

SECTION F: SURFACING PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F1	F14

Plotting Date: 12/16/2025

INDEX OF SHEETS

F1	General Layout with Index
F2 - F5	Estimate with General Notes & Tables
F6 - F11	Typical Surfacing Sections
F12	Special Details
F13 - F14	Standard Plates



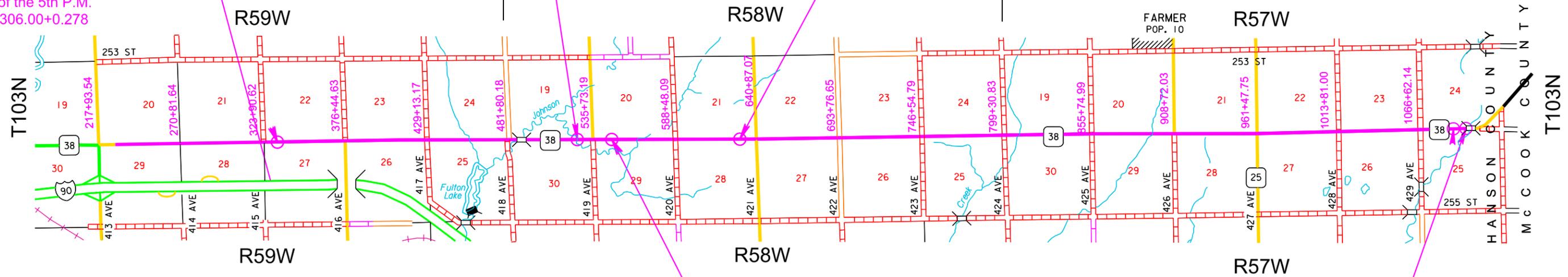
BEGIN P-PH 0038(48)306
BEGIN PIPE WORK
 Station 334+00.00 located 24.26 feet North and 1009.12 feet East of the Northwest corner of Section 27 - Township 103 North - Range 59 West of the 5th P.M. MRM 306.00+0.278

BEGIN MODIFY INTERSECTION
 Station 520+18.00

END PIPE WORK
BEGIN GRADING
 Station 629+60.00

END MODIFY INTERSECTION
 Station 551+28.00

END P-PH 0038(48)306
END GRADING
 Station 1082+24.00 located 54.85 feet South and 1068.66 feet West of the N1/4 corner of Section 25 - Township 103 North - Range 57 West of the 5th P.M. MRM 320.00+0.278



Plot Scale - 1:200

Plotted From - TRPR13462

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SECTION F – ESTIMATE OF QUANTITIES

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F2	F14

Plotting Date: 12/16/2025

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3320	Checker	Lump Sum	LS
120E6200	Water for Granular Material	1,841.8	MGal
260E1010	Base Course	14,967.8	Ton
260E1030	Base Course, Salvaged	137,518.9	Ton
260E3500	Temporary Gravel Surfacing	1,000.0	Ton
320E1200	Asphalt Concrete Composite	2,317.2	Ton
330E0010	MC-70 Asphalt for Prime	269.5	Ton
330E0300	SS-1h or CSS-1h Asphalt for Fog Seal	33.5	Ton
330E1000	Blotting Sand for Prime	683.1	Ton
330E3000	Sand for Fog Seal	10.0	Ton
332E0010	Cold Milling Asphalt Concrete	95,238	SqYd
360E0020	AE150S Asphalt for Surface Treatment	234.7	Ton
360E1050	Type 3 Cover Aggregate	3,160.7	Ton

SURFACING THICKNESS DIMENSIONS

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

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

CHECKING SPREAD RATES

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

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

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

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

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

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

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

RECYCLED CONCRETE AGGREGATE (RCA)

Portland cement concrete pavement (RCA) removed from the mainline within the project limits may be crushed and reused as granular material provided it meets the requirements for the granular material it is replacing.

All in-place rebar will be separated and removed from the RCA.

There is an estimated 728.2 tons (457.1 cu.yds.) of PCC Pavement on this project that can be crushed and reused. This quantity is based on a unit weight of 118 lbs. per cubic foot for the recycled concrete aggregate.

The Contractor will dispose of the material (including existing rebar) not utilized on the project at a site approved by the Engineer.

Payment for the recycled concrete aggregate will be at the contract unit price per ton for the granular material that it is replacing.

COLD MILLING ASPHALT CONCRETE

The Los Angeles Abrasion Loss value on the aggregate used for the in-place asphalt concrete was 25. This value was obtained from testing during construction of the in-place asphalt concrete.

10,000 tons of cold milled asphalt concrete material will be stockpiled according to the Haul and Stockpile Asphalt Mix Material plan note to be used as RAP in the asphalt concrete for PCN 06D9. The maximum depth of cold milling will not exceed 2 inches, except from Sta. 629+60.00 to Sta. 640+82.04 cold milling will be full depth over existing PCC Pavement as shown in the typical sections.

BASE COURSE, SALVAGED

Base Course, Salvaged will be obtained from the stockpile site(s) provided by the Contractor and may be used without further gradation testing.

The Contractor will ensure the Base Course, Salvaged material contains no more than 50% salvaged asphalt mix material and at least 50% granular material (salvaged or virgin). Blended material will be to the satisfaction of the Engineer.

All other requirements for Base Course, Salvaged will apply.

SALVAGED MATERIAL

The quantity of salvaged asphalt mix and granular base material may vary from the plans. The Contractor will be required to use all of the salvaged material on this project, except for material stockpiled for use on a future surfacing project, by decreasing or increasing the quantity of Base Course as necessary, or as directed by the Engineer.

TABLE OF SALVAGED MATERIAL
(For Informational Purposes Only, See Typical Sections & Section B)

Material Type	Haul and Stockpile Asphalt Mix Materials (Tons)	Salvaged and Stockpile Asphalt Mix and Granular Base Material (Tons)
RAP from Cold Milling Asphalt Concrete for Future Project (PCN 06D9) (Tons)	10,000.0	
Base Course, Salvaged (Tons)		137,518.9
Temporary Gravel Surfacing (Tons)		1,000.0

STOCKPILE SITE

Prior to stockpiling of materials, topsoil will be salvaged from and stockpiled within the leased area. Topsoil will be considered to consist of the upper 6 inches of natural soil which normally supports vegetation.

Payment for fence and stockpile site preparation will be incidental to the various contract items.

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TEMPORARY GRAVEL SURFACING

An estimated 1,000 tons of Temporary Gravel Surfacing and 12.0 mgal of Water for Granular Material is provided for this project and may be used as determined necessary and at locations approved by the Engineer. The Temporary Gravel Surfacing is provided to protect completed subgrade work from damage by traffic or equipment during wet weather. Temporary Gravel Surfacing may be used on the finished subgrade prior to Base Course or Base Course, Salvaged installation and/or to protect exposed subgrade prior to the completion of the finished subgrade surface. The Engineer will direct the Contractor to place Temporary Gravel Surfacing if adverse weather is imminent and/or the usage of the material will help prevent road closures.

The Temporary Gravel Surfacing will be obtained from the stockpile site(s) provided by the Contractor from the blended and salvaged granular material produced on this project and may be used without further gradation testing.

Compaction to a specified density is not required.

The Contractor will be required to salvage as much of the Temporary Gravel Surfacing as possible prior to resuming construction of the subgrade. The salvaged Temporary Gravel Surfacing may be used again on the project.

Temporary gravel surfacing will be paid for at the contract unit price per ton for Temporary Gravel Surfacing. Measurement of the Temporary Gravel Surfacing will be by use of scale, loader scale, or as approved by the Engineer. The contract unit price will include all costs associated with hauling, placing, compacting, maintaining, salvaging and stockpiling the material. For Temporary Gravel Surfacing salvaged after use on the subgrade and used again on the project, the amount used again will be measured and paid for again at the contract unit price per ton.

ASPHALT CONCRETE COMPOSITE

Asphalt Concrete Composite will include MC-70 Asphalt for Prime placed at the rate of 0.30 gallons per square yard. The Asphalt for Prime will be applied to the Base Course, Salvaged or Base Course for the full width of the bottom layer of Asphalt Concrete Composite plus one foot additional on the outside shoulder.

Asphalt for tack SS-1h or CSS-1h will be applied prior to each lift of Asphalt Concrete Composite. Asphalt for tack will be applied at a rate of 0.09 gallons per square yard on existing pavement or milled asphalt concrete surfaces and at a rate of 0.06 gallons per square yard on primed base course or new asphalt concrete pavement. The Asphalt for tack will be applied for the full width of the bottom layer of Asphalt Concrete Composite plus one-half foot additional on the outside shoulder.

The binder used in the Asphalt Concrete Composite will be PG 58-34 or PG 64-34.

BLOTTING SAND FOR PRIME

Included in the Estimate of Quantities are 10 tons of Blotting Sand for Prime to be used where necessary for maintenance of traffic as directed by the Engineer. (Rate = 10 pounds per square yard)

COVER AGGREGATE

Cover Aggregate will conform to the requirements of the Specifications for Type 3 and will be furnished by the Contractor.

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. Estimated quantity equals 10 tons.

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".

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F3	F14

Plotting Date: 12/16/2025

RATES OF MATERIALS

The estimate of Surfacing Quantities is based on the following quantities of materials per **station**.

Section 5 (Rate A) Lt. 8' Shoulder Rate
Sta. 520+18 to 551+28

Base Course or Base Course, Salvaged 100.48 Tons.

Water for Granular Material at the rate of 1.21 MGal.

ASPHALT CONCRETE COMPOSITE – 1st Lift
Total Mix 8.56 Tons

ASPHALT CONCRETE COMPOSITE – 2nd Lift
Total Mix 11.41 Tons

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

Section 5 (Rate B) Turn Lane & Rt. 6' Shoulder Rate
Sta. 520+18 to 551+28

Base Course or Base Course, Salvaged 169.39 Tons.

Water for Granular Material at the rate of 2.03 MGal.

ASPHALT CONCRETE COMPOSITE – 1st Lift
Total Mix 39.32 Tons

ASPHALT CONCRETE COMPOSITE – 2nd Lift
Total Mix 26.21 Tons

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

Section 7 (Rate C)
Sta. 640+95 to 652+30
Sta. 949+63 to 973+33

Base Course or Base Course, Salvaged 382.38 Tons.

Water for Granular Material at the rate of 4.59 MGal.

MC-70 Asphalt for Prime at the Rate of 0.71 Tons applied 54 feet wide
(Rate = .30 gallon per square yard).

Blotting Sand for Prime at the rate of 2.00 Tons applied 36 feet wide
(Rate = 10 lbs. per square yard).

ASPHALT SURFACE TREATMENT

Asphalt for Surface Treatment AE150S at the rate of 0.66 Tons applied 40 feet wide
(Rate = .35 gallons per square yard).

Type 3 Cover Aggregate at the rate of 8.89 Tons applied 40 feet wide
(Rate = 40 lbs. per square yard).

FOG SEAL

SS-1h or CSS-1h Asphalt for Fog Seal at the rate of 0.09 Tons applied 40 feet wide
(Rate = .05 gallons per square yard)

The estimate of Surfacing Quantities is based on the following quantities of materials per **mile**.

Section 8 (Rate D)
Sta. 652+30 to 949+63
Sta. 973+33 to 1082+24

Base Course or Base Course, Salvaged 15,939 Tons.

Water for Granular Material at the rate of 191.3 MGal.

MC-70 Asphalt for Prime at the Rate of 29.2 Tons applied 42 feet wide
(Rate = .30 gallon per square yard).

Blotting Sand for Prime at the rate of 70 Tons applied 24 feet wide
(Rate = 10 lbs. per square yard).

ASPHALT SURFACE TREATMENT

Asphalt for Surface Treatment AE150S at the rate of 24.4 Tons applied 28 feet wide
(Rate = .35 gallons per square yard).

Type 3 Cover Aggregate at the rate of 329 Tons applied 28 feet wide
(Rate = 40 lbs. per square yard).

FOG SEAL

SS-1h or CSS-1h Asphalt for Fog Seal at the rate of 3.5 Tons applied 28 feet wide
(Rate = .05 gallons per square yard)

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F4	F14

Plotting Date: 12/16/2025

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Table of Materials Quantities

Plotting Date: 12/16/2025

Hans 05FA 15-July-25					WATER FOR GRANULAR MATERIAL	BASE COURSE OR BASE COURSE, SALVAGED	TEMPORARY GRAVEL SURFACING	COMPOSITE ASPHALT CONCRETE (Ton)		ASPHALT FOR PRIME	BLOTTING SAND FOR PRIME	ASPHALT FOR SURFACE TREATMENT	TYPE 3 COVER AGGREGATE FOR AST	ASPHALT FOR FOG SEAL	SAND FOR FOG SEAL
Station	to	Station			(MGal)	(Ton)	(Ton)	1st Lift	2nd Lift	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)
RATES															
Rate A - Lt Shoulder					37.6	3124.9		266.2	354.9						
Rate B - Turn Lane & Rt. Shoulder					29.0	2422.3		562.3	374.8						
Rate C - Mainline w/ turn lane					103.0	8584.4				15.9	44.9	14.8	199.6	2.0	
Rate D - Mainline					1464.6	122030.6				223.6	535.9	186.8	2518.9	26.8	
Shoulder Transition															
520	+	18.00	to	528	+	58.00		12.3	1028.4						
542	+	88.00	to	551	+	28.00		12.3	1028.4						
Mainline Transition															
629	+	60.00	to	631	+	60.00		9.6	801.0						
631	+	60.00	to	633	+	80.00		10.2	853.9						
633	+	80.00	to	640	+	95.00		35.1	2925.9						
648	+	10.00	to	652	+	30.00		17.2	1436.9						
949	+	63.00	to	953	+	83.00		17.2	1436.9						
969	+	13.00	to	973	+	33.00		17.2	1436.9						
1080	+	24.00	to	1082	+	24.00		8.3	693.0						
Miscellaneous Areas															
Mailboxes - 8 ea					0.7	57.4				0.1	5.4	2.4	31.9	0.3	
Traffic Control Surfacing - note					12.0		1000.0								
Sand for Fog Seal - note															10.0
Intersecting Roads															
Sta. 961+48 Lt. (SD25 North)					5.3	439.1				0.9	3.6	1.1	14.5	0.2	
Sta. 961+48 Rt. (SD25 South)					5.3	442.0				0.9	3.7	1.1	14.6	0.2	
24' Int. Rds Lt. (beyond ROW) - 1 each					2.3	187.8				0.8	3.6	1.1	14.3	0.2	
24' Int. Rds Rt. (radius only) - 1 each					2.1	177.0				0.4	1.5	0.5	6.1	0.1	
28' Int. Rds (radius only) - 13 each					12.6	1052.7				4.2	17.8	5.3	71.3	0.8	
28' Int. Rds (beyond ROW) - 3 each					4.7	394.3				1.8	7.5	2.2	30.0	0.3	
Entrances															
40' Entrance - 18 each					11.7	976.9				1.6	6.6	2.0	26.4	0.3	
32' Entrance - 2 each					1.1	91.7				0.2	0.7	0.2	2.7		
24' Entrance - 22 each					9.9	824.3				1.6	6.9	2.1	27.6	0.3	
24' Entrance 521+40 Rt. & Mailbox					0.5	40.0		21.0							
Totals					1841.8	152486.7	1000.0	1292.3	1024.9	269.5	683.1	234.7	3160.7	33.5	10.0

2317.2

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IN PLACE TYPICAL SECTIONS

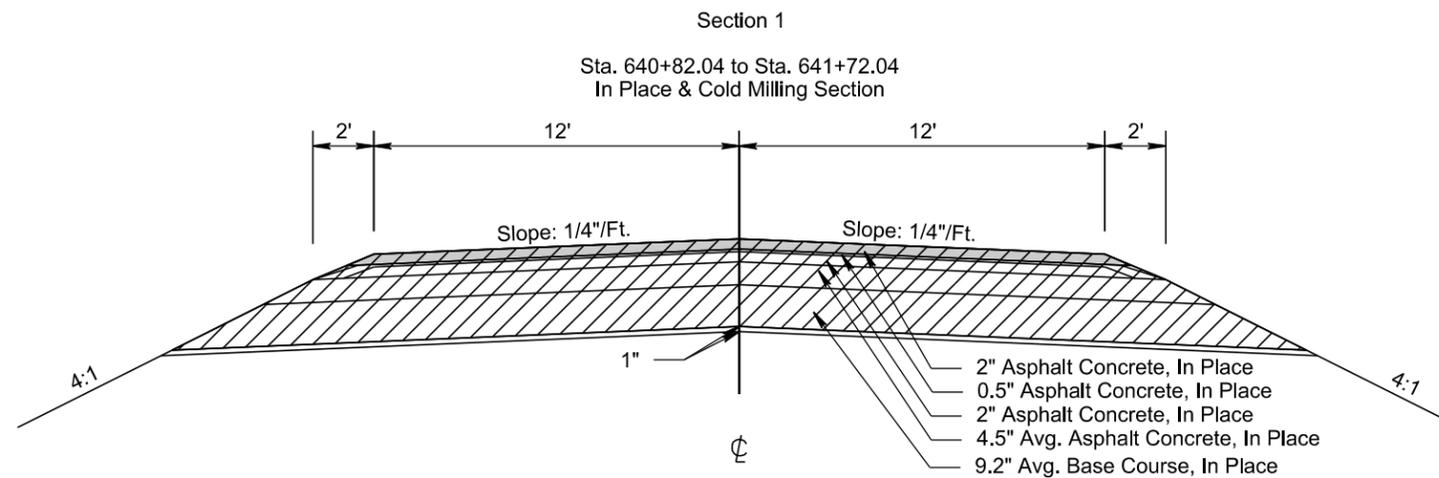
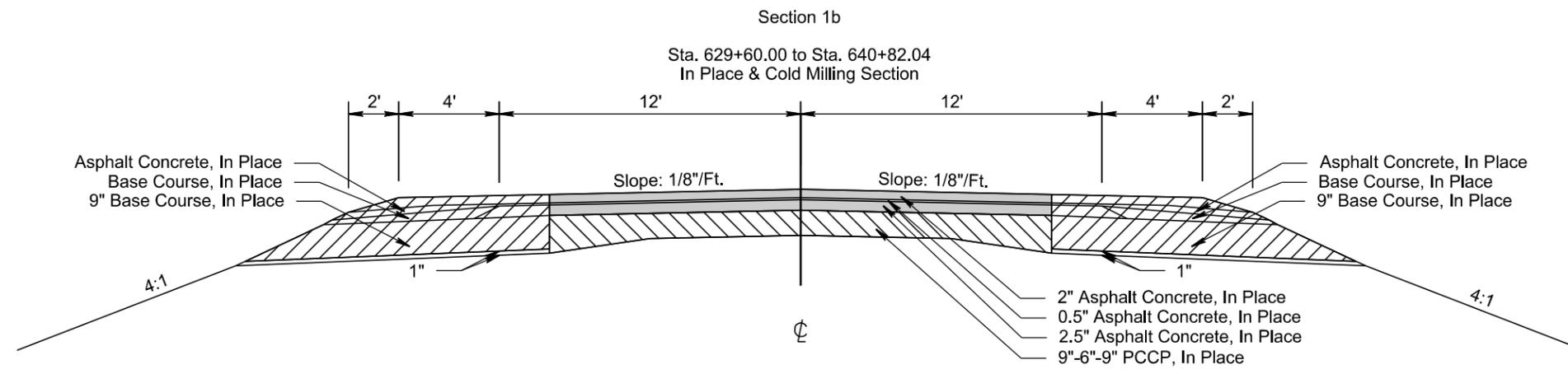
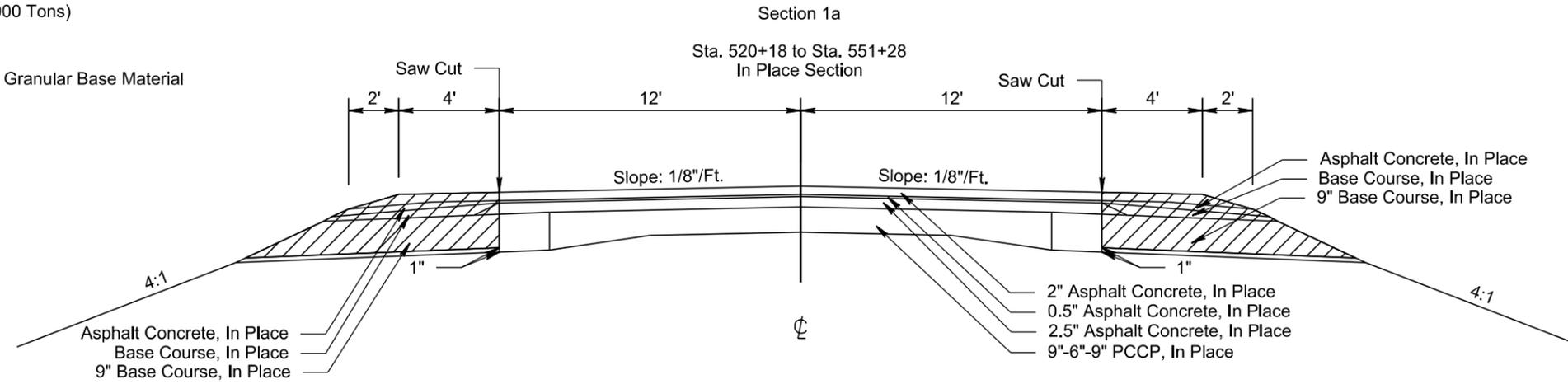
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F6	F14

Plotting Date: 12/16/2025

 Cold Milled Asphalt Concrete (10,000 Tons)

 Salvage & Stockpile Asphalt Mix & Granular Base Material and Unclassified Excavation

 Remove Concrete Pavement



PLOT SCALE - 1/8" = 10'-0"

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PLOT NAME - 6

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IN PLACE TYPICAL SECTIONS

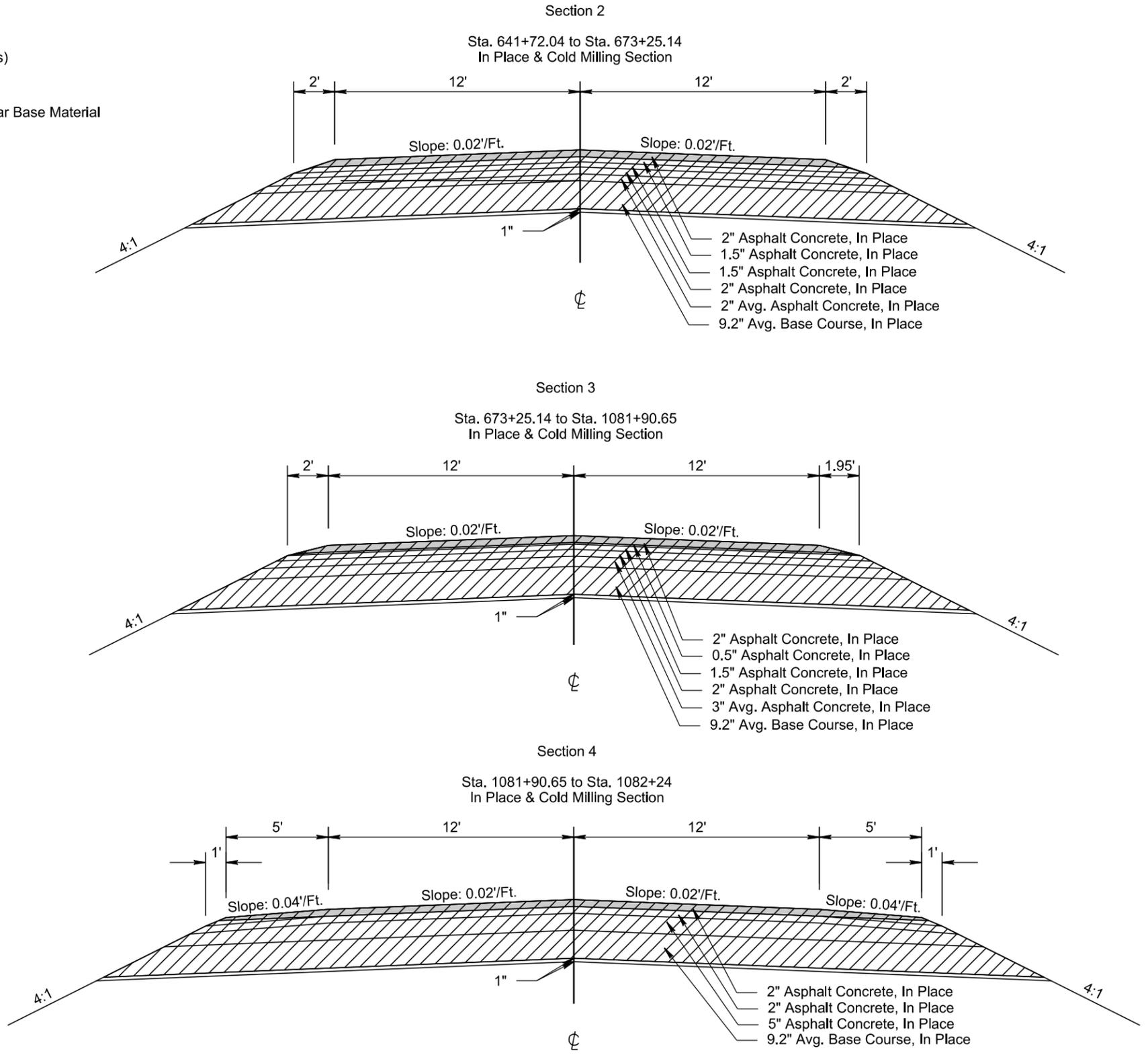
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F7	F14

Plotting Date: 12/16/2025

PLOT SCALE - 1:6,000

PLOT NAME - 7

-  Cold Milled Asphalt Concrete (10,000 Tons)
-  Salvage & Stockpile Asphalt Mix & Granular Base Material and Unclassified Excavation



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TYPICAL SURFACING SECTIONS

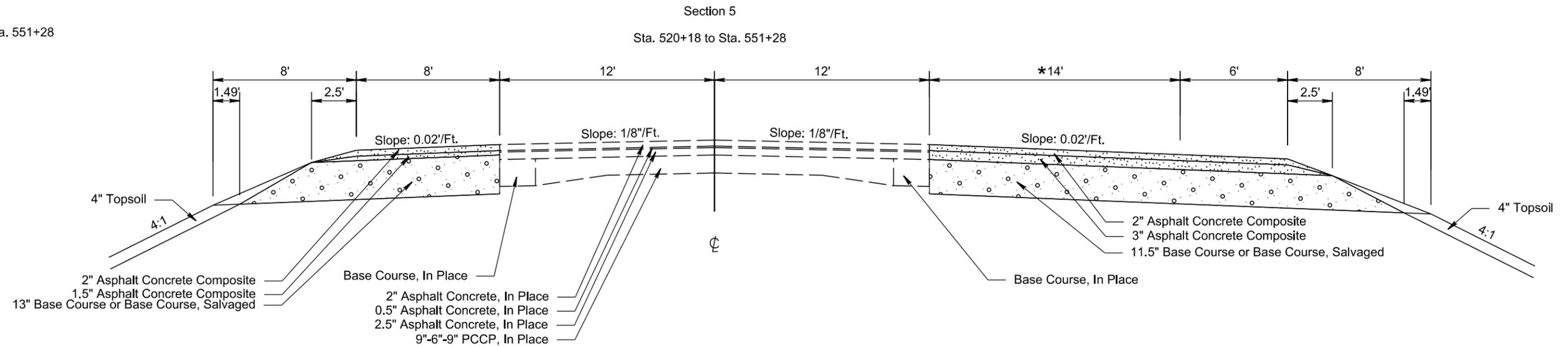
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F8	F14

Plotting Date: 12/16/2025

Transitions:

Sta. 520+18 to Sta. 528+58
* 0' to 14'

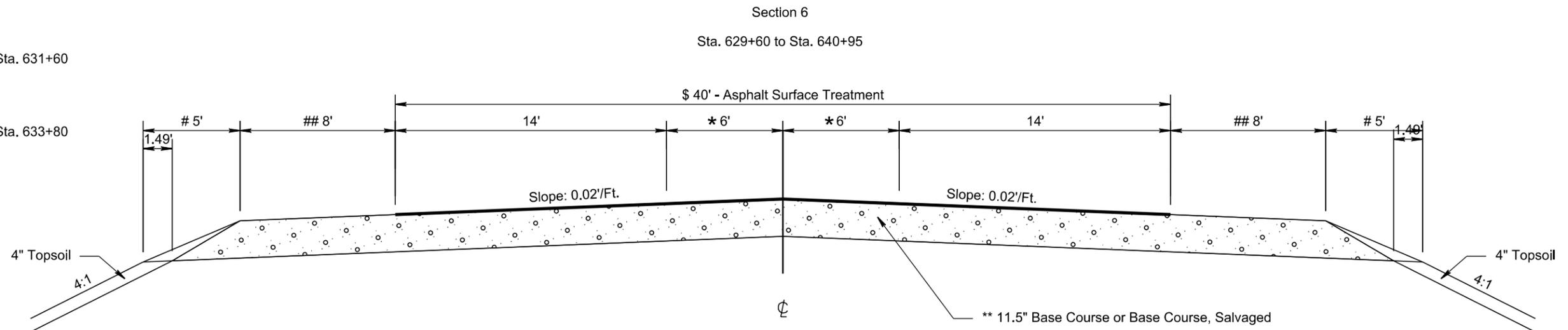
Sta. 542+88 to Sta. 551+28
* 14' to 0'



Transitions:

Sta. 629+60 to Sta. 631+60
** 16.5" to 11.5"
7' to 5'
6' to 8'

Sta. 629+60 to Sta. 633+80
* 0' to 6'
\$ 28' to 40'



PLOT SCALE - 1/8"=1'-0"

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PLOT NAME - 8

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TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F9	F14

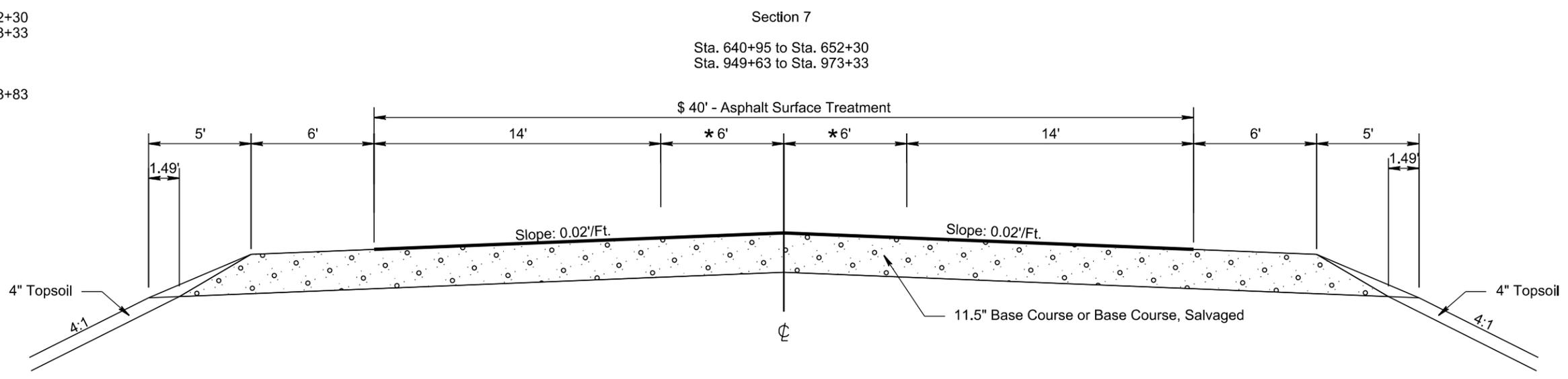
Plotting Date: 12/16/2025

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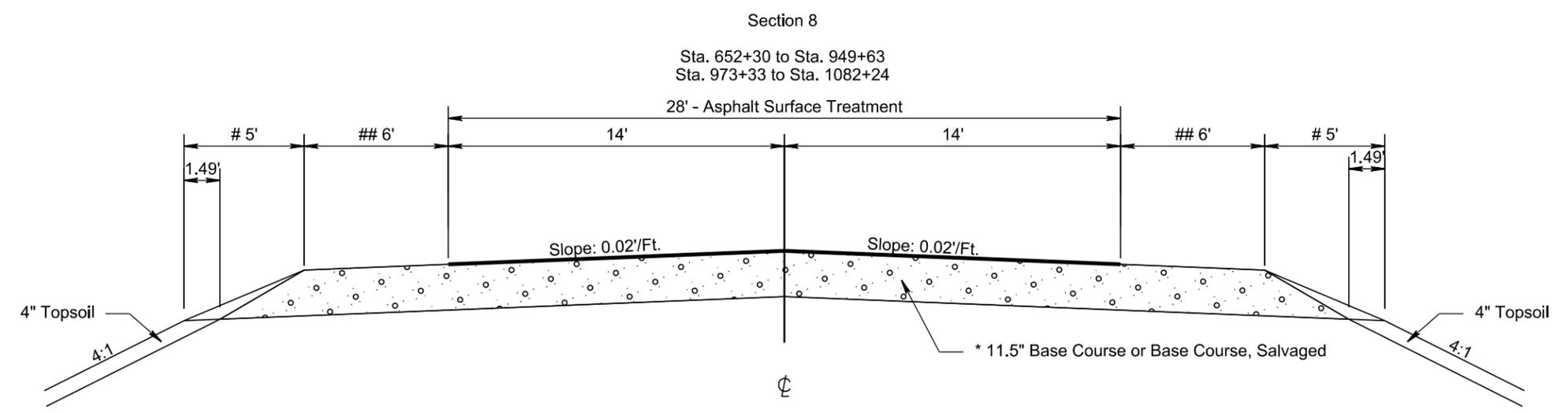
PLOT NAME - 9

Transitions:
 Sta. 648+10 to Sta. 652+30
 Sta. 969+13 to Sta. 973+33
 * 6' to 0'
 \$ 40' to 28'

Sta. 949+63 to Sta. 953+83
 * 0' to 6'
 \$ 28' to 40'



Transitions:
 Sta. 1080+24 to Sta. 1082+24
 * 11.5" to 16.5"
 # 5' to 7'
 ## 6' to 4'



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TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F10	F14

Plotting Date: 12/16/2025

PLOT SCALE - 1+6.00001

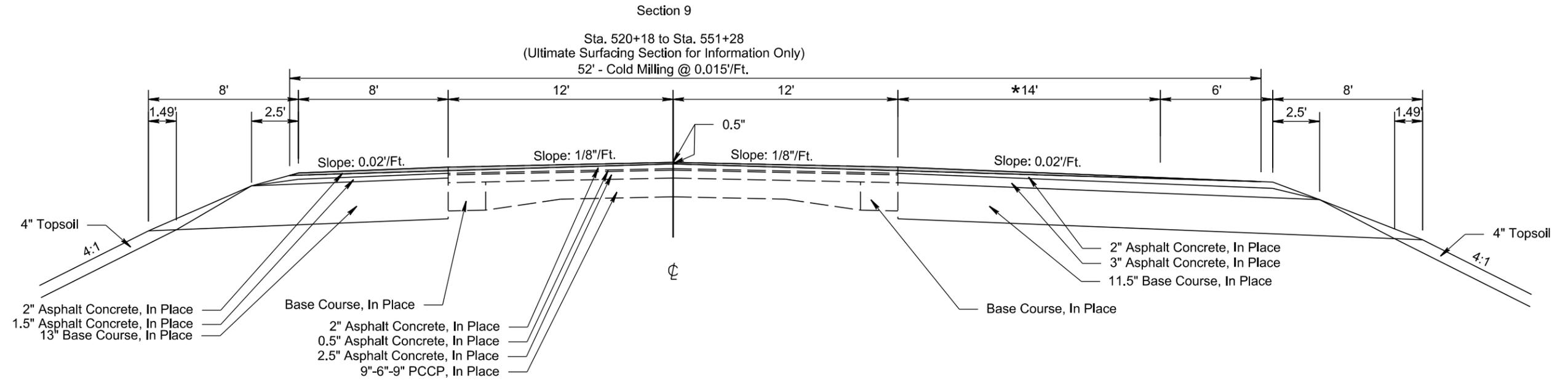
PLOT NAME - 10

FILE - ... \TYPICAL SECTIONS 05FA.DGN

Transitions:

Sta. 520+18 to Sta. 528+58
* 0' to 14'

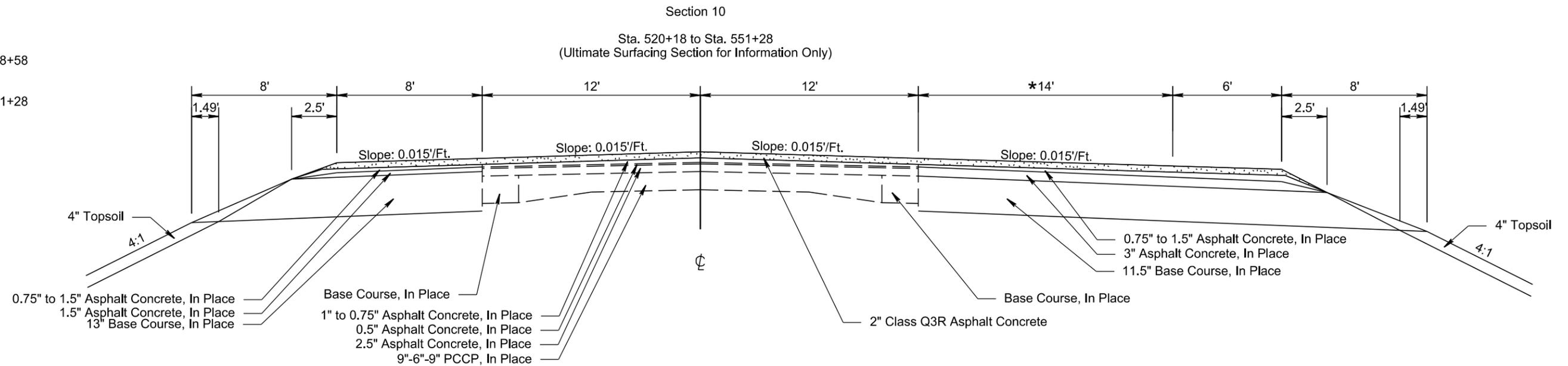
Sta. 542+88 to Sta. 551+28
* 14' to 0'



Transitions:

Sta. 520+18 to Sta. 528+58
* 0' to 14'

Sta. 542+88 to Sta. 551+28
* 14' to 0'



PLOTTED FROM - TRPR13462

TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F11	F14

Plotting Date: 12/16/2025

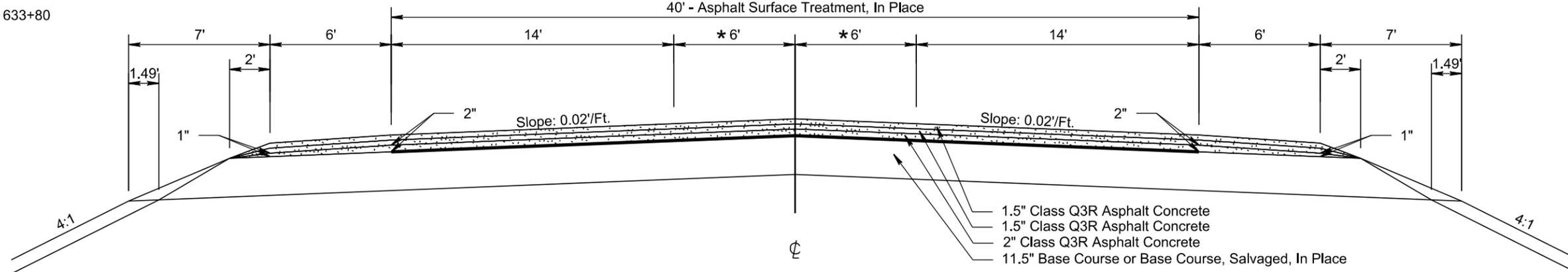
Section 11

Sta. 629+60 to Sta. 640+95
(Ultimate Surfacing Section for Information Only)

40' - Asphalt Surface Treatment, In Place

Transitions:

Sta. 629+60 to Sta. 633+80
* 0' to 6'



Section 12

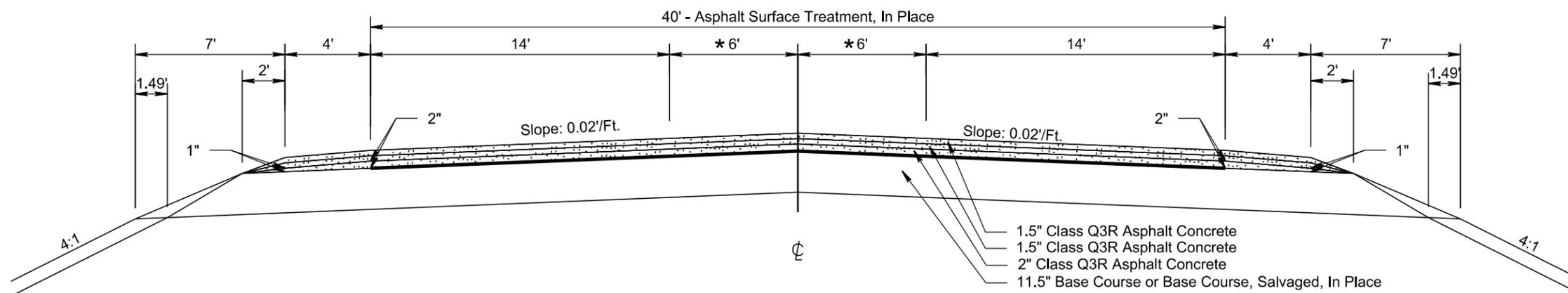
Sta. 640+95 to Sta. 652+30
Sta. 949+63 to Sta. 973+33
(Ultimate Surfacing Section for Information Only)

40' - Asphalt Surface Treatment, In Place

Transitions:

Sta. 648+10 to Sta. 652+30
Sta. 969+13 to Sta. 973+33
* 6' to 0'

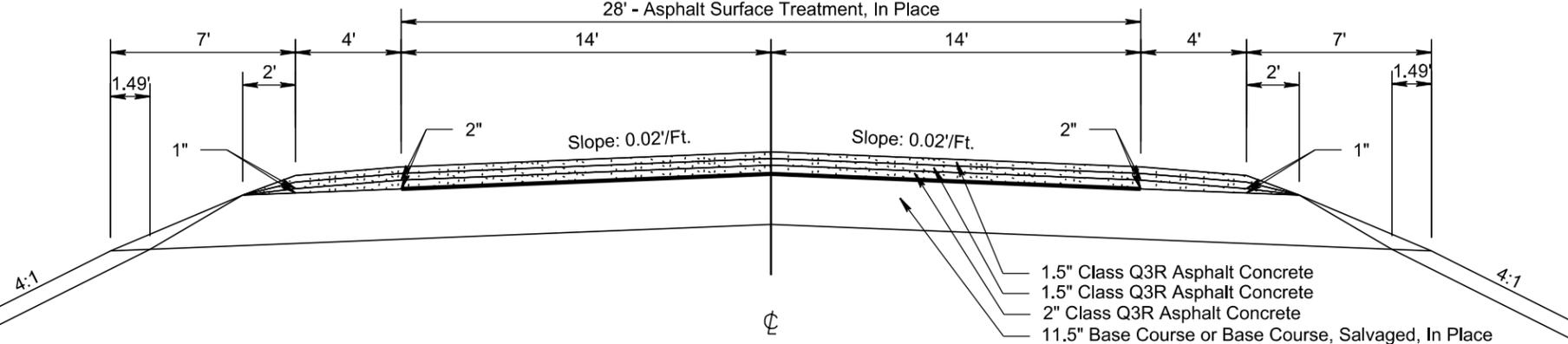
Sta. 949+63 to Sta. 953+83
* 0' to 6'



Section 13

Sta. 652+30 to Sta. 949+63
Sta. 973+33 to Sta. 1082+24
(Ultimate Surfacing Section for Information Only)

28' - Asphalt Surface Treatment, In Place



PLOT SCALE - 1+6.00001

PLOTTED FROM - TRPR13462

PLOT NAME - 11

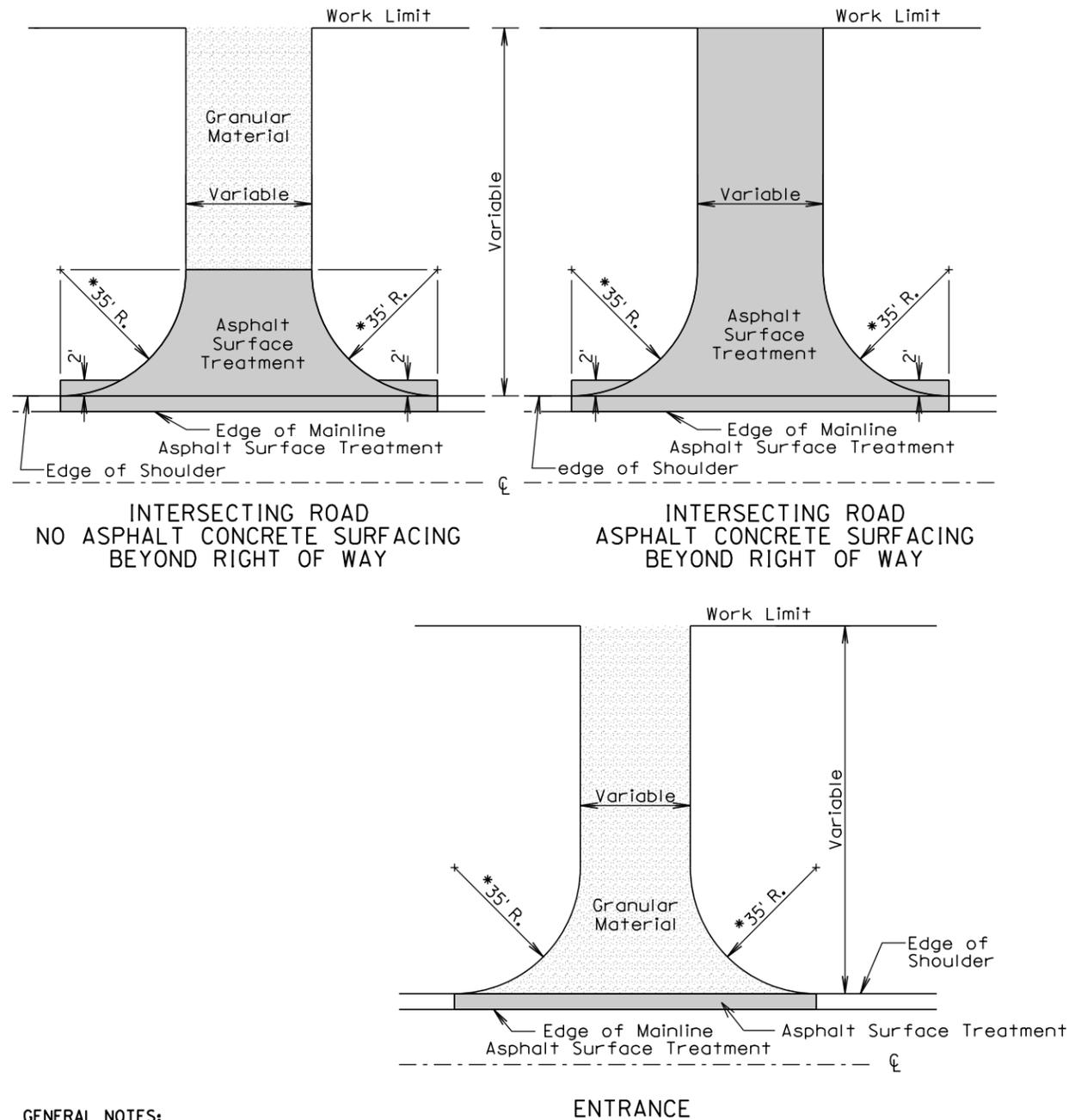
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SPECIAL DETAILS

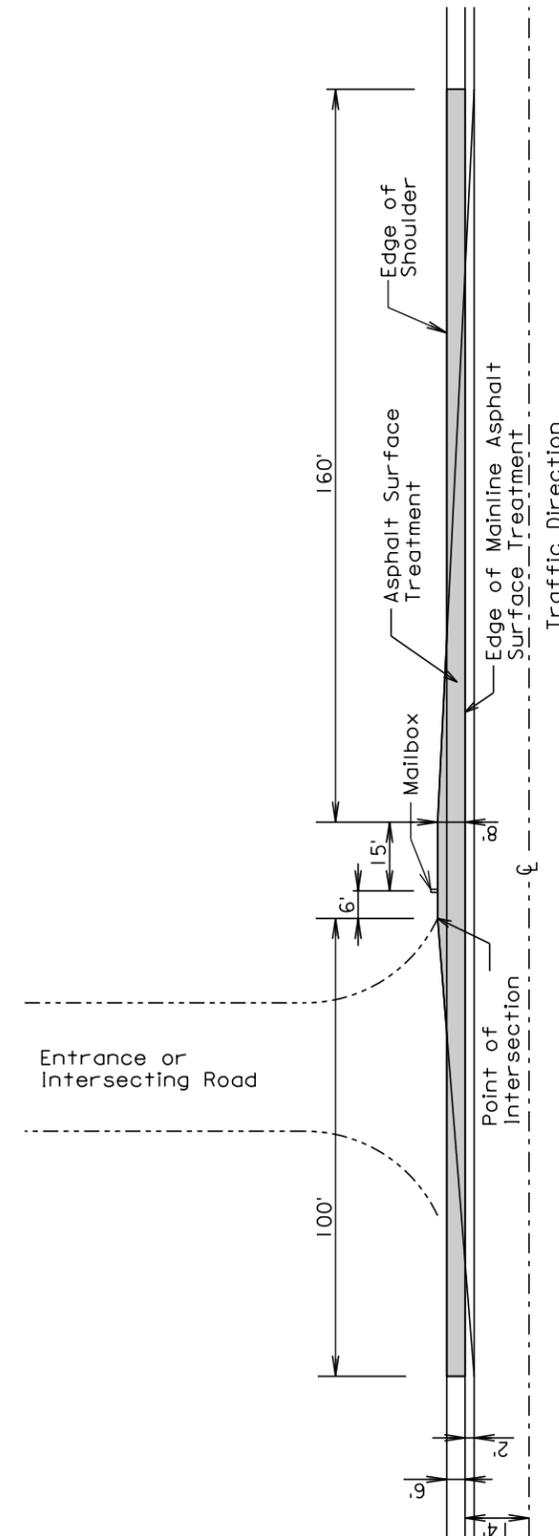
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F12	F14

Plotting Date:
12/16/2025

INTERIM SURFACING OF INTERSECTING ROADS AND ENTRANCES



MAILBOX TURNOUT



GENERAL NOTES:

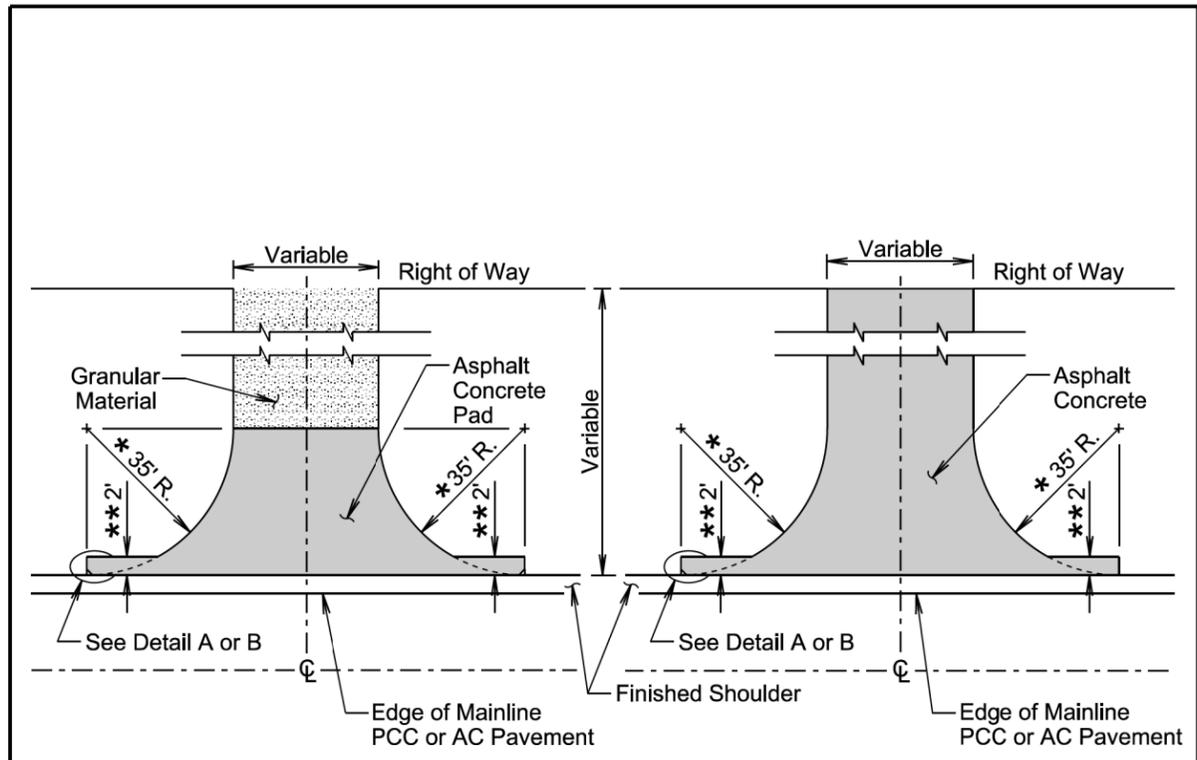
The details shown are provided as a guide for surfacing. The precise construction limits for situations other than the standards shown will be determined by the Engineer during construction.

*35' Radius except as noted elsewhere in plans.

PLOT SCALE - 1:200

-PLOTTED FROM - TRPR13462

Plot Scale - 1:200



PLAN VIEW
(Intersecting Road)
(No Asphalt Concrete Surfacing
Beyond Right of Way)

PLAN VIEW
(Intersecting Road)
(Asphalt Concrete Surfacing
Beyond Right of Way)

GENERAL NOTES:

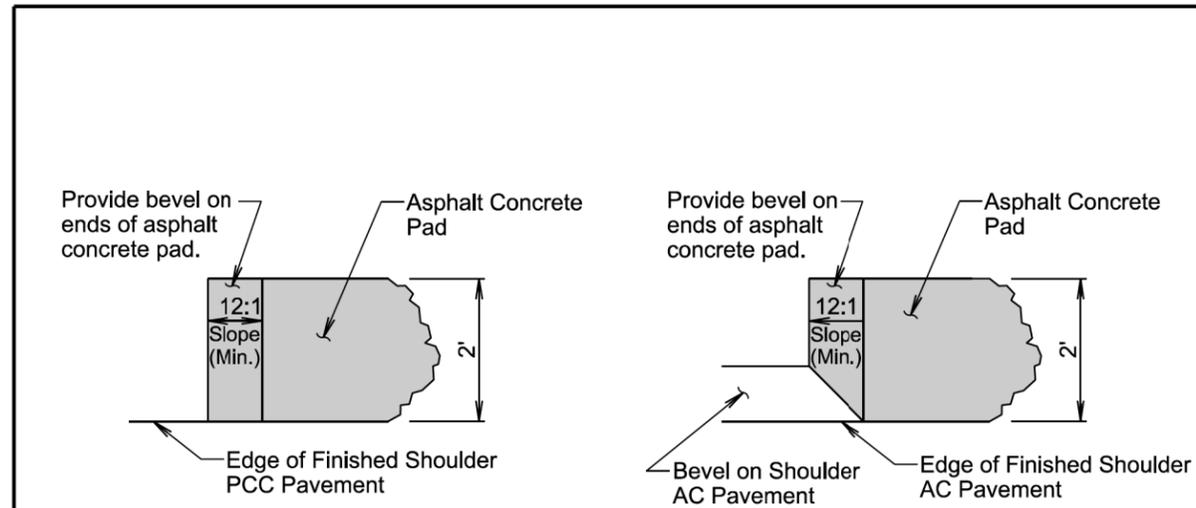
The precise construction limits for situations other than shown above will be determined by the Engineer during construction.

* For new construction, 35' radius typical or as specified in the plans. For resurfacing projects, radius is variable depending on existing conditions.

** The Contractor may adjust the screed of the paver during mainline paving operations to provide the 2-foot asphalt concrete pad or the Contractor may provide the 2-foot asphalt concrete pad during paving of the intersecting roads as shown above. The Engineer may eliminate the 2-foot asphalt concrete pads if the Engineer, in the Engineer's sole discretion, determines the pads are infeasible to construct due to site specific reasons including, but not limited to; existing inslope configuration, borrow and material availability, and right-of-way constraints.

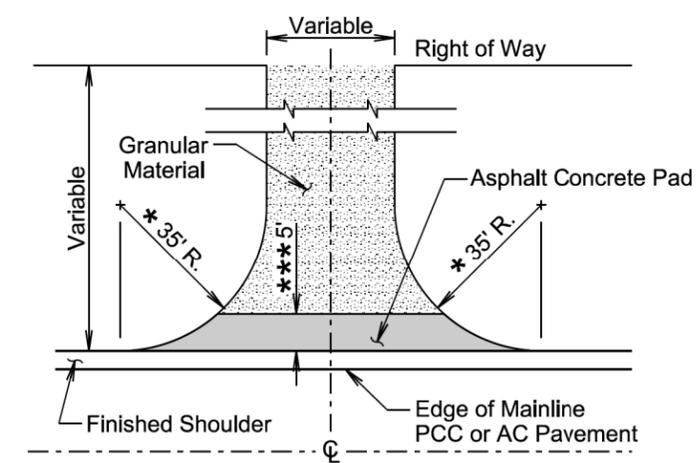
August 27, 2020

S D D O T	SURFACING OR RESURFACING OF INTERSECTING ROADS AND ENTRANCES (MAINLINE AND SHOULDERS: PCC OR AC PAVEMENT)	PLATE NUMBER 320.04
		Sheet 1 of 2
<i>Published Date: 2026</i>		



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

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



PLAN VIEW
(Entrance)

*** Not required if finished shoulder width is 4' or greater.

August 27, 2020

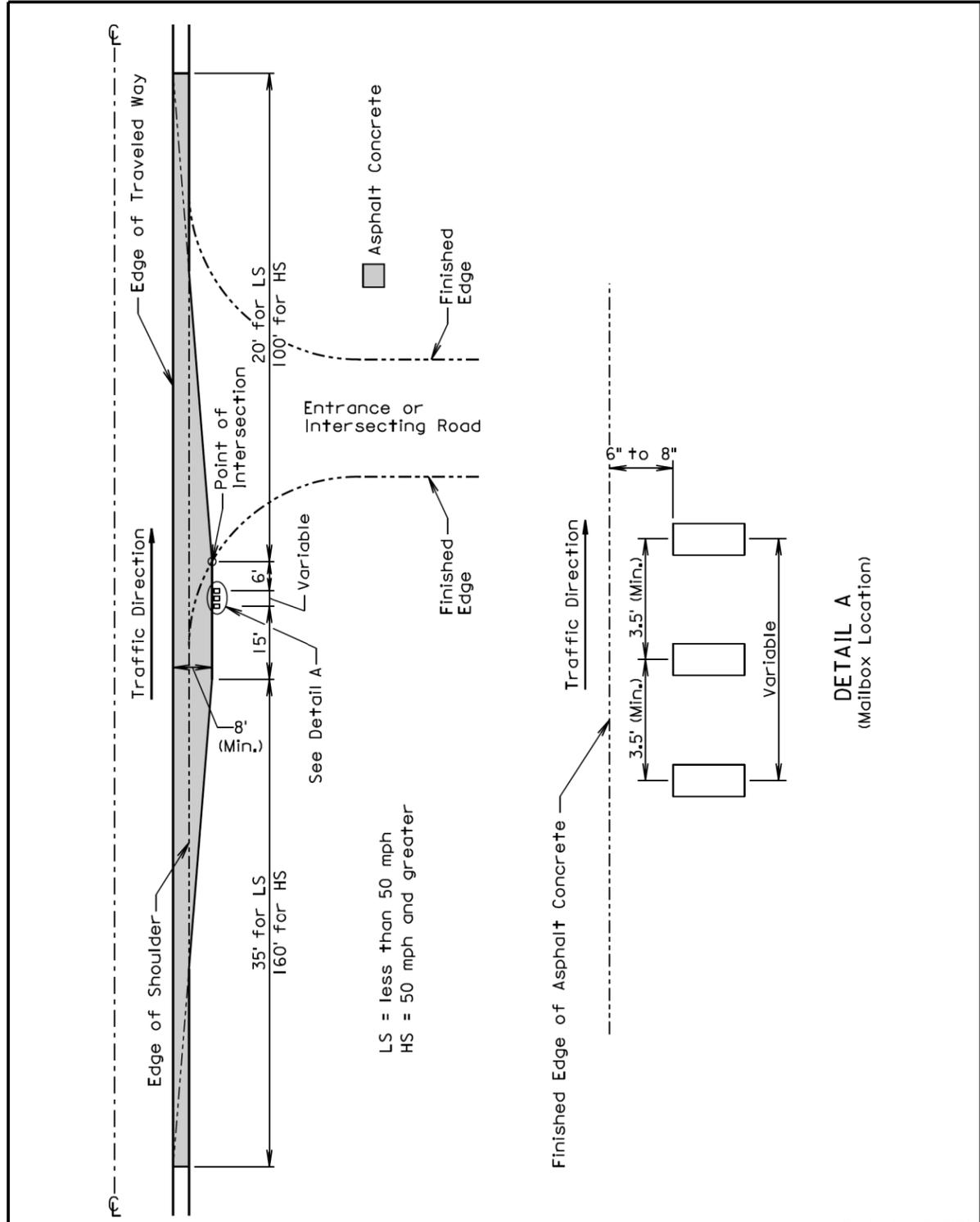
S D D O T	SURFACING OR RESURFACING OF INTERSECTING ROADS AND ENTRANCES (MAINLINE AND SHOULDERS: PCC OR AC PAVEMENT)	PLATE NUMBER 320.04
		Sheet 2 of 2
<i>Published Date: 2026</i>		

Plotted From: TRPR13462

File: ...ltrans05FA\StdPlateSectionF.dgn

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	F14	F14

Plotting Date: 12/16/2025



September 6, 2015

Published Date: 2026	S D D O T	MAILBOX TURNOUT	PLATE NUMBER 900.01
			Sheet 1 of 1