

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	1	64
TITLE SHEET			

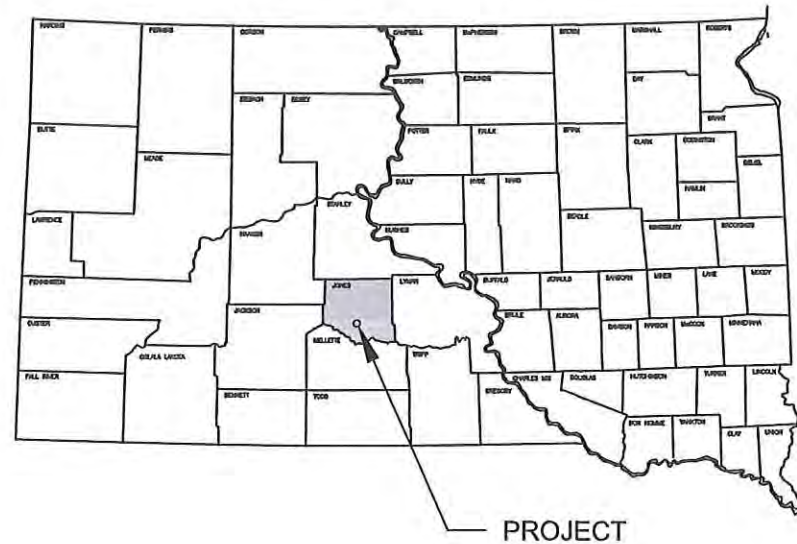
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330 KNOLLWOOD DRIVE
RAPID CITY, SD 57701
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SURVEY BY: KLJ
RAPID CITY, SOUTH DAKOTA

PLANS BY: KLJ
RAPID CITY, SOUTH DAKOTA



STATE OF SOUTH DAKOTA
PLANS FOR PROPOSED

PROJECT P TAPR (06)

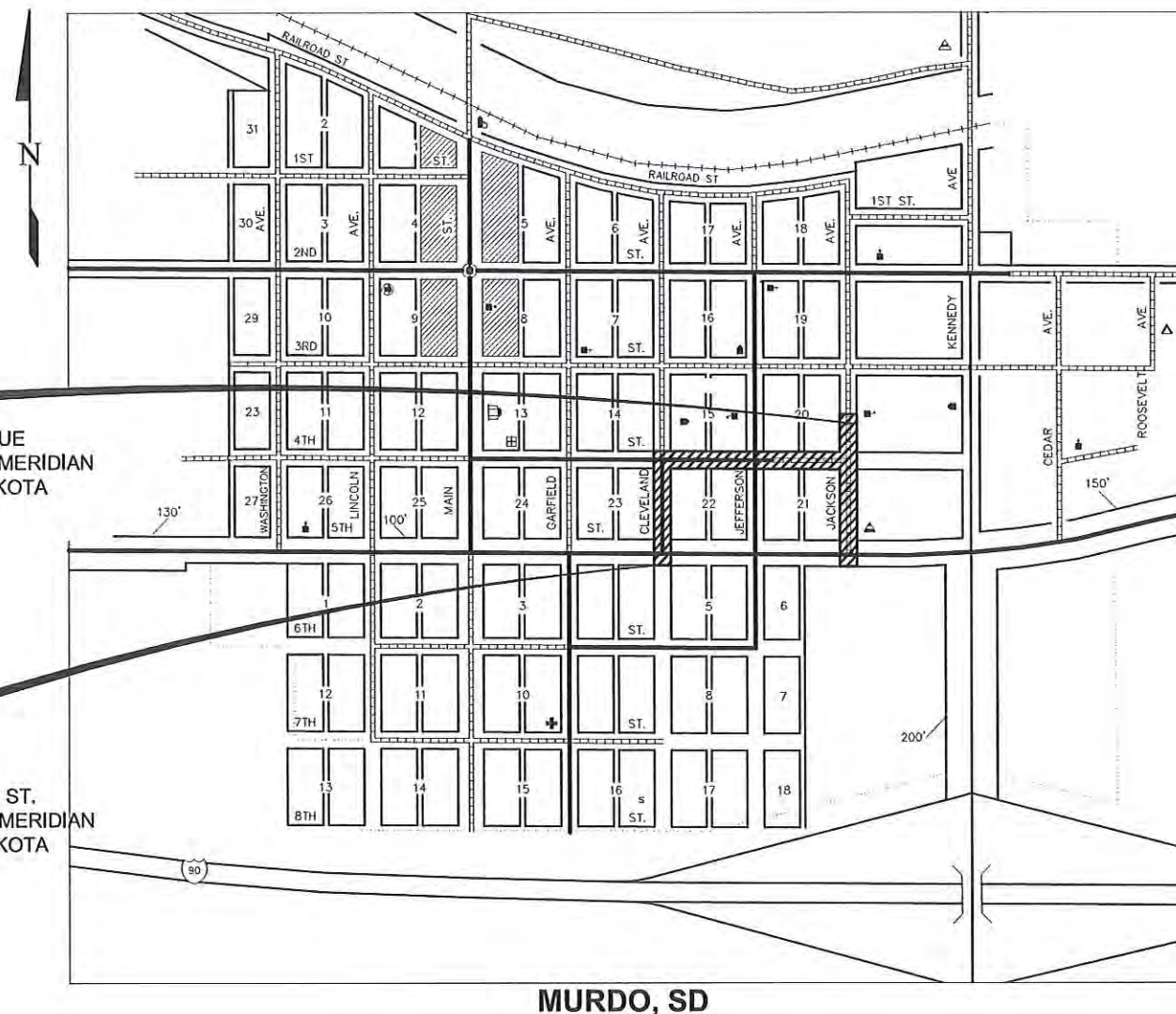
JONES COUNTY

SIDEWALK, CURB & GUTTER, PERMANENT SIGNING, PAVEMENT MARKING
PCN 04UD

STORM WATER PERMIT
NOT REQUIRED - TOTAL AREA DISTURBED < 1 ACRE
AREA DISTURBED: 0.57 ACRES
TOTAL PROJECT AREA: 0.57 ACRES

END P TAPR (06)
STA. 0+66 - ON EAST SIDE OF JACKSON AVENUE
S1/2, NE1/4, SEC 12, T2S, R28E, BLACK HILLS MERIDIAN
CITY OF MURDO, JONES COUNTY, SOUTH DAKOTA

BEGIN P TAPR (06)
STA. 0+16 ON SOUTHWEST QUADRANT OF
INTERSECTION OF CLEVELAND AVE. AND 5TH ST.
S1/2, NE1/4, SEC 12, T2S, R28E, BLACK HILLS MERIDIAN
CITY OF MURDO, JONES COUNTY, SOUTH DAKOTA



MURDO, SD

GROSS LENGTH 1706 FEET 0.32 MILES
LENGTH OF EXCEPTIONS 0 FEET 0 MILES
NET LENGTH 1706 FEET 0.32 MILES

ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	2	64
QUANTITIES & ENVIRONMENTAL COMMITMENTS			

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM DESCRIPTION	QTY.	UNIT
009E0010	Mobilization	Lump Sum	LS
009E3260	Miscellaneous Staking	Lump Sum	LS
009E3290	Structure Staking	1	Each
009E3300	Three Man Survey Crew	16	Hour
100E0100	Clearing	Lump Sum	LS
110E0300	Remove Concrete Curb and Gutter	69	Ft
110E1010	Remove Asphalt Concrete Pavement	65.3	SqYd
110E1100	Remove Concrete Pavement	93.2	SqYd
110E1130	Remove Concrete Driveway Pavement	84.2	SqYd
120E0010	Unclassified Excavation	171	CuYd
120E2000	Undercutting	38	CuYd
230E0010	Placing Topsoil	133	CuYd
260E2010	Gravel Cushion	18	Ton
380E0030	7" Nonreinforced PCC Pavement	80.7	SqYd
380E3025	6" Reinforced PCC Driveway Pavement	42.0	SqYd
380E4010	6" PCC Fillet Section	93.2	SqYd
530E0300	Type C Concrete Retaining Wall	81	SqFt
530E0410	MSE Segmental Block Wall	730	SqFt
* 530E0410	MSE Segmental Block Wall	406	SqFt
632E1320	2.0"X2.0" Perforated Tube Post	197.4	Ft
632E3205	Flat Aluminum Sign, Nonremovable Copy Super/Very High Intensity	106.5	SqFt
632E3500	Reset Sign	13	Each
633E1430	Pavement Marking Paint, 24" White	792	Ft
633E1440	Pavement Marking Paint, Area	72	SqFt
634E0010	Flagging	20	Hour
634E0110	Traffic Control Signs	202	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
650E0060	Type B66 Concrete Curb and Gutter	27	Ft
650E4360	Type D46 Concrete Curb and Gutter	23	Ft
650E4660	Type P6 Concrete Gutter	16	FT
651E0040	4" Concrete Sidewalk	1278	SqFt
651E0160	6" Reinforced Concrete Sidewalk	7445	SqFt
651E3000	Grinding Miscellaneous Concrete	39	SqFt
651E7000	Type 1 Detectable Warning Panels	222	SqFt
730E0206	Type D Permanent Seed Mixture	67	Lb
734E0102	Type 2 Erosion Control Blanket	375	SqYd
734E0151	9" Diameter Erosion Control Wattle	494	Ft
734E0845	Sediment Control at Inlet with Frame and Grate	9	Each
734E0847	Sediment Control at Type S Reinforced Concrete Drop Inlet	13	Ft

* Item is non-participating

ESTIMATE OF QUANTITIES COMPLETED BY CITY OF MURDO

110E1140	Remove Concrete Sidewalk	145.2	SqYd
110E1693	Remove Erosion Control Wattle	494	Ft
110E7100	Remove Sign for Reset	13	Each

SPECIFICATIONS

Standard Specifications for Roads & Bridges, 2015 Edition and Required Provisions, Supplemental Specifications and Special Provisions as included in the Proposal.

CITY OF MURDO
Krysti Barnes
City Finance Officer
605-669-2272



ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	3	64
QUANTITIES & ENVIRONMENTAL COMMITMENTS			

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 C: WATER SOURCE

The Contractor shall not withdraw water with equipment previously used outside the State of South Dakota without prior approval from the SDDOT Environmental Office. Thoroughly wash all construction equipment before entering South Dakota to reduce the risk of invasive species introduction into the project vicinity.

Action Taken/Required:

The Contractor shall obtain the necessary permits from the regulatory agencies such as the Department of Environment and Natural Resources (DENR) and the United States Army Corps of Engineers (COE) prior to executing water extraction activities.

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.

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 or City 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 and all department designated sources and designated option material sources, stockpile sites, storage areas, and waste sites provided within the plans.

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: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

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 Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas 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.



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GENERAL NOTES, & TABLES			

GRADING OPERATIONS

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". Compaction shall be to the satisfaction of the Engineer.

UTILITIES

Two existing utilities are planned to be affected on this project (West Central Electric – guy wire and Golden West – pedestal). If other utilities are identified near the improvement area through the SD One Call Process as required by South Dakota Codified Law 49-7A and Administrative Rule Article 20:25, the Contractor shall Contact the Project Engineer to determine modifications that will be necessary to avoid utility impacts.

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

The Contractor shall be responsible for notifying South Dakota One Call 1-800-781-7474 to have utilities field located. The following utility companies are known to have facilities on the project:

West Central Electric Cooperative, Inc.
PO Box 17
Murdo, SD 57559-0017
Mr. Scott Kittleson
605.669.2472

Golden West Communications
PO Box 411
Wall, SD 57790-0411
Mr. Joe Steffen
605.279.2161

CenturyLink
455 N. 10th St.
Omaha, NE 68102
402.341.1500

Murdo Water and Sewer Department
107 W. 2nd St.
Murdo, SD 57559
Ray Erickson
605.669.2272

West River/Lyman Jones Rural Water
PO Box 407
Murdo, SD 57559-0407
Mr. Jake Fitzgerald
605.669.2931

Mid Continent Communications
3901 N. Louis Ave.
Sioux Falls, SD 57107
Steve Mohr
800.888.1300

CLEARING

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

TABLE OF UNCLASSIFIED EXCAVATION

	(CuYd)
Topsoil	133
Undercutting	38
Total	171

PROCEDURES FOR DETERMINING UNCLASSIFIED EXCAVATION QUANTITY

Unclassified Excavation, Undercutting, and Placing Topsoil will not be measured for payment, but will be paid for as plans quantity.

UNDERCUTTING

In all cut sections the earthen subgrade shall be undercut 0.5 feet 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. Compaction shall be to the satisfaction of the Engineer.

The plan shown quantity will be the basis of payment. 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.

Undercutting for 4" Concrete Sidewalk shall be incidental to bid item "4" Concrete Sidewalk".

Undercutting for 6" Reinforced Concrete Sidewalk shall be incidental to "6" Reinforced Concrete Sidewalk".

TABLE OF UNDERCUTTING

Station	to	Station	Quantity (CuYd)
Cleveland			
3+88.1, 25' L to 41' L	To	4+51.2 25' L to 41' L	38

TABLE OF CONCRETE CURB AND GUTTER REMOVAL

Station	to	Station	Quantity (Ft)
Cleveland			
0+28.1, 25' LT	To	0+28.1, 47' LT	22
1+64 LT	To	1+93 LT	29
3+75 LT	To	3+84 LT	9
3+75 RT	To	3+84 RT	9
Total:			69

TABLE OF TYPE B66 CONCRETE CURB AND GUTTER

Station	to	Station	Quantity (Ft)
Cleveland			
0+28.1, 25.6' L	To	0+28.1', 31.6' L	6
0+28.1, 37.6' L	To	0+28.1', 46.9' L	9
3+74.9 L	To	3+76.9 L	2
3+75.4 R	To	3+77.4 R	2
3+81.9 L	To	3+88.1 L	6
3+82.4 R	To	3+84.4 R	2
Total:			27

TABLE OF TYPE D46 CONCRETE CURB AND GUTTER

Station	to	Station	Quantity (Ft)
Cleveland			
1+63.8 L	To	1+87.1 L	23
Total:			23

TABLE OF TYPE P6 CONCRETE GUTTER

Station	to	Station	Quantity (Ft)
0+28.1, 31.6' L	To	0+28.1, 37.6' L	6
3+76.9 L	To	3+81.9 L	5
3+77.4 L	To	3+82.4 L	5
Total:			16



STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
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GENERAL NOTES, & TABLES			

6" PCC FILLET SECTIONS

Payment for "6" PCC Fillet Section" shall be based on plans quantity. If the additions or reductions in 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 "6" PCC Fillet Section".

TABLE OF 6" PCC FILLET SECTION

Station	to	Station	Quantity (SqYd)
Cleveland			
0+66.6, R	To	0+95.4 R	30.6
0+66.7 L	To	0+94.4 L	30.3
3+88.1 L	To	4+01.2 L	15.0
4+33.2 L	To	4+51.2 L	17.3
Total:			93.2

TABLE OF 7" NONREINFORCED PCC PAVEMENT

Station	to	Station	Quantity (SqYd)
Cleveland			
4+01.1, 18.4' L	To	4+33.1, 18.2 L	80.7
Total:			80.7

7" NONREINFORCED PCC PAVEMENT

Concrete mix shall be Class A40 (A28). Class A40 (A28) shall meet requirements of Section 460, except slump shall meet Section 380.3A.

Saw joints, joint sealing, tie bars shall be incidental to "7" Nonreinforced PCC Pavement". Tie bars to existing concrete shall be considered incidental to "7" Nonreinforced PCC Pavement".

Centerline longitudinal joint shall be keyway with no tie bar. Pavement longitudinal joints shall be tie bar.

Longitudinal joints shall be spaced at 8'-0" max. Transverse joints shall be spaced at 8'-0" max.

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

TABLE OF DETECTABLE WARNINGS

Station	L/R	Detectable Warnings (Type)	Quantity (SqFt)
Cleveland			
0+28.07	35' L	1	10
0+73.97	30' L	1	36
0+77.25	24' R	1	16
3+79.43	18' L	1	10
3+79.97	18' R	1	10
3+98.31	33' L	1	10
3+96.60	28' R	1	10
4+36.14	33' L	1	10
4+37.25	30' R	1	10
4+46.19	21' L	1	12
4+46.26	22' R	1	12
Jackson			
0+57.09	24' L	1	10
1+10.28	26' L	1	10
1+11.19	28' R	1	12

4+28.07	29' L	1	10
4+65.51	31' L	1	10
4+81.35	19' L	1	12
4+81.51	19' R	1	12
Total Type 1 Detectable Warnings:			222

TABLE OF 4" CONCRETE SIDEWALK

Station	to	Station	Quantity (SqFt)
Cleveland			
0+22.1, 18.1' L		0+28.1, 48.5' L	183
1+63.3, 25.0' L		1+67.3, 30.7' L	23
2+41.0, 26.3' L		3+04.1, 26.2' L	315
3+28.1, 26.2' L		3+70.8, 26.1' L	214
Jackson			
1+22.5, 27.2' L		1+65.7, 26.9' L	216
3+35.7, 26.3' L		3+50.9, 26.2' L	74
3+65.9, 26.3' L		4+16.4, 26.4' L	253
Total			1278



TABLE OF 6" REINFORCED CONCRETE SIDEWALK

Station	to	Station	Quantity (SqFt)
<u>Cleveland</u>			
0+69.3, 45.0' L		1+07.2, 19.3' L	458
0+71.0, 33.2' R		0+85.6, 19.2' R	153
1+07.2, 19.3' L		2+41.0, 26.3' L	775
3+04.1, 26.2' L		3+28.1, 26.2' L	120
3+70.8, 26.1' L		3+98.6, 41.0' L	342
3+75.4, 18.4' R		3+98.4, 33.6' R	244
4+35.6, 41.0' L		4+51.2, 18.6' R	204
<u>4th</u>			
0+87.4, 34.2' L		1+03.2, 18.7' L	147
1+00.7, 26.1' L		2+72.5, 23.7' L	1024
3+22.6, 24.7' L		3+96.0, 24.8' L	482
4+71.8, 24.8' L		7+58.7, 24.7' L	1783
7+58.7, 18.7' L		7+81.3, 39.2' L	329
<u>Jackson</u>			
0+44.9, 27.2' L		0+61.1, 46.0' L	195
1+04.7, 33.9' L		1+22.5, 27.2' L	193
1+05.9, 32.2' R		1+18.0, 20.7' R	126
1+65.8, 26.9' L		1+95.9, 27.7' L	148
3+50.9, 26.2' L		3+65.9, 26.3' L	75
4+16.4, 26.4' L		4+28.3, 33.3' L	72
4+72.8, 18.9' R		5+66.0, 18.8' R	575
Total			7445

PLACING TOPSOIL

The thickness will be approximately 4 inches within the right-of-way and 6 inches on temporary easements.

The plan shown quantity will be the basis of payment.

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 with a minimum of 100,000 live propagules of mycorrhizal fungi per acre. All costs of inoculating the seed shall be incidental to the contract unit price per pound for the corresponding permanent seed mixture.

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/>

FERTILIZING

Application of fertilizer will not be required on this project.

PERMANENT SEEDING

The areas to be seeded consist of all newly graded areas within the project limits except for the top of roadways, driveways and shared use paths, sidewalks and temporary easements under cultivation.

All permanent seed shall be planted in the topsoil at a depth of ¼" to ½".

All seed broadcast must be raked or dragged in (incorporated) within the top ¼" to ½" 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.

Native harvest seed will be allowed.

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	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

EROSION CONTROL WATTLE

Erosion control wattles for restraining the flow of runoff and sediment shall be installed at locations noted in the table and at locations determined by the Engineer during construction. Refer to Standard Plate 734.06 for details.

The Contractor shall provide certification that the erosion control wattles do not contain noxious weed seeds.

Erosion control wattles shall remain on the project until vegetation has been

established and then they shall be removed in accordance with the Engineer.

The erosion control wattle provided shall be from the approved product list. The approved product list for erosion control wattle may be viewed at the following internet site:

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

TABLE OF EROSION CONTROL WATTLE

Station	LT/RT	Diameter (Inch)	Location	Quantity (Ft)
<u>Cleveland</u>				
2+36 to 03+04	LT	9	Behind Curb	80
3+27 to 03+75	LT	9	Behind Curb	57
<u>4th Street</u>				
0+89 to 01+08	LT	9	Edge of sidewalk	57
1+07 to 02+64	LT	9	Behind Curb	157
2+24 to 02+63	LT	9	Behind Sidewalk	52
6+26 to 06+54	LT	9	Behind Curb	30
<u>Jackson Ave.</u>				
1+17 to 01+70	LT	9	Behind Curb	61
Total:				494

TABLE OF EROSION CONTROL BLANKET

Station to	Station	LT/RT	Location	Type	Quantity (SqYd)
<u>4th Street</u>					
1+05	2+64	LT	Behind wall & curb	2	193
4+71	5+66	LT	Behind sidewalk	2	53
6+25	7+81	LT	Behind sidewalk	2	74
<u>Jackson</u>					
4+70	5+66	LT	Behind sidewalk	2	55
Total Type 2 Erosion Control Blanket:					375



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GENERAL NOTES, & TABLES			

SHAPING FOR EROSION CONTROL BLANKET

The areas to receive erosion control blanket shall be shaped for the erosion control blanket as specified on Standard Plate 734.01.

All costs for shaping for erosion control blanket including labor and equipment shall be incidental to the contract unit price per square yard for "Type 2 Erosion Control Blanket".

SEDIMENT CONTROL AT INLETS WITH FRAMES AND GRATES

This type of sediment control device should be used where there is pavement in the vicinity of the drop inlets and storm water or sediment could possibly enter the frame and grate. Sediment Control at Inlets with Frame and Grates shall be installed prior to working in the vicinity of the drop inlets.

The Contractor shall be responsible for maintaining and repairing the sediment control devices for the duration of the project for which sediment control measures are required. Maintenance shall be scheduled to prevent storm water from backing up into the driving lane. "Sediment Control at Inlets with Frames and Grates" will be paid for one time at each location, regardless of the number of times the sediment control devices are installed, inspected, cleaned, removed, repaired, or replaced. All costs associated with furnishing, installing, inspecting, maintaining, cleaning, sediment removal, and repairing Sediment Control at Inlets with Frames and Grates shall be incidental to the contract unit price per each for "Sediment Control at Inlet with Frame and Grate".

Sediment collection devices shall be:

A commercial made sediment collection device from the "Sediment Control at Inlet with Frame and Grate" list or an approved equal. The device shall be installed in reinforced concrete drop inlets according to the manufacturer's recommendations.

A sediment control device as shown on Standard Plate 734.10. Filter fabric used for constructing the sediment control at inlets with frames and grates shall be the same type of fabric that is used in high flow silt fence from the approved product list. The approved product list may be viewed at the following internet site:

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

Sediment Control at Inlet with Frame and Grate Approved List:

Product	Manufacturer
InfraSafe Debris Collection Device with filter sock	Royal Environmental Systems, Inc. Stacy, MN Phone: 1-800-817-3240 www.royalenterprises.net
Dandy Curb Sack	Dandy Products Inc. Dublin, OH Phone: 1-800-591-2284

Silt Trapper	www.dandyproducts.com Storm Water Solutions Lakeville, MN Phone: 1-952-461-4376 www.silttrapper.com
DIP Basket	Skyview Construction Co., LLC Waubay, SD Phone: 1-605-520-0555 www.skyviewconst.com
FLEXSTORM Inlet Filters	Inlet and Pipe Protection, Inc. Naperville, IL Phone: 1-866-287-8655 www.inletfilters.com
GR-8 Guard or Combo Guard	ERTEC Environmental Systems LLC Alameda, CA Phone: 1-866-521-0724 www.ertecsystems.com
Sediment Catchers	Shaun Jensen Brookings, SD Phone: 1-605-690-4950
Grate FX, Slammer, or VertPro	Enviroscape ECM, Ltd. Oakwood, OH Phone: 1-419-594-3210 www.strawblanket.com
BX Inlet Sediment Boxes	BX Civil and Construction Dell Rapids, SD Phone: 1-605-428-5483 bx-cc.com

TABLE OF SEDIMENT CONTROL AT INLETS WITH FRAMES AND GRATES

Station	Street	LT/RT	Quantity (Each)
1+62	Cleveland	RT	1
1+82	Cleveland	RT	1
1+98	Cleveland	LT	1
2+24	Cleveland	LT	1
6+02	4th Street	LT	1
6+06	4th Street	LT	1
1+29	Jackson	LT	1
1+33	Jackson	RT	1
1+36	Jackson	RT	1
Total:			9

SEDIMENT CONTROL AT TYPE S REINFORCED CONCRETE DROP INLETS

The sediment control device provided shall be from the list shown below. Refer to Standard Plate 734.11 for details.

Product	Manufacturer
Dandy Curb	Dandy Products Inc. Dublin, OH Phone: 1-800-591-2284 www.dandyproducts.com
Gutterbuddy	ACF Environmental Richmond, VA Phone: 1-800-448-3636 www.acfenvironmental.com
SS-300	Silt-Saver, Inc. Conyers, GA Phone: 1-888-382-7458 www.siltsaver.com
Curb Inlet Guard	ECTEC Environmental Systems LLC Alameda, CA Phone: 1-866-521-0724 www.ertecsystems.com

TABLE OF SEDIMENT CONTROL AT TYPE S REINFORCED CONCRETE DROP INLETS

Station	LT/RT	Clear Opening Width (Ft)	Quantity* (Ft)
1+58	LT	11	13
Total:			13

* Quantity shown is the minimum length required and shall be the basis of payment.



STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	8	64
GENERAL NOTES, & TABLES			

PERMANENT SIGNING

The Contractor shall stake the signs and the Engineer will verify the location prior to installation. The lateral distance from the roadway and the height of the sign shall be established by the contractor in the field according to the standard plates in the plans and the MUTCD.

When signs are vertically mounted in succession, they shall be 1-2 inches apart. Lateral placement of signs shall be determined by the Engineer.

Signs shall be constructed using Super/Very High Intensity (ASTM D4956 Type XI) reflective sheeting.

PERFORATED TUBE POST

All perforated tube sign posts shall have a soil stabilizer attached to the base. Soil stabilizers shall be an MPJ Sign as detailed in these plans, or equivalent as approved by the Engineer.

Sign assemblies mounted in concrete or asphalt surfacing shall use flush mount breakaway post bases. Bases shall be Tapco V-Loc Model 200 style or equivalent.

The Contractor shall use Telespar brand (or equivalent) posts and bases on all new standard highway signs as approved by the engineer. The height of the post shall not exceed the minimum height needed by more than 0.5 feet. Any portion that extends above the sign shall be cut off. No separate payment will be made for cutting the post or for that length cut off. All sign assemblies mounted in concrete surfacing shall utilize a flush mount breakaway post base. All posts and bases shall be accompanied by certificates of compliance.

Payment for new sign posts, hardware, bases, and labor will be made at the contract unit price per foot for "2.0" x 2.0" Perforated Tube Post". Breakaway post details regarding posts, hardware, and bases shall be followed as per the manufacturer's recommendations. The sign post contract items shall include post bases and all hardware. The lengths of the posts in the sign tables are approximate length only. The post lengths shall be verified by the Contractor. The Contractor is urged to cut posts to length on the job site after site by site verification of post length.

Payment for "2.0" x 2.0" Perforated Tube Post" shall include all costs for labor, equipment, and material necessary to complete the following work:

1. Furnish all posts, stiffeners, breakaway bases, soil stabilizers, and hardware.
2. Assembly and installation of breakaway base sign supports as per details shown in these plans.
3. Assembly of sign(s) to sign post as per erection details for highway signs as shown in these plans.
4. Installation of sign post and sign(s).



PERMANENT SIGNING TABLE

Station	Offset	SIGN						POST					Description
		Width (in)	Height (in)	Number	Square Footage	Sheeting Type	Mounting	Remove for Reset	Reset	Length	Size	#	
Cleveland													
0+20	39' LT	30	30	W11-2	6.2	Super/Very High Intensity	Post			14.4	2x2	1	Pedestrian
	39' LT	24	12	W16-7P Left	2	Super/Very High Intensity							Downward Diagonal Arrow (plaque)
0+20	69' LT	36	36	R1-5L	9	Super/Very High Intensity	Post			14.7	2x2	1	Yield Here To Peds
0+20	169' LT	30	30	W11-2	6.2	Super/Very High Intensity	Post			14.4	2x2	1	Pedestrian
	169' LT	24	12	W16-9P	2	Super/Very High Intensity							Ahead (plaque)
0+72	40' LT	30	30	W11-2	6.2	Super/Very High Intensity	Post			14.4	2x2	1	Pedestrian
	40' LT	24	12	W16-7P Left	2	Super/Very High Intensity							Downward Diagonal Arrow (plaque)
0+72	34' RT	36	36	R1-5L	9	Super/Very High Intensity	Post			14.7	2x2	1	Yield Here To Peds
0+72	134' RT	30	30	W11-2	6.2	Super/Very High Intensity	Post			14.4	2x2	1	Pedestrian
	134' RT	24	12	W16-9P	2	Super/Very High Intensity							Ahead (plaque)
0+85	LT							X					Cleveland Ave
0+85	LT							X					5th St
0+85	LT							X					Stop
0+86	LT						Post		X	11.7	2x2	1	Cleveland Ave
	LT							X	5th St				
	LT								X				Stop
4 th Street													
0+27	RT								X				Stop
		18	6	R1-3P	.7	High Intensity							All Way (plaque)
0+36	RT							X					Stop
0+47	LT							X					Stop
0+47	38' RT								X				Stop
		18	6	R1-3P	.7	High Intensity							All Way (plaque)
0+91	RT							X					Stop
0+91	46' RT								X				Stop
		18	6	R1-3P	.7	High Intensity							All Way (plaque)
1+04	LT							X					Stop
1+07	LT								X				Stop
		18	6	R1-3P	.7	High Intensity							All Way (plaque)
7+62	RT								X				Stop
		18	6	R1-3P	.7	High Intensity							All Way (plaque)
	LT							X					Stop
7+64	RT							X					Stop
7+78	43' LT								X				Stop
		18	6	R1-3P	.7	High Intensity							All Way (plaque)



PERMANENT SIGNING TABLE (Continued)

Station	Offset	SIGN		Number	Square Footage	Sheeting Type	Mounting	POST					Description
		Width (in)	Height (in)					Remove for Reset	Reset	Length	Size	#	
7+80	LT							X					Stop
Jackson													
0+53	31' LT	30	30	W11-2	6.2	Super/Very High Intensity	Post			14.4	2x2	1	Pedestrian
		12	24	W16-7P Left	2	Super/Very High Intensity							Downward Diagonal Arrow (plaque)
0+53	58' LT	36	36	R1-5L	9	Super/Very High Intensity	Post			14.7	2x2	1	Yield Here To Peds
0+53	158' LT	30	30	W11-2	6.2	Super/Very High Intensity	Post			14.4	2x2	1	Pedestrian
		24	12	W16-9P	2	Super/Very High Intensity							Ahead (plaque)
1+06	36' RT	36	36	R1-5L	9	Super/Very High Intensity	Post			14.7	2x2	1	Yield Here To Peds
1+06	136' RT	30	30	W11-2	6.2	Super/Very High Intensity	Post			14.4	2x2	1	Pedestrian
		24	12	W16-9P	2	Super/Very High Intensity							Ahead (plaque)
1+08	30' LT	30	30	W11-2	6.2	Super/Very High Intensity	Post			14.4	2x2	1	Pedestrian
		12	24	W16-7P Left	2	Super/Very High Intensity							Downward Diagonal Arrow (plaque)
1+19	LT							X					Jackson Ave
	LT							X					5th St
	LT							X					Stop
1+20	LT						Post		X	11.7	2x2	1	Jackson Ave
	LT								X				5th St
	LT								X				Stop
4+16	RT	18	6	R1-3P	.7	High Intensity							All Way (plaque)
				Total	106.5		Total	13	13	197.4		14	



TRAFFIC CONTROL – GENERAL NOTES

The contractor is required to maintain traffic in accordance with the specifications and as shown in the plans. All traffic control shall conform to the 2009 Edition of the Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD).

Locations of the signs on the traffic control layouts are diagrammatic. The usage and placement of signs shall be as shown on the Traffic Control Sheets, as detailed in the 2009 Edition of the MUTCD, or as required by the Engineer.

Removing, relocating, covering, salvaging, and resetting traffic control signs shall be the responsibility of the contractor. This includes any existing signs

that need to be removed and reset. Cost for this work shall be included in the contract unit prices for the various items. The quantity of signs paid for will be for the most installations per sign in place at any one time regardless of the number of set-ups at this project site. Any delineators and signs damaged or lost shall be replaced by the contractor at no cost to the City or State.

During non-working hours, non-applicable traffic control signs and/or devices shall be covered or removed from view.

Permanent traffic control items (i.e. signing and pavement marking) shall be installed prior to removing temporary traffic control devices.

Flaggers, properly attired and preceded by W20-7 flagger symbol signs shall be required to safely maintain traffic when work activities and/or equipment

presents a hazard to workers or traffic, encroaches into a lane open to traffic, or shall be required to safely maintain traffic when work activity is near an intersection.

All equipment and vehicles entering and exiting closed lanes of traffic shall display flashing amber light visible from all directions a minimum distance of ¼ mile.

Indiscriminate driving and parking of vehicles within the right-of-way will not be permitted. Any damage to the vegetation, surfacing, embankment, delineators, and existing signs resulting from such indiscriminate use shall be repaired and/or restored by the contractor, at no expense to the City or State, and to the satisfaction of the Engineer.

TABLE OF TRAFFIC CONTROL DEVICES

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE		SQFT
W20-1	ROAD WORK AHEAD	8	48"	x 48"	128
W20-7	FLAGGER (symbol)	2	48"	x 48"	32
W21-5	SHOULDER WORK	2	48"	x 48"	32
G20-2	END ROAD WORK	2	36"	x 18"	10
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			
		202			

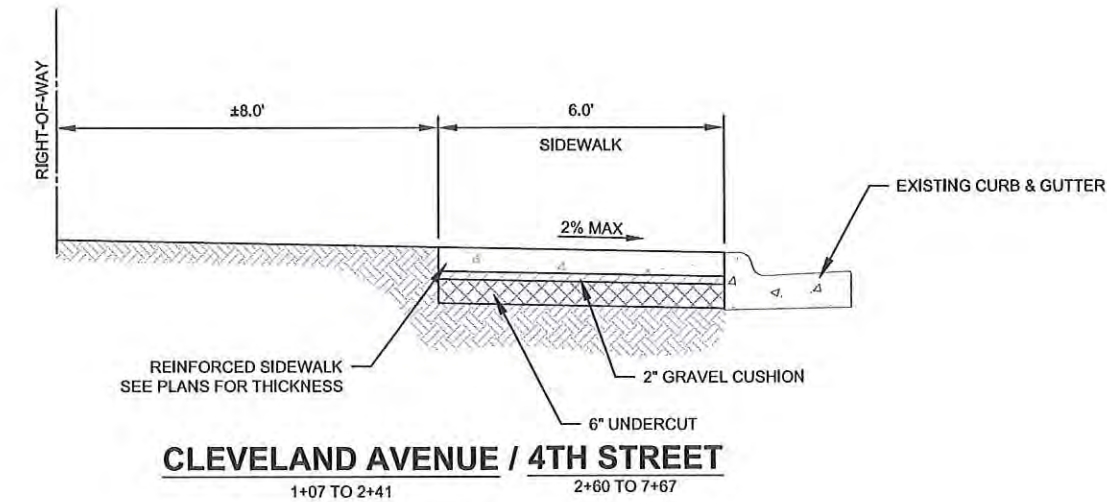


TYPICAL SECTIONS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	12	64
TYPICAL SECTIONS			

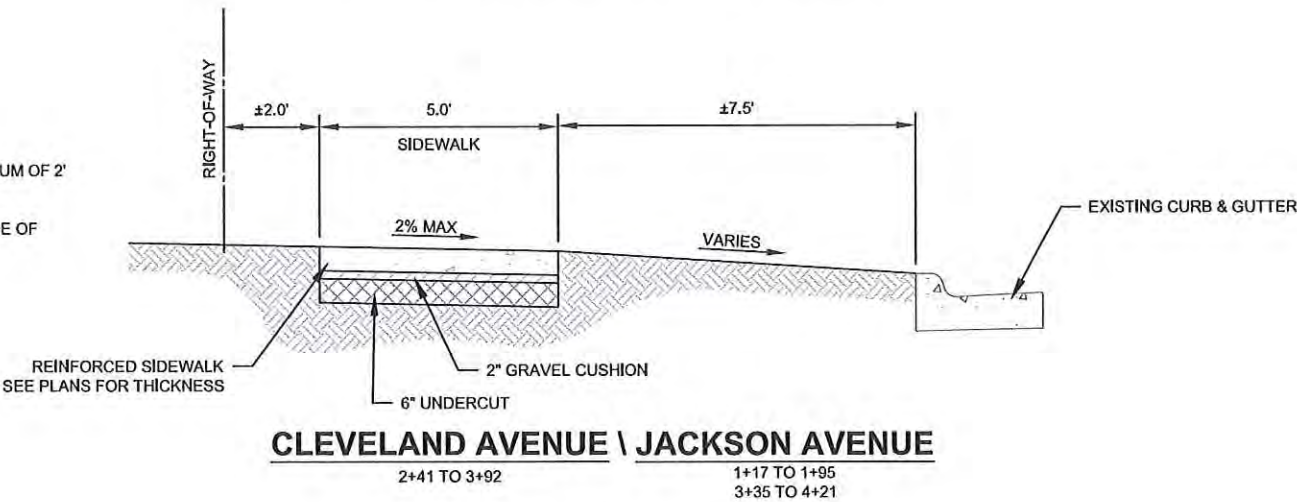
NOTES:
MAXIMUM SLOPE OF 6:1 FOR A MINIMUM OF 2'
ON EACH SIDE OF THE SIDEWALK.

MINIMUM WIDTH OF 2' CLEAR TO EDGE OF
SIGN SHALL BE MAINTAINED.



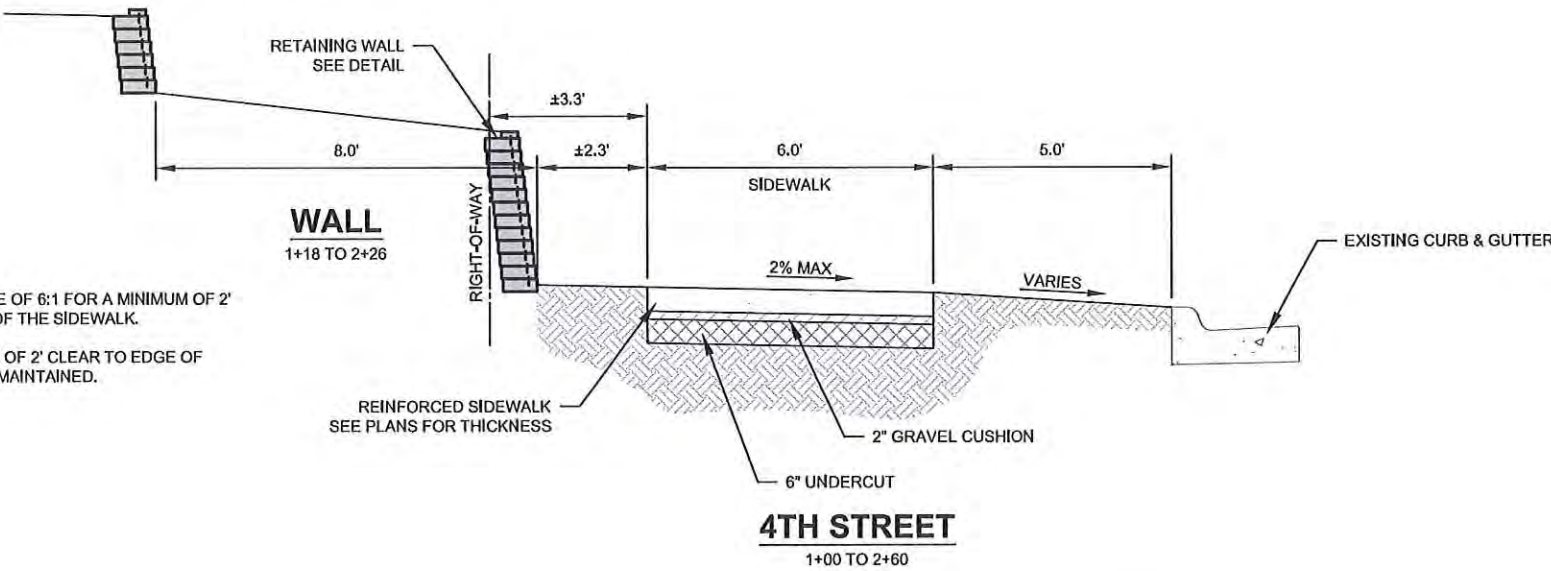
NOTES:
MAXIMUM SLOPE OF 6:1 FOR A MINIMUM OF 2'
ON EACH SIDE OF THE SIDEWALK.

MINIMUM WIDTH OF 2' CLEAR TO EDGE OF
SIGN SHALL BE MAINTAINED.



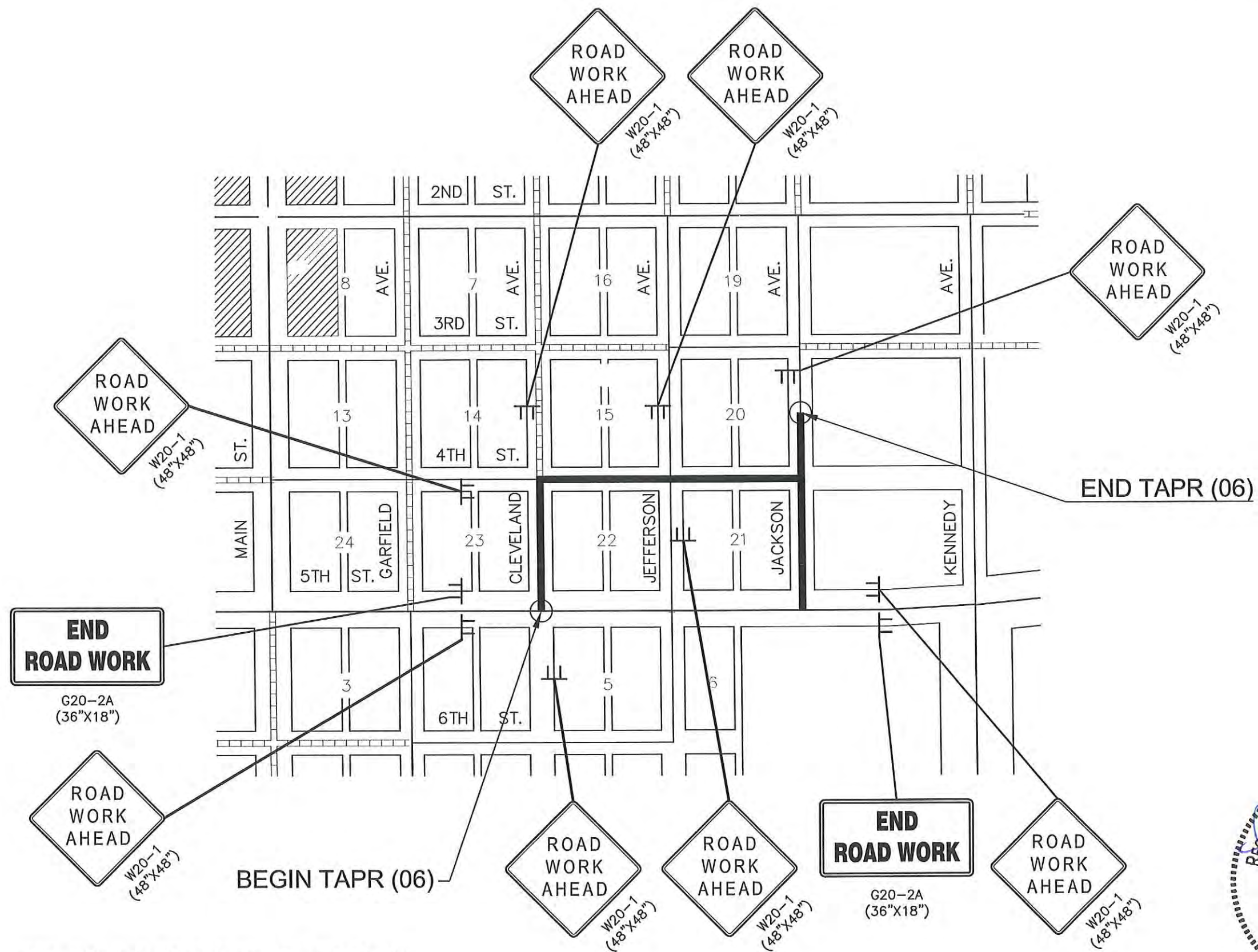
NOTES:
MAXIMUM SLOPE OF 6:1 FOR A MINIMUM OF 2'
ON EACH SIDE OF THE SIDEWALK.

MINIMUM WIDTH OF 2' CLEAR TO EDGE OF
SIGN SHALL BE MAINTAINED.



TRAFFIC CONTROL AND FIXED LOCATION SIGNING PLAN

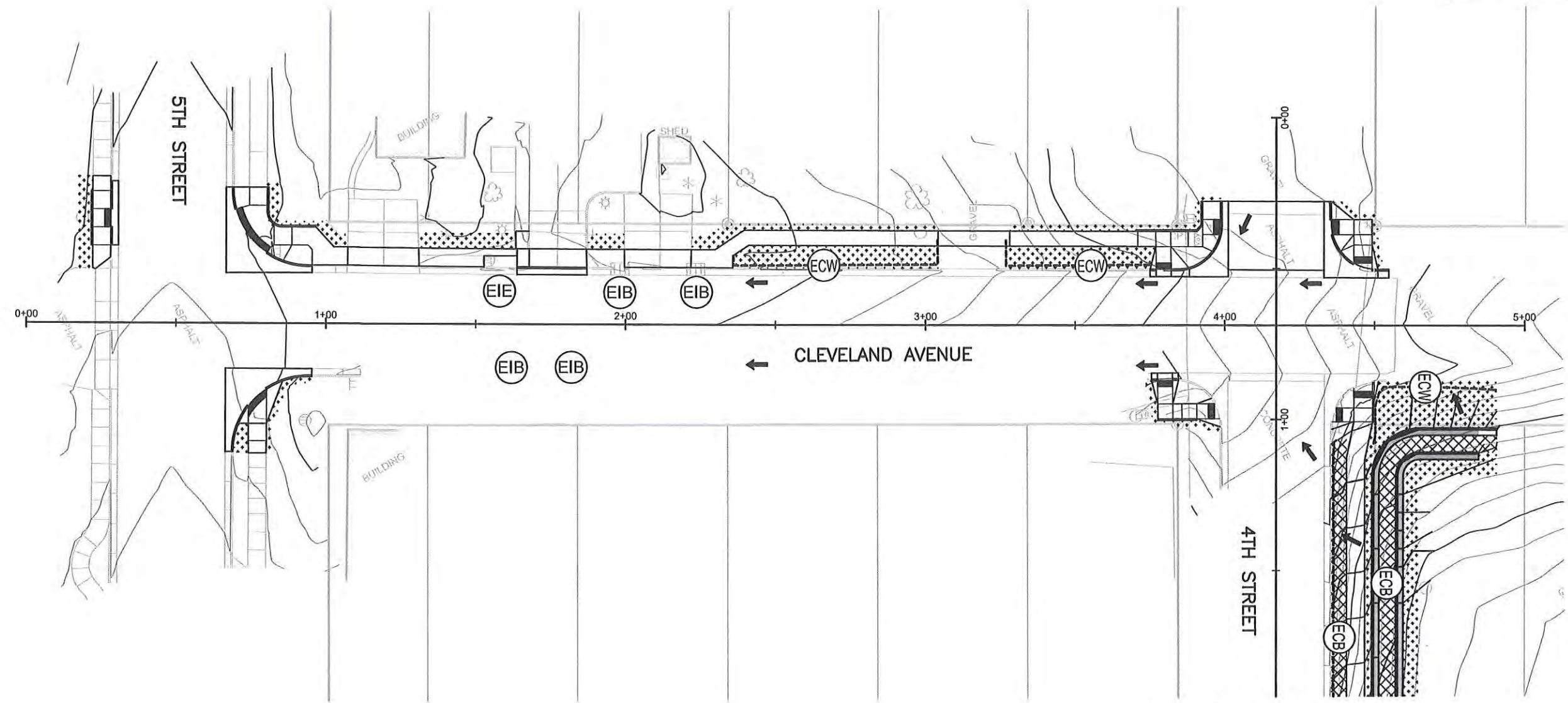
STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	13	64
TRAFFIC CONTROL & FIXED LOCATION SIGNING			



NOTE: SIGN LOCATIONS SHALL BE VERIFIED BY ENGINEER PRIOR TO INSTALLATION.

EROSION AND SEDIMENT CONTROL

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	14	64
EROSION AND SEDIMENT CONTROL PLAN			



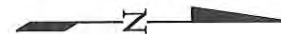
- EXISTING TYPE B INLET (SEE GENERAL NOTES & TABLES)
- EXISTING TYPE E OR S INLET (SEE GENERAL NOTES & TABLES)
- FLOW DIRECTION
- EROSION CONTROL WATTLE - 9"
- SEEDING - TYPE D

EROSION CONTROL WATTLE - 9"	
2+36 LT TO 03+04 LT	80 FT
3+27 LT TO 03+75 LT	57 FT

SEDIMENT CONTROL AT INLET WITH FRAME/GRATE	
1+62 RT	1 EA
1+82 RT	1 EA
1+98 LT	1 EA
2+24 LT	1 EA

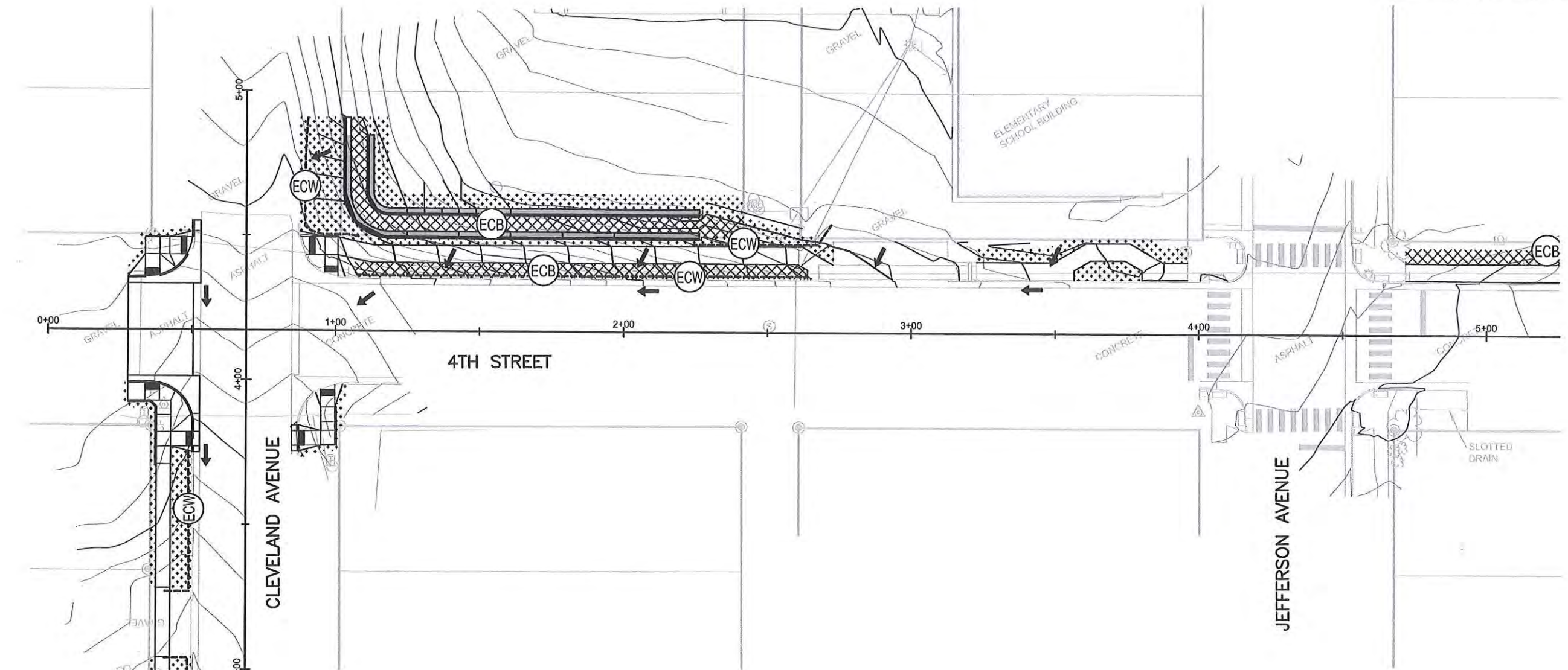
SEDIMENT CONTROL AT TYPE S INLETS	
1+58 LT	13 FT

SEEDING - TYPE D	
0+16.8 LT TO 00+22.1 LT	158 SQFT
0+69.2 RT TO 00+74.4 RT	44 SQFT
0+80.1 RT TO 00+95.4 RT	66 SQFT
0+80.3 LT TO 01+06.9 LT	117 SQFT
1+31.2 LT TO 01+62.3 LT	156 SQFT
1+87.6 LT TO 01+99.3 LT	59 SQFT
2+22.1 LT TO 03+04.1 LT	717 SQFT
3+26.9 LT TO 03+98.6 LT	526 SQFT
3+73.3 RT TO 03+98.4 RT	65 SQFT
4+35.6 LT TO 04+53.3 LT	65 SQFT



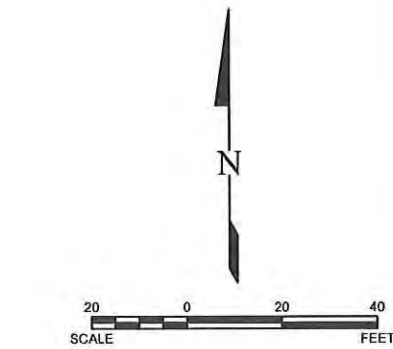
EROSION AND SEDIMENT CONTROL

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	15	64
EROSION AND SEDIMENT CONTROL			



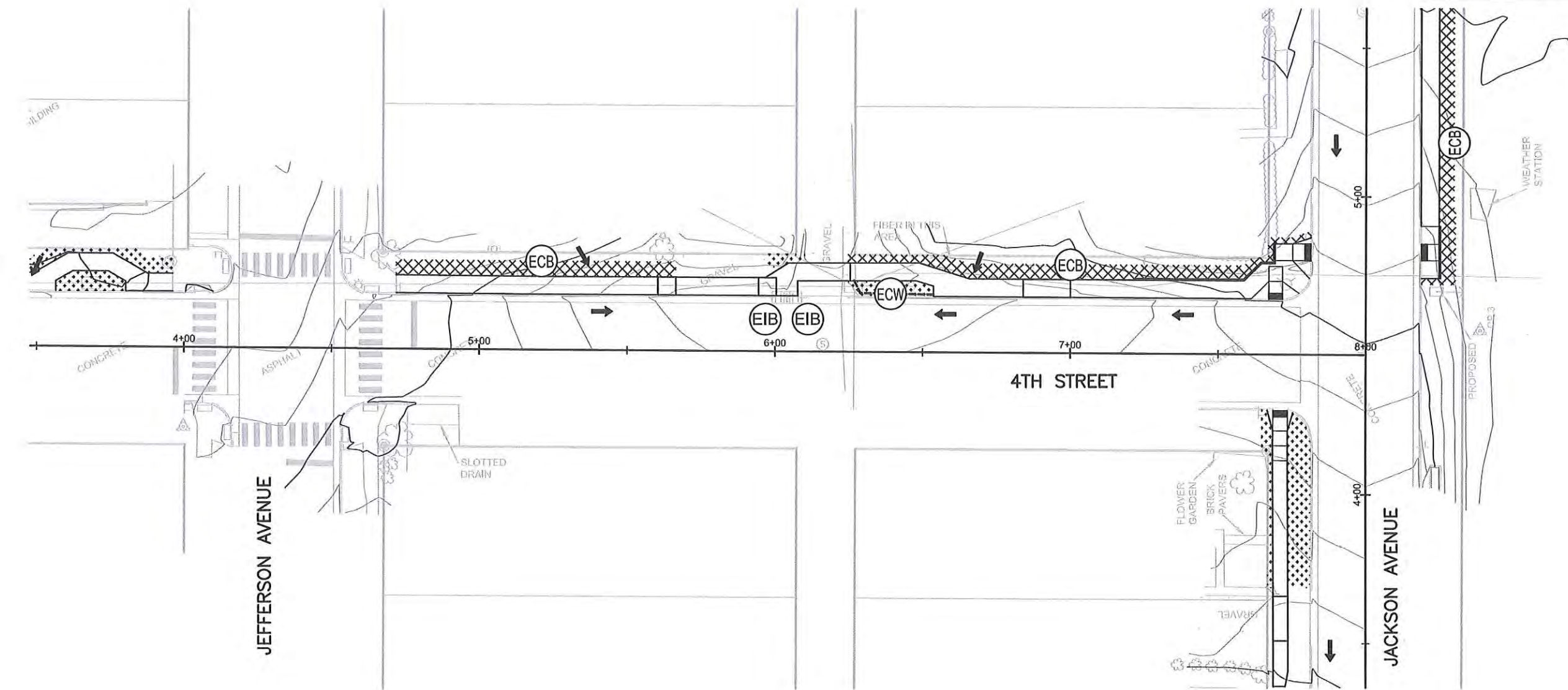
- ECB EROSION CONTROL BLANKET - TYPE 2
- ← FLOW DIRECTION
- ECW EROSION CONTROL WATTLE - 9"
- SEEDING - TYPE D
- EROSION CONTROL BLANKET - TYPE 2

EROSION CONTROL WATTLE - 9"	
0+89 LT TO 01+08 LT	57 FT
1+07 LT TO 02+64 LT	157 FT
2+24 LT TO 02+63 LT	52 FT
EROSION CONTROL BLANKET	
1+05 LT TO 2+64	193 SQYD
SEEDING - TYPE D	
0+87 LT TO 02+73 LT	3,761 SQFT
3+22 LT TO 03+96 LT	438 SQFT



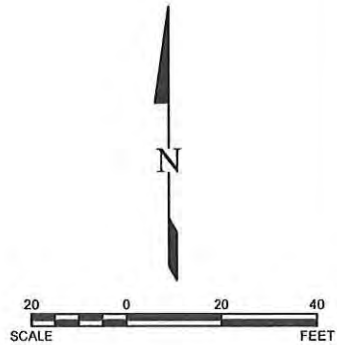
EROSION AND SEDIMENT CONTROL

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	16	64
EROSION AND SEDIMENT CONTROL			



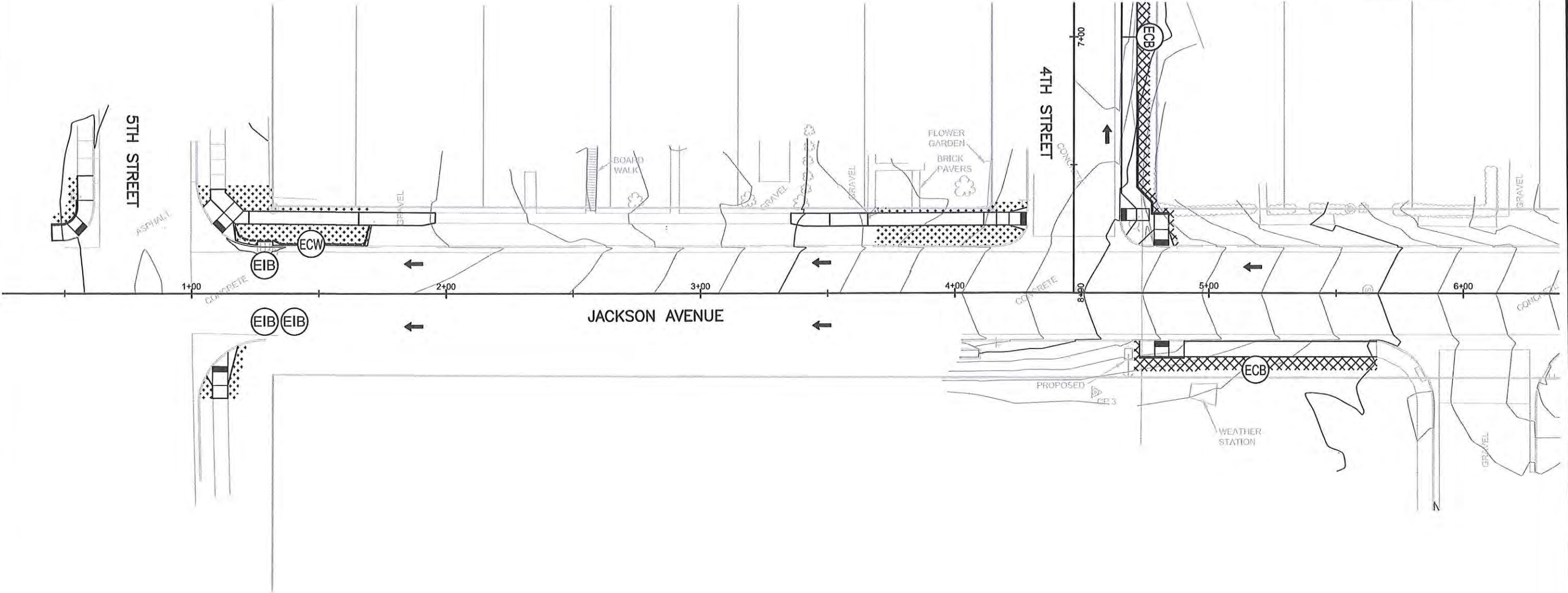
- ECB EROSION CONTROL BLANKET - TYPE 2
- EIB EXISTING TYPE B INLET (SEE GENERAL NOTES & TABLES)
- ← FLOW DIRECTION
- ECW EROSION CONTROL WATTLE - 9"
- SEEDING - TYPE D

EROSION CONTROL WATTLE - 9"	
6+26 LT TO 06+54 LT	30 FT
EROSION CONTROL BLANKET	
4+71 LT TO 05+66 LT	53 SQYD
6+25 LT TO 07+81 LT	74 SQYD
SEDIMENT CONTROL AT INLET WITH FRAME/GRATE	
6+02 LT	1 EA
6+06 LT	1 EA
SEEDING - TYPE D	
4+71 LT TO 05+66 LT	473 SQFT
5+97 LT TO 06+11 LT	44 SQFT
6+25 LT TO 07+81 LT	817 SQFT



EROSION AND SEDIMENT CONTROL

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	17	64
EROSION AND SEDIMENT CONTROL			

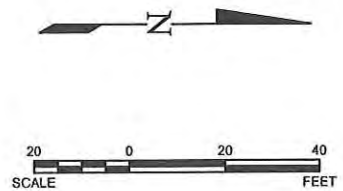


- ECB EROSION CONTROL BLANKET - TYPE 2
- EIB EXISTING TYPE B INLET (SEE GENERAL NOTES & TABLES)
- ← FLOW DIRECTION
- ECW EROSION CONTROL WATTLE - 9"
- SEEDING - TYPE D

EROSION CONTROL WATTLE - 9"	
1+17 LT TO 01+70 LT	61 FT
TYPE 2 EROSION CONTROL BLANKET	
4+70 LT TO 05+66 RT	55 SQYD

SEDIMENT CONTROL AT INLET WITH FRAME/GRATE	
1+29 LT	1 EA
1+33 RT	1 EA
1+36 RT	1 EA

SEEDING - TYPE D	
0+44 LT TO 00+55 LT	90 SQFT
1+02 LT TO 01+07 LT	30 SQFT
1+03 RT TO 01+08 RT	31 SQFT
1+13 LT TO 01+71 LT	661 SQFT
1+14 RT TO 01+20 RT	110 SQFT
3+69 LT TO 04+28 LT	554 SQFT
4+70 LT TO 05+66 RT	492 SQFT



HORIZONTAL ALIGNMENT & SURVEY CONTROL DATA

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	18	64
HORIZONTAL ALIGNMENT & SURVEY CONTROL DATA			

HORIZONTAL ALIGNMENTS

JACKSON AVENUE					
TYPE	STATION	DISTANCE	DIRECTION	NORTHING	EASTING
BOP	0+00.00			566280.45	1869826.60
		TL = 414.48'	N00° 07' 01.21"E		
PI	4+14.48			566694.93	1869827.45
		TL = 885.52'	N00° 22' 25.35"E		
EOP	13+00.00			567580.44	1869833.22

4TH STREET					
TYPE	STATION	DISTANCE	DIRECTION	NORTHING	EASTING
BOP	0+00.00			566733.68	1869027.68
		TL = 800.00'	S89° 32' 52.44"E		
EOP	8+00.00			566727.36	1869827.66

CLEVELAND AVENUE					
TYPE	STATION	DISTANCE	DIRECTION	NORTHING	EASTING
BOP	0+00.00			566315.99	1869093.72
		TL = 500.00'	N00° 22' 53.76"E		
EOP	5+00.00			566815.98	1869097.05

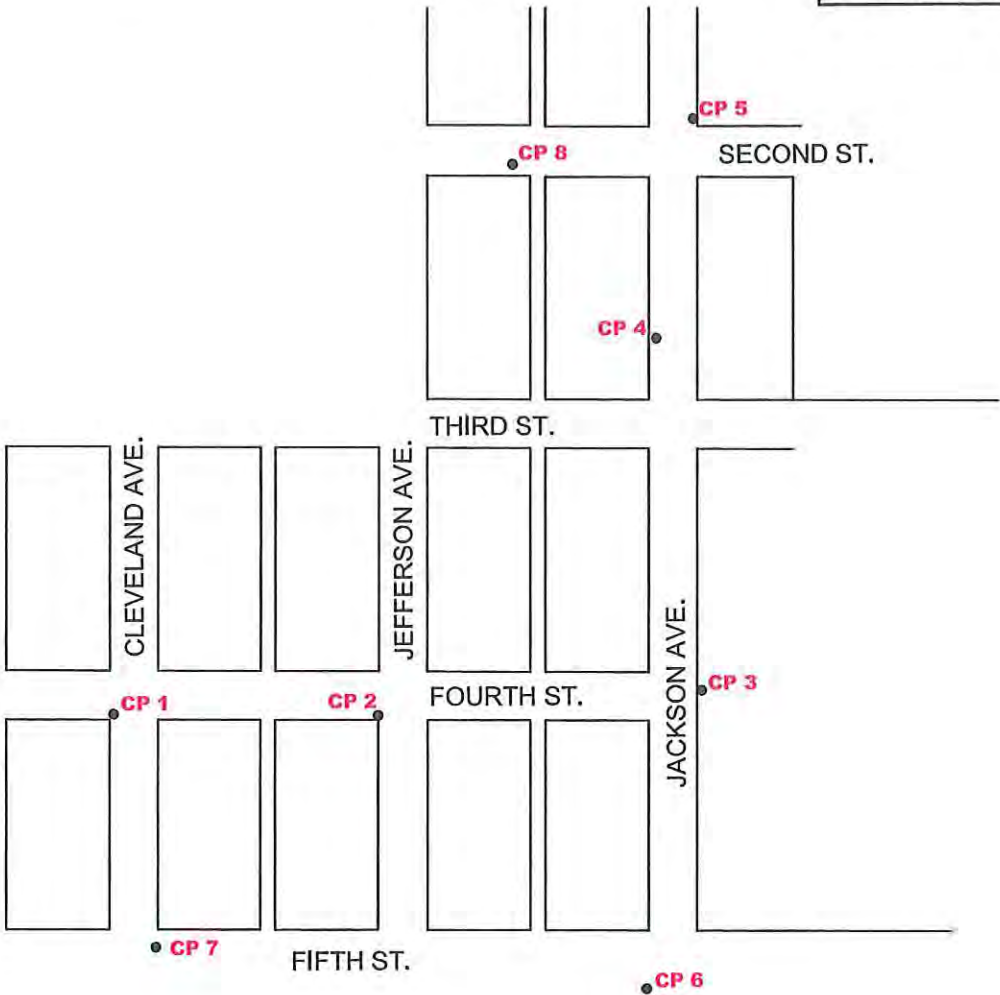
HORIZONTAL AND VERTICAL CONTROL POINTS				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	566707.40	1869067.78	2296.56	REBAR
2	566703.80	1869427.39	2311.24	REBAR
3	566735.51	1869866.49	2313.51	REBAR
4	567209.70	1869807.20	2334.31	REBAR
5	567505.34	1869859.66	2325.66	REBAR
6	566334.37	1869788.98	2300.34	REBAR
7	566393.72	1869123.97	2290.94	MAG NAIL
8	567445.27	1869614.54	2330.68	MAG NAIL

SURVEY NOTES

THIS SURVEY DOES NOT CONSTITUTE A BOUNDARY SURVEY. THE PROPERTY AND RIGHT-OF-WAY LINES DEPICTED HEREIN ARE FOR PLANNING PURPOSES ONLY. THE LOCATIONS OF LOT AND PROPERTY LINES WERE DETERMINED FROM RECORD DOCUMENTS AND FOUND MONUMENTS.

THE LOCATION OF UTILITIES DEPICTED HEREON WERE DERIVED FROM UTILITY LOCATES FROM SOUTH DAKOTA ONE CALL, UTILITY MAPS AND FOUND APPURTENANCES. CONTACT THE APPROPRIATE UTILITY COMPANIES FOR THE EXACT LOCATION AND NATURE OF UTILITIES.

FIELD SURVEY CONDUCTED IN MARCH OF 2013.



KLJ FIELD BOOK INFORMATION

FIELD BOOK RC-62, PAGES 22-34
FIELD BOOK RC-105, PAGES 1-8

BASIS OF SURVEY

THE BASIS OF BEARING AND COORDINATES FOR THIS SURVEY ARE IN SOUTH DAKOTA STATE PLANE SOUTH ZONE, NAD-83(2011) IN US SURVEY FEET. DIMENSIONS SHOWN HEREIN ARE GRID BEARINGS AND GRID DISTANCES.

VERTICAL DATUM IS NAVD-88.

COMBINED SCALE FACTOR TO CONVERT FROM STATE PLANE DISTANCES (GRID) TO GROUND DISTANCES IS 1.000189.



SYMBOLS AND ABBREVIATIONS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	19	64
SYMBOLS & ABBREVIATIONS			

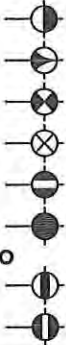
Aggr	Aggregate
Ahd	Ahead
Alt	Alternate
Approx	Approximate or Approximately
Appr	Approach
Asph Cem or AC	Asphalt Cement
Asph Conc	Asphaltic Concrete
Bit	Bituminous or Bitumen
B.L.M.	Bureau of Land Management
Bk	Back
BM	Bench Mark
Bldg	Building
Br	Bridge
C.A.E.S.	Corrugated Aluminum End Section
C.A.P.	Corrugated Aluminum Pipe
C & G	Curb and Gutter
Ch Ch	Channel Change
C.I.	Curb Inlet
Cl	Class
C.S.E.S.	Corrugated Steel End Section
C.S.P.	Corrugated Steel Pipe
Const.	Construction
Conc.	Concrete
CRS	Cationic Rapid Setting
Crse	Course
C.S.	Curve to Spiral
C to C	Center to Center
C.Y.	Cubic Yard
D	Degree of Curvature
D-Load	Dead Load
D.B.	Ditch Block
D.G.	Ditch Grade
El. or Elev.	Elevation
Emb.	Embankment
Emul.	Emulsified
Engr.	Engineer
Eq	Equation
E.S.	End Section
Esmt.	Easement
Exc.	Excavation
Exp.	Expansion
F.D.	Field Drive
F.F.	Foundation Fill
Found.	Foundation
F.P.	Fence Post
Ga.	Gage or Gauge
Gr.	Gravel
Grd.	Graded
G.V.	Gate Valve
Hyd.	Hydrant
I.M.	Iron Monument
Inst.	Install
Inter.	Intersection
Inv.	Invert
Jt.	Joint
L	Length of Curve
Lc	Length of Spiral
Levg.	Leveling
L.F.	Linear or Lineal Feet
Liq.	Liquid
Long.	Longitudinal
L.P.	Light Pole
Lt.	Left
"M"	One Thousand
Matl.	Material
Max.	Maximum
MC	Medium Curing
M.H.	Manhole
Min.	Minimum
M.L.	Main Line
N.F.S.L.	National Forest System Lands
Off. Loc.	Office Location
P.V.C.	Polyvinyl Chloride Sewer Pipe
P & P	Plan and Profile
P.C.	Point of Curvature
P.C.C.	Point of Compound Curve
P.D.	Private Drive
Pen	Penetration
Perf.	Perforated
P.I.	Point of Intersection
P.O.C.	Point on Curve
P.O.T.	Point on Tangent
P.P.	Power Pole

P.P.	Power Pole
P.R.C.	Point of Reverse Curvature
Pref.	Preformed
P.S.D.	Passing Sight Distance
P.T.	Point of Tangency
Quant.	Quantity or Quantities
R	Radius
R or Rge	Range
RC	Rapid Curing
R.C.E.S.	Reinforced Concrete End Section
R.C.P.	Reinforced Concrete Pipe
Rd	Road
Rdbd	Roadbed
Rdwy	Roadway
Refl.	Reflectorized
R.R.	Rail Road
Rt.	Right
R\W	Right of Way
Salv.	Salvage
S.C.	Spiral to Curve
SC	Slow Curing
Sc	Spiral Deflection Angle
S.D.	Sight Distance
S.E.	Superelevation
Sec.	Section
Sec. Line Appr.	Section Line Approach
Shldr.	Shoulder
SP	Special Provision
S.P.P.	Structural Plate Pipe
S.P.P.A.	Structural Plate Pipe Arch
SS	Slow Setting or Supplement Specification
S.S.D.	Stopping Sight Distance
S.T.	Spiral to Tangent
Sec. Line	Section Line
Sta.	Station
Std.	Standard
Std. Specs	Standard Specifications
Struct.	Structure
Surf.	Surface
Surv.	Survey
S.W.	Sidewalk
S.Y.	Square Yard
T.	Tangent Length (circular curve)
T or Twp.	Township
Tel.	Telephone
Temp.	Temporary
Tr	Traffic
Trans.	Transverse or Transition
Trtd.	Treated
Ts	Tangent Length (curve with spirals)
T.S.	Tangent to Spiral
U.S.C. & G.S.	United States Coast and Geodetic Survey
U.S.F.S.	U.S. Forest Service
U.S.G.S.	U.S. Geological Survey
V.C.	Vertical Curve
V.C.P.	Vitrified Clay Pipe
W.M.	Water Main
W.M.V.	Water Main Valve
Wrng	Wearing
W.S.V.	Water Service Valve
x-sec	Cross Section
Xc	Spiral Coordinate
Yc	Spiral Coordinate

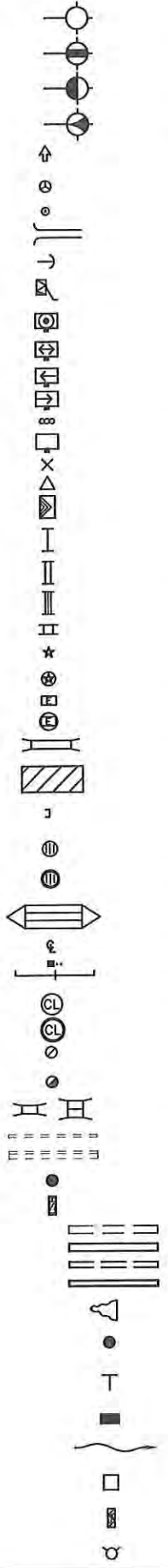
DESCRIPTION

1000 Watt HPSVL
100 Watt HPSVL
150 Watt HPSVL
175 Watt HPSVL
200 Watt HPSVL
250 Watt HPSVL
30" Riser
310 Watt HPSVL
35 Watt HPSVL

SYMBOL



400 Watt HPSVL
50 Watt HPSVL
700 Watt HPSVL
70 Watt HPSVL
Access Control Arrow
Alignment Data Point
Alignment Point 1
Approach
Guy Wire & Anchor
Analyzed Sample
Arrow Panel Caution Mode
Double Direction Arrow Panel
Left Direction Arrow Panel
Right Direction Arrow Panel
Sequencing Arrow Panel
Truck Mounted Arrow Panel
Artifact
Attenuation Device
Truck Mounted Attenuator
Type 1 Barricade
Type 2 Barricade
Type 3 Barricade
Back to Back Sign
Bench Mark
Bench Mark US Gov.
Electrical Box
Electrical Box (Relocate)
Bridges
Buildings
Gas Cap or Stub
Catch Basin (Existing)
Catch Basin (Proposed)
Cattle Guard
Centerline
Centerline of Construction
Clean Out (Existing)
Clean Out (Proposed)
Curb Stop (Existing)
Curb Stop (Proposed)
Concrete Box Culvert (Install)
Concrete Curb
Concrete Curb & Gutter
Concrete Foundation Lighting
Concrete Split Barrier Sample
Concrete Walk (Existing)
Concrete Walk (Proposed)
Culvert (Existing)
Culvert (Proposed)
Dam or Dike
Delineator Drum
Type A Delineator
Ditch Block
Drainage Arrow
Excavation Unit
Flight Auger Sample
Fire Hydrant (Existing)



Fire Hydrant (Proposed)
Fiberglass Roving
Flagger
Flashing Beacon
Flexible Delineator
Feed Point Pole Mounted
Feed Point Pad Mounted
Fuel Dispenser
Fuel Filler Pipe
Fuel Leak Sensor
Gas Vent Pipe
GPS Base Station Control Point
PPSD High Mast Light 3 L
PPSD High Mast Light 4 L
PPSD High Mast Light 5 L
PPSD High Mast Light 6 L
PPSD High Mast Light 7 L
PPSD High Mast Light 8 L
Horizontal Control
Horizontal & Vertical Control
Hose Hydrant
Inclinometer Tube
Inlet Type 1 (Existing)
Inlet Type 1 (Proposed)
Inlet Type 2 (Existing)
Inlet Type 2 (Proposed)
Inset Ballon
Inset Point
Inlet Type 2 (Existing)
Inlet Type 2 (Proposed)
Inlet Type 2 Double (Existing)
Inlet Type 2 Double (Proposed)
Light Pole (Existing)
Light Pole (Proposed)
Manhole (Existing)



SYMBOLS AND ABBREVIATIONS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	20	64
SYMBOLS & ABBREVIATIONS			

Manhole (Proposed)	○
Federal Mail Box	□
Private Mail Box	□
Marsh or Swamp	~
Meter Electric	E
Meter Gas	G
Meter Water	W
Electrical Manhole (Existing)	⊕
Electrical Manhole (Proposed)	⊕
Manhole Gas (Existing)	⊕
Manhole Gas (Proposed)	⊕
Manhole With Inlet (Existing)	⊕
Manhole With Inlet (Proposed)	⊕
Pipeline Marker (Existing)	PL
Pipeline Marker to be Relocated	PL
Sanitary FM Manhole (Existing)	FM
Sanitary FM Manhole (Proposed)	FM
Sanitary Manhole (Existing)	S
Sanitary Manhole (Proposed)	S
Storm Manhole (Existing)	ST
Storm Manhole (Proposed)	ST
Sanitary MH With Valve (Existing)	⊕
Sanitary MH With Valve (Proposed)	⊕
Telephone Manhole (Existing)	T
Telephone Manhole (Proposed)	T
Jute Mesh	
Electrical Pedestal to be Relocated	⊕
Electrical Pedestal	⊕
Pedestrian Head with Number	P1
Pedestrian Push Button Post	•
Telephone Pedestal	⊕
Telephone Pedestal to be Relocated	⊕
Television Pedestal	⊕
Television Pedestal to be Relocated	⊕
Pump Storm	⊕
Pump Sanitary	⊕
Pump Water	⊕
Pole	○
Post	•
Post Guard	⊕
Post Guide	•
Power Pole (Existing)	⊕
Power Pole to be Removed	⊕
Power Pole To Be Lowered	⊕
Power Pole To Be Moved	⊕
Unproductive Probe	○
Productive Probe	+
Principal Point	○

Corner Set	●
Corner Set, Iron Rebar w/Cap	⊕
Corner Found	⊕
Corner Calculated	⊕
Corner Found RLS Remonumented This Survey with USDA Forest Service 2 1/2"x30" SSP 3 1/4" Brass Cap	⊕
Corner Found BLM 2 1/2" Aluminum Pipe With 3 1/4" Aluminum Cap 19??	⊕
Corner Found BLM 2 1/2" Iron Pipe With 3 1/4" Brass Cap 19??	⊕
Original Corner Found	⊕
Original Corner Remonumented This Survey With USDA Forest Service 2 1/2"x30" SSP 3 1/4" Brass Cap	⊕
Corner Set This Survey With USDA Forest Service 5/8"x24" Rebar With 3 1/4" Aluminum Cap	⊕
Corner Found USDA Forest Service 2 1/2"x30" SSP With 3 1/4" Brass Cap 19??	⊕
Corner Found USDA Forest Service 2 1/2"x30" Aluminum Pipe 3 1/4" Aluminum Cap 19??	⊕
Corner Found USDA Forest Service 5/8"x24" Rebar With 3 1/4" Aluminum Cap	⊕
Corner Found GLO 1" Iron Pipe with 2" Brass Cap 19??	⊕
Corner Found GLO 2" Iron Pipe with 2 1/2" Brass Cap 19??	⊕
Corner Found GLO 2 1/2" Iron Pipe with 3 1/4" Brass Cap 19??	⊕
Corner Found GLO Cap Remonumented This Survey With USDA Forest Service 2 1/2"x30" SSP 3 1/4" Brass Cap	⊕
Corner Reestablished This Survey With USDA Forest Service 2 1/2"x30" SSP 3 1/4" Brass Cap	⊕
Corner Set This Survey With USDA Forest Service 2 1/2"x30" SSP 3 1/4" Brass Cap	⊕
Corner Set, Plat	⊕
Corner Found, Plat	⊕
Pug Point	⊕
Pull Box	⊕
Quarter Section Corner	⊕
Reference Marker	○
Relocate Light Standard	⊕
Railroad Battery Box	⊕
Railroad Signal With Arm	⊕
Railroad Cross Buck	⊕
Railroad Crossing Signal	⊕
Right-of-way Marker	⊕
Right-of-way Monument	⊕
Riprap	⊕
Road Obliteration	⊕
Existing Road (Gravel)	⊕
Split Barrel Sample	⊕

Section Corner	⊕
Sod	
Signal Head With Number	⊕
Highway Sign	⊕
Sign	⊕
Street Sign	⊕
Sprinkler Head	⊕
Standard Penetration Test	⊕
Spot Elevation	⊕
Stone Circle or Cairn	⊕
Tower Windmill	⊕
Telephone Pole To Be Lowered	⊕
Telephone Pole To Be Removed	⊕
Telephone/Telegraph Pole	⊕
Brush or Shrub	⊕
Tree, Deciduous	⊕
Tree, Coniferous	⊕
Tree Trunk	⊕
Traffic Cones	⊕
Traffic Signal Pole Mounted	⊕
Transformer	⊕
Transformer Pad Mounted	⊕
Traffic Signal Control Box with Slab	⊕
Traffic Signal Control Box	⊕
Thinwall Tube Sample	⊕
Tubular Marker	⊕
Utility Marker	⊕
Existing Valve (Gas/Water)	⊕
Proposed Valve (Gas/Water)	⊕
Well Or Bore Hole	⊕
Water Observation Well	⊕
Waterway	⊕
Wood Excelsior Fibermat	⊕
Existing Sleeve	⊕
Proposed Sleeve	⊕
Existing Tee	⊕
Proposed Tee	⊕
Existing 11' Bend	⊕
Proposed 11' Bend	⊕
Existing 22' Bend	⊕
Proposed 22' Bend	⊕
Existing 45' Bend	⊕
Proposed 45' Bend	⊕
Existing 90' Bend	⊕
Proposed 90' Bend	⊕
Existing Cross	⊕
Proposed Cross	⊕
Existing Reducer	⊕
Proposed Reducer	⊕
Existing Boundary Not Surveyed	⊕
Existing Boundary	⊕
Existing Cable TV (Buried)	⊕

Proposed Cable TV (Buried)	⊕
Existing Crude Pipeline (Buried)	⊕
Proposed Crude Pipeline (Buried)	⊕
Existing Easement/RW Line	⊕
Proposed Easement/RW Line	⊕
Existing Electric Overhead	⊕
Proposed Electric Overhead	⊕
Existing Electric (Buried)	⊕
Proposed Electric (Buried)	⊕
Existing Electric Signal Heads	⊕
Proposed Electric Signal Heads	⊕
Existing Fence Barb Wire	⊕
Proposed Fence Barb Wire	⊕
Existing Fence Chain Link	⊕
Proposed Fence Chain Link	⊕
Existing Fence Wood	⊕
Proposed Fence Wood	⊕
Existing Fiberoptic (Buried)	⊕
Proposed Fiberoptic (Buried)	⊕
Proposed Fiber Roll	⊕
Existing Fuel (Buried)	⊕
Proposed Fuel (Buried)	⊕
Existing Guard Rail	⊕
Proposed Guard Rail	⊕
Existing Line Not Surveyed	⊕
Existing Natural Gas Pipeline (Buried)	⊕
Proposed Natural Gas Pipeline (Buried)	⊕
Existing Property Line	⊕
Proposed Property Line	⊕
Existing Section Line	⊕
Existing Quarter Line	⊕
Existing 1-16 Line	⊕
Existing 1-32 Line	⊕
Existing Rail Road Tracks	⊕
Proposed Rail Road Tracks	⊕
Existing Sanitary	⊕
Proposed Sanitary	⊕
Existing Storm Sewer	⊕
Proposed Storm Sewer	⊕
Existing Telephone Overhead	⊕
Proposed Telephone Overhead	⊕
Existing Telephone (Buried)	⊕
Proposed Telephone (Buried)	⊕
Existing Water	⊕
Proposed Water	⊕

CDPL	CDPL	CDPL
E(O)	E(O)	E(O)
SIG	SIG	SIG
X	X	X
FO	FO	FO
FUEL	FUEL	FUEL
G	G	G
S	S	S
ST	ST	ST
T(O)	T(O)	T(O)
T	T	T
W	W	W
TV	TV	TV

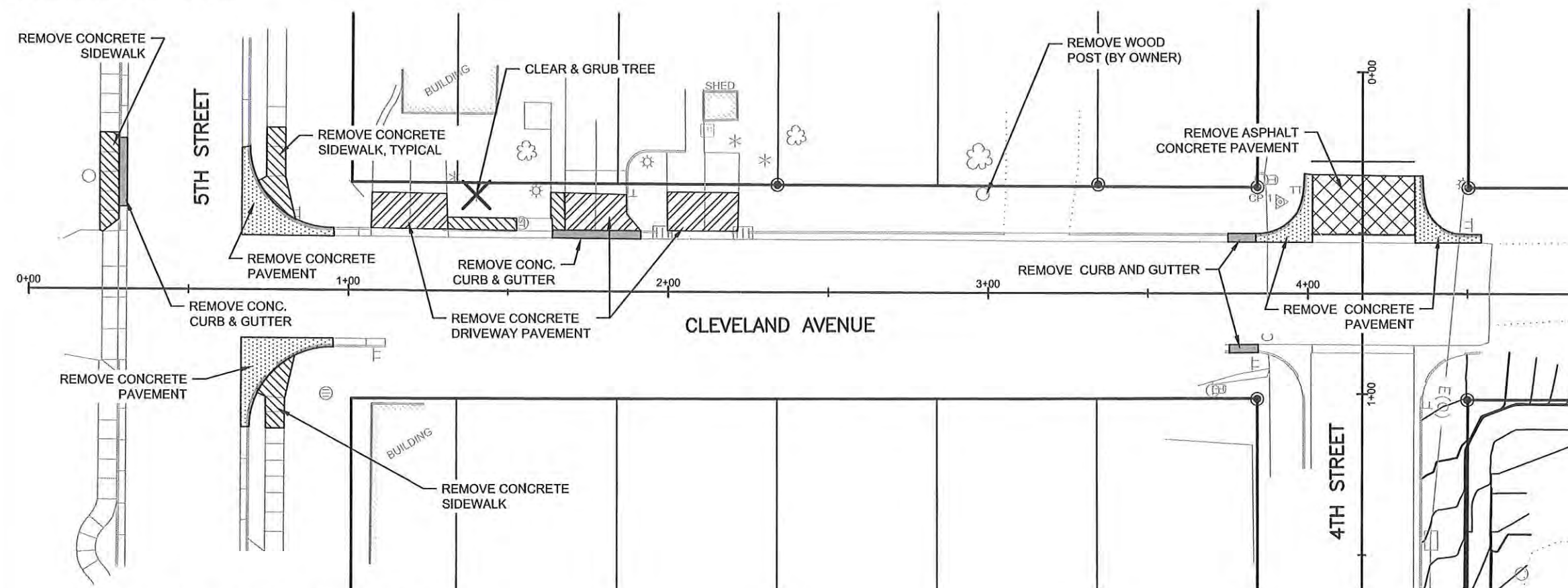


NOTES:
LOCATIONS OF REMOVAL LIMITS ARE APPROXIMATE; ACTUAL
AREAS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

UTILITIES SHALL BE LOCATED AND VERIFIED IN THE FIELD PRIOR
TO BEGINNING CONSTRUCTION.

REMOVALS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	21	64
REMOVALS			



- ✕ REMOVE TREE/SHRUB
- [Dotted Pattern] REMOVE CONCRETE PAVEMENT
- [Solid Grey] REMOVE CONCRETE CURB & GUTTER
- [Cross-hatch] REMOVE ASPHALT CONCRETE PAVEMENT
- [Diagonal Lines] REMOVE CONCRETE SIDEWALK
- [Diagonal Lines] REMOVE CONCRETE DRIVEWAY

REMOVE CONCRETE CURB AND GUTTER

0+30.6, 25' LT TO 47' LT	22 FT
1+64 LT TO 01+93 LT	29 FT
3+75 LT TO 03+84 LT	9 FT
3+75 RT TO 03+84 RT	9 FT

REMOVE CONCRETE SIDEWALK (BY OWNER)

0+22.1, 18.1' TO 00+28.0, 48.5' LT	19.4 SQYD
0+71.6, 32.0' TO 00+83.4, 20.4' RT	14.9 SQYD
0+71.8, 33.7' TO 00+83.5, 21.7' LT	18.7 SQYD
1+31.0, 19.1' TO 01+52.7, 18.7' LT	9.1 SQYD
1+63.3, 19.0' TO 01+67.8, 30.6' LT	5.5 SQYD

REMOVE CONCRETE PAVEMENT

0+66.6, 16.9' TO 00+95.5, 16.7' LT	30.6 SQYD
0+66.6, 15.0' TO 00+95.4, 17.7' RT	31.4 SQYD
3+83.6, 16.0' TO 04+01.2, 15.9' LT	15.9 SQYD
4+33.6, 15.8' TO 04+54.4, 15.8' LT	15.3 SQYD

REMOVE CONCRETE DRIVEWAY PAVEMENT

1+07.0, 19.3' TO 01+31.0, 19.1' LT	29.1 SQYD
1+67.8, 19.0' TO 01+91.3, 18.9' LT	25.5 SQYD
1+99.7, 19.0' TO 02+21.6, 18.9' LT	29.6 SQYD

REMOVE ASPHALT CONCRETE PAVEMENT

4+01.4, 15.9' TO 04+33.2, 15.8' LT	65.3 SQYD
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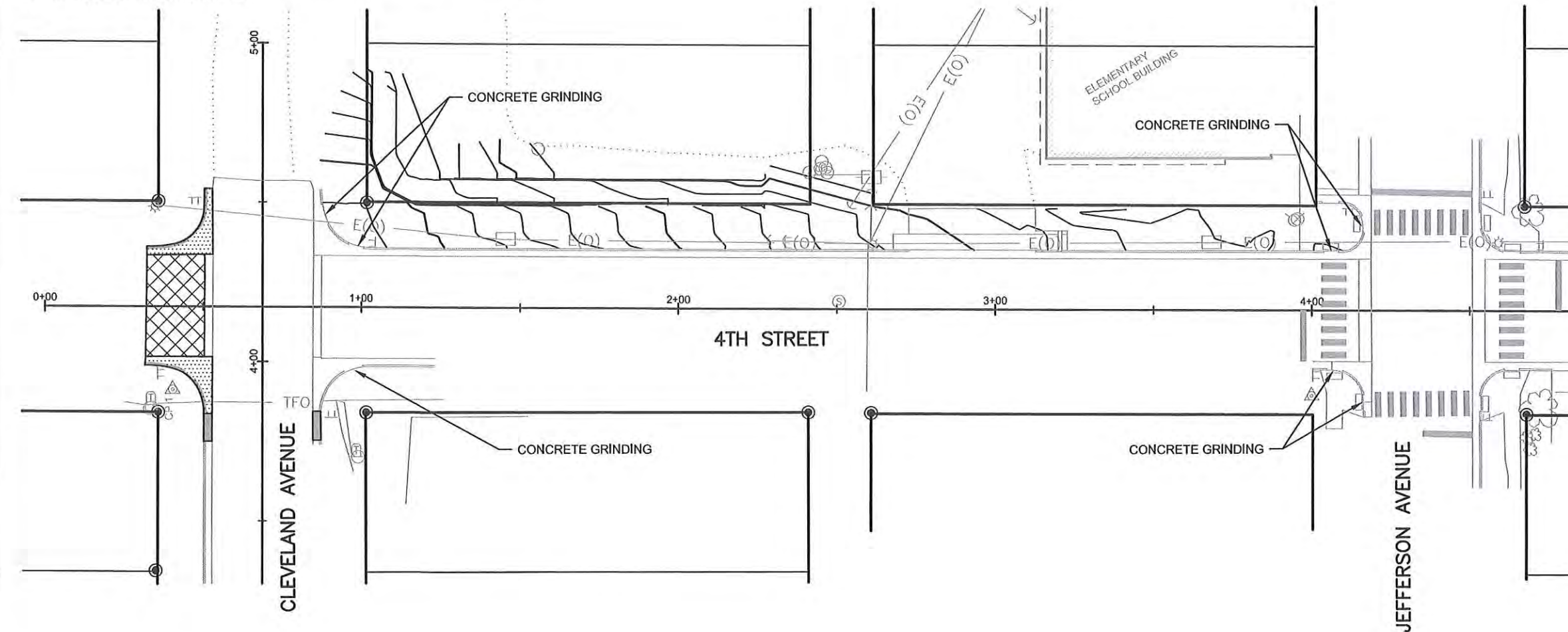


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REMOVALS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	22	64
REMOVALS			

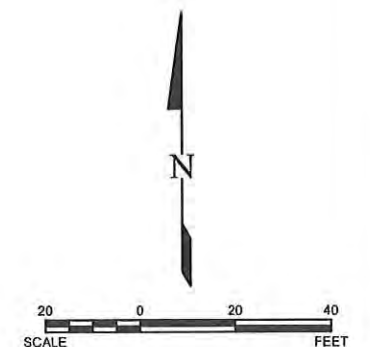


- REMOVE TREE/SHRUB
- REMOVE CONCRETE PAVEMENT
- REMOVE CONCRETE CURB & GUTTER
- REMOVE ASPHALT CONCRETE PAVEMENT
- REMOVE CONCRETE SIDEWALK
- REMOVE CONCRETE DRIVEWAY

CONCRETE GRINDING

0+85, 28' LT	2.5 SQ.FT
0+95, 18' LT	2.5 SQ.FT
0+95, 18' RT	2.5 SQ.FT
4+05, 18' LT	2.5 SQ.FT
4+05, 18' RT	2.5 SQ.FT
4+15, 25' LT	3 SQ.FT
4+15, 28' RT	2.5 SQ.FT

CONCRETE GRINDING SHALL BE DIRECTED BY ENGINEER TO
REMOVE EXISTING CONCRETE CURB LIP AT PROPOSED OR
EXISTING RAMP LOCATIONS AS SHOWN ON PLANS.

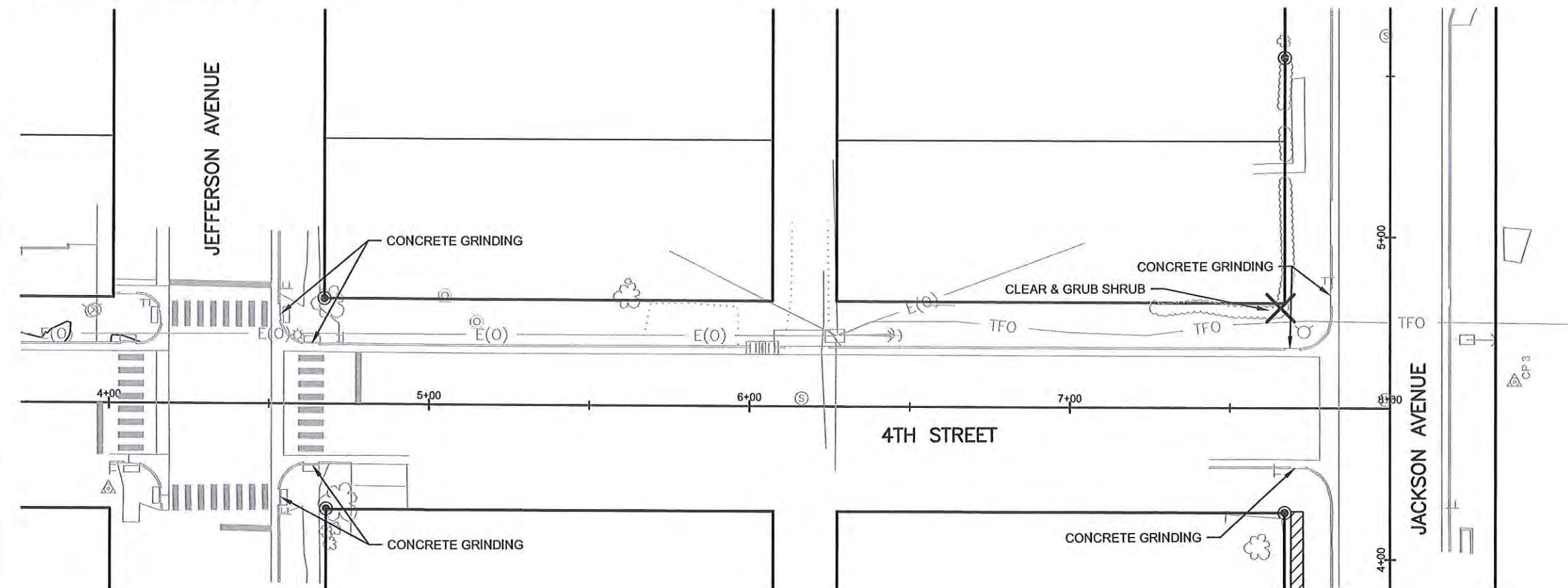


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REMOVALS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	23	64
REMOVALS			

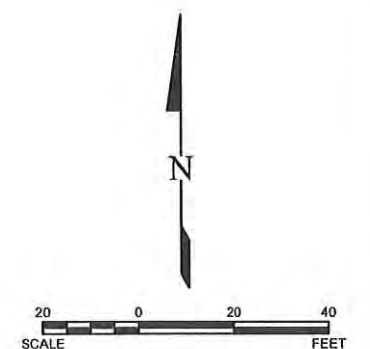


- REMOVE TREE/SHRUB
- REMOVE CONCRETE PAVEMENT
- REMOVE CONCRETE CURB & GUTTER
- REMOVE ASPHALT CONCRETE PAVEMENT
- REMOVE CONCRETE SIDEWALK
- REMOVE CONCRETE DRIVEWAY

CONCRETE GRINDING

4+51, 28' LT	3 SQ.FT
4+51, 28' RT	2.5 SQ.FT
4+62, 18' LT	2.5 SQ.FT
4+62, 18' RT	2.5 SQ.FT
7+65, 18' LT	2.5 SQ.FT
7+68, 18' RT	2.5 SQ.FT
7+78, 33' LT	3 SQ.FT

CONCRETE GRINDING SHALL BE DIRECTED BY ENGINEER TO
 REMOVE EXISTING CONCRETE CURB LIP AT PROPOSED OR
 EXISTING RAMP LOCATIONS AS SHOWN ON PLANS.

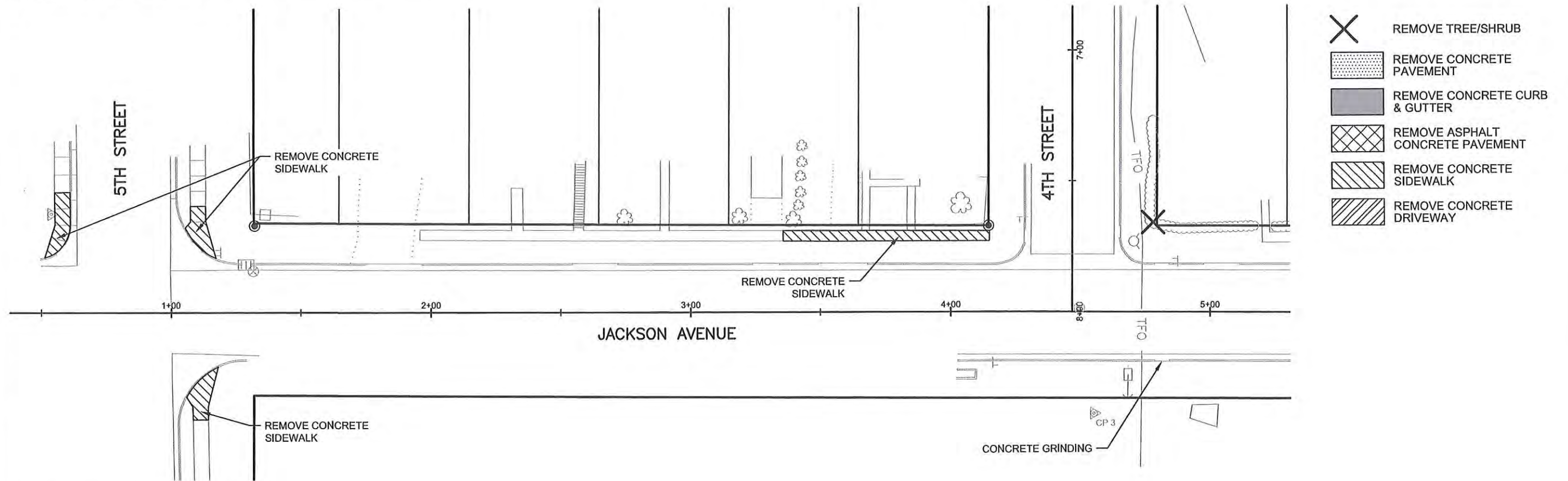


REMOVALS

NOTES:
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UTILITIES SHALL BE LOCATED AND VERIFIED IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION.

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	24	64
REMOVALS			



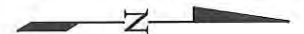
REMOVE CONCRETE SIDEWALK (BY OWNER)

00+51.3,	21.1'	TO	00+61.1,	46.0'	LT	15.7	SQYD
01+05.5,	32.3'	TO	01+17.3,	20.8'	LT	13.1	SQYD
01+05.9,	32.2'	TO	01+18.0,	20.7'	RT	13.9	SQYD
03+35.7,	27.2'	TO	04+14.8,	27.1'	LT	34.9	SQYD

CONCRETE GRINDING

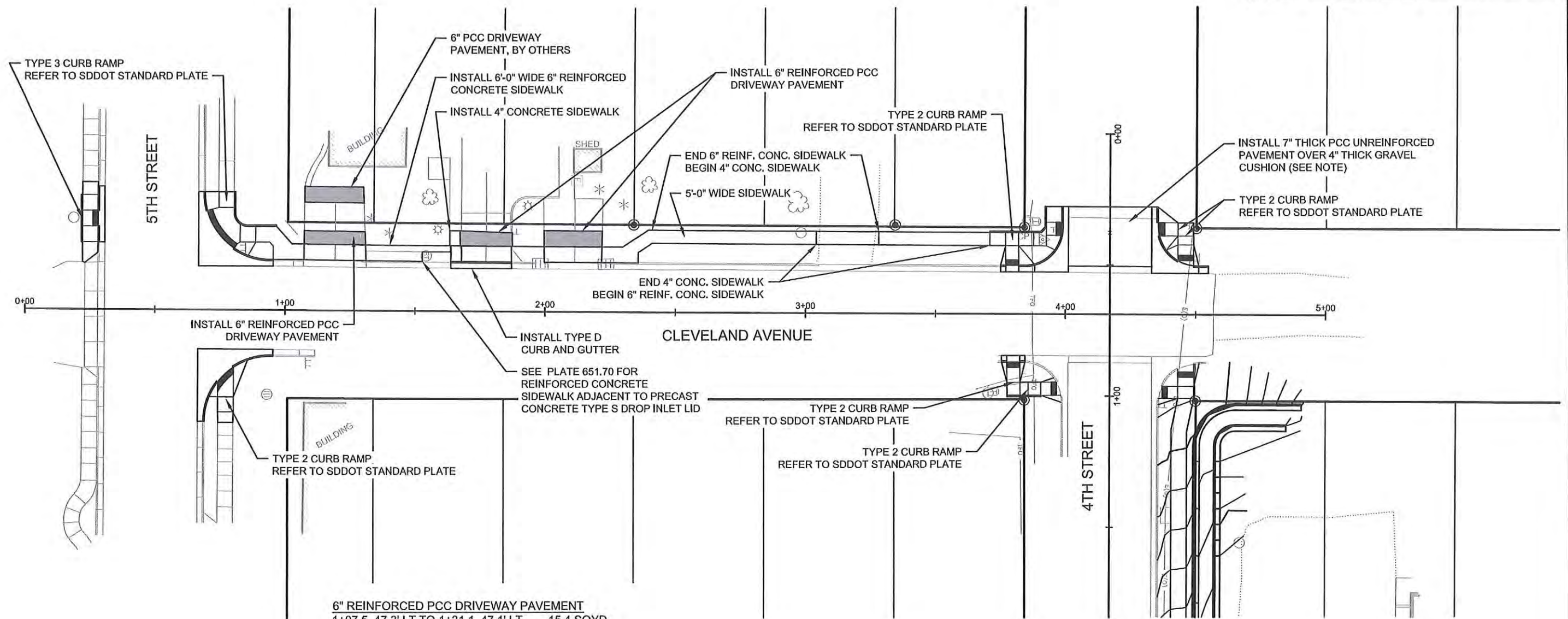
4+78, 18' RT 3 SQ.FT

CONCRETE GRINDING SHALL BE DIRECTED BY ENGINEER TO REMOVE EXISTING CONCRETE CURB LIP AT PROPOSED OR EXISTING RAMP LOCATIONS AS SHOWN ON PLANS.



LAYOUT PLAN

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	25	64
LAYOUT PLAN - CLEVELAND AVENUE 0+00 TO 5+00			



6" REINFORCED PCC DRIVEWAY PAVEMENT		
1+07.5, 47.3' LT TO 1+31.1, 47.1' LT	15.4	SQYD
1+67.7, 31.7' LT TO 1+86.8, 30.1' LT	11.6	SQYD
2+00.0, 31.0' LT TO 2+21.9, 30.9' LT	15.0	SQYD

7" NONREINFORCED PCC PAVEMENT		
4+01.1, 18.4' LT TO 4+33.1, 18.2' LT	80.7	SQYD

4" THICK GRAVEL CUSHION		
4+01.1, 18.4' LT TO 4+33.1, 18.2' LT	18	TON

TYPE B66 CONCRETE CURB AND GUTTER		
0+30.6, 25.6' LT TO 31.6' LT	6	FT
0+30.6, 37.6' LT TO 46.9' LT	9	FT
3+74.9, 16.1' LT TO 3+76.9, 16.1' LT	2	FT
3+75.4, 15.9' RT TO 3+77.4, 15.9' RT	2	FT
3+81.9, 16.1' LT TO 3+88.1, 16.1' LT	6	FT
3+82.4, 15.9' RT TO 3+84.4, 15.8' RT	2	FT

TYPE D46 CONCRETE CURB AND GUTTER		
1+63.8, 16.5' LT TO 1+87.1, 16.4' LT	23	FT

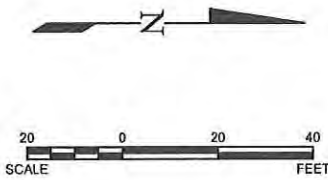
TYPE P6 CONCRETE GUTTER		
0+30.6, 31.6' LT TO 37.6' LT	6	FT
3+76.9, 16.1' LT TO 3+81.9, 16.1' LT	5	FT
3+77.4, 15.9' RT TO 3+82.4, 15.9' RT	5	FT

6" PCC FILLET SECTION		
0+66.6, 42.6' RT TO 0+95.4, 15.0' RT	30.6	SQYD
0+66.7, 45.0' LT TO 0+95.4, 16.7' LT	30.3	SQYD
3+88.1, 16.1' LT TO 4+01.2, 41.1' LT	15.0	SQYD
4+33.2, 41.0' LT TO 4+51.2, 15.8' LT	17.3	SQYD

6" REINFORCED CONCRETE SIDEWALK		
0+69.3, 45.0' LT TO 1+07.2, 19.3' LT	458	SQFT
0+71.0, 33.2' RT TO 0+85.6, 19.2' RT	153	SQFT
1+07.2, 19.3' LT TO 2+41.0, 26.3' LT	775	SQFT
3+04.1, 26.2' LT TO 3+28.1, 26.2' LT	120	SQFT
3+70.8, 26.1' LT TO 3+98.6, 41.0' LT	342	SQFT
3+75.4, 18.4' RT TO 3+98.4, 33.6' RT	244	SQFT
4+35.6, 41.0' LT TO 4+51.2, 18.6' LT	204	SQFT

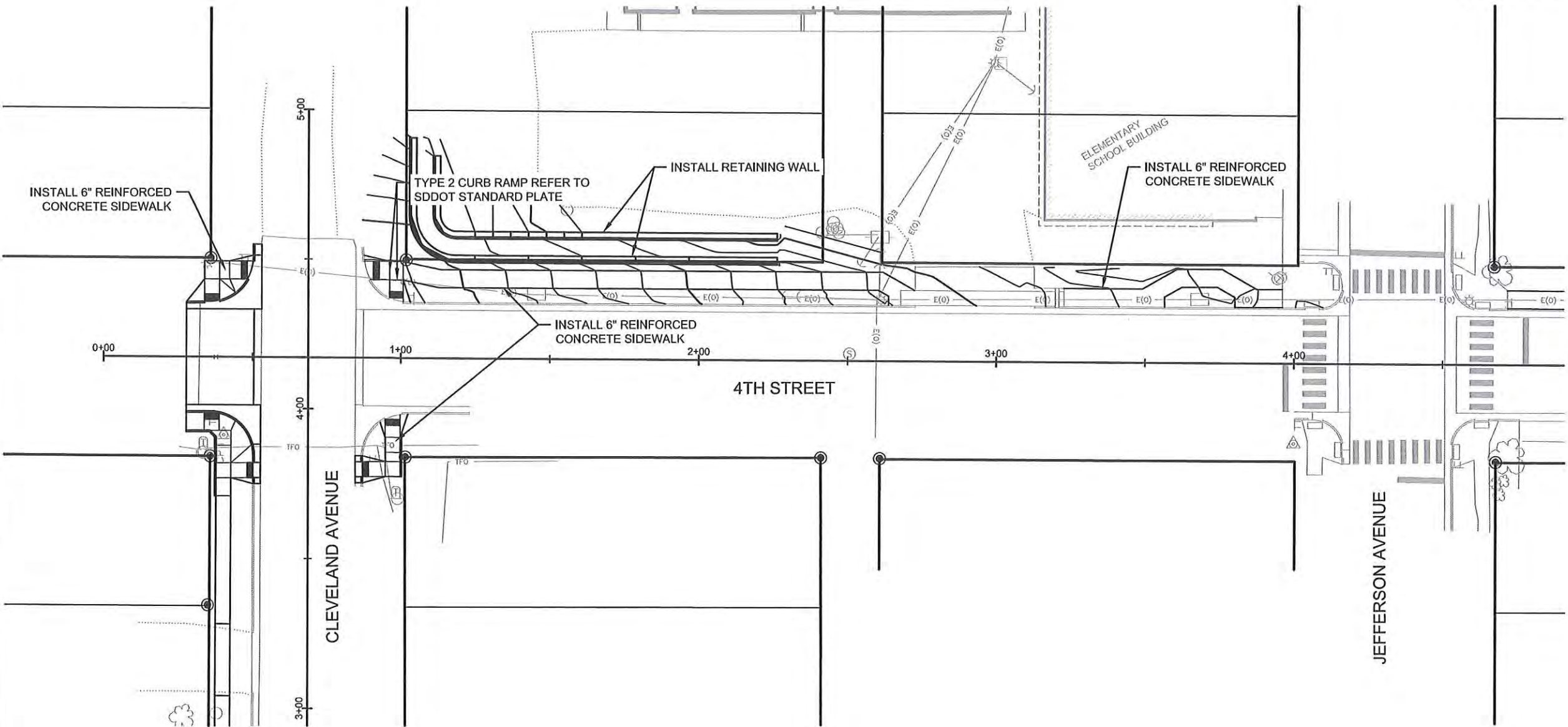
4" CONCRETE SIDEWALK		
0+22.1, 18.1' LT TO 0+28.1, 48.5' LT	183	SQFT
1+63.3, 25.0' LT TO 1+67.3, 30.7' LT	23	SQFT
2+41.0, 26.3' LT TO 3+04.1, 26.2' LT	315	SQFT
3+28.1, 26.2' LT TO 3+70.8, 26.1' LT	214	SQFT

- NOTES:
1. INSTALL EXPANSION JOINT MATERIAL AT EACH TRANSITION BETWEEN 4" CONCRETE SIDEWALK AND 6" REINFORCED CONCRETE SIDEWALK.
 2. 7" THICK PCC PAVEMENT LONGITUDINAL JOINTS SHALL BE 8' MAX. AND TRANSVERSE JOINTS 8' MAX.



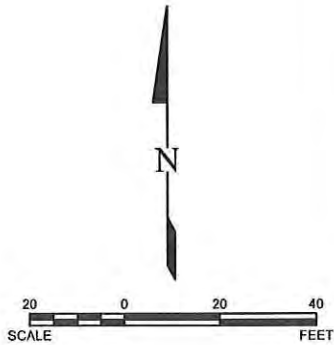
LAYOUT PLAN

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	26	64
LAYOUT PLAN - 4TH STREET 0+00 TO 4+50			



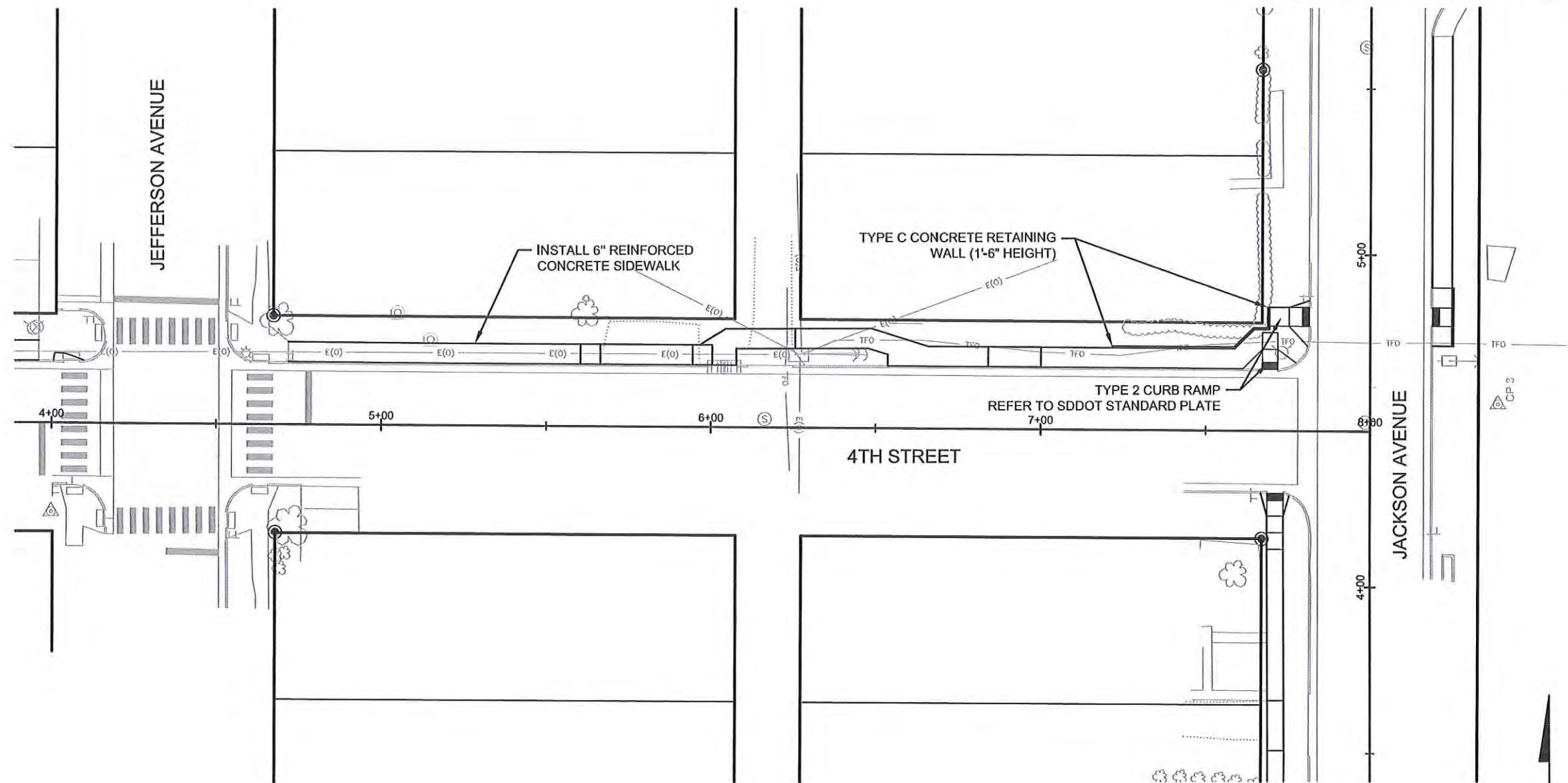
6" REINFORCED CONCRETE SIDEWALK		
0+87.4, 34.2' LT TO 1+03.2, 18.7' LT	147	SQFT
1+00.7, 26.1' LT TO 2+72.5, 23.7' LT	1024	SQFT
3+22.6, 24.7' LT TO 3+96.0, 24.8' LT	482	SQFT

- NOTES:
1. INSTALL EXPANSION JOINT MATERIAL AT EACH TRANSITION BETWEEN 4" CONCRETE SIDEWALK AND 6" REINFORCED CONCRETE SIDEWALK.



LAYOUT PLAN

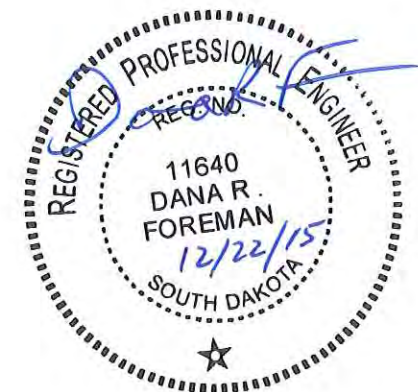
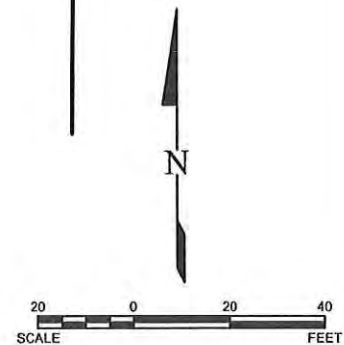
STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	27	64
LAYOUT PLAN - 4TH STREET 4+50 TO 8+00			



6" REINFORCED CONCRETE SIDEWALK
4+71.8, 24.8' LT TO 7+58.7, 24.7' LT 1783 SQFT
7+58.7, 18.7' LT TO 7+81.3, 39.2' LT 329 SQFT

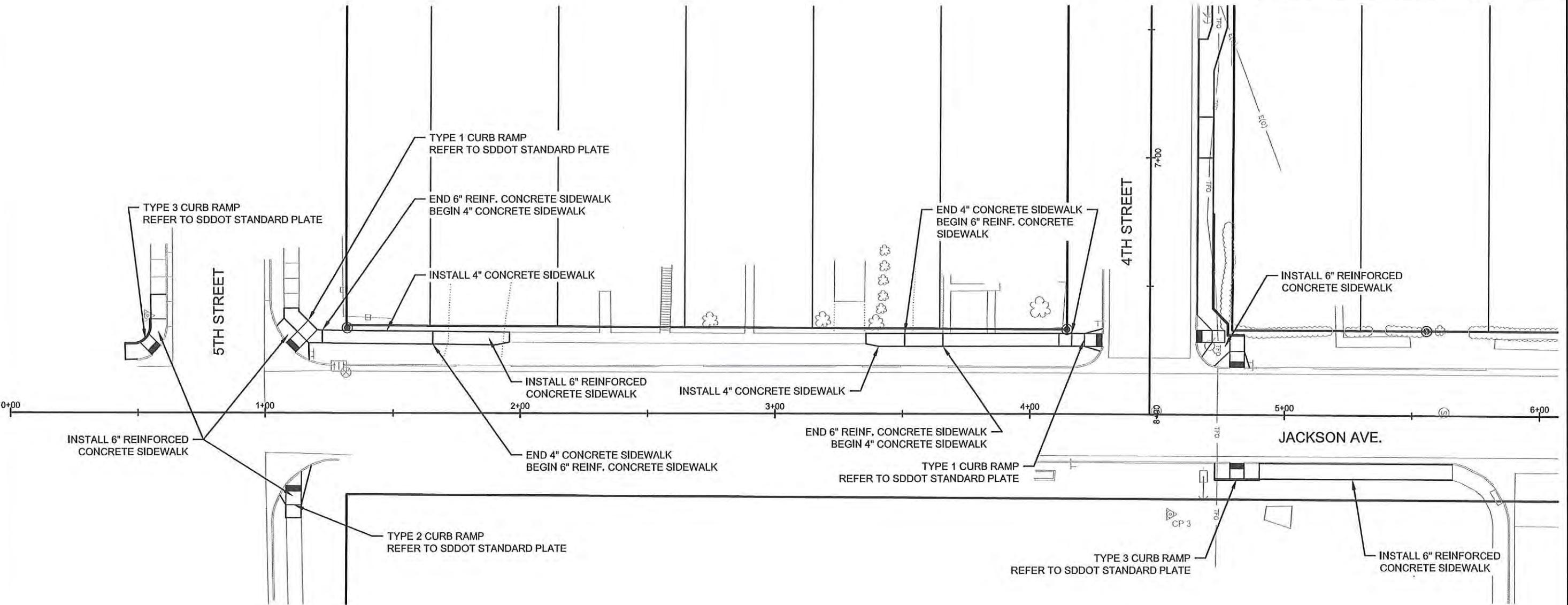
TYPE C CONCRETE RETAINING WALL
4+21.7, 24.7' LT TO 4+68.7, 37.2' LT 81 SQFT

- NOTES:
1. INSTALL EXPANSION JOINT MATERIAL AT EACH TRANSITION BETWEEN 4" CONCRETE SIDEWALK AND 6" REINFORCED CONCRETE SIDEWALK.



LAYOUT PLAN

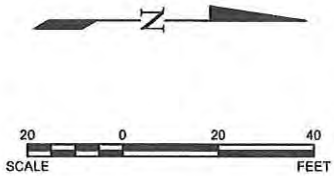
STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	28	64
LAYOUT PLAN - JACKSON AVENUE 0+00 TO 6+00			



6" REINFORCED CONCRETE SIDEWALK		
0+44.9, 27.2' LT TO 0+61.1, 46.0' LT	195	SQFT
1+04.7, 33.9' LT TO 1+22.5, 27.2' LT	193	SQFT
1+05.9, 32.2' RT TO 1+18.0, 20.7' RT	126	SQFT
1+65.7, 26.9' LT TO 1+95.8, 27.7' LT	148	SQFT
3+50.9, 26.2' LT TO 3+65.9, 26.3' LT	75	SQFT
4+16.4, 26.4' LT TO 4+28.3, 33.3' LT	72	SQFT
4+72.8, 18.9' RT TO 5+66.0, 18.8' RT	575	SQFT

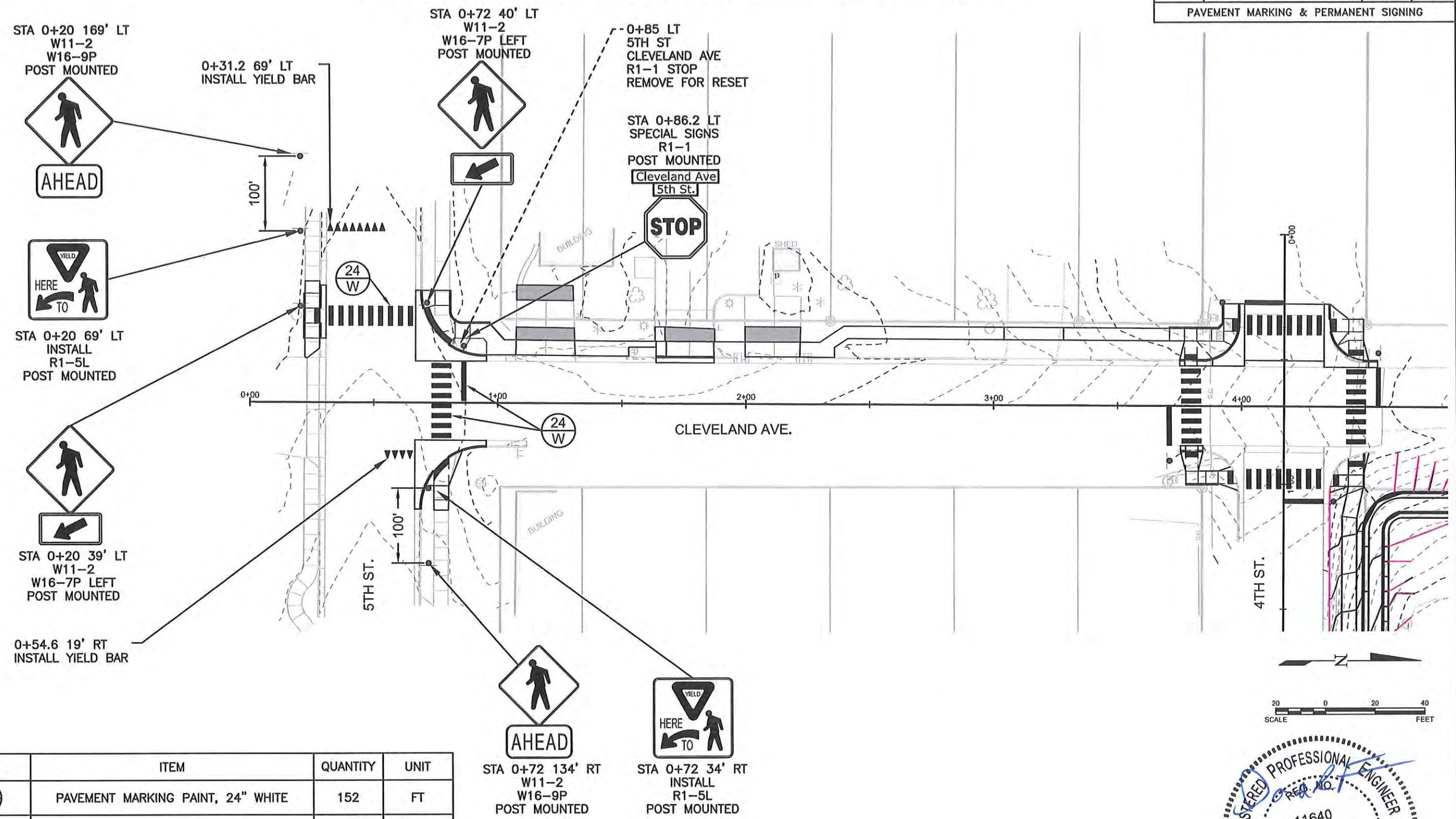
4" CONCRETE SIDEWALK		
1+22.5, 27.2' LT TO 1+65.7, 26.9' LT	216	SQFT
3+35.7, 26.3' LT TO 3+50.9, 26.2' LT	74	SQFT
3+65.9, 26.3' LT TO 4+16.4, 26.4' LT	253	SQFT

NOTE:
INSTALL EXPANSION JOINT MATERIAL AT EACH
TRANSITION BETWEEN 4" CONCRETE SIDEWALK AND
6" REINFORCED CONCRETE SIDEWALK.



PAVEMENT MARKING AND PERMANENT SIGNING

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	29	64
PAVEMENT MARKING & PERMANENT SIGNING			



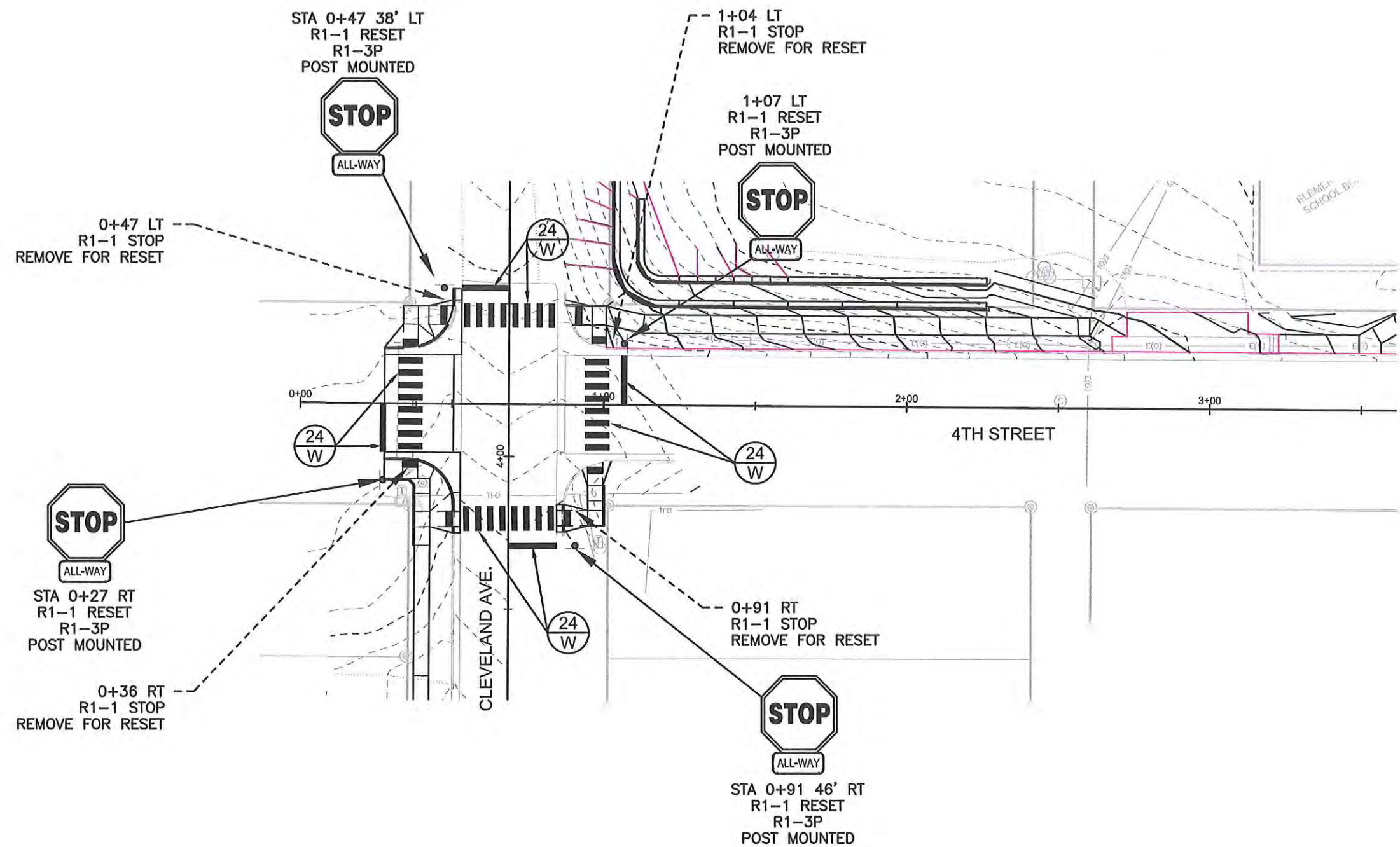
KEY	ITEM	QUANTITY	UNIT
24 W	PAVEMENT MARKING PAINT, 24" WHITE	152	FT
▶	PAVEMENT MARKING PAINT, SYMBOL	36	SQFT

NOTES:
CROSSWALKS ARE 8' WIDE.
SYMBOL (YIELD LINE) IS 24"W x 36"L. SPACING BETWEEN SYMBOLS SHALL BE 1'-0".
STOP BARS ARE 16' LONG.



PAVEMENT MARKING AND PERMANENT SIGNING

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	30	64
PAVEMENT MARKING & PERMANENT SIGNING			



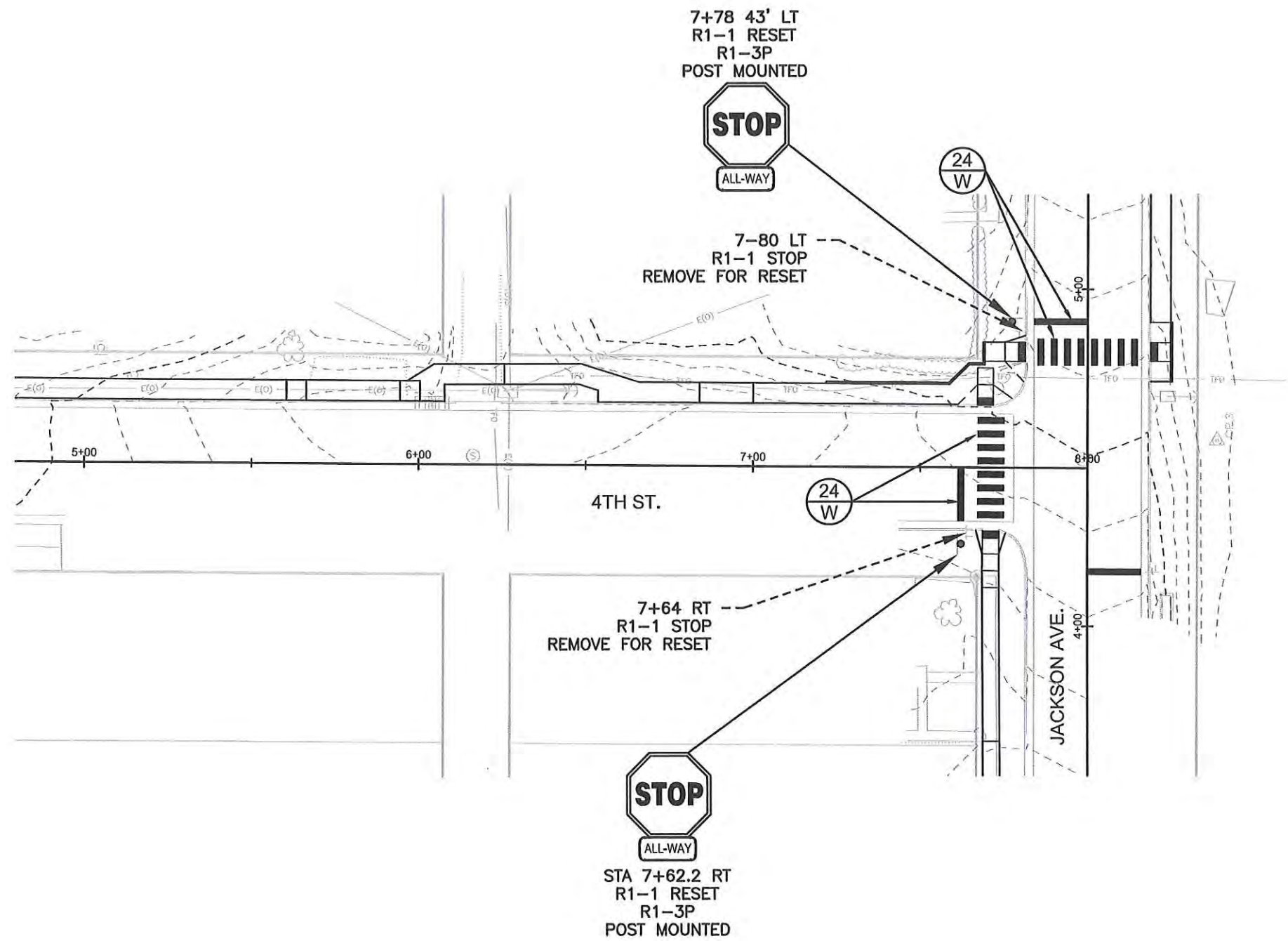
KEY	ITEM	QUANTITY	UNIT
	PAVEMENT MARKING PAINT, 24" WHITE	320	FT

NOTES:
CROSSWALKS ARE 8' WIDE.
STOP BARS ARE 16' LONG.



PAVEMENT MARKING AND PERMANENT SIGNING

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	31	64
PAVEMENT MARKING & PERMANENT SIGNING			

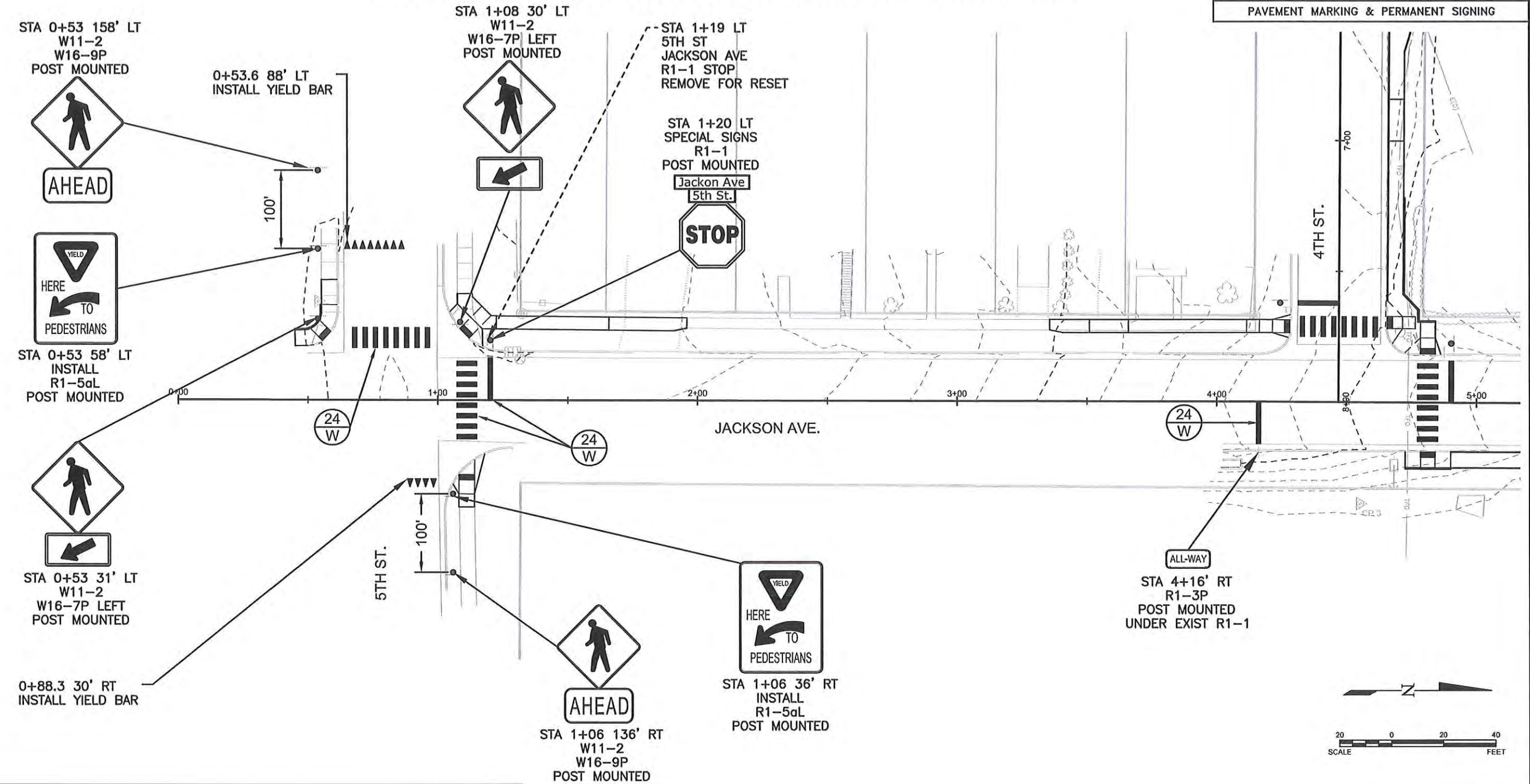


KEY	ITEM	QUANTITY	UNIT
	PAVEMENT MARKING PAINT, 24" WHITE	176	FT

NOTES:
CROSSWALKS ARE 8' WIDE.
STOP BARS ARE 16' LONG.

PAVEMENT MARKING AND PERMANENT SIGNING

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	32	64
PAVEMENT MARKING & PERMANENT SIGNING			



KEY	ITEM	QUANTITY	UNIT
	PAVEMENT MARKING PAINT, 24" WHITE	144	FT
	PAVEMENT MARKING PAINT, SYMBOL	36	SQFT

NOTES:
CROSSWALKS ARE 8' WIDE.
SYMBOL (YIELD LINE) IS 24"W x 36"L. SPACING BETWEEN SYMBOLS SHALL BE 1'-0".
STOP BARS ARE 16' LONG.

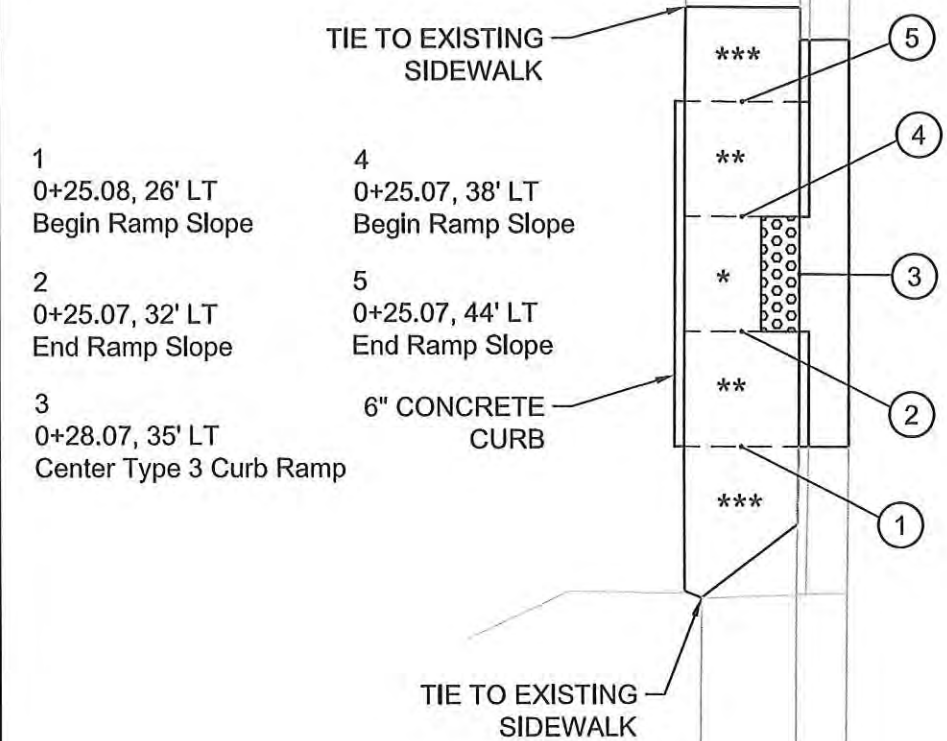


CURB RAMP DETAILS

(INTERSECTION OF CLEVELAND AVENUE & 5TH STREET)

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	33	64
CURB RAMP DETAILS			

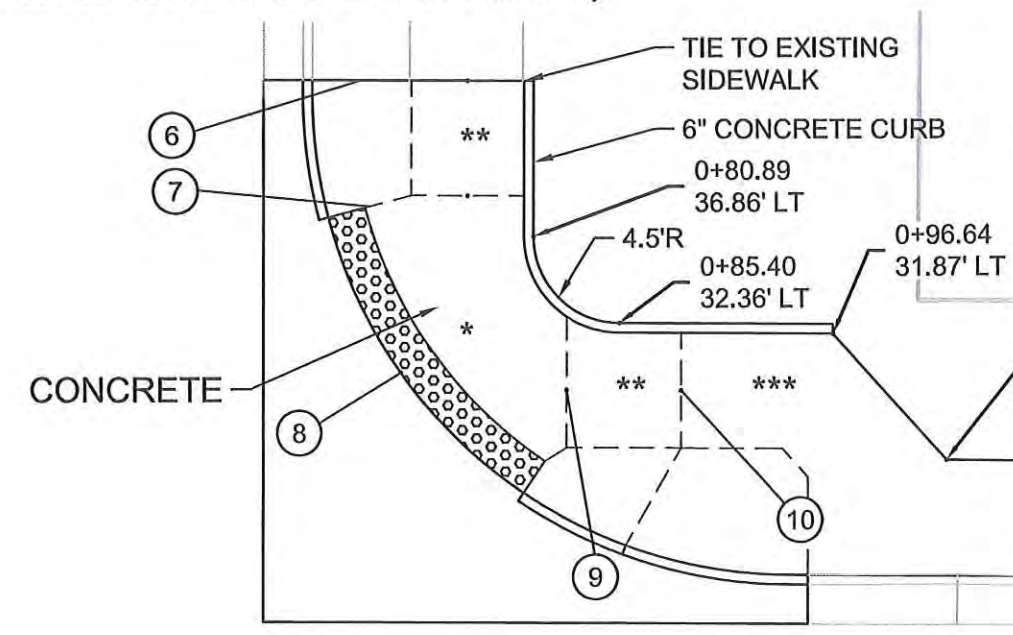
NOTES:
 * LANDING
 ** RAMP SLOPES WITH 8.3% MAX SLOPE
 *** SIDEWALK WITH 5% MAX. LONG SLOPE
 DETECTABLE WARNING PANEL



- 1
0+25.08, 26' LT
Begin Ramp Slope
- 2
0+25.07, 32' LT
End Ramp Slope
- 3
0+28.07, 35' LT
Center Type 3 Curb Ramp

- 4
0+25.07, 38' LT
Begin Ramp Slope
- 5
0+25.07, 44' LT
End Ramp Slope
- 6" CONCRETE CURB

5TH STREET



- 6
0+77.44, 45' LT
Begin Ramp Slope
- 7
0+77.45, 39' LT
End Ramp Slope

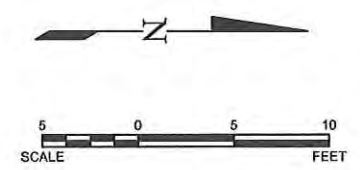
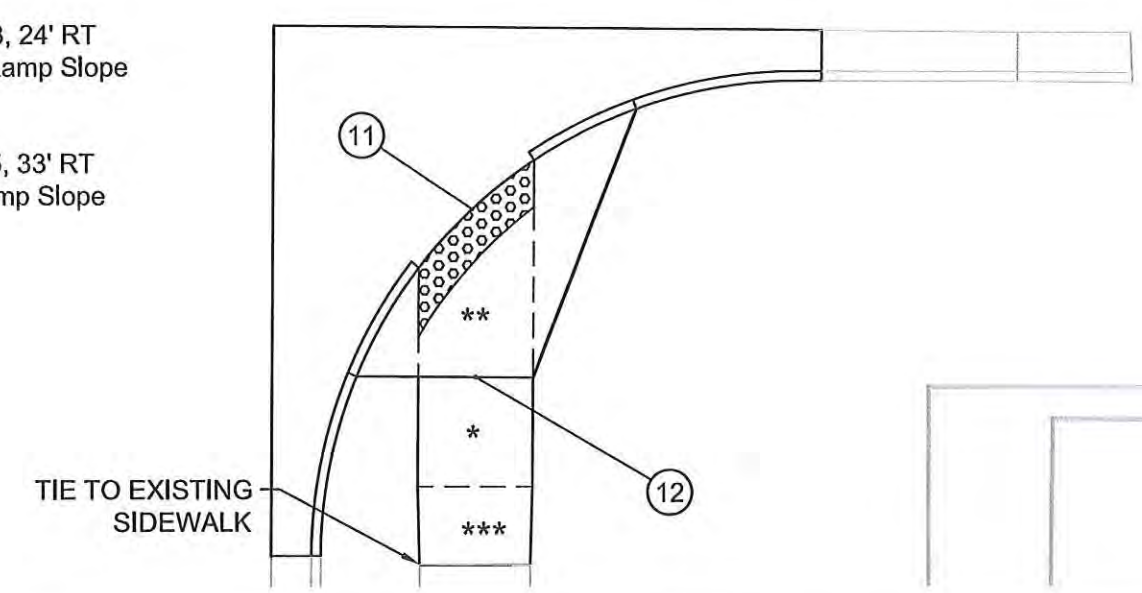
- 8
0+73.97, 30' LT
Center Curb Ramp
- 9
0+82.66, 29' LT
Begin Ramp Slope

- 10
0+88.66, 29' LT
End Ramp Slope

CLEVELAND AVENUE

0+00 1+00

- 11
0+77.03, 24' RT
Begin Ramp Slope
- 12
0+77.25, 33' RT
End Ramp Slope

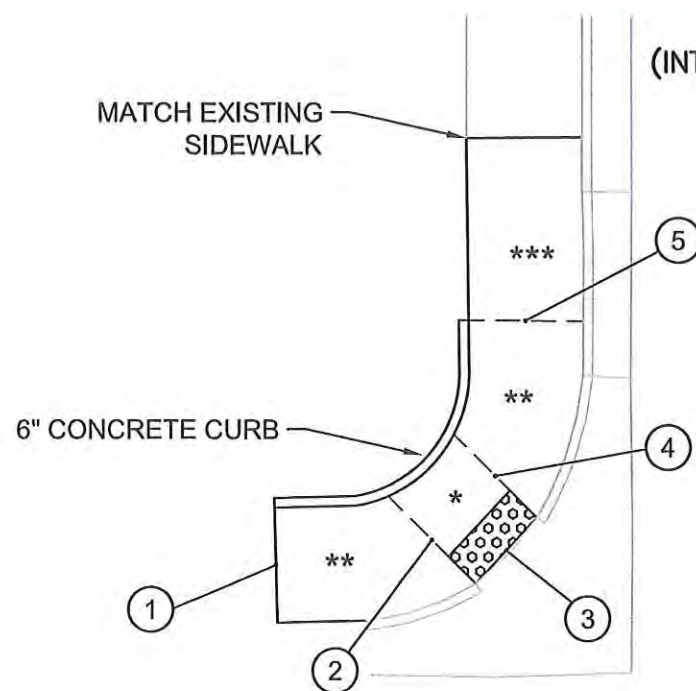


CURB RAMP DETAILS

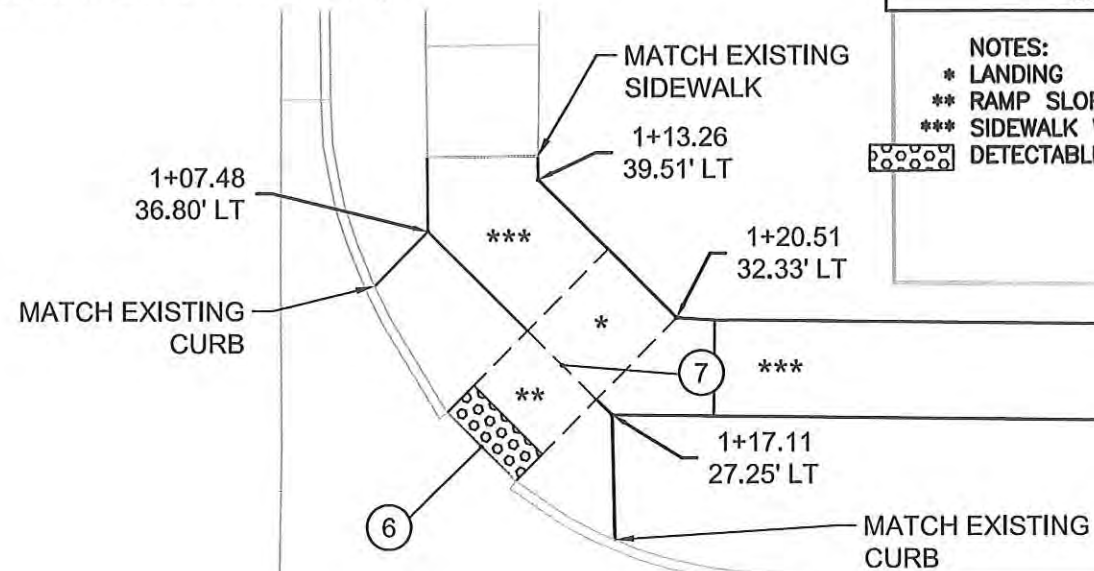
(INTERSECTION OF JACKSON AVENUE & 5TH STREET)

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	34	64
CURB RAMP DETAILS			

NOTES:
 * LANDING
 ** RAMP SLOPES WITH 8.3% MAX SLOPE
 *** SIDEWALK WITH 5% MAX. LONG SLOPE
 DETECTABLE WARNING PANEL



- | | | |
|--|---|--|
| 1
0+45.00, 24' LT
Begin Ramp Slope | 3
0+57.09, 24' LT
Center Type 3 Curb Ramp | 5
0+58.11, 36' LT
End Ramp Slope |
| 2
0+53.19, 25' LT
End Ramp Slope | 4
0+56.52, 28' LT
Begin Ramp Slope | |

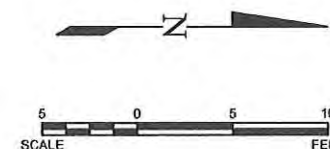
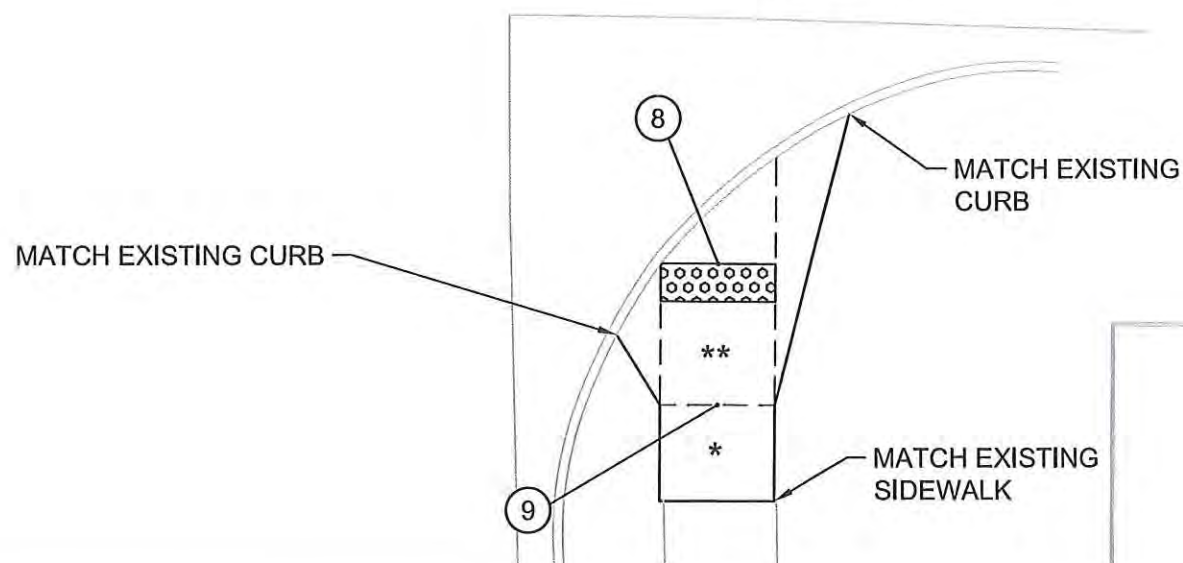


- | |
|--|
| 6
1+10.28, 26' LT
Begin Ramp Slope |
| 7
1+14.50, 30' LT
End Ramp Slope |

1+00

- | |
|--|
| 8
1+11.19, 28' RT
Begin Ramp Slope |
| 9
1+11.14, 36' RT
End Ramp Slope |

JACKSON AVENUE

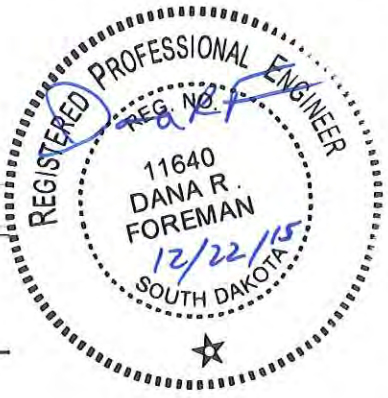
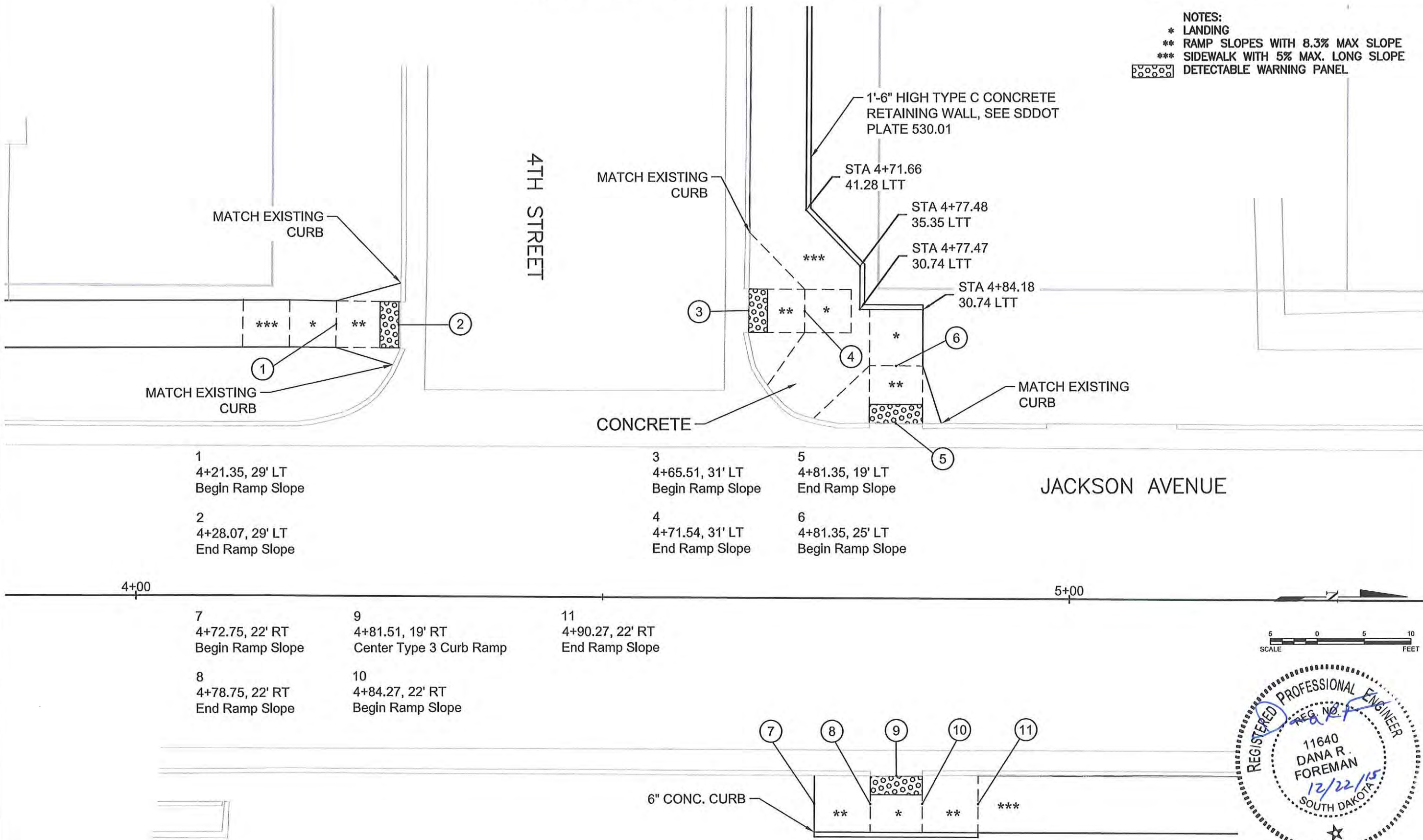


CURB RAMP DETAILS

(INTERSECTION OF JACKSON AVENUE & 4TH STREET)

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	35	64
CURB RAMP DETAILS			

NOTES:
* LANDING
** RAMP SLOPES WITH 8.3% MAX SLOPE
*** SIDEWALK WITH 5% MAX. LONG SLOPE
 DETECTABLE WARNING PANEL

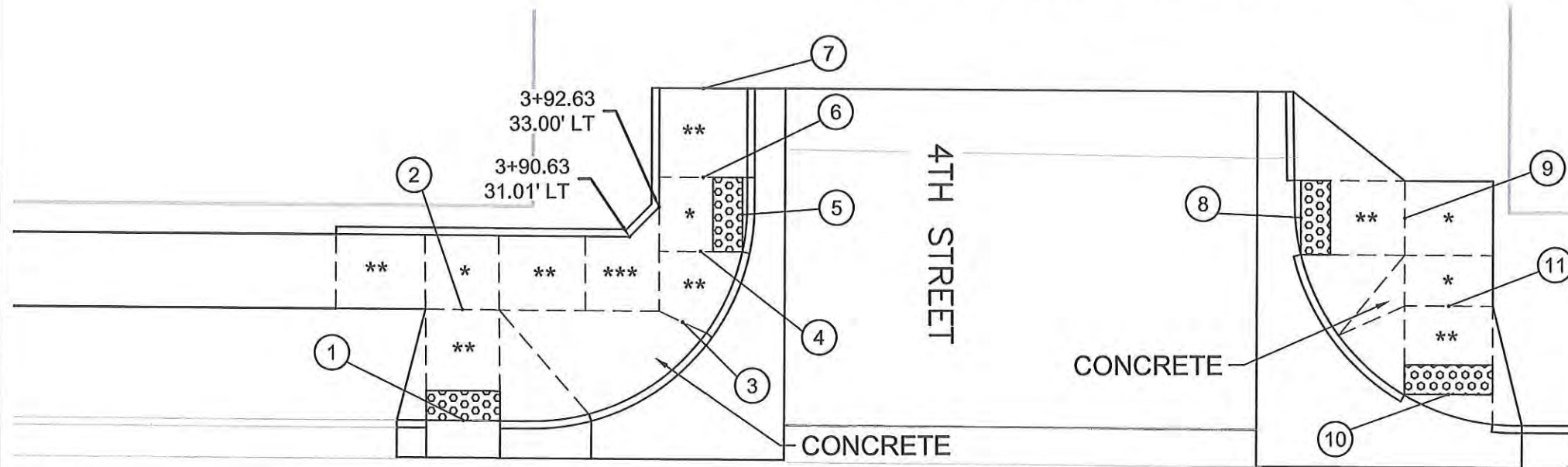


CURB RAMP DETAILS

(INTERSECTION OF CLEVELAND AVENUE & 4TH STREET)

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	36	64
CURB RAMP DETAILS			

NOTES:
 * LANDING
 ** RAMP SLOPES WITH 8.3% MAX SLOPE
 *** SIDEWALK WITH 5% MAX. LONG SLOPE
 [Symbol] DETECTABLE WARNING PANEL



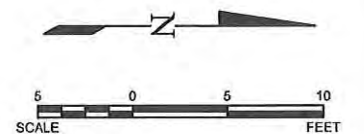
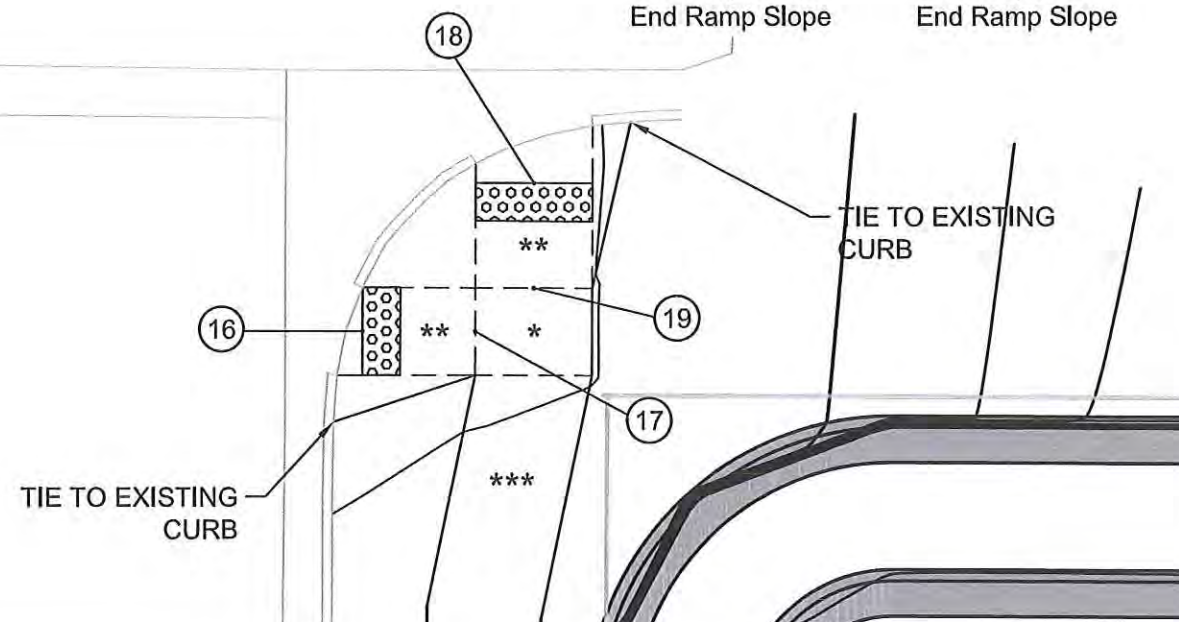
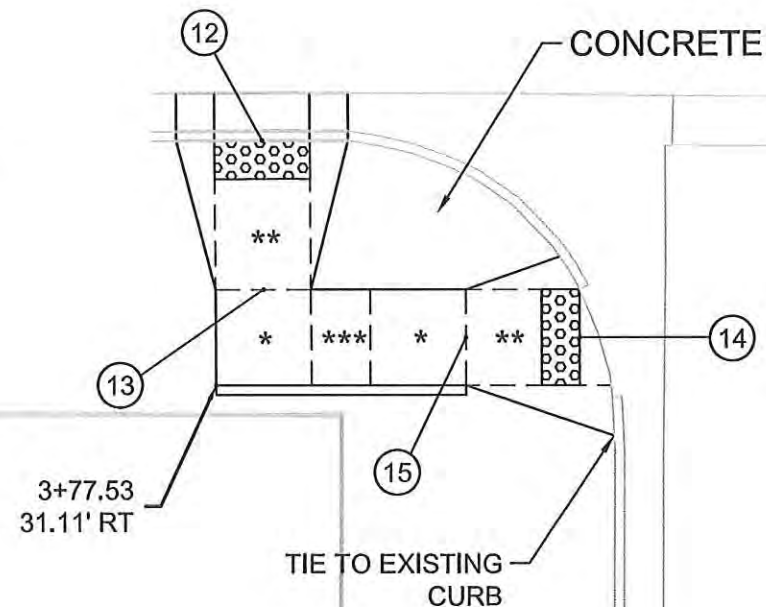
- | | |
|--|---|
| 8
4+36.14, 33' LT
Begin Ramp Slope | 10
4+46.19, 21' LT
Begin Ramp Slope |
| 9
4+43.19, 33' LT
End Ramp Slope | 11
4+46.19, 27' LT
End Ramp Slope |

CLEVELAND AVENUE

- | | | | |
|--|--|--|--|
| 1
3+79.43, 19' LT
Begin Ramp Slope | 3
3+94.27, 25' LT
Begin Ramp Slope | 5
3+98.31, 33' LT
Center Curb Ramp | 7
3+95.63, 41' LT
End Ramp Slope |
| 2
3+79.33, 26' LT
End Ramp Slope | 4
3+95.47, 30' LT
End Ramp Slope | 6
3+95.63, 35' LT
Begin Ramp Slope | |

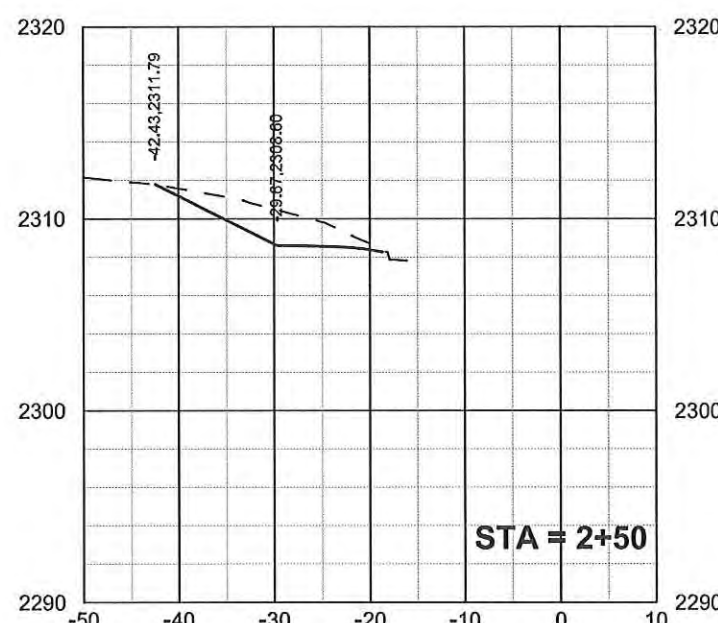
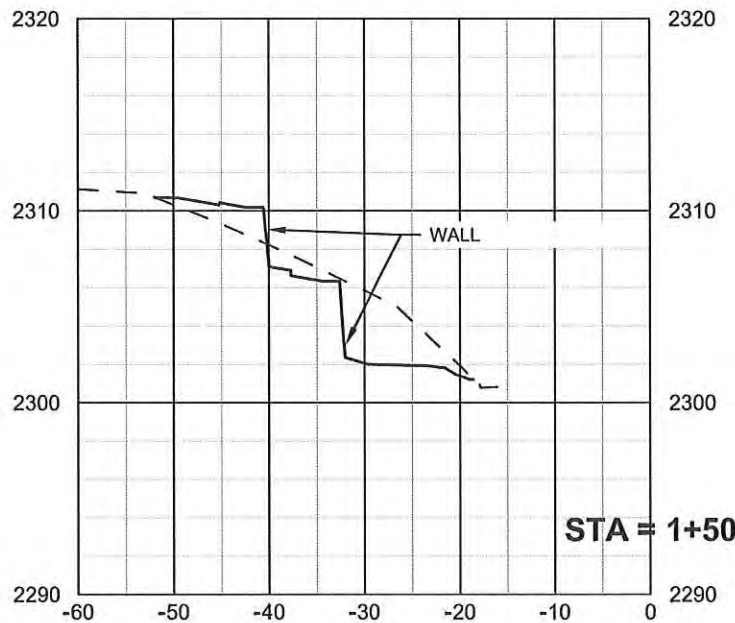
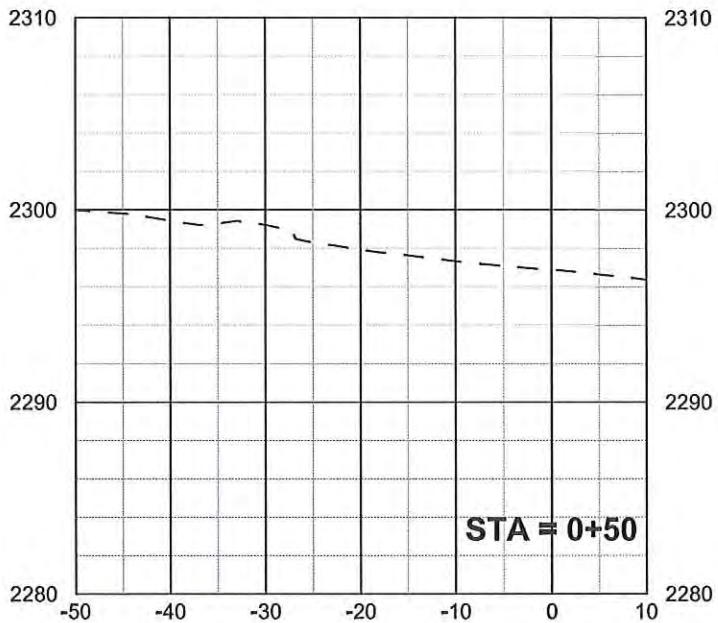
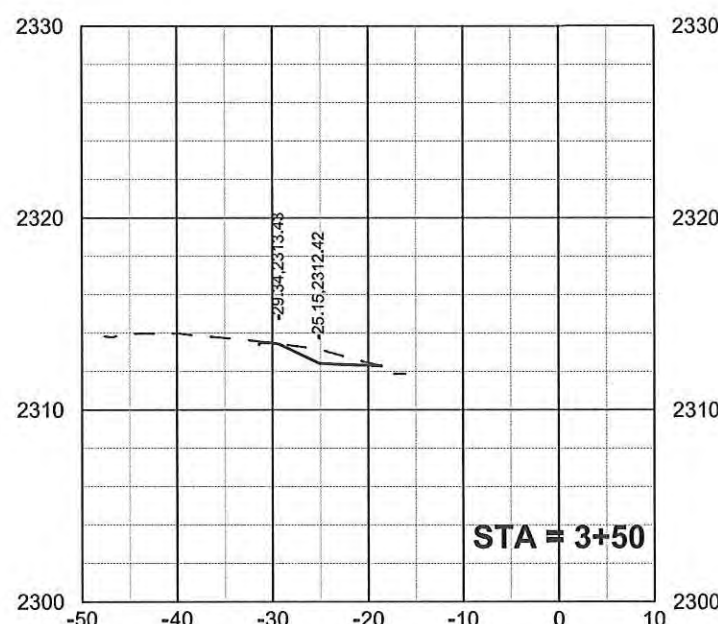
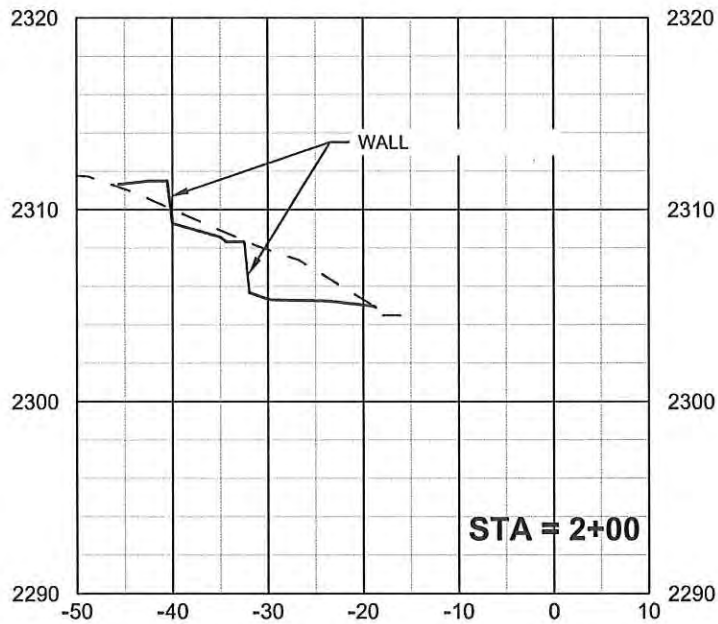
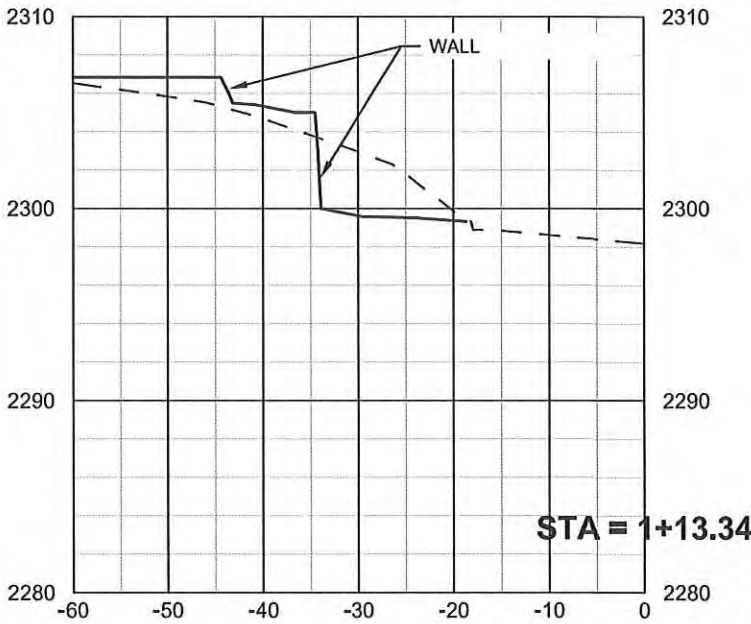
- | |
|---|
| 12
3+79.88, 18' RT
Begin Ramp Slope |
| 13
3+79.97, 26' RT
End Ramp Slope |
| 14
3+96.60, 28' RT
Begin Ramp Slope |
| 15
3+90.60, 29' RT
End Ramp Slope |

- | | |
|---|---|
| 16
4+37.25, 30' RT
Begin Ramp Slope | 18
4+46.26, 22' RT
Begin Ramp Slope |
| 17
4+43.19, 30' RT
End Ramp Slope | 19
4+46.26, 27' RT
End Ramp Slope |



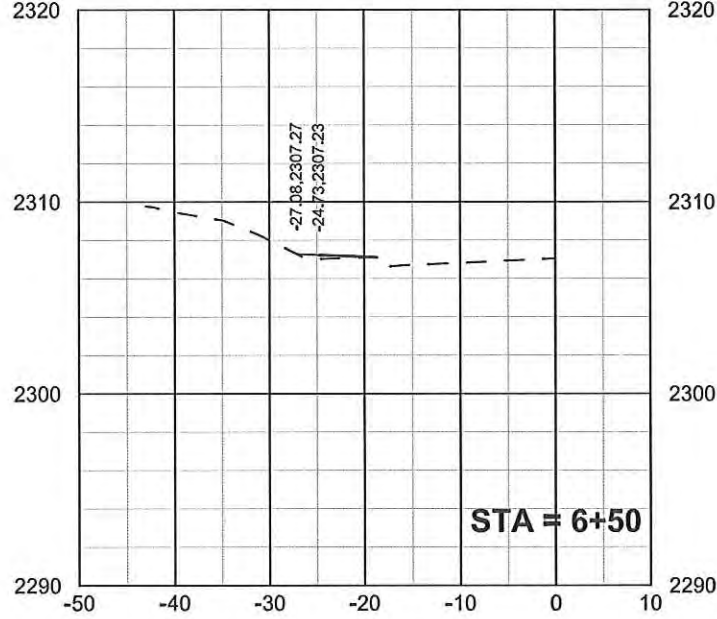
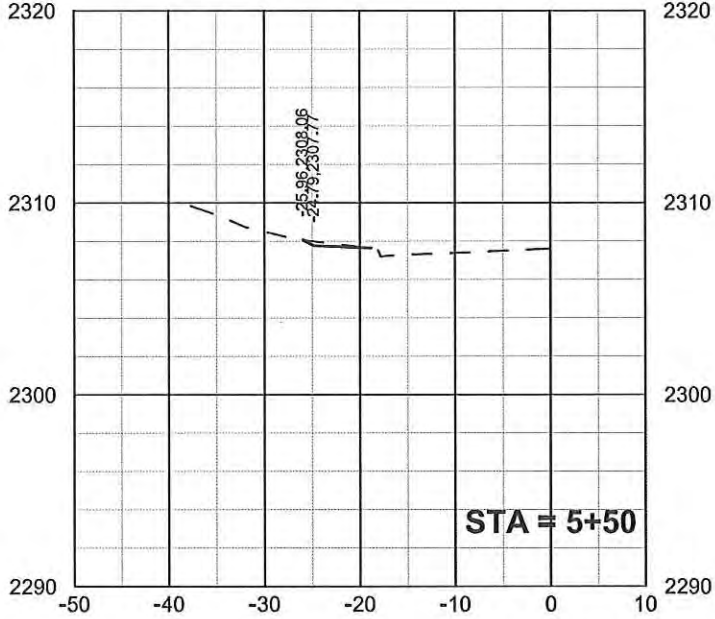
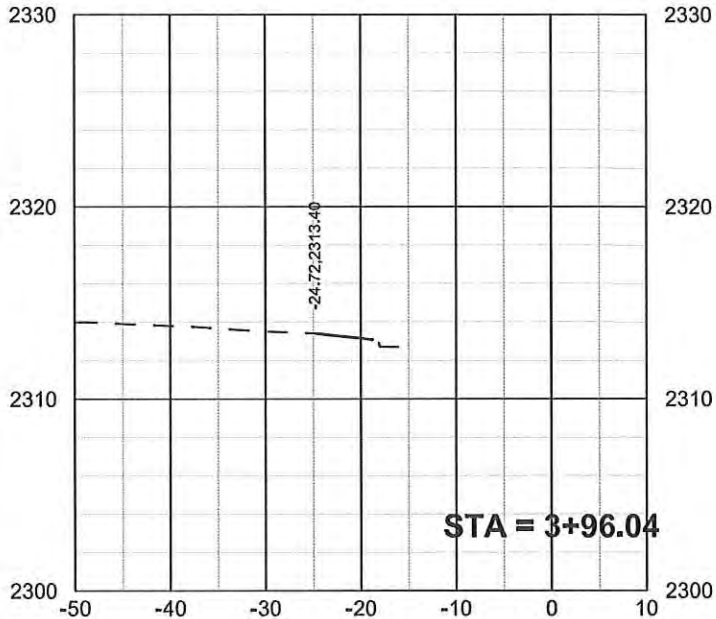
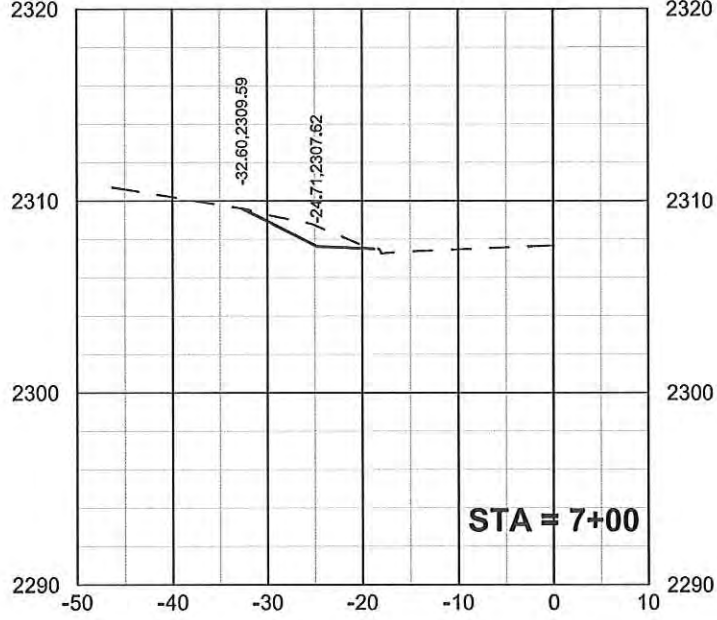
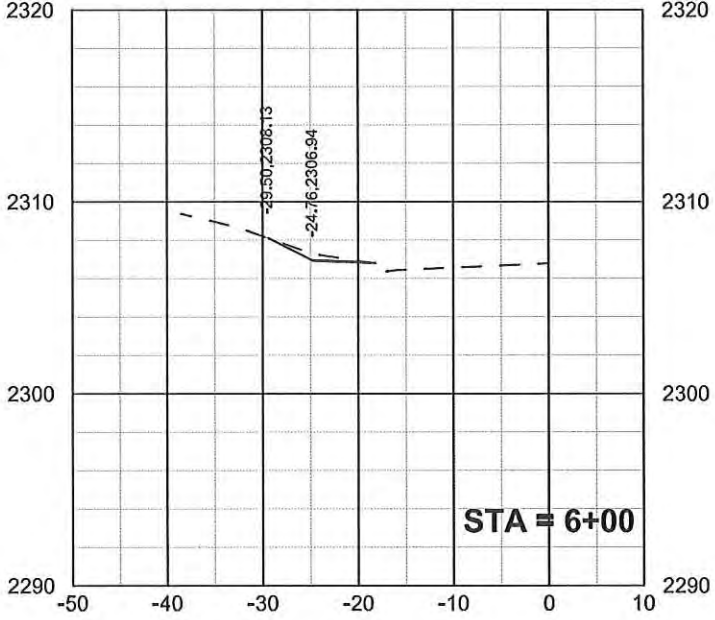
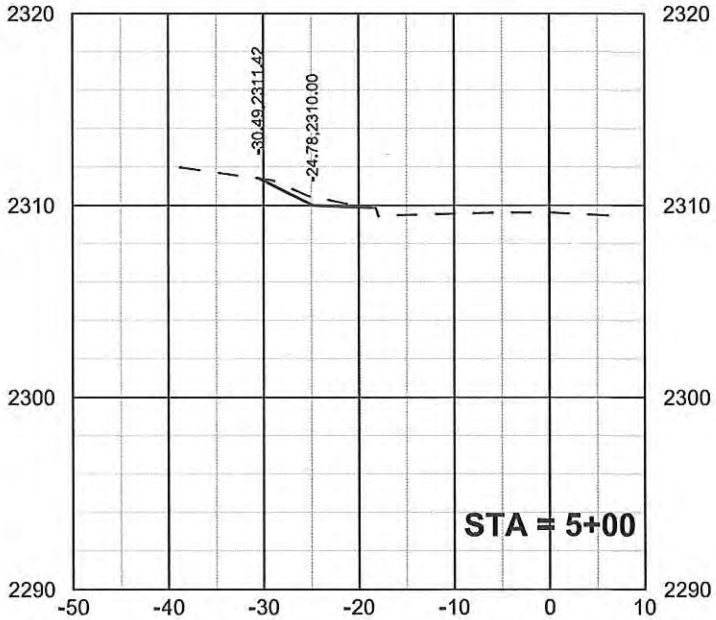
CROSS SECTIONS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	37	64
CROSS SECTIONS - 4TH STREET			



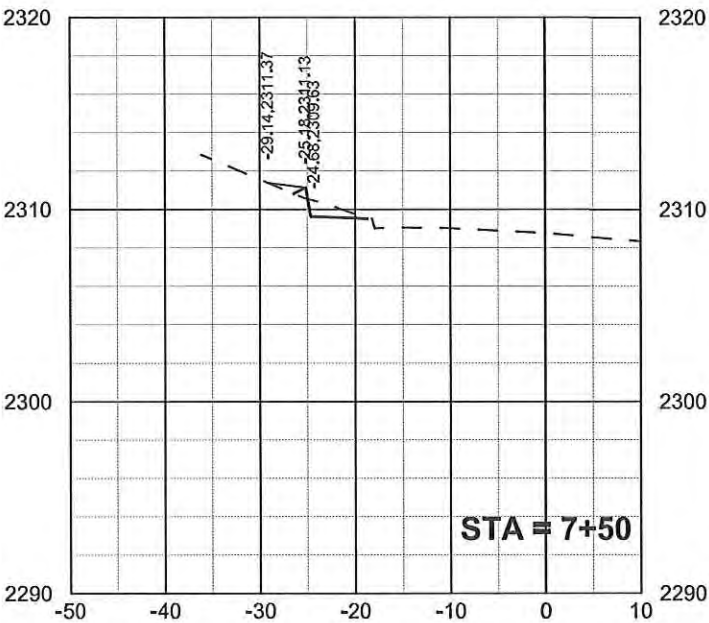
CROSS SECTIONS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	38	64
CROSS SECTIONS - 4TH STREET			



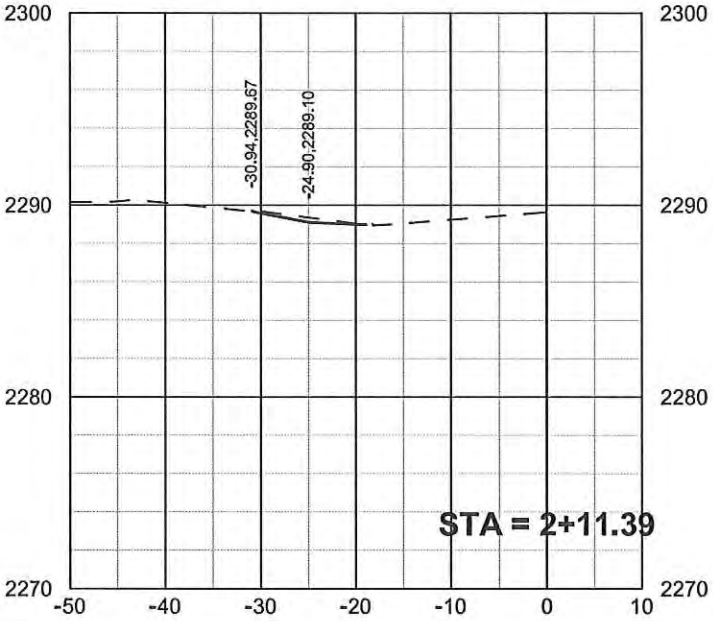
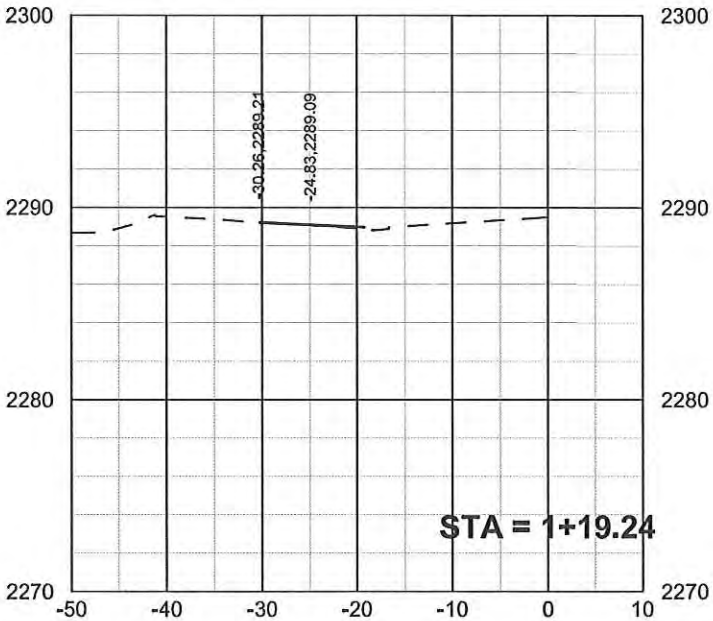
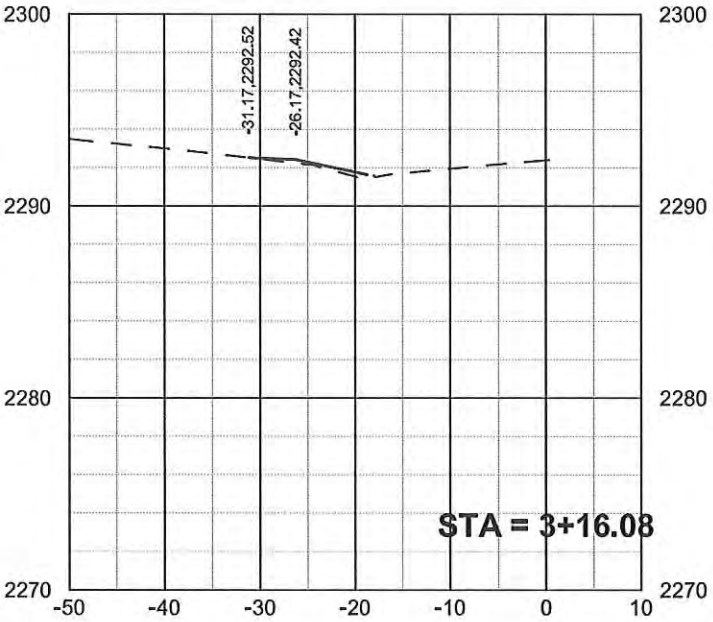
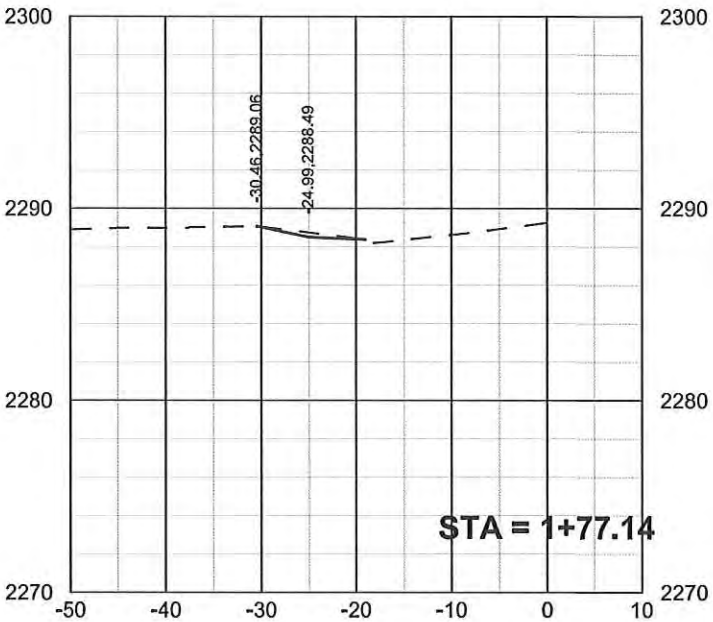
CROSS SECTIONS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	39	64
CROSS SECTIONS - 4TH STREET			



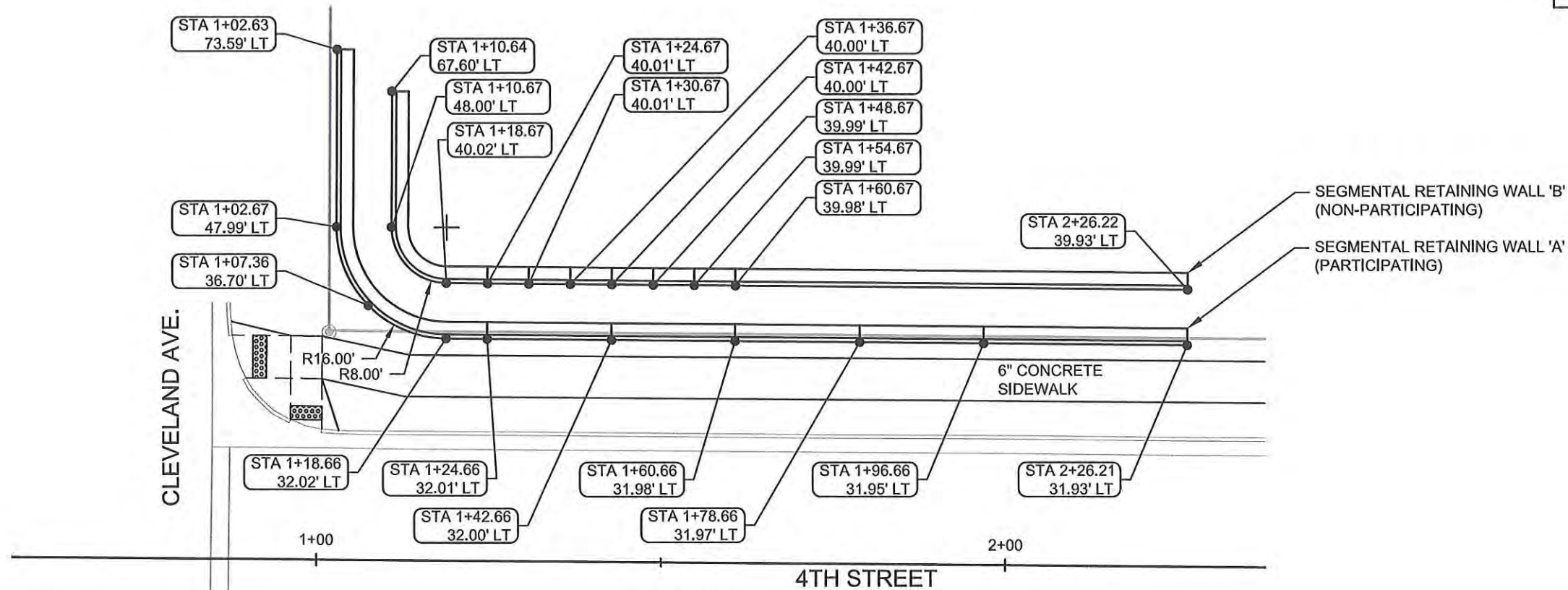
CROSS SECTIONS

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	40	64
CROSS SECTIONS - CLEVELAND AVENUE			

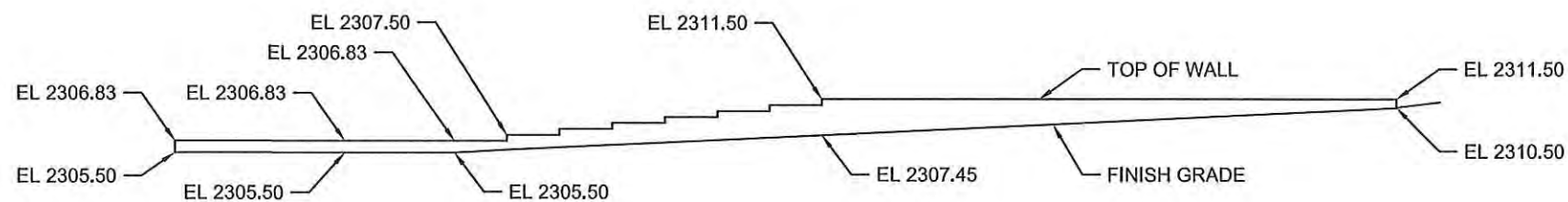


RETAINING WALL LAYOUT

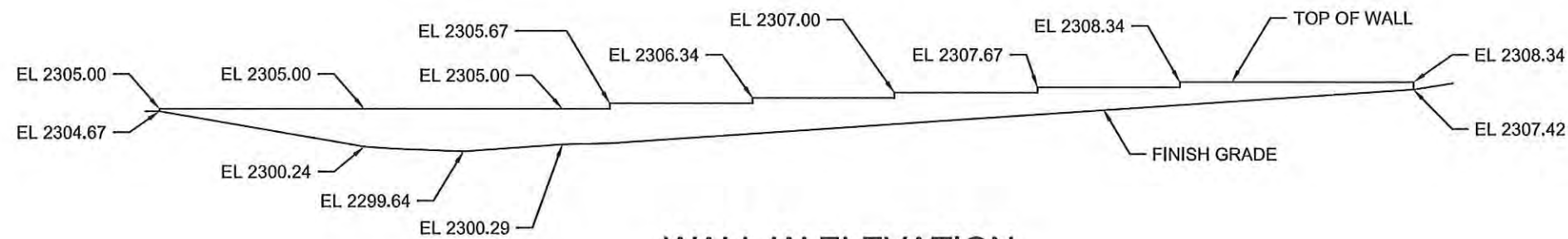
STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	41	64
RETAINING WALL LAYOUT			



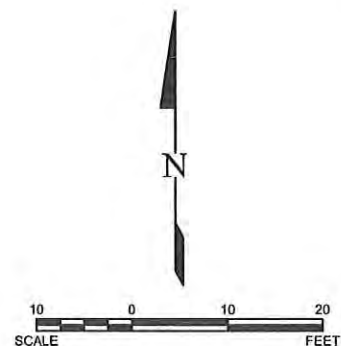
PLAN



WALL 'B' ELEVATION



WALL 'A' ELEVATION

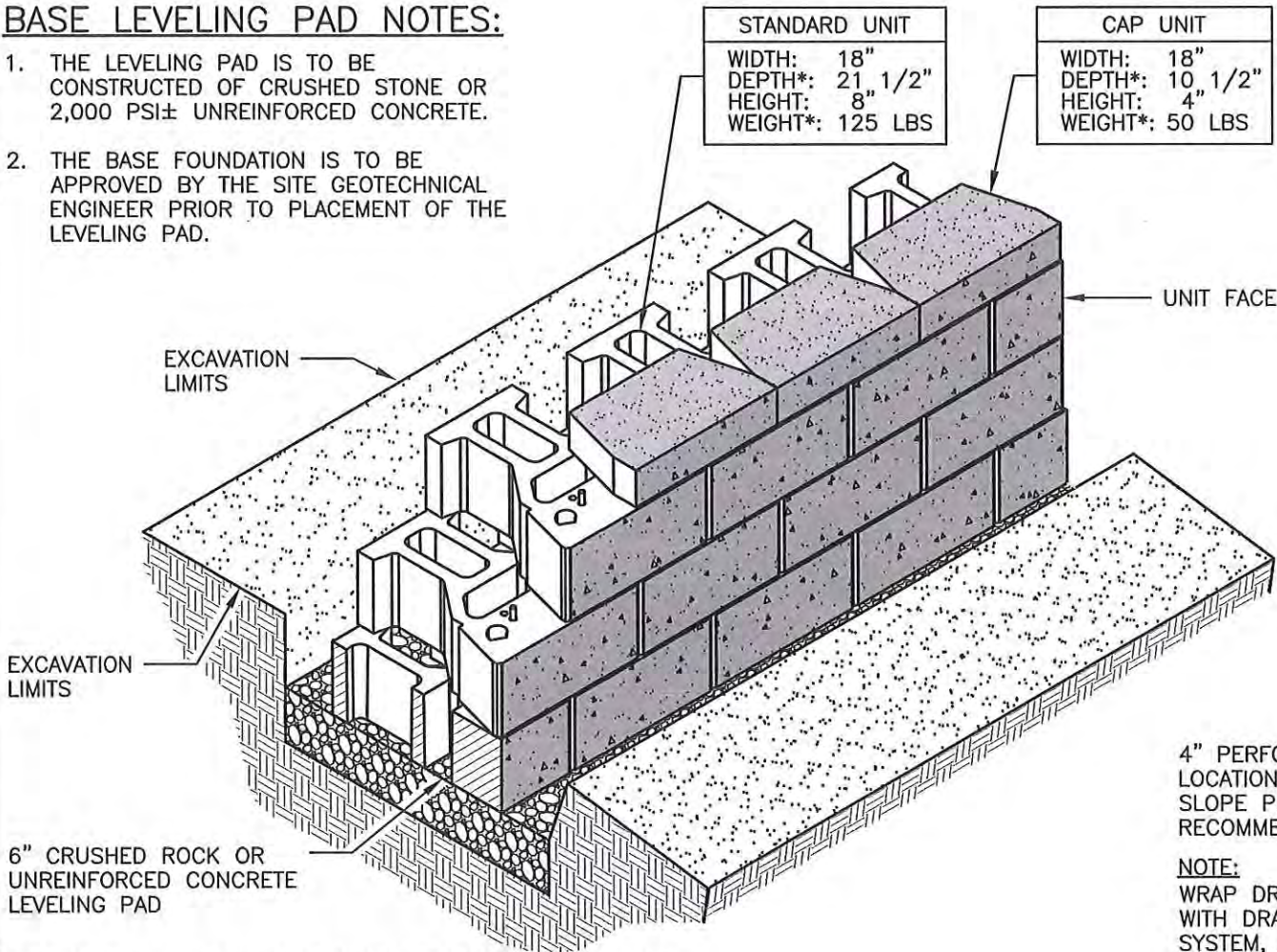


SPECIAL DETAILS - SEGMENTAL RETAINING WALL

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	42	64
SPECIAL DETAILS			

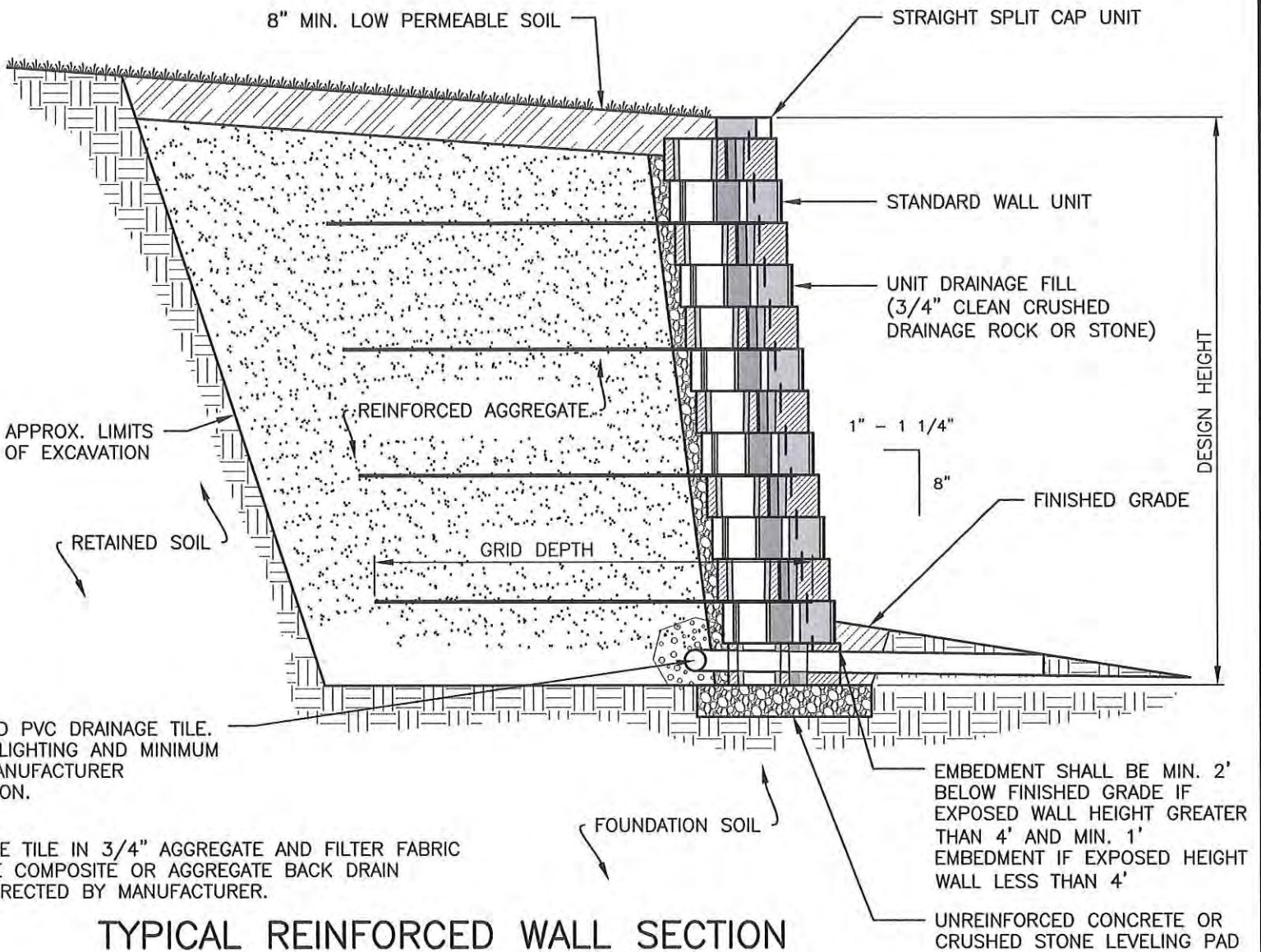
BASE LEVELING PAD NOTES:

- 1. THE LEVELING PAD IS TO BE CONSTRUCTED OF CRUSHED STONE OR 2,000 PSI± UNREINFORCED CONCRETE.
- 2. THE BASE FOUNDATION IS TO BE APPROVED BY THE SITE GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF THE LEVELING PAD.



*DIMENSIONS & WEIGHT MAY VARY BY MANUFACTURER AND REGION - PRODUCT SHALL BE FROM SDDOT APPROVED LIST.

STANDARD UNIT/BASE PAD ISOMETRIC SECTION VIEW
NO SCALE

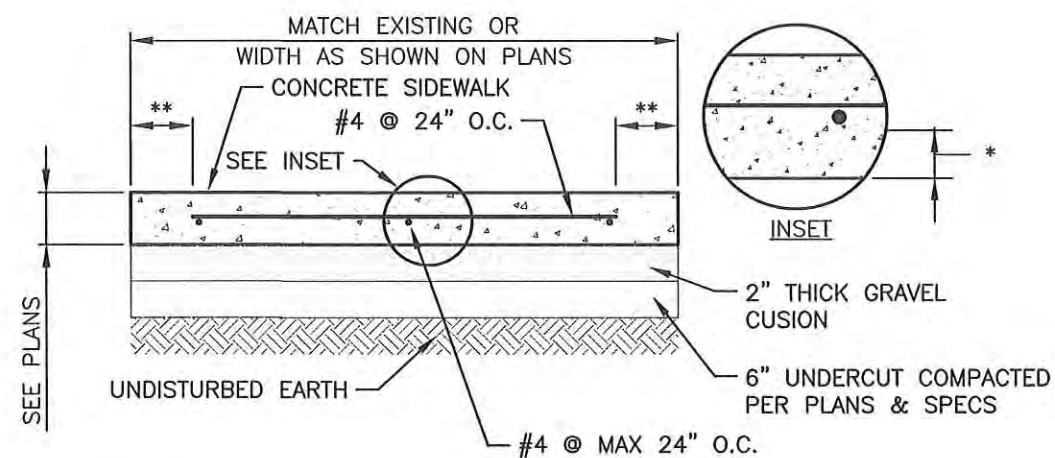


TYPICAL REINFORCED WALL SECTION
STANDARD UNIT - 1" SETBACK
NO SCALE



SPECIAL DETAILS - REINFORCED SIDEWALK DETAIL

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	43	64
SPECIAL DETAILS			

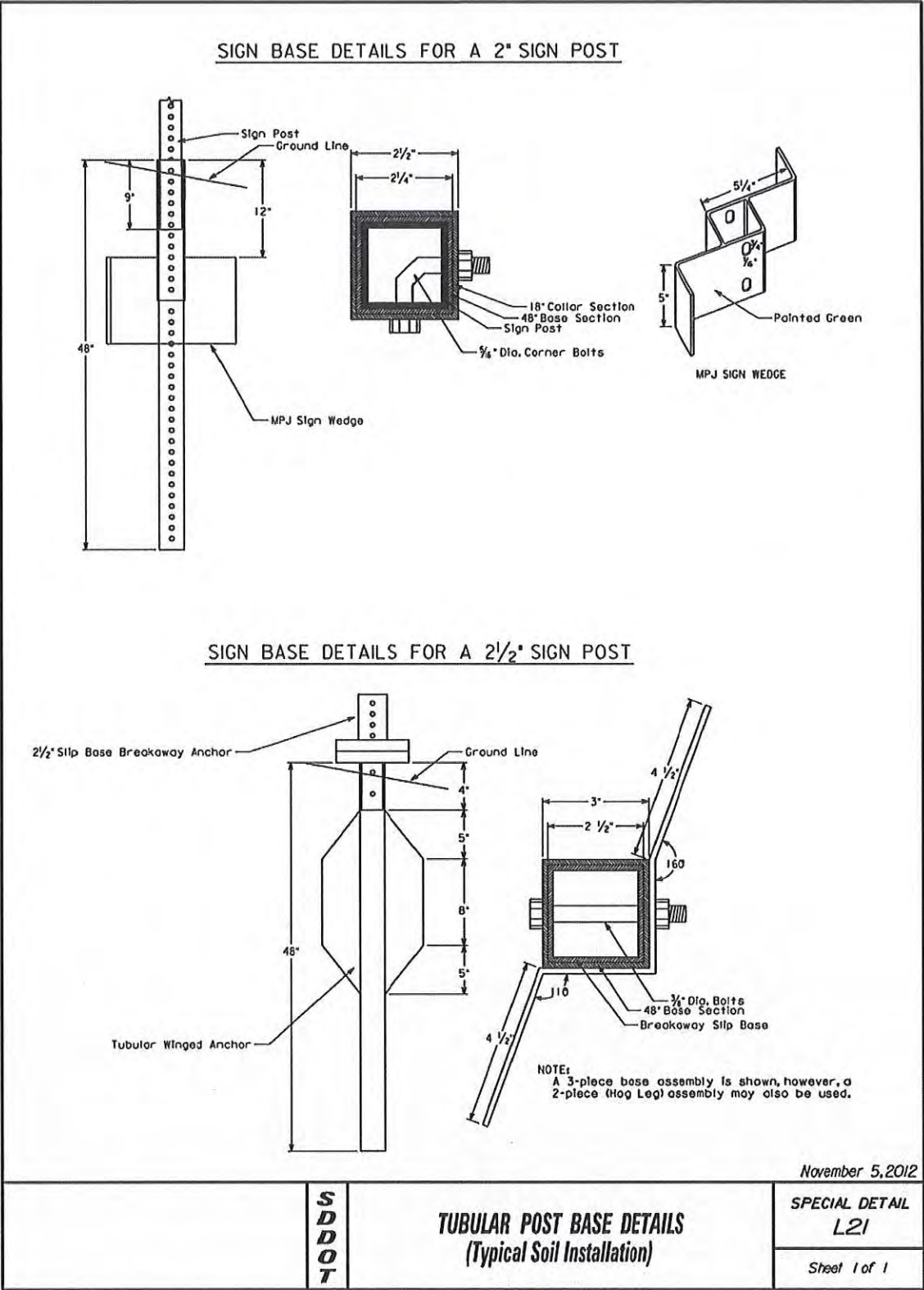
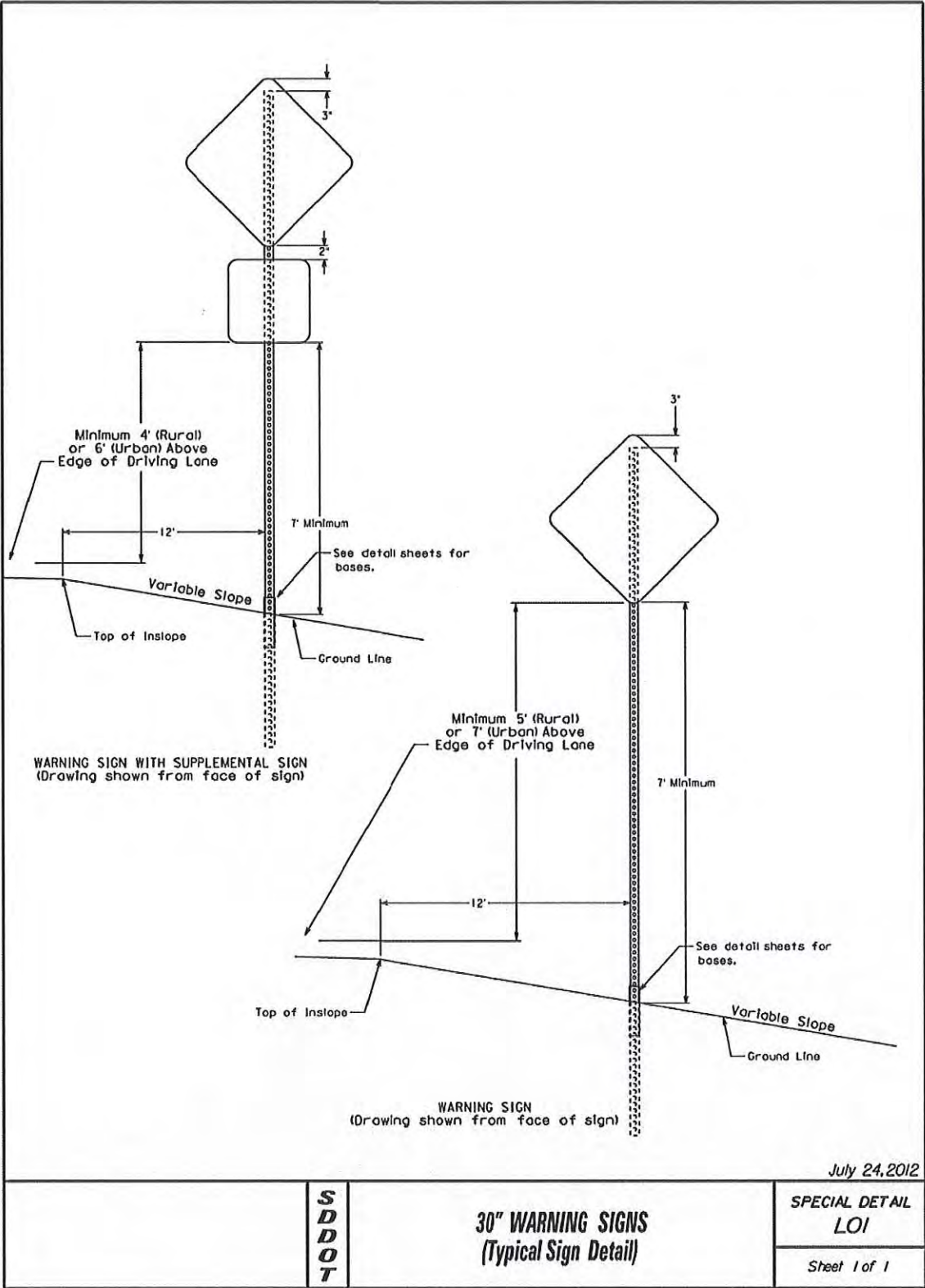


NOTES:

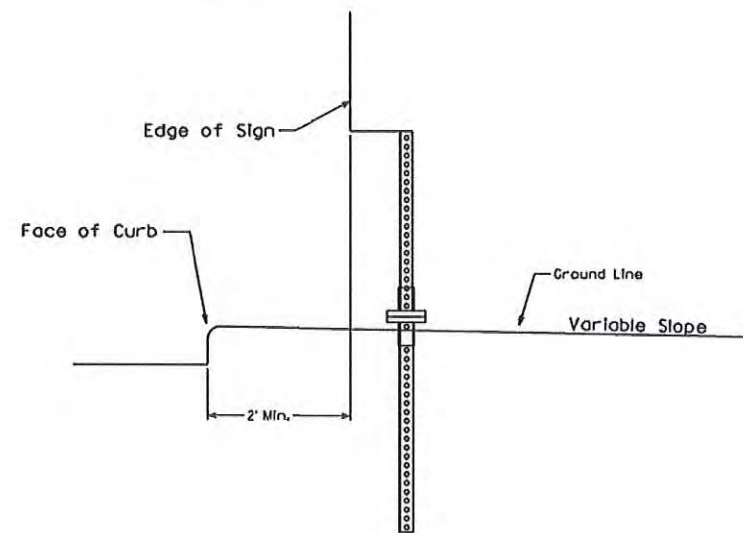
1. STEEL REINFORCEMENT SHALL BE CONSIDERED INCIDENTAL TO "REINFORCED SIDEWALK" BID ITEM.
2. EXPANSION JOINTS EVERY 100 LF (MAXIMUM), EXPANSION JOINTS AT DRIVEWAYS, & WHERE THICKNESS CHANGES FROM 4" TO 6". EXPANSION JOINTS AT ALL CURB RETURNS ON RADII AND SEALED WITH BACKER ROD AND SEALANT AS SHOWN IN THE EXPANSION JOINT SEAL PLAN DETAIL.
3. REINFORCING STEEL SHALL CONFORM TO SECTION 1010 OF THE STANDARD SPECS. THE CONTRACTOR SHALL BE IN CONFORMANCE WITH THE CONSTRUCTION REQUIREMENTS OF SECTION 480.3 STANDARD SPECS.
4. WHEN LAPPING OF REINFORCING STEEL, REBAR SHALL BE LAPPED 12"
5. * $1\frac{5}{8}$ " FOR 4" SIDEWALK, $2\frac{1}{8}$ " FOR 5" SIDEWALK, $2\frac{5}{8}$ " FOR 6" SIDEWALK
6. ** 4" MAX. FOR 5' WIDE SIDEWALK, 6" MAX. FOR 6' WIDE SIDEWALK

REINFORCED SIDEWALK
NO SCALE

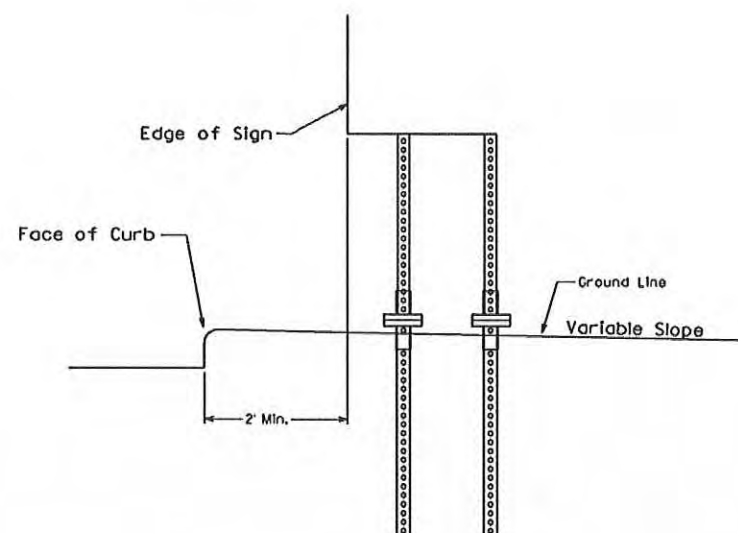




STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	45	64
SDDOT STANDARD PLATES			



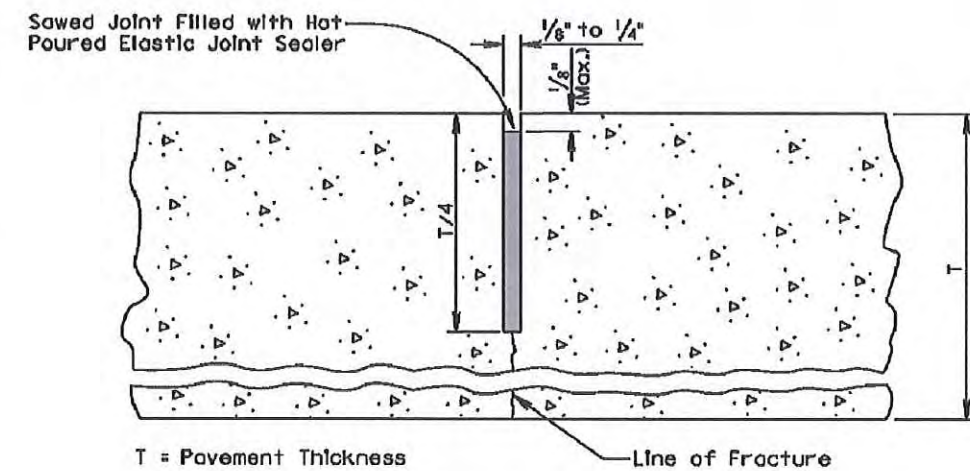
URBAN LOCATION WITH 1 POST
(Drawing shown from face of sign)



URBAN LOCATION WITH 2 POSTS
(Drawing shown from face of sign)

July 24, 2012

S D D O T	LATERAL OFFSET (Typical Urban Sign Installations)	SPECIAL DETAIL L24
		Sheet 1 of 1



GENERAL NOTES:

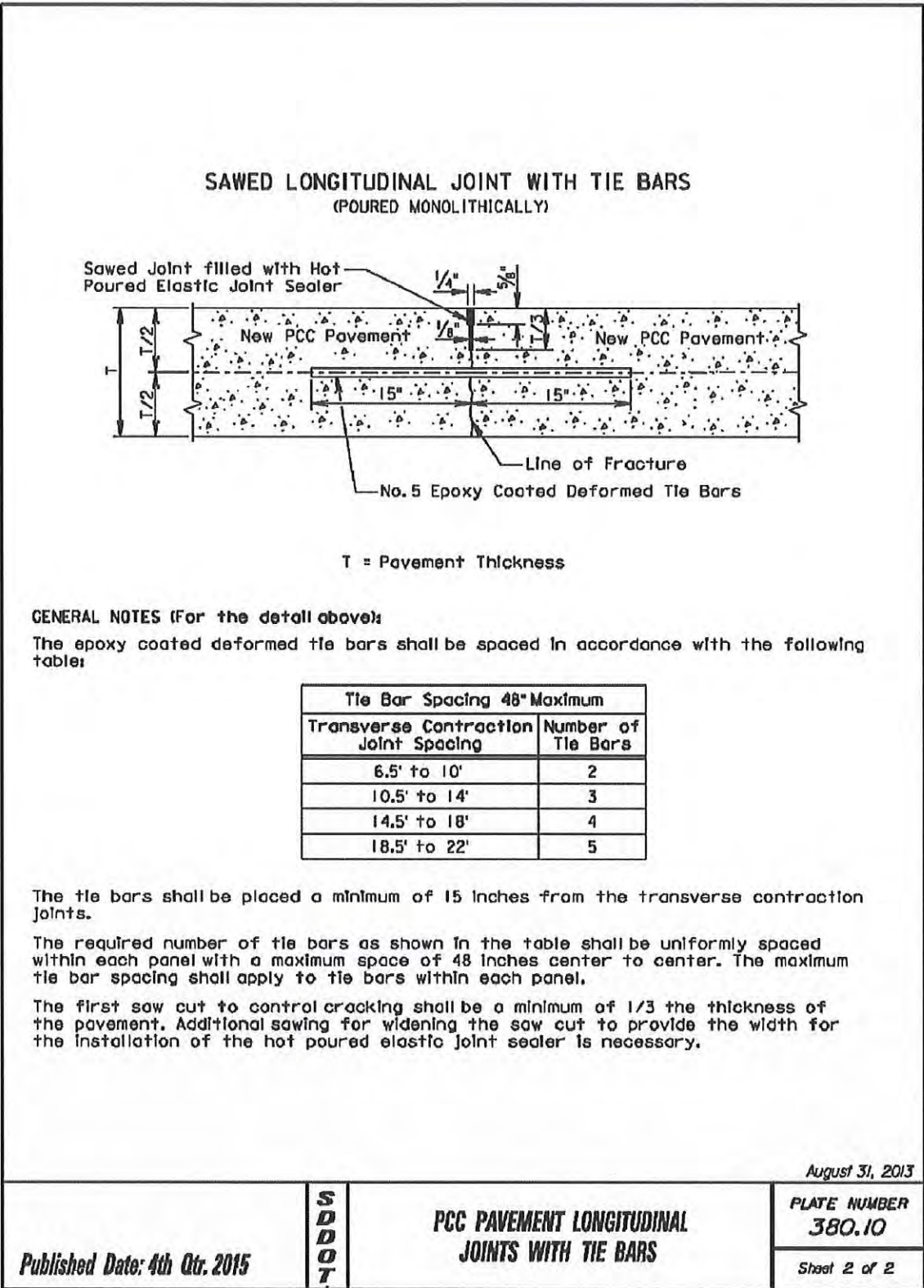
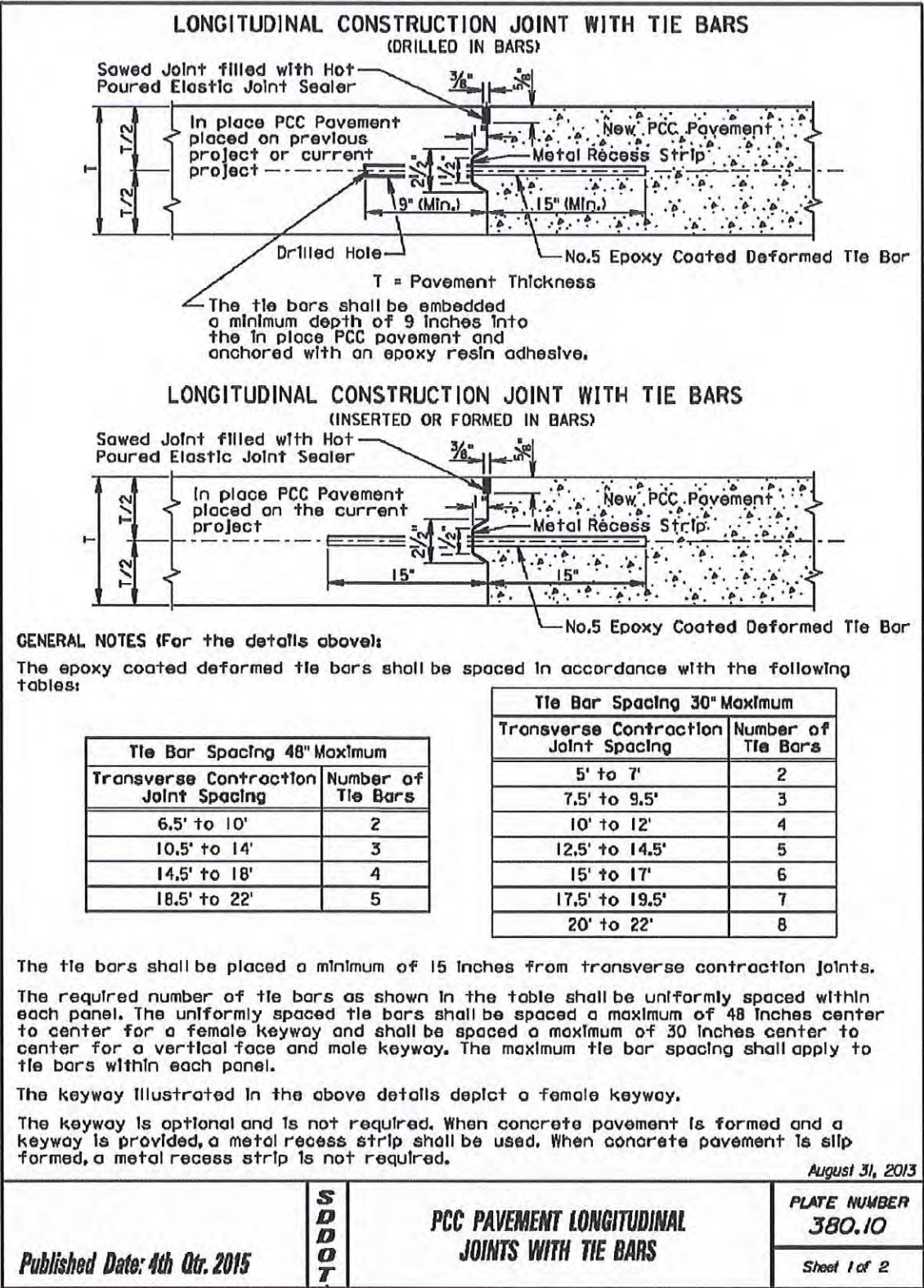
If an early entrance sawcut does not develop the full transverse crack, then the saw cut to control cracking shall be a minimum of $\frac{1}{4}$ the thickness of the pavement.

All hot poured elastic joint sealer material spilled on the surface of the concrete pavement shall be removed as soon as the material has cooled. The extent of removal of material shall be to the satisfaction of the Engineer. All costs for removal of the spilled joint sealer material shall be borne by the Contractor.

June 26, 2015

S D D O T	PCC PAVEMENT TRANSVERSE CONTRACTION JOINT WITH OR WITHOUT DOWEL BAR ASSEMBLY	PLATE NUMBER 380.05
		Sheet 1 of 1

Published Date: 4th Qtr. 2015



STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	47	64
SDDOT STANDARD PLATES			

LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS

(Individually Formed)

Concrete Gutter or Concrete Curb and Gutter

PCC Pavement

Sawed Joint filled with Hot Poured Elastic Joint Sealer

In Place Gutter or Curb and Gutter

New PCC Pavement

Metal Recess Strip

No.5 Epoxy Coated Deformed Tie Bar

T = Pavement Thickness

3/8"

5/8"

15"

15"

T/2

T/2

T

GENERAL NOTES:

No.5 epoxy coated deformed tie bars shall be spaced 48 inches center to center. The keyway shown above is a female keyway.

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

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

The transverse contraction joints in the concrete gutter or concrete curb and gutter shall be placed at each mainline PCC pavement transverse contraction joint. The transverse contraction joints in the concrete gutter or the concrete curb and gutter shall be 1 1/2 inches deep if formed in fresh concrete using a suitable grooving tool. If a saw is used to cut the transverse contraction joints, then the depth of the joint shall be at least 1/4 the thickness of the concrete gutter or concrete curb and gutter.

The term "In Place Gutter or Curb and Gutter" in the above drawing indicates that the in place concrete gutter and concrete curb and gutter was placed on the current project.

POURED MONOLITHICALLY

Concrete Gutter or Concrete Curb and Gutter

PCC Pavement

T = Pavement Thickness

New PCC Pavement

T

GENERAL NOTES:

The mainline curb and gutter may be placed monolithically with the PCC pavement if the mainline lane width is less than or equal to 12 feet. If this method of construction is used, the tie bars and the sawed joint between the curb and gutter and the PCC pavement shall be eliminated.

The gutter or curb and gutter shall be sawed transversely at each mainline transverse contraction joint. The transverse contraction joints in the gutter or curb and gutter shall be sawed and sealed same as the transverse contraction joints in the PCC pavement.

The slope of the gutter shall be the slope designated for the type of gutter or curb and gutter to be constructed. The bottom slope of the gutter or curb and gutter shall be constructed at the same slope as the mainline concrete pavement.

Published Date: 4th Qtr. 2015	S D D O T	PCC PAVEMENT LONGITUDINAL CONSTRUCTION JOINTS WITH CONCRETE GUTTER OR CONCRETE CURB AND GUTTER	PLATE NUMBER
			380.11
			Sheet 1 of 1

LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS

Sawed Joint filled with Hot Poured Elastic Joint Sealer

In Place PCC Pavement

New PCC Pavement

Metal Recess Strip

T = Pavement Thickness

3/8"

5/8"

1"

2 1/2"

1 1/2"

T/2

T/2

T

GENERAL NOTES:

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

The term "In Place PCC Pavement" in the above drawing indicates that the in place PCC pavement was placed on the current project.

LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS

Sawed Joint filled with Hot Poured Elastic Joint Sealer

In Place PCC Pavement

New PCC Pavement

Full Depth Saw Cut

T = Pavement Thickness

3/8"

5/8"

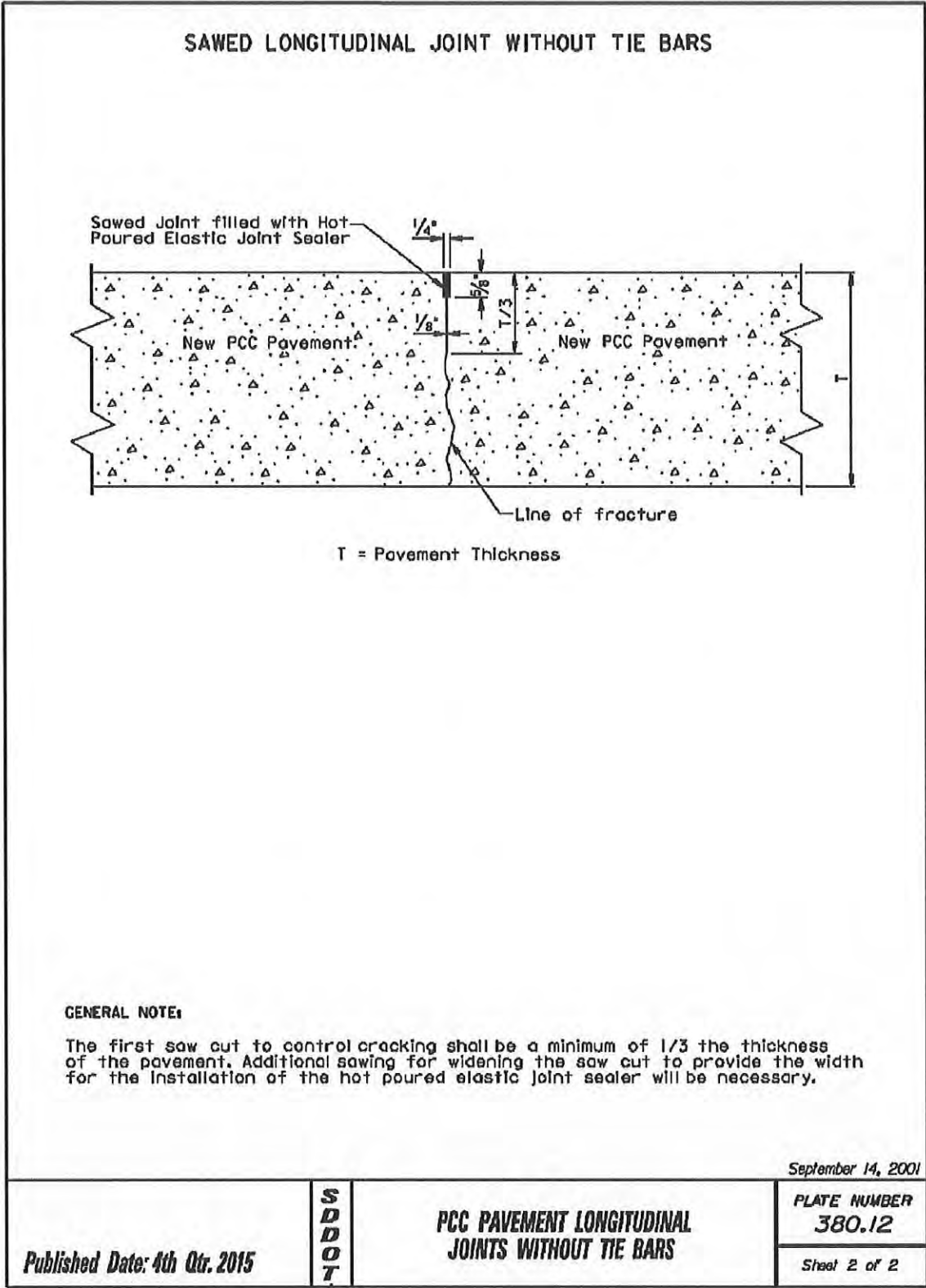
T

GENERAL NOTE:

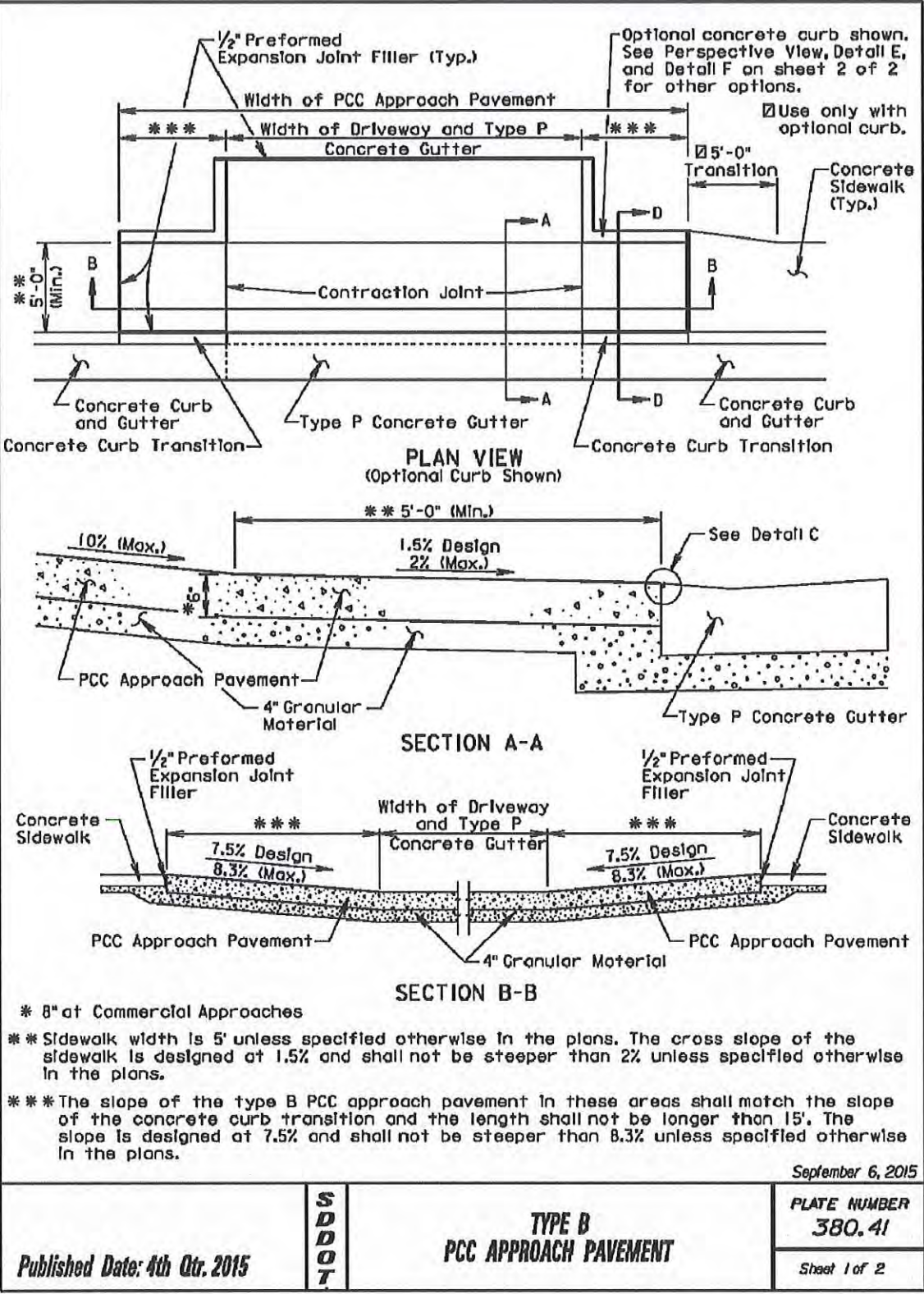
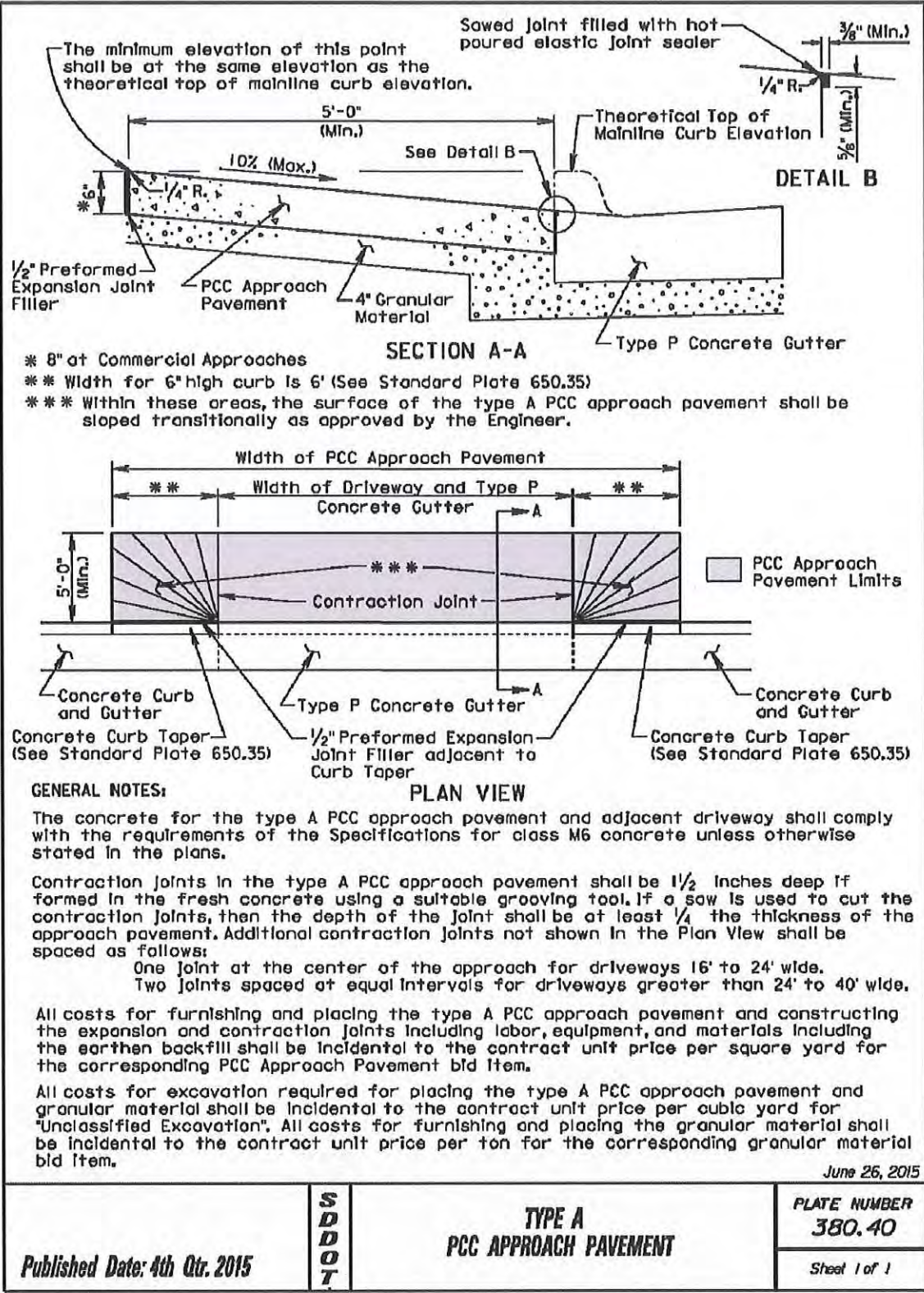
The term "In Place PCC Pavement" in the above drawing indicates that the in place PCC pavement was placed on a previous project.

		September 14, 2001	
Published Date: 4th Qtr. 2015	S D D O T	PCC PAVEMENT LONGITUDINAL JOINTS WITHOUT TIE BARS	PLATE NUMBER
			380.12
			Sheet 1 of 2

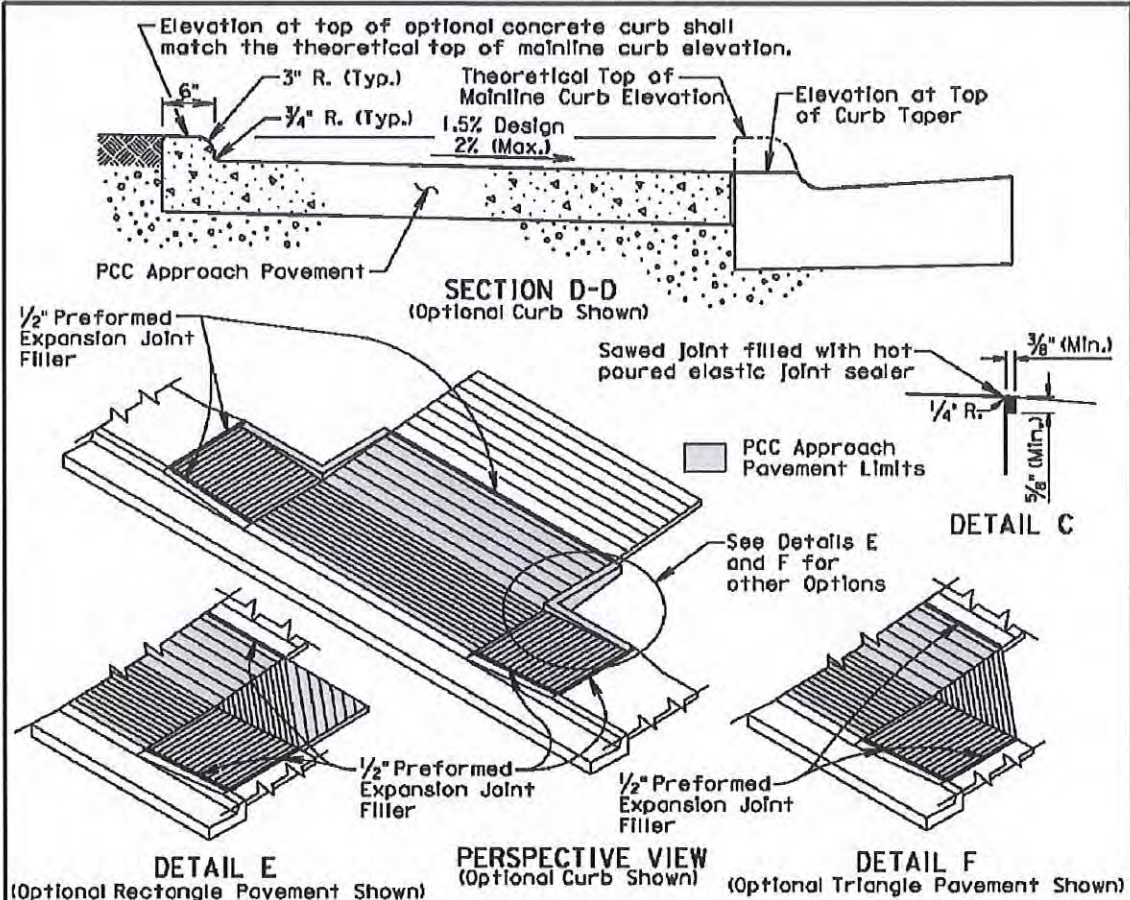
STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	48	64
SDDOT STANDARD PLATES			



STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	49	64
SDDOT STANDARD PLATES			



STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	50	64
SDDOT STANDARD PLATES			



GENERAL NOTES:

Use the plan specified option for the pavement adjacent to the driveway and sidewalk. The options are shown above in the Perspective View, Detail E, and Detail F.

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

Contraction joints in the type B PCC approach pavement 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 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.

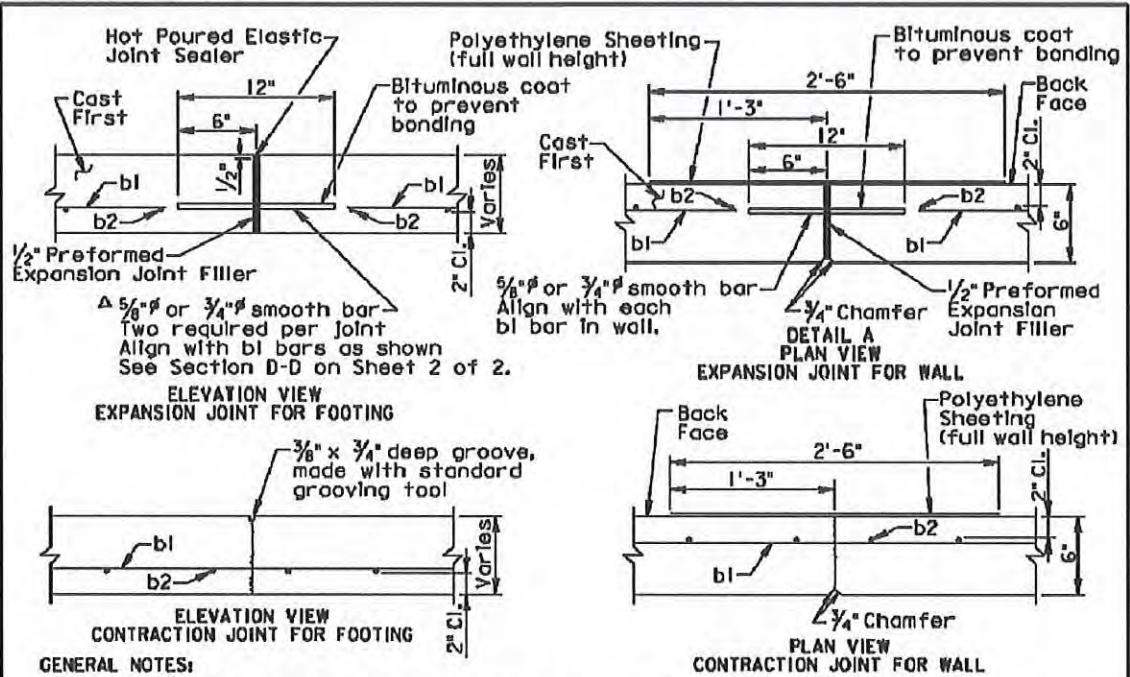
Two joints spaced at equal intervals for driveways greater than 24' to 40' wide.

All costs for furnishing and placing the type B 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 B 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, 2015

<i>Published Date: 4th Qtr. 2015</i>	S D D O T	TYPE B PCC APPROACH PAVEMENT	PLATE NUMBER
			380.41
			<i>Sheet 2 of 2</i>



GENERAL NOTES:

The Type C Concrete Retaining Wall shall be placed adjacent to pavement or curb and gutter as shown in Section D-D on sheet 2 of 2.

* The sidewalk width of the Type C Concrete Retaining Wall shall not be wider than 8 feet or narrower than 5 feet. See plans for specified width.

In the areas where the retaining wall footing is to be placed, a 2 inch thickness of cushion material shall be placed and compacted. The cushion material shall conform to Section 651.2 C. of the Specifications.

All concrete shall be Class M6 and conform to Section 462 of the Specifications.

All reinforcing steel shall be epoxy coated and shall conform to ASTM A615, Grade 60. The smooth bar may conform to ASTM A615, Grade 40. The epoxy coating shall conform to ASTM A775.

For variable height walls, the top b1 bar shall be placed parallel to the top of the wall. The b1 bars shall be lapped a minimum of 12 inches.

A 3/4 inch chamfer shall be provided on all exposed retaining wall edges.

Use Detail B on sheet 2 of 2 for constructing corners in the retaining wall.

The maximum expansion joint spacing shall be 90 feet and the maximum contraction joint spacing shall be 30 feet. The contraction and expansion joints shall be placed to match pavement or curb joints where possible.

The exposed retaining wall surfaces shall receive a finish in accordance with 460.3 L. of the Specifications. The exposed surface of the retaining wall footing, when used as a sidewalk, shall receive a broom finish.

The Type C Concrete Retaining Wall shall be measured to the nearest square foot of front face area.

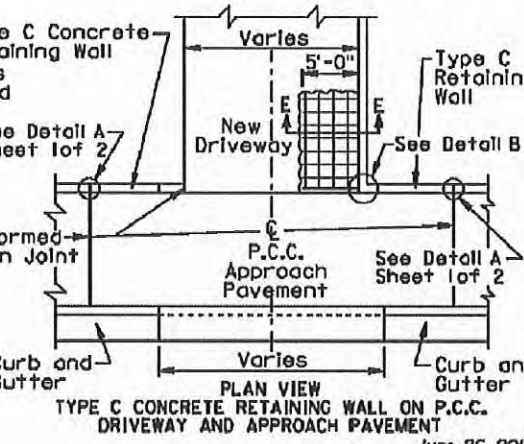
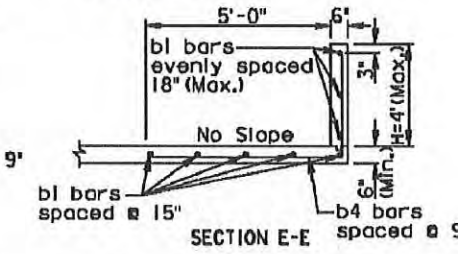
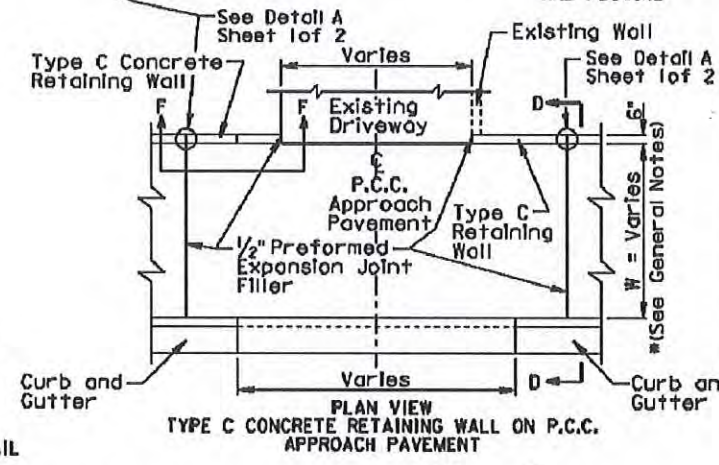
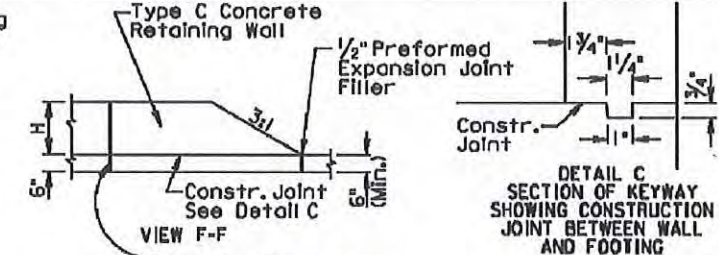
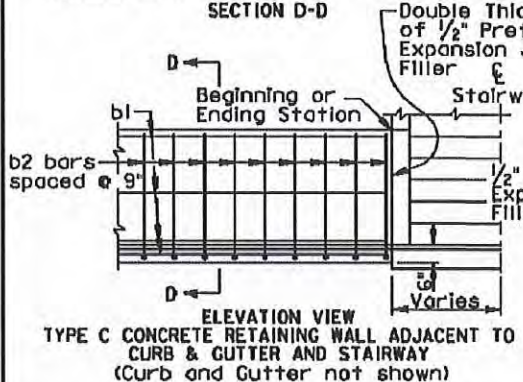
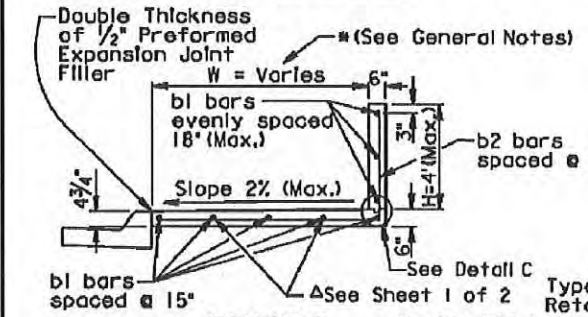
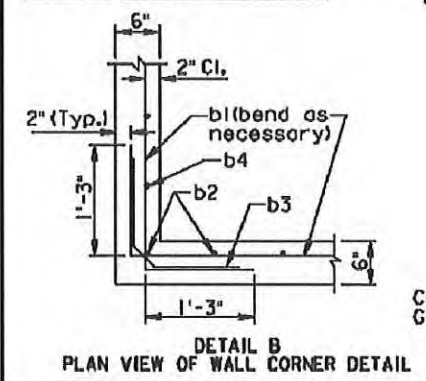
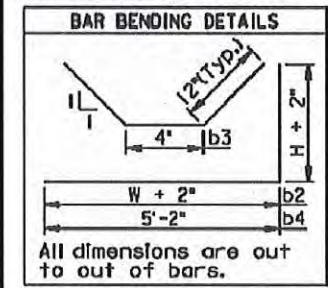
All costs for excavation, furnishing and placing backfill and cushion material, labor, equipment, preformed expansion joint filler, all reinforcing steel including the smooth bars, and all concrete except in the areas of PCC driveway and approach pavement, shall be incidental to the contract unit price per square foot for "Type C Concrete Retaining Wall".

The concrete used for the retaining wall footing that extends into the approach and/or driveway pavement shall be paid for at the contract unit price per square yard for the corresponding "PCC Approach Pavement" and/or "PCC Driveway Pavement" bid items.

June 26, 2015

<i>Published Date: 4th Qtr. 2015</i>	S D D O T	TYPE C CONCRETE RETAINING WALL	PLATE NUMBER
			530.01
			<i>Sheet 1 of 2</i>

Use No. 4 bars for all reinforcing steel unless specified otherwise.

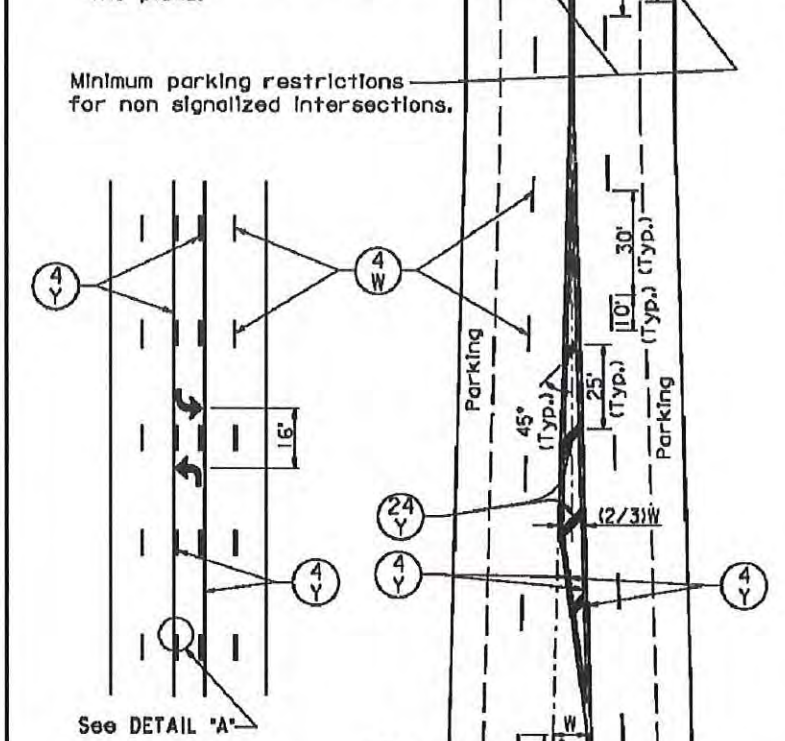


June 26, 2015

S D D O T	TYPE C CONCRETE RETAINING WALL	PLATE NUMBER
		530.01
		Sheet 2 of 2
Published Date: 4th Qtr. 2015		

Typical limits of pavement marking at an intersection, unless otherwise noted in the plans.

Minimum parking restrictions for non signalized intersections.



GENERAL NOTES:

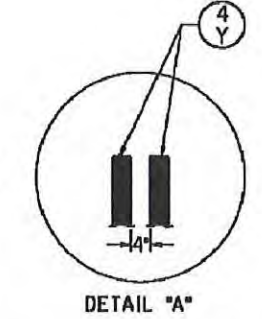
All pavement marking arrows shall be as depicted in the current edition of the Manual on Uniform Traffic Control Devices, Section 3B.

Stop bar location shall be as shown and dimensioned on this standard plate, or crosswalks will be centered on curb ramps or sidewalks.

Dimension D is variable but shall not exceed 29'.

The crosswalk markings shall be placed to avoid the wheel paths as much as possible and the clear space between the longitudinal crosswalk markings shall be from 2' to 5'.

KEY	ITEM
(4 W)	4" White
(4 Y)	4" Yellow
(12 W)	12" White
(24 W)	24" White
(24 Y)	24" Yellow
→	Arrow



If more than 2 arrows per storage lane are shown, then the additional arrows shall be placed at approximately equal spaces between the arrow at the beginning of the storage lane and the arrow nearest the stop bar.

Minimum parking restrictions for signalized intersections.

S D D O T	PAVEMENT MARKINGS FOR ADJACENT INTERSECTIONS AND CENTER TURN LANE	PLATE NUMBER
		633.01
		Sheet 1 of 1
Published Date: 4th Qtr. 2015		

September 14, 2011

The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

The signs illustrated shall be used where there are distracting situations, such as: vehicles parked on shoulder, vehicles accessing the work site via the highway, and equipment traveling on or crossing the roadway to perform work operations.

The ROAD WORK AHEAD sign may be replaced with other appropriate signs, such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.

* If the work space is on a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.

For short term, short duration, or mobile operations, all signs and channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 80	1000



April 15, 2015

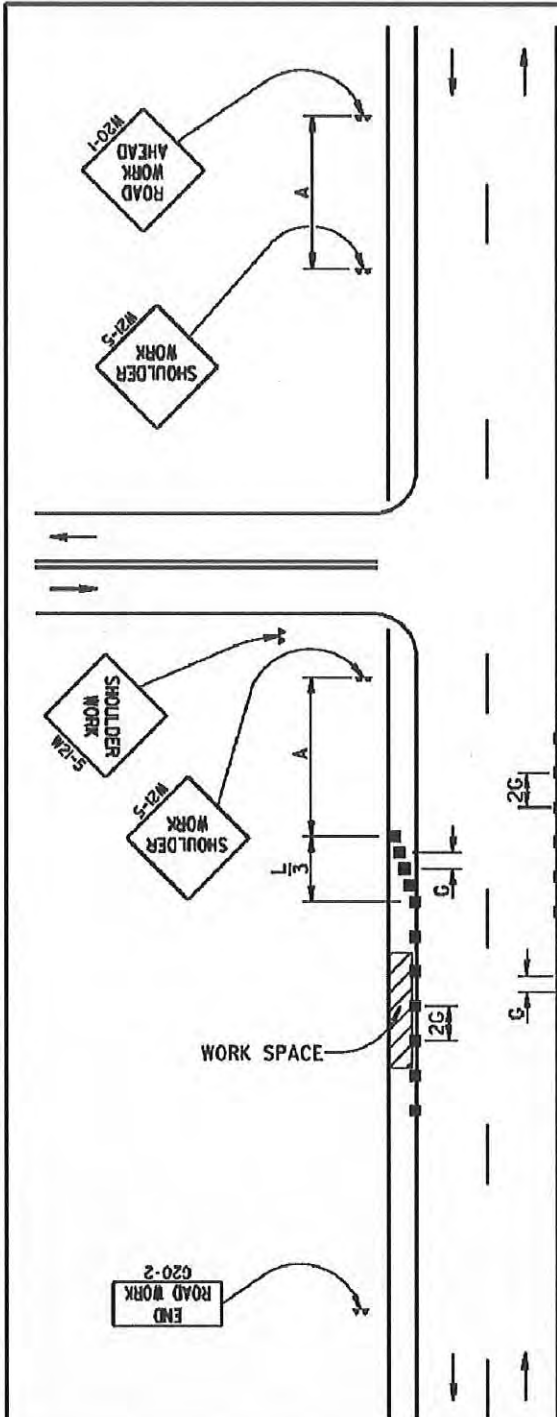
Published Date: 4th Qtr. 2015

S
D
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GUIDES FOR TRAFFIC CONTROL DEVICES
WORK BEYOND THE SHOULDER

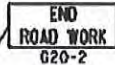
PLATE NUMBER
634.01

Sheet 1 of 1



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

■ Channelizing Device



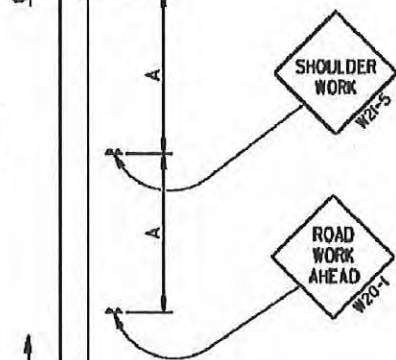
The channelizing devices shall be drums or 42" cones if traffic control must remain overnight.

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

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

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

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



September 22, 2014

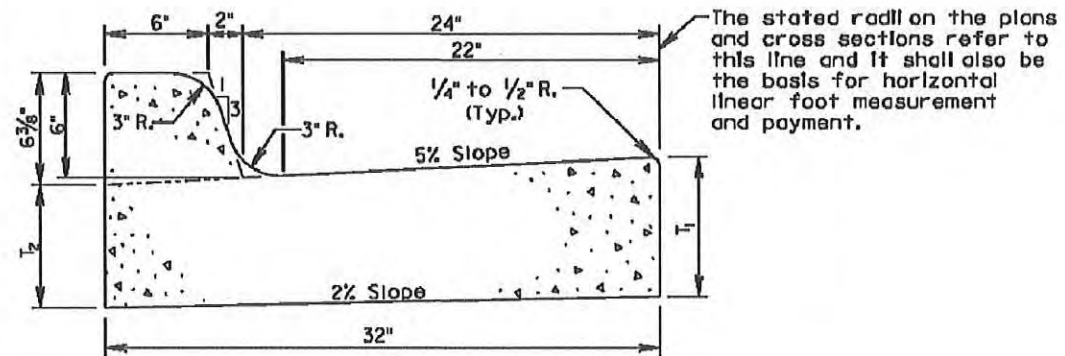
Published Date: 4th Qtr. 2015

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O
T

GUIDES FOR TRAFFIC CONTROL DEVICES
WORK ON SHOULDERS

PLATE NUMBER
634.03

Sheet 1 of 1



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

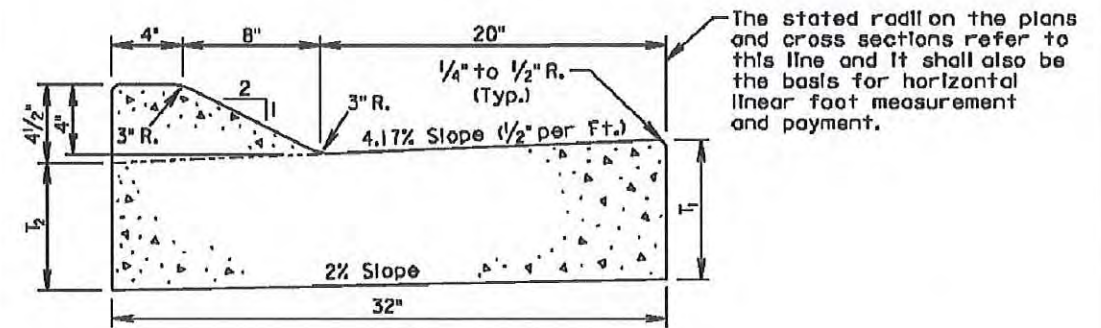
GENERAL NOTES:

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

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

September 6, 2008

Published Date: 4th Qtr. 2015	S D D O T	TYPE B CONCRETE CURB AND GUTTER	PLATE NUMBER
			650.01
			Sheet 1 of 1



Type	T ₁ (Inches)	T ₂ (Inches)	Cu. Yd. Per Lin. Ft.	Lin. Ft. Per Cu. Yd.
D46	6	5 ⁵ / ₁₆	0.056	18.0
D47	7	6 ⁵ / ₁₆	0.064	15.7
D48	8	7 ⁵ / ₁₆	0.072	13.9
D48.5	8.5	7 ⁹ / ₁₆	0.076	13.1
D49	9	8 ⁵ / ₁₆	0.080	12.5
D49.5	9.5	8 ⁹ / ₁₆	0.084	11.9
D410	10	9 ⁵ / ₁₆	0.088	11.3
D410.5	10.5	9 ⁹ / ₁₆	0.093	10.8
D411	11	10 ⁵ / ₁₆	0.097	10.3
D411.5	11.5	10 ⁹ / ₁₆	0.101	9.9
D412	12	11 ⁵ / ₁₆	0.105	9.5

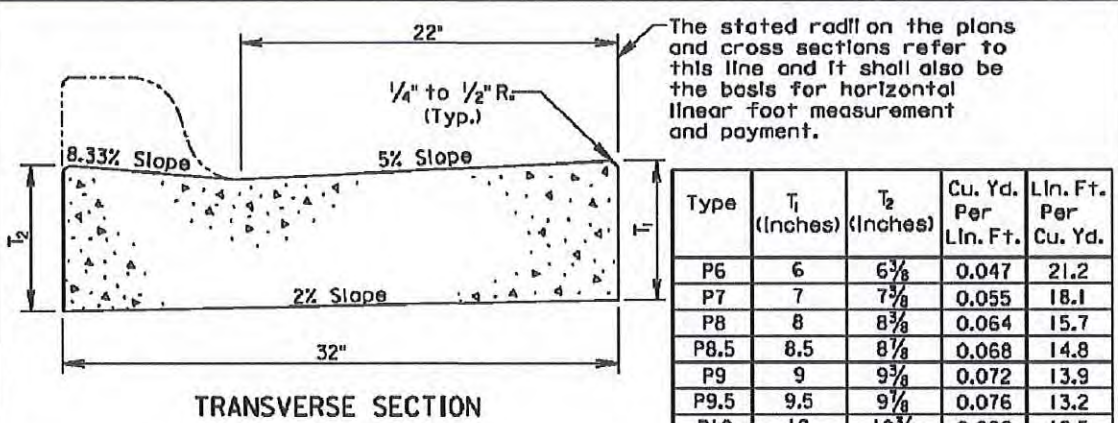
GENERAL NOTES:

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

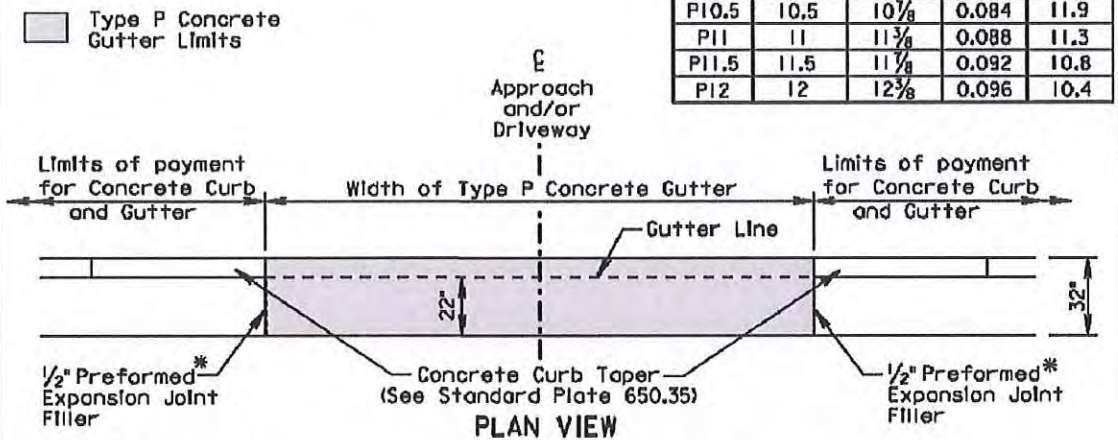
See Standard Plate 650.90 for expansion and contraction joints in the curb and gutter.

September 6, 2008

Published Date: 4th Qtr. 2015	S D D O T	TYPE D CONCRETE CURB AND GUTTER	PLATE NUMBER
			650.15
			Sheet 1 of 1



Type	T ₁ (Inches)	T ₂ (Inches)	Cu. Yd. Per Lin. Ft.	Lin. Ft. Per Cu. Yd.
P6	6	6 3/8	0.047	21.2
P7	7	7 3/8	0.055	18.1
P8	8	8 3/8	0.064	15.7
P8.5	8.5	8 7/8	0.068	14.8
P9	9	9 3/8	0.072	13.9
P9.5	9.5	9 7/8	0.076	13.2
P10	10	10 3/8	0.080	12.5
P10.5	10.5	10 7/8	0.084	11.9
P11	11	11 3/8	0.088	11.3
P11.5	11.5	11 7/8	0.092	10.8
P12	12	12 3/8	0.096	10.4



* 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 the Specifications for Class M6 Concrete.

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

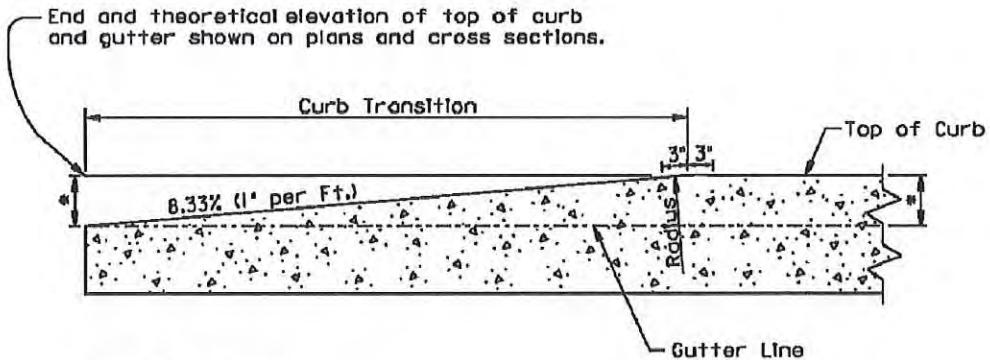
Transverse contraction joints shall be constructed at 10' intervals in the concrete gutter except when concrete gutter is constructed adjacent to mainline PCC pavement. When concrete gutter is constructed adjacent to mainline PCC pavement, a transverse contraction joint shall be constructed in the concrete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

When concrete gutter is placed monolithically with mainline PCC pavement, the transverse contraction joints in the concrete gutter shall be sawed and sealed the same as the transverse contraction joints in the mainline PCC pavement.

When concrete gutter is not placed monolithically with the mainline PCC pavement and when the adjacent mainline surfacing is not PCC concrete, the transverse contraction joints in the concrete gutter 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 concrete.

June 26, 2015

Published Date: 4th Qtr. 2015	S D D O T	TYPE P CONCRETE GUTTER	PLATE NUMBER
			650.30
			Sheet 1 of 1



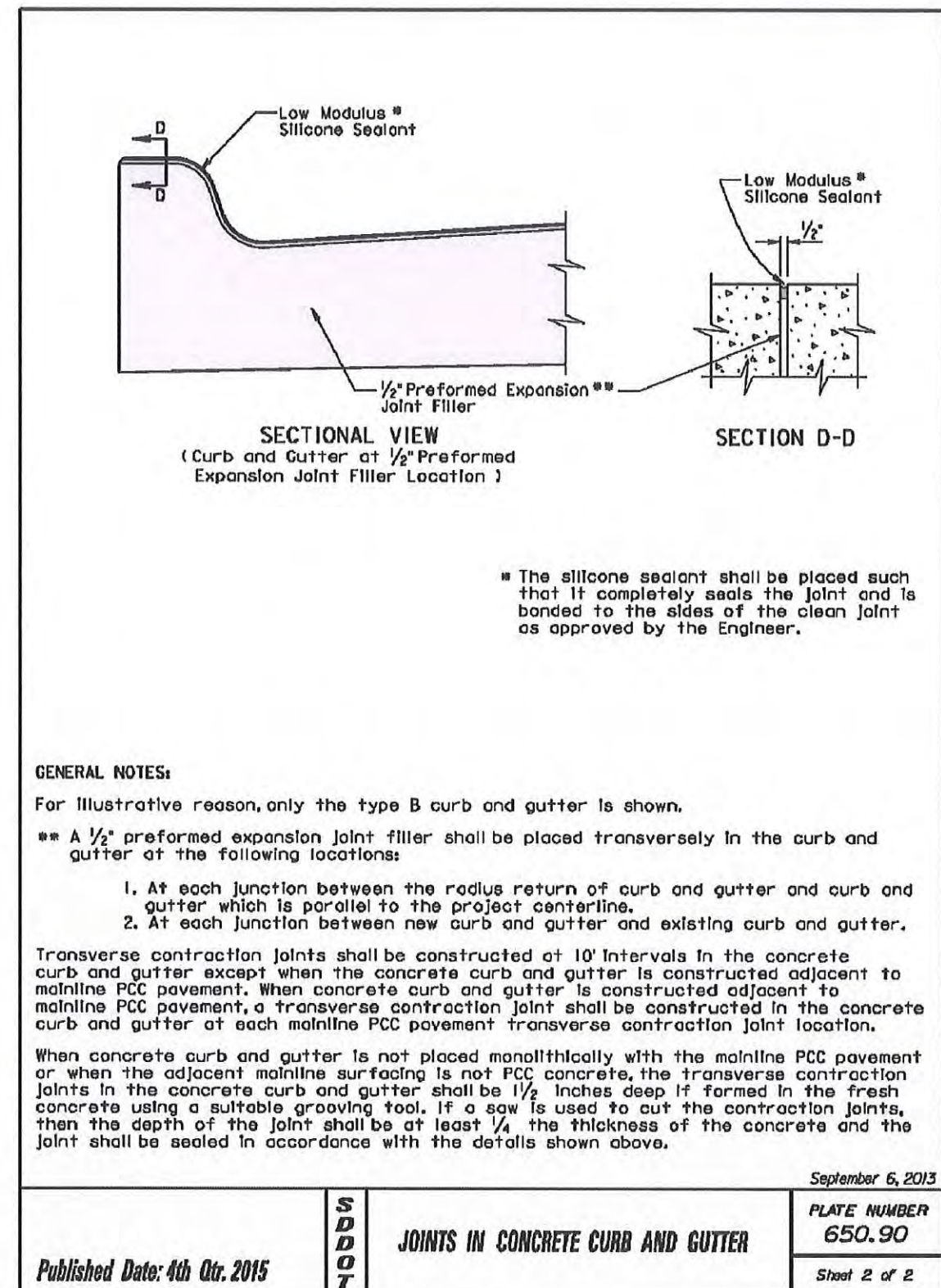
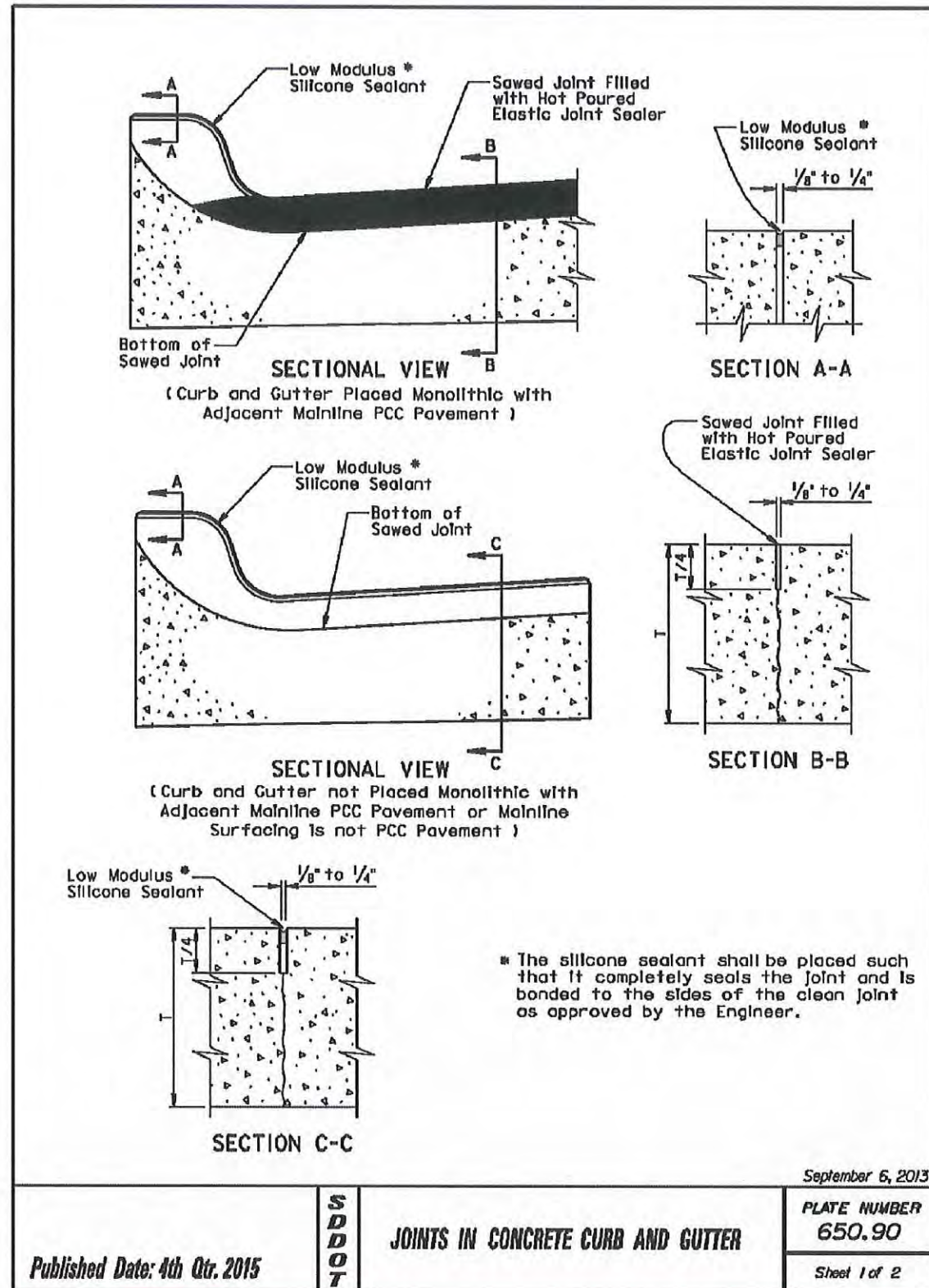
* Height of Curb

LONGITUDINAL SECTION OF CONCRETE CURB TAPER

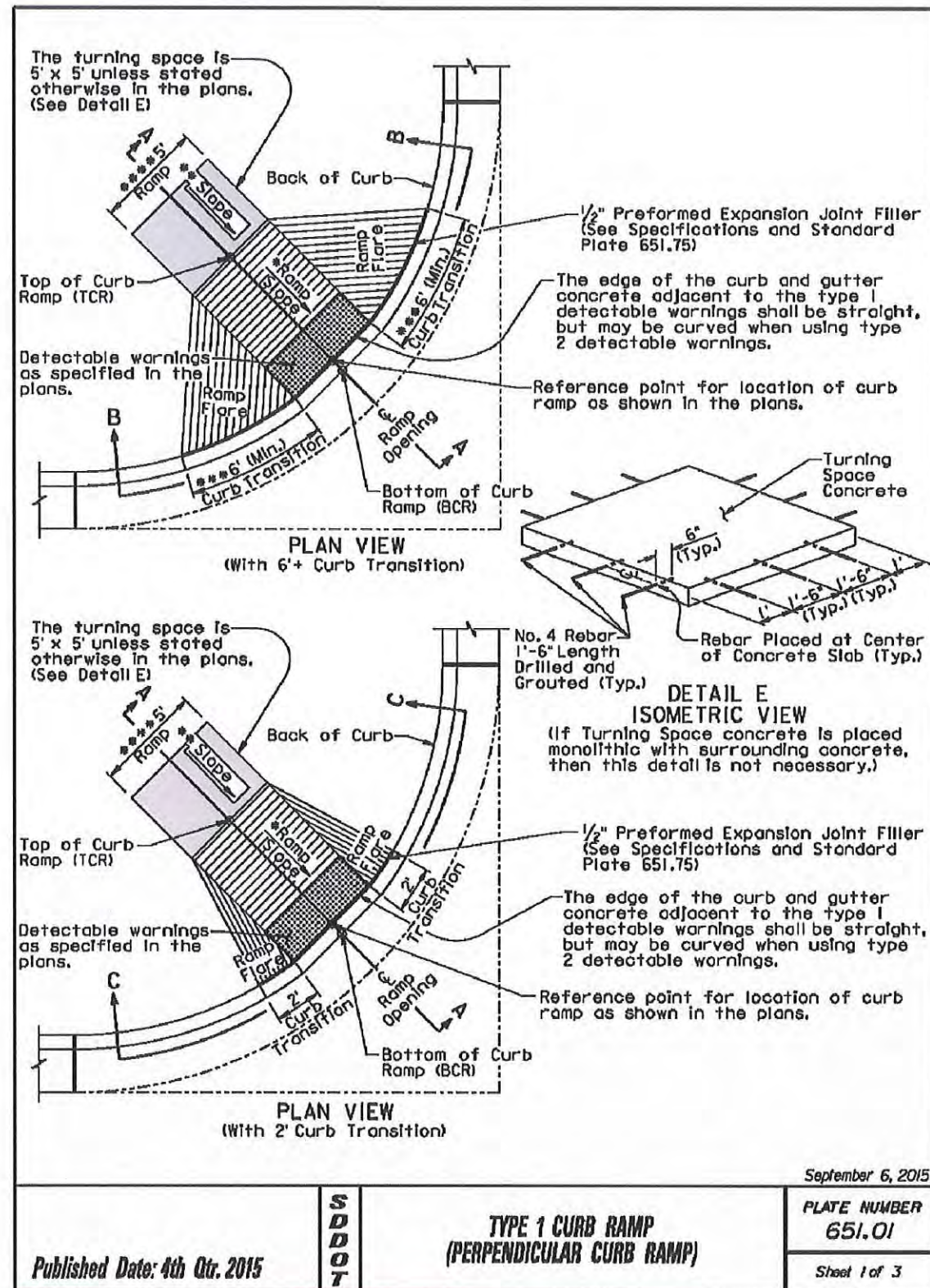
September 14, 2005

Published Date: 4th Qtr. 2015	S D D O T	CONCRETE CURB TAPER	PLATE NUMBER
			650.35
			Sheet 1 of 1

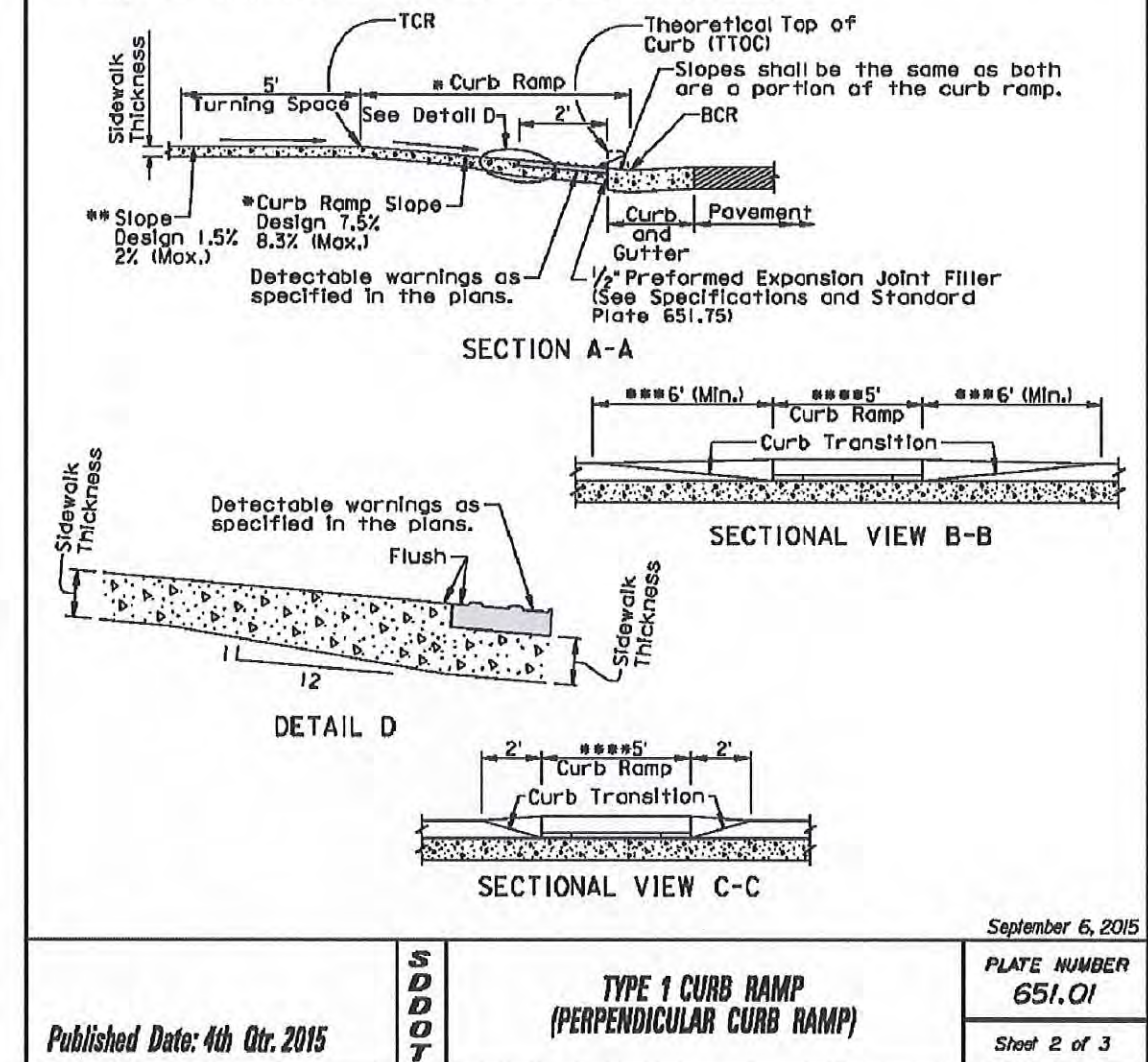
STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	55	64
SDDOT STANDARD PLATES			



STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	56	64
SDDOT STANDARD PLATES			



- Curb ramp slopes are designed at 7.5% unless stated otherwise in the plans. The curb ramp may have a maximum slope of 8.3% and shall not exceed 15' in length unless stated otherwise in the plans.
- The curb ramp length may be computed based on the intersection of a continuous 1.5% theoretical slope from theoretical top of curb (TTOC) with the curb ramp using a continuous 7.5% curb ramp slope. The elevation of point TCR shall always be higher than the elevation of point TTOC unless specified otherwise in the plans. The curb ramp length dimension as shown in the plans shall be adjusted as necessary to meet all slope and length requirements based on field geometrics.
- The cross slope of the ramp shall not be steeper than 2%. Plans are designed using a 1.5% slope unless stated otherwise in the plans.
- ** The slope in the turning space shall not be steeper than 2% in any direction of pedestrian travel. Plans are designed using a 1.5% slope unless stated otherwise in the plans.
- *** The curb transition shall be a minimum of 6' long, a maximum of 10' long, and the curb transition slope shall not be steeper than 10% unless stated otherwise in the plans. The curb transition length shall be adjusted as necessary to meet slope and length requirements based on field geometrics.
- **** The ramp width is 5' unless stated otherwise in the plans.



STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	57	64
SDDOT STANDARD PLATES			

GENERAL NOTES:

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

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

For illustrative purpose only, the curb ramp location is shown at the center of a PCC fillet section. The curb ramp shall be placed at the location stated in the plans.

Sidewalk shall not be placed adjacent to the curb 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 curb ramp, free of sags and short grade changes.

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

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

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.

If rebar is placed in the Turning Space as depicted in DETAIL E, the cost of the materials, labor, and equipment to furnish and install the rebar shall be incidental to the contract unit price per square foot for the corresponding concrete sidewalk bid item.

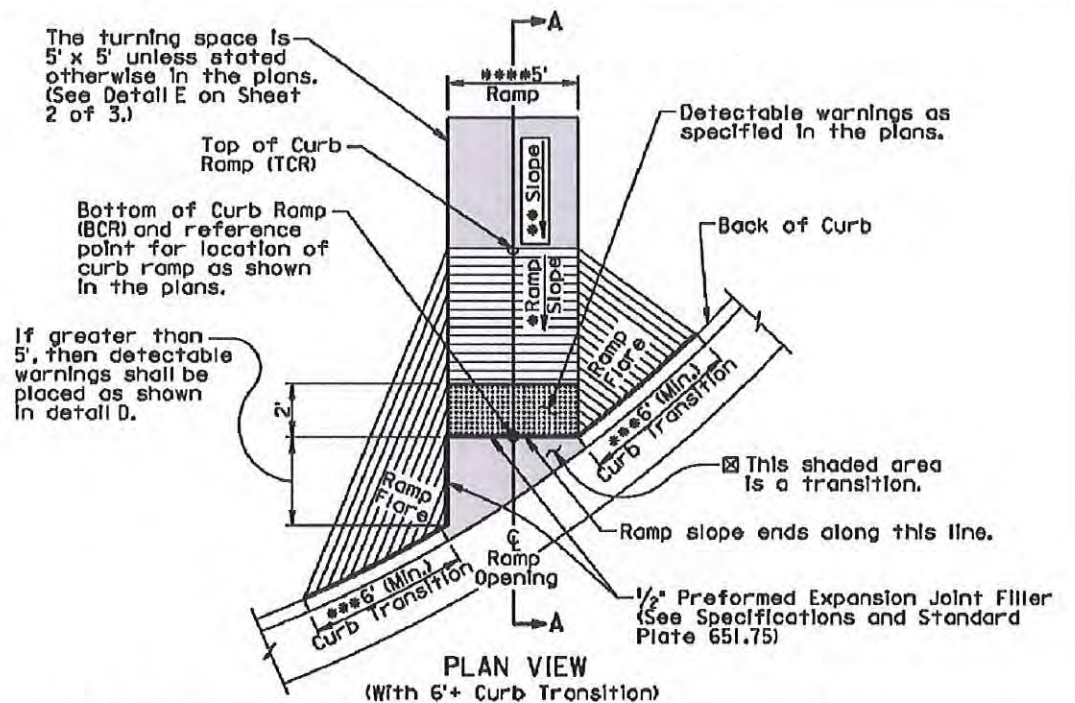
The curb transitions and ramp opening shall be measured and paid for at the contract unit price per foot for the corresponding curb and gutter bid item when curb and gutter is used. The curb transitions and ramp opening shall be measured and paid for at the contract unit price per square yard for the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

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

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

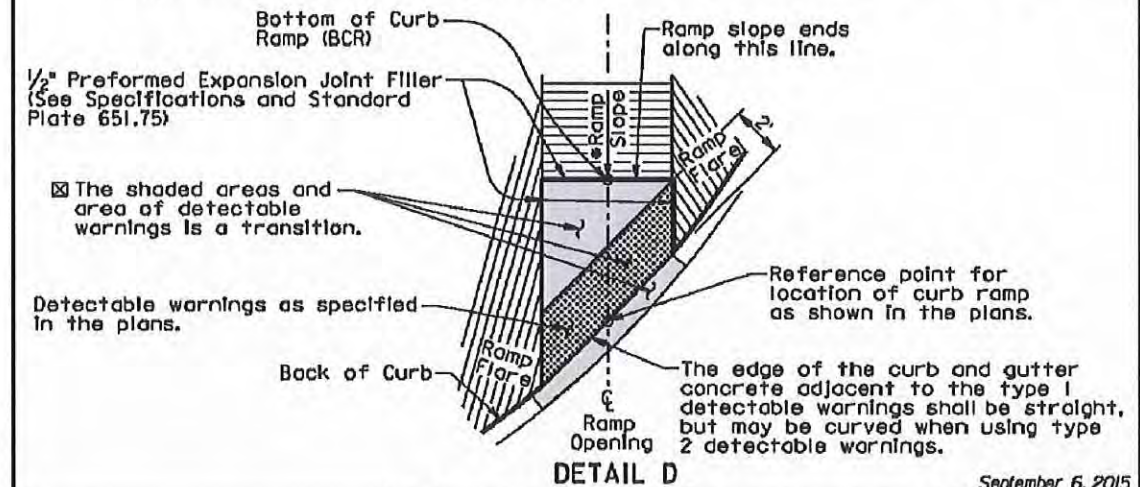
September 6, 2015

Published Date: 4th Qtr. 2015	S D D O T	TYPE 1 CURB RAMP (PERPENDICULAR CURB RAMP)	PLATE NUMBER
			651.01
			Sheet 3 of 3



☒ The slope within the transition area shall not be steeper than 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.

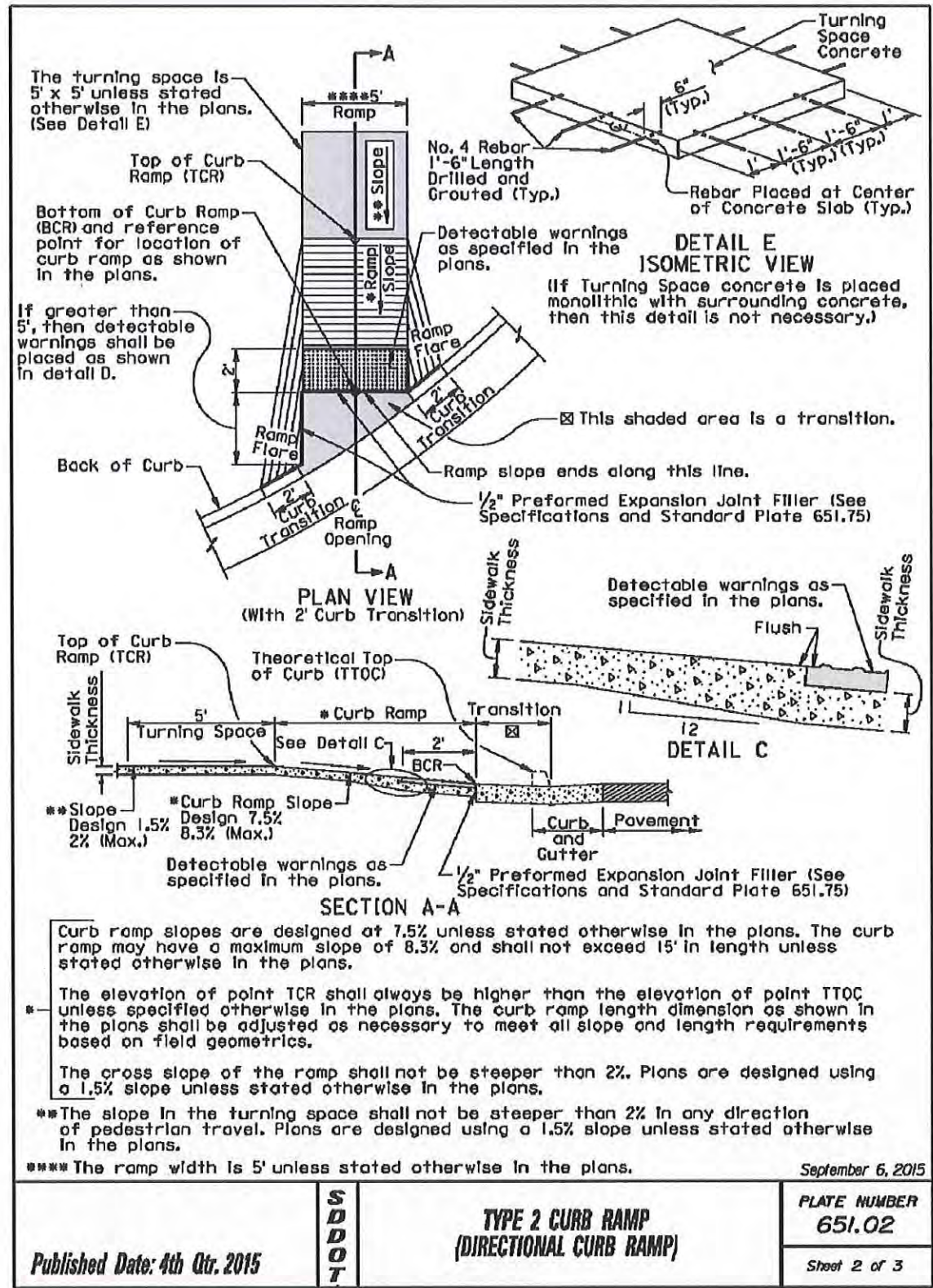
***The curb transition shall be a minimum of 6' long, a maximum of 10' long, and the curb transition slope shall not be steeper than 10% unless stated otherwise in the plans. The curb transition length shall be adjusted as necessary to meet slope and length requirements based on field geometrics.



September 6, 2015

Published Date: 4th Qtr. 2015	S D D O T	TYPE 2 CURB RAMP (DIRECTIONAL CURB RAMP)	PLATE NUMBER
			651.02
			Sheet 1 of 3

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	58	64
SDDOT STANDARD PLATES			



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

Sidewalk shall not be placed adjacent to the curb 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 curb ramp, free of sags and short grade changes.

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

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

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.

If rebar is placed in the Turning Space as depicted in DETAIL E, the cost of the materials, labor, and equipment to furnish and install the rebar shall be incidental to the contract unit price per square foot for the corresponding concrete sidewalk bid item.

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 curb 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, 2015

Published Date: 4th Qtr. 2015	SDDOT	TYPE 2 CURB RAMP (DIRECTIONAL CURB RAMP)	PLATE NUMBER 651.02
			Sheet 3 of 3

STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	60	64
SDDOT STANDARD PLATES			

GENERAL NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

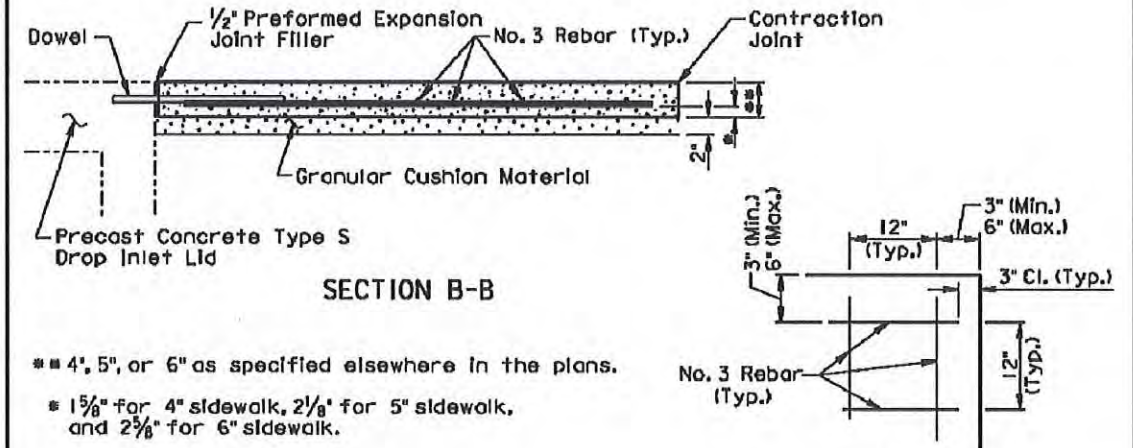
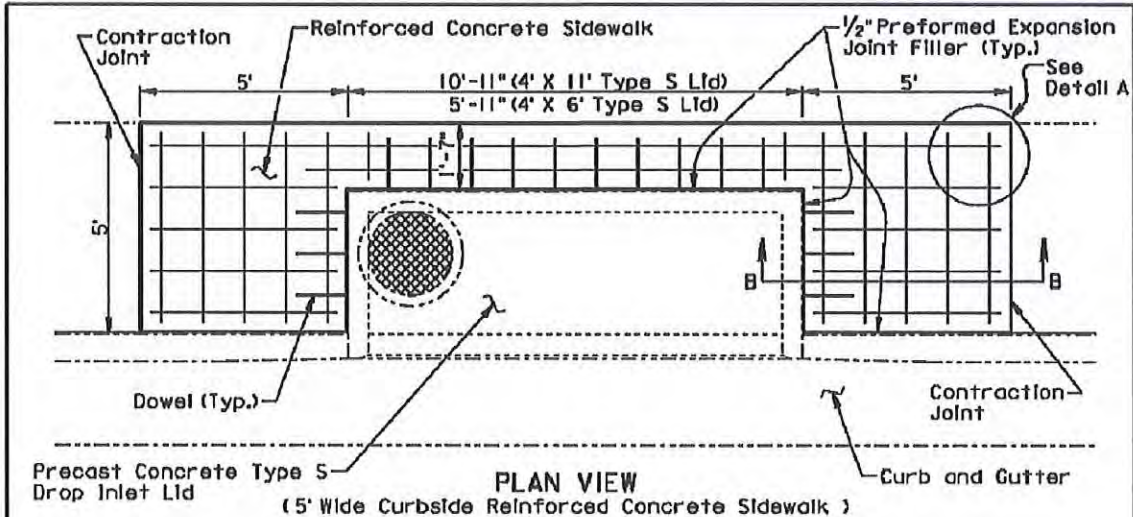
The curb transitions and ramp opening shall be measured and paid for at the contract unit price per foot for the corresponding curb and gutter bid item when curb and gutter is used. The curb transitions and ramp opening shall be measured and paid for at the contract unit price per square yard for the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

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

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

September 6, 2015

Published Date: 4th Qtr. 2015	S D D O T	TYPE 3 CURB RAMP (PARALLEL CURB RAMP)	PLATE NUMBER
			651.03
			Sheet 3 of 3



GENERAL NOTES:

The precast concrete Type S lids shown are 4' X 11' for illustrative purpose.

The cross slope of the sidewalk and precast concrete type S drop inlet lid shall be as specified elsewhere in the plans.

The reinforcing steel shall conform to Section 1010 of the Specifications. The Contractor shall be in conformance with the construction requirements of Section 480.3 of the Specifications.

When lapping of reinforcing steel is necessary, the No. 3 rebar shall be lapped 12".

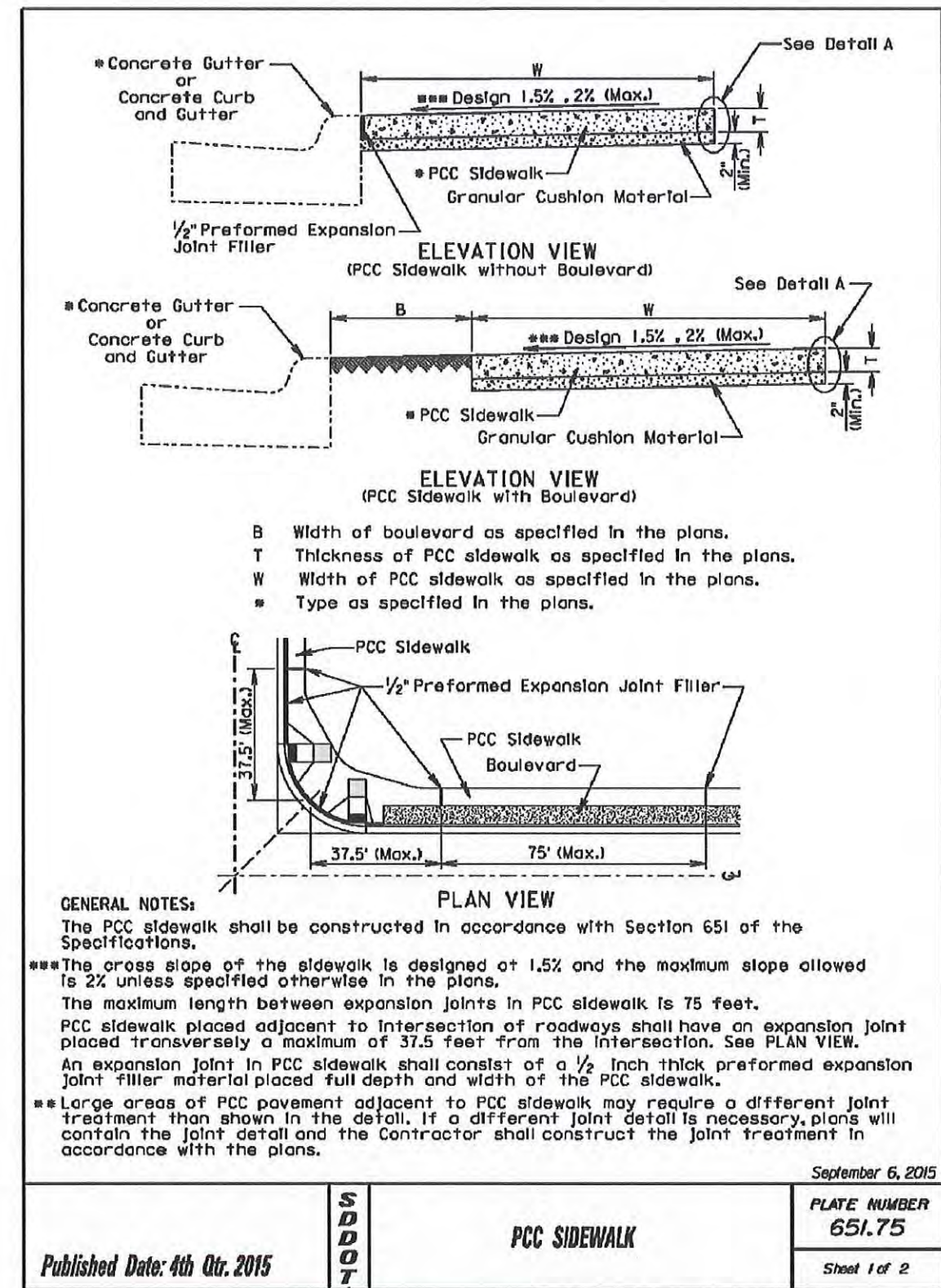
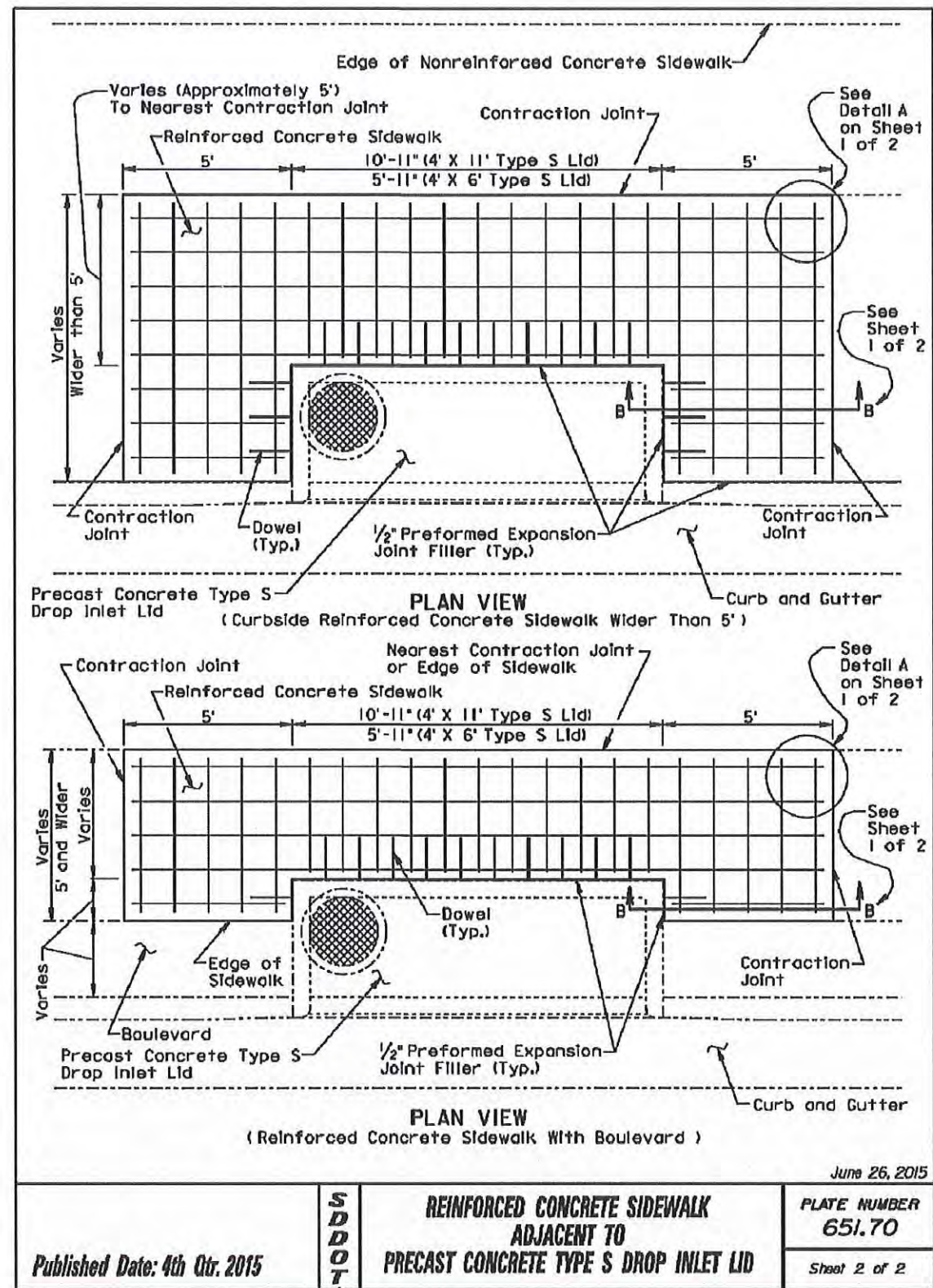
The reinforced concrete sidewalk shall conform to the requirements of Section 651 of the Specifications.

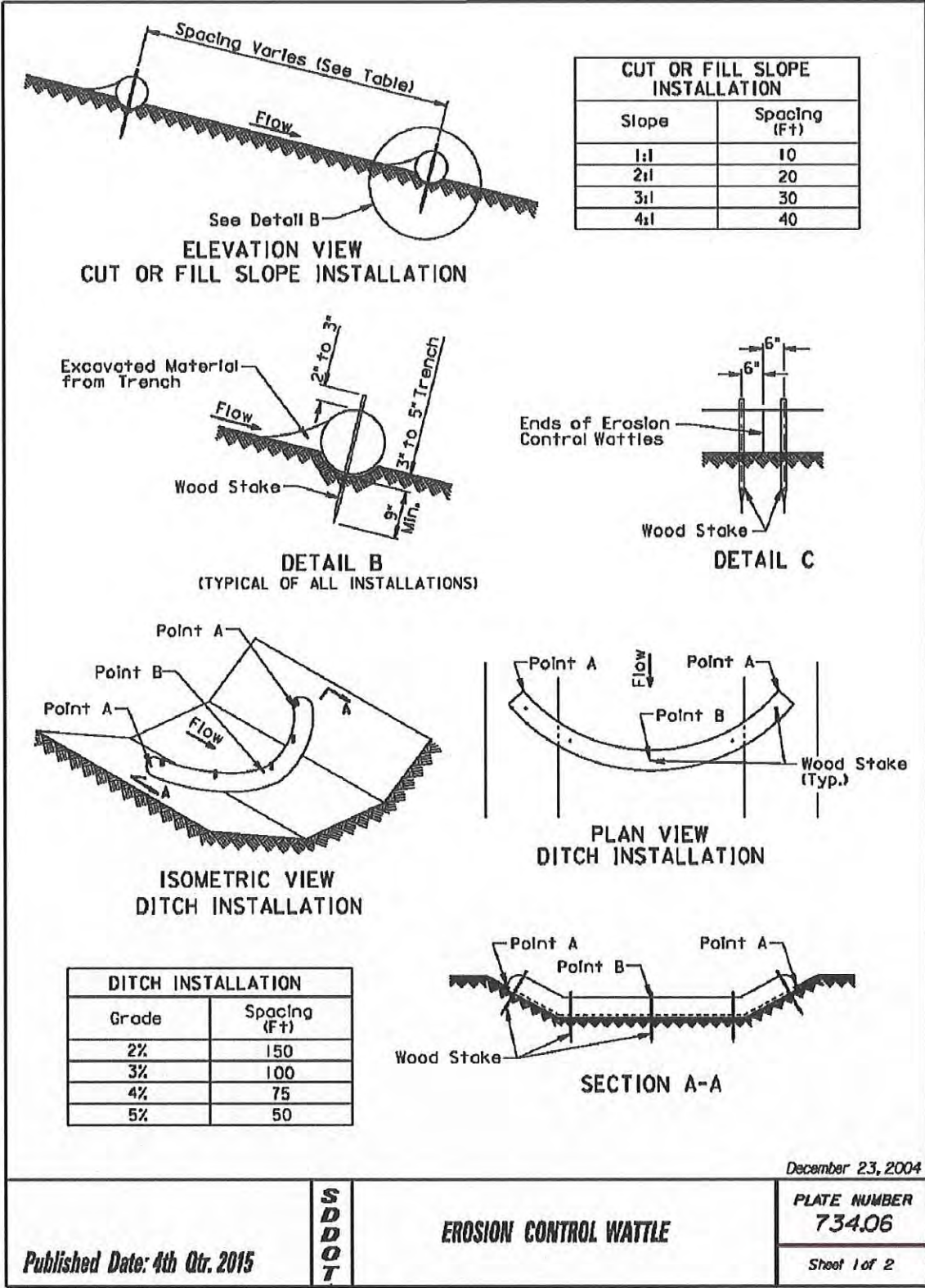
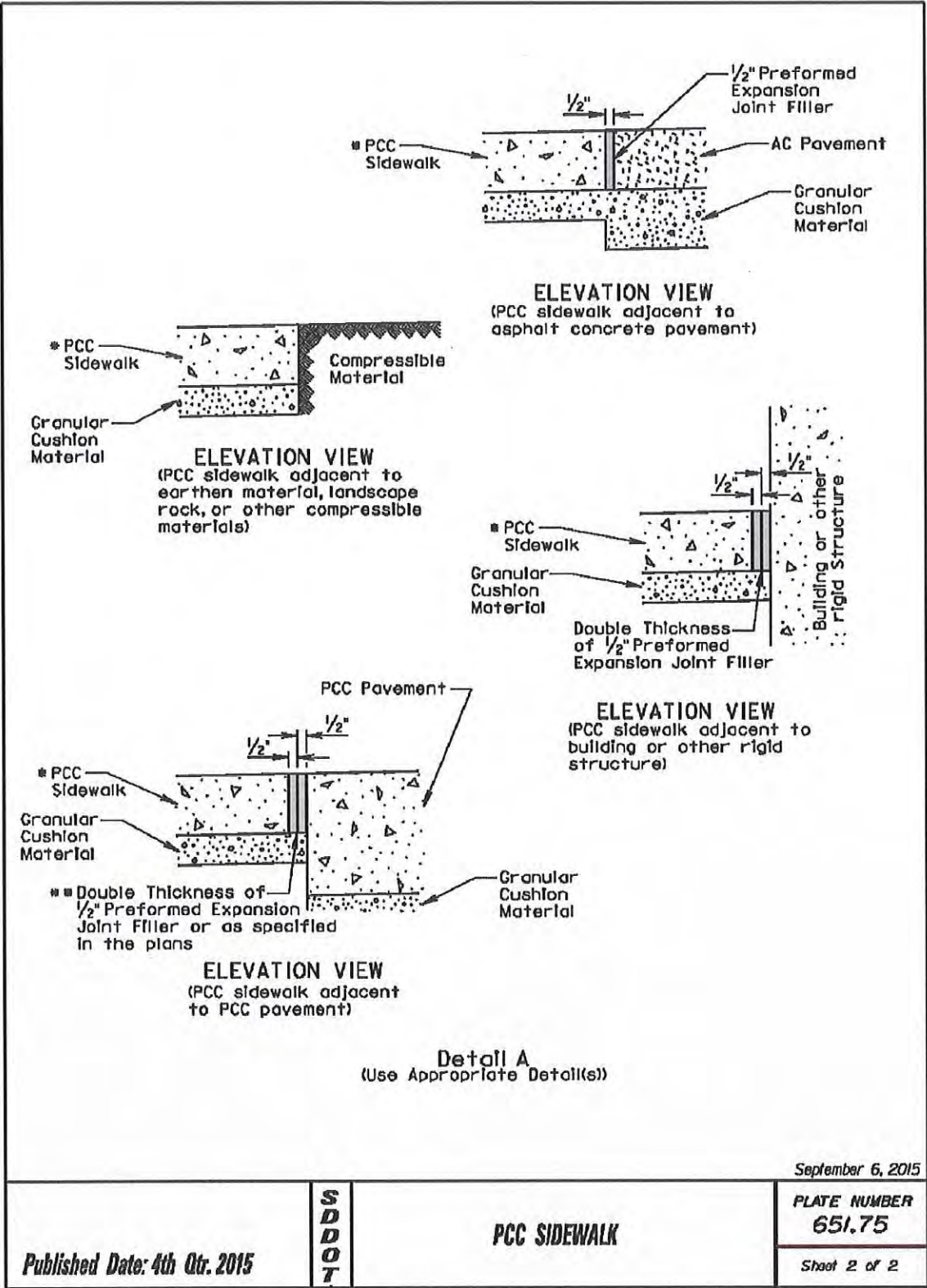
All costs for constructing the reinforced concrete sidewalk including labor, equipment, tools, backfilling, furnishing and placing materials, including granular cushion, reinforcing steel, preformed expansion joint filler, and incidentals shall be included in the contract unit price per square foot for the corresponding reinforced concrete sidewalk bid item.

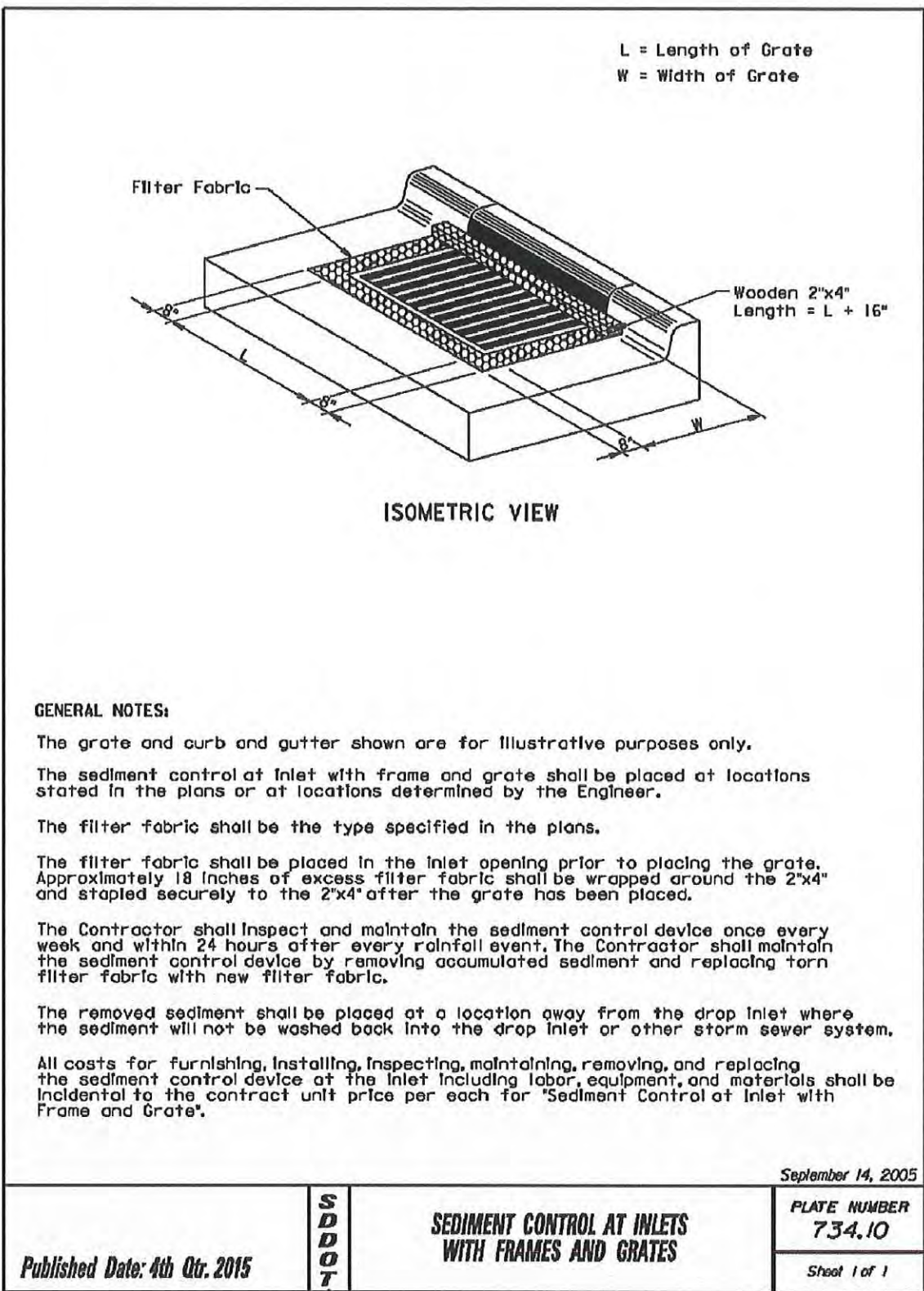
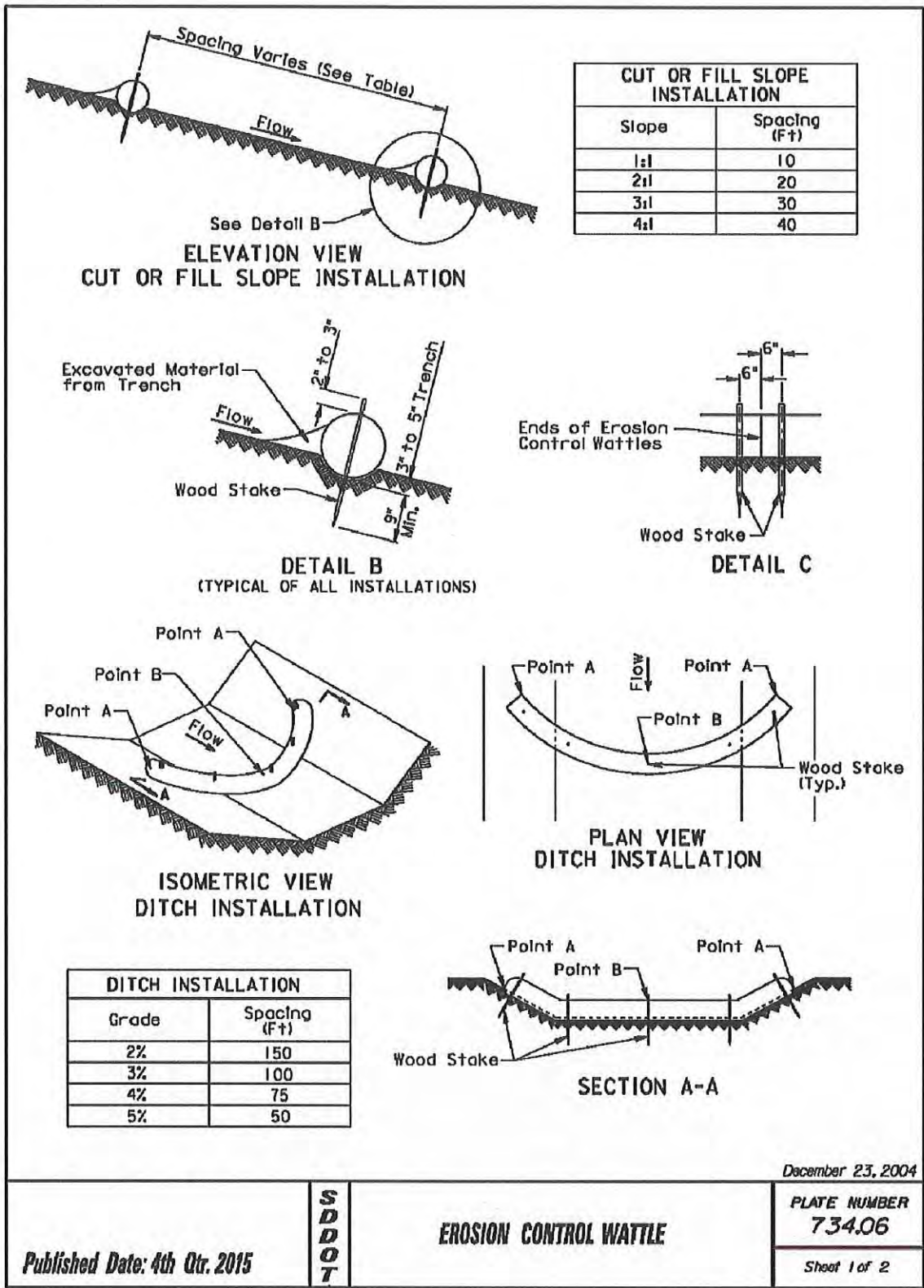
June 26, 2015

Published Date: 4th Qtr. 2015	S D D O T	REINFORCED CONCRETE SIDEWALK ADJACENT TO PRECAST CONCRETE TYPE S DROP INLET LID	PLATE NUMBER
			651.70
			Sheet 1 of 2

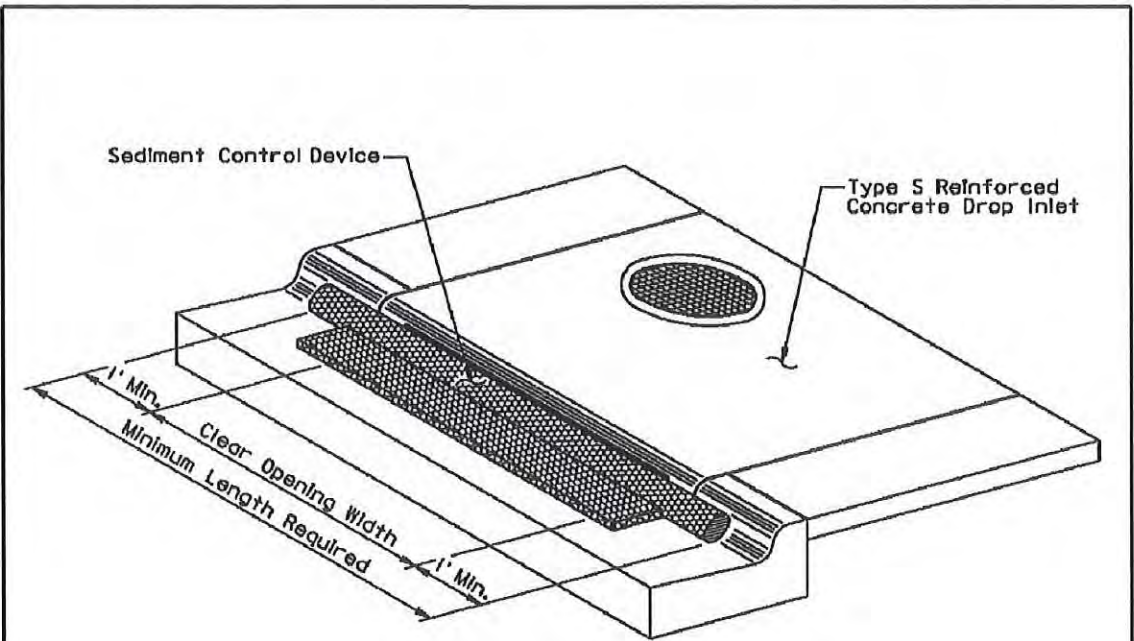
STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	61	64
SDDOT STANDARD PLATES			







STATE OF SOUTH DAKOTA	PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
	P TAPR (06)	64	64
SDDOT STANDARD PLATES			



ISOMETRIC VIEW

GENERAL NOTES:

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

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

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

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

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

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

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

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

September 14, 2005

Published Date: 4th Qtr. 2015	S D D O T	SEDIMENT CONTROL AT INLETS FOR TYPE S REINFORCED CONCRETE DROP INLETS	PLATE NUMBER
			734.11
			Sheet 1 of 1