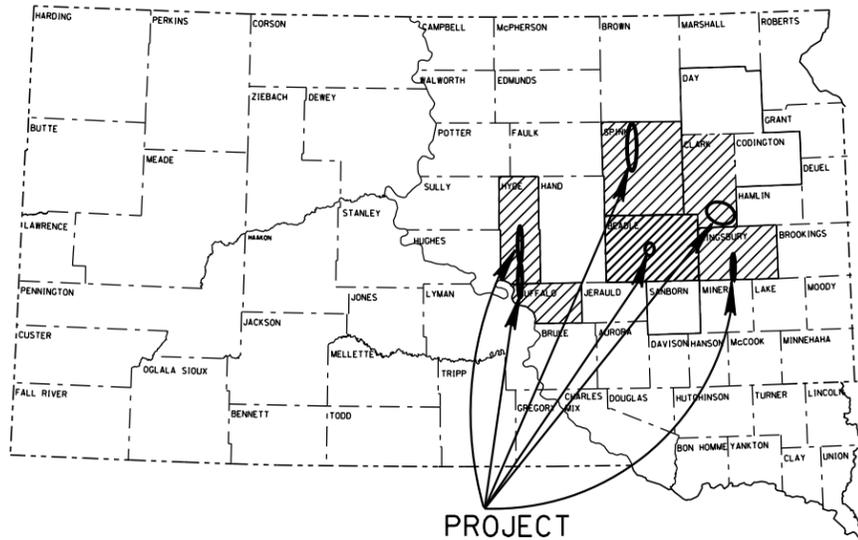


STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH P 0013(35)	1	14
Plotting Date: 02/22/2016			

Revised 02/22/2016

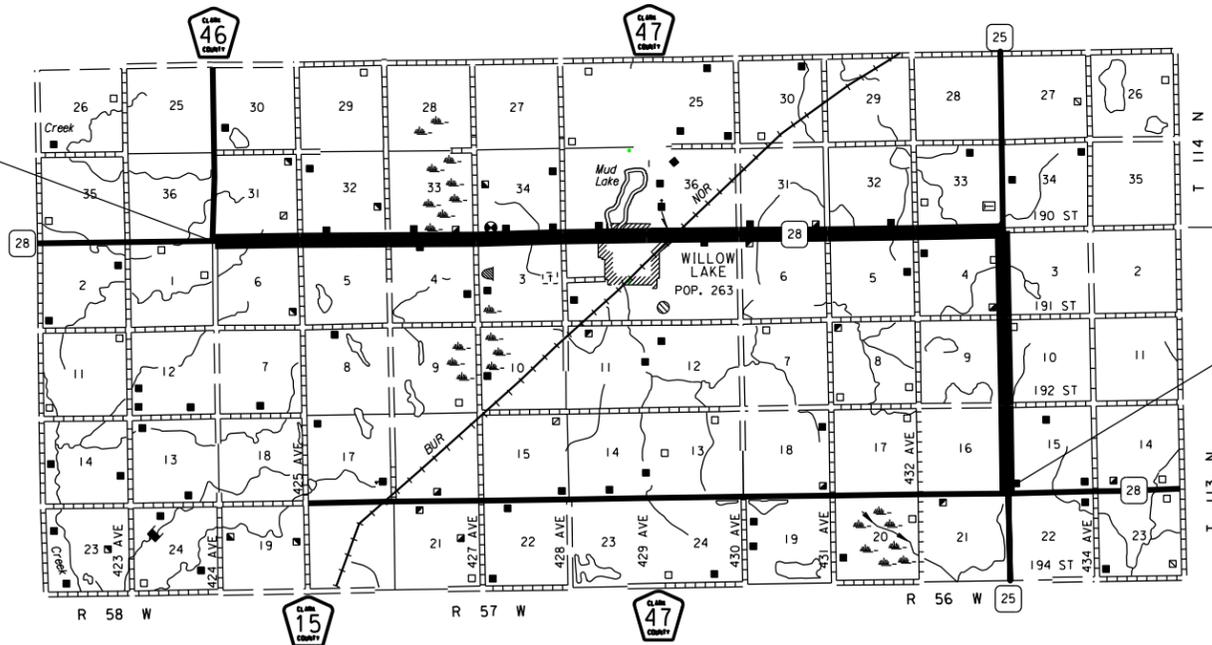


**STATE OF SOUTH DAKOTA**  
**DEPARTMENT OF TRANSPORTATION**  
**PLANS FOR PROPOSED**  
**PROJECT NH-P 0013(35)**  
**WIP #411A469**  
**US HIGHWAY 281**  
**SD HIGHWAYS 34, 47, 25, & 28**  
**HURON AREA OFFICE**  
**SPINK, BUFFALO, HYDE, KINGSBURY,**  
**CLARK, & BEADLE COUNTIES**  
**ROUT & SEAL ASPHALT CONCRETE**  
**PCN 054D & 145E**

INDEX OF SHEETS

Sheet 1-5	TITLE SHEET & LAYOUT MAP
Sheet 6-7	ESTIMATE OF QUANTITIES
Sheet 8-9	PLAN NOTES
Sheet 10-12	TRAFFIC CONTROL
Sheet 13	TYPICAL RESERVOIR DETAIL

BEGIN SEGMENT  
 STA. 0+00.00  
 MRM 307.00 + 0.938  
 MILEAGE: 37.874



END SEGMENT  
 STA. 633+75.84  
 MRM 319.91 + 0.000  
 MILEAGE: 49.877

DESIGN DESIGNATION

ADT (2013)	1009
ADT (2033)	1496
DHV	111
D	51%
T DHV	3.5%
T*ADT	12.0%
V	65 M.P.H.

STORM WATER PERMIT  
 (None Required)

**TOTAL LENGTH**  
 GROSS LENGTH = 74.723 MILES  
 NET LENGTH = 394,125.60 FEET = 74.668 MILES  
 LENGTH OF STRUCTURE EXCEPTIONS = 292.25 FEET = 0.055 MILES

SD 28  
 SEGMENT #1  
 CLARK COUNTY  
 LENGTH: 12.003 MILES

PLOT SCALE - 1:220

PLOTTED FROM - TRHJUN107

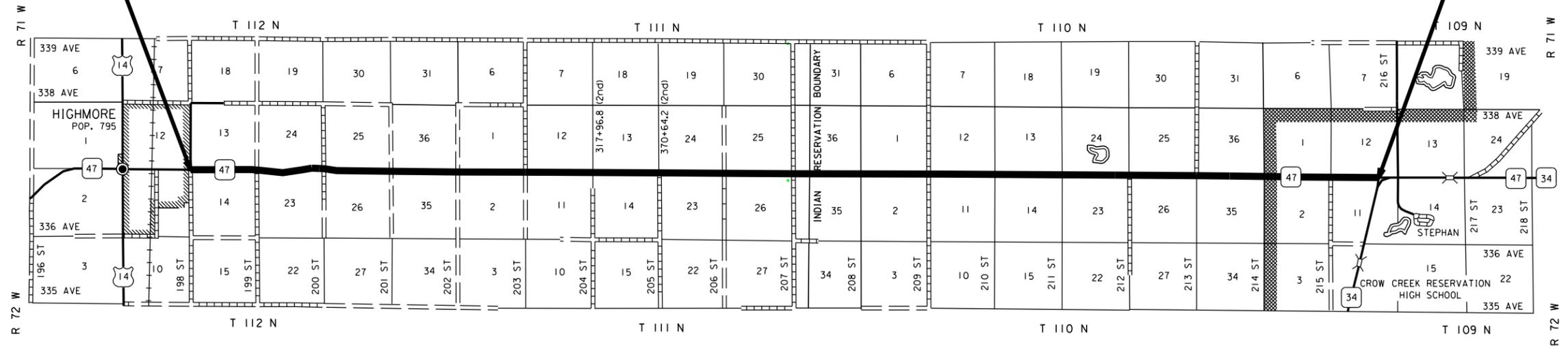
PLOT NAME -

FILE - ... \TITLE SHEET.DGN

SD 47  
SEGMENT #2  
HYDE COUNTY  
LENGTH: 17.923 MILES

**END SEGMENT  
STATION 946+33.44  
MRM 136.17+0.000  
MILEAGE: 82.365**

**BEGIN SEGMENT  
STATION 0+00.00  
MRM 118.18+0.000  
MILEAGE: 100.288**



DESIGN DESIGNATION

ADT (2014)	575
ADT (2034)	735
DHV	74
D	51%
T DHV	6.1%
T•ADT	27.7%
V	65 M.P.H.

PLOT SCALE - 1:200

PLOTTED FROM - IRHJUN107

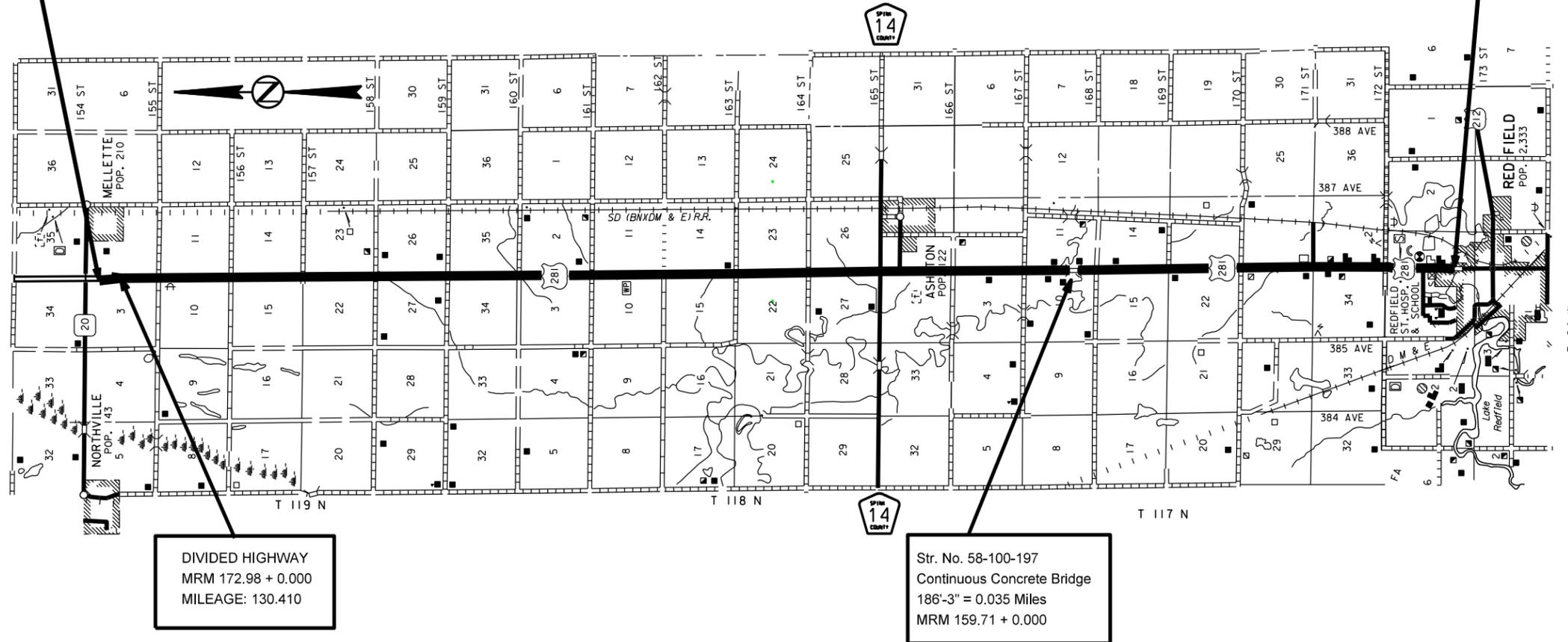
PLOT NAME - 2

FILE - ... \TITLE SHEET.DGN

US 281  
SEGMENT #3  
SPINK COUNTY  
LENGTH: 19.096 MILES

END SEGMENT  
STATION 995+59.68 SBL  
MRM 173.00 + 0.321  
MILEAGE: 130.731  
STATION 985+08.96 NBL  
MRM 173.00 + 0.122  
MILEAGE: 130.532

BEGIN SEGMENT  
STATION 0+00.00  
MRM 154.45 + 0.000  
MILEAGE: 111.875



DIVIDED HIGHWAY  
MRM 172.98 + 0.000  
MILEAGE: 130.410

Str. No. 58-100-197  
Continuous Concrete Bridge  
186'-3" = 0.035 Miles  
MRM 159.71 + 0.000

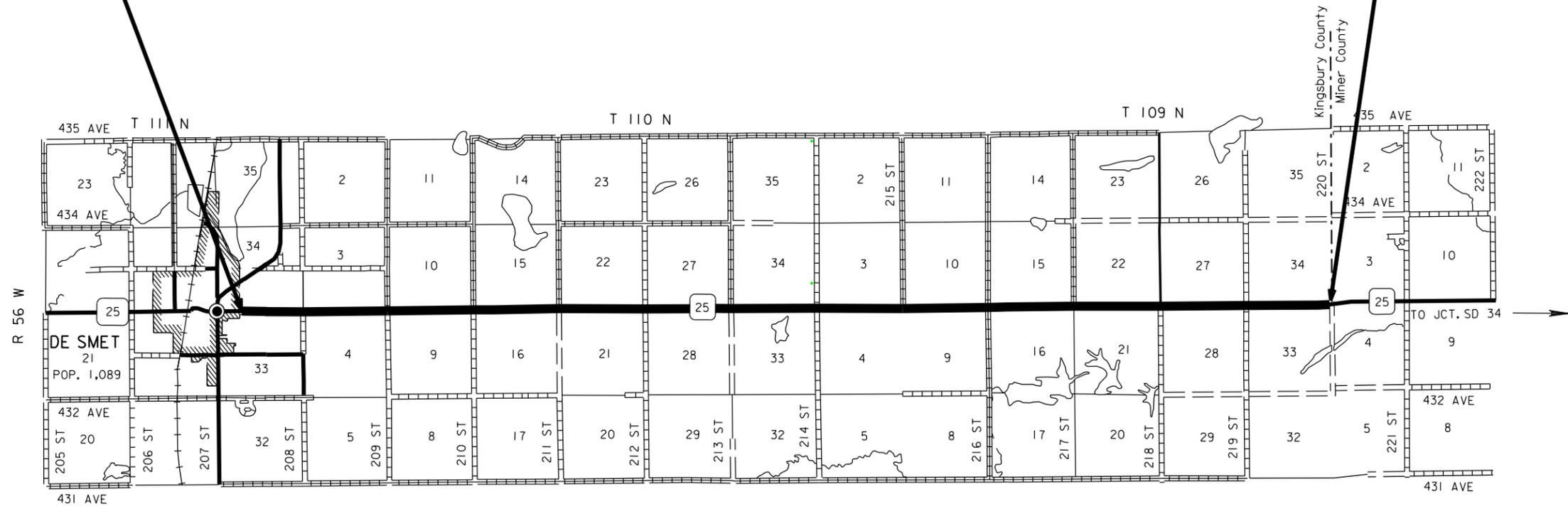
DESIGN DESIGNATION

ADT (2013)	2594
ADT (2033)	3066
DHV	283
D	51%
T DHV	2.6%
T ADT	18.9%
V	65 M.P.H.

SD 25  
SEGMENT #4  
KINGSBURY COUNTY  
LENGTH: 12.472 MILES

**END SEGMENT**  
STATION 658+52.16  
MRM 114.00 + 0.482  
MILEAGE: 72.266

**BEGIN SEGMENT**  
STATION 0+00.00  
MRM 101.77 + 0.217  
MILEAGE: 59.794



DESIGN DESIGNATION

ADT (2013)	1050
ADT (2033)	1220
DHV	171
D	50%
T DHV	1.7%
T•ADT	23.4%
V	65 M.P.H.

PLOT SCALE - 1:200

PLOTTED FROM - IRHJUN107

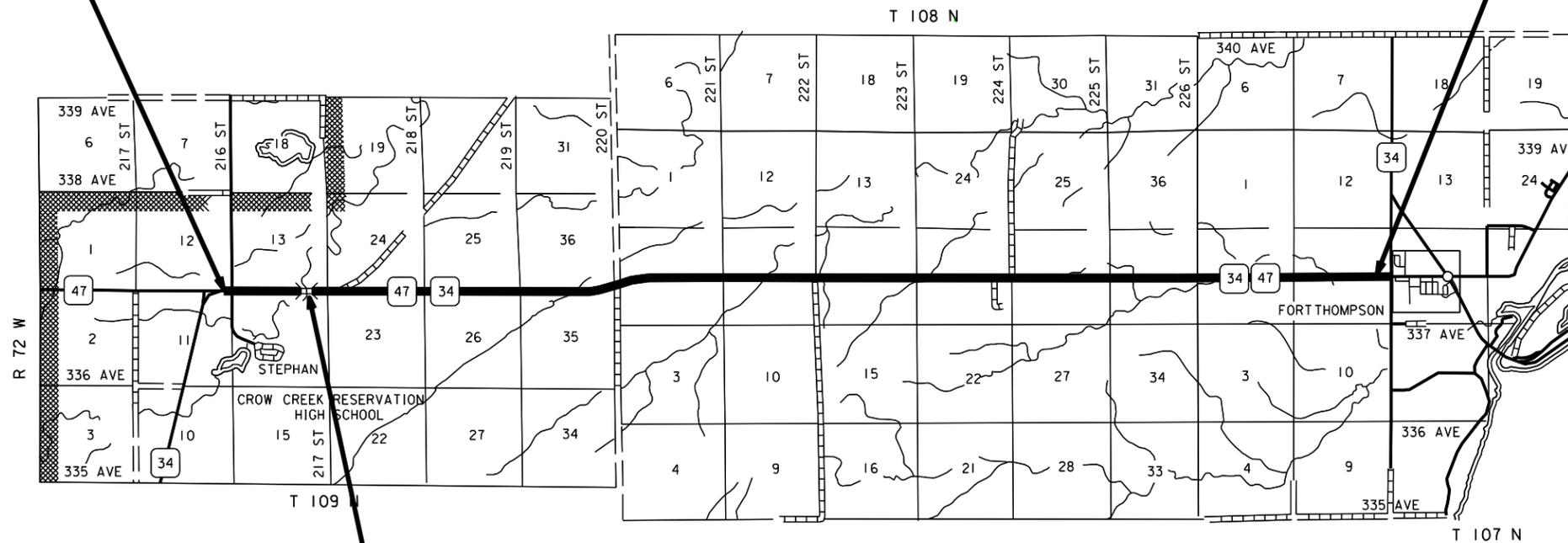
PLOT NAME - 4

FILE - ... \TITLE SHEET.DGN

SD 34  
SEGMENT #5  
HYDE & BUFFALO COUNTIES  
LENGTH: 13.284 MILES

**END SEGMENT**  
STATION 701+39.52  
MRM 270.27 + 0.000  
MILEAGE: 220.242

**BEGIN SEGMENT**  
STATION 0+00.00  
MRM 257.06 + 0.000  
MILEAGE: 206.958



STR# 35-110-447  
Continuous Concrete Bridge  
106'0" = 0.020 MILES  
MRM 257.95 + 0.000

DESIGN DESIGNATION

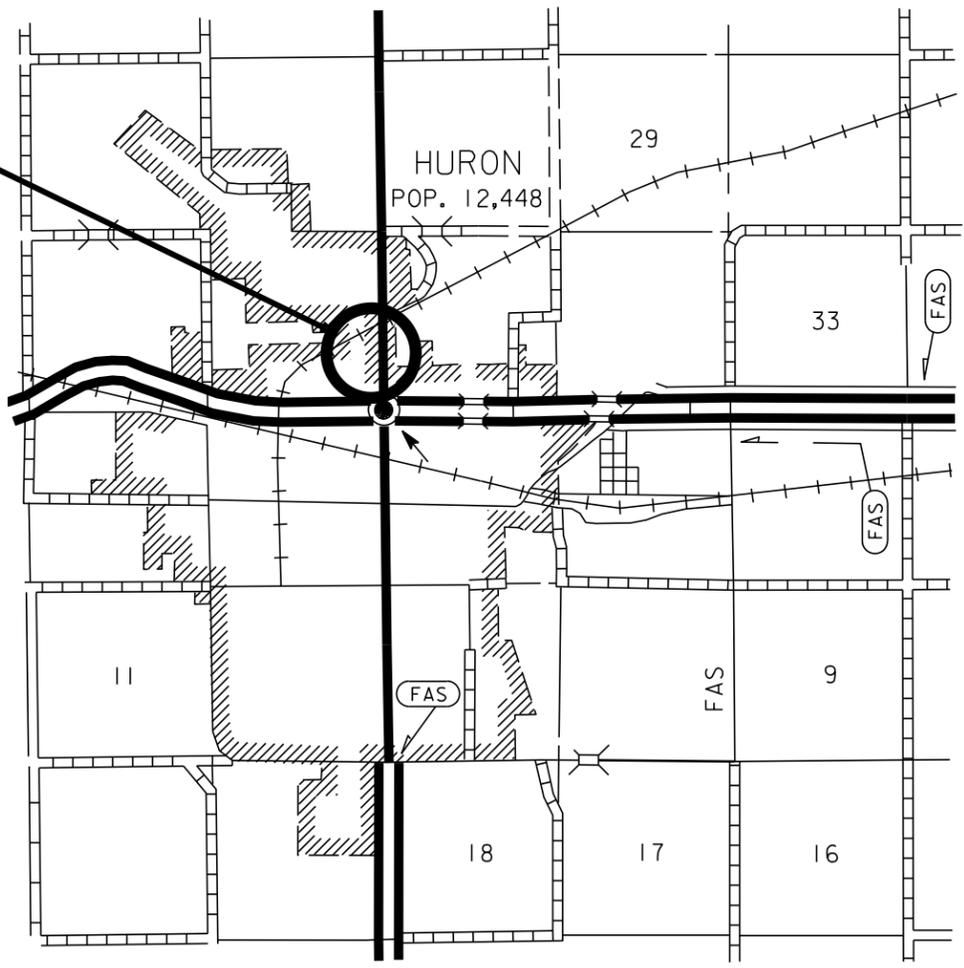
ADT (2013)	825
ADT (2033)	987
DHV	106
D	51%
T DHV	3.3%
T*ADT	14.8%
V	65 M.P.H.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH P 0013(35)	6	14
Plotting Date: 02/22/2016			

Revised 02/22/2016

HURON DEPARTMENT OF TRANSPORTATION  
 BEADLE COUNTY  
 WIP # 411A469  
 PCN I45E

**HURON DEPARTMENT OF  
 TRANSPORTATION YARD**  
**901 DAKOTA AVE N,  
 HURON SD, 57350**



PLOT SCALE - 1:220

PLOTTED FROM - TRHJUN107

PLOT NAME - 7

FILE - ... \TITLE SHEET.DGN

# ESTIMATE OF QUANTITIES

## PCN 054D

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
350E0010	Asphalt Concrete Crack Sealing	157,908	Lb
634E0010	Flagging	533.0	Hour
634E0020	Pilot Car	267.0	Hour
634E0110	Traffic Control Signs	663	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0420	Type C Advance Warning Arrow Board	1	Each
998E0100	Railroad Protective Insurance	Lump Sum	LS

## PCN I45E

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
* 009E0010	Mobilization	Lump Sum	LS
* 350E0010	Asphalt Concrete Crack Sealing	959	Lb

\* - Denotes Non-Participating

### SPECIFICATIONS

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

Revised 02/22/2016

## TABLE OF QUANTITIES (FOR INFORMATION ONLY)

### ROUTE & SEAL ESTIMATE OF QUANTITIES for MAINLINE

ITEM	SEGMENT 1, HWY 28	SEGMENT 2, HWY 47	SEGMENT 3, HWY 281	SEGMENT 4, HWY 25	SEGMENT 5, HWY 34	901 Dakota Ave N, Huron SD 57350 (Huron Office)	TOTAL	UNIT
Mobilization	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	*Lump Sum	Lump Sum	LS
Asphalt Concrete Crack Sealing	25432	29079	55032	25580	22786	*959	158867	LB
Flagging	85	128	135	89	96	-	533	HR
Pilot Car	43	64	68	45	48	-	267	HR
Traffic Control Signs	159	106	186	106	106	-	663	Sq Ft
Type C Advanced Warning Panel	-	-	1	-	-	-	1	EACH
Traffic Control, Miscellaneous	Lump Sum	Lump Sum	Lump Sum	Lump Sum	Lump Sum	-	Lump Sum	LS
Railroad Protective Insurance	Lump Sum	-	-	-	-	-	Lump Sum	LS

\*- Denotes Non-Participating

# ENVIRONMENTAL COMMITMENTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-P 0013(35)	9	14

## 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 B: FEDERALLY THREATENED, ENDANGERED, AND PROTECTED SPECIES

### COMMITMENT B2: WHOOPING CRANE

The Whooping Crane is a spring and fall migratory bird in South Dakota that is about 5 feet tall and typically stops on wetlands, rivers, and agricultural lands along their migration route. An adult Whooping Crane is white with a red crown and a long, dark, pointed bill. Immature Whooping Cranes are cinnamon brown. While in flight, their long necks are kept straight and their long dark legs trail behind. Adult Whooping Cranes' black wing tips are visible during flight.

#### Action Taken/Required:

Harassment or other measures to cause the Whooping Crane to leave the site is a violation of the Endangered Species Act. If a Whooping Crane is sighted roosting in the vicinity of the project, borrow pit, or staging site associated with the project, cease construction activities in the affected area until the Whooping Crane departs and contact the Project Engineer. The Project Engineer will contact the Environmental Office so that the sighting can be reported to USFWS.

## 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.

The Contractor shall not withdraw water directly from streams of the James, Big Sioux, and Vermillion watersheds without prior approval from the SDDOT Environmental Office.

#### 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 Public 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: staging areas, borrow sites, waste disposal sites, and all material processing sites.

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

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

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

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

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

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-P 0013(35)	10	14

Revised 03/02/2016 - JB

## SEQUENCE OF OPERATIONS

The Contractor shall submit his proposed sequence of operations for the Engineer's approval at least one week prior to the preconstruction meeting. The Contractor shall sequence work for half of roadway width at a time for SD 25, SD 28, SD 47, SD 34, and US 281.

## TRAFFIC CONTROL

Traffic shall be maintained on the driving lanes through the work area by use of a lane closure. Use of the shoulder as a driving lane will not be permitted. Any damage to the shoulders due to construction activity shall be repaired by the Contractor at no expense to the State.

Work limits for Asphalt Concrete Rout and Seal shall not exceed a 3 mile work zone in both directions of traffic. All loose materials shall be removed to roadway prior to opening to traffic.

Removing, relocating, covering, salvaging and resetting of existing traffic control devices, including delineation, shall be the responsibility of the Contractor. Cost of this work shall be incidental to the various contract items unless otherwise specified in the plans. Delineators and signs damaged or lost shall be replaced by the Contractor at no cost to the State.

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

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

Traffic Control signs, as shown in the Estimate of Quantities, are estimates. Contractor's operation may require adjustments in quantities, either more or less. Payment will be for those signs actually ordered by the Engineer and used. Traffic Control signs will be paid separately for each segment.

Non-fixed location signs may be mounted on portable supports. The bottom of signs on portable or temporary supports shall not be less than seven feet above the pavement in urban areas, and one foot above the pavement in rural areas.

During construction operations, all Contractor's vehicles, equipment, and materials shall be located within that half of the roadway which is closed to through traffic. No temporary parking or material storage will be permitted on that portion of the roadway open to through traffic.

## Reflectorized Sheeting Requirements for Temporary Traffic Control Devices

Delete the first paragraph of Section 984.1 and replace with the following:

Temporary traffic control devices, including signs, drums, cones, tubular markers, barricades, vertical panels, and direction indicator barricades shall be reflectorized with sheeting applied to a satisfactory backing. For all temporary traffic control warning signs, the reflective sheeting shall meet or exceed the standards of Type VII, Type VIII, Type IX, or Type XI as defined by AASHTO M 268 (ASTM D4956). For all other temporary traffic control signs, the reflective sheeting shall meet or exceed the standards of Type IV, Type V, Type VII, Type VIII, Type IX, or Type XI as defined by AASHTO M 268 (ASTM D4956). For barricades, vertical panels, and direction indicator barricades; the reflective sheeting shall meet or exceed the standards of Type III as defined by AASHTO M 268 (ASTM D4956). Round surfaced temporary traffic control devices including, but not limited to; drums, cones, and tubular markers shall be reflectorized with reflectorized sheeting meeting or exceeding the standards of Type IV as defined by AASHTO M 268 (ASTM D4956). All orange colored material shall be fluorescent.

## CONSTRUCTION REQUIREMENTS

Shoulder bevel slopes greater than 3/8 inch per foot shall not be routed and sealed unless directed by the Engineer.

The contract unit price per pound for ASPHALT CONCRETE CRACK SEALING shall be nonnegotiable regardless of changes in contract quantity.

## ASPHALT CONCRETE AGGREGATES

SDDOT asphalt mixes are known to contain crushed ledge rock such as granite. The Contractor can expect to encounter various percentages of crushed ledge rock both in the larger aggregates and the fines. For information only the following projects are known or believed to contain crushed ledge rock:

SD 25 Kingsbury County = 19%  
SD 25 & SD 28 Clark County = 18%  
US 281 Spink County = 25%

The SDDOT does not guarantee this information to be correct.

Actual field conditions may vary.

**ITEMIZED LIST FOR TRAFFIC CONTROL – SEGMENT #1**

		CONVENTIONAL ROAD				
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE		SQFT PER SIGN	SQFT
W20-1	ROAD WORK AHEAD	3	48"	x	48"	48
W20-4	ONE LANE ROAD AHEAD	3	48"	x	48"	48
W20-7	FLAGGER (symbol)	3	48"	x	48"	48
G20-2	END ROAD WORK	3	36"	x	18"	15
					<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT</b>	<b>159</b>

**ITEMIZED LIST FOR TRAFFIC CONTROL – SEGMENT #2, #4, AND #5**

		CONVENTIONAL ROAD				
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE		SQFT PER SIGN	SQFT
W20-1	ROAD WORK AHEAD	2	48"	x	48"	32
W20-4	ONE LANE ROAD AHEAD	2	48"	x	48"	32
W20-7	FLAGGER (symbol)	2	48"	x	48"	32
G20-2	END ROAD WORK	2	36"	x	18"	10
					<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT</b>	<b>106</b>

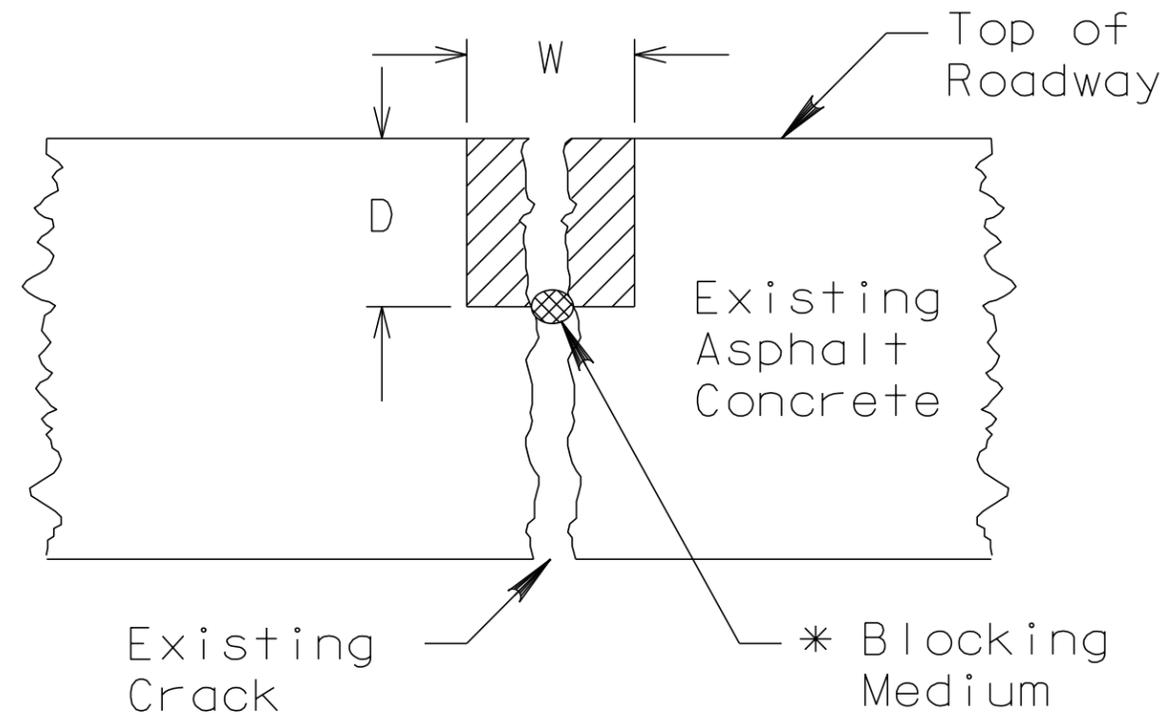
**ITEMIZED LIST FOR TRAFFIC CONTROL – SEGMENT #3**

		CONVENTIONAL ROAD				
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE		SQFT PER SIGN	SQFT
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48"	x	48"	32
W20-1	ROAD WORK AHEAD	3	48"	x	48"	48
W20-4	ONE LANE ROAD AHEAD	2	48"	x	48"	32
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48"	x	48"	32
W20-7	FLAGGER (symbol)	2	48"	x	48"	32
G20-2	END ROAD WORK	2	36"	x	18"	10
					<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT</b>	<b>186</b>

**ARROW BOARDS**

ITEM DESCRIPTION	QUANTITY
Type C Advanced Warning Arrow Board	1 Each

## TYPICAL RESERVOIR SECTION



\* Inert compressible material required for cracks  $\frac{3}{8}$ " or more in width.

$$D \ \& \ W = \frac{3}{4}"$$

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

- Flagger
- Channelizing Device

For low-volume traffic situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger may be used.

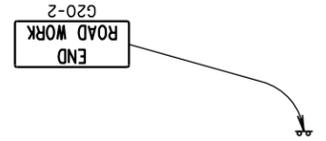
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

For tack and/or flush seal operations, when flaggers are not being used, the FRESH OIL sign (W21-2) shall be displayed in advance of the liquid asphalt areas.

Flashing warning lights and/or flags may be used to call attention to the advance warning signs.

The channelizing devices shall be drums or 42" cones.

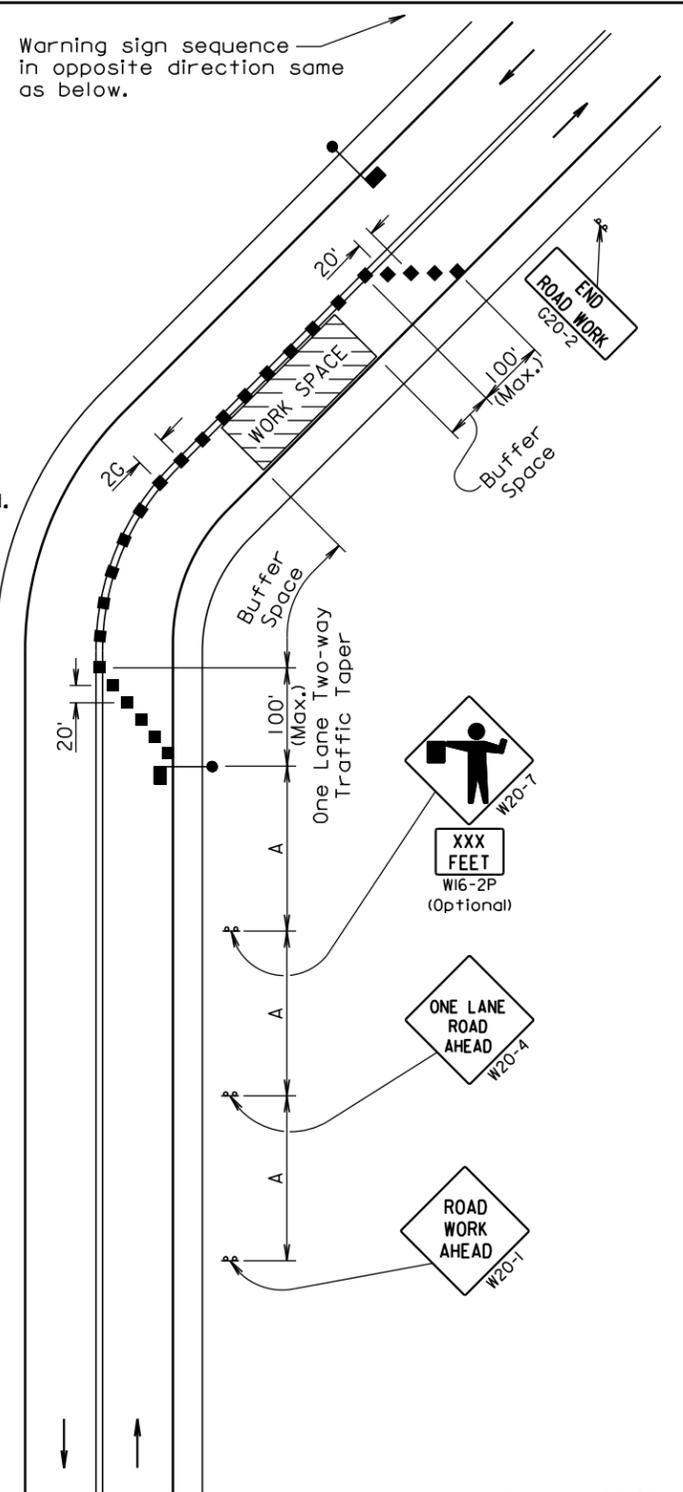
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.



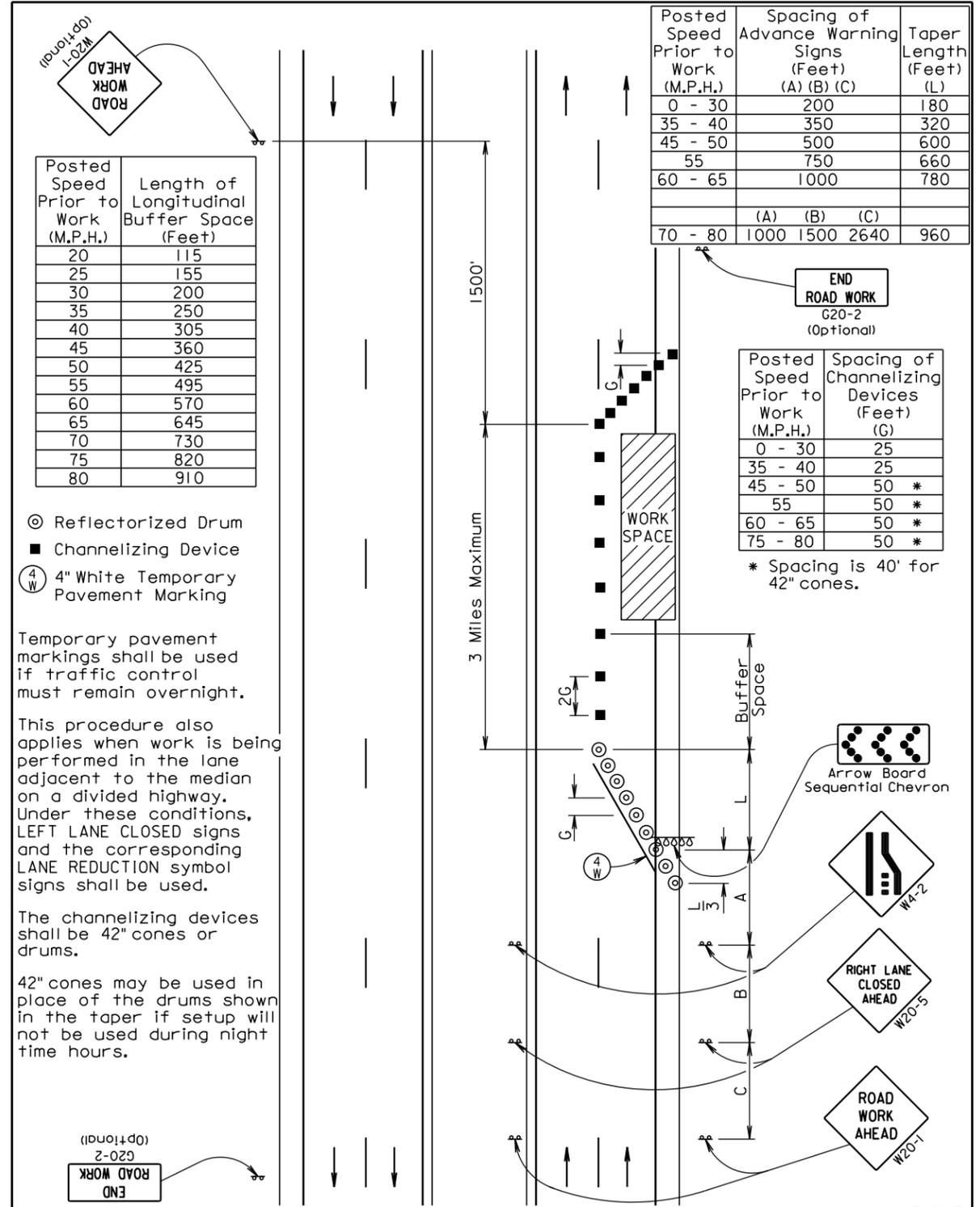
Channelizing devices and flaggers shall be used at intersecting roads to control intersecting road traffic as required.

The buffer space should be extended so that the two-way traffic taper is placed before a horizontal or vertical curve to provide adequate sight distance for the flagger and queue of stopped vehicles.

The length of A may be adjusted to fit field conditions.



September 22, 2014



April 15, 2015

Posted Speed Prior to Work (M.P.H.)	Length of Longitudinal Buffer Space (Feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820
80	910

- ⊙ Reflectorized Drum
- Channelizing Device
- ④ White Temporary Pavement Marking

Temporary pavement markings shall be used if traffic control must remain overnight.

This procedure also applies when work is being performed in the lane adjacent to the median on a divided highway. Under these conditions, LEFT LANE CLOSED signs and the corresponding LANE REDUCTION symbol signs shall be used.

The channelizing devices shall be 42" cones or drums.

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

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet)			Taper Length (Feet) (L)
	(A)	(B)	(C)	
0 - 30	200			180
35 - 40	350			320
45 - 50	500			600
55	750			660
60 - 65	1000			780
		(A)	(B)	(C)
70 - 80	1000	1500	2640	960

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	25
35 - 40	25
45 - 50	50 *
55	50 *
60 - 65	50 *
75 - 80	50 *

\* Spacing is 40' for 42" cones.

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 *

\* Spacing is 40' for 42" cones.

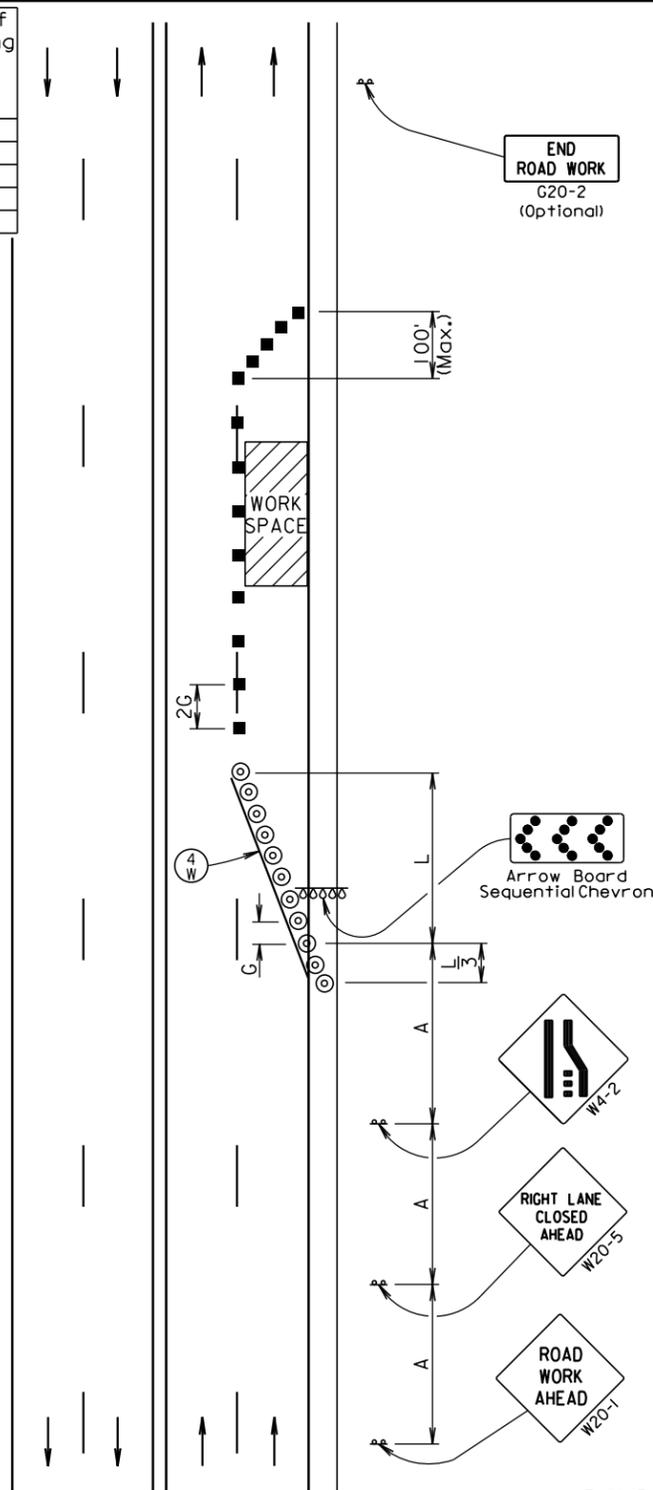
- ⊙ Reflectorized Drum
- Channelizing Device
- ④ 4" White Temporary Pavement Marking

The channelizing devices shall be 42" cones or drums.

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

Temporary pavement markings shall be used if traffic control must remain overnight.

The length of A and L may be adjusted to fit field conditions.



April 15, 2015