PCN: i4XQ

SPECIAL PROVISION CHECKLIST

Prepared by: <u>N. Fossen</u> Project: <u>090 E-452</u> County: <u>Pennington</u> Type of Work: <u>Remove and Replace PCC Pavement</u>

The following Special Provisions are to be included in the proposal for the above project.

Standard Special Provisions

- PROSECUTION AND PROGRESS
 Project Category: Project Type: Project Geographical Zone:
- 2. COOPERATION BY CONTRACTOR AND DEPARTMENT Project Category:
- 3. CONTRACTOR FURNISHED MIX DESIGNS FOR PCC PAVEMENT
- □ 4. PCCP GRINDING without INCENTIVE
- 5. PCCP GRINDING with INCENTIVE Are there exceptions for excessive bumps which must be noted by plan notes?
- □ 6. PCCP DOWEL BAR RETROFIT
- □ 7. CONCRETE PENETRATING SEALER
- 8. ASPHALT SURFACE TREATMENT DESIGN
- □ 9. TOPEKA SHINER
- □ 10. FIRE PLAN
- □ 11. STORM WATER DISCHARGE

Project Specific Special Provisions

- □ 2. CONTRACT TIME
 Type: □ I/D □ Block Closure Period
 □ Lane Rental □ Closure Period
 □ A (Cost) + B (Time)
 Working Day □ Calendar Day
 Notes: 14 Working Days
- □ 3. TRAFFIC CONTROL SUPERVISOR
- □ 4. FLEXIBLE PAVEMENT SMOOTHNESS
- 5. PI PCC PAVEMENT SMOOTHNESS (0.2" blanking band)
- □ 6. IRI PCC PAVEMENT SMOOTHNESS
- □ 7. PCCP OVERLAY

Other Project Specific Special Provisions Needed (list below)

OTHER COMMENTS:

BID LETTING INFORMATION

Please answer the following questions:

- 1. Environmental Classification N/A, project is State funded Classification , Date
- 2. Is an Encroachment Survey needed? No, skip to Item 3
 - Complete, Certification Date
 - Pending, Expected Date
- 3. Is Right-of-Way Certification needed? No, skip to Item 4
 - Complete, Certification Date
 - Pending, Expected Date
- 4. Is Utility Certification needed? No, skip to Item 5
 - Complete, Certification Date
 - Pending, Expected Date
- 5. Is a 404 Permit needed? No, skip to Item 6
 - Complete, Date
 - Pending, Expected Date
- 6. Is Railroad Protective Insurance needed? No
- 7. Are railroad crossings within project limits or tracks within 100' of roadway centerline? No, skip to Item 8 (if rail track parallels roadway within 100' of roadway centerline)
 - a. Do advance warning signs and pavement markings meet current MUTCD standards? Choose an item.
 - b. Is Railroad work needed?
 - 1. What Railroad work will be completed?
 - 2. When Will Railroad work be completed?
 - 3. Applicable Railroad agreement number(s)
- Is Airport Certification needed? No, skip to Item 9
 (Certification may be needed if a project is within 4 miles of an airport and consists of the construction of a structure/object or use of temporary equipment that could extend into a defined path of a 100:1 slope from the nearest point of a runway)
 - a. Does the project have an element within the 100:1 slope?
 - b. Is airport impact study needed?
 - Complete, Study Date
 - Pending, Expected Date
- 9. Does this project permanently impact wetlands? No, skip to Item 10
 - a. Are impacts greater than 0.10 acre?
 - b. How will permanent impacts be mitigated?
 - c. Applicable mitigation costs
- 10. Is a TERO Provision needed due to work on an Indian Reservation? No, skip to Item 11 Select all applicable Reservations and include length in each.
 - \Box Cheyenne River Sioux Tribe, length
 - □Crow Creek Sioux Tribe, length
 - □Lower Brule Sioux Tribe, length
 - □ Oglala Sioux (Pine Ridge) Tribe, length
 - □Rosebud Sioux Tribe, length
 - □Sisseton-Wapheton Oyate Tribe, length
 - Standing Rock Sioux Tribe, length
 - □Yankton Sioux Tribe, length

- 11. Are there any agreements needed? No, skip to Item 12
 - (i.e. Haul Road, Option Borrow Pits, Stockpile Sites, Financial, Combination Letting, City, County, Letting Authorizations, etc.) a. List all applicable agreements
 - b. List all applicable agreement numbers (if a number has not been assigned, please indicate pending)
- 12. Is there State Furnished Material(s)? No, skip to Item 13
 - a. Was it purchased new?
 - List material being furnished and which sheet(s) provides information (including furnished cost) pertaining to this material(s)
 - b. Is it material that has been salvaged?

List material(s) and furnished cost of the material(s) (i.e. cost associated with building the stockpile of material that is now being furnished).

13. Is there any information regarding bid item prices that could be provided? No

(i.e. unique circumstances that could influence average bid item prices, an estimate (staff or consultant) prepared for the project or a portion of the project, etc.)



STATE OF SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION PLANS FOR PROPOSED

PROJECT 090 E-452 **INTERSTATE 90 EASTBOUND PENNINGTON COUNTY**

REMOVE AND REPLACE PCC PAVEMENT PCN i4XQ



DESIGN DESIGNATION

AADT (2016)	3130
AADT (2036)	4334
DHV	84
D	50%
DHV T%	13.2%
AADT T%	29.0%
V	80 mpł

STORM WATER PERMIT None Required

STATE OF	PROJECT	SHEET	TOTAL SHEETS
DAKOTA	090 E-452	1	11
Plotting Date:	11/08/2017		

INDEX OF SHEETS

Sheet 1: General Layout with Index Sheets 2 - 4: Estimate with General Notes & Tables Sheets 5 - 11: Standard Plates



ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ІТЕМ	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
380E5030	Nonreinforced PCC Pavement Repair	53.3	SqYd
380E6110	Insert Steel Bar in PCC Pavement	67	Each
633E0010	Cold Applied Plastic Pavement Marking, 4"	20	Ft
633E5000	Grooving for Cold Applied Plastic Pavement Marking, 4"	20	Ft
634E0110	Traffic Control Signs	170.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0285	Type 3 Barricade, 8' Double Sided	1	Each
634E0420	Type C Advance Warning Arrow Board	1	Each

SEQUENCE OF OPERATIONS

- 1. Install traffic control to close the eastbound driving lane on Interstate 90.
- 2. Remove existing concrete and gravel, if necessary.
- 3. Place gravel for PCCP, if necessary.
- 4. Complete PCC pavement repair.
- 5. Complete repair on the deceleration ramp taper lane.
- 6. Complete pavement markings.
- 7. Complete all remaining work.

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 2015 Edition and Required Provisions, Supplemental Specifications, and Special Provisions as included in the Proposal.

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 B2: WHOOPING CRANE

The Whooping Crane is a spring and fall migratory bird in South Dakota that is about 5 feet tall and typically stops on wetlands, rivers, and agricultural lands along their migration route. An adult Whooping Crane is white with a red crown and a long, dark, pointed bill. Immature Whooping Cranes are cinnamon brown. While in flight, their long necks are kept straight and their long dark legs trail behind. Adult Whooping Cranes' black wing tips are visible during flight.

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 Public ROW.

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

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 department designated sources and designated option material sources, stockpile sites, storage areas, and waste sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require review of cultural resources impacts. This work includes, but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

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

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

The Contractor 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 Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor shall provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
		090 E-452	2	11

UTILITIES

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

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.

EXISTING PCC PAVEMENT

The existing pavement on I-90, EB at MRM 116.62, PCN 021B, is 10.5" Nonreinforced PCC Pavement with limestone aggregate. Longitudinal joints are reinforced with No. 5 deformed tie bars spaced 30" to 48" center to center. The transverse joints are spaced at 20' apart. Transverse joints are reinforced with 1 $\frac{1}{2}$ " steel dowel bars spaced 12" center to center.

RESTORATION OF GRAVEL CUSHION

An inspection of the gravel cushion subgrade shall be made after removing concrete from the pavement replacement area. Areas of excess moisture shall be dried to the satisfaction of the Engineer, although excess moisture is not anticipated. Loose and excess material shall be removed. Each replacement area shall be leveled and compacted to the satisfaction of the Engineer.

If additional gravel cushion material is required, the Contractor shall furnish, place and compact gravel cushion 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".

NONREINFORCED PCC PAVEMENT REPAIR

New pavement thickness shall equal existing pavement thickness.

Locations and size (length or width) of concrete repair areas are subject to change in the field, at the discretion of the Engineer. There will be no increase in the contract unit price bid for these changes. Payment will be based on the actual area replaced.

Existing concrete pavement shall be sawed full depth at the beginning and end of the PCCP repair areas. When either the beginning or end of a PCCP repair area falls close to an existing joint or crack, the PCCP repair area shall be extended to eliminate the existing joint or crack. Where possible, new working joints shall be adjacent to existing working joints.

Existing concrete pavement in the replacement areas shall be removed by the lift out method or by means that minimize damage to the base and sides of remaining in place concrete. All removed material shall be removed from within the right-of-way by the end of the workday. Damage to adjacent concrete caused by the Contractor's operations shall be removed and replaced at the Contractor's expense.

If the pavement replacement area is entirely on either side of the existing contraction joint, the location of one of the working joints will be at the original location.

Upon removal of the concrete, the Engineer shall inspect for existing tie bars along longitudinal joint to determine if tie bar installation will be required.

At repair locations where the new working joint is not opposite the existing working joint, the Contractor shall place a ¼ inch preformed asphalt expansion joint material along the longitudinal joint from the existing working joint to the new working joint. The expansion joint material shall meet the requirements of AASHTO M33. Cost for this material shall be incidental to the contract unit price per square yard for "Nonreinforced PCC Pavement Repair".

All joints (longitudinal and transverse) through and around the repair areas shall be sawed and sealed with Hot Poured Elastic Joint Sealer.

Saw cuts that extend beyond the repair area shall be minimized and filled with Hot Pour Elastic Joint Sealant at the Contractor's expense.

The slump requirement will be limited to 3" maximum after water reducer is added and the concrete shall contain 4.5% to 7.0% entrained air. Coarse aggregate shall be crushed ledge rock, Size No. 1, unless an alternative gradation is approved by the concrete engineer as part of the mix design submittal. The concrete mixture shall contain a minimum of 50% coarse aggregate by weight. The concrete mix shall contain at least 600 lbs. of type I, II or III cement per cubic yard. The minimum 28 day compressive strength shall be 4,000 psi. The Contractor is responsible for the mix design used. The Contractor may need to modify the mix design to meet contract time requirements on the project. The Contractor shall submit a mix design and supporting documentation for approval at least 2 weeks prior to use.

Concrete shall be cured with white pigmented curing compound (AASHTO M148, Type 2) applied as soon as practical at a rate of 125 square feet per gallon. Concrete shall be cured for a minimum of 48 hours before opening to traffic. The 48 hours is based upon a concrete surface temperature of 60 degrees Fahrenheit or higher throughout the cure period. If the concrete temperature falls below 60 degrees Fahrenheit, the cure time shall be extended or other measures shall be taken, at no additional cost to the State. In addition to the curing requirements, strength of 3,500 psi must be obtained prior to opening to traffic.

The initial contraction joint sawing shall be performed as soon practical to avoid random cracking.

All costs for performing this work including sawing and removing concrete, furnishing and placing concrete, #5 tie bars cast in place, curing, sawing and sealing joints, repairing asphalt shoulders, labor, tools and equipment shall be incidental to the contract unit price per square yard for "Nonreinforced PCC Pavement Repair".

	Table of Nonreinforced PCC Pavement Repair								
				10.5"					
				Nonreinforced	No. 5		Insert Steel		
				PCC Pavement	Deformed		Bar in PCC		
Length Width Repair Ti				Tie Bar	1½" Bar	Pavement			
MRM	Location	Ft	Ft	SqYd	Each	Each	Each		
116.62	Driving Lane	20	14	31.1	16	24	40		
116.62	Ramp Taper	20	10	22.2 8 1		19	27		
			Total	53.3	24	43	67		

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 $(1\frac{1}{2}$ " x 18" epoxy coated plain round dowel bars for transverse joints and No. 5 x 24" epoxy coated deformed tie bars for longitudinal joints) into drilled holes in the existing concrete pavement. An epoxy resin adhesive must be used to anchor the steel bar in the drilled hole as per Section 380.3 C.1.

Epoxy coated deformed steel bars shall be inserted on 18 inch centers in the transverse joint. The first steel bar shall be placed a minimum of 3 inches and a maximum of 9 inches from the outside edge of the slab. Epoxy coated deformed steel bars shall be inserted on 30 inch centers in the longitudinal joint and shall be placed a minimum of 15 inches from the existing transverse contraction joint. It will be necessary to laterally adjust the location of some of the inserted steel bars when the dimensions above interfere with existing steel bar locations.

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

STATE OF	PROJECT	SHEET	TOTAL
SOUTH DAKOTA	090 E-452	3	11

TRAFFIC CONTROL – GENERAL NOTES

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.

Unless otherwise stated in these plans, no work will be allowed during hours of darkness.

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.

Non-applicable traffic control devices shall be completely covered or removed during periods of inactivity. Periods of inactivity shall be defined as no work taking place for a period of more than 2 calendar days.

All regulatory signs shall have a minimum mounting height of 5' in rural locations, even when mounted on portable supports.

All materials and equipment shall be stored a minimum distance of 30' from the traveled way during nonworking hours.

The Contractor shall provide installation details at the preconstruction meeting for all breakaway sign support assemblies.

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.

All construction operations shall be conducted in the general direction of traffic movement.

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.

Temporary Flexible Vertical 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.

TYPE C ADVANCE WARNING ARROW PANEL

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 setups on the project.

INVENTORY OF TRAFFIC CONTROL DEVICES

		EXPRESSWAY / INTERSTA			ATE
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 45	1	36" x 48"	12.0	12.0
R2-1	SPEED LIMIT 65	2	36" x 48"	12.0	24.0
R2-1	SPEED LIMIT 80	1	36" x 48"	12.0	12.0
R2-6aP	FINES DOUBLE (plaque)	1	36" x 24"	6.0	6.0
W3-5	SPEED REDUCTION AHEAD (MPH)	2	48" x 48"	16.0	32.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	1	48" x 48"	16.0	16.0
W20-1	ROAD WORK AHEAD	1	48" x 48"	16.0	16.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	1	48" x 48"	16.0	16.0
SPECIAL	EXIT w ith 45° ARROW (3 digits)	1	60" x 48"	20.0	20.0
G20-2	END ROAD WORK	2	48" x 24"	8.0	16.0
	•	EXPRES	SWAY / INTI	ERSTATE	
		TRAFF	IC CONTRO	L SIGNS	170.0
			SQFT		

QUANTITY

1 Each

TYPE 3 BARRICADES

ARROW BOARDS

ITEM DESCRIPTION	QUANTITY
Type C Advance Warning Arrow Board	1 Each

COLD APPLIED PLASTIC PAVEMENT MARKING

ITEM DESCRIPTION

Type 3 Barricade, 8' Double Sided

All materials shall be applied as per the manufacturer's recommendations.

Cold applied plastic pavement markings shall be placed into a recessed groove on the surface.

Final locations of markings will be determined by Engineer.

TABLE OF PAVEMENT MARKING QUANTITIES

Location	Length	Cold Applied Plastic Pavement Marking Tape, 4" White	Grooving for Cold Applied Plastic Pavement Marking, 4"
MRM	(Ft)	(Ft)	(Ft)
8.557	20	20	20
	Totals:	20	20

groove shall be flat and of uniform depth for the entire width of the groove. The Contractor shall establish a positive means for the removal of the grinding and/or grooving residue. Solid residue shall be removed from the pavement surfaces before being blown by traffic action or wind. Residue shall not be permitted to flow across lanes being used by public traffic or into gutter or drainage facilities. Residue, whether in solid or slurry form, shall be disposed of in a manner that will prevent it from reaching any waterway in a

concentrated state.

If damage to joints, joint sealant material, backer rod, etc. occurs, the grooving operation shall be stopped and modifications shall be made to the grooving operation to prevent further damage. The Contractor may be required to use specially prepared circular diamond blade cutting heads to prevent damage at the joints. Damage caused to joints, the joint sealant material, backer rod, etc. shall be repaired or replaced by the Contractor, as directed by the Engineer. No additional payment will be made for the repair work or any reapplication of the pavement marking in the area of the repair.

Grooving on bridge decks will not be required. The Contractor shall not damage bridge joints near any pavement marking grooving. Markings on bridge decks shall be surface applied.

STAT	STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL
SO DAK		090 E-452	4	11

GROOVE PAVEMENT FOR COLD APPLIED PLASTIC MARKINGS

The grooving shall be completed within the following tolerance:

Depth of Groove: 100 mils, ± 10 mils.

The bottom of the groove shall be uniform and free of loose material. The





T = Pavement Thickness



If an early entrance sawcut does not develop t cut to control cracking shall be a minimum of $\frac{1}{4}$

All hot poured elastic joint sealer material spilled pavement shall be removed as soon as the mater material shall be to the satisfaction of the Engi joint sealer material shall be borne by the Contr

Published Date: 4th Qtr. 2017	S D D O T	PCC PAVEMEN JOINT WITH OR
Pudiisned Date: 4th Utr. 2017		

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	DAKOTA		090 E-452	5	11
	Plotting Date:	11/08	/2017		
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STATE OF		PROJECT	SHEET	TOTAL SHEETS		
DAKOTA		090 E-452	7	11		
Plotting Date:	11/08	3/2017				
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	Sheet 2 of 2					





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TRAFFIC CONTROL

RAMP ENTRANCE AND EXIT SIGNING DETAILS #1



STATE OF	PROJECT	SHEET	TOTAL SHEETS
DAKOTA	090 E-452	10	11
Plotting Date:	11/08/2017		



Panel Style: construction_guide.ssi M.U.T.C.D.: 2009 Edition



