TTP Environmental Checklist/Categorical Exclusion

Tribe Name: Oglala Sioux Tribe	**Is Project on an approved TTIP?** Yes
Project Name/Number: Pavement Resiliency & Restoration 2311-00354	**NTTFI Route No. and Section:** see below

SECTION 1: PROJECT DETAILS

A. Purpose and Need: Briefly describe what the transportation problems are that need to be addressed and why. Do not provide solutions to the problems in this section.

The purpose of the project is to improve and maintain usability of arterial and collector route within the Pine Ridge Indian Reservation.
Pavement work will occur on NTTFI Route No and Section: 0002 (50, 55, 60), 0014(10), 0025(10, 30), 0027(portion of 40, 50, 60, 80), 0028(10), 33(15, portion of 30), and 0041(10, 15, 20, 30, 50, portion of 70).

Asphalt Pavement Replacement - BIA 28, Section 10, and BIA 41, Sections 50 (north 4-miles) and 70 (north 6.5-miles) have deteriorated existing asphalt pavement with ruts, cracks, and potholes. BIA 41, Section 20 (0.2-mile at BIA 61 intersection) also has severe heaving at a horizontal curve which increases the potential of runoff road crashes. The existing asphalt pavement requires rehabilitation, replacement, shoulder widening, and high friction surface treatment which will improve safety of the traveling public, maintain usability, and to keep pavement from further deterioration.

New Asphalt Pavement Surfacing - BIA 41, Section 10 and BIA 25, Sections 10 and 30 have base course surfacing and need to be upgraded to asphalt surfacing. The project was reconstructed in 2013 but lacked funding to complete the asphalt paving. These sections require maintenance crews to constantly grade and apply dust control, and granular surfacing has been diminished. Upgrading from a granular surface to asphalt paved surface will protect the road from deterioration, allow for more efficient travel, and remove the requirement to constantly maintain the roads allowing maintenance crews to work on other roads.

Crack and Chip Sealing - BIA 2, Section 50, 55, and 60; BIA 14, Section 10; BIA 27, Section 40 (north of Sharps Corner), 60, and 80; BIA 33, Sections 15 and 30 north of Manderson; and BIA 41, Sections 15, portion of 20 (north & south of 0.7-mile reconstruction), 30, and a portion of 50 (south of reconstruction) require crack sealing and chip sealing to maintain and preserve the existing asphalt pavement surface.

High Surface Friction Treatment - Sharp curves within the Project area will be treated with High Friction Surface Treatment including 5 curves on BIA 2 within Sections 50, 55, and 60, BIA 27 Section 50, the White River Bridge and reverse curves south (portion of Section 40) and north (portion of Section 60) of the bridge, and curve on BIA 41 in Section 20, 0.7-mile reconstruction area.

Guardrail - Guardrail is needed at steep embankments within the project area on BIA 2, portion of Section 50 approximately 5.2 miles from Kyle, SD and on both side of BIA 27, Section 40, approximately 2 miles south of Sharps Corner.

B. Project Description: Briefly describe project including location, limits, design elements, and construction activities. Describe how the proposed project will address the needs described above. Use Continuaton Sheet, if necessary. Attach maps, aerials, photos, etc. to help visualize the project.

Asphalt Pavement Replacement on BIA 28, Section 10, and BIA 41, Sections 20 (0.7-mile), 50 (north 4-miles), and 70 (north 6.5-miles) will include blading 10-feet of topsoil from the existing road edge into a windrow, removing the existing asphalt by milling to be recycled and reused in the new asphalt pavement, salvaging the base course for reuse, recompacting the existing subgrade inplace, placing geotextile separator fabric, 4-inches salvaged base course topped with tri-axial geogrid, 4-inches of base course, and 4-inches asphalt concrete pavement. BIA 28 and BIA 41, Section 50 will be reconstructed to the same width as currently exists. BIA 41, Section 20 (0.7-mile) will be reconstructed to widen shoulders from 0 to 4-feet where filling the should will be done to increase the road base width. BIA 41, Section 70 (north 6.5-miles) will be widened to increase shoulders from 0 to 2-ft where the existing subgrade is wider than the existing asphalt and will support the extra width without needing to regrade the road. The road alignment and profiles will not be changed. Rumble strips will be added, pavement striping, replacement of signage if needed, and topsoil replaced and seeded, fertilized, and mulched.

New Asphalt Pavement Surfacing on BIA 41, Section 10 and BIA 25, Sections 10 and 30 will include removing existing asphalt chunks (BIA 41), blading to reshape and recompacting the existing granular surface, placing new geotextile (BIA 41) or repairing/replacing damaged geotextile (BIA 25), placing base course with tri-axial geogrid between layers of base course, and 4-inches of asphalt concrete pavement. Due to the existing wide roads, it is not anticipated to blade topsoil back. The existing road alignment and profile will not be changed. Rumble strips and pavement striping will be added to the pavement. Minimal signage may be needed to re-establish no passing zones if not previously marked correctly.

Crack and Chip Sealing on BIA 2, Sections 50, 55, and 60; BIA 14, Section 10; BIA 27, Section 40 (north of Sharps Corner), 60, and 80; BIA 33, Sections 15 and 30; and BIA 41, Sections 15, portion of 20 (north & south of reconstruction), 30, and portion of 50 (south of reconstruction) will include routing and sealing the existing cracks in asphalt surface, followed by chip seal, and pavement striping.

High Surface Friction Treatment - Sharp curves within the Project area will be treated with High Friction Surface Treatment including 5 curves on BIA 2 within Sections 50, 55, and 60, BIA 27 Section 50, the White River Bridge and reverse curves south (portion of Section 40) and north (portion of Section 60) of the bridge, and curve on BIA 41 in Section 20, 0.7-mile reconstruction area. The treatment will be installed from the beginning to end of curve and in lieu of chip seal on routes receiving crack and chip seal.

Guardrail - Guardrail will be installed on the outer curve of BIA 2, portion of Section 50 approximately 5.2 miles from Kyle, SD where there is a steep embankment and on both side of BIA 27, Section 40, approximately 2 miles south of Sharps Corner where there is a steep embankment on both sides of the highway.

C. Independent Utility and Logical Termini

■ The project complies with NEPA requirements related to connected actions and segmentation (i.e. the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). [23 CFR 771.111(f)]

SECTION 2: ENVIRONMENTAL RESOURCE EVALUATIONS

All applicable environmental requirements were evaluated for this Environmental Checklist and are identified below.

A. Right of Way

Will the project involve right of way acquisitions or easements? ☐ Yes ■ No

If yes, will a right of way action by the BIA be required? ☐ Yes ■ No

If yes, the BIA may have additional environmental requirements. Please contact the FHWA Environmental Specialist for further guidance.

B. Cultural Resources

■ Section 106 compliance is complete - select appropriate finding:

■ No Potential to Affect Historic Properties ☐ No Historic Properties Affected

☐ No Historic Properties Adversely Affected ☐ Adverse Effect

Has consultation with SHPO and/or THPO been completed? ☐ Yes ■ No

If yes, date(s) of concurrence _____, and attach the letter(s) to this document.

Provide further discussion as needed.

All work occurs on the top of existing roadway except BIA 41, Section 20 at 0.7-mile segment. Work will be contained within the existing right-of-way and all grading will fill to widen the shoulders. THPO will be notified to be on site for monitoring.

Are there other Tribes with ancestral ties to lands in or near the project area? ☐ Yes ■ No

If yes, list the Tribes and describe results of consultation efforts.

C. Wetlands

- Wetlands (Executive Order #11990)

Will construction activities take place in wetlands? ☐ Yes ■ No

If yes:

- What is the estimated permanent loss of wetlands, if any? _____ acres
- Are there any practical alternatives to the proposed construction in wetlands (i.e. can the wetlands be avoided while still meeting the purpose and need of the project)? ☐ Yes ☐ No
- Does the project include all practicable measures to minimize harm to the wetlands? ☐ Yes ☐ No

Provide further discussion as needed.

D. Floodplains

- Floodplains (Executive Order #11988)

  ☒ No Floodplain Encroachment ☐ No Significant Encroachment ☐ Significant Encroachment

  If in floodplain, are there practicable alternatives avoiding the floodplain? ☐ Yes ☐ No

  Provide further discussion as needed.

E. Biology

- Section 7 (Federal Endangered Species Act) Consultation Findings (Effect determination). Note: these webpages are helpful in identifying federally-listed species IPAC and NOAA Section 7 Mapper.

  ☒ No Effect

  ☐ May Affect, Not Likely to Adversely Affect. If applicable, FWS Concurrence Date: _____

  If applicable, NMFS Concurrence Date:_____

  ☐ May Affect, Likely to Adversely Affect. If so, FWS Biological Opinion Date: _____

  NMFS Biological Opinion Date: _____

  ☐ Programmatic Biological Opinion held by Partner Agency; File Number _____ Date 5-2-2024

  Provide further discussion as needed.

- Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination):

  ☒ No Effect ☐ No Adverse Effect ☐ Adverse Effect and consultation with NMFS

  Provide further discussion as needed.

- Migratory Bird Treaty Act
  - Will the project potentially impact migratory birds? ☐ Yes ☒ No
  - What actions will be taken to avoid migratory bird impacts, if any (e.g. vegetation clearing restricted to outside of migratory bird nesting periods, surveying for migratory bird nests prior to initiating construction, etc.)?

- Bald and Golden Eagle Protection Act
  - Will the project potentially impact eagles? ☐ Yes ☒ No
  - What actions will be taken to avoid eagle impacts, if any (Following the USFWS' National Bald Eagle Management Guidelines is recommended)?

F. Section 4(f) Transportation Act (23 CFR 774) and Section 6(f) Land and Water Conservation Act (36 CFR 59)

- Section 4(f) regulation was considered as a part of the review for this project and a determination was made:
  - ☒ Section 4(f) does not apply (*Project does not use a Section 4(f) property, or it meets one or more of the exceptions listed in* 23 CFR 774.13.*)*
  - ☐ Section 4(f) applies, select level of evaluation from below:
    - ☐ De Minimis
    - ☐ Programmatic Evaluation (types of Programmatic Evaluations):
      Select one if applicable _____
    - ☐ Individual: ☐ Legal Sufficiency Review complete ☐ HQ Coordinator Review Complete

- Section 6(f)—Does the project involve property purchased with Land and Water Conservation Funds?
  - ☒ No, Section 6(f) does not apply. No additional documentation required.
  - ☐ Yes ☐ Documentation of approval from National Park Service Director has been received for the conversion/and replacement of 6(f) property.

G. Farmland Protection Policy Act of 1981

Does prime or unique farmland, or land of statewide or local importance exist within the project area (check the Natural Resources Conservation Service (NRCS) link to search for prime or unique farmland in the project area; you also may need to contact the appropriate state/local soils agency to make this determination)?

☐ Yes ☒ No

If the project has the potential to convert important farmland to non-farm use, coordinate with your local NRCS office (a land evaluation and site assessment may be required). Attach relevant coordination documentation to this form.

H. Coastal Zone

Coastal Zone Management Act of 1972

☒ Not in Coastal Zone ☐ Coastal Permit Required

☐ Consistent with Federal, State, and Local Coastal Plans ☐ Federal Consistency Determination

Provide further discussion as needed.

I. Hazardous Waste and Materials

- Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, Tribe, State County, etc.) present in the project area? ☐ Yes ☒ No
- If yes, is the nature and extent of the hazardous materials or contamination fully known? ☐ Yes ☐ No
  If no, briefly discuss the plan for securing information:

DANR - Tanks and Spills Map was reviewed for known active and inactive underground tanks and spills at this website, https://apps.sd.gov/NR42InteractiveMap. None were shown within the project area.

J. Wild & Scenic Rivers

- Are there Wild & Scenic River designations in the project area? Check the National Wild and Scenic Rivers System.
  ☐ Yes ■ No
- Describe any impacts. (Attach the full evaluation if applicable).

K. Ancillary Sites (Materials, Disposal, Staging, Etc.)

- Will the project plans require the use of specific ancillary sites (e.g. materials sources, disposal sites, staging areas, etc.), or will these sites be left to the contractor to select?
  ☐ Required by Plans ■ Selected by Contractor
- If required by project plans, have the ancillary sites been included in all assessments of environmental impacts and consultations with appropriate agencies? ☐ Yes ☐ No
  If no, please explain.

The contractor will be required to obtain permissions from landowners and copies sent to OSTDOT.

L. Air Quality

- Is the project in a "nonattainment" or "maintenance" area designated under the Clean Air Act (EPA Green Book)?
  ☐ Yes ■ No
  If yes, is the project consistent with air quality goals for the area? ☐ Yes ☐ No
- Even if the project is not in a "nonattainment" or "maintenance" area, how will general air quality concerns such as construction-related airborne dust be eliminated or reduced?

Water application during construction will be used to control dust.

M. Socioeconomics and Environmental Justice

- Will the project result in disproportionately high and adverse human health or environmental effects on minority populations and/or low-income populations (FHWA Environmental Justice page)? ☐ Yes ■ No
- Will construction activities substantially disrupt normal traffic patterns (including access to businesses, community facilities, and accessibility of emergency vehicles)? ☐ Yes ■ No

If yes to either, please explain how these impacts will be mitigated.

The pavement replacement, new asphalt surfacing, shoulder widening, high friction surface treatment, and guardrail will improve road conditions and safety. Traffic is maintained via flaggers and pilot car. Two-way traffic is opened at night and on construction non-work days. Emergency vehicles have access at all times.

N. Noise

- Will the project significantly change the horizontal or vertical alignment of a road? ☐ Yes ■ No
- Will the project increase the number of through-traffic lanes on a road? ☐ Yes ■ No

If yes to either of the above questions, are there sensitive noise receptors (see FHWA guidance) located near the project? ☐ Yes ☐ No If yes, please explain how increased noise, if any, will be abated:

O. Other Relevant Environmental Considerations/Approvals

- Are there other relevant environmental considerations or approvals needed for this project? ☐ Yes ☒ No
  If yes, please describe.

P. Permits

1. Section 404 of the Clean Water Act
   Will there be impacts to Waters of the US: ☐ Yes ☒ No
   If yes, approval anticipated:
   ☐ Nationwide Permit ☐ Individual Permit

2. Section 401 of the Clean Water Act approval anticipated:
   ☐ Certification ☐ Waiver ☒ N/A

3. Section 402 of the Clean Water Act
   Will the project involve 1 acre of ground disturbance or more? ☐ Yes ☒ No
   If yes, a National Pollutant Elimination System (NPDES) permit is required as well as the development of a Storm Water Pollution Prevention Plan (SWPPP) to be included in the final design.

4. Sections 9 and 10 of the Rivers and Harbors Improvement Act
   Will the project involve construction of a structure over a navigable waterway? ☐ Yes ☒ No
   If yes, a Bridge Permit from the U.S. Coast Guard will be required.

5. List below other permits required for the project.

SECTION 3: Environmental Commitments

List all environmental commitments for the project in this section, or attach additional documentation as necessary. The list should include any mitigations, permit conditions, or other commitments that were required or agreed to during environmental analyses, coordination, and consultation with relevant agencies.

Construction crews will limit unnecessary idle times on diesel-powered engines, implement dust control measures during land clearing and other related activities, and cover loads during transport.

Construction equipment will be inspected daily for leaks. Leaking equipment will be removed from the project site until repaired and spills will be cleaned up.

When occurring near residences, construction shall take place at times of the day so that the noise and light will least disturb residents.

The school system and affected residents will be notified at least 30 days prior to the start of work.

Temporary access will be allowed at all times for the duration of the project for emergency vehicles and residents.

Traffic control provisions will be made to accommodate any local special event or festivals.

If any Migratory Bird Treaty Act protected bird with an active nest is observed before or during construction, the USFWS should be contacted immediately, and measures should be taken to protect the nest.

The Oglala Sioux Tribe THPO will be notified and will monitor all construction and ground disturbance for the work on BIA 41, Section 20 at the 0.7-mile segment.

To avoid unforeseen impacts, any archaeological or historical artifacts or remains discovered during construction shall be left intact and undisturbed, all work in the area shall stop immediately, and the Oglala Sioux Tribal Historic Preservation Office (THPO) and the FHWA TTP Environmental Coordinator shall be notified of the discovery pursuant to 36 CFR 800.13. Construction operation may resume upon notification from the THPO and FHWA.

SECTION 4: TYPE OF DOCUMENTATION: Use the information in this section to help determine the applicable documentation and clearance type for the project (CE, EA or EIS). Please note that this is used for planning purposes only. The final decision for level of documentation is made by FHWA after consultation and coordination.

A. Categorical Exclusions Defined (23 CFR 771.117[a]).

FHWA regulation 23 CFR 771.117(a) defines categorical exclusions as actions which:

- do not induced significant impacts to planned growth or land use for the area;
- do not require the relocation of significant numbers of people;
- do not have a significant impact on any natural, cultural, recreational, historic or other resources;
- do not involve significant air, noise, or water quality impacts;
- do not have significant impacts on travel patterns; or
- do not otherwise, either individually or cumulatively, have any significant environmental impacts.

☒ Checking this box certifies that project meets the above definition for a Categorical Exclusion (if not, an EA or EIS will be required).

B. Unusual Circumstances (23 CFR 771.117[b]).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve *unusual circumstances* requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

All of the above unusual circumstances have been considered in conjunction with this project. (Please select one.)

☒ Checking this box certifies that **none of the above conditions apply** and that the project qualifies for a Categorical Exclusion.

☐ Checking this box certifies that unusual circumstances **are involved**. However, the appropriate studies/analysis have been completed, and it has been determined that the CE classification is still appropriate.

C. Check applicable categorical exclusions from the drop-down menu(s) below. For full text of CEs, click here.

Select a Categorical Exclusion:

(c)(22) Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way.

Select additional Categorical Exclusion, if needed:

(c)(26) Modernize a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders or auxiliary lanes.

D. If categorical exclusions (c)(26), (c)(27), or (c)(28) were selected above, do any of the following circumstances apply?

☐ **Yes** ☒ **No** ☐ **N/A**

(1) An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements;
(2) An action that needs a bridge permit from the U.S. Coast Guard, or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899;
(3) A finding of "adverse effect" to historic properties under the National Historic Preservation Act, the use of a resource protected under 23 U.S.C. 138 or 49 U.S.C. 303 (section 4(f)) except for actions resulting in *de minimis* impacts, or a finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act;
(4) Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions;
(5) Changes in access control;
(6) A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); or construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers.

SECTION 5: Certification

This approval pertains only to the scope of work and project described above. Any changes to the scope of work should be evaluated for additional environmental impacts and reviewed by FHWA. The environmental commitments listed in the document are not subject to change without approval from FHWA.

Based on the information obtained during the environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other identified environmental laws, regulations, and Executive Orders.

Concurrence: By signing, you acknowledge you have authority to sign this document on behalf of the Tribe/Consortium, agree with the descriptions and assessments described within, and will insure the identified environmental commitments will be fulfilled and appropriate permits obtained.

Tribe/Consortium representative Name:	David Kelly
Title:	Director, Oglala Sioux Tribe Department of Transportation
Signature:	
Date:	5-2-2024

Approval:

FHWA representative Name:	David E. Cremer
Title:	TTP Environmental Protection Specialist
Signature:	DAVID E CREMER Digitally signed by DAVID E CREMER Date: 2024.05.09 10:04:05 -05'00'
Date:	5/9/2024

FHWA Environmental Contacts:

David Cremer,
Environmental Protection Specialist
202-236-7613
david.cremer@dot.gov

Terry Schumann,
Environmental Protection Specialist
360-619-7607
terry.schumann@dot.gov

SECTION 5: Certification

This approval pertains only to the scope of work and project described above. Any changes to the scope of work should be evaluated for additional environmental impacts and reviewed by FHWA. The environmental commitments listed in the document are not subject to change without approval from FHWA.

Based on the information obtained during the environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other identified environmental laws, regulations, and Executive Orders.

Concurrence: By signing, you acknowledge you have authority to sign this document on behalf of the Tribe/Consortium, agree with the descriptions and assessments described within, and will insure the identified environmental commitments will be fulfilled and appropriate permits obtained.

Tribe/Consortium representative Name: David Kelly

Title: Director, Oglala Sioux Tribe Department of Transportation

Signature: David A. Kelly Date: 5-2-2024

Approval:

FHWA representative Name:

Title: TTP Environmental Protection Specialist

Signature: Date:

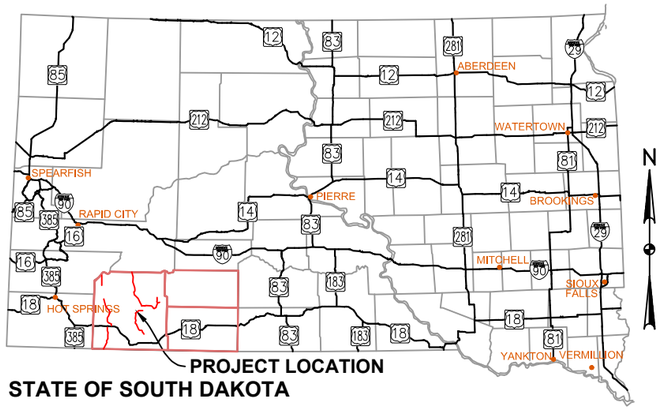
FHWA Environmental Contacts:

David Cremer,
Environmental Protection Specialist
202-236-7613
david.cremer@dot.gov

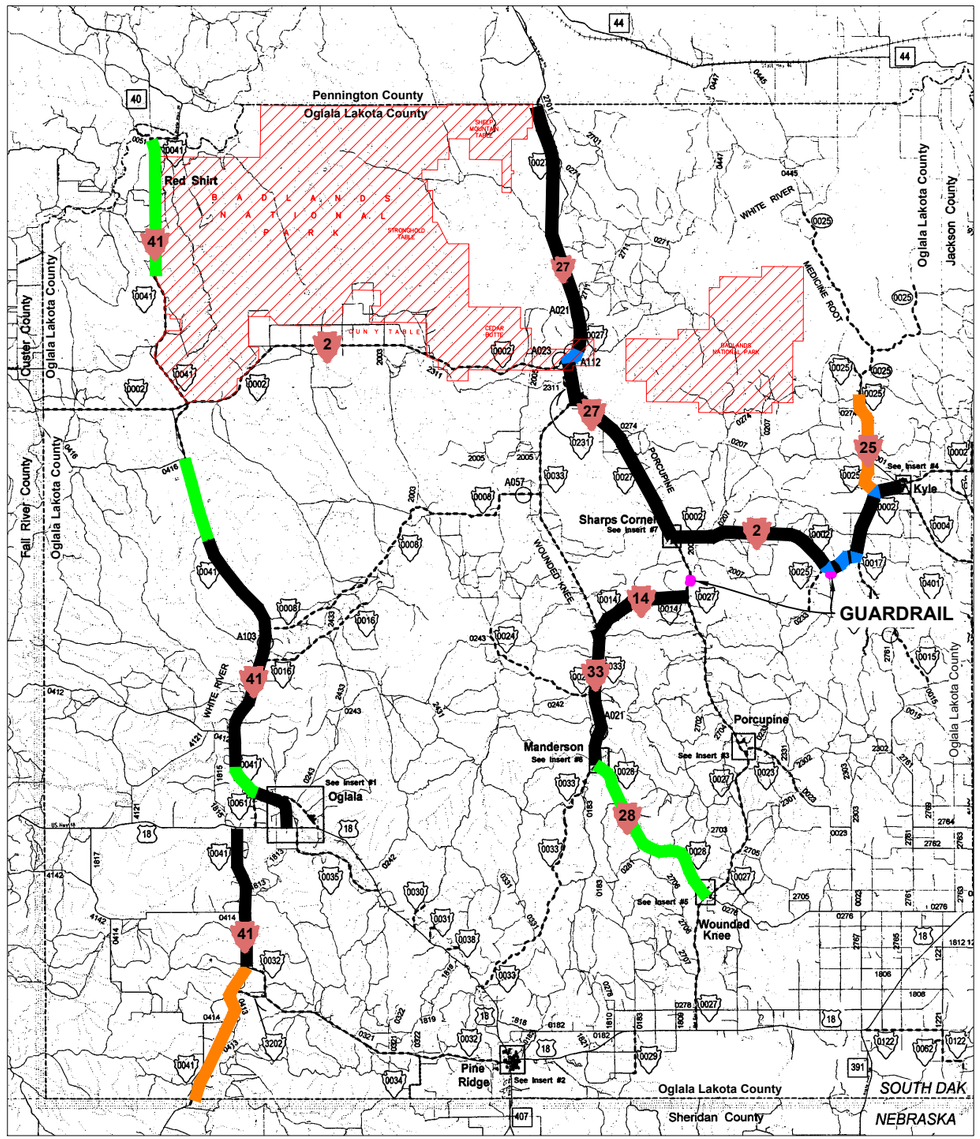
Terry Schumann,
Environmental Protection Specialist
360-619-7607
terry.schumann@dot.gov

PINE RIDGE INDIAN RESERVATION
PAVEMENT RESILIENCY AND RESTORATION
OGLALA SIOUX TRIBE
OGLALA LAKOTA COUNTY

APRIL 2024



PROJECT LOCATION
STATE OF SOUTH DAKOTA



VICINITY MAP
NO SCALE

INDEX OF SHEETS

COVER SHEET
SECTION 1
GENERAL NOTES
SECTION 2
ASPHALT PAVEMENT REPLACEMENT
SECTION 3
NEW ASPHALT PAVEMENT
SECTION 4
PAVEMENT CRACK AND CHIP SEALING
SECTION 5
STANDARD DETAILS

LEGEND

- ASPHALT PAVEMENT REPLACEMENT
- NEW ASPHALT PAVEMENT
- PAVEMENT CRACK AND CHIP SEALING
- HIGH FRICTION SURFACE TREATMENT
- GUARDRAIL
- BADLANDS NATIONAL PARK SOUTH UNIT BOUNDARY

CERTIFICATION

I HEREBY CERTIFY THAT THE ATTACHED PLANS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF SOUTH DAKOTA.

PRELIMINARY

DATE: .

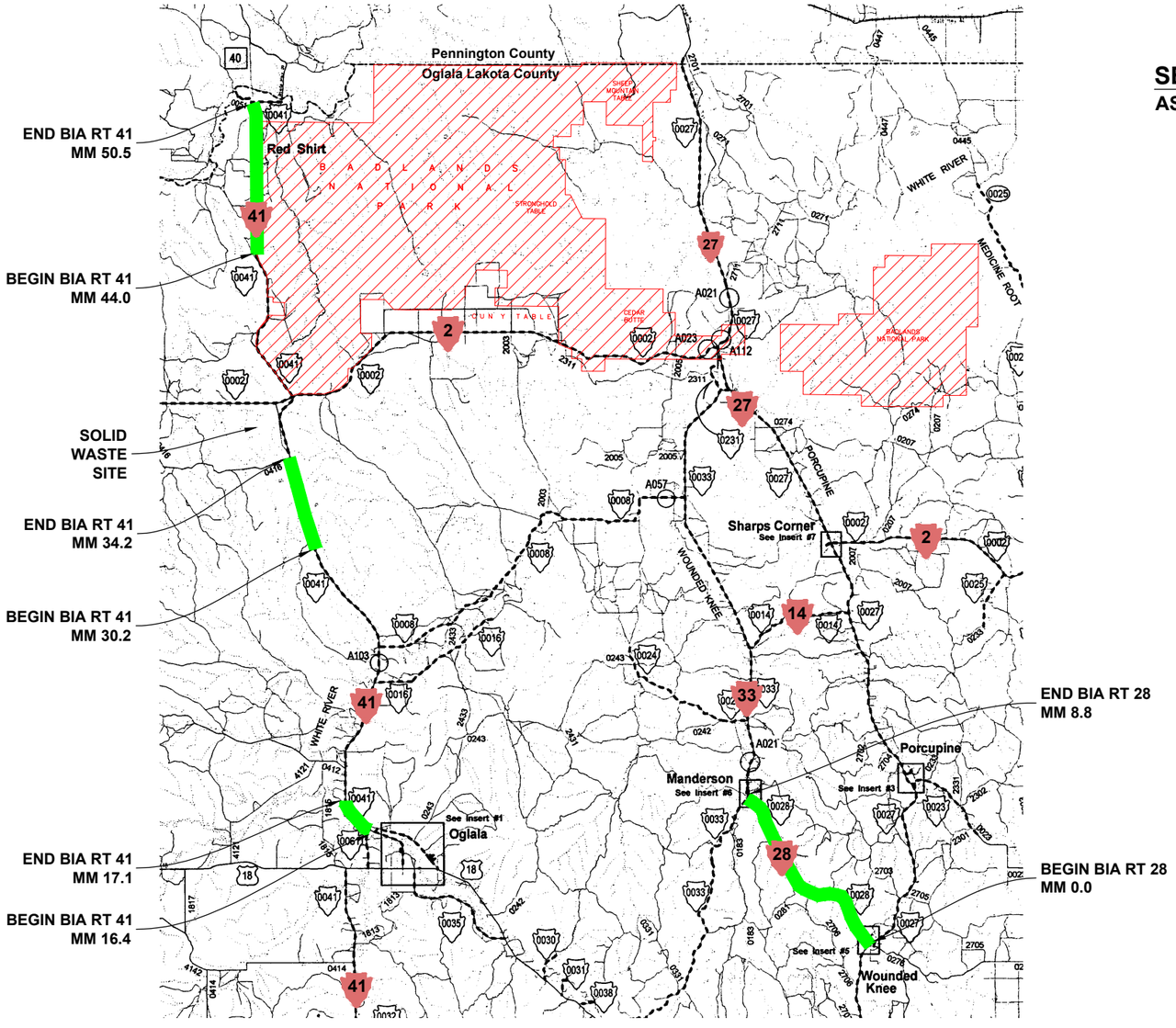
ONE CALL
BEFORE DIGGING
1-800-781-7474

18th E MAIN ST, STE 229
RAPID CITY, SD 57701
PH: 605.721.5553
www.kljeng.com

KLJ PROJECT NO. 2311-00354-2

PAVEMENT RESILIENCY AND RESTORATION

© KLJ ENGINEERING LLC 2024



SITE PLAN

SECTION 2

ASPHALT PAVEMENT REPLACEMENT

2.1 SITE PLAN
2.2 NOTES AND QUANTITIES
2.3 TYPICAL SECTIONS (BIA RT 28 - MM 0.0 TO 8.8)
2.4 TYPICAL SECTIONS (BIA RT 41 - MM 16.4 TO 17.1)
2.5 TYPICAL SECTIONS (BIA RT 41 - MM 30.2 TO 34.2)
2.6 TYPICAL SECTIONS (BIA RT 41 - MM 44.0 TO 50.5)
2.7 TRAFFIC CONTROL (BIA RT 28)
2.8 TRAFFIC CONTROL (BIA RT 41)

N

SCALE 3 0 3 6 MILES

PRELIMINARY

KLJ

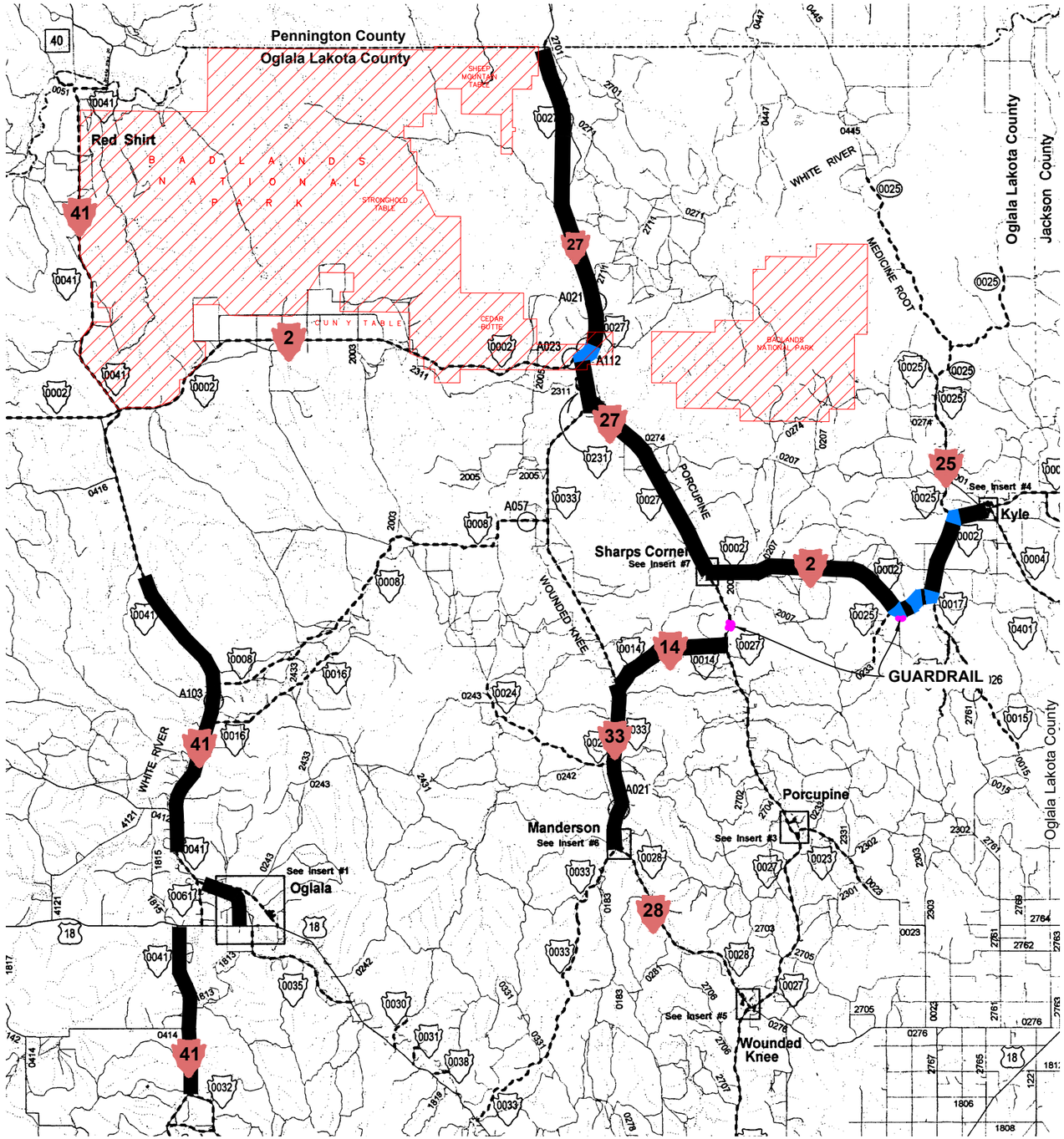
REVISION
NO. DATE

DRAFTED PMW
REVIEWED TMH
PROJECT NUMBER 2311-00354-2
ISSUE DATE APRIL 2024

PAVEMENT RESILIENCY AND RESTORATION
OGLALA SIOUX TRIBE
PINE RIDGE INDIAN RESERVATION
ASPHALT PAVEMENT REPLACEMENT

SHEET 2.1

© KLJ 2024



SITE PLAN

SECTION 4

PAVEMENT CRACK AND CHIP SEALING

4.1 SITE PLAN
4.2-4.3 NOTES AND QUANTITIES
4.4 TYPICAL SECTION AND CHIP SEAL QUANTITIES
4.5 HIGH FRICTION SURFACE TREATMENT
4.6 BIA 2 GUARDRAIL PLAN
4.7 BIA 27 GUARDRAIL PLAN
4.8 TRAFFIC CONTROL

N

2.5 0 2.5 5
SCALE MILES

PRELIMINARY

KLJ

NO.	DATE	REVISION

DRAFTED PMW
REVIEWED TMH
PROJECT NUMBER 2311-00354-2
ISSUE DATE APRIL 2024

PAVEMENT RESILIENCY AND RESTORATION
OGLALA SIOUX TRIBE
PINE RIDGE INDIAN RESERVATION
PAVEMENT CRACK AND CHIP SEALING

SHEET 4.1

© KLJ 2024