

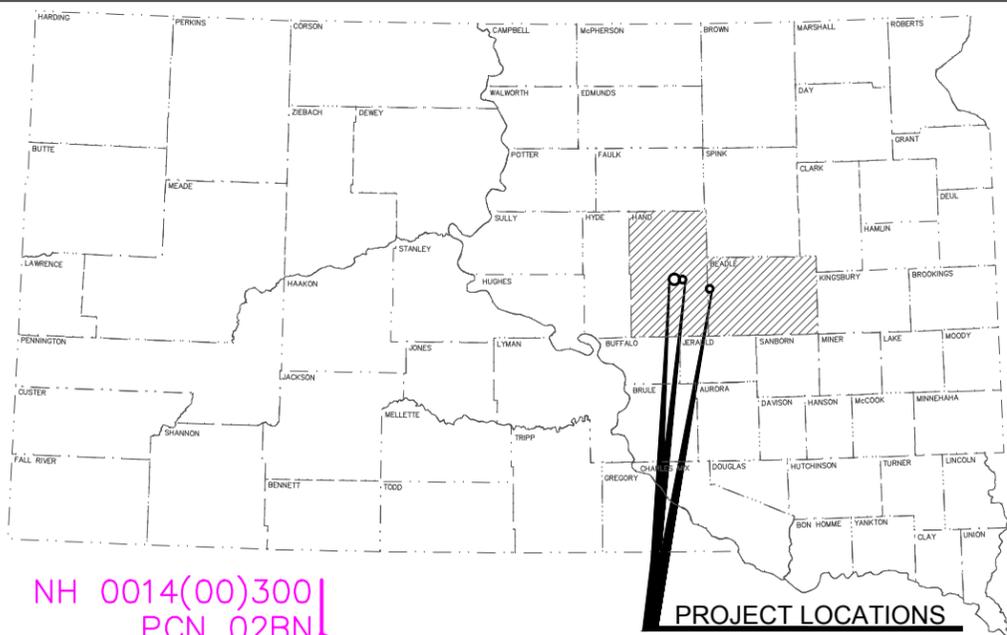
# STATE OF SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

FOR BIDDING PURPOSES ONLY

STATE OF S.D.	PROJECT NH 0014(00)300 P 0045(00)111	SHEET NO. 1	TOTAL SHEETS 96
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PROJECT LOCATIONS

NH 0014(00)300  
PCN 02BN  
US. HIGHWAY 14  
IN MILLER

DESIGN DESIGNATION	
ADT (2012)	3,664
ADT (2032)	3,862
DHV	448.0
D	51%
T DHV	5.9%
T ADT	12.9%
V	45 mph

P 0045(00)111  
PCN 02BP  
SD45 IN MILLER

DESIGN DESIGNATION	
ADT (2012)	1,394
ADT (2032)	1,469
DHV	171.9
D	50%
T DHV	6.8%
T ADT	14.9%
V	45 mph

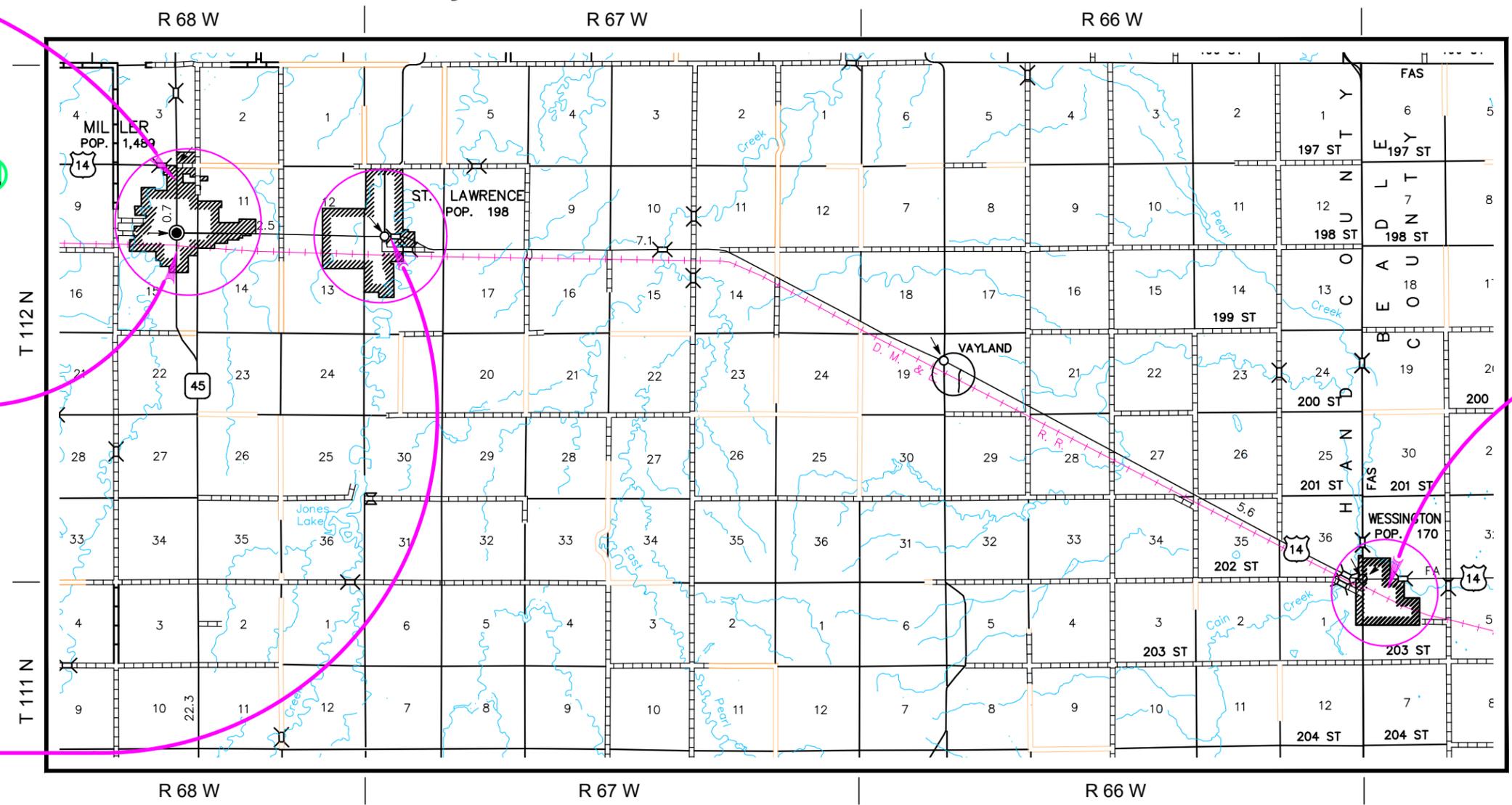
NH 0014(00)300  
PCN 02BN  
US. HIGHWAY 14  
IN ST. LAWRENCE

DESIGN DESIGNATION	
ADT (2012)	2,294
ADT (2032)	2,418
DHV	280.5
D	51%
T DHV	4.8%
T ADT	10.5%
V	45 mph



NH 0014(00)300  
PCN 02BN  
US. HIGHWAY 14  
IN WESSINGTON

DESIGN DESIGNATION	
ADT (2012)	1,316
ADT (2032)	1,468
DHV	170.3
D	51%
T DHV	9.7%
T ADT	21.3%
V	45 mph



PLANS BY:  
**CLARK**  
ENGINEERING CORPORATION  
Convention Center Plaza  
1410 West Russell Street  
Sioux Falls, SD 57104-1328  
Phone: (605) 331-2505  
Fax: (605) 331-2602  
siouxfalls@clark-eng.com

EOE

STORM WATER PERMIT  
NH 0014(00)300 - None Required  
P 0045(00)111 - None Required  
SCALES  
PLAN 1" = 40'  
RAMP DETAILS 1" = 20'

PROJECT: P 0045(00)111 - 02BP, SD45  
THROUGH MILLER

GROSS LENGTH	2498.89	FEET	0.4733	MILES
LENGTH OF EXCEPTIONS	----	FEET	----	MILES
NET LENGTH	2498.89	FEET	0.4733	MILES

PROJECT: NH 0014(00)300 - 02BN, US14  
THROUGH MILLER, ST. LAWRENCE & WESSINGTON

GROSS LENGTH	8391.24	FEET	1.5893	MILES
LENGTH OF EXCEPTIONS	----	FEET	----	MILES
NET LENGTH	8391.24	FEET	1.5893	MILES

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# ESTIMATE OF QUANTITIES

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
SOUTH DAKOTA	P 0045(00)111 NH 0014(00)0300	2	96

Revised 3/20/2014 slg

## PCN 02BN – NH 0014(00)300

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
100E0020	Clear and Grub Tree	8	Each
110E0300	Remove Concrete Curb and Gutter	1,770	Ft
110E0420	Remove Drop Inlet Frame and Grate Assembly	5	Each
110E0605	Remove Chain Link Fence	5	Ft
110E1010	Remove Asphalt Concrete Pavement	679.9	SqYd
110E1100	Remove Concrete Pavement	1,463.9	SqYd
110E1140	Remove Concrete Sidewalk	2,024.0	SqYd
110E1300	Remove Concrete Retaining Wall	25.0	Ft
110E5020	Salvage Traffic Sign	1	Each
230E0100	Remove and Replace Topsoil	Lump Sum	LS
320E1200	Asphalt Concrete Composite	93.3	Ton
380E4050	8" PCC Fillet Section	2114.3	SqYd
380E6110	Insert Steel Bar in PCC Pavement	359	Each
451E6080	Adjust Water Valve Box	1	Each
530E0300	Type C Concrete Retaining Wall	50	SqFt
632E3520	Remove, Salvage, Relocate, and Reset Traffic Sign	37	Each
620E1100	Steel Fence Post	1	Each
634E0010	Flagging	40	Hour
634E0100	Traffic Control	1,968	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0400	Type A Advance Warning Arrow	1	Each
635E5301	Type 1 Junction Box	8	Each
650E0080	Type B68 Concrete Curb and Gutter	652	Ft
650E1080	Type F68 Concrete Curb and Gutter	198	Ft
650E2100	Special Concrete Curb and Gutter	23	Ft
650E6080	8" Concrete Valley Gutter	39	Ft
651E0040	4" Concrete Sidewalk	3,624	SqFt
651E0060	6" Concrete Sidewalk	14,279	SqFt
651E5000	Sidewalk Drain	11.5	Ft
651E7000	Type 1 Detectable Warnings	1,470	SqFt
651E7010	Type 2 Detectable Warning	40	SqFt
670E1200	Type B Frame and Grate Assembly	5	Each
671E8000	Reconstruct Manhole	1	Each
730E0206	Type D Permanent Seed Mixture	76	Lb
731E0100	Fertilizing	33	Lb
732E0250	Fiber Mulching	638	Lb
900E5410	Modify Sprinkler System	Lump Sum	LS

## PCN 02BP – P 0045(00)111

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
110E0300	Remove Concrete Curb and Gutter	310	Ft
110E1010	Remove Asphalt Concrete Pavement	129.2	SqYd
110E1100	Remove Concrete Pavement	144.9	SqYd
110E1140	Remove Concrete Sidewalk	353.3	SqYd
110E0420	Remove Drop Inlet Frame and Grate Assembly	2	Each
230E0100	Remove and Replace Topsoil	Lump Sum	LS
320E1200	Asphalt Concrete Composite	37.0	Ton
380E3520	6" PCC Approach Pavement	17.1	SqYd
380E4050	8" PCC Fillet Section	209.4	SqYd
632E3520	Remove, Salvage, Relocate, and Reset Traffic Sign	11	Each
634E0010	Flagging	20	Hour
634E0100	Traffic Control	900	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
635E5301	Type 1 Junction Box	3	Each
650E0080	Type B68 Concrete Curb and Gutter	100	Ft
650E2100	Special Concrete Curb and Gutter	99	Ft
650E6080	8" Concrete Valley Gutter	30	Ft
651E0060	6" Concrete Sidewalk	3,159	SqFt
651E7000	Type 1 Detectable Warnings	220	SqFt
670E5200	Special Frame and Grate Assembly	2	Each
730E0206	Type D Permanent Seed Mixture	4	Lb
731E0100	Fertilizing	2	Lb
732E0250	Fiber Mulching	31	Lb

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**FOR BIDDING PURPOSES ONLY**

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(00) 300 P 0045(00)111	3	96

**SPECIFICATIONS**

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

**SEQUENCE OF OPERATIONS**

The Contractor shall provide the following Sequence of Operations unless an alternate Sequence of Operations is submitted in writing two weeks prior to the pre-construction meeting and approved by the Engineer prior to the start of work.

This project shall be completed while maintaining traffic on all state highways and on the intersecting streets at all times.

Sequence:

1. Install traffic control as shown in the plans
2. Install appropriate erosion and sediment controls to protect the drop inlets
3. Complete the ADA improvements at each respective intersection while maintaining pedestrian traffic.
4. Complete final erosion and sediment control measures.
5. Complete permanent signing.
6. Remove traffic control.

**HISTORICAL PRESERVATION OFFICE CLEARANCES**

To obtain State Historical Preservation Office (SHPO) clearance, a cultural resources survey may need to be conducted by a qualified archaeologist. In lieu of a cultural resources survey, the Contractor could request a records search from Jim Donohue, State Archaeological Research Center (SARC). Provide SARC with the following: a topographical map or aerial view on which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that no artifacts have been found on the site. The Contractor shall arrange and pay for the cultural resource survey and/or records search.

If any earth disturbing activities occur within the current geographical or historic boundaries of any South Dakota reservation, the Contractor shall obtain Tribal Historical Preservation Office (THPO) clearance. If no THPO exists, the required SHPO clearance shall suffice, with documentation of Tribal contact efforts provided to SHPO.

To facilitate SHPO or THPO responses, the Contractor should submit a records search or cultural resources survey report to the DOT Environmental Engineer, 700 East Broadway Avenue, Pierre, SD 57501-2586 (605-773-3268). Allow 30 days from the date this information is submitted to the Environmental Engineer for SHPO/THPO approval. The Contractor is responsible for obtaining all required permits and clearances for staging areas, borrow sites, waste disposal sites, and all material processing sites. The Contractor shall provide the required permits and clearances to the Engineer at the preconstruction meeting.

**WASTE DISPOSAL SITE**

The Contractor will be required to furnish a site(s) for the disposal of construction/demolition debris generated by this project.

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

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

The waste disposal site(s) shall not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Engineer.

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

1. Construction/demolition debris consisting of concrete, asphalt concrete, or other similar materials shall be buried in a trench completely separate from wood debris. The final cover over the construction/demolition debris shall consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the State ROW shall be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor shall control the access to waste disposal sites not within the State ROW through the use of fences, gates, and placement of a sign or signs at the entrance to the site stating "No Dumping Allowed".
2. Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period of time not to exceed the duration of the project. Prior to project completion, the waste shall be removed from view of the ROW or buried and the waste disposal site reclaimed as noted above.

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

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

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

**STORM WATER**

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

**MAINTENANCE OF TRAFFIC**

Storage of vehicles and equipment shall be outside the clear zone and as near as possible to the right-of-way line. 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 State, and to the satisfaction of the Engineer.

The bottom of signs on portable or temporary supports shall not be less than seven feet above the pavement in urban areas and one foot above the pavement in rural areas. Portable sign supports may be used as long as the duration is less than three days. If the duration is more than three days the signs shall be on fixed location, ground mounted, breakaway supports.

The Contractor shall provide documentation that all breakaway sign supports comply with FHWA NCHRP Report 350 or MASH crash-worthy requirements. The Contractor shall provide installation details at the preconstruction meeting for all breakaway sign support assemblies.

A temporary stop sign must be used whenever a permanent stop sign is removed. Cost for this work shall be incidental to the contract unit price per unit for Traffic Control.

The Contractor shall notify the City and State prior to the closure of and upon reopening of any road.

A Maximum of 6 Locations will be allowed to be worked on simultaneously for ADA upgrades. A location will be defined as one corner of an intersection. Removal of PCC sidewalks or curb and gutter shall not precede replacement by more than 5 working days.

For each working day the removal of fillet, PCC sidewalk, or PCC curb and gutter precedes beyond the stated limitations described in the preceding paragraphs, the Contractor will be assessed liquidated damages at the rate of \$500.00 per day.

Sufficient traffic control devices have been included in these plans to sign two shoulder closures per project. If the Contractor elects to work on additional sites simultaneously, the cost for additional traffic control devices shall be incidental to the contract unit price per unit for Traffic Control. The shoulder closures may extend for no more than two blocks as approved by the engineer.



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FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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**UTILITIES**

The Contractor shall be aware that the existing utilities shown in the plans were surveyed prior to the design of this project and might have been relocated or replaced by a new utility facility prior to construction of this project, might be relocated or replaced by a new utility facility during the construction of this project, or might not require adjustment and may remain in its current location. The Contractor shall contact each utility owner and confirm the status of all existing and new utility facilities.

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

If utility conflicts are identified through the SD One Call Process as required by South Dakota Codified Law 49-7A and Administrative Rule Article 20:25, the contractor shall contact the Project Engineer to determine modification that will be necessary to avoid utility impacts.

**CLEARING**

Before clearing activities begin, the Contractor shall contact the Engineer to determine the limits of clearing for the project. If the trees or shrubs that are supposed to remain within the limits of work are damaged or destroyed by the Contractor, the Contractor shall replace them with the same size and type at the Contractor's expense.

**REMOVE AND REPLACE TOPSOIL**

Topsoil shall also be salvaged and stockpiled prior to constructing the following: fillet sections, sidewalks, curb ramps, and curb and gutter. Limits of this work, depth, of salvage and stockpile location will be directed by the Engineer. Following completion of construction, topsoil shall be spread evenly over the disturbed areas.

The estimated amount of topsoil to be removed and replaced for the SD45 portion in Miller is 7 CuYd. The estimated amount of topsoil to be removed and replaced for the US14 portion in Miller is 55 CuYd. The estimated amount of topsoil to be removed and replaced for the US14 portion in St. Lawrence is 40 CuYd. The estimated amount of topsoil to be removed and replaced for the US14 portion in Wessington is 32 CuYd.

All cost associated with removing and replacing the topsoil along areas to be resurfaced shall be incidental to the lump sum price for "Remove and Replace Topsoil". Plans Quantity will be the basis of payment and no adjustment will be made.

**SPRINKLER SYSTEMS**

The Contractor shall contact all land owners with sprinkler systems adjacent to the work area prior to working on curb ramps. The Contractor shall adjust all sprinkler systems affected by the project prior to working in that area. There is one known location at 59+90-L on US-14 thru Miller. All cost to complete this work shall be incidental to "Modify Sprinkler System".

**REMOVE SALVAGE, RELOCATE, AND RESET TRAFFIC SIGN**

All "Take out Sign for Reset" noted on the plans shall be salvaged for future highway use and hauled to the Department of Transportation's storage facility as directed by the Engineer. Care shall be taken not to damage the structural properties of the items during dismantling and transporting. All costs for salvaging and transporting the items shall be incidental to the unit price for "Remove, Salvage, Relocate, and Reset Traffic Sign" and "Salvage Sign". All signs noted as "Take out Sign for Rest" shall be reset. Before preparing his/her bid, the Contractor shall make a visual inspection of the project to verify the extent of the work and material involved.

**REMOVAL OF EXISTING ASPHALT CONCRETE PAVEMENT  
REMOVAL OF EXISTING CONCRETE PAVEMENT**

Existing asphalt concrete and/or existing asphalt concrete patch work that was placed above the existing concrete pavement is included in the quantity for "Remove Concrete Pavement" and "Remove Asphalt Concrete Pavement". All materials removed shall become property of the contractor.

**SAWING IN EXISTING SURFACE**

Where new Portland Cement Concrete Pavement (PCCP) or new asphalt concrete is placed adjacent to existing asphalt concrete or PCCP, the existing pavement shall be sawed full depth to a true line with a vertical face. No separate payment shall be made for sawing.

**SALVAGING OF FRAMES, GRATES, AND LIDS**

Frames, grates, and lids that are salvaged for reset by the Contractor shall be stockpiled at the Department of Transportation's storage facility or as directed by the Engineer.

SDDOT Miller Maintenance Facility  
1605 E 3<sup>rd</sup> Ave.  
Miller, SD 57362-0083

**DROP INLET FRAME & GRATE ASSEMBLY REMOVE & INSTALL**

The Contractor shall remove the combination inlet and frame and grate assemblies at the stations found in the following table. A new 2x3 Type B frame and grate will be installed at the same location. All cost for removal of the existing inlet and installation of the new frame and grate assemblies will be incidental to the contract unit prices of "Remove Drop Inlet Frame & Grate Assembly" and "Type B Frame and Grate Assembly", respectively.

**FRAME AND GRATE FRAME AND GRATE ASSEMBLIES**

Station	L/R	Route
37+64	R	US-14 Miller
37+65	L	US-14 Miller
55+46	R	US-14 Miller
55+94	R	US-14 Miller
60+49	L	US-14 Miller

**SPECIAL DROP INLET FRAME & GRATE ASSEMBLY REMOVE & INSTALL**

The Contractor shall remove the combination inlet and frame and grate assemblies at the Sta. 20+38 L and 20+39 R on SD Hwy 45 thru Miller. A new gutter inlet frame and grate will be installed at the same locations. The frame and grate assembly shall be a Neenah R-3015, or one similar as approved by the Engineer. All cost for removal of the existing inlet and installation of the new frame and grate will be incidental to the contract unit prices of "Remove Drop Inlet Frame & Grate Assembly" and "Special Frame and Grate Assembly", respectively.

**CONCRETE CURB & GUTTER, SIDEWALK, AND FILLET SECTIONS**

Concrete curb and gutter, sidewalk and fillet sections shall be constructed as detailed in these plans or as directed by the Engineer. If the end of any concrete section to be removed does not fall on an existing joint, a sawed joint (full depth) must be made to provide a vertical face with new joint.

Existing foundation material shall be shaped and compacted to a firm, uniform bearing surface, conforming to the existing section or established grades as set by the Engineer. Unsuitable foundation material shall be removed and replaced as directed. Cost for labor, equipment, material and incidentals required for excavation shall be incidental to the contract prices for the various items.

The Contractor shall satisfactorily shape and restore all disturbed areas adjacent to concrete placement to the satisfaction of the engineer. All cost to shape and restore all disturbed area (excluding bid items: Remove and Replace Topsoil, Type D permanent Seed Mixture, Fertilizing and Fiber Mulching) shall be incidental to the contract unit prices for the various items.

**SPECIAL CURB AND GUTTER**

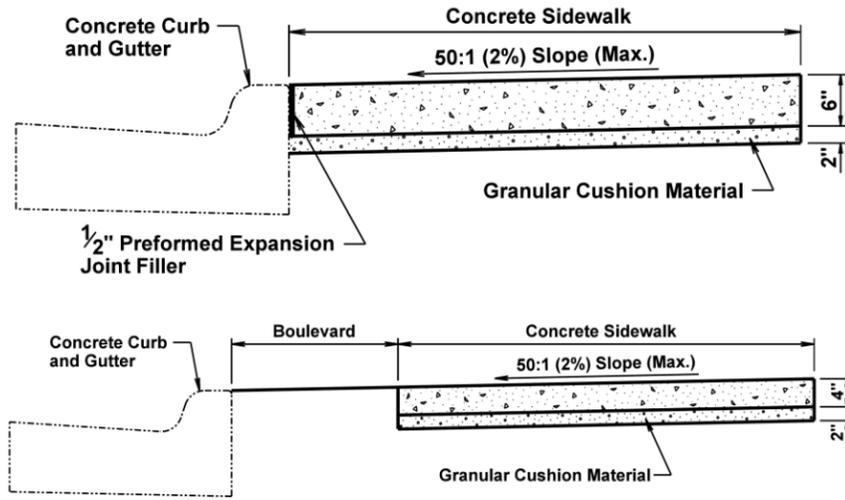
Shall include; furnishing and installing concrete curb and gutter that varies in standard height and width as noted on the plans.

**8" PCC FILLET SECTIONS**

Payment for "8" PCC Fillet Section" shall be based on plans quantity. If additions or reductions to the area of PCC fillet sections are ordered by the Engineer, payment will be made in accordance with the contract unit price per square yard for "8" PCC Fillet Section".



**CONCRETE SIDEWALK**



The concrete sidewalk shall be constructed in accordance with Section 651 of the Standard Specifications. The sidewalk details shown above are typical of this project; however, the sidewalk widths, boulevard widths, and other special details are shown on the Curb and Gutter Layout sheets.

**GRAVEL CUSHION**

Concrete curb and gutter, sidewalk and fillet sections shall be constructed as detailed in these plans or as directed by the Engineer. Existing sub-base materials may need to be removed in order to meet gravel cushion requirements, a minimum depth of 2" granular cushion below sidewalks and a minimum depth of 4" below C&G, Fillet Sections, Valley Gutters and Asphalt Surfaces. Unsuitable gravel cushions shall be removed and re-compacted or removed and disposed of as directed by the engineer. Cost for labor, equipment, material and incidentals required for excavation and placement shall be incidental to the contract price for "8" PCC Fillet Section", "Type B68 Concrete Curb and Gutter", "Special Concrete Curb and Gutter", "8" Concrete Valley Gutter", "6" Concrete Sidewalk". It is anticipated that if all gravel sub-base material is needed to be placed 64 CuYds would be needed for PCN 02BP and 395 CuYds for PCN 02BN. Although, not all sub-base materials will require replacement once removals are done.

**RECONSTRUCT MANHOLES**

The Contractor shall reconstruct manholes to the extent necessary on this project. Reconstructing manholes may consist of removing the upper course of brick or removing the concrete walls, replacing the removed materials with brick or Class M6 concrete, placing adjusting rings if necessary, and resetting the manhole frame and lid. The elevation of the lid shall be set at the same elevation of the adjacent new pavement or surrounding ground. All manhole frames, lids, and rings that are cracked or broken due to carelessness of the Contractor shall be replaced with new manhole frames, lids, and rings that conform to the Standard Specifications at the Contractor's expense. Manholes shall be adjusted to the satisfaction of the Engineer. All costs involved in reconstruct manholes shall be incidental to the contract unit price per each for "Reconstruct Manhole".

The Engineer may direct adjustment of manholes that were not included in these plans. Payment for adjusting manholes that were not included in the plans will be at the contract unit price per each for "Reconstruct Manhole".

**TABLE OF RECONSTRUCT MANHOLES**

US-14 Station	L/R	Type of Adjustment
89+56	L	Remove and Reset

**TABLE FOR ADJUSTMENT OF WATER VALVES**

US-14 Station	Adjustment
100+36 L	To finish grade.

**SIDEWALK DRAINS**

At the locations noted in the Table of Sidewalk Drains, drainage from adjacent buildings will be carried through the sidewalk to the gutter. The sidewalk drains shall be constructed in accordance with the details shown on Standard Plate 651.50.

**TABLE OF SIDEWALK DRAINS**

Station	L/R	Length (Ft)
24+67	L	11.5
Totals:		11.5

**ASPHALT CONCRETE COMPOSITE**

Mineral aggregate for the Asphalt Concrete Composite shall conform to the requirements of Class E, Type 1.

The asphalt binder used in the mixture shall be PG 58-28, PG 64-28 or PG 58-34 Asphalt Binder.

All other requirements in the Standard Specifications for Asphalt Concrete Composite shall apply.

**ASPHALT CONCRETE COMPOSITE (CONTINUED)**

The Asphalt Concrete Composite quantity was calculated assuming a 6" depth of asphalt at all areas to be removed. It is assumed that a 1' wide section of asphalt concrete where applicable would be removed where C&G is being replaced. This assumption is included in the quantities for Remove Asphalt Concrete Pavement" and "Asphalt Concrete Pavement"

**STEEL BAR INSERTION**

The Contractor shall insert the Steel Bars (No. 5 x 24 inch epoxy coated deformed tie bars) into drilled holes in the existing concrete pavement between new curb & gutter and existing concrete valley gutter and between new curb & gutter and existing curb & gutter. An epoxy resin adhesive must be used to anchor the steel bar in the drilled hole.

The steel bars shall be cut to the specified length by sawing or shearing and shall be free from burring or other deformations.

Epoxy resin adhesive shall be of the type intended for horizontal applications, and shall conform to the requirements of ASTM C 881, Type IV, Grade 3 (equivalent to AASHTO M325, Type IV, Grade 3).

The diameter of the drilled holes in the existing concrete pavement for the steel bars shall not be less than 1/8 inch nor more than 3/8 inch greater than the overall diameter of the steel bar. Holes drilled into the existing concrete pavement shall be located at mid-depth of the slab and true and normal. The depth of the drilled holes shall be 9". 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 manufacturer's designated rate and be equipped with an automatic shut-off. The pump shall shut off when any of

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

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



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**FOR BIDDING PURPOSES ONLY**

**TABLES OF STEEL BAR INSERTION**

**NH0014 (00)300 02BN – MILLER**

STATIONS	L/R	QUANTITY
78+93 – 79+18	L	6
79+51 – 79+75	L	6
78+67 – 79+10	R	12
79+45 – 79+81	R	11
85+98 – 86+23	L	6
86+58 – 86+83	L	6
89+39 – 89+64	L	6
90+00 – 90+25	L	6
93+80 – 94+06	L	6
<b>TOTAL</b>		<b>65</b>

**NH0014 (00)300 02BN – ST. LAWRENCE**

STATIONS	L/R	QUANTITY
90+76 – 91+02	L	6
90+89 – 91+14	R	6
92+88 – 93+13	L	6
93+40 – 93+65	L	6
92+87 – 93+12	R	6
93+40 – 93+65	R	6
96+30 – 96+55	L	6
96+83 – 97+08	L	6
96+32 – 96+56	R	6
96+83 – 97+08	R	6
99+75 – 100+00	L	6
100+27 – 100+52	L	6
99+74 – 99+99	R	6
100+26 – 100+52	R	6
103+36 – 103+61	L	6
103+89 – 104+14	L	6
103+26 – 103+61	R	9
103+88 – 104+39	R	12
106+99 – 107+22	L	6
106+97 – 107+22	R	6
107+51 – 107+76	R	6
107+50 – 107+75	L	6
<b>TOTAL</b>		<b>141</b>

**NH0014 (00)300 02BN – WESSINGTON**

STATIONS	L/R	QUANTITY
774+20 – 774+60	L	10
774+20 – 774+60	R	10
777+45 – 777+80	L	9
778+08 – 778+48	L	10
777+59 – 778+31	R	18
781+11 – 781+63	L	13
781+91 – 782+16	L	6
781+01 – 781+44	R	10
781+13 – 782+09	R	9
786+01 – 786+62	L	15
786+90 – 787+15	L	6
785+90 – 786+32	R	10
786+64 – 787+08	R	11
790+87 – 791+12	L	6
790+80 – 791+20	R	10
<b>TOTAL</b>		<b>153</b>

**SALVAGE TRAFFIC SIGN**

At station 29+50 50'R on US-14 in Miller the existing sign post shall be removed and replaced with two new sign post. The existing route signs and stop sign shall be salvages and placed on the two new sign post. The new sign post shall consist of two breakaway support stubs and 2 – 2" Telespar 12 gauge post 12 feet in length.

All cost for work involved in the removal of the existing sign post and salvaging the signs and placing the two new sign post shall be incidental to the contract unit price per each for "Salvage Traffic Sign"

**TYPE 1 JUNCTION BOX**

The Contractor shall be responsible for the removal of existing junction boxes. Existing junction boxes will be replaced with a new Type 1 Junction Box. The Contractor shall install conduit from the location of the removed junction box to the location of the new junction box in order to retain existing conduit under the roadways.

All cost for work involved in the removal of existing junction boxes shall be incidental to the unit price per each for "Type 1 Junction Box".

All cost for work involved in the installation of the junction boxes shall be incidental to the contract price per each for "Type 1 Junction Box".

**TABLES OF EXISTING JUNCTION BOXES TO BE REPLACED WITH NEW TYPE 1 JUNCTION BOXES.**

**P0045 (00)111 02BP - MILLER**

STATION	L/R	UNITS
20+30	R	1
21+04	R	1
21+11	L	1
<b>TOTAL</b>		<b>3</b>

**NH0014 (00)300 02BN – MILLER**

STATION	L/R	UNITS
25+40	L	1
25+33	R	1
28+96	R	1
29+58	R	1
33+86	L	1
33+19	R	1
51+77	R	1
86+68	L	1
<b>TOTAL</b>		<b>8</b>

**DETECTABLE WARNINGS**

Detectable warnings shall be in compliance with the Americans with Disability Act regulations.

The detectable warnings shall be installed according to the manufacturer's installation instructions.

A concrete thickness equal to the adjacent concrete sidewalk thickness and 2 inches of granular cushion material shall be placed below the Type 1 Detectable Warnings. When concrete is placed below the detectable warnings then the concrete thickness shall be transitioned at the rate of 1" per foot to match the adjacent concrete sidewalk thickness.

The detectable warnings shall be a brick red color for application in concrete curb ramps. Cast iron plates may be a natural patina (weathered steel).

Detectable warning panels shall match those currently being used by the city in which they are installed. These panels will need to be approved by the Engineer and City.

When Type 1 Detectable Warnings are specified, the Contractor shall furnish and install only one of the products listed in the Type 1 Detectable Warnings table.

Type 1 Detectable Warnings

Product	Manufacturer
Detectable Warning Plate Cast Iron Plate	Neenah Foundry Company Neenah, WI 800-558-5075 <a href="http://www.neenahfoundry.com/">http://www.neenahfoundry.com/</a>
Detectable Warning Plate Cast Iron Plate	Deeter Foundry Lincoln, NE 800-234-7466 <a href="http://www.deeter.com/">http://www.deeter.com/</a>
Detectable Warning Plate Cast Iron Plate	East Jordan Iron Works, Inc. 301 Spring Street East Jordan, MI 49727 800-626-4653 <a href="http://www.ejiw.com">http://www.ejiw.com</a>



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**FOR BIDDING PURPOSES ONLY**

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(00) 300 P 0045(00)111	7	96

Type 1 Detectable Warnings (continued)

<u>Product</u>	<u>Manufacturer</u>
CAST-DWD Cast Iron Plate	Key 3 Casting (Northern Foundry) 555 West 25 <sup>th</sup> Street Hibbing, MN 55746 218-263-8871 <a href="http://key3casting.com">http://key3casting.com</a>
Pre-Manufactured Detectable Warning Paver Concrete Panel	M.R. Castings, Inc. PO Box 34232 Omaha, NE 68134 402-510-3279 <a href="http://mrcastings.com/">http://mrcastings.com/</a>
ADA Arcis Tactile Detectable Warning Tile Concrete Panel Reinforced with Stainless Steel Prestress Strands	Arcis Corporation 10680 NW 289 <sup>th</sup> Place PO Box 1250 North Plains, Oregon 97133 503-647-5042 <a href="http://www.arcis-corp.com/#/tactile/">http://www.arcis-corp.com/#/tactile/</a>
CASTinTACT Concrete Panel Reinforced with Stainless Steel Prestress Strands	MASCO Mason Supply 6018 234 <sup>th</sup> St SE Woodinville, Washington 98072 425-487-6161 <a href="http://www.castintact.com">http://www.castintact.com</a>
CASTinTACT 3 Concrete Panel Enhanced with Microsilica and Fiber Reinforced	MASCO Mason Supply 6018 234 <sup>th</sup> St SE Woodinville, Washington 98072 425-487-6161 <a href="http://www.castintact.com">http://www.castintact.com</a>
Detectable Warning Tile Composite Replaceable Wet-Set	ADA Solutions, Inc. North Billerica, MA 01862 800-372-0519 <a href="http://www.adatale.com">http://www.adatale.com</a>
Access Tile Composite Replaceable Cast in Place	Access Products Inc. 241 Main Street, Suite 100 Buffalo, NY 14203 888-679-4022 <a href="http://www.accesstile.com/">http://www.accesstile.com/</a>
Armorcast Detectable Warning Tile Composite Replaceable Wet-Set	Armorcast Products Company 13230 Saticoy Street North Hollywood, CA 91605 818-982-3600 <a href="http://www.armorcastprod.com/">http://www.armorcastprod.com/</a>

When Type 2 Detectable Warnings are specified, the Contractor shall furnish and install only one of the products listed in the Type 2 Detectable Warnings table.

Type 2 Detectable Warnings

<u>Product</u>	<u>Manufacturer</u>
Armor Tile Surface Applied System	Engineered Plastics Inc. 300 International Drive, Suite 100 Williamsville, NY 14221 800-682-2525 <a href="http://www.armor-tile.com/">http://www.armor-tile.com/</a>
Detectable Warning Tile Surface Mount System	ADA Solutions, Inc. North Billerica, MA 01862 888-407-4492 <a href="http://adatale.reachlocal.com/">http://adatale.reachlocal.com/</a>
DWT (Detectable Warning Tile) Surface Mount System	3D Traffic Works 4320 N. Varney St. Burbank, CA 91502 877-843-9757 <a href="http://www.trafficwks.com/">http://www.trafficwks.com/</a>
RediMat Surface Applied System	Detectable Warning Systems, Inc 8081 Phillips Hwy, Suite 22 Jacksonville, FL 32256 866-999-7452 <a href="http://www.detectable-warning.com/">http://www.detectable-warning.com/</a>
Access Tile Surface Applied System	Access Products Inc. 241 Main Street, Suite 100 Buffalo, NY 14203 888-679-4022 <a href="http://www.accesstile.com/surface-applied-the-most-innovative-retrofit-system">http://www.accesstile.com/surface-applied-the-most-innovative-retrofit-system</a>
Alerttile Surface Applied System	Cape Fear Systems, III, LLC 215 South Water Street, Suite 103 Wilmington, NC 28401 877-232-6287 <a href="http://www.alerttile.com/">http://www.alerttile.com/</a>
Ultra-ADA Pads Surface Mount System	Ultra Tech International, Inc. 11542 Davis Creek Court Jacksonville, FL 32256 800-764-9563 <a href="http://spillcontainment.com/products/acility_protection/warningpads.htm">http://spillcontainment.com/products/acility_protection/warningpads.htm</a>

**PEDESTRIAN TRAFFIC ACCOMODATIONS**

The Contractor shall accommodate pedestrian and bicycle traffic. The Contractor shall maintain pedestrian traffic, including those with disabilities, at all times. In times of inclement weather, the Contractor may be required to place a temporary boardwalk or other approved surface to maintain this traffic. Cost for this temporary surface shall be incidental to the various contract items. The Contractor shall install pedestrian traffic control as per Standard Plate 634.35 for sidewalks that will be closed during construction. Payment for these signs will be based on the contract unit price per units for Traffic Control.

The Contractor shall maintain pedestrian traffic on one side of the street at all times. Also, the Contractor shall maintain pedestrian crossing at all intersecting streets. No two adjacent crossings can be closed at the same time.

The Contractor shall contact the City prior to starting any work to identify any known pedestrians with disabilities that will be on or near the project. The Contractor shall contact these people or organizations to coordinate their safe travel through or around the project. The coordination of safe travel may include: manned crossing assistance (crossing guard) or the provision of vehicular travel accommodations.

Orange plastic safety fence shall be provided to enclose any areas that are unsafe for pedestrian traffic including excavation areas that will be open over night or when the Contractor is not in the area. This includes any disturbances to the sidewalk, existing ground or other paved surface; for the purpose of installing poles or conduit. Detectable edging shall be incidental to the contract lump sum price for Traffic Control Miscellaneous.

Quantities for SIDEWALK CLOSED (R9-9) and SIDEWALK CLOSED, USE OTHER SIDE (R9-10) have been included in the itemized list of traffic control to help detour traffic as directed by the Engineer. Type I barricades necessary for pedestrian traffic control as per standard plate 634.34 shall be incidental to the contract lump sum price for Traffic Control Miscellaneous. The Contractor shall maintain the existing sidewalk that is used for the pedestrian detour. Maintenance of this detour will include sweeping of the sidewalk to remove any debris or granular material that may be on the walking surface.

The Contractor shall submit a plan for maintaining pedestrian and bicycle traffic to the Area Engineer for approval two weeks prior to starting work.

All costs of pedestrian and bicycle traffic maintenance, except signs paid for by the Unit, shall be incidental to the Traffic Control Miscellaneous bid item.



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STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(00) 300 P 0045(00)111	8	96

**FOR BIDDING PURPOSES ONLY**

**ITEMIZED LISTS FOR TRAFFIC CONTROL**

**NH0014 (00)300 02BN - MILLER**

SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	UNITS PER SIGN	UNITS
G20-2A	36" x 18"	END ROAD WORK	2	17	34
R9-9	24" x 30"	SIDEWALK CLOSED	18	15	270
R9-10	24" x 12"	SIDEWALK CLOSED, ARROW, USE OTHER SIDE	4	15	60
W20-1	48" x 48"	ROAD WORK AHEAD	2	34	68
W20-5R	48" x 48"	RIGHT LANE CLOSED AHEAD	1	34	34
W21-5	48" x 48"	SHOULDER WORK	2	34	68
W4-2	48" X 48"	RIGHT LANE ENDS (SYMBOL)	1	34	34
<b>TOTAL UNITS</b>					<b>568</b>

**NH0014 (00)300 02BN - MILLER - VALLEY GUTTER**

SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	UNITS PER SIGN	UNITS
R11-2	48" x 30"	ROAD CLOSED	2	27	54
R11-4	60" x 30"	ROAD CLOSED TO THRU TRAFFIC	1	30	30
W20-3	48" x 48"	ROAD CLOSED AHEAD	1	34	34
*****	*****	TYPE III BARRICADE - 8 FT SINGLE SIDED	6	40	240
*****	*****	TYPE III BARRICADE - 6 FT DOUBLE SIDED	1	42	42
<b>TOTAL UNITS</b>					<b>400</b>

**P0045 (00)111 02BP - MILLER**

SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	UNITS PER SIGN	UNITS
G20-2A	36" x 18"	END ROAD WORK	2	17	34
R9-9	24" x 30"	SIDEWALK CLOSED	18	15	270
R9-10	24" x 12"	SIDEWALK CLOSED, ARROW, USE OTHER SIDE	4	15	60
W20-1	48" x 48"	ROAD WORK AHEAD	2	34	68
W21-5	48" x 48"	SHOULDER WORK	2	34	68
<b>TOTAL UNITS</b>					<b>500</b>

**P0045 (00)111 02BP - MILLER - VALLEY GUTTER**

SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	UNITS PER SIGN	UNITS
R11-2	48" x 30"	ROAD CLOSED	2	27	54
R11-4	60" x 30"	ROAD CLOSED TO THRU TRAFFIC	1	30	30
W20-3	48" x 48"	ROAD CLOSED AHEAD	1	34	34
*****	*****	TYPE III BARRICADE - 8 FT SINGLE SIDED	6	40	240
*****	*****	TYPE III BARRICADE - 6 FT DOUBLE SIDED	1	42	42
<b>TOTAL UNITS</b>					<b>400</b>

**NH0014 (00)300 02BN - ST. LAWRENCE**

SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	UNITS PER SIGN	UNITS
G20-2A	36" x 18"	END ROAD WORK	2	17	34
R9-9	24" x 30"	SIDEWALK CLOSED	18	15	270
R9-10	24" x 12"	SIDEWALK CLOSED, ARROW, USE OTHER SIDE	4	15	60
W20-1	48" x 48"	ROAD WORK AHEAD	2	34	68
W21-5	48" x 48"	SHOULDER WORK	2	34	68
<b>TOTAL UNITS</b>					<b>500</b>

**ITEMIZED LISTS FOR TRAFFIC CONTROL (CONTINUED)**

**NH0014 (00)300 02BN - WESSINGTON**

SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	UNITS PER SIGN	UNITS
G20-2A	36" x 18"	END ROAD WORK	2	17	34
R9-9	24" x 30"	SIDEWALK CLOSED	18	15	270
R9-10	24" x 12"	SIDEWALK CLOSED, ARROW, USE OTHER SIDE	4	15	60
W20-1	48" x 48"	ROAD WORK AHEAD	2	34	68
W21-5	48" x 48"	SHOULDER WORK	2	34	68
<b>TOTAL UNITS</b>					<b>500</b>

**FERTILIZING**

A commercial fertilizer with a minimum guaranteed analysis of 13-13-13, 18-46-0, 11-52-0, or an approved alternate fertilizer sold for use as a lawn starter fertilizer shall be applied to all areas designated for permanent seeding. The application rate of fertilizer shall be 3 pounds per 1000 SqFt.

**PERMANENT SEEDING**

The areas to be seeded comprise of all newly graded areas within the project limits except for the top of roadways, temporary easements under cultivation, and areas designated to be sod.

All permanent seed shall be planted in the topsoil at a depth of 1/4" to 1/2".

All seed broadcast must be raked or dragged in (incorporated) within the top 1/4" to 1/2" of topsoil when possible. This requirement may be waived by the Engineer during construction when raking or dragging is deemed not feasible by conventional methods.

Type D Permanent Seed Mixture shall consist of the following:

Grass Species	Variety	Pure Live Seed (PLS) (Pounds/1000 SqFt)
Kentucky Bluegrass	Alene, Avalanche	1.4
Perennial Ryegrass	Turf Type, Ascend	1.4
Creeping Red Fescue	Epic	1.4
Chewings Fescue	Ambrose	1.4
Alkali Grass	Fults, Fults II, Quill, Salty	1.4
Total:		7

**FIBER MULCHING**

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

Fiber mulch shall be applied at the rate of 60 pounds per 1000 SqFt according to the manufacturer's installation instructions.

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

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

Product	Manufacturer
Mat-Fiber Plus	Mat, Inc. Floodwood, MN Phone: 1-888-477-3028 <a href="http://www.matinc.biz">www.matinc.biz</a>
Conwed Hydro Mulch 2000	Profile Products LLC Buffalo Grove, IL Phone: 1-800-366-1180 <a href="http://www.conwedfibers.com">www.conwedfibers.com</a>
EcoFibre Plus Tackifier	Profile Products LLC Buffalo Grove, IL Phone: 1-800-366-1180 <a href="http://www.profile-eco.com">www.profile-eco.com</a>
Terra Wood with Tacking Agent 3	Profile Products LLC Buffalo Grove, IL Phone: 1-800-726-6371 <a href="http://www.terra-mulch.com">www.terra-mulch.com</a>
Bindex Wood WT	American Excelsior Co. Arlington, TX Phone: 1-800-777-7645 <a href="http://www.curlex.com">www.curlex.com</a>
Second Nature Wood Fiber Mulch Plus	Central Fiber LLC Canton, OH Phone: 1-888-452-2630 <a href="http://www.centralfiber.com">www.centralfiber.com</a>



STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(175)300 P 0045(46)111	9	96

# HORIZONTAL ALIGNMENT DATA

## PCN 02BP – SD45, Broadway Ave South of 3<sup>rd</sup> Street in Miller – MAINLINE

Type	Station		Northing	Easting
POB	-10+00.00		247,858.4931	2,232,323.5686
		TL = 2,159.447'      N 0°39'16.70" W		
PI	11+59.45		250,017.7992	2,232,298.8962
		TL = 427.997'      N 0°38'47.01" W		
PI	15+87.44		250,445.7693	2,232,294.0678
		TL = 911.347'      N 0°38'00.67" W		
PI	24+98.79		251,357,0603	2,232,283.9912

## PCN 02BN – US14, Broadway Ave North of 3rd Street in Miller – MAINLINE

Type	Station		Northing	Easting
POB	24+98.79		251,357,0603	2,232,283.9912
		TL = 1237.165'      N 0°40'52.92" W		
PI	37+35.96		252,594.1376	2,232,269.2791
		TL = 3,043.426'      N 0°36'10.15" W		
PI	67+79.38		255,637.3953	2,232,237.2593
		TL = 1,300.760'      N0° 36' 14.96"W		
POE	80+80.14		256,938.0833	2,232,223.5437

## PCN 02BN – US14, East 3rd Street in Miller – MAINLINE

Type	Station		Northing	Easting
POB	46+00.00		251,355.9299	2,232,183.9976
		TL= 1,422.421'      N 89°21'08.30" E		
PI	60+22.42		251,372.0091	2,233,606.3276
		TL = 1,092.704'      N 89°18'42.84" E		
PI	71+15.12		251,385.1318	2,234,698.9529
		TL = 813.334'      S 89°56'06.56" E		
PI	79+28.46		251,384.2113	2,235,512.2863
		TL = 2,260.812'      S 89°35'24.99" E		
POE	101+89.27		251,368.0442	2,237,773.0408



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PLANS BY: CLARK ENGINEERING, SIOUX FALLS, SD

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(175)300 P 0045(46)111	10	96

# HORIZONTAL ALIGNMENT DATA CONTINUED

## PCN 02BN – US14, in St. Lawrence – MAINLINE

Type	Station			Northing	Easting
POB	78+63.93			251,304.8760	2,242,964.4302
		TL = 1,201.066'	S 89°21'10.59" E		
PI	90+65.00			251,291.3122	2,244,165.419'
		TL = 607.800'	N 89°40'21.11" E		
PI	96+72.80			251,294.7861	2,244,773.2096
		TL = 2,172.800'	N 89°09'41.97" E		
POE	118+45.60			251,326.5769	2,246,945.7773

## PCN 02BN – US14, in Wessington – MAINLINE

Type	Station			Northing	Easting
POB	762+61.82			230,265.9333	2,306,434.9730'
		TL = 1,144.176'	N 88°50'14.40" E		
PI	774+06.00			230,289.1497	2,307,578.9131
		TL = 2,743.747'	N 88°54'43.88" E		
POE	801+49.75			230,341.2390	2,310,322.1652



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STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(175)300 P 0045(46)111	11	96

# CONTROL DATA

## PCN 02BN – US14 in Wessington

HORIZONTAL AND VERTICAL CONTROL POINTS						
POINT	STATION	OFFSET	DESCRIPTION	NORTHING	EASTING	ELEVATION
CP 1	772+60.62	18.79' R	PK Nail by Kwikfill corner sign	230,267.412	2,307,433.843	1,409.555
CP 2	786+47.96	24.88' R	PK Nail at Commercial Street	230,287.856	2,308,821.117	1,416.211
CP 3	791+25.28	25.75' L	PK Nail at Wessington Street	230,347.538	2,309,297.392	1,405.916

## PCN 02BP & PCN 02BN – SD45 & US14 in Miller

HORIZONTAL AND VERTICAL CONTROL POINTS						
POINT	STATION	OFFSET	DESCRIPTION	NORTHING	EASTING	ELEVATION
CP 4	86+68.30	38.51' L	Punch Mark in Electric Manhole	251,417.433	2,236,252.379	1,574.737
CP 5	94+44.22	41.91' L	PK Nail in bike path	251,415.286	2,237,028.307	1,577.943

## PCN 02BN – US14 in St. Lawrence

HORIZONTAL AND VERTICAL CONTROL POINTS						
POINT	STATION	OFFSET	DESCRIPTION	NORTHING	EASTING	ELEVATION
CP 6	88.83.17	18.37' R	PK Nail MRM 303.38	251,274.999	2,243,983.395	1,572.692
CP 7	96+68.93	25.44' R	PK Nail at Catalpa Street	251,269.323	2,244,769.483	1,567.757
CP 8	103+75.34	26.41' R	PK Nail at Commercial Street	252,278.658	2,245,476.062	1,567.494
CP 9	107+82.93	19.10' R	PK Nail at Maple Street	251,291.930	2,245,883.497	1,560.876



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The Elevations shown on this sheet are based on NAVD88.

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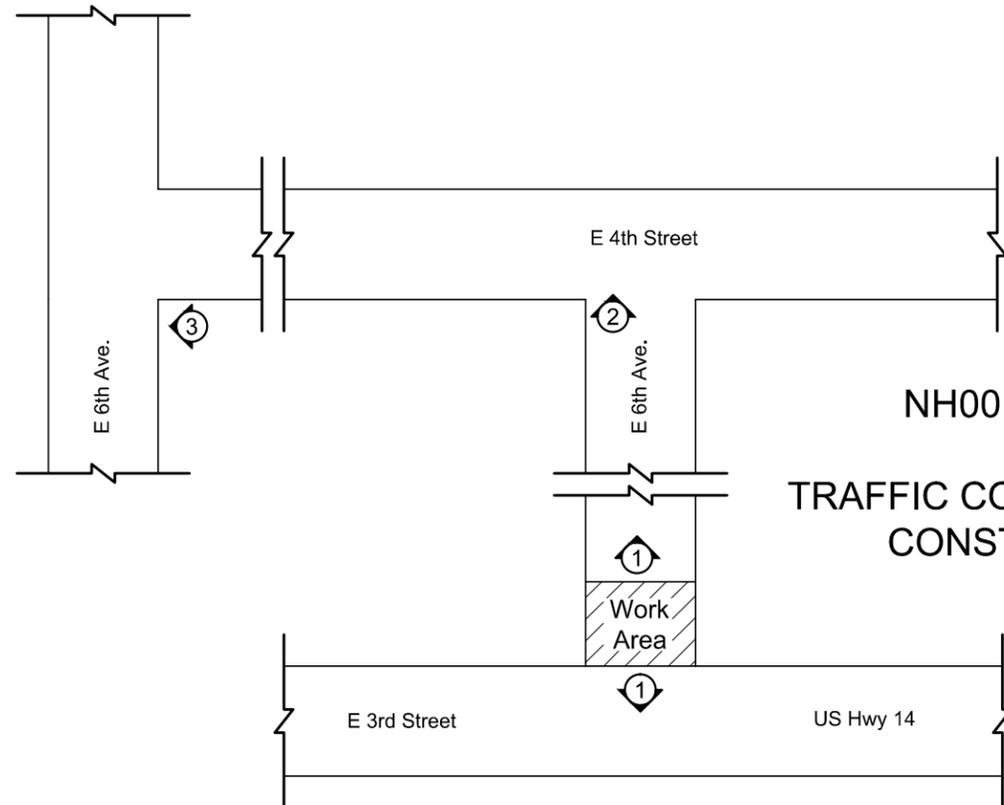
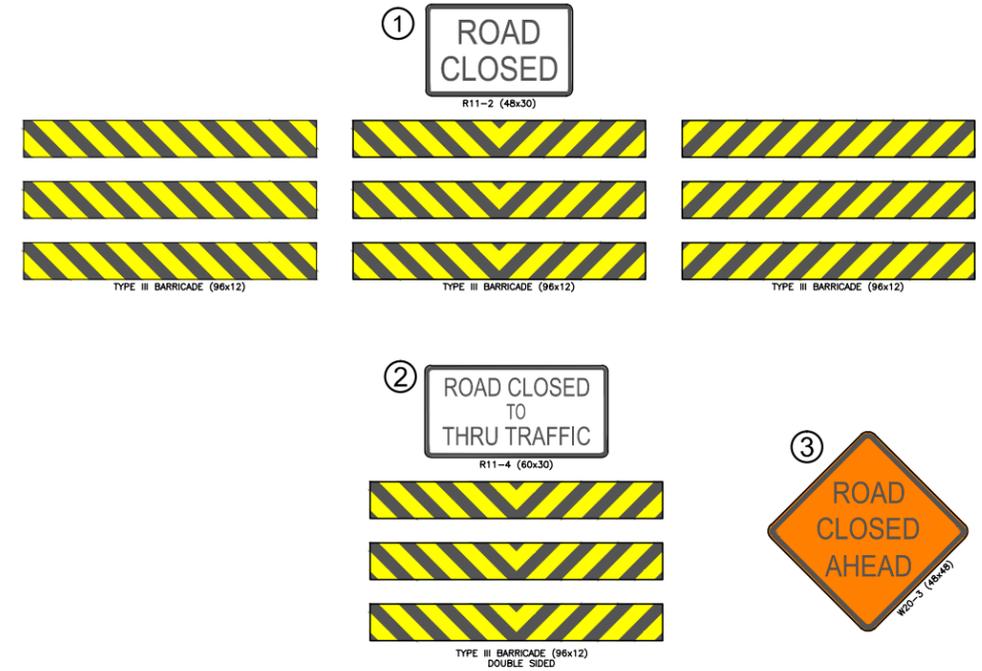
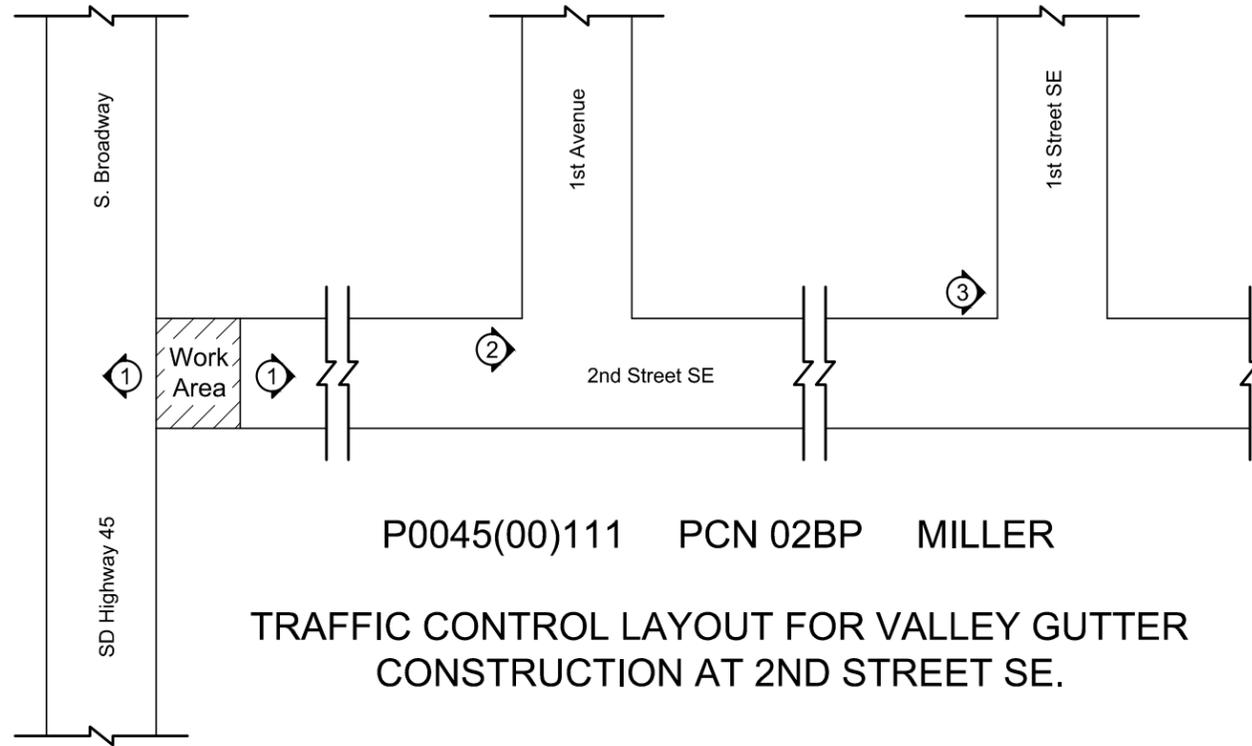
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# EXISTING TOPOGRAPHY SYMBOLOLOGY AND LEGEND

Anchor		Information Sign One Post		Satellite Dish	
Antenna		Information Sign Two Post		Septic Tank	
Approach		Interstate Close Gate		Shrub Tree	
Assumed Corner		Iron Pin		Sidewalk	
Azimuth Marker		Irrigation Ditch		Sign Face	
Bbq Grill/ Fireplace		Lake Edge		Sign Post	
Bearing Tree		Lawn Sprinkler		Slough Or Marsh	
Bench Mark		Mailbox		Spring	
Box Culvert		Manhole Electric		Stream Gauge	
Bridge		Manhole Gas		Street Marker	
Brush		Manhole Misc		Telephone Fiber Optics	
Buildings		Manhole Sanitary Sewer		Telephone Junction Box	
Bulk Tank		Manhole Storm Sewer		Telephone Pole	
Cattle Guard		Manhole Telephone		Television Cable Jct Box	
Cemetery		Manhole Water		Television Tower	
Centerline		Merry-Go-Round		Test Wells/Bore Holes	
Cistern		Microwave Radio Tower		Traffic Signal	
Clothes Line		Misc. Property Corner		Trash Barrel	
Commercial Sign Double Face		Misc. Post		Tree Belt	
Commercial Sign One Post		Overhang Or Encroachment		Tree Coniferous	
Commercial Sign Overhead		Overhead Utility Line		Tree Deciduous	
Commercial Sign Two Post		Parking Meter		Tree Stumps	
Concrete Symbol		Pipe With End Section		Triangulation Station	
Creek Edge		Pipe With Headwall		Underground Electric Line	
Curb/Gutter		Pipe Without End Section		Underground Gas Line	
Curb		Playground Slide		Underground Sanitary Sewer	
Dam Grade/Dike/Levee		Playground Swing		Underground Storm Sewer	
Ditch Block		Power And Light Pole		Underground Tank	
Drainage Profile		Power And Telephone Pole		Underground Telephone Line	
Drop Inlet		Power Meter		Underground Television Cable	
Edge Of Asphalt		Power Pole		Underground Water Line	
Edge Of Concrete		Power Pole And Transformer		Warning Sign One Post	
Edge Of Gravel		Power Tower Structure		Warning Sign Two Post	
Edge Of Other		Propane Tank		Water Fountain	
Edge Of Shoulder		Property Pipe		Water Hydrant	
Elec. Trans./Power Jct. Box		Property Pipe With Cap		Water Meter	
Fence Barbwire		Property Stone		Water Tower	
Fence Chainlink		Public Telephone		Water Valve	
Fence Electric		Railroad Crossing Signal		Water Well	
Fence Misc.		Railroad Milepost Marker		Weir Rock	
Fence Rock		Railroad Profile		Windmill	
Fence Snow		Railroad R.O.W. Marker		Wingwall	
Fence Wood		Railroad Signs		Witness Corner	
Fence Woven		Railroad Switch			
Fire Hydrant		Railroad Track		State and National Line	
Flag Pole		Railroad Trestle		County Line	
Flower Bed		Rebar		Section Line	
Gas Valve Or Meter		Rebar With Cap		Quarter Line	
Gas Pump Island		Reference Mark		Sixteenth Line	
Grain Bin		Retaining Wall		Property Line	
Guardrail		Riprap		Construction Line	
Gutter		River Edge		R. O. W. Line	
Guy Pole		Rock And Wire Baskets		New R. O. W. Line	
Haystack		Rockpiles		Cut and Fill Limits	
Hedge		Route Sign One Post		Control of Access	
Highway R.O.W. Marker		Route Sign Two Post		New Control of Access	

# TRAFFIC CONTROL FOR BIDDING PURPOSES ONLY

STATE OF S.D.	PROJECT NH 0014(00)300 P 0045(00)111	SHEET NO. 13	TOTAL SHEETS 96
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NH0014(00)300 PCN 02BN MILLER

TRAFFIC CONTROL LAYOUT FOR VALLEY GUTTER CONSTRUCTION AT EAST 6TH AVENUE.



STATE OF S.D.	PROJECT NH 0014(00)300 P 0045(00)111	SHEET NO. 14	TOTAL SHEETS 96
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Plotting Date: Feb.-14-2014

FOR BIDDING PURPOSES ONLY

# MILLER



R68W

T112N

R68W

BEGIN NH 0014(00)300  
MRM 300.72  
45+50.00

END P 0045(00)111  
MRM 111.54  
21+50

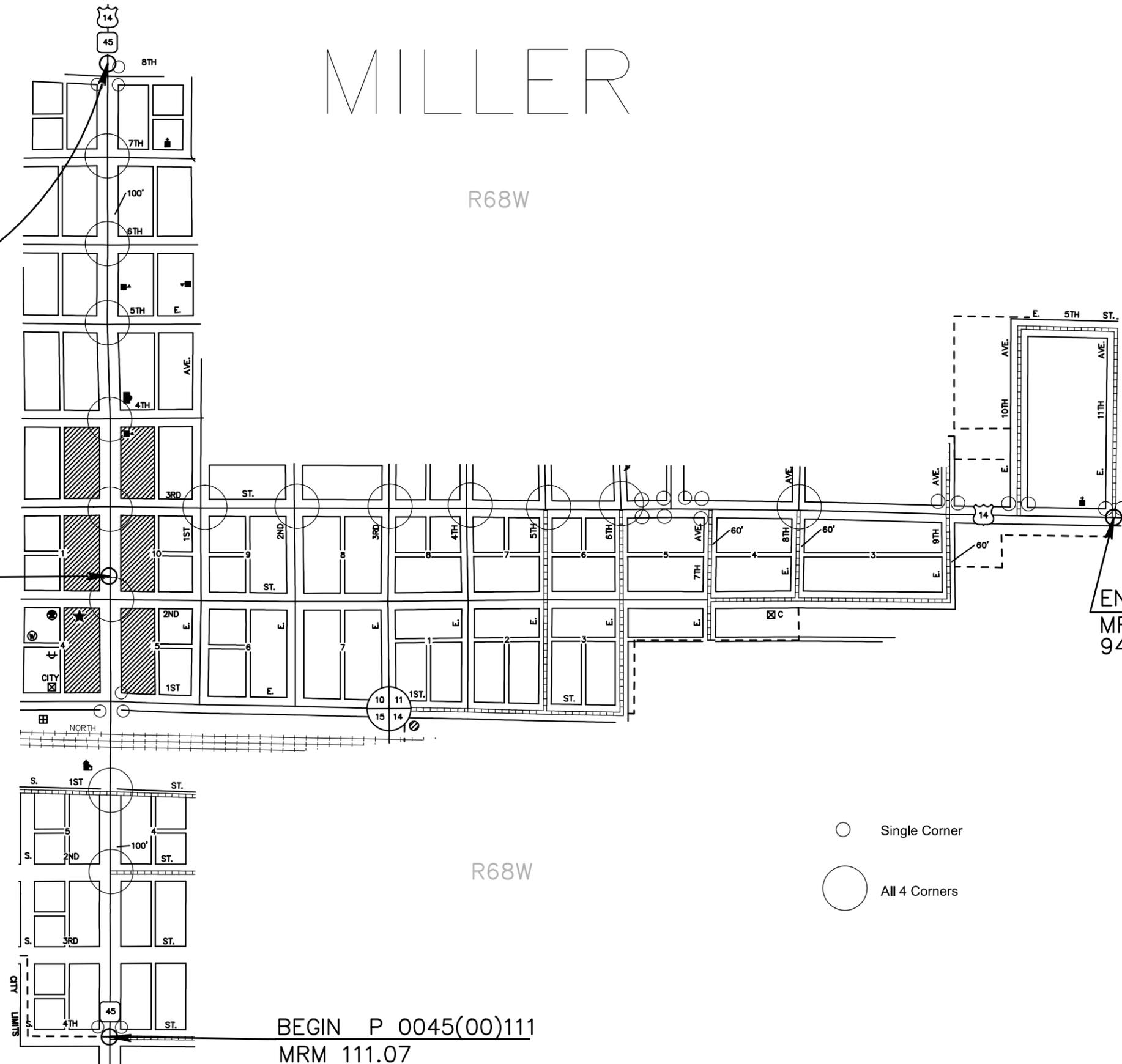
END NH 0014(00)300  
MRM 301.66  
94+50.00

BEGIN P 0045(00)111  
MRM 111.07  
0+00.00

PROJECT NH 0014(00)300  
& P 0045(00)111  
US. HIGHWAY 14. & SD45  
HAND COUNTY  
PCN 02BN & 02BP

Plotted From - wadel

PLANS BY: CLARK ENGINEERING, SIOUX FALLS, SD





# RIGHT OF WAY AND EASEMENT OWNERSHIP TABLE

## NH 0014(00)300 - PCN 02BN - US14 - THROUGH MILLER

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(00)300	16	96

FOR BIDDING PURPOSES ONLY

Intersection / Station	Quadrant	Parcel	Station to Station	Side	Type	Purpose	Area	Owner	Address	Description	
3rd St. N. & Broadway 24+98	Northeast Quadrant	1		R	Permanent	Sidewalk Construction	50 SqFt	Kenneth D. Tucker and Joanne Tucker	633 W. 7th Street Miller, SD 57362	The west 125 feet of Lots Eight (8), Nine (9), and Ten (10), Block Eleven (11), William H. Miller's Addition to the City of Miller.	
	Northeast Quadrant	1	25+38 to 25+63	R	Temporary	Sidewalk Construction	225 SqFt	Kenneth D. Tucker and Joanne Tucker	633 W. 7th Street Miller, SD 57362	The west 125 feet of Lots Eight (8), Nine (9), and Ten (10), Block Eleven (11), William H. Miller's Addition to the City of Miller.	
	Northwest Quadrant	NONE REQ.									
	Southeast Quadrant	A1	24+45 to 24+58	R	Temp	Sidewalk Construction	150 SqFt	Daniel L. Coss and Sheila A. Coss	100 S. Maple St. St. Lawrence, SD 57373	Lot 21, Block 10, William H. Miller's Addition to the City of Miller.	
	Southwest Quadrant	NONE REQ.									
4th St. N. & Broadway 29+28	Northeast Quadrant	A3	29+68.48 to 29+79.35	R	Temp	Sidewalk Construction	54 SqFt	Hand County (Library)	402 N. Broadway Miller, SD 57362	Lot 8, Block 24, William H. Miller's Addition to the City of Miller.	
	Northwest Quadrant	A4	29+69.59 to 29+79.59	L	Temp	Sidewalk Construction	25 SqFt	Paula McFarlane and Gary McFarlane	P.O. Box 123 Miller, SD 57362	Lot 14, Block 16, William H. Miller's Addition to the City of Miller.	
	Southeast Quadrant	A5	28+77.99 to 28+88.48	R	Temp	Sidewalk Construction	52 SqFt	Cinco Corporation	P.O. Box 1185 St. Cloud, MN 56302	Lot 21, Block 11, William H. Miller's Addition to the City of Miller.	
	Southwest Quadrant	A6	28+82.02 to 28+89.60	L	Temp	Sidewalk Construction	38 SqFt	Keith G. Miller and Cecilia L. Miller	325 North Broadway Miller, SD 57362	Lot 1, Block 21, William H. Miller's Addition to the City of Miller.	
5th St. N. & Broadway 33+57	Northeast Quadrant	A7	33+98.31 to 34+10.08	R	Temp	Sidewalk Construction	83 SqFt	Miller Independent School District No. 4	P.O. Box 257 Miller, SD 57362	Block 27, North Addition to the city of Miller.	
	Northwest Quadrant	NONE REQ.									
	Southeast Quadrant	A8	33+08.13 to 33+18.28	R	Temp	Sidewalk Construction	74 SqFt	Miller Independent School District No. 4	P.O. Box 257 Miller, SD 57362	The West 127 feet of lot 21, Block 24, William H. Millers addition to the City of Miller.	
6th St. N. & Broadway 37+36	Southwest Quadrant	A9	33+13.36 to 33+18.10	L	Temp	Sidewalk Construction	25 SqFt	Shon S. Ford and L. Ford	Jessie 319 E. 3rd Ave. Miller, SD 57362	E. 98' of Lot 1, Block 16, William H. Miller's Addition to the City of Miller.	
	Northeast Quadrant	NONE REQ.									
	Northwest Quadrant	A10	37+79.20 to 37+84.20	L	Temp	Sidewalk Construction	25 SqFt	Leon D. Keller and Teresa A. Keller	RR 7 Box 7015A Ava, MO 65608	The East 90 Feet of Lot 12, Block 33, North Addition to the City of Miller.	
7th St. N. & Broadway 41+25	Southeast Quadrant	NONE REQ.									
	Northwest Quadrant	A11	41+72.85 to 41+77.85	L	Temp	Sidewalk Construction	25 SqFt	Dorothy H. Lichty and Theresa J. Lichty	703 N. Broadway Miller, SD 57362	Lot 1, block 4, Garlick's Addition to the City of Miller.	
	Southeast Quadrant	A12	40+74.58 to 40+79.58	R	Temp	Sidewalk Construction	25 Sqft	Gregory S. Wilson	25789 Country lane Renner, SD 57055	Lot 18, Block 34, North Addition to the City of Miller.	
	Southwest Quadrant	NONE REQ.									
8th St. N. Broadway 45+11	Northeast Quadrant	NONE REQ.									
	Northwest Quadrant	NONE REQ.									
	Southeast Quadrant	NONE REQ.									
	Southwest Quadrant	NONE REQ.									
E. 3rd St. & E. 1st Ave. 51+40	Northeast Quadrant	NONE REQ.									
	Northwest Quadrant	NONE REQ.									
	Southeast Quadrant	NONE REQ.									
	Southwest Quadrant	NONE REQ.									
E. 3rd St. & E. 2nd Ave. 55+70	Northeast Quadrant	NONE REQ.									
	Northwest Quadrant	NONE REQ.									
	Southeast Quadrant	NONE REQ.									
	Southwest Quadrant	NONE REQ.									

US HIGHWAY 14

# RIGHT OF WAY AND EASEMENT OWNERSHIP TABLE FOR BIDDING PURPOSES ONLY

## NH 0014(00)300 - PCN 02BN - US14 - THROUGH MILLER

STATE OF SOUTH DAKOTA	PROJECT NH 0014(00)300	SHEET 17	TOTAL SHEETS 96
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Intersection / Station	Quadrant	Parcel	Station to Station	Side	Type	Purpose	Area	Owner	Address	Description
E. 3rd St. & E. 3rd Ave 60+24	Northeast Quadrant	A13	60+57.51 to 60+67.51	L	Temp	Sidewalk Construction	100 SqFt	Scott C. Teason	405 E. 3rd St. Miller, SD 57362	The West 90 feet of Lot 1, Block 9, Atlantic Addition to the City of Miller.
	Northwest Quadrant	A14	59+81.48 to 59+91.48	L	Temp	Sidewalk Construction	100 SqFt	Jerry L. Cotton and Nancy J. Cotton	5100 N. Barrington Ln Edmond, OK 73034	Lot 16, Block 13, North Addition to the City of Miller.
	Southeast Quadrant	A15	60+57.04 to 60+72.04	R	Temp	Sidewalk Construction	150 SqFt	Rick A. Forman and Carolyn A. Forman	404 E. 3rd St. Miller 57362	The West 50 feet of lot 10, block Eight, Atlantic Addition to the City of Miller.
	Southwest Quadrant	A16	59+81.07 to 59+91.07	R	Temp	Sidewalk Construction	100 SqFt	Chad Rembold and Sherry Rembold	326 E. 3rd St Miller, SD 57362	Lot 1, Resubdivision of Block 8, William H. Miller's Addition to the City of Miller.
E. 3rd St. & E. 4th Ave. 63+88	Northeast Quadrant	A17	64+17.46 to 64+32.46	L	Temp	Sidewalk Construction	150 SqFt	K & K Greenery, Inc.	501 E. 3rd St Miller, SD 57362	Lot A, Pangburn Addition to the City of Miller.
	Northwest Quadrant	A18	63+42.46 to 63+57.46	L	Temp	Sidewalk Construction	150 SqFt	Gerald L. Fanning and J. Fanning	Roberta P.O. Box 167 Miller, SD 57362	East half of Lot 10, Block 9, Atlantic Addition to the City of Miller.
	Southeast Quadrant	A19	64+17.99 to 64+38.00	R	Temp	Sidewalk Construction	200 SqFt	Brian R. Duxbury and Tabatha K. Duxbury	502 E. 3rd St Miller, SD 57362	The west 90 feet of lot 10, Block 7, Atlantic Addition to the City of Miller.
	Southwest Quadrant	A20	63+42.97 to 63+57.98	R	Temp	Sidewalk Construction	150 SqFt	Ernest R. Lewellen and Alona Lewellen	422 W. Ave. Miller, SD 57362	The east half of Lot 11, Block 8, Atlantic Addition to the City of Miller.
E. 3rd St. & E. 5th Ave. 67+50	Northeast Quadrant	A21	67+77.06 to 67+92.06	L	Temp	Sidewalk Construction	150 SqFt	Marlon Weyand and Barbara Weyand	603 E. 3rd St. Miller, SD 57362	The West 90 feet of Lot 1, Block 11, Atlantic Addition to the City of Miller.
	Northwest Quadrant	A22	67+07.06 to 67+17.06	L	Temp	Sidewalk Construction	100 SqFt	Leon D. Keller and Teresa A. Keller	RR 7 Box 7015A Ava, MO 65608	The East 86 Feet of Lot 10, Block 10, Atlantic Addition to the City of Miller.
	Southeast Quadrant	A23	67+78.16 to 67+88.16	R	Temp	Sidewalk Construction	100 SqFt	Rosetta Ann Simons and Richard Leonard Barnes	717 S. Kline St. Aberdeen, SD 57401-6123	Lot 6, Resubdivision of Block 6, Atlantic Addition to the City of Miller.
	Southwest Quadrant	A24	67+08.16 to 67+18.16	R	Temp	Sidewalk Construction	100 SqFt	Andrew and Jessica Roeber	522 E. 3rd St. Miller, SD 57362	East 90 feet of Lot 11 Block 7, Atlantic Addition to the City of Miller.
E. 3rd St. & E. 6th Ave. 71+00	Northeast Quadrant	A25	71+36.52 to 71+50.17	L	Temp	Sidewalk Construction	137 SqFt	Miller Independent School District Number 4	P.O. Box 257 Miller, SD 57362	Block 12, Atlantic Addition to the City of Miller.
	Northwest Quadrant	2	70+50.19 to 70+77.01	L	Temp	Sidewalk Construction	135 SqFt	Violet Moncur Revocable Living Trust	615 E. 3rd St. Miller, SD 57362	Lot 10, Block 11, Atlantic Addition to the City of Miller.
	Northwest Quadrant	2		L	Permanent	Sidewalk Construction	110 SqFt	Violet Moncur Revocable Living Trust	615 E. 3rd St. Miller, SD 57362	Lot 10, Block 11, Atlantic Addition to the City of Miller.
	Southeast Quadrant	A27	71+40.17 to 71+50.17	R	Temp	Sidewalk Construction	100 SqFt	Thomas J. Winsell and Carol J. Winsell	622 E 3rd St. Miller, SD 57362	Lot 7, Block 5, Park Addition to the City of Miller
	Southwest Quadrant	A28	70+59.65 to 70+79.65	R	Temp	Sidewalk Construction	200 SqFt	Thomas J. Winsell and Carol J. Winsell	622 E 3rd St. Miller, SD 57362	Lot 1, Resubdivision of Block 6, Atlantic Addition to the City of Miller.
E. 3rd St. & School Crossing 71+89	North	A25	71+81.62 to 71+96.62	L	Temp	Sidewalk Construction	75 SqFt	Miller Independent School District Number 4	P.O. Box 257 Miller, SD 57362	Block 12, Atlantic Addition to the City of Miller.
	South	A27	71+74.71 to 71+89.71	R	Temp	Sidewalk Construction	75 SqFt	Thomas J. Winsell and Carol J. Winsell	622 E. 3rd. St. Miller, SD 57362	Lot 7, Block 5, Park Addition to the City of Miller
	South	A31	71+89.71 to 72.04.71	R	Temp	Sidewalk Construction	75 SqFt	Timothy G. Zacher and Roxanne M. Zacher	708 East 3rd St. Miller SD 57362	Lot 6, Resubdivision of Block 5, Atlantic Addition to the City of Miller.
E. 3rd St. & E. 7th Ave. North 73+44	Northeast Quadrant	A32	73+71.46 to 73+96.46	L	Temp	Sidewalk Construction	125 SqFt	Roberta L. Danburg	709 E. 3rd. St. Miller, SD 57362	Lot B, Park Row Second Addition to the City of Miller
	Northwest Quadrant	A33	73+01.33 to 73+11.52	L	Temp	Sidewalk Construction	102 SqFt	Miller Independent School District Number 4	P.O. Box 257 Miller, SD 57362	Block 12, Atlantic Addition to the City of Miller.
	Southwest Quadrant	A34	72+97.33 to 73+22.33	R	Temp	Sidewalk Construction	125 SqFt	Lowell Krog and Nilas Krog	714 East 3rd Street Miller, SD 57362	Lot 4, Block 5, Park Addition to the City of Miller.

US HIGHWAY 14

# RIGHT OF WAY AND EASEMENT OWNERSHIP TABLE FOR BIDDING PURPOSES ONLY

## NH 0014(00)300 - PCN 02BN - US14 - THROUGH MILLER

STATE OF SOUTH DAKOTA	PROJECT NH 0014(00)300	SHEET 18	TOTAL SHEETS 96
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Intersection / Station	Quadrant	Parcel	Station to Station	Side	Type	Purpose	Area	Owner	Address	Description
E. 3rd St. & E. 3rd Ave 60+24	Northeast Quadrant	A13	60+57.51 to 60+67.51	L	Temp	Sidewalk Construction	100 SqFt	Scott C. Teason	405 E. 3rd St. Miller, SD 57362	The West 90 feet of Lot 1, Block 9, Atlantic Addition to the City of Miller.
	Northwest Quadrant	A14	59+81.48 to 59+91.48	L	Temp	Sidewalk Construction	100 SqFt	Jerry L. Cotton and Nancy J. Cotton	5100 N. Barrington Ln Edmond, OK 73034	Lot 16, Block 13, North Addition to the City of Miller.
	Southeast Quadrant	A15	60+57.04 to 60+72.04	R	Temp	Sidewalk Construction	150 SqFt	Rick A. Forman and Carolyn A. Forman	404 E. 3rd St. Miller 57362	The West 50 feet of lot 10, block Eight, Atlantic Addition to the City of Miller.
	Southwest Quadrant	A16	59+81.07 to 59+91.07	R	Temp	Sidewalk Construction	100 SqFt	Chad Rembold and Sherry Rembold	326 E. 3rd St Miller, SD 57362	Lot 1, Resubdivision of Block 8, William H. Miller's Addition to the City of Miller.
E. 3rd St. & E. 4th Ave. 63+88	Northeast Quadrant	A17	64+17.46 to 64+32.46	L	Temp	Sidewalk Construction	150 SqFt	K & K Greenery, Inc.	501 E. 3rd St Miller, SD 57362	Lot A, Pangburn Addition to the City of Miller.
	Northwest Quadrant	A18	63+42.46 to 63+57.46	L	Temp	Sidewalk Construction	150 SqFt	Gerald L. Fanning and J. Fanning	Roberta P.O. Box 167 Miller, SD 57362	East half of Lot 10, Block 9, Atlantic Addition to the City of Miller.
	Southeast Quadrant	A19	64+17.99 to 64+38.00	R	Temp	Sidewalk Construction	200 SqFt	Brian R. Duxbury and Tabatha K. Duxbury	502 E. 3rd St Miller, SD 57362	The west 90 feet of lot 10, Block 7, Atlantic Addition to the City of Miller.
	Southwest Quadrant	A20	63+42.97 to 63+57.98	R	Temp	Sidewalk Construction	150 SqFt	Ernest R. Lewellen and Alona Lewellen	422 W. Ave. Miller, SD 57362	The east half of Lot 11, Block 8, Atlantic Addition to the City of Miller.
E. 3rd St. & E. 5th Ave. 67+50	Northeast Quadrant	A21	67+77.06 to 67+92.06	L	Temp	Sidewalk Construction	150 SqFt	Marlon Weyand and Barbara Weyand	603 E. 3rd St. Miller, SD 57362	The West 90 feet of Lot 1, Block 11, Atlantic Addition to the City of Miller.
	Northwest Quadrant	A22	67+07.06 to 67+17.06	L	Temp	Sidewalk Construction	100 SqFt	Leon D. Keller and Teresa A. Keller	RR 7 Box 7015A Ava, MO 65608	The East 86 Feet of Lot 10, Block 10, Atlantic Addition to the City of Miller.
	Southeast Quadrant	A23	67+78.16 to 67+88.16	R	Temp	Sidewalk Construction	100 SqFt	Rosetta Ann Simons and Richard Leonard Barnes	717 S. Kline St. Aberdeen, SD 57401-6123	Lot 6, Resubdivision of Block 6, Atlantic Addition to the City of Miller.
	Southwest Quadrant	A24	67+08.16 to 67+18.16	R	Temp	Sidewalk Construction	100 SqFt	Andrew and Jessica Roeber	522 E. 3rd St. Miller, SD 57362	East 90 feet of Lot 11 Block 7, Atlantic Addition to the City of Miller.
E. 3rd St. & E. 6th Ave. 71+00	Northeast Quadrant	A25	71+36.52 to 71+50.17	L	Temp	Sidewalk Construction	137 SqFt	Miller Independent School District Number 4	P.O. Box 257 Miller, SD 57362	Block 12, Atlantic Addition to the City of Miller.
	Northwest Quadrant	2	70+50.19 to 70+77.01	L	Temp	Sidewalk Construction	135 SqFt	Violet Moncur Revocable Living Trust	615 E. 3rd St. Miller, SD 57362	Lot 10, Block 11, Atlantic Addition to the City of Miller.
	Northwest Quadrant	2		L	Permanent	Sidewalk Construction	110 SqFt	Violet Moncur Revocable Living Trust	615 E. 3rd St. Miller, SD 57362	Lot 10, Block 11, Atlantic Addition to the City of Miller.
	Southeast Quadrant	A27	71+40.17 to 71+50.17	R	Temp	Sidewalk Construction	100 SqFt	Thomas J. Winsell and Carol J. Winsell	622 E 3rd St. Miller, SD 57362	Lot 7, Block 5, Park Addition to the City of Miller
	Southwest Quadrant	A28	70+59.65 to 70+79.65	R	Temp	Sidewalk Construction	200 SqFt	Thomas J. Winsell and Carol J. Winsell	622 E 3rd St. Miller, SD 57362	Lot 1, Resubdivision of Block 6, Atlantic Addition to the City of Miller.
E. 3rd St. & School Crossing 71+89	North	A25	71+81.62 to 71+96.62	L	Temp	Sidewalk Construction	75 SqFt	Miller Independent School District Number 4	P.O. Box 257 Miller, SD 57362	Block 12, Atlantic Addition to the City of Miller.
	South	A27	71+74.71 to 71+89.71	R	Temp	Sidewalk Construction	75 SqFt	Thomas J. Winsell and Carol J. Winsell	622 E. 3rd. St. Miller, SD 57362	Lot 7, Block 5, Park Addition to the City of Miller
	South	A31	71+89.71 to 72.04.71	R	Temp	Sidewalk Construction	75 SqFt	Timothy G. Zacher and Roxanne M. Zacher	708 East 3rd St. Miller SD 57362	Lot 6, Resubdivision of Block 5, Atlantic Addition to the City of Miller.
E. 3rd St. & E. 7th Ave. North 73+44	Northeast Quadrant	A32	73+71.46 to 73+96.46	L	Temp	Sidewalk Construction	125 SqFt	Roberta L. Danburg	709 E. 3rd. St. Miller, SD 57362	Lot B, Park Row Second Addition to the City of Miller
	Northwest Quadrant	A33	73+01.33 to 73+11.52	L	Temp	Sidewalk Construction	102 SqFt	Miller Independent School District Number 4	P.O. Box 257 Miller, SD 57362	Block 12, Atlantic Addition to the City of Miller.
	Southwest Quadrant	A34	72+97.33 to 73+22.33	R	Temp	Sidewalk Construction	125 SqFt	Lowell Krog and Nilas Krog	714 East 3rd Street Miller, SD 57362	Lot 4, Block 5, Park Addition to the City of Miller.

US HIGHWAY 14

# TABLE OF INSTALLATION AND REMOVAL QUANTITIES

## P 0045(00)111 - PCN 02BP - SD45 - THROUGH MILLER

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT P 0045(00)111	SHEET 19	TOTAL SHEETS 96
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Intersection / Station		Quadrant		INSTALL							REMOVAL									
				PCC Fillet Section	Concrete Curb and Gutter	Concrete Curb and Gutter	Concrete Valley Gutter	Concrete Sidewalk			Detectable Warning	Asphalt Concrete	Concrete Curb and Gutter	Concrete Curb	Concrete Sidewalk	Asphalt Concrete Pavement	Concrete Pavement	Concrete Approach Pavement	Fillet Section	
								8"	Type B 68	Special										8"
		SqYd	Ft	Ft	Ft	SqFt	SqFt	SqFt	SqFt	SqYd	Ft	Ft	SqYd	SqYd	SqYd	SqYd	SqYd			
SD HIGHWAY 45	4th St. S. & Broadway 0+27	Northeast Quadrant		17.0																
		Northwest Quadrant		17.0																
		Southeast Quadrant																		
		Southwest Quadrant																		
	3rd St. S. & Broadway 4+06	Northeast Quadrant																		
		Northwest Quadrant																		
		Southeast Quadrant																		
		Southwest Quadrant																		
	2nd St. S. & Broadway 7+85	Northeast Quadrant	26.8	6.0		30.0				265.2	10.0	11.9		6.0		30.4	11.9			26.8
		Northwest Quadrant								162.9	20.0	22.9		22.9			22.9		17.1	
		Southeast Quadrant	25.0	6.0						265.7	10.0	5.1		6.0		30.1	5.1			25.0
		Southwest Quadrant		17.0						134.1	10.0	17.0		17.0		14.5	17.0			
	1st St. S. & Broadway 11+58	Northeast Quadrant	20.9							159.9	10.0	4.7				21.5	4.7			20.9
		Northwest Quadrant	24.9							118.5	10.0	5.4				12.5	5.4			24.9
		Southeast Quadrant	26.1							173.1	10.0	5.7				25.0	5.7			26.1
		Southwest Quadrant	21.2	7.0						125.4	10.0	5.5		7.0		14.5	5.5			21.2
Rialroad ROW & Broadway 14+30	Northeast Quadrant																			
	Northwest Quadrant																			
	Southeast Quadrant																			
	Southwest Quadrant																			
1st St. N & Broadway 15+87	Northeast Quadrant	7.1	7.5	4.4					158.9	10.0	3.7		25.4		17.7	4.9				
	Northwest Quadrant																			
	Southeast Quadrant	16.0							108.7	10.0	4.2		30.8			5.1				
	Southwest Quadrant	15.8							108.1	10.0	4.2		24.6			8.6				
2nd St. N. & Broadway 20+67	Northeast Quadrant	6.2		28.5					317.7	20.0	5.2		36.4		35.3	7.3				
	Northwest Quadrant	5.8		28.2					285.6	20.0	5.1		36.1		31.7	7.2				
	Southeast Quadrant	7.5		18.1					291.5	20.0	4.2		31.0		32.4	7.8				
	Southwest Quadrant	6.2		20.0					376.0	20.0	4.3		32.8		41.8	6.4				
<b>Total:</b>		209.4	100.4	99.2	30.0				3312.9	220.0	112.8		309.9	0.0	336.3	129.2	0.0	17.1	144.9	

# TABLE OF INSTALLATION AND REMOVAL QUANTITIES

## NH 0014(00)0300 - PCN 02BN - US14 - THROUGH MILLER

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0014(00)0300	SHEET 20	TOTAL SHEETS 96
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Intersection / Station		Quadrant		INSTALL								REMOVAL								
				PCC Fillet Section	Concrete Curb and Gutter	Concrete Curb and Gutter	Concrete Valley Gutter	Detectable Warning	Concrete Sidewalk		Detectable Warning		Asphalt Concrete	Concrete Curb and Gutter	Concrete Curb	Concrete Sidewalk	Asphalt Concrete Pavement	Concrete Pavement	Concrete Approach Pavement	Fillet Section
									8"	Type B 68	Special	8"								
		SqYd	Ft	Ft	Ft	SqFt	SqFt	SqFt	SqFt	SqFt	SqYd	Ft	Ft	SqYd	SqYd	SqYd	SqYd			
3rd St. N. & Broadway 24+98	Northeast Quadrant		55.8					156.2		10.0	11.1	55.8		17.4	11.9					
	Northwest Quadrant	5.2	26.0					246.8		10.0	4.9	34.6		24.6	11.1					
	Southeast Quadrant	26.3						327.9		10.0	5.8	39.9		36.4	13.1					
	Southwest Quadrant	8.1		22.6				213.8		10.0	4.9	33.5		23.8	6.5					
4th St. N. & Broadway 29+28	Northeast Quadrant	15.2	15.6					363.6		20.0	5.8	40.1		40.4	17.3					
	Northwest Quadrant	16.4	8.9				97.1	86.7		20.0	5.3	34.1		20.8	15.9					
	Southeast Quadrant	15.1	11.5					319.8		20.0	5.3	35.1		35.5	14.9					
	Southwest Quadrant	15.1	12.8					301.2		20.0	5.5	36.4		31.3	15.7					
5th St. N. & Broadway 33+57	Northeast Quadrant	15.1	4.3					243.5		20.0	4.5	4.3		27.1	4.5		15.1			
	Northwest Quadrant	15.1	18.7					310.6		20.0	6.1	42.3		34.5	19.3					
	Southeast Quadrant	15.1	2.6					220.4		20.0	4.3	2.6		18.1	4.3		15.1			
	Southwest Quadrant	15.1	9.7					282.3		20.0	5.1	33.3		14.9	14.6					
6th St. N. & Broadway 37+36	Northeast Quadrant	15.2	5.7					48.6	109.2	20.0	4.7	29.7		9.9	14.2					
	Northwest Quadrant	15.1	10.9					25.0	152.6	20.0	5.3	34.5		13.3	16.2					
	Southeast Quadrant	15.2	6.2					50.0	84.7	20.0	4.9	30.4		10.1	14.7					
	Southwest Quadrant	15.2	6.6					91.5	58.2	20.0	4.8	30.6		11.0	15.7					
7th St. N. & Broadway 41+25	Northeast Quadrant	15.1	16.8					378.3		20.0	9.9	40.4		42.0	15.7					
	Northwest Quadrant	15.1	11.3					80.7	115.6	20.0	5.3	34.9		14.0	15.3					
	Southeast Quadrant	15.2	5.7					112.6	77.5	20.0	4.7	27.7		13.7	15.2					
	Southwest Quadrant	15.1	11.3					111.1	86.7	20.0	5.3	34.9		15.6	16.4					
8th St. N. Broadway 45+11	Northeast Quadrant	15.1						98.2		10.0	4.0	23.6			12.3					
	Northwest Quadrant																			
	Southeast Quadrant	15.1						176.7		10.0	4.0	24.4		19.6	15.0					
	Southwest Quadrant	15.1						176.7		10.0	4.0	24.4		19.6	15.0					
E. 3rd St. & E. 1st Ave. 51+40	Northeast Quadrant	13.8	13.0					244.6		20.0	5.3	35.0		27.2	14.3					
	Northwest Quadrant	13.8	22.4					266.6		20.0	5.3	35.4		29.6	15.3					
	Southeast Quadrant	13.8	8.0				69.1	87.1		20.0	4.7	30.0		11.3	13.1					
	Southwest Quadrant	13.8	10.2				81.0	86.7		20.0	5.0									
<b>Subtotal:</b>		382.9	294.4	22.6	0.0	0.0	766.7	5272.0	0.0	470.0	145.9	827.6	0.0	561.8	357.2	0.0	0.0	30.2		

US HIGHWAY 14

# TABLE OF INSTALLATION AND REMOVAL QUANTITIES

## NH 0014(00)0300 - PCN 02BN - US14 - THROUGH MILLER

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0014(00)0300	SHEET 21	TOTAL SHEETS 96
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Intersection / Station		Quadrant		INSTALL								REMOVAL								
				PCC Fillet Section	Concrete Curb and Gutter	Concrete Curb and Gutter	Concrete Valley Gutter	Detectable Warning	Concrete Sidewalk		Detectable Warning		Asphalt Concrete	Concrete Curb and Gutter	Concrete Curb	Concrete Sidewalk	Asphalt Concrete Pavement	Concrete Pavement	Concrete Approach Pavement	Fillet Section
				8"	Type B 68	Special	8"	Type 2	4"	6"	Type 2	Type 1	Class E Type 1	Ft	Ft	SqYd	SqYd	SqYd	SqYd	SqYd
		SqYd	Ft	Ft	Ft	SqFt	SqFt	SqFt	SqFt	SqFt	SqYd	Ft	Ft	SqYd	SqYd	SqYd	SqYd			
US HIGHWAY 14	E. 3rd St. & E. 2nd Ave. 55+70	Northeast Quadrant					25.0	112.4		20.0	4.6	29.6		10.1	13.4					
		Northwest Quadrant					25.0	112.9		20.0	4.4	28.0		8.3	12.8					
		Southeast Quadrant					25.0	150.9		20.0	4.4	27.7		22.4	12.9					
		Southwest Quadrant					49.8	89.1		20.0	4.7	30.0		6.8	8.8					
	E. 3rd St. & E. 3rd Ave 60+24	Northeast Quadrant					25.0	134.3		20.0	5.4	36.1		11.7	15.0					
		Northwest Quadrant					25.0	97.9		20.0	4.5	27.9		11.4	14.0					
		Southeast Quadrant					25.0	134.1		20.0	4.9	31.7		10.2	14.4					
		Southwest Quadrant					25.0	97.2		20.0	4.4	27.5		11.8	14.2					
	E. 3rd St. & E. 4th Ave. 63+88	Northeast Quadrant					75.0	87.1		20.0	4.3	26.4		15.0	12.9					
		Northwest Quadrant					25.0	120.0		20.0	4.5	28.2		12.2	13.1					
		Southeast Quadrant					25.0	125.0		20.0	4.3	27.0		14.2	13.5					
		Southwest Quadrant					25.0	122.8		20.0	4.5	27.5		11.0	13.3					
	E. 3rd St. & E. 5th Ave. 67+50	Northeast Quadrant					25.0	101.4		20.0	3.6	27.1		9.4	4.7	2.2				
		Northwest Quadrant					25.0	108.3		20.0	3.5	26.6		8.3	4.0	2.4				
		Southeast Quadrant					25.0	97.5		20.0	4.0	23.4		7.8	12.5					
		Southwest Quadrant					25.0	96.8		20.0	4.0	23.3		9.3	12.2					
E. 3rd St. & E. 6th Ave. 71+06	Northeast Quadrant						265.4		20.0	4.9	38.6		8.8	13.9						
	Northwest Quadrant				39.4	47.0	226.7		20.0	12.8	31.3		15.2	44.5						
	Southeast Quadrant					50.0	97.5		20.0	4.4	27.6		8.2	12.6						
	Southwest Quadrant					80.0	105.5		20.0	5.2	33.7		12.3	12.8						
E. 3rd St. & School Crossing 71+89	North						118.4		10.0	1.9	17.0			16.4						
	South						78.2	53.7	10.0	1.0	9.0		7.3	1.0						
E. 3rd St. & E. 7th Ave. North 73+44	Northeast Quadrant					25.0	74.3		10.0	11.1	9.3		14.2		2.5					
	Northwest Quadrant						188.6		20.0	4.7	37.7		7.0	15.2	5.1					
	Southeast Quadrant																			
	Southwest Quadrant					73.0	52.4		10.0	1.0	9.0		7.7	1.0						
E. 3rd St. & E. 7th Ave. South 75+21	Northeast Quadrant																			
	Northwest Quadrant					236.9	56.6		10.0	1.0	9.0		19.1	1.0						
	Southeast Quadrant																			
	Southwest Quadrant					97.8	105.2		20.0	3.9	28.9		17.3	4.9						
E. 3rd St. & E. 8th Ave. 79+33	Northeast Quadrant						116.6		10.0		1.6		17.7			24.4				
	Northwest Quadrant						128.2		10.0		3.9		14.9			22.2				
	Southeast Quadrant						169.5		10.0		9.2		31.1			46.4				
	Southwest Quadrant						200.9		10.0	12.7	12.0		22.3	7.7		50.8				
<b>Subtotal:</b>		388.8	339.2	0.0	39.4	0.0	1162.7	3747.1	0.0	530.0	134.5	725.6	0.0	383.1	322.7	12.2	0.0	143.8		

# TABLE OF INSTALLATION AND REMOVAL QUANTITIES

## NH 0014(00)0300 - PCN 02BN - US14 - THROUGH MILLER

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0014(00)0300	SHEET 22	TOTAL SHEETS 96
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Intersection / Station		Quadrant		INSTALL								REMOVAL															
				PCC Fillet Section	Concrete Curb and Gutter	Concrete Curb and Gutter	Concrete Valley Gutter	Detectable Warning	Concrete Sidewalk		Detectable Warning		Asphalt Concrete	Concrete Curb and Gutter	Concrete Curb	Concrete Sidewalk	Asphalt Concrete Pavement	Concrete Pavement	Concrete Approach Pavement	Fillet Section							
				8"	Type B 68	Special	8"	Type 2	4"	6"	Type 2	Type 1	Class E Type 1	Ft	Ft	SqYd	SqYd	SqYd	SqYd	SqYd							
				SqYd	Ft	Ft	Ft	SqFt	SqFt	SqFt	SqFt	SqFt	SqFt	SqYd	SqYd	SqYd	SqYd	SqYd									
US HIGHWAY 14	E. 3rd St. & E. 9th Ave. 86+41	Northeast Quadrant		25.9	0.8							166.6			10.0			0.8			22.9					25.9	
		Northwest Quadrant		25.9									123.6			10.0						17.6					25.9
		Southeast Quadrant																									
		Southwest Quadrant																									
	E. 3rd St. & E. 10th Ave 89+83	Northeast Quadrant			26.2	6.0							169.4			10.0			6.0			25.7					26.2
		Northwest Quadrant			26.2	6.0							174.9			10.0			6.0			28.9					26.2
		Southeast Quadrant																									
		Southwest Quadrant																									
	E. 3rd St. & E. 11th Ave. 94+28	Northeast Quadrant								20.0					20.0												
		Northwest Quadrant			26.2	6.0							175.0			10.0			6.0			26.1					26.2
		Southeast Quadrant																									
		Southwest Quadrant																									
<b>Subtotal:</b>				130.5	18.8	0.0	0.0	20.0	0.0	809.6	20.0	50.0	0.0	18.8	0.0	121.2	0.0	0.0	0.0	0.0	0.0	130.4					130.4
<b>Total:</b>				902.2	652.4	22.6	39.4	20.0	1929.4	9828.7	20.0	1050.0	280.4	1571.9	0.0	1066.0	679.9	12.2	0.0	0.0	0.0	304.4					304.4

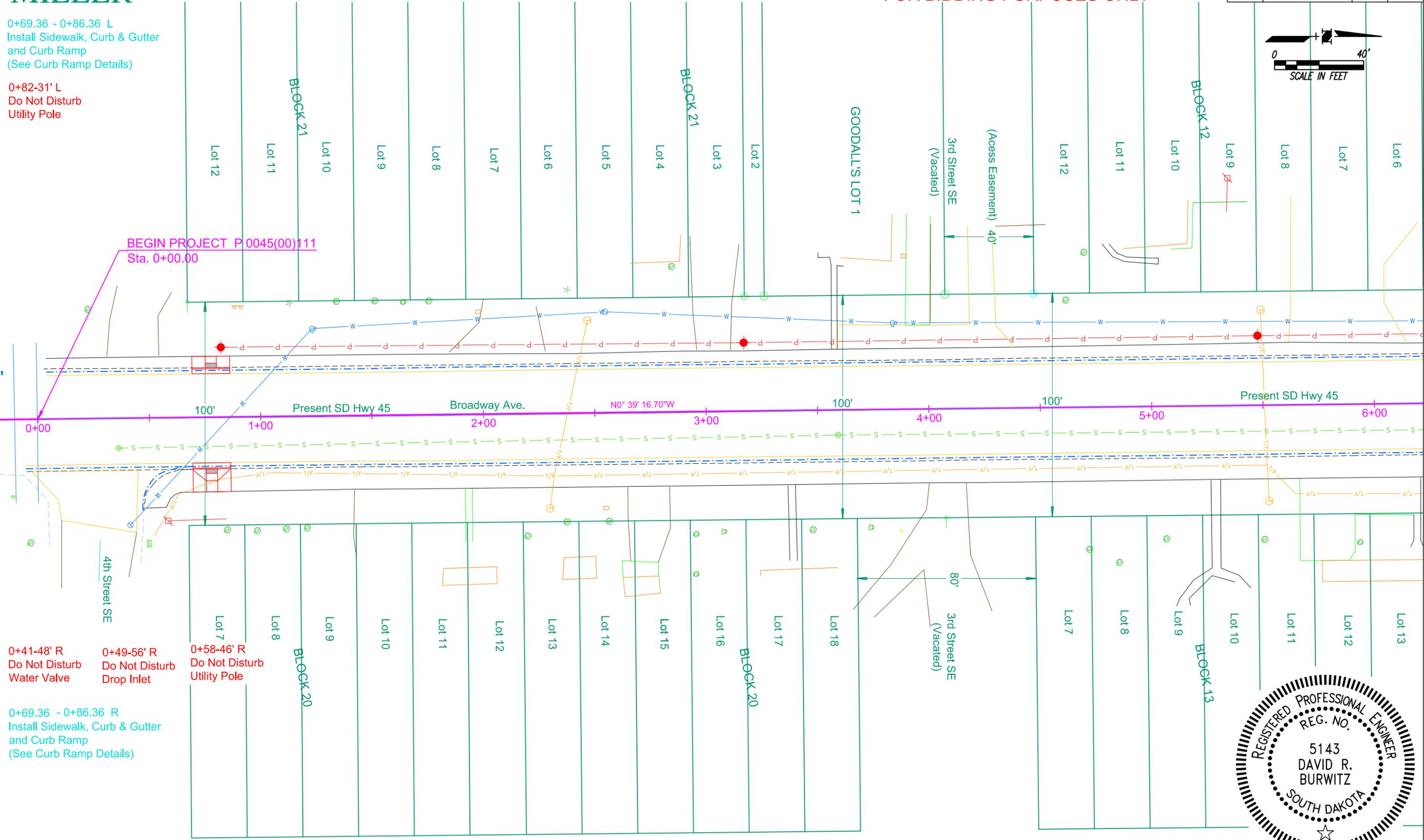
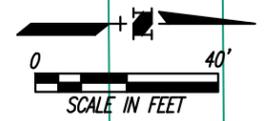
# MILLER

0+69.36 - 0+86.36 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

0+82-31' L  
Do Not Disturb  
Utility Pole

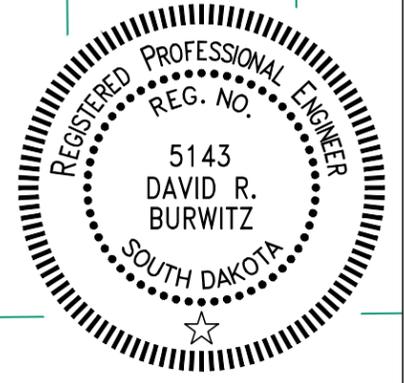
FOR BIDDING PURPOSES ONLY

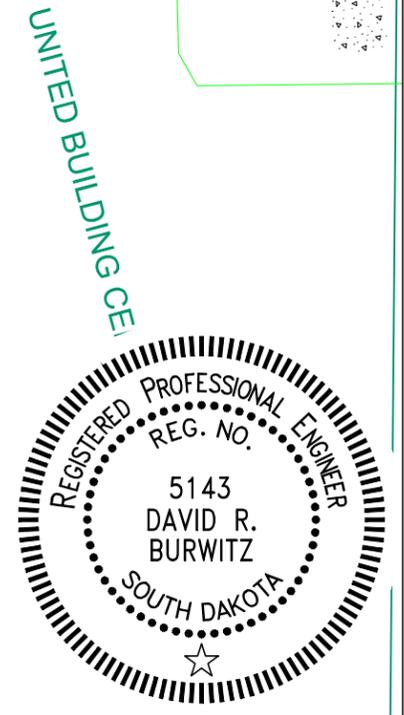
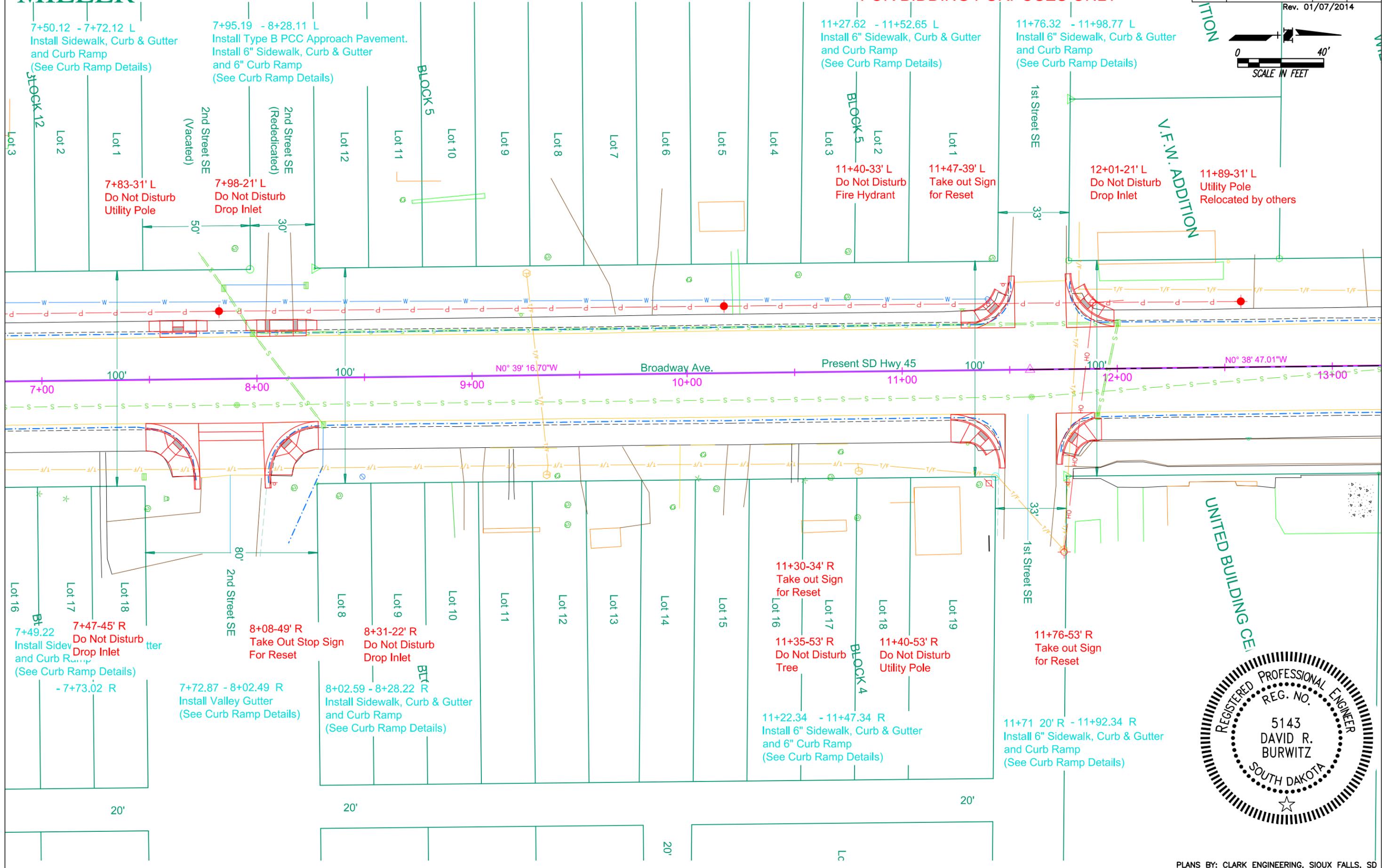
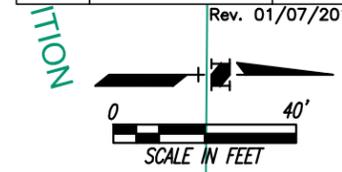
STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0045(00)111	23	96



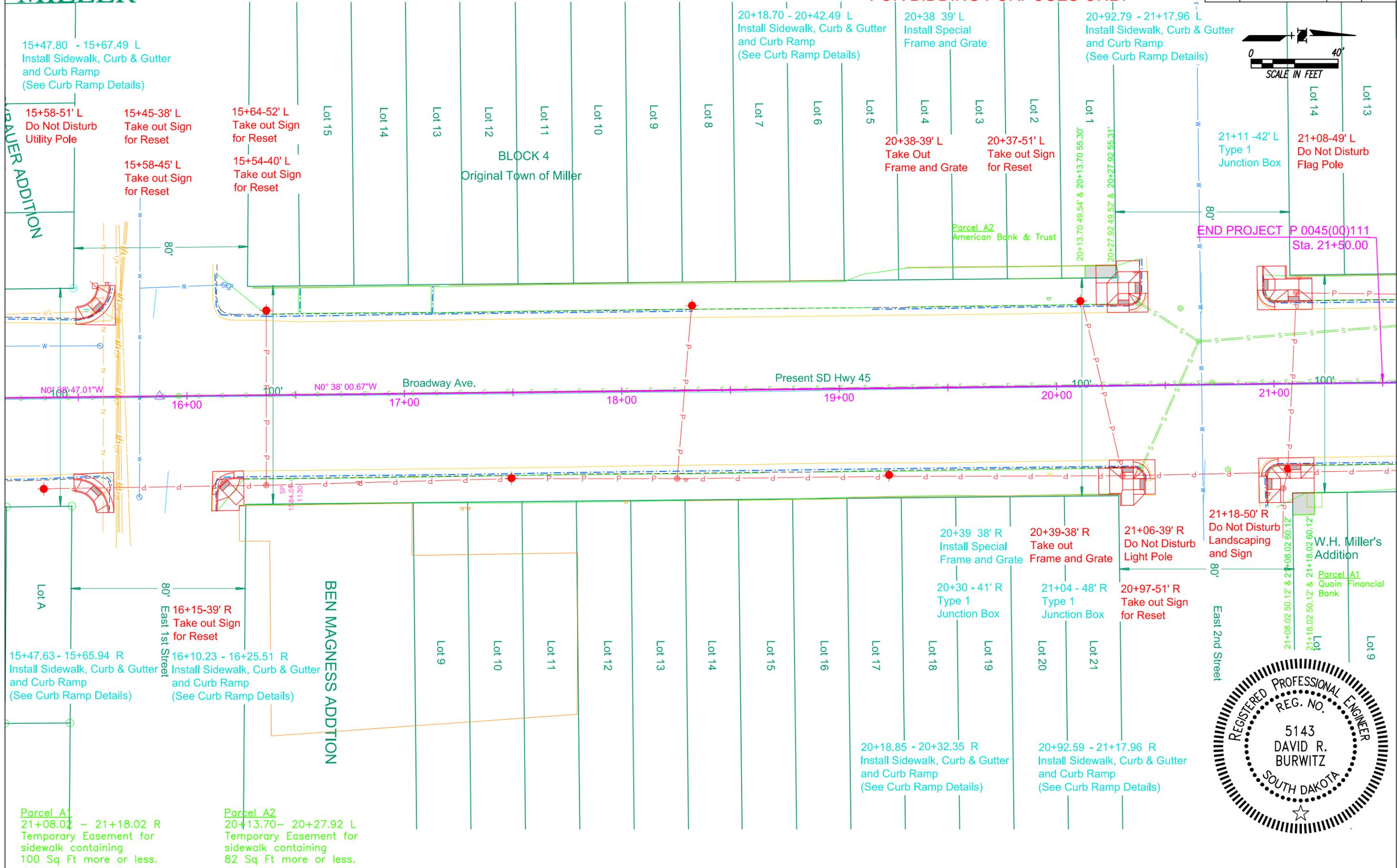
0+41-48' R Do Not Disturb Water Valve  
0+49-56' R Do Not Disturb Drop Inlet  
0+58-46' R Do Not Disturb Utility Pole

0+69.36 - 0+86.36 R  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)



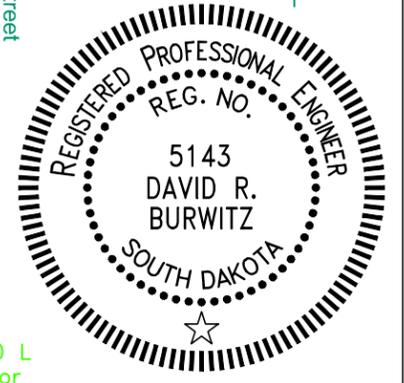
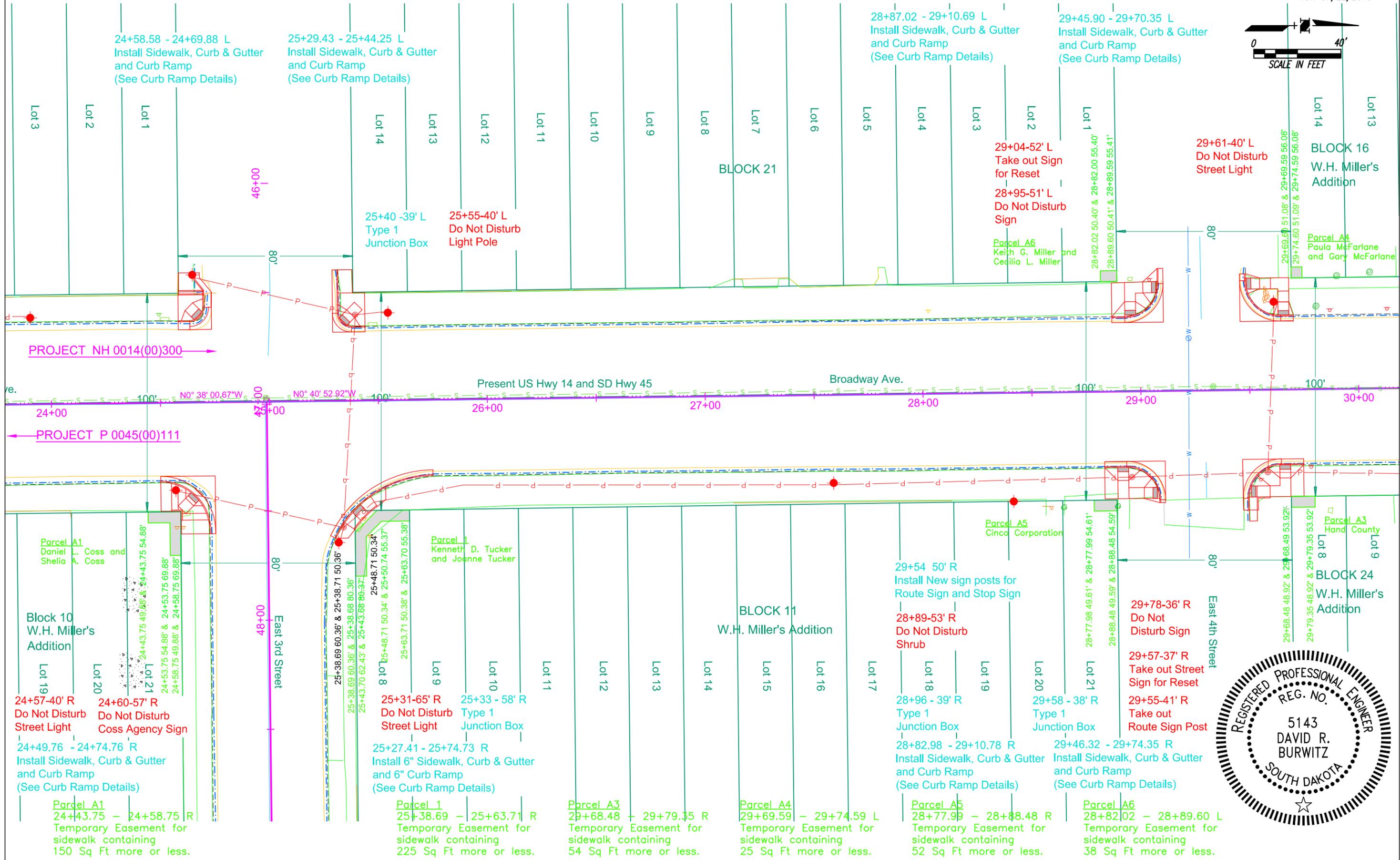


STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0045(00)111	25	96



STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	26	96

Rev. 07/22/2013



# MILLER

33+16.10 - 33+39.35 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

33+74.86 - 34+06.08 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

## FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	27	96

Rev. 01/07/2014



33+35-52' L  
Take Out Sign  
For Reset

BLOCK 16  
W.H. Miller's  
Addition

Parcel A9  
Shon S. Ford and  
Jessie L. Ford

33+86 -47' L  
Type 1  
Junction Box

37+03.31 - 37+21.38 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

37+56.89 - 37+80.32 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

37+17-52' L  
Take out Sign  
for Reset

37+65-37' L  
Take Out  
Frame and Grate

37+86-55' L  
Do Not Disturb  
Tree

37+65 37' L  
Install New 2x3 Type B  
Frame and Grate

BLOCK 33  
North Addition

Parcel A10  
Leon D. Keller and  
Teresa A. Keller

Parcel A8  
Miller Independent  
School District No. 4

Parcel A7  
Miller Independent  
School District No. 4

33+19 - 41' R  
Type 1  
Junction Box

33+15-52' R  
Do Not Disturb  
Tree

BLOCK  
24

33+27-57' R  
Do Not Disturb  
Tree

33+13-48' - 33+19-53' R  
Take out  
Retaining Wall

33+13.10 - 33+18.22 ' R  
Install Type C  
Retaining wall

Parcel A8  
33+08.13 - 33+18.28 R  
Temporary Easement for  
sidewalk containing  
74 Sq Ft more or less.

34+00-43' R  
Do Not Disturb  
Chain Link Fence

33+99-40' R  
Take out  
Sign Post

34+03-40' R  
Do Not Disturb  
Traffic Signal

33+80.91 - 34+05.08 R  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

Parcel A9  
33+13.36 - 33+18.10 L  
Temporary Easement for  
sidewalk containing  
25 Sq Ft more or less.

36+99 43' R  
Install Chain link  
Fence Corner Post

37+09-43' R  
Take out Corner post

37+02.62 - 37+20.91 R  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

Parcel A10  
37+79.20 - 37+84.20 L  
Temporary Easement for  
sidewalk containing  
25 Sq Ft more or less.

37+64-54' R  
Do Not Disturb  
Utility Pedestal

37+65-57' R  
Do Not Disturb  
Utility Pole

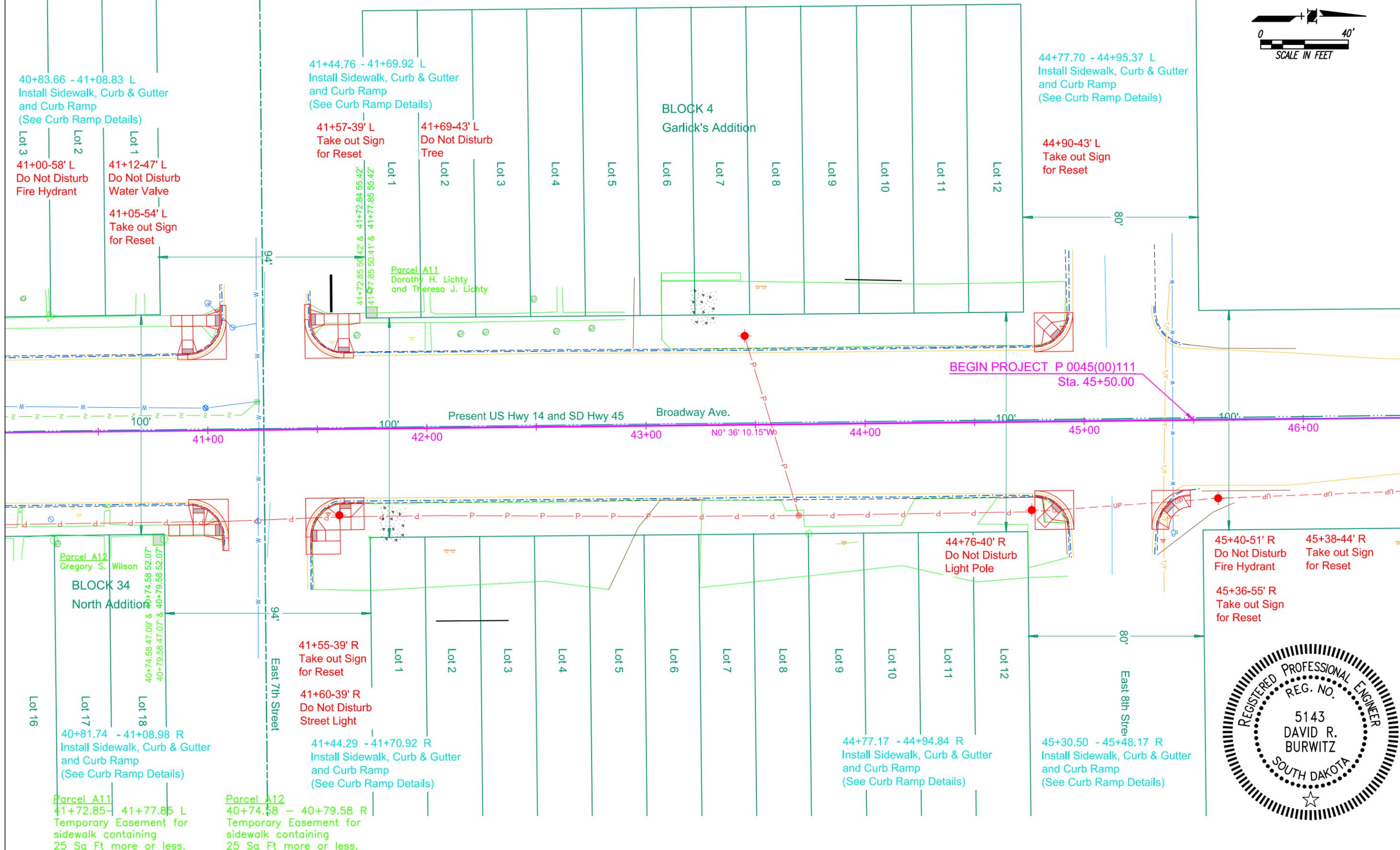
37+65-39' R  
Take out Frame  
and Grate.

37+64 38' R  
Install New 2x3 Type B  
Frame and Grate



STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 00144(00)111	28	96

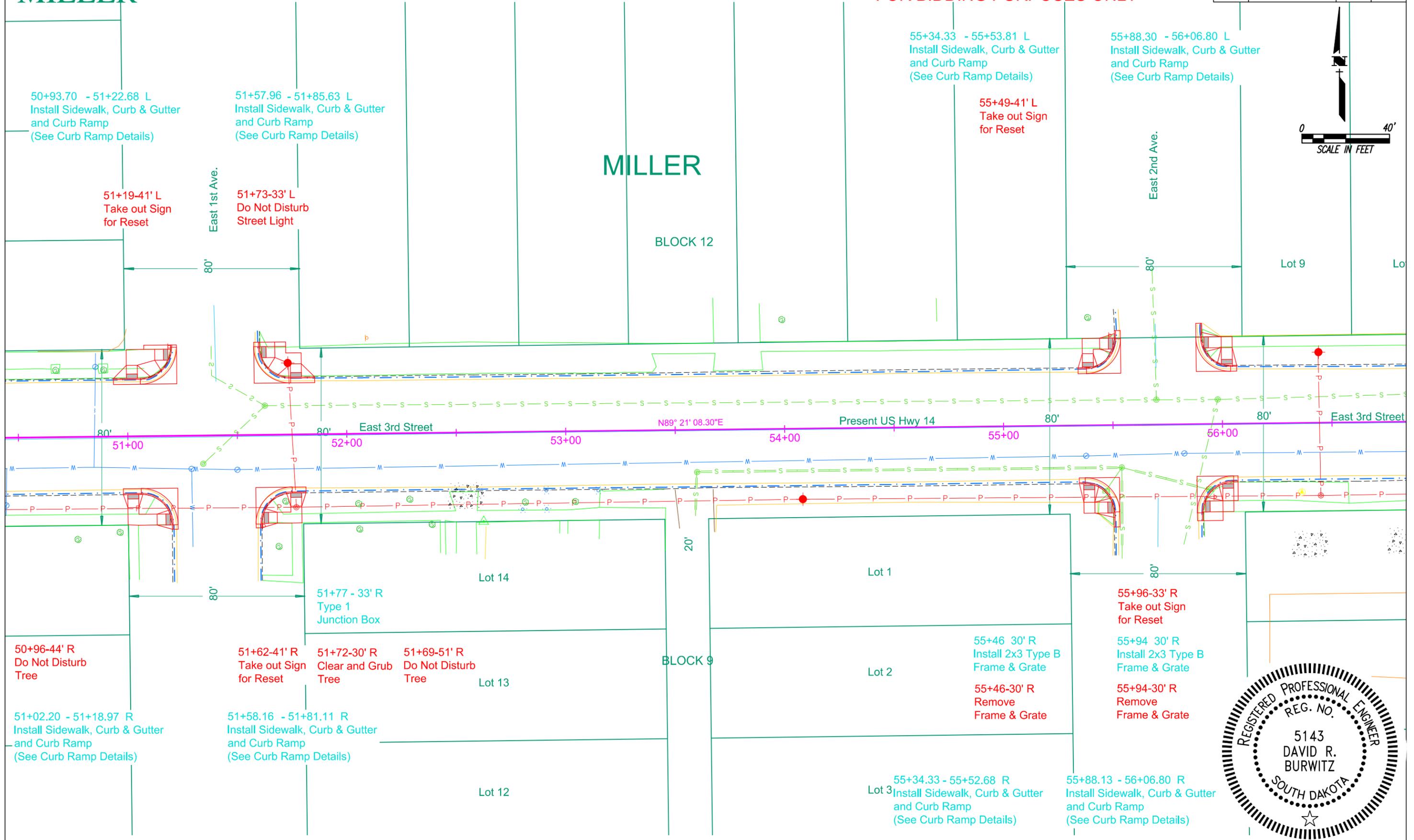
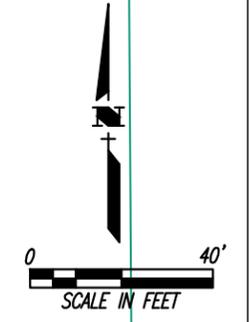
Rev. 01/07/2014



# MILLER

## FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	29	96



50+93.70 - 51+22.68 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

51+57.96 - 51+85.63 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

55+34.33 - 55+53.81 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

55+88.30 - 56+06.80 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

51+19-41' L  
Take out Sign  
for Reset

51+73-33' L  
Do Not Disturb  
Street Light

55+49-41' L  
Take out Sign  
for Reset

### MILLER

BLOCK 12

Lot 9

East 3rd Street

Present US Hwy 14

East 3rd Street

51+00

52+00

53+00

54+00

55+00

56+00

Lot 14

Lot 1

51+77 - 33' R  
Type 1  
Junction Box

55+96-33' R  
Take out Sign  
for Reset

55+94 30' R  
Install 2x3 Type B  
Frame & Grate

55+94-30' R  
Remove  
Frame & Grate

50+96-44' R  
Do Not Disturb  
Tree

51+62-41' R  
Take out Sign  
for Reset

51+72-30' R  
Clear and Grub  
Tree

51+69-51' R  
Do Not Disturb  
Tree

Lot 13

### BLOCK 9

Lot 2

55+46 30' R  
Install 2x3 Type B  
Frame & Grate

55+46-30' R  
Remove  
Frame & Grate

51+02.20 - 51+18.97 R  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

51+58.16 - 51+81.11 R  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

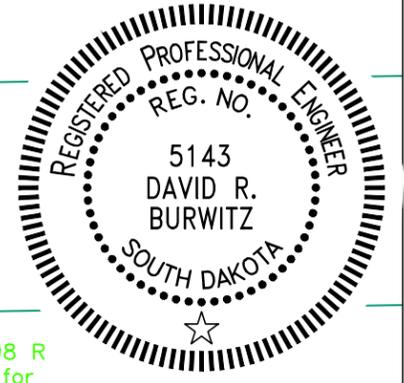
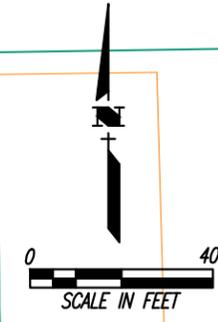
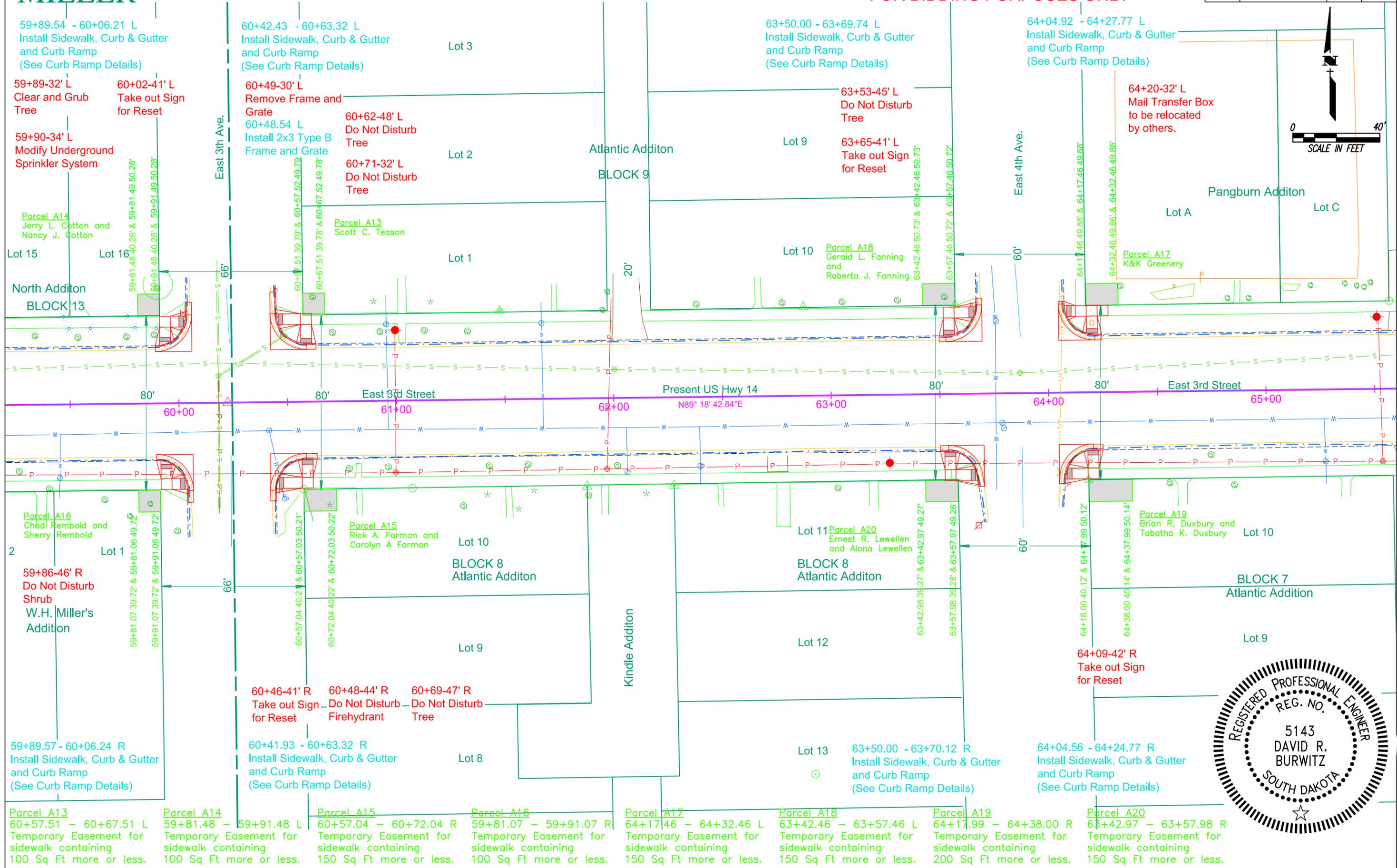
Lot 12

55+34.33 - 55+52.68 R  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

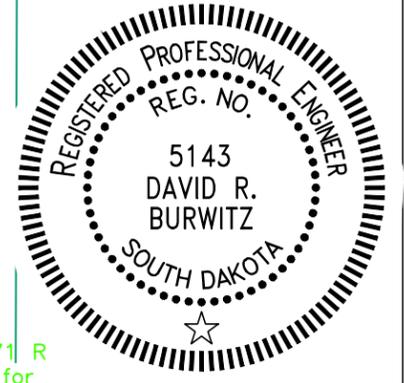
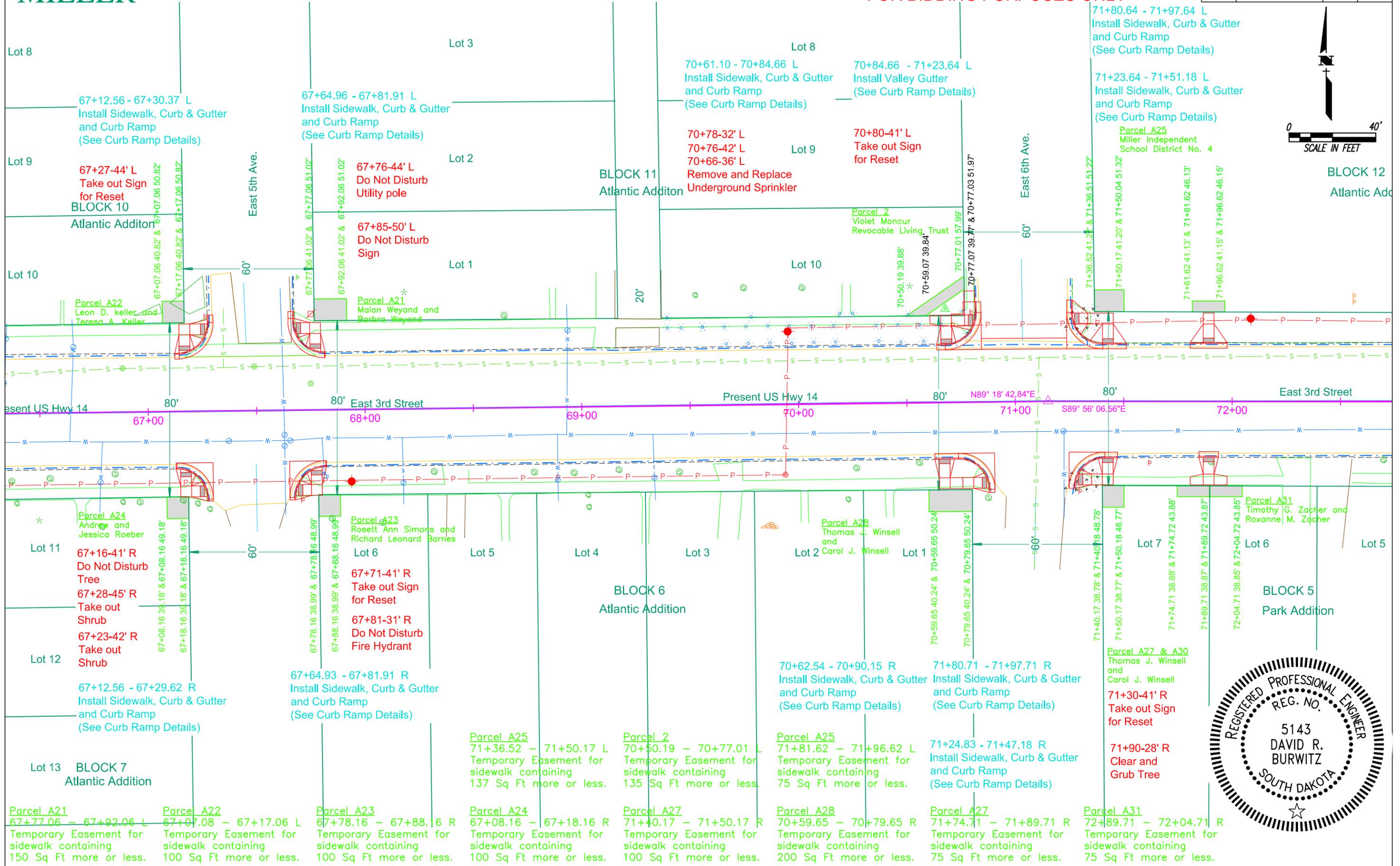
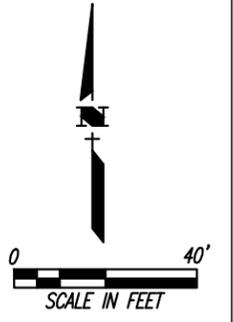
55+88.13 - 56+06.80 R  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)



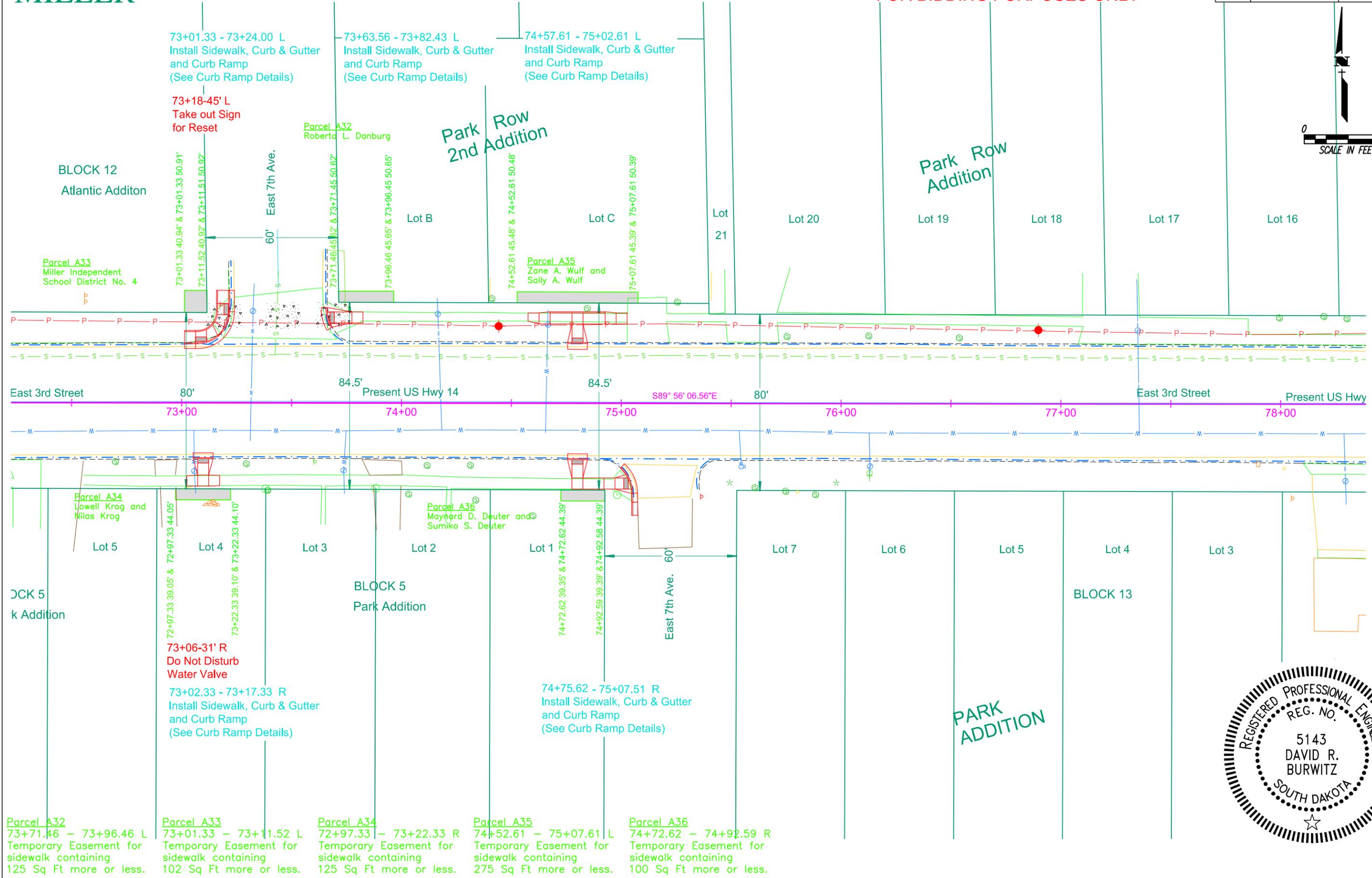
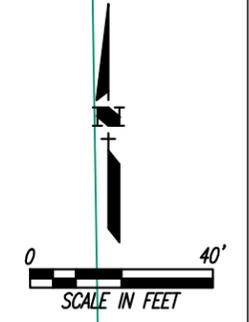
STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	30	96



STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	31	96



STATE OF S.D.	PROJECT NH 0014(00)300	SHEET NO. 32	TOTAL SHEETS 96
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Parcel A32  
73+71.46 - 73+96.46 L  
Temporary Easement for  
sidewalk containing  
125 Sq Ft more or less.

Parcel A33  
73+01.33 - 73+11.52 L  
Temporary Easement for  
sidewalk containing  
102 Sq Ft more or less.

Parcel A34  
72+97.33 - 73+22.33 R  
Temporary Easement for  
sidewalk containing  
125 Sq Ft more or less.

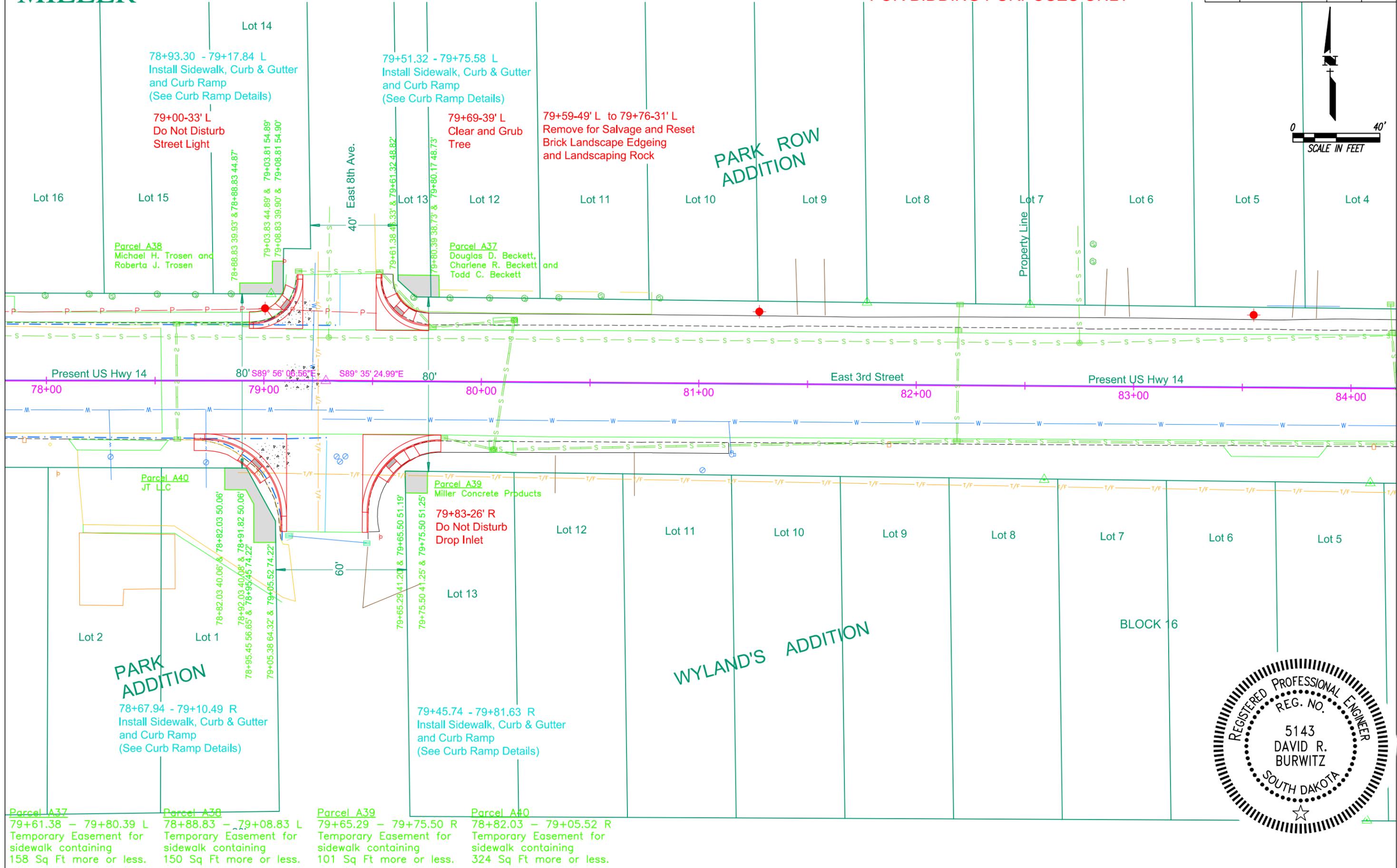
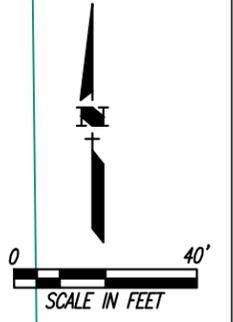
Parcel A35  
74+52.61 - 75+07.61 L  
Temporary Easement for  
sidewalk containing  
275 Sq Ft more or less.

Parcel A36  
74+72.62 - 74+92.59 R  
Temporary Easement for  
sidewalk containing  
100 Sq Ft more or less.

MILLER

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	33	96

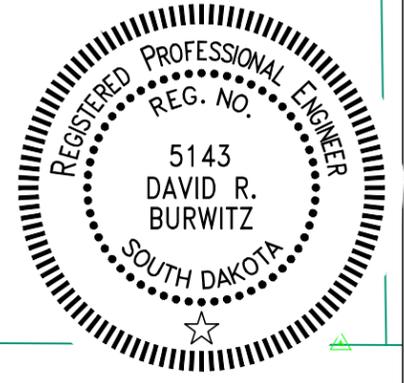


Parcel A37  
79+61.38 - 79+80.39 L  
Temporary Easement for sidewalk containing 158 Sq Ft more or less.

Parcel A38  
78+88.83 - 79+08.83 L  
Temporary Easement for sidewalk containing 150 Sq Ft more or less.

Parcel A39  
79+65.29 - 79+75.50 R  
Temporary Easement for sidewalk containing 101 Sq Ft more or less.

Parcel A40  
78+82.03 - 79+05.52 R  
Temporary Easement for sidewalk containing 324 Sq Ft more or less.

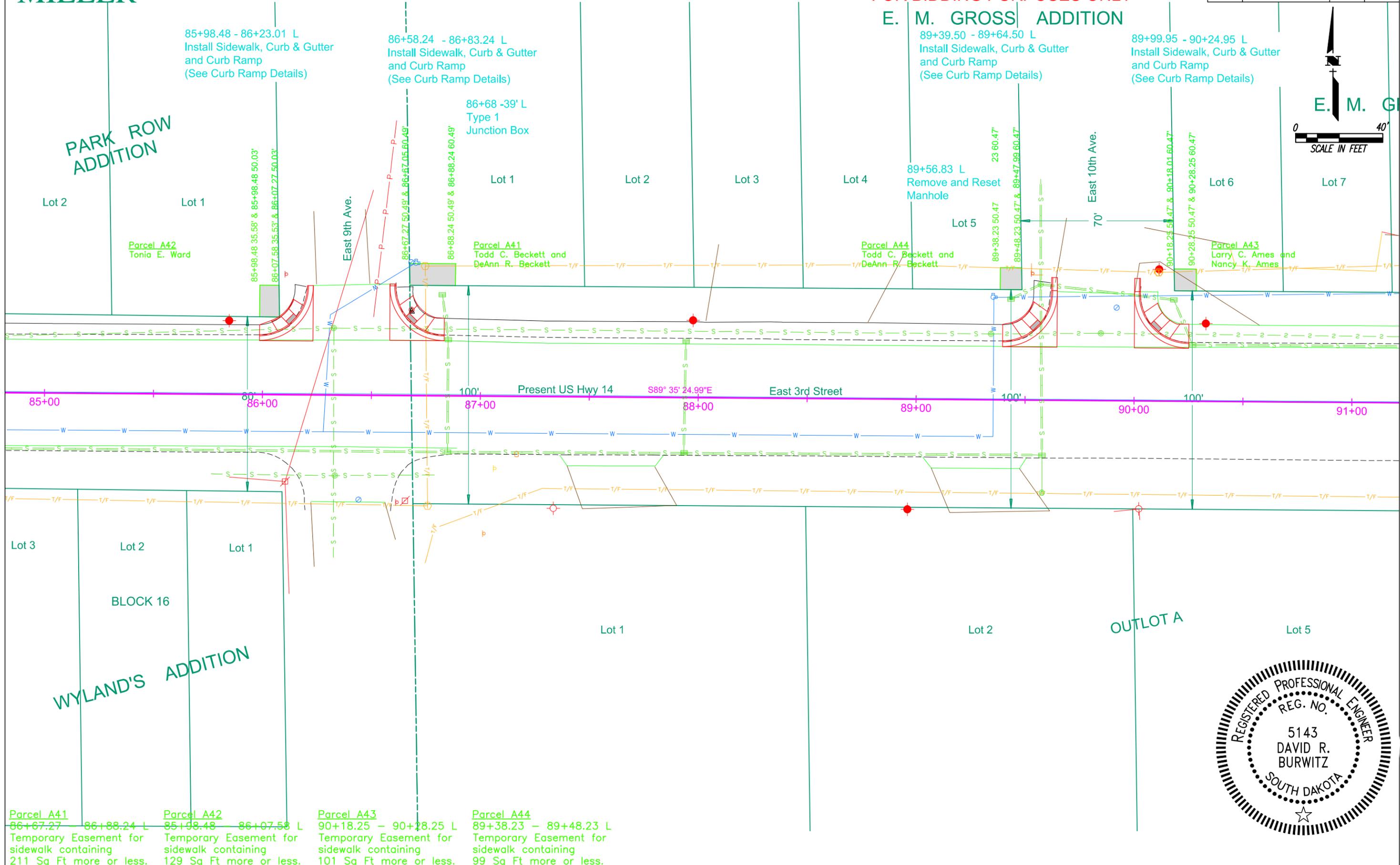
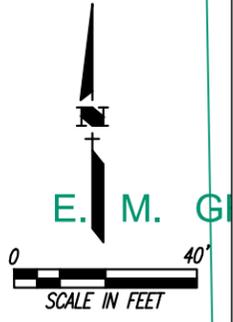


# MILLER

## FOR BIDDING PURPOSES ONLY

### E. M. GROSS ADDITION

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	34	96



85+98.48 - 86+23.01 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

86+58.24 - 86+83.24 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

89+39.50 - 89+64.50 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

89+99.95 - 90+24.95 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

86+68 -39' L  
Type 1  
Junction Box

89+56.83 L  
Remove and Reset  
Manhole

Parcel A42  
Tonia E. Ward

Parcel A41  
Todd C. Beckett and  
DeAnn R. Beckett

Parcel A44  
Todd C. Beckett and  
DeAnn R. Beckett

Parcel A43  
Larry C. Ames and  
Nancy K. Ames

Parcel A41  
86+67.27 - 86+88.24 L  
Temporary Easement for  
sidewalk containing  
211 Sq Ft more or less.

Parcel A42  
85+98.48 - 86+07.58 L  
Temporary Easement for  
sidewalk containing  
129 Sq Ft more or less.

Parcel A43  
90+18.25 - 90+28.25 L  
Temporary Easement for  
sidewalk containing  
101 Sq Ft more or less.

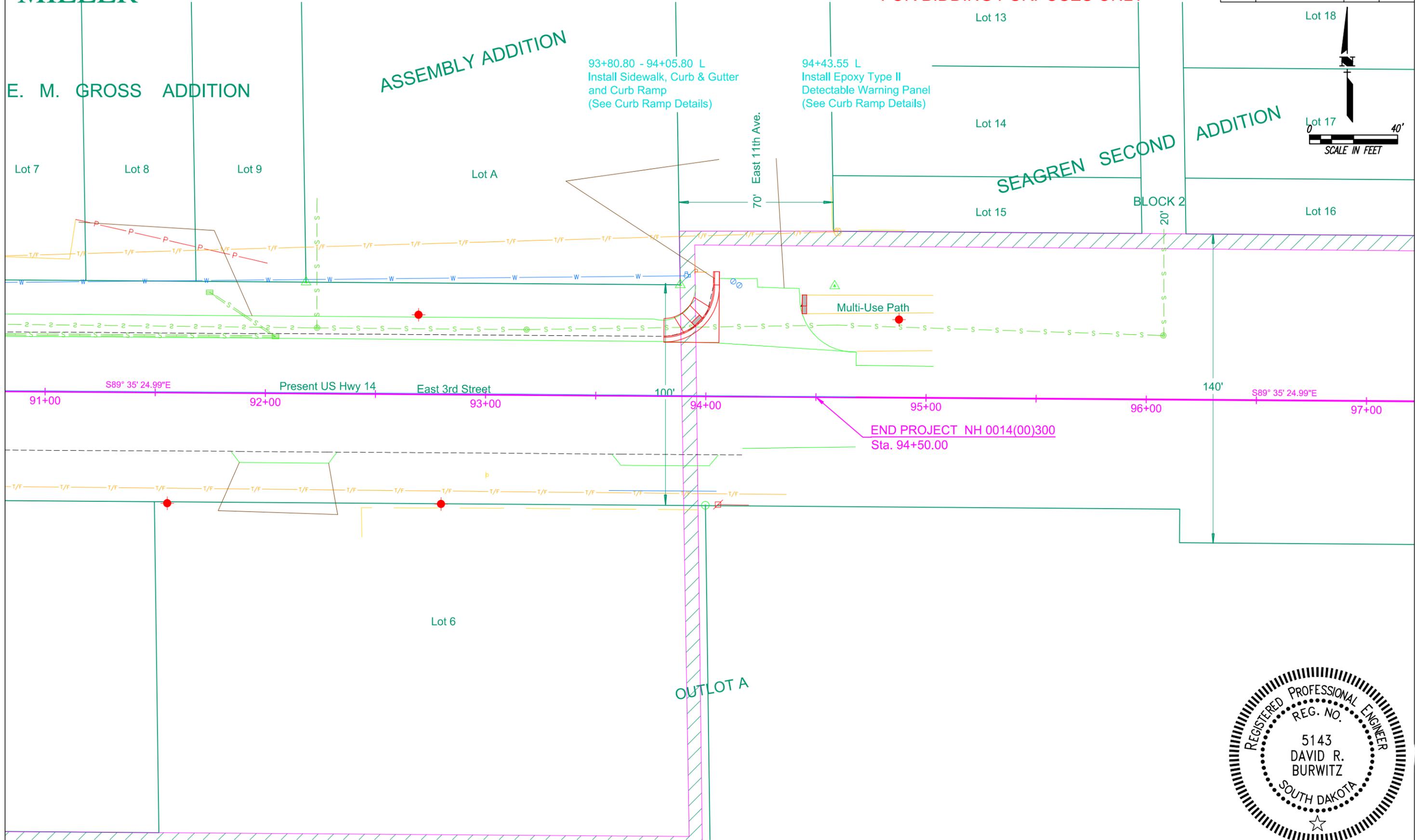
Parcel A44  
89+38.23 - 89+48.23 L  
Temporary Easement for  
sidewalk containing  
99 Sq Ft more or less.



MILLER

FOR BIDDING PURPOSES ONLY

STATE OF S.D.	PROJECT NH 0014(00)300	SHEET NO. 35	TOTAL SHEETS 96
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# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0045(00)111	36	96

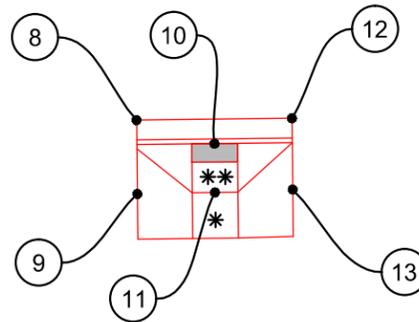
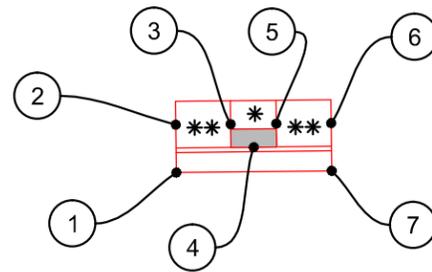
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

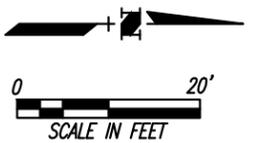
- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

 Detectable Warning Surface

- |  |   |                                       |   |   |                                       |  |
|--|---|---------------------------------------|---|---|---------------------------------------|--|
| 1. 0+69.36-19.50' L<br>Begin Str C & G<br>Match TC EI 1583.71± | 2. 0+69.36-24.72' L<br>Begin Ramp Slope | 3. 0+75.36-24.72' L<br>End Ramp Slope | 4. 0+77.86-22.17' L<br>Center Type 3 Curb Ramp<br>Without Vertical Curb | 5. 0+80.36-24.71' L<br>Begin Ramp Slope | 6. 0+86.36-24.71' L<br>End Ramp Slope | 7. 0+86.36-19.50' L<br>End Str C & G<br>Match TC EI 1583.77± |
|--|---|---------------------------------------|---|---|---------------------------------------|--|



- |  |  |   |  |   |   |
|--|--|---|--|---|---|
| 8. 0+69.36-20.50' R<br>Begin Str C & G<br>Match TC EI 1583.72± | 9. 0+69.36-28.55' R<br>Match Existing Sidewalk | 10. 0+77.86-23.17' R<br>Center Type 1 Curb Ramp | 11. 0+77.86-28.48' R<br>End Ramp Slope | 12. 0+86.36-20.50' R<br>End Str C & G<br>Match TC EI 1583.77± | 13. 0+86.36-28.27' R<br>Match Existing Sidewalk |
|--|--|---|--|---|---|



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0045(00)111	37	96

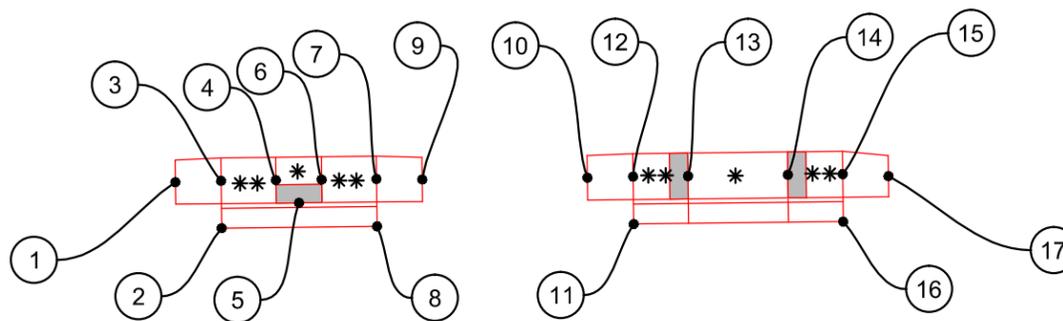
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

- |   |  |   |   |
|---|--|---|---|
| 1. 7+50.12-24.68' L<br>Match Existing Sidewalk                          | 6. 7+66.12-24.77' L<br>Begin Ramp Slope                      | 10. 7+95.19-24.63' L<br>Match Existing Sidewalk                 | 14. 8+17.11-24.71' L<br>Begin Ramp Slope                      |
| 2. 7+55.12-19.60' L<br>Begin Str C & G<br>Match TC EI 1583.13±          | 7. 7+72.12-24.77' L<br>End Ramp Slope                        | 11. 8+00.19-19.54' L<br>Begin Str C & G<br>Match TC EI 1582.99± | 15. 8+23.11-24.71' L<br>End Ramp Slope                        |
| 3. 7+55.12-24.77' L<br>Begin Ramp Slope                                 | 8. 7+72.12-19.60' L<br>End Str C & G<br>Match TC EI 1583.08± | 12. 8+00.19-24.71' L<br>Begin Ramp Slope                        | 16. 8+23.11-19.54' L<br>End Str C & G<br>Match TC EI 1583.01± |
| 4. 7+61.12-24.77' L<br>End Ramp Slope                                   | 9. 7+77.12-24.65' L<br>Match Existing Sidewalk               | 13. 8+06.19-24.71' L<br>End Ramp Slope                          | 17. 8+28.11-24.44' L<br>Match Existing Sidewalk               |
| 5. 7+63.62-22.27' L<br>Center Type 3 Curb Ramp<br>Without Vertical Curb |  |   |   |



N0° 39' 16.70"W

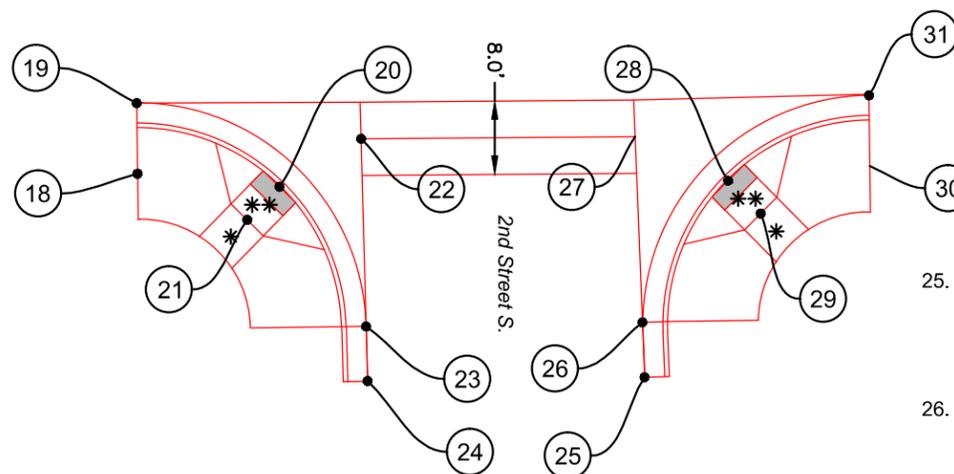
Present SD-45

S. Broadway Ave.

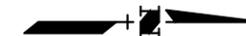
7+00

8+00

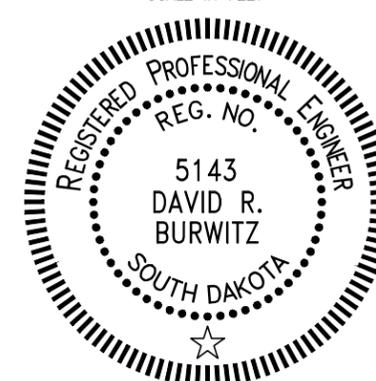
9+00



- |  |  |  |  |
|--|--|--|--|
| 18. 7+48.12-28.07' R<br>Match Existing Sidewalk                      | 23. 7+72.93-45.03' R<br>End 25' Rad Fillet<br>End Curb Taper<br>TC EI 1583.18±     | 25. 8+03.31-50.92' R<br>Begin Curb Taper<br>Match Exist.<br>TC EI 1583.40± (Theo.)                   | 29. 8+16.21-33.20' R<br>End Ramp Slope                             |
| 19. 7+48.12-20.37' R<br>Begin 25' Rad Fillet<br>Match TC EI 1583.16± | 24. 7+73.02-50.99' R<br>Begin Curb Taper<br>Match Exist.<br>TC EI 1583.38± (Theo.) | 26. 8+03.15-44.93' R<br>End Curb Taper<br>Begin 25' Fillet Section<br>Match Exist.<br>TC EL 1583.17± | 30. 8+28.22-28.15' R<br>Match Existing Sidewalk                    |
| 20. 7+63.62-29.68' R<br>Center Type 1 Curb Ramp                      |  | 27. 8+02.59-24.64' R<br>Center 8' Valley Gutter<br>FL EI 1583.03                                     | 31. 8+28.22-20.44' R<br>End 25' Rad Fillet<br>Match TC EI 1582.98± |
| 21. 7+60.06-33.24' R<br>End Ramp Slope                               |  | 28. 8+12.70-29.57' R<br>Center Type 1 Curb Ramp  |  |
| 22. 7+72.62-24.55' R<br>Center 8' Valley Gutter<br>FL EI 1582.73     |  |  |  |



0 20'  
SCALE IN FEET



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0045(00)111	38	96

Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

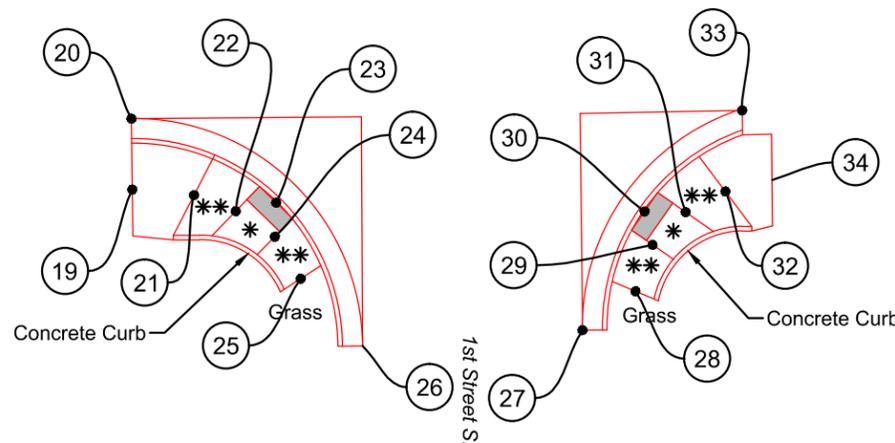
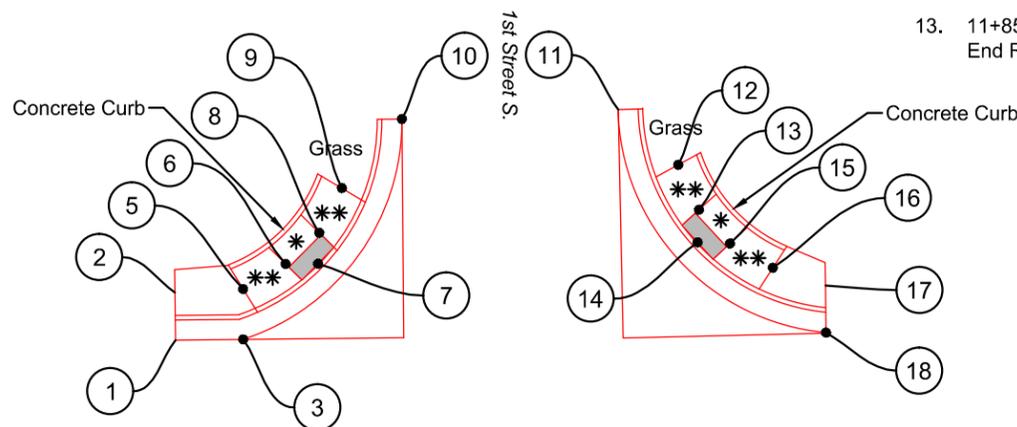
Detectable Warning Surface

1. 11+27.62-19.63' L  
Begin Str C & G  
Match TC EI 1584.74±
2. 11+27.63-24.80' L  
Match Existing Sidewalk
3. 11+35.03-19.62' L  
End Str C & G  
Begin 25' Fillet Section  
Match TC EI 1584.76±
5. 11+35.07-25.12' L  
Begin Ramp Slope

6. 11+39.76-27.80' L  
End Ramp Slope
7. 11+43.31-27.78' L  
Center Type 3 Curb Ramp
8. 11+43.48-31.15' L  
Begin Ramp Slope
9. 11+46.00-36.00' L  
End Ramp Slope
10. 11+52.65-43.44' L  
End 5' Fillet Section  
Match Exist.  
TC EI 1585.00±

11. 11+76.32-44.24' L  
Begin 25' Rad Fillet  
Match TC EI 1585.20±
12. 11+82.81-38.13' L  
Begin Ramp Slope
13. 11+85.04-33.19' L  
End Ramp Slope

14. 11+84.84-29.65' L  
Center Type 3 Curb Ramp
15. 11+88.38-29.48' L  
Begin Ramp Slope
16. 11+93.04-26.77' L  
End Ramp Slope
17. 11+98.77-24.79' L  
Match Existing Sidewalk
18. 11+98.77-19.63' L  
End 25' Fillet Section  
Match TC EI 1585.32±

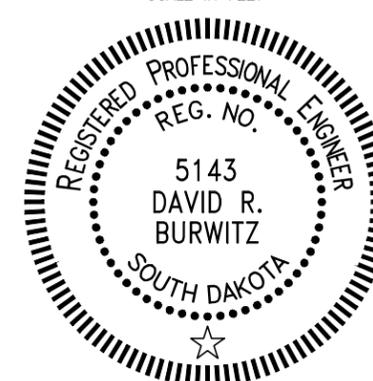


19. 11+22.34-28.16' R  
Match Existing Sidewalk
20. 11+22.34-20.43' R  
Begin 25' Rad Fillet  
Match TC EI 1584.60±
21. 11+29.09-28.85' R  
Begin Ramp Slope
22. 11+33.63-30.65' R  
End Ramp Slope

23. 11+38.06-29.77' R  
Center Type 3 Curb Ramp
24. 11+37.88-33.48' R  
Begin Ramp Slope
25. 11+40.66-38.10' R  
End Ramp Slope
26. 11+47.34-45.51' R  
End 25' Rad Fillet  
Match TC EI 1584.98±

27. 11+71.42-44.07' R  
Begin 25' Rad Fillet  
Match TC EI 1585.30±
28. 11+77.26-39.89' R  
Begin Ramp Slope
29. 11+79.19-34.85' R  
End Ramp Slope
30. 11+78.36-31.18' R  
Center Type 3 Curb Ramp

31. 11+82.85-31.31' R  
Begin Ramp Slope
32. 11+87.22-29.10' R  
End Ramp Slope
33. 11+89.15-20.28' R  
End 25' Rad Fillet  
Match TC EI 1585.26±
34. 11+92.34-27.93' R  
Match Existing Sidewalk



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0045(00)111	39	96

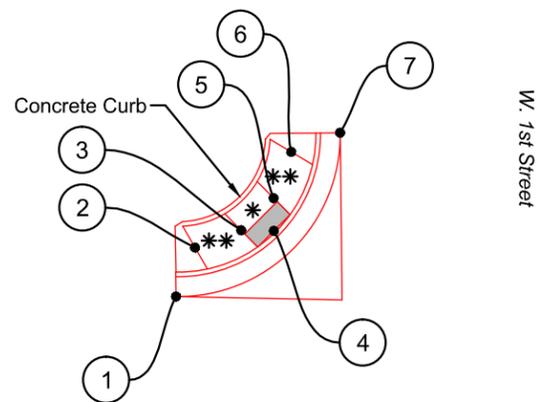
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

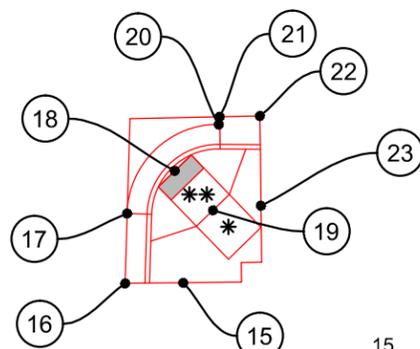
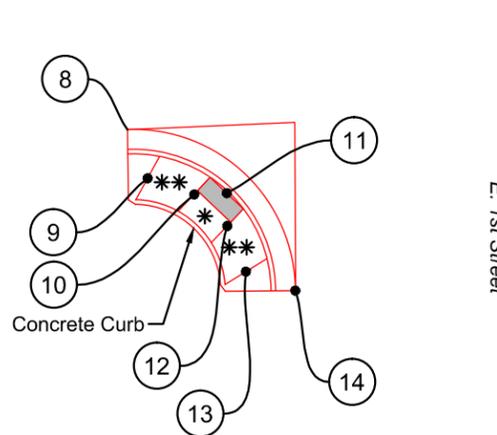
- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

- |   |   |
|---|---|
| <ol style="list-style-type: none"> <li>1. 15+49.34-33.46' L<br/>Begin 17.67' Rad Fillet<br/>Match TC EI 1584.72±</li> <li>2. 15+51.47-38.78' L<br/>Begin Ramp Slope</li> <li>3. 15+56.54-40.60' L<br/>End Ramp Slope</li> <li>4. 15+60.11-40.51' L<br/>Center Type 3 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>5. 15+60.13-44.08' L<br/>Begin Ramp Slope</li> <li>6. 15+62.11-49.09' L<br/>End Ramp Slope</li> <li>7. 15+67.49-51.13' L<br/>End 17.67' Fillet Section<br/>Match TC EI 1584.38±</li> </ol> |
|---|---|



- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>8. 15+47.63-35.29' R<br/>Begin 17.67' Rad Fillet<br/>Match TC EI 1584.48±</li> <li>9. 15+49.76-40.61' R<br/>Begin Ramp Slope</li> <li>10. 15+54.83-42.43' R<br/>End Ramp Slope</li> <li>11. 15+58.41-42.34' R<br/>Center Type 3 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>12. 15+58.42-45.91' R<br/>Begin Ramp Slope</li> <li>13. 15+60.40-50.92' R<br/>End Ramp Slope</li> <li>14. 15+65.78-53.06' R<br/>End 17.67' Rad Fillet<br/>Match TC EI 1584.22±</li> </ol> |
|---|--|



- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>15. 16+17.10-52.78' R<br/>Match Existing Sidewalk</li> <li>16. 16+10.73-52.78' R<br/>Begin Str C &amp; G<br/>Match TC EI 1584.30±</li> <li>17. 16+11.05-45.15' R<br/>End Str C &amp; G<br/>Begin 10' Rad Fillet<br/>TC EI 1584.33</li> <li>18. 16+16.30-40.56' R<br/>Center Type 1 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>19. 16+20.43-44.91' R<br/>End Ramp Slope</li> <li>20. 16+21.27-34.71' R<br/>End 10' Rad Fillet<br/>TC EI 1584.40</li> <li>21. 16+21.27-34.71' R<br/>Begin 42" Special C &amp; G<br/>TC EI 1584.40</li> <li>22. 16+25.68-34.66' R<br/>End Special C &amp; G 42"<br/>Match TC EI 1584.35 ±</li> <li>23. 16+25.68-44.46' R<br/>Match Existing Sidewalk</li> </ol> |
|--|---|



# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0045(00)111	40	96

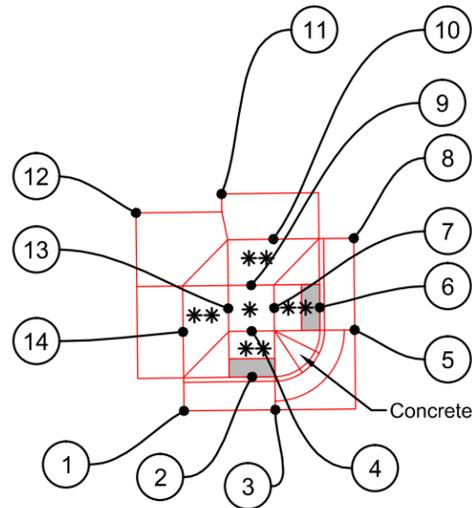
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

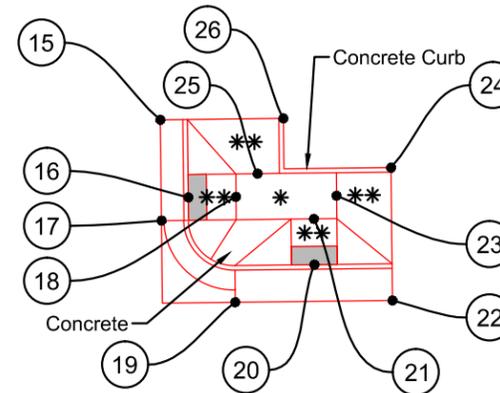
- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1. 20+23.70-33.66' L<br/>Begin 44" Special C &amp; G<br/>Match TC EI 1578.28±</li> <li>2. 20+31.20-37.28' L<br/>Center Type 1 Curb Ramp</li> <li>3. 20+33.71-33.66' L<br/>End Special C &amp; G<br/>Begin 7.67' Rad Fillet<br/>TC EI 1578.27 (Theor)</li> <li>4. 20+31.20-42.28' L<br/>End Ramp Slope</li> <li>5. 20+42.49-42.28' L<br/>End 7.67' Rad Fillet<br/>Begin 46" Special C &amp; G<br/>TC EI 1578.26 (Theor)</li> <li>6. 20+38.69-44.78' L<br/>Center Type 1 Curb Ramp</li> <li>7. 20+33.70-44.78' L<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>8. 20+42.49-52.28' L<br/>End Special C &amp; G<br/>Match TC EI 1578.25±</li> <li>9. 20+31.20-47.28' L<br/>Begin Ramp Slope</li> <li>10. 20+33.70-52.28' L<br/>End Ramp Slope</li> <li>11. 20+28.08-57.28' L<br/>Match Existing Sidewalk</li> <li>12. 20+18.70-55.31' L<br/>Match Existing Sidewalk</li> <li>13. 20+28.68-44.78' L<br/>Begin Ramp Slope</li> <li>14. 20+23.70-42.28' L<br/>End Ramp Slope</li> </ol> |
|---|--|



W. 2nd Street



15. 20+92.79-54.07' L  
Begin 36" Special C & G  
Match TC EI 1577.33±
16. 20+95.75-45.57' L  
Center Type 1 Curb Ramp
17. 20+92.79-43.07' L  
End Special 36" C & G  
Begin 7.67' Rad Fillet  
TC EI 1577.43 (Theor)
18. 21+00.96-45.57' L  
End Ramp Slope
19. 21+00.75-34.08' L  
End 7.67' Rad Fillet  
Begin 48" Special C & G  
TC EI 1577.40
20. 21+09.46-38.07' L  
Center Type 1 Curb Ramp
21. 21+09.46-43.07' L  
End Ramp Slope
22. 21+17.96-34.08' L  
End 48" Special C & G  
Match TC EI 1577.36±

23. 21+11.96-45.57' L  
Begin Ramp Slope
24. 21+17.96-48.57' L  
Match Existing Sidewalk
25. 21+03.35-48.07' L  
Begin Ramp Slope
26. 21+06.25-54.07' L  
Match Existing Sidewalk

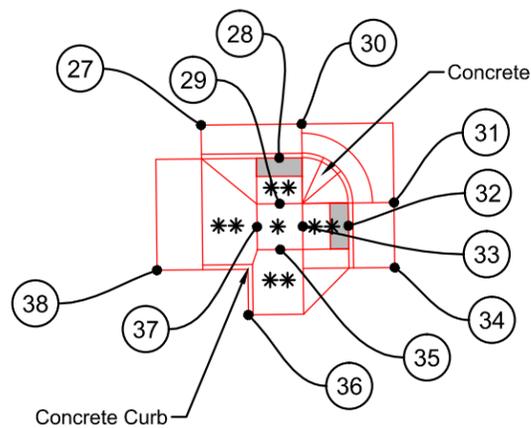
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N. Broadway Ave.

20+00

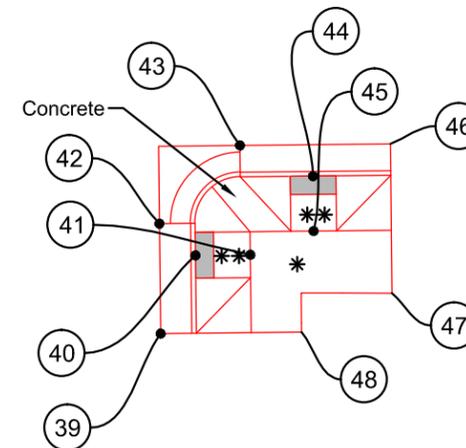
21+00

22+00

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>27. 20+23.85-34.15' R<br/>Begin 44" Special C &amp; G<br/>Match TC EI 1578.30±</li> <li>28. 20+32.35-37.82' R<br/>Center Type 1 Curb Ramp</li> <li>29. 20+32.35-42.82' R<br/>End Ramp Slope</li> <li>30. 20+34.85-34.15' R<br/>End Special 44" C &amp; G<br/>Begin 7.67' Rad Fillet<br/>TC EI 1578.28 (Theor)</li> <li>31. 20+44.85-42.82' R<br/>End 7.67' Rad Fillet<br/>Begin 60" Special C &amp; G<br/>TC EI 1578.27 (Theor)</li> <li>32. 20+39.85-45.32' R<br/>Center Type 1 Curb Ramp</li> <li>33. 20+34.85-45.32' R<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>34. 20+44.85-49.92' R<br/>End Special C &amp; G<br/>Match TC EI 1578.20 (Theor)</li> <li>35. 20+32.35-47.82' R<br/>Begin Ramp Slope</li> <li>36. 20+28.79-54.92' R<br/>Match Existing Sidewalk</li> <li>37. 20+29.85-45.32' R<br/>Begin Ramp Slope</li> <li>38. 20+18.85-49.92' R<br/>Match Existing Sidewalk</li> </ol> |
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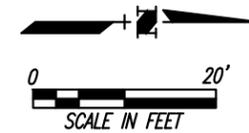


E. 2nd Street



39. 20+92.59-54.38' R  
Begin 47" Special C & G  
Match TC EI 1577.42±
40. 20+96.51-45.88' R  
Center Type 1 Curb Ramp
41. 21+02.51-45.88' R  
End Ramp Slope
42. 20+92.59-42.38' R  
End Special 47" C & G  
Begin 7.67' Rad Fillet  
TC EI 1577.50 (Theor)
43. 21+01.51-33.95' R  
End 7.67' Rad Fillet  
Begin 41" Special C & G  
TC EI 1577.50
44. 21+09.46-37.38' R  
Center Type 1 Curb Ramp
45. 21+09.46-43.38' R  
End Ramp Slope
46. 21+17.96-33.95' R  
End Special C & G  
Match TC EI 1577.42

47. 21+17.96-50.26' R  
Match Existing Sidewalk
48. 21+08.02-54.38' R  
Match Existing Sidewalk



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	41	96

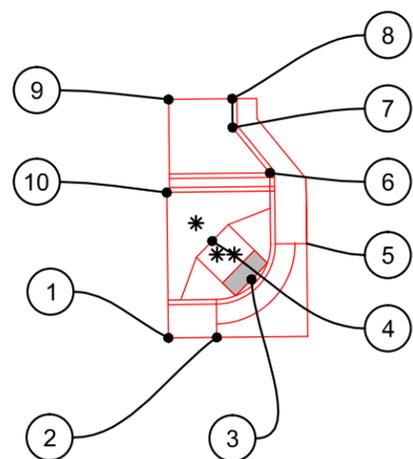
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

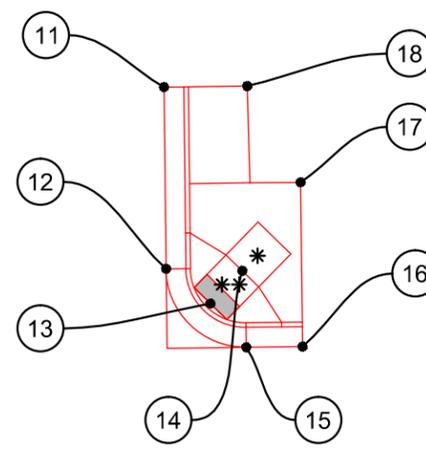
- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

1. 24+58.58-33.40' L  
Begin 50" Special C & G  
Match TC EI 1577.21±
2. 24+63.88-33.40' L  
End 50" Special C & G  
Begin 8.67' Rad Fillet  
TC EI 1577.26 (Theor)
3. 24+67.73-39.69' L  
Center Type 1 Curb Ramp
4. 24+63.49-43.93' L  
End Ramp Slope
5. 24+73.84-43.54' L  
End 8.67' Rad Fillet  
Begin 47" Special C & G  
TC EI 1577.36 (Theor)
6. 24+69.88-51.29' L  
End Special 47" C & G  
Begin Str C & G  
TC EI 1577.44
7. 24+65.84-56.29' L  
Begin Str C & G  
TC EI 1577.51
8. 24+65.84-59.42' L  
End Str C & G  
Match TC EI 1577.54±
9. 24+58.88-59.42' L  
Match Existing Sidewalk
10. 24+58.58-49.27' L  
Match Existing Sidewalk



W. 3rd Street

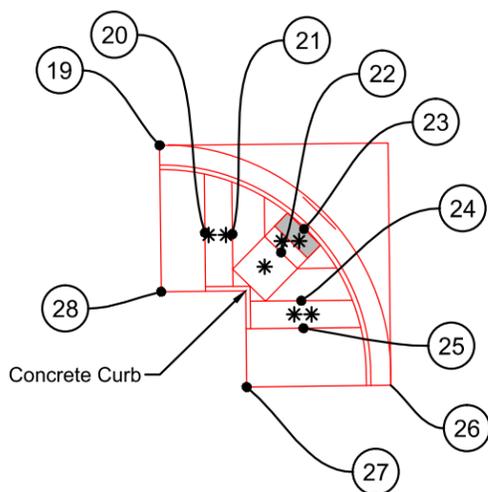


11. 25+29.43-59.97' L  
Begin Str C & G  
Match TC EI 1577.88±
12. 25+29.43-40.14' L  
End Str C & G  
Begin 8.67' Rad Fillet  
TC EI 1577.92 (Theor)
13. 25+34.23-36.29' L  
Center Type 1 Curb Ramp
14. 25+37.77-39.82' L  
End Ramp Slope
15. 25+38.10-31.47' L  
End 8.67' Rad Fillet  
Begin Str C & G  
TC EI 1577.80 (Theor)

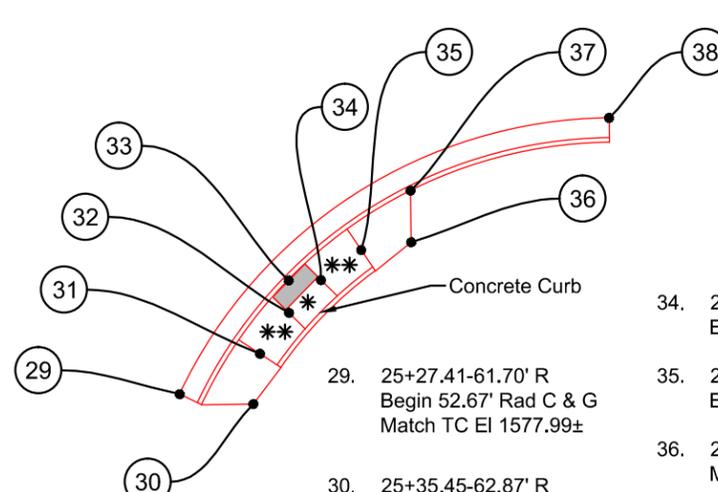
16. 25+44.25-31.47' L  
End Str C & G  
Match TC EI 1577.78±
17. 25+44.25-49.40' L  
Match Existing Sidewalk
18. 25+38.55-59.97' L  
Match Existing Sidewalk



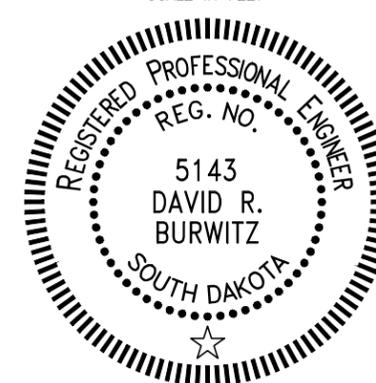
19. 24+49.76-33.67' R  
Begin 25' Rad Fillet  
Match TC EI 1577.50±
20. 24+54.62-43.24' R  
Begin Ramp Slope
21. 24+57.62-43.44' R  
End Ramp Slope
22. 24+62.92-45.49' R  
End Ramp Slope
23. 24+65.45-42.96' R  
Center Type 1 Curb Ramp
24. 24+65.08-50.79' R  
Begin Ramp Slope
25. 24+65.28-53.79' R  
End Ramp Slope
26. 24+74.76-60.13' R  
End 25' Rad Fillet  
Match TC EI 1577.50±
27. 24+59.00-60.13' R  
Match Existing Sidewalk
28. 24+49.76-49.63' R  
Match Existing Sidewalk



E. 3rd Street



29. 25+27.41-61.70' R  
Begin 52.67' Rad C & G  
Match TC EI 1577.99±
30. 25+35.45-62.87' R  
Match Existing Sidewalk
31. 25+36.24-57.40' R  
Begin Ramp Slope
32. 25+39.48-52.97' R  
End Ramp Slope
33. 25+39.43-49.39' R  
Center Type 3 Curb Ramp
34. 25+43.01-49.44' R  
Begin Ramp Slope
35. 25+47.45-46.21' R  
End Ramp Slope
36. 25+52.92-45.43' R  
Match Existing Sidewalk
37. 25+52.92-39.79' R  
Match Existing Sidewalk
38. 25+74.73-32.10' R  
End 52.67' Rad C & G  
Match TC EI 1577.75±



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	42	96

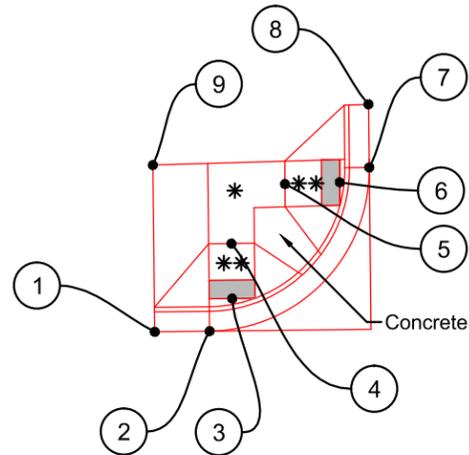
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

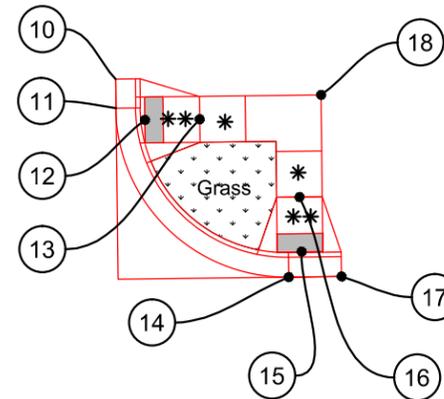
- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

1. 28+87.02-31.60' L  
Begin Str C & G  
Match TC EI 1575.44±
2. 28+93.02-31.60' L  
End Str C & G  
Begin 17.67' Rad Fillet  
TC EI 1575.50 (Theor)
3. 28+95.52-35.13' L  
Center Type 2 Curb Ramp
4. 28+95.52-41.13' L  
End Ramp Slope
5. 29+01.44-47.56' L  
End Ramp Slope
6. 29+07.44-47.67' L  
Center Type 2 Curb Ramp
7. 29+10.69-49.27' L  
End 17.67' Rad Fillet  
Begin Str C & G  
TC EI 1575.54 (Theor)
8. 29+10.69-56.14' L  
End Str C & G  
Match TC EI 1575.48±
9. 28+87.02-49.79' L  
Match Existing Sidewalk

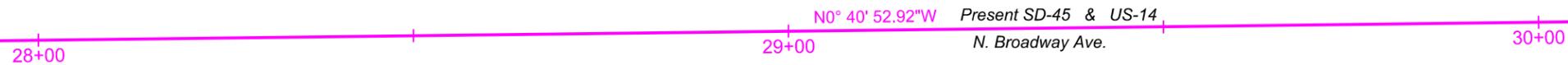


W. 4th Street

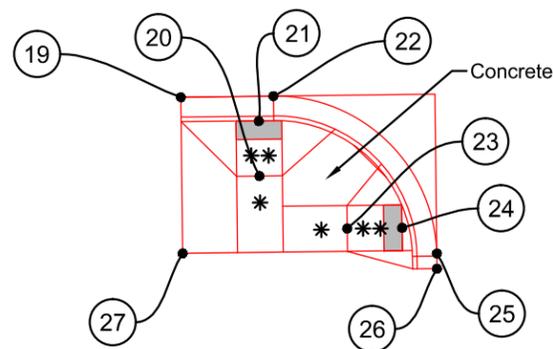


10. 29+45.90-53.24' L  
Begin Str C & G  
Match TC EI 1575.47±
11. 29+45.90-50.08' L  
End Str C & G  
Begin 18.67' Rad Fillet  
TC EI 1575.45 (Theor)
12. 29+49.04-48.74' L  
Center Type 2 Curb Ramp
13. 29+55.04-48.74' L  
End Ramp Slope
14. 29+64.57-31.41' L  
End 18.67' Rad Fillet  
Begin Str C & G  
TC EI 1575.02 (Theor)

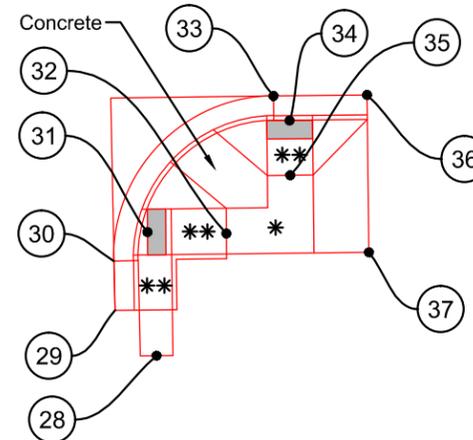
15. 29+66.01-34.18' L  
Center Type 2 Curb Ramp
16. 29+65.85-40.13' L  
End Ramp Slope
17. 29+70.35-31.41' L  
End Str C & G  
Match TC EI 1574.92±
18. 29+68.35-51.24' L  
Match Existing Sidewalk



19. 28+82.98-32.03' R  
Begin Str C & G  
Match TC EI 1576.20±
20. 28+91.48-40.72' R  
End Ramp Slope
21. 28+91.48-34.72' R  
Center Type 2 Curb Ramp
22. 28+93.11-32.03' R  
End Str C & G  
Begin 17.67' Rad Fillet  
TC EI 1576.25 (Theor)
23. 29+01.01-46.57' R  
End Ramp Slope
24. 29+07.01-46.57' R  
Center Type 2 Curb Ramp
25. 29+10.78-49.41' R  
End 17.67' Rad Fillet  
Begin Str C & G  
TC EI 1576.29 (Theor)
26. 29+10.78-51.07' R  
End Str C & G  
Match TC EI 1576.30±
27. 28+82.98-49.07' R  
Match Existing Sidewalk

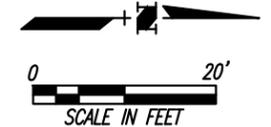


E. 4th Street



28. 29+50.99-59.95' R  
Match Existing Sidewalk
29. 29+46.49-54.95' R  
Begin Str C & G  
Match TC EI 1575.91±
30. 29+46.45-49.56' R  
End Str C & G  
Begin 17.67' Rad Fillet  
TC EI 1575.85 (Theor)
31. 29+50.16-46.45' R  
Center Modified Type 2 Curb Ramp
32. 29+58.79-46.70' R  
End Ramp Slope
33. 29+64.12-31.76' R  
End 17.67' Rad Fillet  
Begin Str C & G  
TC EI 1575.75 (Theor)
34. 29+65.85-34.45' R  
Center Type 2 Curb Ramp
35. 29+65.85-40.43' R  
End Ramp Slope

36. 29+74.35-31.76' R  
End Str C & G  
Match TC EI 1575.67±
37. 29+74.35-48.95' R  
Match Existing Sidewalk



# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	43	96

Rev. 01/06/2014

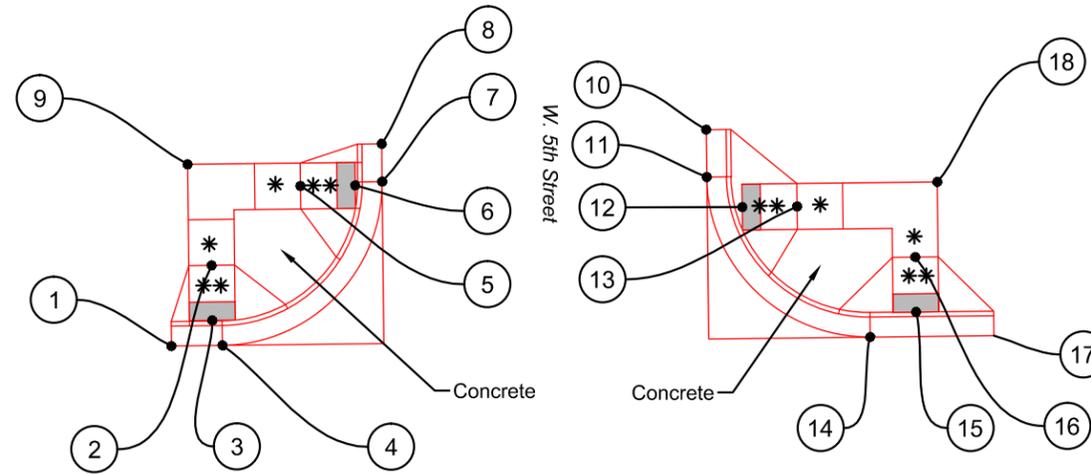
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

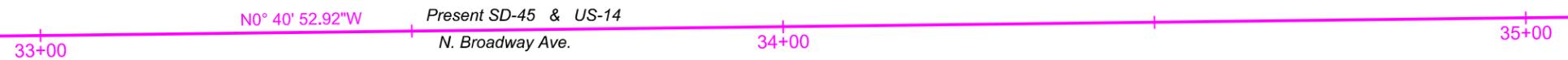
- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

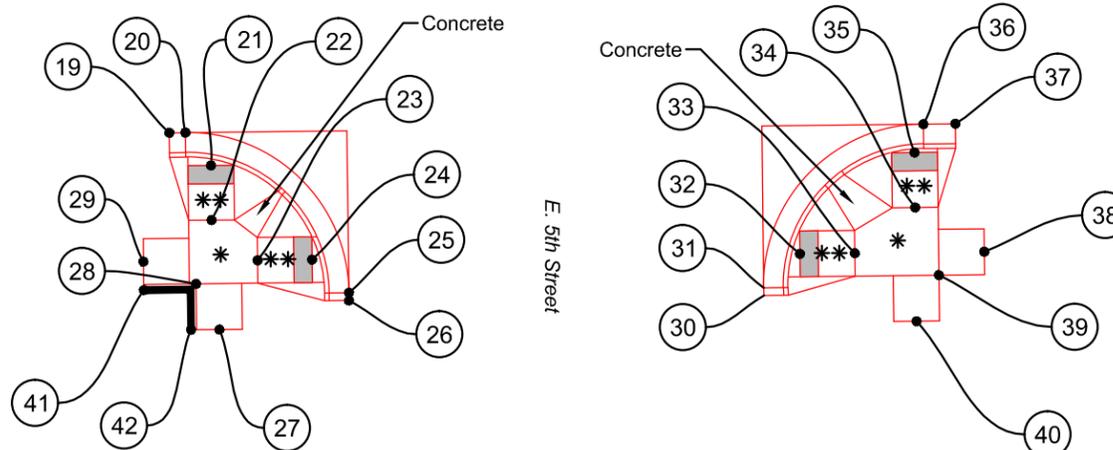
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| <ol style="list-style-type: none"> <li>1. 33+16.10-31.55' L<br/>Begin Str C &amp; G<br/>Match TC EI 1573.78±</li> <li>2. 33+20.60-40.29' L<br/>End Ramp Slope</li> <li>##. 33+20.60-34.29' L<br/>Center Type 2 Curb Ramp</li> <li>4. 33+21.68-31.55' L<br/>End Str C &amp; G<br/>Begin 17.67' Rad Fillet<br/>TC EI 1573.78 (Theor)</li> <li>5. 33+30.40-48.85' L<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>6. 33+36.40-48.85' L<br/>Center Type 2 Curb Ramp</li> <li>7. 33+39.35-49.22' L<br/>End 17.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1573.66 (Theor)</li> <li>8. 33+39.35-53.35' L<br/>End Str C &amp; G<br/>Match TC EI 1573.64±</li> <li>9. 33+18.10-51.35' L<br/>Match Existing Sidewalk</li> </ol> |
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| <ol style="list-style-type: none"> <li>10. 33+74.86-54.46' L<br/>Begin Str C &amp; G<br/>Match TC EI 1573.47±</li> <li>11. 33+74.86-49.29' L<br/>End Str C &amp; G<br/>Begin 17.67' Rad Fillet<br/>TC EI 1573.52 (Theor)</li> <li>12. 33+78.71-45.96' L<br/>Center Type 2 Curb Ramp</li> <li>13. 33+84.71-45.96' L<br/>End Ramp Slope</li> <li>14. 33+92.53-31.62' L<br/>End 17.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1573.70 (Theor)</li> <li>15. 33+97.58-34.29' L<br/>Center Type 2 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>16. 33+97.58-40.29' L<br/>End Ramp Slope</li> <li>17. 34+06.08-31.62' L<br/>End Str C &amp; G<br/>Match TC EI 1573.62±</li> <li>18. 34+00.08-48.46' L<br/>Match Existing Sidewalk</li> </ol> |
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| <ol style="list-style-type: none"> <li>19. 33+16.10-31.84' R<br/>Begin Str C &amp; G<br/>Match TC EI 1574.36±</li> <li>20. 33+17.85-31.84' R<br/>End Str C &amp; G<br/>Begin 17.67' Rad Fillet<br/>TC EI 1574.37 (Theor)</li> <li>21. 33+20.60-35.45' R<br/>Center Type 2 Curb Ramp</li> <li>22. 33+20.60-41.42' R<br/>End Ramp Slope</li> <li>23. 33+25.58-45.86' R<br/>End Ramp Slope</li> <li>24. 33+31.54-45.86' R<br/>Center Type 2 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>25. 33+35.52-49.51' R<br/>End 17.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1575.08</li> <li>26. 33+35.52-50.36' R<br/>End Str C &amp; G<br/>Match TC EI 1575.09±</li> <li>27. 33+21.32-53.36' R<br/>Match Existing Sidewalk</li> <li>28. 33+18.82-48.36' R<br/>Match Existing Sidewalk</li> <li>29. 33+13.10-45.86' R<br/>Match Existing Sidewalk</li> <li>41. 33+13.10-48.96' R<br/>Begin Type C Retaining Wall<br/>Match Existing Wall</li> <li>42. 33+18.22-53.36' R<br/>End Type C Retaining Wall<br/>Match Existing Wall</li> </ol> |
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| <ol style="list-style-type: none"> <li>30. 33+80.91-50.36' R<br/>Begin Str C &amp; G<br/>Match TC EI 1574.57±</li> <li>31. 33+80.91-49.54' R<br/>End Str C &amp; G<br/>Begin 17.67' Rad Fillet<br/>TC EI 1574.56 (Theor)</li> <li>32. 33+84.91-45.86' R<br/>Center Type 2 Curb Ramp</li> <li>33. 33+90.91-45.86' R<br/>End Ramp Slope</li> <li>34. 33+97.58-40.95' R<br/>End Ramp Slope</li> <li>35. 33+97.58-34.95' R<br/>Center Type 2 Curb Ramp</li> <li>36. 33+98.58-31.87' R<br/>End 17.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1574.11 (Theor)</li> </ol> | <ol style="list-style-type: none"> <li>37. 34+02.08-31.87' R<br/>End Str C &amp; G<br/>Match TC EI 1574.09±</li> <li>38. 34+05.08-45.86' R<br/>Match Existing Sidewalk</li> <li>39. 34+00.08-48.36' R<br/>Match Existing Sidewalk</li> <li>40. 33+97.58-53.36' R<br/>Match Existing Sidewalk</li> </ol> |
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# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	44	96

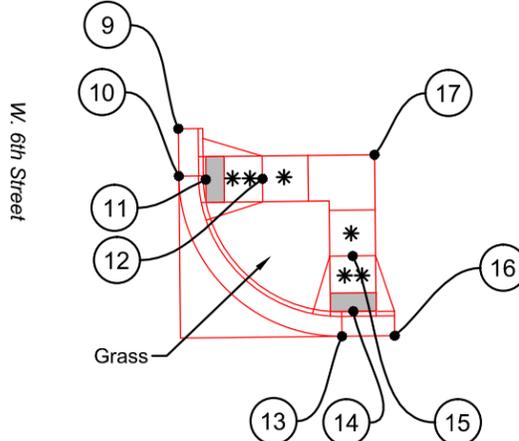
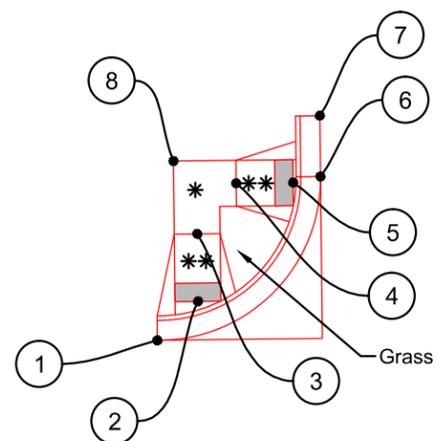
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

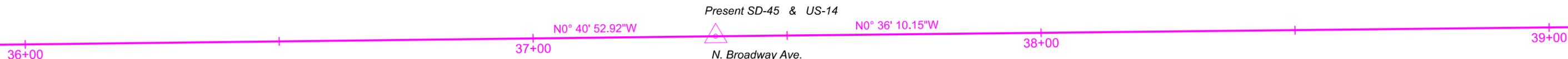
- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

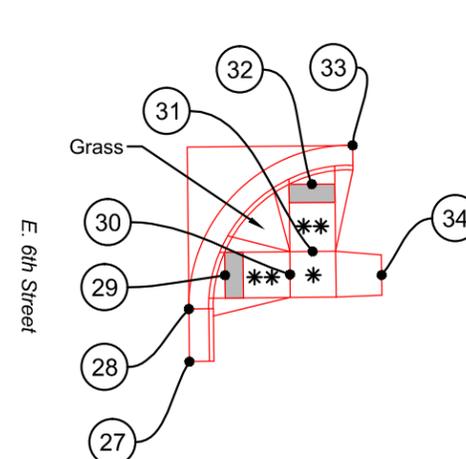
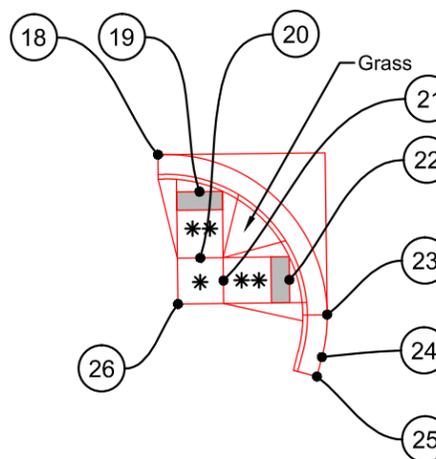
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| <ol style="list-style-type: none"> <li>1. 37+03.31-31.96' L<br/>Begin 17.67' Rad Fillet<br/>Match TC EI 1572.61±</li> <li>2. 37+07.81-36.16' L<br/>Center Type 2 Curb Ramp</li> <li>3. 37+07.81-43.52' L<br/>End Ramp Slope</li> <li>4. 37+12.14-49.00' L<br/>End Ramp Slope</li> <li>5. 37+18.38-49.00' L<br/>Center Type 2 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>6. 37+21.38-49.63' L<br/>End 17.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1572.43</li> <li>7. 37+21.38-56.27' L<br/>End Str C &amp; G<br/>Match TC EI 1572.38±</li> <li>8. 37+05.31-51.50' L<br/>Match Existing Sidewalk</li> </ol> |
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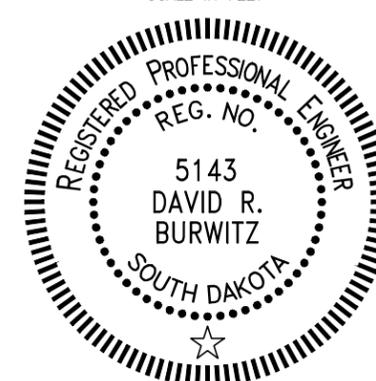
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| <ol style="list-style-type: none"> <li>9. 37+56.89-54.45' L<br/>Begin Str C &amp; G<br/>Match TC EI 1572.24±</li> <li>10. 37+56.89-49.28' L<br/>End Str C &amp; G<br/>Begin 17.67' Rad Fillet<br/>TC EI 1572.22 (Theor)</li> <li>11. 37+59.84-48.88' L<br/>Center Type 2 Curb Ramp</li> <li>12. 37+66.04-48.88' L<br/>End Ramp Slope</li> <li>13. 37+74.56-31.61' L<br/>End 17.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1572.24 (Theor)</li> </ol> | <ol style="list-style-type: none"> <li>14. 37+75.82-34.33' L<br/>Center Type 2 Curb Ramp</li> <li>15. 37+75.82-40.36' L<br/>End Ramp Slope</li> <li>16. 37+80.32-31.61' L<br/>End Str C &amp; G<br/>Match TC EI 1572.28±</li> <li>17. 37+78.32-51.38' L<br/>Match Existing Sidewalk</li> </ol> |
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| <ol style="list-style-type: none"> <li>18. 37+02.62-32.02' R<br/>Begin 17.67' Rad Fillet<br/>Match TC EI 1572.75±</li> <li>19. 37+07.12-36.11' R<br/>Center Type 2 Curb Ramp</li> <li>20. 37+07.12-43.34' R<br/>End Ramp Slope</li> <li>21. 37+09.62-45.84' R<br/>End Ramp Slope</li> <li>22. 37+16.83-45.84' R<br/>Center Type 2 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>23. 37+20.91-49.69' R<br/>End 17.67' Rad Fillet<br/>Begin 17.67' Rad. C &amp; G<br/>TC EI 1572.64 (Theor)</li> <li>24. 37+20.30-54.31' R<br/>End 17.67' Rad C&amp;G<br/>Begin Str C &amp; G<br/>TC EI 1572.57</li> <li>25. 37+19.72-56.44' R<br/>End Str C &amp; G<br/>Match TC EI 1572.53±</li> <li>26. 37+04.62-48.34' R<br/>Match Existing Sidewalk</li> </ol> |
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| <ol style="list-style-type: none"> <li>27. 37+56.95-55.21' R<br/>Begin Str C &amp; G<br/>Match TC EI 1572.20±</li> <li>28. 37+56.95-49.48' R<br/>End Str C &amp; G<br/>Begin 17.67' Rad Fillet<br/>TC EI 1572.23 (Theor)</li> <li>29. 37+60.94-45.83' R<br/>Center Type 2 Curb Ramp</li> <li>30. 37+68.05-45.83' R<br/>End Ramp Slope</li> <li>31. 37+70.55-43.33' R<br/>End Ramp Slope</li> <li>32. 37+70.55-36.00' R<br/>Center Type 2 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>33. 37+75.05-31.81' R<br/>End 17.67' Rad Fillet<br/>Match TC EI 1572.36±</li> <li>34. 37+78.07-46.00' R<br/>Match Existing Sidewalk</li> </ol> |
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# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	45	96

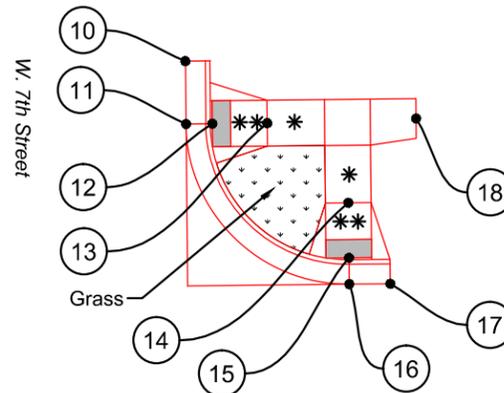
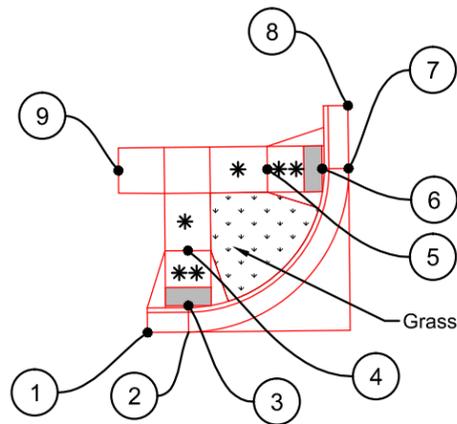
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

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| <ol style="list-style-type: none"> <li>1. 40+86.66-32.33' L<br/>Begin Str C &amp; G<br/>Match TC EI 1573.52±</li> <li>2. 40+91.16-32.33' L<br/>End Str C &amp; G<br/>Begin 17.67' Rad Fillet<br/>TC EI 1573.53 (Theor)</li> <li>3. 40+91.16-35.21' L<br/>Center Type 2 Curb Ramp</li> <li>4. 40+91.16-41.21' L<br/>End Ramp Slope</li> <li>5. 40+99.95-50.00' L<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>6. 41+05.95-50.00' L<br/>Center Type 2 Curb Ramp</li> <li>7. 41+08.83-50.00' L<br/>End 17.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1752.42 (Theor)</li> <li>8. 41+08.83-56.86' L<br/>End Str C &amp; G<br/>Match TC EI 1752.40±</li> <li>9. 40+83.66-50.04' L<br/>Match Existing Sidewalk</li> </ol> |
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| <ol style="list-style-type: none"> <li>10. 41+44.76-56.86' L<br/>Begin Str C &amp; G<br/>Match TC EI 1573.30±</li> <li>11. 41+44.76-50.00' L<br/>End Str C &amp; G<br/>Begin 17.67' Rad Fillet<br/>TC EI 1573.35 (Theor)</li> <li>12. 41+47.64-50.00' L<br/>Center Type 2 Curb Ramp</li> <li>13. 41+53.64-50.00' L<br/>End Ramp Slope</li> <li>14. 41+62.42-41.21' L<br/>End Ramp Slope</li> <li>15. 41+62.42-35.21' L<br/>Center Type 2 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>16. 41+62.43-32.33' L<br/>End 17.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1573.48 (Theor)</li> <li>17. 41+66.92-32.33' L<br/>End Str C &amp; G<br/>Match TC EI 1573.50±</li> <li>18. 41+69.92-50.33' L<br/>Match Existing Sidewalk</li> </ol> |
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N0° 36' 10.15"W

Present SD-45 & US-14  
N. Broadway Ave.

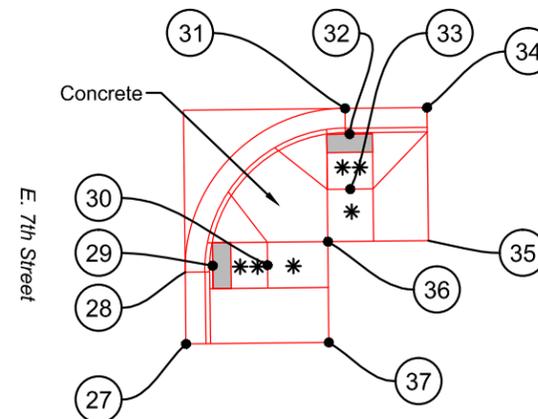
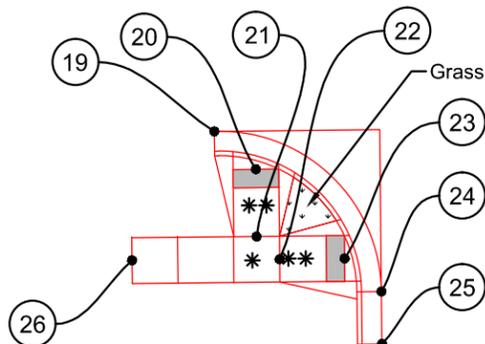
N0° 36' 10.15"W

40+00

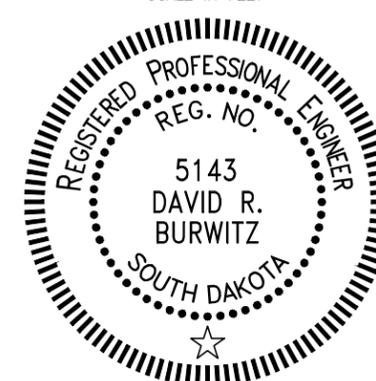
41+00

42+00

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| <ol style="list-style-type: none"> <li>19. 40+90.88-31.43' R<br/>Begin 17.67' Rad Fillet<br/>Match TC EI 1573.46±</li> <li>20. 40+95.38-35.62' R<br/>Center Type 2 Curb Ramp</li> <li>21. 40+95.38-42.95' R<br/>End Ramp Slope</li> <li>22. 40+97.88-45.45' R<br/>End Ramp Slope</li> <li>23. 41+04.99-45.45' R<br/>Center Type 2 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>24. 41+08.98-49.10' R<br/>End 17.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1573.41 (Theor)</li> <li>25. 41+08.98-54.83' R<br/>End Str C &amp; G<br/>Match TC EI 1573.41±</li> <li>26. 40+81.74-45.41' R<br/>Match Existing Sidewalk</li> </ol> |
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| <ol style="list-style-type: none"> <li>27. 41+44.29-56.94' R<br/>Begin Str C &amp; G<br/>Match TC EI 1573.01± (Theor)</li> <li>28. 41+44.29-49.09' R<br/>End Str C &amp; G<br/>Begin 17.67' Rad Fillet<br/>TC EI 1573.02 (Theor)</li> <li>29. 41+47.30-48.44' R<br/>Center Type 2 Curb Ramp</li> <li>30. 41+53.30-48.44' R<br/>End Ramp Slope</li> <li>31. 41+61.96-31.42' R<br/>End 17.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1573.06 (Theor)</li> <li>32. 41+62.42-34.23' R<br/>Center Type 2 Curb Ramp</li> <li>33. 41+62.42-40.23' R<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>34. 41+70.92-31.42' R<br/>End Str C &amp; G<br/>Match TC EI 1573.08±</li> <li>35. 41+70.92-45.94' R<br/>Match Existing Sidewalk</li> <li>36. 41+59.92-45.94' R<br/>Match Existing Sidewalk</li> <li>37. 41+59.92-56.94' R<br/>Match Existing Sidewalk</li> </ol> |
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# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	46	96

Rev. 02/14/2014

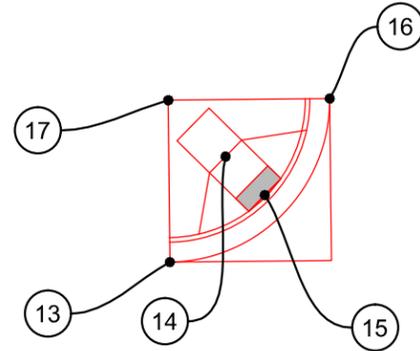
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

 Detectable Warning Surface

- 13. 44+77.70-31.86' L  
Begin X' Rad Fillet  
Match TC EI 1573.06± (Theor)
- 14. 44+83.91-43.31' L  
Begin Ramp Slope
- 15. 44+88.16-39.07' L  
End Ramp Slope
- 16. 44+95.37-49.53' L  
End X' Rad Fillet Section  
Match TC EI 1572.71± (Theor)
- 17. 44+77.70-49.53' L  
Match Existing Sidewalk



N0° 36' 10.15"W

Present SD-45 & US-14

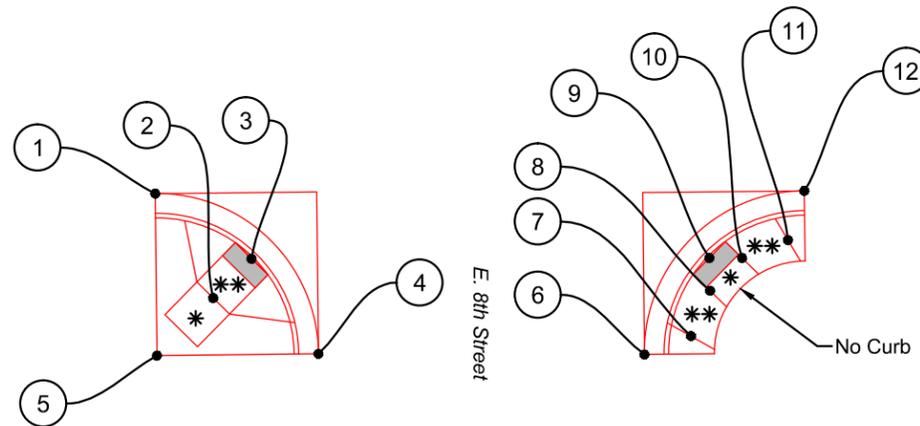
N. Broadway Ave.

44+00

45+00

46+00

- 1. 44+77.17-31.49' R  
Begin 17.67' Rad Fillet  
Match TC EI 1572.43±
- 2. 44+83.39-42.94' R  
End Ramp Slope
- 3. 44+87.63-38.70' R  
Center Type 1 Curb Ramp
- 4. 44+94.84-49.16' R  
End 17.67' Rad Fillet  
Match TC EI 1572.02±
- 5. 44+77.17-49.16' R  
Match Existing Sidewalk



E. 8th Street

No Curb

- 6. 45+30.50-49.61' R  
Begin 17.67' Rad Fillet  
Match TC EI 1571.80±
- 7. 45+35.62-47.65' R  
End Ramp Slope
- 8. 45+37.75-42.72' R  
Begin Ramp Slope
- 9. 45+37.71-39.15' R  
Center Type 3 Curb Ramp
- 10. 45+41.28-39.19' R  
Begin Ramp Slope
- 11. 45+46.33-37.29' R  
End Ramp Slope
- 12. 45+48.17-31.94' R  
End 17.67' Rad Fillet  
Match TC EI 1573.20±



0 20'  
SCALE IN FEET



# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	47	96

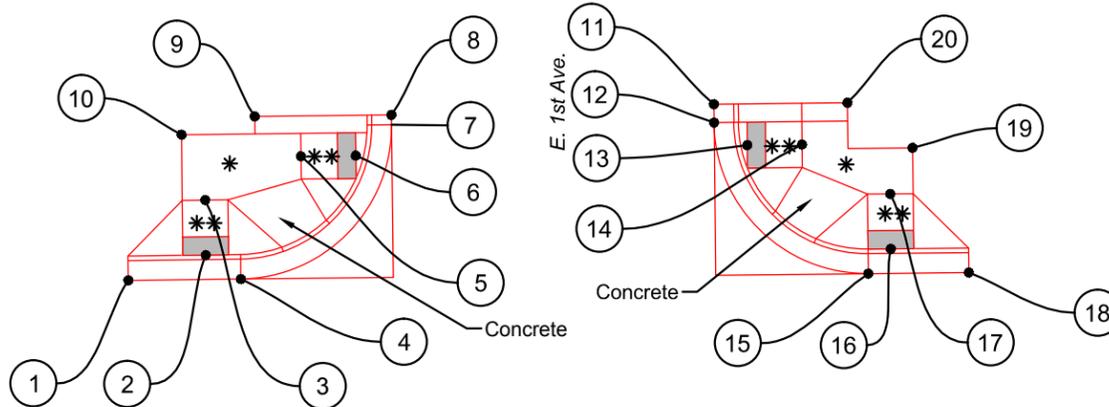
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

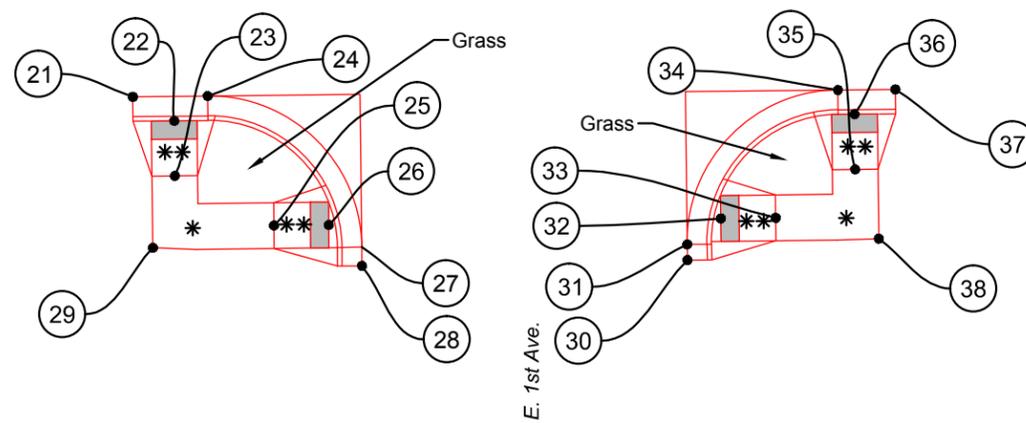
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| <ol style="list-style-type: none"> <li>1. 50+93.70-23.73' L<br/>Begin Str C &amp; G<br/>Match TC EI 1574.95±</li> <li>2. 51+02.20-26.40' L<br/>Center Type 1 Curb Ramp</li> <li>3. 51+02.20-32.40' L<br/>End Ramp Slope</li> <li>4. 51+05.99-23.73' L<br/>End Str C &amp; G<br/>Begin 16.67' Rad Fillet<br/>TC EI 1574.82 (Theor)</li> <li>5. 51+12.73-37.05' L<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>6. 51+18.73-37.05' L<br/>Center Type 2 Curb Ramp</li> <li>7. 51+22.68-40.40' L<br/>End 16.67' Rad Fillet<br/>Begin Str C &amp; G<br/>Match TC EI 1574.51± (Theor)</li> <li>8. 51+22.68-41.46' L<br/>End Str C &amp; G<br/>Match TC EI 1574.51±</li> <li>9. 51+07.73-41.46' L<br/>Match Existing Sidewalk</li> <li>10. 50+99.70-39.55' L<br/>Match Existing Sidewalk</li> </ol> |
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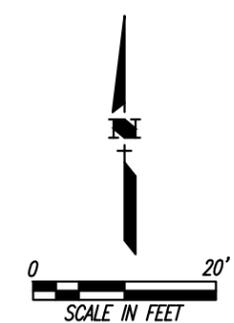
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| <ol style="list-style-type: none"> <li>11. 51+57.96-42.22' L<br/>Begin Str C &amp; G<br/>Match TC EI 1573.94± (Theor)</li> <li>12. 51+57.96-40.22' L<br/>End Str C &amp; G<br/>Begin 16.67' Rad Fillet<br/>TC EI 1573.94 (Theor)</li> <li>13. 51+61.56-37.72' L<br/>Center Type 2 Curb Ramp</li> <li>14. 51+67.56-37.72' L<br/>End Ramp Slope</li> <li>15. 51+74.63-23.55' L<br/>End 16.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1575.11± (Theor)</li> </ol> | <ol style="list-style-type: none"> <li>16. 51+77.13-26.22' L<br/>Center Type 1 Curb Ramp</li> <li>17. 51+77.13-32.22' L<br/>End Ramp Slope</li> <li>18. 51+85.63-23.55' L<br/>End Str C &amp; G<br/>Match TC EI 1575.06±</li> <li>19. 51+79.63-37.22' L<br/>Match Existing Sidewalk</li> <li>20. 51+72.56-42.22' L<br/>Match Existing Sidewalk</li> </ol> |
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| <ol style="list-style-type: none"> <li>21. 50+97.70-23.85' R<br/>Begin Str C &amp; G<br/>Match TC EI 1574.94±</li> <li>22. 51+02.20-26.52' R<br/>Center Type 1 Curb Ramp</li> <li>23. 51+02.20-32.52' R<br/>End Ramp Slope</li> <li>24. 51+05.88-23.85' R<br/>End Str C &amp; G<br/>Begin 16.67' Rad Fillet<br/>TC EI 1574.81 (Theor)</li> <li>25. 51+12.97-38.07' R<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>26. 51+18.97-38.07' R<br/>Center Type 2 Curb Ramp</li> <li>27. 51+22.55-40.52' R<br/>End 16.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1574.48 (Theor)</li> <li>28. 51+22.55-42.57' R<br/>End Str C &amp; G<br/>Match TC EI 1574.45±</li> <li>29. 50+99.70-40.34' R<br/>Match Existing Sidewalk</li> </ol> |
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| <ol style="list-style-type: none"> <li>30. 51+58.16-42.34' R<br/>Begin Str C &amp; G<br/>Match TC EI 1573.92±</li> <li>31. 51+58.16-40.63' R<br/>End Str C &amp; G<br/>Begin 16.67' Rad Fillet<br/>TC EI 1573.94 (Theor)</li> <li>32. 51+61.86-37.84' R<br/>Center Type 2 Curb Ramp</li> <li>33. 51+67.86-37.84' R<br/>End Ramp Slope</li> <li>34. 51+74.83-23.96' R<br/>End 16.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1574.06 (Theor)</li> <li>35. 51+76.61-32.65' R<br/>End Ramp Slope</li> <li>36. 51+76.61-26.63' R<br/>Center Type 1 Curb Ramp</li> <li>37. 51+81.11-23.96' R<br/>End Str C &amp; G<br/>Match TC EI 1574.04±</li> <li>38. 51+79.11-40.25' R<br/>Match Existing Sidewalk</li> </ol> |  |
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# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	48	96

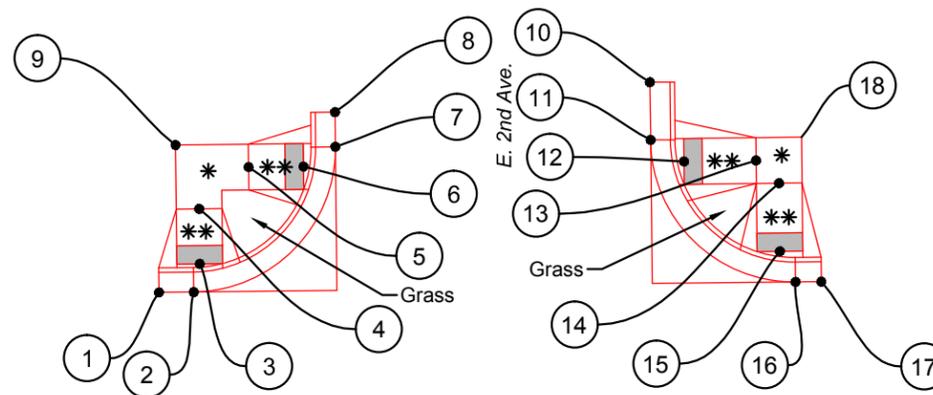
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

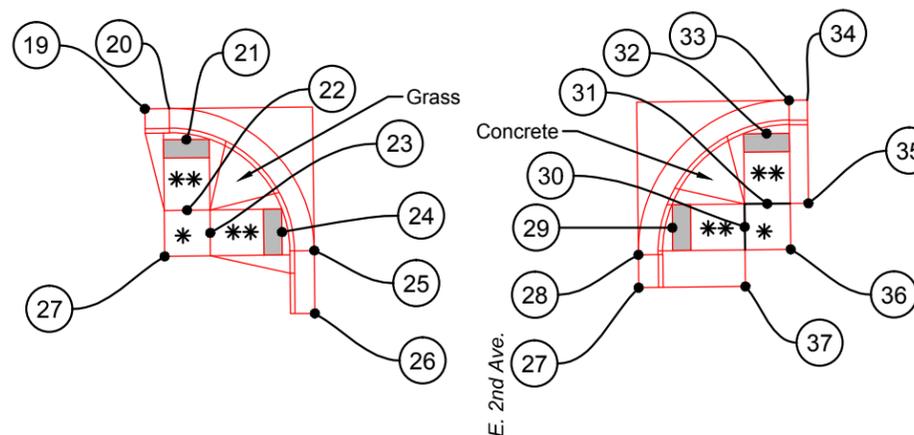
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|---|---|
| <ol style="list-style-type: none"> <li>1. 55+34.33-23.67' L<br/>Begin Str C &amp; G<br/>Match TC EI 1572.55±</li> <li>2. 55+38.14-23.67' L<br/>End Str C &amp; G<br/>Begin 15.67' Rad Fillet<br/>TC EI 1572.54 (Theor)</li> <li>3. 55+38.83-26.74' L<br/>Center Type 2 Curb Ramp</li> <li>4. 55+38.83-32.74' L<br/>End Ramp Slope</li> <li>5. 55+44.29-37.23' L<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>6. 55+50.29-37.23' L<br/>Center Type 2 Curb Ramp</li> <li>7. 55+53.81-39.34' L<br/>End 15.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1572.46 (Theor)</li> <li>8. 55+53.81-43.12' L<br/>End Str C &amp; G<br/>Match TC EI 1572.37±</li> <li>9. 55+36.33-39.73' L<br/>Match Existing Sidewa k</li> </ol> |
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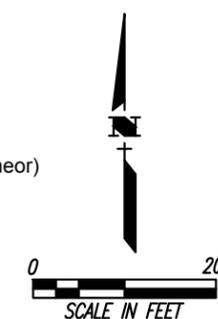
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| <ol style="list-style-type: none"> <li>10. 55+88.30-45.99' L<br/>Begin Str C &amp; G<br/>Match TC EI 1572.00±</li> <li>11. 55+88.30-39.69' L<br/>End Str C &amp; G<br/>Begin 15.67' Rad Fillet<br/>TC EI 1572.20 (Theor)</li> <li>12. 55+91.92-37.32' L<br/>Center Type 2 Curb Ramp</li> <li>13. 55+99.80-37.32' L<br/>End Ramp Slope</li> <li>14. 56+02.30-34.82' L<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>15. 56+02.30-27.38' L<br/>Center Type 2 Curb Ramp</li> <li>16. 56+03.97-24.02' L<br/>End 15.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1572.43 (Theor)</li> <li>17. 56+06.80-24.02' L<br/>End Str C &amp; G<br/>Match TC EI 1572.44±</li> <li>18. 56+04.80-39.82' L<br/>Match Existing Sidewalk</li> </ol> |
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| <ol style="list-style-type: none"> <li>19. 55+34.33-23.84' R<br/>Begin Str C &amp; G<br/>Match TC EI 1573.10±</li> <li>20. 55+37.01-23.84' R<br/>End Str C &amp; G<br/>Begin 15.67' Rad Fillet<br/>TC EI 1573.01 (Theor)</li> <li>21. 55+38.83-27.25' R<br/>Center Type 2 Curb Ramp</li> <li>22. 55+38.83-34.96' R<br/>End Ramp Slope</li> <li>23. 55+41.33-37.46' R<br/>End Ramp Slope</li> <li>24. 55+49.18-37.46' R<br/>Center Type 2 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>25. 55+52.68-39.51' R<br/>End 15.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1572.22</li> <li>26. 55+52.68-46.38' R<br/>End Str C &amp; G<br/>Match TC EI 1572.24±</li> <li>27. 55+36.33-39.96' R<br/>Match Existing Sidewa k</li> </ol> |
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| <ol style="list-style-type: none"> <li>27. 55+88.13-43.97' R<br/>Begin Str C &amp; G<br/>Match TC EI 1572.16± (Theor)</li> <li>28. 55+88.13-40.39' R<br/>End Str C &amp; G<br/>Begin 15.67' Rad Fillet<br/>TC EI 1572.15 (Theor)</li> <li>29. 55+91.89-37.47' R<br/>Center Type 2 Curb Ramp</li> <li>30. 55+99.80-37.47' R<br/>End Ramp Slope</li> <li>31. 56+02.30-34.97' R<br/>End Ramp Slope</li> <li>32. 56+02.30-27.31' R<br/>Center Type 2 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>33. 56+04.80-23.72' R<br/>End 15.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1572.26 (Theor)</li> <li>34. 56+06.80-23.72' R<br/>End Str C &amp; G<br/>Match TC EI 1572.26± (Theor)</li> <li>35. 56+06.80-34.97' R<br/>Match Existing Sidewalk</li> <li>36. 56+04.80-39.97' R<br/>Match Existing Sidewalk</li> <li>37. 55+99.80-43.97' R<br/>Match Existing Sidewalk</li> </ol> |
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# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	49	96

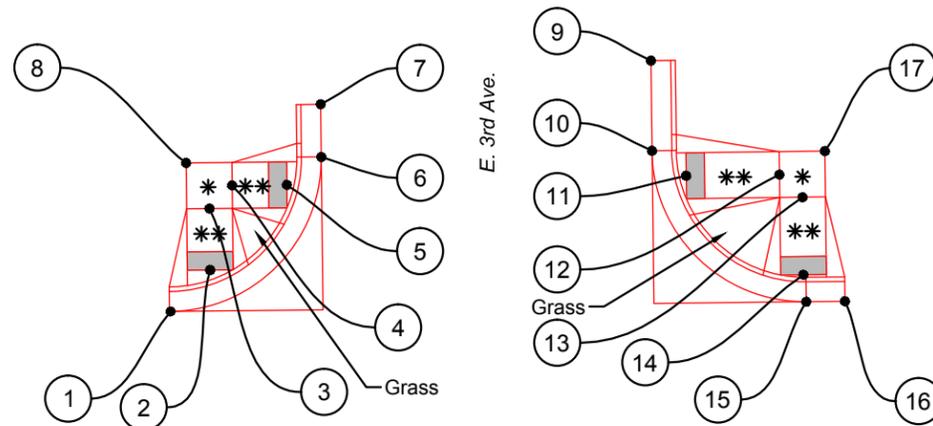
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

 Detectable Warning Surface

1. 59+89.54-23.79' L  
Begin 16.67' Rad Fillet  
Match TC EI 1572.97±
2. 59+93.92-28.27' L  
Center Type 2 Curb Ramp
3. 59+93.92-34.97' L  
End Ramp Slope
4. 59+96.42-37.47' L  
End Ramp Slope
5. 60+02.42-37.47' L  
Center Type 2 Curb Ramp
6. 60+06.21-40.46' L  
End 16.67' Rad Fillet  
Begin Str C & G  
TC EI 1573.56± (Theor)
7. 60+06.21-46.22' L  
End Str C & G  
Match TC EI 1573.57±
8. 59+91.42-39.97' L  
Match Existing Sidewalk



9. 60+42.43-50.54' L  
Begin Str C & G  
Match TC EI 1574.10±
10. 60+42.43-40.71' L  
End Str C & G  
Begin 16.67' Rad Fillet  
TC EI 1574.08 (Theor)
11. 60+46.12-37.95' L  
Center Type 2 Curb Ramp
12. 60+56.32-37.95' L  
End Ramp Slope
13. 60+58.82-35.45' L  
End Ramp Slope
14. 60+58.82-26.99' L  
Center Type 2 Curb Ramp
15. 60+59.10-24.04' L  
End 16.67' Rad Fillet  
Begin Str C & G  
TC EI 1573.88 (Theor)
16. 60+63.32-24.04' L  
End Str C & G  
Match TC EI 1573.91±
17. 60+61.32-40.45' L  
Match Existing Sidewalk

N89° 21' 08.30"E N89° 18' 42.84"E

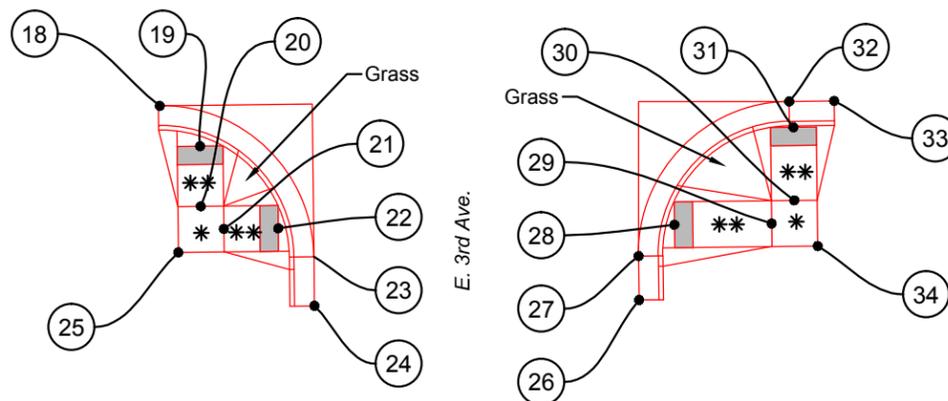
59+00

60+00

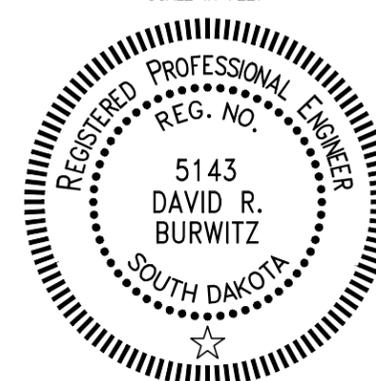
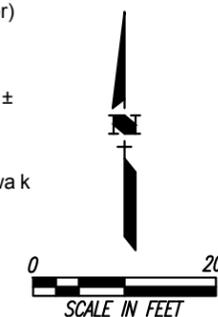
East 3rd Street

61+00

18. 59+89.57-23.51' R  
Begin 16.67' Rad Fillet  
Match TC EI 1572.87±
19. 59+93.92-27.96' R  
Center Type 2 Curb Ramp
20. 59+93.92-34.51' R  
End Ramp Slope
21. 59+96.42-37.01' R  
End Ramp Slope
22. 60+02.38-37.01' R  
Center Type 2 Curb Ramp
23. 60+06.24-40.18' R  
End 16.67' Rad Fillet  
Begin Str C & G  
TC EI 1572.72 (Theor)
24. 60+06.24-45.52' R  
End Str C & G  
Match TC EI 1572.58±
25. 59+91.42-39.51' R  
Match Existing Sidewalk



26. 60+41.73-45.29' R  
Begin Str C & G  
Match TC EI 1572.76±
27. 60+41.73-40.50' R  
End Str C & G  
Begin 16.67' Rad Fillet  
TC EI 1572.90 (Theor)
28. 60+45.69-37.13' R  
Center Type 2 Curb Ramp
29. 60+56.32-37.13' R  
End Ramp Slope
30. 60+58.82-34.63' R  
End Ramp Slope
31. 60+58.82-26.66' R  
Center Type 2 Curb Ramp
32. 60+58.40-23.83' R  
End 16.67' Rad Fillet  
Begin Str C & G  
TC EI 1573.34 (Theor)
33. 60+63.32-23.83' R  
End Str C & G  
Match TC EI 1573.41±
34. 60+61.32-39.63' R  
Match Existing Sidewalk



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	50	96

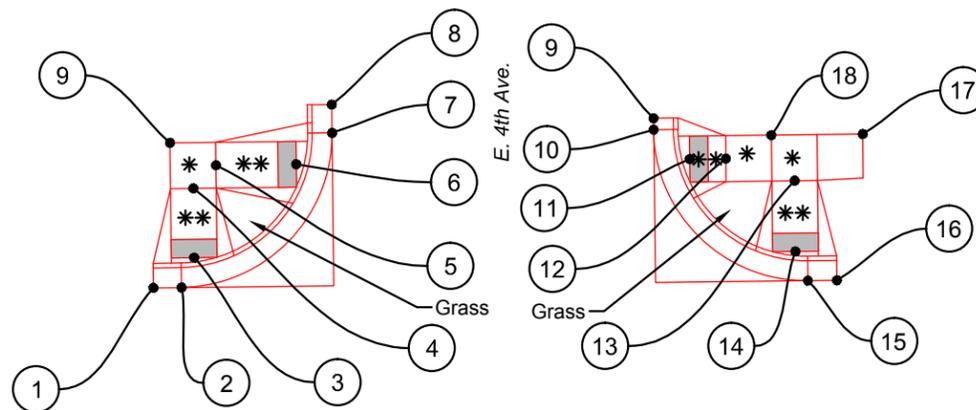
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

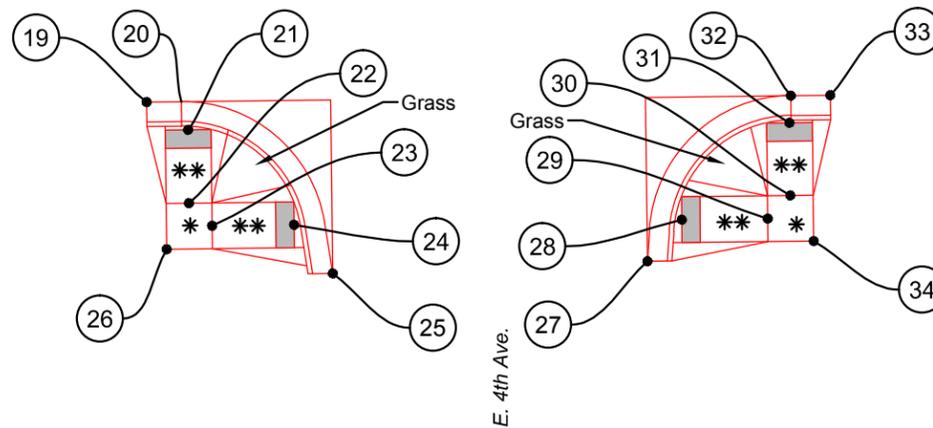
Detectable Warning Surface

- 1. 63+50.00-24.04' L  
Begin Str C & G  
Match TC EI 1576.44±
- 2. 63+53.07-24.04' L  
End Str C & G  
Begin 16.67' Rad Fillet  
TC EI 1576.46 (Theor)
- 3. 63+54.50-27.27' L  
Center Type 2 Curb Ramp
- 4. 63+54.50-34.84' L  
End Ramp Slope
- 5. 63+57.00-37.34' L  
End Ramp Slope
- 6. 63+65.78-37.34' L  
Center Type 2 Curb Ramp
- 7. 63+69.74-40.71' L  
End 16.67' Rad Fillet  
Begin Str C & G  
TC EI 1576.74 (Theor)
- 8. 63+69.74-43.81' L  
End Str C & G  
Match TC EI 1576.72±
- 9. 63+52.00-39.84' L  
Match Existing Sidewalk

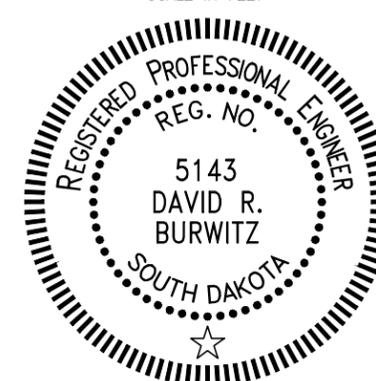
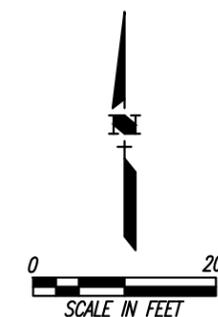


- 9. 64+04.92-41.89' L  
Begin Str C & G  
Match TC EI 1576.57±
- 10. 64+04.92-40.64' L  
End Str C & G  
Begin 16.67' Rad Fillet  
TC EI 1576.59 (Theor)
- 11. 64+08.82-37.39' L  
Center Type 2 Curb Ramp
- 12. 64+17.77-37.39' L  
End Ramp Slope
- 13. 64+20.27-34.89' L  
End Ramp Slope
- 14. 64+20.27-27.17' L  
Center Type 2 Curb Ramp
- 15. 64+21.59-23.97' L  
End 16.67' Rad Fillet  
Begin Str C & G  
TC EI 1576.57 (Theor)
- 16. 64+24.77-23.97' L  
End Str C & G  
TC EI 1576.55±
- 17. 64+27.77-39.89' L  
Match Existing Sidewalk
- 18. 64+17.77-39.89' L  
Match Existing Sidewalk

- 19. 63+50.00-23.68' R  
Begin Str C & G  
Match TC EI 1576.71±
- 20. 63+53.79-23.68' R  
End Str C & G  
Begin 15.67' Rad Fillet  
TC EI 1576.76 (Theor)
- 21. 63+54.50-26.75' R  
Center Type 2 Curb Ramp
- 22. 63+54.50-34.75' R  
End Ramp Slope
- 23. 63+57.00-37.25' R  
End Ramp Slope
- 24. 63+65.95-37.25' R  
Center Type 2 Curb Ramp
- 25. 63+70.12-42.61' R  
End 15.67' Rad Fillet  
Match TC EI 1576.80±
- 26. 63+52.00-39.75' R  
Match Existing Sidewalk



- 27. 64+04.56-41.70' R  
Begin 15.67' Rad Fillet  
Match TC EI 1576.81±
- 28. 64+08.37-37.20' R  
Center Type 2 Curb Ramp
- 29. 64+17.77-37.20' R  
End Ramp Slope
- 30. 64+20.27-34.70' R  
End Ramp Slope
- 31. 64+20.27-26.77' R  
Center Type 2 Curb Ramp
- 32. 64+20.46-23.82' R  
End 15.67' Rad Fillet  
Begin Str C & G  
TC EI 1576.50
- 33. 64+24.77-23.82' R  
End Str C & G  
Match TC EI 1576.47±
- 34. 64+22.77-39.70' R  
Match Existing Sidewalk



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	51	96

Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

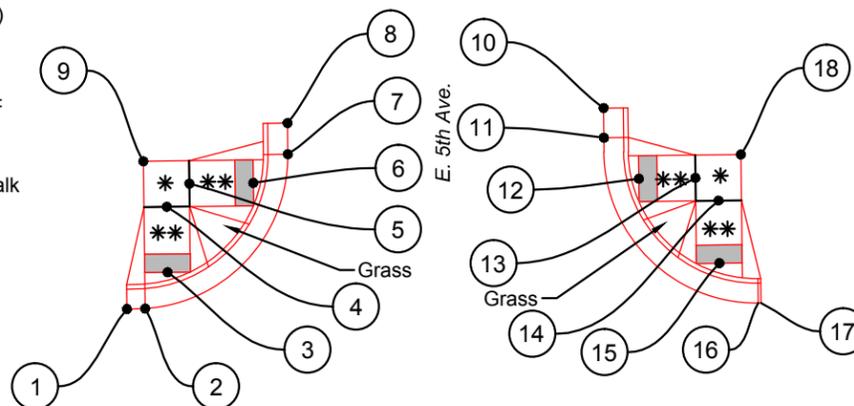
All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

1. 67+12.56-24.16' L  
Begin Str C & G  
Match TC EI 1574.78±
2. 67+14.56-24.18' L  
End Str C & G  
Begin 16.67' Rad C & G  
TC EI 1574.77 (Theor)
3. 67+17.06-28.11' L  
Center Type 2 Curb Ramp
4. 67+17.06-35.26' L  
End Ramp Slope
5. 67+19.56-37.76' L  
End Ramp Slope
6. 67+26.55-37.76' L  
Center Type 2 Curb Ramp

7. 67+30.37-40.83' L  
End 16.67' Rad C & G  
Begin Str C & G  
TC EI 1574.92 (Theor)
8. 67+30.37-44.24' L  
End Str C & G  
Match TC EI 1574.90±
9. 67+14.56-40.26' L  
Match Existing Sidewalk



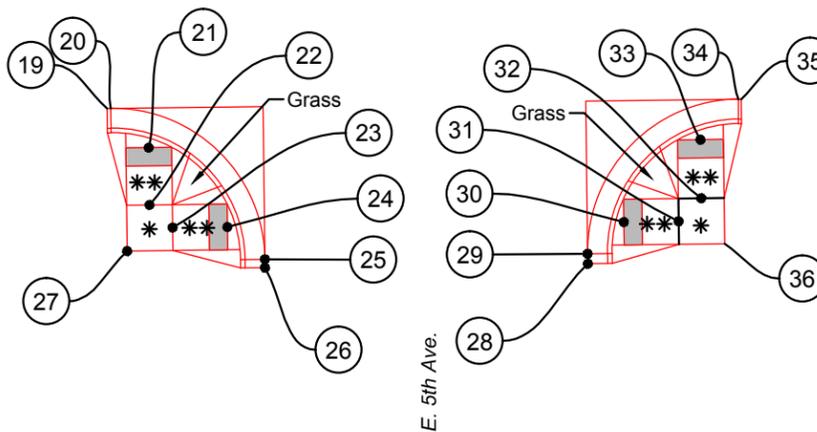
10. 67+64.96-45.46' L  
Begin Str C & G  
Match TC EI 1574.82±
11. 67+64.96-42.22' L  
End Str C & G  
Begin 16.67' Rad C & G  
TC EI 1574.83 (Theor)
12. 67+68.73-37.72' L  
Center Type 2 Curb Ramp
13. 67+74.91-37.72' L  
End Ramp Slope
14. 67+77.41-35.22' L  
End Ramp Slope

15. 67+77.41-28.38' L  
Center Type 2 Curb Ramp
16. 67+81.63-23.99' L  
End 16.67' Rad C & G  
Begin Str C & G  
TC EI 1574.46 (Theor)
17. 67+81.91-23.99' L  
End Str C & G  
Match TC EI 1574.46±
18. 67+79.91-40.22' L  
Match Existing Sidewalk

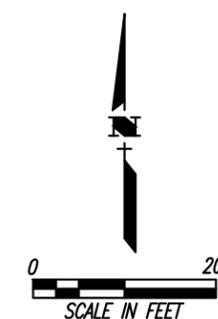


19. 67+12.56-23.69' R  
Begin Str C & G  
Match TC EI 1574.67±
20. 67+12.95-23.69' R  
End Str C & G  
Begin 16.67' Rad Fillet  
TC EI 1574.67 (Theor)
21. 67+17.06-28.02' R  
Center Type 2 Curb Ramp
22. 67+17.06-34.27' R  
End Ramp Slope
23. 67+19.56-36.77' R  
End Ramp Slope
24. 67+25.56-36.77' R  
Center Type 2 Curb Ramp

25. 67+29.62-40.36' R  
End 16.67' Rad Fillet  
Begin Str C & G  
TC EI 1574.19 (Theor)
26. 67+29.62-41.27' R  
End Str C & G  
Match TC EI 1574.19±
27. 67+14.56-39.27' R  
Match Existing Sidewalk



28. 67+64.93-41.26' R  
Begin Str C & G  
Match TC EI 1574.17±
29. 67+64.93-40.18' R  
End Str C & G  
Begin 16.67' Rad Fillet  
TC EI 1574.17 (Theor)
30. 67+68.91-36.76' R  
Center Type 2 Curb Ramp
31. 67+74.91-36.76' R  
End Ramp Slope
32. 67+77.41-34.26' R  
End Ramp Slope
33. 67+77.41-27.88' R  
Center Type 2 Curb Ramp
34. 67+81.60-23.51' R  
End 16.67' Rad Fillet  
Begin Str C & G  
TC EI 1574.23 (Theor)
35. 67+81.91-23.51' R  
End Str C & G  
Match TC EI 1574.23±
36. 67+79.91-39.26' R  
Match Existing Sidewalk



# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	52	96

Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

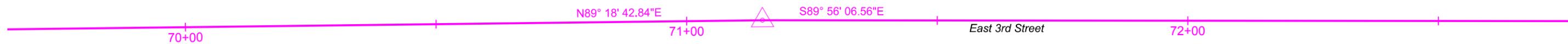
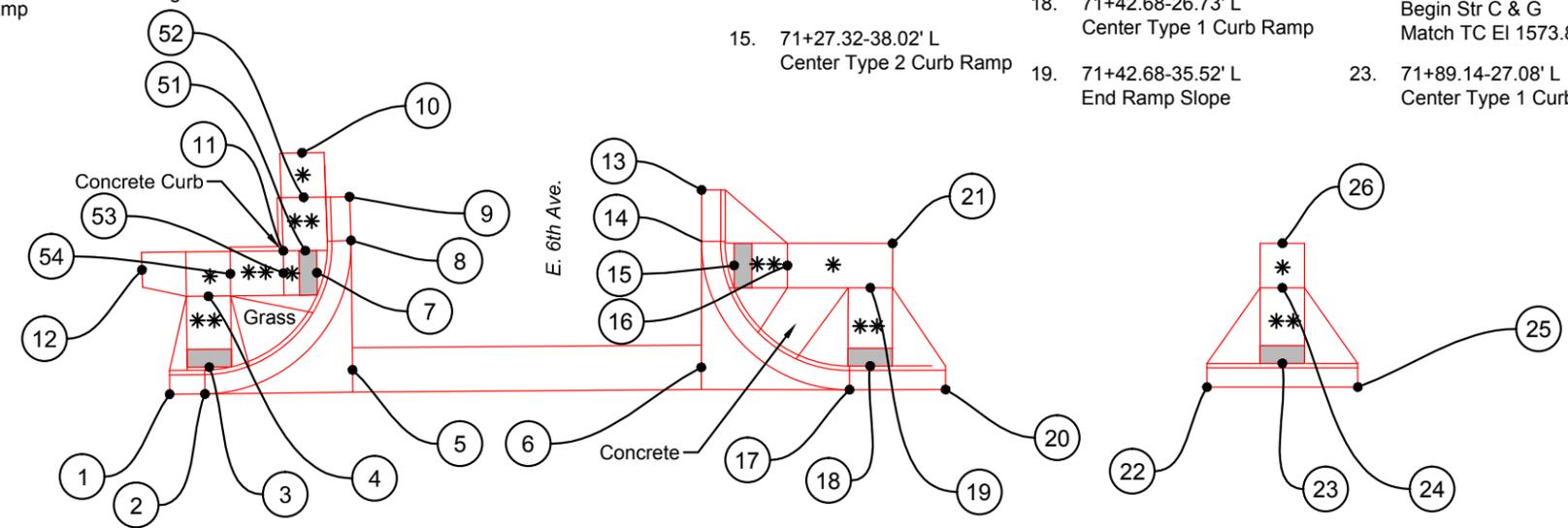
- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

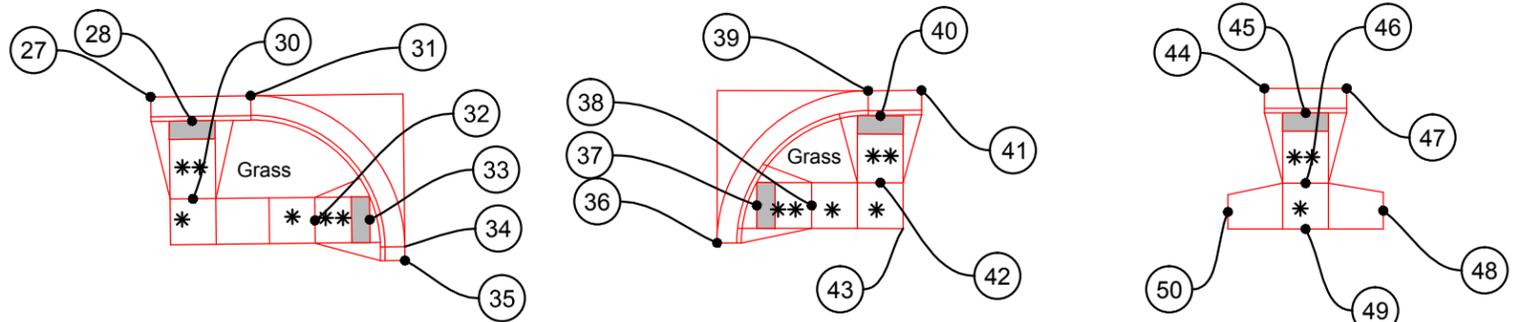
- |   |   |   |
|---|---|---|
| <p>1. 70+64.02-24.13' L<br/>Begin Str C &amp; G<br/>Match TC EI 1574.23±</p> <p>2. 70+68.00-24.13' L<br/>End Str C &amp; G<br/>Begin 16.67' Rad Fillet<br/>TC EI 1574.22</p> <p>3. 70+68.52-27.13' L<br/>Center Type 2 Curb Ramp</p> <p>4. 70+68.52-35.10' L<br/>End Ramp Slope</p> <p>5. 70+84.66-26.63' L<br/>Begin 8" Valley Gutter<br/>FL EI 1573.65±</p> | <p>6. 71+23.64-26.56' L<br/>End 8" Valley Gutter<br/>FL EI 1573.54</p> <p>7. 70+80.79-37.60' L<br/>Center Modified Type 2 Curb Ramp</p> <p>8. 70+84.66-41.19' L<br/>End 16.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1574.40 (Theor)</p> <p>9. 70+84.55-46.10' L<br/>End Str C &amp; G<br/>Match TC EI 1574.41±</p> <p>10. 70+79.26-51.10' L<br/>Match Existing Sidewalk</p> | <p>11. 70+77.02-40.11' L<br/>Back of Landing</p> <p>12. 70+61.06-38.16' L<br/>Match Existing Sidewalk</p> |
|---|---|---|

- |   |   |   |
|---|---|---|
| <p>13. 71+23.64-46.50' L<br/>Begin Str C &amp; G<br/>Match TC EI 1574.68±</p> <p>14. 71+23.64-40.73' L<br/>End Str C &amp; G<br/>Begin 16.67' Rad Fillet<br/>TC EI 1574.59 (Theor)</p> <p>15. 71+27.32-38.02' L<br/>Center Type 2 Curb Ramp</p> | <p>16. 71+33.32-38.02' L<br/>End Ramp Slope</p> <p>17. 71+40.35-24.06' L<br/>End 16.67' Rad Fillet<br/>Begin Str C &amp; G<br/>Match TC EI 1573.94 (Theor)</p> <p>18. 71+42.68-26.73' L<br/>Center Type 1 Curb Ramp</p> <p>19. 71+42.68-35.52' L<br/>End Ramp Slope</p> | <p>20. 71+51.18-24.09' L<br/>End Str C &amp; G<br/>Match TC EI 1573.86±</p> <p>21. 71+45.18-40.52' L<br/>Back of Landing</p> <p>22. 71+80.64-24.40' L<br/>Begin Str C &amp; G<br/>Match TC EI 1573.87±</p> <p>23. 71+89.14-27.08' L<br/>Center Type 1 Curb Ramp</p> |
|---|---|---|

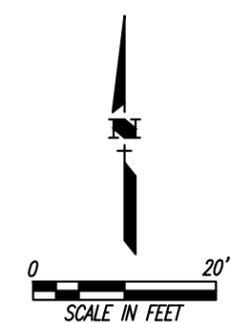
24. 71+89.13-35.58' L  
End Ramp Slope
25. 71+97.64-24.42' L  
End Str C & G  
Match TC EI 1573.87±
26. 71+89.12-40.58' L  
Back of Landing



- |   |   |  |
|---|---|--|
| <p>27. 70+62.54-23.50' R<br/>Begin Str C &amp; G<br/>Match TC EI 1573.74±</p> <p>28. 70+67.04-26.17' R<br/>Center Type 1 Curb Ramp</p> <p>30. 70+67.04-34.69' R<br/>End Ramp Slope</p> <p>31. 70+73.48-23.50' R<br/>End Str C &amp; G<br/>Begin 16.67' Rad Fillet<br/>TC EI 1573.65</p> | <p>32. 70+80.35-37.19' R<br/>End Ramp Slope</p> <p>33. 70+86.36-37.19' R<br/>Center Type 2 Curb Ramp</p> <p>34. 70+90.15-40.17' R<br/>End 16.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1573.58 (Theor)</p> <p>35. 70+90.15-41.69' R<br/>End Str C &amp; G<br/>Match TC EI 1573.58±</p> |  |
|---|---|--|



- |  |   |  |
|--|---|--|
| <p>36. 71+24.83-40.05' R<br/>Begin 16.67' Rad Fillet<br/>Match TC EI 1573.23±</p> <p>37. 71+29.18-35.96' R<br/>Center Type 2 Curb Ramp</p> <p>38. 71+35.18-35.96' R<br/>End Ramp Slope</p> <p>39. 71+41.34-23.43' R<br/>End 16.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1573.28 (Theor)</p> <p>40. 71+42.68-26.16' R<br/>Center Type 2 Curb Ramp</p> | <p>41. 71+47.18-23.37' R<br/>End Str C &amp; G<br/>Match TC EI 1573.30±</p> <p>42. 71+42.68-33.46' R<br/>End Ramp Slope</p> <p>43. 71+45.18-38.46' R<br/>Match Existing Sidewalk</p> <p>44. 71+84.70-23.13' R<br/>Begin Str C &amp; G<br/>Match TC EI 1573.39±</p> <p>45. 71+89.20-25.79' R<br/>Center Type 1 Curb Ramp</p> | <p>46. 71+89.21-33.46' R<br/>End Ramp Slope</p> <p>47. 71+93.70-23.12' R<br/>End Str C &amp; G<br/>Match TC EI 1573.40±</p> <p>48. 71+97.71-36.45' R<br/>Match Existing Sidewalk</p> <p>49. 71+89.21-38.46' R<br/>Back of Landing</p> <p>50. 71+80.71-36.61' R<br/>Match Existing Sidewalk</p> |
|--|---|--|



# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	53	96

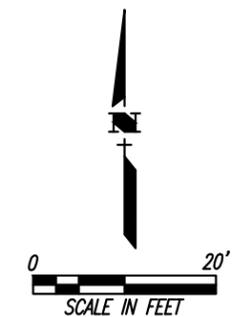
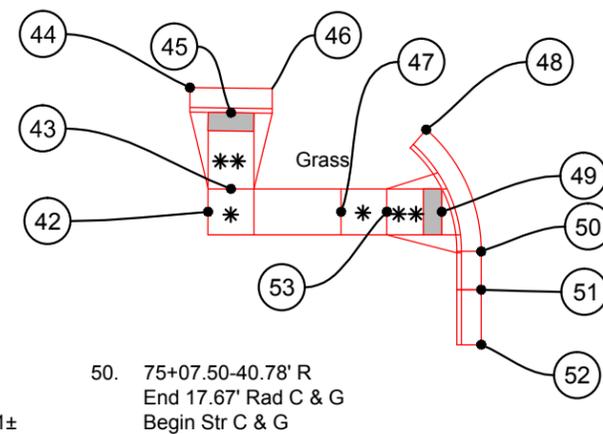
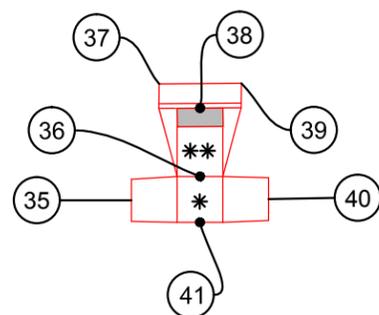
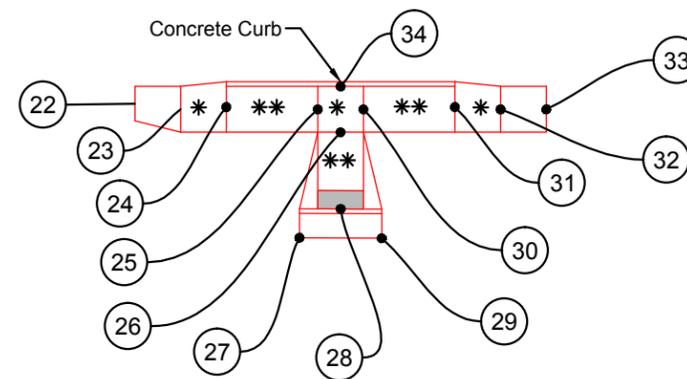
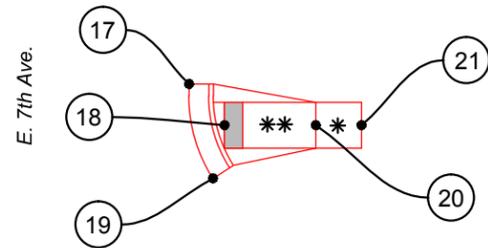
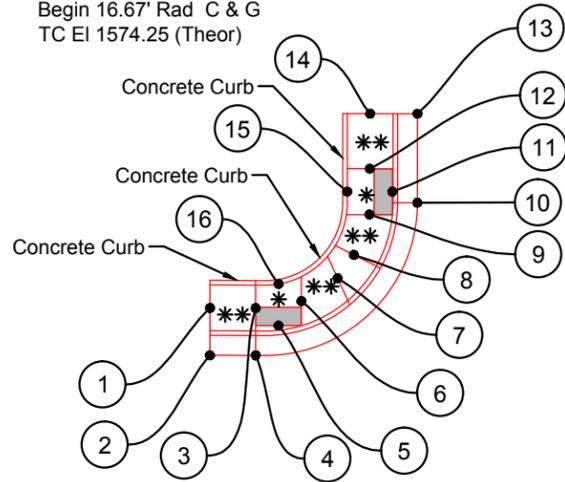
Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

- |  |   |   |  |   |  |  |  |
|--|---|---|--|---|--|--|--|
| 1. 73+01.33-29.75' R<br>Begin Ramp Slope   | 5. 73+08.83-27.83' L<br>Center Type 3 Curb Ramp | 9. 73+18.75-39.96' L<br>End Ramp Slope  | 13. 73+24.00-50.97' L<br>End Str C & G<br>Match TC EI 1573.61± | 17. 73+63.56-43.24' L<br>Begin 16.67' Rad C & G<br>Match TC EI 1573.63± | 22. 74+57.61-39.02' L<br>Match Existing Sidewa k | 27. 74+75.63-24.40' L<br>Begin Str C & G<br>Match TC EI 1573.22± | 31. 74+92.61-38.68' L<br>End Ramp Slope          |
| 2. 73+01.33-24.58' L<br>Begin Str C & G<br>Match TC EI 1573.75±                          | 6. 73+11.33-30.51' L<br>Begin Ramp Slope        | 10. 73+24.00-41.25' L<br>End 16.67' Rad C & G<br>Begin Str C & G<br>TC EI 1574.06 (Theor) | 14. 73+18.83-50.97' L<br>End Ramp Slope                        | 18. 73+67.43-38.75' L<br>Center Type 2 Curb Ramp                        | 23. 74+62.61-38.40' L<br>Back of Landing         | 28. 74+80.12-27.55' L<br>Center Type 1 Curb Ramp                 | 32. 74+97.61-38.44' L<br>Back of Landing         |
| 3. 73+06.33-29.75' L<br>End Ramp Slope   | 7. 73+15.29-33.00' L<br>End Ramp Slope          | 11. 73+21.27-42.47' L<br>Center Type 3 Curb Ramp  | 15. 73+16.33-42.47' L<br>Back of Landing                       | 19. 73+66.19-32.95' L<br>End 16.67' Rad C & G<br>Match TC EI 1573.48±   | 24. 74+67.61-38.66' L<br>Begin Ramp Slope        | 29. 74+84.63-24.36' L<br>End Str C & G<br>Match TC EI 1573.21±   | 33. 75+02.61-38.45' L<br>Match Existing Sidewalk |
| 4. 73+06.33-24.58' L<br>End Str C & G<br>Begin 16.67' Rad C & G<br>TC EI 1574.25 (Theor) | 8. 73+17.06-35.55' L<br>Begin Ramp Slope        | 12. 73+18.79-44.97' L<br>Begin Ramp Slope   | 16. 73+08.83-32.38' L<br>Back of Landing                       | 20. 73+77.43-38.76' L<br>End Ramp Slope                                 | 25. 74+77.61-38.42' L<br>End Ramp Slope          | 30. 74+82.61-38.42' L<br>Begin Ramp Slope                        | 34. 74+80.11-40.92' L<br>Back of Landing         |
|  |   |   |  | 21. 73+82.43-38.77' L<br>Match Existing Sidewalk                        |  |  |  |



- |  |  |  |   |   |   |
|--|--|--|---|---|---|
| 35. 73+02.33-35.44' R<br>Match Existing Sidewalk                 | 38. 73+09.83-25.36' R<br>Center Type 1 Curb Ramp               | 42. 74+77.62-36.49' R<br>Match Existing Sidewalk                 | 46. 74+84.62-23.04' R<br>End Str C & G<br>Match TC EI 1573.31±          | 50. 75+07.50-40.78' R<br>End 17.67' Rad C & G<br>Begin Str C & G<br>TC EI 1573.16 (Theor) | 53. 74+97.18-36.46' R<br>End Ramp Slope |
| 36. 73+09.83-32.82' R<br>Begin Ramp Slope                        | 39. 73+14.33-22.67' R<br>End Str C & G<br>Match TC EI 1573.59± | 43. 74+80.12-33.98' R<br>Begin Ramp Slope                        | 47. 74+92.18-36.47' R<br>Back of Landing                                | 51. 75+07.51-44.95' R<br>End Str C&G<br>Begin Curb Taper<br>TC EI 1573.15                 |   |
| 37. 73+05.33-22.73' R<br>Begin Str C & G<br>Match TC EI 1573.56± | 40. 73+17.33-35.28' R<br>Match Existing Sidewalk               | 44. 74+75.62-22.94' R<br>Begin Str C & G<br>Match TC EI 1573.35± | 48. 75+01.47-27.50' R<br>Begin 17.67' Rad C & G<br>Match TC EI 1573.22± | 52. 75+07.51-50.95' R<br>End Curb Taper<br>TC EI 1573.10 (Theor)                          |   |
|  | 41. 73+09.83-37.82' R<br>Back of Landing                       | 45. 74+80.12-25.66' R<br>Center Type 1 Curb Ramp                 | 49. 75+03.18-36.46' R<br>Center Type 2 Curb Ramp                        |   |   |



# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	54	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

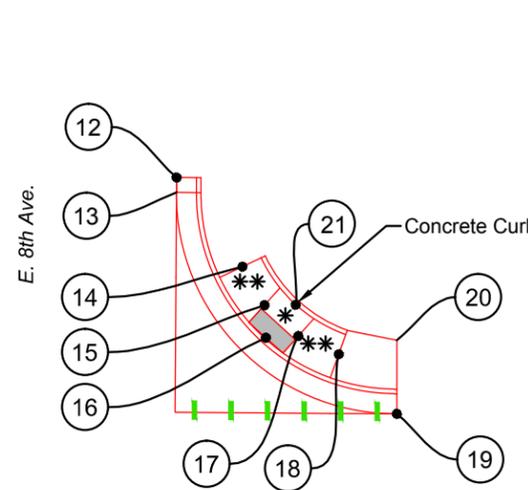
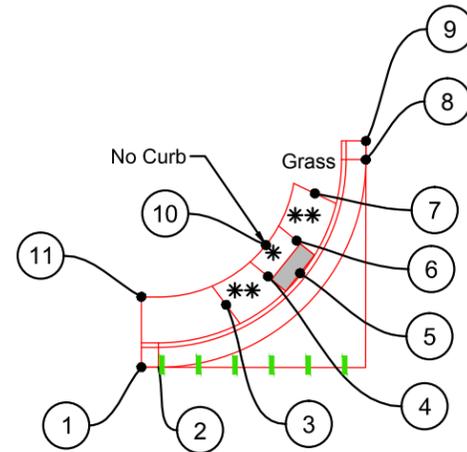
All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

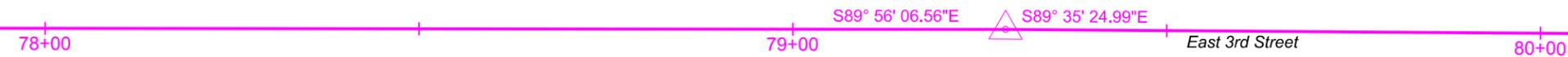
Detectable Warning Surface

Steel Bar Insertion  
Longitudinal or Traverse Joint.  
24" (Min.) No. 5 Epoxy Coated  
Deformed Tie Bar spaced 48"  
center to center.

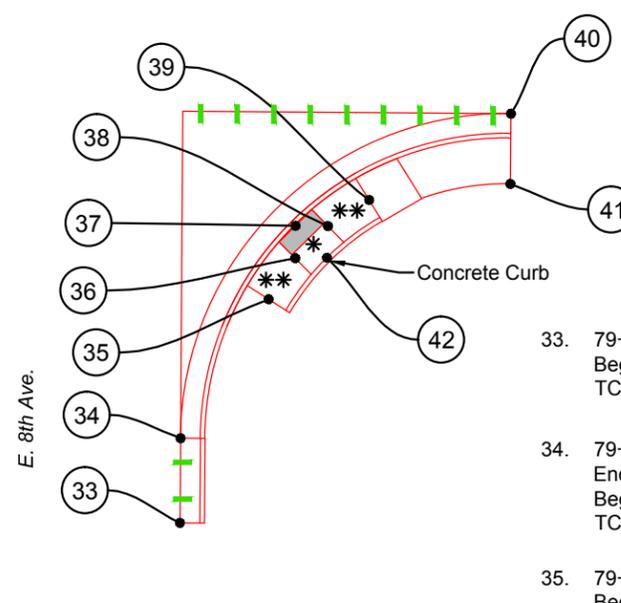
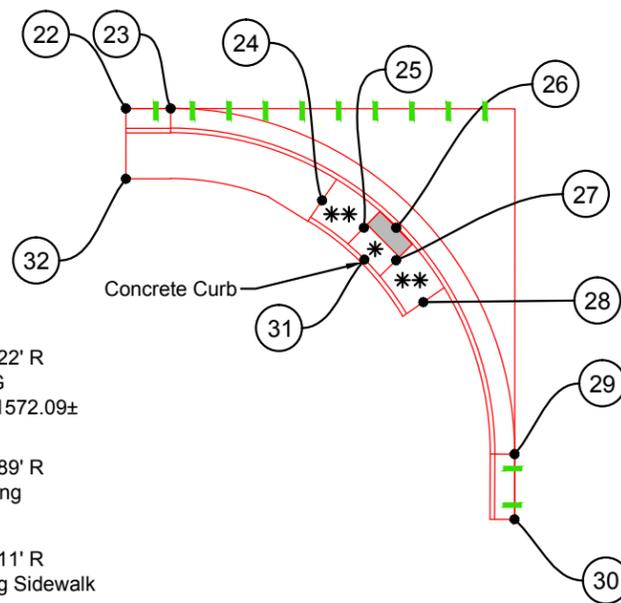
- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. 78+93.30-23.96' L<br/>Begin Str C &amp; G<br/>Match TC EI 1572.45±</li> <li>2. 78+95.17-23.96' L<br/>End Str C &amp; G<br/>Begin 22.67' Rad Fillet<br/>TC EI 1572.47</li> <li>3. 79+02.56-30.78' L<br/>Begin Ramp Slope</li> <li>4. 79+07.15-33.88' L<br/>End Ramp Slope</li> <li>5. 79+10.67-34.24' L<br/>Center Type 3 Curb Ramp</li> <li>6. 79+10.27-37.80' L<br/>Begin Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>7. 79+12.26-42.95' L<br/>End Ramp Slope</li> <li>8. 79+17.84-46.63' L<br/>End 22.67' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1572.50</li> <li>9. 79+17.84-48.67' L<br/>End Str C &amp; G<br/>Match TC EI 1572.50±</li> <li>10. 79+06.91-37.31' L<br/>Back of Landing</li> <li>11. 78+93.30-31.64' L<br/>Match Existing Sidewalk</li> </ol> |
|--|--|



- |   |   |
|---|---|
| <ol style="list-style-type: none"> <li>12. 79+51.32-49.02' L<br/>Begin Str C &amp; G<br/>Match TC EI 1572.49±</li> <li>13. 79+51.32-47.39' L<br/>End Str C &amp; G<br/>Begin 24' Rad Fillet<br/>TC EI 1572.48</li> <li>14. 79+58.58-39.34' L<br/>Begin Ramp Slope</li> <li>15. 79+61.02-35.15' L<br/>End Ramp Slope</li> <li>16. 79+61.20-31.60' L<br/>Center Type 3 Curb Ramp</li> <li>17. 79+64.75-31.81' L<br/>Begin Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>18. 79+69.18-29.86' L<br/>End Ramp Slope</li> <li>19. 79+75.58-23.39' L<br/>End 24' Fillet Section<br/>Match TC EI 1572.46±</li> <li>20. 79+75.53-31.45' L<br/>Match Existing Sidewalk</li> <li>21. 79+64.44-35.22' L<br/>Back of Landing</li> </ol> |
|---|---|

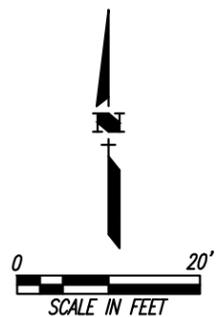


22. 78+67.94-24.44' R  
Begin Str C & G  
Match TC EI 1572.62±
23. 78+72.82-24.44' R  
End Str C & G  
Begin 37.67' Rad Fillet  
TC EI 1572.64
24. 78+89.40-34.44' R  
Begin Ramp Slope
25. 78+93.97-37.43' R  
End Ramp Slope
26. 78+97.51-37.42' R  
Center Type 3 Curb Ramp
27. 78+97.50-40.96' R  
Begin Ramp Slope
28. 79+00.49-45.53' R  
End Ramp Slope
29. 79+10.49-62.11' R  
End 37.67' Rad Fillet  
Begin Str C & G  
TC EI 1572.18



- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>30. 79+10.49-69.22' R<br/>End Str C &amp; G<br/>Match TC EI 1572.09±</li> <li>31. 78+94.04-40.89' R<br/>Back of Landing</li> <li>32. 78+67.94-32.11' R<br/>Match Existing Sidewalk</li> </ol> | <ol style="list-style-type: none"> <li>33. 79+45.74-69.47' R<br/>Begin Str C &amp; G<br/>TC EI 1571.82±</li> <li>34. 79+45.74-60.22' R<br/>End Str C &amp; G<br/>Begin 35.67' Rad Fillet<br/>TC EI 1572.00</li> <li>35. 79+55.27-45.00' R<br/>Begin Ramp Slope</li> <li>36. 79+58.15-40.50' R<br/>End Ramp Slope</li> <li>37. 79+58.15-36.96' R<br/>Center Type 3 Curb Ramp</li> </ol> |
|--|--|

38. 79+61.69-36.96' R  
Begin Ramp Slope
39. 79+66.19-34.08' R  
End Ramp Slope
40. 79+81.63-24.55' R  
End 35.67' Rad Fillet  
Match TC EI 1572.44±
41. 79+81.63-32.22' R  
Match Existing Sidewalk
42. 79+61.61-40.42' R  
Back of Landing



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	55	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

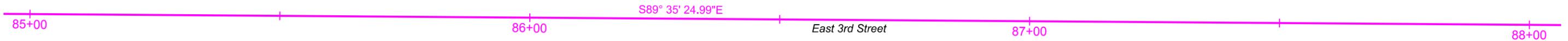
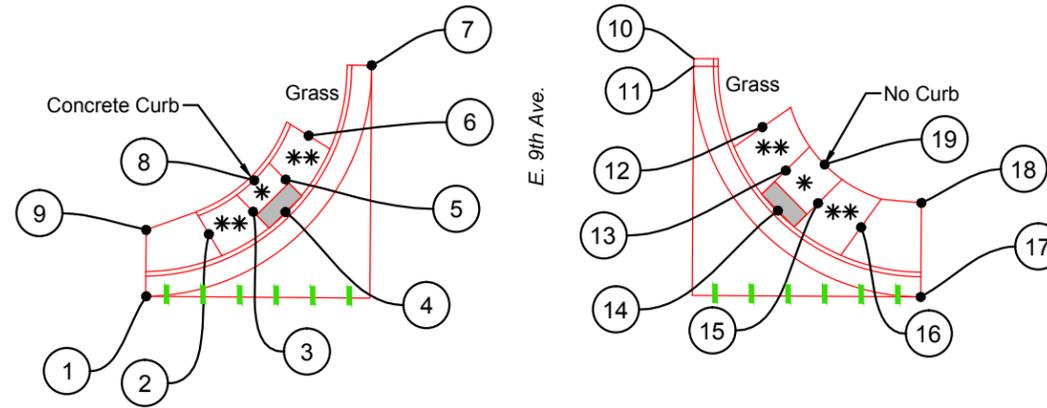
 Detectable Warning Surface

 Steel Bar Insertion  
Longitudinal or Traverse Joint.  
24" (Min.) No. 5 Epoxy Coated  
Deformed Tie Bar spaced 48"

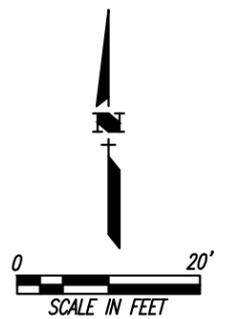
- |  |  |
|--|--|
| 1. 85+98.53-24.64' L<br>Begin 25' Rad Fillet<br>Match TC EI 1574.23± | 6. 86+16.16-42.31' L<br>End Ramp Slope                                 |
| 2. 86+05.34-31.48' L<br>Begin Ramp Slope                             | 7. 86+23.01-50.03' L<br>End 25' Fillet Section<br>Match TC EI 1574.84± |
| 3. 86+10.15-33.96' L<br>End Ramp Slope                               | 8. 86+10.27-37.38' L<br>Back of Landing                                |
| 4. 86+13.70-33.94' L<br>Center Type 3 Curb Ramp                      | 9. 85+98.48-31.90' L<br>Match Existing Sidewalk                        |
| 5. 86+13.69-37.49' L<br>Begin Ramp Slope                             |  |

- |   |
|---|
| 10. 86+58.24-51.02' L<br>Begin Str C & G<br>Match TC EI 1574.80±                |
| 11. 86+58.24-50.18' L<br>End Str C & G<br>Begin 25' Rad Fillet<br>TC EI 1574.80 |
| 12. 86+65.80-43.60' L<br>Begin Ramp Slope                                       |
| 13. 86+68.40-38.87' L<br>End Ramp Slope   |
| 14. 86+67.55-34.49' L<br>Center Type 3 Curb Ramp                                |
| 15. 86+71.94-35.33' L<br>Begin Ramp Slope                                       |

- |   |
|---|
| 16. 86+76.66-32.74' center to center.<br>End Ramp Slope                 |
| 17. 86+83.24-25.18' L<br>End 25' Fillet Section<br>Match TC EI 1574.68± |
| 18. 86+83.24-35.44' L<br>Match Existing Sidewalk                        |
| 19. 86+72.64-39.57' L<br>Back of Landing                                |



E. 9th Ave.



# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	56	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

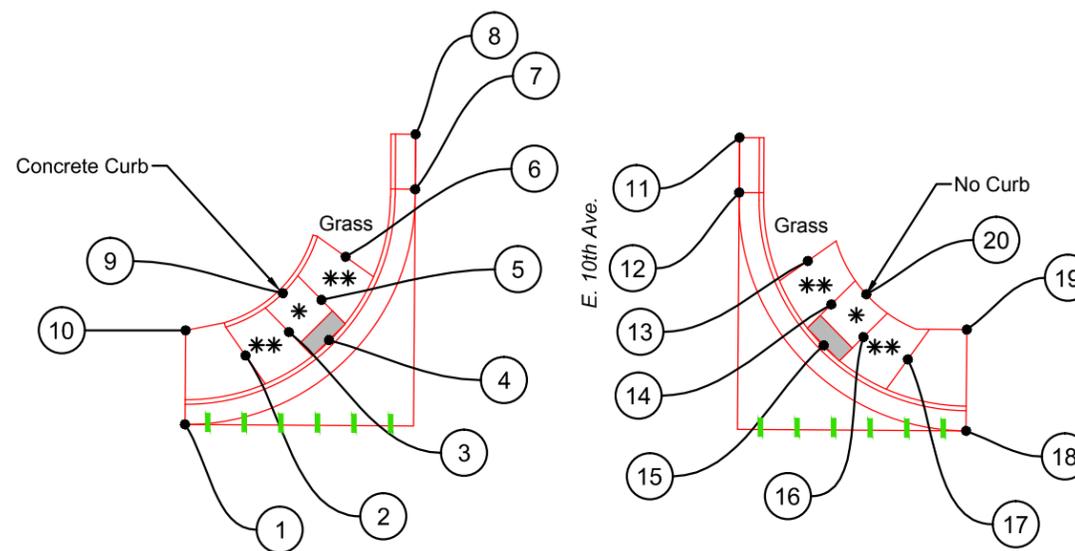
All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

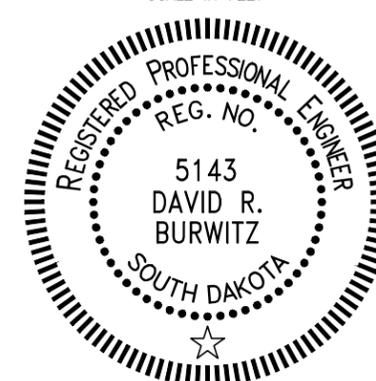
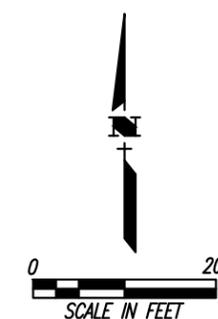
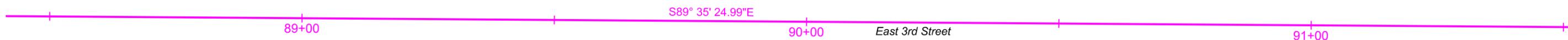
Steel Bar Insertion  
Longitudinal or Traverse Joint.  
24" (Min.) No. 5 Epoxy Coated  
Deformed Tie Bar spaced 48"  
center to center.

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>1. 89+39.50-24.26' L<br/>Begin 25' Rad Fillet<br/>Match TC EI 1575.65±</li> <li>2. 89+46.08-31.82' L<br/>Begin Ramp Slope</li> <li>3. 89+50.81-34.42' L<br/>End Ramp Slope</li> <li>4. 89+55.19-33.57' L<br/>Center Type 3 Curb Ramp</li> <li>5. 89+54.34-37.96' L<br/>Begin Ramp Slope</li> <li>6. 89+56.94-42.69' L<br/>End Ramp Slope</li> <li>7. 89+64.50-50.10' L<br/>End 25' Rad Fillet<br/>Begin Curb Taper<br/>TC EI 1576.35</li> <li>8. 89+64.50-56.10' L<br/>End Curb Taper<br/>Match TC EI 1576.40± (Theor)</li> </ol> | <ol style="list-style-type: none"> <li>9. 89+50.11-38.66' L<br/>Back of Landing</li> <li>10. 89+39.50-34.53' L<br/>Match Existing Sidewa k</li> </ol> |
|--|---|



11. 89+99.95-56.00' L  
Begin Curb Taper  
Match TC EI 1576.60± (Theor)
12. 89+99.95-50.00' L  
Begin 25' Rad Fillet  
End Curb Taper  
TC EI 1576.60
13. 90+07.51-42.59' L  
Begin Ramp Slope
14. 90+10.11-37.86' L  
End Ramp Slope
15. 90+09.26-33.47' L  
Center Type 3 Curb Ramp
16. 90+13.65-34.32' L  
Begin Ramp Slope
17. 90+18.52-31.92' L  
End Ramp Slope

18. 90+24.95-24.17' L  
End 25' Fillet Section  
Match TC EI 1576.36±
19. 90+24.95-35.22' L  
Match Existing Sidewalk
20. 90+13.93-38.99' L  
Back of Landing



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	57	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type B68 except as noted.

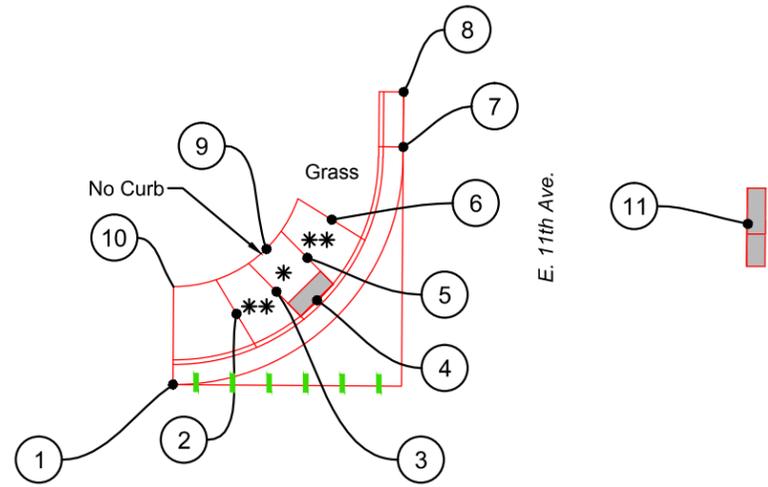
All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

 Detectable Warning Surface

 Steel Bar Insertion  
Longitudinal or Traverse Joint.  
24" (Min.) No. 5 Epoxy Coated  
Deformed Tie Bar spaced 48"  
center to center.

- |  |   |
|--|---|
| 1. 93+80.80-24.38' L<br>Begin 25' Rad Fillet<br>Match TC EI 1578.71± | 6. 93+98.04-42.50' L<br>End Ramp Slope  |
| 2. 93+87.69-32.14' L<br>Begin Ramp Slope                             | 7. 94+05.80-50.49' L<br>End 25' Rad Fillet<br>Begin Curb Taper<br>TC EI 1578.11 |
| 3. 93+92.04-34.60' L<br>End Ramp Slope                               | 8. 94+05.80-56.49' L<br>End Curb Taper<br>Match TC EI 1578.17± (Theor)          |
| 4. 93+96.49-33.69' L<br>Center Type 3 Curb Ramp                      | 9. 93+90.93-39.25' L<br>Back of Landing   |
| 5. 93+95.40-38.31' L<br>Begin Ramp Slope                             | 10. 93+80.80-35.05' L<br>Match Existing Sidewalk                                |



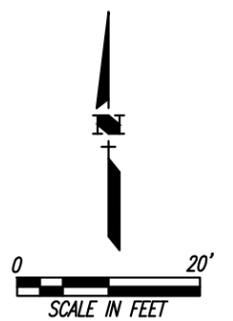
S89° 35' 24.99"E

93+00

94+00

East 3rd Street

95+00



FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	58	96

Plotting Date: Feb.-14-2014

# ST. LAWRENCE



R68W

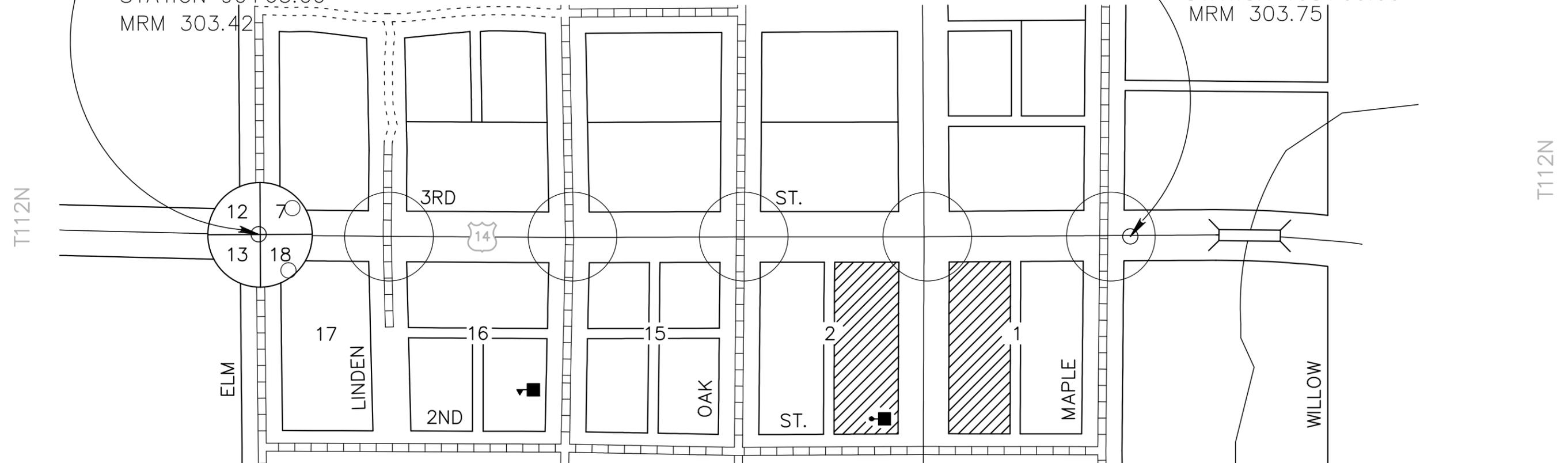
R67W

BEGIN PROJECT NH 0014(00)300

END PROJECT NH 0014(00)300

STATION 90+65.00  
MRM 303.42

STATION 108+00.00  
MRM 303.75



R68W

R67W

PROJECT NH 0014(175)300  
US. HIGHWAY 14  
HAND COUNTY  
PCN 02BN

Plotted From - wadel

PLANS BY: CLARK ENGINEERING, SIOUX FALLS, SD



# TABLE OF INSTALLATION AND REMOVAL QUANTITIES

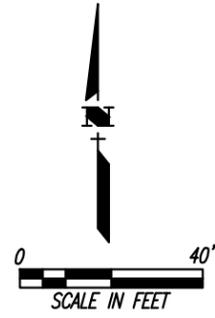
## NH 0014(00)300 - PCN 02BN - US14 - THROUGH ST. LAWRENCE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0014(00)300	SHEET 60	TOTAL SHEETS 96
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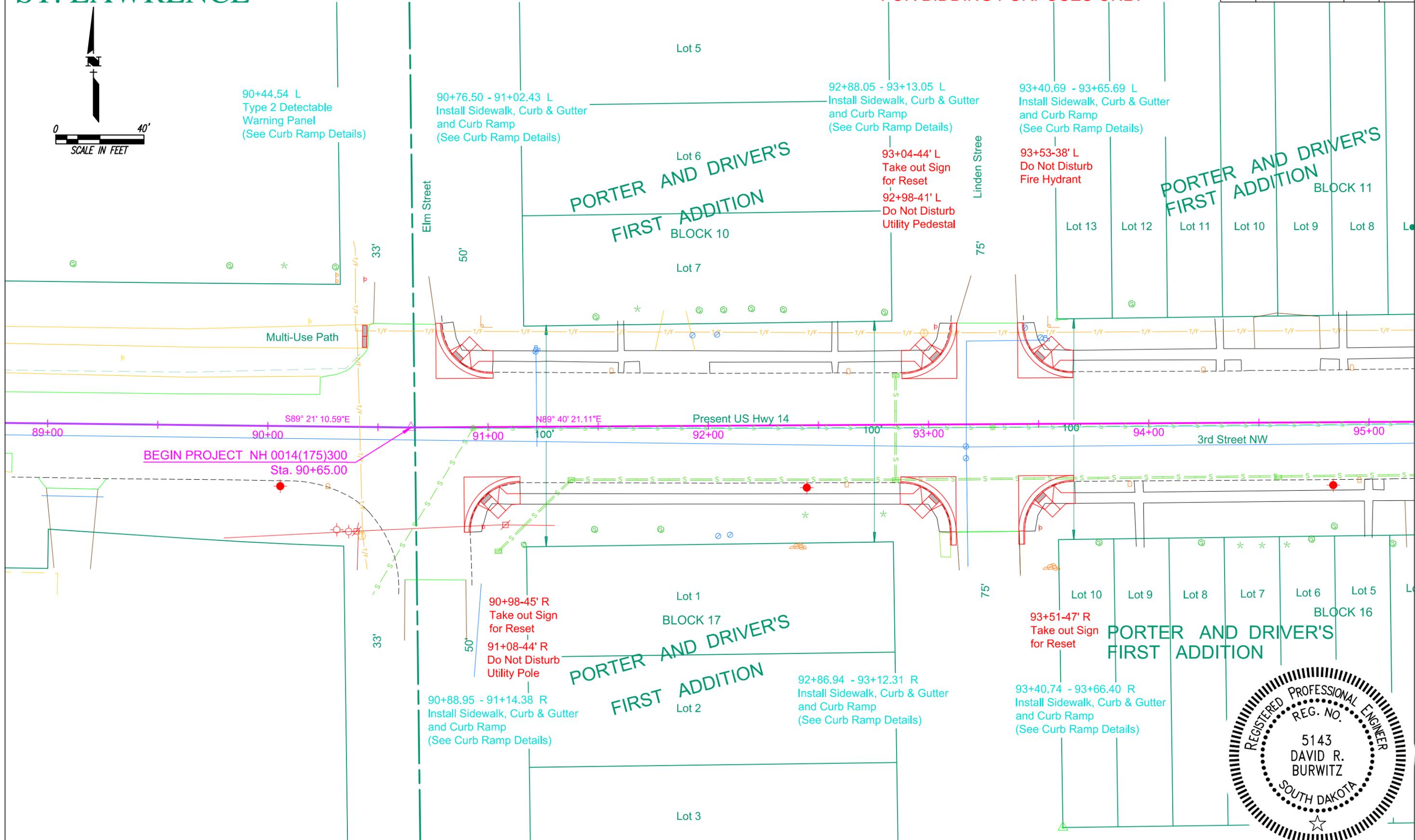
Intersection / Station		Quadrant		INSTALL							REMOVAL								
				PCC Fillet Section	Concrete Curb and Gutter	Concrete Gutter	PCC Approach Pavement	Concrete Sidewalk		Detectable Warning		Asphalt Concrete	Concrete Curb and Gutter	Concrete Curb	Concrete Sidewalk	Asphalt Concrete Pavement	Concrete Pavement	Concrete Approach Pavement	Fillet Section
				8"	Type F 68	Type P6	Type B 8"	4"	6"	Type 2	Type 1	Class E Type 1							
		SqYd	Ft	Ft	SqYd	SqFt	SqFt	SqFt	SqFt	SqYd	Ft	Ft	SqYd	SqYd	SqYd	SqYd	SqYd		
US HIGHWAY 14	3rd Street & Elm St. 90+66	Northeast Quadrant				75.7	67.2		10.0				23.3				26.2		
		Northwest Quadrant							20.0										
		Southeast Quadrant	26.1				73.2	67.3		10.0				22.3				26.1	
		Southwest Quadrant																	
	3rd St. & Linden St. 93+30	Northeast Quadrant	25.9				71.1	66.6		10.0				22.0				25.9	
		Northwest Quadrant	25.9				71.9	111.6		10.0				22.6				25.9	
		Southeast Quadrant	25.9	6.0			74.2	66.8		10.0		6.0		22.3				25.9	
		Southwest Quadrant	26.0	6.0			73.0	67.5		10.0		6.0		22.0				26.0	
	3rd St. & Catalpa St. 96+72	Northeast Quadrant	25.9				70.4	67.3		10.0				22.1				25.9	
		Northwest Quadrant	25.9				67.6	66.7		10.0				20.7				25.9	
		Southeast Quadrant	25.9				70.5	67.4		10.0				22.0				25.9	
		Southwest Quadrant	25.7				67.5	67.6		10.0				21.1				25.7	
	3rd St. & Oak St. 100+15	Northeast Quadrant	25.9				63.0	66.6		10.0				19.7				25.9	
		Northwest Quadrant	25.9				125.8	67.3		10.0				28.6				25.9	
		Southeast Quadrant	25.9				103.6	66.1		10.0				29.9				25.9	
		Southwest Quadrant	25.9				72.1	78.7		10.0				22.0				25.9	
3rd St. & Commercial St. 103+78	Northeast Quadrant	25.9	6.0			73.2	67.0		10.0		6.0		22.5				25.9		
	Northwest Quadrant	25.9				66.5	67.1		10.0				20.7				25.9		
	Southeast Quadrant	82.3				175.1	41.9		10.0				57.6				82.3		
	Southwest Quadrant	44.9				116.5	41.9		10.0				40.8				44.9		
3rd St. & Maple St. 107+37	Northeast Quadrant	25.9				25.0	41.8		10.0				9.3				25.9		
	Northwest Quadrant	25.9				61.1	66.4		10.0				19.8				25.9		
	Southeast Quadrant	25.9				25.0	41.8		10.0				9.3				25.9		
	Southwest Quadrant	25.9				72.6	69.5		10.0				23.6				25.9		
<b>Total:</b>		645.9	18.0	0.0	0.0	1694.6	1432.1	20.0	220.0	0.0	18.0	0.0	524.0	0.0	0.0	0.0	593.3		

# ST. LAWRENCE



STATE OF S.D.	PROJECT	SHEET NO.	TOTAL SHEETS
	NH 0014(00)300	61	96

FOR BIDDING PURPOSES ONLY



90+44.54 L  
Type 2 Detectable  
Warning Panel  
(See Curb Ramp Details)

90+76.50 - 91+02.43 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

92+88.05 - 93+13.05 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

93+40.69 - 93+65.69 L  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

PORTER AND DRIVER'S  
FIRST ADDITION  
BLOCK 10

93+04-44' L  
Take out Sign  
for Reset  
92+98-41' L  
Do Not Disturb  
Utility Pedestal

93+53-38' L  
Do Not Disturb  
Fire Hydrant

PORTER AND DRIVER'S  
FIRST ADDITION  
BLOCK 11

BEGIN PROJECT NH 0014(175)300  
Sta. 90+65.00

90+98-45' R  
Take out Sign  
for Reset  
91+08-44' R  
Do Not Disturb  
Utility Pole

PORTER AND DRIVER'S  
FIRST ADDITION  
BLOCK 17

92+86.94 - 93+12.31 R  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

93+51-47' R  
Take out Sign  
for Reset

PORTER AND DRIVER'S  
FIRST ADDITION  
BLOCK 16

90+88.95 - 91+14.38 R  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)

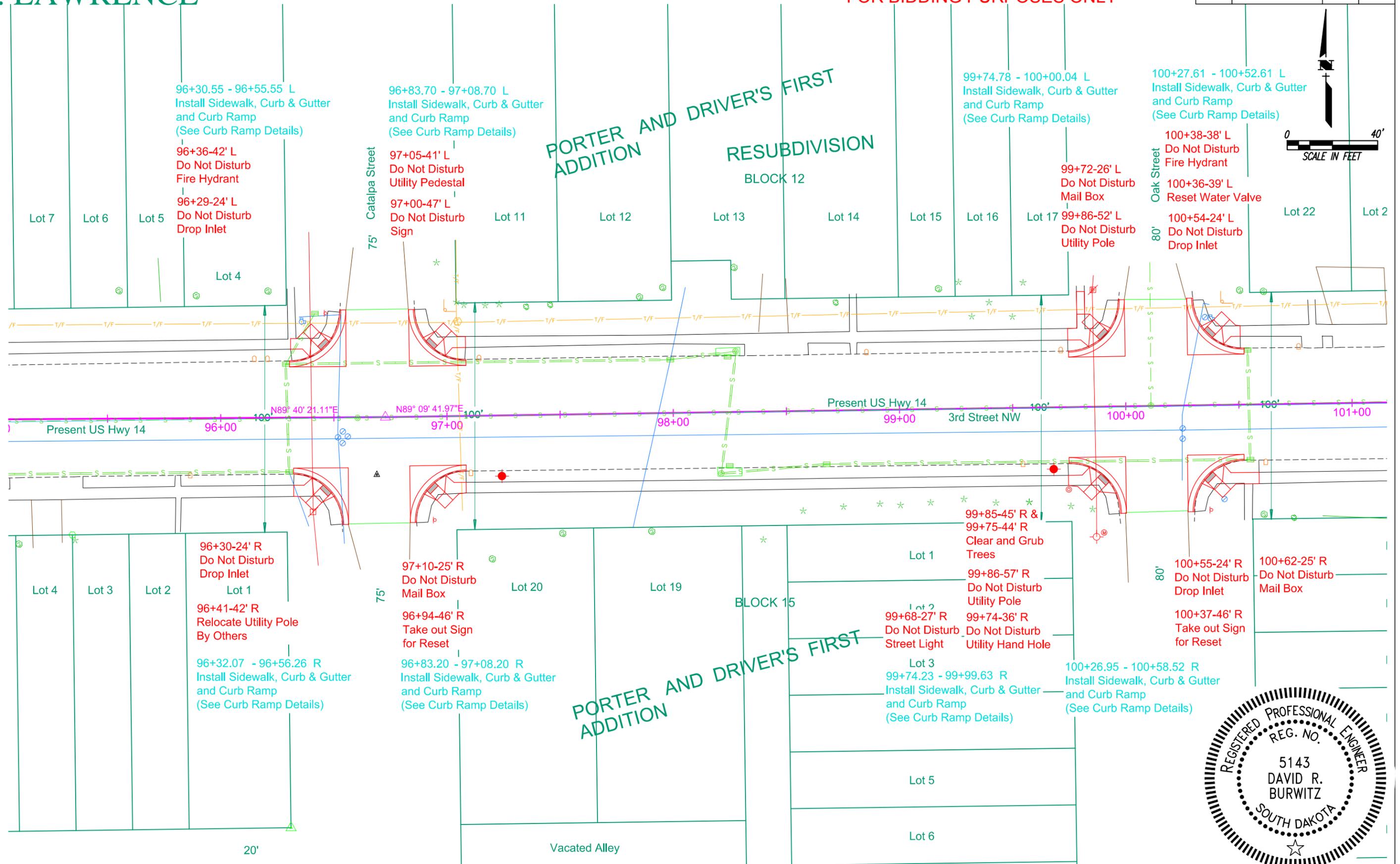
93+40.74 - 93+66.40 R  
Install Sidewalk, Curb & Gutter  
and Curb Ramp  
(See Curb Ramp Details)



# ST. LAWRENCE

FOR BIDDING PURPOSES ONLY

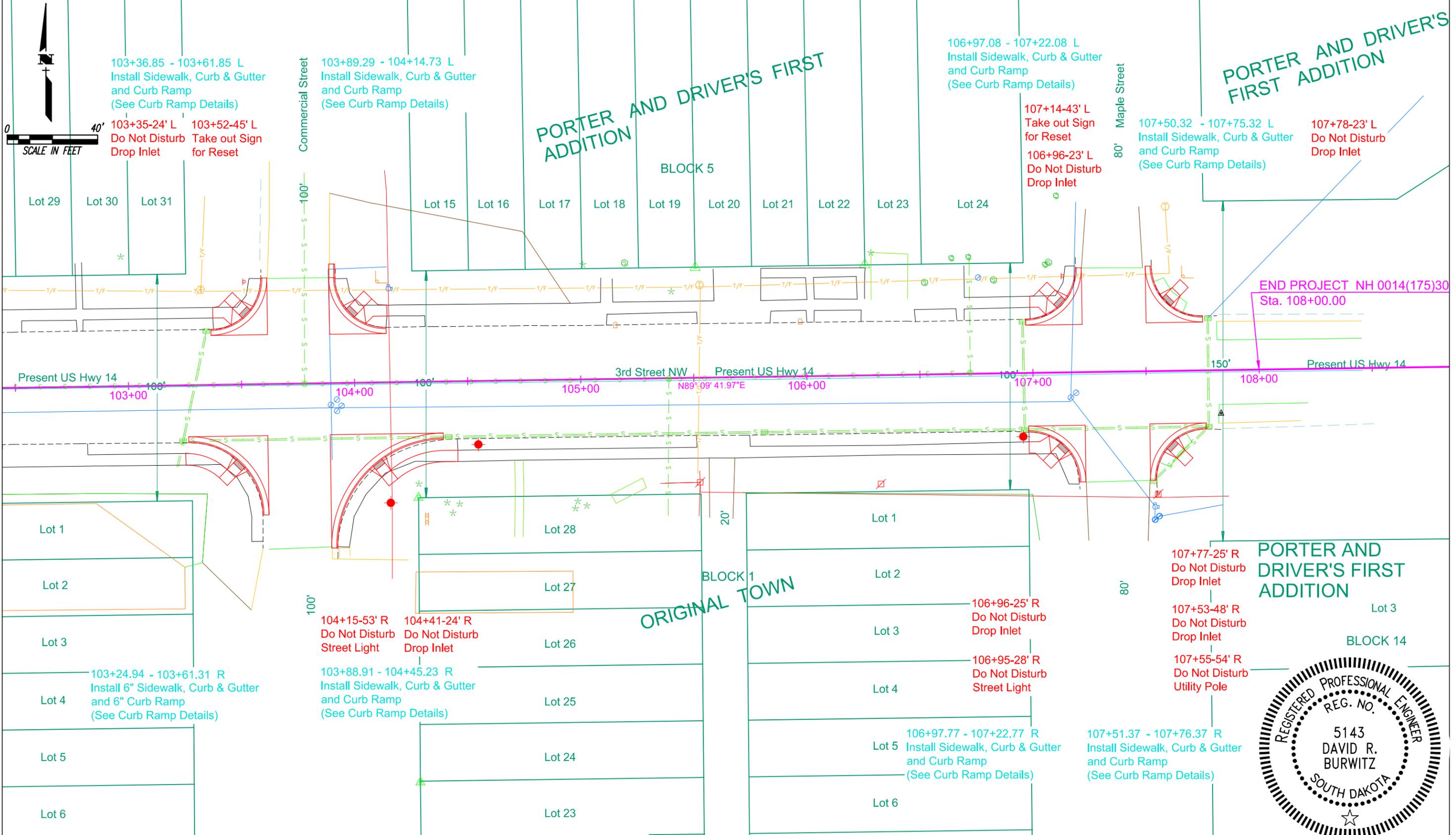
STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)3000	62	96



# ST. LAWRENCE

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	63	96



PORTER AND DRIVER'S FIRST ADDITION

PORTER AND DRIVER'S FIRST ADDITION

ORIGINAL TOWN

PORTER AND DRIVER'S FIRST ADDITION



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	64	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type F68 except as noted.

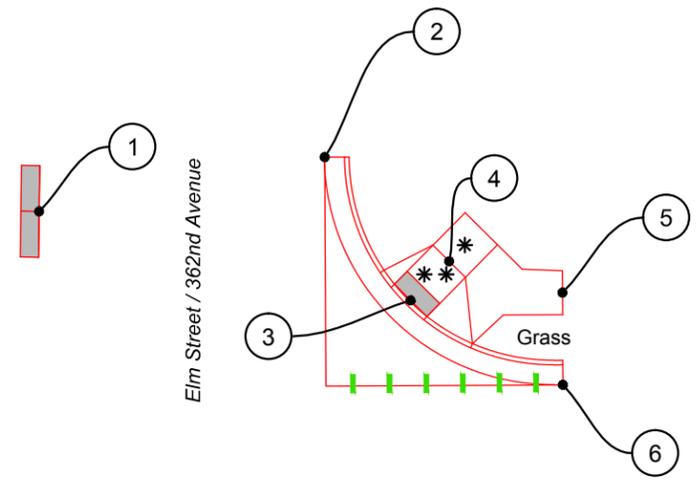
All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

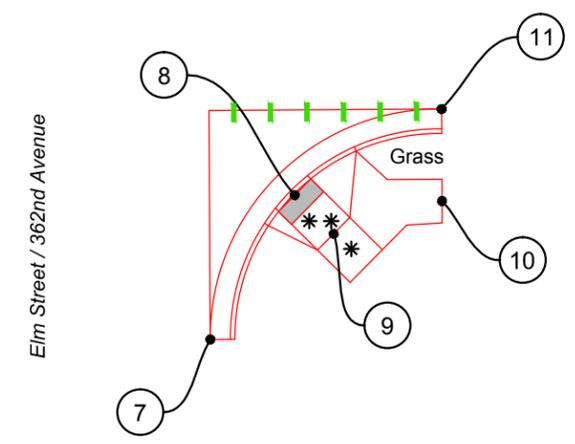
 Detectable Warning Surface

 Steel Bar Insertion  
 Longitudinal or Traverse Joint  
 24" (Min.) No. 5 Epoxy Coated Deformed Tie Bar spaced 48" center to center.

1. 90+44.54-41.08' L  
Type 2 Detectable Warning Panel



2. 90+76.50-47.16' L  
Begin 25' Rad Fillet  
Match TC El 1571.94±
3. 90+85.81-31.47' L  
Center Type 1 Curb Ramp
4. 90+90.06-35.72' L  
End Ramp Slope
5. 91+02.43-32.22' L  
Match Existing Sidewalk
6. 91+02.43-22.16' L  
End 25' Rad Fillet  
Match TC El 1572.30±



7. 90+88.95-47.56' R  
Begin 25' Rad Fillet  
Match TC El 1572.81±
8. 90+98.26-31.87' R  
Center Type 1 Curb Ramp
9. 91+02.50-36.11' R  
End Ramp Slope
10. 91+14.38-32.60' R  
Match Existing Sidewalk
11. 91+14.38-22.56' R  
End 25' Rad Fillet  
Match TC El 1572.47±

# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	65	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type F68 except as noted.

All Sidewalk is 5' wide except as noted.

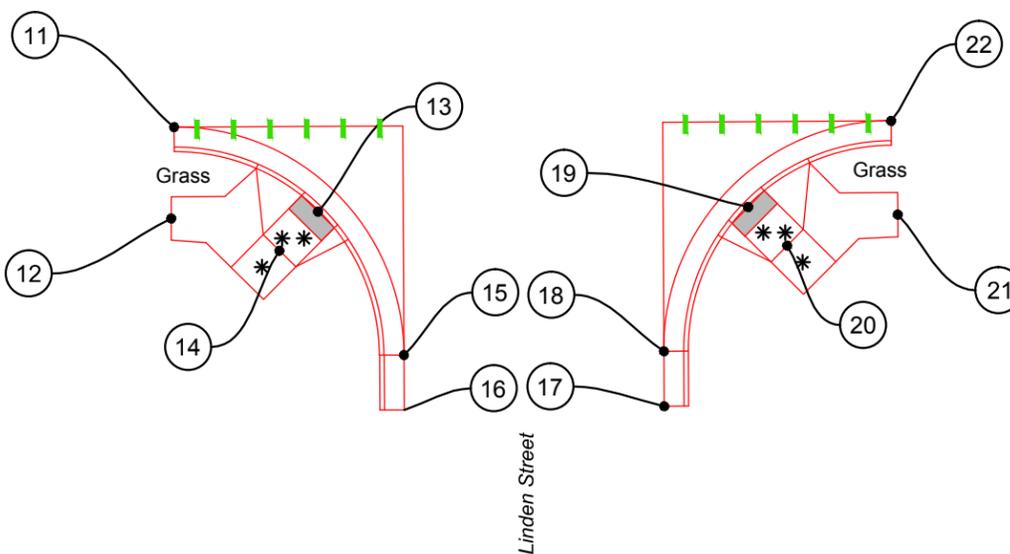
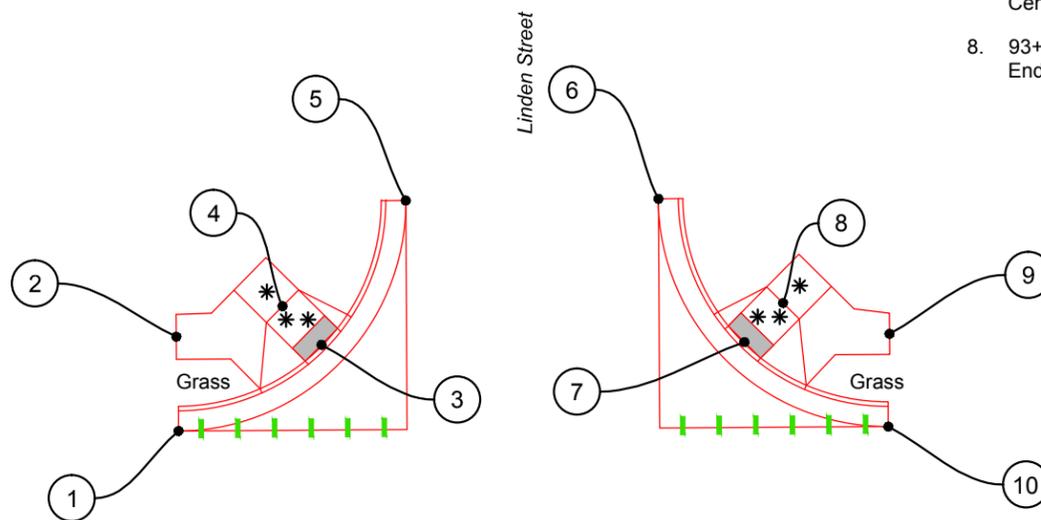
- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

■ Detectable Warning Surface

— Steel Bar Insertion  
Longitudinal or Traverse Joint.  
24" (Min.) No. 5 Epoxy Coated  
Deformed Tie Bar spaced 48"  
center to center.

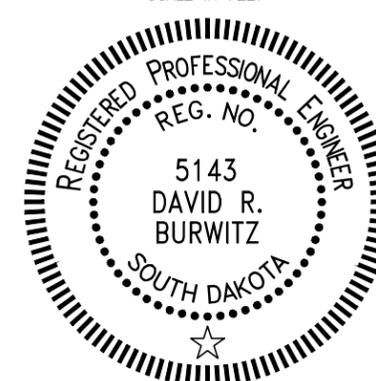
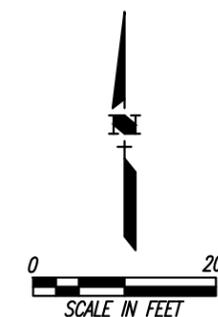
1. 92+88.05-20.88' L  
Begin 25' Rad Fillet  
Match TC EI 1571.74±
2. 92+87.87-31.17' L  
Match Existing Sidewalk
3. 93+03.74-30.19' L  
Center Type 1 Curb Ramp
4. 92+99.50-34.43' L  
End Ramp Slope
5. 93+13.05-45.88' L  
End 25' Rad Fillet  
Match TC EI 1571.83±

6. 93+40.69-45.92' L  
Begin 25' Rad Fillet  
Match TC EI 1571.73±
7. 93+50.00-30.23' L  
Center Type 1 Curb Ramp
8. 93+54.24-34.47' L  
End Ramp Slope
9. 93+65.88-31.04' L  
Match Existing Sidewalk
10. 93+65.69-20.92' L  
End 25' Rad Fillet  
Match TC EI 1571.49±



11. 92+87.31-23.66' R  
Begin 25' Rad Fillet  
Match TC EI 1571.87±
12. 92+86.94-33.62' R  
Match Existing Sidewalk
13. 93+03.00-32.97' R  
Center Type 1 Curb Ramp
14. 92+98.76-37.22' R  
End Ramp Slope
15. 93+12.31-48.66' R  
End 25' Rad Fillet  
Begin Curb Taper  
Match TC EI 1572.09±
16. 93+12.31-54.66' R  
End Curb Taper  
Match TC EI 1571.70± (Theor)

17. 93+40.74-54.42' R  
Begin Curb Taper  
TC EI 1571.68± (Theor.)
18. 93+40.74-48.42' R  
End Curb Taper  
Begin 25' Fillet Section  
TC EI 1572.02
19. 93+50.05-32.73' R  
Center Type 1 Curb Ramp
20. 93+54.29-36.97' R  
End Ramp Slope
21. 93+66.40-33.66' R  
Match Existing Sidewalk
22. 93+65.74-23.42' R  
End 25' Rad Fillet  
Match TC EI 1571.66±



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	66	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type F68 except as noted.

All Sidewalk is 5' wide except as noted.

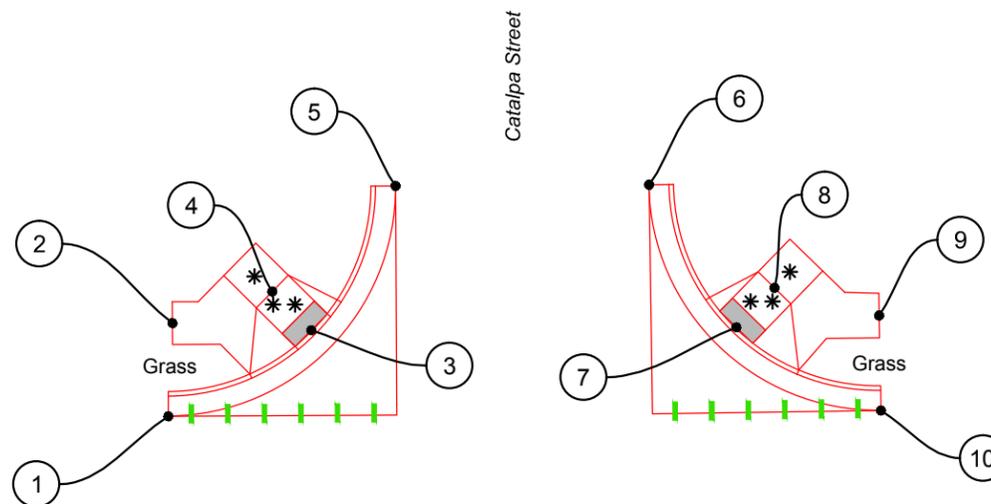
- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

 Detectable Warning Surface

 Steel Bar Insertion  
 Longitudinal or Traverse Joint.  
 24" (Min.) No. 5 Epoxy Coated Deformed Tie Bar spaced 48" center to center.

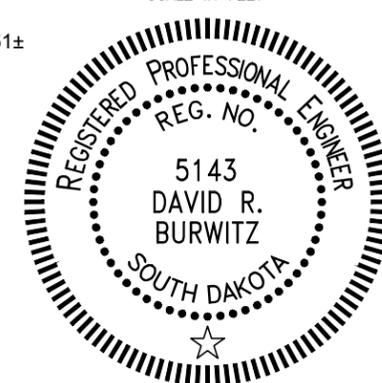
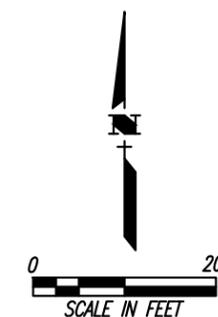
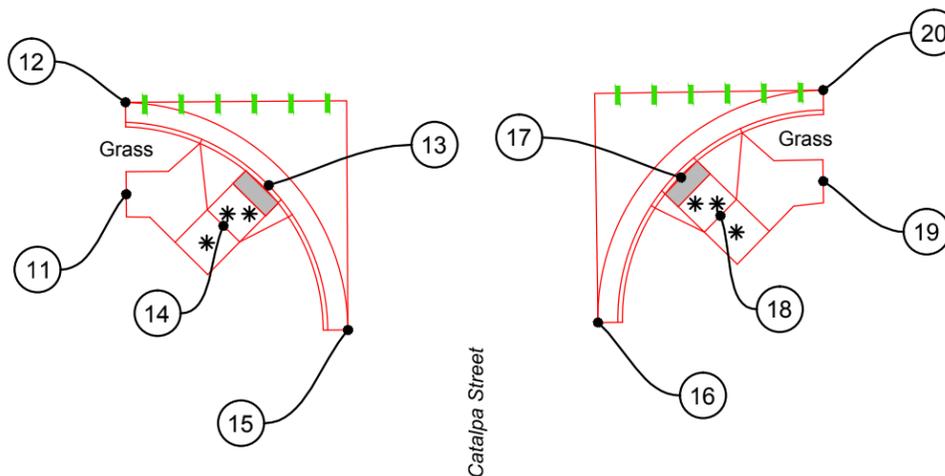
1. 96+30.55-22.40' L  
Begin 25' Rad Fillet  
Match TC EI 1568.66±
2. 96+31.06-32.57' L  
Match Existing Sidewalk
3. 96+46.24-31.71' L  
Center Type 1 Curb Ramp
4. 96+42.00-35.96' L  
End Ramp Slope
5. 96+55.55-47.40' L  
End 25' Fillet Section  
Match TC EI 1568.50±

6. 96+83.70-47.28' L  
Begin 25' Rad Fillet  
Match TC EI 1568.03±
7. 96+93.01-31.59' L  
Center Type 1 Curb Ramp
8. 96+97.26-35.83' L  
End Ramp Slope
9. 97+08.65-32.65' L  
Match Existing Sidewalk
10. 97+08.70-22.28' L  
End 25' Fillet Section  
Match TC EI 1567.33±



11. 96+32.09-32.26' R  
Match Existing Sidewalk
12. 96+32.07-22.22' R  
Begin 25' Rad Fillet  
Match TC EI 1568.86±
13. 96+47.69-31.37' R  
Center Type 1 Curb Ramp
14. 96+42.71-35.77' R  
End Ramp Slope
15. 96+56.26-47.22' R  
End 25' Rad Fillet  
Match TC EI 1568.38±

16. 96+83.20-46.65' R  
Begin 25' Rad Fillet  
Match TC EI 1568.07±
17. 96+92.51-30.96' R  
Center Type 1 Curb Ramp
18. 96+96.75-35.20' R  
End Ramp Slope
19. 97+08.06-31.60' R  
Match Existing Sidewalk
20. 97+08.20-21.65' R  
End 25' Rad Fillet  
Match TC EI 1567.51±



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	67	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type F68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

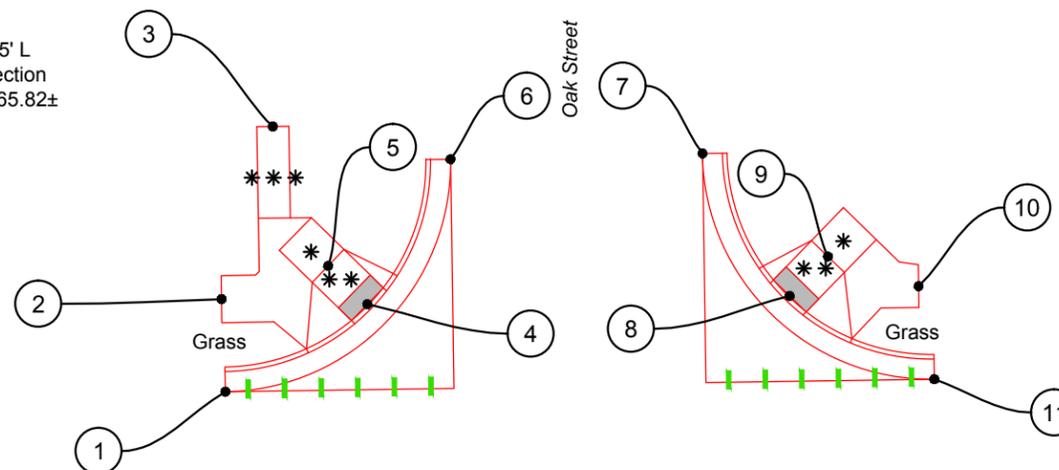
Steel Bar Insertion  
Longitudinal or Traverse Joint.  
24" (Min.) No. 5 Epoxy Coated  
Deformed Tie Bar spaced 48"  
center to center.

1. 99+75.04-22.05' L  
Begin 25' Rad Fillet  
Match TC EI 1566.94±
2. 99+74.78-32.15' L  
Match Existing Sidewalk
3. 99+80.66-50.90' L  
Match Existing Sidewalk
4. 99+90.73-31.35' L  
Center Type 1 Curb Ramp

5. 99+86.49-35.60' L  
End Ramp Slope
6. 100+00.04-47.05' L  
End 25' Fillet Section  
Match TC EI 1565.82±

7. 100+27.61-47.27' L  
Begin 25' Rad Fillet  
Match TC EI 1566.21±
8. 100+36.92-31.58' L  
Center Type 1 Curb Ramp
9. 100+41.17-35.83' L  
End Ramp Slope

10. 100+51.04-32.44' L  
Match Existing Sidewalk
11. 100+52.61-22.27' L  
End 25' Fillet Section  
Match TC EI 1567.48±



N89° 09' 41.97"E

Present SD Hwy. 14  
3rd Street NW

99+00

100+00

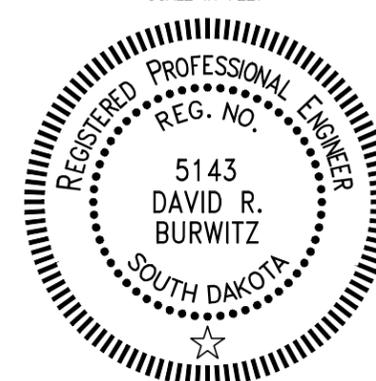
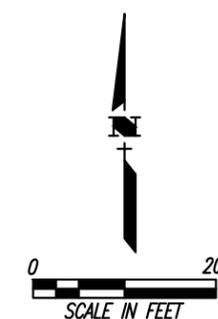
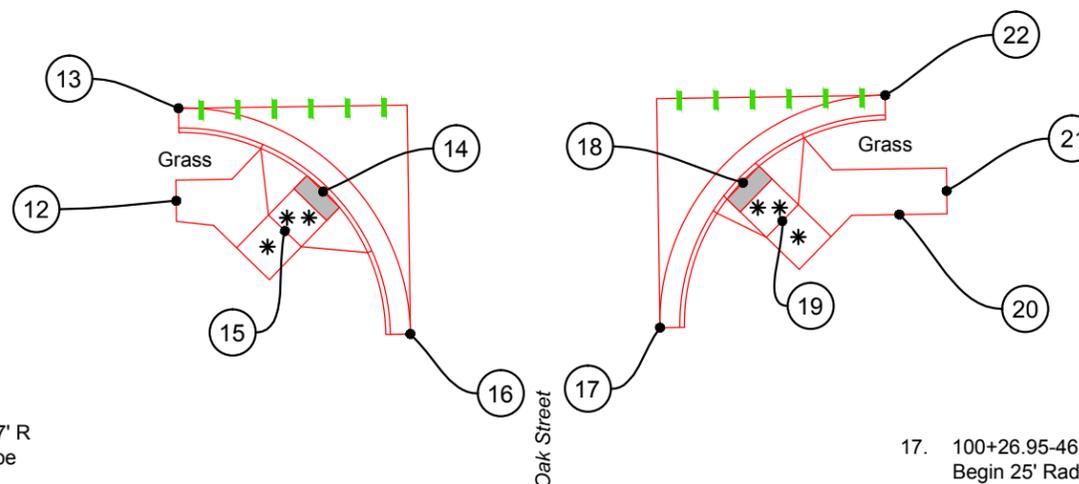
101+00

12. 99+74.23-32.31' R  
Match Existing Sidewalk
13. 99+74.63-22.22' R  
Begin 25' Rad Fillet  
Match TC EI 1567.15±
14. 99+90.32-31.53' R  
Center Type 1 Curb Ramp

15. 99+86.08-35.77' R  
End Ramp Slope
16. 99+99.63-47.22' R  
End 25' Rad Fillet  
Match TC EI 1567.33±

17. 100+26.95-46.93' R  
Begin 25' Rad Fillet  
Match TC EI 1567.78±
18. 100+36.26-31.24' R  
Center Type 1 Curb Ramp
19. 100+40.50-35.48' R  
End Ramp Slope

20. 100+53.30-34.96' R  
Match Existing Sidewalk
21. 100+58.52-32.46' R  
Match Existing Sidewalk
22. 100+51.95-21.93' R  
End 25' Rad Fillet  
Match TC EI 1567.61±



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	68	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type F68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

■ Detectable Warning Surface

— Steel Bar Insertion  
 Longitudinal or Traverse Joint.  
 24" (Min.) No. 5 Epoxy Coated  
 Deformed Tie Bar spaced 48"  
 center to center.

1. 103+36.85-21.82' L  
Begin 25' Rad Fillet  
Match TC EI 1567.78±
2. 103+37.73-31.85' L  
Match Existing Sidewa k
3. 103+52.64-31.03' L  
Center Type 1 Curb Ramp

4. 103+48.30-35.37' L  
End Ramp Slope
5. 103+61.85-46.82' L  
End X' Fillet Section  
Match TC EI 1567.25±

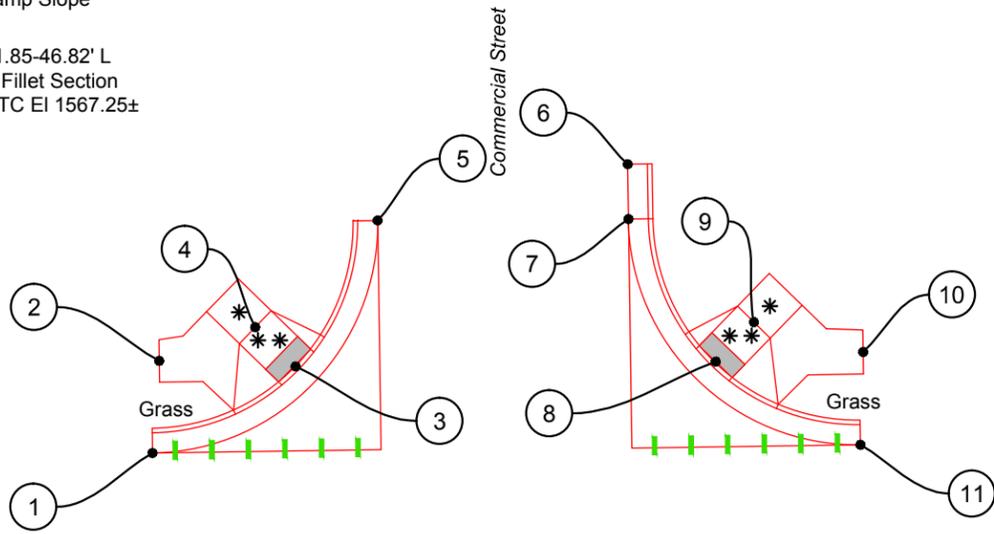
6. 103+89.29-52.57' L  
Begin Curb Taper  
Match TC EI 1566.66± (Theo.)
7. 103+89.29-46.57' L  
End Curb Taper  
Begin 25' Fillet Section  
TC EI 1566.82±

8. 103+98.60-30.88' L  
Center Type 1 Curb Ramp

9. 104+02.84-35.12' L  
End Ramp Slope

10. 104+14.73-31.69' L  
Match Existing Sidewa k

11. 104+14.29-21.57' L  
End X' Fillet Section  
Match TC EI 1567.31±



N89° 09' 41.97"E

Present SD Hwy. 14  
3rd Street NW

103+00

104+00

105+00

12. 103+24.94-32.60' R  
Match Existing Sidewalk

13. 103+26.31-22.68' R  
Begin 35' Rad Fillet  
Match TC EI 1568.11±

14. 103+49.10-34.89' L  
Center Type 1 Curb Ramp

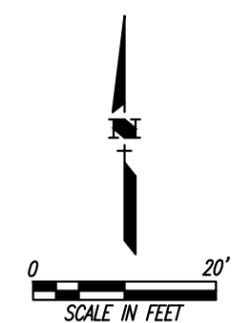
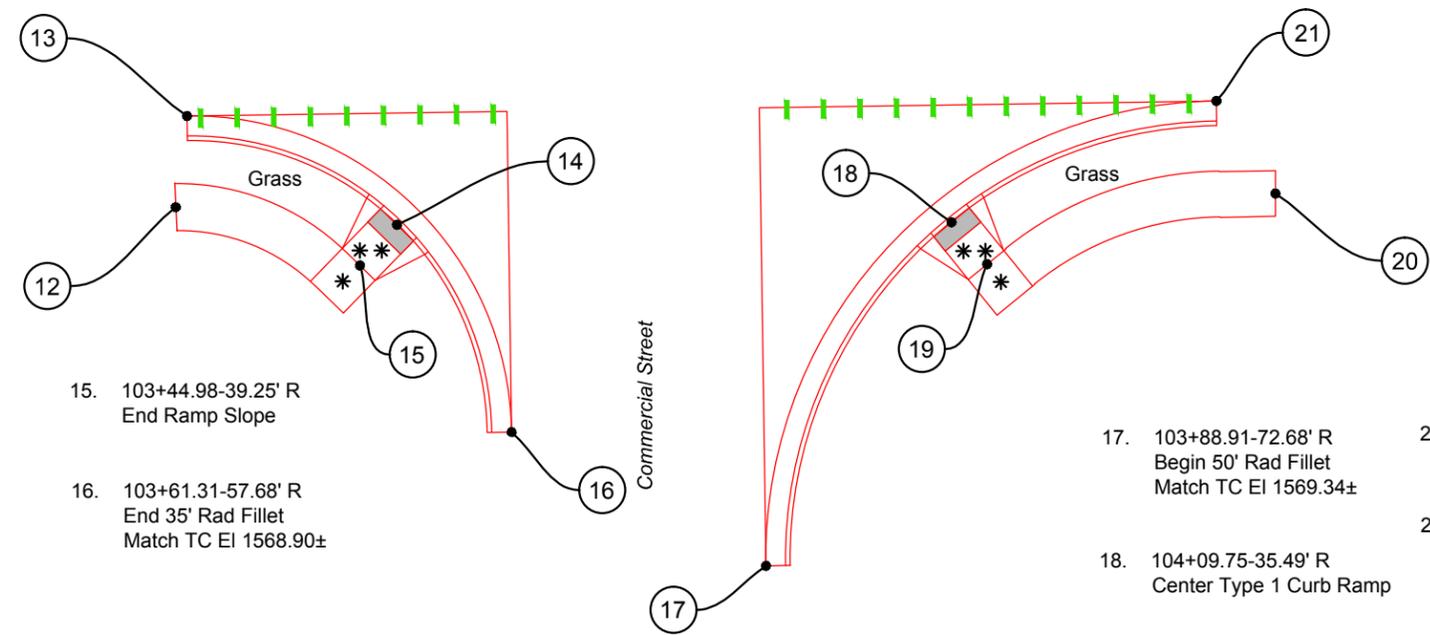
15. 103+44.98-39.25' R  
End Ramp Slope
16. 103+61.31-57.68' R  
End 35' Rad Fillet  
Match TC EI 1568.90±

17. 103+88.91-72.68' R  
Begin 50' Rad Fillet  
Match TC EI 1569.34±
18. 104+09.75-35.49' R  
Center Type 1 Curb Ramp

19. 104+13.58-40.11' R  
End Ramp Slope

20. 104+45.23-32.87' R  
Match Existing Sidewalk

21. 104+38.91-22.68' R  
End 50' Rad Fillet  
Match TC EI 1567.28±



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	69	96

Rev. 02/14/2014

Notes: All Curb and Gutter shown on this sheet is Type F68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

 Detectable Warning Surface

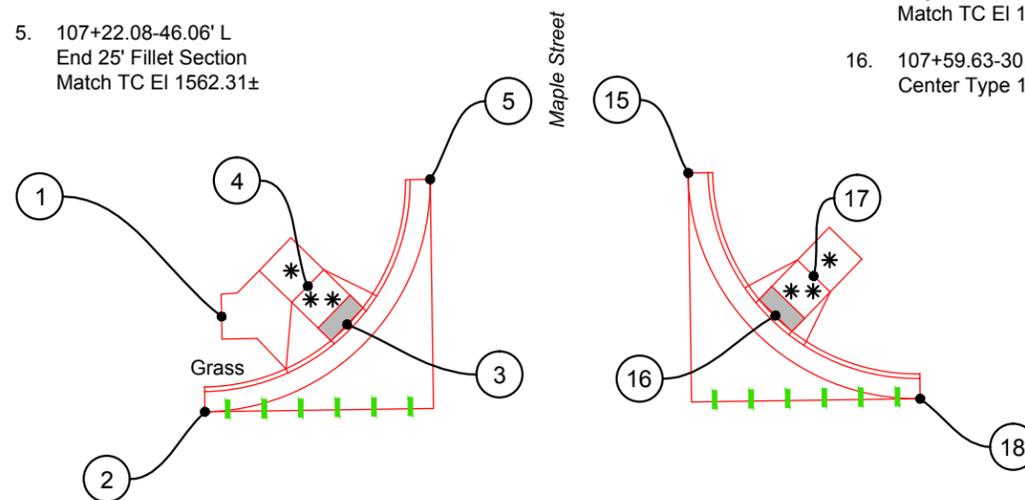
 Steel Bar Insertion  
 Longitudinal or Traverse Joint.  
 24" (Min.) No. 5 Epoxy Coated  
 Deformed Tie Bar spaced 48"  
 center to center.

1. 106+99.05-31.41' L  
Match Existing Sidewalk
2. 106+97.08-21.06' L  
Begin 25' Rad Fillet  
Match TC EI 1563.10±
3. 107+12.77-30.37' L  
Center Type 1 Curb Ramp

4. 107+08.52-34.61' L  
End Ramp Slope
5. 107+22.08-46.06' L  
End 25' Fillet Section  
Match TC EI 1562.31±

15. 107+50.32-46.34' L  
Begin 25' Rad Fillet  
Match TC EI 1562.14±
16. 107+59.63-30.65' L  
Center Type 1 Curb Ramp

17. 107+63.87-34.89' L  
End Ramp Slope
18. 107+75.32-21.34' L  
End 25' Fillet Section  
Match TC EI 1561.52±



106+00

107+00

N89° 09' 41.97"E

Present SD Hwy. 14

3rd Street NW

108+00

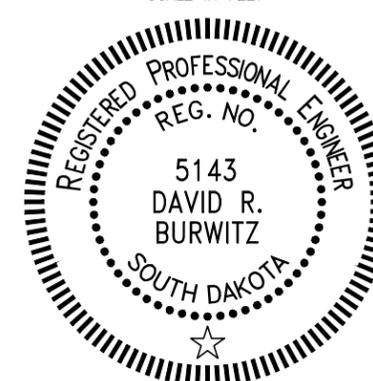
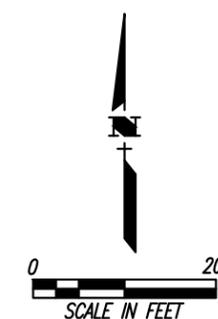
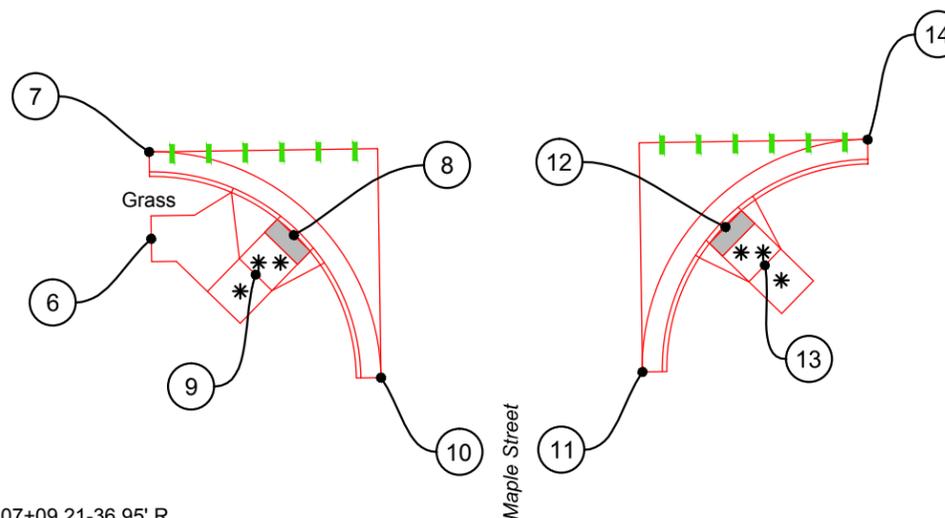
109+00

6. 106+97.84-32.87' R  
Match Existing Sidewalk
7. 106+97.77-23.39' R  
Begin 25' Rad Fillet  
Match TC EI 1563.16±
8. 107+13.46-32.70' R  
Center Type 1 Curb Ramp

9. 107+09.21-36.95' R  
End Ramp Slope
10. 107+22.77-48.39' R  
End 25' Rad Fillet  
Match TC EI 1562.85±

11. 107+51.37-48.19' R  
Begin 25' Rad Fillet  
Match TC EI 1562.33±
12. 107+60.67-32.50' R  
Center Type 1 Curb Ramp

13. 107+64.92-36.74' R  
End Ramp Slope
14. 107+76.37-23.19' R  
End 25' Rad Fillet  
Match TC EI 1561.36±

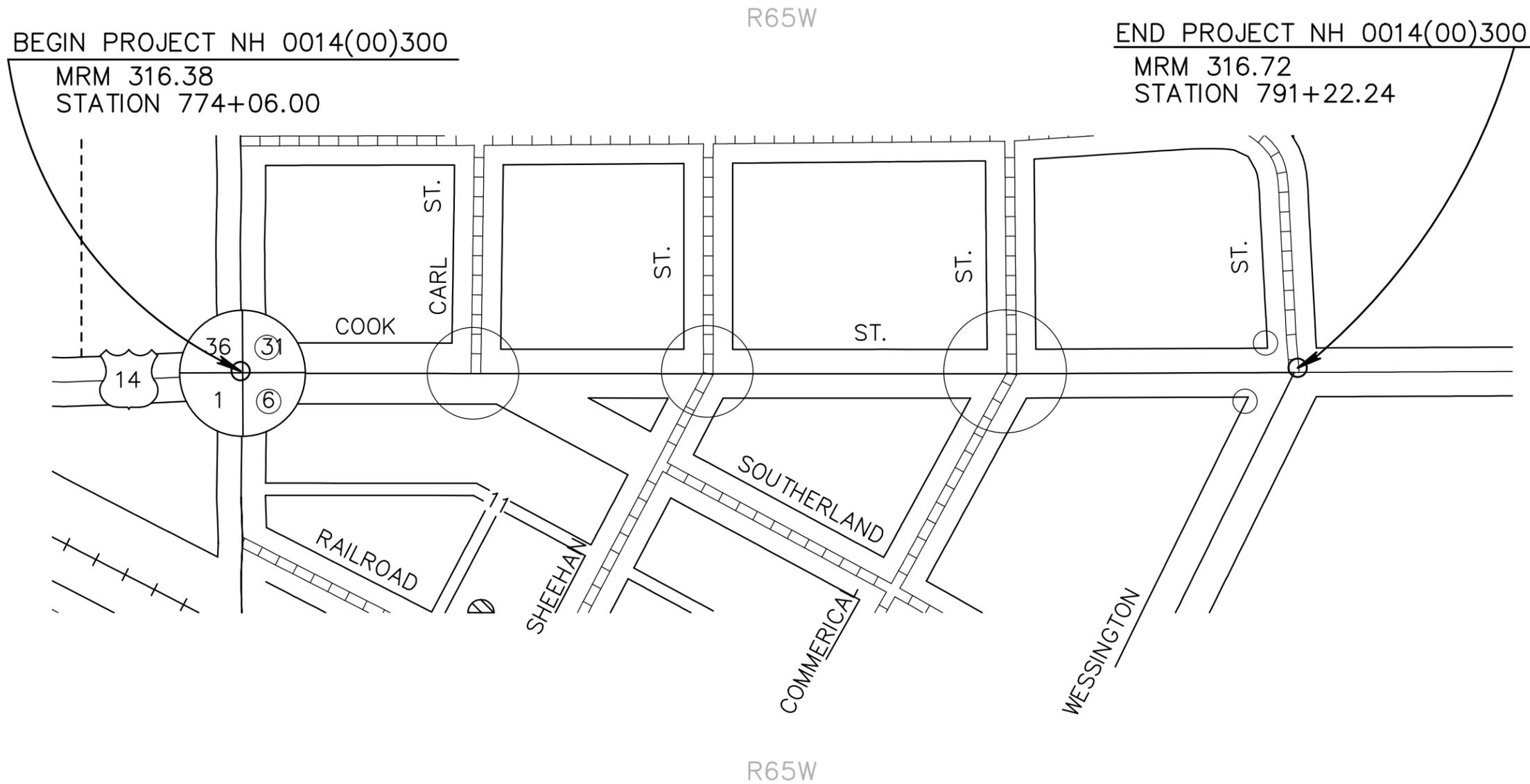


FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 00144(00)111	70	96

Plotting Date: Feb.-14-2014

# WESSINGTON



PROJECT NH 0014(175)300  
US. HIGHWAY 14  
BEADLE COUNTY  
PCN 02BN

Plotted From - wadel

PLANS BY: CLARK ENGINEERING, SIOUX FALLS, SD

# RIGHT OF WAY AND EASEMENT OWNERSHIP TABLE

## NH 0014(00)300 - PCN 02BN - US14 - THROUGH WESSINGTON

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0014(00)300	SHEET 71	TOTAL SHEETS 96
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Intersection / Station	Quadrant	Parcel	Station to Station	Side	Type	Purpose	Area	Owner	Address	Description
374th Ave & Cook St. 774+00	Northeast Quadrant	A45	774+38.19 to 774+60.39	L	Temp	Sidewalk Construction	111 SqFt	Farmers Union Oil Company	490 Cook Street Wessington, SD 57381	Lot 1, Block 1, Geo. P Scotchbrook's First Addition to the City of Wessington. Except lot H1
	Northwest Quadrant	NONE REQ.								
	Southeast Quadrant	NONE REQ.								
	Southwest Quadrant	NONE REQ.								
Carl St. & Cook St. 778+00	Northeast Quadrant	A46	778+38.72 to 778+53.44	L	Temp	Sidewalk Construction	74 SqFt	Lyle D. Resel and Rebecca M. Resel	395 Barden St. W. Wessington, SD 57381	Lot 1, Block 2 of George P. Scotchbrook's First Addition to Wessington, Beadle County, South Dakota.
	Northwest Quadrant	NONE REQ.								
	Southeast Quadrant	E1	777+64 to 777+89	R	Eliminate Entrance	Eliminating Entrance	NA	James Lakner	287 East Lane El Cajon CA, 92021	Lot 9, Block 11, Brook's First Addition to Wessington, Beadle County, South Dakota.
	Southwest Quadrant	NONE REQ.								
Sheehan St. & Cook St. 781+80	Northeast Quadrant	A47	782+14.08 to 782+24.08	L	Temp	Sidewalk Construction	100 SqFt	Alan DuBois and Debra Allerdings	P.O. Box 51 Wessington, SD 57381	Lot 1, Block 3 of George P. Scotchbrook's First Addition Wessington, Beadle County, South Dakota.
	Northwest Quadrant	OMITTED	781+01.48 to 781+48.08	L	Temp	Sidewalk Construction		James Lakner	287 East Lane El Cajon CA, 92021	Lot 6, Block 2, Scotchbrook's First Addition Wessington, Beadle County, South Dakota.
	Southeast Quadrant	OMITTED	781+74.11 To 782+19.10	R	Temp	Sidewalk Construction		Greg Lechtenburg and Don Wilson	1641 E. Ridgemark Dr. Sandy UT, 84092	Lots 15 & 16, Block 9, Brook's First Addition to the City of Wessington, Beadle County, South Da
	Southwest Quadrant	NONE REQ.								
Commercial St. & Cook St. 786+80	Northeast Quadrant	A50	787+09.96 to 787+19.98	L	Temp	Sidewalk Construction	100 SqFt	Michael D. Hazzard	717 Adams Street Rapid City, 57701	Lot 1, Block 4 of George P. Scotchbrook's First Addition to Wessington, Beadle County, South Dakota.
	Northwest Quadrant	A51	785+91.17 to 786+43.97	L	Temp	Sidewalk Construction	265 SqFt	Jarold Jones	210 Cook St. W. Wessington, SD 57381	Lot 6, Block 3 of George P. Scotchbrook's First Addition to Wessington, Beadle County, South Dakota.
	Southeast Quadrant	A52	786+65.29 to 787+18.19	R	Temp	Sidewalk Construction	312 SqFt	Judith B Wood	P.O. Box 25 Wessington, SD 57381	Lot 22, Block 8, Plat of Block 7 and Resubdivision of block 8, Brooks' First Addition to Wessington, Beadle County, South Dakota.
	Southwest Quadrant	NONE REQ.								
Wessington St. & Cook St. 791+22	Northeast Quadrant	NONE REQ.								
	Northwest Quadrant	NONE REQ.								
	Southeast Quadrant	NONE REQ.								
	Southwest Quadrant	NONE REQ.								

US HIGHWAY 14



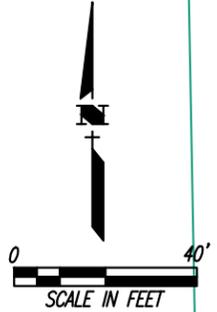
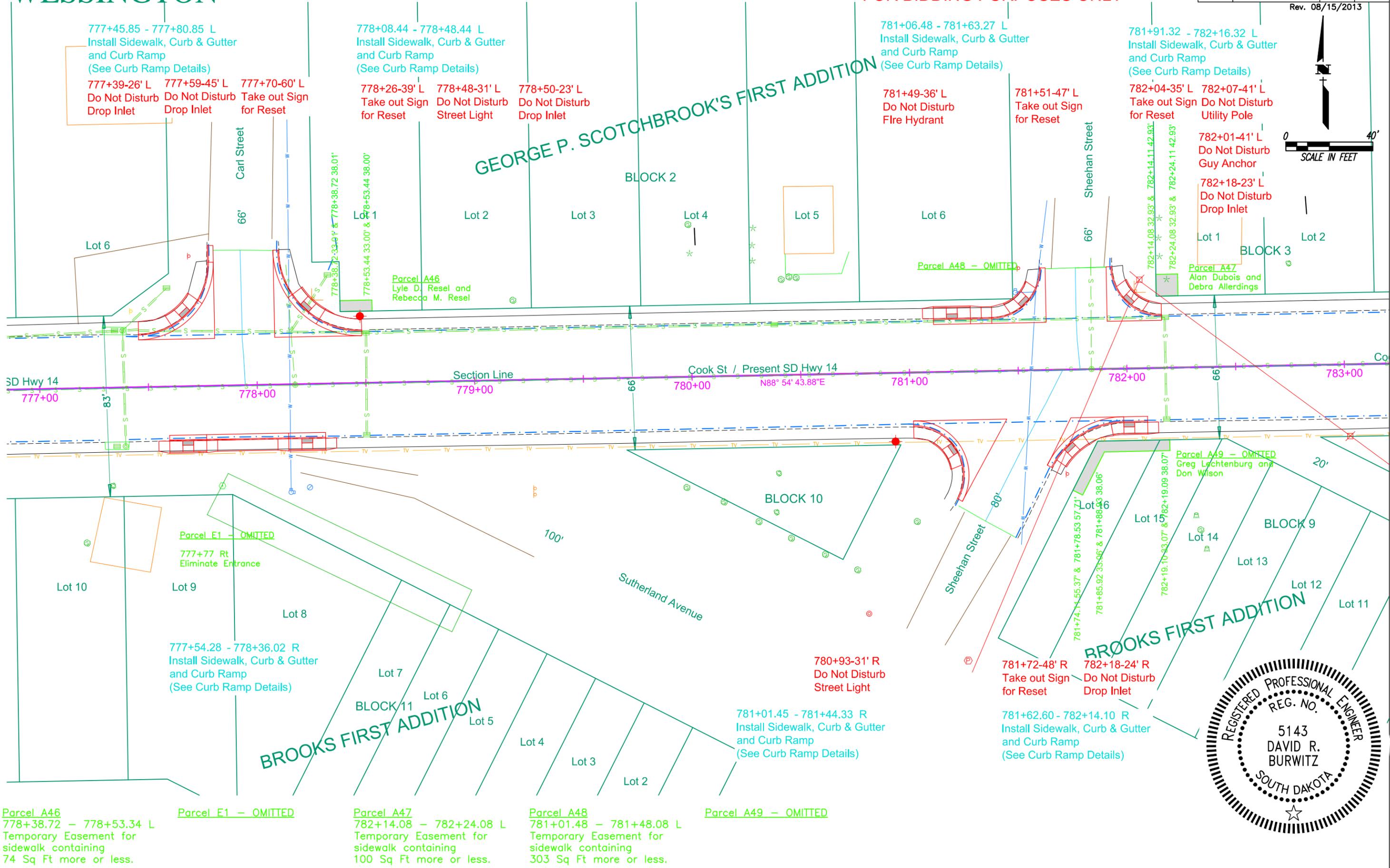


# WESSINGTON

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0144(00)300	74	96

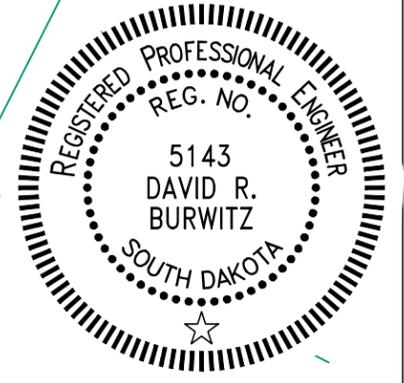
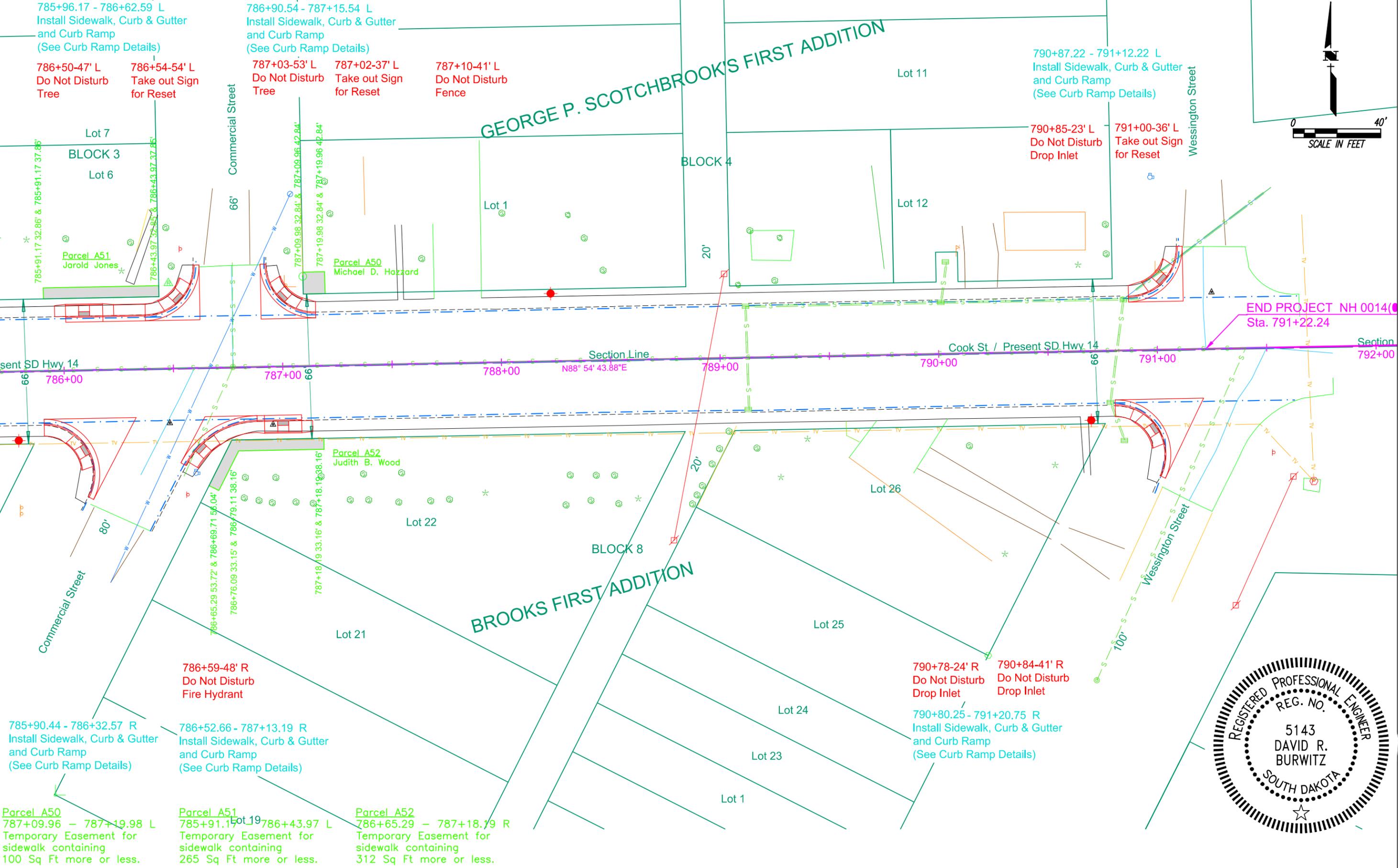
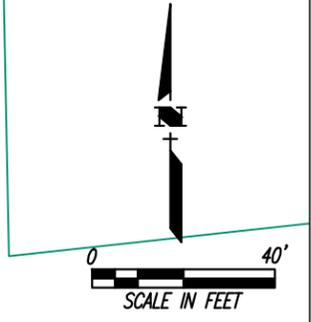
Rev. 08/15/2013



# WESSINGTON

FOR BIDDING PURPOSES ONLY

STATE OF S.D.	PROJECT NH 0014(00)300	SHEET NO. 75	TOTAL SHEETS 96
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# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	76	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type F68 except as noted.

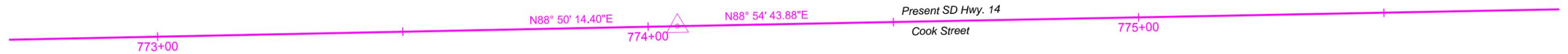
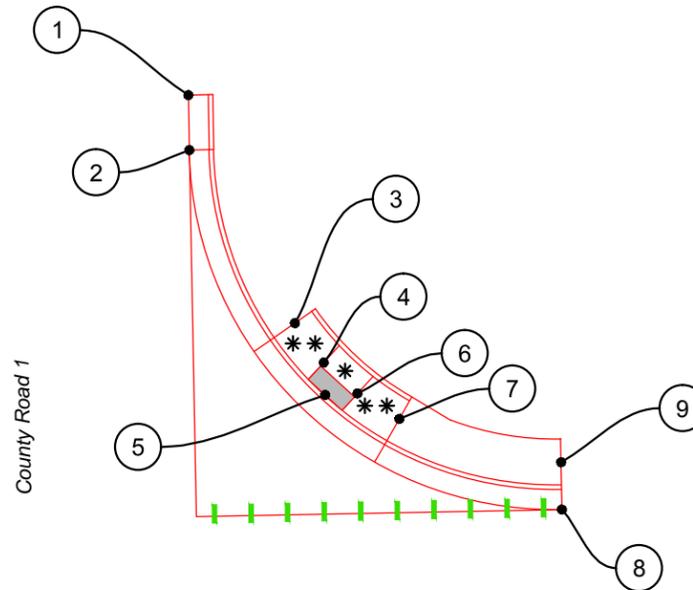
All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

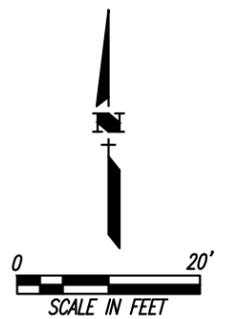
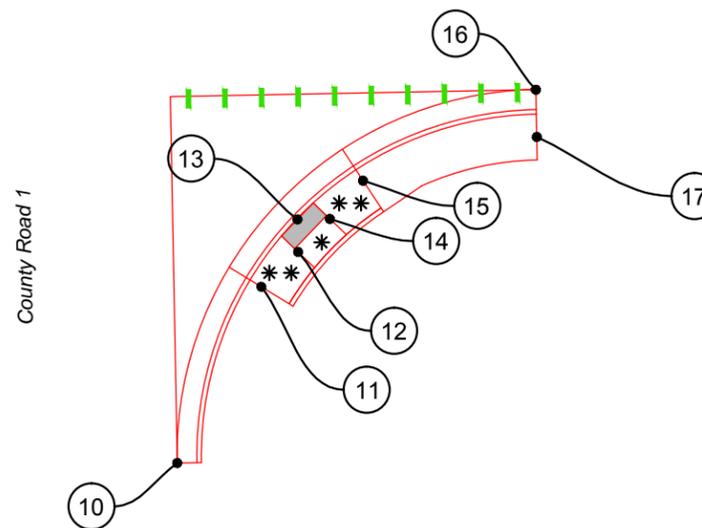
Detectable Warning Surface

Steel Bar Insertion  
 Longitudinal or Traverse Joint.  
 24" (Min.) No. 5 Epoxy Coated Deformed Tie Bar spaced 48" center to center.

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|---|--|
| <ol style="list-style-type: none"> <li>1. 774+20.74-61.69' L<br/>Begin Curb Taper<br/>TC EI 1410.09± (Theor)</li> <li>2. 774+20.39-61.70' L<br/>End Curb Taper<br/>Begin 40' Rad Fillet<br/>TC EI 1409.91.</li> <li>3. 774+31.57-42.59' L<br/>Begin Ramp Slope</li> <li>4. 774+34.65-38.23' L<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>5. 774+34.74-34.69' L<br/>Center Type 3 Curb Ramp</li> <li>6. 774+38.28-34.79' L<br/>Begin Ramp Slope</li> <li>7. 774+42.79-31.93' L<br/>End Ramp Slope</li> <li>8. 774+60.39-21.70' L<br/>End 40' Rad Fillet<br/>Match TC EI 1408.75±.</li> <li>9. 774+60.39-26.87' L<br/>Match Existing Sidewa k</li> </ol> |
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| <ol style="list-style-type: none"> <li>10. 774+20.43-62.19' R<br/>Begin 40' Rad Fillet<br/>Match TC EI 1410.19±.</li> <li>11. 774+34.09-39.40' R<br/>Begin Ramp Slope</li> <li>12. 774+34.09-39.40' R<br/>End Ramp Slope</li> <li>13. 774+34.08-35.86' R<br/>Center Type 3 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>14. 774+37.62-35.86' R<br/>Begin Ramp Slope</li> <li>15. 774+42.06-32.89' R<br/>End Ramp Slope</li> <li>16. 774+60.43-22.19' R<br/>End X' Rad Fillet<br/>Match TC EI 1409.11±.</li> <li>17. 774+60.43-27.36' R<br/>Match Existing Sidewa k</li> </ol> |
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# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	77	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type F68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

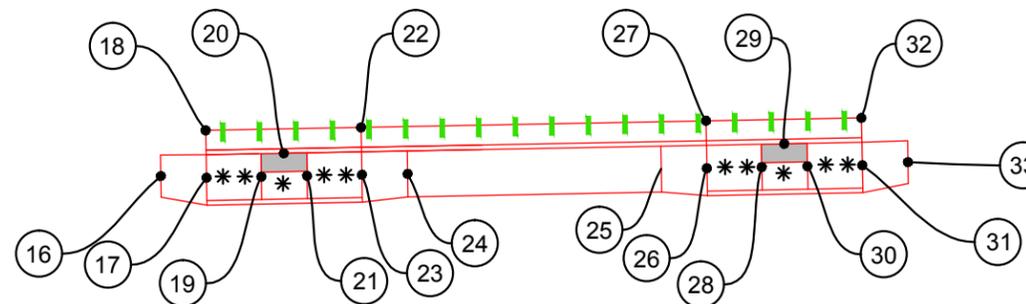
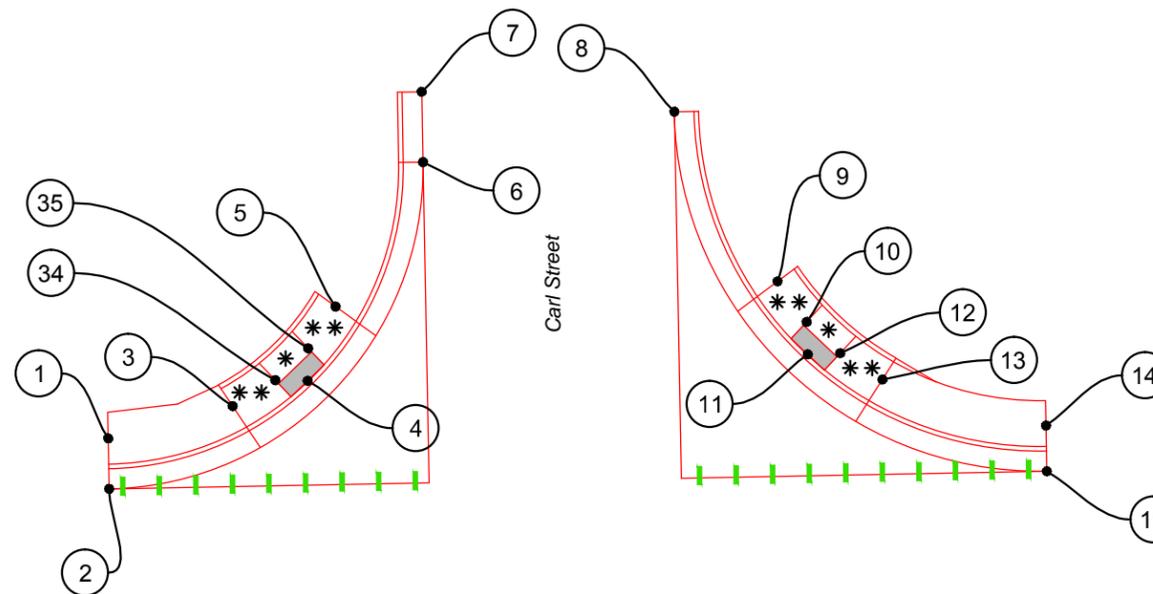
Steel Bar Insertion  
Longitudinal or Traverse Joint.  
24" (Min.) No. 5 Epoxy Coated  
Deformed Tie Bar spaced 48"  
center to center.

1. 777+45.85-27.27' L  
Match Existing Sidewalk
2. 777+45.85-21.77' L  
Begin 35' Rad Fillet  
Match TC EI 1409.96±.
3. 777+59.53-30.54' L  
Begin Ramp Slope
4. 777+67.78-33.15' L  
Center Type 3 Curb Ramp
5. 777+67.91-36.68' L  
Begin Ramp Slope
6. 777+80.85-56.77' L  
End 35' Rad Fillet  
Begin Curb Taper  
TC EI 1407.60
7. 777+80.85-64.44' L  
End Curb Taper  
TC EI 1407.52± Theo.

34. 777+64.24-33.28' L  
End Ramp Slope
35. 777+67.91-36.68' L  
End Ramp Slope

8. 778+08.44-61.74' L  
Begin 40' Rad Fillet  
Match TC EI 1407.68±
9. 778+19.37-43.01' L  
Begin Ramp Slope
10. 778+22.47-38.52' L  
End Ramp Slope
11. 778+22.52-34.98' L  
Center Type 3 Curb Ramp
12. 778+26.06-35.04' L  
Begin Ramp Slope

13. 778+30.64-32.09' L  
End Ramp Slope
14. 778+48.44-26.72' L  
Match Existing Sidewalk
15. 778+48.44-21.74' L  
End 40' Rad Fillet  
Match TC EI 1407.34±



16. 777+54.28-27.20' R  
Match Existing Sidewalk
17. 777+59.28-27.48' R  
Begin Ramp Slope
18. 777+59.28-22.31' R  
Begin Str C & G  
Match TC EI 1407.12±
19. 777+65.28-27.48' R  
End Ramp Slope

20. 777+67.78-24.98' R  
Center Type 3 Curb Ramp
21. 777+70.28-27.48' R  
Begin Ramp Slope
22. 777+76.28-22.31' R  
End Curb Transition  
TC EI 1407.15
23. 777+76.28-27.48' R  
End Ramp Slope

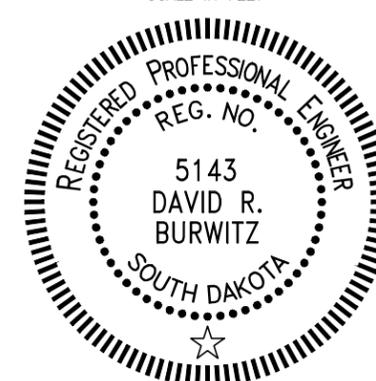
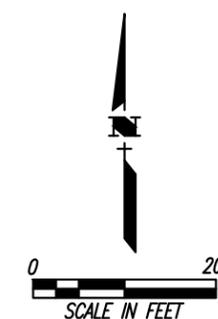
24. 777+81.28-27.48' R  
5' Sidewalk Width
25. 778+09.02-27.44' R  
5' Sidewalk Width

26. 778+14.02-27.48' R  
Begin Ramp Slope
27. 778+14.02-22.31' R  
Begin Curb Transition  
TC EI 1407.20

28. 778+20.02-27.48' R  
End Ramp Slope
29. 778+22.52-24.98' R  
Center Type 3 Curb Ramp

30. 778+25.02-27.48' R  
Begin Ramp Slope
31. 778+31.02-27.48' R  
End Ramp Slope

32. 778+31.02-22.31' R  
End Str C & G  
Match TC EI 1407.20±
33. 778+36.02-27.24' R  
Match Existing Sidewalk



# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	78	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type F68 except as noted.

All Sidewalk is 5' wide except as noted.

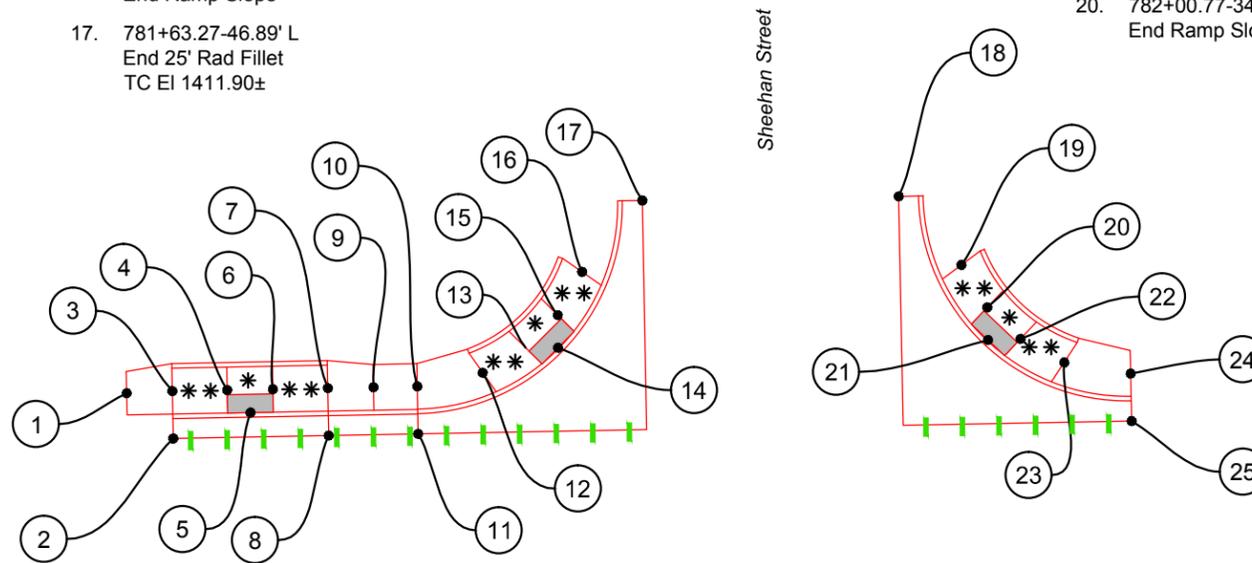
- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

Detectable Warning Surface

Steel Bar Insertion  
 Longitudinal or Traverse Joint.  
 24" (Min.) No. 5 Epoxy Coated Deformed Tie Bar spaced 48" center to center.

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| <ol style="list-style-type: none"> <li>1. 781+06.48-26.94' L<br/>Match Existing Sidewalk</li> <li>2. 781+11.48-21.89' L<br/>Begin Str C &amp; G<br/>Match TC EI 1410.78±</li> <li>3. 781+11.48-27.06' L<br/>Begin Ramp Slope</li> <li>4. 781+17.48-27.06' L<br/>End Ramp Slope</li> <li>5. 781+19.98-24.56' L<br/>Center Type 3 Curb Ramp</li> <li>6. 781+22.48-27.06' L<br/>Begin Ramp Slope</li> <li>7. 781+28.48-27.06' L<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>8. 781+28.48-21.89' L<br/>End Curb Transition<br/>TC EI 1411.03</li> <li>9. 781+33.48-27.06' L<br/>5' Sidewalk Width</li> <li>10. 781+38.27-27.06' L<br/>5' Sidewalk Width</li> <li>11. 781+38.27-21.89' L<br/>End Str C &amp; G<br/>Begin 25' Rad Fillet<br/>TC EI 1411.14</li> <li>12. 781+45.46-28.42' L<br/>Begin Ramp Slope</li> <li>13. 781+50.20-31.06' L<br/>End Ramp Slope</li> <li>14. 781+53.75-31.00' L<br/>Center Type 3 Curb Ramp</li> <li>15. 781+53.79-34.55' L<br/>Begin Ramp Slope</li> <li>16. 781+56.53-39.23' L<br/>End Ramp Slope</li> <li>17. 781+63.27-46.89' L<br/>End 25' Rad Fillet<br/>TC EI 1411.90±</li> </ol> |
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| <ol style="list-style-type: none"> <li>18. 781+91.32-46.80' L<br/>Begin 25' Rad Fillet<br/>Match TC EI 1412.29±</li> <li>19. 781+98.02-39.18' L<br/>Begin Ramp Slope</li> <li>20. 782+00.77-34.50' L<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>21. 782+00.79-30.95' L<br/>Center Type 3 Curb Ramp</li> <li>22. 782+04.34-31.00' L<br/>Begin Ramp Slope</li> <li>23. 782+09.08-28.35' L<br/>End Ramp Slope</li> <li>24. 782+16.32-26.99' L<br/>Match Existing Sidewalk</li> <li>25. 782+16.32-21.80' L<br/>End 25' Rad Fillet<br/>Match TC EI 1412.40±</li> </ol> |
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N88° 54' 43.88"E

Present SD Hwy. 14

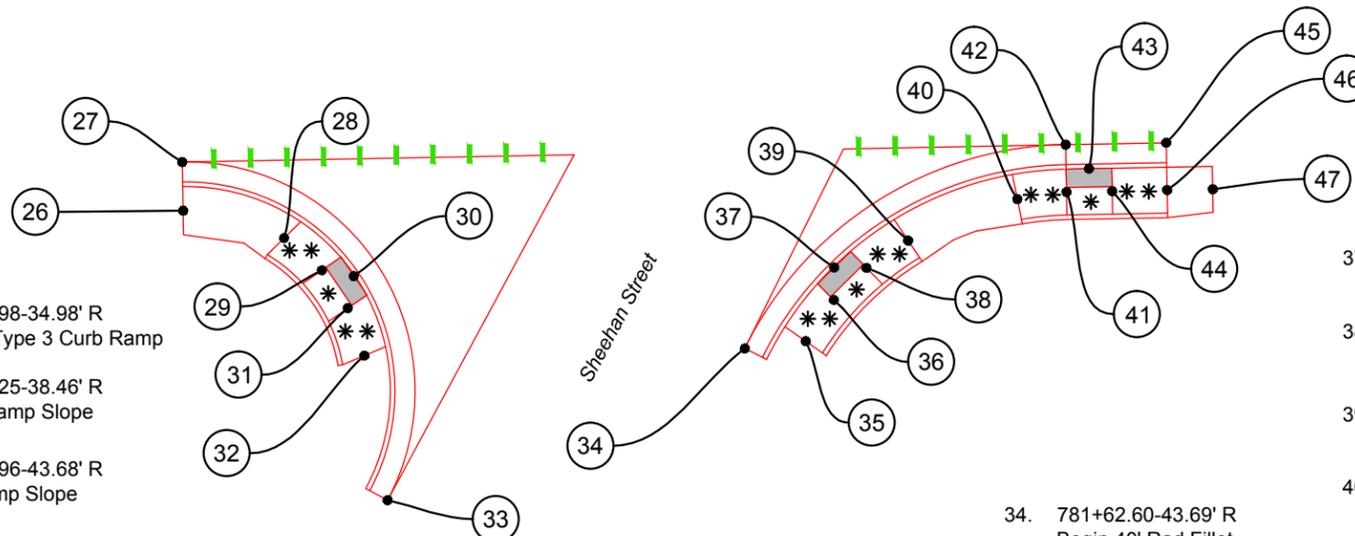
Cook Street

781+00

782+00

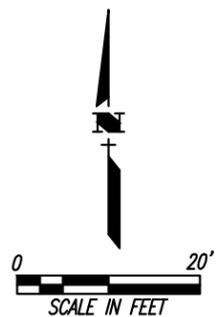
783+00

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| <ol style="list-style-type: none"> <li>26. 781+01.45-27.49' R<br/>Match Existing Sidewalk</li> <li>27. 781+01.45-22.19' R<br/>Begin 25' Rad Fillet<br/>Match TC EI 1410.70±</li> <li>28. 781+12.43-30.69' R<br/>Begin Ramp Slope</li> <li>29. 781+16.50-34.28' R<br/>Begin Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>30. 781+19.98-34.98' R<br/>Center Type 3 Curb Ramp</li> <li>31. 781+19.25-38.46' R<br/>Begin Ramp Slope</li> <li>32. 781+20.96-43.68' R<br/>End Ramp Slope</li> <li>33. 781+23.21-59.50' R<br/>End 25' Rad Fillet<br/>Match TC EI 1410.07±</li> </ol> |
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| <ol style="list-style-type: none"> <li>34. 781+62.60-43.69' R<br/>Begin 40' Rad Fillet<br/>Match TC EI 1411.67±</li> <li>35. 781+69.26-43.03' R<br/>Begin Ramp Slope</li> <li>36. 781+72.42-38.58' R<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>37. 781+72.52-35.04' R<br/>Center Type 3 Curb Ramp</li> <li>38. 781+76.06-35.15' R<br/>Begin Ramp Slope</li> <li>39. 781+80.67-32.25' R<br/>End Ramp Slope</li> <li>40. 781+92.70-27.96' R<br/>Begin Ramp Slope</li> <li>41. 781+98.10-27.29' R<br/>End Ramp Slope</li> <li>42. 781+98.10-22.12' R<br/>End 40' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1412.21 (Theor)</li> </ol> |
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| <ol style="list-style-type: none"> <li>43. 782+00.60-24.79' R<br/>Center Type 3 Curb Ramp</li> <li>44. 782+03.10-27.29' R<br/>Begin Ramp Slope</li> <li>45. 782+09.10-22.12' R<br/>End Str C &amp; G<br/>Match TC EI 1412.33±</li> <li>46. 782+09.10-27.29' R<br/>End Ramp Slope</li> <li>47. 782+14.10-27.29' R<br/>Match Existing Sidewalk</li> </ol> |
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# CURB RAMP DETAILS FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	79	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type F68 except as noted.

All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

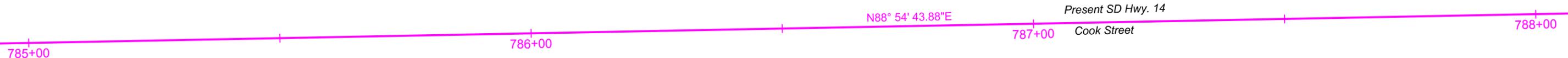
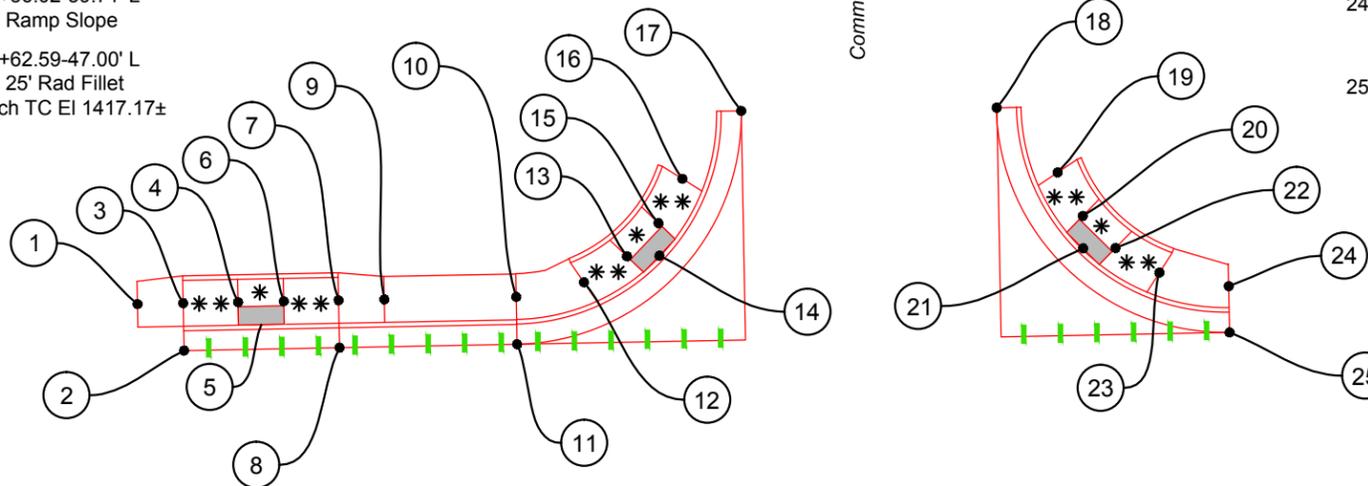
Detectable Warning Surface

Steel Bar Insertion  
 Longitudinal or Traverse Joint.  
 24" (Min.) No. 5 Epoxy Coated  
 Deformed Tie Bar spaced 48"  
 center to center.

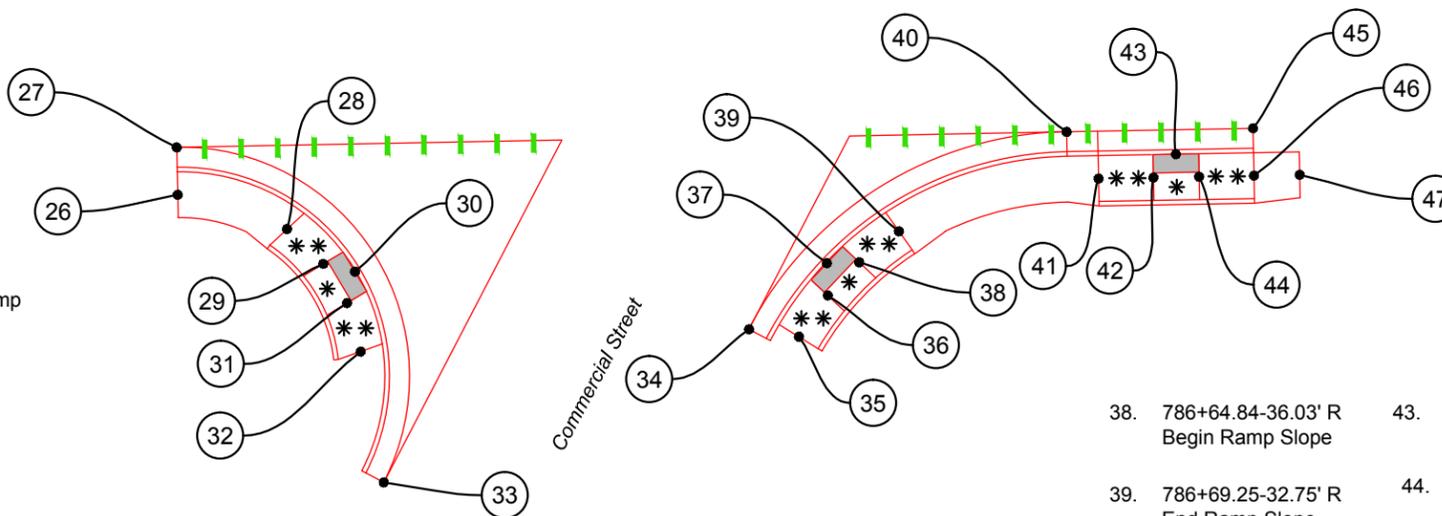
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| <ol style="list-style-type: none"> <li>1. 785+96.17-27.17' L<br/>Match Existing Sidewalk</li> <li>2. 786+01.17-22.00' L<br/>Begin Str C &amp; G<br/>Match TC EI 1416.34±</li> <li>3. 786+01.17-27.17' L<br/>Begin Ramp Slope</li> <li>4. 786+07.17-27.17' L<br/>End Ramp Slope</li> <li>5. 786+09.67-24.67' L<br/>Center Type 3 Curb Ramp</li> <li>6. 786+12.17-27.17' L<br/>Begin Ramp Slope</li> <li>7. 786+18.17-27.17' L<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>8. 786+18.17-22.00' L<br/>End Curb Transition<br/>Match TC EI 1416.36</li> <li>9. 786+23.17-27.17' L<br/>5' Sidewalk Width</li> <li>10. 786+37.59-27.17' L<br/>5' Sidewalk Width</li> <li>11. 786+37.59-22.00' L<br/>End Str C &amp; G<br/>Begin 25' Rad Fillet<br/>TC EI 1413.38</li> <li>12. 786+45.03-28.63' L<br/>Begin Ramp Slope</li> <li>13. 786+49.79-31.37' L<br/>End Ramp Slope</li> </ol> |
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14. 786+53.34-31.37' L  
Center Type 3 Curb Ramp
15. 786+53.31-34.92' L  
Begin Ramp Slope
16. 786+56.02-39.71' L  
End Ramp Slope
17. 786+62.59-47.00' L  
End 25' Rad Fillet  
Match TC EI 1417.17±

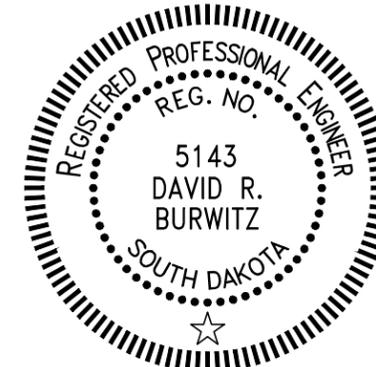
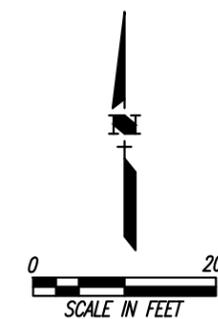
- |  |  |
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| <ol style="list-style-type: none"> <li>18. 786+90.54-46.82' L<br/>Begin 25' Rad Fillet<br/>Match TC EI 1417.15±</li> <li>19. 786+97.06-39.64' L<br/>Begin Ramp Slope</li> <li>20. 786+99.74-34.84' L<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>21. 786+99.69-31.29' L<br/>Center Type 3 Curb Ramp</li> <li>22. 787+03.24-31.26' L<br/>Begin Ramp Slope</li> <li>23. 787+07.99-28.49' L<br/>End Ramp Slope</li> <li>24. 787+15.54-26.86' L<br/>Match Existing Sidewalk</li> <li>25. 787+15.54-21.82' L<br/>End 25' Rad Fillet<br/>Match TC EI 1415.98±</li> </ol> |
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| <ol style="list-style-type: none"> <li>26. 785+90.44-27.26' R<br/>Match Existing Sidewalk</li> <li>27. 785+90.44-22.09' R<br/>End 25' Rad Fillet<br/>Match TC EI 1416.68±</li> <li>28. 786+02.33-31.22' R<br/>End Ramp Slope</li> <li>29. 786+06.23-35.09' R<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>30. 786+09.67-36.00' R<br/>Center Type 3 Curb Ramp</li> <li>31. 786+08.73-39.43' R<br/>Begin Ramp Slope</li> <li>32. 786+10.13-44.74' R<br/>End Ramp Slope</li> <li>33. 786+12.39-59.06' R<br/>End 25' Rad Fillet<br/>Match TC EI 1416.77±</li> </ol> |
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|--|---|---|
| <ol style="list-style-type: none"> <li>34. 786+52.68-43.07' R<br/>Begin 40' Rad Fillet<br/>Match TC EI 1416.35±</li> <li>35. 786+58.09-44.04' R<br/>Begin Ramp Slope</li> <li>36. 786+61.33-39.59' R<br/>End Ramp Slope</li> <li>37. 786+61.30-36.07' R<br/>Center Type 3 Curb Ramp</li> </ol> | <ol style="list-style-type: none"> <li>38. 786+64.84-36.03' R<br/>Begin Ramp Slope</li> <li>39. 786+69.25-32.75' R<br/>End Ramp Slope</li> <li>40. 786+87.79-22.23' R<br/>End 40' Rad Fillet<br/>Begin Str C &amp; G<br/>TC EI 1416.24</li> <li>41. 786+91.19-27.40' R<br/>Begin Ramp Slope</li> <li>42. 786+97.19-27.40' R<br/>End Ramp Slope</li> </ol> | <ol style="list-style-type: none"> <li>43. 786+99.69-24.90' R<br/>Center Type 3 Curb Ramp</li> <li>44. 787+02.19-27.40' R<br/>Begin Ramp Slope</li> <li>45. 787+08.19-22.23' R<br/>End Str C &amp; G<br/>Match TC EI 1416.15±</li> <li>46. 787+08.19-27.40' R<br/>End Ramp Slope</li> <li>47. 787+13.19-27.40' R<br/>Match Existing Sidewalk</li> </ol> |
|--|---|---|



# CURB RAMP DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300	80	96

Rev. 01/06/2014

Notes: All Curb and Gutter shown on this sheet is Type F68 except as noted.

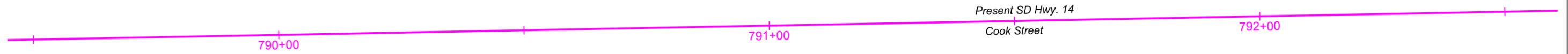
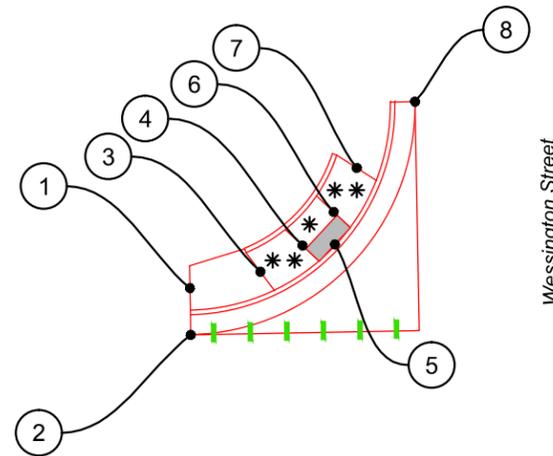
All Sidewalk is 5' wide except as noted.

- \* Landing
- \*\* Ramp slopes with 8.3% max slope
- \*\*\* Sidewalk with 5% max long slope

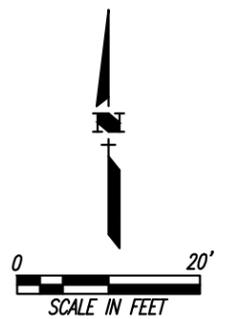
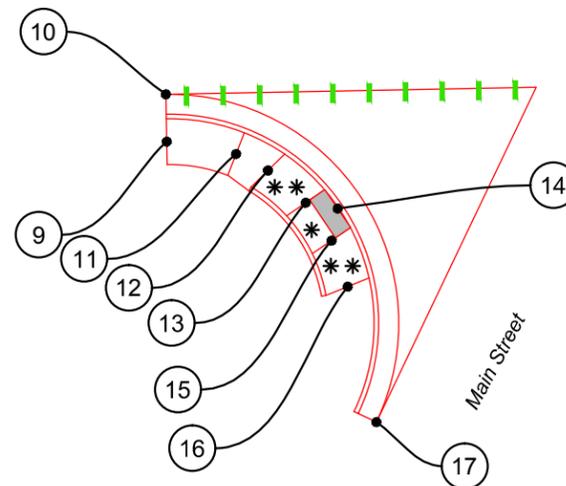
Detectable Warning Surface

Steel Bar Insertion  
 Longitudinal or Traverse Joint.  
 24" (Min.) No. 5 Epoxy Coated  
 Deformed Tie Bar spaced 48"  
 center to center.

- |   |   |
|---|---|
| 1. 790+87.22-27.08' L<br>Match Existing Sidewalk                      | 5. 791+03.17-31.54' L<br>Center Type 3 Curb Ramp                    |
| 2. 790+87.22-21.97' L<br>Begin 25' Rad Fillet<br>Match TC EI 1407.35± | 6. 791+03.09-35.09' L<br>Begin Ramp Slope                           |
| 3. 790+94.96-28.72' L<br>Begin Ramp Slope                             | 7. 791+05.71-39.84' L<br>End Ramp Slope                             |
| 4. 790+99.62-31.50' L<br>End Ramp Slope                               | 8. 791+12.22-46.97' L<br>End 25' Rad Fillet<br>Match TC EI 1405.96± |

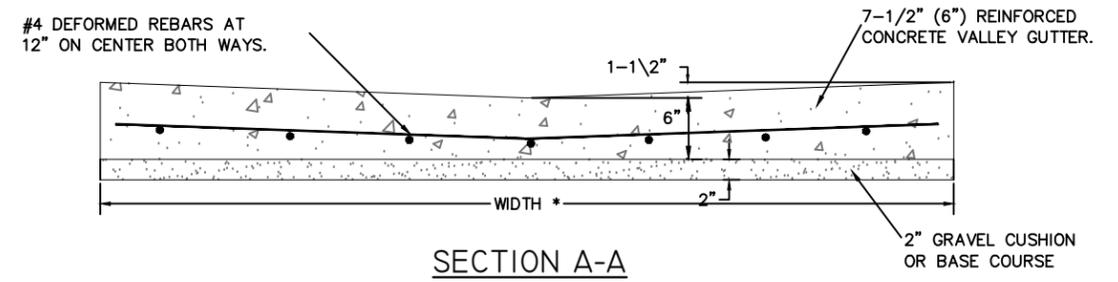
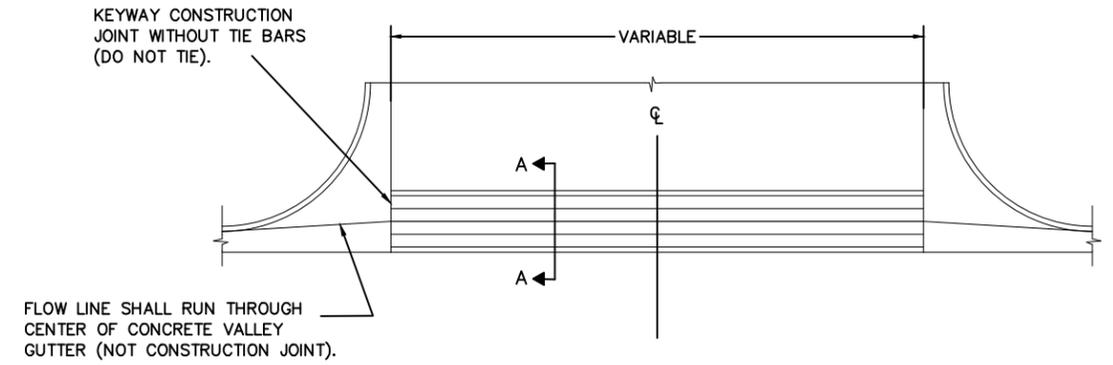


- |  |  |
|--|--|
| 9. 790+80.25-27.64' R<br>Match Existing Sidewalk                       | 13. 790+95.33-34.59' R<br>End Ramp Slope                             |
| 10. 790+80.25-22.47' R<br>Begin 25' Rad Fillet<br>Match TC EI 1407.49± | 14. 790+98.81-35.30' R<br>Center Type 3 Curb Ramp                    |
| 11. 790+87.80-29.13' R<br>5' Sidewalk Width                            | 15. 790+98.07-38.77' R<br>Begin Ramp Slope                           |
| 12. 790+91.27-30.99' R<br>Begin Ramp Slope                             | 16. 790+99.74-43.83' R<br>End Ramp Slope                             |
|  | 17. 791+02.60-58.67' R<br>End 25' Rad Fillet<br>Match TC EI 1405.89± |



FOR BIDDING PURPOSES ONLY

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH 0014(00)300 P 0045(00)111	81	96

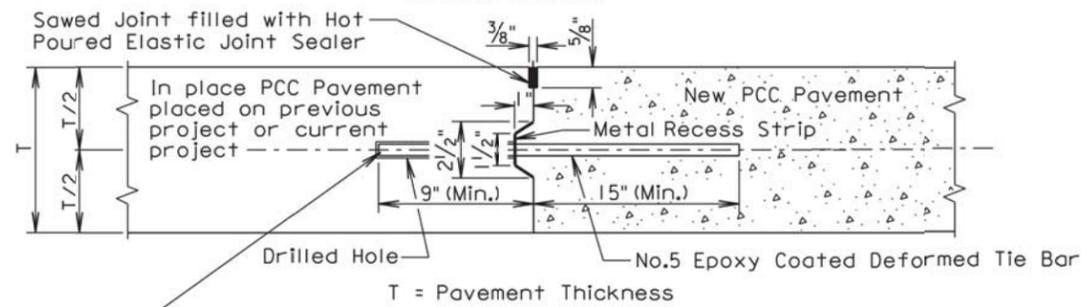


NOTES:  
ALL REBAR SHALL BE EPOXY COATED  
REFER TO PLANS FOR LENGTH OF VALLEY GUTTER  
ALL REBAR WILL BE TIED AND IN PLACE. (NOT A PAY ITEM)  
\* WIDTH SHALL BE 6'0" MINIMUM ON RESIDENTIAL STREETS. 8'0" MINIMUM WHERE USED ADJACENT TO OR ON COLLECTOR STREETS.

CONCRETE VALLEY GUTTER

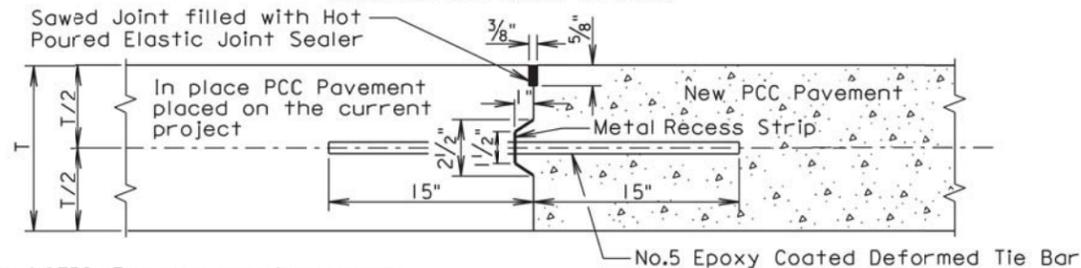
FOR BIDDING PURPOSES ONLY

**LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS  
(DRILLED IN BARS)**



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

**LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS  
(INSERTED OR FORMED IN BARS)**



**GENERAL NOTES (For the details above):**

The epoxy coated deformed tie bars shall be spaced in accordance with the following tables:

Tie Bar Spacing 48" Maximum	
Transverse Contraction Joint Spacing	Number of Tie Bars
6.5' to 10'	2
10.5' to 14'	3
14.5' to 18'	4
18.5' to 22'	5

Tie Bar Spacing 30" Maximum	
Transverse Contraction Joint Spacing	Number of Tie Bars
5' to 7'	2
7.5' to 9.5'	3
10' to 12'	4
12.5' to 14.5'	5
15' to 17'	6
17.5' to 19.5'	7
20' to 22'	8

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

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

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

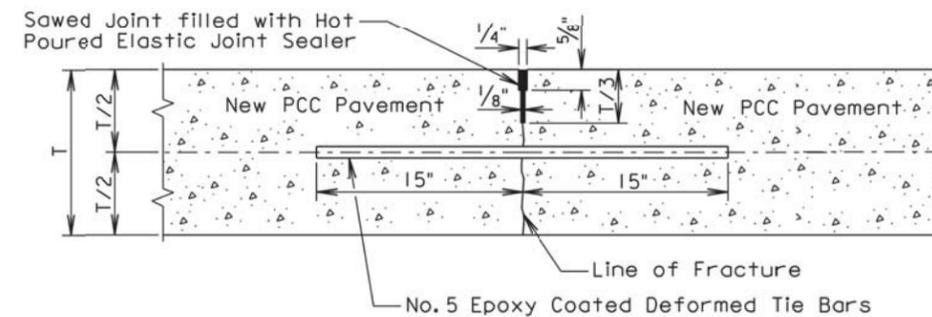
The keyway is optional and is not required. When concrete pavement is formed and a keyway is provided, a metal recess strip shall be used. When concrete pavement is slip formed, a metal recess strip is not required.

August 31, 2013

<b>S D D O T</b>	<b>PCC PAVEMENT LONGITUDINAL JOINTS WITH TIE BARS</b>	PLATE NUMBER <b>380.10</b>
		Sheet 1 of 2

Published Date: 1st Qtr. 2014

**SAWED LONGITUDINAL JOINT WITH TIE BARS  
(POURED MONOLITHICALLY)**



T = Pavement Thickness

**GENERAL NOTES (For the detail above):**

The epoxy coated deformed tie bars shall be spaced in accordance with the following table:

Tie Bar Spacing 48" Maximum	
Transverse Contraction Joint Spacing	Number of Tie Bars
6.5' to 10'	2
10.5' to 14'	3
14.5' to 18'	4
18.5' to 22'	5

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

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

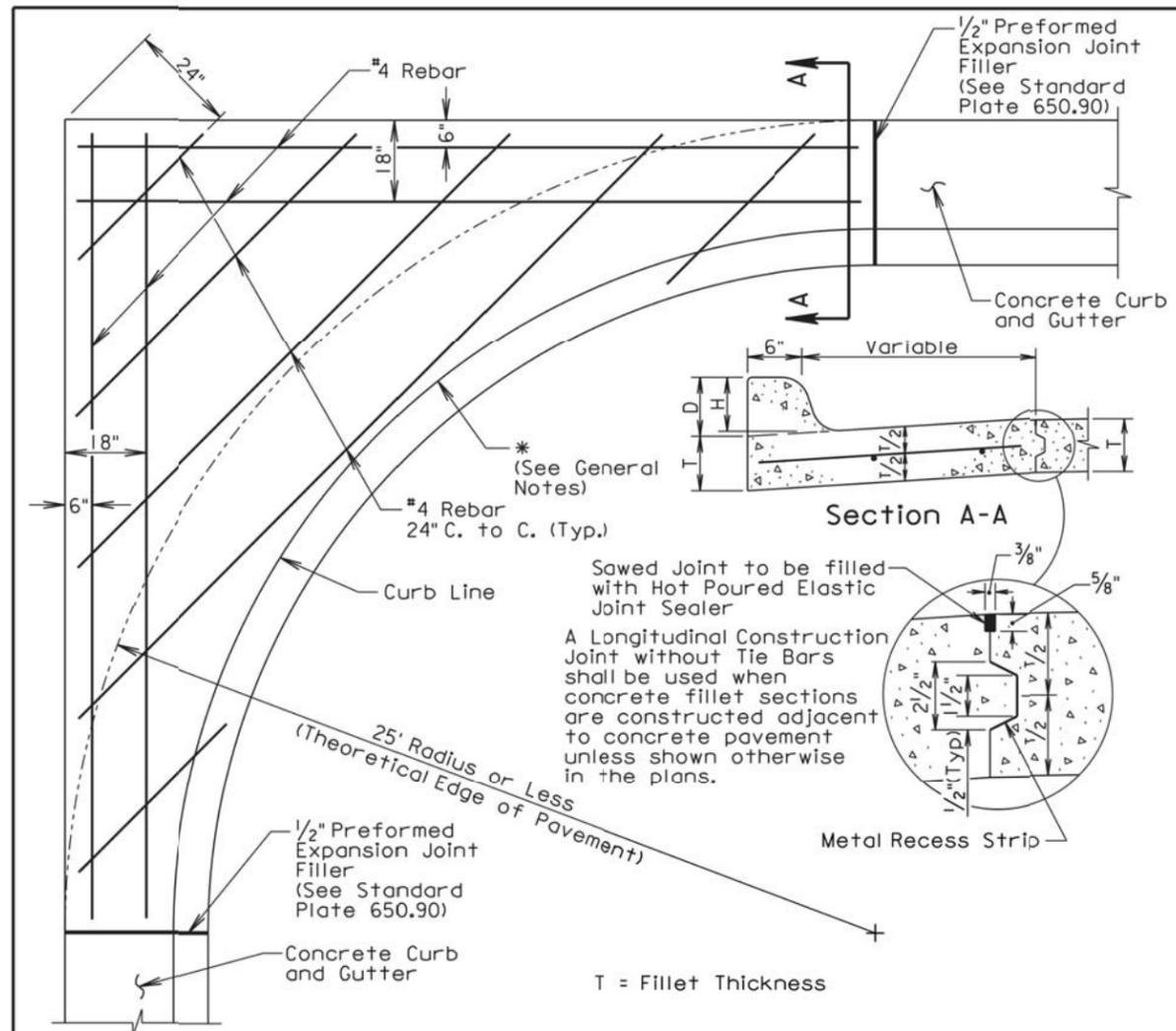
The first saw cut to control cracking shall be a minimum of 1/3 the thickness of the pavement. Additional sawing for widening the saw cut to provide the width for the installation of the hot poured elastic joint sealer is necessary.

August 31, 2013

<b>S D D O T</b>	<b>PCC PAVEMENT LONGITUDINAL JOINTS WITH TIE BARS</b>	PLATE NUMBER <b>380.10</b>
		Sheet 2 of 2

Published Date: 1st Qtr. 2014

FOR BIDDING PURPOSES ONLY



**GENERAL NOTES:**

\* If a curb ramp is constructed adjacent to a PCC fillet section, the curb will need to be modified. Refer to the corresponding curb ramp standard plate or other special details in the plans for modification of the PCC fillet section.

Dimensions D, H, and T shall conform to those shown on the appropriate curb and gutter standard plate.

All rebar shall conform to A.S.T.M. A615 Grade 60 and the Standard Specifications Sections 480 and 1010. All rebar shall have a minimum of 3" clear cover.

Class M6 Concrete shall be used in construction of the fillets.

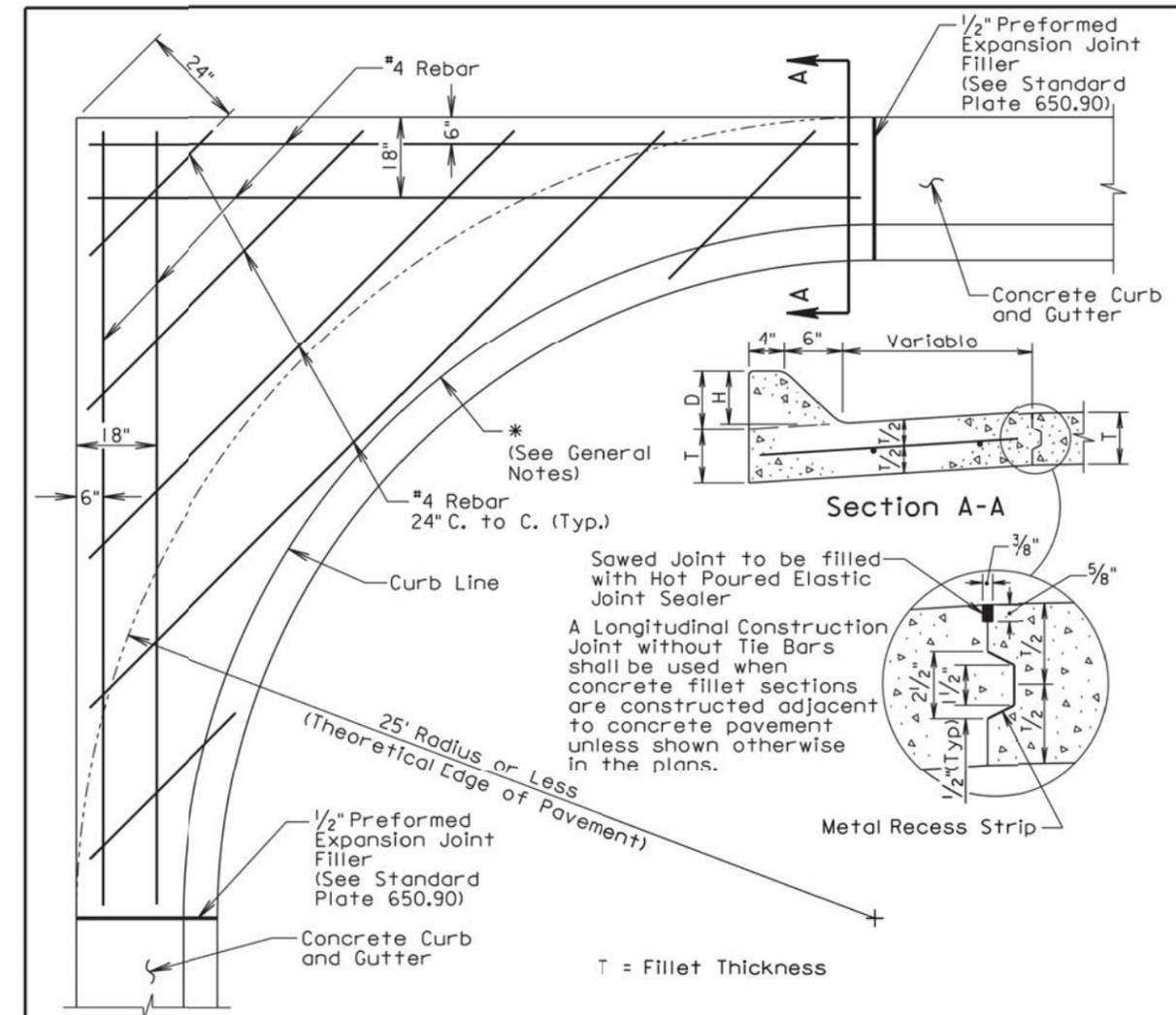
The concrete curb shall be monolithic with the concrete fillet. No separate payment for this curb will be made as the curb is considered a part of the fillet.

Joints shall be constructed at 10' intervals except when fillets are constructed adjacent to PCC Pavement. If there is adjacent PCC Pavement the joints shall be extended from edge of pavement through the fillet section as directed by the Engineer.

The cost for all materials, labor, and incidentals necessary to construct the PCC fillet section with curb and gutter shall be incidental to the contract unit price per square yard for the corresponding PCC fillet section bid item.

September 6, 2013

<b>S D D O T</b>	<b>PCC FILLET SECTION WITH TYPE B CURB AND GUTTER</b>	PLATE NUMBER <b>380.16</b>
	Published Date: 1st Qtr. 2014	Sheet 1 of 1



**GENERAL NOTES:**

\* If a curb ramp is constructed adjacent to a PCC fillet section, the curb will need to be modified. Refer to the corresponding curb ramp standard plate or other special details in the plans for modification of the PCC fillet section.

Dimensions D, H, and T shall conform to those shown on the appropriate curb and gutter standard plate.

All rebar shall conform to A.S.T.M. A615 Grade 60 and the Standard Specifications Sections 480 and 1010. All rebar shall have a minimum of 3" clear cover.

Class M6 Concrete shall be used in construction of the fillets.

The concrete curb shall be monolithic with the concrete fillet. No separate payment for this curb will be made as the curb is considered a part of the fillet.

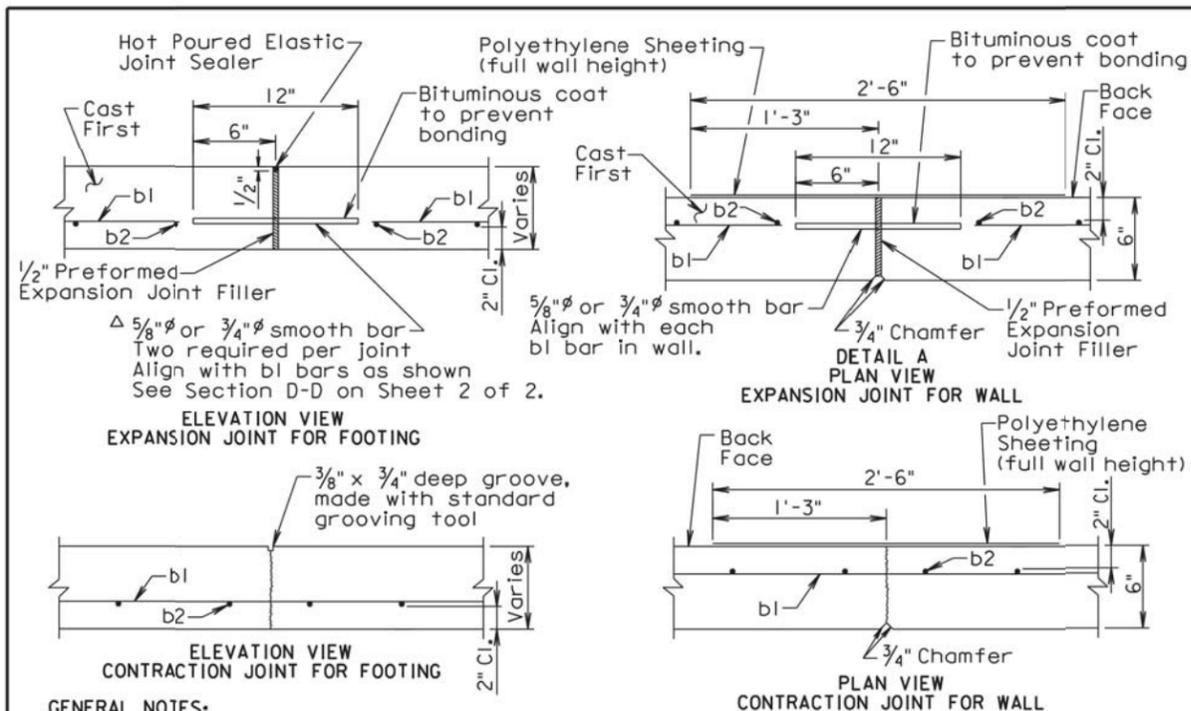
Joints shall be constructed at 10' intervals except when fillets are constructed adjacent to PCC Pavement. If there is adjacent PCC Pavement the joints shall be extended from edge of pavement through the fillet section as directed by the Engineer.

The cost for all materials, labor, and incidentals necessary to construct the PCC fillet section with curb and gutter shall be incidental to the contract unit price per square yard for the corresponding PCC fillet section bid item.

September 6, 2013

<b>S D D O T</b>	<b>PCC FILLET SECTION WITH TYPE F CURB AND GUTTER</b>	PLATE NUMBER <b>380.17</b>
	Published Date: 1st Qtr. 2014	Sheet 1 of 1

**FOR BIDDING PURPOSES ONLY**



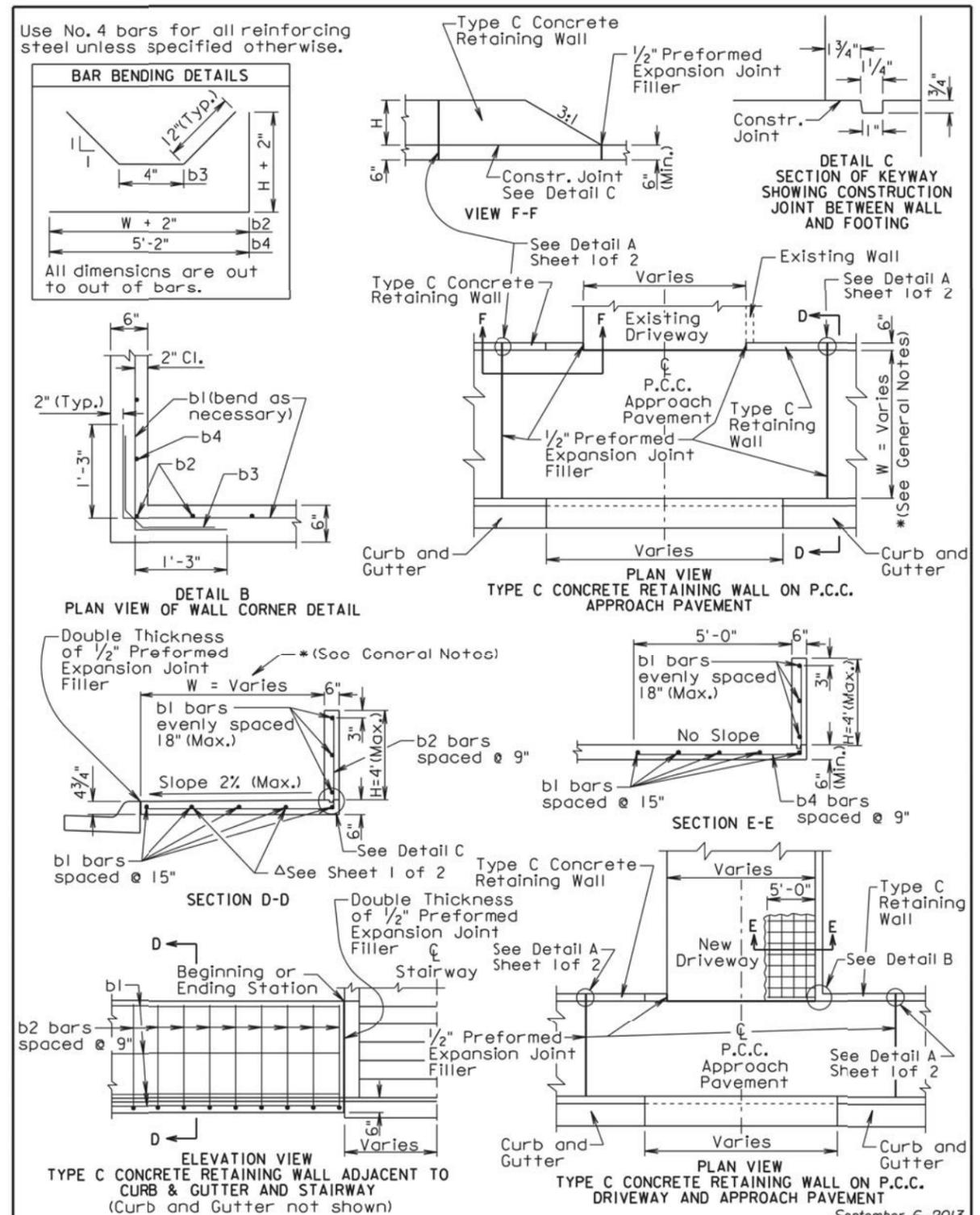
**GENERAL NOTES:**

- The Type C Concrete Retaining Wall shall be placed adjacent to pavement or curb and gutter as shown in Section D-D on sheet 2 of 2.
- \*The sidewalk width of the Type C Concrete Retaining Wall shall not be wider than 8 feet or narrower than 5 feet. Use plans for specified width.
- In the areas where the retaining wall footing is to be placed, a 2 inch thickness of cushion material shall be placed and compacted. The cushion material shall conform to Section 651.2 C. of the Standard Specifications.
- All concrete shall be Class M6 and conform to Section 462 of the Standard Specifications.
- All reinforcing steel shall be epoxy coated and shall conform to ASTM A615, Grade 60. The epoxy coating shall conform to AASHTO M284.
- For variable height walls, the top b1 bar shall be placed parallel to the top of the wall. The b1 bars shall be lapped a minimum of 12 inches.
- A 3/4 inch chamfer shall be provided on all exposed retaining wall edges.
- Use Detail B on sheet 2 of 2 for constructing corners in the retaining wall.
- The maximum expansion joint spacing shall be 90 feet and the maximum contraction joint spacing shall be 30 feet. The contraction and expansion joints shall be placed to match pavement or curb joints where possible.
- The exposed retaining wall surfaces shall receive a finish in accordance with 460.3 M. of the Standard Specifications. The exposed surface of the retaining wall footing, when used as a sidewalk, shall receive a broom finish.
- The Type C Concrete Retaining Wall shall be measured to the nearest square foot of front face area.
- All costs for excavation, furnishing and placing backfill and cushion material, labor, equipment, preformed expansion joint filler, all reinforcing steel including the smooth bars, and all concrete except in the areas of PCC driveway and approach pavement, shall be incidental to the contract unit price per square foot for "Type C Concrete Retaining Wall".
- The concrete used for the retaining wall footing that extends into the approach and/or driveway pavement shall be paid for at the contract unit price per square yard for the corresponding "PCC Approach Pavement" and/or "PCC Driveway Pavement" bid items.

September 6, 2013

<b>S D D O T</b>	<b>TYPE C CONCRETE RETAINING WALL</b>	PLATE NUMBER 530.01
		Sheet 1 of 2

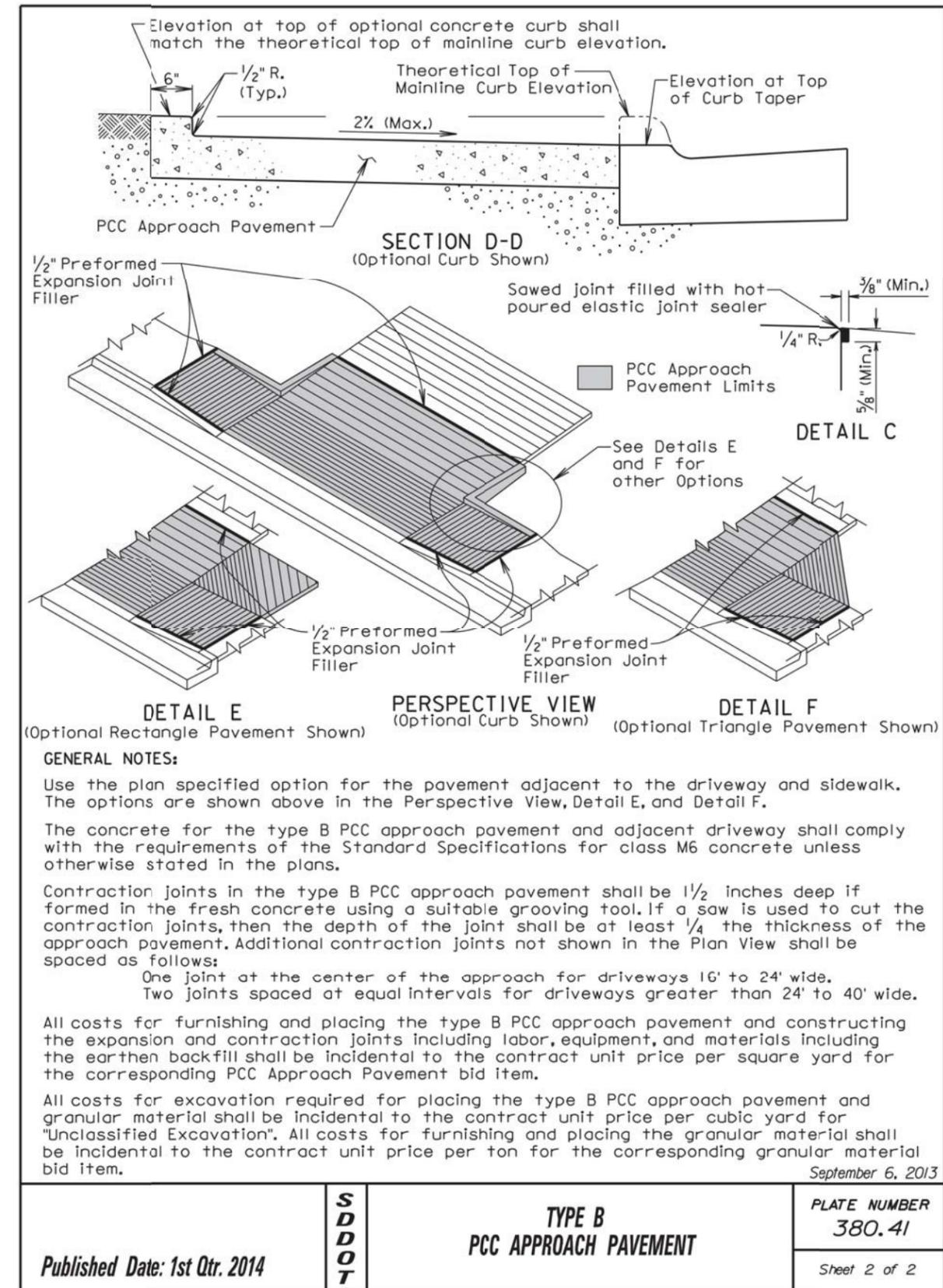
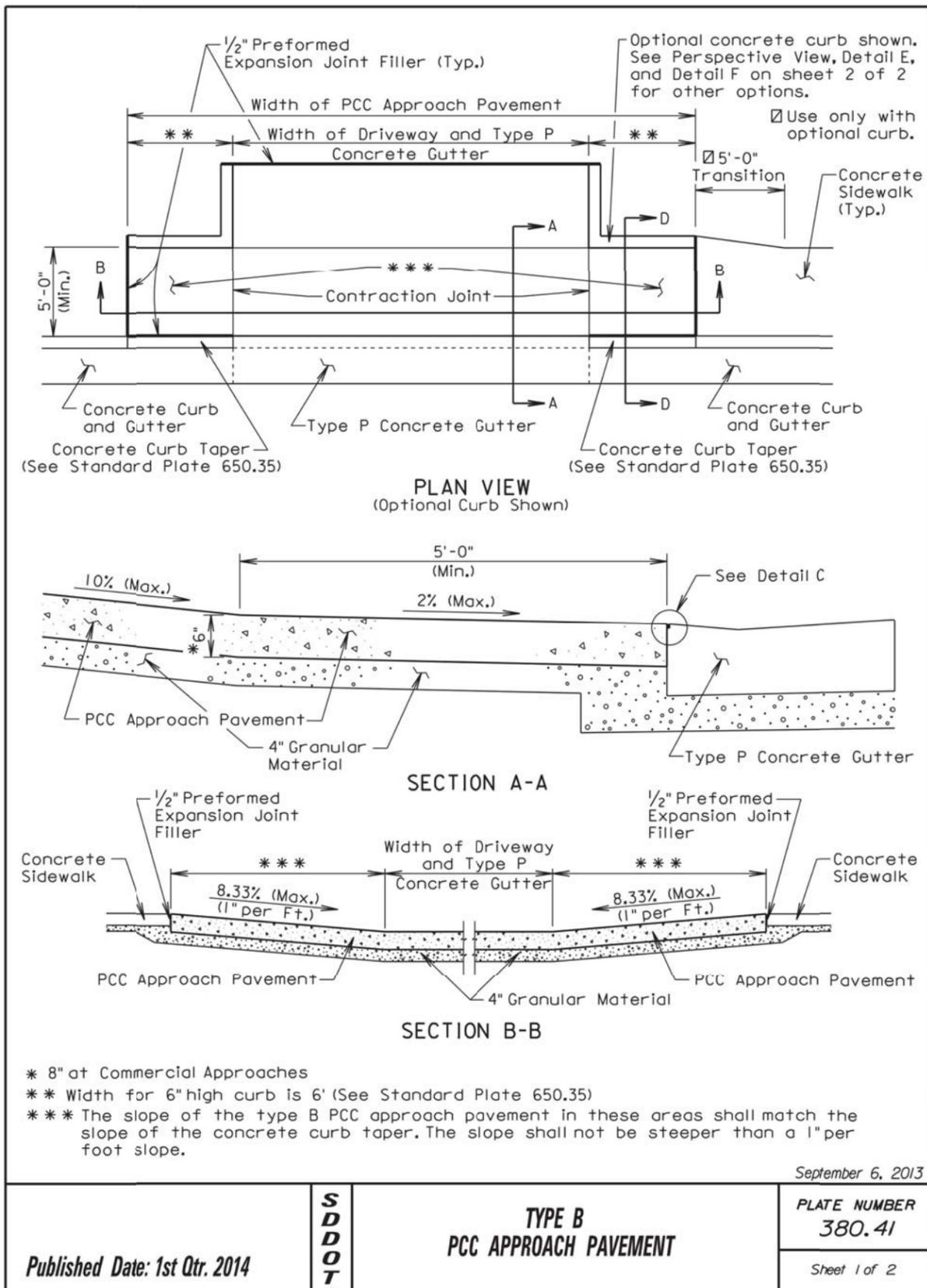
Published Date: 1st Qtr. 2014



<b>S D D O T</b>	<b>TYPE C CONCRETE RETAINING WALL</b>	PLATE NUMBER 530.01
		Sheet 2 of 2

Published Date: 1st Qtr. 2014

FOR BIDDING PURPOSES ONLY



Published Date: 1st Qtr. 2014	S D D O T	TYPE B PCC APPROACH PAVEMENT	PLATE NUMBER 380.41
			Sheet 1 of 2

Published Date: 1st Qtr. 2014	S D D O T	TYPE B PCC APPROACH PAVEMENT	PLATE NUMBER 380.41
			Sheet 2 of 2

FOR BIDDING PURPOSES ONLY

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	100 - 200	180	25
35 - 40	350	320	25
45 - 50	500	600	50
55	750	660	50
60 - 65	1000	780	50

■ Channelizing Device

**END ROAD WORK**  
G20-2

The channelizing devices shall be drums or 42" cones if traffic control must remain overnight or longer.

For short duration operations (1 hour or less) all signs and channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.

Worker signs (W21-1 or W21-1a) may be used instead of SHOULDER WORK signs.

A SHOULDER WORK sign should be placed on the left side of a divided or one-way roadway only if the left shoulder is affected.

The SHOULDER WORK sign on an intersecting roadway is not required if drivers emerging from that roadway will encounter another advance warning sign before they reach a work activity area.

WORK SPACE

SHOULDER WORK  
W21-5

ROAD WORK AHEAD  
W20-1

END ROAD WORK  
G20-2

February 14, 2011

**SDDOT**

**GUIDES FOR TRAFFIC CONTROL DEVICES  
WORK ON SHOULDERS**

PLATE NUMBER  
634.03

Sheet 1 of 1

Published Date: 1st Qtr. 2014

WORK SPACE

Channelizing Device

Temporary Pavement Markings for Crosswalk Lines

Curbside parking shall be prohibited for at least 50' in advance of midblock crosswalk.

Pedestrian traffic signal displays controlling closed crosswalks should be covered or deactivated.

Only the traffic control devices controlling pedestrian flows are shown. Other devices may be needed to control traffic on the streets. Use lane closure signing or ROAD NARROWS signs as needed.

Street lighting should be considered.

For nighttime closures, Type A flashing warning lights may be used on barricades supporting signs and closing walkways.

The channelizing devices shall be drums or type II barricades if traffic control must remain overnight or longer.

February 14, 2011

**SDDOT**

**GUIDES FOR TRAFFIC CONTROL DEVICES  
SIDEWALK CLOSURES AND PEDESTRIAN DETOURS**

PLATE NUMBER  
634.33

Sheet 1 of 1

Published Date: 1st Qtr. 2014

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet)			Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
	(A)	(B)	(C)		
0 - 30	200			180	25
35 - 40	350			320	25
45 - 50	500			600	50 *
55	750			660	50 *
60 - 65	1000			780	50 *

\* Spacing to be every 40' for 42" cones.

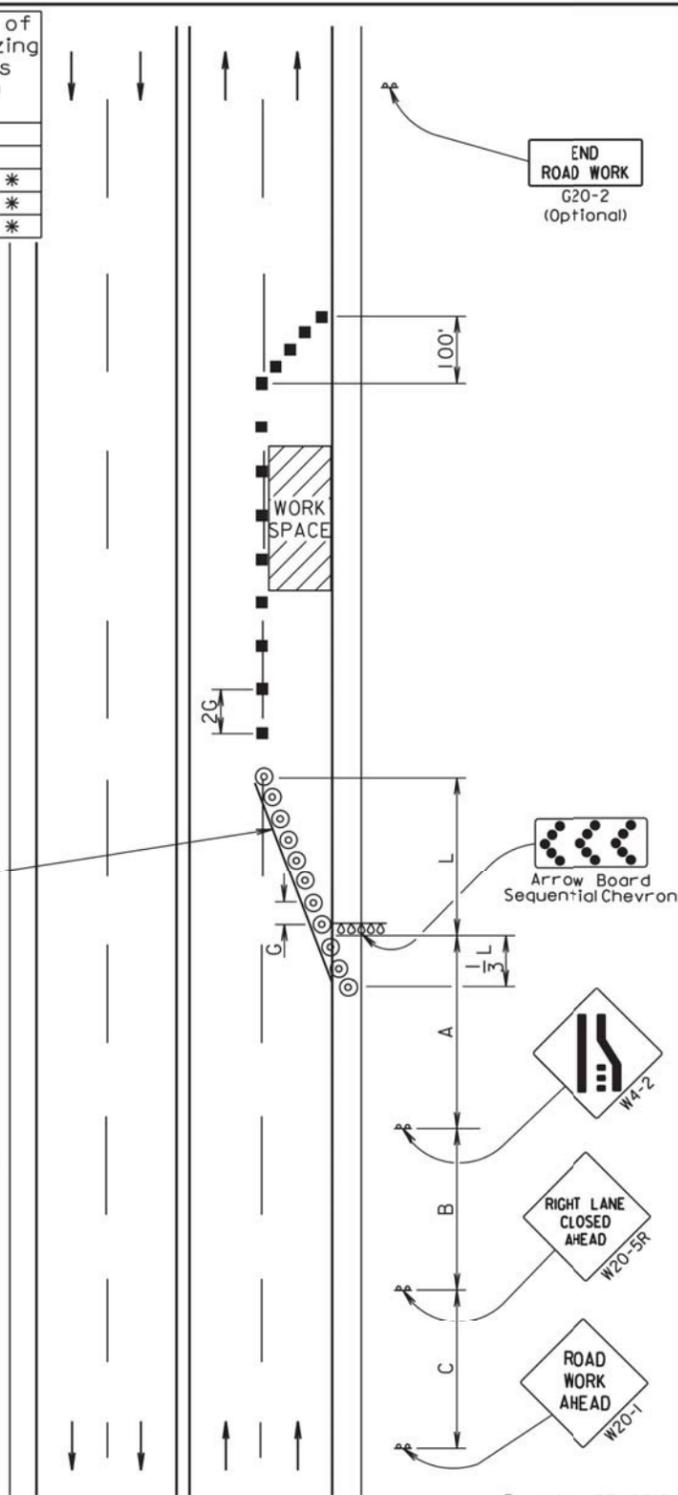
⊙ Reflectorized Drum

■ Channelizing Device shall be 42" cones or drums

42" cones may be used in place of the drums shown in the taper if setup will not be used during any night time hours.

4" white temporary pavement marking shall be used for overnight and long term operations.

Longitudinal dimensions may be adjusted to fit project conditions such as horizontal curves, vertical curves, and other site restrictions.



December 23, 2012

Published Date: 1st Qtr. 2014

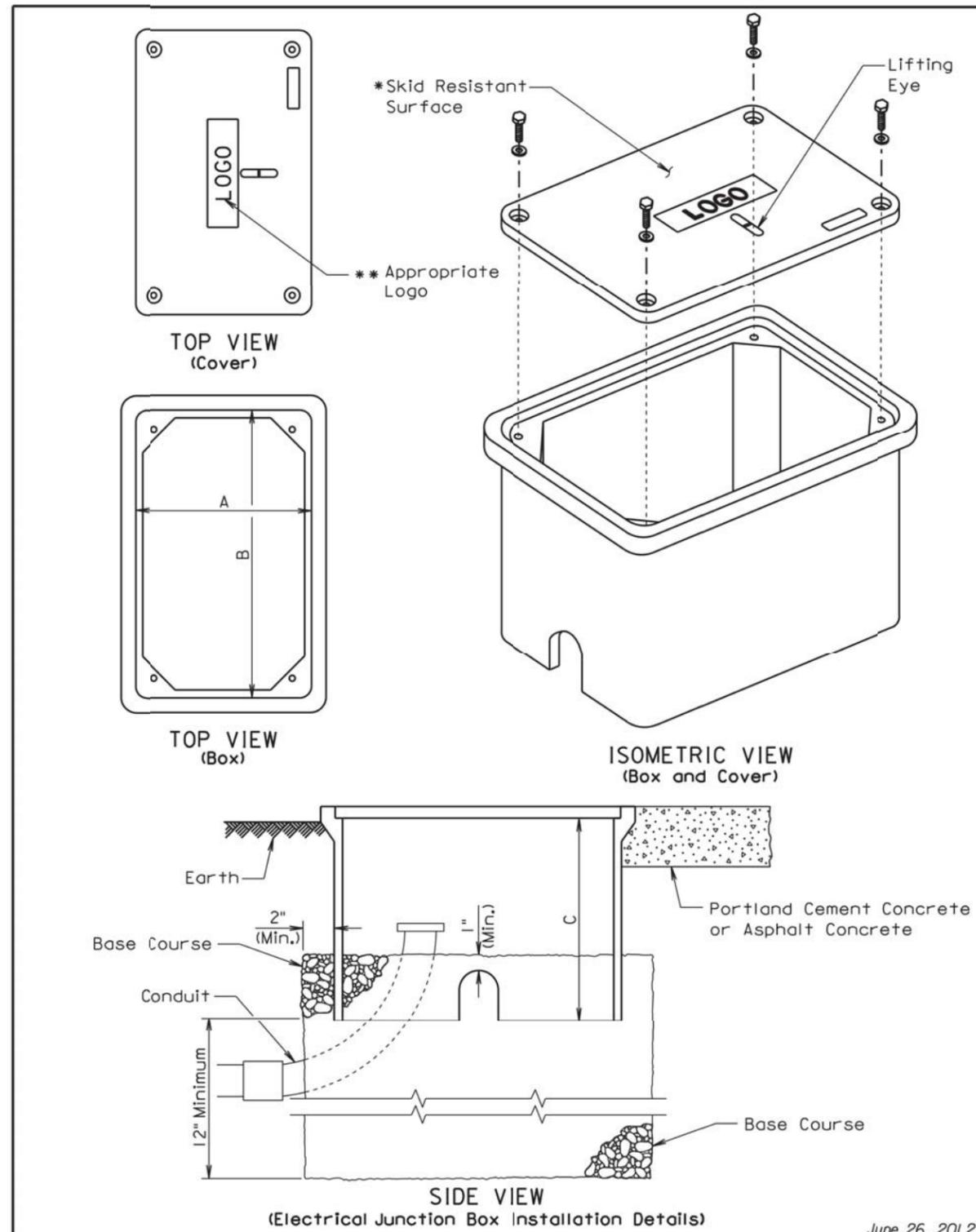
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**GUIDES FOR TRAFFIC CONTROL DEVICES  
4-LANE UNDIVIDED, RIGHT LANE CLOSED**

PLATE NUMBER  
**634.47**

Sheet 1 of 1

FOR BIDDING PURPOSES ONLY



ELECTRICAL JUNCTION BOX

TYPE	DESCRIPTION	DIMENSIONS		
		A	B	C
1	Open Bottom with Gasket	11"-15"	16"-21"	18" (Min.)
2	Open Bottom with Gasket	13"-18"	23"-28"	18" (Min.)
3	Open Bottom with Gasket	17"-22"	24"-30"	18" (Min.)
4	Open Bottom with Gasket	28"-33"	36"-48"	24" (Min.)

GENERAL NOTES:

The cover shall be gasketed with a minimum of two stainless steel bolts and washers.

The cover shall have a lifting eye.

\*The surface of the cover shall have a minimum wet and dry coefficient of friction value of 0.5 as determined by ASTM F 609.

\*\*The cover of the junction box shall have the appropriate logo in one inch size letters and shall be recessed. When the junction box contains cables or wires for a traffic signal then the logo shall be "Signal". When the junction box contains lighting conductors then the logo shall be "Lighting".

The electrical junction boxes shall comply with the American National Standards Institute (ANSI)/Society of Cable Telecommunications Engineers (SCTE) 77 2007 Specification for Underground Enclosure Integrity. The loading requirement for all the electrical junction boxes shall be Tier 8 of ANSI/SCTE 77 2007.

The electrical junction boxes shall be UL listed.

June 26, 2012

Published Date: 1st Qtr. 2014

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**ELECTRICAL JUNCTION BOXES  
TYPE 1 THROUGH TYPE 4**

PLATE NUMBER  
635.65

Sheet 1 of 2

June 26, 2012

Published Date: 1st Qtr. 2014

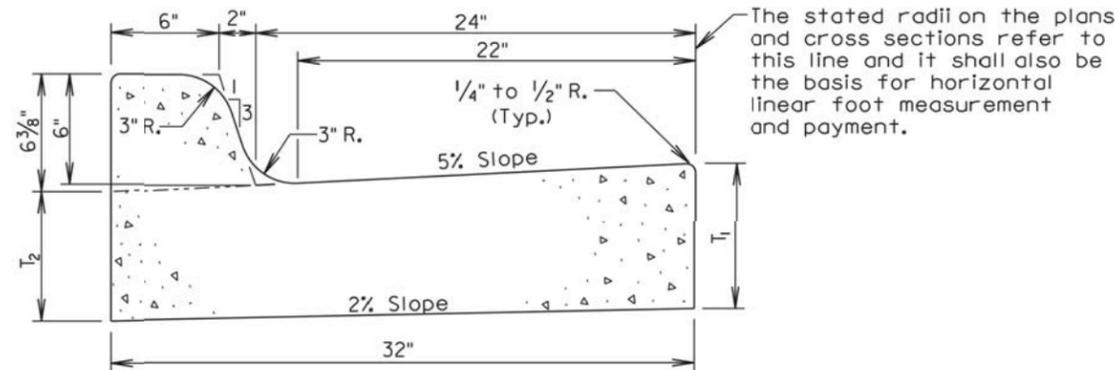
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**ELECTRICAL JUNCTION BOXES  
TYPE 1 THROUGH TYPE 4**

PLATE NUMBER  
635.65

Sheet 2 of 2

FOR BIDDING PURPOSES ONLY



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

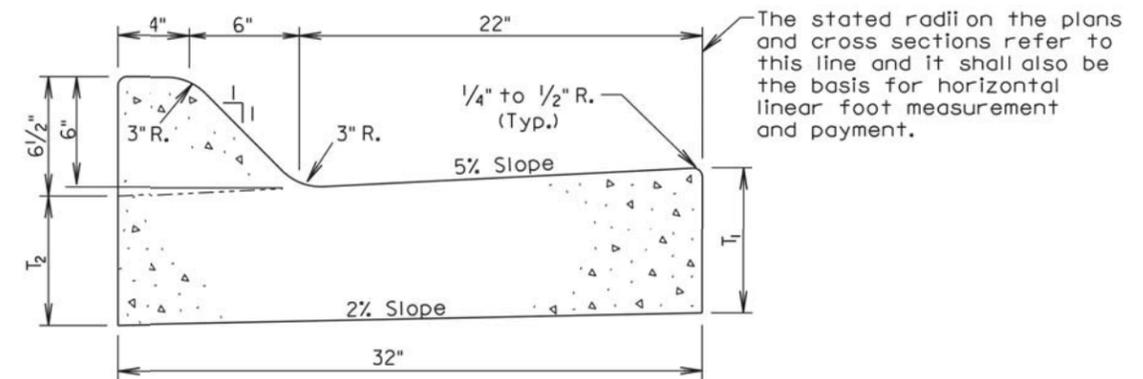
GENERAL NOTES:

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

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

September 6, 2008

Published Date: 1st Qtr. 2014	S D D O T	TYPE B CONCRETE CURB AND GUTTER	PLATE NUMBER 650.01
			Sheet 1 of 1



Type	T <sub>1</sub> (Inches)	T <sub>2</sub> (Inches)	Cu. Yd. Per Lin. Ft.	Lin. Ft. Per Cu. Yd.
F66	6	5 <sup>1</sup> / <sub>16</sub>	0.057	17.6
F67	7	6 <sup>1</sup> / <sub>16</sub>	0.065	15.4
F68	8	7 <sup>1</sup> / <sub>16</sub>	0.073	13.6
F68.5	8.5	7 <sup>9</sup> / <sub>16</sub>	0.077	12.9
F69	9	8 <sup>1</sup> / <sub>16</sub>	0.082	12.3
F69.5	9.5	8 <sup>9</sup> / <sub>16</sub>	0.086	11.7
F610	10	9 <sup>1</sup> / <sub>16</sub>	0.090	11.1
F610.5	10.5	9 <sup>9</sup> / <sub>16</sub>	0.094	10.7
F611	11	10 <sup>1</sup> / <sub>16</sub>	0.098	10.2
F611.5	11.5	10 <sup>9</sup> / <sub>16</sub>	0.102	9.8
F612	12	11 <sup>1</sup> / <sub>16</sub>	0.106	9.4

GENERAL NOTES:

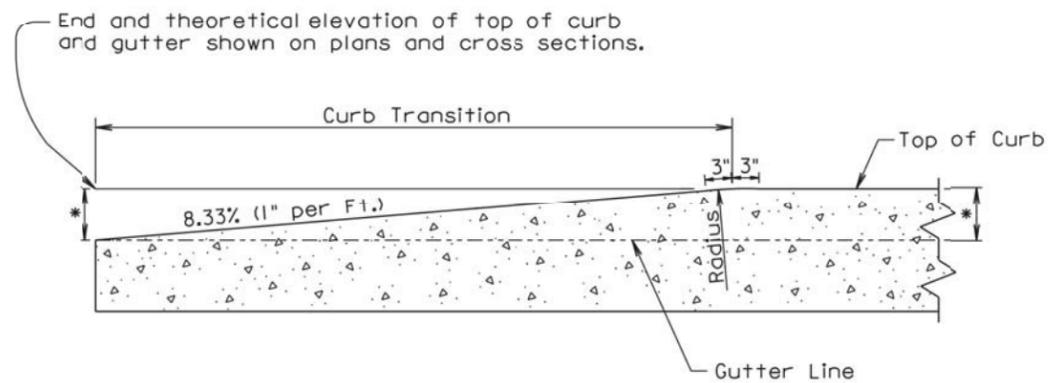
When concrete curb and gutter longitudinally adjoins new concrete pavement, the method of attachment shall be by one of the methods shown on Standard Plate 380.11.

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

September 6, 2008

Published Date: 1st Qtr. 2014	S D D O T	TYPE F CONCRETE CURB AND GUTTER	PLATE NUMBER 650.20
			Sheet 1 of 1

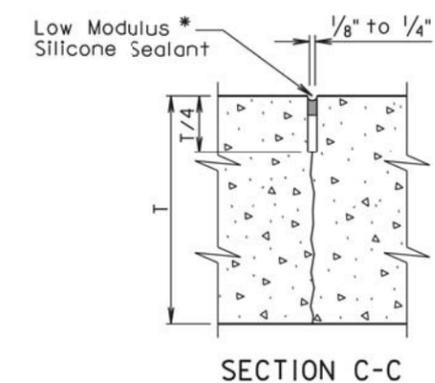
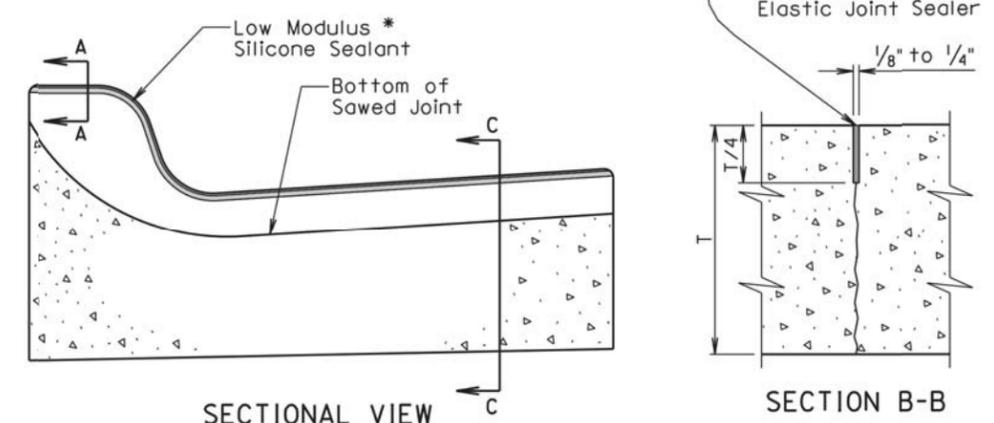
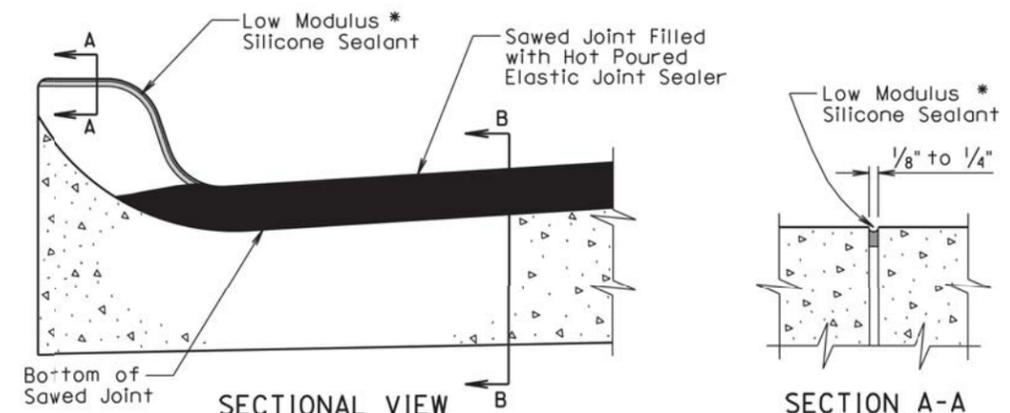
FOR BIDDING PURPOSES ONLY



LONGITUDINAL SECTION OF CONCRETE CURB TAPER

September 14, 2005

Published Date: 1st Qtr. 2014	S D D O T	CONCRETE CURB TAPER	PLATE NUMBER 650.35
			Sheet 1 of 1

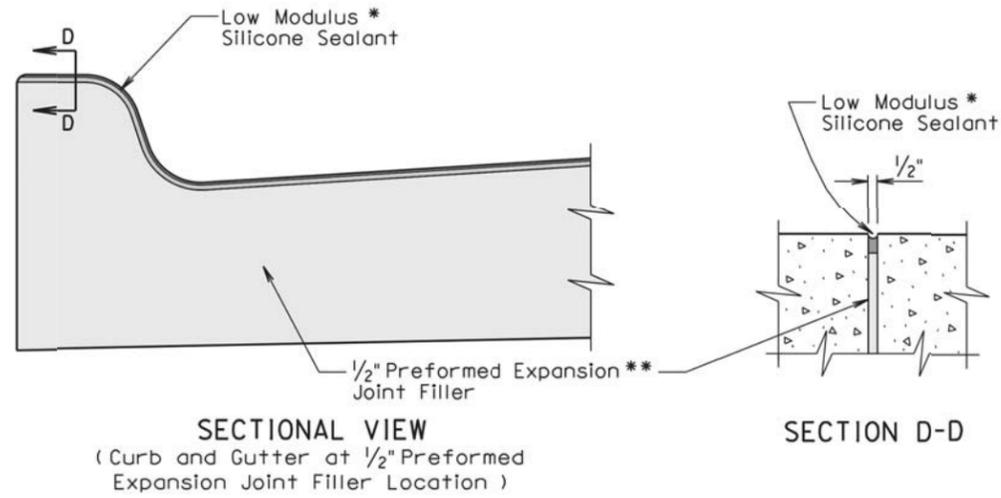


\* The silicone sealant shall be placed such that it completely seals the joint and is bonded to the sides of the clean joint as approved by the Engineer.

September 6, 2013

Published Date: 1st Qtr. 2014	S D D O T	JOINTS IN CONCRETE CURB AND GUTTER	PLATE NUMBER 650.90
			Sheet 1 of 2

FOR BIDDING PURPOSES ONLY



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

**GENERAL NOTES:**

For illustrative reason, only the type B curb and gutter is shown.

\*\* A 1/2" preformed expansion joint filler shall be placed transversely in the curb and gutter at the following locations:

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

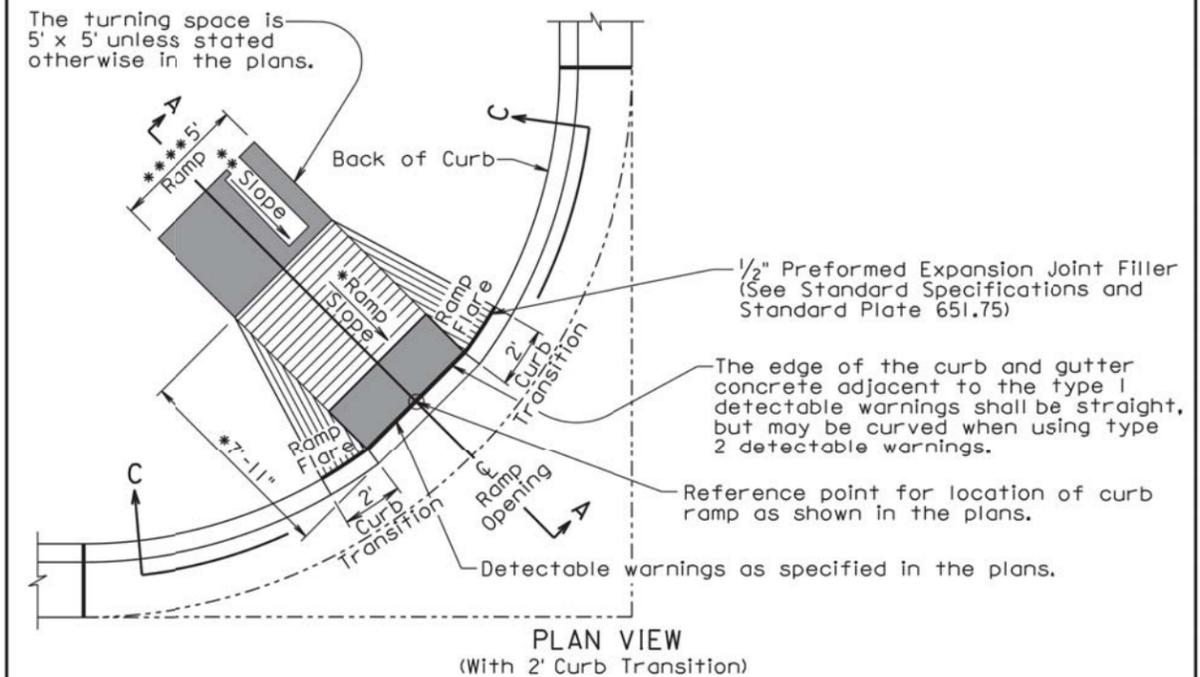
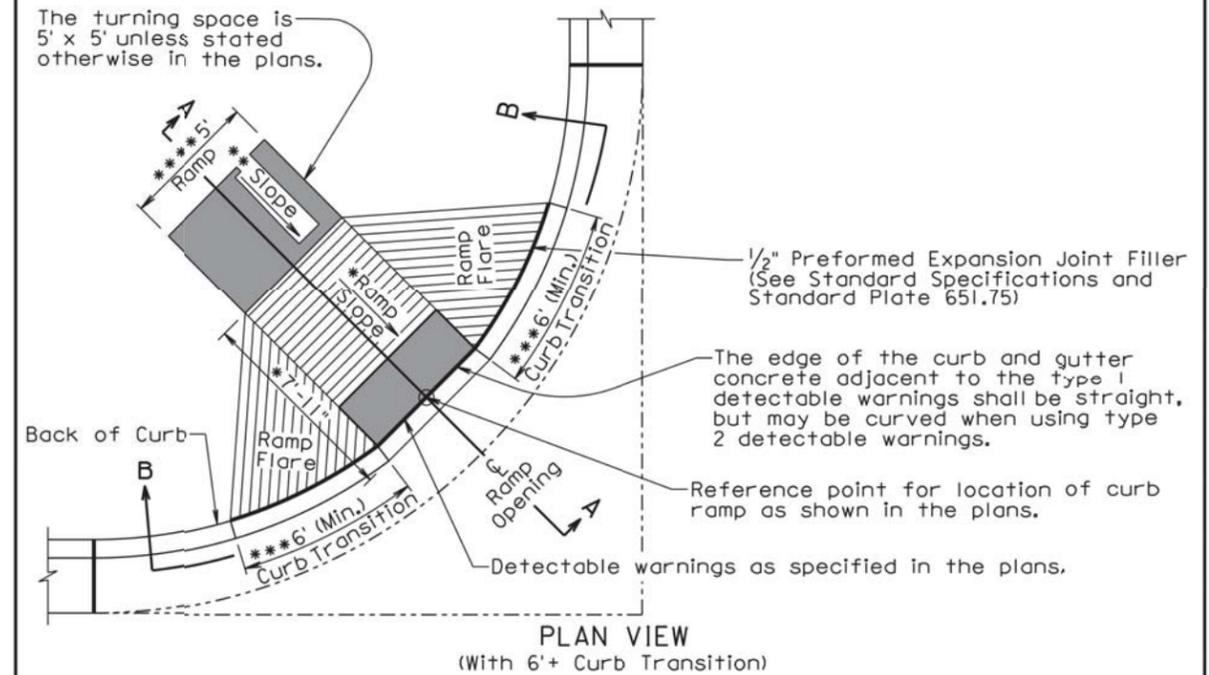
Transverse contraction joints shall be constructed at 10' intervals in the concrete curb and gutter except when the concrete curb and gutter is constructed adjacent to mainline PCC pavement. When concrete curb and gutter is constructed adjacent to mainline PCC pavement, a transverse contraction joint shall be constructed in the concrete curb and gutter at each mainline PCC pavement transverse contraction joint location.

When concrete curb and gutter is not placed monolithically with the mainline PCC pavement or when the adjacent mainline surfacing is not PCC concrete, the transverse contraction joints in the concrete curb and gutter shall be 1 1/2 inches deep if formed in the fresh concrete using a suitable grooving tool. If a saw is used to cut the contraction joints, then the depth of the joint shall be at least 1/4 the thickness of the concrete and the joint shall be sealed in accordance with the details shown above.

September 6, 2013

<b>S D D O T</b>	<b>JOINTS IN CONCRETE CURB AND GUTTER</b>	PLATE NUMBER 650.90
		Sheet 2 of 2

Published Date: 1st Qtr. 2014



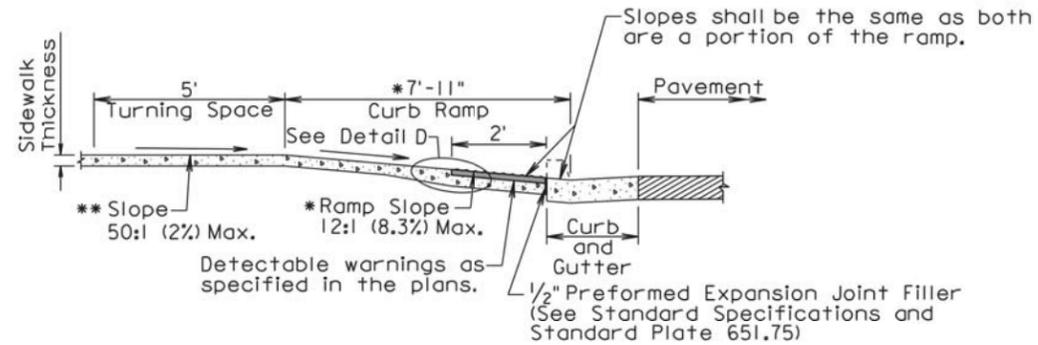
September 6, 2013

<b>S D D O T</b>	<b>TYPE 1 CURB RAMP (PERPENDICULAR CURB RAMP)</b>	PLATE NUMBER 651.01
		Sheet 1 of 3

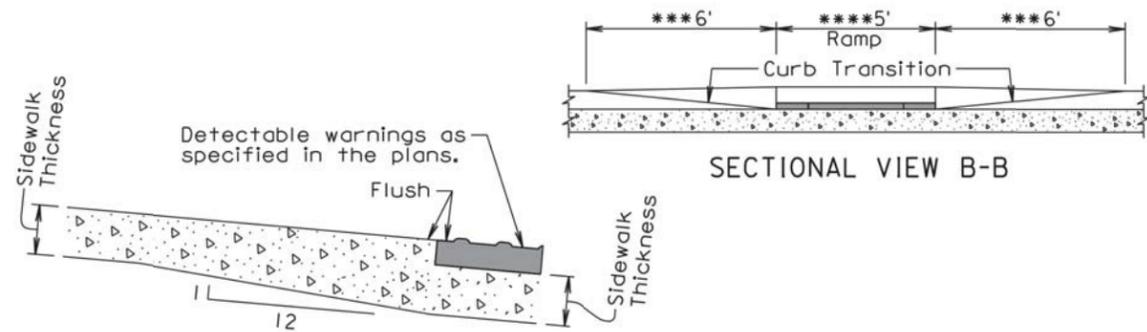
Published Date: 1st Qtr. 2014

The ramp slope shall be 12:1 (8.3%) maximum. The ramp length shall not exceed 15' unless stated otherwise in the plans. Ramp slopes are designed at 12:1 (8.3%) unless stated otherwise in the plans.

- \* The cross slope of the ramp shall not be steeper than 50:1 (2%).
- The 7'-11" dimension was computed based on a flat roadway profile, a continuous 2% theoretical slope from top of theoretical curb to the top of ramp, and a 6" high curb. The dimension shall be adjusted based on the curb type shown in the plans, the roadway geometrics, and the sidewalk geometrics.
- \*\* The slope in the turning space shall not be steeper than 50:1 (2%) in any direction of pedestrian travel.
- \*\*\* The curb transition shall be a minimum of 6' long, a maximum of 10' long, and the curb transition slope shall not be steeper than 10:1 (10%) unless stated otherwise in the plans.
- \*\*\*\* The ramp width is 5' unless stated otherwise in the plans.



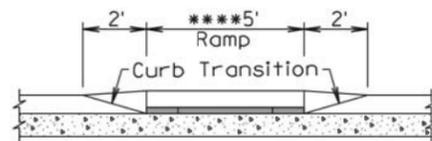
SECTION A-A



SECTIONAL VIEW B-B



DETAIL D



SECTIONAL VIEW C-C

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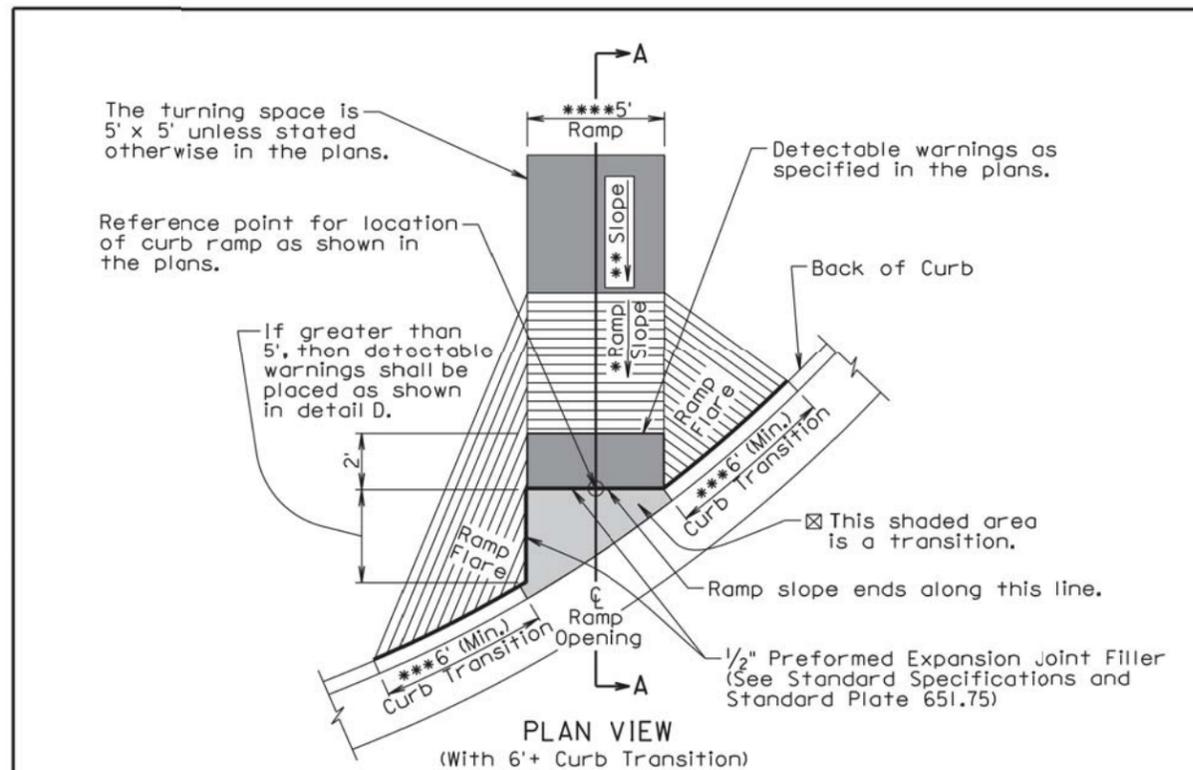
GENERAL NOTES:

- For illustrative purpose only, type 1 detectable warnings are shown in the drawings.
- For illustrative purpose only, PCC fillet sections are shown in the drawings. The curb ramp depicted on this standard plate may be used with a PCC fillet section, with curved curb and gutter, or with straight curb and gutter.
- For illustrative purpose only, the curb ramp location is shown at the center of a PCC fillet section. The curb ramp shall be placed at the location stated in the plans.
- Sidewalk shall not be placed adjacent to the ramp flares when a 2' curb transition is used unless shown otherwise in the plans.
- \* Care shall be taken to ensure a uniform grade on the ramp, free of sags and short grade changes.
- Surface texture of the ramp shall be obtained by coarse brooming transverse to the slope of the ramp.
- The normal gutter line profile shall be maintained through the area of the ramp.
- Joints shall be sawed or tooled into the concrete adjacent to the detectable warnings to alleviate possible corner cracking.
- Care shall be taken to ensure that the surface of the detectable warnings are clean and maintains a uniform color.
- The detectable warnings shall be cut as necessary to fit the plan specified limits of the detectable warnings. Cost for cutting the detectable warnings shall be incidental to the corresponding detectable warning bid item.
- There will be no separate payment for curb ramps. The curb ramp shall be measured and paid for at the contract unit price per square foot for the corresponding concrete sidewalk bid item. The square foot area of the detectable warnings shall be included in the measured and paid for quantity of sidewalk.
- The curb transitions and ramp opening shall be measured and paid for at the contract unit price per foot for the corresponding curb and gutter bid item when curb and gutter is used. The curb transitions and ramp opening shall be measured and paid for at the contract unit price per square yard for the corresponding PCC fillet section bid item when a PCC fillet section is used.
- The type 1 detectable warnings shall be measured to the nearest square foot. All costs for furnishing and installing the type 1 detectable warnings including labor, equipment, materials, and incidentals shall be paid for at the contract unit price per square foot for "Type 1 Detectable Warnings".
- The type 2 detectable warnings shall be measured to the nearest square foot. All costs for furnishing and installing the type 2 detectable warnings including labor, equipment, and materials, including adhesive, necessary sealant or grout, and necessary grinding shall be paid for at the contract unit price per square foot for "Type 2 Detectable Warnings".

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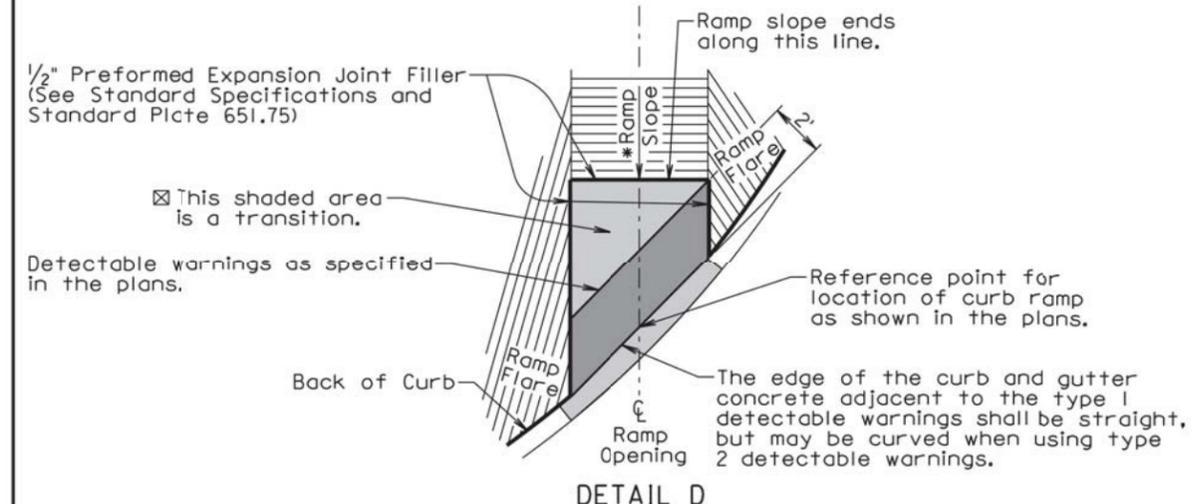
Published Date: 1st Qtr. 2014	S D D O T	TYPE 1 CURB RAMP (PERPENDICULAR CURB RAMP)	PLATE NUMBER 651.01
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FOR BIDDING PURPOSES ONLY



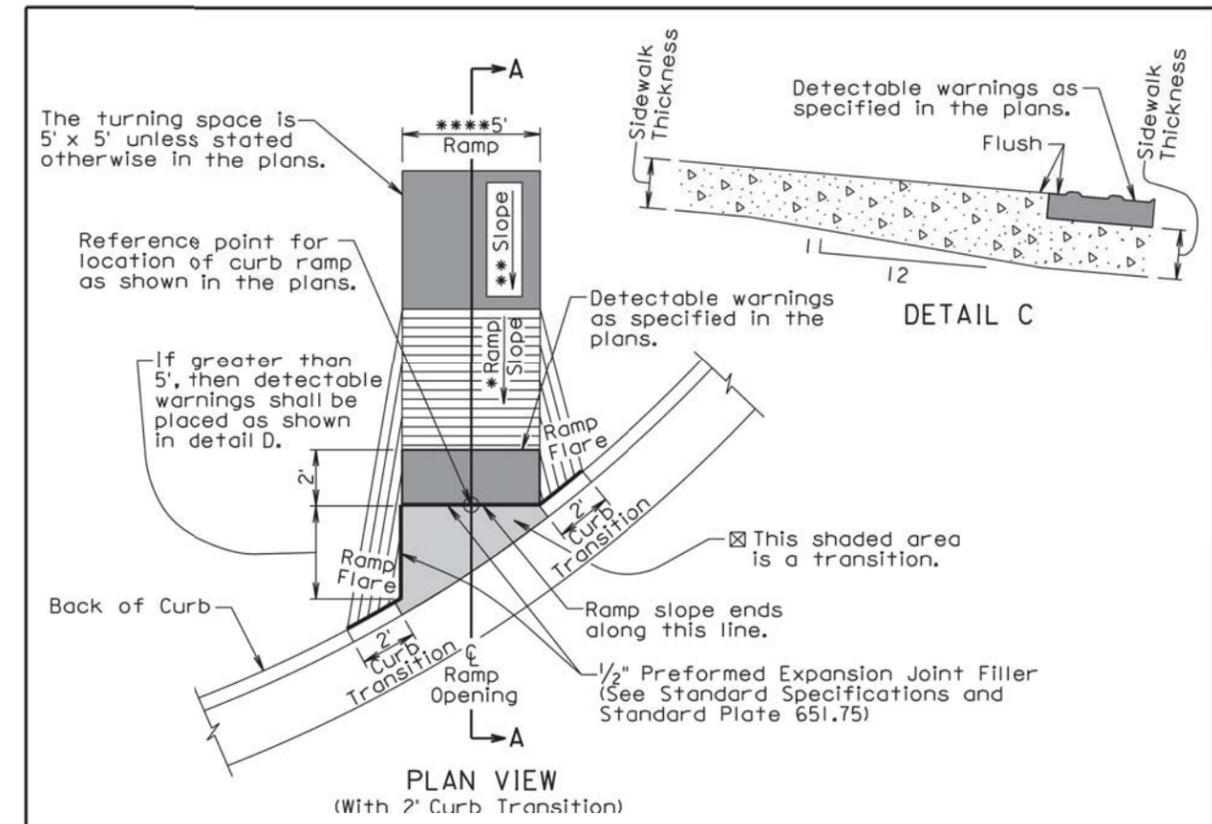
☒ The slope within the transition area shall not be steeper than a 20:1 (5%). The concrete within the transition shall be placed monolithic with the curb and gutter or fillet section concrete. The concrete thickness within the transition shall be the same as the curb and gutter or fillet section concrete thickness.

\*\*\*The curb transition shall be a minimum of 6' long, a maximum of 10' long, and the curb transition slope shall not be steeper than a 10:1 (10%) unless stated otherwise in the plans.



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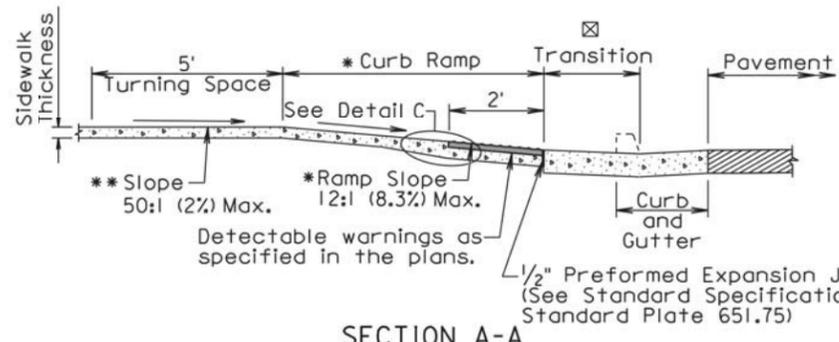


The ramp slope shall be 12:1 (8.3%) maximum. The ramp length shall not exceed 15' unless stated otherwise in the plans. Ramp slopes are designed at 12:1 (8.3%) unless stated otherwise in the plans.

The cross slope of the ramp shall not be steeper than 50:1 (2%).

\*\*The slope in the turning space shall not be steeper than a 50:1 (2%) in any direction of pedestrian travel.

\*\*\*\*The ramp width is 5' unless stated otherwise in the plans.



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			Sheet 2 of 3

**FOR BIDDING PURPOSES ONLY**

**GENERAL NOTES:**

For illustrative purpose only, type 1 detectable warnings are shown in the drawings.

The curb ramp depicted on this standard plate may be used with a PCC fillet section, with curved curb and gutter, or with straight curb and gutter. The curb ramp shall be placed at the location stated in the plans.

Sidewalk shall not be placed adjacent to the ramp flares when a 2' curb transition is used unless shown otherwise in the plans.

\*Care shall be taken to ensure a uniform grade on the ramp, free of sags and short grade changes.

Surface texture of the ramp shall be obtained by coarse brooming transverse to the slope of the ramp.

The normal gutter line profile shall be maintained through the area of the ramp.

Joints shall be sawed or tooled into the concrete adjacent to the detectable warnings to alleviate possible corner cracking.

Care shall be taken to ensure that the surface of the detectable warnings are clean and maintains a uniform color.

The detectable warnings shall be cut as necessary to fit the plan specified limits of the detectable warnings. Cost for cutting the detectable warnings shall be incidental to the corresponding detectable warning bid item.

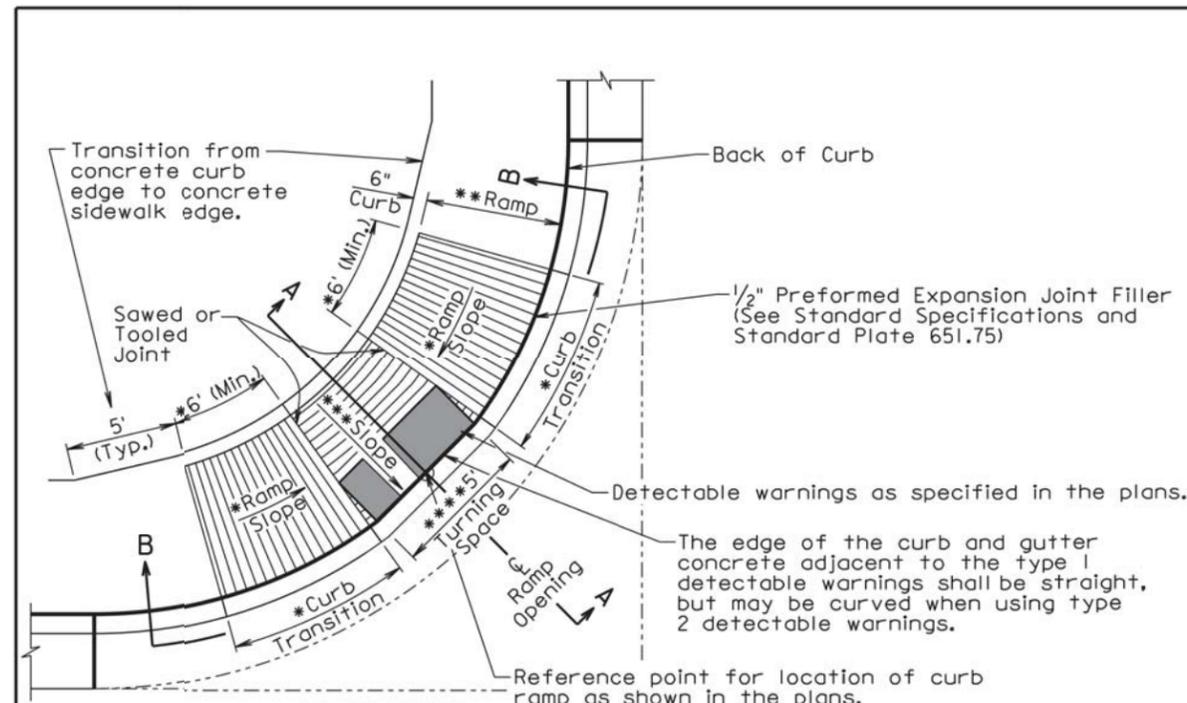
There will be no separate payment for curb ramps. The curb ramp shall be measured and paid for at the contract unit price per square foot for the corresponding concrete sidewalk bid item. The square foot area of the detectable warnings shall be included in the measured and paid for quantity of sidewalk.

The curb transitions and ramp opening shall be measured and paid for at the contract unit price per foot for the corresponding curb and gutter bid item when curb and gutter is used. The curb transitions and ramp opening shall be measured and paid for at the contract unit price per square yard for the corresponding PCC fillet section bid item when a PCC fillet section is used.

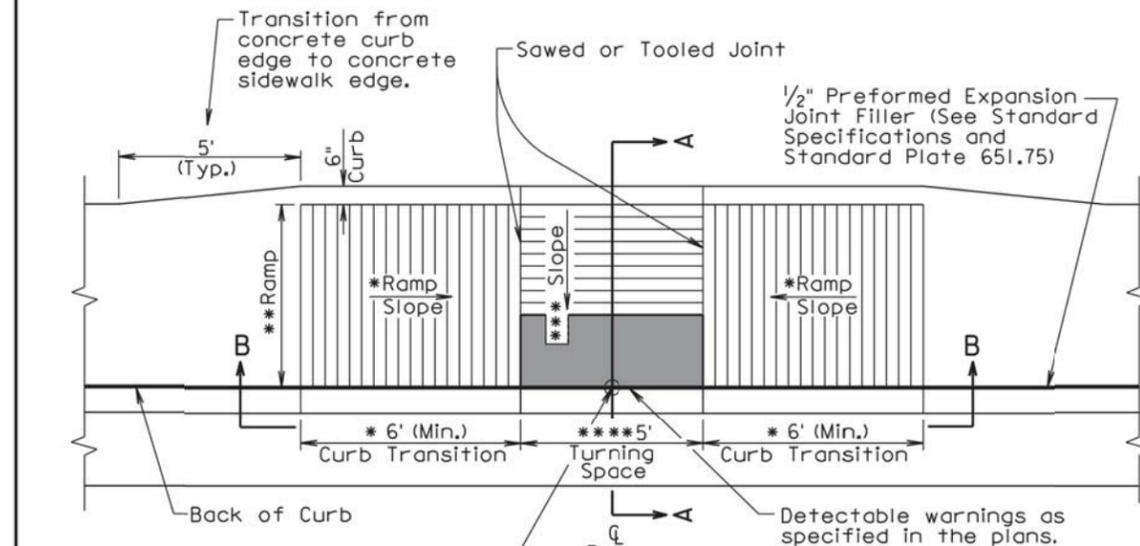
All costs for furnishing and installing the transition area at the base of the ramp shall be incidental to the contract unit price per foot for the corresponding curb and gutter bid item when curb and gutter is used and shall be incidental to the contract unit price per square yard for the corresponding PCC fillet section bid item when a PCC fillet section is used.

The type 1 detectable warnings shall be measured to the nearest square foot. All costs for furnishing and installing the type 1 detectable warnings including labor, equipment, materials, and incidentals shall be paid for at the contract unit price per square foot for "Type 1 Detectable Warnings".

The type 2 detectable warnings shall be measured to the nearest square foot. All costs for furnishing and installing the type 2 detectable warnings including labor, equipment, and materials, including adhesive, necessary sealant or grout, and necessary grinding shall be paid for at the contract unit price per square foot for "Type 2 Detectable Warnings".



**PLAN VIEW**  
(With Curved Curb and Gutter)



**PLAN VIEW**  
(With Straight Curb and Gutter)

September 6, 2013

<b>S D D O T</b>	<b>TYPE 2 CURB RAMP (DIRECTIONAL CURB RAMP)</b>	PLATE NUMBER <b>651.02</b>
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<b>S D D O T</b>	<b>TYPE 3 CURB RAMP (PARALLEL CURB RAMP)</b>	PLATE NUMBER <b>651.03</b>
	Published Date: 1st Qtr. 2014	Sheet 1 of 3

FOR BIDDING PURPOSES ONLY

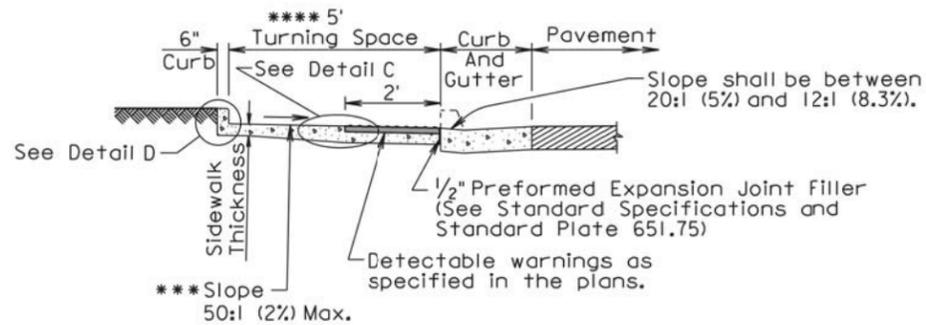
\* The curb transition slope shall match the ramp slope. The ramp slope, at any location of the ramp, shall be 12:1 (8.3%) maximum. The ramp length shall not exceed 15' unless stated otherwise in the plans. Ramp slopes are designed at 12:1 (8.3%) unless stated otherwise in the plans. The minimum length of the curb transition shall be 6'.

\*\* The ramp cross slope shall not be steeper than a 50:1 (2%) and the ramp width is 5' unless stated otherwise in the plans.

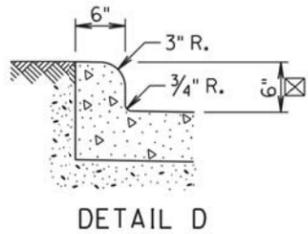
\*\*\* The slope in the turning space shall not be steeper than 50:1 (2%) in any direction of pedestrian travel.

\*\*\*\* The turning space is 5' x 5' unless stated otherwise in the plans.

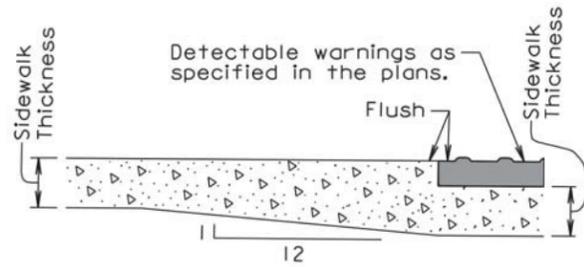
☒ The curb height shall be 6" unless stated otherwise in the plans.



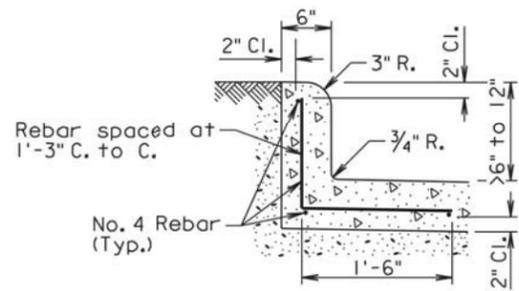
SECTION A-A



DETAIL D

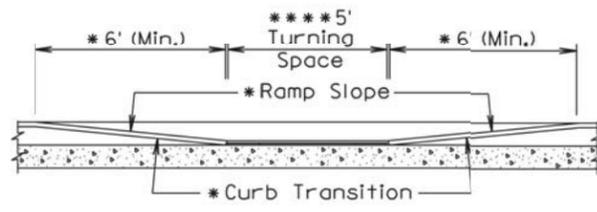


DETAIL C



DETAIL D

(Use this detail when the curb height is greater than 6" and less than 12")



SECTIONAL VIEW B-B

September 6, 2013

Published Date: 1st Qtr. 2014	S D D O T	TYPE 3 CURB RAMP (PARALLEL CURB RAMP)	PLATE NUMBER 651.03
			Sheet 2 of 3

GENERAL NOTES:

For illustrative purpose only, type 1 detectable warnings are shown in the drawings.

For illustrative purpose only, a PCC fillet section is shown in one of the drawings. The curb ramp depicted on this standard plate may be used with a PCC fillet section, with curved curb and gutter, or with straight curb and gutter.

The curb ramp shall be placed at the location stated in the plans.

Sidewalk adjacent to the curb ramp shall be as shown in the plans.

Care shall be taken to ensure a uniform grade on the ramp, free of sags and short grade changes.

Surface texture of the ramp shall be obtained by coarse brooming transverse to the slope of the ramp.

The normal gutter line profile shall be maintained through the area of the ramp.

Joints shall be sawed or tooled into the concrete adjacent to the detectable warnings to alleviate possible corner cracking (see plan view for joint location).

Care shall be taken to ensure that the surface of the detectable warnings are clean and maintains a uniform color.

The detectable warnings shall be cut as necessary to fit the plan specified limits of the detectable warnings. Cost for cutting the detectable warnings shall be incidental to the corresponding detectable warning bid item.

When curb height is greater than 6" and less than 12", reinforcing steel is required in accordance with the detail on sheet 2 of 3. The reinforcing steel shall conform to ASTM A615, Grade 60. Cost for furnishing and installing the reinforcing steel shall be incidental to the contract unit price per square foot for the corresponding concrete sidewalk bid item.

There will be no separate payment for curb ramps. The curb ramp shall be measured and paid for at the contract unit price per square foot for the corresponding concrete sidewalk bid item. The square foot area of the detectable warnings and the curb along the short radius shall be included in the measured and paid for quantity of sidewalk.

The curb transitions and ramp opening shall be measured and paid for at the contract unit price per foot for the corresponding curb and gutter bid item when curb and gutter is used. The curb transitions and ramp opening shall be measured and paid for at the contract unit price per square yard for the corresponding PCC fillet section bid item when a PCC fillet section is used.

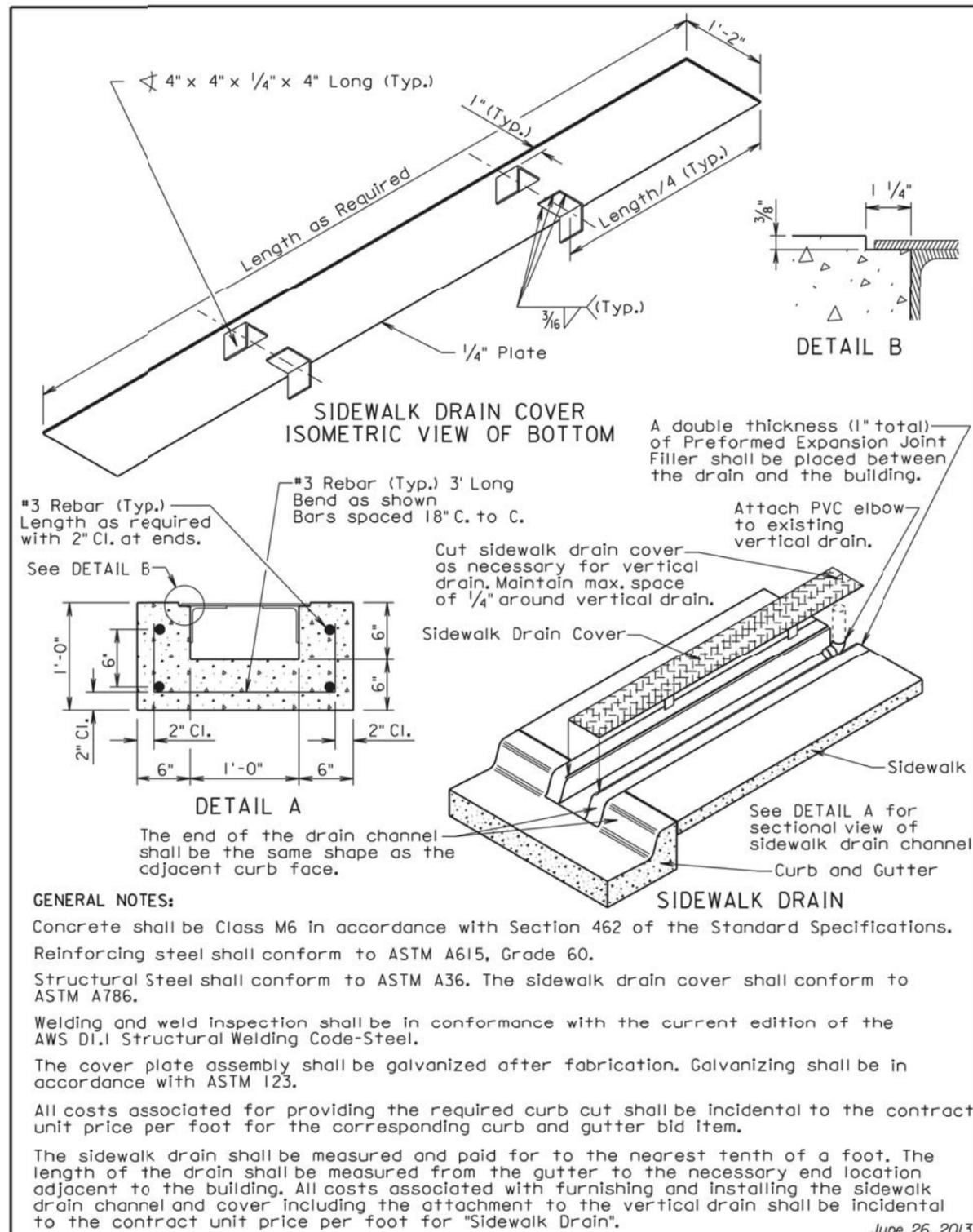
The type 1 detectable warnings shall be measured to the nearest square foot. All costs for furnishing and installing the type 1 detectable warnings including labor, equipment, materials, and incidentals shall be paid for at the contract unit price per square foot for "Type 1 Detectable Warnings".

The type 2 detectable warnings shall be measured to the nearest square foot. All costs for furnishing and installing the type 2 detectable warnings including labor, equipment, and materials, including adhesive, necessary sealant or grout, and necessary grinding shall be paid for at the contract unit price per square foot for "Type 2 Detectable Warnings".

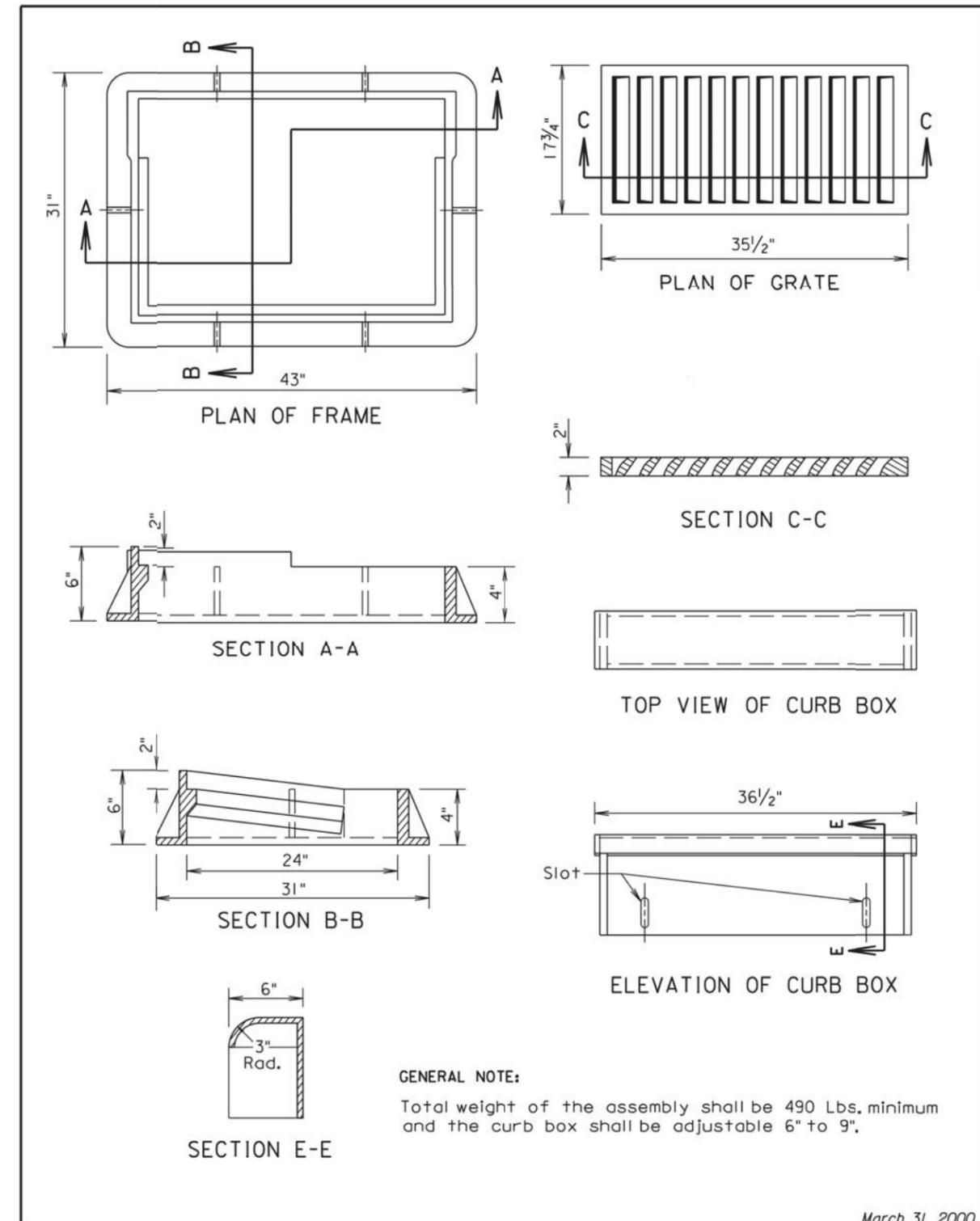
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			Sheet 1 of 1



Published Date: 1st Qtr. 2014	S D D O T	TYPE B FRAME AND GRATE ASSEMBLY	PLATE NUMBER 670.80
			Sheet 1 of 1