

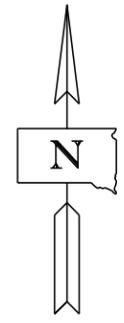
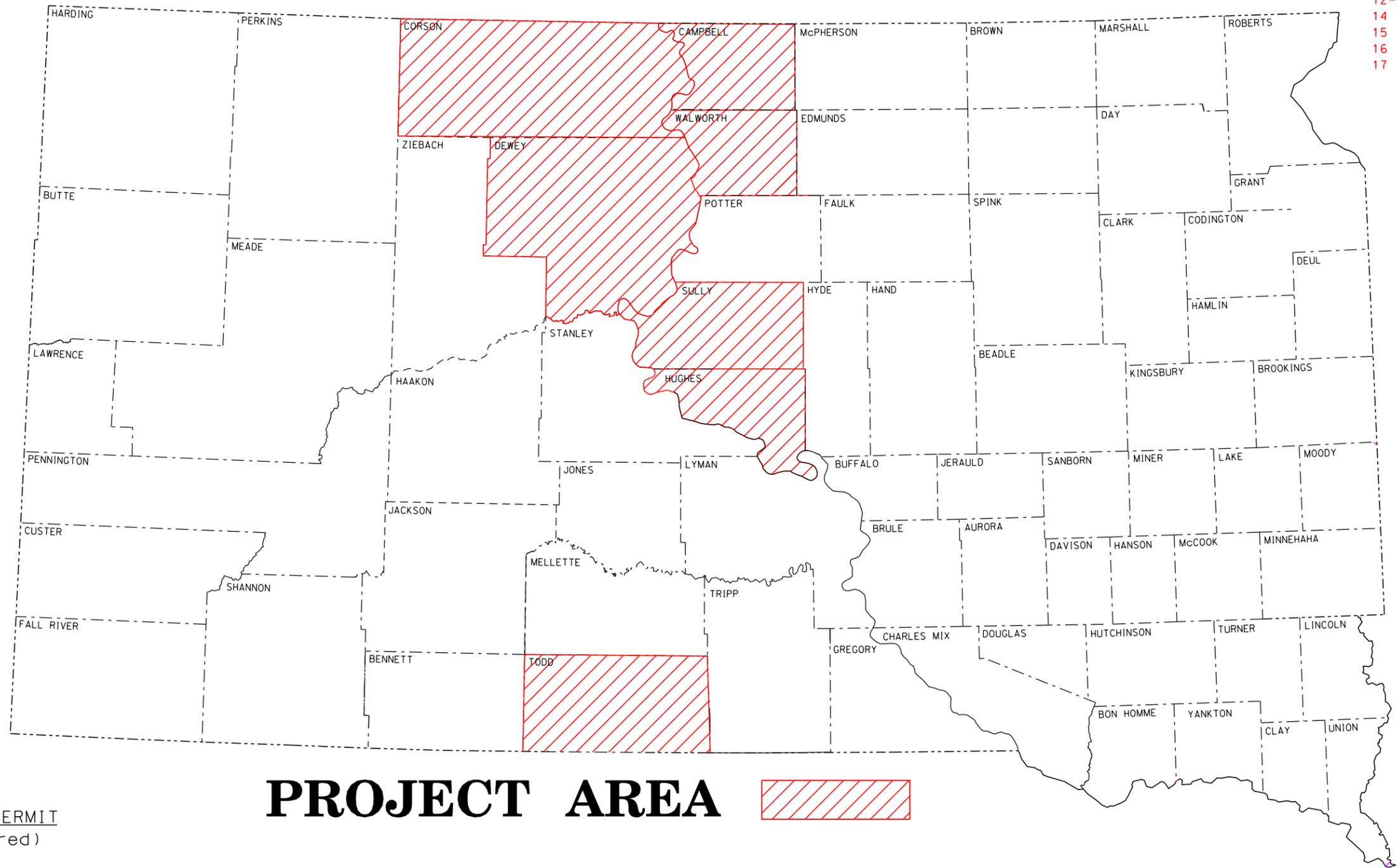
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P 000S(00)022	1	17

Plotting Date: 02/13/2015

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR
PROJECT P 000S(00)022
COUNTY PAVEMENT MARKING
PIERRE REGION
PCN 02SS

INDEX OF SHEETS

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PROJECT AREA 

STORM WATER PERMIT
(None Required)

PLOT SCALE - 1:200

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ESTIMATE OF QUANTITIES

Bid Item Number	Item	Quantity	Unit
009E0010	Mobilization	Lump Sum	LS
633E1300	Pavement Marking Paint, White	7,851.8	Gal
633E1305	Pavement Marking Paint, Yellow	2,285.6	Gal
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS

SPECIFICATIONS

- South Dakota Department of Transportation Standard Specifications for Roads and Bridges, 2004 Edition, Required Provisions, Supplemental Specifications and Special Provisions as included in the Proposal.
- U.S. Department of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition and current Revisions.

ENVIRONMENTAL COMMITMENTS

An Environmental Commitment is a measure that SDDOT commits to implement in order to avoid, minimize, and/or mitigate a real or potential environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency mentioned below with permitting authority can influence a project if perceived 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. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office. The environmental commitments associated with this project are as follows:

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 shall 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 State ROW.

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

The waste disposal site(s) shall 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 Project Engineer.

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

1. Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials shall be buried in a trench completely separate from wood debris. The final cover over the construction and/or demolition debris shall consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the State ROW shall be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor shall control the access to waste disposal sites not within the State ROW through the use of 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 of time not to exceed the duration of the project. Prior to project completion, the waste shall 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) shall be incidental to the various contract items.

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 designated option borrow sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require review of cultural resources impacts. This work includes, but is not limited to: staging areas, borrow sites, waste disposal sites, and all material processing sites.

The Contractor shall arrange and pay for a cultural resource survey and/or records search. 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; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

The Contractor shall provide ARC with the following: a topographical map or aerial view on 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 shall submit the records search or cultural resources survey report and if the location of the site is within the current geographical or historic boundaries of any South Dakota reservation to SDDOT Environmental Engineer, 700 East Broadway Avenue, Pierre, SD 57501-2586 (605-773-3180). 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.

If evidence for cultural resources is uncovered during project construction activities, then such activities shall cease and the Project Engineer shall be immediately notified. The Project Engineer will contact the SDDOT Environmental Engineer in order 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 staging areas, borrow sites, waste disposal sites, or material processing sites that affect wetlands, threatened and endangered species, or waterways. The Contractor shall provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

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GENERAL NOTES

"BIA" shall mean Bureau of Indian Affairs. BIA Contracting Officer shall act as the Superintendent of Corson County and Dewey County BIA roads, for this contract. The BIA will pay for any Compliance Plan or Permit applicable to Corson County and Dewey County BIA roads directly to the TERO offices.

"RST" shall mean Rosebud Sioux Tribe. RST Road Maintenance Manager shall act as the Superintendent of Todd County BIA roads within the Rosebud Indian Reservation for this contract. The RST will pay for any Compliance Plan or Permit applicable to the Todd County BIA roads directly to TERO offices.

The Contractor will be required to repaint all existing pavement markings including centerline, edge line, lane lines and word messages. This list is approximate. Additional quantities are included in the estimate of quantities to paint the additional pavement markings.

The in-place pavement markings shall be duplicated when striping. The Contractor shall take the necessary action to retain widths and location of tapers, hash marks, arrows, etc., to be able to reproduce those that are in-place. Quantities of paint are included in the Estimate of Quantities and the cost of this work shall be incidental to the contract unit price per gallon for "Pavement Marking Paint, White" and "Pavement Marking Paint, Yellow".

Pavement edge lines shall be marked 10 to 12 feet from centerline, as directed by the Local Agency Superintendent. Driving surfaces less than 20 feet wide for 2 lanes of traffic shall not require edgelines. Edgelines on 2-lane roads 20 feet wide or greater shall be located as shown on the details in these plans. The pavement shall be cleaned of dirt, loose stones, and other foreign material before the paint is applied and shall be incidental to the contract unit bid price for "Pavement Marking Paint, White" and "Pavement Marking Paint, Yellow".

Some of the miles shown in these plans are scheduled to be resealed or overlaid prior to painting. The Contractor shall provide written notice to the Engineer and each local agency representative at least 20 calendar days in advance of the begin workday for that county. The Contractor shall also give the DOT and local agency representative a verbal 48 hour notice, before beginning work in that County.

When the Contractor starts work in a County, the work shall be pursued to completion in that county before starting work in another County. Routes that are continuous from one County to another may be marked in one operation.

The Contractor shall limit his operation so that no more than 2 crews are working in one county at any one time.

The Contractor must inform the Engineer weekly of the quantity of paint applied and the location of where the Contractor will be working.

The Contractor shall provide a detailed list showing route, length of route and gallons of paint applied on each route in each county. This list shall be signed by a representative of the local agency representative and Contractor before submittal to the State for payment. Payment will not be made until the State receives a detailed and signed list of paint applied. There shall be no payment made to the Contractor until the Certificate(s) of Compliance for the Pavement Marking Paint and beads have been received by the Engineer.

The Contractor shall have a satisfactory calibrated meter on each color of paint to measure the quantity of paint used.

Due to annual surfacing or sealing projects it may be necessary to delete a small amount of the total miles to be marked in some or all of the counties.

It is expected that some of the roads will not be ready for striping until after September 15, 2015. The Contractor will be required to return after September 15, 2015 to complete the project if any roads are not ready due to sealing operations.

All materials shall be applied as per manufacturer's recommendations.

COUNTY, BIA AND RST RESPONSIBILITIES

If a portion of the total miles are to be deleted due to scheduled surfacing or sealing operations, the Local Agency Representative shall notify the Contractor and the Engineer upon receipt of the Contractor's written notice.

Excess material on resealed roads shall be removed by brooming full width, including edgeline locations, and will be accomplished by local agency forces in advance of the Contractor's operations.

The local agency shall provide a representative on the project to coordinate, observe and document quantities for the striping operations. The local agency shall coordinate with the Engineer for acceptance sampling for paint and beads. The local agency representative shall provide the Contractor all the information needed for No Passing Zones and Railroad Crossings as noted in the following paragraphs.

NO PASSING ZONES FOR COUNTY

No Passing Zones shall be established under the direction of the Local Agency Superintendent. The Local Agency Superintendent shall verify the No Passing Zones have been checked at an eye height of 3.5 feet prior to painting by the Contractor.

The County shall be responsible to establish or re-establish "No Passing Zones" at its own expense.

Beginning and ending of No Passing Zones shall be marked by each County Highway Department prior to the start of work under this contract. The exact starting point for each route to be marked will be determined by the Local Agency Superintendent. The County shall mark the center of the road. When there is a seam that does not fall on the center of the road, the center of the road shall be marked every 100 feet to establish the center of the road.

If a No Passing Zone is painted incorrectly, it shall be the Contractor's responsibility to completely remove the incorrect markings and paint correctly at no cost to the State or County. Pavement marking edgelines, centerlines or No Passing Zone lines painted in a non-straight manner, with excessive overspray, in a poor workmanship like manner or not conforming within the tolerances stated in Section 633.3 C. of the Specifications or as shown in the typical marking details in the plans shall be removed and repainted at no cost to the State or County.

NO PASSING ZONES FOR BIA AND RST

BIA and RST will insure that beginnings and ends of no passing zones are clearly marked with one of the following combinations:

- A) A NO PASSING ZONE sign (W14-3) and an end of zone marker near the right-of-way line with the top 2' painted yellow.
- B) A DO NOT PASS sign (R4-1) with a PASS WITH CARE sign (R4-2).
- C) Two steel channel posts, one at the beginning of zone and one at the end of zone, near the right-of-way line with the top 2' painted yellow. If no passing zones have to be established or re-established, BIA will do so at its own expense.

The BIA shall be responsible to establish or re-establish "No Passing Zones" at its own expense within the Cheyenne River Indian Reservation and Standing Rock Indian Reservation.

The RST shall be responsible to establish or re-establish "No Passing Zones" at its own expense within the Rosebud Indian Reservation.

If a No Passing Zone is painted incorrectly, it shall be the Contractor's responsibility to completely remove the incorrect markings and paint correctly at no cost to the BIA or RST. Pavement marking edgelines, centerlines or No Passing Zone lines painted in a non-straight manner, with excessive overspray, in a poor workmanship like manner or not conforming within the tolerances stated in Section 633.3 C. of the Specifications or as shown in the typical marking details in the plans shall be removed and repainted at no cost to the BIA or RST.

RAILROAD CROSSINGS

The Local Agency Superintendents shall check the location of Advance Warning Signs and adjust their location as per the MUTCD prior to painting the new markings on the roadway. See Plate Number 633.10.

Pavement marking for each Railroad Crossing shall consist of marking both approaches - crossing symbol and 24" bars before and after each crossing symbol in accordance with the details shown in Plate Number 633.10.

All costs for traffic control devices, signs and flaggers used for Railroad Crossing pavement markings shall be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

NOTE: Paint quantities for Railroad Crossing pavement markings are included in the Bid Item "Pavement Marking Paint, White." (Rate = 4 gallons per crossing and 8 pounds of beads per gallon)

RATES OF MATERIALS

- 4" Edgeline - 17± Gallons per Mile of White Paint
- 4" Centerline - 12± Gallons per Pass Mile of Yellow Paint (Includes Average No Passing Zones)
- Beads - 8 Pounds per Gallon of Paint

Note: If applied on a fresh chip seal, rates are:

- 4" Edgeline - 22± Gallons per Mile of White Paint
- 4" Centerline - 16± Gallons per Pass Mile of Yellow Paint (Includes Average No passing Zones)
- Beads - 8 Pounds per Gallon of Paint

RATES OF MATERIALS FOR BIA AND RST

- 6" Edgeline - 25.5± Gallons per Mile of White Paint
- 4" Centerline - 12± Gallons per Pass Mile of Yellow Paint (Includes Average No Passing Zones)
- Beads - 8 Pounds per Gallon of Paint

TRAFFIC CONTROL

Mobile operations shall have appropriate traffic control devices and appropriate warning devices on the vehicle. See notes shown in detail for "Mobile Operations On Two-Lane Road".

A lead vehicle is optional if the striper operates in its own lane. A trail vehicle in the same position as the striper, with signs displaying the legend "PAINT CREW AHEAD" and "WET PAINT", an arrow panel operating in the caution mode, or an alternative acceptable to the Engineer, shall be used at all times.

All other equipment shall display flashing amber lights visible to traffic in all directions as a minimum.

Painting will be allowed only during the hours from 1/2 hour after sunrise to 1/2 hour before sunset.

Cost of traffic control, including arrow panel and any flagging necessary shall be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

If flagging operation is used per Standard Plate 634.23, signs shall be mounted on portable supports. The bottom of signs on portable supports shall not be less than seven feet above the pavement in urban areas and one foot above the pavement in rural areas.

TABLE OF QUANTITIES

The following table is for information only.

County	Roads (Mile)	NABI	NABI	Paint	Paint	NABI
		Railroad Crossings (Qty)	Turn Lanes (Qty)	White (Gal)	Yellow (Gal)	Glass Beads (Lb)
CAMPBELL	4.0	0	0	136.0	48.0	1472
CORSON, BIA	34.6	0	0	1764.6	415.2	17438
DEWEY, BIA	21.5	0	0	289.5	270.0	4136
HUGHES	9.0	0	0	396.0	144.0	4320
SULLY	26.0	0	0	884.0	312.0	9568
TODD, RST	75.7	0	0	3860.7	908.4	38153
WALWORTH	11.8	1	0	521.0	188.0	5672
	182.6	1	0	7851.8	2285.6	80760

NABI = Not A Bid Item

COUNTY CONTACTS

County	Name	Address	Phone No.	Cell No.
Campbell	Otto Stapel	PO Box 167, Mound City 57646 campbellcountyhwydept@yahoo.com	(605)-955-3575	848-0389
Hughes	Mike Meyer	2401 – 293 RD Ave, Pierre 57501 hwysupt@co.hughes.sd.us	(605)-773-7486	220-4080
Sully	Terry Wolforth	PO Box 107, Onida 57564 schiway@venturecomm.net	(605)-258-2235	222-22623
Walworth	Penny Goetz	PO Box 242, Selby 57472 walcohwy@sbtc.net	(605)-649-7982	848-0115

DEPARTMENT OF TRANSPORTATION CONTACT

John Villbrandt, Mobridge Area Engineer, South Dakota Department of Transportation, PO Box 488, Mobridge, SD 57601, phone # (605)-845-3844

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BUREAU OF INDIAN AFFAIRS CONTACT

Zane Arpan or Korey Fisher at phone # (605)-964-6960 for questions related to Dewey County BIA routes on the Cheyenne River Indian Reservation.

Pauline Long Feather at phone # (701)-854-8608 for question related to Corson County BIA routes on the Standing Rock Indian Reservation.

ROSEBUD SIOUX TRIBE CONTACT

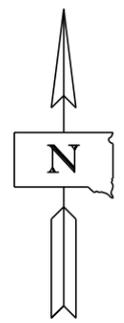
Lynda Douville at phone # (605)-856-2944 for questions related to Todd County BIA routes on the Rosebud Indian Reservation.

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SOUTH DAKOTA COUNTY PAVEMENT MARKING 2015

CAMPBELL COUNTY

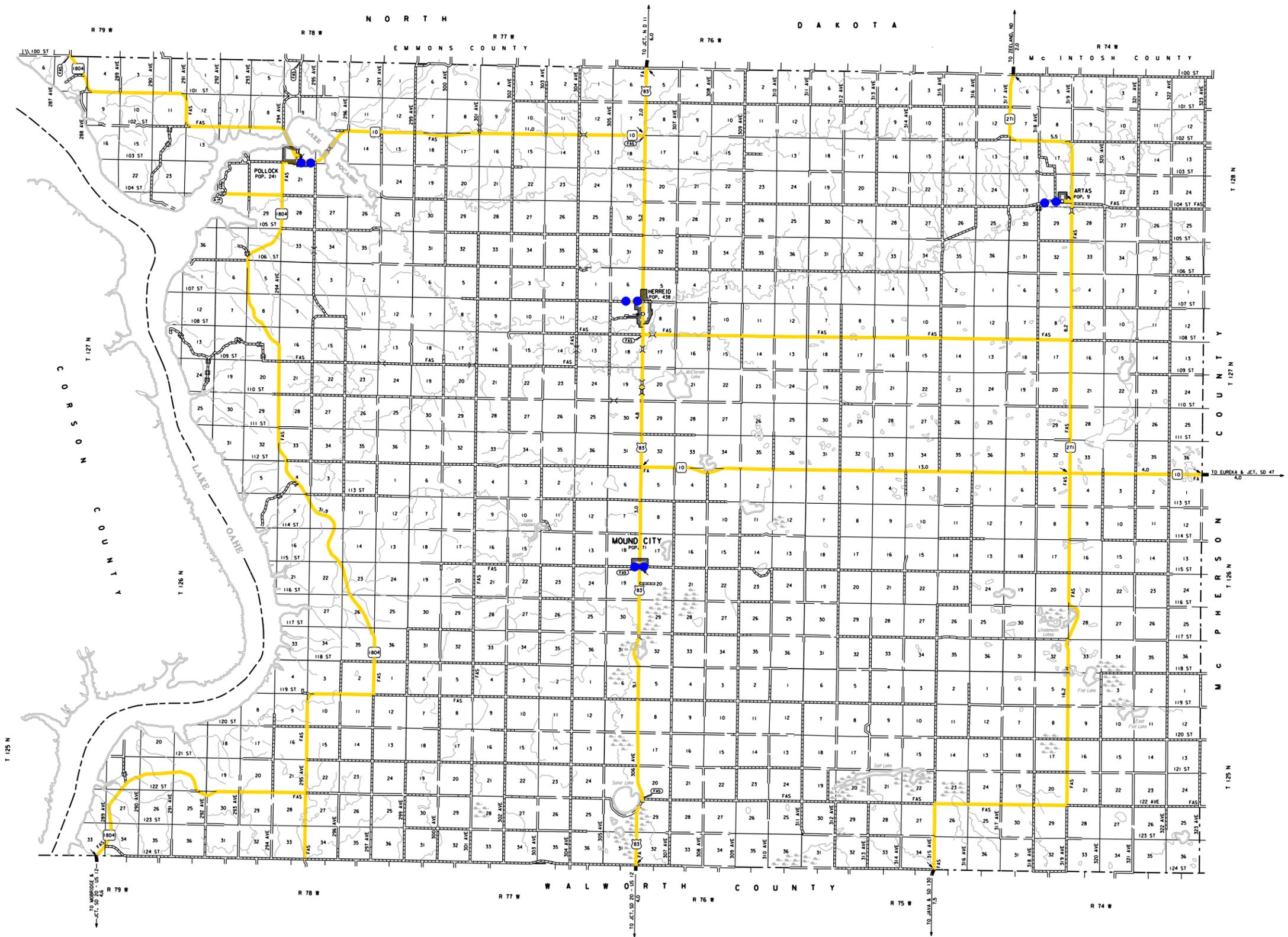


4 MILES OF CENTERLINE & EDGELINE

LEGEND

-  CENTERLINE & EDGELINES
-  CENTERLINE ONLY
-  EDGELINES ONLY
-  RAILROAD CROSSING
-  CENTERLINE & EDGELINES NEW CHIP SEAL
-  CENTERLINE ONLY NEW CHIP SEAL
-  EDGELINES ONLY NEW CHIP SEAL

PLOT SCALE = 1:200



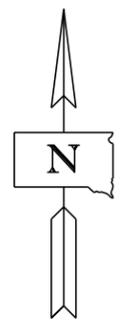
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Plotting Date: 02/13/2015

Standing Rock Indian Reservation

SOUTH DAKOTA COUNTY PAVEMENT MARKING 2015

CORSON COUNTY

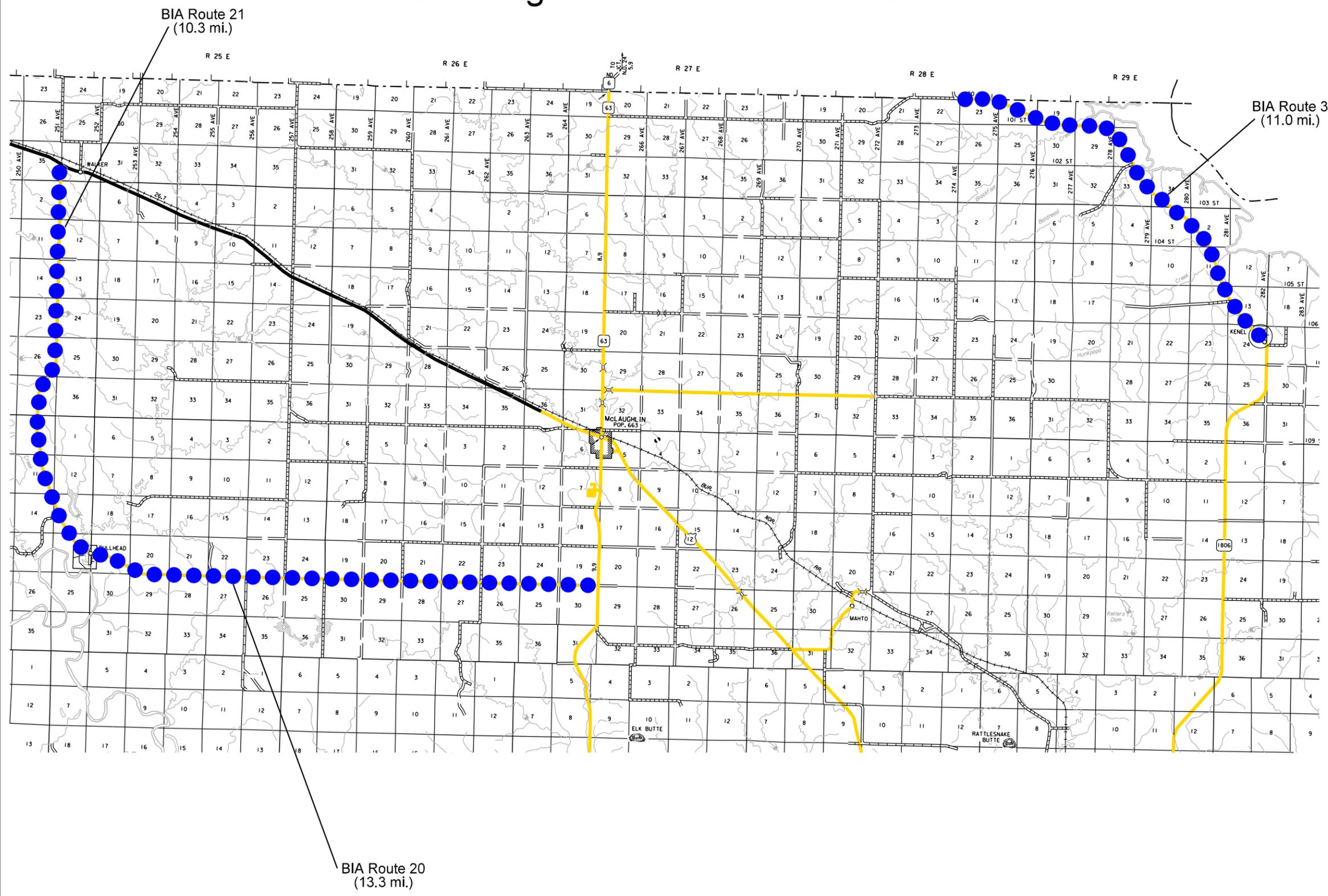


34.6 MILES OF CENTERLINE & EDGELINE

LEGEND

-  CENTERLINE & EDGELINES
-  CENTERLINE ONLY
-  EDGELINES ONLY
-  RAILROAD CROSSING
-  CENTERLINE & EDGELINES NEW CHIP SEAL
-  CENTERLINE ONLY NEW CHIP SEAL
-  EDGELINES ONLY NEW CHIP SEAL

PLOT SCALE - 1:200



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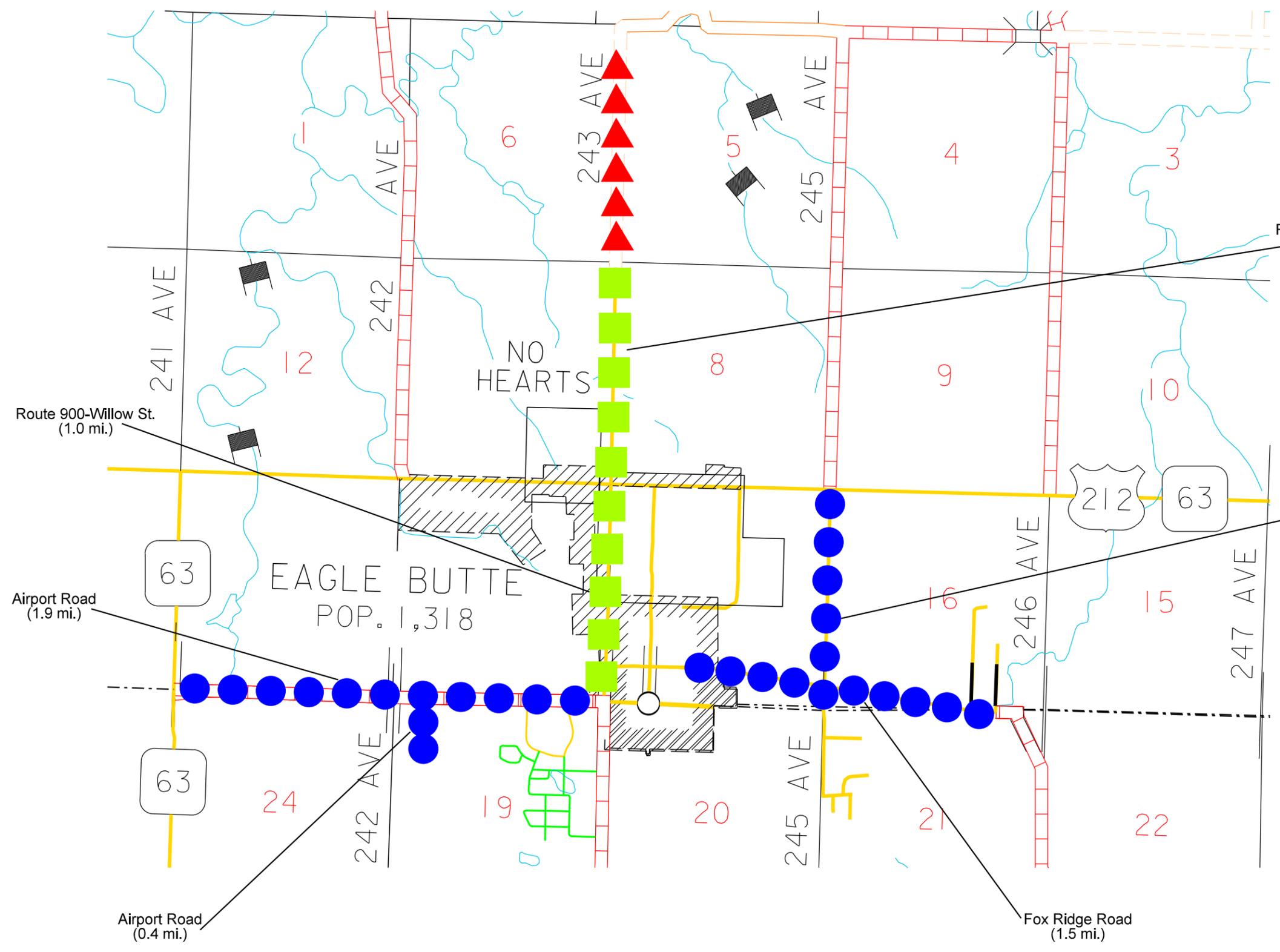
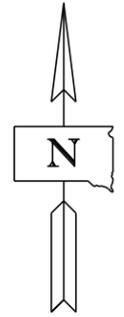
Cheyenne River Indian Reservation (Eagle Butte)

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DEWEY COUNTY



4.7 MILES OF CENTERLINE & EDGELINE
 15.0 MILES OF CENTERLINE ONLY
 0.8 MILES OF EDGELINE ONLY

LEGEND

- CENTERLINE & EDGELINES
- CENTERLINE ONLY
- EDGELINES ONLY
- X RAILROAD CROSSING
- CENTERLINE & EDGELINES
NEW CHIP SEAL
- CENTERLINE ONLY
NEW CHIP SEAL
- EDGELINES ONLY
NEW CHIP SEAL

PLOT SCALE - 1:200

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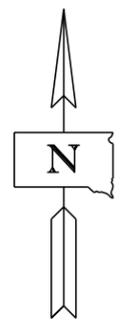
Cheyenne River Indian Reservation

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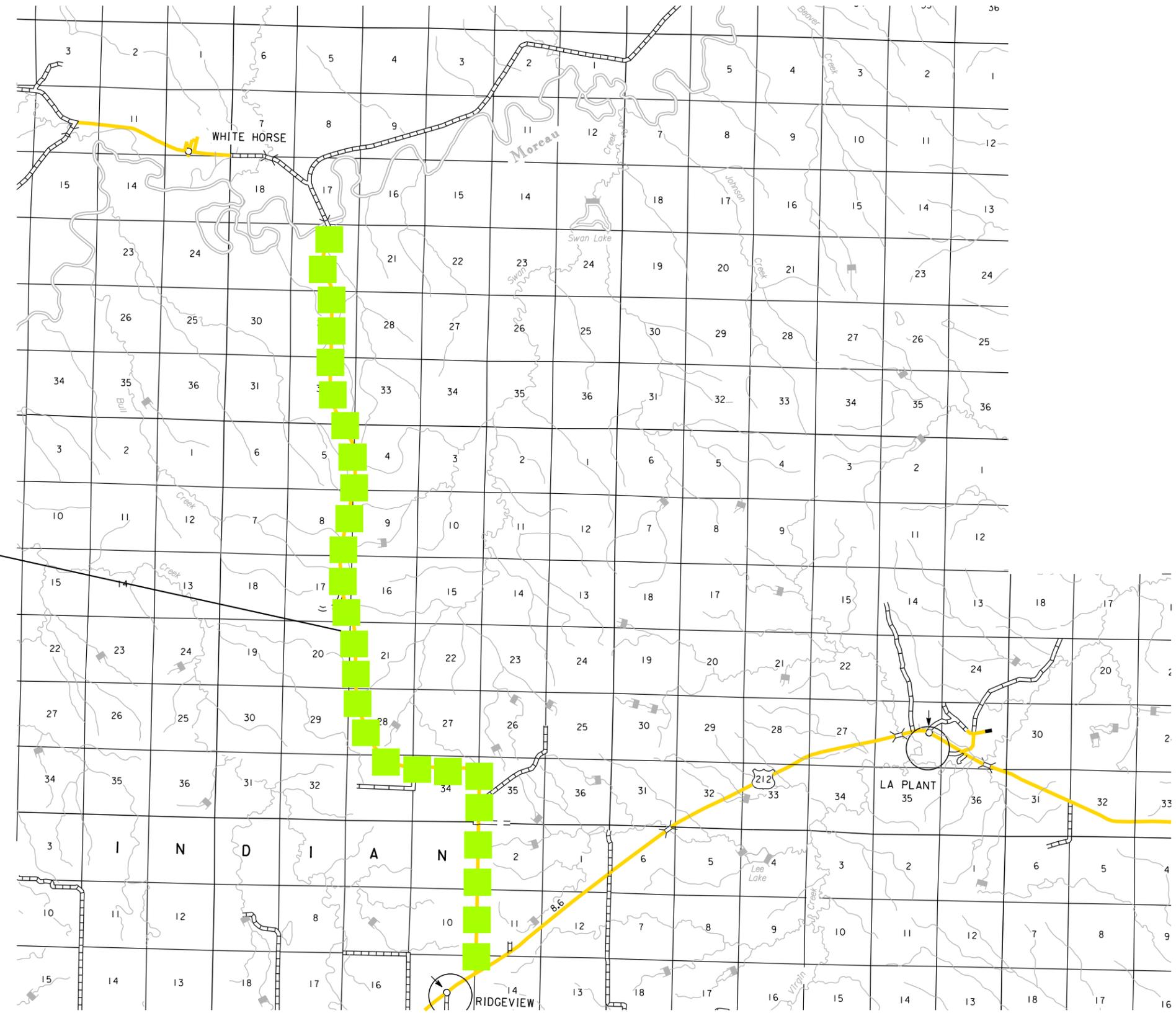
DEWEY COUNTY



- 4.7 MILES OF CENTERLINE & EDGELINE
- 15.0 MILES OF CENTERLINE ONLY
- 0.8 MILES OF EDGELINE ONLY

LEGEND

- CENTERLINE & EDGELINES
- CENTERLINE ONLY
- EDGELINES ONLY
- RAILROAD CROSSING
- CENTERLINE & EDGELINES NEW CHIP SEAL
- CENTERLINE ONLY NEW CHIP SEAL
- EDGELINES ONLY NEW CHIP SEAL



PLOT SCALE - 1:200

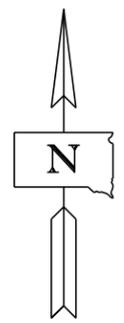
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SOUTH DAKOTA COUNTY PAVEMENT MARKING 2015

HUGHES COUNTY

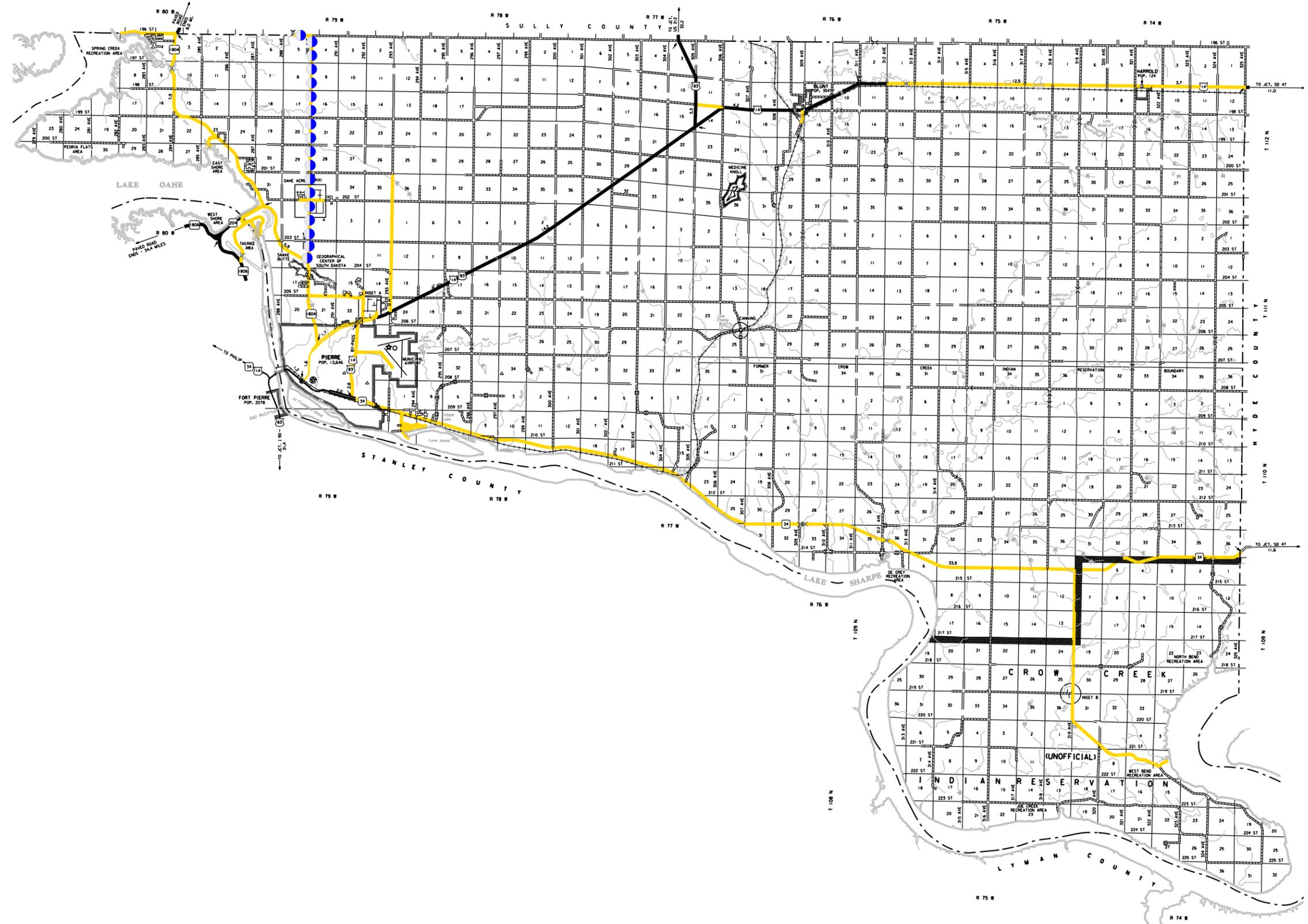


9 MILES OF CENTERLINE & EDGELINE
NEW CHIP SEAL

LEGEND

-  CENTERLINE & EDGELINES
-  CENTERLINE ONLY
-  EDGELINES ONLY
-  RAILROAD CROSSING
-  CENTERLINE & EDGELINES NEW CHIP SEAL
-  CENTERLINE ONLY NEW CHIP SEAL
-  EDGELINES ONLY NEW CHIP SEAL

PLOT SCALE - 1:200



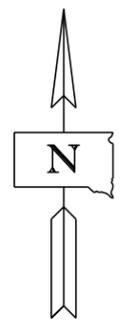
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SOUTH DAKOTA COUNTY PAVEMENT MARKING 2015

SULLY COUNTY

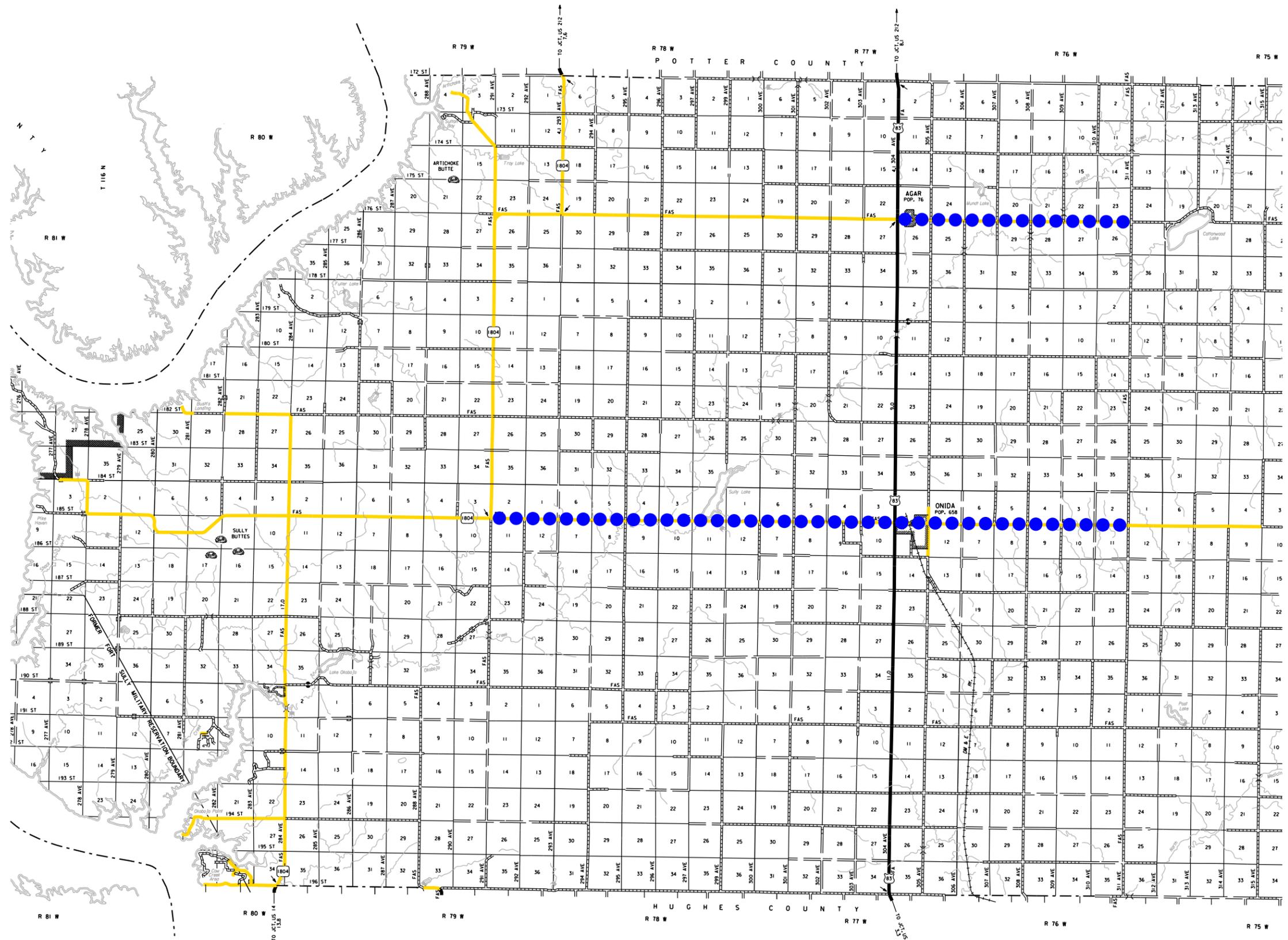


26 MILES OF CENTERLINE & EDGELINE

LEGEND

-  CENTERLINE & EDGELINES
-  CENTERLINE ONLY
-  EDGELINES ONLY
-  RAILROAD CROSSING
-  CENTERLINE & EDGELINES NEW CHIP SEAL
-  CENTERLINE ONLY NEW CHIP SEAL
-  EDGELINES ONLY NEW CHIP SEAL

PLOT SCALE - 1:200



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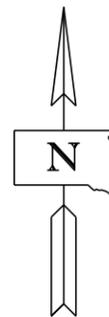
Rosebud Indian Reservation

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
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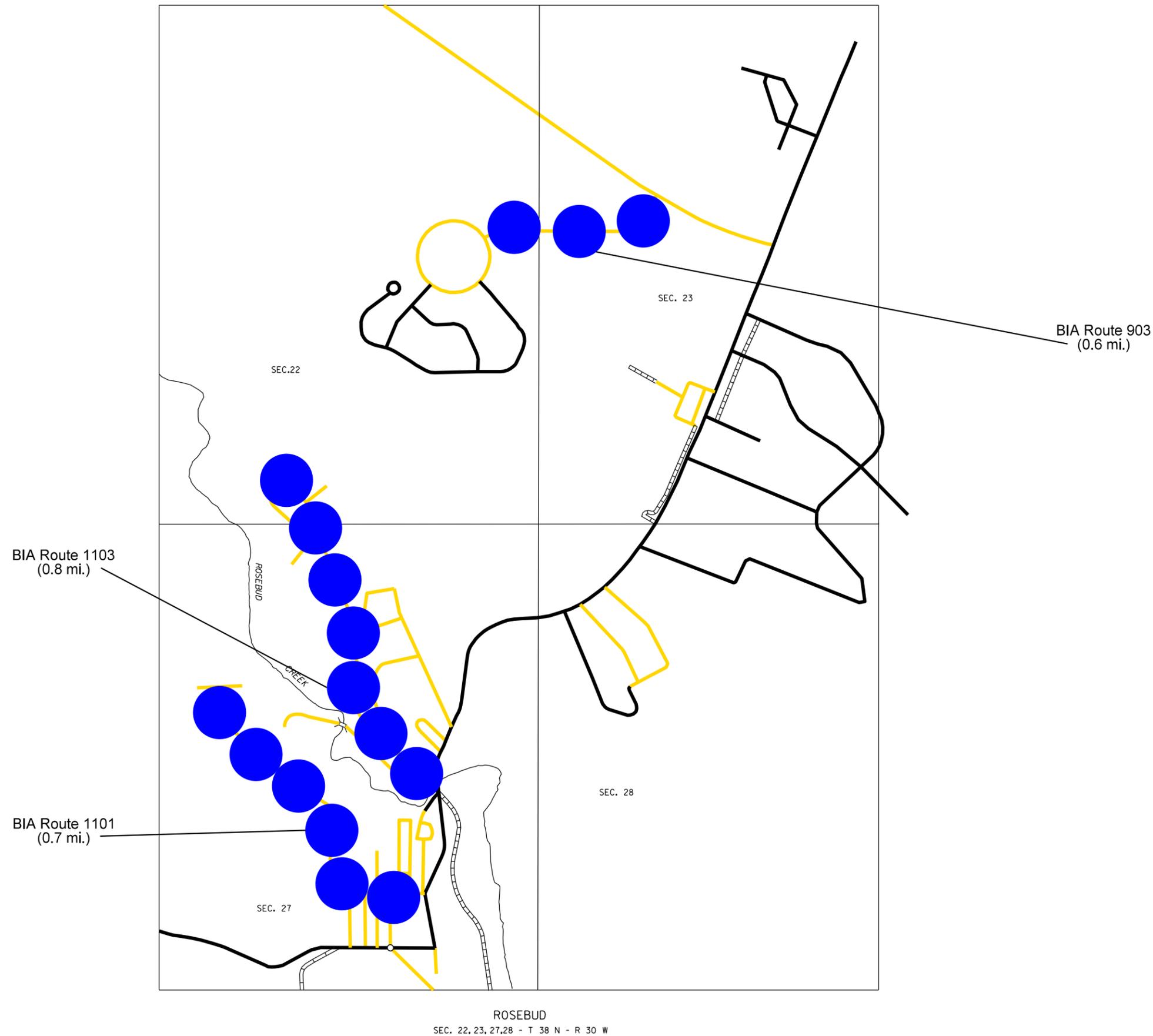
Plotting Date: 02/13/2015



TODD COUNTY



75.7 MILES OF CENTERLINE & EDGELINE



LEGEND

-  CENTERLINE & EDGELINES
-  CENTERLINE ONLY
-  EDGELINES ONLY
-  RAILROAD CROSSING
-  CENTERLINE & EDGELINES NEW CHIP SEAL
-  CENTERLINE ONLY NEW CHIP SEAL
-  EDGELINES ONLY NEW CHIP SEAL

PLOT SCALE - 1:200

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Rosebud Indian Reservation

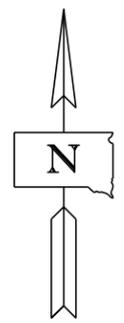
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**SOUTH DAKOTA
COUNTY PAVEMENT
MARKING 2015**

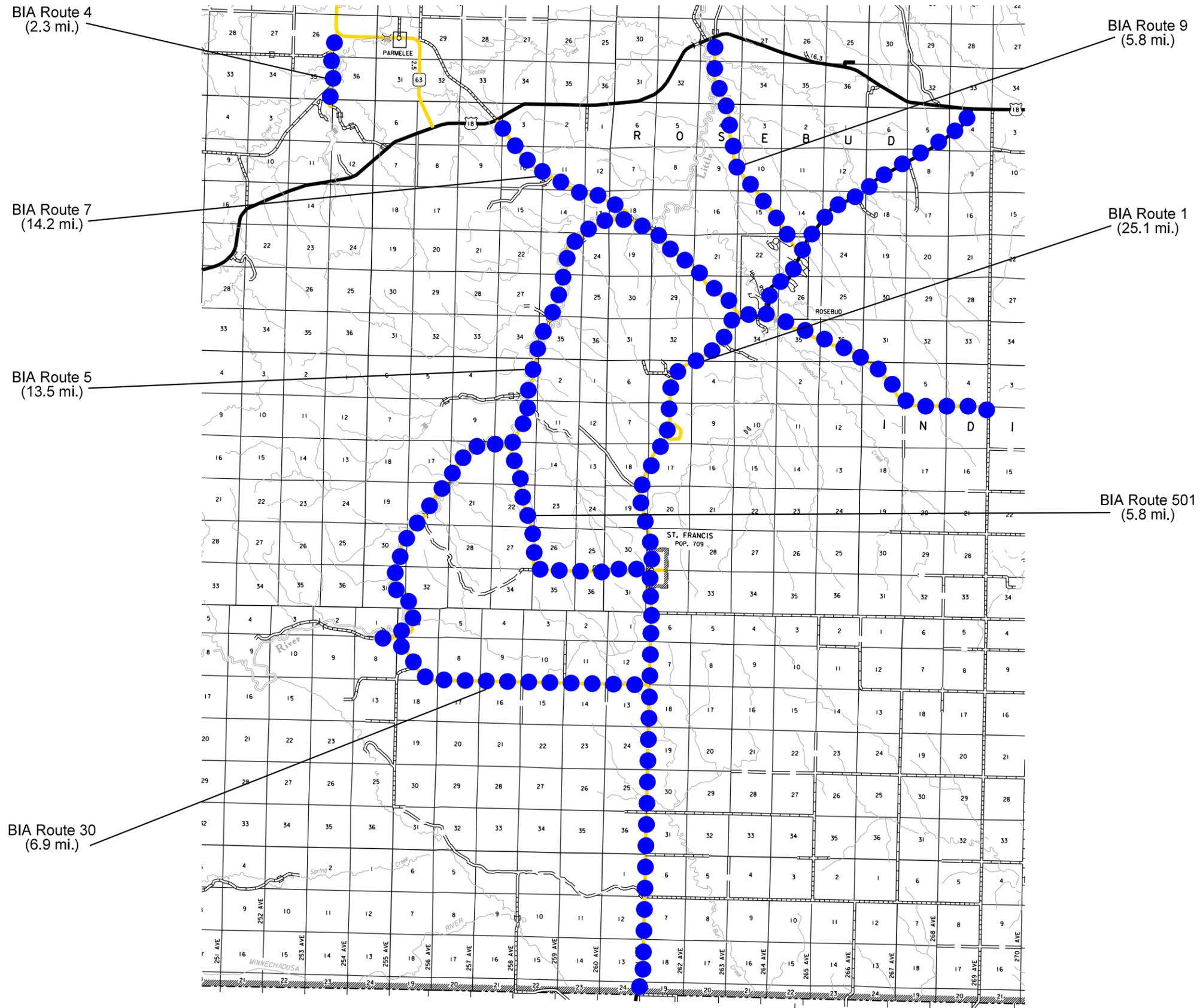
TODD COUNTY



75.7 MILES OF CENTERLINE & EDGELINE

LEGEND

-  CENTERLINE & EDGELINES
-  CENTERLINE ONLY
-  EDGELINES ONLY
-  RAILROAD CROSSING
-  CENTERLINE & EDGELINES
NEW CHIP SEAL
-  CENTERLINE ONLY
NEW CHIP SEAL
-  EDGELINES ONLY
NEW CHIP SEAL



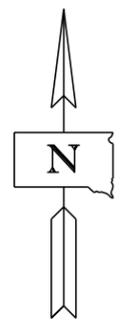
PLOT SCALE - 1:200

FILE ... \TODD (ROSEBUD-OTHER).DGN

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SOUTH DAKOTA COUNTY PAVEMENT MARKING 2015

WALWORTH COUNTY

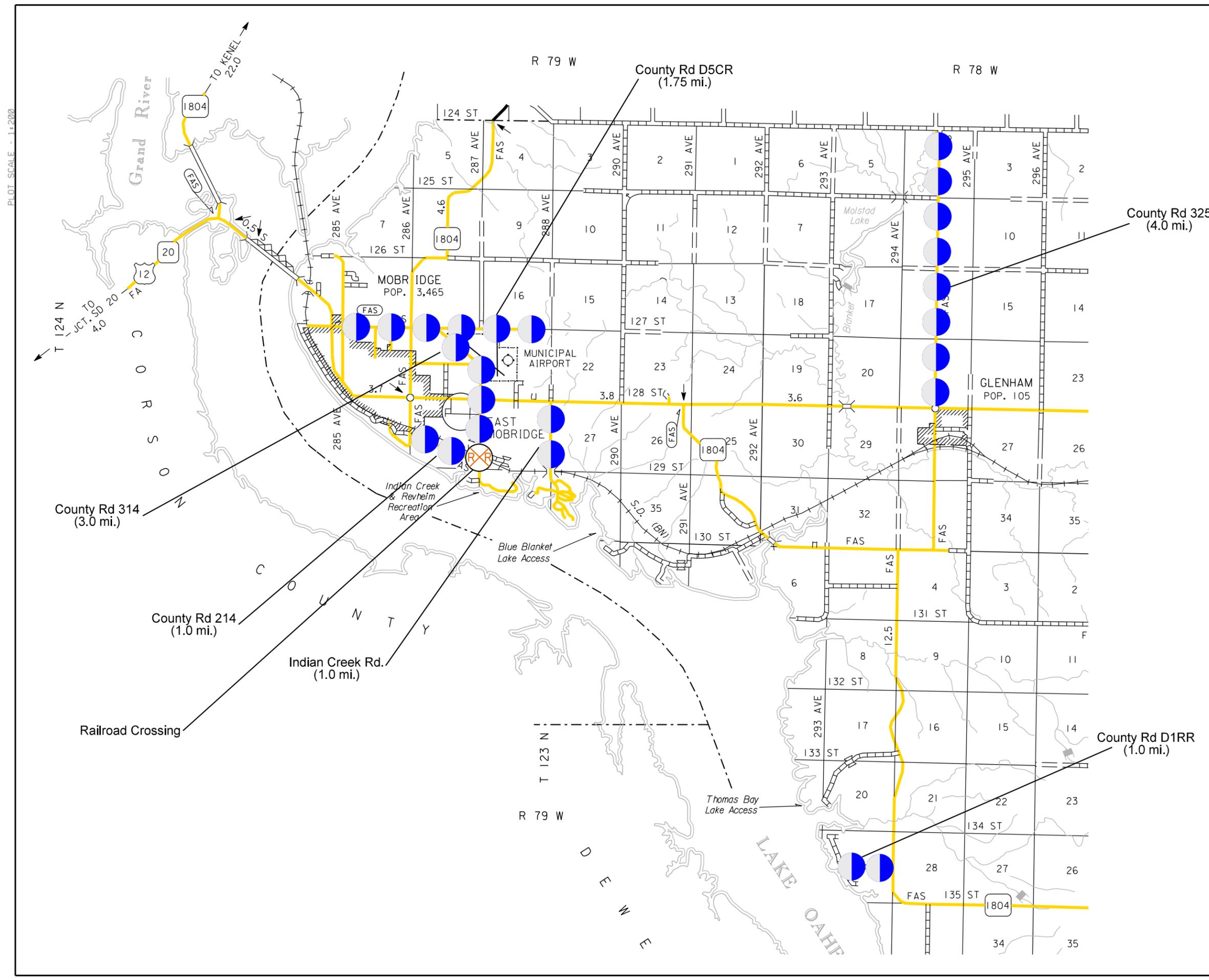


11.8 MILES OF CENTERLINE & EDGELINE NEW CHIP SEAL

1 RAILROAD CROSSING

LEGEND

-  CENTERLINE & EDGELINES
-  CENTERLINE ONLY
-  EDGELINES ONLY
-  RAILROAD CROSSING
-  CENTERLINE & EDGELINES NEW CHIP SEAL
-  CENTERLINE ONLY NEW CHIP SEAL
-  EDGELINES ONLY NEW CHIP SEAL



PLOT SCALE - 1:200

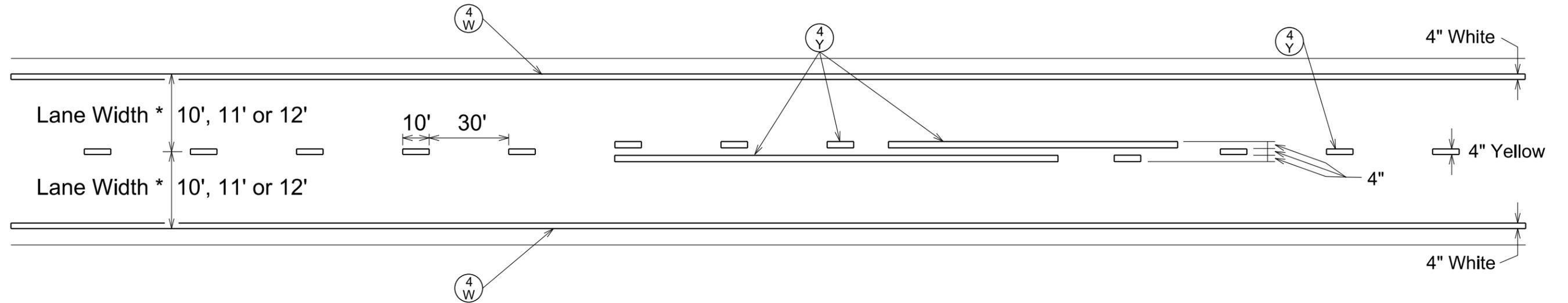
FILE ... \PIERRE\DESIGN\WALWORTH.DGN

PAVEMENT MARKING DETAIL FOR COUNTY ROADS

STATE OF SOUTH DAKOTA	PROJECT P 000S(00)022	SHEET NO. 15	TOTAL SHEETS 17
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Plotting Date: 03/31/2014

PLOT SCALE - 1:200

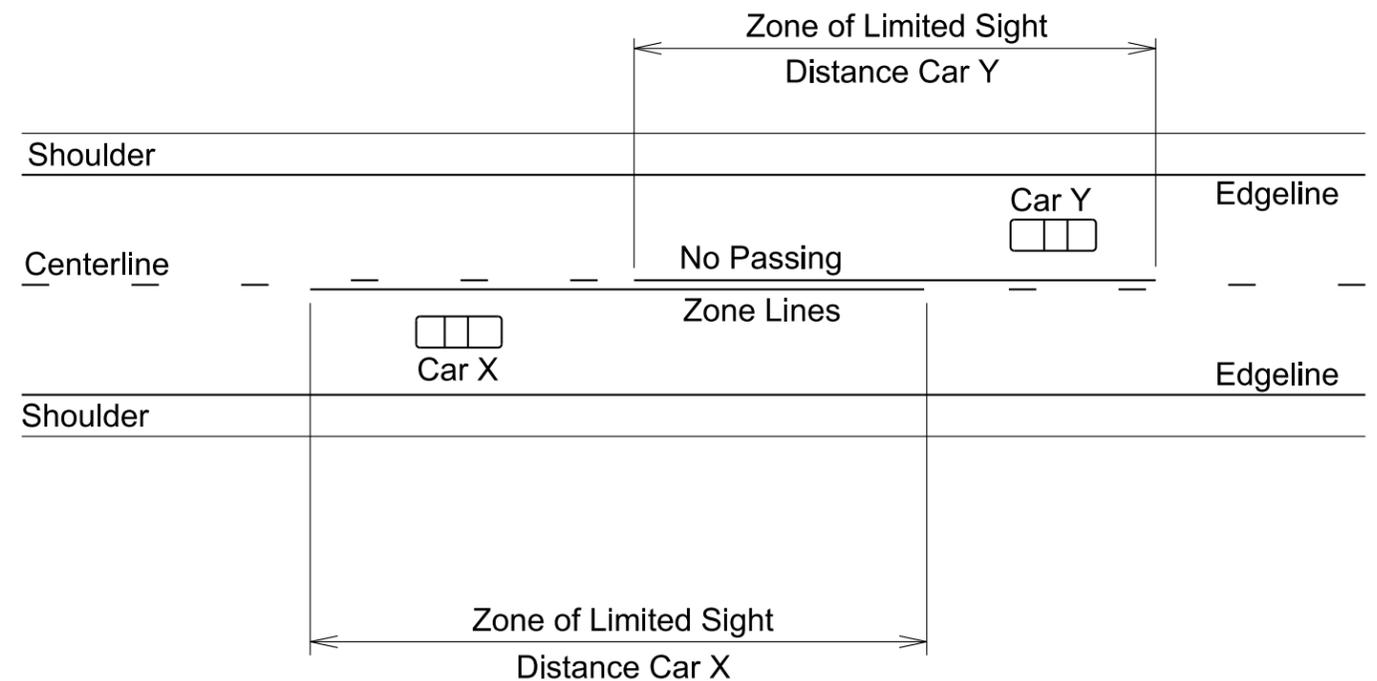


KEY	ITEM
④ W	4" White
④ Y	4" Yellow

GENERAL NOTES:

Project centerline marking shall be applied using a three gun system.

The typical pavement marking as shown on this sheet is to be applied on the county roads of this project.



FILE ... \PMDetail\REVISED.DGN

PLOT SCALE - 1:200

Vehicle-mounted signs shall be mounted in a manner such that they are not obscured by equipment or supplies.

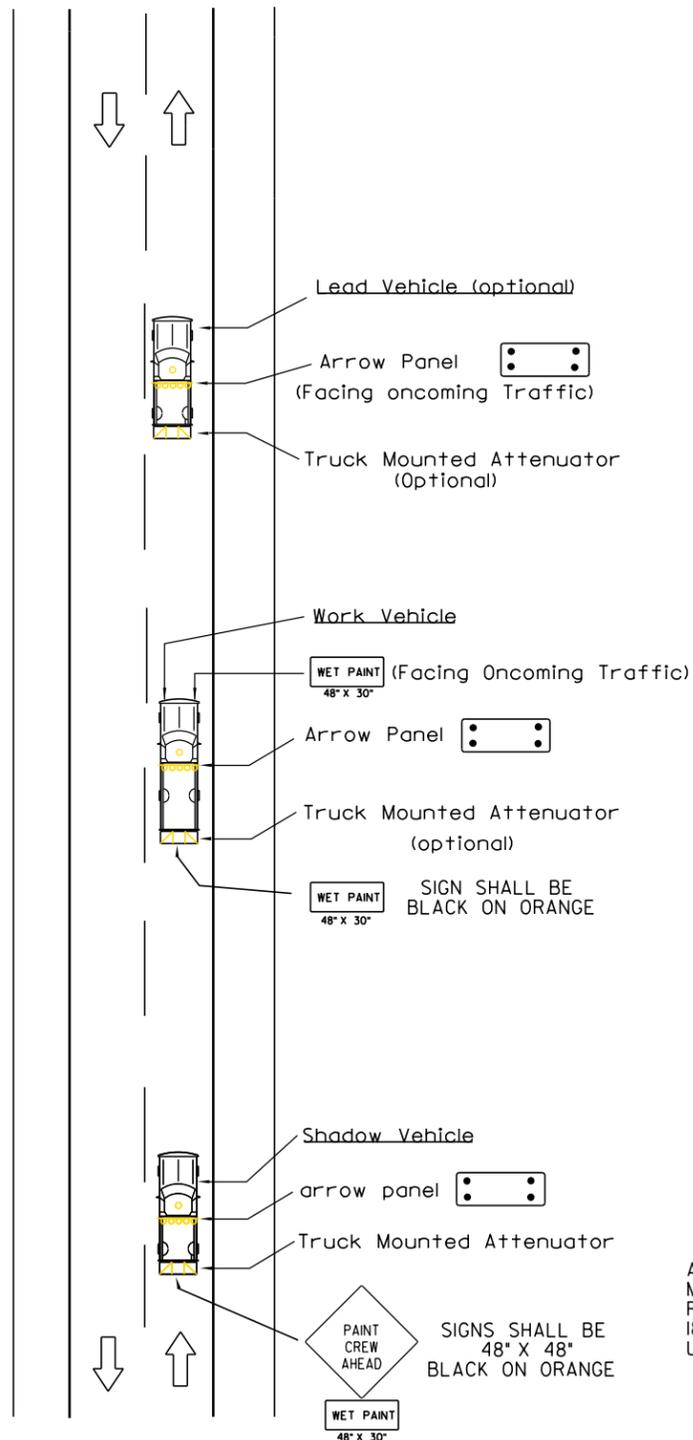
Sign legends on vehicle-mounted signs shall be covered or turned from view when work is not in progress.

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

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

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

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



A CHANGEABLE MESSAGE SIGN MAY BE USED IN PLACE OF RIGID ALUMINUM SIGNS (MIN. OF 18" LETTER HEIGHT SHALL BE USED).

**GUIDES FOR TRAFFIC CONTROL DEVICES
MOBILE OPERATIONS ON 2-LANE ROAD**

MOBILE: Intermittent and continuous moving.

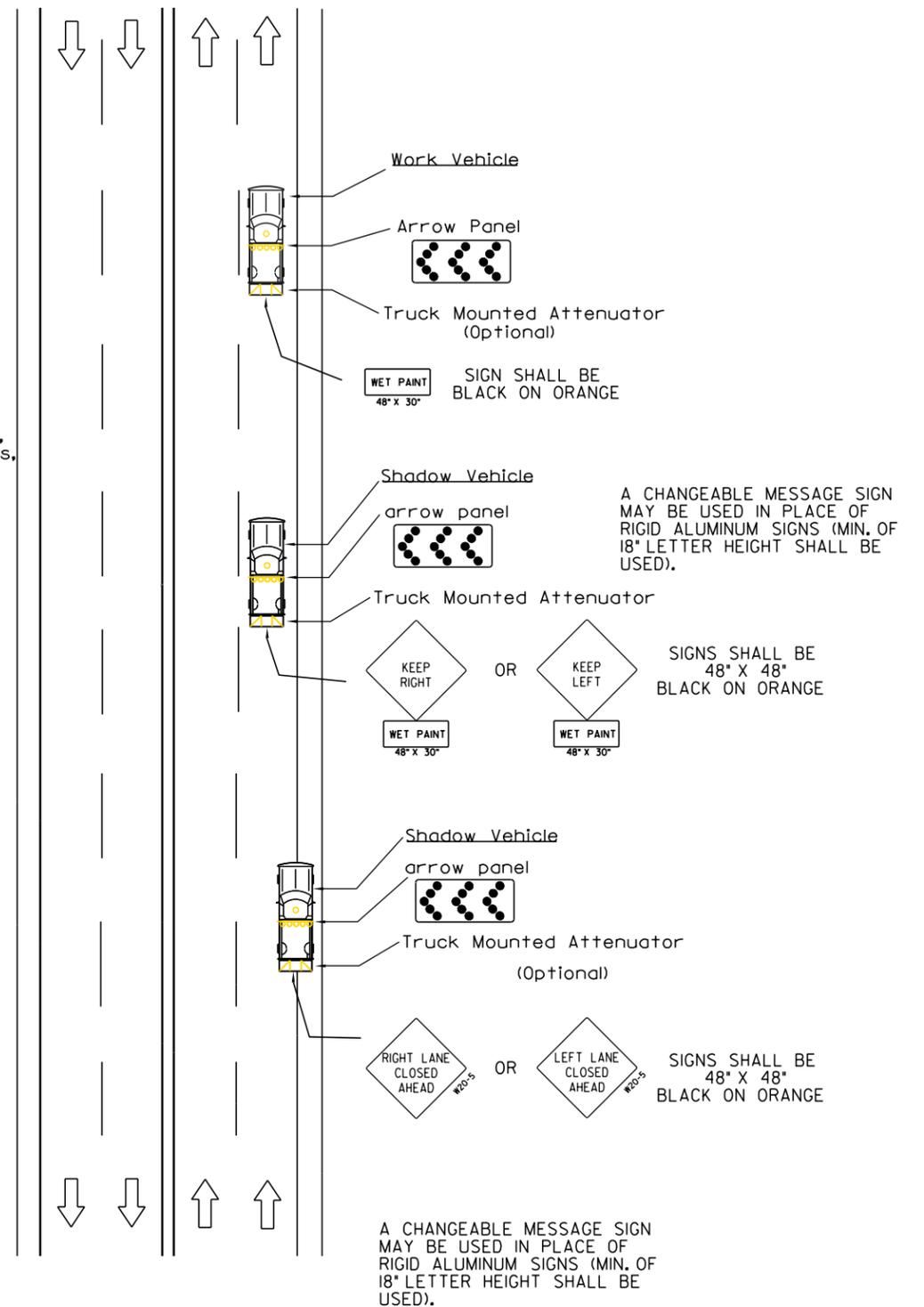
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A CHANGEABLE MESSAGE SIGN MAY BE USED IN PLACE OF RIGID ALUMINUM SIGNS (MIN. OF 18" LETTER HEIGHT SHALL BE USED).

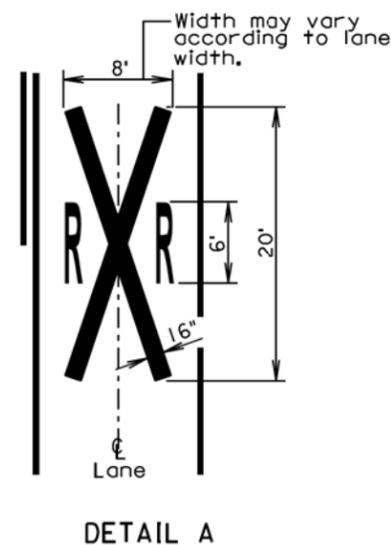
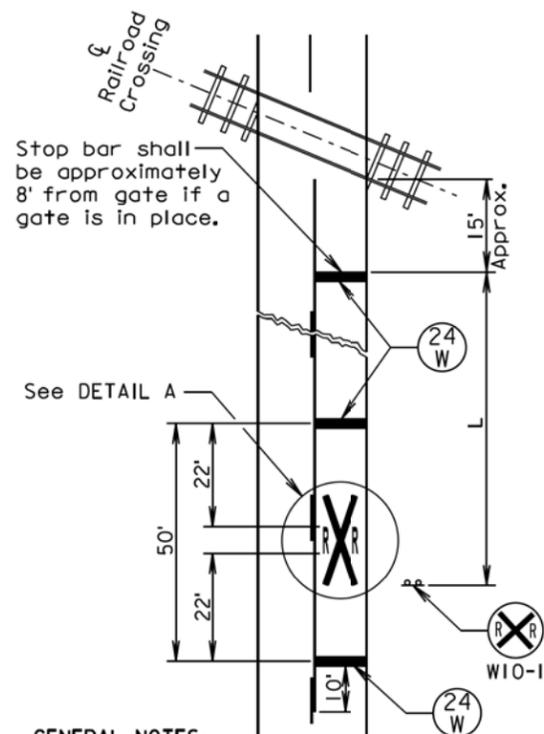
**GUIDES FOR TRAFFIC CONTROL DEVICES
MOBILE OPERATIONS ON 4-LANE DIVIDED**

MOBILE: Intermittent and continuous moving.

FILE - ... \2 & 4 LANE MOBILE OPS.DGN

KEY	ITEM
(24 W)	24" White
X	White

Posted Speed Limit (M.P.H.)	L (Ft.)
≤ 30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475
70	550


GENERAL NOTES:

The railroad crossing pavement markings shall be placed symmetrically about the centerline of the railroad crossing.

When pavement markings are used, a portion of the RXR symbol shall be placed directly opposite of the advance warning sign W10-1.

On multi-lane roads the transverse bands shall extend across all approach lanes and individual RXR symbols shall be placed in each approach lane.

The railroad crossing pavement markings shall consist of all the transverse bands, stop bars, and RXR symbols.

When pavement marking paint is used for marking the railroad crossing, all costs for furnishing and painting the markings, materials, labor, and necessary equipment shall be incidental to the contract unit price per gallon for "Pavement Marking Paint, White".

When pavement marking tape is used for marking the railroad crossing, all costs for furnishing and placing the markings, materials, labor, and necessary equipment shall be incidental to the contract unit price per each for "Cold Applied Plastic Pavement Marking, Railroad Crossing".

June 26, 2013

Published Date: 1st Qtr. 2015	S D D O T	PAVEMENT MARKINGS AT RAILROAD CROSSING	PLATE NUMBER 633.10
			Sheet 1 of 1

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Spacing of Channelizing Devices (Feet) (C)
0 - 30	200	25
35 - 40	350	25
45 - 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.

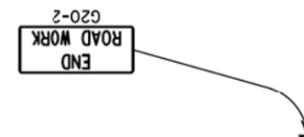
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

For tack and/or flush seal operations, when flaggers are not being used, the FRESH OIL sign (W21-2) shall 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 shall 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.

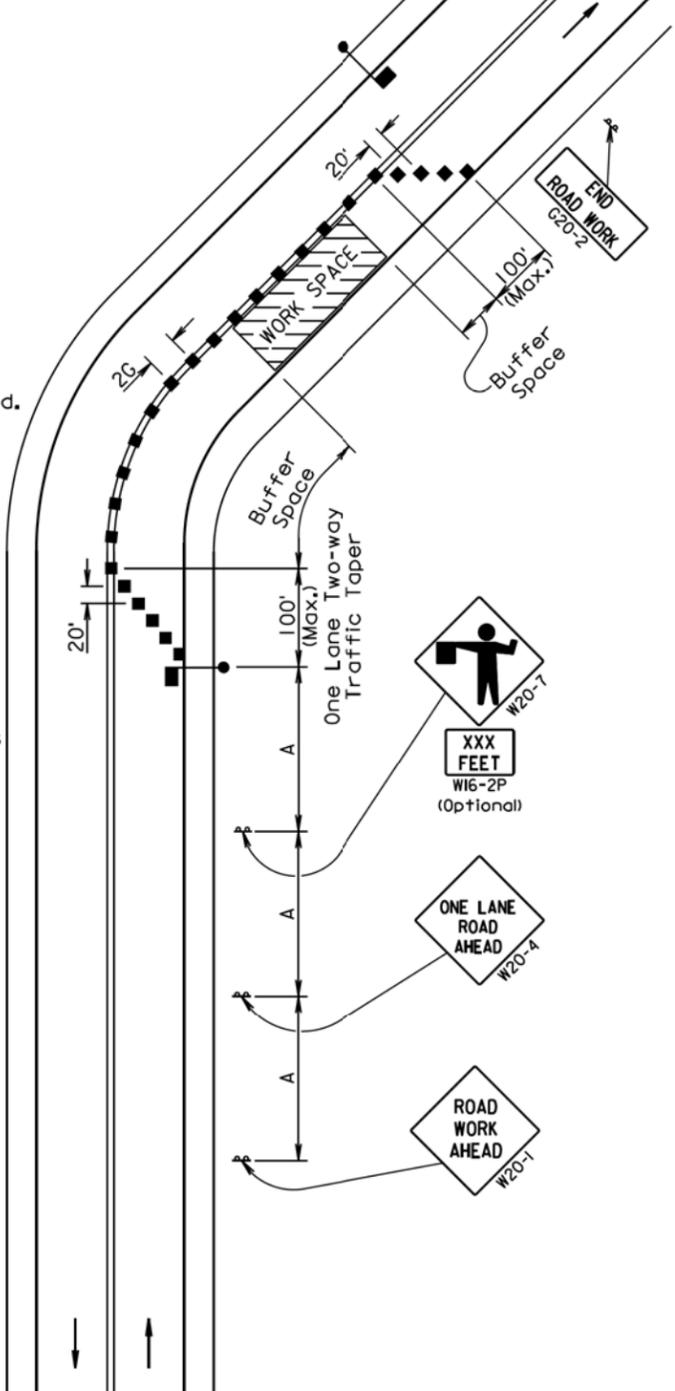


Channelizing devices and flaggers shall be used at intersecting roads to control intersecting road traffic as required.

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.



September 22, 2014

Published Date: 1st Qtr. 2015	S D D O T	GUIDES FOR TRAFFIC CONTROL DEVICES LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
			Sheet 1 of 1