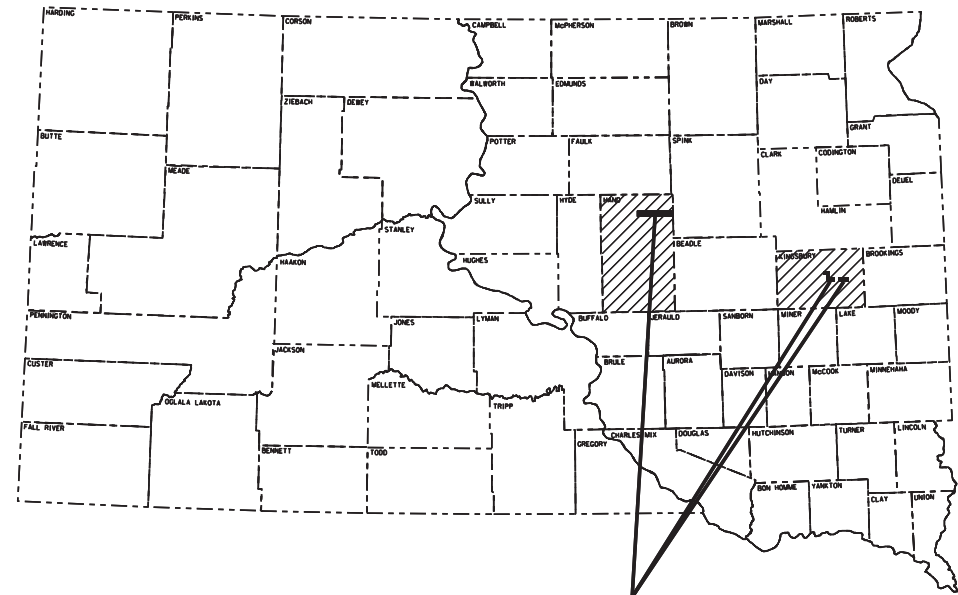


PLOT SCALE - 1:10869.1

PLOTTED FROM - TRHJUNT07

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-P 0013(172)	1	10
Plotting Date: 2/19/2026			



PROJECTS

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED

PROJECT NH-P 0013(172)

US HWY 14
SD HWY 26

HAND & KINGSBURY COUNTIES

ROUTE & SEAL
PCN 09WC

INDEX OF SHEETS

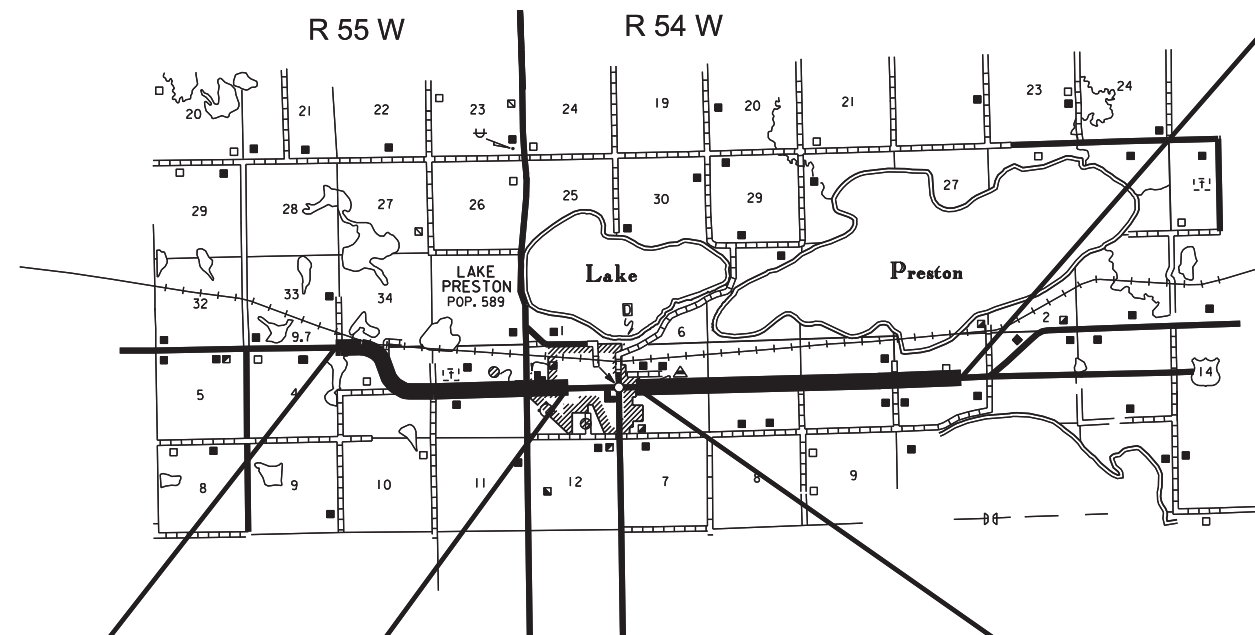
Sheet: 1-2	Title Sheet & Layout Map
Sheet: 3-4	Environmental Commitments Plan Notes
Sheet: 5	Traffic Control & Estimate of Quantities
Sheet: 6	Plan Notes
Sheet: 7	Typical Reservoir Drawing
Sheet: 8-10	Standard Plates

US HIGHWAY 14
SEGMENTS #1 & #2
KINGSBURY COUNTY
LENGTH: 6.197 MILES

DESIGN DESIGNATION SEGMENT #1	
ADT (2024)	1976
ADT (2044)	2867
DHV	594
D	50
DHV T%	9.9%
ADT T%	21.8%
V	65 MPH

DESIGN DESIGNATION SEGMENT #2	
ADT (2024)	2110
ADT (2044)	3038
DHV	630
D	50
DHV T%	9.7%
ADT T%	21.3%
V	65 MPH

STORM WATER PERMIT
(None required)



SEGMENT #2
END PROJECT
Sta. 186+64.8
MRM 391.00 + 0.938
MILEAGE 266.752

SEGMENT #1
BEGIN PROJECT
Sta. 0+00
MRM 385.00 + 0.031
MILEAGE 259.877

SEGMENT #1
END PROJECT
Sta. 140+55.56
MRM 387.64 + 0.148
MILEAGE 262.539

SEGMENT #2
BEGIN PROJECT
Sta. 0+00
MRM 388.39 + 0.074
MILEAGE 263.217

Segment #1

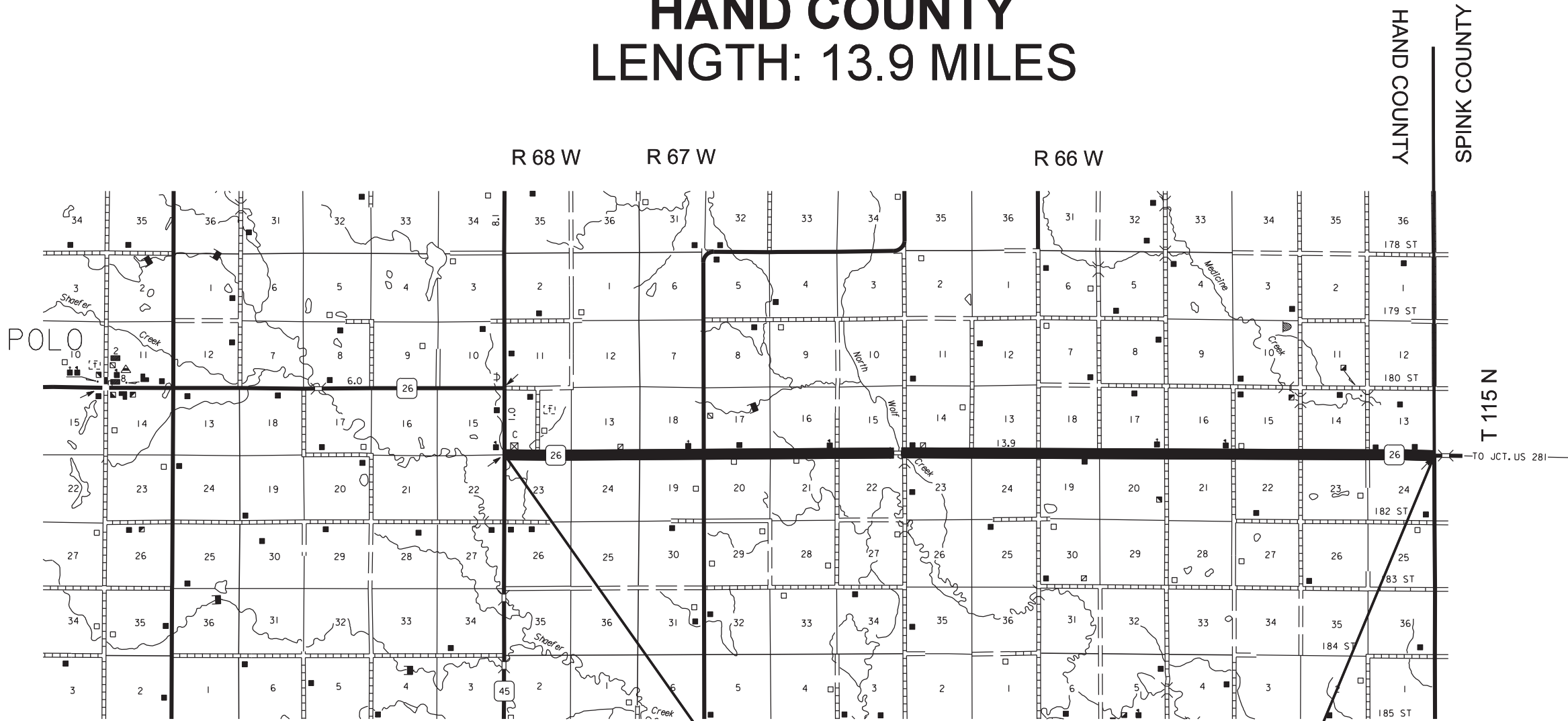
GROSS LENGTH	14,055.36 FEET	2.662 MILES
LENGTH OF EXCEPTIONS	0 FEET	0 MILES
NET LENGTH	14,055.36 FEET	2.662 MILES

Segment #2

GROSS LENGTH	18,664.80 FEET	3.535 MILES
LENGTH OF EXCEPTIONS	0 FEET	0 MILES
NET LENGTH	18,664.80 FEET	3.535 MILES

FILE ... \CLR\09WC\09WC TITLE SHEET.DGN

SD HIGHWAY 26 SEGMENT #3 HAND COUNTY LENGTH: 13.9 MILES



DESIGN DESIGNATION SEGMENT #3	
ADT (2024)	301
ADT (2044)	401
DHV	0
D	51
DHV T%	9.0%
ADT T%	19.7%
V	65 MPH

SEGMENT #3
BEGIN PROJECT
Sta. 0+00
MRM 253.85 + 0.000
MILEAGE 23.728

SEGMENT #3
END PROJECT
Sta. 733+92
MRM 267.75 + 0.000
MILEAGE 37.628

Segment #3

GROSS LENGTH	73,392 FEET	13.900 MILES
LENGTH OF EXCEPTIONS	0 FEET	0 MILES
NET LENGTH	73,392 FEET	13.900 MILES

PLOT SCALE - 1:10172.7

PLOTTED FROM - TRHJUNT07

PLOT NAME - \$\$PLOTNAME\$\$ FILE - ... \CLK09WC\09WC TITLE SHEET.DGN

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
350E0010	Asphalt Concrete Crack Sealing	17,028	Lb
634E0010	Flagging	96.0	Hour
634E0020	Pilot Car	48.0	Hour
634E0110	Traffic Control Signs	185.6	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS

ENVIRONMENTAL COMMITMENTS

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

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

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

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

COMMITMENT B: FEDERALLY THREATENED, ENDANGERED, AND PROTECTED SPECIES

COMMITMENT B2: WHOOPING CRANE

The Whooping Crane is a spring and fall migratory bird in South Dakota that is about 5 feet tall and typically stops on wetlands, rivers, and agricultural lands along their migration route. An adult Whooping Crane is white with a red crown and a long, dark, pointed bill. Immature Whooping Cranes are cinnamon brown. While in flight, their long necks are kept straight and their long dark legs trail behind. Adult Whooping Cranes' black wing tips are visible during flight.

Action Taken/Required:

Harassment or other measures to cause the Whooping Crane to leave the site is a violation of the Endangered Species Act. If a Whooping Crane is sighted

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

COMMITMENT B4: BALD EAGLE

Bald eagles are known to occur in this area

Action Taken/Required:

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

COMMITMENT E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

Action Taken/Required:

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor will furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the Public ROW.

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

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

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

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

2. Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will be removed from view of the ROW or buried, and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06.

Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) will be incidental to the various contract items.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-P 0013(172)	4	10

COMMITMENT I: HISTORICAL PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historical Preservation Office (SHPO or THPO) for all work included within the project limits and all department designated sources and designated option material sources, stockpile sites, storage areas, and waste sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require a cultural resource review prior to scheduling the pre-construction meeting. This work includes but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor will arrange and pay for a record search and when necessary, a cultural resource survey. The Contractor has the option to contact the state Archaeological Research Center (ARC) at 605-394-1936 or another qualified archaeologist, to obtain either a records search or a cultural resources survey. A record search might be sufficient for review if the site was previously surveyed; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

The Contractor will provide ARC with the following: a topographical map or aerial view in which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that artifacts have not been found on the site.

The Contractor will submit the cultural resources survey report to SDDOT Environmental Office, 700 East Broadway Avenue, Pierre, SD 57501-2586. SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

In the event of an inadvertent discovery of human remains, funerary objects, or if evidence of cultural resources is identified during project construction activities, then such activities within 100 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified.

The Project Engineer will contact the SDDOT Environmental Office, who will contact the appropriate SHPO/THPO within 48 hours of the discovery to determine an appropriate course of action.

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

Segments 1 & 2

Rev. 03/02/26 - DO

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT					73.0

Segment 3

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
SPECIAL	WAIT FOLLOW PILOT CAR	2	30" x 18"	3.8	7.6
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT					112.6

Table of Quantities (For Information Only)					
ITEM	Segment 1 -US 14	Segment 2 - US 14	Segment 3 - SD 26	QUANTITY	UNIT
Mobilization	Lump Sum	Lump Sum	Lump Sum	Lump Sum	LS
Asphalt Concrete Crack Sealing	1,480	1,489	14,059	17,028	Lb
Flagging	-	-	96	96	Hour
Pilot Car	-	-	48	48	Hour
Traffic Control Signs	-	-	105	105	SqFt
Traffic Control, Miscellaneous	Lump Sum	Lump Sum	Lump Sum	Lump Sum	LS
Construction Schedule, Category I	Lump Sum	Lump Sum	Lump Sum	Lump Sum30467	LS

WORK DESCRIPTION

This project involves crack sealing of asphalt concrete surfaces on the routes shown in the plans.

GENERAL TRAFFIC CONTROL

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

All temporary traffic control sign locations will be set in the field by the Contractor and verified by the Engineer prior to installation.

Portable sign supports will not be located on sidewalks, bicycle facilities, or other areas designated for pedestrian or bicycle traffic.

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

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

Fixed location signing placed more than 4 calendar days prior to the start of construction will be covered or laid down until the time of construction. The covers must be approved by the Engineer prior to installation. The cost of materials, labor, and equipment necessary to complete this work will be incidental to other contract items. No separate payment will be made.

All fixed location signs, signposts, and breakaway bases will be removed within 7 calendar days following pavement marking.

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

Contractor's lane closure will not exceed 3 miles in length. The maximum time for vehicles to wait at Flagger station will not exceed 15 minutes. Contractor will be required to shorten lane closure if traveling public is impeded more than 15 minutes.

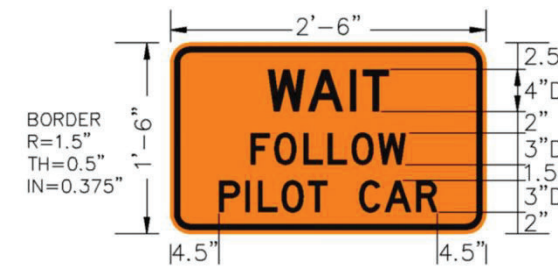
TRAFFIC CONTROL SIGNS

Traffic control signs have been included in a table for each segment. Payment will only be for those signs used on each segment.

FLAGGING

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

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



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

CONSTRUCTION REQUIREMENTS

Shoulder bevel slopes greater than 3/8 inch per foot will not be routed and sealed unless directed by the Engineer.

The contract unit price per pound for ASPHALT CONCRETE CRACKING SEALING will be nonnegotiable regardless of changes in contract quantity.

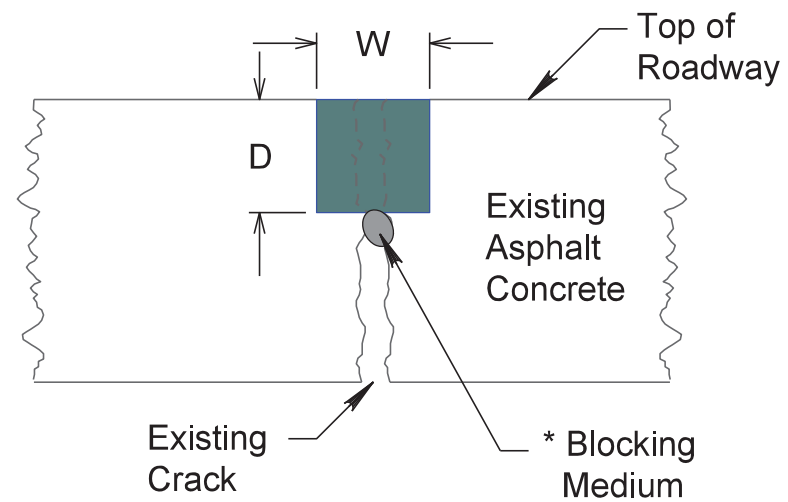
ASPHALT CONCRETE AGGREGATES

SDDOT asphalt mixes are known to contain crushed ledge rock such as granite. The Contractor can expect to encounter various percentages of crushed ledge rock both in the larger aggregates and the fines.

ASPHALT CONCRETE CRACK SEALING

Estimated quantities to complete the project were figured based on all the existing transverse and longitudinal cracks. At the time the project was surveyed, there were approximately 30,467 feet of longitudinal cracks along the route. If additional longitudinal cracks have developed since the survey was complete, the Contractor will complete the crack sealing at the direction of the Engineer.

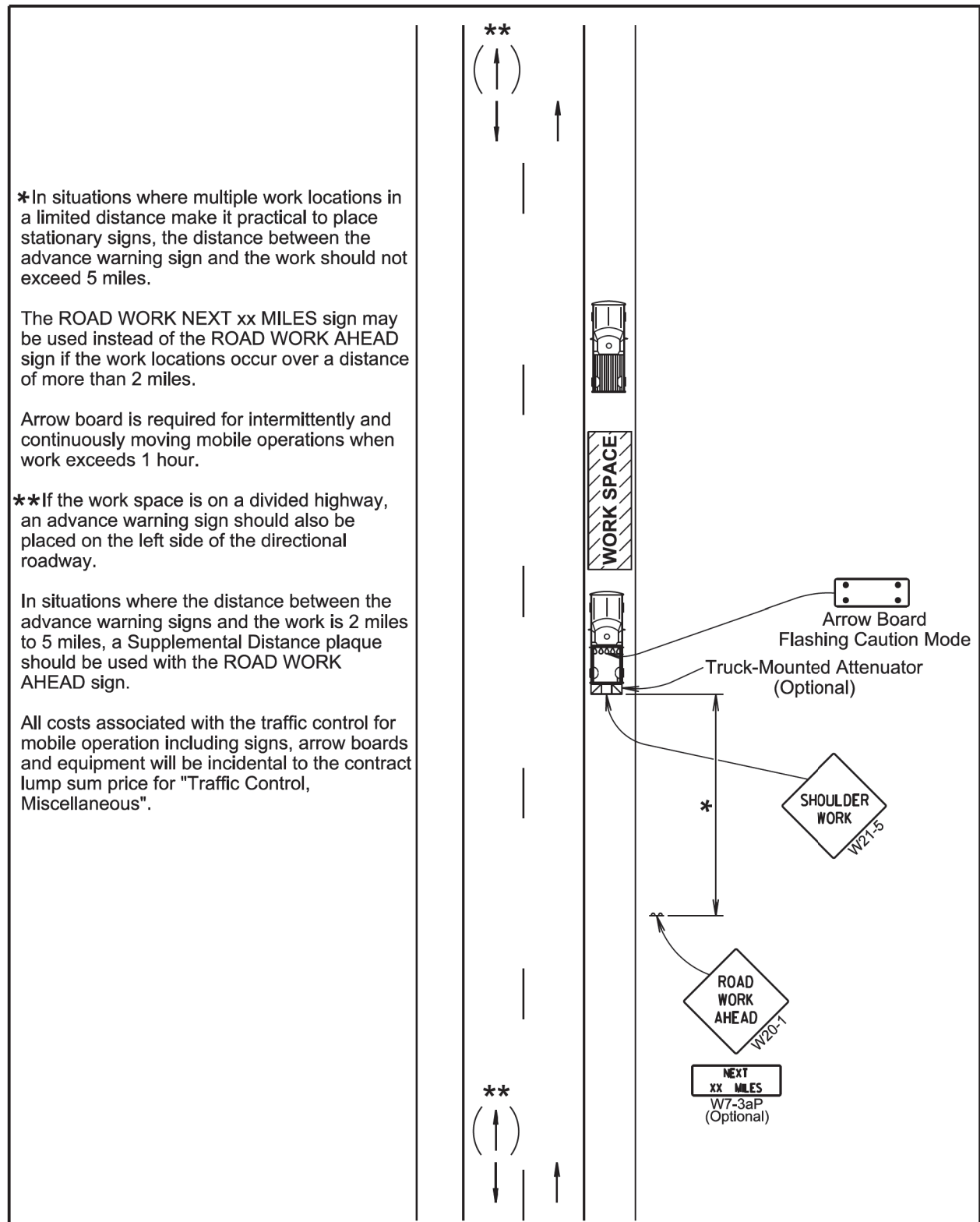
TYPICAL RESERVOIR SECTION



* Inert compressible material required for cracks 3/8" or more in width. The backer rod will be a nonmoisture absorbing, resilient material approximately 25 percent larger in diameter than the width of the joint to be sealed. The backer rod will be compatible with the sealant and no bond or reaction will occur between the rod and the sealant.

D & W = 3/4"

Recommended Backer Rod Diameter for Joint Width	
Joint Width	Rod Diameter
3/16" - 1/4"	3/8"
1/4" - 3/8"	1/2"
3/8" - 1/2"	5/8"
5/8" - 3/4"	7/8"
3/4" - 7/8"	1"
7/8" - 1"	1 1/4"
1" - 1 1/4"	1 1/2"
1 1/4" - 1 1/2"	2"



* 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.

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

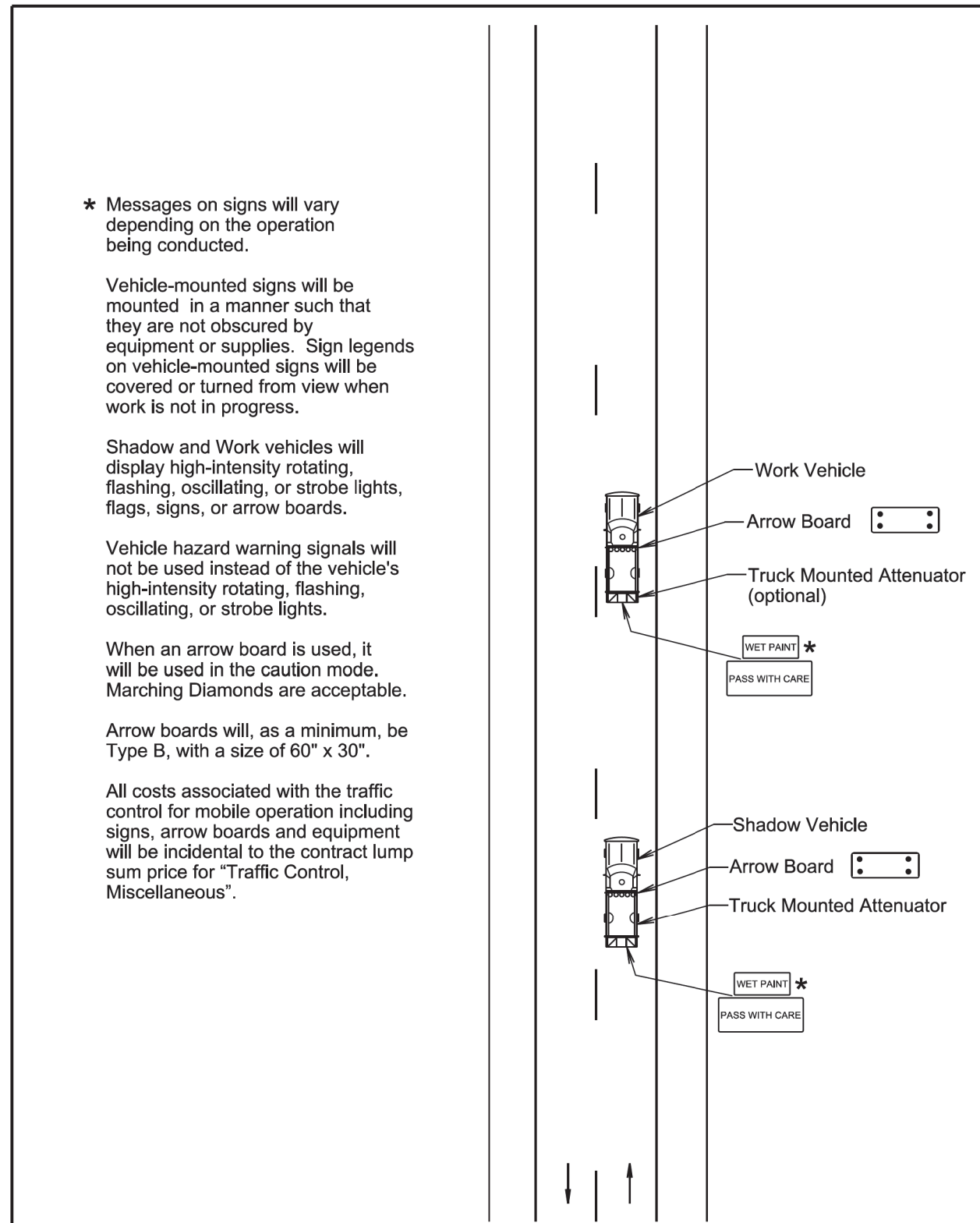
** If the work space is on a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.

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.

All costs associated with the traffic control for mobile operation including signs, arrow boards and equipment will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

January 22, 2021

Published Date: 2026	S D D O T	MOBILE OPERATIONS ON SHOULDERS	PLATE NUMBER 634.04
			Sheet 1 of 1



* Messages on signs will vary depending on the operation being conducted.

Vehicle-mounted signs will be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs will be covered or turned from view when work is not in progress.

Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

Vehicle hazard warning signals will not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

When an arrow board is used, it will be used in the caution mode. Marching Diamonds are acceptable.

Arrow boards will, as a minimum, be Type B, with a size of 60" x 30".

All costs associated with the traffic control for mobile operation including signs, arrow boards and equipment will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

January 22, 2021

Published Date: 2026	S D D O T	MOBILE OPERATIONS ON 2-LANE ROAD	PLATE NUMBER 634.06
			Sheet 1 of 1

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

- Flagger
- Channelizing Device

For low-volume traffic situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger may be used.

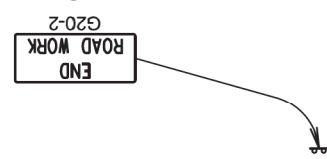
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

For tack and/or flush seal operations, when flaggers are not being used, the FRESH OIL sign (W21-2) will be displayed in advance of the liquid asphalt areas.

Flashing warning lights and/or flags may be used to call attention to the advance warning signs.

The channelizing devices will be drums or 42" cones.

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

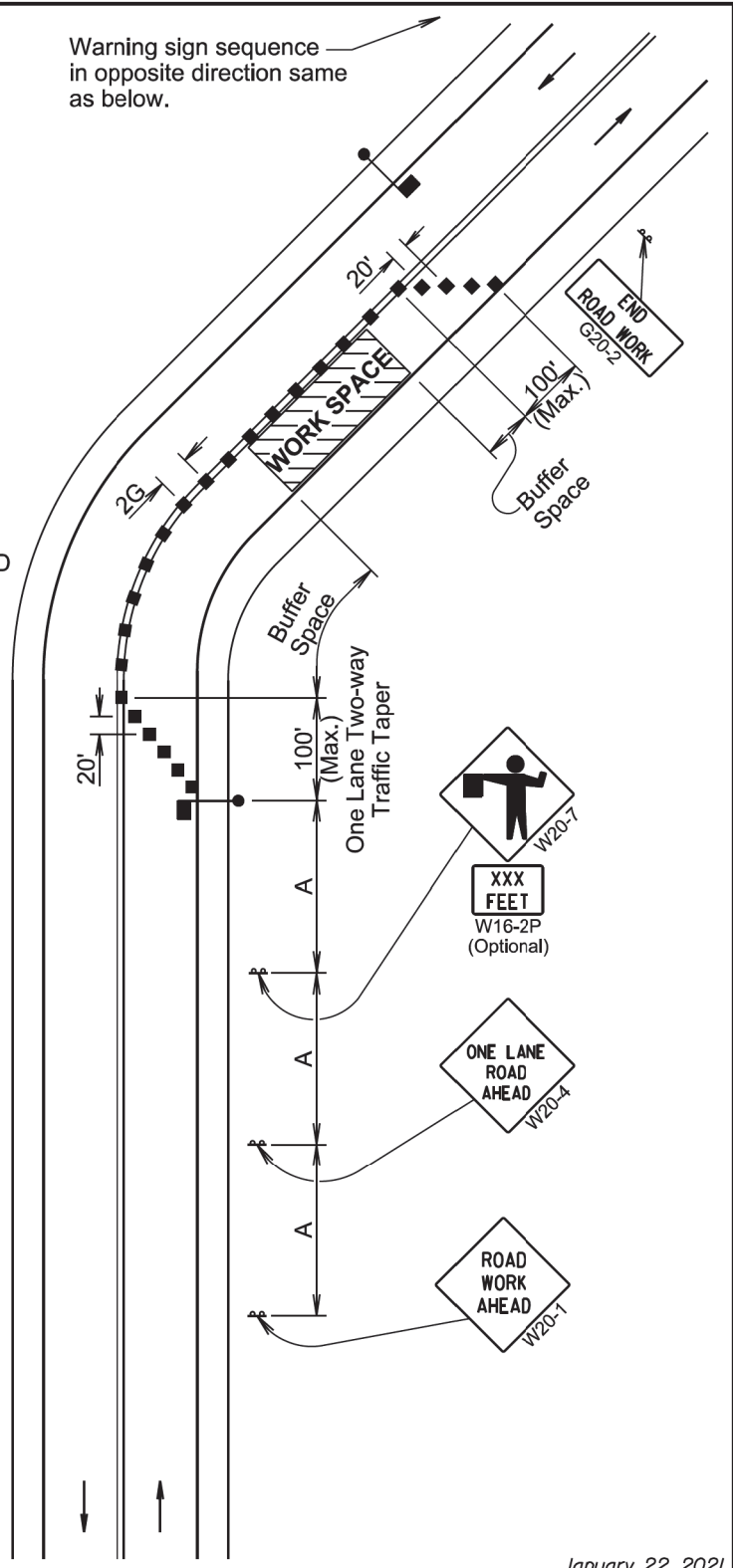


Channelizing devices and flaggers will be used at intersecting roads to control intersecting road traffic as required.

The buffer space should be extended so that the two-way traffic taper is placed before a horizontal or vertical curve to provide adequate sight distance for the flagger and queue of stopped vehicles.

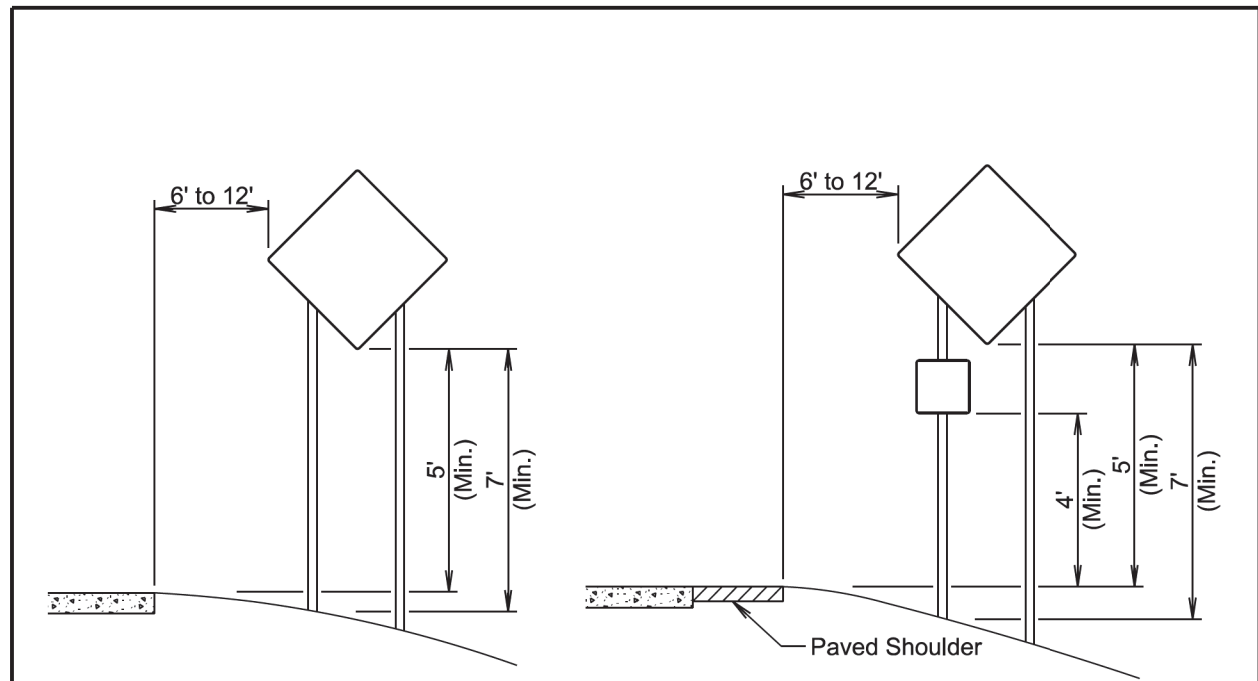
The length of A may be adjusted to fit field conditions.

Warning sign sequence in opposite direction same as below.



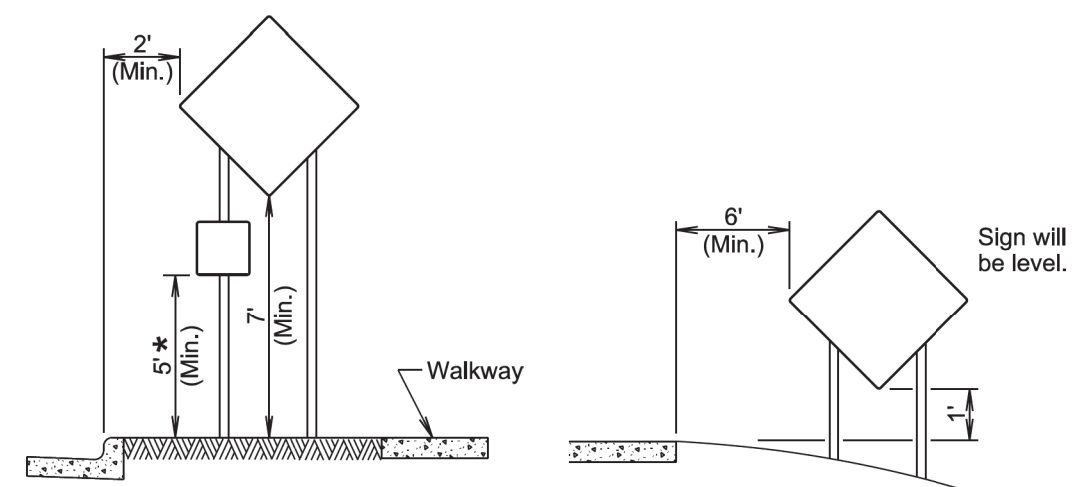
January 22, 2021

S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
	Published Date: 2026	Sheet 1 of 1



RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT

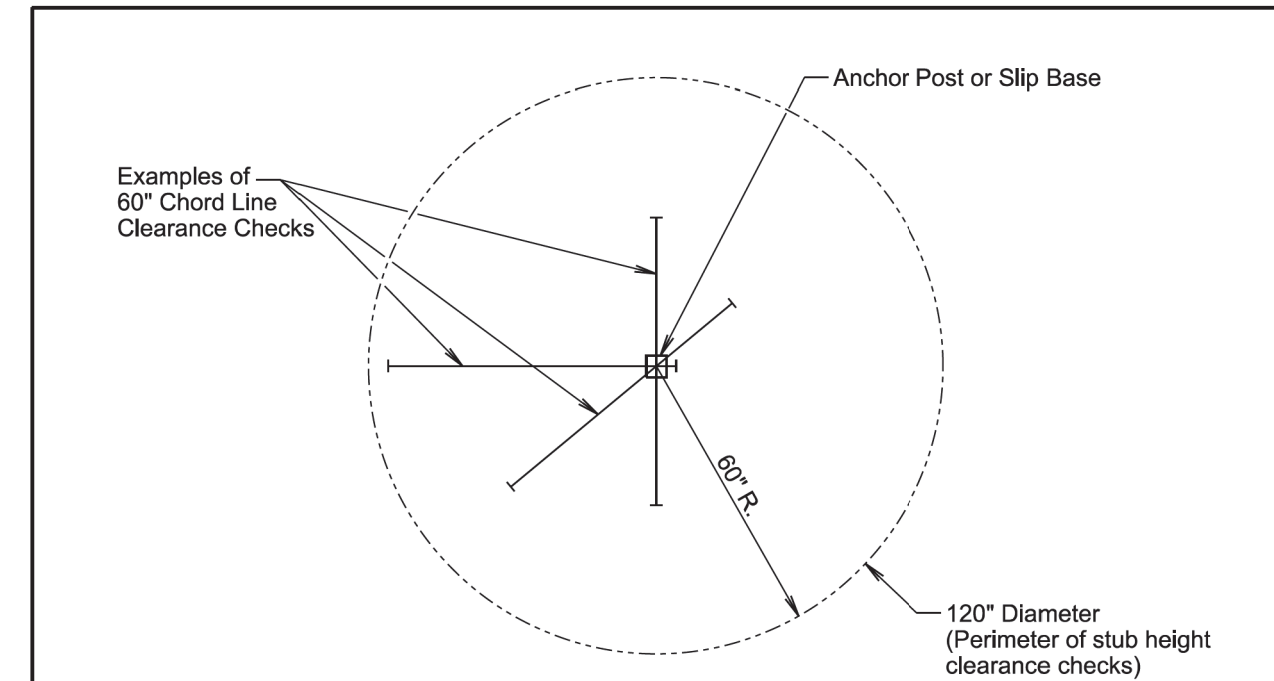
RURAL DISTRICT 3 DAY MAXIMUM
(Not applicable to regulatory signs)

* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

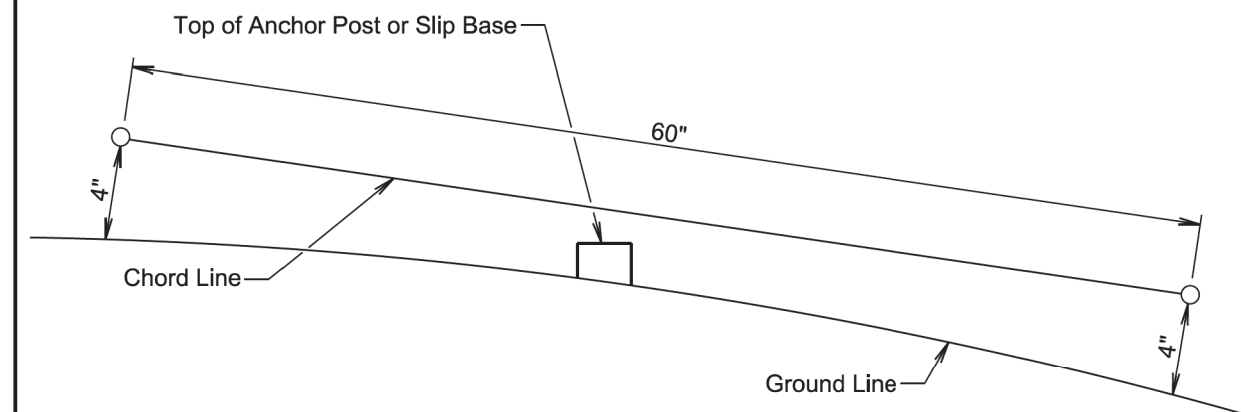
January 22, 2021

S D D O T	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
		Sheet 1 of 1

Published Date: 2026



PLAN VIEW
(Examples of stub height clearance checks)



ELEVATION VIEW

GENERAL NOTES:

The top of anchor posts and slip bases WILL NOT extend above a 60" chord line within a 120" diameter circle around the post with ends 4" above the ground.

At locations where there is curb and gutter adjacent to the breakaway sign support, the stub height will be a maximum of 4" above the ground line at the localized area adjacent to the breakaway support stub.

The 4" stub height clearance is not necessary for U-channel lap splices where the support is designed to yield (bend) at the base.

January 22, 2021

S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
		Sheet 1 of 1

Published Date: 2026