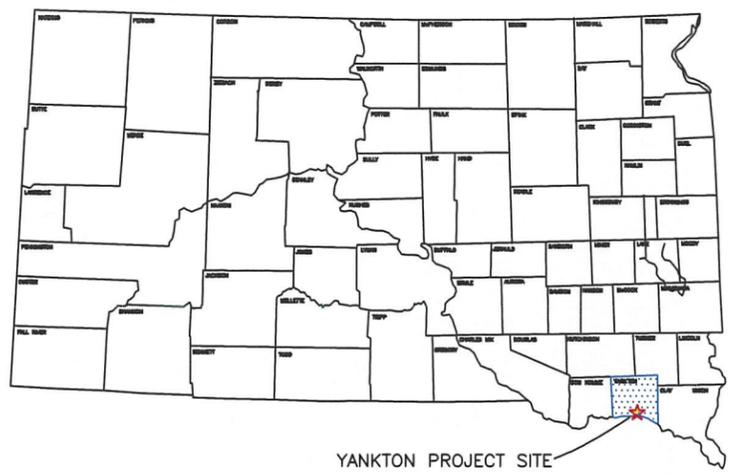


## WEST CITY LIMITS ROAD PAVEMENT REPLACEMENT FROM 9TH STREET TO 31ST STREET CITY OF YANKTON, SOUTH DAKOTA CITY PROJECT NO. 2017-042

### INDEX OF SHEETS

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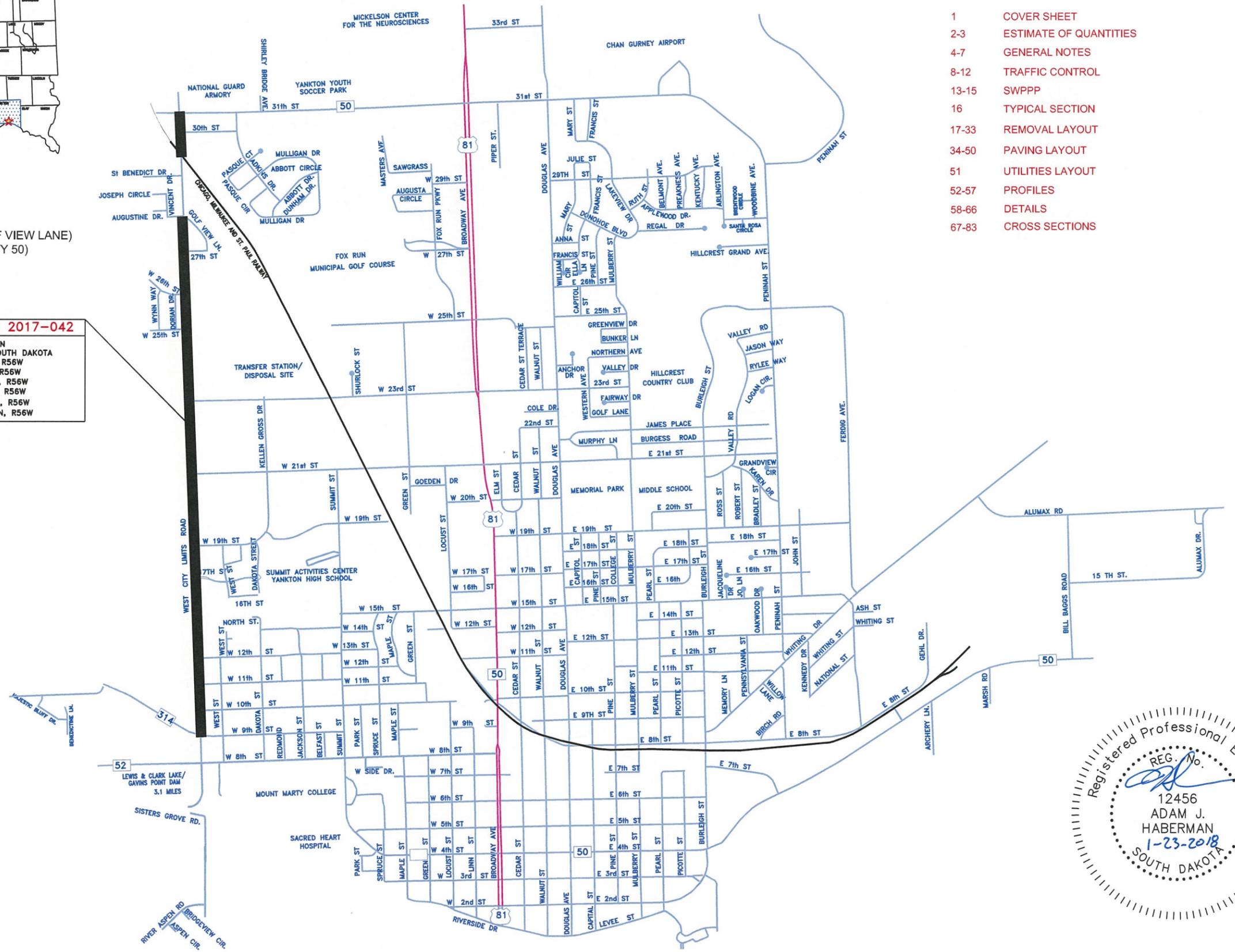
### ALIGNMENT DATA

ALIGNMENT (WCLR) 0+00 TO 95+87.83 (9TH STREET TO GOLF VIEW LANE)  
ALIGNMENT (N-WCLR) 0+00 TO 6+06.08 (RR CROSSING TO HWY 50)

**PROJECT SITE 2017-042**  
WCLR RECONSTRUCTION  
CITY OF YANKTON, SOUTH DAKOTA  
W 1/2 SEC 1 T93N, R56W  
E 1/2 SEC 2 T93N, R56W  
W 1/2 SEC 12 T93N, R56W  
E 1/2 SEC 11 T93N, R56W  
NE 1/4 SEC 14 T93N, R56W  
NW 1/4 SEC 13 T93N, R56W

### LEGEND

- |  |                                     |
|--|-------------------------------------|
|  | POWER POLE                          |
|  | TELEPHONE BOX                       |
|  | CURB INLET                          |
|  | SANITARY SEWER MANHOLE              |
|  | STORM SEWER MANHOLE                 |
|  | VALVE                               |
|  | PROPOSED VALVE                      |
|  | EXISTING FIRE HYDRANT               |
|  | PROPOSED FIRE HYDRANT               |
|  | PROPERTY LINE                       |
|  | SANITARY SEWER                      |
|  | STREET CENTERLINE                   |
|  | CURB                                |
|  | WATER                               |
|  | BURIED CABLE TV                     |
|  | BURIED GAS LINE                     |
|  | BURIED ELECTRIC LINE                |
|  | BURIED TELEPHONE LINE               |
|  | EXISTING STORM SEWER                |
|  | WORK LIMITS - AS PER CROSS SECTIONS |



# ESTIMATE OF QUANTITIES

PROJECT	SHEET	TOTAL
2017-042	NO.	SHEETS
	2	83
Quantities		1/23/2018

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
<b>Removals and Grading</b>			
1	Mobilization	1	LS
2	Saw Existing Concrete	320	LF
3	Saw Existing Asphalt	500	LF
4	Removal of Concrete Pavement	1074	SY
5	Removal of Asphalt Pavement	48688	SY
6	Removal of Curb & Gutter	439	LF
7	Remove 18" CMP Culvert	46	LF
8	Remove 18" RCP Culvert	18	LF
9	Unclassified Excavation (See Note on Sheet 4)	1	LS
10	Undercutting	500	CY
11	Topsoil (See Note on Sheet 6)	1	LS
12	Water for Embankment or Granular Material	100	KGal
13	Temporary Mailbox Relocation (see note on sheet 5)	16	EA
<b>Erosion Control</b>			
14	Seeding, Mulching, Fertilizer (See Note on Sheet 6)	1	LS
15	Vehicle Tracking Control and Maintenance	4	EA
16	Sediment Control Wattle	500	LF
17	Geotextile Fabric	4500	SY
18	Silt Fence	500	LF
<b>Traffic Control</b>			
19	Traffic Control	1428	UNITS
20	Traffic Control Miscellaneous	1	LS
<b>Surfacing</b>			
21	8" P.C.C. Pavement	45466	SY
22	6" P.C.C. Pavement	611	SY
23	Insert Steel Bars	829	EA
24	8" Concrete Fillet Section	6100	SF
25	6" Concrete Fillet Section	1618	SF
26	6" Approach P.C.C. Pavement	4982	SF
27	6" Concrete Mailbox turnout Pavement	417	SF
28	6" Concrete Sidewalk	1152	SF
29	Detectable Warning Panel	84	SF
30	Concrete Curb and Gutter (B66)	291	LF
31	6" Aggregate Base Course (See Note on Sheet 5)	48266	SY
<b>Storm Sewer</b>			
32	F&I 18" RCP CL 3 (round)	184	LF
33	2'x3' Type B inlet	1	EA
34	F&I Safety End Section	3	EA
35	Storm Sewer Pipe Bedding Material	208	LF
<b>Water Main</b>			
36	F&I 8" PVC Water Main C-900	100	LF
37	F&I 8" Megalug	3	EA
38	F&I 8" MJ Sleeve	1	EA
39	F&I 8" MJ Cap	1	EA
40	F&I 2' Riser section on existing valve box	1	EA
41	F&I 1' Fire Hydrant riser section on existing hydrant	1	EA
42	Granular Material for Water Main	100	LF
<b>Sanitary Sewer</b>			
43	F&I 4' Sanitary Sewer Manhole (15' deep)	1	EA
44	F&I 8" PVC Sewer Main (15' deep)	150	LF
45	Adjust MH Frame & Lid (See Note on Sheet 6)	3	EA
46	Sanitary Sewer Pipe Bedding Material	150	LF

# ESTIMATE OF QUANTITIES

PROJECT	SHEET	TOTAL
2017-042	NO.	SHEETS
	3	83
Quantities		
	1/23/2018	

### TABLE OF 8" PCC PAVEMENT

STATION TO STATION	QUANTITY (SY)
0+75 TO 35+32 - 24' LT. TO 20' RT.	16902
35+32 TO 36+00 TRANSITION 44' TO 40'	317
36+00 TO 94+50.5	26005
2+25 TO 5+82 (N-WCLR)	1587
21TH STREET MAINLINE	233
23RD STREET MAINLINE	422
<b>TOTAL</b>	<b>45466 (SY)</b>

### TABLE OF 6" PCC PAVEMENT

STATION TO STATION	QUANTITY (SY)
11TH STREET	65
12TH STREET	64
17TH STREET	210
25TH STREET	44
26TH STREET	43
27TH STREET	121
30TH STREET	64
<b>TOTAL</b>	<b>611 (SY)</b>

### TABLE OF 6" SIDEWALK PLACEMENT

LOCATION	QUANTITY (SF)
9+65 RT. (11TH STREET)	87 SF
28+60 RT. (17TH STREET)	350 SF
29+23 RT. (17TH STREET)	93 SF
60+91 RT. (23RD STREET)	72 SF
5+75 RT. (31TH STREET)	350 SF
MISC.	200 SF
<b>TOTAL</b>	<b>1152 (SF)</b>

### TABLE OF CONCRETE CURB & GUTTER REMOVAL

LOCATION	REMOVE QUANTITY (LF)
0+78 TO 1+00 LT.	22'
28+47 TO 28+69 RT. (17TH STREET)	59'
28+92 - 41' RT. (17TH STREET)	38'
29+15 TO 29+51 RT. (17TH STREET)	63'
5+42 TO 5+80 RT. (N-WCLR 31TH ST.)	57'
MISC.	200'
<b>TOTAL</b>	<b>439'</b>

### TABLE OF B66 CONCRETE CURB & GUTTER

LOCATION	INSTALL QUANTITY (LF)
0+78 TO 1+00 - 27.5' TO 24' LT. (9TH ST.)	22'
28+47 TO 28+60 - 22.5' RT. (17TH STREET)	3'
28+66 - 38.4' TO 46.9' RT. (17TH STREET)	29'
29+17 - 38' TO 47' RT. (17TH STREET)	19'
29+33 TO 29+51 - 22.5' RT. (17TH STREET)	18'
MISC.	200'
<b>TOTAL</b>	<b>291'</b>

### TABLE OF 6" CONCRETE APPROACH / DRIVEWAY PAVEMENT

LOCATION	REMOVAL EXISTING SURFACE (SY)	REPLACE (6" CONC.) QUANTITY (SF)
23+87.7 TO 24+66.5 - 24' LT.	52.0 (CONC.)	504
25+62.0 TO 25+36.1 - 24' LT.	104	147
27+44.8 TO 27+10.4 - 24' LT.	337	442
35+77.1 TO 36+08.0 - 24' LT.	39.0 (CONC.)	105
37+40.0 TO 38+17.5 - 24' LT.		94
40+44.0 TO 40+70.0 - 24' LT.		113
45+74.0 TO 45+97.8 - 20' RT.		117
46+54.0 TO 46+81.6 - 20' LT.		178
49+50.5 TO 49+79.0 - 20' LT.		405
51+83.5 TO 51+63.0 - 20' RT.		217
54+16.0 TO 54+71.0 - 20' RT.	45.0 (CONC.)	658
57+30.0 TO 57+66.0 - 20' RT.	23.0 (CONC.)	198
64+95.4 TO 65+70.8 - 20' RT.		110
66+61.8 TO 66+14.1 - 20' LT.		790
75+84.0 TO 76+11.0 - 20' RT.		150
80+58.7 TO 81+16.4 - 20' RT.		100
87+41.1 TO 87+66.0 - 20' LT.		163
87+40.4 TO 87+65.2 - 20' RT.		150
4+30.0 TO 4+67.5 - 20' LT. (N-WCLR)		150
MISCELLANEOUS		150
<b>TOTAL</b>	<b>159 (SY)</b>	<b>4982 (SF)</b>

### TABLE OF REMOVE CONCRETE PAVEMENT

LOCATION	QUANTITY (SY)
MAINLINE PAVING	395
FILLETS	275
SIDEWALKS	113
DRIVEWAYS	159
VALLEY GUTTERS	19
MEDIAN	13
MISC.	100
<b>TOTAL</b>	<b>1074 (SY)</b>

### TABLE OF REMOVE ASPHALT PAVEMENT

LOCATION	QUANTITY (SY)
WCLR MAINLINE	47553
11TH STREET	65
12TH STREET	64
17TH STREET	210
21TH STREET	533
25TH STREET	43
26TH STREET	44
27TH STREET	112
30TH STREET	64
<b>TOTAL</b>	<b>48688 (SY)</b>

### TABLE OF ADJUST SANITARY MH FRAME & LID

LOCATION	QUANTITY (EA)
9+43 - 8.5' RT.	1
14+19 - 7.0' RT.	1
28+94 - 30' RT.	1
<b>TOTAL</b>	<b>3 (EA)</b>

### UNCLASSIFIED EXCAVATION WCLR

CUT	12700 Cubic Yds
See Note on sheet 4 (Unclassified Excavation)	

### TABLE OF 8" FILLET SECTION

LOCATION	QUANTITY (SF)	RADIUS
47+13 TO 47+62 RT. (21TH STREET)	795	50'
48+05 TO 48+57.5 RT. (21TH STREET)	792	50'
60+49 TO 61+01.5 RT. (23RD STREET)	738	50'
61+37.75 TO 61+90.25 RT. (23RD STREET)	693	50'
60+49.25 TO 61+01.75 LT. (23RD STREET)	784	50'
61+01.75 TO 61+37.5 LT. (23RD STREET)	784	50'
5+31 TO 5+80 RT. (N-WCLR)	778	50'
5+33 TO 5+85 LT. (N-WCLR)	736	50'
<b>TOTAL</b>	<b>6100 (SF)</b>	

### TABLE OF 6" FILLET SECTION

LOCATION	QUANTITY (SF)	RADIUS
9+09 TO 9+26 RT. (11TH STREET)	130	14.5'
9+58 TO 9+76.5 RT. (11TH STREET)	137	14.5'
13+84 TO 14+03 RT. (12TH STREET)	127	15.5'
14+35 TO 14+54 RT. (12TH STREET)	132	15.5'
28+50 TO 28+68.5 RT. (17TH STREET)	141	16'
29+14.5 TO 29+33 RT. (17TH STREET)	140	16'
88+60.6 TO 88+88.1 RT. (27TH STREET)	272	25'
89+20.1 TO 89+47.6 RT. (27TH STREET)	278	25'
2+18.5 TO 2+36.0 RT. (30TH STREET)	134	14.5'
2+68 TO 2+85.5 RT. (30TH STREET)	127	14.5'
<b>TOTAL</b>	<b>1618 (SF)</b>	

### TABLE OF INSERT STEEL BARS

LOCATION	QUANTITY (EA)
0+75 TO 20' RT. TO 21.5' LT.	16
0+75 TO 9+09 RT.	208
9+76.5 TO 13+84 RT.	102
14+54 TO 28+47 RT.	348
34+11.5 TO 35+31 RT.	30
67+80 TO 68+60 RT.	20
69+71 TO 70+26 LT.	14
71+23 TO 71+78 LT.	14
71+27 TO 71+99 RT.	18
74+04 TO 74+77 RT.	18
94+50.5 - 20' RT. TO 20' LT.	15
5+82 - 20' RT. TO 20' LT.	26
<b>TOTAL</b>	<b>829 BARS</b>

### TABLE OF INSTALL 6" CONCRETE MAILBOX TURNOUT

LOCATION	QUANTITY (SF)
21+87 TO 22+10 LT.	65 SF
26+90.5 TO 27+14 LT.	70 SF
36+05 TO 36+28 LT.	65 SF
56+99 TO 57+31 RT.	94 SF
64+56 TO 64+98 RT.	123 SF
<b>TOTAL</b>	<b>417 (SF)</b>

### TABLE OF REMOVE & REPLACE MAILBOX

LOCATION	QUANTITY (EA)
27+05 - LT.	1
36+14 - LT.	1
57+18 - RT.	1
64+85 - RT.	1
<b>TOTAL</b>	<b>4 (EA)</b>

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2017-042	4	85
Notes (1)		1/19/2018

## NOTES

### SPECIFICATIONS TO BE USED

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

### UTILITIES

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

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

### SEQUENCE OF OPERATIONS

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

The Contractor will need to get an approved Phasing & Traffic Control Plan that coordinates the traffic from all properties.

All trenches are to be backfilled, compacted and covered with service gravel on the same day the pipe is laid. Aggregate Base Course will be used in lieu of Service Gravel as directed by the engineer to temporarily re-open portions of streets after the pavement is removed.

### REMOVAL OF EXISTING CONCRETE PAVEMENT

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

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

### REMOVAL OF EXISTING ASPHALT PAVEMENT

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

### 6" CONCRETE SIDEWALK

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

### GENERAL MAINTENANCE OF TRAFFIC

1. Storage of vehicles and equipment shall be as near the right-of-way as possible. Contractor's employees should mobilize at a location off the right-of-way and arrive at the work sites in a minimum number of vehicles necessary to perform the work. Indiscriminate driving and parking of vehicles within the right-of-way will not be permitted. Any damage to the vegetation, surfacing, embankment, delineators and existing signs resulting from such indiscriminate use shall be repaired and/or restored by the Contractor, at no expense to the City, and to the satisfaction of the Engineer.

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

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

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

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

### WASTE DISPOSAL SITE

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

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

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

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

### UNCLASSIFIED EXCAVATION

Unclassified Excavation will be paid for on a lump sum basis. The bid item for "Unclassified Excavation" shall include removing the existing material to a depth of 14 inches below the new road surface shown on the typical sections. Estimated quantities in cubic yards are shown below. These estimates are based on the assumption of 6 inches of existing Asphalt Pavement being removed separately.

Estimate of 12700 cu yds. of removal on WCLR. Excess material is to be hauled to City property located at 33rd and Douglas Ave.

### GENERAL NOTES

The Contractor will be required to graze, remove and dispose of all buildings and foundations, structures, fences, advertising signs, and other obstructions of which any portion are on the right-of-way or Temporary Easements except Utilities and those for which other provisions have been made for removal, in accordance with Section 110 of the Standard Specifications.

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

### 8" & 6" NONREINFORCED CONCRETE PAVEMENT

The Coarse Aggregate shall be Crushed Ledge Rock.

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

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

Portland Cement Concrete Pavement shall have a minimum cement content of 600 pounds per cubic yard and Class C Fly Ash will be excluded.

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

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

There will be no direct payment for trimming of the Base Course for PCC pavement. The trimming will be considered incidental to the related items required for PCC pavement. Trimming shall be performed as required by Section 380.3c of the Standard Specifications.

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

### PEDESTRIAN TRAFFIC

The Contractor will be required to maintain pedestrian access during construction. Pedestrian access shall be ADA accessible and shall conform to the Manual on Uniform Traffic Control Devices 2009 edition. Access can either be maintained on concrete sidewalk or on a temporary boardwalk. This work may include but is not limited to sawing existing sidewalk to leave half in place, staging sidewalk removal and construction to maintain access, installing safety fence around work areas, and construction and removal of temporary boardwalk. The Contractor shall determine the actual location of temporary access during construction and shall be approved by the Engineer. Payment for all work and associated materials shall be incidental to the contract lump sum price for "Traffic Control Miscellaneous".

### ACCEPTANCE TESTING

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

### CONCRETE JOINT SEALER

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

# NOTES

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2017-042	5	65
Notes (2)		1/23/2018

## SURFACING THICKNESS DIMENSIONS

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

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

## CURING OF CONCRETE

Portland Cement Concrete Pavement, Concrete Curb & Gutter, Sidewalks, Valley Gutters, and Fillets shall be cured. All concrete shall be cured in accordance with section 380.3 P2 of the 2004 SDDOT Standard Specifications for Roads and Bridges except as modified in this note. All concrete shall be cured with a White Pigmented Linseed Oil Base Emulsion Compound when cured using the Impervious Membrane Method. Curing compound material shall be in accordance with section 821.1.D.

## GEOTEXTILE FABRIC FOR SUBGRADE STABILIZATION

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

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

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

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

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

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

## AGGREGATE BASE COURSE

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

## OCCUPYING STATE ROW

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

## INCIDENTAL WORK

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

Salvage materials will be picked up by the City.

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

## EROSION CONTROL - VEHICLE TRACKING CONTROL (734.02)

### 1. CONSTRUCTION

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

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

### 2. MATERIALS

Aggregate base course shall be used for the temporary vehicular tracking control surface. If necessary 1 1/2" to 3" rock shall be used for stabilization underneath of the service gravel.

### 3. LABOR AND EQUIPMENT

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

### 4. PAYMENT

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

5. Vehicle Tracking Control (Typical) – See Detail 734.02  
Location to be determined by Engineer

## EROSION CONTROL - SEDIMENT CONTROL WATTLE (734.29)

Wattles are included in the Quantities for use at the discretion of the Engineer.

## EROSION CONTROL – SILT FENCE (734.04)

Silt Fence is included in the Quantities for use at the discretion of the Engineer.

### Note:

All erosion control items shall be maintained daily and be kept in full functional condition to minimize and control soil runoff that could occur during the project construction. Erosion control items shall be kept in place until project completion.

## TEMPORARY MAILBOX RELOCATION

Mailboxes to be relocated during construction phasing as per United States Postal Service. Approximately 16 mailboxes will need to be relocated during the construction.

Existing mailbox remove and replace shall be incidental to the bid item temporary mailbox relocation. Approximately 4 mailboxes will need to be removed and replaced.

# NOTES

<b>PROJECT</b>	<b>SHEET NO.</b>	<b>TOTAL SHEETS</b>
2017-042	6	83
<b>Notes (3)</b>		1/23/2018

### DEWATERING AND EROSION CONTROL

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

### SITE MAINTENANCE

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

### MANHOLE ADJUSTMENT

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

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

### MANHOLE EXTERNAL FRAME SEAL

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

### SEEDING

All grass areas disturbed by construction are to be hydromulched. Lump sum price will be for all areas disturbed by Contractor. Price shall also include the cost for fertilizer and fiber mulch, refer to SD-DOT Standard Specs 2004 Edition section 730 and 731. The following will be provided, by the Contractor, for use on the project unless an alternate is approved by the Engineer.

The estimated amount of area to be seeded:      122000 ft sq

### SEED MIXTURE

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

### FERTILIZER AND MULCHING

Fertilizer shall be a guaranteed analysis of 12-24-6. Rate applied shall be 3.2 lbs. per 1000 S. F. All areas shall be wood fiber mulched at a rate of 50 lbs./1000 S. F. with tackifier at a rate of 1.5lbs./1000 S. F. Method of payment will be incidental to the seeding lump sum bid price. Refer to SD-DOT Specs. 2004 Edition-section731 and 732 for additional requirement for fertilizer and fiber mulch.

### SALVAGING, STOCKPILING, AND PLACING TOPSOIL

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

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

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

Topsoil shall be salvaged along the entire project and placed next to the new paving.

### STEEL BAR INSTALLATION

The Contractor shall install Steel No. 5x24" epoxy coated deformed tie bars and 1-1/4"x18" Round epoxy coated dowels into drilled holes in the existing concrete pavement. An epoxy resin adhesive must be used to anchor steel bars in the drilled holes.

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

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

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

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

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

### **SEE SHEET 3 FOR LOCATION OF BARS TO BE INSERTED**

### ALIGNMENT CONTROL DATA

**9<sup>TH</sup> STREET TO GOLF VIEW LANE ALIGNMENT**  
 0+00 - Northing 12098.2402, Easting 50223.2796  
 0+00 TO 4+64.22 - N01°52'19"W - 464.222  
 4+64.22 TO 9+42.81 - N01°51'15"W - 478.589'  
 9+42.81 TO 14+19.92 - N01°47'37"W - 477.11'  
 14+19.92 TO 21+16.35 - N01°52.02"W - 696.430'  
 21+16.35 TO 25+58.43 - N01°49'14"W - 442.079'  
 25+58.43 TO 28+93.92 - N01°45.09' - 335.493'  
 28+93.92 TO 34+71.54 - N01°57.07"W - 577.615'  
 34+71.54 TO 35+32.02 - N01°16.49"W - 60.487'  
 35+32.02 TO 38+37.84 - N03°08.36"W - 305.814'  
 38+37.84 TO 46+89.73 - N02°22.37"W - 851.894'  
 46+89.73 TO 47+43.43 - N01°55.01"W - 53.701'  
 47+43.43 TO 54+15.50 - N02°23.05"W - 672.063'  
 54+15.50 TO 61+19.61 - N02°22.23"W - 704.116'  
 61+19.61 TO 69+67.50 - N01°35.02"W - 877.892'  
 69+67.50 TO 74+45.08 - N01°29.59"W - 447.573'  
 74+45.08 TO 80+86.81 - N01°31.27"W - 641.733'  
 80+86.81 TO 87+60.42 - N01°31.48"W - 673.611'  
 87+60.42 TO 94+87.83 - N02°38.19"W - 727.406'  
 94+87.83 TO 95+87.83 - N02°52.26"W - 100.003'

**N-WCLR ALIGNMENT**  
 0+00 - Northing 22889.4935, Easting 49835.1760  
 0+00 TO 6+06.08 - N02°45'05"W - 606.084'

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2017-042	7	83
Notes (4)		1/19/2018

## NOTES

### WATER MAIN GENERAL

The contractor shall provide new water main with a minimum of 6' of cover. The water main will be AWWMA C-900. Adjust the depth of the new main to match existing main where connections to existing mains are shown on plans. Where the new main is to be connected to existing mains, the connection, sawing, pumping of water, labor and other items necessary to complete the tie are considered to be part of the bid item "cut and tie to existing main". Existing copper services will be connected to the new water main. Services will be replaced if line is galvanized, lead or smaller than 3/4 inch copper. Replace these service lines to ROW line behind new c&g or as directed by engineer with 1 inch copper and install a new curb stop and box. Services may be "hole hogged" with an underground piercing tool at no additional expense to the City of Yankton.

Contractor shall backfill all open trenches to the end of the pipe every night and appropriately protect the open hole with fencing. The Contractor shall have \$200 per day deducted from the contract for each day that this is not done.

### GENERAL ITEMS

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

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

### PVC WATER MAIN ENCASEMENT PIPE

PVC Water Main Encasement Pipe shall be installed at the locations shown on the plans and at locations determined by the Engineer on the project.

PVC Water Main Encasement Pipe shall be of water main quality, including joints, and be either ASTM D2241, Class 160 or Class 125 or AWWMA C900 DR 25 or DR 18.

All costs for installation of the new water main in the encasement pipe, attachment of skids to the new water main, and casing seals at the ends of the encasement pipe shall be incidental to the contract price per foot for PVC Water Main Encasement Pipe.

### WATERING

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

### DEWATERING AND EROSION CONTROL

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

### STRUCTURE REMOVAL

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

### EROSION CONTROL

The Contractor will provide erosion control for the street project. The contractor will provide any necessary erosion control for the watermain installation as an incidental project cost.

### DISINFECTION, TESTING, AND OPERATION OF NEW MAIN

New water main shall be disinfected, have two passing bacteriological tests, at least 24 hours apart, and be pressure tested before the water main is put into service. The city will take the test sample and the contractor shall furnish a service line or other suitable location on the new pipe at which a sample can be collected. The contractor shall furnish the equipment necessary for the pressure test and shall conduct the test in the presence of someone from the City Engineering Department staff. New mains shall be installed and disinfected before any of the service lines are reconnected from the old main to the new main. New mains will not be put into operation without city approval.

### POLYETHYLENE ENCASEMENT

All valves, fittings, and other ductile iron appurtenances and pipe are to be wrapped with 8 mil. thick polyethylene in accordance with AWWMA C-105. This work is incidental to other pay items.

### SLEEVES AND RETAINER GLANDS

The contractor shall furnish and install all clamps, ready rods, blocking and cradling necessary for the project as an incidental project cost.

Retainer glands are to be installed in addition to blocking at all fittings (megalong series 2000pv). Retainer glands and sleeves will be paid for per each at the bid unit price.

### VALVE BOX CENTERING ADAPTER

All valve boxes shall be equipped with a rubber boot/sleeve that covers and firmly holds the bottom of the valve box over the valve nut. (valve box adapter ii)

### TRACER WIRE SYSTEM

The tracer wire system shall be installed with ductile iron water mains and with pvc water mains to the satisfaction of the engineer.

Tracer wire shall be no. 12 solid single strand Type TW or THIn, or approved equal.

The conductor shall be solid or stranded copper per ASTM B-1, B-3, or B-8. The ground rod shall be a 3/8-inch diameter, 60-inch long steel rod uniformly coated with metallically bonded electrolytic copper. Blackburn catalog no. 3755, or equal. The ground rod at the fire hydrant shall be of the same material except that the ground rod shall be 30 inches long.

Ground rod clamps shall be high strength, corrosion resistant copper alloy. Blackburn catalog no. G3, or equal.

Splice kits shall be Scotchlok DBY-Y connectors or equal.

The cost of the tracer wire system is considered to be a part of the cost of the water main installation.

### CUT AND TIE TO EXISTING WATER MAIN

Where "Cut and Tie to Existing Water Main" is required, Contractor shall make the required connection at a time to be designated by the City. This time may be during nighttime hours. The exact time will vary from location to location to accommodate the needs of water users who will experience an outage.

All costs associated with work during this time period shall be incidental to the contract price per each for "Cut and Tie to Existing Water Main".

### TRACER WIRE INSTALLATION

Tracer wire shall be installed with pvc and ductile iron water mains. The wire shall be installed along the lower quadrant of the pipe, but the pipe shall not be laid directly on the wire. Ground rods shall be installed adjacent to connections to existing piping and in the locations specified on the plans. The tracer wire shall be brought to each fire hydrant and connected to a 30" ground rod that extends up to the bolted flange just above the ground surface or a minimum distance of 3" above the ground surface. The ground rod shall be taped to the fire hydrant barrel in at least four locations below the ground surface. The tracer wire shall be spliced only if approved by the engineer and all underground splices shall be inspected by the engineer prior to backfilling. The tracer wire system is considered to be a part of the price bid for water mains.

The contractor shall be responsible for testing the tracer wire system for conductivity. Testing for conductivity shall be completed prior to finish surfacing activities. If the tracer wire does not function as intended, the contractor shall repair the system to the satisfaction of the engineer and the City will charge \$50 per hour to retest the system with a minimum charge of \$50.

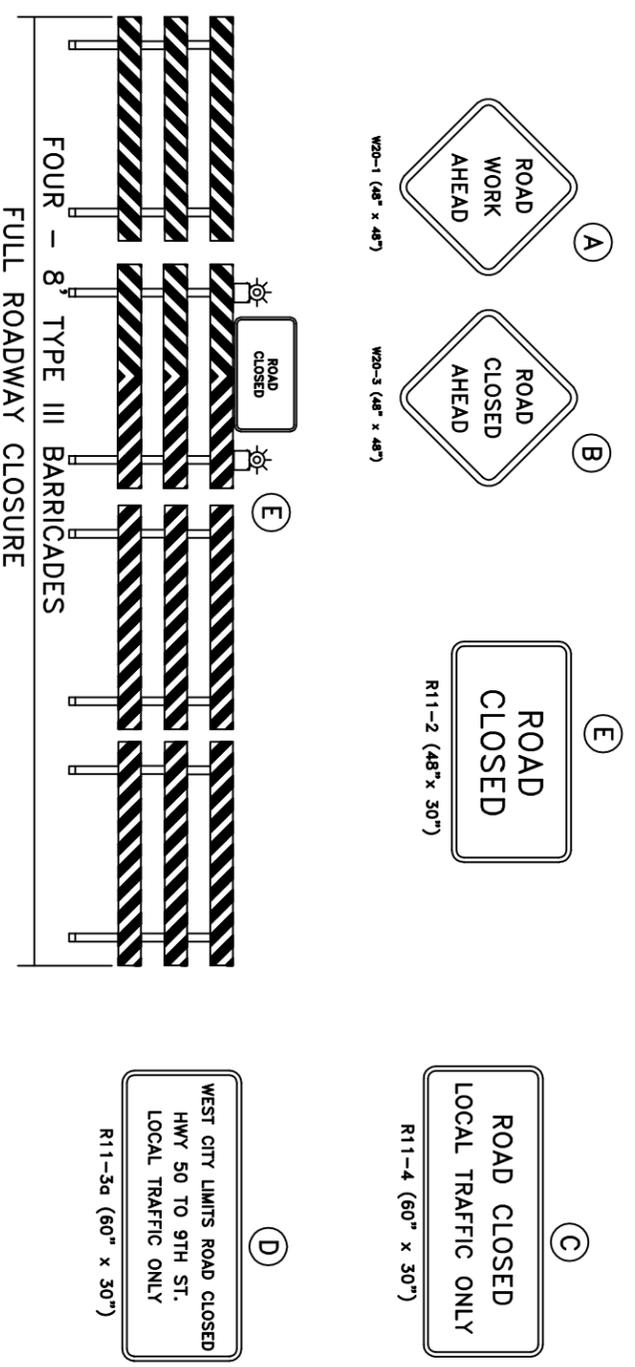
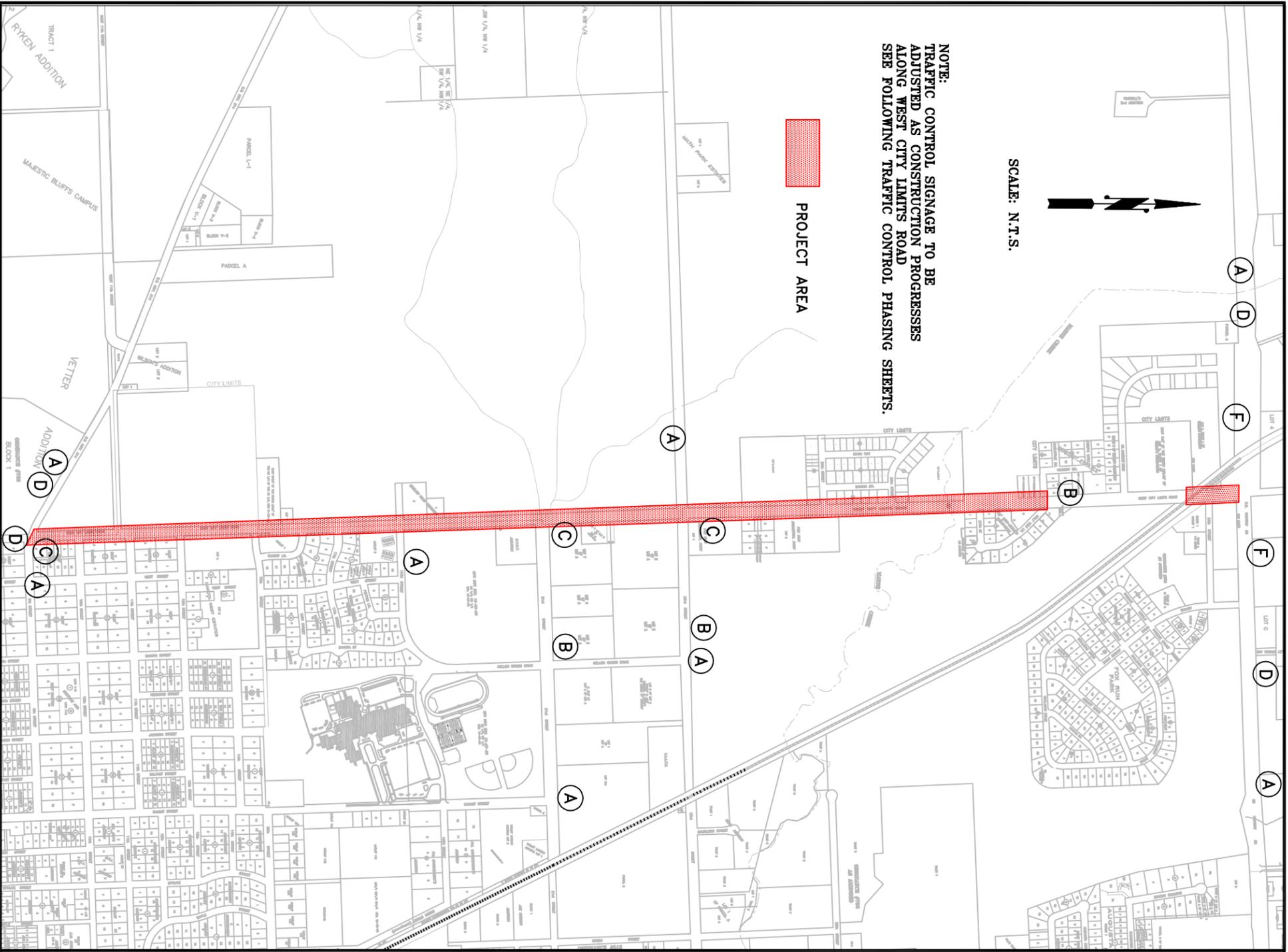
# TRAFFIC CONTROL

## LAYOUT FOR REMOVALS & PAVING OPERATIONS



**NOTE:**  
 TRAFFIC CONTROL SIGNAGE TO BE ADJUSTED AS CONSTRUCTION PROGRESSES ALONG WEST CITY LIMITS ROAD SEE FOLLOWING TRAFFIC CONTROL PHASING SHEETS.

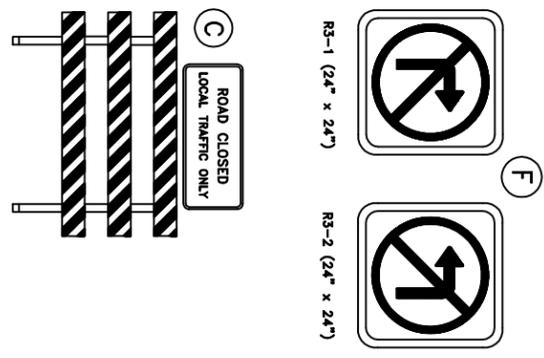
**PROJECT AREA**



Advanced Warning Sign Minimum Spacing  
 Table 6C-1 in part of the MUTCD, 2009 Edition

Road Type	Distance Between Signs** (feet)		
	A	B	C
Urban (low speed*)	100	100	100
Urban (high speed*)	350	350	350
Rural	500	500	500
Expressway/Freeway	1000	1500	2640

\* Speed category to be determined by the highway agency.  
 A - distance between traffic control zone and first sign.  
 B&C - distance between signage.



ITEMIZED LIST FOR TRAFFIC CONTROL BID ITEM					
SIGN NUMBER	SIGN SIZE	DESCRIPTION	AMOUNT REQUIRED	UNITS PER AMOUNT	SUB TOTAL
R11-2	48" x 30"	ROAD CLOSED	4	27	108
R11-3a	60" x 30"	WCLR CLOSED HWY 50 TO 9TH STREET LOCAL TRAFFIC ONLY	4	30	120
R11-4	60" x 30"	ROAD CLOSED LOCAL TRAFFIC ONLY	4	30	120
W20-1	48" x 48"	ROAD WORK AHEAD	8	34	272
W20-3	48" x 48"	ROAD CLOSED AHEAD	2	34	68
R3-1	24" x 24"	NO RIGHT TURN (SYMBOL)	2	15	30
R3-2	24" x 24"	NO LEFT TURN (SYMBOL)	2	15	30
---	---	TYPE III BARRICADES	136 L.F.	5 UNITS/L.F.	680
				TOTAL	1428

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

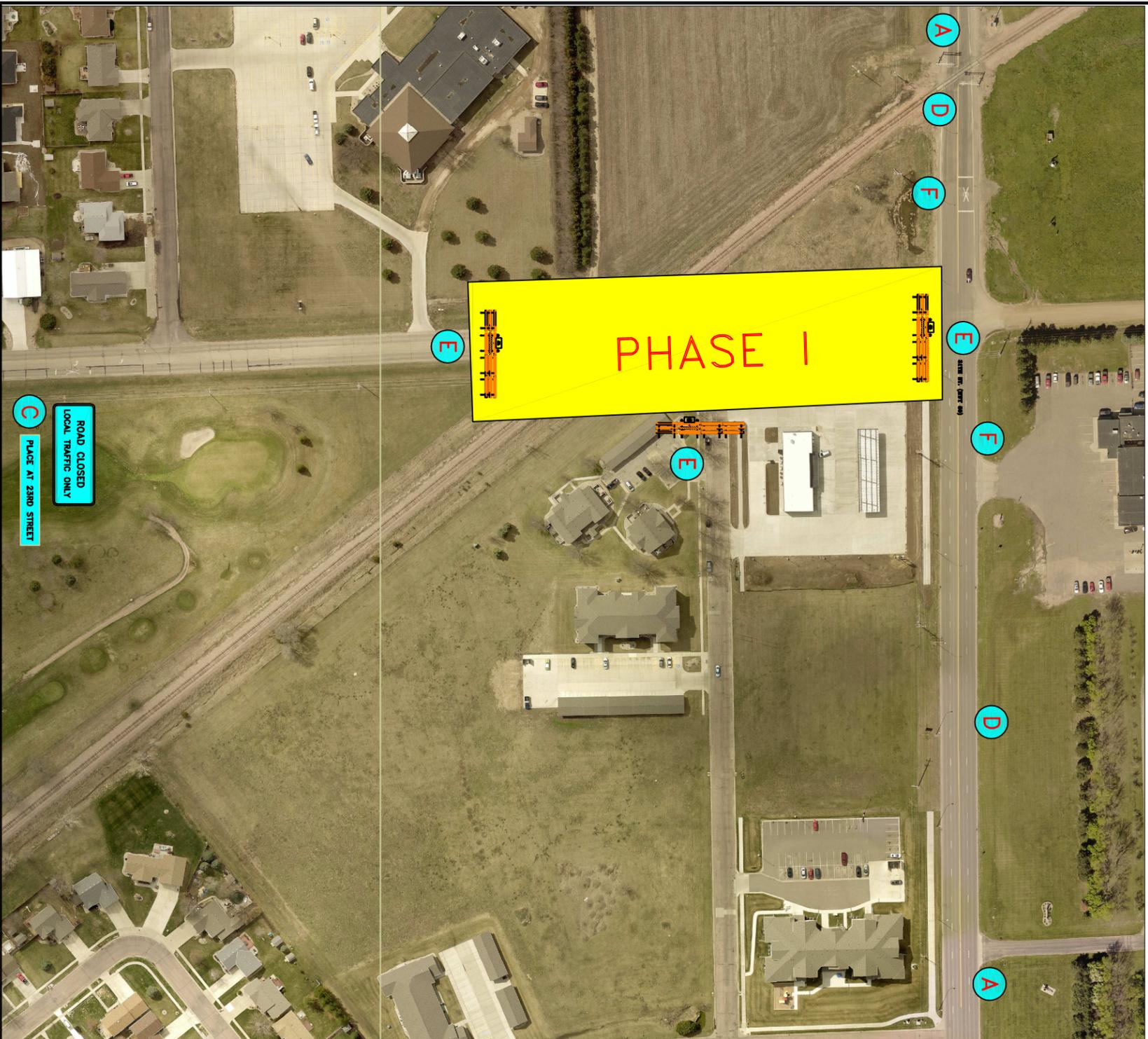
**PEDESTRIAN TRAFFIC CONTROL**  
 TRAFFIC CONTROL DEVICES FOR SIDEWALK CLOSURES AND PEDESTRIAN DETOURS SHALL BE PAID FOR UNDER TRAFFIC CONTROL MISC. (SDDOT STANDARD PLATE #634.33 MAY BE USED AS A GUIDE FOR THESE SITUATIONS)

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

TRAFFIC CONTROL PHASING  
 PHASE I  
 (31ST STREET TO 30TH STREET)

 PHASING AREA

SCALE: N.T.S.



TRAFFIC CONTROL PHASING  
 PHASE II  
 (GOLF VIEW LANE TO 26TH STREET)  
 (STA. 94+50.5 TO STA. 80+68.5)

 PHASING AREA



PROJECT	2017-042	SHEET NO.	9	TOTAL SHEETS	83
TRAFFIC CONTROL PHASING			1/19/2018		

TRAFFIC CONTROL PHASING

PHASE III  
 (26TH STREET TO SOUTH BUS BARN ENTRANCE)  
 (STA. 80+68.5 TO STA. 71+40)

PHASE IV  
 (SOUTH BUS BARN ENTRANCE TO 2400 WCLR)  
 (STA. 71+40 TO STA. 68+20)

SCALE: N.T.S.



PHASING AREA

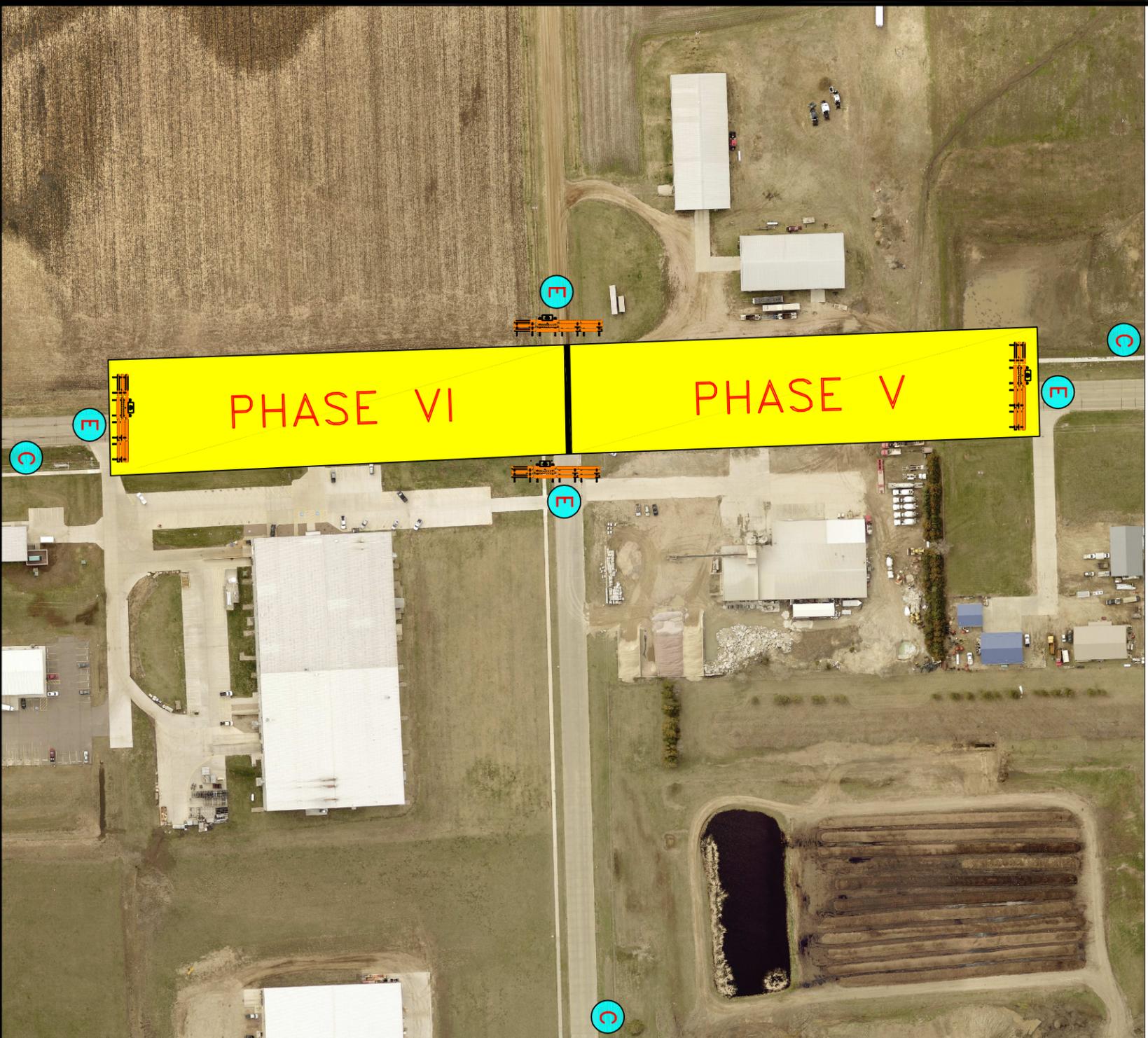


TRAFFIC CONTROL PHASING

PHASE V  
 (2400 WCLR TO 23RD STREET)  
 (STA. 68+20 TO STA. 61+18)

PHASE VI  
 (23RD STREET TO SOUTH L&M ENTRANCE)  
 (STA. 61+18 TO STA. 54+43)

PHASING AREA



PROJECT	2017-042	SHEET NO.	10	TOTAL SHEETS	83
TRAFFIC CONTROL PHASING			1/19/2018		

TRAFFIC CONTROL PHASING

PHASE VII

(SOUTH L&M ENTRANCE TO 21TH STREET)  
(STA. 54+43 TO STA. 47+85)

PHASE VIII

(21TH STREET TO SCHREMP ENTRANCE)  
(STA. 47+85 TO STA. 37+73)

SCALE: N.T.S.



PHASING AREA



TRAFFIC CONTROL PHASING

PHASE IX

(SCHREMP ENTRANCE TO 19TH STREET)  
(STA. 37+73 TO STA. 34+78)

PHASE X

(19TH STREET TO TAGGART ENTRANCE)  
(STA. 34+78 TO STA. 27+29)

SCALE: N.T.S.



PHASING AREA



PROJECT		SHEET	TOTAL
2017-042		NO.	SHEETS
TRAFFIC CONTROL PHASING		11	83
		1/19/2018	

TRAFFIC CONTROL PHASING  
 PHASE VIII  
 (TAGGART ENTRANCE TO SELF STORAGE ENTRANCE)  
 (STA. 27+29 TO STA. 21+49)  
 PHASE IX  
 (SELF STORAGE ENTRANCE TO 11TH STREET)  
 (STA. 21+49 TO STA. 9+42)

SCALE: N.T.S.



PHASING AREA



TRAFFIC CONTROL PHASING  
 PHASE X  
 (11TH STREET TO 9TH STREET)  
 (STA. 9+42 TO STA. 0+45)

PHASING AREA



PROJECT	2017-042	SHEET NO.	12	TOTAL SHEETS	83
TRAFFIC CONTROL PHASING			1/19/2018		

# SWPPP

PROJECT NO.	SHEET NO.	TOTAL SHEETS
2017-042	13	83
SWPPP-1		1/19/2018

## STORM WATER POLLUTION PREVENTION PLAN

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

### ❖ SITE DESCRIPTION (4.2.1)

- Project Limits: See Title Sheet (4.2.1.b)
- Project Description: See Title Sheet (4.2.1.a.)
- Site Map(s): See Title Sheet and Plans (4.2.1.f. (1)-(6))
- Major Soil Disturbing Activities (check all that apply)
  - Clearing and grubbing
  - Excavation/borrow
  - Grading and shaping
  - Filling
  - Cutting and filling
  - Other (describe):
- Total Project Area 23 acres (4.2.1.b.)
- Total Area To Be Disturbed 15 acres (4.2.1.b.)
- Existing Vegetative Cover (%) 15%
- Soil Properties: AASHTO Soil Classification (4.2.1.d.)
- Name of Receiving Water Body/Bodies Missouri River (4.2.1.e.)

### ❖ ORDER OF CONSTRUCTION ACTIVITIES (4.2.1.c.)

- (Stabilization measures shall be initiated as soon as possible, but in no case later than 14 days after the construction activity in that portion of the site has temporarily or permanently ceased. Initiation of final or temporary stabilization may exceed the 14-day limit if earth disturbing activities will be resumed within 21 days.)
- Special sequencing requirements (see sheet).
- Install stabilized construction entrance(s).
- Install perimeter protection where runoff sheets from the site.
- Install channel and ditch bottom protection.
- Clearing and grubbing.
- Remove and store topsoil.
- Stabilize disturbed areas.
- Install utilities, storm sewers, curb and gutter.
- Install inlet and culvert protection after completing storm drainage and other utility installations.
- Complete final grading.
- Complete final paving and sealing of concrete.
- Complete traffic control installation and protection devices.
- Reseed areas disturbed by removal activities.

### ❖ EROSION AND SEDIMENT CONTROLS (4.2.2.a. (1)(a)-(f))

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

### ➤ Structural Temporary Erosion and Sediment Controls

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

### ➤ Wetland Avoidance

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

### ➤ Storm Water Management (4.2.2.b., (1) and (2))

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

### ➤ Other Storm Water Controls (4.2.2.c., (1) and (2))

- **Waste Disposal**
  - All liquid waste materials will be collected and stored in sealed metal containers approved by the project engineer. All trash and construction debris from the site will be deposited in the approved containers. Containers will be serviced as necessary, and the trash will be hauled to an approved disposal site or licensed landfill. All onsite personnel will be instructed in the proper procedures for waste disposal, and notices stating proper practices will be posted in the field office. The general contractor's representative responsible for the conduct of work on the site will be responsible for seeing waste disposal procedures are followed.
- **Hazardous Waste**
  - All hazardous waste materials will be disposed of in a manner specified by local or state regulations or by the manufacturer. Site personnel will be instructed in these practices, and the individual designated as the contractor's on-site representative will be responsible for seeing that these practices are followed.
- **Sanitary Waste**
  - Portable sanitary facilities will be provided on all construction sites. Sanitary waste will be collected from the portable units in a timely manner by a licensed waste management contractor or as required by any local regulations.

### ❖ Maintenance and Inspection (4.2.3. and 4.2.4.)

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

### ➤ Maintenance and Inspection Practices(Continued)

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

### ❖ Non-Storm Water Discharges (3.0)

- The following non-storm water discharges are anticipated during the course of this project (check all that apply).
- Discharges from water line flushing.
- Pavement wash-water, where no spills or leaks of toxic or hazardous materials have occurred.
- Uncontaminated ground water associated with dewatering activities.

### ❖ Materials Inventory (4.2.2.c.(2))

- The following materials or substances are expected to be present on the site during the construction period. These materials will be handled as noted under the headings "EROSION AND SEDIMENT CONTROLS" and "SPILL PREVENTION" (check all that apply).
- Concrete and Portland Cement
- Detergents
- Paints
- Metals
- Bituminous Materials
- Petroleum Based Products
- Cleaning Solvents
- Wood
- Cure
- Texture
- Chemical Fertilizers
- Other

# SWPPP

PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	14	83
SWPPP - 2		1/19/2018

## ❖ (4.2.2.c.(2))

### ➤ Material Management Spill Prevention

#### ▪ Housekeeping

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

#### ▪ Hazardous Materials

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

## ➤ Product Specific Practices (6.8)

#### ▪ Petroleum Products

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

#### ▪ Fertilizers

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

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

#### ▪ Paints

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

#### ▪ Concrete Trucks

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

## ➤ Spill Control Practices (4.2.2.c.(2))

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

- For all hazardous materials stored on site, the manufacturer's recommended methods for spill clean up will be clearly posted. Site personnel will be made aware of the procedures and the locations of the information and cleanup supplies.

- Appropriate cleanup materials and equipment will be maintained by the contractor in the materials storage area on-site. As appropriate, equipment and materials may include items such as booms, dust pans, mops, rags, gloves, goggles, kitty litter, sand, sawdust, and plastic and metal trash containers specifically for clean up purposes.

- All spills will be cleaned immediately after discovery and the materials disposed of properly.

- The spill area will be kept well ventilated and personnel will wear appropriate protective clothing to prevent injury from contact with a hazardous substance.

- After a spill a report will be prepared describing the spill, what caused it, and the cleanup measures taken. The spill prevention plan will be adjusted to include measures to prevent this type of spill from reoccurring, as well as clean up instructions in the event of reoccurrences.

- The contractor's site superintendent, responsible for day-to-day operations, will be the spill prevention and cleanup coordinator. The contractor is responsible for ensuring that the site superintendent has had appropriate training for hazardous materials handling, spill management, and cleanup.

## ➤ Spill Response (4.2.2.c.(2))

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

- The contractor's site superintendent will be notified immediately when a spill or the threat of a spill is observed. The superintendent will assess the situation and determine the appropriate response.

- If spills represent an imminent threat of escaping erosion and sediment controls and entering receiving waters, personnel will be directed to respond immediately to contain the release and notify the superintendent after the situation has been stabilized.

## ➤ Spill Response (4.2.2.c.(2)) (Continued)

- Spill kits containing appropriate materials and equipment for spill response and cleanup will be maintained by the contractor at the site.
- If oil sheen is observed on surface water (e.g. settling ponds, detention ponds, swales), action will be taken immediately to remove the material causing the sheen. The contractor will use appropriate materials to contain and absorb the spill. The source of the oil sheen will also be identified and removed or repaired as necessary to prevent further releases.

- If a spill occurs the superintendent or the superintendent's designee will be responsible for completing the spill reporting form and for reporting the spill to SD DENR.

- Personnel with primary responsibility for spill response and clean up will receive training by the contractor's site superintendent or designee. The training must include identifying the location of the spill kits and other spill response equipment and the use of spill response materials.

- Spill response equipment will be inspected and maintained as necessary to replace any materials used in spill response activities.

## ❖ Spill Notification

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

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

## ❖ Construction Changes (4.4)

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

# SWPPP

PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	15	83
SWPPP-3		1/19/2018

## ❖ CERTIFICATIONS

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

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

### ➤ City of Yankton

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

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

### ➤ Prime Contractor

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

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

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

## ❖ CONTACT INFORMATION

### ➤ Contractor Information:

- Prime Contractor Name:
- Contractor Contact Name:

▪ Address:

▪ Address:

▪ City: State: Zip:

▪ Office Phone: Field: Cell: Fax:

### ➤ City Engineer

- Name: Brad Moser
- Business Address: 416 Walnut
- Job Office Location

▪ City: Yankton State: SD Zip: 57078

▪ Office Phone: 605-668-5255 Field: Cell: Fax:

### ➤ SD DENR Contact Spill Reporting

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

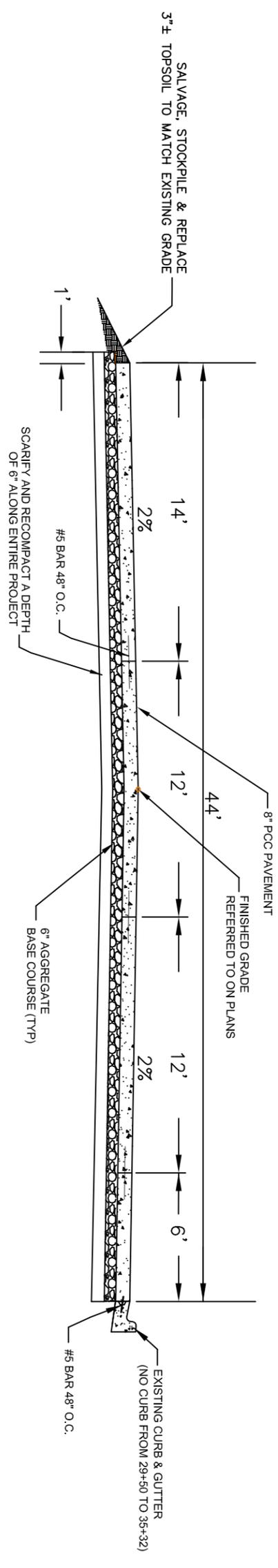
### ➤ SD DENR Contact for Hazardous Materials.

- (605) 773-3153

### ➤ National Response Center Hotline

- (800) 424-8802.

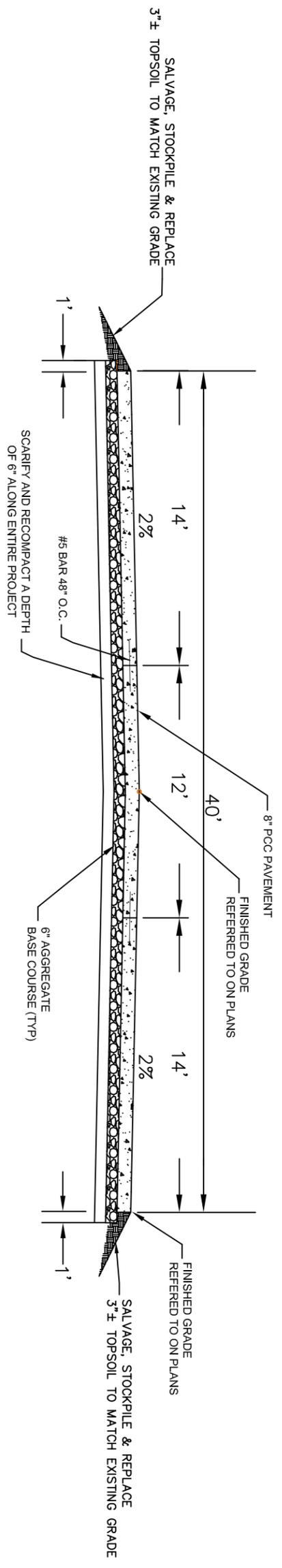
PROJECT	2017-042	SHEET NO.	16	TOTAL SHEETS	83
TYPICAL SECTIONS			1/19/2018		



**TYPICAL 44' ROAD SECTION**  
 WEST CITY LIMITS ROAD  
 STA. 1+25 TO 35+32

STA. 0+75 TO 1+25  
 TRANSITION CROSS SLOPE

**TRANSITION FROM 44' MAINLINE TO 40' MAINLINE**  
 STA. 35+32 TO STA. 36+00



**TYPICAL ROAD SECTION**  
 WEST CITY LIMITS ROAD  
 STA. 36+00 TO 94+50  
 STA. 2+25 TO 5+82 (30TH TO 31ST STREET)

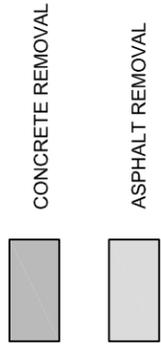
PROJECT	2017-042	SHEET NO.	17	TOTAL SHEETS	83
REMOVALS			1/19/2018		



SCALE: 1" = 40'

**STA. 0+96 TO 6+00**  
REMOVE 2471 SY OF  
EXISTING 6" ASPHALT PAVING

**NOTE:** QUANTITIES AND STATIONING FOR REMOVALS  
FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3

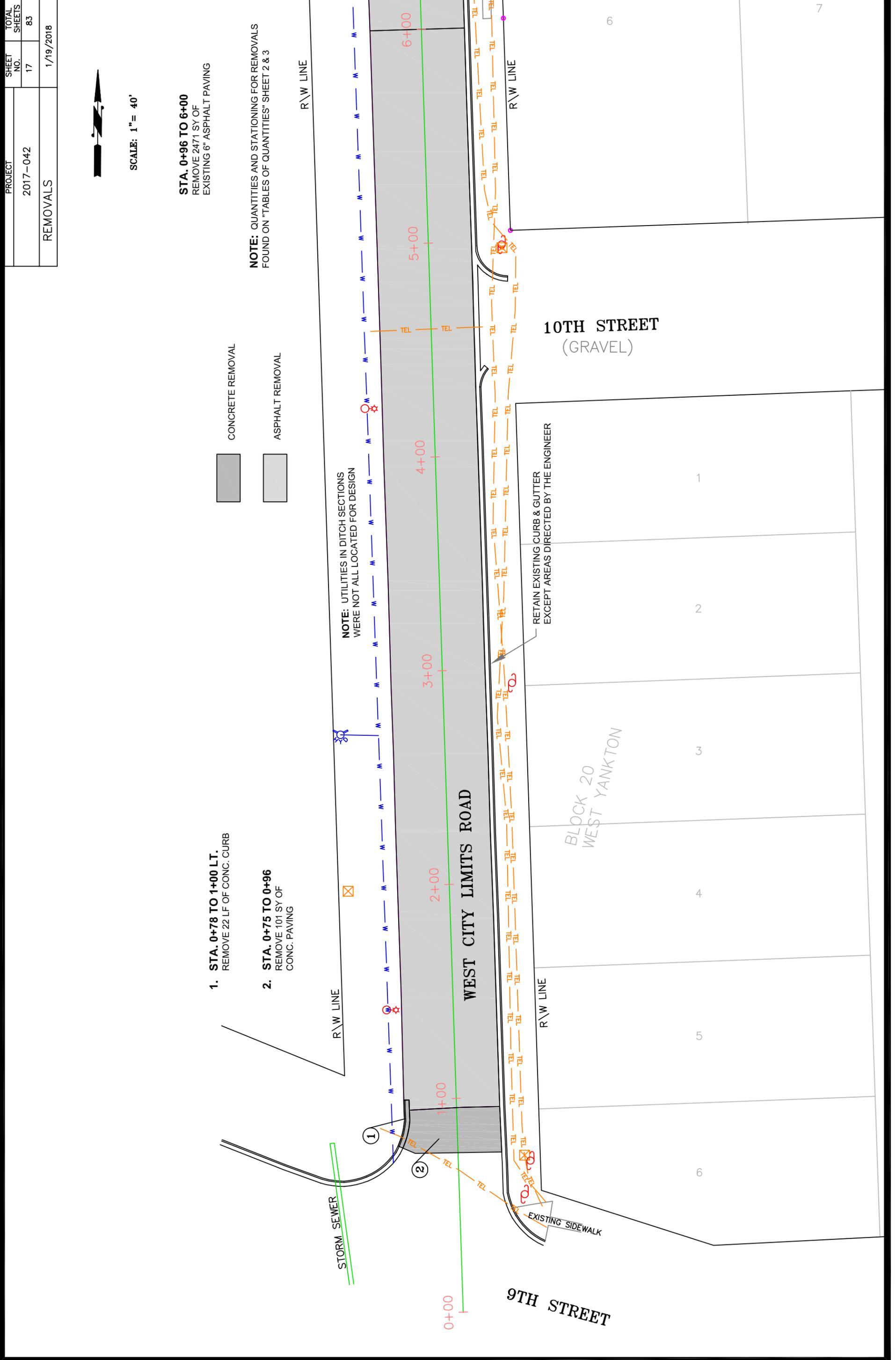


**1. STA. 0+78 TO 1+00 LT.**  
REMOVE 22 LF OF CONC. CURB

**2. STA. 0+75 TO 0+96**  
REMOVE 101 SY OF  
CONC. PAVING

**NOTE:** UTILITIES IN DITCH SECTIONS  
WERE NOT ALL LOCATED FOR DESIGN

RETAIN EXISTING CURB & GUTTER  
EXCEPT AREAS DIRECTED BY THE ENGINEER



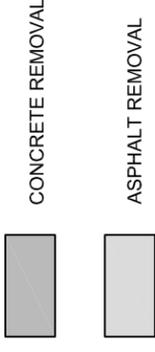
PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	18	83
REMOVALS	1/23/2018	



SCALE: 1" = 40'

**NOTE:** QUANTITIES AND STATIONING FOR REMOVALS  
FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3

- 3. **STA. 9+20 TO 9+26**  
**22.5' TO 38.5' RT.**  
REMOVE 14.4 SY OF CONC. FILLET
- 4. **STA. 9+26 TO 9+58**  
**20.0' TO 22.5' RT.**  
REMOVE 10 SY OF CONC. VALLEY
- 5. **STA. 9+26 TO 9+58**  
**22.5' TO 38.5' RT.**  
REMOVE 54.9 SY OF ASPHALT PAVING
- 6. **STA. 9+58 TO 9+77**  
**22.5' TO 38.5' RT.**  
REMOVE 15.2 SY OF CONC. FILLET  
AND 9.6 SY OF CONC. SIDEWALK

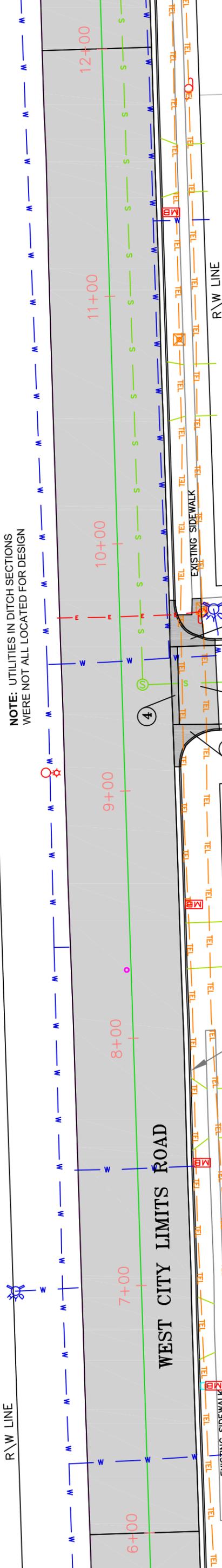


**STA. 6+00 TO 12+00**  
REMOVE 2952 SY OF  
EXISTING 6" ASPHALT PAVING

R\W LINE

R\W LINE

**NOTE:** UTILITIES IN DITCH SECTIONS  
WERE NOT ALL LOCATED FOR DESIGN



RETAIN EXISTING CURB & GUTTER  
EXCEPT AREAS DIRECTED BY THE ENGINEER

11TH STREET

BLOCK 12  
WEST YANKTON

BLOCK 13  
WEST YANKTON

6

3

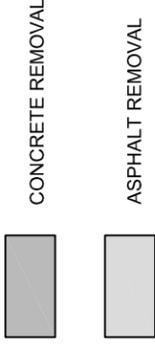
6

PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	19	83
REMOVALS	1/19/2018	

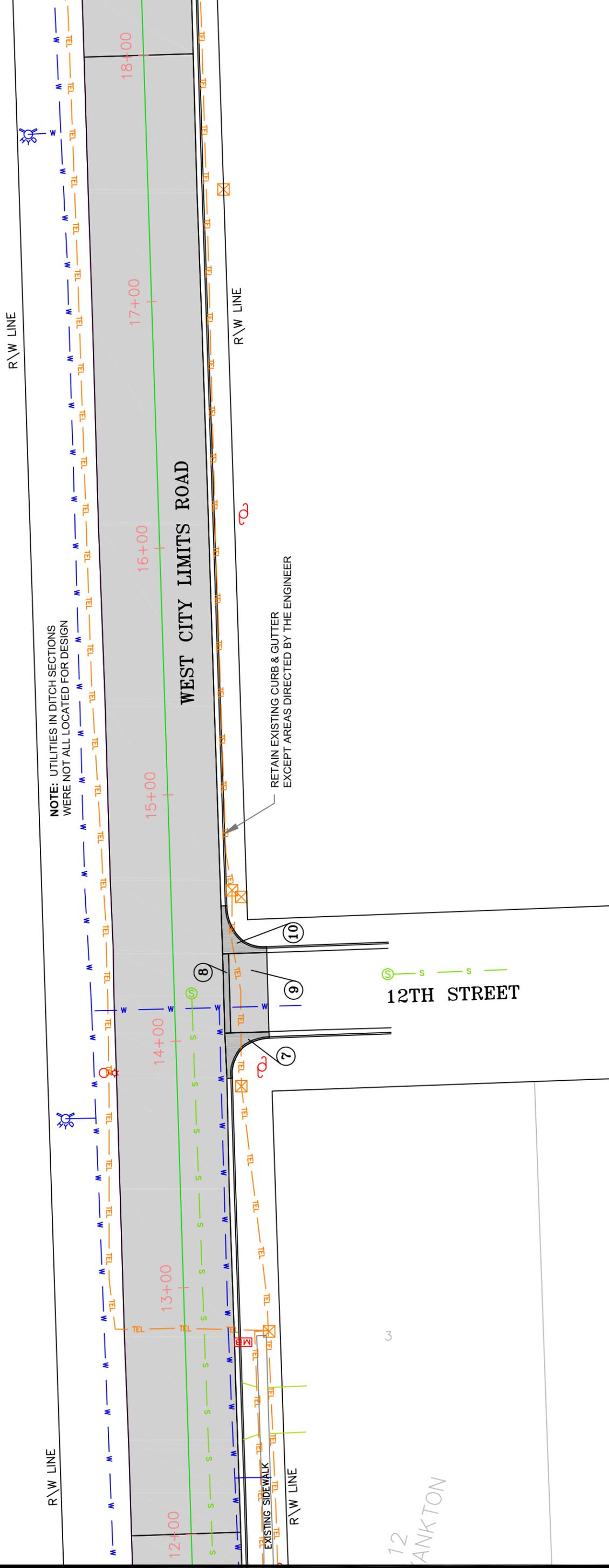


SCALE: 1" = 40'

NOTE: QUANTITIES AND STATIONING FOR REMOVALS  
FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3



- 7. STA. 13+84 TO 14+03  
20.0' TO 38.0' RT.  
REMOVE 14.1 SY OF CONC. FILLET
- 8. STA. 14+03 TO 14+35  
20.0' TO 22.5' RT.  
REMOVE 8.6 SY OF CONC. VALLEY
- 9. STA. 14+03 TO 14+35  
22.5' TO 38.0' RT.  
REMOVE 55.3 SY OF ASPHALT PAVING
- 10. STA. 14+35 TO 14+54  
20.0' TO 38.0' RT.  
REMOVE 14.7 SY OF CONC. FILLET



12  
ANKTON

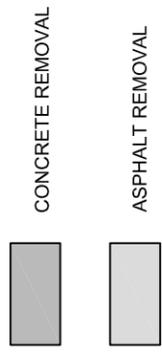
PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	20	83
REMOVALS	1/19/2018	

East 672.9' of the South 210.0' of the NE $\frac{1}{4}$ , of the SE $\frac{1}{4}$ , Sec. 11-93-56

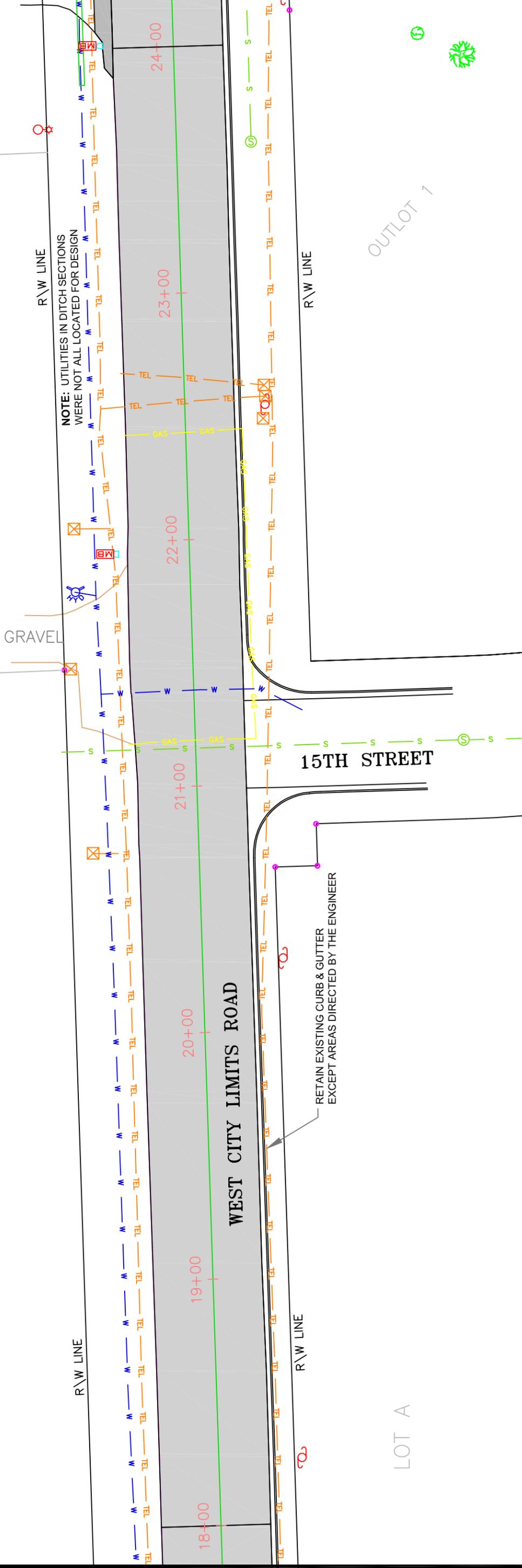


SCALE: 1" = 40'

**NOTE:** QUANTITIES AND STATIONING FOR REMOVALS FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3



**STA. 18+00 TO 24+00**  
REMOVE 2961SY OF EXISTING 6" ASPHALT PAVING



**NOTE:** UTILITIES IN DITCH SECTIONS WERE NOT ALL LOCATED FOR DESIGN

RETAIN EXISTING CURB & GUTTER EXCEPT AREAS DIRECTED BY THE ENGINEER

OUTLOT 1

LOT A

WEST CITY LIMITS ROAD

15TH STREET

R\W LINE

R\W LINE

R\W LINE

R\W LINE

PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	21	83
REMOVALS	1/23/2018	

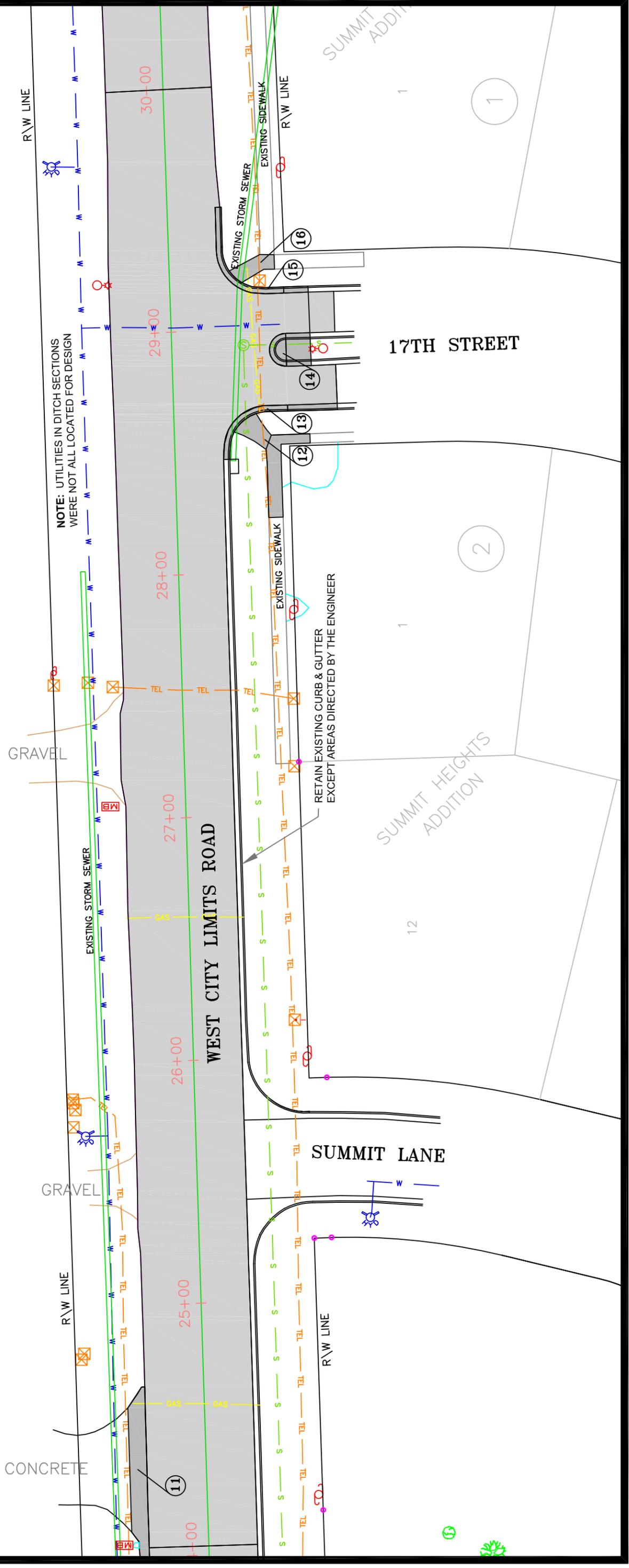
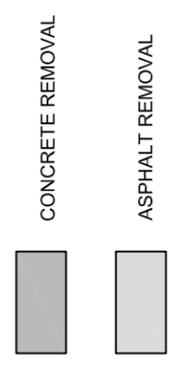
- 11. STA. 23+88 TO 24+66  
24' TO 31.5' RT.  
REMOVE 52.0 SY OF CONC. DRIVEWAY
- 12. STA. 28+60 - 32' RT.  
REMOVE 39.4 SY OF CONC. SIDEWALK
- 13. STA. 28+47 TO 28+69  
20.0' TO 57.0' RT.  
REMOVE 59 LF OF CURB & GUTTER
- 14. STA. 28+84 TO 28+98  
40.0' TO 47.0' RT.  
REMOVE 38 LF OF CURB & GUTTER  
AND 13 SY OF 4" CONC. MEDIAN
- 15. STA. 29+15 TO 29+51  
20.0' TO 57.0' RT.  
REMOVE 63 LF OF CURB & GUTTER
- 16. STA. 29+25 - 32' RT.  
REMOVE 9.0 SY OF CONC. SIDEWALK

**STA. 24+00 TO 30+00**  
REMOVE ASPHALT PAVING  
2974 SY (MAINLINE)  
220 SY (15TH STREET)

**NOTE:** QUANTITIES AND STATIONING FOR REMOVALS  
FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3



SCALE: 1" = 40'



PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	21	83
REMOVALS	1/23/2018	

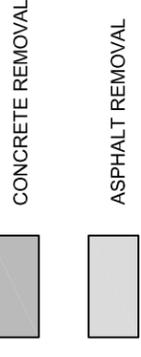
PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	22	83
REMOVALS	1/19/2018	



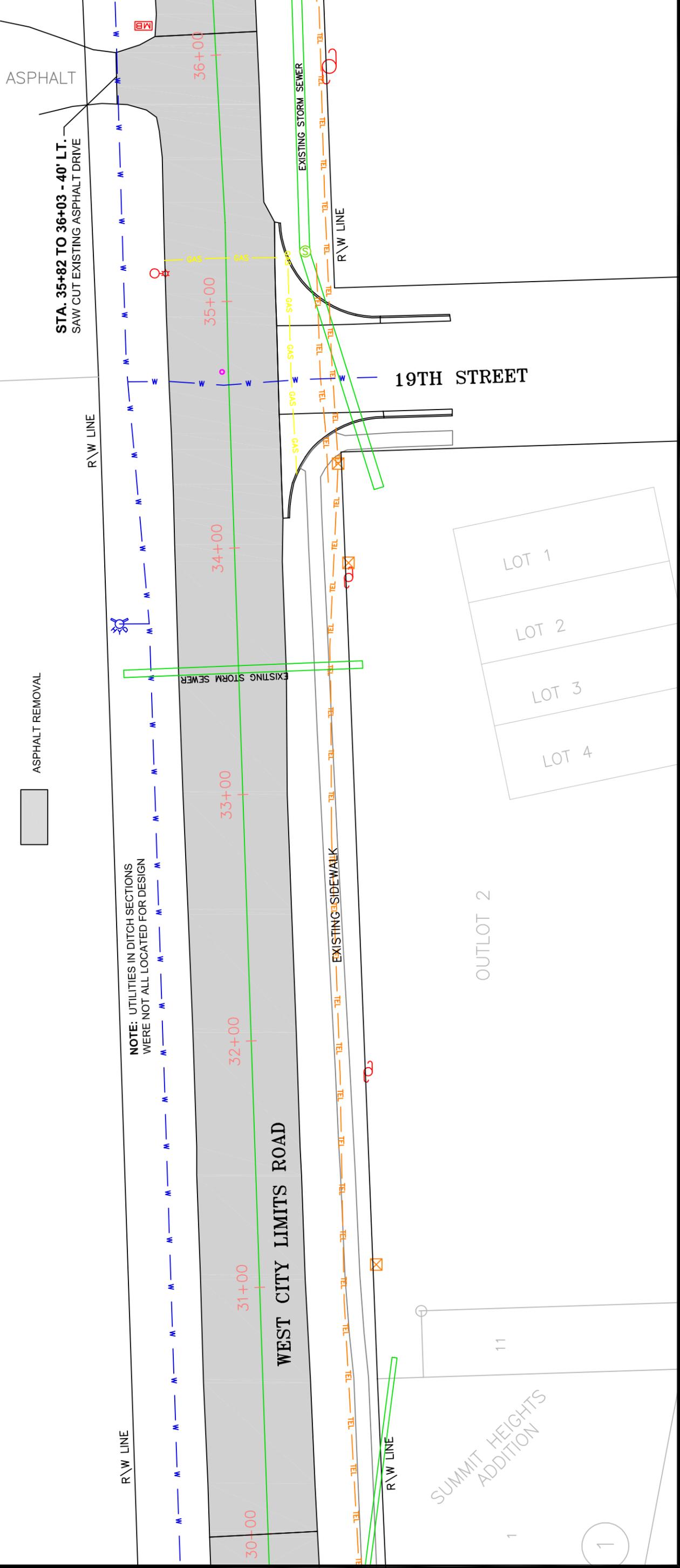
SCALE: 1" = 40'

**STA. 30+00 TO 36+08**  
 REMOVE 2937 SY OF  
 EXISTING 6" ASPHALT PAVING

**NOTE:** QUANTITIES AND STATIONING FOR REMOVALS  
 FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3



**NOTE:** UTILITIES IN DITCH SECTIONS  
 WERE NOT ALL LOCATED FOR DESIGN



**STA. 35+82 TO 36+03 - 40' LT.**  
 SAW CUT EXISTING ASPHALT DRIVE

**WEST CITY LIMITS ROAD**

**19TH STREET**

SUMMIT HEIGHTS  
 ADDITION

OUTLOT 2

LOT 1

LOT 2

LOT 3

LOT 4

ASPHALT

EXISTING STORM SEWER

R\W LINE

R\W LINE

R\W LINE

R\W LINE

11

1

1

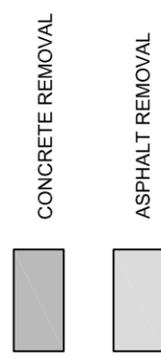
PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	23	83
REMOVALS	1/19/2018	



SCALE: 1" = 40'

17. STA. 37+40 TO 38+16  
23' TO 27.5' LT.  
REMOVE 39.0 SY OF CONC. DRIVEWAY

NOTE: QUANTITIES AND STATIONING FOR REMOVALS  
FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3

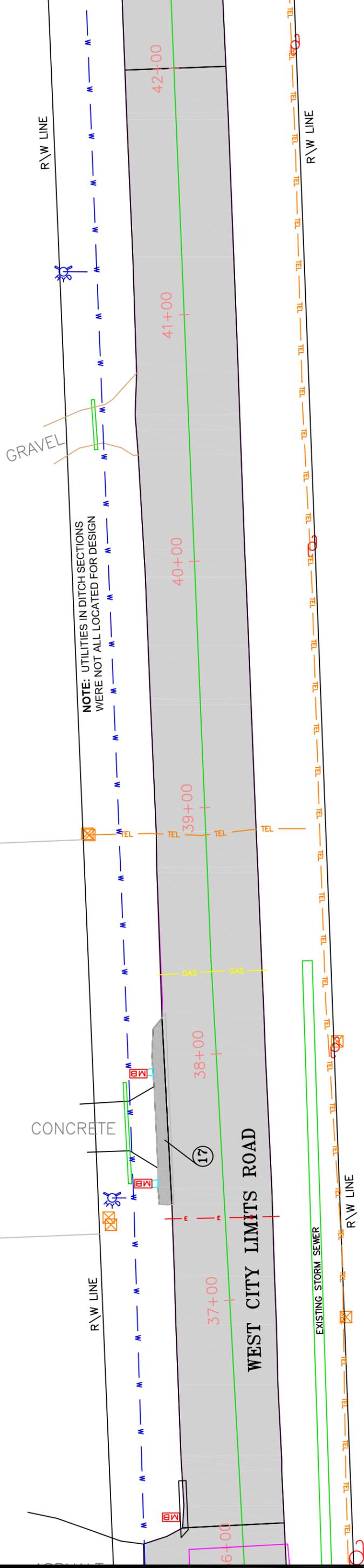


STA. 36+08 TO 42+00  
REMOVE 2684 SY OF  
EXISTING 6" ASPHALT PAVING

LOT 1

LOT 2

Beveland Valley  
Subdivision



CONCRETE

GRAVEL

NOTE: UTILITIES IN DITCH SECTIONS  
WERE NOT ALL LOCATED FOR DESIGN

WEST CITY LIMITS ROAD

EXISTING STORM SEWER

R\W LINE

R\W LINE

17

PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	24	83
REMOVALS	1/19/2018	



SCALE: 1" = 40'

**NOTE:** QUANTITIES AND STATIONING FOR REMOVALS FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3

**17. STA. 48+17 TO 48+47  
20.0' LT. TO 64' RT.**  
REMOVE 85 SY OF CONCRETE PAVING

CONCRETE REMOVAL

ASPHALT REMOVAL

**STA. 42+00 TO 48+17**  
REMOVE 2924 SY MAINLINE &  
533 SY 21TH STREET OF  
EXISTING 6" ASPHALT PAVING

**NOTE:** UTILITIES IN DITCH SECTIONS WERE NOT ALL LOCATED FOR DESIGN

GRAVEL

GRAVEL

K.Y.N.T.  
ADDITION

R\W LINE

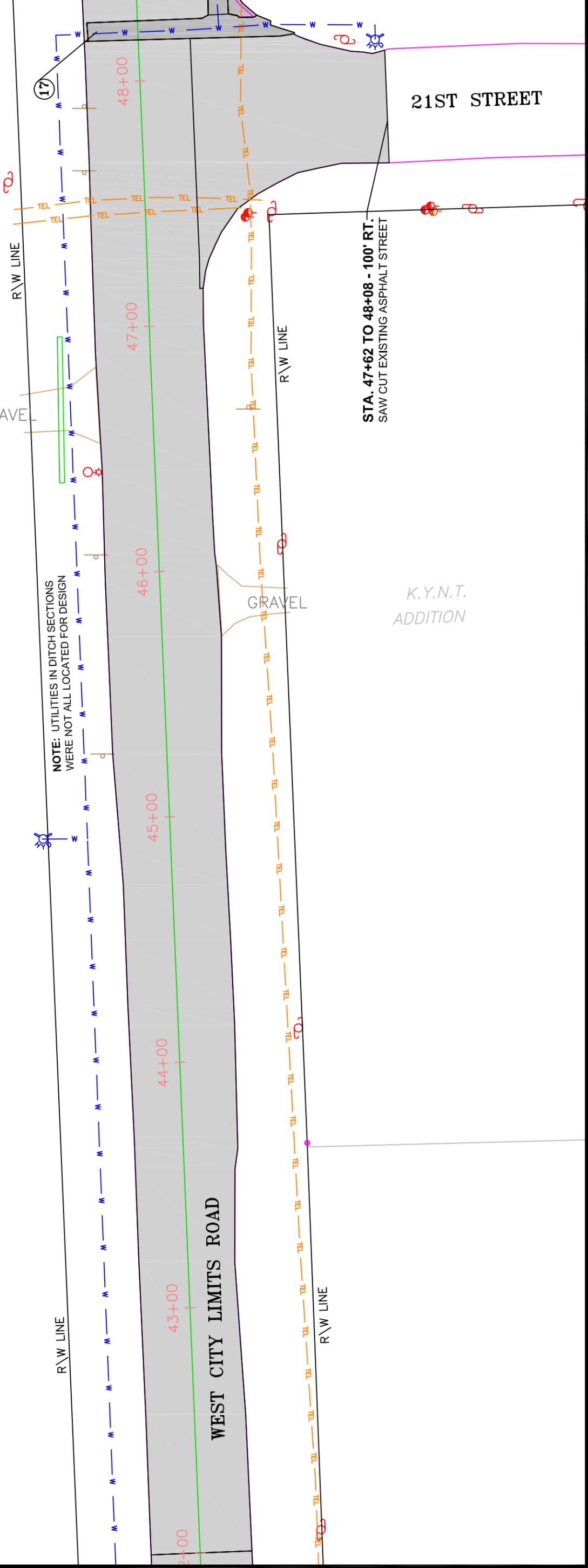
R\W LINE

R\W LINE

WEST CITY LIMITS ROAD

21ST STREET

**STA. 47+62 TO 48+08 - 100' RT.**  
SAW CUT EXISTING ASPHALT STREET



PROJECT	2017-042	SHEET NO.	25	TOTAL SHEETS	83
REMOVALS			1/23/2018		



SCALE: 1" = 40'

**NOTE:** DUE TO MINIMAL COVERAGE OVER THE DRAINAGE CULVERTS, LOCATED AT 21ST AND WCLR, THE CONTRACTOR SHOULD TAKE THE NECESSARY PRECAUTIONS NEEDED TO AVOID DAMAGING THE STRUCTURES DURING CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH REPAIRING ANY DAMAGES, RESULTING FROM THE CONSTRUCTION ACTIVITY.

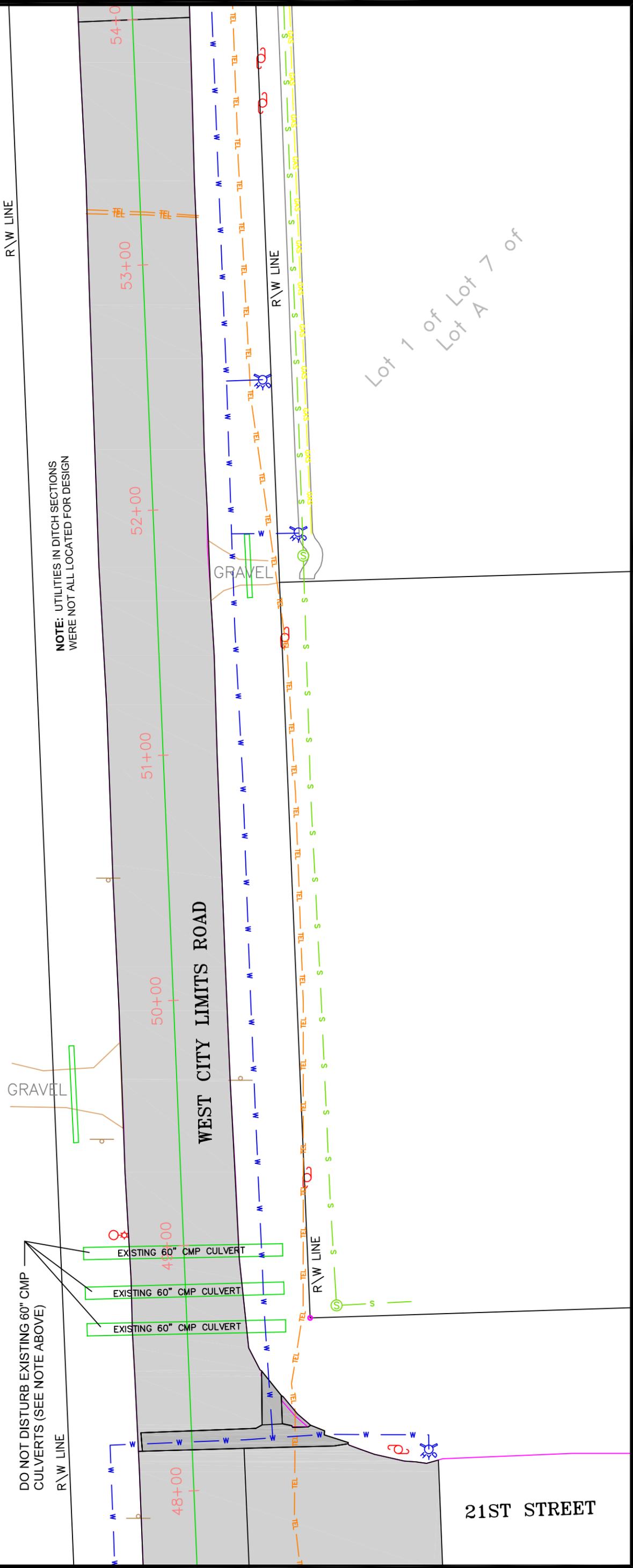
**NOTE:** QUANTITIES AND STATIONING FOR REMOVALS FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3

- CONCRETE REMOVAL
- ASPHALT REMOVAL

**STA. 48+17 TO 54+00**  
REMOVE 2879 SY OF  
EXISTING 6" ASPHALT PAVING

**NOTE:** UTILITIES IN DITCH SECTIONS WERE NOT ALL LOCATED FOR DESIGN

DO NOT DISTURB EXISTING 60" CMP CULVERTS (SEE NOTE ABOVE)



Lot 1 of Lot 7 of Lot A

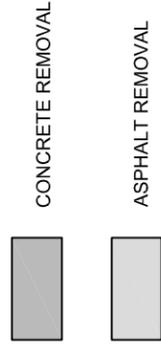
21ST STREET

PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	26	83
REMOVALS	1/19/2018	



SCALE: 1" = 40'

**NOTE:** QUANTITIES AND STATIONING FOR REMOVALS FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3

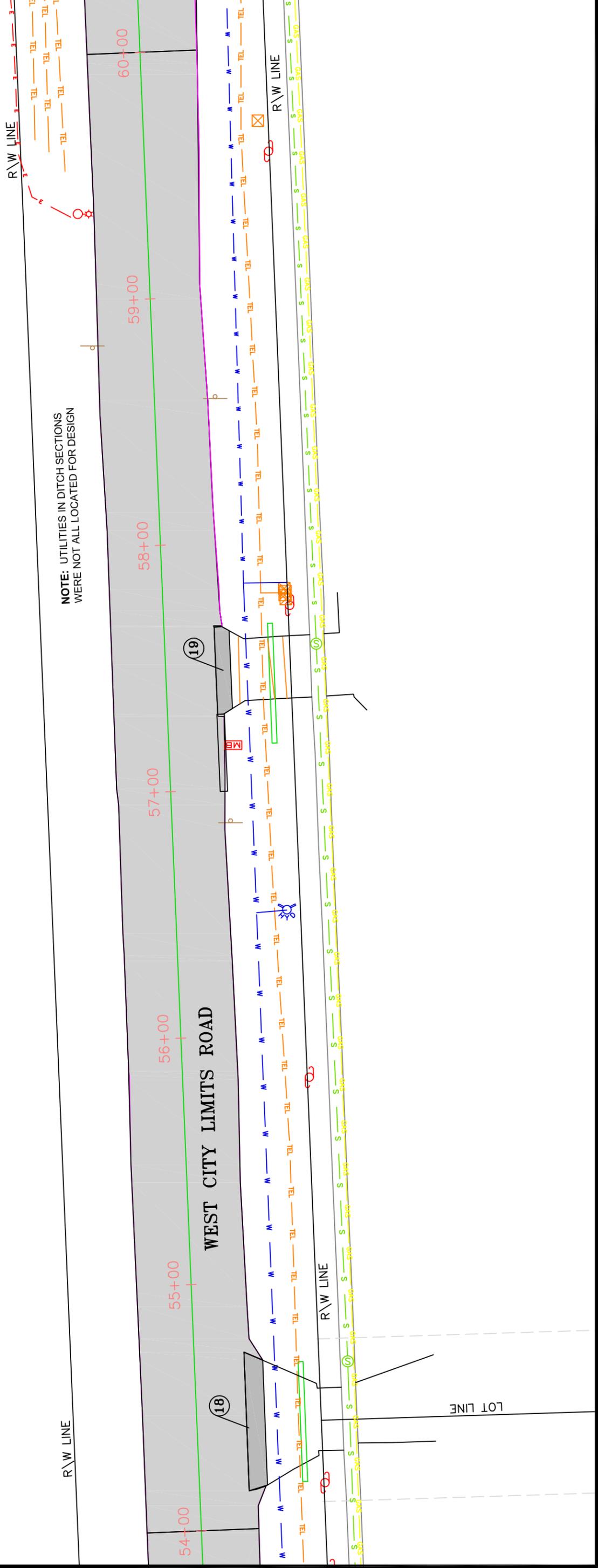


**18. STA. 54+16 TO 54+71  
20' TO 27' RT.**  
REMOVE 44.4 SY OF CONC. DRIVEWAY

**19. STA. 57+30 TO 57+66  
20' TO 26' RT.**  
REMOVE 22.9 SY OF CONC. DRIVEWAY

**STA. 54+00 TO 60+00**  
REMOVE 2898 SY OF  
EXISTING 6" ASPHALT PAVING

**NOTE:** UTILITIES IN DITCH SECTIONS WERE NOT ALL LOCATED FOR DESIGN



**WEST CITY LIMITS ROAD**

LOT LINE

R/W LINE

R/W LINE

R/W LINE

R/W LINE

(18)

(19)

(10)

(11)

(12)

(13)

(14)

(15)

(16)

(17)

54+00

55+00

56+00

57+00

58+00

59+00

60+00



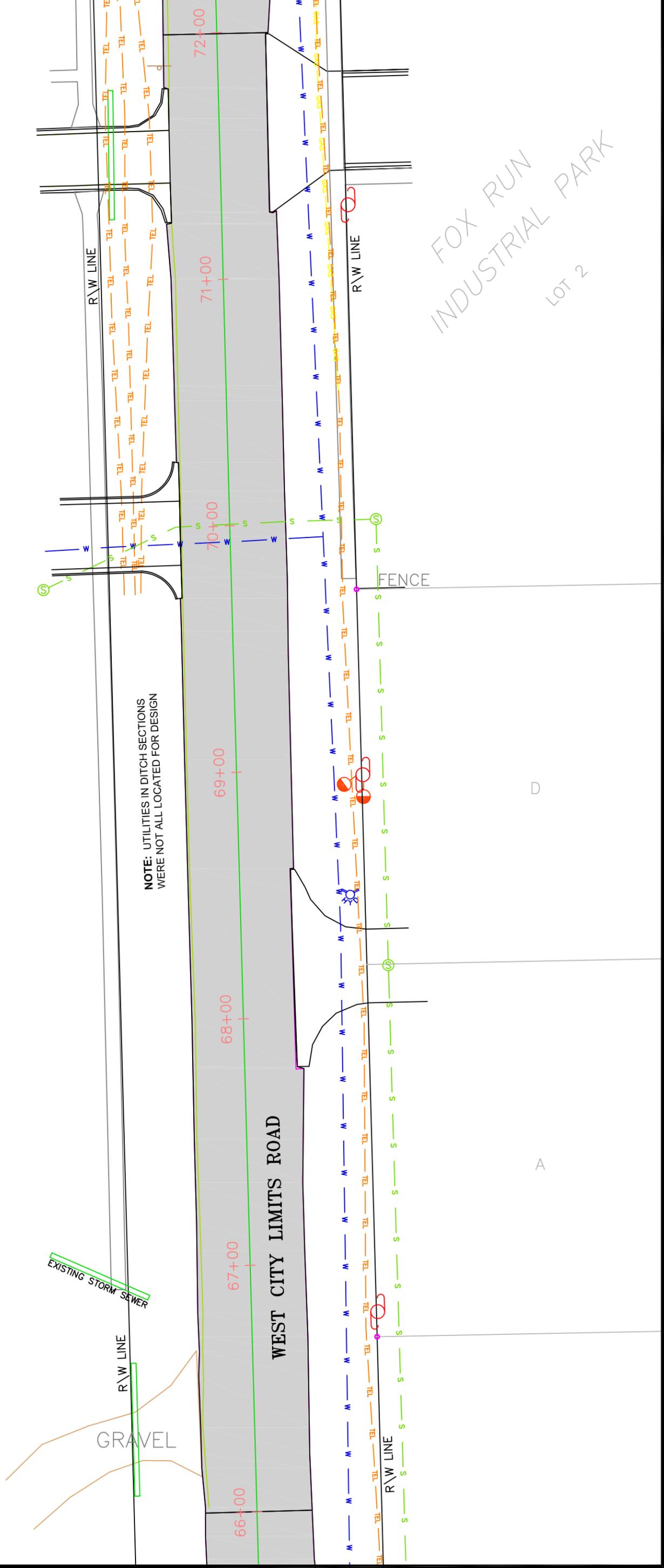
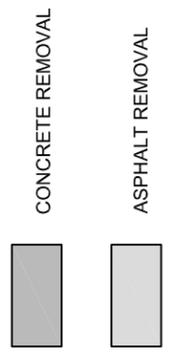
PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	28	83
REMOVALS	1/19/2018	



SCALE: 1" = 40'

**NOTE:** QUANTITIES AND STATIONING FOR REMOVALS  
FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3

**STA. 66+00 TO 72+00**  
REMOVE 2857 SY OF  
EXISTING 6" ASPHALT PAVING



**NOTE:** UTILITIES IN DITCH SECTIONS  
WERE NOT ALL LOCATED FOR DESIGN

FOX RUN  
INDUSTRIAL PARK  
LOT 2

D

A

PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	29	83
REMOVALS	1/19/2018	



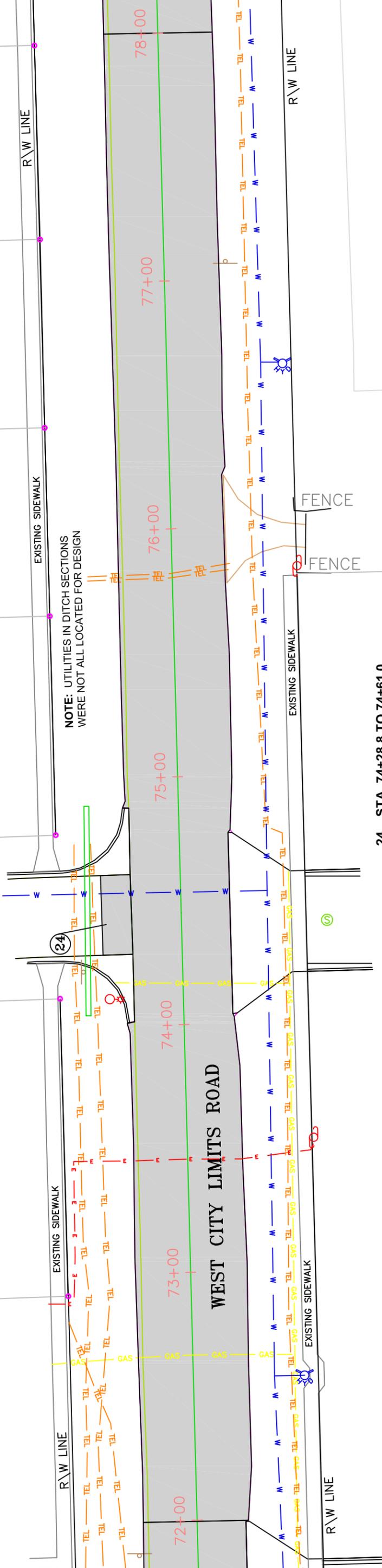
SCALE: 1" = 40'

DORIAN DR.

25TH ST

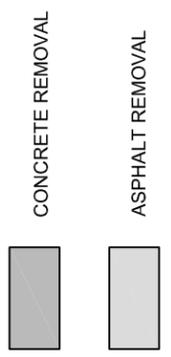
WESTBROOK ESTATES

WEST CITY LIMITS ROAD



NOTE: UTILITIES IN DITCH SECTIONS WERE NOT ALL LOCATED FOR DESIGN

- 24. STA. 74+28.8 TO 74+61.0  
20.0' LT. TO 32' LT.  
REMOVE 43 SY OF ASPHALT PAVING
- STA. 72+00 TO 78+00  
REMOVE 2885 SY OF  
EXISTING 6" ASPHALT PAVING



NOTE: QUANTITIES AND STATIONING FOR REMOVALS FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3

2

5

1

7

6

5

4

78+00

77+00

76+00

75+00

74+00

73+00

72+00

R/W LINE

EXISTING SIDEWALK

EXISTING SIDEWALK

R/W LINE

EXISTING SIDEWALK

R/W LINE

FENCE

FENCE

EXISTING SIDEWALK

PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	30	85
REMOVALS	1/19/2018	



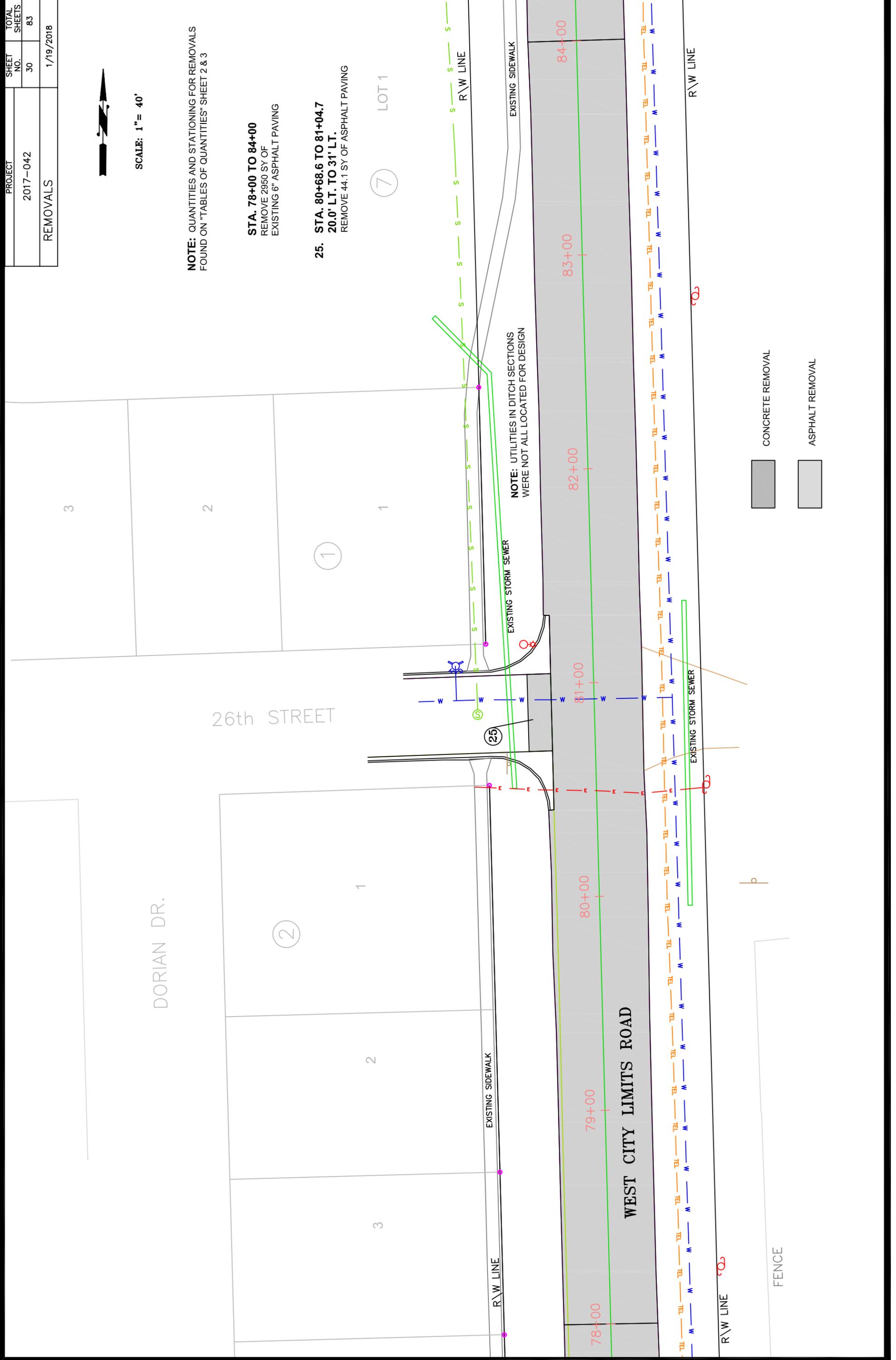
SCALE: 1" = 40'

**NOTE:** QUANTITIES AND STATIONING FOR REMOVALS FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3

**STA. 78+00 TO 84+00**  
REMOVE 2950 SY OF  
EXISTING 6" ASPHALT PAVING

**25. STA. 80+68.6 TO 81+04.7**  
**20.0' LT. TO 31' LT.**  
REMOVE 44.1 SY OF ASPHALT PAVING

LOT 1



**NOTE:** UTILITIES IN DITCH SECTIONS WERE NOT ALL LOCATED FOR DESIGN

 CONCRETE REMOVAL  
 ASPHALT REMOVAL

FENCE

PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	31	83
REMOVALS	1/19/2018	

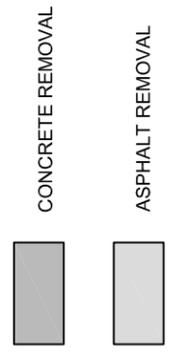


SCALE: 1" = 40'

NOTE: QUANTITIES AND STATIONING FOR REMOVALS FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3

- 26. STA. 88+60.6 TO 88+88.1  
21.5' TO 53.0' RT.  
REMOVE 31 SY OF CONC. FILLET  
REMOVE 5 SY OF SIDEWALK
- 27. STA. 88+88.1 TO 89+20.1  
21.5' LT. TO 53.0' RT.  
REMOVE 112 SY OF ASPHALT PAVING
- 28. STA. 89+20.1 TO 89+47.6  
21.5' TO 53.0' RT.  
REMOVE 30 SY OF CONC. FILLET  
REMOVE 6 SY OF SIDEWALK

STA. 84+00 TO 90+00  
REMOVE 3052 SY OF EXISTING 6" ASPHALT PAVING



NOTE: UTILITIES IN DITCH SECTIONS WERE NOT ALL LOCATED FOR DESIGN

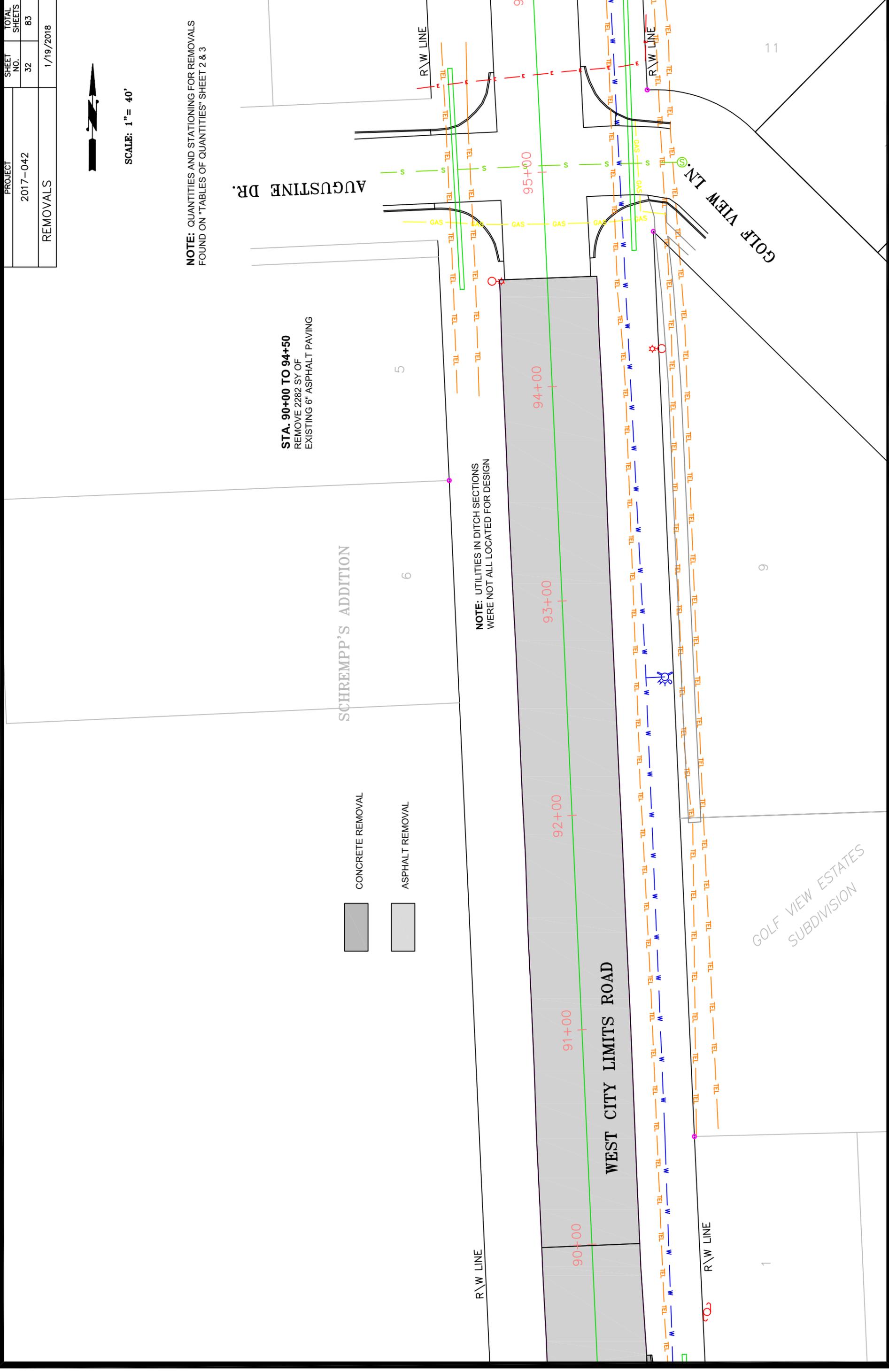


PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	32	83
REMOVALS	1/19/2018	



SCALE: 1" = 40'

NOTE: QUANTITIES AND STATIONING FOR REMOVALS FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3



STA. 90+00 TO 94+50  
REMOVE 2282 SY OF  
EXISTING 6" ASPHALT PAVING

SCHREMPPP'S ADDITION

CONCRETE REMOVAL

ASPHALT REMOVAL

NOTE: UTILITIES IN DITCH SECTIONS WERE NOT ALL LOCATED FOR DESIGN

WEST CITY LIMITS ROAD

GOLF VIEW ESTATES  
SUBDIVISION

AUGUSTINE DR.

GOLF VIEW LN.

5

6

9

11

R/W LINE

R/W LINE

90+00

91+00

92+00

93+00

94+00

95+00

R/W LINE

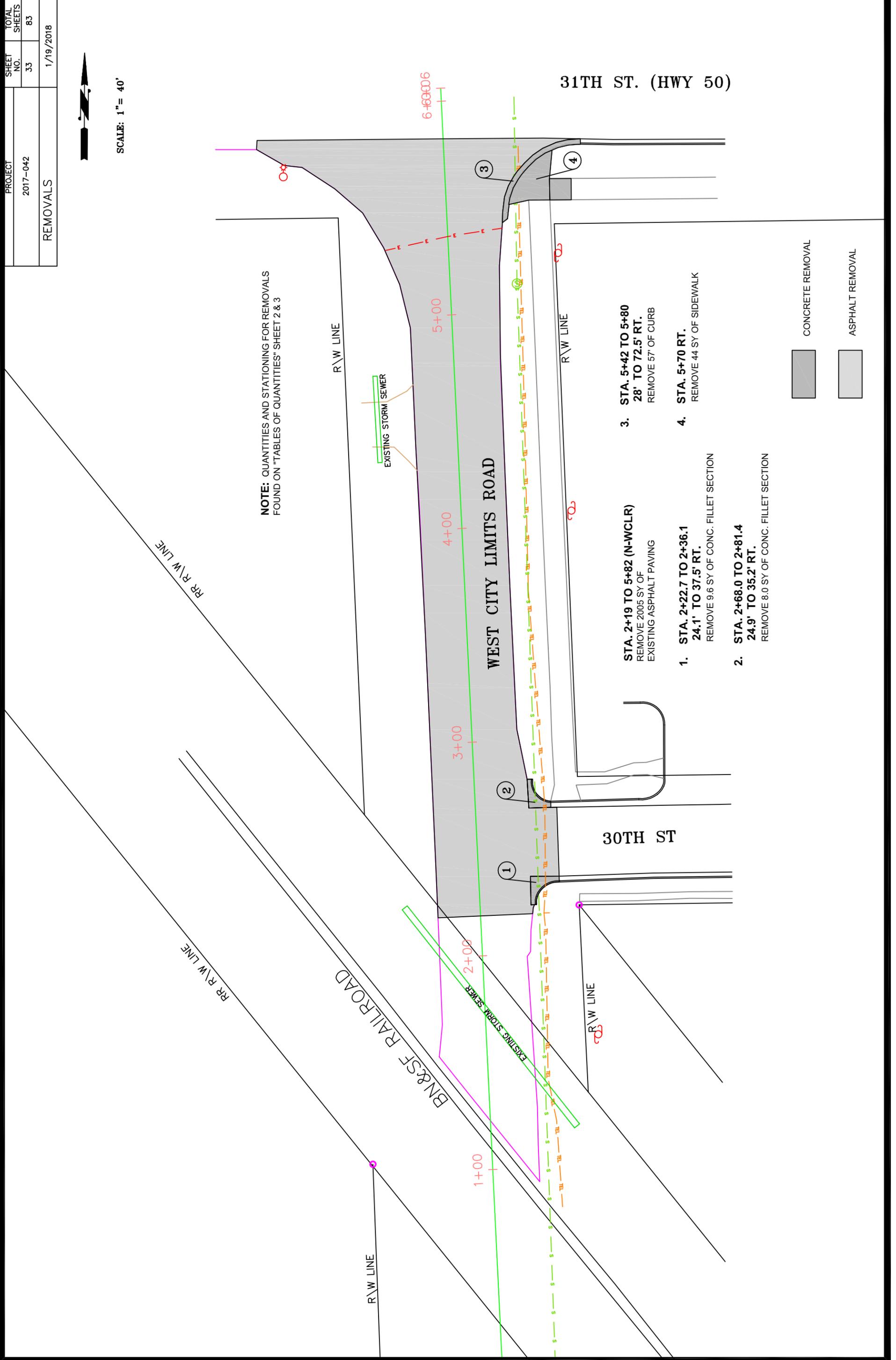
R/W LINE

PROJECT	2017-042	SHEET NO.	33	TOTAL SHEETS	83
REMOVALS				1/19/2018	



SCALE: 1" = 40'

NOTE: QUANTITIES AND STATIONING FOR REMOVALS FOUND ON "TABLES OF QUANTITIES" SHEET 2 & 3



- 1. STA. 2+19 TO 5+82 (N-WCLR)  
REMOVE 2005 SY OF EXISTING ASPHALT PAVING
- 2. STA. 2+22.7 TO 2+36.1  
24.1' TO 37.5' RT.  
REMOVE 9.6 SY OF CONC. FILLET SECTION
- 3. STA. 5+42 TO 5+80  
28' TO 72.5' RT.  
REMOVE 57' OF CURB
- 4. STA. 5+70 RT.  
REMOVE 44 SY OF SIDEWALK
- 5. STA. 2+68.0 TO 2+81.4  
24.9' TO 35.2' RT.  
REMOVE 8.0 SY OF CONC. FILLET SECTION

CONCRETE REMOVAL

ASPHALT REMOVAL

PROJECT	2017-042	SHEET NO.	34	TOTAL SHEETS	83
8" PAVEMENT LAYOUT		1/23/2018			

**LEGEND**

- LT ——— LT ——— LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS  
SEE DETAIL SHEET (PLATE #380.10 & 380.11)
- L ——— L ——— LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS  
SEE DETAIL SHEET (PLATE #380.12)
- TRANSVERSE CONTRACTION JOINT  
SEE DETAIL (PLATE #380.03)



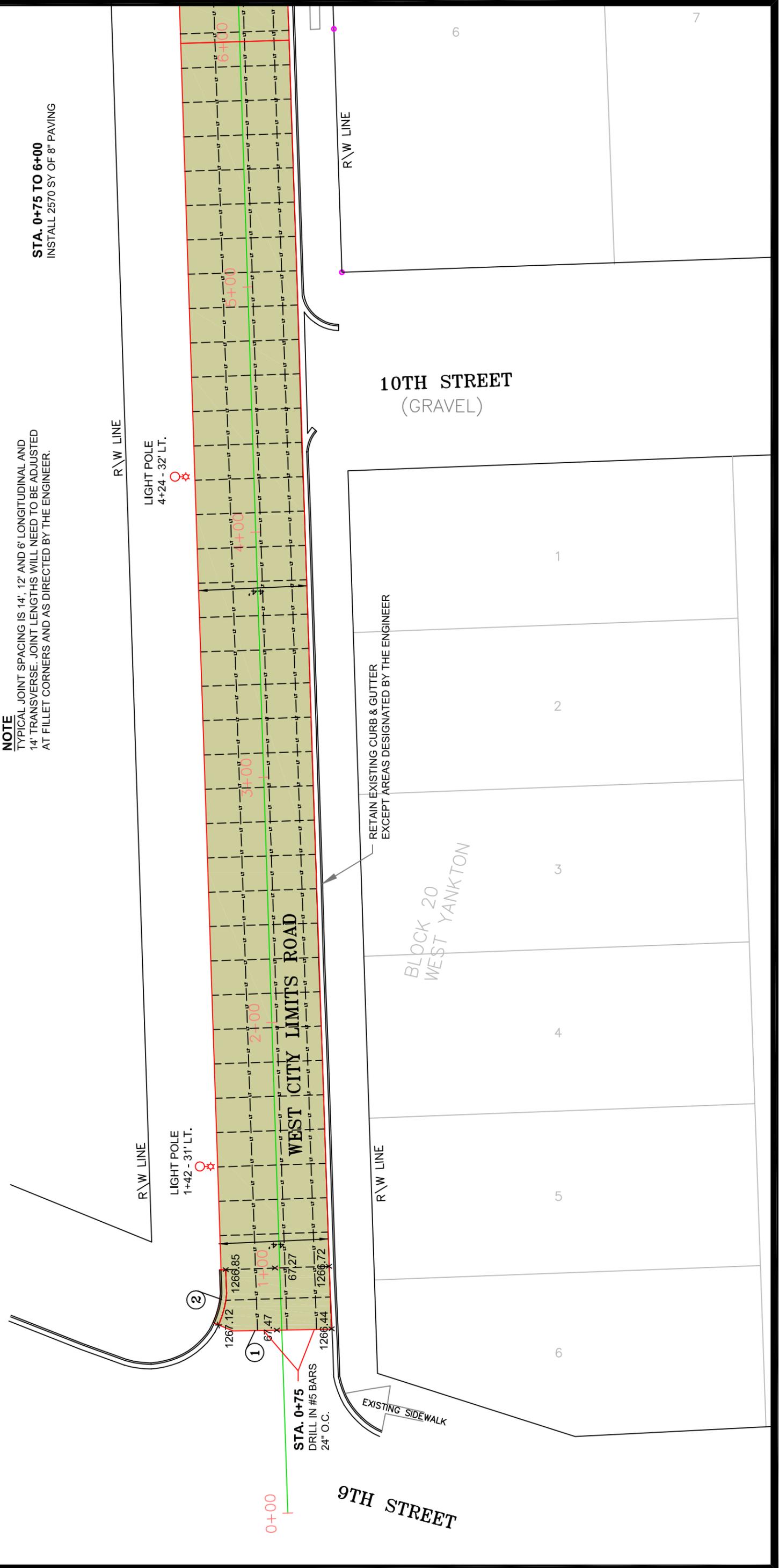
SCALE: 1" = 40'



**STA. 0+75 TO 6+00**  
INSTALL 2570 SY OF 8" PAVING

**NOTE**  
TYPICAL JOINT SPACING IS 14', 12' AND 6' LONGITUDINAL AND 14' TRANSVERSE. JOINT LENGTHS WILL NEED TO BE ADJUSTED AT FILLET CORNERS AND AS DIRECTED BY THE ENGINEER.

1. **STA. 0+75 TO 1+25**  
TRANSITION CROSS SLOPE
2. **STA. 0+78.6 TO 1+00 - 27.5' TO 24' LT.**  
INSTALL 22 LF OF B68 CURB



**9TH STREET**

EXISTING SIDEWALK

**STA. 0+75**  
DRILL IN #5 BARS  
24" O.C.

R\W LINE

BLOCK 20  
WEST YANKTON

RETAIN EXISTING CURB & GUTTER  
EXCEPT AREAS DESIGNATED BY THE ENGINEER

**10TH STREET**  
(GRAVEL)

R\W LINE

R\W LINE

LIGHT POLE  
1+42 - 31' LT.

LIGHT POLE  
4+24 - 32' LT.

LIGHT POLE  
1+42 - 31' LT.

LIGHT POLE  
4+24 - 32' LT.

0+00

①

②

1267.12  
1266.85  
1266.44  
1266.72

67.47  
67.27

1+00

21+00

31+00

1+00

5+00

6+00

6

5

4

3

2

1

6

7

PROJECT	2017-042	SHEET NO.	35	TOTAL SHEETS	83
8" PAVEMENT LAYOUT			1/23/2018		

**LEGEND**

- LT — LT — LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS  
SEE DETAIL SHEET (PLATE #380.10 & 380.11)
- L — L — LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS  
SEE DETAIL SHEET (PLATE #380.12)
- TRANSVERSE CONTRACTION JOINT  
SEE DETAIL (PLATE #380.03)



SCALE: 1" = 40'

**3. STA. 9+18 - RT.**

INSTALL 130 SF OF 6" CONC. FILLET SECTION

**4. STA. 9+26 TO 9+58**

INSTALL 65 SY OF 6" CONC. PAVING

**5. STA. 9+65 - RT.**

INSTALL 137 SF OF 6" CONC. FILLET SECTION AND 87 SF OF 6" CONC. SIDEWALK AND 12 SF OF DETECTABLE WARNING PANEL

**6. STA. 9+43 - 8.5' RT.**

REMOVE & REPLACE SANITARY SEWER MANHOLE FRAME & LID

**NOTE**

TYPICAL JOINT SPACING IS 14', 12' AND 6' LONGITUDINAL AND 14' TRANSVERSE. JOINT LENGTHS WILL NEED TO BE ADJUSTED AT FILLET CORNERS AND AS DIRECTED BY THE ENGINEER.

**STA. 6+00 TO 12+00**  
INSTALL 2942 SY OF 8" PAVING

NEW CONCRETE PAVING



**STA. 8+27.70 - 1.78' LT.**

FOUND REBAR  
SE CORNER SECTION 11, T93, R56W



PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	36	83
8" PAVEMENT LAYOUT		1/23/2018



SCALE: 1" = 40'



**LEGEND**

- LT — LT — LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS  
SEE DETAIL SHEET (PLATE #380.10 & 380.11)
- L — L — LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS  
SEE DETAIL SHEET (PLATE #380.12)
- TRANSVERSE CONTRACTION JOINT  
SEE DETAIL (PLATE #380.03)

7. **STA. 13+95 - RT.**  
INSTALL 127 SF OF 8" CONC. FILLET SECTION
8. **STA. 14+03 TO 14+35**  
INSTALL 64 SY OF 8" CONC. PAVING
9. **STA. 14+42 - RT.**  
INSTALL 132 SF OF 6" CONC. FILLET SECTION
10. **STA. 14+19.2 - 7.0' RT.**  
REMOVE & REPLACE SANITARY SEWER MANHOLE FRAME & LID

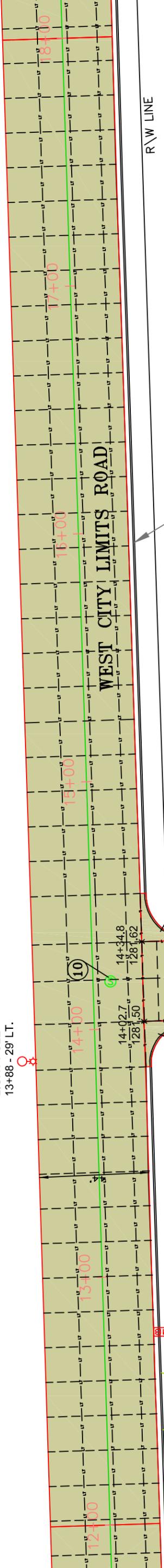
**NOTE**  
TYPICAL JOINT SPACING IS 14', 12' AND 6' LONGITUDINAL AND 14' TRANSVERSE. JOINT LENGTHS WILL NEED TO BE ADJUSTED AT FILLET CORNERS AND AS DIRECTED BY THE ENGINEER.

**STA. 12+00 TO 18+00**  
INSTALL 2933 SY OF 8" PAVING

R\W LINE

R\W LINE

LIGHT POLE  
13+88 - 29' LT.



WEST CITY LIMITS ROAD

12TH STREET

YANKTON

PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	37	83
8" PAVEMENT LAYOUT		
1/23/2018		



SCALE: 1" = 40'



East 672.9' of the South 210.0' of the NE 1/4 of the SE 1/4 Sec. 11-93-56

- 11. STA. 21+17.5 TO 21+90 - 24' LT.  
SALVAGE EXISTING GRAVEL  
INSTALL 338 SF OF 6" CONC. APPROACH  
REPLACE SALVAGED GRAVEL AS DIRECTED
- 12. STA. 21+87 TO 22+10 - 24' LT.  
INSTALL 65 SF OF 6" CONC. MAILBOX TURNOUT
- STA. 18+00 TO 24+00  
INSTALL 2935 SY OF 8" PAVING

**LEGEND**

- LT — LT — LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS  
SEE DETAIL SHEET (PLATE #380.10 & 380.11)
- L — L — LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS  
SEE DETAIL SHEET (PLATE #380.12)
- TRANSVERSE CONTRACTION JOINT  
SEE DETAIL (PLATE #380.03)

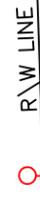
**NOTE**

TYPICAL JOINT SPACING IS 14', 12' AND 6' LONGITUDINAL AND 14' TRANSVERSE. JOINT LENGTHS WILL NEED TO BE ADJUSTED AT FILLET CORNERS AND AS DIRECTED BY THE ENGINEER.

**NOTE:**  
STA. 21+95 - 28.5' LT.  
DO NOT DISTURB EXISTING  
2'X2' BRICK PILLAR MAILBOX

GRAVEL

LIGHT POLE  
23+68 - 56' LT.  
(MAILBOX)



R\W LINE

R\W LINE

RETAIN EXISTING CURB & GUTTER  
EXCEPT AREAS DESIGNATED BY THE ENGINEER

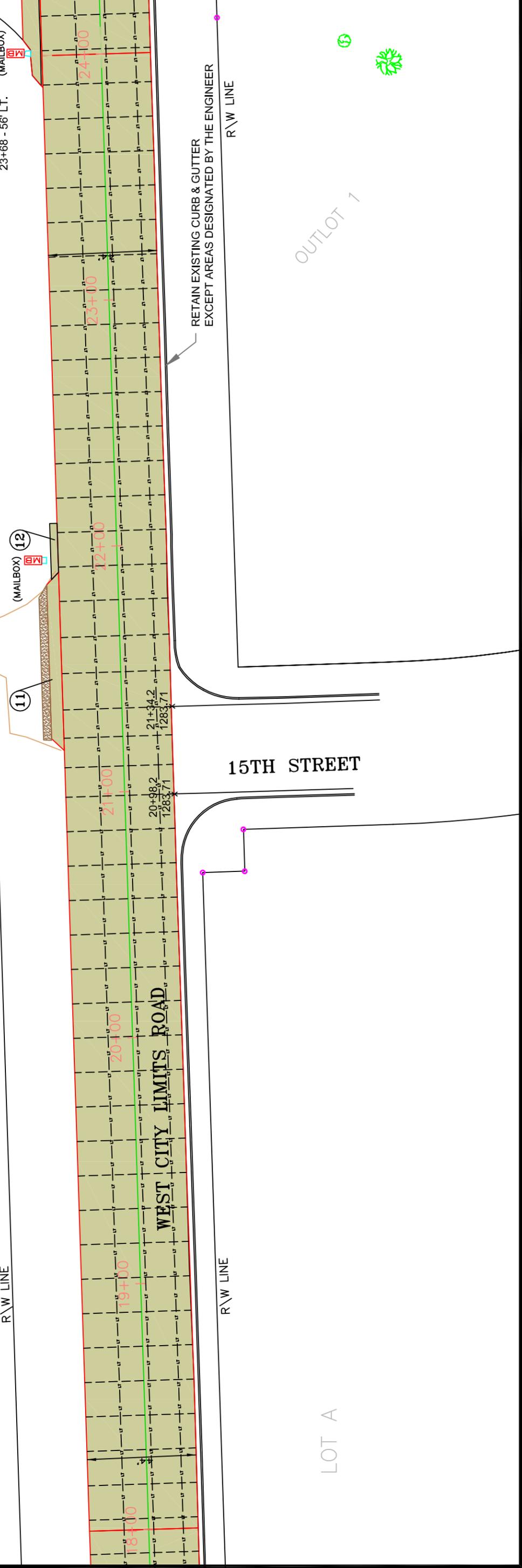
R\W LINE

15TH STREET

WEST CITY LIMITS ROAD

LOT A

OUTLOT 1



PROJECT	2017-042	SHEET NO.	38	TOTAL SHEETS	83
8" PAVEMENT LAYOUT			1/23/2018		

**LEGEND**

- LT — LT — LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS  
SEE DETAIL SHEET (PLATE #380.10 & 380.11)
- L — L — LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS  
SEE DETAIL SHEET (PLATE #380.12)
- TRANSVERSE CONTRACTION JOINT  
SEE DETAIL (PLATE #380.03)



SCALE: 1" = 40'

- 13. **STA. 23+87.7 TO 24+66.5 - 24.0' LT.**  
INSTALL 504 SF CONC. DRIVE
- 14. **STA. 25+62.0 TO 25+36.1 - 24.0' LT.**  
SALVAGE EXISTING GRAVEL  
INSTALL 104 SF OF 6" CONC. APPROACH  
REPLACE SALVAGED GRAVEL AS DIRECTED
- 15. **STA. 26+90.5 TO 27+14 - 24' LT.**  
INSTALL 70 SF OF 6" CONC. MAILBOX TURNOUT
- 16. **STA. 27+44.8 TO 27+10.4 - 24.0' LT.**  
SALVAGE EXISTING GRAVEL  
INSTALL 147 SF OF 6" CONC. APPROACH  
REPLACE SALVAGED GRAVEL AS DIRECTED
- 17. **STA. 28+47 TO 28+50 - 22.5 RT.**  
INSTALL 3 LF OF B68 CURB
- 18. **STA. 28+60 - 20.0' RT.**  
INSTALL 141 SF 8" FILLET SECTION
- 19. **STA. 28+60 - 26' RT.**  
INSTALL 350 SF OF 6" SIDEWALK  
AND 12 SF OF DETECTABLE WARNING PANEL
- 20. **STA. 28+66 - 38.4' TO 46.9' RT.**  
INSTALL 29 LF OF B66 CURB
- 21. **STA. 28+90 - 50' RT.**  
INSTALL 88 SF OF 6" FILLET SECTION  
AND 73 SF OF 4" CONC. MEDIAN
- 22. **INSTALL 210 SY OF 6" CONCRETE  
17TH STREET MAINLINE**
- 23. **STA. 29+17 - 38.0' TO 47.0' RT.**  
INSTALL 19 LF OF B66 CURB
- 24. **STA. 29+23 - 26' RT.**  
INSTALL 93 SF OF 6" SIDEWALK  
AND 12 SF OF DETECTABLE WARNING PANEL
- 25. **STA. 29+20 - 20' RT.**  
INSTALL 140 SF 8" FILLET SECTION
- 26. **STA. 29+33 TO 29+51 - 22.5' RT.**  
INSTALL 18 LF OF B68 CURB

**NOTE**

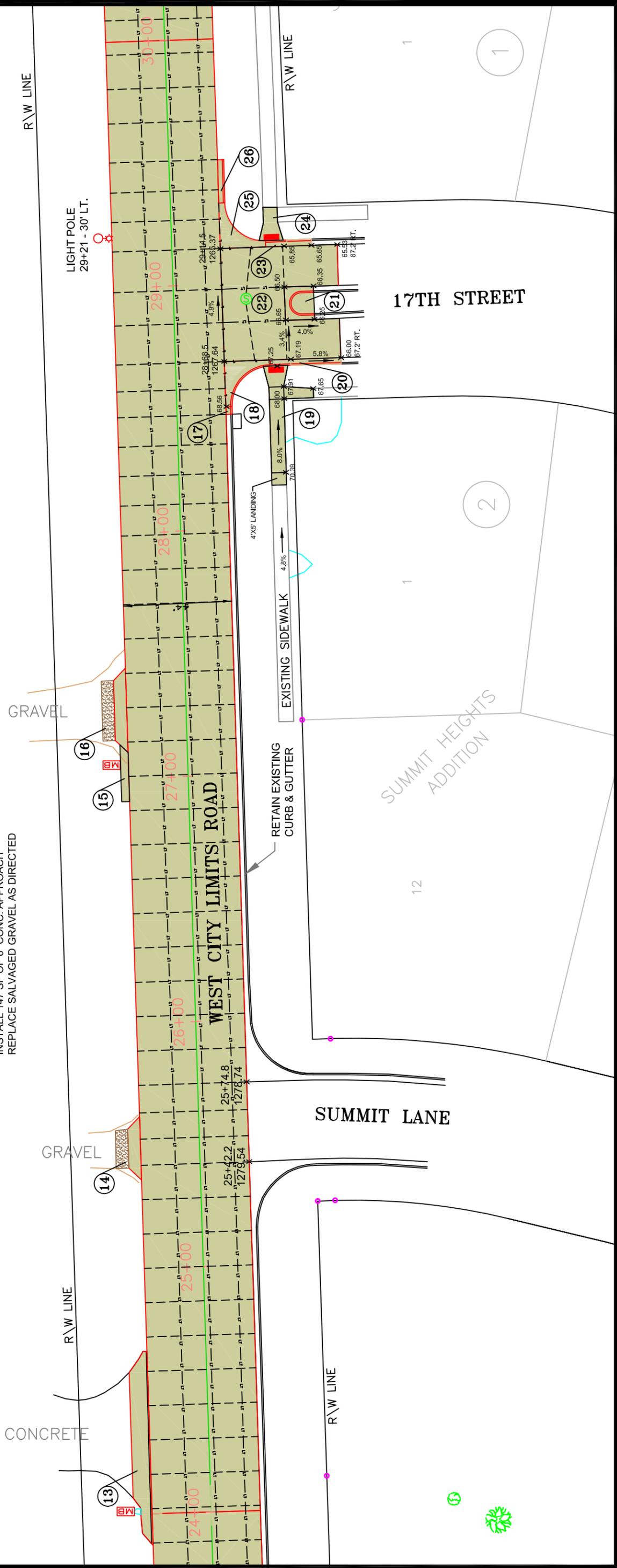
TYPICAL JOINT SPACING IS 14', 12' AND 6' LONGITUDINAL AND 14' TRANSVERSE. JOINT LENGTHS WILL NEED TO BE ADJUSTED AT FILLET CORNERS AND AS DIRECTED BY THE ENGINEER.

**NOTE:**

**STA. 24+01 - 28.5' LT.**  
DO NOT DISTURB EXISTING 2'X2' BRICK PILLAR MAILBOX



NEW CONCRETE PAVING



PROJECT	SHEET NO.	TOTAL SHEETS
2017-042	39	83
8" PAVEMENT LAYOUT		
		1/23/2018



SCALE: 1" = 40'



**LEGEND**

- LT —— LT —— LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS  
SEE DETAIL SHEET (PLATE #380.10 & 380.11)
- L —— L —— LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS  
SEE DETAIL SHEET (PLATE #380.12)
- TRANSVERSE CONTRACTION JOINT  
SEE DETAIL (PLATE #380.03)

**NOTE**  
TYPICAL JOINT SPACING IS 14', 12' AND 6' LONGITUDINAL AND 14' TRANSVERSE. JOINT LENGTHS WILL NEED TO BE ADJUSTED AT FILLET CORNERS AND AS DIRECTED BY THE ENGINEER.

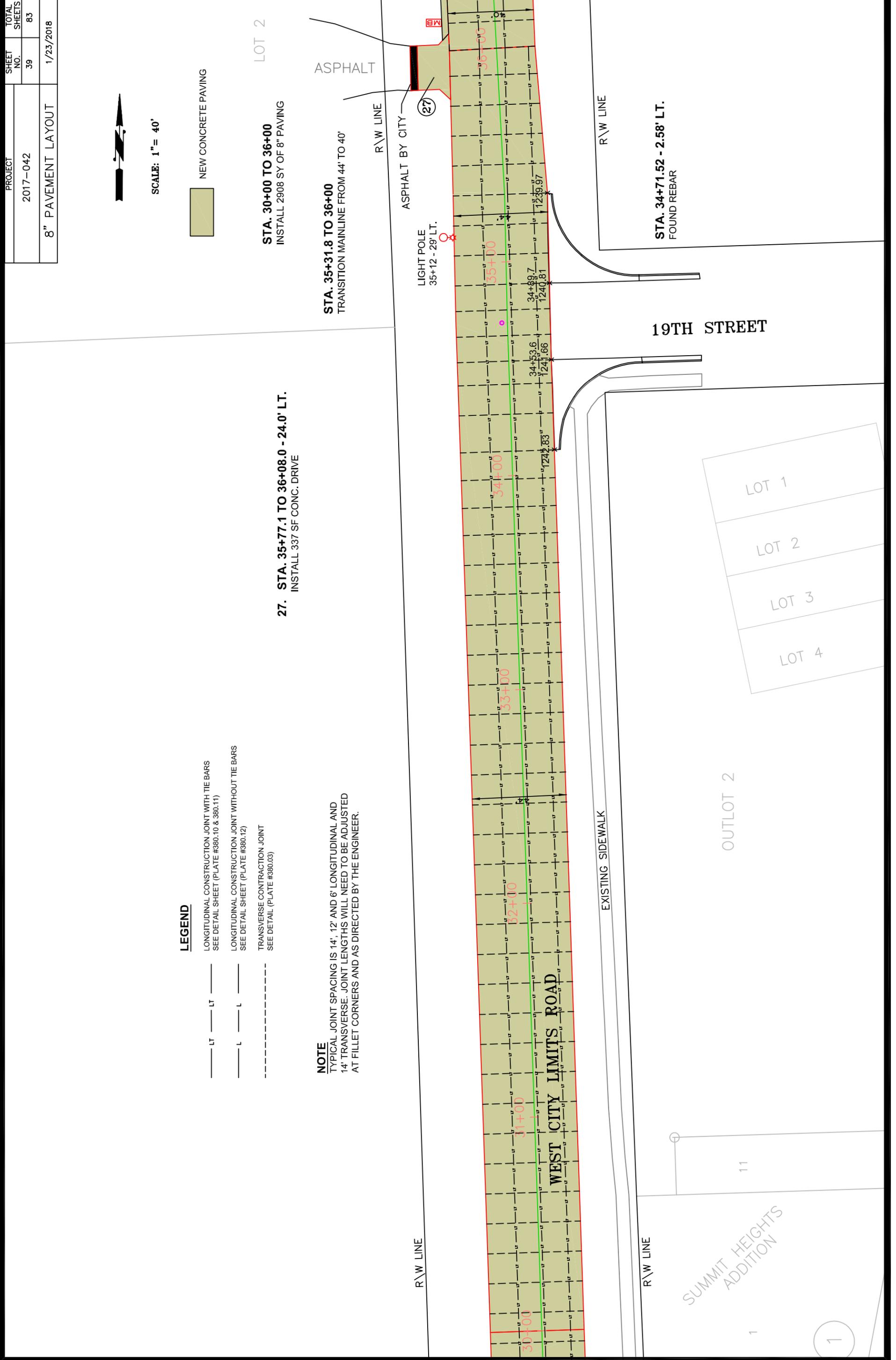
LOT 2

**STA. 30+00 TO 36+00**  
INSTALL 2908 SY OF 8" PAVING

**STA. 35+31.8 TO 36+00**  
TRANSITION MAINLINE FROM 44' TO 40'

**27. STA. 35+77.1 TO 36+08.0 - 24.0' LT.**  
INSTALL 337 SF CONC. DRIVE

**STA. 34+71.52 - 2.58' LT.**  
FOUND REBAR



11

SUMMIT HEIGHTS ADDITION

1

1

PROJECT	2017-042	SHEET NO.	40	TOTAL SHEETS	83
8" PAVEMENT LAYOUT		DATE	1/23/2018		



SCALE: 1" = 40'

NEW CONCRETE PAVING

- 28. **STA. 36+05 TO 36+28 - 24' LT.**  
INSTALL 65 SF OF 6" CONC. MAILBOX TURNOUT
- 29. **STA. 37+40.0 TO 38+17.5 - 24' LT.**  
INSTALL 442 SF OF 6" CONC. CONCRETE DRIVEWAY
- 30. **STA. 40+44.0 TO 40+70.0 - 24.0' LT.**  
SALVAGE EXISTING GRAVEL.  
INSTALL 105 SF OF 6" CONC. APPROACH  
REPLACE SALVAGED GRAVEL AS DIRECTED

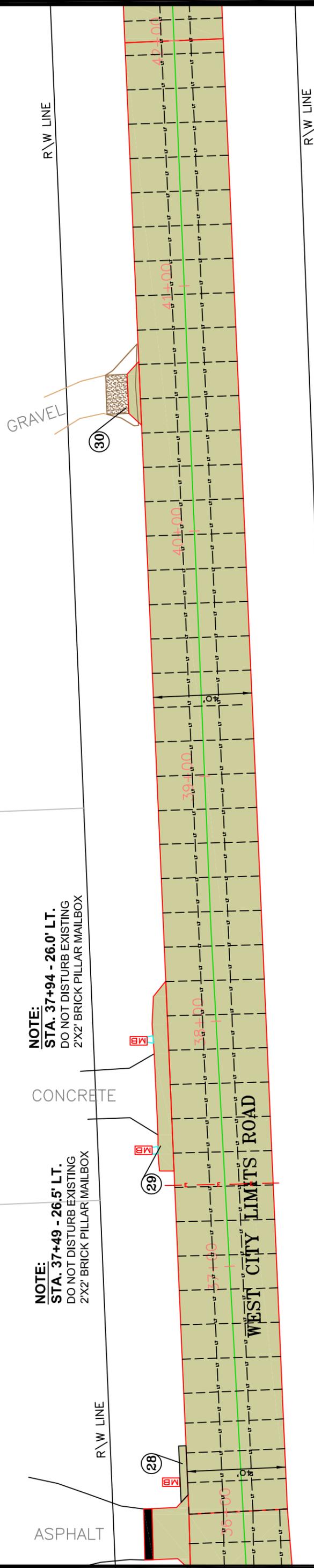
Beveland Valley  
Subdivision

LOT 1

LOT 2

**NOTE:**  
**STA. 37+94 - 26.0' LT.**  
DO NOT DISTURB EXISTING  
2'X2' BRICK PILLAR MAILBOX

**NOTE:**  
**STA. 37+49 - 26.5' LT.**  
DO NOT DISTURB EXISTING  
2'X2' BRICK PILLAR MAILBOX



R\W LINE

R\W LINE

**LEGEND**

- LT ——— LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS  
SEE DETAIL SHEET (PLATE #380.10 & 380.11)
- L ——— LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS  
SEE DETAIL SHEET (PLATE #380.12)
- TRANSVERSE CONTRACTION JOINT  
SEE DETAIL (PLATE #380.03)

**NOTE**  
TYPICAL JOINT SPACING IS 14' AND 12' LONGITUDINAL AND  
14' TRANSVERSE. JOINT LENGTHS WILL NEED TO BE ADJUSTED  
AT FILLET CORNERS AND AS DIRECTED BY THE ENGINEER.