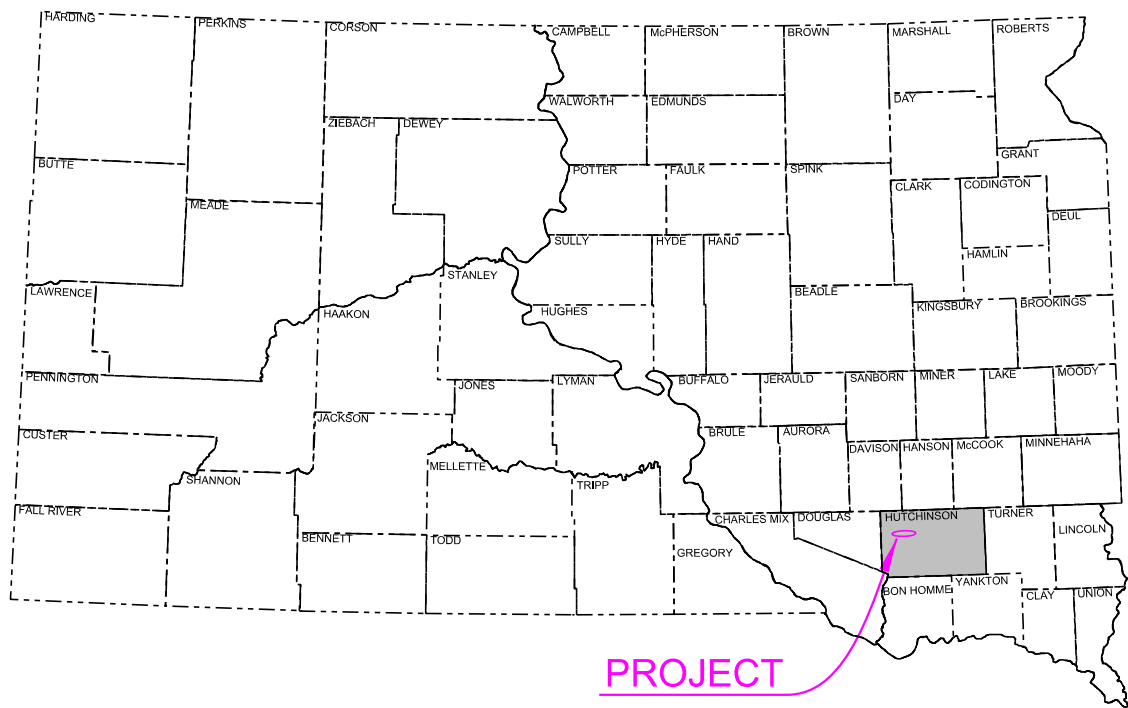


STATE OF SOUTH DAKOTA
 DEPARTMENT OF TRANSPORTATION
 PLANS FOR PROPOSED
PROJECT PP 8034(30)
MAIN STREET
CITY OF PARKSTON
SOUTH DAKOTA
 Grading, Asphalt Concrete Surfacing,
 Curb & Gutter, Sidewalk
 PCN 04R3

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	1	39

Plotting Date: October 9, 2014



INDEX OF SHEETS

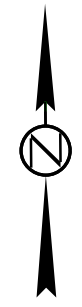
1	General Layout W/Index
2-10	General Notes
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15	Landowner Table
16	Sign Installation Table
17	Traffic Control Sheet
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21	Curb Ramp Details
22	Erosion Control Sheet
23	Pavement Marking Sheet
24	Permanent Signing Sheet
25-35	Standard Plates
36-39	Cross Sections

PROJECT



BEGIN PP 8034(30)
 Approximately 2012.5' West and 1538.5' South of
 the Northeast corner of Section 18-T99N-R60W.

END PP 8034(30)
 Approximately 1868.2' West and 1538.5' South of
 the Northeast corner of Section 18-T99N-R60W.



PP 8034(30)

GROSS LENGTH 145 FEET 0.03 MILES



Plans Prepared by:
McLaury Engineering, Inc.
 Sioux Falls, South Dakota

SCALES MAIN STREET

PLAN	1"=40'
PROFILE	HORIZONTAL: 1"=40' VERTICAL: 1"=10'
CROSS SECTIONS	HORIZONTAL: 1"=20' VERTICAL: 1"=10'

ESTIMATE OF QUANTITIES – SDDOT PARTICIPATION

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
110E0300	Remove Concrete Curb and Gutter	7	Ft
110E0320	Remove Concrete Gutter	8	Ft
110E0600	Remove Fence	41	Ft
110E1010	Remove Asphalt Concrete Pavement	785.6	SqYd
110E1140	Remove Concrete Sidewalk	42.2	SqYd
110E1700	Remove Silt Fence	79	Ft
110E1800	Remove Railroad Track	126	Ft
120E0010	Unclassified Excavation	546	CuYd
120E2000	Undercutting	299	CuYd
230E0020	Placing Contractor Furnished Topsoil	9	CuYd
260E1010	Base Course	342.7	Ton
260E3010	Gravel Surfacing	98.5	Ton
320E1200	Asphalt Concrete Composite	211.6	Ton
380E3540	8" PCC Approach Pavement	60	SqYd
632E1340	2.5"x2.5" Perforated Tube Post	22	Ft
632E3205	Flat Aluminum Sign, Nonremovable Copy Super/Very High Intensity	9.8	SqFt
632E3520	Remove, Salvage, Relocate, and Reset Traffic Sign	2	Each
633E1430	Pavement Marking Paint, 24" White	149	Ft
633E1460	Pavement Marking Paint, Symbol	2	Each
634E0100	Traffic Control	1172	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E1002	Detour Signing	58	SqFt
650E0079	Modified Type B68 Concrete Curb and Gutter	68	Ft
650E4679	Modified Type P8 Concrete Gutter	182	Ft
651E0060	6" Concrete Sidewalk	456	SqFt
651E7000	Type 1 Detectable Warnings	20	SqFt
734E0010	Erosion Control	Lump Sum	LS
734E0180	Sediment Filter Bag	20	Ft
734E0602	Low Flow Silt Fence	79	Ft
734E0610	Mucking Silt Fence	5	CuYd
831E0300	MSE Geotextile Fabric	100	SqYd
900E5149	Landscaping Rock	9.6	CuYd
900E5152	Weed Barrier Fabric	58	SqYd
998E0100	Railroad Protective Insurance	Lump Sum	LS

ESTIMATE OF QUANTITIES – CITY PORTION (SDDOT NON-PARTICIPATION)

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
110E0600	Remove Fence	32	Ft
110E1010	Remove Asphalt Concrete Pavement	266.9	SqYd
110E1140	Remove Concrete Sidewalk	33.8	SqYd
110E1700	Remove Silt Fence	12	Ft
120E0010	Unclassified Excavation	168	CuYd
120E2000	Undercutting	84	CuYd
230E0020	Placing Contractor Furnished Topsoil	5	CuYd
260E1010	Base Course	109.2	Ton
320E1200	Asphalt Concrete Composite	68.5	Ton
380E3540	8" PCC Approach Pavement	3.2	SqYd
380E4050	8" PCC Fillet Section	14.8	SqYd
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
650E4679	Modified Type P8 Concrete Gutter	26	Ft
651E0060	6" Concrete Sidewalk	194	SqFt
651E7000	Type 1 Detectable Warnings	10	SqFt
734E0010	Erosion Control	Lump Sum	LS
734E0180	Sediment Filter Bag	5	Ft
734E0602	Low Flow Silt Fence	12	Ft
734E0610	Mucking Silt Fence	1	CuYd

SPECIFICATIONS

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

ENVIRONMENTAL COMMITMENTS

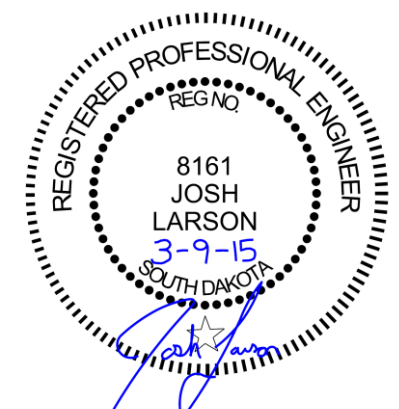
An Environmental Commitment is a measure that SDDOT commits to implement in order to avoid, minimize, and/or mitigate a real or potential environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency mentioned below with permitting authority can influence a project if perceived environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office. The environmental commitments associated with this project are as follows:

COMMITMENT E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

Action Taken/Required:

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



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	3	39

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor shall furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the 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 Project Engineer.

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

1. Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials shall be buried in a trench completely separate from wood debris. The final cover over the construction and/or demolition debris shall consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the 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.

COMMITMENT I: HISTORICAL PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historical Preservation Office (SHPO or THPO) for all work included within the project limits.

Action Taken/Required:

All earth disturbing activities not designated within the plans require review of cultural resources impacts. This work includes, but is not limited to: staging areas, borrow sites, waste disposal sites, and all material processing sites.

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

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

The Contractor shall submit the records search or cultural resources survey report and if the location of the site is within the current geographical or historic boundaries of any South Dakota reservation to SDDOT Environmental Engineer, 700 East Broadway Avenue, Pierre, SD 57501-2586 (605-773-3180). SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

If evidence for cultural resources is uncovered during project construction activities, then such activities shall cease and the Project Engineer shall be immediately notified. The Project Engineer will contact the SDDOT Environmental Engineer in order to determine an appropriate course of action.

SHPO/THPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for staging areas, borrow sites, waste disposal sites, or material processing sites that affect wetlands, threatened and endangered species, or waterways. The Contractor shall provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

SCOPE OF WORK

This project includes reconstruction of roadway, as well as installation of curb and gutter and sidewalk adjacent to the Burlington Northern Sante Fe (BNSF) Railroad Crossing on Main Street in Parkston, SD.

This project includes work that is SDDOT Participation and work that is SDDOT Non-Participation (hereafter referred to as City Portion). All work will be handled treated as equal and will be a part of one single bid tab. The bid will be awarded to the low bidder of all work.

COORDINATION OF WORK WITH RAILROAD

The contractor shall coordinate work with the BNSF Railway Company. See the following special provision "Special Provision Regarding Working on Railroad Property" and "Special Provision Regarding Railroad Insurance Requirements."

STAKING

All construction staking will be provided by the engineer. The Contractor shall coordinate with the engineer and provide 48 hour notification prior to any staking needs.

Staking will include finished grade stakes for back of curb and centerline, cut/fill lathe at centerline for subgrade if requested, and blue top stakes for finished base course elevation. Any additional staking or resetting of stakes that are disturbed will be paid for by the Contractor.

TESTING

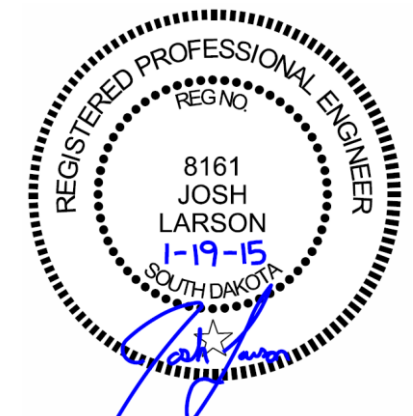
The contractor shall hire a qualified testing company to perform all compaction testing and concrete testing. This company shall be approved by the engineer before any grading work or concrete work can begin.

The contractor shall coordinate with the testing company to have tests taken according to the specifications. All tests must be approved by the engineer before any work can continue in the tested area. The engineer can hire a testing company to verify any disputed tests provided by the contractor. The engineer has final approval on all compaction testing and concrete testing. All cost associated with testing shall be incidental to the project. Subgrade shall have a minimum density of 96% of the max dry density as determined by the Standard Proctor. A minimum of two tests shall be completed per side of the mainline track. If areas of subgrade instability are present, more testing may be required.

Aggregate Base Course shall be a minimum density of 98% of the max dry density as determined by the Standard Proctor. A minimum of two tests shall be completed per side of the mainline track. If areas of base course instability are present, more testing may be required.

Concrete Tests shall include the following: one set of concrete cylinders shall be made for each day's production. Concrete air content, unit weight, slump, and temperature determinations shall be made each time a concrete cylinder for compressive strength determination is made. No more than 1 set of tests per day will be required, except in instances of failing fresh concrete tests. A set of cylinders shall consist of a minimum of 4 cylinders.

The contractor will be responsible for all failing tests and will pay for all retesting costs until a passing test is accomplished.



GRADING OPERATIONS

Water for Embankment is estimated at the rate of 10 gallons of water per cubic yard of Embankment minus Waste. No separate payment will be made for the Water for Embankment and all costs associated shall be incidental to the contract unit price per cubic yard of "Unclassified Excavation".

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 utility contact information is provided elsewhere in the plans or bidding documents.

SHRINKAGE FACTOR Embankment +20%

TABLE OF EXCAVATION QUANTITIES BY BALANCES

Station to	Station	Excavation (CuYd)	* Undercut (CuYd)	Total Excavation (CuYd)	** Waste (CuYd)
1+96	2+66	123	156	279	65
2+76	3+40	124	143	267	61
3+40	4+05	84	84	168	61
TOTALS:		331	383	714	187

* The quantities for these items are in the Estimate of Quantities under their respective bid items.

** The quantities for these items are for information only.

TABLE OF UNCLASSIFIED EXCAVATION

	(CuYd)
Excavation	331
Undercut	383
Total:	714

The plan shown quantity shall be the basis of payment for Unclassified Excavation. However, if there are additional areas of excavation other than what is shown in the plans, the Engineer shall direct removal of these areas and the additional areas will be measured according to the Engineer.

The Excavation quantities from individual balances and the Table of Unclassified Excavation have been reduced by the volume of in place surfacing that will be removed.

UNDERCUTTING

In all cut sections the earthen subgrade shall be undercut 1 foot below the earthen subgrade surface. The undercut material or other suitable material, as directed by the Engineer, shall then be replaced and compacted to the density specified for the section being constructed.

Shallow embankment sections, fills less than 1 foot in height measured at the finished subgrade shoulders, shall be undercut to ensure a minimum 1 foot height of earth embankment for the entire width of roadbed. The undercut material or other suitable material, as directed by the engineer, shall then be replaced and recompact to the density specified for the section being constructed.

The plan shown quantity will be the basis of payment for Undercutting. However, if there are additional areas of undercut other than what is shown in the plans, the Engineer shall direct removal of these areas and the additional areas will be measured according to the Engineer.

TABLE OF UNDERCUTTING

Station to	Station	Quantity (CuYd)
1+96	2+66	156
2+76	3+40	143
3+40	4+05	84
Total:		383

UNSTABLE SUBGRADE

Should any area become unstable, additional undercut and or replacement of the undercut material with suitable material should be considered.

If, in the opinion of the Engineer, the area will not stabilize by this method or there are conflicts with utilities, MSE Geotextile fabric and granular material may be used. Stabilization will be accomplished by undercutting the subgrade and placing a layer of MSE Geotextile Fabric at the bottom of the undercut. The undercut will then be backfilled with granular material and compacted. 100 sq. yds. of MSE Geotextile have been included in the materials quantities for bidding purposes. Additional quantities of granular material can be added by CCO, depending on field conditions.

The geotextile will conform to specification for Geotextiles and Impermeable Plastic Membranes, MSE Geotextile Fabric (Section 831.1 of the Specifications). The geotextile will be on the Approved Products List for this material or will be certified by the supplier to meet this specification prior to installation.

Geotextile will be paid for at the contract unit price per sq. yd. for MSE Geotextile Fabric. Payment quantities will be based on area covered plus 15%. Overlaps are accounted for by the additional 15%. Payment will be full compensation for furnishing and installing the geotextile only. Granular backfill materials will be paid for under a different bid item.

UNSTABLE SUBGRADE (CONTINUED)

The geotextile will be placed as taut as possible with minimal wrinkles. Placement will be done so that subsequent granular cover does not shove, wrinkle, or distort the in place geotextile. The overlaps will be shingled in a manner that assures that granular material will not be forced under the geotextile during backfilling operations. The geotextile may be held in place with small piles of granular material or staples.

The top of the subgrade shall be prepared by smoothing the surface to minimize any ruts, ridges, and depressions. Any rocks or other protrusions that might damage the geotextile will be removed. The geotextile will be unrolled parallel to centerline and overlapped a minimum of 2 feet.

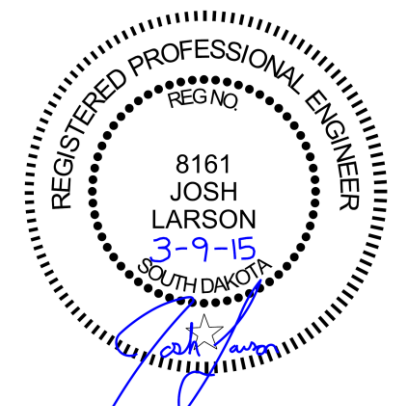
Granular Material will conform to the specification for Aggregates for Granular Bases and Surfacing, Aggregate Base Course (Section 882 of the Specifications). Granular Material will be paid for at the contract unit price for Base Course. Payment will be full compensation for furnishing and placing this material.

The granular material will be placed by back dumping onto the geotextile from the truck and dozing or pushing the granular material from the covered areas to the uncovered areas. No traffic will be allowed on the uncovered geotextile. The first lift of granular material will be placed in an 8 inch lift or as directed by the Engineer. After the subgrade is stabilized, the remaining granular material will be placed in 4 inch max. lifts. The granular material will be compacted by the Specified Density Method.

UTILITY LIST

City Of Parkston
Brenda Huether,
Finance Officer
Phone: 605-928-3321
Email: parkstoncity@santel.net

NorthWestern Energy
1-800-245-6977
Terry Meyer, Local Contact
Phone: 605-770-1308



**TABLE OF ASPHALT CONCRETE PAVEMENT
REMOVAL**

Station	to	Station	L/R	Quantity (SqYd)
1+95		2+11	L/R	102.0
2+20		2+67	L/R	310.0
2+76		3+40	L/R	373.6
Total :				785.6

**TABLE OF ASPHALT CONCRETE PAVEMENT
REMOVAL (CITY PORTION)**

Station	to	Station	L/R	Quantity (SqYd)
3+40		4+05	L/R	266.9
Total :				266.9

TABLE OF CONCRETE CURB AND GUTTER REMOVAL

Station	to	Station	Quantity (Ft)
1+95.73 - 28.8' L		2+02.74 - 29.4' L	7.0
Total:			7.0

TABLE OF CONCRETE GUTTER REMOVAL

Station	to	Station	Quantity (Ft)
1+95.73 - 26.8' R		2.03.40 - 26.8' R	7.7
Total:			7.7

TABLE OF CONCRETE SIDEWALK REMOVAL

Station	to	Station	Quantity (SqYd)
1+95.62 - 38.5' L		2+02.83 - 37.8' L	7.2
2+75.38 - 36.9' L		3+40.00 - 39.2' L	35.0
Total:			42.2

**TABLE OF CONCRETE SIDEWALK REMOVAL (CITY
PORTION)**

Station	to	Station	Quantity (SqYd)
3+40.00 - 39.2' L		3+83.50 - 46.8' L	33.8
Total:			33.8

REMOVE RAILROAD TRACK

A portion of the west spur line will be required to be removed by the Contractor. The unit price per foot for the bid item "Remove Railroad Track" shall be full compensation for unbolting the track at the joints located at the indicated stationing, removal of both steel rails, removal of the ties and removal of the existing crossing wherever it is located.

TABLE OF RAILROAD TRACK REMOVAL

Station	to	Station	Quantity (Ft)
2+15.11 - 68.5' L		2+15.71 - 57.5' R	126.0
Total:			126.0

TABLE OF FENCE REMOVAL

Station	to	Station	Quantity (Ft)
2+99.34 - 38.2' L		3+40.00 - 38.8' L	41.0
Total:			41.0

TABLE OF FENCE REMOVAL (CITY PORTION)

Station	to	Station	Quantity (Ft)
3+40.00 - 38.8' L		3+69.56 - 38.1' L	32.0
Total:			32.0

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

Station	Quantity (Each)
2+99.3 - 23.4' R	1
2+99.5 - 39.7' L	1
Total:	1

**TABLE OF MODIFIED TYPE B68 CONCRETE CURB
AND GUTTER**

Station	to	Station	Quantity (Ft)
1+95.73 - 26.95' L		2+03.00 - 25.42' L	7.43
2+33.00 - 24.00' L		2+61.09 - 24.00' L	28.08
2+81.09 - 24.00' L		3+13.04 - 24.00' L	31.95
Total:			67.5

**TABLE OF MODIFIED TYPE P8 CONCRETE
GUTTER**

Station	to	Station	Quantity (Ft)
1+95.73 - 26.95' R		2+09.74 - 24.00' R	14.32
2+03.00 - 25.42' L		2+09.74 - 24.00' L	7.15
2+09.74 - 24.00' R		2+61.35 - 24.00' R	51.61
2+09.74 - 24.00' L		2+33.00 - 24.00' L	23.00
2+81.35 - 24.00' R		3+40.00 - 24.00' R	58.65
3+13.04 - 24.00' L		3+40.00 - 24.00' L	26.96
Total:			181.7

**TABLE OF MODIFIED TYPE P8 CONCRETE
GUTTER (CITY PORTION)**

Station	to	Station	Quantity (Ft)
3+40.00 - 24.00' L		3+66.01 - 24.00' L	26.01
Total:			26.0

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".

TABLE OF 8" PCC FILLET SECTION (CITY PORTION)

Station	to	Station	L/R	Radius (Ft)	Quantity (SqYd)
3+66.01		3+83.51	L	25	14.78
Total:					14.78



TYPE 1 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).

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 http://www.neenahfoundry.com/
Detectable Warning Plate Cast Iron Plate	Deeter Foundry Lincoln, NE 800-234-7466 http://www.deeter.com/
Detectable Warning Plate Cast Iron Plate(No Coating)	East Jordan Iron Works, Inc. 301 Spring Street East Jordan, MI 49727 800-626-4653 http://www.ejiw.com
CAST-DWD Cast Iron Plate	Key 3 Casting (Northern Foundry) 555 West 25 th Street Hibbing, MN 55746 218-263-8871 http://key3casting.com



DETECTABLE WARNINGS (CONTINUED)

TABLE OF TYPE 1 DETECTABLE WARNINGS

Station	L/R	Quantity (SqFt)
2+61.02	37.25' L	10
2+81.02	37.19' L	10
Total:		20

TABLE OF TYPE 1 DETECTABLE WARNINGS (CITY PORTION)

Station	L/R	Quantity (SqFt)
3+76.56	33.59' L	10
Total:		10

TABLE OF 8" PCC APPROACH PAVEMENT

Station	L/R	Opening (Ft)	Type	Quantity (SqYd)
2+30.00	L	30	A	60.0
Total:				60.0

TABLE OF 8" PCC APPROACH PAVEMENT (CITY PORTION)

Station to	Station	Quantity (SqYd)
3+74.38 - 46.64' L	3+83.51 - 41.79' L	3.2
Total:		3.2

INSTALL 6" CONCRETE SIDEWALK

Station	to	Station	Width (Feet)	Quantity (SqFt)
2+39.00 - 39.75' L		2+66.00 - 39.75' L	5	135.1
2+76.01 - 39.64' L		3+40.00 - 34.50' L	5	321.3
Total:				456.4

INSTALL 6" CONCRETE SIDEWALK (CITY PORTION)

Station	to	Station	Width (Feet)	Quantity (SqFt)
3+40.00 - 34.50' L		3+80.13 - 36.46' L	5	193.8
Total:				193.8

BASE COURSE

Aggregate Base Course shall be in accordance with Specifications Section 260. Material for Aggregate Base Course shall conform to Specifications Section 882 for Aggregates for Granular Bases and Surfacing using Table 1 "Aggregate Base Course" for specifics. Aggregate Base Course shall be compacted to a minimum density of 98% of the max dry density as determined by Standard Proctor.

Water for compaction shall be incidental to base course installation

Payment shall be made on a per ton basis. Any aggregate base course delivered to the site without a scale ticket will not be measured for payment.

TABLE OF 6" GRAVEL SURFACING

Station to	Station	Quantity (Ton)
1+95.62 - 38.45' L	2+66.00 - 39.75' L	53.9
1+95.73 - 29.50' R	2+61.36 - 26.50' R	31.0
2+76.01 - 39.64' L	3+01.81 - 39.56' L	13.7
Total:		98.5

ASPHALT CONCRETE COMPOSITE

Mineral aggregate for the Asphalt Concrete shall conform to the requirements of the Specifications for Class E, Type 1 (3/4" Mix) for the bottom lift and Class E, Type 2 (1/2" Mix) for the top lift. Asphalt shall be placed in two lifts of equal depth.

Bituminous material for asphalt concrete shall be Penetration Grade 64-28, ASTM D946, Viscosity Grade AS-10, and ASTM 3361.

Tack coat (SS-1h or Css-1h) shall be applied between each lift of asphalt and along existing concrete and asphalt faces and any areas as determined by the Engineer at a rate of .05 gal/sq. yd. Tack coat shall be incidental to the unit bid price for "Asphalt Concrete Composite".

Assumed standard unit weight for Asphalt is 148 Lb/CuFt.

Asphalt Concrete may be obtained from a hot plant producing asphalt concrete for the SDDOT in accordance to Class Q, high volume traffic, and asphalt concrete specifications. All other requirements in the Specifications for Asphalt Concrete Composite shall apply.

The Contractor shall provide a Job-Mix Formula to the Engineer with supporting mix design data 2 weeks prior to production. The Engineer may adjust the asphalt binder content.

The Contractor will also provide a paving schedule to the Engineer 2 weeks prior to production. This may be adjusted due to Traffic Control or other property owner conflicts. No paving will start until the paving schedule is approved.

Revised 03/9/15 JDL

ASPHALT CONCRETE COMPOSITE (CONTINUED)

Placement of asphalt concrete shall be by self-propelled pavers. Compaction of the asphalt concrete shall be by methods and equipment satisfactory to the Engineer. Asphalt concrete shall be placed to the satisfaction of the Engineer. Asphalt will be paved so final elevation of asphalt surface is approximately 1/2 inch above all manholes and valve boxes and the pan of the concrete curb and gutter.

TABLE OF ASPHALT CONCRETE COMPOSITE

Station to	Station	Thickness (Inches)	Quantity (Ton)
1+95.73	2+66.22	5	110.9
2+76.22	3+40.00	5	99.1
3+13.04	3+40.00	3	1.6
Total:			211.6

**TABLE OF ASPHALT CONCRETE COMPOSITE
(CITY PORTION)**

Station to	Station	Thickness (Inches)	Quantity (Ton)
3+40.00	4+05.38	5	66.4
3+40.00	3+76.83	3	2.1
Total:			68.5

TRAFFIC CONTROL

The Contractor will be required to maintain traffic in accordance with Section 4.4 of the Specifications. Traffic Control shall be in accordance with Section 634 of the Specifications, and The Manual on Uniform Traffic Control Devices (MUTCD). When warranted, 24 hour a day protection shall be undertaken.

All existing traffic control signs (stop, speed limit, yield, etc.) that are removed prior to or during construction shall be replaced in their proper positions after construction. Said work will be incidental to this project and must be completed in a timely manner to ensure safe conditions.

Erect only those signs that are applicable to the work in progress. When the Contractor is working at specific work areas within the project, only those traffic control devices applicable to that operation should be displayed. Non-applicable traffic control devices shall be removed. The Fixed Location Signs at the ends of the project shall be installed prior to work beginning on the project.

Removing, relocating, covering, salvaging and resetting of permanent traffic control devices, including delineation, shall be the responsibility of the Contractor. The cost of this work shall be incidental to Traffic Control. Any delineators and signs damaged or lost shall be replaced by the Contractor at no cost to the City.

Traffic Control includes all necessary traffic control devices and any relocation required to suit construction needs at that time. It also includes removing devices from the project at construction completion.

TRAFFIC CONTROL (CONTINUED)

The Contractor shall designate an employee whose responsibility is the maintenance of traffic, 24 hours a day and 7 days a week. The person so designated must have training and experience in the field of construction traffic control and be knowledgeable about the Manual on Uniform Traffic Control Devices (MUTCD). The cost of the traffic control person shall be incidental to Traffic Control. The Engineer must approve the employee selected. The name, phone number (including cell number), and location of person(s) shall be provided to the local law enforcement and the Engineer.

The contract unit price per unit for "Traffic Control" and the contract price per square foot for "Detour Signing" shall include all labor, equipment and materials necessary to furnish, erect and maintain the traffic control devices for the duration of the project.

The project shall not be open to traffic until all permanent traffic control devices are in place.

Traffic control devices shall meet the crashworthy requirements of the National Cooperative Highway Research Program Report 350 (NCHRP 350) for Category I, II, and III devices. It shall be the responsibility of the Contractor to insure that all devices meet the applicable NCHRP 350 requirements.

Category I traffic control devices include low mass, single piece traffic cones, tubular markers, single piece drums, and delineators. Auxiliary lights or signs shall be attached to these devices, unless approval has been granted by FHWA. The manufacturer may certify these devices as being NCHRP 250 crashworthy.

Category II traffic control devices include those which are larger than the Category I devices and may weigh up to 100 pounds. This includes plastic barricades and portable sign supports. Acceptable Category II devices are those, which have been crash-tested and have received an acceptance letter from the Federal Highway Administration.

Category III traffic control devices include barriers or other fixed or high mass devices, including portable sign trailers.

The following Traffic control devices: reflectorized drums, cones, tubular markers and detour signs (M4-8, M4-9, or M4-10 series) shall be sheeted with micro-cube corner prismatic material. Orange colored material shall be fluorescent.

Signs can be mounted on mobile units or on breakaway posts. These will meet MUTCD standards.

TRAFFIC CONTROL (CONTINUED)

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

Orange safety fence shall be used to protect pedestrian traffic from open excavations. All costs to furnish, install, maintain and remove the safety fence shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous. The Contractor shall make every effort to maintain or open a path for pedestrian traffic as soon as possible. Construction traffic should also be protected with cones or other alternatives.

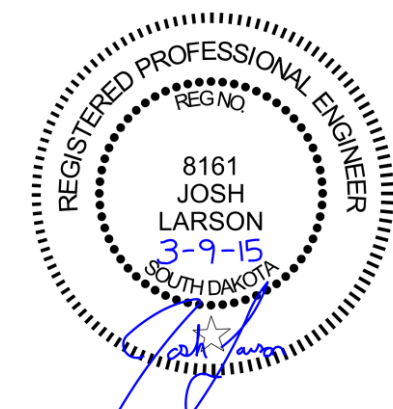
Storage of vehicles and equipment shall be as near the right-of-way as possible. Any damage to vegetation, surfacing, grading, and existing signs resulting from such individuals from indiscriminate use shall be repaired and/or restored by the contractor, at no expense to the Owner, and to the satisfaction of the Engineer.

The parking of vehicles in front of the full roadway closure barricades will not be permitted. The Contractor's equipment and employee vehicles should be parked at a location where they will not obscure the traffic control or be hazard to approaching traffic.

Water will be used to control dust as necessary. Any cost for dust control would be at the contractor's expense.

Affected parties and the engineer shall be notified two (2) business days prior to any access closures.

The Contractor shall utilize channelization devices as necessary to aid in directing traffic and closing off the work area. The Contractor shall have a minimum of 25 channelization devices to control the work area. These devices may be moved as needed and shall be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".



FURNISH AND INSTALL TRAFFIC SIGNS

The signs listed on the Sign Installation Table in the plans as new installations shall be provided for the locations specified. Flat aluminum signs greater than 24" on the horizontal axis when installed shall be 0.100" flat sheet aluminum. Flat aluminum signs 24" or less on the horizontal axis when installed shall be 0.080" flat sheet aluminum.

SIGN LEGEND, BORDER AND BACKGROUND

All signs are to be installed in accordance with Sections 632 and 982 of the Specifications.

Sheeting material on warning signs shall be fluorescent yellow and meet or exceed standards for ASTM D4956 classified Type XI super/very high intensity microprismatic sheeting.

DATE DECAL

The Contractor shall affix a date decal to each new sign installed. Each decal is an approximately 2" X 2" self-adhesive sticker with removable paper backing and black numerals on a white background. The date decal displays the last two digits of the year the sign was manufactured (as illustrated).



One decal shall be placed in the extreme lower left corner of the back of flat aluminum signs, except street signs.

Sign supports or other obstructions shall not block the view of the date decal upon completion of the sign installation.

Cost for furnishing and installing of date decals on new signs shall be incidental to the contract unit price for the various signing bid items.

SIGN POSTS

The plan post lengths shall be field verified by the Contractor. Breakaway anchor perforated tube post lengths listed in the Post Size/ Quantity columns of the SIGN INSTALLATION TABLE include 0.8' (9")/post minimum subgrade length.

Supports shall be cut to provide the proper sign height where necessary.

Perforated tube posts shall be fabricated from 12 gauge galvanized steel unless otherwise specified in the plans.

Post anchors shall be 48" long. Two-piece anchor post systems are required for 2" perforated tube post anchor stub posts. Heavy duty 7 gauge galvanized steel anchor stub posts that do not require stiffener sleeves are required for 2 1/2" perforated tube post non slip base post installations.

All sign support bases shall conform to Plate number 634.99.

Direct drive perforated tube post lengths listed in the Post Size/ Quantity columns of the Sign Installation table include the minimum 4'/post subgrade length.

DETOUR SIGNING

The Contractor will be required to install, maintain and remove the detour traffic signing in accordance with the Specifications, the MUTCD and as detailed in these plans. Detour signing shall be installed on breakaway ground mounted supports. All costs for furnishing, installing, maintaining and removing detour signs, posts and mounting hardware shall be incidental to the contract unit price per square foot for "Detour Signing".

PAVEMENT MARKING

The pavement marking material shall be as defined in Section 980 & 981 of the Specifications.

PLACING CONTRACTOR FURNISHED TOPSOIL

It is anticipated that a larger volume of topsoil will be needed for the new grade than can be salvaged from the existing grade. The Contractor will be required to furnish and place 4 inches of topsoil on roadway inslopes and areas as determined by the Engineer during construction.

All costs to furnish and place the topsoil shall be incidental to the contract unit price per cubic yard for "Placing Contractor Furnished Topsoil".

The estimated amount of topsoil to be placed is 14 CuYd.

EROSION CONTROL

Erosion Control shall include all costs to furnish and install all Mycorrhizal Inoculum, Fertilizer, Permanent Seeding, and Fiber Mulch as shown on the plan sheets.

TABLE OF EROSION CONTROL

Station to	Station	** Fertilizer (Lb)	** Permanent Seeding (Lb)	** Fiber Mulching (Lb)
2+96	3+40	29	7	39
3+40	3+81	16	4	22

** The quantities for these items are for information only.

MYCORRHIZAL INOCULUM

Mycorrhizal inoculum shall consist of mycorrhizal fungi spores and mycorrhizal fungi-infected root fragments in a solid carrier. The carrier may include organic materials, calcinated clay, or other materials consistent with application and good plant growth. The supplier shall provide certification of the fungal species claimed and the live propagule count. The inoculum shall include the following fungal species:

<i>Glomus intraradices</i>	25%
<i>Glomus aggregatu</i>	25%
<i>Glomus mosseae</i>	25%
<i>Glomus etunicatum</i>	25%

All seed shall be inoculated by the seed supplier with a minimum of 20,000 live propagules of mycorrhizal fungi per 1,000 square feet. All costs of inoculating the seed shall be incidental to the contract unit price per lump sum for "Erosion Control".

The mycorrhizal inoculum shall be from the list below or an approved equal:

Product
MycoApply

Manufacturer
Mycorrhizal Applications, Inc.
Grants Pass, OR
Phone: 1-866-476-7800
<http://www.mycorrhizae.com/>



EROSION CONTROL (CONTINUED)

FERTILIZING

The Contractor shall apply an all-natural slow release fertilizer prior to seeding or placing sod. The all-natural fertilizer shall have a minimum guaranteed analysis of 4-6-4 and be USDA Certified BioBased. It should provide a minimum of 4% (N) nitrogen with a minimum water insoluble nitrogen (WIN) fraction of 3.2%, a minimum of 6% (P2O5) available phosphate, a minimum of 4% (K2O) soluble potash, and a maximum carbon to nitrogen ratio (C:N ratio) of 5:1. The all-natural fertilizer shall be free of weed-seed and pathogens accomplished through thermophilic composting, and not mechanical or chemical sterilization, to assure presence of beneficial soil microbiology. The fertilizer shall have a near neutral pH, a low salt index, a low biological oxygen demand, contain organic humic and fulvic acids, and have high aerobic organism counts. The fertilizer shall also be stable, free of bad odors, and be unattractive as a food source for animals. It should also be in a granular form that is easily spread.

The all-natural slow release fertilizer shall be applied according to the manufacturer's application recommendations.

The application rate is 34 pounds per 1,000 square feet.

The all-natural slow release fertilizer shall be from the list below or an approved equal:

<u>Product</u>	<u>Manufacturer</u>
Sustane	Sustane Corporate Headquarters Cannon Falls, Minnesota Phone: 1-800-352-9245 http://www.sustane.com/

DRILLS

In addition to the drills specified in Section 730 of the Specifications, other types of drills including no-till drills will be allowed as long as they have baffles, partitions, agitators, or augers which keep the seed distributed throughout the seed box and the seed is planted at a depth of 1/4" to 1/2".



EROSION CONTROL (CONTINUED)

PERMANENT SEEDING

The areas to be seeded consist of all newly graded areas within the project limits except for the top of roadways.

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.

The varieties listed for seed mixtures are preferred varieties.

Type D Permanent Seed Mixture shall consist of the following:

Grass Species	Variety	Pure Live Seed (PLS) (Pounds/1000 SqFt)
Kentucky Bluegrass	Avalanche, Appalachian, Wildhorse, Blue Bonnet	1.4
Perennial Ryegrass	Turf Type Varieties	1.4
Creeping Red Fescue	Epic, Boreal	1.4
Chewings Fescue	Ambrose, K2, VNS, Zodiac	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 2000 pounds per acre.

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.

All costs for the additional tackifier added to the fiber mulch including labor, equipment, and materials shall be incidental to the contract unit price per lump sum for "Erosion Control".

The fiber mulch provided shall be from the approved product list. The approved product list for the fiber mulch may be viewed at the following internet site:

<http://sddot.com/business/certification/products/Default.aspx>

WEED BARRIER FABRIC/LANDSCAPE FABRIC

Weed barrier fabric shall be placed in all areas where landscaping rock is to be placed.

Weed barrier fabric shall be anchored to the ground with 6" U shaped staples. The staples shall be placed at a 4' spacing along all edges, overlaps, and throughout the area of weed barrier fabric. The weed barrier fabric shall be overlapped 4" between rolls.

Weed barrier fabric shall be measured to the nearest square yard. Measurement of the overlaps will not be made.

All costs for furnishing, handling, and placing the weed barrier fabric including the materials, equipment, labor, and incidentals necessary shall be incidental to the contract unit price per square yard for "Weed Barrier Fabric".

The weed barrier fabric shall be provided from the list below or an approved alternate:

Weed Barrier Fabric/Landscape Fabric	
<u>Product</u>	<u>Manufacturer</u>
Green Line Ground Cover	Thrace-LINQ, Inc. Summerville, SC Phone: 1-800-445-4675
Green Line Landscape	Thrace-LINQ, Inc. Summerville, SC Phone: 1-800-445-4675
Purple Line Landscape	Thrace-LINQ, Inc. Summerville, SC Phone: 1-800-445-4675
Geotex 351	Propex Inc. Chattanooga, TN Phone: 1-800-621-1273 www.geotextile.com
Earthscape 4530	Propex Inc. Chattanooga, TN Phone: 1-800-621-1273
Mirafi Mscape	TenCate Geosynthetics Pendergrass, GA Phone: 1-706-693-2226
Mirafi Mscape Plus	TenCate Geosynthetics Pendergrass, GA Phone: 1-706-693-2226
Typar Professional Landscape Fabric 3301	Fiberweb, Inc. Old Hickory, TN Phone: 1-800-382-8467 www.typarlandscape.com

LANDSCAPING ROCK

The landscaping rock shall be placed at a thickness of 6 inches at the areas as shown in the plans. The landscaping rock shall be 2" – 3" washed river rock or similar landscaping rock as approved by the Engineer during construction.

The Contractor shall provide a sample of the landscaping rock to the Engineer for approval two weeks prior to installation.

All costs for furnishing, handling, and placing the landscaping rock including the materials, equipment, labor, and incidentals necessary shall be incidental to the contract unit price per cubic yard for "Landscaping Rock".

TABLE OF LANDSCAPE ROCK

Station to	Station	Quantity (CuYd)
2+39 - 26.5' L	2+66 - 26.5' L	4.4
2+76 - 26.5' L	3+13 - 26.5' L	5.3
Total:		9.6

LOW FLOW SILT FENCE

The low flow silt fence fabric provided shall be from the approved product list. The approved product list for low flow silt fence may be viewed at the following internet site:

<http://apps.sd.gov/Applications/HC54ApprovedProducts/main.asp>

Low flow silt fence shall be placed at the locations noted in the table and at locations that will minimize siltation of adjacent streams, lakes, dams, or drainage areas as determined by the Engineer during construction. Refer to Standard Plate 734.04 for details.

TABLE OF LOW FLOW SILT FENCE

Station	L/R	Location	Quantity (Ft)
3+21	L	Bottom of Slope	25
3+45	R	Bottom of Slope	54
3+69	L	Bottom of Slope	12
Total:			91

MUCKING SILT FENCE

Mucking silt fence shall consist of removing muck trapped by the silt fence and spreading the material evenly over the adjacent area to conform to the existing grade.

REMOVE SILT FENCE

Silt fence shall be removed when vegetation is established. Some or all of the silt fence may be left on the project until vegetation is established.

SEDIMENT FILTER BAG

The sediment filter bags shall be the Snake Bag from Sacramento Bag Manufacturing Company or an approved equal.

Sediment Filter Bag

Product	Manufacturer
Snake Bag	Sacramento Bag Manufacturing Co. Sacramento, CA Phone: 1-800-287-2247 www.sacbag.com

The sediment filter bags shall be filled with clean aggregate 2" minus or smaller

All costs for furnishing, installing, and removing the sediment filter bags shall be incidental to the contract unit price per foot for "Sediment Filter Bag."

TABLE OF SEDIMENT FILTER BAGS

Station	Quantity (Ft)	
1+86 - 28.3' L	5	
1+86 - 28.3' R	5	
3+79 - 51.7' L	10	
4+40 - 25.3' L	5	
Total:		25

STREET SWEEPING

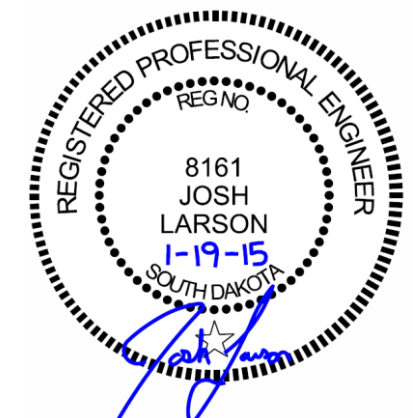
Vehicle tracking of sediment from the construction site shall be minimized. Street sweeping shall be used if erosion and sediment control best management practices are not adequate to prevent sediment from being tracked onto the street.

The Contractor shall use a pickup broom having integral self-contained storage to clean the roadway. The pickup broom used shall be a minimum of 6 feet wide and have working gutter brooms.

At a minimum, sweeping will be required:

1. Prior to opening any segment or roadway to traffic.
2. When dirt has been tracked off of the project onto adjacent paved streets.

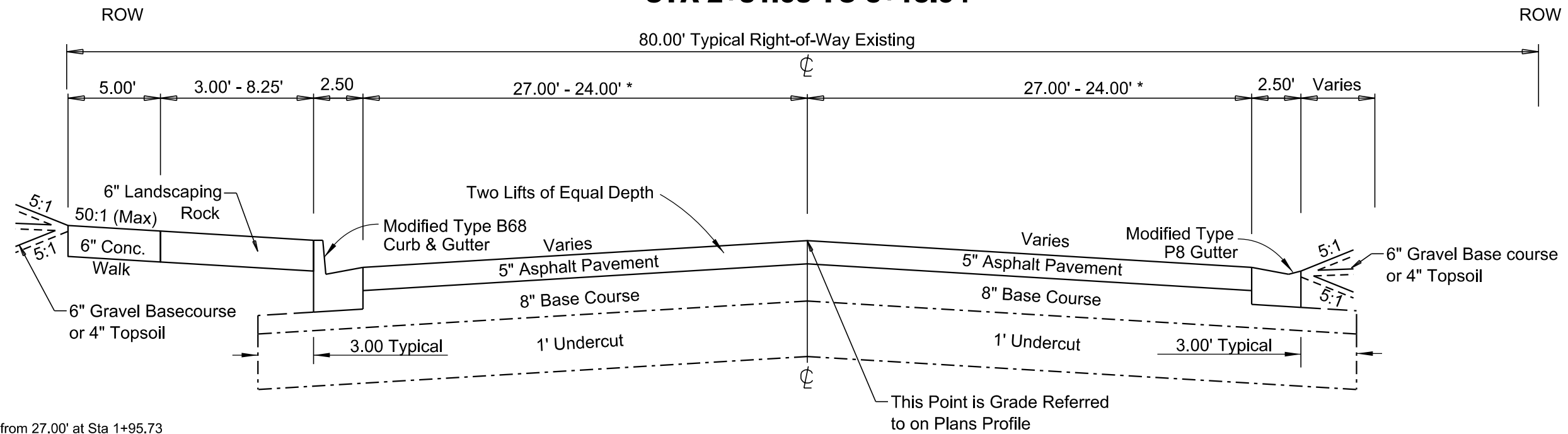
All costs for cleaning the roadway with a pickup broom shall be incidental to the project. No additional payment shall be made for sweeping.



TYPICAL GRADING

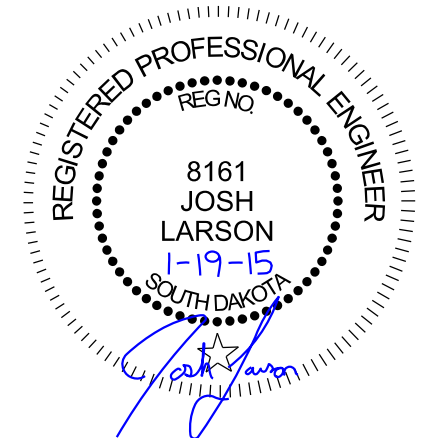
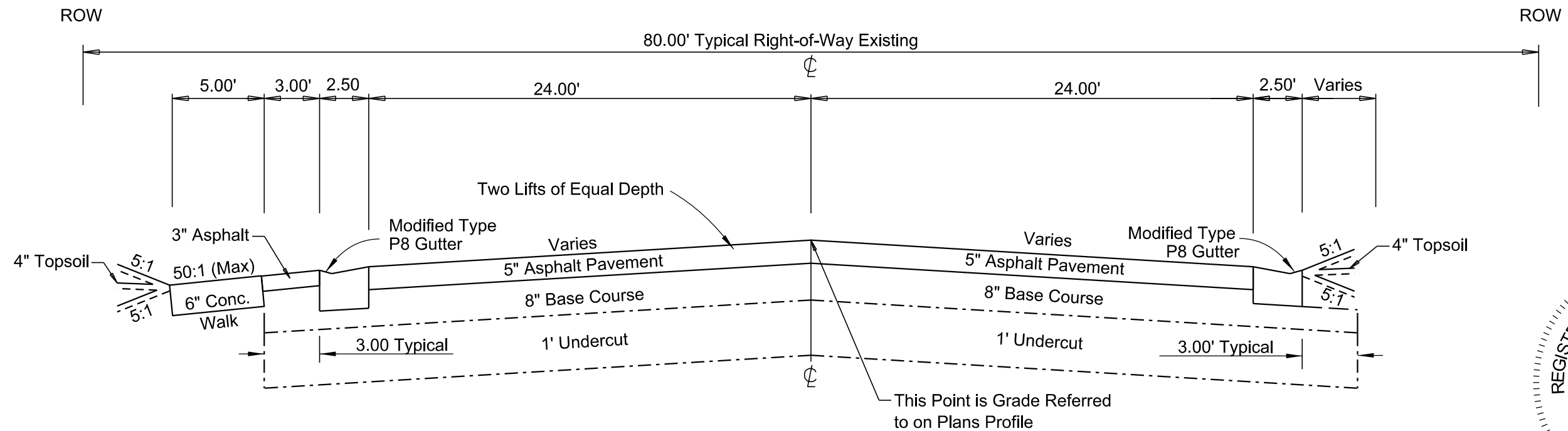
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	11	39

MAIN STREET STA 1+95.73 TO 2+61.08 STA 2+81.08 TO 3+13.04

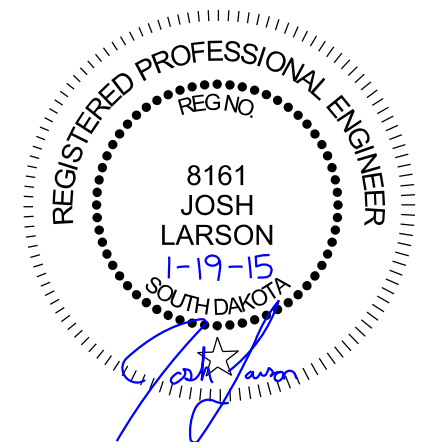
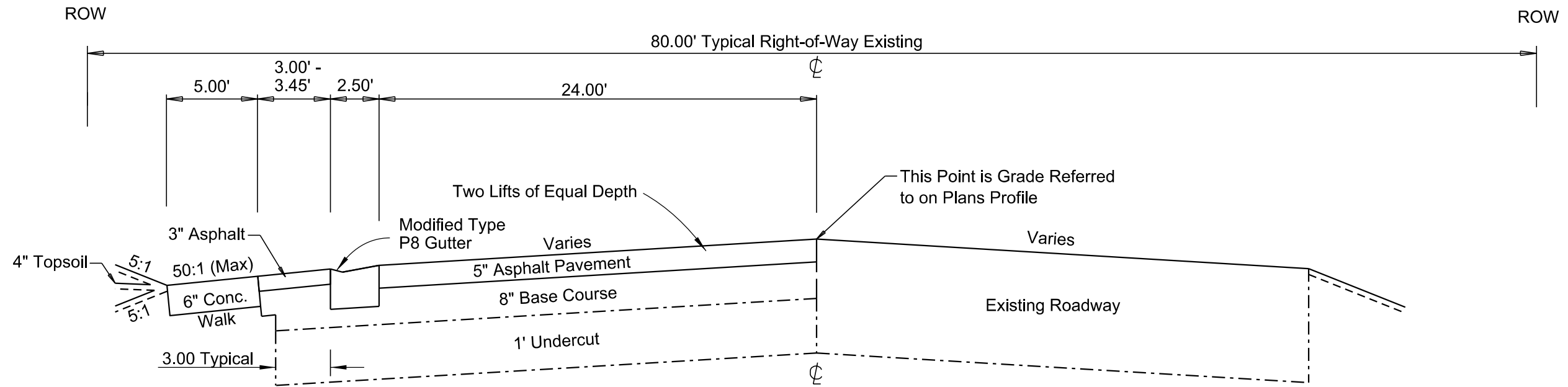


* - Transitions from 27.00' at Sta 1+95.73 to 24.00' at Sta 2+10.00

MAIN STREET STA 3+13.04 TO 3+40.00



**MAIN STREET
STA 3+40.00 TO 4+05.38**



HORIZONTAL ALIGNMENT DATA

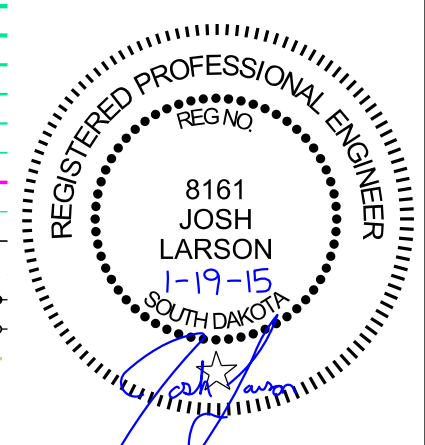
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	13	39

Type	Station	Main Street		Northing	Easting
POB	0+00.00			395702.343	2592624.574
		TL= 440.15	N 88°12'14" E		
POE	4+40.15			395716.138	2593064.508



EXISTING TOPOGRAPHY SYMBOLOGY AND LEGEND

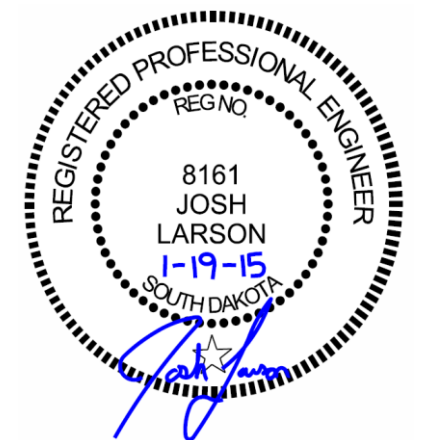
Anchor		Hedge		Shrub Tree	
Antenna		Highway R.O.W. Marker		Sidewalk	
Approach		Interstate Close Gate		Sign Face	
Assumed Corner		Iron Pin		Sign Post	
Azimuth Marker		Irrigation Ditch		Slough Or Marsh	
BBQ Grill/ Fireplace		Lake Edge		Spring	
Bearing Tree		Lawn Sprinkler		Stream Gauge	
Bench Mark		Mailbox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



RIGHT OF WAY AND EASEMENT OWNERSHIP TABLE



STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PP 8034 (30)	15	39

Parcel No.	Station (Begin)	Station (End)	Side	Type	Purpose	Area	Property Owner	Property Description
A1	1+98.21	to 2+06.51	LT	TEMP	Cut, Fill	256 Sq.Ft.	Kaylor Grain Company, Inc.	Lot E, of Railroad Subdivision to the City of Parkston, Hutchinson County, South Dakota.
A2	2+05.74	to 2+25.74	RT	TEMP	Cut, Fill, Driveway Rail Removal	499 Sq.Ft.	BNSF Railway Company	Lot F, of Railroad Subdivision to the City of Parkston, Hutchinson County, South Dakota.
A3	2+06.51	to 3+20.95	LT	TEMP	Cut, Fill, Driveway Rail Removal	2369 Sq.Ft.	BNSF Railway Company	Lot C, of Railroad Subdivision to the City of Parkston, Hutchinson County, South Dakota.
A4	3+20.95	to 3+70.95	LT	TEMP	Cut, Fill	553 Sq.Ft.	Kaylor Grain Company, Inc.	Lot D, of Railroad Subdivision to the City of Parkston, Hutchinson County, South Dakota.
A5	3+21.47	to 3+71.47	RT	TEMP	Cut, Fill	500 Sq.Ft.	James Weiss & Joanne Weiss	Lot G, of Railroad Subdivision to the City of Parkston, Hutchinson County, South Dakota.



SIGN INSTALLATION TABLE

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	16	39

SIGN DATA						POST DATA						
SIGN #	STATION	DESCRIPTION	SIGN CODE	SIGN SIZE (FT)	SIGN AREA (SQ. FT.)	OFFSET* RIGHT/ LEFT OVERHEAD	POST LENGTHS (ABOVE GROUND) ***		FIXED OR BREAK- AWAY**	(N)EW OR (R)EUSE POST		POST SIZES AND QUANTITIES (FT)
					Type XI		INSIDE	OUTSIDE		IN	OUT	2.5" x 2.5" TUBE
MAIN STREET					632E3205		10'09"		A	N	632E1340	
1	0+81 R		W10-1	2.5 X 2.5	4.9	2.4' R	10'09"		A	N	10.8	
2	4+41 L		W10-1	2.5 X 2.5	4.9	2.4' L	10'09"		A	N	10.8	



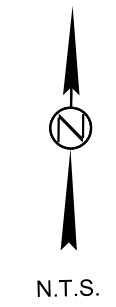
PP 8034(30) TOTALS	9.8	21.6
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*-Distance from Back of Curb to Edge of Sign ***-Plan post lengths are estimates. The post lengths shall be field verified by Contractor.
 **- (F)ixed Base, or Breakaway (S)lip Base, (A)nchor Stub Post, (M)ulti-directional Surface Mountrn, (D)irect drive, or (W)ood Post.



TRAFFIC CONTROL

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	17	39



CONTRACTOR SHALL HAVE 24 HOUR ON CALL PERSON TO MANAGE TRAFFIC CONTROL SIGNS. CONTRACTOR SHALL PROVIDE NAME AND PHONE NUMBER TO THE ENGINEER AT THE PRECONSTRUCTION MEETING.

SIGN SPACING MAY BE ADJUSTED FOR SITE CONDITIONS.

N. DEPOT STREET, E. MAPLE STREET AND N. RAILROAD STREET TRAFFIC SHALL NOT BE INTERRUPTED DURING CONSTRUCTION.

CONTRACTOR WILL BE REQUIRED TO KEEP AN OPEN PATH FOR EMERGENCY VEHICLES AT ALL TIMES.

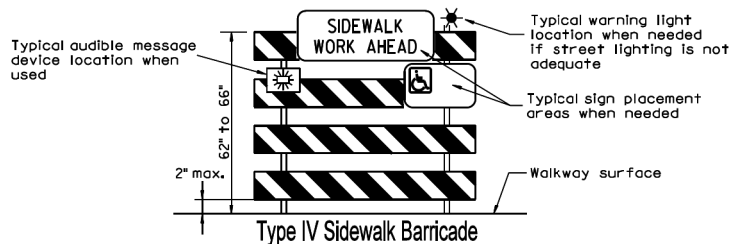
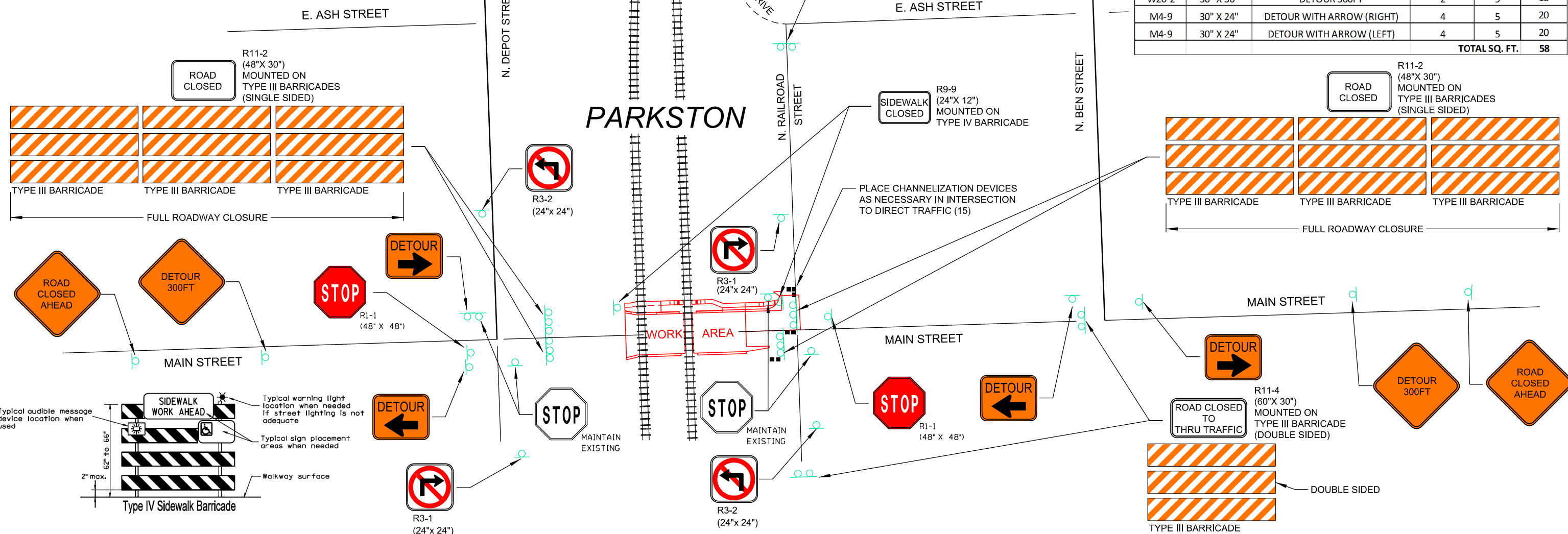
USE TYPE III BARRICADES TO CLOSE MAIN STREET AND POST ROAD CLOSURE SIGNS. A MINIMUM OF 15 BARRICADES ARE NEEDED.

ONE MUTCD R11-2 SIGN IS REQUIRED PER GROUPING (2 OR 3) OF TYPE III BARRICADES.

CHANNELIZATION DEVICES SHALL BE UTILIZED AS NECESSARY TO AID IN DIRECTING TRAFFIC AND CLOSING OFF WORK AREA. CHANNELIZATION DEVICES SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE PER LUMP SUM FOR TRAFFIC CONTROL, MISCELLANEOUS.

ITEMIZED LIST FOR TRAFFIC CONTROL					
SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRE	UNITS PER SIGN	UNITS
R1-1	48" X 48"	STOP SIGN	2	34	68
R3-1	24" X 24"	RIGHT TURN PROHIBITION	2	16	32
R3-2	24" X 24"	LEFT TURN PROHIBITION	2	16	32
R9-9	24" X 12"	SIDEWALK CLOSED	2	15	30
R11-2	48" X 30"	ROAD CLOSED	4	27	108
R11-4	60" X 30"	ROAD CLOSED TO THRU TRAFFIC	3	30	90
W20-3	36" X 36"	ROAD CLOSED AHEAD	2	27	54
****	6'	TYPE IV PEDESTRIAN BARRICADE (DOUBLE SIDED)	2	55	110
****	8'	TYPE III BARRICADE (SINGLE SIDED)	12	40	480
****	8'	TYPE III BARRICADE (DOUBLE SIDED)	3	56	168
TOTAL UNITS					1172

ITEMIZED LIST FOR DETOUR SIGNING					
SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	SQ. FT. PER SIGN	UNITS
W20-2	36" X 36"	DETOUR 300FT	2	9	18
M4-9	30" X 24"	DETOUR WITH ARROW (RIGHT)	4	5	20
M4-9	30" X 24"	DETOUR WITH ARROW (LEFT)	4	5	20
TOTAL SQ. FT.					58



2+15.11 - 68.5' L to 2+15.71 - 57.5' R
Remove Railroad Track

1+75 - 32' L
Do Not Disturb Light Pole

1+98 - 38' L
Do Not Disturb Building

By Others:
2+86 - 31' L
Remove BNSF Signal Pole

2+71 L&R
Do Not Disturb Railroad Tracks

2+99.3 - 38.2' L to 3+40.00 - 38.8' L
Remove Fence

3+22 - 49' L
Do Not Disturb Junction Box

3+48 - 46' L
Do Not Disturb Grain Bin

Remove, Salvage, Relocate, and Reset Traffic Sign at the following locations:
2+99.3 - 23.4' R
2+99.5 - 39.7' L

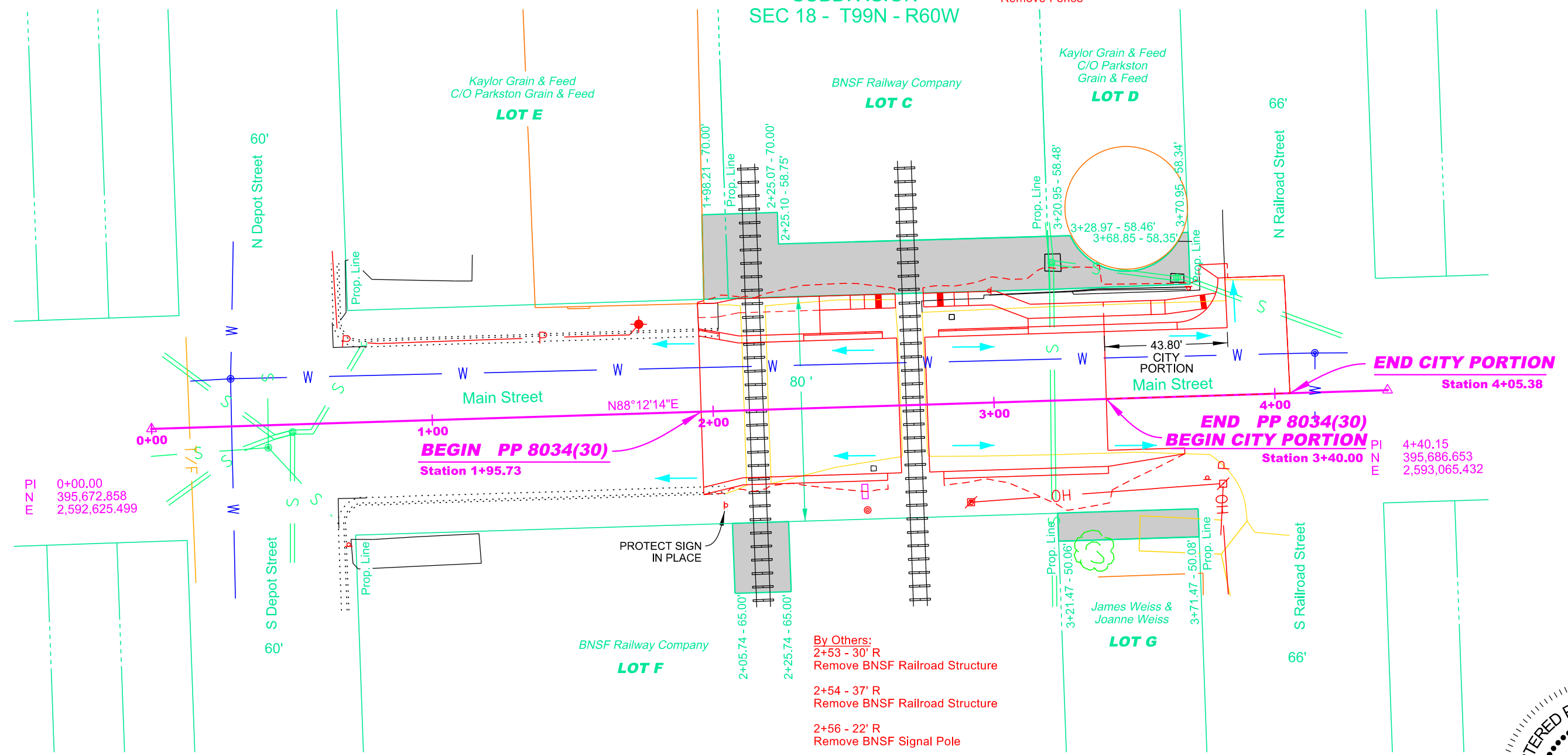
City Portion:
3+40.00 - 38.8' L to 3+69.56 - 38.1' L
Remove Fence

3+67 - 42' L
Do Not Disturb Junction Box

3+70 - 38' L
Do Not Disturb Sign

PARKSTON

RAILROAD SUBDIVISION SEC 18 - T99N - R60W



PI 0+00.00
N 395,672.858
E 2,592,625.499

BEGIN PP 8034(30)
Station 1+95.73

END PP 8034(30)
Station 3+40.00

END CITY PORTION
Station 4+05.38

PI 4+40.15
N 395,686.653
E 2,593,065.432

BNSF Railway Company
LOT F

By Others:
2+53 - 30' R
Remove BNSF Railroad Structure

2+54 - 37' R
Remove BNSF Railroad Structure

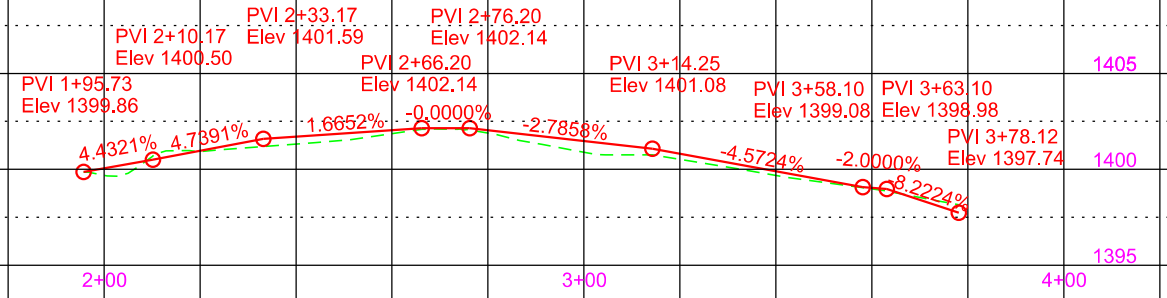
2+56 - 22' R
Remove BNSF Signal Pole

James Weiss & Joanne Weiss
LOT G

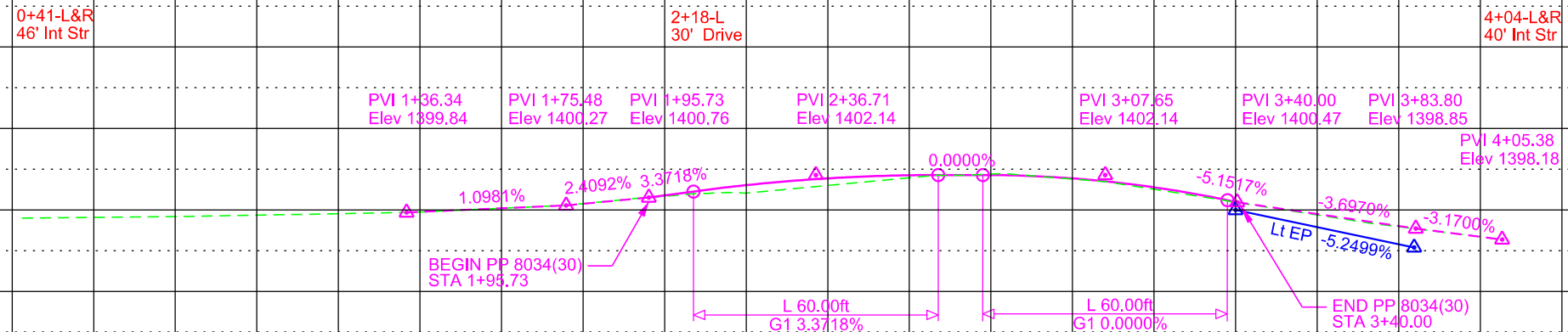
RAILROAD SUBDIVISION SEC 18 - T99N - R60W



LT SIDEWALK INSIDE EDGE



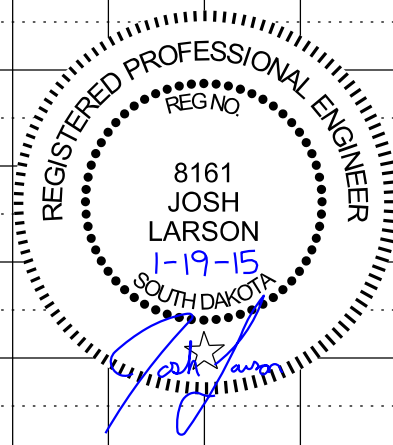
MAINLINE



0+41-L&R
46' Int Str

2+18-L
30' Drive

4+04-L&R
40' Int Str



0+00 1+00 2+00 3+00 4+00

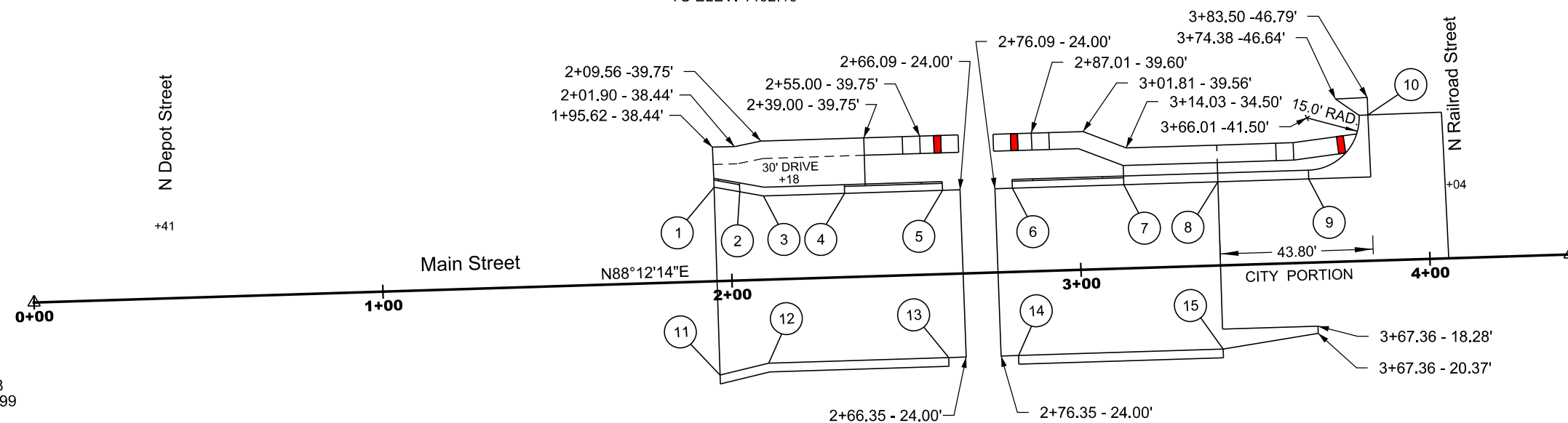
CURB & GUTTER LAYOUT

NOTES:
All Sidewalk is 5.0'
Drive is Type A



CITY PORTION:

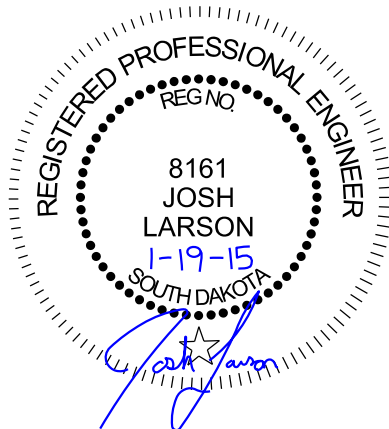
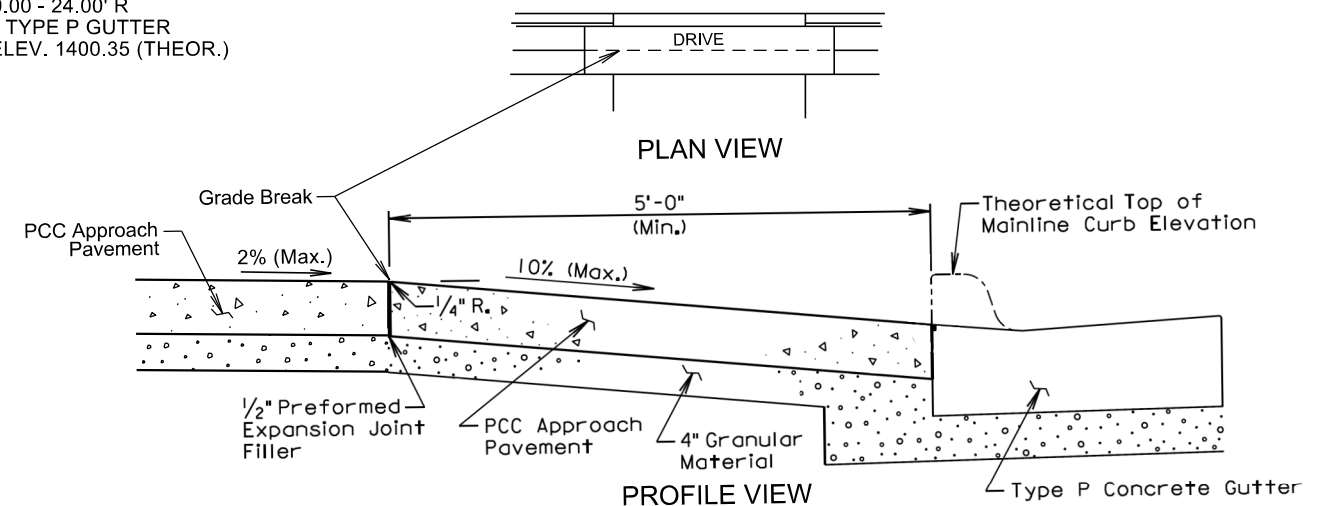
- | | | |
|--|--|--|
| <p>1 1+95.73 - 26.95' L
BEGIN TYPE B68 STR. C&G
TC ELEV. 1399.88 (MATCH EXISTING)</p> <p>2 2+03.00 - 25.42' L
END TYPE B68 STR. C&G
BEGIN TYPE P GUTTER
TC ELEV. 1400.25 (THEOR.)</p> <p>3 2+09.74 - 24.00' L
END TYPE P GUTTER
BEGIN TYPE P GUTTER
TC ELEV. 1400.55 (THEOR.)</p> <p>4 2+33.00 - 24.00' L
END TYPE P GUTTER
BEGIN TYPE B68 STR. C&G
TC ELEV. 1401.65 (THEOR.)</p> <p>5 2+61.09 - 24.00' L
END TYPE B68 STR. C&G
TC ELEV. 1402.10</p> | <p>6 2+81.09 - 24.00' L
BEGIN TYPE B68 STR. C&G
TC ELEV. 1402.10</p> <p>7 3+13.04 - 24.00' L
END TYPE B68 STR. C&G
BEGIN TYPE P GUTTER
TC ELEV. 1401.59 (THEOR.)</p> <p>8 3+40.00 - 24.00' L
END TYPE P GUTTER
TC ELEV. 1400.45 (THEOR.)</p> | <p>8 3+40.00 - 24.00' L
BEGIN TYPE P GUTTER
TC ELEV. 1400.45 (THEOR.)</p> <p>9 3+66.01 - 24.00' L
END TYPE P GUTTER
BEGIN 8" FILLET SECTION
TC ELEV. 1399.09 (THEOR.)</p> <p>10 3+83.51 - 41.79' L
END 8" FILLET SECTION
TC ELEV. 1397.81 (THEOR.)</p> |
|--|--|--|



PI 0+00.00
N 395,672.858
E 2,592,625.499

- | | |
|--|---|
| <p>11 1+95.73 - 26.95' R
BEGIN TYPE P GUTTER
TC ELEV. 1400.07 (THEOR.)</p> <p>12 2+09.74 - 24.00' R
END TYPE P GUTTER
BEGIN TYPE P GUTTER
TC ELEV. 1400.68 (THEOR.)</p> <p>13 2+61.35 - 24.00' R
END TYPE P GUTTER
TC ELEV. 1402.59 (THEOR.)</p> | <p>14 2+81.35 - 24.00' R
BEGIN TYPE P GUTTER
TC ELEV. 1402.60 (THEOR.)</p> <p>15 3+40.00 - 24.00' R
END TYPE P GUTTER
TC ELEV. 1400.35 (THEOR.)</p> |
|--|---|

TYPICAL DETAIL
GRADE BREAK FOR TYPE A APPROACH PAVEMENT



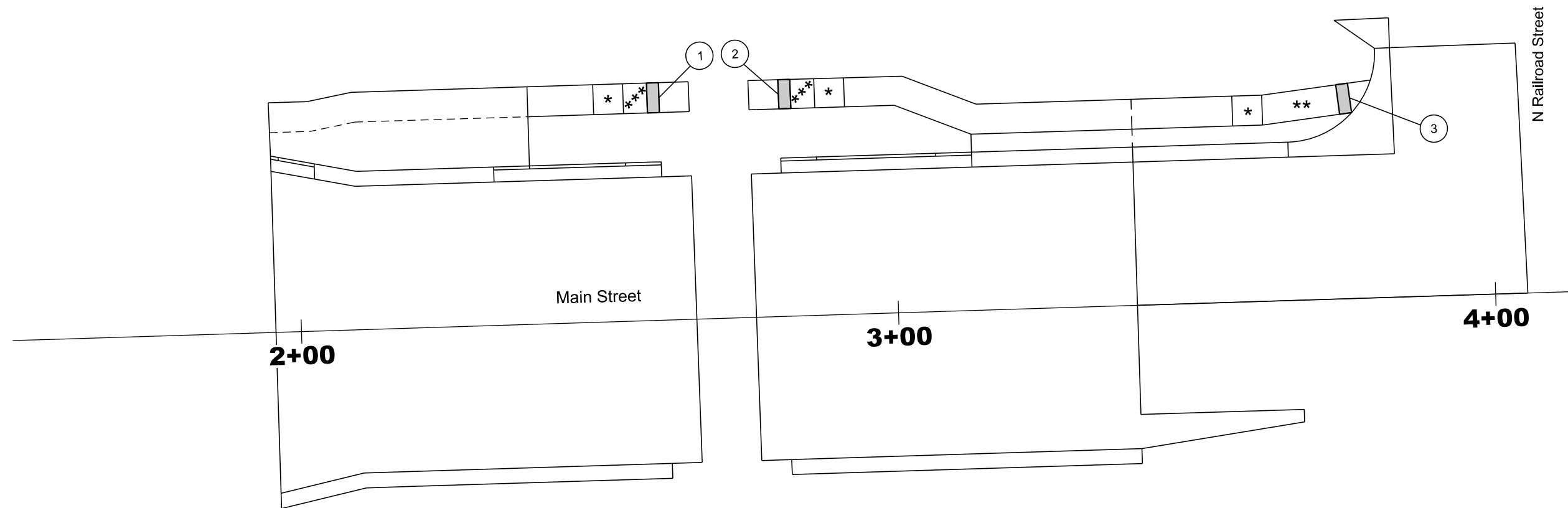
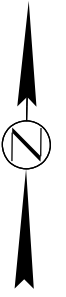
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	21	39

CURB RAMP DETAILS

City Portion:

- 1 2+61.02 - 37.25' L
Center Type 1
Curb Ramp
- 2 2+81.02 - 37.19' L
Center Type 1
Curb Ramp

- 3 3+76.56 - 33.59' L
Center Type 1
Curb Ramp



- Legend:
- * Turning Space with 2% maximum slope
 - * * Curb Ramp with 8.3% maximum slope and 2% maximum cross slope
 - * * * Curb Ramp with 5.0% maximum slope and 2% maximum cross slope
 - ▭ Detectable Warning

EROSION AND SEDIMENT CONTROL PLAN

Install Low Flow Silt Fence at the following locations:

3+21 L	Bottom of Slope	25 Ft
3+45 R	Bottom of Slope	54 Ft
3+69 L	Bottom of Slope	12 Ft

Install Sediment Filter Bags at the following locations:

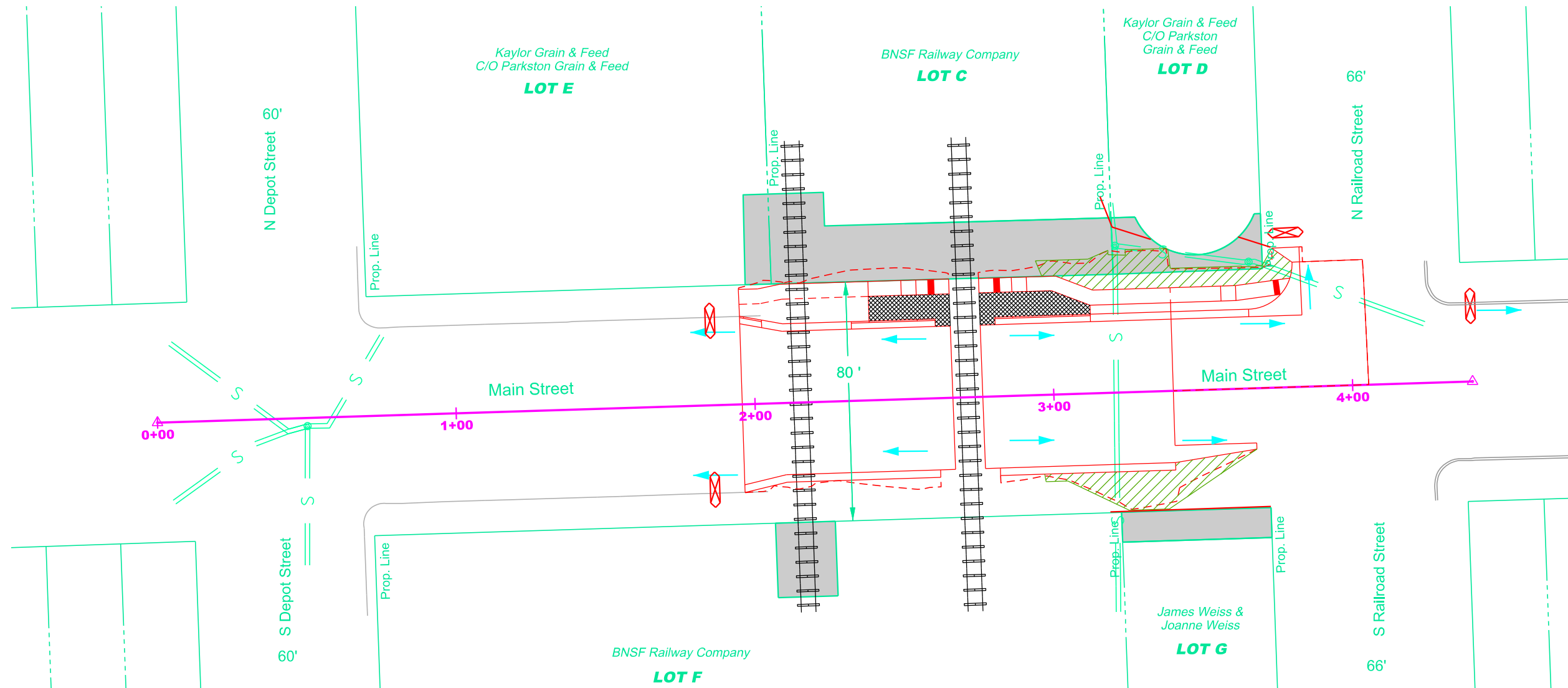
1+86 - 28.3' L	5 Ft
1+86 - 28.3' R	5 Ft
3+79 - 51.7' L	10 Ft
4+40 - 25.3' L	5 Ft

Install Landscape Rock at the following locations:

2+39 L to 2+66 L	4.4 CY
2+76 L to 3+13 L	5.3 CY

PARKSTON

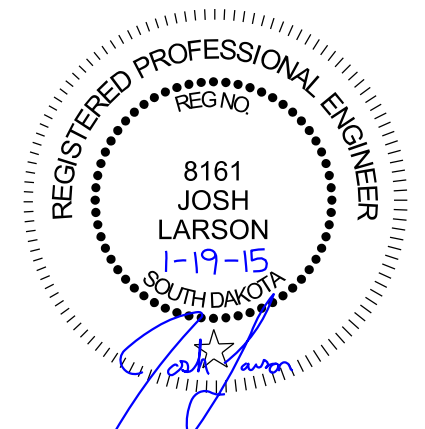
RAILROAD SUBDIVISION
SEC 18 - T99N - R60W



LEGEND

- | | | | |
|--|-------------------------------|--|----------------------|
| | TYPE D PERMANENT SEED MIXTURE | | SILT FENCE |
| | LANDSCAPE ROCK | | SEDIMENT FILTER BAGS |
| | TEMPORARY EASEMENT | | DRAINAGE ARROW |

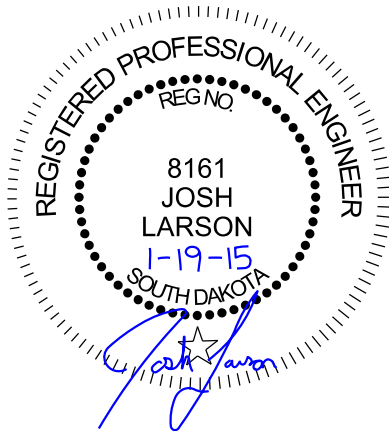
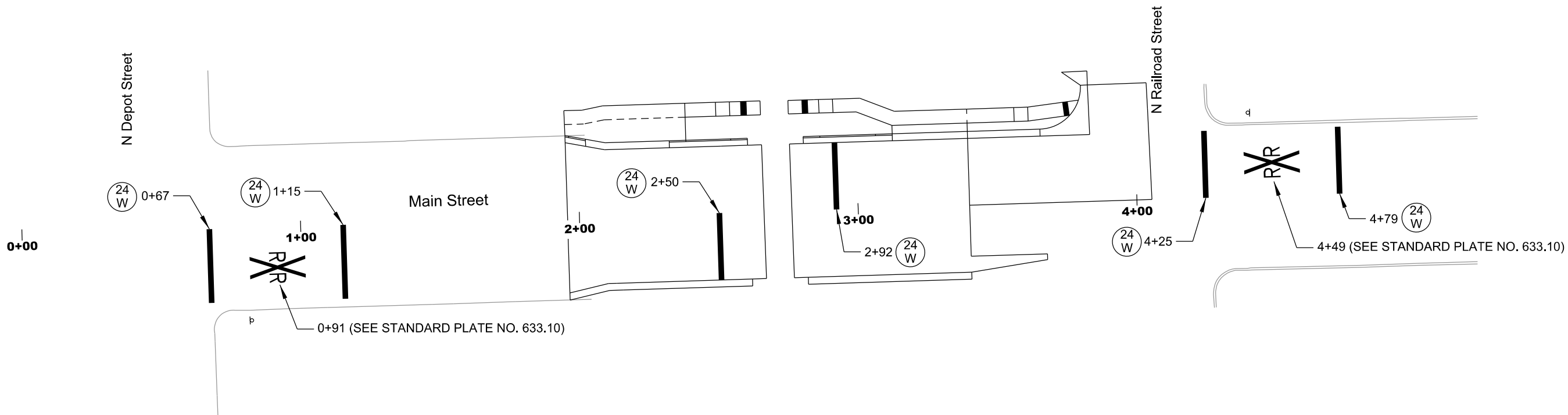
RAILROAD SUBDIVISION
SEC 18 - T99N - R60W



PAVEMENT MARKING LAYOUT

MAIN STREET

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	23	39

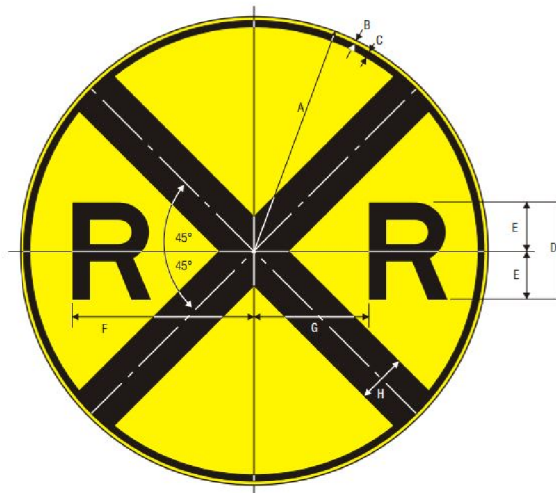
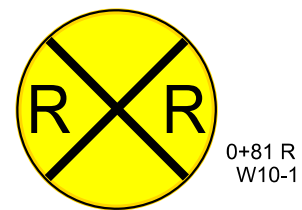
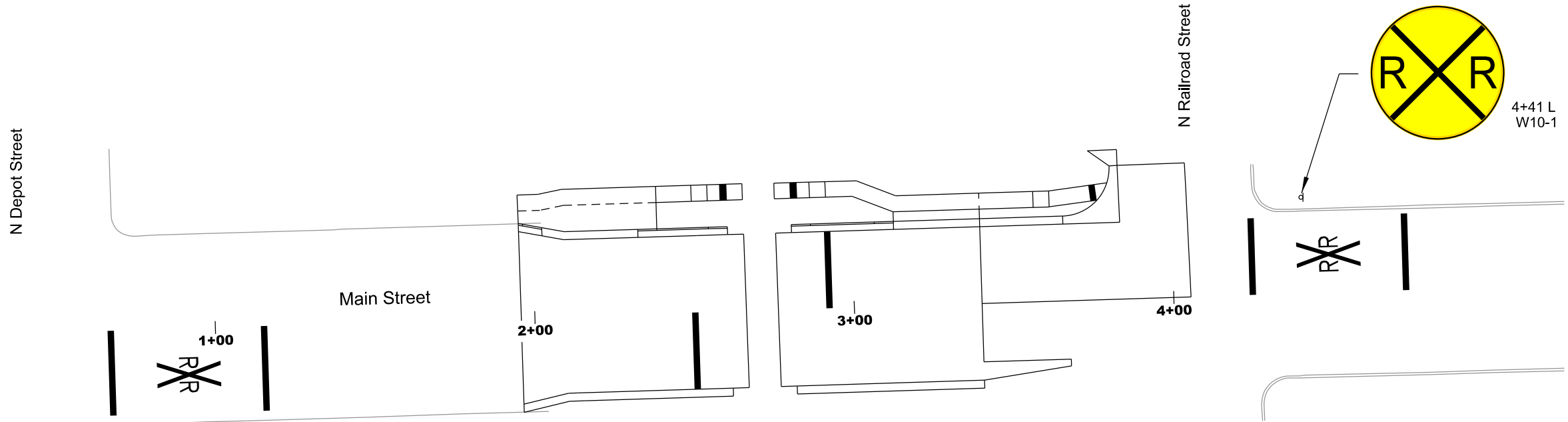


KEY	ITEM	ESTIMATED QUANTITY	UNIT
(24 W)	PAVEMENT MARKING PAINT, 24" WHITE	149	FT
RR	PAVEMENT MARKING PAINT, SYMBOL	2	EACH

PERMANENT SIGNING

MAIN STREET

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	24	39

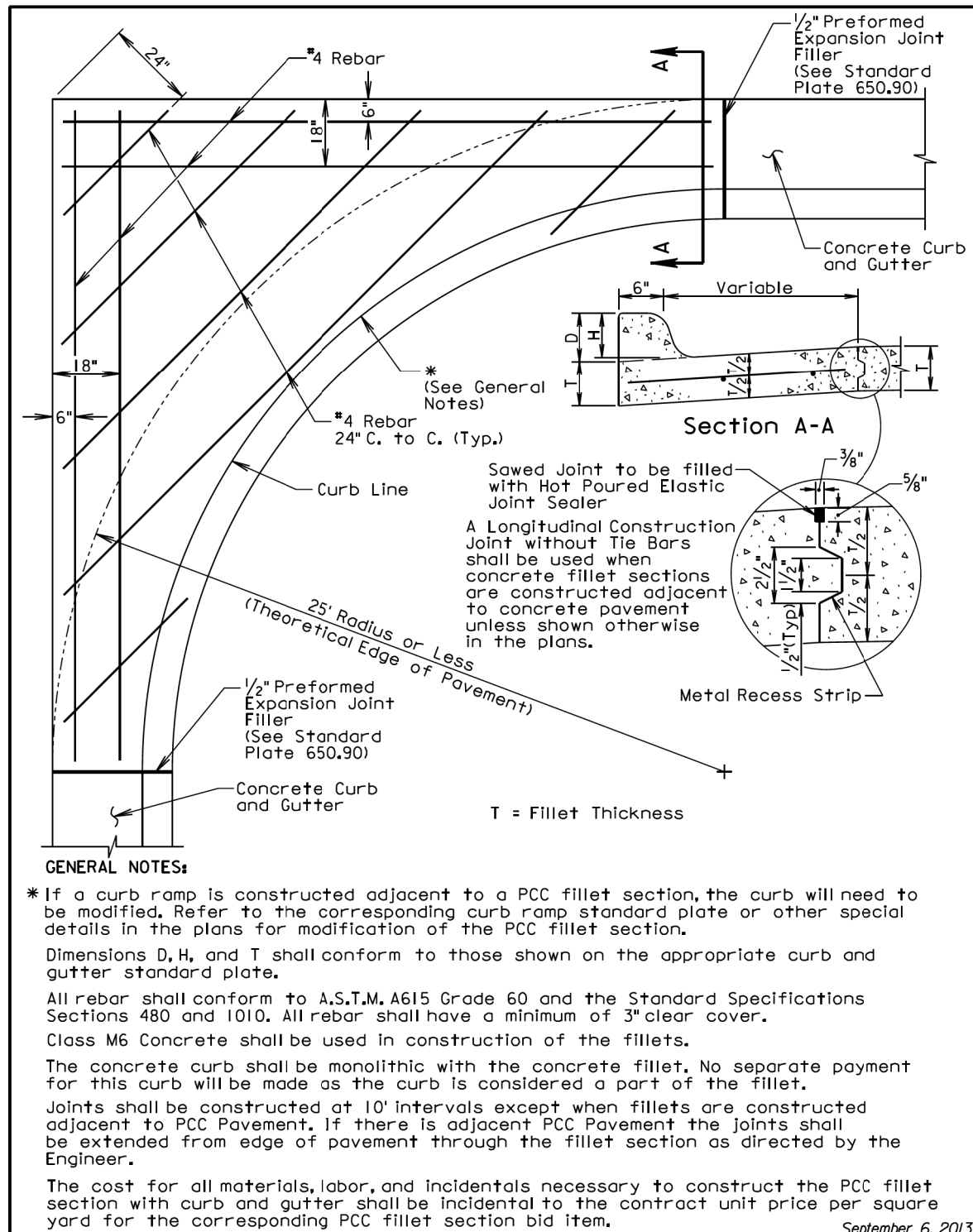


W10-1
HIGHWAYRAIL GRADE CROSSING ADVANCE WARNING

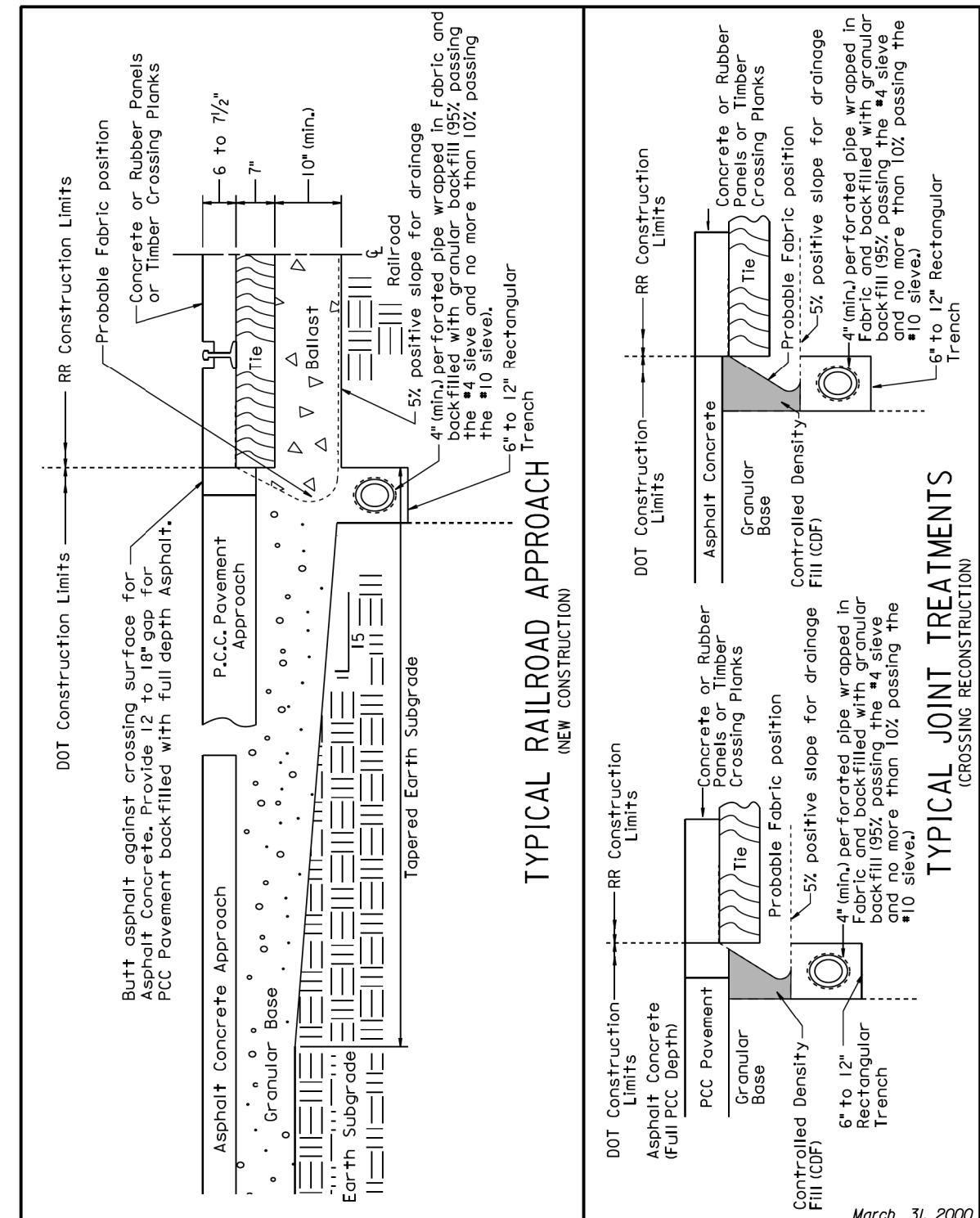
A	B	C	D	E	F	G	H
9	.25	.375	4 E	2	7.187	4.312	2
12	.375	.625	5 E	2.5	9.187	5.812	2.5
15	.375	.625	7 E	3.5	12.375	7.125	3
18	.5	.75	8 E	4	14.375	8.625	4
24	.75	1.25	10 E	5	18.375	11.625	5

SIGN NUMBER	W10-1
RADIUS (A)	15"
BORDER WIDTH	0.625" WIDTH / 0.375" INSET
CORNER RADIUS	N/A
MOUNTING	GROUND
BACKGROUND	TYPE: Nonremovable Copy Super/Very High Intensity COLOR: YELLOW (RETROREFLECTIVE)
LEGEND/BORDER	TYPE: Nonremovable Copy Super/Very High Intensity COLOR: BLACK

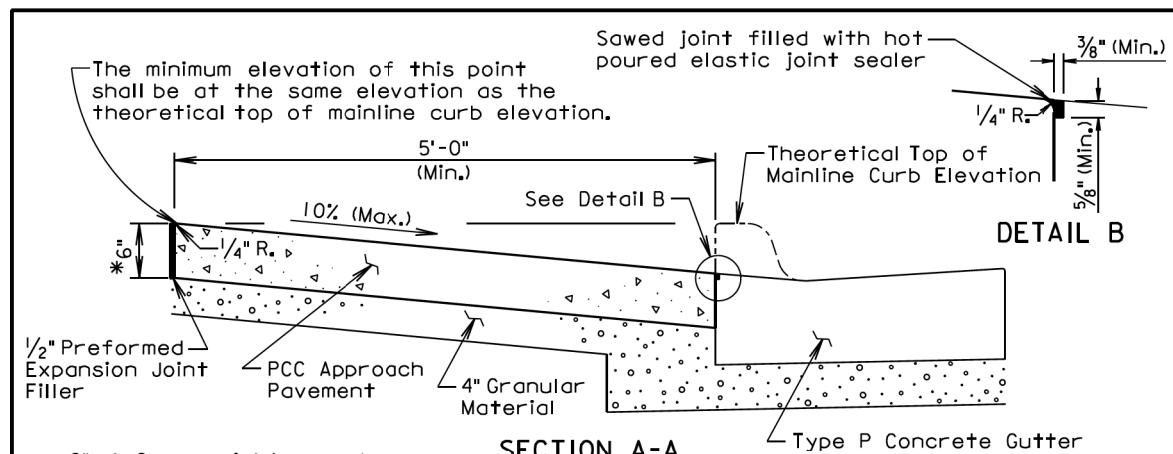




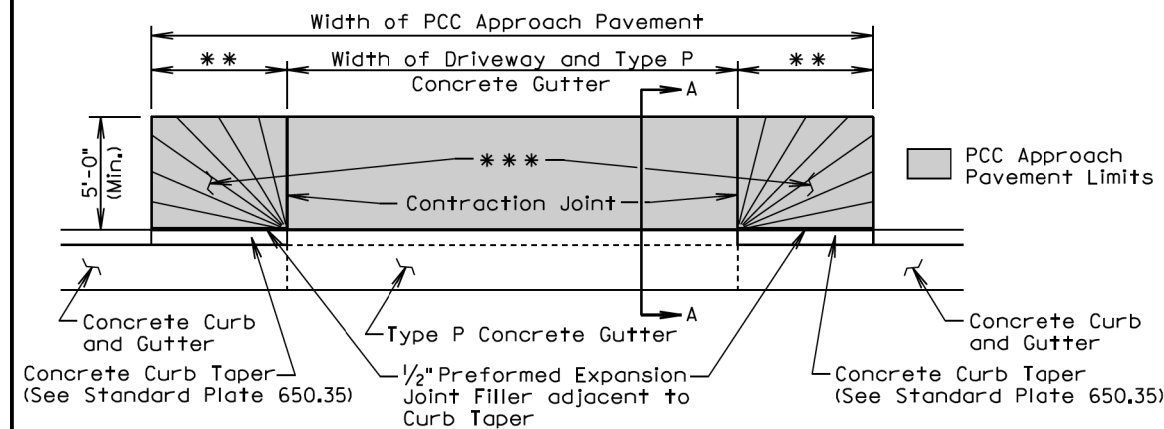
Published Date: 2nd Qtr. 2014	S D D O T	PCC FILLET SECTION WITH TYPE B CURB AND GUTTER	PLATE NUMBER 380.16
			Sheet 1 of 1



Published Date: 2nd Qtr. 2014	S D D O T	TYPICAL RAILROAD APPROACH AND JOINT TREATMENTS	PLATE NUMBER 380.25
			Sheet 1 of 1



- * 8" at Commercial Approaches
- ** Width for 6" high curb is 6' (See Standard Plate 650.35)
- *** Within these areas, the surface of the type A PCC approach pavement shall be sloped transitionally as approved by the Engineer.



GENERAL NOTES:

The concrete for the type A PCC approach pavement and adjacent driveway shall comply with the requirements of the Standard Specifications for class M6 concrete unless otherwise stated in the plans.

Contraction joints in the type A PCC approach pavement shall be 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 approach pavement. Additional contraction joints not shown in the Plan View shall be spaced as follows:

- One joint at the center of the approach for driveways 16' to 24' wide.
- Two joints spaced at equal intervals for driveways greater than 24' to 40' wide.

All costs for furnishing and placing the type A PCC approach pavement and constructing the expansion and contraction joints including labor, equipment, and materials including the earthen backfill shall be incidental to the contract unit price per square yard for the corresponding PCC Approach Pavement bid item.

All costs for excavation required for placing the type A PCC approach pavement and granular material shall be incidental to the contract unit price per cubic yard for "Unclassified Excavation". All costs for furnishing and placing the granular material shall be incidental to the contract unit price per ton for the corresponding granular material bid item.

September 6, 2013

S D D O T	TYPE A PCC APPROACH PAVEMENT	PLATE NUMBER 380.40
	Published Date: 3rd Qtr. 2014	Sheet 1 of 1

KEY	ITEM
(24 W)	24" White
X	White

Posted Speed Limit (M.P.H.)	L (Ft.)
≤ 30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475
70	550

GENERAL NOTES:

The railroad crossing pavement markings shall be placed symmetrically about the centerline of the railroad crossing.

When pavement markings are used, a portion of the RXR symbol shall be placed directly opposite of the advance warning sign W10-1.

On multi-lane roads the transverse bands shall extend across all approach lanes and individual RXR symbols shall be placed in each approach lane.

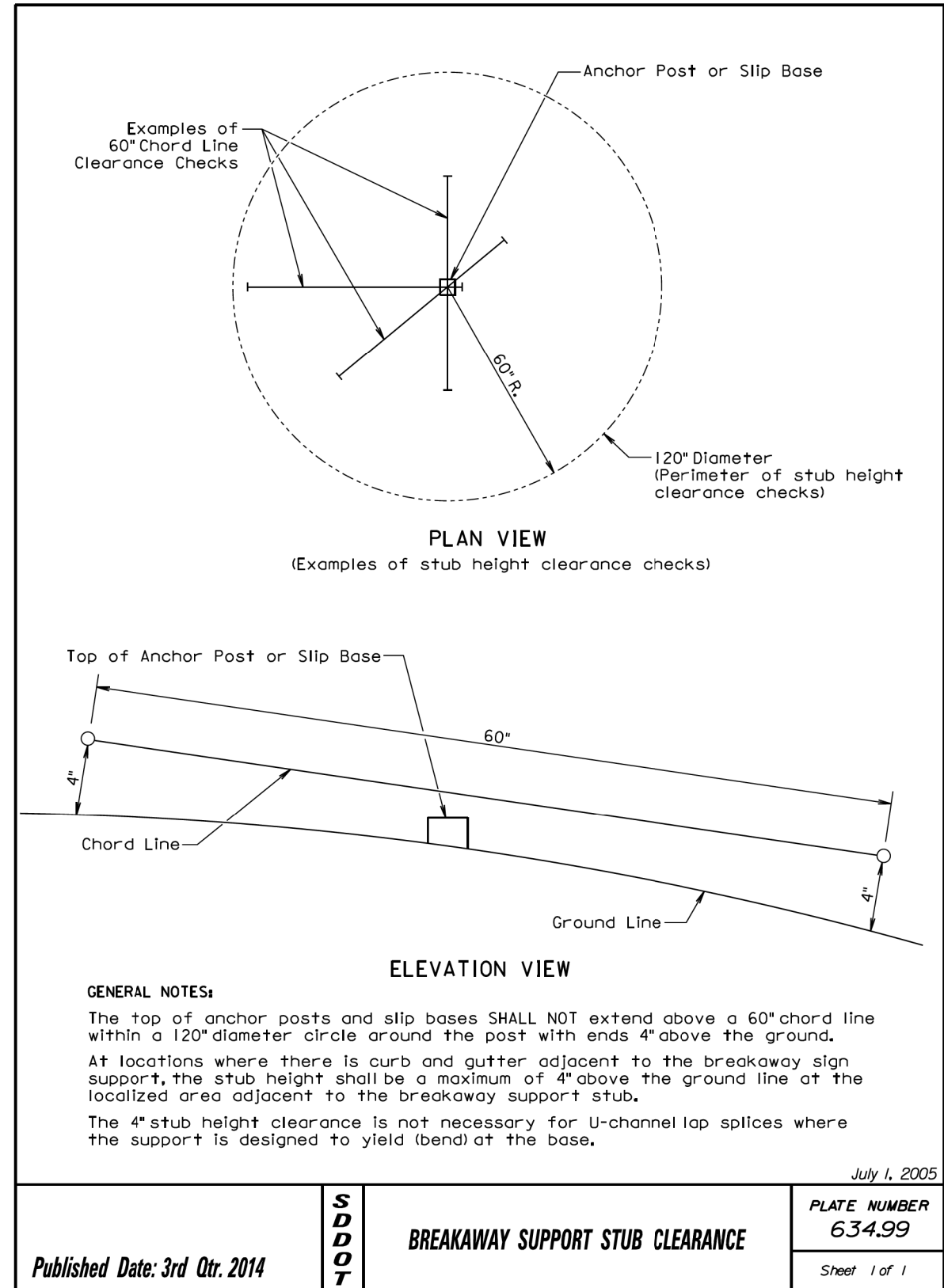
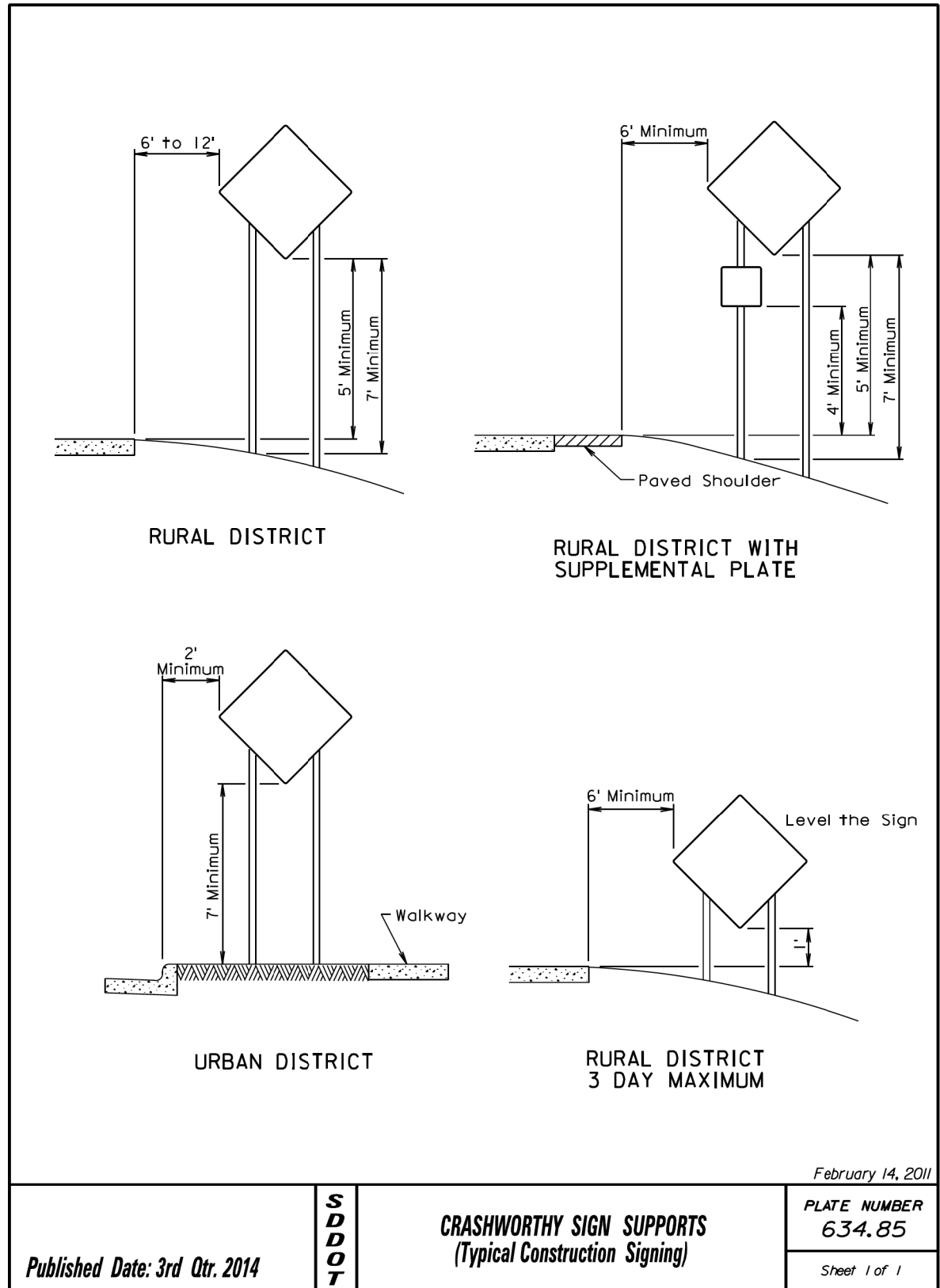
The railroad crossing pavement markings shall consist of all the transverse bands, stop bars, and RXR symbols.

When pavement marking paint is used for marking the railroad crossing, all costs for furnishing and painting the markings, materials, labor, and necessary equipment shall be incidental to the contract unit price per gallon for "Pavement Marking Paint, White".

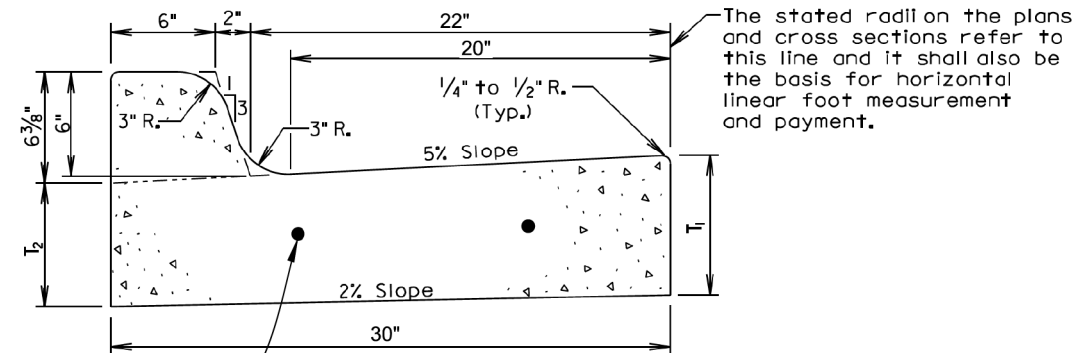
When pavement marking tape is used for marking the railroad crossing, all costs for furnishing and placing the markings, materials, labor, and necessary equipment shall be incidental to the contract unit price per each for "Cold Applied Plastic Pavement Marking, Railroad Crossing".

June 26, 2013

S D D O T	PAVEMENT MARKINGS AT RAILROAD CROSSING	PLATE NUMBER 633.10
	Published Date: 3rd Qtr. 2014	Sheet 1 of 1



TYPICAL 30" CURB & GUTTER Modified Type B



TWO #4 REBAR
EVENLY SPACED
12" LAP ON SPLICES

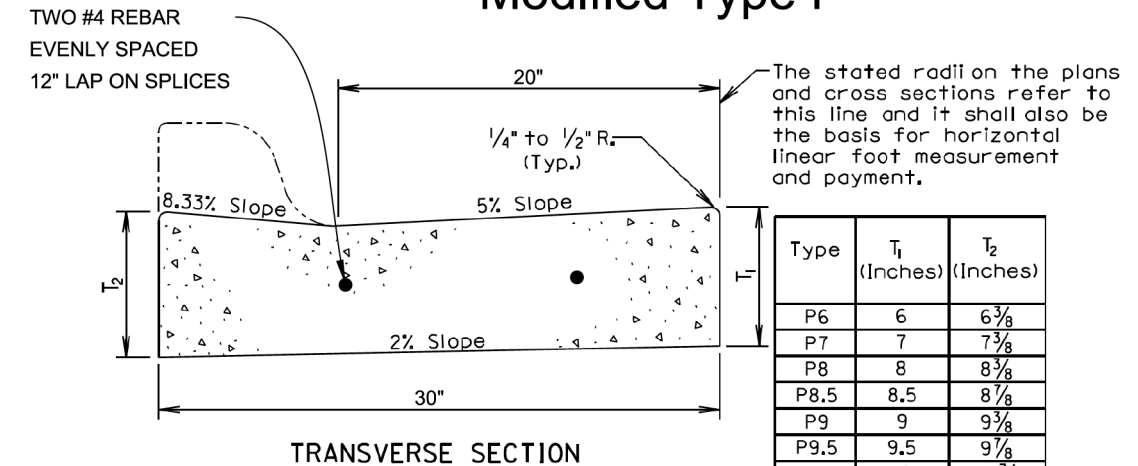
Type	T ₁ (Inches)	T ₂ (Inches)
B66	6	5 ⁵ / ₁₆
B67	7	6 ¹ / ₁₆
B68	8	7 ¹ / ₁₆
B68.5	8.5	7 ⁹ / ₁₆
B69	9	8 ¹ / ₁₆
B69.5	9.5	8 ⁹ / ₁₆
B610	10	9 ¹ / ₁₆
B610.5	10.5	9 ⁹ / ₁₆
B611	11	10 ¹ / ₁₆
B611.5	11.5	10 ⁹ / ₁₆
B612	12	11 ¹ / ₁₆

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.

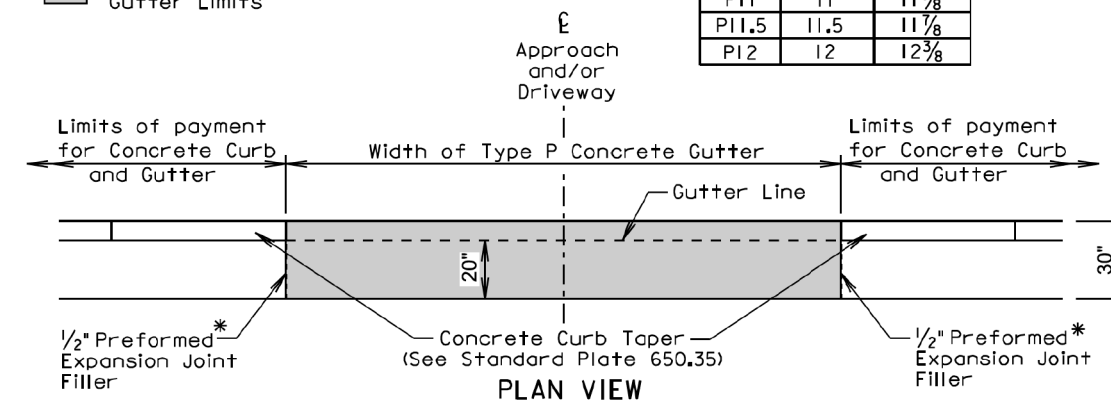
See Standard Plate 650.90 for expansion and contraction joints in the curb and gutter.

TYPICAL 30" DRIVEWAY GUTTER Modified Type P



■ Type P Concrete
Gutter Limits

Type	T ₁ (Inches)	T ₂ (Inches)
P6	6	6 ³ / ₈
P7	7	7 ³ / ₈
P8	8	8 ³ / ₈
P8.5	8.5	8 ⁷ / ₈
P9	9	9 ³ / ₈
P9.5	9.5	9 ⁷ / ₈
P10	10	10 ³ / ₈
P10.5	10.5	10 ⁷ / ₈
P11	11	11 ³ / ₈
P11.5	11.5	11 ⁷ / ₈
P12	12	12 ³ / ₈



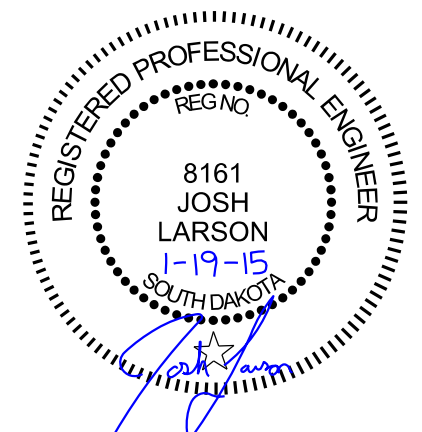
* Joint will not be needed if concrete curb and gutter and type P concrete gutter is placed at the same time. If the 1/2" Preformed Expansion Joint Filler is provided, then the joint shall be sealed in accordance with standard plate 650.90.

GENERAL NOTES:

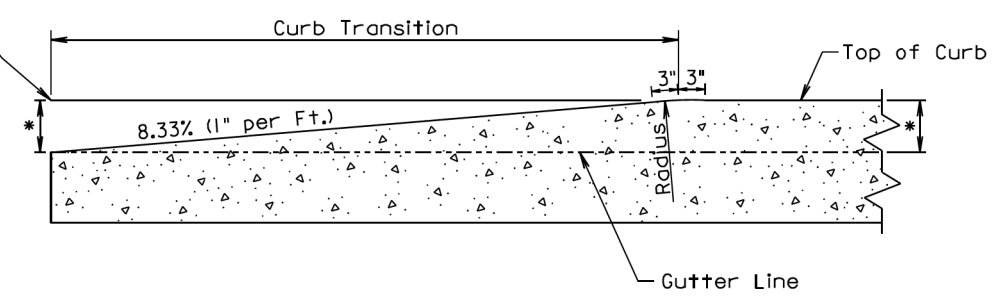
The concrete for the Type P Concrete Gutter shall comply with the requirements of Specifications for Class M6 Concrete.

Transverse contraction joints shall be constructed at 10' intervals in the concrete gutter.

When the adjacent mainline surfacing is not PCC concrete, the transverse contraction joints in the concrete 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.



End and theoretical elevation of top of curb and gutter shown on plans and cross sections.

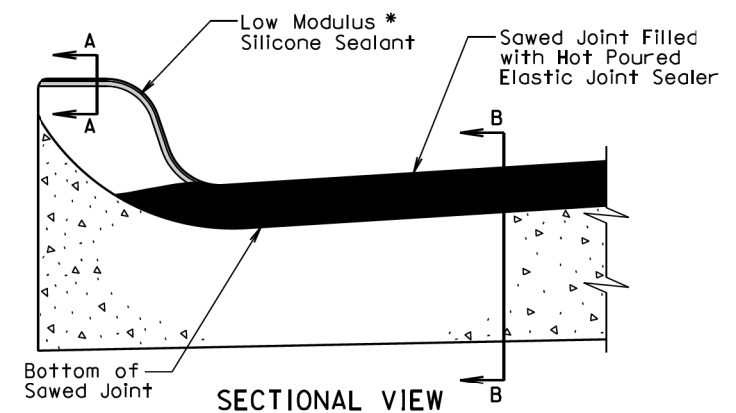


* Height of Curb

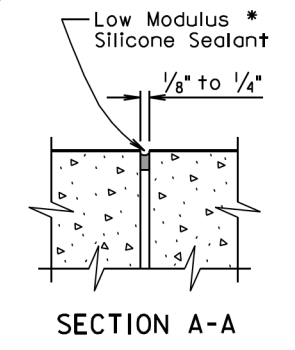
LONGITUDINAL SECTION OF CONCRETE CURB TAPER

September 14, 2005

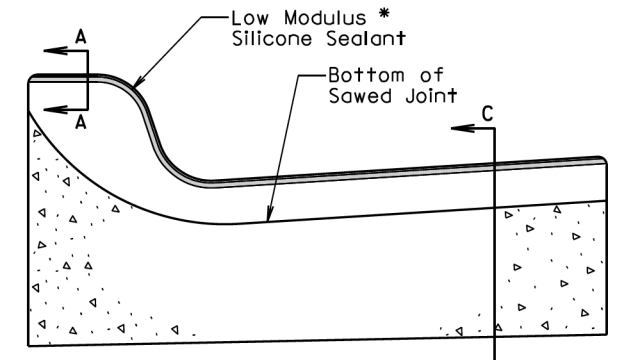
Published Date: 3rd Qtr. 2014	S D D O T	CONCRETE CURB TAPER	PLATE NUMBER 650.35
			Sheet 1 of 1



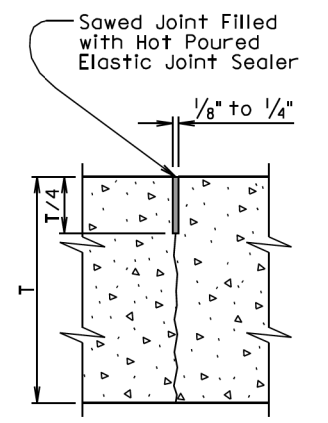
SECTIONAL VIEW
(Curb and Gutter Placed Monolithic with Adjacent Mainline PCC Pavement)



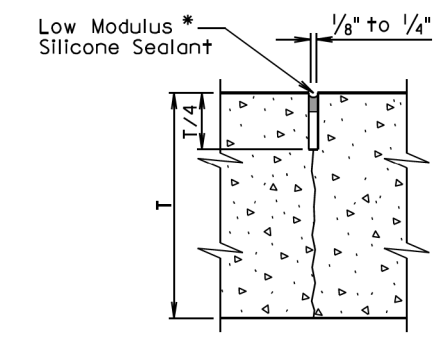
SECTION A-A



SECTIONAL VIEW
(Curb and Gutter not Placed Monolithic with Adjacent Mainline PCC Pavement or Mainline Surfacing is not PCC Pavement)



SECTION B-B

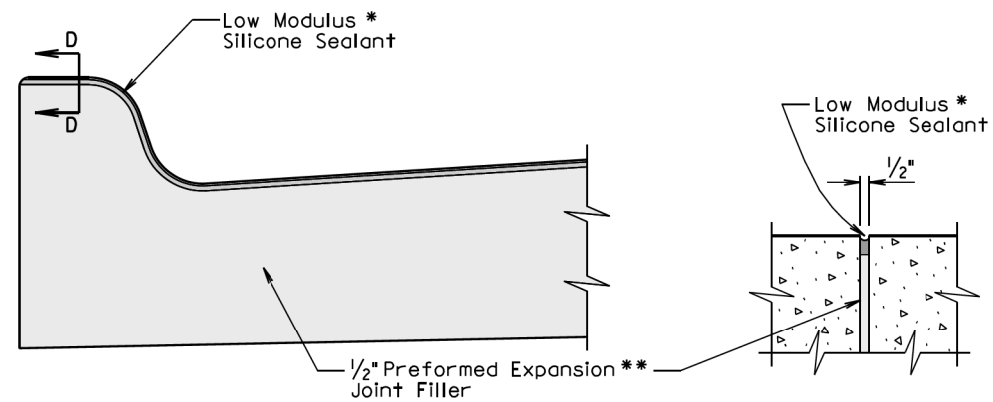


SECTION C-C

* 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: 3rd Qtr. 2014	S D D O T	JOINTS IN CONCRETE CURB AND GUTTER	PLATE NUMBER 650.90
			Sheet 1 of 2



SECTIONAL VIEW
(Curb and Gutter at 1/2" Preformed Expansion Joint Filler Location)

SECTION D-D

* 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:

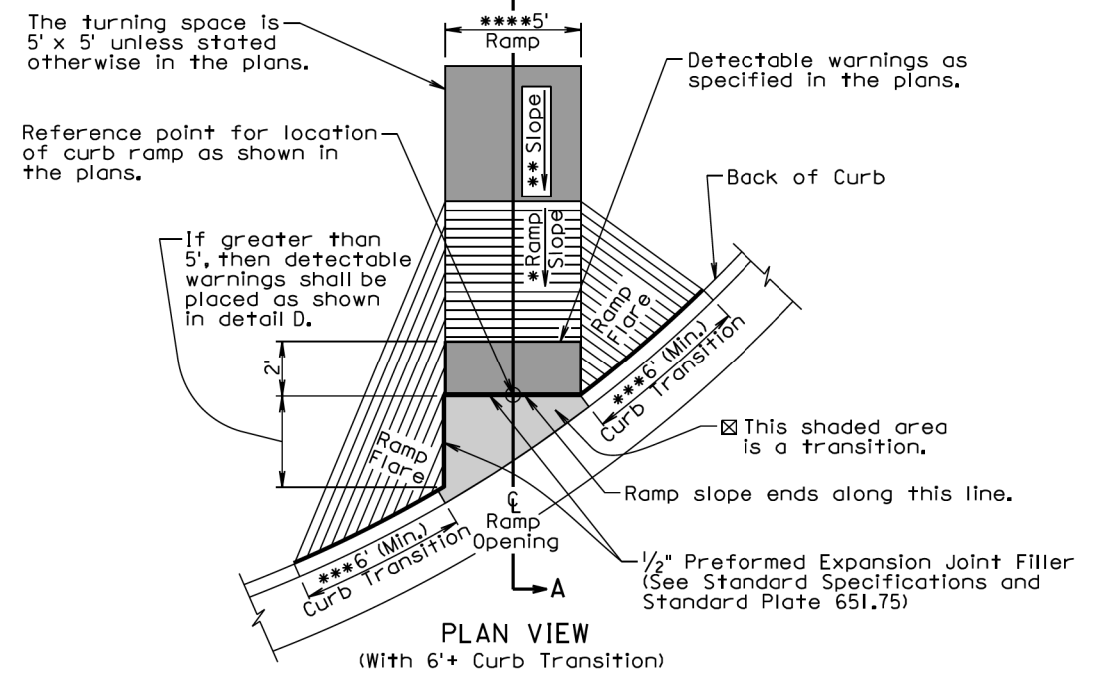
1. At each junction between the radius return of curb and gutter and curb and gutter which is parallel to the project centerline.
2. At each junction between new curb and gutter and existing curb and gutter.

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

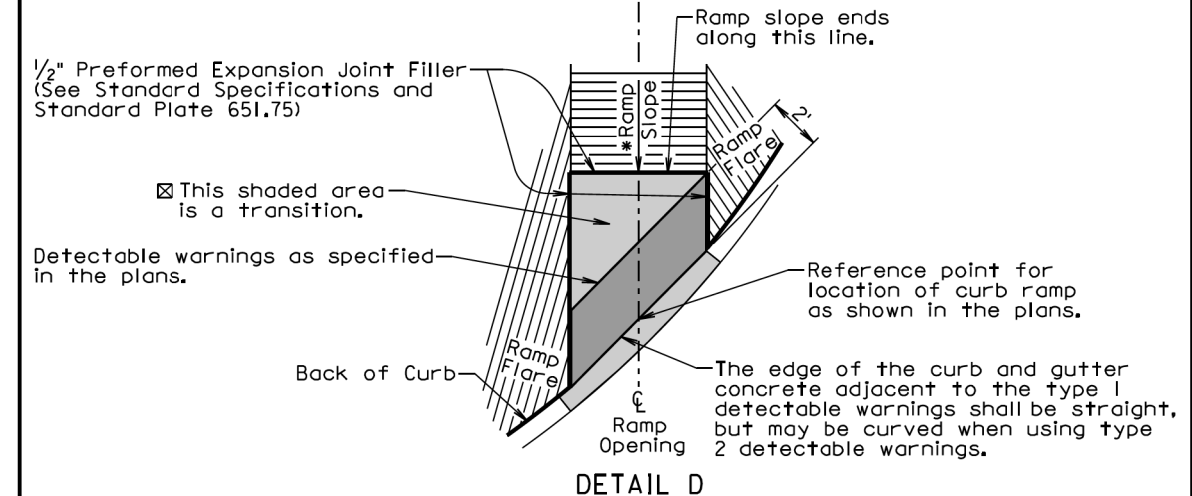
Published Date: 3rd Qtr. 2014	S D D O T	JOINTS IN CONCRETE CURB AND GUTTER	PLATE NUMBER 650.90
			Sheet 2 of 2



PLAN VIEW
(With 6'+ Curb Transition)

☒ 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.

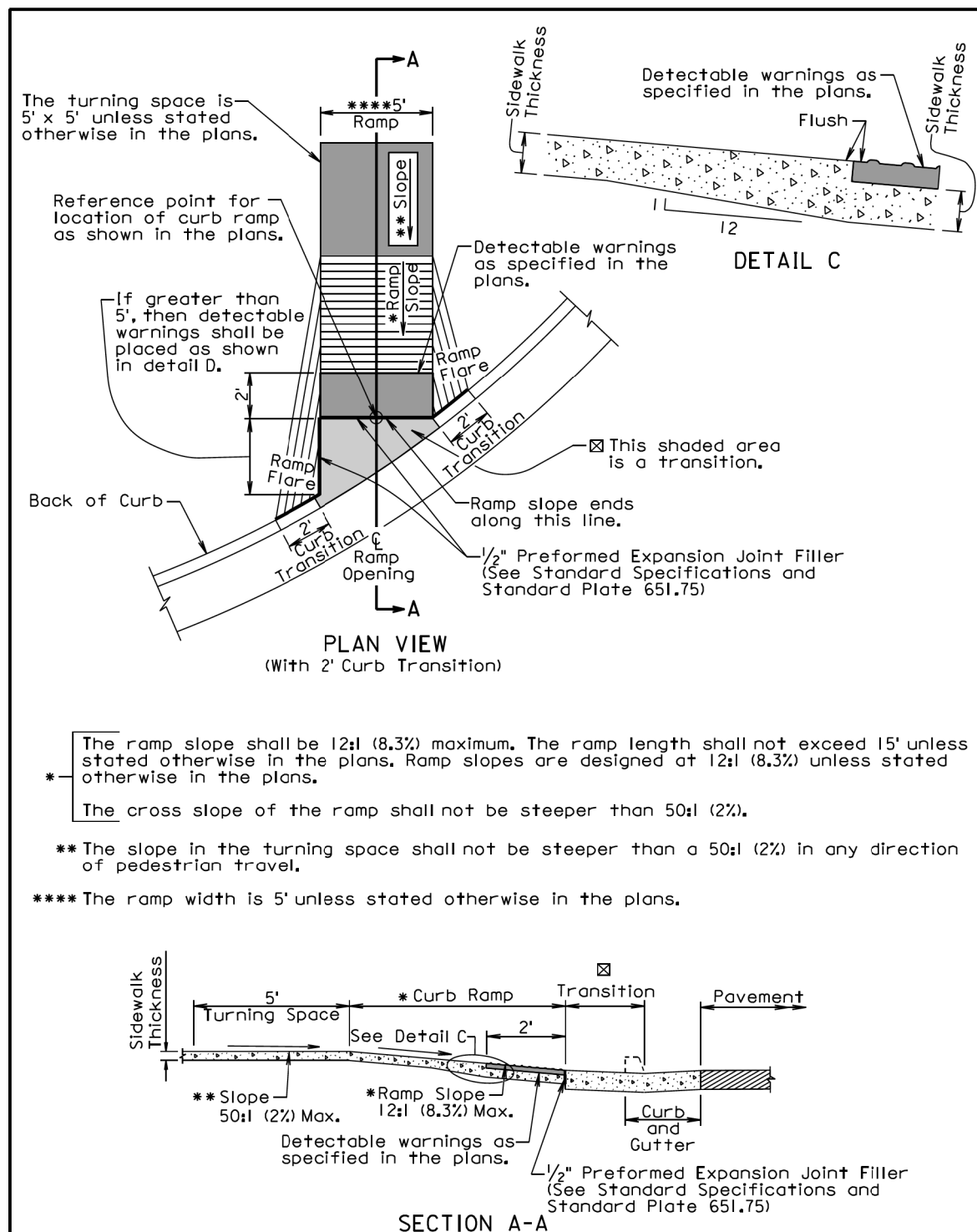
*** The curb transition shall be a minimum of 6' long, a maximum of 10' long, and the curb transition slope shall not be steeper than a 10:1 (10%) unless stated otherwise in the plans.



DETAIL D

September 6, 2013

Published Date: 3rd Qtr. 2014	S D D O T	TYPE 2 CURB RAMP (DIRECTIONAL CURB RAMP)	PLATE NUMBER 651.02
			Sheet 1 of 3



- * The ramp slope shall be 12:1 (8.3%) maximum. The ramp length shall not exceed 15' 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.

September 6, 2013

Published Date: 3rd Qtr. 2014	S D D O T	TYPE 2 CURB RAMP (DIRECTIONAL CURB RAMP)	PLATE NUMBER 651.02
			Sheet 2 of 3

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.

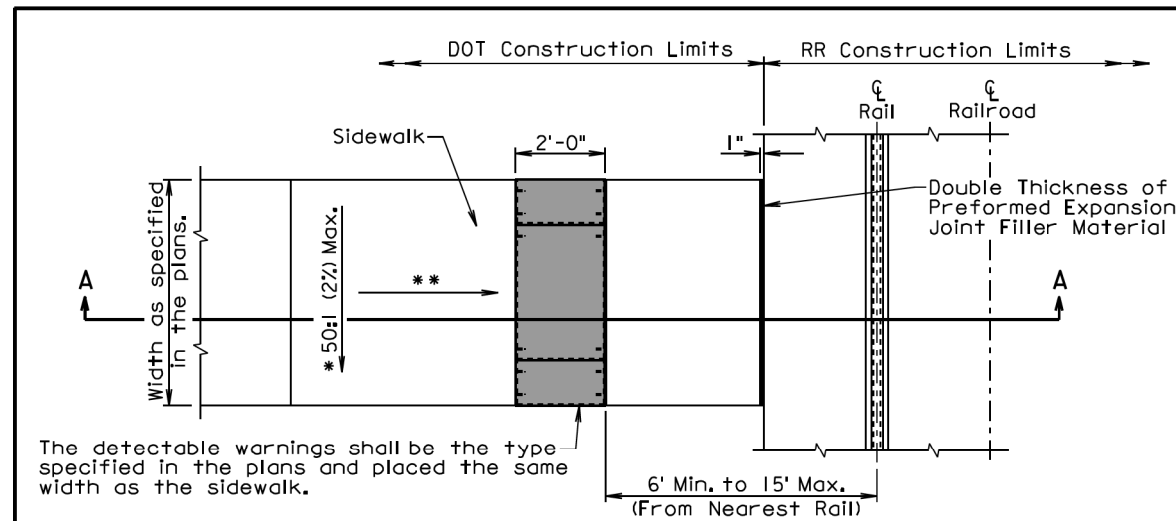
All costs for furnishing and installing the transition area at the base of the ramp shall be incidental to the contract unit price per foot for the corresponding curb and gutter bid item when curb and gutter is used and shall be incidental to the contract unit price per square yard for the corresponding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

September 6, 2013

Published Date: 3rd Qtr. 2014	S D D O T	TYPE 2 CURB RAMP (DIRECTIONAL CURB RAMP)	PLATE NUMBER 651.02
			Sheet 3 of 3

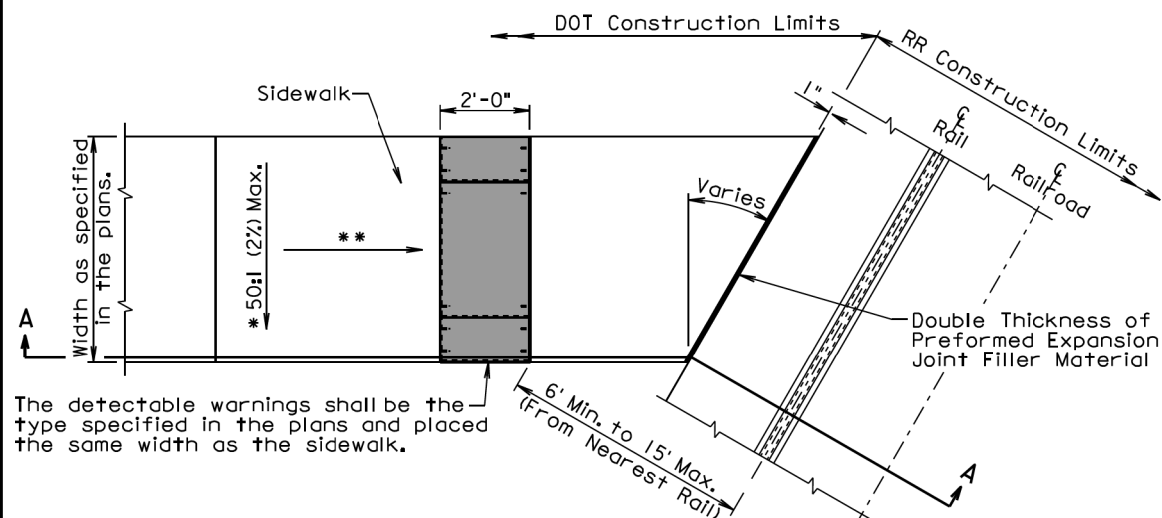


PLAN VIEW
(Railroad Crossing Not Skewed)

*The cross slope of the sidewalk shall not be steeper than a 50:1 (2%) unless stated otherwise in the plans.

**If the sidewalk is curbside, then the surface of the curbside sidewalk shall match the slope of the curb transition. The longitudinal slope of the sidewalk and curb transition, where the sidewalk transitions to the railroad crossing elevation, shall not be steeper than 20:1 (5%) unless stated otherwise in the plans.

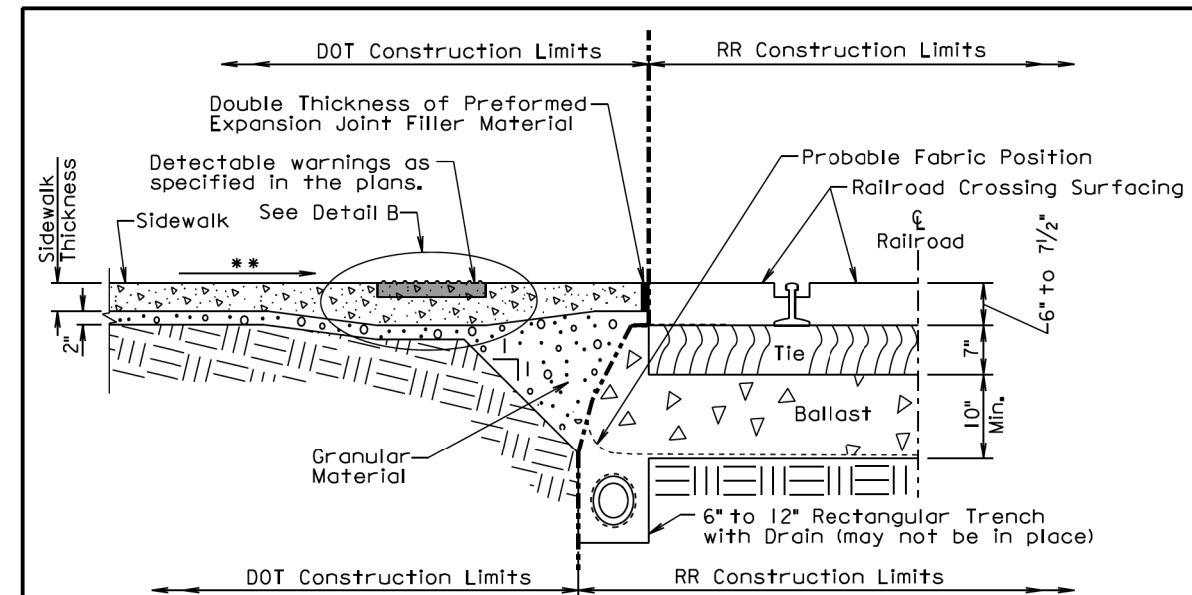
**If there is a boulevard sidewalk, then the curb and gutter transition shall be in accordance with standard plate 650.35. The longitudinal slope of the sidewalk, where the sidewalk transitions to the railroad crossing elevation, shall not be steeper than 20:1 (5%) unless stated otherwise in the plans.



PLAN VIEW
(Railroad Crossing Skewed)

June 26, 2009

Published Date: 2nd Qtr. 2014	S D D O T	SIDEWALK AND DETECTABLE WARNINGS ADJACENT TO RAILROAD CROSSING	PLATE NUMBER 651.20
			Sheet 1 of 2



SECTION A-A

GENERAL NOTES:

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

Ballast material shall not be disturbed during construction work adjacent to the railroad crossing unless the adjacent work involves reconstruction or maintenance of the railroad crossing.

The sidewalk shall be placed at the location stated in the plans.

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

If curb and gutter is required adjacent to the railroad crossing, the curb transition shall be measured and paid for at the contract unit price per foot for the corresponding curb and gutter bid item.

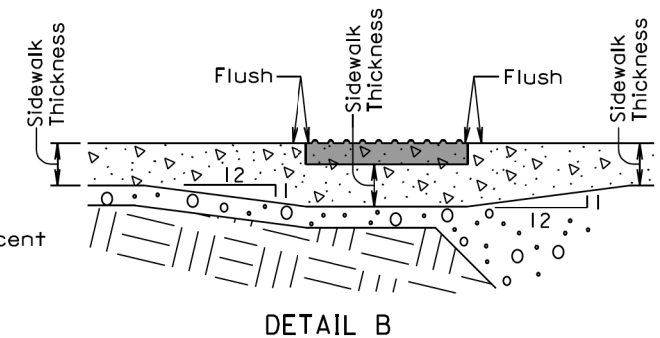
The type 1 detectable warnings shall be measured to the nearest square foot. All costs for furnishing and installing the type 1 detectable warnings including labor, equipment, materials, and incidentals shall be paid for at the contract unit price per square foot for "Type 1 Detectable Warnings".

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".

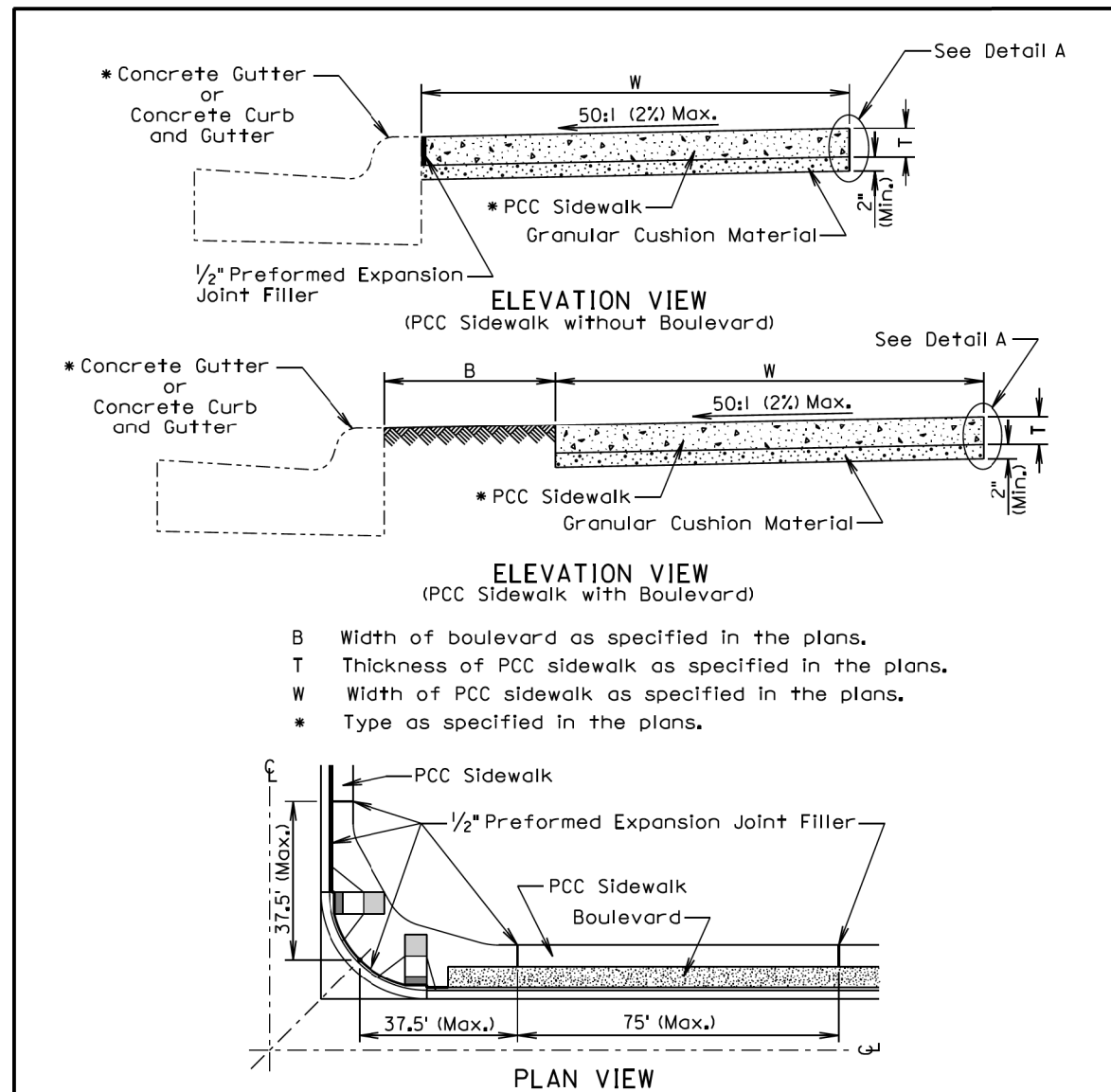
The square foot area of the detectable warnings shall be included in the measured and paid for quantity of sidewalk.

June 26, 2009

Published Date: 2nd Qtr. 2014	S D D O T	SIDEWALK AND DETECTABLE WARNINGS ADJACENT TO RAILROAD CROSSING	PLATE NUMBER 651.20
			Sheet 2 of 2



DETAIL B



- B Width of boulevard as specified in the plans.
- T Thickness of PCC sidewalk as specified in the plans.
- W Width of PCC sidewalk as specified in the plans.
- * Type as specified in the plans.

GENERAL NOTES:

The PCC sidewalk shall be constructed in accordance with Section 651 of the Standard Specifications.

The maximum length between expansion joints in PCC sidewalk is 75 feet.

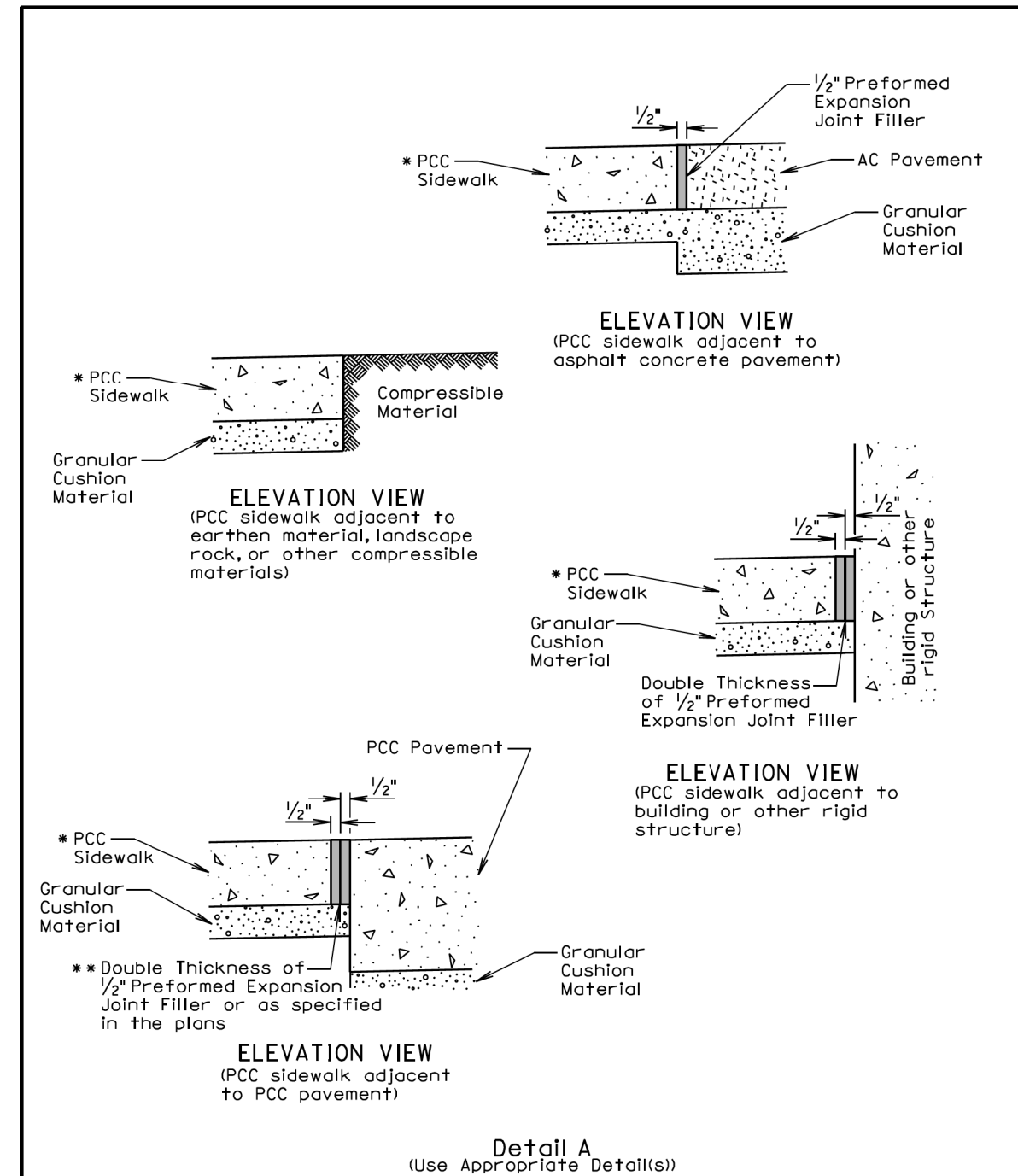
PCC sidewalk placed adjacent to intersection of roadways shall have an expansion joint placed transversely a maximum of 37.5 feet from the intersection. See PLAN VIEW.

An expansion joint in PCC sidewalk shall consist of a 1/2 inch thick preformed expansion joint filler material placed full depth and width of the PCC sidewalk.

** Large areas of PCC pavement adjacent to PCC sidewalk may require a different joint treatment than shown in the detail. If a different joint detail is necessary, plans will contain the joint detail and the Contractor shall construct the joint treatment in accordance with the plans.

August 31, 2013

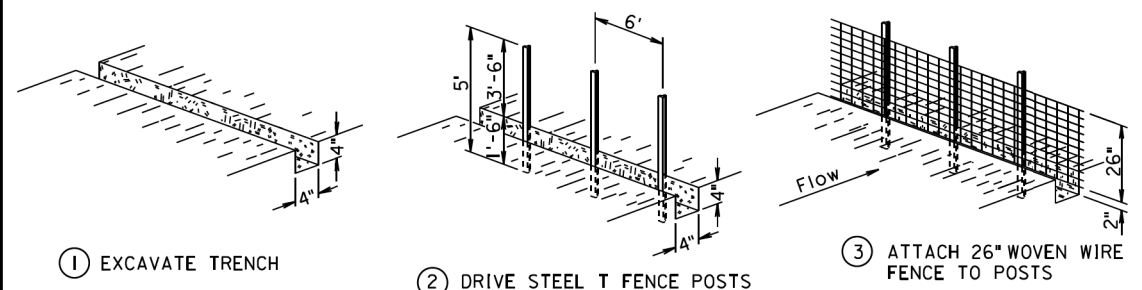
Published Date: 3rd Qtr. 2014	S D D O T	PCC SIDEWALK	PLATE NUMBER
			651.75
			Sheet 1 of 2



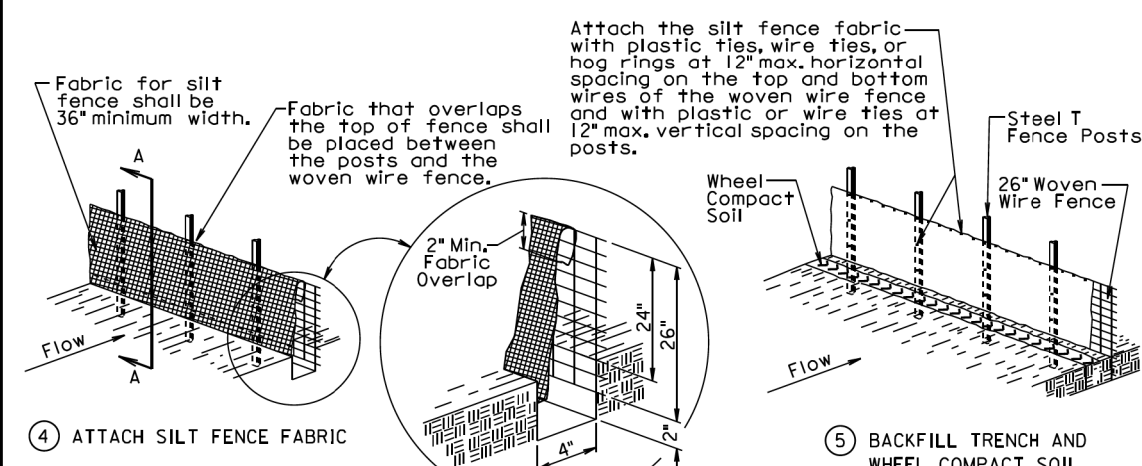
August 31, 2013

Published Date: 3rd Qtr. 2014	S D D O T	PCC SIDEWALK	PLATE NUMBER
			651.75
			Sheet 2 of 2

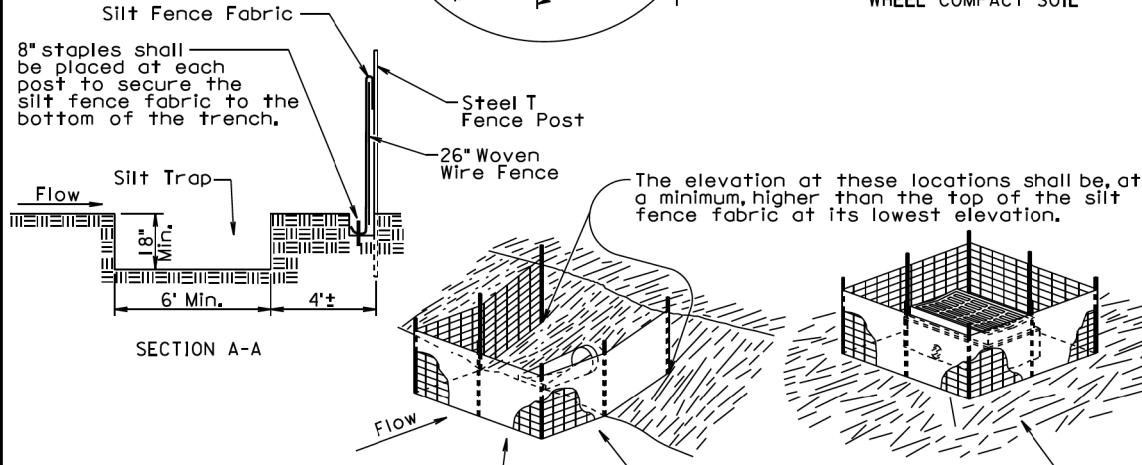
MANUAL LOW FLOW SILT FENCE INSTALLATION



- EXCAVATE TRENCH
- DRIVE STEEL T FENCE POSTS
- ATTACH 26" WOVEN WIRE FENCE TO POSTS

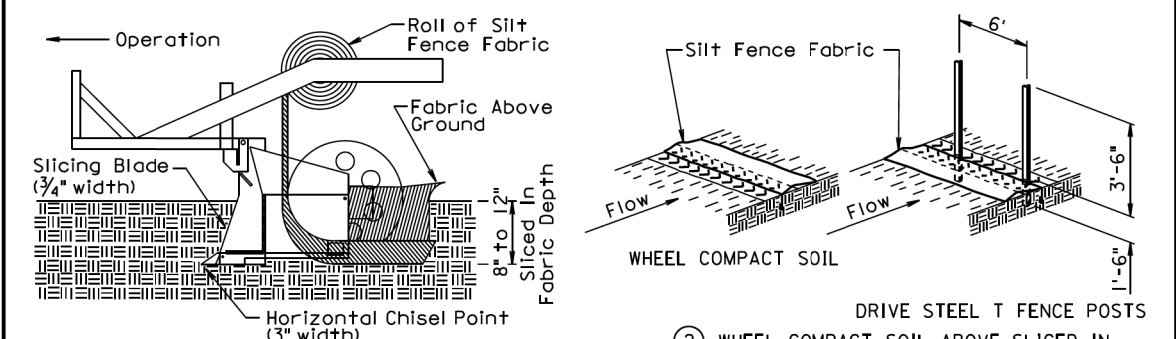


- ATTACH SILT FENCE FABRIC
- BACKFILL TRENCH AND WHEEL COMPACT SOIL

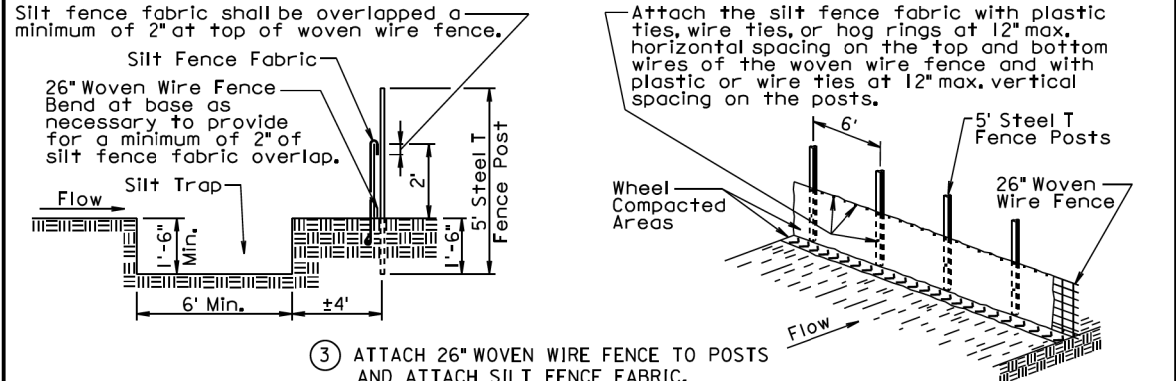


December 23, 2003

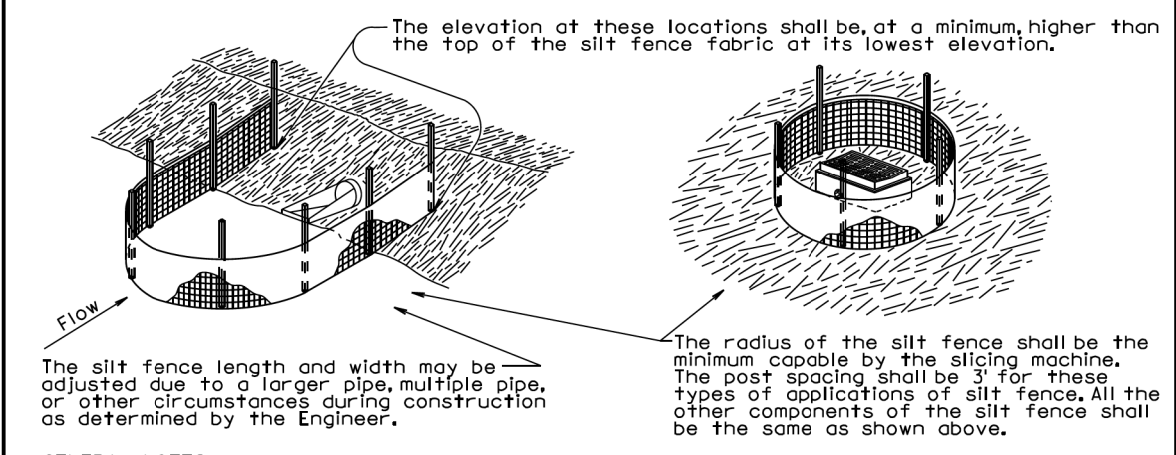
MACHINE SLICED LOW FLOW SILT FENCE INSTALLATION



- INSTALL SILT FENCE FABRIC BY MACHINE SLICING METHOD.
- WHEEL COMPACT SOIL ABOVE SLICED IN PORTION OF FABRIC AND THEN DRIVE STEEL T FENCE POSTS.



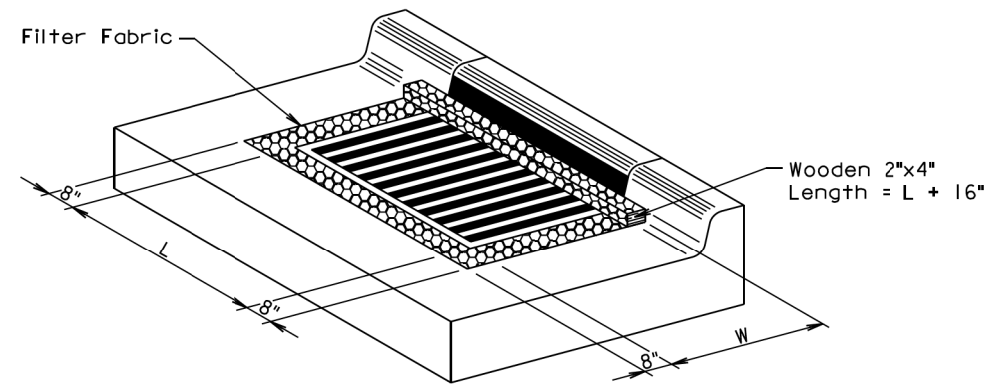
- ATTACH 26" WOVEN WIRE FENCE TO POSTS AND ATTACH SILT FENCE FABRIC.



GENERAL NOTES:
 A silt trap shall be provided when specified by a plan note. All costs for constructing the silt trap shall be incidental to the contract unit price per cubic yard for "Silt Trap".
 If a trench can not be dug or the silt fence fabric can not be sliced in due to the type of earthen material (such as rock), then a row of 30 to 40 pound sandbags butted end to end shall be provided on top of the extra length of silt fence fabric to prevent underflow.

December 23, 2003

L = Length of Grate
W = Width of Grate



ISOMETRIC VIEW

GENERAL NOTES:

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

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

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

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

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

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

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

September 14, 2005

Published Date: 3rd Qtr. 2014

**S
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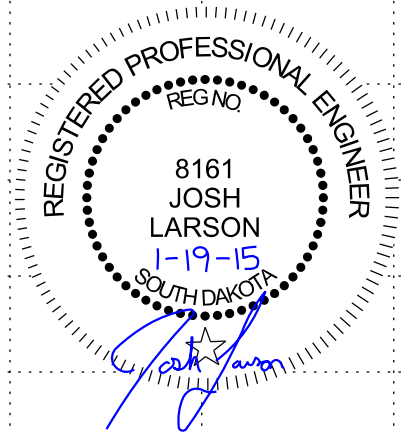
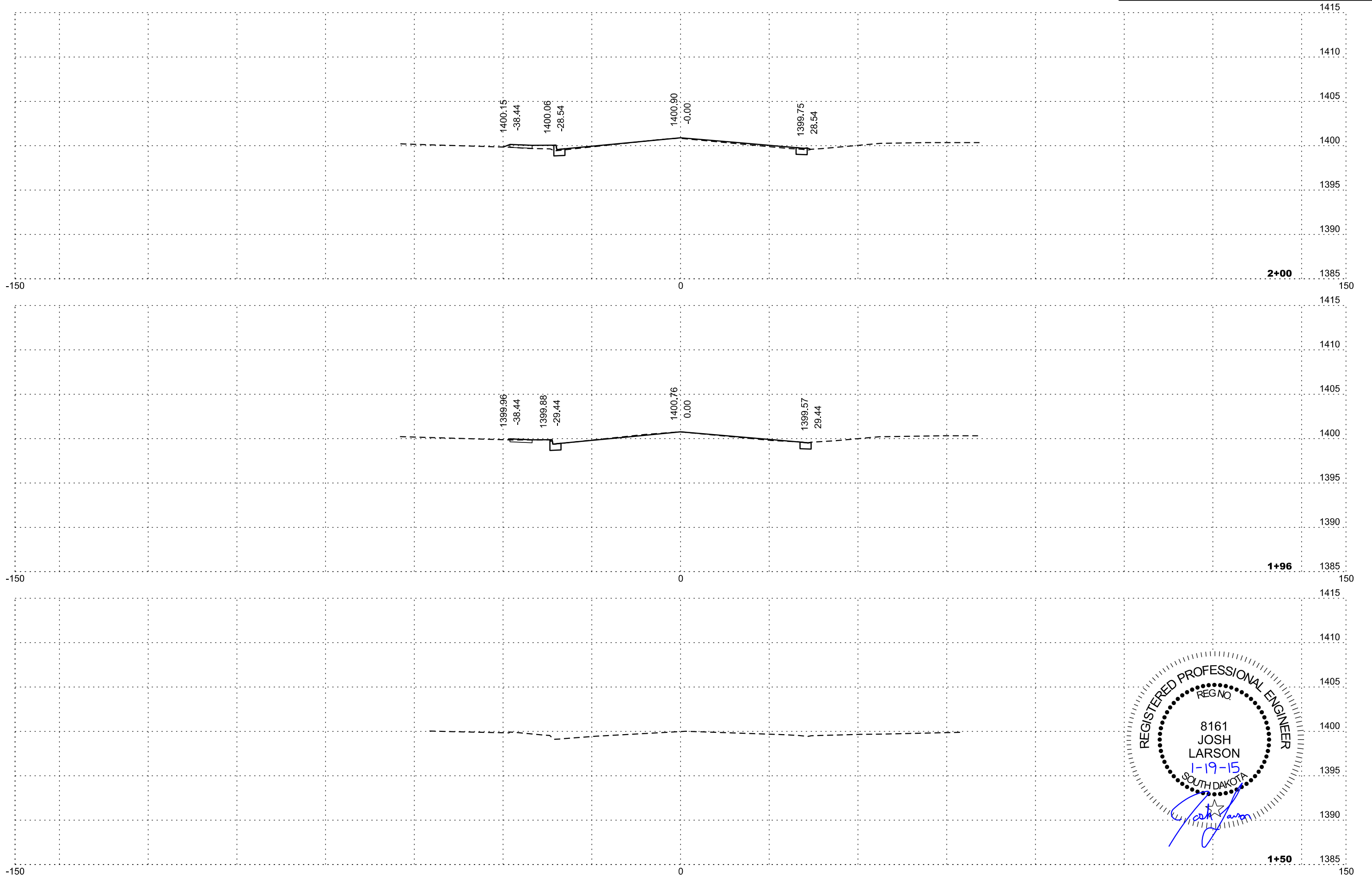
**SEDIMENT CONTROL AT INLETS
WITH FRAMES AND GRATES**

PLATE NUMBER
734.10

Sheet 1 of 1

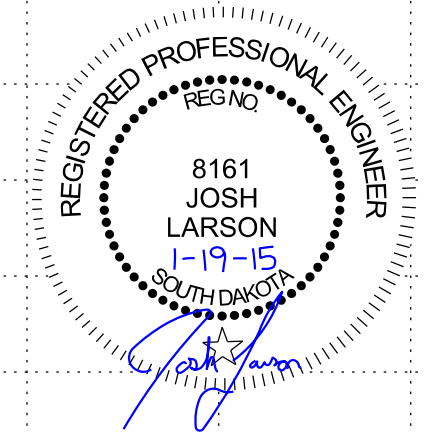
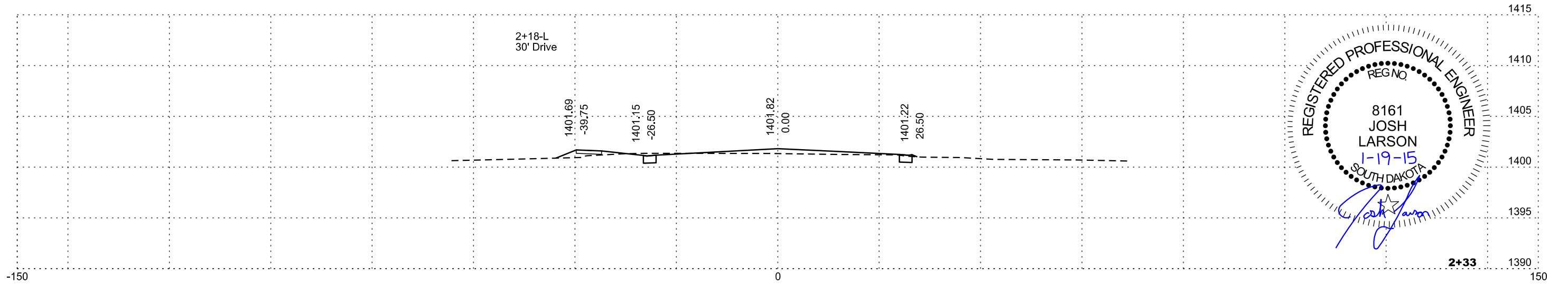
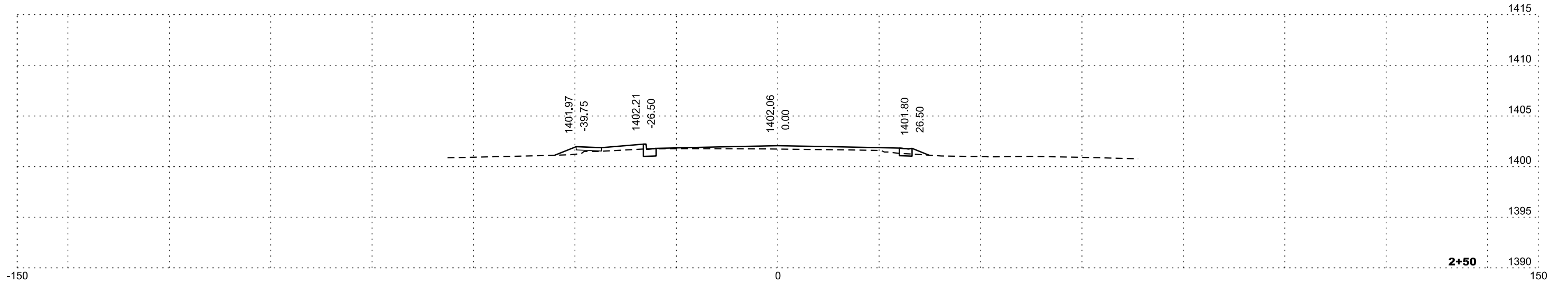
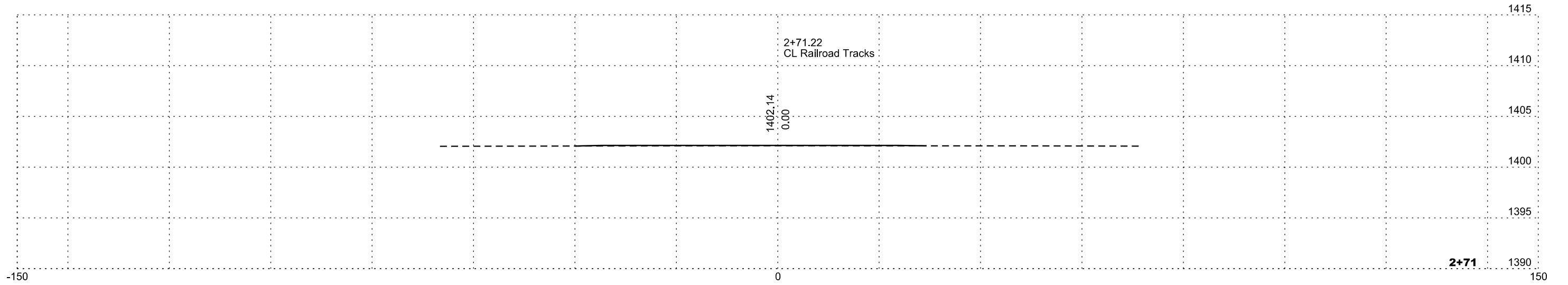
MAIN STREET

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	36	39



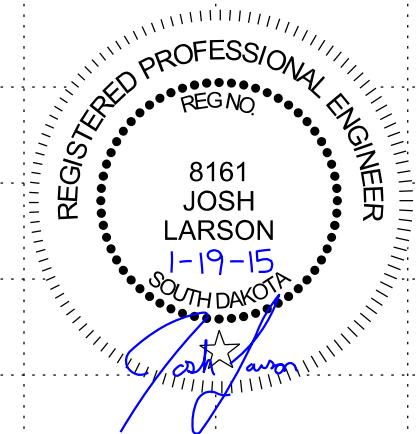
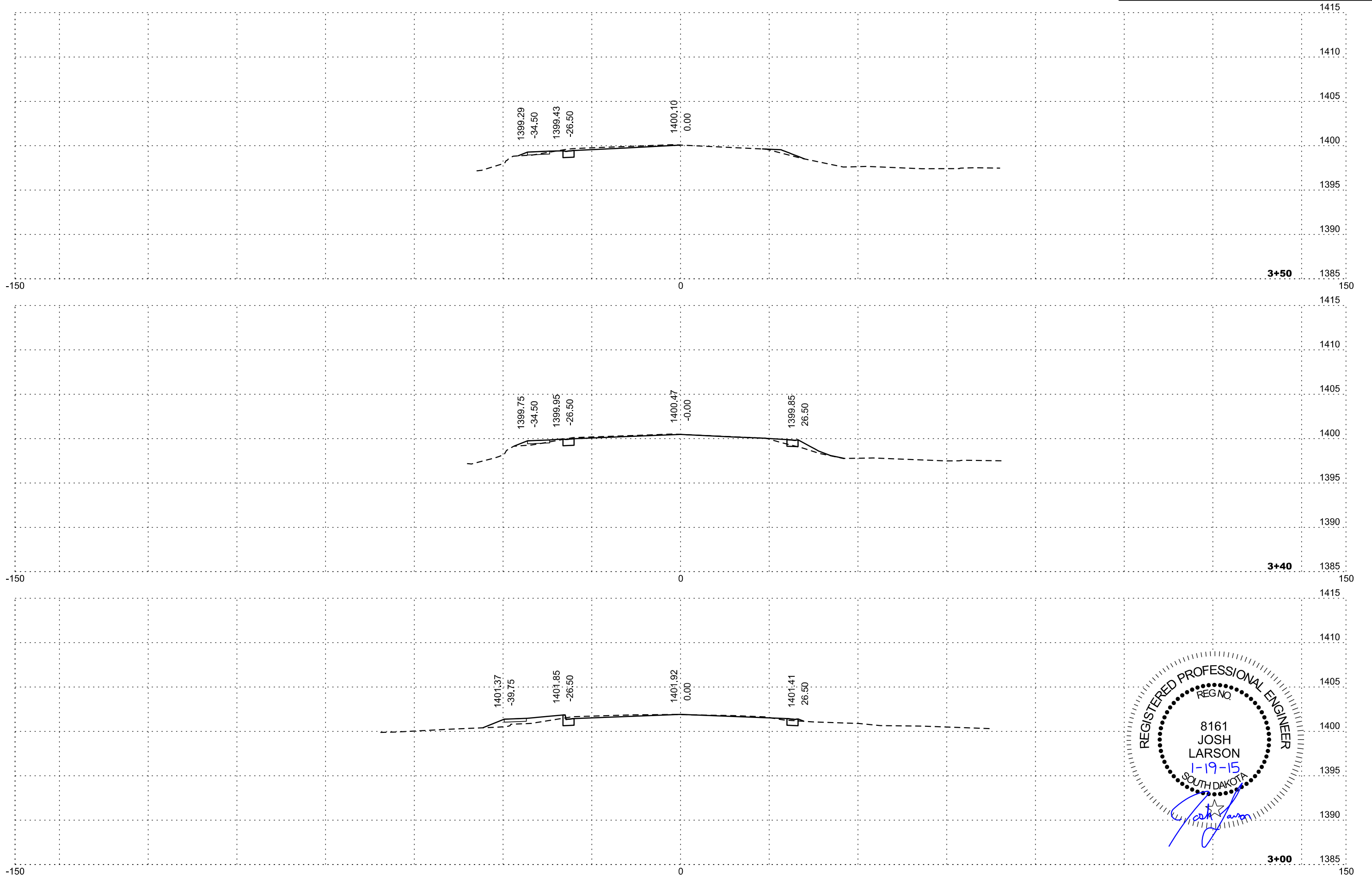
MAIN STREET

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	37	39



MAIN STREET

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	38	39



MAIN STREET

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PP 8034(30)	39	39

