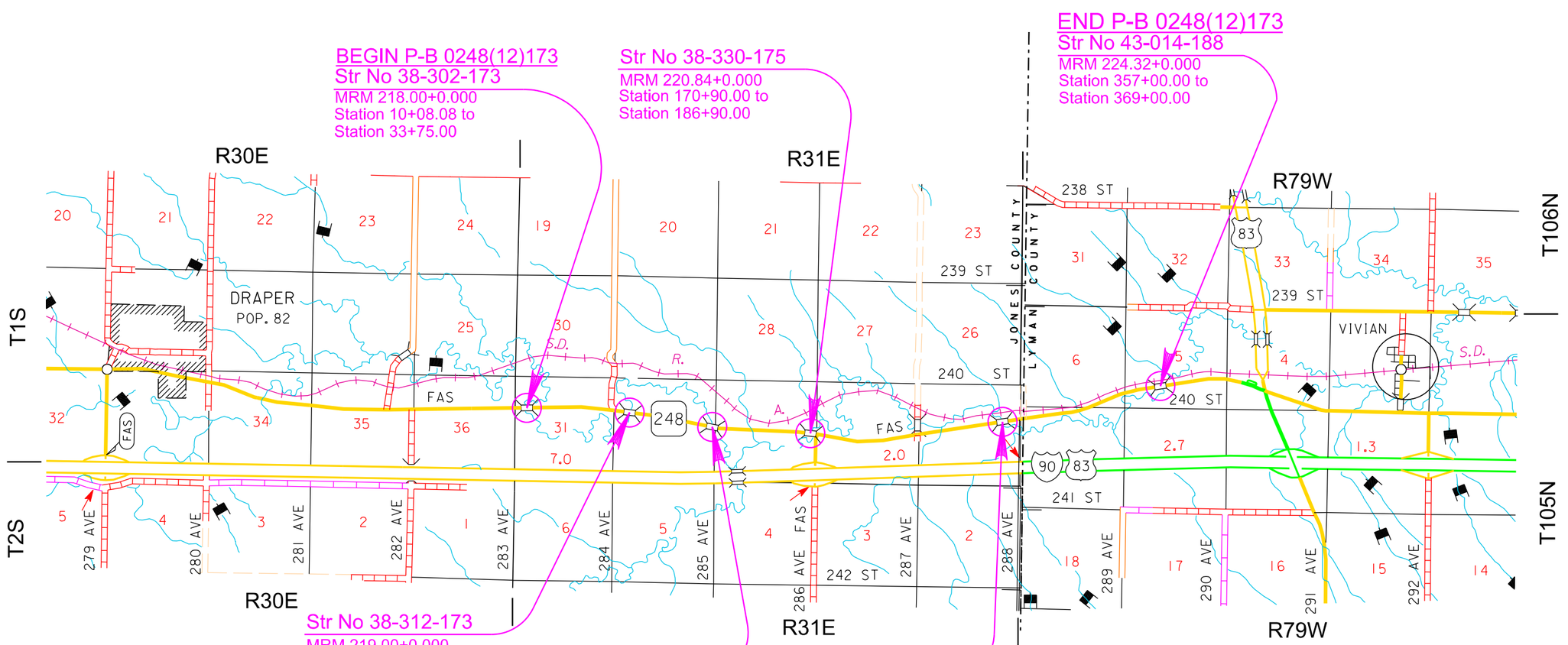
Section F: Surfacing Plans

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-B 0248(12)173	F1	F10

Plotting Date: 12/08/2025

INDEX OF SHEETS

F1	General Layout with Index
F2 - F5	Estimate of Quantities, Notes, Rates, and Tables
F6 - F7	Typical Surfacing Sections
F8 - F10	Standard Plates



PLOT NAME - 1
FILE - ...\PRJ\JONS0667\0667_TITLEF.DGN

SECTION F SURFACING QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3320	Checker	Lump Sum	LS
120E6200	Water for Granular Material	510.8	MGal
260E1030	Base Course, Salvaged	31,007.5	Ton
260E1080	Base Course, Salvaged, State Furnished	11,554.2	Ton
320E3000	Compaction Sample	9	Each
330E0010	MC-70 Asphalt for Prime	70.2	Ton
330E0100	SS-1h or CSS-1h Asphalt for Tack	31.0	Ton
330E0210	SS-1h or CSS-1h Asphalt for Flush Seal	11.9	Ton
330E1000	Blotting Sand for Prime	171.2	Ton
330E2000	Sand for Flush Seal	121.7	Ton
332E0010	Cold Milling Asphalt Concrete	41,528	SqYd

Alternate A Quantities:

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
320E0032	PG 58H-34 Asphalt Binder	691.2	Ton
320E1070	Class HR Asphalt Concrete	15,024.9	Ton

Alternate B Quantities:

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
320E0032	PG 58H-34 Asphalt Binder	571.3	Ton
320E1070	Class HR Asphalt Concrete	15,431.1	Ton

CHECKING SPREAD RATES

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

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

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

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

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

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

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

SURFACING THICKNESS DIMENSIONS

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

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

INTERSECTING ROADS AND ENTRANCES

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

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

COLD MILLING ASPHALT CONCRETE

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

Cold milling asphalt concrete will be done according to the typical section(s). The material removed by cold milling will be within the top 2" of the in-place asphalt concrete surfacing. In areas where maintenance patches have raised and/or widened the road, additional asphalt concrete will be milled to provide a uniform typical section from centerline to the edge of the finished shoulder. These areas also include farm, residential, field entrances and intersecting roads. Milling will be daylighted to the outside edge of the roadway. Any additional costs associated with this additional cold milling will be incidental to the contract unit price per square yard for "Cold Milling Asphalt Concrete". Cold milling asphalt concrete will be completed prior to "Salvage and Stockpile Asphalt Mix and Granular Base Material."

Cold milling asphalt is estimated to produce 3,754.1 tons of cold milled asphalt concrete material. An estimated 3,100 tons of cold milled asphalt concrete material will be used on this project as RAP in the Class HR Hot Mixed Asphalt Concrete mixture. The Contractor is responsible to assure enough asphalt concrete salvage is available for the Class HR Hot Mixed Asphalt Concrete.

The remainder of the salvaged asphalt concrete material not used on the project will be disposed of as directed by the Engineer.

RAP achieved for project use and/or other uses is based on the dimensions given in the typical section(s). Field conditions will vary from that given in the typical section(s). Therefore, the Contractor may be required to adjust the mill depth beyond 2", as necessary, to provide the quantity of RAP specified by the plans, if approved by the Engineer.

TABLE OF SALVAGED MATERIAL UTILIZATION

	RAP for Class HR Asphalt Concrete	Base Course, Salvaged	Excess Material	Total
	tons	tons	tons	tons
Cold Milling Asphalt Concrete	3,100.0		654.1	3,754.1
Salvage and Stockpile Asphalt Mix and Granular Material		31,007.5		31,007.5
State Furnished Granular Material		11,554.2		11,554.2
Total =	3,100.0	42,561.7	654.1	

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REVISED 8/24/2026 - BAH

WATER FOR COMPACTION

Water for compaction of the granular material is estimated at 510.8 MGal. A minimum of 4% moisture will be required at the time of compaction unless otherwise directed by the Engineer.

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% salvaged granular material. Blended material will be to the satisfaction of the Engineer.

All other requirements for Base Course, Salvaged will apply.

BASE COURSE, SALVAGED, STATE FURNISHED

Base Course, Salvaged, State Furnished estimated at 11,554.2 tons will be obtained from the stockpile site 3952 located in the SE ¼ of Section 22, Township 105 North, Range 77 West of the 5th P.M, Lyman County, South Dakota on the west side of US183 south of Presho. The state furnished material was produced from project PCN 06P1.

No gradation testing will be required for the Base Course, Salvaged, State Furnished material.

The Base Course, Salvaged, State Furnished is royalty free to the Contractor.

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 generated on this project, by decreasing or increasing the quantity of Base Course, Salvaged, State Furnished as necessary, or as directed by the Engineer.

CLASS HR ASPHALT CONCRETE

Virgin mineral aggregate for Class HR Asphalt Concrete Alternate A will conform to the requirements for Class E, Type 1.

Virgin mineral aggregate for Class HR Asphalt Concrete Alternate B will consist of a minimum of 80 percent crushed limestone ledge rock and will conform to the requirements for Class E, Type 1.

RAP will be obtained from the material produced by cold milling on this project. An estimated 3,100 tons will be required for use as RAP. The Class HR Asphalt Concrete will include 20 percent RAP in the mixture.

When directed by the Engineer, the Contractor will saw and remove a total of three undamaged compaction cores per asphalt concrete lift from designated area(s) and repair the hole(s) to the satisfaction of the Engineer. All costs associated with the compaction cores will be incidental to the contract unit price per each for “Compaction Sample”.

BLOTTING SAND FOR PRIME

Included in the Estimate of Quantities are 5 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)

RATES OF MATERIALS

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

TYPICAL SECTION 2: MAINLINE

Sta. 10+08.08 to Sta. 33+75.00
Sta. 63+27.31 to Sta. 94+38.00
Sta. 108+69.00 to Sta. 141+97.00
Sta. 170+90.00 to Sta. 186+90.00
Sta. 271+61.00 to Sta. 280+00.00

Base Course, Salvaged or Base Course, Salvaged, State Furnished
304.60 tons

Water for Granular Material at the rate of 3.66 MGal

MC-70 Asphalt for Prime at the Rate of 0.55 ton applied 42 feet wide
(Rate = 0.30 gallon per square yard).

Blotting Sand for Prime at the rate of 1.33 tons applied 24 feet wide
(Rate = 10 lbs. per square yard).

SS-1h or CSS-1h Emulsified Asphalt for Tack at the rate of 0.12 tons applied 41 feet wide
(Rate = 0.06 gallon per square yard).

SS-1h or CSS-1h Emulsified Asphalt for Flush Seal at the rate of 0.09 tons/Sta. applied 40 feet wide
(Rate = 0.05 gallon per square yard).

Sand for Flush Seal at the rate of 0.98 ton applied 22 feet wide
(Rate = 8 lbs. per square yard).

CLASS HR ASPHALT CONCRETE (per each 2.5” lift)

		Alternate A	Alternate B
Crushed Aggregate (80%)	(Ton)	44.72	46.36
Salvaged Asphalt Concrete (20%)	(Ton)	11.18	11.59
PG 58H-34 Asphalt Binder (A=4.6%, B=3.7%)	(Ton)	2.70	2.23
	TOTAL:	58.60	60.18

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

TYPICAL SECTION 3: MAINLINE

Sta. 357+00.00 to Sta. 360+32.40
Sta. 361+82.40 to Sta. 369+00.00

Base Course, Salvaged or Base Course, Salvaged, State Furnished
315.11 tons

Water for Granular Material at the rate of 3.78 MGal

MC-70 Asphalt for Prime at the Rate of 0.57 ton applied 43 feet wide
(Rate = 0.30 gallon per square yard).

Blotting Sand for Prime at the rate of 1.33 tons applied 24 feet wide
(Rate = 10 lbs. per square yard).

SS-1h or CSS-1h Emulsified Asphalt for Tack at the rate of 0.12 tons applied 42 feet wide
(Rate = 0.06 gallon per square yard).

SS-1h or CSS-1h Emulsified Asphalt for Flush Seal at the rate of 0.10 tons/Sta. applied 41 feet wide
(Rate = 0.05 gallon per square yard).

Sand for Flush Seal at the rate of 0.98 ton applied 22 feet wide
(Rate = 8 lbs. per square yard).

CLASS HR ASPHALT CONCRETE (per each 2” lift)

		Alternate A	Alternate B
Crushed Aggregate (80%)	(Ton)	36.25	37.58
Salvaged Asphalt Concrete (20%)	(Ton)	9.06	9.39
PG 58H-34 Asphalt Binder (A=4.6%, B=3.7%)	(Ton)	2.18	1.80
	TOTAL:	47.49	48.77

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

TYPICAL SECTION 4: TRAFFIC DIVERSIONS (MAINLINE STATIONING)

Sta. 23+50.00 to Sta. 32+24.00
Sta. 75+50.00 to Sta. 85+34.00
Sta. 119+49.00 to Sta. 127+89.00
Sta. 173+50.00 to Sta. 181+50.00
Sta. 272+61.00 to Sta. 279+13.00
Sta. 357+99.00 to Sta. 365+01.00

Base Course, Salvaged, State Furnished 67.67 tons

Water for Granular Material at the rate of 0.81 MGal

TABLE OF ADDITIONAL QUANTITIES

LOCATION	WATER FOR GRANULAR MATERIAL	BASE COURSE, SALVAGED OR BASE COURSE, SALVAGED, STATE FURNISHED	BASE COURSE, SALVAGED, STATE FURNISHED	ASPHALT CONCRETE (ALT A) Class HR		ASPHALT BINDER (ALT A) PG 58H-34		ASPHALT CONCRETE (ALT B) Class HR		ASPHALT BINDER (ALT B) PG 58H-34		ASPHALT FOR PRIME	BLOTTING SAND FOR PRIME	ASPHALT FOR TACK		ASPHALT FOR FLUSH SEAL	SAND FOR FLUSH SEAL
				1st Lift	Top Lift	1st Lift	Top Lift	1st Lift	Top Lift	1st Lift	Top Lift			1st Lift	Top Lift		
	(Mgal)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)
GUARDRAIL SURFACING																	
357+50.00 to 360+54.40	2.0	167.7			22.2		1.0		22.8		0.8	0.2			0.05	0.04	
358+57.50 to 360+54.40	0.8	64.3			8.5		0.4		8.7		0.3	0.1			0.02	0.02	
361+60.40 to 363+70.68	0.8	69.3			9.2		0.4		9.4		0.4	0.1			0.02	0.02	
361+60.40 to 364+66.20	1.9	158.0			20.9		1.0		21.5		0.8	0.2			0.05	0.04	
INTERSECTING AC STREETS:																	
71+84 Lt	2.0		162.9	25.3	25.3	1.2	1.2	25.9	25.9	1.0	1.0	0.3	0.6	0.1	0.1	0.04	0.4
179+00 Rt	8.1		677.3	120.0	120.0	5.5	5.5	123.3	123.3	4.6	4.6	1.1	1.6	0.2	0.2	0.2	1.2
ENTRANCES:																	
(6) Field Entrances	4.3		360.0														
(2) Driveways	2.2		180.0														
NOTES:													5.0				
TOTALS:	22.1	459.3	1380.2	351.4		16.2		360.8		13.5		2.0	7.2	0.7		0.4	1.6

TABLE OF MATERIALS QUANTITIES

LOCATION	WATER FOR GRANULAR MATERIAL	BASE COURSE, SALVAGED OR BASE COURSE, SALVAGED, STATE FURNISHED	BASE COURSE, SALVAGED, STATE FURNISHED	ASPHALT CONCRETE (ALT A) Class HR			ASPHALT BINDER (ALT A) PG 58H-34			ASPHALT CONCRETE (ALT B) Class HR			ASPHALT BINDER (ALT B) PG 58H-34			ASPHALT FOR PRIME	BLOTTING SAND FOR PRIME	ASPHALT FOR TACK			ASPHALT FOR FLUSH SEAL	SAND FOR FLUSH SEAL
				1st Lift	2nd Lift	Top Lift	1st Lift	2nd Lift	Top Lift	1st Lift	2nd Lift	Top Lift	1st Lift	2nd Lift	Top Lift			1st Lift	2nd Lift	Top Lift		
	(Mgal)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)	(Ton)
MAINLINE:																						
10+08.08 to 33+75.00	86.5	7209.7		1386.9		1386.9	63.8		63.8	1424.4		1424.4	52.7		52.7	13.1	31.6	2.8		2.8	2.2	23.1
63+27.31 to 94+38.00	113.7	9475.3		1822.7		1822.7	83.8		83.8	1872.0		1872.0	69.3		69.3	17.2	41.5	3.6		3.6	2.9	30.4
108+69.00 to 141+97.00	121.7	10137.2		1950.0		1950	89.7		89.7	2002.8		2002.8	74.1		74.1	18.4	44.4	3.9		3.9	3.1	32.5
170+90.00 to 186+90.00	58.5	4873.7		937.5		937.5	43.1		43.1	962.9		962.9	35.6		35.6	8.9	21.3	1.9		1.9	1.5	15.6
271+61.00 to 280+00.00	30.7	2555.6		491.6		491.6	22.6		22.6	504.9		504.9	18.7		18.7	4.6	11.2	1.0		1.0	0.8	8.2
357+00.00 to 360+32.40	12.6	1047.4		157.9	157.9	157.9	7.3	7.3	7.3	162.1	162.1	162.1	6.0	6.0	6.0	1.9	4.4	0.4	0.4	0.4	0.3	3.3
361+82.40 to 369+00.00	27.1	2261.2		340.8	340.8	340.8	15.7	15.7	15.7	350.0	350.0	350.0	13.0	13.0	13.0	4.1	9.6	0.9	0.9	0.9	0.7	7.0
TRAFFIC DIVERSION (MAINLINE STA):																						
23+50.00 to 33+24.00	6.9		577.5																			
75+50.00 to 85+34.00	7.3		609.7																			
119+49.00 to 127+89.00	7.8		653.1																			
173+50.00 to 181+50.00	5.8		478.9																			
272+61.00 to 279+13.00	4.9		409.1																			
357+99.00 to 365+01.00	5.2		433.8																			
TABLE OF ADDITIONAL QUANTITIES:	22.1	459.3	1380.2	351.4			16.2			360.8			13.5			2.0	7.2	0.7			0.4	1.6
TOTAL:	510.8	38019.4	4542.3	15024.9			691.2			15431.1			571.3			70.2	171.2	31.0			11.9	121.7

TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-B 0248(12)173	F6	F10

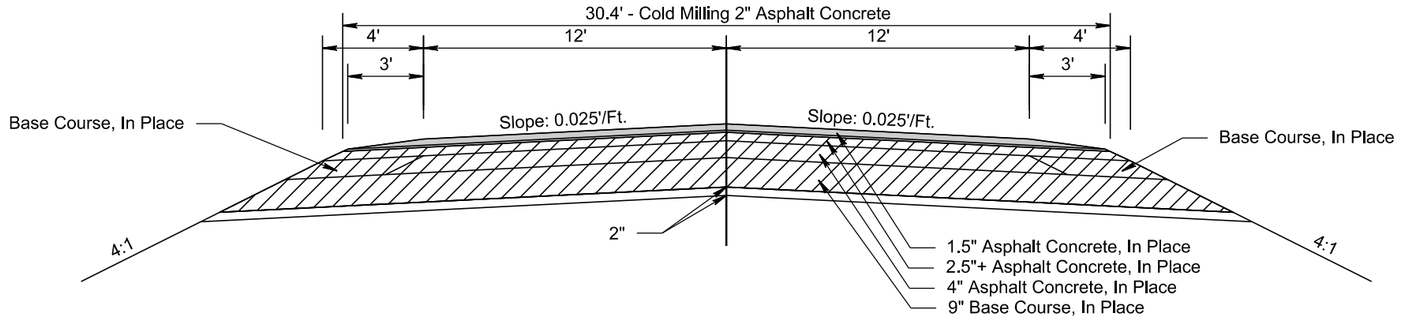
Plotting Date: 12/08/2025

Salvage & Stockpile Asphalt Mix & Granular Base Material

Cold Milling Asphalt Concrete

Section 1

Sta. 10+08.08 to Sta. 33+75
Sta. 63+27.31 to Sta. 94+38
Sta. 108+69 to Sta. 141+97
Sta. 170+90 to Sta. 186+90
Sta. 271+61 to Sta. 280+00
Sta. 357+00 to Sta. 369+00
In Place Section

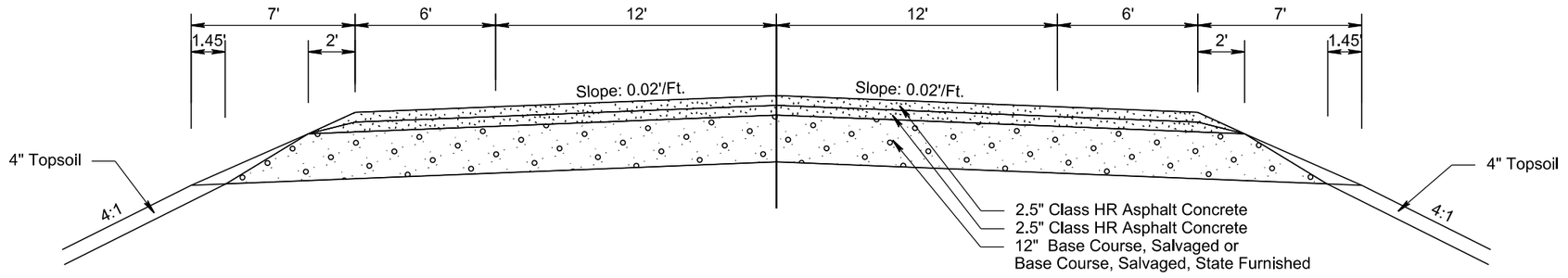


Bridge Exceptions:

Sta. 27+13.93 to Sta. 28+71.69
Sta. 79+70.07 to Sta. 81+09.72
Sta. 123+58.06 to Sta. 125+15.30
Sta. 176+72.35 to Sta. 178+23.99
Sta. 275+24.93 to Sta. 276+70.44
Sta. 360+61.11 to Sta. 361+82.80

Section 2

Sta. 10+08.08 to Sta. 33+75
Sta. 63+27.31 to Sta. 94+38
Sta. 108+69 to Sta. 141+97
Sta. 170+90 to Sta. 186+90
Sta. 271+61 to Sta. 280+00
Surfacing Section



PLOT SCALE - 1:6.00001

PLOTTED FROM - TRPR18388A

PLOT NAME - 2

FILE - ...\0607_TYPICAL SECTIONS.DGN

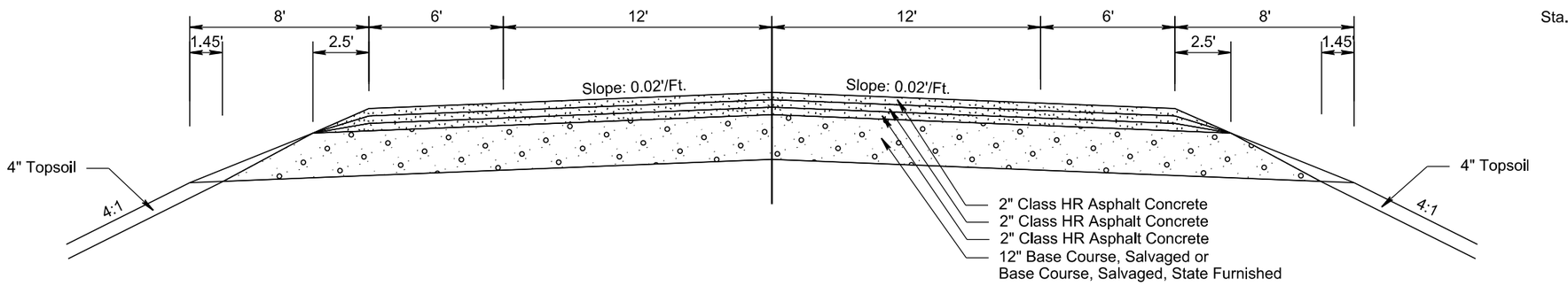
TYPICAL SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-B 0248(12)173	F7	F10

Plotting Date: 12/08/2025

Section 3

Sta. 357+00 to Sta. 369+00
Surfacing Section

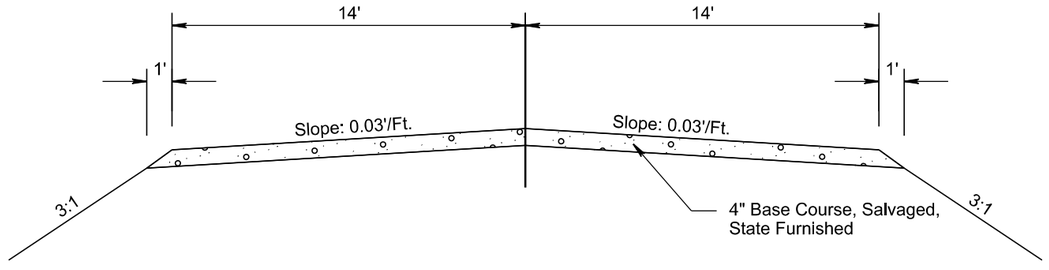


Bridge Exception:

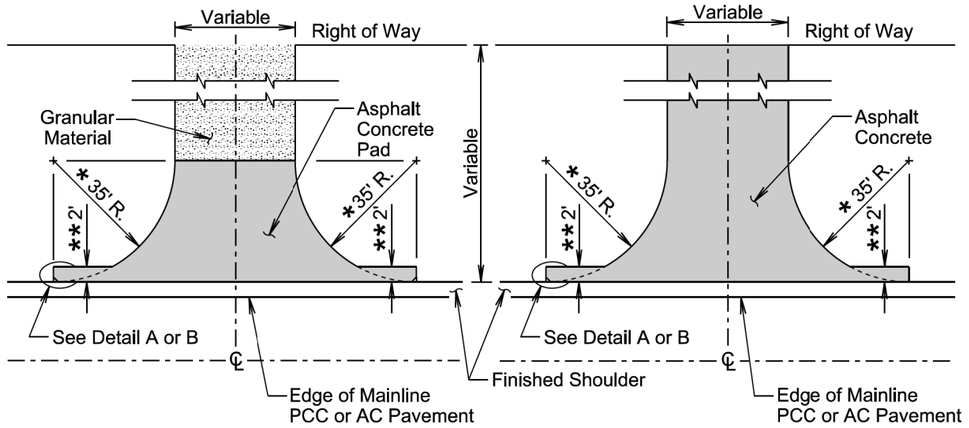
Sta. 360+32.40 to Sta. 361+82.40

Section 4
Traffic Diversions

Sta. 23+50 to Sta. 32+24 Mainline - Sta. 1+50 to Sta. 11+00 Div. 28
Sta. 75+50 to Sta. 85+34 Mainline - Sta. 1+50 to Sta. 12+00 Div. 80
Sta. 119+49 to Sta. 127+89 Mainline - Sta. 1+50 to Sta. 11+00 Div. 124
Sta. 173+50 to Sta. 181+50 Mainline - Sta. 1+50 to Sta. 10+00 Div. 177
Sta. 272+61 to Sta. 279+13 Mainline - Sta. 1+00 to Sta. 8+00 Div. 276
Sta. 357+99 to Sta. 365+01 Mainline - Sta. 1+00 to Sta. 8+50 Div. 361



PLOT SCALE - 1:6.00001
PLOTTED FROM - TRPR18388A
PLOT NAME - 3
FILE - ...\0607_TYPICAL SECTIONS.DGN



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

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

GENERAL NOTES:

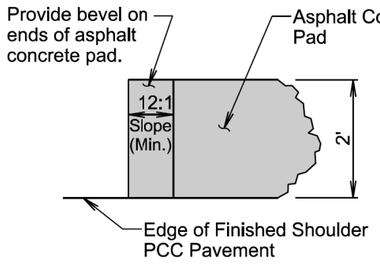
The precise construction limits for situations other than shown above will be determined by the Engineer during construction.

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

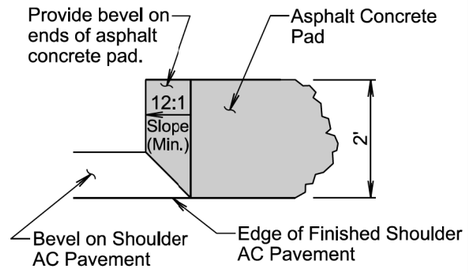
** The Contractor may adjust the screed of the paver during mainline paving operations to provide the 2-foot asphalt concrete pad or the Contractor may provide the 2-foot asphalt concrete pad during paving of the intersecting roads as shown above. The Engineer may eliminate the 2-foot asphalt concrete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

August 27, 2020

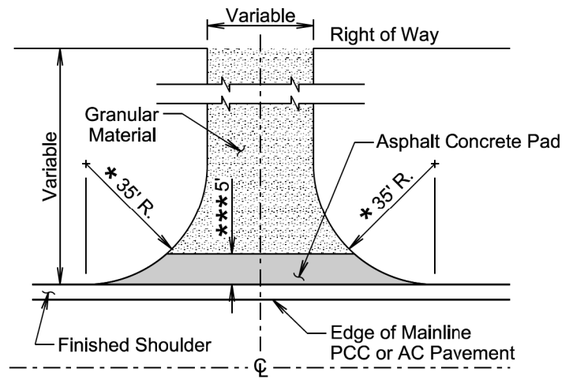
Published Date: 2027	SDDOT	SURFACING OR RESURFACING OF INTERSECTING ROADS AND ENTRANCES (MAINLINE AND SHOULDERS: PCC OR AC PAVEMENT)	PLATE NUMBER 320.04 Sheet 1 of 2



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



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



PLAN VIEW
(Entrance)

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

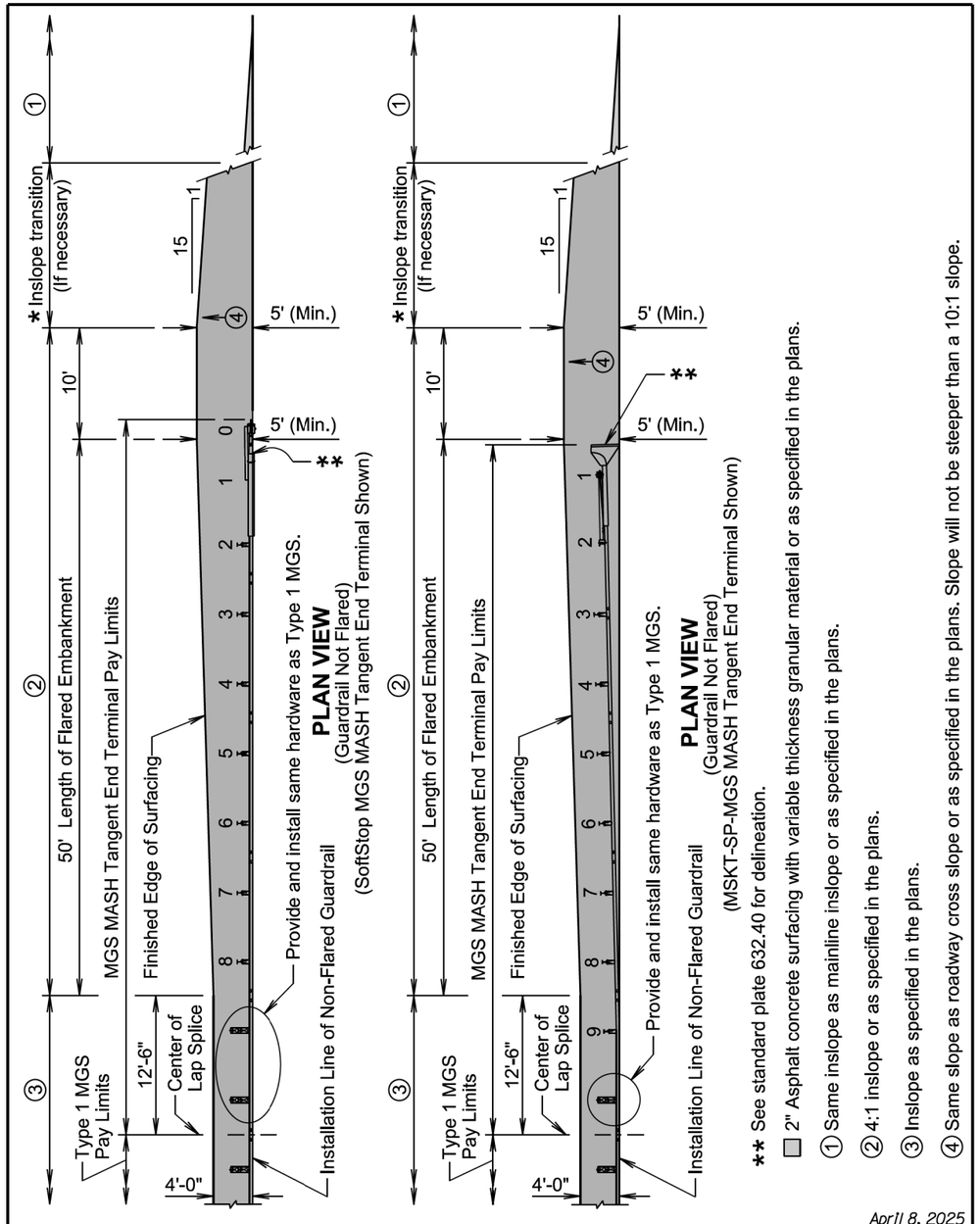
August 27, 2020

Published Date: 2027	SDDOT	SURFACING OR RESURFACING OF INTERSECTING ROADS AND ENTRANCES (MAINLINE AND SHOULDERS: PCC OR AC PAVEMENT)	PLATE NUMBER 320.04 Sheet 2 of 2

Plot Scale - 1:200
Plotted From - TRPR18388A
File - ...\jons06G7\StdPlateSectionF.dgn

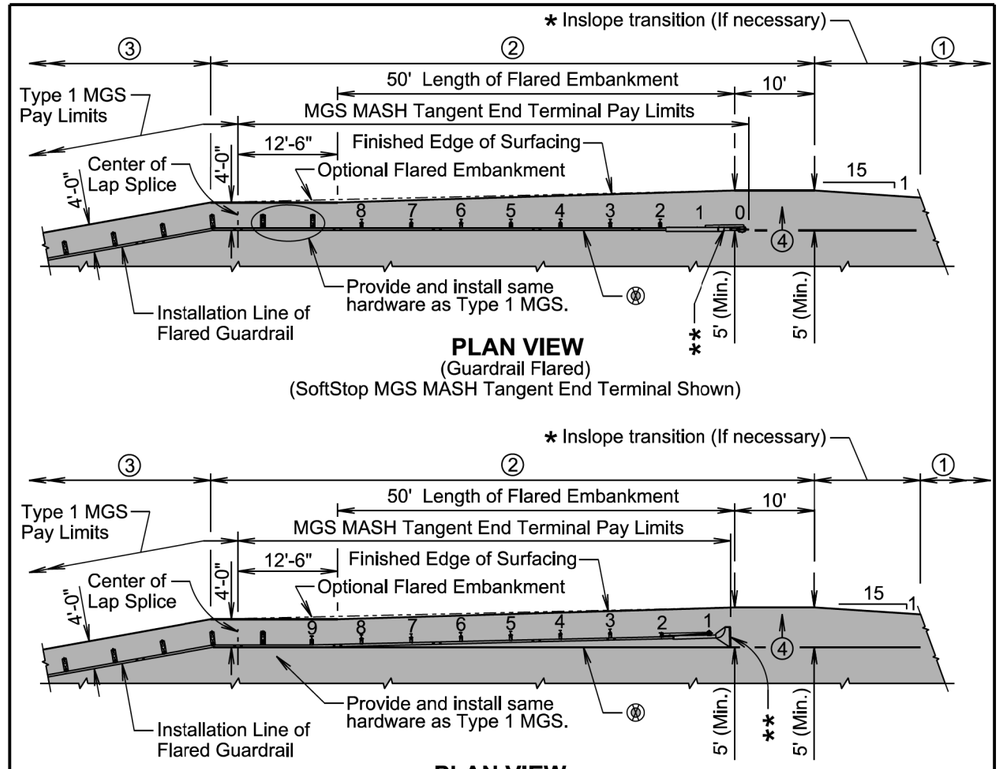
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-B 0248(12)173	F9	F10

Plotting Date: 06/02/2026



April 8, 2025

Published Date: 2027	SDDOT	EMBANKMENT, SURFACING, AND PAYMENT LIMITS FOR MGS MASH TANGENT END TERMINAL	PLATE NUMBER 630.89
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GENERAL NOTES:

The MGS MASH tangent end terminals above are for illustrative purpose only. Pay limit length of the MGS MASH tangent end terminal is 62'-6".

* The length of inslope transition varies with the amount of change between inslopes. The length of the transition will change 100' for every whole number change in the inslope. For Example: If the inslope changes from a 5:1 to a 4:1 the length of the inslope transition would be 100'. If the inslope changes from a 6:1 to a 4:1 the length of the inslope transition would be 200'.

Ⓜ The installation reference line for MGS MASH tangent end terminals will always be parallel to the roadway.

Asphalt concrete will be the same type used elsewhere on the project or will be as specified in the plans. If asphalt concrete is not specified in the plans, the asphalt concrete will conform to the Specifications for "Asphalt Concrete Composite."

Granular material will be the same type used elsewhere on the project or will be as specified in the plans. If granular material type is not specified in the plans, the material will conform to the Specifications for "Base Course". The granular material will be placed the same thickness as the mainline surfacing or as specified in the plans.

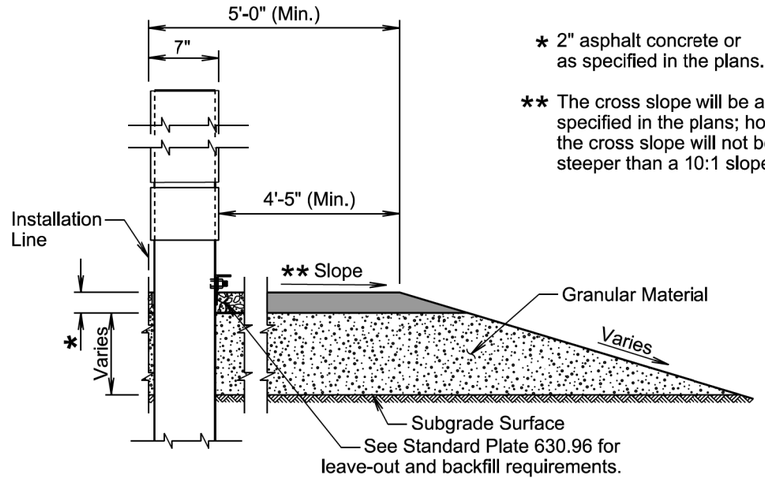
April 8, 2025

Published Date: 2027	SDDOT	EMBANKMENT, SURFACING, AND PAYMENT LIMITS FOR MGS MASH TANGENT END TERMINAL	PLATE NUMBER 630.89
			Sheet 2 of 3

Plot Scale - 1:200

Plotted From - TRPR18388A

File - ...\jons06G7\StdPlateSectionF.dgn

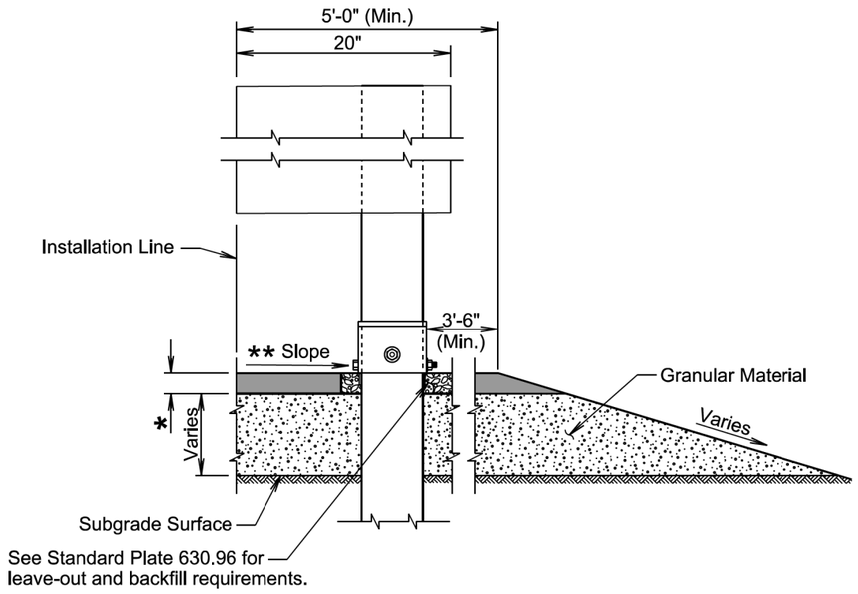


* 2" asphalt concrete or as specified in the plans.

** The cross slope will be as specified in the plans; however, the cross slope will not be steeper than a 10:1 slope.

TRANSVERSE SECTION

(SoftStop MGS MASH Tangent End Terminal Shown)

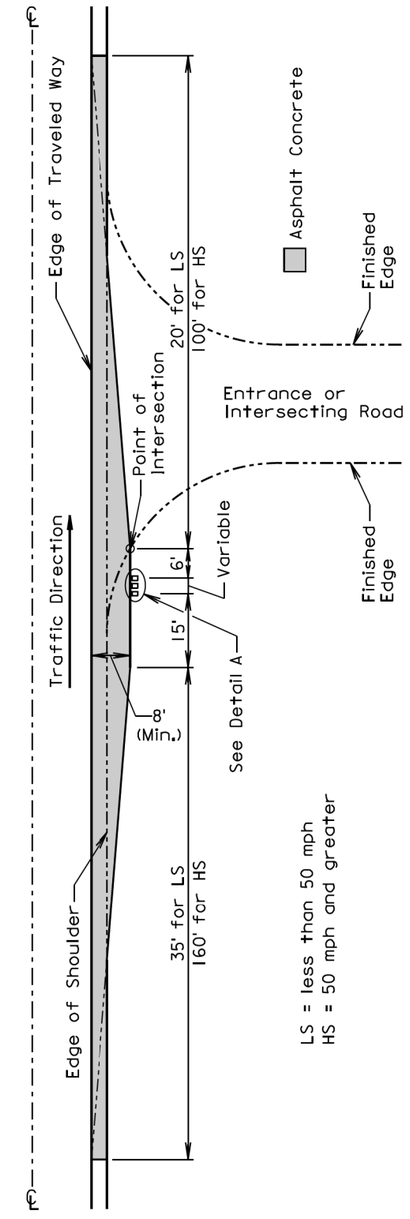


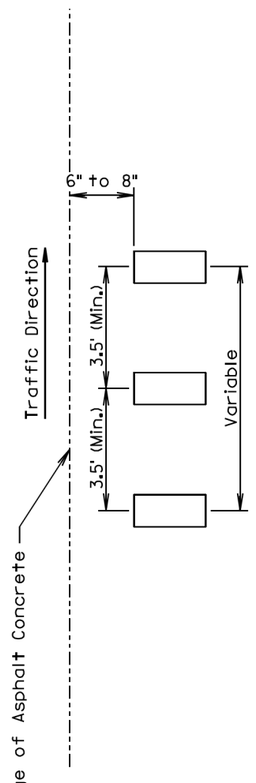
TRANSVERSE SECTION

(MSKT-SP-MGS MASH Tangent End Terminal Shown)

April 8, 2025

Published Date: 2027	SDDOT	EMBANKMENT, SURFACING, AND PAYMENT LIMITS FOR MGS MASH TANGENT END TERMINAL	PLATE NUMBER 630.89
			Sheet 3 of 3





DETAIL A

(Mailbox Location)

September 6, 2015

Published Date: 2027	SDDOT	MAILBOX TURNOUT	PLATE NUMBER 900.01
			Sheet 1 of 1

Plot Scale - 1:200

Plotted From - TRPR18388A

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