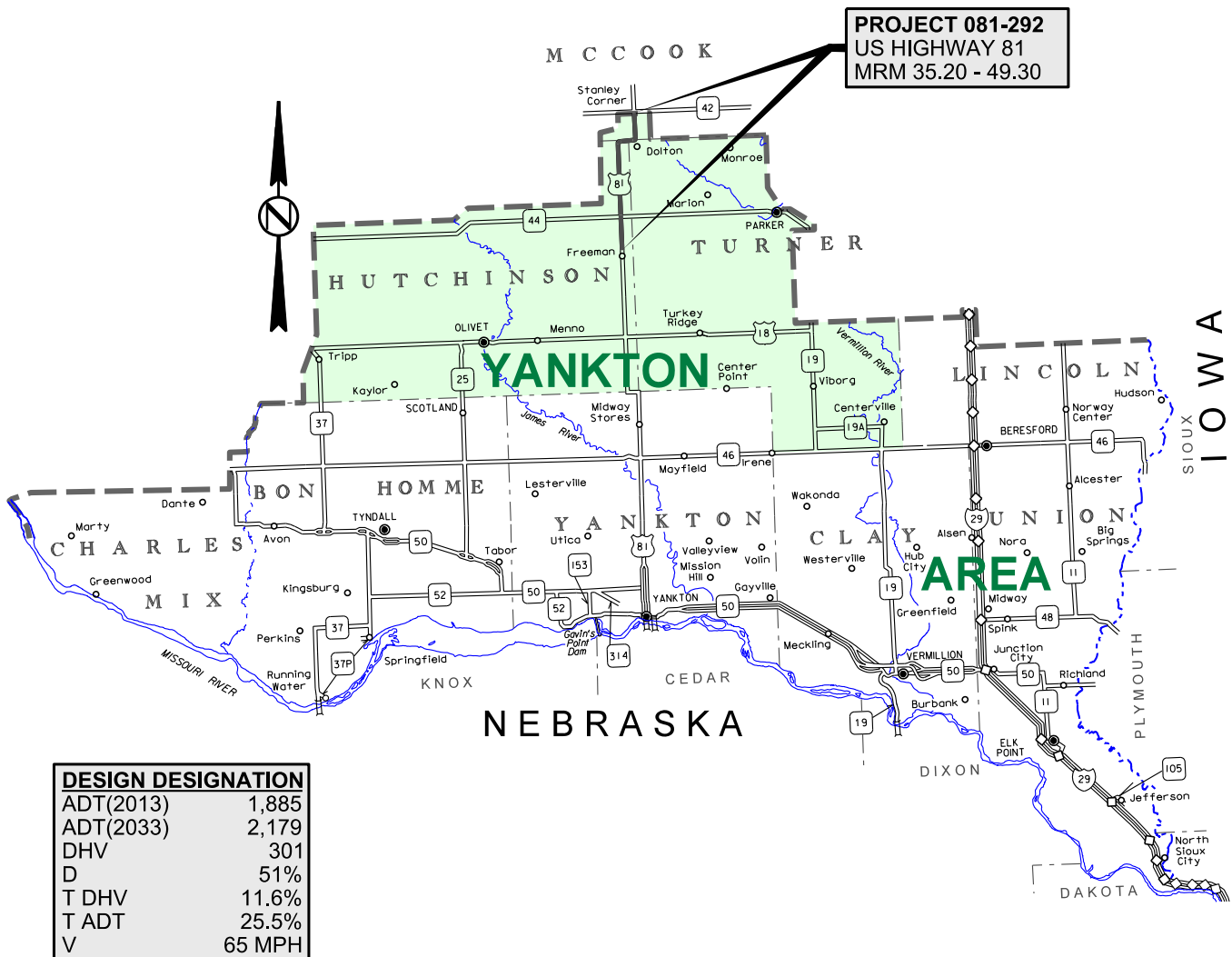


081-292
US HIGHWAY 81
HUTCHINSON, MCCOOK, & TURNER COUNTIES
SPOT COLD MILLING ASPHALT CONCRETE &
SPOT ASPHALT CONCRETE RESURFACING OF SHOULDERS
LENGTH: 14.100 MILES
PCN 13AJ



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HUTCHINSON, McCOOK & TURNER COUNTIES

INDEX OF SHEETS

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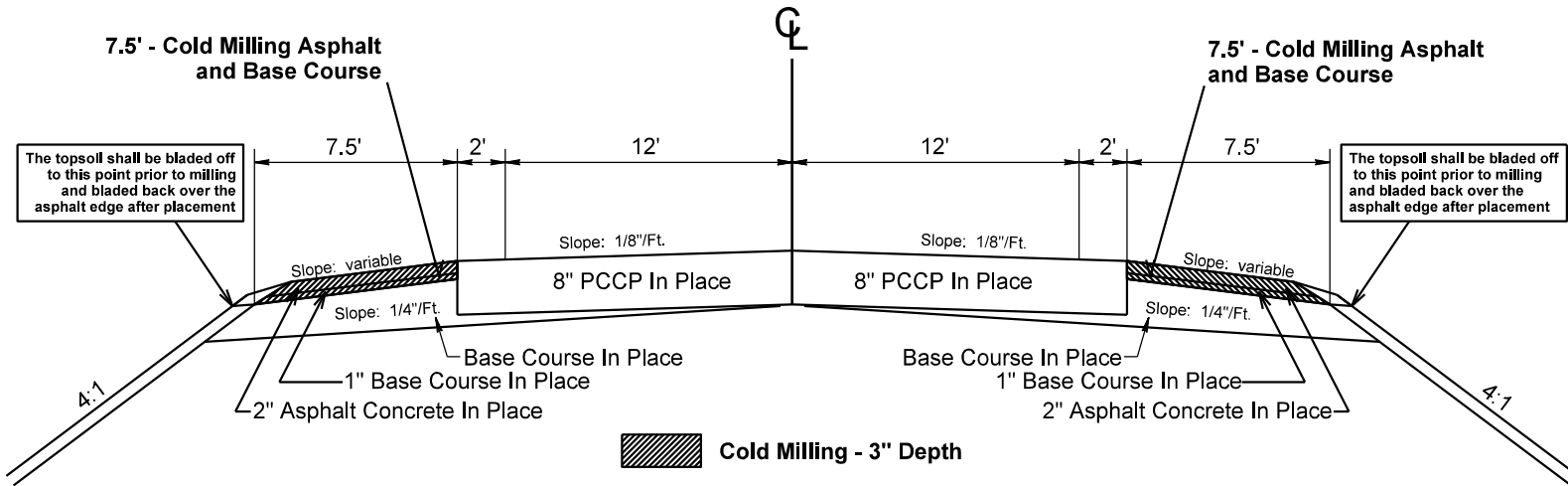
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ESTIMATE OF QUANTITIES

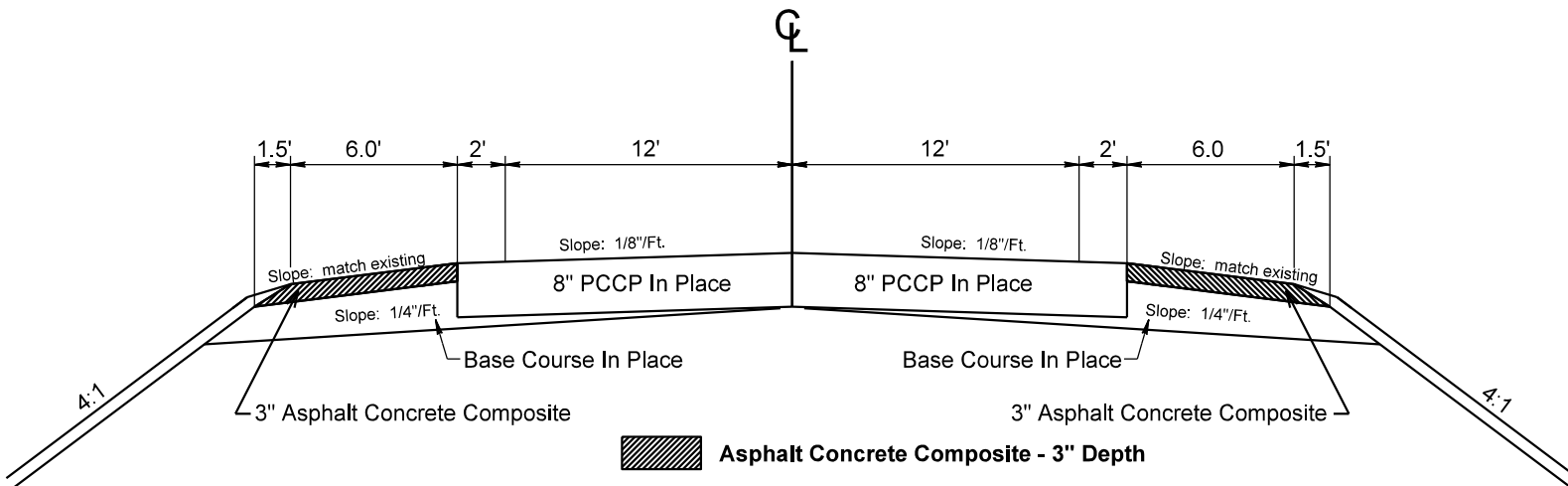
Bid Item Number	Item	Quantity	Unit
009E0010	Mobilization	Lump Sum	LS
120E0100	Unclassified Excavation, Digouts	71	CuYd
260E1030	Base Course, Salvaged	141.0	Ton
320E1200	Asphalt Concrete Composite	1,035.0	Ton
332E0010	Cold Milling Asphalt Concrete	6,900	SqYd
634E0010	Flagging	200	Hour
634E0020	Pilot Car	100	Hour
634E0100	Traffic Control	742	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS

TYPICAL COLD MILLING SECTION FULL WIDTH

North Bound and South Bound Shoulders Shown
Some areas require only one shoulder to be repaired per location.



TYPICAL RESURFACING SECTION FULL WIDTH



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SPECIFICATIONS

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

TABLE OF SPOT REPAIR OF SHOULDERS

MRM	to	MRM	LOCATION	LENGTH FT	TOP WIDTH FT	BOTTOM WIDTH FT	COLD MILLING ASPHALT CONCRETE	ASPHALT CONCRETE COMPOSITE
							(3" Depth) SqYd	TON
48.173	to	48.207	NB Shoulder	180	6	7.5	150	22
47.835	to	47.895	NB Shoulder	317	6	7.5	264	40
47.390	to	47.426	NB Shoulder	190	6	7.5	158	24
46.889	to	46.909	NB Shoulder	106	6	7.5	88	13
45.919	to	45.969	NB Shoulder	264	6	7.5	220	33
44.350	to	44.396	NB Shoulder	243	6	7.5	202	30
44.043	to	44.112	NB Shoulder	364	6	7.5	304	45
42.510	to	42.525	NB Shoulder	79	6	7.5	66	10
40.653	to	40.710	NB Shoulder	301	6	7.5	251	38
40.166	to	40.190	NB Shoulder	127	6	7.5	106	16
39.961	to	39.980	NB Shoulder	100	6	7.5	84	13
37.620	to	37.701	NB Shoulder	428	6	7.5	356	53
37.444	to	37.490	NB Shoulder	243	6	7.5	202	30
42.298	to	42.320	SB Shoulder	116	6	7.5	97	15
42.638	to	42.691	SB Shoulder	280	6	7.5	233	35
42.992	to	43.115	SB Shoulder	649	6	7.5	541	81
43.773	to	44.083	SB Shoulder	1637	6	7.5	1364	204
44.218	to	44.348	SB Shoulder	686	6	7.5	572	86
45.498	to	45.557	SB Shoulder	312	6	7.5	260	39
46.264	to	46.371	SB Shoulder	565	6	7.5	471	71
47.796	to	47.820	SB Shoulder	127	6	7.5	106	16
48.046	to	48.207	SB Shoulder	850	6	7.5	708	106
48.287	to	48.309	SB Shoulder	116	6	7.5	97	15
TOTALS:							6900	1035

These quantities and locations are estimates only. Final locations and dimensions shall be marked by the Engineer and are subject to change.

UTILITIES

The Contractor shall contact the involved utility companies through South Dakota One Call (1-800-781-7474) prior to starting work. It shall be the responsibility of the Contractor to coordinate work with the utility owners to avoid damage to existing facilities.

Utilities are not planned to be affected on this project. If utilities are identified near the improvement area through the SD One Call Process as required by South Dakota Codified Law 49-7A and Administrative Rule Article 20:25, the Contractor shall contact the Project Engineer to determine modifications that will be necessary to avoid utility impacts.

HUTCHINSON, McCOOK & TURNER COUNTIES**COORDINATION BETWEEN CONTRACTORS**

The Contractor shall coordinate work with work being completed on project NH 0081(98)35 PCN 047D, which is a PCC Pavement repair project.

SHOULDER WORK

Prior to construction, Department of Transportation Maintenance Forces will spray the shoulders to kill existing vegetation. It is the Contractor's responsibility to notify the State a minimum of thirty days prior to starting work on the surface of the highway. The State assumes no responsibility for the effectiveness of the herbicide applied.

Vegetation and accumulated material on or adjacent to the existing roadway edge shall be removed to the satisfaction of the Engineer prior to cold milling. Along the area, a 4" +/- depth of topsoil shall be bladed down the respective inslopes and left in a windrow 1' +/- from the shoulder. Following completion of surfacing operations, topsoil shall be bladed back up the inslope to the point indicated on the typical section. Any remaining windrow of accumulated material shall be redistributed evenly on the inslope adjacent to the asphalt shoulder to the satisfaction of the Engineer.

Cost for shoulder work including removal and replacement of topsoil shall be incidental to the contract unit prices for the various items. Separate measurement and payment will not be made.

WASTE DISPOSAL SITE

Base Course, Salvaged not reused as detailed in these plans shall be disposed of by the Contractor.

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

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

The waste disposal site(s) shall be managed and reclaimed in accordance with the following from the General Permit for Highway, Road, and Railway Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Environment and Natural Resources.

The waste disposal site(s) shall not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the 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/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/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.

Cost 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.

HUTCHINSON, McCOOK & TURNER COUNTIES**HISTORICAL PRESERVATION OFFICE CLEARANCES**

To obtain State Historical Preservation office (SHPO) clearance, a cultural resources survey may need to be conducted by a qualified archaeologist. In lieu of a cultural resources survey, the Contractor could request a records search from Jim Donohue, State Archaeological Research Center (SARC). Provide SARC 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 no artifacts have been found on the site. The Contractor shall arrange and pay for the cultural resource survey and/or records search.

If any earth disturbing activities occur within the current geographical or historic boundaries of any South Dakota reservation, the Contractor shall obtain Tribal Historical Preservation Officer (THPO) clearance. If no THPO exists, the required SHPO clearance shall suffice, with documentation of Tribal contact efforts provided to SHPO.

To facilitate SHPO or THPO responses, the Contractor should submit a records search or cultural resources survey to Tom Lehmkuhl, DOT Environmental Engineer, 700 East Broadway Avenue, Pierre, SD 57501-2586 (605-773-3180). Allow 30 days from the date this information is submitted to the Environmental Engineer for areas, borrow sites, waste disposal sites, and all material processing sites. The Contractor shall provide the required permits and clearances to the Engineer at the preconstruction meeting.

COLD MILLING ASPHALT CONCRETE (INCLUDING 1"± BASE COURSE)

The requirements for the traveling or fixed string line in Section 332.3B. of the Standard Specifications shall be waived.

Material obtained from cold milling may be used as Base Course, Salvaged without further testing.

In order to construct the new surfacing flush with the asphalt concrete at the intersecting roads it will be necessary to mill the existing asphalt concrete at the edge of the shoulder and radius or ROW line as directed by the Engineer.

Cold milling operations ahead of asphalt concrete operations will be limited by particular job conditions and shall be subject to approval of the Engineer. In no case shall cold milling operations ahead of asphalt concrete operations exceed three calendar days. Care should be taken to maintain drainage of all milled areas. In the event of precipitation the Contractor shall recompact the base material to the satisfaction of the Engineer at no cost to the State.

Compaction of the base material will be required in the milled areas prior to the placement of Asphalt Concrete Composite. Cost for this work shall be incidental to the contract unit prices for the various items. Compaction shall be to the satisfaction of the Engineer.

SURFACING THICKNESS DIMENSIONS

At those locations where material must be placed to achieve a required elevation, plans tonnage may be varied to achieve the required elevation.

EXCAVATION OF UNSTABLE MATERIAL

Included in the Estimate of Quantities are 5 cubic yards per mile of Unclassified Excavation, Digouts for the necessary removal of unstable material.

Backfill shall be paid for at the contract unit price per ton for Base Course, Salvaged.

BASE COURSE, SALVAGED

Base Course, Salvaged shall be obtained from the milled material on the project and may be used without further testing. Compaction of the Base Course, Salvaged for the Digouts shall be to the satisfaction of the Engineer.

All other requirements of the Standard Specifications for Base Course shall apply.

Included in the Estimate of Quantities are 10 tons per mile of Base Course, Salvaged for backfill of the Unclassified Excavation, Digouts.

If necessary, water shall be added to the Base Course, Salvaged to bring the material to 6%± moisture at the time of compaction unless otherwise directed by the Engineer. Water, if required, shall be incidental to the contract unit price per ton for Base Course, Salvaged.

HUTCHINSON, McCOOK & TURNER COUNTIES**ASPHALT CONCRETE COMPOSITE**

Mineral aggregate for the Asphalt Concrete Composite shall conform to the requirements for Class E, Type 1.

All other requirements in the Standard Specifications for Asphalt Concrete Composite shall apply.

The asphalt binder used in the mixture shall be PG 64-22, PG 64-28, or PG 64-34 Asphalt Binder.

Mineral aggregate for the Asphalt Concrete Composite shall be furnished by the Contractor.

SS-1h or CSS-1h Asphalt for Tack (Rate = 0.05 gallon per square yard) shall be applied to all surfaces prior to the placement of Asphalt Concrete Composite. If a paver is used for the full width repair areas the tack shall not be applied to the Base Course or Base Course, Salvaged.

GENERAL MAINTENANCE OF TRAFFIC

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

Storage of vehicles and equipment shall be outside the clear zone and as near as possible to the right-of-way line. 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 State, and to the satisfaction of the Engineer.

The Contractor shall provide documentation that all breakaway sign supports comply with FHWA NCHRP 350 or MASH crash-worthy requirements. The Contractor shall provide installation details at the preconstruction meeting for all breakaway sign support assemblies.

Sufficient traffic control devices have been included in these plans to sign one three mile workspace. If the Contractor elects to work on additional sites simultaneously, the cost for additional traffic control devices shall be incidental to the contract unit price per unit for Traffic Control.

PERMANENT PAVEMENT MARKING

The Contractor shall conduct operations so as not to disturb the existing durable pavement marking. Any durable pavement marking disturbed/damaged due to the Contractor's operations shall be replaced by the Contractor at to expense to the State. Repair of the durable pavement marking shall be completed within 3 days of the final surfacing work.

RUMBLE STRIPS IN PCCP

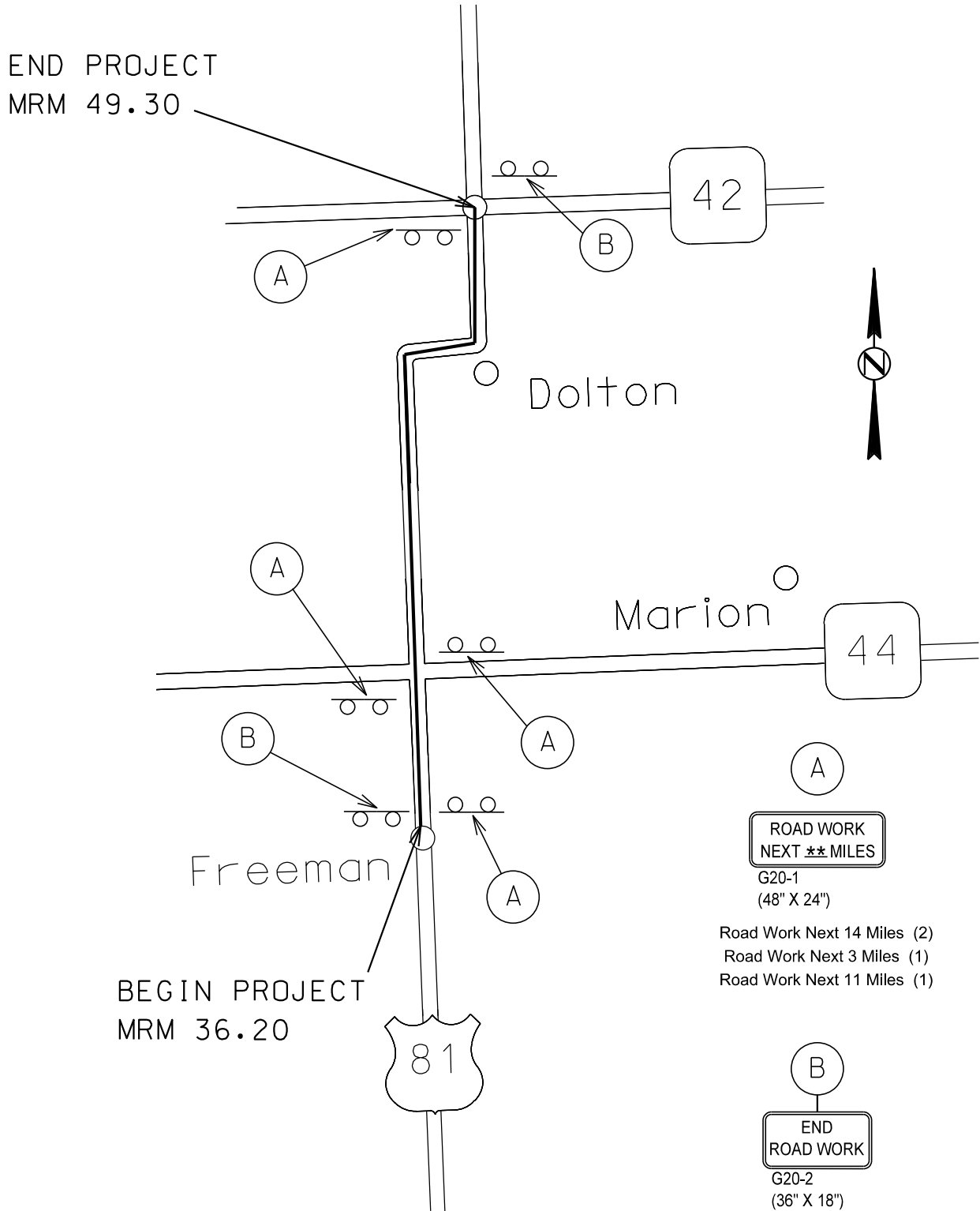
The Contractor shall conduct operations so as not to disturb the existing rumble strips. All material which accumulates in the rumble strip due to the Contractor's operations shall be removed at no expense to the State.

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HUTCHINSON, McCOOK & TURNER COUNTIES

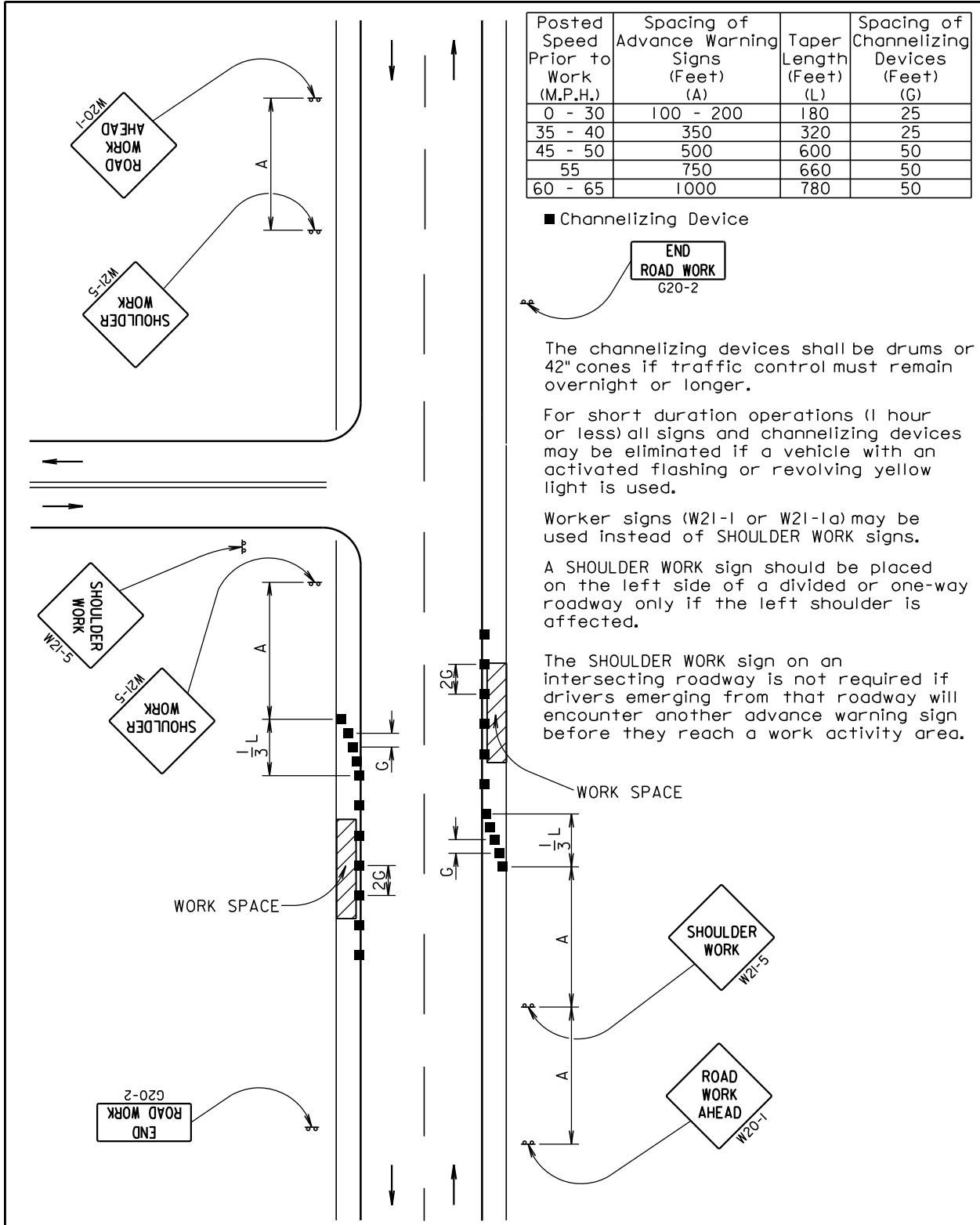
ITEMIZED LIST FOR TRAFFIC CONTROL

SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	UNITS PER SIGN	UNITS
E5-1	36" x 32"	EXIT GORE SIGN		24	
G20-1	48" x 24"	ROAD WORK NEXT __ MILES	4	24	96
G20-2	36" x 18"	END ROAD WORK	2	17	34
R1-1	48" x 48"	STOP		34	
R1-2	48" x 48"	YIELD		34	
R2-1	30" x 36"	SPEED LIMIT __		23	
R2-6aP	36" x 24"	FINES DOUBLE		20	
R4-7	24" x 30"	KEEP RIGHT (SYMBOL)		18	
R5-1	48" x 48"	DO NOT ENTER		34	
R5-1a	42" x 30"	WRONG WAY		25	
R10-6	24" x 36"	STOP HERE ON RED		20	
R11-2	48" x 30"	ROAD CLOSED		27	
R11-3a	60" x 30"	ROAD CLOSED __ MILES AHEAD LOCAL TRAFFIC ONLY		30	
R11-4	60" x 30"	ROAD CLOSED TO THRU TRAFFIC		30	
SW12-1b	120" x 60"	HIGHWAY WORKERS GIVE EM A BRAKE		80	
W1-1	48" x 48"	LEFT OR RIGHT TURN ARROW		34	
W1-2	48" x 48"	LEFT OR RIGHT CURVE ARROW		34	
W1-3	48" x 48"	REVERSE TURN SIGN (LEFT OR RIGHT)		34	
W1-4	48" x 48"	REVERSE CURVE SIGN (LEFT OR RIGHT)		34	
W3-1	48" x 48"	STOP AHEAD (SYMBOL)		34	
W3-2	48" x 48"	YIELD AHEAD (SYMBOL)		34	
W3-3	48" x 48"	SIGNAL AHEAD (SYMBOL)		34	
W3-4	48" x 48"	BE PREPARED TO STOP		34	
W3-5	48" x 48"	SPEED REDUCTION (__ MPH)		34	
W4-1	48" x 48"	MERGE (SYMBOL)		34	
W4-2	48" x 48"	LEFT OR RIGHT LANE ENDS (SYMBOL)		34	
W5-2	48" x 48"	NARROW BRIDGE		34	
W5-3	48" x 48"	ONE LANE BRIDGE		34	
W7-3a	30" x 24"	NEXT __ MILES		18	
W8-1	36" x 36"	BUMP		27	
W8-6	48" x 48"	TRUCK CROSSING		34	
W8-7	36" x 36"	LOOSE GRAVEL		27	
W8-9a	48" x 48"	SHOULDER DROP-OFF	4	34	136
W8-11	48" x 48"	UNEVEN LANES		34	
W13-1	24" x 24"	ADVISORY SPEED PLATE		16	
W16-2	30" x 24"	SUPPLEMENTAL DISTANCE PLAQUE		18	
W20-1	48" x 48"	ROAD WORK AHEAD	4	34	136
W20-2	48" x 48"	DETOUR AHEAD		34	
W20-3	48" x 48"	ROAD CLOSED AHEAD		34	
W20-4	48" x 48"	ONE LANE ROAD AHEAD	2	34	68
W20-5	48" x 48"	LT. OR RT. LANE CLOSED AHEAD		34	
W20-7	48" x 48"	FLAGGER	2	34	68
W21-1a	48" x 48"	WORKERS (SYMBOL)		34	
W21-2	36" x 36"	FRESH OIL		27	
W21-3	48" x 48"	ROAD MACHINERY AHEAD		34	
W21-5	48" x 48"	SHOULDER WORK	2	34	68
W21-5a	48" x 48"	RIGHT SHOULDER CLOSED	2	34	68
W21-5b	48" x 48"	RIGHT SHOULDER CLOSED AHEAD	2	34	68
****	12" x 36"	TYPE III OBJECT MARKER		15	
****	****	TYPE III BARRICADE - 8 FT. SINGLE SIDED		40	
****	****	TYPE III BARRICADE - 8 FT. DOUBLE SIDED		56	
TOTAL UNITS				742	

Fixed Location Signs



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HUTCHINSON, McCOOK & TURNER COUNTIES



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	100 - 200	180	25
35 - 40	350	320	25
45 - 50	500	600	50
55	750	660	50
60 - 65	1000	780	50

■ Channelizing Device

END ROAD WORK G20-2

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

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

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

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

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

February 14, 2011

Published Date: 1st Qtr. 2014	S D D O T	GUIDES FOR TRAFFIC CONTROL DEVICES WORK ON SHOULDERS	PLATE NUMBER 634.03
			Sheet 1 of 1

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* In situations where multiple work locations in a limited distance make it practical to place stationary signs, the distance between the advance warning sign and the work should not exceed 5 miles.

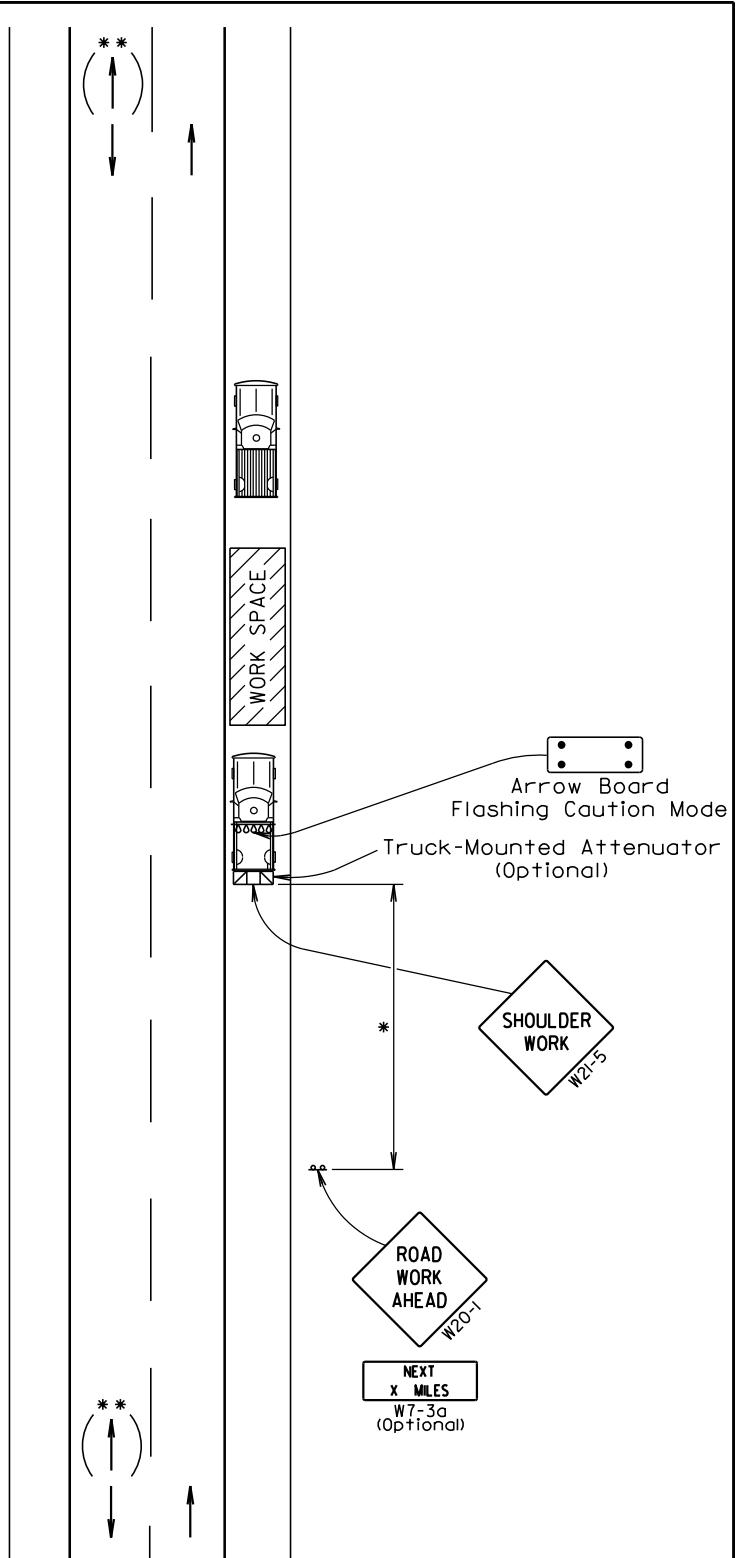
The ROAD WORK NEXT xx MILES sign may be used instead of the ROAD WORK AHEAD sign if the work locations occur over a distance of more than 2 miles.

An activated flashing or yellow light on vehicles may be used for short duration (1 hour or less) only.

Arrow board is required for mobile (intermittent and continuously moving) operations when work exceeds 1 hour.

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

In situations where the distance between the advance warning signs and the work is 2 miles to 5 miles, a supplemental distance plaque should be used with the ROAD WORK AHEAD sign.



February 14, 2011

Published Date: 1st Qtr. 2014

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**GUIDES FOR TRAFFIC CONTROL DEVICES
 MOBILE OPERATIONS ON SHOULDER**

PLATE NUMBER
634.04

Sheet 1 of 1

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HUTCHINSON, McCOOK & TURNER COUNTIES**

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.

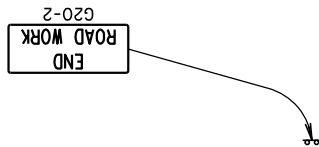
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

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.

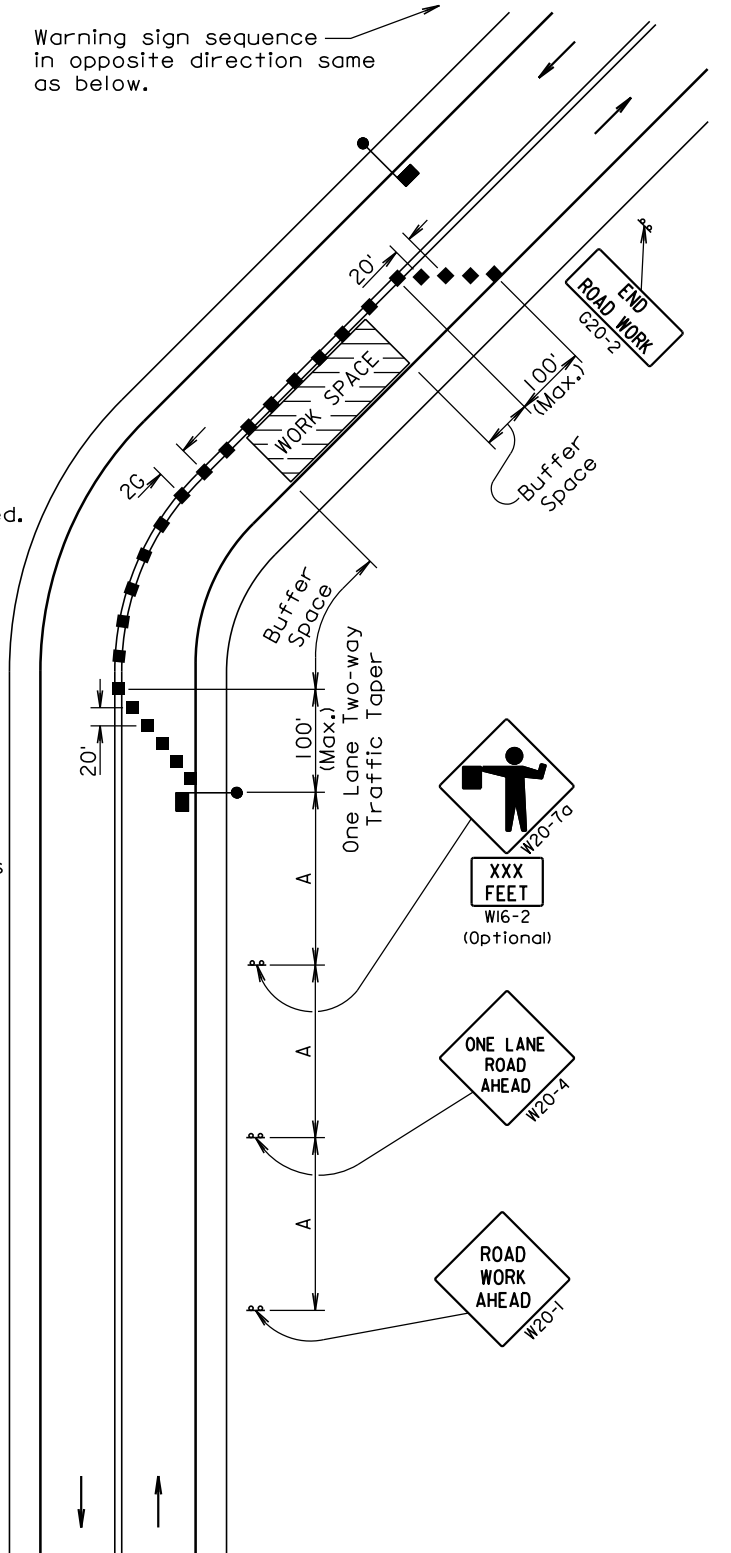
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.



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.

Warning sign sequence in opposite direction same as below.



February 14, 2011

<p><i>Published Date: 1st Qtr. 2014</i></p>	<p>S D D O T</p>	<p>GUIDES FOR TRAFFIC CONTROL DEVICES LANE CLOSURE WITH FLAGGER PROVIDED</p>	<p>PLATE NUMBER 634.23</p>
		<p align="right">Sheet 1 of 1</p>	