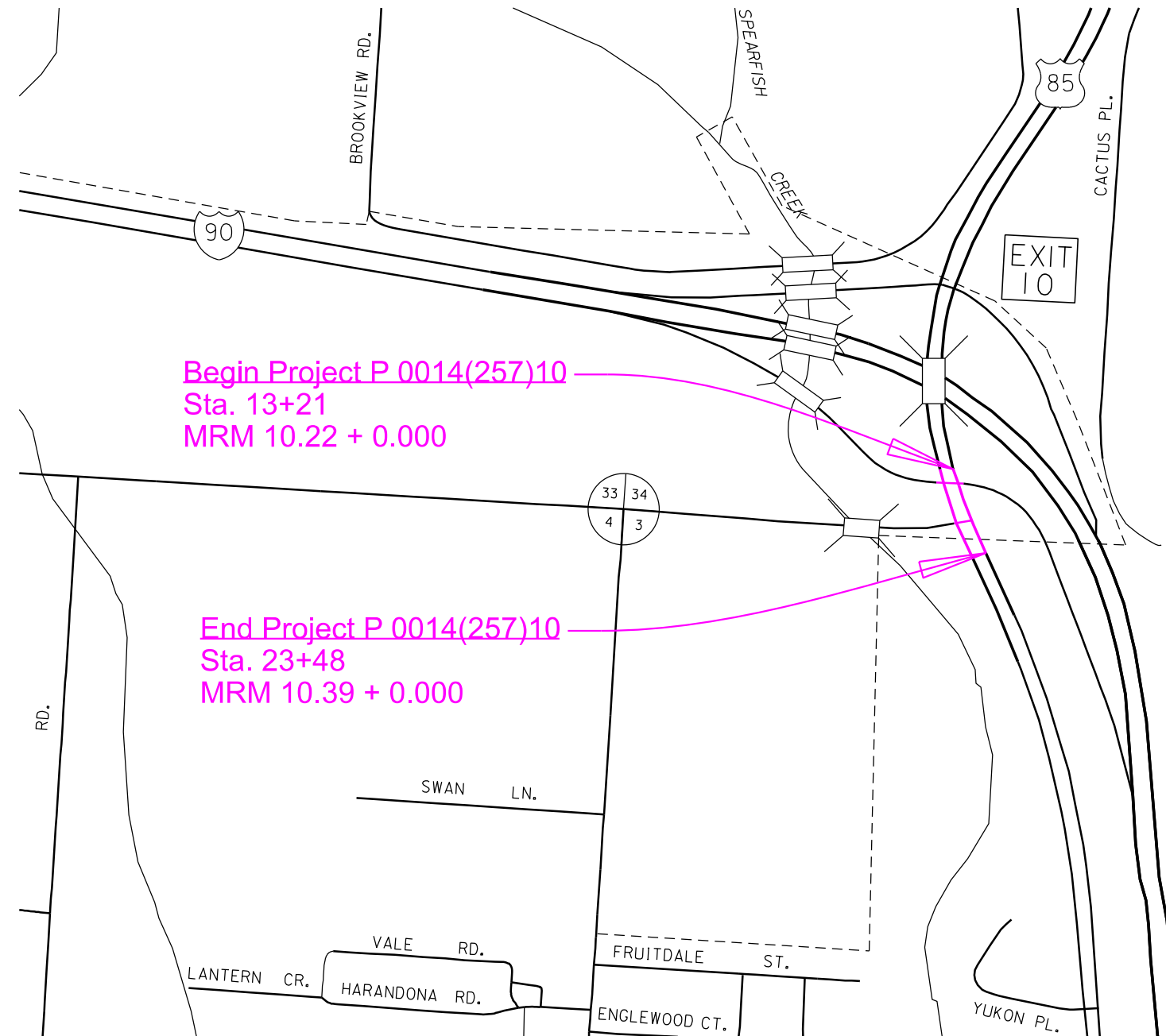


SECTION F: SURFACING

INDEX OF SHEETS:

- F1 General Layout with Index
- F2 - F3 Estimate of Quantities with General Notes & Tables
- F4 Typical Surfacing Section
- F5 - F6 PCC Joint Layouts
- F7 - F11 Standard Plates



SECTION F ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3320	Checker	Lump Sum	LS
260E2010	Gravel Cushion	1,147.3	Ton
380E0070	9" Nonreinforced PCC Pavement	4,254.9	SqYd
380E6000	Dowel Bar	1,770	Each
380E6110	Insert Steel Bar in PCC Pavement	863	Each

CHECKING SPREAD RATES

The Contractor will be responsible for checking the Gravel Cushion 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

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

WATER FOR COMPACTION

The cost of water for compaction of the granular material will be incidental to the contract unit price per ton for "Gravel Cushion". A minimum of 4% moisture will be required at the time of compaction unless otherwise directed by the Engineer.

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 106.5 tons 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.

EXISTING PCC PAVEMENT

The existing concrete is Plain Jointed PCC Pavement. The existing transverse joints are perpendicular and are spaced at 15 feet. The aggregate in the existing Plain Jointed PCC Pavement is Limestone Ledge Rock.

STEEL BAR INSERTION

The Contractor will insert the Steel Bars (No. 5 x 30-inch epoxy coated deformed tie bars) into drilled holes in the existing concrete pavement. Anchoring of the steel bars in the drilled holes will conform to the Specifications.

The steel bars will be cut to the specified length by sawing or shearing and will be free from burring or other deformations.

Epoxy coated plain round steel bars will be inserted on 12-inch centers in the transverse joint. The first steel bar will be placed a minimum of 3 inches and a maximum of 6 inches from the outside edge of the slab.

Epoxy coated deformed steel bars will be inserted on 30-inch centers in the longitudinal joint and will be placed a minimum of 15 inches from the existing transverse contraction joint.

TABLE OF STEEL BAR INSERTION

LOCATION	No. 5 Epoxy Coated Deformed Bars
14 WL Right Turn Lane Sta. 13+24 to Sta. 17+52 – Lt.	188
14 WL Left Turn Lane Sta. 14+06 to Sta. 15+79 – Rt.	122
14 EL Uturn Lane Sta. 18+02 to Sta. 23+04 – Rt.	150
14 WL Mainline Sta. 17+52 to Sta. 23+01 – Lt.	147
14 EL Mainline Sta. 15+40 to Sta. 23+01 – Rt.	182
14 WL Uturn Lane Sta. 19+75 to Sta. 22+88 – Lt.	0
Totals:	863

9" 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 trim the gravel cushion or base course to final grade prior to placement of concrete. There will be no direct payment for trimming of the gravel cushion for PCC pavement. The trimming will be considered incidental to the related items required for PCC Pavement.

A construction joint will be sawed whenever new concrete pavement is placed adjacent to existing concrete pavement. The transverse construction joints will be handled in accordance with Standard Plate 380.15.

The location of joints, as shown and designated on the PCC Pavement Joint Layout(s) are only approximate locations to be used as a guide and to afford bidders a basis for estimating the construction cost of the joints. The final locations of the joints are to be designated by the Engineer during construction.

All driving surfaces of the mainline paving, including ramps and auxiliary lanes, will be longitudinally tined from 6" each side of centerline pavement markings to 6" inside the outside pavement markings. Areas with concrete curb and gutter without pavement markings will be longitudinally tined to within 2 to 3 feet of the face of the curb. All other areas will be textured as directed by the Engineer.

The mainline pavement Sta. 13+24 to Sta. 23+01 will be tested for smoothness with a Contractor furnished 10' Straight Edge in accordance with Section 380.3 O.1 of the Specifications.

The median and outside shoulder may be poured monolithic with the mainline pavement.

Provide a heavy carpet drag finish, a metal-tine finish will not be required on the shoulders. A metal-tine finish may be applied to the shoulders poured monolithic with the mainline.

If the shoulders are poured monolithic with the mainline pavement a sawed joint with tie bars will be constructed between the mainline pavement and the shoulders.

TABLE OF DOWEL BARS

Location	12 Bar Assembly No. 10 Dowel Bar Epoxy Coated Round (Size 1 1/4") Each
14 WL & EL	
Sta. 13+24 to Sta. 17+52 14 WL Right Turn Lane	280
Sta. 14+06 to Sta. 15+79 14 WL Left Turn Lane	36
Sta. 18+02 to Sta. 23+04 14EL U-turn Lane	400
Sta. 17+52 to Sta. 23+01 14 WL Mainline	546
Sta. 15+40 to Sta. 23+01 14 EL Mainline	182
Sta. 19+75 to Sta. 22+88 14 WL U-turn	326
Total:	1770

JOINTS IN CONCRETE MEDIAN PAVEMENT

Transverse contraction joints will be formed at intervals of approximately 15 feet by means of a grooving tool, to a depth of at least 1/4 the thickness of the median pavement. Expansions joints will be formed at planned contraction joint locations. Transverse joints will coincide with mainline transverse joints.

TRANSVERSE CONTRACTION JOINTS

Unless specified otherwise in the PCC Pavement Joint Layout Sheets or elsewhere in the plans, the typical joint spacing for the 9" Nonreinforced PCC Pavement will be 15'. Joint spacing in the PCC Shoulder Pavement will match adjacent mainline pavement.

See Standard Plate 380.04 for placement of Dowel Bars.

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.

Transverse contraction joints will match existing joint locations.

ALKALI SILICA REACTIVITY

Fine aggregate will conform to Section 800.2 D Alkali Silica Reactivity (ASR) Requirements.

Below is a list of known fine aggregate sources and the average corresponding 14-day expansion values (as of 10-2-2025):

Source	Location	Expansion Value
Bachman	Winner, SD	0.335*
Bitterman	Delmont, SD	0.316*
Concrete Materials	Corson, SD	0.146

Concrete Materials - Vellek Pit	Yankton, SD	0.442**
Croell	Hot Springs, SD	0.089
Croell	Wasta, SD	0.212
Emme Sand & Gravel	Oneil, NE	0.217
Fisher S&G - Blair Pit	W of Vale, SD	0.171
Fisher S&G - Mickelson Pit	E of Nisland, SD	0.129
Fisher S&G - Vallery Pit	Nisland, SD	0.110
Fisher S&G	Rapid City, SD	0.092
Fisher S&G	Spearfish, SD	0.053
Fisher S&G	Wasta, SD	0.159
Fuchs	Pickstown, SD	0.275*
Henning - Tilstra Pit	Ash Creek, MN	0.199
Higman	Hudson, SD	0.187
Jensen	Herried, SD	0.276*
L.G. Everist	Akron, IA	0.257*
L.G. Everist	Brookings, SD	0.297*
L.G. Everist - Ode Pit	E Sioux Falls, SD	0.222
L.G. Everist - Nelson Pit	NE Sioux Falls, SD	0.156
L.G. Everist	Hawarden, IA	0.211
L.G. Everist	Summit, SD	0.184
Mark's S&G - Moerke Pit	Underwood, MN	0.165
Morris - Birdsall	Blunt, SD	0.229
Morris - Leesman	Blunt, SD	0.231
Morris - Richards Pit	Onida, SD	0.188
Morris - Shawn's Pit	E of Sturgis, SD	0.186
Northern Concrete Agg.	Rauville, SD	0.113
Northern Concrete Agg.	Luverne, MN	0.154
Opperman - Gunvordahl Pit	Burke, SD	0.363*
Opperman - Cahoy Pit	Herrick, SD	0.307*
Opperman - Jones Pit	Burke, SD	0.321*
Opperman - Randall Pit	Pickstown, SD	0.250
Pete Lien & Sons	Creston, SD	0.158
Pete Lien & Sons	Oral, SD	0.157
Pete Lien & Sons	Wasta, SD	0.255*
Simon Materials - Beltline Pit	Scottsbluff, NE	0.277*
Thorpe Pit	Britton, SD	0.098
Valley S&G - Van Beek Pit	Rock Valley, IA	0.228
Wagner Building Supplies	Pickstown (Wagner), SD	0.251*
Winter Brothers- Whitehead Pit	Brookings, SD	0.197

* These sources will require Type II cement with a fly ash content of 25% in the concrete mix.

** These sources will not be used.

The Department will use the running average of the last three or fewer known expansion test results for determining acceptability of the source. These expansion results are reported in the preceding table. Additional testing, when requested by the Contractor, will be performed by the Department at the Contractor's expense.

The values listed in the table are intended for use in bidding. If a previously tested pit by SDDOT with a test value less than 0.250 is discovered after letting to be 0.250 or greater, then the Department will accept financial responsibility if higher costs are incurred due to higher percent of fly ash requirement.

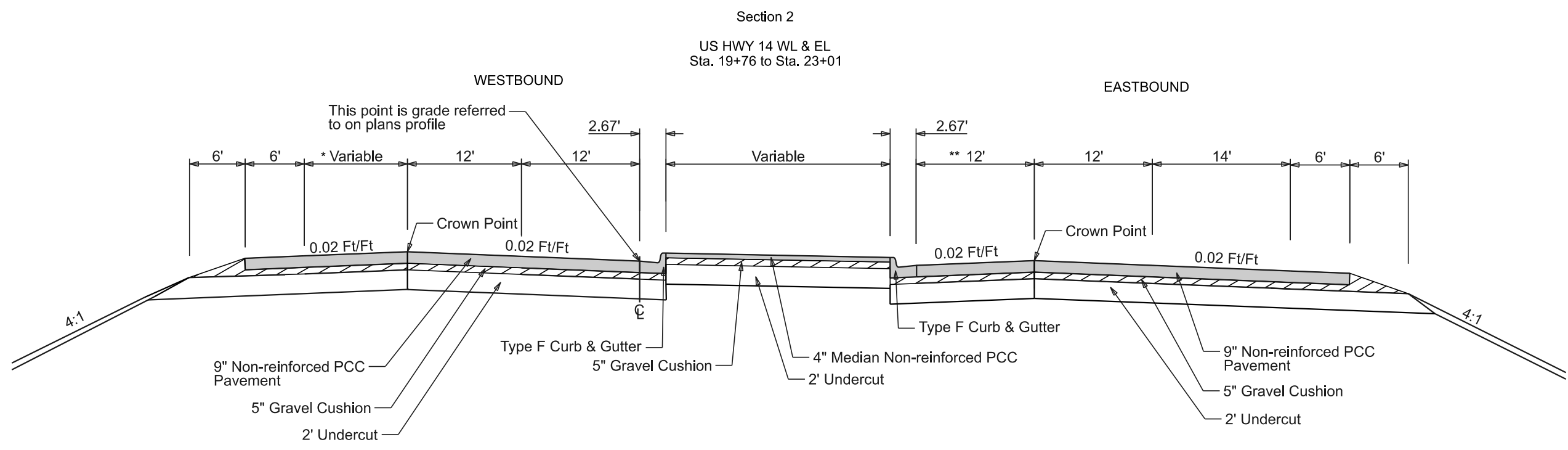
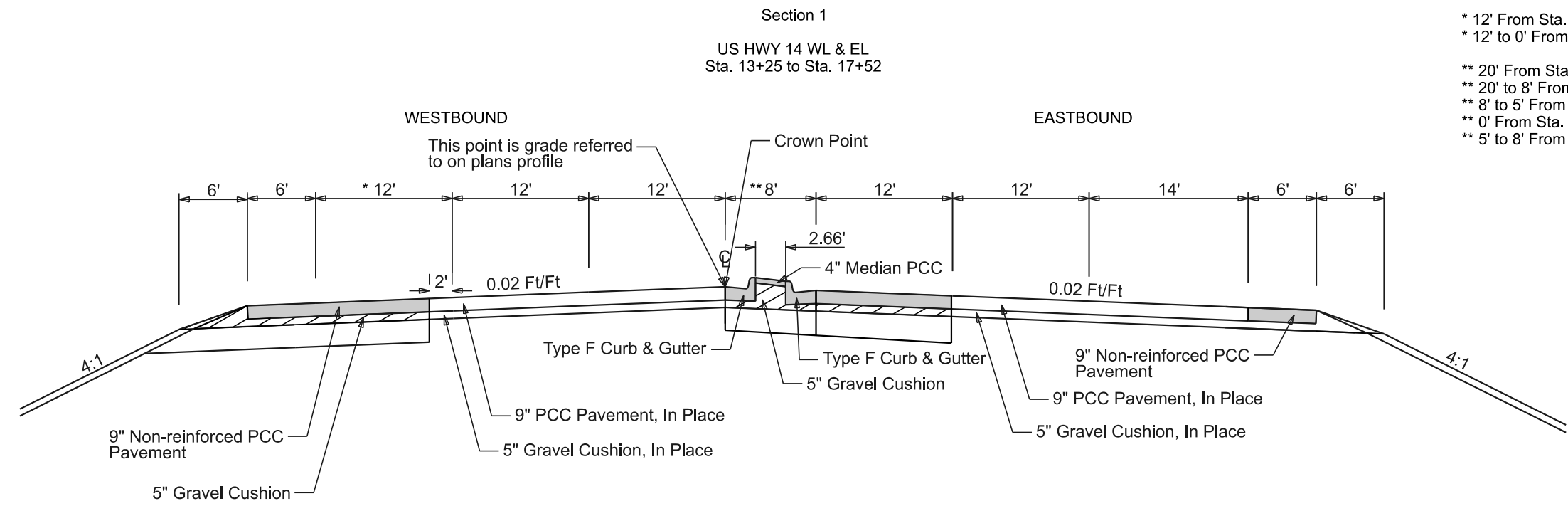
TYPICAL SURFACING SECTION

SD DOT	PROJECT	SECTION	SHEET
	P 0014(257)10	F	4/11

Plotting Date: 3/11/2026

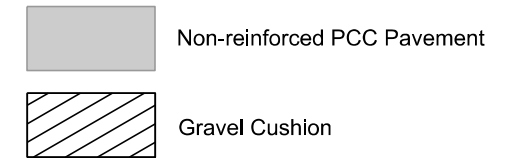
Transitions:

- * 12' From Sta. 13+98 to Sta. 16+32
- * 12' to 0' From Sta. 16+32 to Sta. 17+52
- ** 20' From Sta. 14+05 to Sta. 14+25
- ** 20' to 8' From Sta. 14+58 to Sta. 15+18
- ** 8' to 5' From Sta. 15+18 to Sta. 15+43
- ** 0' From Sta. 15+43 to Sta. 15+51
- ** 5' to 8' From Sta. 15+51 to Sta. 15+77



Transitions:

- * 2' From Sta. 19+76 to Sta. 20+07
- * 2' to 26.3' From Sta. 20+07 to Sta. 22+29
- * 26.3' to 13.3' (55' Radius) From Sta. 22+29 to Sta. 22+73
- * 13.3' to 2' (50' Radius) From 22+73 to 23+01
- ** 0' to 12' From Sta. 18+02 to Sta. 19+24
- ** 12' From Sta. 19+24 to Sta. 21+80

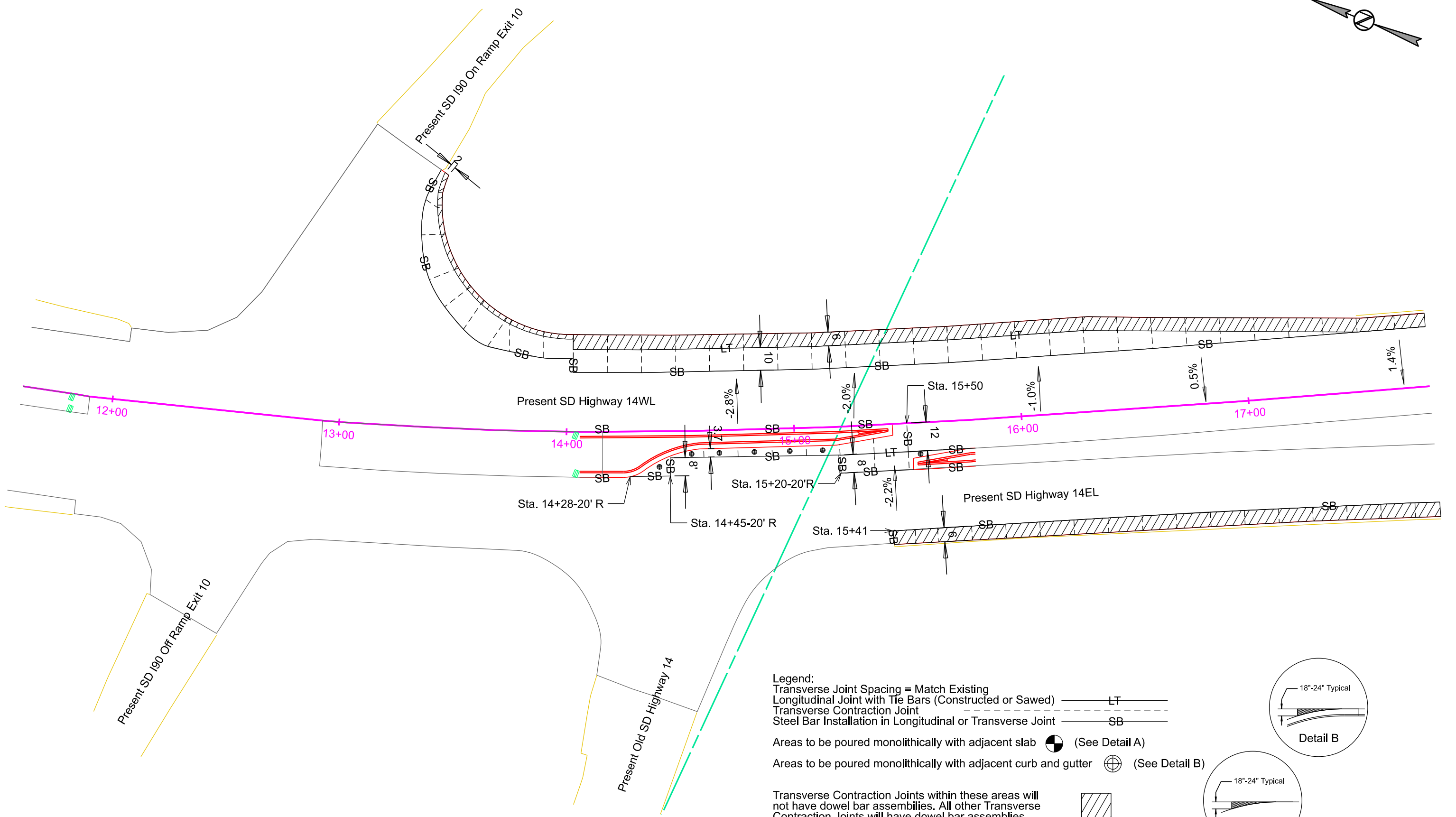
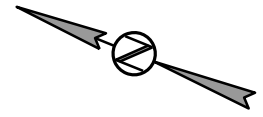


PCC JOINT LAYOUTS

Scale 1 Inch = 40 Feet
Sheet 1 of 2 Sheets

	PROJECT	SECTION	SHEET
	P 0014(257)10	F	5/11

Plotting Date: 3/11/2026

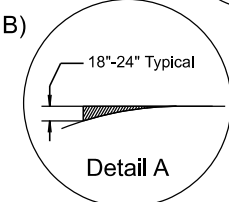
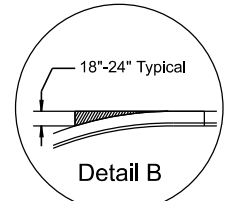


Legend:
 Transverse Joint Spacing = Match Existing
 Longitudinal Joint with Tie Bars (Constructed or Sawed) ——— LT ———
 Transverse Contraction Joint - - - - -
 Steel Bar Installation in Longitudinal or Transverse Joint ——— SB ———

Areas to be poured monolithically with adjacent slab (See Detail A)

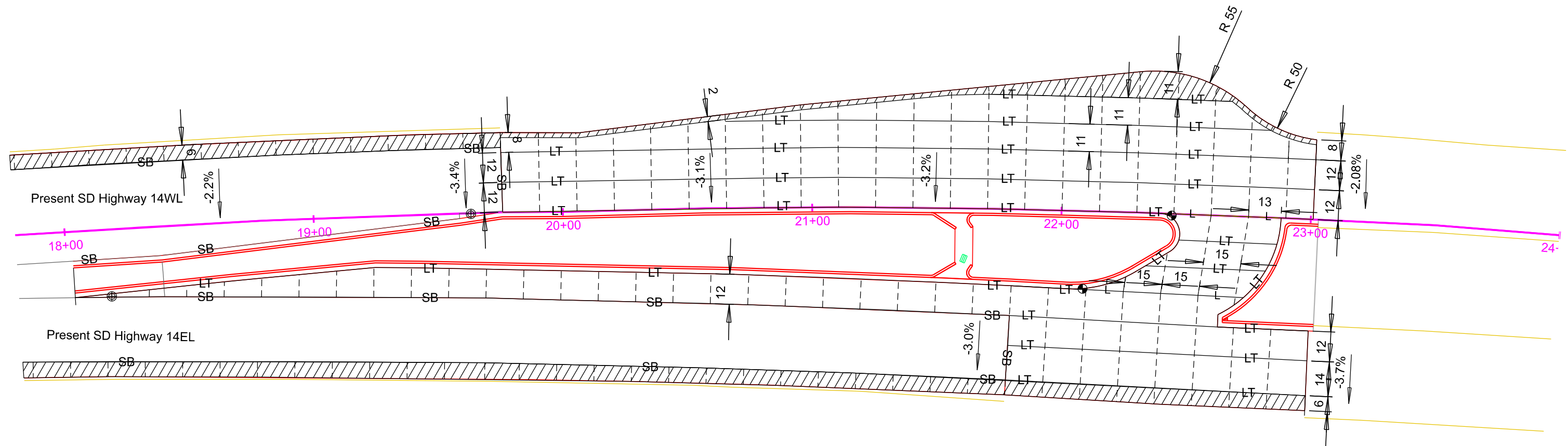
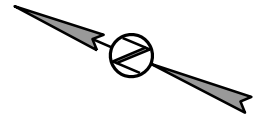
Areas to be poured monolithically with adjacent curb and gutter (See Detail B)

Transverse Contraction Joints within these areas will not have dowel bar assemblies. All other Transverse Contraction Joints will have dowel bar assemblies.

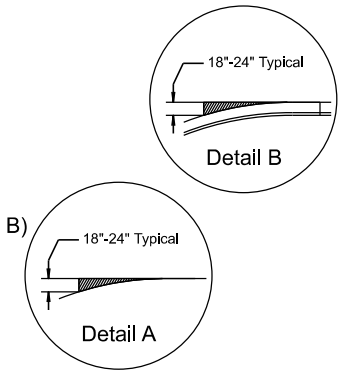


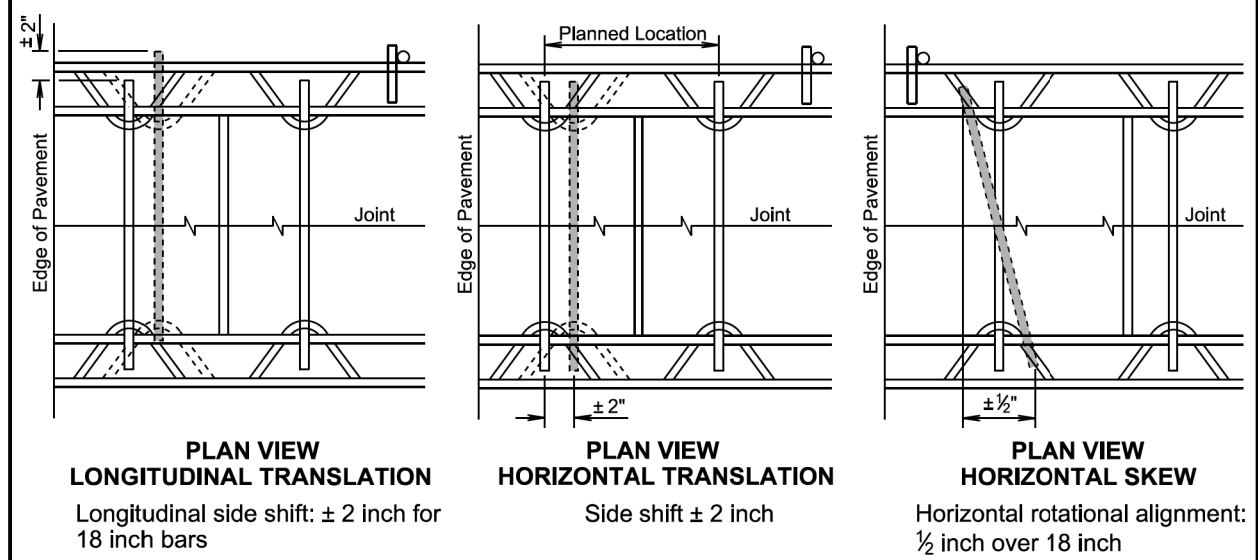
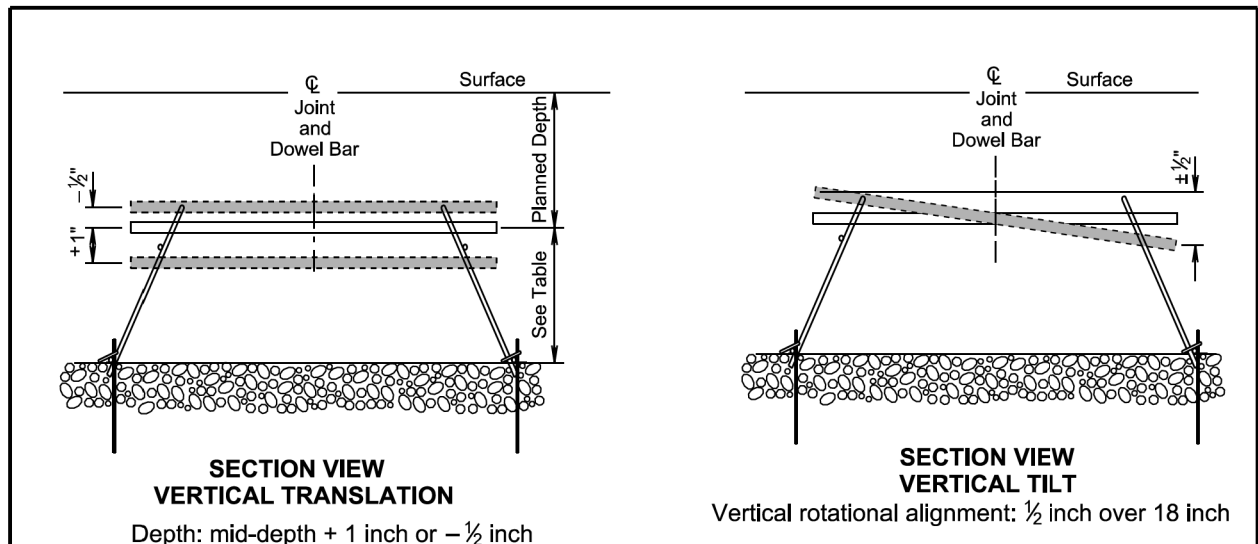
PCC JOINT LAYOUTS

Scale 1 Inch = 40 Feet
Sheet 2 of 2 Sheets



- Legend:
- Transverse Joint Spacing = Match Existing
 - Longitudinal Joint Without Tie Bars (Constructed or Sawed) ——— L
 - Longitudinal Joint With Tie Bars (Constructed or Sawed) ——— LT
 - Transverse Contraction Joint - - - - - SB
 - Steel Bar Installation in Longitudinal or Transverse Joint
- Areas to be poured monolithically with adjacent slab (See Detail A)
- Areas to be poured monolithically with adjacent curb and gutter (See Detail B)
- Transverse Contraction Joints within these areas will not have dowel bar assemblies. All other Transverse Contraction Joints will have dowel bar assemblies.





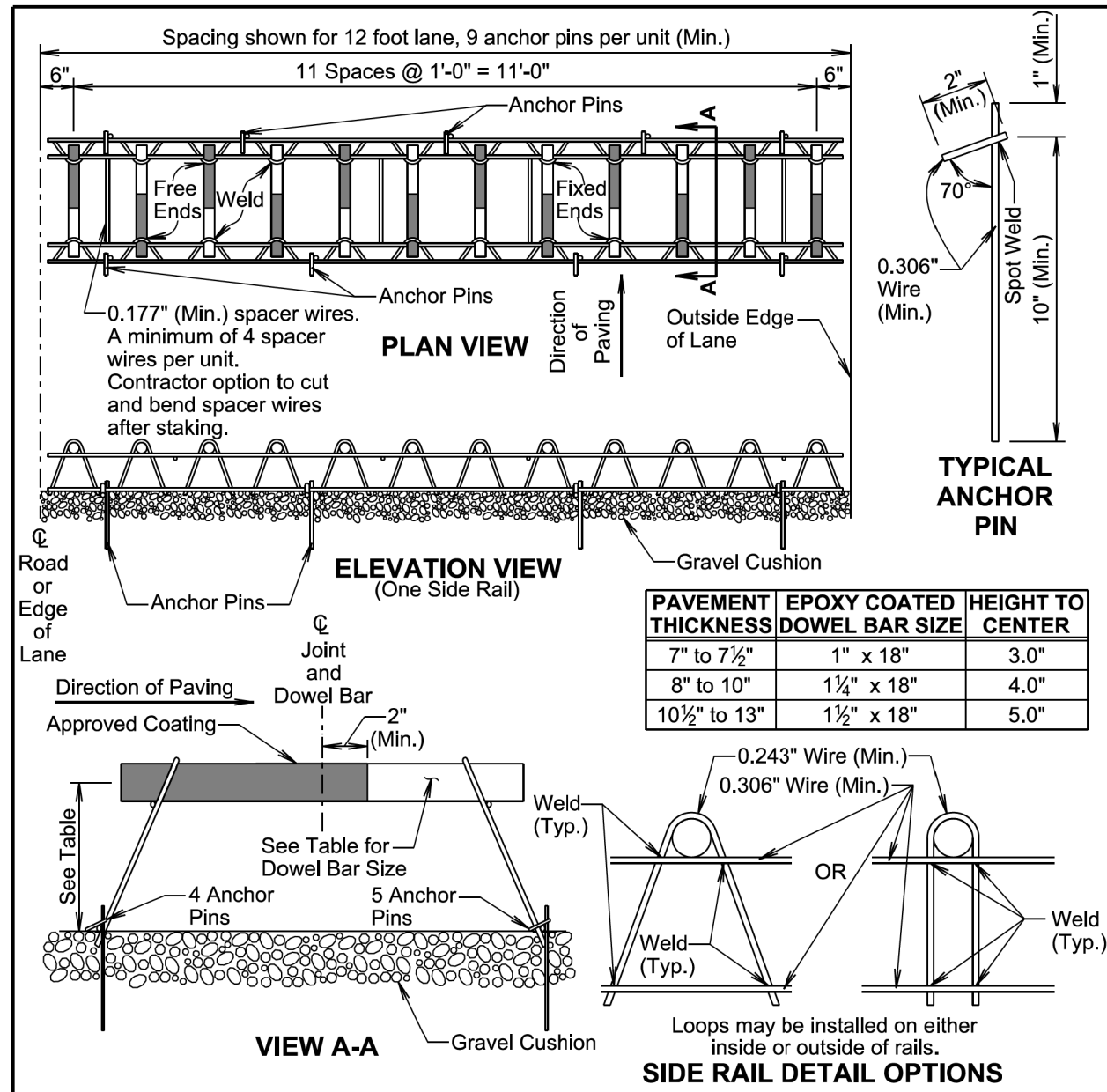
PAVEMENT THICKNESS	EPOXY COATED DOWEL BAR SIZE	HEIGHT TO CENTER
7" to 7 1/2"	1" x 18"	3.0"
8" to 10"	1 1/4" x 18"	4.0"
10 1/2" to 13"	1 1/2" x 18"	5.0"

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

November 19, 2022

	PCC PAVEMENT DOWEL BAR ALIGNMENT TOLERANCES	PLATE NUMBER 380.01
		Sheet 1 of 1

Published Date: 2026



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 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.

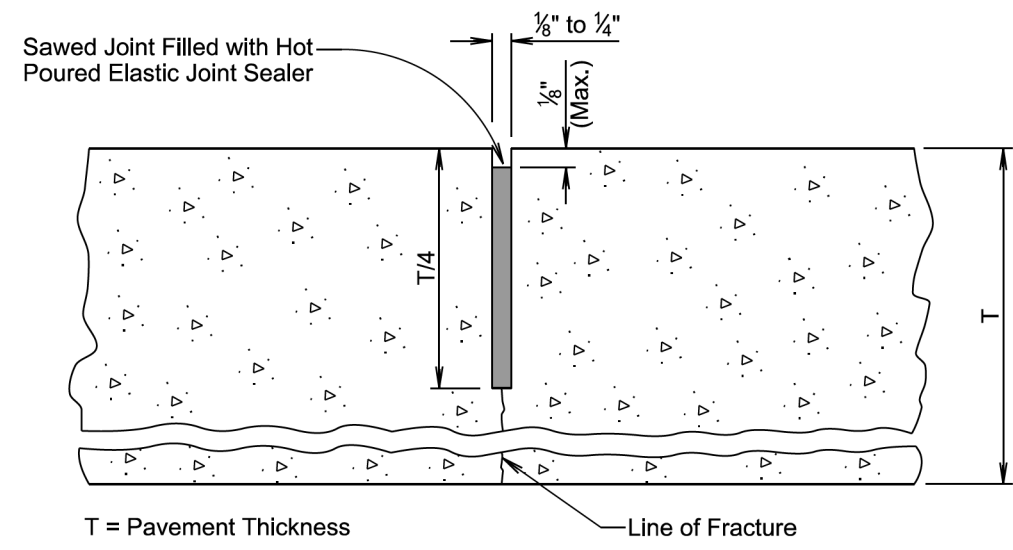
Supporting devices as shown on this sheet, or equivalent as approved by the Engineer, will be used to maintain proper horizontal and vertical alignment of the dowel bars.

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

November 19, 2022

	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



GENERAL NOTES:

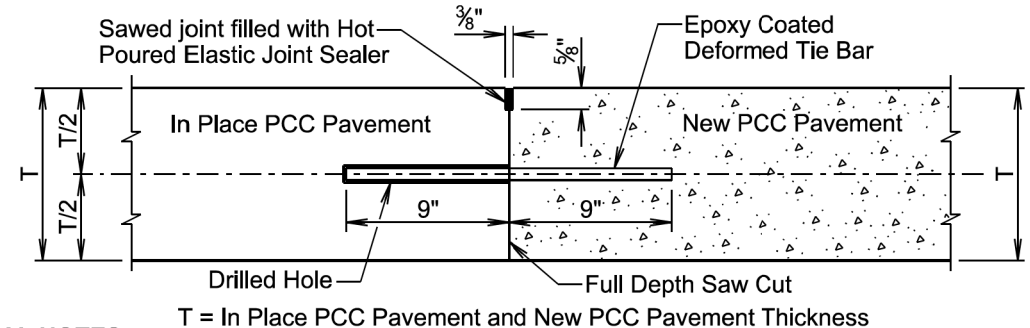
If an early entrance saw cut does not develop the full transverse crack, then the saw cut to control cracking will be a minimum 1/4 of the thickness of the pavement.

All hot poured elastic joint sealer material spilled on the surface of the concrete pavement will be removed as soon as the material has cooled. The extent of removal of material will be to the satisfaction of the Engineer. All costs for removal of the spilled joint sealer material will be borne by the Contractor.

November 19, 2022

Published Date: 2026	SD DOT	PCC PAVEMENT TRANSVERSE CONTRACTION JOINT WITH OR WITHOUT DOWEL BAR ASSEMBLY	PLATE NUMBER 380.12
			Sheet 1 of 1

**DETAIL A
TRANSVERSE CONSTRUCTION JOINT WITH TIE BARS**



GENERAL NOTES:

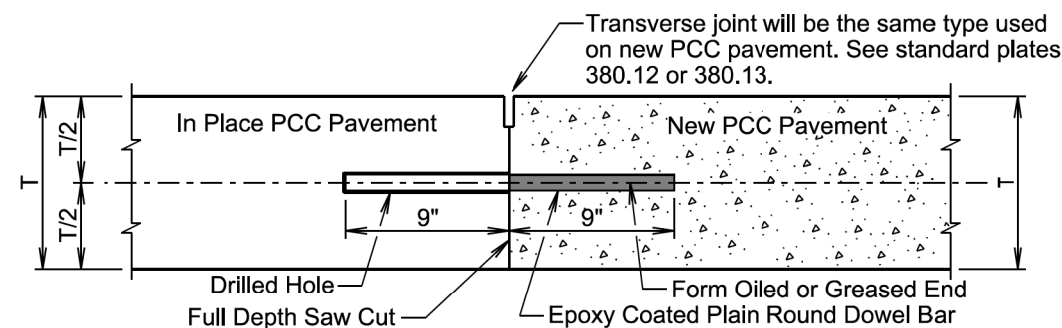
The term "In Place PCC Pavement" in the above drawing indicates that the in place PCC pavement was placed on a previous project.

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:

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.

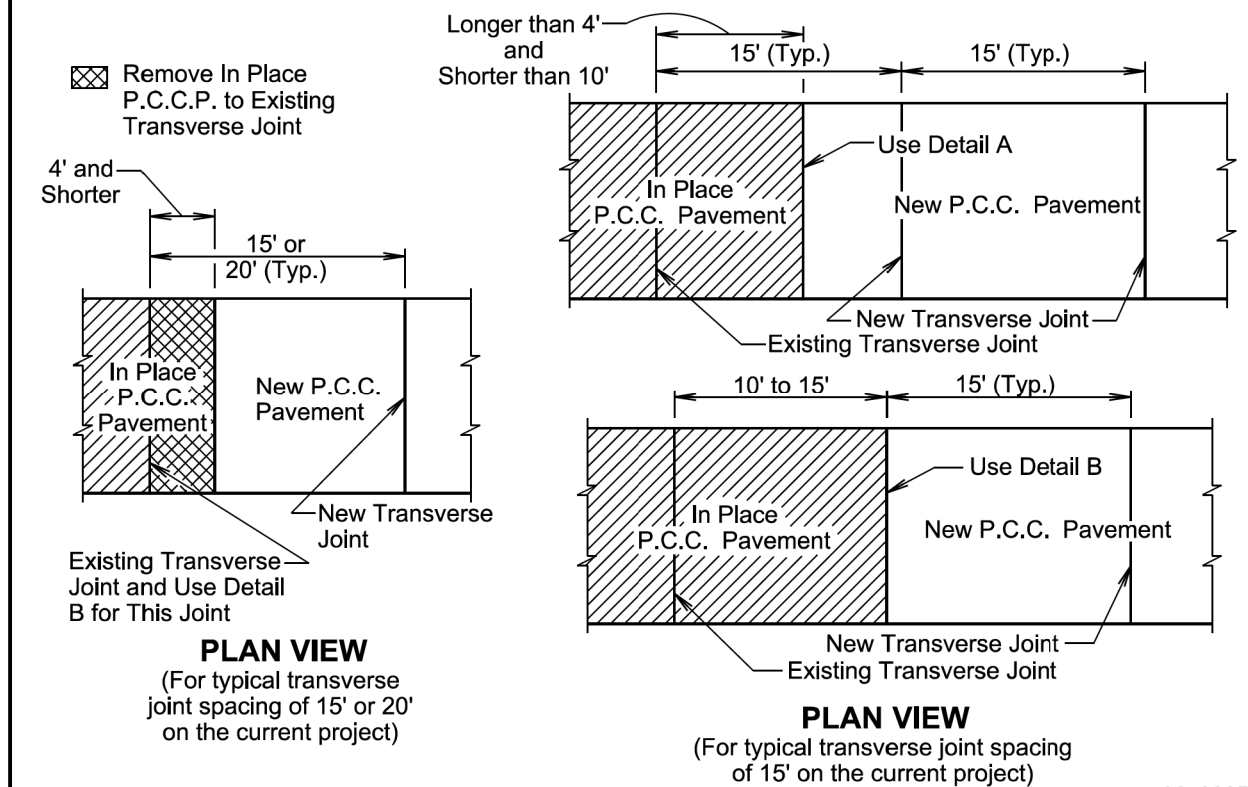
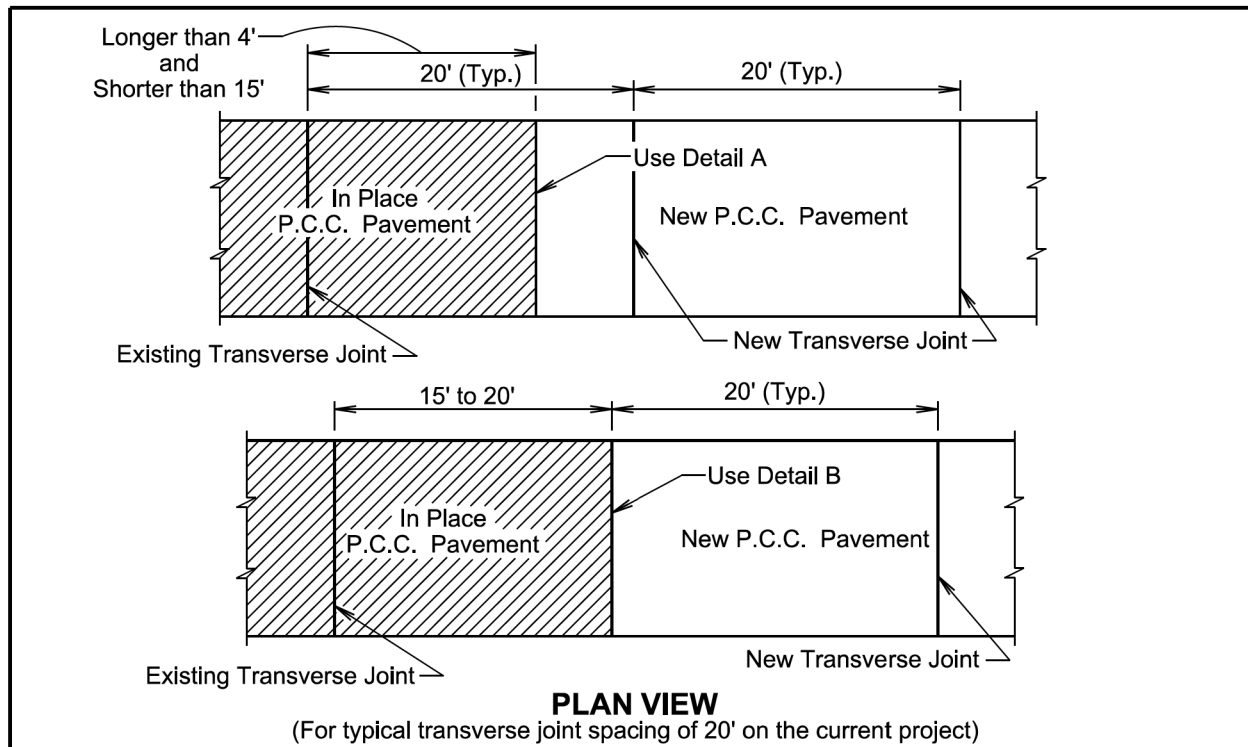
See sheet 2 of 2 of this standard plate to determine if Detail B will be used.

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.

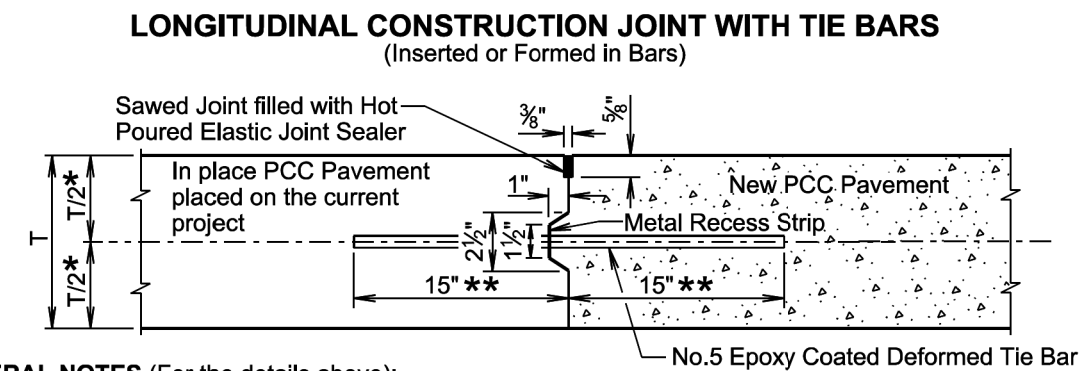
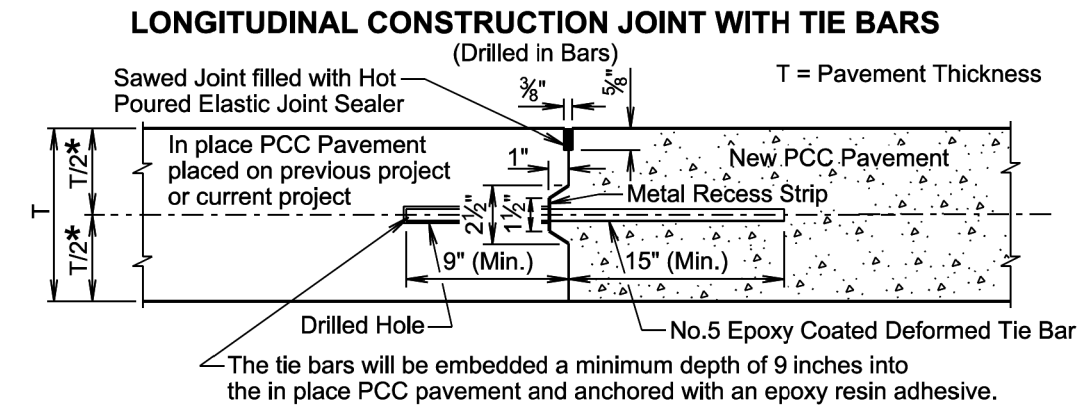
January 22, 2023

Published Date: 2026	SD DOT	PCC PAVEMENT TRANSVERSE CONSTRUCTION JOINTS WITH TIE BARS OR DOWEL BARS	PLATE NUMBER 380.15
			Sheet 1 of 2



January 22, 2023

Published Date: 2026	SD DOT	PCC PAVEMENT TRANSVERSE CONSTRUCTION JOINTS WITH TIE BARS OR DOWEL BARS	PLATE NUMBER 380.15
			Sheet 2 of 2



GENERAL NOTES (For the details above):

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

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

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.

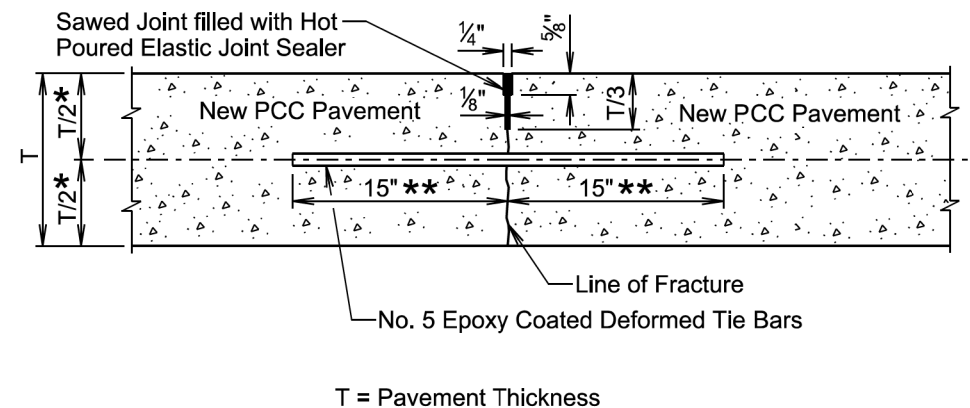
* The vertical placement tolerance for any part of the tie bar will be $\pm T/6$.

** The transverse placement (side shift) tolerance will be ± 3 inches when measured perpendicular to the longitudinal joint line.

November 19, 2022

Published Date: 2026	SD DOT	PCC PAVEMENT LONGITUDINAL JOINTS WITH TIE BARS	PLATE NUMBER 380.20
			Sheet 1 of 2

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

Published Date: 2026

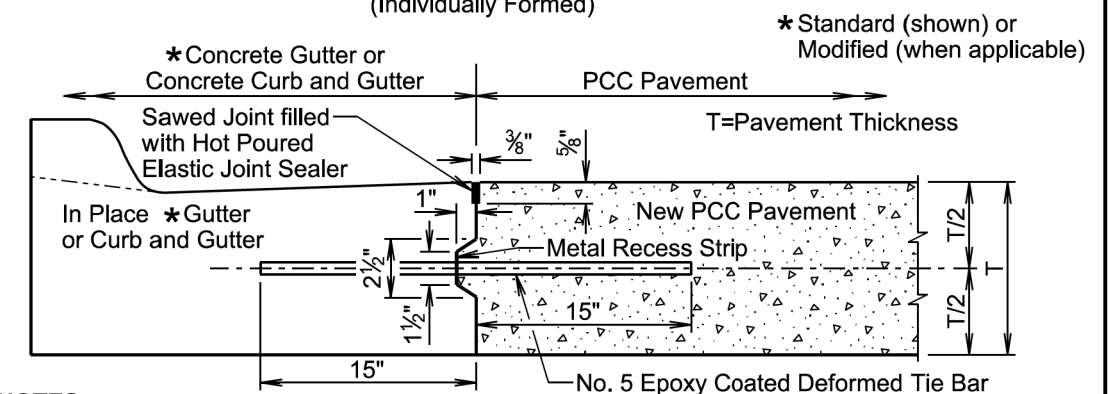
SD
DOT

PCC PAVEMENT LONGITUDINAL
JOINTS WITH TIE BARS

PLATE NUMBER
380.20

Sheet 2 of 2

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.

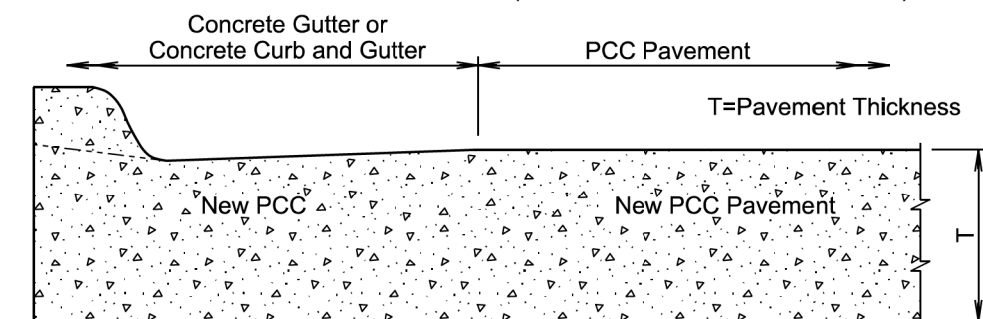
The keyway is optional and is not required. When concrete pavement is formed and a keyway is provided, a metal recess strip will be used. When concrete pavement is slip formed, a metal recess strip is not required.

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.

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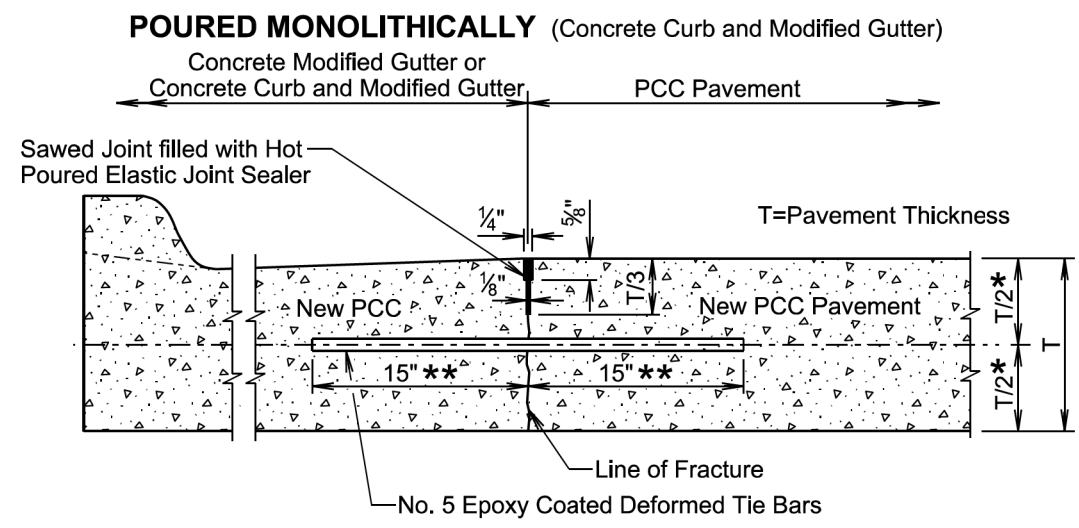
Published Date: 2026

SD
DOT

PCC PAVEMENT LONGITUDINAL CONSTRUCTION
JOINTS WITH CONCRETE GUTTER OR
CONCRETE CURB AND GUTTER

PLATE NUMBER
380.21

Sheet 1 of 2



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.

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