

PROJECT LOCATIONS

# PROJECT NH-P 0031(62) US HIGHWAY 14 & 34 HAAKON, STANLEY, HUGHES, & HYDE COUNTIES

ROUT & SEAL  
PCN 09WF

## INDEX OF SHEETS

- Sheet No. 1-3: Layout Maps & Index of Sheets
- Sheet No. 4-5: Estimate of Quantities & Notes
- Sheet No. 6-8: Fixed Location Sign Layout
- Sheet No. 9: Typical Reservoir Detail
- Sheet No 10-11: Standard Plates



BEGIN SEGMENT 1  
MRM 167.02+0.676  
STA 410+63.2

EQUATION  
STA 395+55.8 BACK =  
STA 369+98.1 AHEAD

EQUATION  
STA 335+17.8 BACK =  
STA 335+03.6 AHEAD

EQUATION  
STA 752+38.2 BACK =  
STA 0+00 AHEAD

EQUATION  
STA 14+76 BACK =  
STA 24+24 AHEAD

END SEGMENT 1  
MRM 190.03+0.000  
STA 0+25

**Structure No. 28-430-462**  
MRM 169.26  
Exception from STA 353+59.75  
to STA 354+88.25

**Structure No. 28-437-430**  
MRM 173.06  
Exception from STA 153+47  
to STA 154+52.5

**Structure No. 59-020-402**  
MRM 177.73  
Exception from STA 658+64 to  
STA 659+57

**Structure No. 59-020-358**  
MRM 182.28  
Exception from STA 418+25  
to STA 419+65

**Structure No. 59-020-322**  
MRM 185.67  
Exception from STA 239+35  
to STA 240+29

**Structure No. 59-023-299**  
MRM 188.15  
Exception from STA 239+35  
to STA 240+29

**Structure No. 59-025-286**  
MRM 189.45  
Exception from STA 39+78  
to STA 40+61

DESIGN DESIGNATION

ADT (2024)	620
ADT (2044)	890
DHV	142
D	50%
DHV T%	8.8%
ADT T%	19.3%
V	65 mph

Gross Length	117,559 Feet	22.265 Miles
Length of Exceptions	761 Feet	0.144 Miles
Net Length	116,798 Feet	22.121 Miles

# SD HIGHWAY 34 HUGHES COUNTY

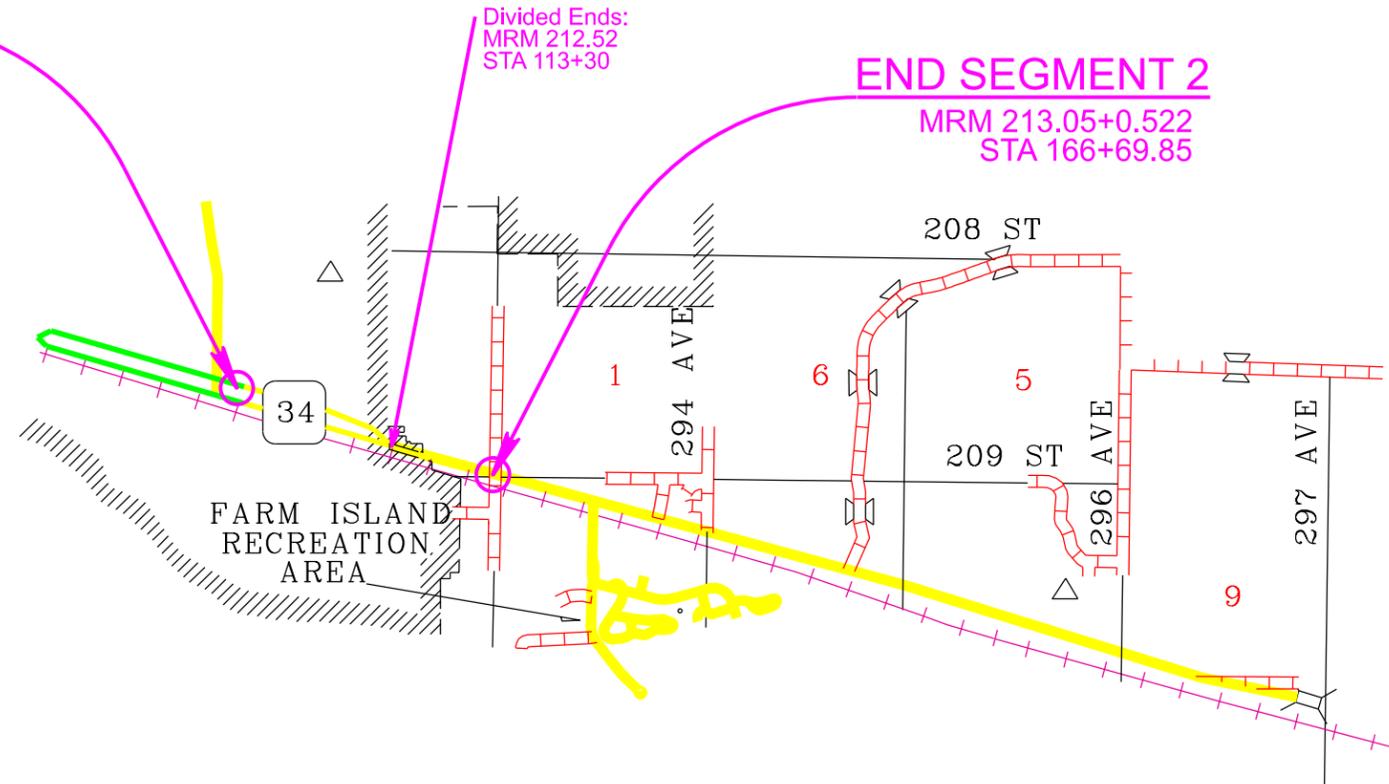
**BEGIN SEGMENT 2**

MRM 211.79+0.000  
STA 76+63

Divided Ends:  
MRM 212.52  
STA 113+30

**END SEGMENT 2**

MRM 213.05+0.522  
STA 166+69.85



DESIGN DESIGNATION US 34E/W

ADT (2024)	3252
ADT (2044)	4680
DHV	533
D	50%
DHV T%	5.8%
ADT T%	12.7%
V	55 mph

DESIGN DESIGNATION US 34

ADT (2024)	1578
ADT (2044)	2271
DHV	293
D	50%
DHV T%	2.3%
ADT T%	5.1%
V	55 mph

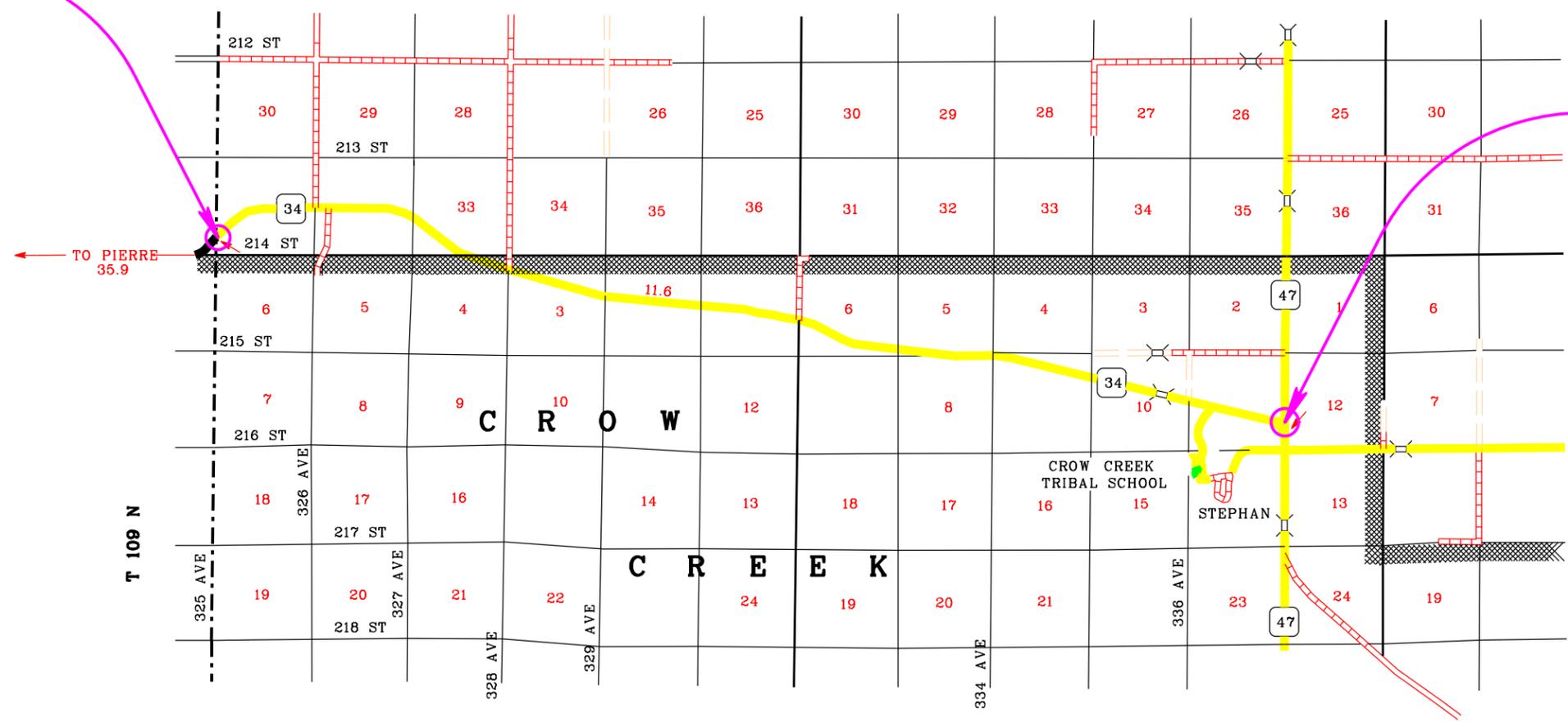
<u>SD HIGHWAY 34</u>			<u>SD HIGHWAY 34E</u>			<u>SD HIGHWAY 34W</u>		
Gross Length	5,544 Feet	1.05 Miles	Gross Length	3,802 Feet	0.72 Miles	Gross Length	3,817 Feet	0.723 Miles
Length of Exceptions	0 Feet	0 Miles	Length of Exceptions	0 Feet	0 Miles	Length of Exceptions	0 Feet	0 Miles
Net Length	5,544 Feet	1.05 Miles	Net Length	3,802 Feet	0.72 Miles	Net Length	3,817 Feet	0.723 Miles

# SD HIGHWAY 34 HYDE COUNTY



**BEGIN SEGMENT 3**  
MRM 245.00+0.498  
STA 0+00

**END SEGMENT 3**  
MRM 257.06+0.000  
STA 609+94.56



**DESIGN DESIGNATION US 34**

ADT (2024)	604
ADT (2044)	939
DHV	121
D	50%
DHV T%	6.4%
ADT T%	14.1%
V	65 mph

**SD HIGHWAY 34**

Gross Length	60,995 Feet	11.552 Miles
Length of Exceptions	0 Feet	0 Miles
Net Length	60,995 Feet	11.552 Miles

### 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	27,128	Lb
634E0010	Flagging	615.0	Hour
634E0020	Pilot Car	180.0	Hour
634E0110	Traffic Control Signs	1,013.2	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/doing-business/environmental/about-environmental/>

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 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.

### COMMITMENT I: HISTORIC PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historic 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 150 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.

**SEQUENCE OF OPERATIONS**

The Contractor will submit a sequence of operations for approval two weeks prior to the preconstruction meeting. If changes to the sequence of operations are proposed during the project, these must be submitted for review a minimum of one week prior to potential implementation. Approval for changes to the sequence of operations will only be allowed when the proposed changes meet with the Department's intent for traffic control and sequencing of the work.

**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.

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, sign posts, 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.

**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".

**ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS**

Segment1 – US 14

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W16-2P	1000 FEET (supplemental distance plaque)	2	30" X 24"	5.0	10.0
W20-1	ROAD WORK AHEAD	17	48" X 48"	16.0	272.0
W20-4	ONE LANE ROAD AHEAD	2	48" X 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" X 48"	16.0	64.0
SPECIAL	WAIT FOLLOW PILOT CAR	14	30" X 18"	3.8	53.2
G20-1	ROAD WORK NEXT 2 MILES	2	30" X 18"	4.5	9.0
G20-2	END ROAD WORK	2	30" X 18"	4.5	9.0
<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS</b>					<b>449.2</b>

Segment2 – SD 34 (Hughes)

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W16-2P	1000 FEET (supplemental distance plaque)	2	30" X 24"	5.0	10.0
W20-1	ROAD WORK AHEAD	10	48" X 48"	16.0	160.0
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	12	30" X 18"	3.8	45.6
G20-1	ROAD WORK NEXT 2 MILES	2	30" X 18"	4.5	9.0
G20-2	END ROAD WORK	2	30" X 18"	4.5	9.0
<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS</b>					<b>297.6</b>

Segment3 – SD 34 (Hyde)

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W16-2P	1000 FEET (supplemental distance plaque)	2	30" X 24"	5.0	10.0
W20-1	ROAD WORK AHEAD	7	48" X 48"	16.0	112.0
W20-4	ONE LANE ROAD AHEAD	2	48" X 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" X 48"	16.0	64.0
SPECIAL	WAIT FOLLOW PILOT CAR	8	30" X 18"	3.8	30.4
G20-1	ROAD WORK NEXT 2 MILES	2	30" X 18"	4.5	9.0
G20-2	END ROAD WORK	2	30" X 18"	4.5	9.0
<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS</b>					<b>266.4</b>

**BLOCKING MEDIUM MATERIAL**

All costs for furnishing and placing the blocking material medium will be incidental to the contract unit price per pound for Asphalt Concrete Crack Sealing.

**BLOTTING MATERIAL**

Blotting material will be placed over the sealant material immediately following placement of sealant on all cracks.

**ESTIMATED CRACK SEALING**

All work will meet the construction requirements detailed in Section 350. The actual quantity used in the field will be the basis for Contractor payment, with no adjustment in contract unit price allowed.

All work will be performed in accordance with the "Typical Reservoir Section" as detailed on the Typical Reservoir Section sheet.

Longitudinal centerline and longitudinal lane cracks will be routed so that there is **no** over band present at the crack surface.

Transverse cracks will be routed so that there is a **minimal** amount of over band present at the crack surface.

No routing will occur when within 1 foot of the top of the asphalt sluff.

ROUTE	MRM TO MRM	APPROX. FEET TO BE ROUTED	APPROX. CRACK SEALANT (LBS)
US14 (Segment 1)	167.02 + 0.676 to 190.03 + 0.000	26,980	11,061
SD34 (Hughes) (Segment 2)	211.79 + 0.000 to 213.05 + 0.522	15,935	6,533
SD34 (Hyde) (Segment 3)	245.00 + 0.498 to 257.06 + 0.000	23,254	9,534
<b>TOTALS:</b>		<b>65,402</b>	<b>27,128</b>

# FIXED LOCATION SIGNING LAYOUT (US 14)

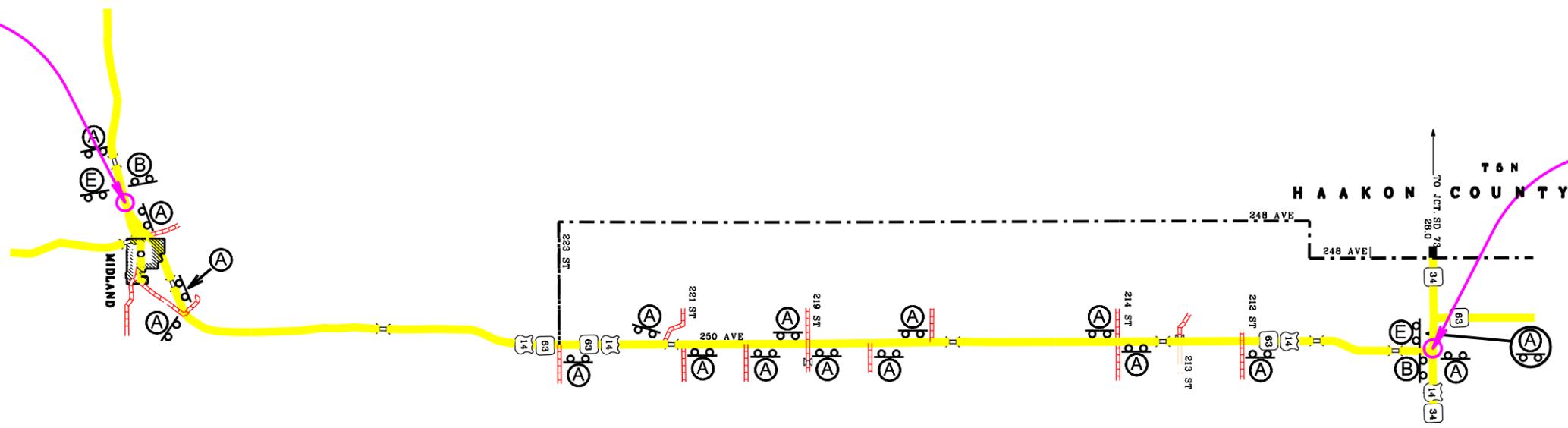


BEGIN SEGMENT 1

MRM 167.02+0.676  
STA 410+63.2

END SEGMENT 1

MRM 190.03+0.000  
STA 0+25



- (A)
- (B)
- (E)

\* W20-1 ROAD WORK AHEAD signs along rural SD34 will be mounted on portable supports and will be placed on the intersecting roadways as directed by the Engineer. ROAD WORK AHEAD signs will be moved as necessary to keep current with the work activities. W20-1 ROAD WORK AHEAD signs are also to be used per the applicable standard plate(s).

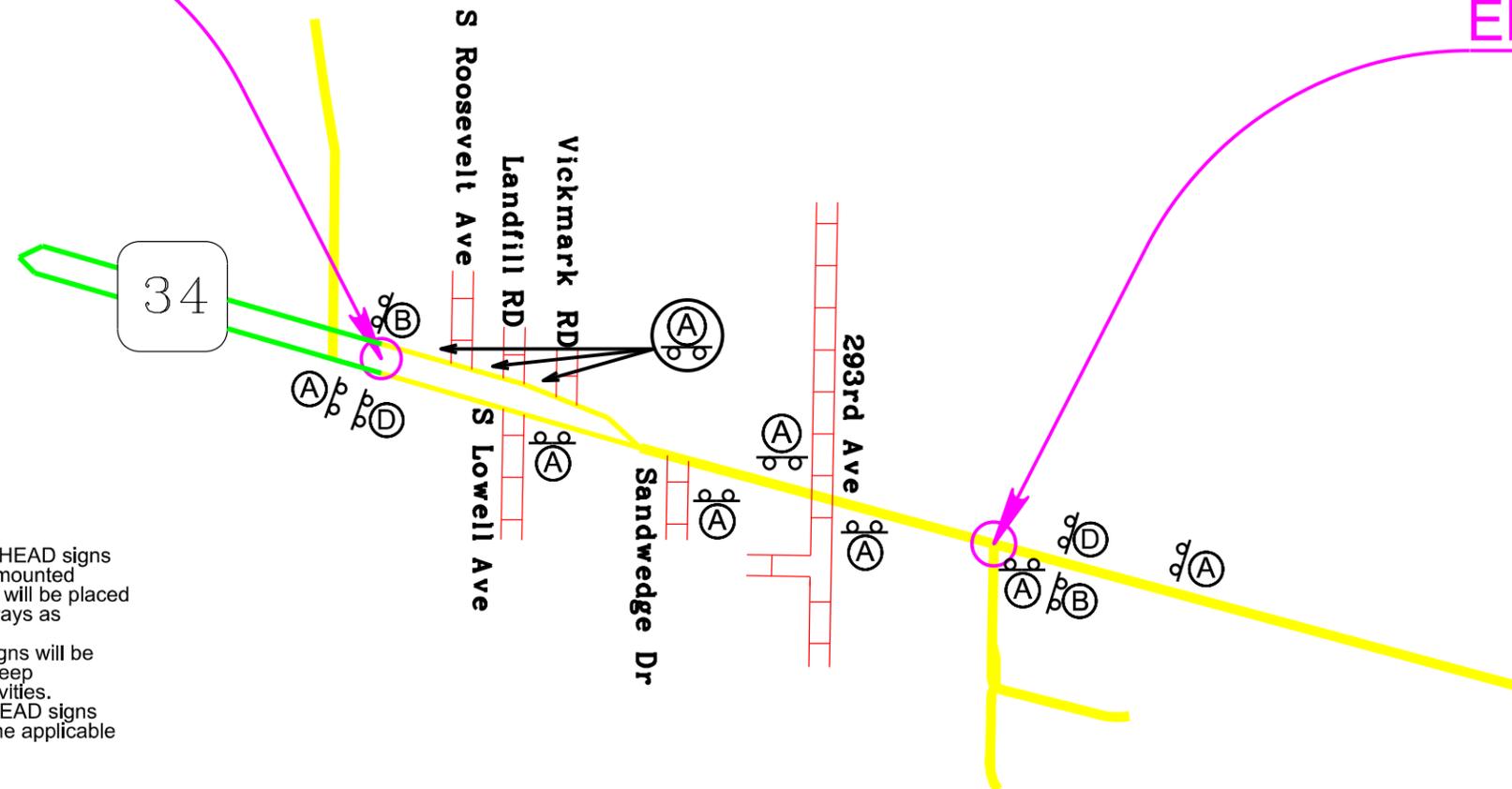
# FIXED LOCATION SIGNING LAYOUT (SD 34 HUGHES)

**BEGIN SEGMENT 2**

MRM 211.79+0.000  
STA 76+63

**END SEGMENT 2**

MRM 213.05+0.522  
STA 166+69.85



\* W20-1 ROAD WORK AHEAD signs along rural SD34 will be mounted on portable supports and will be placed on the intersecting roadways as directed by the Engineer. ROAD WORK AHEAD signs will be moved as necessary to keep current with the work activities. W20-1 ROAD WORK AHEAD signs are also to be used per the applicable standard plate(s).

- Ⓐ
- Ⓑ
- Ⓓ

# FIXED LOCATION SIGNING LAYOUT (SD 34 HYDE)

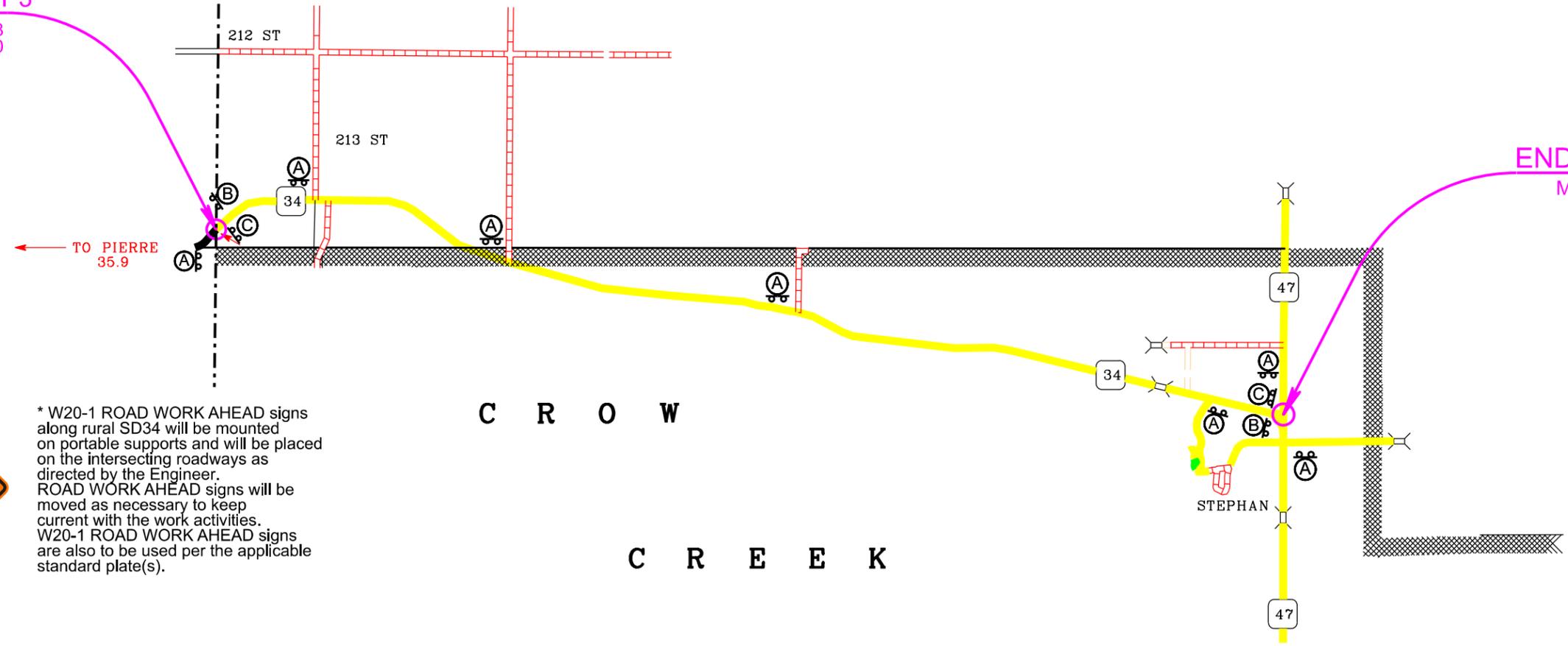


**BEGIN SEGMENT 3**

MRM 245.00+0.498  
STA 0+00

**END SEGMENT 3**

MRM 257.06+0.000  
STA 609+94.56

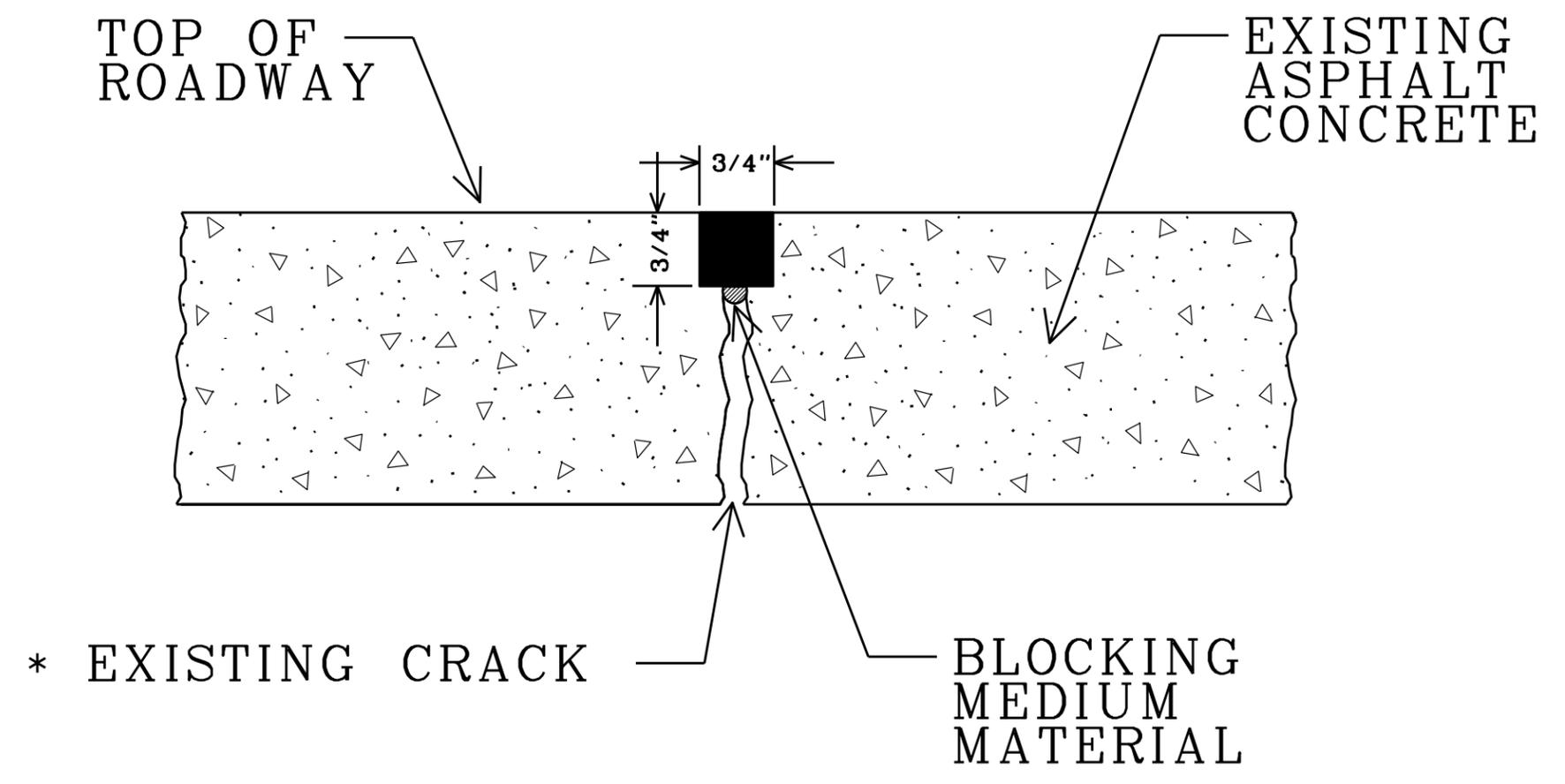


\* W20-1 ROAD WORK AHEAD signs along rural SD34 will be mounted on portable supports and will be placed on the intersecting roadways as directed by the Engineer. ROAD WORK AHEAD signs will be moved as necessary to keep current with the work activities. W20-1 ROAD WORK AHEAD signs are also to be used per the applicable standard plate(s).

- Ⓐ
- Ⓑ
- Ⓒ

C R O W  
C R E E K

# TYPICAL RESERVOIR SECTION



\* The blocking medium material will be used in cracks that are 3/8" or more in width.

Revised: 2/18/2026

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.

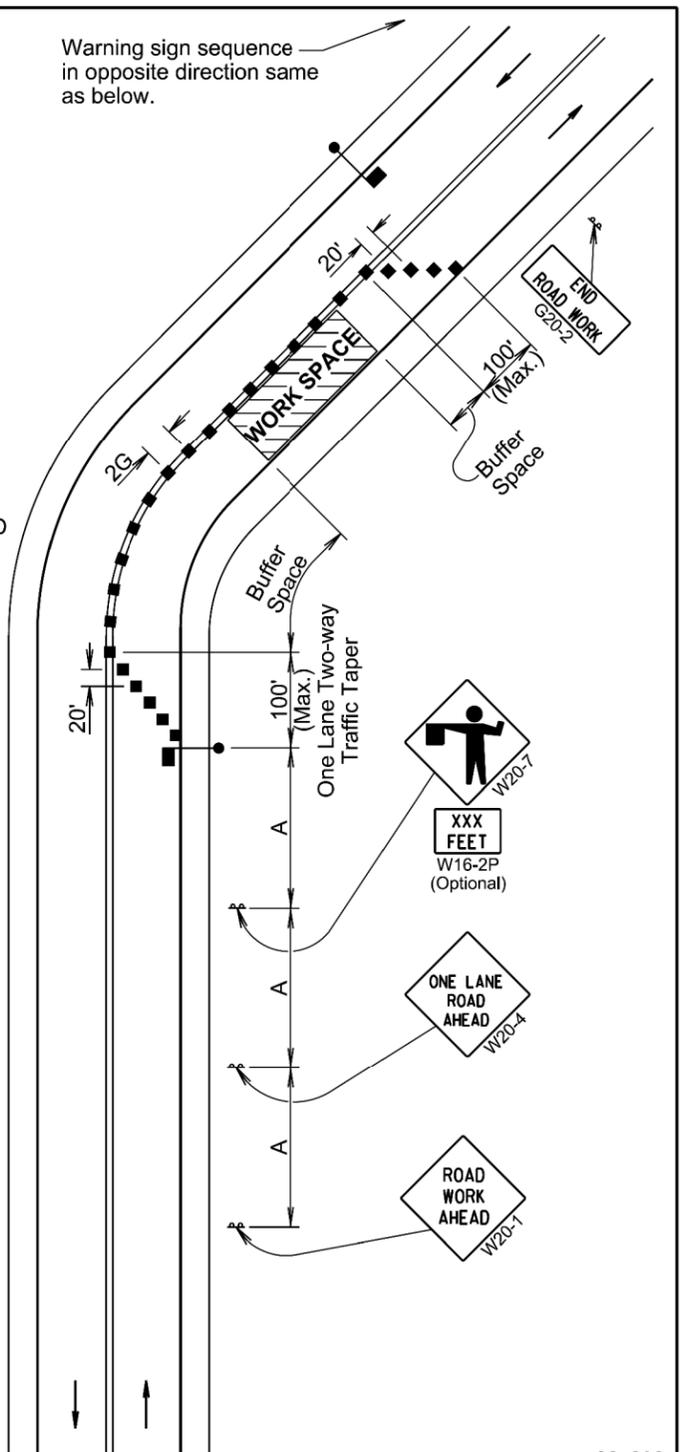
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.

END ROAD WORK  
G20-2

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

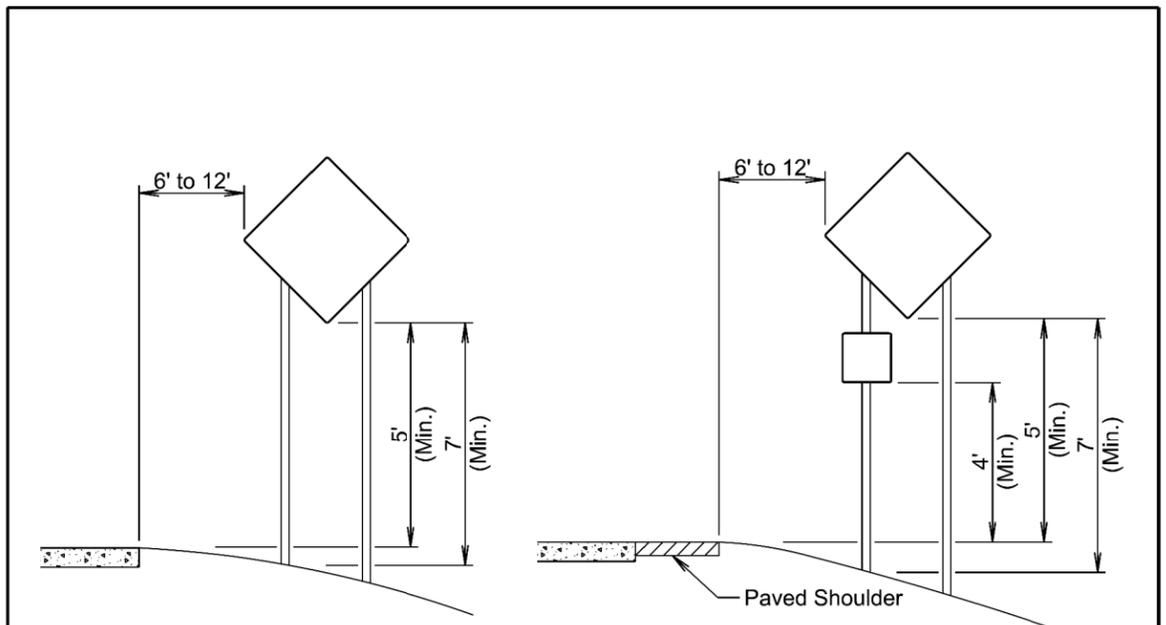
The buffer space should be extended so that the two-way traffic taper is placed before a horizontal or vertical curve to provide adequate sight distance for the flagger and queue of stopped vehicles.

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



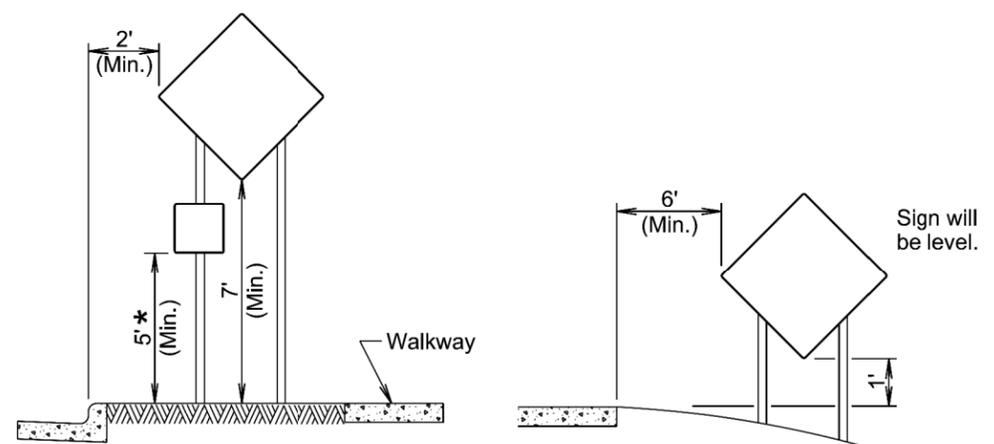
January 22, 2021

<b>Published Date: 2026</b>	<b>SD DOT</b>	<b>LANE CLOSURE WITH FLAGGER PROVIDED</b>	<b>PLATE NUMBER</b> <b>634.23</b>
			Sheet 1 of 1



**RURAL DISTRICT**

**RURAL DISTRICT WITH SUPPLEMENTAL PLATE**



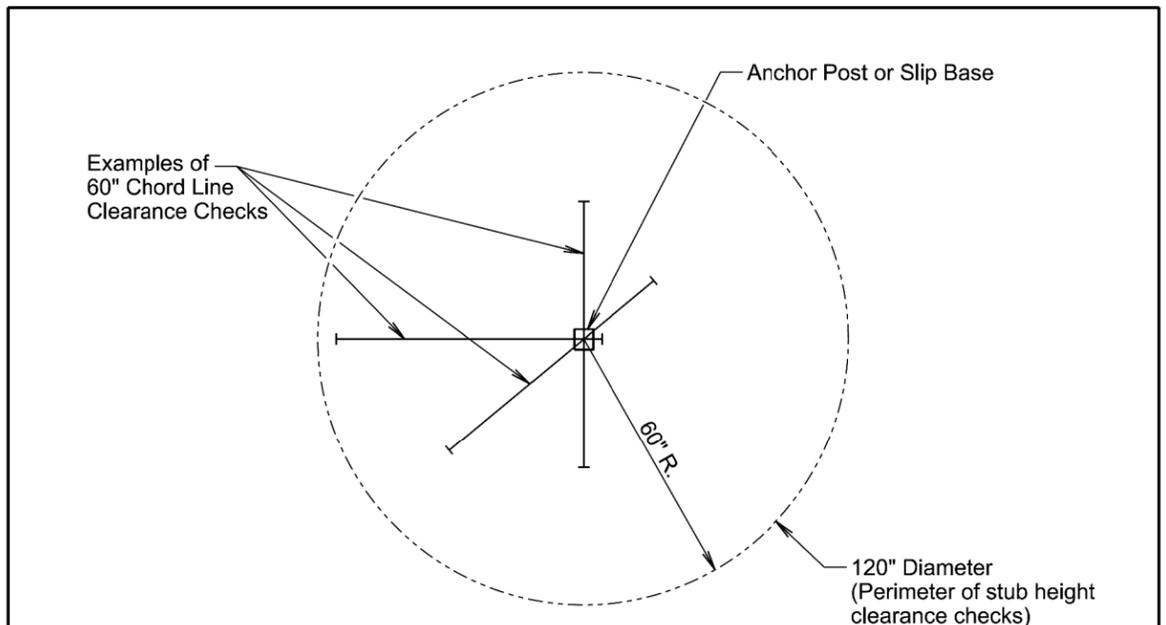
**URBAN DISTRICT**

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

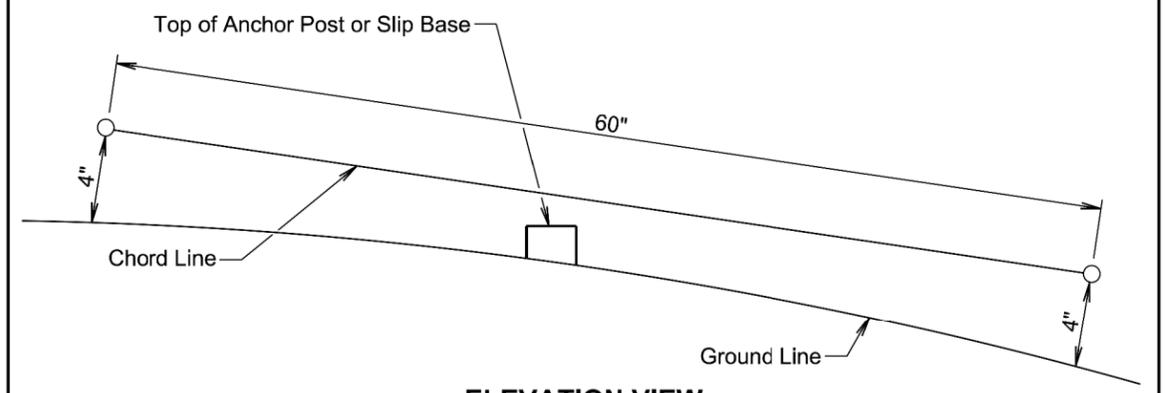
\* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

Published Date: 2026	S D D O T	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1



**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

Published Date: 2026	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1