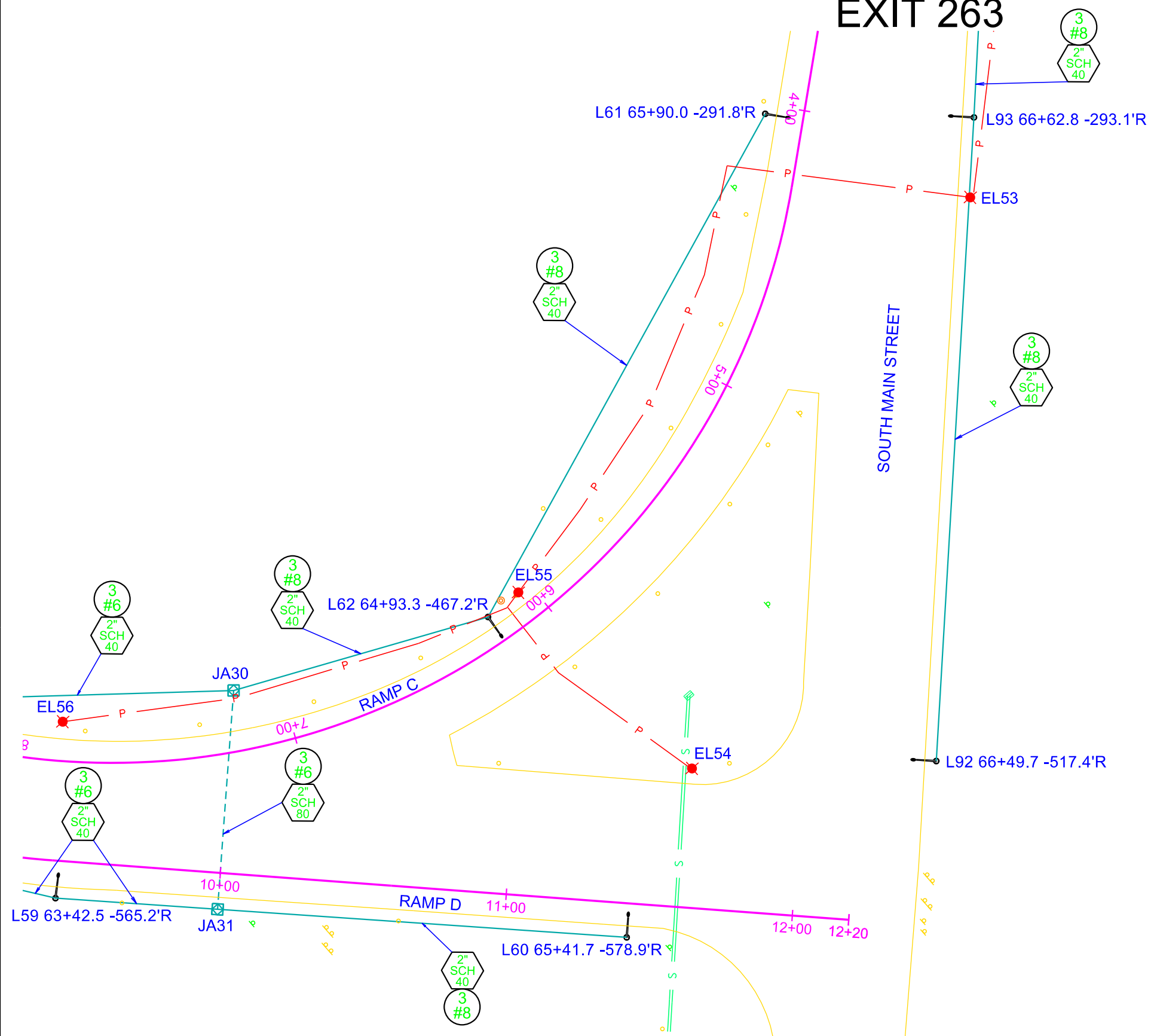


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	179	322

CONDUIT LAYOUT

EXIT 263

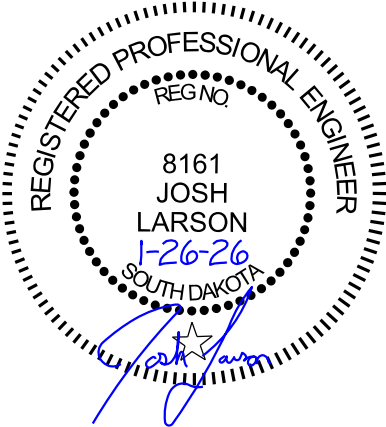
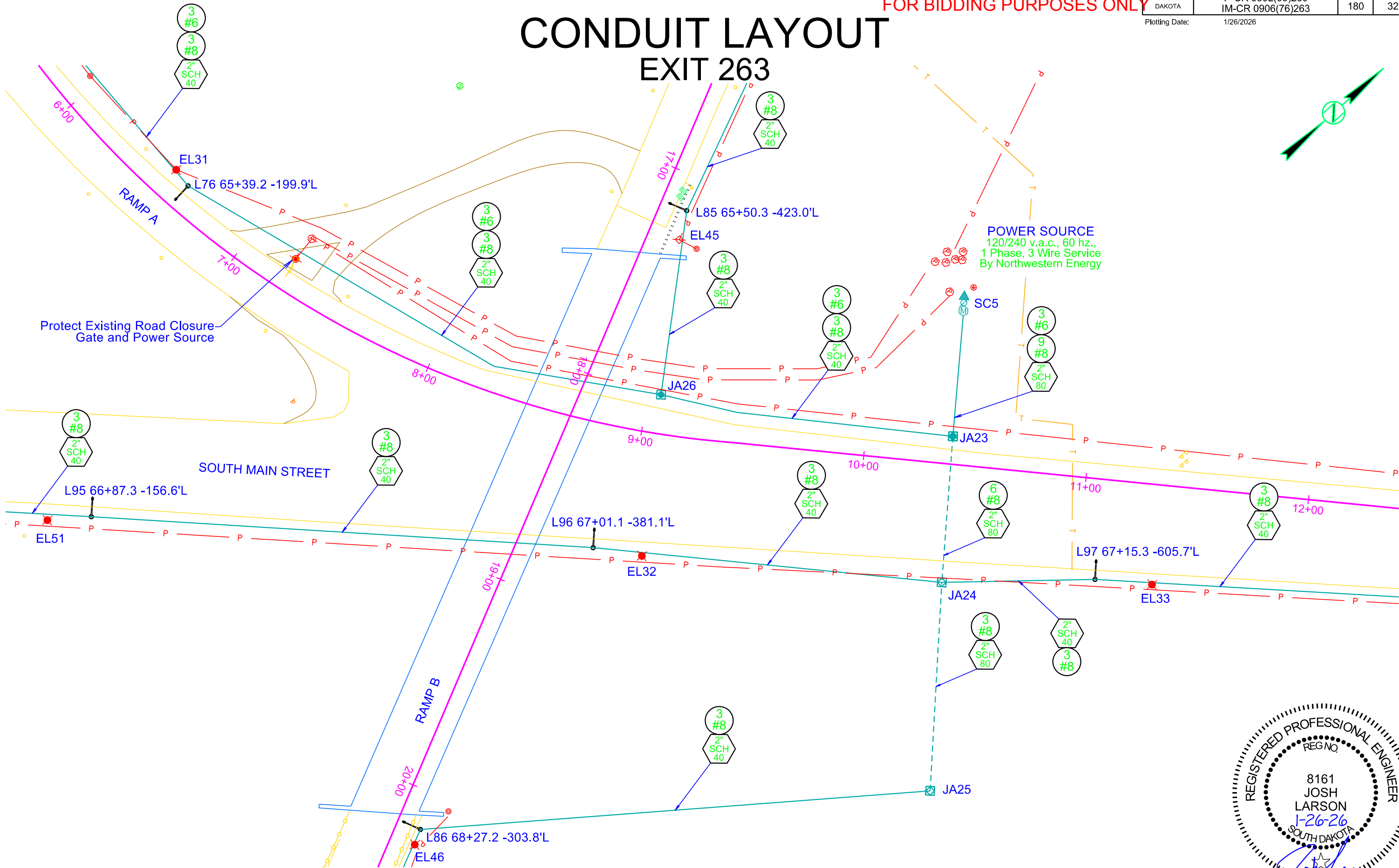


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	180	322
Plotting Date:		1/26/2026	

CONDUIT LAYOUT

EXIT 263

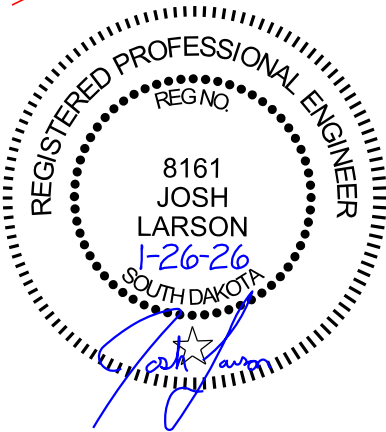
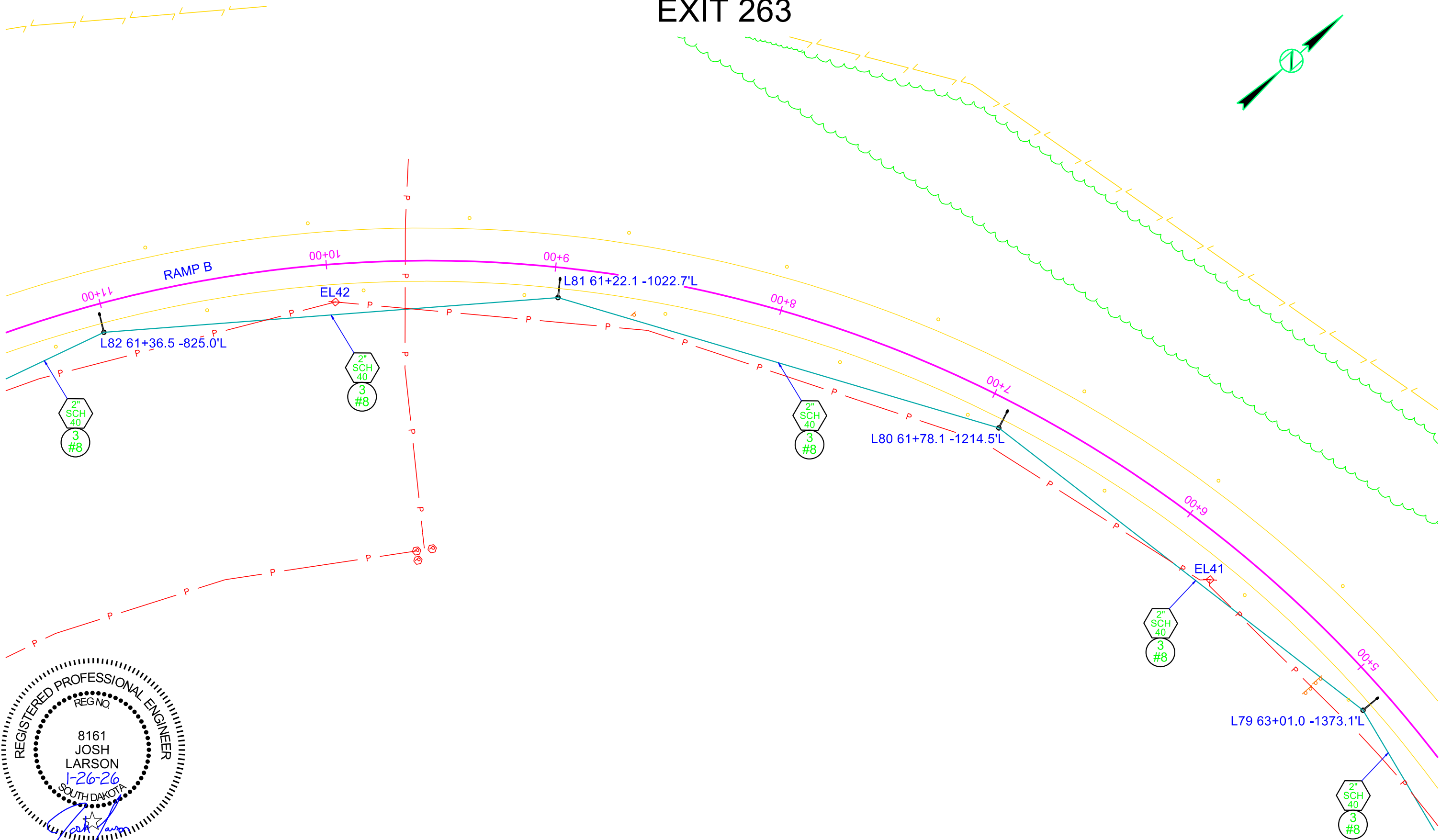


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	182	322

CONDUIT LAYOUT

EXIT 263



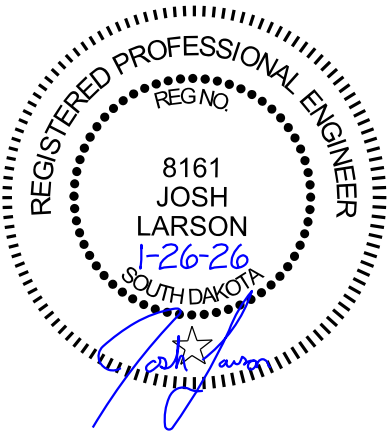
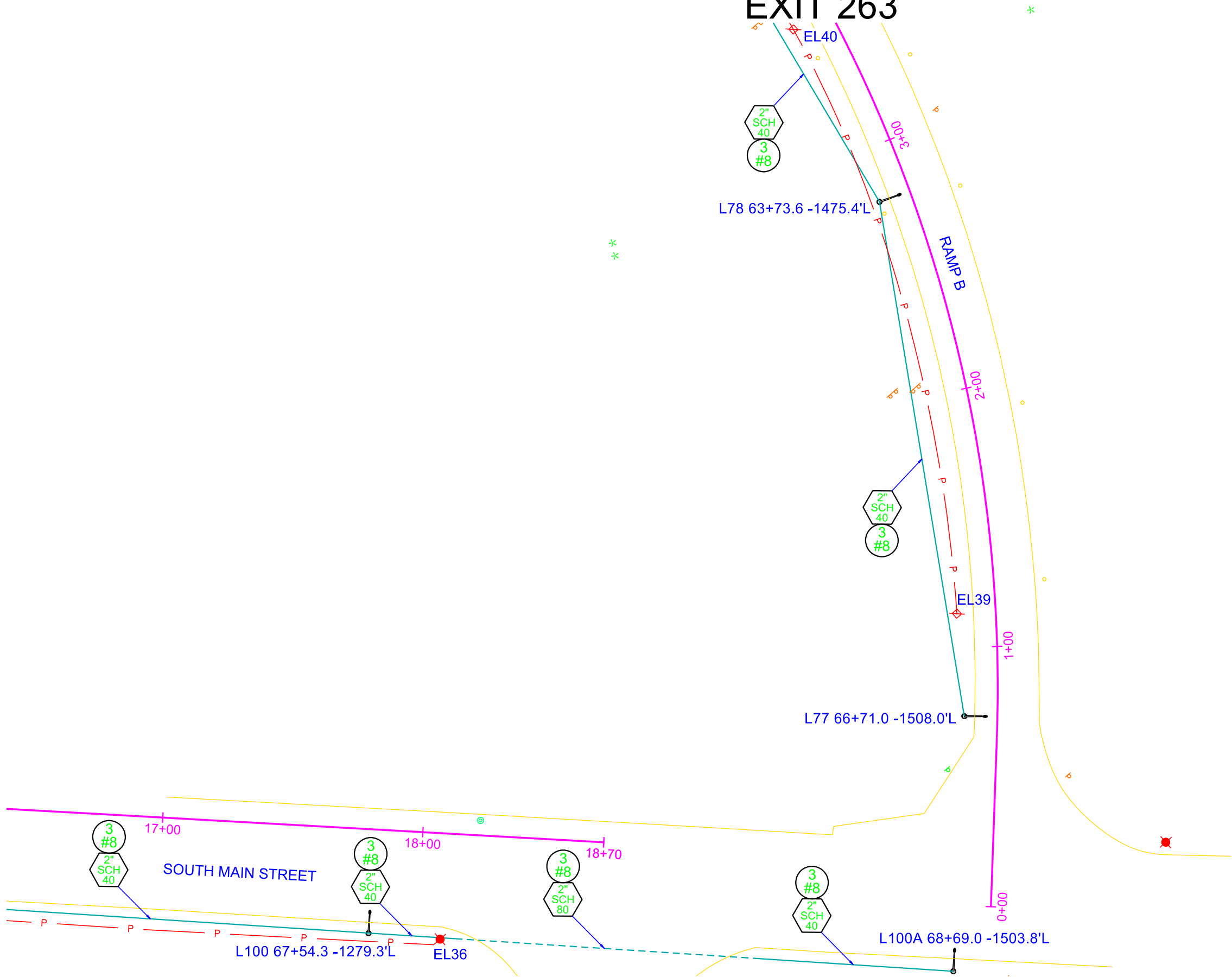
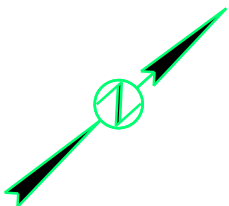
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

Plotting Date: 1/26/2026

CONDUIT LAYOUT

EXIT 263

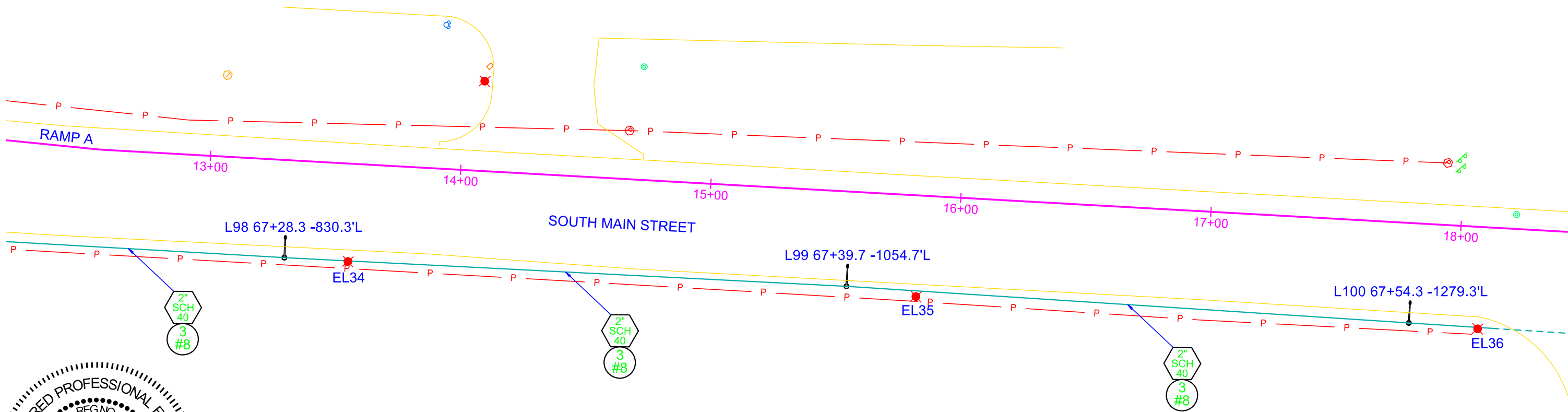
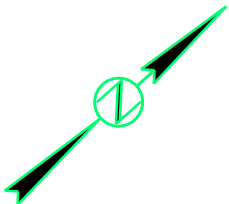


CONDUIT LAYOUT

EXIT 263

FOR BIDDING PURPOSES ONLY

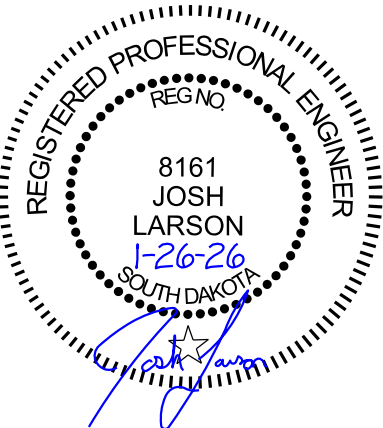
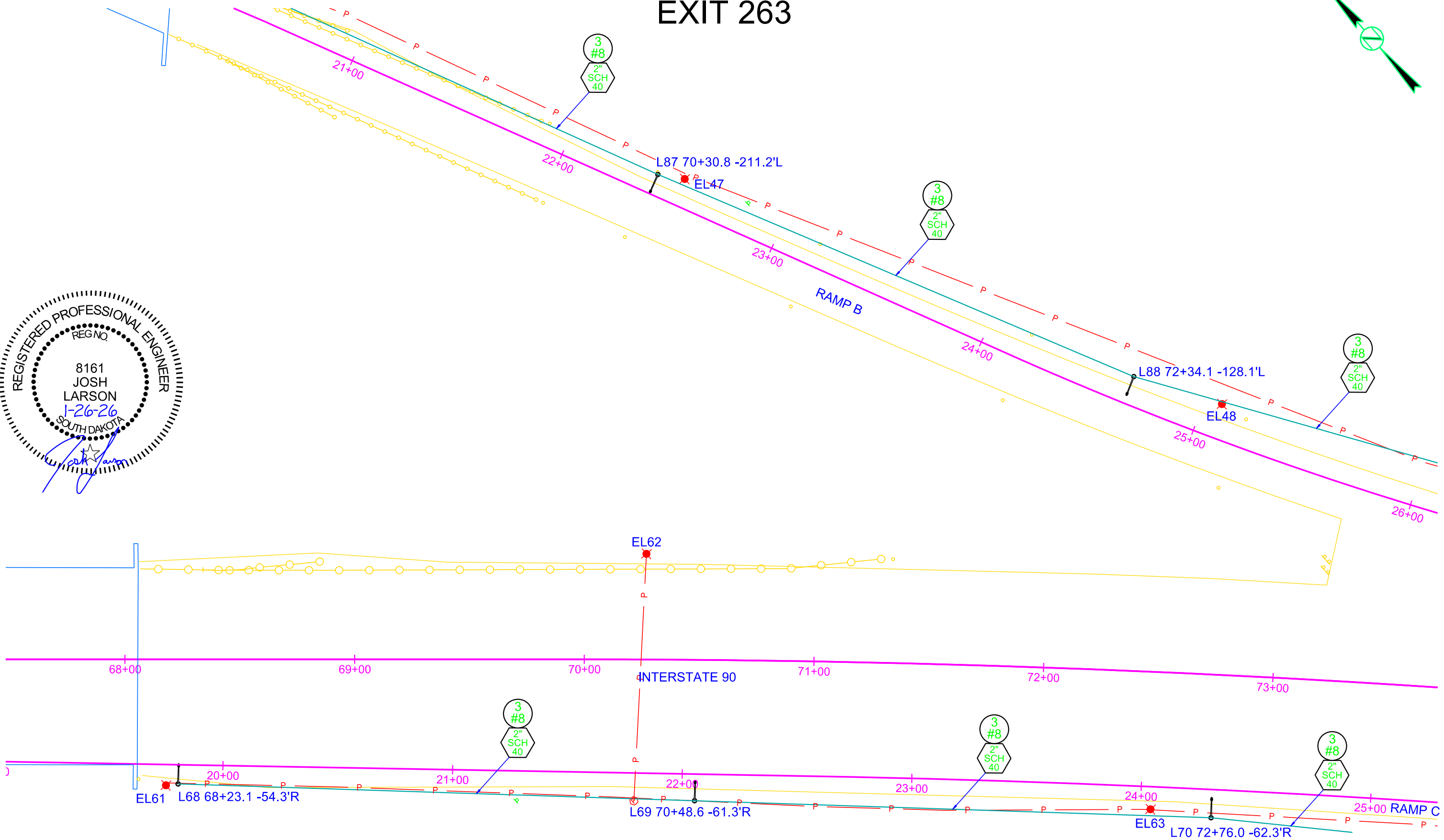
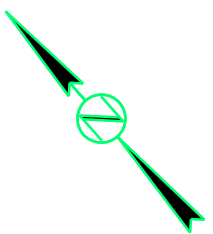
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	184	322



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	185	322

CONDUIT LAYOUT EXIT 263

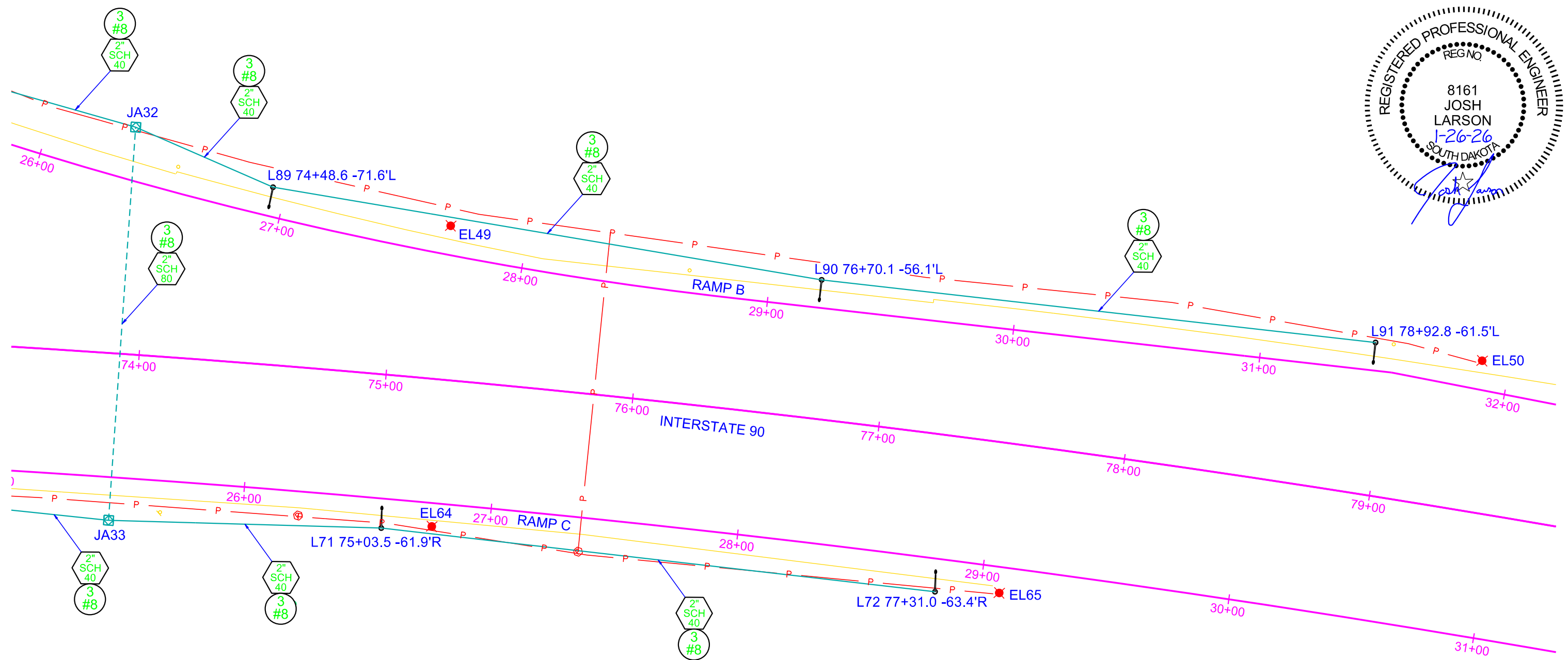
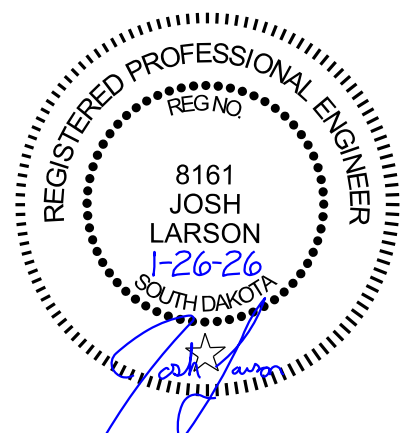


CONDUIT LAYOUT

EXIT 263

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	186	322



CONDUIT LAYOUT

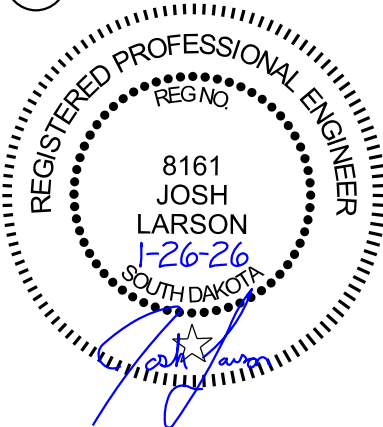
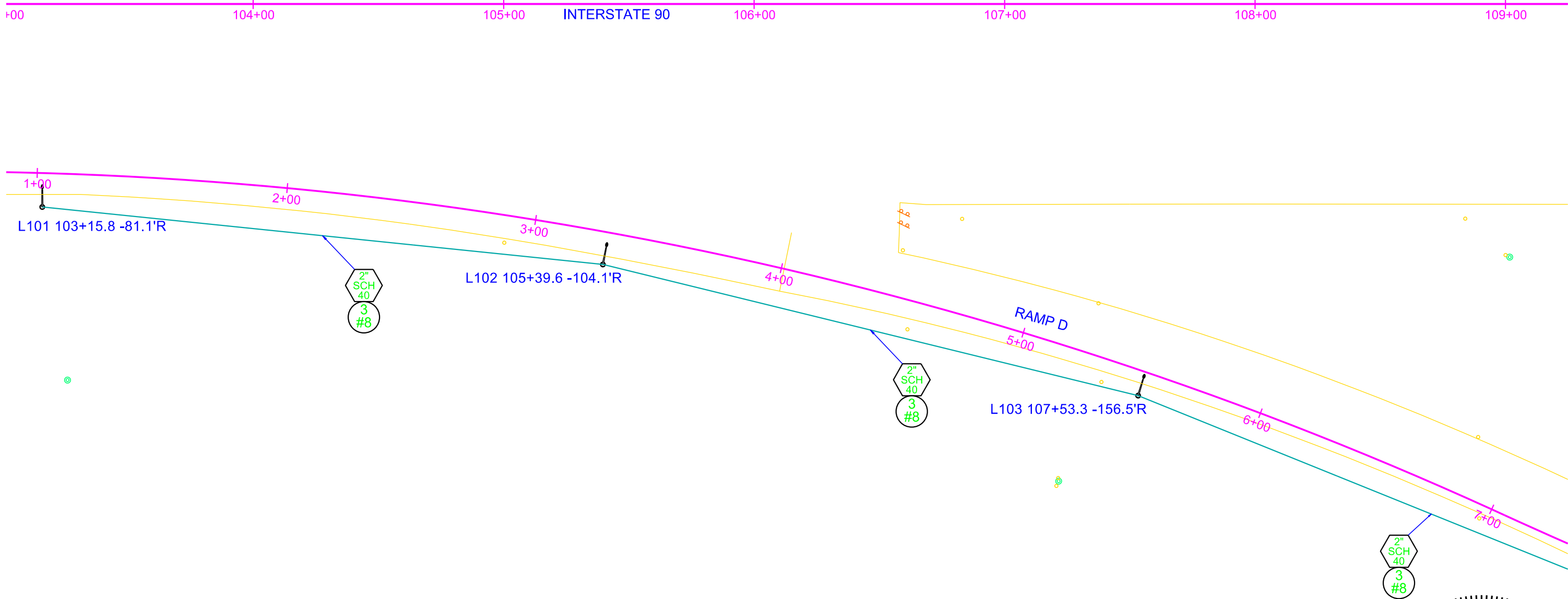
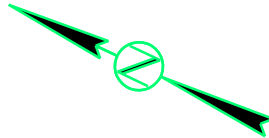
REST AREA

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

Plotting Date: 1/26/2026

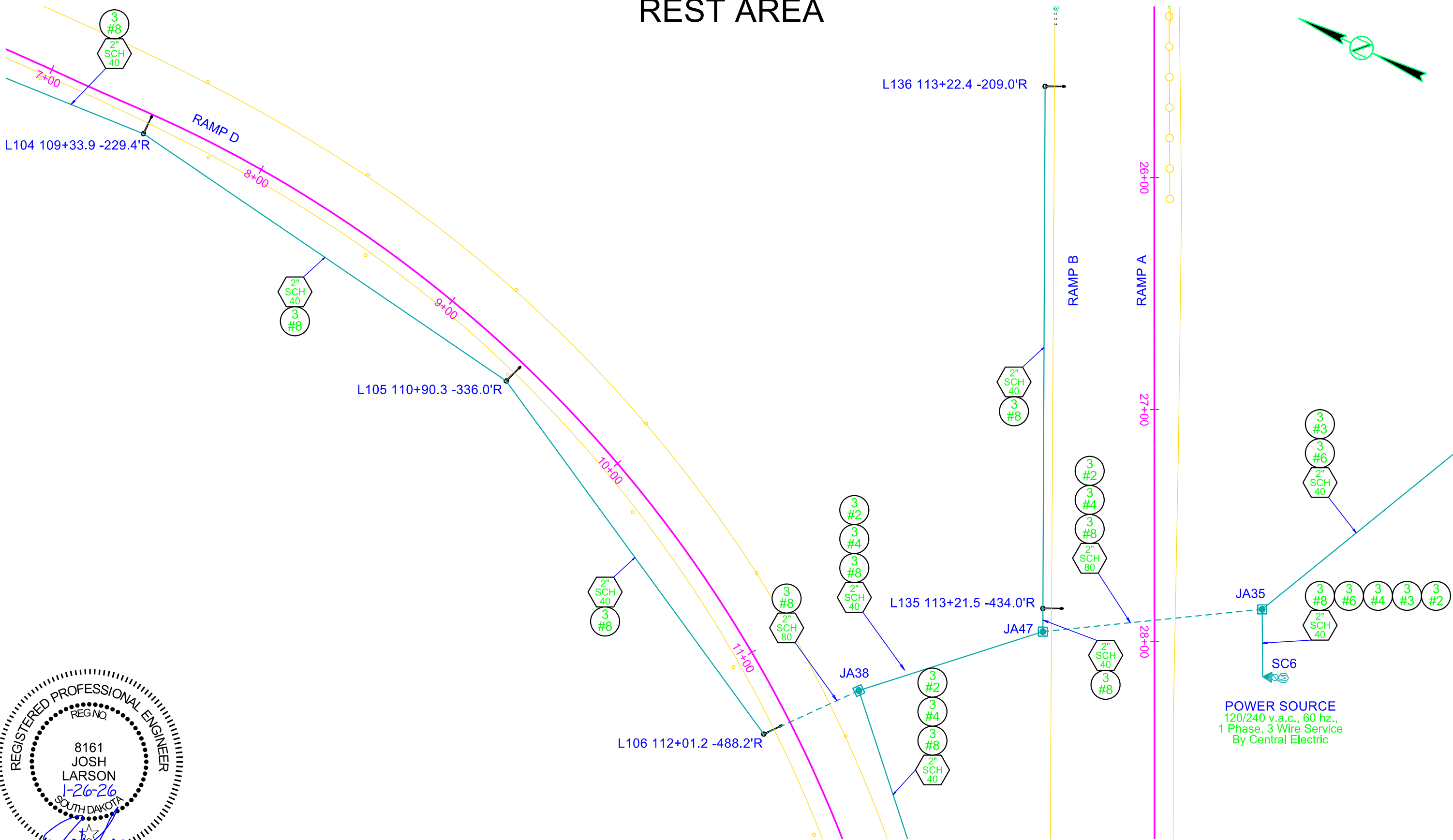
SHEET	TOTAL SHEETS
187	322



CONDUIT LAYOUT REST AREA

FOR BIDDING PURPOSES ONLY

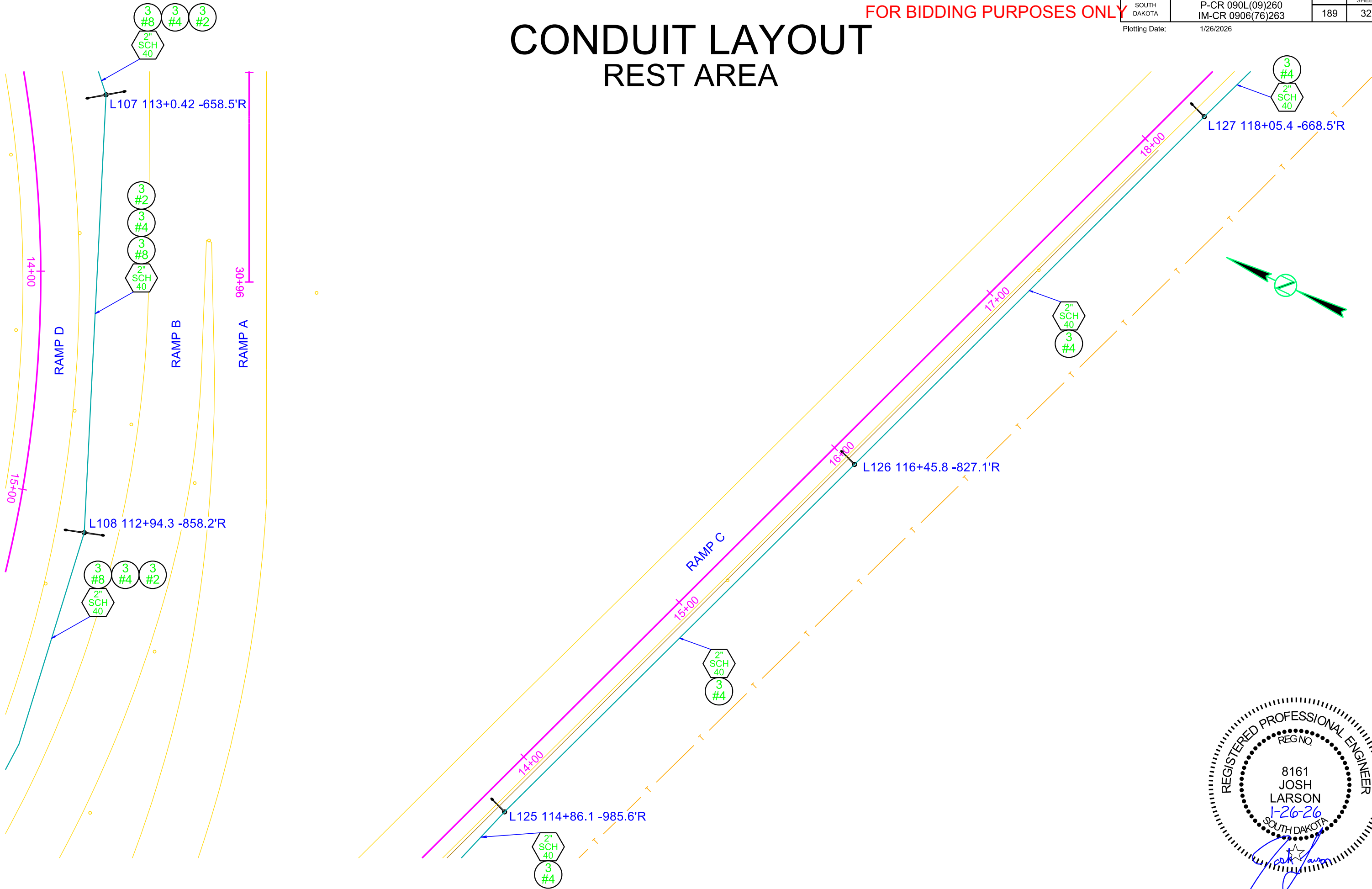
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	188	322
Plotting Date: 1/26/2026			



CONDUIT LAYOUT REST AREA

FOR BIDDING PURPOSES ONLY

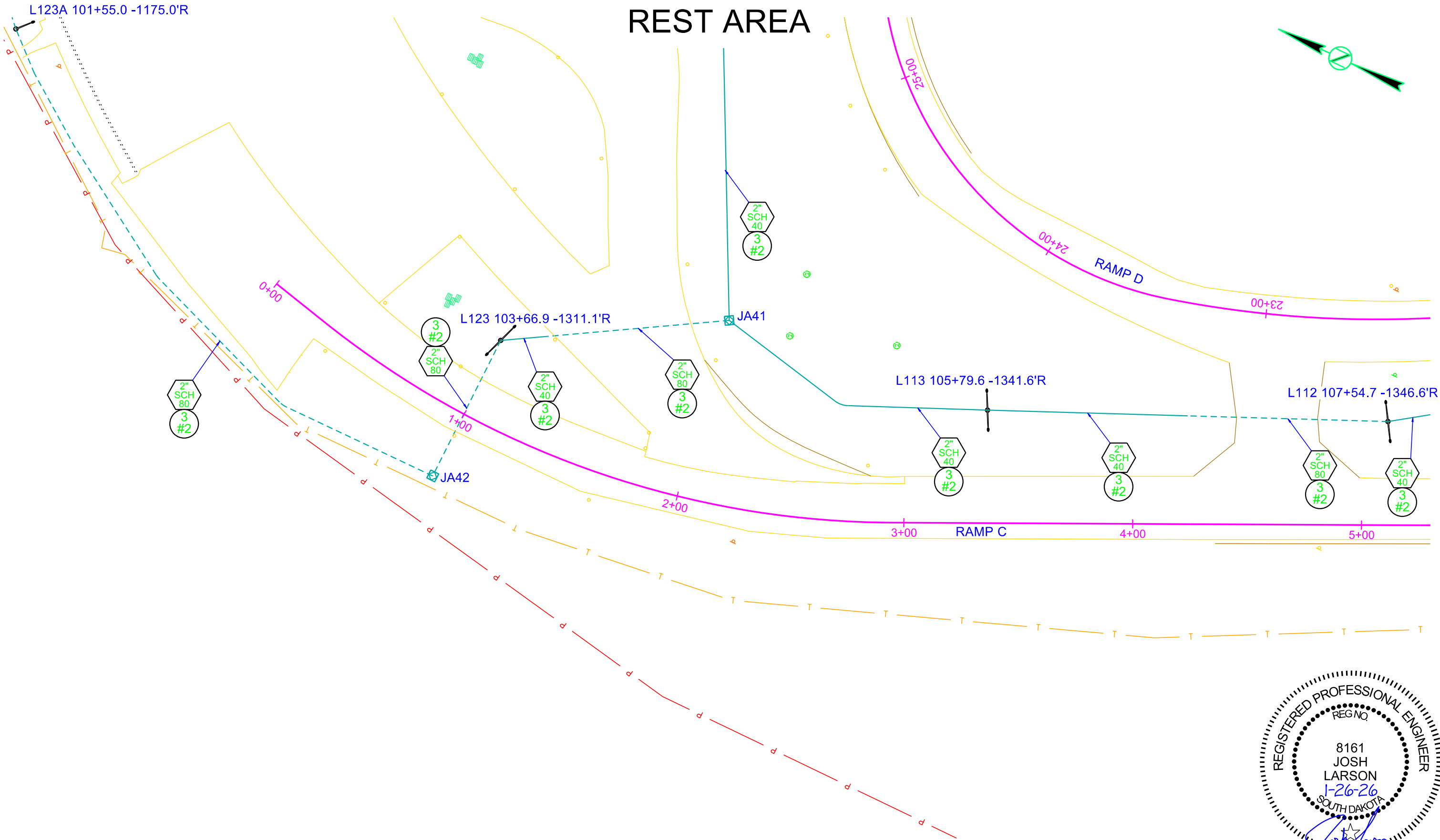
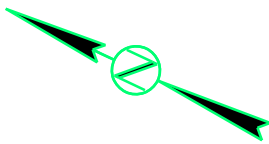
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	189	322



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	191	322
Plotting Date:		1/26/2026	

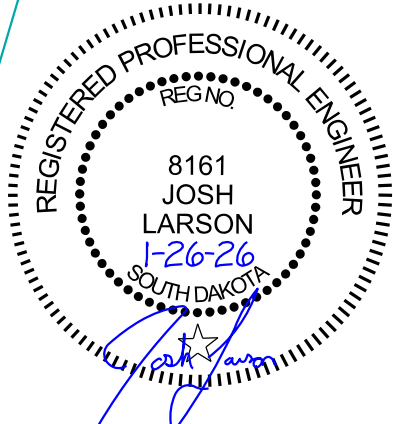
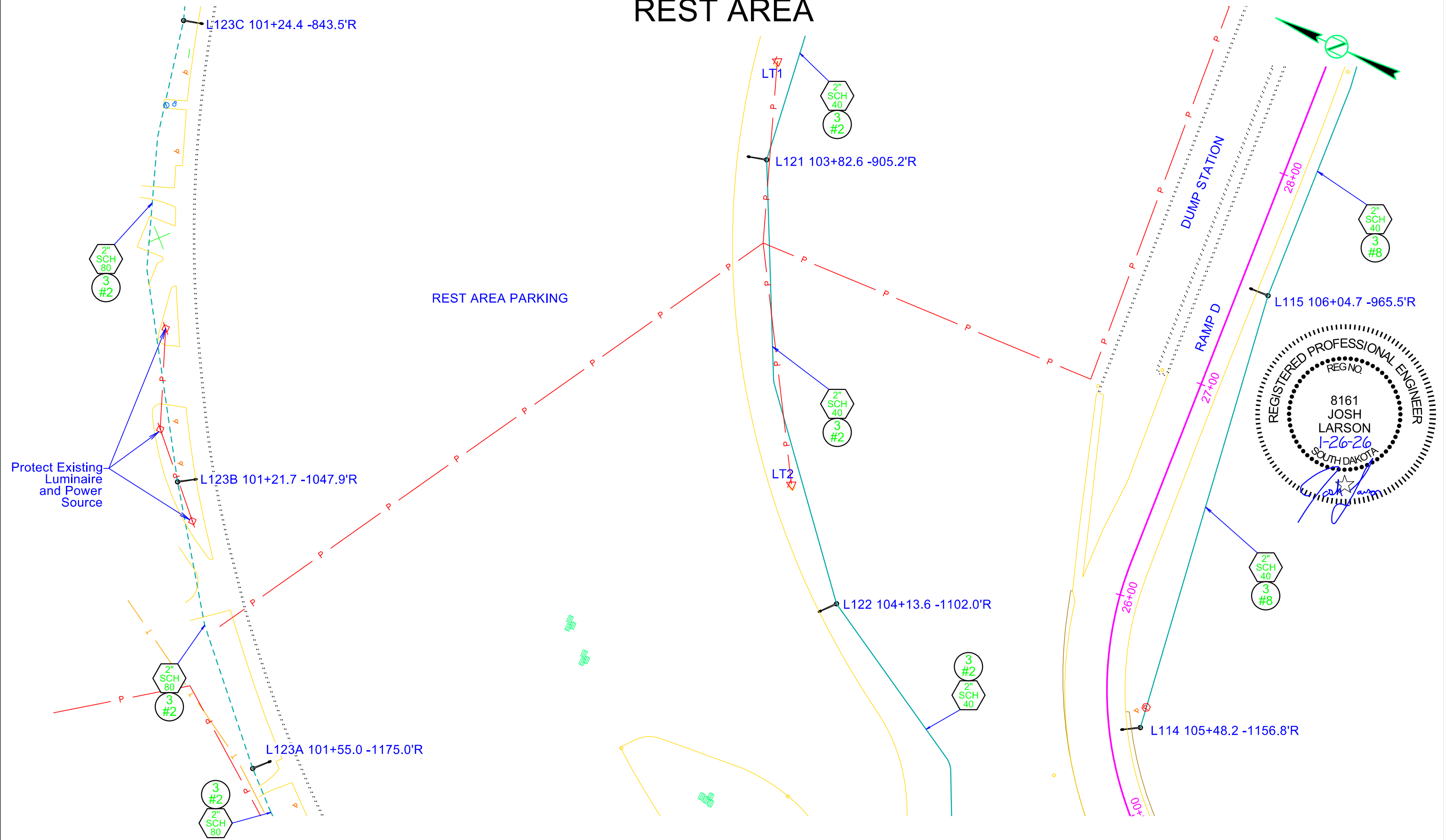
CONDUIT LAYOUT REST AREA



FOR BIDDING PURPOSES ONLY

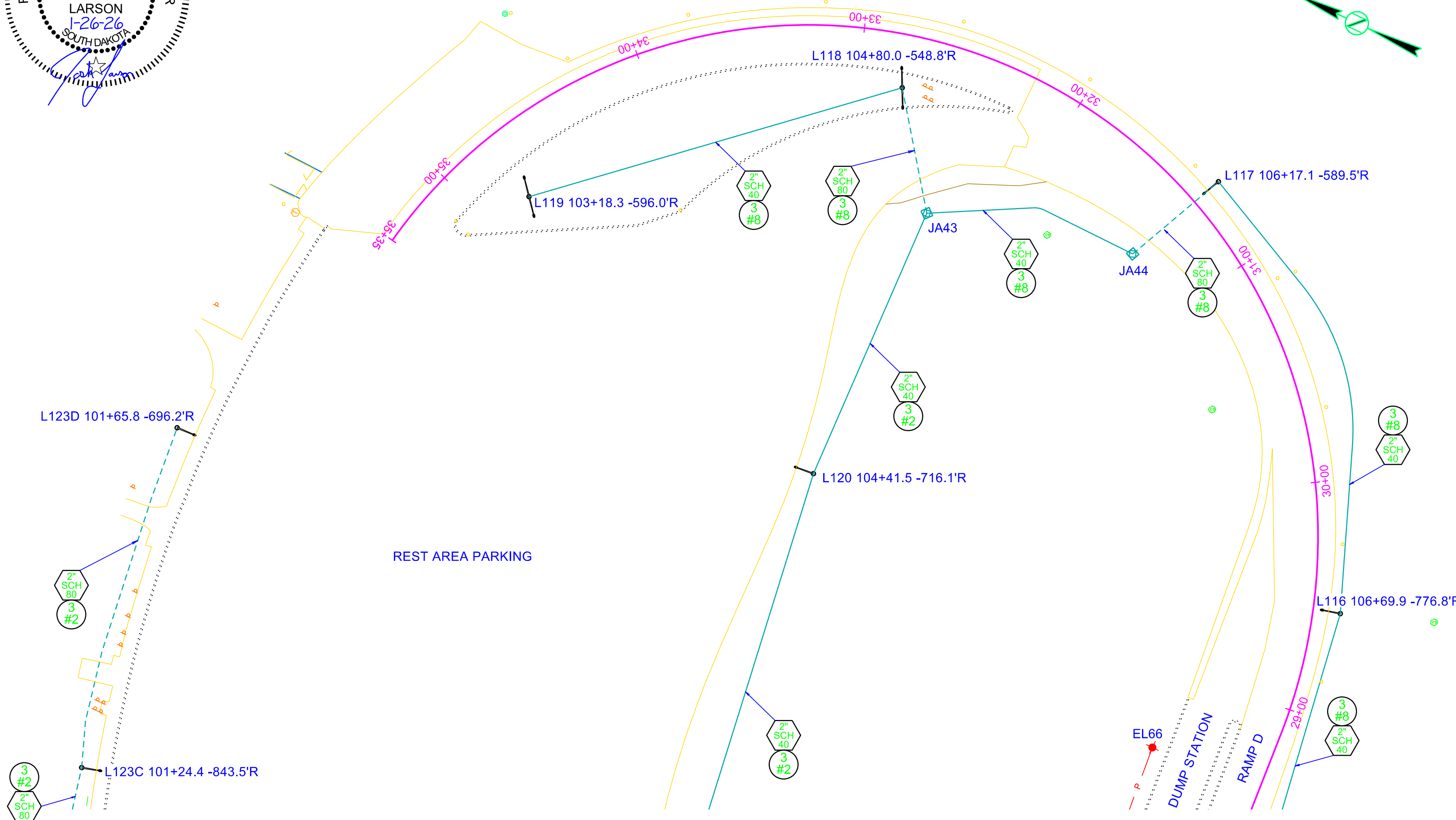
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	192	322
Plotting Date:		1/26/2026	

CONDUIT LAYOUT REST AREA





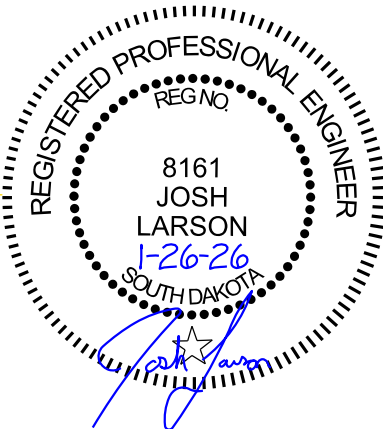
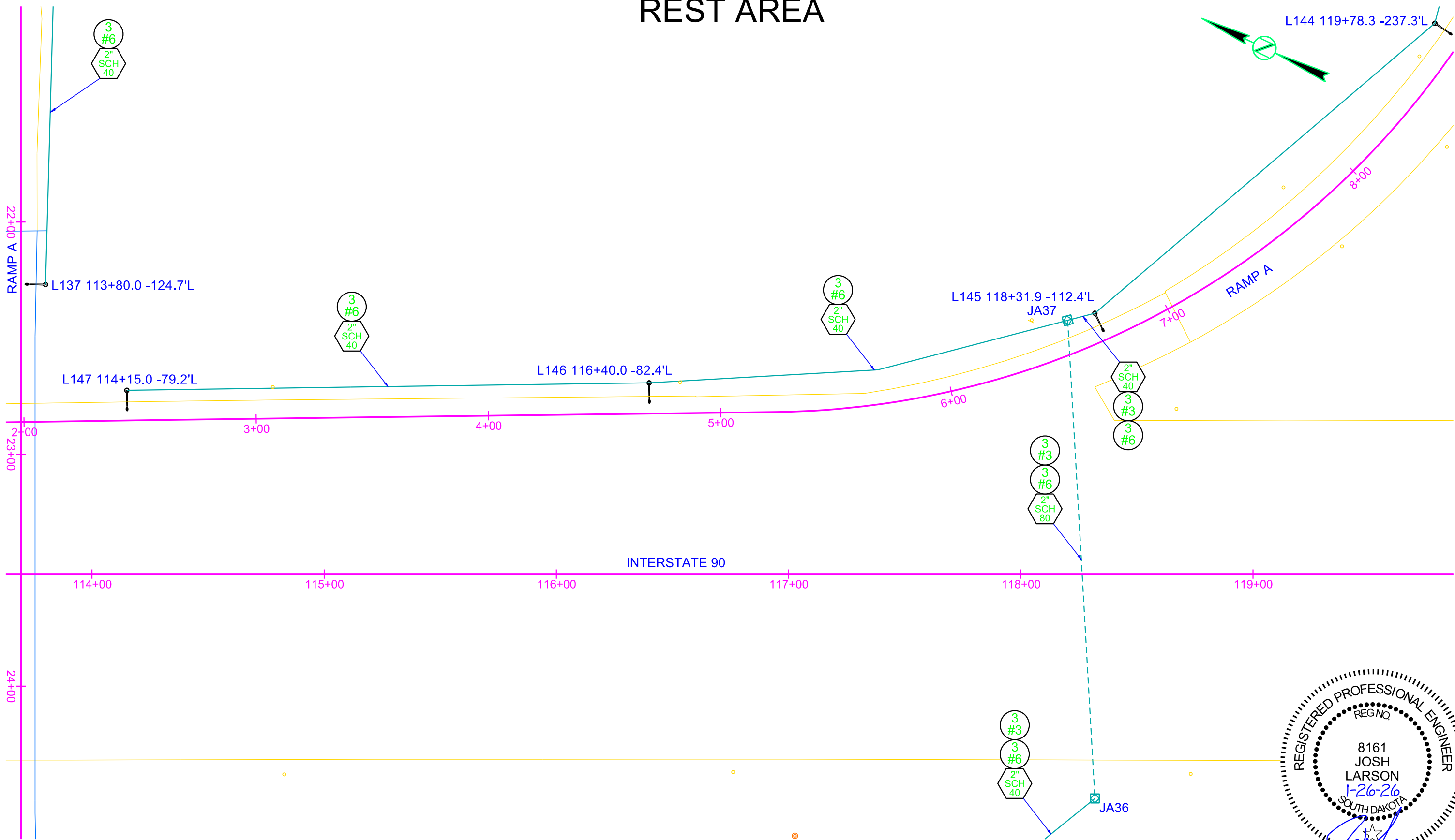
FOR BIDDING PURPOSES ONLY



CONDUIT LAYOUT REST AREA

FOR BIDDING PURPOSES ONLY

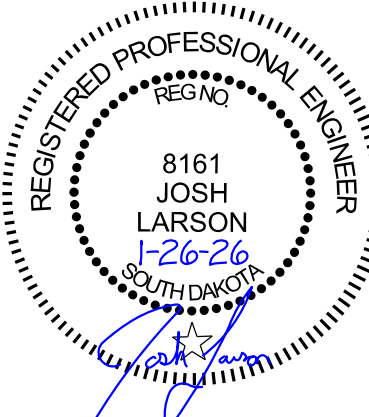
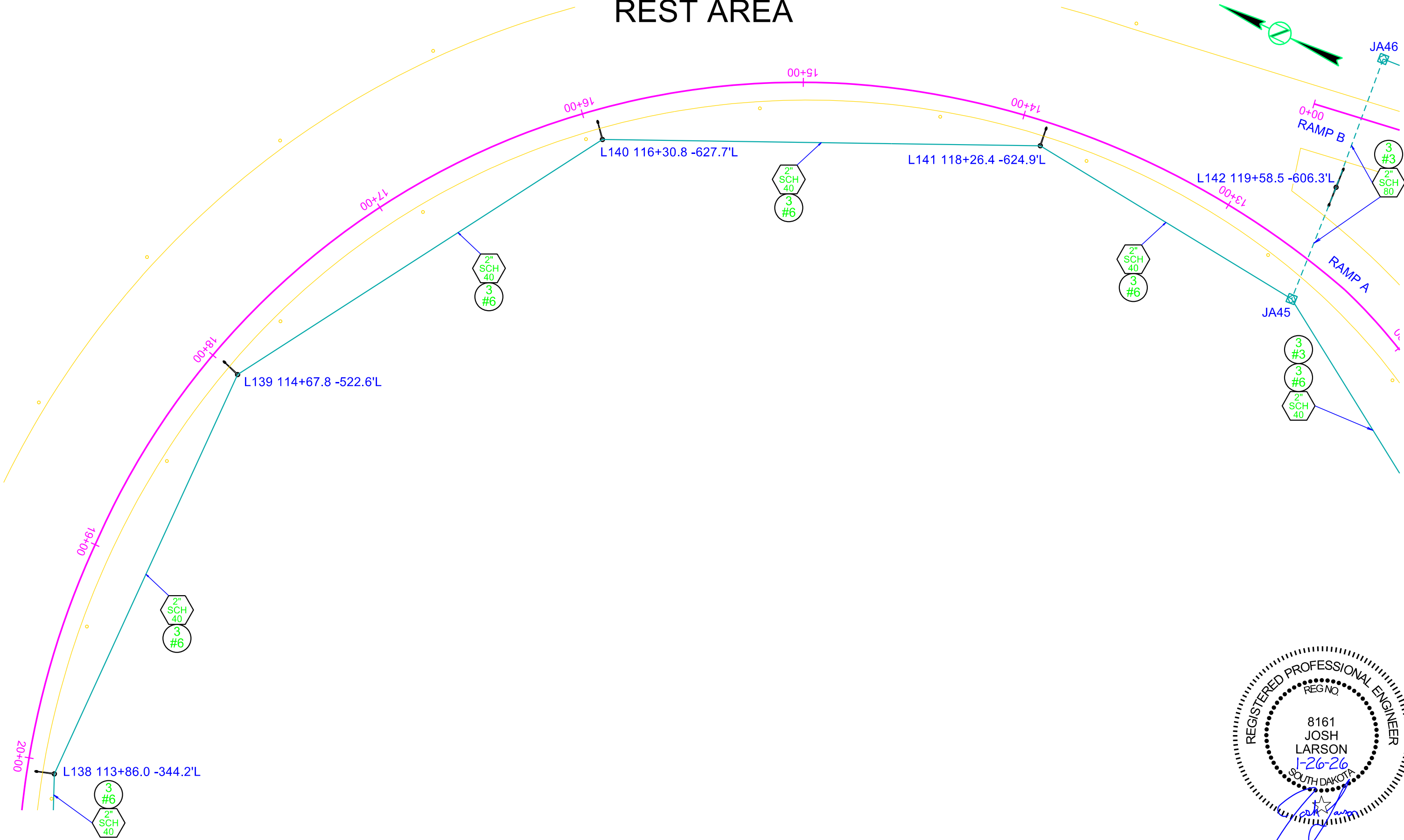
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	194	322



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	195	322

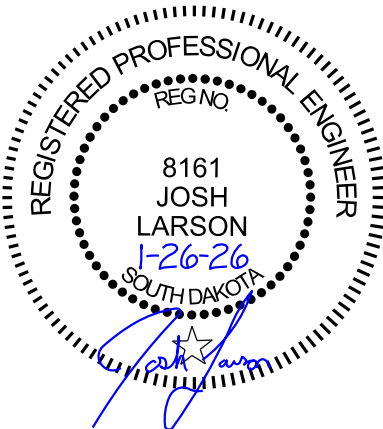
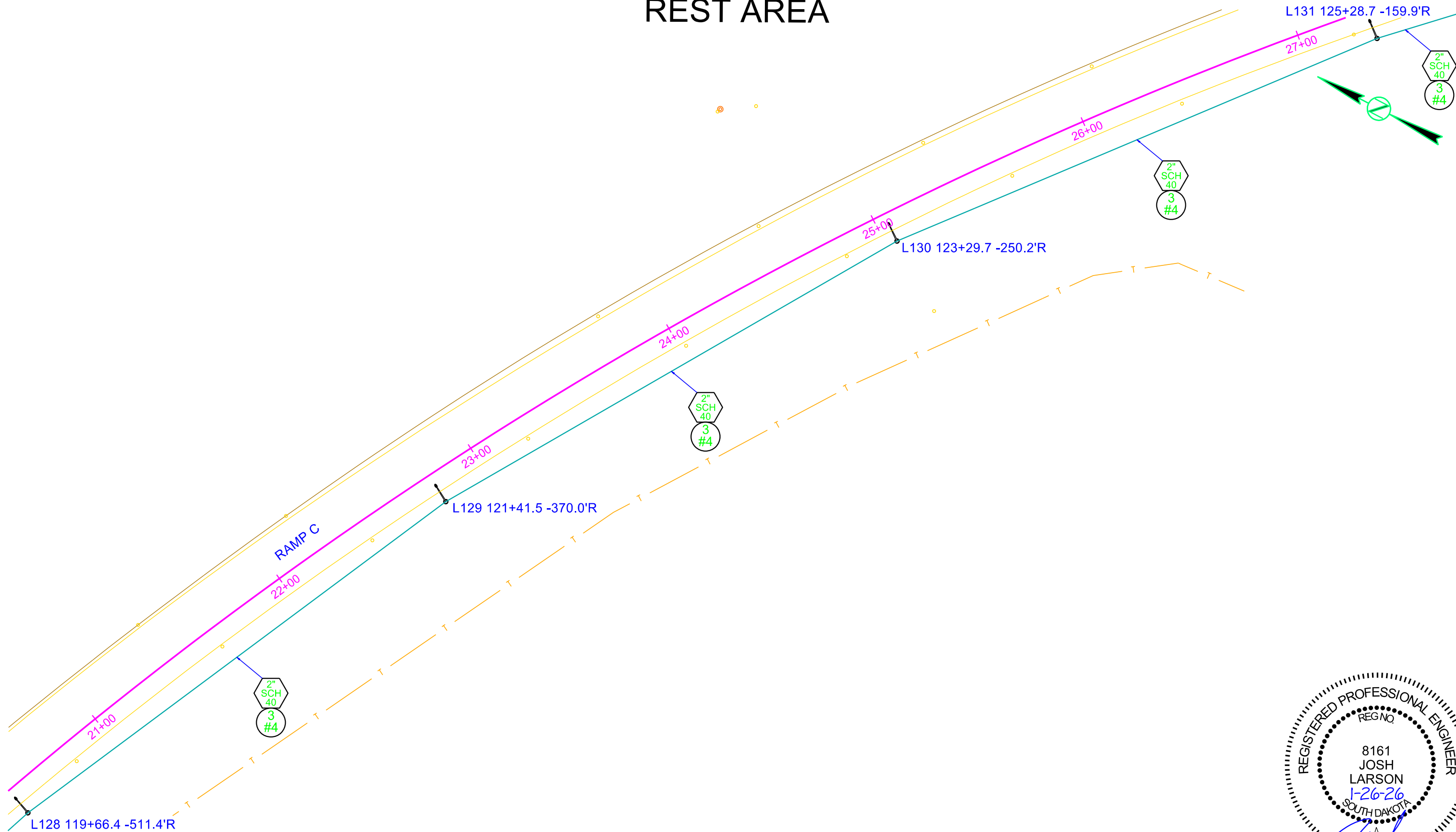
CONDUIT LAYOUT REST AREA



CONDUIT LAYOUT REST AREA

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	196	322

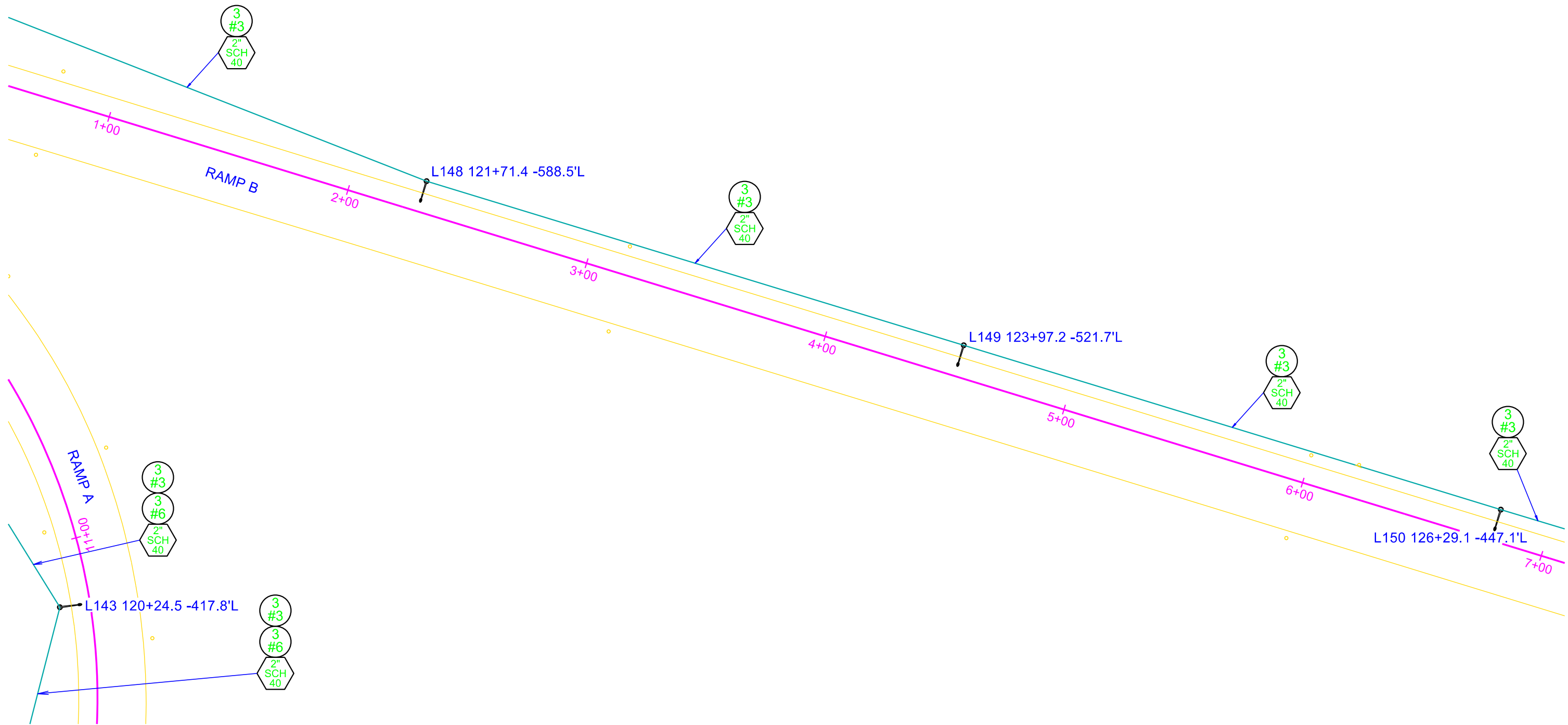
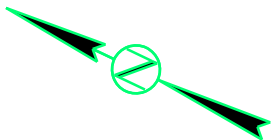




FOR BIDDING PURPOSES ONLY

CONDUIT LAYOUT REST AREA

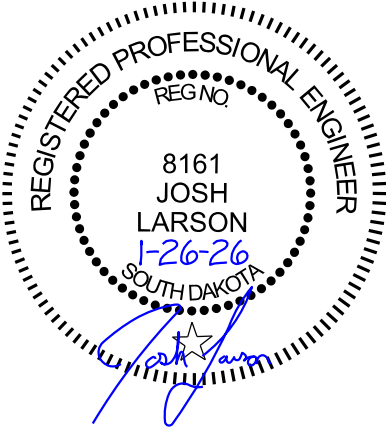
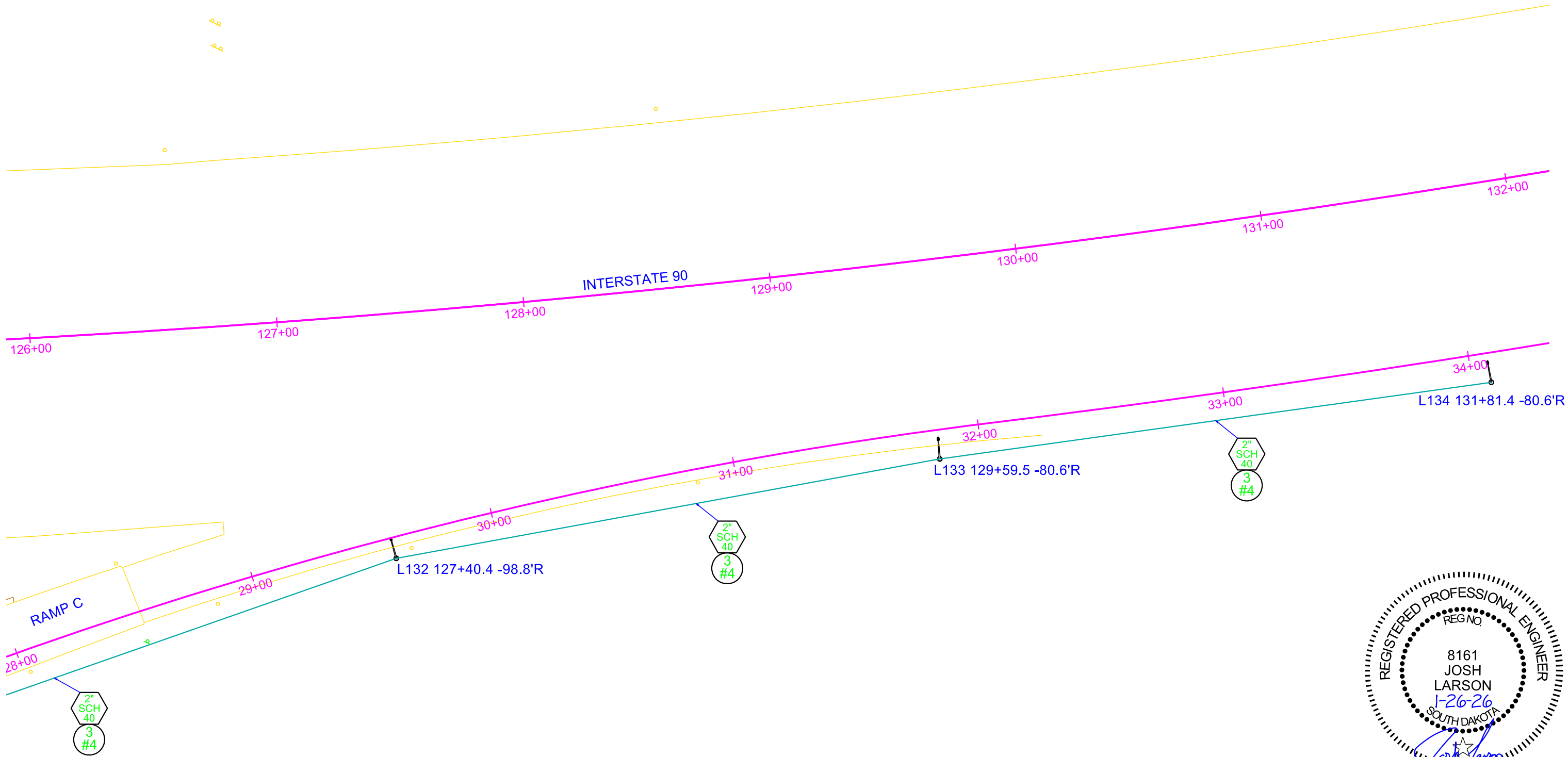
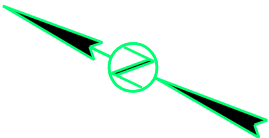
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		197	322



CONDUIT LAYOUT REST AREA

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	198	322

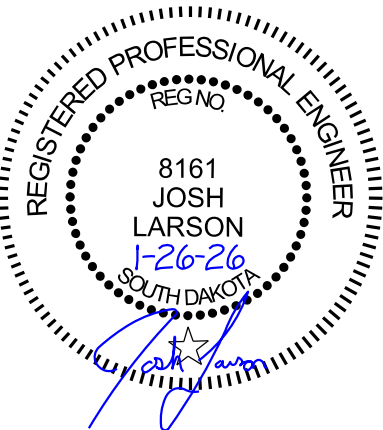
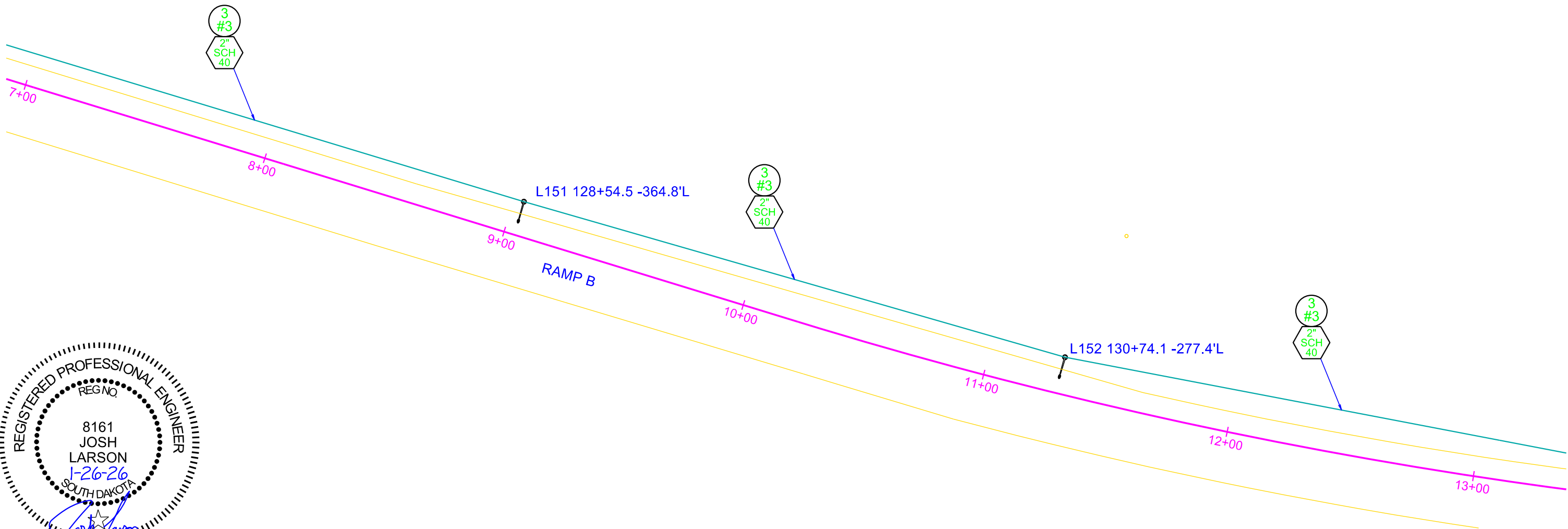
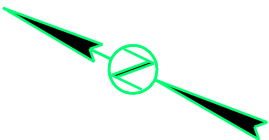


CONDUIT LAYOUT

REST AREA

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		199	322

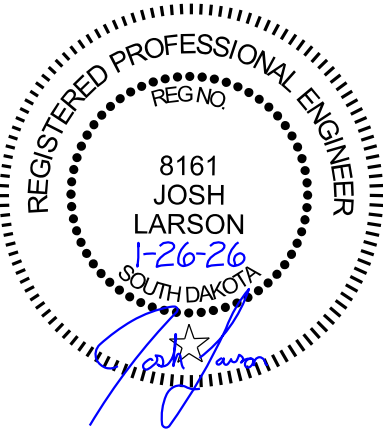
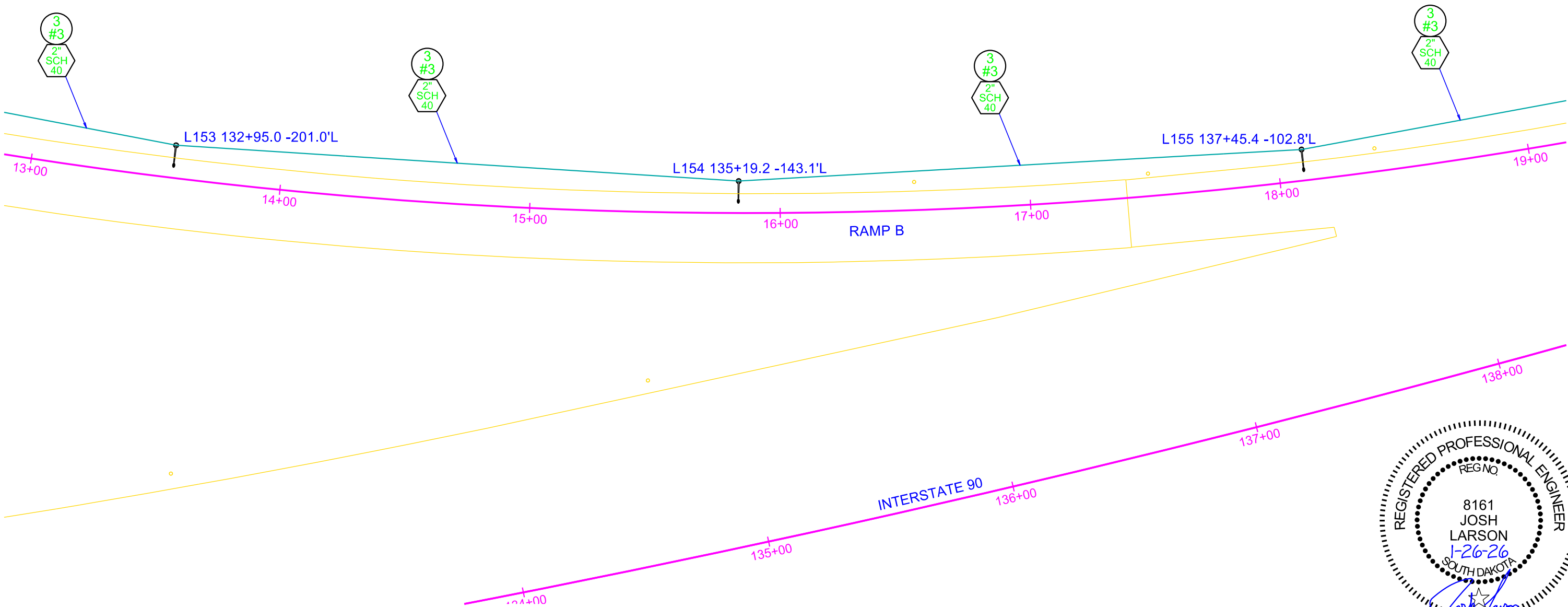
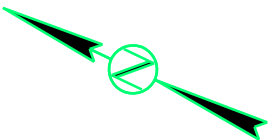


CONDUIT LAYOUT REST AREA

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	200	322

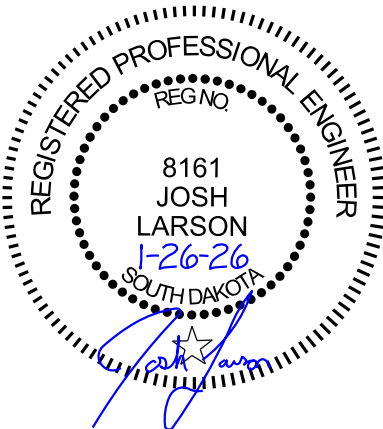
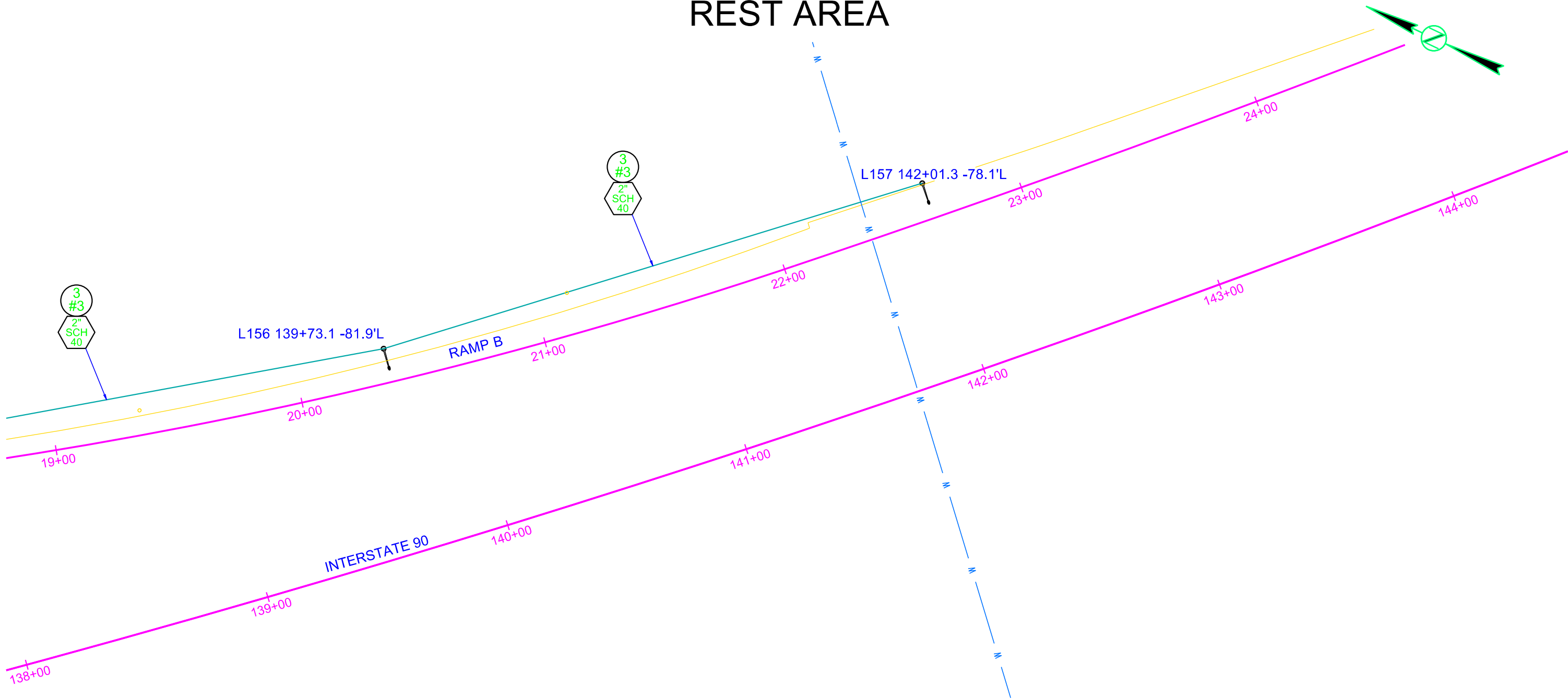
Plotting Date: 1/26/2026



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	201	322

CONDUIT LAYOUT REST AREA

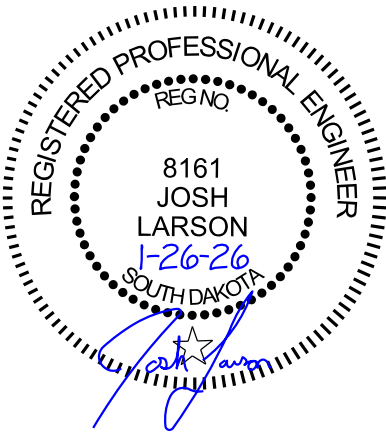
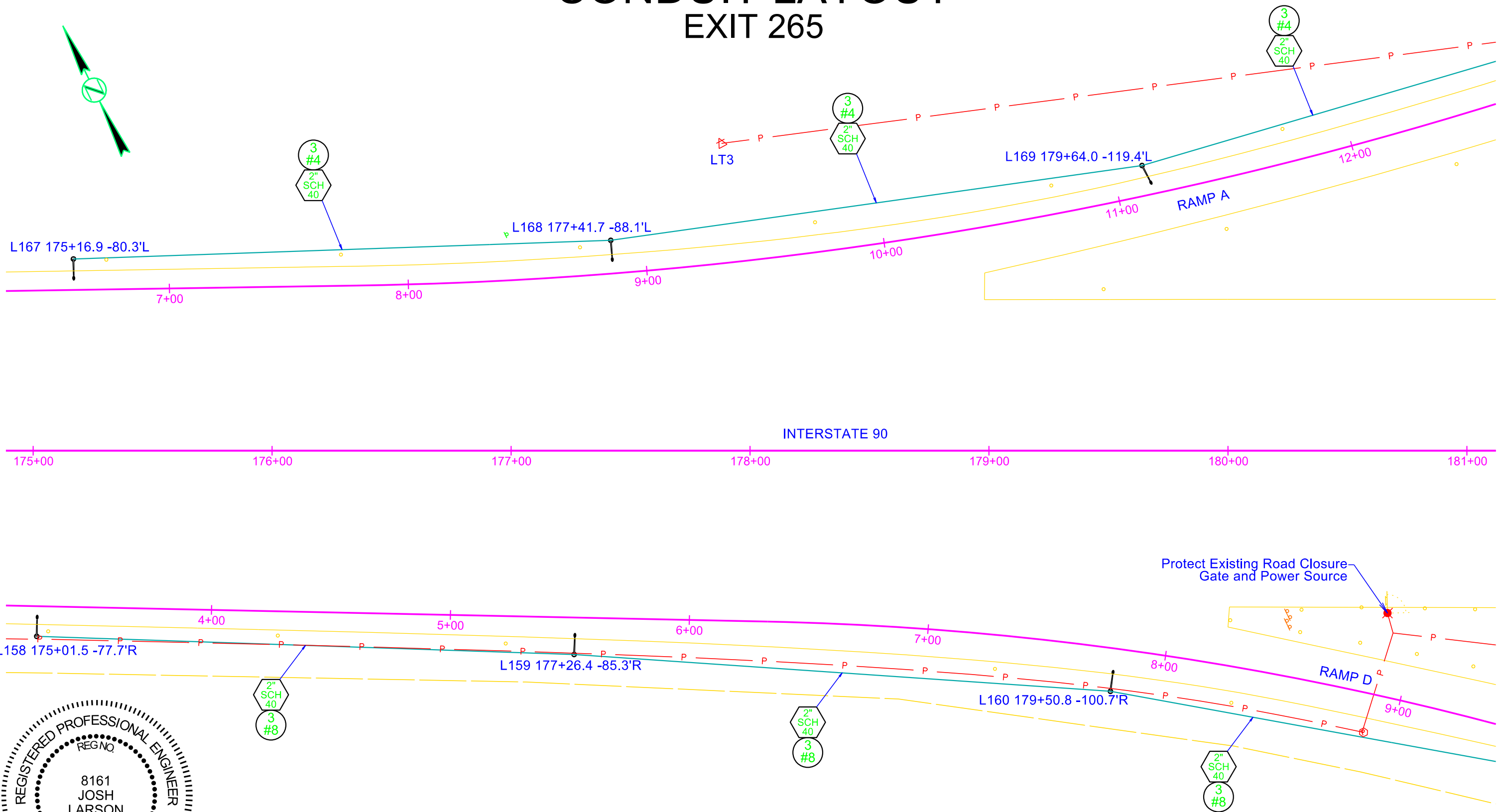


CONDUIT LAYOUT

EXIT 265

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	202	322
Plotting Date: 1/26/2026			



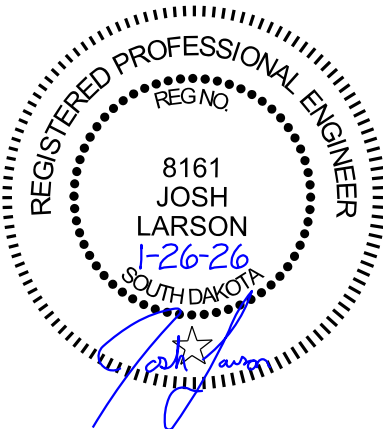
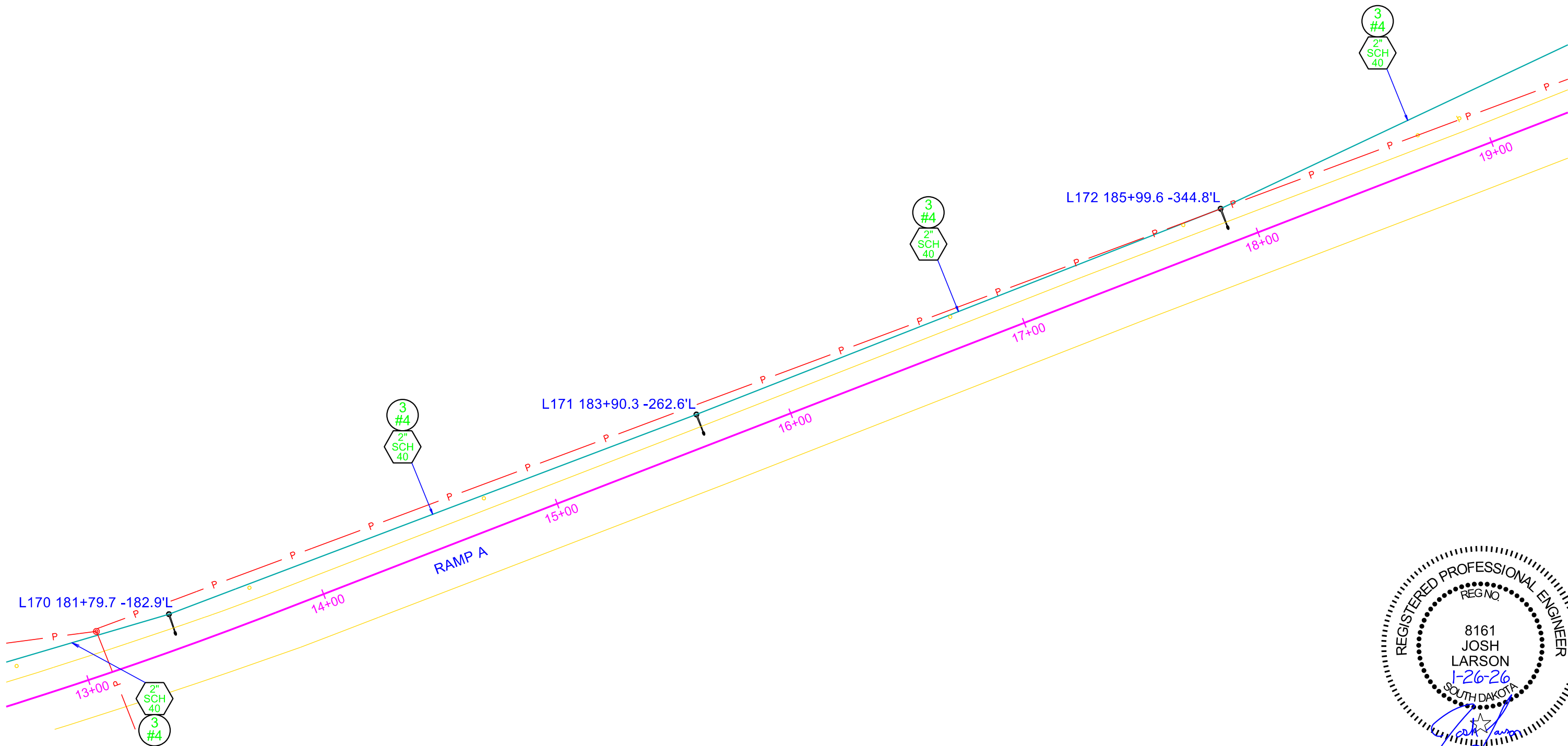
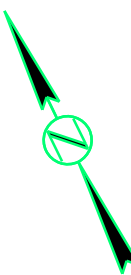
CONDUIT LAYOUT

EXIT 265

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		

Plotting Date: 1/26/2026

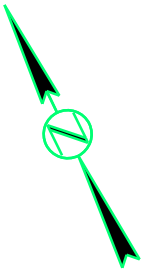


CONDUIT LAYOUT

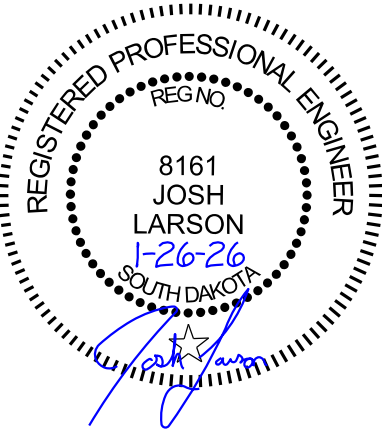
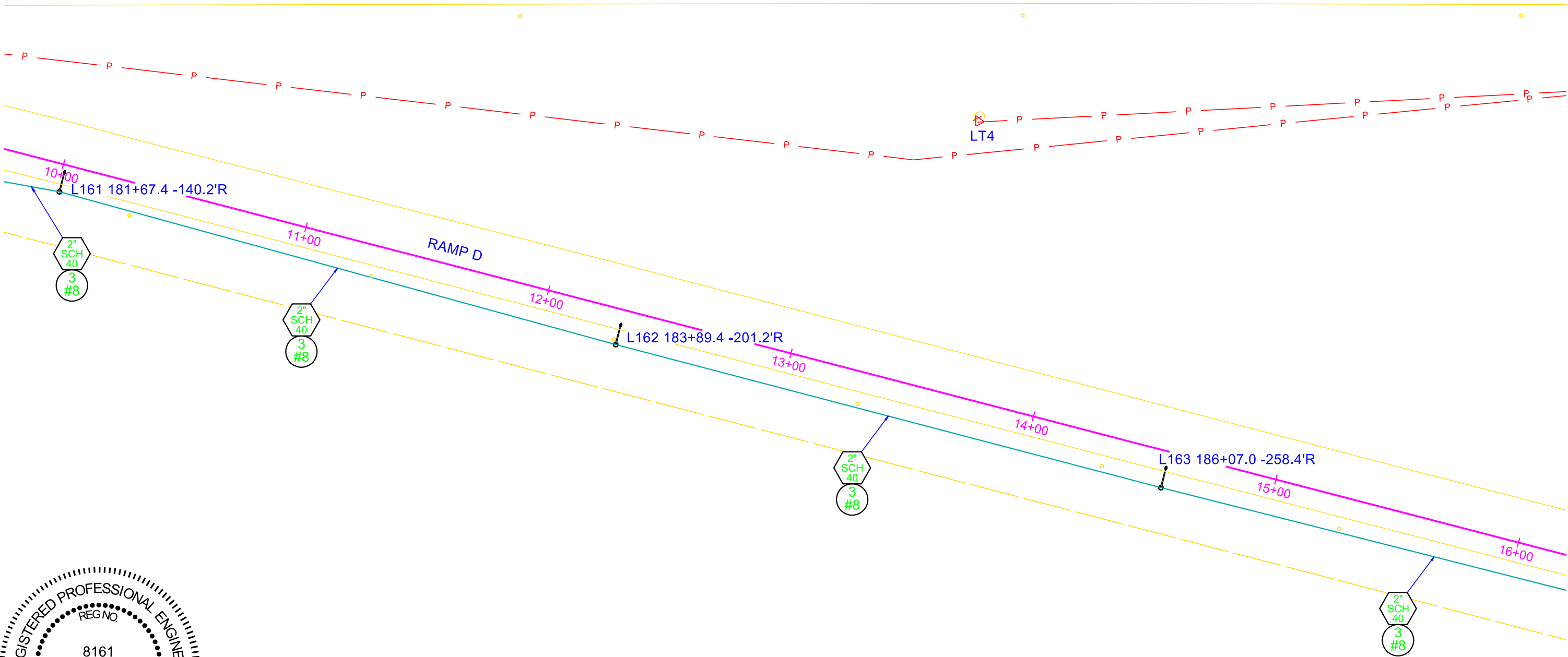
EXIT 265

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	204	322



INTERSTATE 90

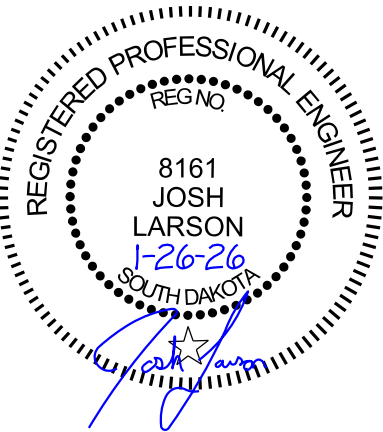
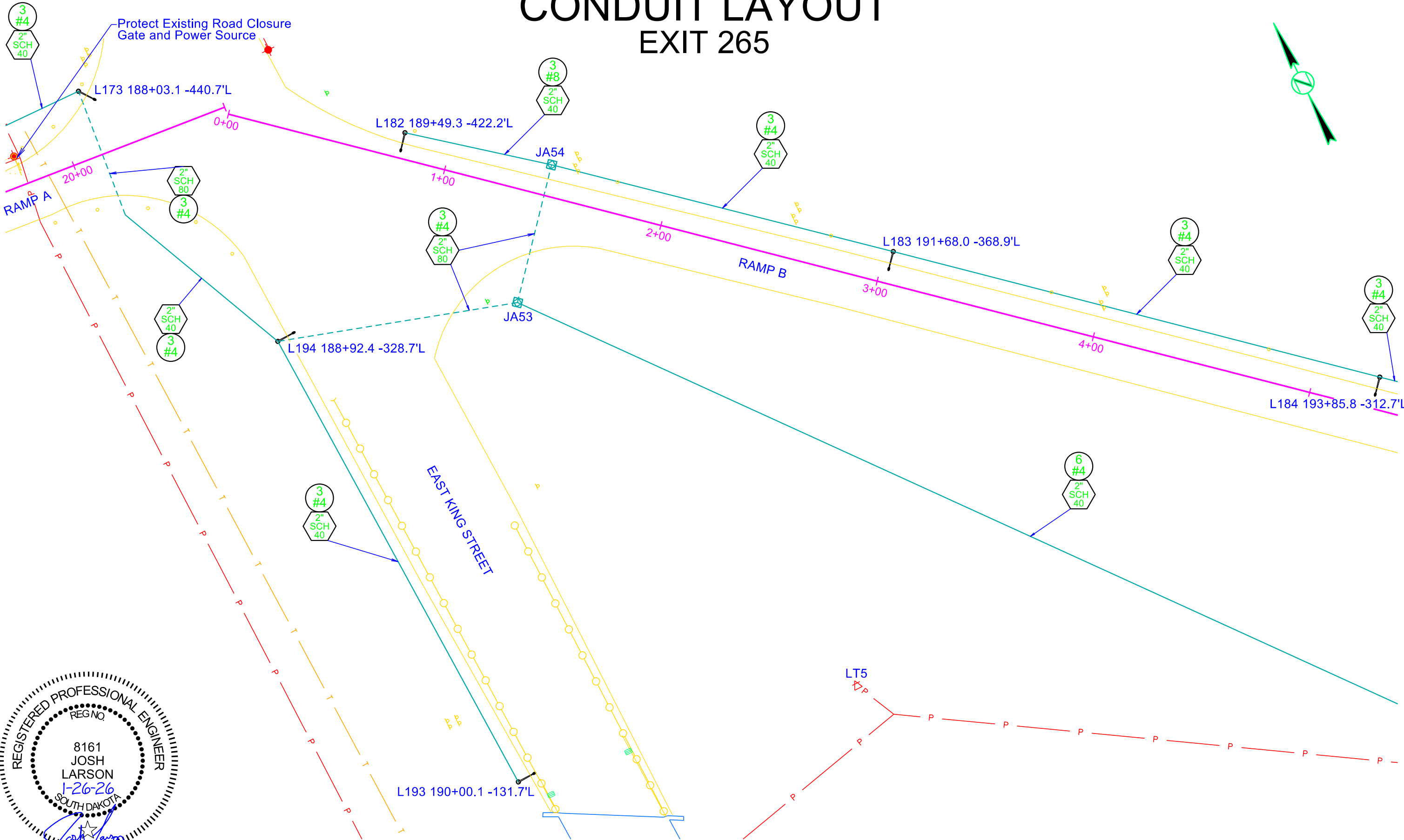


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260	205	322
	IM-CR 0906(76)263		
Plotting Date:		1/26/2026	

CONDUIT LAYOUT

EXIT 265

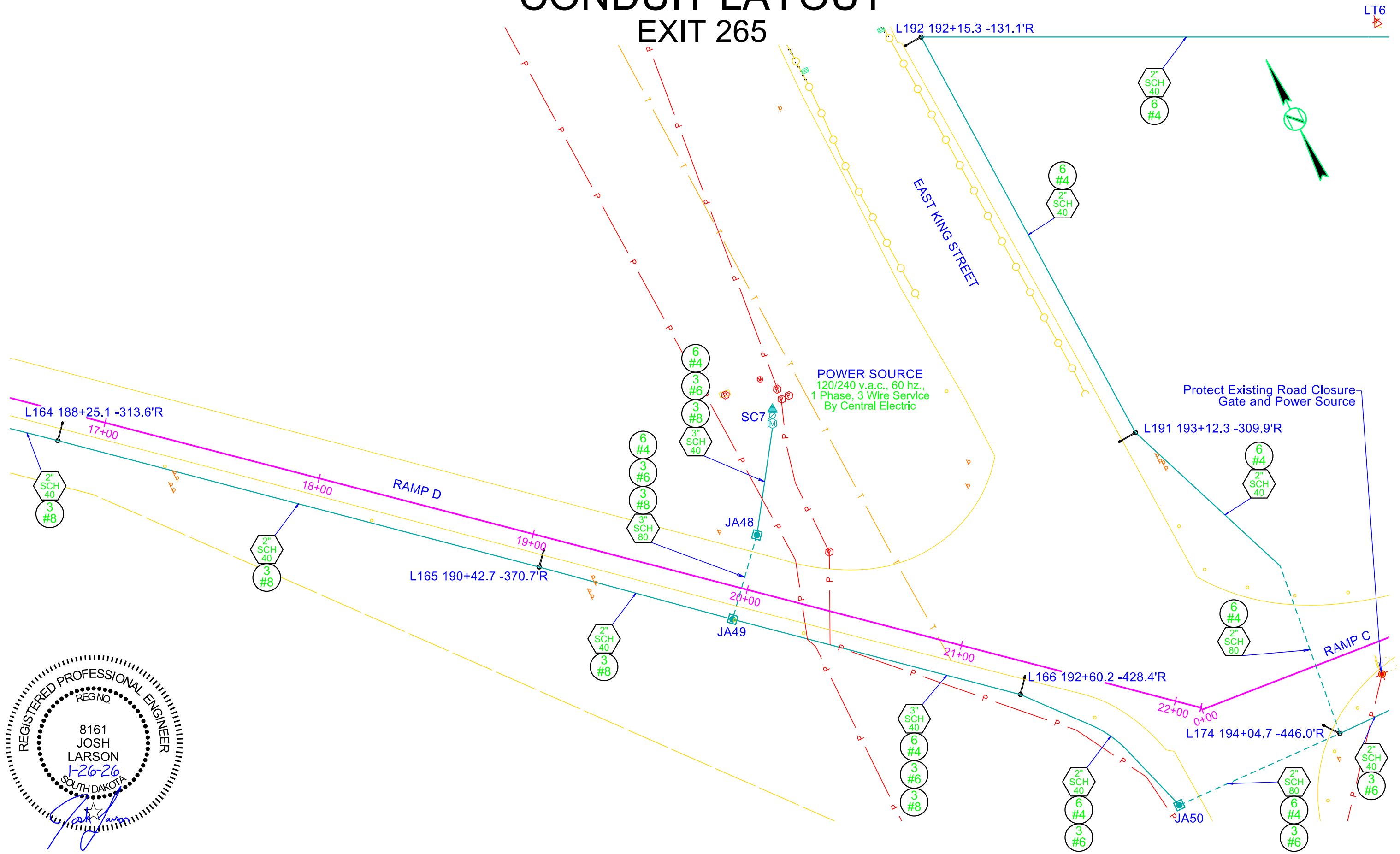


CONDUIT LAYOUT

EXIT 265

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		206	322

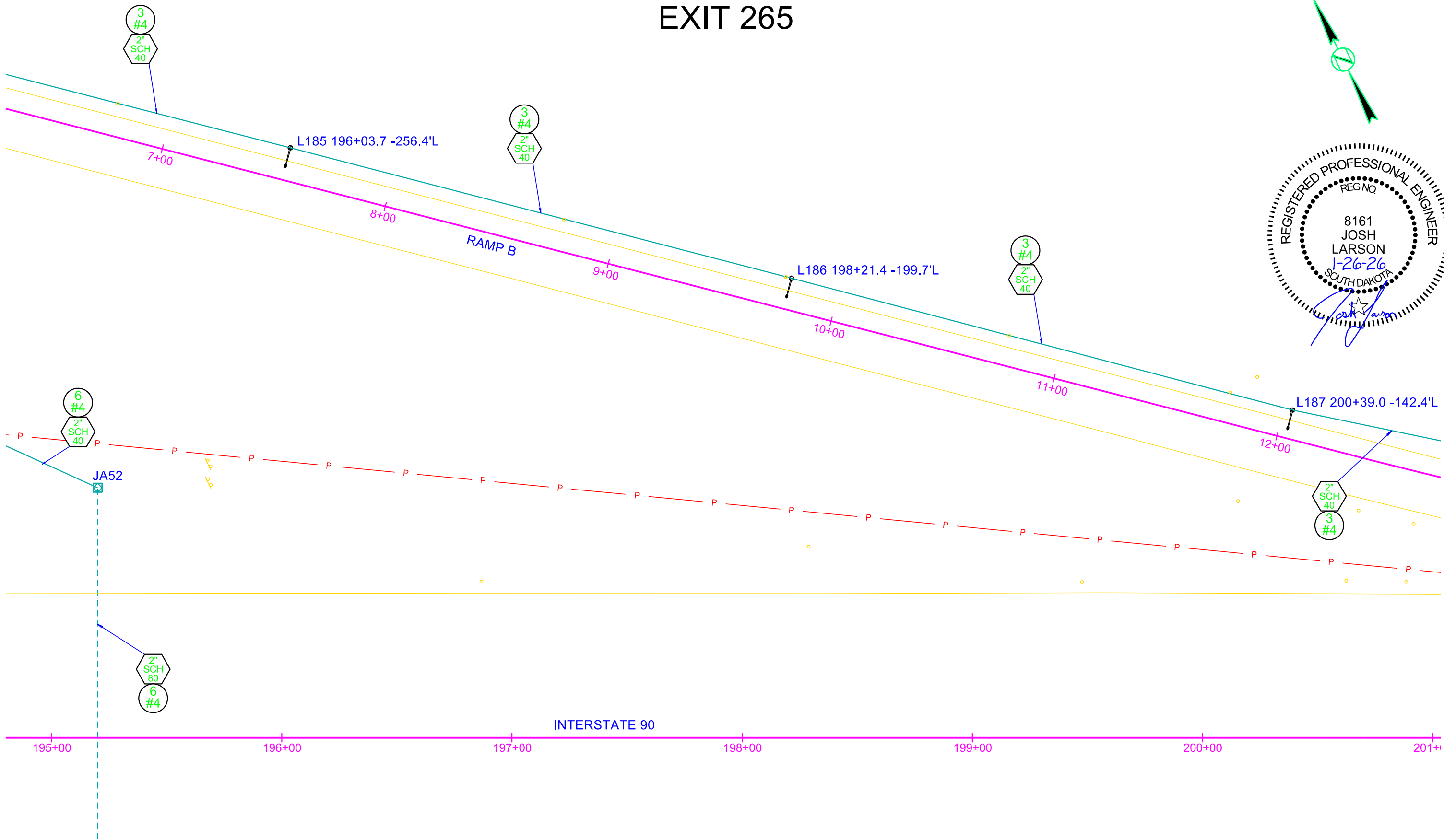


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	207	322

CONDUIT LAYOUT

EXIT 265



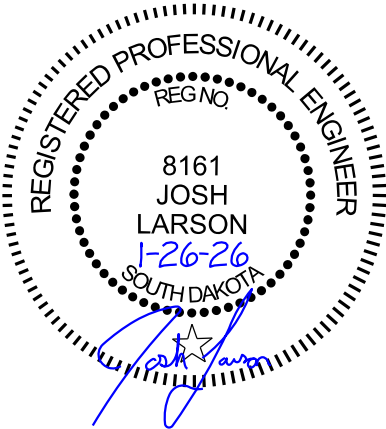
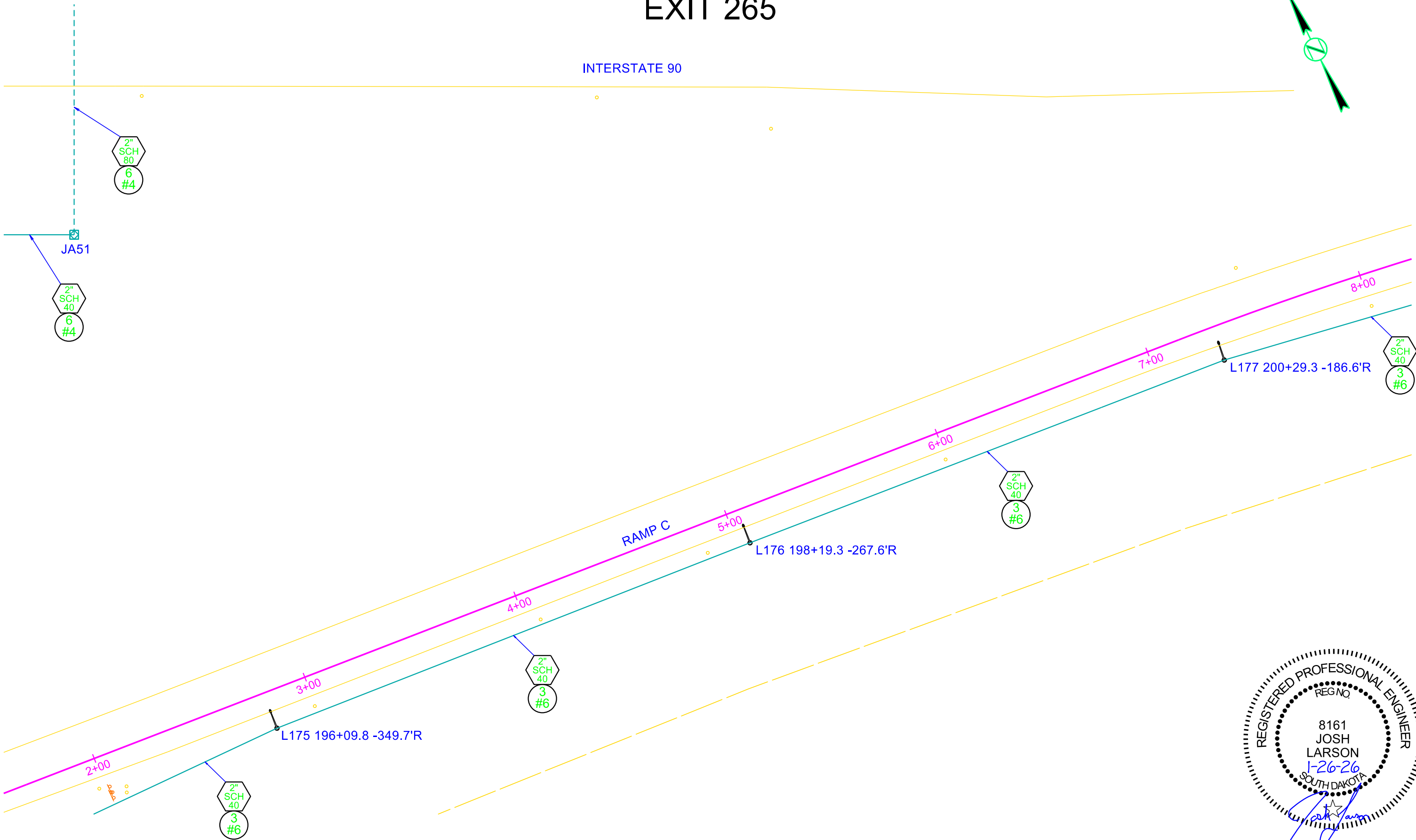
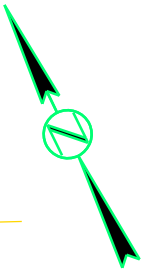
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	208	322

CONDUIT LAYOUT

EXIT 265

INTERSTATE 90



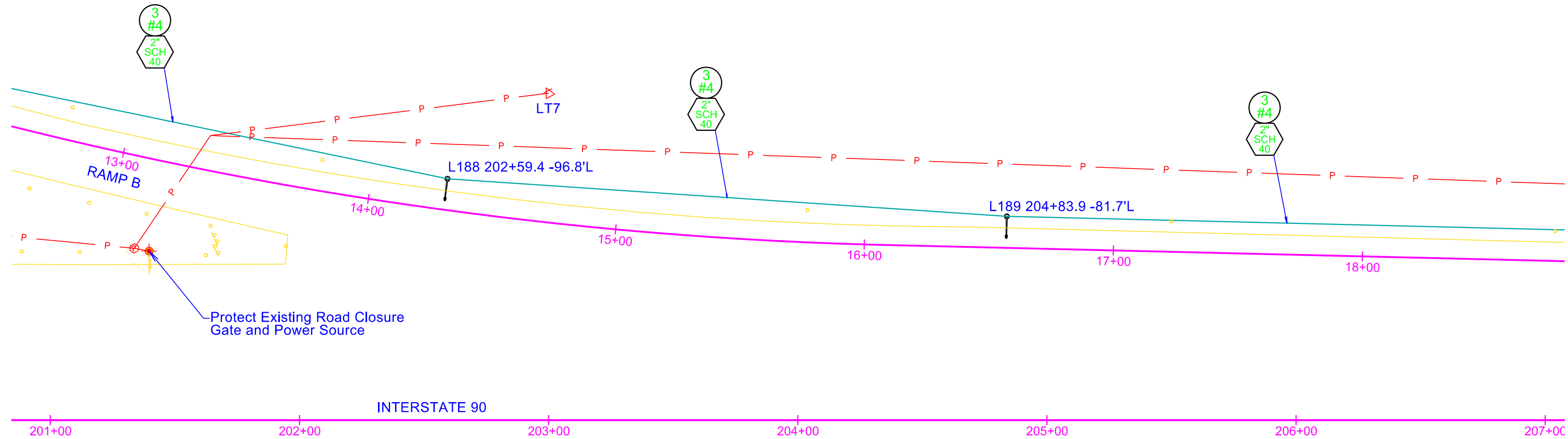
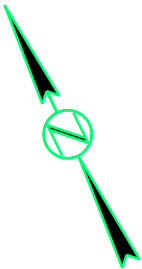


CONDUIT LAYOUT

EXIT 265

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		209	322

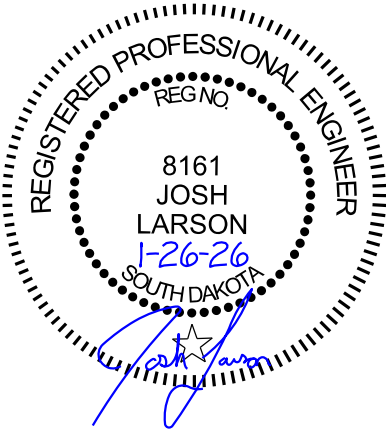
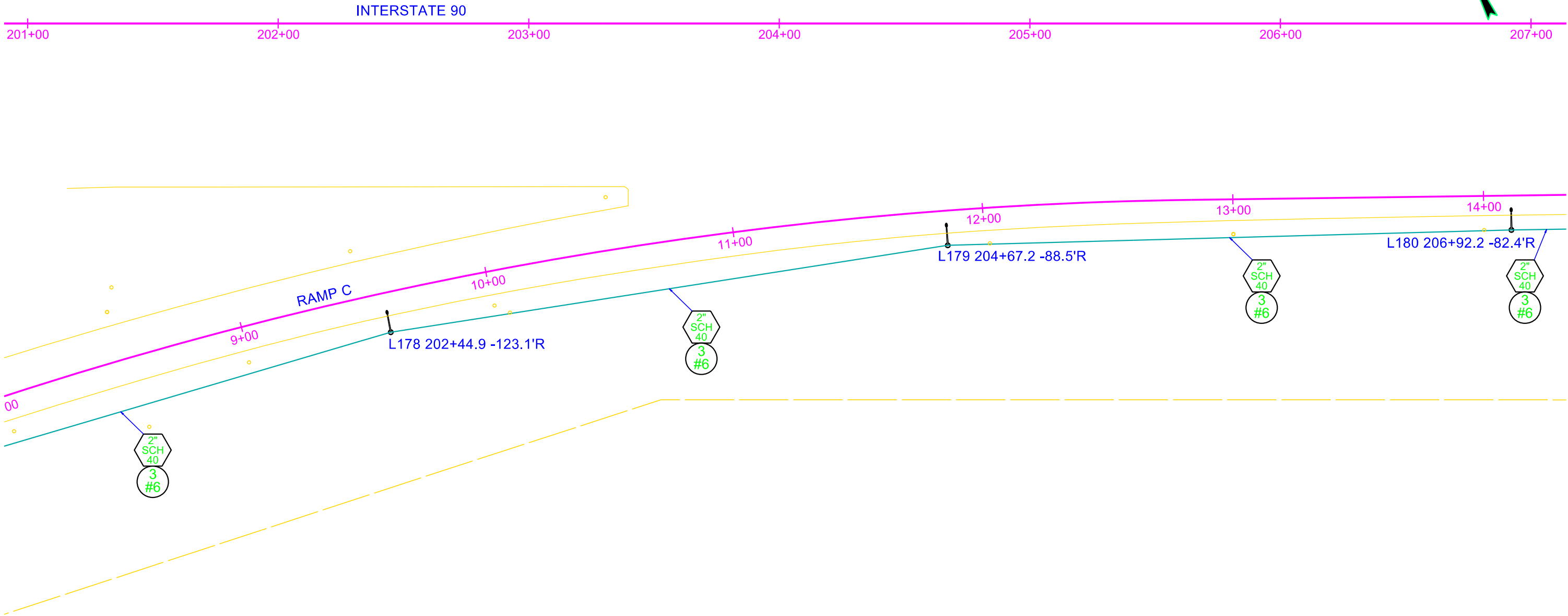
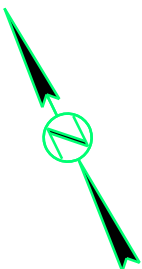


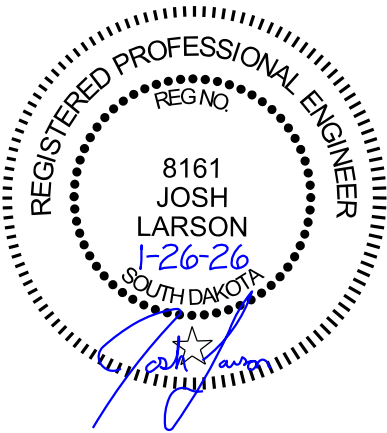
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	210	322

CONDUIT LAYOUT

EXIT 265

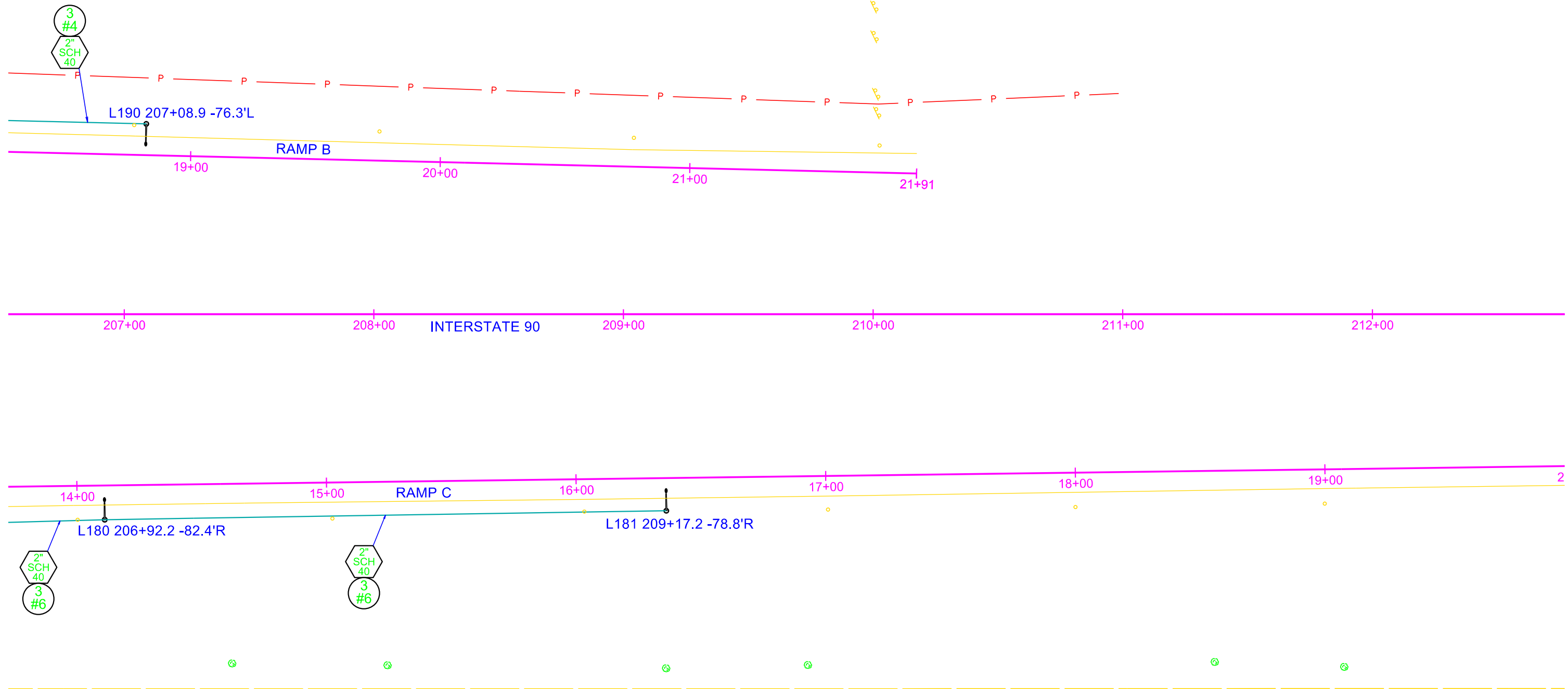
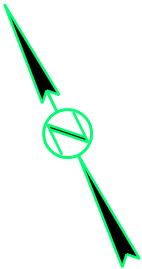




FOR BIDDING PURPOSES ONLY

CONDUIT LAYOUT EXIT 265

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	211	322
Plotting Date: 1/26/2026			

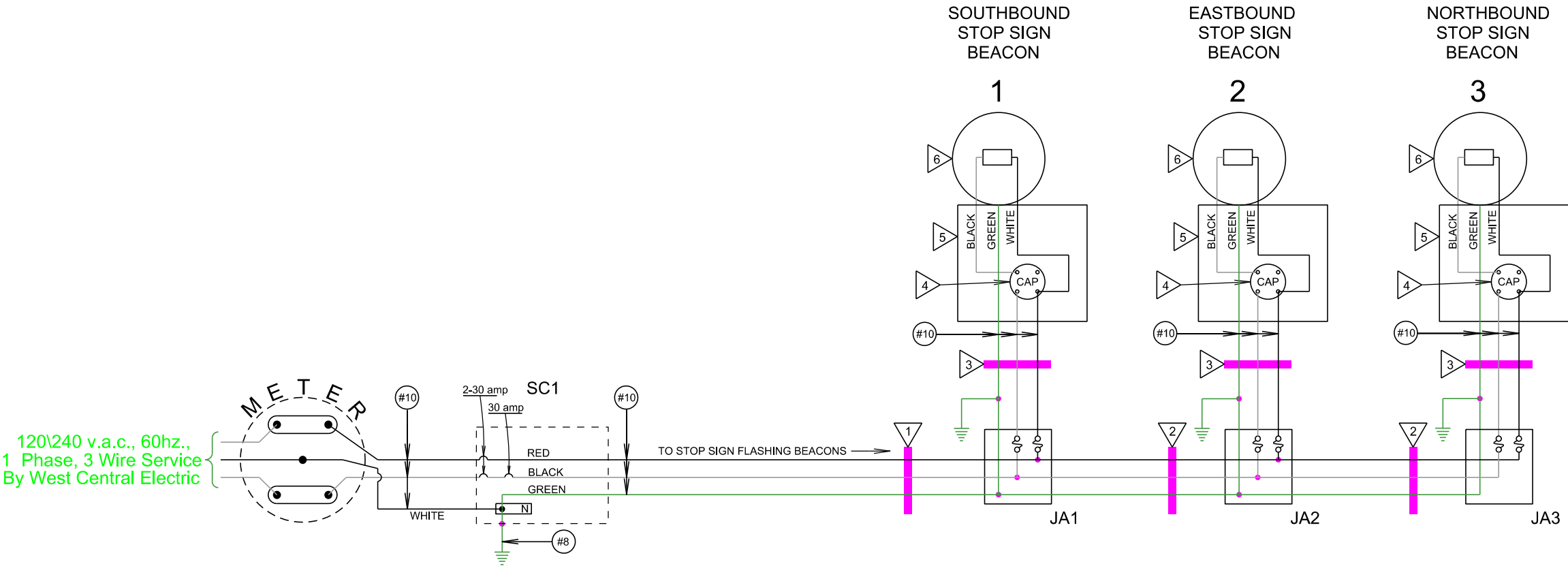


FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	212	322
Plotting Date:		1/26/2026	

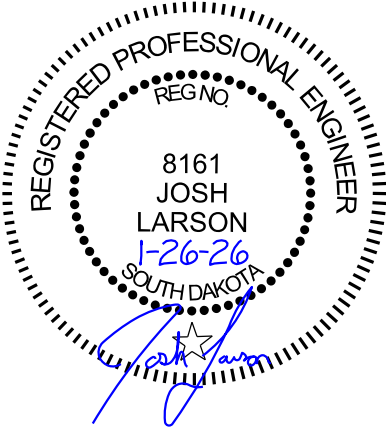
WIRING DIAGRAM

Flashing Beacons: Intersection I90L and Dougan Ave



FUSE

- 1 2" SCH 40 RIGID CONDUIT WITH CONDUCTORS.
- 2 2" SCH 80 RIGID CONDUIT WITH CONDUCTORS. BORED UNDER THE HIGHWAY PAVEMENT
- 3 1 1/2" RIGID GALVANIZED STEEL CONDUIT WITH #10 AWG CONDUCTORS
- 4 CAP FLASHER MODEL CF-2F AS MANUFACTURED BY TSC (or equal) IN VEHICLE SIGNAL HEAD HOUSING.
- 5 VEHICLE SIGNAL HEAD HOUSING WITH TUNNEL VISOR, 12 inch.
- 6 SIGNAL MODULE INDICATION IN VEHICLE SIGNAL HEAD HOUSING.



LEGEND:

 FUSE: 10 amp.

 LUMINAIRE: LED

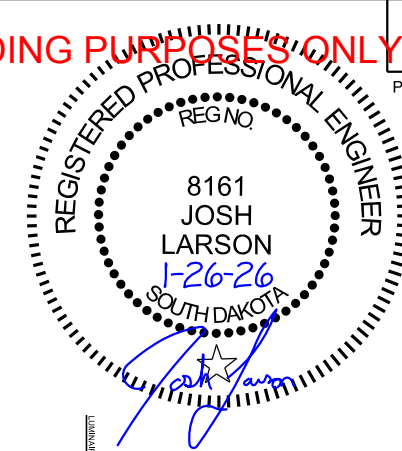
 PHOTOCELL (TYP)

 FESTOON (OUTDOOR OUTLET)

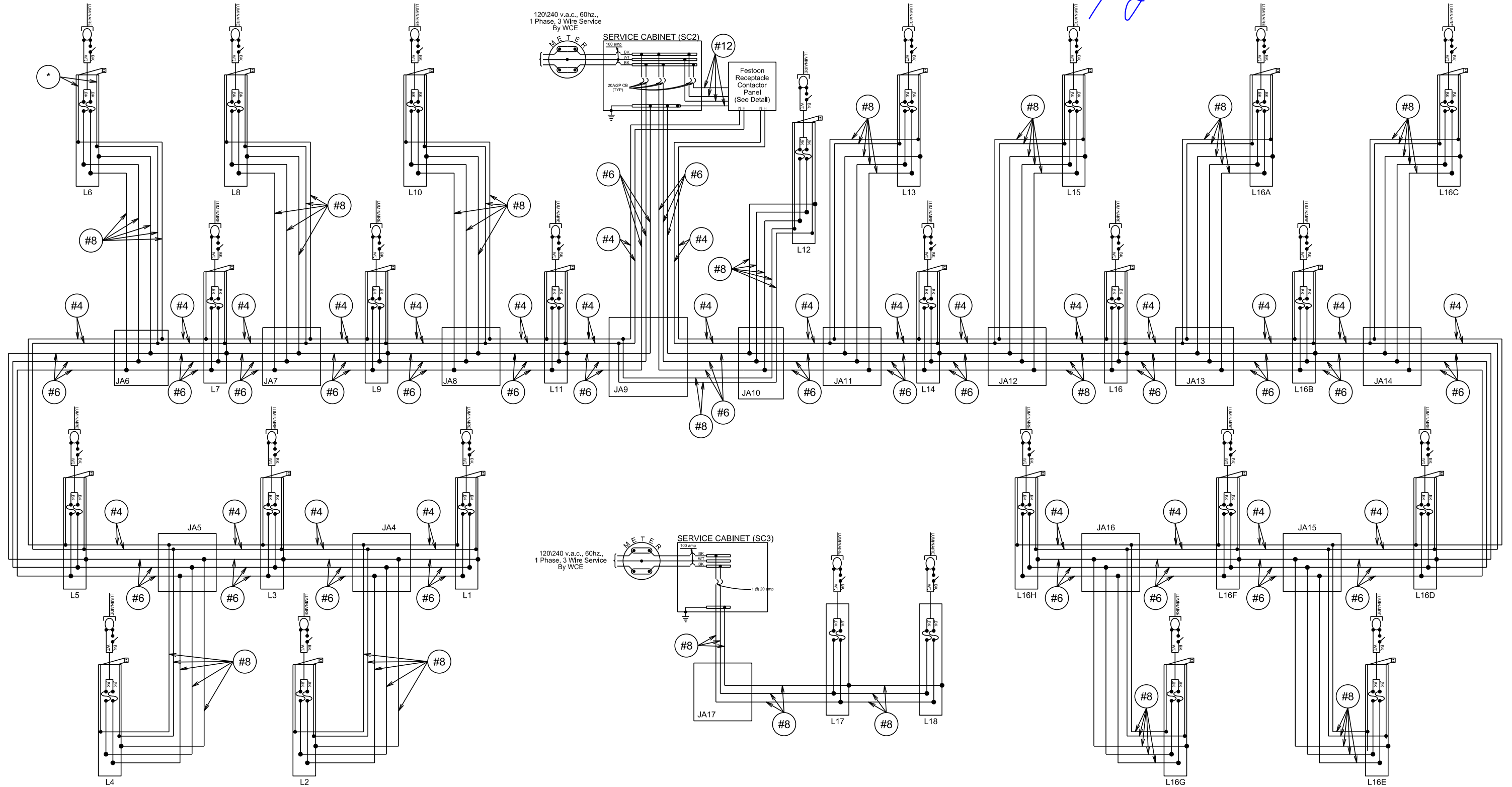
* - WIRING WITHIN POLE THAT SERVES
FESTOON OUTLET IS TO BE
3 - #12 CU [HOT-NEU-GRND]
(TYPICAL)

WIRE DIAGRAM I90L

FOR BIDDING PURPOSES ONLY



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	213	322
Plotting Date:	1/26/2026		



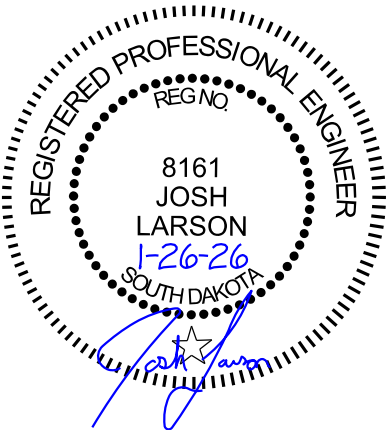
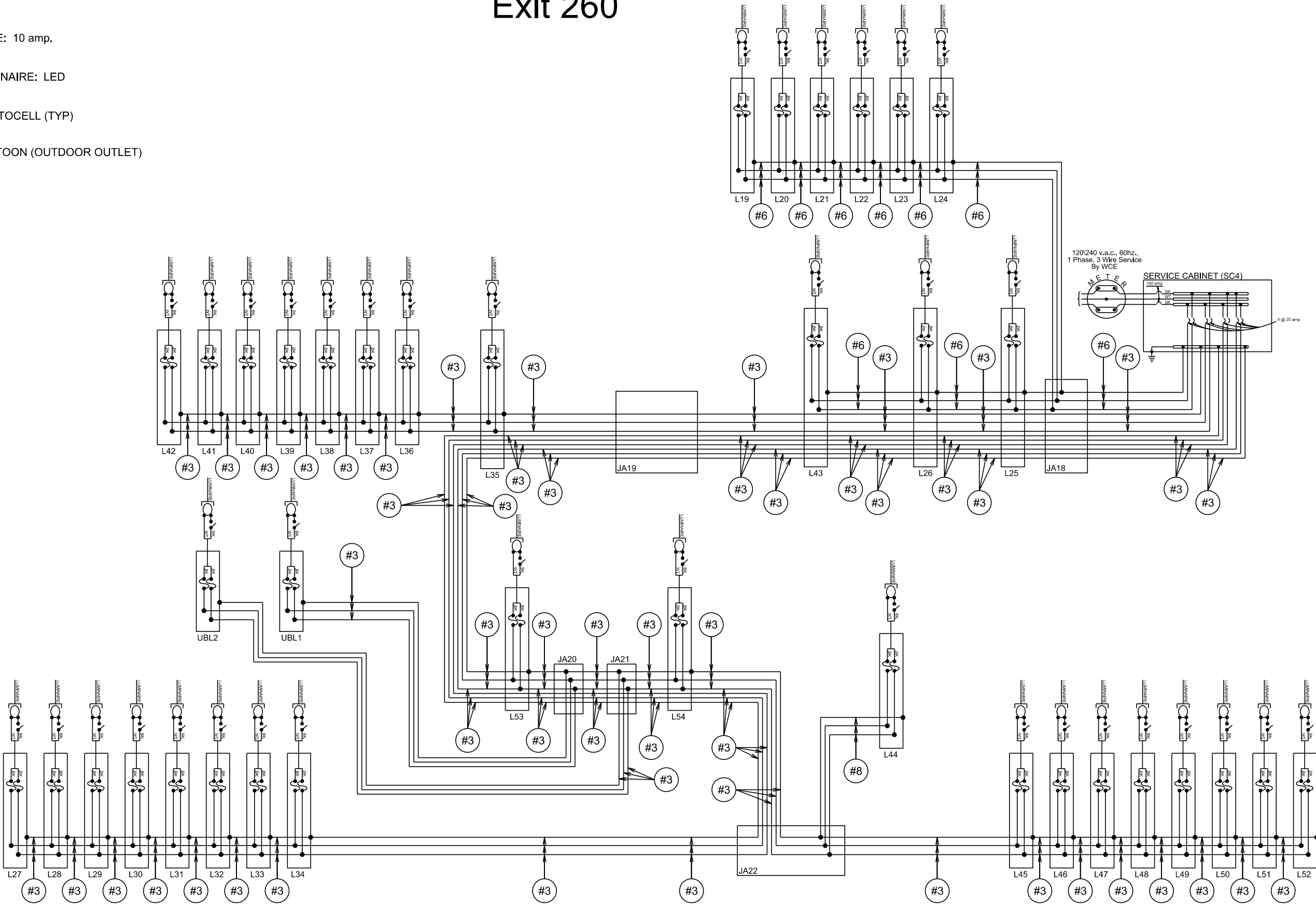
WIRE DIAGRAM

Exit 260

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	214	322
Plotting Date:		1/26/2026	

- LEGEND:
-  FUSE: 10 amp.
 -  LUMINAIRE: LED
 -  PHOTOCELL (TYP)
 -  FESTOON (OUTDOOR OUTLET)



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	215	322
Plotting Date: 1/26/2026			

WIRE DIAGRAM

Exit 263

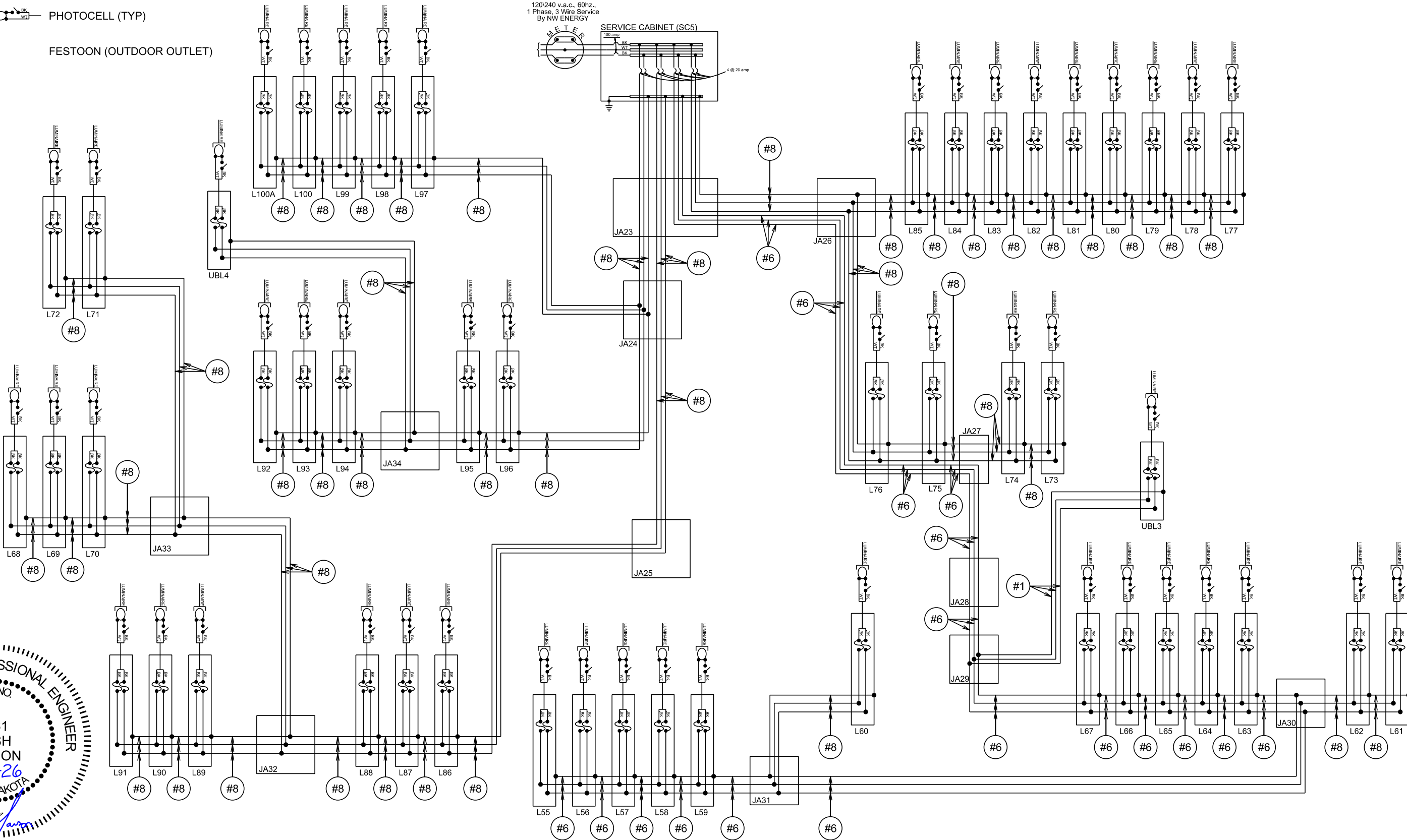
LEGEND:

-  FUSE: 10 amp.
-  LUMINAIRE: LED
-  PHOTOCELL (TYP)
-  FESTOON (OUTDOOR OUTLET)

120/240 v.a.c., 60hz.,
1 Phase, 3 Wire Service
By NW ENERGY

SERVICE CABINET (SC5)

4 @ 20 amp



FOR BIDDING PURPOSES ONLY

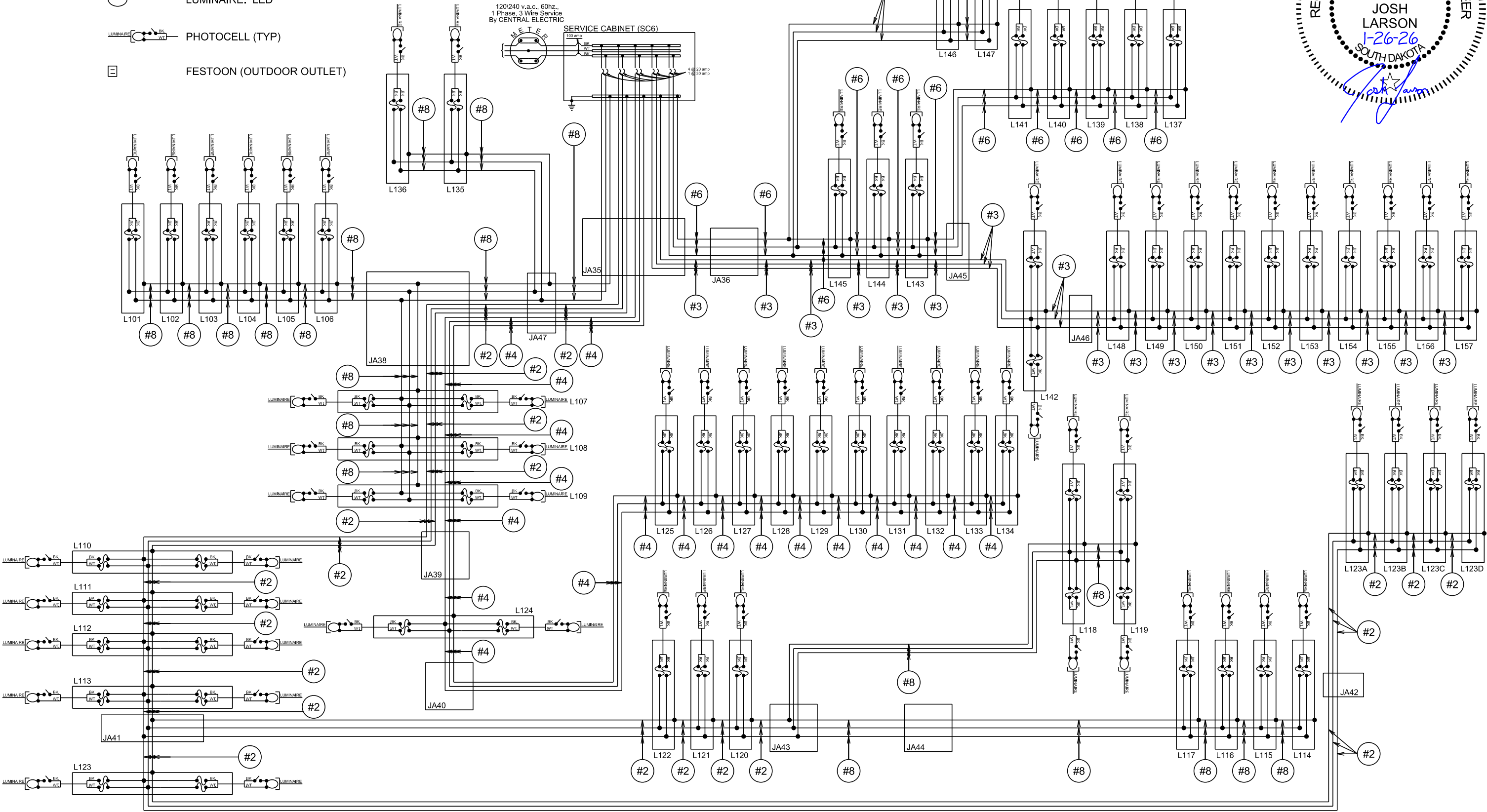
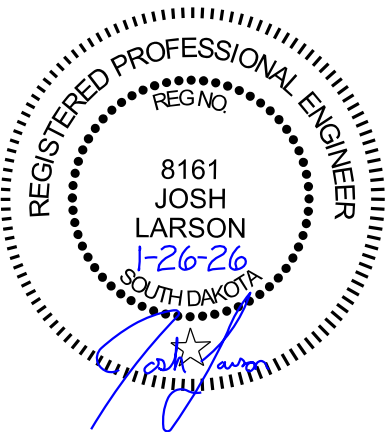
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	216	322

Plotting Date: 1/26/2026

WIRE DIAGRAM

Rest Area

- LEGEND:
-  FUSE: 10 amp.
 -  LUMINAIRE: LED
 -  PHOTOCELL (TYP)
 -  FESTOON (OUTDOOR OUTLET)



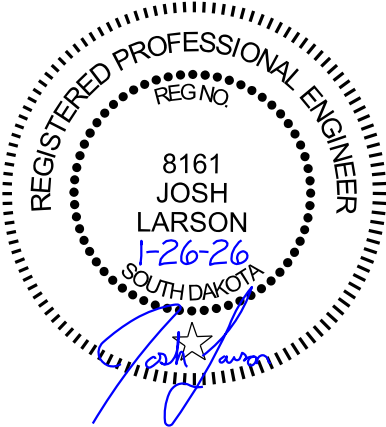
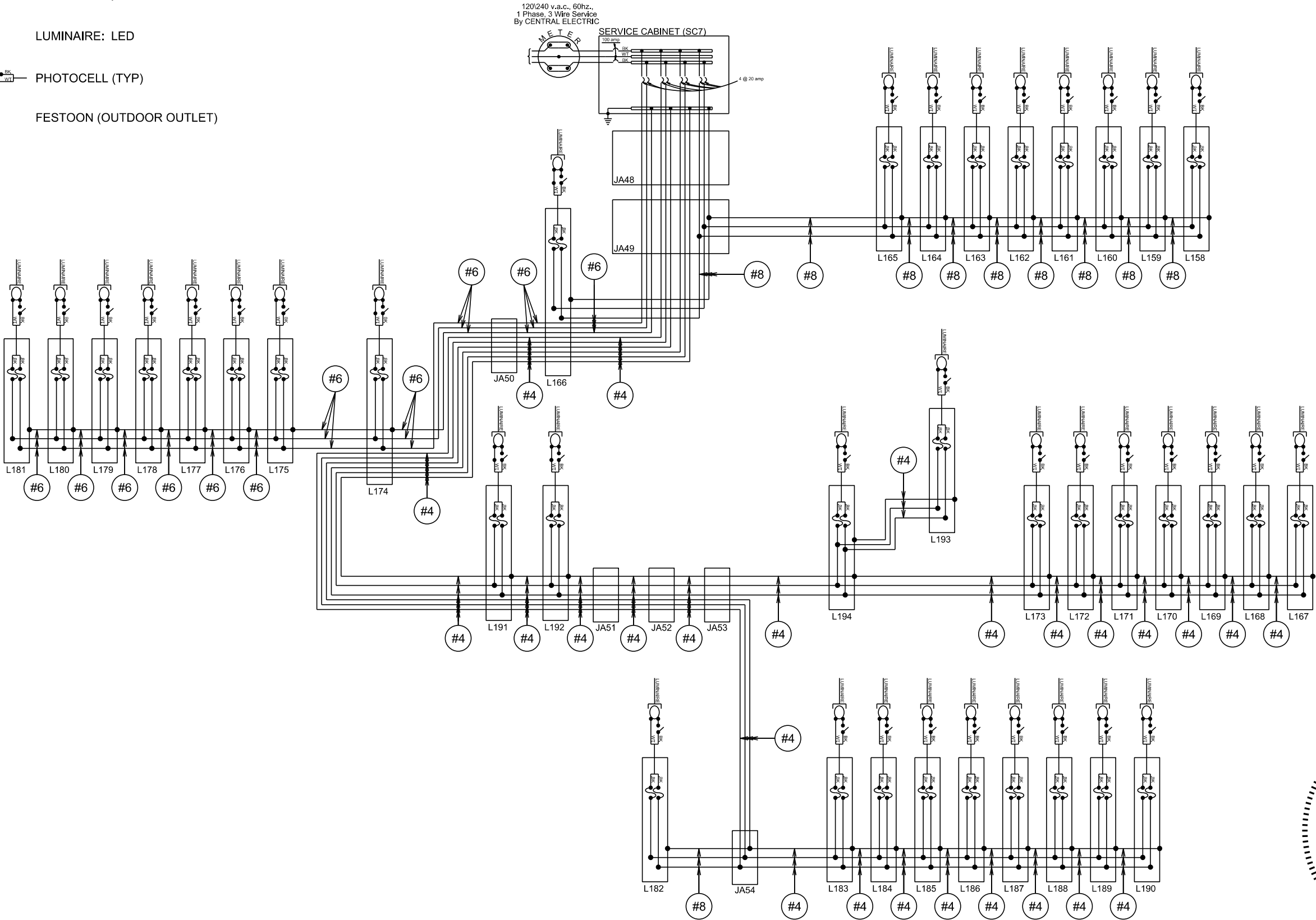
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	217	322
Plotting Date: 1/26/2026			

WIRE DIAGRAM

Exit 265

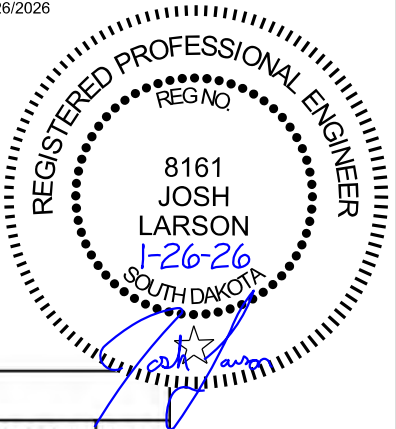
- LEGEND:
-  FUSE: 10 amp.
 -  LUMINAIRE: LED
 -  PHOTOCELL (TYP)
 -  FESTOON (OUTDOOR OUTLET)



LIGHT FIXTURE SCHEDULES

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	218	322
Plotting Date:		1/26/2026	



NOTE: COOPER LIGHTING IS SPECIFIED. ALTERNATIVE MANUFACTURERS ARE ALLOWED WITH PRIOR APPROVAL FROM THE PROJECT ENGINEER.

I-90L

Luminaire Schedule

Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height	Arm
26	A4-140-T3 (COOPER)	Single	ARCH4-140-740-U-T3-AP-FF-20KI-LLPC	0.800	24569	141.3	3673.8	40	8

EXIT 260

Luminaire Schedule

Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height	Arm
36	A4-160-T3 (COOPER)	Single	ARCH4-160-740-U-T3-AP-FF-20KI-LLPC	0.800	27373	160.7	5785.2	50	8

EXIT 263

Luminaire Schedule

Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height	Arm
47	A4-150-T3 (COOPER)	Single	ARCH4-150-740-U-T3-AP-FF-20KI-LLPC	0.800	25968	150.8	7087.6	50	8

REST AREA

Luminaire Schedule

Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height	Arm
42	ARCH4-140-T3 (COOPER)	Single	ARCH4-140-740-U-T3-AP-FF-20KI-LLPC	0.800	24569	141.3	5934.6	50	8
12	ARCH4-140-T3_2 (COOPER)	Back-Back	ARCH4-140-740-U-T3-AP-FF-20KI-LLPC	0.800	24569	141.3 (x2)	3391.2	50	8
7	ARCH4-150-T4W (COOPER)	Single	ARCH4-150-740-U-T4W-AP-FF-20KI-LLPC	0.800	25315	150.8	1055.6	50	8

EXIT 265

Luminaire Schedule

Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height	Arm
37	A4-150-T3 (COOPER)	Single	ARCH4-150-740-U-T3-AP-FF-20KI-LLPC	0.800	25968	150.8	5579.6	50	8

Under Bridge Deck Luminaires (Exit 260 & Exit 263)

Luminaire Schedule

Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height	Arm
4	WKP6B (COOPER)	Single	WKP6BLEDEDGL-7040	0.800	5828	46	184	15	0

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:		219	322
		1/26/2026	

PANELBOARD SCHEDULES

* REFER TO LIGHTING PLANS FOR PROPER WIRE SIZE.

** PROVIDE PANELBOARD WITH FACTORY INSTALLED SURGE PROTECTION DEVICE (100kA)

*** PROVIDE GFCI BREAKER

PANEL "SC1" ** (NEMA 4X - GASKETED)		VOLTS - 120/240V PHASE - 1 WIRE - 3 MAIN CAPACITY - 30 AMPERES												
		MOUNTING - SURFACE				FEEDER SIZE - SEE ONELINE DIAGRAM				MAIN CONNECTION - MCB				
		DISTRIBUTION WATTS	WIRE SIZE	CIRCUIT BREAKER			N	CIRCUIT BREAKER			WIRE SIZE	DISTRIBUTION WATTS	ITEM FED	CCT NO
AMP	POLES			FRAME	FRAME	POLES		AMP						
1	BEACONS	2500	*	30	1	10KAIC	L1	10KAIC	1	20	N/A	0	SPARE	2
3	SPARE	0	N/A	30	1	10KAIC	L2	10KAIC	1	20	N/A	0	SPARE	4
5	SPARE	0	N/A	20	2	10KAIC	L1	10KAIC	1	20	N/A	0	SPARE	6

PANEL "SC2" ** (NEMA 4X - GASKETED)		VOLTS - 120/240V PHASE - 1 WIRE - 3 MAIN CAPACITY - 100 AMPERES												
		MOUNTING - SURFACE				FEEDER SIZE - SEE ONELINE DIAGRAM				MAIN CONNECTION - MCB				
		DISTRIBUTION WATTS	WIRE SIZE	CIRCUIT BREAKER			N	CIRCUIT BREAKER			WIRE SIZE	DISTRIBUTION WATTS	ITEM FED	CCT NO
AMP	POLES			FRAME	FRAME	POLES		AMP						
1	WEST LIGHTS	1000	*	20	2	10KAIC	L1	10KAIC	2	20	*	1000	EAST LIGHTS	2
3		1000	*	20		10KAIC	L2	10KAIC		20	*	1000		4
5	FESTOON RECEPT. ***	1800	*	20	2	10KAIC	L1	10KAIC	2	20	*	0	SPARE	6
7		1800	*	20		10KAIC	L2	10KAIC		20	*	0		8
9	SPARE	0	N/A	20	1	10KAIC	L1	10KAIC	1	20	N/A	0	SPARE	10
11	SPARE	0	N/A	20	1	10KAIC	L2	10KAIC	1	20	N/A	0	SPARE	12

PANEL "SC3" ** (NEMA 4X - GASKETED)		VOLTS - 120/240V PHASE - 1 WIRE - 3 MAIN CAPACITY - 100 AMPERES												
		MOUNTING - SURFACE				FEEDER SIZE - SEE ONELINE DIAGRAM				MAIN CONNECTION - MCB				
		DISTRIBUTION WATTS	WIRE SIZE	CIRCUIT BREAKER				N	CIRCUIT BREAKER			WIRE SIZE	DISTRIBUTION WATTS	ITEM FED
AMP	POLES			FRAME		FRAME	POLES		AMP					
1	LIGHTS	150	*	20	2	10KAIC	L1	10KAIC	2	20	N/A	0	SPARE	2
3		150	*	20		10KAIC	L2	10KAIC		20	N/A	0		4
5	SPARE	0	N/A	20	2	10KAIC	L1	10KAIC	2	20	N/A	0	SPARE	6
7		0	N/A	20		10KAIC	L2	10KAIC		20	N/A	0		8
9	SPARE	0	N/A	20	1	10KAIC	L1	10KAIC	1	20	N/A	0	SPARE	10
11	SPARE	0	N/A	20	1	10KAIC	L2	10KAIC	1	20	N/A	0	SPARE	12

PANEL "SC4" ** (NEMA 4X - GASKETED)		VOLTS - 120/240V PHASE - 1 WIRE - 3 MAIN CAPACITY - 100 AMPERES													
		MOUNTING - SURFACE				FEEDER SIZE - SEE ONELINE DIAGRAM				MAIN CONNECTION - MCB					
		DISTRIBUTION WATTS	WIRE SIZE	CIRCUIT BREAKER				N	CIRCUIT BREAKER			WIRE SIZE	DISTRIBUTION WATTS	ITEM FED	CCT NO
AMP	POLES			FRAME	FRAME	POLES	AMP								
1	SW INTERCHANGE LTG	600	*	20	2	22KAIC	L1	22KAIC	2	20	*	600	NW INTERCHANGE LTG	2	
3		600	*	20		22KAIC	L2	22KAIC		20	*	600		4	
5	SE INTERCHANGE LTG	600	*	20	2	22KAIC	L1	22KAIC	2	20	*	750	NE INTERCHANGE LTG	6	
7		600	*	20		22KAIC	L2	22KAIC		20	*	750		8	
9	SPARE	0	N/A	20	1	22KAIC	L1	22KAIC	1	20	N/A	0	SPARE	10	
11	SPARE	0	N/A	20	1	22KAIC	L2	22KAIC	1	20	N/A	0	SPARE	12	

PANEL "SC5" ** (NEMA 4X - GASKETED)		VOLTS - 120/240V PHASE - 1 WIRE - 3 MAIN CAPACITY - 100 AMPERES													
		MOUNTING - SURFACE				FEEDER SIZE - SEE ONELINE DIAGRAM				MAIN CONNECTION - MCB					
		DISTRIBUTION WATTS	WIRE SIZE	CIRCUIT BREAKER			N	CIRCUIT BREAKER			WIRE SIZE	DISTRIBUTION WATTS	ITEM FED	CCT NO	
AMP	POLES			FRAME	FRAME	POLES		AMP							
1	SW INTERCHANGE LTG	900	*	20	2	22KAIC	L1	22KAIC	2	20	*	975	NW INTERCHANGE LTG	2	
3		900	-	20		22KAIC	L2	22KAIC		20	-	975		4	
5	SE INTERCHANGE LTG	825	*	20	2	22KAIC	L1	22KAIC	2	20	*	800	NE INTERCHANGE LTG	6	
7		825	*	20		22KAIC	L2	22KAIC		20	*	800		8	
9	SPARE	0	N/A	20	1	22KAIC	L1	22KAIC	1	20	N/A	0	SPARE	10	
11	SPARE	0	N/A	20	1	22KAIC	L2	22KAIC	1	20	N/A	0	SPARE	12	

PANEL "SC6" ** (NEMA 4X - GASKETED)		VOLTS - 120/240V PHASE - 1 WIRE - 3 MAIN CAPACITY - 100 AMPERES													
		MOUNTING - SURFACE				FEEDER SIZE - SEE ONELINE DIAGRAM				MAIN CONNECTION - MCB					
		DISTRIBUTION WATTS	WIRE SIZE	CIRCUIT BREAKER			N	CIRCUIT BREAKER			WIRE SIZE	DISTRIBUTION WATTS	ITEM FED	CCT NO	
AMP	POLES			FRAME	FRAME	POLES		AMP							
1	SW INTERCHANGE LTG	1050	*	20	2	22KAIC	L1	22KAIC	2	20	*	975	NW INTERCHANGE LTG	2	
3		1050	*	20		22KAIC	L2	22KAIC		20	*	975		4	
5	REST AREA SITE	1550	*	30	2	22KAIC	L1	22KAIC	2	20	*	750	NE INTERCHANGE LTG	6	
7		1550	*	30		22KAIC	L2	22KAIC		20	*	750		8	
9			*	20	2	22KAIC	L1	22KAIC	2	20	*	750	NE RAMP LTG	10	
11			*	20		22KAIC	L2	22KAIC		20	*	750		12	

PANEL "SC7" ** (NEMA 4X - GASKETED)		VOLTS - 120/240V PHASE - 1 WIRE - 3 MAIN CAPACITY - 100 AMPERES												
		MOUNTING - SURFACE				FEEDER SIZE - SEE ONELINE DIAGRAM				MAIN CONNECTION - MCB				
		DISTRIBUTION WATTS	WIRE SIZE	CIRCUIT BREAKER			N	CIRCUIT BREAKER			WIRE SIZE	DISTRIBUTION WATTS	ITEM FED	CCT NO
AMP	POLES			FRAME	FRAME	POLES		AMP						
1	SW INTERCHANGE LTG	675	*	20	2	22KAIC	L1	22KAIC	2	20	*	825	NW INTERCHANGE LTG	2
3		675	*	20		22KAIC	L2	22KAIC		20	*	825		4
5	SE INTERCHANGE LTG	600	*	20	2	22KAIC	L1	22KAIC	2	20	*	675	NE INTERCHANGE LTG	6
7		600	*	20		22KAIC	L2	22KAIC		20	*	675		8
9	SPARE	0	N/A	20	1	22KAIC	L1	22KAIC	1	20	N/A	0	SPARE	10
11	SPARE	0	N/A	20	1	22KAIC	L2	22KAIC	1	20	N/A	0	SPARE	12



PAVEMENT MARKING – PCN07YC

Typical pavement marking as shown on this sheet will be applied throughout the entire length of two lane roadway, and two lane with center turn lane roadway.

Traffic Control will be incidental to the cost of application. The striper and advance or trailing warning vehicle will be equipped with flashing amber lights and advance warning arrow board.

Application rates for will be as follows:

Two Lane Roadway (Rates for one line)	
Dashed Yellow Centerline	
Rate = 6.2 Gals./Pass-Mile	
Solid Yellow Centerline	
Rate = 22.5 Gals./Pass-Mile	
Solid White Edgeline	
Rate = 22.5 Gals./Pass-Mile	

4" Yellow Skip Centerline (when not adjacent to a 4" Yellow No Passing Zone) will be placed consistently to the south or east side of centerline.

ESTIMATED QUANTITIES (BASED ON ONE APPLICATION)	
PAINT	QUANTITY
WHITE	193 GALLONS
YELLOW	135 GALLONS

Included in the above quantities are:			
Additional White (1 Application)		Additional Yellow (1 Application)	
Description	Gallons	Description	Gallons
4" Lines	2963'	Transitions	7
8" Lines	-	4" Lines (No Passing)	55
12" Lines	28'	4" Lines	13156'
Crosswalks	-	8" Lines	5691'
24" Lines	28'	12" Lines	-
Solid Areas	-	24" Lines	-
Arrows	-	Solid Areas	179'
Left Arrows	32 Ea	Additional Yellow:	7
Right Arrows	1 Ea		93
Straight Arrows	-		
Combo Arrows	-		
Lane Drop Arrows	-		
Messages	-		
STOP	-		
STOP AHEAD	-		
R X R with Bars	-		
Additional White:	31		

Additional Quantities Rates of Coverage:	SqFt/Gal
4", 8" and 12" Lines -	80
24" Lines and Bars -	50
Arrows, Messages and Solid Areas -	30

All pavement marking dimensions
are based on 12' driving lanes.

Pavement Markings for PCN 07YC will be for the following locations:

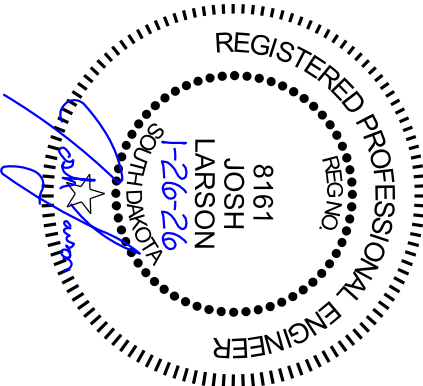
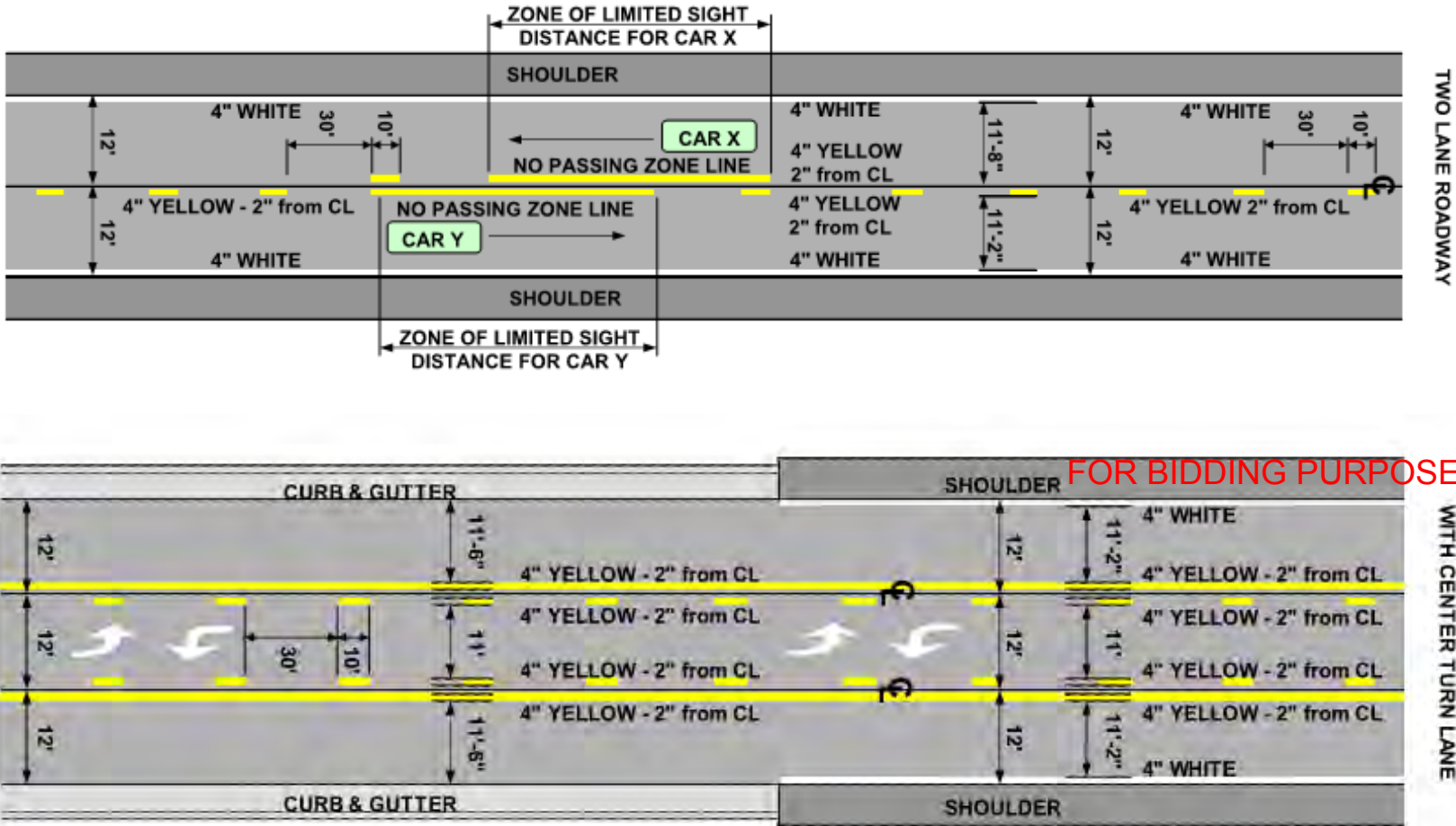
*Two Lane Roadway: 1438+00 to 1495+79.75; 1544+61 to 1609+77 (thru Equation); 1618+18 to 23+37 (thru Equation)

**Transitions: 1495+79.75 to 1500+85; 1541+85 to 1544+61; 1609+77 to 1618+18; 23+37 to 25+44.77

Two Lane Roadway with Center Turn Lane: 1500+85 to 1541+85

*Pavement Markings installed on bridges

**See Pavement Marking Layout Sheets for transition areas



PAVEMENT MARKING – PCN08L4

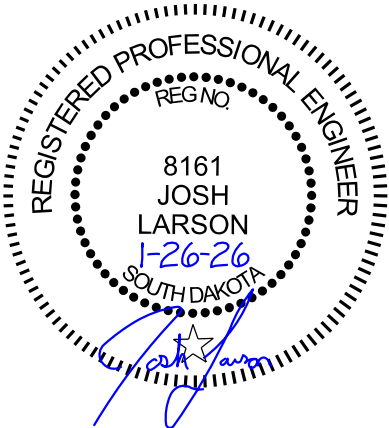
PCN08L4 will include Durable Pavement Markings on all mainline interstate pavements. High Build Waterborne Pavement Marking Paint will be used on the ramps.

Typical pavement marking as shown on this sheet will be applied throughout the entire length of divided roadway.

Traffic Control will be incidental to the cost of application. The striper and advance or trailing warning vehicle will be equipped with flashing amber lights and advance warning arrow board.

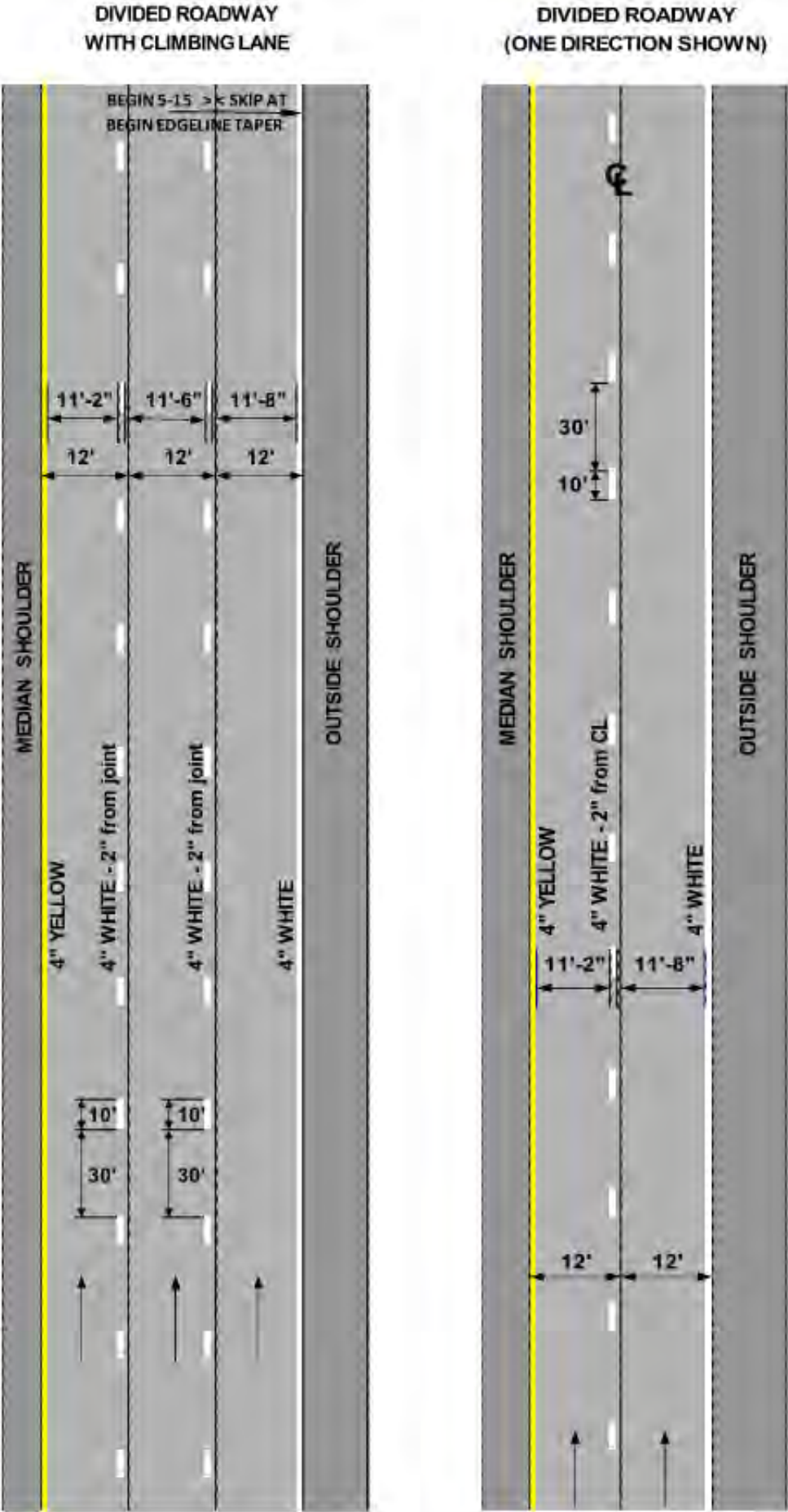
ESTIMATED QUANTITIES - DURABLE PAVEMENT MARKING	
ITEM	QUANTITY
4" WHITE	91,815 FT
12" WHITE	3,271 FT
4" YELLOW	114,973 FT
4" GROOVING	206,788 FT
12" GROOVING	3,271 FT
MOBILE RETROREFLECTOMETER MEASUREMENTS	39.8 MILE

ESTIMATED QUANTITIES - PAINT (BASED ON ONE APPLICATION)	
PAINT	QUANTITY
WHITE	101 GALLONS
YELLOW	87 GALLONS



Included in the above PAINT quantities are:			
Additional White (1 Application)		Additional Yellow (1 Application)	
Description	Gallons	Description	Gallons
4" Skip Lines	-	Transitions	-
4" Lines	22380'	4" Lines	20950'
8" Lines	-	8" Lines	-
12" Gore Lines	605'	12" Lines	-
Crosswalks	-	24" Hatches	-
24" Stop Lines	-	Solid Areas	-
24" Hatches	-	Additional Yellow:	87
Solid Areas	-		
Arrows			
Left Arrows	-	Additional Quantities	
Right Arrows	-	Rates of Coverage:	SqFt/Gal
Straight Arrows	-	4", 8" and 12" Lines -	80
Combo Arrows	-		
Lane Drop Arrows	-	Pavement marking at On and Off Ramps	
		will be applied as detailed in these plans.	
Additional White:			
	101		

Pavement Markings for PCN08L4 will be from Sta. 68+84.94 to Sta. 520+00 and the On and Off Ramps at Exit 263, the Rest Area, and Exit 265.

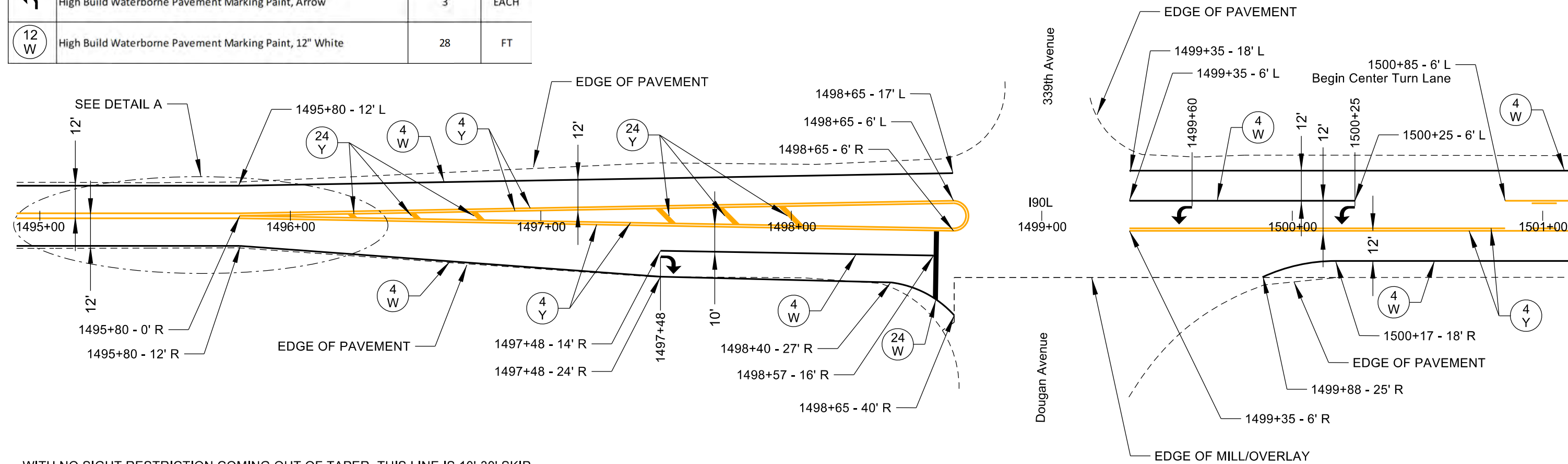
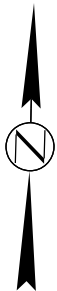


ESTIMATE OF QUANTITIES (I90L-PCN07YC)			
KEY	ITEM	QUANTITY	UNIT
(4 W)	High Build Waterborne Pavement Marking Paint, 4" White	811	FT
(4 Y)	High Build Waterborne Pavement Marking Paint, 4" Yellow	1411	FT
(24 W)	High Build Waterborne Pavement Marking Paint, 24" White	28	FT
(24 Y)	High Build Waterborne Pavement Marking Paint, 24" Yellow	50	FT
(SA Y)	High Build Waterborne Pavement Marking Paint, Area	64	SQFT
↩	High Build Waterborne Pavement Marking Paint, Arrow	3	EACH
(12 W)	High Build Waterborne Pavement Marking Paint, 12" White	28	FT

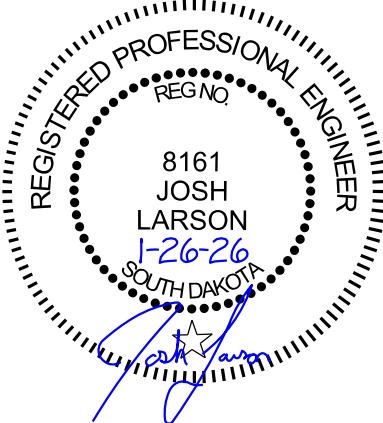
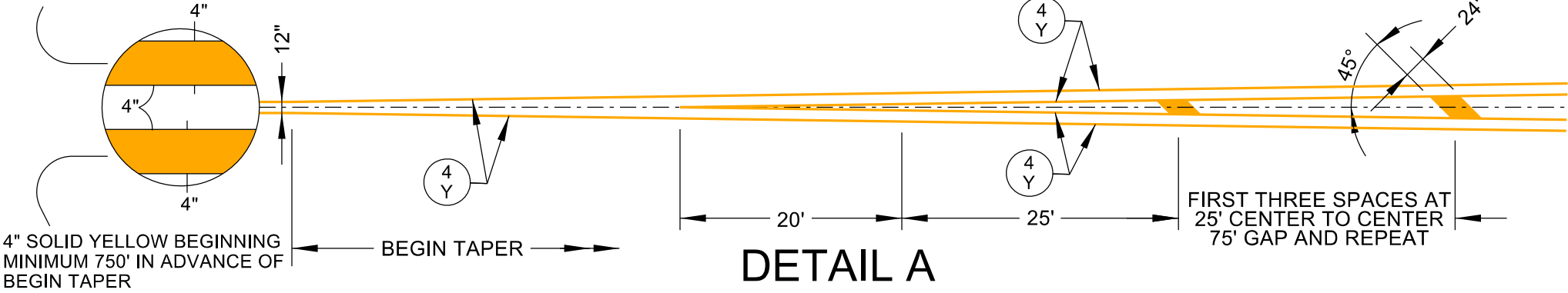
PAVEMENT MARKING LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	222	322
Plotting Date: 1/26/2026			



WITH NO SIGHT RESTRICTION COMING OUT OF TAPER, THIS LINE IS 10'-30' SKIP.
WITH SIGHT RESTRICTION COMING OUT OF TAPER, THIS LINE IS 4" SOLID YELLOW

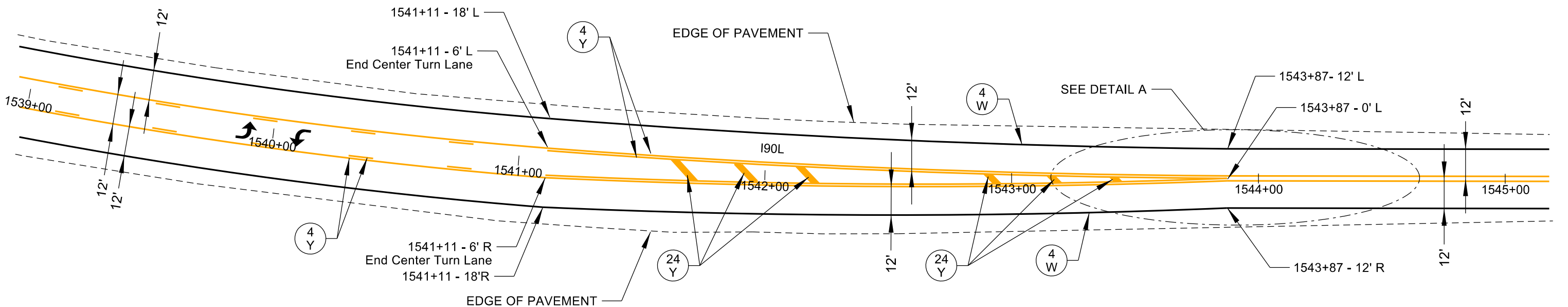


PAVEMENT MARKING LAYOUT

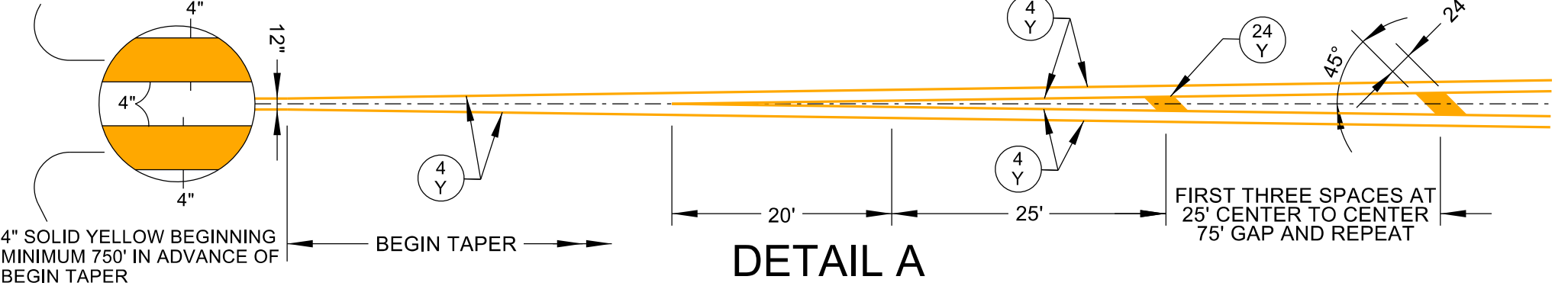
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		223	322

ESTIMATE OF QUANTITIES (I90L-PCN07YC)			
KEY	ITEM	QUANTITY	UNIT
(4 W)	High Build Waterborne Pavement Marking Paint, 4" White	553	FT
(4 Y)	High Build Waterborne Pavement Marking Paint, 4" Yellow	1105	FT
(24 Y)	High Build Waterborne Pavement Marking Paint, 24" Yellow	54	FT
(SA Y)	High Build Waterborne Pavement Marking Paint, Area	9	SQFT



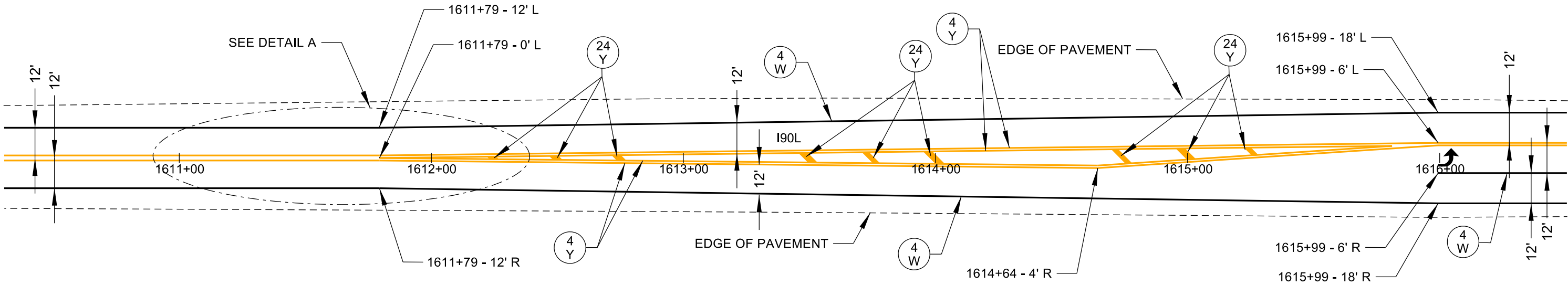
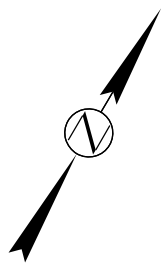
WITH NO SIGHT RESTRICTION COMING OUT OF TAPER, THIS LINE IS 10'-30' SKIP.
WITH SIGHT RESTRICTION COMING OUT OF TAPER, THIS LINE IS 4" SOLID YELLOW



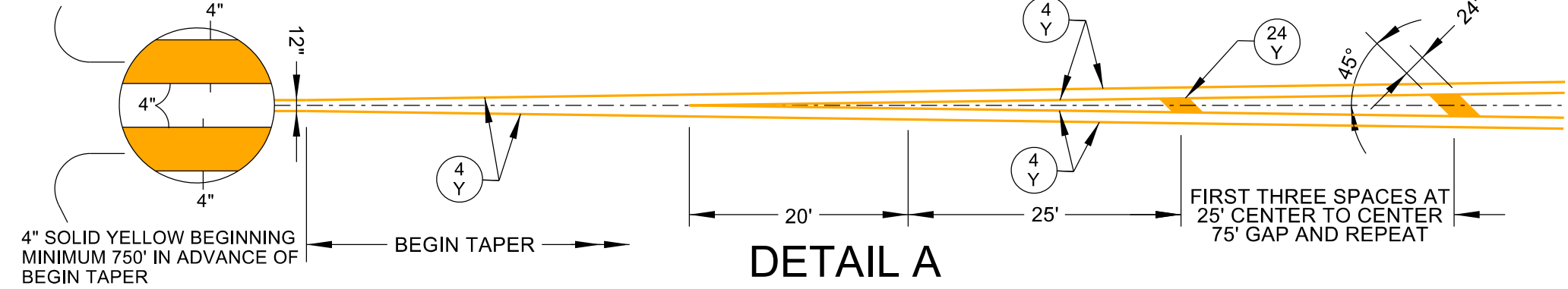
PAVEMENT MARKING LAYOUT FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	224	322
Plotting Date:		1/26/2026	

ESTIMATE OF QUANTITIES (I90L-PCN07YC)			
KEY	ITEM	QUANTITY	UNIT
4 W	High Build Waterborne Pavement Marking Paint, 4" White	1599	FT
4 Y	High Build Waterborne Pavement Marking Paint, 4" Yellow	3175	FT
24 Y	High Build Waterborne Pavement Marking Paint, 24" Yellow	75	FT
SA Y	High Build Waterborne Pavement Marking Paint, Area	133	SQFT
↩	High Build Waterborne Pavement Marking Paint, Arrow	2	EACH



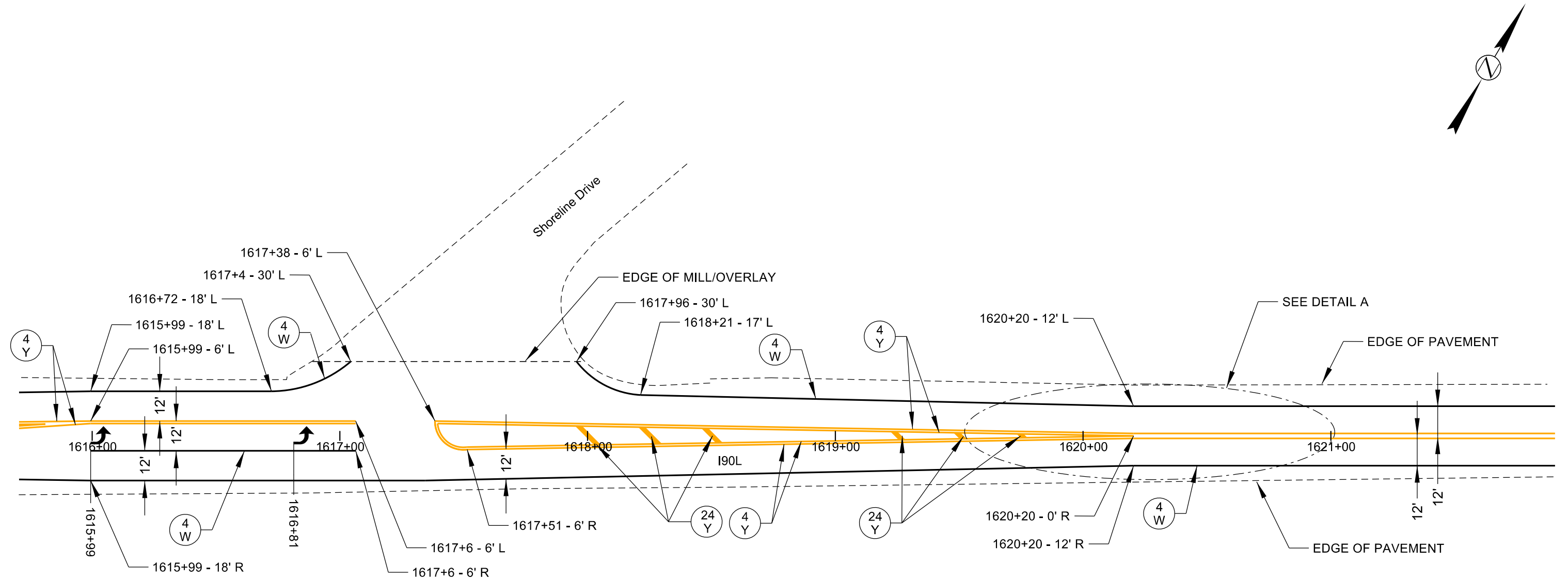
WITH NO SIGHT RESTRICTION COMING OUT OF TAPER, THIS LINE IS 10'-30' SKIP.
WITH SIGHT RESTRICTION COMING OUT OF TAPER, THIS LINE IS 4" SOLID YELLOW



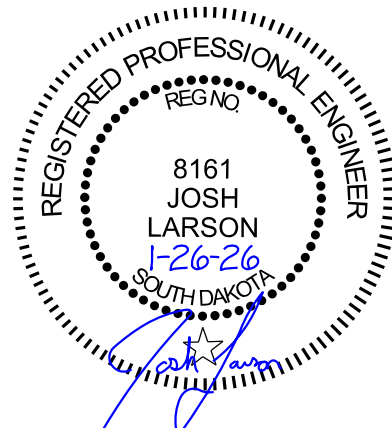
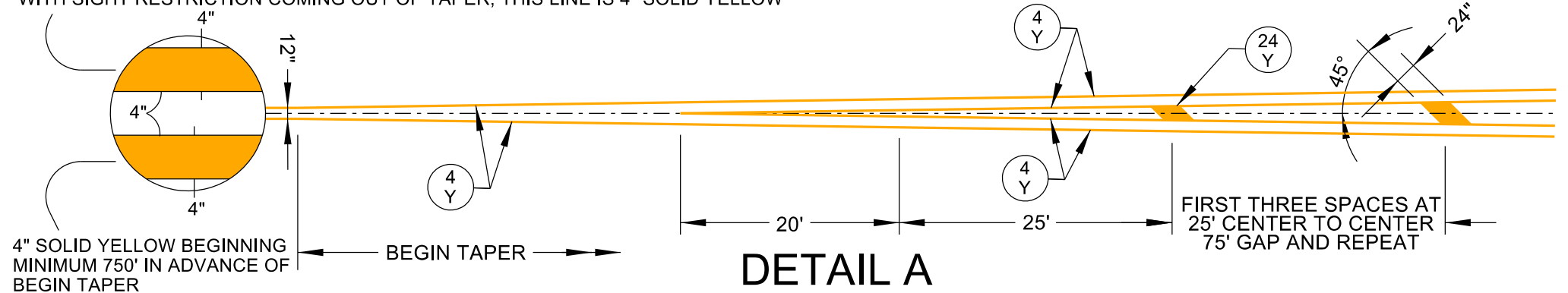
PAVEMENT MARKING LAYOUT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	225	322
Plotting Date: 1/26/2026			



WITH NO SIGHT RESTRICTION COMING OUT OF TAPER, THIS LINE IS 10'-30' SKIP.
WITH SIGHT RESTRICTION COMING OUT OF TAPER, THIS LINE IS 4" SOLID YELLOW

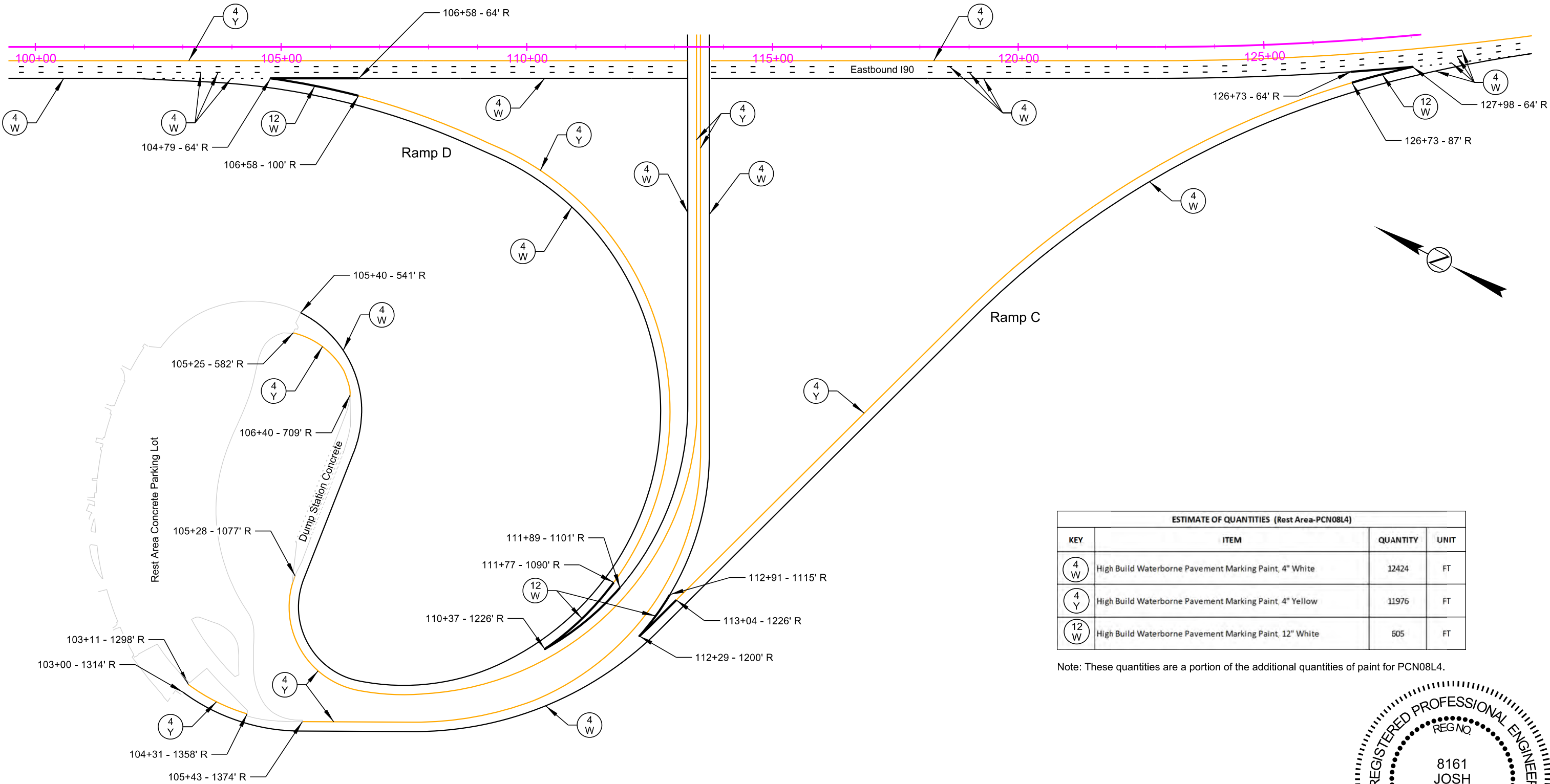


PAVEMENT MARKING LAYOUT

REST AREA

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	226	322
Plotting Date:		1/26/2026	

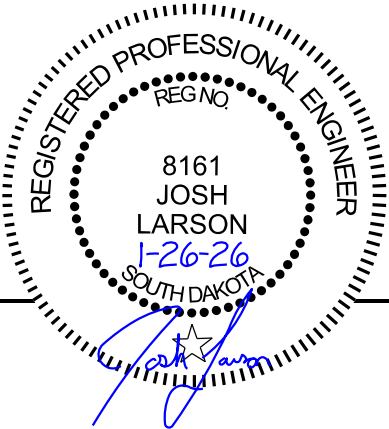


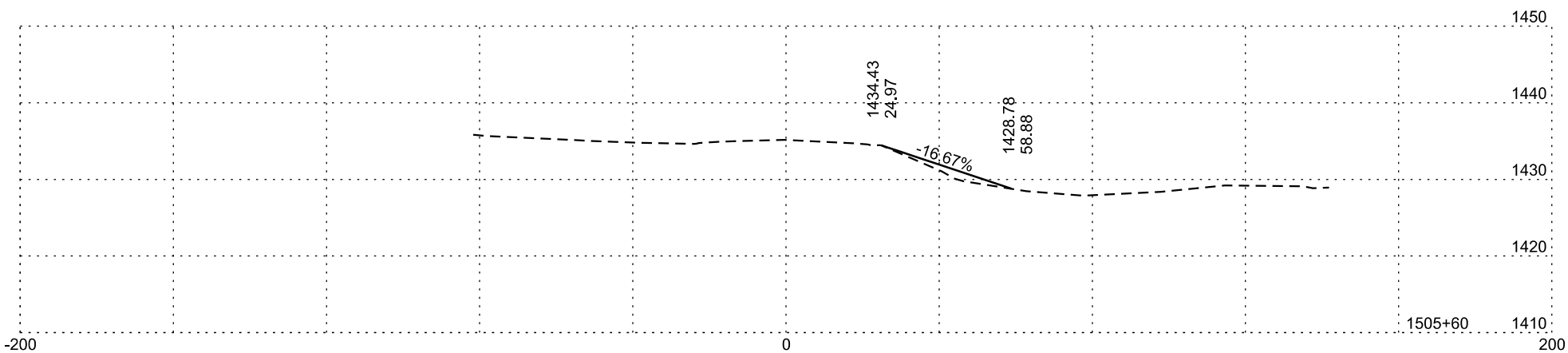
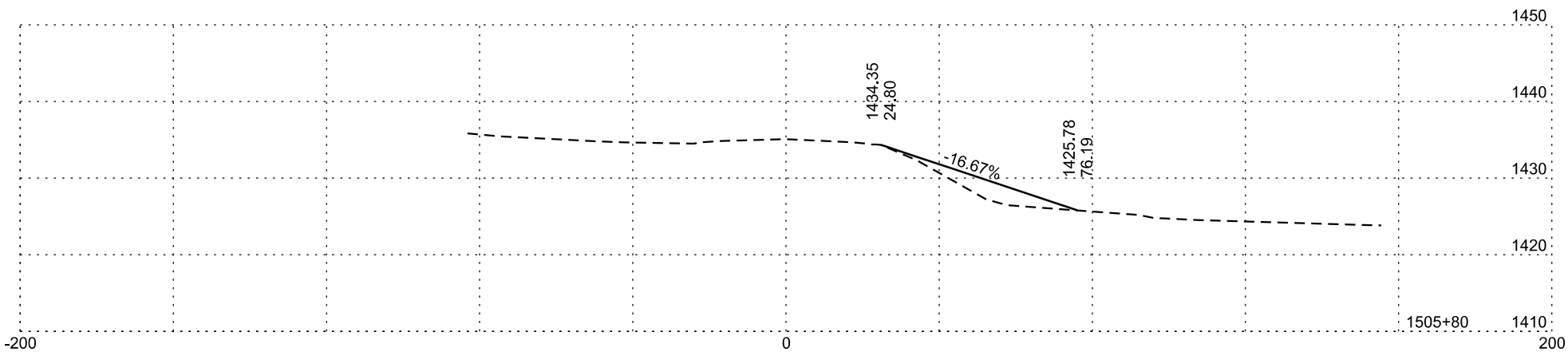
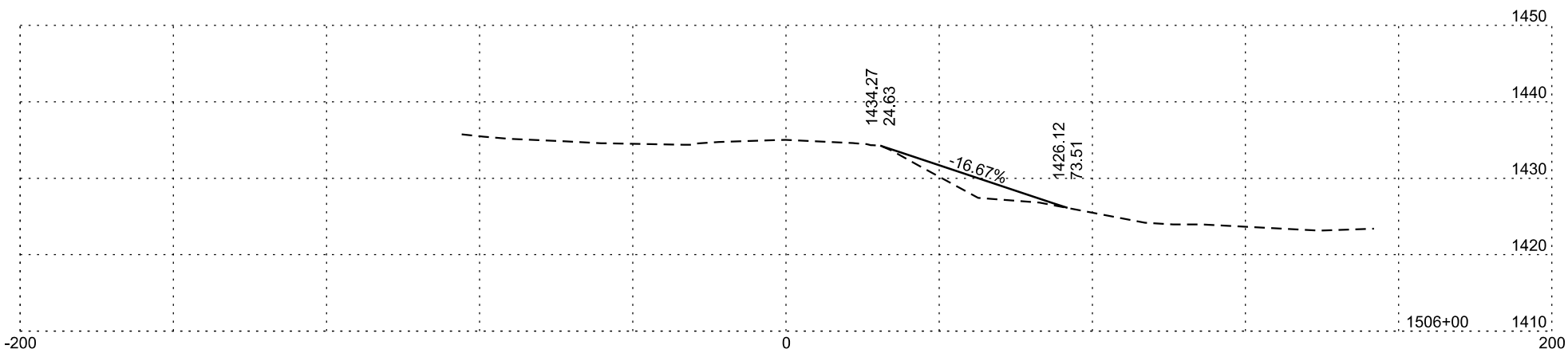
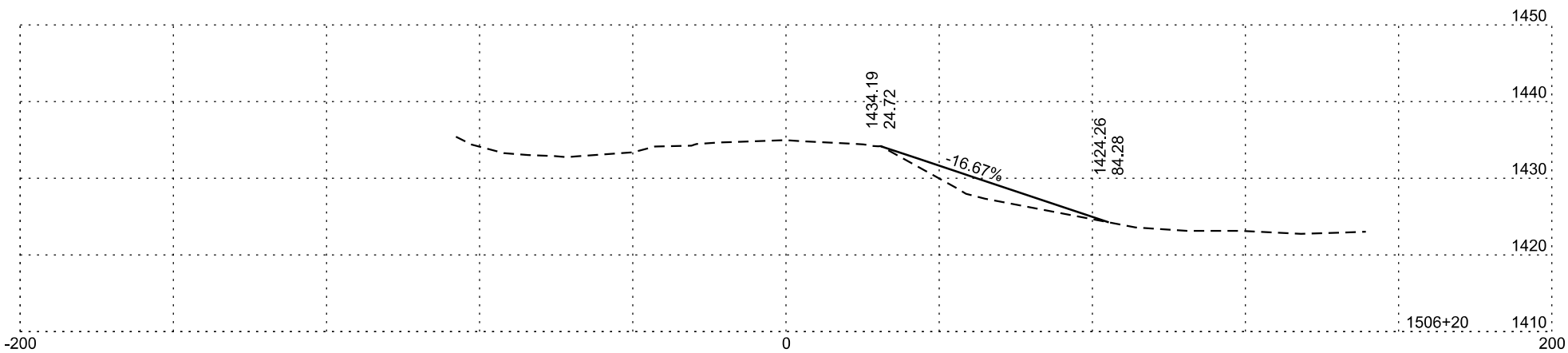
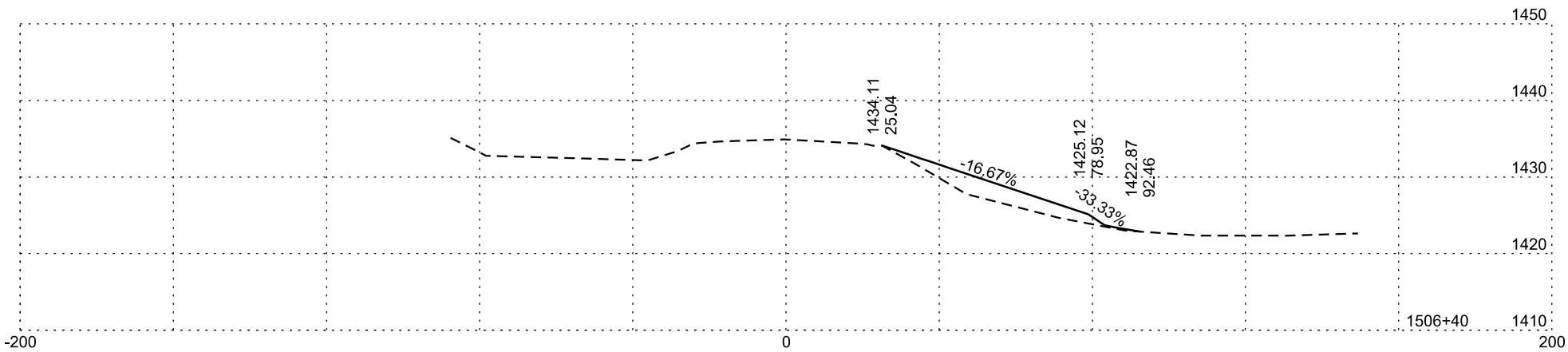
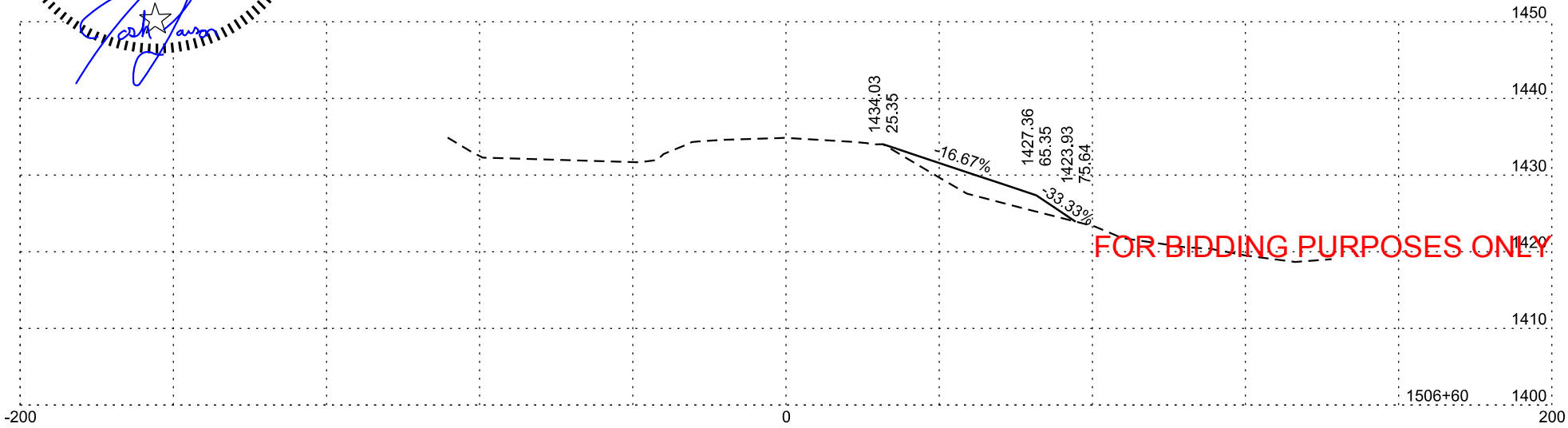
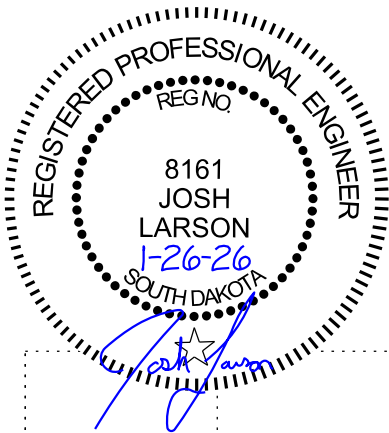
ESTIMATE OF QUANTITIES (Rest Area-PCN08L4)			
KEY	ITEM	QUANTITY	UNIT
(4 W)	High Build Waterborne Pavement Marking Paint, 4" White	12424	FT
(4 Y)	High Build Waterborne Pavement Marking Paint, 4" Yellow	11976	FT
(12 W)	High Build Waterborne Pavement Marking Paint, 12" White	605	FT

Note: These quantities are a portion of the additional quantities of paint for PCN08L4.



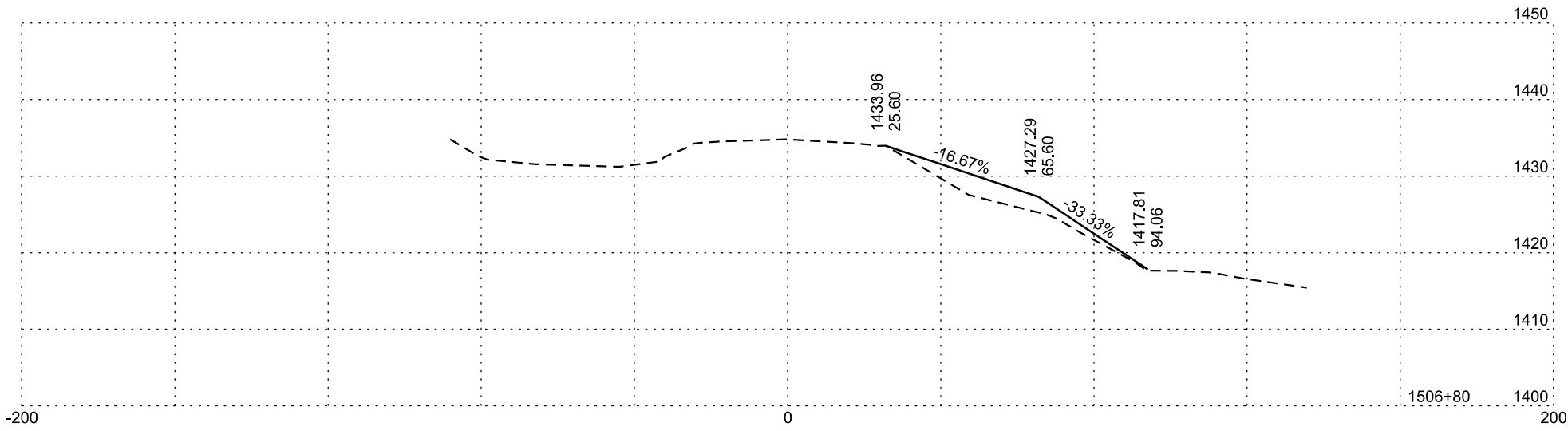
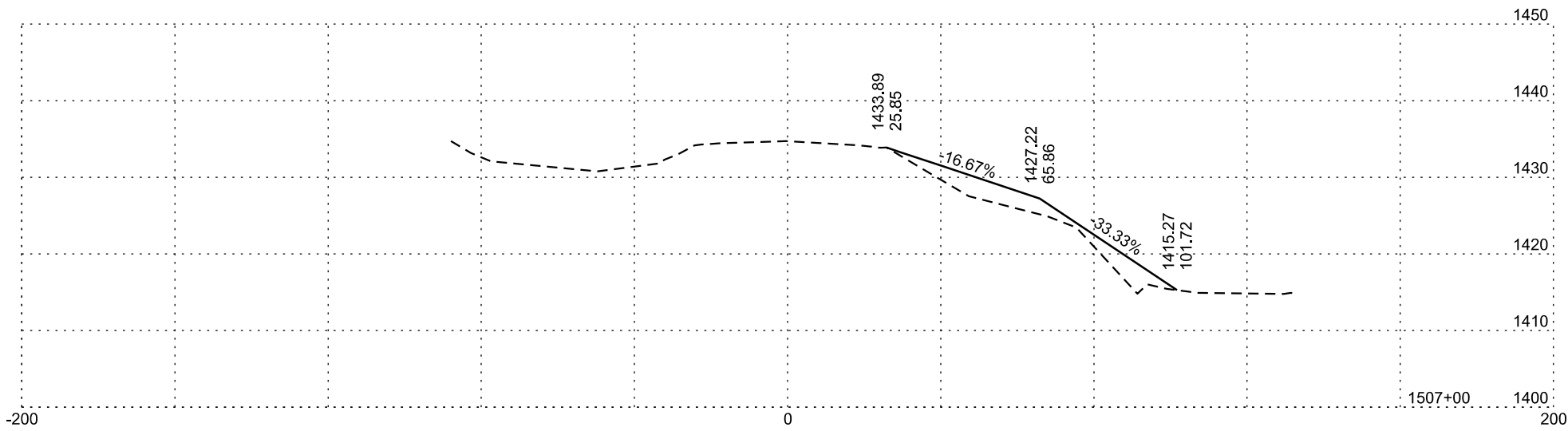
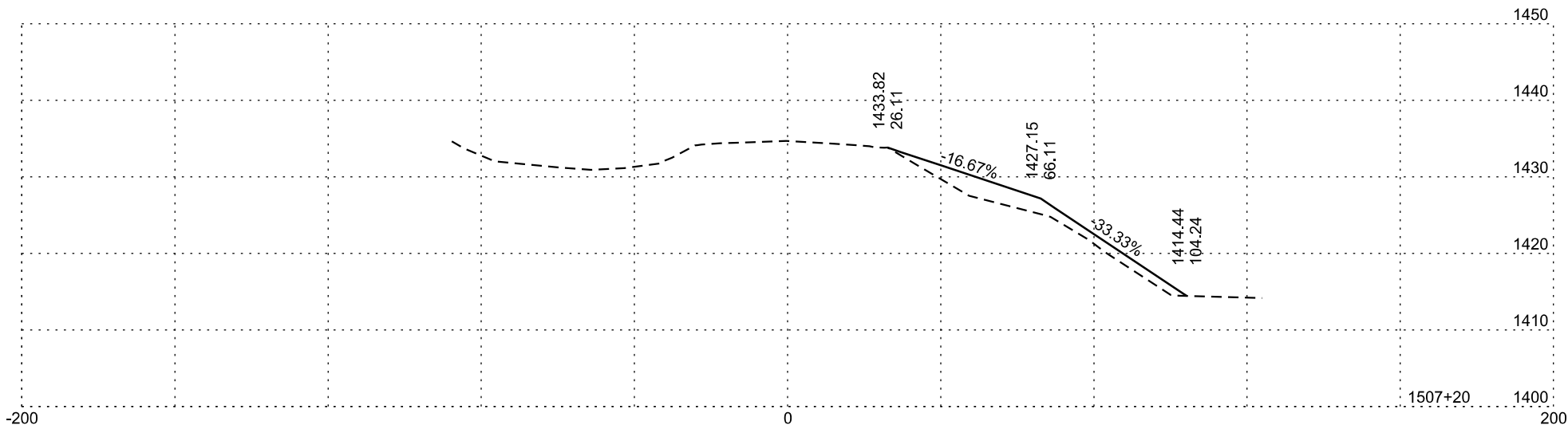
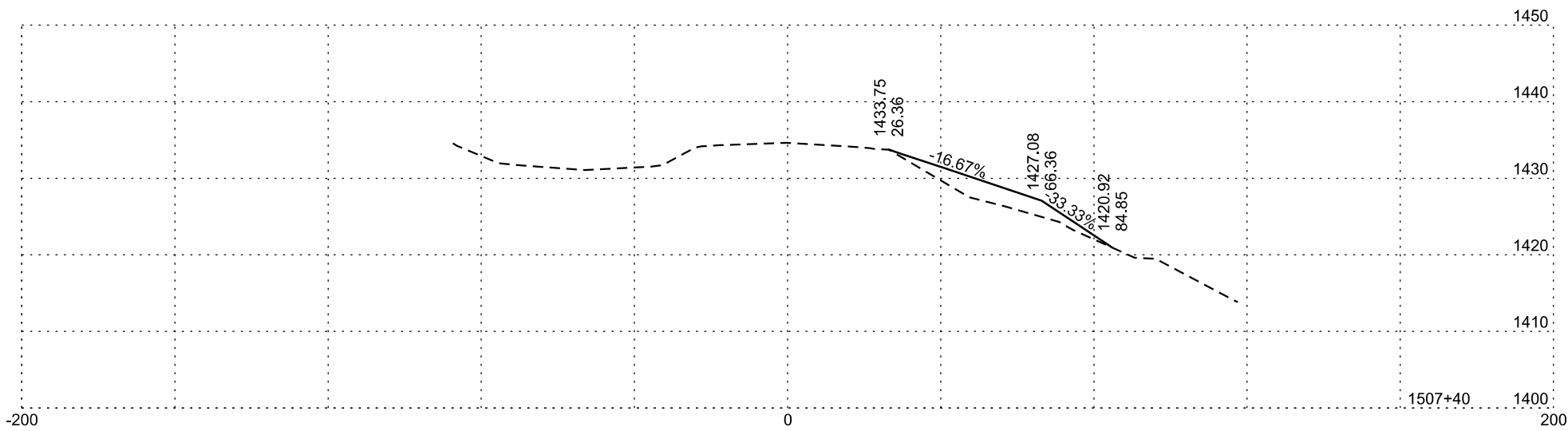
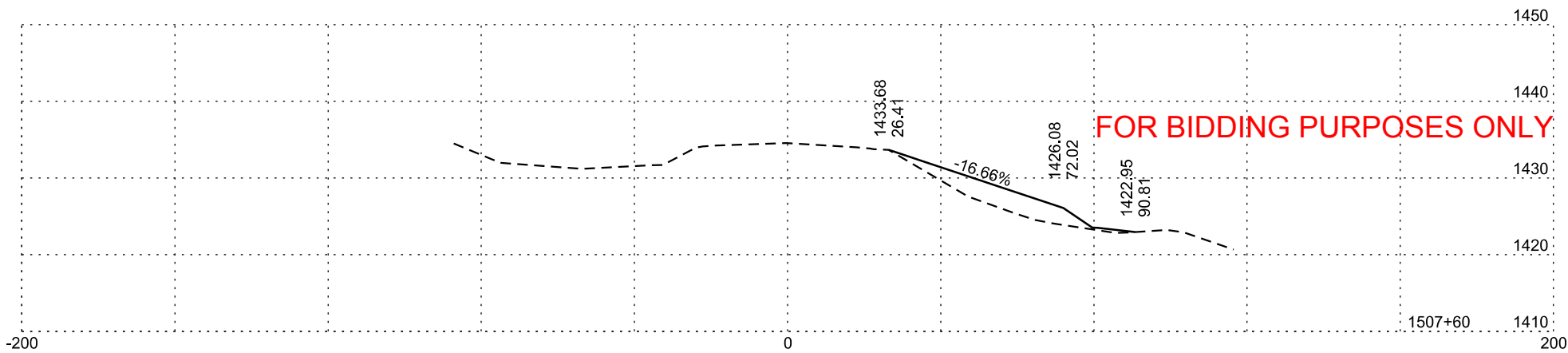
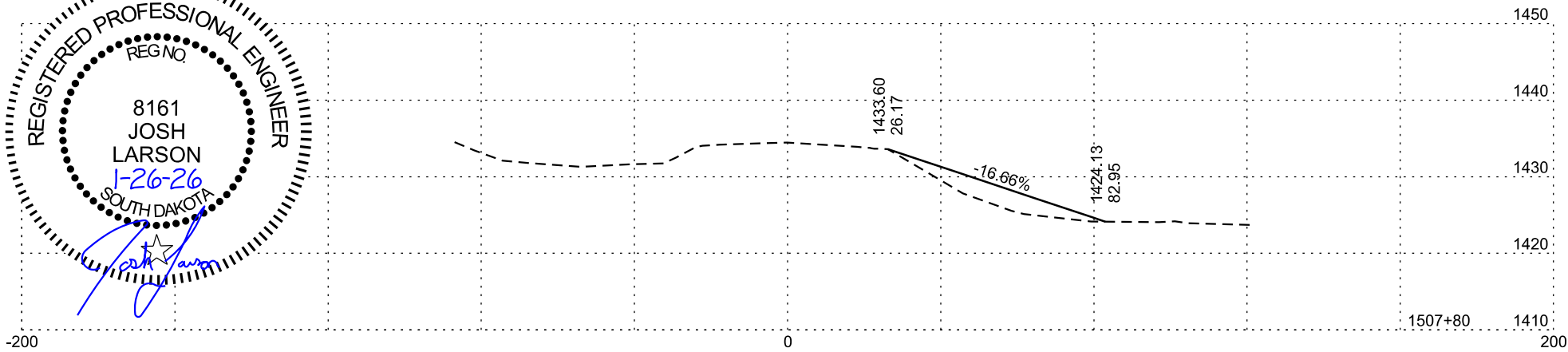
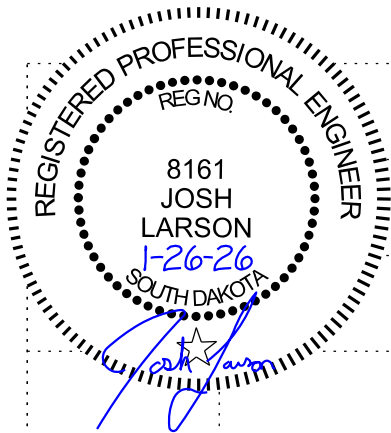
SIGN INSTALLATION TABLE												FOR BIDDING PURPOSES ONLY			STATE OF SOUTH DAKOTA	PROJECT P-CR 090L(09)260 IM-CR 0906(76)263	SHEET 227	TOTAL SHEETS 322
STATION	DESCRIPTION	SIGN CODE	SIGN SIZE (FT)	4"X8" White Delineator with Post	REMOVE DELINEATOR	REMOVE SIGN FOR RESET	RESET SIGN	SIGN FACES	SIGN HEIGHT (Ft) - above edge of driving lane	SIGN OFFSET (Ft) - from edge of driving lane to sign post	POST LENGTHS			FIXED OR BREAK-AWAY**	SIZE/QUANTITY (FT)			
				(EACH)	(EACH)	(EACH)	(EACH)				INSIDE	CENTER	OUTSIDE		2.0" x 2.0" TUBE			
				632E2024	110E0135	110E7150	632E3500								632E1320			
I90L - PCN07YC																		
1499+23-233' R	Stop	R1-1				1	1	East	5	12	14.0	A	14.0					
	Do Not Enter	R5-1						West	5									
	One Way	R6-1						North/South	8									
	Mile Marker (260.49)	D10-6a						South	2									
1499+14-195' R	I-90 Business Loop	M1-2 (Loop)				1	1	South	5	12	13.0	A	13.0					
	Advance Turn Arrow (Right)	M5-1P						South	4									
1499+19-145' R	Delineator			1	1			South	4	12		F						
1499+23-122' R	Delineator			1	1			South	4	12		F						
1499+28-102' R	Yield	R1-2				1	1	South	5	12	13.0	A	13.0					
	Do Not Enter	R5-1						North	5	12								
1499+88-36' R	Two-Way Left Turn Only	R3-9b				1	1	West	5	12	14.0	A	14.0					
	Begin	R3-9cP						West	8	12								
1522+52-25'R	Mile Marker (261)	D10-6				1	1	West	3	12	7.0	A	7.0					
1524+86-31'R	Two-Way Left Turn Only	R3-9b				1	1	West	5	12	13.0	A	13.0					
TOTAL LYMN07YC:				2	2	6	6							74.0				
Plotting Date: 1/26/2026																		
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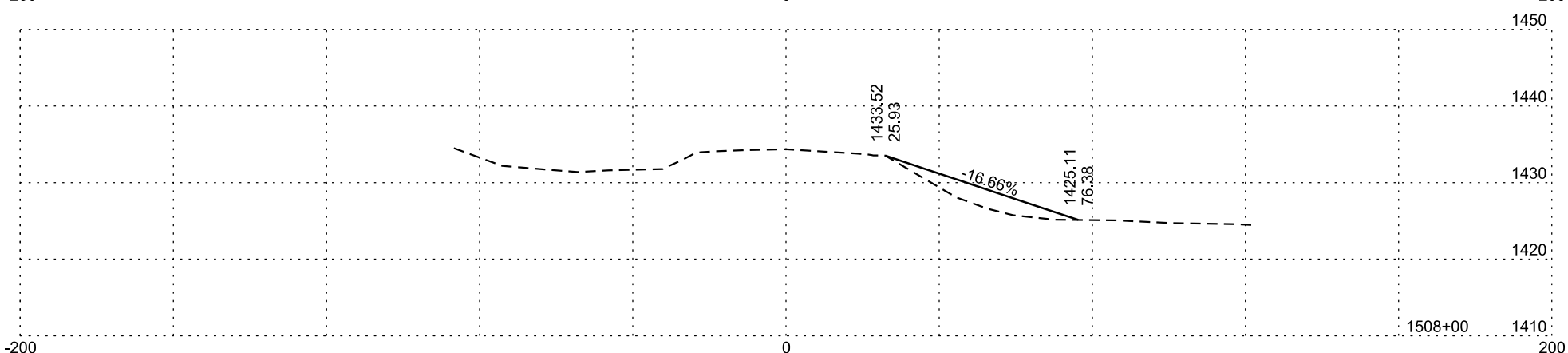
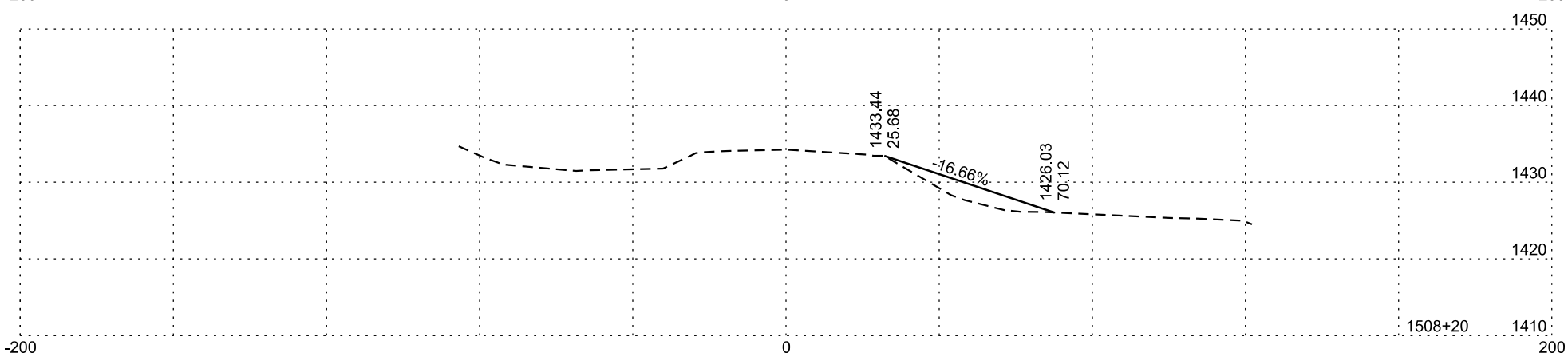
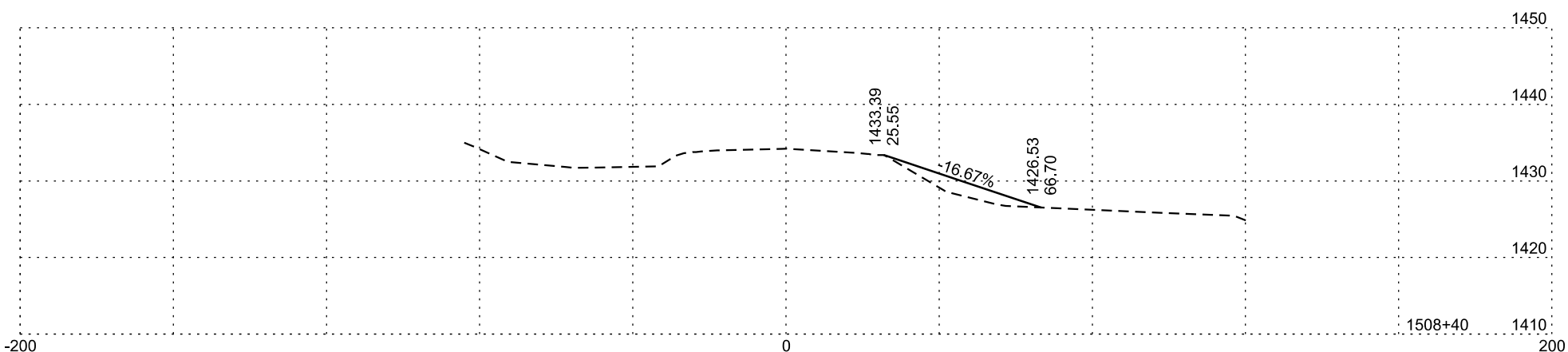
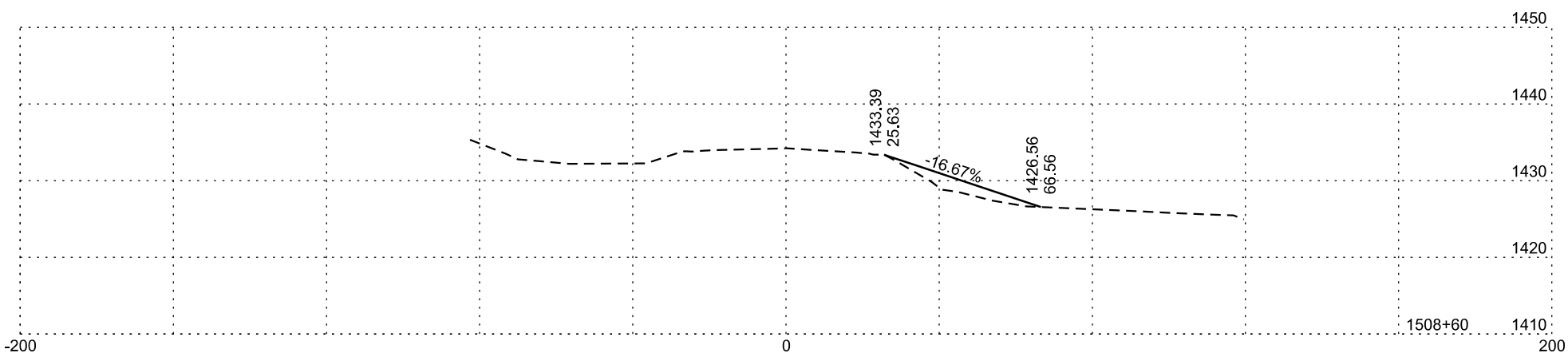
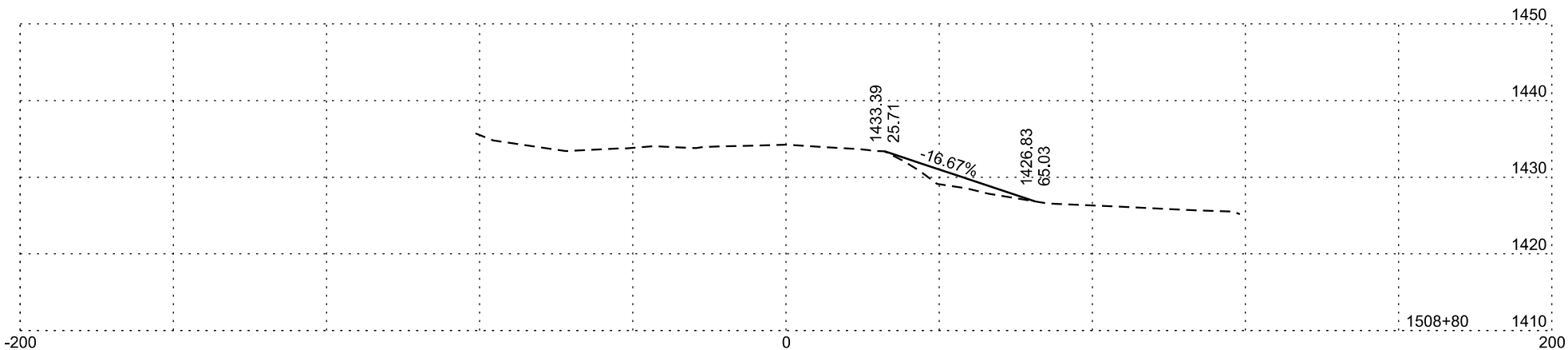
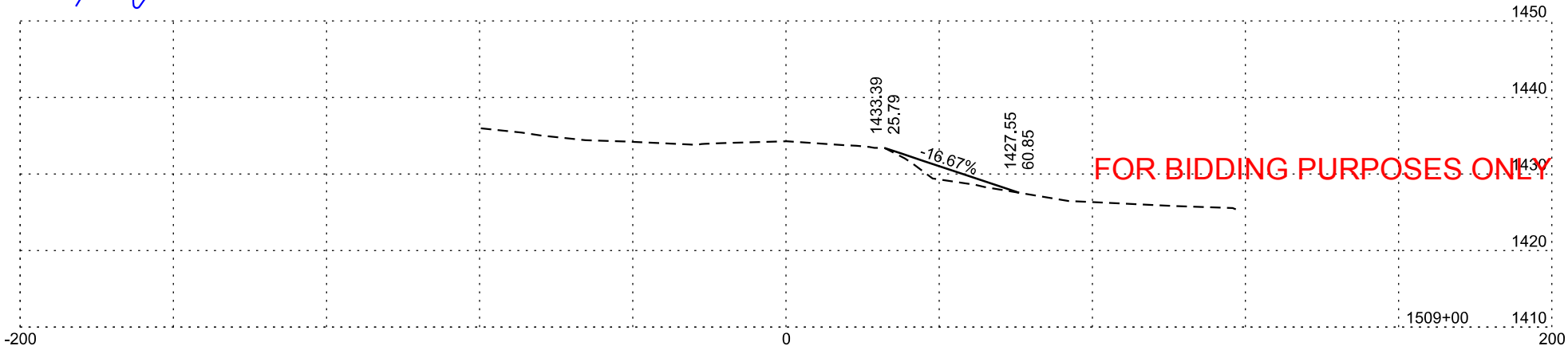
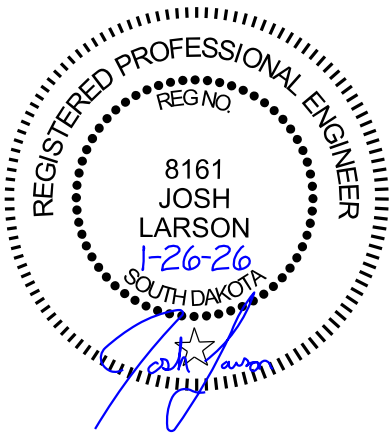
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	228	322



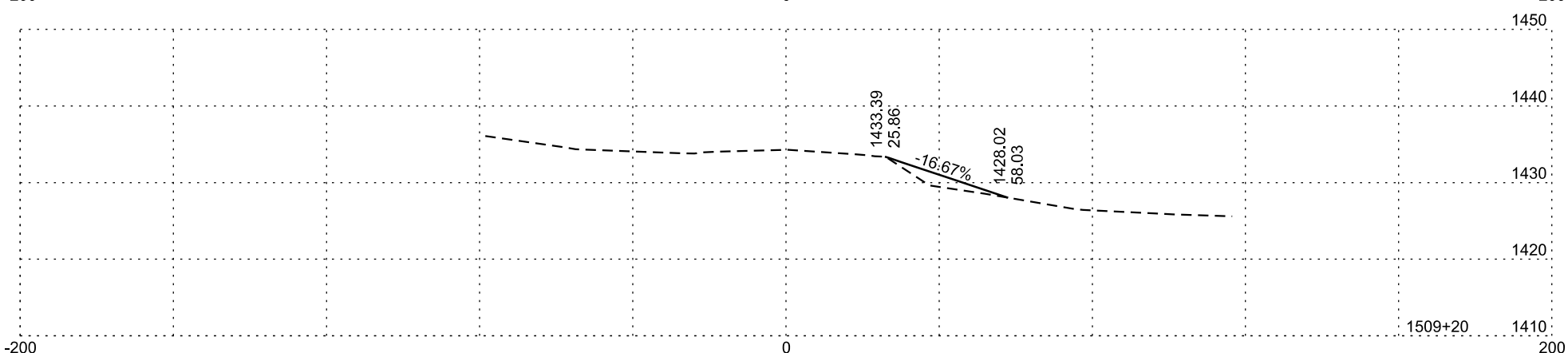
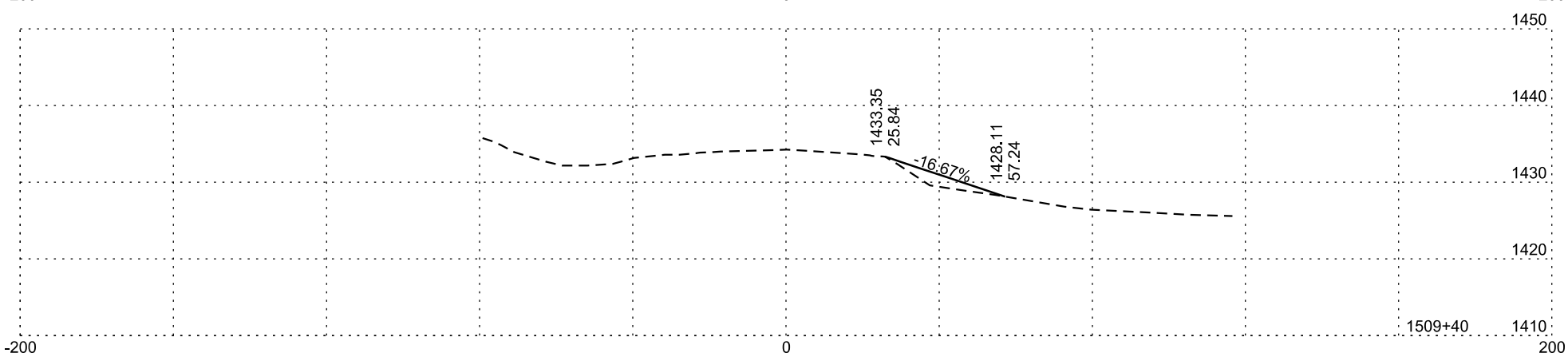
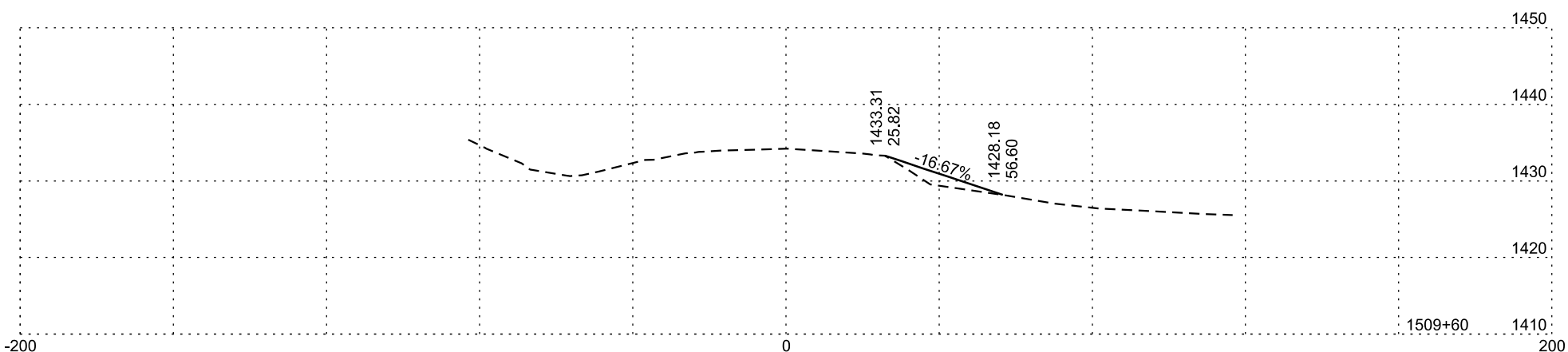
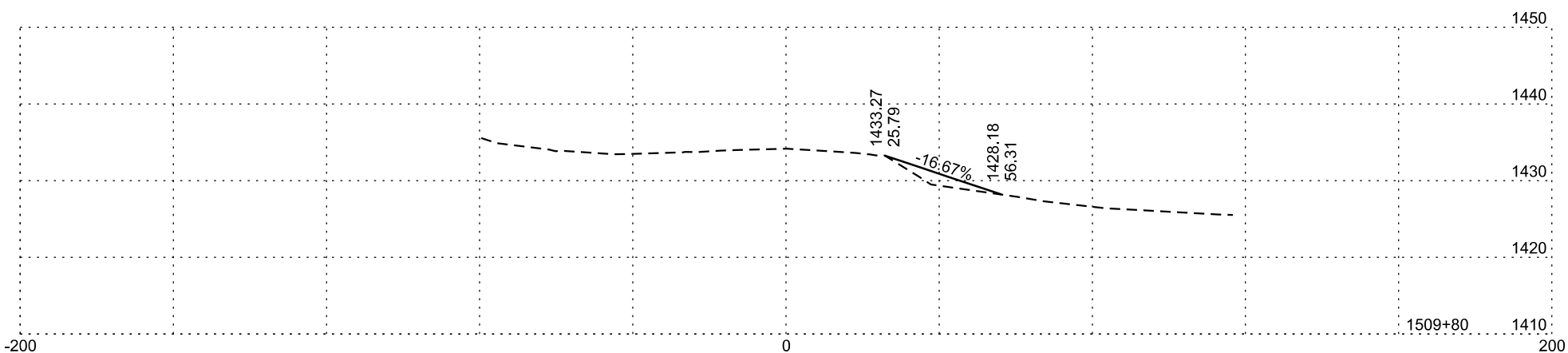
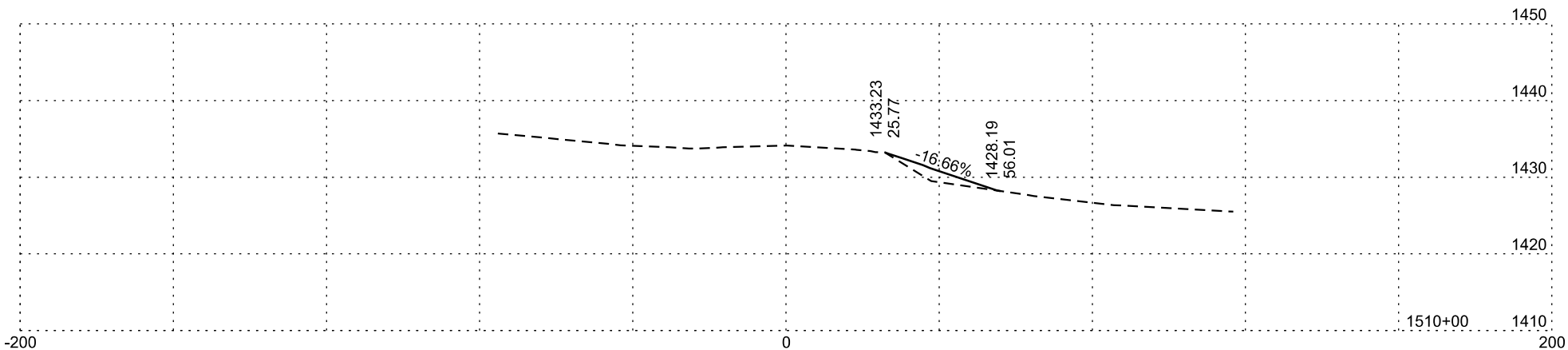
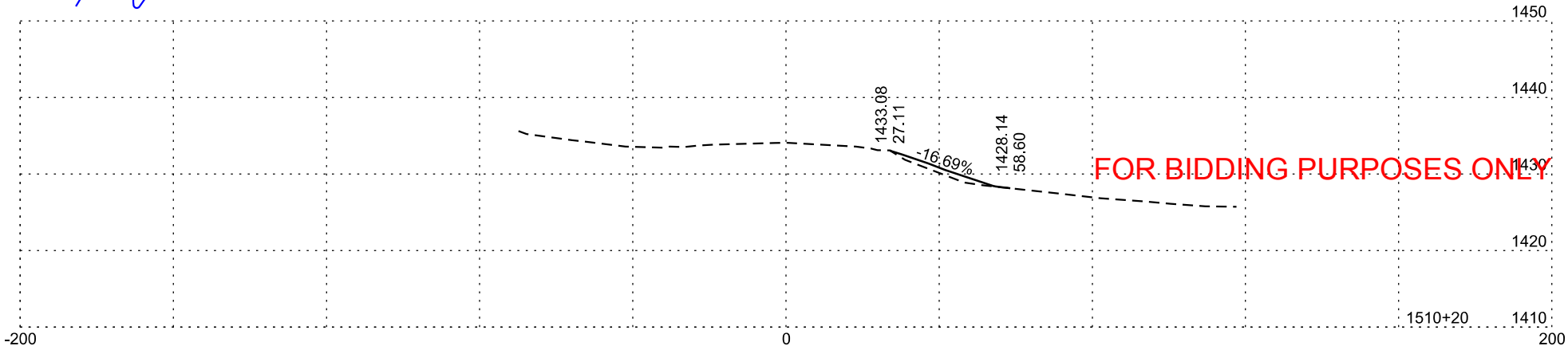
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	229	322



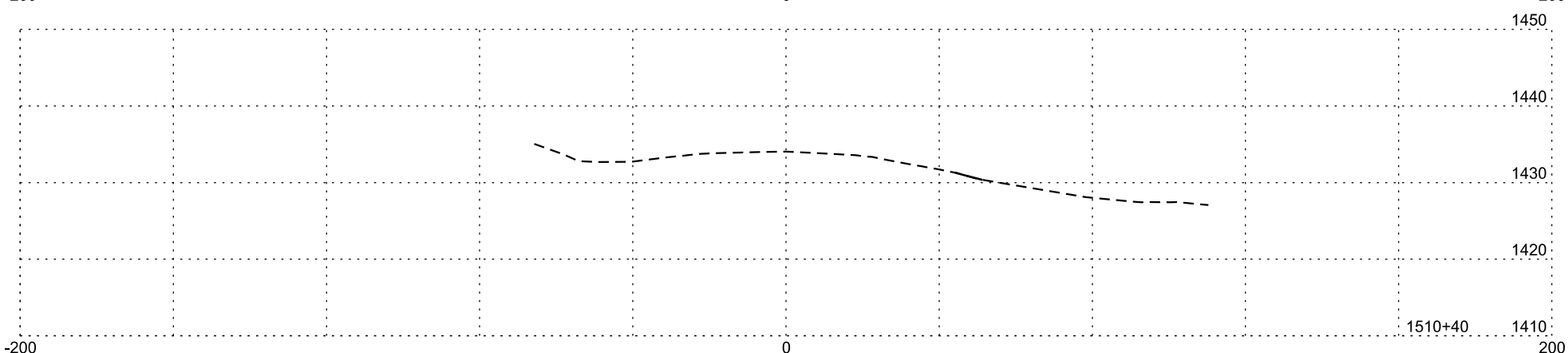
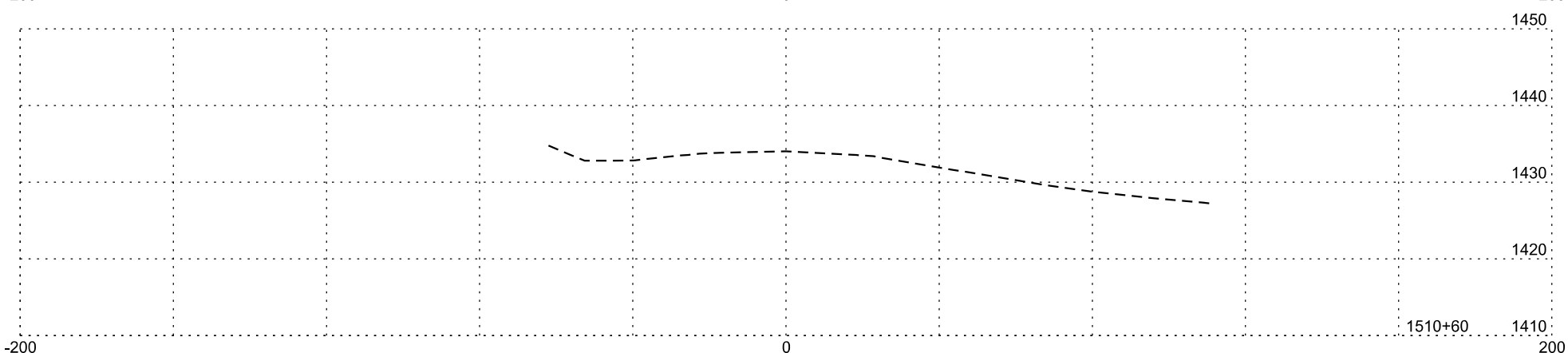
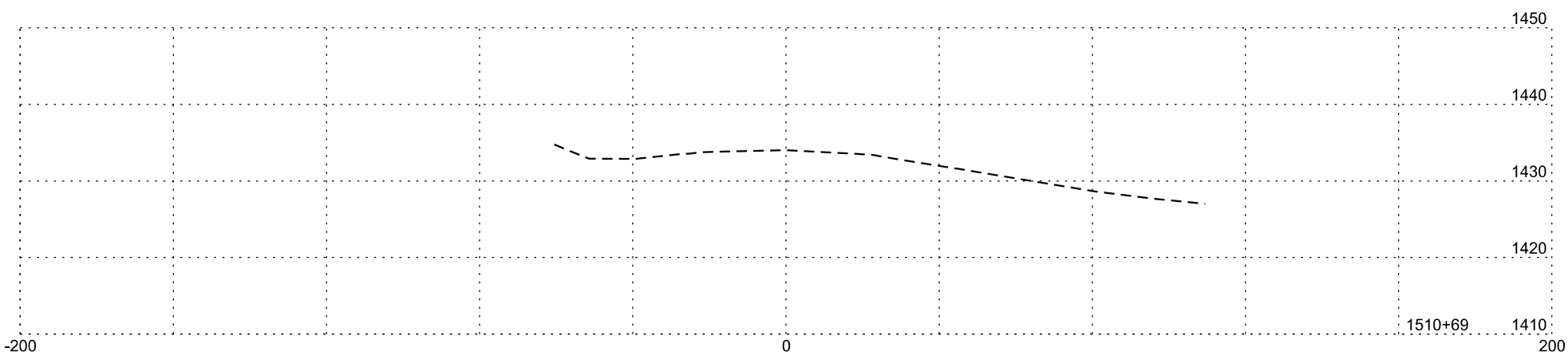
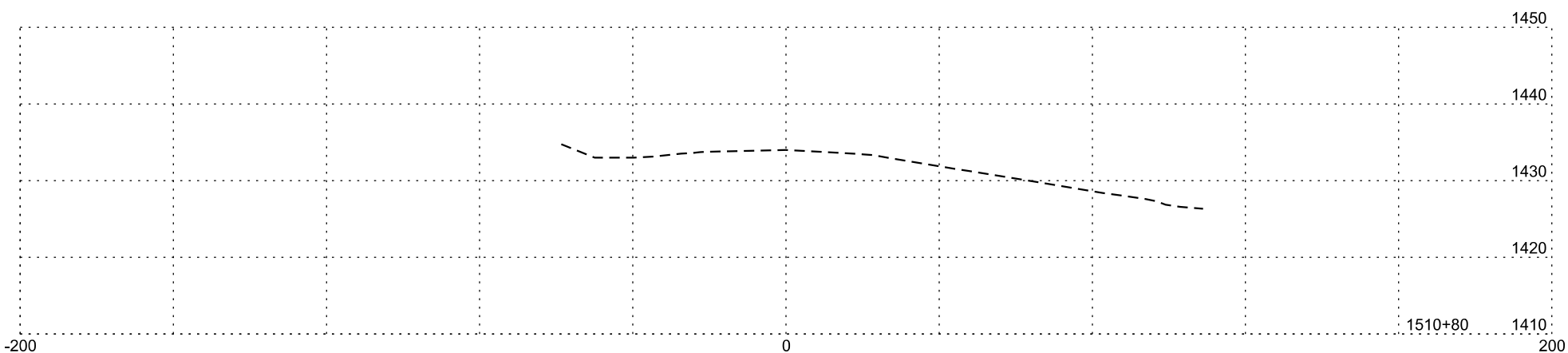
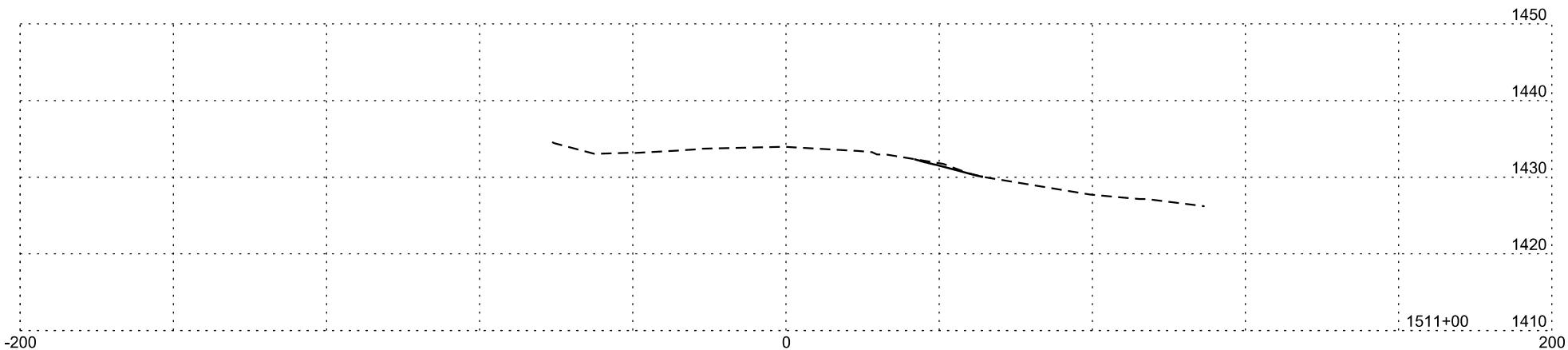
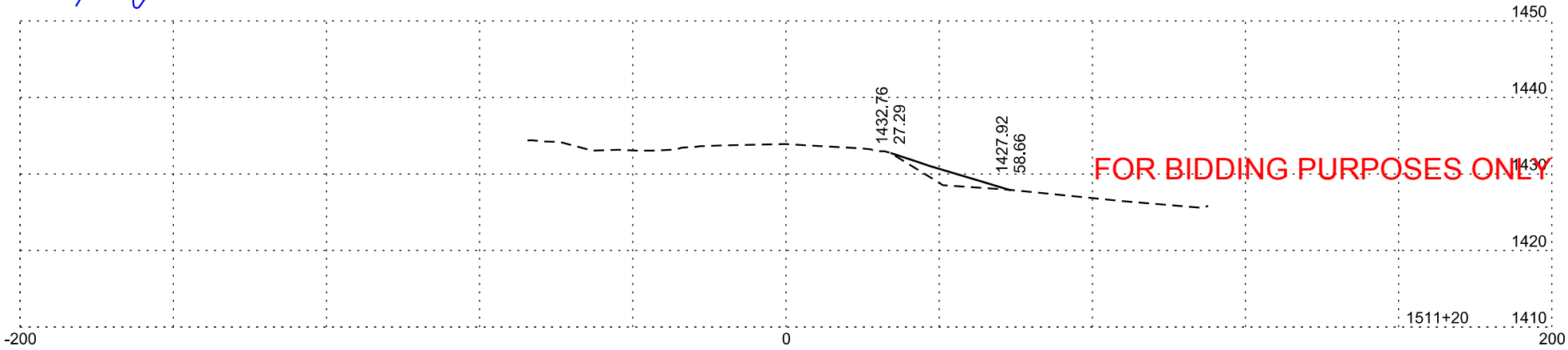
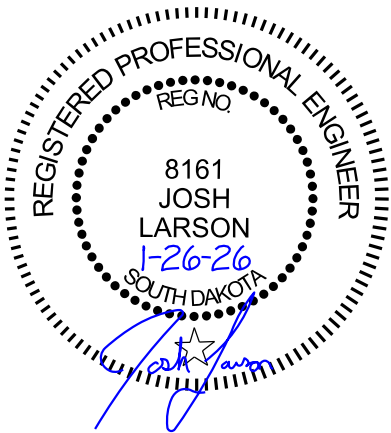
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	230	322



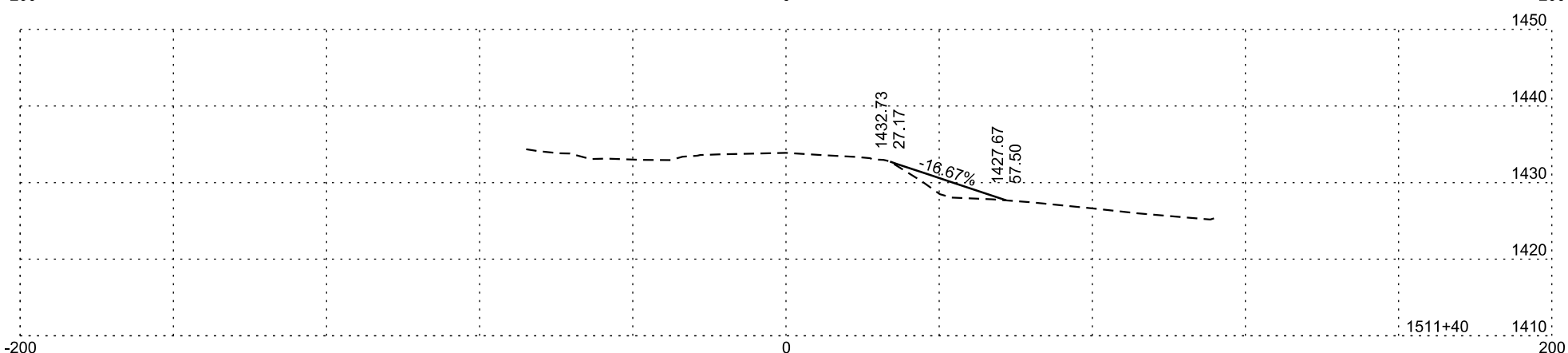
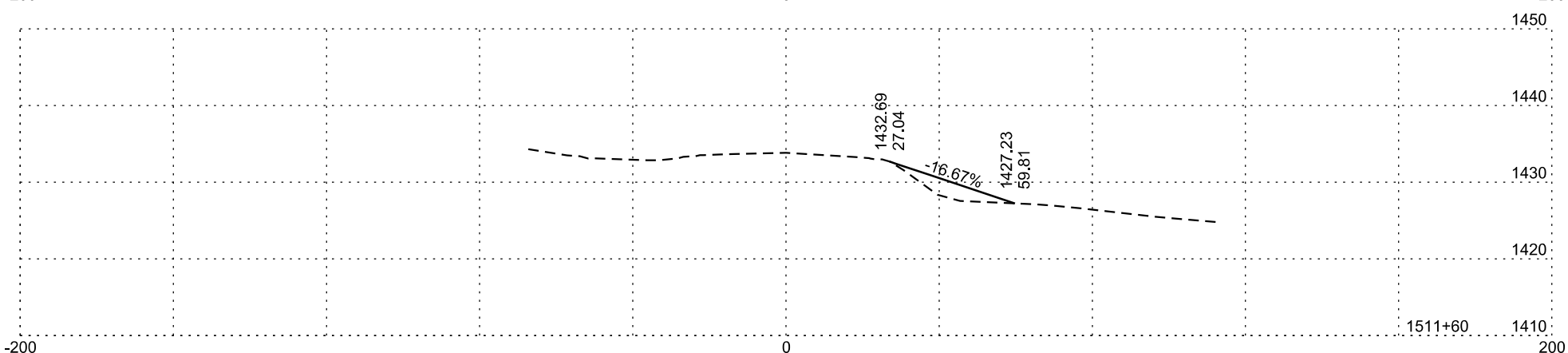
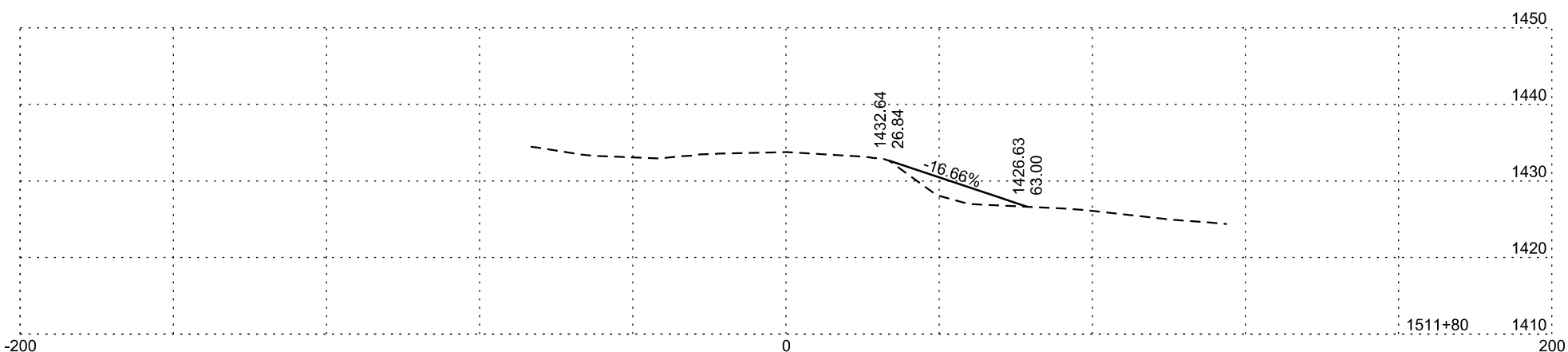
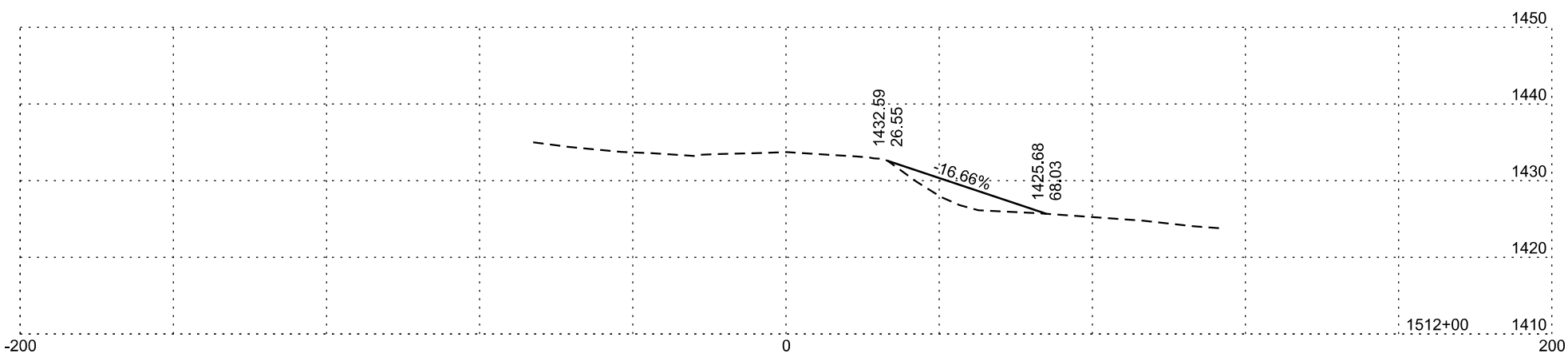
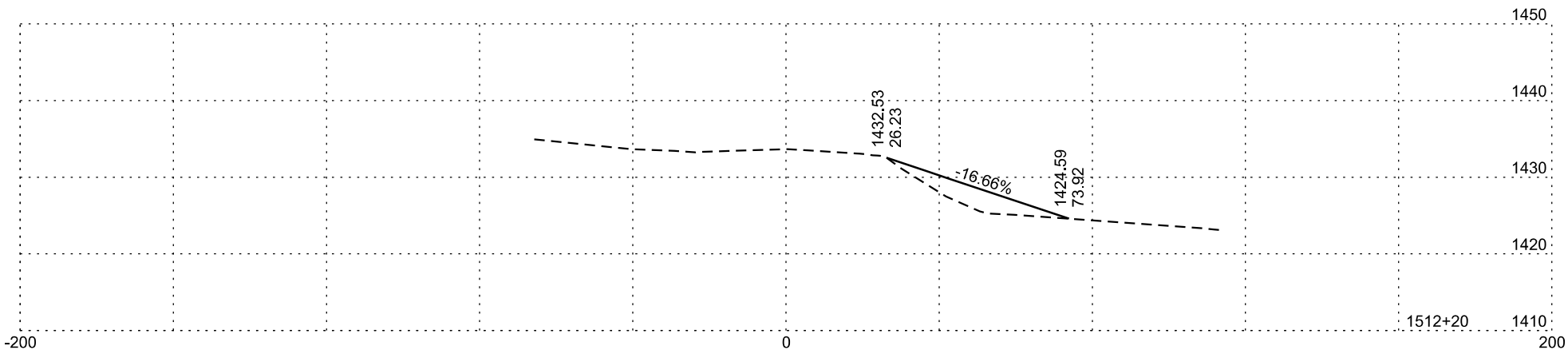
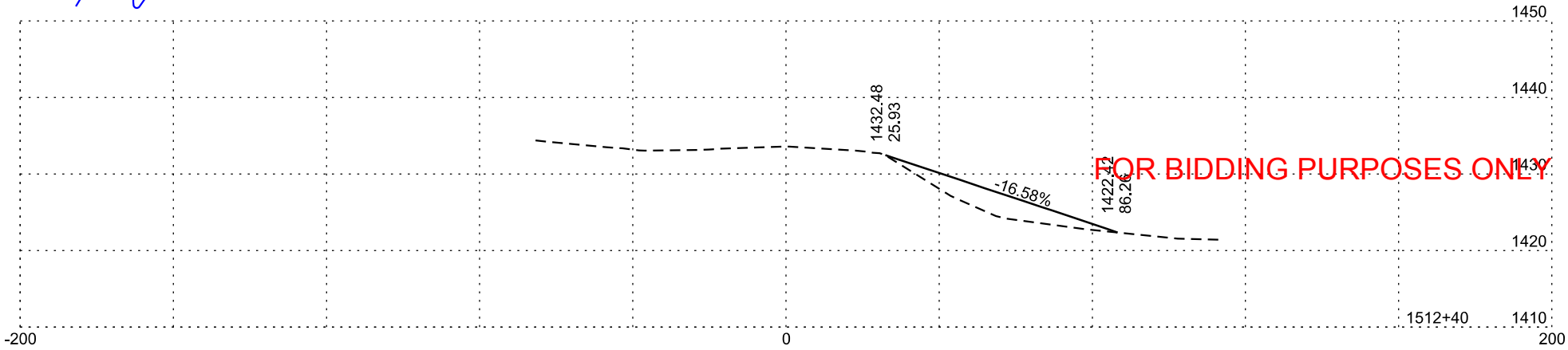
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		231	322



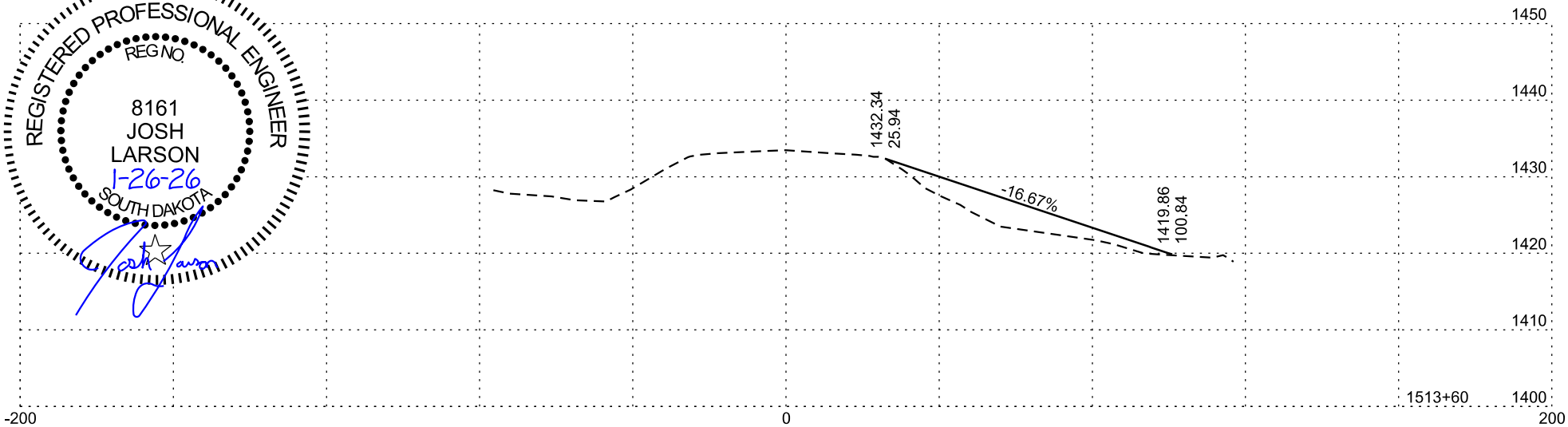
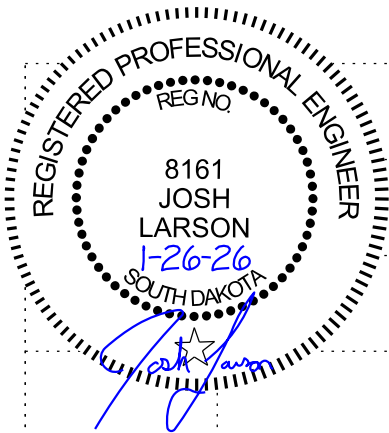
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	232	322

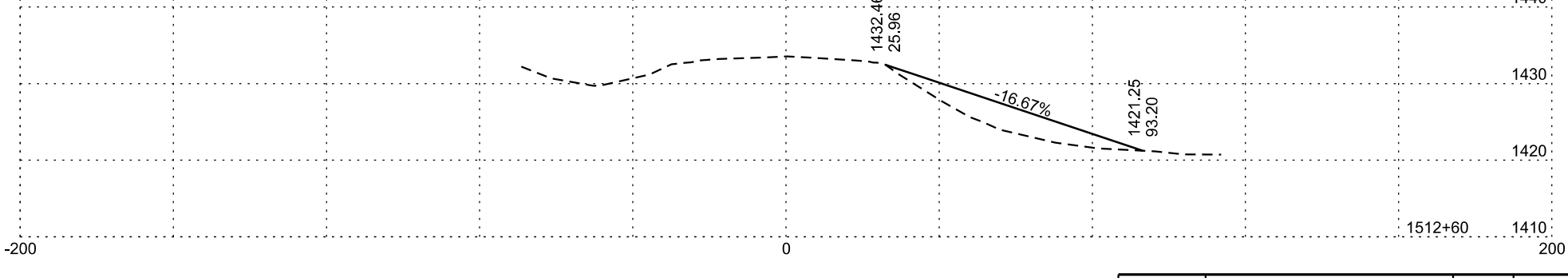
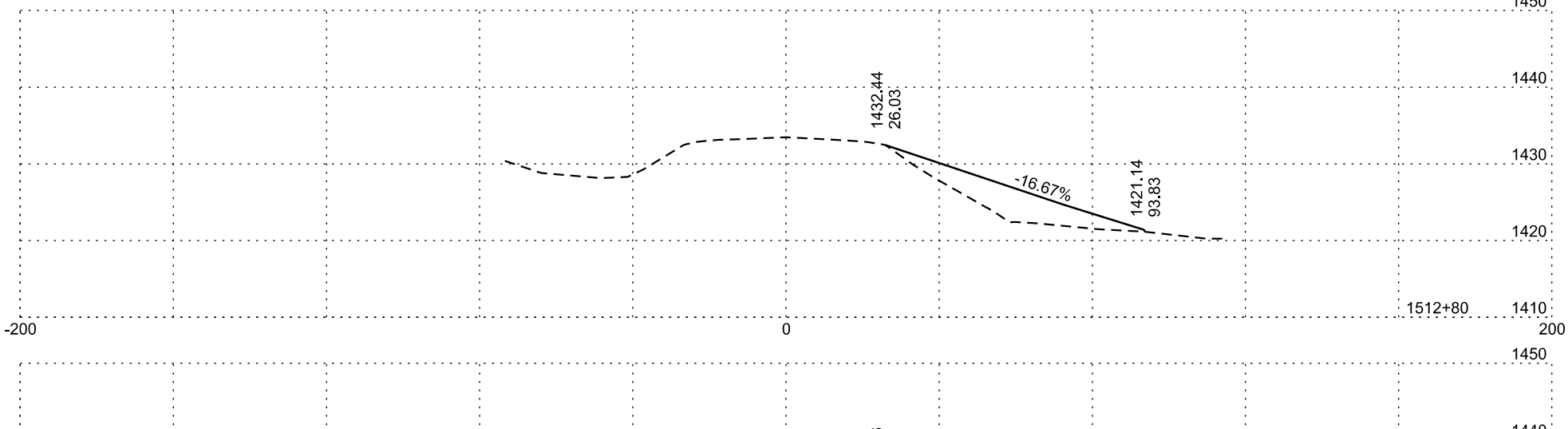
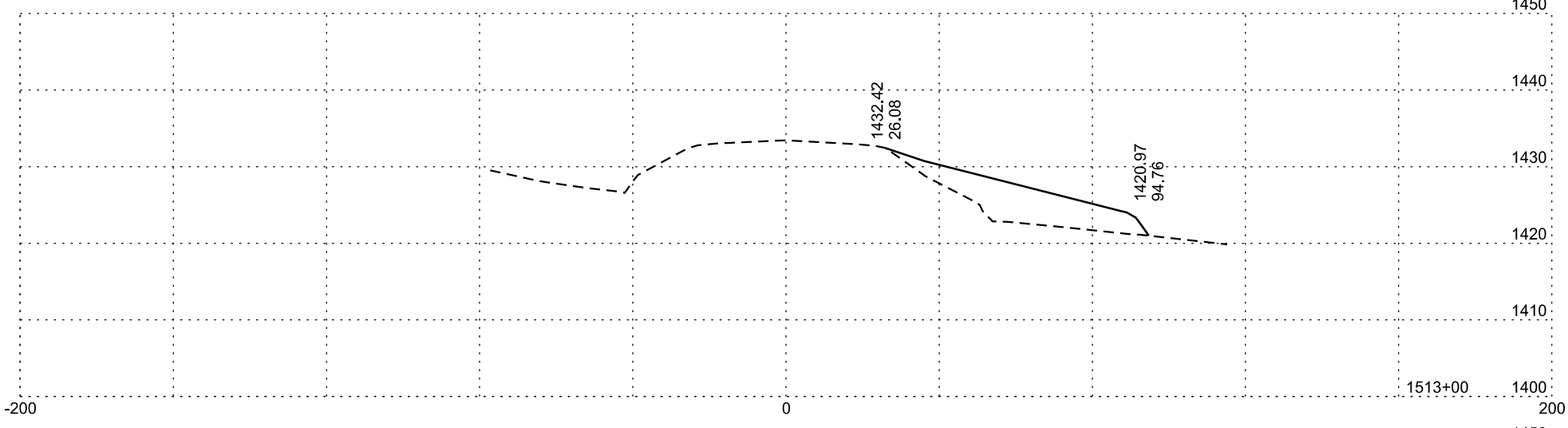
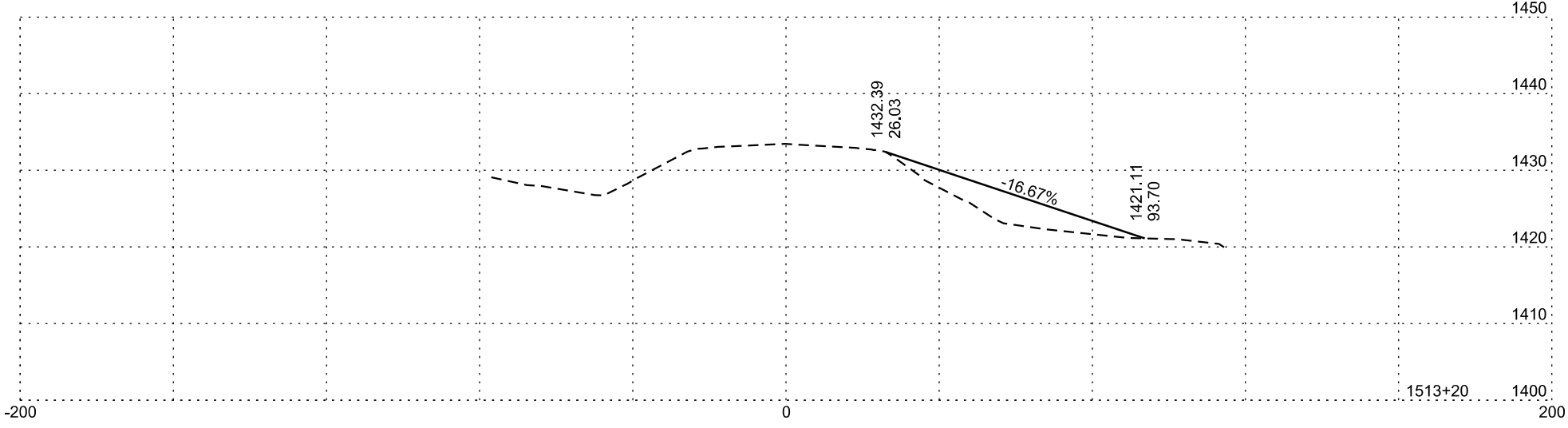
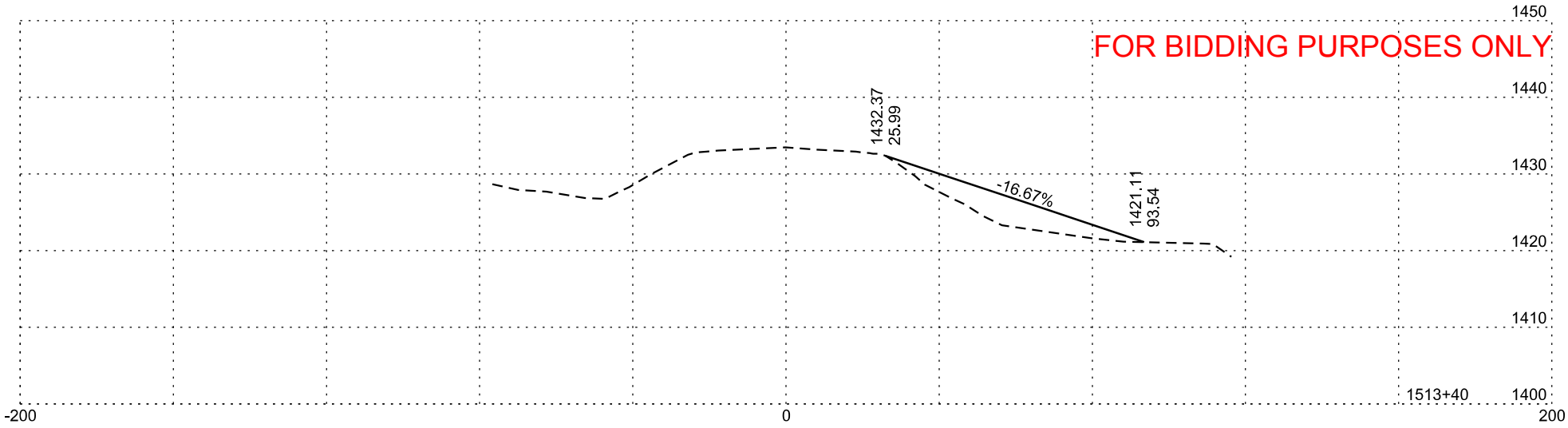


Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	233	322

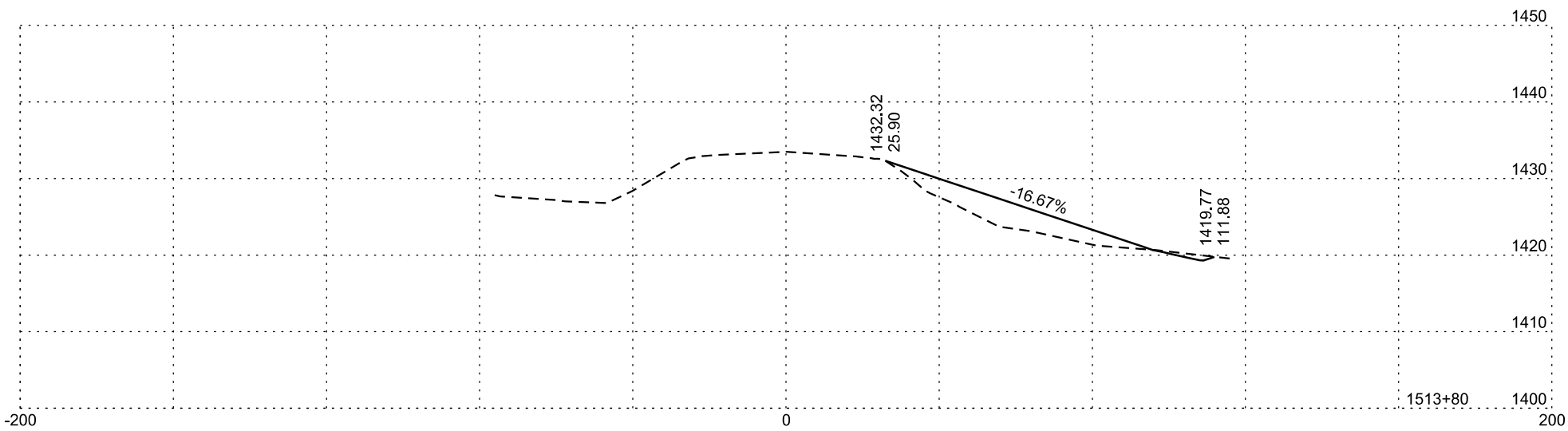
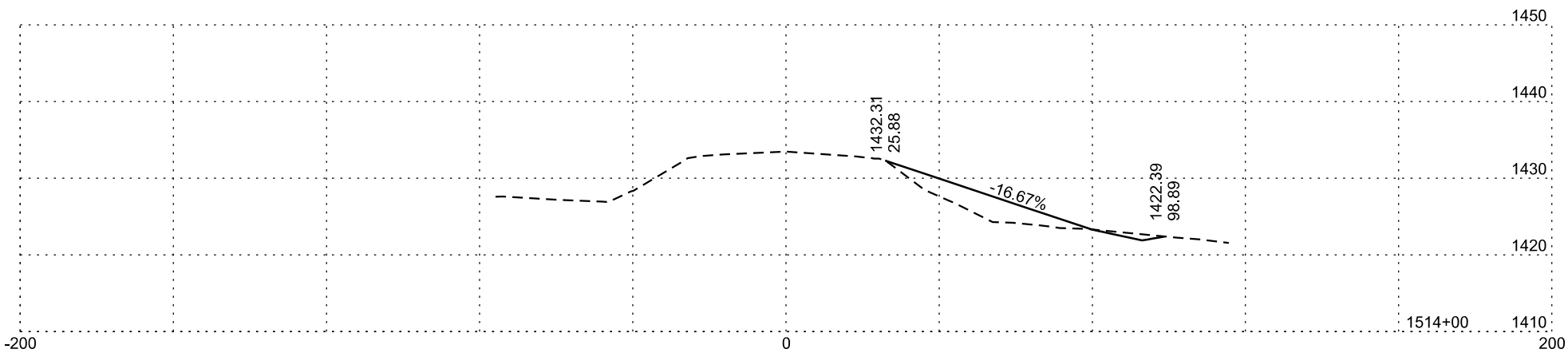
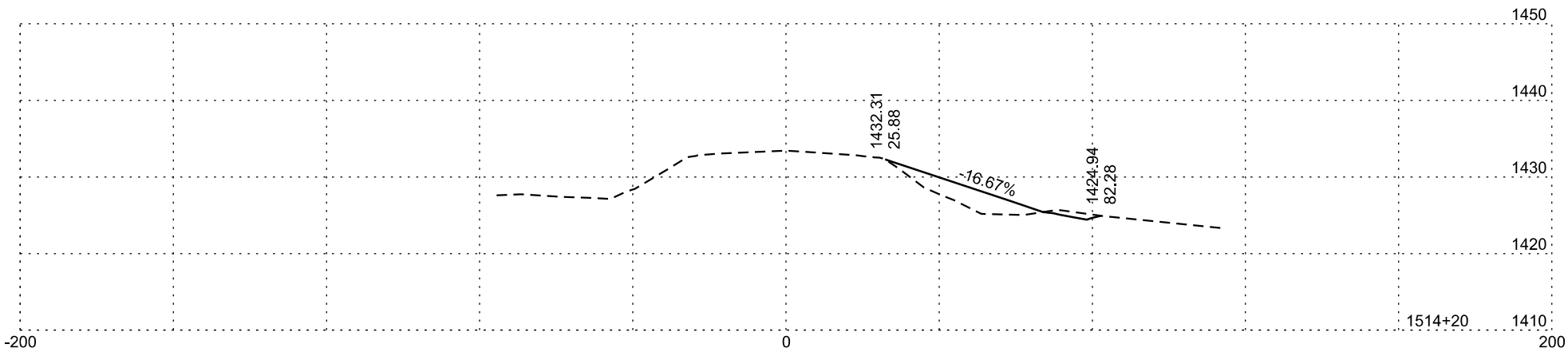
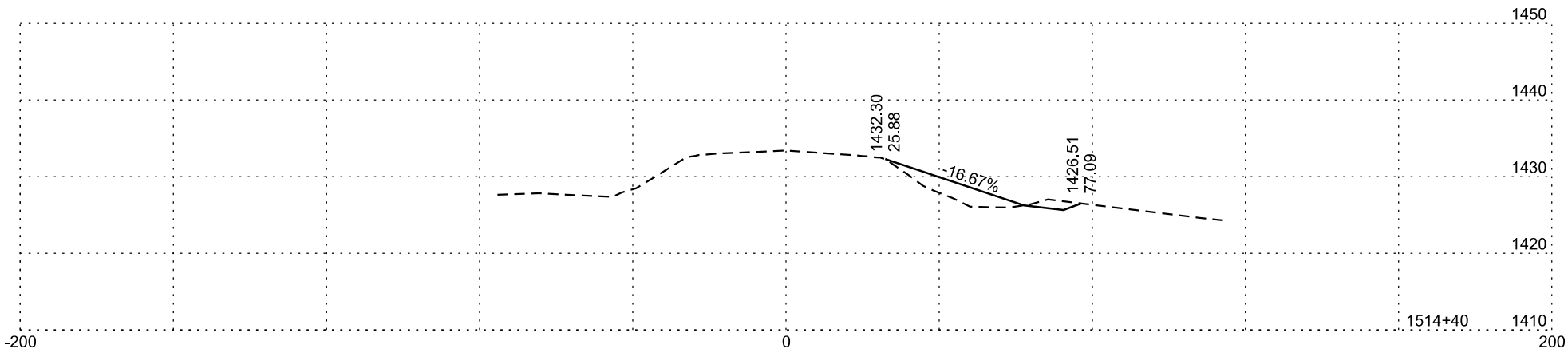
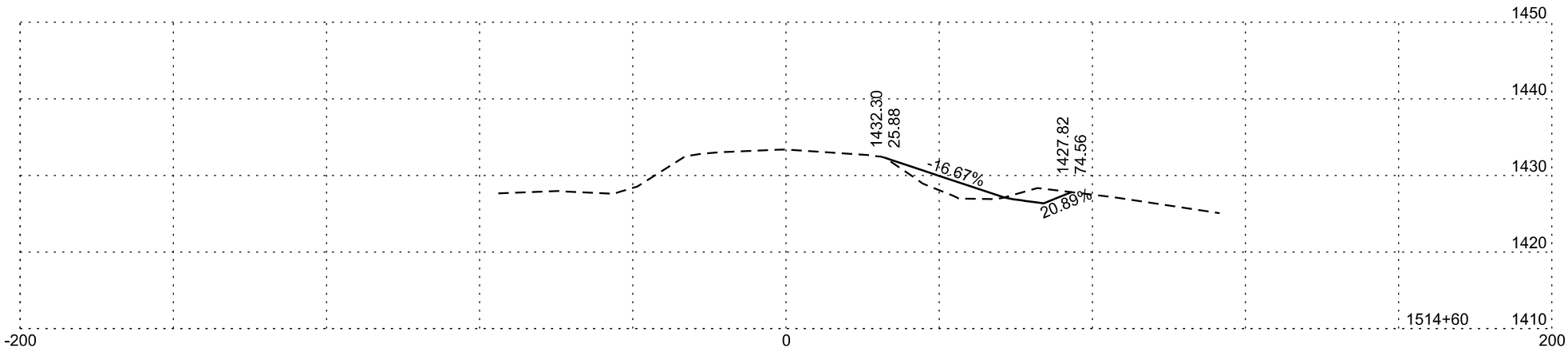
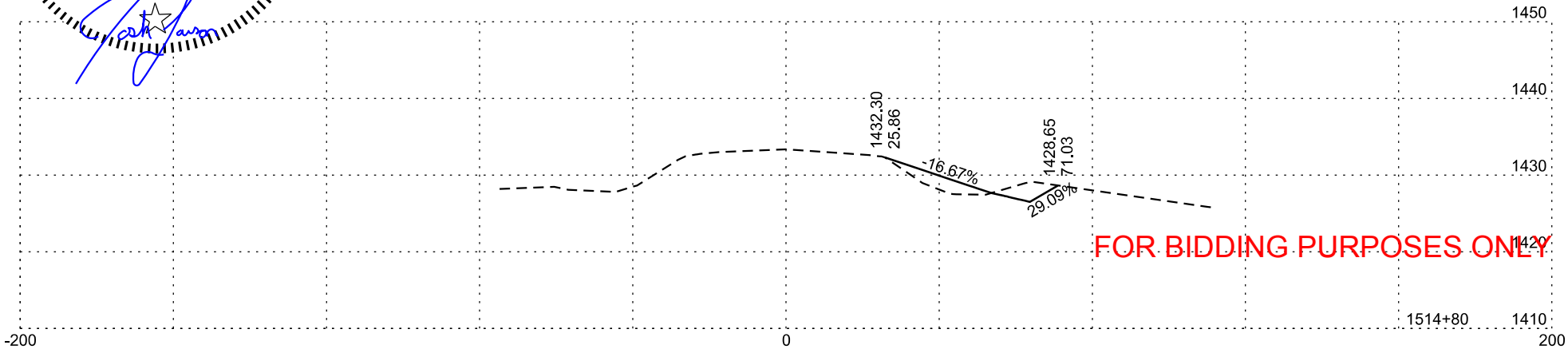
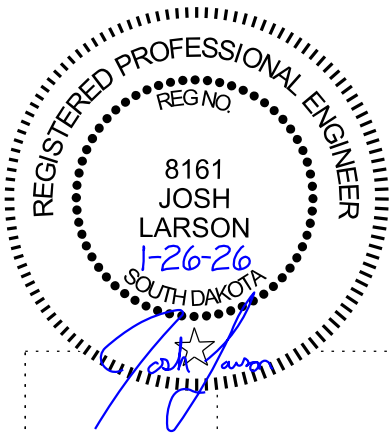


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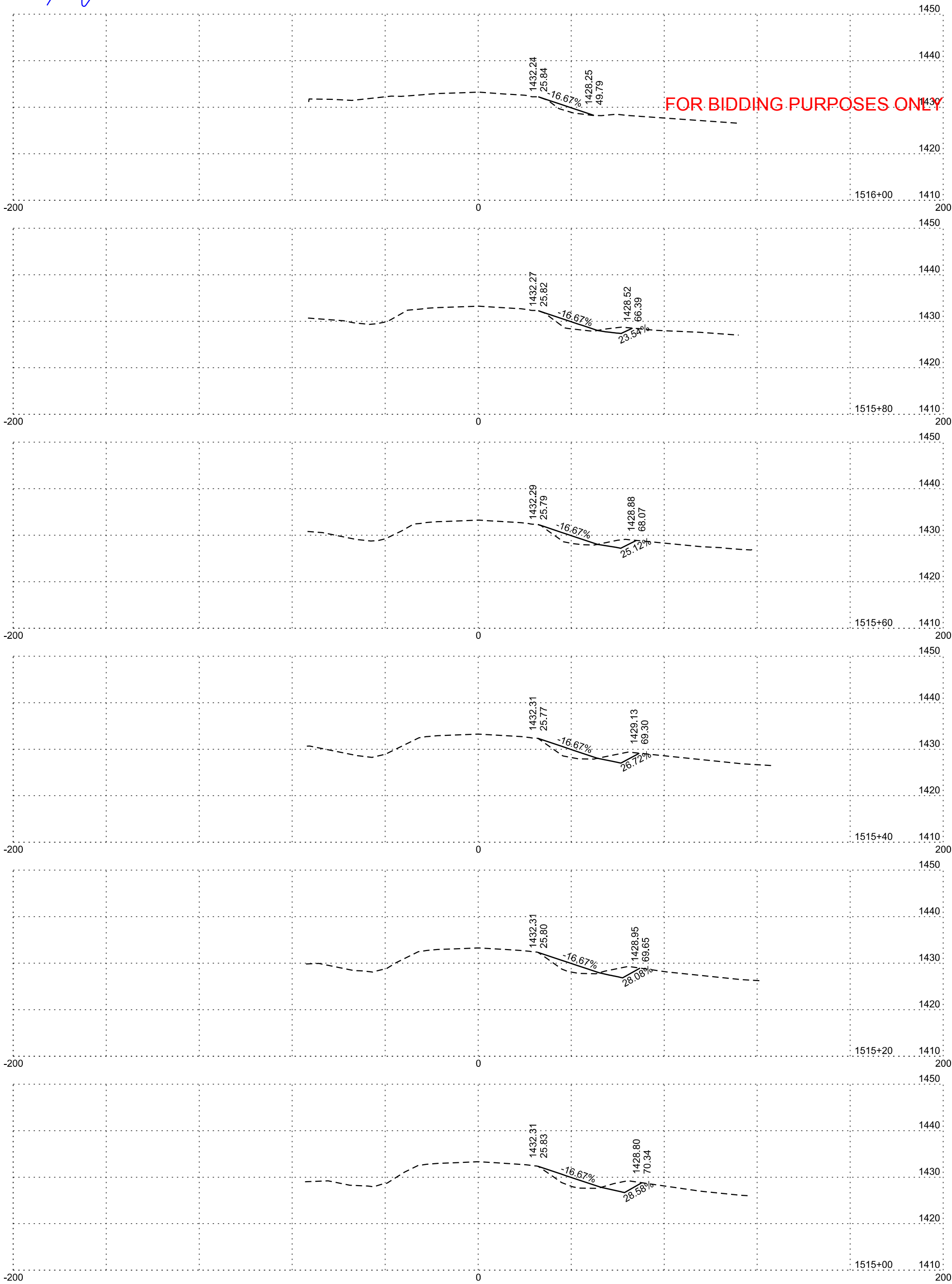
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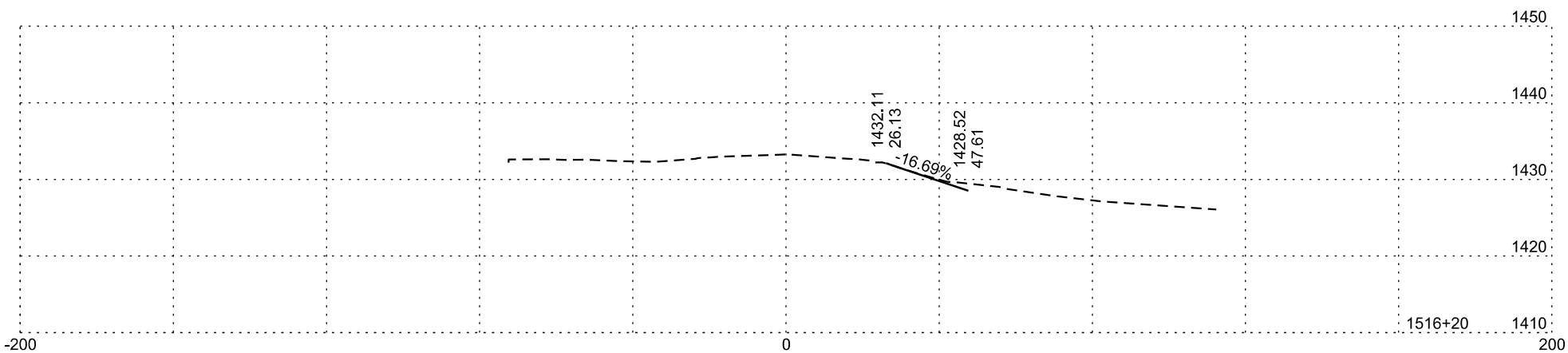
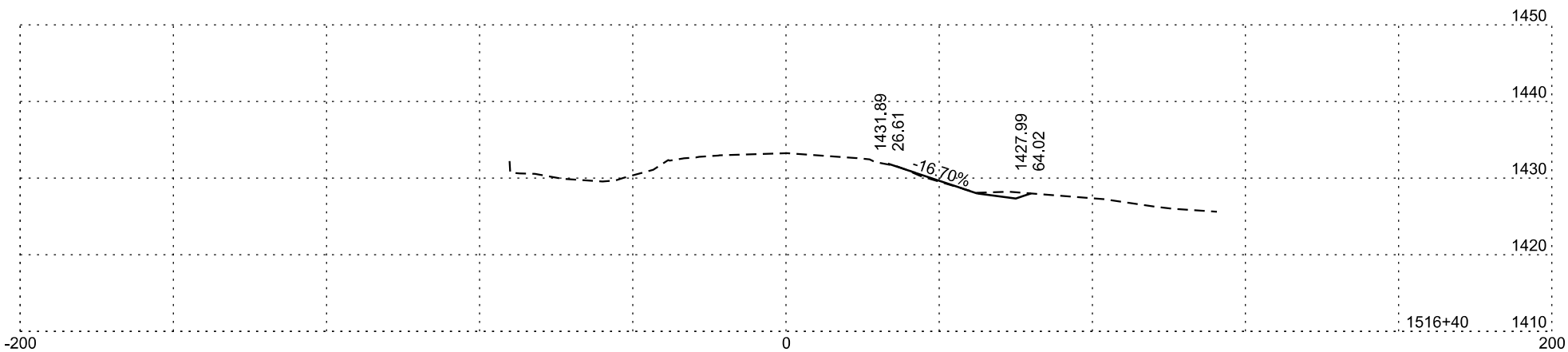
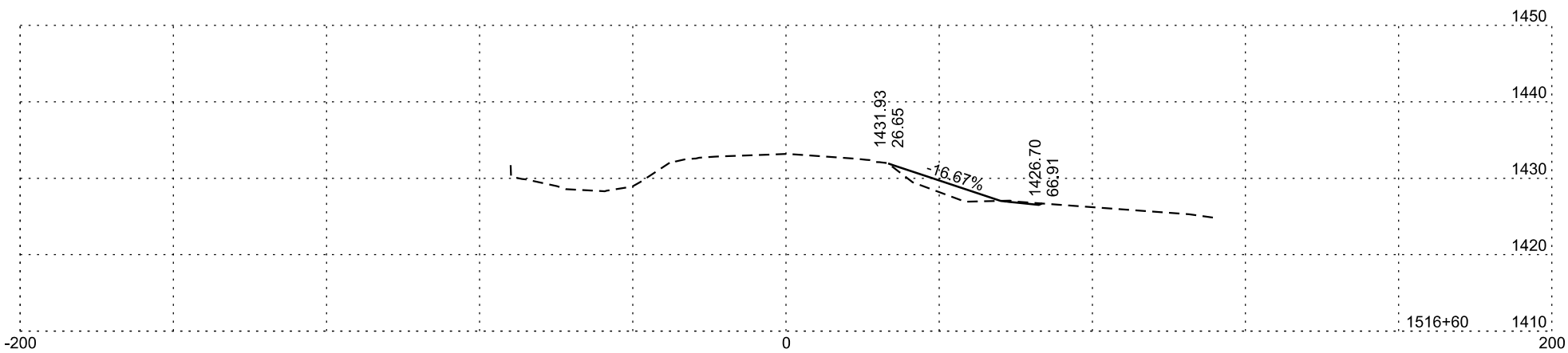
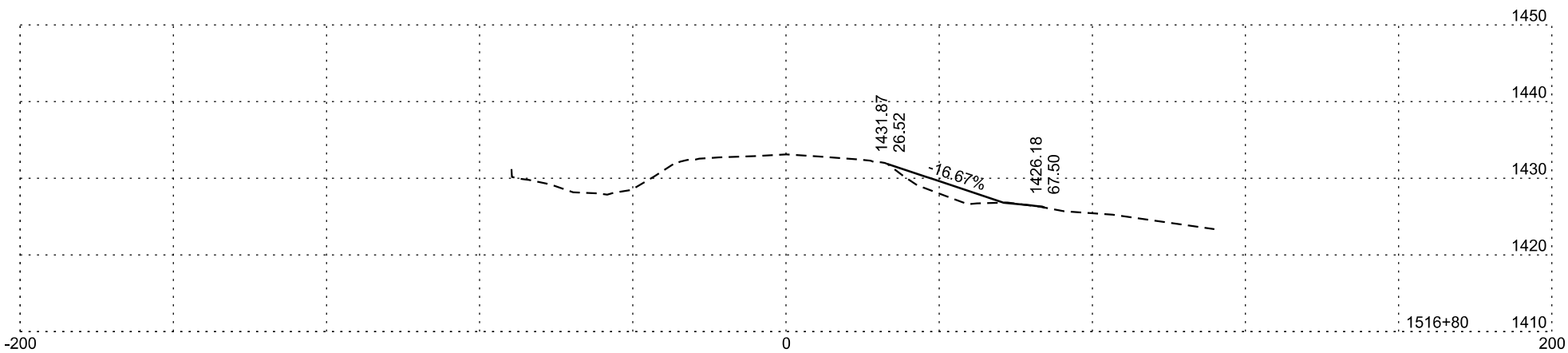
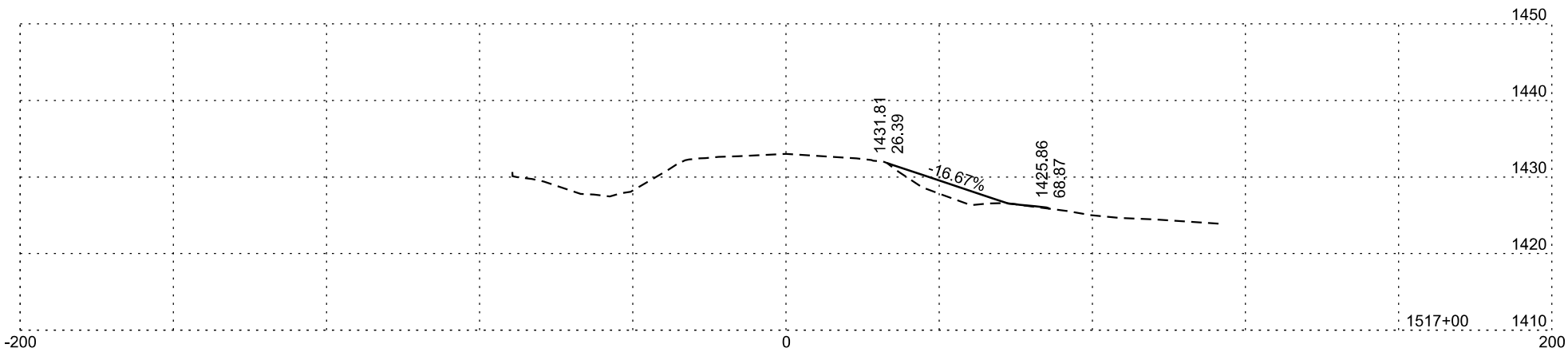
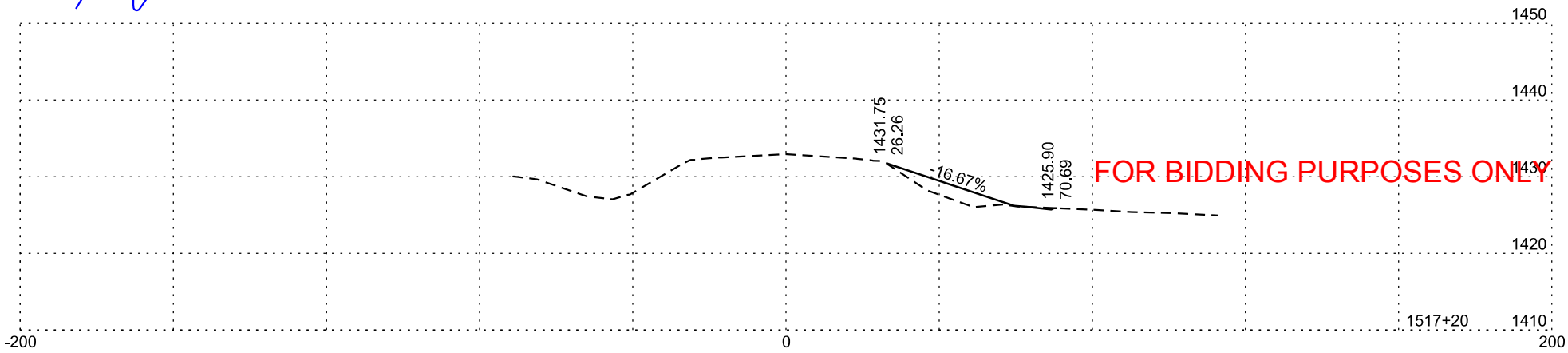
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	234	322



Plotting Date: 1/26/2026

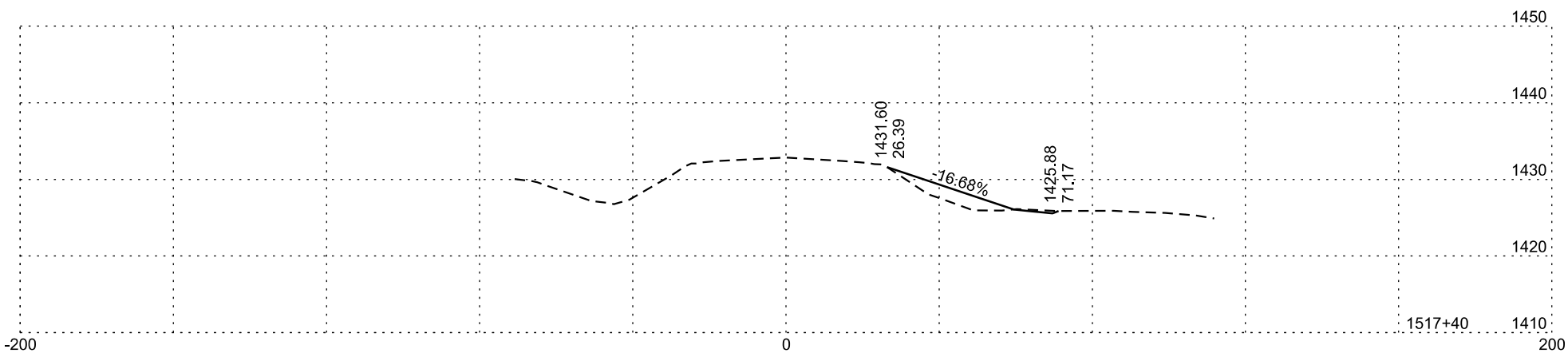
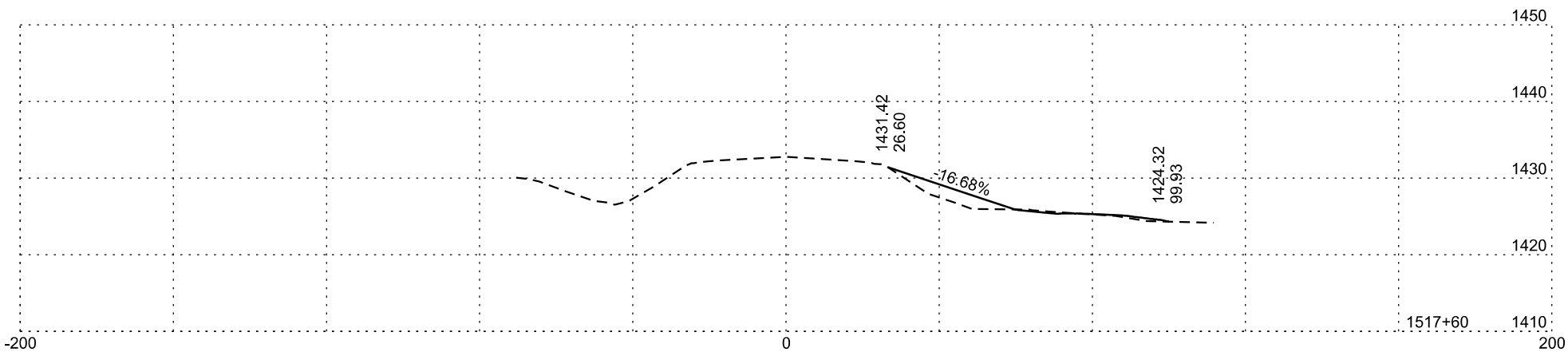
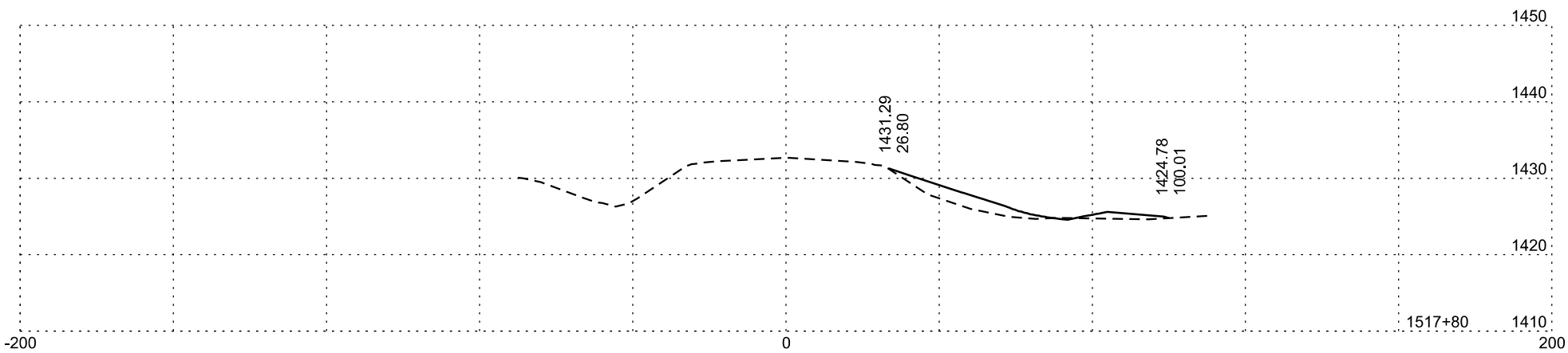
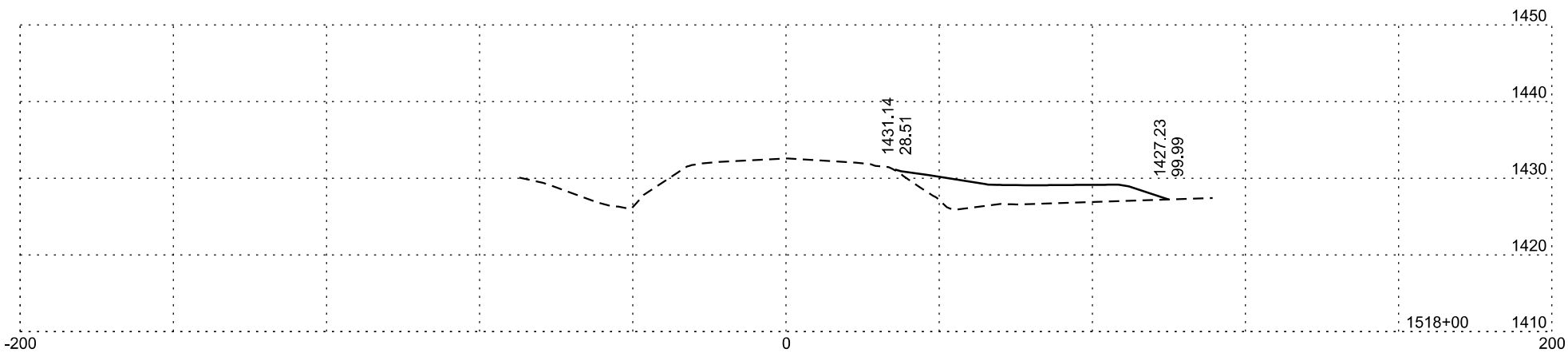
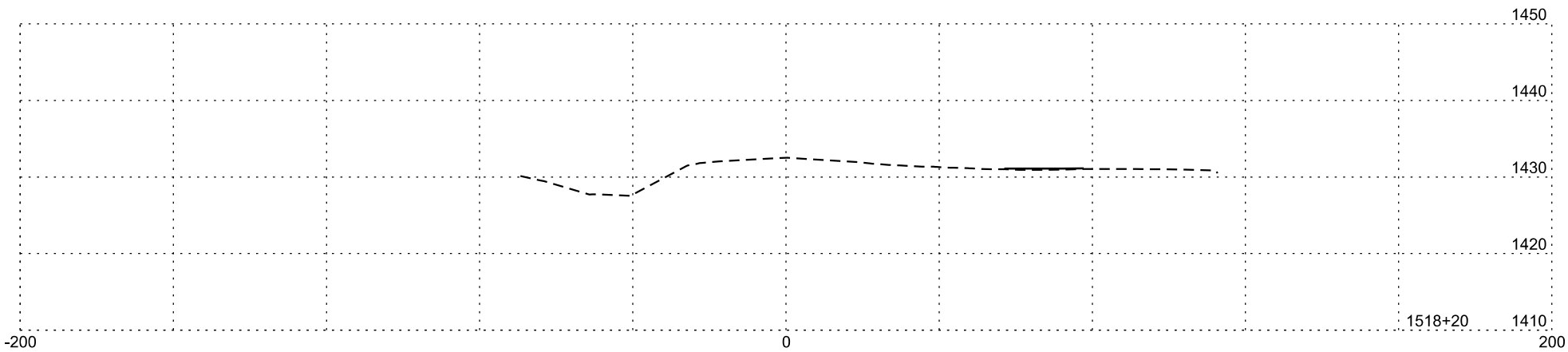
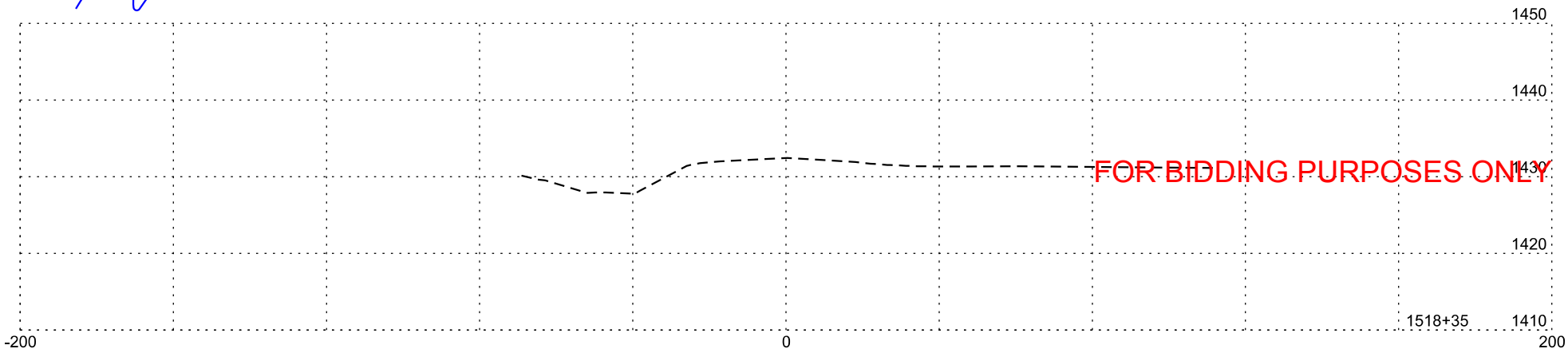
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		235	322





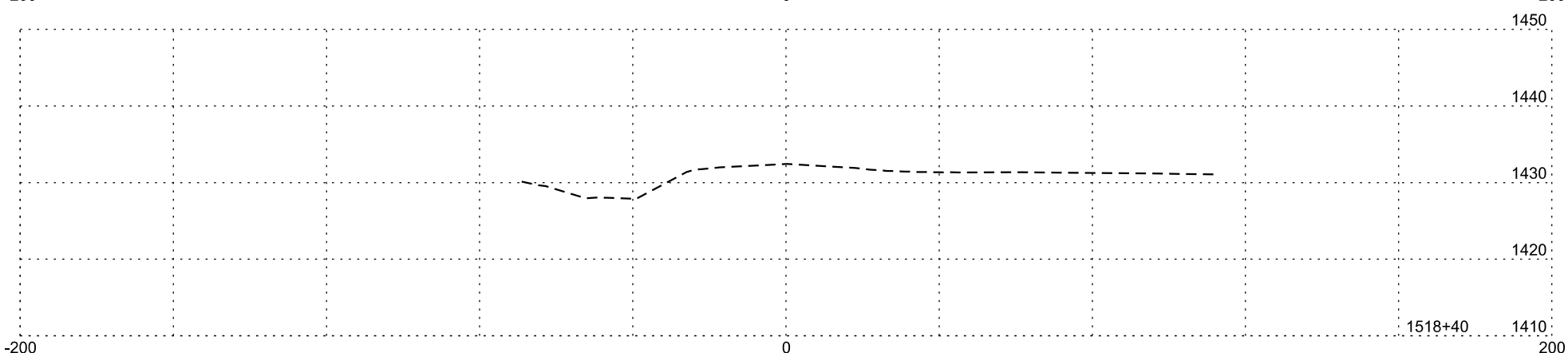
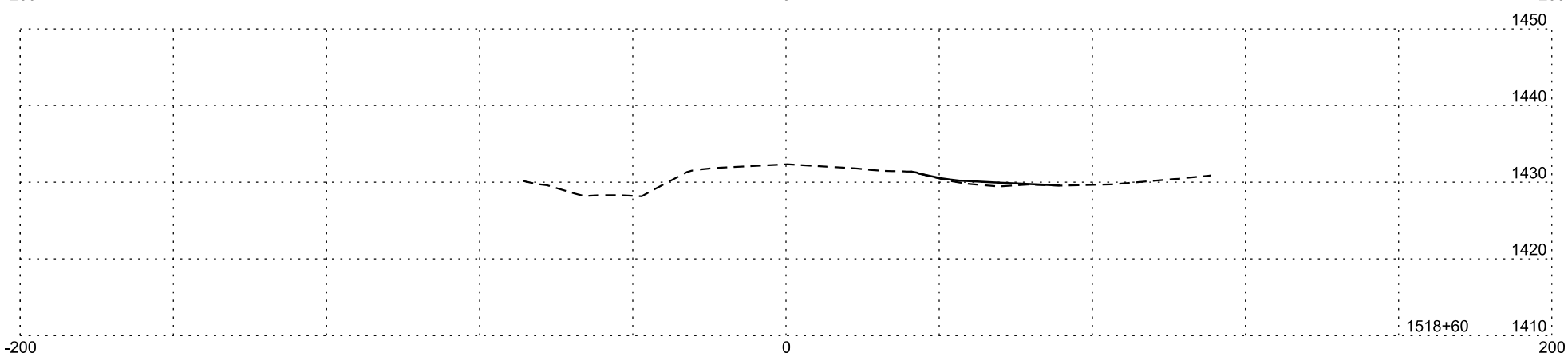
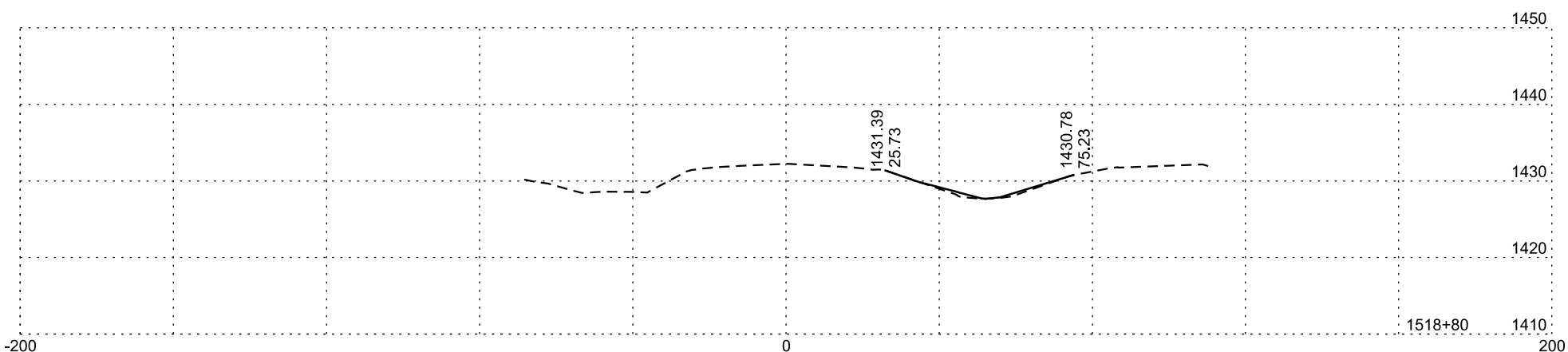
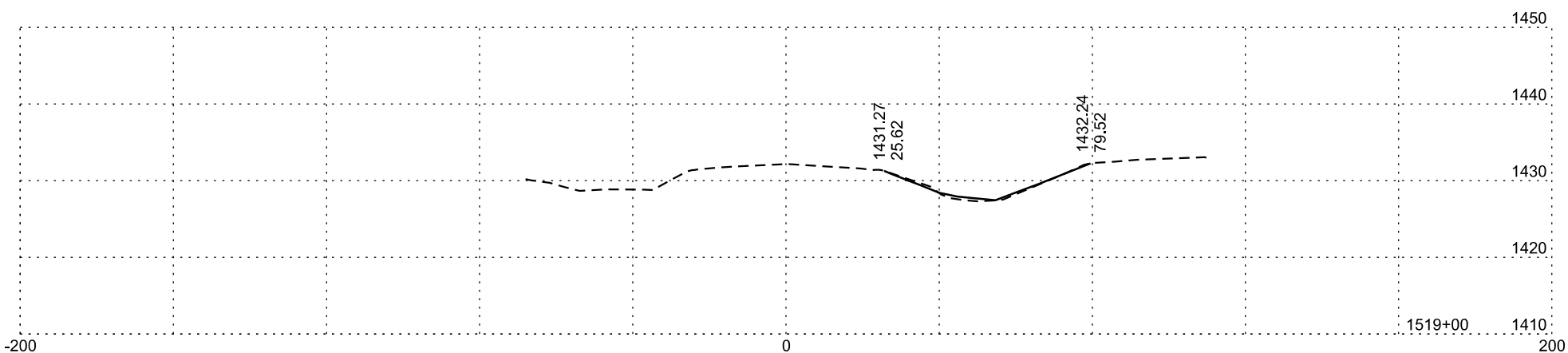
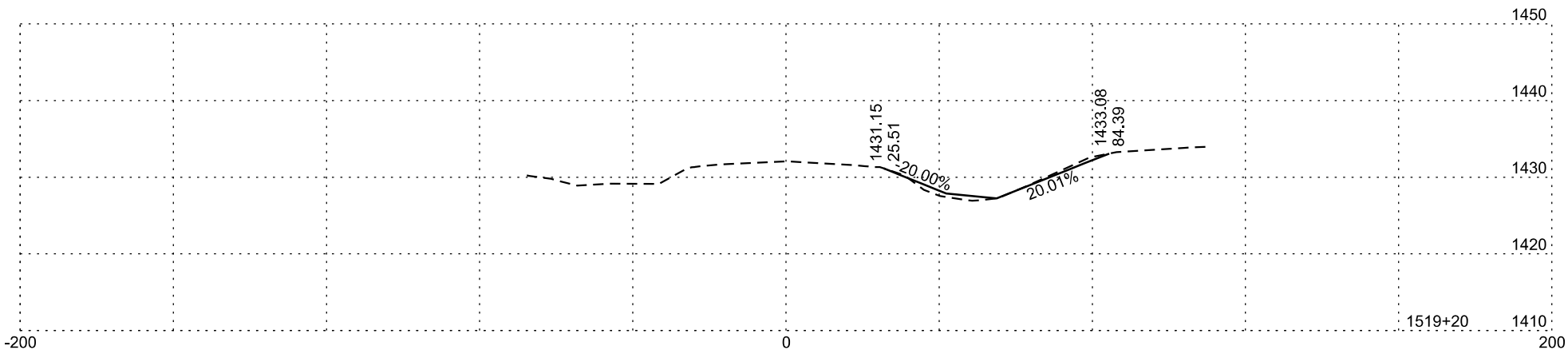
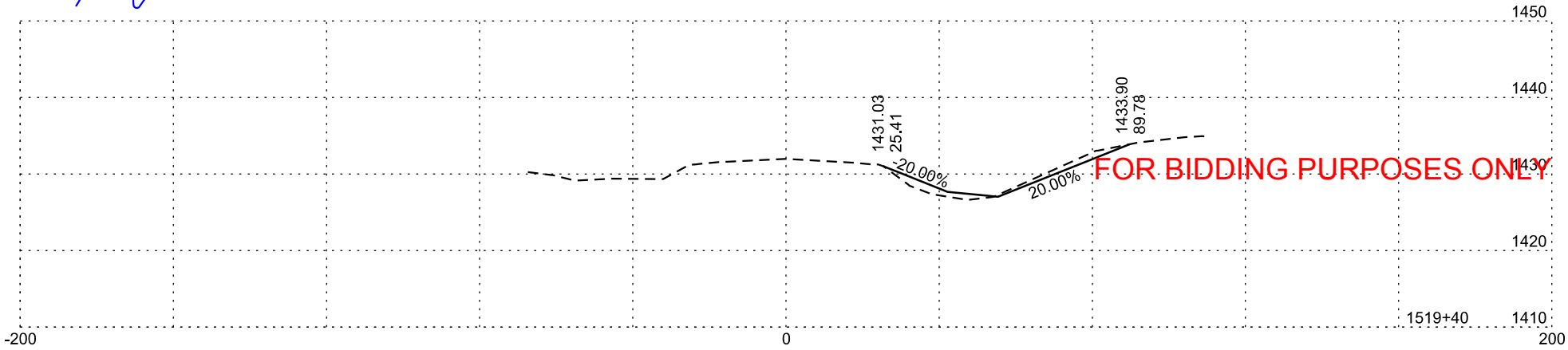
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	237	322



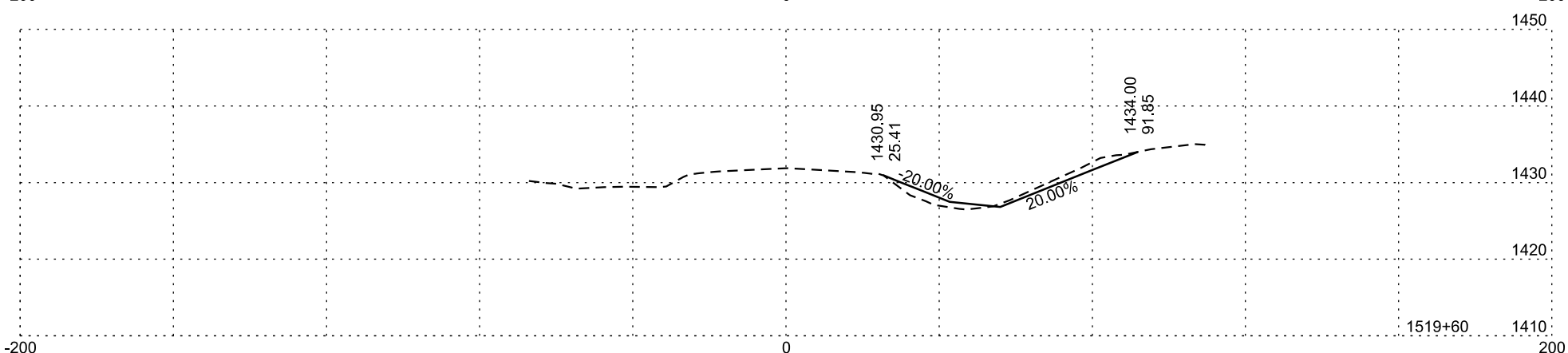
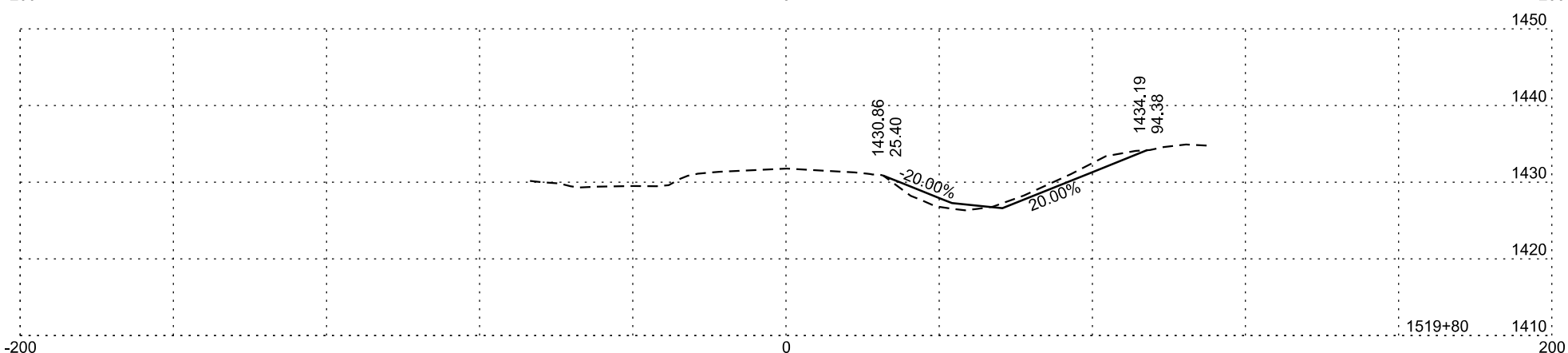
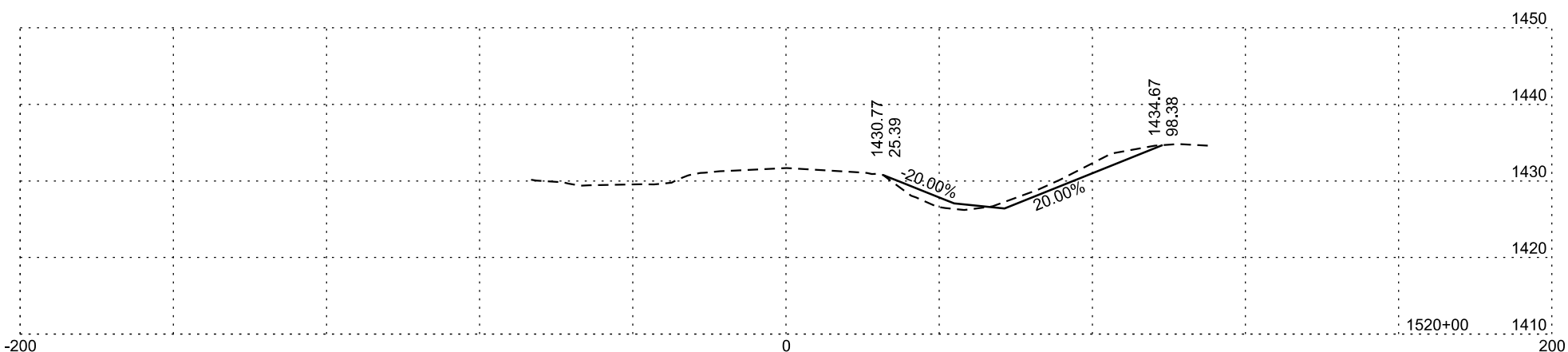
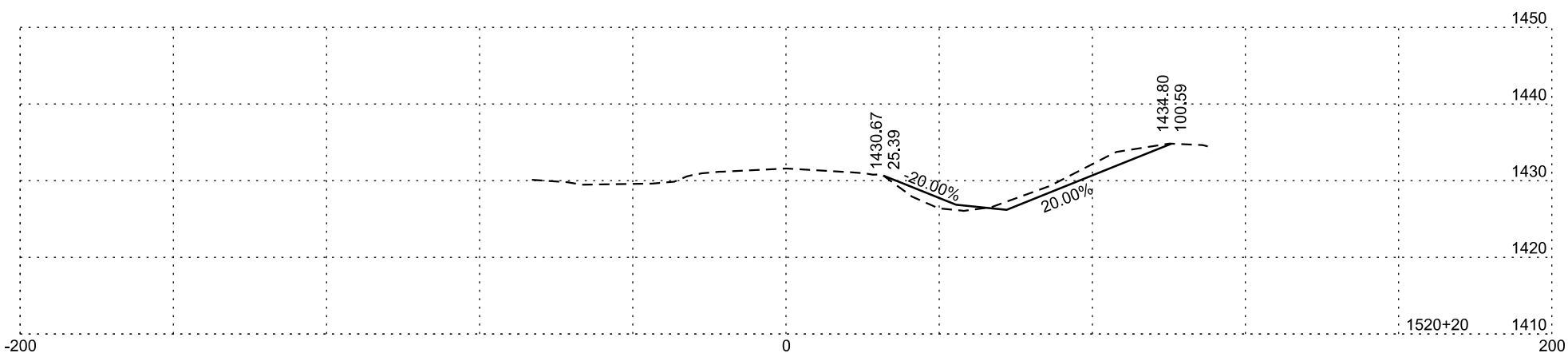
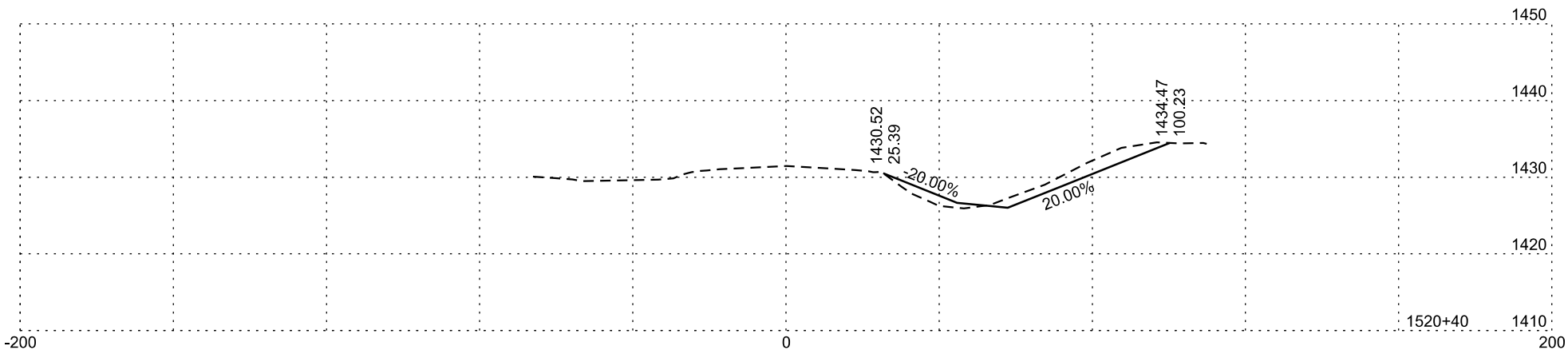
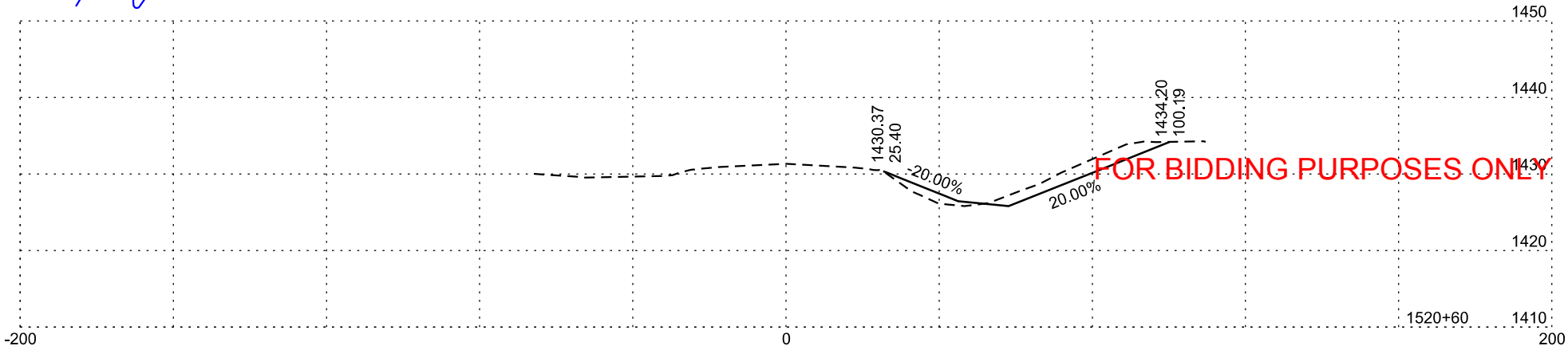
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	238	322



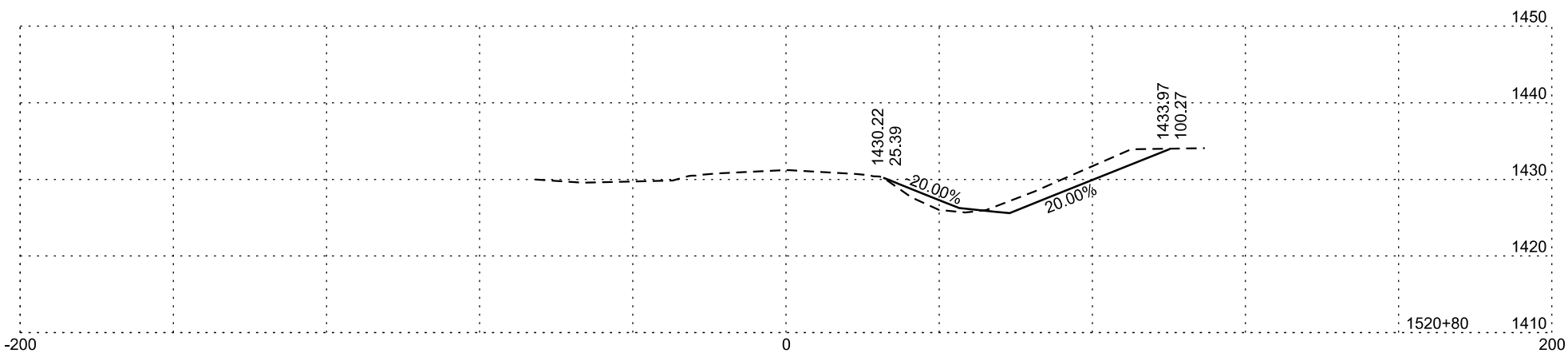
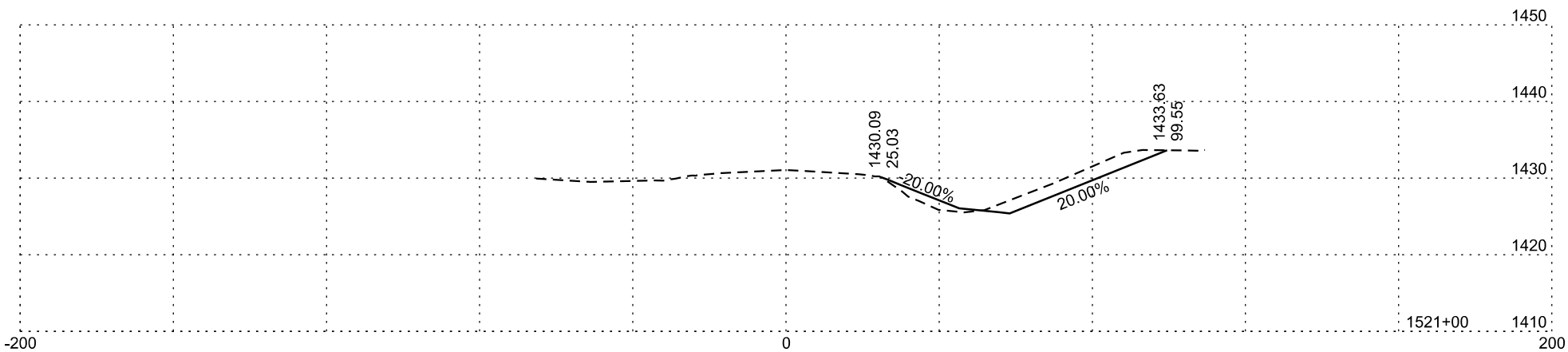
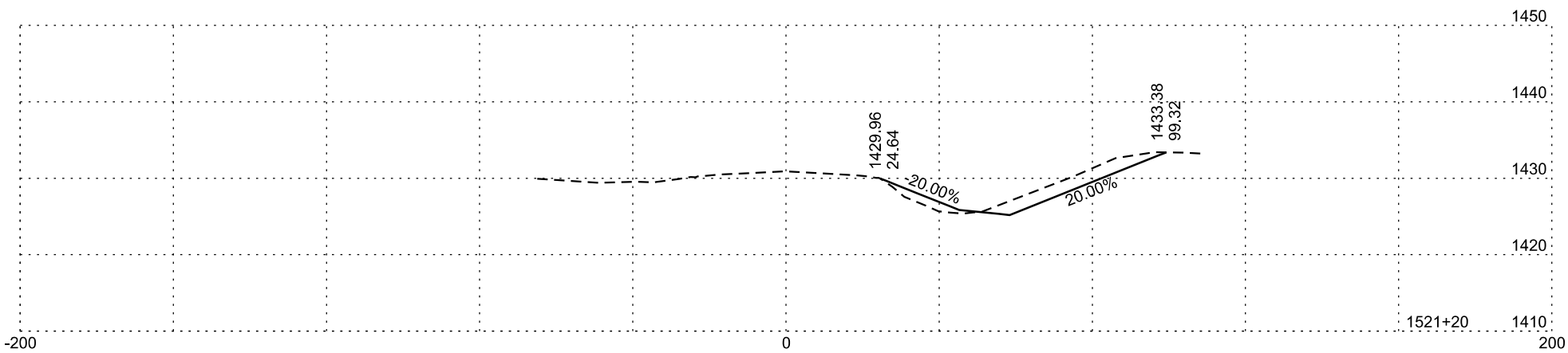
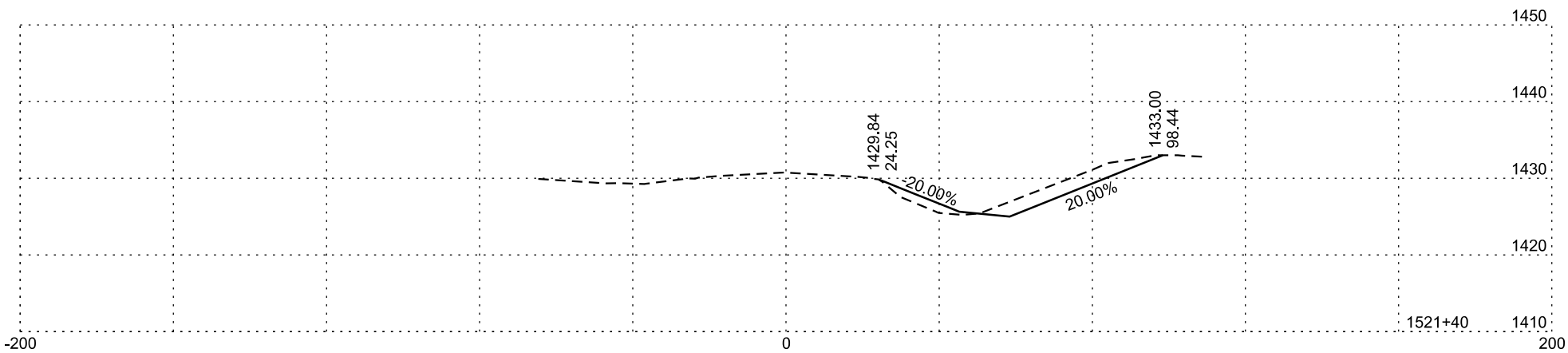
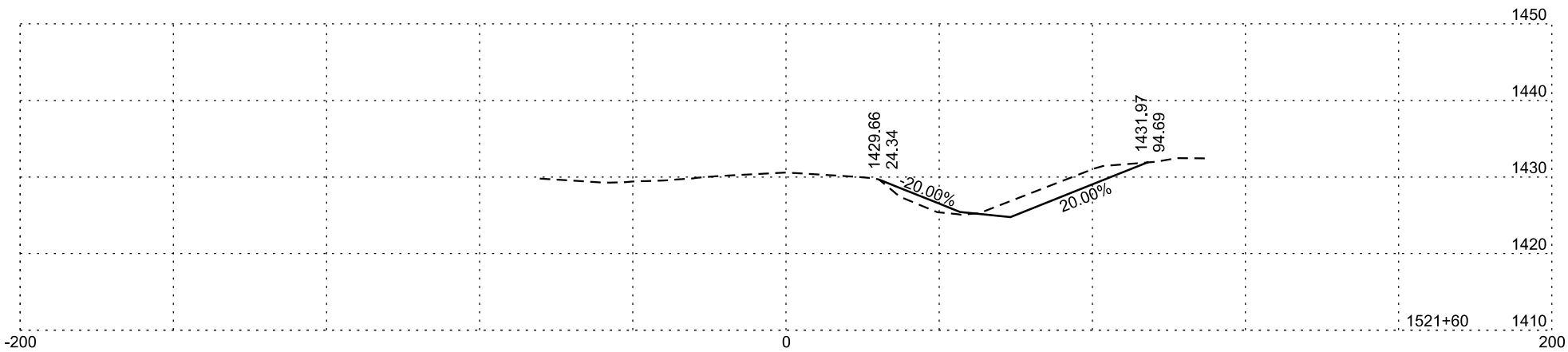
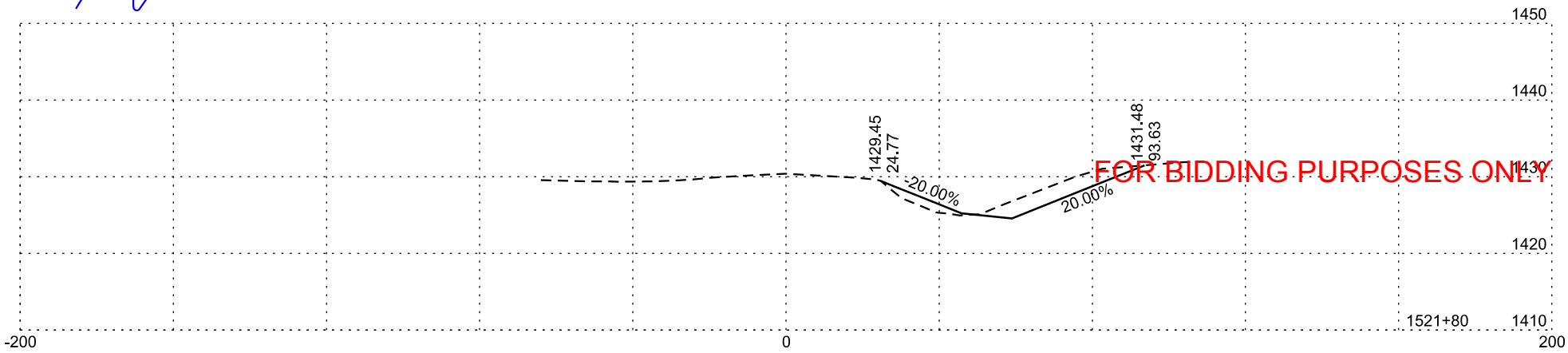
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		239	322



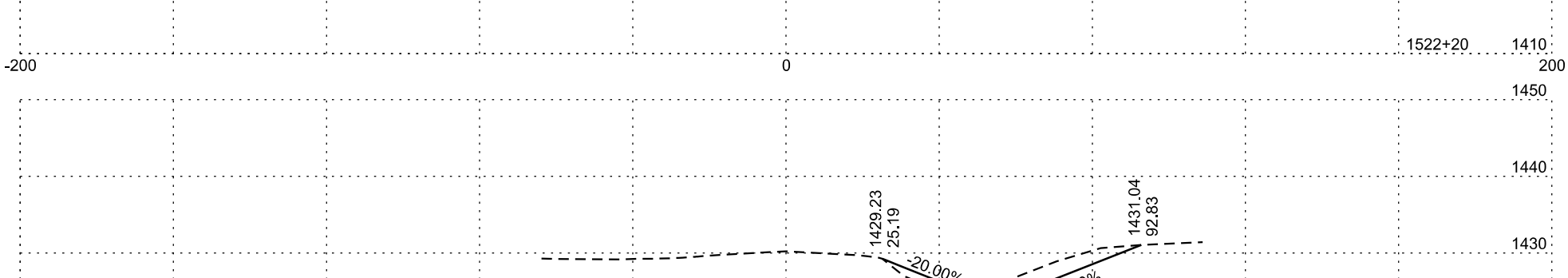
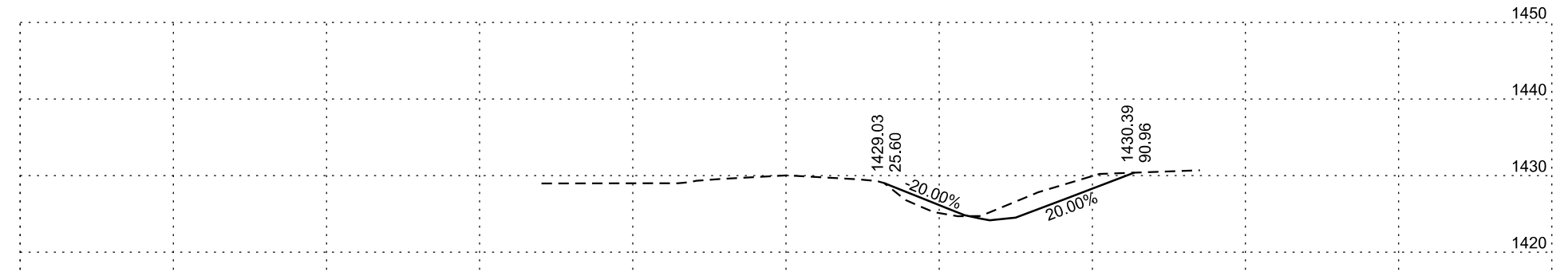
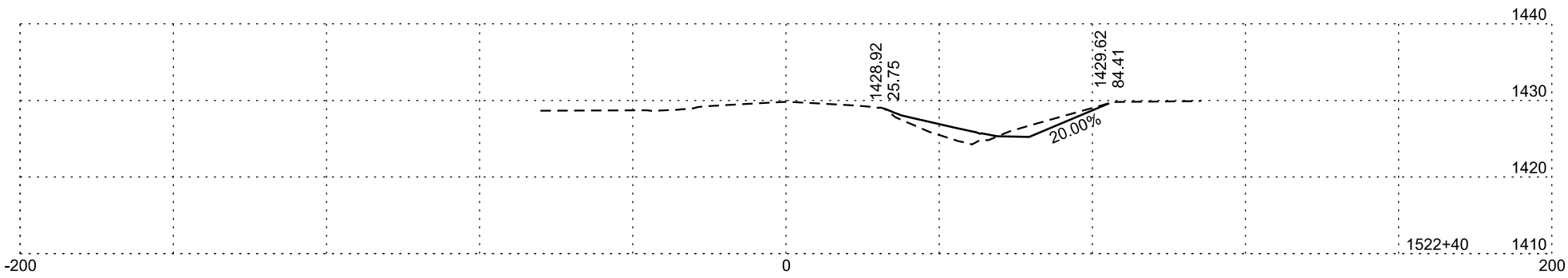
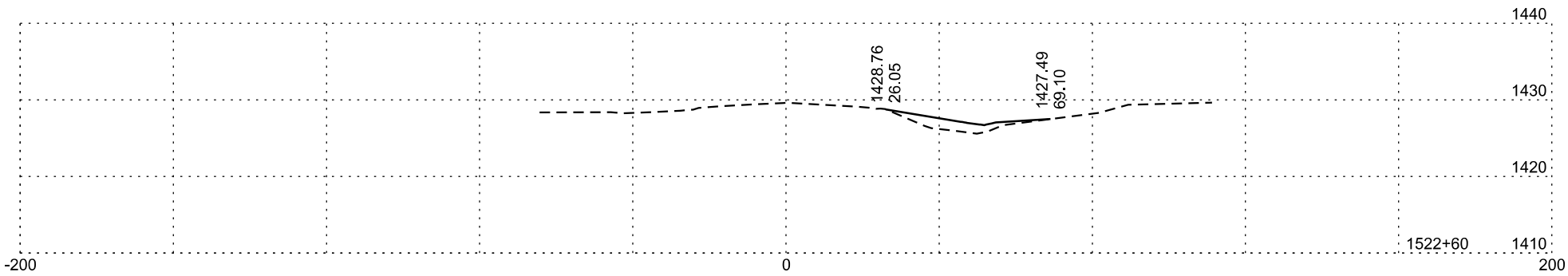
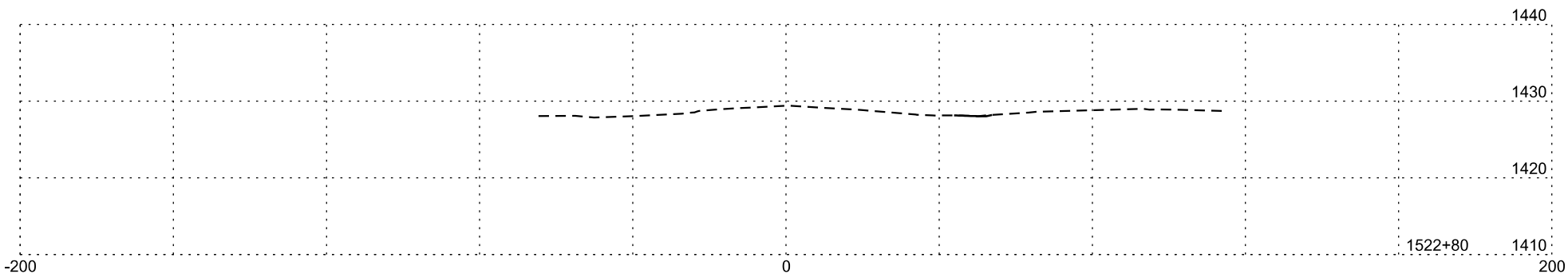
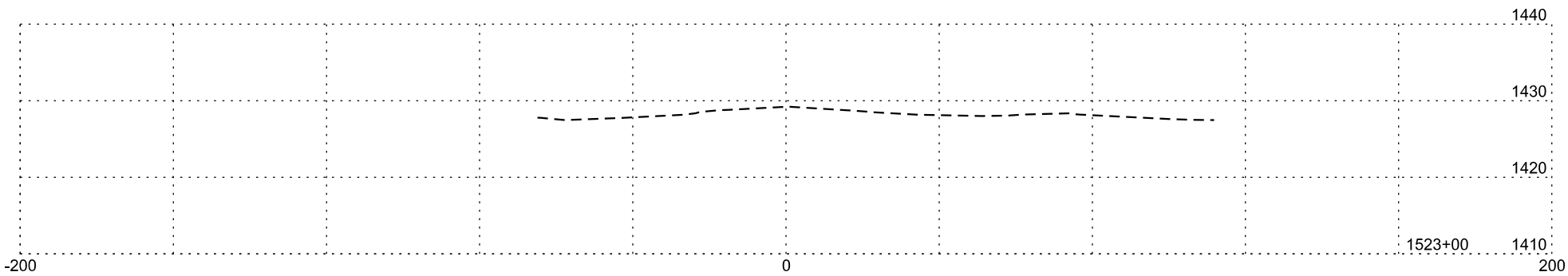
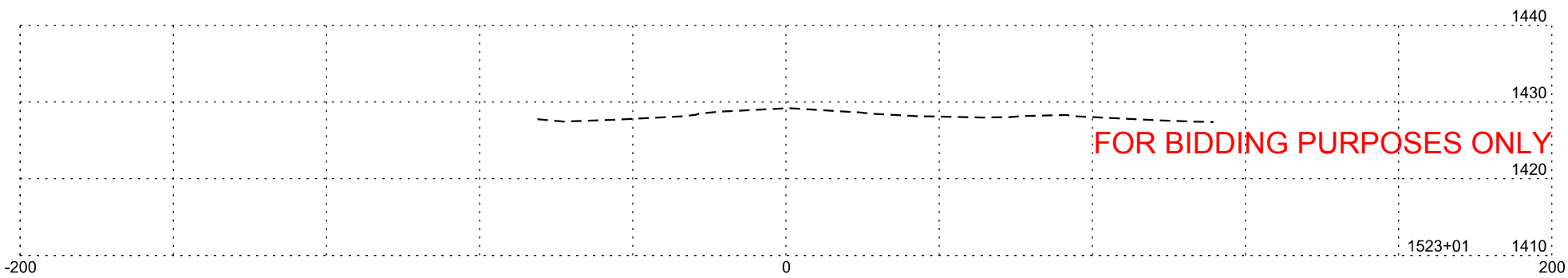
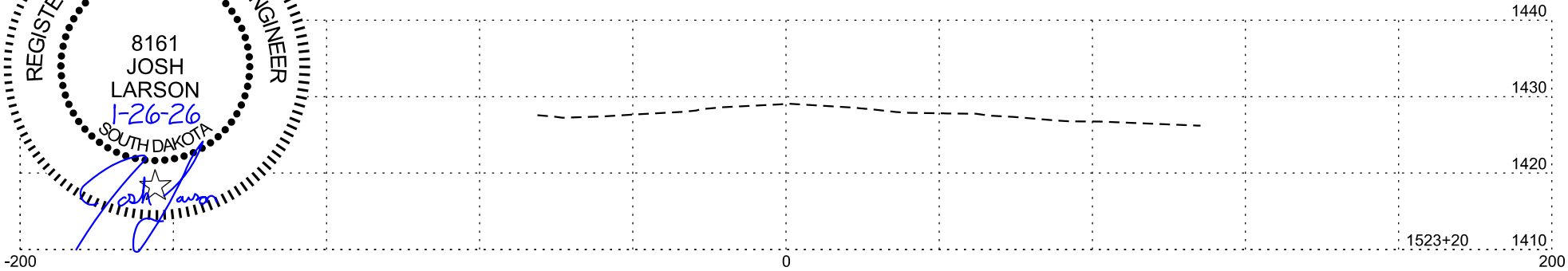
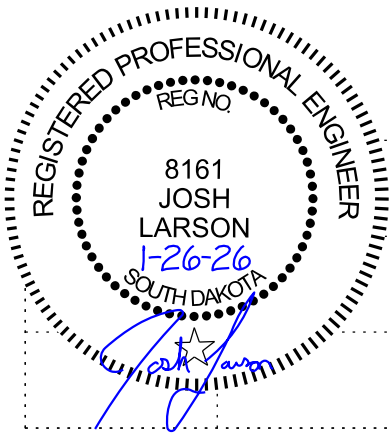
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	240	322



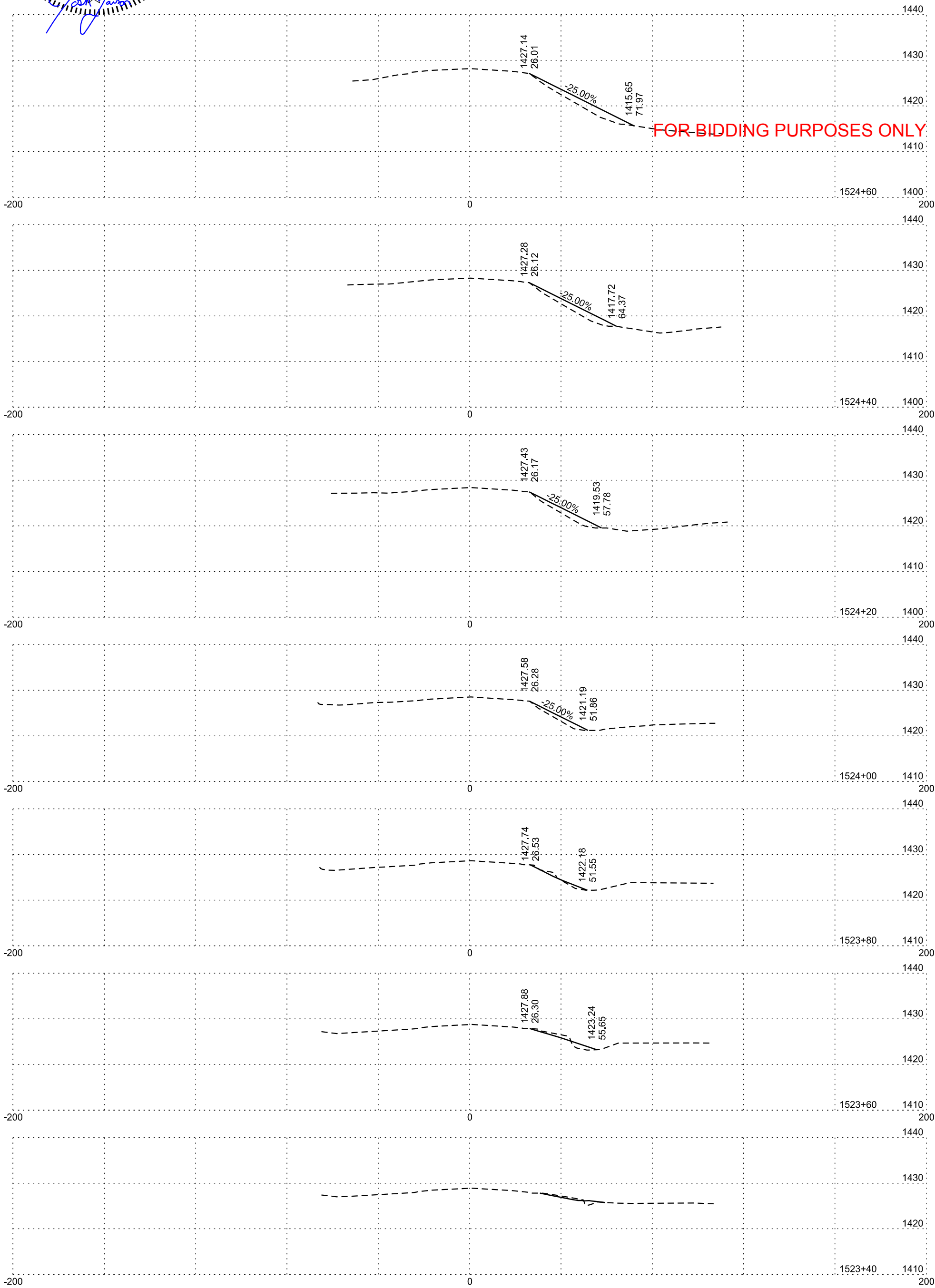
Plotting Date: 1/26/2026

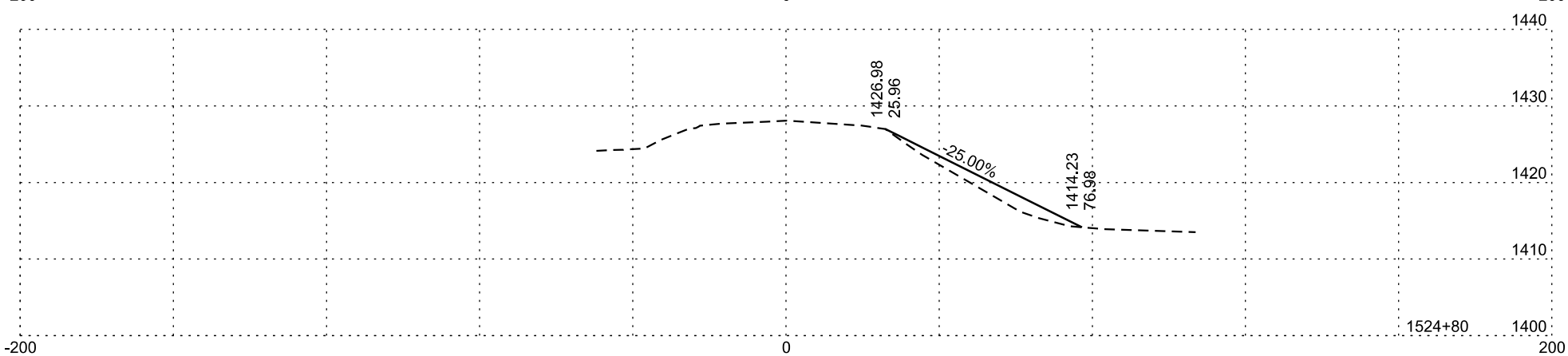
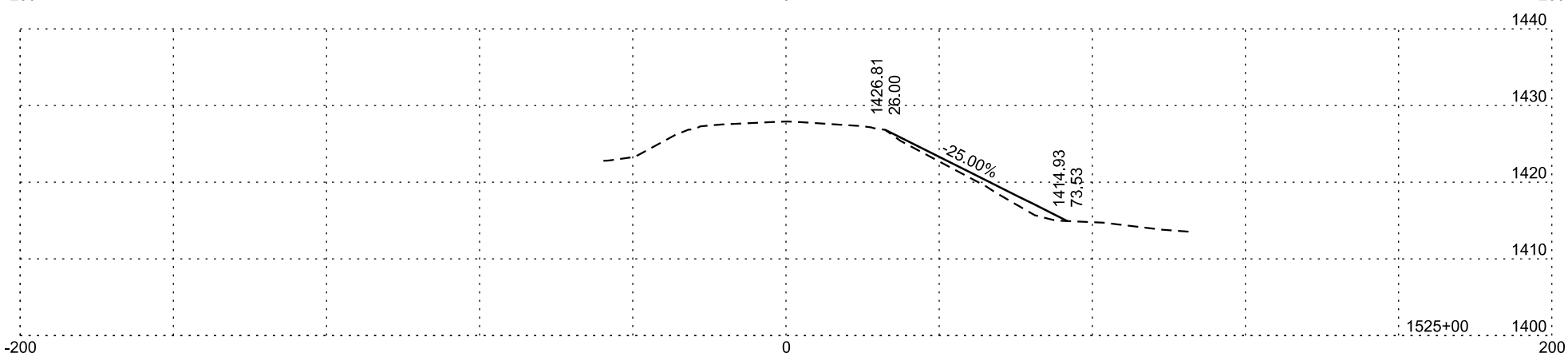
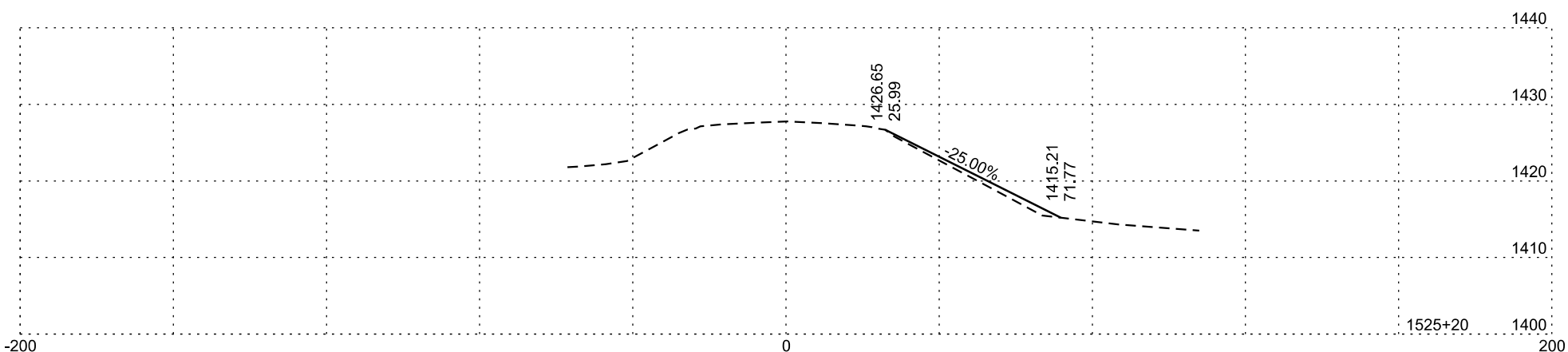
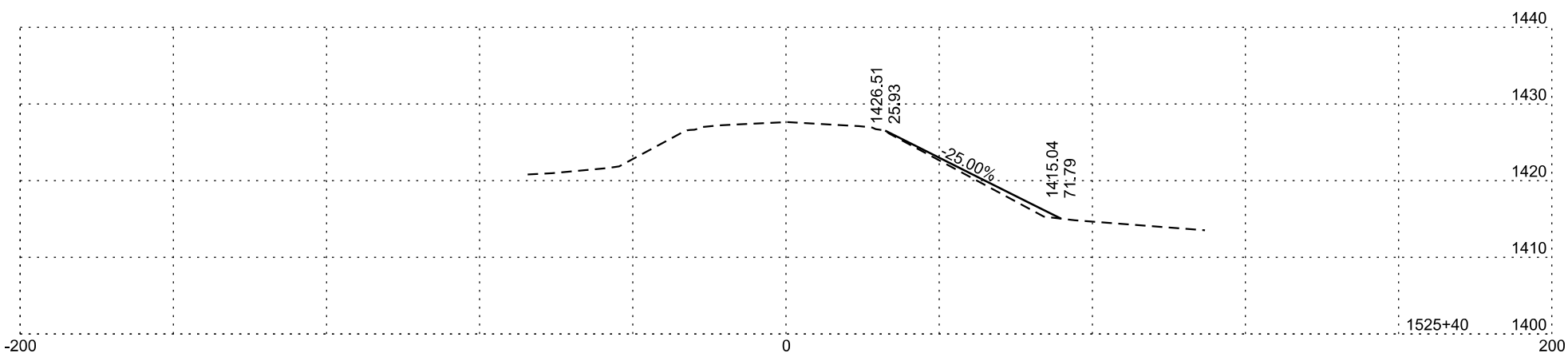
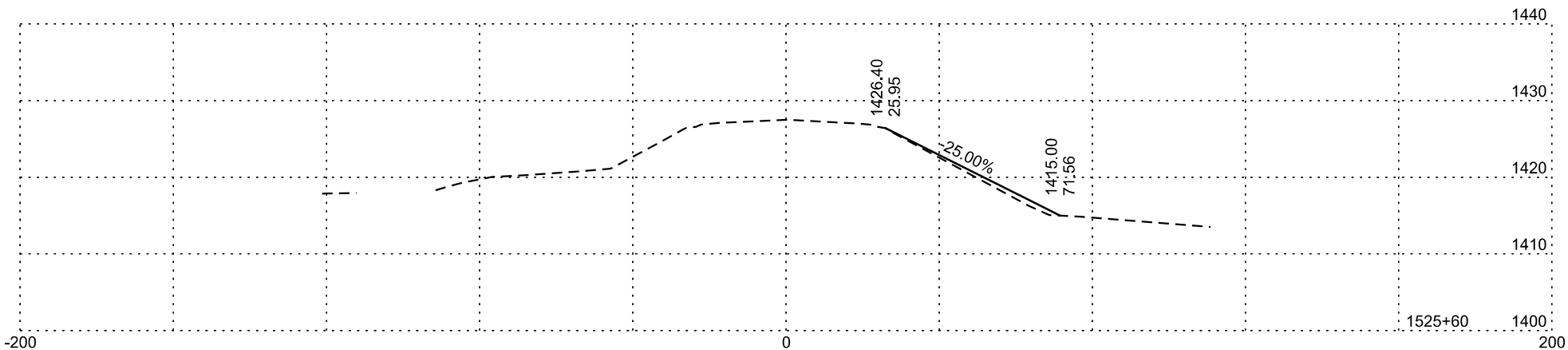
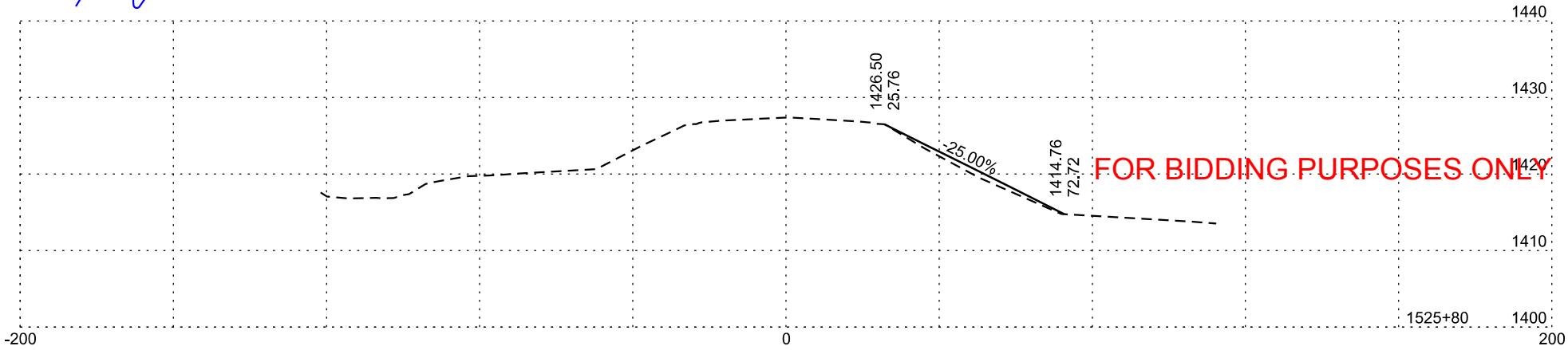
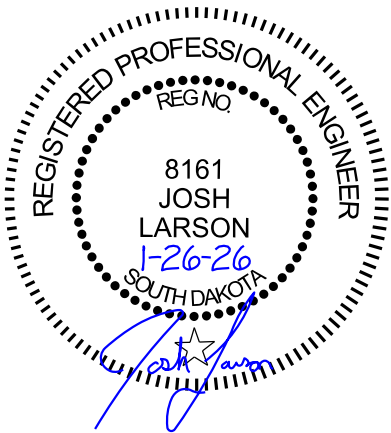
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		241	322



Plotting Date: 1/26/2026

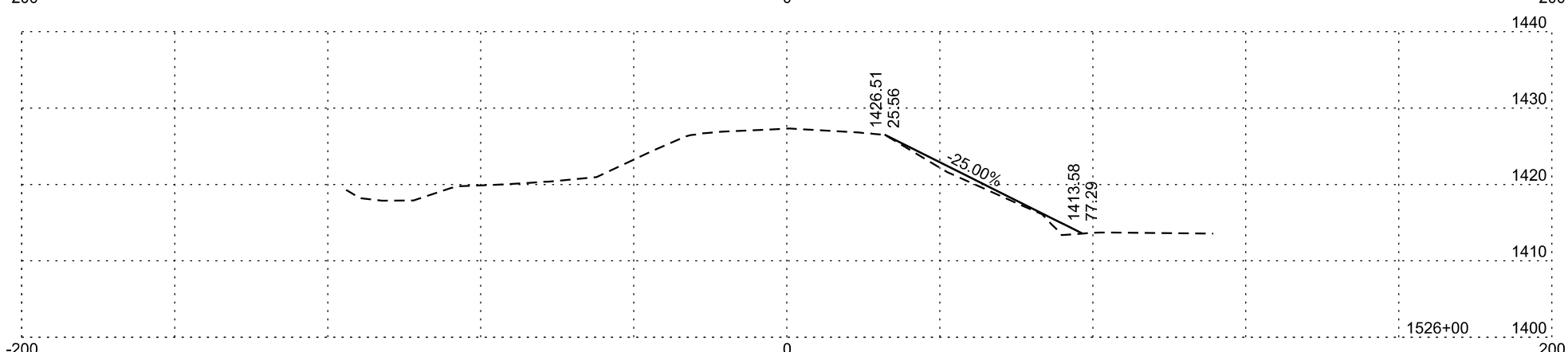
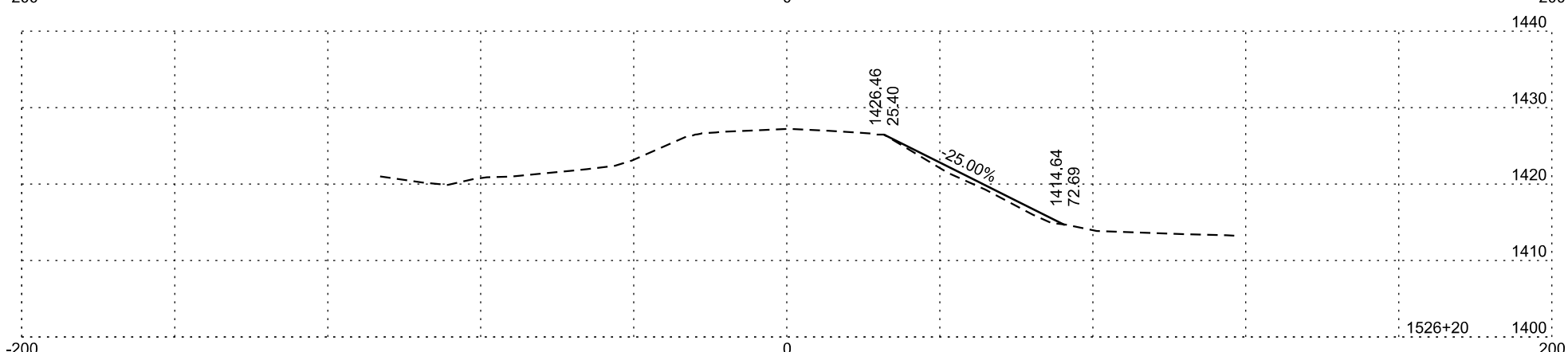
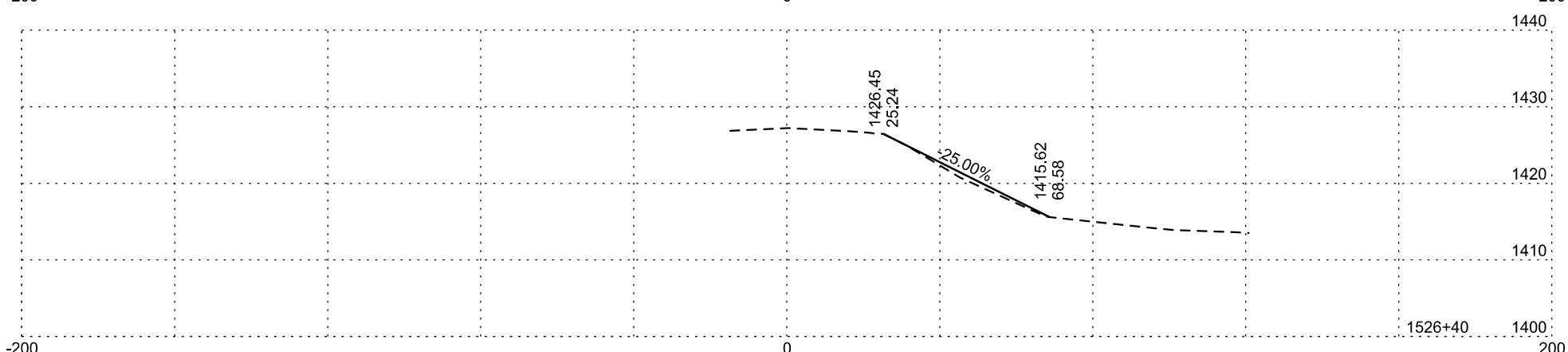
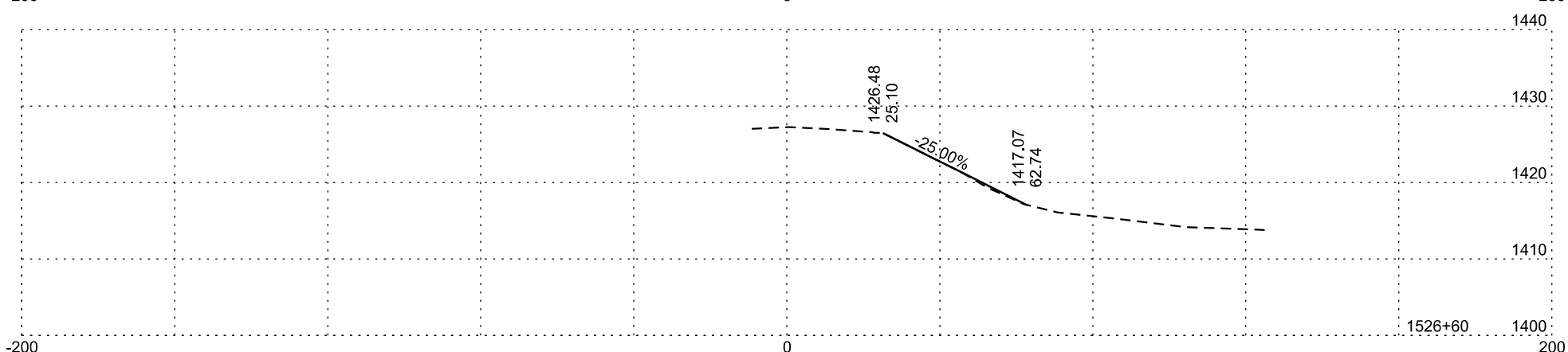
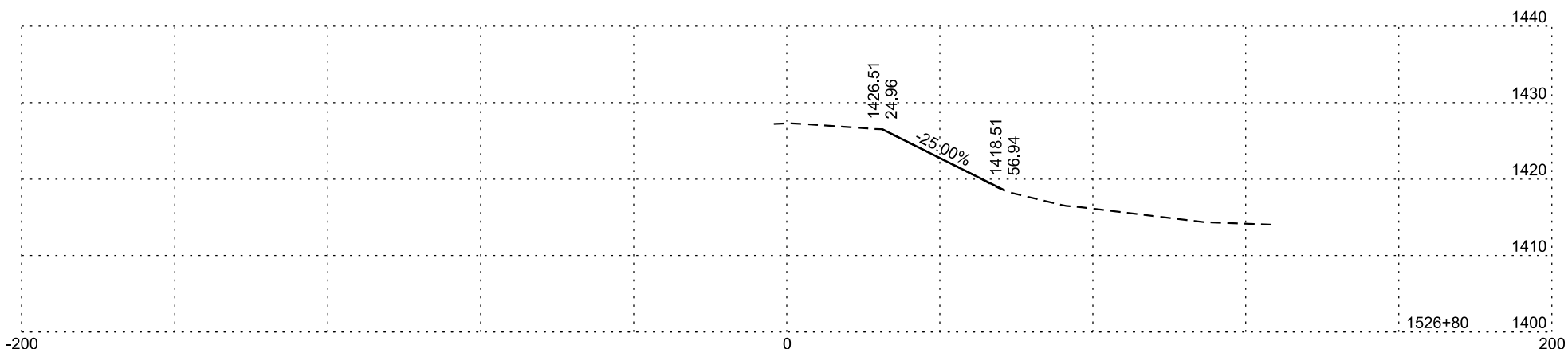
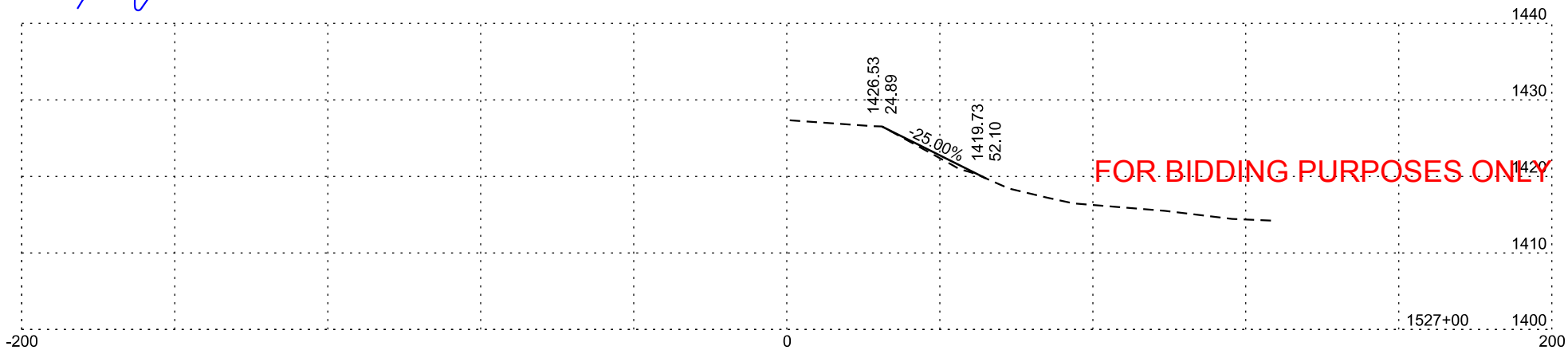
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	242	322





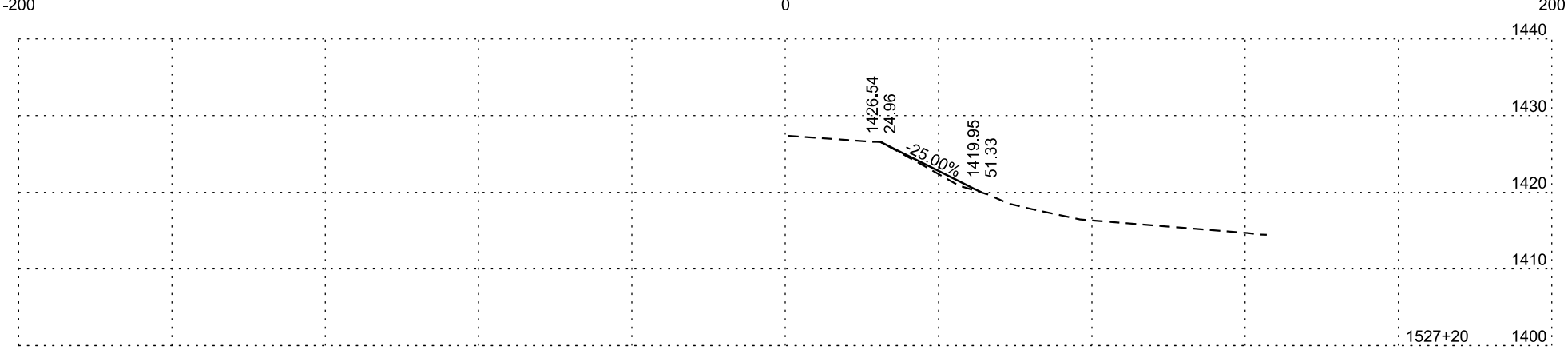
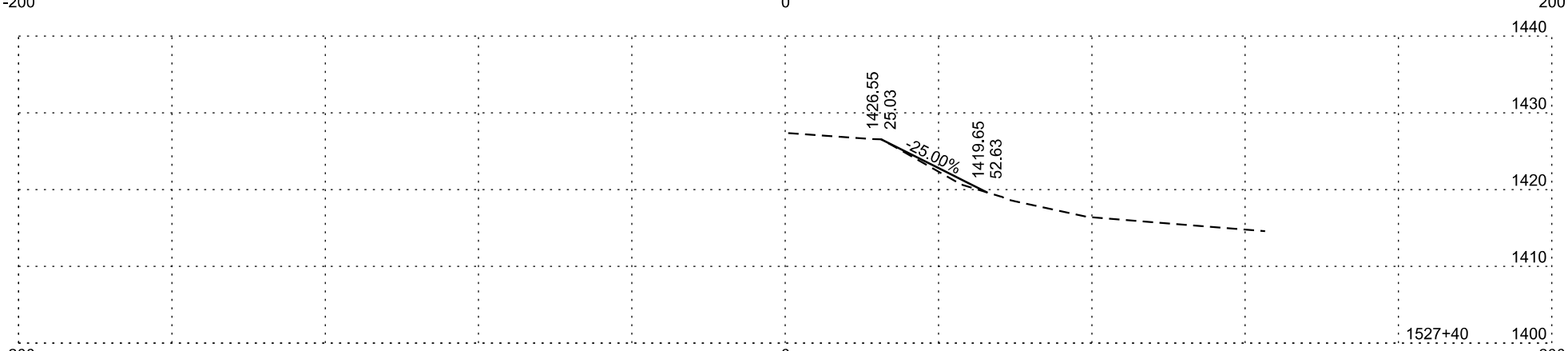
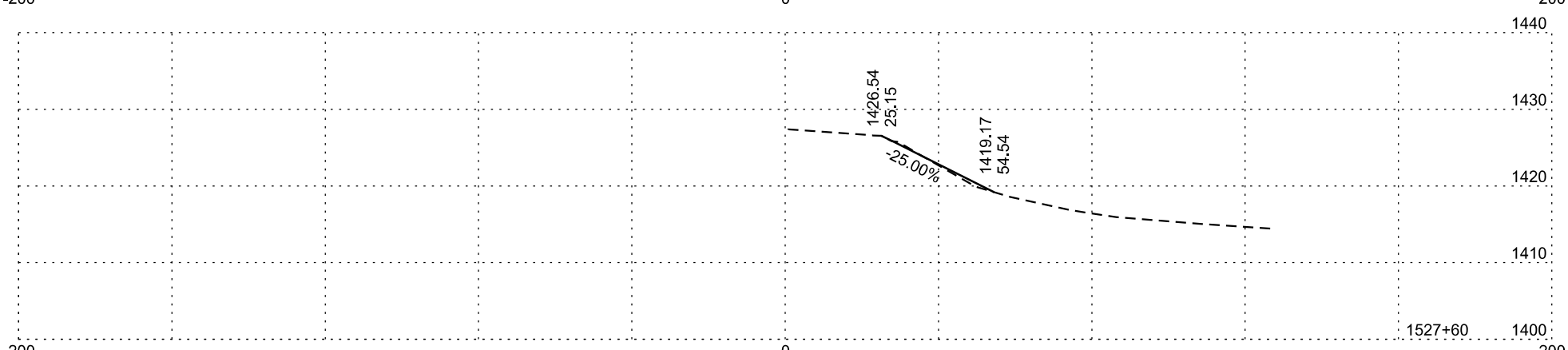
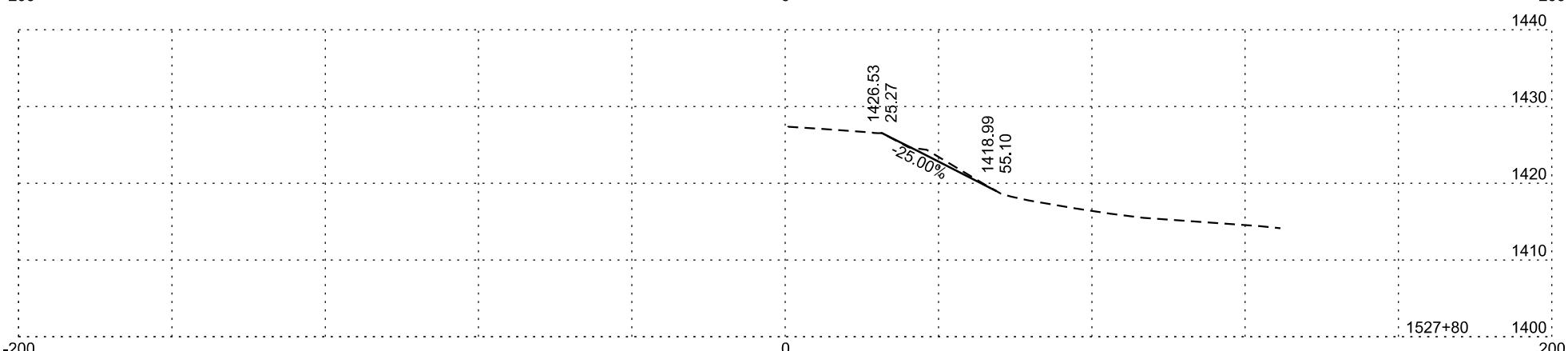
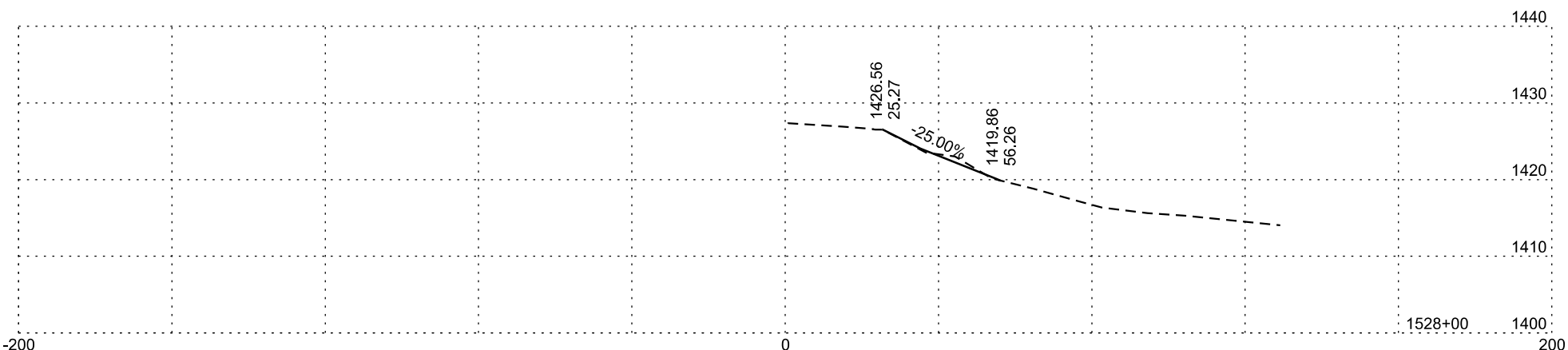
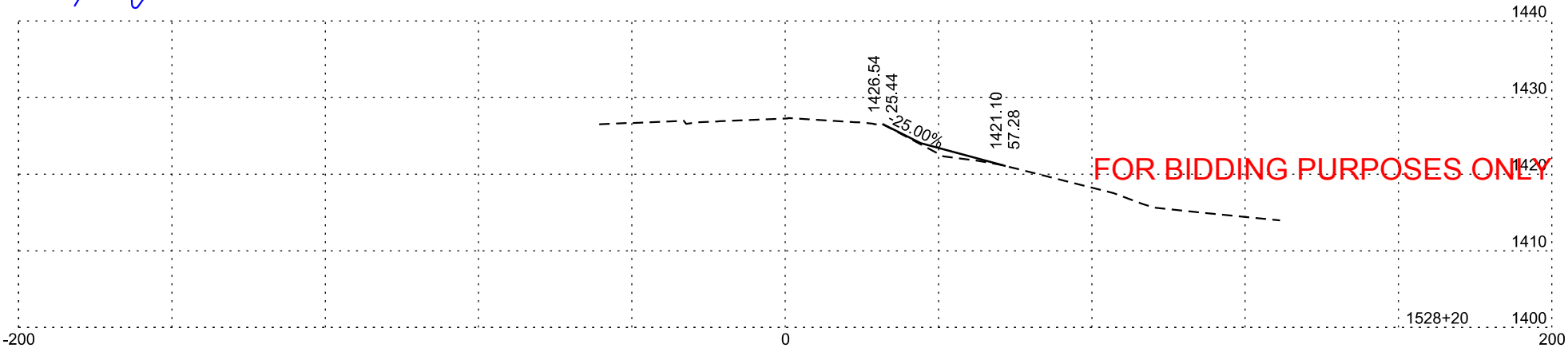
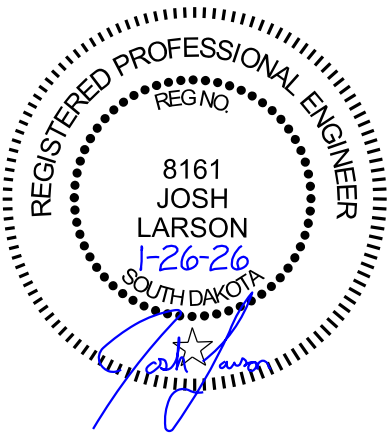
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STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	244	322



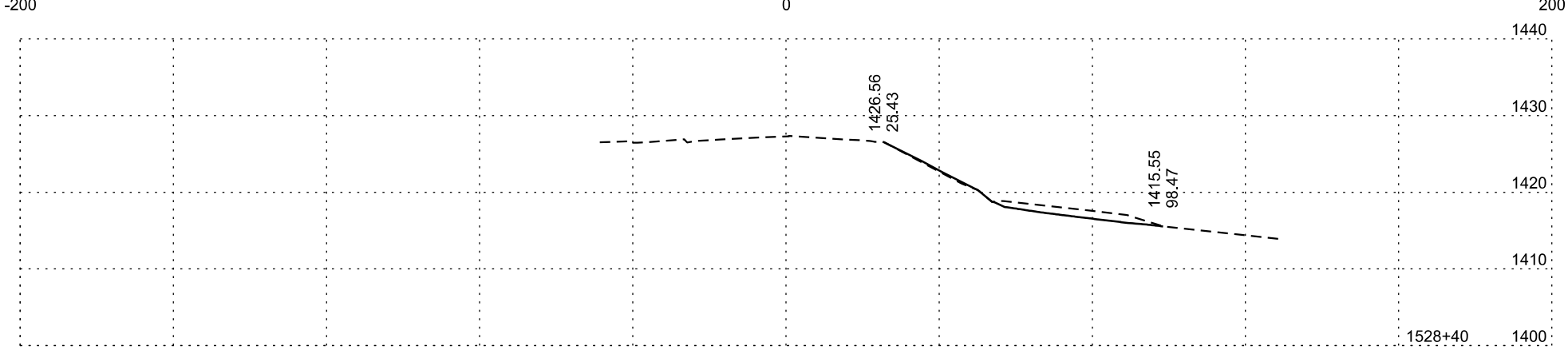
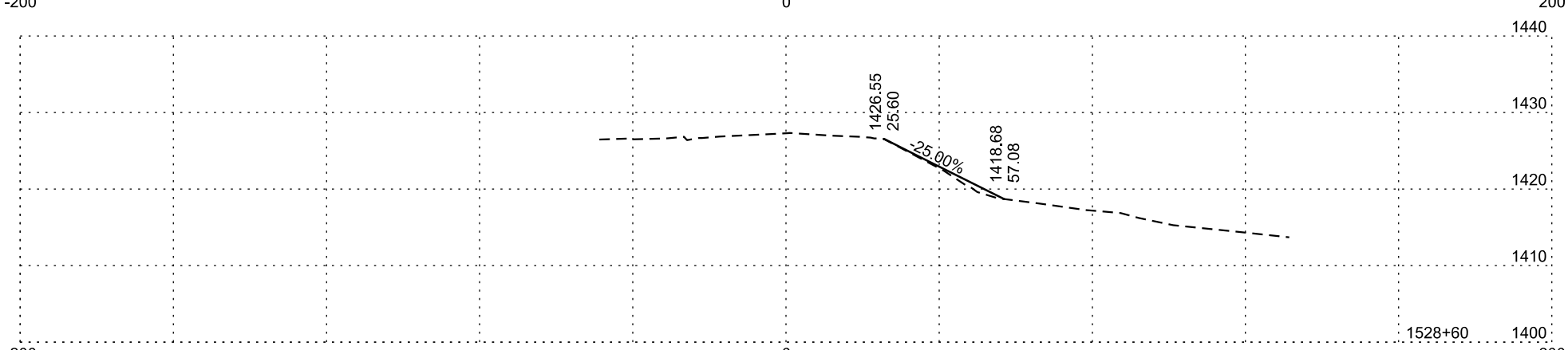
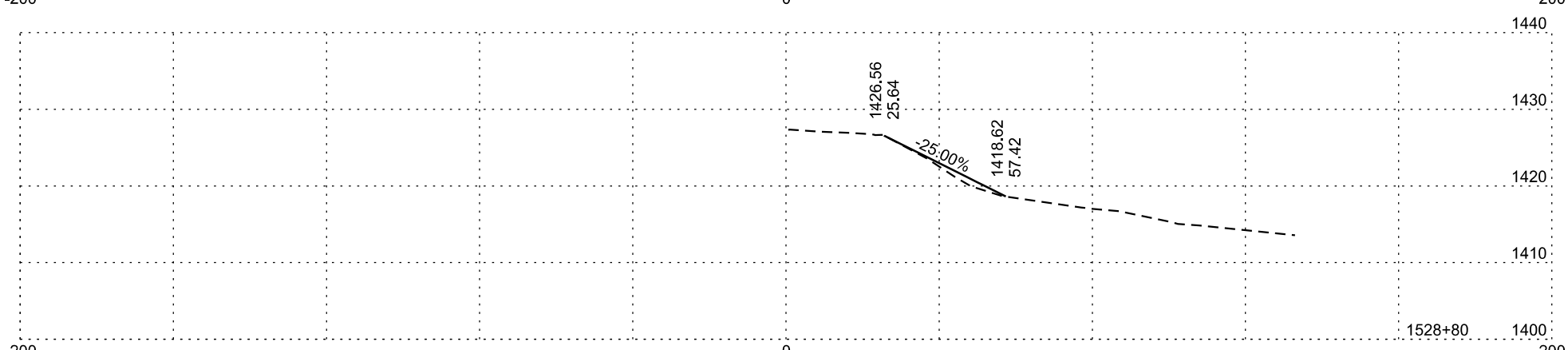
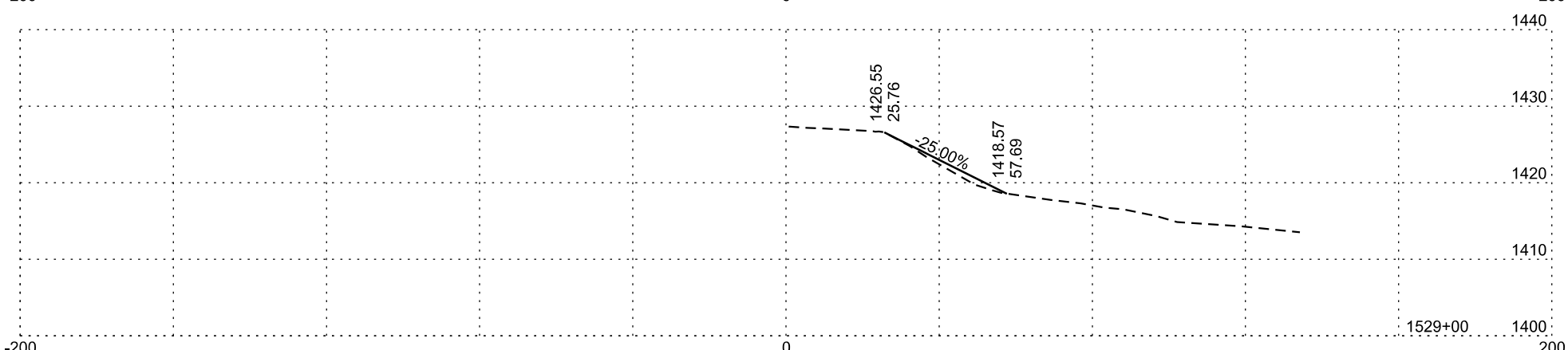
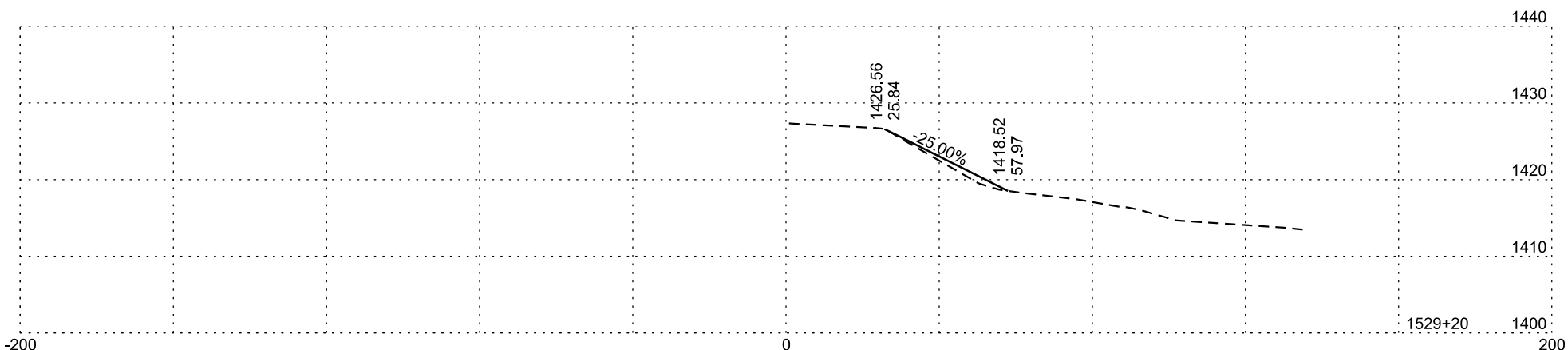
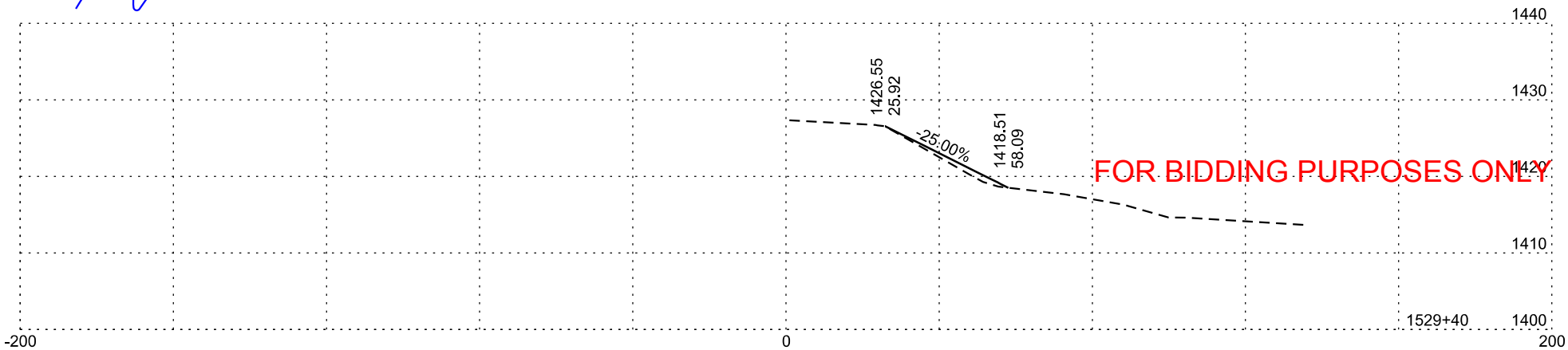
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	245	322



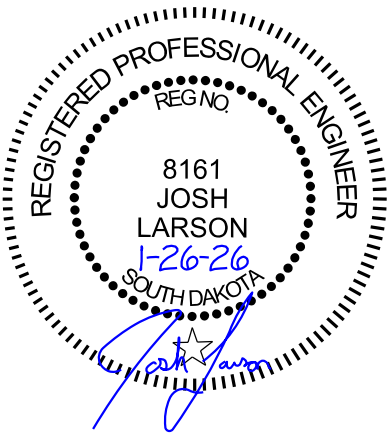
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
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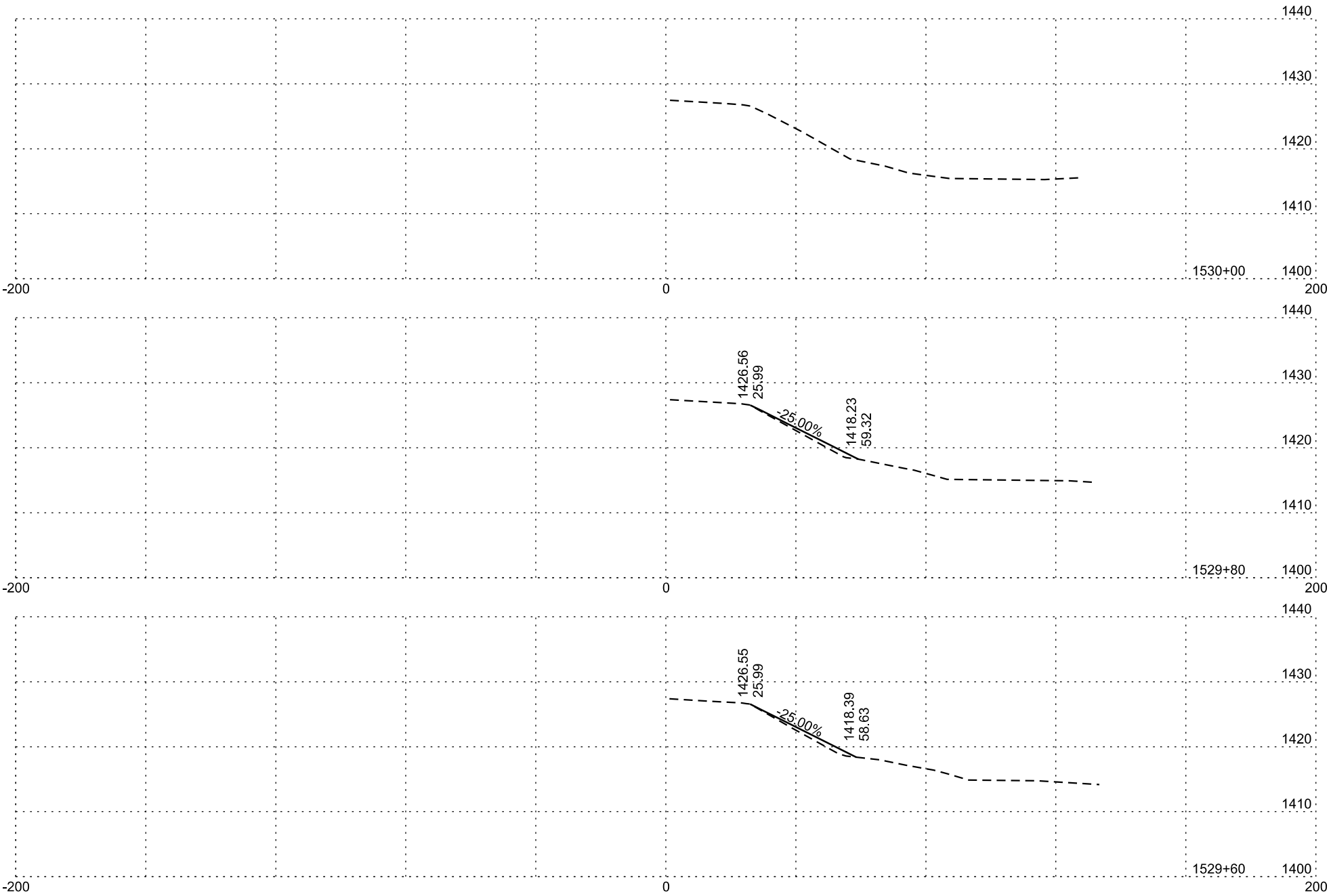


Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	247	322



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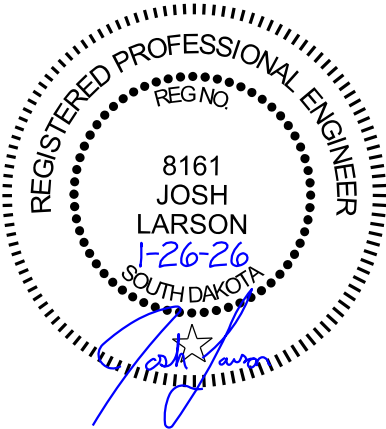
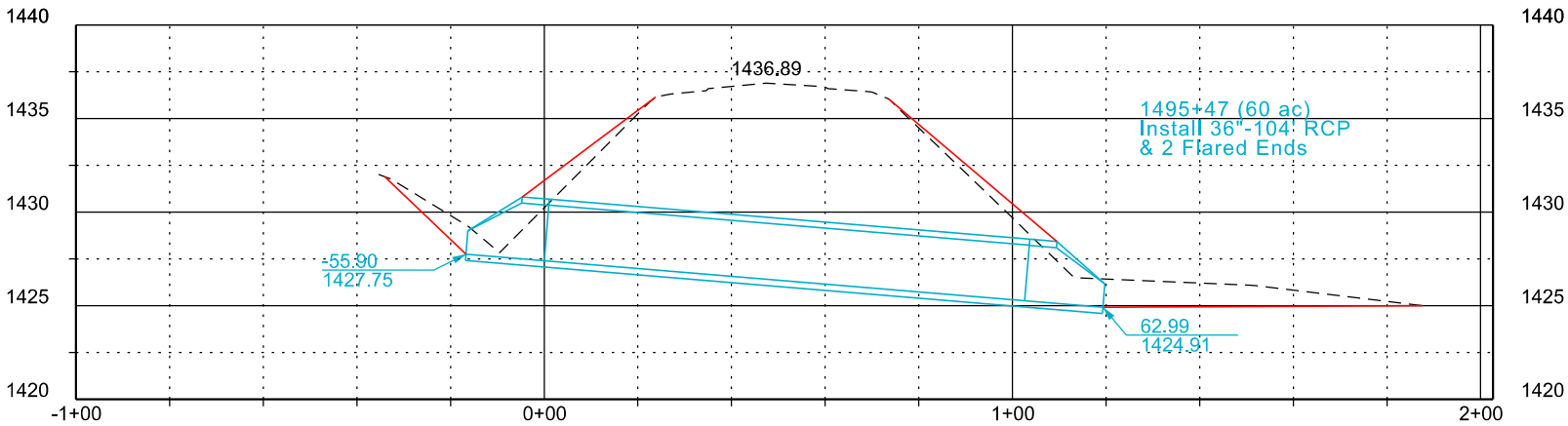
Plotting Date: 1/26/2026

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	248	322

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STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		249	322

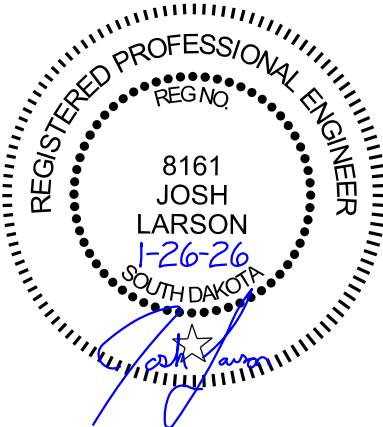
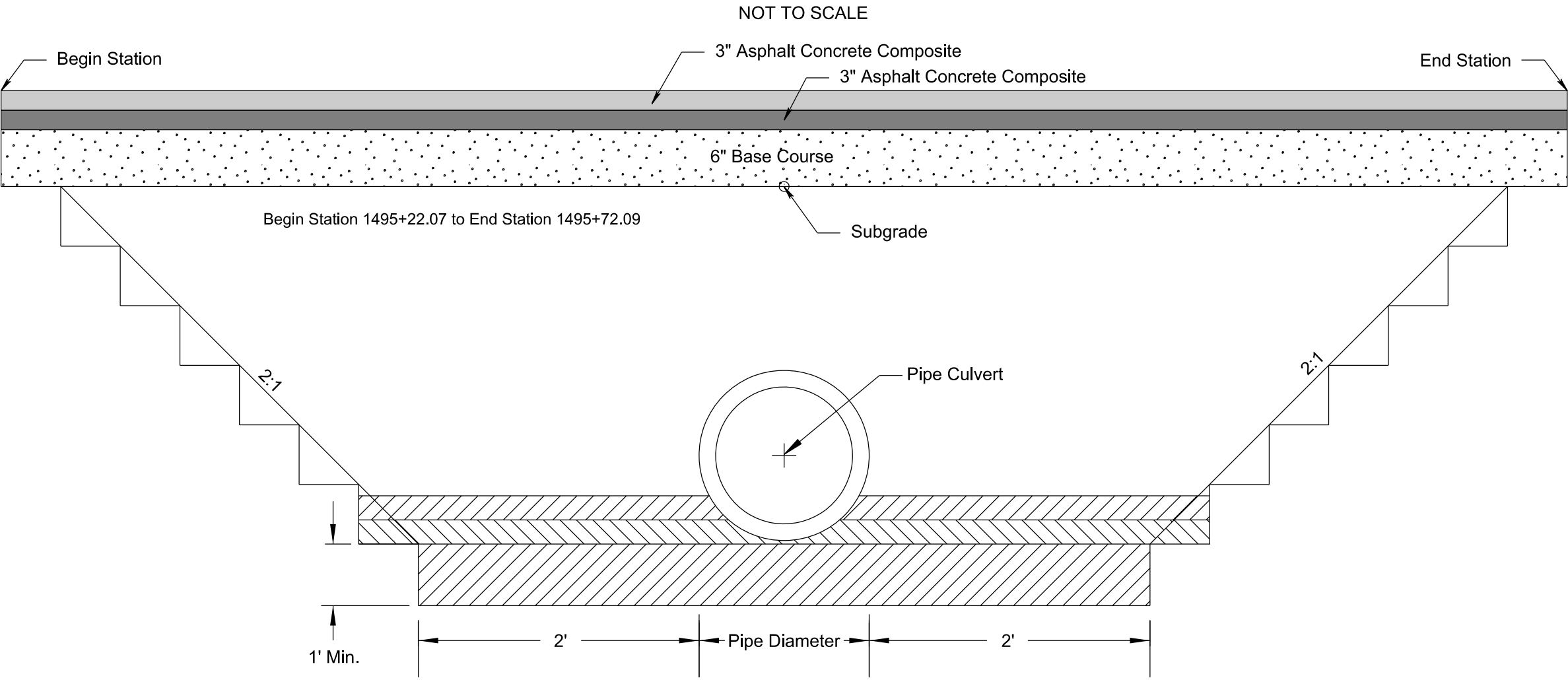
1495+47 - PIPE 6



DETAIL - CULVERT REPLACEMENT

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	250	322



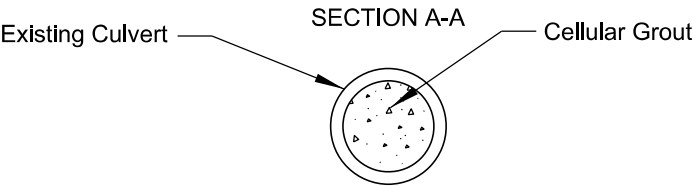
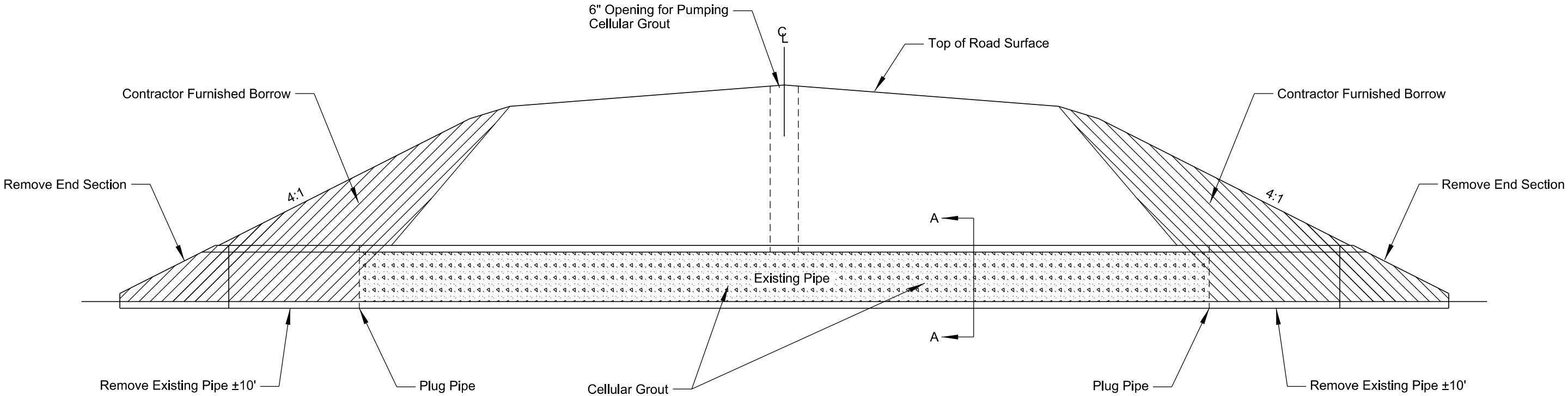
DETAIL - PLUG EXISTING PIPE IN PLACE

FOR BIDDING PURPOSES ONLY

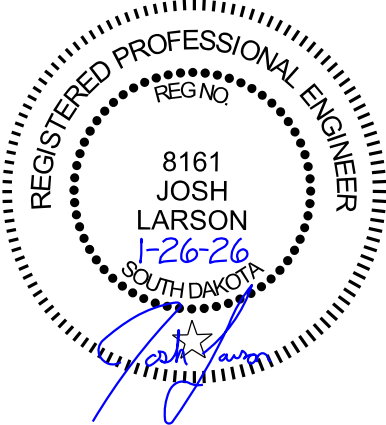
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		251	322

Contractor Furnished Borrow

Cellular Grout

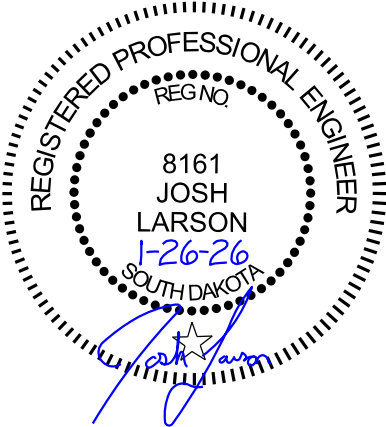
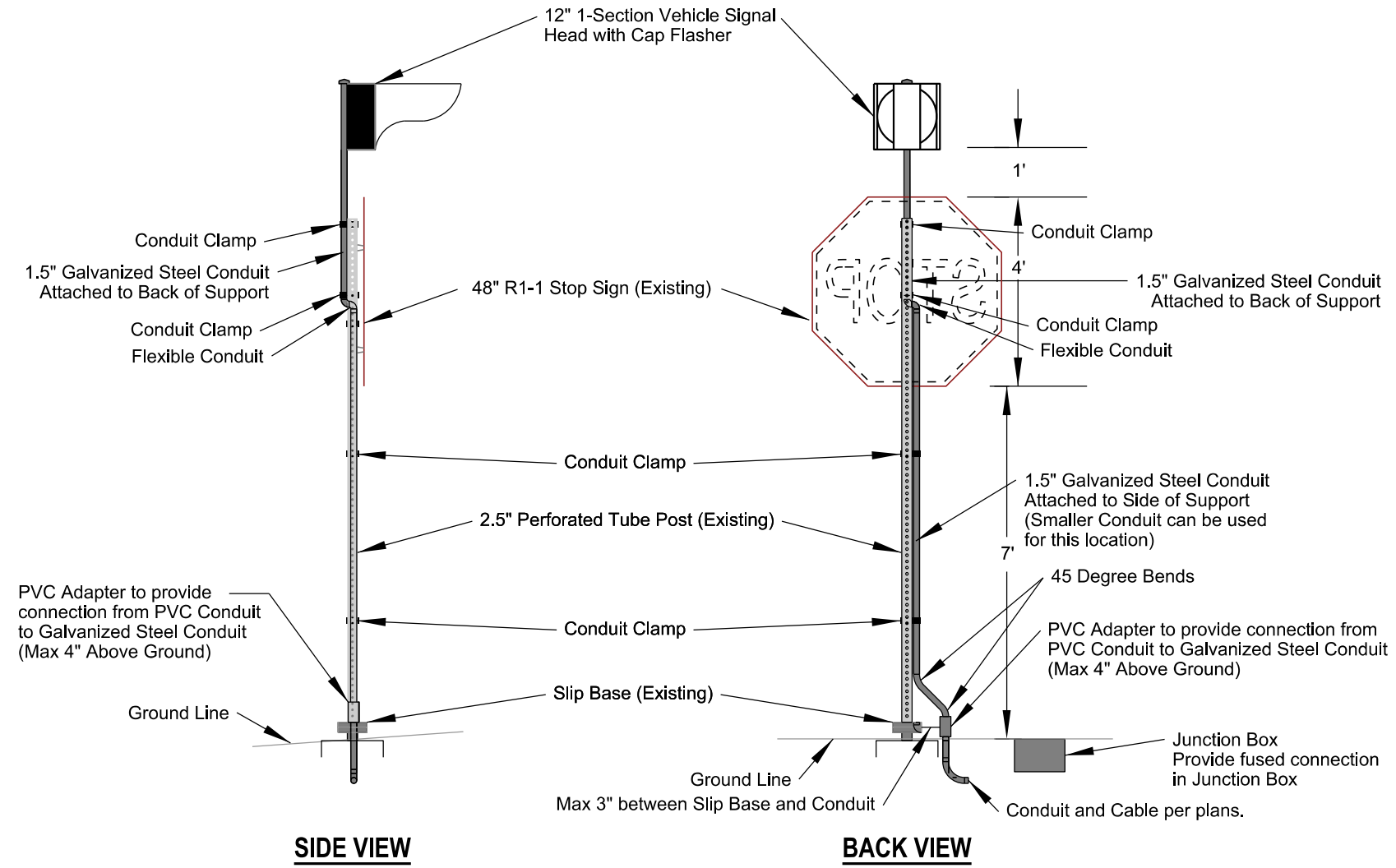


-Quantities are shown in the Table of Mainline Culvert Work



STOP SIGN BEACON INSTALLATION ON EXISTING
PERFORATED TUBE POST SIGN SUPPORT

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:		252	322
		1/26/2026	



DETAIL - INSTALL UNDER BRIDGE DECK LUMINAIRE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	253	322
Plotting Date:		1/26/2026	

GENERAL

All details and dimensions of the existing bridges, contained in these plans, are based on the original construction plans and shop plans. It is the Contractor's responsibility to inspect and verify the actual field conditions and any necessary as-built dimensions affecting the satisfactory completion of the work required for this project.

The stationing shown in the original construction plans is reversed from the current project. As such, labels for the begin and end of bridge as well as the substructure units are reversed.

REMOVALS

The existing under bridge deck luminaire and existing conduit mounted to structures specified in the plans will be removed.

All holes created by the removal of the under bridge deck luminaires and conduit will be filled with grout.

INSTALL

Under bridge deck luminaire and conduit will be install as specified in these plans.

The threaded rods, washers, and nuts will conform to ASTM F1554. The bolts assemblies and 2-hole pipe supports will be galvanized. The bolt assemblies will be from the same manufacturer.

The exact configuration for center to center spacing of bolts and bolt length will vary depending on the Manufacturer. The Contractor will submit the bolt assembly and 2-hole pipe support information to the Bridge Construction Engineer for approval prior to installation. Installation will follow Manufacturer's recommendations.c

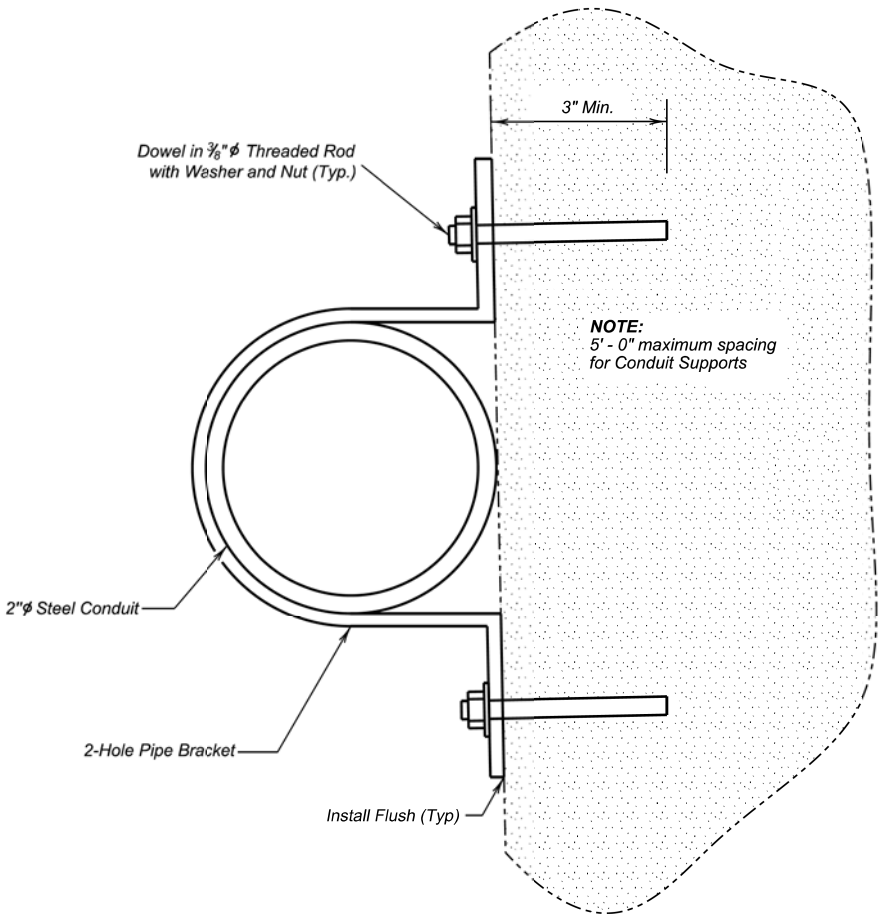
The existing reinforcing steel will need to be located prior to drilling holes for the threaded rods. The original construction plans are provided for reference only. If reinforcing steel is encountered in the hole, the Contractor will shift the hole as approved by the Engineer and the unused hole will be filled with grout.

Punch mark threads after installation of the nuts on the conduit supports.

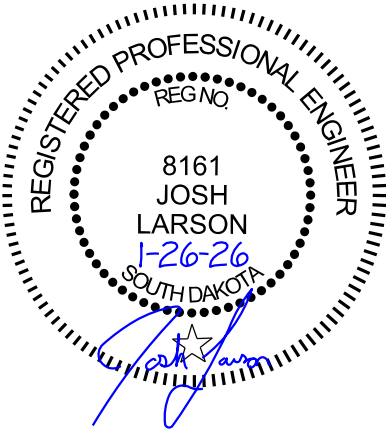
The epoxy resin mixture for the dowelled threaded rods will be of a type for bonding steel to hardened concrete and will conform to AASHTO M325 Type IV, Grade 3 and installed per the Manufacturer's recommendation. No loads will be applied to the threaded rod until the epoxy has cured.

Repair Bridge Conduit Support will be measured by each assembly furnished and accepted complete in place. The combination of 2- hole pipe bracket, dowelled threaded rods or wedge anchors, nuts, and washers constitutes a support.

All labor, materials, equipment, and any incidentals for installation of the conduit support will be incidental to the contract unit price per each for Repair Bridge Conduit Support.



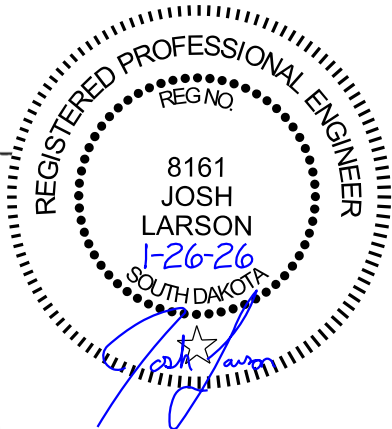
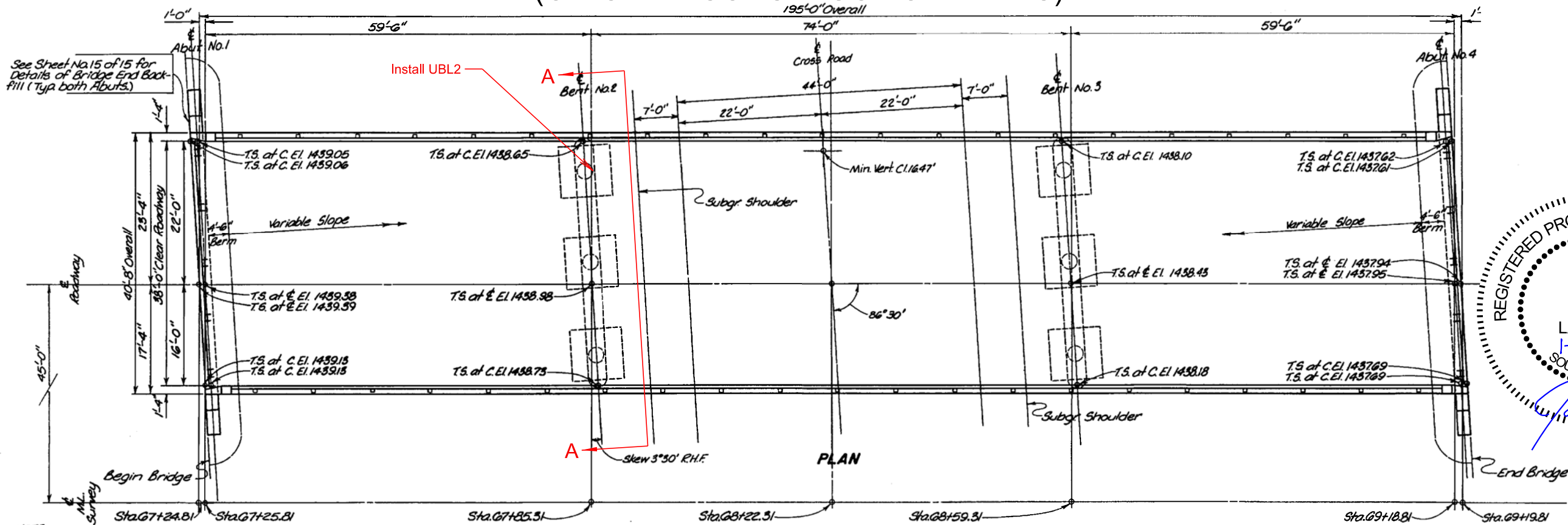
Conduit Support Detail



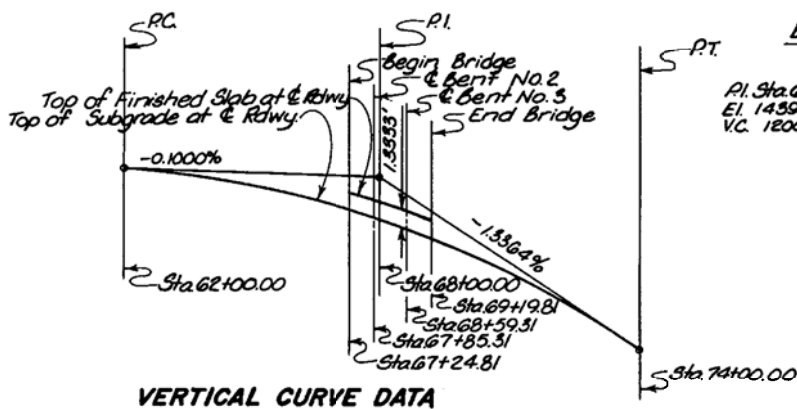
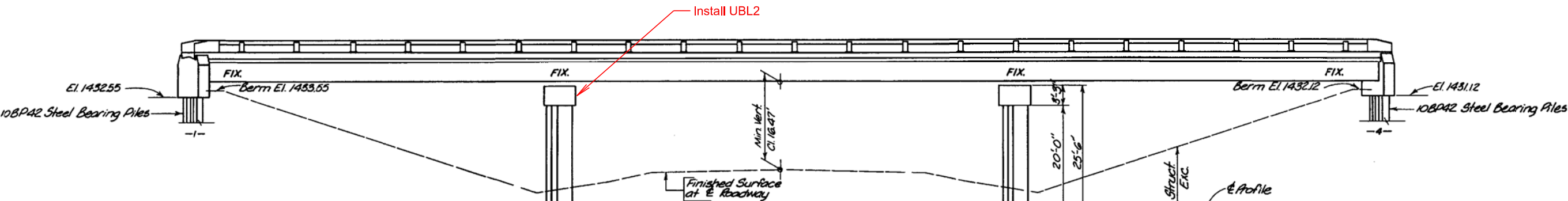
DETAIL - INSTALL UNDER BRIDGE DECK LUMINAIRE

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	254	322
Plotting Date: 1/26/2026			

Structure
#43-485-272
(ORIGINAL CONSTRUCTION PLANS)



NOTE -
T.S. at C.E.I. = Top of Slab at Curb Elevation
T.S. at E.I. = Top of Slab at Centerline Roadway Elevation.



ORIGINAL CONSTRUCTION PLANS

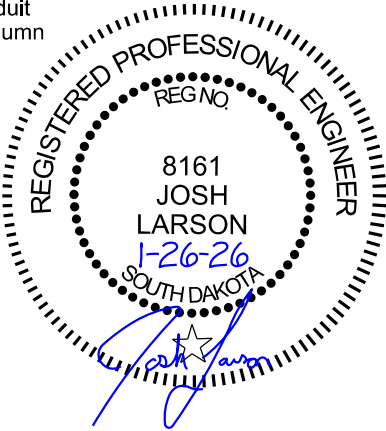
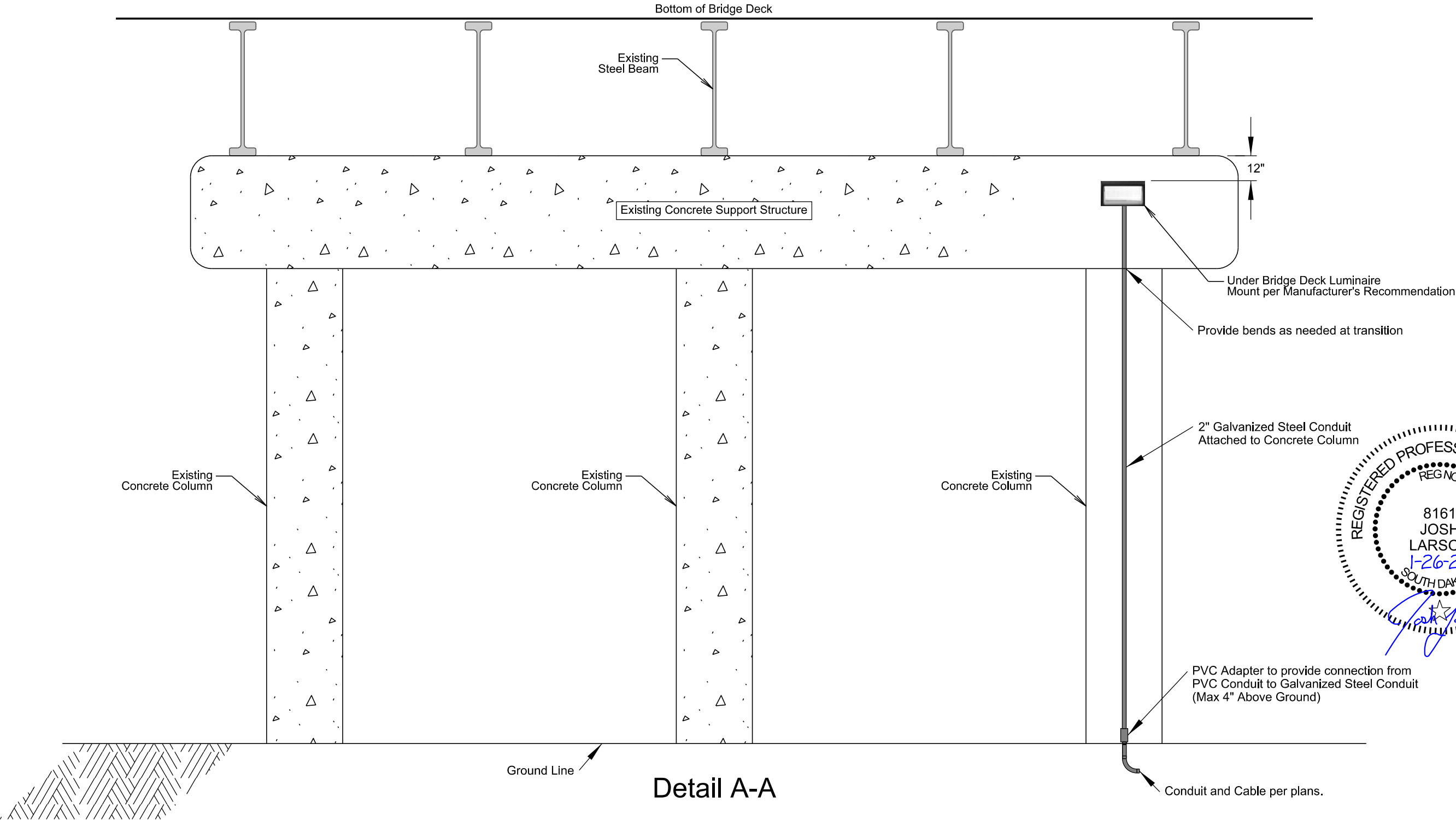
(WEST BOUND LANES)
GENERAL DRAWING
FOR
195'-0" CONT. COMP. GIRDER BRIDGE
38'-0" ROADWAY 3°30' SKEW R.H.F.
OVER OACOMA ROAD SEC. 24-T104N-R72W
STA. 67+24.81 TO 69+19.81 190-5(29)255
STR. NO. 43-485-272 LYMAN COUNTY
SOUTH DAKOTA HS20-44
DEPARTMENT OF HIGHWAYS (8 ALT.)
DEC. 1969

DETAIL - INSTALL UNDER BRIDGE DECK LUMINAIRE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	255	322
Plotting Date:		1/26/2026	

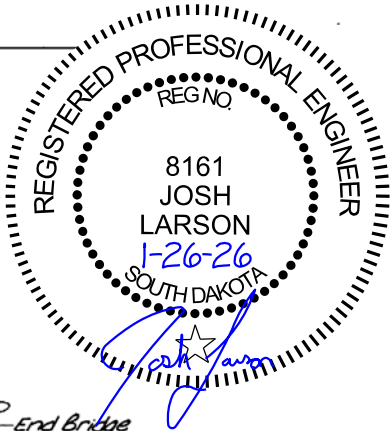
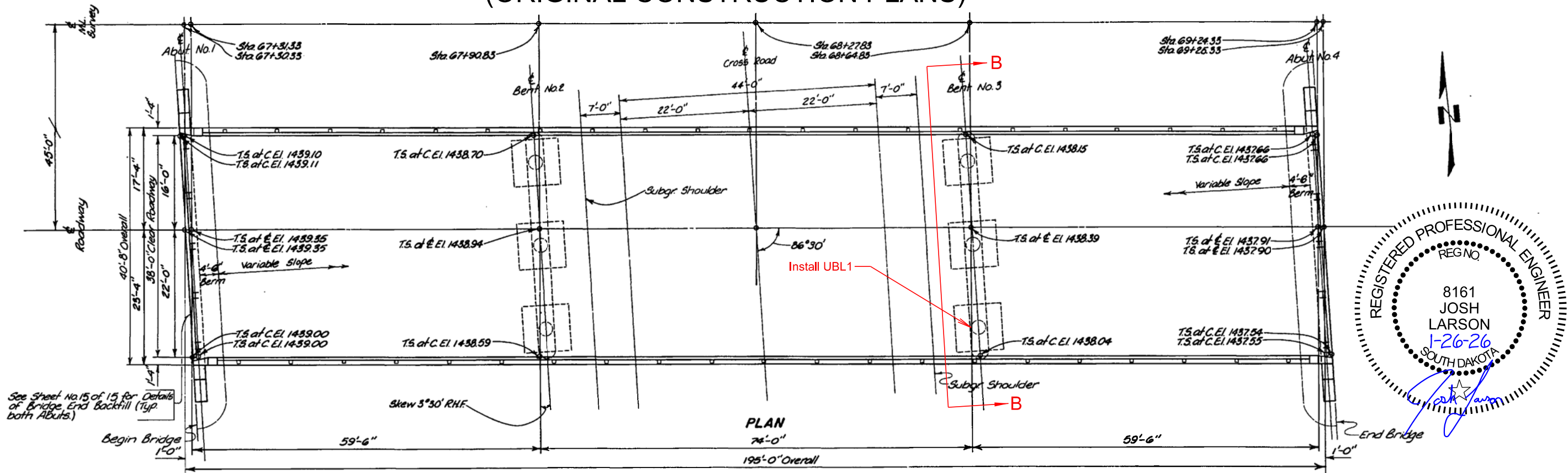
Structure
#43-485-272
(NOT TO SCALE)



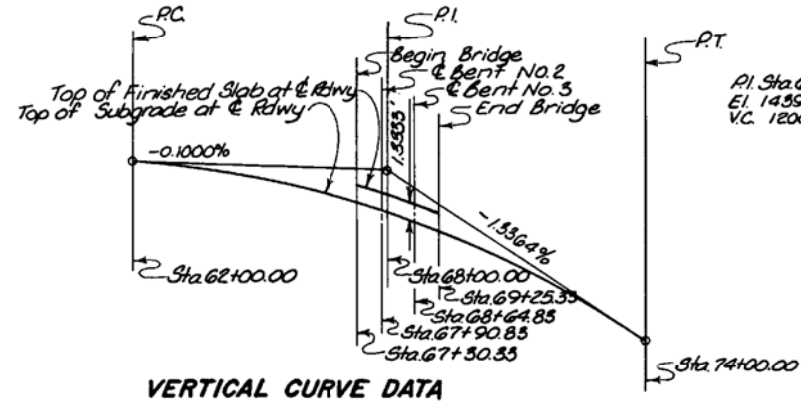
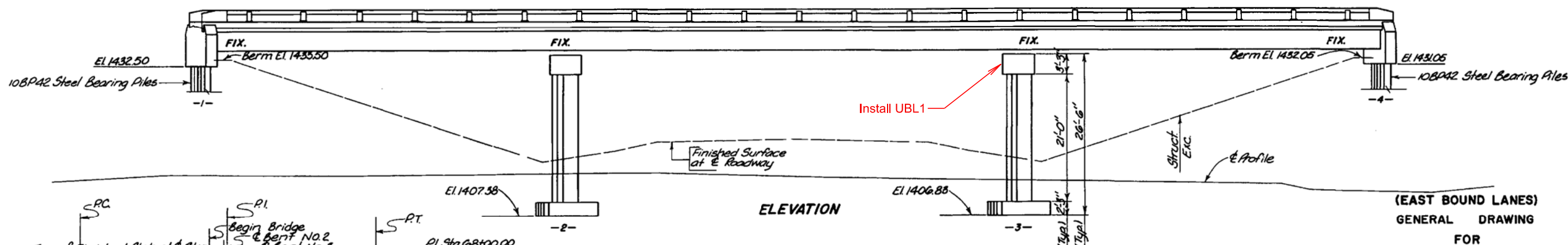
DETAIL - INSTALL UNDER BRIDGE DECK LUMINAIRE

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	256	322
Plotting Date:		1/26/2026	

Structure
#43-485-273
(ORIGINAL CONSTRUCTION PLANS)



NOTE-
T.S. at C.E.I. = Top of Slab at Curb Elevation.
T.S. at E.E.I. = Top of Slab at Centerline Roadway Elevation.



ORIGINAL CONSTRUCTION PLANS

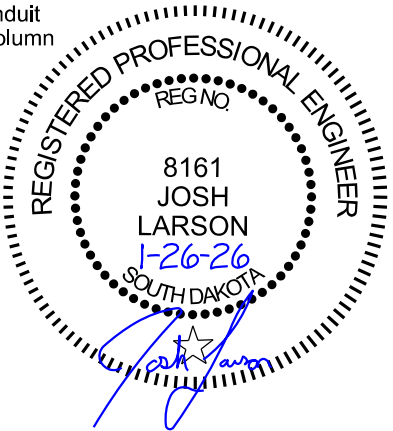
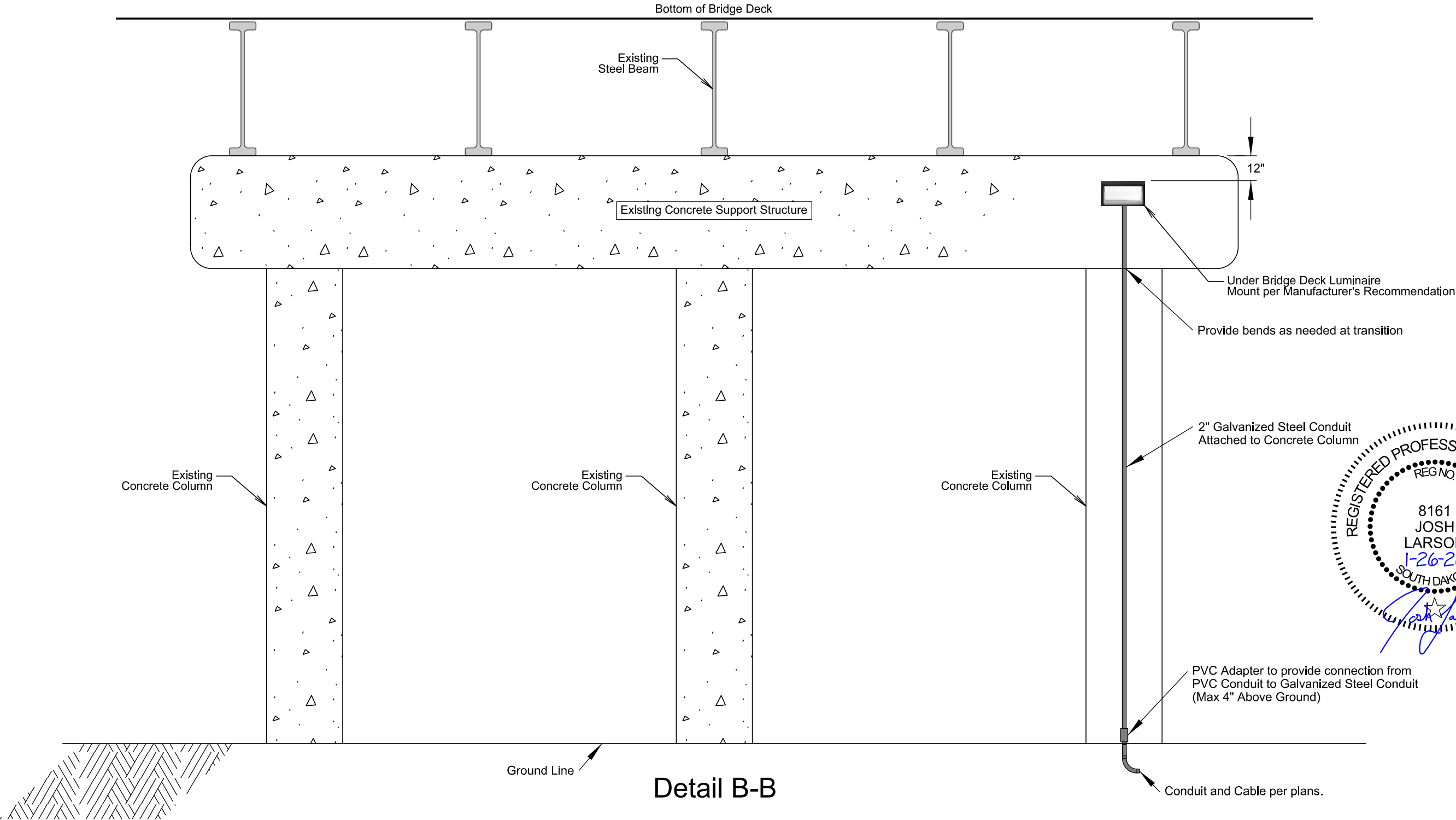
195'-0" CONT. COMP. GIRDER BRIDGE
38'-0" ROADWAY 3°30' SKEW R.H.F.
OVER OACOMA ROAD SEC. 24-T104N-R72W
STA. 67+30.33 TO 69+25.33 190-5(29)255
STR. NO. 43-485-273 LYMAN COUNTY
SOUTH DAKOTA HS20-44
DEPARTMENT OF HIGHWAYS (& ALT.)
DEC. 1969

DETAIL - INSTALL UNDER BRIDGE DECK LUMINAIRE

FOR BIDDING PURPOSES ONLY

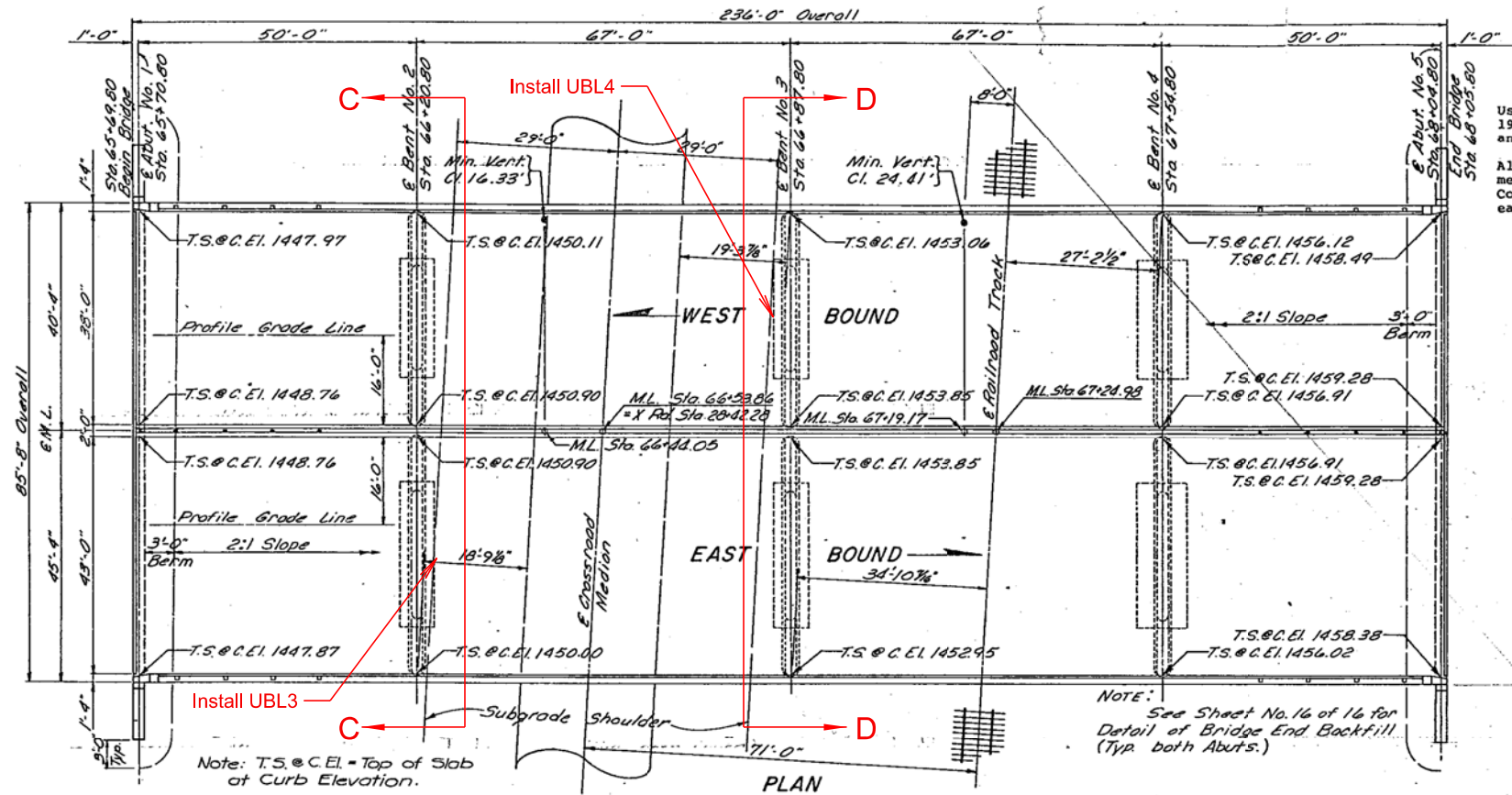
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	257	322
Plotting Date:		1/26/2026	

Structure
#43-485-273
(NOT TO SCALE)



DETAIL - INSTALL UNDER BRIDGE DECK LUMINAIRE

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	258	322
Plotting Date: 1/26/2026			



SPECIFICATION NOTES

Use South Dakota Standard Specifications for Roads and Bridges, 1969 Edition, and Required Provisions, Supplemental Specifications and/or Special Provisions as included in the proposal.

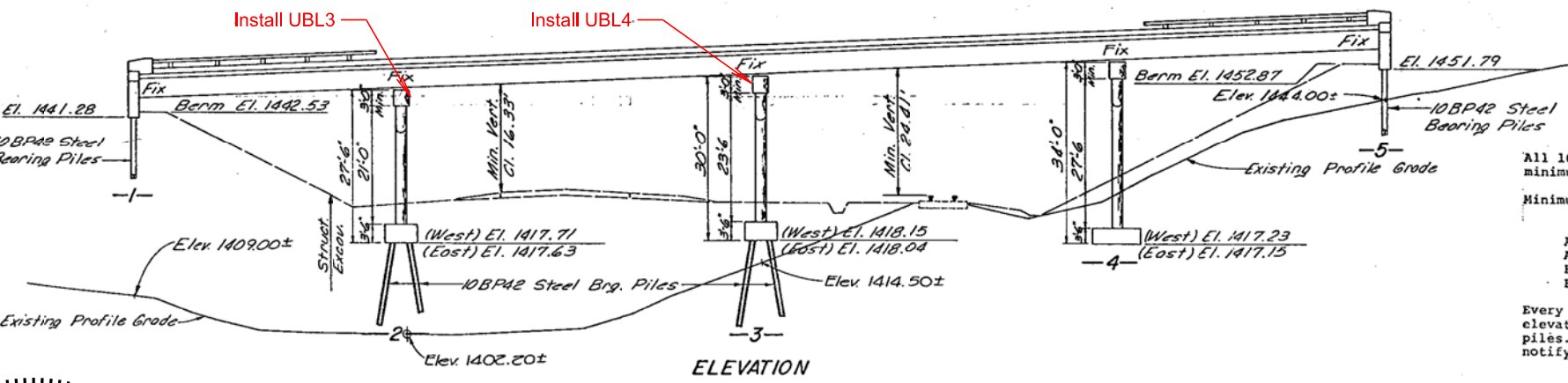
All Concrete shall be Class "A" Type II cement with air entrainment, except that Type III Cement shall be used in Abutment Concrete unless an acceptable alternate method of obtaining early strength is approved by the Engineer.

EXCAVATION NOTES

1. Footings for Bent No. 4 shall be cast upon solid silt clay chalk and carried into same to the elevation shown. Limits of excavation below top of footings shall be bound as nearly as practicable by the neat lines shown in details of footings for Bent No. 4 on sheets No. 6 and 7 of 16.
2. Silt clay chalk shall develop a minimum bearing value of 5 tons per sq.ft. If the bearing value is less than 5 tons per sq.ft. at elevation shown, communicate with the BRIDGE SECTION.
3. Final footing elevation for Bent No. 4 shall be established before ordering column reinforcing steel for the Bent. If final footing elevation must differ from that shown, communicate with BRIDGE SECTION.

GENERAL NOTES

1. Design Specifications: A.A.S.H.O. Specifications for Highway Bridges, 1969 with Interim Specifications for 1970.
2. Rail post and end blocks shall be built normal to grade.
3. Design Loading: HS 20-44 A.A.S.H.O. and the Alternate Loading as designated in P.P.M. 20-4, Section 4c.
4. The Contractor shall have sufficient pile splice material on hand before pile driving is started. See Standard Plate No. 302 for splice details.
5. The Standard Plates referred to in these plans are the plates printed on Sheet No. 15 of 16, of these plans and are not intended to be referred to the Standard Plates Manual.
6. All piling shall be prebored to the natural ground below the new embankment.
7. The contractor shall imprint on the structure the date of construction as specified and detailed on Standard Plate No. 308, which is on file with the engineer.
8. Furnish and install inserts and eyebolts as shown on Standard Plate No. 305.
9. Longitudinal elements of the slab shall conform to the vertical curve.



PILE DRIVING NOTES

All 10 BP42 Steel Bearing Piles shall be driven to a minimum bearing value of 50 tons.

Minimum tip elevations are as follows:

	F.B.L.	W.B.L.
Abut. No. 1.	1375.0	1378.0
Abut. No. 5.	1419.0	1419.0
Bent No. 2.	1370.0	1375.0
Bent No. 3.	1383.0	1383.0

Every effort should be made to continue driving to above elevations being careful not to structurally damage the piles. If the minimum tip elevation cannot be realized, notify the Bridge Section immediately.

PLANS PREPARED BY
KIRKHAM, MICHAEL AND ASSOCIATES
ARCHITECTS — ENGINEERS
OMAHA — SIOUX FALLS — FARGO

BR NO 08-065-095

BS 090-645

ORIGINAL CONSTRUCTION PLANS

FOR
236'-0" CONT. COMP. GIRDER BRIDGE

38'-0" & 43'-0" ROADWAY
OVER CROSSROAD & SEC. 21 T104N R71W
C. M. ST. P. & P. R.R. I 90-6 (18) 267

STR. NO. 08-065-095
BRULE COUNTY
SOUTH DAKOTA

DEPARTMENT OF HIGHWAYS
KIRKHAM, MICHAEL AND ASSOCIATES
ARCHITECTS-ENGINEERS

HS20-44
(& ALT.)

MAY, 1970



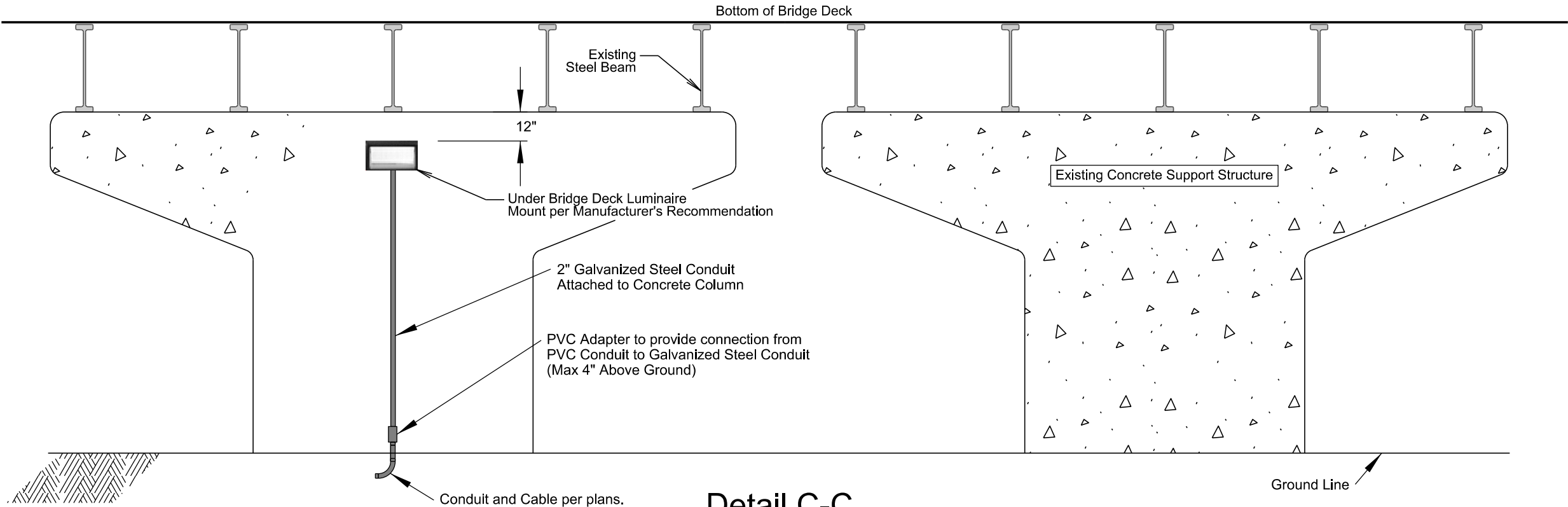
Structure
#08-065-095
(ORIGINAL CONSTRUCTION PLANS)

DETAIL - INSTALL UNDER BRIDGE DECK LUMINAIRE

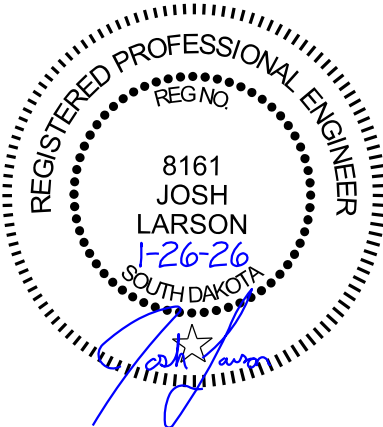
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	259	322
Plotting Date:		1/26/2026	

Structure
#08-065-095
(NOT TO SCALE)



Detail C-C

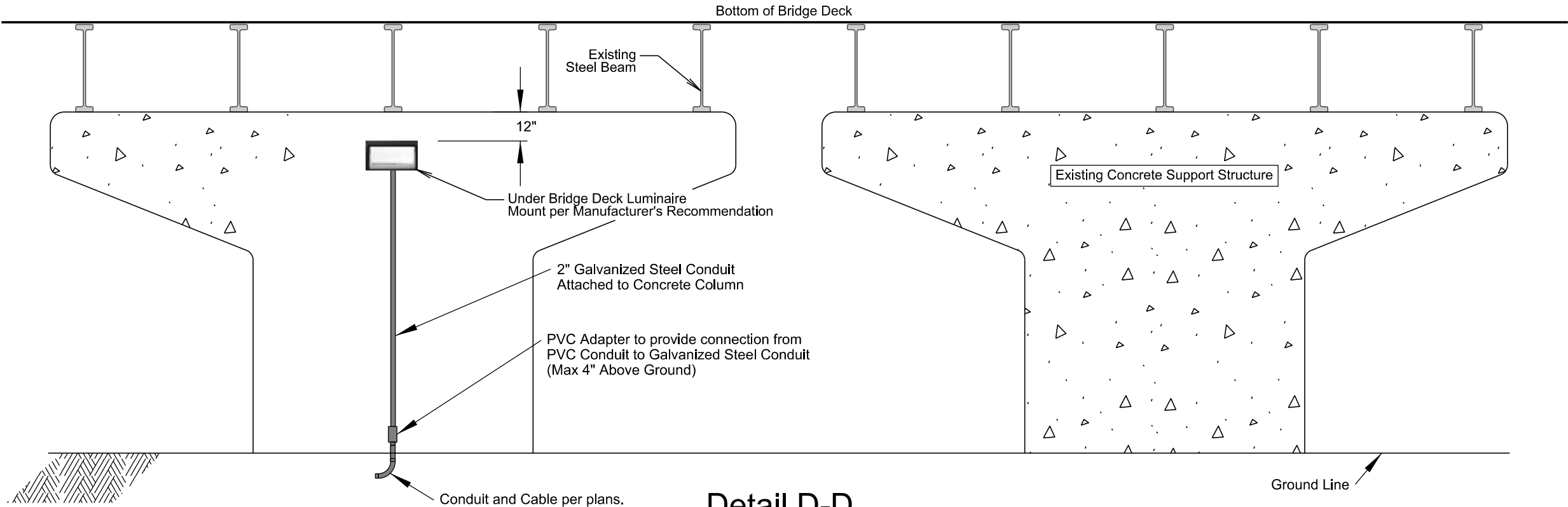


DETAIL - INSTALL UNDER BRIDGE DECK LUMINAIRE

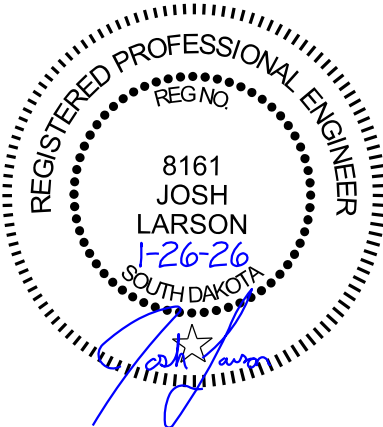
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	260	322
Plotting Date:		1/26/2026	

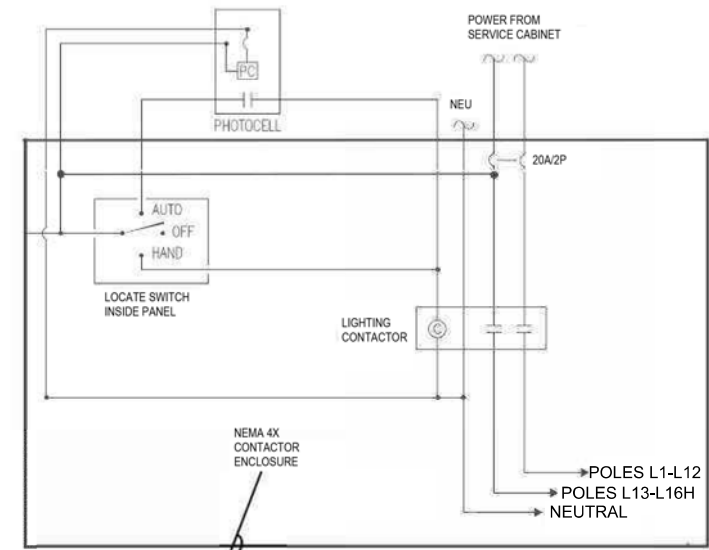
Structure
#08-065-095
(NOT TO SCALE)



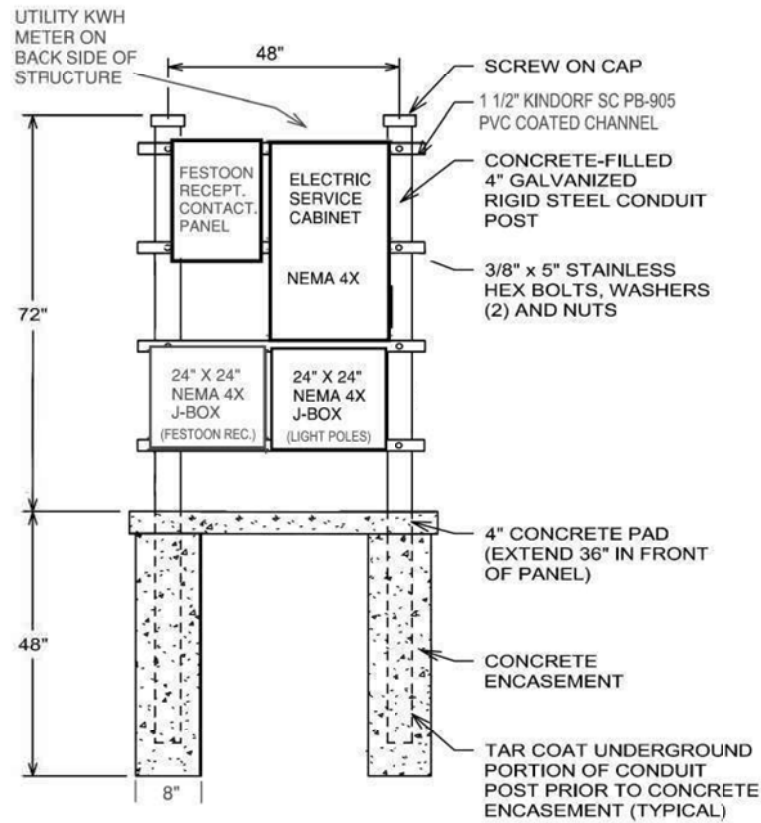
Detail D-D



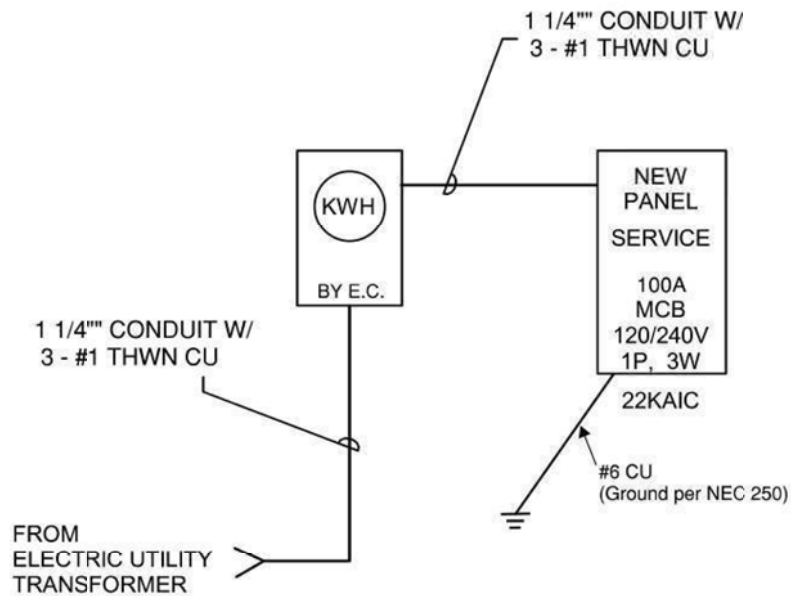
- NOTES:
- COORDINATE ALL SERVICE DETAILS WITH SERVING UTILITY. PROVIDE MATERIAL AND LABOR ACCORDINGLY.
 - OVERSIZE CONDUCTORS ARE REQUIRED TO ACCOMMODATE VOLTAGE DROP ON BRANCH CIRCUITS POWERING LIGHT POLES. THESE CONDUCTORS ARE TOO LARGE TO TERMINATE UNDER ASSOCIATED BRANCH CIRCUIT BREAKER LUGS. PROVIDE PROPERLY SIZED BRANCH CIRCUIT CONDUCTOR FROM BREAKER TO J-BOX (I.E. #12 CU - 20A CB/#10 CU - 30A CB). SPLICE THESE SMALLER CONDUCTORS TO ASSOCIATED LARGER CONDUCTORS RUNNING FROM J-BOX TO LIGHT POLES.
 - SPLICE CONDUCTORS UTILIZING MULTI-PORT, EPDM RUBBER PEDESTAL CONNECTORS WITH PRE-FILLED OXIDE INHIBITOR GEL, BY NSI INDUSTRIES (OR EQUAL).



FESTOON RECEPTACLE CONTACTOR PANEL
(APPLIES TO SC2 ONLY)



ELECTRIC PEDESTAL DETAIL



* SERVICE CHARACTERISTICS:
100 AMP
120/240V
1 PHASE, 3 WIRE

TYPICAL ELECTRIC SERVICE POWER 1-LINE

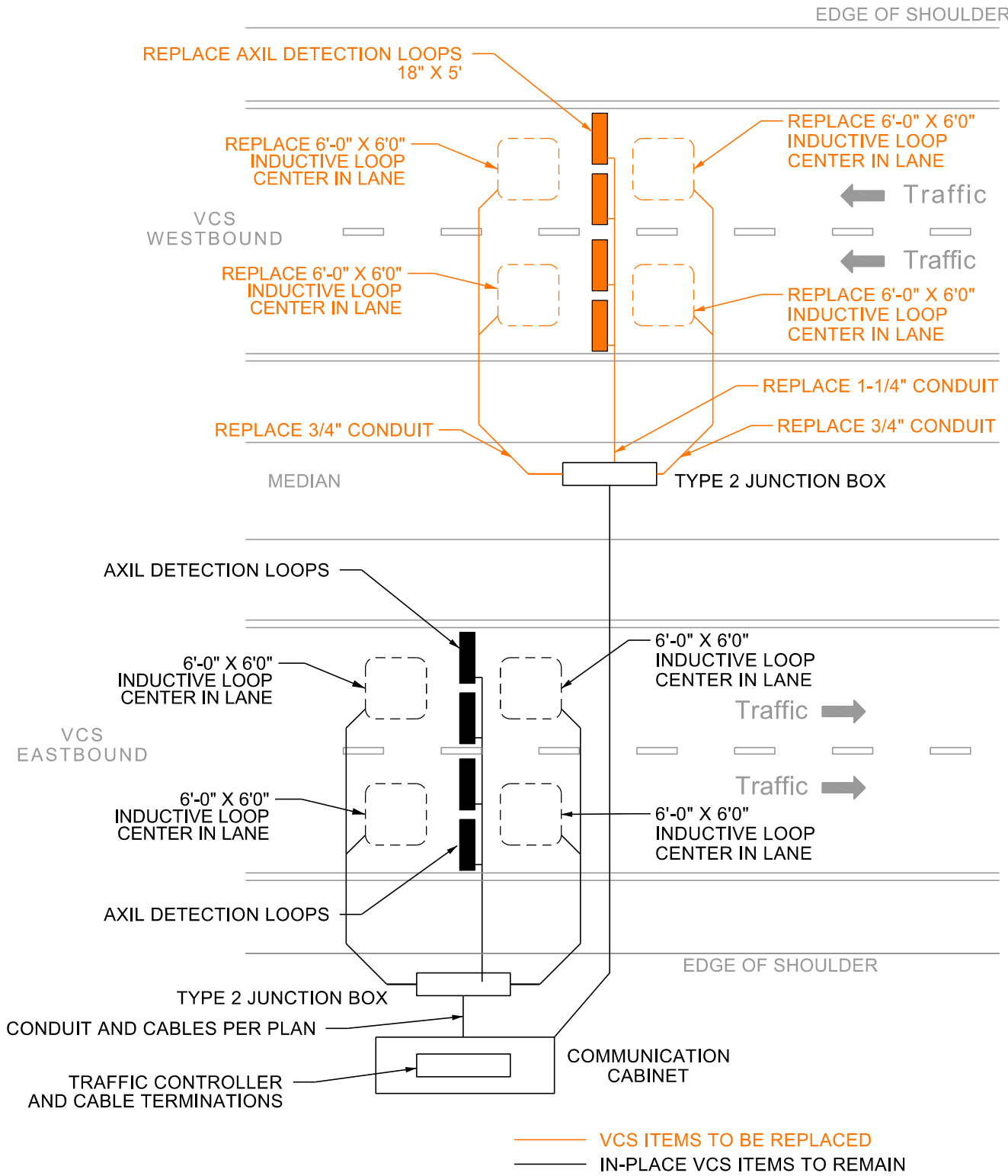


PERMANENT VEHICLE CLASSIFICATION SYSTEM REPAIR

I90 MRM 281.13

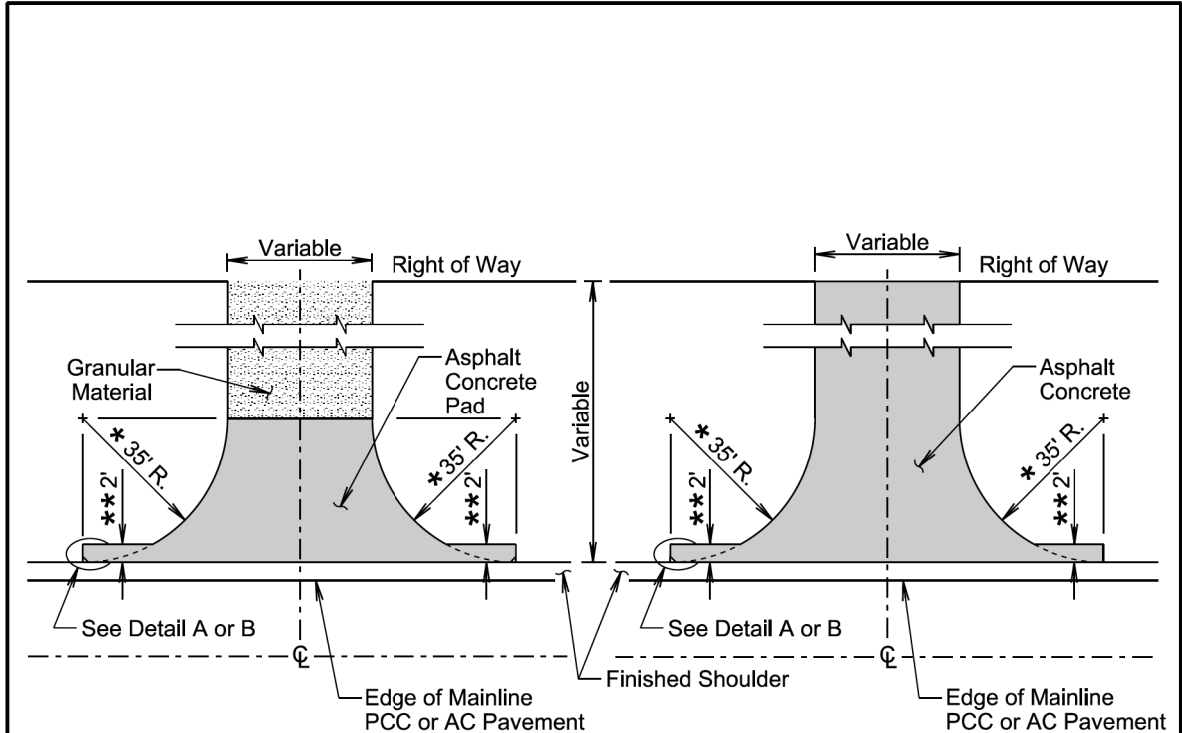
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date:	1/26/2026	262	322



PERMANENT VEHICLE CLASSIFICATION SYSTEM (VCS) - SITE LAYOUT
NO SCALE





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:

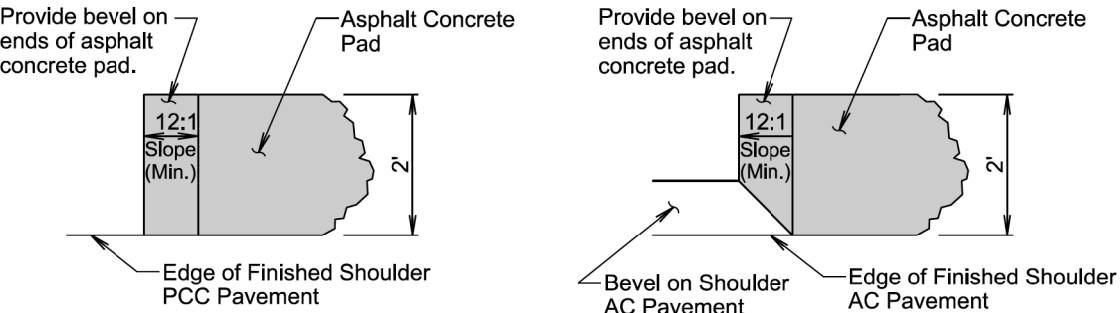
The precise construction limits for situations other than shown above will be determined by the Engineer during construction.

* 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.

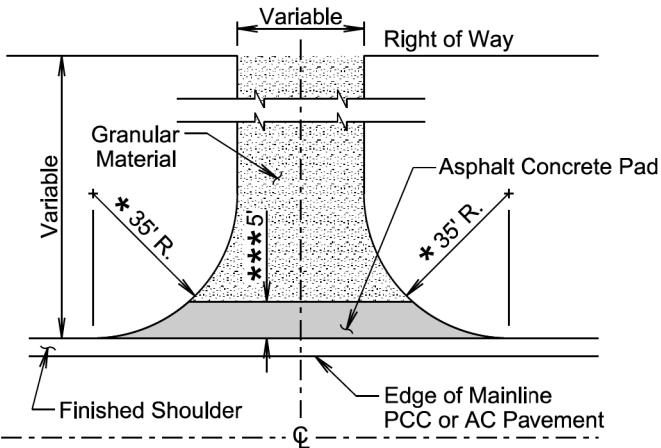
August 27, 2020

Published Date: 2027	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)



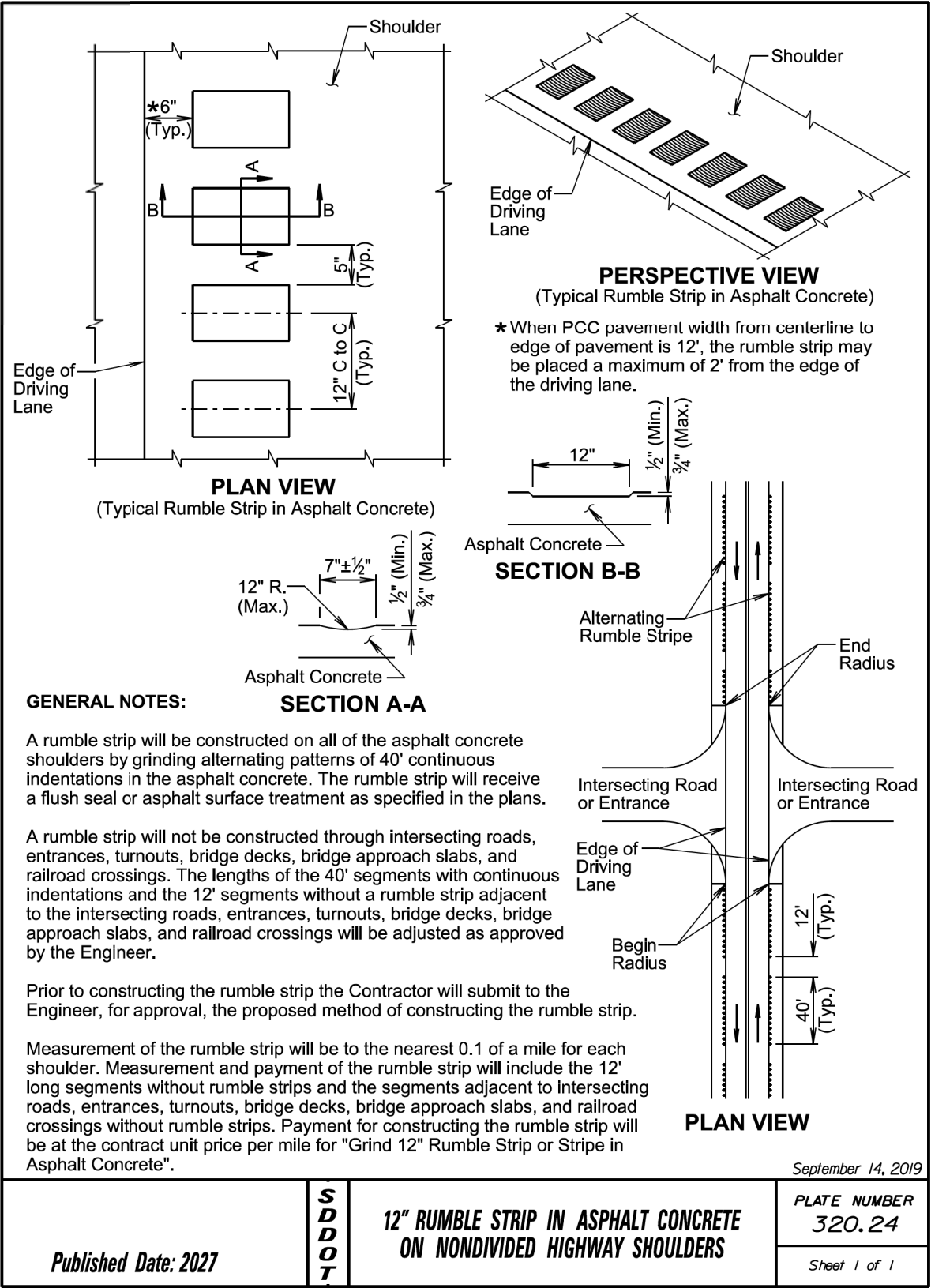
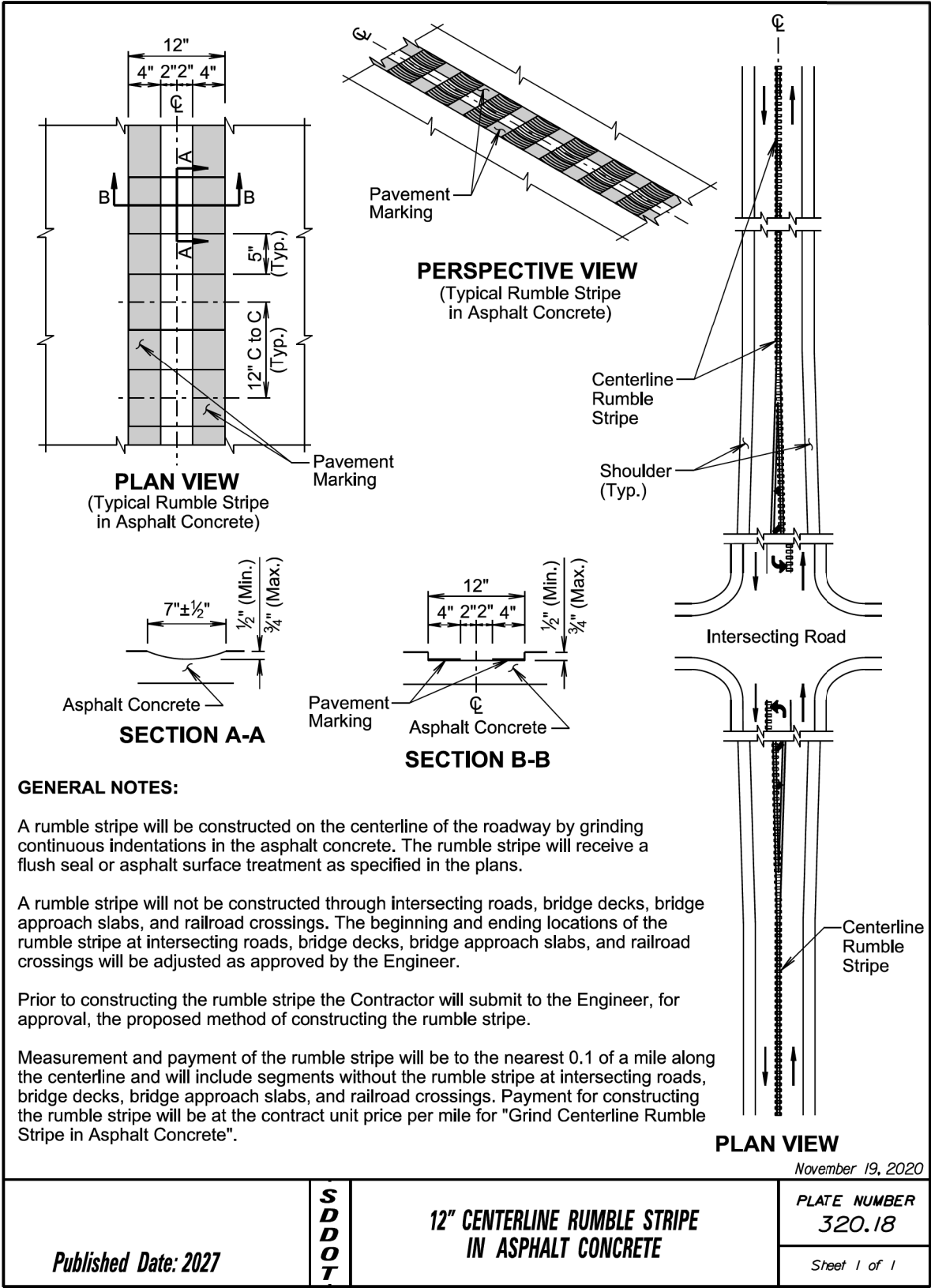
PLAN VIEW
(Entrance)

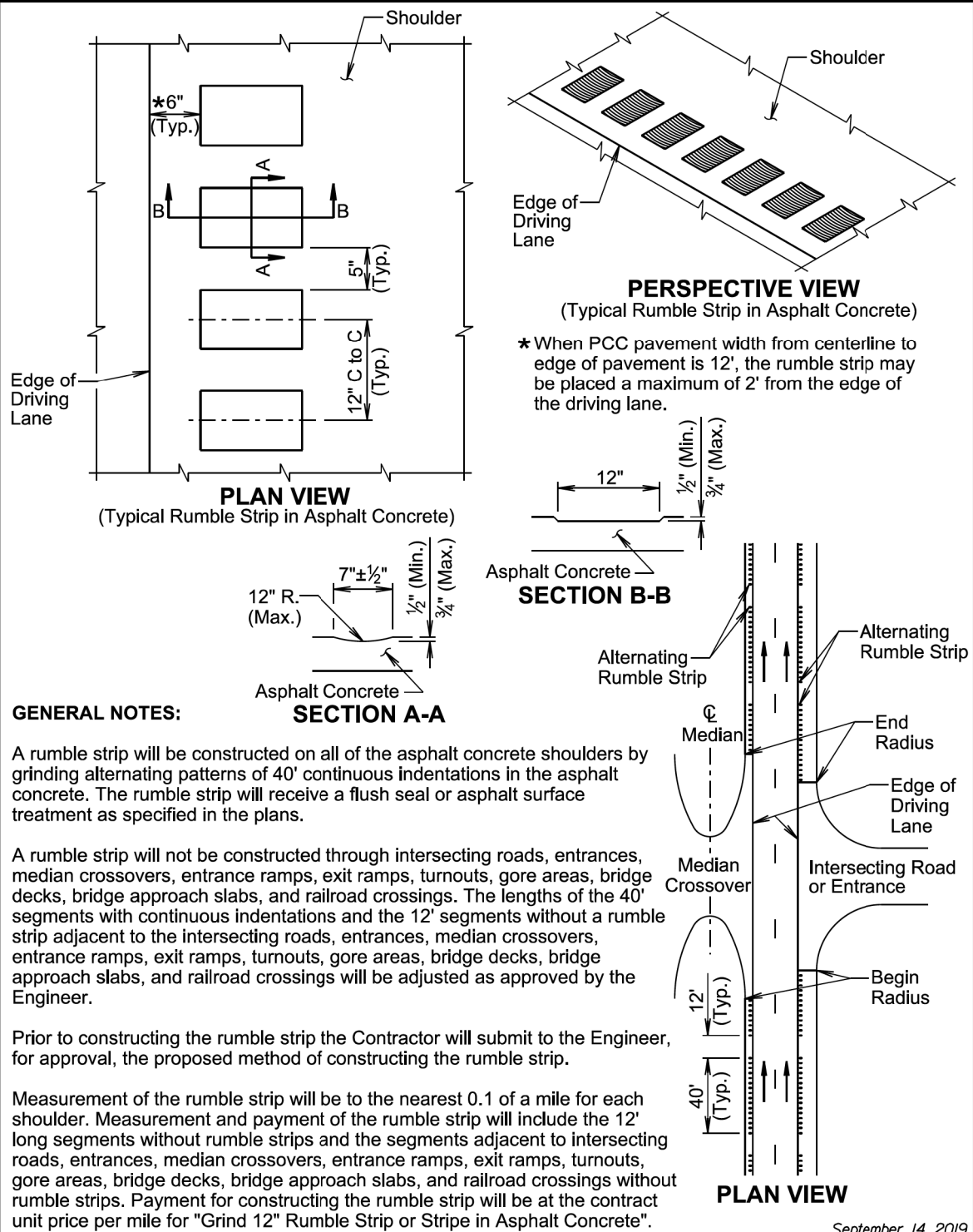
*** Not required if finished shoulder width is 4' or greater.

August 27, 2020

Published Date: 2027	S D D O T	SURFACING OR RESURFACING OF INTERSECTING ROADS AND ENTRANCES (MAINLINE AND SHOULDERS: PCC OR AC PAVEMENT)	PLATE NUMBER 320.04
			Sheet 2 of 2

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		264	322



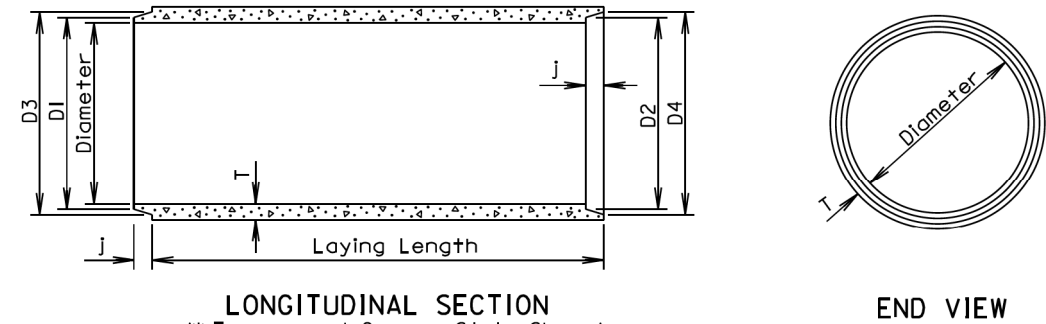


September 14, 2019

Published Date: 2027	S D O T	12" RUMBLE STRIP IN ASPHALT CONCRETE ON DIVIDED HIGHWAY SHOULDERS	PLATE NUMBER 320.28
			Sheet 1 of 1

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.

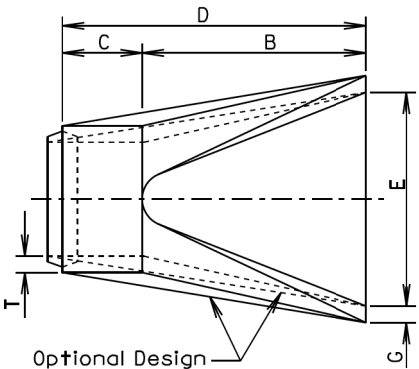
Not more than 2 four-foot sections shall be permitted near the ends of any culvert. Four-foot lengths shall be used only to secure the required length of culvert.

* Unless otherwise specified in the plans, the RCP may be either tongue and groove or bell and spigot style.

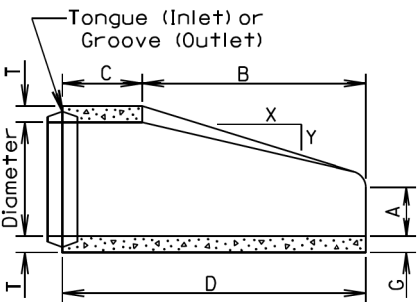
Diam. (in.)	Approx. Wt. / Ft. (lb.)	T (in.)	J (in.)	D1 (in.)	D2 (in.)	D3 (in.)	D4 (in.)
12	92	2	1 $\frac{3}{4}$	13 $\frac{1}{4}$	13 $\frac{5}{8}$	13 $\frac{7}{8}$	14 $\frac{1}{4}$
15	127	2 $\frac{1}{4}$	2	16 $\frac{1}{2}$	16 $\frac{7}{8}$	17 $\frac{1}{4}$	17 $\frac{5}{8}$
18	168	2 $\frac{1}{2}$	2 $\frac{1}{4}$	19 $\frac{5}{8}$	20	20 $\frac{3}{8}$	20 $\frac{3}{4}$
21	214	2 $\frac{3}{4}$	2 $\frac{1}{2}$	22 $\frac{7}{8}$	23 $\frac{1}{4}$	23 $\frac{3}{4}$	24 $\frac{1}{8}$
24	265	3	2 $\frac{3}{4}$	26	26 $\frac{3}{8}$	27	27 $\frac{3}{8}$
27	322	3 $\frac{1}{4}$	3	29 $\frac{1}{4}$	29 $\frac{5}{8}$	30 $\frac{1}{4}$	30 $\frac{5}{8}$
30	384	3 $\frac{1}{2}$	3 $\frac{1}{4}$	32 $\frac{3}{8}$	32 $\frac{3}{4}$	33 $\frac{1}{2}$	33 $\frac{1}{8}$
36	524	4	3 $\frac{3}{4}$	38 $\frac{3}{4}$	39 $\frac{1}{4}$	40	40 $\frac{1}{2}$
42	685	4 $\frac{1}{2}$	4	45 $\frac{1}{8}$	45 $\frac{5}{8}$	46 $\frac{1}{2}$	47
48	867	5	4 $\frac{1}{2}$	51 $\frac{1}{2}$	52	53	53 $\frac{1}{2}$
54	1070	5 $\frac{1}{2}$	4 $\frac{1}{2}$	57 $\frac{7}{8}$	58 $\frac{3}{8}$	59 $\frac{3}{8}$	59 $\frac{7}{8}$
60	1296	6	5	64 $\frac{1}{4}$	64 $\frac{3}{4}$	66	66 $\frac{1}{2}$
66	1542	6 $\frac{1}{2}$	5 $\frac{1}{2}$	70 $\frac{5}{8}$	71 $\frac{1}{8}$	72 $\frac{1}{2}$	73
72	1810	7	6	77	77 $\frac{1}{2}$	79	79 $\frac{1}{2}$
78	2098	7 $\frac{1}{2}$	6 $\frac{1}{2}$	83 $\frac{3}{8}$	83 $\frac{7}{8}$	85 $\frac{3}{8}$	86 $\frac{1}{8}$
84	2410	8	7	89 $\frac{3}{4}$	90 $\frac{1}{4}$	92 $\frac{1}{8}$	92 $\frac{5}{8}$
90	2740	8 $\frac{1}{2}$	7	95 $\frac{3}{4}$	96 $\frac{1}{4}$	98 $\frac{1}{8}$	98 $\frac{5}{8}$
96	2950	9	7	102 $\frac{1}{8}$	102 $\frac{5}{8}$	104 $\frac{1}{2}$	105
102	3075	9 $\frac{1}{2}$	7 $\frac{1}{2}$	109	109 $\frac{1}{2}$	111 $\frac{1}{2}$	112
108	3870	10	7 $\frac{1}{2}$	115 $\frac{1}{2}$	116	118	118 $\frac{1}{2}$

April 17, 2026

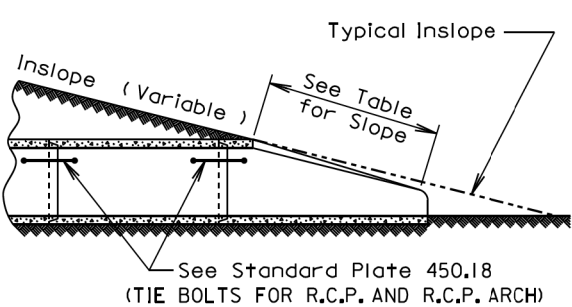
Published Date: 2027	S D O T	REINFORCED CONCRETE PIPE	PLATE NUMBER 450.01
			Sheet 1 of 1



TOP VIEW



LONGITUDINAL SECTION

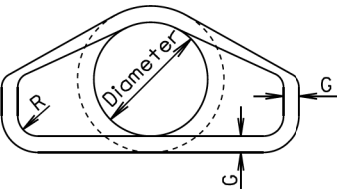


SLOPE DETAIL

GENERAL NOTES:

Lengths of concrete pipe shown on plan sheets are between flared ends only.

Construction of R.C.P. Flared End shall conform to the requirements of Section 990 of the Specifications.



END VIEW

Dia. (in.)	Approx. Wt. of Section (lbs.)	Approx. Slope (X to Y)	T (in.)	A (in.)	B (in.)	C (in.)	D (in.)	E (in.)	G (in.)	R (in.)
12	530	2.4: 1	2	4	24	48 7/8	72 7/8	24	2	1 1/2
15	740	2.4: 1	2 1/4	6	27	46	73	30	2 1/4	1 1/2
18	990	2.3: 1	2 1/2	9	27	46	73	36	2 1/2	1 1/2
21	1280	2.4: 1	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	1 1/2
24	1520	2.5: 1	3	9 1/2	43 1/2	30	73 1/2	48	3	1 1/2
27	1930	2.5: 1	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	1 1/2
30	2190	2.5: 1	3 1/2	12	54	19 3/4	73 3/4	60	3 1/2	1 1/2
36	4100	2.5: 1	4	15	63	34 3/4	97 3/4	72	4	1 1/2
42	5380	2.5: 1	4 1/2	21	63	35	98	78	4 1/2	1 1/2
48	6550	2.5: 1	5	24	72	26	98	84	5	1 1/2
54	8240	2: 1	5 1/2	27	65	33 1/4	98 1/4	90	5 1/2	1 1/2
60	8730	1.9: 1	6	35	60	39	99	96	5	1 1/2
66	10710	1.7: 1	6 1/2	30	72	27	99	102	5 1/2	1 1/2
72	12520	1.8: 1	7	36	78	21	99	108	6	1 1/2
78	14770	1.8: 1	7 1/2	36	90	21	111	114	6 1/2	1 1/2
84	18160	1.6: 1	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2
90	20900	1.5: 1	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	6

June 26, 2015

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R. C. P. FLARED ENDS

PLATE NUMBER
450.10

Sheet 1 of 1

Published Date: 2027

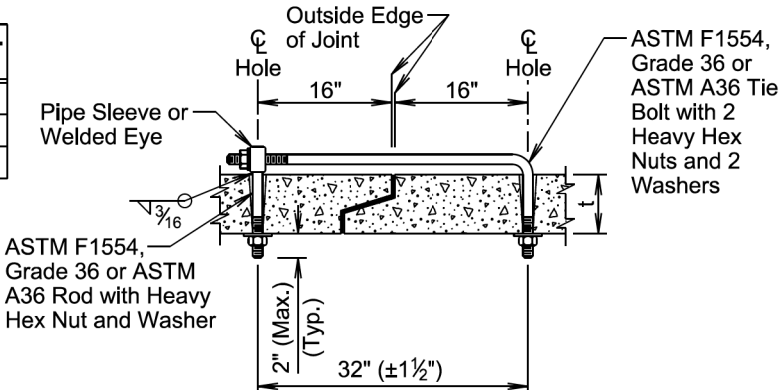
Wall "t" (in.)	Rod Dia. (in.)	Pipe Sleeve Dia. (nominal)
≤ 3 1/4	5/8	3/4
3 1/2-6 1/2	3/4	1
≥ 7	1	1 1/4

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.

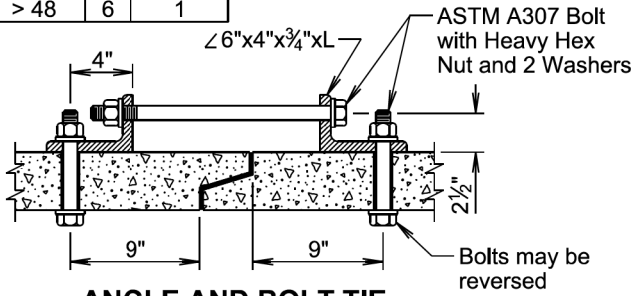
Pipe Sleeve will conform to ASTM A53, Grade B or ASTM A500, Grade B or C.

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



ADJUSTABLE EYE BOLT TIE

Pipe Dia. (in.)	"L" Bolt Dia. (in.)
≤ 48	4 3/4
> 48	6 1



ANGLE AND BOLT TIE

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.

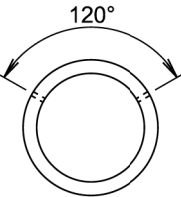
Galvanize angles, bolts, nuts, and washers in accordance with ASTM A153.

GENERAL NOTES:

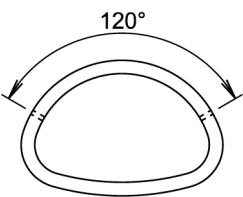
In lieu of the tie bolts detailed above other types of tie bolt connections may be installed as approved by the Office of Bridge Design.

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.



END VIEW
(Circular)



END VIEW
(Arch)

April 8, 2025

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

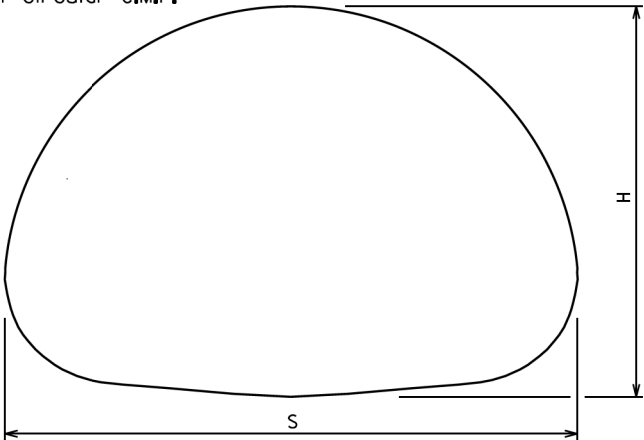
PLATE NUMBER
450.18

Sheet 1 of 1

Published Date: 2027

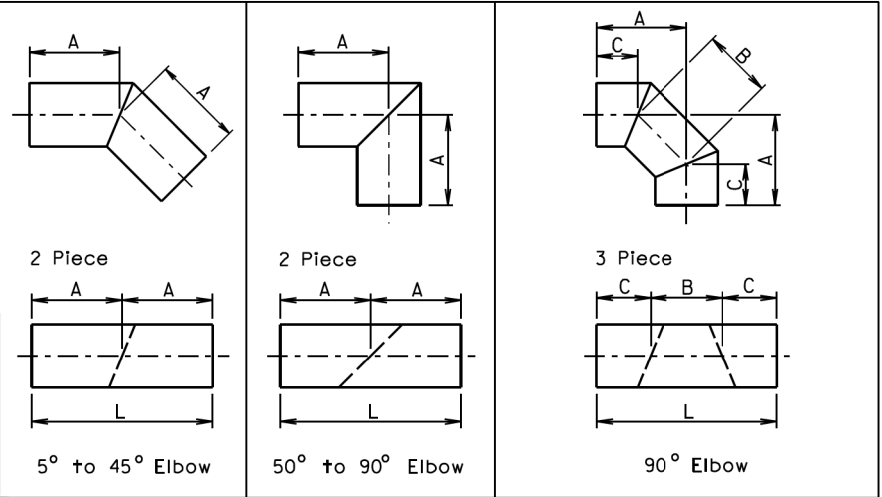
	2 ² / ₃ " x 1 ¹ / ₂ " CORRUGATIONS			3" X 1" CORRUGATIONS		
* Dia. (in.)	S Span (in.)	H Rise (in.)	Area (Sq. Ft.)	S Span (in.)	H Rise (in.)	Area (Sq. Ft.)
15	17	13	1.1			
18	21	15	1.6			
21	24	18	2.2			
24	28	20	2.8			
30	35	24	4.4			
36	42	29	6.4	40	31	7.0
42	49	33	8.7	46	36	9.4
48	57	38	11.4	53	41	12.3
54	64	43	14.3	60	46	15.6
60	71	47	17.6	66	51	19.3
66	77	52	21.3	73	55	23.2
72	83	57	25.3	81	59	27.4
78				87	63	32.1
84				95	67	37.0
90				103	71	42.4
96				112	75	48.0
102				117	79	54.2
108				128	83	60.8
114				137	87	67.4
120				142	91	74.5

* Equivalent diameter of circular C.M.P.



GENERAL NOTE:
All dimensions measured from inside crest.

March 31, 2000

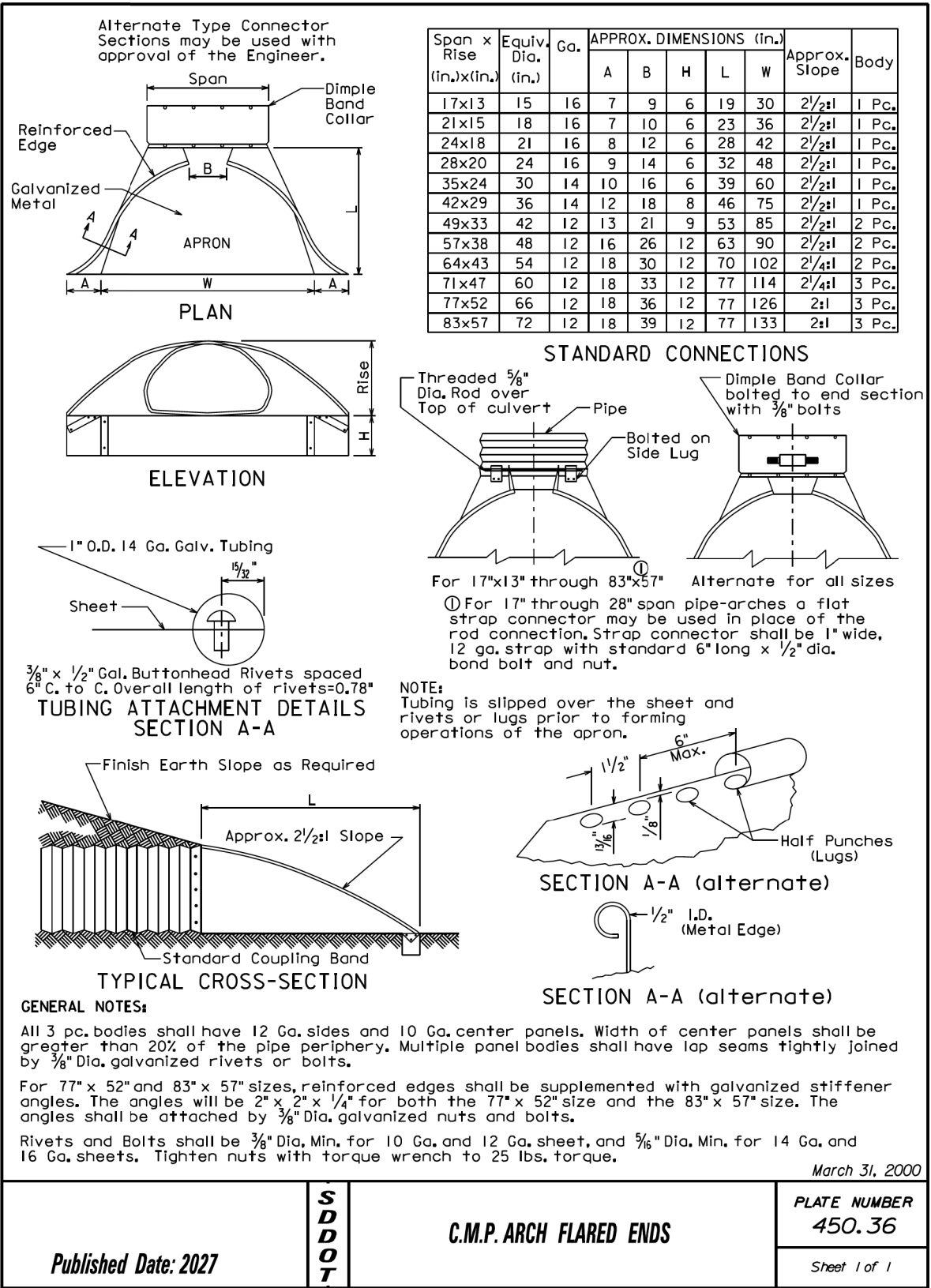
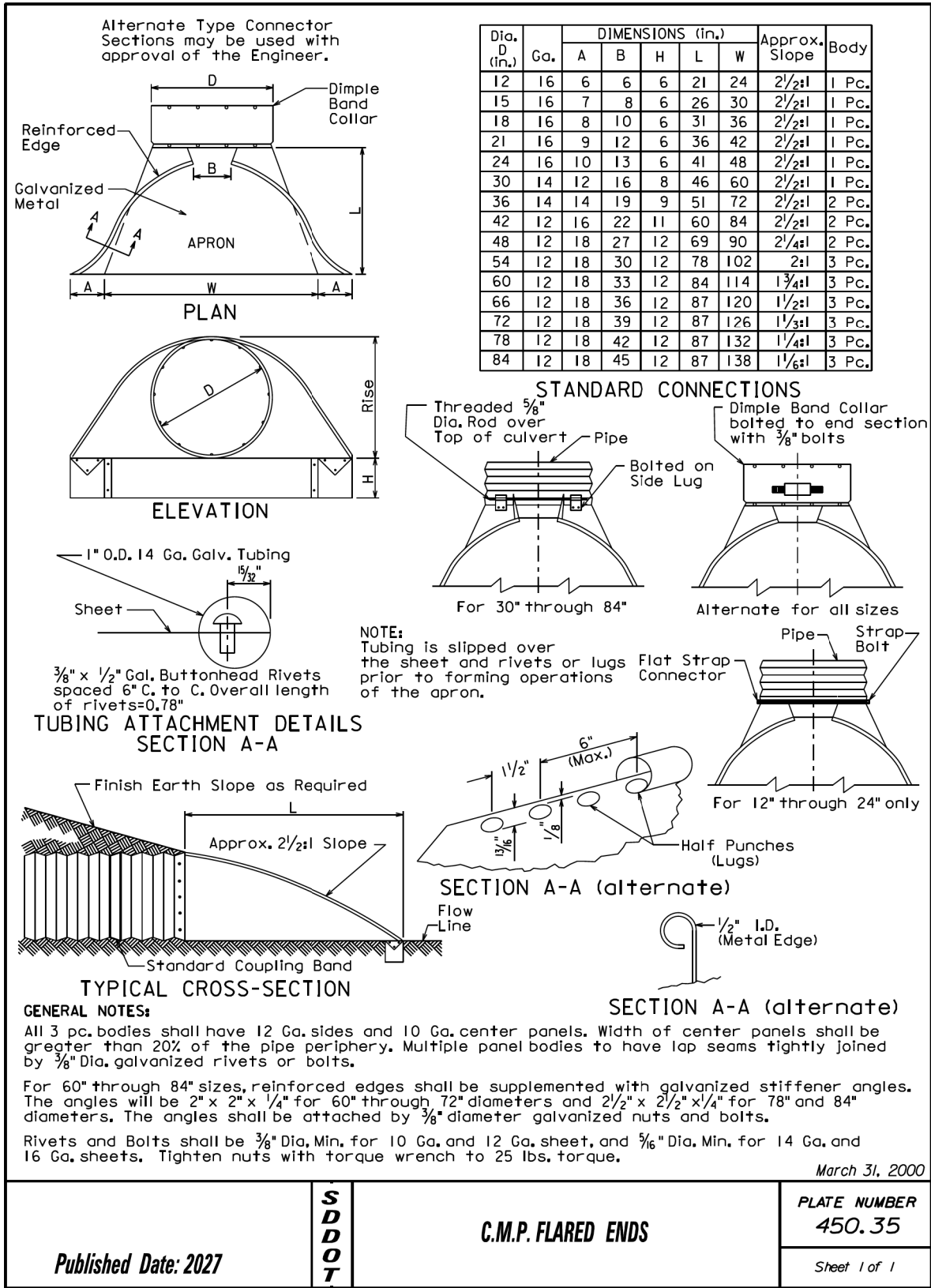


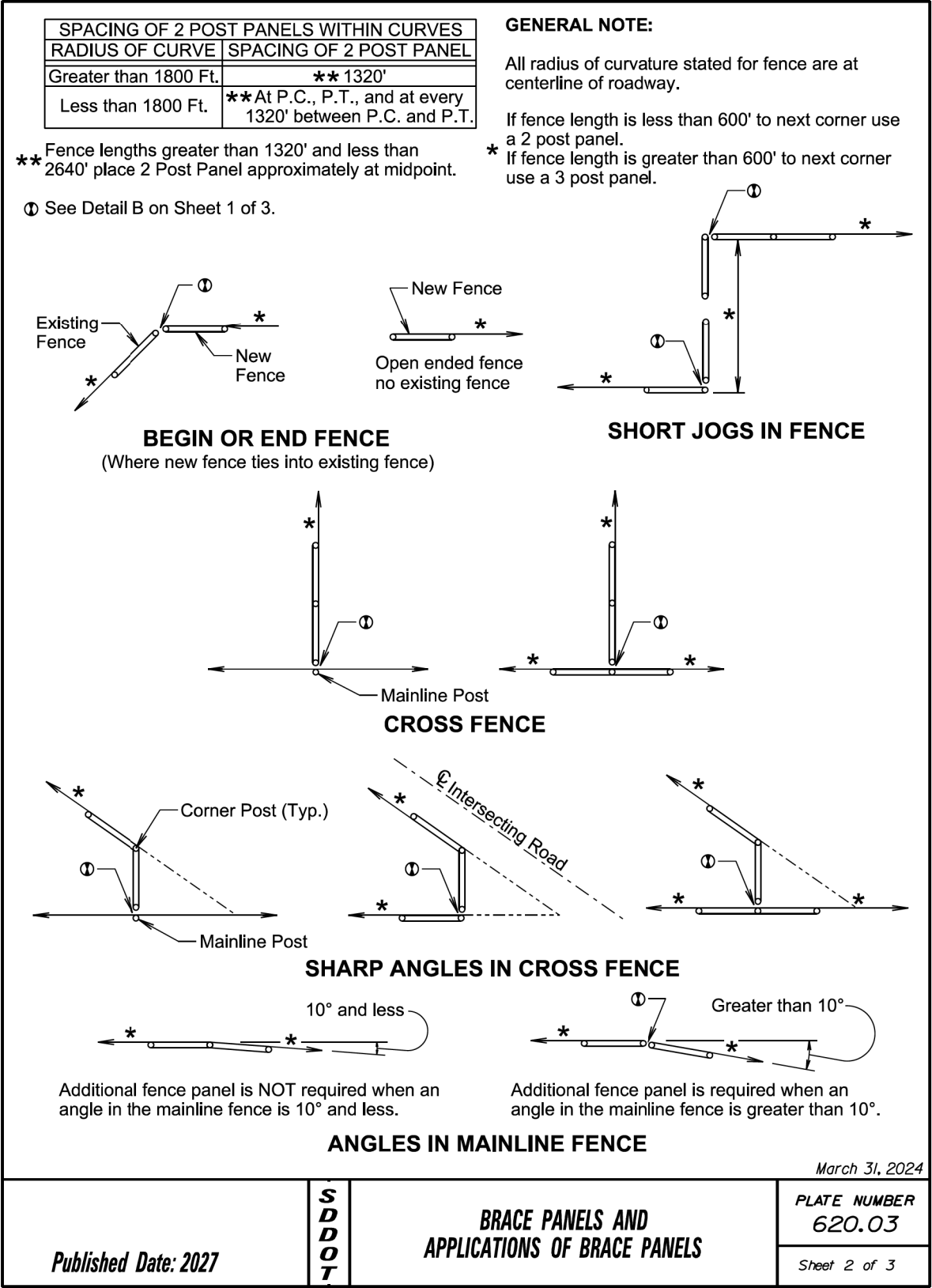
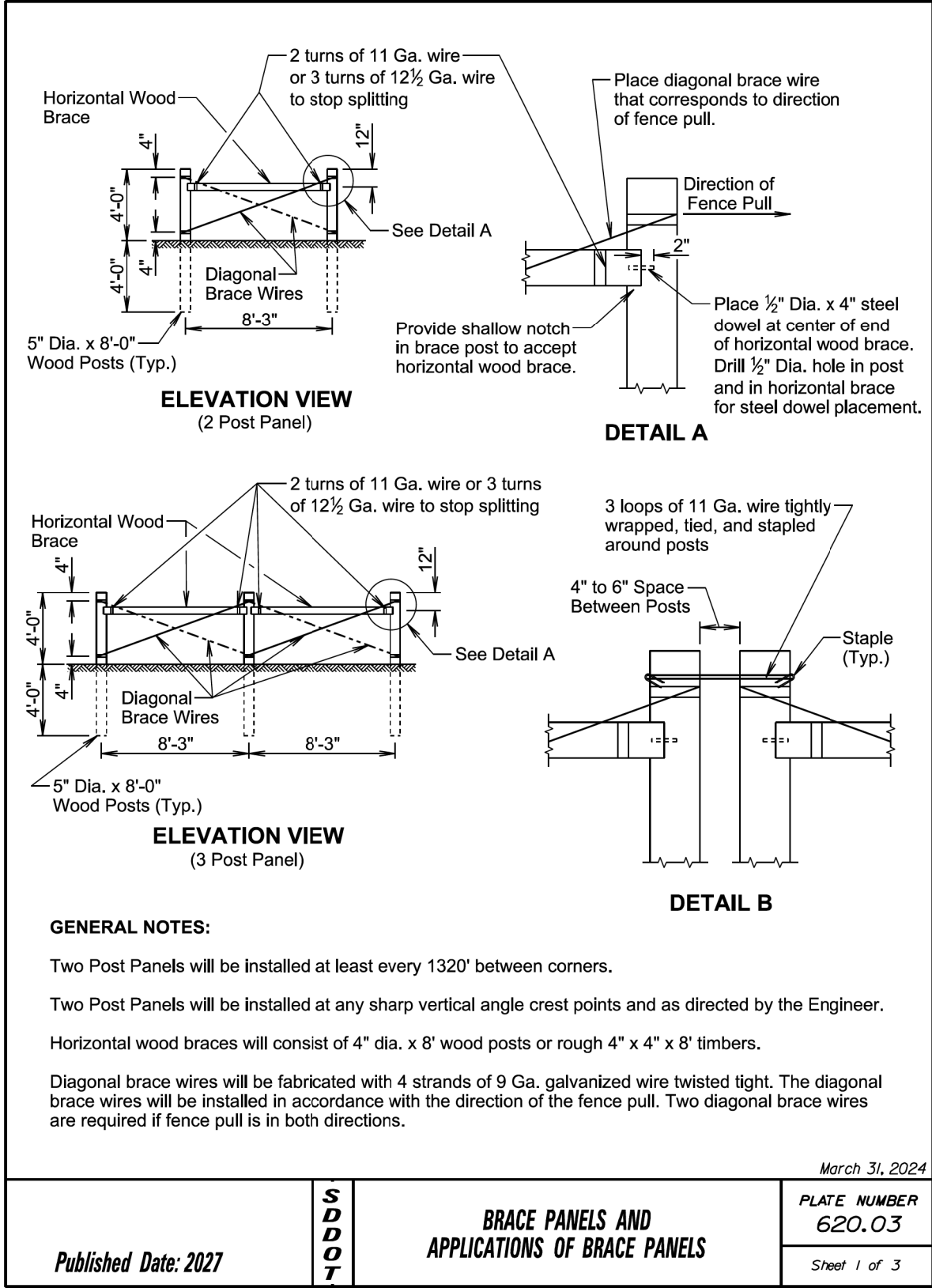
Diameter	A	L	Diameter	A	L	Diameter	A	B	C	L
Inches	Feet	Feet	Inches	Feet	Feet	Inches	Inches			Feet
12	1	2	12	2	4	12	25 ¹ / ₂	11	18 ¹ / ₂	4
15	1	2	15	2	4	15	26 ¹ / ₂	12	18	4
18	1	2	18	2	4	18	27	14	17	4
21	2	4	21	2	4	21	27	15	16 ¹ / ₂	4
24	2	4	24	2	4	24	27 ¹ / ₂	16	16	4
27	2	4	27	2	4	27	27 ¹ / ₂	17	15 ¹ / ₂	4
30	2	4	30	3	6	30	40	19	26 ¹ / ₂	6
33	2	4	33	3	6	33	40	20	26	6
36	2	4	36	3	6	36	40 ¹ / ₂	21	25 ¹ / ₂	6
42	2	4	42	3	6	42	41	23	24 ¹ / ₂	6
48	2	4	48	4	8	48	53 ¹ / ₂	26	35	8
54	3	6	54	4	8	54	54	28	34	8
60	3	6	60	4	8	60	54 ¹ / ₂	31	32 ¹ / ₂	8
66	3	6	66	4	8	66	54	33	31 ¹ / ₂	8
72	3	6	72	5	10	72	67 ¹ / ₂	36	42	10
78	3	6	78	5	10	78	68	39	40 ¹ / ₂	10
84	3	6	84	5	10	84	68 ¹ / ₂	41	39 ¹ / ₂	10
90	3	6	90	6	12	90	70	46	37	10
96	3	6	96	6	12	96	82	46	49	12

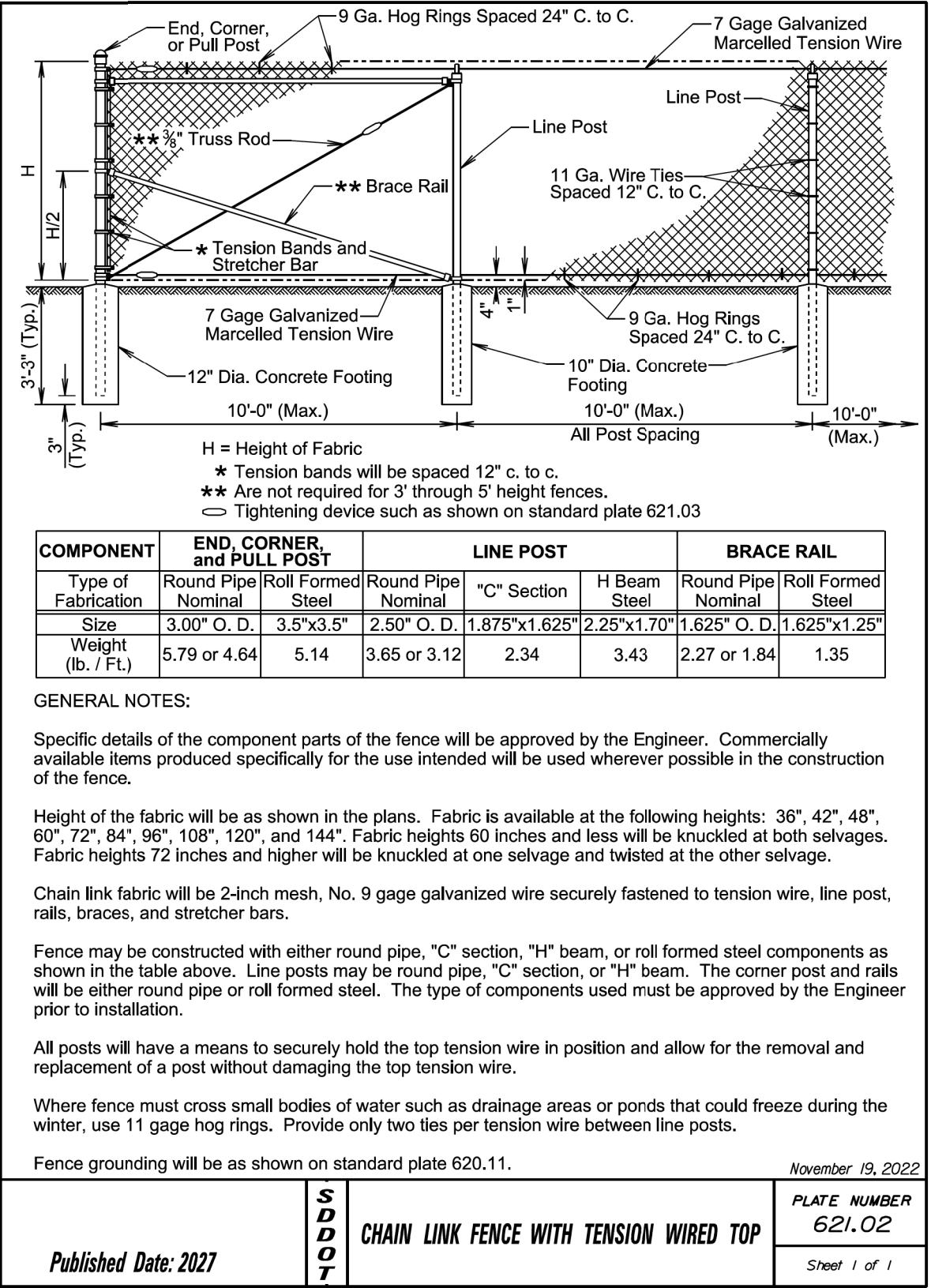
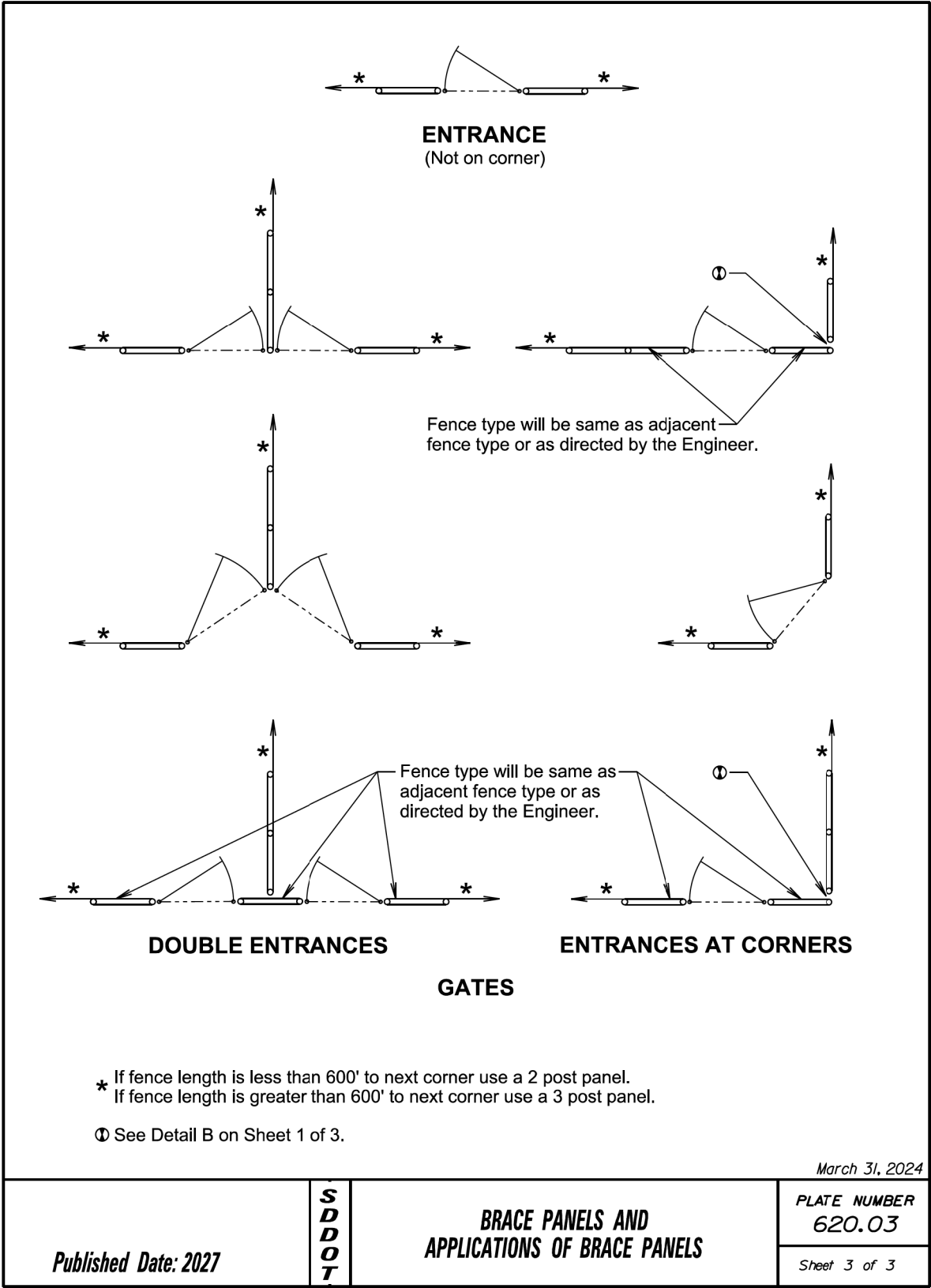
FABRICATED ELBOW LENGTHS FOR ALL CORRUGATIONS

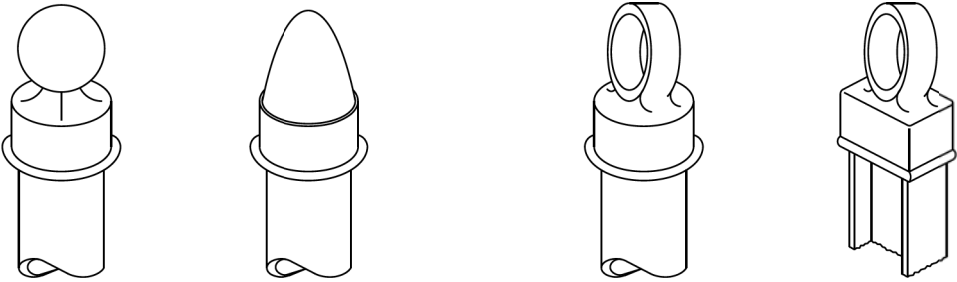
GENERAL NOTES:
All dimensions shown are nominal.
L = Linear Feet of C.M.P. required to fabricate fitting.

June 26, 2001





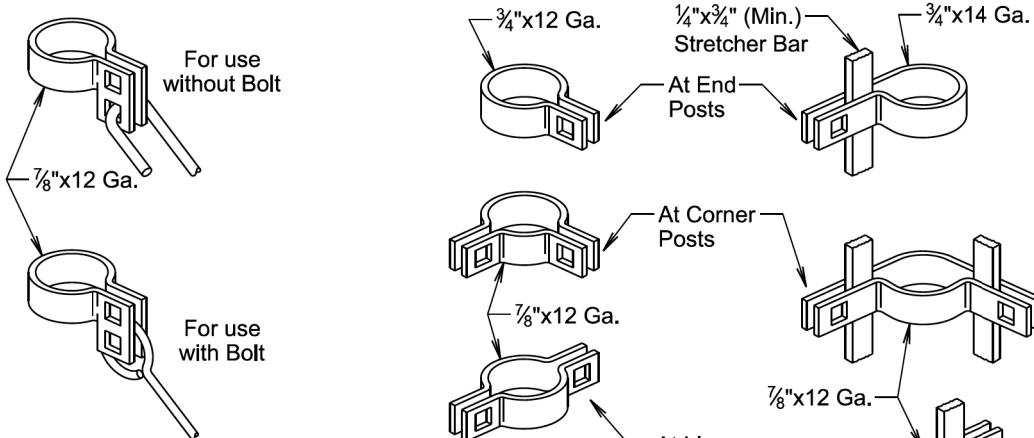




For End, Corner, and Pull Posts

TYPICAL POST TOPS
(Shown for example only)

For Line Posts



For use without Bolt

7/8" x 12 Ga.

For use with Bolt

3/4" x 12 Ga.

1/4" x 3/4" (Min.) Stretcher Bar

At End Posts

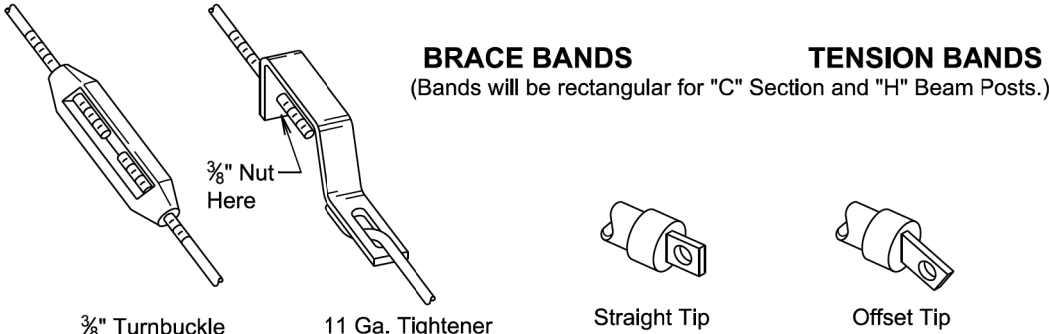
At Corner Posts

At Line Pull Posts

Three Way

1" x 11 Ga.

7/8" x 12 Ga.



BRACE BANDS

TENSION BANDS
(Bands will be rectangular for "C" Section and "H" Beam Posts.)

3/8" Turnbuckle

11 Ga. Tightener

3/8" Nut Here

Straight Tip

Offset Tip

June 26, 2019

Published Date: 2027

SDOT

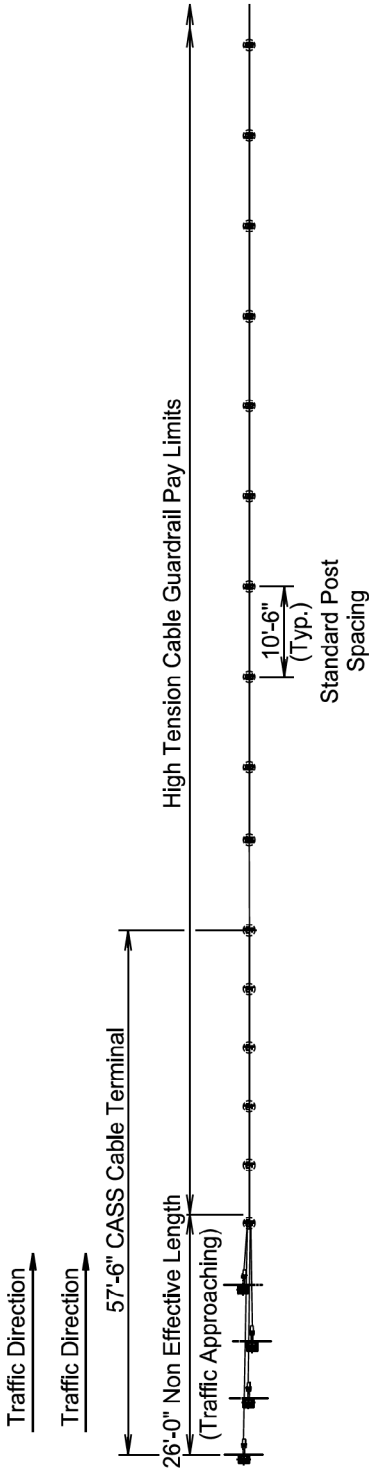
HARDWARE FOR CHAIN LINK FENCE

PLATE NUMBER

621.03

Sheet 1 of 1

Pay Limits for One-Way Traffic Roadways
Valtir (Trinity) System



Traffic Direction

Traffic Direction

26'-0" Non Effective Length (Traffic Approaching)

57'-6" CASS Cable Terminal

High Tension Cable Guardrail Pay Limits

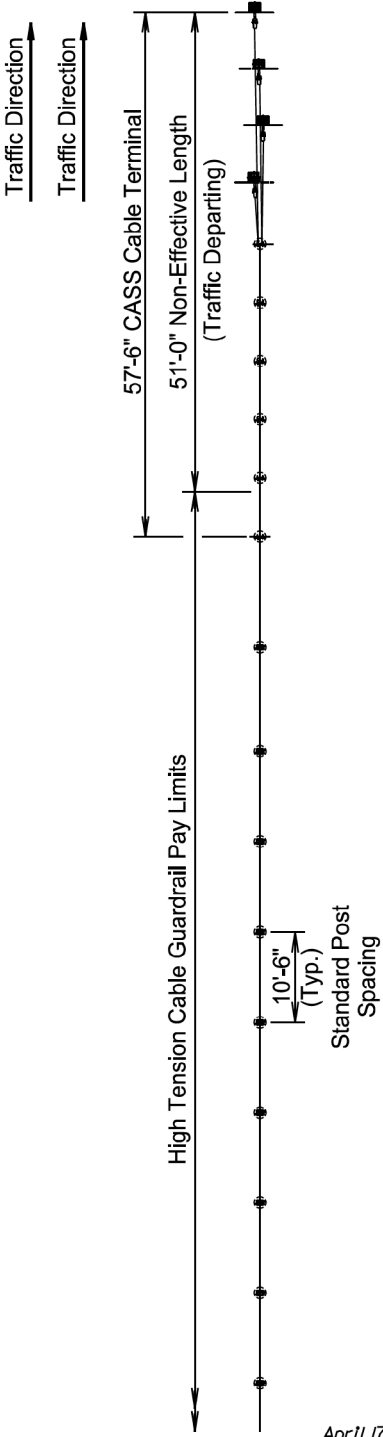
10'-6" (Typ.) Standard Post Spacing

GENERAL NOTES:

Valtir (Trinity) CASS Cable Terminal has a total length of 57'-6". On one-way traffic roadways, it has 31'-6" effective length on the approach end of the terminal and 6'-6" effective length on the non-approach (departure) end. On two-way traffic roadways, it has 31'-6" effective length on both the approach and the non-approach ends of the terminal.

The High Tension Cable Guardrail pay limits will be the length of need (LON) or the effective length.

The High Tension Cable Guardrail Anchor Assembly pay limits will be the non-effective length of the terminal.



Traffic Direction

Traffic Direction

57'-6" CASS Cable Terminal

51'-0" Non-Effective Length (Traffic Departing)

High Tension Cable Guardrail Pay Limits

10'-6" (Typ.) Standard Post Spacing

Apr 11 17, 2026

Published Date: 2027

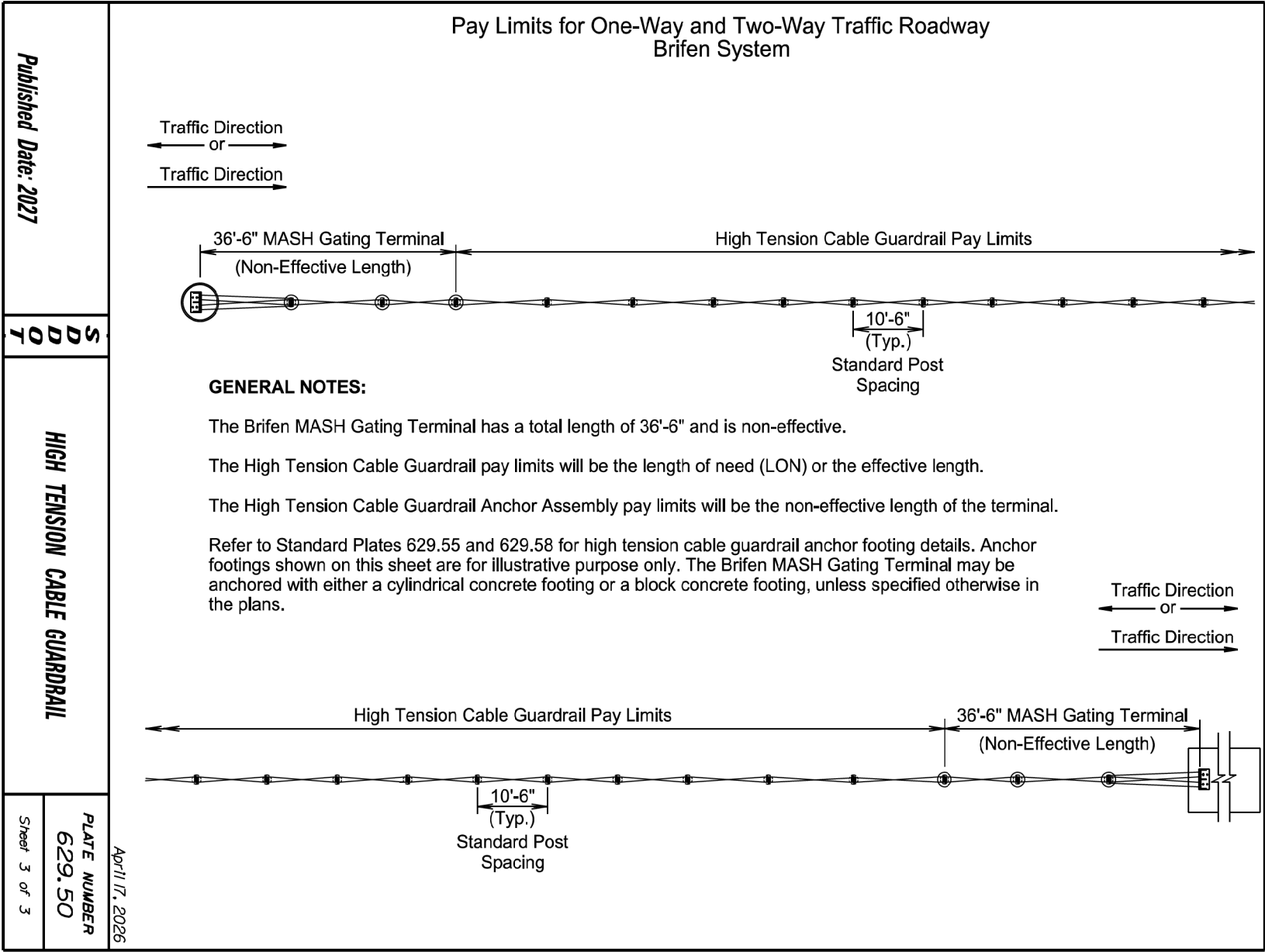
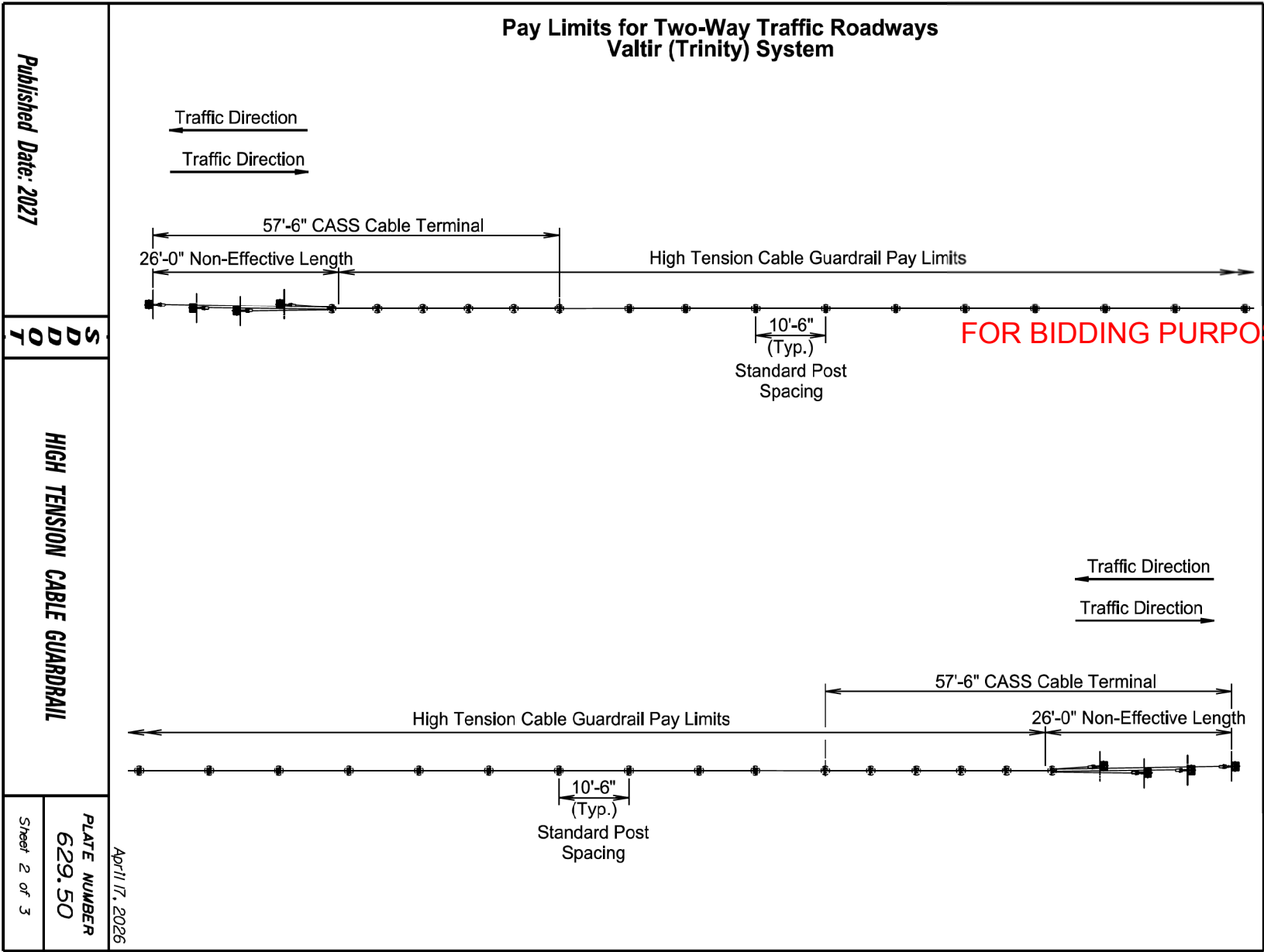
SDOT

HIGH TENSION CABLE GUARDRAIL

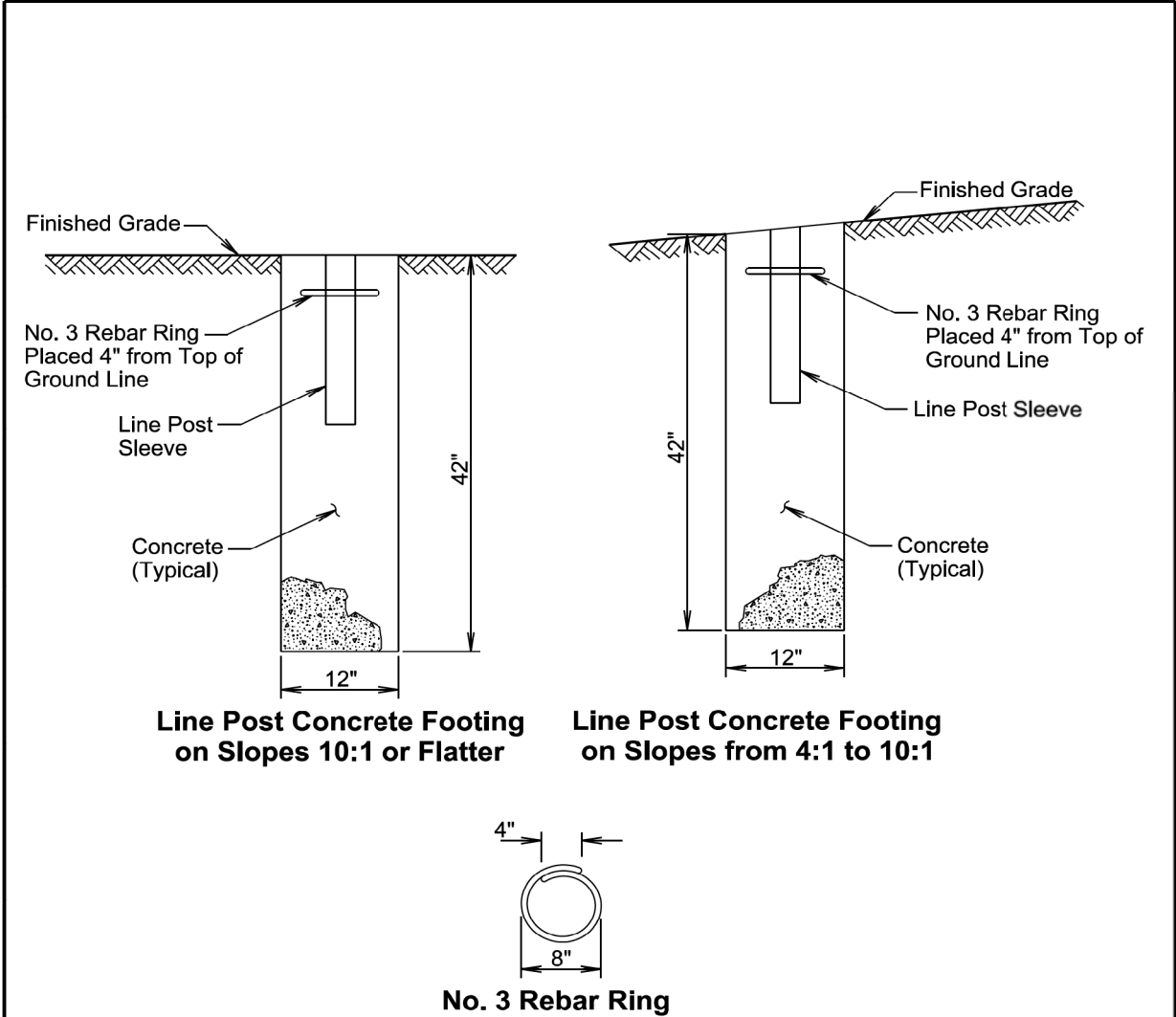
PLATE NUMBER

629.50

Sheet 1 of 3



STATE OF SOUTH DAKOTA	PROJECT		SHEET	TOTAL SHEETS
	P-CR 090L(09)260	IM-CR 0906(76)263		
Plotting Date: 1/26/2026			273	322



GENERAL NOTES:

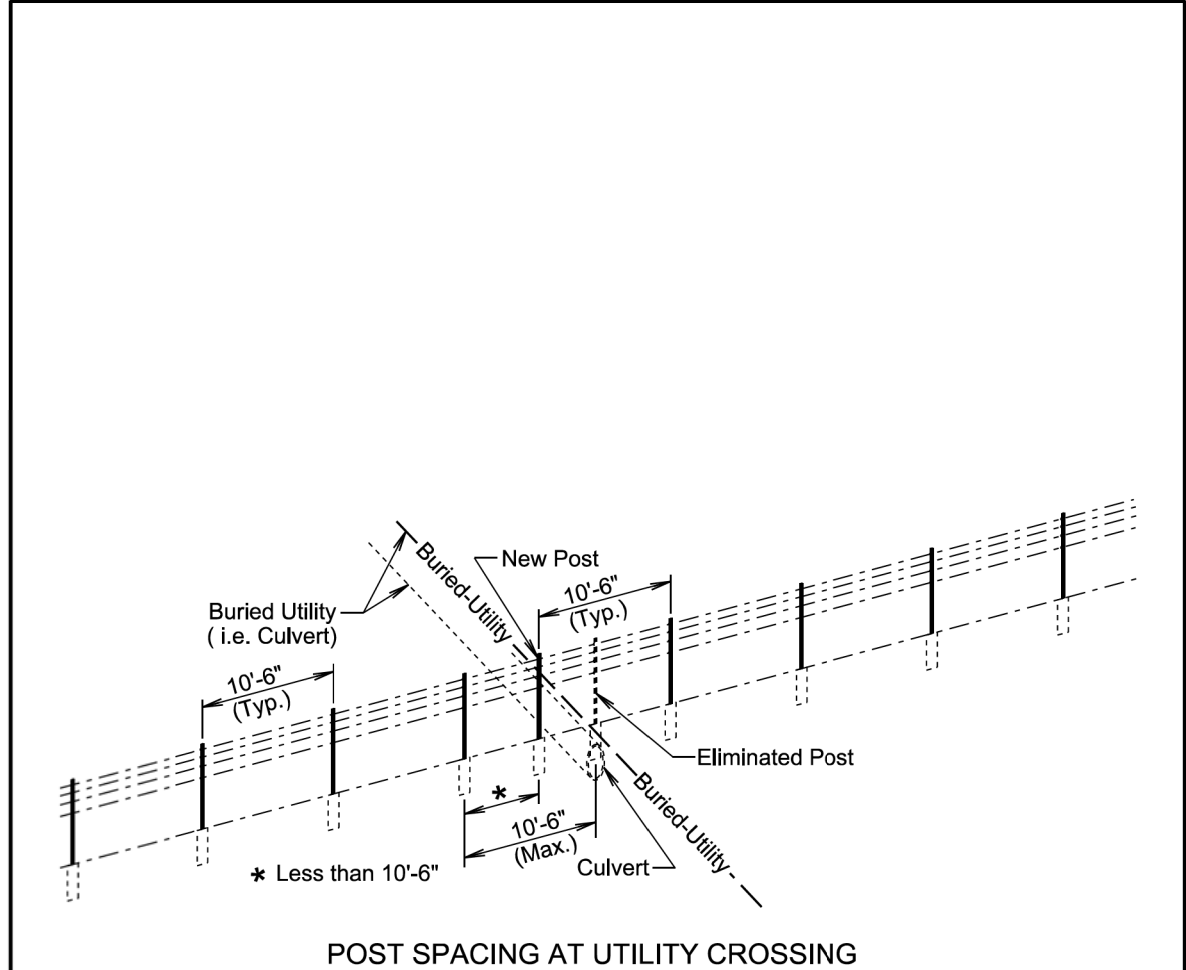
The line post sleeve will be furnished by the manufacturer.

The concrete for the post footing will be either Class M6 or a bagged mix conforming to ASTM C387 that is air entrained with a minimum 28 day compressive strength of 4,000 psi. To reduce the risk of frost heaving, the concrete at the top cannot be wider than the concrete in the lower footing.

All costs for materials, labor, equipment, and incidentals necessary to install the high tension cable guardrail line post footings will be incidental to the contract unit price per foot for "High Tension 3 Cable Guardrail" or "High Tension 4 Cable Guardrail".

March 31, 2024

Published Date: 2027	S D D O T	HIGH TENSION CABLE GUARDRAIL LINE POST CONCRETE FOOTING	PLATE NUMBER 629.60
			Sheet 1 of 1



GENERAL NOTES:

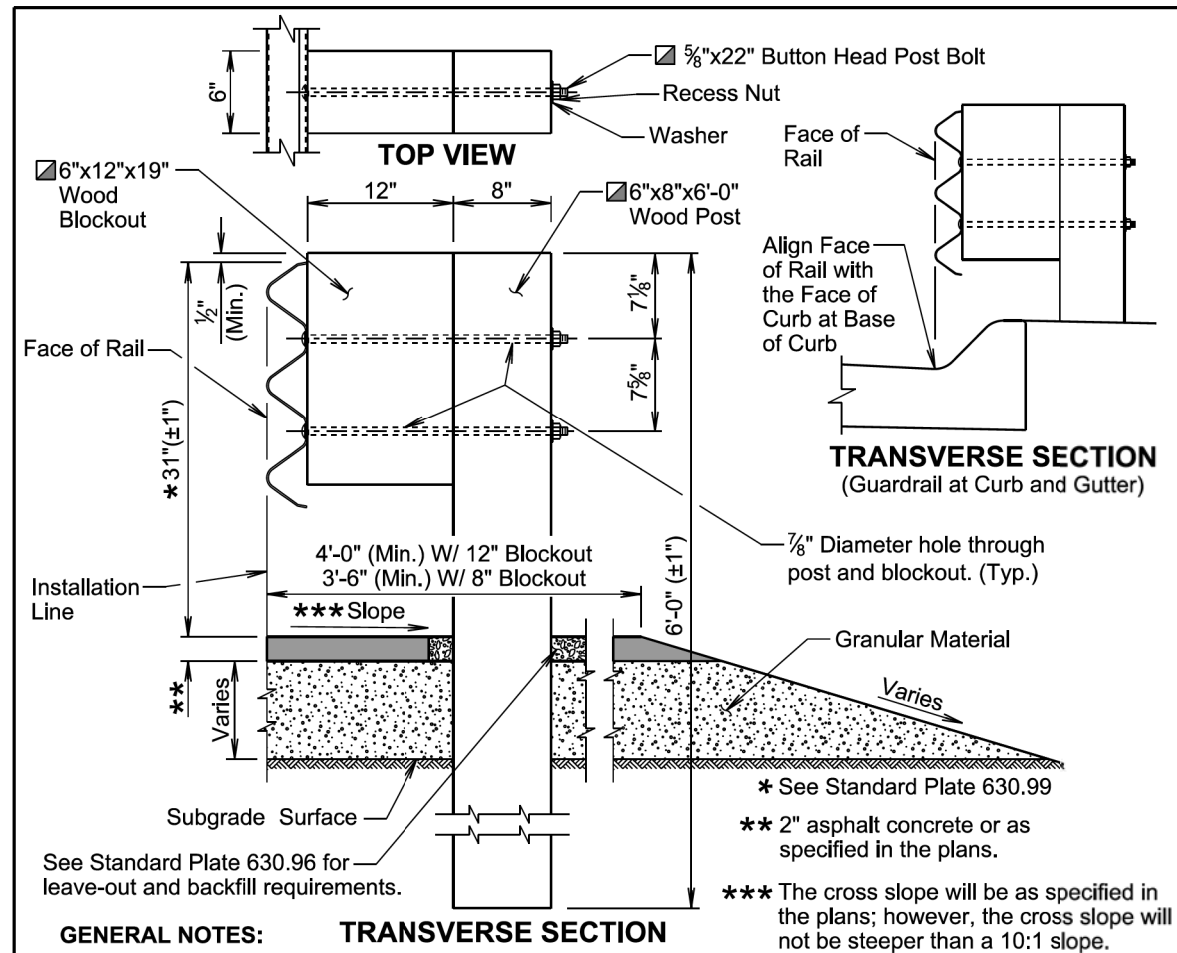
The post spacing may be modified to avoid utility conflicts; however, the post spacing will not exceed 10'-6".

All costs for materials, labor, equipment, and incidentals necessary to install the high tension cable guardrail at an utility crossing will be incidental to the contract unit price per foot for "High Tension 3 Cable Guardrail" or "High Tension 4 Cable Guardrail".

March 31, 2024

Published Date: 2027	S D D O T	HIGH TENSION CABLE GUARDRAIL UTILITY CROSSING	PLATE NUMBER 629.70
			Sheet 1 of 1

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	275	322
Plotting Date: 1/26/2026			



GENERAL NOTES:

TRANSVERSE SECTION

Asphalt concrete will be the same type used elsewhere on the project or will be as specified in the plans. If asphalt concrete is not specified in the plans, the asphalt concrete will conform to the Specifications for "Asphalt Concrete Composite."

Granular material will be the same type used elsewhere on the project or will be as specified in the plans. If granular material type is not specified in the plans, the material will conform to the Specifications for "Base Course". The granular material will be placed the same thickness as the mainline surfacing or as specified in the plans.

Topsoil is not shown in the transverse section drawing.

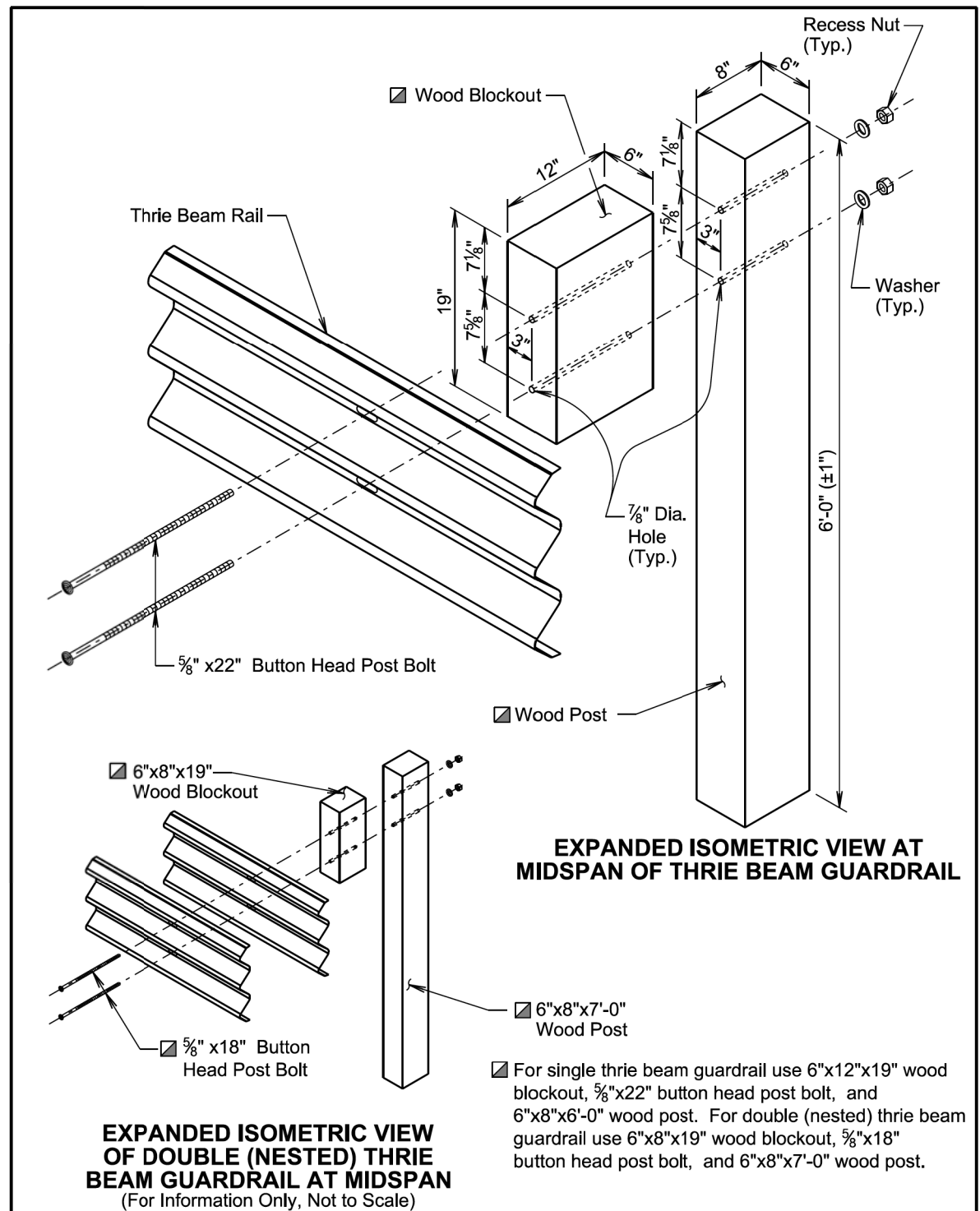
- ☑ The post and blockout illustrated above is typical for single three beam guardrail. When other variations of posts and blockouts are specified on other standard plates (e.g. transitions) then the posts and blockouts will be as specified on the other standard plates or as specified in the plans.

Slots in the rails will be provided as specified in the plans and by the manufacturer. A drilled hole through the rail is not allowed as a replacement for a slot. If the Contractor must create a slot, a cutting torch or plasma cutter is not allowed. The slot edges will be smooth and free of burrs or notches.

The top of post and top of block will have a true square cut. The top of block will be a maximum of $\pm\frac{1}{2}$ inch from the top of the post.

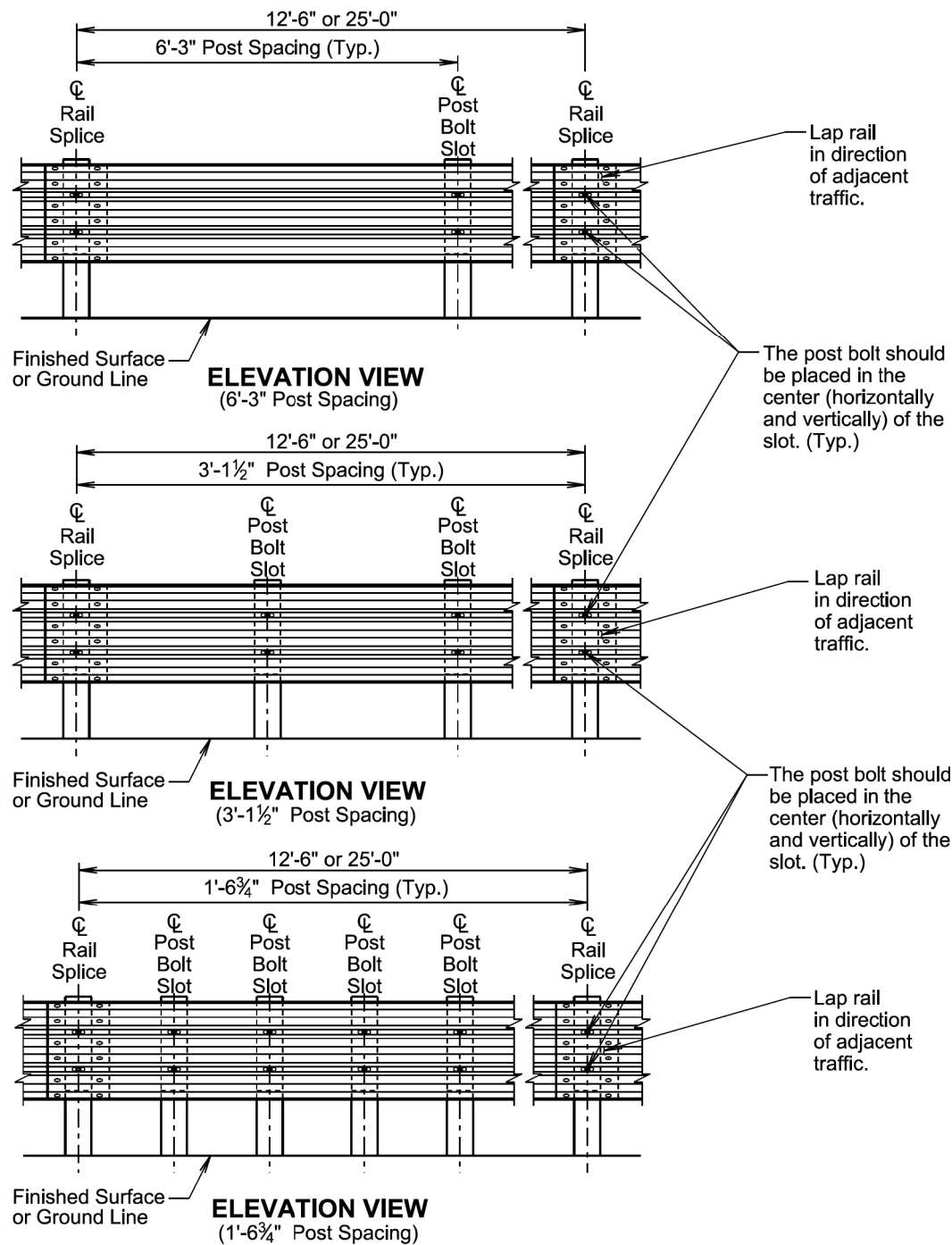
April 8, 2025

<i>Published Date: 2027</i>	S D D O T	THRIE BEAM GUARDRAIL	PLATE NUMBER 630.01
			Sheet 1 of 5



April 8, 2025

<i>Published Date: 2027</i>	S D D O T	THRIE BEAM GUARDRAIL	PLATE NUMBER 630.01
			Sheet 2 of 5



April 8, 2025

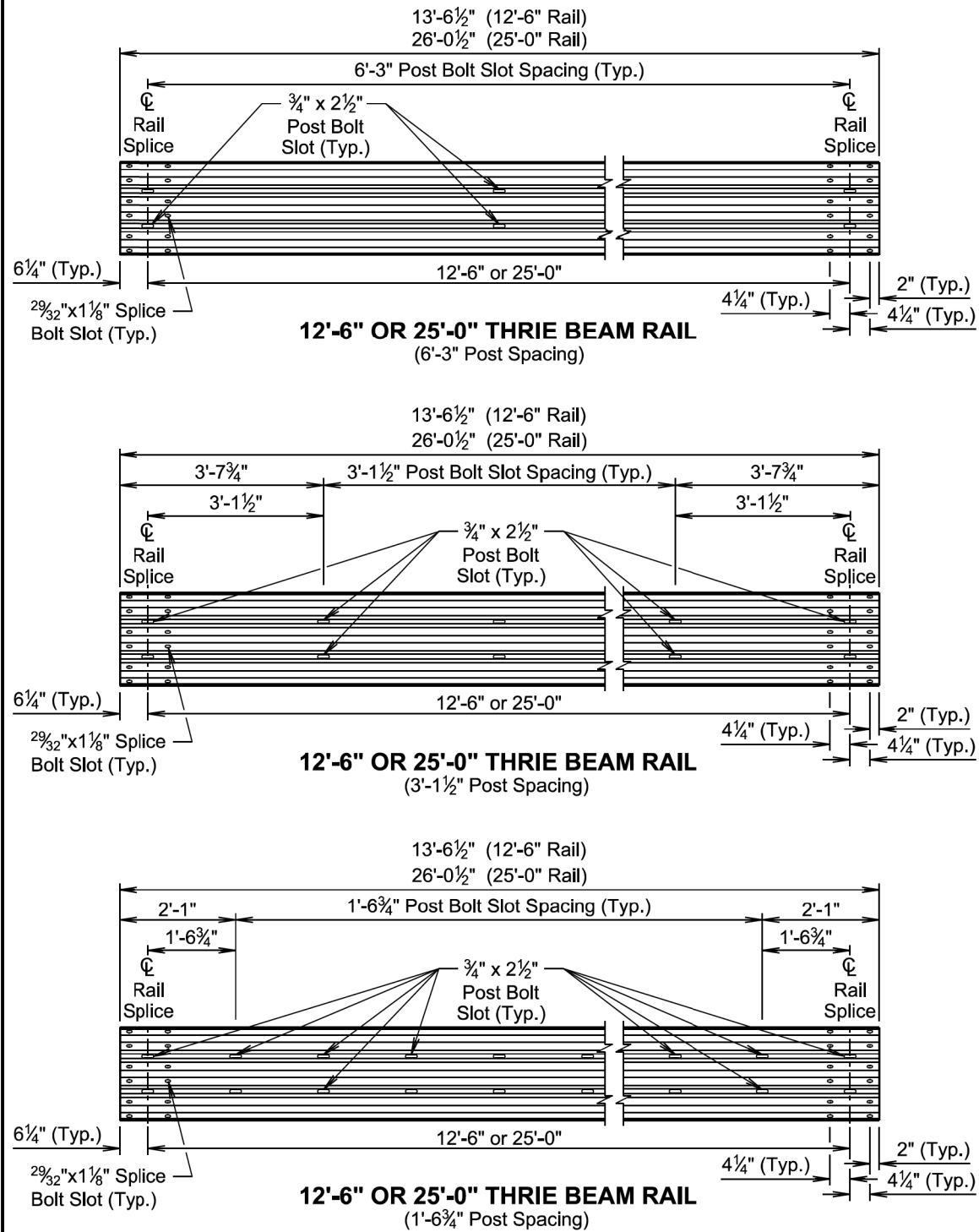
Published Date: 2027

SDOT

THRIE BEAM GUARDRAIL

PLATE NUMBER
630.01

Sheet 3 of 5



April 8, 2025

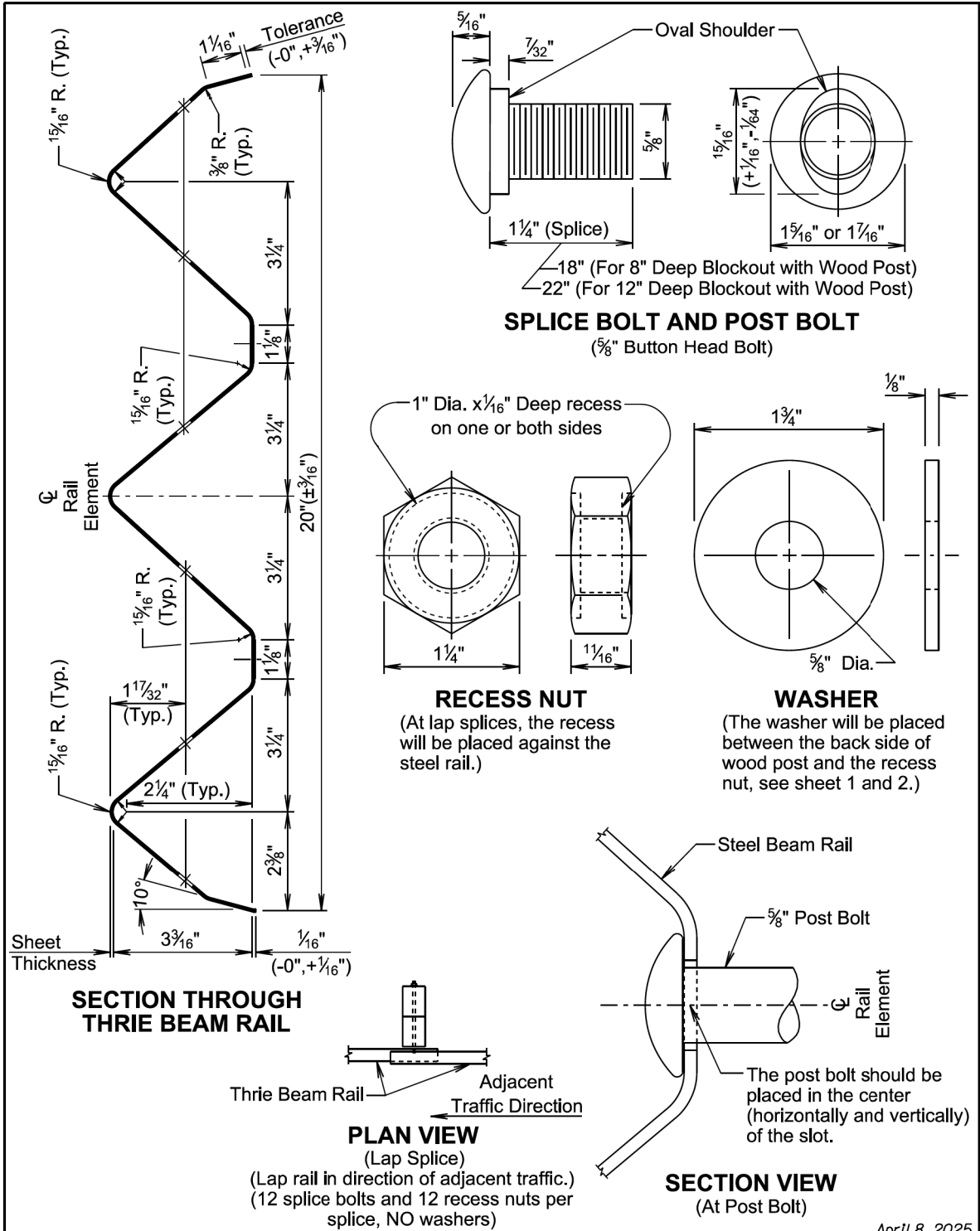
Published Date: 2027

SDOT

THRIE BEAM GUARDRAIL

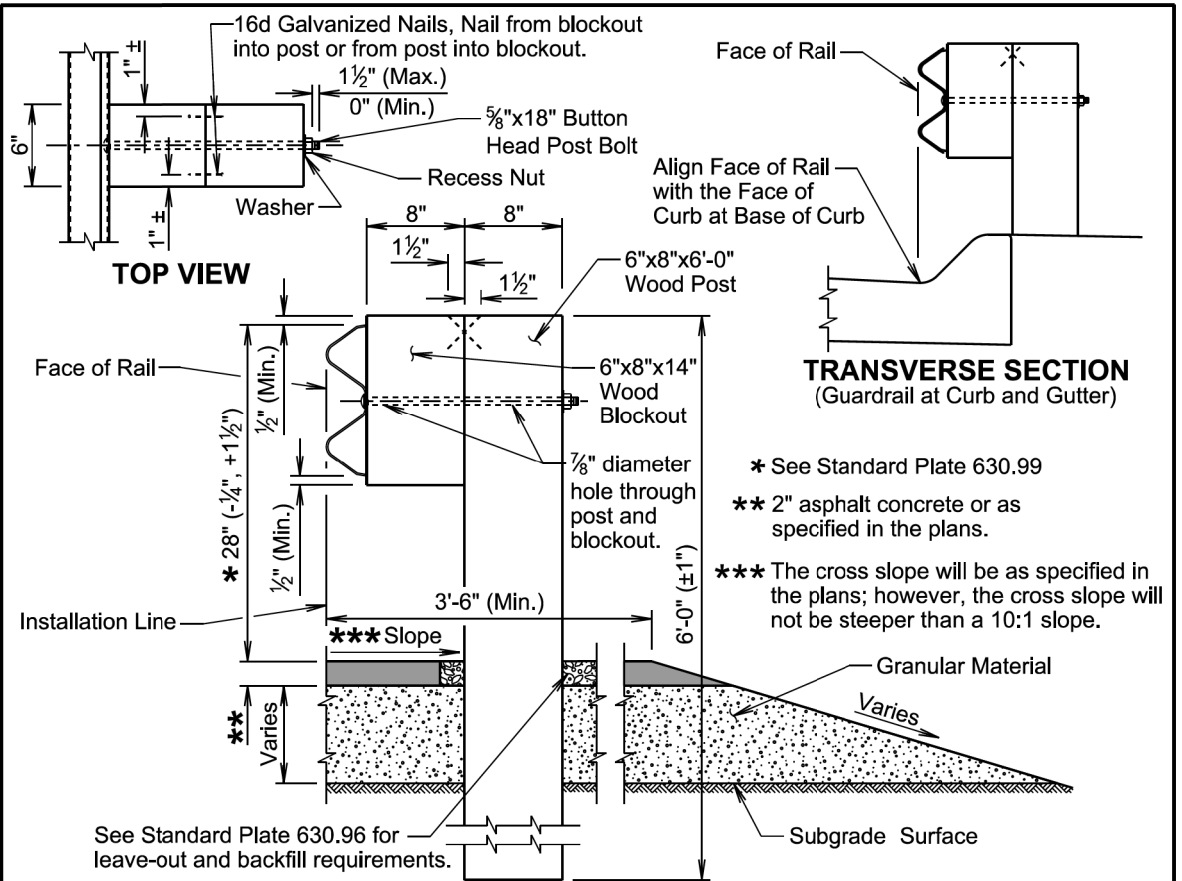
PLATE NUMBER
630.01

Sheet 4 of 5



April 8, 2025

Published Date: 2027	S D D O T	THRIE BEAM GUARDRAIL	PLATE NUMBER
			630.01
			Sheet 5 of 5



GENERAL NOTES: TRANSVERSE SECTION

Asphalt concrete will be the same type used elsewhere on the project or will be as specified in the plans. If asphalt concrete is not specified in the plans, the asphalt concrete will conform to the Specifications for "Asphalt Concrete Composite".

Granular material will be the same type used elsewhere on the project or will be as specified in the plans. If granular material type is not specified in the plans, the material will conform to the Specifications for "Base Course". The granular material will be placed the same thickness as the mainline surfacing or as specified in the plans.

Topsoil is not shown in the transverse section drawing.

All W beam rail will be Type 1 and Class A (12 Ga.) unless specified otherwise in the plans.

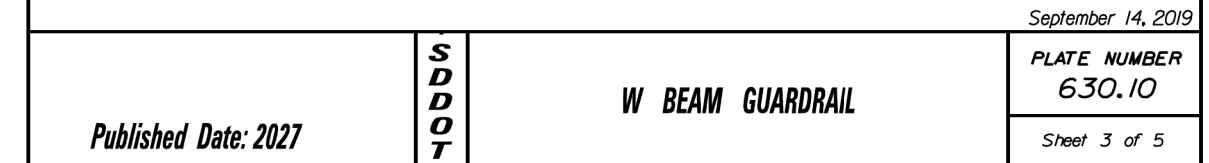
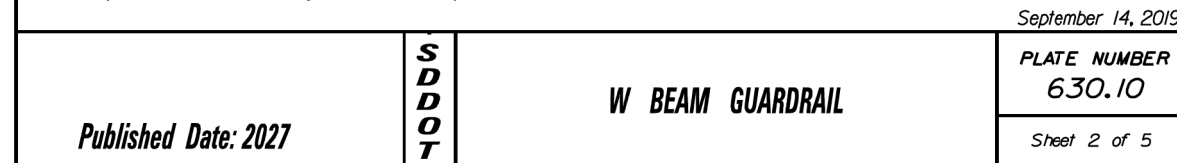
W beam rail section lengths may be 12'-6" and/or 25'-0". The combination of section lengths used will be compatible with the total length of rail per site as shown in the plans.

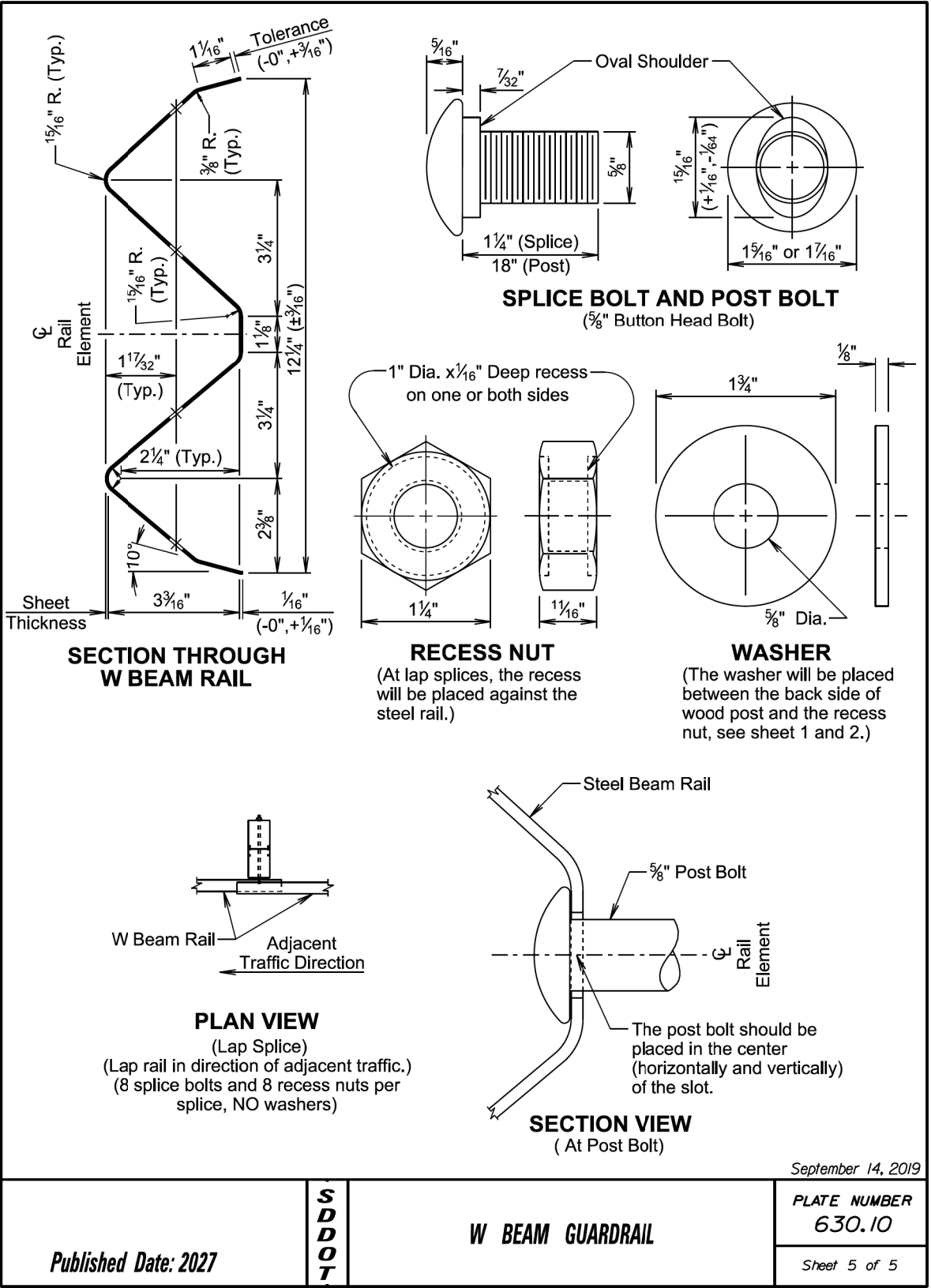
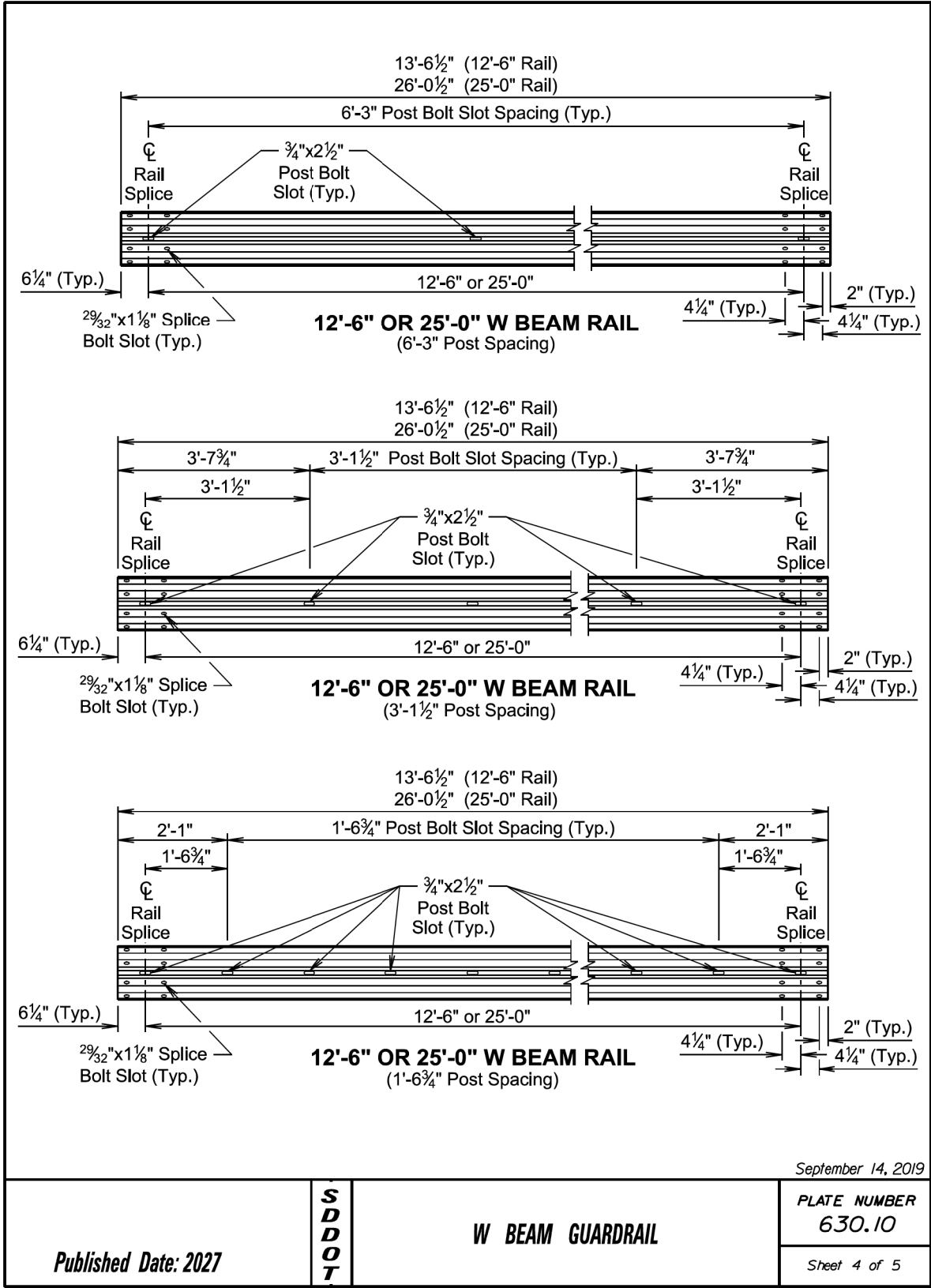
Slots in the rails will be provided as specified in the plans and by the manufacturer. A drilled hole through the rail is not allowed as a replacement for a slot. If the Contractor must create a slot, a cutting torch or plasma cutter is not allowed. The slot edges will be smooth and free of burrs or notches.

The top of post and top of block will have a true square cut. The top of block will be a maximum of $\pm \frac{1}{2}$ inch from the top of the post.

September 14, 2019

Published Date: 2027	S D D O T	W BEAM GUARDRAIL	PLATE NUMBER
			630.10
			Sheet 1 of 5





TYPE AND DETAILS OF MGS						
Type of MGS	W Beam Rail Single or Double (Nested)	Blockout Size	Blockout Material	Post Size	Post Material	Post Spacing
1	Single	6"x12"x14"	Wood	6"x8"x6'-0"	Wood	6'-3"
1C	Single	6"x12"x14"	Wood	6"x8"x7'-6"	Wood	6'-3"
2	Single	6"x12"x14"	Wood	6"x8"x6'-0"	Wood	3'-1½"
3	Single	6"x12"x14"	Wood	6"x8"x6'-0"	Wood	1'-6¾"
4	Double	6"x12"x14"	Wood	6"x8"x6'-0"	Wood	6'-3"

STANDARD PLATE REFERENCE	
Type of MGS	See Standard Plate(s)
1	630.20, 630.22
1C	630.20, 630.25
2	630.20
3	630.20
4	630.20

GENERAL NOTES:

Asphalt concrete will be the same type used elsewhere on the project or will be as specified in the plans. If asphalt concrete is not specified in the plans, the asphalt concrete will conform to the Specifications for "Asphalt Concrete Composite".

Granular material will be the same type used elsewhere on the project or will be as specified in the plans. If granular material type is not specified in the plans, the material will conform to the Specifications for "Base Course". The granular material will be placed the same thickness as the mainline surfacing or as specified in the plans.

Topsoil is not shown in the transverse section drawing on sheet 2 of 6.

All W beam rail will be Type 1 and Class A (12 Ga.) unless specified otherwise in the plans.

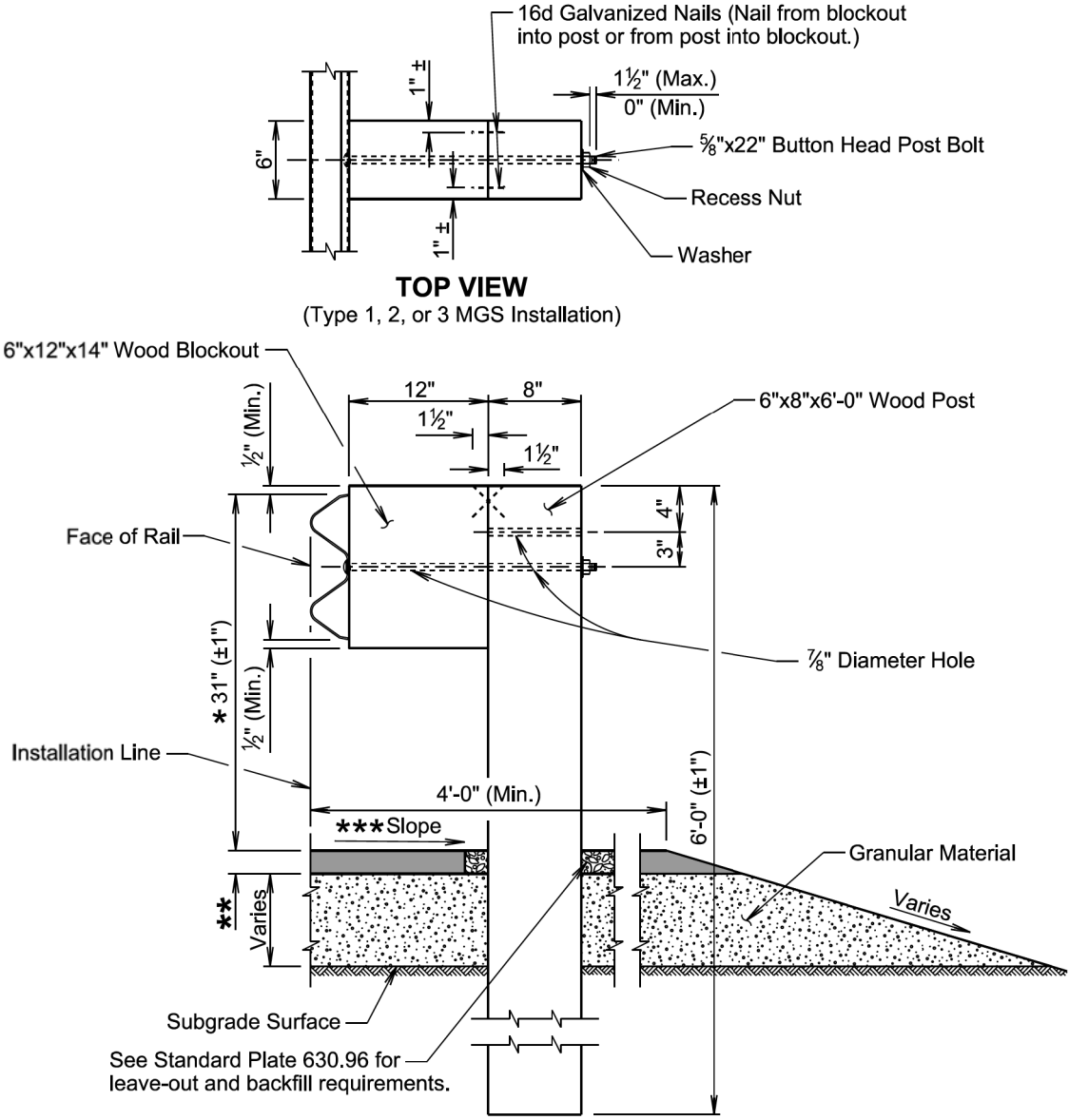
W beam rail section lengths may be 12'-6" and/or 25'-0". The combination of section lengths used will be compatible with the total length of rail per site as shown in the plans.

Slots in the rails will be provided as specified in the plans and by the manufacturer. A drilled hole through the rail is not allowed as a replacement for a slot. If the Contractor must create a slot, a cutting torch or plasma cutter is not allowed. The slot edges will be smooth and free of burrs or notches.

All costs for constructing the MGS including labor, equipment, and materials including all posts, blockouts, steel beam rail, and hardware will be incidental to the contract unit price per foot for the respective MGS contract item.

April 8, 2025

Published Date: 2027	S D D O T	MIDWEST GUARDRAIL SYSTEM (MGS)	PLATE NUMBER 630.20
			Sheet 1 of 6



* See Standard Plate 630.99

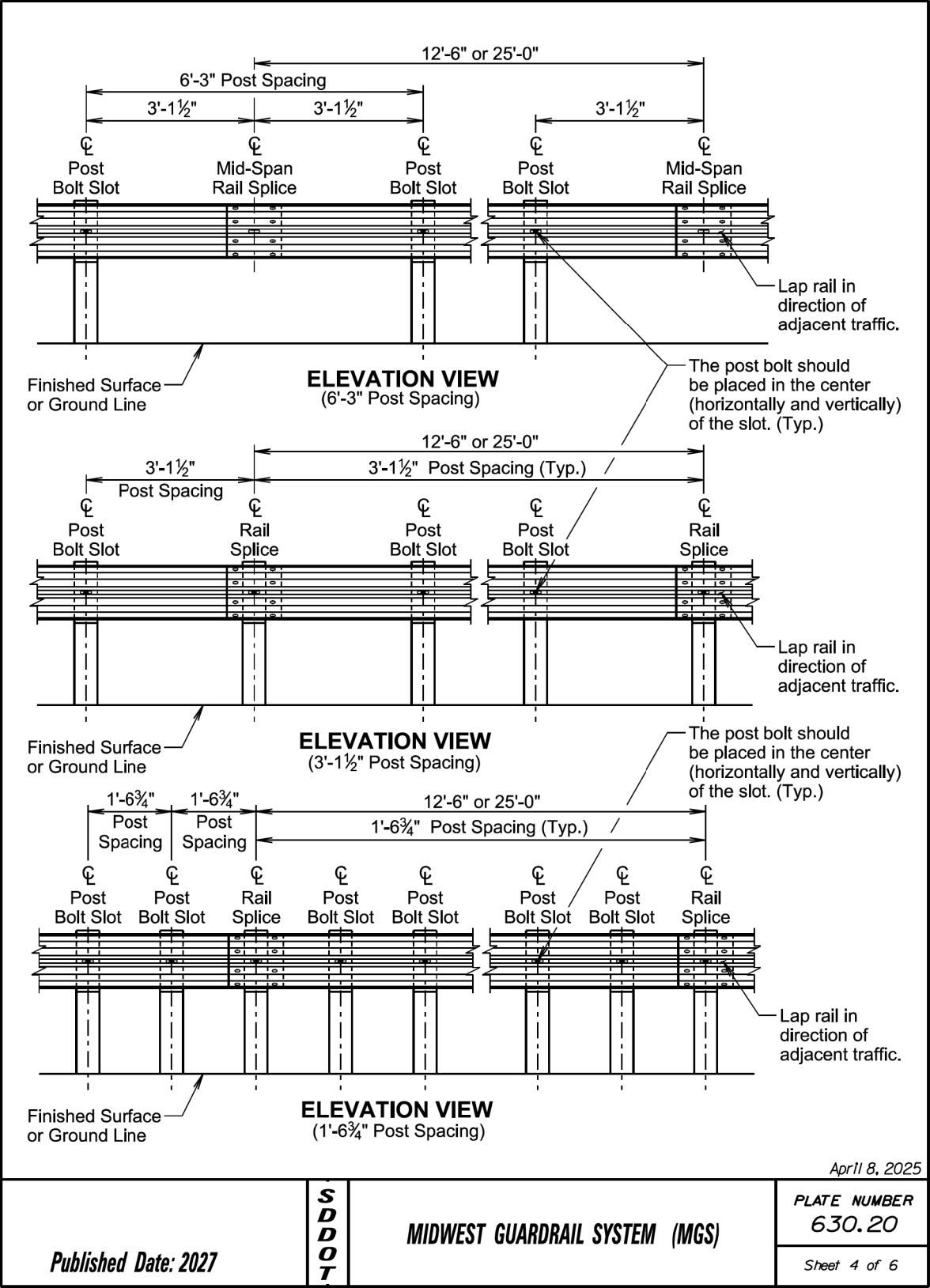
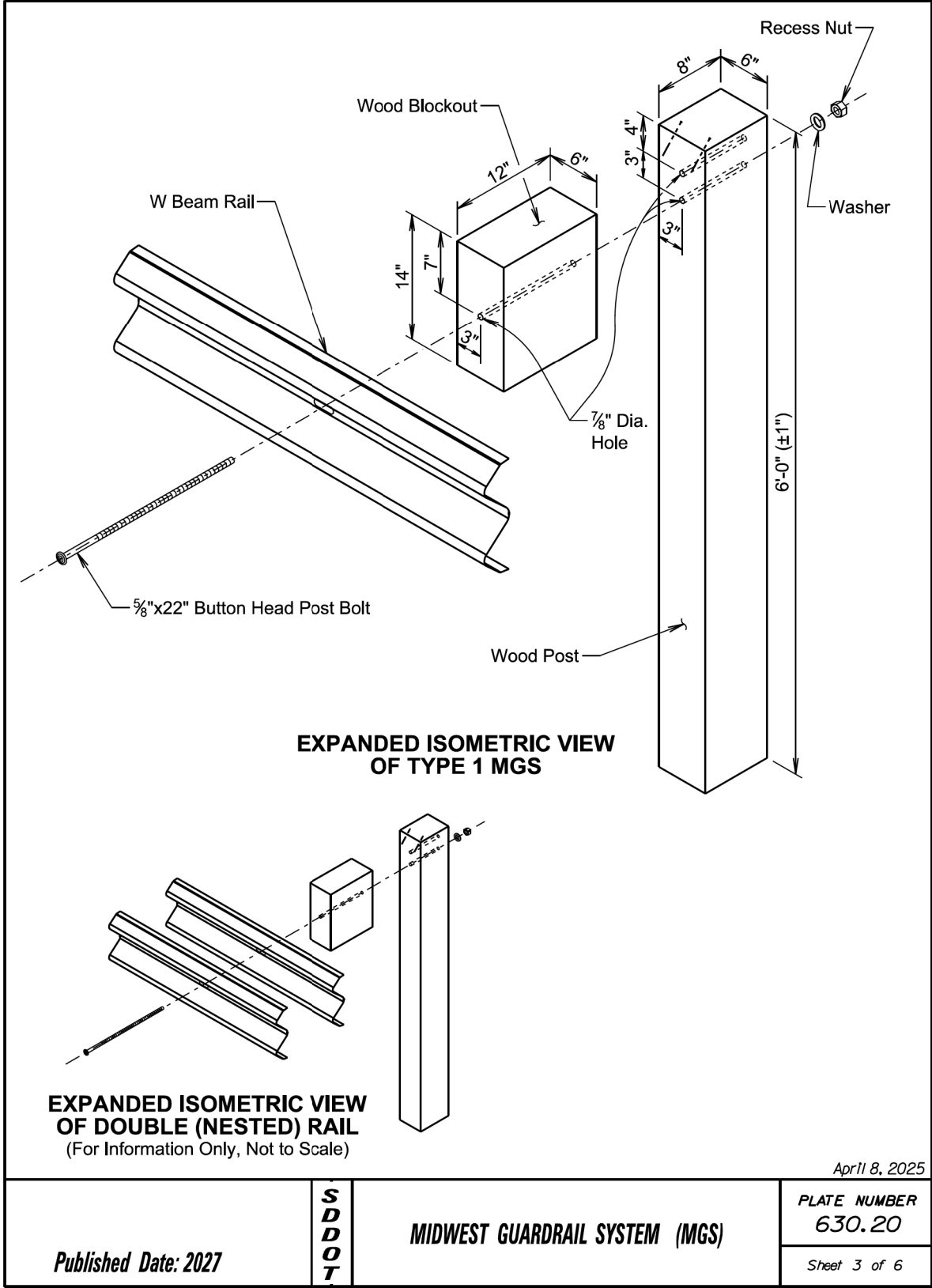
** 2" asphalt concrete or as specified in the plans.

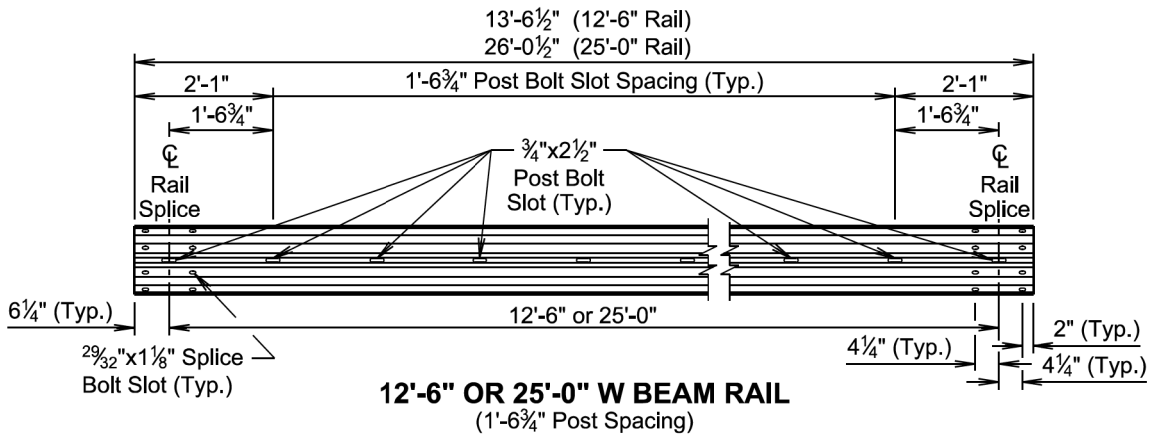
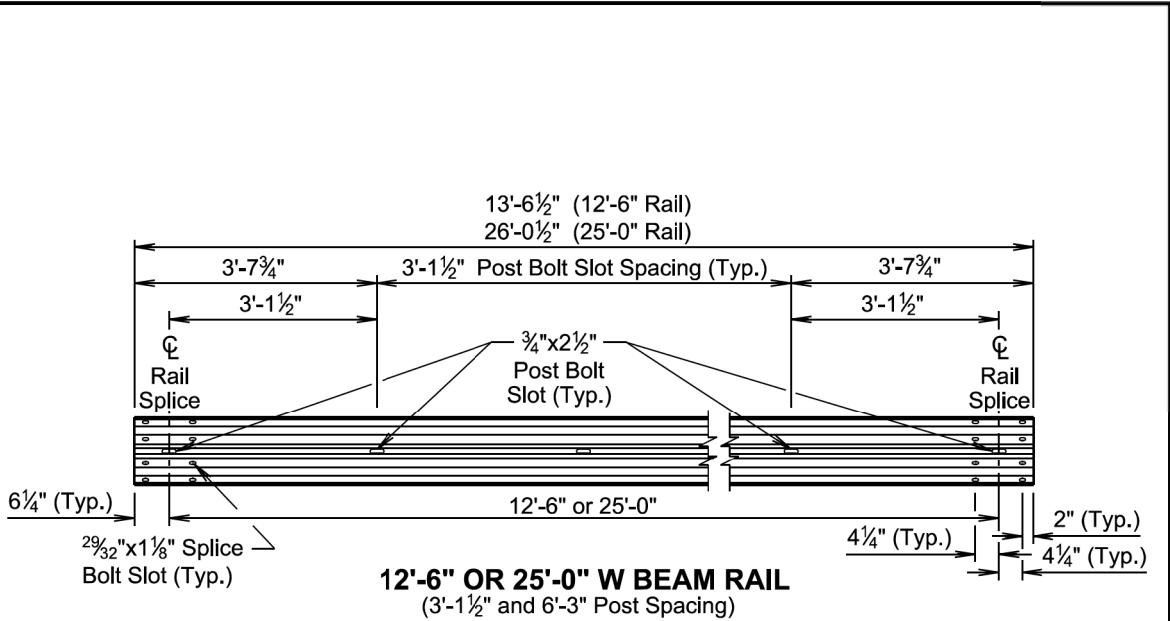
*** The cross slope will be as specified in the plans; however, the cross slope will not be steeper than a 10:1 slope.

TRANSVERSE SECTION
(Type 1, 2, or 3 MGS Installation)

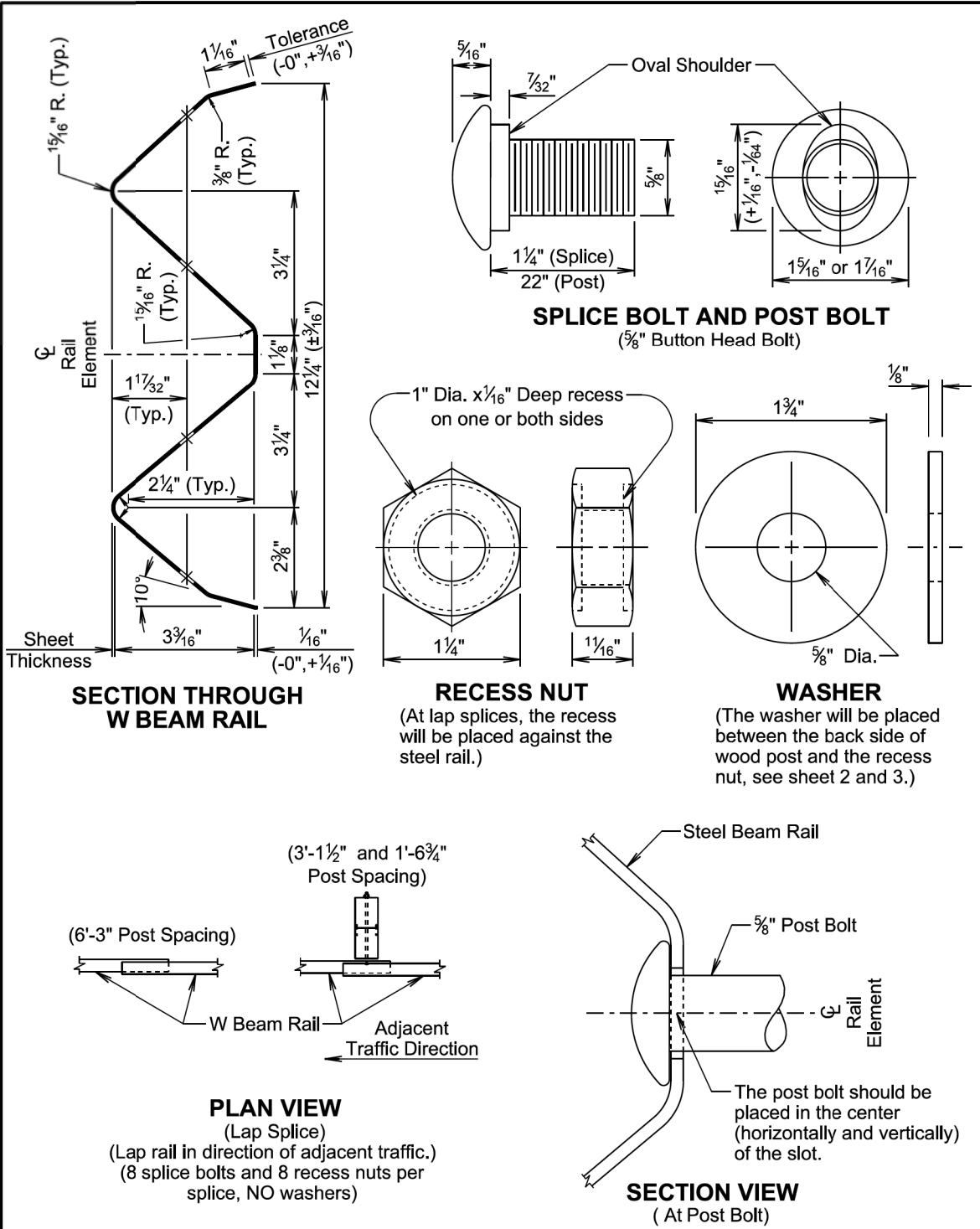
April 8, 2025

Published Date: 2027	S D D O T	MIDWEST GUARDRAIL SYSTEM (MGS)	PLATE NUMBER 630.20
			Sheet 2 of 6

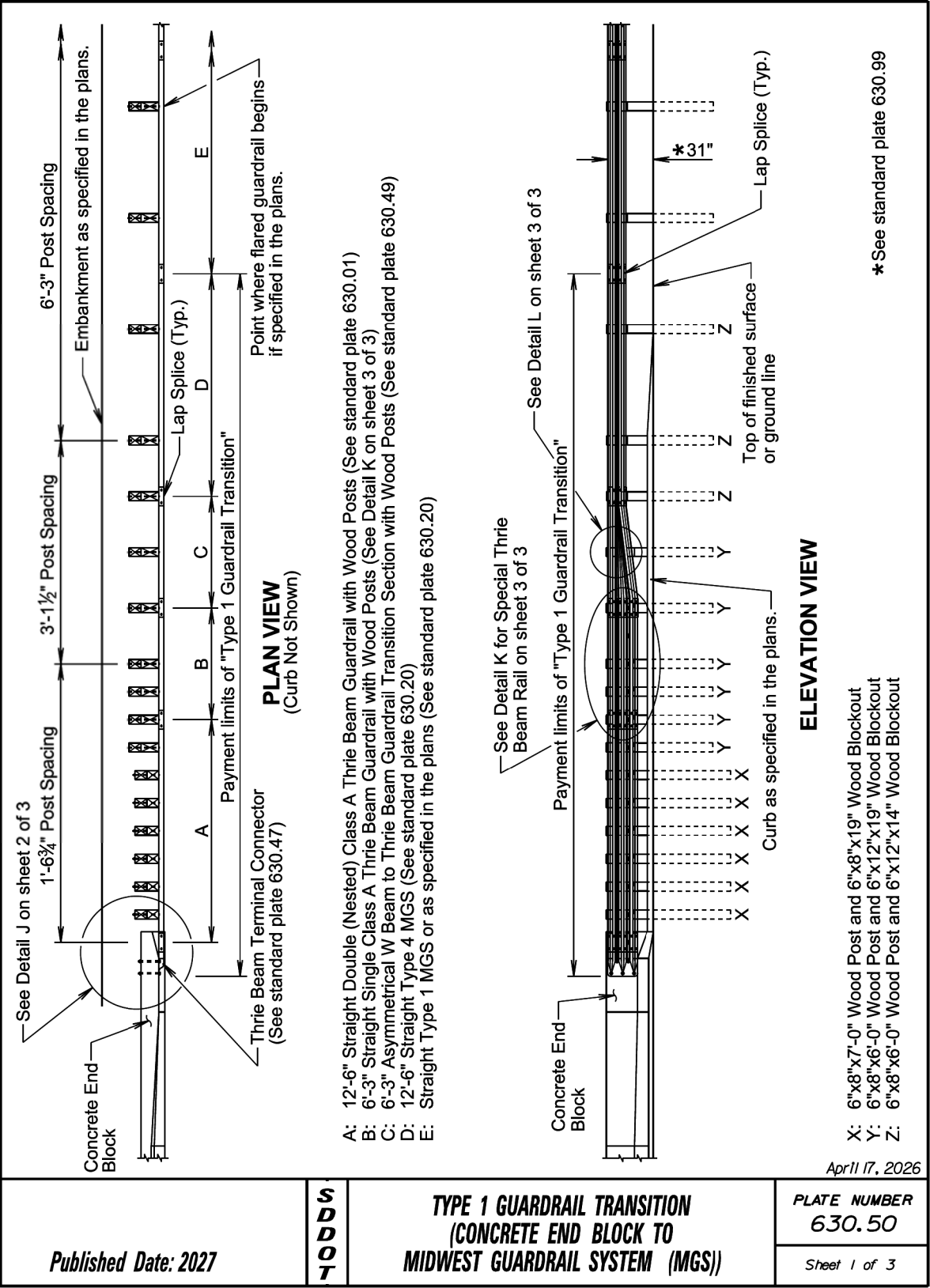
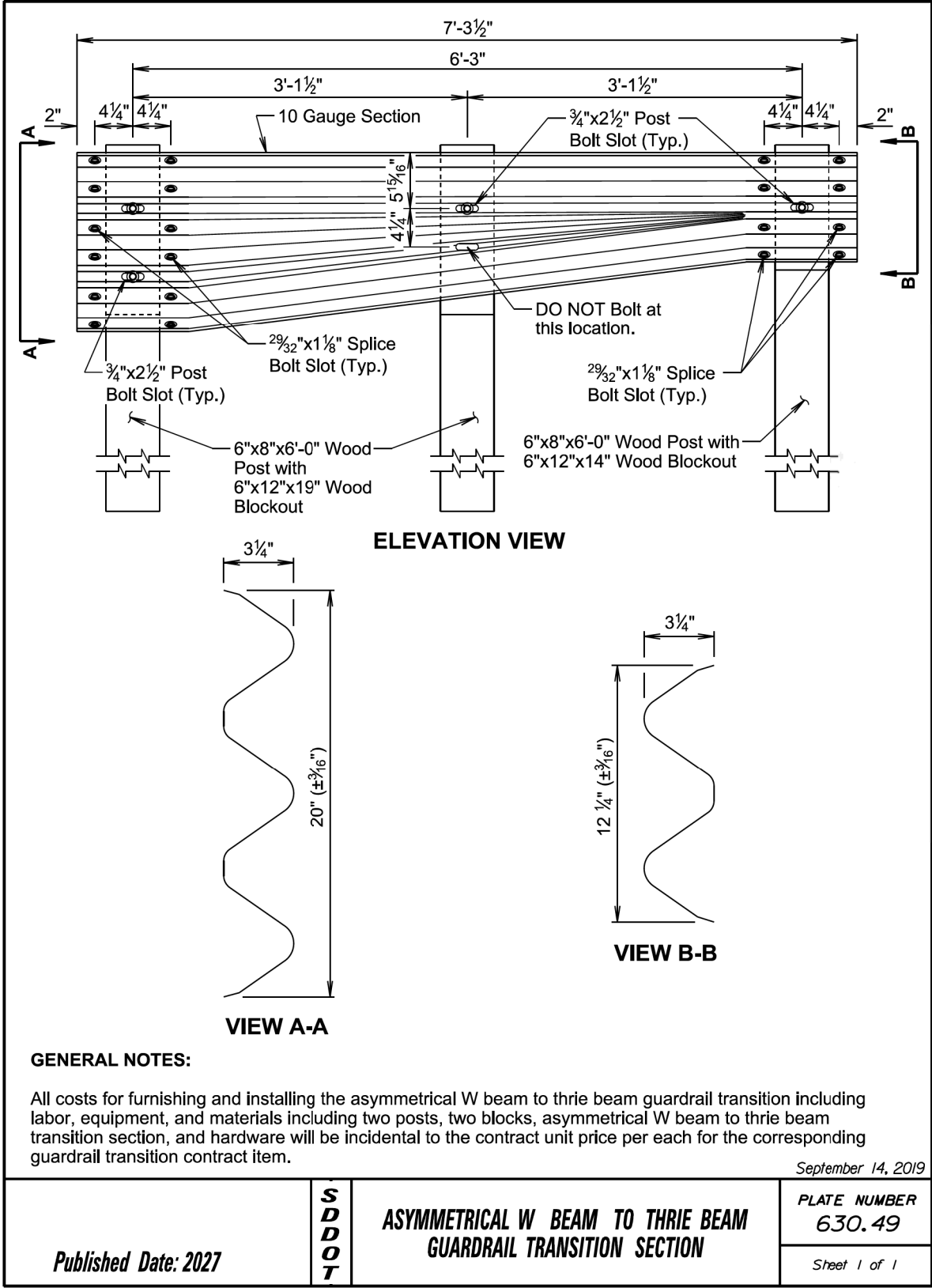


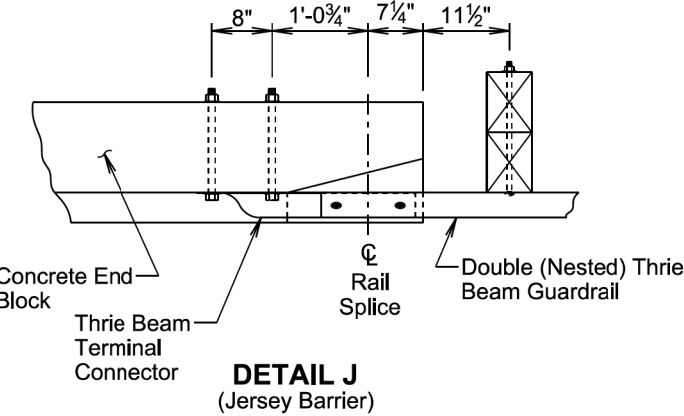
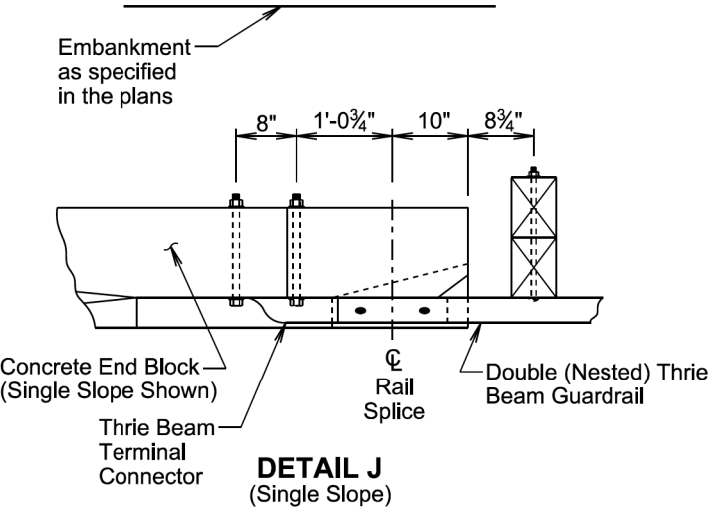


April 8, 2025

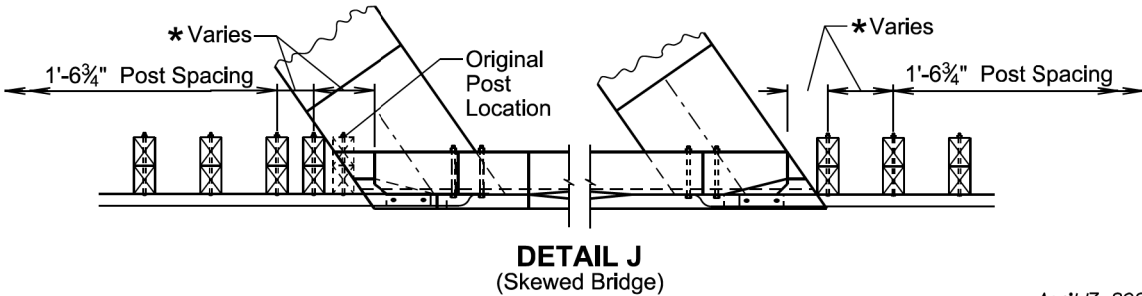


April 8, 2025



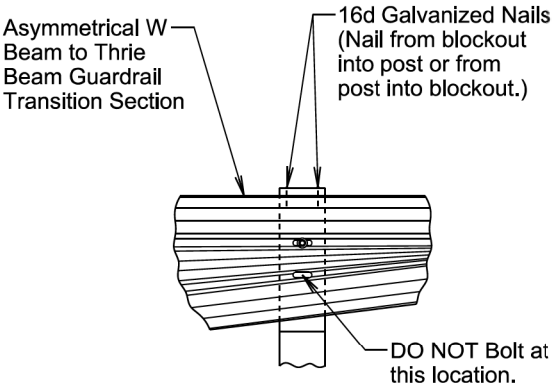


*Due to the skew of the bridge, the placement of the first "X" post and blockout will need to be moved from the original location. It will need to be installed as close as possible to the wingwall provided that the second "X" post and blockout is located in its original location.

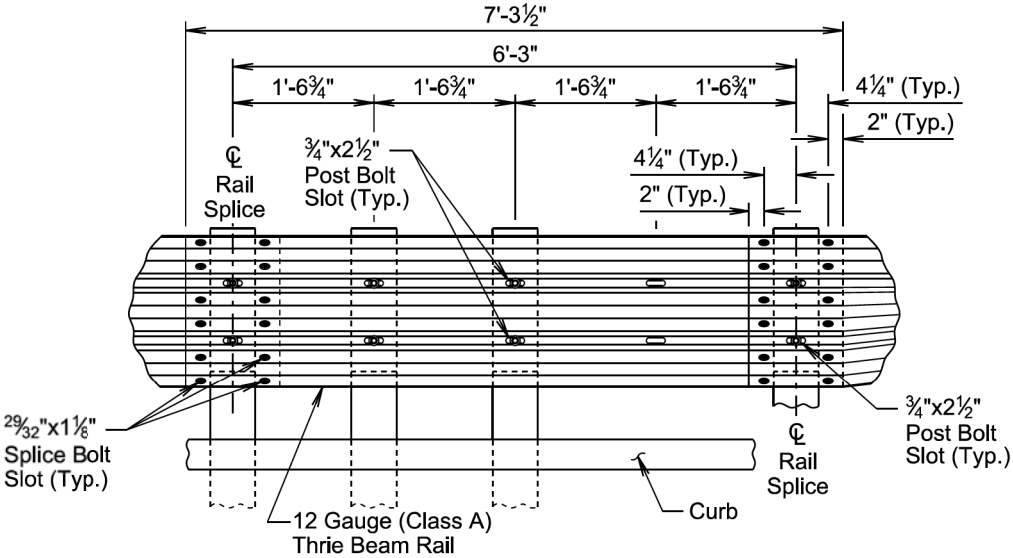


April 17, 2026

Published Date: 2027	S D D O T	TYPE 1 GUARDRAIL TRANSITION (CONCRETE END BLOCK TO MIDWEST GUARDRAIL SYSTEM (MGS))	PLATE NUMBER 630.50
			Sheet 2 of 3



DETAIL L



DETAIL K
(Special Thrie Beam Rail)

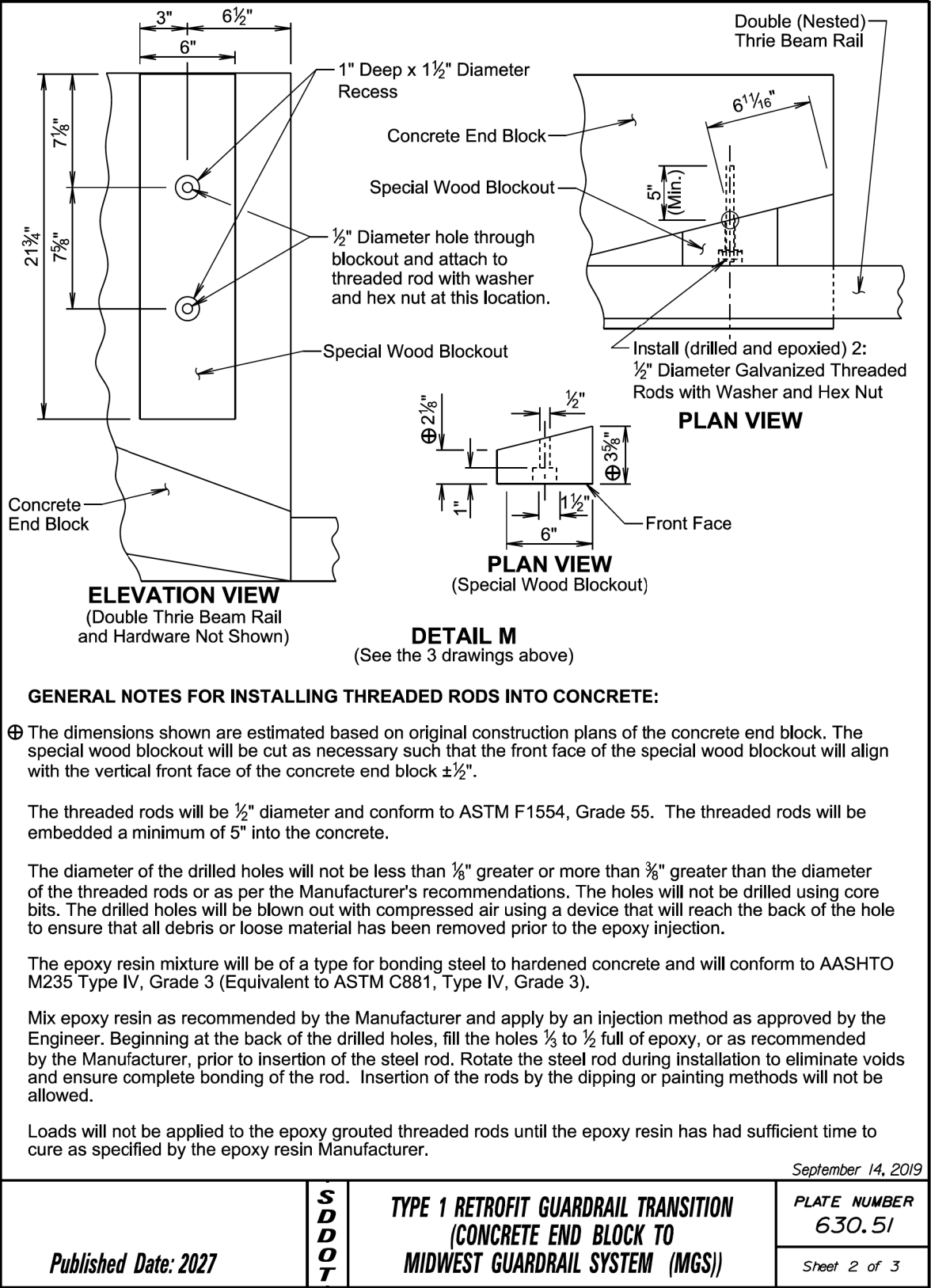
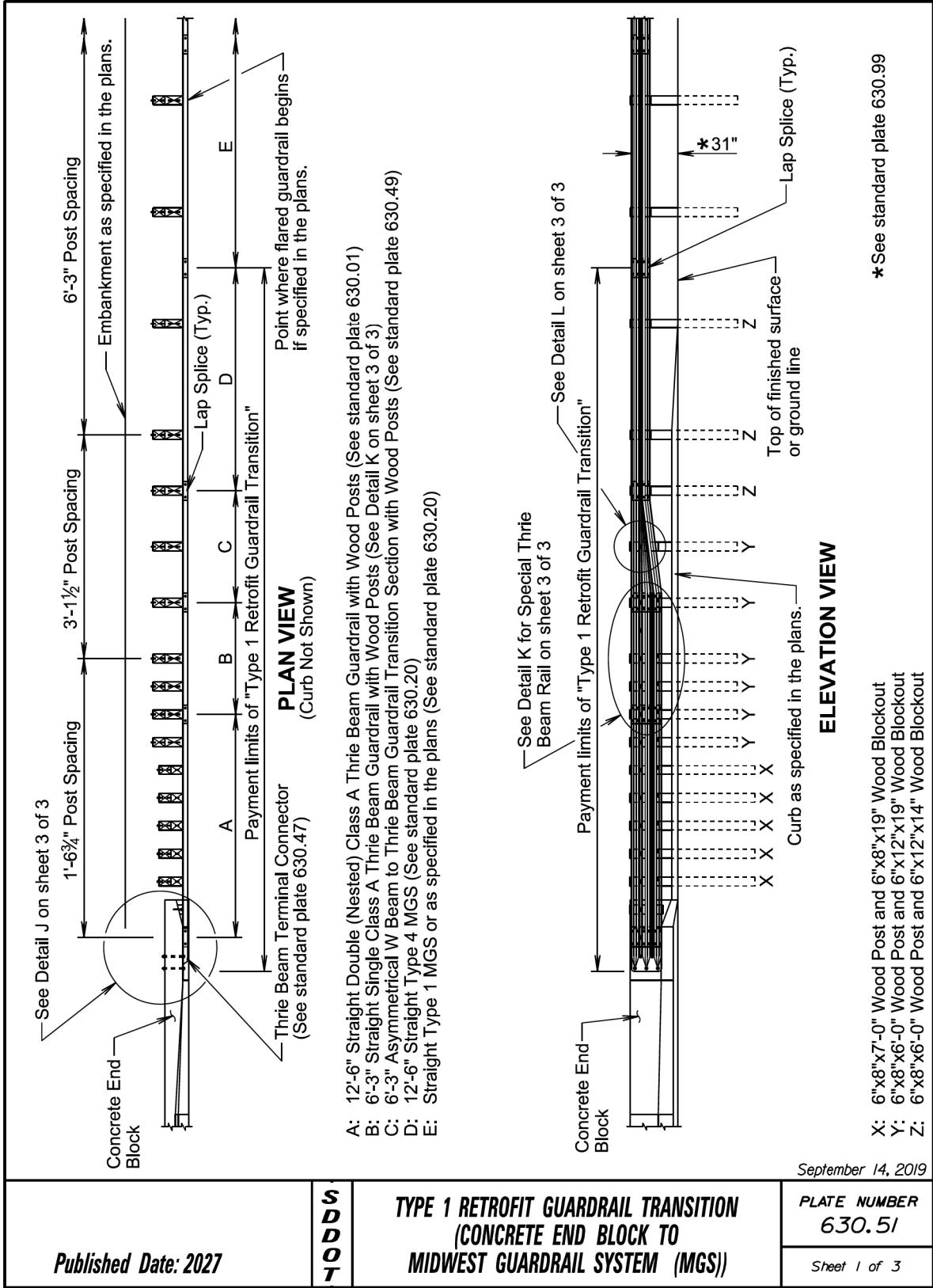
GENERAL NOTES:

Throughout the type 1 guardrail transition, slots in the rails will be provided as specified in the plans and by the manufacturer. A drilled hole through the rail is not allowed as a replacement for a slot. If the Contractor must create a slot, a cutting torch or plasma cutter is not allowed. The slot edges will be smooth and free of burrs or notches.

All costs for furnishing and installing the type 1 guardrail transition including labor, equipment, and materials which includes all rail sections, posts and blockouts, hardware, and incidentals will be included in the contract unit price per each for "Type 1 Guardrail Transition".

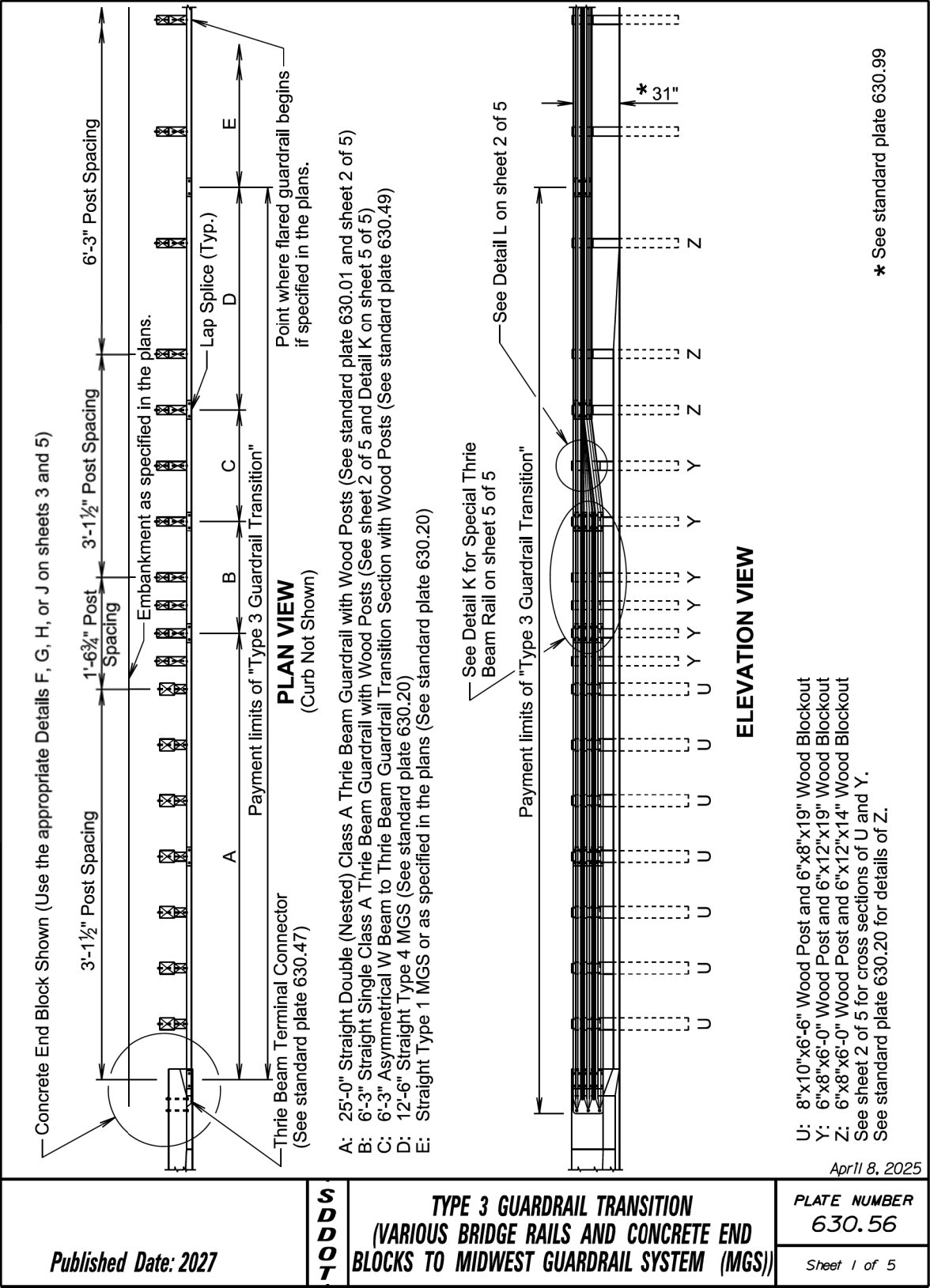
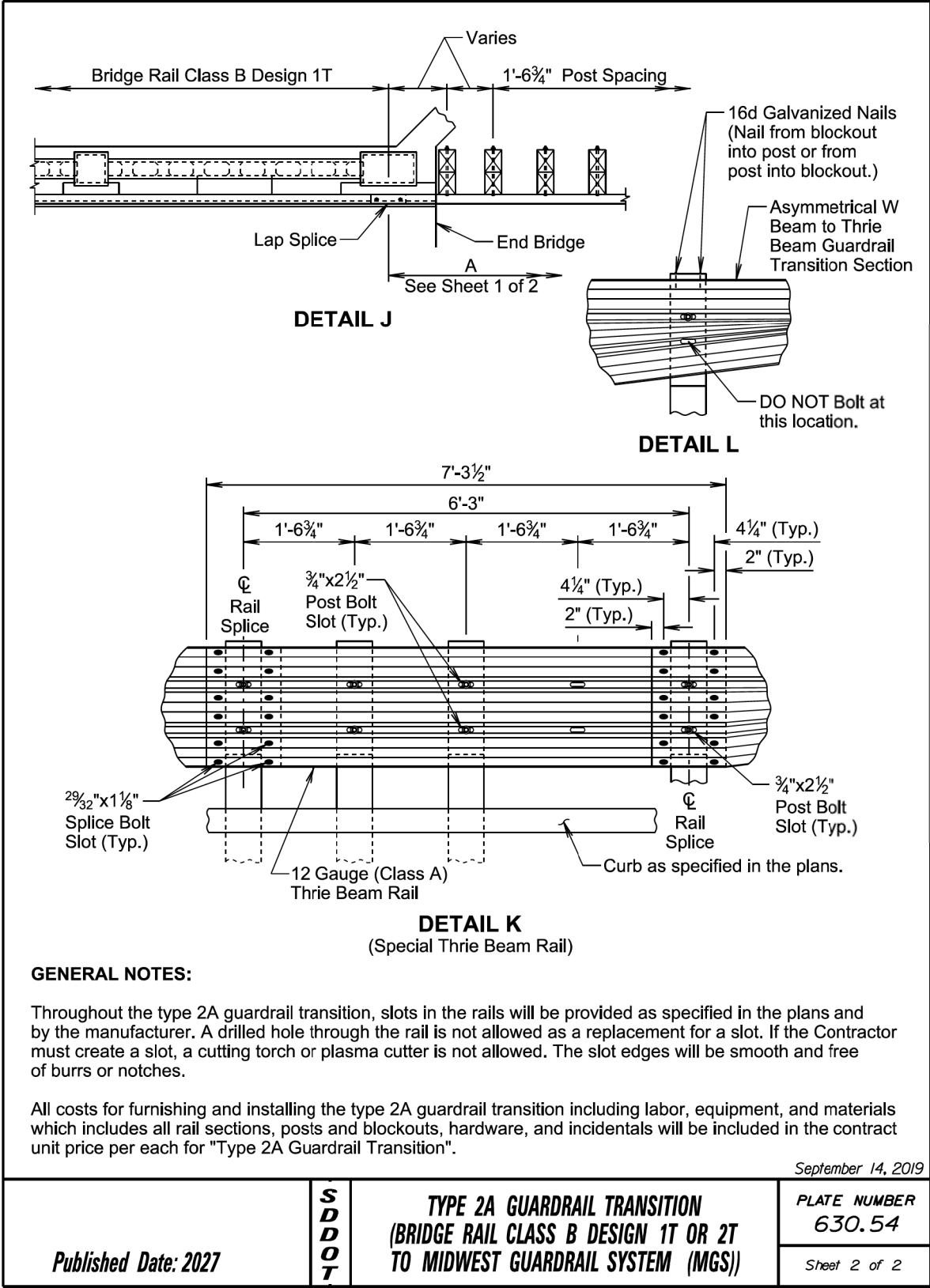
April 17, 2026

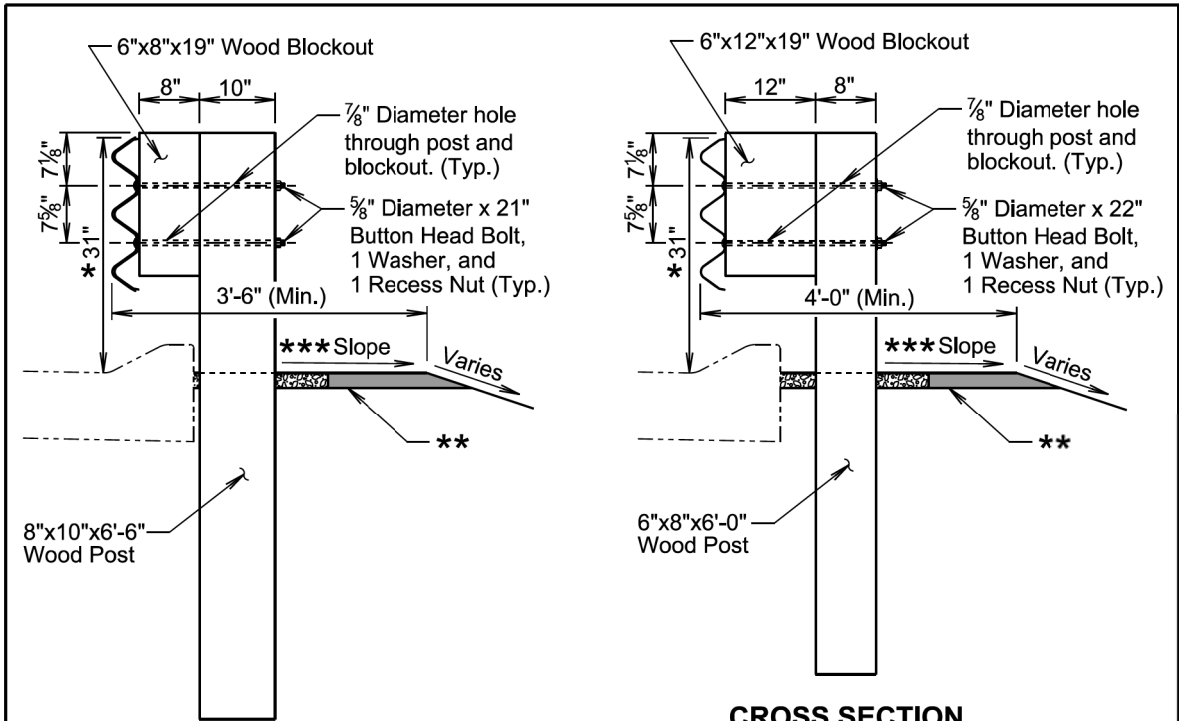
Published Date: 2027	S D D O T	TYPE 1 GUARDRAIL TRANSITION (CONCRETE END BLOCK TO MIDWEST GUARDRAIL SYSTEM (MGS))	PLATE NUMBER 630.50
			Sheet 3 of 3





* See standard plate 630.99

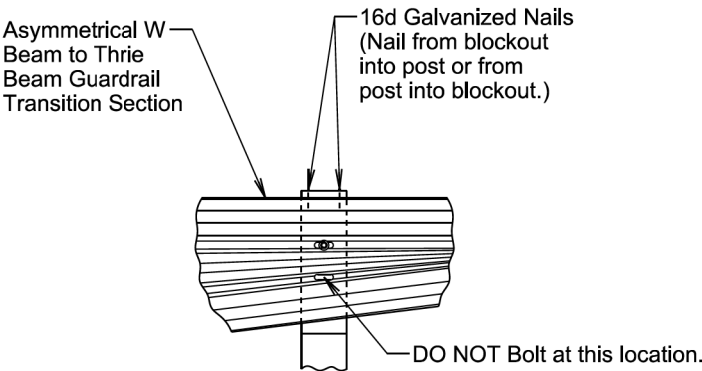




CROSS SECTION
(Post U)

CROSS SECTION
(Post Y)
(Section through special
single thrie beam rail portion)

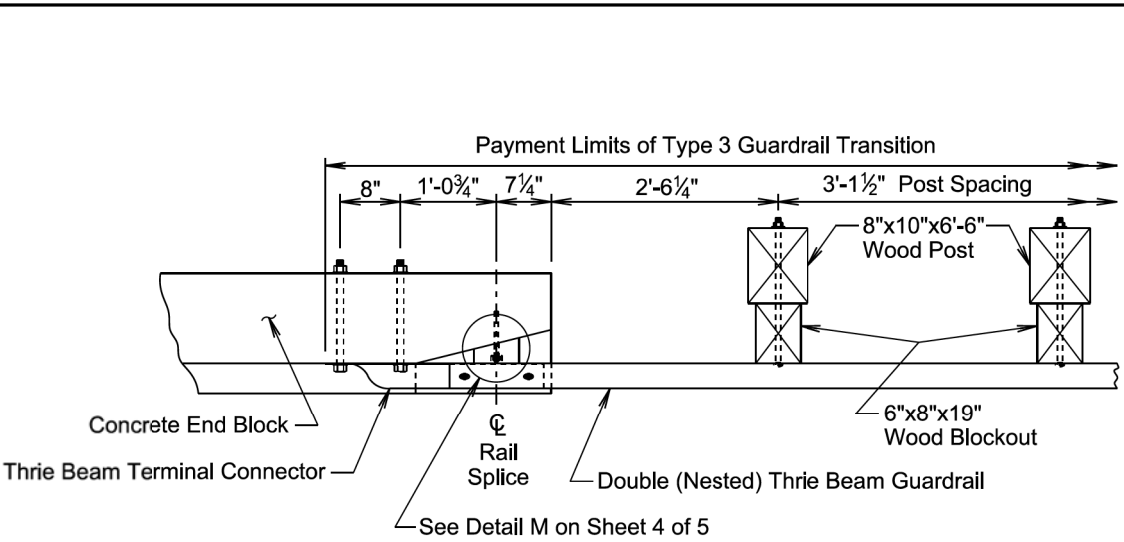
- * See standard plate 630.99
- ** 2" asphalt concrete or as specified in the plans and see standard plate 630.96 for leave-out and backfill requirements.
- *** The cross slope will be as specified in the plans; however, the cross slope will not be steeper than a 10:1 slope.



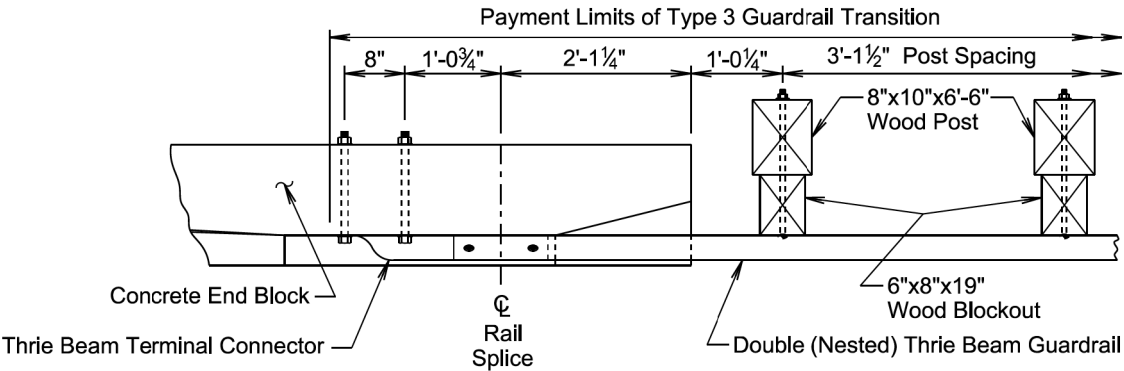
DETAIL L

April 8, 2025

Published Date: 2027	S D O T	TYPE 3 GUARDRAIL TRANSITION (VARIOUS BRIDGE RAILS AND CONCRETE END BLOCKS TO MIDWEST GUARDRAIL SYSTEM (MGS))	PLATE NUMBER 630.56
		Sheet 2 of 5	



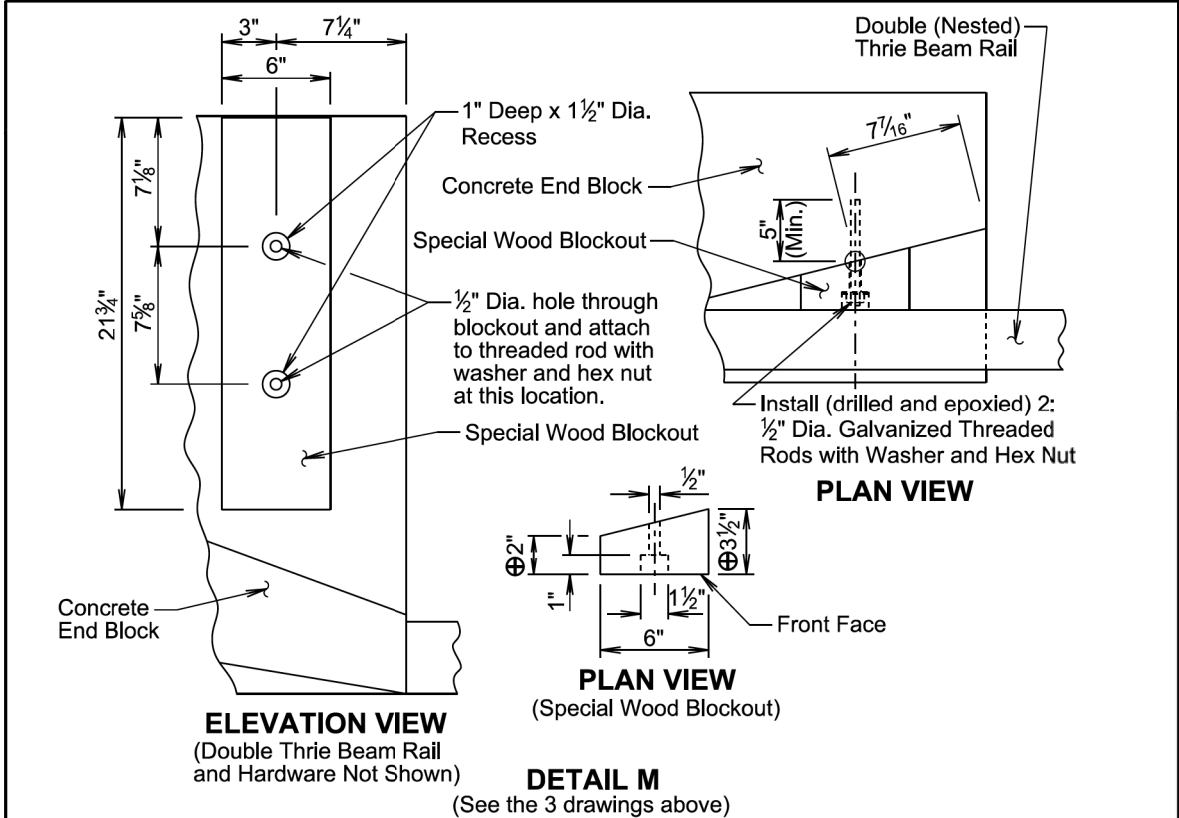
DETAIL F



DETAIL G

April 8, 2025

Published Date: 2027	S D O T	TYPE 3 GUARDRAIL TRANSITION (VARIOUS BRIDGE RAILS OR CONCRETE END BLOCKS TO MIDWEST GUARDRAIL SYSTEM (MGS))	PLATE NUMBER 630.56
		Sheet 3 of 5	



GENERAL NOTES FOR INSTALLING THREADED RODS INTO CONCRETE:

⊕ The dimensions shown are estimated based on original construction plans of the concrete end block. The special wood blockout will be cut as necessary such that the front face of the special wood blockout will align with the vertical front face of the concrete end block $\pm \frac{1}{2}$ ".

The threaded rods will be $\frac{1}{2}$ " diameter and conform to ASTM F1554, Grade 55. The threaded rods will be embedded a minimum of 5" into the concrete.

The diameter of the drilled holes will not be less than $\frac{1}{8}$ " greater or more than $\frac{3}{8}$ " greater than the diameter of the threaded rods or as per the Manufacturer's recommendations. The holes will not be drilled using core bits. The drilled holes will be blown out with compressed air using a device that will reach the back of the hole to ensure that all debris or loose material has been removed prior to the epoxy injection.

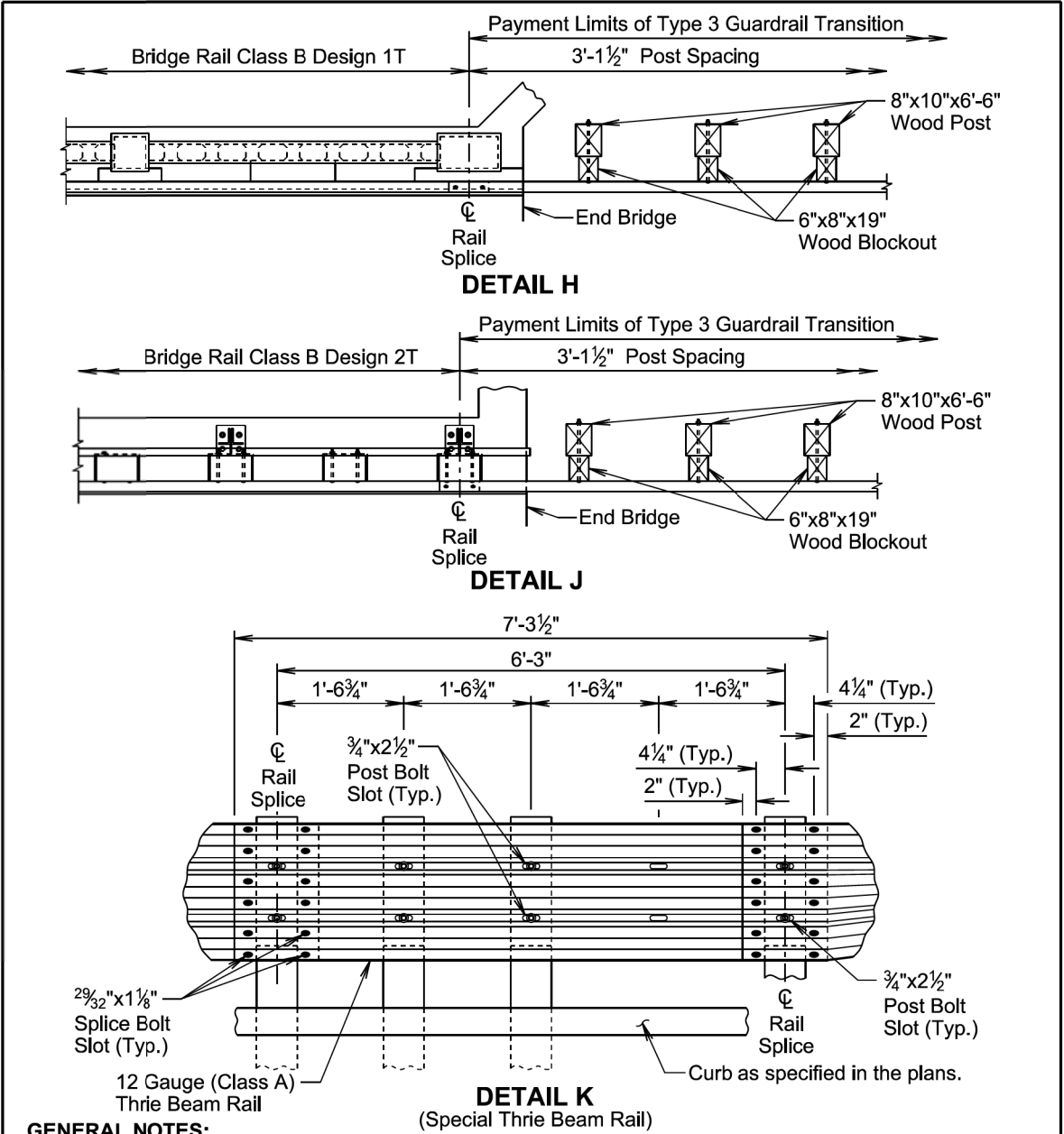
The epoxy resin mixture will be of a type for bonding steel to hardened concrete and will conform to AASHTO M235 Type IV, Grade 3 (Equivalent to ASTM C881, Type IV, Grade 3).

Mix epoxy resin as recommended by the Manufacturer and apply by an injection method as approved by the Engineer. Beginning at the back of the drilled holes, fill the holes $\frac{1}{3}$ to $\frac{1}{2}$ full of epoxy, or as recommended by the Manufacturer, prior to insertion of the steel rod. Rotate the steel rod during installation to eliminate voids and ensure complete bonding of the rod. Insertion of the rods by the dipping or painting methods will not be allowed.

Loads will not be applied to the epoxy grouted threaded rods until the epoxy resin has had sufficient time to cure as specified by the epoxy resin Manufacturer.

April 8, 2025

Published Date: 2027	S D D O T	TYPE 3 GUARDRAIL TRANSITION (VARIOUS BRIDGE RAILS OR CONCRETE END BLOCKS TO MIDWEST GUARDRAIL SYSTEM (MGS))	PLATE NUMBER 630.56
		Sheet 4 of 5	



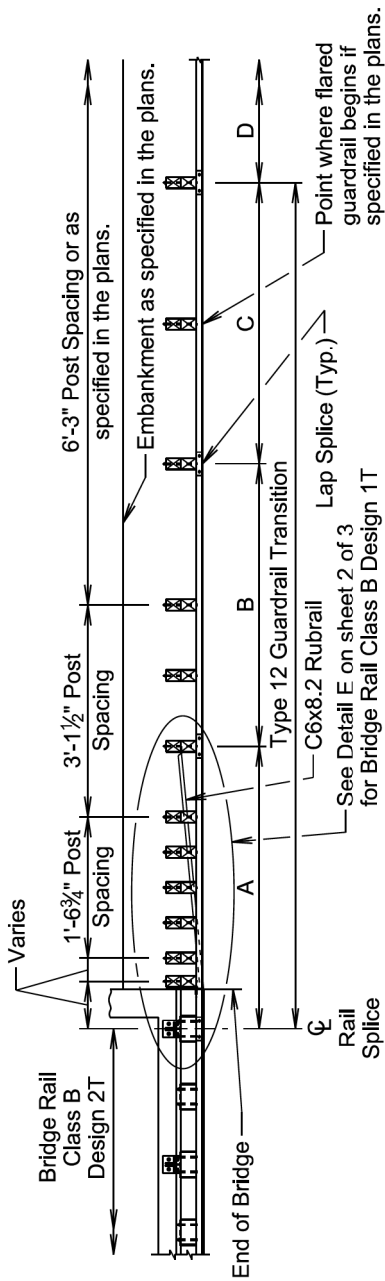
GENERAL NOTES:

Throughout the type 3 guardrail transition, slots in the rails will be provided as specified in the plans and by the manufacturer. A drilled hole through the rail is not allowed as a replacement for a slot. If the Contractor must create a slot, a cutting torch or plasma cutter is not allowed. The slot edges will be smooth and free of burrs or notches.

All costs for furnishing and installing the type 3 guardrail transition including labor, equipment, and materials which includes all rail sections, posts and blockouts, hardware, and incidentals will be included in the contract unit price per each for "Type 3 Guardrail Transition".

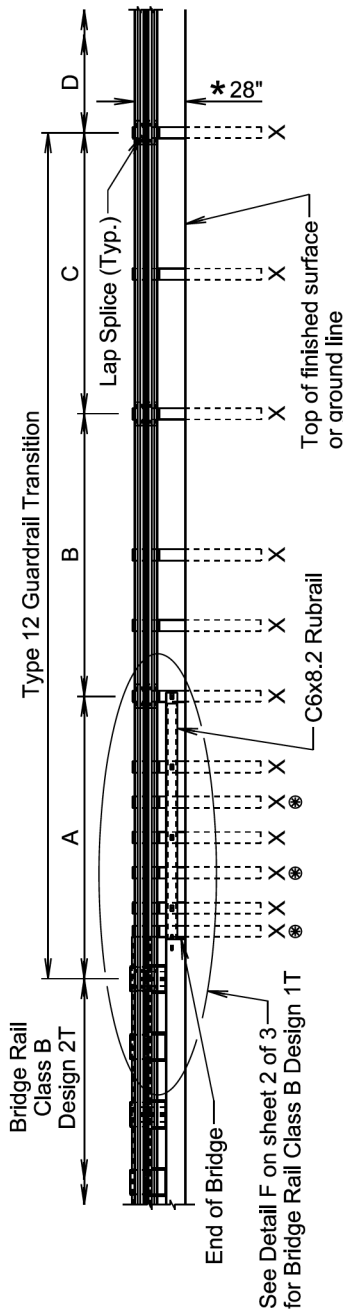
April 8, 2025

Published Date: 2027	S D D O T	TYPE 3 GUARDRAIL TRANSITION (VARIOUS BRIDGE RAILS AND CONCRETE END BLOCKS TO MIDWEST GUARDRAIL SYSTEM (MGS))	PLATE NUMBER 630.56
		Sheet 5 of 5	



PLAN VIEW

- A: 12'-6" Straight Double (Nested) Class B W Beam Guardrail with Wood Posts (See standard plate 630.10)
B: 12'-6" Straight Class B W Beam Guardrail with Wood Posts (See standard plate 630.10)
C: 12'-6" Straight Class A W Beam Guardrail with Wood Posts (See standard plate 630.10) or as specified in the plans.
D: Guardrail as specified in the plans.



ELEVATION VIEW

- X: 6"x8"x6'-0" Wood Post and 6"x8"x14" Wood Blockout
* Rubrail will not be attached to these posts.

* See standard plate 630.99

September 14, 2019

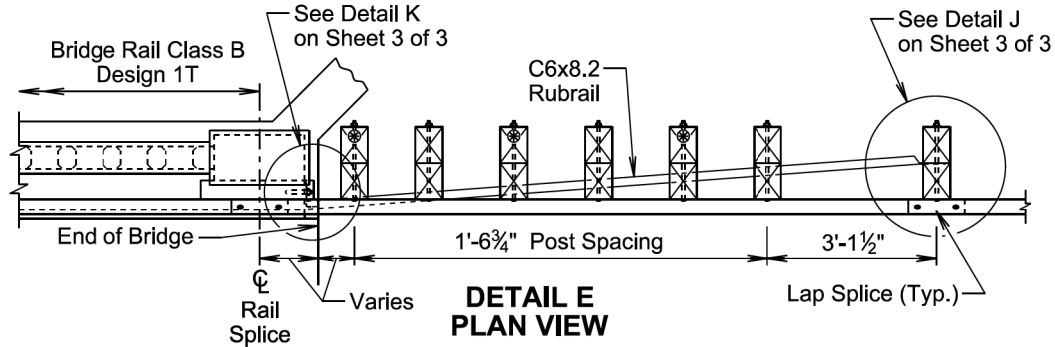
Published Date: 2027

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TYPE 12 GUARDRAIL TRANSITION
(W BEAM BRIDGE RAIL CLASS B DESIGN
1T OR 2T TO W BEAM GUARDRAIL)

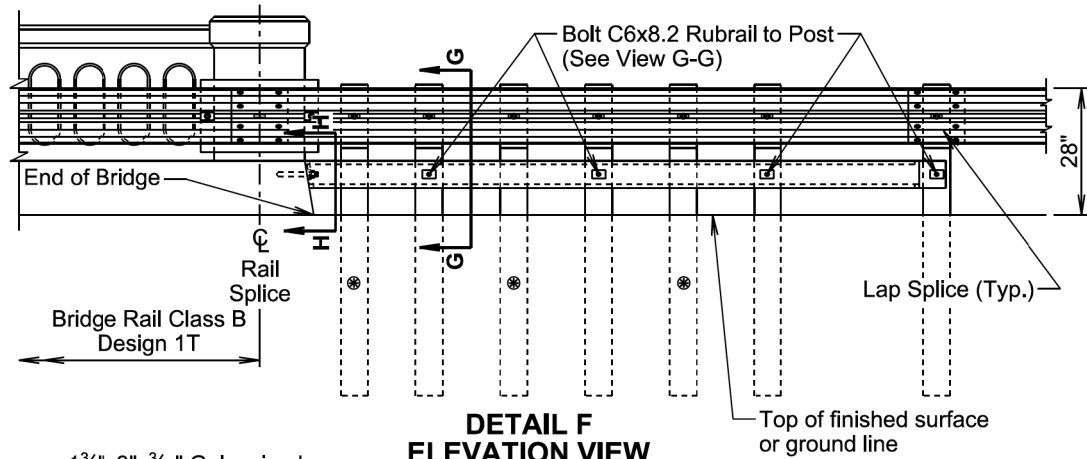
PLATE NUMBER
630.63

Sheet 1 of 3

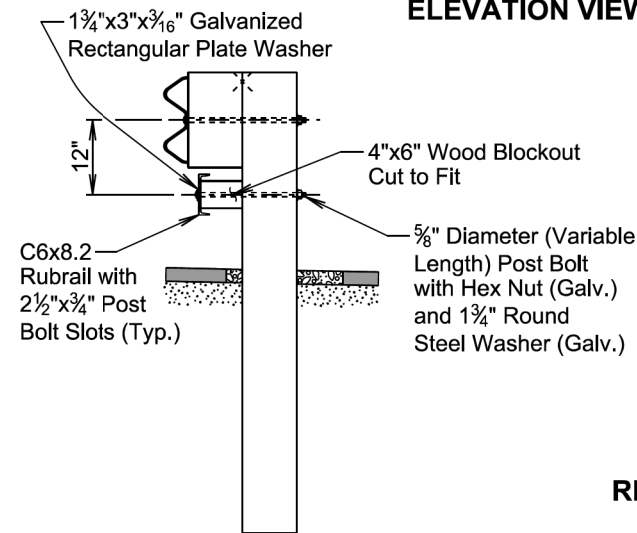


DETAIL E
PLAN VIEW

* Rubrail will not be attached to these posts.

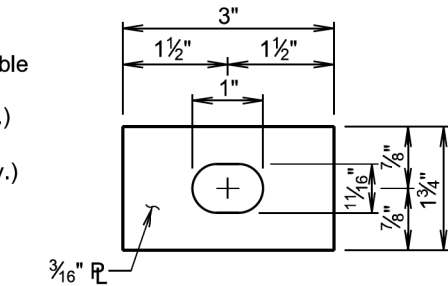


DETAIL F
ELEVATION VIEW



VIEW G-G

(For Bridge Rail Class B Design 1T or 2T)



RECTANGULAR PLATE WASHER

September 14, 2019

Published Date: 2027

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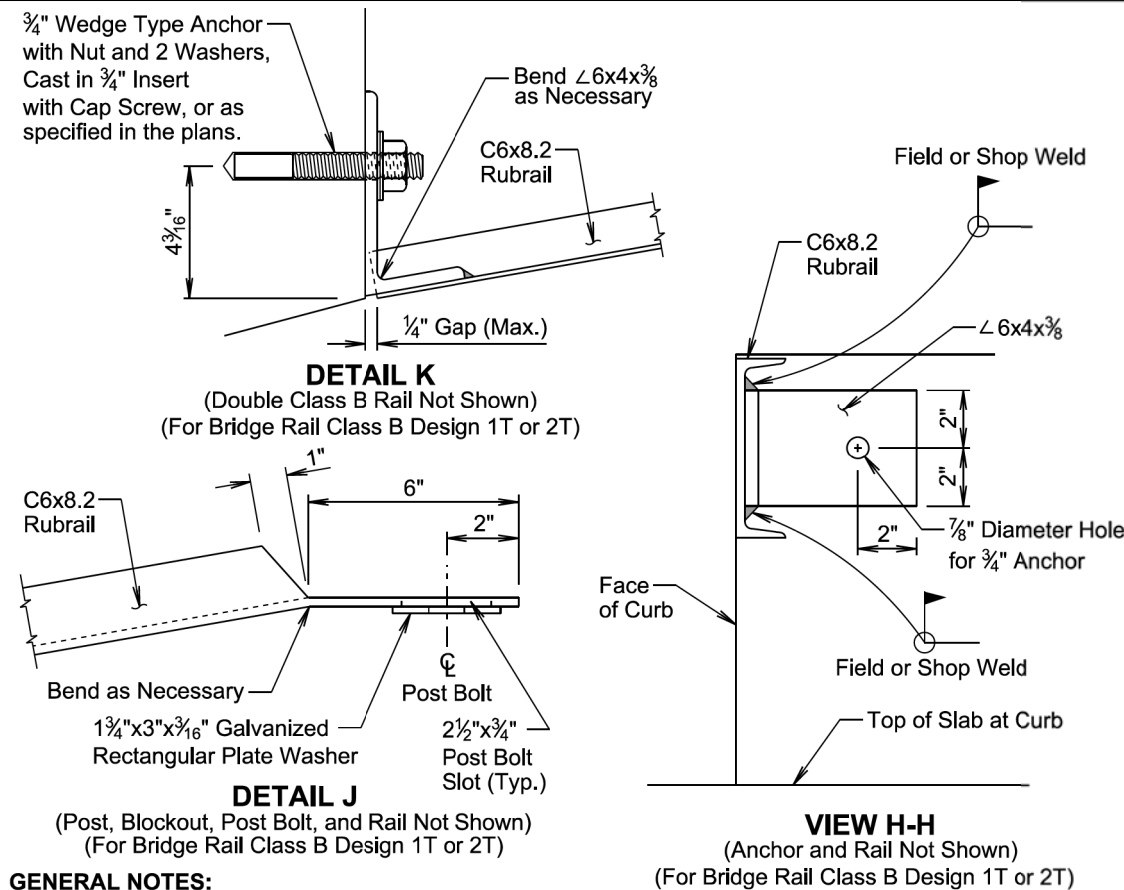
TYPE 12 GUARDRAIL TRANSITION
(W BEAM BRIDGE RAIL CLASS B DESIGN
1T OR 2T TO W BEAM GUARDRAIL)

PLATE NUMBER
630.63

Sheet 2 of 3

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
		291	322

Plotting Date: 1/26/2026



GENERAL NOTES:

Throughout the type 12 guardrail transition, slots in the rails will be provided as specified in the plans and by the manufacturer. A drilled hole through the rail is not allowed as a replacement for a slot. If the Contractor must create a slot, a cutting torch or plasma cutter is not allowed. The slot edges will be smooth and free of burrs or notches.

The rubrail steel will be in conformance with ASTM A36 and will be galvanized after fabrication in conformance with ASTM A123. If pre-galvanized steel members are used, all cuts and welds will be coated with an approved galvanizing paint.

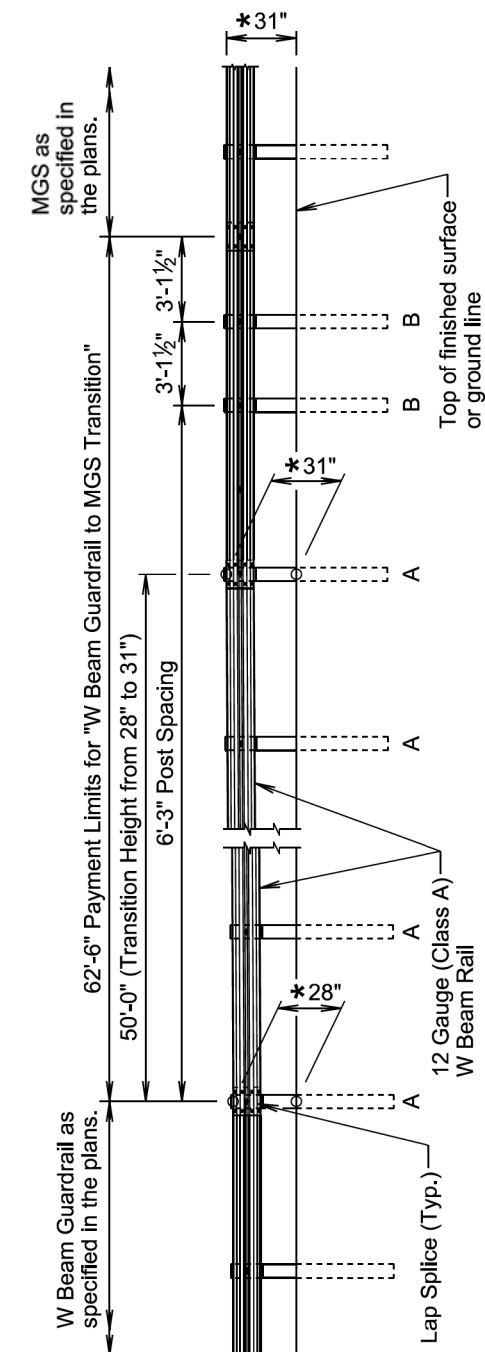
The wedge type anchor bolt, nut, and washers will be hot dipped galvanized or made of a corrosion resistant material. The wedge type anchor will be capable of sustaining an ultimate load in tension or shear of 17,000 pounds when the anchor is set in 4,500 psi compressive strength concrete. The anchor will be installed according to the manufacturer's recommendations. The Contractor will obtain certification from the manufacturer that the anchor meets the tensile and shear requirements and will submit the certification to the Engineer. The cost for furnishing and installing the wedge type anchor, nut, and washers will be incidental to the contract unit price per foot for "Rubrail".

All costs for furnishing and installing the straight double class B W beam guardrail including labor, equipment, and materials including the W beam rails, posts, blockouts, W beam terminal connector, and hardware will be incidental to the contract unit price per foot for "Straight Double Class B W Beam Guardrail with Wood Posts".

All costs for furnishing and installing the type 12 guardrail transition including labor, equipment, and materials will be included in the contract unit price for the respective guardrail contract items.

September 14, 2019

<i>Published Date: 2027</i>	S D D O T	TYPE 12 GUARDRAIL TRANSITION (W BEAM BRIDGE RAIL CLASS B DESIGN 1T OR 2T TO W BEAM GUARDRAIL)	September 17, 2025
		PLATE NUMBER 630.63	Sheet 3 of 3



ELEVATION VIEW

- A: 6"x8"x 6'-0" Wood Post and 6"x8"x14" Wood Blockout (See standard plate 630.10)
B: 6"x8"x 6'-0" Wood Post and 6"x12"x14" Wood Blockout (See standard plate 630.20)

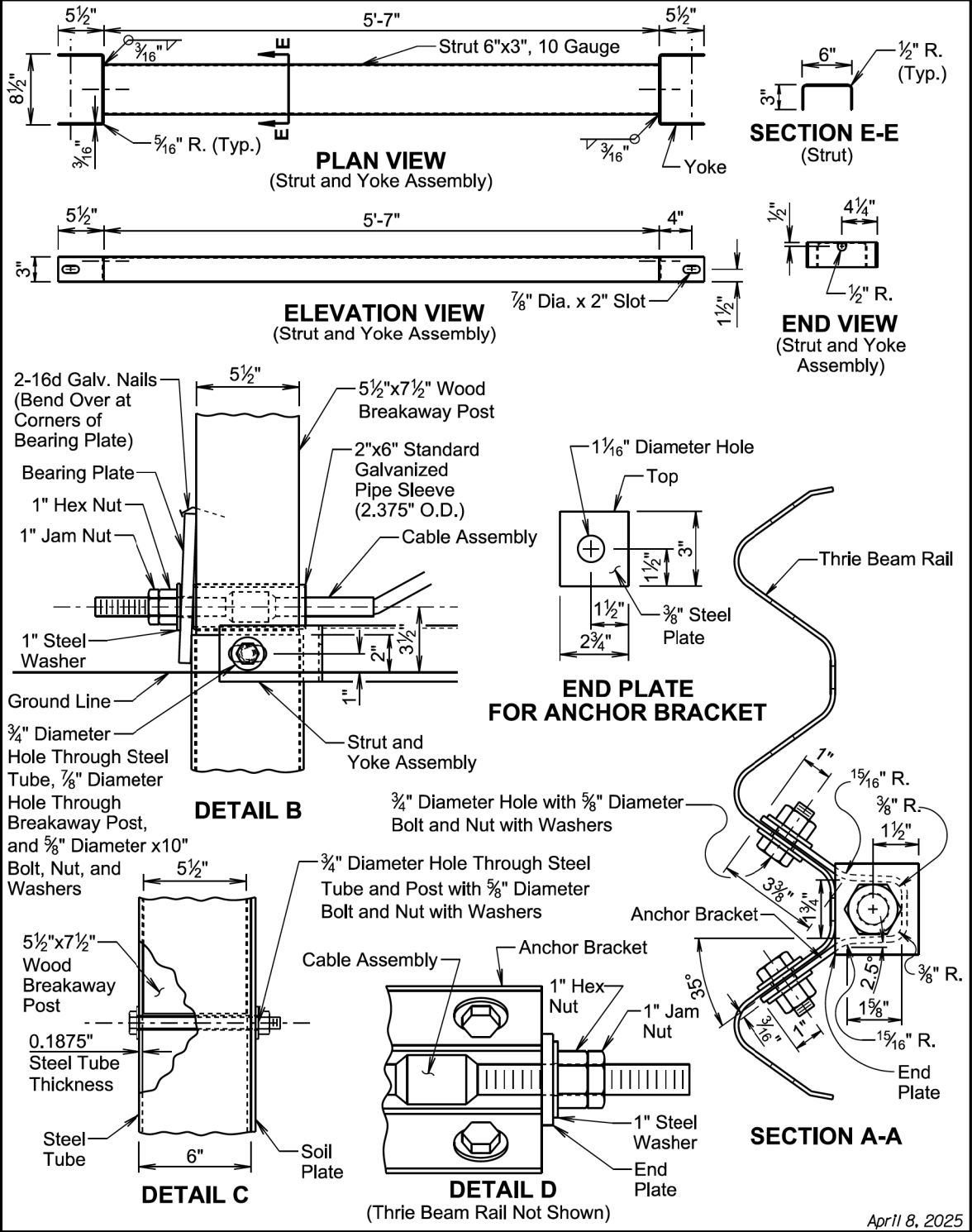
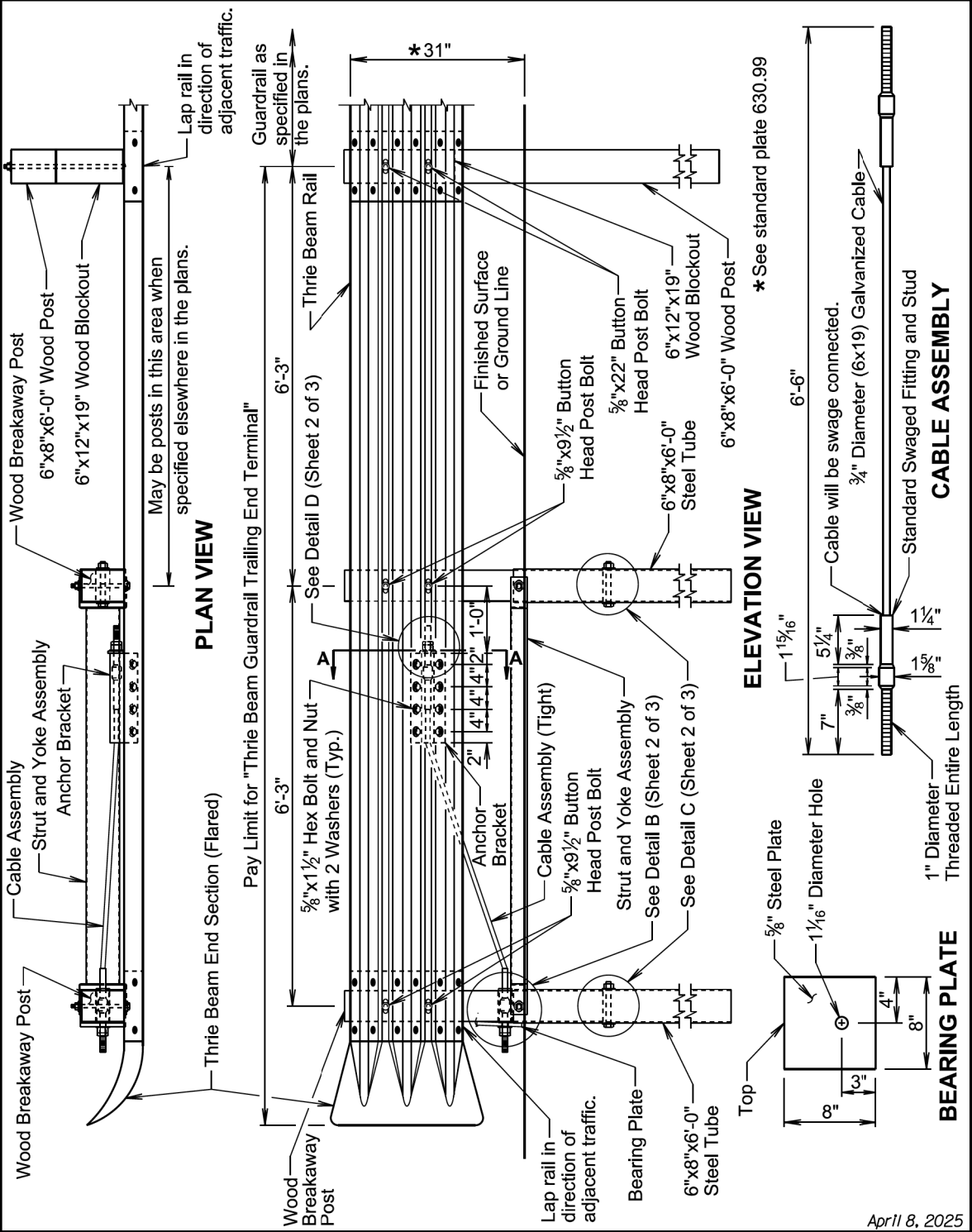
* See standard plate 630.99

GENERAL NOTES:

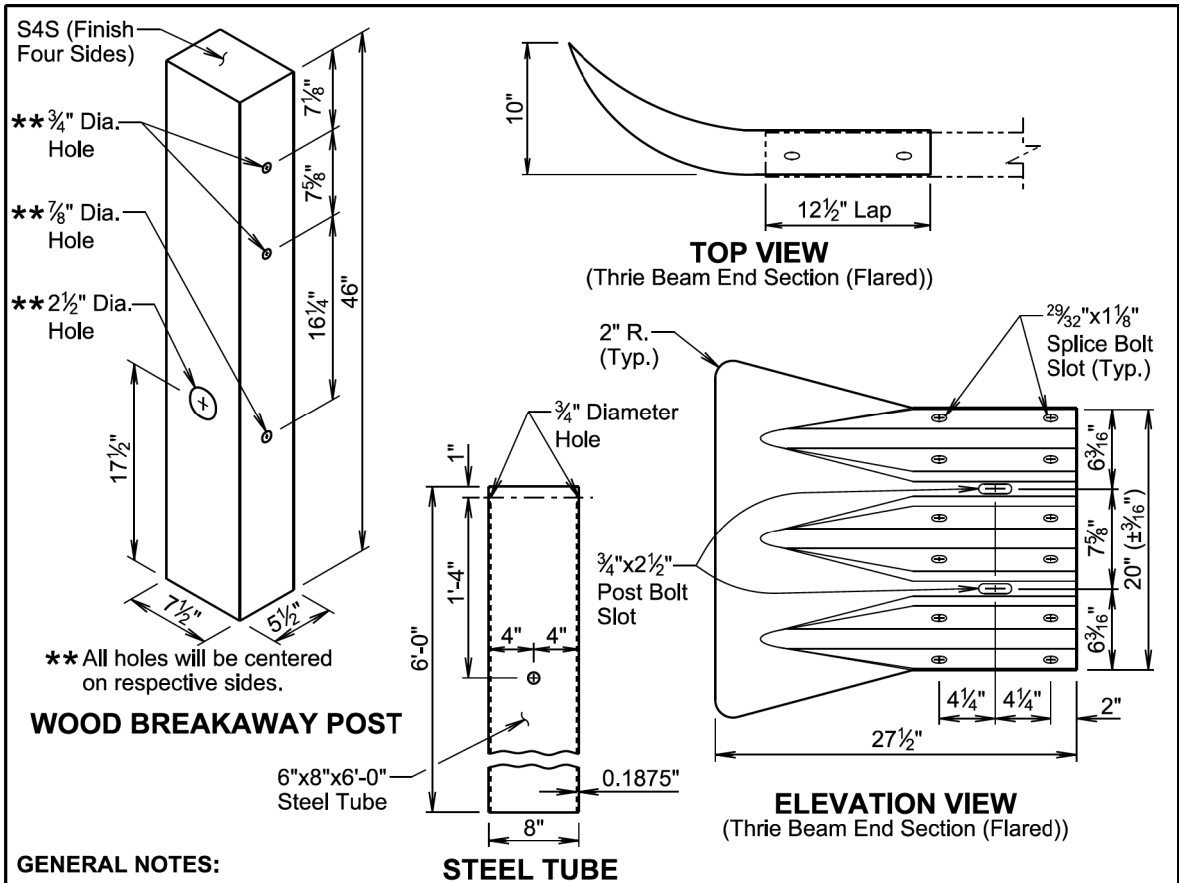
All costs for furnishing and installing the W beam guardrail to MGS transition including labor, equipment, and materials which includes all rail sections, posts and blockouts, hardware, and incidentals will be included in the contract unit price per each for "W Beam Guardrail to MGS Transition".

September 14, 2019

<i>Published Date: 2027</i>	S D D O T	W BEAM GUARDRAIL TO MGS (MIDWEST GUARDRAIL SYSTEM) TRANSITION	September 14, 2015
			PLATE NUMBER 630.64 Sheet 1 of 1



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		293	322

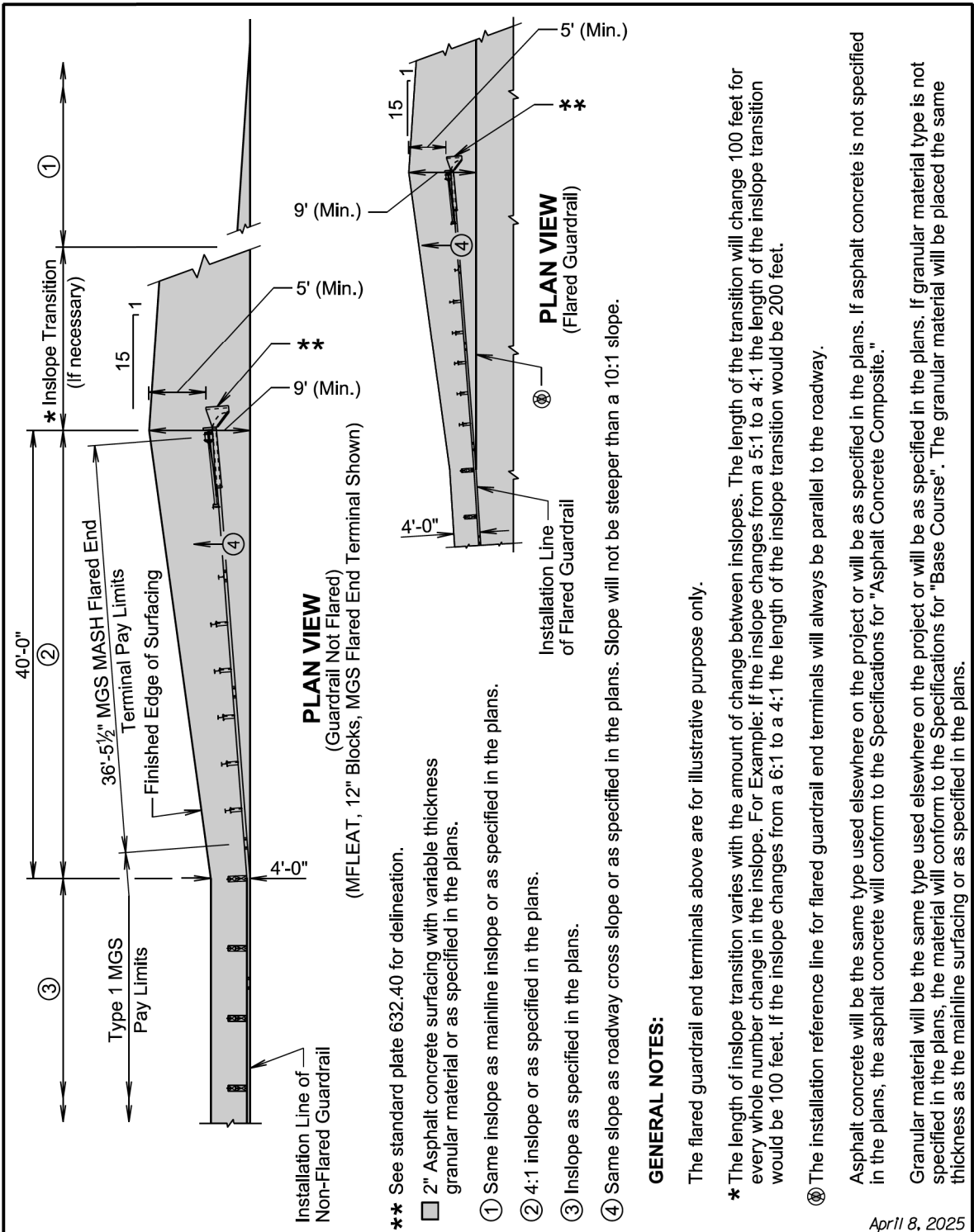


GENERAL NOTES:

- The thrie beam guardrail trailing end terminal will only be used in a one-way traffic situation on the downstream traffic flow end.
- Thrie beam end sections (flared) will be 12 gauge.
- The cable will be 3/4", Type II, with Class A coating in conformance with AASHTO M30.
- The steel tube will meet the requirements of ASTM A500, Grade B or C, and will be galvanized after fabrication in accordance with the requirements of AASHTO M111.
- All hardware will be galvanized in accordance with ASTM A153.
- The anchor bracket, soil plate, and bearing plate will be fabricated from steel that meets ASTM A36 Specifications. They will be galvanized after fabrication in accordance with ASTM A123.
- Slots in the rails will be provided as specified in the plans and by the manufacturer. A drilled hole through the rail is not allowed as a replacement for a slot. If the Contractor must create a slot, a cutting torch or plasma cutter is not allowed. The slot edges will be smooth and free of burrs or notches.
- All costs for furnishing and constructing the thrie beam guardrail trailing end terminal including labor, equipment, materials which includes thrie beam rail section, all posts and blockouts, wood breakaway posts, steel tubes, cable assembly, bearing plate, anchor bracket, strut and yoke assembly, thrie beam end section (flared), hardware, and incidentals will be included in the contract unit price per each for "Thrie Beam Guardrail Trailing End Terminal".

April 8, 2025

Published Date: 2027	S D D O T	THRIE BEAM GUARDRAIL TRAILING END TERMINAL	PLATE NUMBER 630.80
			Sheet 3 of 3



- ** See standard plate 632.40 for delineation.
- 2" Asphalt concrete surfacing with variable thickness granular material or as specified in the plans.

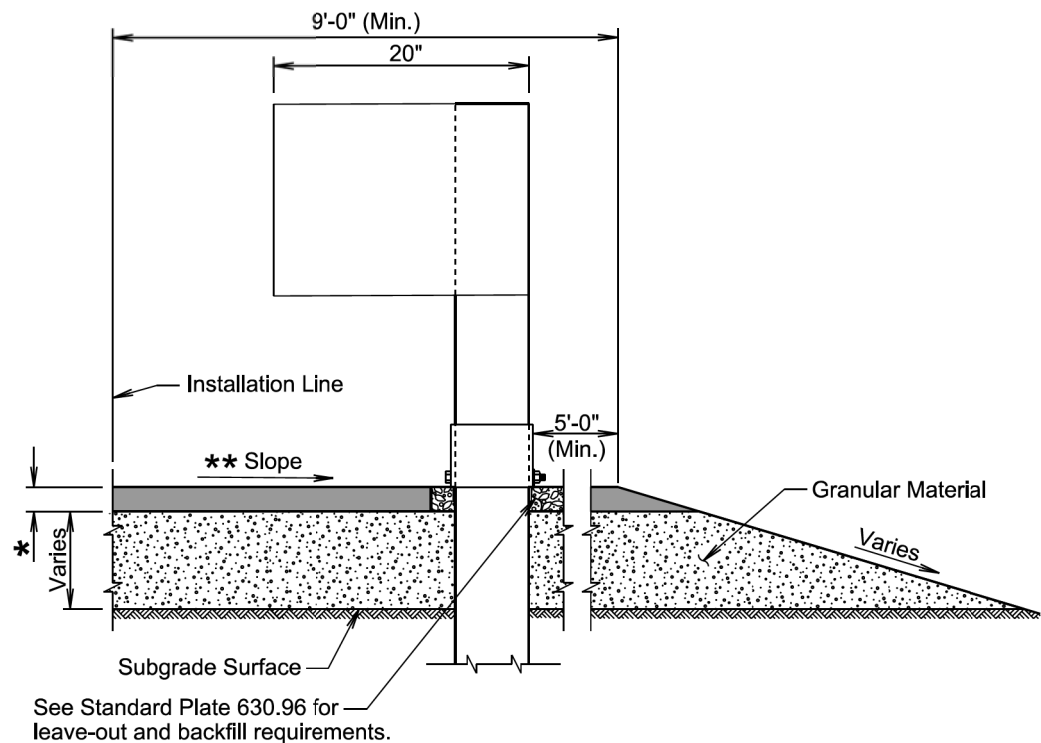
- 1 Same inslope as mainline inslope or as specified in the plans.
- 2 4:1 inslope or as specified in the plans.
- 3 Inslope as specified in the plans.
- 4 Same slope as roadway cross slope or as specified in the plans. Slope will not be steeper than a 10:1 slope.

GENERAL NOTES:

- The flared guardrail end terminals above are for illustrative purpose only.
- * The length of inslope transition varies with the amount of change between inslopes. The length of the transition will change 100 feet for every whole number change in the inslope. For Example: If the inslope changes from a 5:1 to a 4:1 the length of the inslope transition would be 100 feet. If the inslope changes from a 6:1 to a 4:1 the length of the inslope transition would be 200 feet.
- 6 The installation reference line for flared guardrail end terminals will always be parallel to the roadway.
- Asphalt concrete will be the same type used elsewhere on the project or will be as specified in the plans. If asphalt concrete is not specified in the plans, the asphalt concrete will conform to the Specifications for "Asphalt Concrete Composite".
- Granular material will be the same type used elsewhere on the project or will be as specified in the plans. If granular material type is not specified in the plans, the material will conform to the Specifications for "Base Course". The granular material will be placed the same thickness as the mainline surfacing or as specified in the plans.

April 8, 2025

Published Date: 2027	S D D O T	EMBANKMENT, SURFACING, AND PAYMENT LIMITS FOR MGS MASH FLARED END TERMINAL	PLATE NUMBER 630.87
			Sheet 1 of 2



TRANSVERSE SECTION
(MFLEAT MGS Flared End Terminal Shown)

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

April 8, 2025

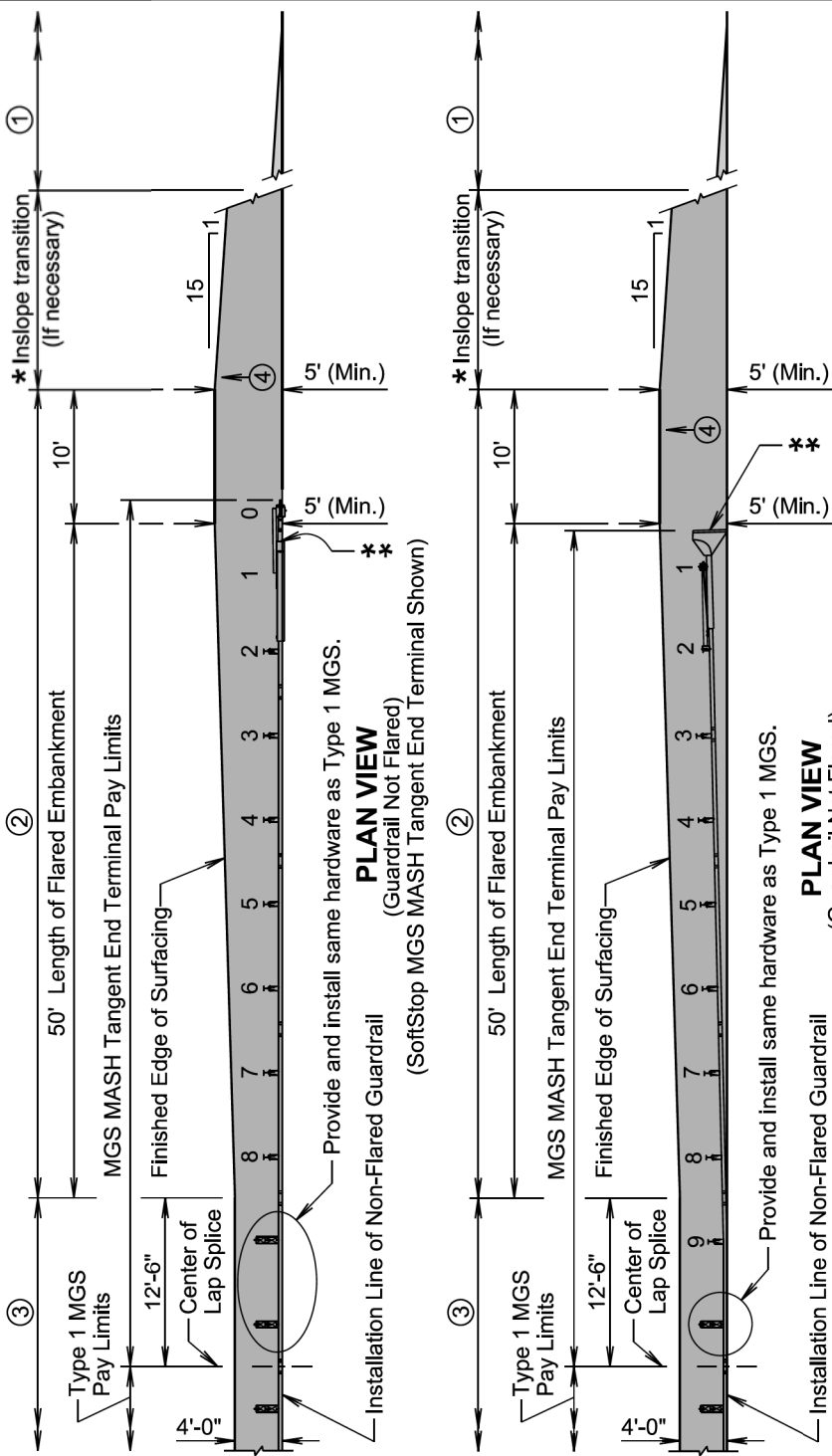
Published Date: 2027

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EMBANKMENT, SURFACING AND PAYMENT
LIMITS FOR MGS MASH FLARED END TERMINAL

PLATE NUMBER
630.87

Sheet 2 of 2



PLAN VIEW
(Guardrail Not Flared)

PLAN VIEW
(MSKT-SP-MGS MASH Tangent End Terminal Shown)

- ** See standard plate 632.40 for delineation.
- 1 Same inslope as mainline inslope or as specified in the plans.
- 2 4:1 inslope or as specified in the plans.
- 3 Inslope as specified in the plans.
- 4 Same slope as roadway cross slope or as specified in the plans. Slope will not be steeper than a 10:1 slope.

April 8, 2025

Published Date: 2027

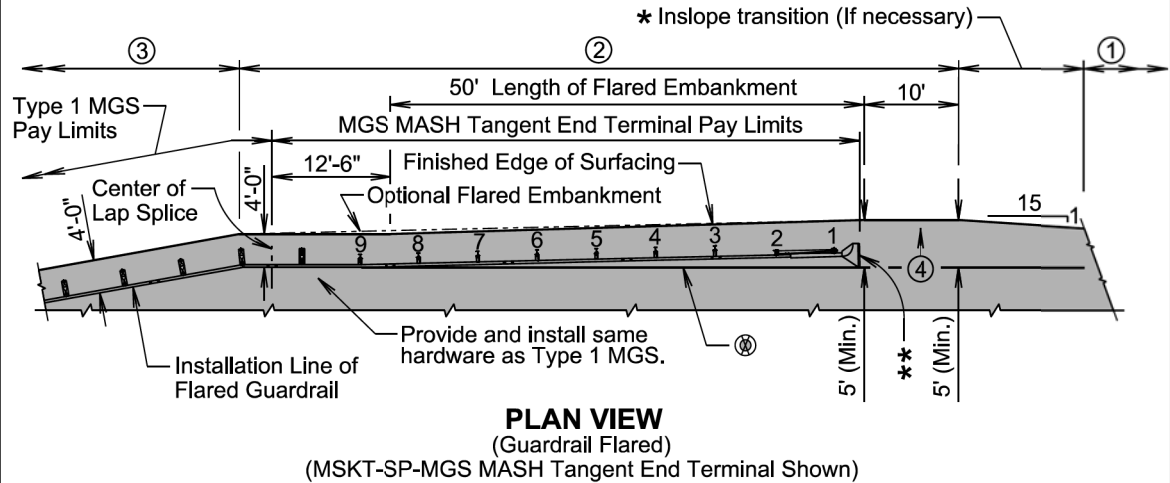
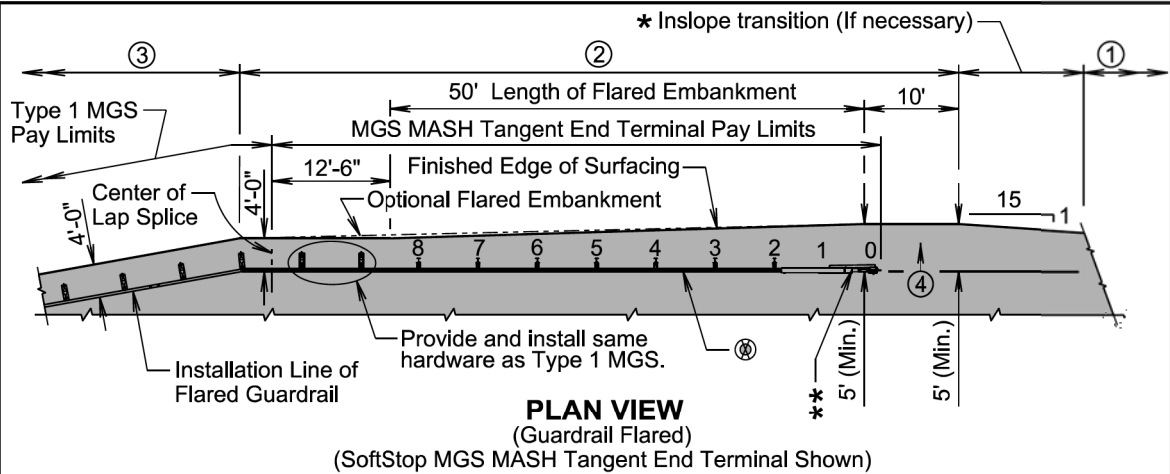
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EMBANKMENT, SURFACING, AND PAYMENT
LIMITS FOR MGS MASH TANGENT END TERMINAL

PLATE NUMBER
630.89

Sheet 1 of 3

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	295	322
Plotting Date: 1/26/2026		Rev 7/17/2026 RJM	



GENERAL NOTES:

The MGS MASH tangent end terminals above are for illustrative purpose only. Pay limit length of the MGS MASH tangent end terminal is 62'-6".

* The length of inslope transition varies with the amount of change between inslopes. The length of the transition will change 100' for every whole number change in the inslope. For Example: If the inslope changes from a 5:1 to a 4:1 the length of the inslope transition would be 100'. If the inslope changes from a 6:1 to a 4:1 the length of the inslope transition would be 200'.

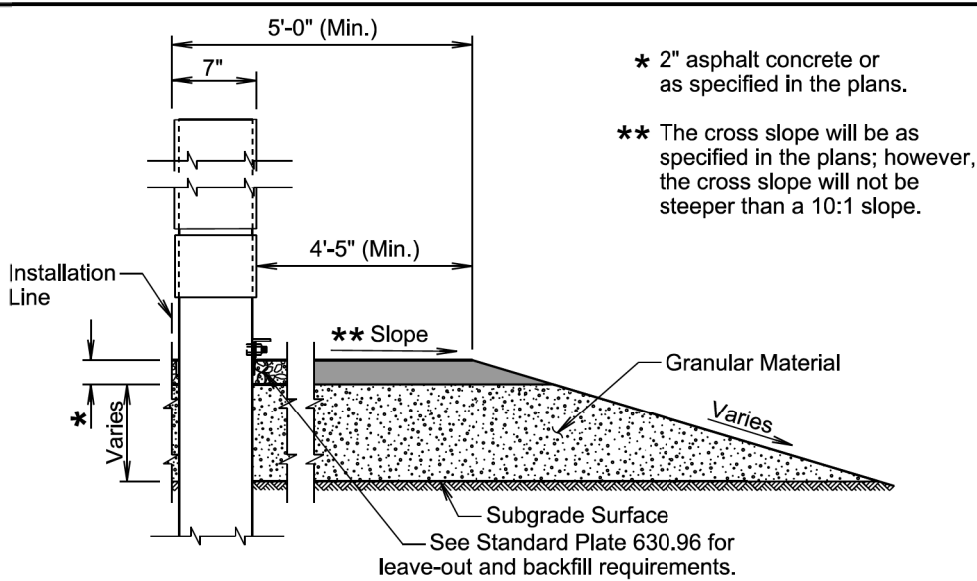
⊗ The installation reference line for MGS MASH tangent end terminals will always be parallel to the roadway.

Asphalt concrete will be the same type used elsewhere on the project or will be as specified in the plans. If asphalt concrete is not specified in the plans, the asphalt concrete will conform to the Specifications for "Asphalt Concrete Composite."

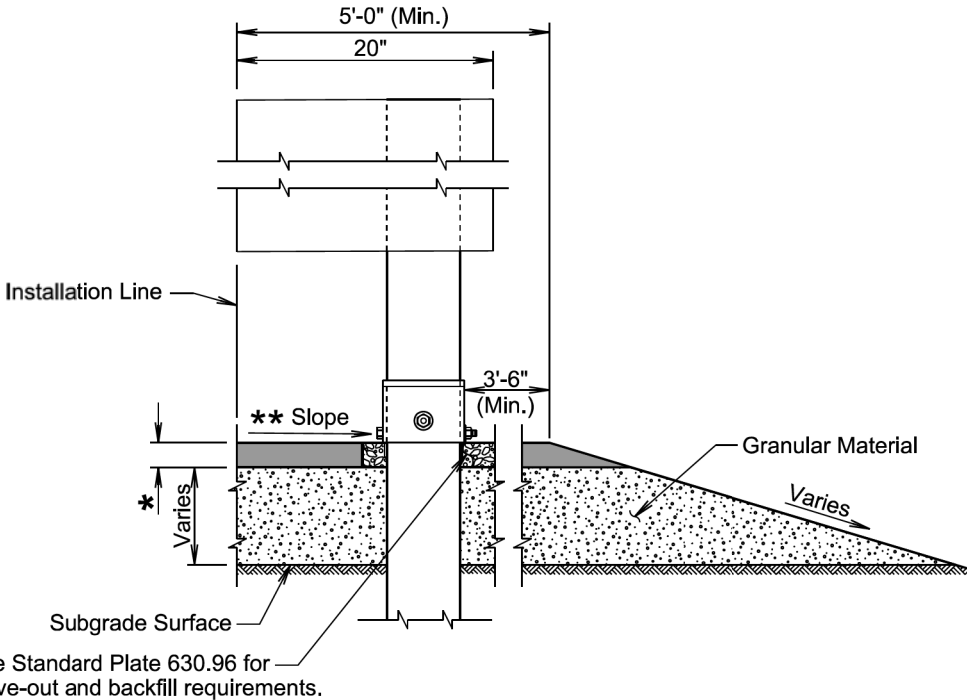
Granular material will be the same type used elsewhere on the project or will be as specified in the plans. If granular material type is not specified in the plans, the material will conform to the Specifications for "Base Course". The granular material will be placed the same thickness as the mainline surfacing or as specified in the plans.

April 8, 2025

Published Date: 2027	S D O T	EMBANKMENT, SURFACING, AND PAYMENT LIMITS FOR MGS MASH TANGENT END TERMINAL	PLATE NUMBER 630.89
			Sheet 2 of 3



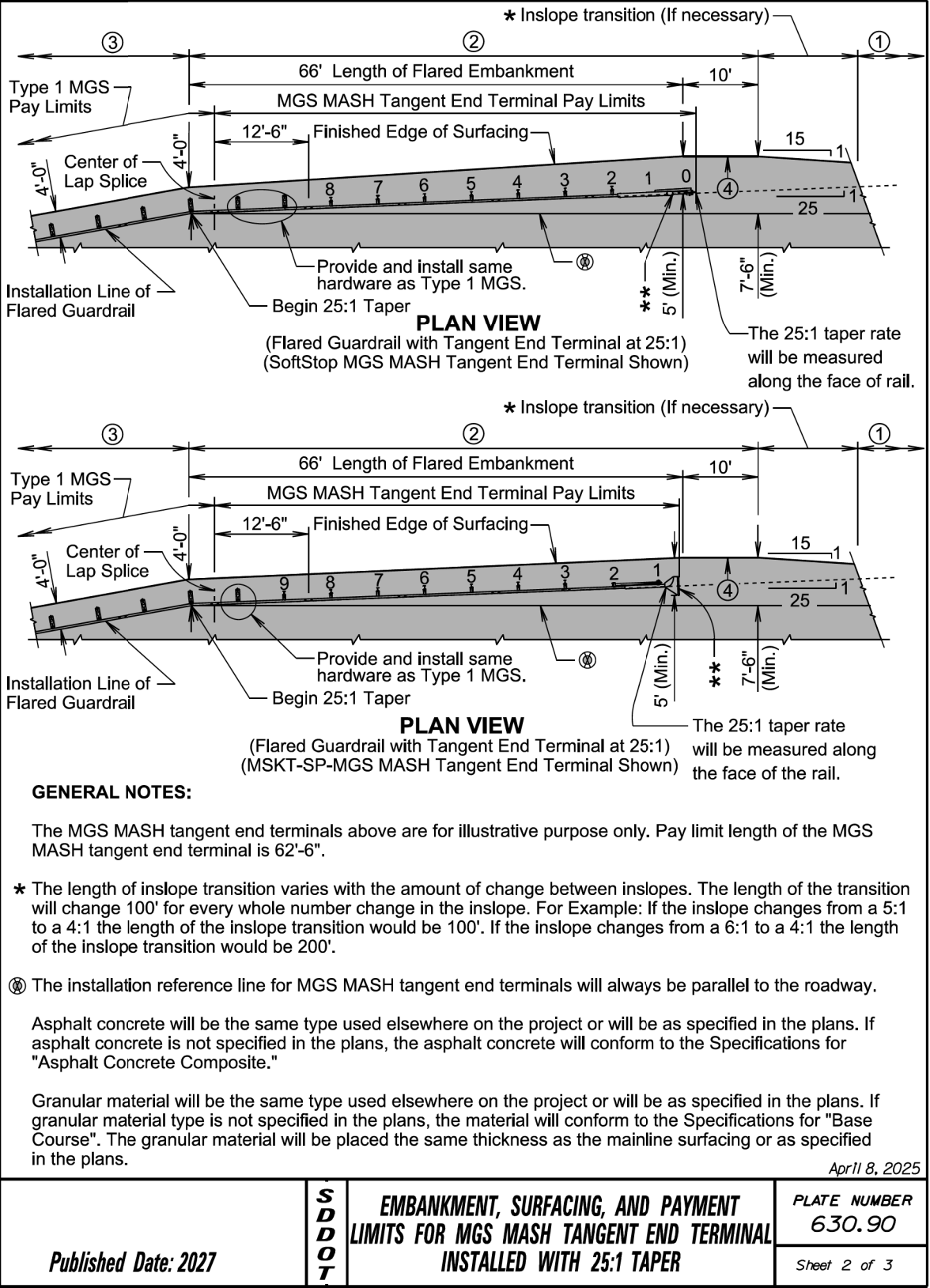
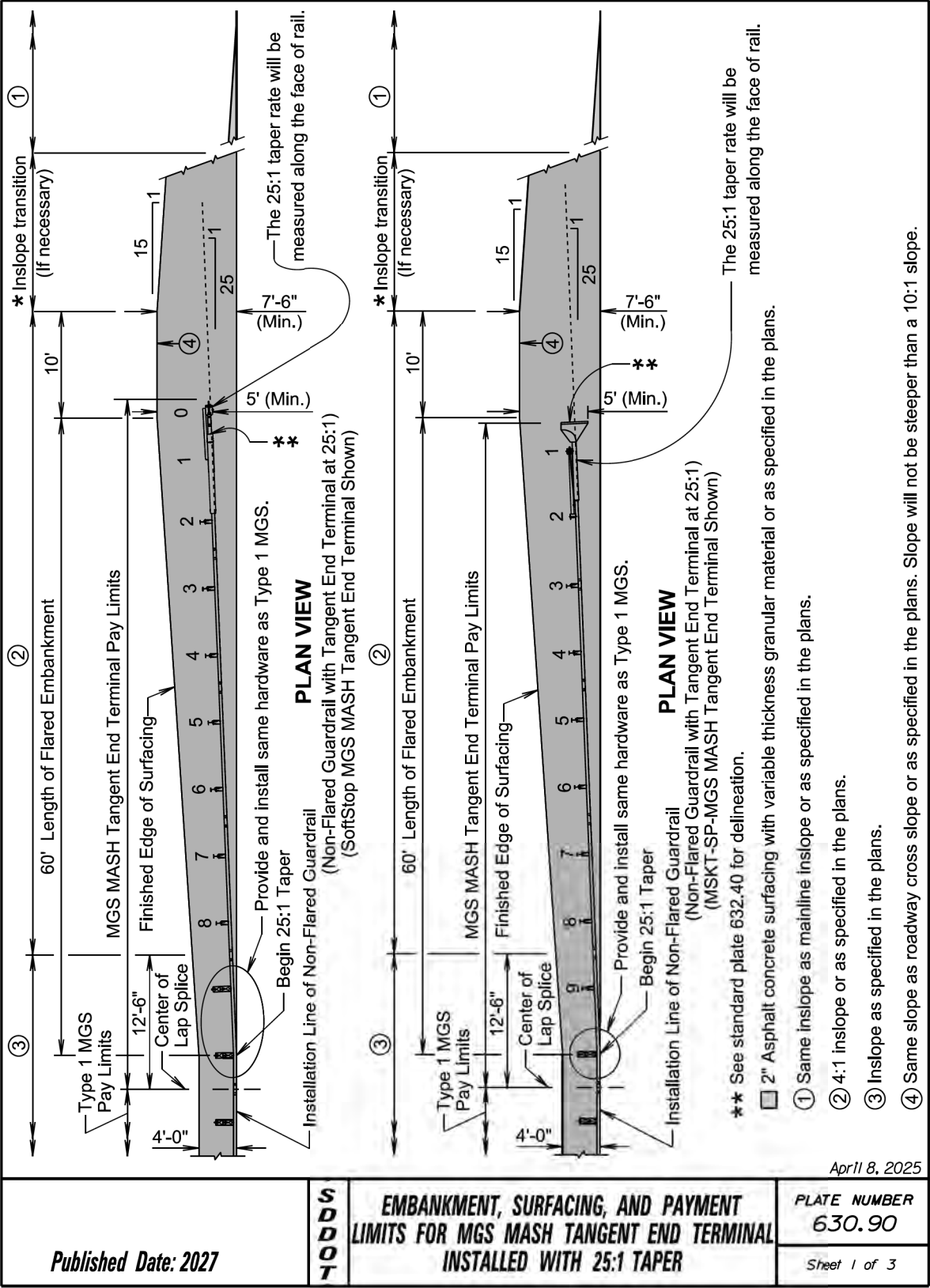
TRANSVERSE SECTION
(SoftStop MGS MASH Tangent End Terminal Shown)



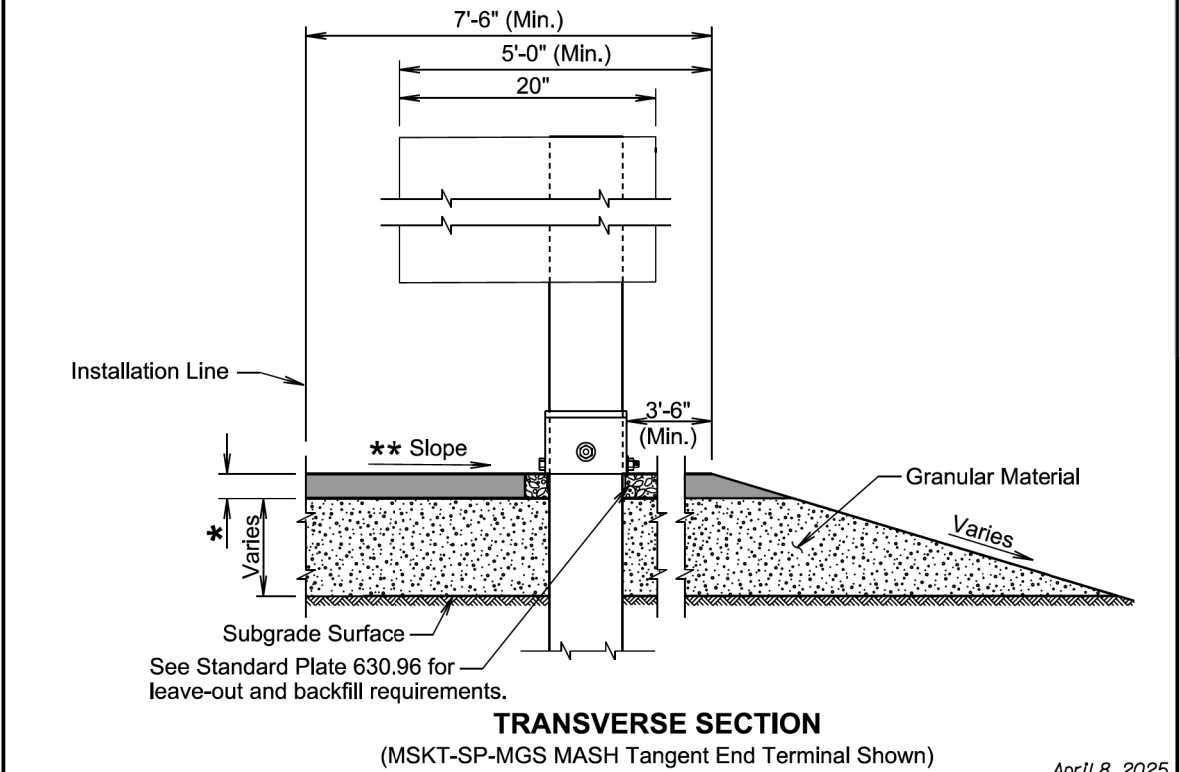
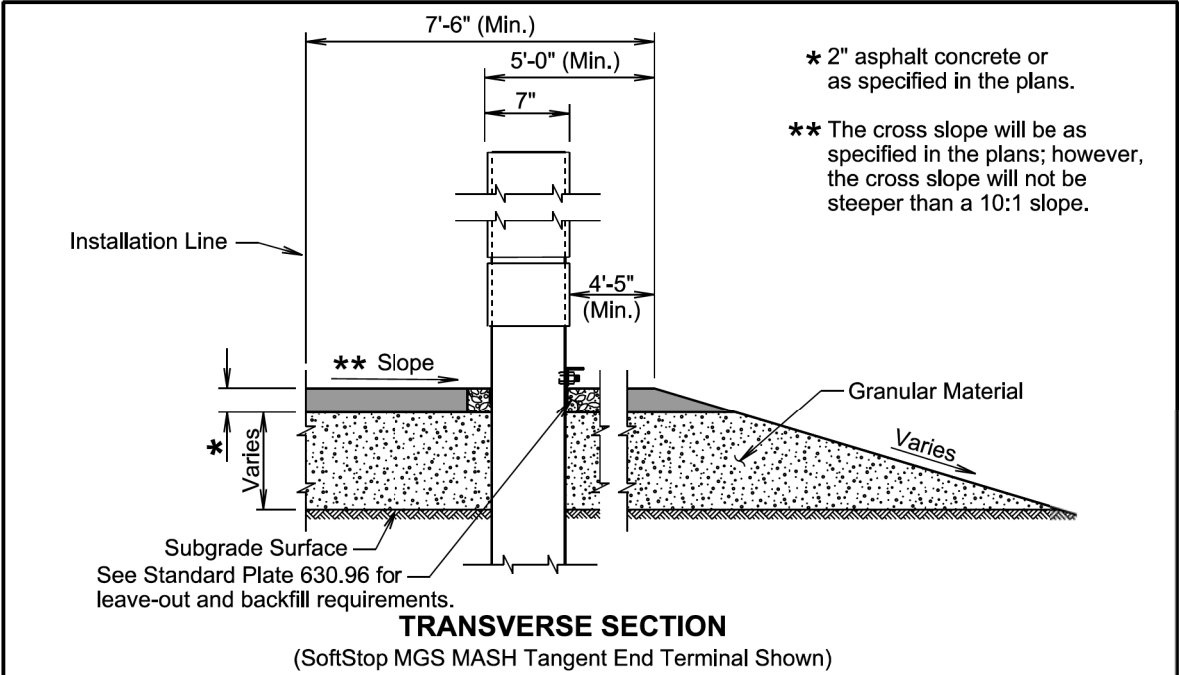
TRANSVERSE SECTION
(MSKT-SP-MGS MASH Tangent End Terminal Shown)

April 8, 2025

Published Date: 2027	S D O T	EMBANKMENT, SURFACING, AND PAYMENT LIMITS FOR MGS MASH TANGENT END TERMINAL	PLATE NUMBER 630.89
			Sheet 3 of 3

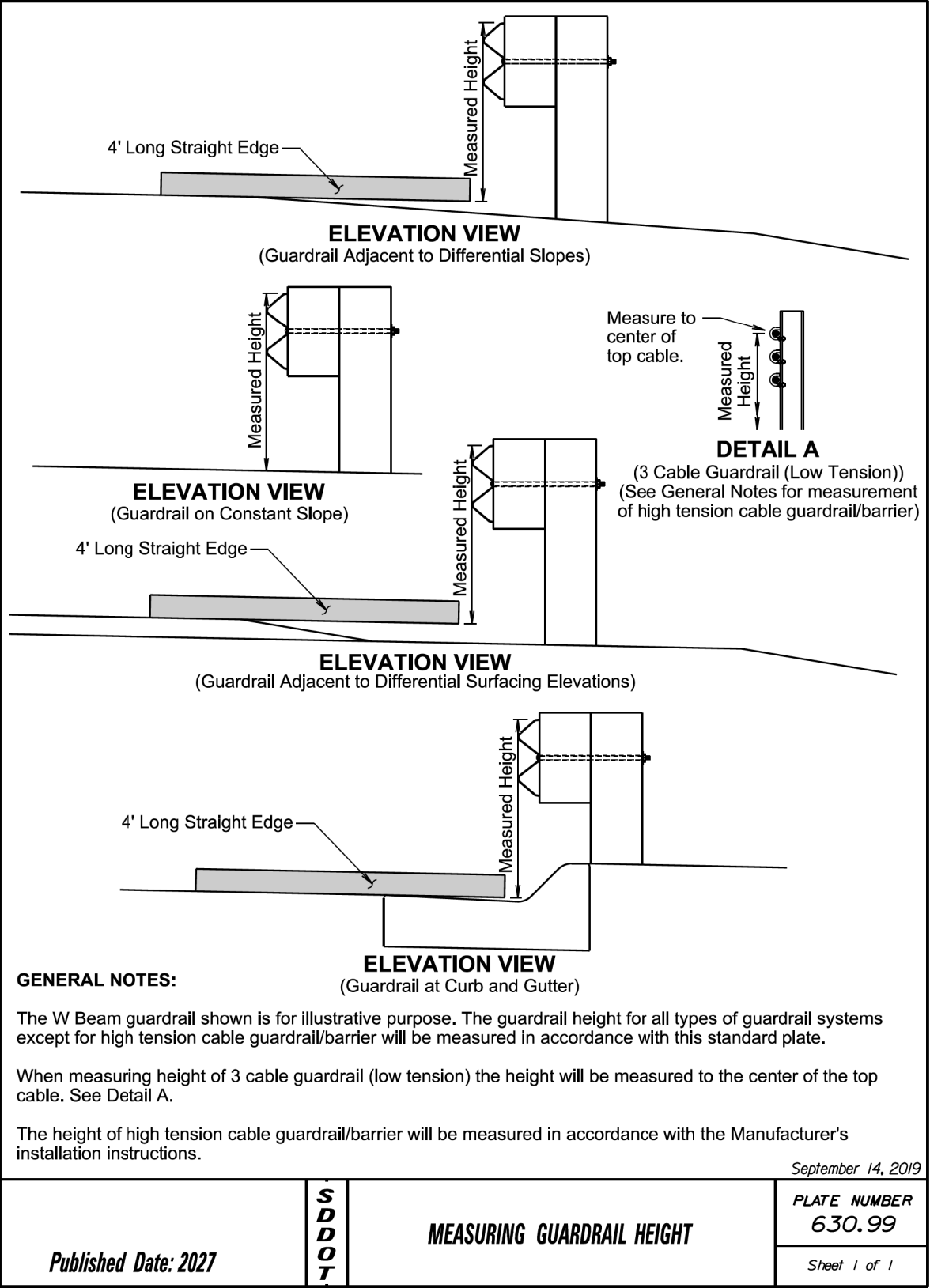
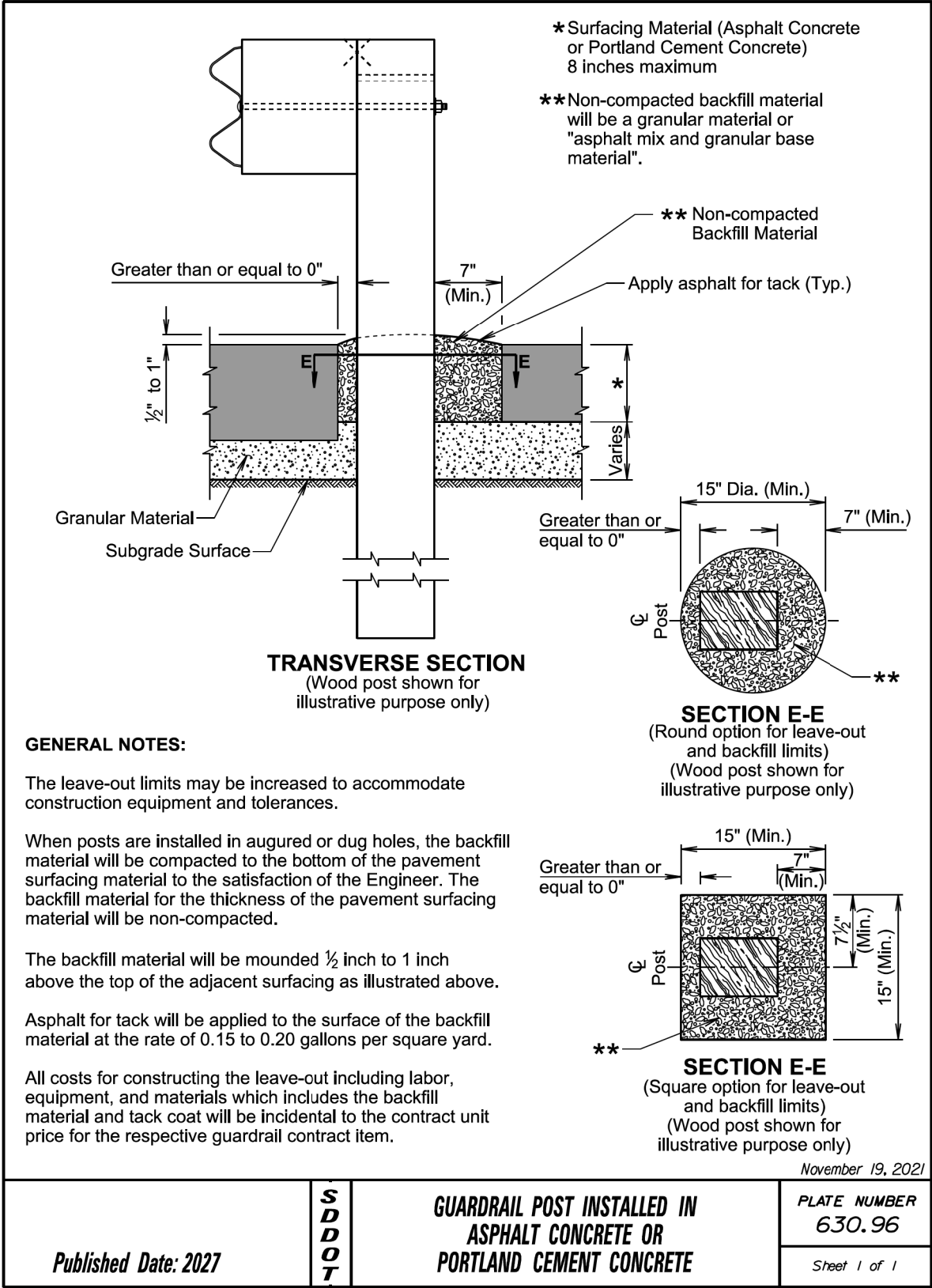


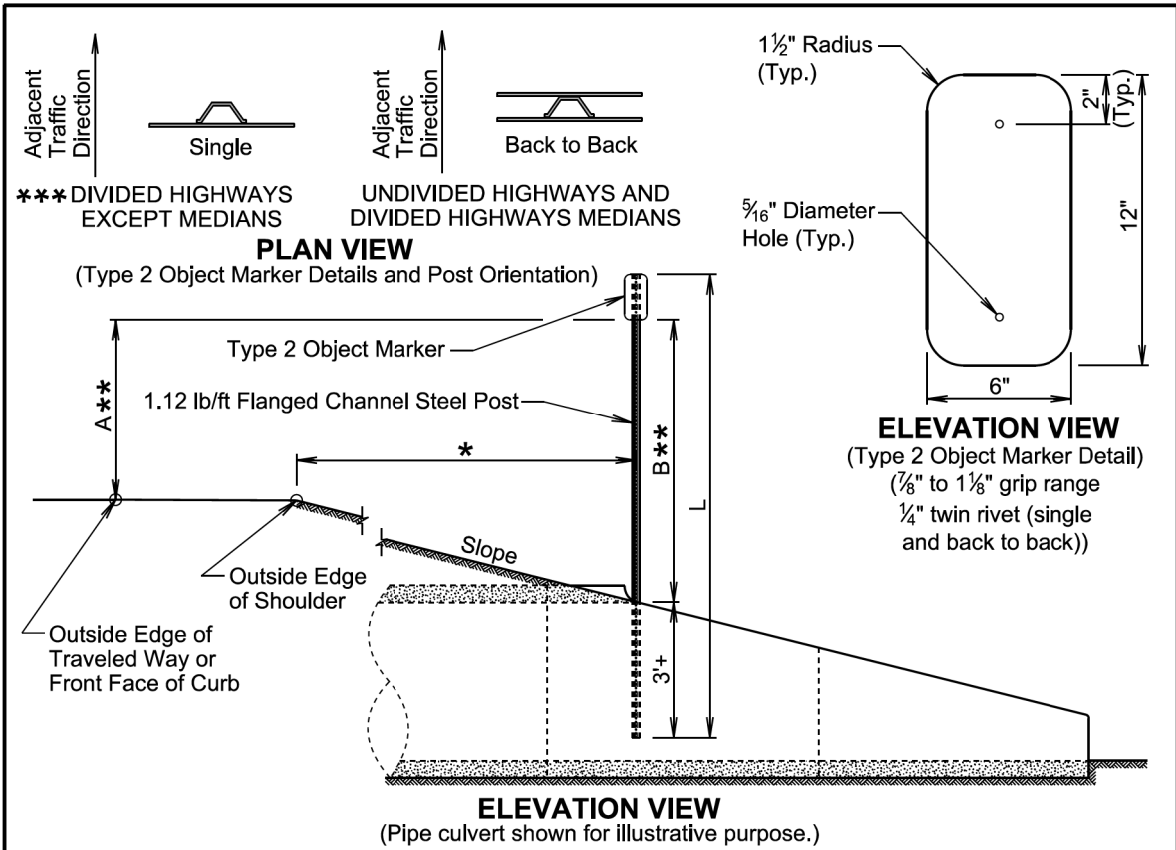
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	297	322
Plotting Date:		1/26/2026	Rev 7/17/2026 RJM



April 8, 2025

Published Date: 2027	S D D O T	EMBANKMENT, SURFACING, AND PAYMENT LIMITS FOR MGS MASH TANGENT END TERMINAL INSTALLED WITH 25:1 TAPER	PLATE NUMBER 630.90
			Sheet 3 of 3





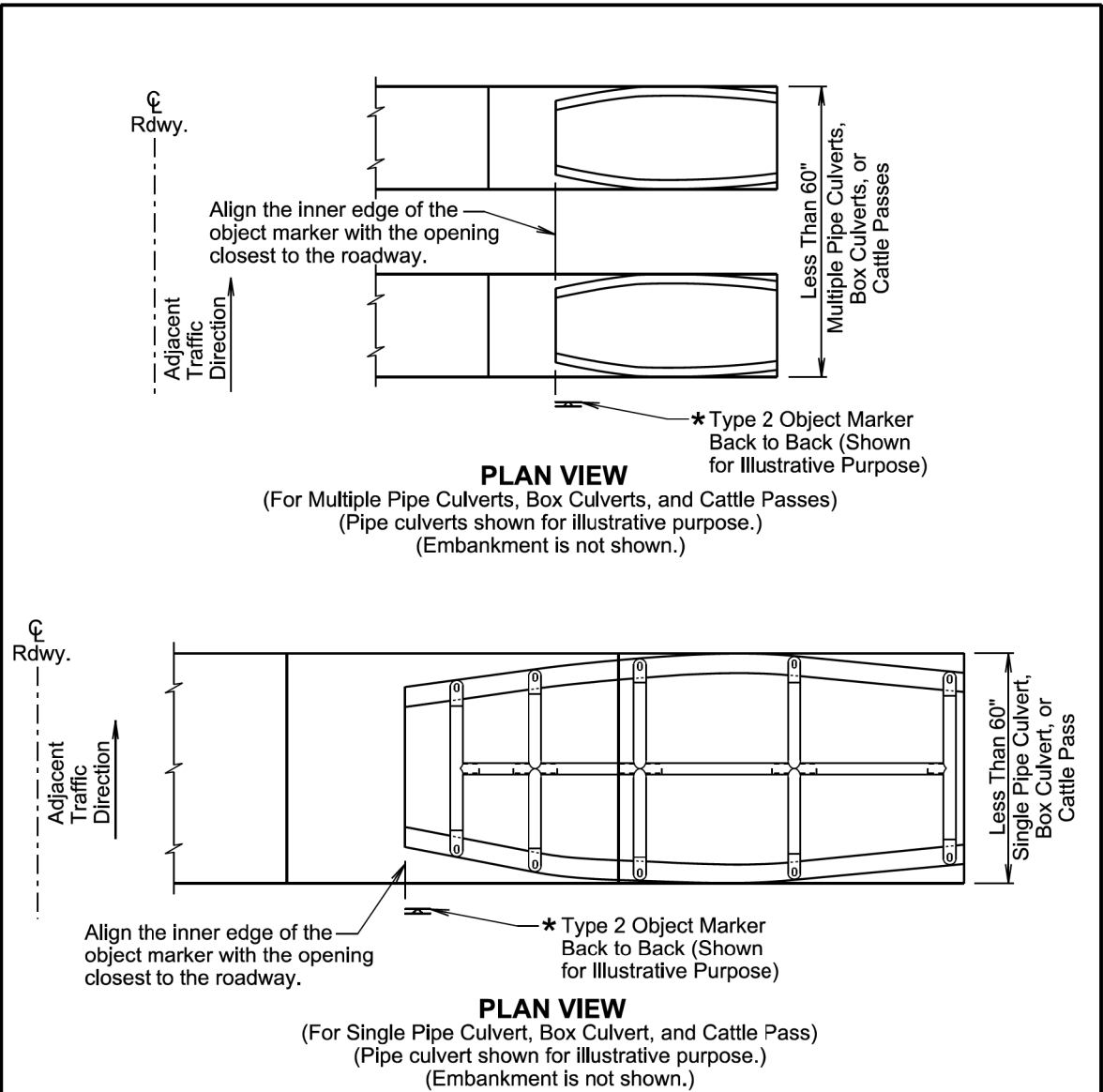
TYPE 2 OBJECT MARKER POST LENGTHS										
OFFSET (*)	1'	2'	3'	4'	5'	6'	7'	8'	Greater Than 8'	
		POST LENGTH (L)								
SLOPE	3:1	8'-6"	8'-9"	9'-3"	9'-6"	9'-9"	10'-3"	10'-6"	10'-9"	8'-0"
	4:1	8'-6"	8'-9"	9'-0"	9'-3"	9'-9"	9'-9"	10'-0"	10'-3"	8'-0"
	5:1	8'-3"	8'-6"	8'-9"	9'-0"	9'-3"	9'-3"	9'-6"	9'-9"	8'-0"
	6:1	8'-3"	8'-6"	8'-9"	8'-9"	9'-0"	9'-3"	9'-3"	9'-6"	8'-0"

GENERAL NOTES:

- *** The type 2 object marker may be installed back to back when specified in the plans.
Post Length L was calculated based on a shoulder width of 6 feet at a crossslope of 4 percent and L was rounded up to the nearest 3 inches.
- ** Dimension A is 4 feet when the Offset * is 8 feet and less. Dimension B is 4 feet when Offset * is greater than 8 feet.
The type 2 object marker and the 1.12 lb/ft flanged channel steel post will be in conformance with Specifications Section 982.2 J.
Payment for the type 2 object marker will be in conformance with Specification Section 632.5 B.

December 23, 2019

Published Date: 2027	S D D O T	TYPE 2 OBJECT MARKER (DIRECT DRIVE)	PLATE NUMBER 632.01
			Sheet 1 of 1

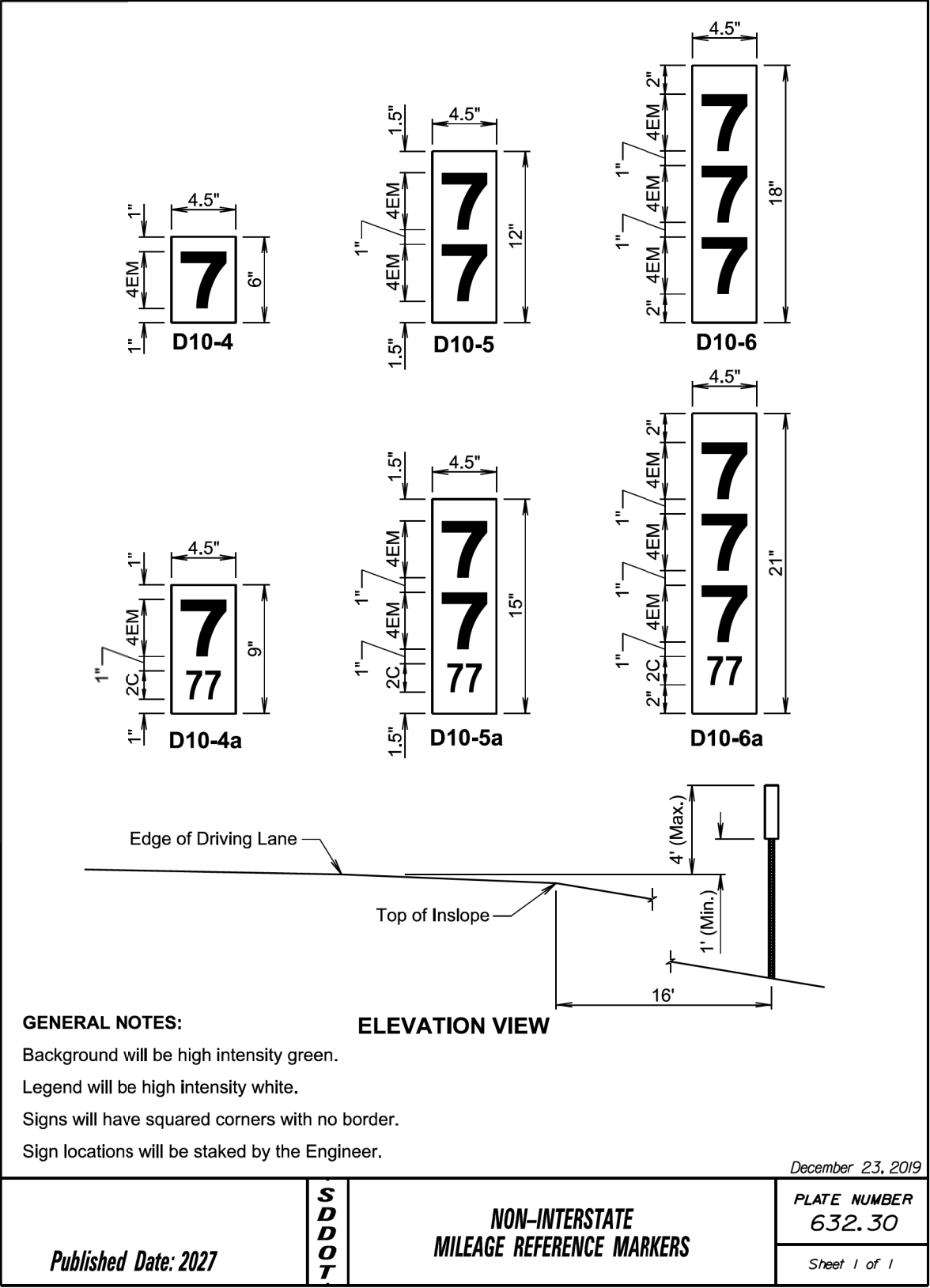
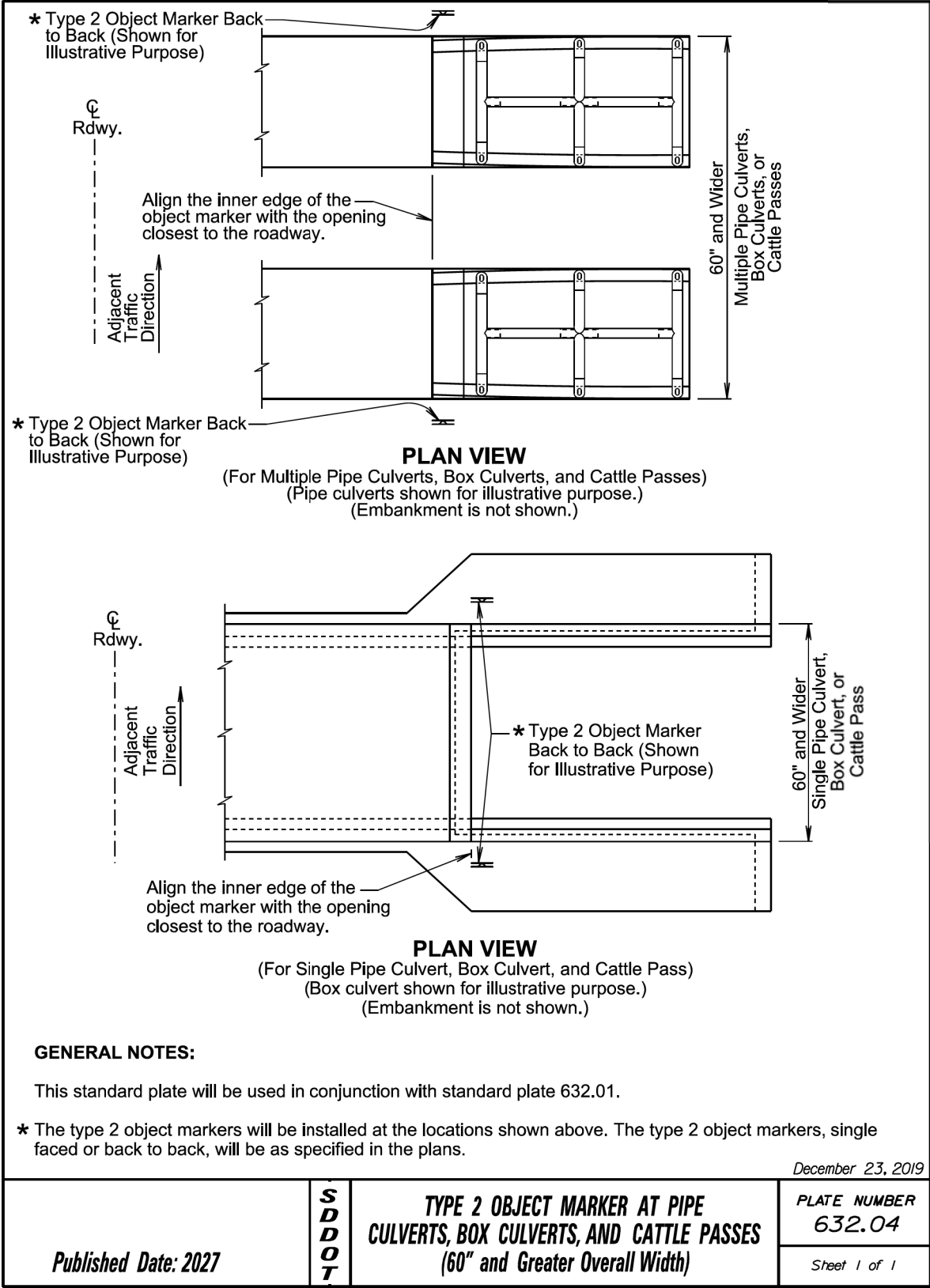


GENERAL NOTES:

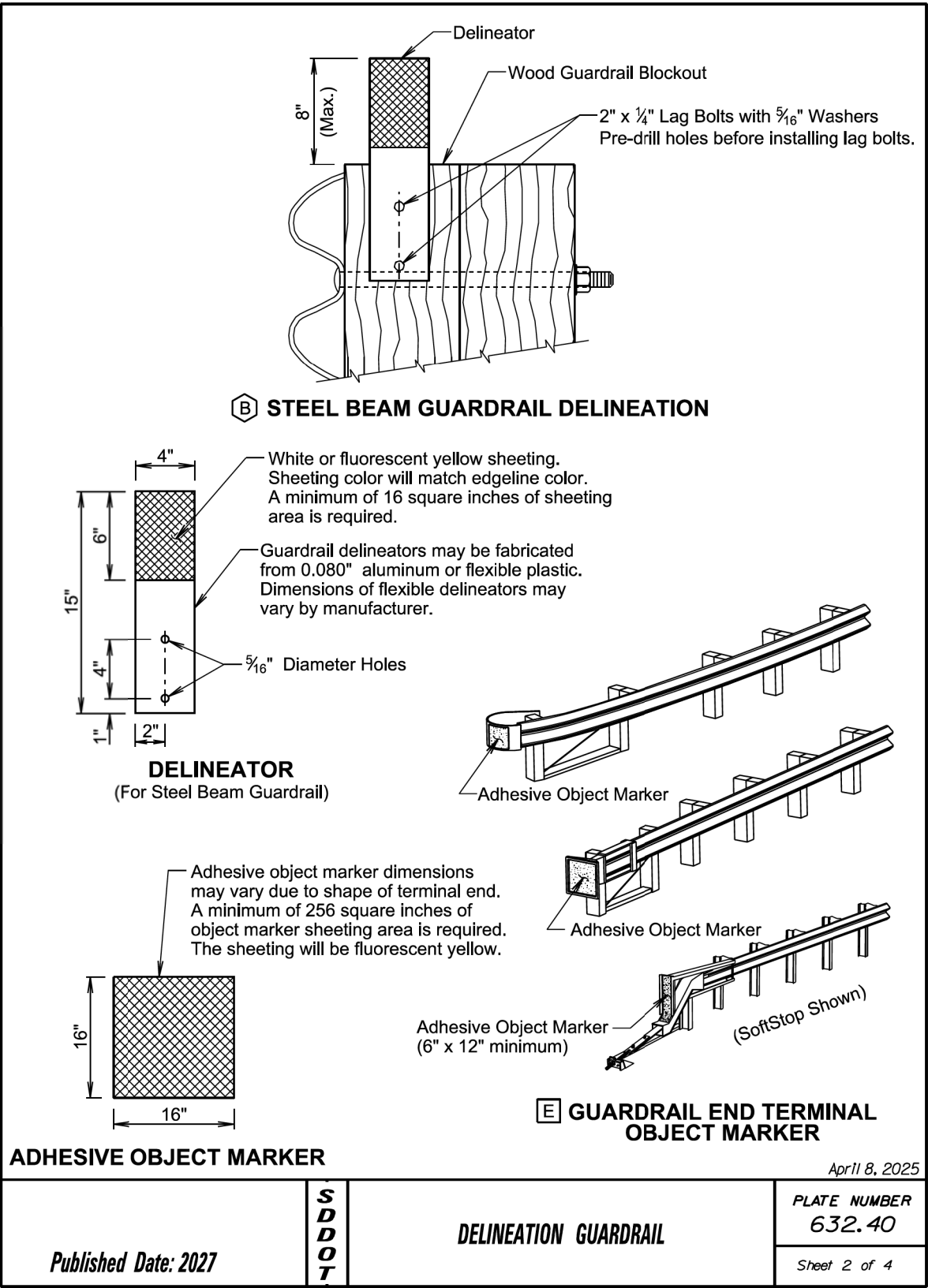
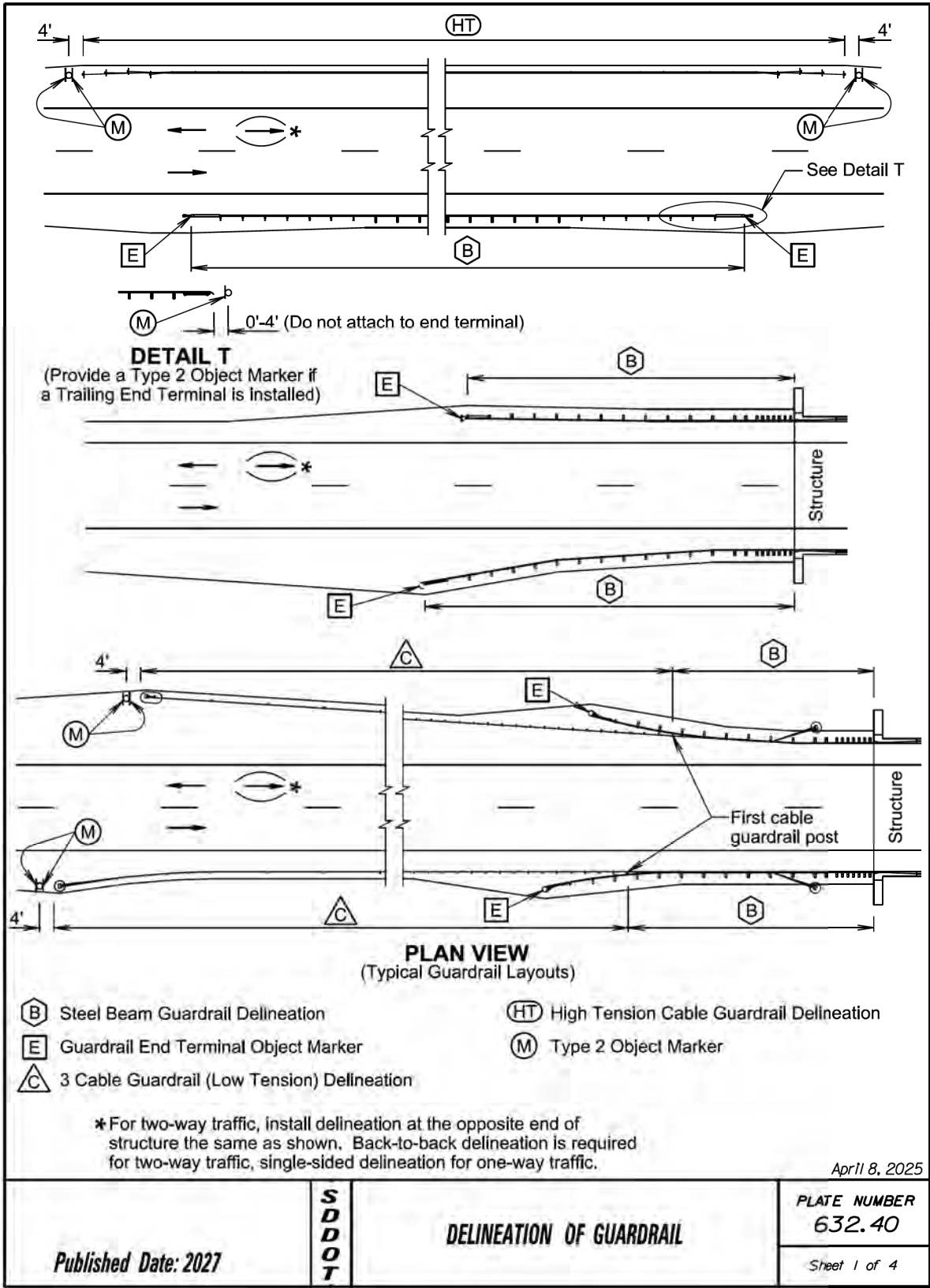
- This standard plate will be used in conjunction with standard plate 632.01.
- * The type 2 object markers will be installed at the locations shown above. The type 2 object markers, single faced or back to back, will be as specified in the plans.

December 23, 2019

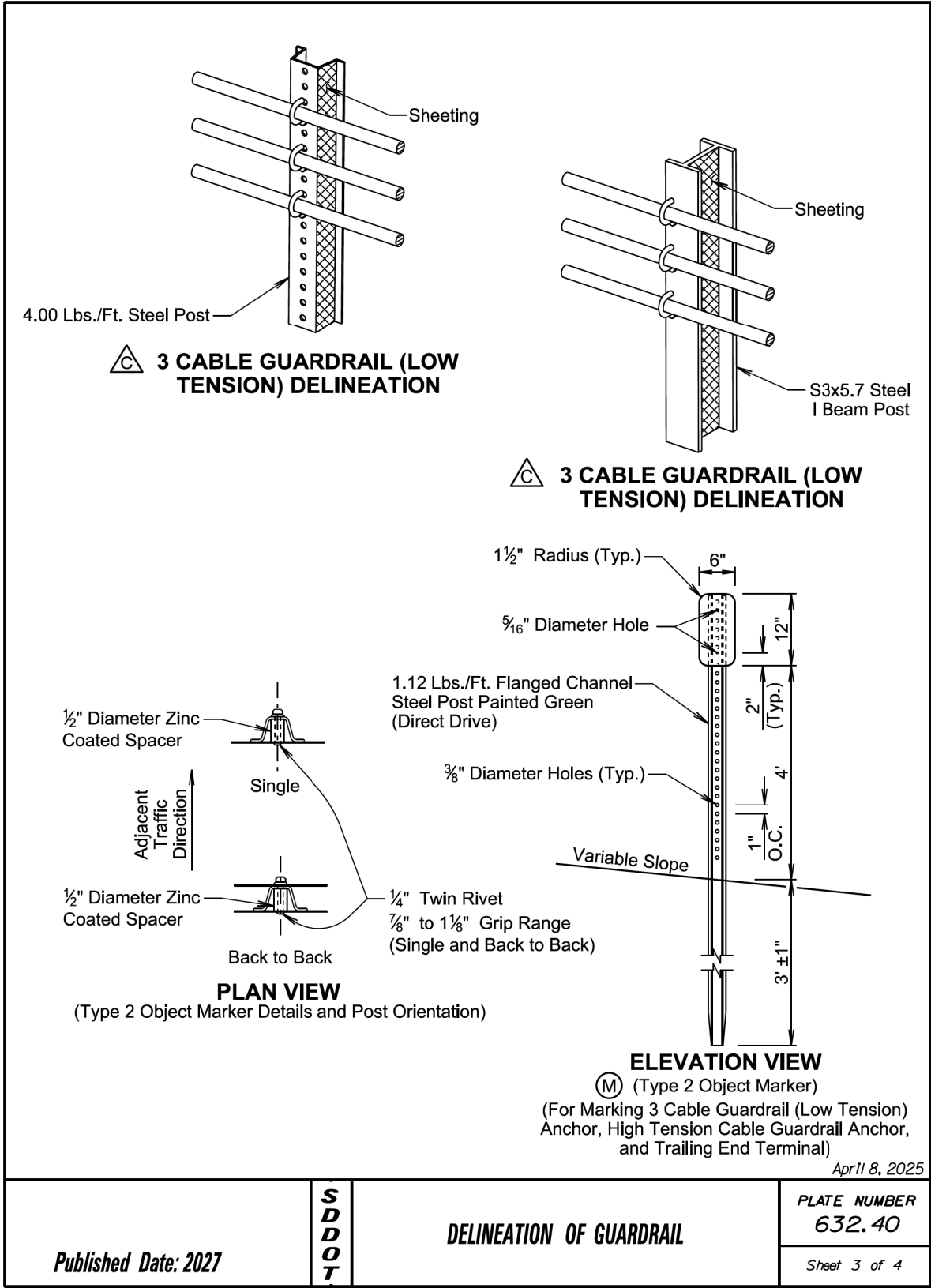
Published Date: 2027	S D D O T	TYPE 2 OBJECT MARKER AT PIPE CULVERTS, BOX CULVERTS, AND CATTLE PASSES (Less than 60" Overall Width)	PLATE NUMBER 632.03
			Sheet 1 of 1



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263	301	322
Plotting Date: 1/26/2026			



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		



GENERAL NOTES:

The delineation of high tension cable guardrail will be reflective sheeting placed back to back on every third post cap or cable spacer. Maximum spacing of delineation will not exceed 35 feet. The sheeting will be type XI in conformance with ASTM D4956. The color of the reflective sheeting will be the same as the nearest pavement marking.

The delineators for steel beam guardrail and sheeting on 3 cable guardrail (low tension) posts will be covered with a minimum of 16 square inches of reflective sheeting. The reflective sheeting will be type XI in conformance with ASTM D4956. Along two-way roadways the sheeting will be on both sides of the delineators and guardrail posts and will be white in color. For one-way roadways the sheeting will only be required on the side facing traffic and the color will be the same as the nearest pavement marking, yellow on the left side of the roadway and white on the right side.

When steel beam guardrail is attached to a bridge the first delineator will be attached to the post nearest the bridge.

At bridges with guardrail less than 200 feet in length, a minimum of 4 delineators will be placed in addition to the end terminal yellow object marker. The spacing between the delineators will be approximately one third of the length of the guardrail.

At bridges with guardrail 200 feet and greater in length, including bridges that have steel beam guardrail transitioning to 3 cable guardrail (low tension), the delineators will be placed at a spacing of approximately 50 feet. Delineation will extend throughout the length of the guardrail system.

Steel beam guardrail that is not attached to a bridge and is less than 200 feet in length, a minimum of 4 delineators will be placed in addition to the end terminal yellow object markers. The spacing between the delineators will be approximately one third of the length of the guardrail.

Steel beam guardrail that is not attached to a bridge and is 200 feet and greater in length, including steel beam guardrail transitioning to 3 cable guardrail (low tension), the delineators will be placed at a spacing of approximately 50 feet. Delineation will extend throughout the length of the guardrail system.

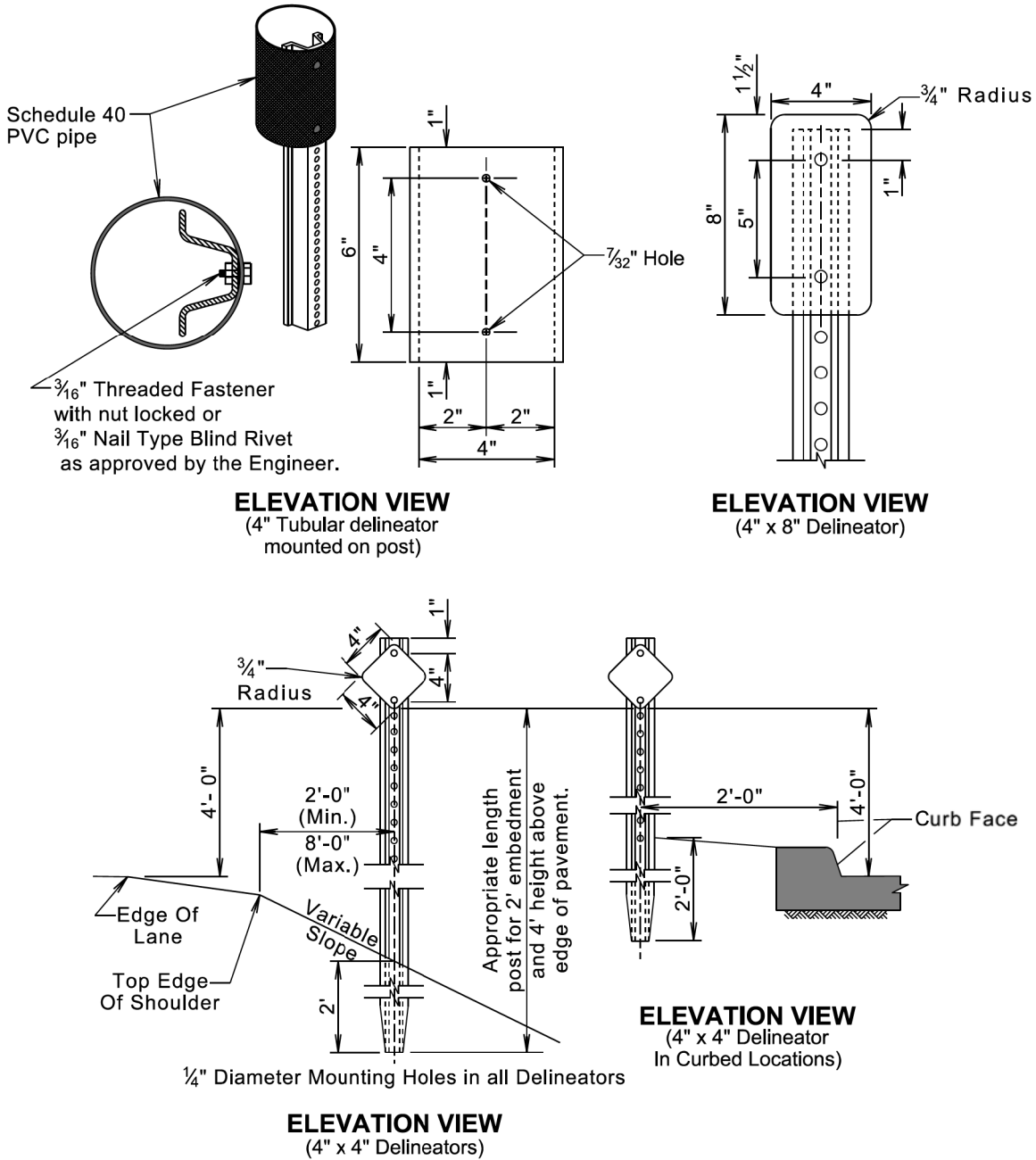
All costs for furnishing and installing single or back to back guardrail delineation on 3 cable guardrail and steel beam guardrail will be included in the contract unit price per each for "Guardrail Delineator".

All costs for furnishing and installing the reflective sheeting on the cable spacers or post caps for the high tension cable guardrail will be incidental to the respective high tension cable guardrail contract item.

An adhesive object marker will be placed on the end of the W beam guardrail or MGS end terminal. The adhesive object marker dimensions may vary due to the shape of the terminal end. A minimum of 256 square inches of object marker reflective sheeting area is required on end terminals with sufficient surface area. Other end terminals (SoftStop) will require an adhesive object marker with a minimum size of 6" x 12". The reflective sheeting will be fluorescent yellow type XI sheeting in conformance with ASTM D4956. All costs for furnishing and installing the adhesive object marker will be incidental to various contract items.

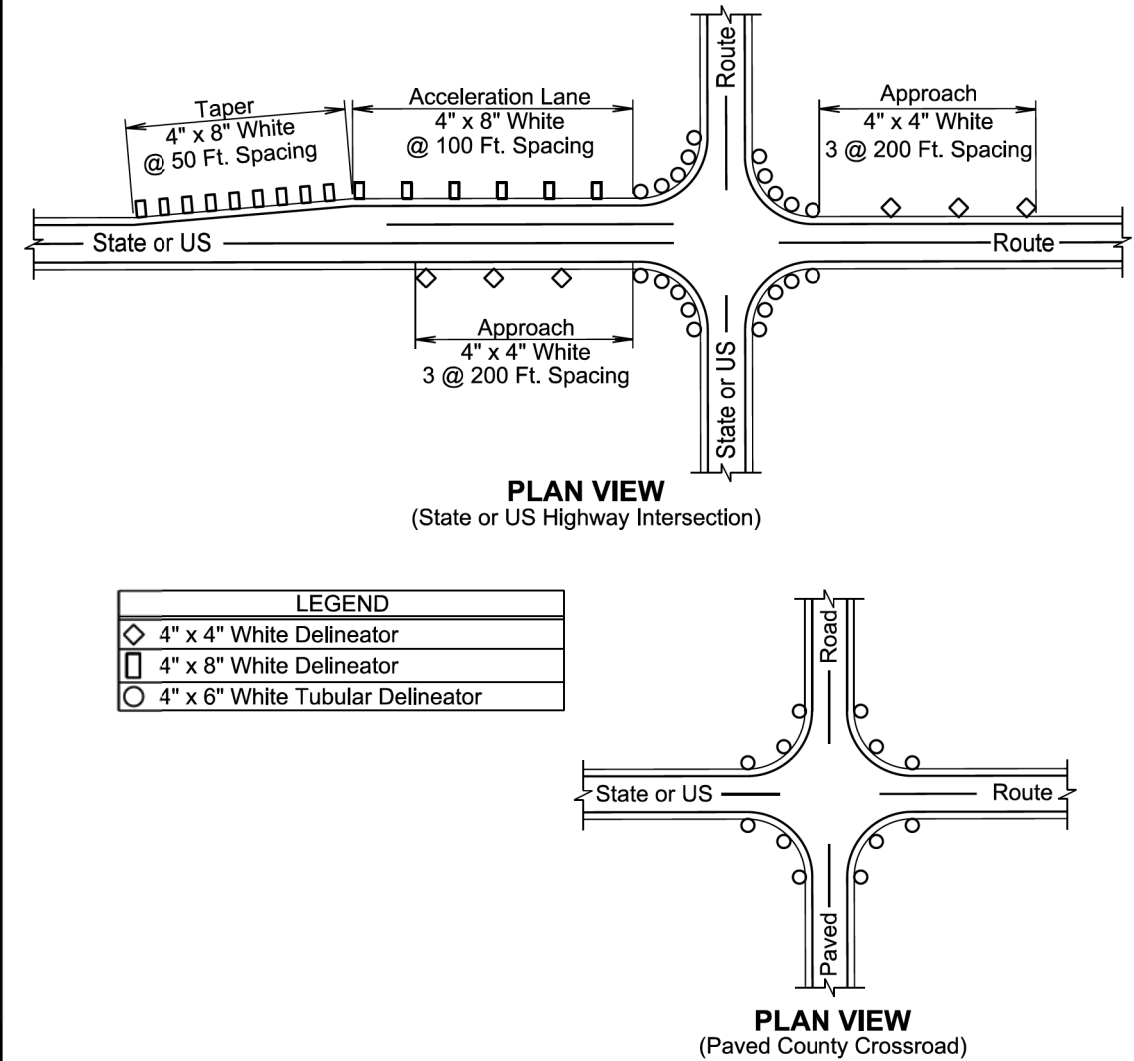
A type 2 object marker will be placed such that the edges of the type 2 object marker and the 3 cable guardrail (low tension) anchor, high tension cable guardrail anchor, or the trailing end terminal that are nearest to the roadway will be installed in line with the same lateral offset from the traveled way at the location as noted on sheet 1 of this standard plate. The type 2 object marker (6" x 12") will have fluorescent yellow type XI sheeting in conformance with ASTM D4956. All costs for furnishing and installing the type 2 object marker including the steel post, 6" x 12" reflective panel, and hardware will be included in the contract unit price per each for "Type 2 Object Marker" for single-sided and "Type 2 Object Marker Back to Back" for back to back type 2 object markers.

Published Date: 2027	S D D O T	DELINEATION OF GUARDRAIL	PLATE NUMBER 632.40
			Sheet 4 of 4



GENERAL NOTES:

Back-to-back delineation is required for two-way traffic, single-sided delineation for one-way traffic.



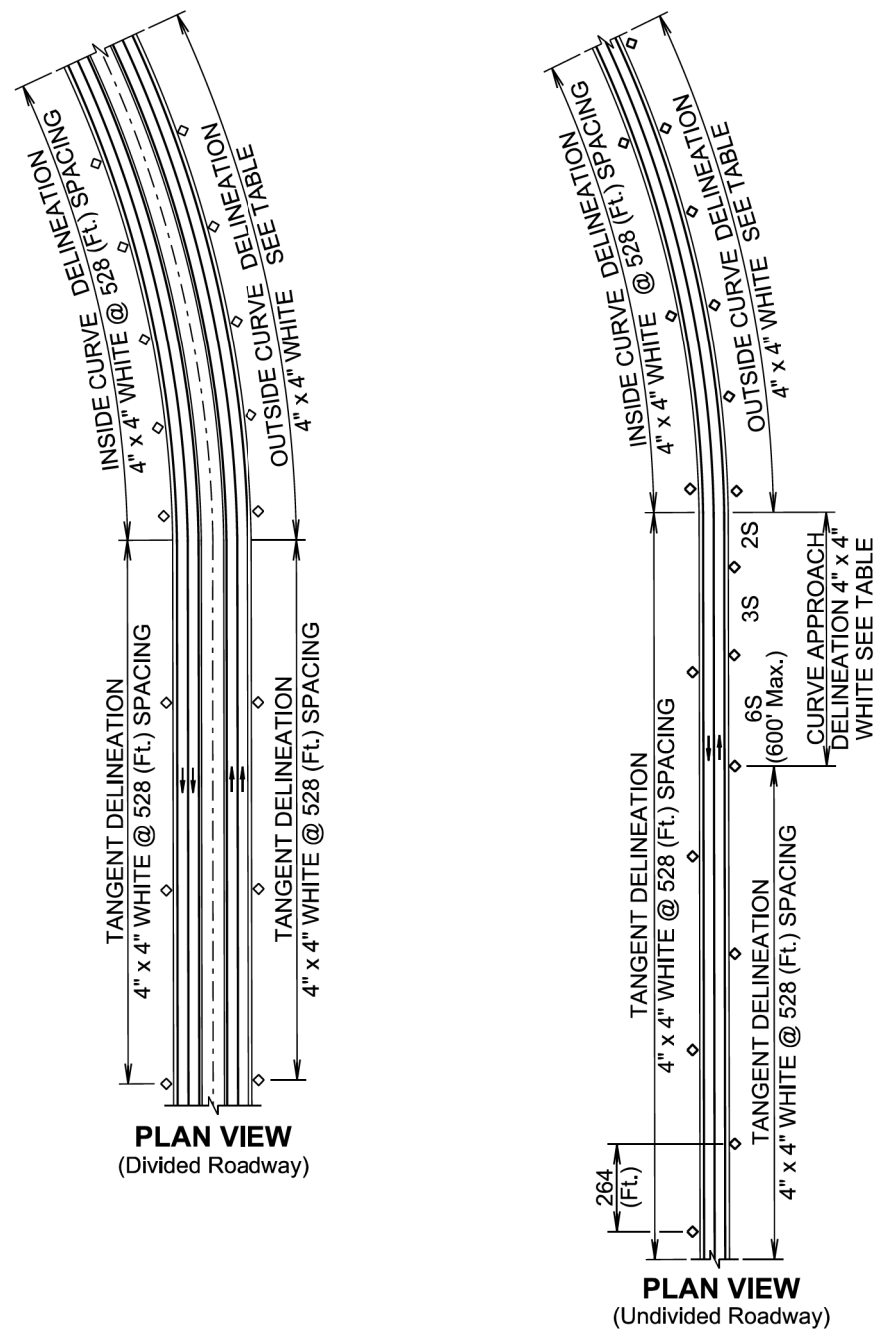
GENERAL NOTES:

At all intersections with State or US highways and paved county roads:

For radii greater than 100 feet, place 5 tubular white delineators on equally spaced posts around the turning radius.

For radii greater than 50 feet up to 100 feet, place 4 tubular white delineators on equally spaced posts around the turning radius.

For radii of 50 feet or less, place 3 tubular white delineators on equally spaced posts around the turning radius.



GENERAL NOTES:

Delineators will be located from 2 to 8 feet outside of the outer edge of shoulder. When a roadside barrier or other obstruction intrudes into the space between the pavement edge and the extension of the line of delineators, the delineators should be in line with the barrier or in line with the innermost edge of the obstruction.

When normal spacing is interrupted by driveways, crossroads, or approaches, delineators falling within such areas may be moved in either direction a distance not exceeding one-quarter of the standard spacing. Delineators still falling within such areas should be eliminated.

The spacing for specific radii may be interpolated from the table. The minimum spacing should be 20 feet. The spacing on curves should not exceed 300 feet. In advance of or beyond a curve, and proceeding away from the end of the curve, the spacing of the first delineator is 2S, the second 3S, and the third 6S, but not to exceed 300 feet. S refers to the delineator spacing for specific radii computed from the formula $S = 3\sqrt{R - 50}$. The distances for S shown in the table were rounded to the nearest 5 feet.

Curve approach delineation is not required if curve delineation spacing exceeds 100 ft.

Back-to-back delineation is required for two-way traffic, single-sided delineation for one-way traffic.

DELINEATOR SPACING OUTSIDE CURVE				
Radius of Curve (Ft.)	Curve Delineator Spacing (Ft.)	Curve Approach Spacing (Ft.)		
		A	B	C
50	20	40	65	125
115	25	50	75	150
150	30	60	90	180
180	35	70	110	215
250	40	85	125	250
300	45	95	140	285
400	55	110	170	300
500	65	125	190	300
600	70	140	210	300
700	75	150	230	300
800	80	165	245	300
900	85	175	260	300
1000	90	185	275	300

Published Date: 2027

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DELINEATOR INSTALLATION SPACING

PLATE NUMBER
632.46

Sheet 1 of 2

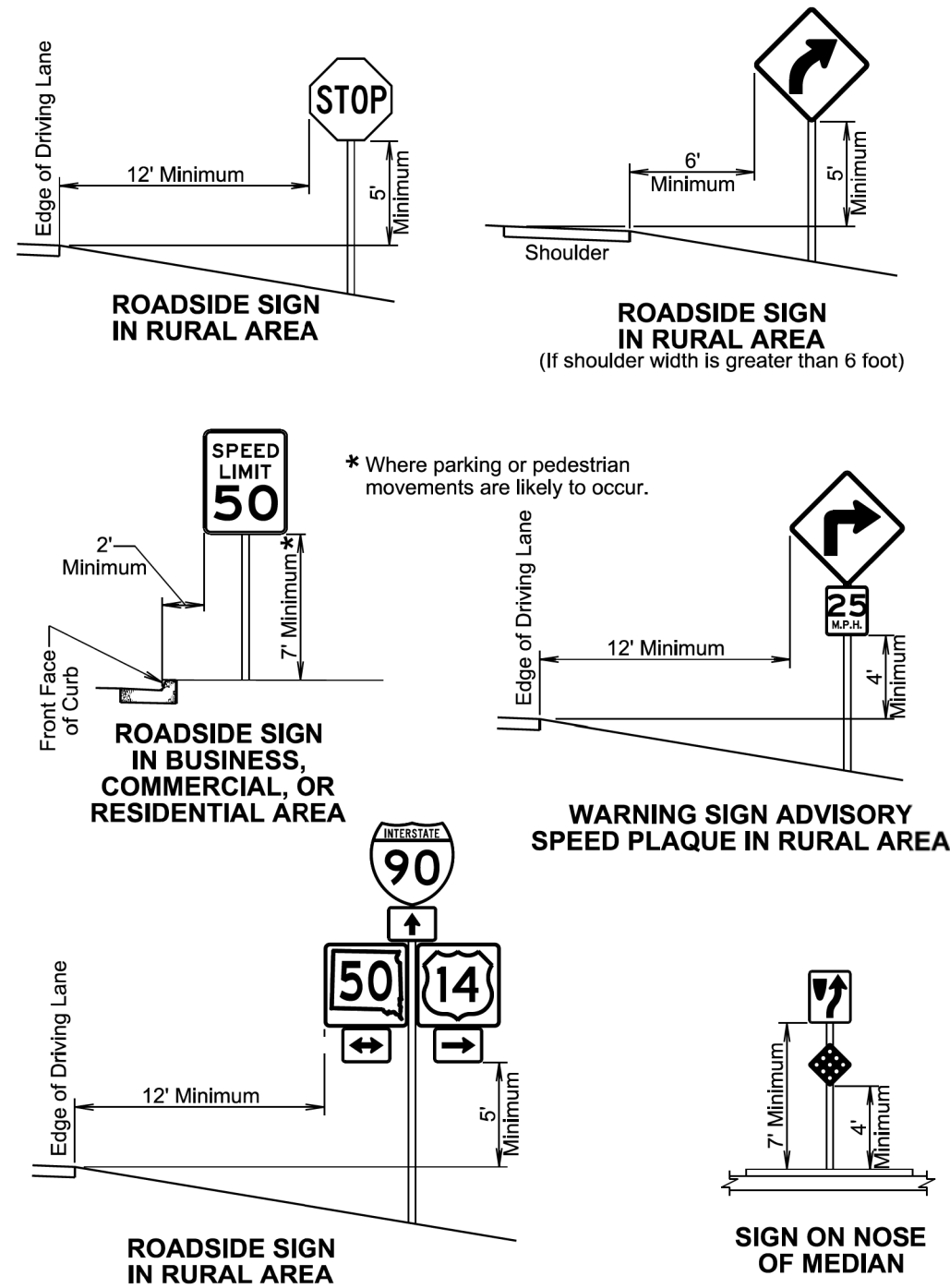
Published Date: 2027

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DELINEATOR INSTALLATION SPACING

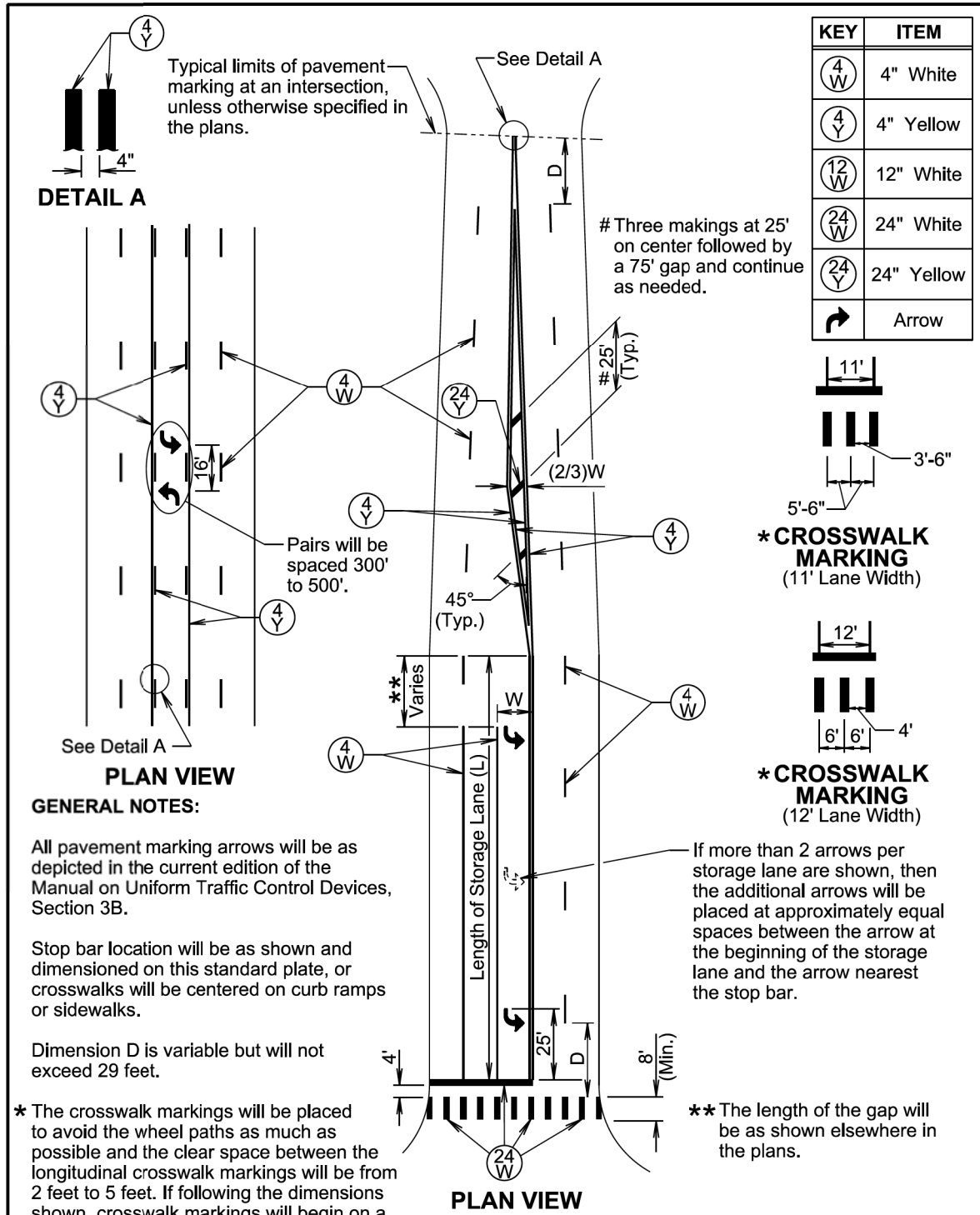
PLATE NUMBER
632.46

Sheet 2 of 2



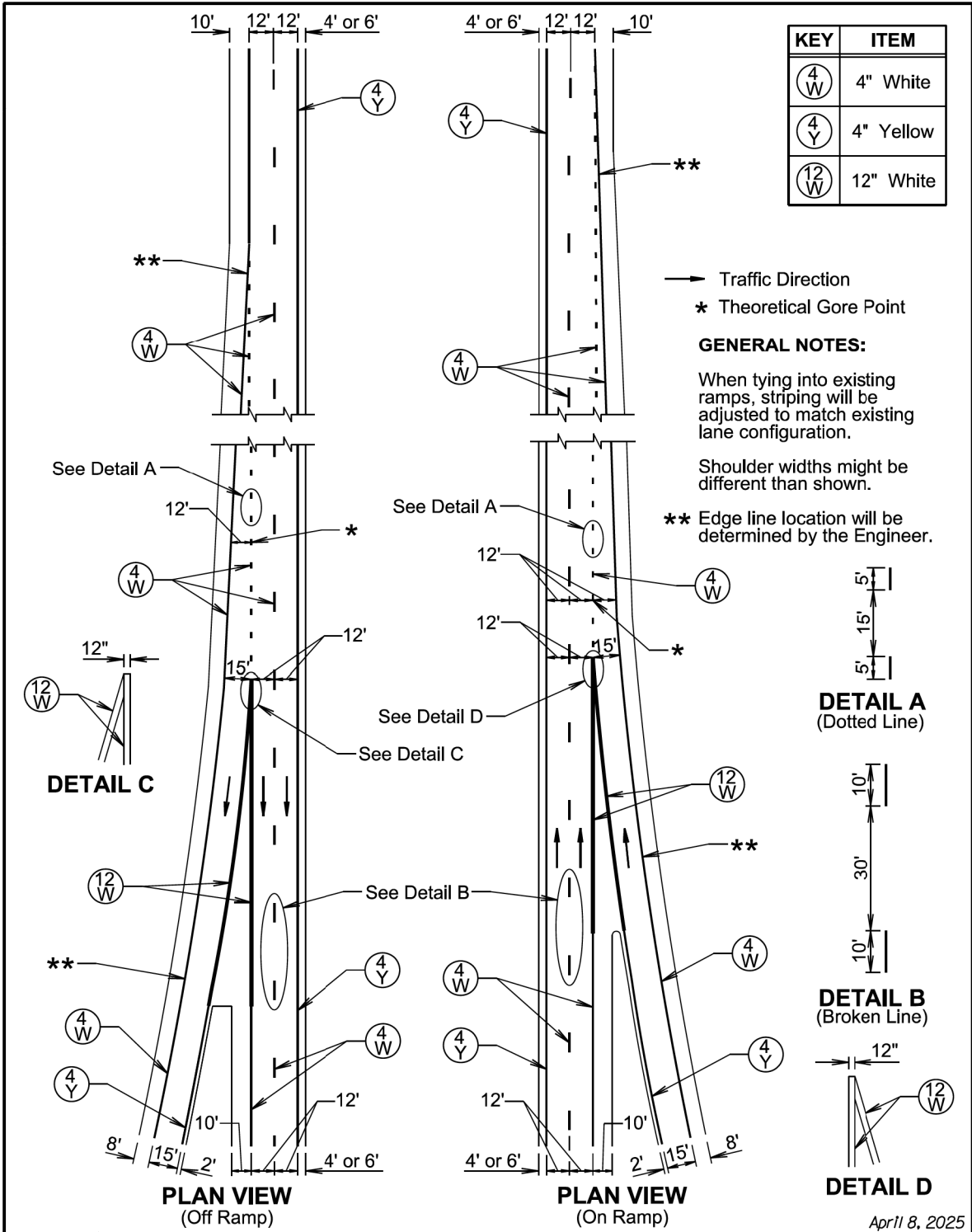
April 8, 2025

Published Date: 2027	S D D O T	OFFSETS FOR SIGN INSTALLATION	PLATE NUMBER 632.90
			Sheet 1 of 1



March 31, 2024

Published Date: 2027	S D D O T	PAVEMENT MARKINGS FOR ADJACENT INTERSECTIONS AND CENTER TURN LANE	PLATE NUMBER 633.01
			Sheet 1 of 1



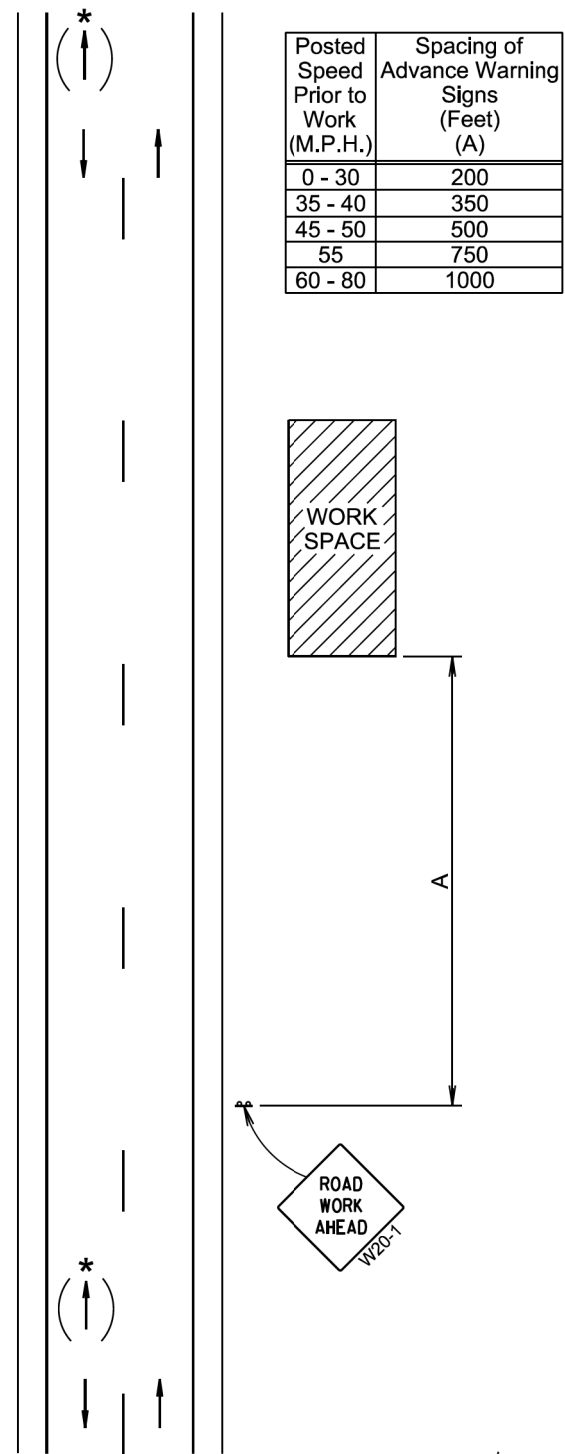
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

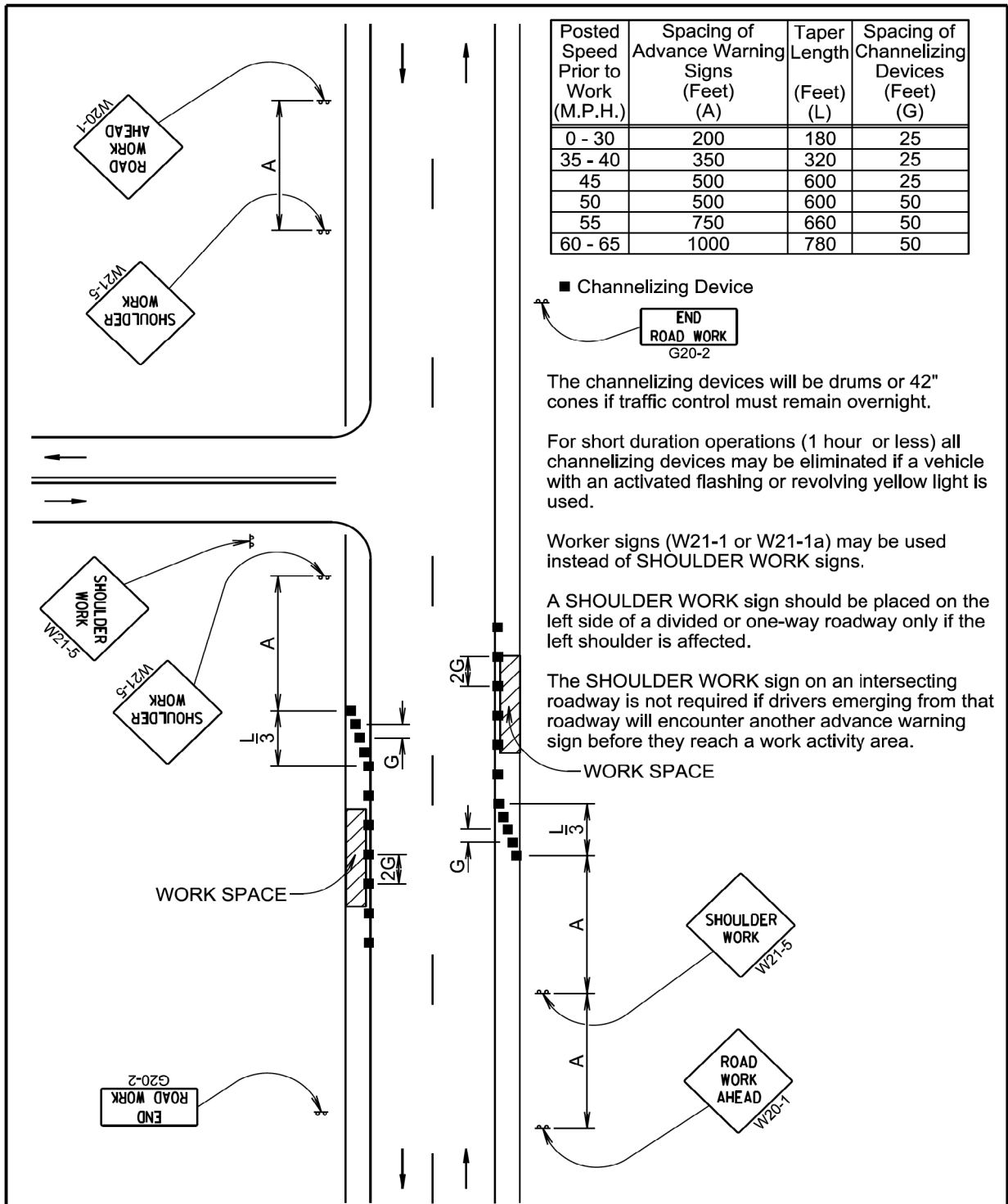
The signs illustrated will be used where there are distracting situations; such as: vehicles parked on shoulder, vehicles accessing the work site via the highway, and equipment traveling on or crossing the roadway to perform work operations.

The ROAD WORK AHEAD sign may be replaced with other appropriate signs, such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.

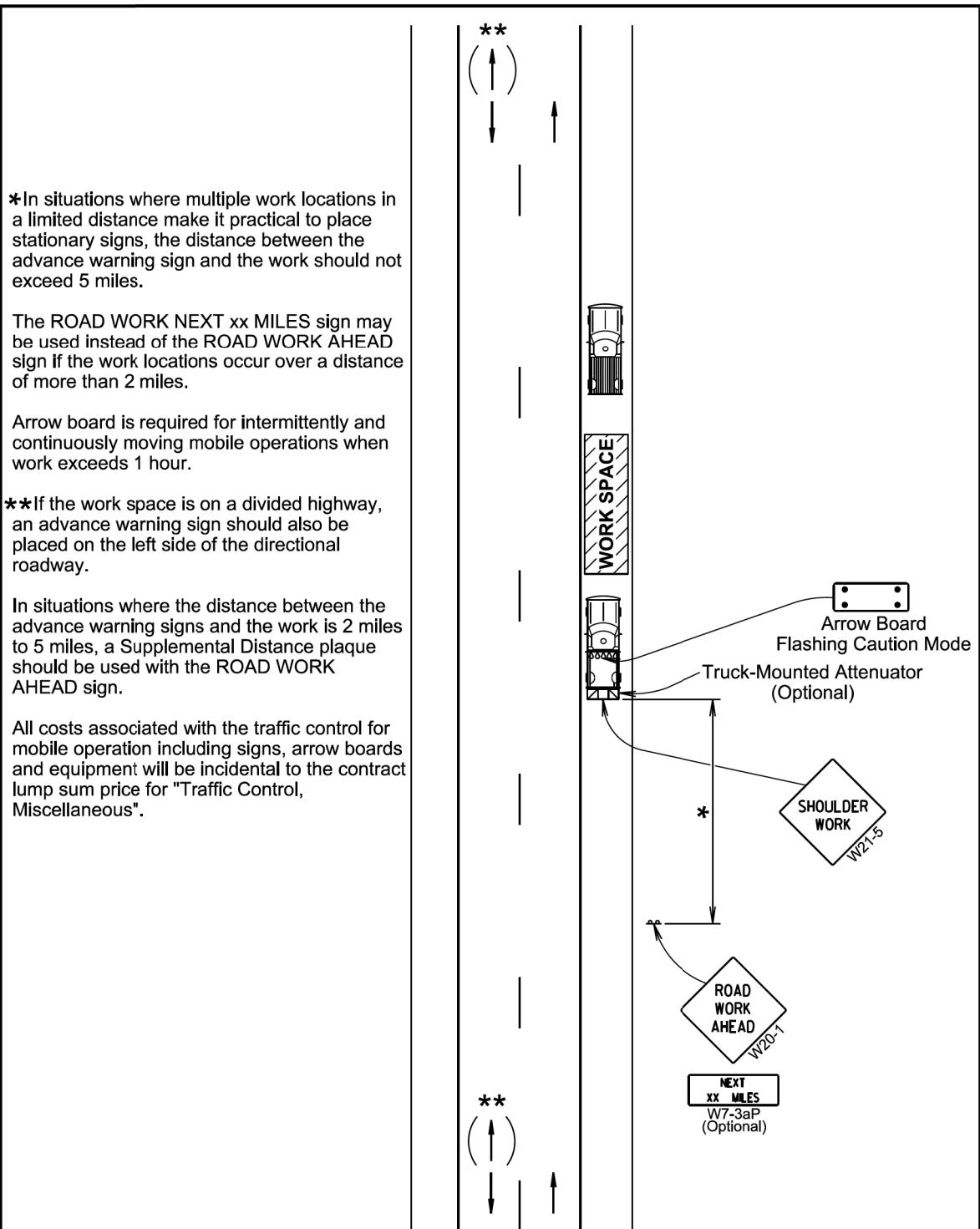
If the work space is on a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.

For short term, short duration, or mobile operations, all signs and channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.





January 22, 2021



January 22, 2021

* Messages on signs will vary depending on the operation being conducted.

Vehicle-mounted signs will be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs will be covered or turned from view when work is not in progress.

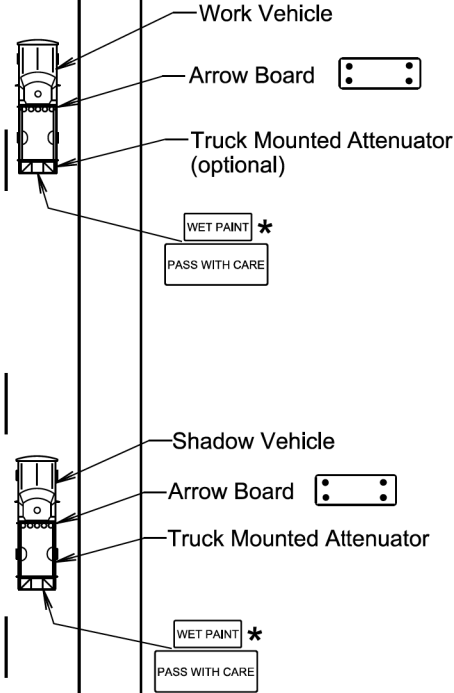
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

Vehicle hazard warning signals will not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

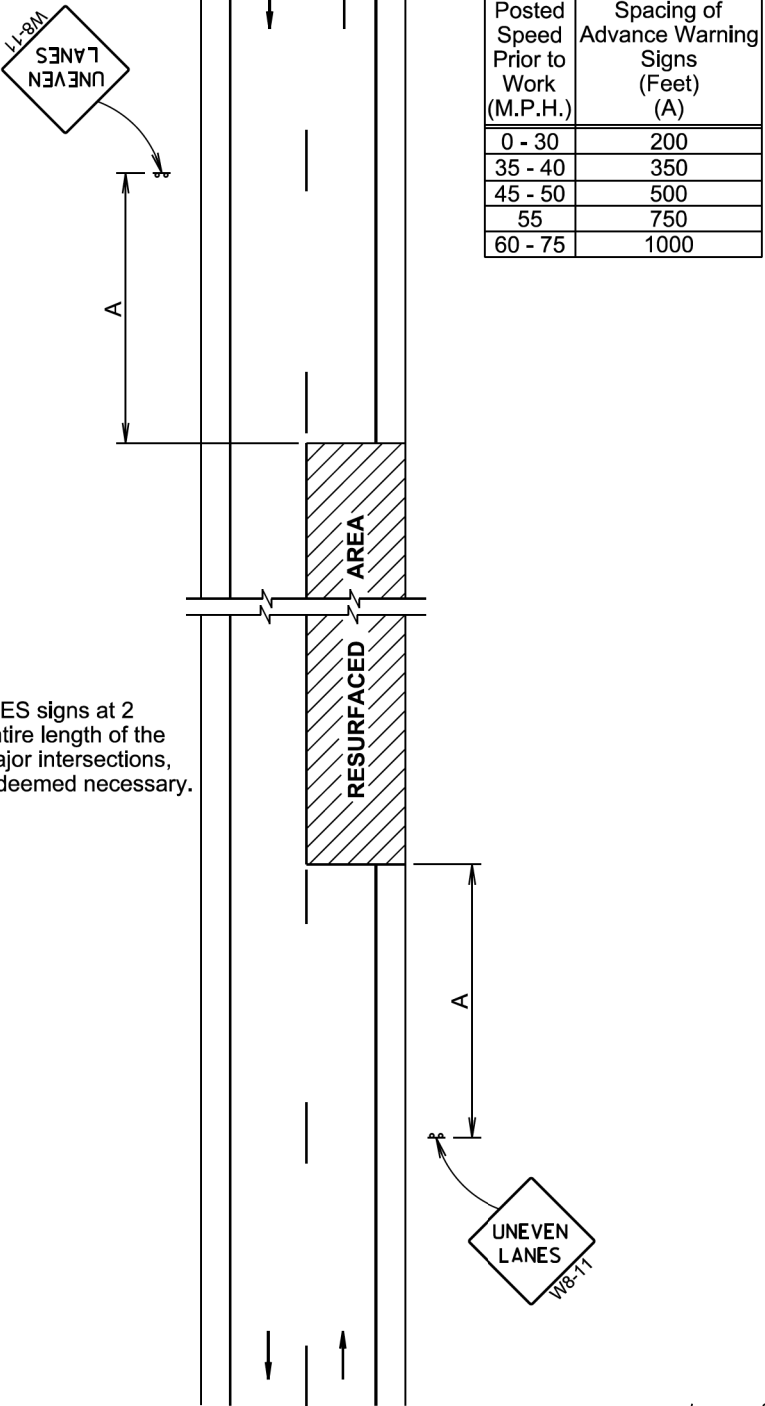
When an arrow board is used, it will be used in the caution mode. Marching Diamonds are acceptable.

Arrow boards will, as a minimum, be Type B, with a size of 60" x 30".

All costs associated with the traffic control for mobile operation including signs, arrow boards and equipment will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".



January 22, 2021



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 75	1000

Install additional UNEVEN LANES signs at 2 mile intervals throughout the entire length of the uneven area and at affected major intersections, edge of towns, and other sites deemed necessary.

January 22, 2021

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	25
35 - 40	350	25
45	500	25
50	500	50
55	750	50
60 - 65	1000	50

- Flagger
- Channelizing Device

For low-volume traffic situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger may be used.

The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

For tack and/or flush seal operations, when flaggers are not being used, the FRESH OIL sign (W21-2) will be displayed in advance of the liquid asphalt areas.

Flashing warning lights and/or flags may be used to call attention to the advance warning signs.

The channelizing devices will be drums or 42" cones.

Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.

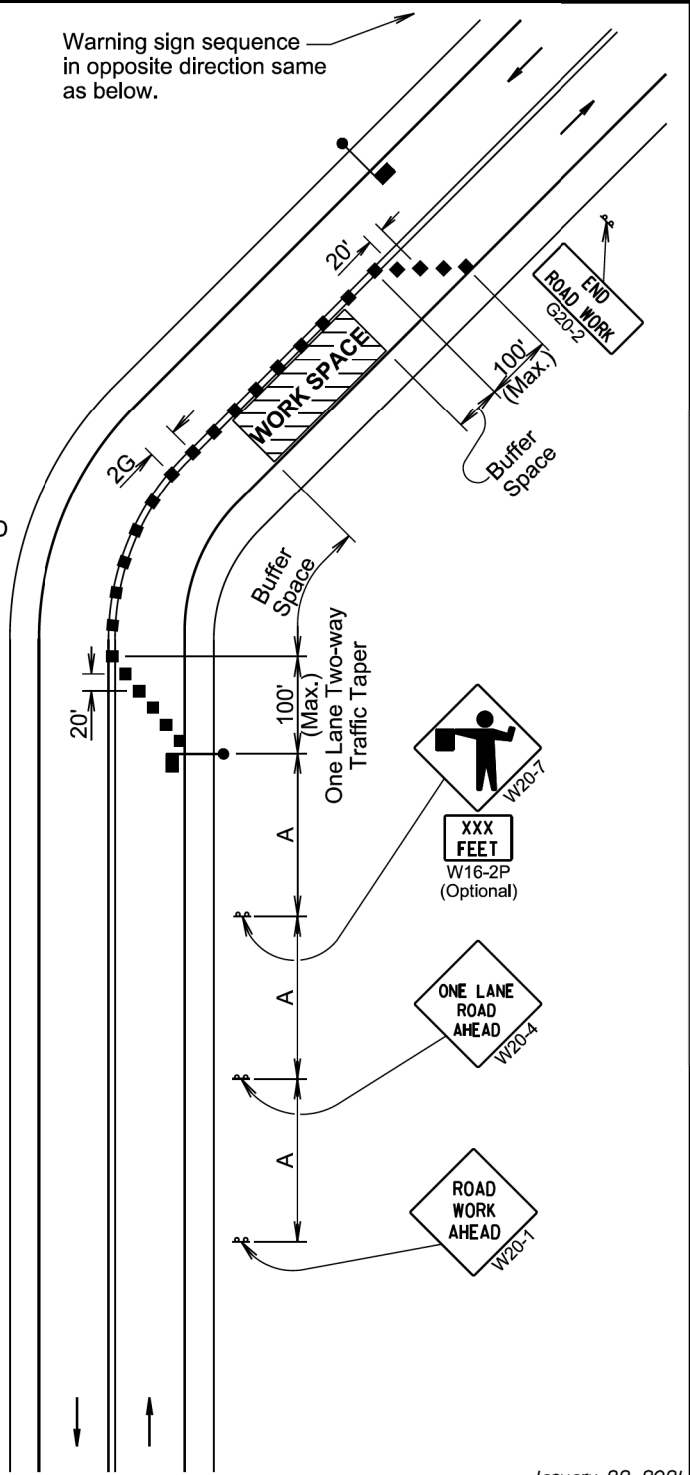
END ROAD WORK G20-2

Channelizing devices and flaggers will be used at intersecting roads to control intersecting road traffic as required.

The buffer space should be extended so that the two-way traffic taper is placed before a horizontal or vertical curve to provide adequate sight distance for the flagger and queue of stopped vehicles.

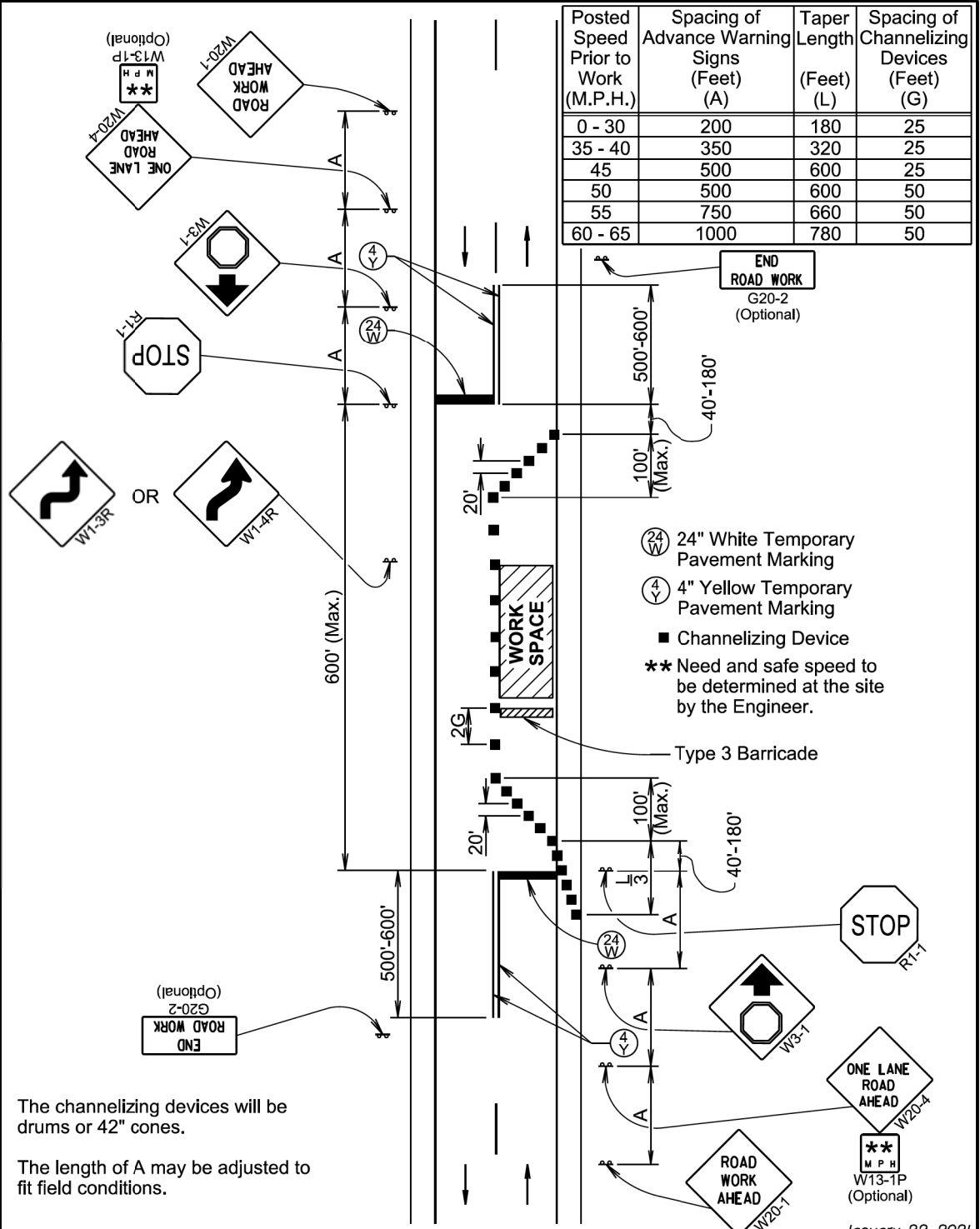
The length of A may be adjusted to fit field conditions.

Warning sign sequence in opposite direction same as below.



January 22, 2021

Published Date: 2027	S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER
			634.23
			Sheet 1 of 1

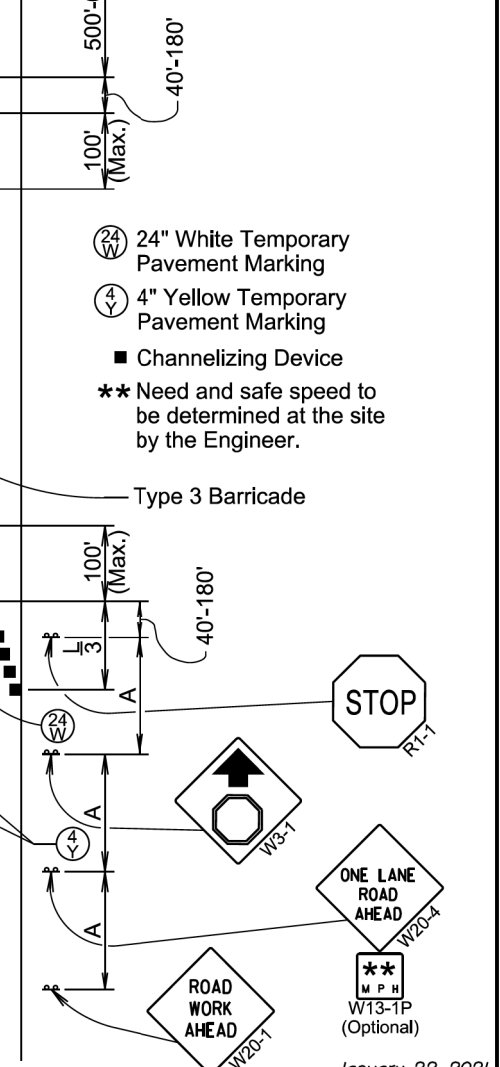


The channelizing devices will be drums or 42" cones.

The length of A may be adjusted to fit field conditions.

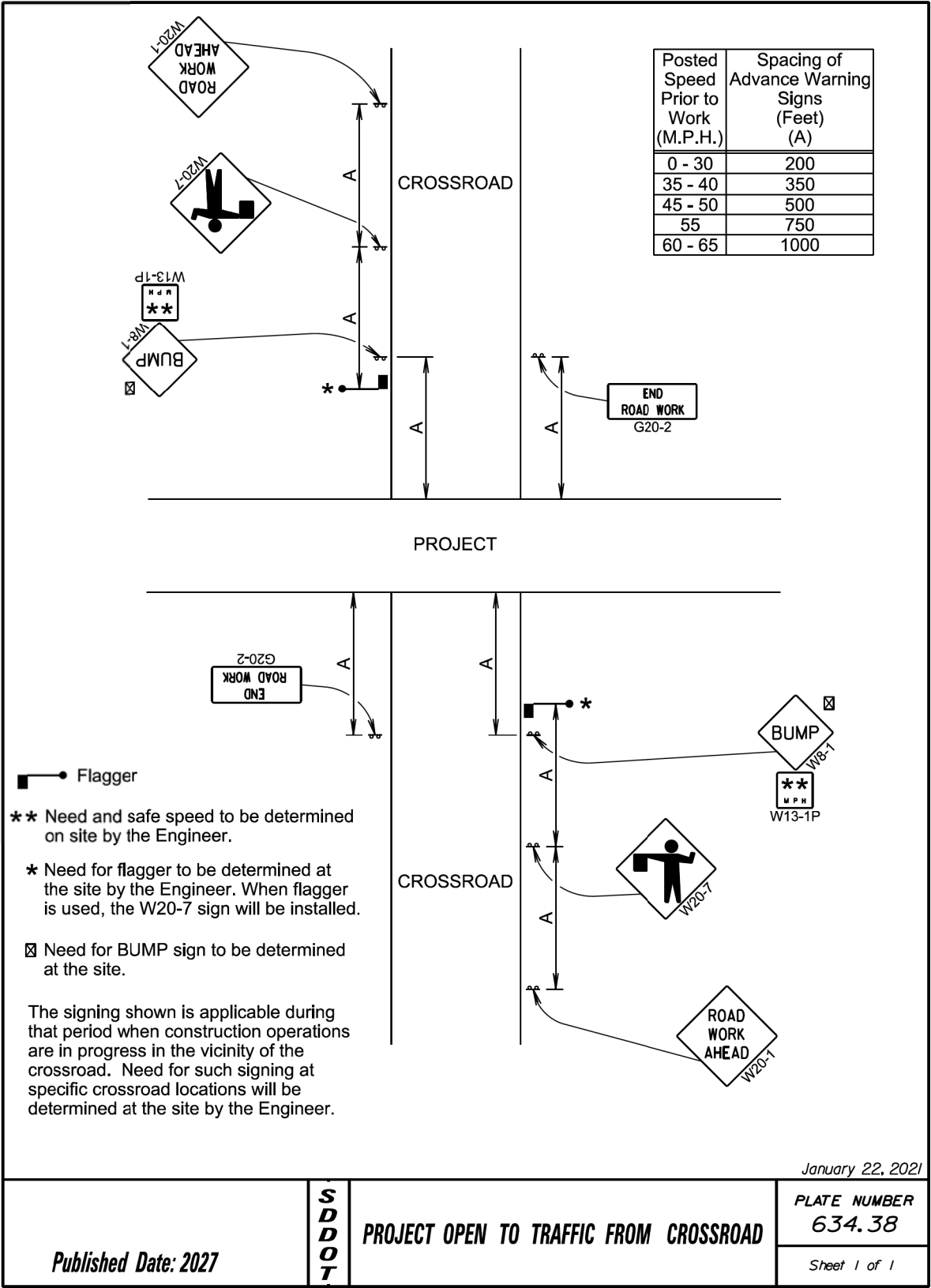
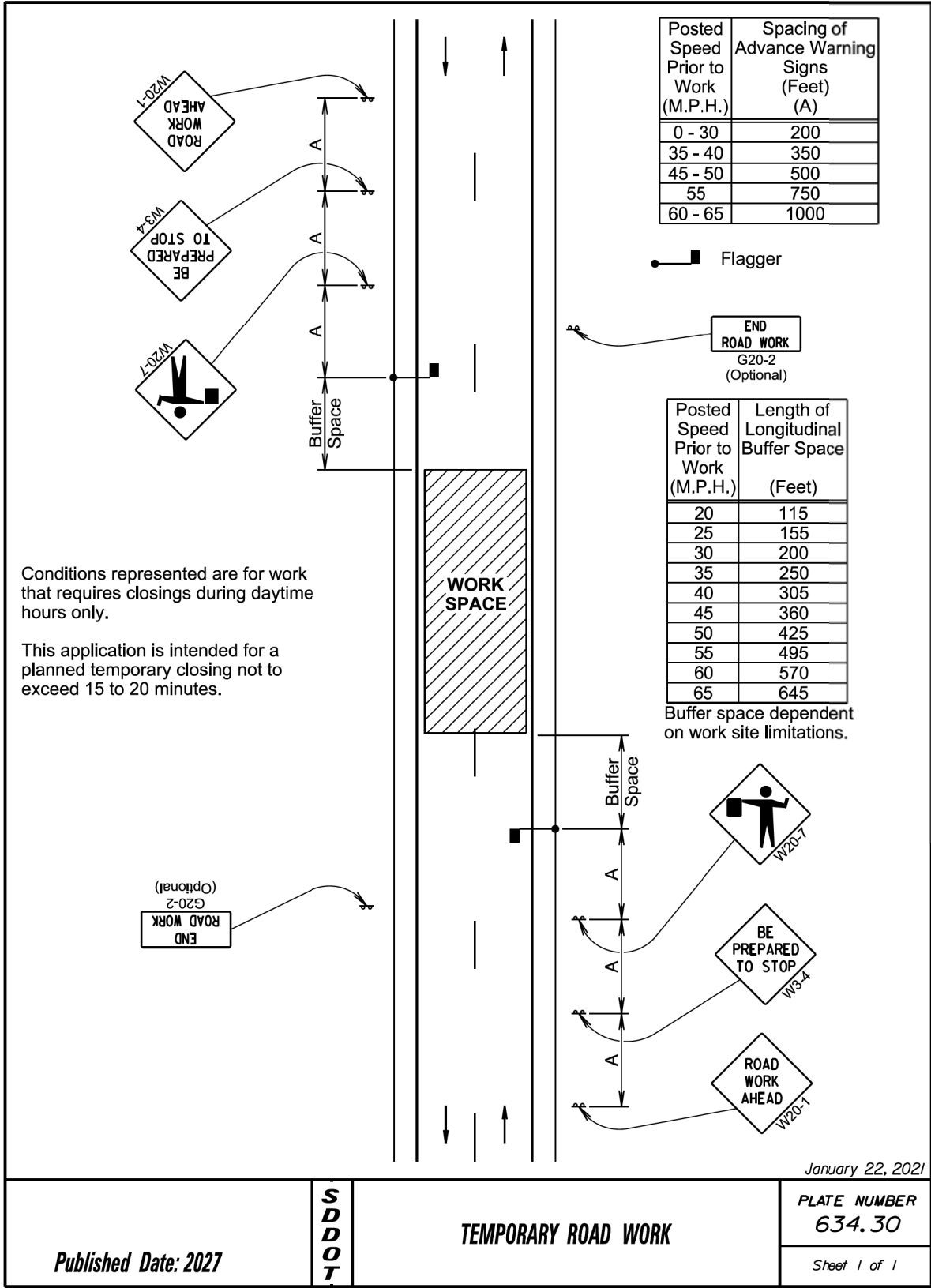
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	180	25
35 - 40	350	320	25
45	500	600	25
50	500	600	50
55	750	660	50
60 - 65	1000	780	50

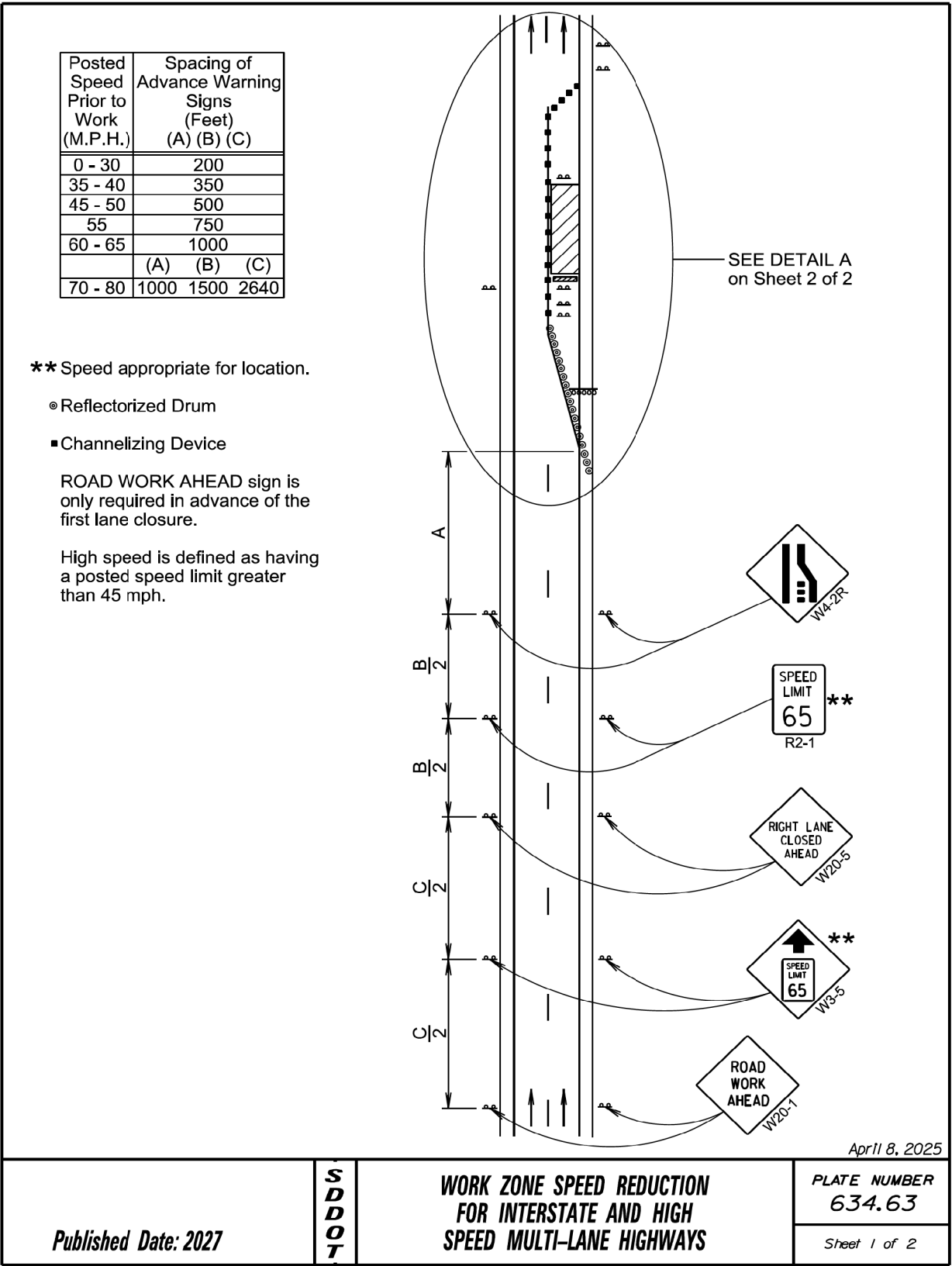
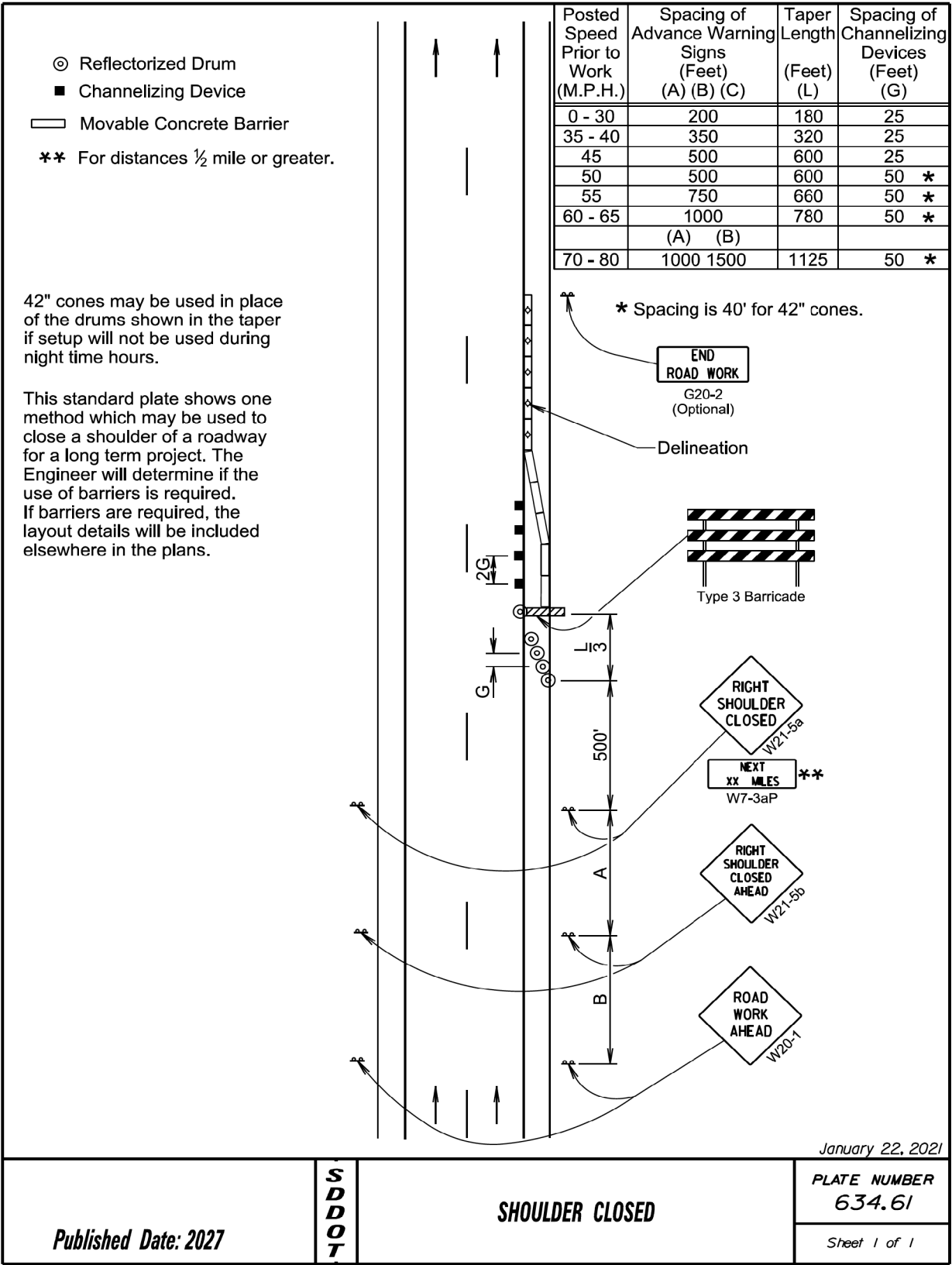
- 24" White Temporary Pavement Marking
- 4" Yellow Temporary Pavement Marking
- Channelizing Device
- ** Need and safe speed to be determined at the site by the Engineer.

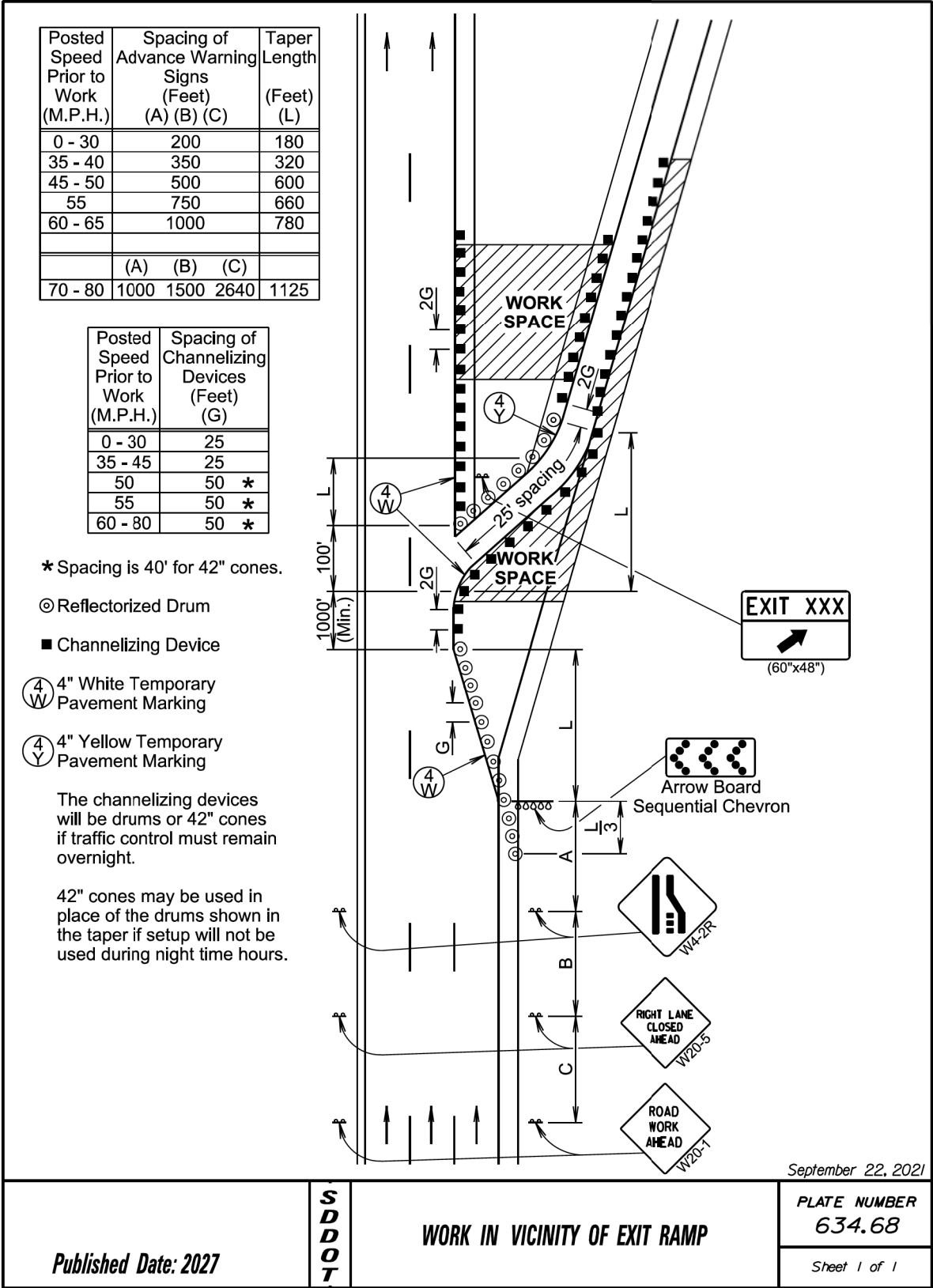
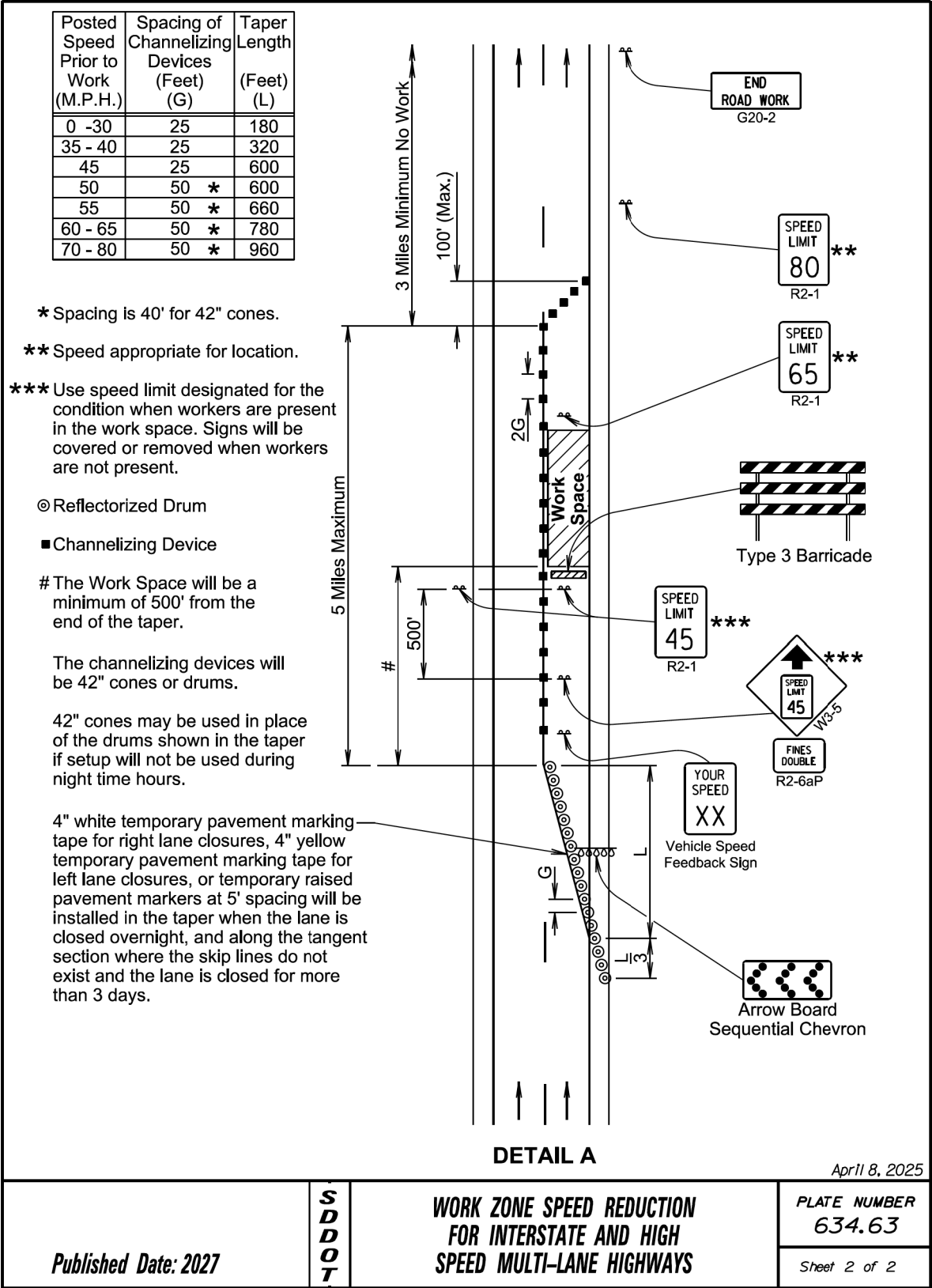


January 22, 2021

Published Date: 2027	S D D O T	LANE CLOSURE USING STOP SIGNS	PLATE NUMBER
			634.25
			Sheet 1 of 1







Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet)		Taper Length (Feet)
45 - 50	500		600
55	750		660
60 - 65	1000		780
	(A)	(B)	
70 - 80	1000	1500	1125

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet)
0 - 30	25
35 - 45	25
50	50 *
55	50 *
60 - 80	50 *

* Spacing is 40' for 42" cones.

■ Channelizing Device

④ 4" White Temporary Pavement Marking

** Need and safe speed to be determined by the Engineer.

Temporary pavement markings will be used if traffic control must remain overnight.

The channelizing devices will be drums or 42" cones if traffic control must remain overnight.

Truck off-tracking should be considered when determining whether the 10-foot minimum lane width is adequate.

January 22, 2021

SDOT

PARTIAL EXIT RAMP CLOSURE

PLATE NUMBER 634.69

Published Date: 2027

Sheet 1 of 1

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet)			Taper Length (Feet)
0 - 30	200			180
35 - 40	350			320
45 - 50	500			600
55	750			660
60 - 65	1000			780
	(A)	(B)	(C)	
70 - 80	1000	1500	2640	1125

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet)
0 - 30	25
35 - 45	25
50	50 *
55	50 *
60 - 80	50 *

* Spacing is 40' for 42" cones.

⊙ Reflectorized Drum

■ Channelizing Device

④ 4" White Temporary Pavement Marking

Temporary pavement markings will be used if traffic control must remain overnight.

The channelizing devices will be drums or 42" cones if traffic control must remain overnight.

42" cones may be used in place of the drums shown in the taper if setup will not be used during night time hours.

September 22, 2021

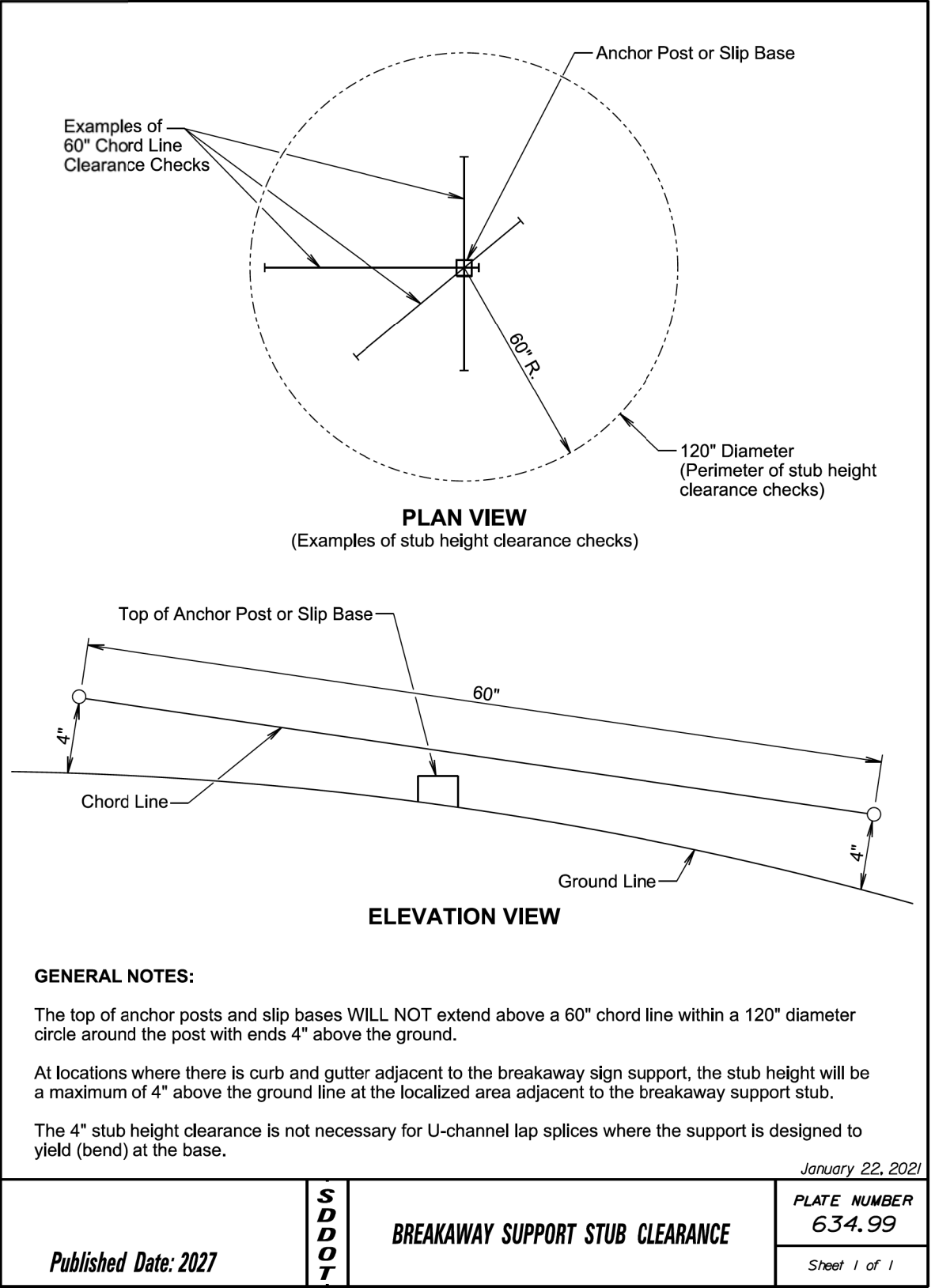
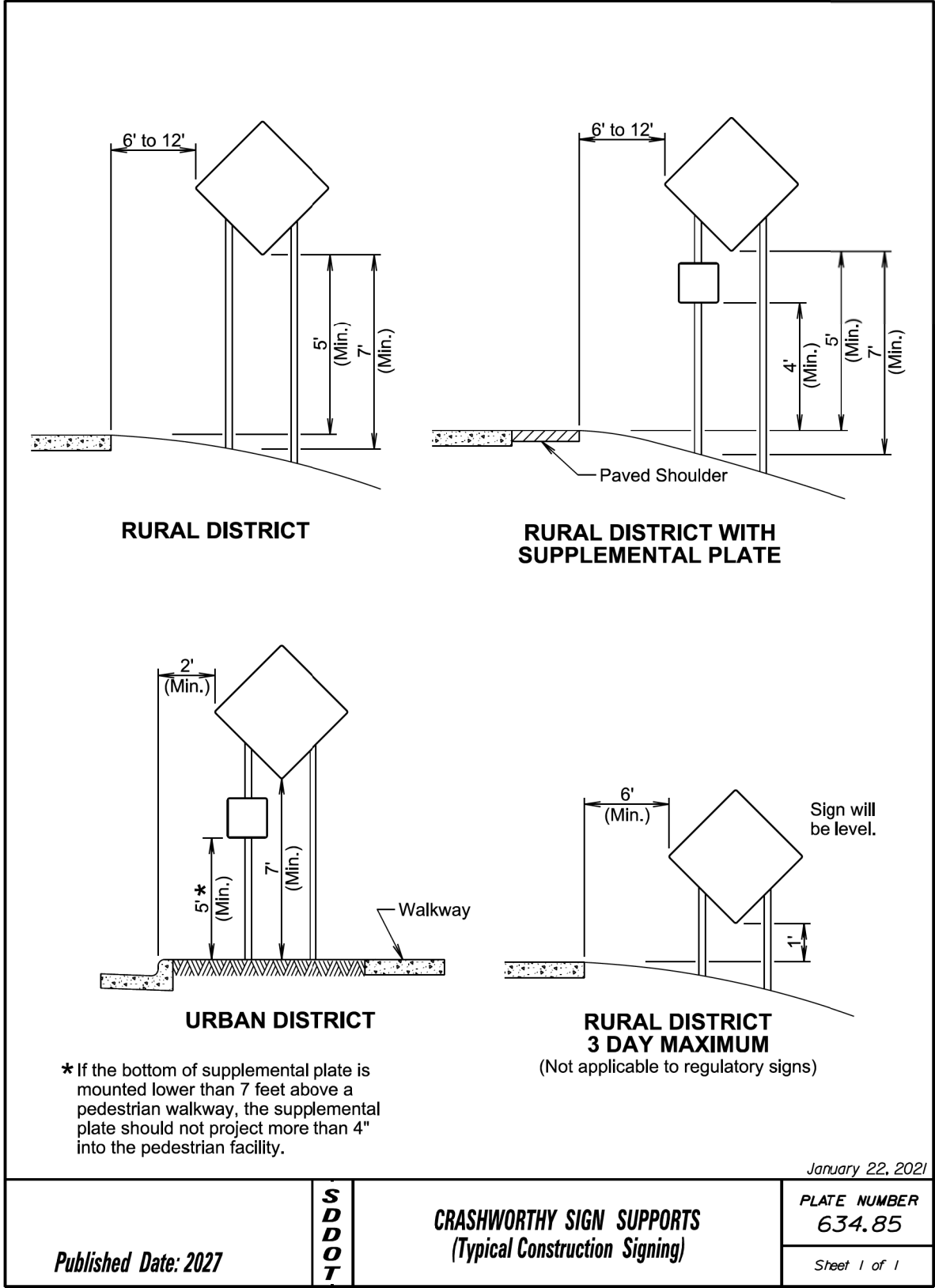
SDOT

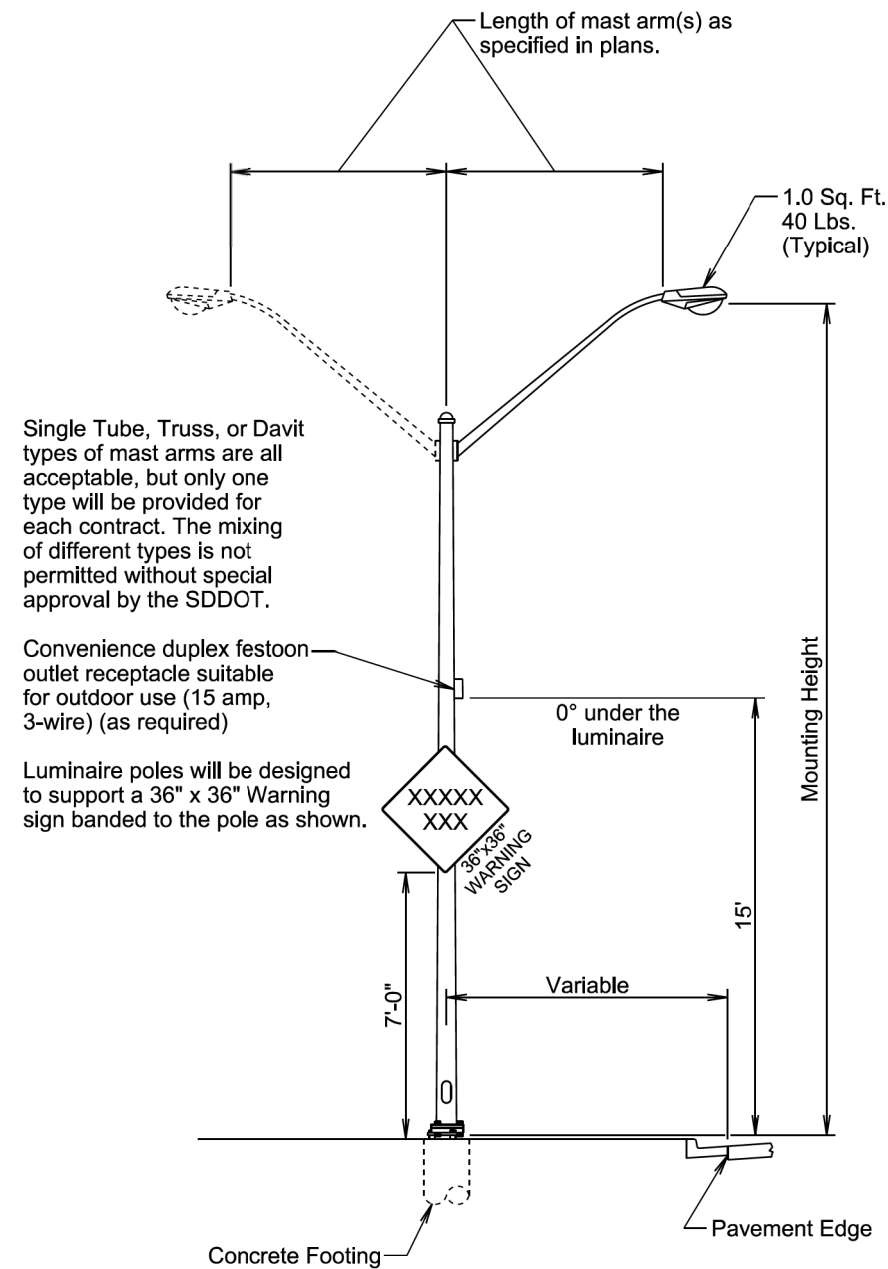
WORK IN VICINITY OF ENTRANCE RAMP

PLATE NUMBER 634.70

Published Date: 2027

Sheet 1 of 1





November 19, 2022

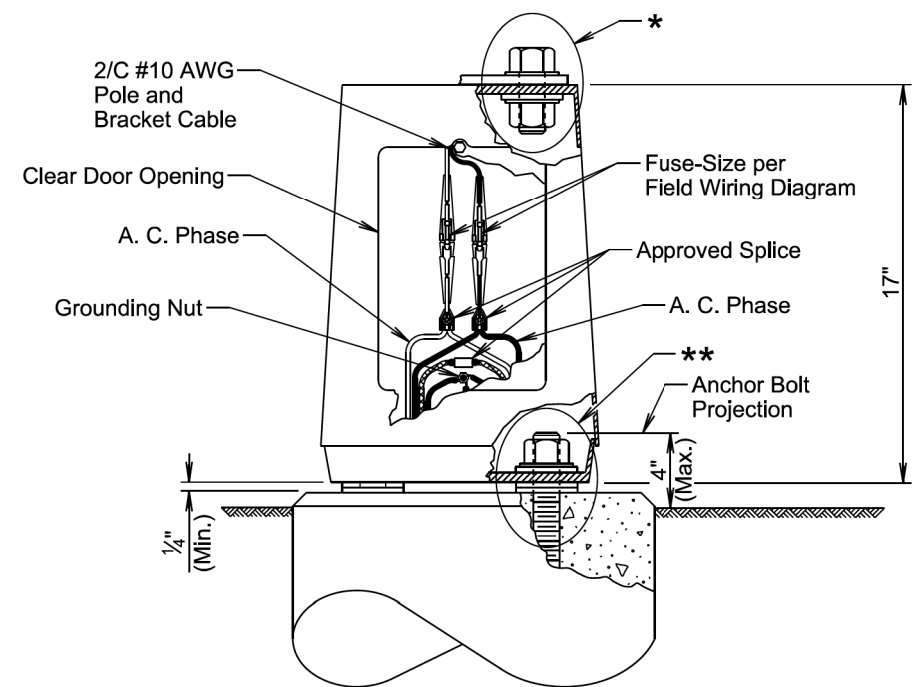
Published Date: 2027

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STEEL ROADWAY LUMINAIRE POLE
WITH MAST ARM(S)

PLATE NUMBER
635.01

Sheet 1 of 1



GENERAL NOTES:

Base details are provided for example only and are not intended to be a complete design.

Fused connectors will be breakaway type.

* Hardware connecting the pole to the base will be installed in accordance with the manufacturer's recommendation.

** Hardware connecting the base to the footing will be installed in accordance with the manufacturer's recommendation. The Contractor will install leveling devices in accordance with the manufacturer's recommendation if shimming is necessary to install the light poles plumb and level. The washers and shims will be installed around the anchor bolts.

November 19, 2022

Published Date: 2027

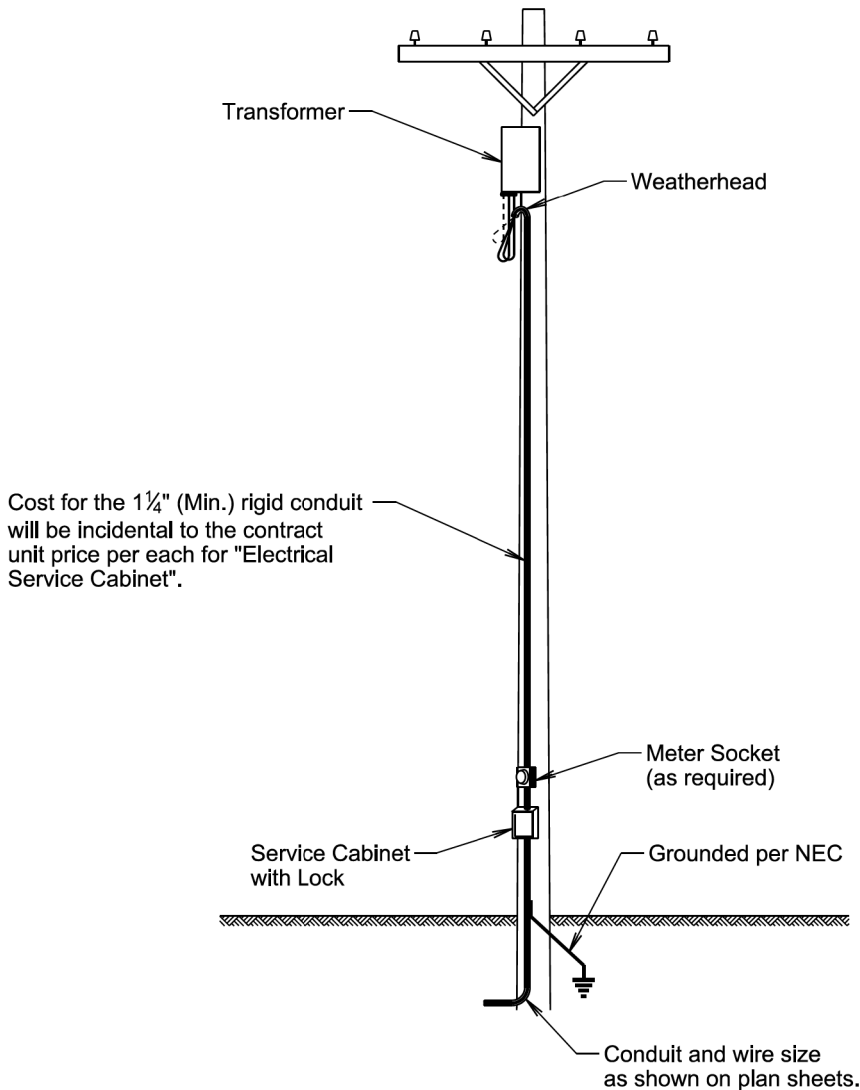
S
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ROADWAY LUMINAIRE POLE
BREAKAWAY TRANSFORMER BASE

PLATE NUMBER
635.21

Sheet 1 of 1

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		316	322



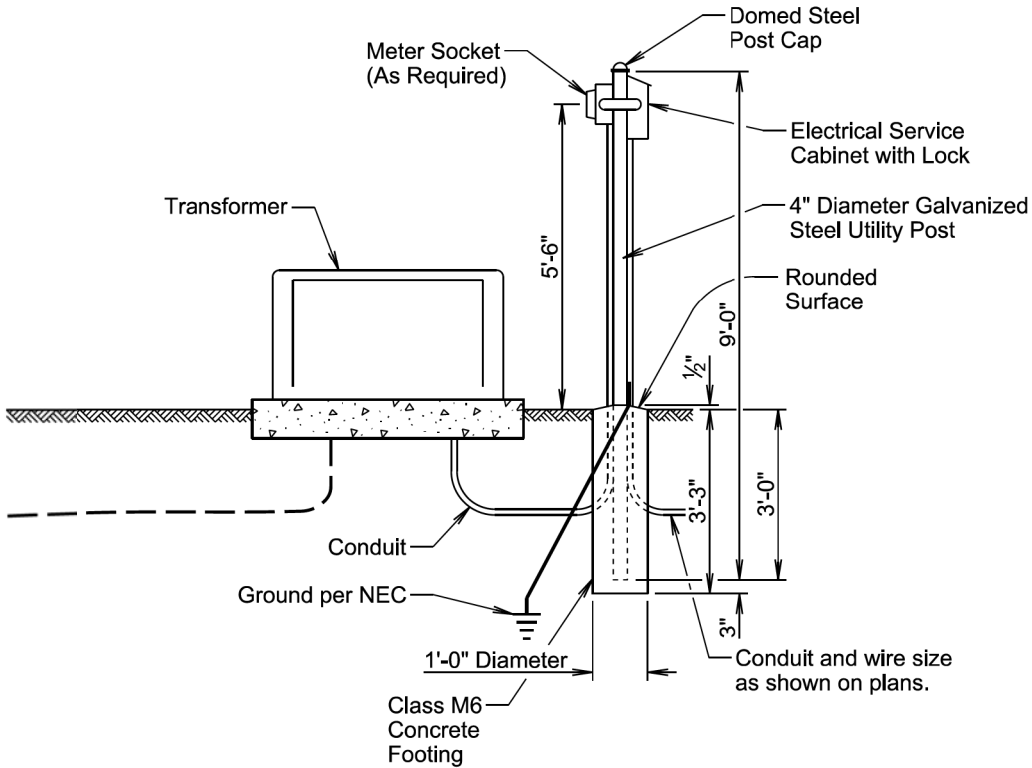
ELEVATION VIEW

GENERAL NOTES:

All costs for furnishing and installing all materials from the electrical service cabinet to the transformer including labor, wire, equipment, hookup fees, all items within the cabinet, lockable enclosure with receptacle outlet, lock and keys, meter socket if required, conduit and incidentals will be incidental to the contract unit price per each for "Electrical Service Cabinet."

March 31, 2024

Published Date: 2027	S D D O T	SERVICE CABINET ON OVERHEAD UTILITY POLE	PLATE NUMBER 635.40
			Sheet 1 of 1



ELEVATION VIEW

GENERAL NOTES:

The concrete for the post footing will be class M6 concrete.

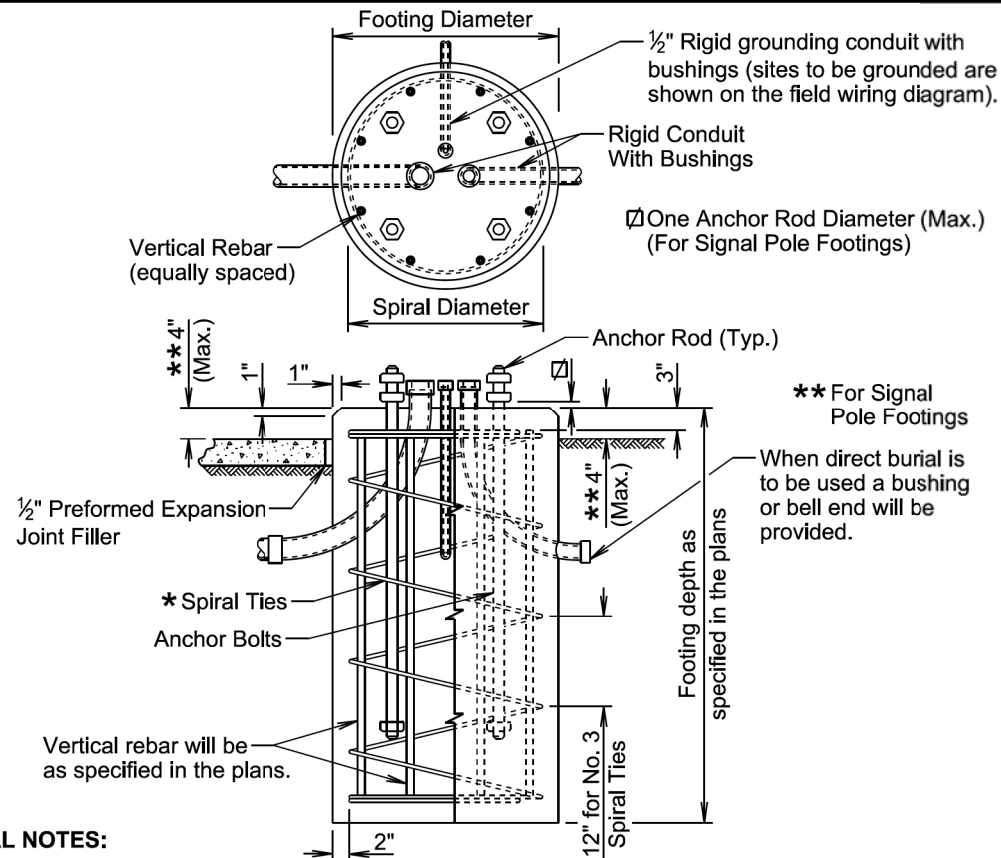
The 4" diameter galvanized steel utility post will be 9' long and will be in conformance with AASHTO Standard Specifications M181. The post will be Type 1 and either Grade 1 or Grade 2. The domed steel post cap will be in conformance with AASHTO Standard Specifications M181 and will be Type 1.

The Contractor will contact and coordinate his/her work with the Utility Companies regarding hookup requirements, fees, materials, and equipment necessary.

All costs for furnishing and installing all materials from the electrical service cabinet to the transformer including labor, equipment, hookup fees, all items within the cabinet, lockable enclosure with receptacle outlet, lock and keys, post, concrete footing, post cap, meter socket if required, conduit, and incidentals will be incidental to the contract unit price per each for "Electrical Service Cabinet".

March 31, 2024

Published Date: 2027	S D D O T	SERVICE FROM PAD MOUNTED TRANSFORMER WITH METER ON A GALVANIZED STEEL UTILITY POST	PLATE NUMBER 635.41
			Sheet 1 of 1

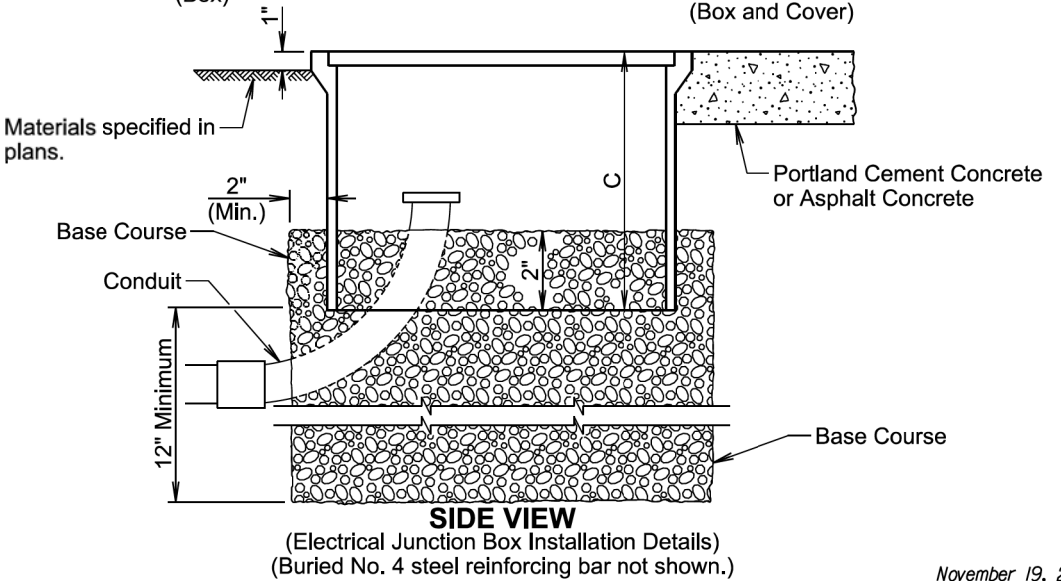
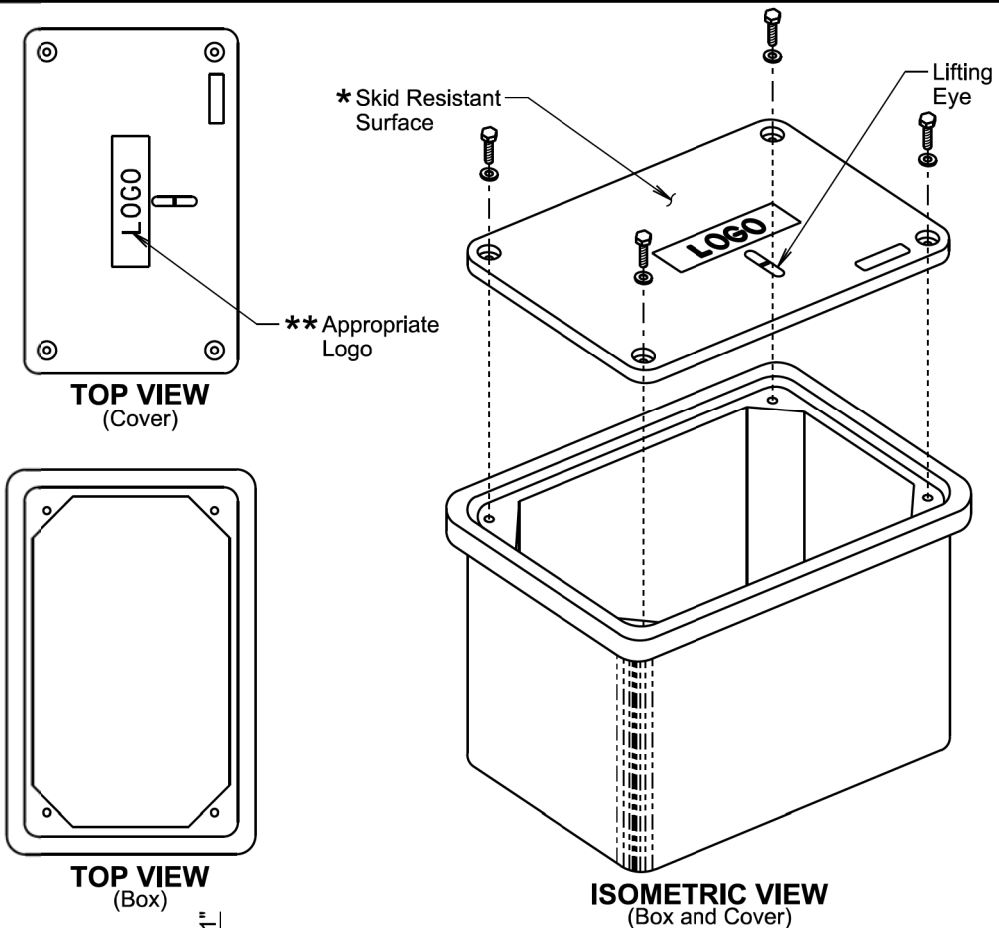


GENERAL NOTES:

- * Circular ties may be used in lieu of the spiral ties. The No. 3 ties will be spaced 12 inches apart except for the top two which will be spaced 6 inches apart. The ties will be lapped 18 inches and the laps will be staggered around the cage.
- Spiral ties will have 1-1/2 extra turns at each end.
- See Section 985 of the Specifications for footing materials.
- Conduits and bushings may project 2 1/2 inches to 6 inches above footing for fixed base poles but will not project above the slip plane or fracture plane for breakaway poles.
- Conduits will be sealed water-tight during all phases of construction until poles are in place.
- The anchor rods will fit inside the reinforcing steel cage. If the anchor rods designed by the Pole Manufacturer do not fit, contact the Office of Bridge Design for footing redesign. No additional payment will be made for the redesigned footing.
- Costs of conduit and conduit bushings shown on footing detail will be incidental to the footing bid item(s).
- The pole will not be installed until the concrete has attained design strength (4000 psi).
- The contour of the area surrounding the breakaway pole will be flat, though not necessarily level for a distance of 5 feet in all directions. The Contractor may be required to provide finish grading at some breakaway pole locations.

November 19, 2022

Published Date: 2027	S D D O T	POLE FOOTING	PLATE NUMBER 635.55
			Sheet 1 of 1



November 19, 2020

Published Date: 2027	S D D O T	ELECTRICAL JUNCTION BOXES TYPE 1 THROUGH TYPE 4	PLATE NUMBER 635.65
			Sheet 1 of 2

ELECTRICAL JUNCTION BOX			
TYPE	DESCRIPTION	APPROXIMATE COVER SIZE	MINIMUM DEPTH (C)
1	Open Bottom with Gasket	11"x18"	18"
2	Open Bottom with Gasket	13"x24"	18"
3	Open Bottom with Gasket	17"x30"	18"
3A	Open Bottom with Gasket	24"x36"***	24"
4	Open Bottom with Gasket	30"x48"***	24"

GENERAL NOTES:

The cover will be gasketed with a minimum of two stainless steel bolts and washers.

The cover will have a lifting eye.

* The surface of the cover will have a minimum wet and dry coefficient of friction value of 0.5 as determined by ASTM F609.

** The cover of the junction box will have the appropriate logo in one inch size letters and will be recessed. When the junction box contains cables or wires for a traffic signal then the logo will be "Signal". When the junction box contains lighting conductors then the logo will be "Lighting".

*** Two piece covers will be used for Type 3A and Type 4 junction boxes.

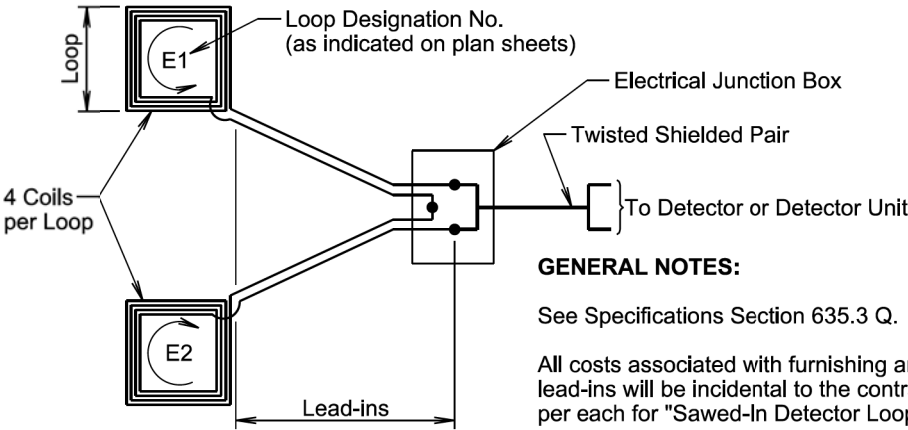
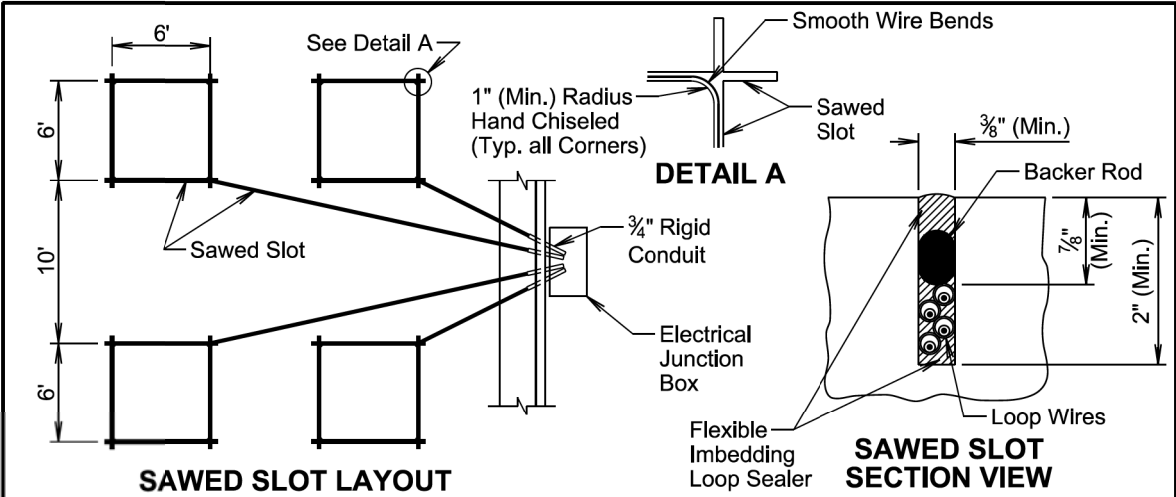
The electrical junction boxes will comply with the American National Standards Institute (ANSI)/Society of Cable Telecommunications Engineers (SCTE) 77 2007 Specification for Underground Enclosure Integrity. The loading requirement for all electrical junction boxes and covers will be Tier 22 of ANSI/SCTE 77 2007.

The electrical junction boxes will be UL listed.

For junction boxes located outside of pavement, a No. 4 steel reinforcing bar with a minimum length of 18" will be buried adjacent to the long side of the junction box. All costs associated with furnishing and placing the steel reinforcing bar will be incidental to the contract unit price per each for "Type _ Electrical Junction Box".

November 19, 2020

Published Date: 2027	S D D O T	ELECTRICAL JUNCTION BOXES TYPE 1 THROUGH TYPE 4	PLATE NUMBER 635.65
			Sheet 2 of 2

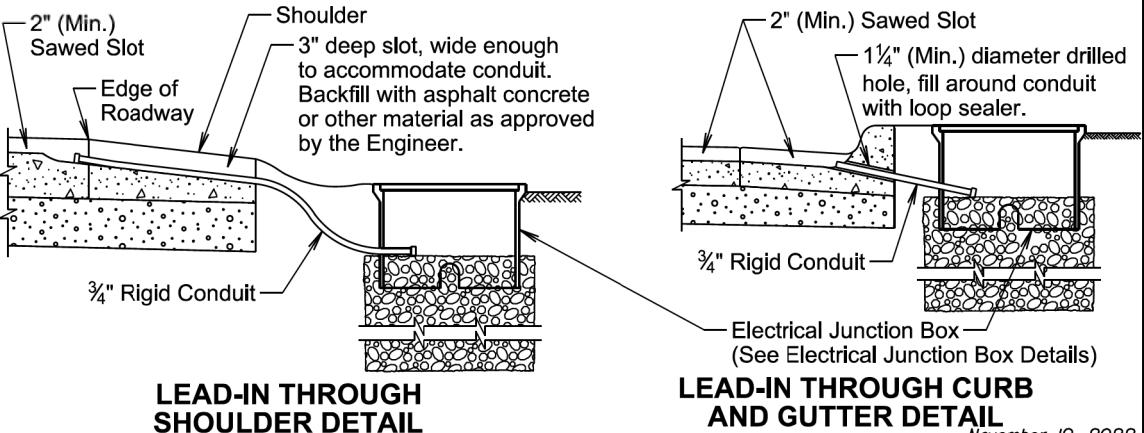


GENERAL NOTES:

See Specifications Section 635.3 Q.

All costs associated with furnishing and installing the lead-ins will be incidental to the contract unit price per each for "Sawed-In Detector Loop".

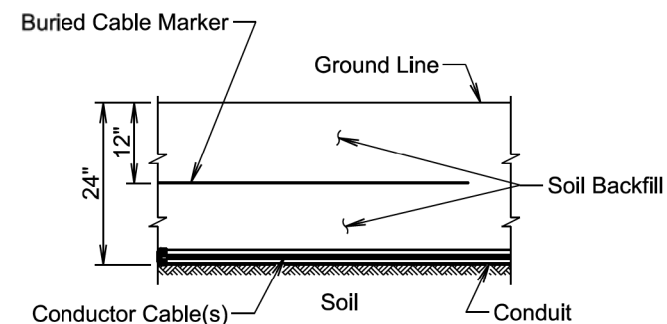
WIRING DIAGRAM



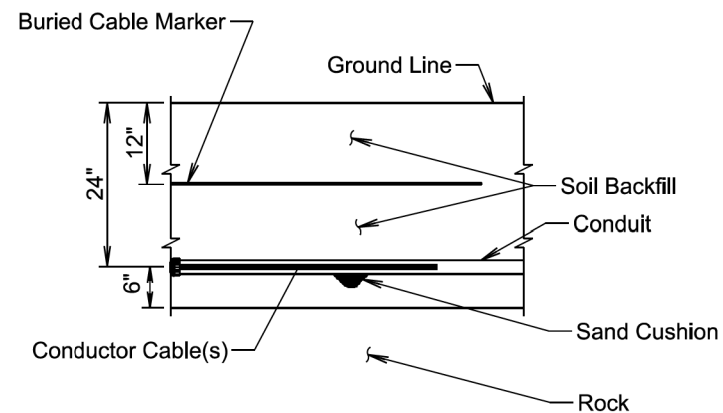
November 19, 2022

Published Date: 2027	S D D O T	SAWED-IN DETECTOR LOOP	PLATE NUMBER 635.71
			Sheet 1 of 1

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-CR 090L(09)260 IM-CR 0906(76)263		
Plotting Date: 1/26/2026		319	322



SECTION VIEW



SECTION VIEW

GENERAL NOTE:

The Buried Cable Marker will be plastic, approximately 6" wide, and will be capable of sustaining a minimum of a 350% tolerance of elongation without tearing. The Buried Cable Marker will have a life expectancy approximately equal to that of the conductor(s) beneath it. A phrase indicating the presence of a buried electric circuit below will be printed in a contrasting color on the cable marker. The Buried Cable Marker will be subject to approval by the Engineer. All costs associated with furnishing and installing the Buried Cable Marker will be incidental to the contract unit price per foot for the bid item used for the electrical conductor.

November 19, 2022

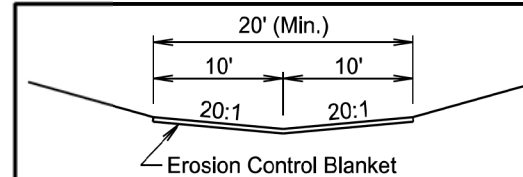
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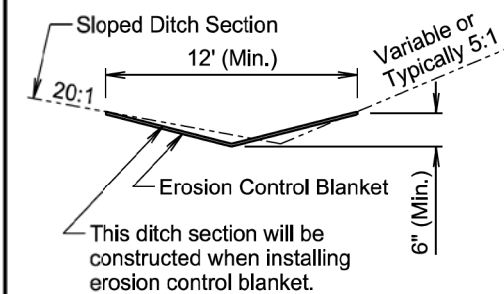
CONDUIT INSTALLATION

PLATE NUMBER
635.76

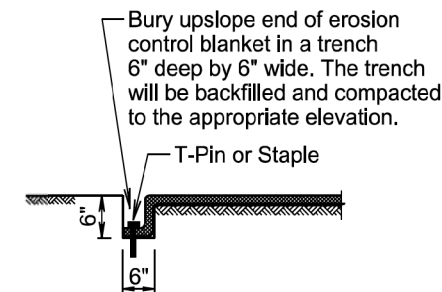
Sheet 1 of 1



STANDARD DITCH SECTION



SLOPED DITCH SECTION



TRENCH DETAIL

GENERAL NOTES:

Prior to placement of the erosion control blanket, the areas will be properly prepared, shaped, seeded, and fertilized.

Erosion control blanket will be unrolled in the direction of the flow of water when placed in ditches and on slopes. The upslope end of the erosion control blanket will be buried in a trench 6" wide by 6" deep. There will be at least a 6" overlap wherever one roll of erosion control blanket ends and another begins, with the upslope erosion control blanket placed on top of the downslope erosion control blanket.

The erosion control blanket will be pinned to the ground according to the manufacturer's installation recommendations.

After the placement of the erosion control blanket, the Contractor will fine grade along all edges of the blanket to maintain a uniform slope adjacent to the blanket and level any low spots which might prevent uniform and unrestricted flow of side drainage directly onto the erosion control blanket.

All ditch sections will be shaped when installing the erosion control blanket. All costs for shaping the ditches will be incidental to the contract unit price per foot for "Shaping for Erosion Control Blanket".

February 14, 2020

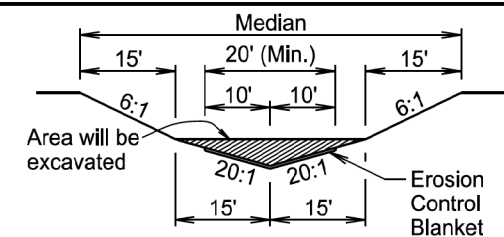
Published Date: 2027

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EROSION CONTROL BLANKET

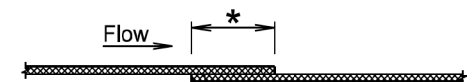
PLATE NUMBER
734.01

Sheet 1 of 1



The median will be shaped to the limits shown in this detail where the erosion control blanket will be placed.

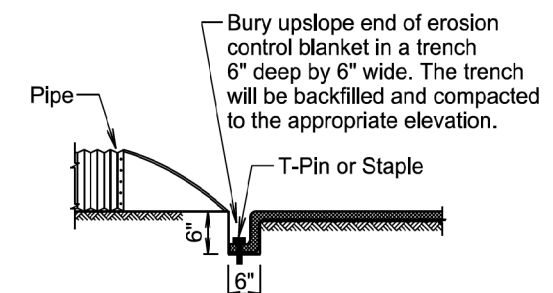
MEDIAN SECTION



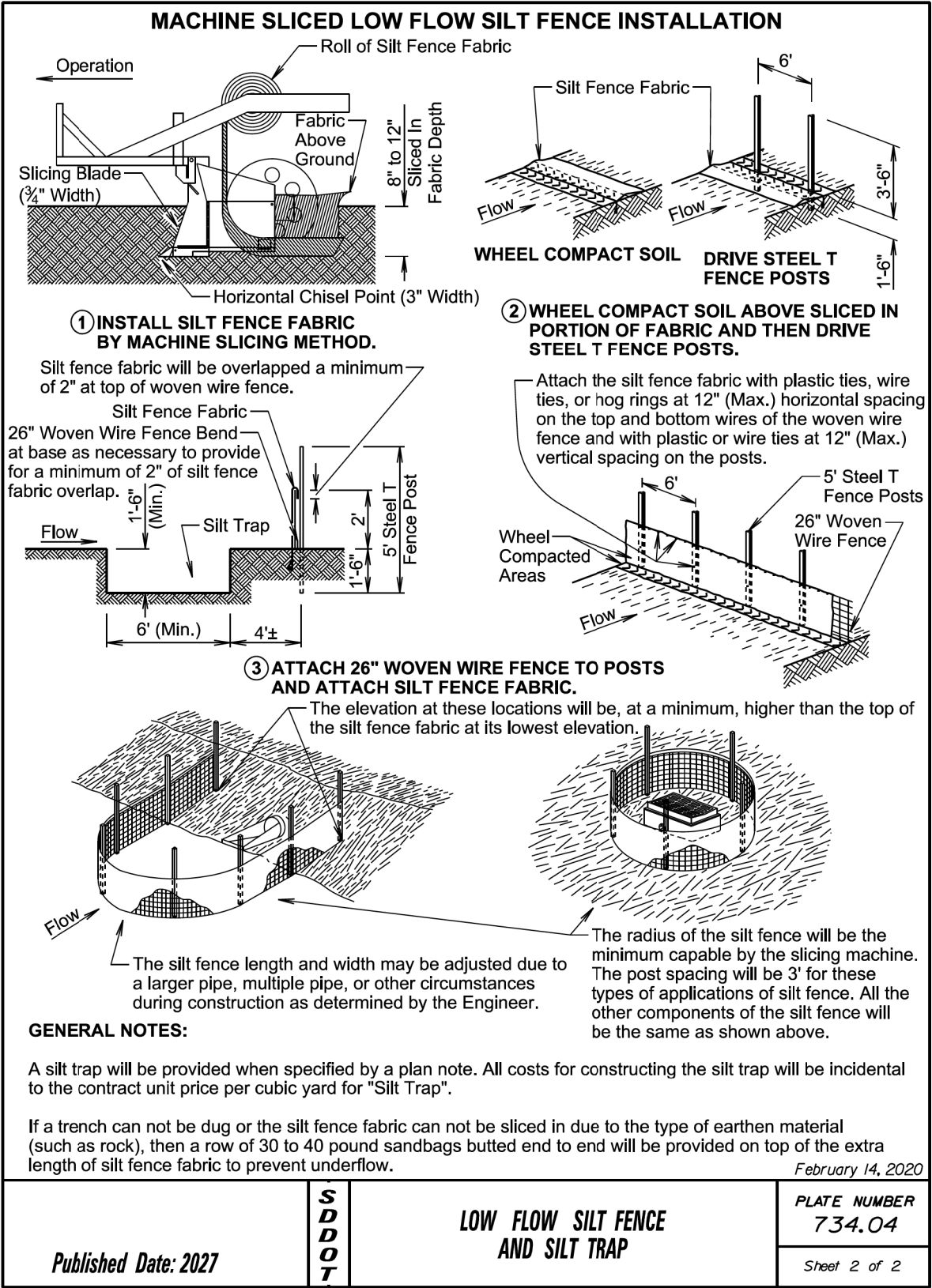
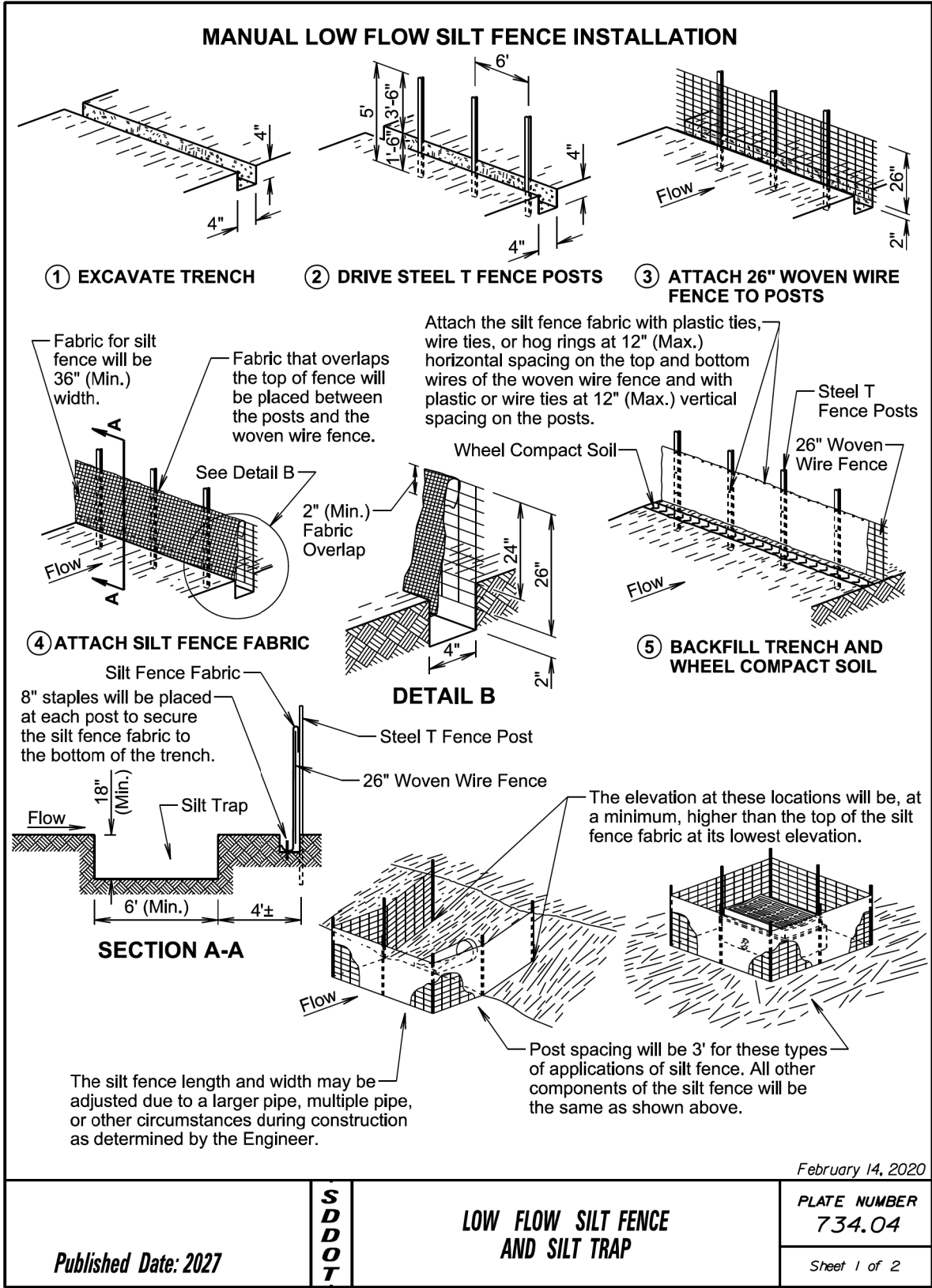
* Use a 4" (Min.) overlap wherever two widths of erosion control blanket are applied side by side.

* Use a 6" (Min.) overlap wherever one roll of erosion control blanket ends and another begins.

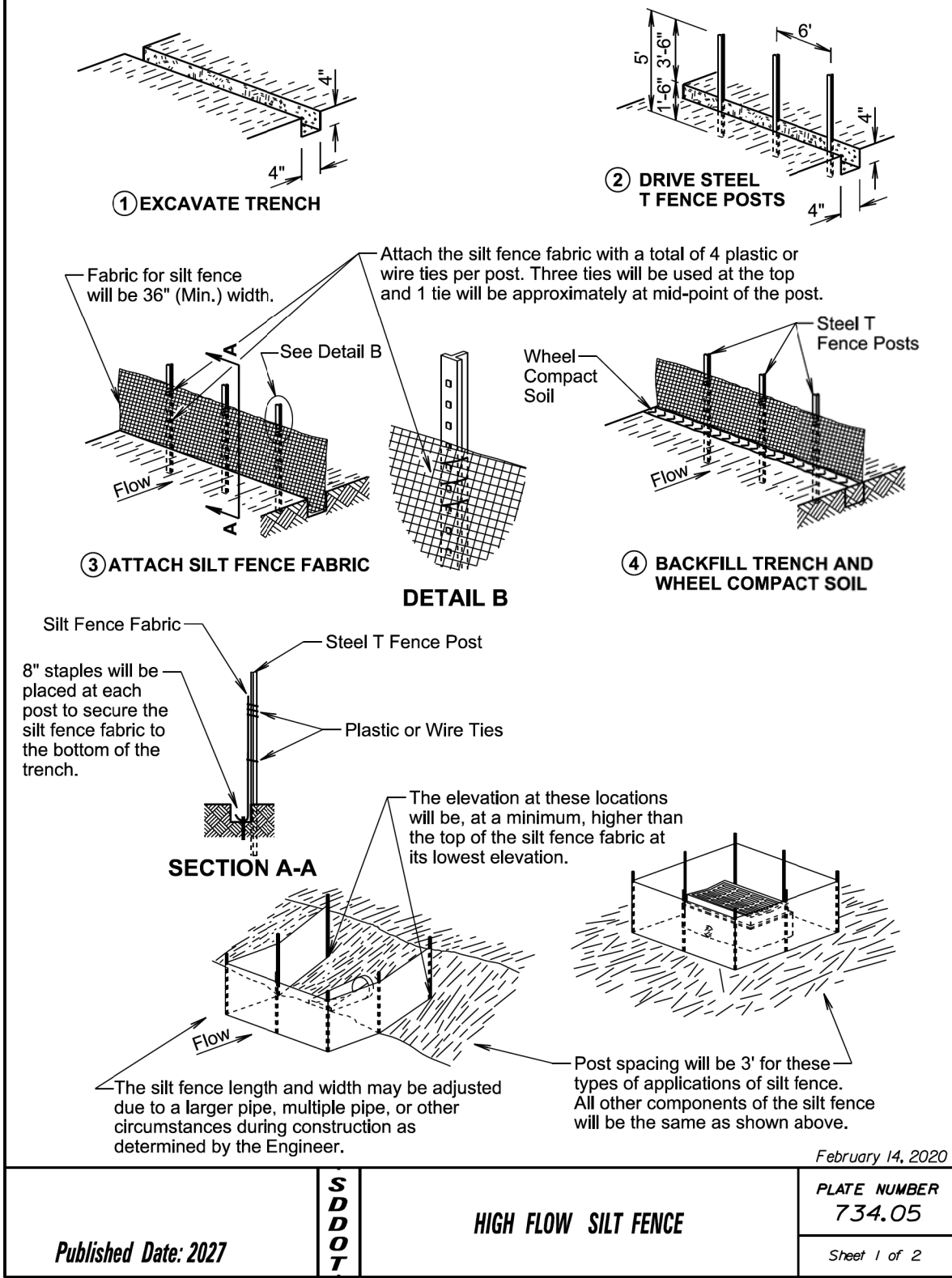
OVERLAP DETAIL



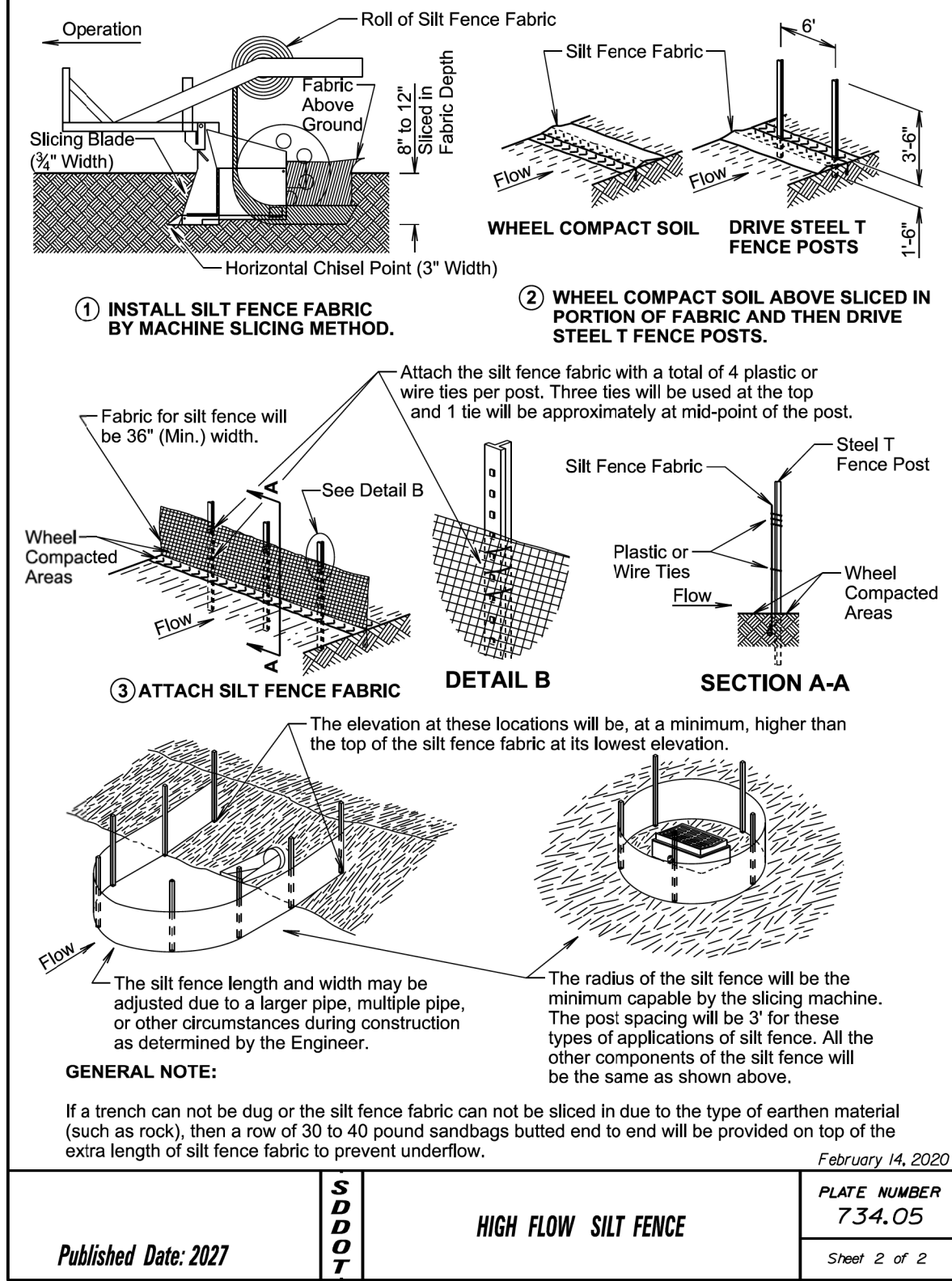
PIPE END DETAIL

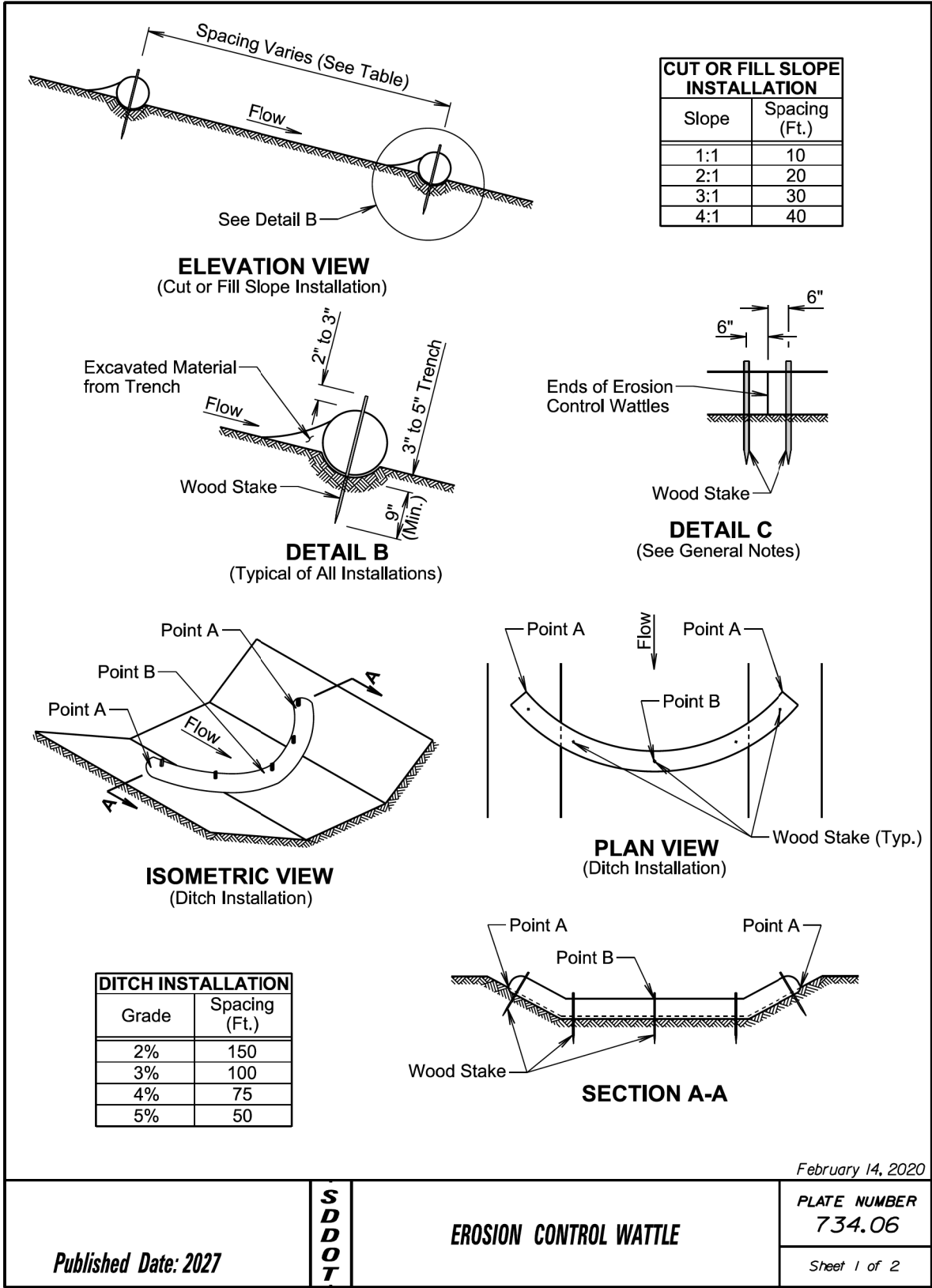


MANUAL HIGH FLOW SILT FENCE INSTALLATION



MACHINE SLICED HIGH FLOW SILT FENCE INSTALLATION





GENERAL NOTES:

At cut or fill slope installations, wattles will be installed along the contour and perpendicular to the water flow.

At ditch installations, point A must be higher than point B to ensure that water flows over the wattle and not around the ends.

The Contractor will dig a 3" to 5" trench, install the wattle tightly in the trench so that daylight can not be seen under the wattle, and then compact the soil excavated from the trench against the wattle on the uphill side. See Detail B.

The stakes will be 1"x2" or 2"x2" wood stakes, however, other types of stakes such as rebar may be used only if approved by the Engineer. The stakes will be placed 6" from the ends of the wattles and the spacing of the stakes along the wattles will be 3' to 4'.

Where installing running lengths of wattles, the Contractor will butt the second wattle tightly against the first and will not overlap the ends. See Detail C.

The Contractor and Engineer will inspect the erosion control wattles in accordance with the storm water permit. The Contractor will remove, dispose, or reshape the accumulated sediment when necessary as determined by the Engineer.

Sediment removal, disposal, or necessary shaping will be as directed by the Engineer. All costs for removing accumulated sediment, disposal of sediment, and necessary shaping will be incidental to the contract unit price per cubic yard for "Remove Sediment".

All costs for furnishing and installing the erosion control wattles including labor, equipment, and materials will be incidental to the contract unit price per foot for the corresponding erosion control wattle contract item.

All costs for removing the erosion control wattle from the project including labor, equipment, and materials will be incidental to the contract unit price per foot for "Remove Erosion Control Wattle".