

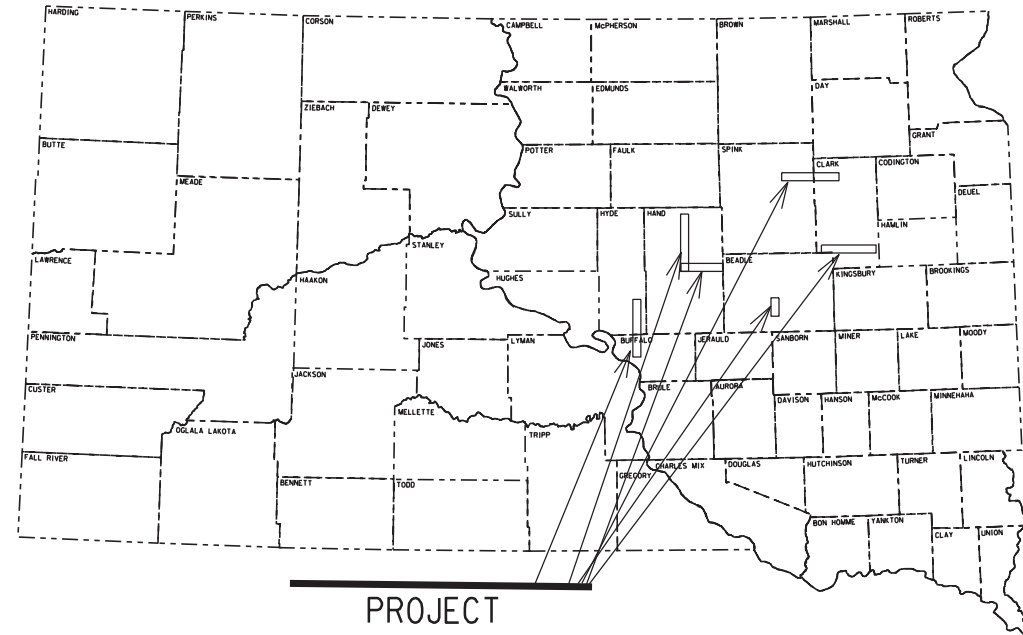
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-P 0013(173)	1	33
Plotting Date: 3/6/2026			

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PLOT SCALE - 1:12867.4

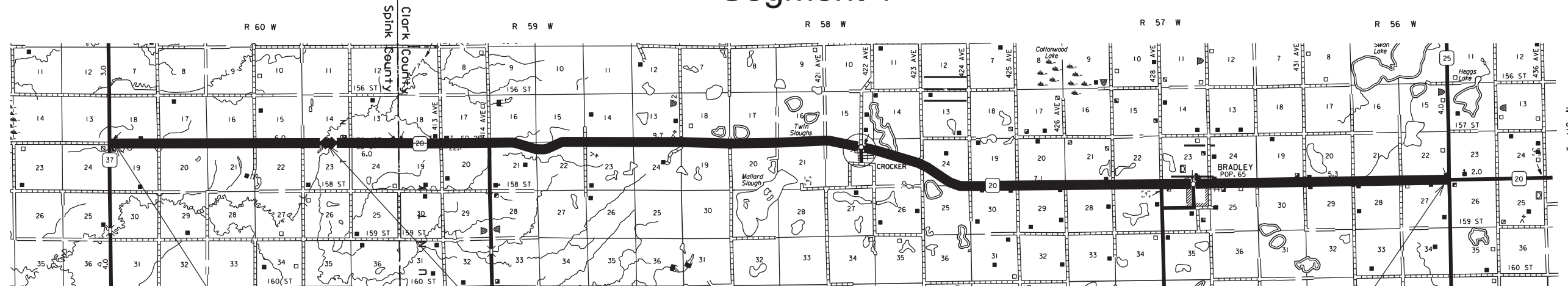


STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED

PROJECT NH-P 0013(173)
US HIGHWAY 14
SD HIGHWAY 20, 45, 34, 37, 26, 28
BEADLE, BUFFALO, CLARK,
HAND, HYDE, SPINK COUNTIES

ASPHALT SURFACE TREATMENT
PCN 09WN

SD Highway 20
Spink & Clark Counties
Segment 1



BEGIN PROJECT
STA. 0+0.00
MILEAGE 292.408
MRM 344.63+0.000

Str. No. 58-344-090
MRM 349.02+0.000
83.00' = 0.016 Mi

END PROJECT
STA. 1483+73.3
MILEAGE 320.509
MRM 372.75+0.000

DESIGN DESIGNATION

AADT (2024)	597
AADT (2044)	840
DHV	93
D	50
DHV T%	5.6%
AADT T%	12.4%
V	65 MPH

GROSS LENGTH	148,373.28 FEET	28.101 MILES
LENGTH OF EXCEPTIONS	83.00 FEET	0.016 MILES
NET LENGTH	148,288.80 FEET	28.085 MILES

6

May 6, 2026

PLOTTED FROM - TRAB17901

FILE - ... \BEAD09WN\09WN TITLE SHEET.DGN

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-P 0013(173)	2	33
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END PROJECT
STA. 428+15.50
MILEAGE 103.89
MRM 137.72+0.000

SD Highway 45 Hand County Segment 4

DESIGN DESIGNATION

AADT (2024) 548
AADT (2044) 729
DHV 81
D 51
DHV T% 10.4%
AADT T% 22.9%
V 65 MPH

GROSS LENGTH 42,815.52 FEET 8.109 MILES
LENGTH OF EXCEPTIONS 0.00 FEET 0.000 MILES
NET LENGTH 42,815.52 FEET 8.109 MILES

BEGIN PROJECT
STA. 0+00.0
MILEAGE 95.781
MRM 129.61+0.000

END PROJECT
STA. 853+51.20
MILEAGE 95.781
MRM 128.61+0.000

SD Highway 45 Hand County Segment 2

DESIGN DESIGNATION

AADT (2024) 930
AADT (2044) 1239
DHV 81
D 51
DHV T% 10.3%
AADT T% 22.6%
V 65 MPH

GROSS LENGTH 85,351.20 FEET 16.152 MILES
LENGTH OF EXCEPTIONS 0.00 FEET 0.000 MILES
NET LENGTH 85,351.20 FEET 16.152 MILES

BEGIN PROJECT
STA. 0+0.00
MILEAGE 79.629
MRM 112.00+0.445

BEGIN PROJECT
STA. 0+00.0
MILEAGE 22.728
MRM 252.85+0.000

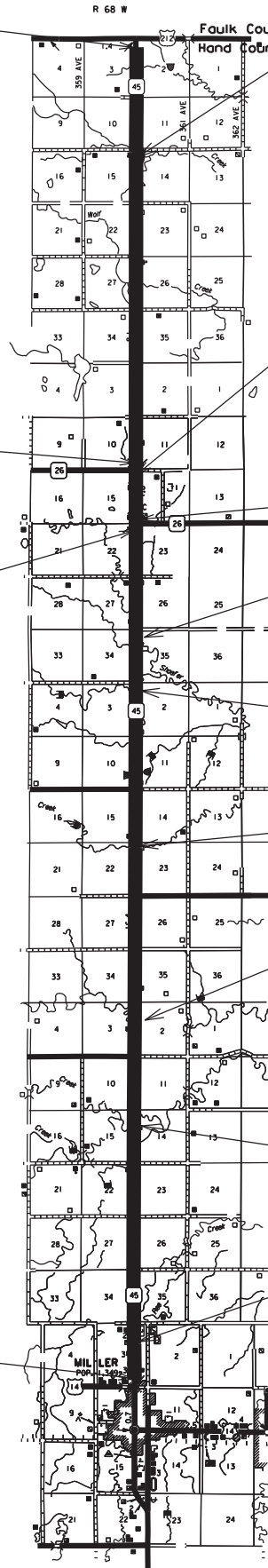
SD Highway 26 Hand County Segment 3

DESIGN DESIGNATION

AADT (2024) 679
AADT (2044) 904
DHV NA
D 51
DHV T% 14.6%
AADT T% 32.1%
V 65 MPH

GROSS LENGTH 5,280.00 FEET 1.000 MILES
LENGTH OF EXCEPTIONS 0.00 FEET 0.000 MILES
NET LENGTH 5,280.00 FEET 1.000 MILES

END PROJECT
STA. 52+80.0
MILEAGE 23.728
MRM 253.85+0.000



PLOT SCALE - 1:16917.3

PLOTTED FROM - TRAB17901

FILE - ... \BEAD09WN\09WN TITLE SHEET.DGN PLOT NAME - \$\$PLOTNAME\$\$

SD Highway 34 Buffalo and Hyde Counties Segment 5

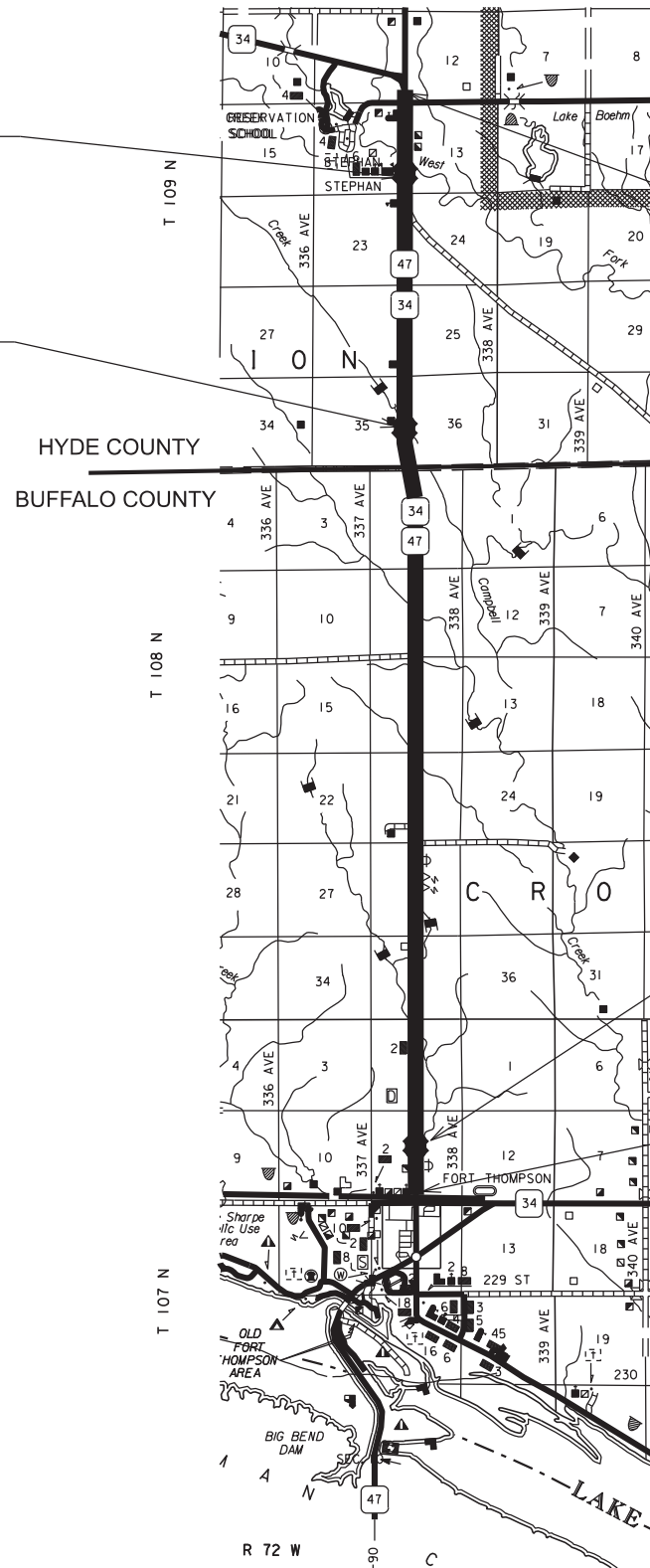
Str. No. 35-110-447
MRM 349.02+0.000
106.00' = 0.020 Mi

Str. No. 35-110-475
Box Culvert

BEGIN PROJECT
STA. 0+0.00
MILEAGE 207.029
MRM 257.06+0.000

Str. No. 09-065-074
Box Culvert

END PROJECT
STA. 651+60.5
MILEAGE 219.37
MRM 269.34+0.00



DESIGN DESIGNATION

AADT (2024)	917
AADT (2044)	1423
DHV	184
D	50
DHV T%	7.5%
AADT T%	16.4%
V	65 MPH

GROSS LENGTH	65,160.50 FEET	12.341 MILES
LENGTH OF EXCEPTIONS	105.60 FEET	0.020 MILES
NET LENGTH	65,054.90 FEET	12.321 MILES

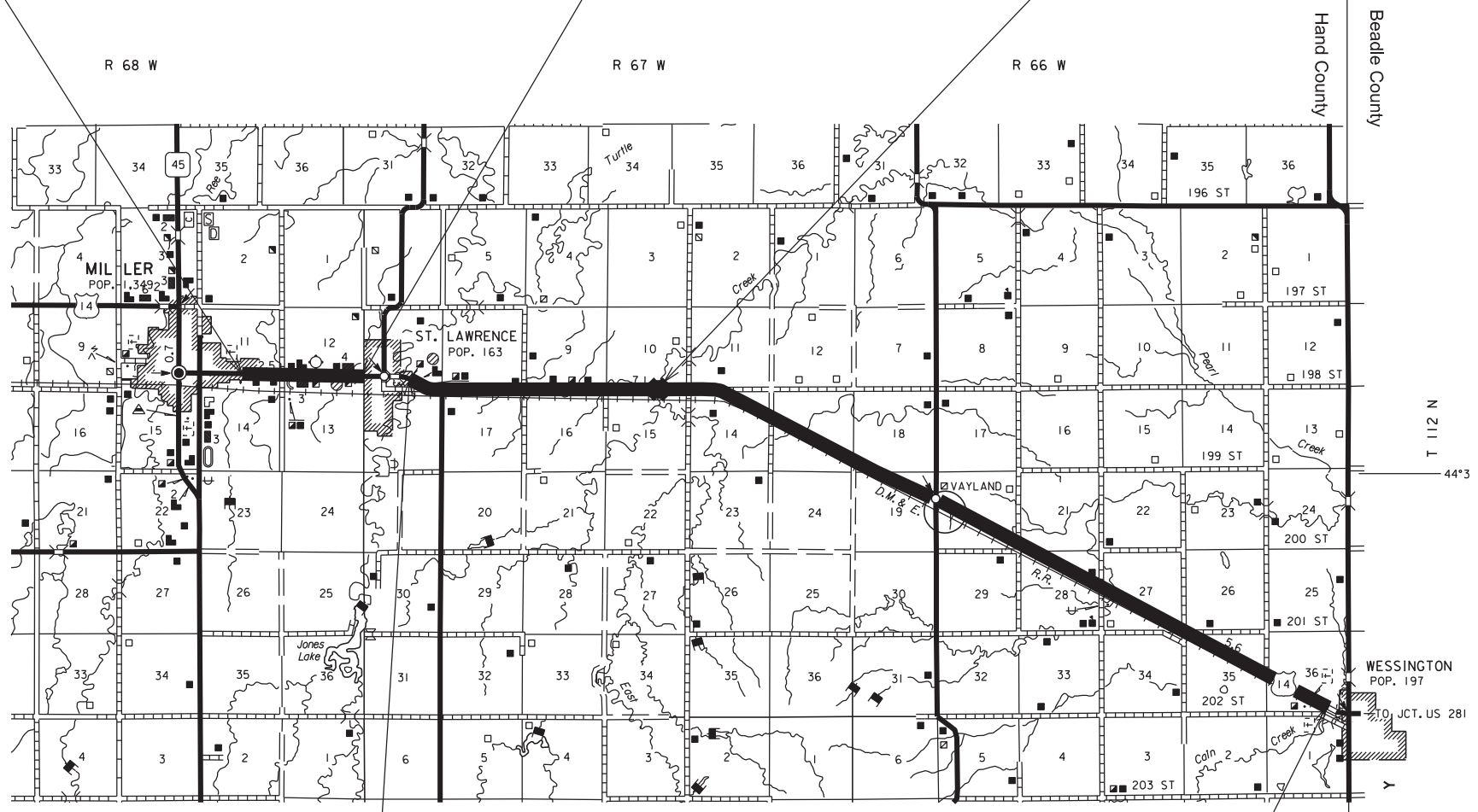
US Highway 14 Hand County Segment 6

GROSS LENGTH 6,927.36 FEET 1.312 MILES
 LENGTH OF EXCEPTIONS 0.00 FEET 0.000 MILES
 NET LENGTH 6,927.36 FEET 1.312 MILES

BEGIN PROJECT
 STA. 0+00.0
 MILEAGE 185.408
 MRM 302.10+0.008

END PROJECT
 STA. 69+27.36
 MILEAGE 186.720
 MRM 303.00+0.432

Str. No. 30-298-299
 Box Culvert



US Highway 14 Hand County Segment 7

BEGIN PROJECT
 STA. 0+00.0
 MILEAGE 187.077
 MRM 303.70+0.008

END PROJECT
 STA. 665+12.2
 MILEAGE 199.674
 MRM 316.32+0.029

GROSS LENGTH 66,512.16 FEET 12.597 MILES
 LENGTH OF EXCEPTIONS 0.00 FEET 0.000 MILES
 NET LENGTH 66,512.16 FEET 12.597 MILES

DESIGN DESIGNATION

AADT (2024)	1496
AADT (2044)	1991
DHV	81
D	50
DHV T%	6.8%
AADT T%	14.9%
V	65 MPH

PLOT SCALE - 1:10517.2

PLOTTED FROM - TRAB17901

PLOT NAME - \$\$PLOTNAME\$\$

FILE - ... \BEAD09\WN\09\WN TITLE SHEET.DGN

PLOT SCALE - 1:7284.04

PLOT NAME - \$\$PLOTNAME\$\$

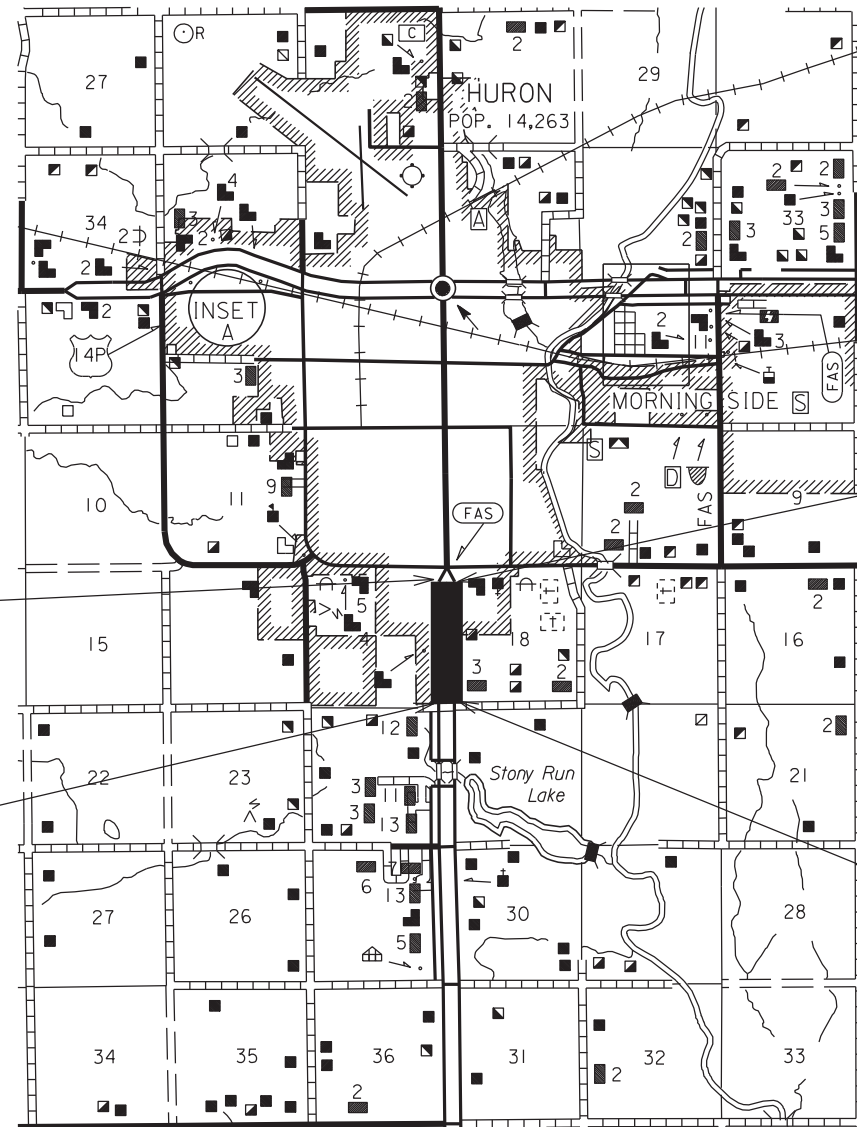
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R 62 W

R 61 W

SD Highway 37 SB Beadle County Segment 8

SD Highway 37 NB Beadle County Segment 9



END PROJECT
STA. 52+90.6
MILEAGE 39.420
MRM 125.71+0.000

END PROJECT
STA. 52+80.0
MILEAGE 39.383
MRM 125.71+0.000

BEGIN PROJECT
STA. 0+00.0
MILEAGE 38.418
MRM 124.70+0.000

BEGIN PROJECT
STA. 0+00.0
MILEAGE 38.383
MRM 124.70+0.000

GROSS LENGTH	5,290.60 FEET	1.002 MILES
LENGTH OF EXCEPTIONS	0.00 FEET	0.000 MILES
NET LENGTH	5,290.60 FEET	1.002 MILES

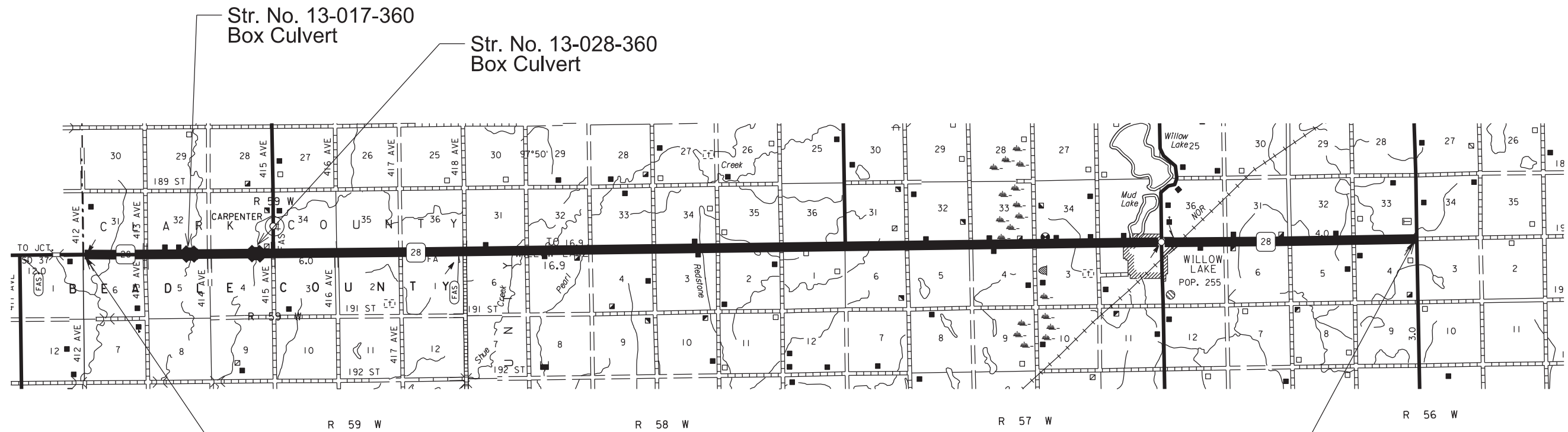
GROSS LENGTH	5,280.00 FEET	1.000 MILES
LENGTH OF EXCEPTIONS	0.00 FEET	0.000 MILES
NET LENGTH	5,280.00 FEET	1.000 MILES

DESIGN DESIGNATION

AADT (2024)	4749
AADT (2044)	6993
DHV	940
D	50
DHV T%	10.4%
AADT T%	3.0%
V	Rural: 70 MPH
	Urban: 35 MPH

PLOTTED FROM - TRAB17901

SD Highway 28 Clark County Segment 10



BEGIN PROJECT
STA. 0+00.0
MILEAGE 25.946
MRM 295.98+0.000

END PROJECT
STA. 1105+36.8
MILEAGE 46.881
MRM 316.92+0.000

DESIGN DESIGNATION

AADT (2024)	423
AADT (2044)	600
DHV	124
D	50
DHV T%	14.2%
AADT T%	31.3%
V	65 MPH

GROSS LENGTH	110536.80 FEET	20.935 MILES
LENGTH OF EXCEPTIONS	0.00 FEET	0.000 MILES
NET LENGTH	110536.80 FEET	20.935 MILES

ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-P 0013(173)	7	33

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BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
330E0300	SS-1h or CSS-1h Asphalt for Fog Seal	480.7	Ton
330E2000	Sand for Flush Seal	392.0	Ton
330E3000	Sand for Fog Seal	50.0	Ton
360E0042	CRS-2P Asphalt for Surface Treatment	2,501.1	Ton
360E1010	Type 1A Cover Aggregate	1,881.3	Ton
360E1010	Type 1A Cover Aggregate	232.0	Ton
360E1010	Type 1A Cover Aggregate	2,575.2	Ton
360E1010	Type 1A Cover Aggregate	4,524.3	Ton
360E1010	Type 1A Cover Aggregate	3,566.4	Ton
360E1010	Type 1A Cover Aggregate	224.8	Ton
360E1010	Type 1A Cover Aggregate	186.4	Ton
360E1010	Type 1A Cover Aggregate	3,370.5	Ton
633E0030	Cold Applied Plastic Pavement Marking, 24"	107	Ft
633E0040	Cold Applied Plastic Pavement Marking, Arrow	27	Each
633E0055	Cold Applied Plastic Pavement Marking, Railroad Crossing	2	Each
633E1200	High Build Waterborne Pavement Marking Paint, White	4,943	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	1,509	Gal
633E5015	Grooving for Cold Applied Plastic Pavement Marking, 24"	15	Ft
633E6020	Pavement Marking Masking, 25"	214	Ft
633E6030	Pavement Marking Masking, Arrow	54	Each
633E6045	Pavement Marking Masking, Railroad Crossing	4	Each
634E0010	Flagging	1,376.0	Hour
634E0020	Pilot Car	334.0	Hour
634E0110	Traffic Control Signs	2,349.3	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0420	Type C Advance Warning Arrow Board	1	Each
634E0630	Temporary Pavement Marking	266.1	Mile
998E0100	Railroad Protective Insurance	Lump Sum	LS

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/media/documents/EnvironmentalProceduresManual.pdf> >

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 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 E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

Action Taken/Required:

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

COMMITMENT H: WASTE DISPOSAL SITE

When this commitment is included in the plans, the Historical Preservation Office Clearances commitment must also be included.

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 be disposed of within the Public ROW. **OR** Construction and/or demolition debris may not be disposed of within the Public ROW. (Verify with designer)

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

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COMMITMENT I: HISTORIC 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.

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 100 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.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-P 0013(173)	9	33

Plotting Date: 3/6/2026

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TABLE OF QUANTITIES
(for information only)

SBI Nbr	SBI Description	Seg. 1 - SD 20	Seg. 2 - SD 45	Seg. 3 - SD 26	Seg. 4 - SD 45	Seg. 5 - SD 34	Seg. 6 - US 14	Seg. 7 - US 14	Seg. 8 - SD 37 SB	Seg. 9 - SD 37 NB	Seg. 10 - SD 28	Total Quantity	Unit
009E0010	Mobilization	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	LS
330E0300	SS-1h or CSS-1h Asphalt for Fog Seal	123.6	97.5	6.3	51.1	69.1	2.8	26.5	4.4	4.4	92.1	477.8	Ton
330E2000	Sand for Flush Seal	-	-	-	-	-	37.0	355.0	-	-	-	392.0	Ton
330E3000	Sand for Fog Seal	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	50.0	Ton
360E0042	CRS-2P Asphalt for Surface Treatment	666.0	524.8	34.2	277.3	375.2	5.9	56.7	23.7	23.7	496.2	2483.7	Ton
360E1010	Type 1A Cover Aggregate	4524.3	-	-	-	-	-	-	-	-	-	4524.3	Ton
360E1010	Type 1A Cover Aggregate	-	3558.1	-	-	-	-	-	-	-	-	3558.1	Ton
360E1010	Type 1A Cover Aggregate	-	-	232.0	-	-	-	-	-	-	-	232.0	Ton
360E1010	Type 1A Cover Aggregate	-	-	-	1881.3	-	-	-	-	-	-	1881.3	Ton
360E1010	Type 1A Cover Aggregate	-	-	-	-	2554.6	-	-	-	-	-	2554.6	Ton
360E1010	Type 1A Cover Aggregate	-	-	-	-	-	-	-	161.3	-	-	161.3	Ton
360E1010	Type 1A Cover Aggregate	-	-	-	-	-	-	-	-	161.0	-	161.0	Ton
360E1010	Type 1A Cover Aggregate	-	-	-	-	-	-	-	-	-	3370.5	3370.5	Ton
633E0030	Cold Applied Plastic Pavement Marking, 24"	-	-	-	15	92	-	-	-	-	-	107.0	Ft
633E0040	Cold Applied Plastic Pavement Marking, Arrow	-	-	-	-	2	-	-	14	11	-	27.0	Each
633E0055	Cold Applied Plastic Pavement Marking, Railroad Crossing	-	-	-	-	-	-	-	-	-	2	2.0	Each
633E1200	*High Build Waterborne Pavement Marking Paint, White	1562	903	56	451	686	-	-	35	35	1164	4893	Gal
633E1205	**High Build Waterborne Pavement Marking Paint, Yellow	445	144	22	273	256	-	-	24	24	297	1484	Gal
633E5015	Grooving for Cold Applied Plastic Pavement Marking, 24"	-	-	-	-	15	-	-	-	-	-	15	Ft
633E6020	Pavement Marking Masking, 25"	-	-	-	30	184	-	-	-	-	-	214	Ft
633E6045	Pavement Marking Masking, Railroad Crossing	-	-	-	-	-	-	-	-	-	4	4	Each
633E6036	Pavement Marking Masking, Arrow	-	-	-	-	4	-	-	28	22	-	54	Each
634E0010	Flagging	440.0	240.0	16.0	120.0	200.0	-	-	15.0	15.0	330.0	1376.0	Hour
634E0020	Pilot Car	110.0	60.0	4.0	30.0	50.0	-	-	-	-	80.0	334.0	Hour
634E0110	Traffic Control Signs	422.5		409.0		294.2		377.0		384.0	462.6	2349.3	Sq. Ft.
634E0120	Traffic Control, Miscellaneous	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	LS
634E0420	Type C Advance Warning Arrow Board	-	-	-	-	-	-	-	1.0	-	-	1.0	Each
634E0630	Temporary Pavement Marking	84.3	48.7	3.0	24.3	37.0	-	-	3.0	3.0	62.8	266.1	Mile
998E0100	Railroad Protective Insurance	-	-	-	-	-	-	-	-	-	Lump Sum	Lump Sum	LS

*An additional 50 Gallons of High Build Waterborne Pavement Marking Paint, White have been added to the Estimate of Quantities for items in the Table of Additional Quantities.

**An additional 25 Gallons of High Build Waterborne Pavement Marking Paint, Yellow have been added to the Estimate of Quantities for items in the Table of Additional Quantities.

PLOT SCALE - 1:200

PLOTTED FROM - TRAB17901

PLOT NAME - \$\$PLOTNAME\$\$

FILE - ... \TABLES OF QUANTITIES.DGN

TABLE OF ADDITIONAL QUANTITIES

Segment	Route	Description	CRS-2P Asphalt for Surface Treatment	Type 1A Cover Aggregate	SS-1h or CSS-1h Asphalt Fog Seal
			(Ton)	(Ton)	(Ton)
2	SD 45	SD 45 left turn lane	1.2	8.3	0.2
5	SD 34	North Junction of SD 34 & 47 (SD 34 left turn lane and South Bound Additional Lane)	3.0	20.6	0.6
8	SD 37	Additional Turn Lanes and Acceleration Lanes	5.8	38.9	1.1
9	SD 37	Additional Turn Lanes	3.8	25.4	0.7
8	SD 37	Median Crossovers/Intersections	1.8	12.3	0.2
9	SD 37	Median Crossovers/Intersections	1.8	12.3	0.1
TOTAL:			17.4	117.8	2.9

Application rate of CRS-2P, Type 1A Cover Aggregate, and Fog Seal will be as indicated in the Rates of Materials for the appropriate segment, or as directed by the Engineer in the field.

The above quantities are included in the Estimate of Quantities.

The median crossovers/intersection's quantity of Type 1A Cover Aggregate has been added to Segment 8's Type 1A Cover Aggregate quantity.

RATES OF MATERIALS

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

FLUSH SEAL:

SEGMENT	ROUTE	STATION	to	STATION
6	US 14	0+00		69+27.4
7	US 14	0+00		665+12.2

Shoulders (per Shoulder)

CRS-2P Asphalt for Surface Treatment at the rate of 2.3 tons applied 6 feet wide.
(Rate = 0.15 Gal./S.Y.).

Sand for Flush Seal at the rate of 14.0 tons applied 6 feet wide.
(Rate = 8 Lbs./S.Y.).

Mainline:

SEGMENT	ROUTE	STATION	to	STATION
1	SD 20	0+00		1483+73.3
8	SD 37	0+00		52+90.6
9	SD 37	0+00		52+80
10	SD 28	0+00		1105+36.8

CRS-2P Asphalt for Surface Treatment at the rate of 23.7 tons applied 25 feet wide.
(Rate = 0.38 Gal./S.Y.).

Type 1A Cover Aggregate at the rate of 161 tons applied 25 feet wide.
(Rate= 22 Lbs./S.Y.).

CSS-1H or SS-1H for Fog Seal at the rate of 4.4 tons applied 25 feet wide.
(Rate = 0.07 Gal./S.Y.).

SEGMENT	ROUTE	STATION	to	STATION
2	SD 45	0+00		853+51.20

CRS-2P Asphalt for Surface Treatment at the rate of 32.3 tons applied 34 feet wide.
(Rate = 0.38 Gal./S.Y.).

Type 1A Cover Aggregate at the rate of 219 tons applied 34 feet wide.
(Rate= 22 Lbs./S.Y.).

CSS-1H or SS-1H for Fog Seal at the rate of 6.0 tons applied 34 feet wide.
(Rate = 0.07 Gal./S.Y.).

SEGMENT	ROUTE	STATION	to	STATION
5	SD 34	0+00		651+60.5

CRS-2P Asphalt for Surface Treatment at the rate of 30.4 tons applied 32 feet wide.
(Rate = 0.38 Gal./S.Y.).

Type 1A Cover Aggregate at the rate of 207 tons applied 32 feet wide.
(Rate= 22 Lbs./S.Y.).

CSS-1H or SS-1H for Fog Seal at the rate of 5.6 tons applied 32 feet wide.
(Rate = 0.07 Gal./S.Y.).

SEGMENT	ROUTE	STATION	to	STATION
3	SD 26	0+00		52+80.0
4	SD 45	0+00		428+15.5

CRS-2P Asphalt for Surface Treatment at the rate of 34.2 tons applied 36 feet wide.
(Rate = 0.38 Gal./S.Y.).

Type 1A Cover Aggregate at the rate of 232 tons applied 36 feet wide.
(Rate= 22 Lbs./S.Y.).

CSS-1H or SS-1H for Fog Seal at the rate of 6.3 tons applied 36 feet wide.
(Rate = 0.07 Gal./S.Y.).

SEQUENCE OF OPERATIONS

The below sequence is for Segments 1 thru 5 and 8 thru 10 (Asphalt Surface Treatment):

1. Install fixed location ground mounted traffic control devices.
2. Install cold applied plastic pavement marking.
3. Install and remove temporary traffic control devices as needed for each type of work.
4. Place temporary pavement marking and pavement marking masking not more than 24 hours prior to chip seal.
5. Apply chip seal.
 - The brooming operation will be immediately in front of the asphalt distributor.
 - The Contractor will begin sealing operations at the farthest point from the stockpile site and work towards the stockpile site to eliminate unnecessary driving and turning on the fresh seal.
 - The application of the asphalt and aggregate will cease at least one hour prior to sunset each day.
 - Remove cover from tabs.
6. Broom chip sealed areas each morning following chip seal application.
7. Apply fog seal.
 - Remove cover from tabs.
8. Complete the pavement marking. Immediately prior to application of the permanent pavement marking, the areas to be painted will be broomed or blown off with high pressure compressed air. (If a high pressure air device is used to clean the pavement surface, it will be capable of sustaining continuous high pressure for the duration of the pavement marking process.)
9. Remove temporary pavement marking within the seven-day time period specified elsewhere in the plans.
10. Remove traffic control devices.

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.

The below sequence is for Segments 6 & 7 (Shoulder Flush Seal):

1. Install fixed location ground mounted traffic control devices.
2. Install and remove temporary traffic control devices as needed for each type of work.
3. Apply flush seal.

The brooming operation will be immediately in front of the asphalt distributor.

The application of the asphalt will cease at least one hour prior to sunset each day.
4. Remove traffic control devices.

The method of flush seal placement for segments 6 & 7 will be discussed and approved at the preconstruction meeting by the Area Engineer.

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.

TRAFFIC CONTROL SIGNS

Traffic control signs have been included in a table for each route. Payment will only be for those signs used on each route.

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.

Portable sign supports will not be located on sidewalks, bicycle facilities, or other areas designated for pedestrian or bicycle traffic.

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.

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 furnish, install, maintain, and remove TRUCK CROSSING (W8-6) signs daily. The TRUCK CROSSING signs will be displayed always when haul vehicles are hauling material. When hauling conditions no longer exist, the signs will be covered or removed from view. The exact number and location will be determined during construction. Payment for additional signs will be based on the contract unit price per square foot for "Traffic Control Signs".

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 mobile work operation will be allowed provided the rumble strip or rumble stripe grooving, flush sealing, and pavement marking can be completed satisfactorily by a continuously moving work operation. A mobile work operation will require approval by the Engineer.

TRAFFIC CONTROL FOR ASPHALT SURFACE TREATMENT

The Contractor will furnish, install, and maintain LOOSE GRAVEL (W8-7) signs with 40 MPH (W13-1P) advisory speed plaques upon start of surface treatment operations at each end of the segment and on either side of intersecting asphalt roads and major intersections as determined by the Engineer. In addition, LOOSE GRAVEL signs with 40 MPH advisory speed plaques will be installed at no more than 4 mile intervals throughout each segment. The 40 MPH advisory speed plaque should not be installed with LOOSE GRAVEL signs in areas where the posted speed limit is less than 40 MPH. LOOSE GRAVEL signs and 40 MPH advisory speed plaques will be covered or removed from view when they are not applicable.

ROAD WORK NEXT XX MILES (G20-1), LOOSE GRAVEL (W8-7), and END ROAD WORK (G20-2) signs are the only signs that need to be mounted on fixed location breakaway sign supports, as shown on the plan layout. ROAD WORK AHEAD (W20-1), FLAGGER (W20-7), ONE LANE ROAD AHEAD (W20-4), and TRUCK CROSSING (W8-6) signs may be mounted on portable supports. Signs mounted on portable supports will be moved as necessary to keep current with the work activities.

Until the end of each day's chip seal operations, at the discretion of the Contractor, additional flaggers and FLAGGER (W20-7) symbol signs will be provided to alert the traveling public entering completed portions of the project to the potential of airborne chips.

The flaggers alerting the public will be at the ends of the project and will be separate from the flaggers controlling the work zone for the seal. One set of flaggers doing both operations will not be allowed.

The flaggers will provide each motorist with a printed notice on the Contractor's letterhead similar to the one shown below. Cost of the notice will be incidental to other contract items.

The flagger must have additional letter's available for each motorist to keep if requested.

All flaggers will remain in place until the project is lightly broomed at the end of the day.

"CONTRACTOR'S LETTERHEAD"

THIS HIGHWAY IS BEING RESURFACED WITH A ROCK CHIP SEAL COAT.

THIS TYPE OF CONSTRUCTION HAS THE POTENTIAL OF CAUSING VEHICLE DAMAGE SUCH AS CHIPPED WINDSHIELDS AND BROKEN HEADLIGHTS DUE TO ROCKS BEING THROWN BY HIGH SPEED ONCOMING OR PASSING TRAFFIC.

YOU MAY WISH TO CONSIDER TAKING AN ALTERNATE ROUTE. IF YOU PROCEED, KEEP TO THE RIGHT AND DRIVE 40 MPH OR LESS. ANOTHER FLAGGER AND A PILOT CAR WILL BE ESCORTING YOU AROUND THE OIL SEAL COAT APPLICATION AREA.

THANK YOU.

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".

HAUL ROAD

The Contractor will be responsible for any haul roads used to transport material to the project site. The State will not participate in the cost of restoration of any haul roads used by the Contractor.

PROJECT BROOMING

All material will be broomed off of bridges and curb & gutter areas. This material from the curb & gutter areas and the drop inlets will be disposed of in a manner satisfactory to the Engineer.

No material will be broomed into the ditches or on the boulevards in residential and commercial areas where the adjacent landowner conducts the mowing of the right-of-way. This material will be disposed of in a manner satisfactory to the Engineer.

Material that is broomed onto the roadway inslopes will not be left in piles or windrows. The material will be evenly distributed at a height that will not hinder mowing operations or cause dispersion of the material into the traveled roadway when passed over with a mower.

As per Section 360.3 B.1.a of the Specifications, loose material at the following locations in the table below will be removed by the Contractor by means of a pickup broom having integral mounted self-contained storage using water to control dust and will be removed during the cool period of early morning of the day following application or as directed by the Engineer. Removed material will be disposed of at sites provided by the Contractor and approved by the Engineer.

Table of City Curb and Gutter Areas

Segment	Station
*8 & 9	32+00.00 to 36+89.00
	37+54.00 to 41+48.00
	42+13.00 to 44+67.00
	45+07.00 to 47+07.00
	47+62.00 to 52+90.60

*Some of the gaps in Segments 8 & 9 are representative of intersections.

This list may not be complete. Additional areas may need attention as directed by the Engineer. At no time before, during, or after placement of Asphalt Surface Treatment will a broom without working integral mounted self-contained storage using water (in working condition) be used. Brooming will be incidental to the various contract items for the Asphalt Surface Treatment.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-P 0013(173)	14	33

SHOULDER WORK

Prior to construction, Department of Transportation Maintenance Forces will spray the shoulders to kill existing vegetation. It will be the Contractor's responsibility to notify the State a minimum of thirty days prior to starting work on the shoulders of the highway. The State assumes no responsibility for the effectiveness of the herbicide applied. Contact: Huron Area Engineer, Brad Letcher (605) 353-7142.

Vegetation and accumulated material on or adjacent to the existing roadway will be removed by the Contractor to the satisfaction of the Engineer prior to asphalt flush seal.

Shoulder work will be incidental to other contract items. Separate measurement and payment will not be made.

BRIDGES, APPROACH SLABS, SLEEPER SLABS, STRIP SEALS, MANHOLES, WATER VALVES AND CONCRETE

Asphalt Surface Treatment will not be placed on any of the bridges, approach slabs, sleeper slabs, strip seals, manholes, water valves or any type of concrete on these projects.

Loose aggregate will not be swept onto bridge decks or into drop inlets. Aggregate will be removed from neoprene joints located on approach slabs or bridge decks.

ESTIMATED QUANTITIES

The quantities of asphalt for surface treatment and cover aggregate are based off the rates shown in the Rates of Materials. This is only an estimate. The actual application rates of materials will be determined in the field during construction based upon the surface condition, aggregate type, aggregate gradation and flakiness index.

TYPE 1A COVER AGGREGATE

Cover Aggregate will be screened over a 1-inch screen immediately prior to application.

Failure on the #200 sieve will shut down operations until the Engineer determines if changes or corrections are required.

Application of the cover aggregate will be maintained within 500 feet or have a time limit of 1 minute between the application of the CRS-2P for Asphalt Surface Treatment and the application of the cover aggregate, whichever amounts to the shorter time period.

The Contractor will continue chip spreader progress, forward, thru the asphalt application at any end where work will be temporarily shut down for a time greater than 5 minutes, to allow for satisfactory uniform rolling of the placed cover aggregate. The Contractor will not allow chip spreader, trucks, or other equipment to lie dormant on the aggregate while transitioning between asphalt distributor loads and or any other temporary shutdown or production, before uniform rolling is complete.

All passes of the rollers will be completed within 8 minutes of application of the CRS-2P Asphalt for Surface Treatment.

ASPHALT FOR SURFACE TREATMENT

The asphalt for surface treatment that is delivered for use on this contract will be used in the order it is received. Storage of asphalt for surface treatment will only be allowed at the end of the work day. The material that is placed in storage will be the first material used the following day.

FOG SEAL

The fog seal will be placed following the completion of the asphalt surface treatment. Prior to the application of the fog seal, the Contractor will be required to broom the asphalt surface treatment. A CSS-1h or SS-1h emulsion will be used for the fog seal application. A water-to-emulsion rate of 1:1 should be used for the Fog Seal application.

The Contractor will fog seal the entire asphalt surface treatment surface.

The Contractor will plan the fog seal operation to allow adequate cure time for the fog seal and to minimize/eliminate the need to apply Sand for Fog Seal.

If adequate cure time for the Fog Seal is not available, to facilitate traffic, the Contractor will be allowed to place a minimum sufficient amount of blotting sand on the fog seal to allow traffic to cross the uncured portion of the fog seal, as permitted by the Engineer.

Sand for Fog Seal is only intended to be placed for accesses to businesses, intersection crossings, and as determined by the Engineer to facilitate traffic movements. Sand for Fog Seal will not be placed to accelerate the Contractor's schedule.

Sand that is applied will be broomed off the surface of the roadway once the fog seal has sufficiently cured as determined by the Engineer.

Sand for Fog Seal will conform to Section 879.1 B.

Prior to hauling, Sand for Fog Seal will be screened to minimize segregation, eliminate oversize, and effectively breakup or discard material bonded into chunks. All costs for supplying, hauling, placing, and brooming the blotting sand will be incidental to the contract unit price per ton for "Sand for Fog Seal".

The Contractor will avoid placing the Fog Seal over the newly placed Cold Applied Permanent pavement markings. The Contractor will be responsible for removing any CSS-1h or SSS-1h that is on the markings. All Costs associated with cleaning the pavement markings will be incidental to the contract unit price per ton for CSS-1h or SS-1h Asphalt for Fog Seal.

Bill of Ladings showing both the pounds of CSS-1h or SS-1h and water separate will be required.

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TEMPORARY PAVEMENT MARKING

The total length of no passing zone on this project is shown below:

SEGMENT	HIGHWAY	Length of No Passing Zone (MILES)
1	SD 20	8.3
2	SD 45	0.8
3	SD 26	0.5
4	SD 45	7.6
5	SD 34	5.8
10	SD 28	5.0

The estimated number of DO NOT PASS (R4-1) and PASS WITH CARE (R4-2) signs required to mark the no passing zones, should the Contractor elect to use these signs, are shown below:

SEGMENT	HIGHWAY	DO NOT PASS	PASS WITH CARE
1	SD 20	34	34
2	SD 45	6	5
3	SD 26	3	3
4	SD 45	2	2
5	SD 34	26	25
10	SD 28	33	33

Temporary flexible vertical markers (tabs) may be used as detailed in the specifications.

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:

- One pass prior to the Seal Coat.
- One pass after the Seal Coat.
- One pass after the Fog Seal.

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.

Marking 8-inch edge lines and 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.

PERMANENT PAVEMENT MARKING

The Contractor will be required to repaint both centerline and edgelines with High Build Waterborne Pavement Marking Paint.

The application of Permanent Pavement Marking Paint will begin no sooner than 7 calendar days following completion of Flush Sealing or Fog Sealing and will be completed within 14 calendar days following completion of Flush Sealing or Fog Sealing.

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.

Cold weather waterborne paint will not be required after October 15th per Section 633.3 B.

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 = 27.8 Gals/Mile
Dashed 4" line = 7.6 Gals/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.

REMOVE EXISTING PAVEMENT MARKING

The existing pavement markings consist of cold applied plastic pavement marking and paint.

Existing cold applied plastic pavement marking being replaced will be removed in their entirety. It will be the Contractor's responsibility to visit the project site to determine what type of material(s) are present and the extent of the work required to remove the existing pavement markings.

Removal of the existing markings will be accomplished without causing damage to the pavement, pavement joints, or joint sealant. The Contractor will repair any damage to the pavement, pavement joints, or joint sealant for no additional payment and at no cost to the State.

Payment for removal of the existing lines and other miscellaneous payment markings as necessary will be included in the contract unit price for the various contract items.

GROOVING FOR COLD APPLIED PLASTIC PAVEMENT MARKING

Grooving for Cold Applied Plastic Pavement Marking will be used on the new stop bar on Segment 5 at the north junction of SD 34 and SD 47 as detailed in the layout.

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, square foot, each, or word for "Grooving for Cold Applied Plastic Pavement Marking" contract items.

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PAVEMENT MARKING MASKING

Immediately prior to placement of asphalt surface treatment, and prior to the fog seal, durable markings will be covered with an approved pavement marking masking. All cost for furnishing, installing, removing, and disposing of masking will be incidental to the various contract unit prices for Pavement Marking Masking.

If new markings are damaged due to masking failure they will be replaced at the Contractor's expense.

Pavement marking Masking will follow the edges of the markings within one inch. No rectangular masking will be allowed for items such as arrows.

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.

Cold Applied Plastic pavement markings will be placed prior to asphalt surface treatment as noted in the plans and as directed by the Engineer.

Cold Applied Plastic Pavement Markings will be placed in the same location as existing markings, unless otherwise directed by the Engineer.

ITEM	LOCATION	QUANTITY
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 4- MRM 137.72+0.000	15 Ft
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 5- MRM 257.06+0.000	15 Ft
Cold Applied Plastic Pavement Marking, Arrow	Segment 5- MRM 257.06+0.000	2 Each
Cold Applied Plastic Pavement Marking, 24" Yellow (Goring)	Segment 5- MRM 257.06+0.000	62 Ft
Cold Applied Plastic Pavement Marking, 24" White (Stop Bar)	Segment 5- MRM 269.34+0.000	15 Ft
Cold Applied Plastic Pavement Marking, Arrow	Segment 8- MRM 125.00+0.000 (Runnings Turn Lane)	3 Each
Cold Applied Plastic Pavement Marking, Arrow	Segment 8- MRM 125.20+0.000 (Dakota Ave)	2 Each
Cold Applied Plastic Pavement Marking, Arrow	Segment 8- MRM 125.33+0.000 (Left Turn Lane at 26th St. SE)	3 Each
Cold Applied Plastic Pavement Marking, Arrow	Segment 8- MRM 125.44+0.000 (Left Turn Lane at 24th St. SE)	2 Each
Cold Applied Plastic Pavement Marking, Arrow	Segment 8- MRM 125.00+0.540 (Left Turn Lane)	2 Each

ITEM	LOCATION	QUANTITY
Cold Applied Plastic Pavement Marking, Arrow	Segment 8- MRM 125.00+0.620 (Left Turn Lane at 22nd St. SW)	2 Each
Cold Applied Plastic Pavement Marking, Arrow	Segment 9- MRM 125.00+0.000 (Left Turn Lane at Runnings)	2 Each
Cold Applied Plastic Pavement Marking, Arrow	Segment 9- MRM 125.20+0.000 (Left Turn Lane at Dakota Ave)	2 Each
Cold Applied Plastic Pavement Marking, Arrow	Segment 9- MRM 125.44+0.000 (Left Turn Lane at 24th St SW)	3 Each
Cold Applied Plastic Pavement Marking, Arrow	Segment 9- MRM 125.00+0.540 (Left Turn Lane)	2 Each
Cold Applied Plastic Pavement Marking, Arrow	Segment 9- MRM 125.62+0.000 (Left Turn Lane at 22nd St. SW)	2 Each
Cold Applied Plastic Pavement Marking, Railroad Crossing	Segment 10- MRM 313.26+0.000	2 Each

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-P 0013(173)	18	33
Plotting Date: 03/06/2026			

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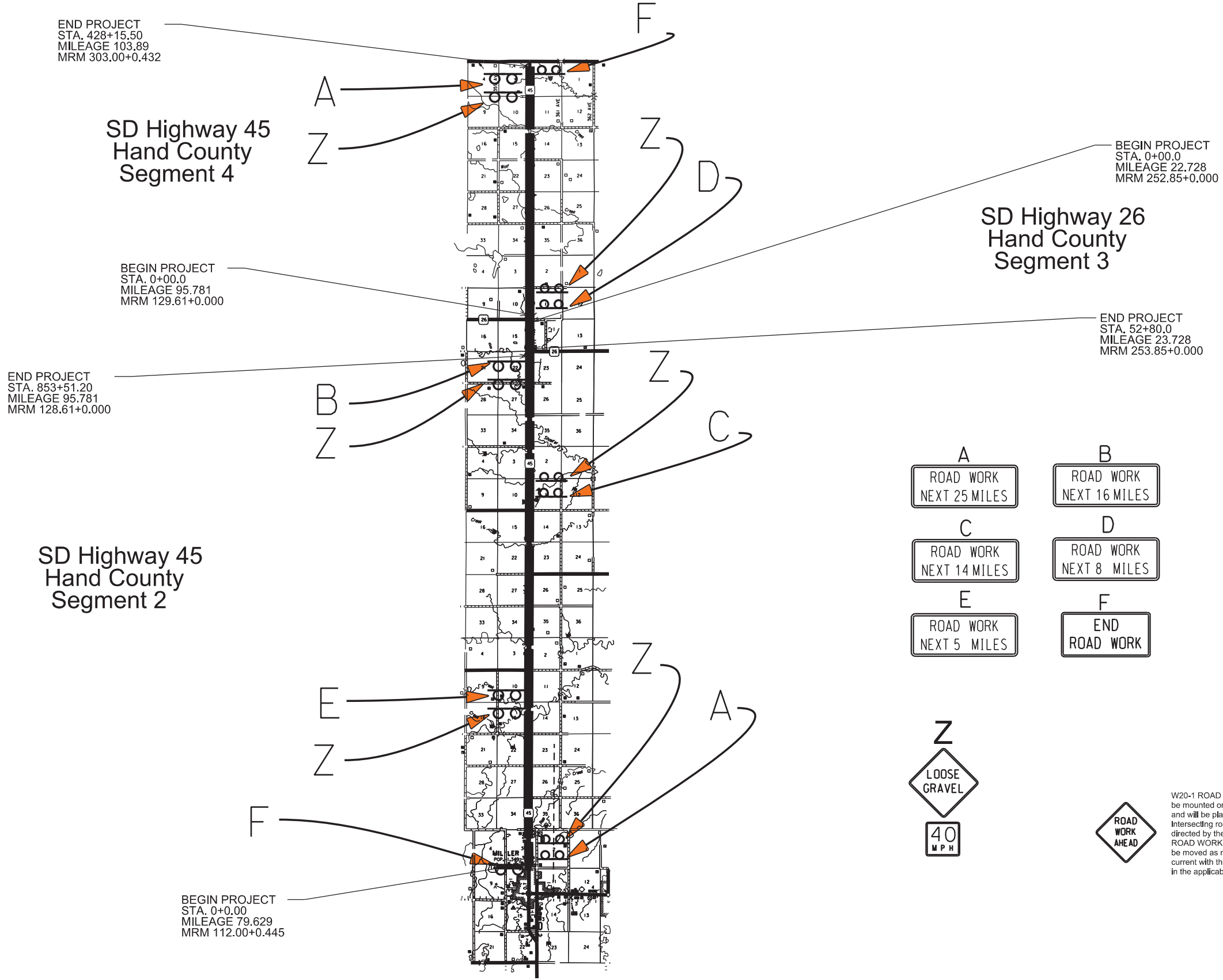
FIXED LOCATION GROUND MOUNTED BREAKAWAY SUPPORT SIGNS

PLOT SCALE - 1:18345.1

PLOT NAME - 5

PLOTTED FROM - TRAB17901

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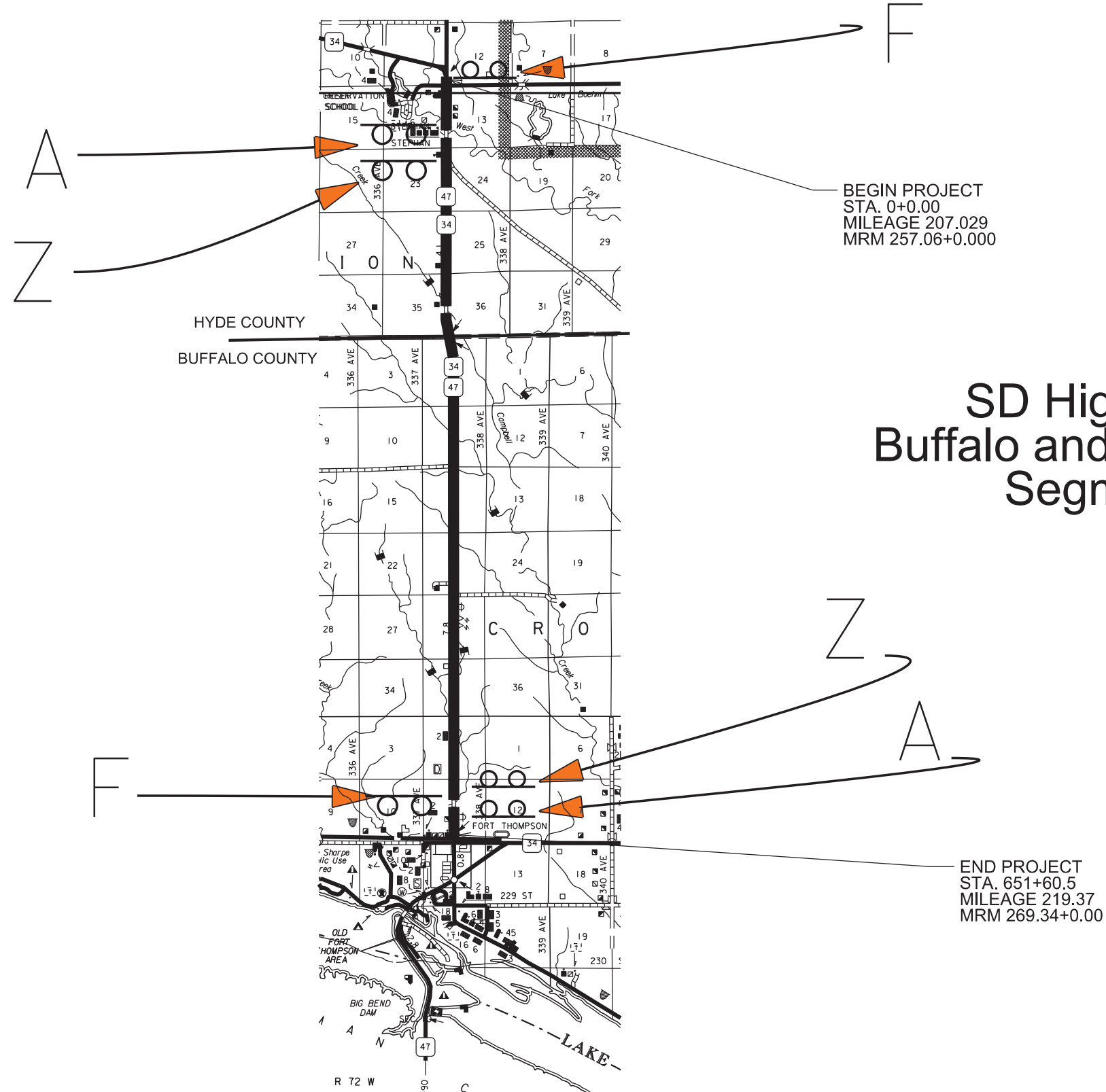


STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-P 0013(173)	19	33
Plotting Date: 02/23/2026			

FIXED LOCATION GROUND MOUNTED BREAKAWAY SUPPORT SIGNS



W20-1 ROAD WORK AHEAD signs will be mounted on portable supports, and will be placed on intersecting roadways as directed by the Engineer. ROAD WORK AHEAD signs will be moved as necessary to keep current with the work activities as shown in the applicable Standard Plates.



SD Highway 34 Buffalo and Hyde Counties Segment 5

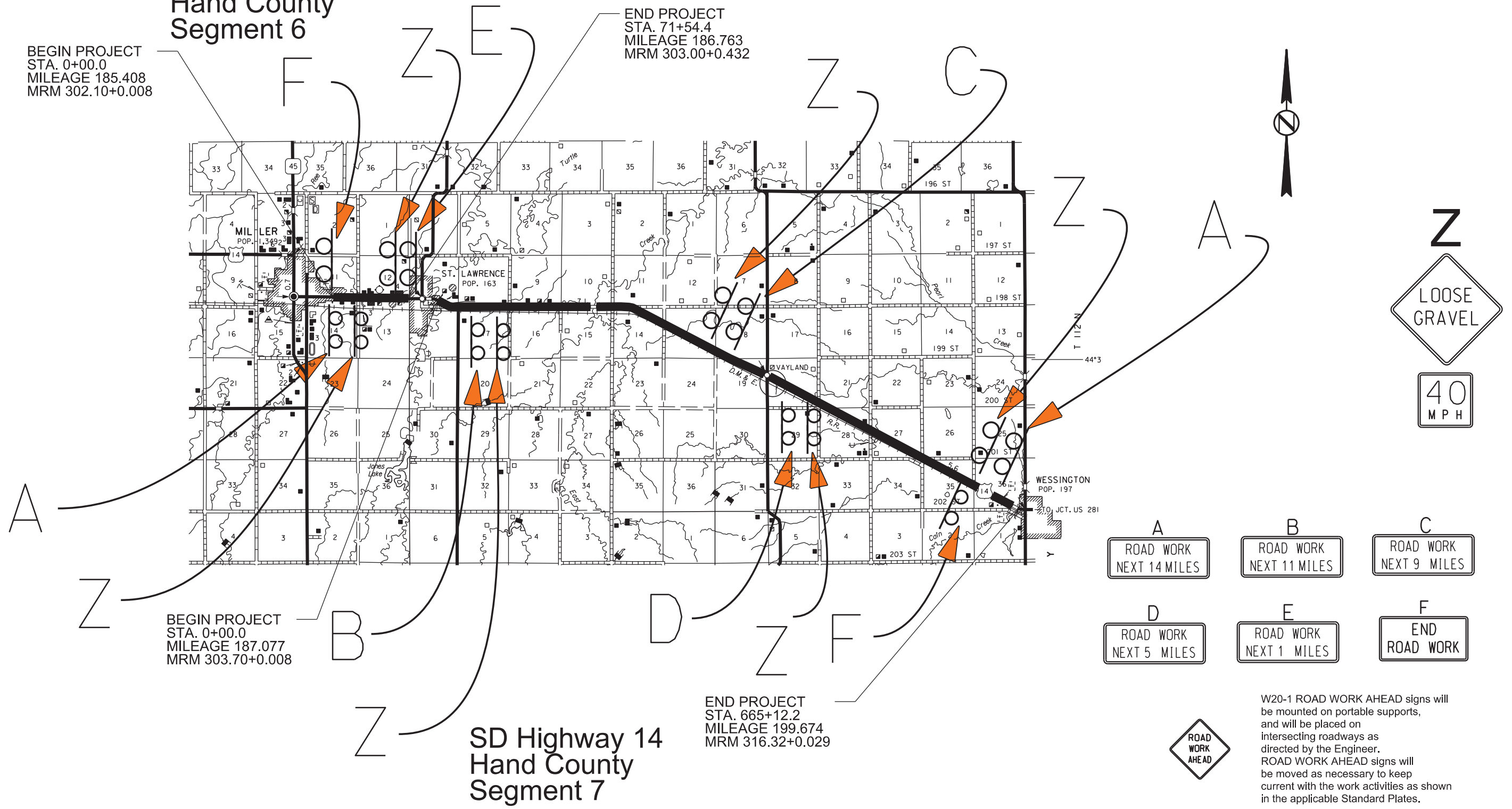


FIXED LOCATION GROUND MOUNTED BREAKAWAY SUPPORT SIGNS

SD Highway 14
Hand County
Segment 6

BEGIN PROJECT
STA. 0+00.0
MILEAGE 185.408
MRM 302.10+0.008

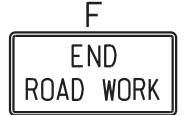
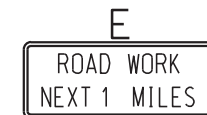
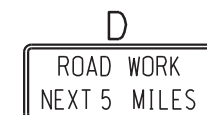
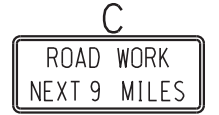
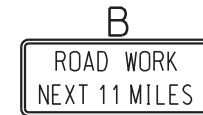
END PROJECT
STA. 71+54.4
MILEAGE 186.763
MRM 303.00+0.432



BEGIN PROJECT
STA. 0+00.0
MILEAGE 187.077
MRM 303.70+0.008

SD Highway 14
Hand County
Segment 7

END PROJECT
STA. 665+12.2
MILEAGE 199.674
MRM 316.32+0.029



W20-1 ROAD WORK AHEAD signs will be mounted on portable supports, and will be placed on intersecting roadways as directed by the Engineer. ROAD WORK AHEAD signs will be moved as necessary to keep current with the work activities as shown in the applicable Standard Plates.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-P 0013(173)	21	33
Plotting Date: 02/23/2026			

FIXED LOCATION GROUND MOUNTED BREAKAWAY SUPPORT SIGNS

SD Highway 37 SB
Beadle County
Segment 8

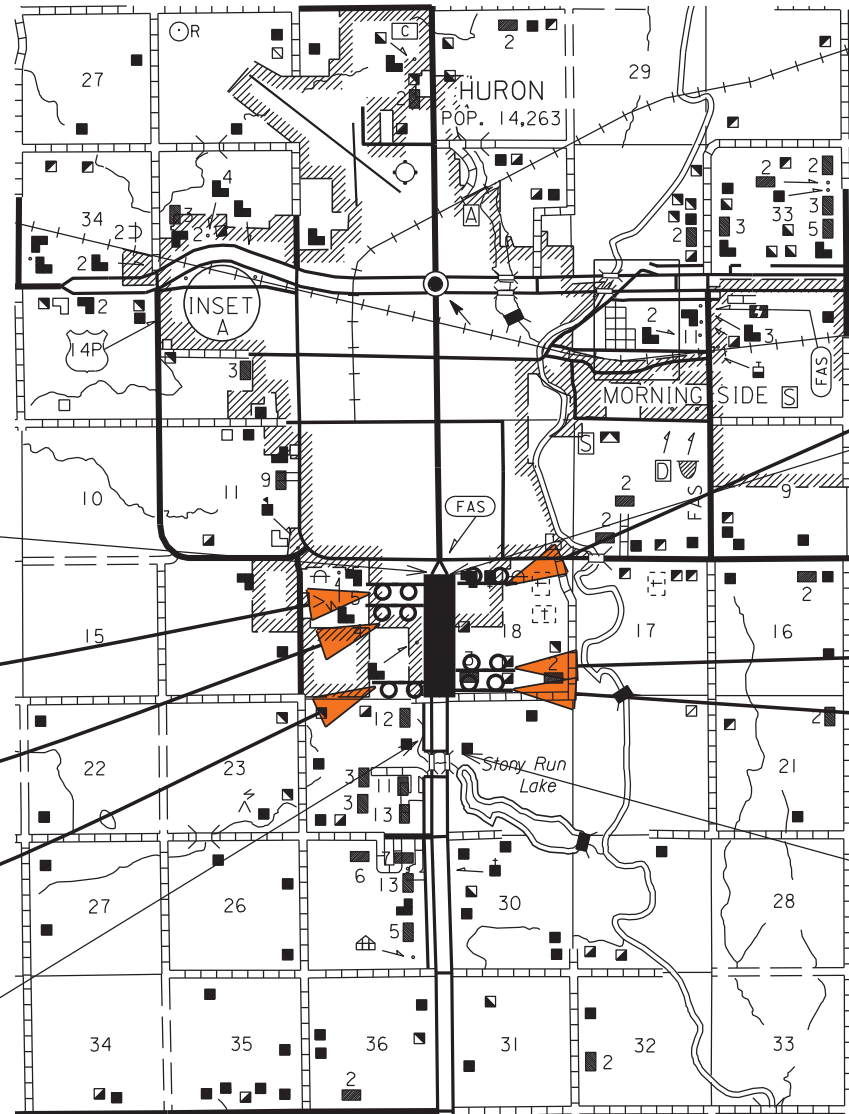
SD Highway 37 NB
Beadle County
Segment 9



A
Z
B

END PROJECT
STA. 52+90.6
MILEAGE 39.420
MRM 125.71+0.000

BEGIN PROJECT
STA. 0+00.0
MILEAGE 38.418
MRM 124.70+0.000



B

END PROJECT
STA. 52+80.0
MILEAGE 39.383
MRM 125.71+0.000

BEGIN PROJECT
STA. 0+00.0
MILEAGE 38.383
MRM 124.70+0.000

Z

A

A
ROAD WORK
NEXT 1 MILE

B
END
ROAD WORK

Z



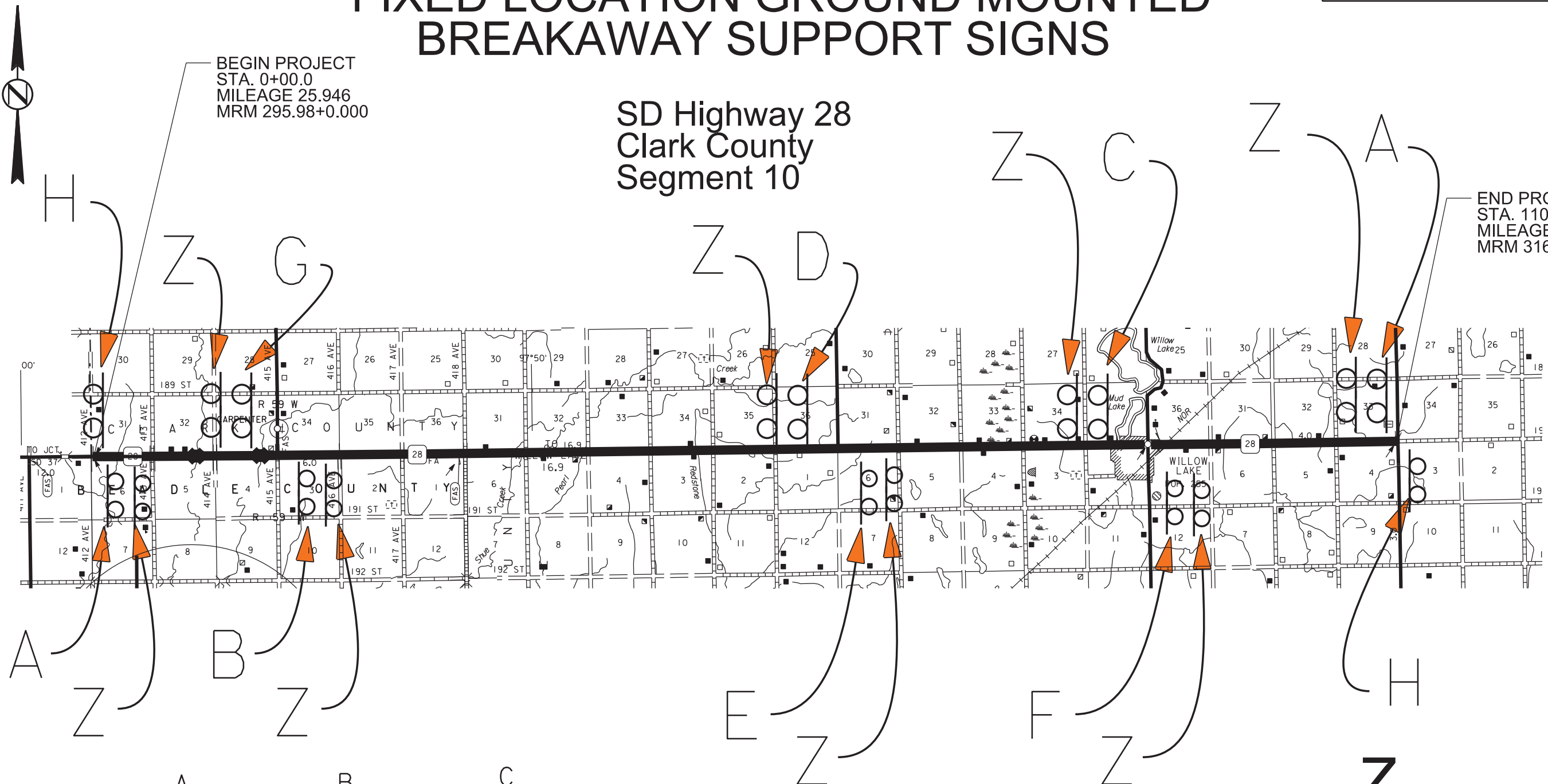
W20-1 ROAD WORK AHEAD signs will be mounted on portable supports, and will be placed on intersecting roadways as directed by the Engineer. ROAD WORK AHEAD signs will be moved as necessary to keep current with the work activities as shown in the applicable Standard Plates.

FIXED LOCATION GROUND MOUNTED BREAKAWAY SUPPORT SIGNS

SD Highway 28
Clark County
Segment 10

BEGIN PROJECT
STA. 0+00.0
MILEAGE 25.946
MRM 295.98+0.000

END PROJECT
STA. 1105+36.8
MILEAGE 46.881
MRM 316.92+0.000

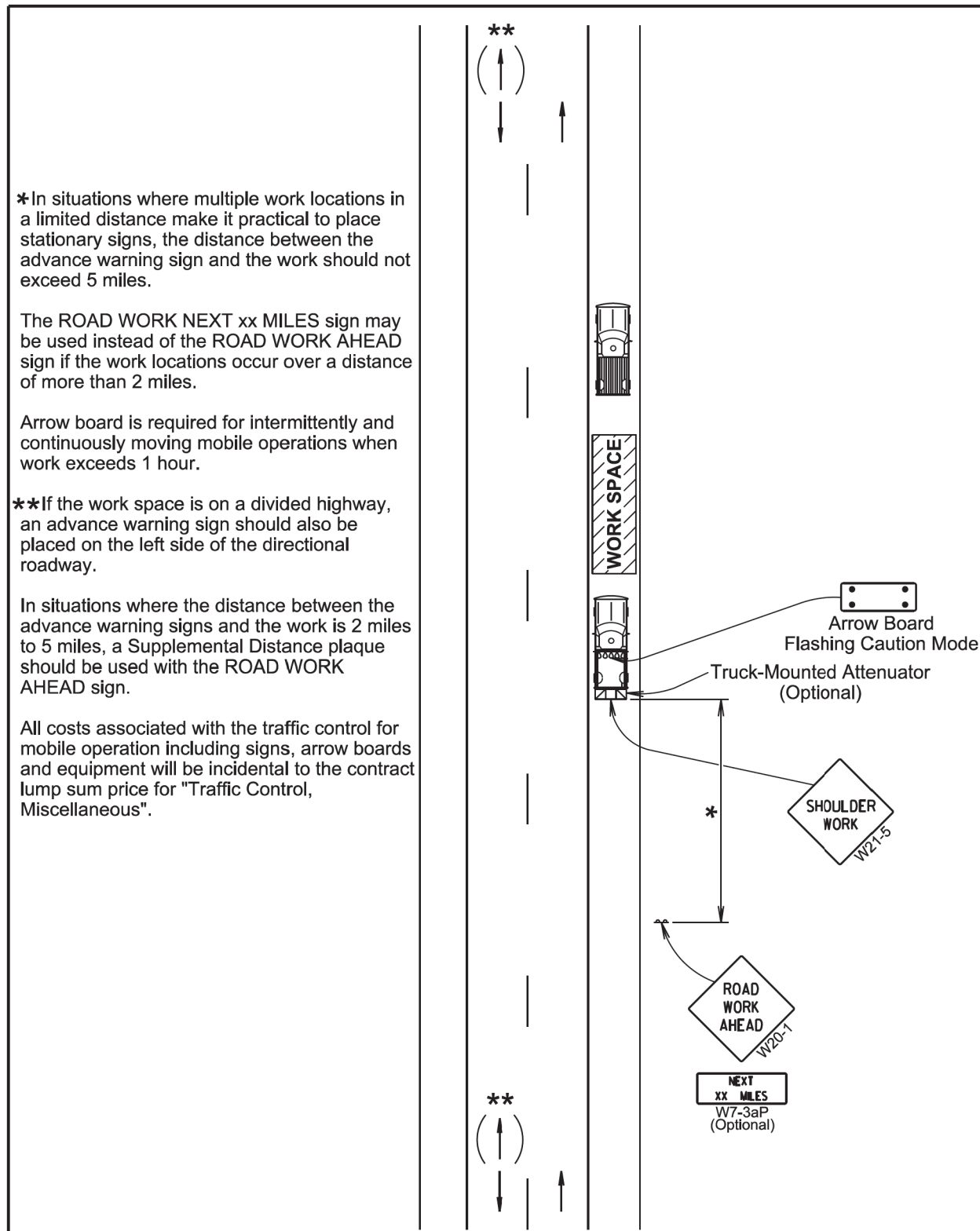


- A
ROAD WORK
NEXT 21 MILES
- B
ROAD WORK
NEXT 18 MILES
- C
ROAD WORK
NEXT 17 MILES
- D
ROAD WORK
NEXT 12 MILES
- E
ROAD WORK
NEXT 9 MILES
- F
ROAD WORK
NEXT 4 MILES
- G
ROAD WORK
NEXT 3 MILES
- H
END
ROAD WORK



W20-1 ROAD WORK AHEAD signs will be mounted on portable supports, and will be placed on intersecting roadways as directed by the Engineer. ROAD WORK AHEAD signs will be moved as necessary to keep current with the work activities as shown in the applicable Standard Plates.





* In situations where multiple work locations in a limited distance make it practical to place stationary signs, the distance between the advance warning sign and the work should not exceed 5 miles.

The ROAD WORK NEXT xx MILES sign may be used instead of the ROAD WORK AHEAD sign if the work locations occur over a distance of more than 2 miles.

Arrow board is required for intermittently and continuously moving mobile operations when work exceeds 1 hour.

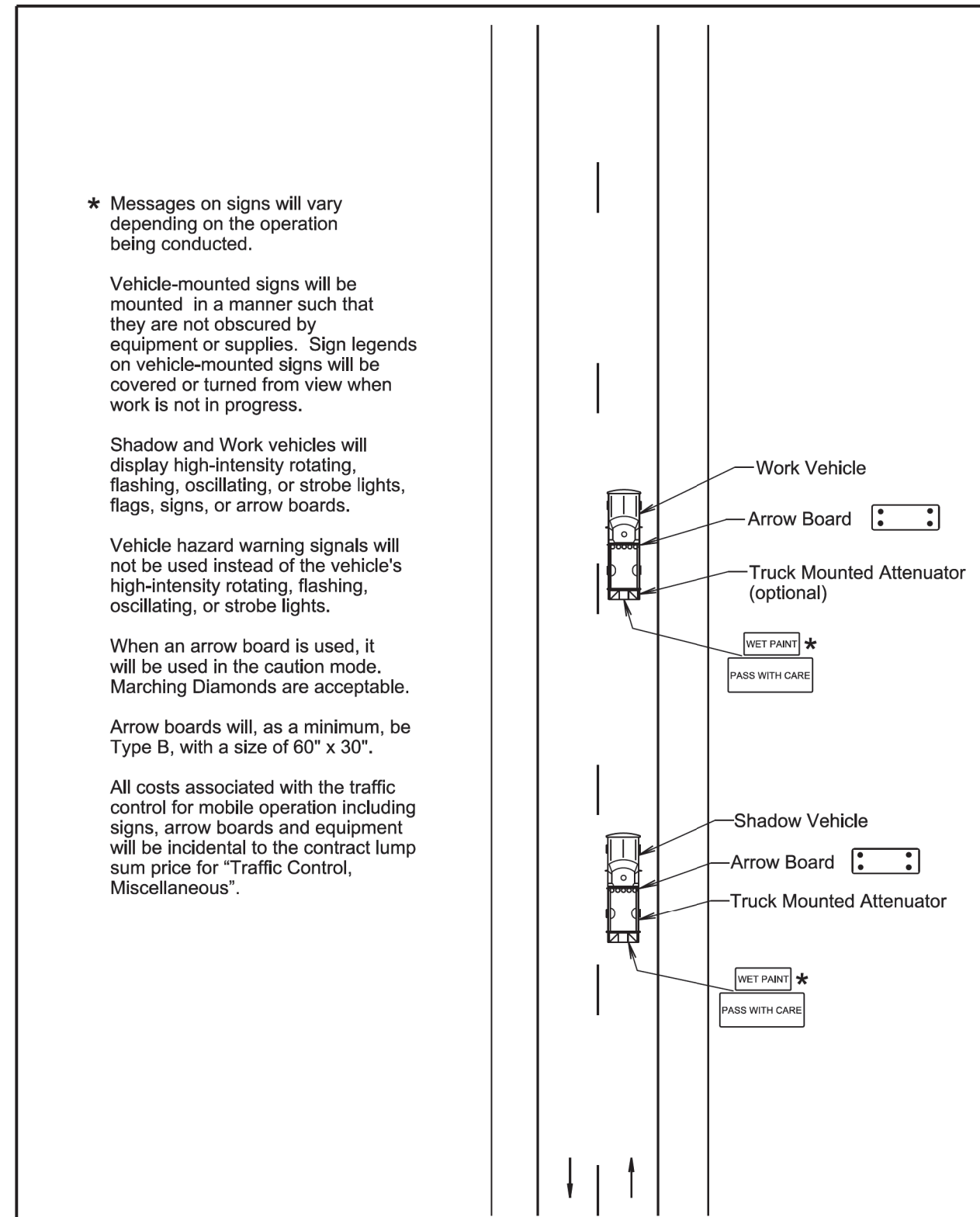
** If the work space is on a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.

In situations where the distance between the advance warning signs and the work is 2 miles to 5 miles, a Supplemental Distance plaque should be used with the ROAD WORK AHEAD sign.

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

Published Date: 2026	S D D O T	MOBILE OPERATIONS ON SHOULDERS	PLATE NUMBER 634.04
			Sheet 1 of 1



* 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

Published Date: 2026	S D D O T	MOBILE OPERATIONS ON 2-LANE ROAD	PLATE NUMBER 634.06
			Sheet 1 of 1

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.

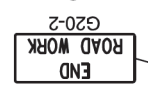
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

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.

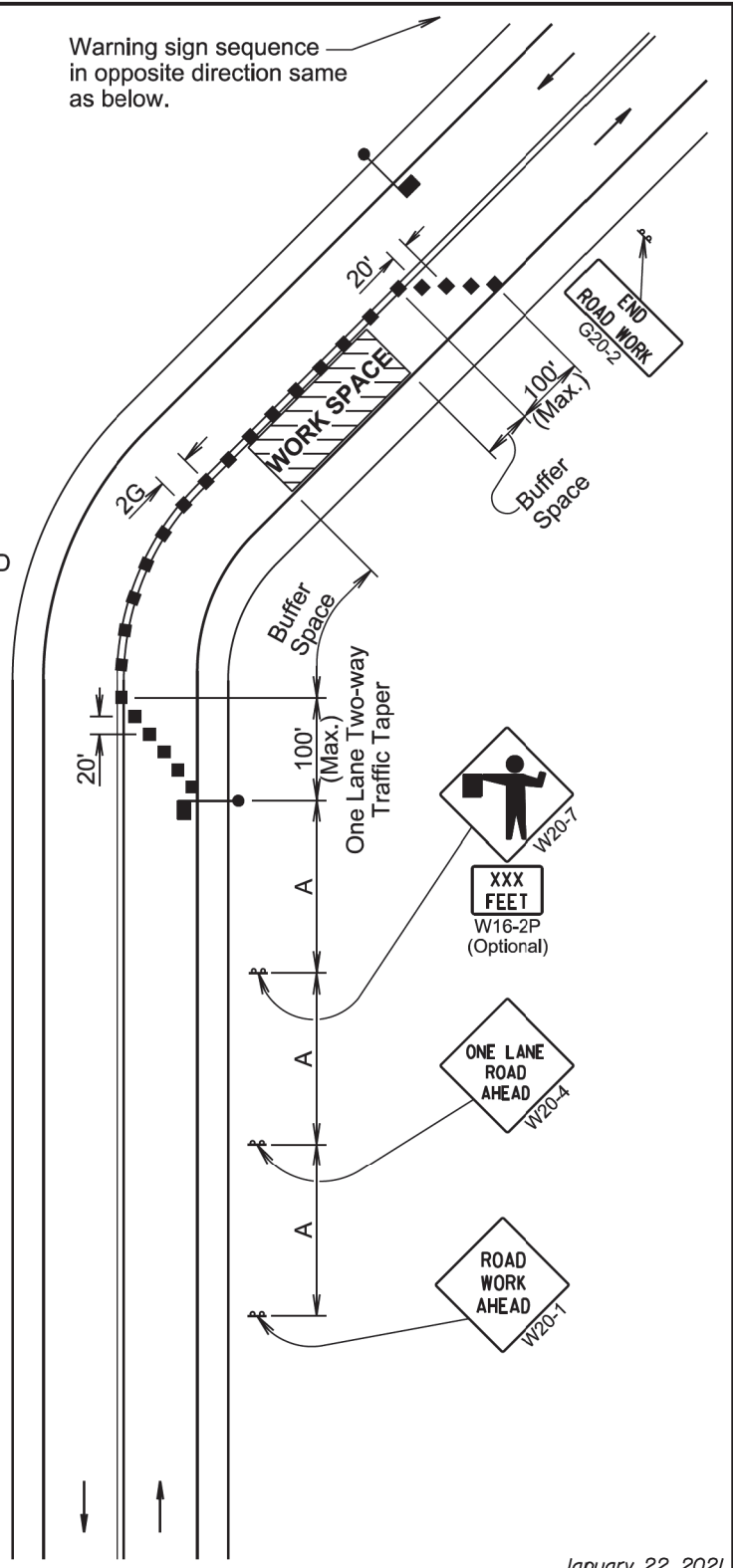


Channelizing devices and flaggers will be used at intersecting roads to control intersecting road traffic as required.

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.

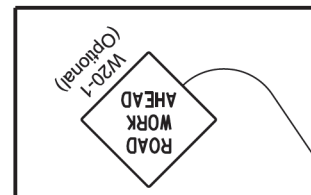
The length of A may be adjusted to fit field conditions.

Warning sign sequence in opposite direction same as below.



January 22, 2021

S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
	Published Date: 2026	Sheet 1 of 1



Posted Speed Prior to Work (M.P.H.)	Length of Longitudinal Buffer Space (Feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820
80	910

- ⊙ ReflectORIZED Drum
- Channelizing Device

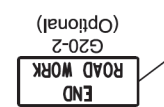
④ 4" White Temporary Pavement Marking

Temporary pavement markings will be used if traffic control must remain overnight.

This procedure also applies when work is being performed in the lane adjacent to the median on a divided highway. Under these conditions, LEFT LANE CLOSED signs and the corresponding LANE REDUCTION symbol signs will be used.

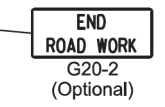
The channelizing devices will be 42" cones or drums.

42" cones may be used in place of the drums shown in the taper if setup will not be used during night time hours.



S D D O T	LANE CLOSURE WITHOUT BARRIER	PLATE NUMBER 634.64
	Published Date: 2026	Sheet 1 of 1

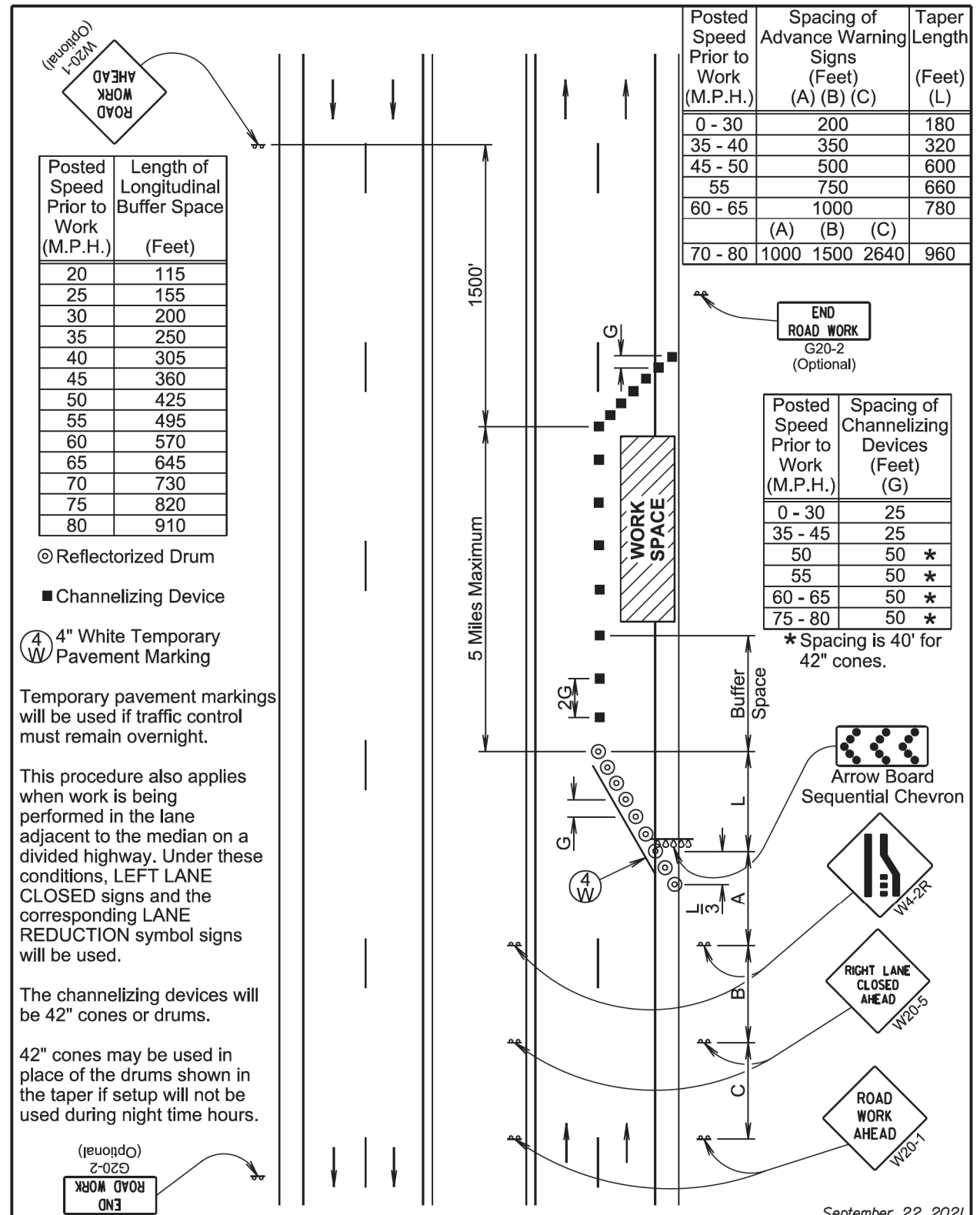
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet)			Taper Length (Feet) (L)
	(A)	(B)	(C)	
0 - 30	200			180
35 - 40	350			320
45 - 50	500			600
55	750			660
60 - 65	1000			780
	(A)	(B)	(C)	
70 - 80	1000	1500	2640	960



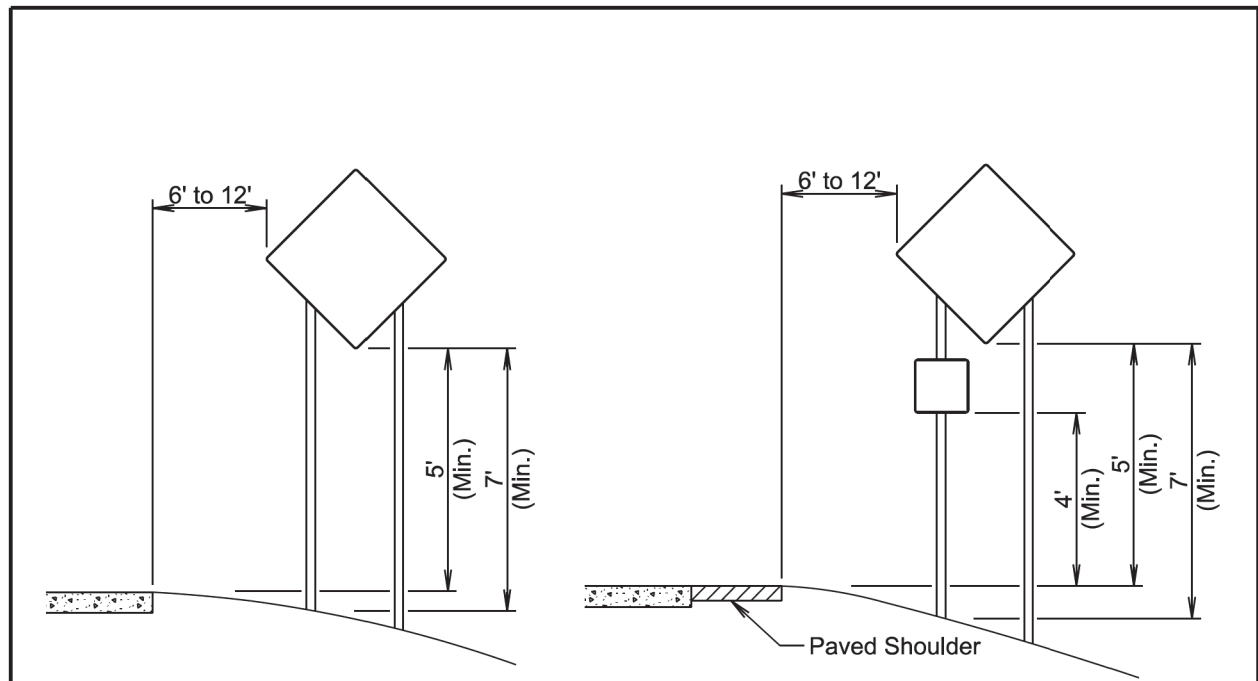
Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	25
35 - 45	25
50	50 *
55	50 *
60 - 65	50 *
75 - 80	50 *

* Spacing is 40' for 42" cones.

5 Miles Maximum

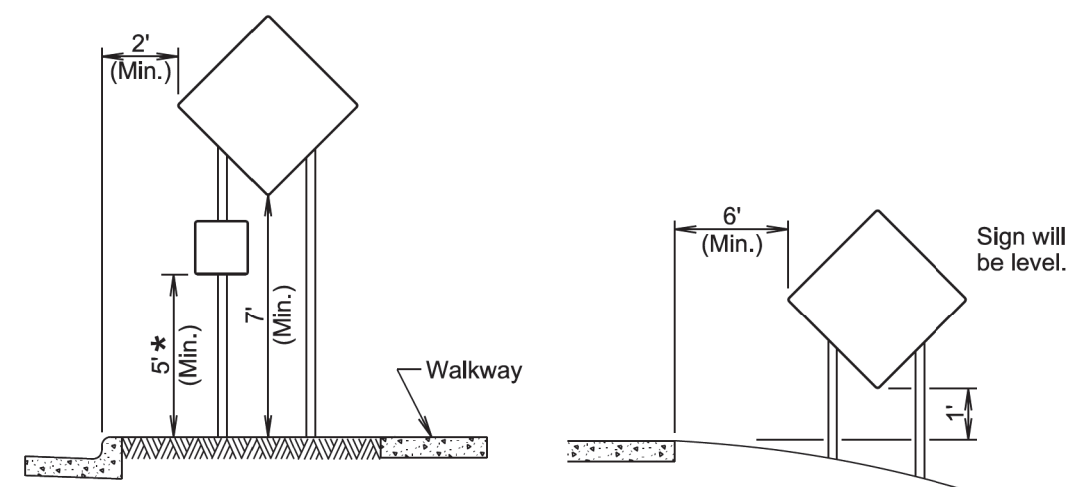


September 22, 2021



RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT

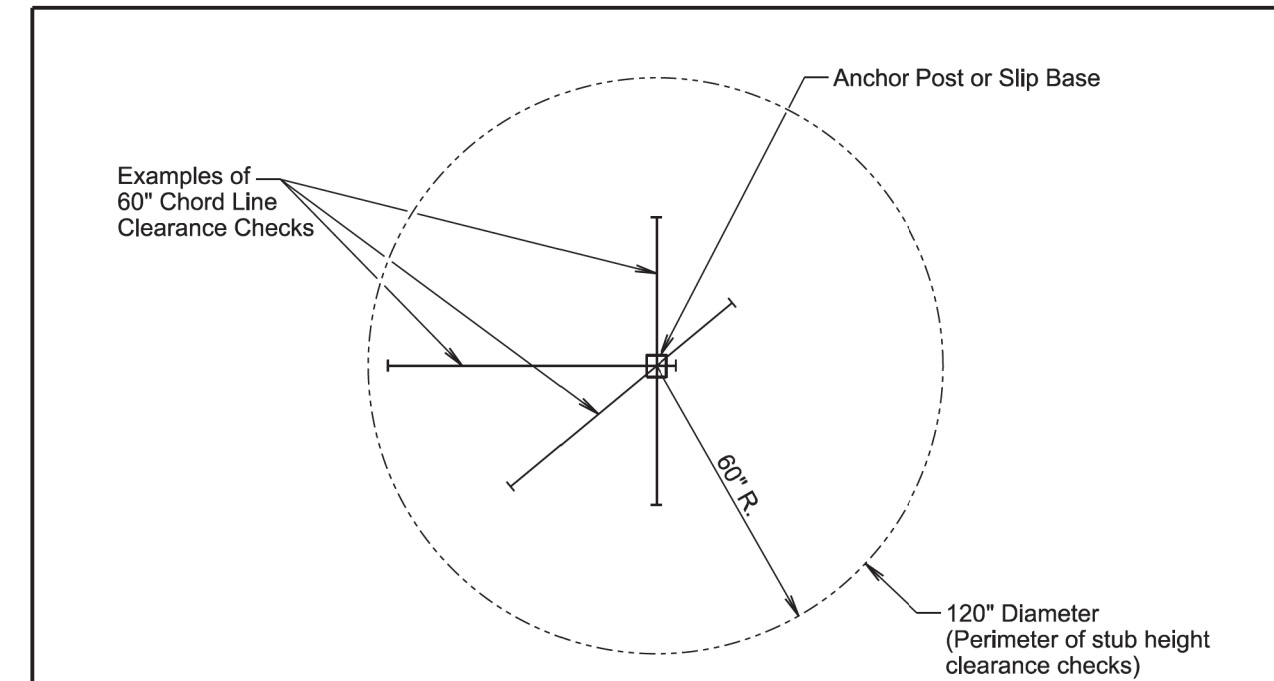
RURAL DISTRICT 3 DAY MAXIMUM
(Not applicable to regulatory signs)

* 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.

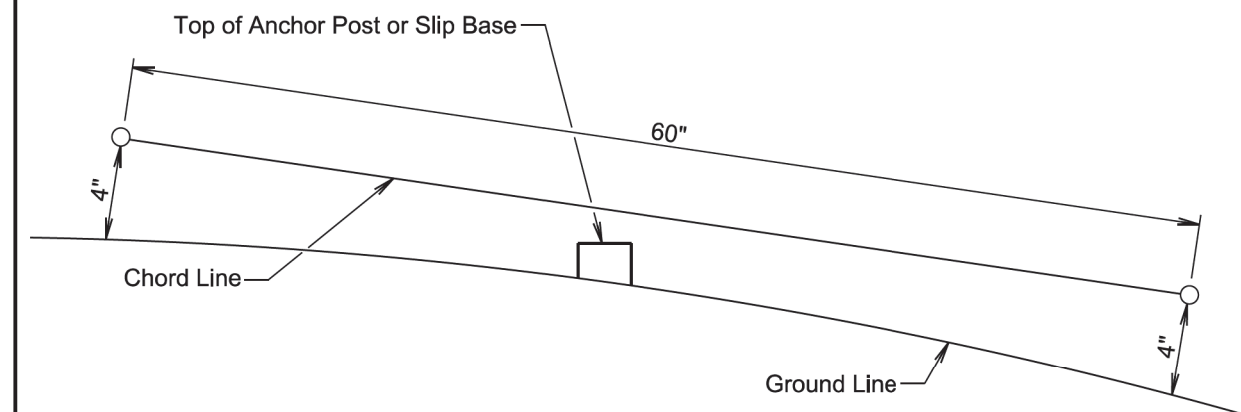
January 22, 2021

S D D O T	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
		Sheet 1 of 1

Published Date: 2026



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.

January 22, 2021

S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
		Sheet 1 of 1

Published Date: 2026

Segment 1

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-7	LOOSE GRAVEL	6	48" x 48"	16.0	96.0
W13-1P	ADVISORY SPEED (plaque)	6	30" x 30"	6.3	37.8
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
G20-1	ROAD WORK NEXT 28 MILES	2	36" x 18"	4.5	9.0
G20-1	ROAD WORK NEXT 22 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 20 MILES	1	36" x 18"	4.5	9.0
G20-1	ROAD WORK NEXT 8 MILES	1	36" x 18"	4.5	9.0
G20-1	ROAD WORK NEXT 5 MILES	1	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
SPECIAL	WAIT FOLLOW PILOT CAR	4	30" x 18"	3.8	15.2
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			422.5

Segments 2-4

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-7	LOOSE GRAVEL	6	48" x 48"	16.0	96.0
W13-1P	ADVISORY SPEED (plaque)	6	30" x 30"	6.3	37.8
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
G20-1	ROAD WORK NEXT 25 MILES	2	36" x 18"	4.5	9.0
G20-1	ROAD WORK NEXT 16 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 14 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 8 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 5 MILES	1	36" x 18"	4.5	4.5
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
SPECIAL	WAIT FOLLOW PILOT CAR	4	30" x 18"	3.8	15.2
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			409.0

Segment 5

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-7	LOOSE GRAVEL	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6.3	12.6
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
G20-1	ROAD WORK NEXT 12 MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
SPECIAL	WAIT FOLLOW PILOT CAR	2	30" x 18"	3.8	7.6
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			294.2

Segments 6-7

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-7	LOOSE GRAVEL	6	48" x 48"	16.0	96.0
W13-1P	ADVISORY SPEED (plaque)	6	30" x 30"	6.3	37.8
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
G20-1	ROAD WORK NEXT 14 MILES	2	36" x 18"	4.5	9.0
G20-1	ROAD WORK NEXT 11 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 9 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 5 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 1 MILES	1	36" x 18"	4.5	4.5
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			297.8

Segments 8-9

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	EXPRESSWAY / INTERSTATE			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W4-2R	LEFT or RIGHT LANE ENDS (symbol)	4	48" x 48"	16.0	64.0
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-7	LOOSE GRAVEL	2	48" x 48"	16.0	32.0
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
G20-1	ROAD WORK NEXT 1 MILES	2	48" x 24"	8.0	16.0
G20-2	END ROAD WORK	2	48" x 24"	8.0	16.0
		EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT			384.0

Segment 10

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-7	LOOSE GRAVEL	8	48" x 48"	16.0	128.0
W13-1P	ADVISORY SPEED (plaque)	8	30" x 30"	6.3	50.4
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
G20-1	ROAD WORK NEXT 21 MILES	2	36" x 18"	4.5	9.0
G20-1	ROAD WORK NEXT 18 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 17 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 12 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 9 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 4 MILES	1	36" x 18"	4.5	4.5
G20-1	ROAD WORK NEXT 3 MILES	1	36" x 18"	4.5	4.5
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
SPECIAL	WAIT FOLLOW PILOT CAR	4	30" x 18"	3.8	15.2
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			462.6

PAVEMENT MARKING LAYOUT

THE NORTH JUNCTION OF SD34/SD47

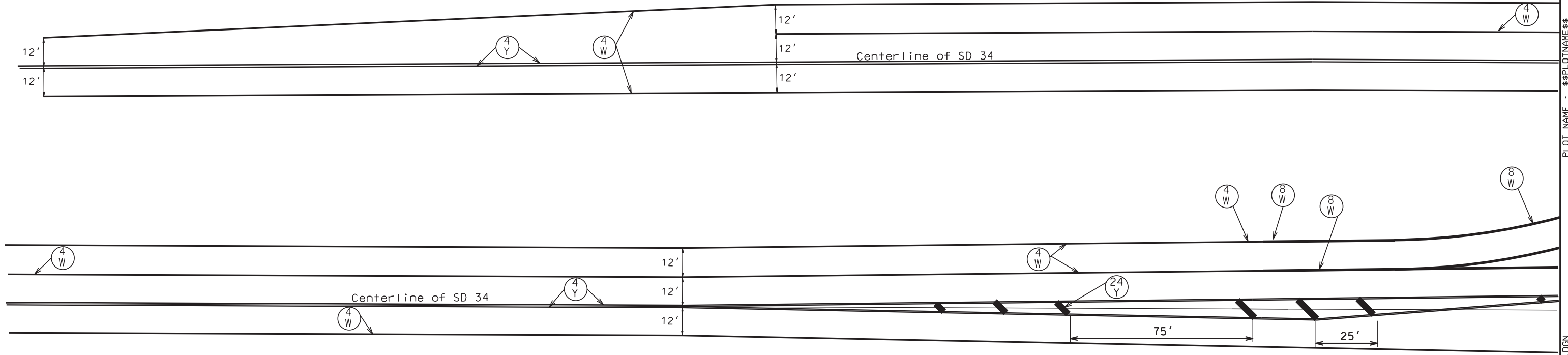
Segment 5

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-P 0013(173)	29	33
Plotting Date: 2/23/2026			

PLOT SCALE - 1:40.00227

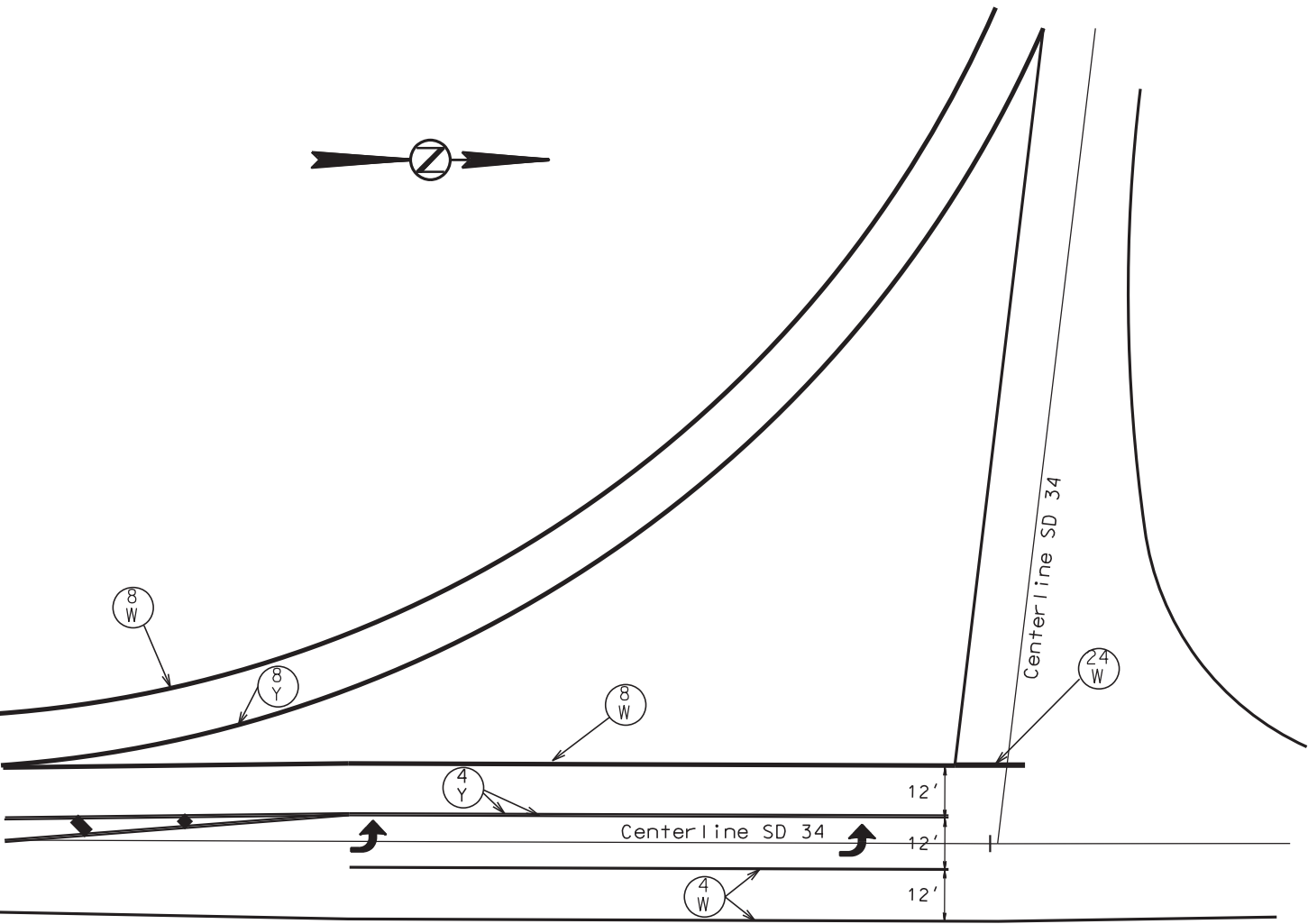
PLOT NAME - \$\$PLOTNAME\$\$

FILE - ... \037X PAVEMENT MARKING LAYOUT.DGN



- ⊙(4) = 4" White Pavement Marking Paint
- ⊙(4) = 4" Yellow Pavement Marking Paint
- ⊙(8) = 8" White Pavement Marking Paint
- ⊙(8) = 8" Yellow Pavement Marking Paint
- ⊙(24) = 24" Yellow Cold Applied Plastic Pavement Marking
- ⊙(24) = 24" White Cold Applied Plastic Pavement Marking
- ↩ = Cold Applied Plastic Pavement Marking, Arrow

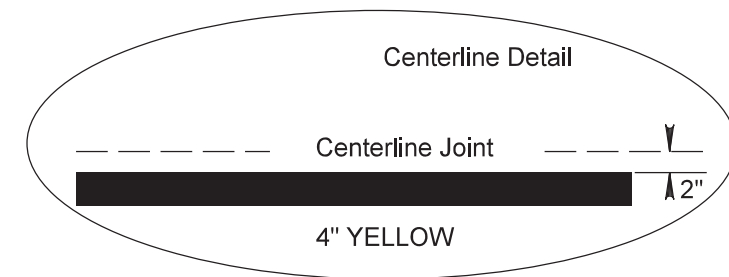
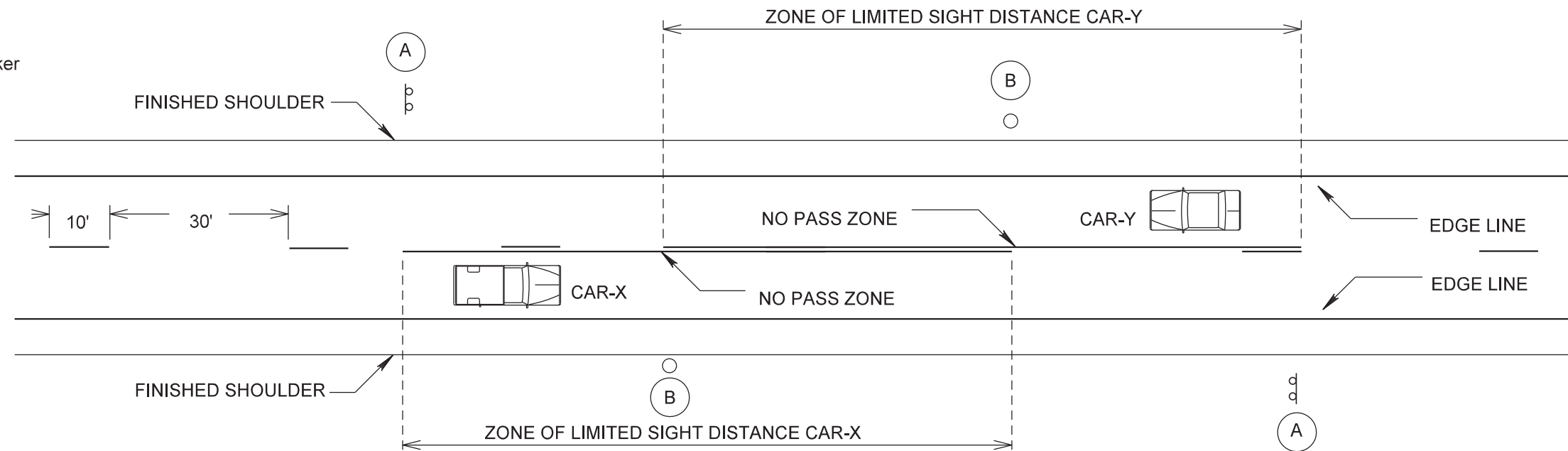
PLOTTED FROM - TRAB17901



TYPICAL PAVEMENT MARKING LAYOUT

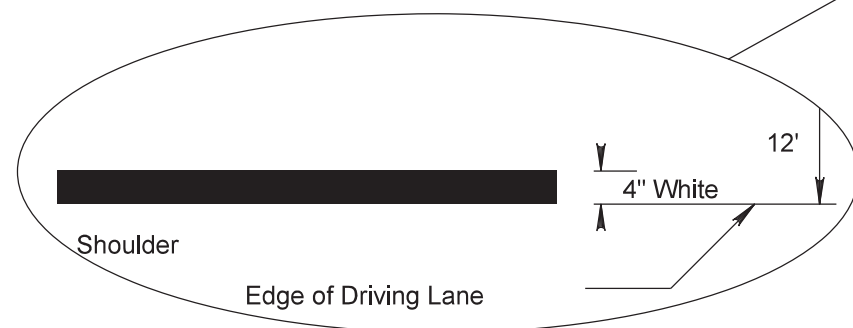
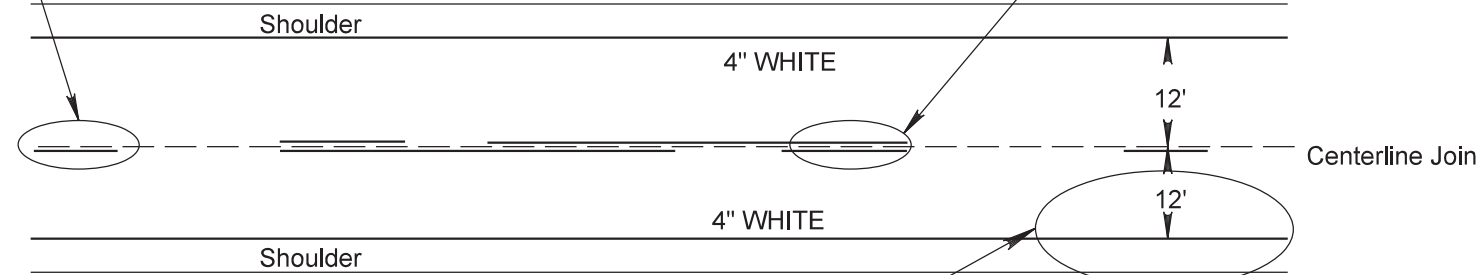
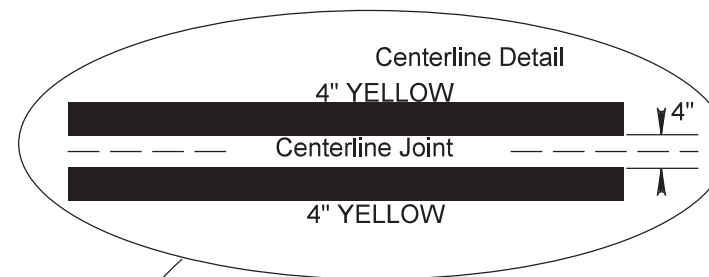


(A) NO PASSING ZONE
(B) End of Zone Marker



NOTE: A TWO "GUN" SYSTEM WILL BE USED TO OBTAIN THIS PATTERN.

WHEN A SINGLE SKIP LINE EXISTS, THE SKIP WILL BE PLACED TO THE SOUTH OR EAST OF THE CENTERLINE JOINT.



FURNISHING AND APPLYING HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

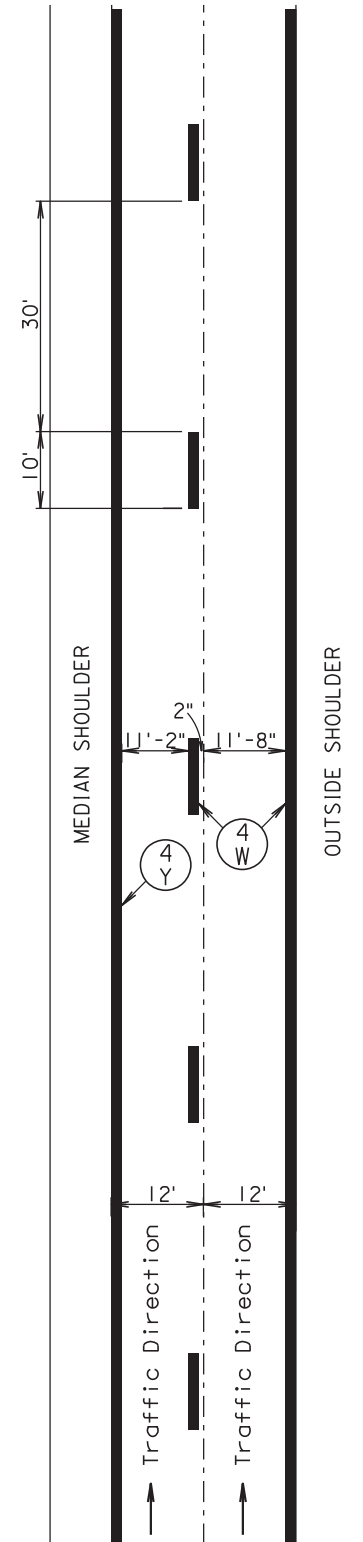
1. The typical pavement markings as shown on this sheet will be applied throughout the entire length of the project.
2. Exact location of the NO PASSING ZONE lines will be determined in the field by the Engineer. A dash of white paint will mark the beginning and end of all no passing zones. NO PASSING ZONE signs and the ending post in fence lines, if present, will not be used as the beginning and ending NO PASSING ZONE lines.
3. Traffic Control will be incidental to the cost of application. The striping and advance or trailing warning vehicle will be equipped with flashing amber lights or advance warning arrow panel.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-P 0013(173)	31	33
Plotting Date: 2/23/2026			

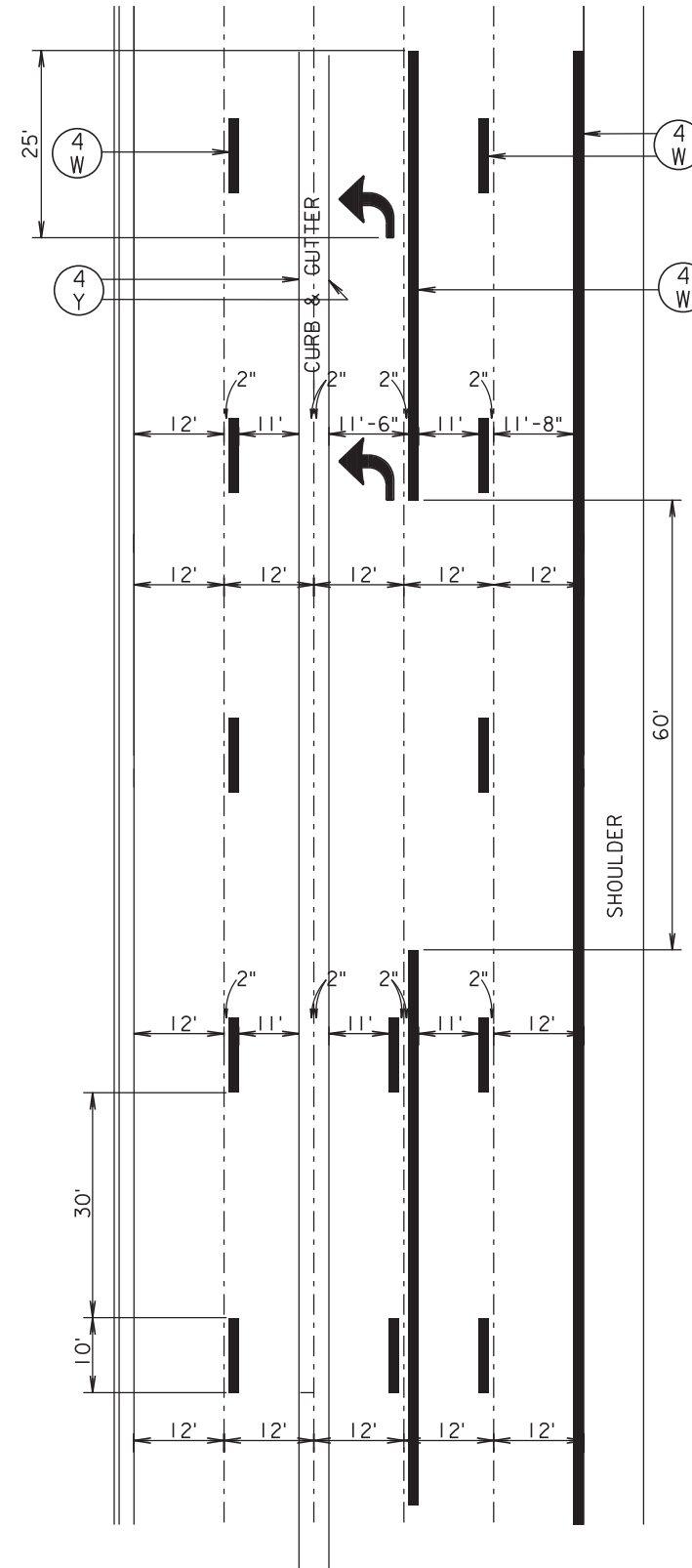
Segments 8 & 9

FOUR LANE ROADWAY WITH LEFT TURN LANE AT INTERSECTING ROADS AND STREETS

FOUR LANE PAVEMENT MAKING ONLY ONE DIRECTION SHOWN



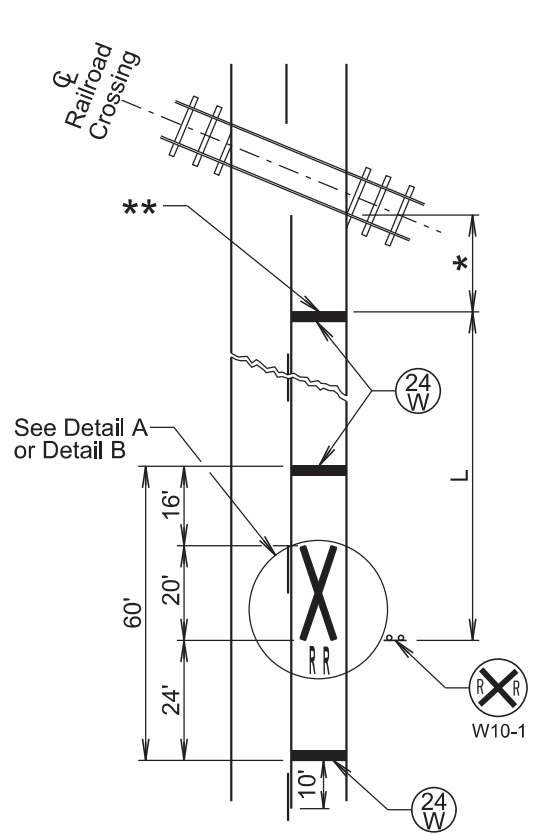
KEY	ITEM
(4 W)	4" White
(4 Y)	4" Yellow



KEY	ITEM
(4 W)	4" White
(4 Y)	4" Yellow
↩	Arrow

PAVEMENT MARKINGS AT RAILROAD CROSSING

Sheet 1 of 2



PLAN VIEW

KEY	ITEM
	24" White
	White

Posted Speed Limit (M.P.H.)	L (Ft.)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730

- * Stop line will be no closer than 15' in advance of the nearest rail when no gate or flashing-light signal is present.
- ** Stop line will be approximately 8' in advance of gate or flashing-light signal (if present), whichever is furthest from the tracks, but no closer than 15' in advance of the nearest rail.

GENERAL NOTES:

The railroad crossing pavement markings will be placed symmetrically about the centerline of the railroad crossing. DETAIL A should be used unless the railroad crossing pavement markings are installed in existing grooves that match DETAIL B.

When pavement markings are used, a portion of the RXR symbol will be placed directly opposite of the advance warning sign W10-1.

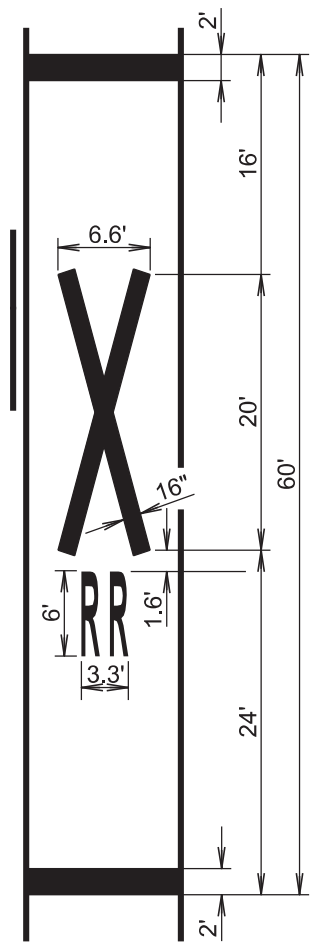
On multi-lane roads the transverse bands will extend across all approach lanes and individual RXR symbols will be placed in each approach lane.

The railroad crossing pavement markings will consist of all the transverse bands, stop lines, and RXR symbols.

All costs for furnishing and installing the markings, materials, labor, and necessary equipment for the railroad crossing markings will be paid for at the contract unit price per gallon or per each for the type of marking material specified in the plans.

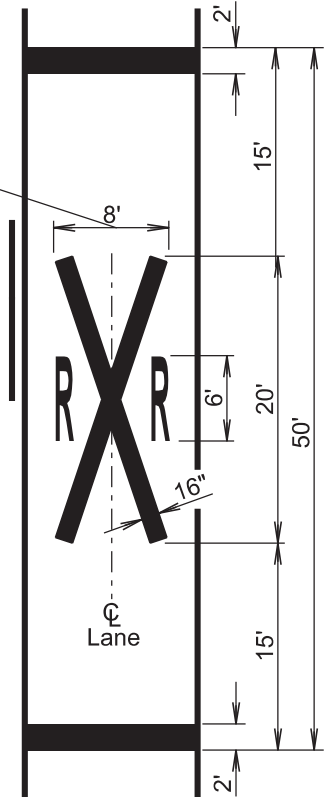
PAVEMENT MARKINGS AT RAILROAD CROSSING

Sheet 2 of 2

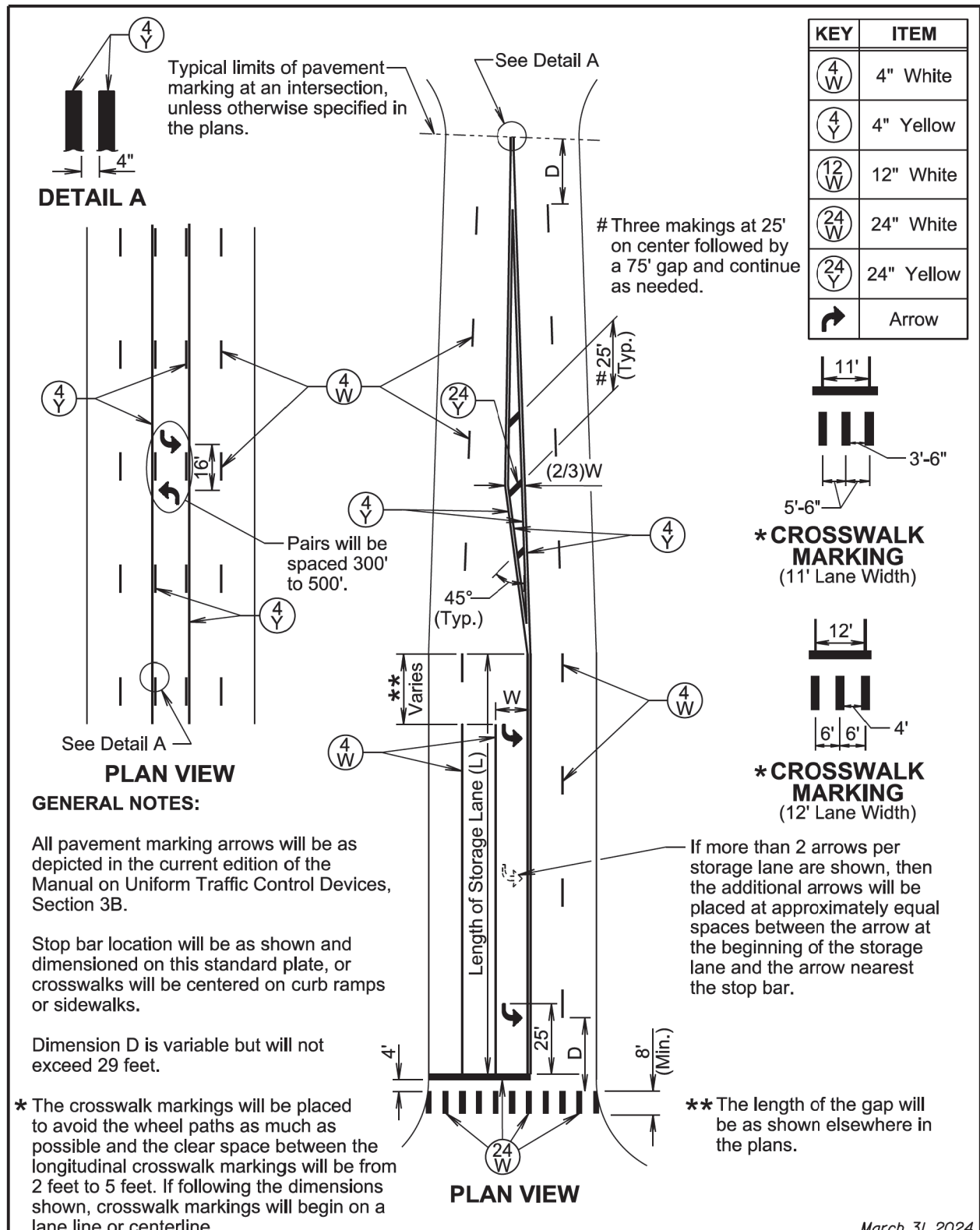


DETAIL A

Width may vary according to lane width.



DETAIL B



March 31, 2024

S D D O T	PAVEMENT MARKINGS FOR ADJACENT INTERSECTIONS AND CENTER TURN LANE	PLATE NUMBER 633.01
	Published Date: 2026	Sheet 1 of 1