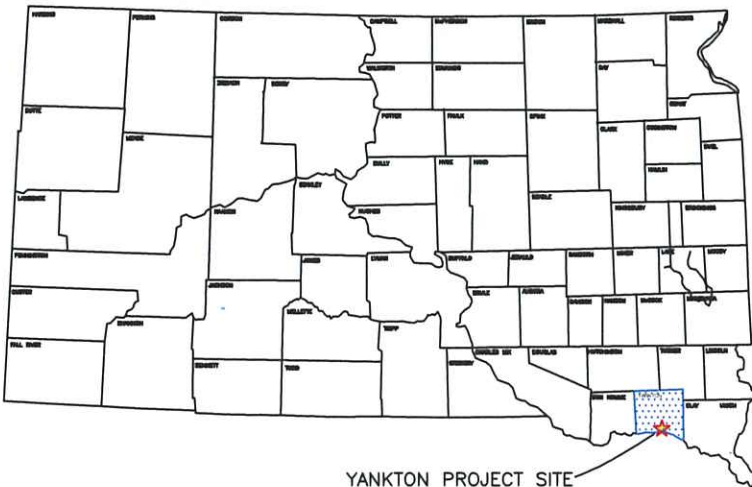


REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2021-013	1	33
COVER				

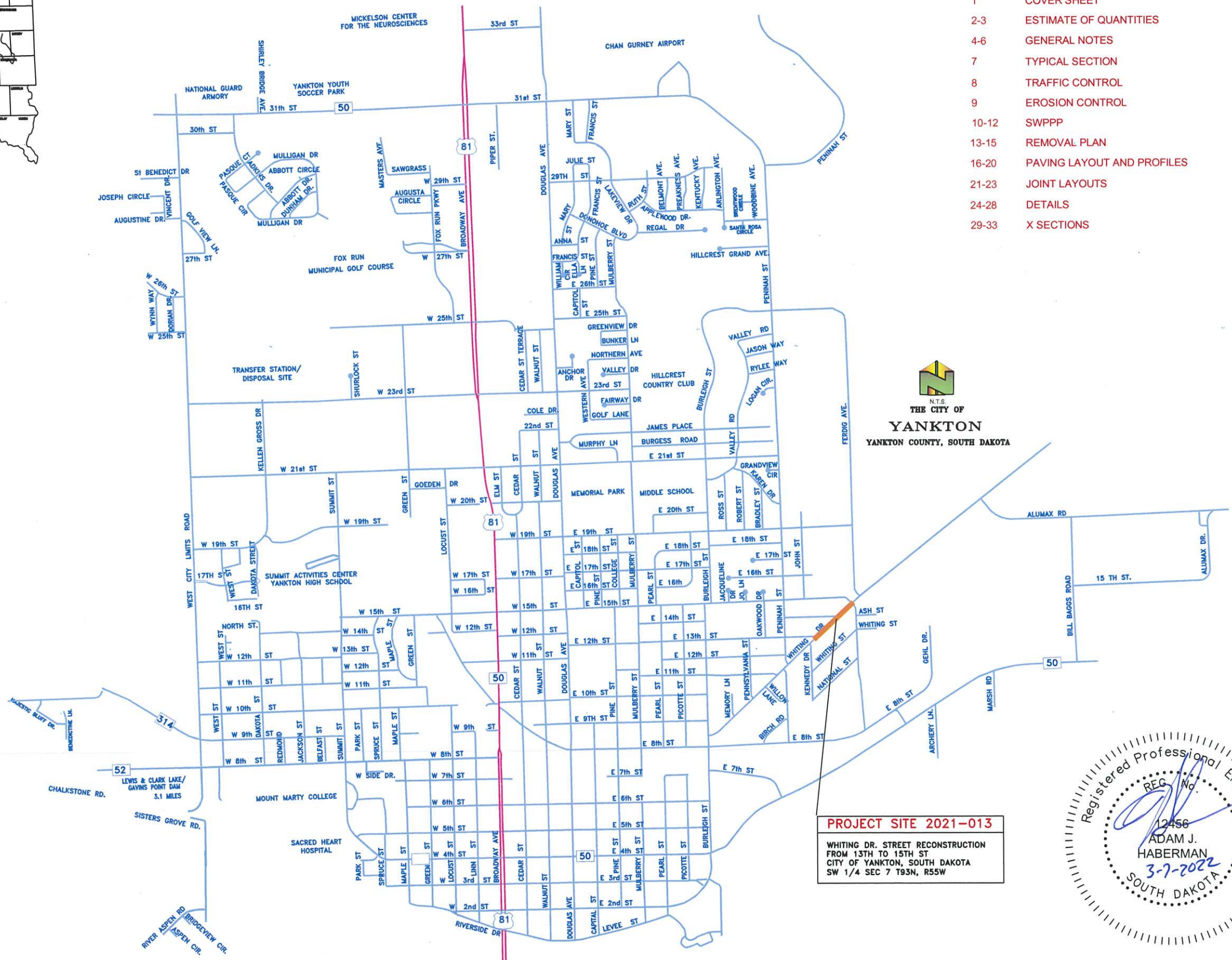
2022
WHITING DR. RECONSTRUCTION
13TH ST TO 15TH ST
CITY OF YANKTON, SD
CITY PROJECT NO. 2021-013

INDEX OF SHEETS

- 1 COVER SHEET
- 2-3 ESTIMATE OF QUANTITIES
- 4-6 GENERAL NOTES
- 7 TYPICAL SECTION
- 8 TRAFFIC CONTROL
- 9 EROSION CONTROL
- 10-12 SWPPP
- 13-15 REMOVAL PLAN
- 16-20 PAVING LAYOUT AND PROFILES
- 21-23 JOINT LAYOUTS
- 24-28 DETAILS
- 29-33 X SECTIONS



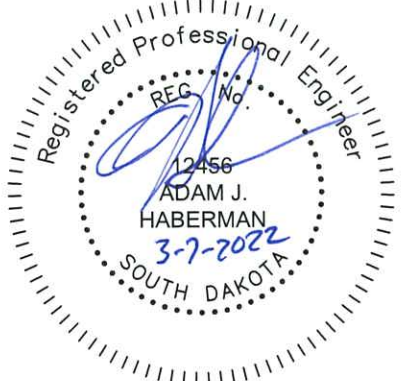
YANKTON PROJECT SITE



LEGEND

- POWER POLE
- TELEPHONE BOX
- CURB INLET
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- EXISTING VALVE
- EXISTING FIRE HYDRANT
- PROPERTY LINE
- SANITARY SEWER
- STREET CENTERLINE
- CURB
- WATER
- BURIED CABLE TV
- BURIED GAS LINE
- BURIED ELECTRIC LINE
- BURIED TELEPHONE LINE
- EXISTING STORM SEWER

PROJECT SITE 2021-013
 WHITING DR. STREET RECONSTRUCTION
 FROM 13TH TO 15TH ST
 CITY OF YANKTON, SOUTH DAKOTA
 SW 1/4 SEC 7 T93N, R55W



REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2021-013	2	33
QUANTITIES				

BID ITEM	DESCRIPTION	BID QUANTITY	UNIT
REMOVALS			
1	MOBILIZATION	1	LS
2	SAW EXISTING CONCRETE	375	LF
3	SAW EXISTING ASPHALT	150	LF
4	REMOVAL OF CONCRETE PAVEMENT	5450	SY
5	REMOVAL OF ASPHALT PAVEMENT	165	SY
6	REMOVAL OF CURB AND GUTTER	2351	LF
7	UNCLASSIFIED EXCAVATION	1	LS
8	UNDERCUTTING	150	CY
9	TOPSOIL	1	LS
10	WATER FOR EMBK. OR GRAN. MATRL.	30	KGAL
EROSION CONTROL			
11	SEEDING	1	LS
12	VEHICLE TRACKING CONTROL	2	EA
13	INLET SEDIMENT CONTROL	10	EA
14	SILT FENCE	50	LF
15	GEOTEXTILE FABRIC	2000	SY
SANITARY SEWER			
16	REPLACE AND ADJUST MH FRAME & COVER	2	EA
TRAFFIC CONTROL			
17	TRAFFIC CONTROL	1422	UNIT
18	TRAFFIC CONTROL MISC.	1	LS
SURFACING			
19	8" PCCP PAVEMENT	5025	SY
20	8" PCCP FILLECT SECTION	1649	SF
21	CONCRETE C & G TYPE B68	2107	LF
22	8" VALLEY GUTTER	336	SF
23	6" APPROACH PAVEMENT	2411	SF
24	6" SIDEWALK	1225	SF
25	DETECTABLE WARNING PANELS	84	SF
26	6" AGGREGATE BASE COURSE	6085	SY

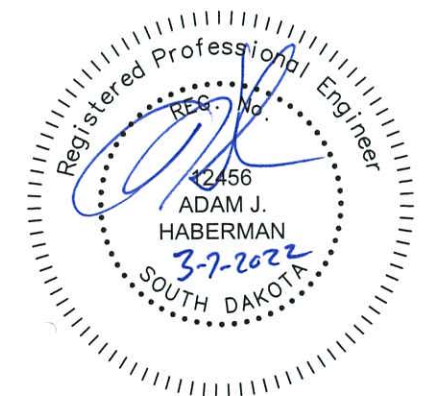


TABLE OF REMOVE AND REPLACEMENT OF 6" CONCRETE SIDEWALK

LOCATION WHITING DR.	REMOVE(SY)	REPLACE (SF)
0+20 LT.	12	108 (6X2 DWP)
0+78 LT.	12.8	119 (6X2 DWP)
2+04 LT	58	522
5+53 LT	12.7	116 (6X2 DWP)
6+20 LT	13.2	111 (6X2 DWP)
9+30 LT	13.6	121 (6X2 DWP)
9+86 LT	9.5	83 (6X2 DWP)
10+00 LT	6	45 (6X2 DWP)
10+00 RT	<u>9</u>	<u>0</u>
TOTAL	146.8	1225 (84 SF DWP)

TABLE OF ADJUST & REPLACE SAN. SEWER AND STORM SEWER MH CASTINGS

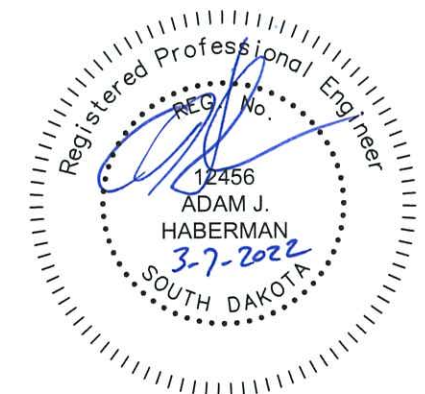
LOCATION	QUANTITY
1+38 - 14.5' RT (SEWER)	1
8+93 - 12.7' RT (STORM SEWER)	1

TABLE OF REMOVE AND REPLACEMENT OF CONCRETE APPROACH PAVEMENT

LOCATION WHITING DR	REMOVE(SY)	REPLACE (SF)
0+26 RT.	11.3	107
0+60 LT.	13.1	135
1+06 LT.	16.3	178
1+94 RT.	11.3	107
2+21 RT.	11	102
2+26 LT.	24.2	241
2+92 RT.	10.6	98
3+60 RT.	12	108
3+62 LT.	28.6	261
4+34 RT.	10.6	98
6+19 RT.	18.6	160
6+79 LT.	15.4	175
7+32 RT.	12.7	111
7+71 RT.	14.2	127
8+22 RT.	12.5	109
9+38 LT.	<u>31.5</u>	<u>294</u>
TOTAL	253.9	2411

TABLE OF 6" PCC FILLET SECTION REMOVAL AND REPLACE

STATION TO STATION	RADIUS	REMOVAL SY	REPLACE (SF)
W COR. 13th AND WHITING	17'		336
E COR. 13th AND WHITING	20'		136
W COR. 14th AND WHITING	18'		333
E COR. 14th AND WHITING	20'		138
W COR. 15th AND WHITING	20'		182
E COR. 15th AND WHITING	20'		180
W COR. FERDIG AND WHITING	20'		175
E COR. FERDIG AND WHITING'	20'		<u>169</u>
TOTAL			1649 SF



REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
B	S.D.	2021-013	4	33
NOTES				

SPECIFICATIONS TO BE USED

City of Yankton Standard Specifications and the Standard Specifications for Roads and Bridges 2015 Edition and Required Provisions, Supplemental Specifications, and/or Special Provisions as included in the Proposal.

UTILITIES

Location and protection of all underground utilities is the Contractors responsibility. The Contractor will be required to coordinate work with the utility companies. Existing utilities and service lines that coincide with proposed underground main locations are to be located in advance by the contractor such that proposed underground mains can be adjusted to avoid conflict.

Utility locations are coordinated by calling: 1-800-781-7474 (One Call)

SEQUENCE OF OPERATIONS

The Contractor shall use the following sequence of operations that are listed on the traffic control sheets unless an alternate is approved by the Engineer. An alternate sequence must be submitted in writing a minimum of one week prior to the preconstruction meeting.

Aggregate Base Course will be used in lieu of Service Gravel as directed by the engineer to temporarily re-open portions of streets after the pavement is removed.

Contractor will be allowed to remove concrete pavement for the entire project, at one time. Existing base should be removed in phases, to allow for access to the houses along the project. At no time should the native soil be exposed for an extended period.

Temporary ramps will be installed at driveways where work will not be performed for several days.

REMOVAL OF EXISTING CONCRETE PAVEMENT

Payment for concrete removal is included in the contract unit price per square yard for "Removal of Concrete Pavement". Payment shall be at the contract unit price per square yard, regardless of variations in thickness. Joints shall be sawed wherever existing concrete is to be connected to new construction.

When asphalt is laid over concrete pavement, removal of the asphalt surfacing shall be incidental to the unit price for "Removal of Concrete Pavement".

REMOVAL OF EXISTING ASPHALT PAVEMENT

Payment for asphalt mat removal is included in the contract unit price per square yard for "Removal of Asphalt Concrete". Payment shall be at the contract unit price per square yard, regardless of variations in thickness.

4" and 6" CONCRETE SIDEWALK

Concrete sidewalk shall be constructed in accordance with Section 651 of Standard Specifications. Base Course material, two (2) inches thick, shall be placed beneath the sidewalk.

GENERAL MAINTENANCE OF TRAFFIC

1. 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 to 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 City, and to the satisfaction of the Engineer.

2. The Contractor shall designate an employee whose responsibility is the maintenance of traffic, 24 hours a day and 7 days a week. The person so designated must have training and experience in the field of construction traffic control and be knowledgeable about the Manual on Uniform Traffic Control Devices (MUTCD). The cost of the traffic control person shall be incidental to the contract lump sum price for Traffic Control Miscellaneous. The employee selected must be approved by the Engineer. The name, phone number, and location of person(s) shall be provided to the county sheriff's department and the local police department. Road closure and barricading shall immediately be reported to the local police department by the Contractor. Local police department phone number 605-668-5210

3. Work activities during non-daylight hours are subject to prior approval.

4. The contractor shall maintain traffic control every day. The contractor shall have \$200.00 per day deducted from the contract for each day that traffic control is not maintained. If traffic control is not in place when the contractor begins work which requires traffic control, payment for bid item "Traffic Control" will be reduced by 50%.

5. The Contractor shall notify the City of Yankton Street Department prior to construction to enable the city forces to remove and salvage existing traffic control signs. City of Yankton Street Dept. number 605-668-5211

WASTE DISPOSAL SITE

Contractor shall dispose of broken concrete and asphalt generated by this project at the city stockpile site located at 23rd and Kellen Gross Drive. No tipping fee will be assessed to Contractor for broken concrete and asphalt disposed of at this site. Concrete and asphalt is to be kept separate from earth material during the removal process. Concrete and asphalt may be mixed.

Asphalt contaminated with soil during the removal process or concrete containing reinforcing steel or contaminated with soil must be disposed of at the Yankton rubble site, 23rd and Kellen Gross Drive. Disposal fees shall be the Contractors responsibility, and considered incidental to other pay items.

The Contractor will be required to use a state permitted solid waste disposal facility. The Contractor can obtain a list of permitted solid waste disposal facilities in the Yankton area or discuss proper disposal of construction and demolition debris by contacting Waste Management Program at 1-(605)-773-3153.

Construction/demolition debris may not be disposed of within the ROW.

UNCLASSIFIED EXCAVATION

Unclassified Excavation will be paid for on a lump sum basis. The bid item for "Unclassified Excavation" shall include removing the existing material to a depth of 16" inches below the new road surface shown on the typical sections. Estimated quantities in cubic yards are shown below. These estimates are based on the assumption of 8 inches of existing Concrete Pavement on Whiting Dr. from 13th to 15th being removed separately.

Estimate of 1360 cu yds. of removal on Whiting Dr. including intersecting streets. Contractor to salvage existing base and haul it to the City Transfer station to be stockpiled. It will be the contractors responsibility to find a location for existing sub-grade material, that needs to be removed.

GENERAL NOTES

The Contractor will be required to raze, remove and dispose of all buildings and foundations, structures, fences, advertising signs, and other obstructions of which any portion are on the

right-of-way or Temporary Easements except Utilities and those for which other provisions have been made for removal, in accordance with Section 110 of the Standard Specifications.

The removal and disposal of all buildings, foundations and other obstructions not removed under Incidental Work or on a unit basis shall be considered as subsidiary work to the other Contract Items and no separate payment will be made for their removal and disposal.

8" NONREINFORCED CONCRETE PAVEMENT

The Coarse Aggregate shall be Crushed Ledge Rock.

The fine aggregates may require screening as determined by the Engineer.

The concrete mix shall be Class A40 concrete paving mix when slip form construction is used and Class A45 when formed construction is used.

Portland Cement Concrete Pavement shall have a minimum cement content of 600 pounds with a fly ash content of 20 to 25%

In lieu of an automatic subgrader operating from a preset line, a motor grader or other suitable equipment may be used to bring the base course to final grade prior to placement of the concrete.

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

There will be no direct payment for trimming of the Base Course 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 380.3c of the Standard Specifications.

An automated paving machine such as a Bidwell, monolithic or equivalent, shall be required for main line paving. An air or vibratory screed will not be allowed for main line paving.

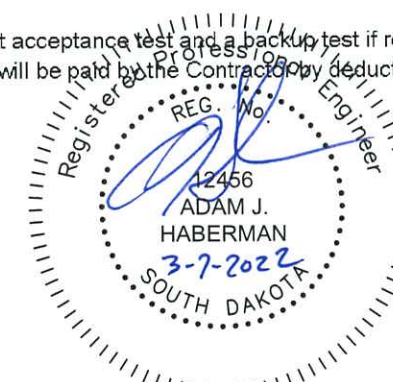
Joints to be sealed shall be thoroughly sandblasted, clean and dry as required by Section 380 P.

PEDESTRIAN TRAFFIC

The Contractor will be required to maintain pedestrian access during construction. Pedestrian access shall be ADA accessible and shall conform to the most current edition of the Manual on Uniform Traffic Control Devices. Access can either be maintained on concrete sidewalk or on a temporary boardwalk. This work may include but is not limited to staging sidewalk removal and construction to maintain access, installing safety fence around work areas, with proper detour signage and or construction and removal of temporary boardwalk. The Contractor shall determine the actual location of temporary access during construction and shall be approved by the Engineer. Payment for all work and associated materials shall be incidental to the contract lump sum price for "Traffic Control Miscellaneous".

ACCEPTANCE TESTING

The City will be responsible for taking the first acceptance test and a backup test if required. All subsequent tests required due to failures will be paid by the Contractor by deducting the cost from the pay request.



REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2021-013	5	33
NOTES				

CONCRETE JOINT SEALER

Concrete Joint Sealer shall be hot poured elastic joint sealer and shall conform to section 870 of the Standard Specifications. Payment for concrete joint sealer shall be incidental to PCC Pavement and no separate payment shall be made.

SURFACING THICKNESS DIMENSIONS

Except as hereinafter set forth, plans square yards will be applied even though the thickness may vary from that shown on the plans.

At those locations where material must be placed to achieve a required elevation, plans square yards will not be varied to achieve the required elevation.

CURING OF CONCRETE

Portland Cement Concrete Pavement, Concrete Curb & Gutter, Sidewalks, Valley Gutters, and Fillets shall be cured. All concrete shall be cured in accordance with section 380.3.P2 of the 2015 SDDOT Standard Specifications for Roads and Bridges except as modified in this note. All concrete shall be cured with a White Pigmented Linseed Oil Base Emulsion Compound when cured using the Impervious Membrane Method. Curing compound material shall be in accordance with section 821.1.D.

GEOTEXTILE FABRIC FOR SUBGRADE STABILIZATION

Geotextile fabric shall be installed at locations designated by the engineer underneath the granular base course. The bid item GEOTEXTILE FABRIC has been established to pay for all labor, equipment and material to install the fabric.

Pay quantities for the geotextiles will be paid for at the contract price per square yard in place. Measurement for payment excludes the geotextile used for overlapping as well as seam overlaps. Installation shall be in accordance with the manufacturer's recommendations. Overlap shall be a minimum of 24". The end of the roll shall overlap shall be 3' min.

The contractor shall not drive equipment directly on top of the geotextile. Should the geotextile be torn or punctured, the damaged area shall be repaired or replaced by the contractor at no expense to the owner. The repair shall consist of a patch of the same type of geotextile a minimum of 3' from the edge of any part of the damaged area. Geotextile fabric shall conform to the requirements listed below. The contractor shall provide a certificate of compliance verifying that the material meets the specification prior to the installation of the fabric.

1. Wide Width Tensile Strength (ASTM D-4595) 3600lb/ft min.
2. Wide Width Tensile Strength at 5% Strain(ASTM D-4595) 1350 lb/ft min.
3. Permittivity (ASTM D-4491) 0.25 sec-1 min.
4. UV Resistance at 500 hours (ASTM D-4355) 70% min.

The City has verified that the following products meet these specifications.

1. Mirafi HP370
2. Propex Getotex 3x3
3. Lumite GTF465

AGGREGATE BASE COURSE Aggregate Base Course will be supplied by the City of Yankton. Material can be obtained at City stockpile site located at 23rd and Kellen Gross Dr. This material is to be weighed before leaving landfill. The Contractor is to supply his own personnel and equipment to load trucks. Landfill hours are from 8am to 3:45pm. This material to be used under all newly placed concrete /asphalt and to maintain access to intersecting streets and driveways as needed. Unit price shall constitute full compensation for personnel and equipment to load, haul, and place material. Aggregate Base Course shall be compacted to 95% of standard proctor density.

EROSION CONTROL - SILT FENCE NOTES

1. CONSTRUCTION

The work covered by this section consists of furnishing all labor and equipment and the performance of all operations in connection with the construction, maintenance and removal of the silt fence for the control of siltation on the project, complete and in accordance with the plans and standard plates. The Contractor shall be responsible for accomplishing the required construction work on this project in such a manner as to effectively minimize and control water pollution which might be caused by soil erosion from the project. It is intended that these features be maintained in appropriate functional condition from initial construction stages to final completion of the project.

After rainfall events, the Contractor shall take all necessary precautions to prevent silt from being carried away from the project site when water is being pumped out of any area where water is backed up on the project site

In addition to the details shown in the plans, other provisions for controlling erosion may be incorporated.

2. MATERIALS

A. Steel Fence Posts

The steel line posts for field fence shall have a cross section of one and one-half inches by one and one-half inches. The average weight shall be less than 1.33 pounds per linear foot. Paint for steel fence posts shall be the manufacturers standard paint finish.

B. Silt Fabric

The approved brands of engineering fabrics for silt fence are listed below:

Manufacturer/Distributor	Brand Name
Amoco Fabrics & Fibers Co.	Silt Stop
Carthag Mills	FX-325
Linq Industries Fabrics	GTF 400 EO
Mirafi Division of Nocolon	700 XG
Webtec, Inc.	Econofence with netting

3. BACKFILL

All compaction of backfill shall be accomplished with a mechanical tamper or pneumatic tamper. All compacting equipment shall be operated according to the manufacturers recommendations.

4. PAYMENT

Payment shall be based on the lineal foot of silt fence satisfactorily constructed and measured from outside of the end posts. The work completed in accordance with the plans and specifications at the applicable contract price in the bid schedule which price shall constitute full compensation for furnishing all materials, equipment, labor, and tools necessary for completion of the work. The unit price shall also include removing muck from behind the silt fence after rain events and removing the silt fence when it is no longer needed.

EROSION CONTROL - VEHICLE TRACKING CONTROL

1. CONSTRUCTION

The work covered by this section consists of furnishing all labor and equipment and the performance of all operations in connection with the construction of temporary vehicle tracking control on the project, complete and in accordance with the plans and standard plates. The Contractor shall be responsible for accomplishing the required construction work on this project in such a manner as to effectively minimize and control water pollution which might be caused by vehicular tracking of soil. It is intended that these features be maintained in appropriate functional condition whenever vehicles come or go from the construction site where there is dirt exposed.

In addition to the details shown in the plans, other provisions for controlling erosion may be incorporated.

2.

1 1/2" to 3" rock shall be used.

3. LABOR AND EQUIPMENT

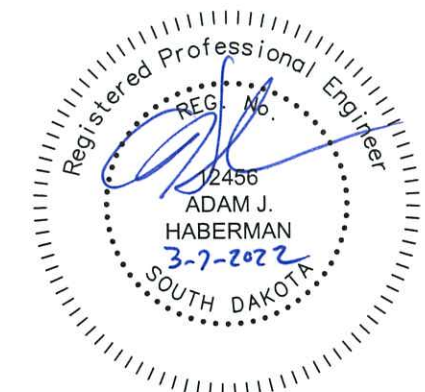
All necessary labor and equipment shall be supplied to clean up any dirt or gravel off of the paved roadway surfaces at the end of each day. The contractor shall also remove any service gravel that has dirt mixed in with it from the project site when the tracking control is no longer necessary. Clean service gravel can be incorporated into the base material for the roadbed.

4. PAYMENT

Service gravel shall be paid for at the unit price bid in the contract for service gravel. Unit price for "Temporary Vehicle Tracking Control" shall be the amount paid for each site where the engineer requires the use of the temporary vehicle tracking control for however long it is needed. The Contractor will be charged \$50.00 for each day that dirt is not cleaned off of the street after it is placed or tracked onto the pavement.

INLET SEDIMENT CONTROL

Refer to Standard Plates 734.10 SD DOT AND SIOUX FALLS 734.16 - Drop inlet sediment filters.



DEWATERING AND EROSION CONTROL

Pumping required for the removal of surface water from the work area and/or depressions will be considered incidental to other pay items and not paid for separately. The Contractor shall be responsible for obtaining the required erosion control permits from the South Dakota Department of Environment and Natural Resources.

SITE MAINTENANCE

The Contractor is to keep the project site properly maintained and graded to drain storm water. No standing water is permitted on site. A penalty of \$500/day will be assessed each day standing water is not removed from site. All regulations pertaining to Storm Water Pollution Prevention will be enforced. Direct discharge of storm water into the storm sewer system is not acceptable.

MANHOLE EXTERNAL FRAME SEAL

The furnishing and installing of the manhole frame seal shall be paid for under replace and adjust manhole rim and cover bid item. Full compensation for furnishing and installing of the complete manhole frame seal and all appurtenances necessary for the proper installation of the manhole frame seal for the manhole. (See section 210 of the City of Yankton standard specifications for sanitary sewer mains, service lines and appurtenances for approved products list.)

MANHOLE ADJUSTMENT

All costs for adjustment of the sewer manhole frame and lid to finished grade including removal and repair upper courses of brick or concrete, grouting, water-proofing external frame seal and adjustment rings shall be incidental to the contract unit price per each for "Adjust Manhole".

All existing rims & covers will be replaced with Neenah R1733 frame and lid. The lids shall contain concealed pick holes and be equipped with a gasketed self-sealing type covers.

SEEDING

All grass areas disturbed by construction are to be hydromulched. Lump sum price will be for all areas disturbed by Contractor. Price shall also include the cost for fertilizer and fiber mulch, refer to SD-DOT Standard Specs 2015 Edition section 730 and 731. The following will be provided, by the Contractor, for use on the project unless an alternate is approved by the Engineer. Topsoil not seeded within 14 days of soil placed shall have the top 2" tilled and regraded prior to seeding.

The estimated amount of area to be seeded: 9500 sf

<u>SEED MIXTURE</u>	<u>PURE LIVE SEED/ 1000 FT. SQ.</u>
Kentucky Bluegrass	1 pound
Perennial Rye Grass	1 pound
Park Kentucky Bluegrass	1 pound

FERTILIZER AND MULCHING

Fertilizer shall be a guaranteed analysis of 12-24-6. Rate applied shall be 3.2 lbs. per 1000 S.F. All areas shall be wood fiber mulched at a rate of 50 lbs./1000 S.F. with tackifier at a rate of 1.5lbs./1000 S.F. Method of payment will be incidental to the seeding lump sum bid price. Refer to SD-DOT Specs. 2015 Edition-section 731 and 732 for additional requirement for fertilizer and fiber mulch.

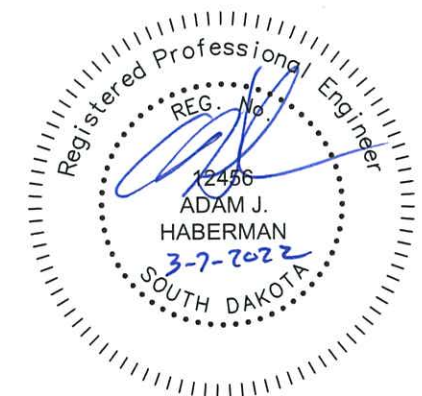
SALVAGING, STOCKPILING, AND PLACING TOPSOIL

Existing vegetation shall be salvaged, incorporated and placed with the topsoil as far as practicable.

The areas to be covered with topsoil to a depth of +/- 3 inches comprise all newly graded areas. Material shall be free of rock and debris.

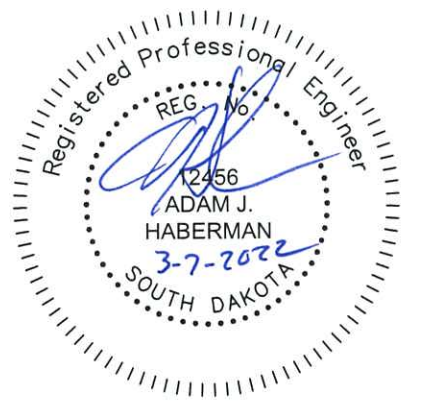
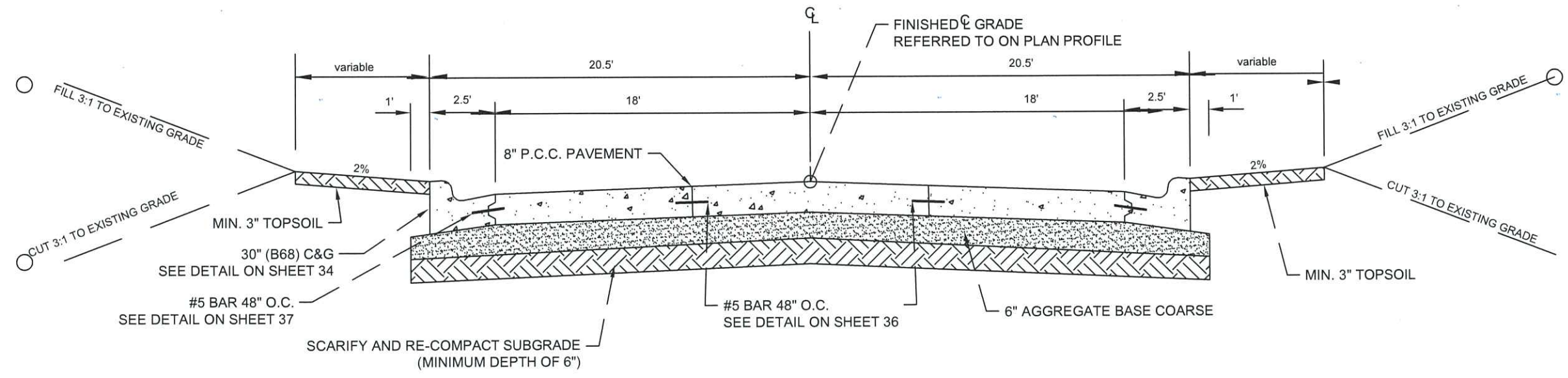
The estimated amounts of salvaged topsoil required to cover the designated areas to the specified depth are as follows:

<u>Table of Topsoil</u>	<u>Cu.Yd.</u>
Whiting Dr	520


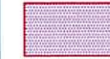


REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
B	S.D.	2021-013	7	33
TYPICAL SECTION				

**TYPICAL STREET DETAIL
WHITING DRIVE**



LEGEND

-  - PRIMARY HAUL ROUTE
-  - PROJECT AREA

TRAFFIC CONTROL

SIGNAGE & DETOURS

PRIMARY & SECONDARY HAUL ROUTES

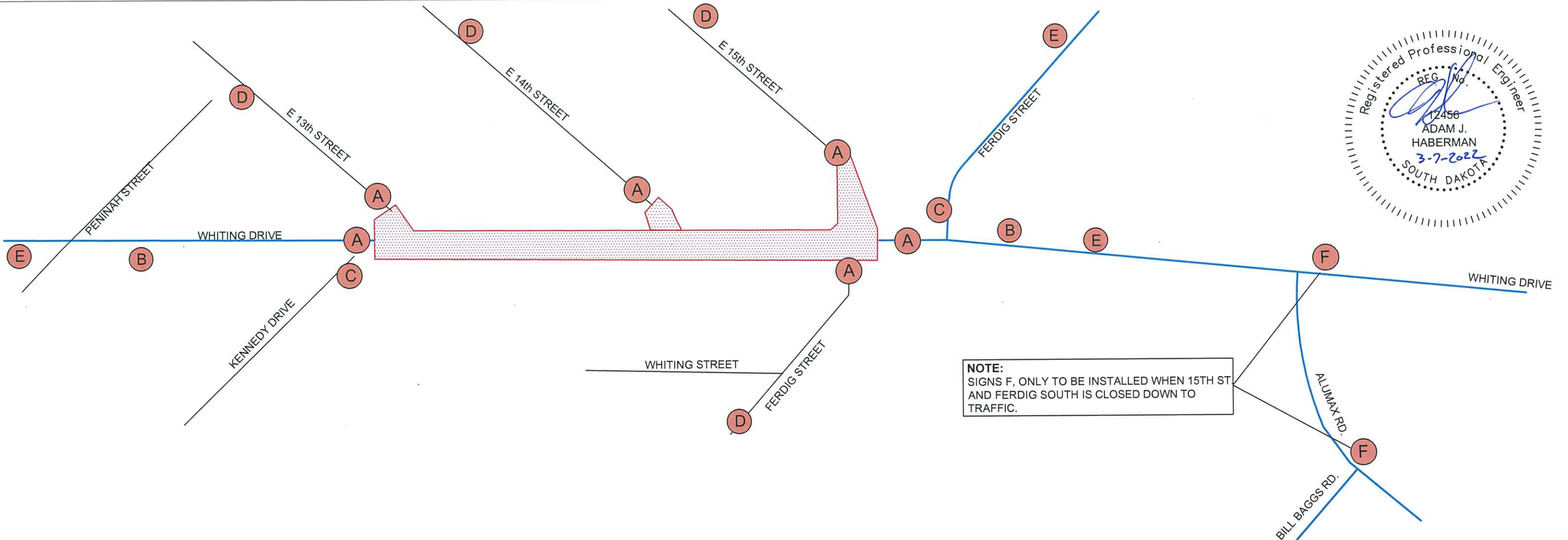
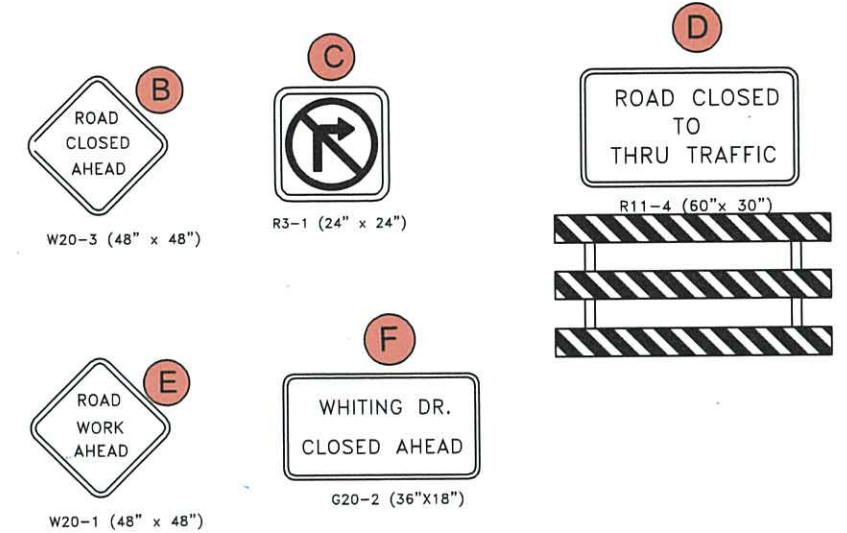
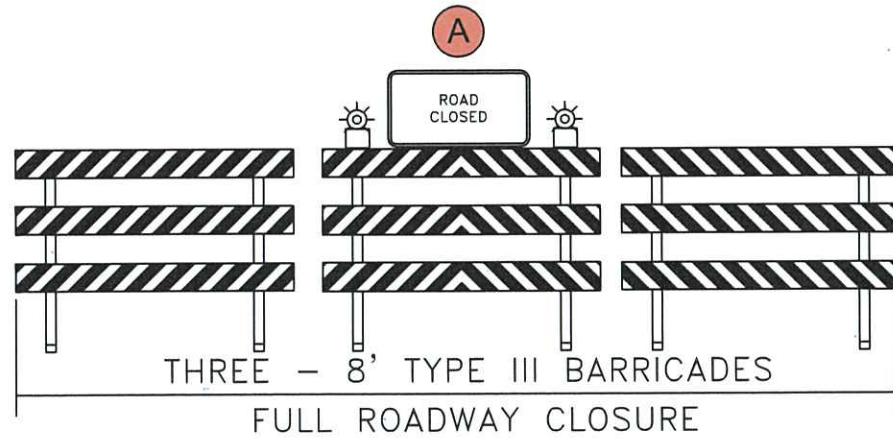
PROJECT	SHEET NO.	TOTAL SHEETS
2021 - 013	8	33
TRAFFIC CONTROL		

PEDESTRIAN TRAFFIC CONTROL
 TRAFFIC CONTROL DEVICES FOR SIDEWALK CLOSURES AND PEDESTRIAN DETOURS SHALL BE PAID FOR UNDER TRAFFIC CONTROL MISC.
 (SDDOT STANDARD PLATE #634.33 MAY BE USED AS A GUIDE)

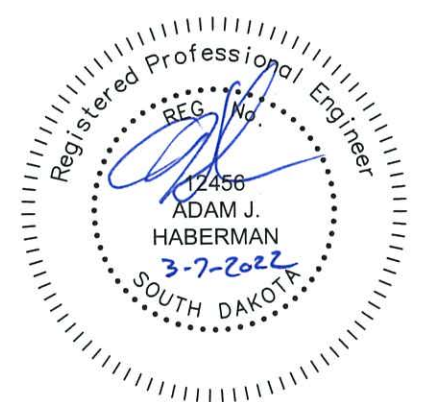
SCALE: 1" = 200'

ITEMIZED LIST FOR TRAFFIC CONTROL BID ITEM					
SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	Sq. Ft. PER AMOUNT	SUB TOTAL
R11-2	48" x 30"	ROAD CLOSED	6	27	162
R3-1	24" x 24"	NO RIGHT TURN (SYMBOL)	2	15	30
W20-3	48" x 48"	ROAD CLOSED AHEAD	2	34	68
W20-1	48" x 48"	ROAD WORK AHEAD	3	34	102
R11-4	48" x 48"	ROAD CLOSED TO THRU TRAFFIC	4	30	120
W6-4	18" x 12"	WHITING DR. CLOSED AHEAD	2	30	60
G20-2	36" x 18"	TYPE III BARRICADES	176	5 units/ L.F	880
TOTAL					1422

LIST OF OTHER TRAFFIC CONTROLS FOR ROAD CONSTRUCTION		
BID ITEM	DESCRIPTION	QUANTITY
TRAFFIC CONTROL MISC.	TYPE I & II BARRICADES, CONES, VERTICAL PANELS, DRUMS, BARRICADE WARNING LIGHTS, DELINEATORS, WATCHMAN, TUBULAR MARKERS, AND INSTALLATION OF CITY SIGNS.	LUMP SUM





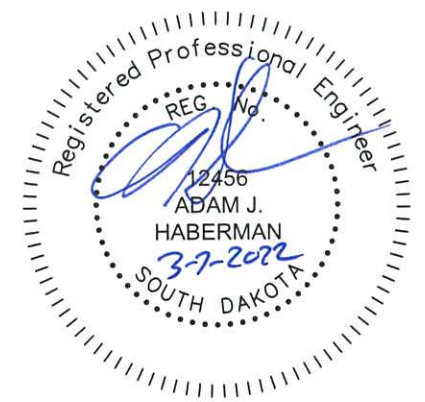
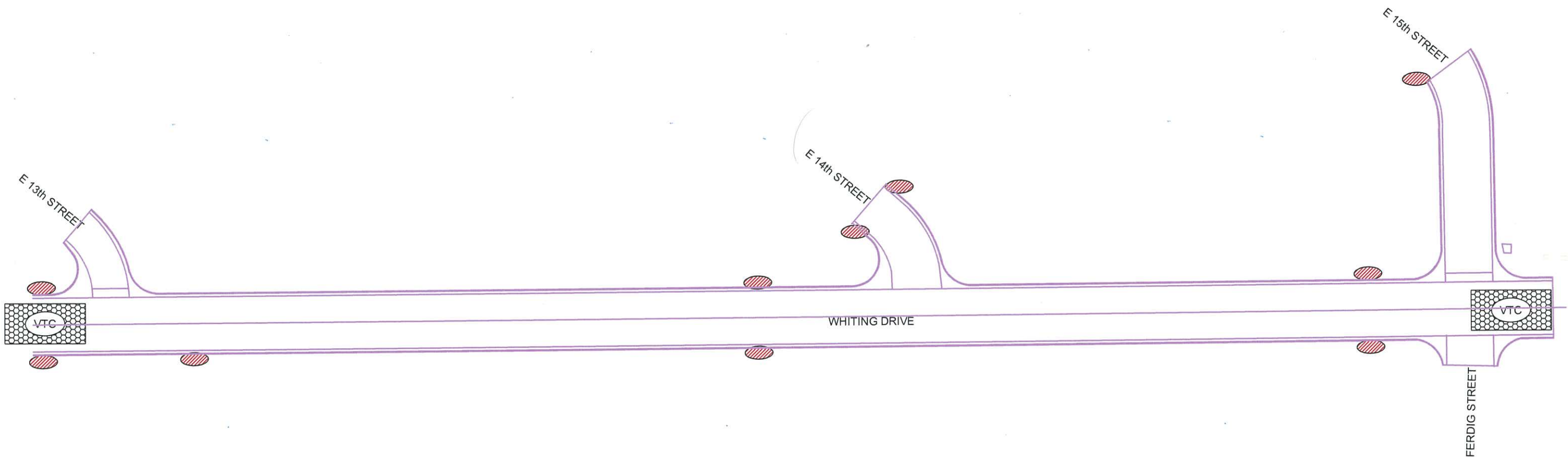
NOTE:
 SIGNS F, ONLY TO BE INSTALLED WHEN 15TH ST AND FERDIG SOUTH IS CLOSED DOWN TO TRAFFIC.



REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2021-013	9	33
EROSION CONTROL				

LEGEND

-  - INLET PROTECTION
-  - VEHICLE TRACKING CONTROL



STORM WATER POLLUTION PREVENTION PLAN

(The numbers right of the title headings are **reference numbers** to the GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES)

❖ SITE DESCRIPTION (4.2 1)

- **Project Limits: See Title Sheet (4.2 1.b)**
- **Project Description: See Title Sheet (4.2 1.a.)**
- **Site Map(s): See Title Sheet and Plans (4.2 1.f. (1)-(6))**
- **Major Soil Disturbing Activities** (check all that apply)
 - Clearing and grubbing
 - Excavation/borrow
 - Grading and shaping
 - Filling
 - Cutting and filling
 - Other (describe):
- **Total Project Area 1.5 acres (4.2 1.b.)**
- **Total Area To Be Disturbed .90 acres (4.2 1.b.)**
- **Existing Vegetative Cover (%) 25%**
- **Soil Properties: AASHTO Soil Classification (4.2 1. d.)**
- **Name of Receiving Water Body/Bodies Missouri River (4.2 1.e.)**

❖ ORDER OF CONSTRUCTION ACTIVITIES (4.2 1.c.)

(Stabilization measures shall be initiated as soon as possible, but in no case later than 14 days after the construction activity in that portion of the site has temporarily or permanently ceased. Initiation of final or temporary stabilization may exceed the 14-day limit if earth disturbing activities will be resumed within 21 days.)

- **Special sequencing requirements** (see sheet).
- **Install stabilized construction entrance(s).**
- **Install perimeter protection where runoff sheets from the site.**
- **Install channel and ditch bottom protection.**
- **Clearing and grubbing.**
- **Remove and store topsoil.**
- **Stabilize disturbed areas.**
- **Install utilities, storm sewers, curb and gutter.**
- **Install inlet and culvert protection after completing storm drainage and other utility installations.**
- **Complete final grading.**
- **Complete final paving and sealing of concrete.**
- **Complete traffic control installation and protection devices.**
- **Reseed areas disturbed by removal activities.**

❖ EROSION AND SEDIMENT CONTROLS (4.2 2.a.(1)(a)-(f))

(Check all that apply)

- **Stabilization Practices (See Detail Plan Sheets)**
 - Temporary or Permanent Seeding
 - Sodding
 - Planting
 - Mulching (Straw or Cellulose Fiber)
 - Erosion Control Blankets or Mats
 - Vegetation Buffer Strips
 - Roughened Surface (e.g. tracking)
 - Gabions-Gabion Mattress
 - Other

➤ **Structural Temporary Erosion and Sediment Controls**

- Silt Fence
- Straw Bale Check
- Temporary Berm
- Temporary Slope Drain
- Straw Wattles or Rolls
- Diversion Channels/Swales
- Channel Liners (TRM)
- Stone Rip Rap Sheet
- Rock Check Dams
- Sediment Traps/Basins
- Inlet Protection
- Outlet Protection
- Surface Inlet Protection
- Curb Inlet Protection
- Stabilized Construction Entrances
- Other

➤ **Wetland Avoidance**

Will construction and/or erosion and sediment controls impinge on regulated wetlands? Yes No If yes, the structural and erosion and sediment controls have been included in the total project wetland impacts and have been included in the 404 permit process with the USACE.

➤ **Storm Water Management (4.2 2.b., (1) and (2))**

Storm water management will be handled by temporary controls outlined in Section 3 above, and any permanent controls needed to meet permanent storm water management needs in the post construction period. Permanent controls will be shown on the plans and noted as permanent.

➤ **Other Storm Water Controls (4.2 2.c., (1) and (2))**

▪ **Waste Disposal**

All liquid waste materials will be collected and stored in sealed metal containers approved by the project engineer. All trash and construction debris from the site will be deposited in the approved containers. Containers will be serviced as necessary, and the trash will be hauled to an approved disposal site or licensed landfill. All onsite personnel will be instructed in the proper procedures for waste disposal, and notices stating proper practices will be posted in the field office. The general contractor's representative responsible for the conduct of work on the site will be responsible for seeing that these practices are followed.

▪ **Hazardous Waste**

All hazardous waste materials will be disposed of in a manner specified by local or state regulations or by the manufacturer. Site personnel will be instructed in these practices, and the individual designated as the contractor's on-site representative will be responsible for seeing that these practices are followed.

▪ **Sanitary Waste**

Portable sanitary facilities will be provided on all construction sites. Sanitary waste will be collected from the portable units in a timely manner by a licensed waste management contractor or as required by any local regulations.

❖ Maintenance and Inspection (4.2 3. and 4.2 4.)

➤ **Maintenance and Inspection Practices**

- Inspections will be conducted at least one time per week and after a storm event of 0.50 inches or greater.
- All controls will be maintained in good working order. Necessary repairs will be initiated within 24 hours of the site inspection report.

➤ **Maintenance and Inspection Practices(Continued)**

- Silt fence will be inspected for depth of sediment and for tears in order to ensure the fabric is securely attached to the posts and that the posts are well anchored. Sediment buildup will be removed from the silt fence when it reaches 1/3 of the height of the silt fence.
- Sediment basins and traps will be checked. Sediment will be removed when depth reaches approximately 50 percent of the structure's capacity, and at the conclusion of the construction.
- Check dams will be inspected for stability. Sediment will be removed when depth reaches 1/2 the height of the dam.
- All seeded areas will be checked for bare spots, washouts, and vigorous growth free of significant weed infestations.
- Inspection and maintenance reports will be prepared on form DOT 298 for each site inspection, this form will also be used to document changes to the SWPPP. A copy of the completed inspection form will be filed with the SWPPP documents.
- The City Engineer and contractor's site superintendent are responsible for inspections. Maintenance, repair activities are the responsibility of the contractor. The City Engineer will complete the inspection and maintenance reports and distribute copies per the distribution instructions on DOT 298.

❖ Non-Storm Water Discharges (3.0)

The following non-storm water discharges are anticipated during the course of this project (check all that apply).

- Discharges from water line flushing.
- Pavement wash-water, where no spills or leaks of toxic or hazardous materials have occurred.
- Uncontaminated ground water associated with dewatering activities.

❖ Materials Inventory (4.2. 2.c.(2))

The following materials or substances are expected to be present on the site during the construction period. These materials will be handled as noted under the headings "EROSION AND SEDIMENT CONTROLS" and "SPILL PREVENTION" (check all that apply).

- Concrete and Portland Cement
- Detergents
- Paints
- Metals
- Bituminous Materials
- Petroleum Based Products
- Cleaning Solvents
- Wood
- Cure
- Texture
- Chemical Fertilizers
- Other

❖ **Spill Prevention (4.2 2.c.(2))**

➤ **Material Management**

▪ **Housekeeping**

- Only needed products will be stored on-site by the contractor.
- Except for bulk materials the contractor will store all materials under cover and in appropriate containers.
- Products must be stored in original containers and labeled.
- Material mixing will be conducted in accordance with the manufacturer's recommendations.
- When possible, all products will be completely used before properly disposing of the container off site.
- The manufacturer's directions for disposal of materials and containers will be followed.
- The contractor's site superintendent will inspect materials storage areas regularly to ensure proper use and disposal.
- Dust generated will be controlled in an environmentally safe manner.
- Vegetation areas not essential to the construction project will be preserved and maintained as noted on the plans.

▪ **Hazardous Materials**

- Products will be kept in original containers unless the container is not resealable.
- Original labels and material safety data sheets will be retained in a safe place to relay important product information.
- If surplus product must be disposed of, manufacturer's label directions for disposal will be followed.
- Maintenance and repair of all equipment and vehicles involving oil changes, hydraulic system drain down, de-greasing operations, fuel tank drain down and removal, and other activities which may result in the accidental release of contaminants will be conducted on an impervious surface and under cover during wet weather to prevent the release of contaminants onto the ground.
- Wheel wash water will be collected and allowed to settle out suspended solids prior to discharge. Wheel wash water will not be discharged directly into any storm water system or storm water treatment system.
- Potential pH-modifying materials such as: bulk cement, cement kiln dust, fly ash, new concrete washings, concrete pumping, and mixer washout waters will be collected on site and managed to prevent contamination of storm water runoff.

➤ **Product Specific Practices (6.8)**

▪ **Petroleum Products**

All on-site vehicles will be monitored for leaks and receive regular preventive maintenance to reduce the chance of leakage. Petroleum products will be stored in tightly sealed containers which are clearly labeled.

▪ **Fertilizers**

Fertilizers will be applied only in the amounts specified by the Plans. Once applied, fertilizers will be worked into the soil to limit the exposure to storm water. Fertilizers will be stored in an enclosed area. The contents of partially used fertilizer bags will be transferred to sealable containers to avoid spills.

➤ **Product Specific Practices (6.8) (Continued)**

▪ **Paints**

All containers will be tightly sealed and stored when not required for use. The excess will be disposed of according to the manufacturer's instructions and any applicable state and local regulations.

▪ **Concrete Trucks**

Contractors will provide designated truck washout areas on the site. These areas must be self contained and not connected to any storm water outlet of the site. Upon completion of construction washout areas will be properly stabilized.

➤ **Spill Control Practices (4.2 2 c.(2))**

In addition to the previous housekeeping and management practices, the following practices will be followed for spill prevention and cleanup if needed.

- For all hazardous materials stored on site, the manufacturer's recommended methods for spill clean up will be clearly posted. Site personnel will be made aware of the procedures and the locations of the information and cleanup supplies.
- Appropriate cleanup materials and equipment will be maintained by the contractor in the materials storage area on-site. As appropriate, equipment and materials may include items such as booms, dust pans, mops, rags, gloves, goggles, kitty litter, sand, sawdust, and plastic and metal trash containers specifically for clean up purposes.
- All spills will be cleaned immediately after discovery and the materials disposed of properly.
- The spill area will be kept well ventilated and personnel will wear appropriate protective clothing to prevent injury from contact with a hazardous substance.
- After a spill a report will be prepared describing the spill, what caused it, and the cleanup measures taken. The spill prevention plan will be adjusted to include measures to prevent this type of spill from reoccurring, as well as clean up instructions in the event of reoccurrences.
- The contractor's site superintendent, responsible for day-to-day operations, will be the spill prevention and cleanup coordinator. The contractor is responsible for ensuring that the site superintendent has had appropriate training for hazardous materials handling, spill management, and cleanup.

➤ **Spill Response (4.2 2 c.(2))**

The primary objective in responding to a spill is to quickly contain the material(s) and prevent or minimize migration into storm water runoff and conveyance systems. If the release has impacted on-site storm water, it is critical to contain the released materials on-site and prevent their release into receiving waters. If a spill of pollutants threatens storm water or surface water at the site, the spill response procedures outlined below must be implemented in a timely manner to prevent the release of pollutants.

- The contractor's site superintendent will be notified immediately when a spill or the threat of a spill is observed. The superintendent will assess the situation and determine the appropriate response.
- If spills represent an imminent threat of escaping erosion and sediment controls and entering receiving waters, personnel will be directed to respond immediately to contain the release and notify the superintendent after the situation has been stabilized.

➤ **Spill Response (4.2 2 c.(2)) (Continued)**

- Spill kits containing appropriate materials and equipment for spill response and cleanup will be maintained by the contractor at the site.
- If oil sheen is observed on surface water (e.g. settling ponds, detention ponds, swales), action will be taken immediately to remove the material causing the sheen. The contractor will use appropriate materials to contain and absorb the spill. The source of the oil sheen will also be identified and removed or repaired as necessary to prevent further releases.
- If a spill occurs the superintendent or the superintendent's designee will be responsible for completing the spill reporting form and for reporting the spill to SD DENR.
- Personnel with primary responsibility for spill response and clean up will receive training by the contractor's site superintendent or designee. The training must include identifying the location of the spill kits and other spill response equipment and the use of spill response materials.
- Spill response equipment will be inspected and maintained as necessary to replace any materials used in spill response activities.

❖ **Spill Notification**

In the event of a spill, the contractor's site superintendent will make the appropriate notification(s), consistent with the following procedures:

- A reportable spill is a quantity of 25 gallons or more or any spill of oil which: 1) violates water quality standards, 2) produces a "sheen" on a surface water, or 3) causes a sludge or emulsion must be reported immediately to the National Response Center .
- Any spill of oil or hazardous substance to waters of the state must be reported immediately by telephone to the SD DENR.

❖ **Construction Changes (4.4)**

When changes are made to the construction project that will require alterations in the temporary erosion controls of the site, the Storm Water Pollution Prevention Plan (SWPPP) will be amended to provide appropriate protection to disturbed areas, all storm water structures, and adjacent waters. The City Engineer will modify the SWPPP plan (DOT 298) and drawings to reflect the needed changes. Copies of changes will be routed per DOT 298. Copies of forms and the SWPPP will be retained in a designated place for review over the course of the project.

CITY OF	PROJECT	SHEET NO.	TOTAL SHEETS
YANKTON	2021-013	10-12	33

❖ **CERTIFICATIONS**

➤ **Certification of Compliance with Federal, State, and Local Regulations**

The Storm Water Pollution Prevention Plan (SWPPP) for this project reflects the requirements of all local municipal jurisdictions for storm water management and sediment and erosion control as established by ordinance, as well as other state and federal requirements for sediment and erosion control plans, permits, notices or documentation as appropriate.

➤ **City of Yankton**

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Authorized Signature. (See the General Permit, Section 6.7.1.C.)

➤ **Prime Contractor**

This section is to be executed by the General Contractor after the award of the contract and at least 15 days prior to the beginning of construction. This section may be executed any time there is a change in the Prime Contractor of the project.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Authorized Signature. (See the General Permit, Section 6.7.1.a .or b.)

❖ **CONTACT INFORMATION**

➤ **Contractor Information:**

- Prime Contractor Name:
- Contractor Contact Name:
- Address:
- Address:
- City: State: Zip:
- Office Phone: Field: Cell: Fax:

Erosion Control Supervisor

- Name:
- Address:
- Address:
- City: State: Zip:
- Office Phone: Cell: Fax:

➤ **City Engineer**

- Name: Brad Moser
- Business Address: 416 Walnut
- Job Office Location 416 Walnut
- City: Yankton State: SD Zip: 57078
- Office Phone: 605-668-5255 Field: Cell: Fax:

➤ **SD DENR Contact Spill Reporting**

- Business Hours Monday-Friday (605) 773-3296
- Nights and Weekends (605) 773-3231

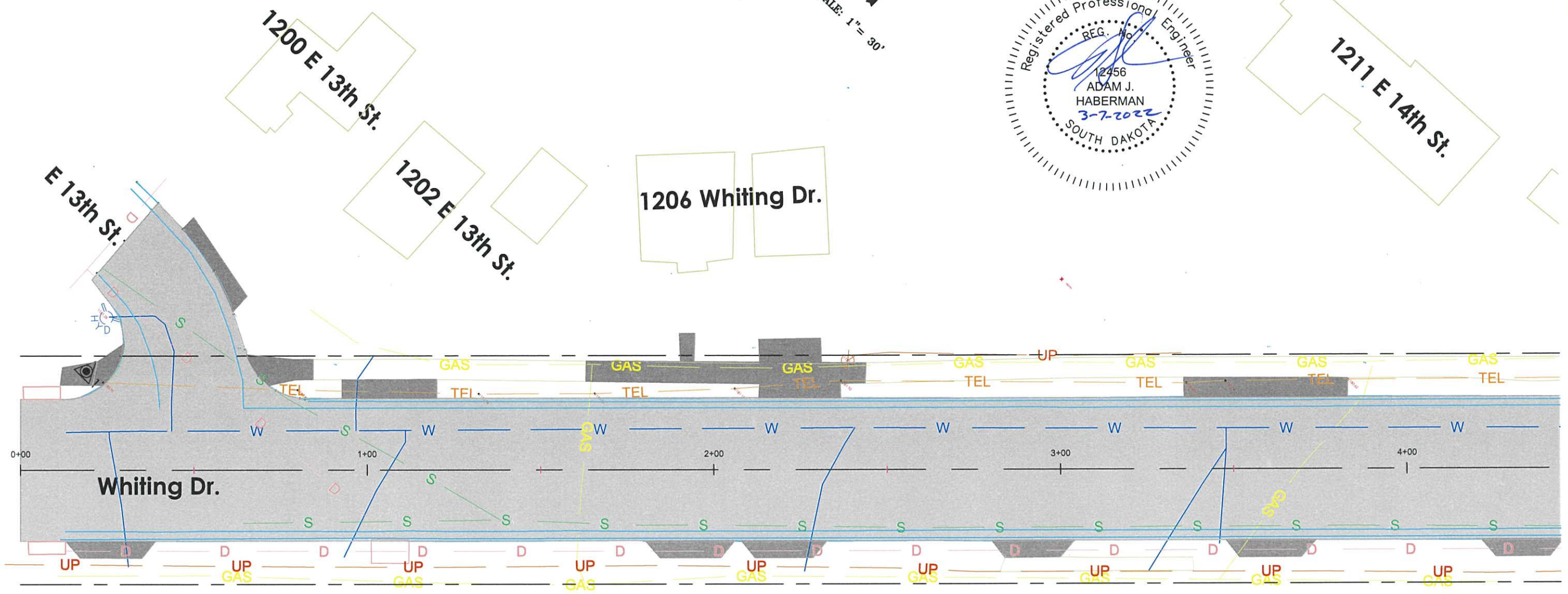
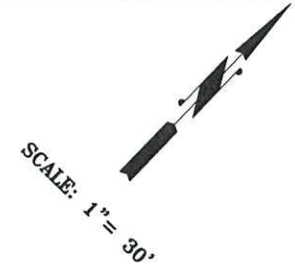
➤ **SD DENR Contact for Hazardous Materials.**

- (605) 773-3153

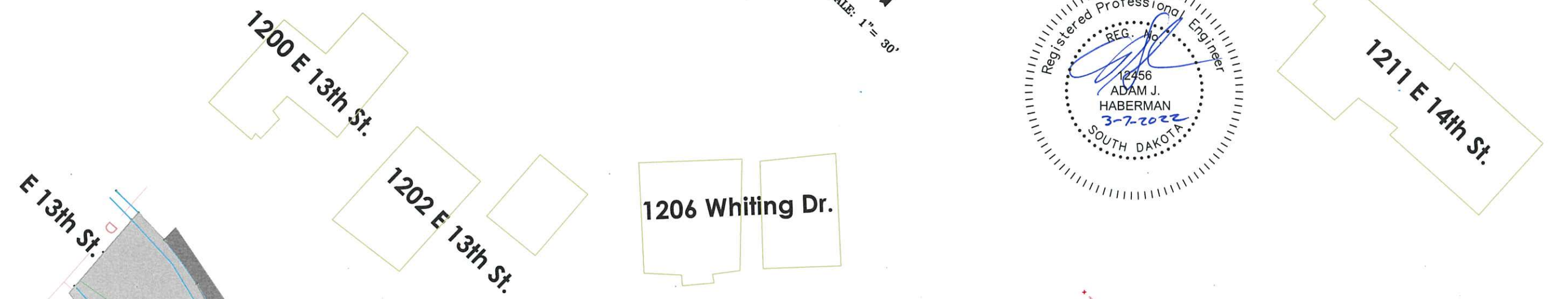
➤ **National Response Center Hotline**

- (800) 424-8802.

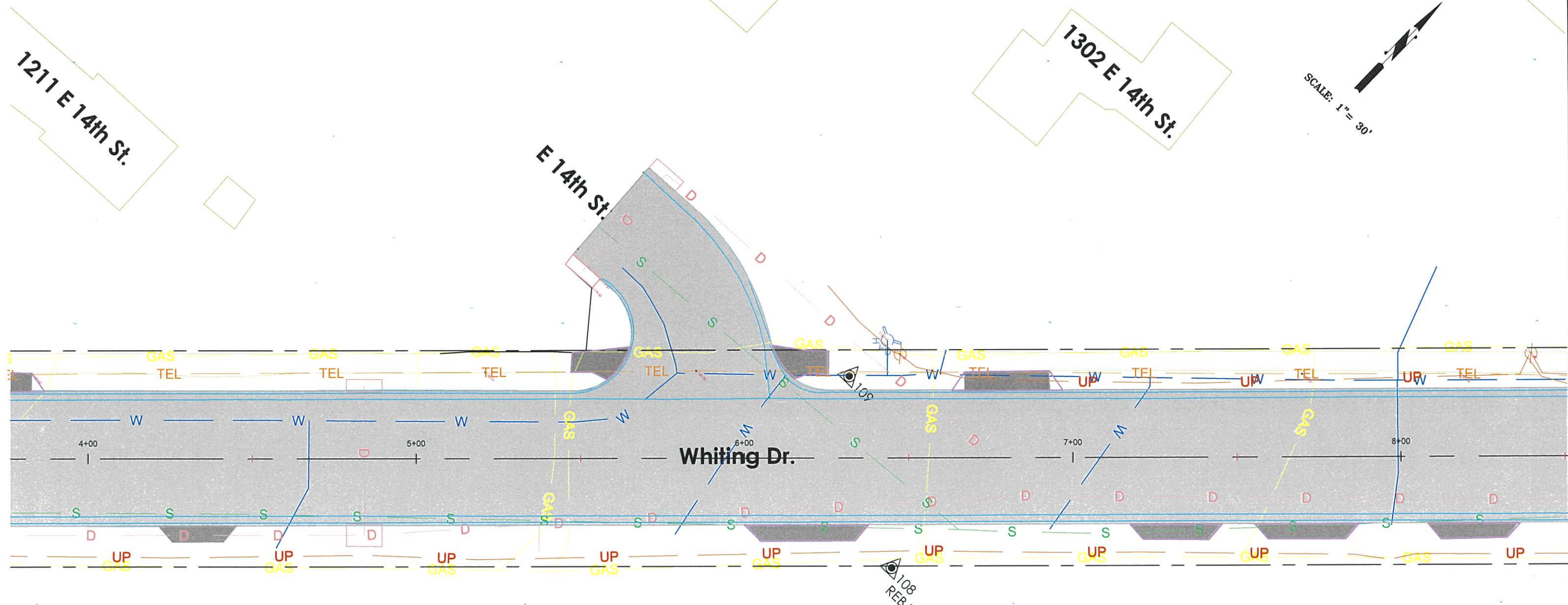
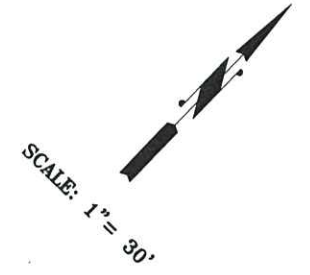
REMOVALS



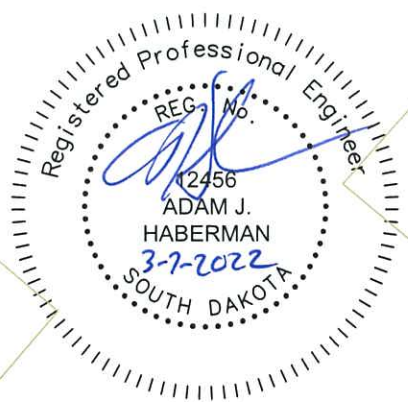
SW AND DW REMOVALS
 CONCRETE ST. REMOVALS



PROJECT	SHEET NO.	TOTAL SHEETS
2021-013	14	33
REMOVALS		



- SW AND DW REMOVALS
- CONCRETE ST. REMOVALS



1211 E 14th St.

1302 E 14th St.

1215 Whiting Dr.

1303 Whiting Dr.

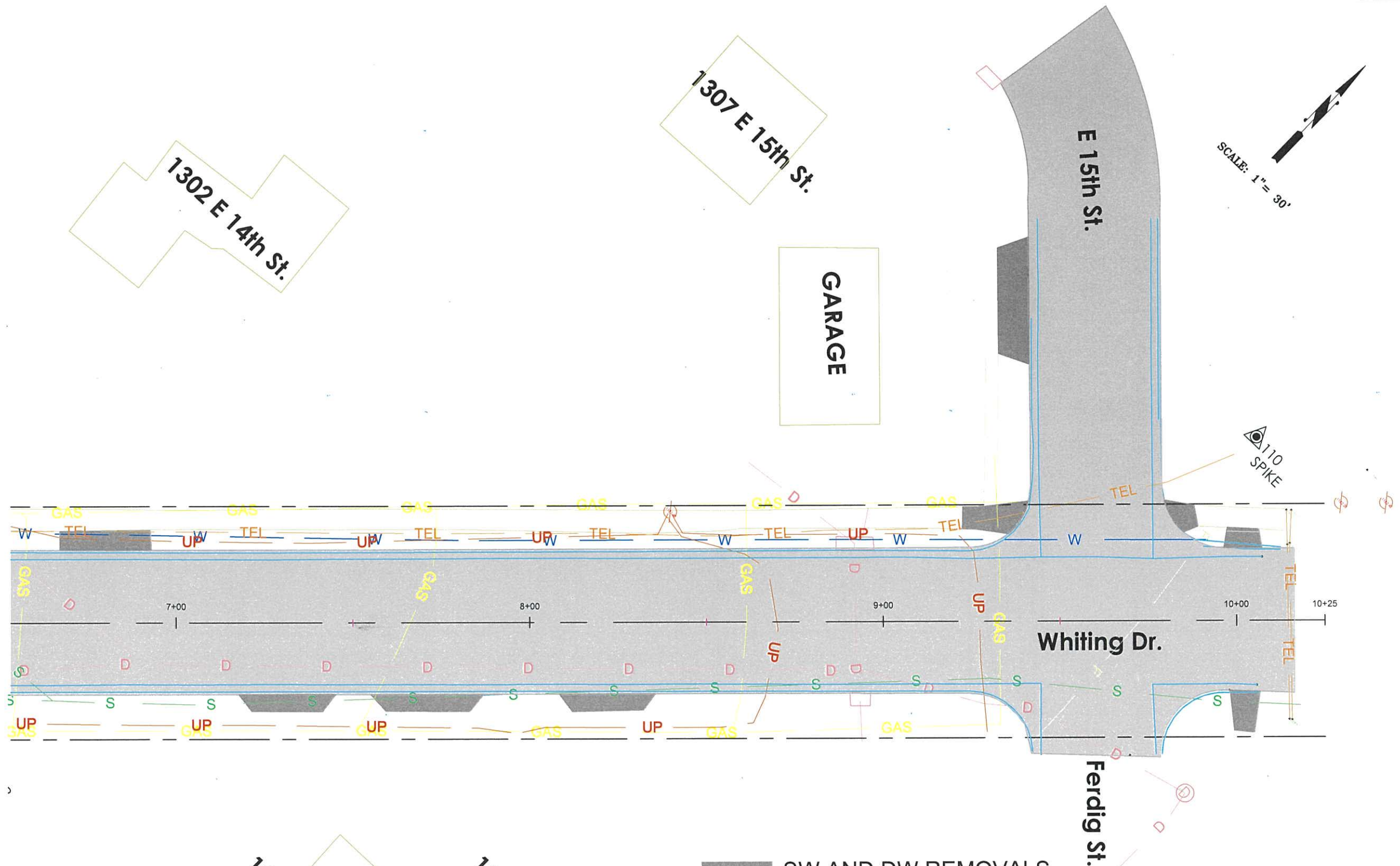
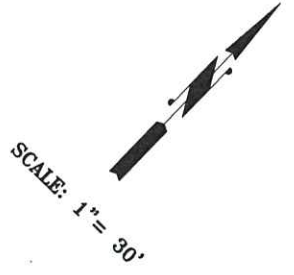
1307 Whiting Dr.

1309 Whiting Dr.

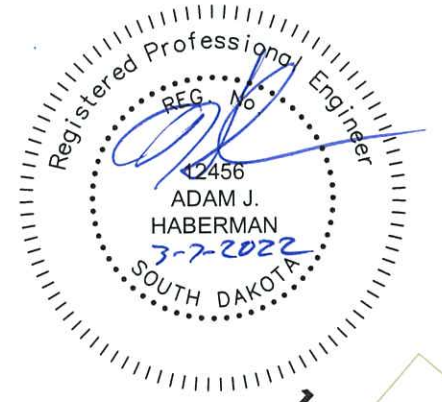
1311 Whiting Dr.

108 REBAR

PROJECT	SHEET NO.	TOTAL SHEETS
2021-013	15	33
REMOVALS		



- SW AND DW REMOVALS
- CONCRETE ST. REMOVALS



1302 E 14th St.

1307 E 15th St.

GARAGE

E 15th St.

Whiting Dr.

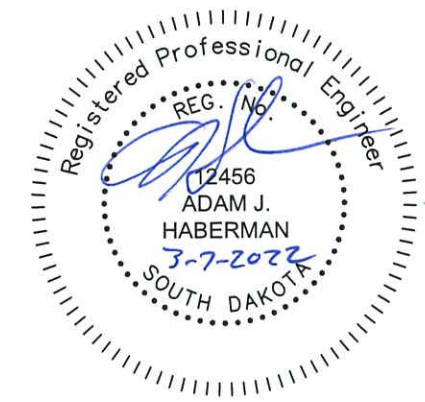
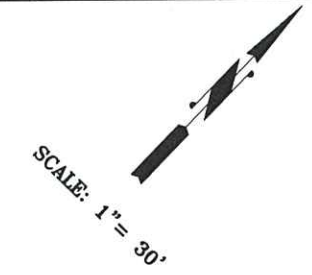
Ferdig St.

1309 Whiting Dr.

1311 Whiting Dr.

1401 Whiting

Whiting Dr.



- ① STA. 0+12.27 - 20.5' LT.
TOC ELEV. MATCH EXISTING INLET
- ② STA. 0+27.8 - 29.77' LT.
MID POINT (3' is 0+25.2-31.25LT.)
TOC ELEV. 1180.81
- ③ STA. 0+26 - 48.0' LT.
TOC ELEV. 1181.06
- ④ STA. 0+20 - 55.1' LT.
TOC ELEV. 1181.16 WITH 2' TAPER

- ⑤ STA. 0+31.5 - 77.3' LT.
BEGIN C&G 2' TAPER
TOC ELEV. 1181.49
- ⑥ STA. 0+46.8 - 69.8' LT.
END STR. C&G, BEGIN RADIUS
TOC ELEV. 1181.41
- ⑦ STA. 0+58.1 - 53.5' LT.
MID POINT
TOC ELEV. 1181.24

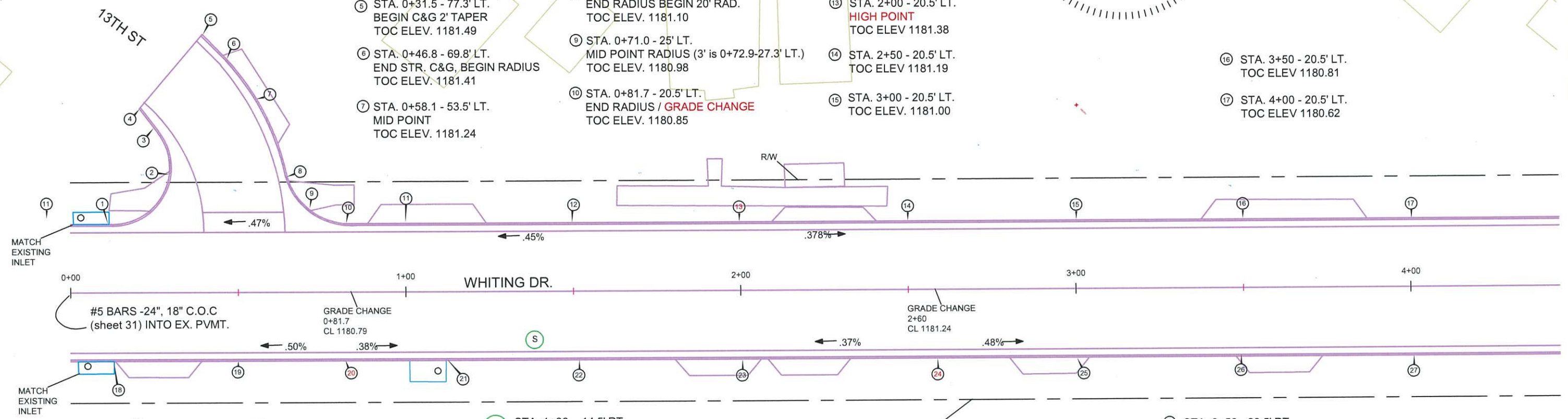
- ⑪ STA. 1+00 - 20.5' LT.
TOC ELEV. 1180.91
- ⑫ STA. 1+50 - 20.5' LT.
TOC ELEV. 1181.13

- ⑤ STA. 0+31.5 - 77.3' LT.
BEGIN C&G 2' TAPER
TOC ELEV. 1181.49
- ⑥ STA. 0+46.8 - 69.8' LT.
END STR. C&G, BEGIN RADIUS
TOC ELEV. 1181.41
- ⑦ STA. 0+58.1 - 53.5' LT.
MID POINT
TOC ELEV. 1181.24

- ⑧ STA. 0+64.6 - 34.7' LT.
END RADIUS BEGIN 20' RAD.
TOC ELEV. 1181.10
- ⑨ STA. 0+71.0 - 25' LT.
MID POINT RADIUS (3' is 0+72.9-27.3' LT.)
TOC ELEV. 1180.98
- ⑩ STA. 0+81.7 - 20.5' LT.
END RADIUS / **GRADE CHANGE**
TOC ELEV. 1180.85

- ⑬ STA. 2+00 - 20.5' LT.
HIGH POINT
TOC ELEV 1181.38
- ⑭ STA. 2+50 - 20.5' LT.
TOC ELEV 1181.19
- ⑮ STA. 3+00 - 20.5' LT.
TOC ELEV. 1181.00

- ⑯ STA. 3+50 - 20.5' LT.
TOC ELEV 1180.81
- ⑰ STA. 4+00 - 20.5' LT.
TOC ELEV 1180.62



- ⑱ STA. 0+01.5 - 20.5' RT.
MATCH EXISTING INLET
- ⑲ STA. 0+50 - 20.5' RT.
TOC ELEV. 1180.80
- ⑳ STA. 0+81.7 - 20.5' RT.
HIGH POINT
TOC ELEV 1180.99

- Ⓢ STA. 1+38 - 14.5' RT.
REPLACE AND ADJUST SEWER
FRAME AND COVER
- ㉑ STA. 1+11 - 20.5' RT.
TOC ELEV MATCH EX. INLET
- ㉒ STA. 1+50 - 20.5' RT.
TOC ELEV. 1181.00
- ㉓ STA. 2+00 - 20.5' RT.
TOC ELEV 1181.19

- ㉔ STA. 2+60 - 20.5' RT.
HIGH POINT
TOC ELEV 1181.40
- ㉕ STA. 3+00 - 20.5' RT.
TOC ELEV. 1181.21

- ㉖ STA. 3+50 - 20.5' RT.
TOC ELEV 1180.97
- ㉗ STA. 4+00 - 20.5' RT.
TOC ELEV 1180.73

PROJECT	SHEET NO.	TOTAL SHEETS
2021-013	17	33
PAVING		

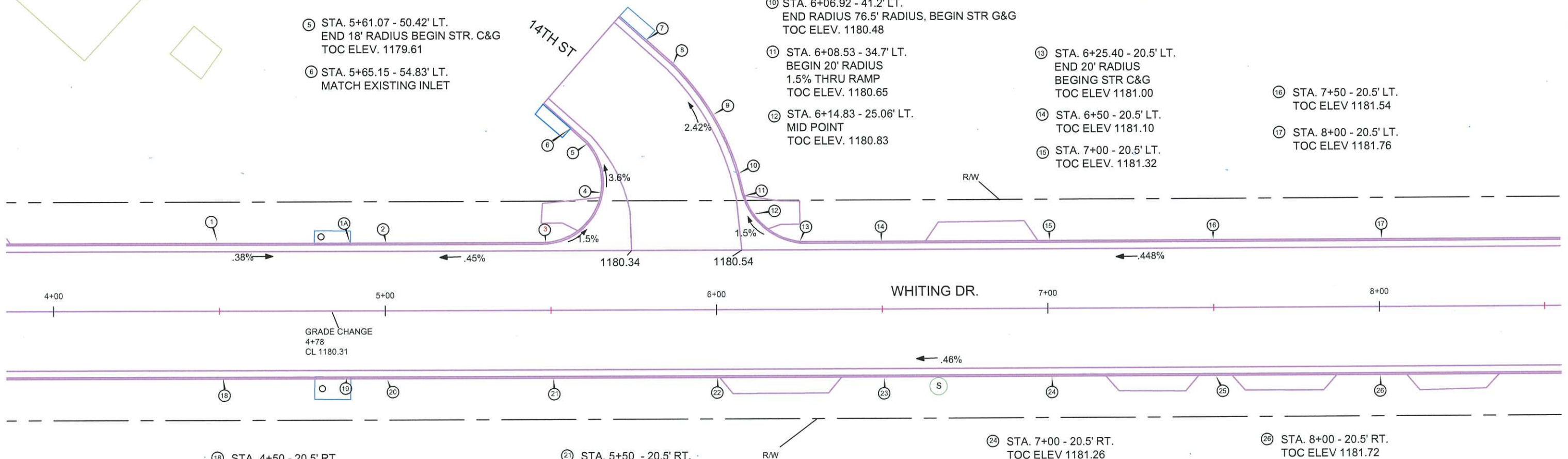
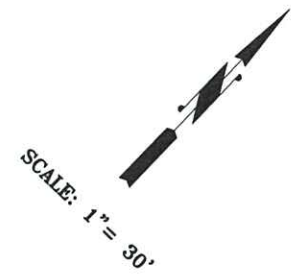


- ① STA. 4+50 - 20.5' LT.
TOC ELEV. 1180.44
- ①A STA. 4+89 - 20.5' LT.
TOC ELEV. MATCH EXISTING INLET
- ② STA. 5+00 - 20.5' LT.
TOC ELEV. 1181.39
- ③ STA. 5+47.09 - 20.5' LT.
BEGIN 18' RADIUS
HIGH POINT
TOC ELEV. 1180.60
- ④ STA. 5+65.17 - 34.68' LT.
MID POINT 1.5% THRU RAMP
TOC ELEV. 1180.23

- ⑦ STA. 5+79.2 - 81.7' LT.
MATCH EXISTING INLET
- ⑧ STA. 5+87.42 - 74.3' LT.
END STR. C & G, BEGIN 76.5' RADIUS
TOC ELEV. 1179.55
- ⑨ STA. 5+99.28 - 58.9' LT.
MID POINT RADIUS
TOC ELEV. 1180.01
- ⑩ STA. 6+06.92 - 41.2' LT.
END RADIUS 76.5' RADIUS, BEGIN STR G&G
TOC ELEV. 1180.48
- ⑪ STA. 6+08.53 - 34.7' LT.
BEGIN 20' RADIUS
1.5% THRU RAMP
TOC ELEV. 1180.65
- ⑫ STA. 6+14.83 - 25.06' LT.
MID POINT
TOC ELEV. 1180.83

- ⑬ STA. 6+25.40 - 20.5' LT.
END 20' RADIUS
BEGIN STR C&G
TOC ELEV 1181.00
- ⑭ STA. 6+50 - 20.5' LT.
TOC ELEV 1181.10
- ⑮ STA. 7+00 - 20.5' LT.
TOC ELEV. 1181.32

- ⑯ STA. 7+50 - 20.5' LT.
TOC ELEV 1181.54
- ⑰ STA. 8+00 - 20.5' LT.
TOC ELEV 1181.76



- ⑱ STA. 4+50 - 20.5' RT
TOC ELEV 1180.49
- ⑲A STA. 4+89 - 20.5' RT.
MATCH EX INLET
- ⑳ STA. 5+00 - 20.5' RT.
TOC ELEV 1180.34

- ㉑ STA. 5+50 - 20.5' RT.
TOC ELEV 1180.57
- ㉒ STA. 6+00 - 20.5' RT.
TOC ELEV. 1181.80
- ㉓ STA. 6+50 - 20.5' RT.
TOC ELEV 1181.03

- ㉔ STA. 7+00 - 20.5' RT.
TOC ELEV 1181.26
- ㉕ STA. 7+50 - 20.5' RT.
TOC ELEV. 1181.49

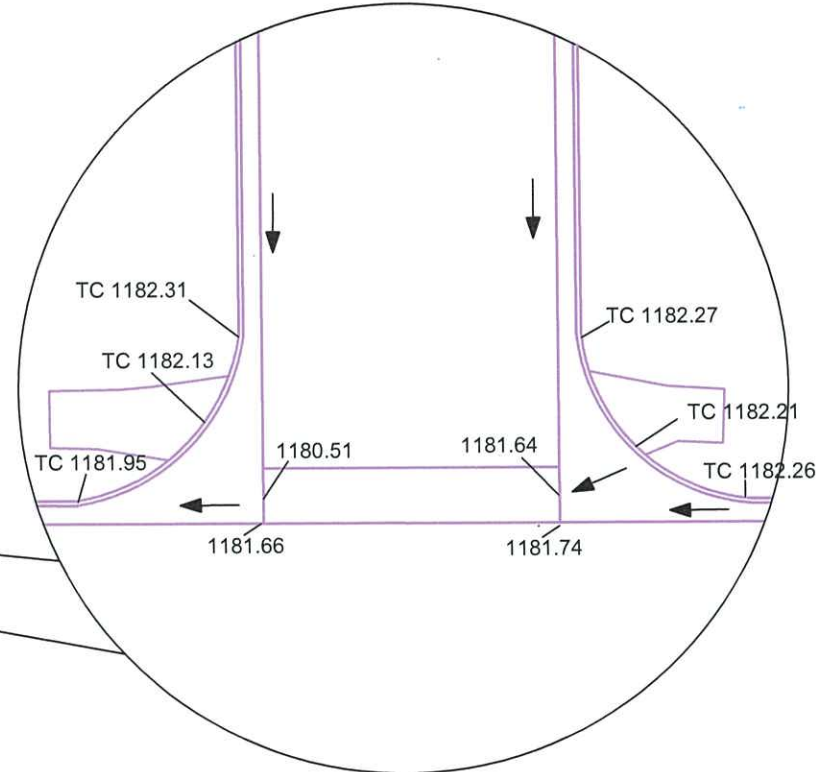
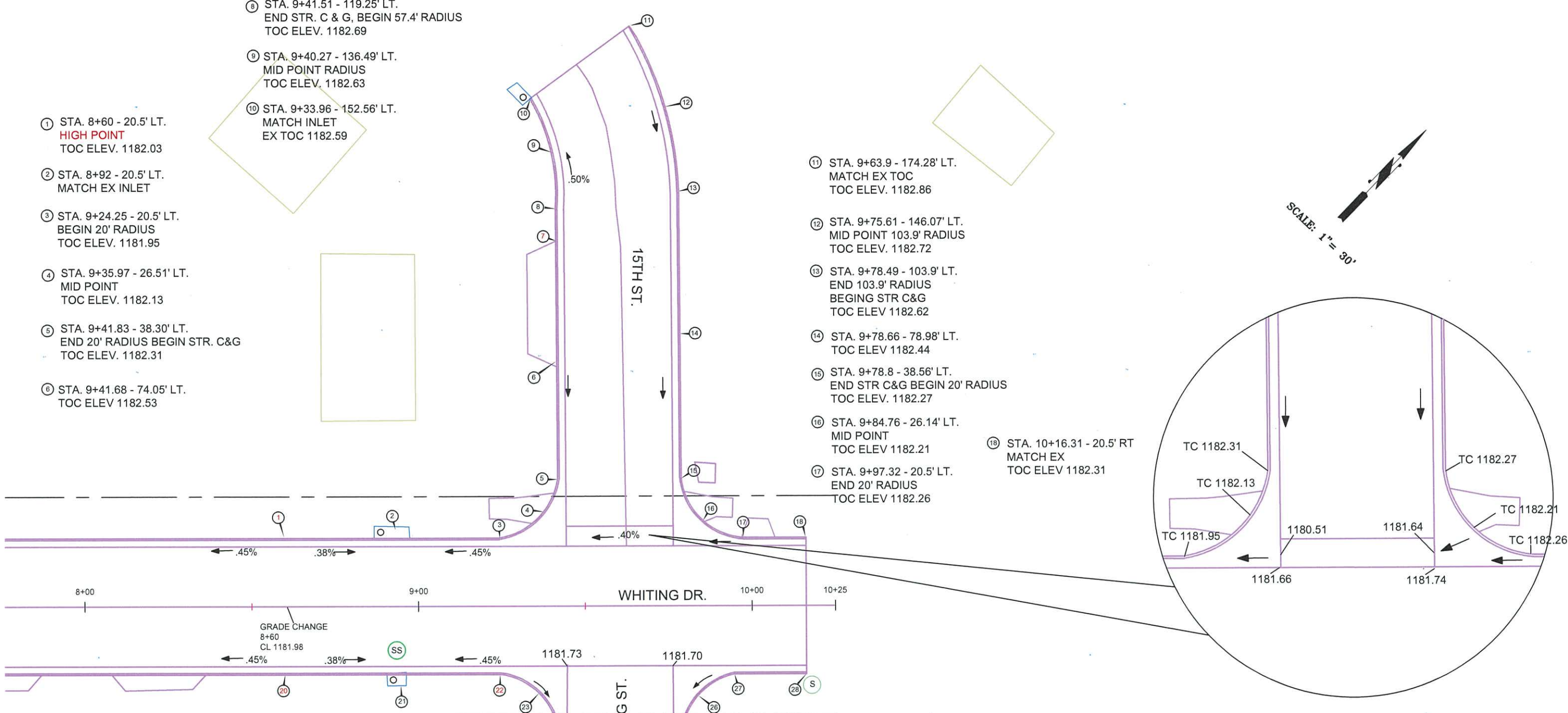
- ㉖ STA. 8+00 - 20.5' RT.
TOC ELEV 1181.72



PROJECT	SHEET NO.	TOTAL SHEETS
2021-013	18	33
PAVING		

- ① STA. 8+60 - 20.5' LT.
HIGH POINT
TOC ELEV. 1182.03
- ② STA. 8+92 - 20.5' LT.
MATCH EX INLET
- ③ STA. 9+24.25 - 20.5' LT.
BEGIN 20' RADIUS
TOC ELEV. 1181.95
- ④ STA. 9+35.97 - 26.51' LT.
MID POINT
TOC ELEV. 1182.13
- ⑤ STA. 9+41.83 - 38.30' LT.
END 20' RADIUS BEGIN STR. C&G
TOC ELEV. 1182.31
- ⑥ STA. 9+41.68 - 74.05' LT.
TOC ELEV. 1182.53
- ⑦ STA. 9+41.53 - 109.82' LT.
HIGH POINT
TOC ELEV. 1182.74
- ⑧ STA. 9+41.51 - 119.25' LT.
END STR. C & G, BEGIN 57.4' RADIUS
TOC ELEV. 1182.69
- ⑨ STA. 9+40.27 - 136.49' LT.
MID POINT RADIUS
TOC ELEV. 1182.63
- ⑩ STA. 9+33.96 - 152.56' LT.
MATCH INLET
EX TOC 1182.59

- ⑪ STA. 9+63.9 - 174.28' LT.
MATCH EX TOC
TOC ELEV. 1182.86
- ⑫ STA. 9+75.61 - 146.07' LT.
MID POINT 103.9' RADIUS
TOC ELEV. 1182.72
- ⑬ STA. 9+78.49 - 103.9' LT.
END 103.9' RADIUS
BEGIN STR C&G
TOC ELEV. 1182.62
- ⑭ STA. 9+78.66 - 78.98' LT.
TOC ELEV. 1182.44
- ⑮ STA. 9+78.8 - 38.56' LT.
END STR C&G BEGIN 20' RADIUS
TOC ELEV. 1182.27
- ⑯ STA. 9+84.76 - 26.14' LT.
MID POINT
TOC ELEV. 1182.21
- ⑰ STA. 9+97.32 - 20.5' LT.
END 20' RADIUS
TOC ELEV. 1182.26
- ⑱ STA. 10+16.31 - 20.5' RT
MATCH EX
TOC ELEV. 1182.31

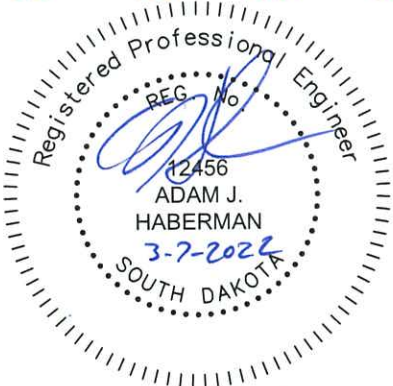
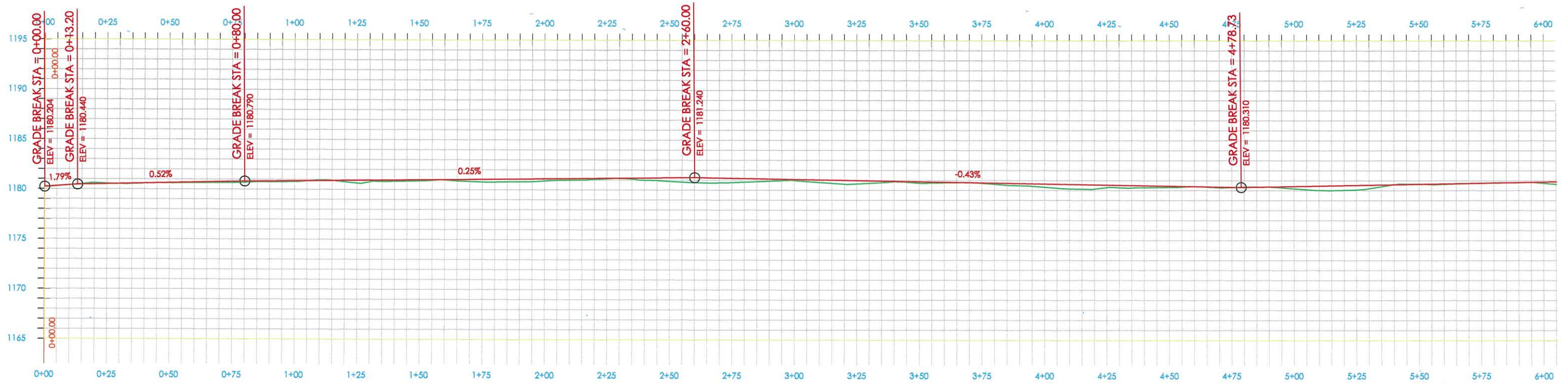


- SS STA. 8+93 - 12.7' RT.
REPLACE AND ADJUST STORM SEWER
FRAME AND COVER
- ⑲ STA. 8+60 - 20.5' RT.
HIGH POINT
TOC ELEV. 1182.00
- ⑳ STA. 8+92 - 20.5' RT.
MATCH EX INLET
- ㉑ STA. 9+24.69 - 20.5' RT.
HIGH POINT
BEGIN 20' RADIUS
TOC ELEV. 1182.05
- ㉒ STA. 9+36.03 - 26.12' RT.
MID POINT
TOC ELEV. 1181.93
- ㉓ STA. 9+41.73 - 37.45' RT.
END 20' RAD. (2' TAPER)
TOC ELEV. 1181.81
- ㉔ STA. 9+78.81 - 38.64' RT.
BEGIN 20' RADIUS (2' TAPER)
TOC ELEV. 1181.68
- ㉕ STA. 9+83.65 - 26.95' RT.
MID POINT
TOC ELEV. 1181.80
- ㉖ STA. 9+94.55 - 20.5' RT.
END 20' RAD BEGIN STR C&G
TOC ELEV. 1181.86
- ㉗ STA. 10+16.31 - 20.5' RT.
TOC ELEV. 1181.98 (2' TAPER)



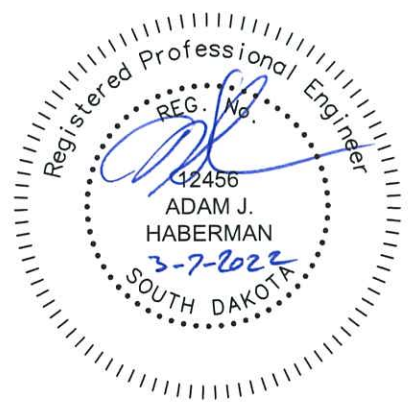
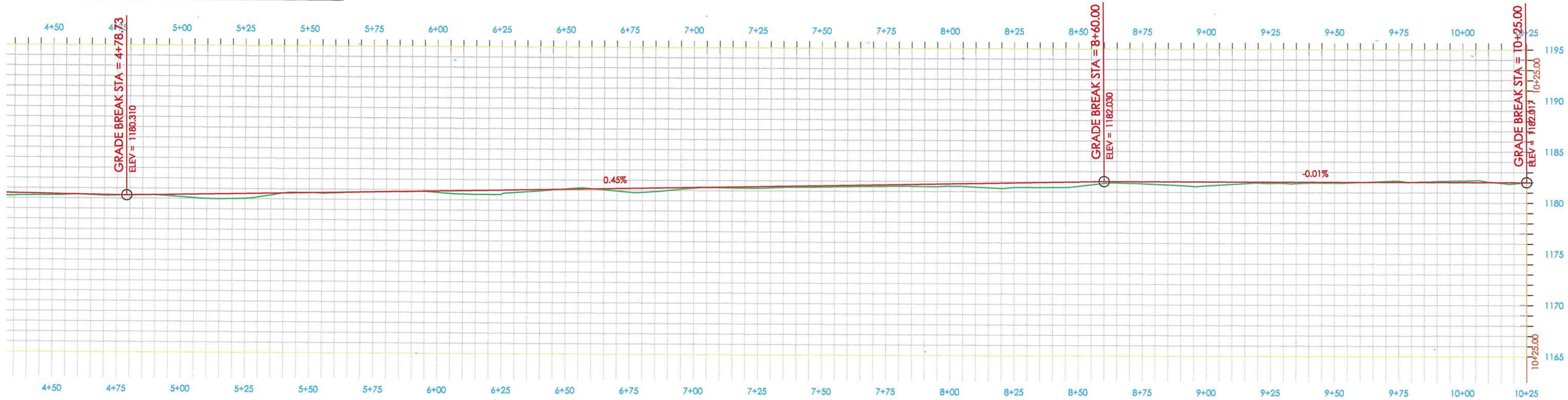
PROJECT	SHEET NO.	TOTAL SHEETS
2021-013	19	33
PROFILE		

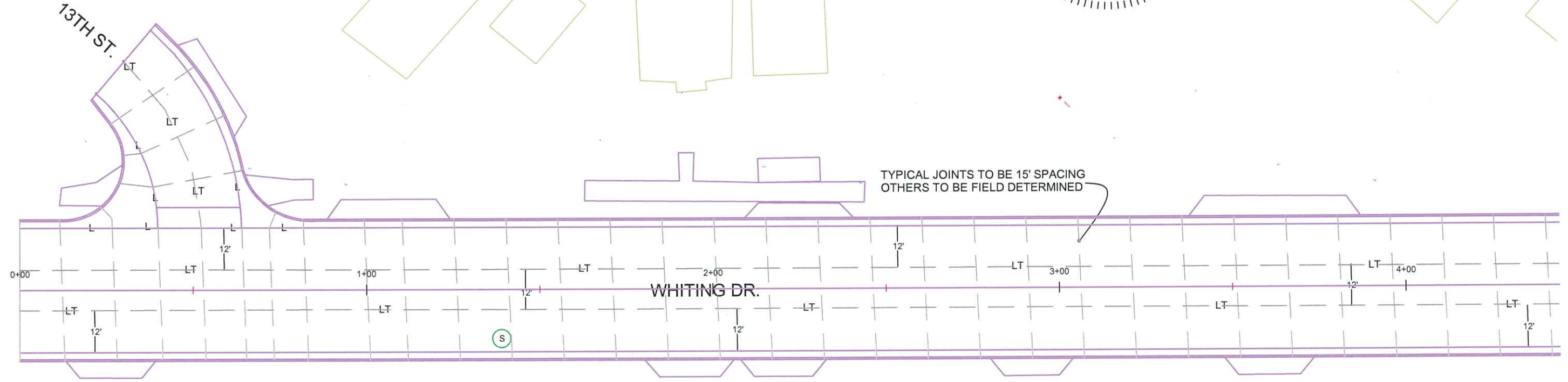
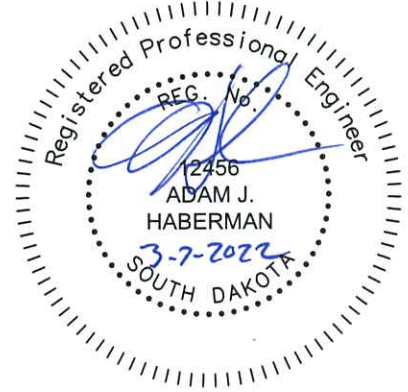
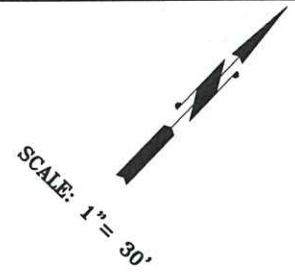
Whiting Drive



PROJECT	SHEET NO.	TOTAL SHEETS
2021-013	20	33
PROFILE		

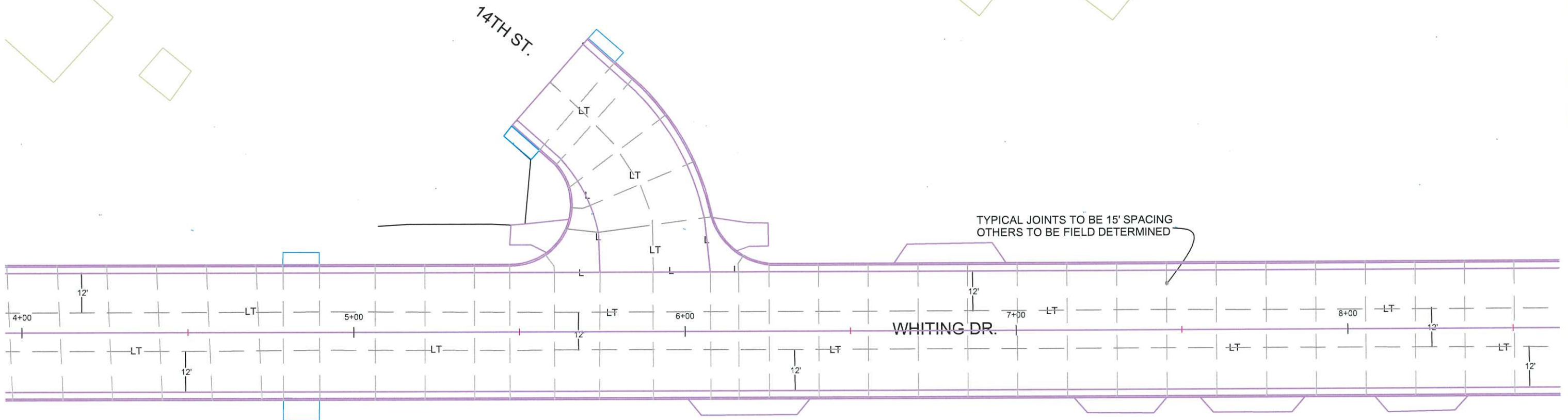
Whiting Drive





LEGEND

- LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS — L — L —
- LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS — LT — LT —
- TRANSVERSE CONTRACTION JOINT WITHOUT TIE BARS - - - - -

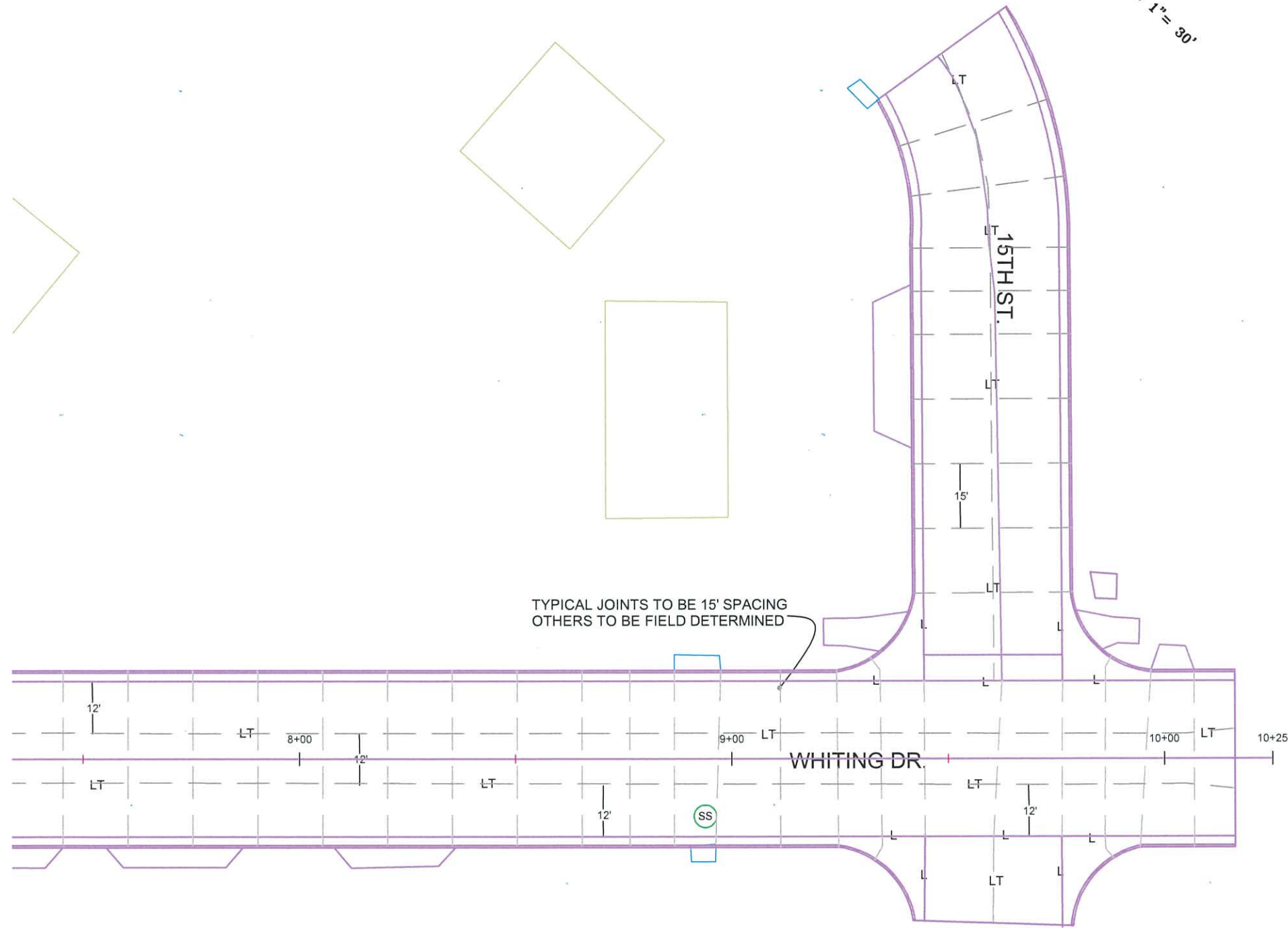


LEGEND

- LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS — L — L —
- LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS — LT — LT —
- TRANSVERSE CONTRACTION JOINT WITHOUT TIE BARS - - - - -

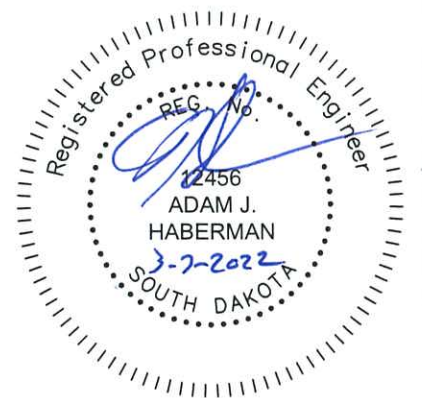


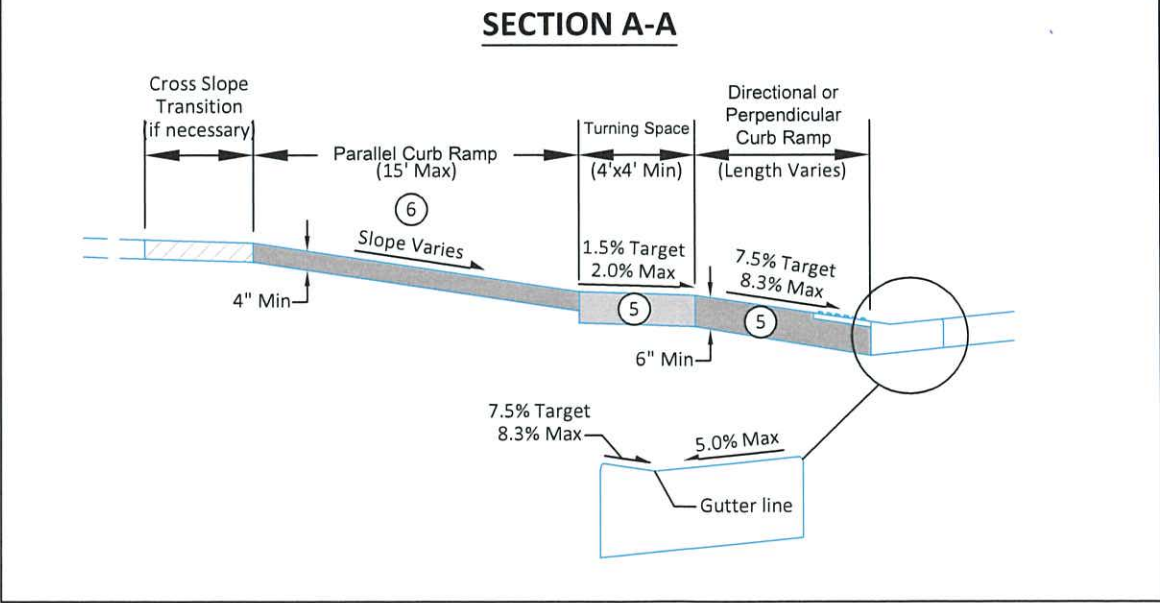
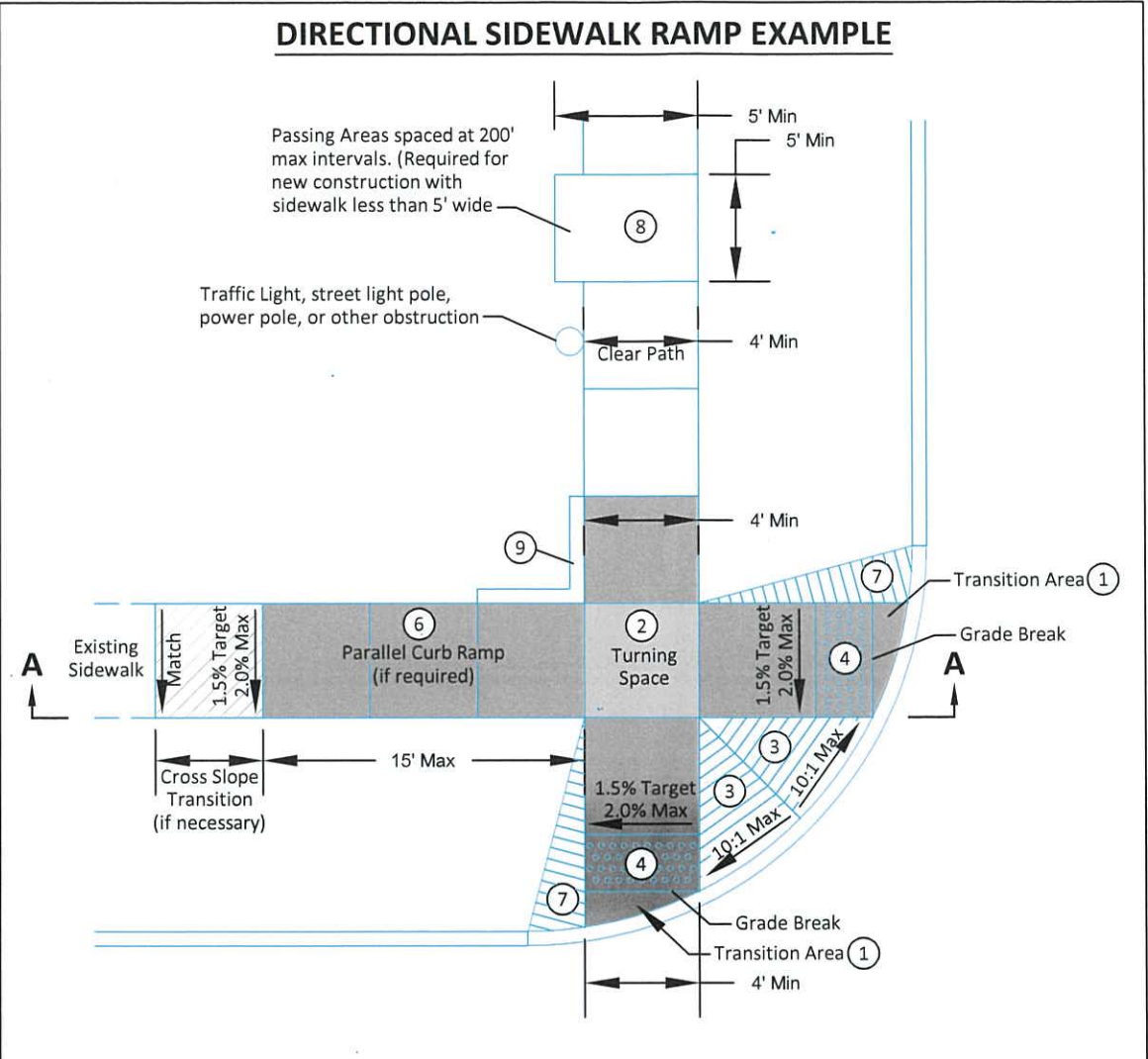
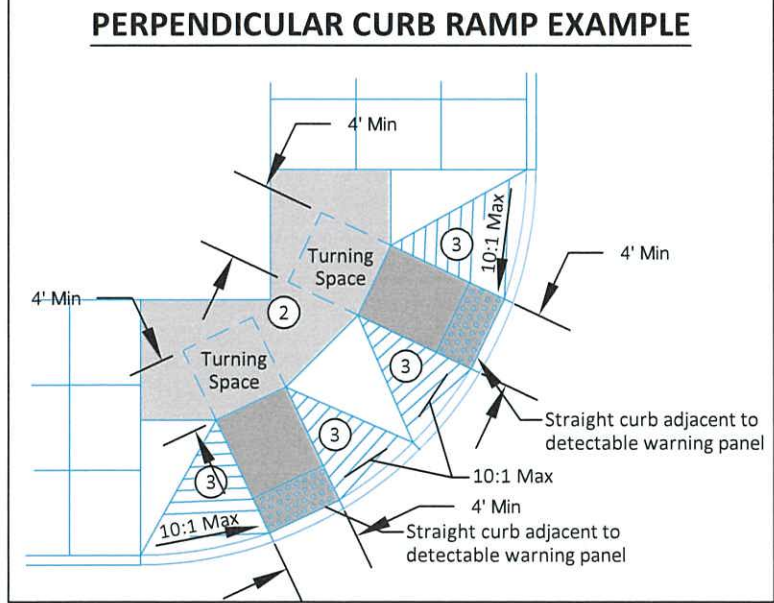
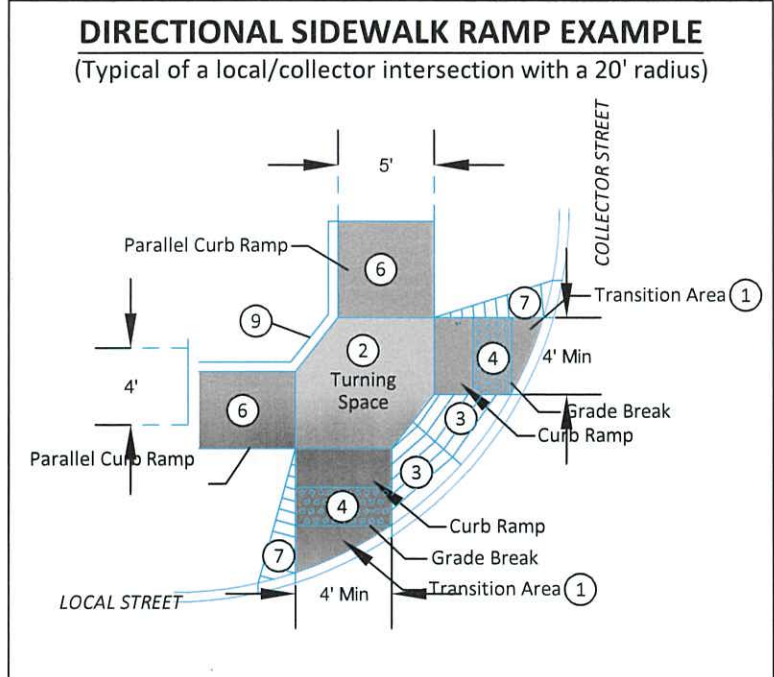
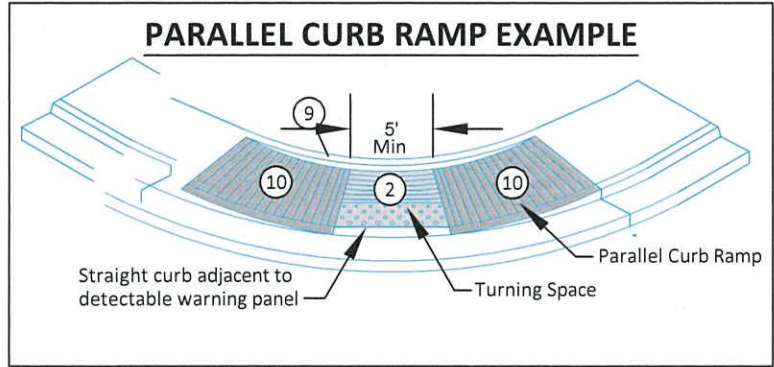
SCALE: 1" = 30'



LEGEND

- LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS — L — L —
- LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS — LT — LT —
- TRANSVERSE CONTRACTION JOINT WITHOUT TIE BARS - - - - -





- NOTES:**
1. Transition from the the 2% maximum cross slope on the ramp and the pedestrian street crossing grade in this area. The maximum cross slope on the pedestrian street crossing (including the fillet or curb and gutter) is **2%** on stop or yield controlled legs and **5%** on uncontrolled or signalized legs.
 2. Minimum 4 feet by 4 feet. Target cross slope of 1.5% with a maximum cross slope of 2.0% in any direction. Where the turning space is confined at the back of sidewalk (example: 6" curb or building), the turning space shall be 4 foot by 5 foot minimum. The 5 foot dimension shall be in the direction of the ramp run. The grade change between the turning space and the curb ramp must be perpendicular to the direction of travel.
 3. Areas where the pedestrian circulation path crosses a curb ramp are considered flare sides. The maximum slope of the flare sides is 10%. Full curb height may not be able to be reestablished on flare slopes but as much curb height as possible should be reestablished.
 4. Provide a minimum 2 foot width of detectable warning surfaces in the direction of pedestrian travel across the full width of the curb ramp or turning space, exclusive of curbs or flares. Orient domes in the direction of pedestrian travel unless otherwise stated in plans.
 5. The concrete in the turning space, curb ramp, and flare slope areas shall be a minimum thickness of 6 inches.
 6. If normal sidewalk elevation cannot be achieved with the perpendicular ramp between the street and turning space due to limited ramp length, provide a parallel ramp to make up the elevation difference between the turning space and the standard sidewalk. This parallel ramp shall not exceed 8.3% slope. However, the length of the ramp is not required to exceed 15 feet, regardless of slope. The minimum sidewalk thickness for the parallel ramp in this area is 4 inches.
 7. Install a 2 foot taper when additional sidewalk will not be located adjacent to the curb ramp.
 8. Depending on the conditions, a curb up to 6 inches high may need to be installed on the back of the turning space or adjoining sidewalk.
 9. The slope of curb ramp and adjacent curb is designed at 7.5% or less but shall not be steeper than 8.3% unless otherwise specified in the plans. The curb ramp is not required to exceed 15 feet, regardless of slope. The cross slope target is 1.5% with a maximum cross slope of 2.0%.

- GENERAL NOTES:**
- The turning space, curb ramp, and detectable warning panel area will be paid for at the contact unit price for the corresponding concrete sidewalk bid item.
- The detectable warning panel shall be measured and paid for to the nearest square foot. Payment shall include all costs for materials, labor, and equipment necessary for the installation of the detectable warning panels.



Vehicle Tracking Control

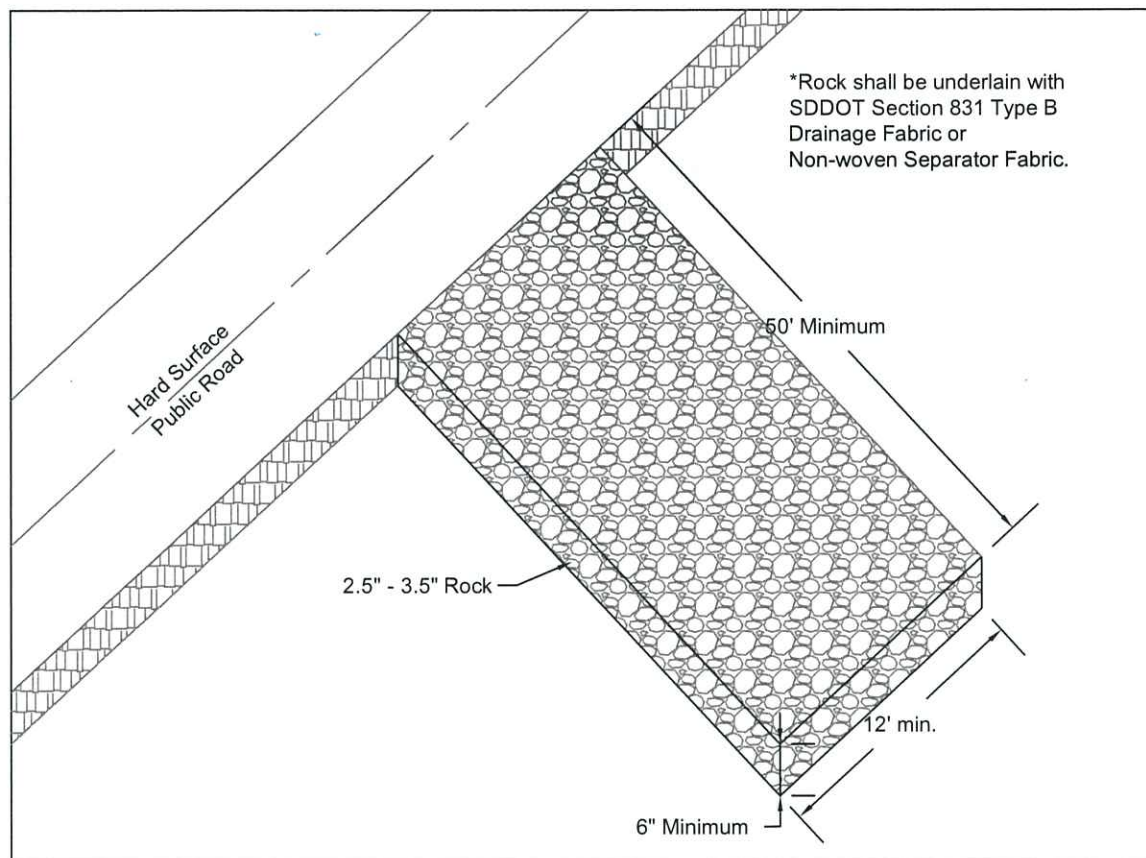


Definition:

A stone stabilized pad located at points of vehicular ingress and egress on a construction site.

Purposes:

To reduce the amount of mud transported onto public roads by motor vehicles or runoff.



Silt Fence

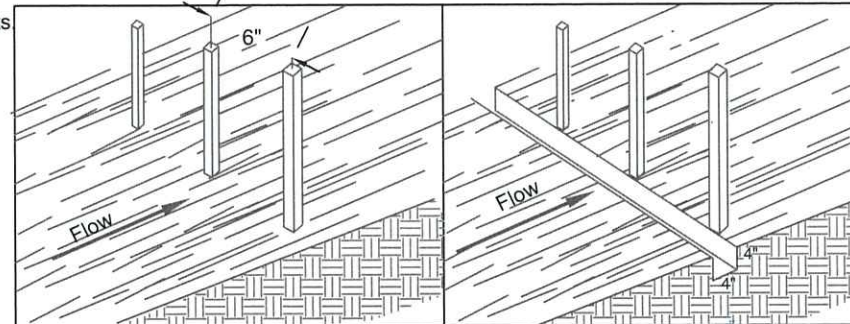
Definition:

A temporary sediment barrier consisting of a filter fabric stretched across and attached to supporting posts and entrenched. The silt fence is a temporary linear barrier constructed of synthetic filter fabric and supported by wooden or steel posts.

Purposes:

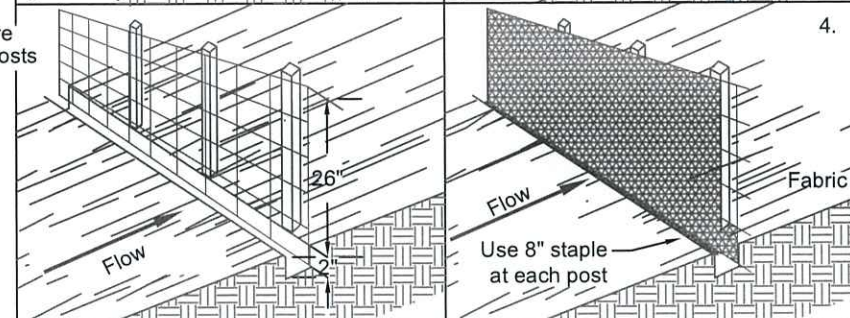
- To intercept and detain small amounts of sediment from disturbed areas during construction operations in order to reduce sediment in runoff from leaving the site.
- To decrease the velocity of sheet flows and low-to-moderate level concentrated flows.

1. Set posts



2. Excavate a 4" x 4" trench upslope along the posts.

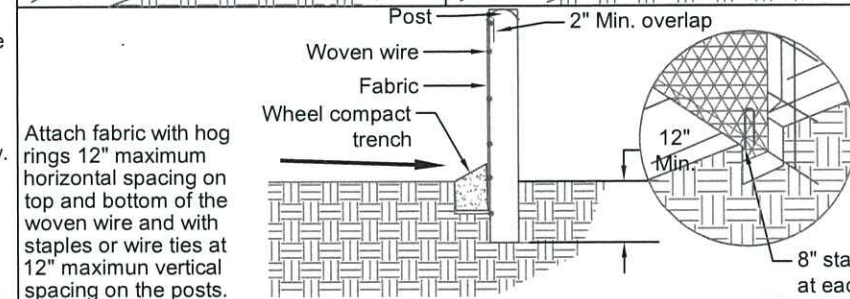
3. Attach a supporting wire fence to the posts



4. Attach fabric, sandwich fabric overlap between posts and wire and extend into trench.

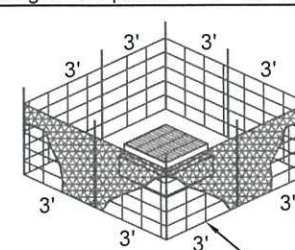
Fabric to be 36" wide

5. Backfill trench. If rock type soils are encountered, utilize 30 to 40 lb sandbags butted end to end to prevent underflow.

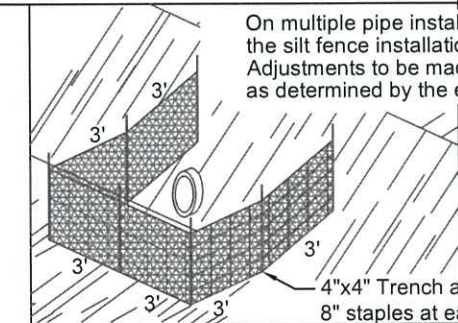


Attach fabric with hog rings 12" maximum horizontal spacing on top and bottom of the woven wire and with staples or wire ties at 12" maximum vertical spacing on the posts.

8" staple at each post



4"x4" Trench and 8" staples at each post

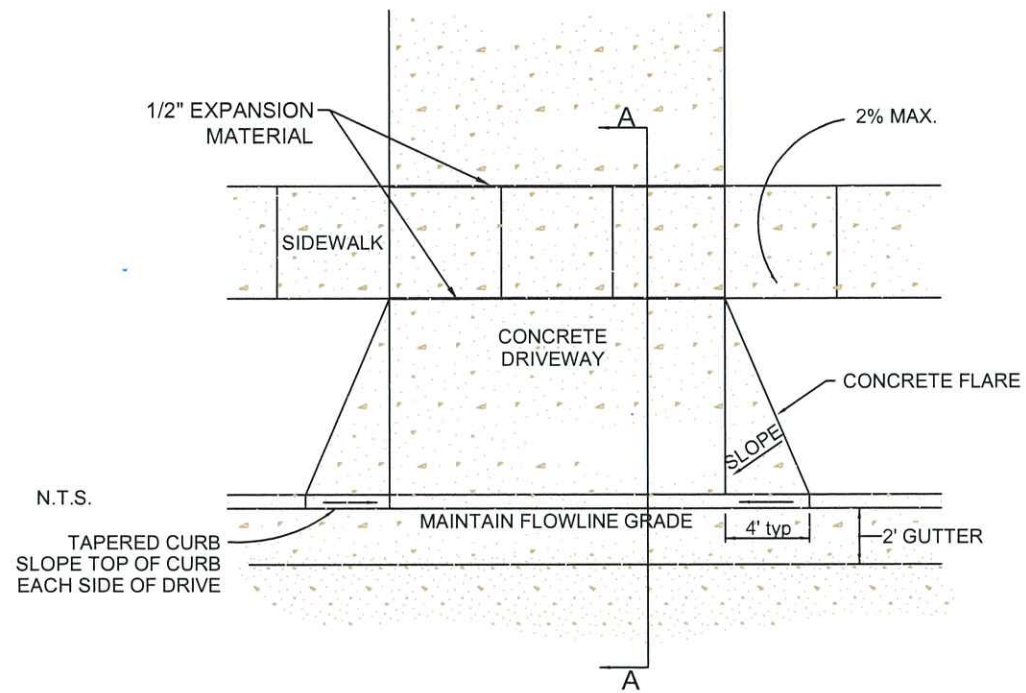


On multiple pipe installations, the width of the silt fence installation will increase. Adjustments to be made on the construction as determined by the engineer.

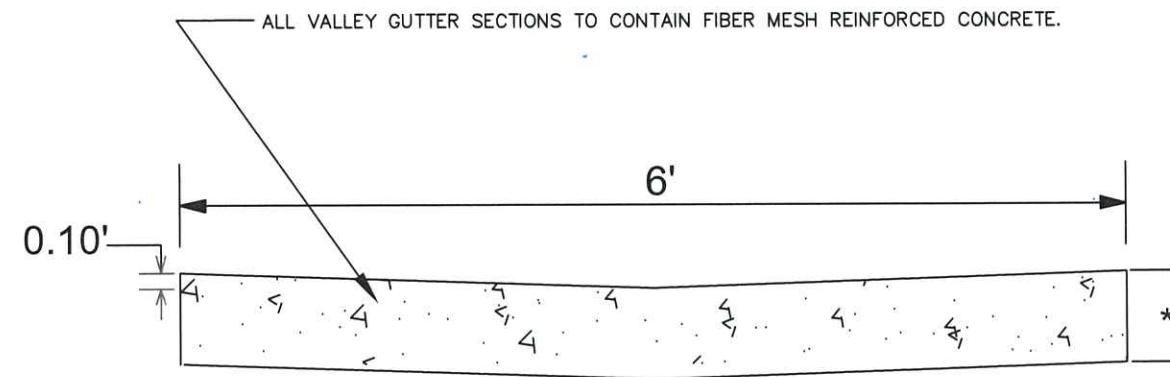
Fence material shall conform to geotextile specifications, Section 831 of SDDOT Standard Specifications for Roads and Bridges, latest edition.



REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
B	S.D.	2021-013	26	33
DETAILS				

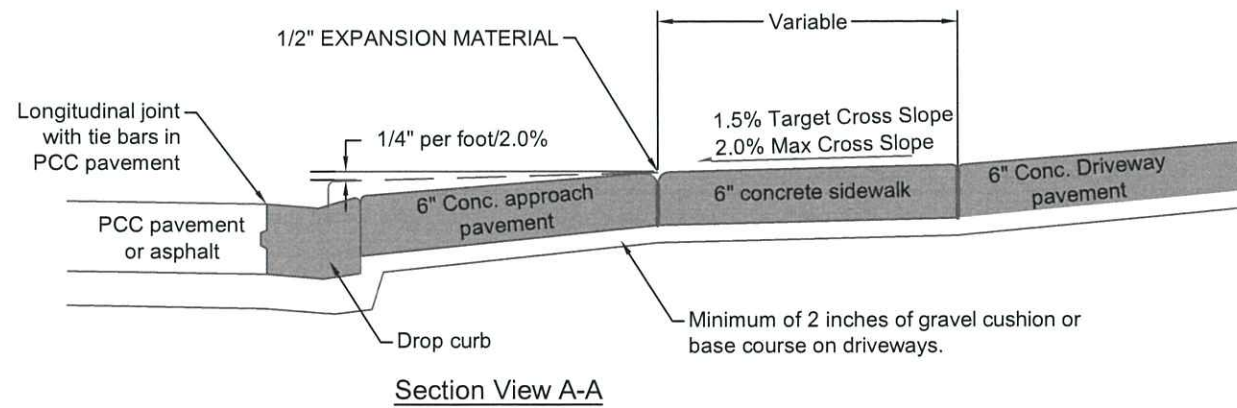


**DETAIL FOR CONCRETE FLARES
AND TAPERED CURB AT DRIVEWAYS**
N.T.S.

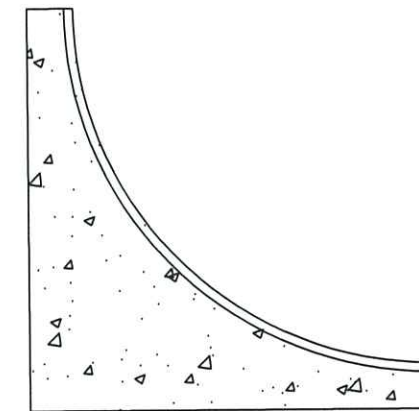


TYPICAL VALLEY GUTTER DETAIL
N.T.S.

* ALL VALLEY GUTTER SECTIONS TO A MINIMUM OF 8" OR THE SAME THICKNESS AS THE ADJOINING CONCRETE PAVING.

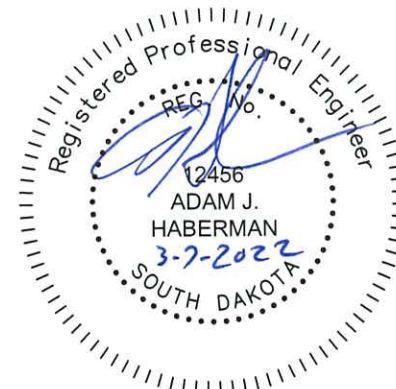


Section View A-A



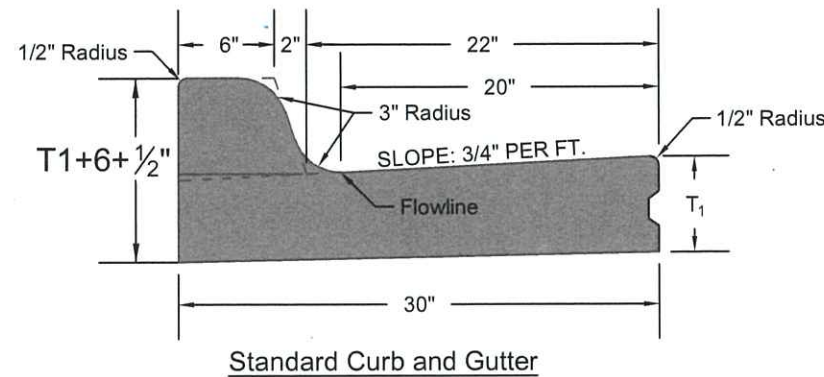
TYPICAL FILLET SECTION
N.T.S.

All Fillet sections to contain fiber mesh reinforced concrete.



30" CONCRETE CURB AND GUTTER

N.T.S



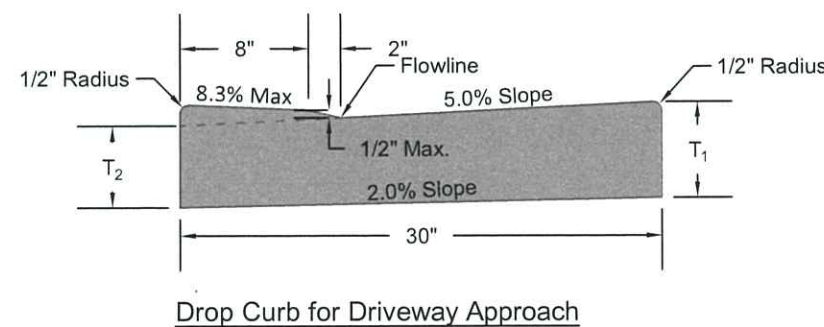
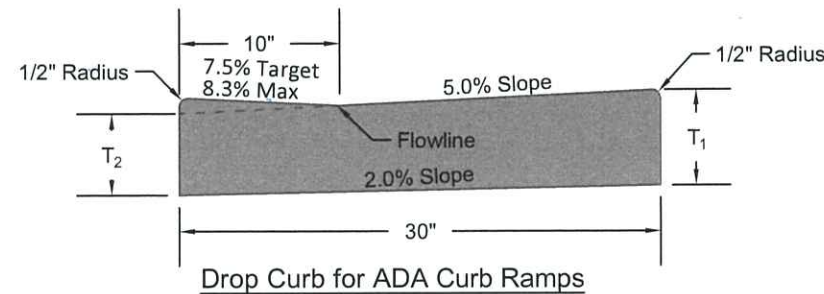
TYPE	T1 INCHES	CU. YD PER LIN. FT.
B66	6"	0.055
B67	7"	0.063
B68	8"	0.071
B68.5	8.5"	0.074
B69	9"	0.078
B69.5	9.5"	0.082
B610	10"	0.086
B610.5	10.5"	0.090
B611	11"	0.094
B611.5	11.5"	0.098
B612	12.0"	0.102

1/2" Preformed Expansion Joint Fillers shall be placed, Transversely in the Curb & Gutter as follows:

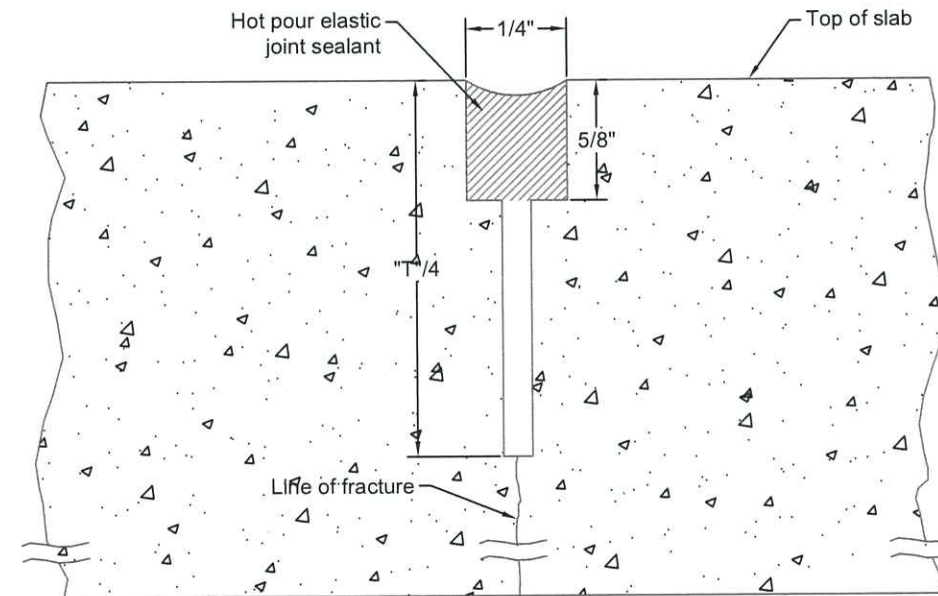
- (1) At each junction of Radius return Curb & Gutter and the Curb & Gutter which is parallel to the project centerline.
- (2) At each junction with existing Concrete Curb or Concrete Curb & Gutter
- (3) At each junction with existing sidewalk, to the depth of the sidewalk.
- (4) At a maximum of 195 L.F. apart, measured along the face of the Curb & Gutter.

1/2" Preformed Expansion Joint Filler shall be placed, Longitudinally, along the backface of the Curb, to the depth of the sidewalk, where such backface of Curb is adjacent to an existing Concrete Sidewalk.

Weakened Plane Joints shall be constructed at Approx. 10' intervals. The joints shall be constructed to a minimum depth of one inch by scoring with a tool which coincide with pavement joints leave the corners rounded and insure a free movement of the Concrete at the joint.



T₁ = Thickness shall be equal to the depth of the adjacent pavement but not less than 6"
T₂ = T₁ - 7/8"

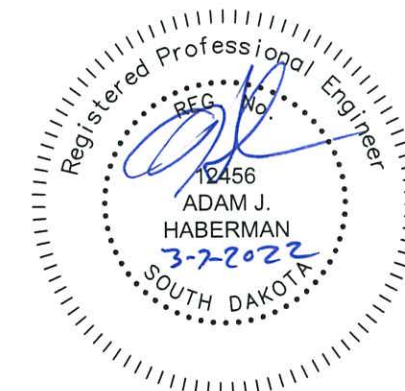


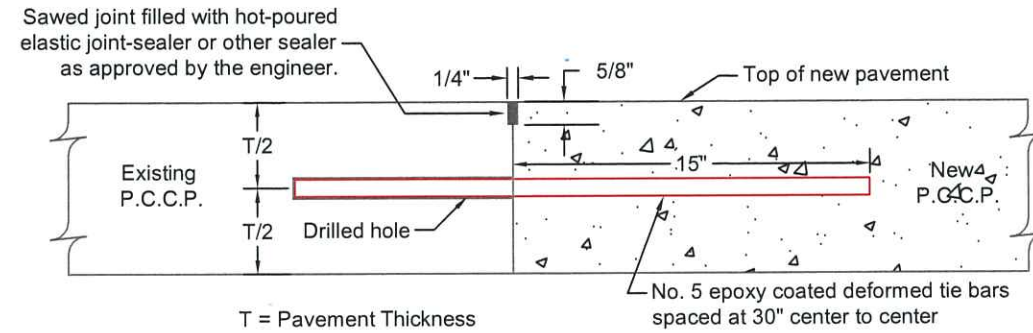
The first saw cut to control cracking shall be 1/8"-1/4" wide and a minimum of 1/4 the depth of the pavement. Additional sawing for widening the saw cut to provide the width for the installation of the hot pour elastic joint sealant may be necessary.

TRANSVERSE CONTACTION JOINT

GENERAL NOTES:

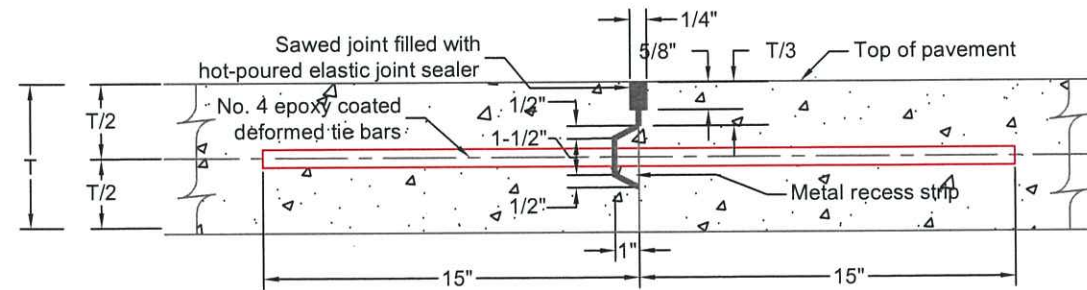
- 1) On PCC pavement a keyway longitudinal joint with tie bars shall be used when curb and gutter is poured separately.
- 2) Curb and gutter shall be constructed using M-6 concrete unless monolithically constructed with the adjacent pavement. In monolithic paving, concrete mix for the curb and gutter may be the same as the adjacent concrete pavement.
- 3) The curb transition length at ADA curb ramps will be dependent on the type of curb ramp being installed. The plans should call out the length of the transitions. Refer to plate 651.02 for additional curb transition information.





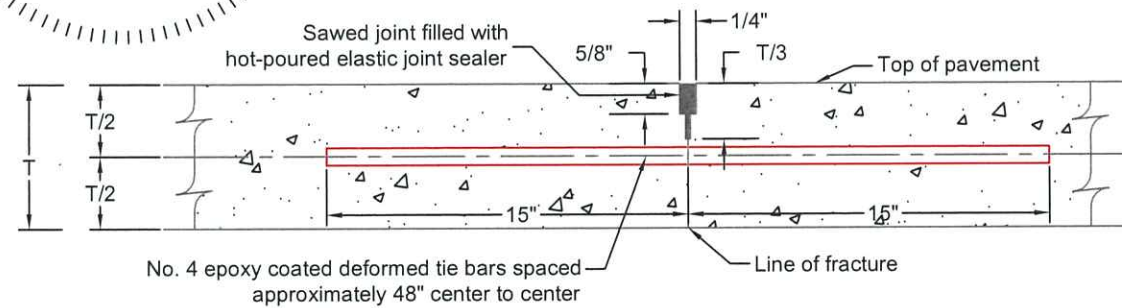
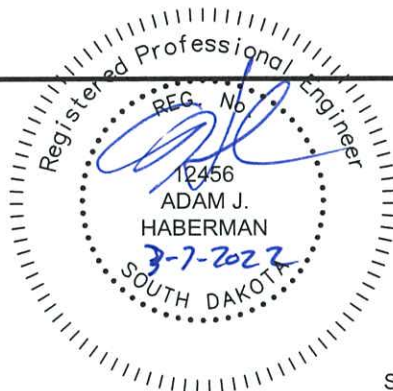
Note:
 The tie bar is to be embedded a minimum depth of 9 inches into the existing pavement by utilizing an epoxy resin adhesive.
 Tie bars shall be placed a minimum of 15 inches from existing transverse contraction joints.

LONGITUDINAL CONSTRUCTION JOINTS WITH TIE BARS

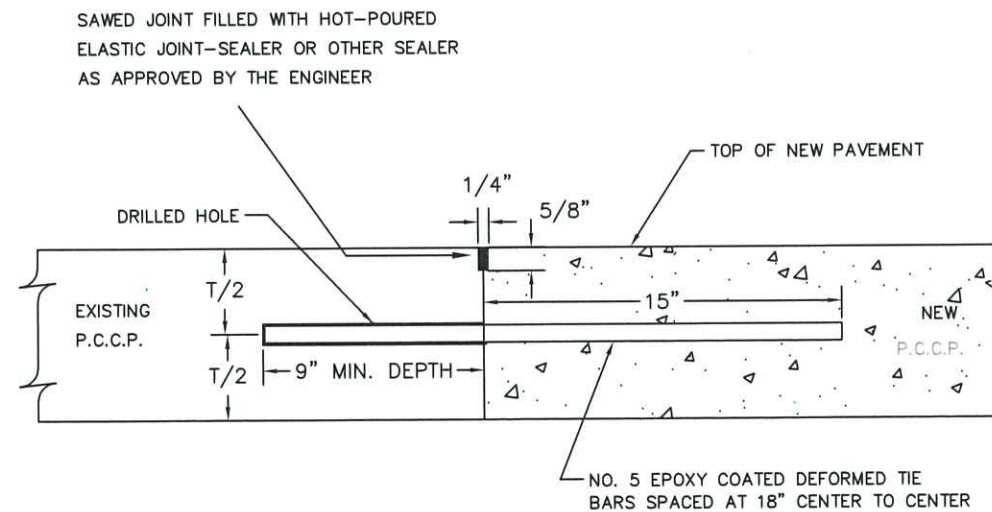


If proposed, approval of alternate designs of the keyway will be considered by the engineer for longitudinal construction joints. The No. 4 epoxy coated deformed tie bars shall be spaced approximately 48" center to center.

KEYWAY CONSTRUCTION JOINT WITH TIE BARS

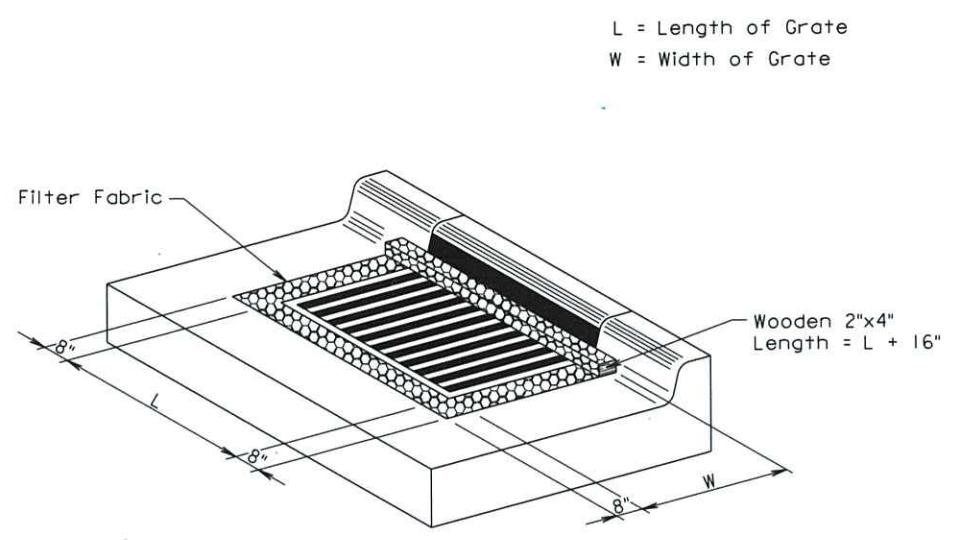


PCC PAVEMENT SAWED LONGITUDINAL JOINTS



GENERAL NOTES
 THE TIE BAR IS TO BE EMBEDDED A MINIMUM DEPTH OF 9 INCHES INTO THE EXISTING PAVEMENT BY UTILIZING AN EPOXY RESIN ADHESIVE.

PCC PAVEMENT TRANSVERSE JOINTS WITH No. 5 DEFORMED TIE BARS



ISOMETRIC VIEW

GENERAL NOTES:

The grate and curb and gutter shown are for illustrative purposes only.

The sediment control at inlet with frame and grate shall be placed at locations stated in the plans or at locations determined by the Engineer.

The filter fabric shall be the type specified in the plans.

The filter fabric shall be placed in the inlet opening prior to placing the grate. Approximately 18 inches of excess filter fabric shall be wrapped around the 2"x4" and stapled securely to the 2"x4" after the grate has been placed.

The Contractor shall inspect and maintain the sediment control device once every week and within 24 hours after every rainfall event. The Contractor shall maintain the sediment control device by removing accumulated sediment and replacing torn filter fabric with new filter fabric.

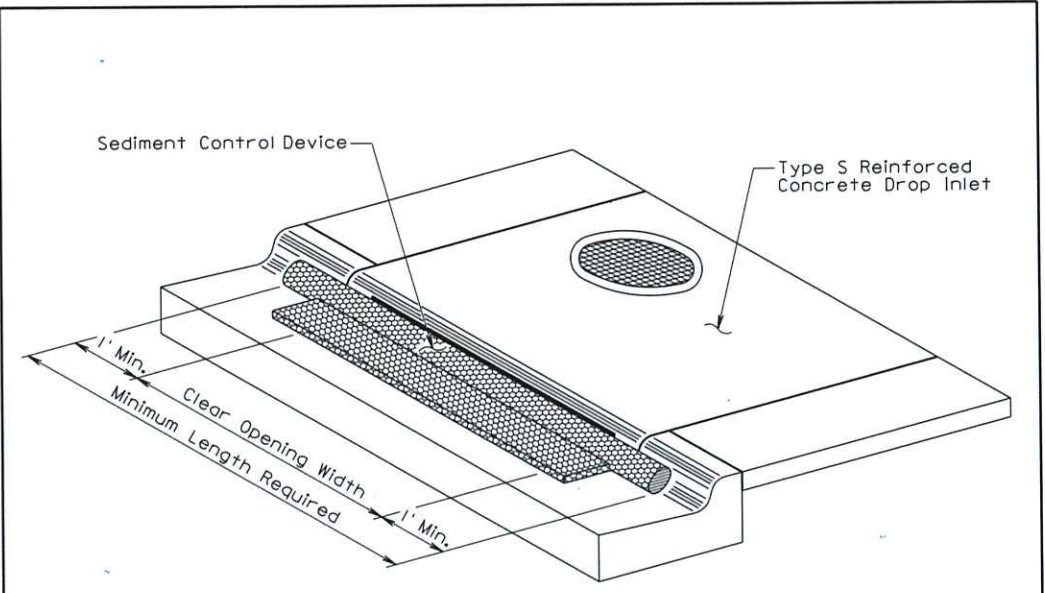
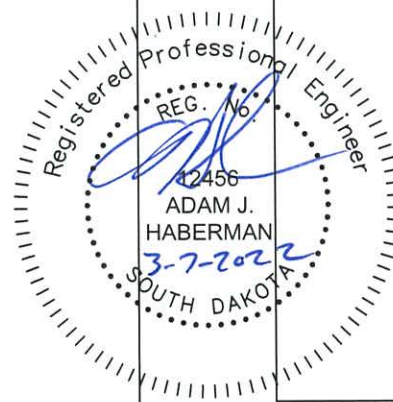
The removed sediment shall be placed at a location away from the drop inlet where the sediment will not be washed back into the drop inlet or other storm sewer system.

All costs for furnishing, installing, inspecting, maintaining, removing, and replacing the sediment control device at the inlet including labor, equipment, and materials shall be incidental to the contract unit price per each for "Sediment Control at Inlet with Frame and Grate".

September 14, 2005

S D D O T	SEDIMENT CONTROL AT INLETS WITH FRAMES AND GRATES	PLATE NUMBER 734.10
		Sheet 1 of 1

Published Date: 1st Qtr. 2012



ISOMETRIC VIEW

GENERAL NOTES:

The type of sediment control device shown is for illustrative purposes only.

The type of sediment control device used shall be one of the types as specified in the plans.

The sediment control device shall be placed at the drop inlets according to the manufacturers' installation instructions.

The sediment control at inlet for type S reinforced concrete drop inlet shall be placed at locations stated in the plans or at locations determined by the Engineer.

The Contractor shall inspect and maintain the sediment control device once every week and within 24 hours after every rainfall event. The Contractor shall maintain the sediment control device by removing the device, removing accumulated sediment, and resetting the device.

The removed sediment shall be placed at a location away from the drop inlet where the sediment will not be washed back into the drop inlet or other storm sewer system.

Payment for the "Sediment Control at Type S Drop Inlet" shall be based on the minimum length required at the drop inlets. Some of the sediment control devices specified in the plans will have to be longer due to available length.

All costs for furnishing, installing, inspecting, maintaining, removing, and resetting the sediment control device at the drop inlet including labor, equipment, and materials shall be incidental to the contract unit price per foot for "Sediment Control at Type S Reinforced Concrete Drop Inlet".

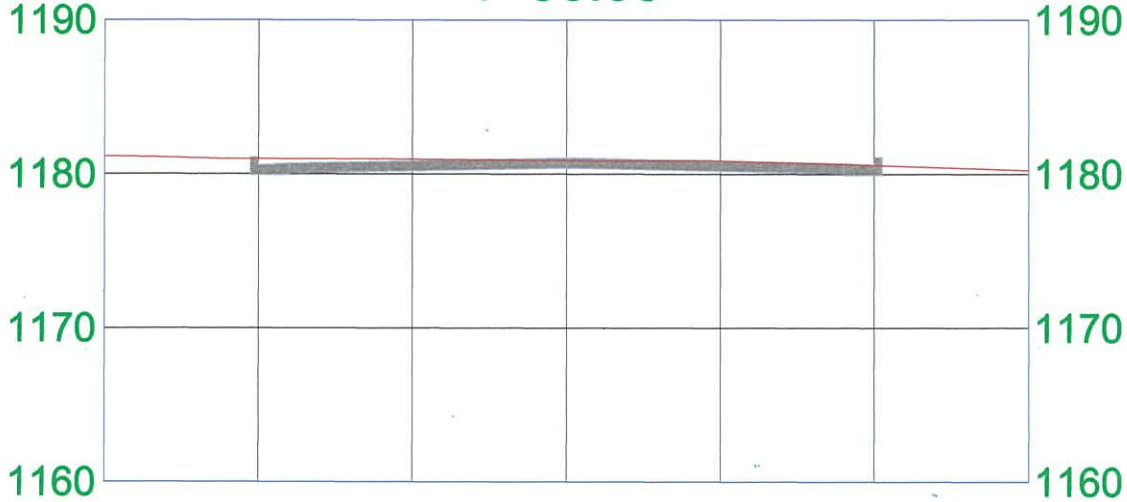
September 14, 2005

S D D O T	SEDIMENT CONTROL AT INLETS FOR TYPE S REINFORCED CONCRETE DROP INLETS	PLATE NUMBER 734.11
		Sheet 1 of 1

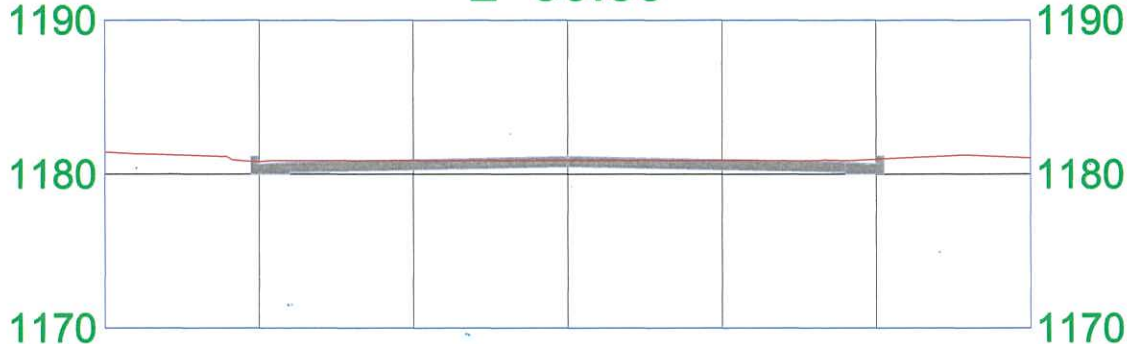
Published Date: 1st Qtr. 2012

PROJECT	SHEET NO.	TOTAL SHEETS
2021-013	29	33
X SECTIONS		

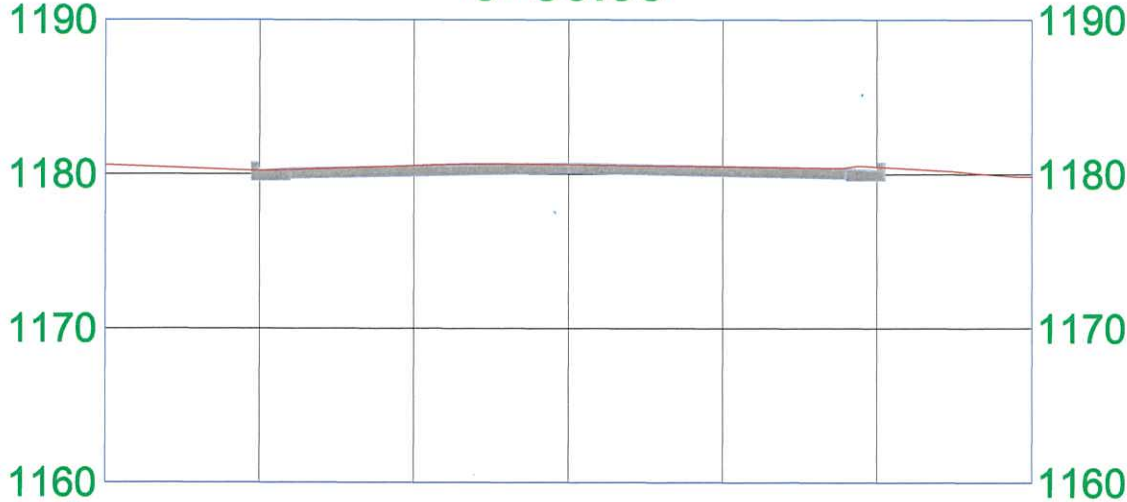
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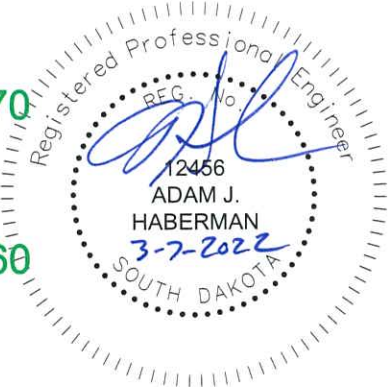
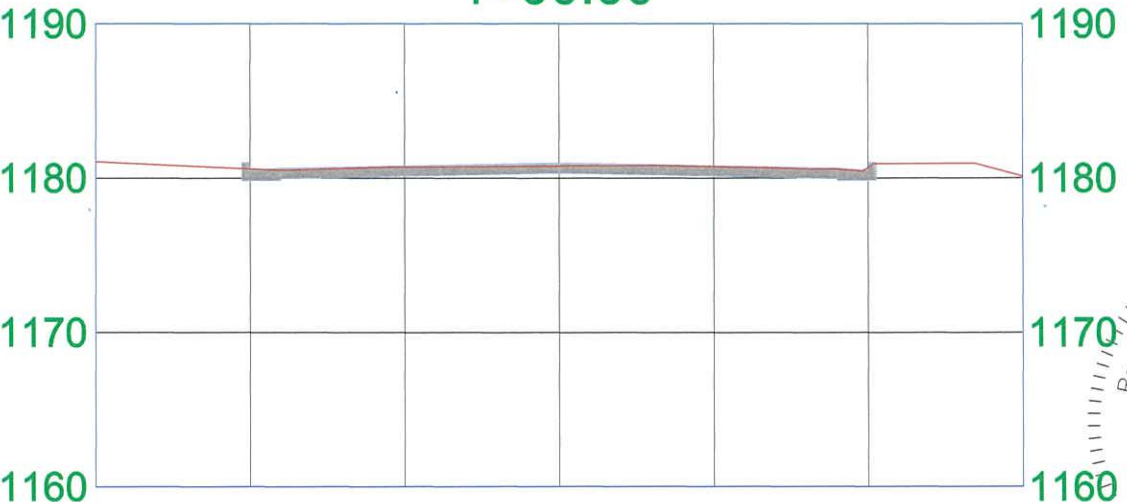
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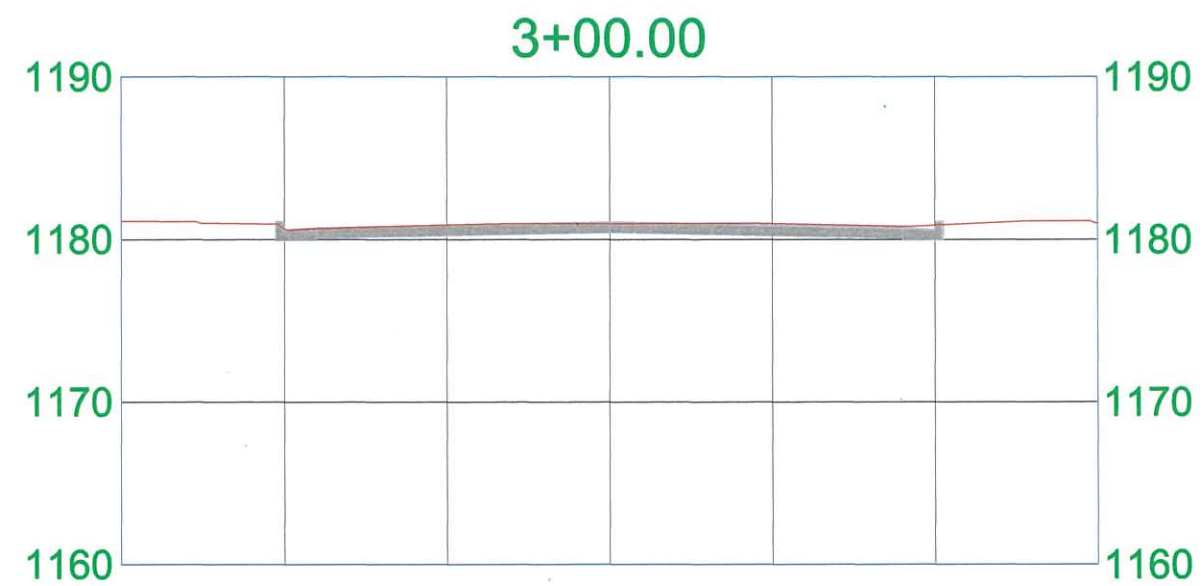
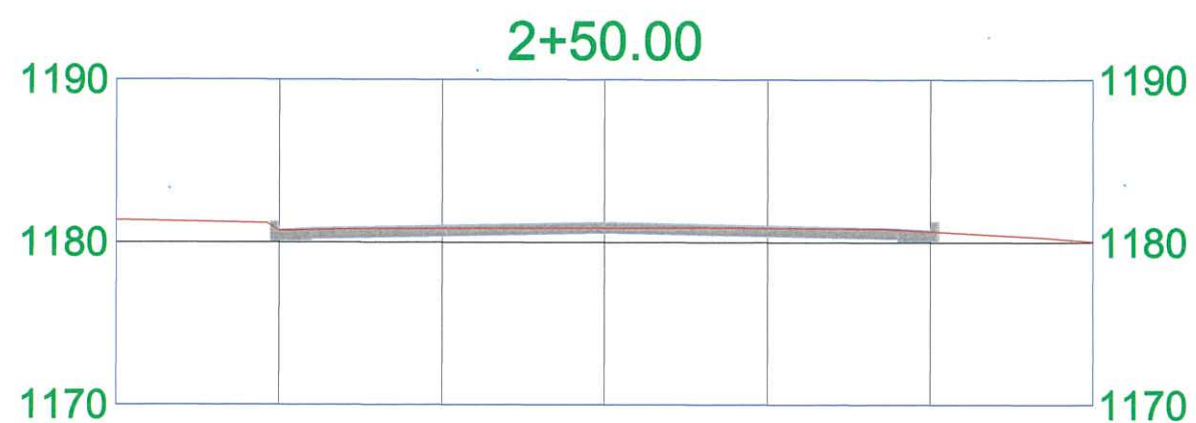
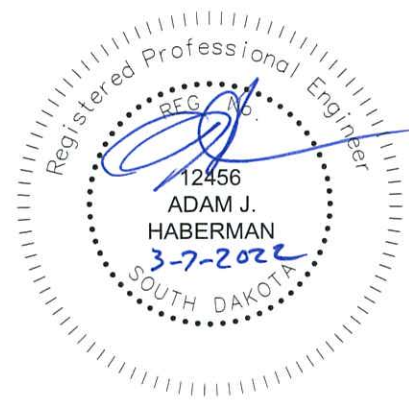
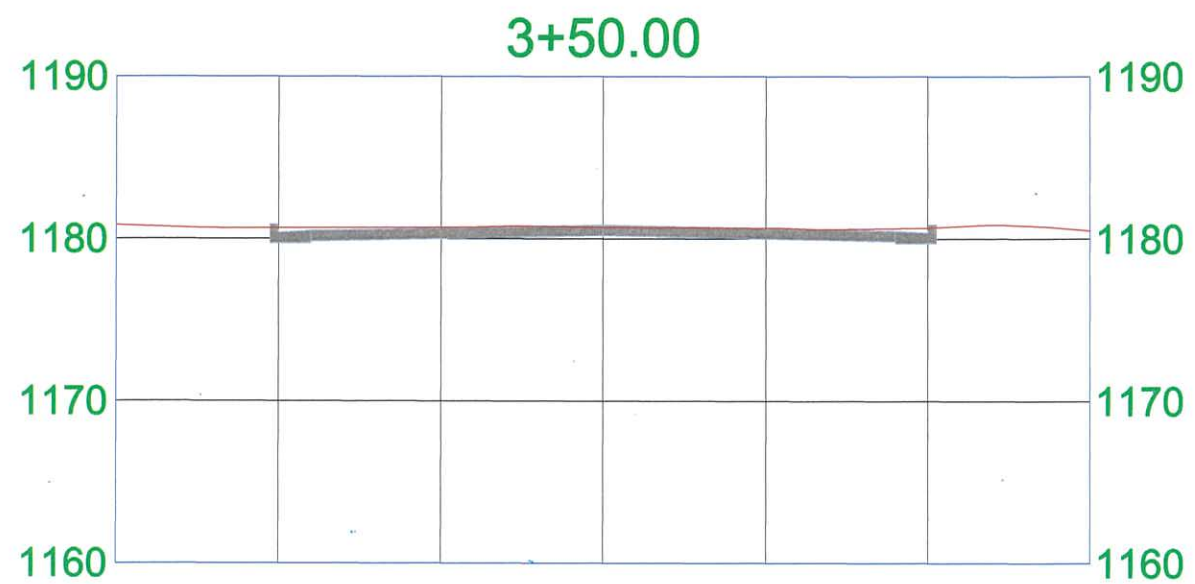
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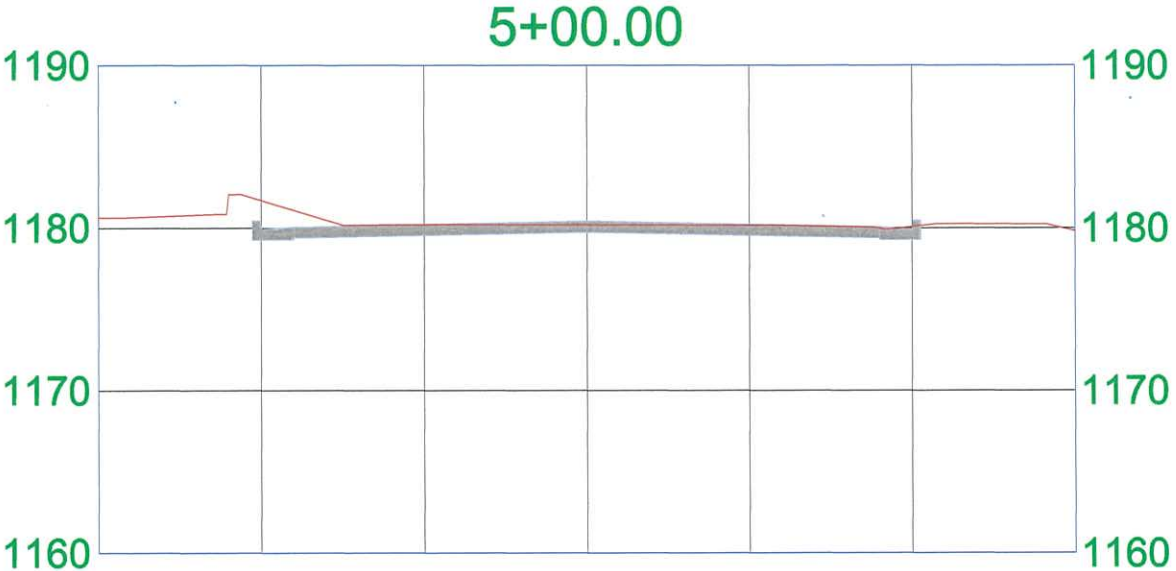
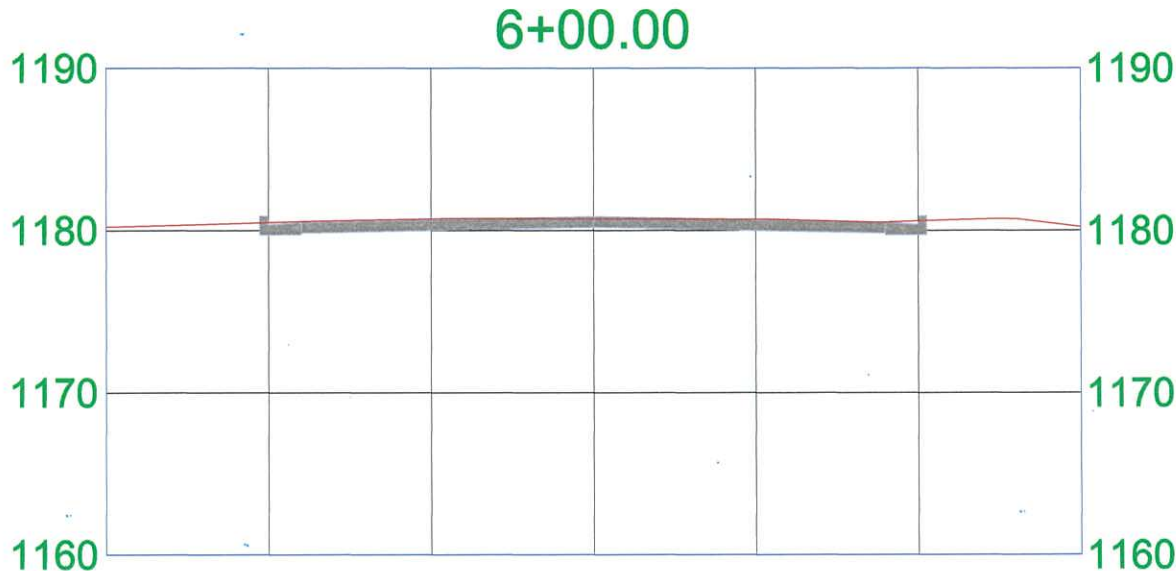
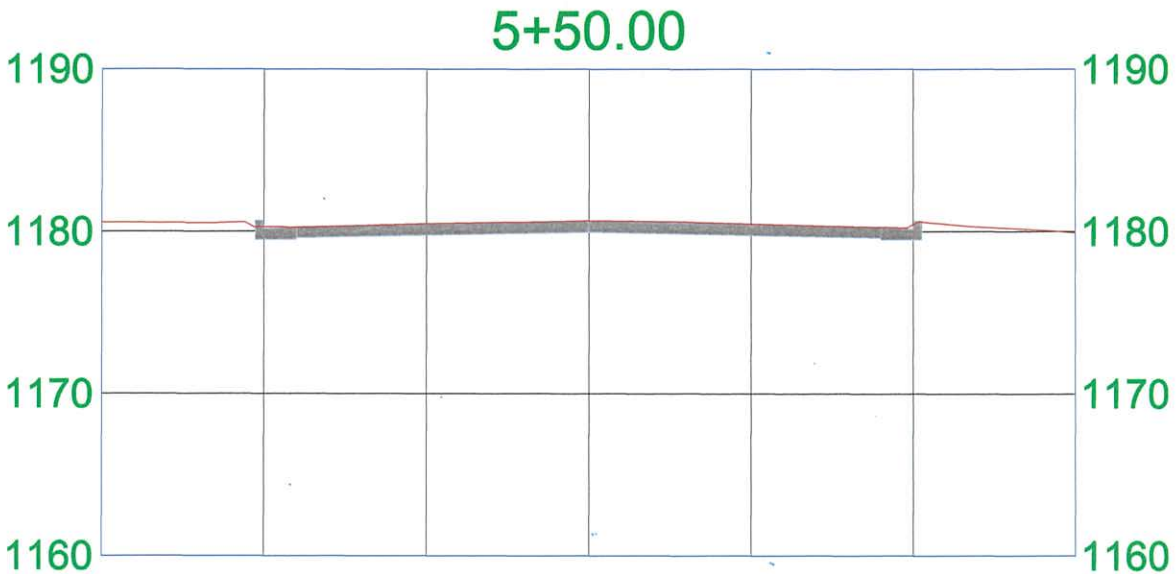
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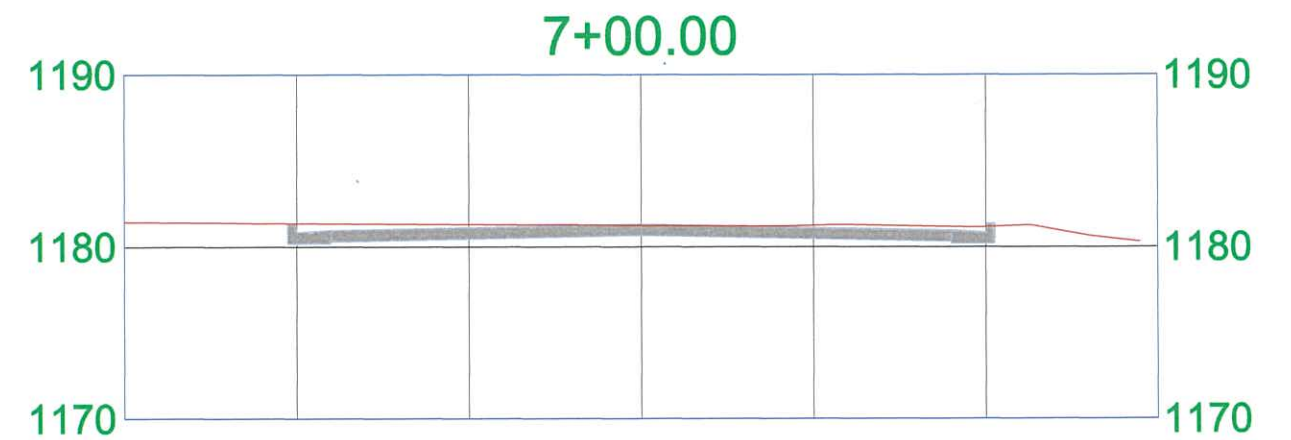
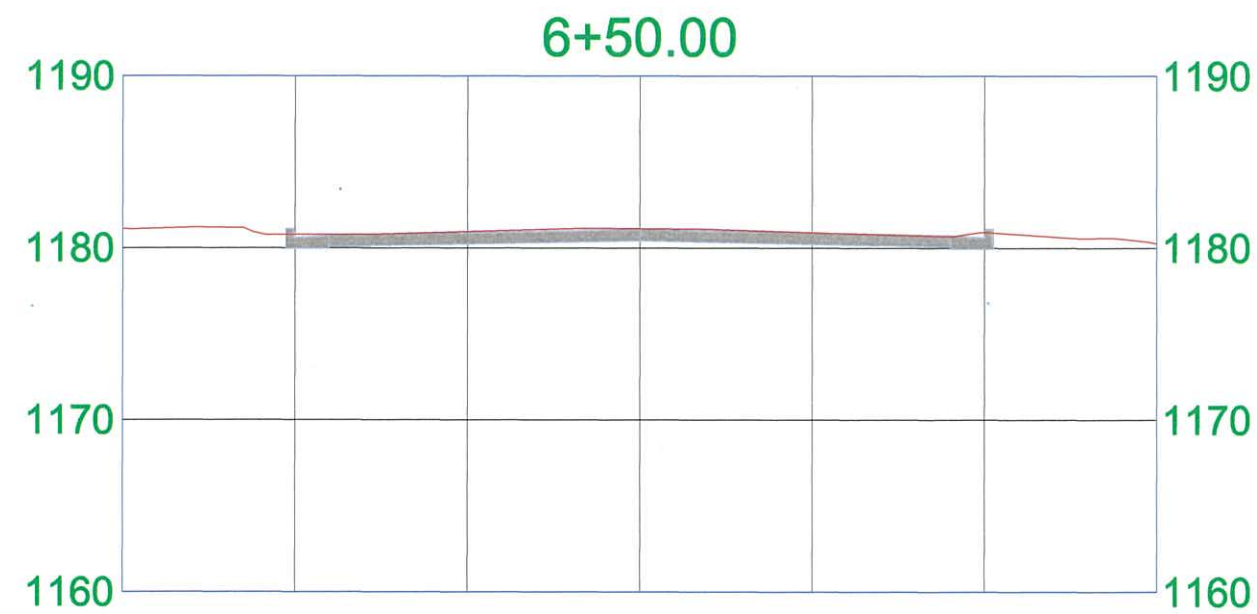
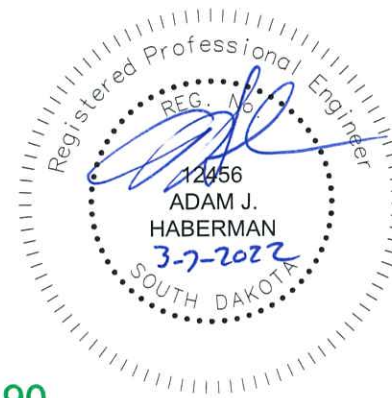
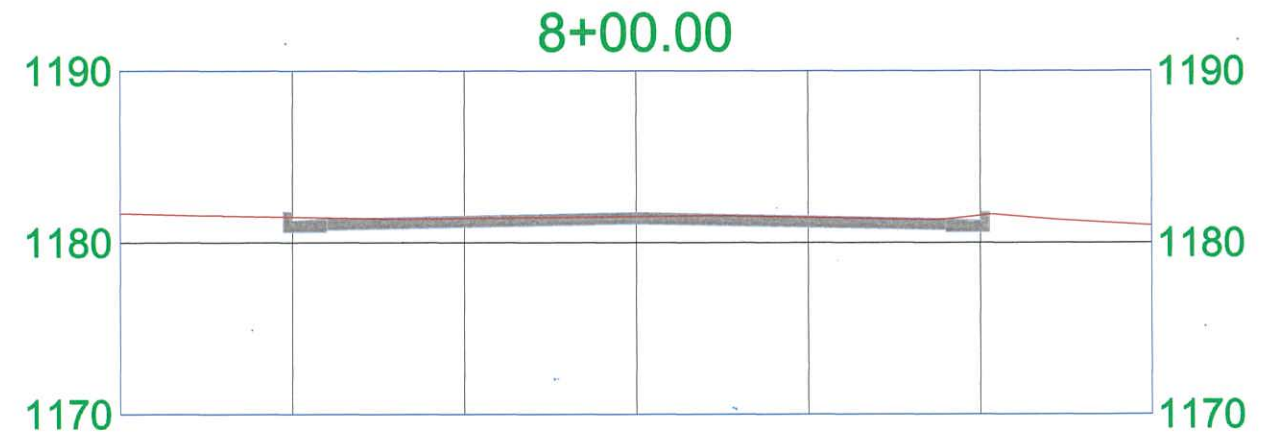
PROJECT	SHEET NO.	TOTAL SHEETS
2021-013	30	33
X SECTIONS		



PROJECT	SHEET NO.	TOTAL SHEETS
2021-013	31	33
X SECTIONS		



PROJECT	SHEET NO.	TOTAL SHEETS
2021-013	32	33
X SECTIONS		



PROJECT	SHEET NO.	TOTAL SHEETS
2021-013	33	33
X SECTIONS		

