

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PH 0030(48)	1	14

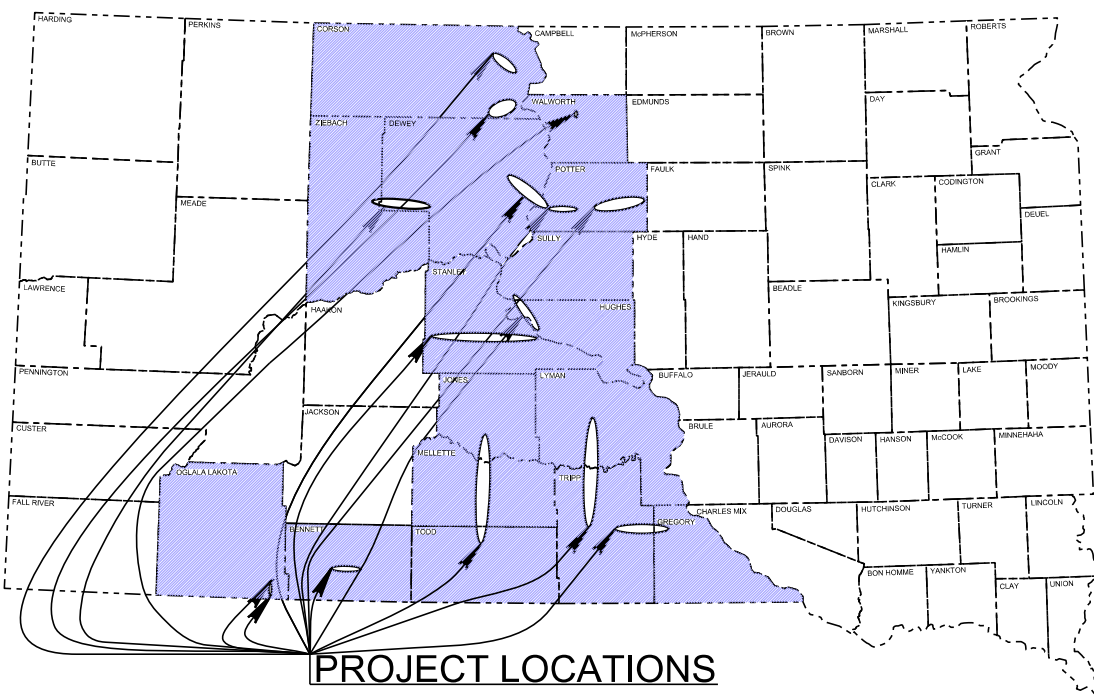
Plotting Date: 04/27/2022

PROJECT PH 0030(48)
US HIGHWAYS 12, 14, 18, 83, 183 & 212
SD HIGHWAYS 20, 44, & 1804
REGIONWIDE

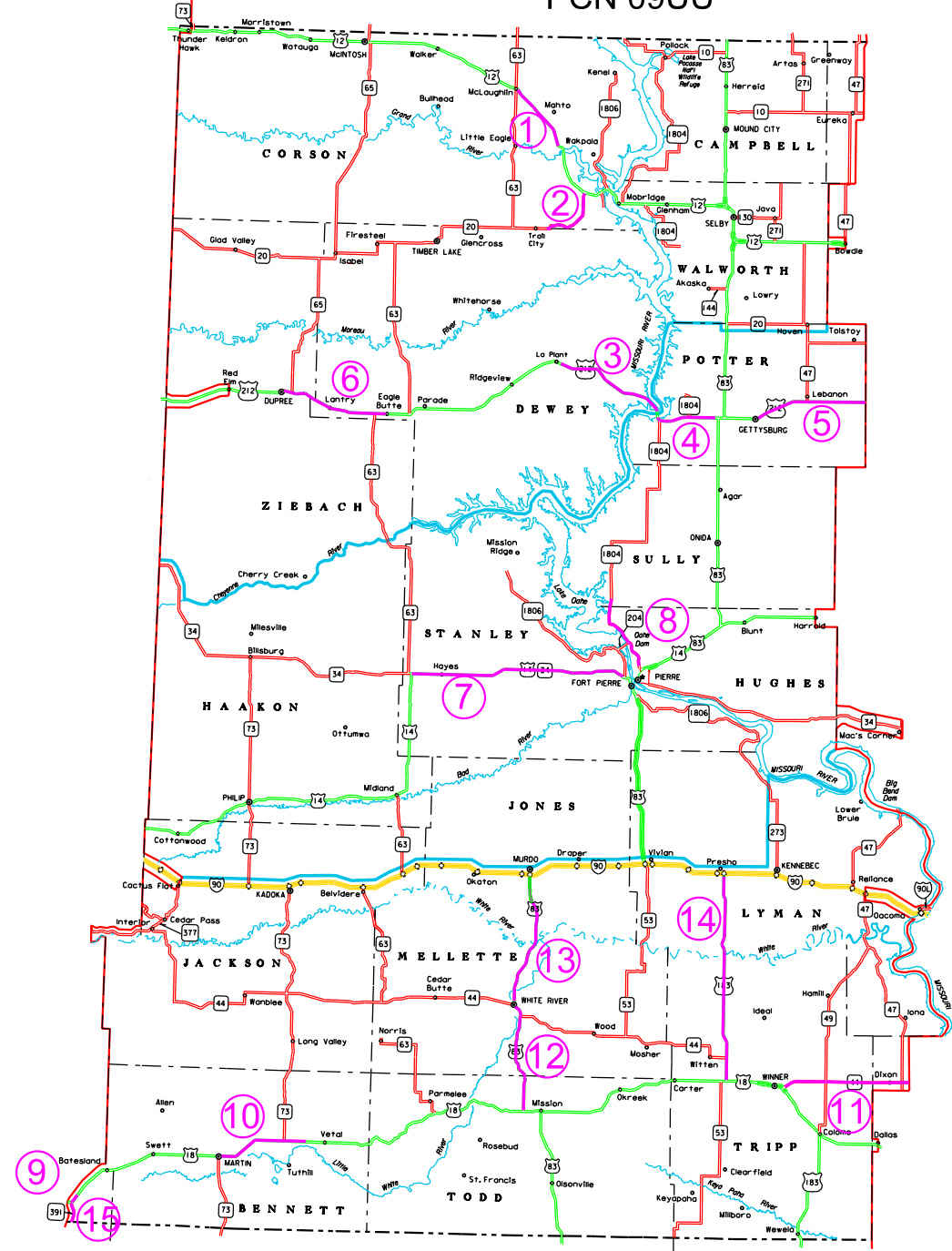
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CENTERLINE RUMBLE STRIPES
PCN 09UU



DESIGN DESIGNATION	DESIGN DESIGNATION	DESIGN DESIGNATION
(US12 - Segment 1)	(SD1804 - Segment 8)	(US83 - Segment 12-13)
ADT (2024) 1474	ADT (2024) 1538	ADT (2024) 1665
ADT (2044) 2217	ADT (2044) 2405	ADT (2044) 2279
DHV 309	DHV 311	DHV 268
D 51%	D 50%	D 50%
T DHV 9.2%	T DHV 3.7%	T DHV 9.1%
T ADT 20.2%	T ADT 8.2%	T ADT 20.1%
V 65 MPH	V 65 MPH	V 65 MPH
DESIGN DESIGNATION	DESIGN DESIGNATION	DESIGN DESIGNATION
(SD20 - Segment 2)	(US18 - Segment 9-10)	(US183 - Segment 14)
ADT (2024) 710	ADT (2024) 1136	ADT (2024) 717
ADT (2044) 1035	ADT (2044) 1627	ADT (2044) 975
DHV 126	DHV 191	DHV 115
D 50%	D 50%	D 50%
T DHV 6.9%	T DHV 5.7%	T DHV 13.6%
T ADT 15.1%	T ADT 12.6%	T ADT 30.0%
V 65 MPH	V 65 MPH	V 65 MPH
DESIGN DESIGNATION	DESIGN DESIGNATION	DESIGN DESIGNATION
(US212 - Segment 3-6)	(SD44 - Segment 11)	(SD391 - Segment 15)
ADT (2024) 888	ADT (2024) 1136	ADT (2024) 794
ADT (2044) 1277	ADT (2044) 1627	ADT (2044) 1057
DHV 193	DHV 191	DHV 124
D 50%	D 50%	D 50%
T DHV 8.0%	T DHV 5.7%	T DHV 5.0%
T ADT 17.6%	T ADT 12.6%	T ADT 11.0%
V 65 MPH	V 65 MPH	V 65 MPH
DESIGN DESIGNATION	DESIGN DESIGNATION	DESIGN DESIGNATION
(US14 - Segment 7)		
ADT (2024) 2539		
ADT (2044) 3771		
DHV 515		
D 50%		
T DHV 8.0%		
T ADT 17.5%		
V 65 MPH		



1: US 12 -	MRM 159.31+0.274	to MRM 171.00+0.895
2: SD 20 -	MRM 181.00+0.204	to MRM 193.61
3: US 212 -	MRM 187.76+0.058	to MRM 207.00+0.671
4: US 212 -	MRM 208.53	to MRM 218.69+0.217
5: US 212 -	MRM 226.33+0.232	to MRM 244.94
6: US 212 -	MRM 136.00+0.293	to MRM 154.00+0.139
7: US 14 -	MRM 190.00+0.017	to MRM 226.60+0.097
8: SD 1804 -	MRM 251.00+0.337	to MRM 265.00+0.354
9: US 18 -	MRM 120.98+0.044	to MRM 121.00+0.230
10: US 18 -	MRM 150.00+0.280	to MRM 162.00+0.019
11: SD 44 -	MRM 254.00+0.340	to MRM 275.00+0.085
12: US 83 -	MRM 25.15+0.118	to MRM 43.00+0.864
13: US 83 -	MRM 45.00+0.385	to MRM 67.00+0.482
14: US 183 -	MRM 39.37	to MRM 75.17
15: SD 391 -	MRM 0.00	to MRM 3.37



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June 3, 2026

STORM WATER PERMIT
(No Permit Required)

Plot Scale - 1:200

Plotted From - tpr25299

File - ...Working09UU_Title.dgn

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
320E7016	Grind 16" Rumble Strip in Asphalt Concrete	30.3	Mile
320E7028	Grind Centerline Rumble Stripe in Asphalt Concrete	189.6	Mile
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	107.5	Ton
633E0020	Cold Applied Plastic Pavement Marking, 8"	1,078	Ft
633E0040	Cold Applied Plastic Pavement Marking, Arrow	1	Each
633E0050	Cold Applied Plastic Pavement Marking, Message	2	Word
633E1206	High Build Waterborne Pavement Marking Paint with Reflective Elements, Yellow	4,582	Gal
633E5005	Grooving for Cold Applied Plastic Pavement Marking, 8"	1,078	Ft
633E5025	Grooving for Cold Applied Plastic Pavement Marking, Arrow	1	Each
633E5035	Grooving for Cold Applied Plastic Pavement Marking, Message	2	Word
634E0010	Flagging	5,400.0	Hour
634E0020	Pilot Car	2,400.0	Hour
634E0110	Traffic Control Signs	436.1	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0630	Temporary Pavement Marking	219.9	Mile

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 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 B4: BALD EAGLE

Bald and/or Golden eagles are known to occur in this area.

Action Taken/Required:

If a nest is observed within one mile of the project site, notify the Project Engineer immediately so that he/she can consult with the Environmental Office for an appropriate course of action.

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 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:

1. 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".
2. 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: HISTORICAL PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historic Preservation Office (SHPO or THPO) 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.

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**COMMITMENT I: HISTORICAL PRESERVATION OFFICE CLEARANCES
(Continued)**

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/THPO 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.

SCOPE OF WORK

Work on this project includes installation of Centerline Rumble Stripes and Permanent Pavement Marking.

SEQUENCE OF OPERATION

1. Install traffic control for 3-mile closure.
2. Grind centerline rumble stripes.
3. Repeat 3-mile process until project completion.
4. Apply Flush Seal
5. Place temporary pavement markings before the end of each day.
6. Install permanent pavement marking paint.

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.

COORDINATION BETWEEN CONTRACTORS

The Contractor will be aware of the following project that will be let in the surrounding areas include:

- Project NH 0032(47)– PCN 09WE, Rout & Seal, various locations in the Mobridge Area.
- Project NH-P 0031(63)– PCN 09WR, Asphalt Surface Treatment, various locations in the Pierre Area. (**BITUMINOUS PAVING, INC., Gary Dallman #320-267-8517**)
- Project NH-P 0043(249)– PCN 09X9, Asphalt Surface Treatment, various locations in the Custer Area. (**ASPHALT SURFACE TECHNOLOGIES CORPORATION, Dale Strandberg #320-248-9121.**)

One of these projects has not been let to date. Upon letting the Mobridge Area Office will provide Contractor information. The Contractor will coordinate work with Bituminous Paving, Inc. and Asphalt Surface Technologies Corporation so the Centerline Rumble Stripes will be installed after the Asphalt Surface Treatment is completed for US212 - Segment 5 and SD391 – Segment 15. The Contractor will schedule the work so as not to interfere with or hinder the progress of the work performed on these projects by other Contractors.

Conflicting traffic control devices may need to be temporarily adjusted or removed as directed by the Engineer at no additional cost to the contract. If the projects are occurring simultaneously, the work zones will be extended to the rumble Stripes project.

GENERAL TRAFFIC CONTROL

Traffic will be maintained on the driving lanes through the work area by use of one set of flaggers and a pilot car during the centerline rumble stripe grinding operation. The Contractor will be limited to 3-mile flagger set up, once the 3-mile area is complete the Contractor will be permitted to advance additional miles. Temporary pavement markings must be applied by the end of each working day.

A mobile operation will be used for permanent pavement marking application.

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. Road Work Ahead and End Road Work signs will be placed on the ends of each segment during work operations.

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.

ROAD WORK AHEAD (W20-1), FLAGGER (W20-7), ONE LANE ROAD AHEAD (W20-4), and END ROAD WORK (G20-2) signs may be mounted on portable supports. Signs mounted on portable supports will be moved as necessary to keep current with the work activities.

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, signposts, and breakaway bases will be removed within 7 calendar days following pavement marking.

TRAFFIC CONTROL SIGNS

Traffic control signs have been included in a table for 2 flagger setups. If the Contractor elects to use both flagger setups on one route there will be a minimum of 3 miles between flagger set-ups. Additional Road Work Ahead and End Road Work signs are included in the table for placement at the end of the route/segment. Payment will only be for those signs used.

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.

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".

GRIND CENTERLINE RUMBLE STRIPES

Rumble stripes will be constructed on the centerline, as detailed in the plans. Centerline rumble stripe installation will be completed prior to application of the flush seal and permanent pavement markings.

Centerline rumble stripes will be constructed according to the details of Standard Plate 320.18 or as per the 16" Centerline Rumble Stripe in Asphalt Concrete Detail.

The Engineer will provide the exact start and end locations for the rumble stripe installation. The Contractor will be responsible for marking minor exceptions, such as approaches and bridges. Rumble stripes will not be installed within 50 feet of any railroad crossings.

The Contractor is responsible for inspecting project locations prior to letting to identify potential problems for installing the rumble stripes. Any damage to the existing shoulders and/or roadway during the construction of rumble stripes will be repaired by the Contractor at no cost to the State of South Dakota.

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GRIND CENTERLINE RUMBLE STRIPES (Continued)

The Contractor will demonstrate to the Engineer on an initial 50' test section that the equipment and method will provide the desired ground rumble strip and surface inside each depression. If the desired results are not being provided, as determined by the Engineer, the Contractor will provide different equipment or method until satisfactory installation is completed. Any damage to the asphalt concrete will be replaced by the Contractor at no addition cost to the State.

Construct rumble stripes in a uniform position according to the dimensions and at locations shown in the plans. Indentations must comply with the specified dimensions in the plans within 0.06 inch in depth and 10 percent in length and width. The depressions must have well defined edges and not snag or tear the existing pavement. Rumble stripes will be constructed in a way that does not spall the centerline joint of the existing pavement. Do not construct rumble stripes on structures or approach slabs.

The rumble stripe installation equipment requires a cutting head consisting of diamond blades. The grinding process will produce a surface uniform in appearance with longitudinal line-type texture. The line-type texture will contain corrugations parallel to the centerline and present a narrow ridge corduroy type appearance. The peaks of the ridges will be 3/8 inch ± 1/16 inch higher than the bottom of the grooves with evenly spaced ridges. It is the Contractor's responsibility to select the number of blades per foot to be used to provide the proper surface finish for the aggregate type and concrete present on the project.

If the grinding process requires the use of water, the Contractor will establish a positive means for vacuuming the grinding residue from the pavement surface leaving the surface in a clean, near-dry condition. Solid residue will be removed from the pavement surfaces before being blown by traffic action or wind. Residue will not be permitted to flow across lanes used by public traffic. Residue and wastewater will not be expelled on the roadway or shoulder surface. Residue will be disposed of in a manner that will prevent residue, whether in solid or slurry form, from reaching any waterway in a concentrated state. Residue may continuously flow on adjacent dry vegetated roadway slopes or ditches within the right-of-way. If the Engineer determines that the slurry is going to enter a waterway, drainage facility, or curb & gutter section, the slurry will be placed in storage tanks and deposited in settling basins, spread over flat vegetated areas, or filtered by other means approved by the Engineer at no additional cost. The Contractor will satisfactorily remove grinding material or waste(s) prior to returning traffic to the roadway.

Rumble stripes will be paid for at the contract unit price per mile for "Grind Centerline Rumble Stripe in Asphalt Concrete" or "Grind 16" Rumble Strip in Asphalt Concrete". It is estimated that 219.9 miles of centerline rumble stripes will be required.

Structures and Gap locations are listed for homes that are within 650' of the centerline and are to be marked to be excluded from grinding of centerline rumble stripes. See the Structure & Gap Locations Sheet.

CENTERLINE RUMBLE STRIPE/ROADWAY CLEANING

The Contractor will remove all loose materials from the driving surface of the roadway on the daily basis. Loose material may be used as fill material adjacent to the paved shoulder. It will be Contractor's responsibility to ensure the loose material doesn't enter any vegetated areas and/or waterways.

All costs associated with roadway cleaning of rumble stripe grinding work will be incidental to the contract unit price per mile for "Grind Centerline Rumble Stripe in Asphalt Concrete"

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".

TEMPORARY PAVEMENT MARKINGS

A quantity of 219.9 miles of Temporary Pavement Markings have been included in the plans to mark centerline where grinding centerline rumble stripes has altered the centerline pavement markings.

Temporary flexible vertical markers (tabs) will be installed on one side of the centerline rumble for the temporary pavement marking. No passing zones will be marked in accordance with Specifications. DO NOT PASS (R4-1) and PASS WITH CARE (R4-2) signs will also be used in addition to the temporary flexible vertical markers (tabs) placed per Specifications to mark no passing zones.

The total length of no passing zone on this project is estimated to be 91.8 miles.

It is estimated that 399 DO NOT PASS and 399 PASS WITH CARE signs will be required.

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.

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.

PERMANENT PAVEMENT MARKINGS

The Contractor will be required to repaint all existing centerline markings and permanent pavement markings as per the layout for Jct. US212 & SD1804S. The cost to duplicate the existing locations will be incidental the contract unit price for the various contract bid items.

The Contractor will mark the location of no passing zones.

Application of permanent pavement marking paint shall be completed within 14 calendar days following the completion of the flush seal for the 4" rumble stripes. A minimum 7 day cure time shall be required for the Flush Seal prior to pavement marking paint application.

COLD APPLIED PLASTIC PAVEMENT MARKING

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

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

GROOVING FOR COLD APPLIED PLASTIC PAVEMENT MARKING

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

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

The wet-reflective optics will contain either clear, white, amber, or yellow tinted beads composed of glass or a composite consisting of a core made from ceramic or glass with an outer layer of microcrystalline ceramic or glass beads. The wet-reflective optics will provide a 50/50 blend of dry to wet ratio of optics. All beads bonded to wet-reflective optics will have a minimum index of refraction of 1.8 for dry retroreflectivity and 2.4 for wet retroreflectivity when tested using the liquid oil immersion method.

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

The Department will take retroreflectivity readings on the pavement marking lines no sooner than 3 days and no later than 30 days after the completion of all line applications required for an individual highway route using a portable retroreflectometer conforming to 30-meter geometry. Retroreflectivity readings will be taken on a test location with cleaning being limited to light hand brooming.

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

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

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT (Continued)

Initial readings:

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

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

RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Solid 4" line = 27.8 Gals/Mile
Dashed 4" line = 7.6 Gal/Mile
Glass Beads = 5.3 Lbs/Gal.
Composite Reflective Elements = 2.1 Lbs/Gal.

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

Breakdown of Segments (For Information Only)

Segment	Hwy	Begin MRM	Begin Disp.	Begin Mileage	End MRM	End Disp.	End Mileage	Exceptions (Mile)	Gross Length (Mile)	Net Miles
1	12	159.31	0.274	78.958	171.00	0.895	91.221	1.891	12.263	10.372
2	20	181.00	0.204	177.702	193.61	0.000	188.692	0.541	10.990	10.449
3	212	187.76	0.058	186.245	207.00	0.671	206.051	2.816	19.806	16.990
4	212	208.53	0.000	206.926	218.69	0.217	217.972	2.049	11.046	8.997
5	212	226.33	0.232	225.753	244.94	0.000	244.096	1.124	18.343	17.219
6	212	136.00	0.293	135.187	154.00	0.139	152.836	3.673	17.649	13.976
7	14	190.00	0.017	75.020	226.60	0.097	111.742	4.022	36.722	32.700
8	1804	251.00	0.337	12.603	265.00	0.354	26.500	3.706	13.897	10.191
9	18	120.98	0.044	100.399	121.00	0.230	100.633	0.146	0.234	0.088
10	18	150.00	0.280	129.684	162.00	0.019	140.881	2.579	11.197	8.618
11	44	254.00	0.340	200.297	275.00	0.085	221.007	3.401	20.710	17.309
12	83	25.15	0.118	22.250	43.00	0.864	40.396	3.423	18.146	14.723
13	83	45.00	0.385	41.913	67.00	0.482	63.999	1.131	22.086	20.955
14	183	39.37	0.000	19.514	75.17	0.000	55.336	1.439	35.822	34.383
15	391	0.00	0.000	0.000	3.37	0.000	3.362	0.441	3.362	2.921
								Total Project Less Exceptions:	219.9	

Estimate of Quantities (For Information Only)

Segment	Hwy	Length (Miles)	Grind 12" Centerline Rumble Stripe in Asphalt Concrete (Miles)	Grind 16" Centerline Rumble Stripe in Asphalt Concrete (Miles)	High Build Waterborne Pavement Marking Paint w/ Reflective Elements, Yellow (Gal)	Cold Applied Plastic Pavement Marking, 8" (Ft)	Cold Applied Plastic Pavement Marking, Arrow (Each)	Cold Applied Plastic Pavement Marking, Message (Word)	Grooving for Cold Applied Plastic Pavement Marking, 8" (Ft)	Grooving for Cold Applied Plastic Pavement Marking, Arrow (Each)	Grooving for Cold Applied Plastic Pavement Marking, Message (Word)	SS-1h/ CSS-1h Asphalt for Flush Seal (Tons)
1	US12	10.372	10.372	-	295	-	-	-	-	-	-	5.1
2	SD20	10.449	10.449	-	258	-	-	-	-	-	-	5.1
3	US212	16.990	16.990	-	305	-	-	-	-	-	-	8.3
4	US212	8.997	8.997	-	161	1,078	1	2	1,078	1	2	4.4
5	US212	17.219	-	17.219	159	-	-	-	-	-	-	8.4
6	US212	13.976	13.976	-	323	-	-	-	-	-	-	6.8
7	US14	32.700	32.700	-	861	-	-	-	-	-	-	16.0
8	SD1804	10.191	-	10.191	260	-	-	-	-	-	-	5.0
9	US18	0.088	0.088	-	29	-	-	-	-	-	-	0.0
10	US18	8.618	8.618	-	186	-	-	-	-	-	-	4.2
11	SD44	17.309	17.309	-	310	-	-	-	-	-	-	8.5
12	US83	14.723	14.723	-	376	-	-	-	-	-	-	7.2
13	US83	20.955	20.955	-	488	-	-	-	-	-	-	10.2
14	US183	34.383	34.383	-	525	-	-	-	-	-	-	16.8
15	SD391	2.921	-	2.921	48	-	-	-	-	-	-	1.4
		Total:	189.6	30.3	4,582	1,078	1	2	1,078	1	2	107.5

Structure & Gap Locations Sheet

Segment	Highway	MRM Begin Gap	MRM End Gap	Gap Length (Mile)
1	US12	159.31+0.274	160.00+0.080	0.490
1	US12	160.00+0.891	161.00+0.340	0.448
1	US12	161.00+0.650	161.00+0.905	0.255
1	US12	Str. No. 16-617-132: MRM 164.79		0.022
1	US12	166.00+0.589	166.00+0.764	0.174
1	US12	167.00+0.241	167.00+0.492	0.251
1	US12	169.00+0.623	169.00+0.875	0.251
2	SD20	181.00+0.204	181.00+0.490	0.286
2	SD20	184.00+0.158	184.00+0.413	0.255
3	US212	187.76+0.058	188.00+0.088	0.270
3	US212	188.00+0.155	188.00+0.355	0.200
3	US212	190.00+0.169	190.00+0.427	0.257
3	US212	191.00+0.450	191.00+0.694	0.244
3	US212	195.00+0.017	195.00+0.163	0.146
3	US212	197.00+0.126	197.00+0.374	0.248
3	US212	202.00+0.179	202.00+0.514	0.335
3	US212	203.00+0.144	203.00+0.193	0.048
3	US212	203.00+0.560	203.00+0.721	0.161
3	US212	204.00+0.161	204.00+0.504	0.343
3	US212	206.00+0.041	206.00+0.205	0.164
3	US212	206.00+0.277	206.00+0.678	0.400
4	US212	Str. No. 54-056-158: MRM 208.53		0.875
4	US212	209.1+0.043	209.1+0.980	0.937
4	US212	216.00+0.568	216.00+0.805	0.237
4	US212	218.69+0.000	218.69+0.217	0.000
5	US212	227.00+0.710	227.00+0.978	0.268
5	US212	236.00+0.873	236.00+0.150	0.277
5	US212	242.00+0.648	242.00+0.896	0.248
5	US212	243.00+0.749	244.00+0.081	0.332
6	US212	136.00+0.554	136.29+0.555	0.293
6	US212	138.43+0.052	138.43+0.271	0.219
6	US212	138.43+0.527	139.00+0.171	0.644
6	US212	142.00+0.237	142.00+0.450	0.213
6	US212	Str. No. 21-021-307: MRM 143.96		0.023
6	US212	144.00+0.953	145.00+0.121	0.168
6	US212	145.00+0.270	145.00+0.765	0.495
6	US212	148.00+0.500	148.00+0.750	0.250
6	US212	150.00+0.166	150.00+0.415	0.249
6	US212	150.00+0.729	151.00+0.173	0.444
6	US212	151.00+0.769	152.00+0.013	0.244
6	US212	153.00+0.340	153.00+0.770	0.430

Segment	Highway	MRM Begin Gap	MRM End Gap	Gap Length (Mile)
7	US14	193.00+0.450	193.00+0.630	0.180
7	US14	194.00+0.810	195.00+0.620	0.810
7	US14	Str. No. 59-078-280: MRM 195.21		0.030
7	US14	204.00+0.887	205.00+0.108	0.221
7	US14	Str. No. 59-328-274: MRM 220.39		0.024
7	US14	221.00+0.260	221.00+0.520	0.260
7	US14	221.00+0.730	222.00+0.195	0.464
7	US14	223.00+0.040	223.00+0.290	0.250
7	US14	223.00+0.390	223.00+0.640	0.250
7	US14	223.00+0.70	223.00+0.84	0.140
7	US14	224.00+0.420	224.00+0.670	0.250
7	US14	224.00+0.770	225.00+0.540	0.770
7	US14	225.00+0.630	225.00+0.790	0.160
7	US14	226.00+0.500	226.60+0.097	0.212
8	SD1804	265.00+0.020	265.00+0.354	0.334
8	SD1804	261.00+0.340	261.00+0.60	0.260
8	SD1804	260.00+0.960	261.00+0.160	0.200
8	SD1804	259.00+0.260	259.00+0.870	0.610
8	SD1804	258.00+0.480	258.00+0.770	0.290
8	SD1804	254.00+0.470	255.00+0.290	0.820
8	SD1804	251.33+0.640	253.00+0.160	1.192
9	US18	120.98+0.044	121.00+0.142	0.146
10	US18	150.00+0.280	151.00+0.779	1.498
10	US18	151.00+0.484	151.00+0.729	0.245
10	US18	153.00+0.899	154.00+0.181	0.282
10	US18	154.00+0.388	154.00+0.704	0.315
10	US18	158.00+0.928	159.00+0.166	0.238
11	SD44	272.00+0.932	273.00+0.180	0.248
11	SD44	Str. No. 27-029-080: MRM 272.60		0.019
11	SD44	272.00+0.483	272.00+0.814	0.331
11	SD44	Str. No. 27-029-080: MRM 272.44		0.016
11	SD44	269.00+0.826	270.00+0.081	0.255
11	SD44	Str. No. 62-346-270: MRM 268.22		0.029
11	SD44	262.00+0.805	263.00+0.040	0.234
11	SD44	260.00+0.389	260.00+0.625	0.235
11	SD44	259.00+0.883	260.00+0.112	0.229
11	SD44	259.00+0.496	259.00+0.679	0.183
11	SD44	257.00+0.337	257.00+0.651	0.313
11	SD44	Str. No. 62-238-270: MRM 257.40		0.019
11	SD44	256.00+0.990	257.00+0.215	0.225
11	SD44	255.00+0.952	256.00+0.164	0.211
11	SD44	255.00+0.141	255.00+0.353	0.212
11	SD44	Str. No. 62-215-274: MRM 255.07		0.019

Segment	Highway	MRM Begin Gap	MRM End Gap	Gap Length (Mile)
11	SD44	254.00+0.569	255.00+0.033	0.465
11	SD44	254.00+0.340	254.00+0.496	0.156
12	US83	43.00+0.071	43.00+0.223	0.152
12	US83	42.00+0.000	42.00+0.497	0.497
12	US83	40.00+0.588	41.00+0.693	0.105
12	US83	Str. No. 48-258-254: MRM 39.62		0.013
12	US83	39.00+0.308	39.00+0.423	0.114
12	US83	Str. No. 48-256-262: MRM 38.80		0.028
12	US83	37.00+0.900	38.00+0.554	0.654
12	US83	37.00+0.248	37.00+0.458	0.209
12	US83	33.00+0.066	33.00+0.291	0.224
12	US83	29.00+0.757	29.00+1.028	0.271
12	US83	25.15+0.506	26.00+0.275	0.768
12	US83	25.15+0.118	25.15+0.325	0.207
13	US83	67.00+0.270	67.00+0.482	0.212
13	US83	65.00+0.833	65.00+0.974	0.141
13	US83	Str. No. 38-192-284: MRM 58.86		0.031
13	US83	56.00+0.035	56.00+0.234	0.199
13	US83	Str. No. 48-283-108: MRM 55.65		0.089
13	US83	55.00+0.186	55.00+0.341	0.155
13	US83	Str. No. 48-250-185: MRM 46.83		0.060
13	US83	45.00+0.439	45.00+0.683	0.244
14	US183	72.00+0.467	72.00+0.692	0.226
14	US183	69.00+0.428	69.00+0.680	0.252
14	US183	68.00+0.543	68.00+0.751	0.208
14	US183	Str. No. 43-160-339: MRM 61.53		0.079
14	US183	60.00+0.862	61.00+0.035	0.173
14	US183	54.00+0.166	54.00+0.417	0.250
14	US183	48.00+0.399	48.00+0.651	0.251
15	SD391	2.00+0.606	2.00+0.842	0.236
15	SD391	3.00+0.157	3.37+0.000	0.205
				31.326

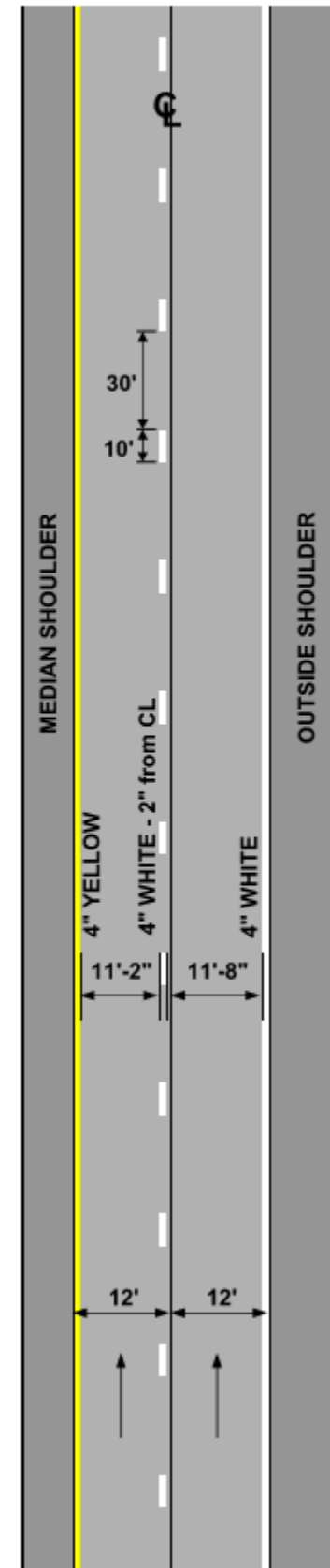
EXISTING ASPHALT PAVEMENT INFORMATION:

Segment	Hwy	Location	Begin Disp	End MRM	End Disp.	County	Location	Pavement Type	Intersection
1	12	159.31	0.274	171.00	0.895	Corson	McLaughlin Southeast towards Mobridge	Asphalt	
2	20	181.00	0.204	193.61	0.000	Corson	Jct SD & US12 South towards Trail City	Asphalt	Jct US12 & SD20 S
3	212	187.76	0.058	207.00	0.671	Dewey	LaPlant, East to Missouri River Bridge	Asphalt	
4	212	208.53	0.000	218.69	0.217	Potter	Missouri River Bridge east to US83 Jct.	Asphalt	
5	212	226.33	0.232	244.94	0.000	Potter	Gettysburg East	Asphalt	SD47N & US212
6	212	136.00	0.293	154.00	0.139	Ziebach & Dewey	Dupree to Eagle Butte	Asphalt	US 212 & SD65N US 212 & SD63 S
7	14	190.00	0.017	226.60	0.097	Stanely	Jct US14/83, East to Ft. Pierre	Asphalt	
8	1804	251.00	0.337	265.00	0.354	Hughes & Sully	Jct. US14/US83/SD34 North to the Sully County Line	Asphalt	Jct. SD 204
9	18	120.98	0.044	121.00	0.230	Ogalala Lakota	Jct. 391 - East	Asphalt	Jct SD.391
10	18	150.00	0.280	162.00	0.019	Bennett	Martin to Vetel	Asphalt	Jct US18 & SD73N
11	44	254.00	0.340	275.00	0.085	Tripp & Gregory	Winner, east to the County Line	Asphalt	Jct SD44 & 49N & S & SD47N & S
12	83	25.15	0.118	43.00	0.864	Todd & Mellette	Jct. US 18 -North to White River	Asphalt	Jct US83 & SD44 E & W
13	83	45.00	0.385	67.00	0.482	Mellette & Jones	White River, North towards Murdo	Asphalt	
14	183	39.37	0.000	75.17	0.000	Tripp & Lyman	Jct US18, North to Presho	Asphalt	Jct US83 & SD44W
15	391	0.00	0.000	3.37	0.000	Ogalala Lakota	from the Nebraska border, North to Jct. US18	Asphalt	

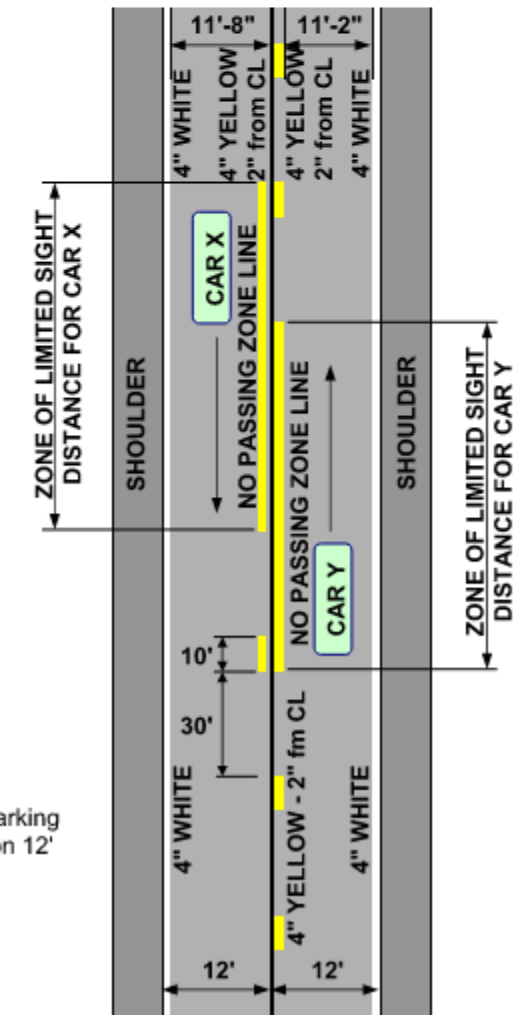
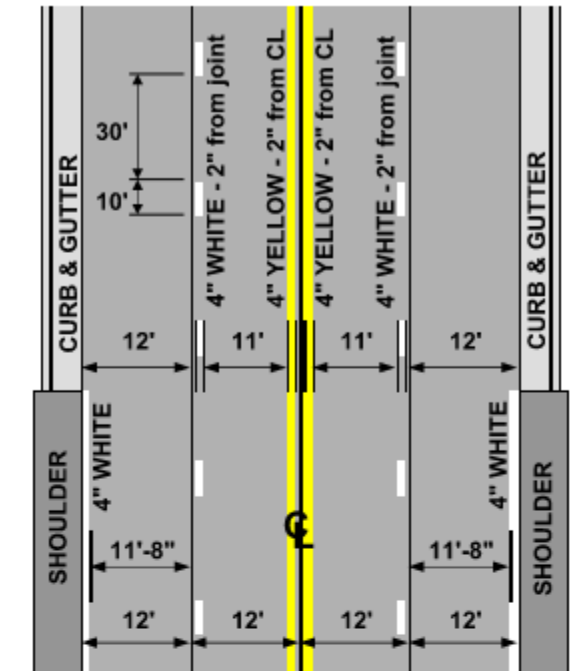
ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R3-7R	RIGHT LANE MUST TURN RIGHT	4	30" x 30"	6.3	25.2
W3-4	BE PREPARED TO STOP	4	48" x 48"	16.0	64.0
W16-9P	AHEAD (plaque)	3	30" x 18"	3.8	11.4
W20-1	ROAD WORK AHEAD	7	48" x 48"	16.0	112.0
W20-4	ONE LANE ROAD AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	8	48" x 48"	16.0	128.0
G20-2	END ROAD WORK	7	36" x 18"	4.5	31.5
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			436.1

**PAVEMENT MARKING
DIVIDED ROADWAY
(ONE DIRECTION SHOWN)**

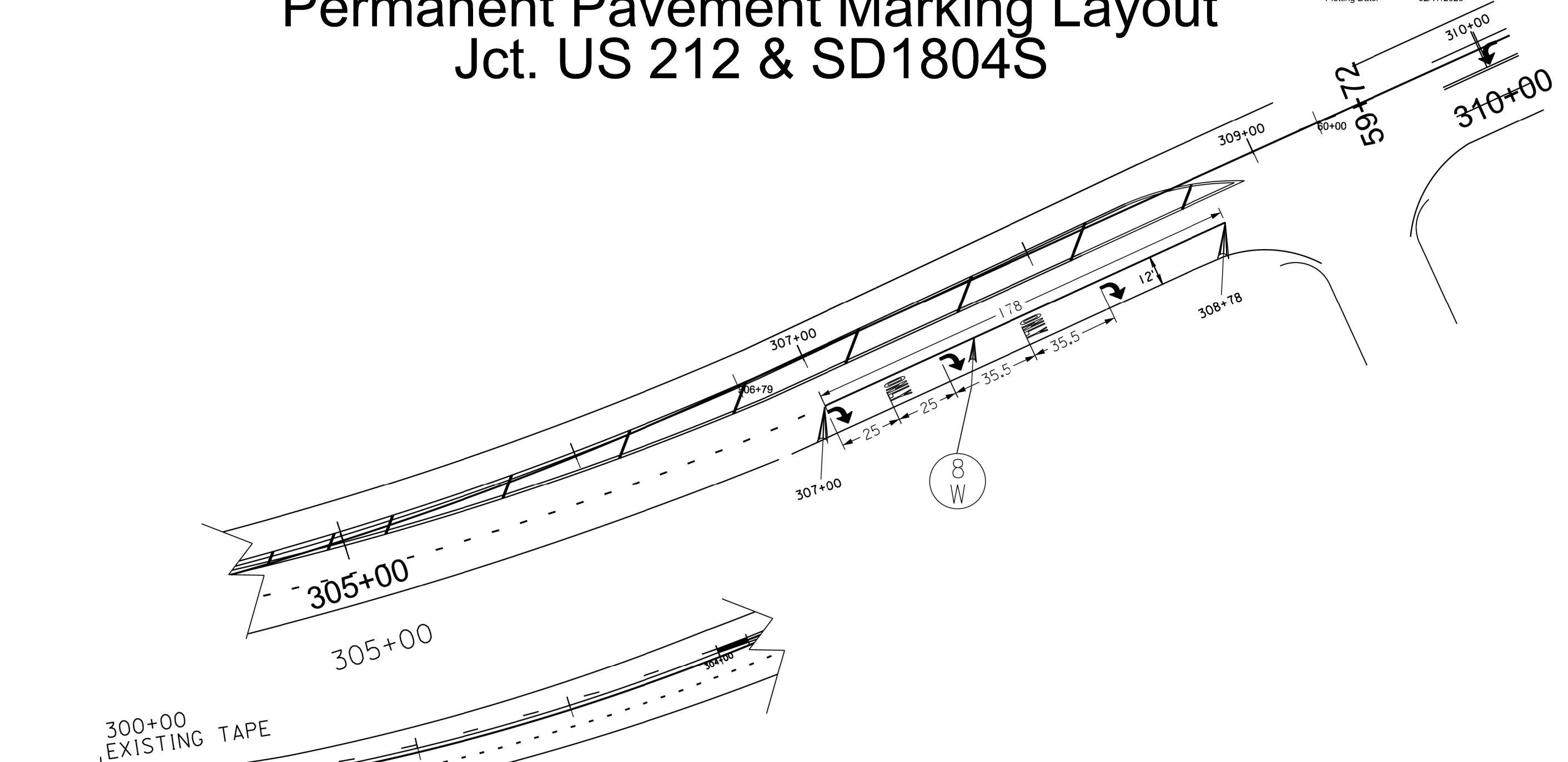


**PAVEMENT MARKING
UNDIVIDED ROADWAY**



NOTE: All pavement marking dimensions are based on 12' driving lanes.

Permanent Pavement Marking Layout Jct. US 212 & SD1804S



ESTIMATE OF QUANTITIES			
KEY	ITEM	QTY	UNIT
8 W	Cold Applied Plastic Pavement Marking, 8" White	1078	FT
↩	Cold Applied Plastic Pavement Marking, Arrow (Right - 1)	1	EACH
ONLY	Cold Applied Plastic Pavement Marking, Message	2	EACH

Plot Scale - 1:200

Plotted From - TRPR25293

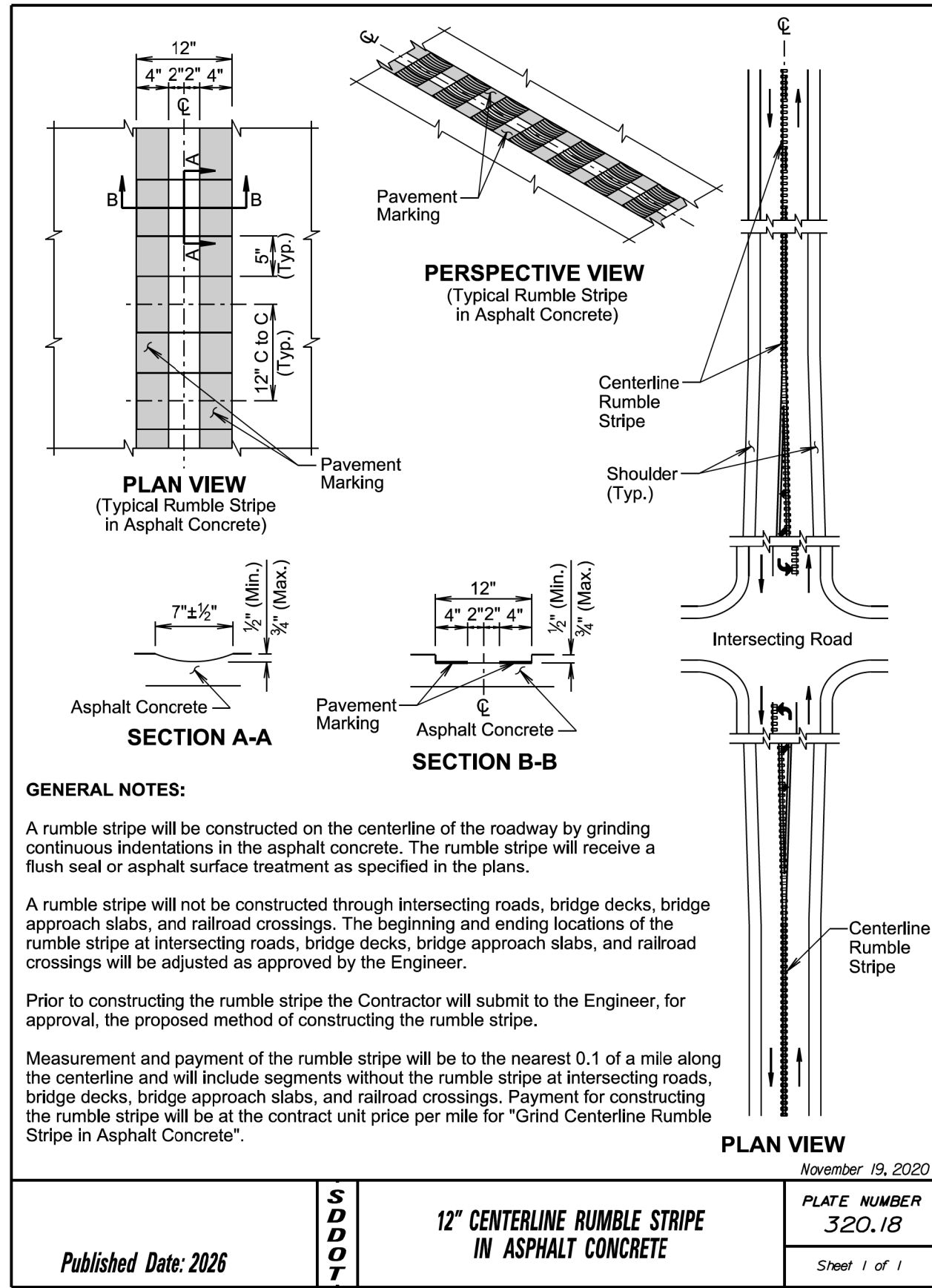
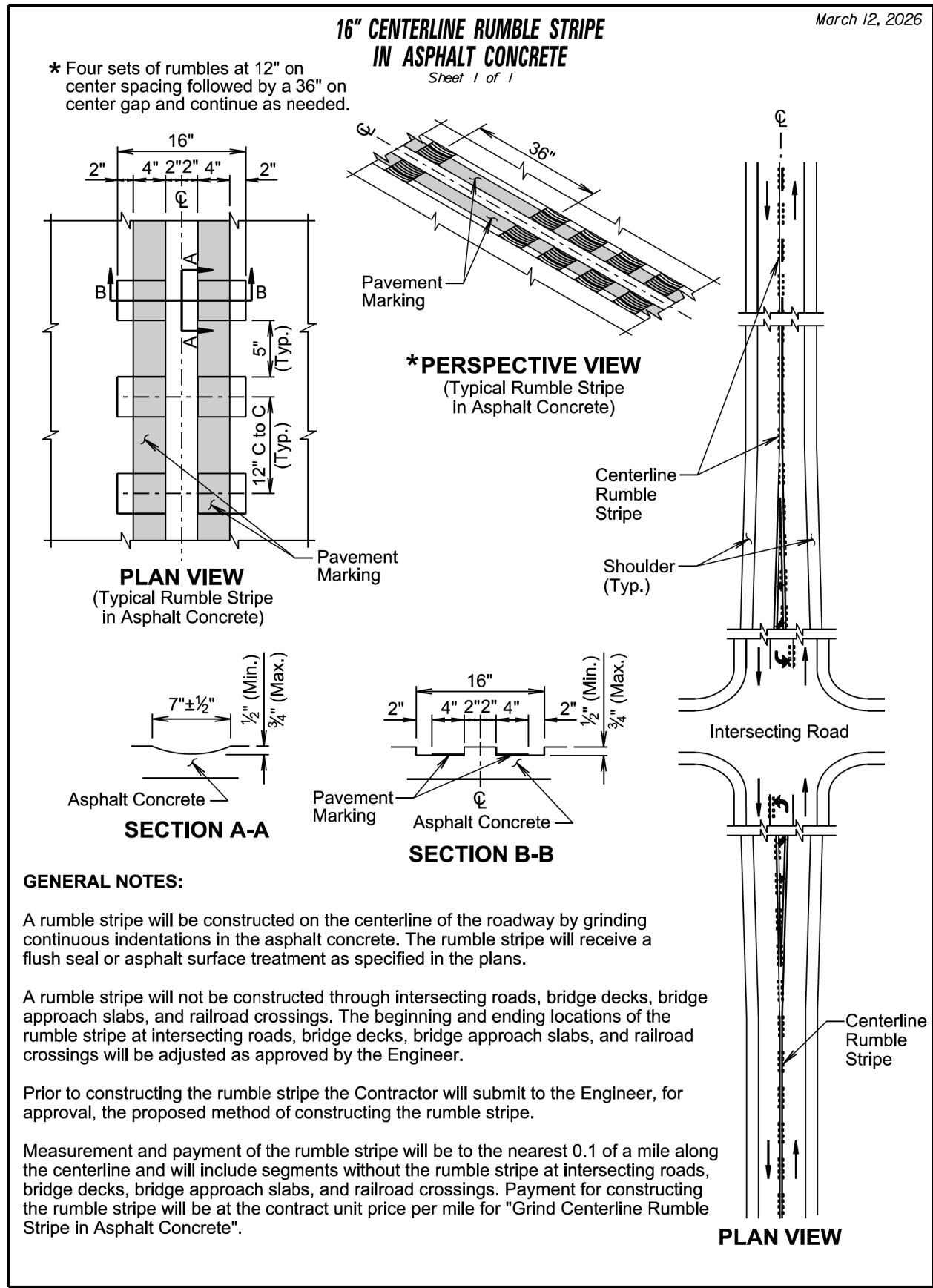
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PLOT SCALE - 1:200

PLOT NAME - 1

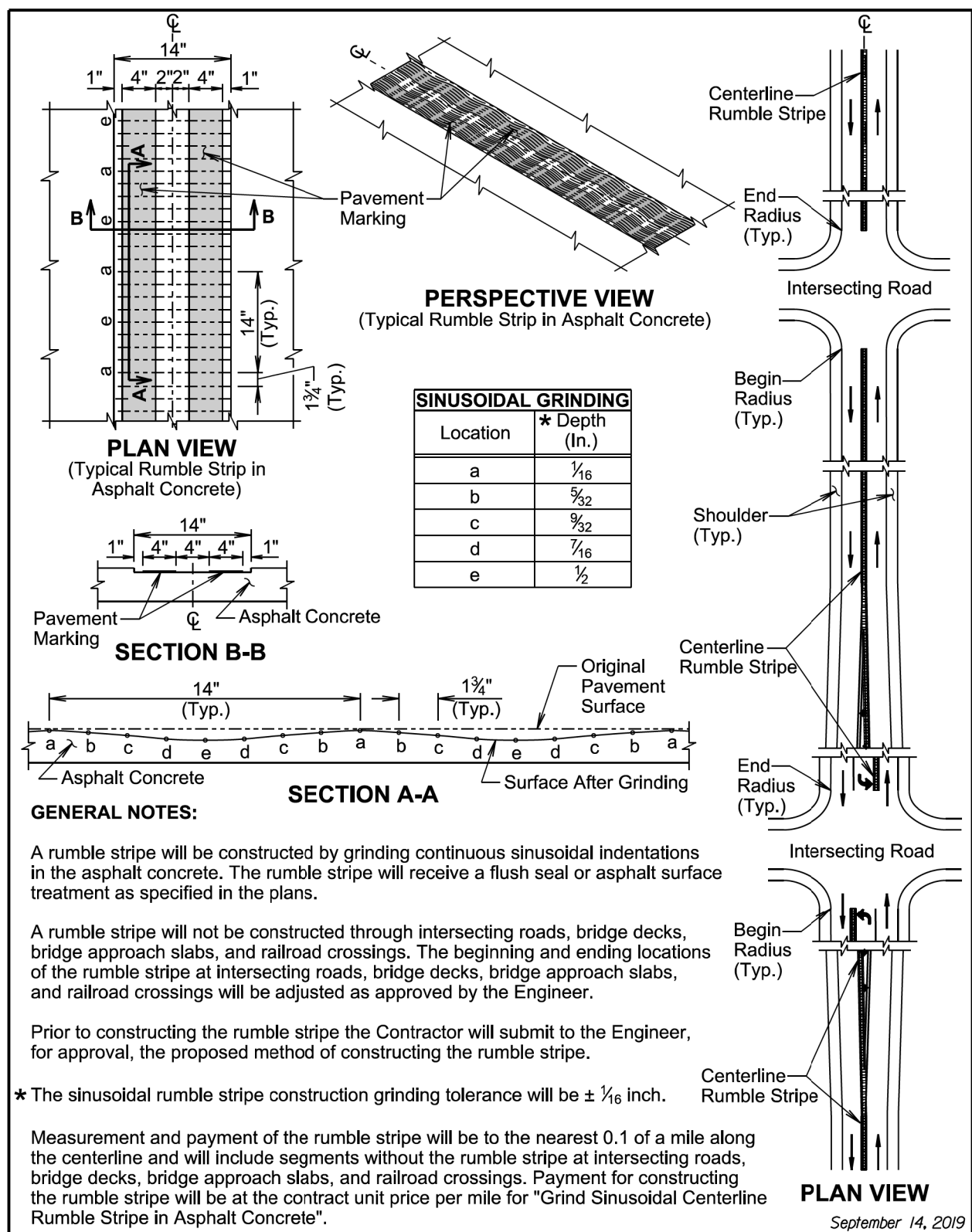
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PLOTTED FROM - TRPR25289

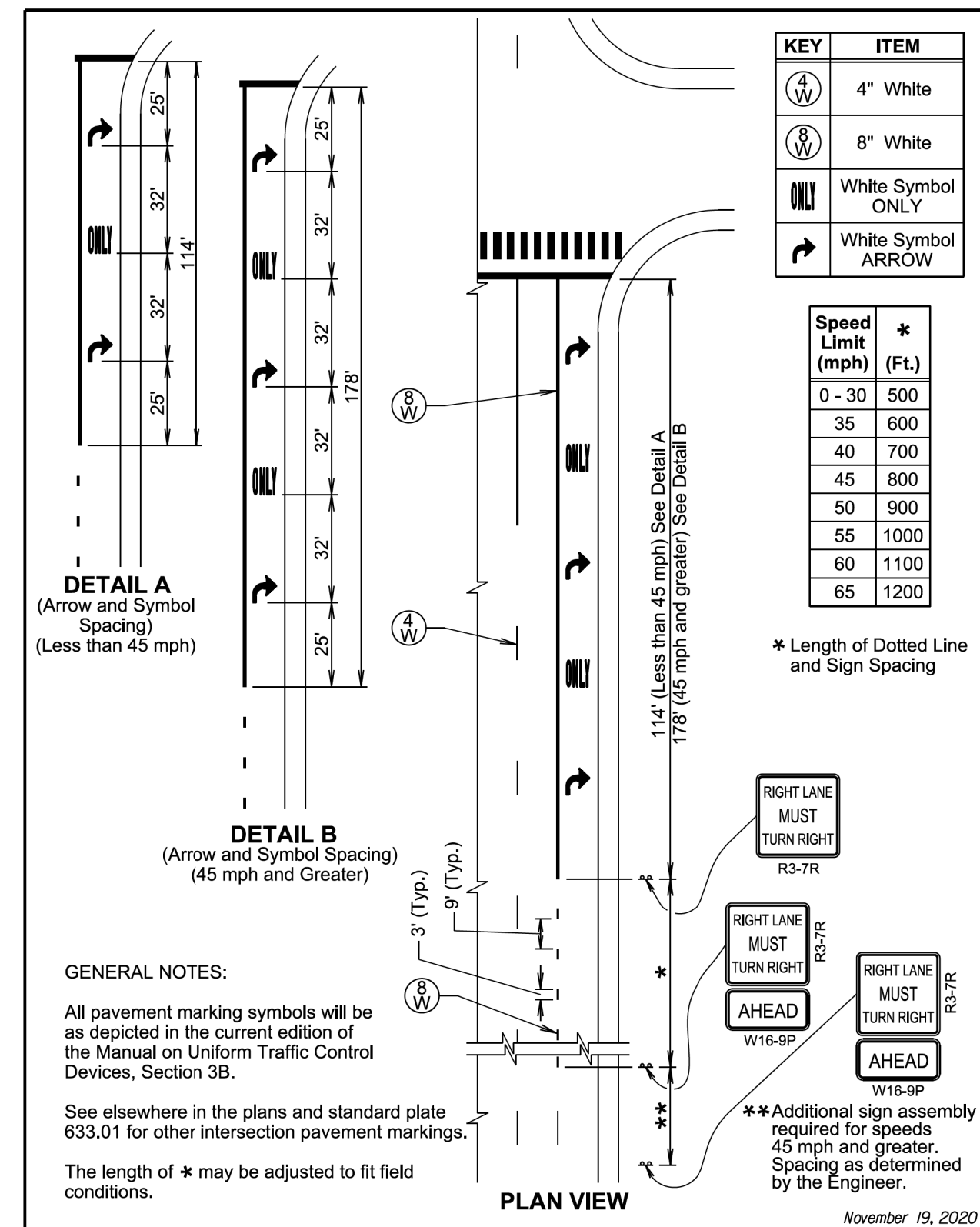


SD DOT	12" CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE	November 19, 2020
	Published Date: 2026	PLATE NUMBER 320.18 Sheet 1 of 1

Plotting Date: 03/12/2026



S D D O T	SINUSOIDAL CENTERLINE RUMBLE STRIPE IN ASPHALT CONCRETE	PLATE NUMBER 320.40
	Published Date: 2026	Sheet 1 of 1



S D D O T	LANE-DROP PAVEMENT MARKINGS	PLATE NUMBER 633.02
	Published Date: 2026	Sheet 1 of 1

PLOT SCALE - 1:200

PLOTTED FROM - TRPR25289

PLOT NAME - 1

FILE - ... \WORKING\STANDARD PLATES.DGN

Plotting Date: 03/12/2026

* 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.

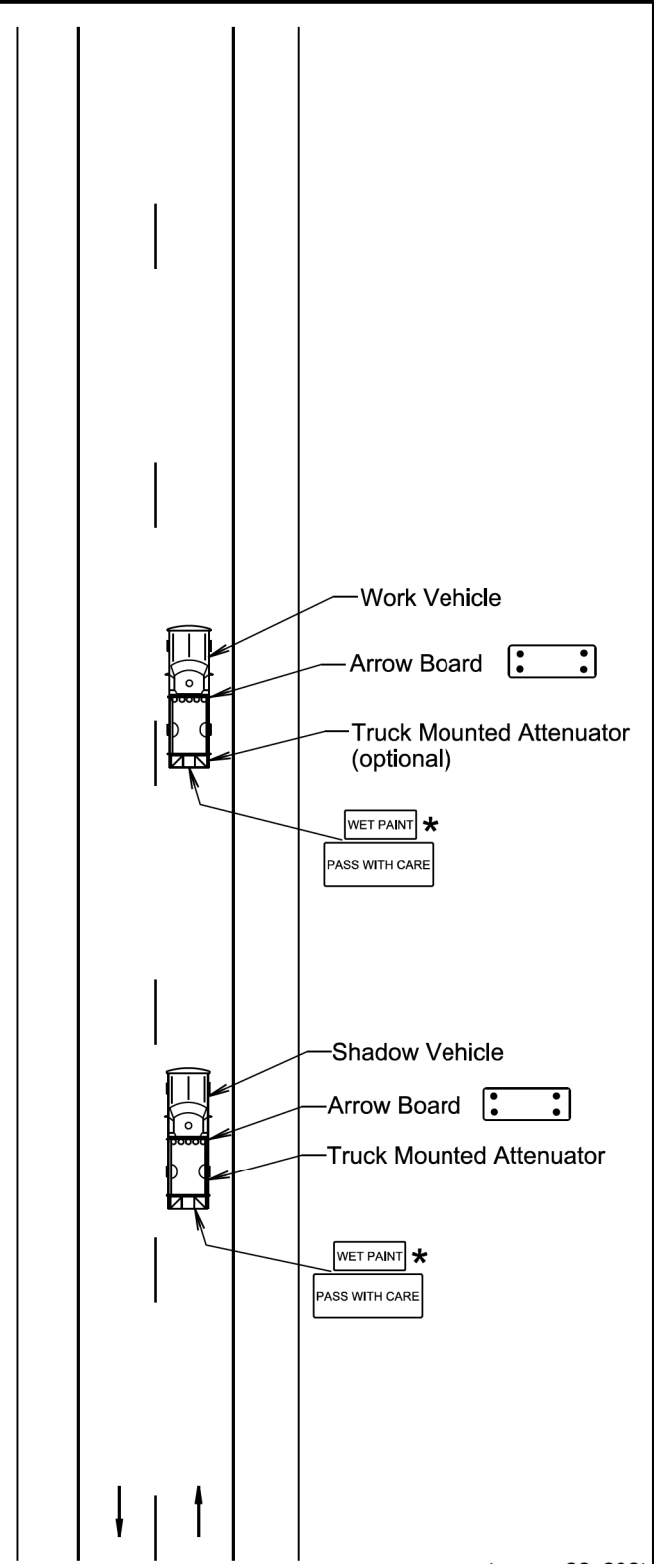
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

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

S D D O T	MOBILE OPERATIONS ON 2-LANE ROAD	PLATE NUMBER 634.06
		Sheet 1 of 1

Published Date: 2026

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.

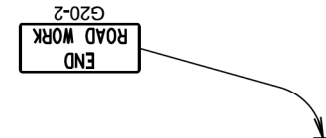
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

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.



Channelizing devices and flaggers will be used at intersecting roads to control intersecting road traffic as required.

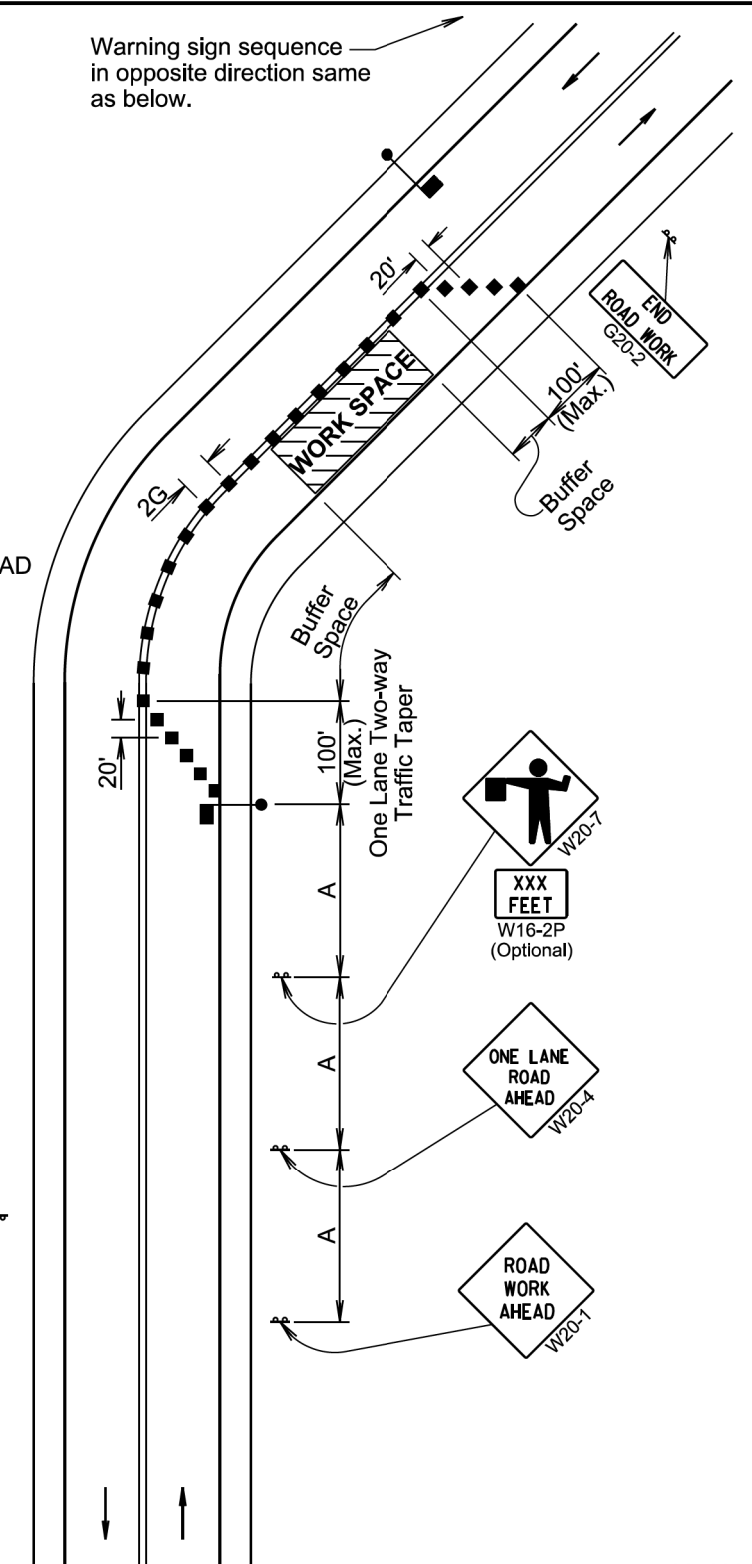
The buffer space should be extended so that the two-way traffic taper is placed before a horizontal or vertical curve to provide adequate sight distance for the flagger and queue of stopped vehicles.

The length of A may be adjusted to fit field conditions.

S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
		Sheet 1 of 1

Published Date: 2026

Warning sign sequence in opposite direction same as below.



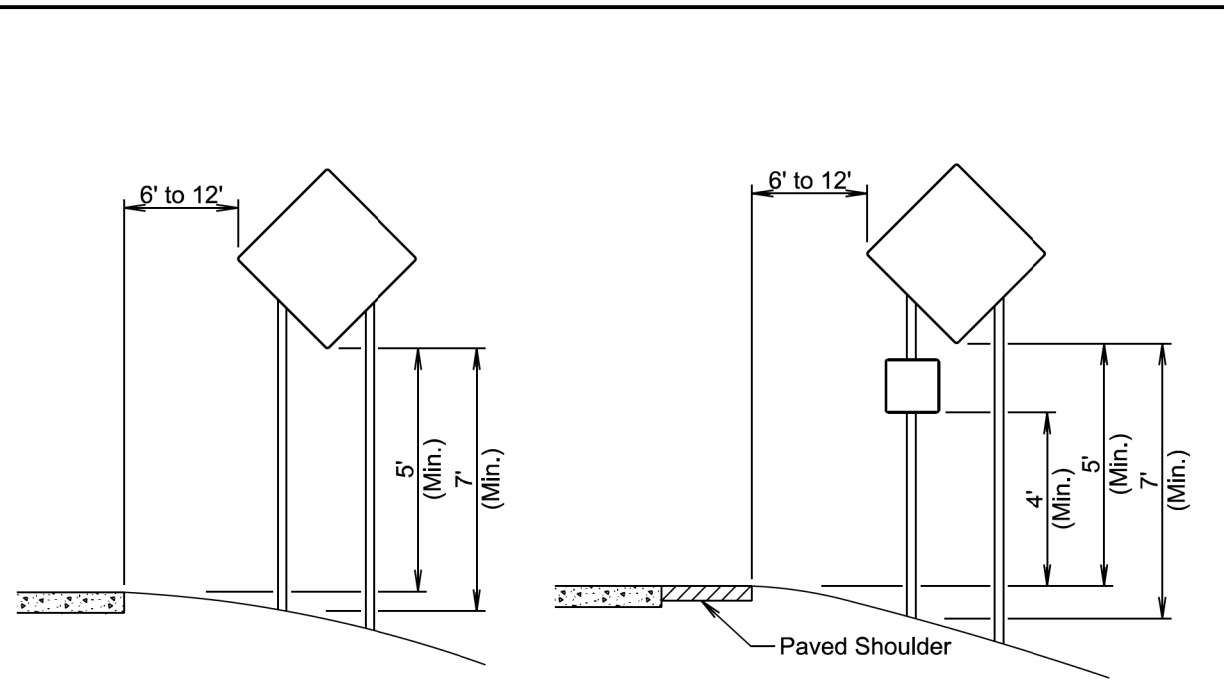
January 22, 2021

PLOT SCALE - 1:200

PLOTTED FROM - TRPR25289

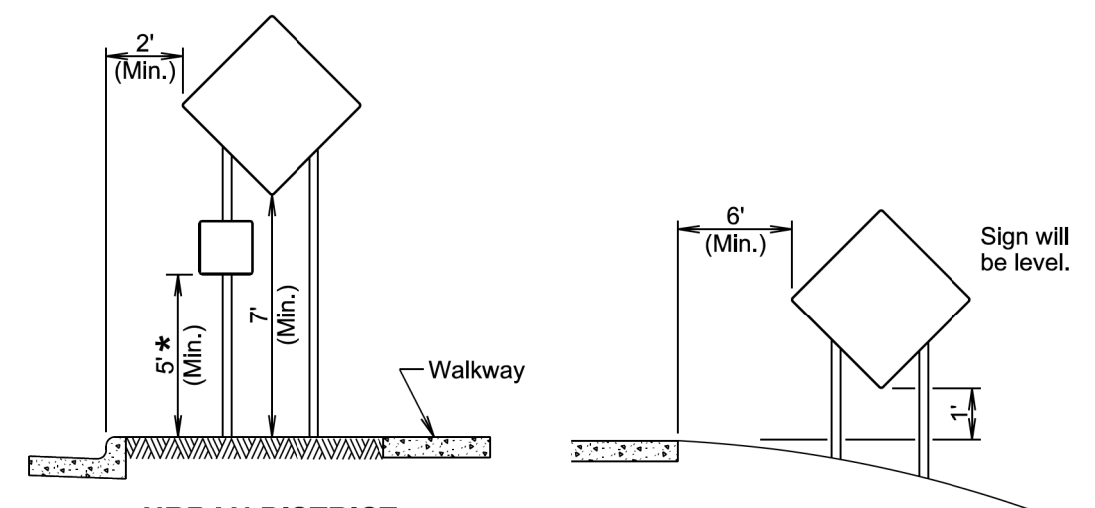
PLOT NAME - 1

FILE - ... \WORKING\STANDARD PLATES.DGN



RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



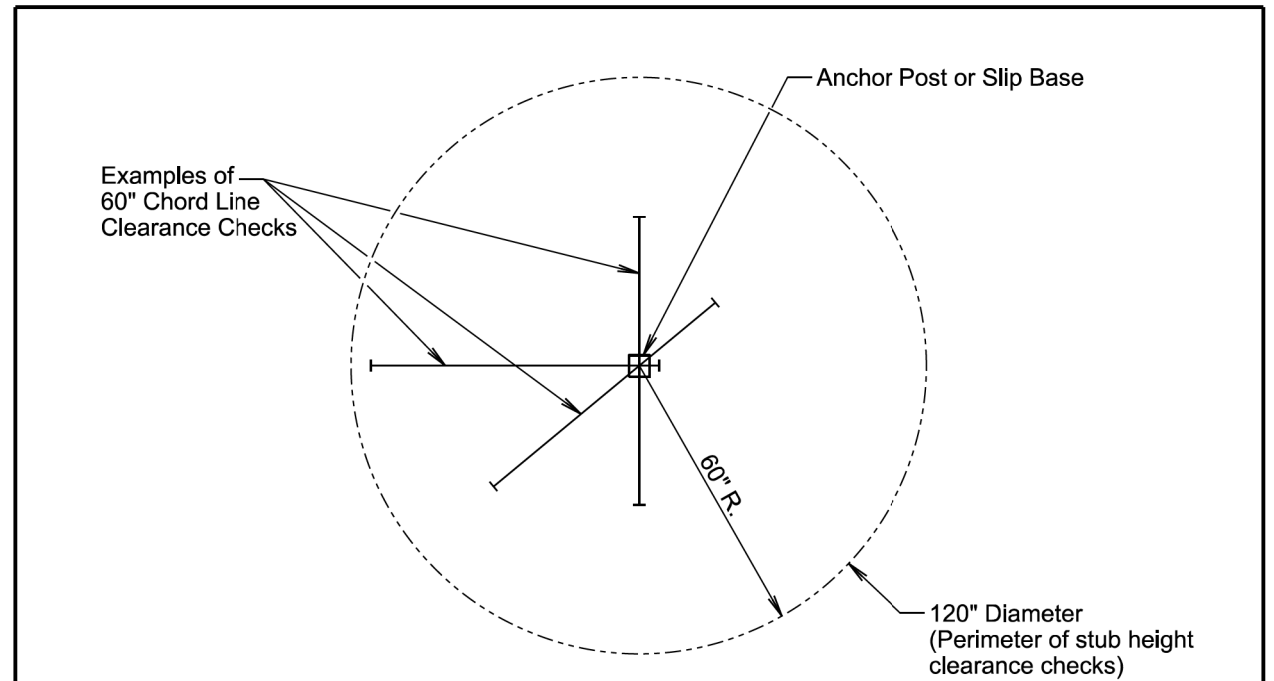
URBAN DISTRICT

RURAL DISTRICT 3 DAY MAXIMUM
(Not applicable to regulatory signs)

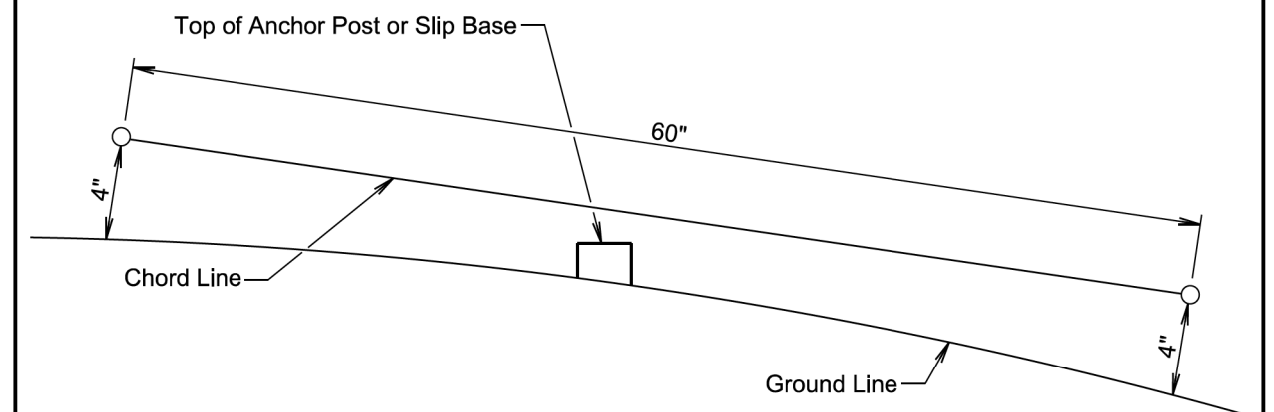
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

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PLAN VIEW
(Examples of stub height clearance checks)



ELEVATION VIEW

GENERAL NOTES:

- The top of anchor posts and slip bases WILL NOT extend above a 60" chord line within a 120" diameter circle around the post with ends 4" above the ground.
- At locations where there is curb and gutter adjacent to the breakaway sign support, the stub height will be a maximum of 4" above the ground line at the localized area adjacent to the breakaway support stub.
- The 4" stub height clearance is not necessary for U-channel lap splices where the support is designed to yield (bend) at the base.

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