





- Shannon Colony is a growing colony with a large scale grain and corn facility, hog confinement and soon to be adding a large dairy production unit.
- Township roads in the current state cannot handle the increase in heavy truck traffic
- Township cannot afford improvements on their own 1.5 miles
- County would need to improve 2
   miles of their system to handle the





## ROAD DESIGN OPTIONS

DEEP BASE GRAVEL WITH FABRIC
DEEP BASE GRAVEL
TREATED GRAVEL
TREATED BASE

## **IMPORTANT FACTORS**

- DAILY USE
- HEAVY TRUCK TRAFFIC
- YEAR ROUND PERFORMANCE
- SHORTEST ROUTE TO MAJOR HIGHWAY - SD 81
- DECREASE PRESSURE ON COUNTY SYSTEM
- DRAINAGE
- DUST CONTROL
- SAFETY

## PROPER MATERIAL

- Use of proper materials is a must when designing for heavy truck traffic and higher than normal ADT
- Understanding the differences between state spec materials
- Placing the material properly
- Correct cross section must be established

Base –	Surface (	Grave	el	
Table 1. Example of Gradati	on Requirements and	Plasticity f	or Two Types of Materials.	
Requirement Sieve	Aggregate Base Co Percent Passing		Gravel Surfacing Percent Passing	
1"	100			
3/4"	80-100	100%	100	
1/2"	68-91			
No. 4	46-70	66%	50-78	
No. 8	34-54	58%	37-67	
No. 40	13-35	24%	13-35	
No. 200	3-12	8.9%	4-15	
Plasticity Index	0-6	11	4-12	
From South Dakota Standard Specifical	ions. (16) N	Miner county Specs		



## SOLUTION – STABILIZED GRAVEL

- Clearwater township, Shannon Colony and Miner County will work together to provide a safe and dependable route to the state highway.
- Clearwater township repaired 2 weak areas with fabric and 12" of base and 4" of surface gravel on the west .5 miles.
- Miner county added 4" of state spec surface gravel to the east township





 Shannon Colony has a safe and dependable route for future expansion