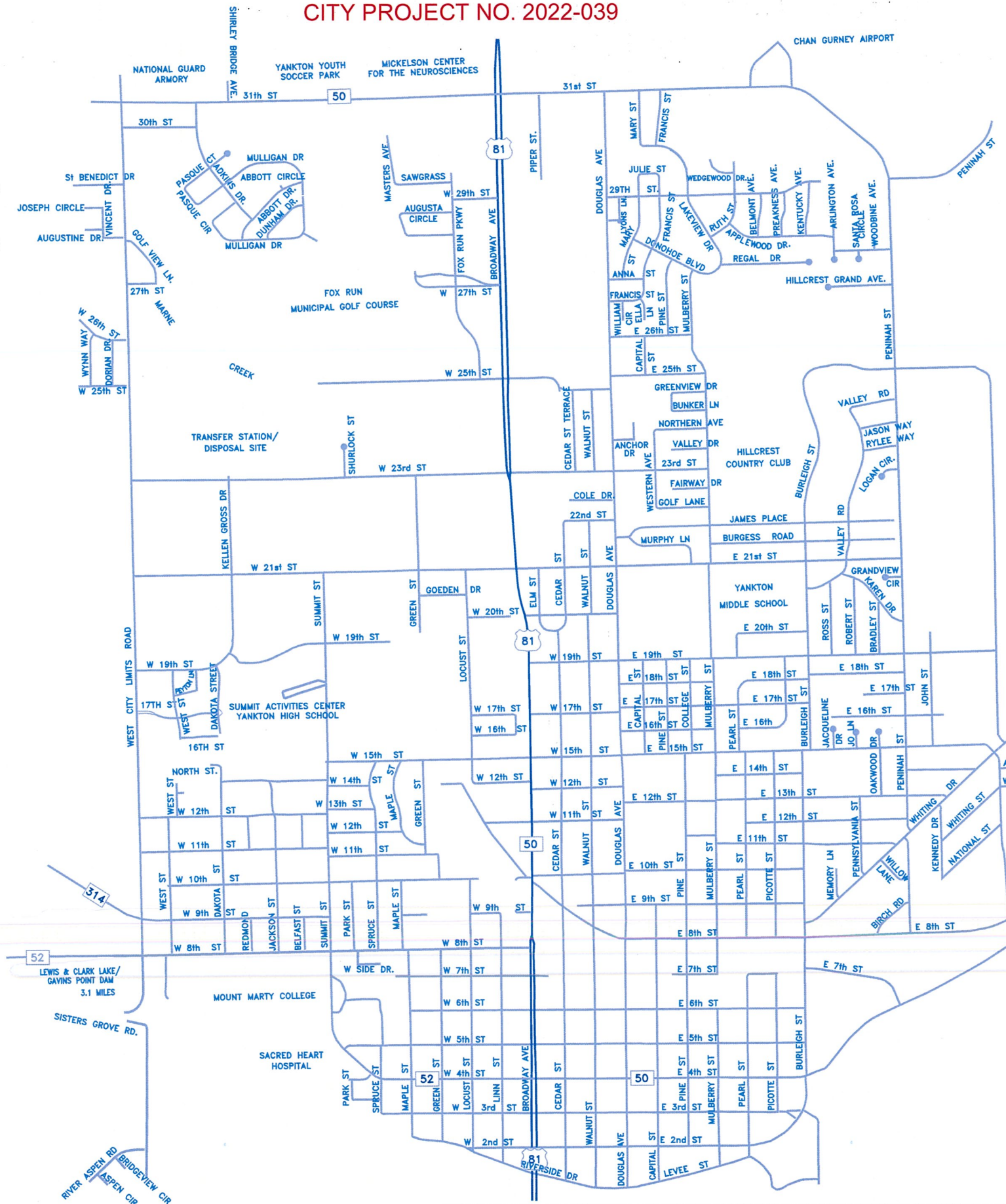
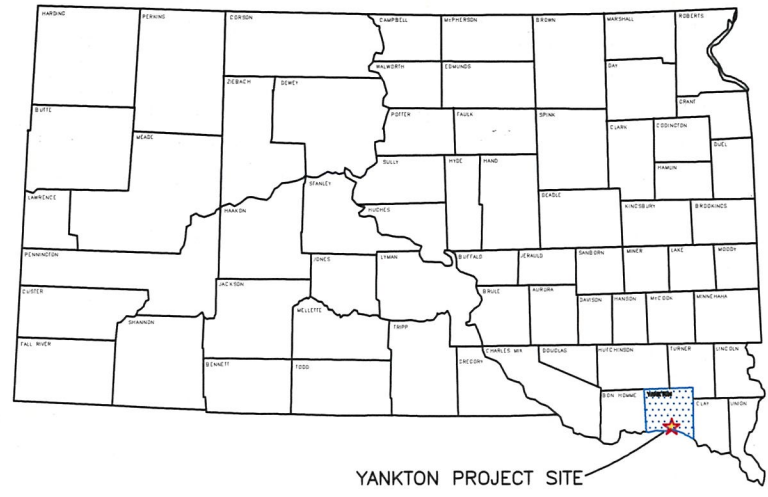


REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	1	44
COVER SHEET				

2022
15TH STREET PAVEMENT REPLACEMENT
FROM BILL BAGGS RD. TO ALUMAX RD.
CITY OF YANKTON, SOUTH DAKOTA
CITY PROJECT NO. 2022-039



INDEX OF SHEETS

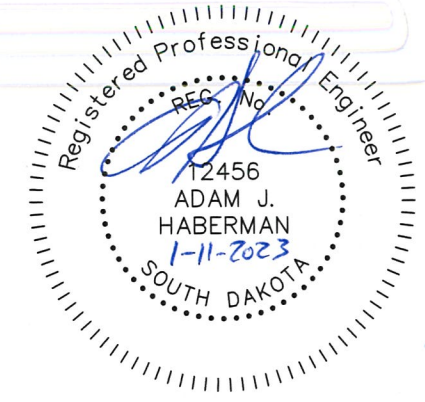
- 1 COVER SHEET
- 2 QUANTITIES
- 3-6 NOTES
- 7-9 SWPPP
- 10 TYPICAL SECTION
- 11-13 TRAFFIC CONTROL
- 14 EROSION CONTROL
- 15-18 REMOVALS
- 19-28 PLAN/PROFILE
- 29-33 JOINT LAYOUT
- 34-40 CROSS SECTIONS
- 41-44 DETAILS



PROJECT SITE 2022-039
 15th St. Bill Baggs Rd.-Alumax Rd.
 PAVEMENT REPLACEMENT
 CITY OF YANKTON, SOUTH DAKOTA

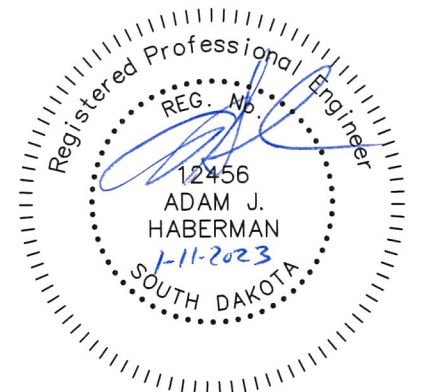
LEGEND

- POWER POLE
- TELEPHONE BOX
- CURB INLET
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- VALVE
- PROPOSED VALVE
- EXISTING FIRE HYDRANT
- PROPOSED 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
- WORK LIMITS - AS PER CROSS SECTIONS



ESTIMATE OF QUANTITIES

Item	Description	Quantity	Unit
General			
1	Mobilization	1	LS
2	Incidental	1	LS
Removals and Grading			
3	Saw Existing Concrete	320	LF
4	Saw Existing Asphalt	203	LF
5	Removal of Concrete Pavement	211	SY
6	Removal of Asphalt Pavement	12883	SY
7	Unclassified Excavation	1	LS
8	Undercutting	200	CY
9	Water for Embankment or Granular Material	200	KGal
Erosion Control			
10	Topsoil	1	LS
11	Seeding, Mulching, Fertilizer	1	LS
12	Vehicle Tracking Control	1	EA
13	Silt Fence	20	LF
14	Geotextile Fabric	1100	SY
Traffic Control			
15	Traffic Control	576	UNITS
16	Traffic Control Miscellaneous	1	LS
Surfacing			
17	8" PCC Pavement	12367	SY
18	6" Approach Pavement	3209	SF
19	Aggregate Base Course	13192	SY
20	Insert Steel Bars in PCC Pavement	20	EA
21	Adjust Manhole Frame and Cover	1	EA



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NOTES

GENERAL 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 Contractor's 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.

All trenches are to be backfilled, compacted and covered with service gravel on the same day the pipe is laid. 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.

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.

INCIDENTAL WORK

All salvageable materials shall be taken out intact and stockpiled within the right-of-way to the satisfaction of the Engineer. The Contractor shall perform salvage operations in a manner that will prevent damage to the salvageable materials.

Salvable materials will be picked up by the City.

All concrete removed from the existing structures and other disposable material shall be disposed of in accordance with the Waste Disposal Site note.

Remove/Replace mailbox at 2600 15th Street (STA 19+75). Provide mailbox for temporary delivery during project.

OCCUPYING STATE ROW

Contractor shall comply with Traffic Control Standards under SD DOT Standard Specifications for Roads and Bridges, and as per the manual on Uniform Traffic Control Devices.

STREET SWEEPING

The Contractor shall be responsible to maintain a clean and well-kept work site. Adjacent streets shall be swept clean of construction debris at the Engineer's request. Street sweeping shall be considered incidental to the project. No separate payment will be made.

TRAFFIC CONTROL NOTES

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

PEDESTRIAN TRAFFIC

The Contractor will be required to maintain pedestrian access during construction. Pedestrian access shall be ADA accessible and shall conform to the Manual on Uniform Traffic Control Devices 2009 edition. Access can either be maintained on concrete sidewalk or on a temporary boardwalk. This work may include but is not limited to sawing existing sidewalk to leave half in place, staging sidewalk removal and construction to maintain access, installing safety fence around work areas, and 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".

TRUCK ROUTES

The Contractor shall only haul materials in and out of the construction site on the streets shown in the traffic control plans. All fully loaded trucks delivering materials or hauling out removals shall only utilize the streets labeled as "Primary Haul Route." Empty or lightly loaded trucks may utilize "Secondary Haul Route" with the permission of the Engineer.

EROSION CONTROL NOTES

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.

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. MATERIALS

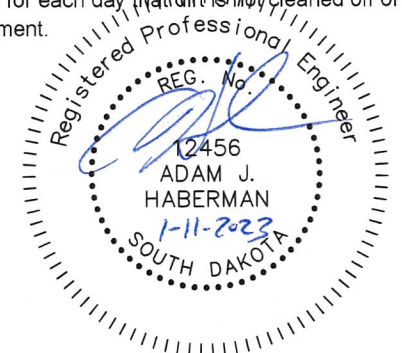
1 1/2" to 3" rock shall be used.

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.



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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.

INLET SEDIMENT CONTROL

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

REMOVAL NOTES

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.

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.

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 14 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 5 inches of existing Asphalt Pavement being removed separately.

Estimate of 3926 cu yds. of removal on 15th Street. It will be the contractor's responsibility to find a location for existing sub-grade material, that needs to be removed.

UTILITY NOTES

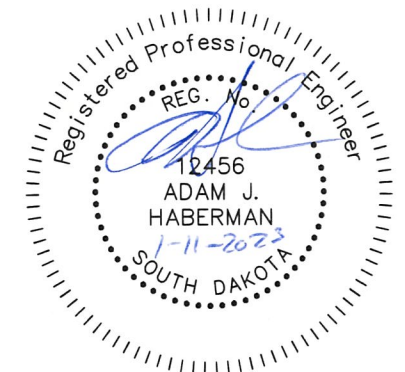
GENERAL ITEMS

All existing pipe and material removed by the contractor shall be appropriately disposed of by the contractor. All open ends of abandoned in place piping shall be plugged with concrete unless otherwise noted in plans. All abandoned valve boxes shall be removed to at least 2 feet below the ground surface and filled with granular material.

Salvageable material shall become the property of the City of Yankton, as directed by engineer. Abandoned valves shall have the valve boxes removed to a depth of not less than 2 feet below ground level. Removal of water main, valves and fittings, necessary for the construction of the new items, shall be incidental to other project costs.

STRUCTURE REMOVAL

The removal of existing pipe and manholes is to include the plugging of existing pipe if necessary with concrete and the removal of the structure. Castings and manhole covers removed are to be delivered to the city street shop.



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PAVING & RESTORATION NOTES

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 overlaps 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.

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.

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 for the nonreinforced PCC shall be of an approved job mix. The mix design shall be submitted three weeks prior to and approved prior to any concrete placement. The design mix shall meet a minimum 4000 PSI compressive strength in 28 days.

Concrete used in Portland cement concrete pavement shall have a minimum cementitious material content of 600 pounds per cubic yard, with a fly ash content of 25%. Any variations must be approved in writing by the Engineer prior to any concrete placement. Fly ash shall be class F and shall meet the requirements of Section 605 of the SDDOT Standard Specifications for Roads and Bridges. The maximum allowable water/cement ratio shall be 0.42.

In lieu of an automatic grader 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.

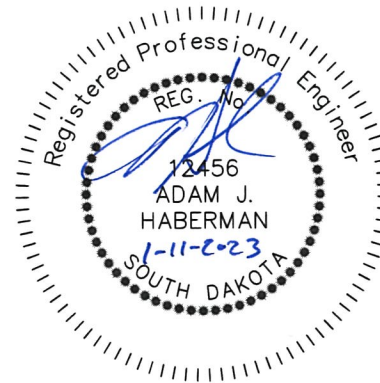
An automated paving machine such as a Bidwell, or equivalent, shall be required for main line paving. An air or vibratory screed will not be allowed for main line paving.

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

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 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.



STEEL BAR INSTALLATION

The Contractor shall install Steel No. 9x18" epoxy coated deformed tie bars into drilled holes in the existing concrete pavement. An epoxy resin adhesive must be used to anchor steel bars in the drilled holes.

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

Epoxy resin adhesive shall be of the type intended for horizontal applications, and shall conform to the requirements of ASTM C 881, Type 1, Grade 3 (equivalent to AASHTO M235, Type 1, Grade 3).

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

Mix the epoxy resin as recommended by the manufacturer and apply by an injection method approved by the Engineer. If an epoxy pump is utilized, it shall be capable of metering the components at the manufacturers designated rate and be equipped with an automatic shut-off. The pump shall shut off when any of the components are not being metered at the designated rate. Fill the drilled holes 1/3 to 1/2 full of epoxy, or as recommended by the manufacturer, prior to insertion of the steel bar. Care shall be taken to prevent epoxy from running out of the horizontal holes prior to steel bar insertion. Rotate the steel bar during installation to eliminate voids and ensure complete bonding of the bar. Insertion of the bars by the dipping method will not be allowed.

Cost for the epoxy resin adhesive, steel bars, drilling of holes, applying the adhesives, installing the steel bars into the drilled holes and all other items incidental to the installation of the steel bars shall be included in the contract unit price per each for "Install Steel Bar in Concrete Pavement".

Steel bars shall be installed at the following locations:

<u>LOCATION</u>	<u>#5 BARS EACH</u>
0+65.23	20

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.

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.

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.

DETECTABLE WARNING PANEL

In order to comply with the Americans with Disabilities Act (ADA), detectable warning panels are to be placed at locations designated in the plan set. Detectable Warnings consist of a composite or polymer type of panel and should be installed into wet concrete. Surface applied products that are applied to cured concrete are not allowed. The detectable warnings shall be a brick red color for application in concrete curb ramps.

Current detectable warning panels approved for use and installation within the public right of way are:

<u>Product</u>	<u>Manufacturer</u>
Armor Tile Modular Paver Series	Engineered Plastics Inc. 300 International Drive, Suite 100 Williamsville, NY 14221 800-682-2525 http://www.armor-tile.com/
Detectable Warning Tile Composite Wet-Set	ADA Solutions, Inc. 323 Andover Street Wilmington, MA 01887 800-372-0519 http://www.adatile.com

Other detectable panels, meeting the necessary requirements may be allowed with written approval from the City Engineer's Office. In no case will the stamping of concrete be allowed as a method of creating the domes on the tactile warning panels.

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:

Table of Topsoil	<u>Cu.Yd.</u>
15 th Street	206

SEEDING

All grass areas disturbed by construction are to be hydro-mulched. 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.

The estimated amount of area to be seeded: 22260 ft sq

<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.

PRIVATE SPRINKLER SYSTEMS

Private sprinkler systems that are located within the construction limits. The City will notify all property owners about the expected construction and the procedures for preparing their systems for construction. When found, the Contractor shall notify the Engineer and take reasonable measures to minimize any damage to the system. It will be the responsibility of the City to pay the property owner's sprinkler contractor directly for repairs. The Contractor will be responsible for any damaged due to Contractor's negligence.

The Contractor shall notify the Engineer when the sprinkler system can be restored and the City will coordinate with the property owner and sprinkler contractor. The system should be restored before seed or sod placement and the Contractor shall make reasonable accommodations to allow for the homeowner's sprinkler contractor to make final repairs and adjustments.

WATERING

Water for compaction is incidental to other pay items. Water from city fire hydrants is to be metered and paid for by Contractor.



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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** 3.5 acres (4.2 1.b.)
- **Total Area To Be Disturbed** 3 acres (4.2 1.b.)
- **Existing Vegetative Cover (%)** 15%
- **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 waste disposal procedures 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)

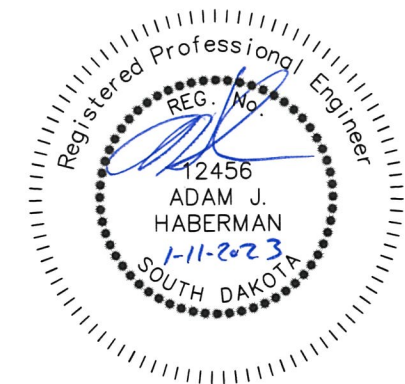
The following non-storm water discharges are anticipated during the course of this project (check all that apply).

- 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



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SWPPP				

❖ **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.

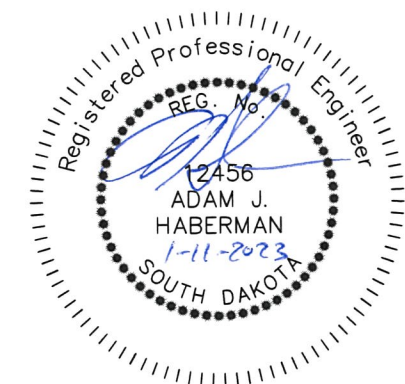
❖ **Spill Notification**

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.



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SWPPP				

❖ **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**

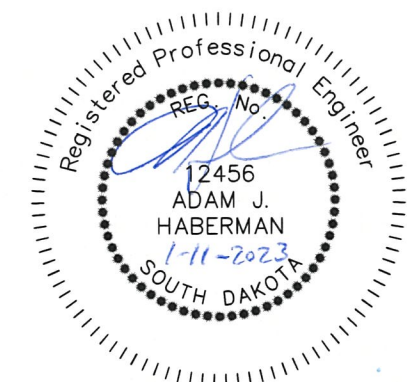
- Business Hours Monday-Friday (605) 773-3296
- Nights and Weekends (605) 773-3231

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

- (605) 773-3153

➤ **National Response Center Hotline**

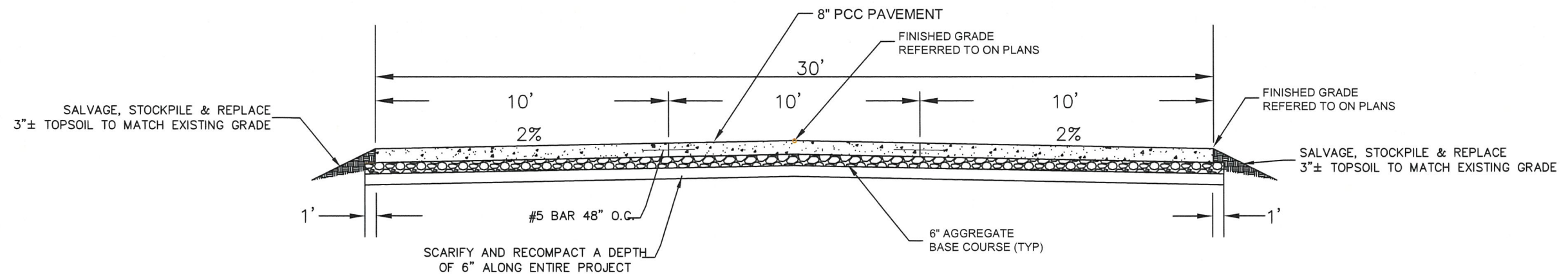
- (800) 424-8802.



REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	10	44

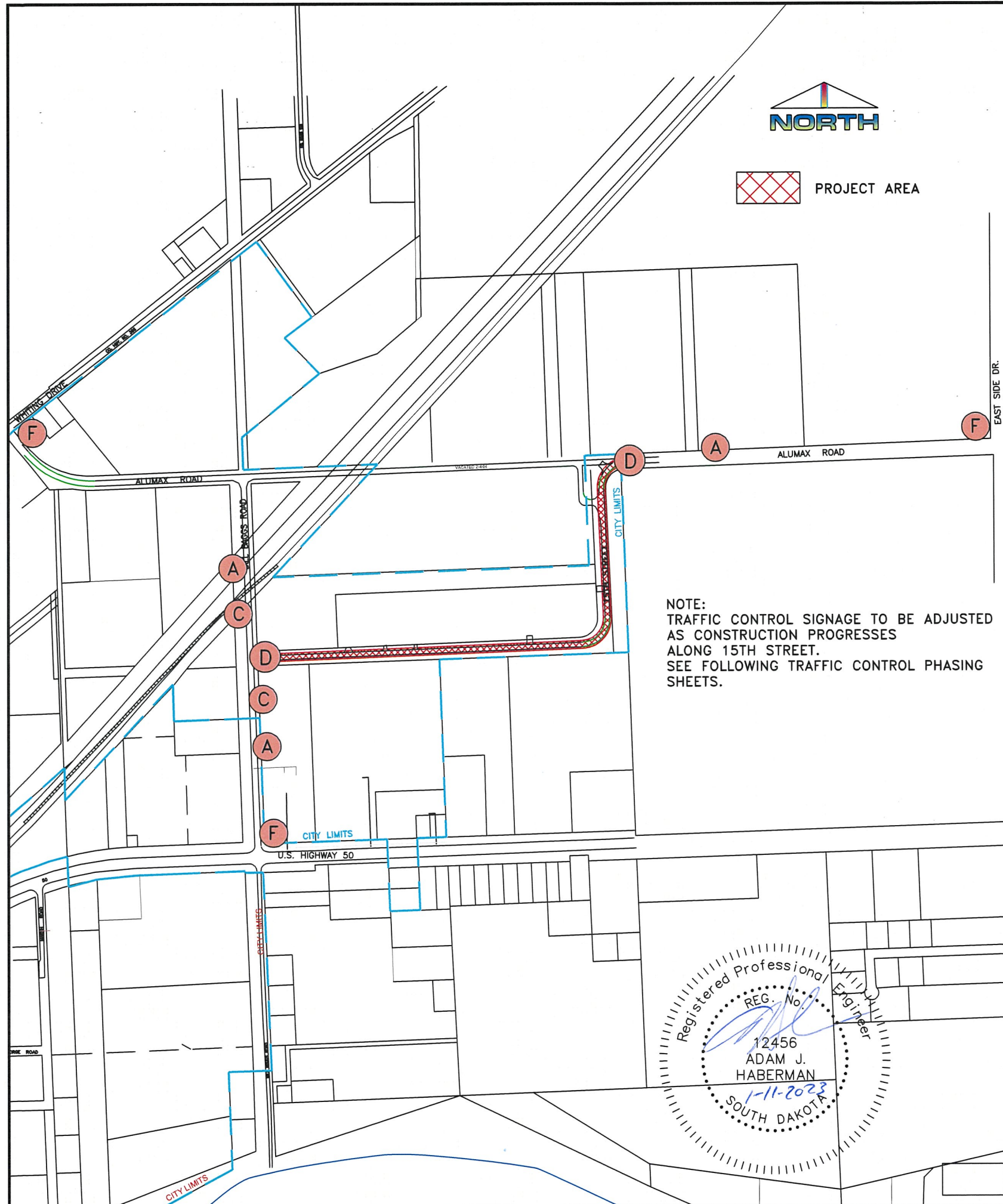
TYPICAL SECTION

TYPICAL CROSS SECTIONS(n.t.s.) – 15TH STREET



TYPICAL ROAD SECTION
15th Street





C

R3-1 (24" x 24")

R3-2 (24" x 24")

R11-4 (60" x 30")

ALL FIXED LOCATION SIGNS REMAIN IN PLACE UNTIL PERMANENT PAVEMENT MARKING IS COMPLETE.

D

THREE - 8' TYPE III BARRICADES

FULL ROADWAY CLOSURE

W20-1 (48" x 48")

R11-2 (48" x 30")

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

ITEMIZED LIST FOR TRAFFIC CONTROL BID ITEM

SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	SUB TOTAL
R11-2	48" x 30"	ROAD CLOSED	2	27	54
R11-3a	60" x 30"	15TH ST. CLOSED BILL BAGGS RD. TO ALUMAX RD. LOCAL TRAFFIC ONLY	3	30	90
R3-1	24" x 24"	NO RIGHT TURN (SYMBOL)	1	15	15
R3-2	24" x 24"	NO LEFT TURN (SYMBOL)	1	15	15
W20-1	48" x 48"	ROAD WORK AHEAD	3	34	102
R11-4	60" x 30"	ROAD CLOSED TO THRU TRAFFIC	2	30	60
		TYPE III BARRICADES	48 L.F.	5 UNITS/L.F.	240
				TOTAL	576

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 FOR THESE SITUATIONS)

E

R11-4 (60" x 30")

8' MAX.

F

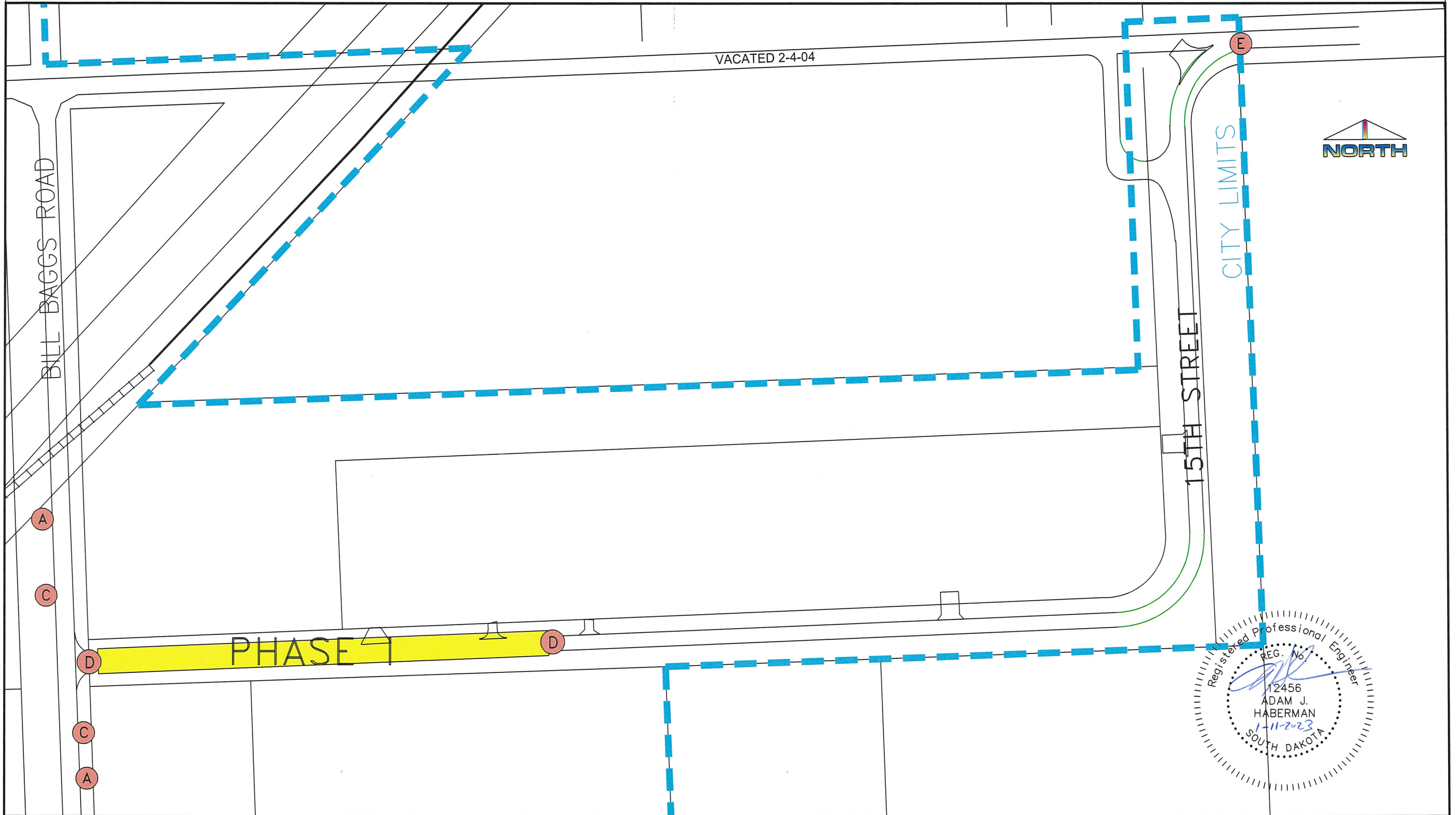
R11-3a (60" x 30")

REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	12	44
TRAFFIC CONTROL PHASING				

TRAFFIC CONTROL PHASING

PHASE I

PHASING AREA

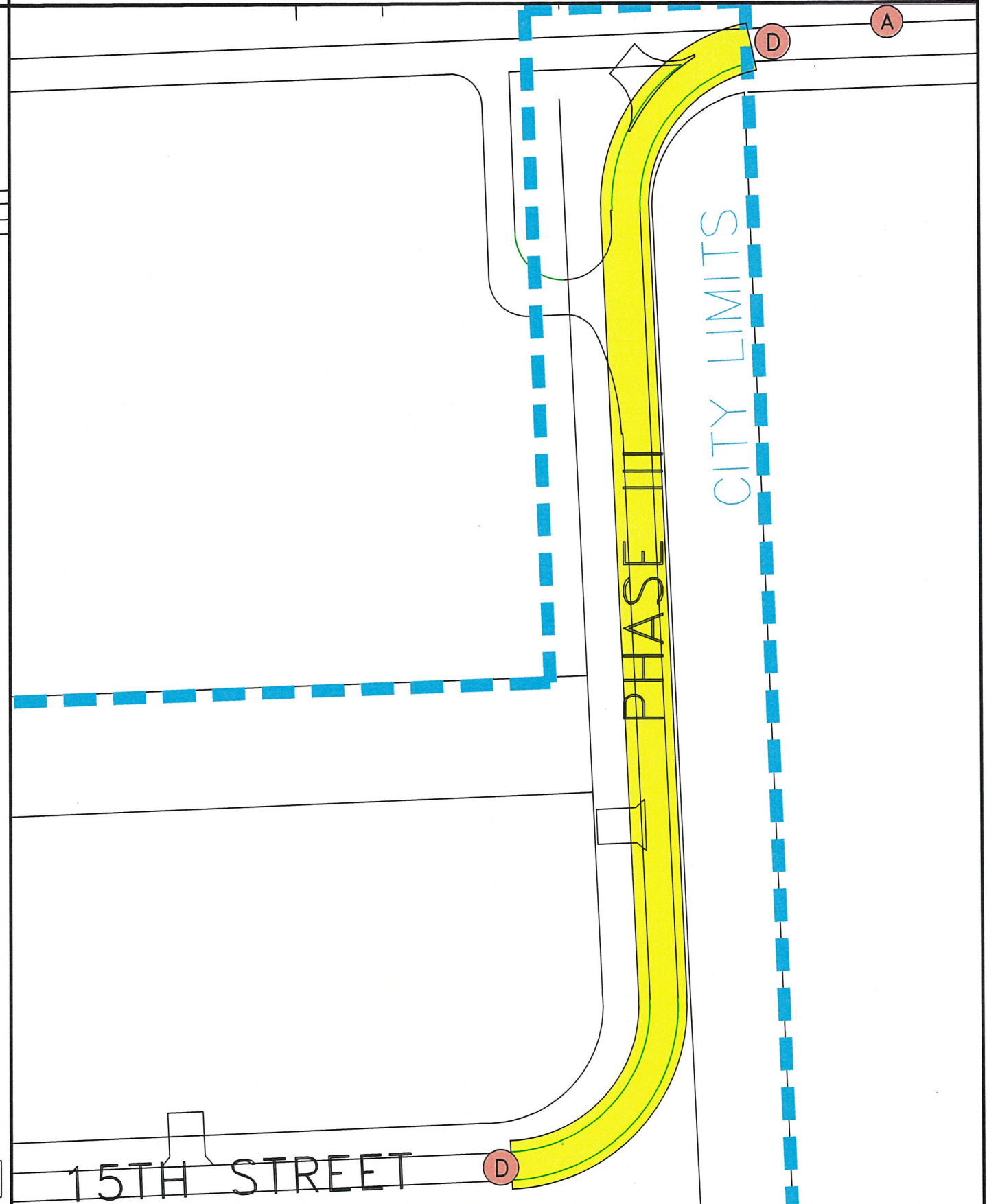
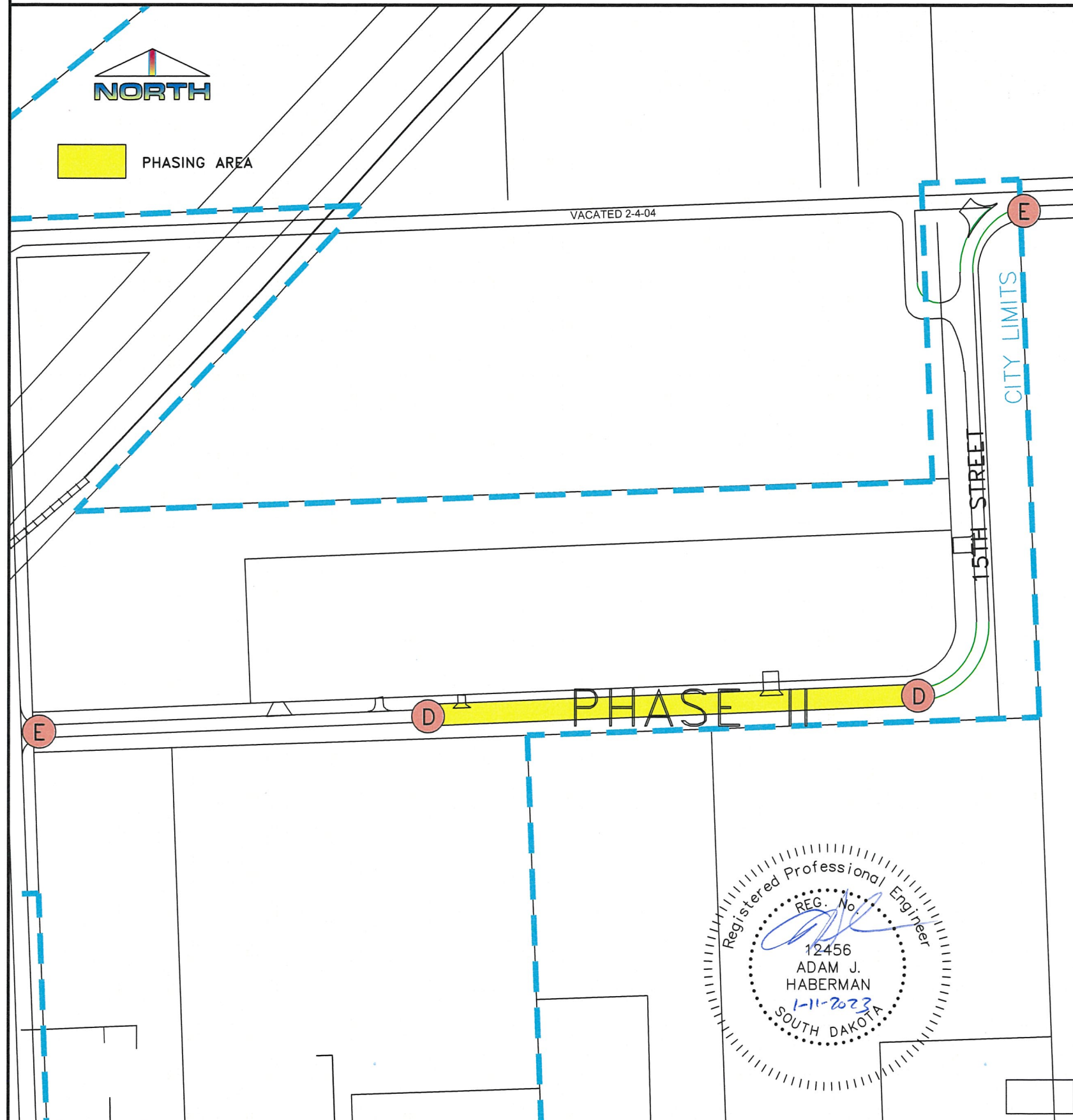


Registered Professional Engineer
 REG. No. 12456
 ADAM J. HABERMAN
 1-11-2023
 SOUTH DAKOTA

REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	13	44
TRAFFIC CONTROL PHASING				

TRAFFIC CONTROL PHASING PHASE II

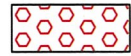
TRAFFIC CONTROL PHASING PHASE III



REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	14	44
EROSION CONTROL				



LEGEND



-VEHICLE TRACKING CONTROL (TYP.)
SEE DETAIL SHEET PLATE # 734.02

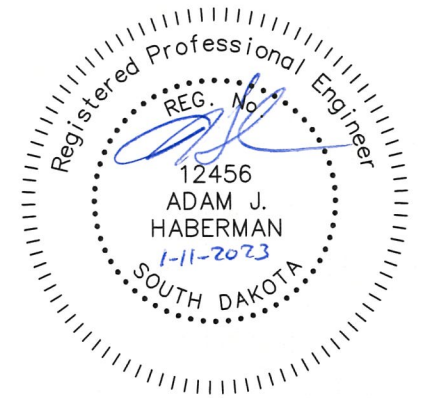
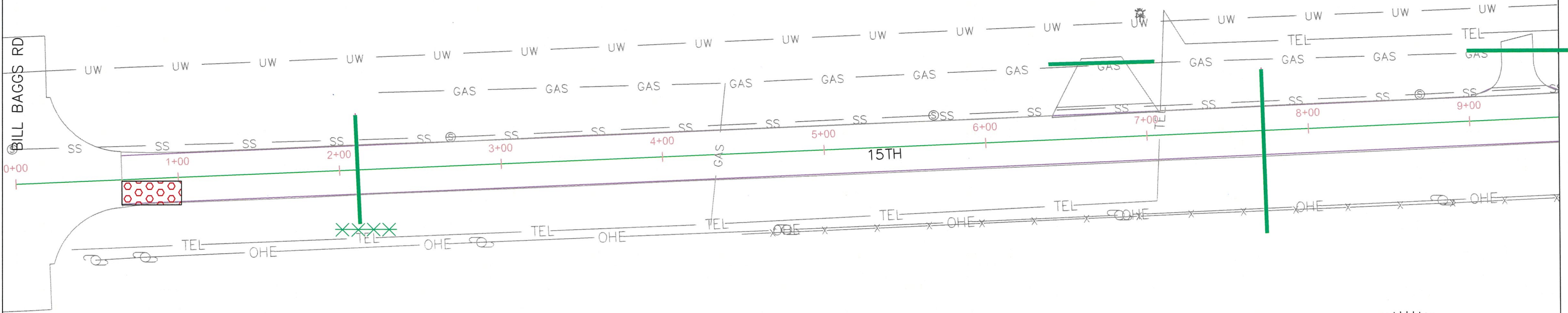


-SILT FENCE (TYP.) SEE SHEET #
STA 2+11.30 33' RT SILT FENCE AROUND END OF EXISTING CULVERT
20 L.F. USED

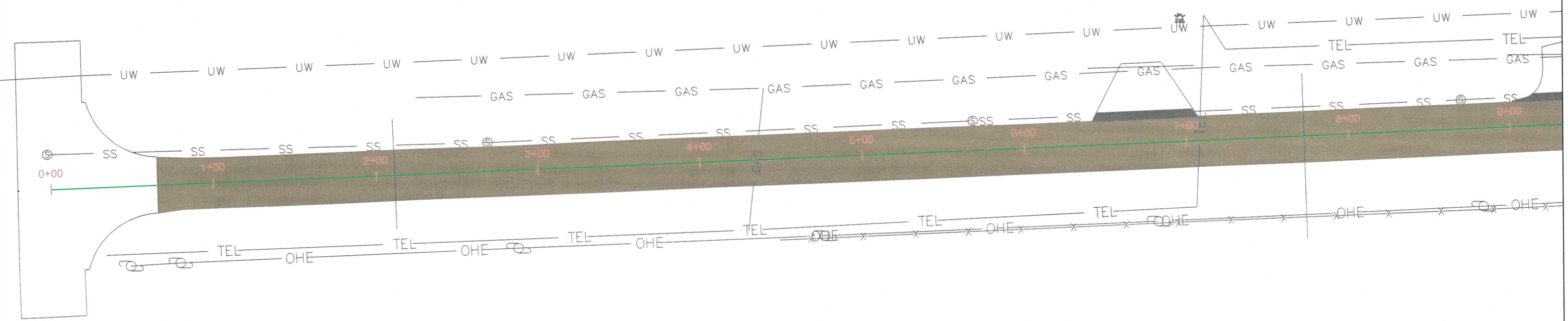


- EXISTING CULVERT

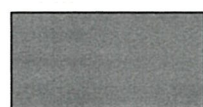
*NOTE:
ALL CULVERTS NEED TO BE KEPT CLEAR OF SEDIMENT BUILD UP.
CULVERTS THAT HAVE AN EXCESS AMOUNT OF SEDIMENT AT THE END OF
THE PROJECT WILL NEED TO BE CLEANED OUT.



REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	15	44
REMOVALS				



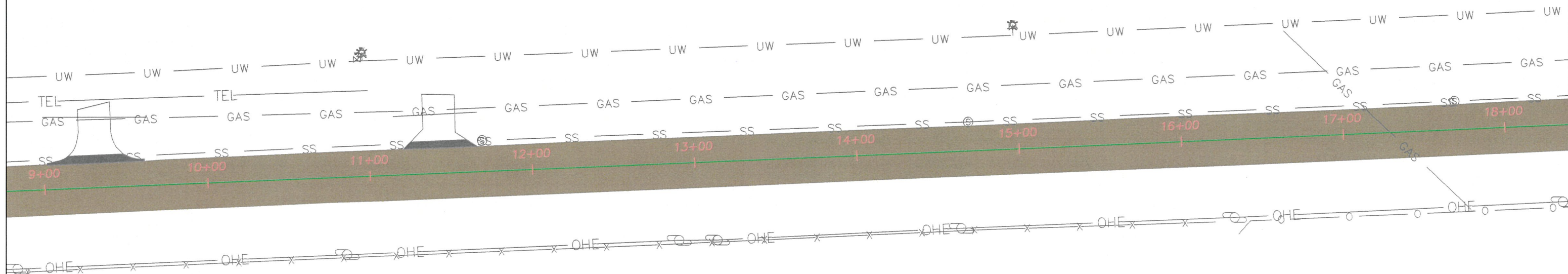
ASPHALT REMOVALS



CONCRETE REMOVALS



REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	16	44
REMOVALS				



ASPHALT REMOVALS



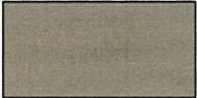

CONCRETE REMOVALS

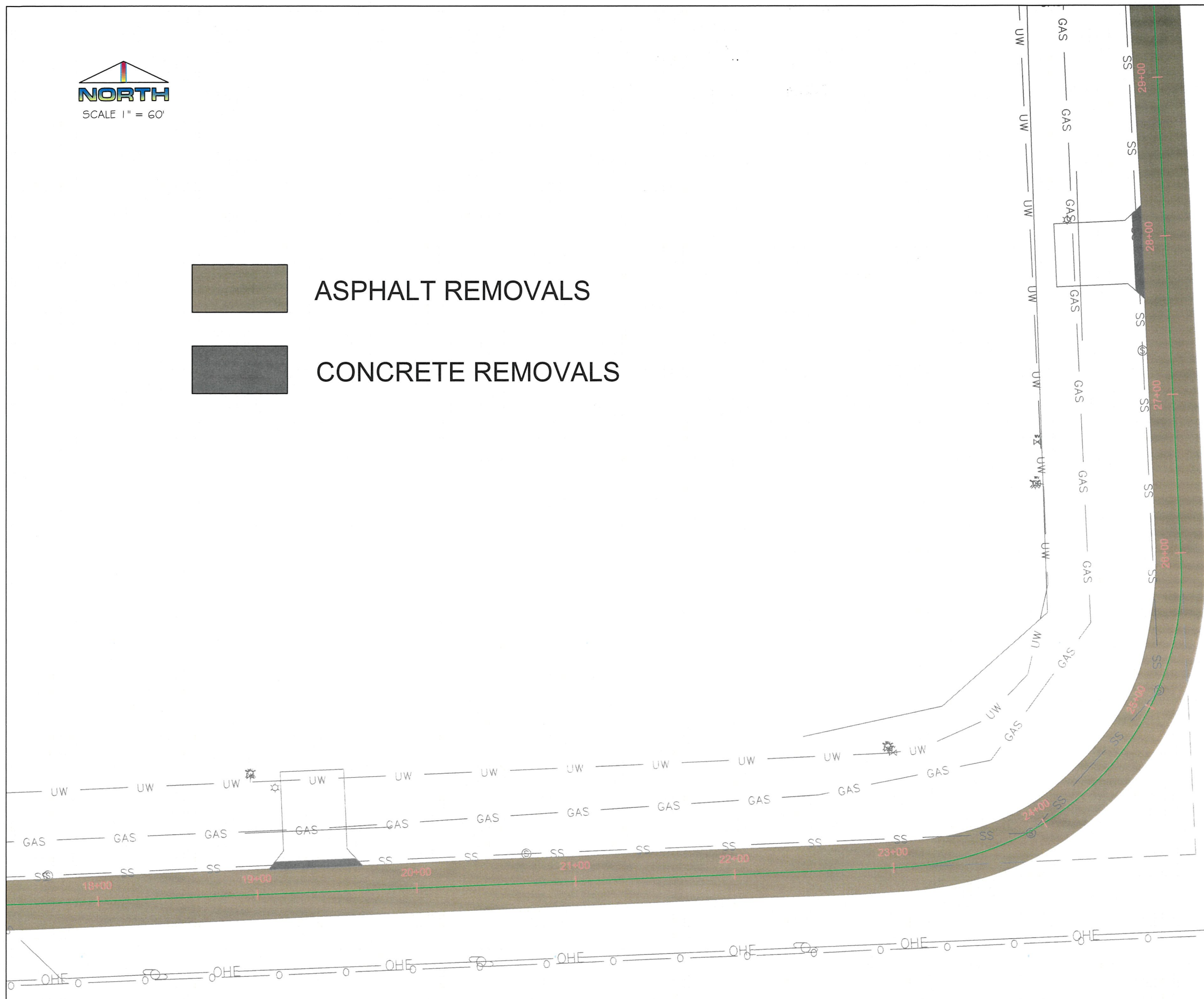




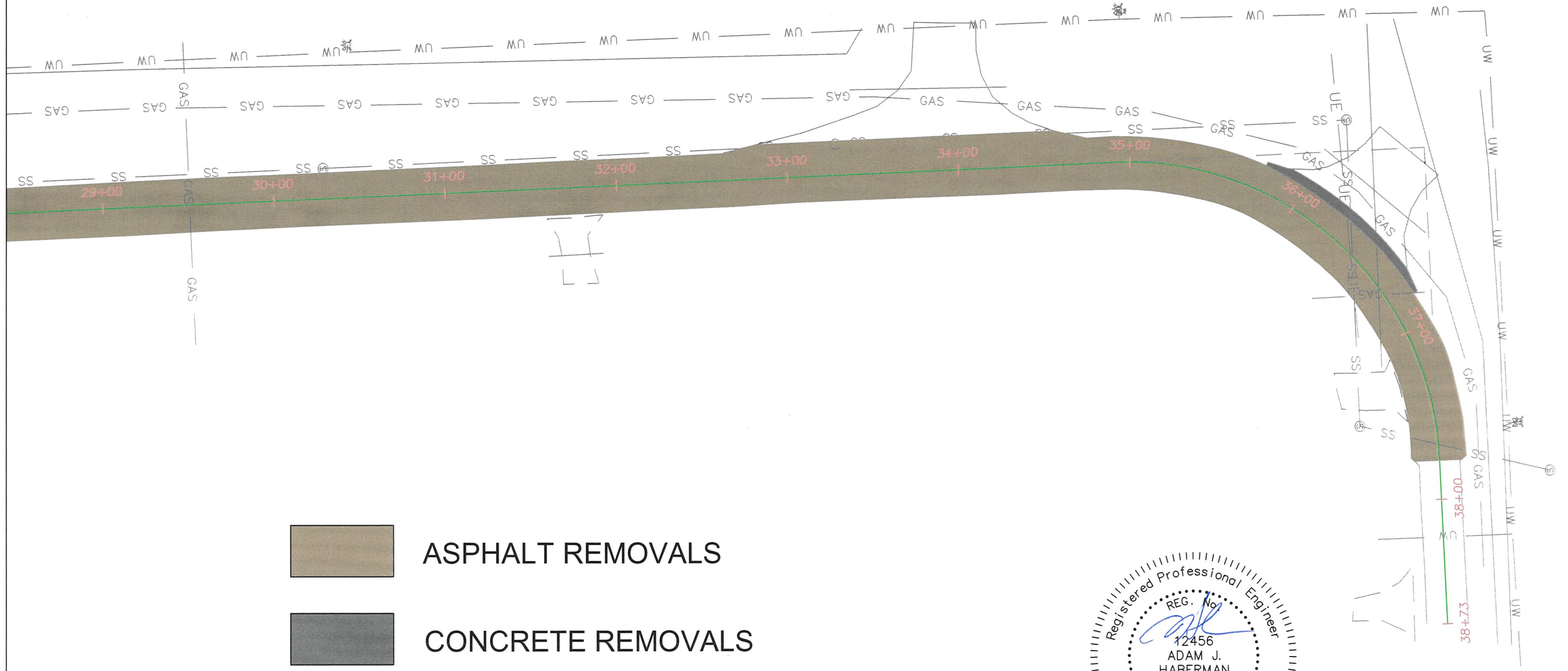
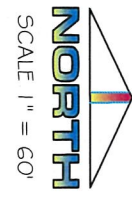
REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	17	44

REMOVALS

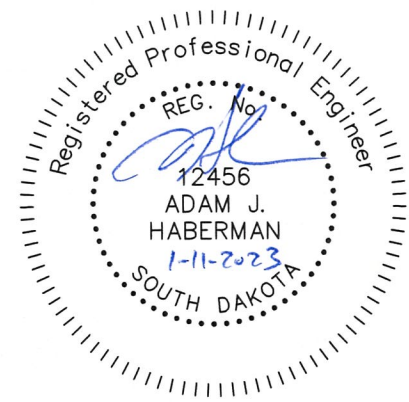
-  ASPHALT REMOVALS
-  CONCRETE REMOVALS

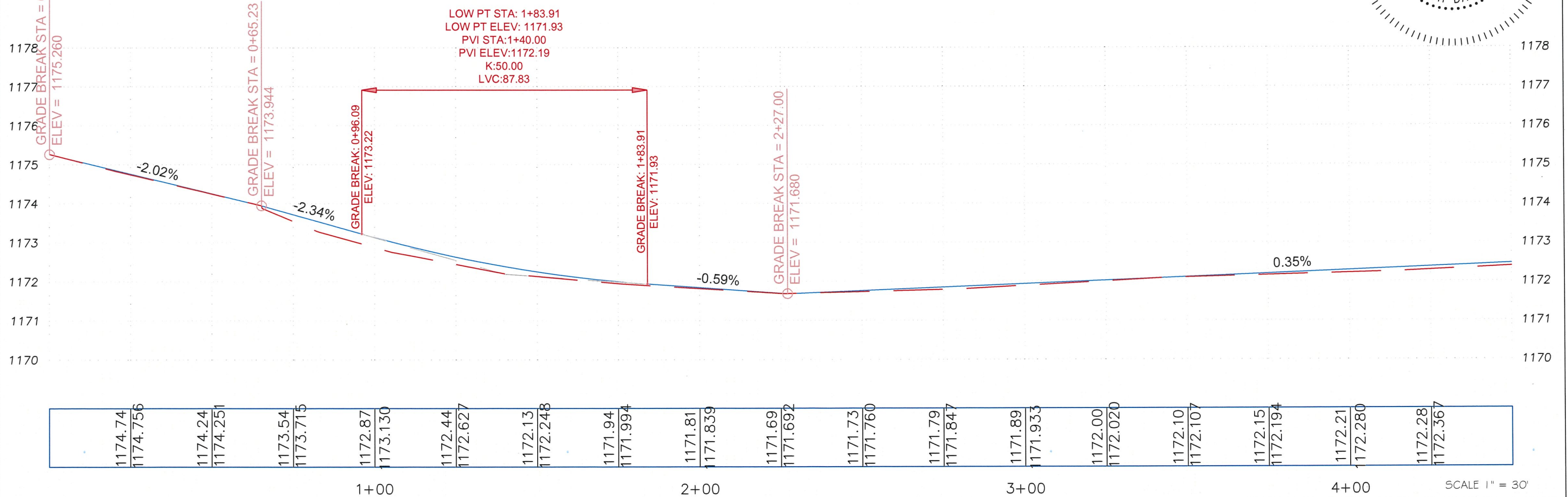
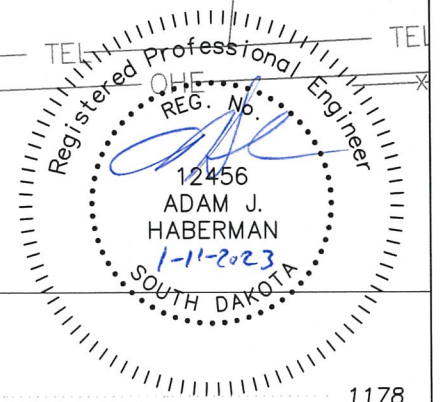
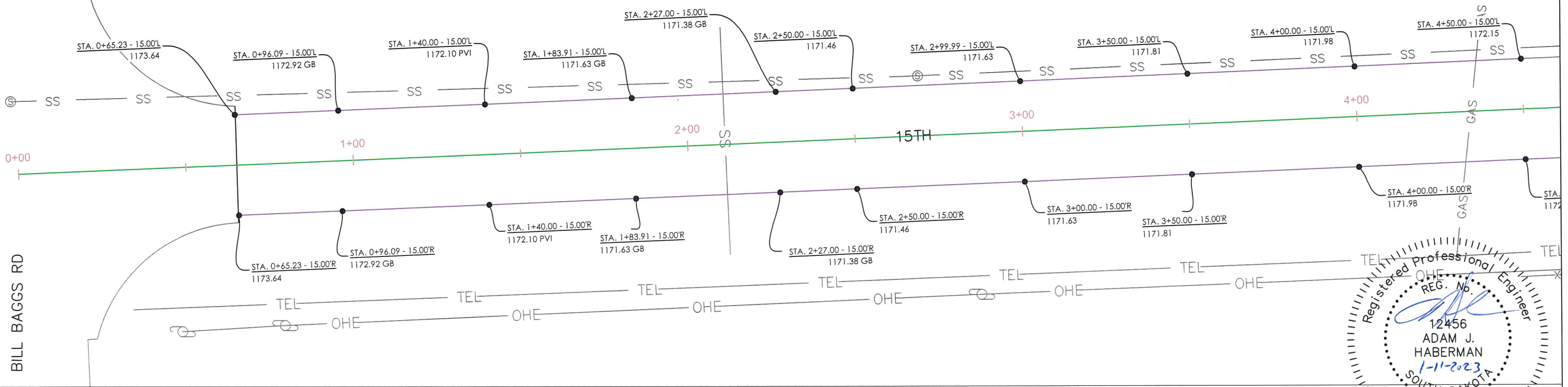


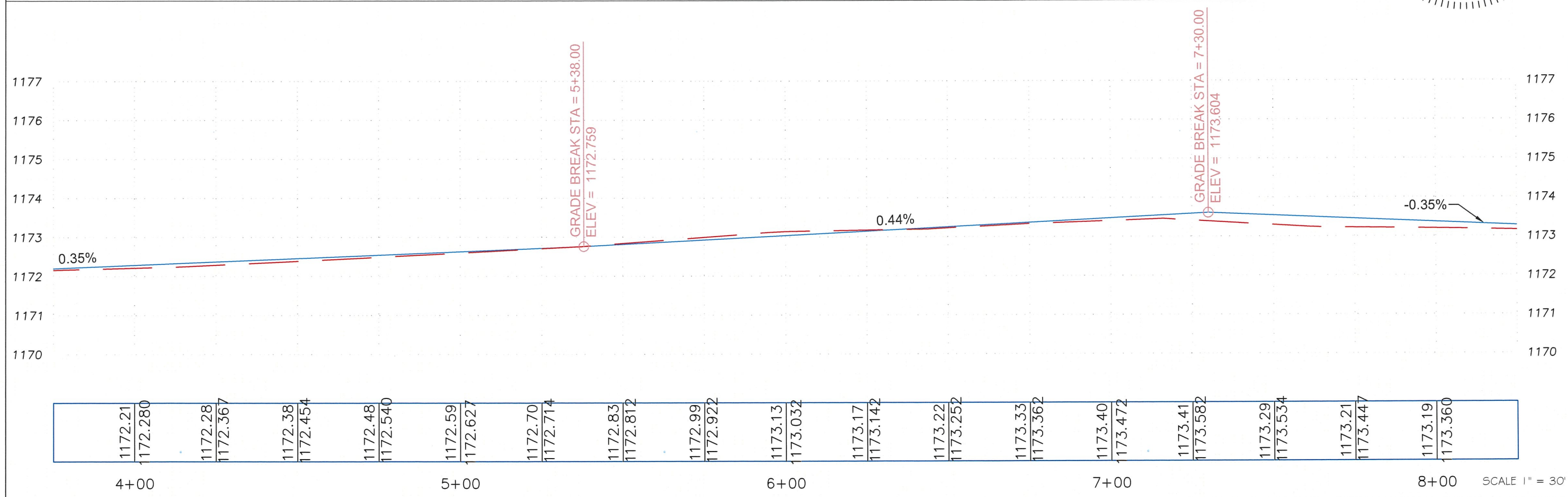
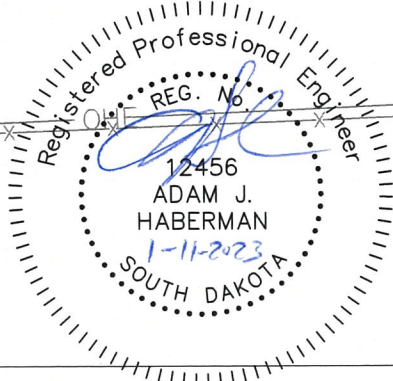
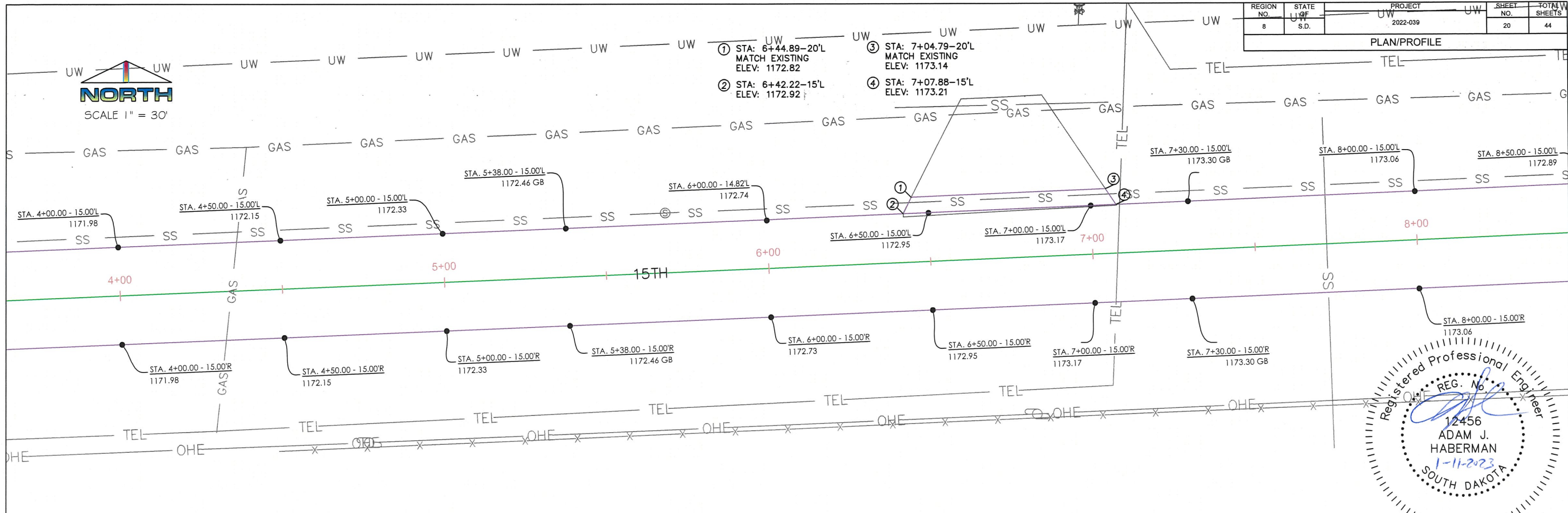
REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	18	44
REMOVALS				



- ASPHALT REMOVALS
- CONCRETE REMOVALS

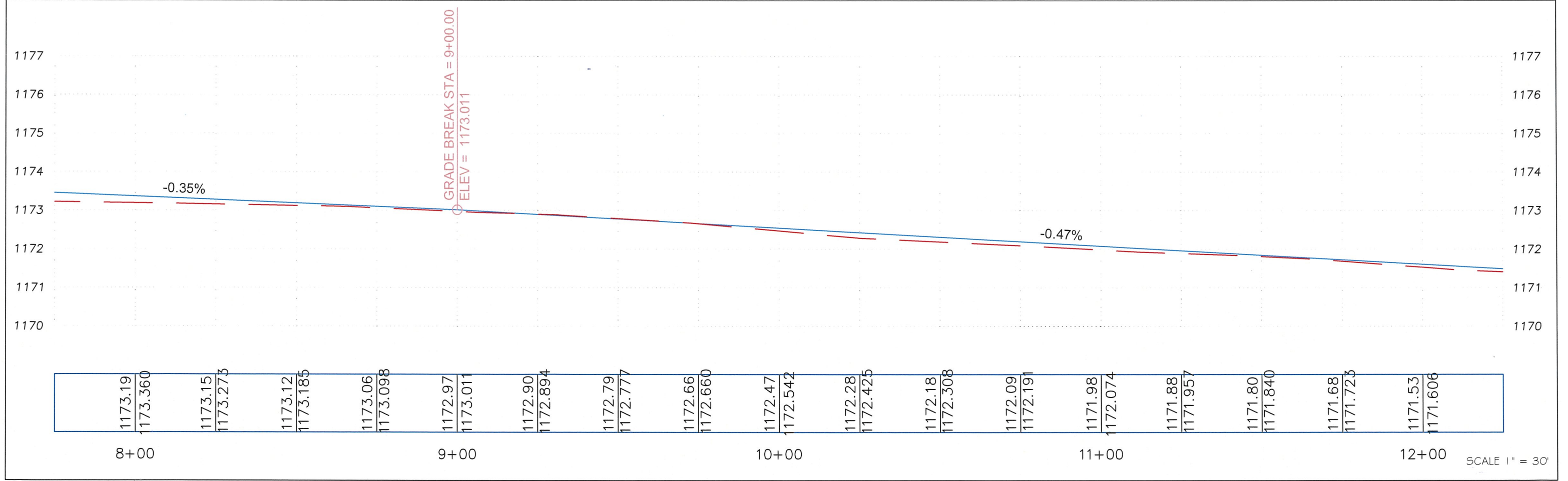
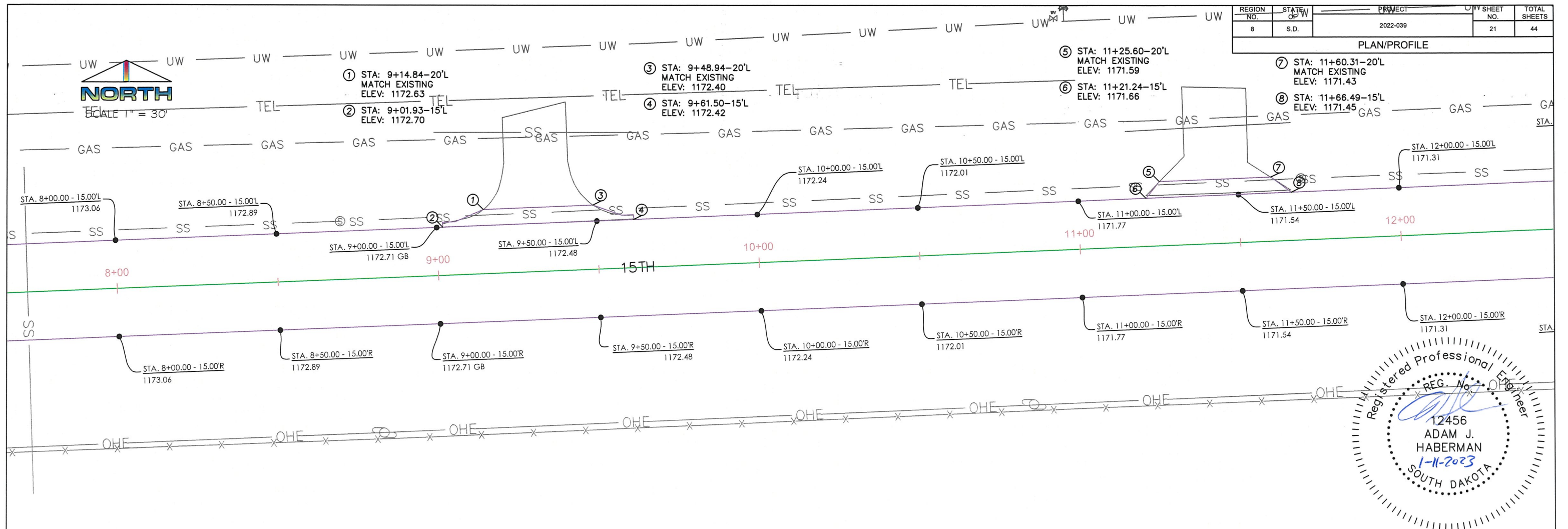




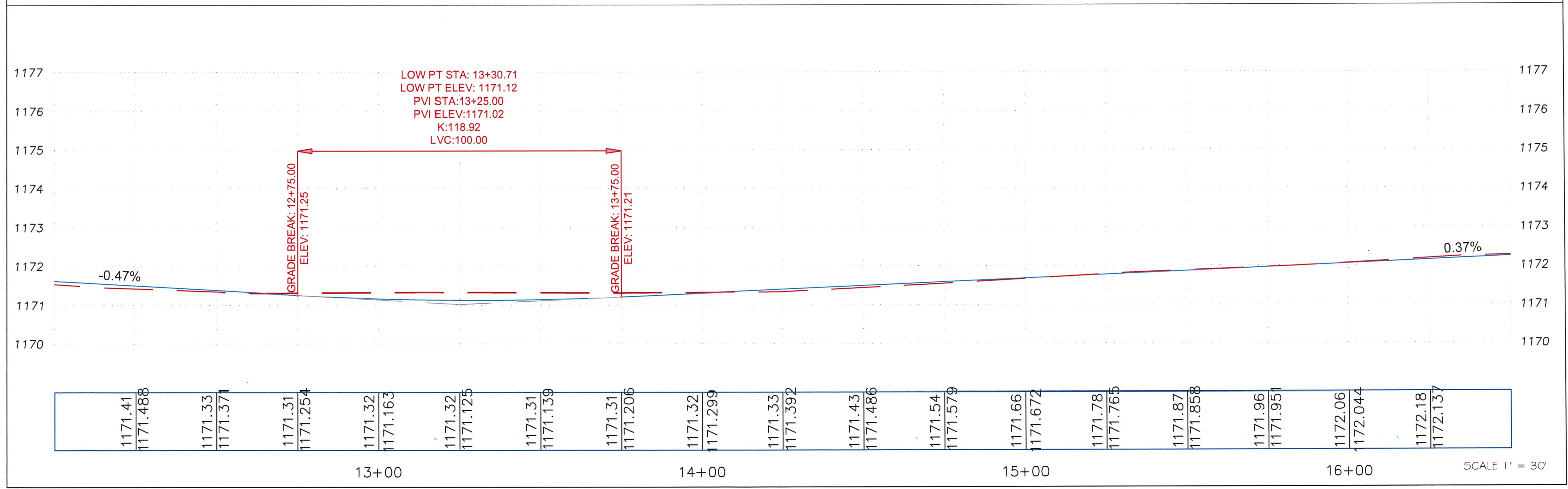
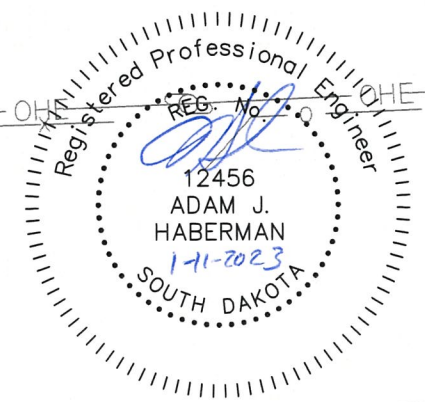
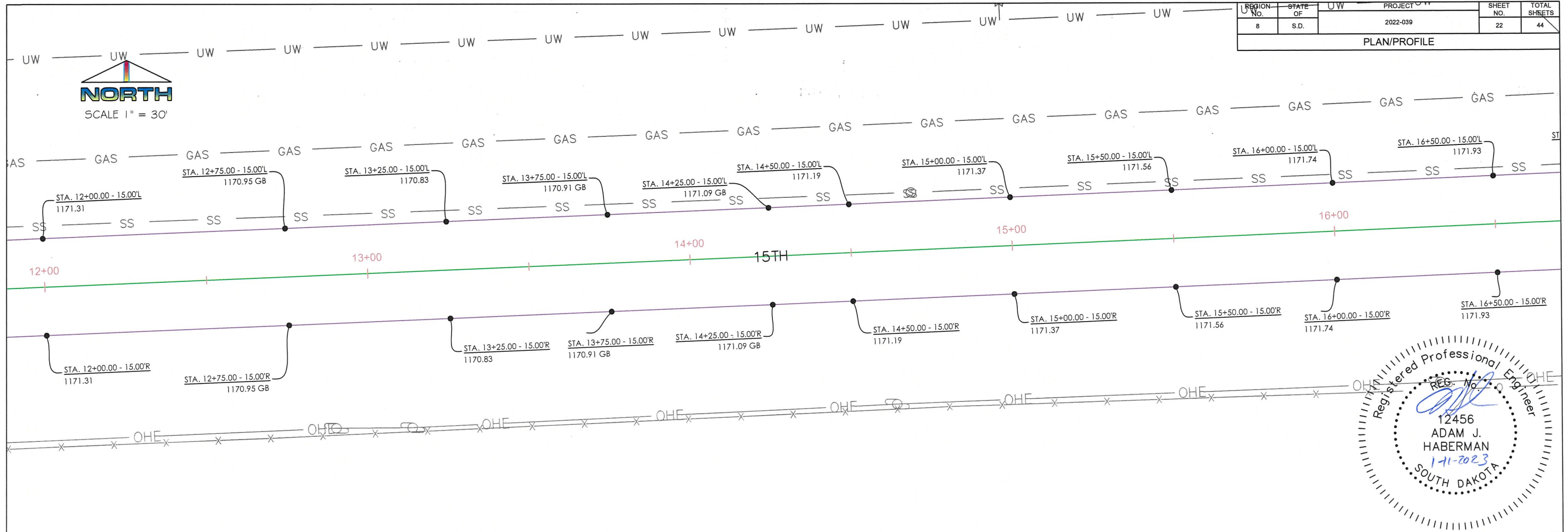
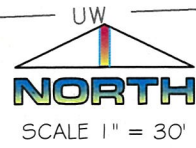


REGION NO.	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	21	44

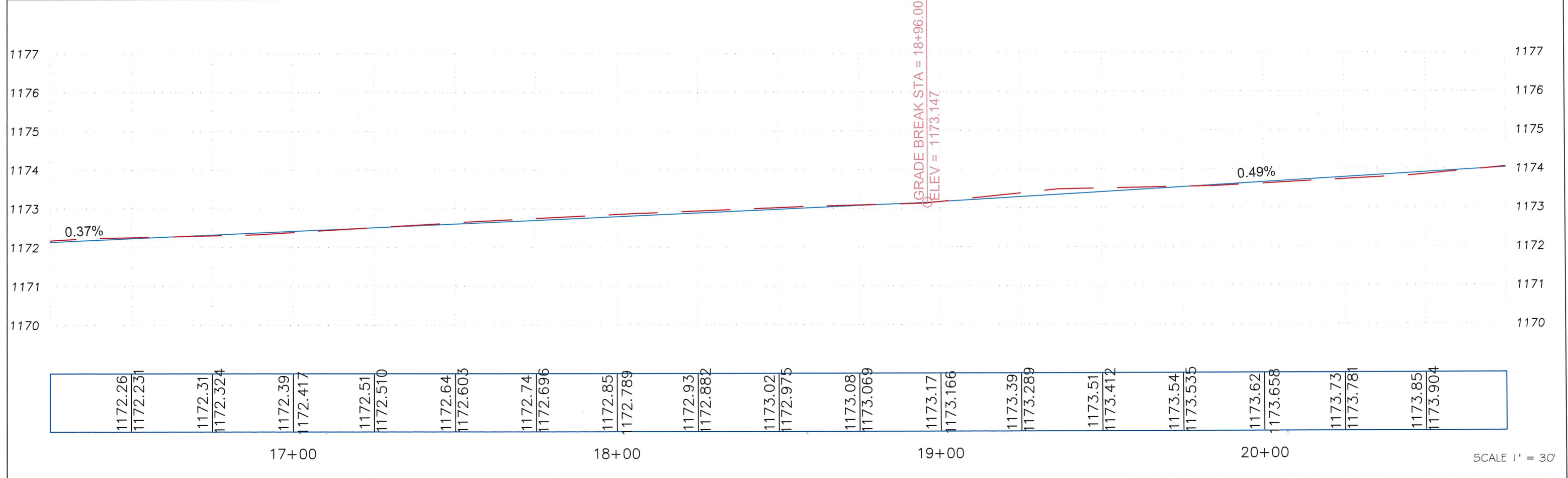
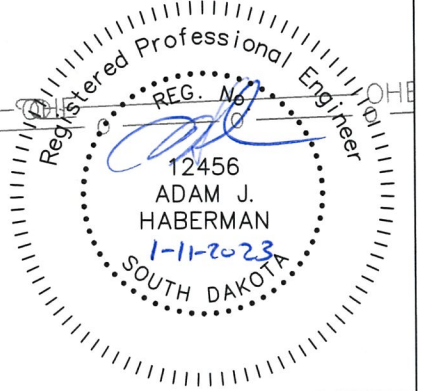
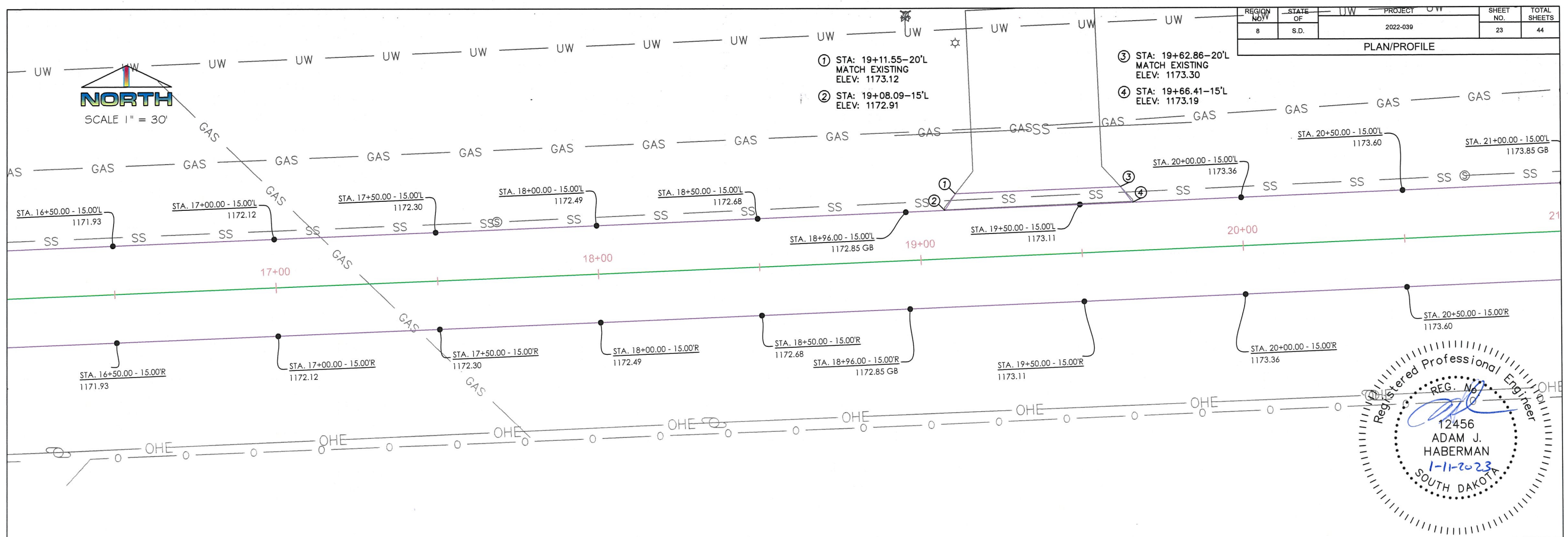
PLAN/PROFILE



SCALE 1" = 30'



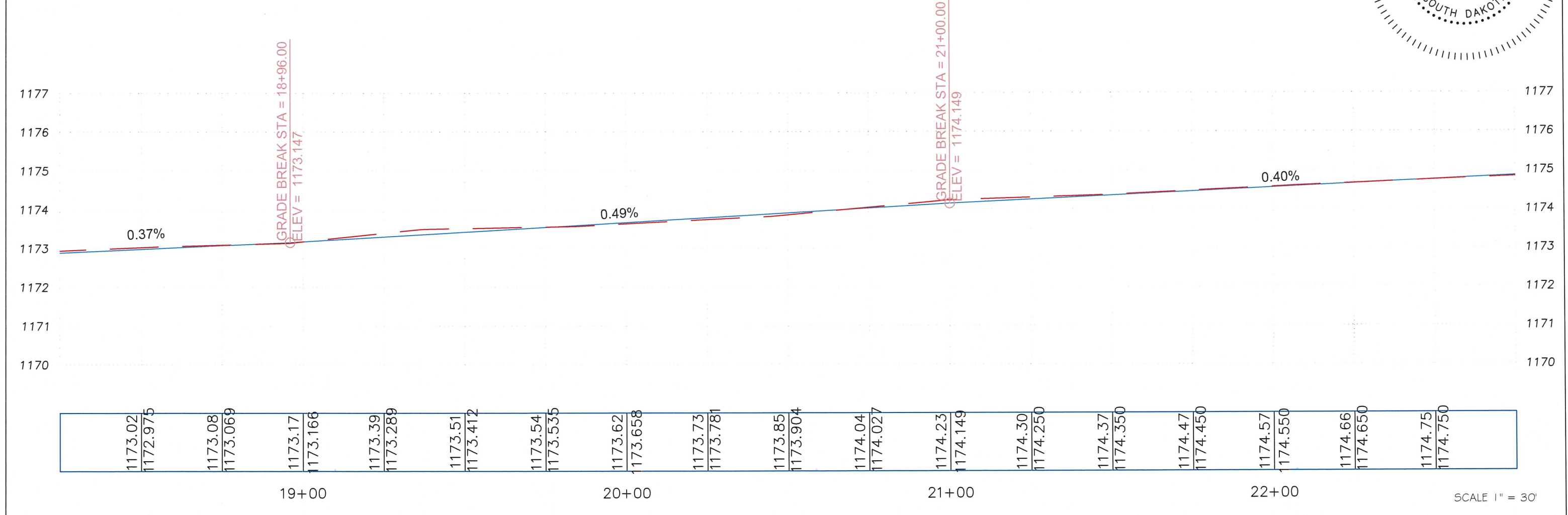
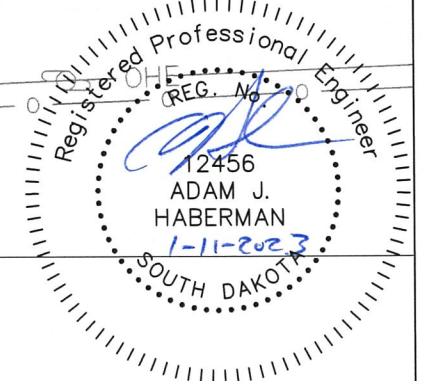
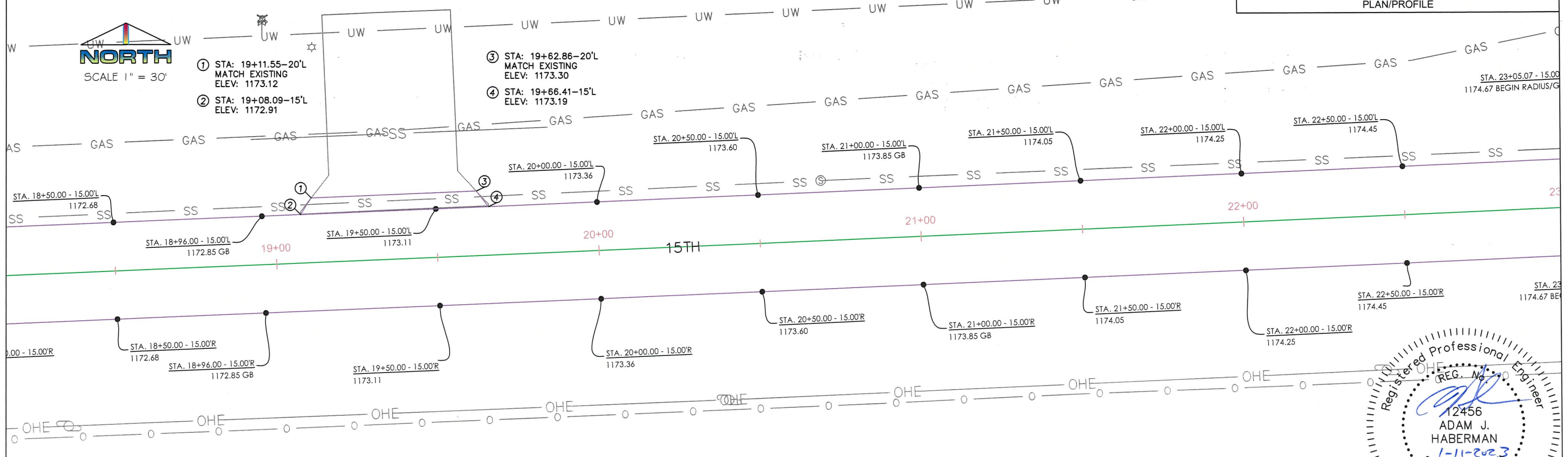
REGION NO.	STATE OF	PROJECT	UW	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039		23	44





- ① STA: 19+11.55-20'L
MATCH EXISTING
ELEV: 1173.12
- ② STA: 19+08.09-15'L
ELEV: 1172.91

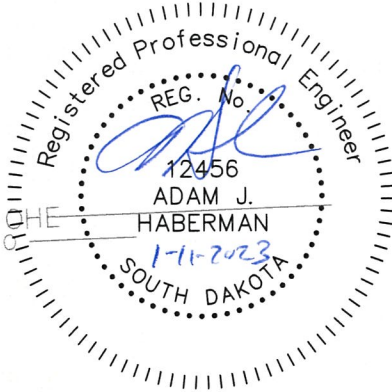
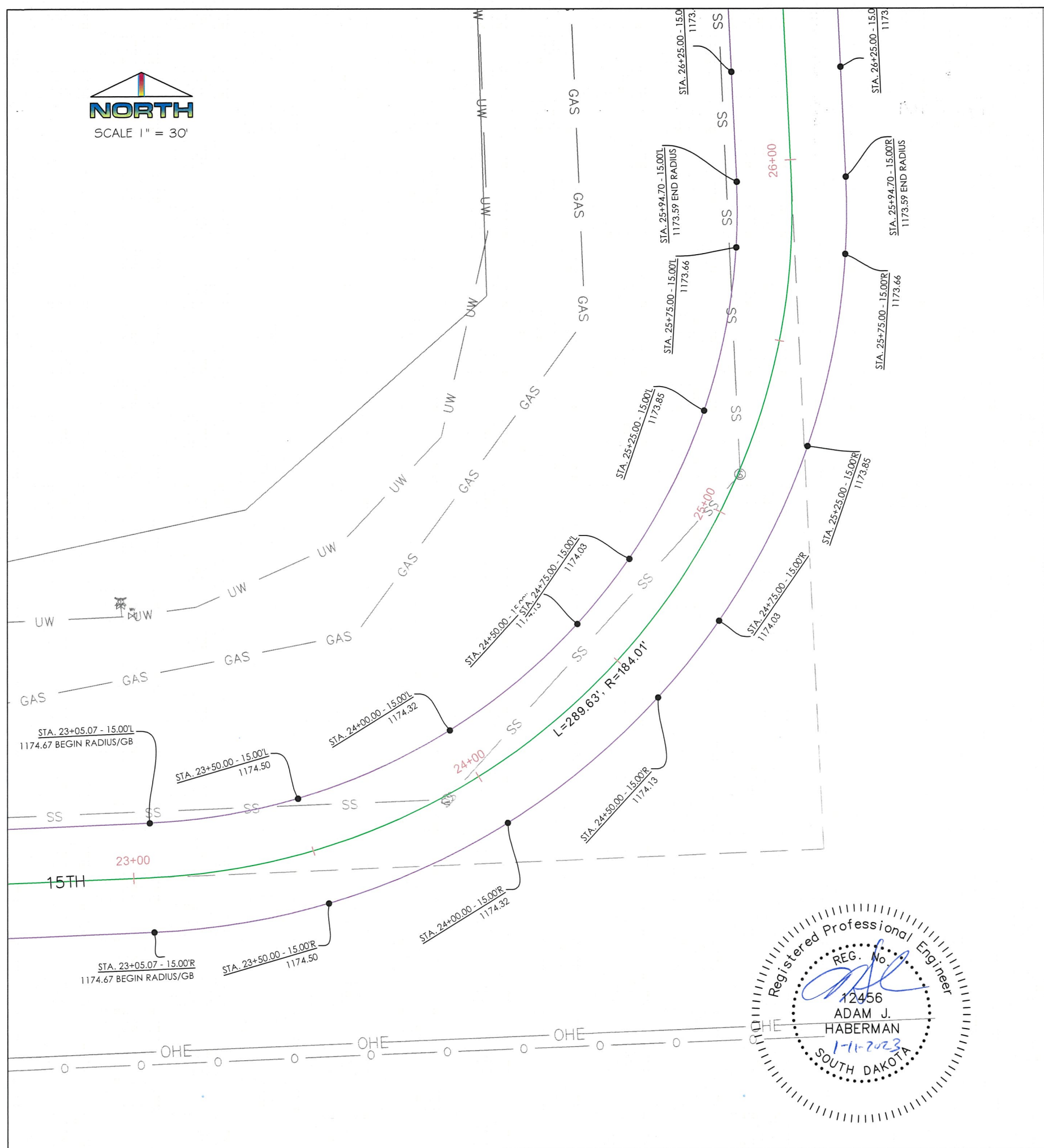
- ③ STA: 19+62.86-20'L
MATCH EXISTING
ELEV: 1173.30
- ④ STA: 19+66.41-15'L
ELEV: 1173.19



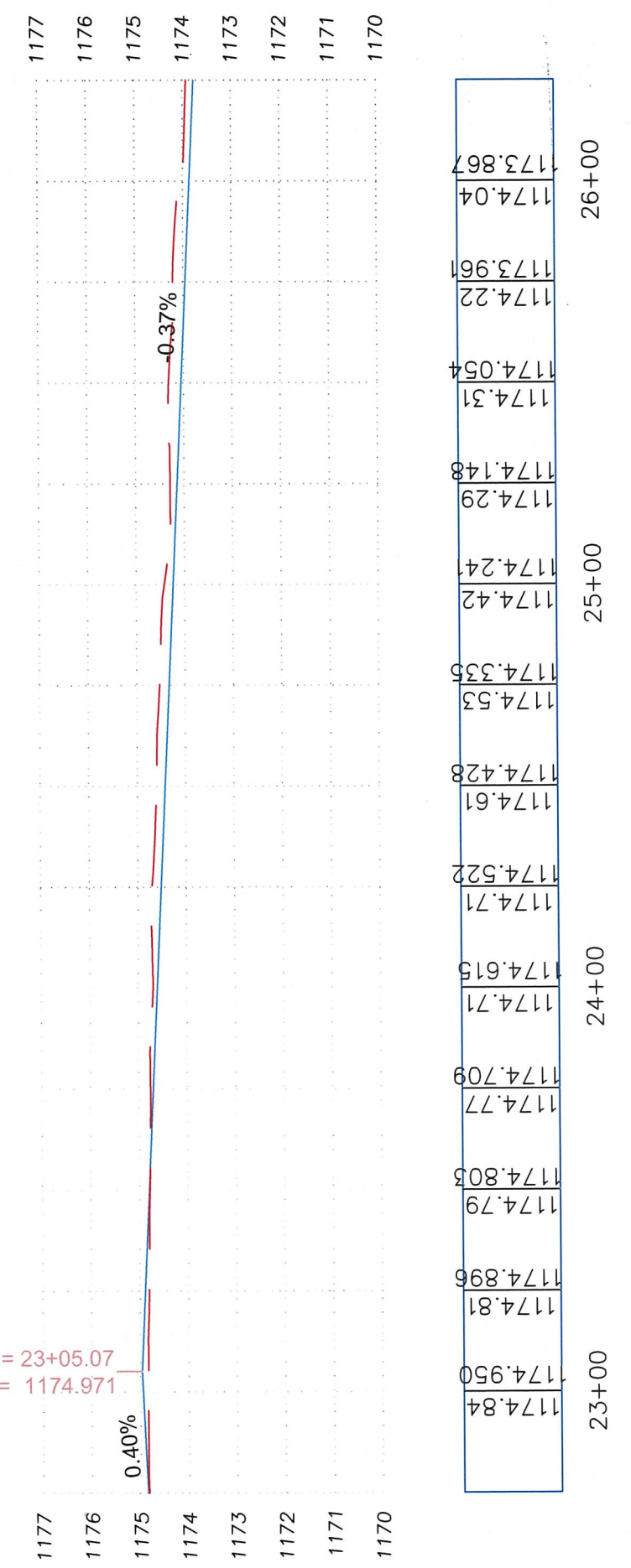


REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	25	44

PLAN/PROFILE

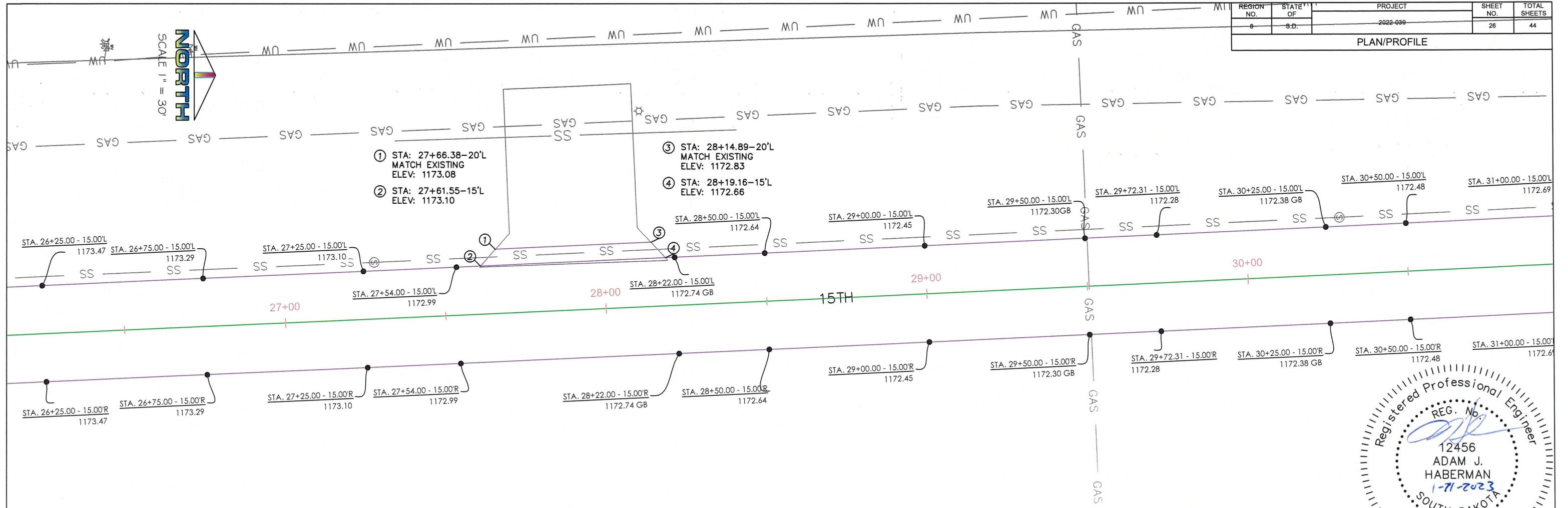


GRADE BREAK STA = 23+05.07
ELEV = 1174.971

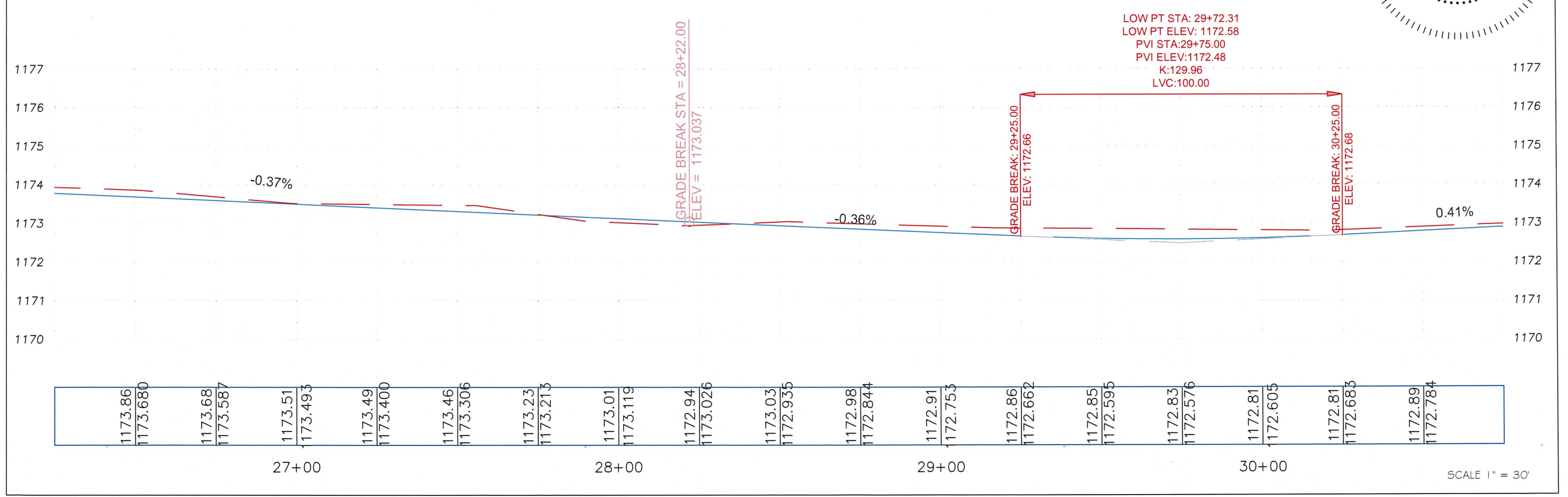
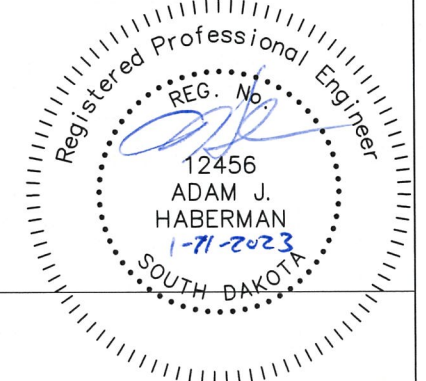


SCALE 1" = 40'

REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-000	26	44
PLAN/PROFILE				

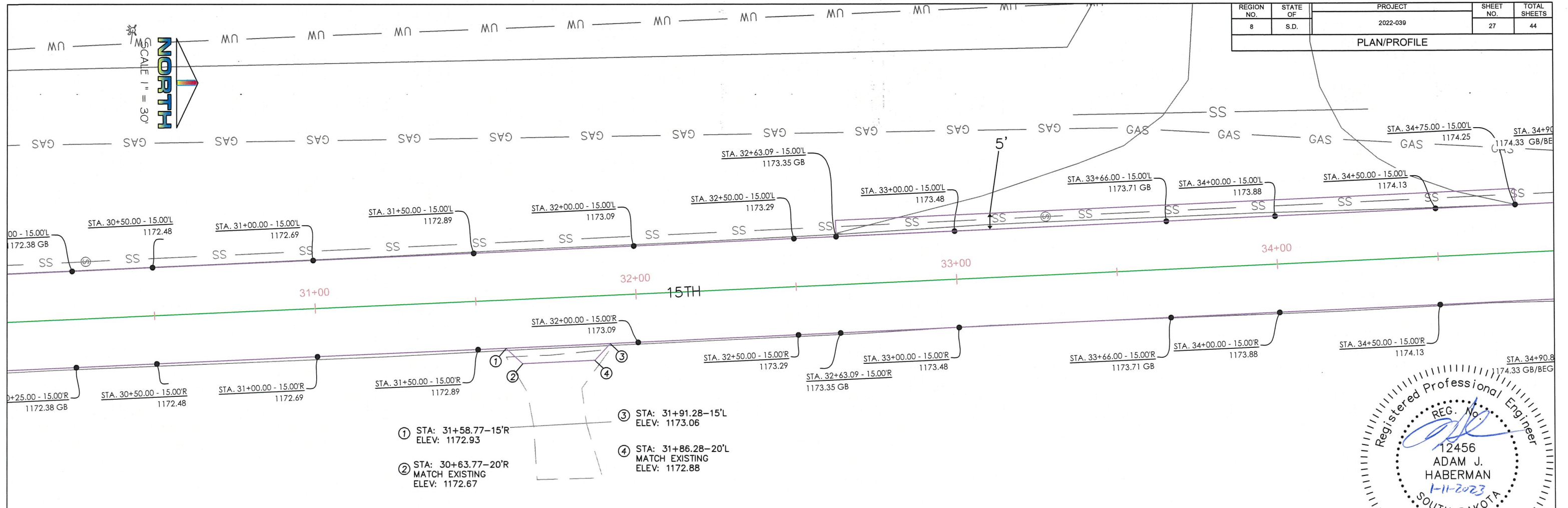


- ① STA: 27+66.38-20'L
MATCH EXISTING
ELEV: 1173.08
- ② STA: 27+61.55-15'L
ELEV: 1173.10
- ③ STA: 28+14.89-20'L
MATCH EXISTING
ELEV: 1172.83
- ④ STA: 28+19.16-15'L
ELEV: 1172.66

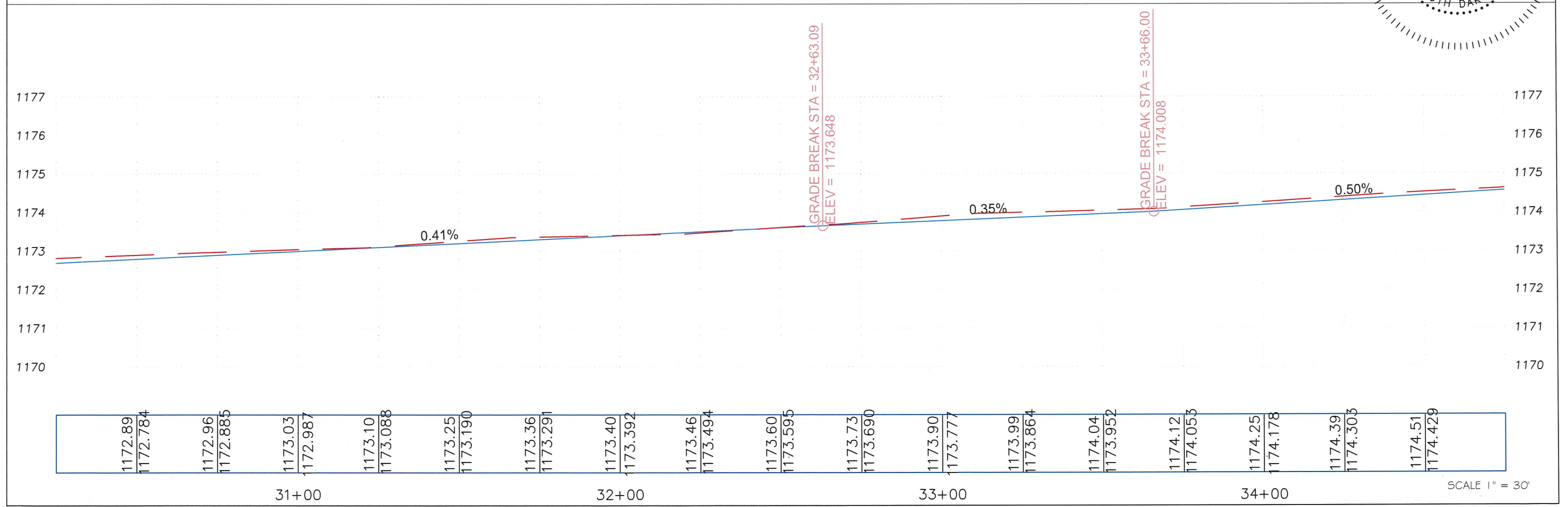
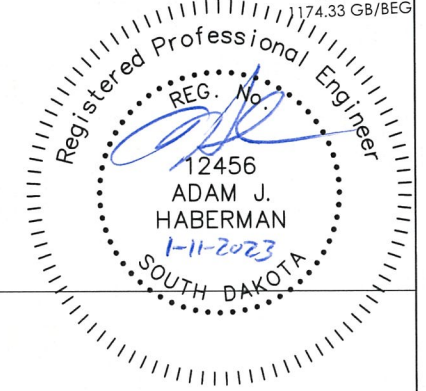


SCALE 1" = 30'

REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	27	44
PLAN/PROFILE				



- ① STA: 31+58.77-15'R
ELEV: 1172.93
- ② STA: 30+63.77-20'R
MATCH EXISTING
ELEV: 1172.67
- ③ STA: 31+91.28-15'L
ELEV: 1173.06
- ④ STA: 31+86.28-20'L
MATCH EXISTING
ELEV: 1172.88



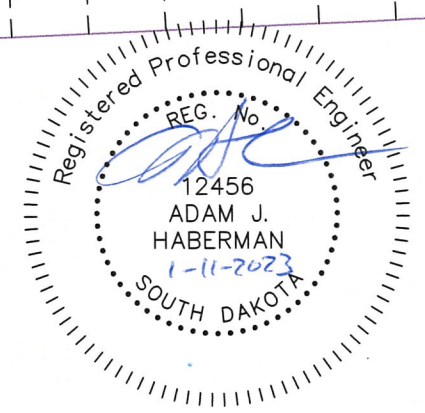
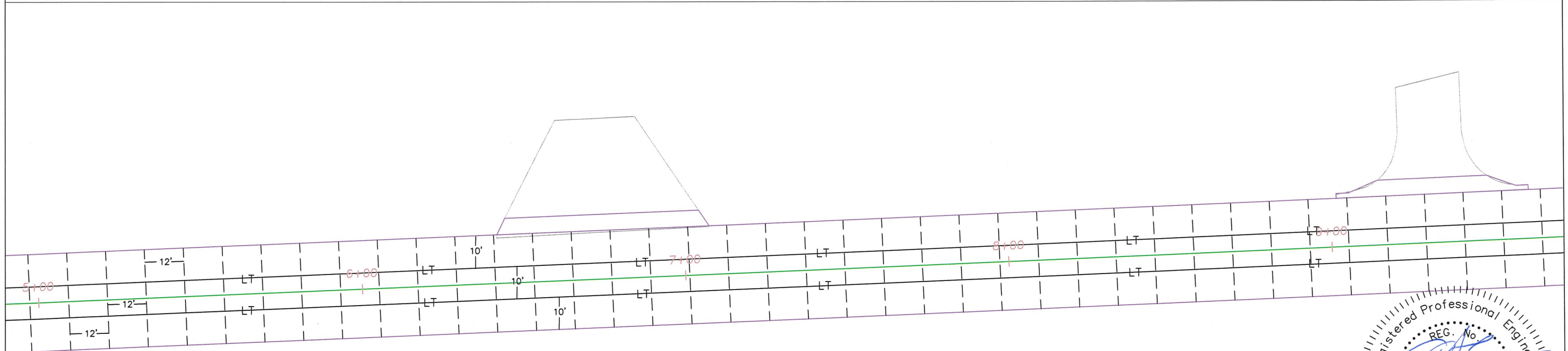
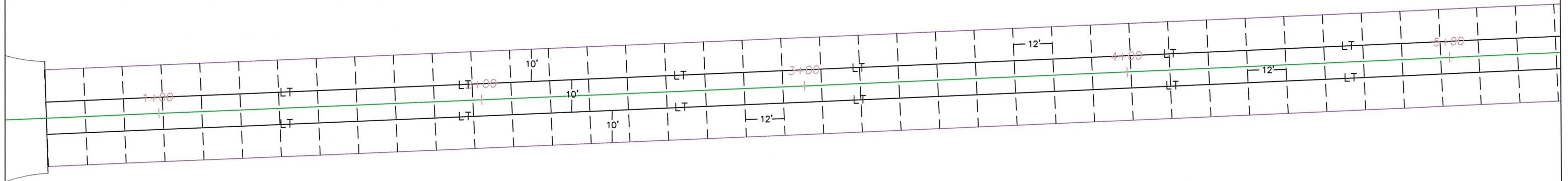
SCALE 1" = 30'

REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	29	44
JOINT LAYOUT				



LEGEND

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



REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	30	44
JOINT LAYOUT				

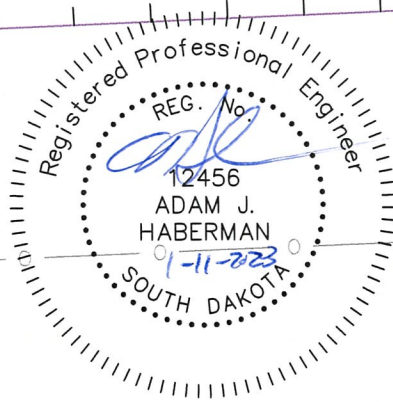
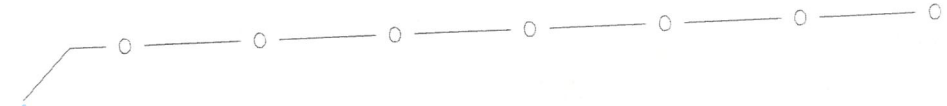
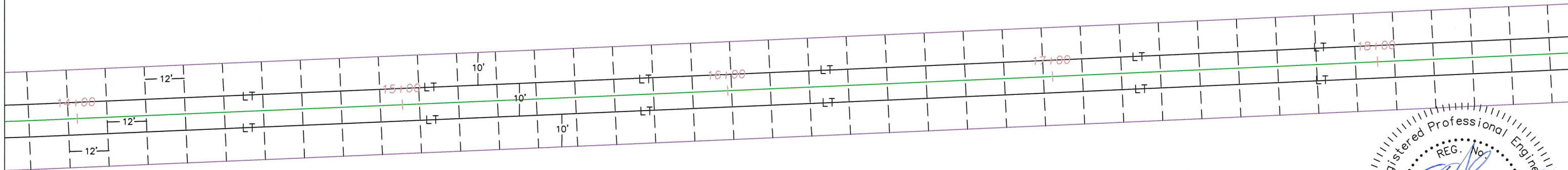
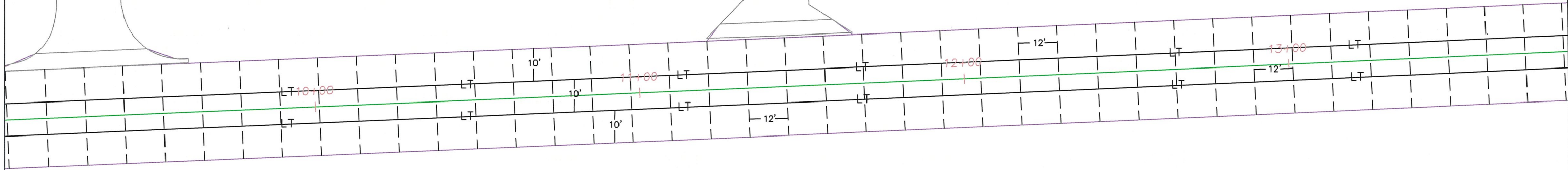
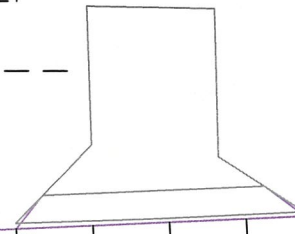
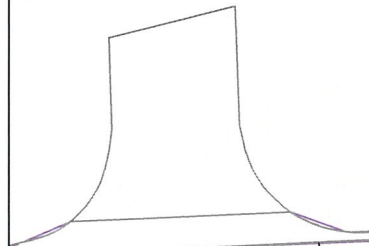
LEGEND



LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS — L — L —

LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS — LT — LT —

TRANSVERSE CONTRACTION JOINT - - - - -

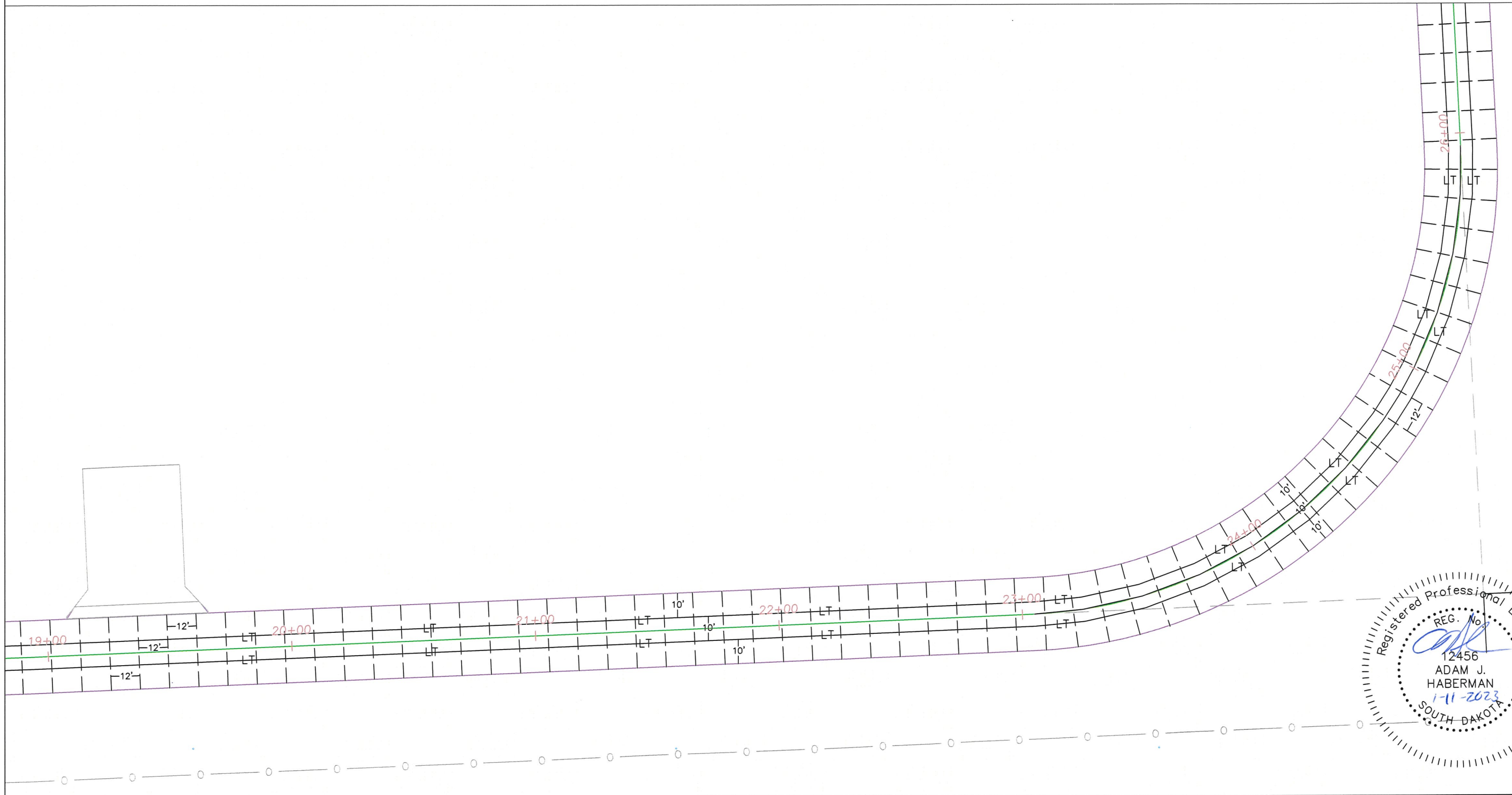


REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	31	44
JOINT LAYOUT				

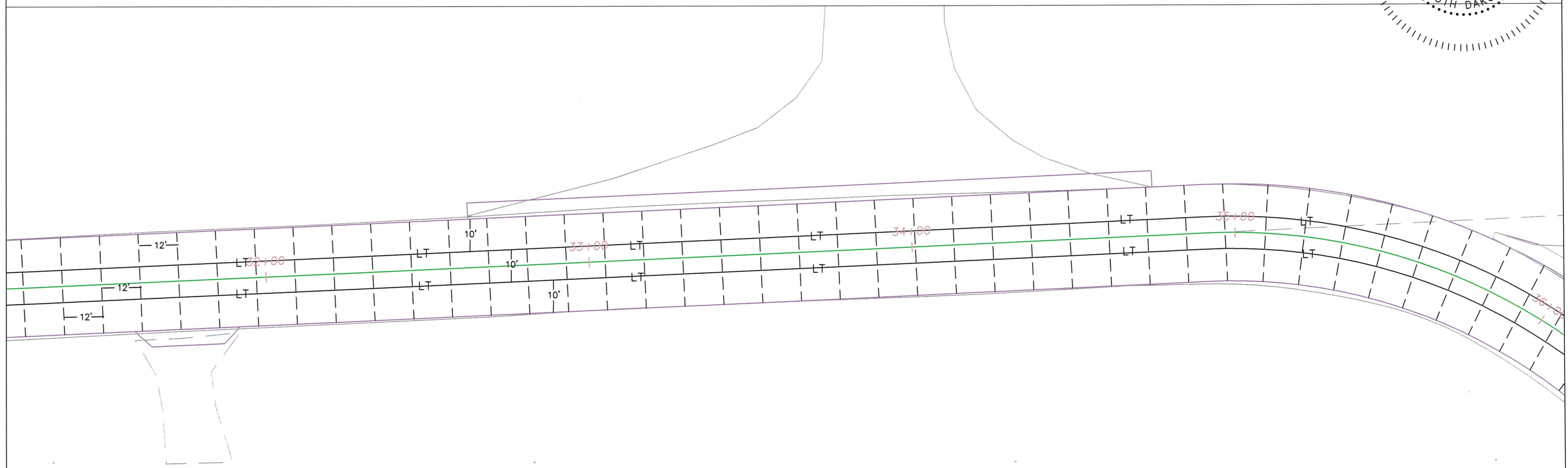
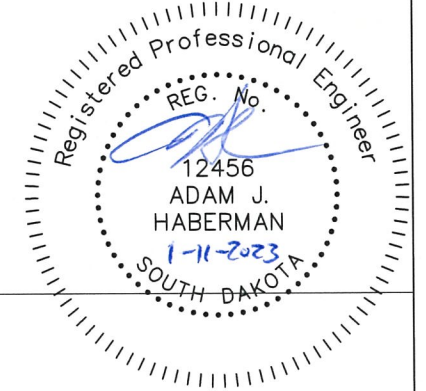
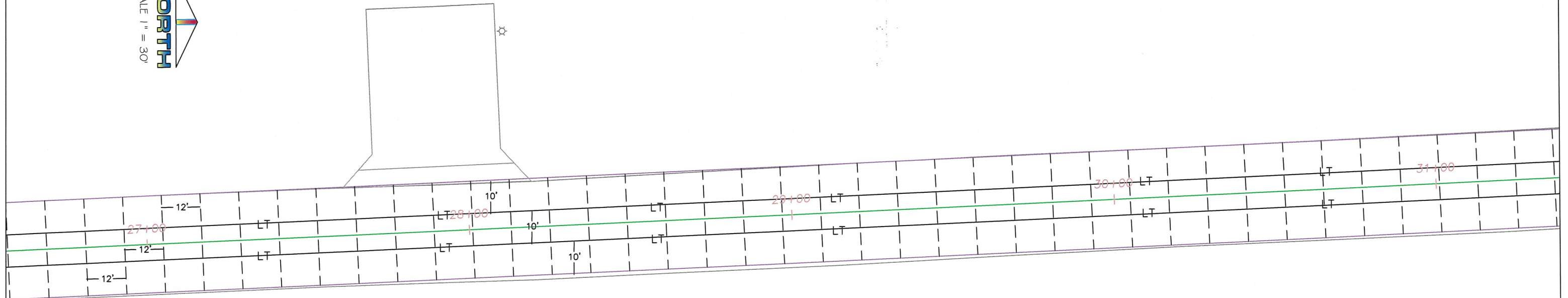


LEGEND

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



REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	32	44
JOINT LAYOUT				

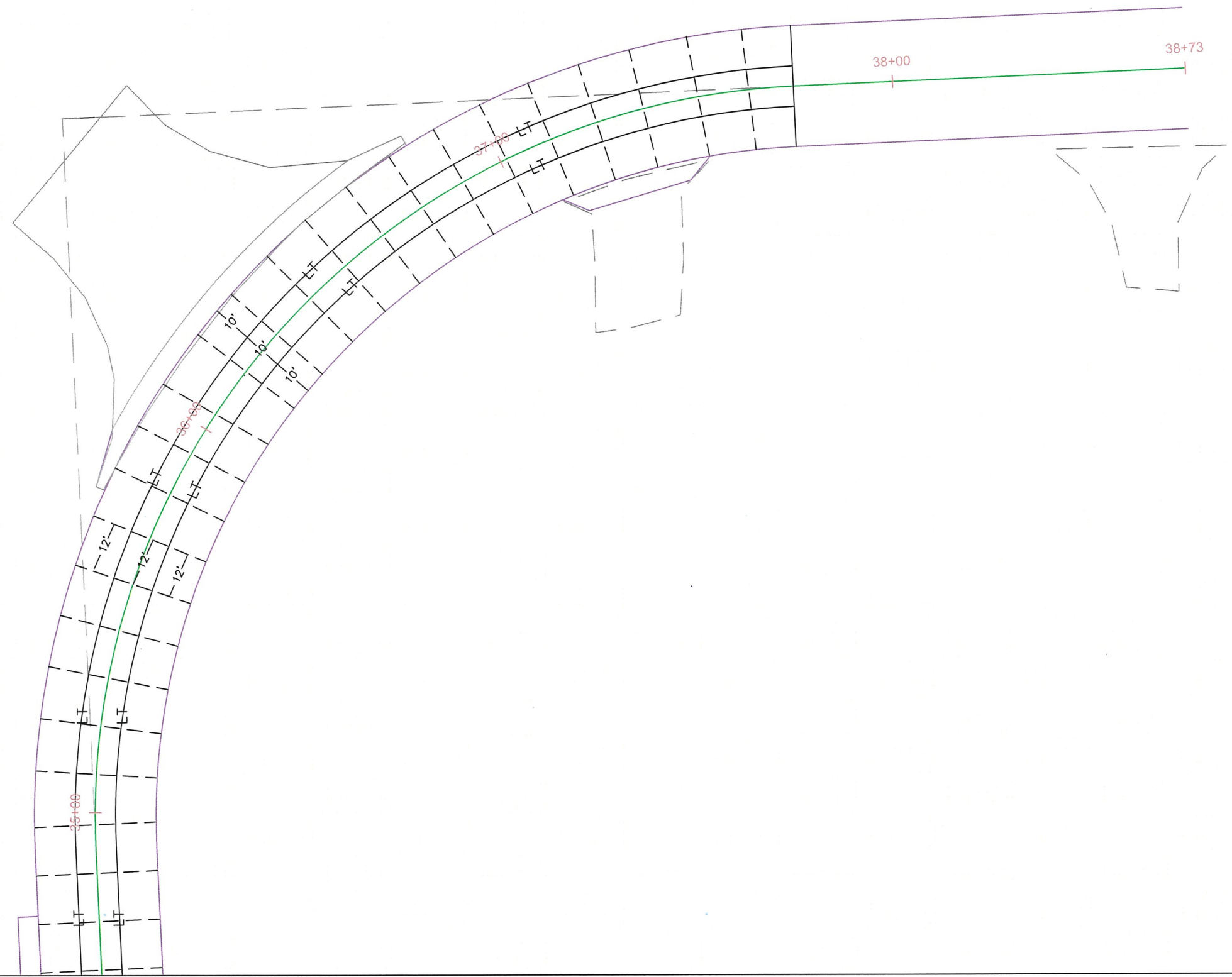


REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	33	44
JOINT LAYOUT				

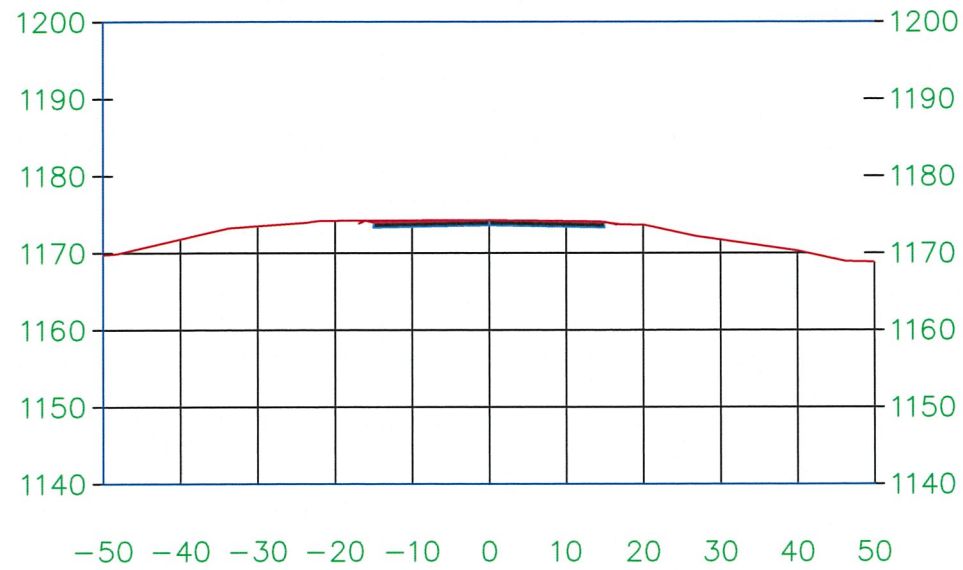


LEGEND

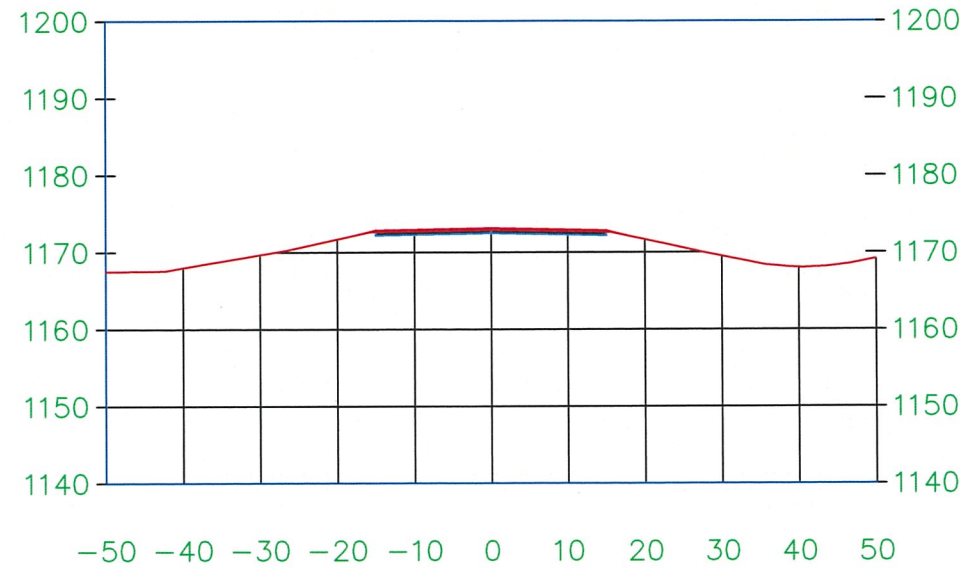
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- LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS — LT — LT —
- TRANSVERSE CONTRACTION JOINT - - - - -



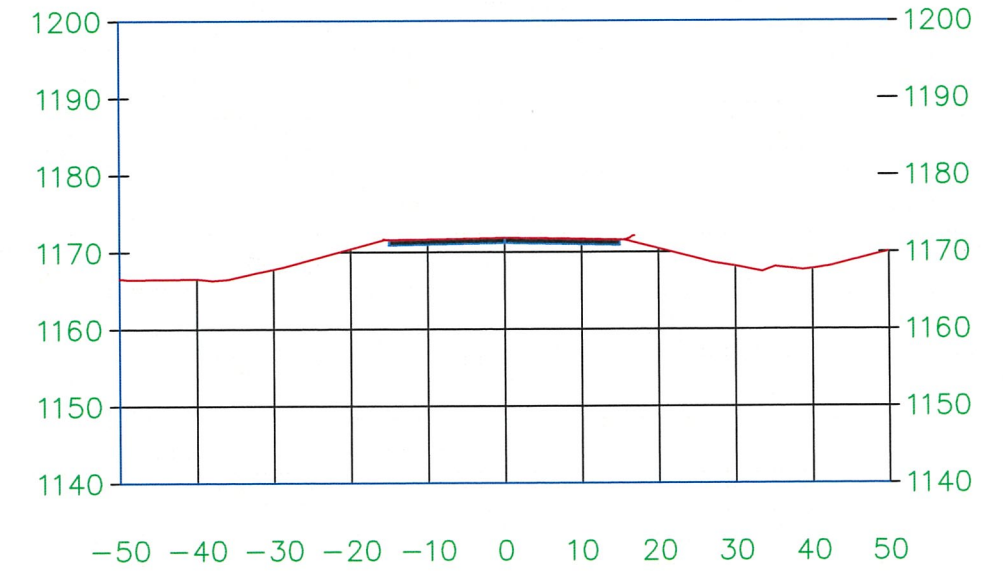
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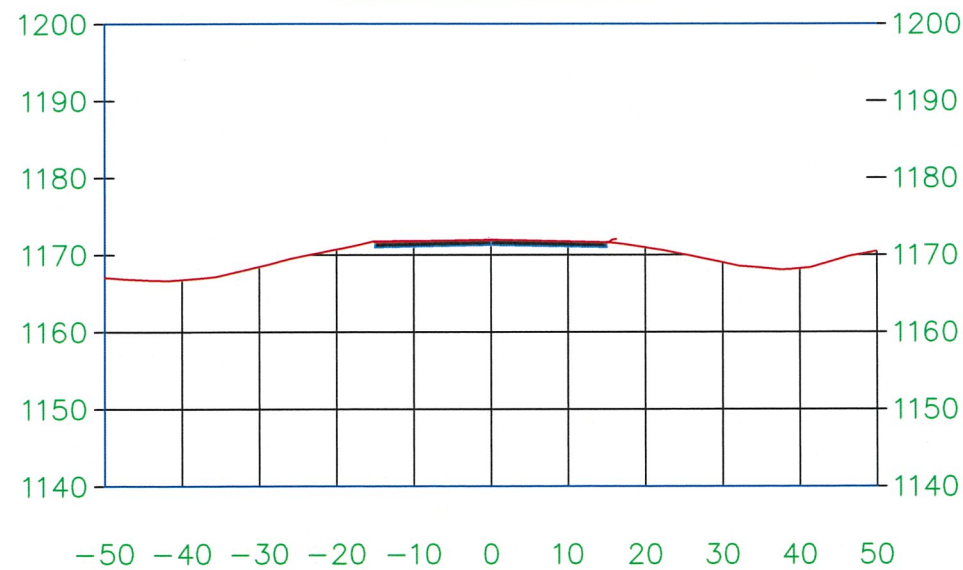
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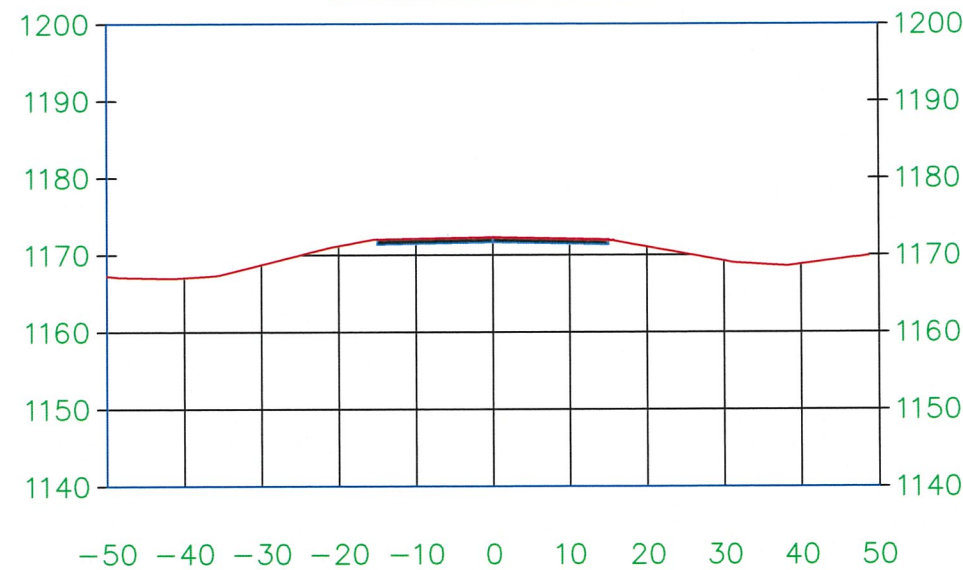
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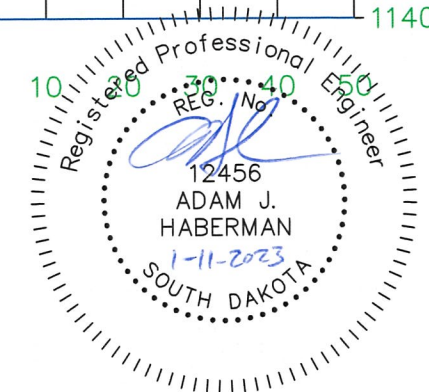
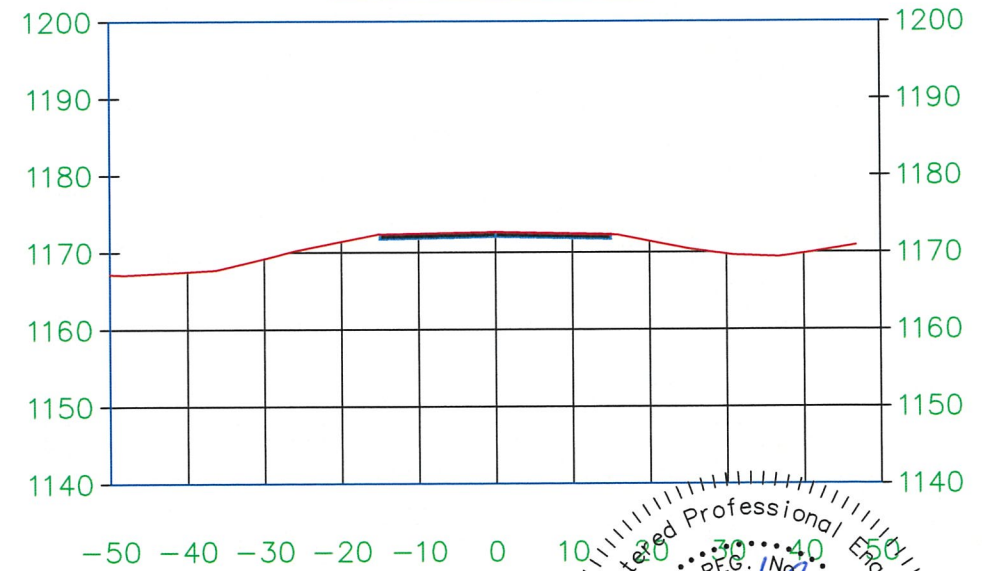
3+00.00



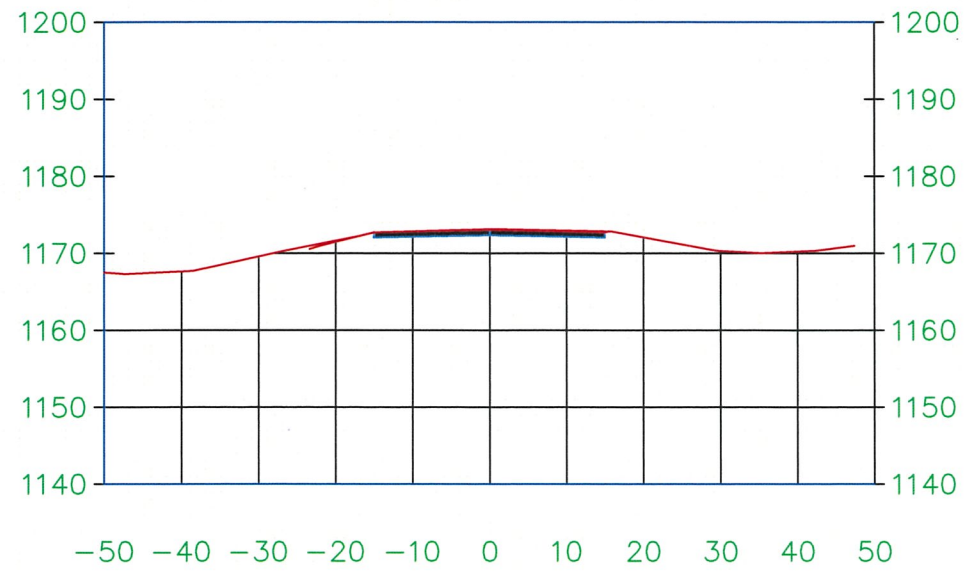
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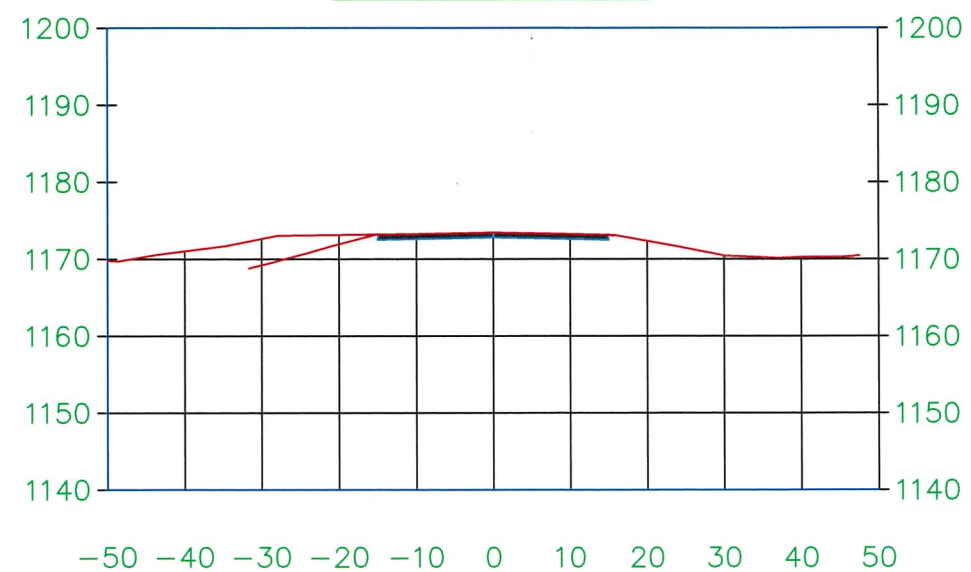
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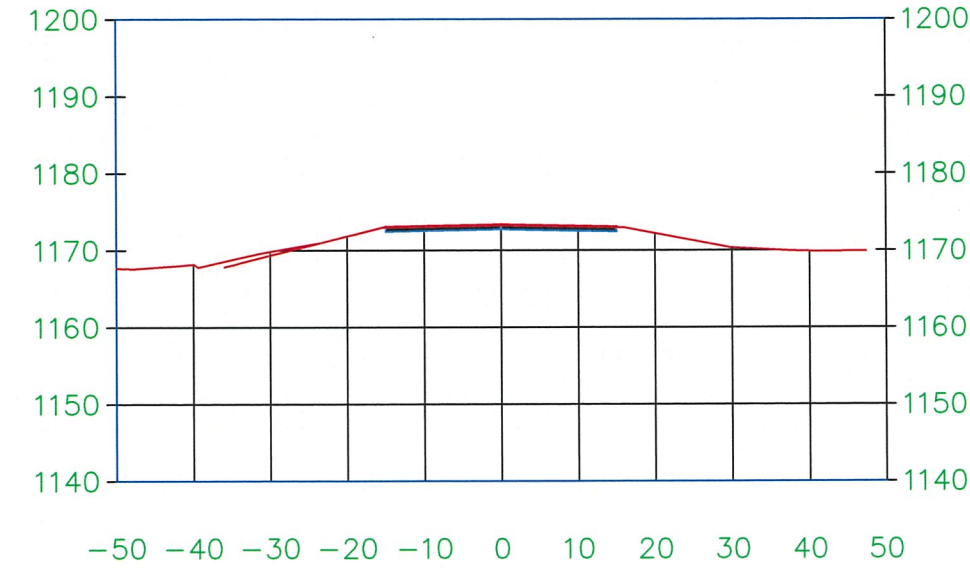
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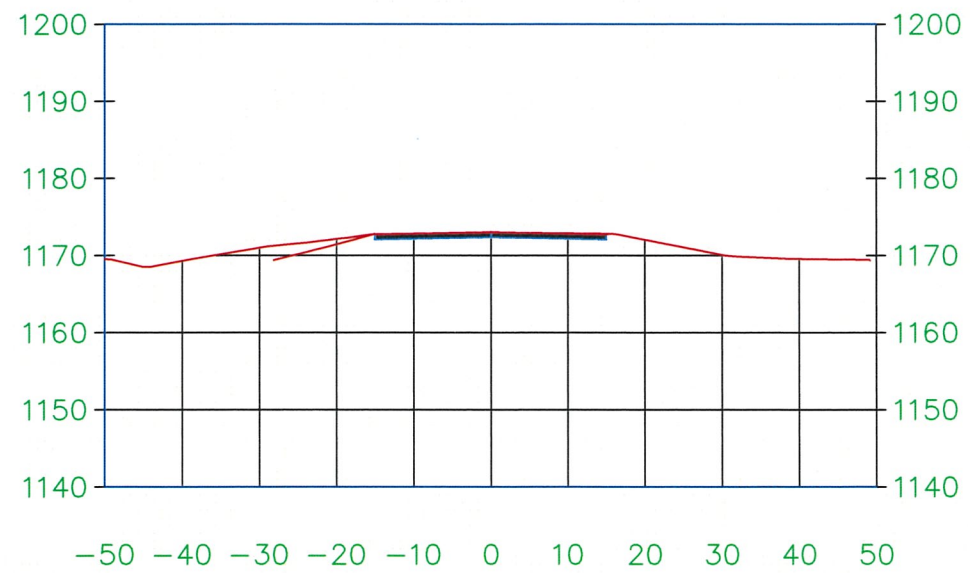
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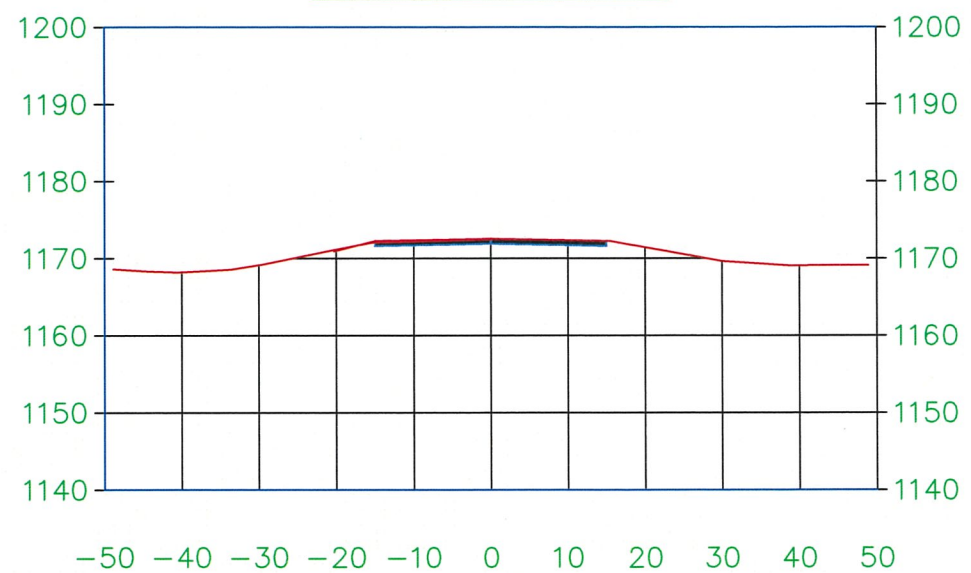
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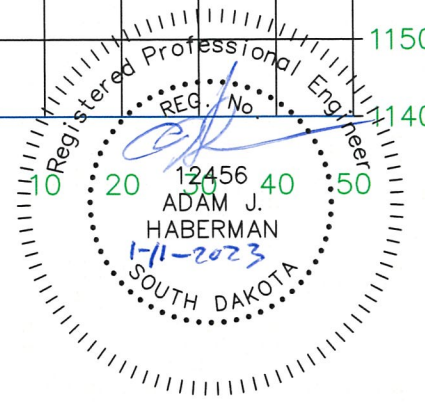
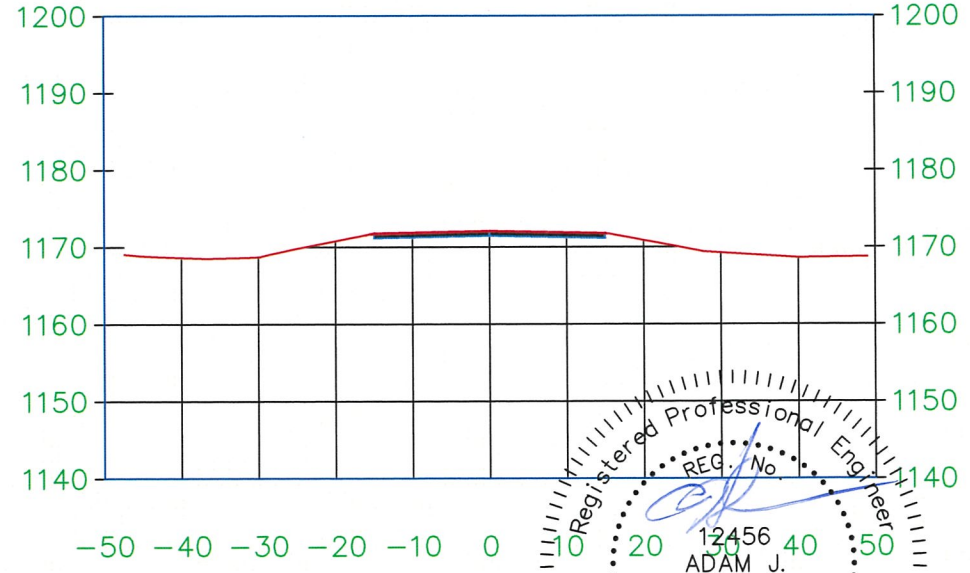
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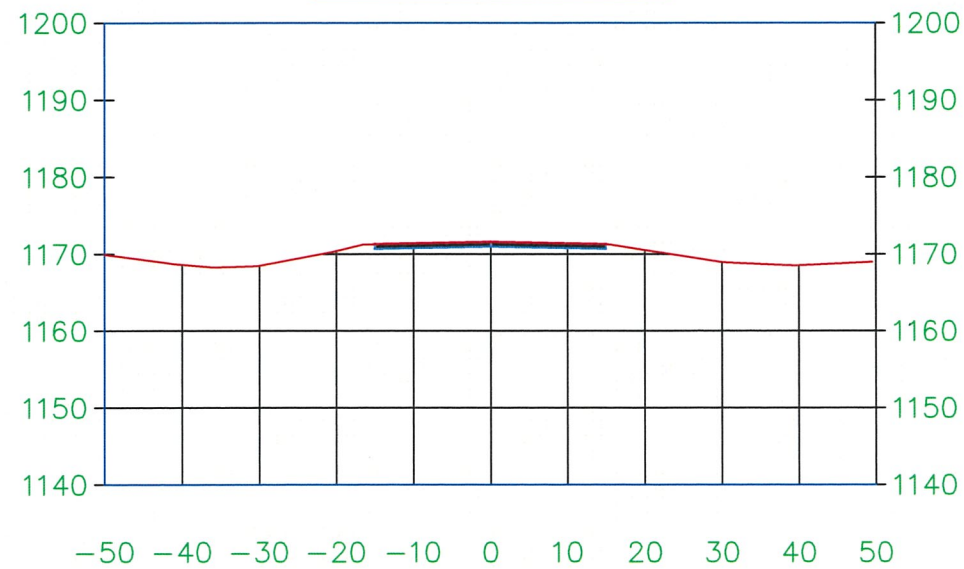
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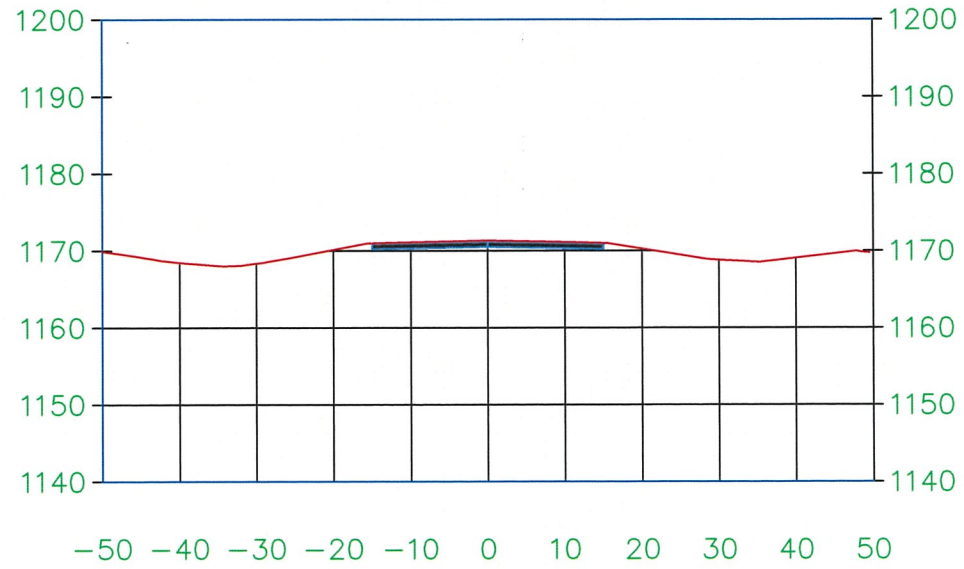
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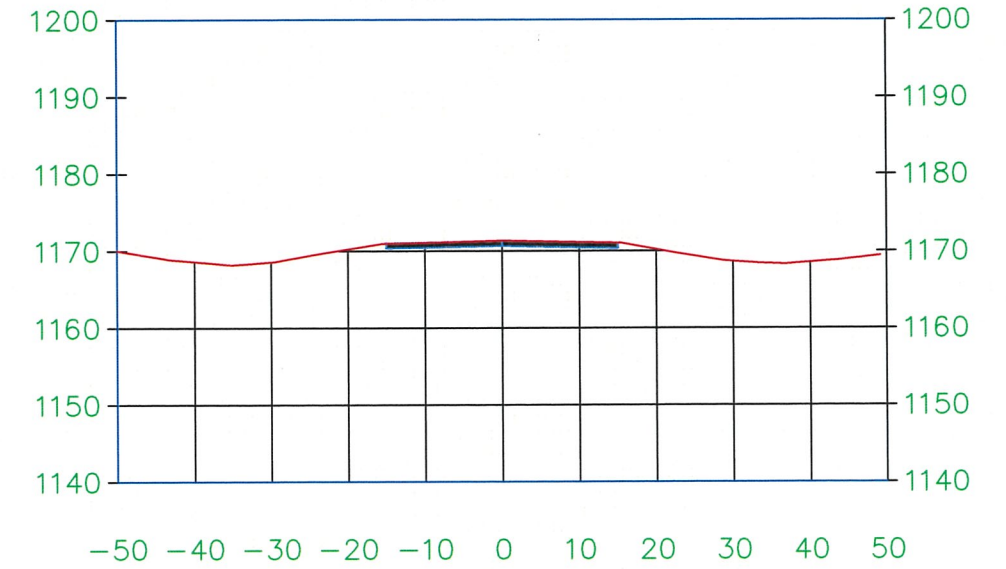
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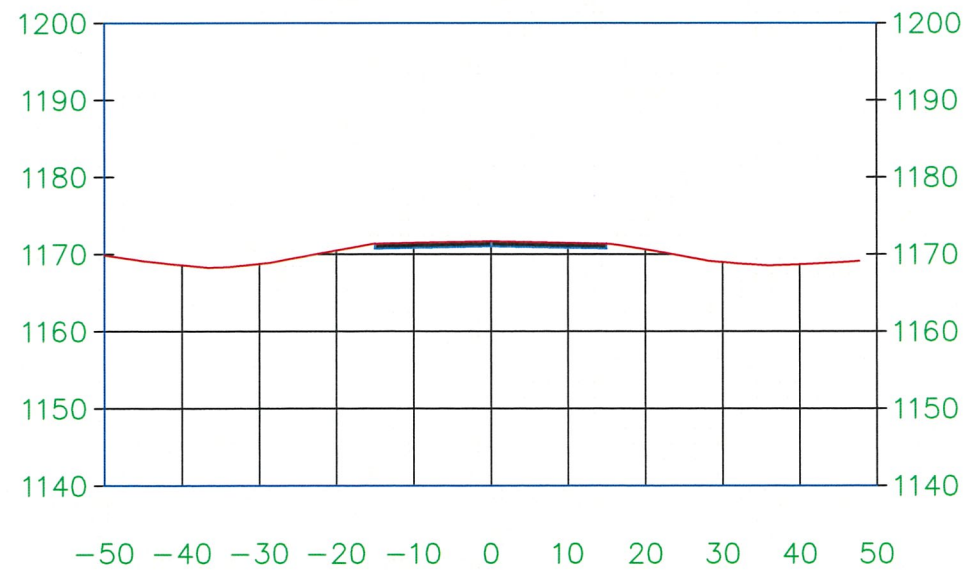
13+00.00



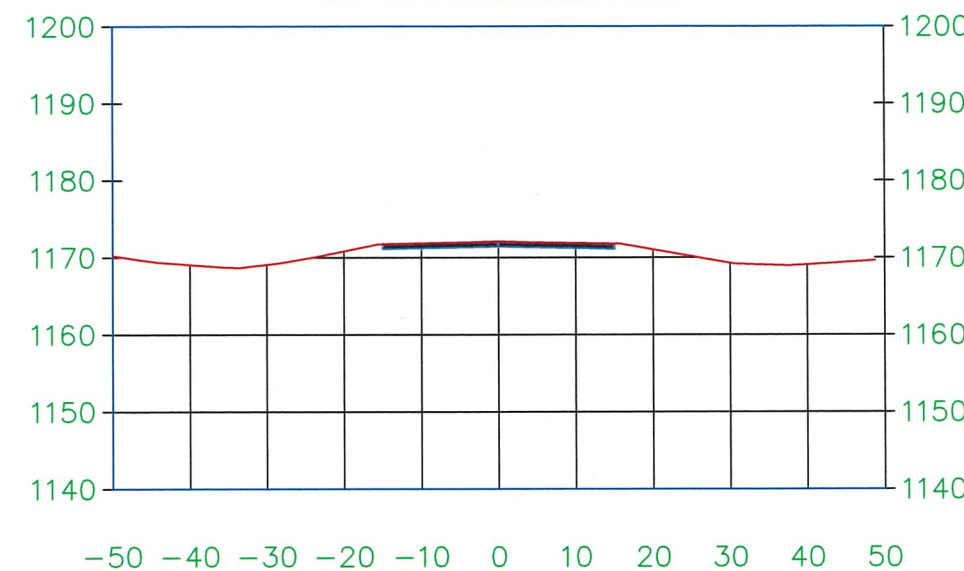
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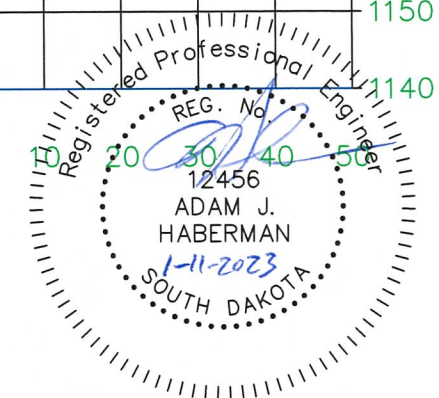
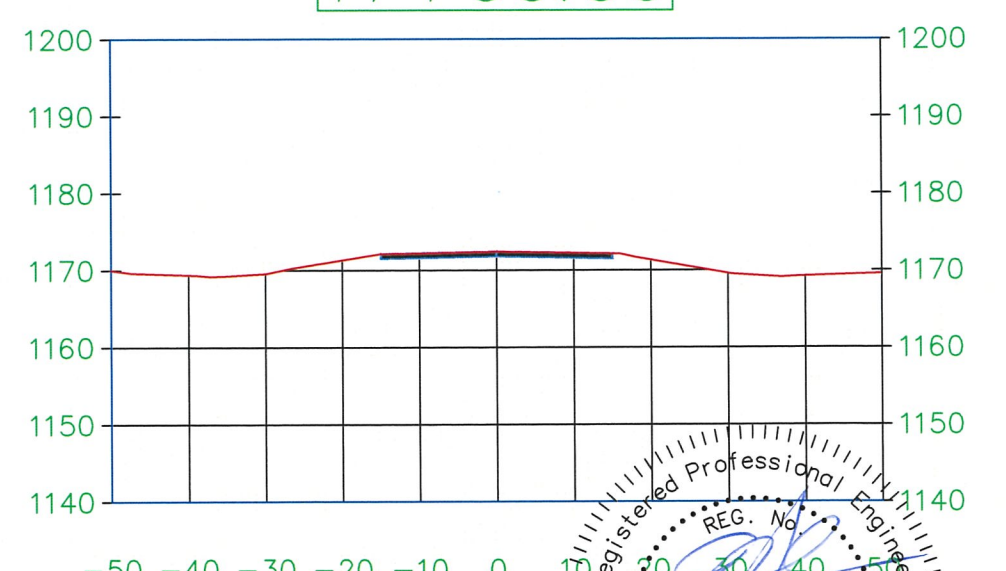
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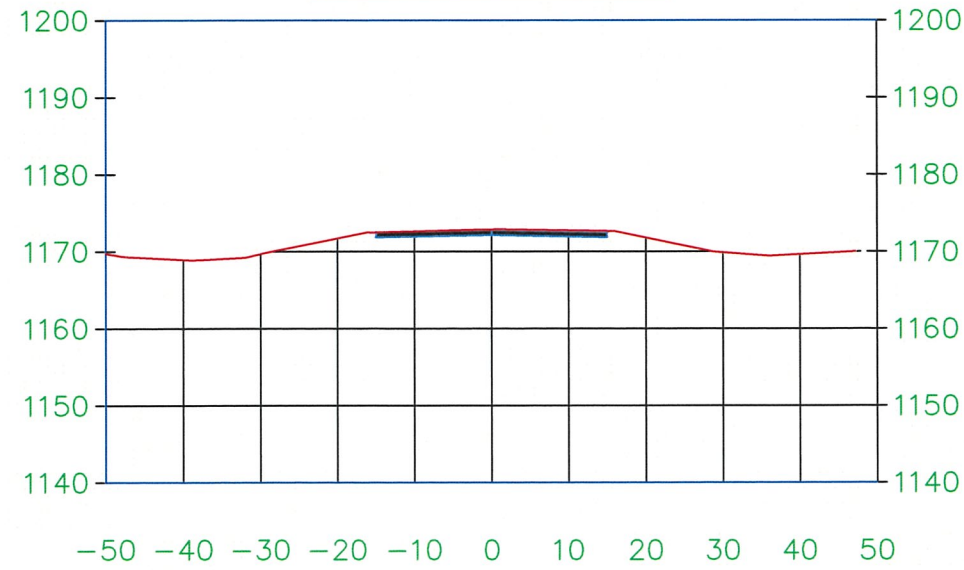
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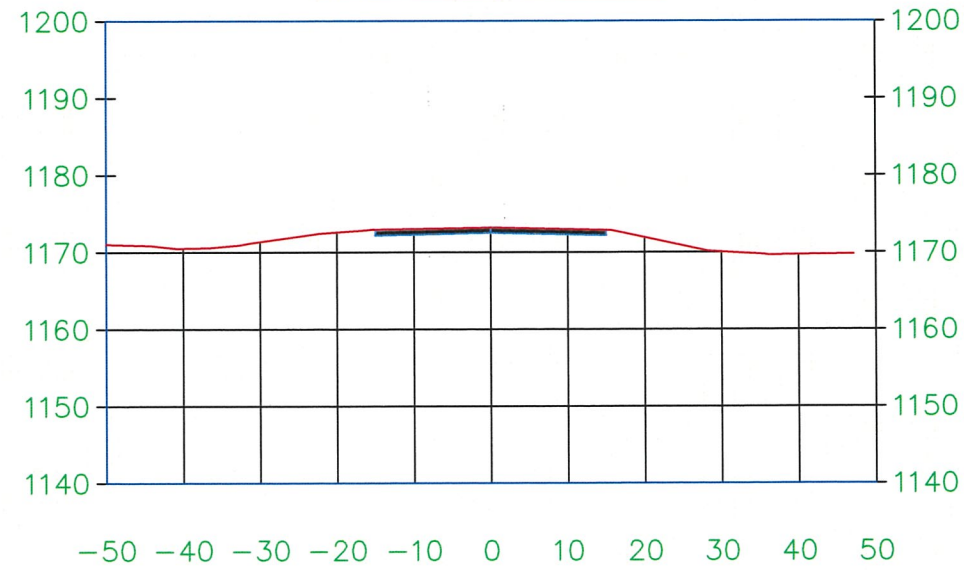
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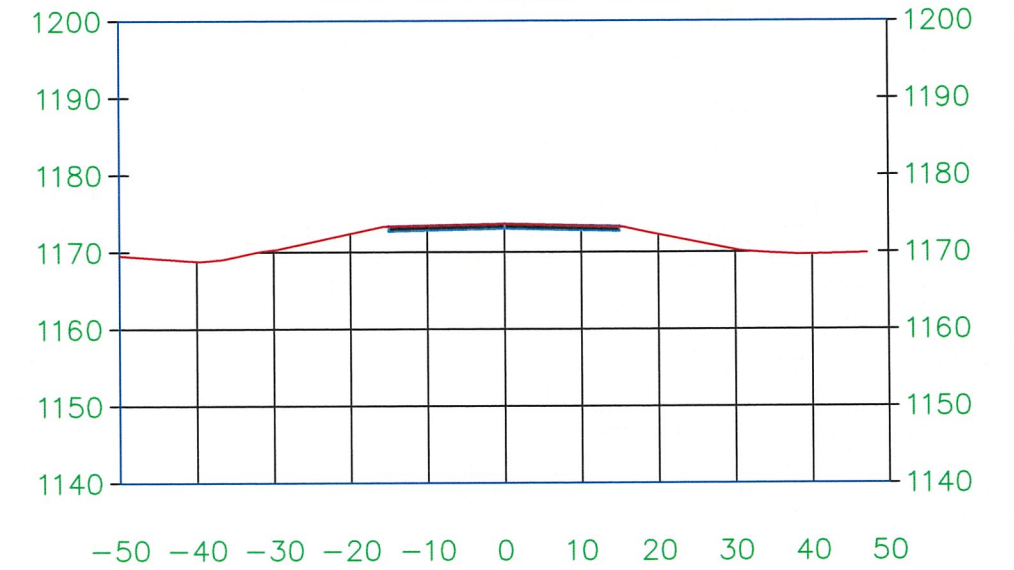
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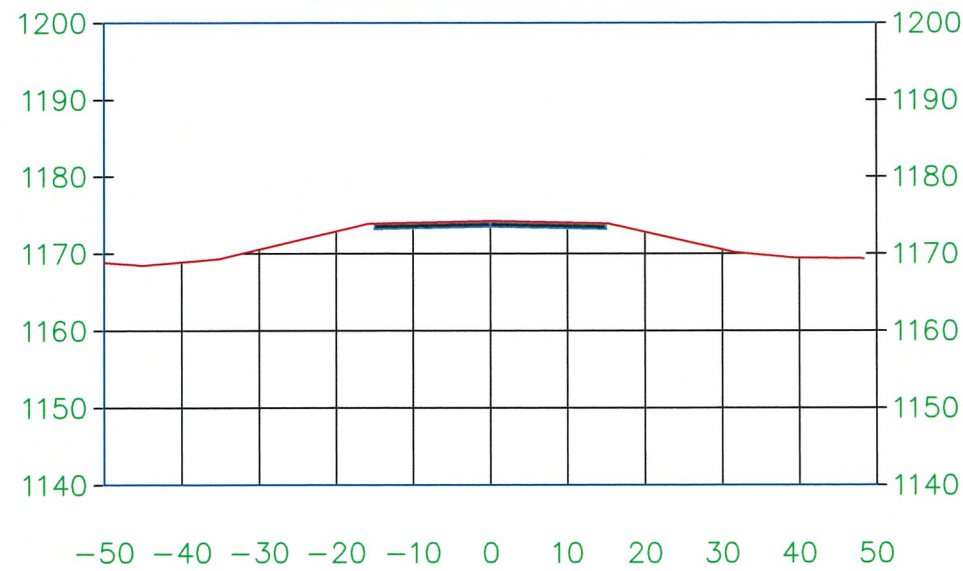
19+00.00



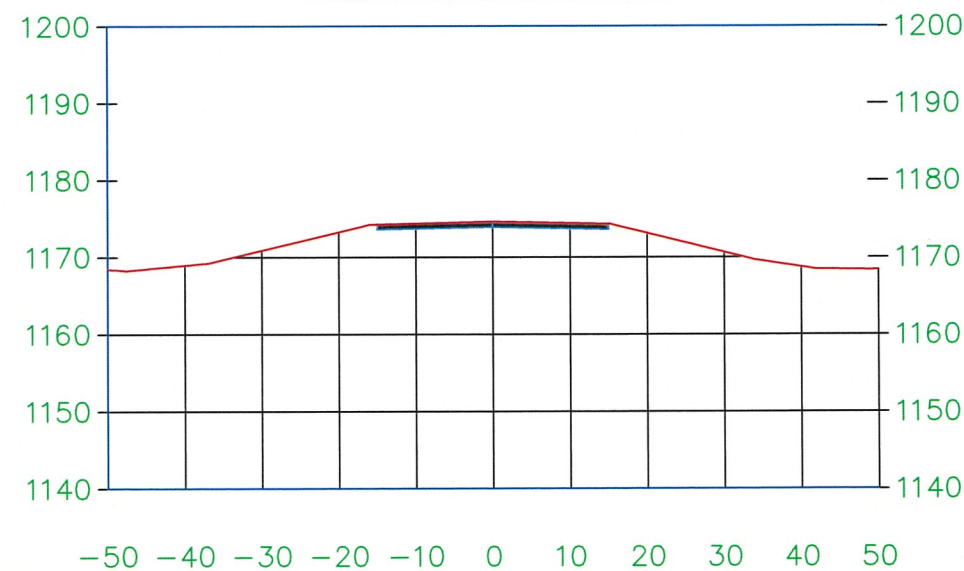
20+00.00



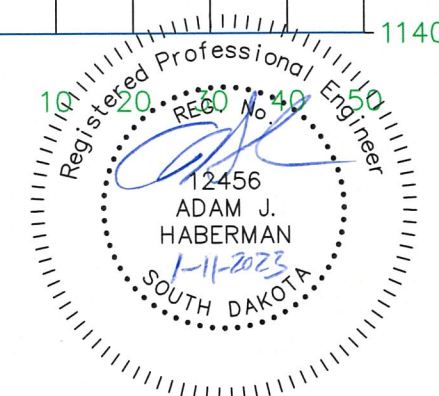
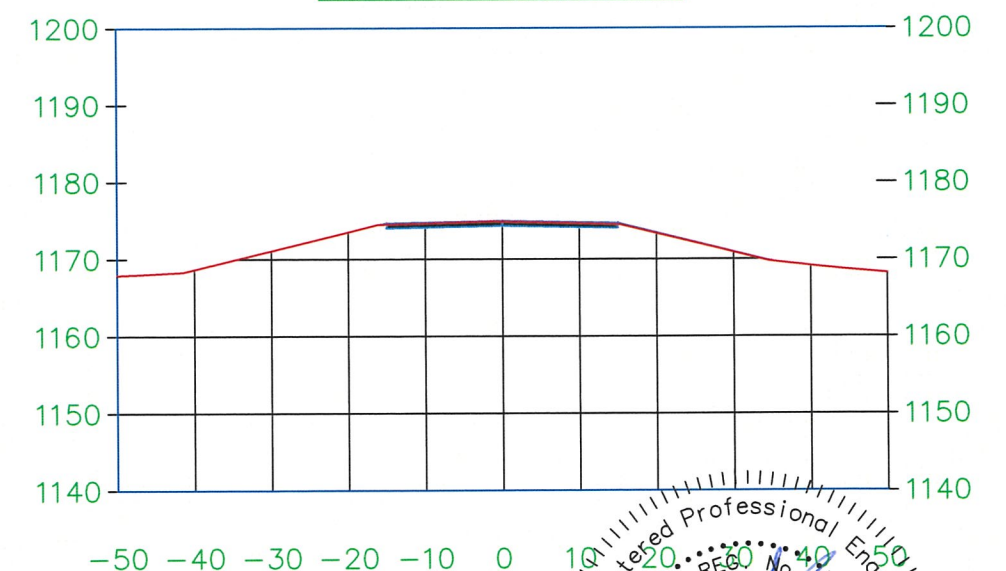
21+00.00



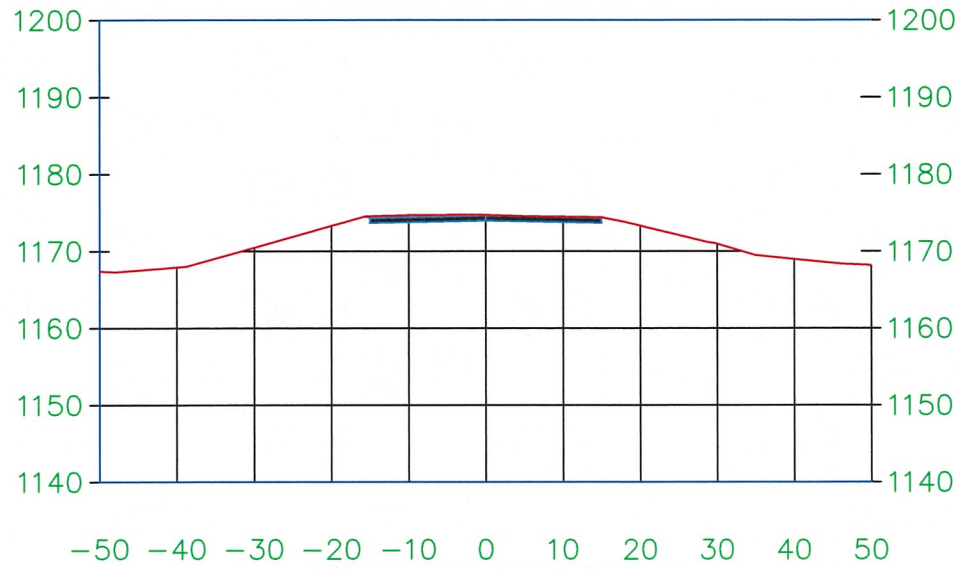
22+00.00



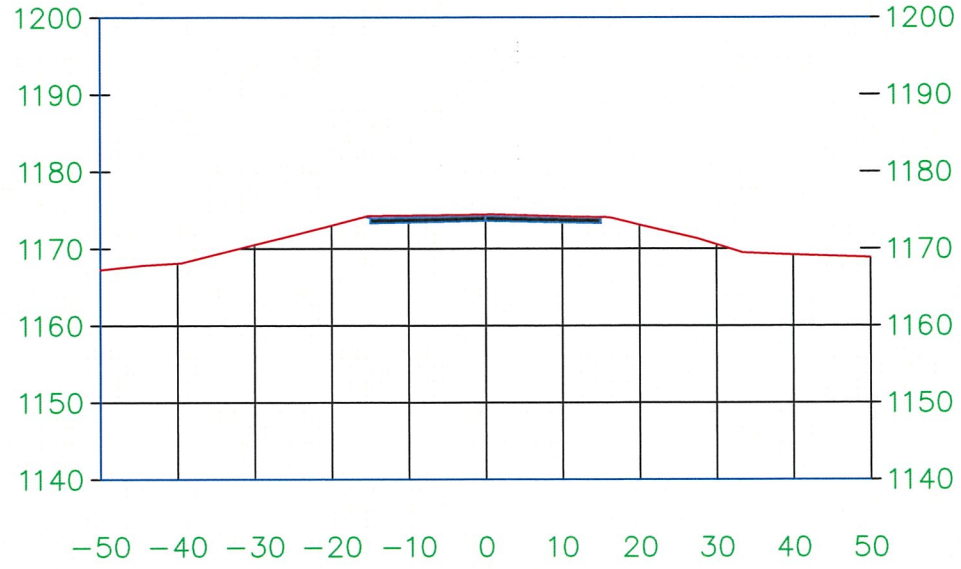
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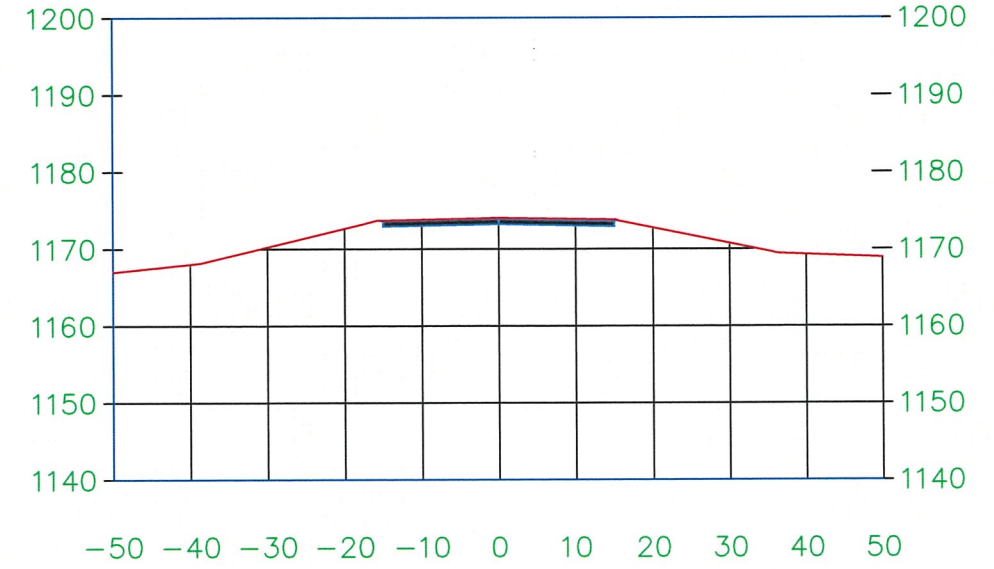
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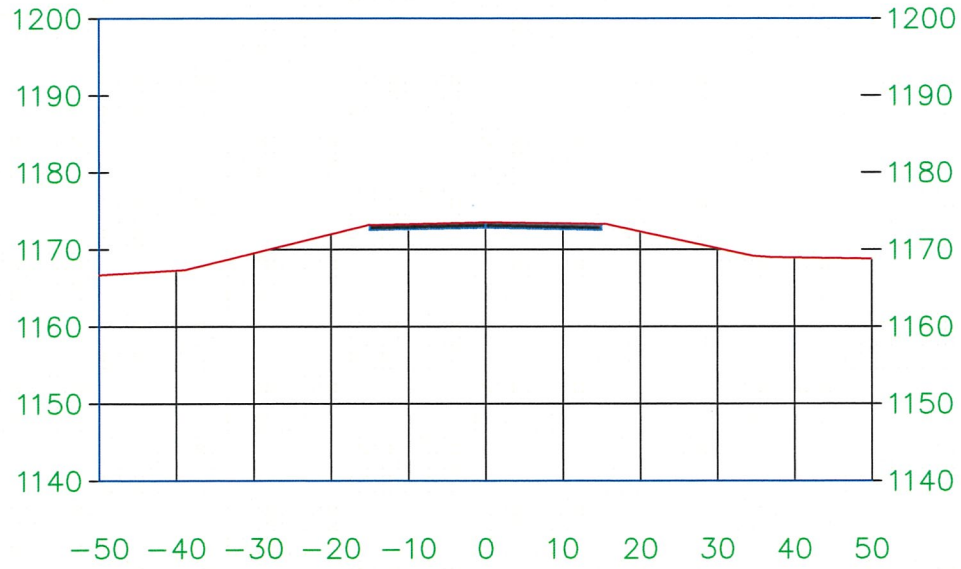
25+00.00



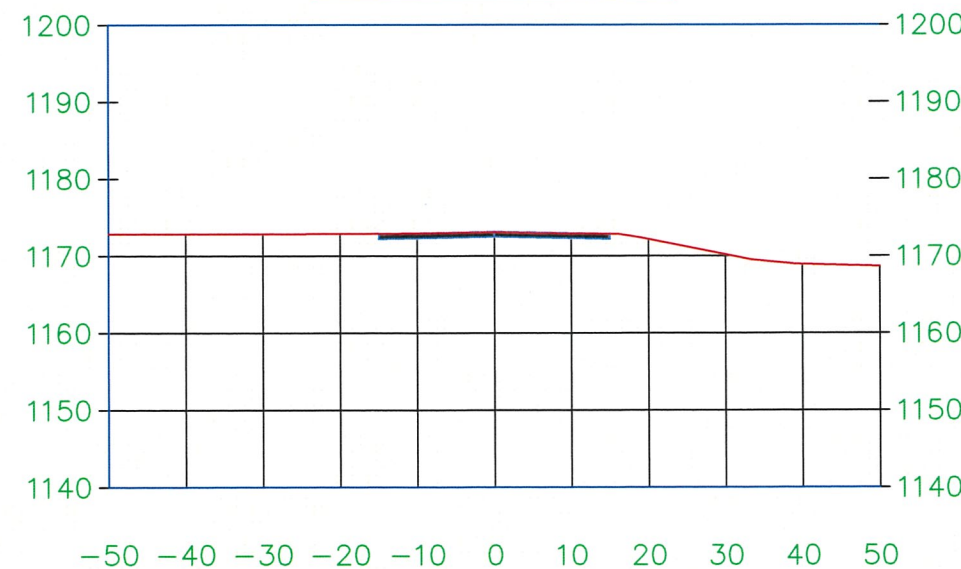
26+00.00



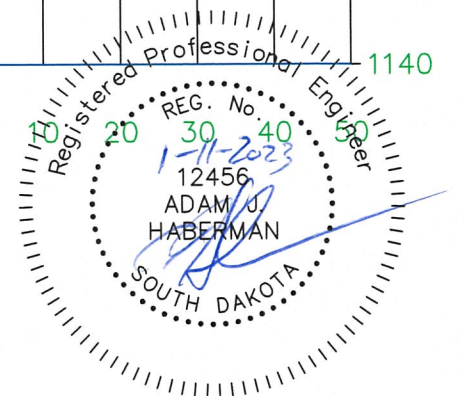
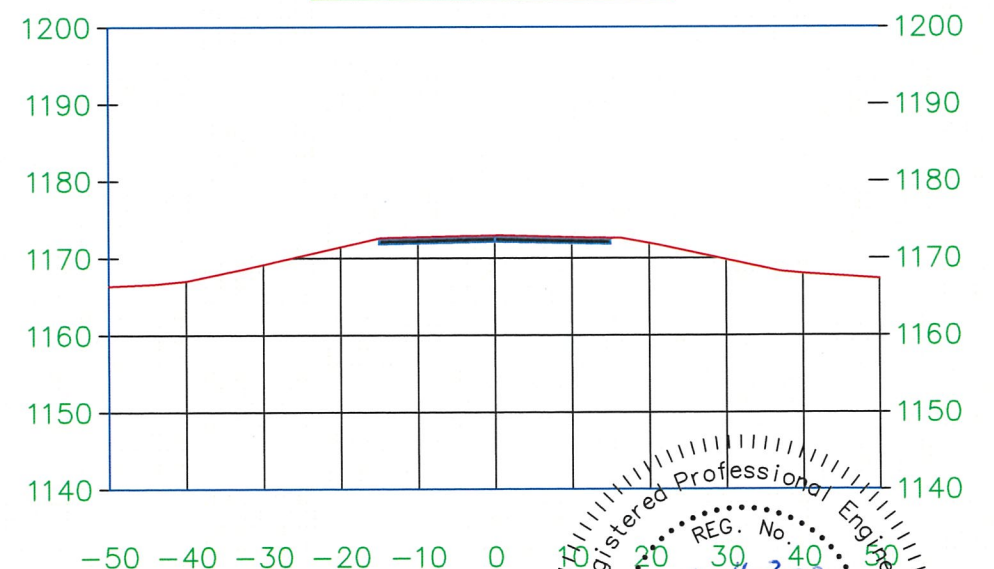
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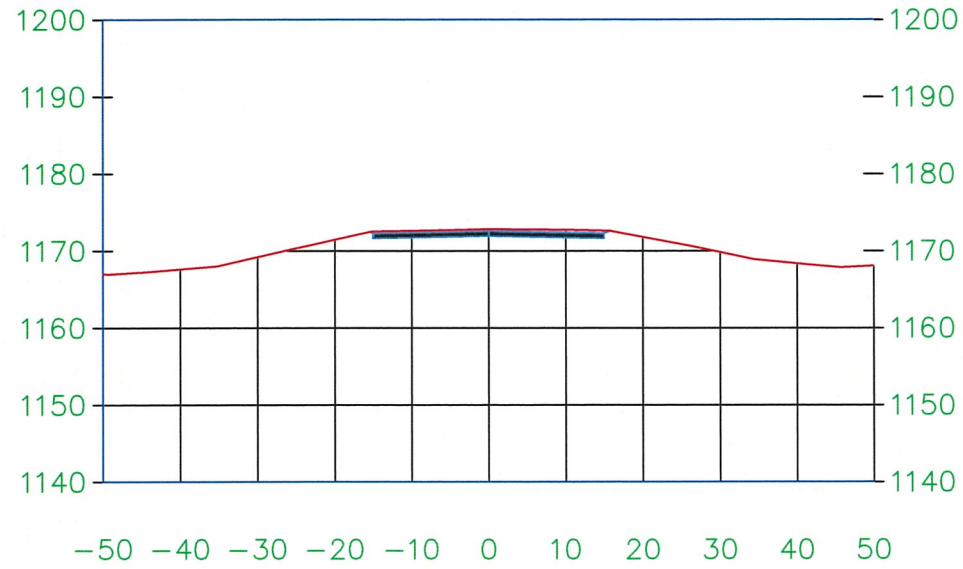
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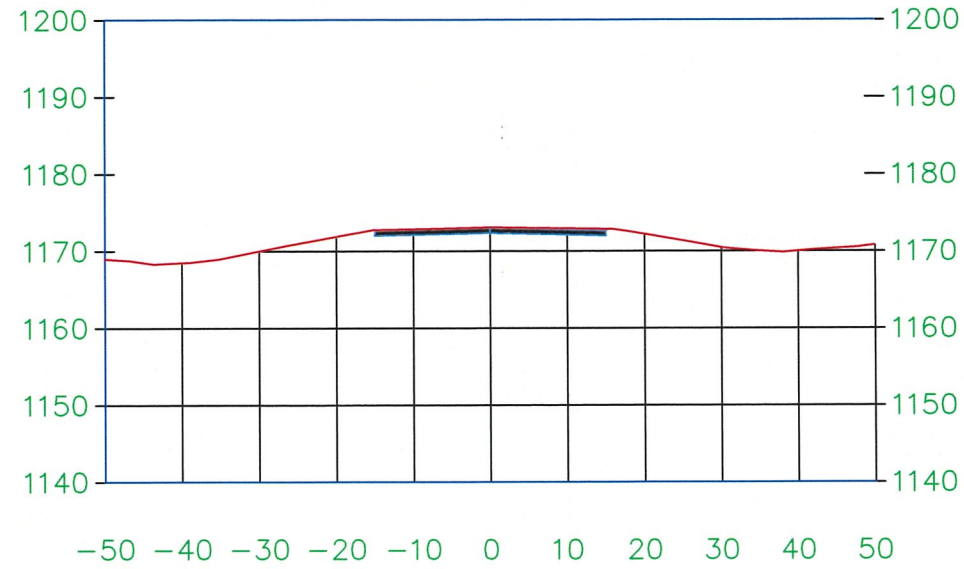
29+00.00



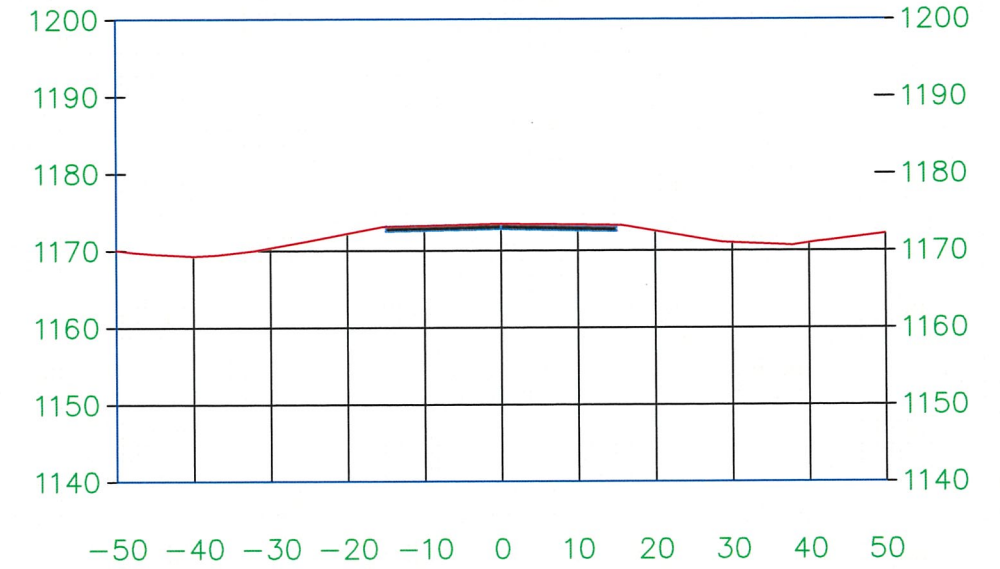
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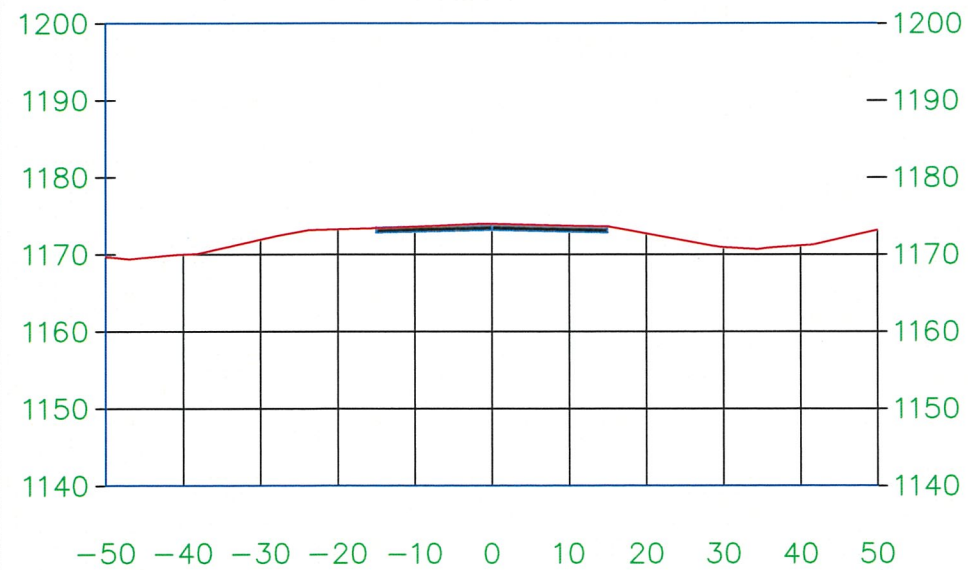
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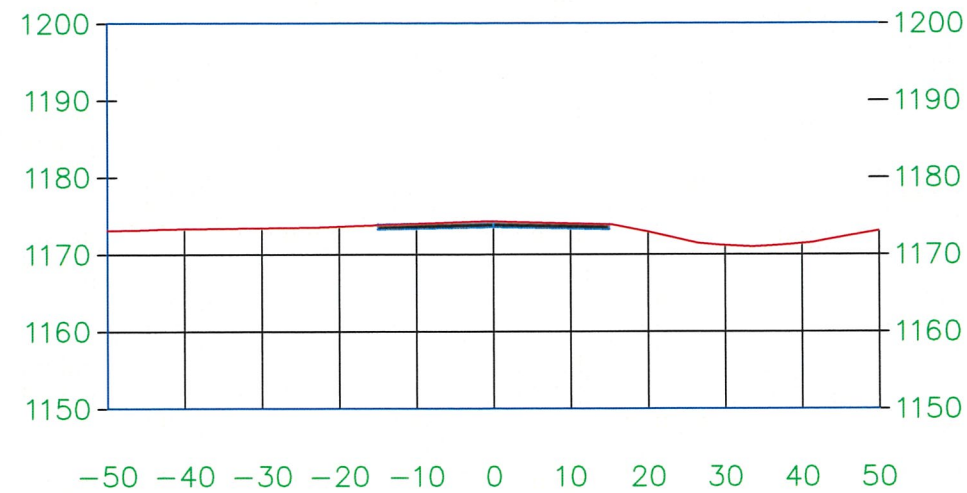
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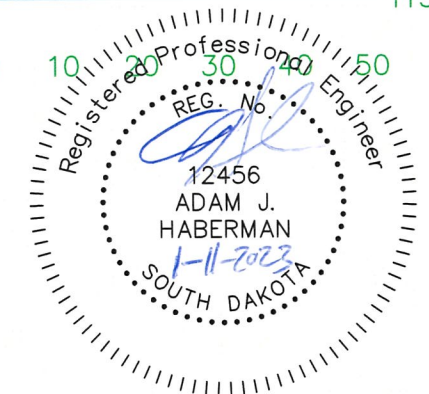
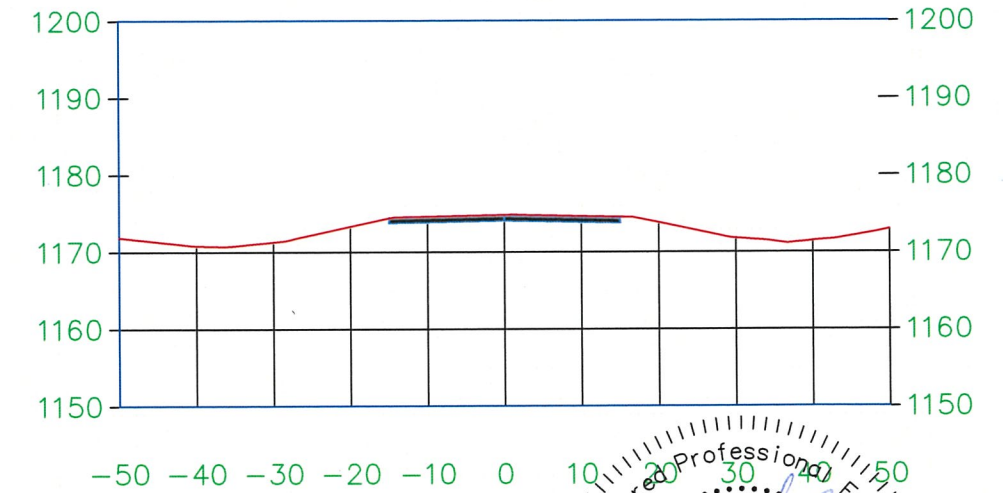
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34+00.00

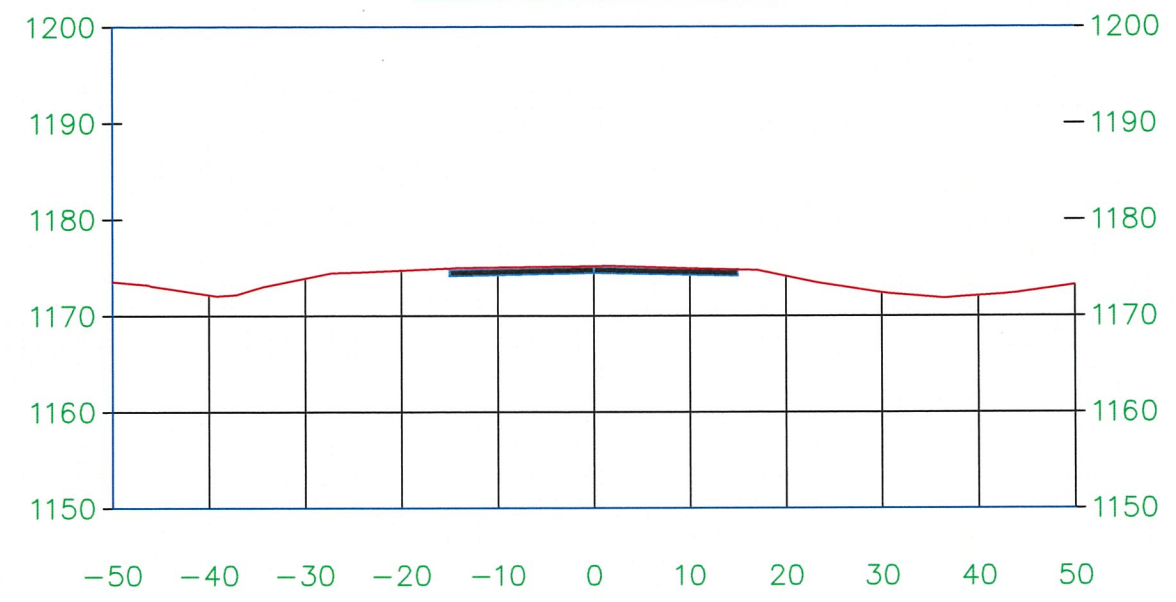


35+00.00

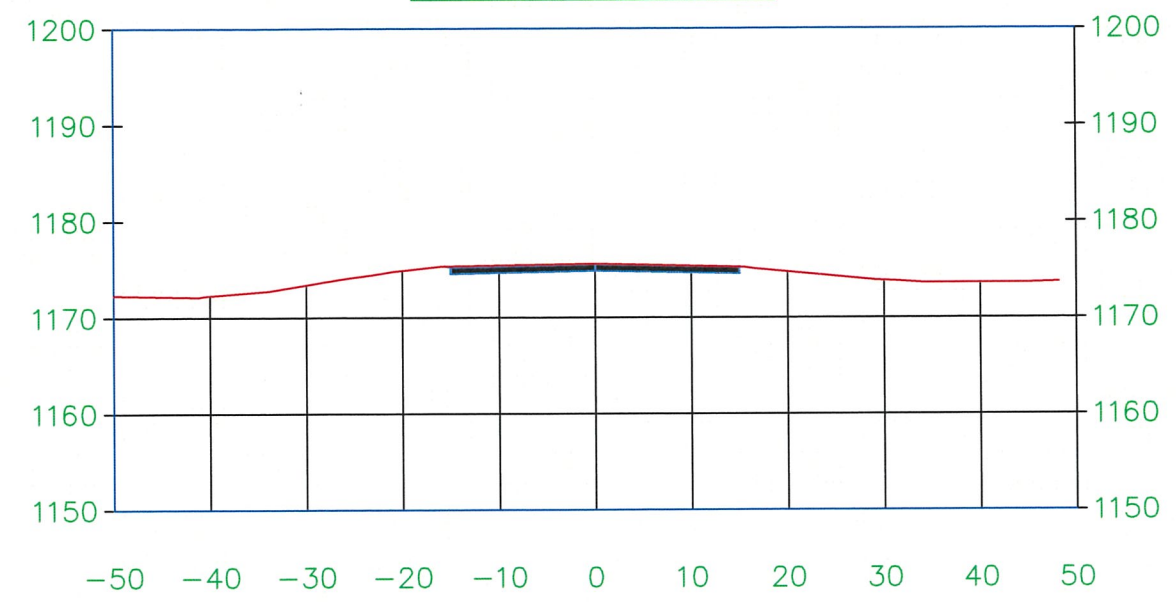


REGION NO.	STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
8	S.D.	2022-039	40	44
CROSS SECTIONS				

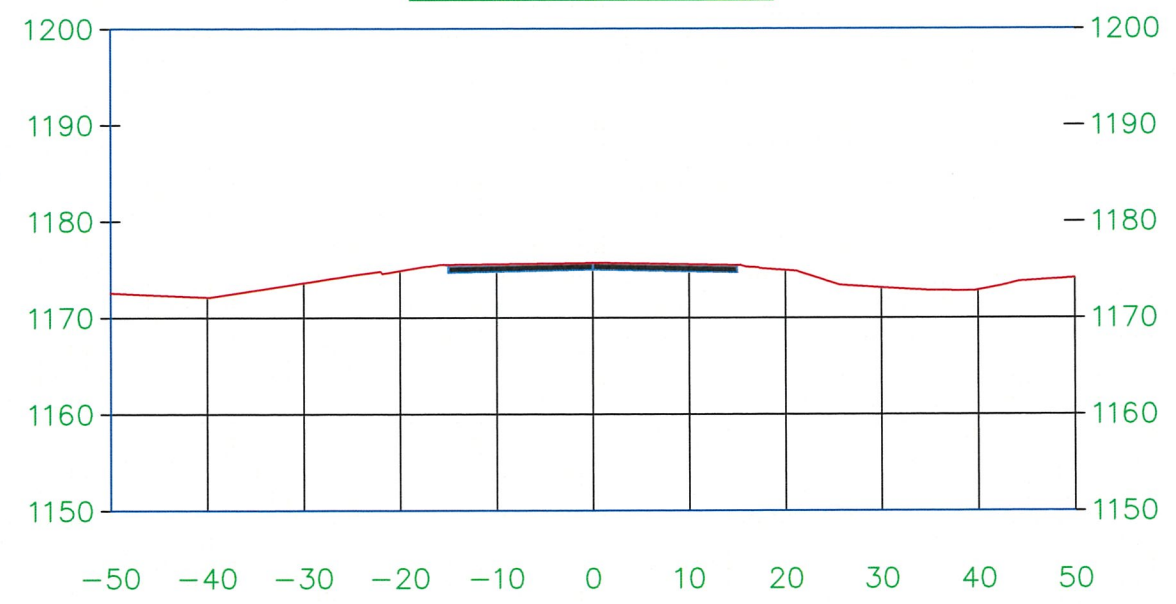
36+00.00



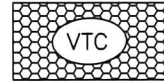
37+00.00



37+50.00



Vehicle Tracking Control

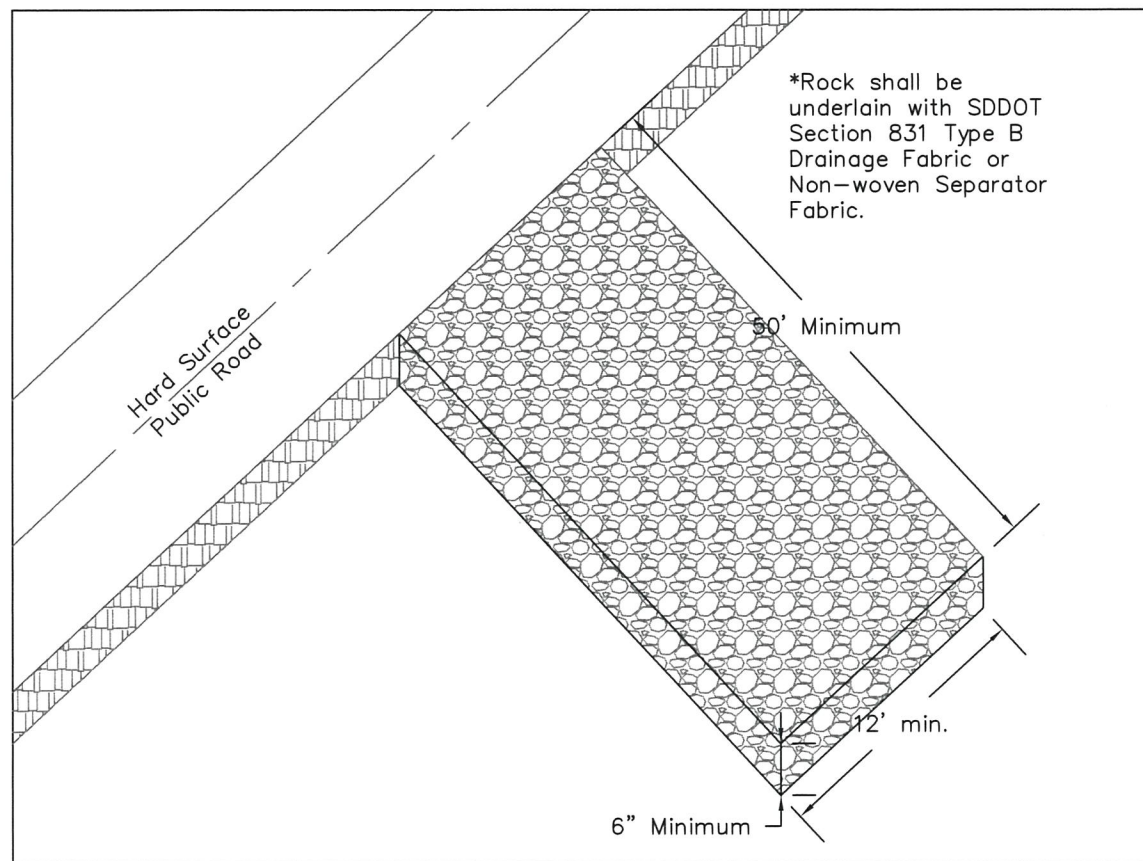


Definition:

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.



*Rock shall be underlain with SDDOT Section 831 Type B Drainage Fabric or Non-woven Separator Fabric.

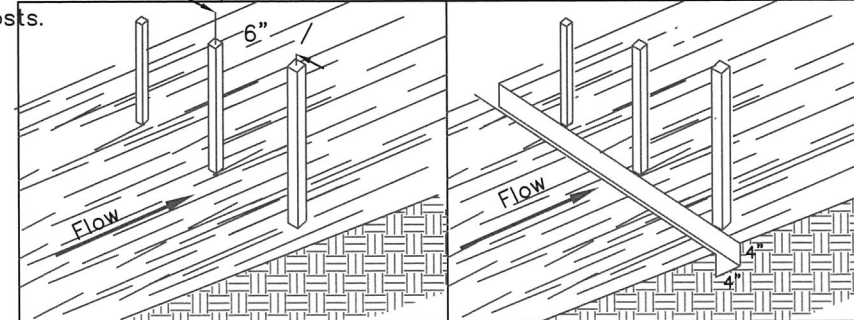
Silt Fence

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~~ steel posts.

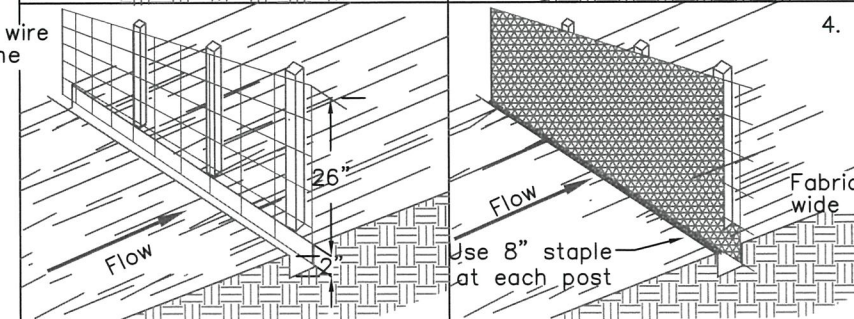
- To intercept and detain small amounts of sediment from disturbed areas during construction operations in order to reduce sediment in runoff from leaving the site.
- To decrease the velocity of sheet flows and low-to-moderate level concentrated flows.

1. Set posts.



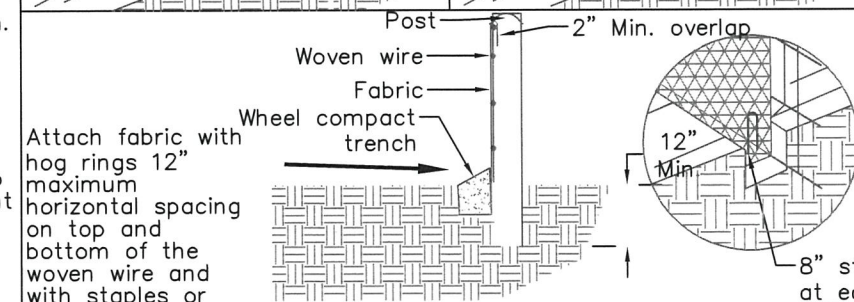
2. Excavate a 4" x 4" trench upslope along the posts.

3. Attach a supporting wire fence to the posts

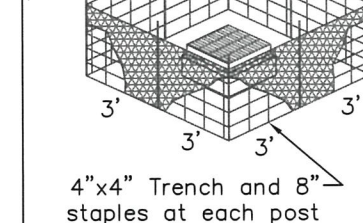


4. Attach fabric, sandwich fabric overlap between posts and wire and extend into trench. Fabric wide to be 36"

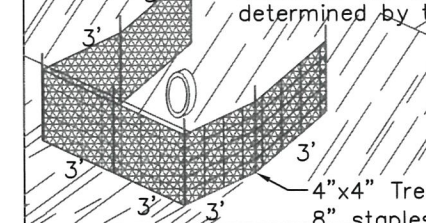
5. Backfill trench. If rock type soils are encountered, utilize 30 to 40 lb sandbags butted end to end to prevent underflow.



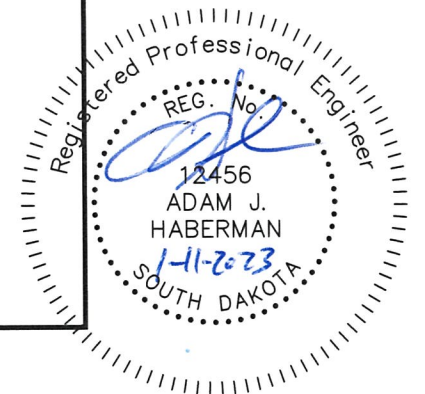
Attach fabric with hog rings 12" maximum horizontal spacing on top and bottom of the woven wire and with staples or wire ties at 12" maximum vertical spacing on the posts.

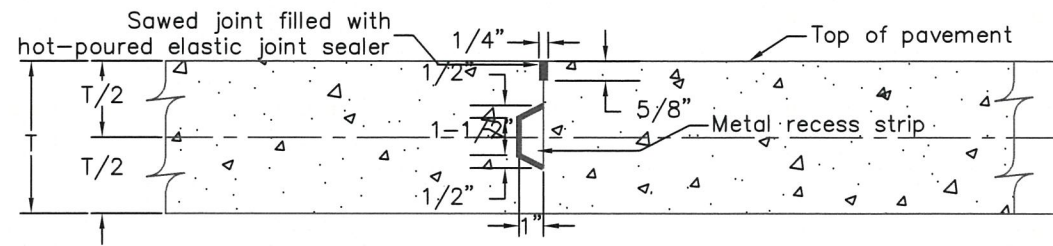


On multiple pipe installations, the width of the silt fence installation will increase. Adjustments to be made on the construction as determined by the engineer.



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

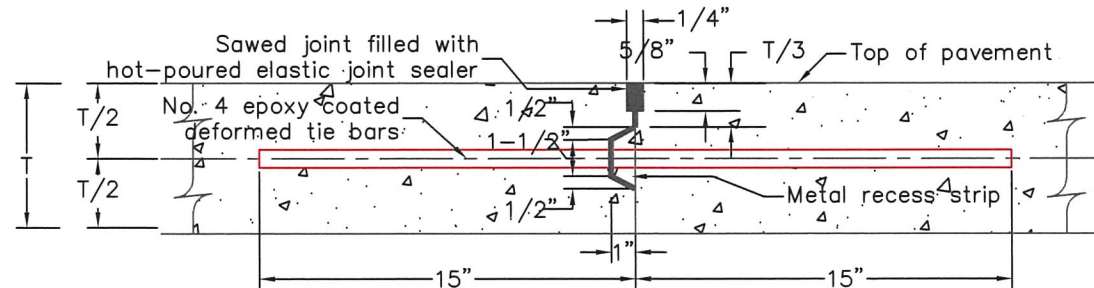




If proposed, approval of alternate designs of the keyway will be considered by the engineer.

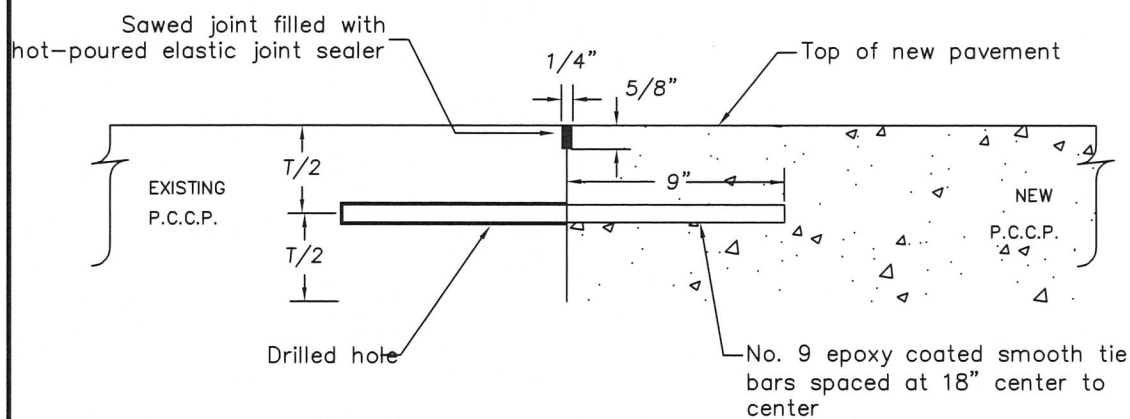
Fillet pavement and adjacent PCC pavement joints shall be keyway construction joints without tie bars.

KEYWAY CONSTRUCTION JOINT WITHOUT 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.

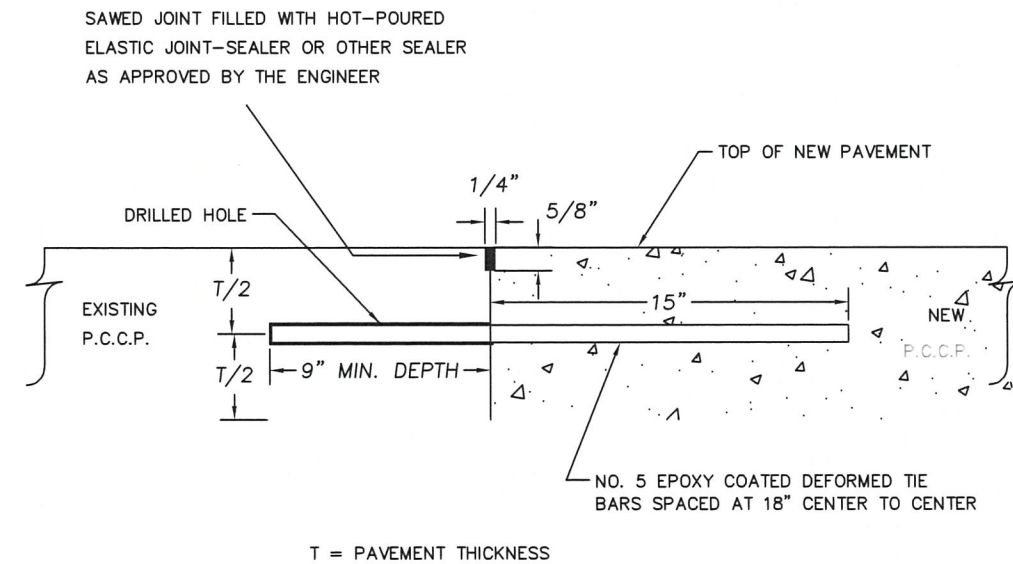
KEYWAY CONSTRUCTION JOINT WITH TIE BARS



T = PAVEMENT THICKNESS
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.

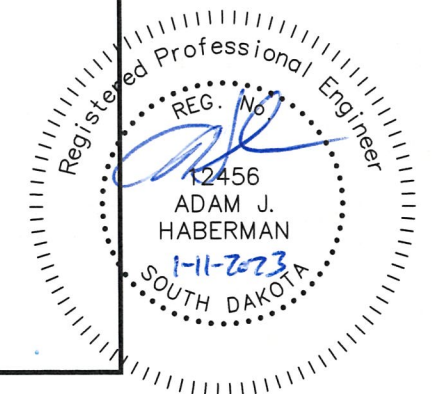
PCC PAVEMENT TRANSVERSE JOINTS WITH No. 9 SMOOTH TIE BARS

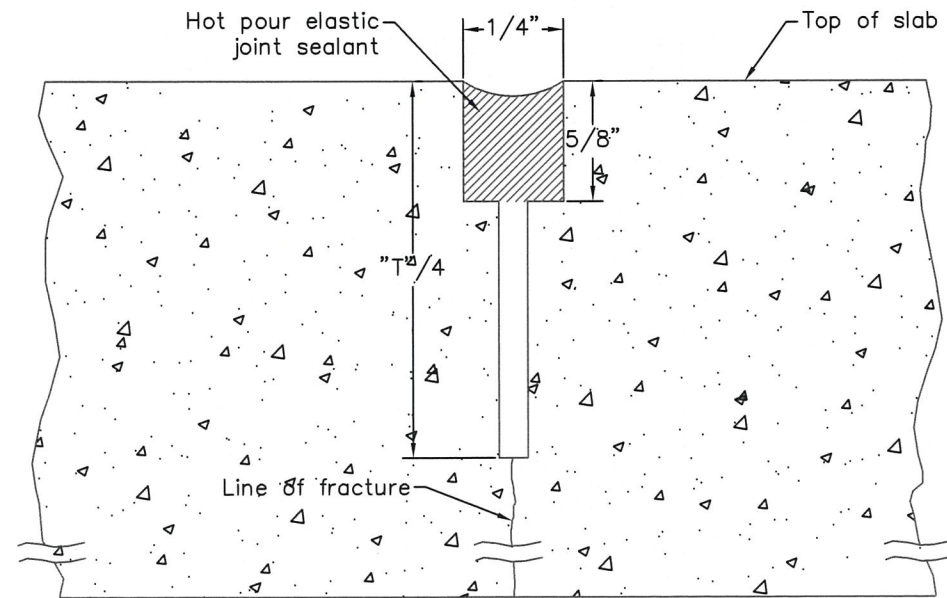


T = PAVEMENT THICKNESS
GENERAL NOTES

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

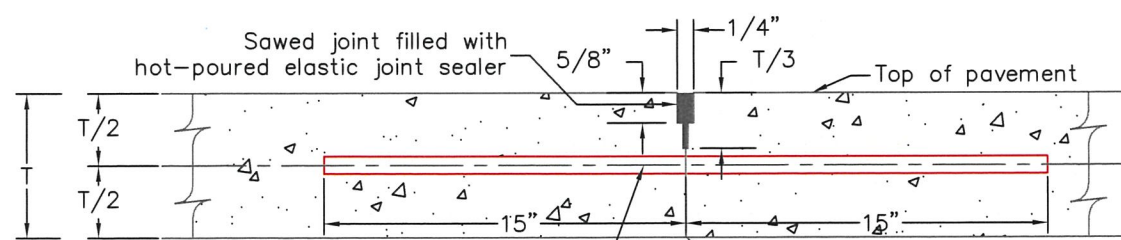




T = Pavement Thickness

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.

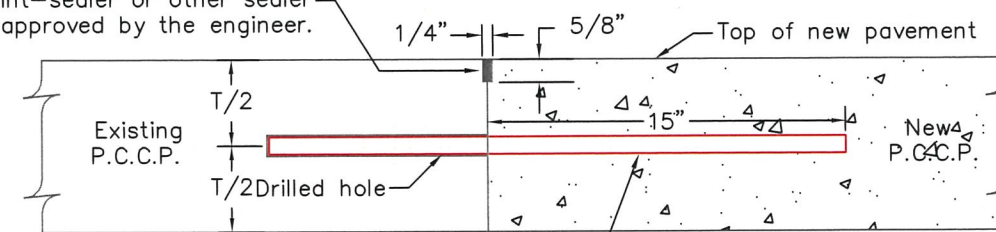
TRANSVERSE CONTRACTION JOINT



No. 4 epoxy coated deformed tie bars spaced approximately 48" center to center

PCC PAVEMENT SAWED LONGITUDINAL JOINTS

Sawed joint filled with hot-poured elastic joint-sealer or other sealer as approved by the engineer.



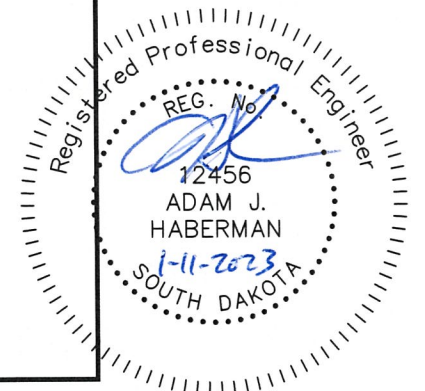
T = Pavement Thickness

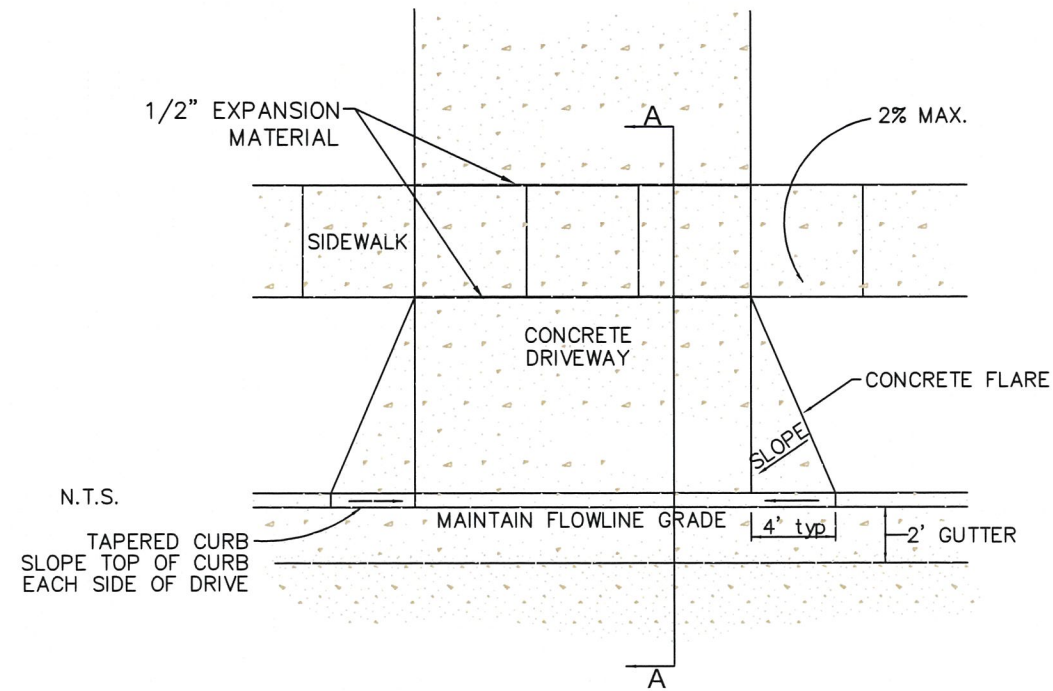
No. 5 epoxy coated deformed tie bars spaced at 30" center to center

Note:

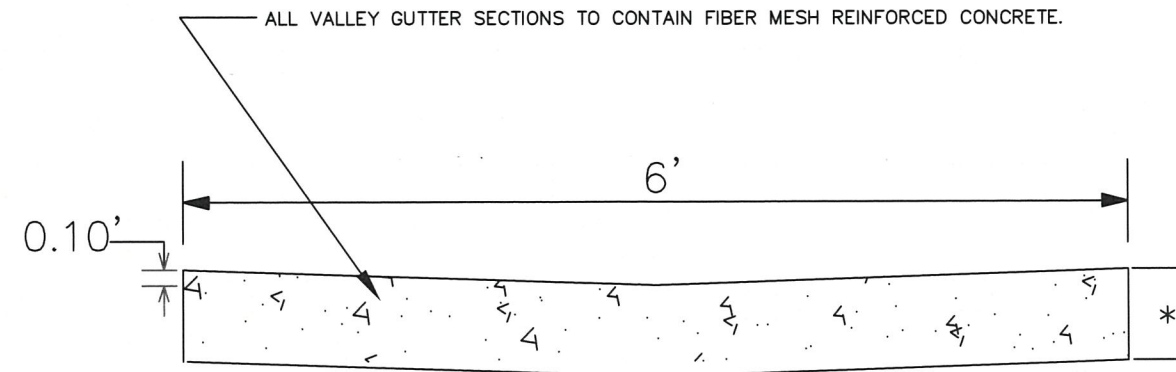
The tie bar is to be embedded a minimum depth of 9 inches into the existing pavement by utilizing an epoxy resin adhesive. Tie bars shall be placed a minimum of 15 inches from existing transverse contraction joints.

LONGITUDINAL CONSTRUCTION JOINTS WITH TIE BARS



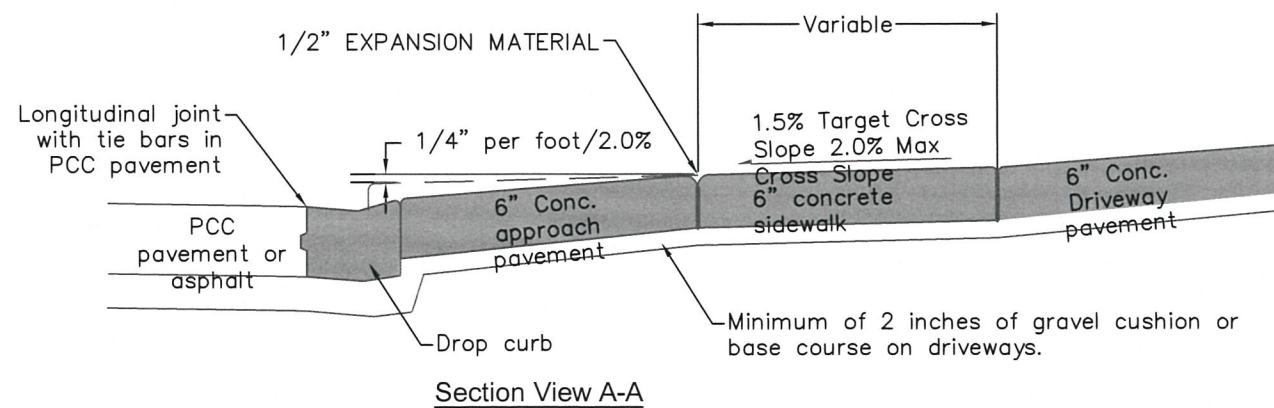


**DETAIL FOR CONCRETE FLARES
AND TAPERED CURB AT DRIVEWAYS**
N.T.S.

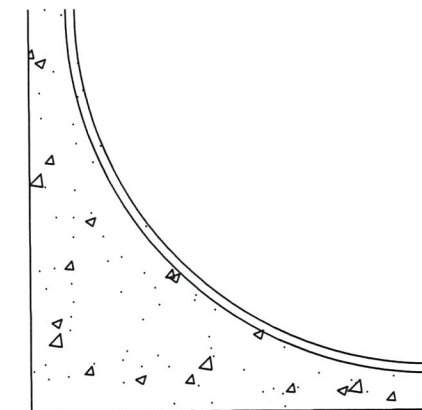


TYPICAL VALLEY GUTTER DETAIL
N.T.S.

* 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.

