

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0115(65)76	1	20

Plotting Date: 02/27/2026

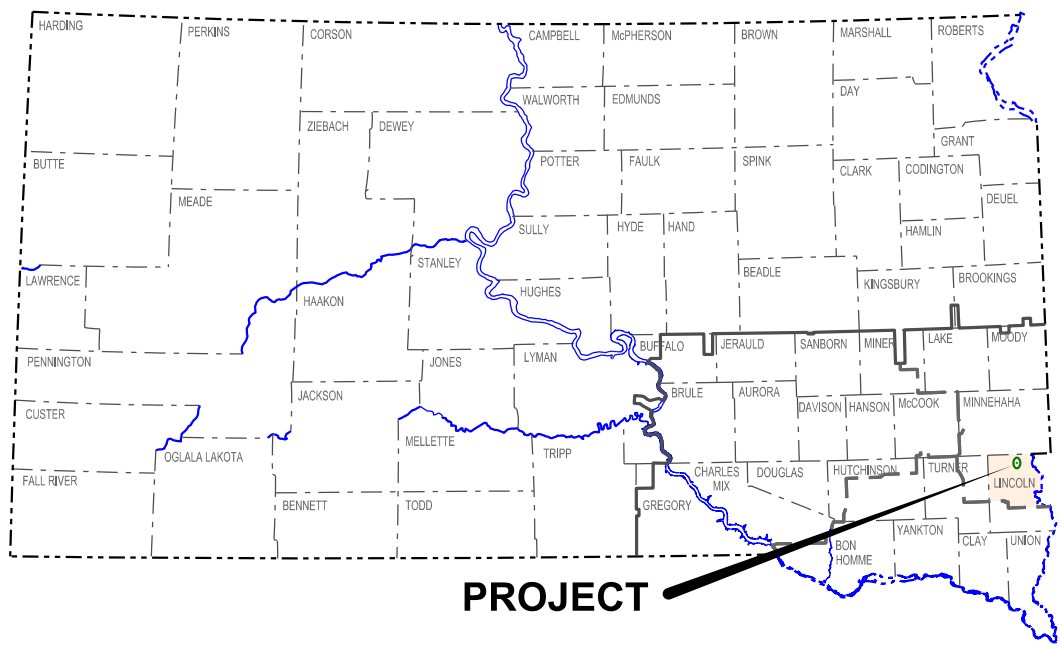
PLANS FOR PROPOSED
PROJECT NH 0115(65)76
SD HIGHWAY 115 SB
LINCOLN COUNTY

EXTEND TURN LANE -
REMOVE & REPLACE PCC PAVEMENT & CURB & GUTTER &
DURABLE PAVEMENT MARKING
PCN 0ADY

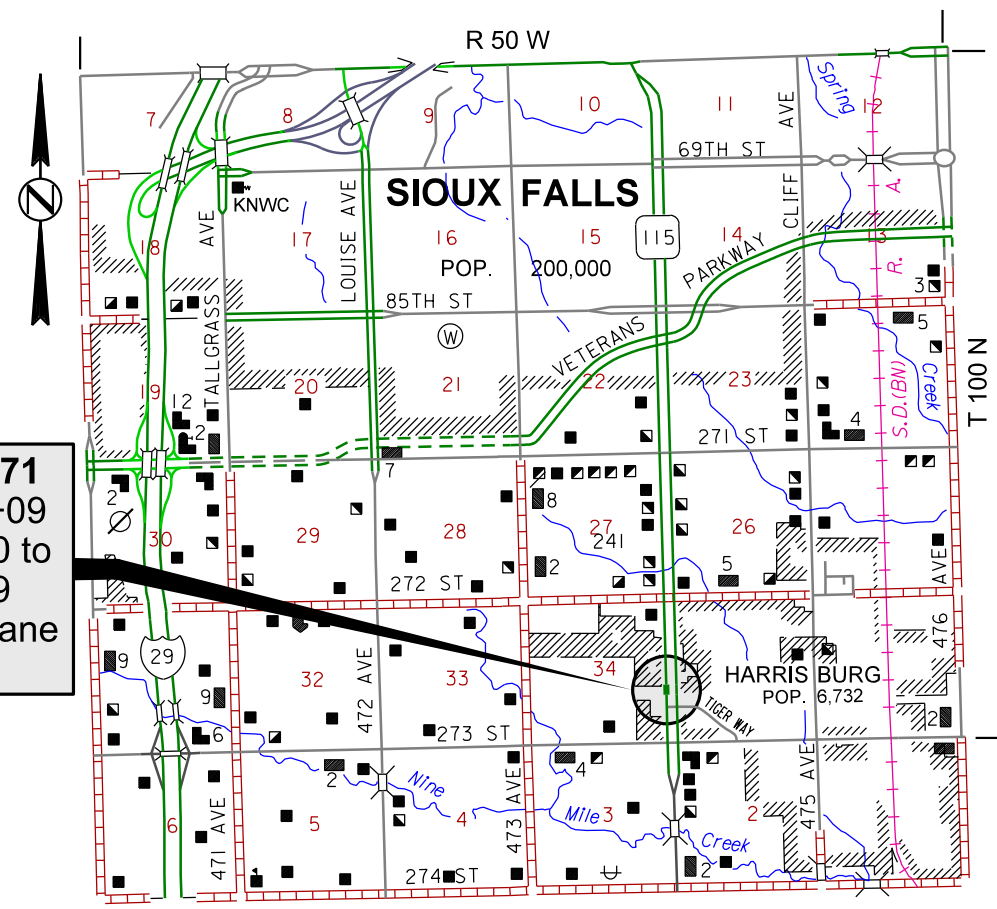
INDEX OF SHEETS

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PLOT SCALE - 1" = 7000'



PROJECT



PROJECT 115S-271
STA. 54+44 to 58+09
MRM 76.00 +0.710 to
MRM 76.00 +0.779
(SD115 SB Turn Lane
to Tiger Way)

DESIGN DESIGNATION (SD115S)	
ADT(2025)	4,264
ADT(2045)	7,219
DHV	833
D	51%
T DHV	1.4%
T ADT	3.1%
V	55 MPH

STORM WATER PERMIT
(None required)

LENGTH
Length: 365' 0.069 Mile

4

May 20, 2026

PLOTTED FROM - TRMLINT15

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ESTIMATE OF QUANTITIES & ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0115(65)76	2	20

Rev 3/6/26 MR

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E3200	Construction Staking	Lump Sum	LS
009E3301	Engineer Directed Surveying/Staking	40.0	Hour
009E4100	Construction Schedule, Category I	Lump Sum	LS
110E0300	Remove Concrete Curb and/or Gutter	366	Ft
110E1120	Remove Concrete Median Pavement	442.0	SqYd
110E1640	Remove Granular Material	82.0	CuYd
210E1005	Surface Preparation	0.070	Mile
380E0060	8.5" Nonreinforced PCC Pavement	328.0	SqYd
380E2564	4" Barrier Type Colored Median PCC Pavement	108.0	SqYd
380E6000	Dowel Bar	190	Each
380E6110	Insert Steel Bar in PCC Pavement	138	Each
633E3000	Durable Pavement Marking, 4" White	300	Ft
633E3045	Durable Pavement Marking, Arrow	2	Each
633E5100	Grooving for Durable Pavement Marking, 4"	300	Ft
633E5125	Grooving for Durable Pavement Marking, Arrow	2	Each
634E0110	Traffic Control Signs	356.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	4	Each
634E0420	Type C Advance Warning Arrow Board	2	Each
634E0640	Temporary Pavement Marking	1,320	Ft
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each
650E1385	Type FL68.5 Concrete Curb and Gutter	366	Ft

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 C: WATER SOURCE

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.

The Contractor will not withdraw water directly from streams of the James, Big Sioux, and Vermillion watersheds without prior approval from the SDDOT Environmental Office.

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 (DANR) and the United States Army Corps of Engineers (USACE) prior to water extraction activities.

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 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.

ENVIRONMENTAL COMMITMENTS (CONTINUED)

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0115(65)76	3	20

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.

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

COMMITMENT I: HISTORIC PRESERVATION OFFICE CLEARANCES

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

Action Taken/Required:

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

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

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

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




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

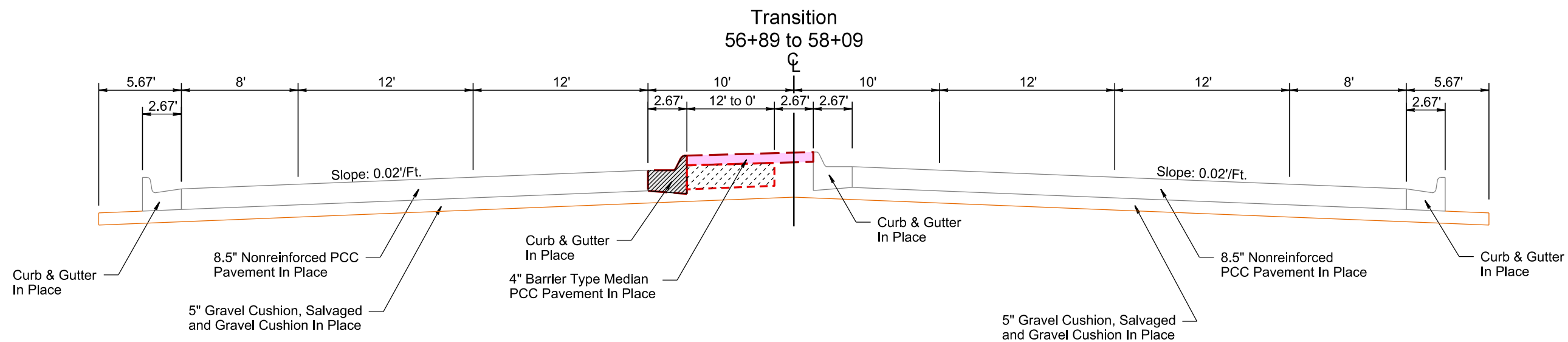
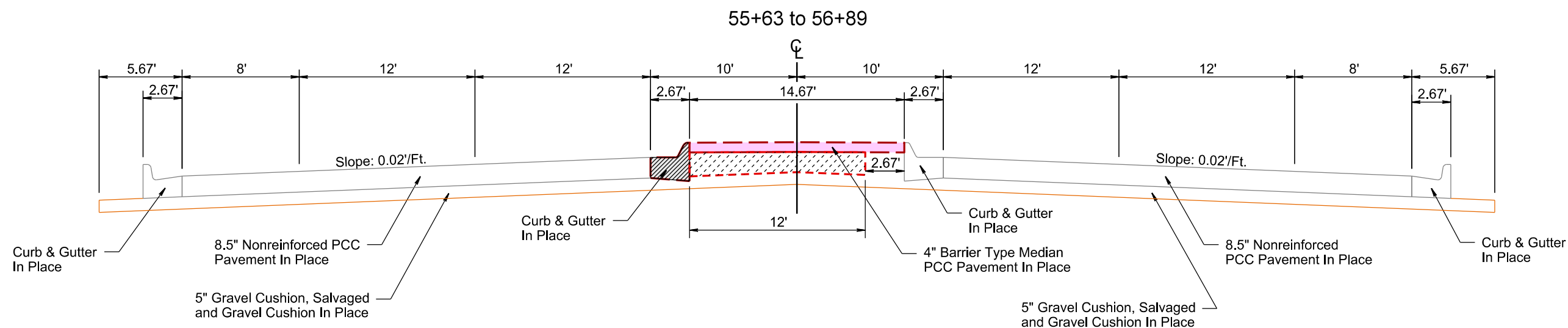
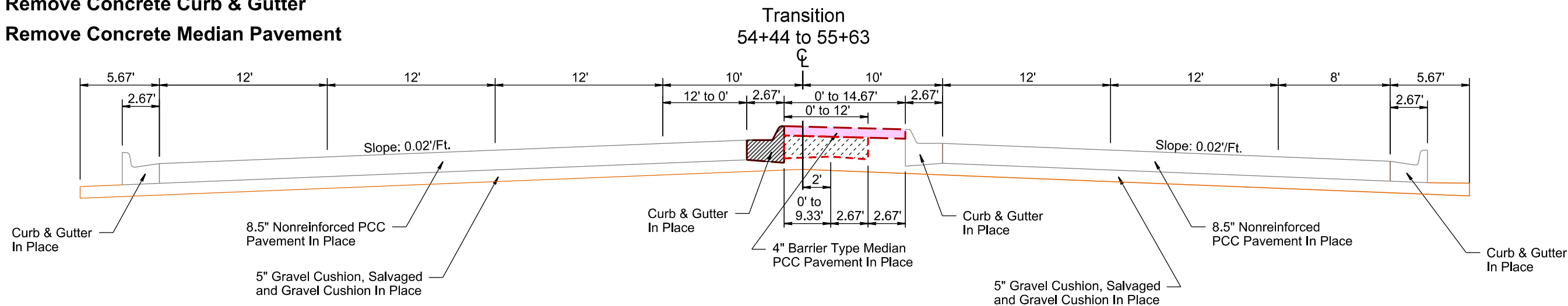
SHPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species,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

TYPICAL REMOVAL SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0115(65)76	4	20

Plotting Date: 02/27/2026

-  Remove Granular Material
-  Remove Concrete Curb & Gutter
-  Remove Concrete Median Pavement



PLOT SCALE - 1/8"=0'0002

PLOTTED FROM - IRMLINT15

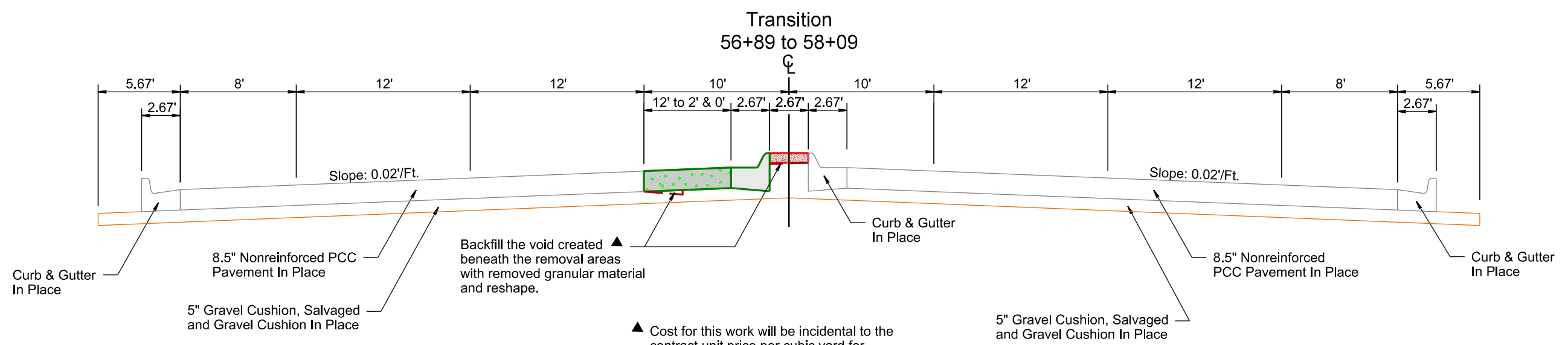
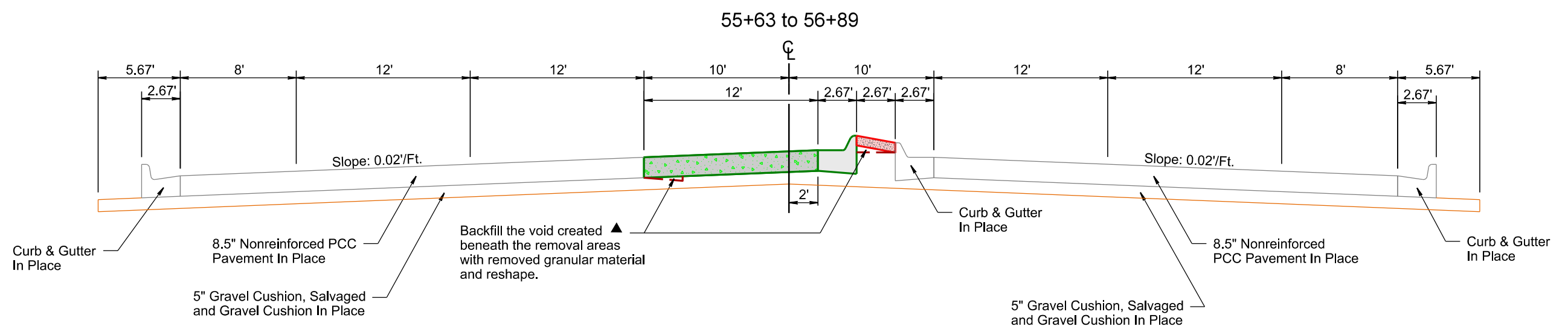
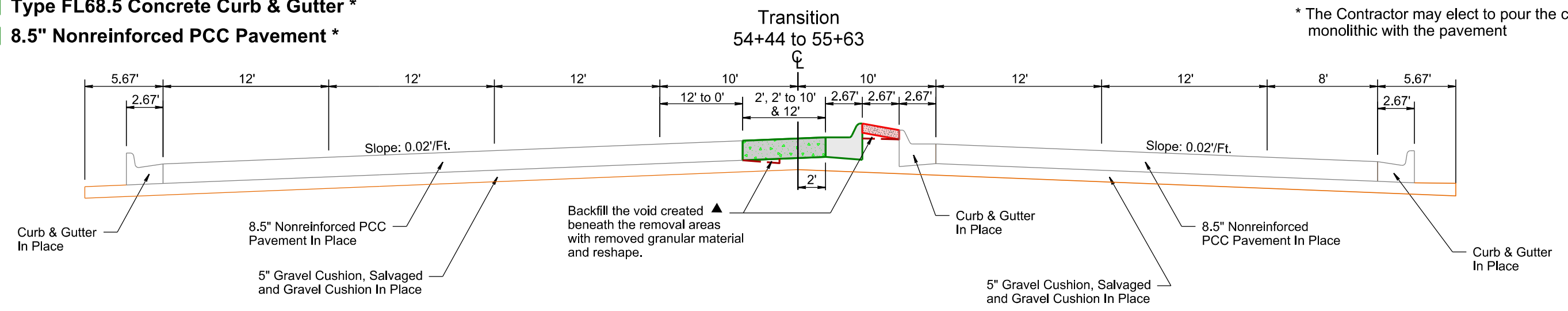
PLOT NAME - 2

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TYPICAL SURFACING SECTIONS

-  4" Barrier Type Colored Median PCC Pavement
-  Type FL68.5 Concrete Curb & Gutter *
-  8.5" Nonreinforced PCC Pavement *

* The Contractor may elect to pour the curb & gutter monolithic with the pavement



▲ Cost for this work will be incidental to the contract unit price per cubic yard for Remove Granular Material.

PLOT SCALE - 1:8,000

PLOTTED FROM - IRMLINT15

PLOT NAME - 3

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UTILITIES

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

If utilities are identified near the improvement area through the SD One Call process as required by South Dakota Codified Law 49-7A and Administrative Rule Article 20:25; the Contractor will contact the Project Engineer to determine if project changes are necessary to avoid utility impacts.

EXISTING NRC PAVEMENT

The existing pavement is 8.5" NRC Pavement.

Existing contraction joints are spaced at approximately 15'. Longitudinal joints are reinforced with 5 x 30" deformed tie bars spaced 48" center to center. Transverse joints are reinforced with 1 1/4" x 18" plain round dowel bars spaced 12" center to center.

The aggregate in the existing NRC Pavement is quartzite.

RESTORATION OF GRAVEL CUSHION

An inspection of the gravel cushion will be made after removing concrete. Areas of excess moisture will be dried to the satisfaction of the Engineer. Loose material will be removed. The replacement area will be leveled and compacted to the satisfaction of the Engineer.

Cost for this work will be incidental to the contract unit price per square yard for 8.5" Nonreinforced PCC Pavement.

SURFACE PREPARATION

Prior to placement of the 4" Barrier Type Colored Median PCC Pavement, the upper 4" of existing granular material will be scarified, reworked, shaped, watered, and compacted to obtain a uniform and stable surface according to Section 260.3 C.

Prior to placement of the 8.5" Nonreinforced PCC Pavement, the upper 4" of existing granular material will be scarified, reworked, shaped, watered, and compacted to obtain a uniform and stable surface according to Section 260.3 D.

Granular material (Estimated at less than 3 CuYds) will be needed to fill the sliver void beneath removed curb and gutter.

Water will be needed for compaction of the existing and new granular material.

Cost for the aforementioned work, including material, equipment and labor for placing, scarifying, reworking, shaping, watering, and compacting the existing and new granular material will be included in the contract unit price per mile for Surface Preparation.

8.5" NONREINFORCED PCC PAVEMENT

The aggregate may require screening as determined by the Engineer.

The concrete mix used in the PCC Pavement will conform to Section 380.

In lieu of an automatic subgrader operating from a preset line, a motor grader or other suitable equipment may be used to reshape the in place gravel cushion to final grade prior to placement of concrete. Refer to the notes for Restoration of Gravel Cushion.

A construction joint will be sawed whenever new concrete pavement is placed adjacent to existing concrete pavement.

All driving surfaces of the mainline paving will be longitudinally tined from 6" each side of centerline pavement marking to 6" inside the outside pavement marking areas with concrete curb and gutter without pavement marking will be longitudinally tined to within 2 to 3 feet of the face of the curb (match in place).

TRANSVERSE CONTRACTION JOINTS

The locations of transverse joints depicted in these plans are based on underlying plans. New transverse joints will be placed adjacent to in place transverse joints.

The transverse contraction joints will be perpendicular to the centerline. In multilane areas the transverse contraction joints will be perpendicular to the centerline and be in a straight line across the entire width of pavement. In special situations the Engineer may pre-approve transverse contraction joints that do not meet these requirements. All nonconforming transverse contraction joints will be removed at the Contractor's expense. Any method of placement that cannot produce these requirements will not be allowed.

4" BARRIER TYPE COLORED MEDIAN PAVEMENT

The concrete will be integrally colored per the manufacturer's recommendations. Color of the median pavement will be Solomon 413 – Fox Red or equivalent. Two coats of a non-yellowing acrylic curing and sealing compound will be applied to the surface of the colored concrete. The curing and sealing compound will be the product listed below or an equal approved by the Engineer.

DECRA SEAL
W.R. Meadows, Inc.
1-800-342-5976
www.wrmeadows.com

Cost for this work including material, equipment, labor and incidentals will be included in the contract unit price per square yard for 4" Barrier Type Colored Median PCC Pavement.

JOINTS IN CONCRETE MEDIAN PAVEMENT

Transverse contraction joints will be formed to match in place transverse joints by means of a grooving tool, to a depth of at least 1/4 the thickness of the median pavement.

CURING OF CONCRETE

Portland Cement Concrete Pavement and Concrete Curb & Gutter will be cured with Linseed Oil Base Emulsion Compound. Cost for curing of concrete will be incidental to the contract unit price per square yard for 8.5" Nonreinforced PCC Pavement.

STEEL BAR INSERTION

Steel bars will conform to Section 1010.

The Contractor will insert the steel bars (No. 9 x 18" epoxy coated deformed tie bars for transverse joints and No. 5 x 24" epoxy coated deformed tie bars for longitudinal joints) into drilled holes in the existing concrete pavement. An epoxy resin adhesive must be used to anchor the steel bar in the drilled hole as per Section 380.3 C.1.

Steel bars will be inserted in the longitudinal joint on 30" centers and will be a minimum of 15" from either transverse joint. It will be necessary to laterally adjust the location of some of the inserted steel bars when the dimensions above interfere with existing steel bar locations.

A rigid frame or mechanical device will be required to guide the drill to ensure proper horizontal and vertical alignment of the steel bars in the drilled holes.

SEQUENCE OF OPERATIONS

The Contractor will submit a sequence of operations for approval two weeks prior to the preconstruction meeting. If changes to the sequence of operations are proposed during the project, these must be submitted for review a minimum of one week prior to potential implementation. Approval for changes to the 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.

Once a lane is closed to traffic, the work is to proceed to completion without interruption. If the work is interrupted, the Contractor is to open the lanes to traffic during any extended period of inactivity until the work resumes. Inconvenience to the motorist will be kept to a minimum.

GENERAL TRAFFIC CONTROL

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

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

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

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

A mobile work operation will be allowed provided the pavement marking can be completed satisfactorily by a continuously moving work operation. A mobile work operation will require approval by the Engineer.

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

WORK ZONE SPEED REDUCTION

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

TEMPORARY PAVEMENT MARKERS

Temporary flexible vertical markers (tabs) will be used to mark lane closure tapers and applicable lane lines. Paint will not be allowed for temporary pavement marking on the asphalt concrete wear course.

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.

CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN

One week prior to starting work affecting the traveling public, portable changeable message signs (PCMS) will be installed shortly after 271ST Street for the southbound traffic and in-advance of 273rd Street for the northbound traffic. The Contractor will program the portable changeable message signs with the following message:

ROAD WORK
STARTS
(Date)

When work begins that will affect traffic patterns, the Contractor will re-program the PCMS with the following messages as directed by the engineer.

1. ROAD WORK
AHEAD

USE
CAUTION
2. SLOW
TRAFFIC
AHEAD

BE
PREPARED
TO STOP

GROOVING FOR COLD APPLIED PLASTIC PAVEMENT MARKING

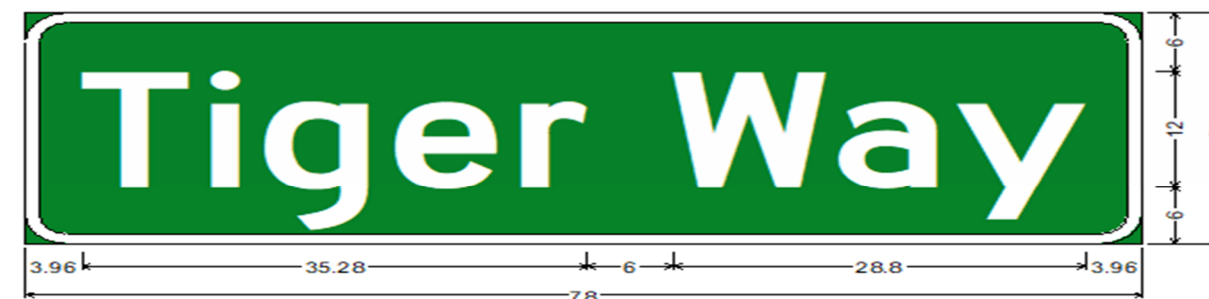
The Contractor will establish a positive means for the removal of the grinding and/or grooving residue. Residue from dry grooving will be vacuumed. Solid residue will be removed from the pavement surfaces before being blown by traffic action or wind. The Contractor will conduct this work to control and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

All costs for removal of grinding and/or grooving residue will be included in the contract unit price per foot for "Grooving for Cold Applied Plastic Pavement Marking" contract item.

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 40MPH	5	24" x 30"	5.0	25.0
R2-1	SPEED LIMIT 55MPH	2	24" x 30"	5.0	10.0
R3-5L	LEFT TURN ONLY	4	30" x 36"	7.5	30.0
W3-5	SPEED REDUCTION AHEAD 40MPH	3	48" x 48"	16.0	48.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	4	48" x 48"	16.0	64.0
W20-1	ROAD WORK AHEAD	5	48" x 48"	16.0	80.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	4	48" x 48"	16.0	64.0
D3-1	Tiger Way (Street Sign)	2	78" x 24"	13.0	26.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT					356.0

The "LEFT TURN ONLY" and Tiger Way signs will be permanently mounted on the Tiger Way signal mast arm for both southbound & northbound traffic.



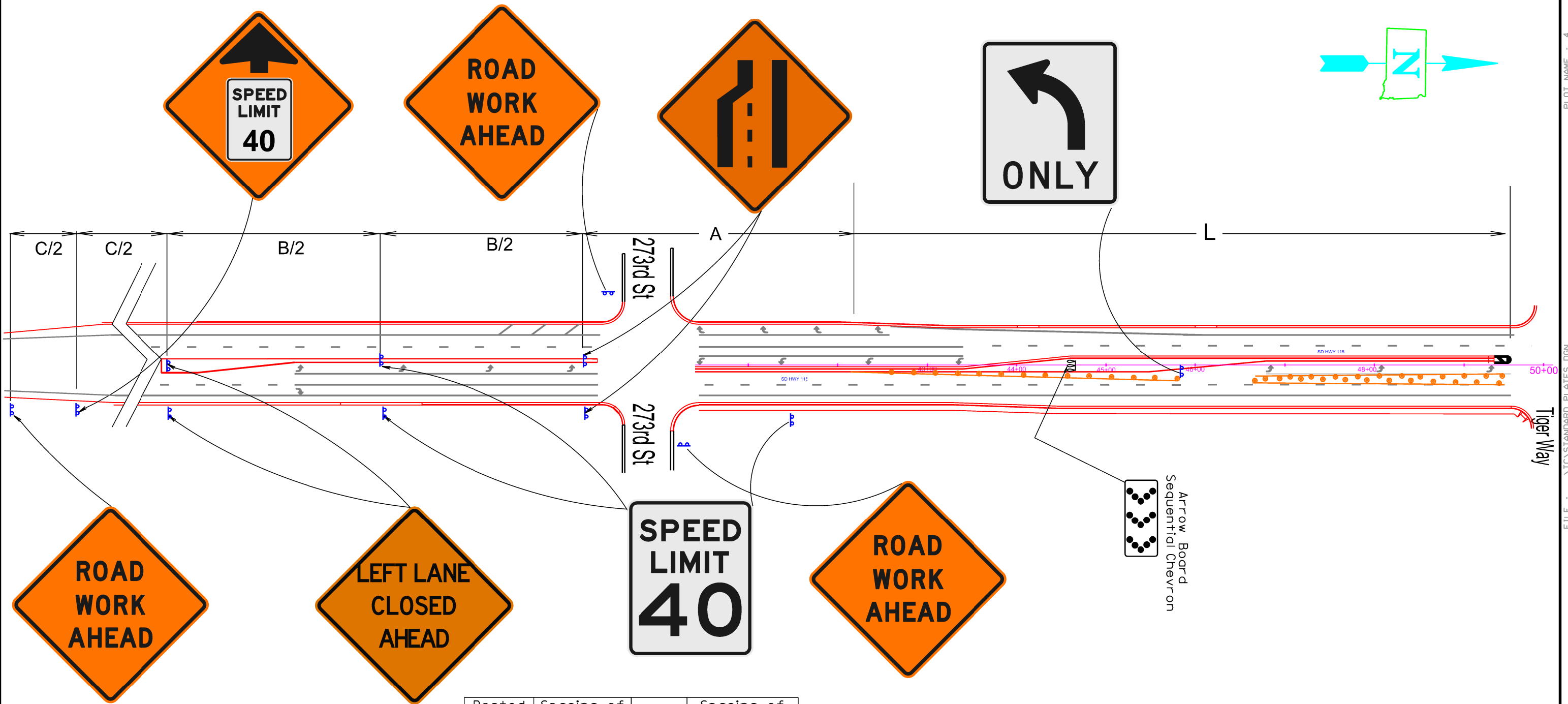
3.00" Radius, 1.00" Border, White on Green;
"Tiger Way", D 2K;

SD 115 LANE CLOSURE LAYOUT

SOUTH SIDE OF THE WORK AREA

PLOT SCALE - 1:218.073

PLOT NAME - 4



- Reflectorized Drum
- Channelizing Device shall 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 any night time hours.

Spacing of advance warning signs can be adjusted to fit field condition if approved by the project Engineer.

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)	Taper Length (Feet) (L)	Spacing of Advance Warning Signs (Feet) (A) (B) (C)
0 - 30	25	180	200
35 - 40	25	320	350
45 - 50	50 *	600	500
55	50 *	660	350 (Urba)
55	50 *	660	750 (Rural)

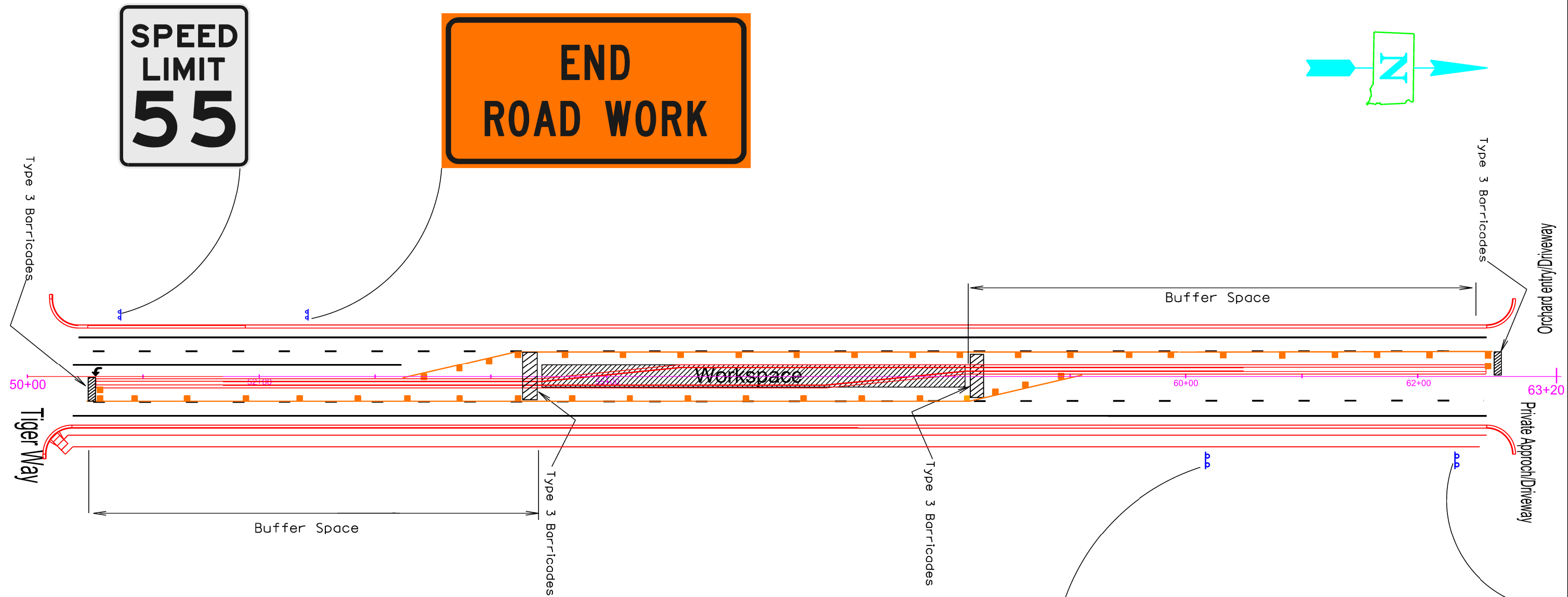
* Spacing to be every 40' for 42" cones.

* Spacing of advance warning signs shall comply with urban high-speed spacing requirements up to 273rd Street and transition to rural high-speed spacing standards south of 273rd Street.

PLOTTED FROM - IRML13318

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SD 115 LANE CLOSURE LAYOUT



PLOT SCALE - 1:218.073

PLOT NAME - 1

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PLOTTED FROM - IRML13318

⊙ Reflectorized Drum

■ Channelizing Device shall 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 any night time hours.

Spacing of advance warning signs can be adjusted to fit field condition if approved by the project Engineer.

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)	Taper Length (Feet) (L)	Spacing of Advanced Warning Signs (Feet) (A) (B) (C)
0 - 30	25	180	200
35 - 40	25	320	350
45 - 50	50 *	600	500
55	50 *	660	350 (Urba)
55	50 *	660	750 (Rural)

* Spacing to be every 40' for 42" cones.

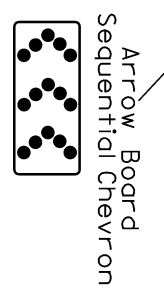
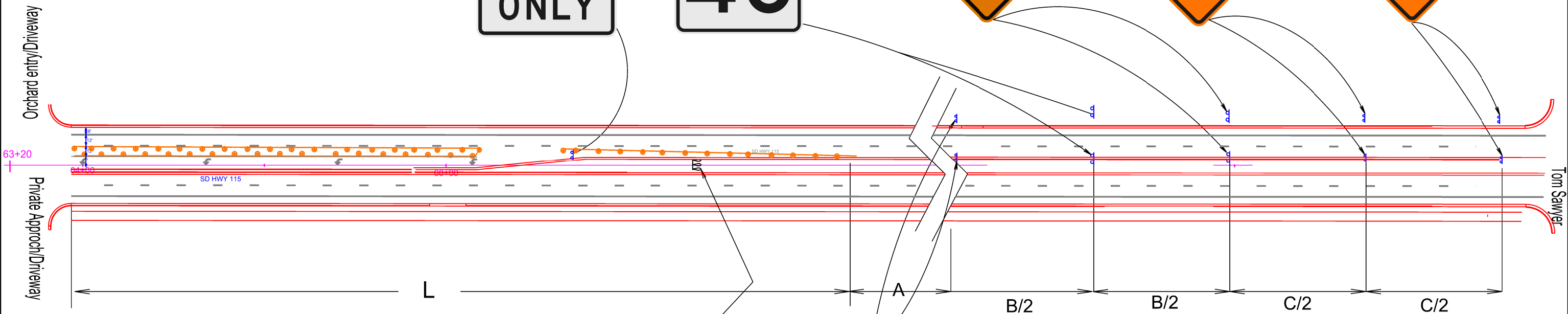
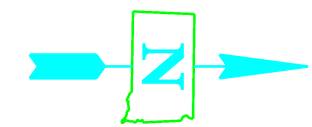
* Spacing of advance warning signs shall comply with urban high-speed spacing requirements up to 273rd Street and transition to rural high-speed spacing standards south of 273rd Street.



Plotting Date: 03/05/2026

SD 115 LANE CLOSURE LAYOUT

NORTH SIDE OF THE WORK AREA



Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (C)	Taper Length (Feet) (L)	Spacing of Advanced Warning Signs (Feet)		
			(A)	(B)	(C)
0 - 30	25	180	200		
35 - 40	25	320	350		
45 - 50	50 *	600	500		
55	50 *	660	350 (Urba)		
55	50 *	660	750 (Rural)		

● Reflectorized Drum
 ■ Channelizing Device shall 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 any night time hours.

Spacing of advance warning signs can be adjusted to fit field condition if approved by the project Engineer.

* Spacing to be every 40' for 42" cones.
 * Spacing of advance warning signs shall comply with urban high-speed spacing requirements up to 273rd Street and transition to rural high-speed spacing standards south of 273rd Street.

PLOT SCALE - 1:216.09

PLOTTED FROM - IRML13318

PLOT NAME - 2

FILE - ... \TC\STANDARD PLATES.DGN

PAVEMENT MARKING LAYOUT

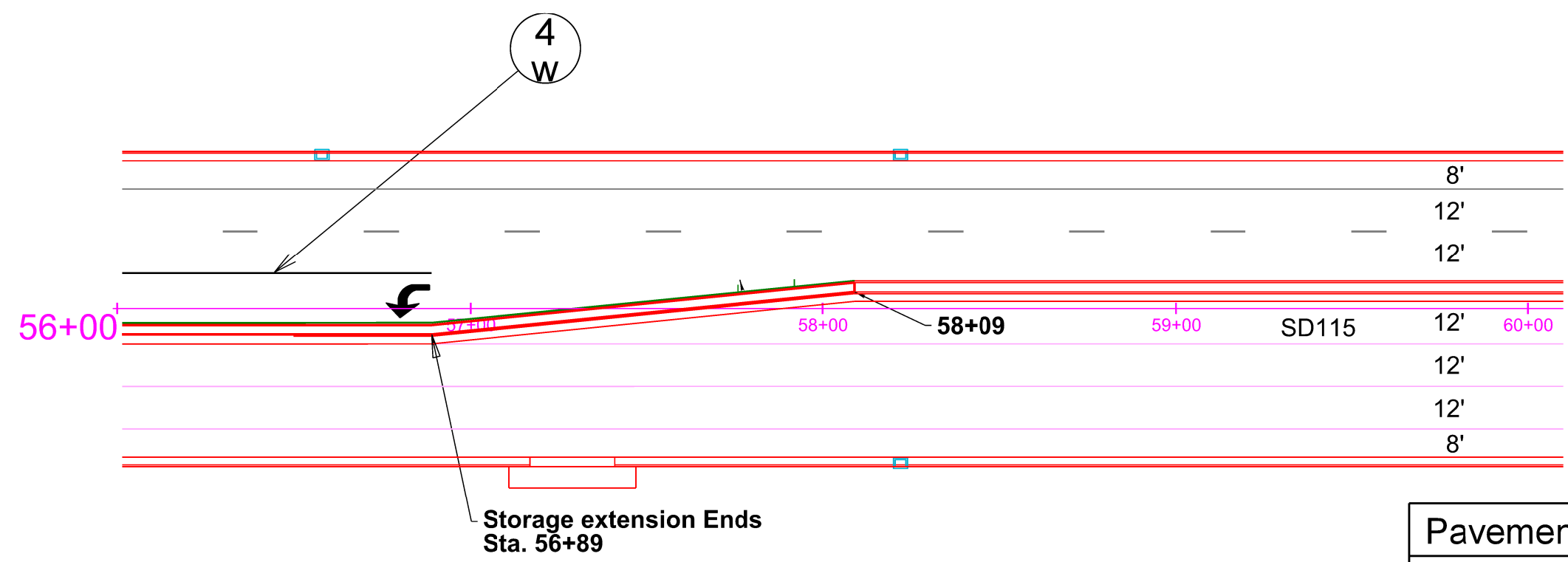
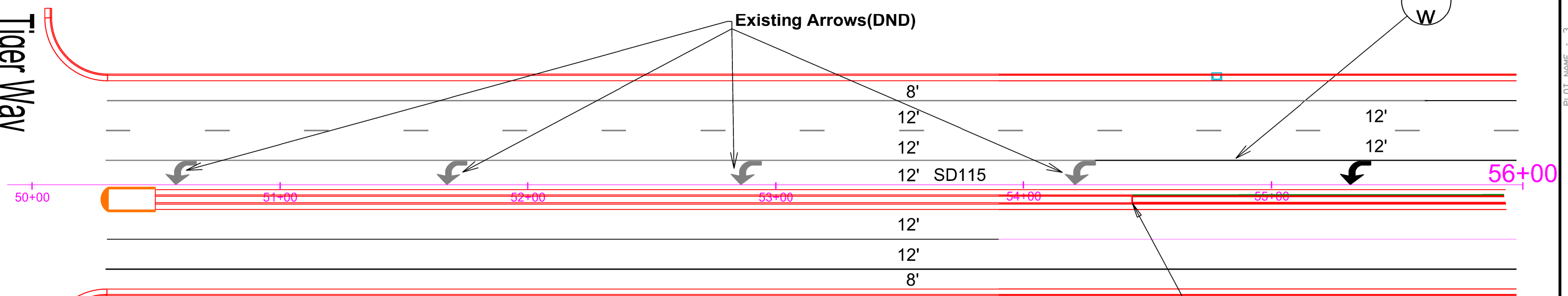
TIGER WAY INTERSECTION LEFT LANE STORAGE EXTENSION



4
W

Tiger Way

Existing Arrows(DND)



Pavement Marking Quantities		
Durable	Quantity	Unit
White 4" Line	300	Feet
Arrow	2	Each

- Existing arrows are grayed out, & the new arrows are shown in black.

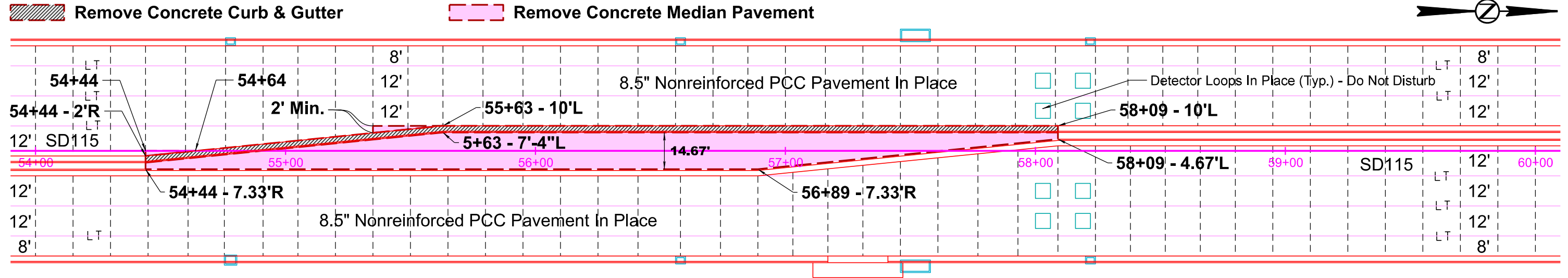
REMOVE SURFACING (NORTH OF JCT TIGER WAY)

Tiger Way Intersects SD115 at 49+96

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0115(65)76	12	20

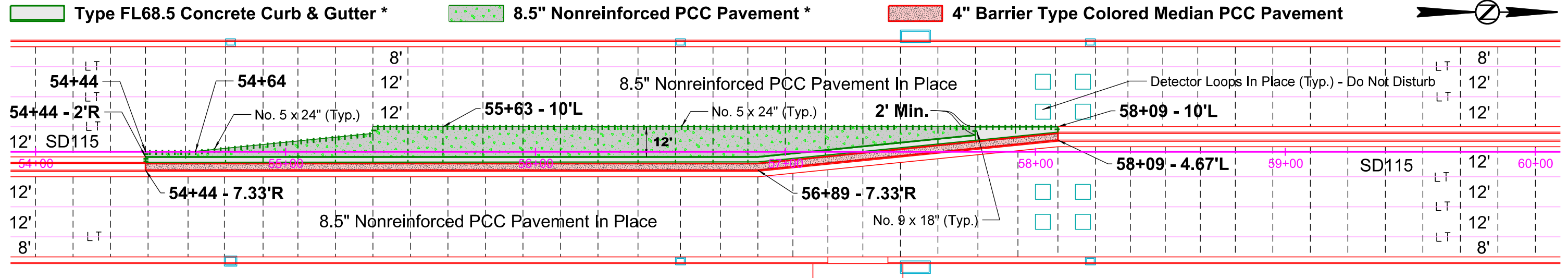
Plotting Date: 02/27/2026

Note: Existing Median Curb & Gutter is Type FL68.5.



PLACE SURFACING (NORTH OF JCT TIGER WAY)

Tiger Way Intersects SD115 at 49+96



Estimated Quantities		
Item	Quantity	Unit
Remove Concrete Curb & Gutter	366	Ft
Remove Concrete Median Pavement	442	SqYd
Remove Granular Material	82	CuYd
8.5" Nonreinforced PCC Pavement	328	SqYd
4" Barrier Type Colored Median PCC Pavement	108	SqYd
Dowel Bar	190	Each
Insert Steel Bar in PCC Pavement	138	Each
Type FL68.5 Concrete Curb & Gutter	366	Ft

Insert Steel Bars		
Item	Quantity	Unit
No. 5 x 24"	132	Each
No. 9 x 18"	6	Each
Total	138	Each

- Drill & Insert steel bars
- In Place Transverse Joint
- New Transverse Joint (Match in place transverse joints)
- In Place Longitudinal Joint with Tie Bars

* The Contractor may elect to pour the curb & gutter monolithic with the pavement

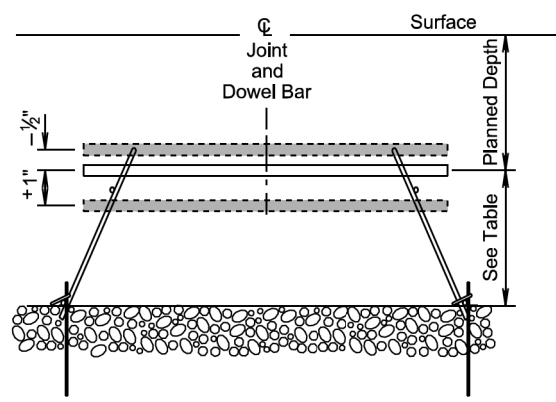
PLOT SCALE - 1"=40'

PLOT NAME - 4

FILE - ... \PDF\OLD\PCP\0401.DGN

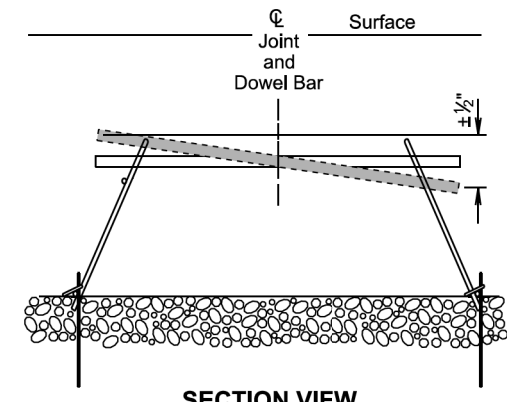
PLOTTED FROM - TRMLINT15

Plotting Date: 02/27/2026



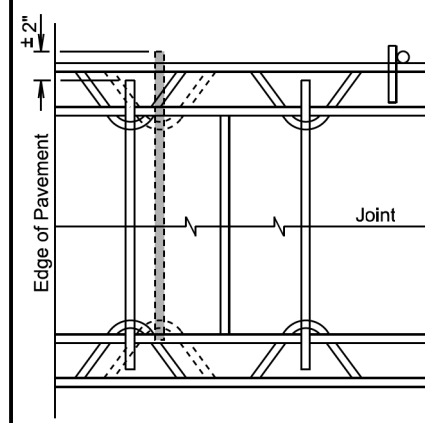
SECTION VIEW VERTICAL TRANSLATION

Depth: mid-depth + 1 inch or - 1/2 inch



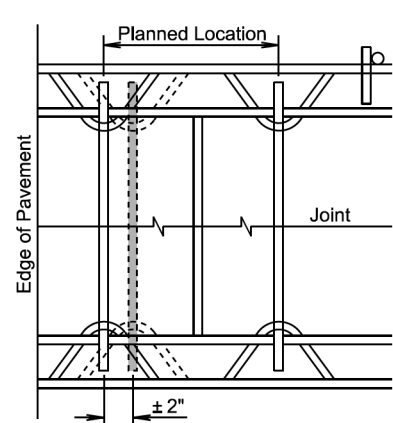
SECTION VIEW VERTICAL TILT

Vertical rotational alignment: 1/2 inch over 18 inch



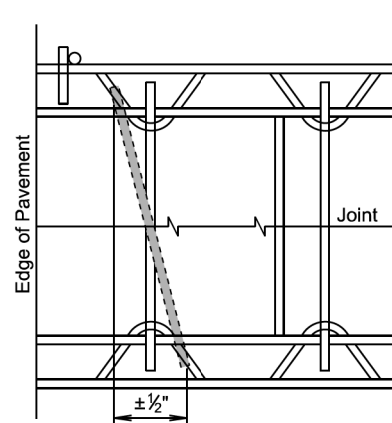
PLAN VIEW LONGITUDINAL TRANSLATION

Longitudinal side shift: ± 2 inch for 18 inch bars



PLAN VIEW HORIZONTAL TRANSLATION

Side shift ± 2 inch



PLAN VIEW HORIZONTAL SKEW

Horizontal rotational alignment: 1/2 inch over 18 inch

PAVEMENT THICKNESS	EPOXY COATED DOWEL BAR SIZE	HEIGHT TO CENTER
7" to 7 1/2"	1" x 18"	3.0"
8" to 10"	1 1/4" x 18"	4.0"
10 1/2" to 13"	1 1/2" x 18"	5.0"

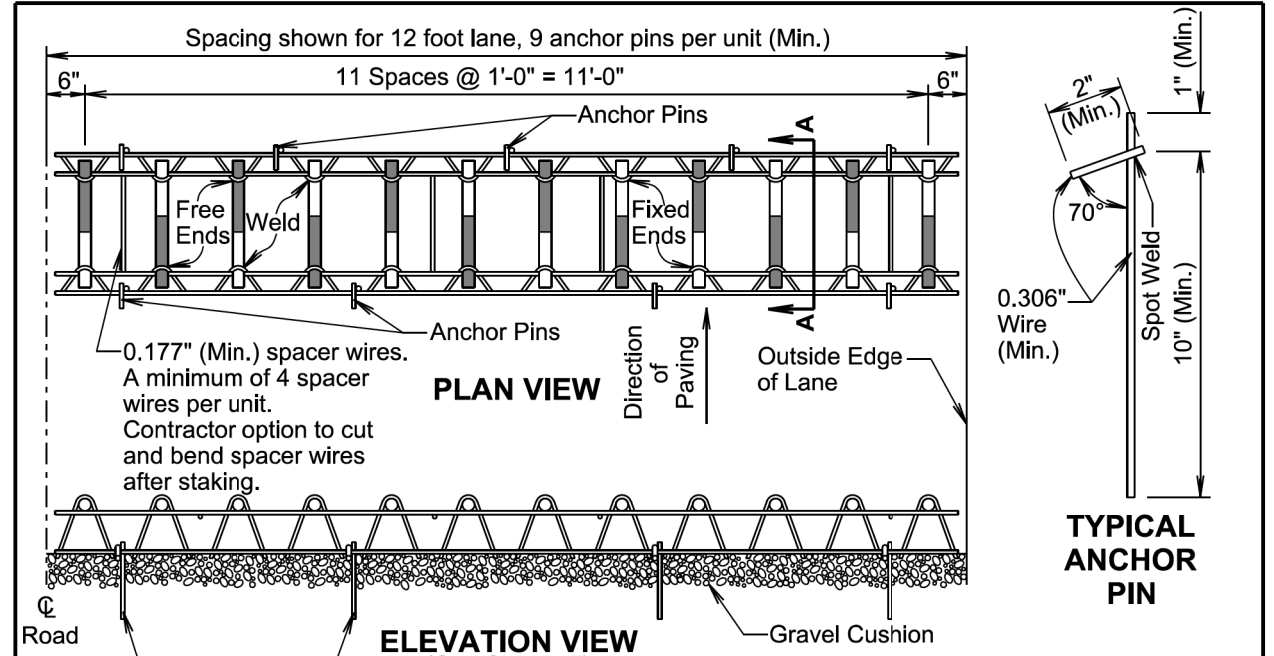
GENERAL NOTE:

The tolerances shown above represent the maximum deviation for acceptance of dowel bar placement.

November 19, 2022

S D D O T	PCC PAVEMENT DOWEL BAR ALIGNMENT TOLERANCES	PLATE NUMBER 380.01
		Sheet 1 of 1

Published Date: 2026

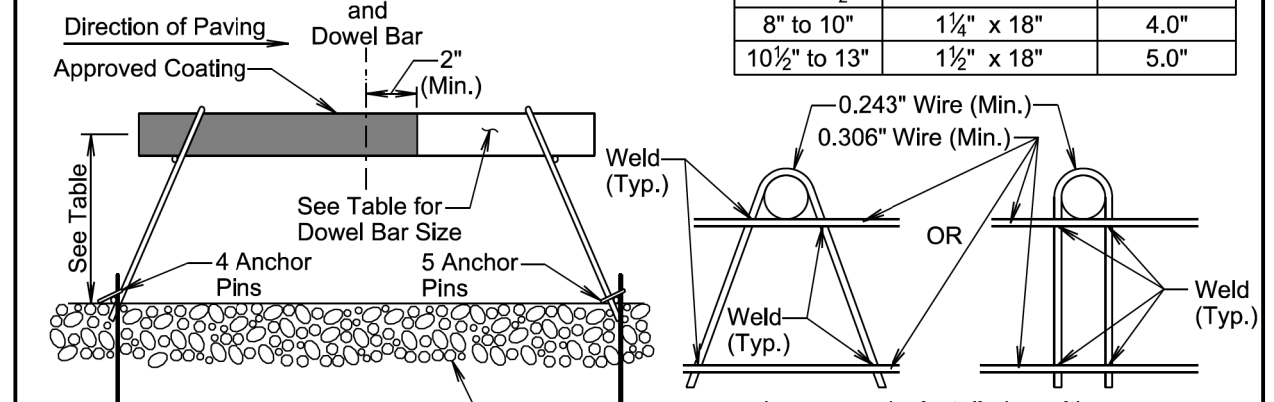


PLAN VIEW

ELEVATION VIEW (One Side Rail)

TYPICAL ANCHOR PIN

PAVEMENT THICKNESS	EPOXY COATED DOWEL BAR SIZE	HEIGHT TO CENTER
7" to 7 1/2"	1" x 18"	3.0"
8" to 10"	1 1/4" x 18"	4.0"
10 1/2" to 13"	1 1/2" x 18"	5.0"



VIEW A-A

SIDE RAIL DETAIL OPTIONS

GENERAL NOTES:

Longitudinal joint tie bars will be placed a minimum of 15 inches from the transverse contraction joint.

The transverse contraction joints will be sawed perpendicular to the centerline of the roadway. The transverse sawed joint will be centered over the dowel bars.

Supporting devices as shown on this sheet, or equivalent as approved by the Engineer, will be used to maintain proper horizontal and vertical alignment of the dowel bars.

All dowel bar alignment tolerances will be as shown in the PCC Pavement Dowel Bar Alignment Tolerances standard plate.

November 19, 2022

S D D O T	PCC PAVEMENT DOWEL BAR ASSEMBLY FOR TRANSVERSE CONTRACTION JOINTS 12 Bar Assembly on Granular Base Material	PLATE NUMBER 380.04
		Sheet 1 of 1

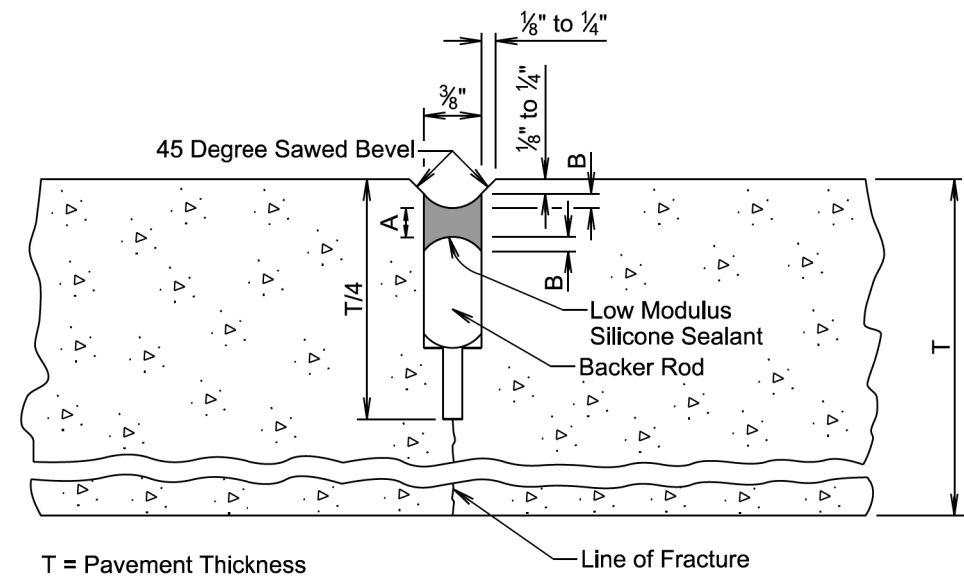
Published Date: 2026

PLOT SCALE - 1:200

PLOTTED FROM - TRMLINT15

PLOT NAME - 1

FILE - ... \PDF\OLD\STD PLATES 04DY.DGN



LOW MODULUS SILICONE SEALANT ALLOWABLE CONSTRUCTION TOLERANCES			
A (Min.) (in.)	A (Max.) (in.)	B (Min.) (in.)	B (Max.) (in.)
$\frac{3}{16}$	$\frac{5}{16}$	$\frac{1}{8}$	$\frac{1}{4}$

GENERAL NOTES:

The first saw cut to control cracking will be a minimum of $\frac{1}{4}$ the thickness of the pavement. Additional sawing for widening the saw cut to provide the width for the installation of the low modulus silicone joint sealant will be necessary.

The backer rod will be a non-moisture absorbing resilient material approximately 25% larger in diameter than the width of the joint to be sealed.

November 19, 2022

Published Date: 2026

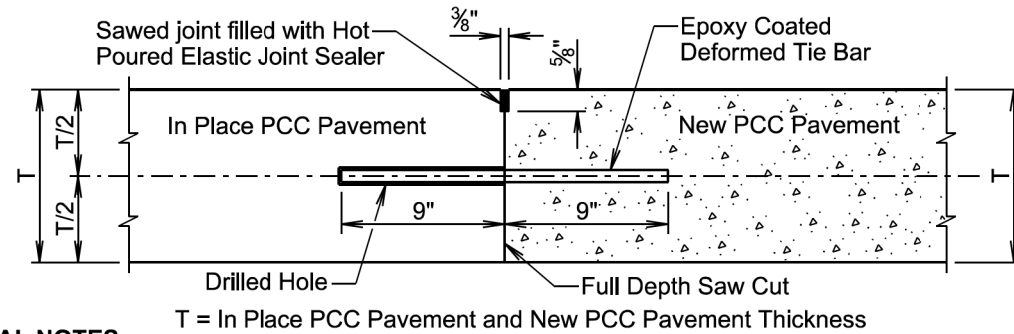
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**PCC PAVEMENT BEVELED TRANSVERSE
CONTRACTION JOINT WITH OR WITHOUT
DOWEL BAR ASSEMBLY**

PLATE NUMBER
380.13

Sheet 1 of 1

DETAIL A TRANSVERSE CONSTRUCTION JOINT WITH TIE BARS



GENERAL NOTES:

T = In Place PCC Pavement and New PCC Pavement Thickness

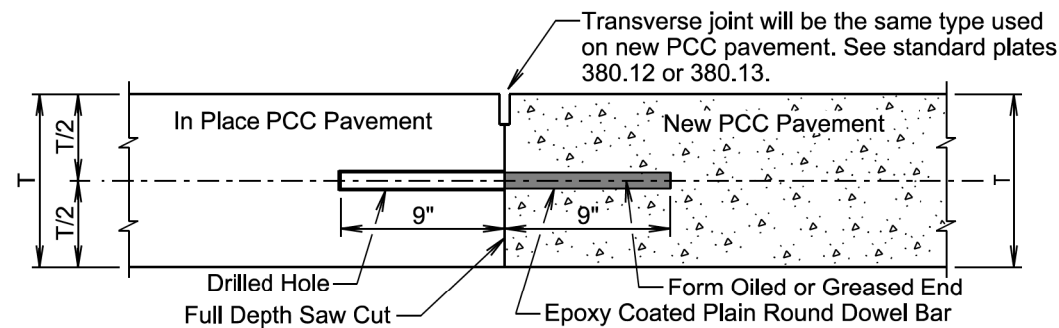
The term "In Place PCC Pavement" in the above drawing indicates that the in place PCC pavement was placed on a previous project.

See sheet 2 of 2 of this standard plate to determine if Detail A will be used.

The tie bars will be embedded a minimum depth of 9 inches into the in place PCC pavement and anchored with an epoxy resin adhesive or a non-shrink grout.

No. 9 epoxy coated deformed tie bars will be used in 10 inch thickness and less PCC Pavement and No. 11 epoxy coated deformed tie bars will be used in 10.5 inch thickness and greater PCC Pavement. The tie bar spacing will be 18 inches center to center and will be a minimum of 3 inches and a maximum of 9 inches from the pavement edges.

DETAIL B TRANSVERSE CONSTRUCTION JOINT WITH DOWEL BARS



GENERAL NOTES:

T = In Place PCC Pavement and New PCC Pavement Thickness

The term "In Place PCC Pavement" in the above drawing indicates that the in place PCC pavement was placed on a previous project or current project.

See sheet 2 of 2 of this standard plate to determine if Detail B will be used.

The plain round dowel bars will be embedded a minimum depth of 9 inches into the in place PCC pavement and anchored with an epoxy resin adhesive or a non-shrink grout.

The epoxy coated plain round dowel bar size, number, and spacing will be the same as detailed on the corresponding dowel bar assembly standard plate (380.04, 380.05, 380.06, or 380.07). The epoxy coated plain round dowel bars will be a minimum of 3 inches and a maximum of 6 inches from the pavement edges.

January 22, 2023

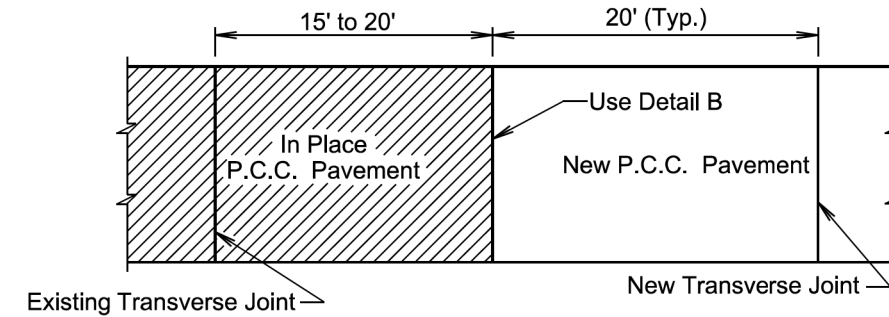
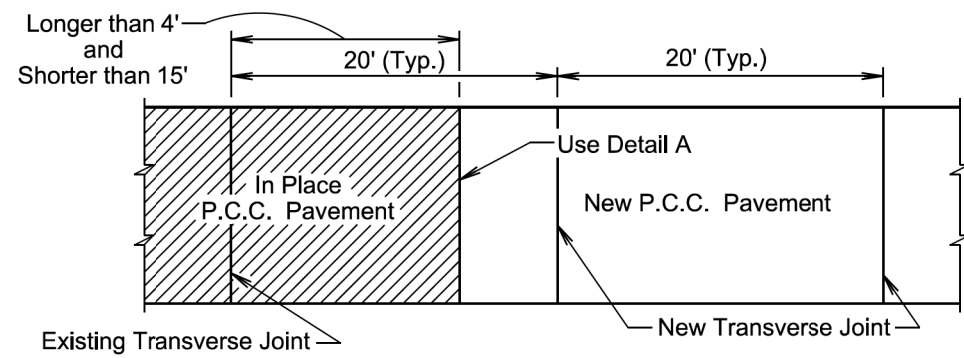
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PCC PAVEMENT TRANSVERSE CONSTRUCTION JOINTS WITH TIE BARS OR DOWEL BARS

PLATE NUMBER
380.15

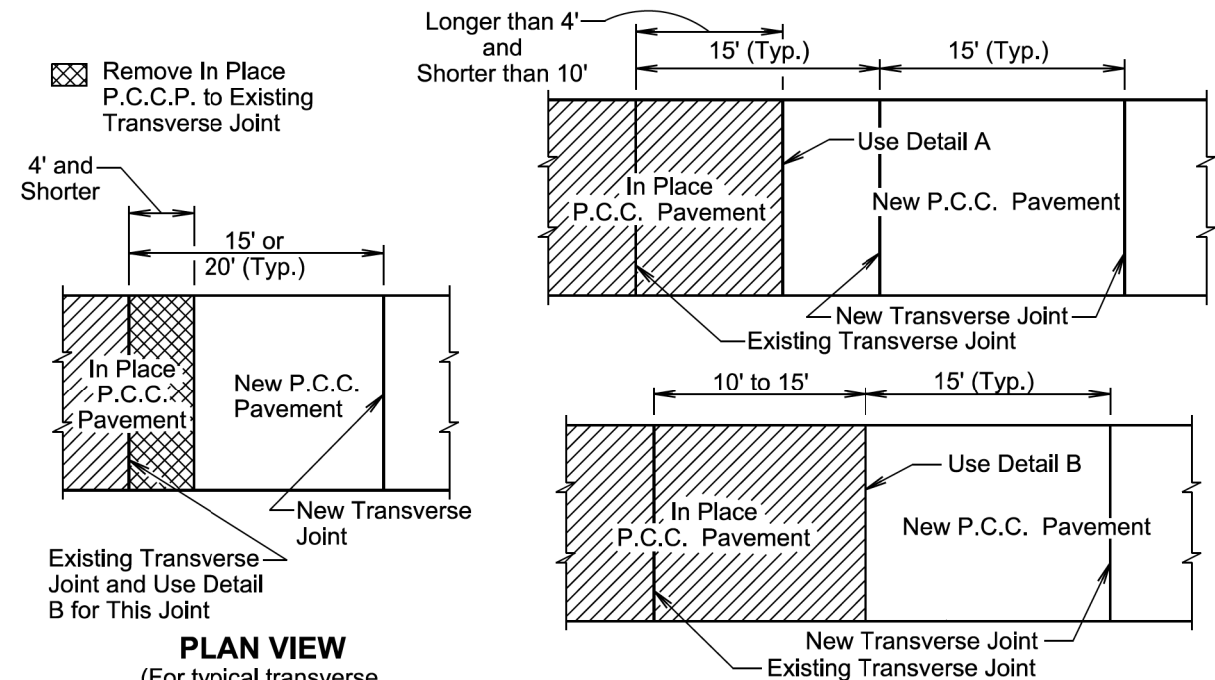
Sheet 1 of 2

Published Date: 2026



PLAN VIEW

(For typical transverse joint spacing of 20' on the current project)



PLAN VIEW

(For typical transverse joint spacing of 15' or 20' on the current project)

PLAN VIEW

(For typical transverse joint spacing of 15' on the current project)

January 22, 2023

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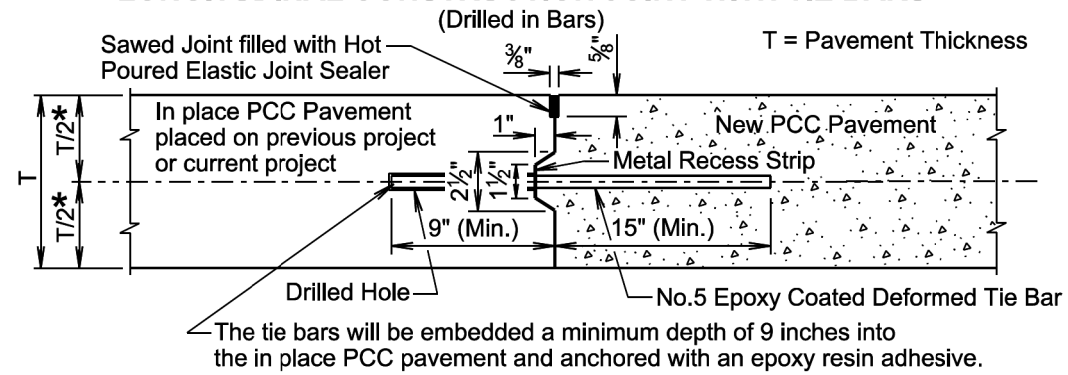
PCC PAVEMENT TRANSVERSE CONSTRUCTION JOINTS WITH TIE BARS OR DOWEL BARS

PLATE NUMBER
380.15

Sheet 2 of 2

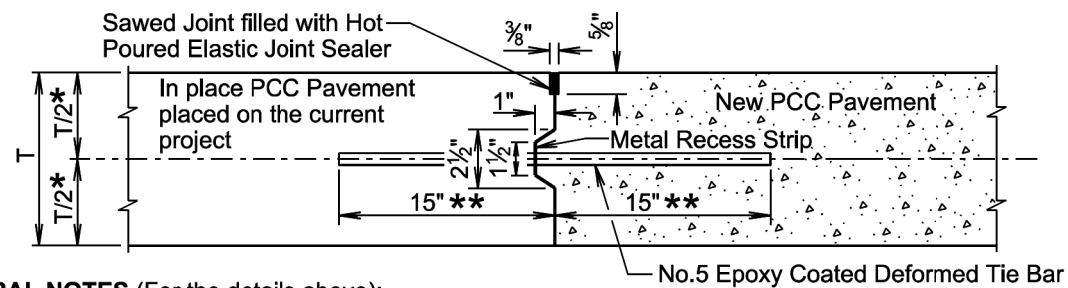
Published Date: 2026

LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS



LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS

(Inserted or Formed in Bars)



GENERAL NOTES (For the details above):

The epoxy coated deformed tie bars will be spaced in accordance with the following tables:

TIE BAR SPACING 48" MAXIMUM	
Transverse Contraction Joint Spacing	Number of Tie Bars
6.5' to 10'	2
10.5' to 14'	3
14.5' to 18'	4
18.5' to 22'	5

TIE BAR SPACING 30" MAXIMUM	
Transverse Contraction Joint Spacing	Number of Tie Bars
5' to 7'	2
7.5' to 9.5'	3
10' to 12'	4
12.5' to 14.5'	5
15' to 17'	6
17.5' to 19.5'	7
20' to 22'	8

The tie bars will be placed a minimum of 15 inches from transverse contraction joints.

The required number of tie bars as shown in the table will be uniformly spaced within each panel. The uniformly spaced tie bars will be spaced a maximum of 48 inches center to center for a female keyway and will be spaced a maximum of 30 inches center to center for a vertical face and male keyway. The maximum tie bar spacing will apply to tie bars within each panel.

The keyway illustrated in the above details depict a female keyway.

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

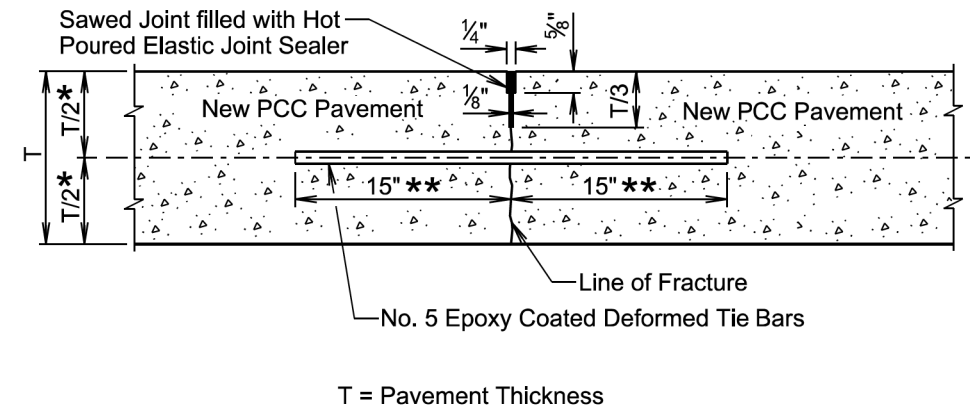
- * The vertical placement tolerance for any part of the tie bar will be $\pm T/6$.
- ** The transverse placement (side shift) tolerance will be ± 3 inches when measured perpendicular to the longitudinal joint line.

November 19, 2022

S D D O T	PCC PAVEMENT LONGITUDINAL JOINTS WITH TIE BARS	PLATE NUMBER 380.20
		Sheet 1 of 2
Published Date: 2026		

SAWED LONGITUDINAL JOINT WITH TIE BARS

(Poured Monolithically)



GENERAL NOTES (For the detail above):

The epoxy coated deformed tie bars will be spaced in accordance with the following table:

TIE BAR SPACING 48" MAXIMUM	
Transverse Contraction Joint Spacing	Number of Tie Bars
6.5' to 10'	2
10.5' to 14'	3
14.5' to 18'	4
18.5' to 22'	5

The tie bars will be placed a minimum of 15 inches from the transverse contraction joints.

The required number of tie bars as shown in the table will be uniformly spaced within each panel with a maximum space of 48 inches center to center. The maximum tie bar spacing will apply to tie bars within each panel.

The first saw cut to control cracking will be a minimum of 1/3 the thickness of the pavement. Additional sawing for widening the saw cut to provide the width for the installation of the hot poured elastic joint sealer is necessary.

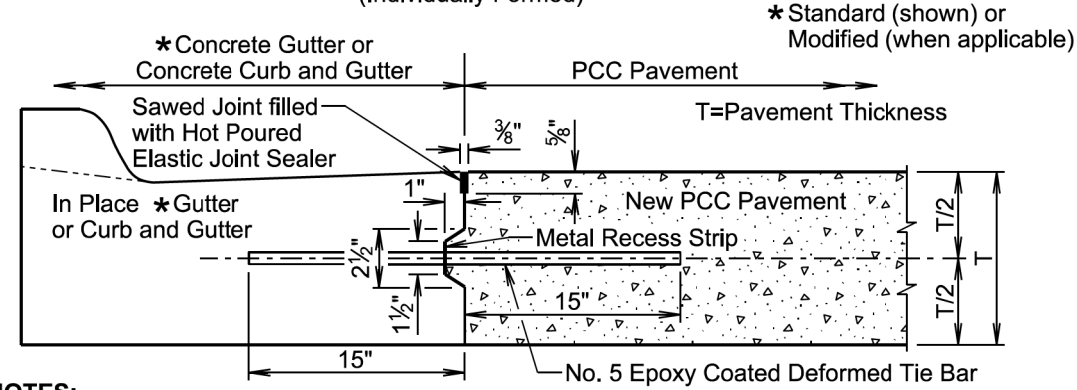
- * The vertical placement tolerance for any part of the tie bar will be $\pm T/6$.
- ** The transverse placement (side shift) tolerance will be ± 3 inches when measured perpendicular to the longitudinal joint line.

November 19, 2022

S D D O T	PCC PAVEMENT LONGITUDINAL JOINTS WITH TIE BARS	PLATE NUMBER 380.20
		Sheet 2 of 2
Published Date: 2026		

LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS

(Individually Formed)



GENERAL NOTES:

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

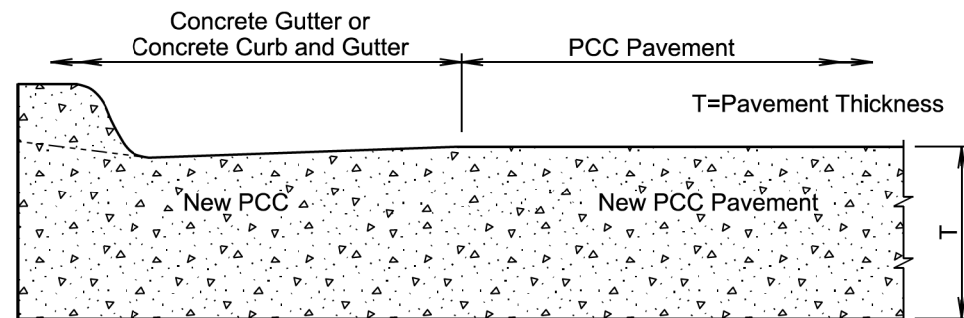
The keyway is optional and is not required. When concrete pavement is formed and a keyway is provided, a metal recess strip will be used. When concrete pavement is slip formed, a metal recess strip is not required.

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

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

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

POURED MONOLITHICALLY (Standard Concrete Curb and Gutter)



GENERAL NOTES:

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

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

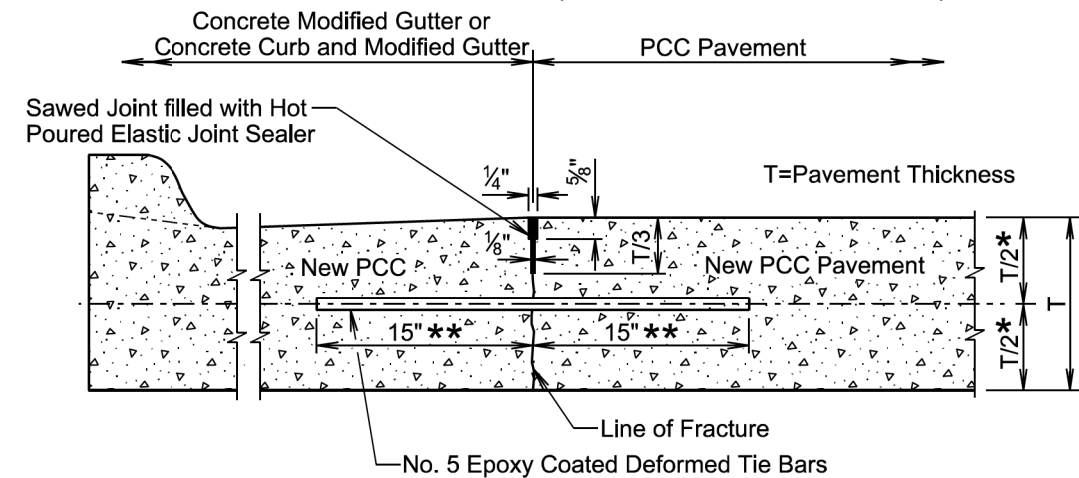
The slope of the gutter will be the slope designated for the type of gutter or curb and gutter to be constructed. The bottom slope of the gutter or curb and gutter will be constructed at the same slope as the mainline concrete pavement.

March 31, 2024

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

Published Date: 2026

POURED MONOLITHICALLY (Concrete Curb and Modified Gutter)



GENERAL NOTES:

No. 5 epoxy coated deformed tie bars will be spaced 48 inches center to center.

The tie bars will be placed a minimum of 15 inches from existing transverse contraction joints.

The mainline curb and modified gutter may be placed monolithically with the PCC pavement if the mainline lane width is less than or equal to 14 feet.

The first saw cut to control cracking will be a minimum of 1/3 the thickness of the pavement. Additional sawing for widening the saw cut to provide the width for the installation of the hot-poured elastic joint sealer is necessary.

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

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

* The vertical placement tolerance for any part of the tie bar will be $\pm T/6$.
 ** The transverse placement (side shift) tolerance will be ± 3 inches when measured perpendicular to the longitudinal joint line.

March 31, 2024

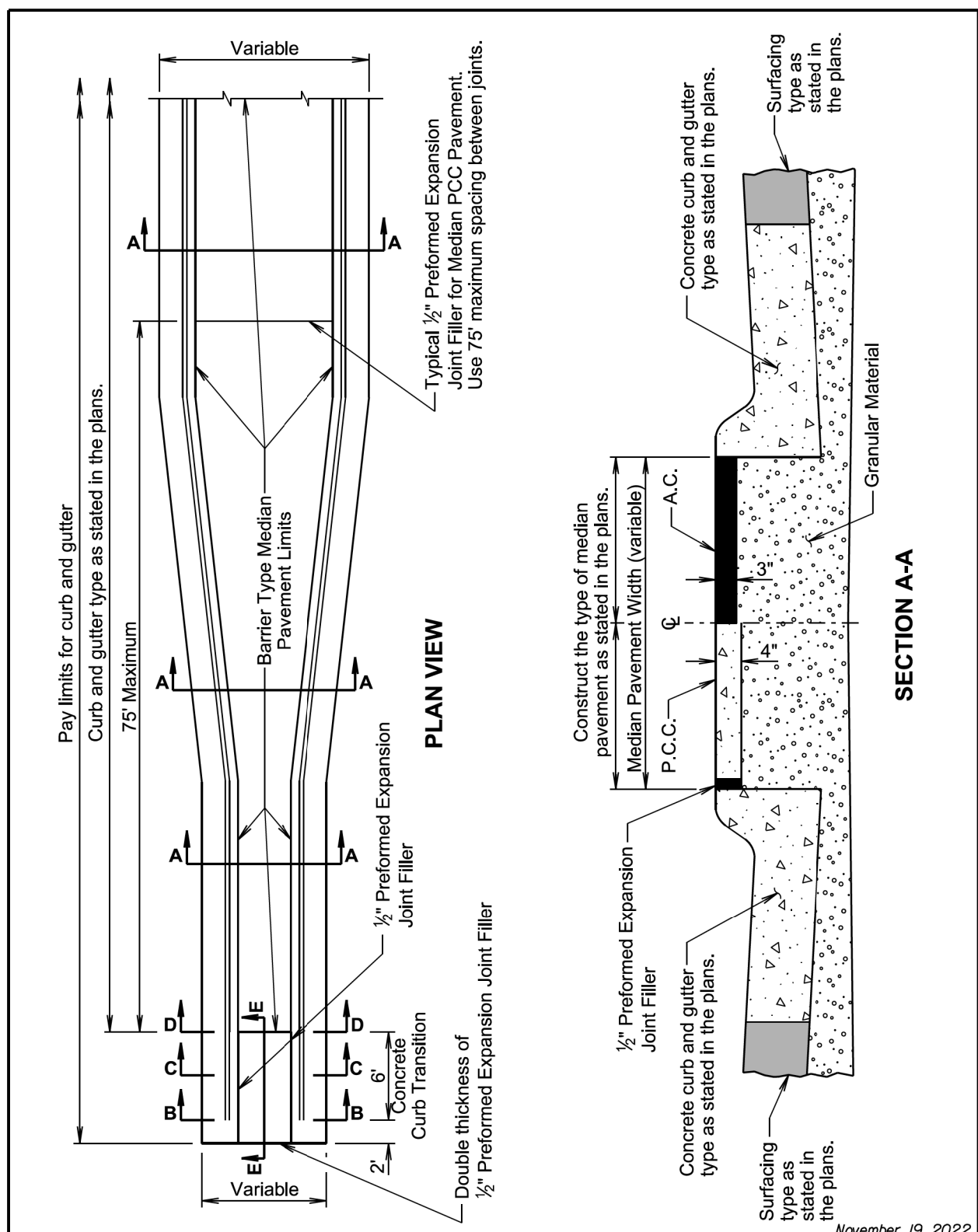
S D D O T	PCC PAVEMENT LONGITUDINAL CONSTRUCTION JOINTS WITH CONCRETE GUTTER OR CONCRETE CURB AND GUTTER	PLATE NUMBER 380.21
		Sheet 2 of 2

Published Date: 2026

PLOT SCALE - 1:200

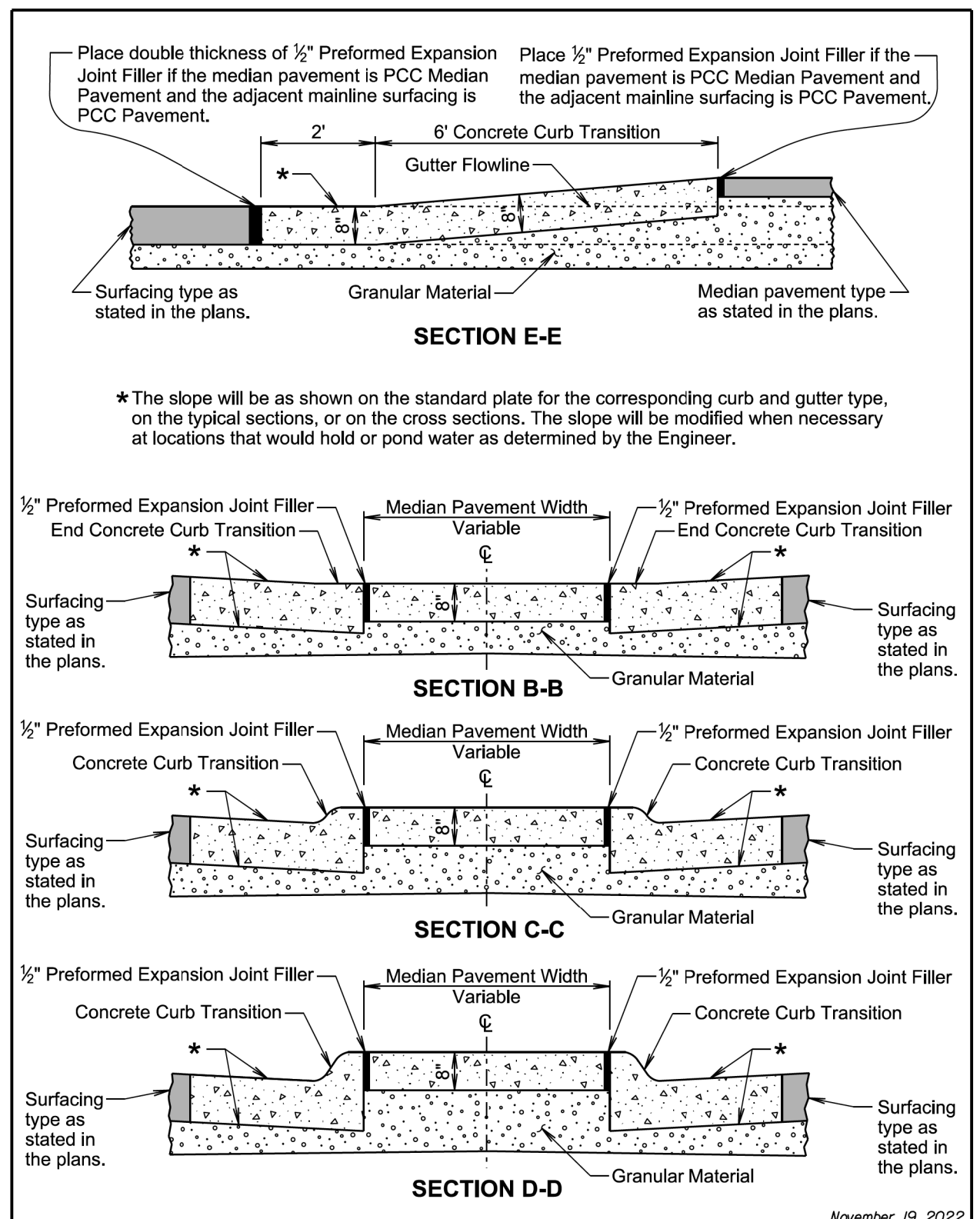
PLOT NAME - 6

FILE - ... \PDF\OLD\STD PLATES 04DY.DGN



November 19, 2022

Published Date: 2026	S D D O T	BARRIER TYPE MEDIAN PAVEMENT	PLATE NUMBER 380.36
			Sheet 1 of 3



November 19, 2022

Published Date: 2026	S D D O T	BARRIER TYPE MEDIAN PAVEMENT	PLATE NUMBER 380.36
			Sheet 2 of 3

PLOTTED FROM - TRMLINT15

PLOT SCALE - 1:200

PLOT NAME - 7

FILE - ... \PDF\OLD\STD PLATES 04DY.DGN

GENERAL NOTES:

Necessary excavation for construction of barrier type PCC and asphalt concrete median pavements and excavation for granular material will be measured and paid for as "Unclassified Excavation".

Concrete for barrier type median PCC pavement will comply with the requirements of the Specifications for Class M6 Concrete. One-half inch expansion joint filler will be placed transversely in the median PCC pavement at a maximum spacing of 75 feet. Where median PCC pavement is wider than 8 feet, a longitudinal joint will be sawed or grooved along the centerline of the median PCC pavement. Where the median PCC pavement is 4 feet or narrower and at width transitions, contraction joints will be sawed or grooved at spacings as approved by the Engineer. All other contraction joints will be sawed in square sections. All joints will be sawed or grooved to a depth of 1/3 the thickness of the median PCC pavement.

All costs for labor, materials, and incidentals necessary for construction of the barrier type median pavement will be incidental to the contract unit price per square yard for "Barrier Type Median PCC Pavement" or "Barrier Type Median Asphalt Concrete Pavement".

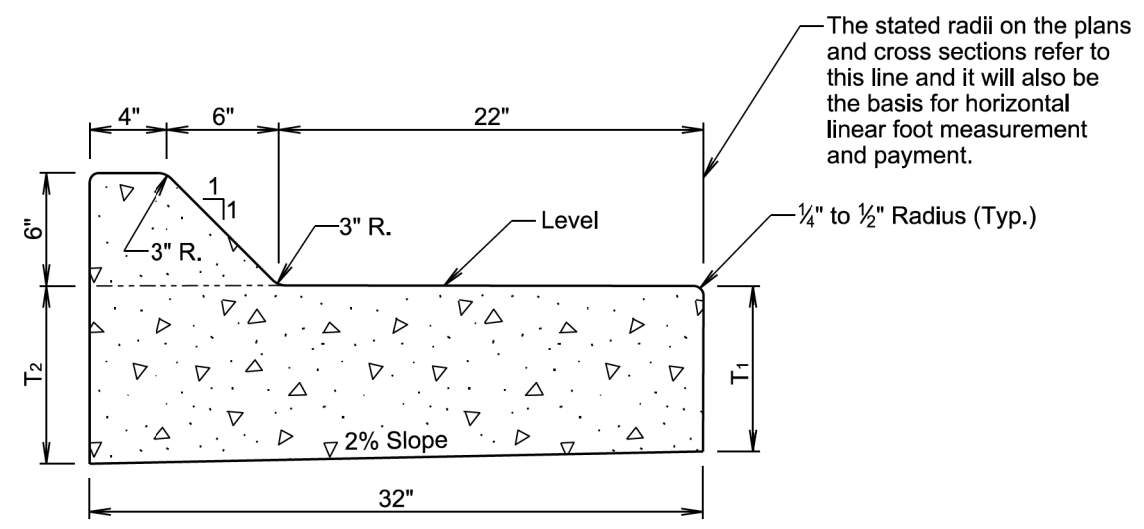
All costs for labor, materials, and incidentals necessary for construction of the 6-foot concrete curb transition (See Sections B-B, C-C, and D-D) and the adjacent 8-inch thick concrete (See Section E-E) will be incidental to the contract unit price per foot for the corresponding curb and gutter contract item.

Granular material will be paid for at the contract unit price for the respective granular material contract item.

November 19, 2022

S D D O T	BARRIER TYPE MEDIAN PAVEMENT	PLATE NUMBER 380.36
		Sheet 3 of 3

Published Date: 2026



TYPE FL CONCRETE CURB AND GUTTER

Type	T ₁ (Inches)	T ₂ (Inches)	Cu. Yd. Per Lin. Ft.	Lin. Ft. Per Cu. Yd.
FL66	6	6 ⁵ / ₈	0.062	16.1
FL67	7	7 ⁵ / ₈	0.071	14.1
FL68	8	8 ⁵ / ₈	0.079	12.7
FL68.5	8.5	9 ¹ / ₈	0.084	11.9
FL69	9	9 ⁵ / ₈	0.087	11.5
FL69.5	9.5	10 ¹ / ₈	0.091	11.0
FL610	10	10 ⁵ / ₈	0.095	10.9
FL610.5	10.5	11 ¹ / ₈	0.100	10.0
FL611	11	11 ⁵ / ₈	0.104	9.6
FL611.5	11.5	12 ¹ / ₈	0.108	9.3
FL612	12	12 ⁵ / ₈	0.112	8.9

GENERAL NOTES:

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

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

January 22, 2023

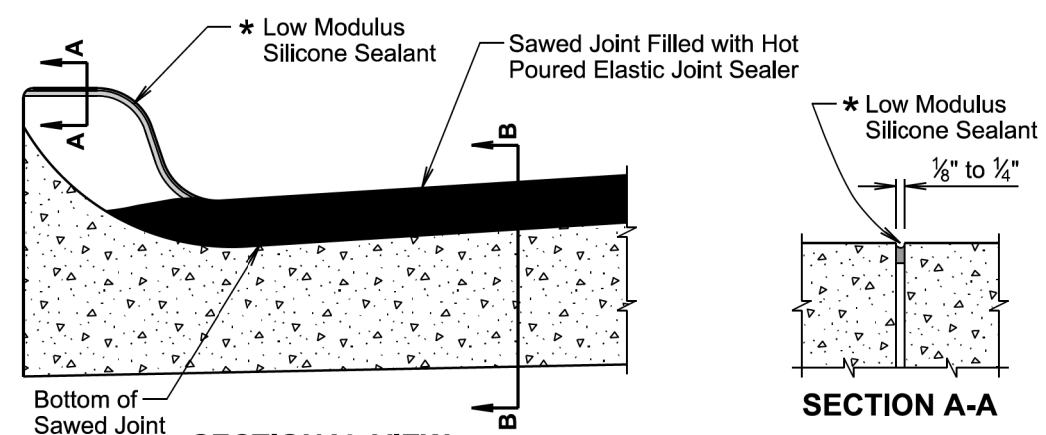
S D D O T	TYPE FL CONCRETE CURB AND GUTTER	PLATE NUMBER 650.25
		Sheet 1 of 1

Published Date: 2026

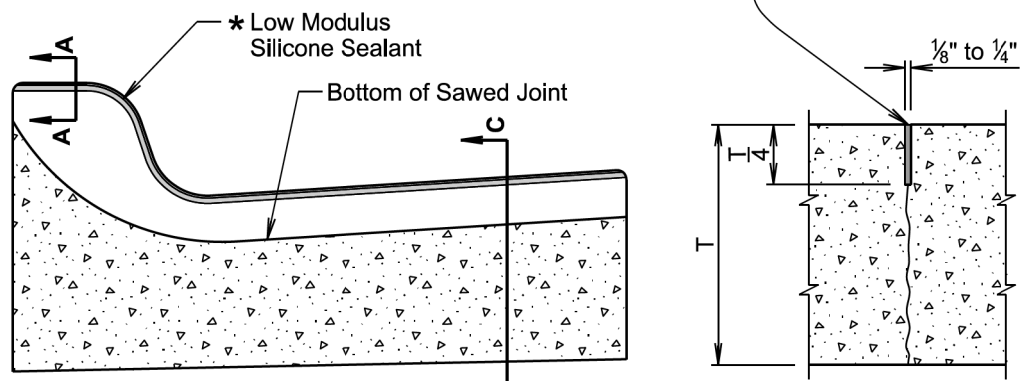
PLOT SCALE - 1:200

PLOT NAME - 8

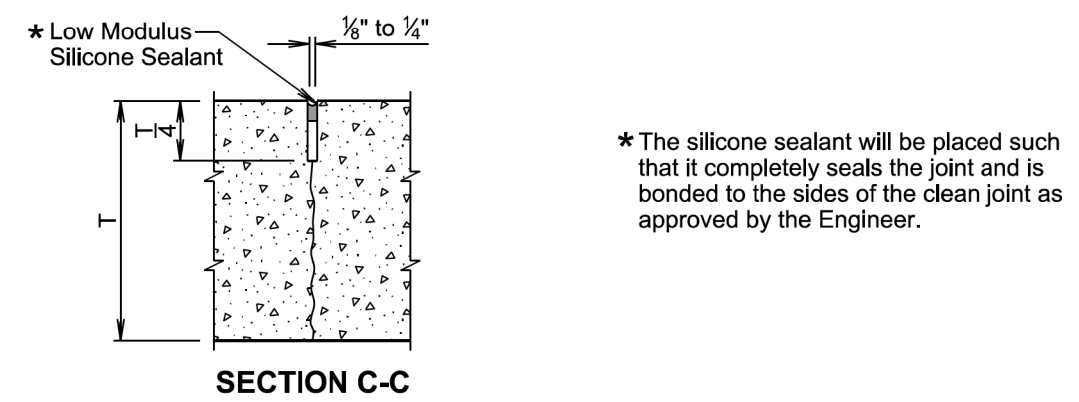
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SECTIONAL VIEW
(Curb and Gutter Placed Monolithic with Adjacent Mainline PCC Pavement)



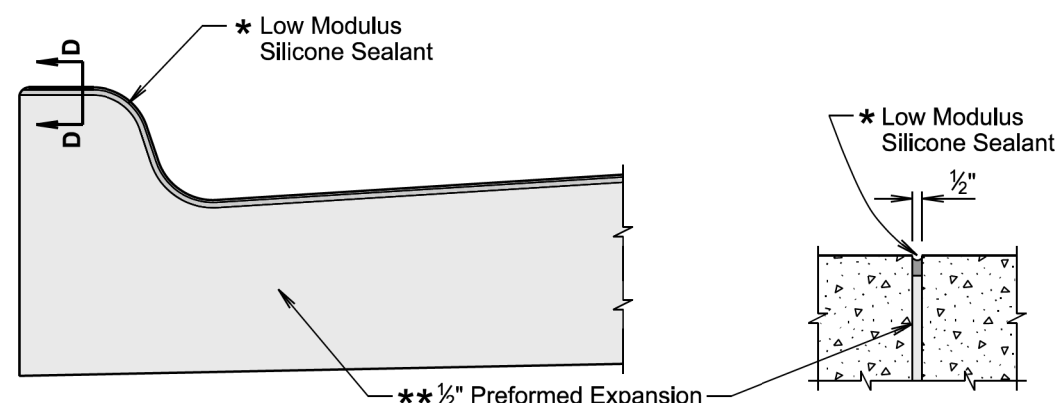
SECTIONAL VIEW
(Curb and Gutter not Placed Monolithic with Adjacent Mainline PCC Pavement or Mainline Surfacing is not PCC Pavement)



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

December 23, 2019

Published Date: 2026	S D D O T	JOINTS IN CONCRETE CURB AND GUTTER	PLATE NUMBER 650.90
			Sheet 1 of 2



SECTIONAL VIEW
(Curb and Gutter at 1/2" Preformed Expansion Joint Filler Location)

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

GENERAL NOTES:

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

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

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

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

When concrete curb and gutter is not placed monolithically with the mainline PCC pavement or when the adjacent mainline surfacing is not PCC concrete, the transverse contraction joints in the concrete curb and gutter will be 1 1/2 inches deep if formed in the fresh concrete using a suitable grooving tool. If a saw is used to cut the contraction joints, then the depth of the joint will be at least 1/4 the thickness of the concrete and the joint will be sealed in accordance with the details shown above.

December 23, 2019

Published Date: 2026	S D D O T	JOINTS IN CONCRETE CURB AND GUTTER	PLATE NUMBER 650.90
			Sheet 2 of 2

PLOTTED FROM - TRMLINT15