

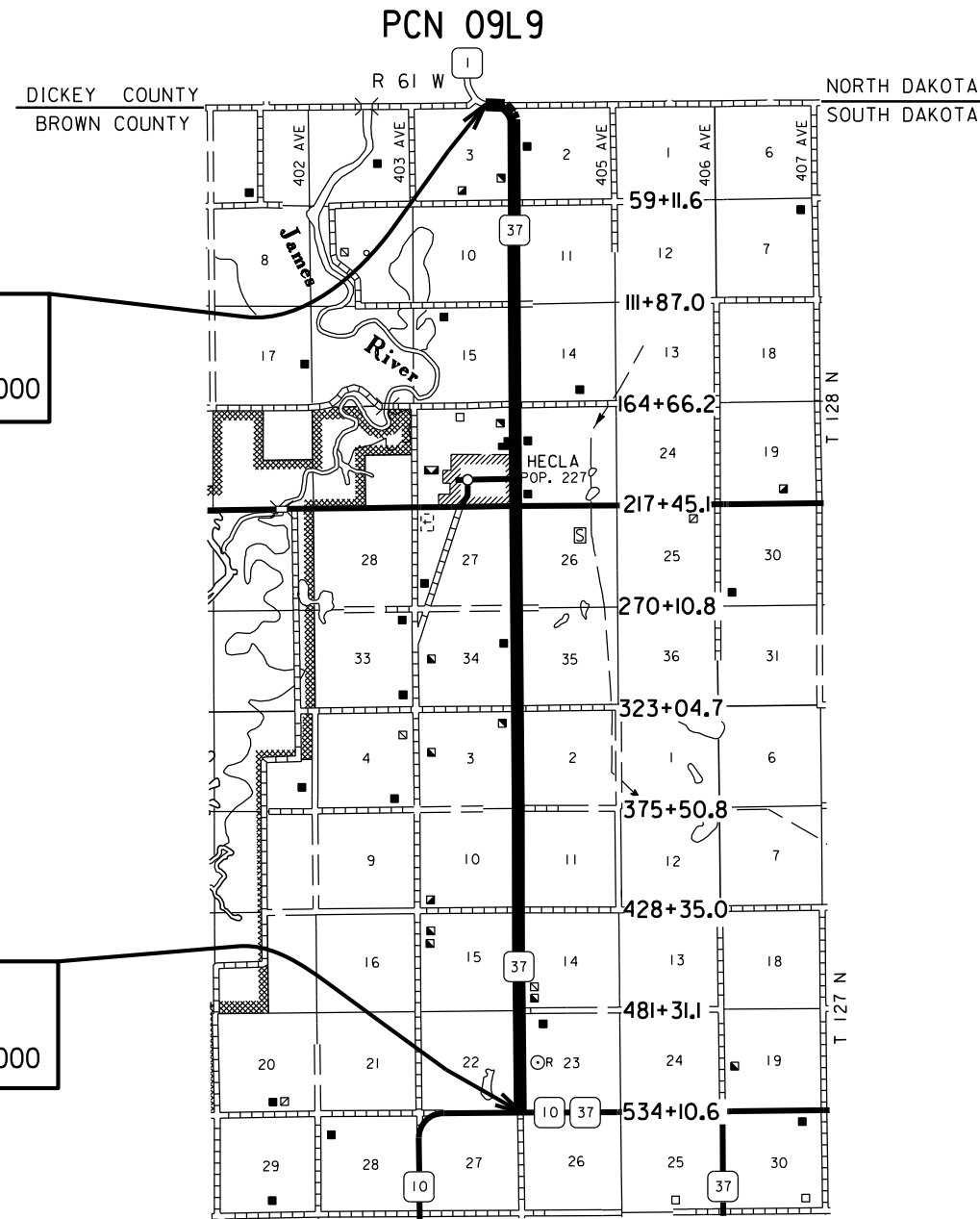
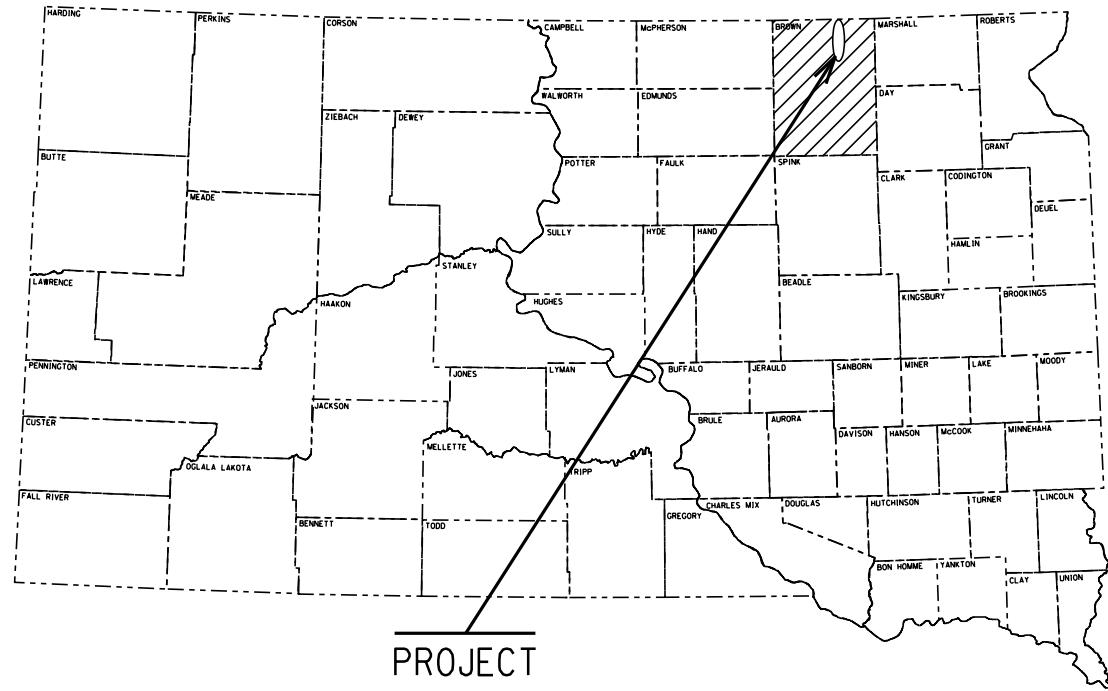
PLOT SCALE - 1:9646.23

STATE OF SOUTH DAKOTA
 DEPARTMENT OF TRANSPORTATION
 PLANS FOR PROPOSED
PROJECT P 0011(318)
SD HIGHWAY 37
BROWN COUNTY
 ASPHALT CONCRETE CRACK LEVELING

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P 0011(318)	1	6
Plotting Date: 12/31/2024			

INDEX OF SHEETS

Sheet 1	Title Sheet and Layout Map
Sheet 2-3	Estimate of Quantities and Environmental Commitments
Sheet 4	Plan Notes and Tables
Sheet 5	Typical Reservoir Section
Sheet 6	Standard Plate 634.23 and Traffic Control



Begin Project
 Sta. 0+00.0
 MRM 243.63 +0.000

End Project
 Sta. 534+10.6
 MRM 233.51 +0.000

GROSS LENGTH 53410.60 FEET 10.116 MILES
 LENGTH OF EXCEPTIONS 0.00 FEET 0.000 MILES
 NET LENGTH 53410.60 FEET 10.116 MILES

DESIGN DESIGNATION
 AADT (2023) 671
 AADT (2043) 890
 DHV 99
 D 50%
 DHV T% 14.6%
 AADT T% 32.1%
 V 65/45(Hecla) MPH

STORM WATER PERMIT
 (NONE REQUIRED)

10

March 19, 2025

PLOTTED FROM - TRAB17882

FILE - ... \1. 09L9_TITLE_SHEET .DGN

ESTIMATE OF QUANTITIES AND ENVIRONMENTAL COMMITMENTS

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
320E0402	Asphalt Repair Mastic Type 2	172,897	Lb
634E0010	Flagging	188.0	Hour
634E0020	Pilot Car	84.0	Hour
634E0110	Traffic Control Signs	255.8	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS

SPECIFICATIONS

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

ENVIRONMENTAL COMMITMENTS

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified 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. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT's Environmental Commitments can be accessed through the Environmental Procedures Manual found at: < <https://dot.sd.gov/media/documents/EnvironmentalProceduresManual.pdf> >

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

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 pits, or staging areas associated with the project, cease construction activities in the affected area until the Whooping Crane departs and immediately contact the Project Engineer. The Project Engineer will contact the Environmental Office so that the sighting can be reported to USFWS.

COMMITMENT B4: BALD EAGLE

Bald eagles are known to occur in this area.

Action Taken/Required:

If a nest is observed within one mile of the project site, notify the Project Engineer immediately so that he/she can consult with the Environmental Office for an appropriate course of action.

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.

The Contractor must adhere to the "Special Provision Regarding Storm Water Discharges to Waters of the State."

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor will 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) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Agriculture and Natural Resources.

The waste disposal site(s) will 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 Environmental Office and the Project Engineer.

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

- Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials will be buried in a trench separate from wood debris. The final cover over the construction and/or demolition debris will consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW will be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor will control the access to waste disposal sites not within the Public ROW with fences, gates, and placement of a sign or signs at the entrance to the site stating, "No Dumping Allowed".

- Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will 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) will be incidental to the various contract items.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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Plotting Date: 12/31/2024

COMMITMENT I: HISTORIC PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historic 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 a cultural resource review prior to scheduling the pre-construction meeting. This work includes but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor will arrange and pay for a record search and when necessary, a cultural resource survey. 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 if the site was previously surveyed; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

The Contractor will provide ARC with the following: a topographical map or aerial view in 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 will submit the cultural resources survey report to SDDOT Environmental Office, 700 East Broadway Avenue, Pierre, SD 57501-2586. 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.

In the event of an inadvertent discovery of human remains, funerary objects, or if evidence of cultural resources is identified during project construction activities, then such activities within 100 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office, who will contact the appropriate SHPO/THPO within 48 hours of the discovery to determine an appropriate course of action.

SHPO/THPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor will not utilize a site known or suspected of having contaminated soil or water. The Contractor will provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

SEQUENCE OF OPERATIONS

The Contractor will submit a sequence of operations for approval two weeks prior to the preconstruction meeting. If changes to the sequence of operations are proposed during the project, these must be submitted for review a minimum of one week prior to potential implementation. Approval for changes to the sequence of operations will only be allowed when the proposed changes meet with the Department's intent for traffic control and sequencing of the work.

GENERAL TRAFFIC CONTROL

Existing guide, route, informational logo, regulatory, and warning signs will be temporarily reset and maintained during construction. Removing, relocating, covering, salvaging, and resetting of existing traffic control devices, including delineation, will be the responsibility of the Contractor. Cost for this work will be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost will be replaced by the Contractor at no cost to the State.

Traffic will be maintained on the driving lanes by use of flaggers and a pilot car. Use of the shoulder as a driving lane will not be permitted. Any damage to the shoulder due to rerouted traffic or Contractor's equipment will be repaired at no expense to the Department.

All construction operations will be conducted in the general direction of traffic movement.

If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD, whichever is more stringent will be used, as determined by the Engineer.

Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

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.

FLAGGING

Operations will be conducted so that the traveling public will not have to wait longer than 15 minutes at the flagger station.

Additional flagger warning signs and flagger hours have been included in the Estimate of Quantities for use on intersecting roads. These flaggers will be used as directed by the Engineer and will be used primarily during daytime hours. Also included in the Estimate of Quantities are WAIT FOLLOW PILOT CAR signs for use on low volume intersecting roads as determined by the Engineer. WAIT FOLLOW PILOT CAR signs will not block the view of the stop sign.



It is required that the flaggers and pilot car operators be able to communicate with one another. If an emergency vehicle needs to pass through the project, the Contractor will be required to expedite traffic movement. All costs associated with this will be incidental to the contract unit price per hour for FLAGGING.

ASPHALT REPAIR MASTIC TYPE 2

Only transverse joints in the driving lane and one longitudinal joint at the north end of the project near the state border between South Dakota and North Dakota will be repaired. Repairs will be performed on transverse cracks from white line to white line and repair on a longitudinal crack along the longitudinal joint. The top of the road will typically be at the width listed in tables.

The average width of repair locations is 7 inches, but some locations may be wider. The width of repair locations varies throughout the project. The Engineer may specify the width of the squeegee used in order to approve the ride or to control quantities. The use of a 3' squeegee may be required to ensure the entire depression is filled.

The average depth of the repair locations is 1/2", but some locations are over 1/2" deep.

It is estimated there are 105,936 LF. of joints to be repaired. Some adjustments to the quantities have been made in the plans to account for questionable joints. The quantity of ASPHALT REPAIR MASTIC TYPE 2 may vary from the plans.

The contract unit price per pound for ASPHALT REPAIR MASTIC TYPE 2 will be nonnegotiable regardless of changes in plan contract quantity.

TABLE OF ASPHALT REPAIR MASTIC TYPE 2

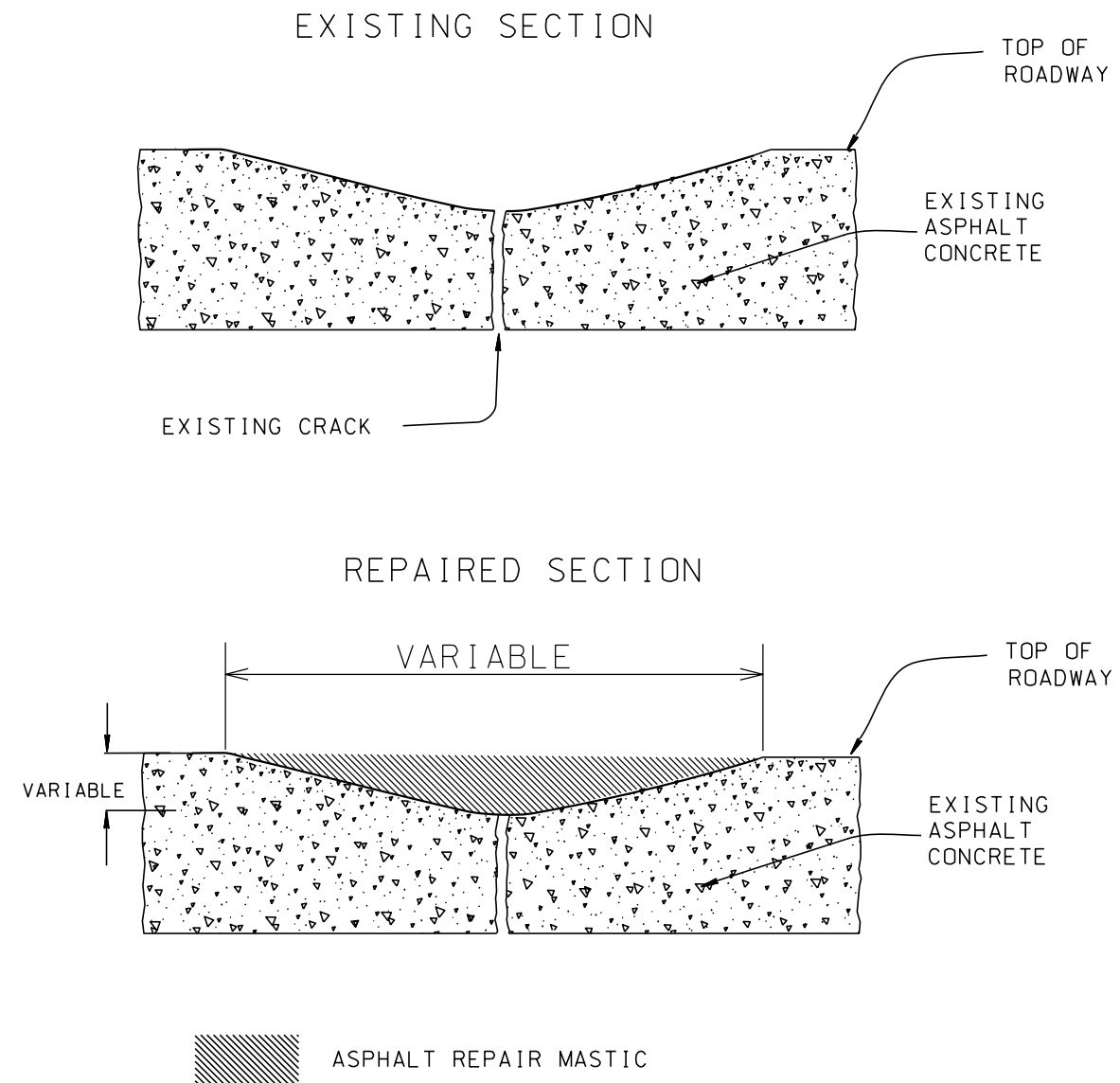
MRM to MRM	No. of Cracks	Length (ft)	Total (Lf)	Crack Type
233.51 to 243.63	3661	24	87,864	Transverse
233.51 to 243.63	1490	12	17,880	Transverse
242.00 to 243.63	1	192	192	Longitudinal

Mastic: 110 Lbs/CF

SD HWY 37 Total Mastic: 172,897 Lb

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TYPICAL RESERVOIR SECTION WITHOUT MILLING



* MULTIPLE APPLICATIONS OF THE ASPHALT REPAIR MASTIC MAY BE REQUIRED TO ADEQUATELY LEVEL THE JOINT AS DIRECTED BY THE ENGINEER.

PLOT SCALE - 1:8000

PLOTTED FROM - TRAB17882

PLOT NAME - 2

FILE - ... \4. TYPICAL RESERVOIR SECTION WITHOUT MILLING.DGN

SHEET OF SHEETS

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	500	25
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) will 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 will 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.

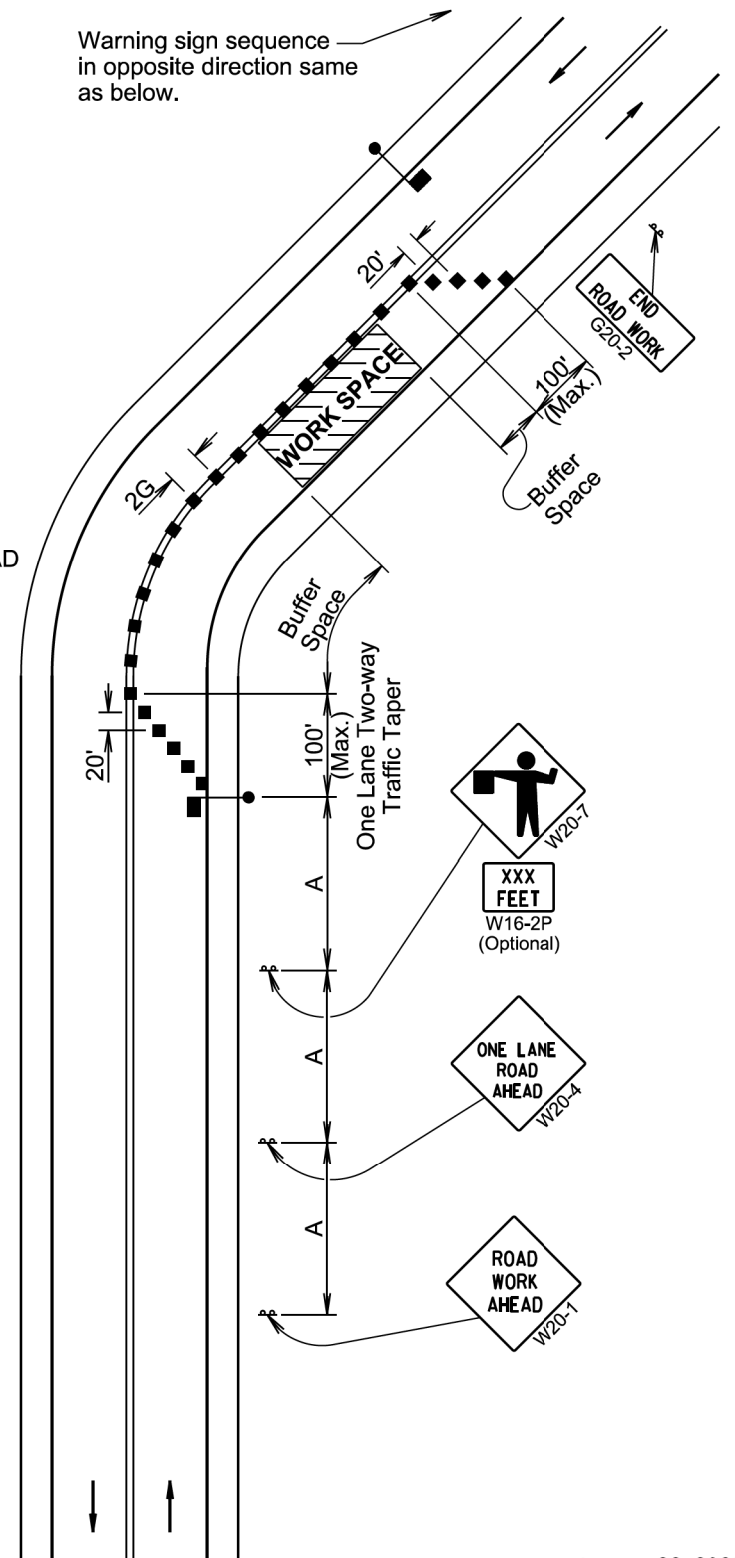
G20-2
ROAD WORK
END

Channelizing devices and flaggers will 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.

Warning sign sequence in opposite direction same as below.



January 22, 2021

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W20-1	ROAD WORK AHEAD	8	48" x 48"	16.0	128.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
SPECIAL	WAIT FOLLOW PILOT CAR	6	30" x 18"	3.8	22.8
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT					255.8

Published Date: 2025

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LANE CLOSURE WITH FLAGGER PROVIDED

PLATE NUMBER
634.23

Sheet 1 of 1