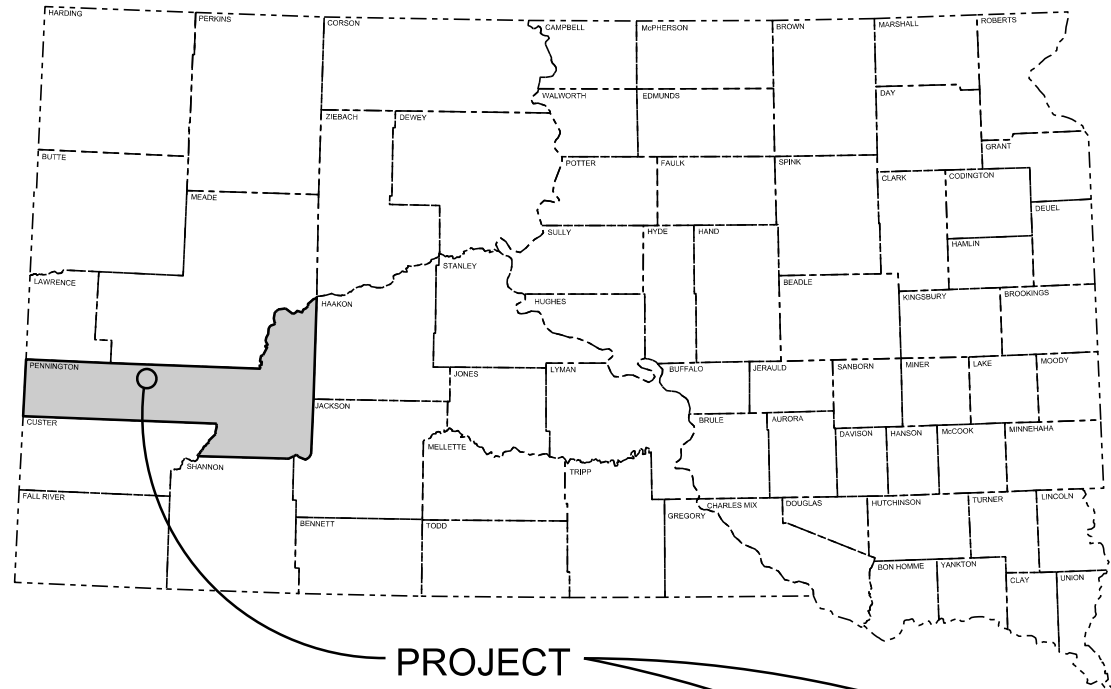


Plot Scale - 1:200

Plotted From - TRRC12608



PROJECT

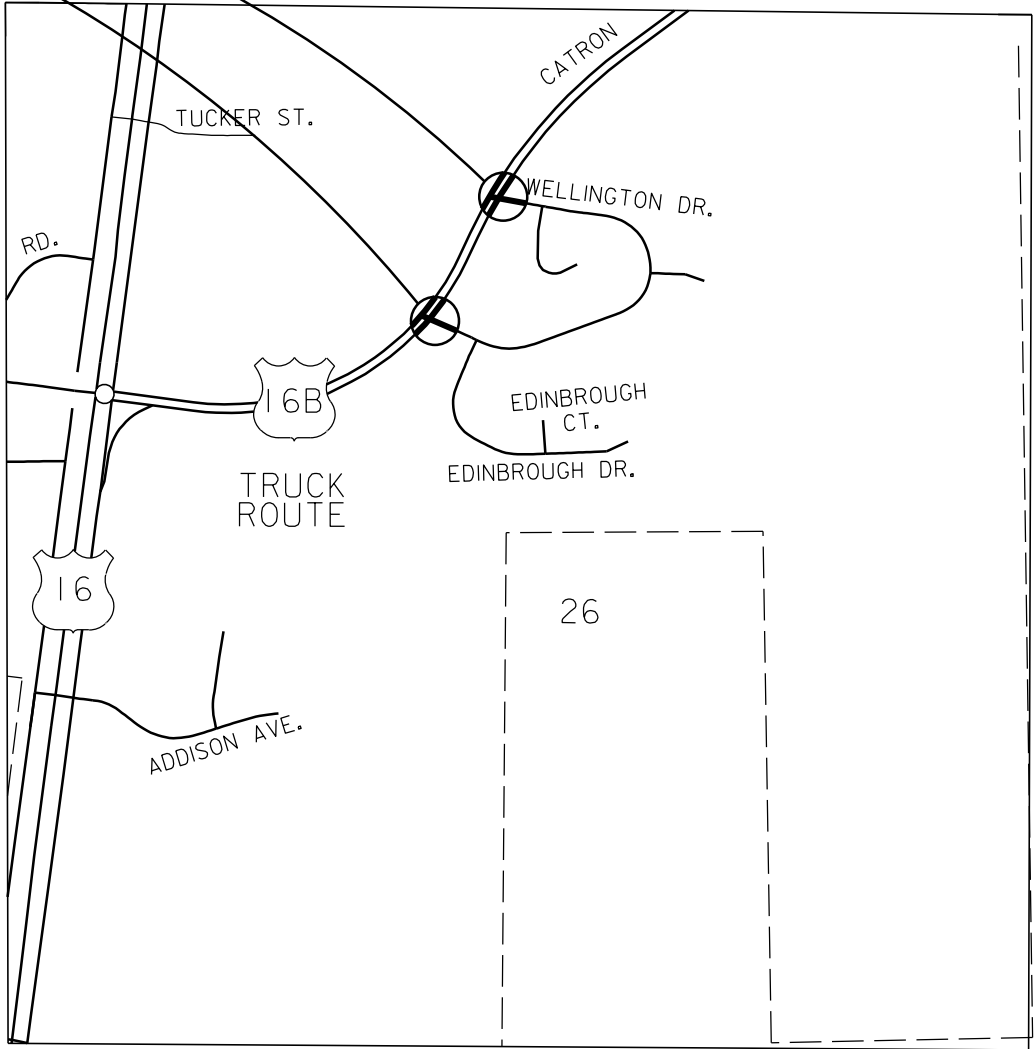
US16 EB MRM 64.545  
US16 EB MRM 64.679

TIN

DESIGN DESIGNATION

ADT (2014)	6685
ADT (2034)	9700
DHV	1474
D	51%
T DHV	2.1%
T ADT	4.6%
V	65 mph

STORM WATER PERMIT  
None Required



R7E

STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION  
PLANS FOR PROPOSED

PROJECT 016 EB-452  
US HIGHWAY 16  
PENNINGTON COUNTY

INTERSECTION IMPROVEMENTS  
PCN i3ra

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	016 EB-452	1	18

Plotting Date: 05/26/2015

INDEX OF SHEETS

Sheet No.	1:	Title and Index
Sheets No.	2 - 6:	Estimate, Notes, and Tables
Sheets No.	7 - 8:	Paving Details
Sheets No.	9 - 18:	Standard Plates

ESTIMATE OF QUANTITIES

Bid Item Number	Item	Quantity	Unit
009E0010	Mobilization	Lump Sum	LS
110E0300	Remove Concrete Curb and Gutter	21	Ft
110E1100	Remove Concrete Pavement	19.8	SqYd
110E7150	Remove Sign for Reset	2	Each
110E7152	Remove Delineator for Reset	6	Each
120E0010	Unclassified Excavation	35	CuYd
260E2060	Gravel Cushion, Modified	33.1	Ton
380E0060	8.5" Nonreinforced PCC Pavement	105.1	SqYd
380E6000	Dowel Bar	27	Each
380E6110	Insert Steel Bar in PCC Pavement	32	Each
632E2100	Reset Delineator	6	Each
632E3500	Reset Sign	2	Each
634E0100	Traffic Control	748	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0420	Type C Advance Warning Arrow Panel	1	Each
650E0085	Type B68.5 Concrete Curb and Gutter	6	Ft
734E0010	Erosion Control	Lump Sum	LS
734E0154	12" Diameter Erosion Control Wattle	260	Ft
900E0012	Refurbish Double Mailbox	1	Each

SPECIFICATIONS

Standard Specifications for Roads & Bridges, 2004 Edition and Required Provisions, Supplemental Specifications and Special Provisions as included in the Proposal

SEQUENCE OF OPERATIONS

1. Set up traffic control to close lane.
2. Remove delineators & signs for reset.
3. Complete grading and paving..
4. Reset delineators & signs and refurbish mailboxes.
5. Place erosion control measures.
6. Remove traffic control.

ENVIRONMENTAL COMMITMENTS

An Environmental Commitment is a measure that SDDOT commits to implement in order to avoid, minimize, and/or mitigate a real or potential environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency mentioned below with permitting authority can influence a project if perceived 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. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office. The environmental commitments associated with this project are as follows:

COMMITMENT C: WATER SOURCE

The Contractor shall not withdraw water with equipment previously used outside the State of South Dakota without prior approval from the SDDOT Environmental Office. Thoroughly wash all construction equipment before entering South Dakota to reduce the risk of invasive species introduction into the project vicinity.

Action Taken/Required:

The Contractor shall obtain the necessary permits from the regulatory agencies such as the Department of Environment and Natural Resources (DENR) and the United States Army Corps of Engineers (COE) prior to executing water extraction activities.

COMMITMENT E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

Action Taken/Required:

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

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor shall 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 State ROW.

The waste disposal site(s) shall be managed and reclaimed in accordance with the following from the General Permit for Highway, Road, and Railway Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Environment and Natural Resources.

The waste disposal site(s) shall 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 Project Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements shall apply:

1. Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials shall be buried in a trench completely separate from wood debris. The final cover over the construction and/or demolition debris shall consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the State ROW shall be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor shall control the access to waste disposal sites not within the State ROW through the use of 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 of time not to exceed the duration of the project. Prior to project completion, the waste shall be removed from view of the ROW or buried and the waste disposal site reclaimed as noted above.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	016 EB-452	2	18

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06.

Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

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

COMMITMENT I: HISTORICAL PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historical Preservation Office (SHPO or THPO) for all work included within the project limits and all designated option borrow sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require review of cultural resources impacts. This work includes, but is not limited to: staging areas, borrow sites, waste disposal sites, and all material processing sites.

The Contractor shall submit the records search or cultural resources survey report and if the location of the site is within the current geographical or historic boundaries of any South Dakota reservation to SDDOT Environmental Engineer, 700 East Broadway Avenue, Pierre, SD 57501-2586 (605-773-3180). 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.

If evidence for cultural resources is uncovered during project construction activities, then such activities shall cease and the Project Engineer shall be immediately notified. The Project Engineer will contact the SDDOT Environmental Engineer in order to determine an appropriate course of action.

SHPO/THPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for staging areas, borrow sites, waste disposal sites, or material processing sites that affect wetlands, threatened and endangered species, or waterways. The Contractor shall provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

**COMMITMENT K: RAPID CITY AREA AIR QUALITY CONTROL ZONE**

Administrative Rule of South Dakota (ARSD) 74:36:18:03 states that "no state facility or state contractor may engage in any construction activity or continuous operation activity within the Rapid City air quality control zone which may cause fugitive emissions of particulate to be released into the ambient air without first obtaining a permit issued by the board or the secretary."

Construction activity is defined as any temporary activity at a state facility, which involves the removal or alteration of the natural or pre-existing cover of one acre or more of land. One acre of surface area is based on a cumulative area of disturbance to be completed for the entire project. Construction activity shall include, but not be limited to, stripping of topsoil, drilling, blasting, excavation, dredging, ditching, grading, street maintenance and repair, or earth moving. Construction activity is generally completed within one year. It also includes stockpiles, access roads, and disposal areas. An off-site disposal area of excess material will require an additional permit.

**Action Taken/Required:**

In order to be considered eligible for authorization to conduct a construction activity under the terms and conditions of this permit, the owner operator must submit a Notice of Intent (NOI) form. The form must be submitted to the address below at least seven business days prior to the anticipated date of beginning the construction activity.

South Dakota Department of Environment and Natural Resources Air Quality Program

523 East Capitol, Joe Foss Building  
 Pierre, SD 57501-3181  
 Phone: 605-773-3151

The permit requires the Contractor to use reasonably available technology to control fugitive dust emissions. The Contractor is required to use control measures for track out, paved areas, unpaved roads, unpaved parking lots, disturbed areas, and for material handling and storage. The control measures that the Contractor is required to use are listed in the permit.

**UTILITIES**

The Contractor shall be responsible for locating and protecting any utility that would conflict with any work. Utilities are not planned to be affected on this project. 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 shall contact the project engineer to determine modifications that will be necessary to avoid utility impacts.

Any damage done to a utility will be the Contractor's responsibility to repair.

Utilities within the limits of the proposed construction shall be adjusted by the owner unless otherwise indicated in these plans.

**EXISTING PCC PAVEMENT**

The aggregate in the existing PCC Pavement is limestone.

The existing pavement on US 16B from MRM 64.545 EB to MRM 64.679 EB is 8.5” Nonreinforced PCC Pavement  
 The existing contraction joints are spaced at approximately 15’. Longitudinal joints are reinforced with No. 4 x 24” deformed tie bars spaced 30” to 48” centers. Transverse joints are reinforced with 1" 1/4" x 18" plain round dowel spaced 12” on center.

**REMOVAL OF EXISTING CONCRETE PAVEMENT**

The Contractor shall dispose of the concrete pavement at a site approved by the Engineer.

**PLACING TOPSOIL**

The top 4” of topsoil shall be salvaged and stockpiled prior to excavation for and placement of gravel cushion and 8.5” PCC Pavement at the two intersections on Highway 16B. Limits of this work, depth of salvage, and stockpile location will be directed by the Engineer. Following completion of construction, topsoil shall be spread evenly over the disturbed areas and level with the new top of surfacing.

All cost associated with removing and replacing the topsoil along areas to be resurfaced shall be incidental to the lump sum price for Remove and Replace Topsoil.

**UNCLASSIFIED EXCAVATION**

Unclassified Excavation is provided on the project for excavating material from the area where new Gravel Cushion, Modified and PCC Pavement will be placed in accordance with the plans. Any excess material shall be handled as waste. The estimate of quantities provides 35 cubic yards of Unclassified Excavation for performing this work.

Payment for Unclassified Excavation shall be plans quantity and field measurement will not be required.

If changes are made in the field during construction, measurements shall be taken and the quantity shall be adjusted accordingly.

**TABLE OF UNCLASSIFIED EXCAVATION**

Station to Station	Quantity CuYd
US 16B MRM 64.545 EB	18
US 16B MRM 64.679 EB	17
Total	35

**RESTORATION OF GRAVEL CUSHION – PCC PAVEMENT REPAIR LOCATIONS**

An inspection of the gravel cushion subgrade shall be made after removing concrete from each pavement replacement area. Areas of excess moisture shall be dried to the satisfaction of the Engineer. Loose and excess material shall be removed. Each replacement area shall be leveled and compacted to the satisfaction of the Engineer.

All costs associated with this work shall be incidental to the contract unit price per square yard for Nonreinforced PCC Pavement Repair.

**ALKALI SILICA REACTIVITY**

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

Fine aggregate with a 14 day expansion value of 0.400 and greater shall not be used.

Below is a list of known fine aggregate sources and the average corresponding 14 day expansion values:

Source	Location	Expansion Value
Bachman	Winner, SD	0.335*
B&B ready Mix	Flandreau, SD	0.113
Birdsall S&G	Blunt, SD	0.223
Birdsall S&G	Creston, SD	0.170
Birdsall S&G	Oral, SD	0.136
Birdsall S&G	Wasta, SD	0.177
Bitterman	Delmont, SD	0.314*
Concrete Materials	Corson, SD	0.158
Emme Sand & Gravel	Oneil, Nebraska	0.217
Fischer S&G	Fort Yates, ND	0.264*
Fischer S&G	Rapid City, SD	0.092
Fischer S&G	Spearfish, SD	0.053
Fischer S&G	Wasta	0.152
Fuchs	Pickstown, SD	0.275*
Henrick & Son	Bigstone, SD	0.140
Higman	Akron, IA	0.194
Higman	Hudson, SD	0.187
Hilde	Madison, SD	0.116
Jensen	Herried, SD	0.276*
L.G. Everist	Brookings, SD	0.123
L.G. Everist	Hawarden, IA	0.179
L.G. Everist	Summit	0.163
McLaughlin	Watertown, SD	0.124
Mission Hills	Yankton, SD	0.261*
Morris – Richards pit	Onida	0.214
Morris – Schmitgen	Onida	0.158
Myrl & Roys Paving-Nelson Pit	Sioux Falls	0.158
Northern Concrete Agg.	Rauville, SD	0.105
Northern Concrete Agg.	Luverne, MN	0.124
Opperman - Gunvordahl Pit	Burke, SD	0.337*
Opperman - Cahoy Pit	Herrick, SD	0.307*
Opperman - Jones Pit	Burke, SD	0.329*
Opperman – Randall Pit	Pickstown , SD	0.211
Sisseton Ready Mix	Sisseton, SD	0.106
Thorpe Pit	Britton, SD	0.098
Wagner Building Supplies	Wagner, SD	0.241

\* These sources will require Type V cement in the concrete mix design and Class F (Modified) fly ash as specified.

The Department will use the running average of the last three known expansion test results or less for determining acceptability of source and the required Type of cement. 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.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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ALKALI SILICA REACTIVITY (CONTINUED)

The values listed in the table are intended for use in bidding. If a previously tested pit by SDDOT with acceptable test values (less than 0.250) is discovered after letting to require Type V cement (greater than 0.250) the Department will accept financial responsibility for the change from Type II to Type V cement.

Type II or Type V cement will not change the requirement for the fly ash. The cost for either type of cement shall be subsidiary to the contract item.

GRAVEL CUSHION, MODIFIED

Gravel Cushion, Modified shall conform to the following applicable gradation:

Sieve	Gravel Cushion, Modified	Limestone Ledge Rock Gravel Cushion, Modified
Passing 1"	100%	100%
Passing 3/4"	80-100%	80-100%
Passing 1/2"	68-91%	68-90%
Passing No. 4	46-70%	42-70%
Passing No. 8	34-58%	29-53%
Passing No. 40	13-35%	10-28%
Passing No. 200	3.0-12.0%	3.0-12.0%

All other requirements for Gravel Cushion shall apply.

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

Additional required gravel cushion material shall be, placed and compacted to the satisfaction of the Engineer.

Water for Granular Material is estimated at the rate of 20 gallons of water per cubic yard of Gravel Cushion, Modified.

All costs associated with this work including Water for Granular Material shall be incidental to the contract unit price per ton yard for Gravel Cushion, Modified.

8.5" NONREINFORCED CONCRETE PAVEMENT

The fine aggregate shall be screened over a 1 inch square opening screen just prior to introduction into the concrete paving mix.

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. Trimming shall be performed as required by Section 380.3 C. of the Specifications.

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

All joints (longitudinal and transverse) through and around the 8.5" Nonreinforced Concrete Pavement areas shall be sawed and sealed with Hot Poured Elastic Joint Sealer

Concrete used in Portland cement concrete pavement shall conform to the Special Provision for Contractor Furnished Mix Design for PCC Pavement.

Stationing based on US 16B Median Centerline Alignment.

The concrete shall be placed with equipment operating from a preset grade line.

In addition to traditional field inspection of reinforcement, a Ground Penetrating Radar (GPR) unit may be used to verify reinforcement locations in the hardened concrete. The GPR may be used any time prior to the Acceptance of Field Work being issued. All costs related to corrective measures, including but not limited to concrete removal or cutting of reinforcement, price deducts, and delays to the project schedule shall be the responsibility of the Contractor.

Table of 8.5" Nonreinforced Concrete Pavement						
	Remove Concrete Pavement	8.5" Nonreinforced Concrete Pavement	Gravel Cushion, Modified	#5 Bar	Insert Steel Bar in PCC Pavement	Dowel Bar
MRM	(SqYd)	(SqYd)	(Ton)	(Each)	(Each)	(Each)
64.545 EB	13.1	54.3	17.1	16	16	12
64.679 EB	6.7	50.8	16.0	16	16	15
Total	19.8	105.1	33.1	32	32	27

STEEL BAR INSERTION

Locations and quantities of concrete repair are subject to change in the field at the discretion of the Engineer. The Contractor will be responsible for ordering the actual quantity of steel bars necessary to complete the work.

The Contractor shall insert the steel bars (1¼" x 18" epoxy coated plain round dowel bars and 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.

Steel bars shall be cut to the specified length by sawing and shall be free from burring or other deformations. Shearing will not be permitted.

Epoxy resin adhesive shall be of the type intended for horizontal applications, and shall conform to the requirements of ASTM C 881, Type IV, Grade 3 (equivalent to AASHTO M235, Type IV, Grade 3).

The diameter of the drilled holes in the existing concrete pavement for the steel bars shall not be less than 1/8 inch nor more than 3/8 inch greater than the overall diameter of the steel bar. Holes drilled into the existing concrete pavement shall be located at mid-depth of the slab and true and normal. The drilled holes shall be blown out with compressed air using a device that will reach to the back of the hole to ensure that all debris or loose material has been removed prior to epoxy injection.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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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.

Mix the epoxy resin as recommended by the manufacturer and apply by an injection method approved by the Engineer. If an epoxy pump is utilized, it shall be capable of metering the components at the manufacturer's designated rate and be equipped with an automatic shut-off. The pump shall shut off when any of the components are not being metered at the designated rate.

Fill the drilled holes 1/3 to 1/2 full of epoxy, or as recommended by the manufacturer, prior to insertion of the steel bar. Care shall be taken to prevent epoxy from running out of the horizontal holes prior to steel bar insertion. Rotate the steel bar during insertion to eliminate voids and ensure complete bonding of the bar. Insertion by the dipping method will not be allowed.

Cost for the epoxy resin adhesive, steel bars, drilling of holes, inserting the steel bars into the drilled holes and all other items incidental to the insertion of the steel bars shall be included in the contract unit price per each for Insert Steel Bar in PCC Pavement.

REMOVE AND RESET SIGNS AND DELINEATORS

A street sign and several delineators will need to be removed and reset at each location.

Signs and delineators shall be reset in accordance with MUTCD standards.

Any damage caused to the signs and/or delineators during construction operations shall be the responsibility of the Contractor at no additional cost to the State.

All costs for removing and resetting signs shall be paid for at the contract unit price per each for Remove Sign for Reset and Reset Sign.

All costs for removing and resetting delineators shall be paid for at the contract unit price per each for Remove Delineator for Reset and Reset Delineator.

TRAFFIC CONTROL – GENERAL NOTES

1. Requests to deviate from the sequence of operations shall be submitted in writing to the Engineer for review. Approval of an alternate sequence of operations will only be allowed when the proposed changes meet with the Department’s intent for traffic control and sequencing of the work. An alternate sequence shall be submitted for review a minimum of one week prior to potential implementation.
2. Unless otherwise stated in these plans, no work will be allowed during hours of darkness. Hours of darkness are defined as ½ hour after sunset until ½ hour before sunrise.
3. Storage of vehicles and equipment shall be as near the right-of-way as possible. Contractor’s employees should mobilize at a location off the right-of-way and arrive at the work sites in a minimum number of vehicles necessary to perform the work. Indiscriminate driving and parking of vehicles within the right-of-way will not be permitted. Any damage of the vegetation, surfacing, embankment, delineators, and existing signs resulting from such indiscriminate use shall be repaired and/or restored by the Contractor, at no expense to the State, and to the satisfaction of the Engineer.
4. Existing guide, route, informational logo, regulatory, warning signs and delineation shall be temporarily reset and maintained during construction as directed by the Engineer. Removing, relocating, salvaging and resetting of the above items shall be the responsibility of the Contractor.
5. All non-applicable existing signing and temporary traffic control devices shall be covered or removed during periods of inactivity. Periods of inactivity shall be defined as no work taking place for a period of more than 7 calendar days. The cost of removing or covering non-applicable signs and temporary traffic control devices shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous.
6. Construction signing mounted on portable supports shall not be used for a duration of more than 3 days, unless approved by the Engineer. Construction signing that remains in the same location for more than 3 days shall be mounted on fixed location, ground mounted, breakaway supports.
7. For each PCN the quantity of traffic control units paid for will be for the greatest number of installations per sign in place at any one time regardless of the number of set-ups on the project.
8. Any delineators and signs damaged or lost shall be replaced by the Contractor at no cost to the State.
9. All materials and equipment shall be stored a minimum distance of 30’ from the traveled way during nonworking hours.
10. The Contractor shall provide documentation that all breakaway sign supports comply with FHWA NCHRP 350 or MASH crash-worthy requirements. The Contractor shall provide installation details at the preconstruction meeting for all breakaway sign support assemblies.
11. The Contractor shall be required to have a person available 24 hour/day, 7 days/week to maintain traffic control devices. The name and cellular telephone number of this individual shall be given to the Engineer at the preconstruction meeting.

12. The Contractor or designated traffic control subcontractor shall make night inspections at the initial set up of traffic control and every week thereafter to ensure the adequacy, legibility and reflectivity of each sign and device. A written summary of each inspection shall be given to the Engineer within 24 hours after completion of the inspection. The cost for the nighttime inspection work shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous.
13. Vehicles working in traffic or alongside traffic shall be equipped with a flashing amber light visible from all directions. The amber light shall be mounted on the uppermost part of the Contractor’s vehicle. Lights must have peak intensity within the range of 40 to 400 candelas and must flash at 75 ± 15 flashes per minute. Vehicle flasher/hazard lights are not acceptable. All haul trucks shall be equipped with a second flashing amber light that is visible from the backside of the haul truck. The costs for the flashing amber lights shall be incidental to the various related contract bid items.
14. All construction operations shall be conducted in the general direction of traffic movement.
15. If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD – whichever is more stringent shall be used, as determined by the Engineer.
16. Temporary Road Markers (Tabs) shall be used for lane closure tapers or lane shift tapers and shall be installed at 5’ spacing. Tabs used for tapers and shifts will not be measured for payment. All costs associated to furnish, install, maintain (including replacement as required by the Engineer at no added cost to the Department), and remove all markers will be incidental to the contract lump sum price for Traffic Control, Miscellaneous.
17. Drums are required in all lane closure tapers. All costs for drums shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous.
18. Traffic shall be maintained on the driving lanes. Use of the shoulder as a driving lane will not be permitted. Any damage to the shoulder due to rerouted traffic or Contractor's equipment shall be repaired at no expense to the State.

INVENTORY OF TRAFFIC CONTROL DEVICES

SIGN CODE	DESCRIPTION	NUMBER	SIGN SIZE	UNITS PER SIGN	UNITS
R1-1	STOP	2	36" x 36"	27	54
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	34	68
W20-1	ROAD WORK AHEAD	5	48" x 48"	34	170
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	34	68
W21-5	SHOULDER WORK	2	48" x 48"	34	68
G20-2	END ROAD WORK	4	48" x 24"	24	96
-	TYPE 3 BARRICADE - 8' double sided	4		56	224
TOTAL UNITS				748	

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TYPE C ADVANCE WARNING ARROW PANEL

For each PCN the quantity of Type C Advance Warning Arrow Panels paid will be the most installations in place at any one time regardless of the number of set-ups on the project.

Table of Curb and Gutter		
	Remove Concrete Curb and Gutter	Type B68.5 Curb and Gutter
MRM	(Ft)	(Ft)
US 16B 64.545 EB	20.6	6.0

EROSION CONTROL WATTLE

Erosion control wattles for restraining the flow of runoff and sediment shall be installed at underdrain outlets noted in the table of Subgrade Repair and at locations determined by the Engineer during construction. Refer to Standard Plate 734.06 for details.

The Contractor shall provide certification that the erosion control wattles do not contain noxious weed seeds.

Erosion control wattles shall remain on the project to decompose.

The erosion control wattle provided shall be from the approved product list. The approved product list for erosion control wattle may be viewed at the following internet site:

<http://sddot.com/business/certification/products/Default.aspx>

It is anticipated that 260 feet of 12” Erosion Control Wattle will be required for the two intersecting street locations that are receiving new concrete on US 16B.

**EROSION CONTROL**

Areas disturbed or damaged during subgrade repairs shall be seeded and mulched.

All permanent seed shall be planted in the topsoil at a depth of ¼” to ½”.

All seed broadcast must be raked or dragged in (incorporated) within the top ¼” to ½” of topsoil when possible. Hand raking may be required. This requirement may be waived by the Engineer during construction when raking or dragging is deemed not feasible by conventional methods.

Type F Permanent Seed Mixture shall consist of the following:

Grass Species	Variety	Pure Live Seed (PLS) (Pounds/Acre)
Western Wheatgrass	Flintlock, Rodan, Rosana	7
Green Needlegrass	Lodorm	4
Sideoats Grama	Butte, Killdeer, Pierre, Trailway	3
Blue Grama	Bad River, Willis	2
Oats or Spring Wheat: April through May; Winter Wheat: August through November		10
Total:		26

Fiber mulch shall be applied in a separate operation following permanent seeding.

An additional 2% by weight of tackifier shall be added to the fiber mulch product selected from the list below. If the product selected has guar gum tackifier included, then the additional 2% of tackifier shall be guar gum. If the product selected has synthetic tackifier included, then the additional 2% of tackifier shall be synthetic.

Fiber mulch shall be applied at the rate of 2000 pounds per acre.

The Contractor shall allow the fiber mulch to cure a minimum of 18 hours prior to watering or any storm event to ensure proper cohesion between the soil and fiber particles.

All costs for the additional tackifier added to the fiber mulch including labor, equipment, and materials shall be incidental to the contract lump sum price for Erosion Control.

The fiber mulch used on this project shall be one from the list below:

Product

Mat-Fiber Plus

Conwed Hydro Mulch 2000

EcoFibre Plus Tackifier

Terra Wood  
with Tacking Agent 3

Bindex Wood WT

Second Nature Wood  
Fiber Mulch Plus

Manufacturer

Mat, Inc.  
Floodwood, MN  
Phone: 1-888-477-3028  
[www.matinc.biz](http://www.matinc.biz)

Profile Products LLC  
Buffalo Grove, IL  
Phone: 1-800-366-1180  
[www.conwedfibers.com](http://www.conwedfibers.com)

Profile Products LLC  
Buffalo Grove, IL  
Phone: 1-800-366-1180  
[www.profile-eco.com](http://www.profile-eco.com)

Profile Products LLC  
Buffalo Grove, IL  
Phone: 1-800-726-6371  
[www.terra-mulch.com](http://www.terra-mulch.com)

American Excelsior Co.  
Arlington, TX  
Phone: 1-800-777-7645  
[www.curlex.com](http://www.curlex.com)

Central Fiber LLC  
Canton, OH  
Phone: 1-888-452-2630  
[www.centralfiber.com](http://www.centralfiber.com)

Approximately 2600 square feet of permanent seeding will be required for the two intersecting street locations that are receiving new concrete on US 16B. The Engineer may adjust this quantity up or down depending on damage to the area surrounding the project.

All costs associated with permanent seeding and fiber mulching shall be incidental to the contract lump sum for price for Erosion Control.

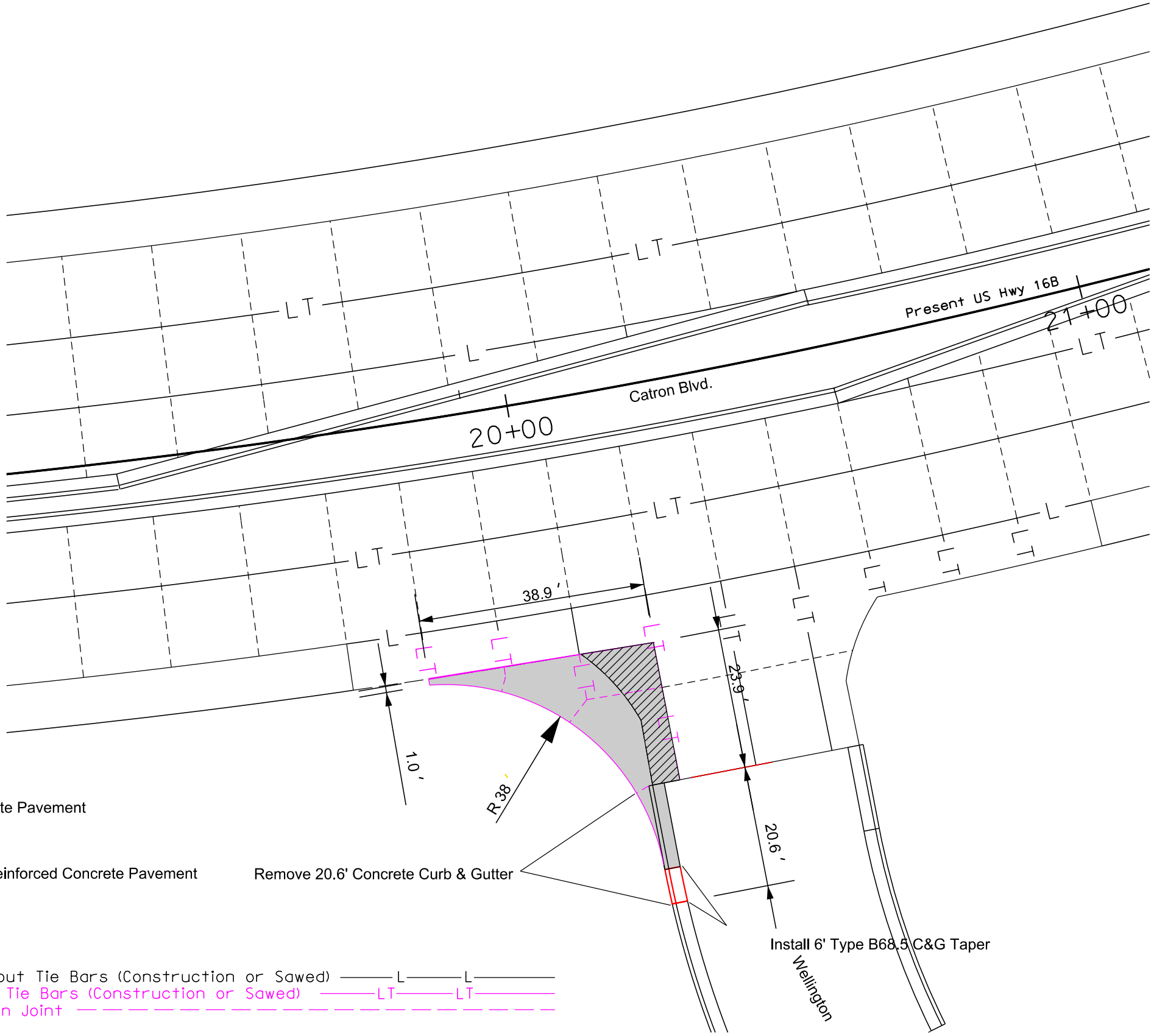
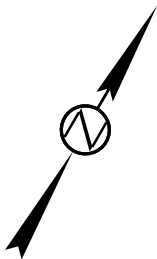
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	016 EB-452	6	18

# PCC PAVEMENT JOINT LAYOUT

## US 16B MRM 64.545 EB

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	016 EB-452	7	18

Plotting Date: 06/02/2015



Remove Concrete Pavement



Install 8.5" Nonreinforced Concrete Pavement

Remove 20.6' Concrete Curb & Gutter

LEGEND:

Longitudinal Joint Without Tie Bars (Construction or Sawed) ——— L ——— L ———  
Longitudinal Joint With Tie Bars (Construction or Sawed) ——— LT ——— LT ———  
Transverse Contraction Joint - - - - -

PLOT SCALE - 1:20

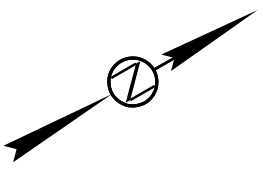
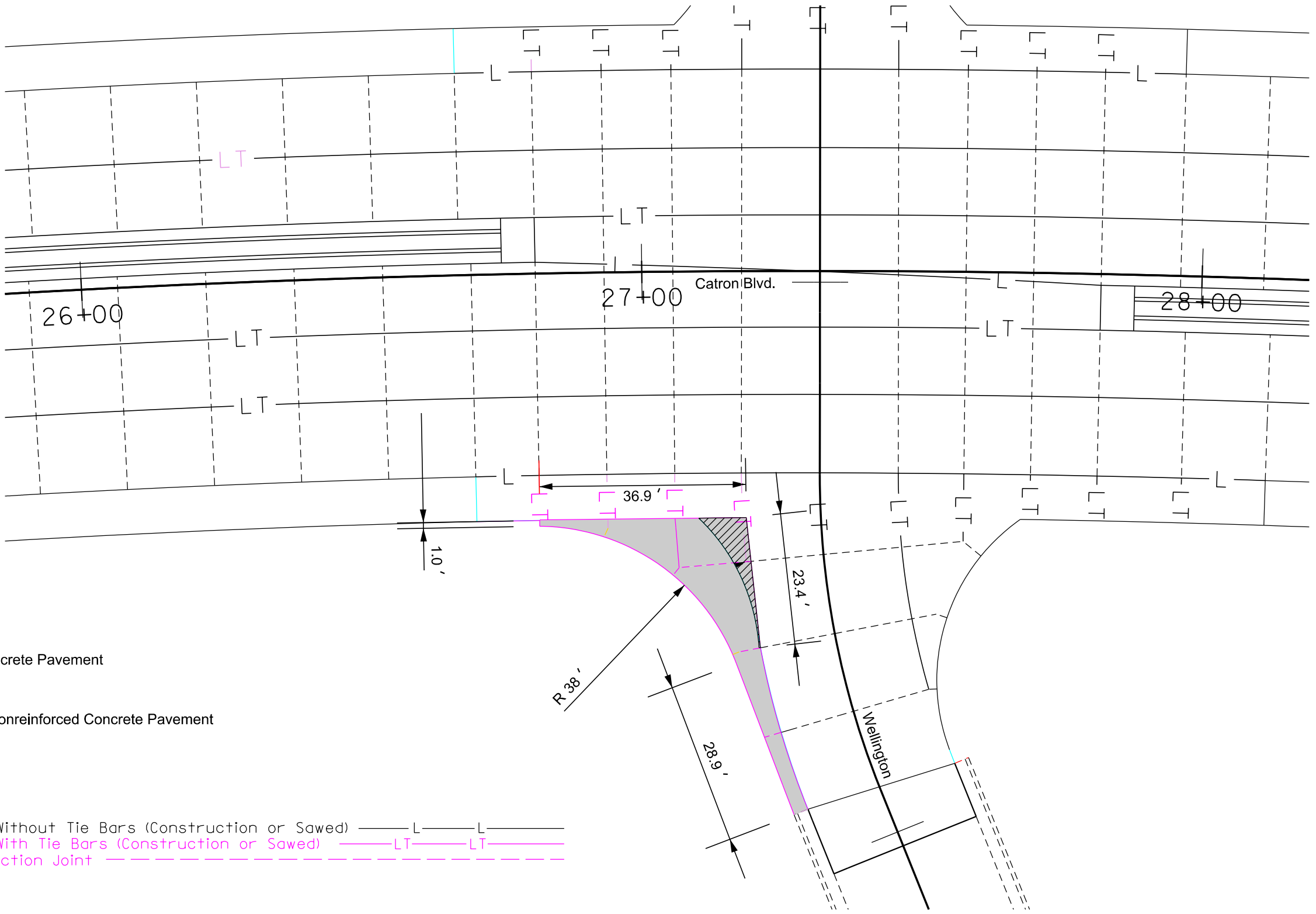
PLOTTED FROM - TRRC12608

FILE - ... \CATRON & WELLINGTON\PLAN1.DGN PLOT NAME - 2

# PCC PAVEMENT JOINT LAYOUT

## US 16B MRM 64.679 EB

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	016 EB-452	8	18
Plotting Date: 06/02/2015			



- Remove Concrete Pavement
- Install 8.5" Nonreinforced Concrete Pavement

LEGEND:

Longitudinal Joint Without Tie Bars (Construction or Sawed) ——— L ——— L ———

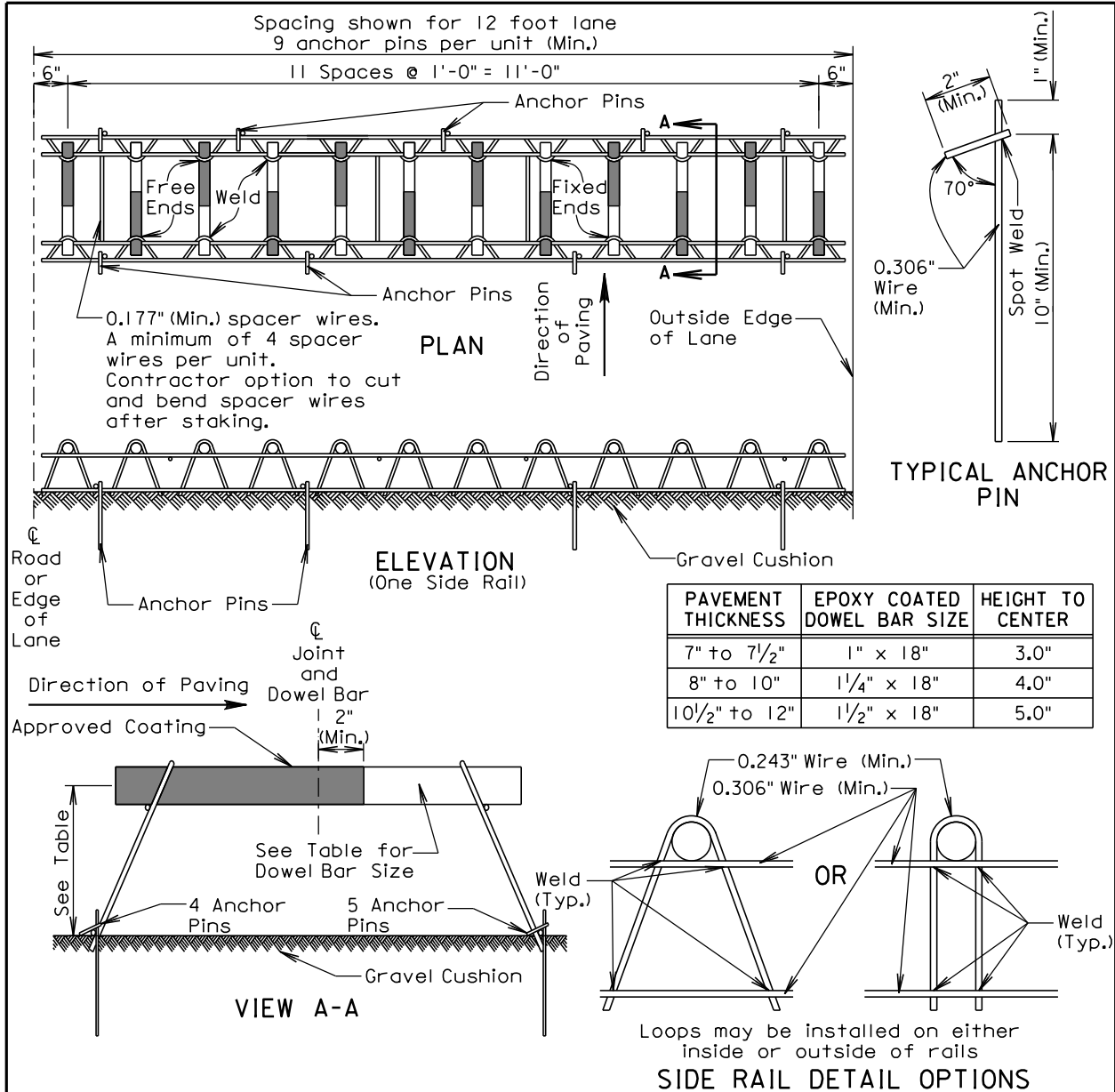
Longitudinal Joint With Tie Bars (Construction or Sawed) ——— LT ——— LT ———

Transverse Contraction Joint ——— ——— ——— ——— ——— ——— ——— ——— ——— ———

PLOT SCALE - 1"=20'

PLOTTED FROM - TRR012608

FILE - ... \CATRON & WELLINGTON\PLAN2.DGN PLOT NAME - 3



**GENERAL NOTES:**

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

Centerline of individual dowel bars shall be parallel to top of subgrade ±1/8 inch in 18 inches and to all other dowel bars in the assembly ±1/16 inch in 18 inches.

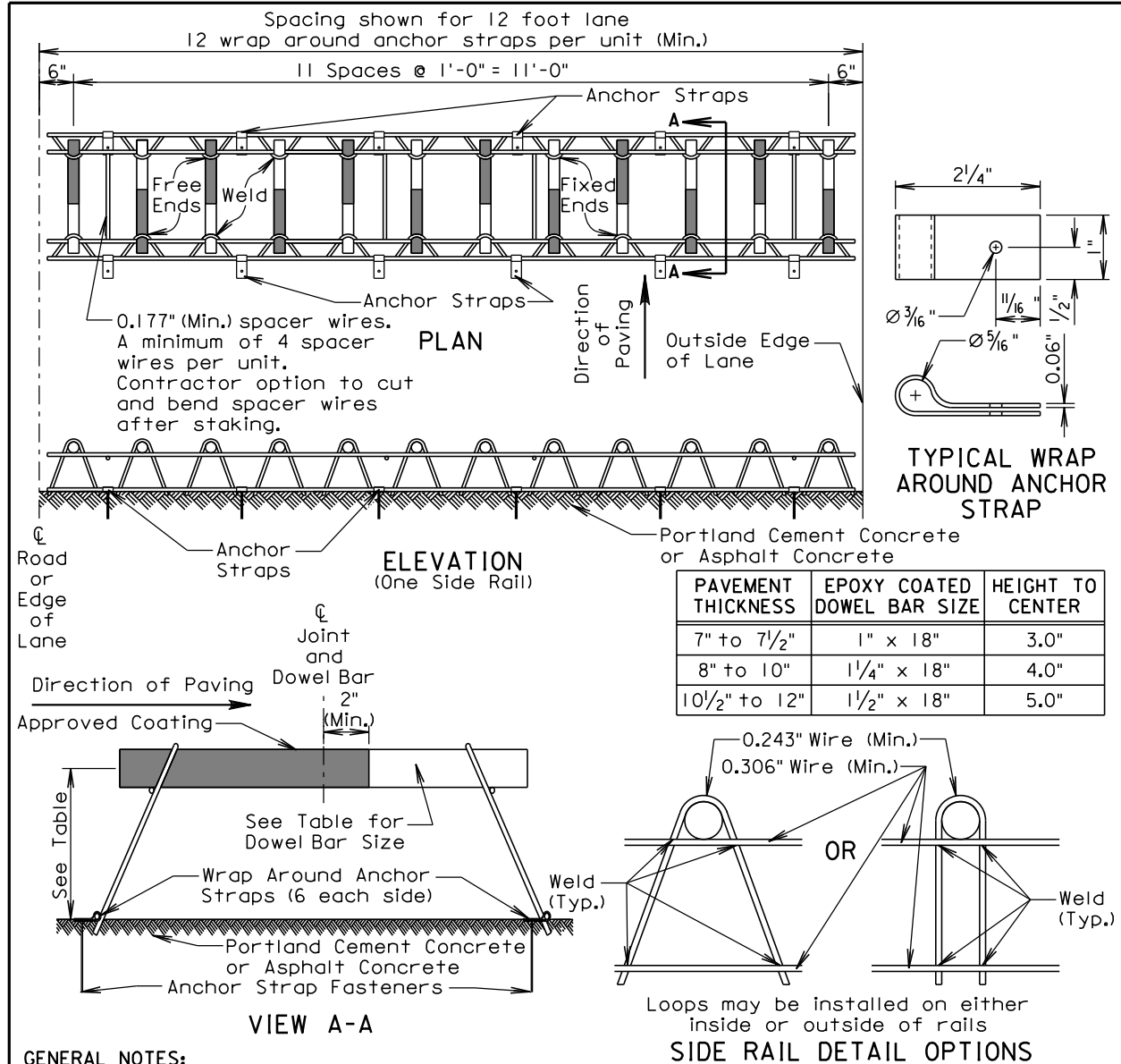
Centerline of individual dowel bars shall be parallel to the centerline of the roadway ±1/2 inch in 18 inches.

The transverse contraction joints shall be sawed perpendicular to the centerline of the roadway and the dowel bars shall be centered on the sawed joint ±1 inch.

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

August 30, 2013

Published Date: 1st Qtr. 2015	S D D O T	PCC PAVEMENT DOWEL BAR ASSEMBLY FOR TRANSVERSE CONTRACTION JOINTS 12 Bar Assembly on Granular Base Material	PLATE NUMBER 380.01
			Sheet 1 of 1



**GENERAL NOTES:**

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

Centerline of individual dowel bars shall be parallel to top of subgrade ±1/8 inch in 18 inches and to all other dowel bars in the assembly ±1/16 inch in 18 inches.

Centerline of individual dowel bars shall be parallel to the centerline of the roadway ±1/2 inch in 18 inches.

The transverse contraction joints shall be sawed perpendicular to the centerline of the roadway and the dowel bars shall be centered on the sawed joint ±1 inch.

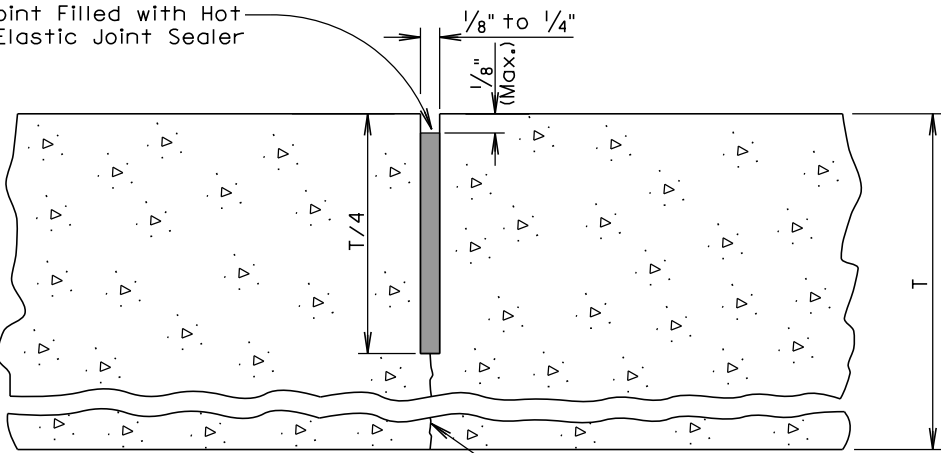
Supporting devices as shown on this sheet, or equivalent as approved by the Engineer, shall be used to maintain proper horizontal and vertical alignment of the dowel bars.

Appropriate anchor strap fasteners shall be used to prevent movement of the dowel bar assemblies during the paving operation.

August 30, 2013

Published Date: 1st Qtr. 2015	S D D O T	PCC PAVEMENT DOWEL BAR ASSEMBLY FOR TRANSVERSE CONTRACTION JOINTS 12 Bar Assembly on Hard Surfaced Base Material	PLATE NUMBER 380.02
			Sheet 1 of 1

Sawed Joint Filled with Hot  
Poured Elastic Joint Sealer



T = Pavement Thickness

Line of Fracture

**GENERAL NOTES:**

The saw cut to control cracking shall be a minimum of  $\frac{1}{4}$  the thickness of the pavement.

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

June 26, 2013

Published Date: 1st Qtr. 2015

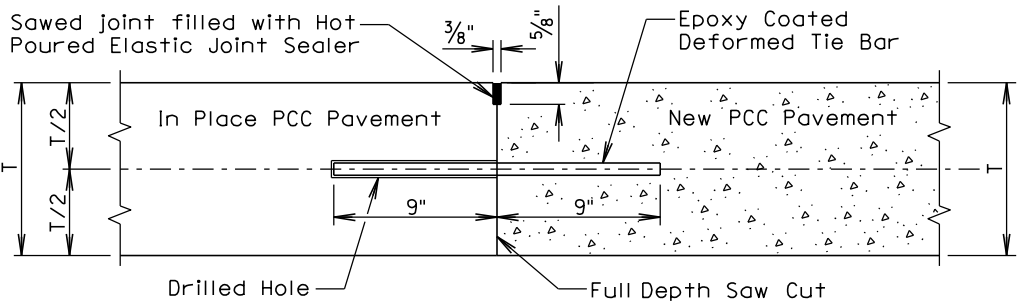
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**PCC PAVEMENT TRANSVERSE CONTRACTION  
JOINT WITH OR WITHOUT DOWEL BAR ASSEMBLY**

PLATE NUMBER  
380.05

Sheet 1 of 1

DETAIL A  
TRANSVERSE CONSTRUCTION JOINT WITH TIE BARS



T = In Place PCC Pavement and New PCC Pavement Thickness

GENERAL NOTES:

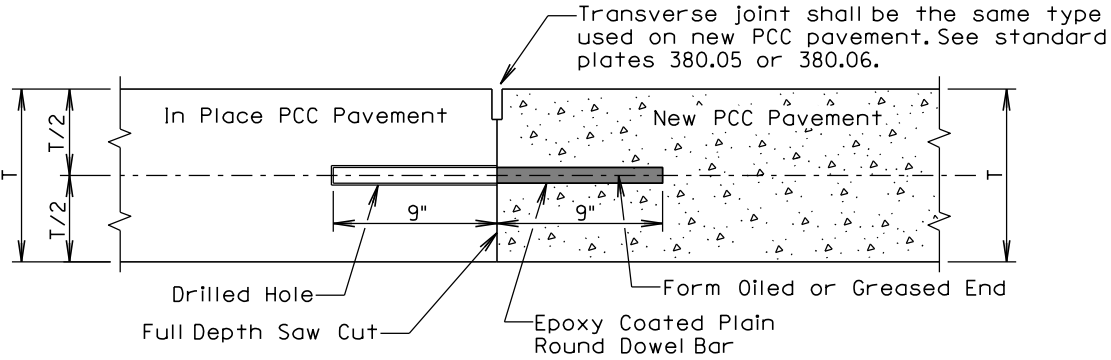
The term "In Place PCC Pavement" in the above drawing indicates that the in place PCC pavement was placed on a previous project.

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

The tie bars shall be embedded a minimum depth of 9 inches into the in place PCC pavement and anchored with an epoxy resin adhesive.

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

DETAIL B  
TRANSVERSE CONSTRUCTION JOINT WITH DOWEL BARS



T = In Place PCC Pavement and New PCC Pavement Thickness

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.

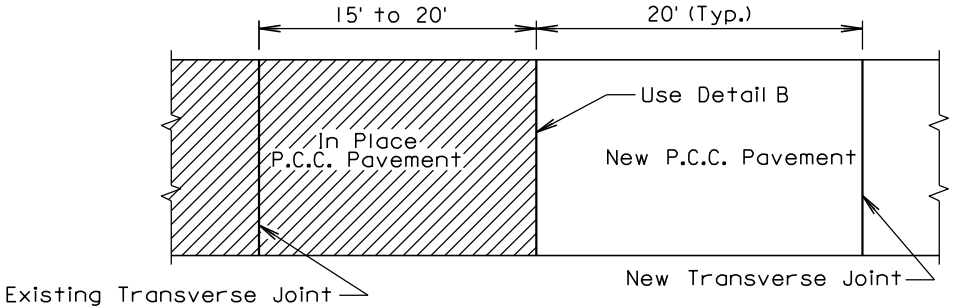
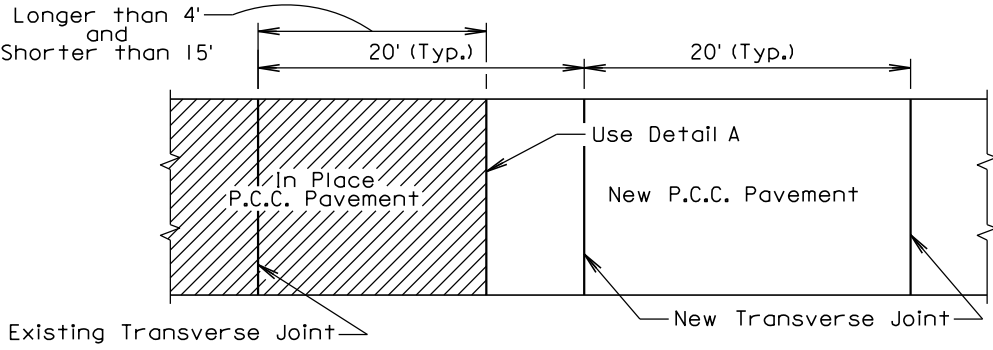
See sheet 2 of 2 of this standard plate to determine if Detail B shall be used.

The plain round dowel bars shall be embedded a minimum depth of 9 inches into the in place PCC pavement and anchored with an epoxy resin adhesive.

The epoxy coated plain round dowel bar size, number, and spacing shall be the same as detailed on the corresponding dowel bar assembly standard plate (380.01, 380.02, 380.03, or 380.04). The epoxy coated plain round dowel bars shall be a minimum of 3 inches and a maximum of 6 inches from the pavement edges.

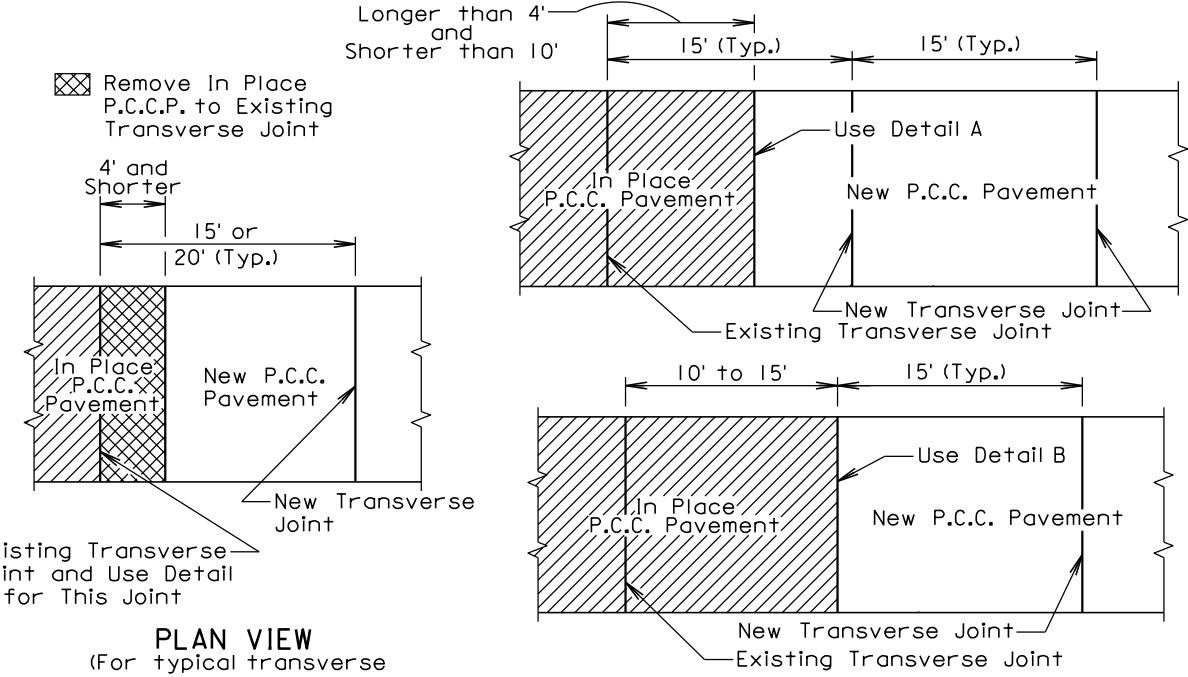
September 6, 2013

Published Date: 1st Qtr. 2015	S D D O T	PCC PAVEMENT TRANSVERSE CONSTRUCTION JOINTS WITH TIE BARS OR DOWEL BARS	PLATE NUMBER 380.08
			Sheet 1 of 2



PLAN VIEW

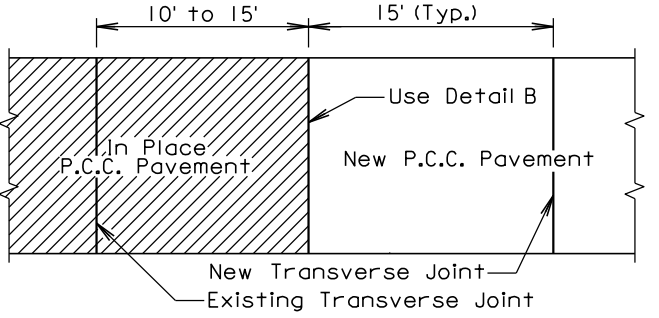
(For typical transverse joint spacing of 20' on the current project)



Existing Transverse Joint and Use Detail B for This Joint

PLAN VIEW

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



PLAN VIEW

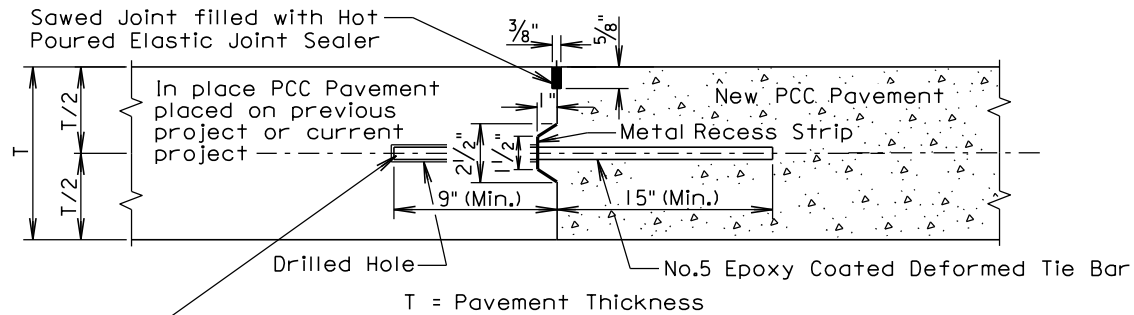
(For typical transverse joint spacing of 15' on the current project)

September 6, 2013

Published Date: 1st Qtr. 2015	S D D O T	PCC PAVEMENT TRANSVERSE CONSTRUCTION JOINTS WITH TIE BARS OR DOWEL BARS	PLATE NUMBER 380.08
			Sheet 2 of 2

LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS

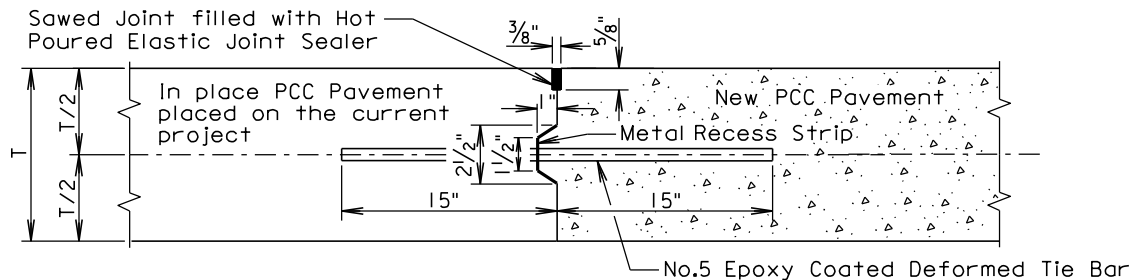
(DRILLED IN BARS)



The tie bars shall be embedded a minimum depth of 9 inches into the in place PCC pavement and anchored with an epoxy resin adhesive.

LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS

(INSERTED OR FORMED IN BARS)



GENERAL NOTES (For the details above):

The epoxy coated deformed tie bars shall 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 shall be placed a minimum of 15 inches from transverse contraction joints.

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

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

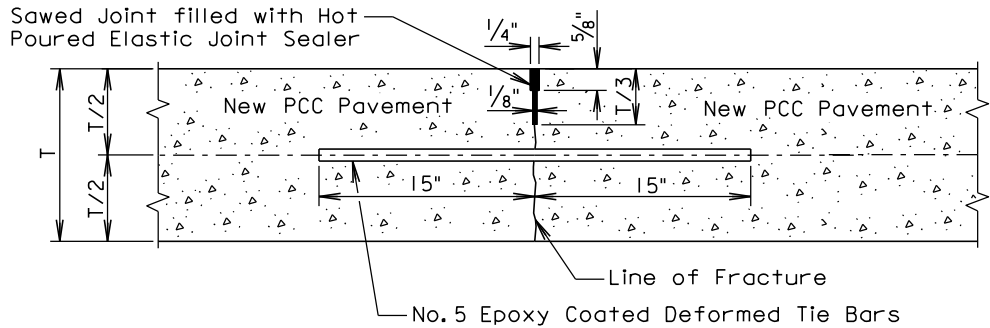
The keyway is optional and is not required. When concrete pavement is formed and a keyway is provided, a metal recess strip shall be used. When concrete pavement is slip formed, a metal recess strip is not required.

August 31, 2013

Published Date: 1st Qtr. 2015	S D D O T	PCC PAVEMENT LONGITUDINAL JOINTS WITH TIE BARS	PLATE NUMBER 380.10
			Sheet 1 of 2

SAWED LONGITUDINAL JOINT WITH TIE BARS

(POURED MONOLITHICALLY)



GENERAL NOTES (For the detail above):

The epoxy coated deformed tie bars shall 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

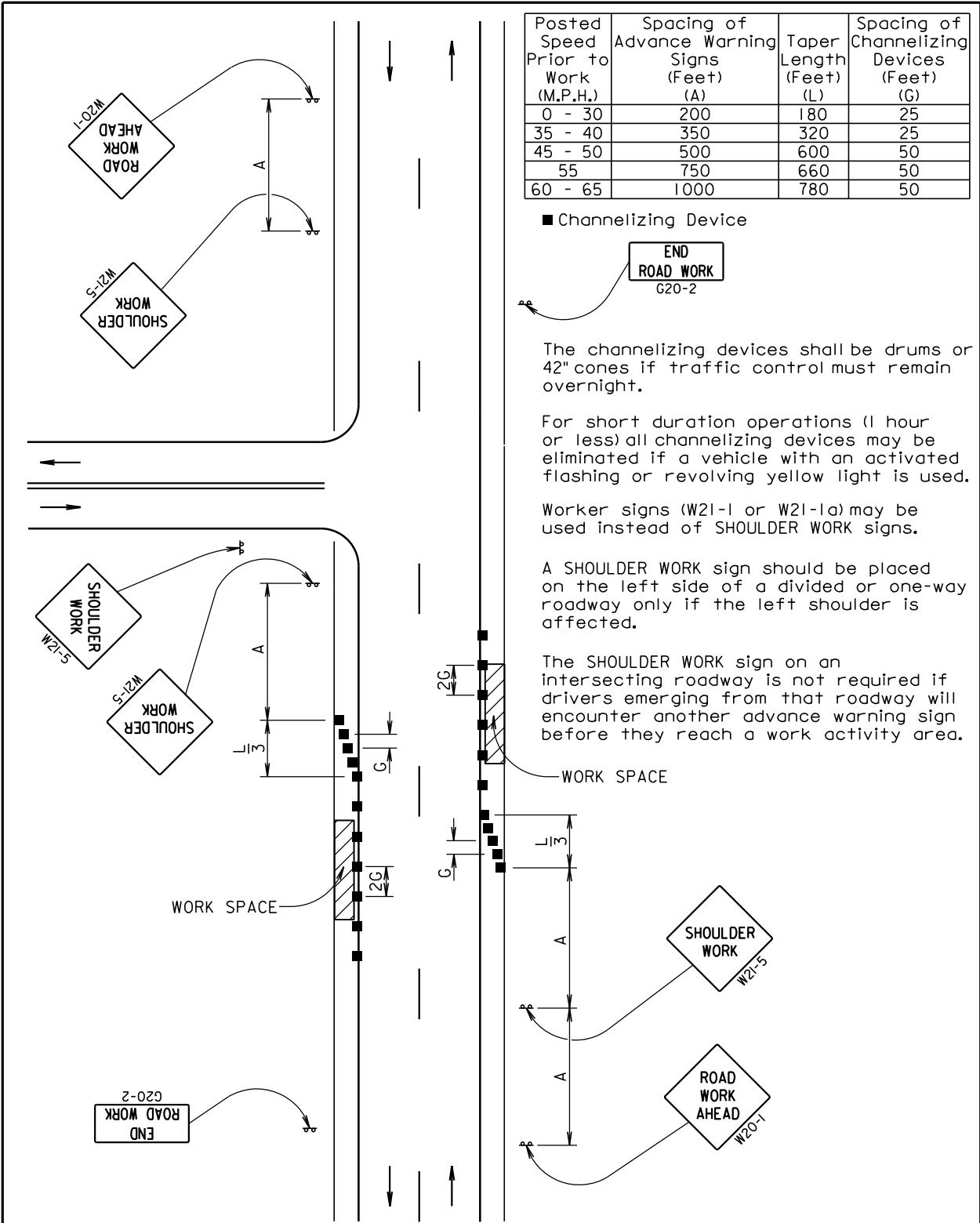
The tie bars shall be placed a minimum of 15 inches from the transverse contraction joints.

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

The first saw cut to control cracking shall 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.

August 31, 2013

Published Date: 1st Qtr. 2015	S D D O T	PCC PAVEMENT LONGITUDINAL JOINTS WITH TIE BARS	PLATE NUMBER 380.10
			Sheet 2 of 2



September 22, 2014

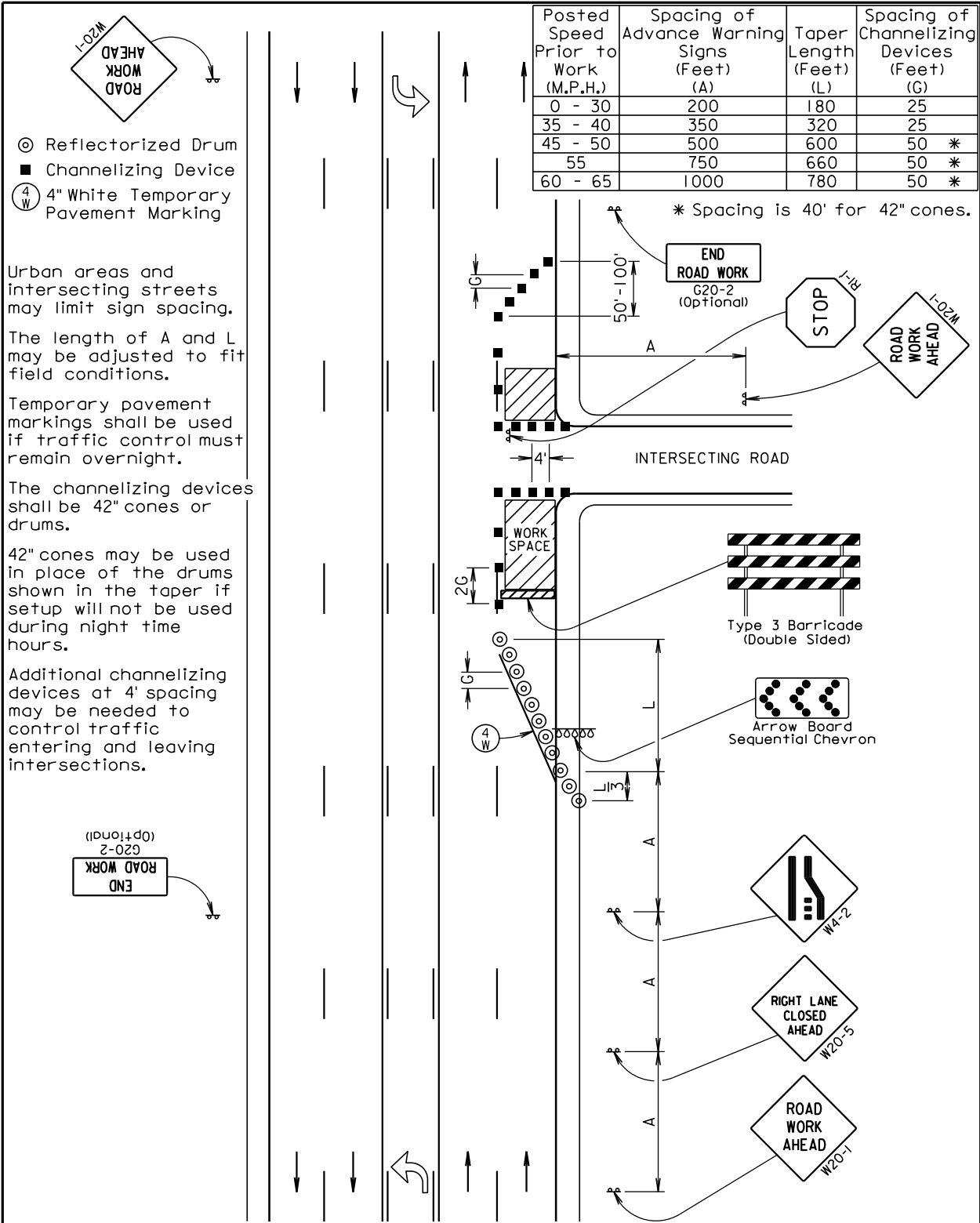
Published Date: 1st Qtr. 2015

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GUIDES FOR TRAFFIC CONTROL DEVICES  
WORK ON SHOULDERS

PLATE NUMBER  
634.03

Sheet 1 of 1



September 22, 2014

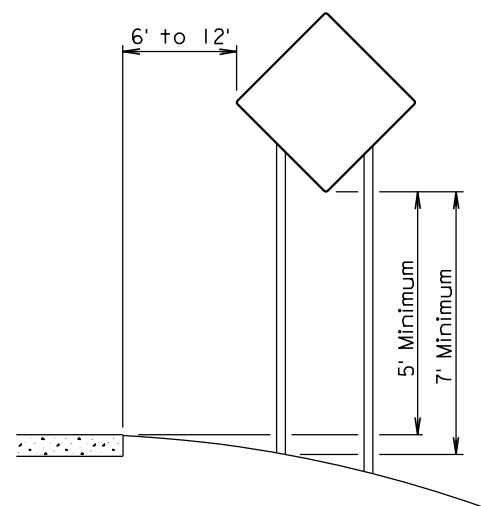
Published Date: 1st Qtr. 2015

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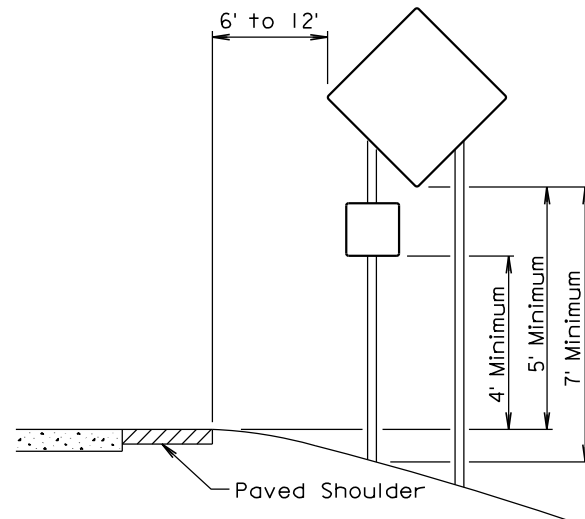
GUIDES FOR TRAFFIC CONTROL DEVICES  
5-LANE, OUTSIDE LANE CLOSED

PLATE NUMBER  
634.60

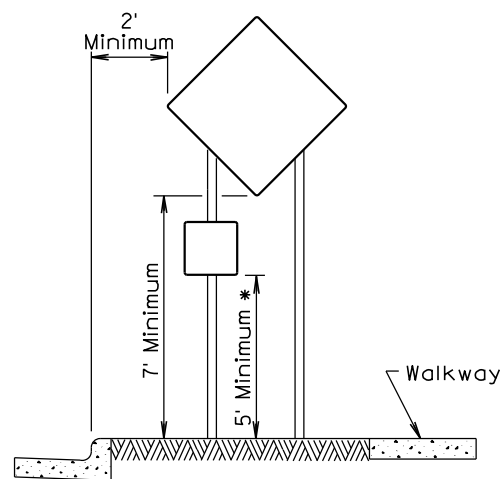
Sheet 1 of 1



RURAL DISTRICT

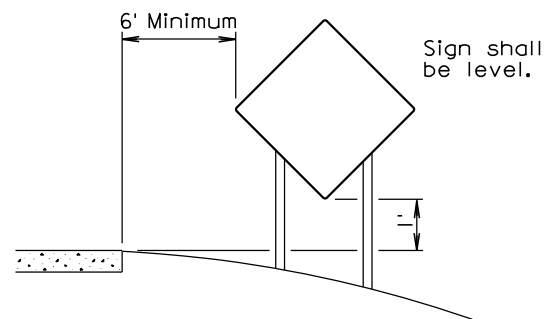


RURAL DISTRICT WITH  
SUPPLEMENTAL PLATE



URBAN DISTRICT

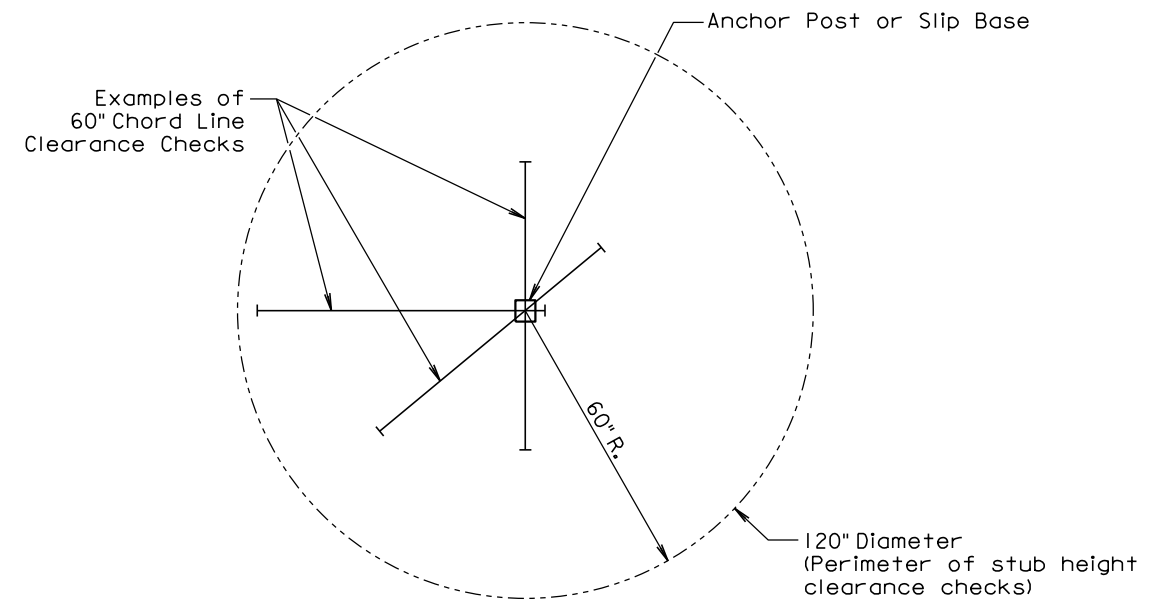
\* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.



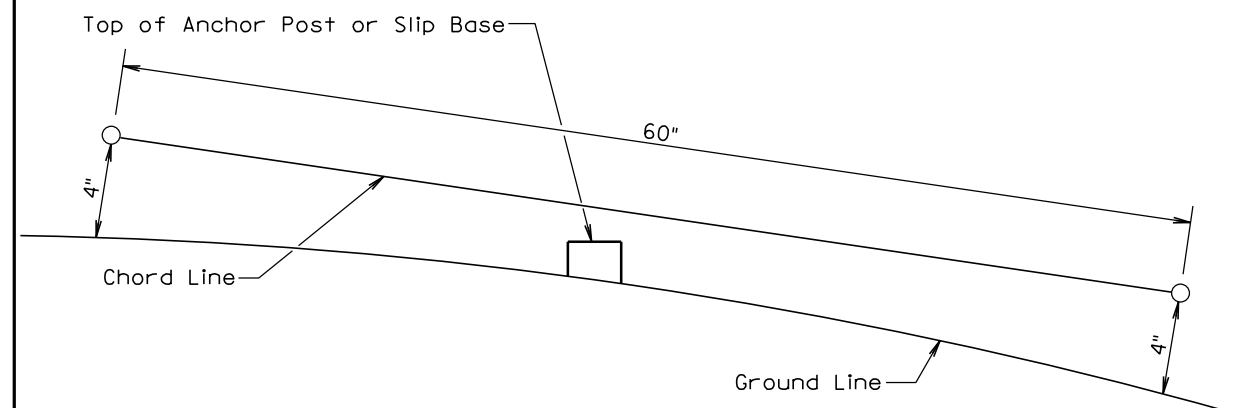
RURAL DISTRICT  
3 DAY MAXIMUM  
(Not applicable to regulatory signs)

September 22, 2014

Published Date: 1st Qtr. 2015	S D D O T	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1



PLAN VIEW  
(Examples of stub height clearance checks)



ELEVATION VIEW

GENERAL NOTES:

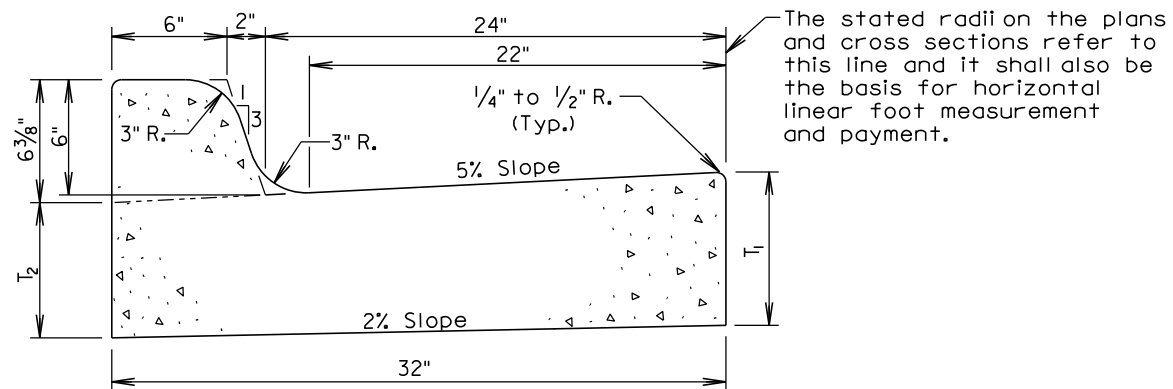
The top of anchor posts and slip bases SHALL NOT extend above a 60" chord line within a 120" diameter circle around the post with ends 4" above the ground.

At locations where there is curb and gutter adjacent to the breakaway sign support, the stub height shall be a maximum of 4" above the ground line at the localized area adjacent to the breakaway support stub.

The 4" stub height clearance is not necessary for U-channel lap splices where the support is designed to yield (bend) at the base.

July 1, 2005

Published Date: 1st Qtr. 2015	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1



Type	T <sub>1</sub> (Inches)	T <sub>2</sub> (Inches)	Cu. Yd. Per Lin. Ft.	Lin. Ft. Per Cu. Yd.
B66	6	5 <sup>1</sup> / <sub>16</sub>	0.057	17.7
B67	7	6 <sup>1</sup> / <sub>16</sub>	0.065	15.4
B68	8	7 <sup>1</sup> / <sub>16</sub>	0.073	13.7
B68.5	8.5	7 <sup>9</sup> / <sub>16</sub>	0.077	13.0
B69	9	8 <sup>1</sup> / <sub>16</sub>	0.081	12.3
B69.5	9.5	8 <sup>9</sup> / <sub>16</sub>	0.085	11.7
B610	10	9 <sup>1</sup> / <sub>16</sub>	0.090	11.2
B610.5	10.5	9 <sup>9</sup> / <sub>16</sub>	0.094	10.7
B611	11	10 <sup>1</sup> / <sub>16</sub>	0.098	10.2
B611.5	11.5	10 <sup>9</sup> / <sub>16</sub>	0.102	9.8
B612	12	11 <sup>1</sup> / <sub>16</sub>	0.106	9.4

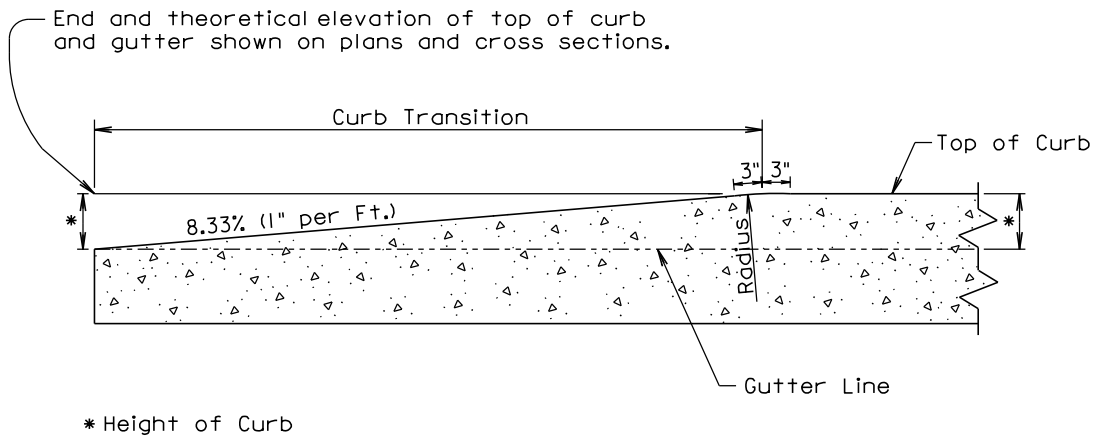
GENERAL NOTES:

When concrete curb and gutter longitudinally adjoins new concrete pavement, the method of attachment shall be by one of the methods shown on Standard Plate 380.11.

See Standard Plate 650.90 for expansion and contraction joints in the curb and gutter.

September 6, 2008

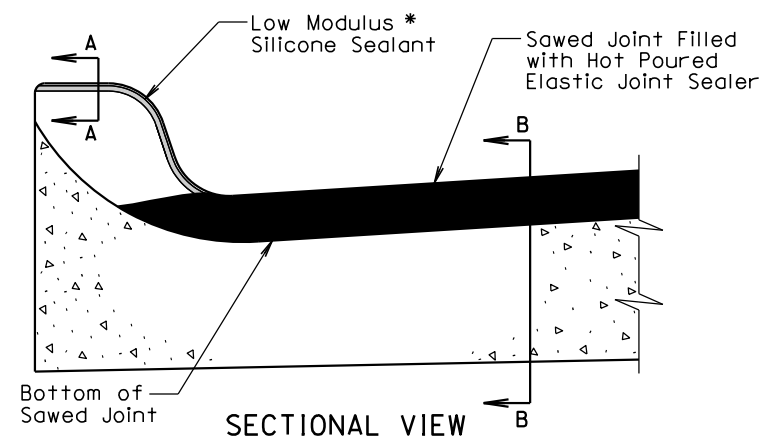
Published Date: 1st Qtr. 2015	S D D O T	TYPE B CONCRETE CURB AND GUTTER	PLATE NUMBER 650.01
			Sheet 1 of 1



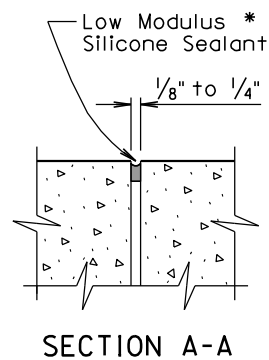
LONGITUDINAL SECTION OF CONCRETE CURB TAPER

September 14, 2005

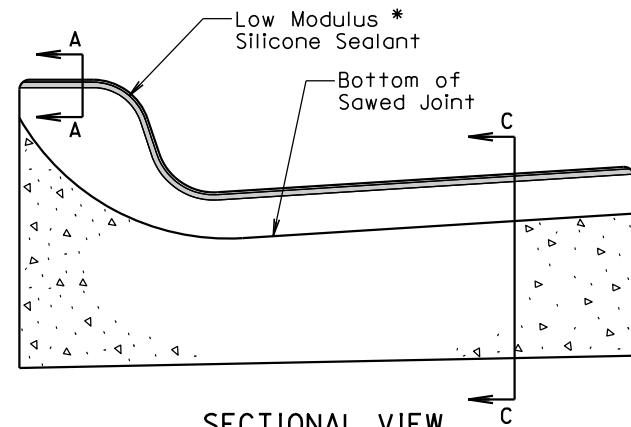
Published Date: 1st Qtr. 2015	S D D O T	CONCRETE CURB TAPER	PLATE NUMBER 650.35
			Sheet 1 of 1



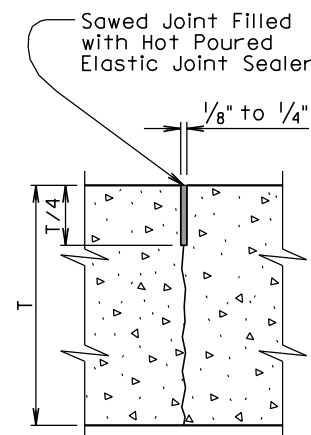
SECTIONAL VIEW  
(Curb and Gutter Placed Monolithic with Adjacent Mainline PCC Pavement )



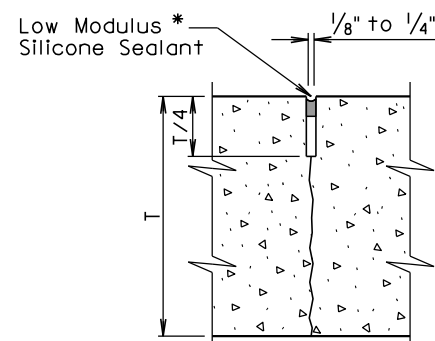
SECTION A-A



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



SECTION B-B



SECTION C-C

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

September 6, 2013

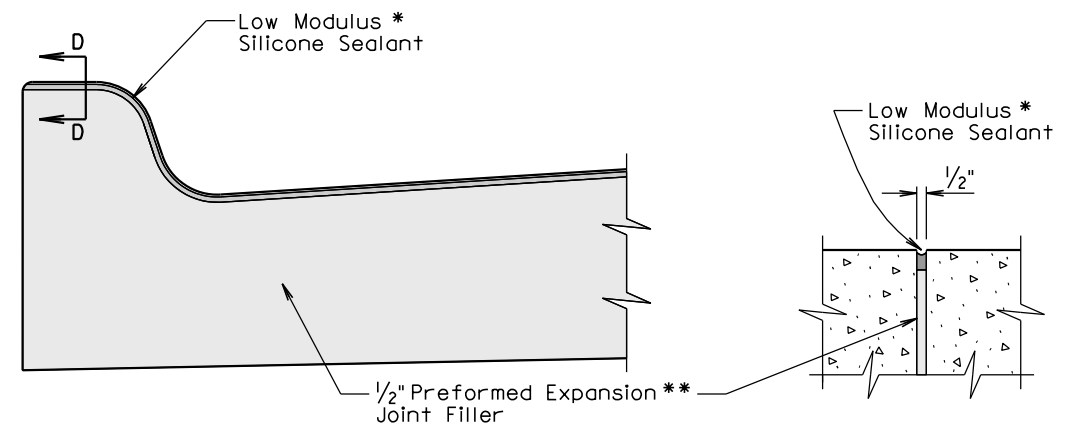
Published Date: 1st Qtr. 2015

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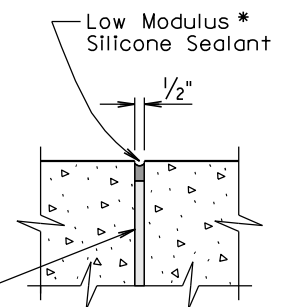
JOINTS IN CONCRETE CURB AND GUTTER

PLATE NUMBER  
650.90

Sheet 1 of 2



SECTIONAL VIEW  
(Curb and Gutter at 1/2\"/>



SECTION D-D

\* The silicone sealant shall 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" preformed expansion joint filler shall be placed transversely in the curb and gutter at the following locations:

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

Transverse contraction joints shall be constructed at 10' 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 shall 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 shall be 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 shall be at least 1/4 the thickness of the concrete and the joint shall be sealed in accordance with the details shown above.

September 6, 2013

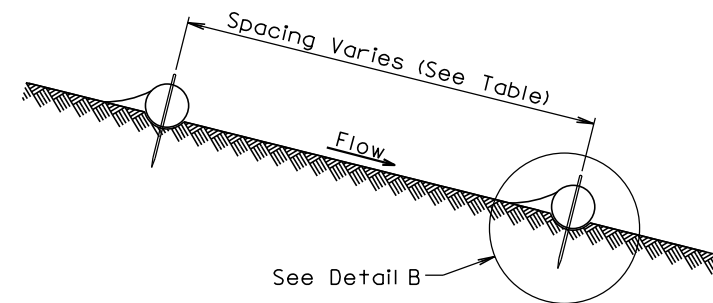
Published Date: 1st Qtr. 2015

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JOINTS IN CONCRETE CURB AND GUTTER

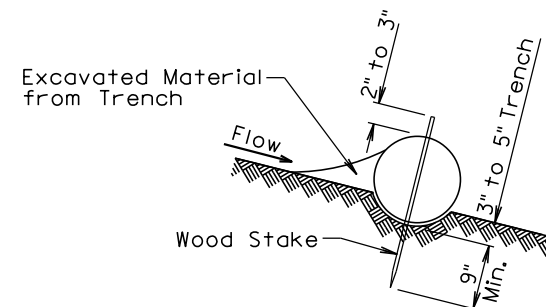
PLATE NUMBER  
650.90

Sheet 2 of 2

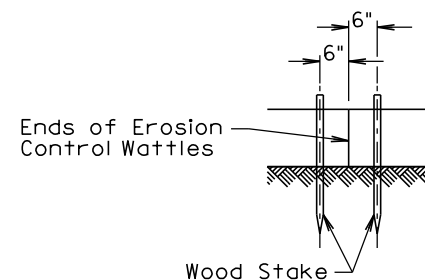


ELEVATION VIEW  
CUT OR FILL SLOPE INSTALLATION

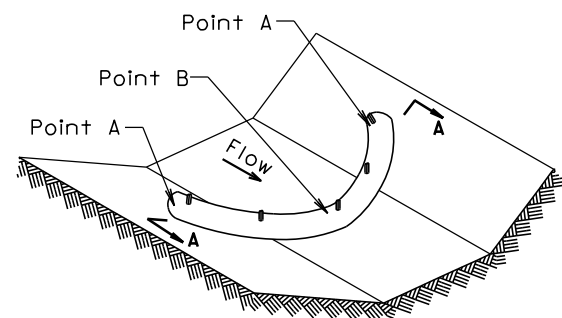
CUT OR FILL SLOPE INSTALLATION	
Slope	Spacing (Ft)
1:1	10
2:1	20
3:1	30
4:1	40



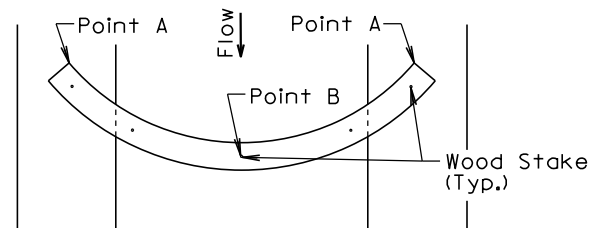
DETAIL B  
(TYPICAL OF ALL INSTALLATIONS)



DETAIL C

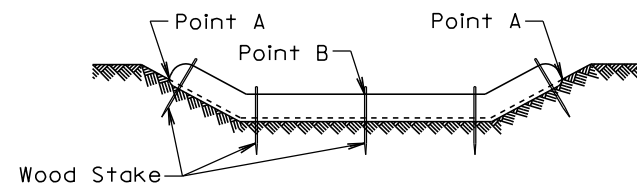


ISOMETRIC VIEW  
DITCH INSTALLATION



PLAN VIEW  
DITCH INSTALLATION

DITCH INSTALLATION	
Grade	Spacing (Ft)
2%	150
3%	100
4%	75
5%	50



SECTION A-A

December 23, 2004

Published Date: 1st Qtr. 2015	S D D O T	EROSION CONTROL WATTLE	PLATE NUMBER 734.06
			Sheet 1 of 2

GENERAL NOTES:

At cut or fill slope installations, wattles shall be installed along the contour and perpendicular to the water flow.

At ditch installations, point A must be higher than point B to ensure that water flows over the wattle and not around the ends.

The Contractor shall dig a 3" to 5" trench, install the wattle tightly in the trench so that daylight can not be seen under the wattle, and then compact the soil excavated from the trench against the wattle on the uphill side. See Detail B.

The stakes shall be 1"x2" or 2"x2" wood stakes, however, other types of stakes such as rebar may be used only if approved by the Engineer. The stakes shall be placed 6" from the ends of the wattles and the spacing of the stakes along the wattles shall be 3' to 4'.

Where installing running lengths of wattles, the Contractor shall butt the second wattle tightly against the first and shall not overlap the ends. See Detail C.

The Contractor and Engineer shall inspect the erosion control wattles once every week and within 24 hours after every rainfall event greater than 1/2". The Contractor shall remove, dispose, or reshape the accumulated sediment when necessary as determined by the Engineer.

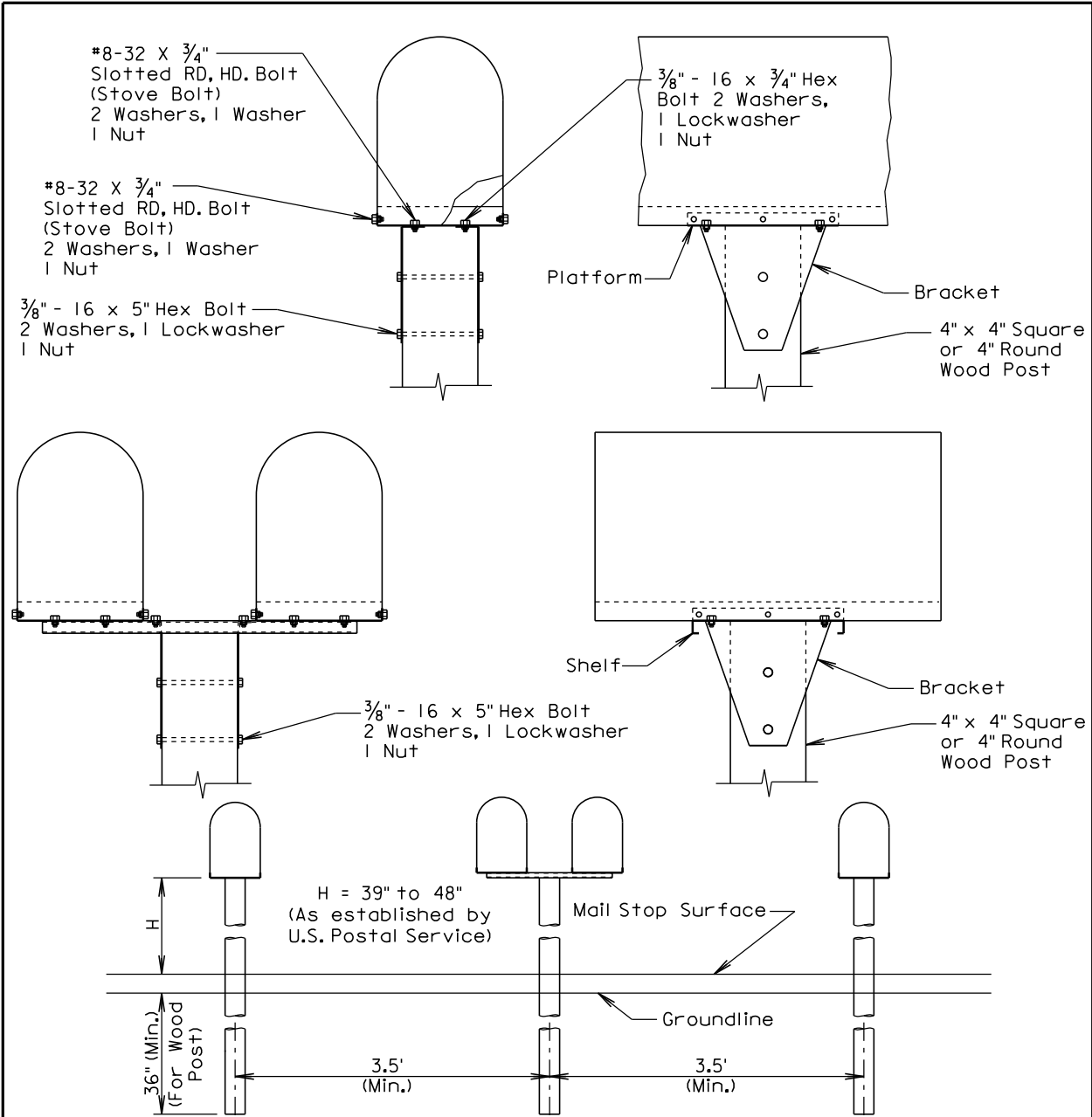
Sediment removal, disposal, or necessary shaping shall be as directed by the Engineer. All costs for removing accumulated sediment, disposal of sediment, and necessary shaping shall be incidental to the contract unit price per cubic yard for "Remove Sediment".

All costs for furnishing and installing the erosion control wattles including labor, equipment, and materials shall be incidental to the contract unit price per foot for the corresponding erosion control wattle bid item.

All costs for removing the erosion control wattle from the project including labor, equipment, and materials shall be incidental to the contract unit price per foot for "Remove Erosion Control Wattle".

December 23, 2004

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			Sheet 2 of 2



**GENERAL NOTES:**

**SPACING FOR MULTIPLE POST INSTALLATION**

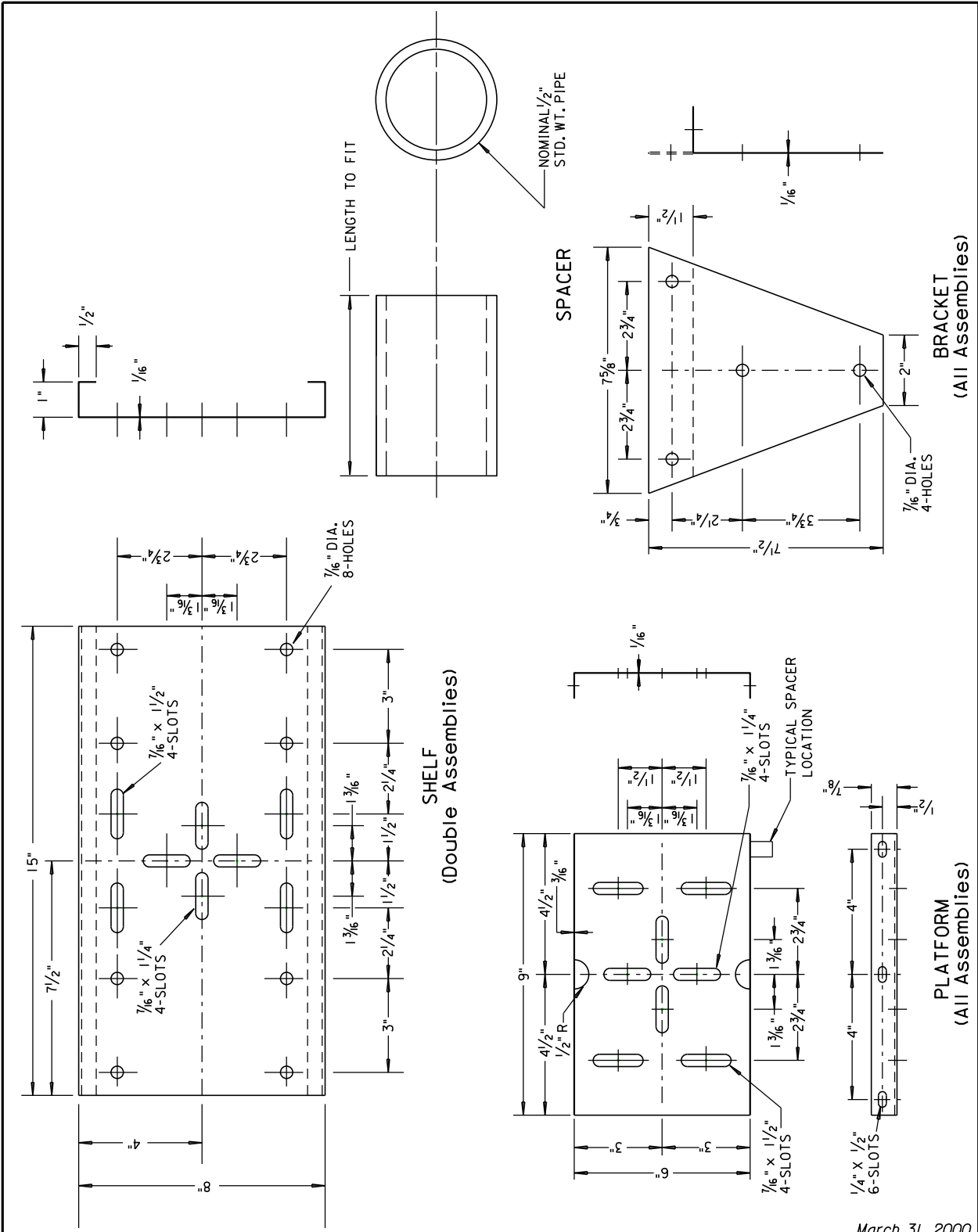
The post support assemblies provided should be consistent throughout the project. Single and double mailboxes may be in any sequence.

Post support assemblies shall be one from the approved products list, a 4"x4" or 4" round wood post, or an alternate post support assembly that meets the test level 3 crash testing requirements of NCHRP 350 or MASH.

Alternate mailbox support assemblies shall be approved by the Engineer prior to installation. The Contractor shall provide the Engineer written certification that the mailbox support assembly has met the crash testing requirements and will be installed in accordance with the manufacturer's installation instructions.

September 6, 2013

Published Date: 1st Qtr. 2015	S D D O T	SINGLE AND DOUBLE MAILBOX ASSEMBLIES	PLATE NUMBER 900.02
			Sheet 1 of 1



Published Date: 1st Qtr. 2015	S D D O T	MAILBOX SUPPORT HARDWARE	PLATE NUMBER 900.03
			Sheet 1 of 1