

Application for Highway Access Permit

South Dakota Department of Transportation

Bergman.construction.llc@gmail.com

Instructions: Please contact the local South Dakota Department of Transportation office to determine what supporting documents must accompany this application. Please submit a separate application and supporting documentation for each access requested. Attach additional sheets as necessary. Please print or type. Owner and applicant agree to comply with special and standard conditions if access permitted.

Property Owner:
 Name(s): *Chris Bergman*
 Mailing Address: *PO Box 665*
 City, State, Zip: *Sturgis, SD 57785*
 Daytime Phone: *605-490-8430*

Applicant (if different from Owner):
 Name(s): *Chris Bergman*
 Mailing Address: *PO Box 665*
 City, State, Zip: *Sturgis, SD 57785*
 Daytime Phone: *605-490-8430*

Property to be Served by Approach:
 County: *Lawrence*
 Section: Township: Range:
 Or
 Subdivision: Block/Lot:
 Street Address: *225 Cliff Street*
 City: *Deadwood, SD*

State Highway to be Accessed by Approach:
 State Highway Number: *85*
 Access would be *1100* feet (north, south, east or west) from *Burlington St.* (nearest cross street).

Land Use of Property to be Served (check one):
☐ Agricultural: acres served _____
☒ Business: type *Corn wash* total square footage of buildings: *6000* number of employees *2*
☐ Residential: number of single-family dwellings _____, or number of multi-family dwellings _____
☐ Other: describe _____

Type of Permit Requested (check one)
☒ New approach
☐ Change in use
☐ Temporary access
☐ Improve existing access
☐ Relocate existing access
☐ Remove existing access

Requested Approach Width (circle one)
 24' 30' 36' 40'

Local Government Reviews:
 County: _____ Municipality: _____
 Comments: _____ Comments: _____
 Concurrence signature: _____ Date: _____ Concurrence signature: _____ Date: _____

Estimated Date of Construction: *10/1/26*

I, the undersigned, request permission to construct or modify an access approach subject to the rules and regulations set forth in SDCL 70:09.

Signature of Applicant: *[Signature]* **Date:** *6/18/26*

Signature of Owner (if different than applicant): _____ **Date:** *6/18/26*

Supporting Materials Required: (Required) (Received)

☐	Access Approach Design	☐
☐	Vicinity Map	☐
☐	Traffic Volumes	☐
☐	Three Copies of Site Plan	☐
☐	Traffic Control Plan	☐
☐	Proof of Liability Insurance	☐
☐	Detailed Development Plan	☐
☐	Drainage Plan	☐
☐	Traffic Impact Study	☐
☐	Revegetation Plan	☐
☐	Other	☐

Received by SDDOT: Date: *6/20/26*

Decision: (to be made after Application Review)
☒ Access Approved
☐ Access Approved with Variance: _____
☐ Access Denied

Terms and Conditions of Approval (or Reason for Denial)
See attached special conditions, standard plates and typical sections for all that apply.
 Access Must be Constructed By *08/24/2026*

SDDOT Area Engineer Signature: *[Signature]* **Date:** *6/24/2026*

SDDOT Area:
 Area Office: *RC*
 Contact Person: *Steve Wiege*
 Contact Phone: *394-1644*
 Permit Number: _____

Distribution: Original – Owner; Copies – Access Management, Area Office

v.10/2005

cc. City of Deadwood. Laurie Staben

SDDOT Highway Access Permit Application Review Sheet (to be completed by SDDOT)			
Highway Access Classification: (check one) ☐ Expressway ☐ Free Flow Urban ☐ Intermediate Urban ☐ Urban Developed ☐ Urban Fringe ☐ Rural		Highway <u>85</u> MRM + Displacement <u>26 + 67</u> Left ☐ Right ☒ Average Daily Traffic _____ Accidents (three years) _____	
Highway Alignment to Left of Access (as seen when standing on access) ☐ Straight ☒ Turns left ☐ Turns right ☐ Flat ☒ Slopes up ☐ Slopes down Stopping Sight Distance: <u>763</u> ft. Entering Sight Distance: <u>763</u> ft. Posted Speed Limit: <u>25</u> mph ☐ 0-3% grade ☒ 3-5% grade ☐ >5% grade		Highway Alignment to Right of Access (as seen when standing on access) ☐ Straight ☒ Turns left ☐ Turns right ☐ Flat ☒ Slopes up ☒ Slopes down Stopping Sight Distance: <u>763</u> ft. Entering Sight Distance: <u>379</u> ft. Posted Speed Limit: <u>25</u> mph ☐ 0-3% grade ☒ 3-5% grade ☐ >5% grade	
Significant Design and Potential Impact Considerations (check all that apply and explain checked items):			
☒ Sidewalks or Bike Paths ☒ Curb & Gutter ☐ On-Street Parking ☐ Shoulder Width ☐ Historical Resources ☐ Surface Drainage ☐ Drainage Structures ☐ Major Structures ☐ Guard Rail ☒ Above-Ground Utilities ☐ Railroad Tracks ☐ Distance to Nearby Streets, Both Directions ☐ Distance to Nearby Driveways, Both Directions ☐ Others Streets with Access or Available Access ☐ Traffic Control Devices or Relocation Needed ☐ Median Crossovers			
Explain impact on design: Curb & Gutter to have ADA requirements Decorative light pole on edge of approach & if not move Access will not align with Access across the road.			
SDDOT Region Traffic Engineer Review (optional): Comments: _____ Signature: _____ date: ____/____/____		SDDOT Access Management Review (optional): Comments: _____ Signature: _____ date: ____/____/____	
APPROACH DESIGN SKETCH See Attached map		List Attachments: ☐ Driveway details ☐ Culvert details ☐ Mailbox details ☐ Fencing details ☐ Cattle guard ☐ Sidewalk details ☐ Median crossovers ☐ Recreation paths ☐ Rail crossings ☐ Auxiliary lanes ☐ Storm sewer ☐ Pavement ☐ Curb & gutter ☐ Traffic Control ☐ Sign/signal/markings ☐ Other	
SDDOT Review Performed by: <u>Steve Wieg</u>		Date: <u>6/22/26</u>	

State Highway Access Approach Permit Standard Conditions

When this permit was issued, the Department made its decision based in part on information submitted by the applicant, what alternative access to other public roads and streets was available, the operation of the highway and safety and design standards. Changes in access approach use or design not approved by the Department may cause the revocation or suspension of the permit. The permittee is responsible for the costs of construction, maintenance, and removal (if necessary) of the approach.

PERMIT EXPIRATION

A permit shall be considered expired if the access is not under construction within one year of the permit issue date or before the expiration of any authorized extension. When the permittee is unable to commence construction within one year after the permit issue date, the permittee may request a one-year extension from the Department. Only one extension may be granted. Any request for an extension must be in writing and submitted to the Department before the permit expires. The request should state the reasons why the extension is necessary, when construction is anticipated, and include a copy of page 1 (face of permit) of the access permit. Extension approvals shall be in writing. Any person wishing to reestablish an access permit that has expired may begin again with the application procedures.

CONSTRUCTION

1. The construction of the access and its appurtenances as required by the terms and conditions of the permit shall be completed at the expense of the permittee. All materials used in the construction of the access within the highway right-of-way or on permanent easements, become public property. Any materials removed from the highway right-of-way will be disposed of only as directed by the Department. Only clean fill material may be used for construction. Rubble and organic materials are prohibited. Permittee is responsible for salvaging and replacing topsoil, erosion control and revegetation of access.
2. The permittee shall notify the Area Office at least two working days prior to any construction within state highway right-of-way. Construction of the access shall not proceed until the access permit is issued. The access shall be completed in an expeditious and safe manner and shall be finished within 45 days from the initiation of construction within the highway right-of-way. One construction time extension may be requested from the Area Engineer. The permittee shall also notify the Area Office two days prior to substantial completion of the access construction.
3. A utility permit shall be obtained for any utility work within highway right-of-way. Where necessary to remove, relocate, or repair any traffic control device or public or private utility for the construction of a permitted access, the relocation, removal or repair shall be accomplished by the permittee without cost to the Department, and at the direction of the Department or utility company. Any damage to the state highway or other public right-of-way beyond that which is allowed in the permit shall be repaired immediately. The permittee is responsible for the repair of any utility damaged in the course of access construction, reconstruction or repair. Utilities are responsible for salvaging and replacing topsoil and must have an approved erosion control and revegetation plan. A final inspection must be held with the utility at the completion of the work.
4. The Department and the local government may inspect the access during construction and upon completion of the access to determine that all terms and conditions of the permit are met. Inspectors are authorized to enforce the conditions of the permit during and after construction and to halt any activities within state right-of-way that do not comply with the provisions of the permit, that conflict with concurrent highway construction or maintenance work, that endanger highway property, natural or cultural resources protected by law, or the health and safety of workers or the public.
5. Prior to using the access, the permittee is required to complete the construction according to the terms and conditions of the permit. Failure by the permittee to abide by all permit terms and conditions shall be sufficient cause for the Department to initiate action to suspend or revoke the permit and close the access. If in the determination of the Department the failure to comply with or complete the construction requirements of the permit create a highway safety hazard, such shall be sufficient cause for the summary suspension of the permit. If the permittee wishes to use the access prior to completion, arrangements must be approved by the Department and included in the permit. The Department may order a halt to any unauthorized use of the access pursuant to statutory and regulatory powers. Reconstruction or improvement of the access may be required when the permittee has failed to meet required specifications of design or materials.
6. The permittee shall provide construction traffic control devices at all times during access construction, in conformance with the Manual on Uniform Traffic Control Devices as required by state statute.

7. In the event it becomes necessary to remove any right-of-way fence, the posts on either side of the access shall be securely braced with an approved end post before the fence is cut to prevent any slacking of the remaining fence.
8. The permittee shall ensure that a copy of the permit is available for review at the construction site at all times. The permit may require the contractor to notify the individual or office specified on the permit at any specified phases in construction to allow the field inspector to inspect various aspects of the construction such as concrete forms, subbase, base course compaction, and materials specifications. Minor changes and additions may be ordered by the Department or local authority field inspector to meet unanticipated site conditions.
9. Each access shall be constructed in a manner that shall not cause water to enter onto the roadway or shoulder, and shall not interfere with the existing drainage system on the right-of-way or any adopted municipal system and drainage plan.
10. By accepting the permit, permittee agrees to save, indemnify, and hold harmless to the extent allowed by law, the Department, its officers, and employees from suits, actions, claims of any type or character brought because of injuries or damage sustained by any person resulting from the permittee's use of the access permit during construction of the access.

CHANGES IN ACCESS USE AND PERMIT VIOLATIONS

1. It is the responsibility of the property owner and permittee to ensure that the use of the access to the property is not in violation of the permit terms and conditions. The terms and conditions of any permit are binding upon all assigns, successors-in-interest, heirs and occupants. If any significant changes are made or will be made in the use of the property that will affect access operation, traffic volume and or vehicle type, the permittee or property owner shall contact the Department to determine if a new access permit and modification to the access are required.
2. When an access is constructed or used inconsistent with the terms and conditions in violation of the permit, the Department may summarily suspend an access permit and immediately order closure of the access.

MAINTENANCE

The permittee shall be responsible for the repair and maintenance of the access beyond the edge of the roadway including:

- (1) surfacing ,
- (2) curb and gutter,
- (3) cattle guard and gate,
- (4) vegetation control,
- (5) removal or clearance of snow or ice upon the access even though deposited on the access in the course of department snow removal operations,
- (6) repair and replacement of any access-related culverts of 36 inch diameter or smaller within the right-of-way in unincorporated areas,
- (7) obtaining department approval for all culvert repairs, drainage repairs, resurfacing, and changes in access design or configuration, and
- (8) all other maintenance required for continued safe and satisfactory operation of the access point.

The department shall perform no maintenance of access points, except:

- (1) modification of access point as necessary to meet adjacent highway reconstruction, as determined by the department,
- (2) access surface maintenance only when the department performs similar type maintenance on the highway at the access,
- (3) maintenance of new approaches required for construction under §31-24-1 and §31-24-2.
- (4) culvert cleaning in unincorporated areas, and
- (5) repair and replacement of culverts larger than 36" diameter in unincorporated areas.

In the event that the permittee fails to maintain an access point, the department may declare the negligently maintained access point a public nuisance, and upon notice to the permittee, may correct maintenance deficiencies at cost to the owner.

Access Approach Construction Inspection Form

South Dakota Department of Transportation

To: (person who will conduct field inspection)	After completion, return form to person/office:
address	
address	
Address/zip	
The assigned field inspector is to complete this form for each newly completed access and return the form as noted in the upper right. This form is to confirm installation of an access. If during construction, the inspector should determine problems, such as poor traffic control, materials, or failure to adhere to the permit, they are to order the problems corrected, work may be shut down if necessary, and/or area office contacted for direction. All construction shall be completed within 45 days unless extension granted in writing by Area Engineer.	
Permittee name and phone:	
Access location:	Permit number:
Local jurisdiction:	Permit issue date:
SDDOT Area:	Permit construction began: _____ Permit construction ended: _____ Permit extension granted: _____
This access has been constructed in reasonable conformance with the issued access permit: Inspector signature _____ Date _____	
This access has NOT been constructed in reasonable conformance with the issued access permit: Inspector signature _____ Date _____	
Items not in conformance or inspector comments:	

Untitled Map

Write a description for your map.

- Legend
- Agora @ The Gulch
 - ATM
 - Feature 1
 - Gold Rush EBike



Google Earth

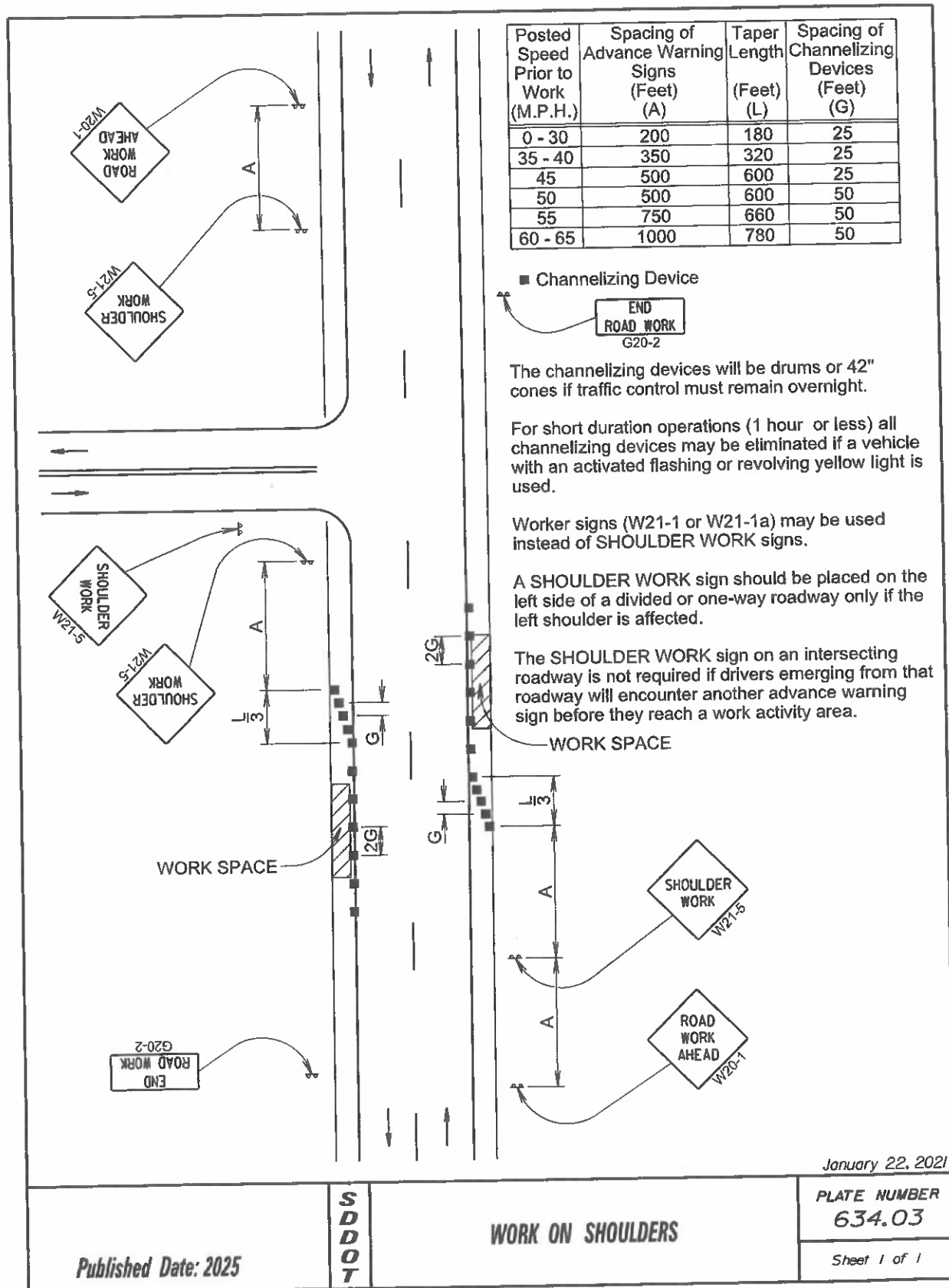
Image © 2026 Airbus

Untitled Map

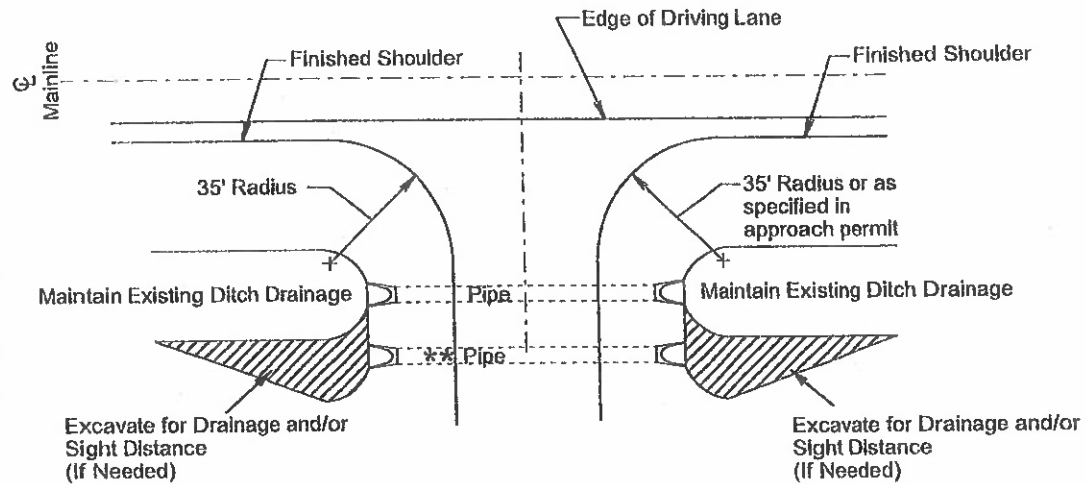
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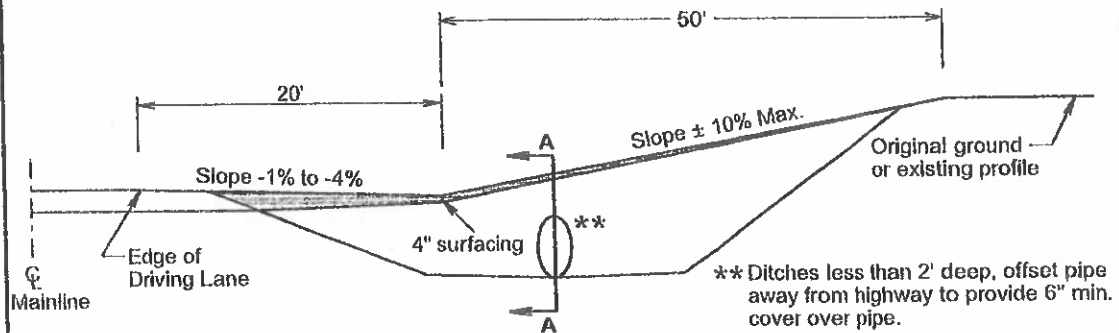




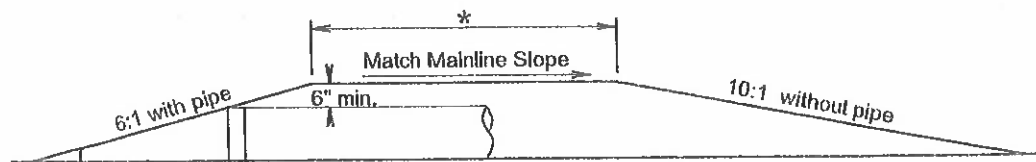
ENTRANCES



PLAN VIEW



ELEVATION VIEW
(Entrance)

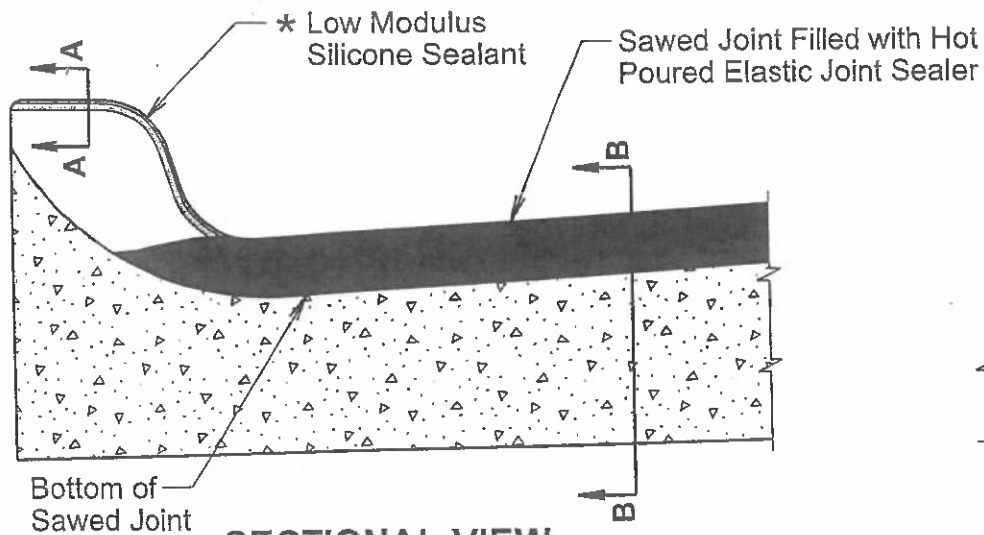


SECTION A-A
(Entrance)

GENERAL NOTES:

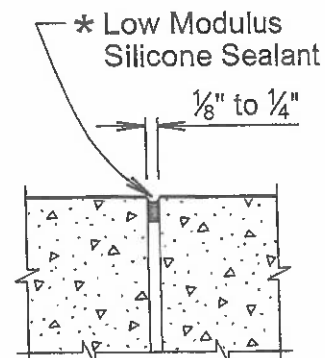
A 6:1 inslope will be constructed for an entrance when a pipe is required. A 10:1 inslope will be constructed when a pipe is not required.

The transition area between the mainline inslope and the approach inslope will be rounded to create a smooth transition.

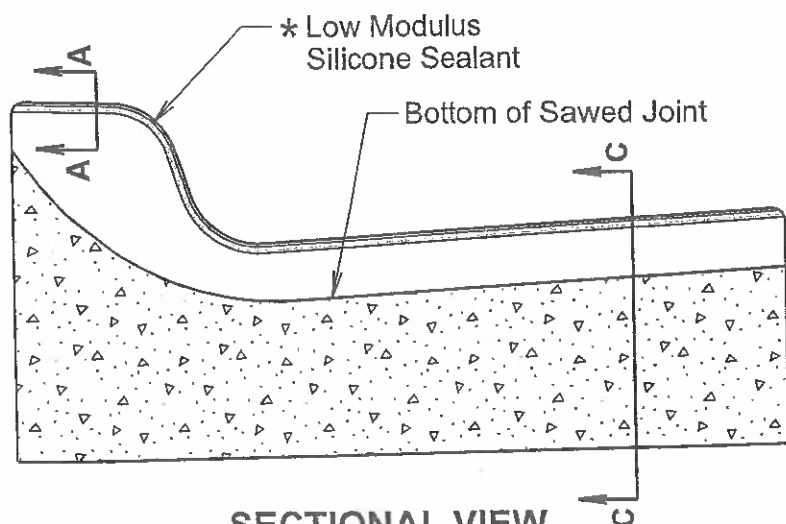


SECTIONAL VIEW

(Curb and Gutter Placed Monolithically with Adjacent Mainline PCC Pavement)

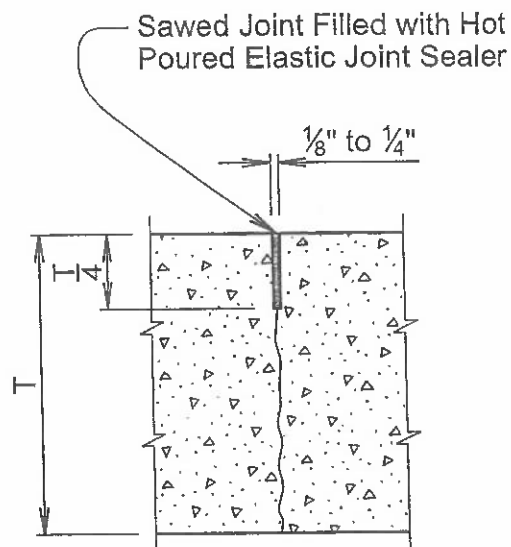


SECTION A-A

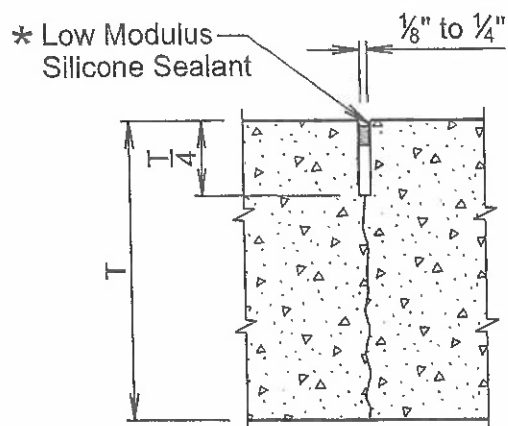


SECTIONAL VIEW

(Curb and Gutter not Placed Monolithically with Adjacent Mainline PCC Pavement or Mainline Surfacing is not PCC Pavement)



SECTION B-B



SECTION C-C

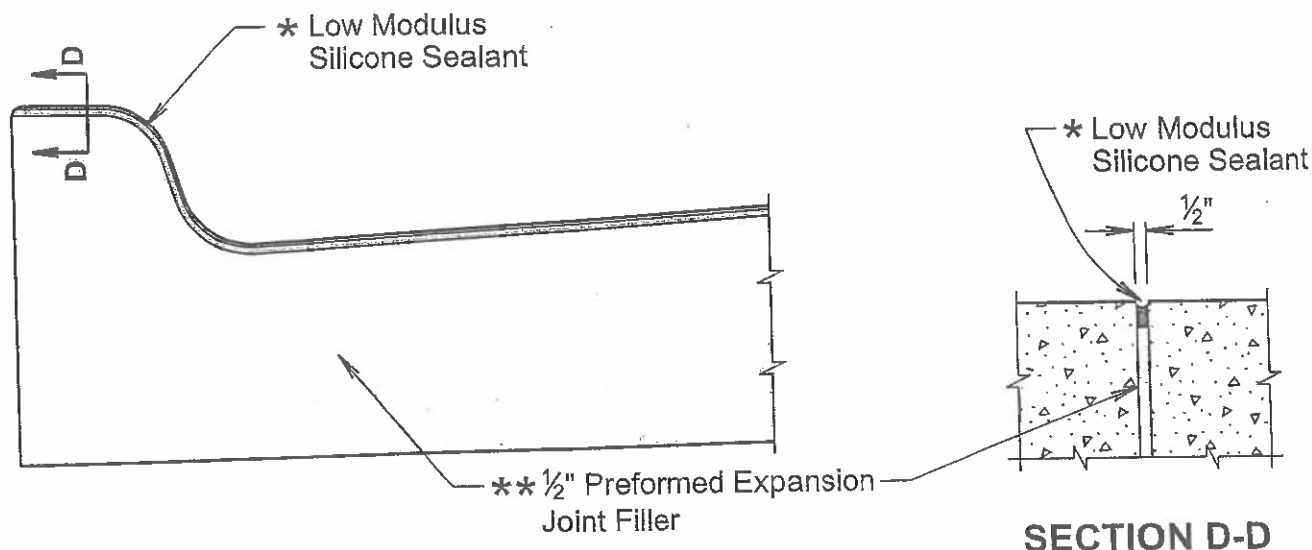
* The silicone sealant will be placed such that it completely seals the joint and is bonded to the sides of the clean joint as approved by the Engineer.

December 23, 2019

PLATE NUMBER
650.90

JOINTS IN CONCRETE CURB AND GUTTER

SD
D
C



SECTIONAL VIEW
(Curb and Gutter at 1/2" Preformed Expansion Joint Filler Location)

- * The silicone sealant will be placed such that it completely seals the joint and is bonded to the sides of the clean joint as approved by the Engineer.

GENERAL NOTES:

For illustrative reason, only the type B curb and gutter is shown.

** A 1/2-inch preformed expansion joint filler will be placed transversely in the curb and gutter at the following locations:

At each junction between the radius return of curb and gutter, and curb and gutter which is parallel to the project centerline.

At each junction between new curb and gutter and existing curb and gutter.

Transverse contraction joints will be constructed at 10 foot intervals in the concrete curb and gutter except when the concrete curb and gutter is constructed adjacent to mainline PCC pavement. When concrete curb and gutter is constructed adjacent to mainline PCC pavement, a transverse contraction joint will be constructed in the concrete curb and gutter at each mainline PCC pavement transverse contraction joint location.

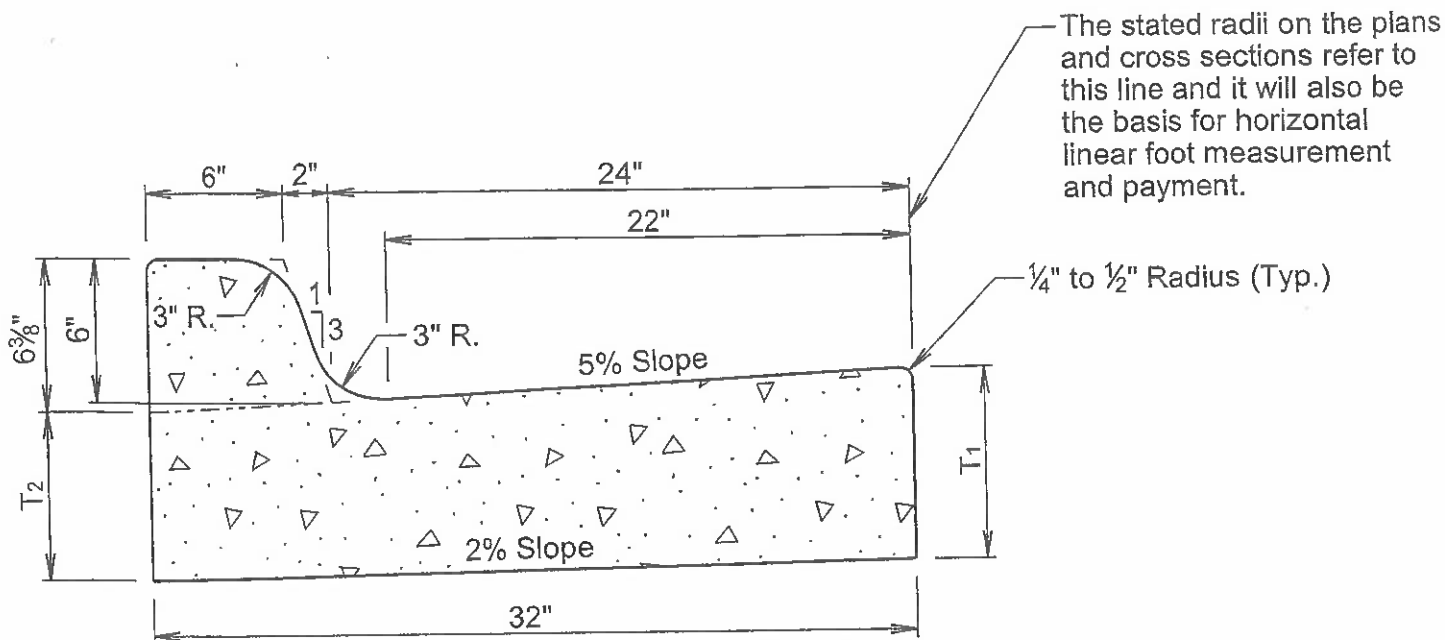
When concrete curb and gutter is not placed monolithically with the mainline PCC pavement or when the adjacent mainline surfacing is not PCC concrete, the transverse contraction joints in the concrete curb and gutter will be 1 1/2 inches deep if formed in the fresh concrete using a suitable grooving tool. If a saw is used to cut the contraction joints, then the depth of the joint will be at least 1/4 the thickness of the concrete and the joint will be sealed in accordance with the details shown above.

December 23, 2019

**S
D
D**

JOINTS IN CONCRETE CURB AND GUTTER

**PLATE NUMBER
650.90**



TYPE B CONCRETE CURB AND GUTTER				
Type	T ₁ (Inches)	T ₂ (Inches)	Cu. Yd. Per Lin. Ft.	Lin. Ft. Per Cu. Yd.
B66	6	5 $\frac{1}{16}$	0.057	17.7
B67	7	6 $\frac{1}{16}$	0.065	15.4
B68	8	7 $\frac{1}{16}$	0.073	13.7
B68.5	8.5	7 $\frac{9}{16}$	0.077	13.0
B69	9	8 $\frac{1}{16}$	0.081	12.3
B69.5	9.5	8 $\frac{9}{16}$	0.085	11.7
B610	10	9 $\frac{1}{16}$	0.090	11.2
B610.5	10.5	9 $\frac{9}{16}$	0.094	10.7
B611	11	10 $\frac{1}{16}$	0.098	10.2
B611.5	11.5	10 $\frac{9}{16}$	0.102	9.8
B612	12	11 $\frac{1}{16}$	0.106	9.4

GENERAL NOTES:

When concrete curb and gutter longitudinally adjoins new concrete pavement, the method of attachment will be by one of the methods shown on standard plate 380.21.

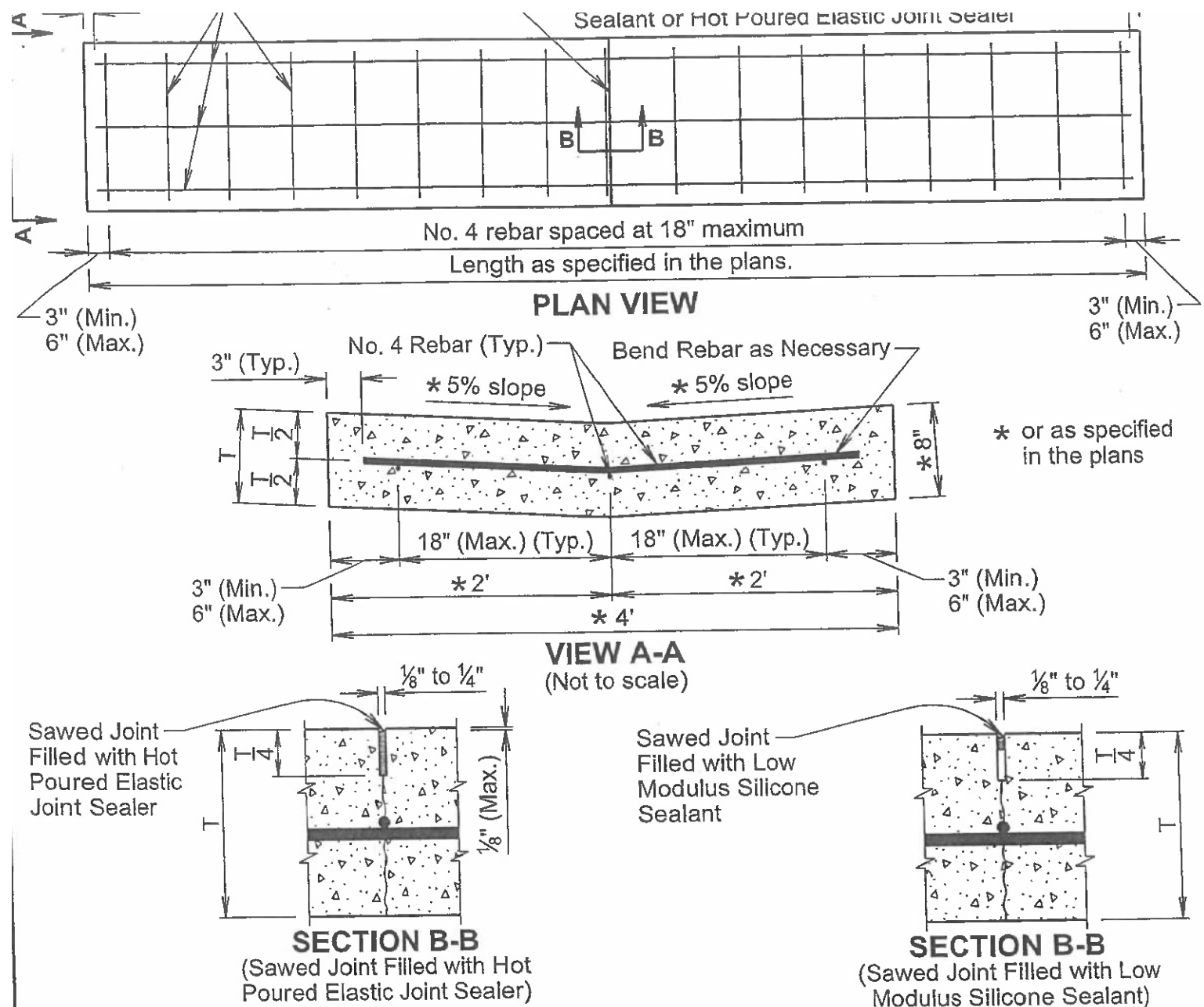
See standard plate 650.90 for expansion and contraction joints in the curb and gutter.

January 22, 2023

SDO

TYPE B CONCRETE CURB AND GUTTER

PLATE NUMBER
650.01



GENERAL NOTES:

The concrete will comply with the specifications for class M6 concrete.

The reinforcing steel will comply with the requirements of specification sections 480 and 1010.

If a lap splice is provided the No. 4 rebar will be lapped a minimum of 12 inches.

****** The sawed joints will be spaced at 12 feet; however, when the length of the valley gutter is 12 feet to 24 feet there will be a joint at the midpoint of the length. The saw cut to control cracking will be a minimum of 1/4 the thickness of the pavement.

All hot poured elastic joint sealer material spilled on the surface of the concrete pavement will be removed as soon as the material has cooled. The extent of removal of material will be to the satisfaction of the Engineer. All costs for removal of the spilled joint sealer material will be borne by the Contractor.

The silicone sealant will be bonded to the sides of a clean joint to completely seal the joint as approved by the Engineer.

All costs for furnishing and installing the valley gutter including materials, equipment, labor, and incidentals will be included in the contract unit price per square yard for the corresponding Valley Gutter contract item.

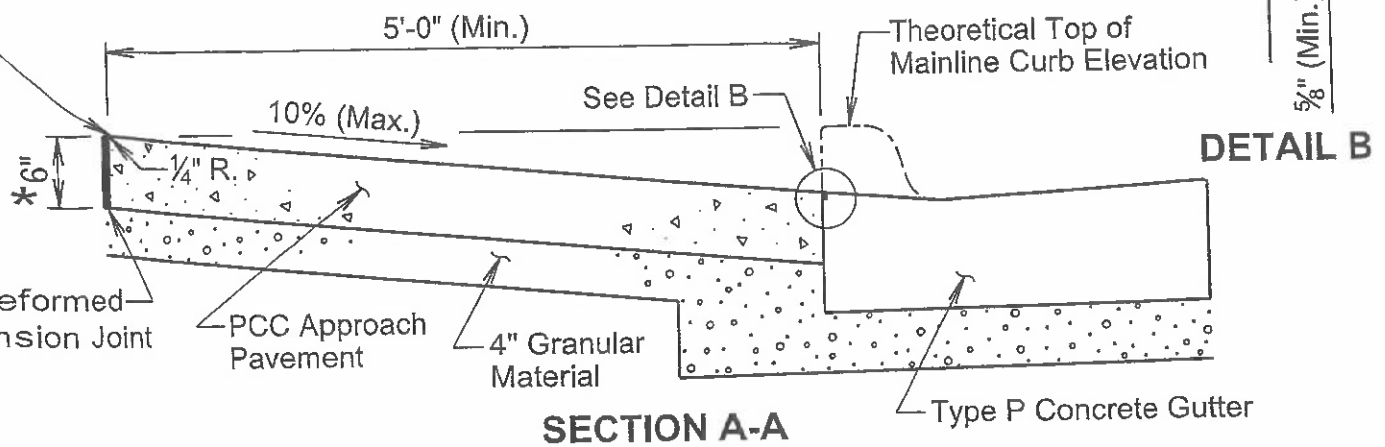
December 23, 2019

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D

VALLEY GUTTER

PLATE NUMBER
650.40

will be at the same elevation as the theoretical top of mainline curb elevation.

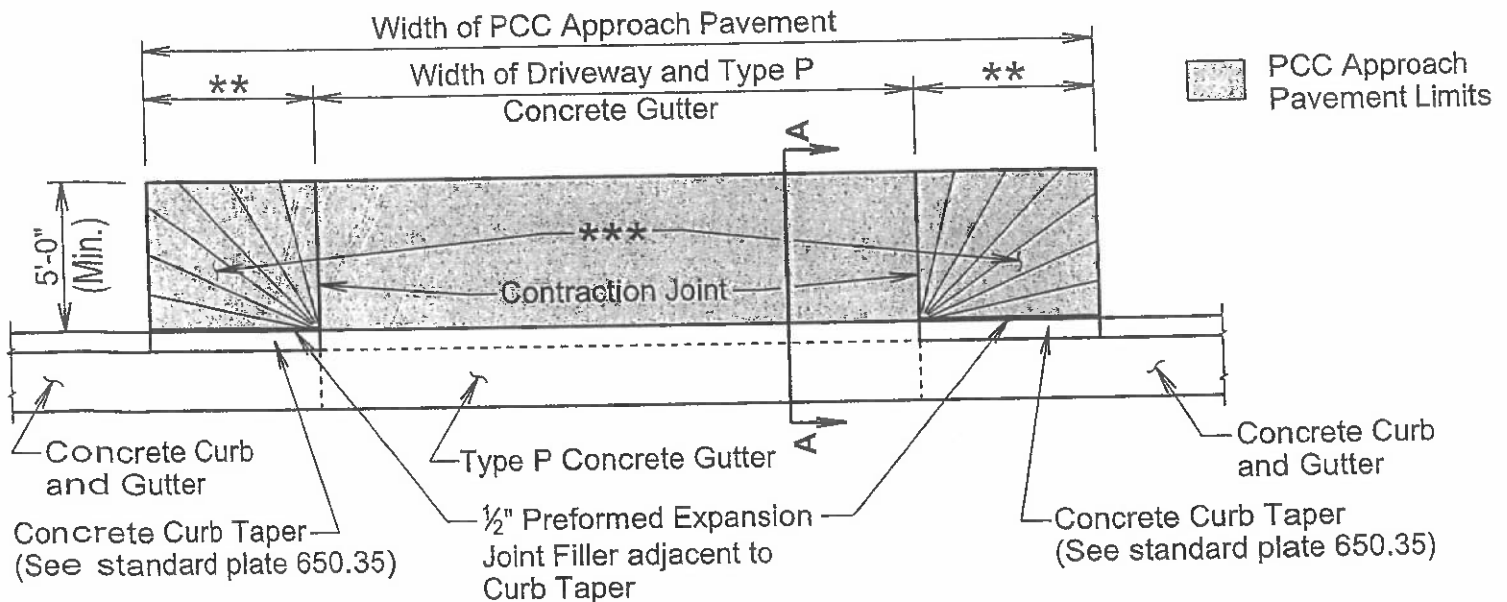


SECTION A-A

* 8" at Commercial Approaches

* Width for 6" high curb is 6' (See standard plate 650.35)

* Within these areas, the surface of the type A PCC approach pavement will be sloped transitionally as approved by the Engineer.



PLAN VIEW

GENERAL NOTES:

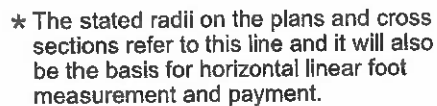
The concrete for the type A PCC approach pavement and adjacent driveway will comply with the requirements of the Specifications for class M6 concrete unless otherwise stated in the plans.

Contraction joints in the type A PCC approach pavement will be 1½ inches deep if formed in the fresh concrete using a suitable grooving tool. If a saw is used to cut the contraction joints, then the depth of the joint will be at least ¼ the thickness of the approach pavement. Additional contraction joints not shown in the Plan View will be spaced as follows:

- One joint at the center of the approach for driveways 16 feet to 24 feet wide.
- Two joints spaced at equal intervals for driveways greater than 24 feet to 40 feet wide.

All costs for furnishing and placing the type A PCC approach pavement and constructing the expansion and contraction joints including labor, equipment, excavation, and materials including the earthen backfill and granular material, will be incidental to the contract unit price per square yard for the corresponding PCC Approach Pavement contract item.

June 26, 2019



☐ Type P Concrete Modified Gutter Limits

Approach
and/or
Driveway



**** Joint will not be needed if concrete curb and gutter and type P concrete gutter is placed at the same time.
If the 1/2" preformed expansion joint filler is provided, then the joint will be sealed in accordance with standard plate 650.90.**

GENERAL NOTES:

The concrete for the type P concrete modified gutter will comply with the requirements of the specifications for class M6 concrete.

When concrete gutter longitudinally adjoins new concrete pavement, the method of attachment will be by one of the methods shown on standard plate 380.21.

Transverse contraction joints will be constructed at 10-foot intervals in the concrete gutter except when concrete gutter is constructed adjacent to mainline PCC pavement. When concrete gutter is constructed adjacent to mainline PCC pavement, a transverse contraction joint will be constructed in the concrete gutter at each mainline PCC pavement transverse contraction joint location.

When concrete gutter is placed monolithically with mainline PCC pavement, the transverse contraction joints in the concrete gutter will be sawed and sealed the same as the transverse contraction joints in the mainline PCC pavement.

When concrete gutter is not placed monolithically with the mainline PCC pavement and when the adjacent mainline surfacing is not PCC concrete, the transverse contraction joints in the concrete gutter will be 1½ inches deep if formed in the fresh concrete using a suitable grooving tool. If a saw is used to cut the contraction joints, then the depth of the joint will be at least ¼ the thickness of the concrete.

March 31, 2024

Published Date: 2025

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TYPE P CONCRETE MODIFIED GUTTER

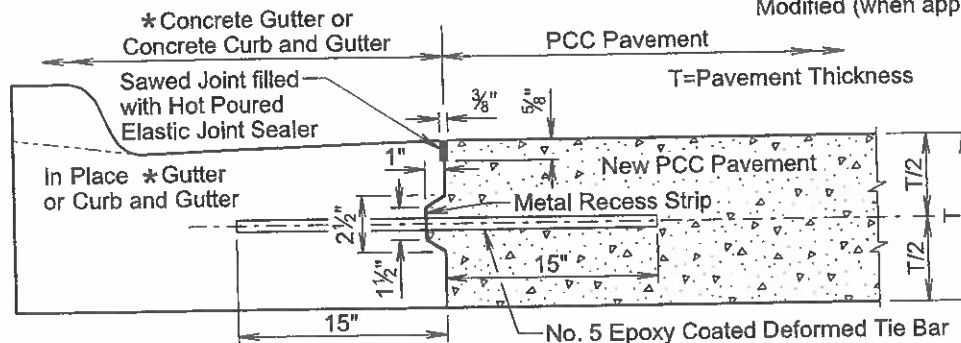
PLATE NUMBER
650.32

Sheet 1 of 1

LONGITUDINAL CONSTRUCTION JOINT WITH TIE BARS

(Individually Formed)

* Standard (shown) or Modified (when applicable)



GENERAL NOTES:

No. 5 epoxy coated deformed tie bars will be spaced 48 inches center to center. The tie bars will be placed a minimum of 15 inches from existing transverse contraction joints. The keyway shown above is a female keyway.

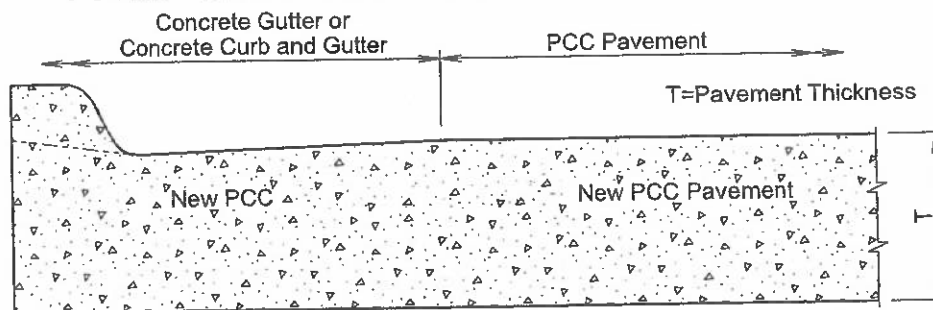
The keyway is optional and is not required. When concrete pavement is formed and a keyway is provided, a metal recess strip will be used. When concrete pavement is slip formed, a metal recess strip is not required.

The transverse contraction joints in the concrete gutter or concrete curb and gutter will be placed at each mainline PCC pavement transverse contraction joint. The transverse contraction joints in the concrete gutter or the concrete curb and gutter will be 1 1/2 inches deep if formed in fresh concrete using a suitable grooving tool. If a saw is used to cut the transverse contraction joints, then the depth of the joint will be at least 1/4 the thickness of the concrete gutter or concrete curb and gutter.

Standard curb and gutter may not be placed monolithically with PCC pavement if the mainline lane width is greater than 12 feet.

The term "In Place *Gutter or Curb and Gutter" in the above drawing indicates that the in place *concrete gutter and concrete curb and gutter was placed on the current project.

POURED MONOLITHICALLY (Standard Concrete Curb and Gutter)



GENERAL NOTES:

The mainline curb and gutter may be placed monolithically with the PCC pavement if the mainline lane width is less than or equal to 12 feet. If this method of construction is used, the tie bars and the sawed joint between the curb and gutter and the PCC pavement will be eliminated.

The gutter or curb and gutter will be sawed transversely at each mainline transverse contraction joint. The transverse contraction joints in the gutter or curb and gutter will be sawed and sealed same as the transverse contraction joints in the PCC pavement.

The slope of the gutter will be the slope designated for the type of gutter or curb and gutter to be constructed. The bottom slope of the gutter or curb and gutter will be constructed at the same slope as the mainline concrete pavement.

March 31, 2024

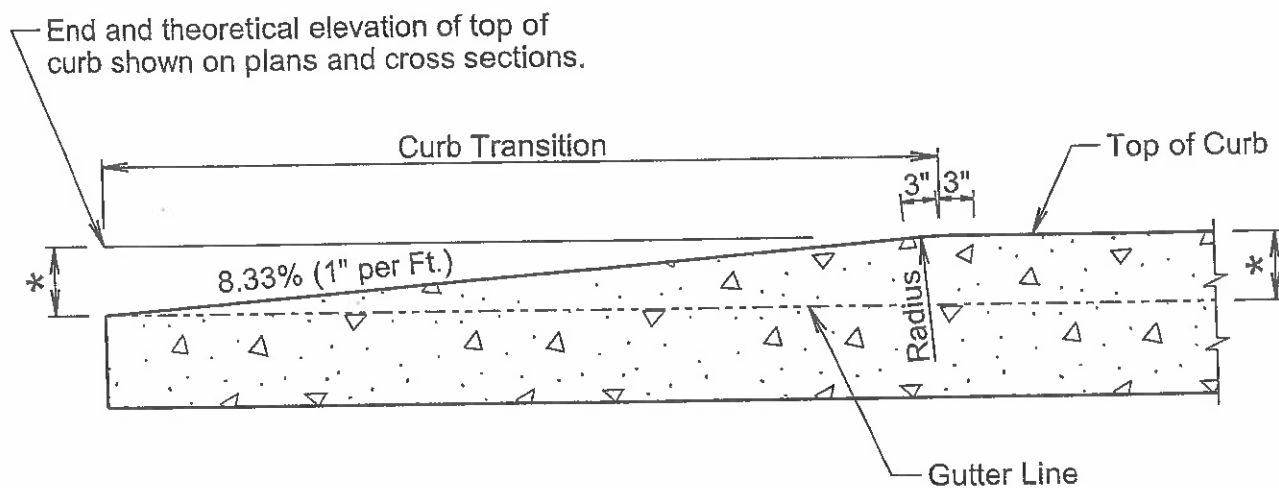
Published Date: 2025

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PCC PAVEMENT LONGITUDINAL CONSTRUCTION
JOINTS WITH CONCRETE GUTTER OR
CONCRETE CURB AND GUTTER

PLATE NUMBER
380.21

Sheet 1 of 2



LONGITUDINAL SECTION (Concrete Curb Taper)

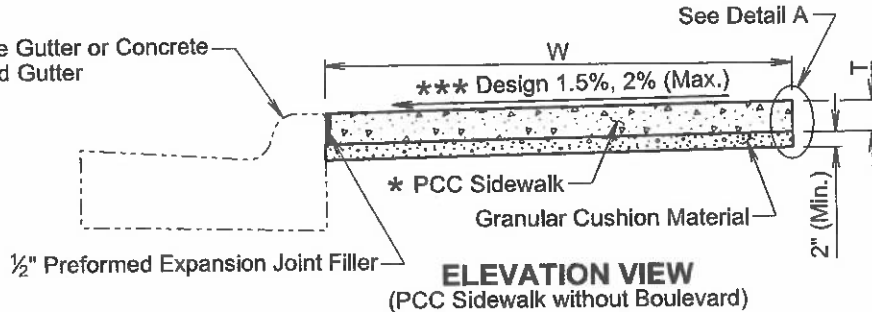
December 23, 2019

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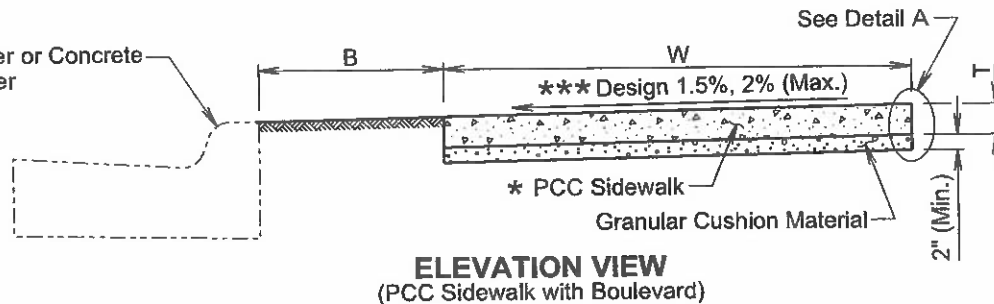
CONCRETE CURB TAPER

**PLATE NUMBER
650.35**

* Concrete Gutter or Concrete Curb and Gutter



* Concrete Gutter or Concrete Curb and Gutter

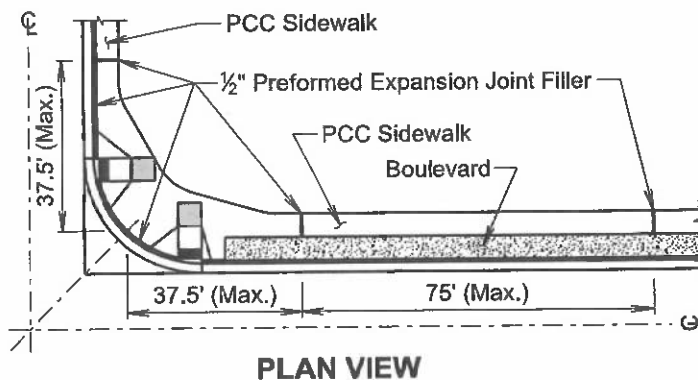


B Width of boulevard as specified in the plans.

T Thickness of PCC sidewalk as specified in the plans.

W Width of PCC sidewalk as specified in the plans.

* Type as specified in the plans.



GENERAL NOTES:

The PCC sidewalk will be constructed in accordance with Section 651 of the Specifications.

*** The cross slope of the sidewalk is designed at 1.5% and the maximum slope allowed is 2% unless specified otherwise in the plans.

The maximum length between expansion joints in the PCC sidewalk is 75 feet.

PCC sidewalk placed adjacent to intersection of roadways will have an expansion joint placed transversely a maximum of 37.5 feet from the intersection. See Plan View.

An expansion joint in the PCC sidewalk will consist of a 1/2 -inch thick preformed expansion joint filler material placed full depth and width of the PCC sidewalk.

*** Large areas of PCC pavement adjacent to the PCC sidewalk may require a different joint treatment than shown in the detail. If a different joint detail is necessary, plans will contain the joint detail and the Contractor will construct the joint treatment in accordance with the plans.

February 14, 2020

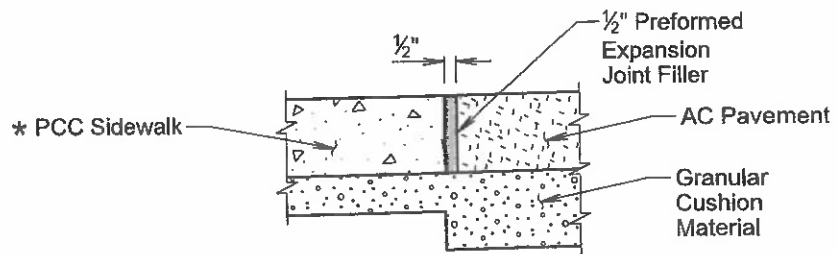
Published Date: 2025

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PCC SIDEWALK

PLATE NUMBER
651.75

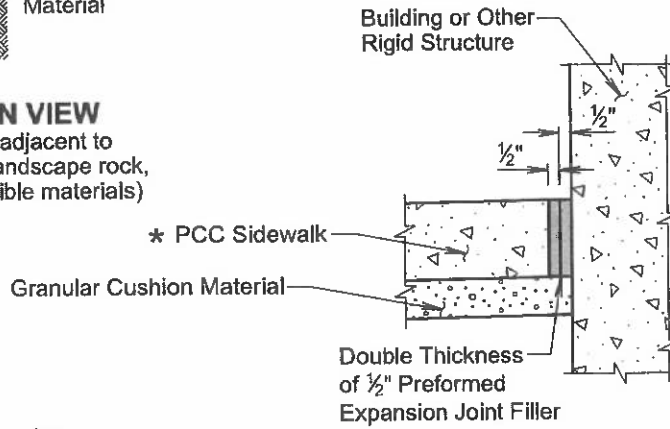
Sheet 1 of 2



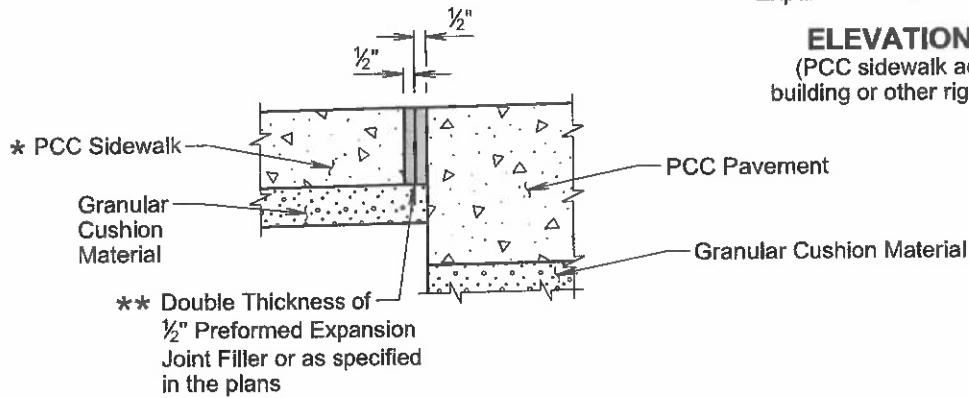
ELEVATION VIEW
(PCC sidewalk adjacent to asphalt concrete pavement)



ELEVATION VIEW
(PCC sidewalk adjacent to earthen material, landscape rock, or other compressible materials)



ELEVATION VIEW
(PCC sidewalk adjacent to building or other rigid structure)



ELEVATION VIEW
(PCC sidewalk adjacent to PCC pavement)

DETAIL A
(Use Appropriate Detail(s))

February 14, 2020

Published Date: 2025

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PCC SIDEWALK

PLATE NUMBER
651.75

Sheet 2 of 2

Special Conditions Attachment Sheet

The items listed below are a summary of requirements set by the SDDOT for work being done within the ROW. It shall be the permit holder's responsibility to acquire the information needed to complete work as per the SDDOT Standard Specifications for Roads and Bridges 2025 Edition. Included is a link to the SDDOT standard plates for reference to situations. <http://sddot.com/business/design/plates/index/Default.aspx>. For instances where uncertainty exists, questions should be referred to the Rapid City Area SDDOT.

1. No excavated areas or other obstructions within 30' of white edge line or 6' behind curb, shall remain overnight without proper Concrete barriers w/approved end protection.
2. Salvage and replace topsoil.
3. All disturbed areas shall be re-established as per the re-vegetation Plan for Disturbed State-Owned Right-of-Way. (As shown below)
4. Traffic control shall be in accordance with the Manual on Uniform Traffic Control Devices. (MUTCD) or SDDOT standard plates for traffic control devices.
5. Permit holders should be aware of present and/or know future road work, that may involve realignments, widening's, cuts, and fill section. Work shall be coordinated and completed so that it doesn't conflict with road work.
6. Embankment material within the ROW shall be placed in accordance with section 120.3 of the SDDOT standard specifications for Roads and Bridges 2015 Edition.
7. Granular base materials within the ROW shall be placed in accordance with section 260.3 of the SDDOT standard specification for Roads and Bridges 2015 Edition. Granular base materials shall follow existing construction limits and is subject to changes by the SDDOT
8. Any surfacing removed within the ROW shall be replaced in kind in accordance with section 320.3 or 380 of the SDDOT standard specification for Roads and Bridges 2015 Edition. Removals shall be defined by full depth saw cuts with limits approved by DOT.
9. When open cut excavations of the roadway are approved by the SDDOT, all materials used to replace excavated areas shall be tested. All tests, including gradations, compaction etc., shall be reported to the appropriate personnel and available upon request for verification by the DOT.
10. All pavement markings removed or damaged by the contractor shall be replaced to the satisfaction of the DOT.
11. Any subsequent damage to the roadway, shoulder or other items within the ROW, due to construction activities, will be repaired by applicant at no cost to the state.
12. No obstructions shall be placed within the ROW without prior acceptance by the SDDOT. Obstructions include but are not limited to landscaping items, signs, light poles, buildings, guardrail, fence, parking, etc.
13. All utilities shall be placed as close to ROW line as possible.
14. All fencing that is removed for construction purposes shall be reset or replaced with materials in existing or better condition. Installation shall be per section 620 of the SDDOT standard specifications for Roads and Bridges 2015 edition.

Special Conditions Attachment Sheet

15. Permit holders are required to contact the National Forest Service prior to installing utilities within the NFS boundary, to verify a permit is not needed from them to install utility in ROW.
16. Erosion Control measures shall be utilized as per the State, Federal, County and City regulations. Erosion control and sediment control is the sole responsibility of the Permit holder.

Re-vegetation Plan for Disturbed State Owned Right of Way

Shaping:

All disturbed areas are to be re-topsoiled and leveled to promote vegetative growth and to remove any obstructions of drainage.

Seeding:

All disturbed areas will be stabilized within 14 days of the completion of earthmoving work. Seed mixture consists of the following:

Western Wheatgrass	7lbs of pure live seed
Green Needlegrass	4lbs of pure live seed
Sideoats Grama Blue	3lbs of pure live seed
Gramma	2lbs of pure live seed
(Oats from April to July, Winter Wheat August to November)	10lbs of pure live seed

Overall 26lbs pure live seed per acre

Mulch is to be applied to the disturbed area at a rate of 2 tons per acre. Mulch is to be free of any and all noxious weeds.

Mulch is not required if disturbed area is less than 0.5 acres.

Commercial fertilizer with a guaranteed analysis of 18-46-0 is to be applied at a rate of 100lbs per acre.

Sediment and Erosion Control.

Usage of Best Management Practices for sediment and erosion control is mandatory. Applicant is duly reminded that if over 0.5 acres will be disturbed, applicant must have on hand an approved Notice of Intent from the Department of Environment and Natural Resources as well as a full Storm Water Pollution Prevention Plan. (SWPPP) Both of these documents are the applicant's responsibility to attain. Once vegetation is established, the applicant is duly reminded that a Notice of Termination also needs to be sent to the Department of Environment and Natural Resources. Protective devices are to be installed prior to disturbing State Right of Way to prevent erosion from damaging the environment. More information can be found at the web link below.

<http://www.sddot.com/business/environmental/stormwater/Default.aspx>

Special Conditions Attachment Sheet

Final Inspection

The permittee is required to conduct an inspection of the installation area approximately 10 to 12 months after installation to ensure no erosion has occurred and that no settlement areas exist. Any areas found are to be repaired in accordance with the above notes. Area is also to be inspected for noxious weed. If noxious weeds are found, they are to be sprayed and destroyed by the applicant. (Contact the SDDOT Representative noted on the permit for information regarding noxious weed and chemical application)