

SD 73 Reconstruction -

Improving Mobility, Safety, and Access to the Pine Ridge Reservation

WHITE RIVER TO KADOKA

FY 2023/2024 Multimodal Project Discretionary Grant (MPDG) Program

PROJECT READINESS

Project Name: SD 73 Reconstruction – Improving Mobility, Safety, and Access to the Pine Ridge Reservation

Project Type: INFRA/Rural Project

Total Project Cost: \$29,692,231

Total Future Eligible Project Costs: \$27,967,839

FY 2023/2024 Rural Request: \$22,374,271

FY 2023/2024 INFRA Request: \$16,780,703

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Supporting Information can be found at:

<https://www.srfconsulting.com/sddot-sd73-248/>



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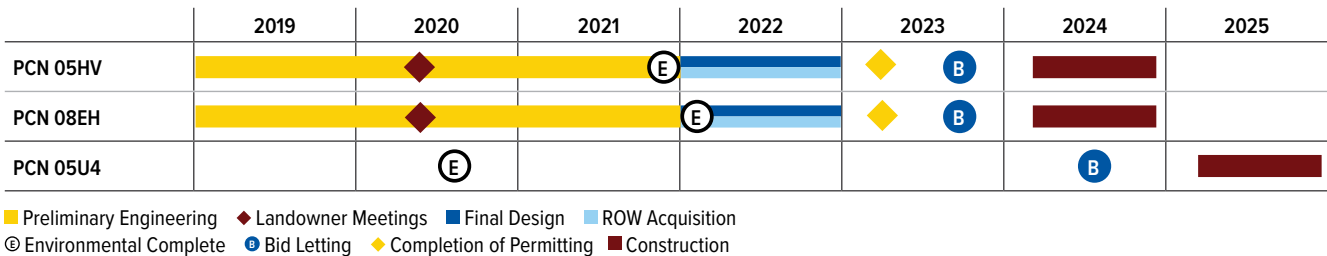
PROJECT READINESS

ENVIRONMENTAL RISK ASSESSMENT

The SD 73 Reconstruction – Improving Mobility, Safety, and Access to the Pine Ridge Reservation Project was initiated in early 2019 and has steadily met its major milestones per the project schedule below. Plan sets and full environmental documents can be found in the appendices. Bid letting and construction are all that remain. There is very little risk the project will not proceed on schedule.

Schedule

A project schedule identifying major project milestones is presented below. All planning, agreements, permitting, review periods, and approvals have been considered.



SDDOT has a demonstrated history of managing and delivering projects, and with a proven and robust staff assures that necessary procedures and activities will be completed to allow FY 2023-FY 2024 MPDG funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2026). The non-federal match and other federal funds allocated to the Project are programmed in the [South Dakota Statewide Transportation Improvement Program \(STIP\)](#). Input and outreach to disadvantaged communities has occurred and updates will continually be available on the [Project website](#).

Required Approvals

As mentioned above, all that will remain on the SD 73 Reconstruction – Improving Mobility, Safety, and Access to the Pine Ridge Reservation Project is bid letting and construction.

Construction activities will result in earth disturbance and work in a waterway (in this case the White River), which required multiple permits prior to work being done. These permits include the Department of Agricultural & Natural Resources (DANR) General Permit for Storm Water Discharges Associated with Construction Activities, the Environmental Protection Agency 2017 Construction General Permit, and a US Corp of Engineers 404 Permit. These permits are secured.

The DANR General Permit for Storm Water Discharges Associated with Construction Activities is required for construction activity disturbing one or more acres of earth and work in a waterway. The SDDOT has this permit and will submit the Notice of Intent (NOI) to DANR 15 days prior to project start to obtain coverage under the General Permit. Work can begin once the DANR letter of approval is received.

The Contractor must adhere to the “Special Provision Regarding Storm Water Discharges to Waters of the State.” The Contractor will complete the DANR Contractor Certification Form prior to the pre-construction meeting. The form certifies under penalty of law that the Contractor understands and will comply with the terms and conditions of the permit for this project. Work may not begin on this project until this form is signed and submitted to DANR.

The EPA 2017 Construction General Permit is required for this project. The SDDOT has this permit and will submit the NOI to EPA 15 days prior to project start to obtain coverage. Work can begin after authorization is received from the EPA.

This permit provides coverage for construction and dewatering activities for this project. The Contractor must adhere to the “Special Provision Regarding Storm Water Discharge to Waters of the United States within Indian Reservations.”

The Storm Water Pollution Prevention Plan (SWPPP) will be developed prior to the submittal of the NOI and will be implemented for all construction activities for compliance with the permit. The SWPPP must be kept on-site and updated as site conditions change. Erosion control measures and best management practices will be implemented in accordance with the SWPPP. The Storm Water, Erosion, and Sediment Control Inspection Report Form DOT 298 will be used for site inspections and to document changes to the SWPPP. A copy of the completed inspection form will be filed with the SWPPP documents and retained for a minimum of three years.

The inspection will include disturbed areas of the construction site that have not been finally stabilized, areas used for storage materials, structural control measures, and locations where vehicles enter or exit the site. These areas will be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the SWPPP will be observed to ensure they are operating correctly, and sediment is not tracked from the site.

Due to the White River being classified as a US waterway, a US Army Corp of Engineers 404 permit is required. The SDDOT has obtained a Section 404 permit from the USACE for the permanent actions associated with the project and SDDOT and associated contractors will take precautions necessary to prevent any incidental discharges associated with the excavation and hauling of material from the stream channel.

Assessment of Project Risks and Mitigation Strategies

The SD 73 Reconstruction – Improving Mobility, Safety, and Access to the Pine Ridge Reservation Project recognizes the possibility of unexpected delays due to funding and weather-related events. Due to the rural location of the Project, increased bid costs in hauling material (asphalt, concrete, gravel, steel), is also another potential factor to consider. Any unexpected cost increases will be paid by the SDDOT using federal formula funding and state matching funds

TECHNICAL CAPACITY

SDDOT has successfully delivered several large-scale projects completed through the National Environmental Policy Act (NEPA) review process. The Project will begin construction in spring 2024 and will conform to all current USDOT, American Association of State Highway and Transportation Officials (AASHTO), and SDDOT standards for roadway design.

SDDOT has extensive experience with procuring and developing transportation improvement projects using federally awarded funds. In the last ten years, SDDOT and its partners have procured several federal grants on the SDDOT system including MPDG discretionary grants. Additionally, SDDOT, as a recipient of federal financial assistance, complies with Title VI of the Civil Rights Act of 1964, 49 CFR Part 21 (Department of Transportation Regulations for the Implementation of Title VI of the Civil Rights Act of 1964), Buy America provisions, ADA regulations, Federal Motor Vehicle Safety Standards (FMVSS), and the Federal Motor Carrier Safety Regulations (FMCSR), and related statutes and regulations.

FUNDING DOCUMENTATION

All supporting documents and the FY 2023-FY 2024 MPDG Project Description, Merit Criteria, and Project Budget are available to view at the following webpage: <https://www.srfconsulting.com/sddot-sd73-248/>