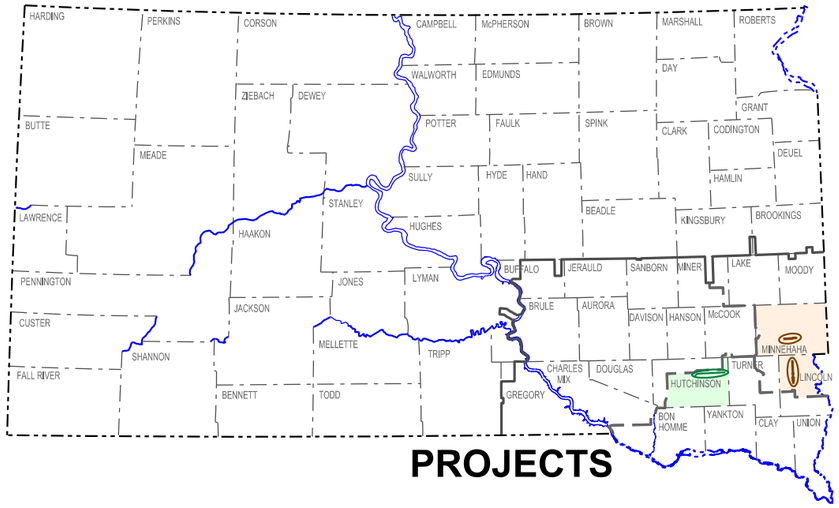
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0022(57) P 0044(178)362	1	12

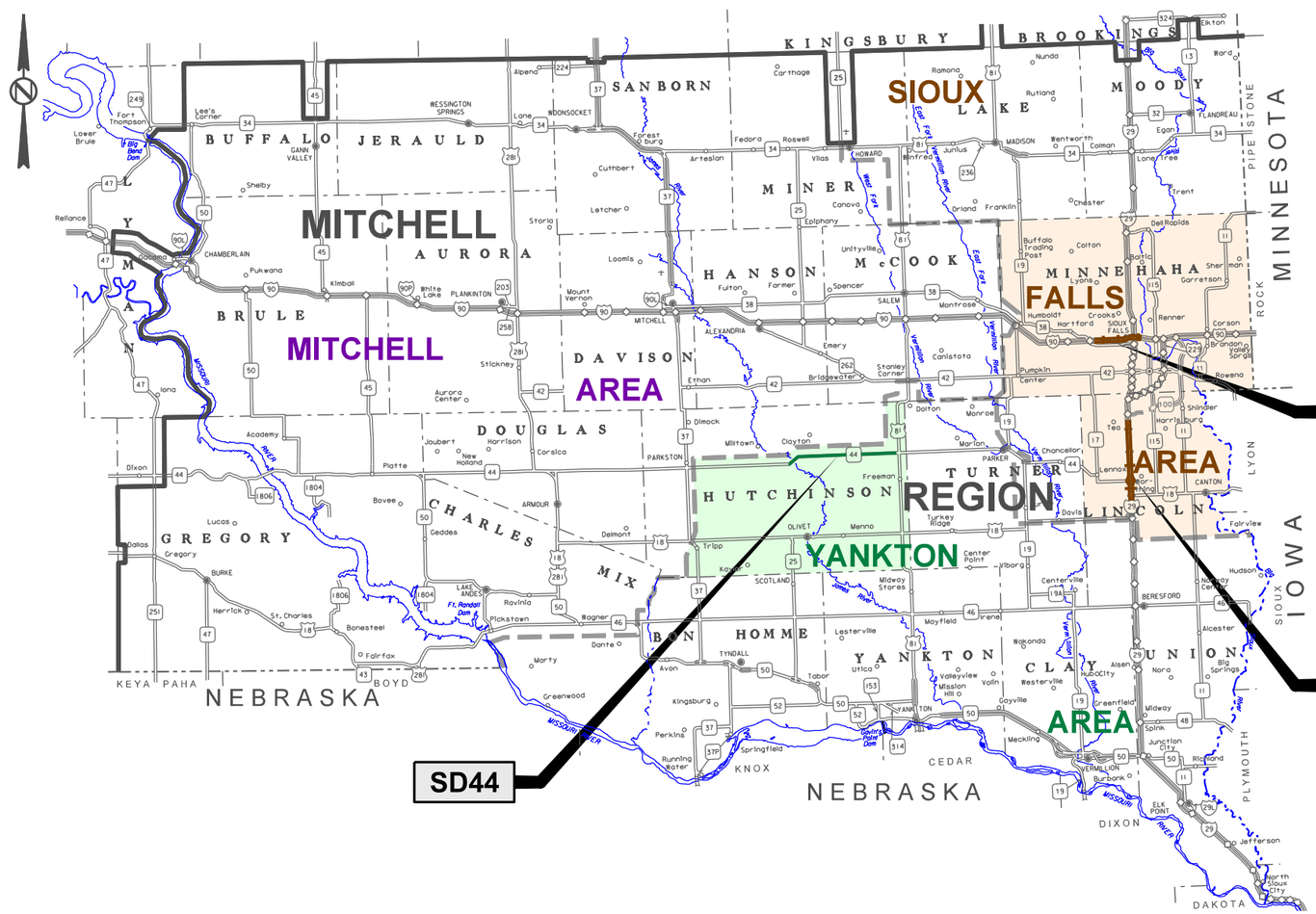
Plotting Date: 01/20/2015

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED

PROJECT IM 0022(57)
INTERSTATES 29 & 90
LINCOLN & MINNEHAHA COUNTIES
SIOUX FALLS AREA
ASPHALT CONCRETE CRACK SEALING OF SHOULDERS, RAMPS & CROSSROADS
PCN 05C0

PROJECT P 0044(178)362
SD HIGHWAY 44
HUTCHINSON COUNTY
YANKTON AREA
ASPHALT CONCRETE CRACK SEALING
PCN 048U





I90 Shoulders &
MRM 392.47 Crossroad
MRM 394.45 Crossroad
MRM 396.98 Crossroad
(Kiwanis Avenue)

I29 Shoulders &
MRM 63.34 Crossroad
Exit 64 Ramps
MRM 66.34 Crossroad

INDEX OF SHEETS

Sheet 1	Title Sheet
Sheets 2 - 4	Layout Maps
Sheet 5	Estimate of Quantities
Sheets 6 -7	Plan Notes
Sheets 8 - 9	Details
Sheets 10 - 12	Standard Plates

STORM WATER PERMIT
(None required)

13

PLOT SCALE - 1:7000
PLOT NAME - 1
FILE - ...\2015 SF AREA CRACK SEAL TITLE.DGN
PLOTTED FROM - TRSF12115

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0022(57) P 0044(178)362	2	12

Plotting Date: 01/20/2015

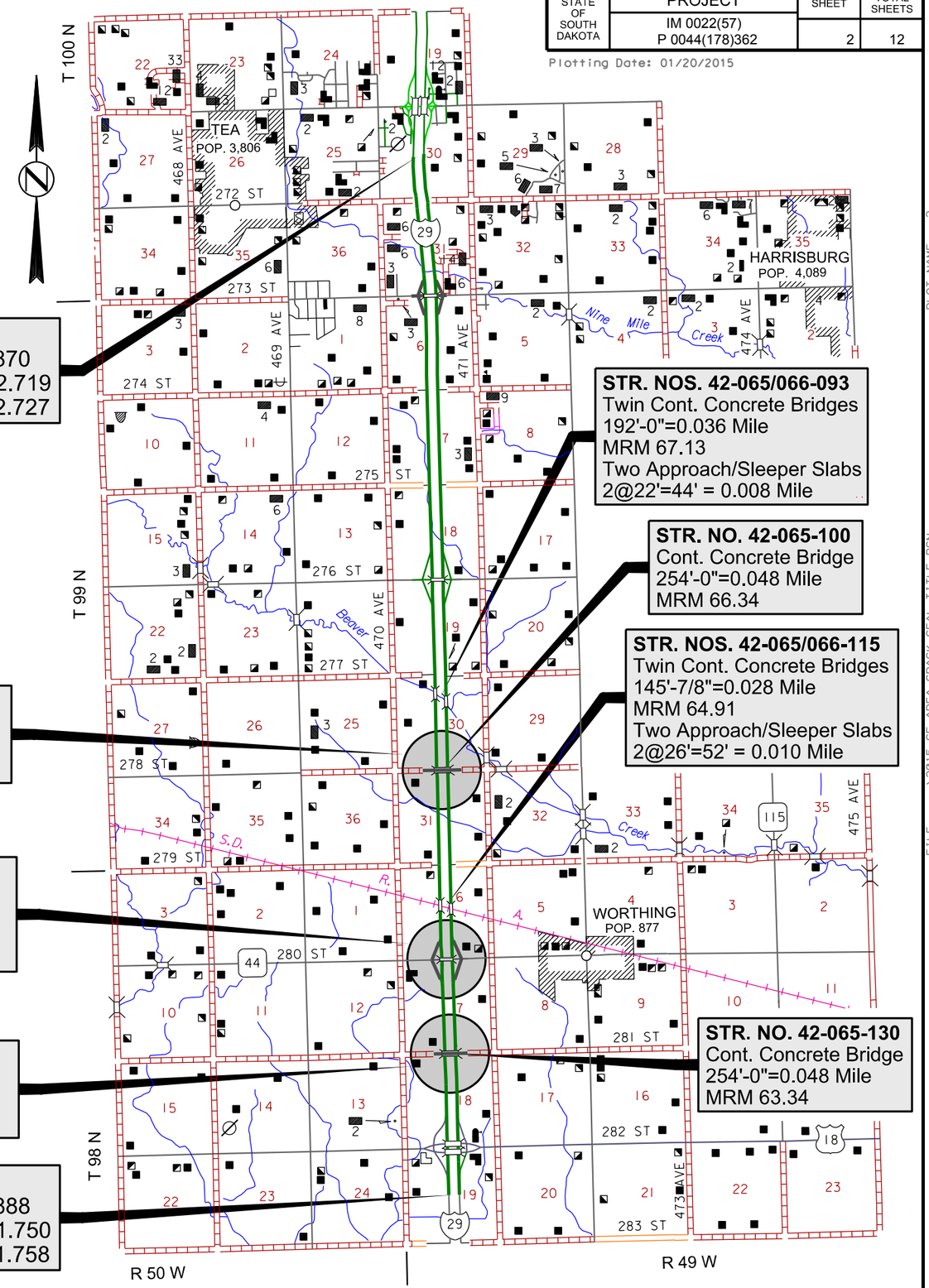
IM 0022(57)
INTERSTATE 29
LINCOLN COUNTY
SIOUX FALLS AREA
ASPHALT CONCRETE CRACK SEALING OF SHOULDERS, RAMPS & CROSSROADS
GROSS SHOULDER LENGTH: 10.969 MILES
BRIDGE & APPR/SLEEPER SLAB LENGTH: 0.082 MILE
NET SHOULDER LENGTH: 10.887 MILES
RAMP LENGTH: 0.621 MILE
CROSSROAD LENGTH: 0.578 MILE
PCN 05C0

I29 MRM 66.34
ADT (2013)
Crossroad N/A

I29 EXIT 64 ADT (2013)
NB On Ramp 675
NB Off Ramp 1,580
SB On Ramp 1,380
SB Off Ramp 740
Crossroad 2,315

I29 MRM 63.34
ADT (2013)
Crossroad N/A

I29 ADT (2013) 22,850



END I29
MRM 72.00 +0.870
NB MILEAGE 72.719
SB MILEAGE 72.727

STR. NOS. 42-065/066-093
Twin Cont. Concrete Bridges
192'-0"=0.036 Mile
MRM 67.13
Two Approach/Sleeper Slabs
2@22'=44' = 0.008 Mile

STR. NO. 42-065-100
Cont. Concrete Bridge
254'-0"=0.048 Mile
MRM 66.34

STR. NOS. 42-065/066-115
Twin Cont. Concrete Bridges
145'-7/8"=0.028 Mile
MRM 64.91
Two Approach/Sleeper Slabs
2@26'=52' = 0.010 Mile

I29 MRM 66.34
W Crossroad = 700'
On Structure = 254'
E Crossroad = 566'

I29 EXIT 64 RAMPS
NB On Ramp = 840'
NB Off Ramp = 780'
SB On Ramp = 820'
SB Off Ramp = 840'

I29 MRM 63.34
W Crossroad = 700'
On Structure = 254'
E Crossroad = 576'

STR. NO. 42-065-130
Cont. Concrete Bridge
254'-0"=0.048 Mile
MRM 63.34

BEGIN I29
MRM 61.00 +0.888
NB MILEAGE 61.750
SB MILEAGE 61.758

PLOT SCALE - 1:7000
PLOT NAME - 2
PLOTTED FROM - TRSF12115
FILE ...\2015 SF AREA CRACK SEAL TITLE.DGN

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0022(57) P 0044(178)362	3	12

Plotting Date: 01/20/2015

IM 0022(57)
INTERSTATE 90
MINNEHAHA COUNTY
SIOUX FALLS AREA
ASPHALT CONCRETE CRACK SEALING OF SHOULDERS & CROSSROADS
GROSS SHOULDER LENGTH: 6.848 MILES
BRIDGE, APPR/SLEEPER SLAB & APPR PAVEMENT LENGTH: 0.291 MILE
NET SHOULDER LENGTH: 6.557 MILES
CROSSROAD LENGTH: 0.576 MILE
PCN 05C0

I90 MRM 392.47
Crossroad Under = 240'

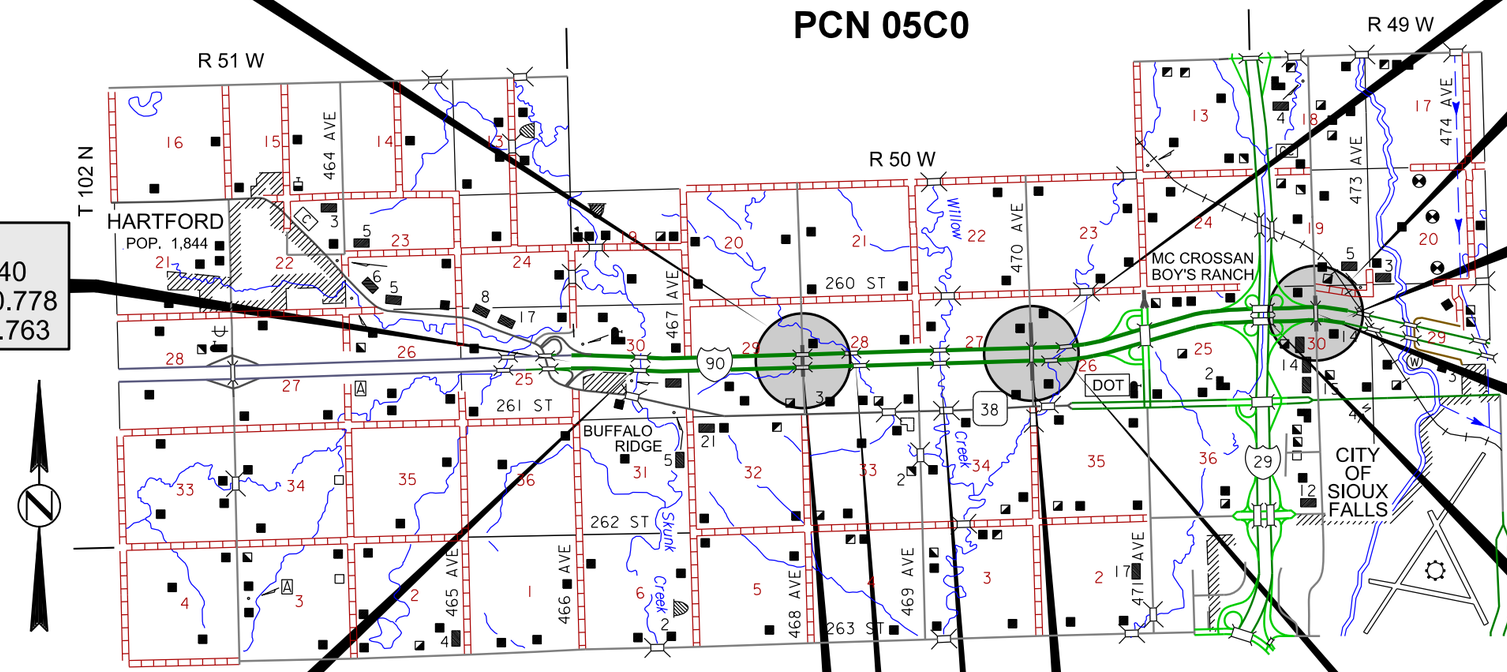
I90 MRM 394.45
N Crossroad = 1000'?
S Crossroad = 1000'?

I90 MRM 396.98
N Crossroad = 400'?
S Crossroad = 400'?

END I90
MRM 397.00 +0.265
WB MILEAGE 397.638
EB MILEAGE 397.599

BEGIN I90
MRM 390.28 +0.140
WB MILEAGE 390.778
EB MILEAGE 390.763

STR. NO. 50-185-163
Cont. Comp. Bridge
216'-0"=0.041 Mile
MRM 396.98



STR. NOS. 50-180-162/163
Twin Cont. Comp. Bridges
318'-0"=0.060 Mile
MRM 396.55
Two Approach/Sleeper Slabs
2@24'=48' = 0.009 Mile
Two Approach Pavement
2@20'=40' = 0.008 MIle

I90 MRM 396.98
ADT (2013)
Crossroad 1,150

I90 MRM 394.45
ADT (2013)
Crossroad 1,050

I90 MRM 392.47
ADT (2013)
Crossroad 525

I90 ADT (2013) 12,870

STR. NOS. 50-126-165/166
Twin Cont. Comp. Bridges
222'-0"=0.042 Mile
MRM 391.05
Two Approach/Sleeper Slabs
2@22'=44' = 0.008 Mile
Two Approach Pavement
2@20'=40' = 0.008 MIle

STR. NOS. 50-140-165/166
Twin Cont. Conc. Bridges
164'-0"=0.031 Mile
MRM 392.47
Two Approach/Sleeper Slabs
2@22'=44' = 0.008 Mile
Two Approach Pavement
2@20'=40' = 0.008 MIle

STR. NO. 50-160-166
Cont. Comp. Bridge
254'-0"=0.048 Mile
MRM 394.45

STR. NOS. 50-163-165/166
Twin Cont. Conc. Bridges
67'-3 3/4"=0.013 Mile
MRM 394.72
Two Approach/Sleeper Slabs
2@30'=60' = 0.011 Mile
Two Approach Pavement
2@20'=40' = 0.008 MIle

STR. NOS. 50-144-165/166
Twin Cont. Conc. Bridges
106'-3 3/4"=0.020 Mile
MRM 392.90
Two Approach/Sleeper Slabs
2@30'=60' = 0.011 Mile
Two Approach Pavement
2@20'=40' = 0.008 MIle

STR. NOS. 50-152-165/166
Twin Cont. Conc. Bridges
119'-0"=0.023 Mile
MRM 393.64
Two Approach/Sleeper Slabs
2@22'=44' = 0.008 Mile
Two Approach Pavement
2@20'=40' = 0.008 MIle

PLOT SCALE - 1:7000
PLOT NAME - 3
FILE - ...\2015 SF AREA CRACK SEAL TITLE.DGN
PLOTTED FROM - TRSF12115

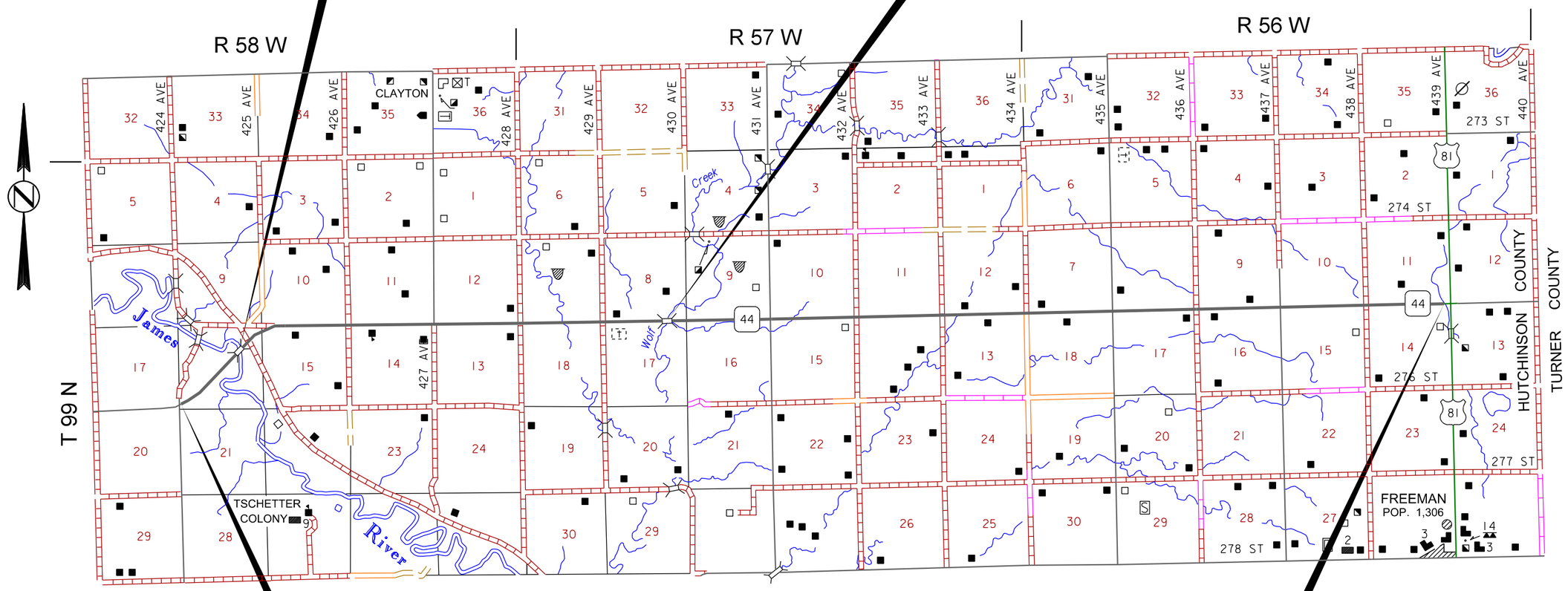
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0022(57) P 0044(178)362	4	12

Plotting Date: 12/02/2014

P 0044(178)362
SD HIGHWAY 44
HUTCHINSON COUNTY
YANKTON AREA
ASPHALT CONCRETE CRACK SEALING
GROSS LENGTH: 15.265 MILES
BRIDGE LENGTH: 0.100 MILE
NET LENGTH: 15.165 MILES
PCN 048U

STR. NO. 34-207-073
I Beam Bridge
378'-0"=0.071 Mile
MRM 363.56

STR. NO. 34-258-070
I Beam Bridge
151'-0"=0.029 Mile
MRM 368.66



BEGIN SD44
MRM 362.00 +0.614
MILEAGE 306.279
(165' E of the Jct
of 424th Avenue)

END SD44
MRM 377.00 +0.854
MILEAGE 321.544
(At Begin Concrete
155' W of Jct US81)

ADT (2013) 1,311

PLOT SCALE - 1:7000
PLOT NAME - 1
FILE ...\2015 YAN AREA CRACK SEAL TITL048U.DGN
PLOTTED FROM - TRSF12115

ESTIMATE OF QUANTITIES

IM 0022(57), Lincoln & Minnehaha Counties – PCN 05C0

Bid Item Number	Item	Quantity	Unit
009E0010	Mobilization	Lump Sum	LS
350E0010	Asphalt Concrete Crack Sealing	68,200	Lb
634E0010	Flagging	220	Hour
634E0020	Pilot Car	22	Hour
634E0100	Traffic Control	1,965	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0420	Type C Advance Warning Arrow Panel	1	Each

P 0044(178)362, Hutchinson County – PCN 048U

Bid Item Number	Item	Quantity	Unit
009E0010	Mobilization	Lump Sum	LS
350E0010	Asphalt Concrete Crack Sealing	15,000	Lb
634E0010	Flagging	48	Hour
634E0020	Pilot Car	24	Hour
634E0100	Traffic Control	238	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS

ESTIMATE OF QUANTITIES

(FOR INFORMATION ONLY)

BID ITEM NUMBER	ITEM	IM 0022(57) - PCN 05C0					P 0044(178)362	TOTAL QUANTITY
		I29 MRM 63.34 Crossroad Lincoln County	I29 Exit 64 Ramps Lincoln County	I29 MRM 66.34 Crossroad Lincoln County	I29 Lincoln County	I90 Minnehaha County	SD44 Hutchinson County	
009E0010	Mobilization	◄---------- LUMP SUM ----------►						Lump Sum
350E0010	Asphalt Concrete Crack Sealing	7,600	1,800	2,800	32,000	24,000	15,000	83,200 Lb
634E0010	Flagging	24	8	12	96	80	48	268 Hour
634E0020	Pilot Car	12	4	6	----	----	24	46 Hour
634E0100	Traffic Control	◄----------1,965 ----------►					238	2,203 Unit
634E0120	Traffic Control, Miscellaneous	◄---------- LUMP SUM ----------►						Lump Sum
634E0420	Type C Advanced Warning Arrow Panel	----	----	----	1		----	1 Each

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 2004 Edition and Required Provisions, Supplemental Specifications and Special Provisions as included in the Proposal.

SEASONAL AND TEMPERATURE LIMITATIONS

1. Routing and sealing of asphalt concrete surfaces will be permitted only during daylight hours between April 1 and June 30 (inclusive) and from August 15 and November 30 (inclusive).

2. Application of the sealant material will only be allowed when the pavement surface temperature is at least 35°F (2°C) and rising.

3. Application of the sealant material will only be allowed when the ambient air temperature is between 40°F (4°C) and 85°F (29°C).

4. Application of the sealant material will only be allowed when the relative humidity is less than 75%.

COORDINATION BETWEEN CONTRACTORS

A separate contract for Project IM 0292(74)62 - PCN 035A has been awarded to another Contractor for Structure, Grading, PCC Pavement, Interchange Lighting, Pavement Marking & Permanent Signing on I29 from MRM 61.607 to MRM 62.967.

The Contractor shall schedule his work so as not to interfere with or hinder the progress of the work performed by other Contractors on the above-mentioned project.

ASPHALT CONCRETE CRACK SEALING – I90 & I29

Only the top of the road shall be routed and sealed on the crossroads on I29 at 63.34 and 66.34. The outside shoulder only shall be routed and sealed on I-29. Both shoulders shall be routed and sealed on I-90. No crack sealing shall be performed in areas where pavement is distressed; these areas will be identified by Engineer and repaired at a later date. No routing or crack sealing shall be performed on the bevel.

ASPHALT CONCRETE CRACK SEALING

The Typical Reservoir Section shall be 3/4 inch wide x 3/4 inch deep as shown on the sheet titled Typical Reservoir Section, NOT 3/4 to 7/8 inch wide and deep as stated in Section 350.3 of the specifications.

Cracks less than 3/4 inch in width or depth will require routing to a width and depth of 3/4 inch.

Cracks 3/4 inch or greater in width and depth will not require routing, but shall be thoroughly cleaned of foreign materials to a depth equal to the width of the crack.

Cleaning shall be accomplished with an air compressor producing a minimum of 125 CFM output and equipped with a maximum 3/4 inch nozzle.

The tool used to level the sealant shall be a maximum of three inches wide.

A blotting material such as toilet tissue shall be placed over the sealant material immediately after placement on all sealed cracks.

Only the top of the road shall be routed and sealed. No routing and sealing shall be done on the Asphalt Concrete bevel.

ASPHALT CONCRETE CRACK SEALING (CONTINUED)

The width of crack sealing will vary but the typical roadway widths for information only are as follows:

On projects with curb and gutter the asphalt concrete will typically be sealed gutter to gutter.

On Project P 0044(178)362 PCN 048U the top width is typically 30 feet wide.

On I29 Ramps the top width is typically 26 feet wide and on crossroads the top width is typically 24 feet wide.

All other requirements stated in Section 350 of the specifications shall apply.

Cost for routing, cleaning, furnishing and installing blocking medium and furnishing and placing blotting material shall be incidental to the contract unit price per pound for Asphalt Concrete Crack Sealing.

TABLE OF LONGITUDINAL AND TRANSVERSE CRACKS

PROJECT	LONGITUDINAL	TRANSVERSE
I90 Both Shoulders	0%	100%
P 0044(178)362	3 %	97%
I29 X-Road MRM 63.24	35%	65%
I29 X-Road MRM 66.34	35%	65%
I29 Ramps Exit 64	60%	40%
I29 Outside Shoulders	0%	100%

The crack sealant material for this project shall be from one of the listed below:

Product	Manufacturer
Deery 101 ELT Hot Poured Elastic Joint Sealer ASTM D-6690 Type IV	Crafco, Inc. Chandler, AZ 602-276-0406 http://www.crafco.com Notes: Crafco, Inc. purchased Deery American Corp. on December 29, 2010
W.R. Meadows 3405-M Hot Poured Elastic Joint Sealer ASTM D-6690 Type IV	W.R. Meadows Hampshire, IL 800-342-5976 http://www.wrmeadows.com

GENERAL MAINTENANCE OF TRAFFIC

Flaggers and a pilot car shall be used when traffic must be routed out of its normal lane for a distance greater than the two flaggers are able to communicate with each other.

Removing, relocating, covering, salvaging and resetting of permanent traffic control devices, including delineation, shall be the responsibility of the Contractor. Cost for this work shall be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost shall be replaced by the Contractor at no cost to the State.

Storage of vehicles and equipment shall be outside the clear zone and as near as possible to the right-of-way line. Contractor's employees should mobilize at a location off the right-of-way and arrive at the work sites in a minimum number of vehicles necessary to perform the work.

Indiscriminate driving and parking of vehicles within the right-of-way will not be permitted. Any damage to the vegetation, surfacing, embankment, delineators and existing signs resulting from such indiscriminate use shall be repaired and/or restored by the Contractor, at no expense to the State, and to the satisfaction of the Engineer.

The Contractor shall provide documentation that all breakaway sign supports comply with FHWA NCHRP 350 or MASH crash-worthy requirements. The Contractor shall provide installation details at the preconstruction meeting for all breakaway sign support assemblies.

Work activities shall be confined to one-half roadway or ramp width, leaving the adjoining lane open to traffic. Routing traffic onto gravel or asphalt shoulders during any phase of the construction will not be allowed. Damage to the shoulders due to the Contractor's operation shall be repaired by the Contractor, to the satisfaction of the Engineer, at no expense to the State.

Overnight lane closures will not be allowed.

Sufficient traffic control devices have been included in these plans to sign one workspace per project. If the Contractor elects to work on additional sites simultaneously, the cost for additional traffic control devices shall be incidental to the contract unit price per unit for Traffic Control.

MAINTENANCE OF TRAFFIC (INTERSTATE HIGHWAYS)

A Type III Barricade shall be installed at the end of a lane closure taper as detailed in these plans. Additional Type III Barricades shall be installed facing traffic within the closed lane at a spacing of 1/4 mile.

Work activities shall not be conducted simultaneously on the median and outside shoulders of the same directional set of lanes.

The use of interstate maintenance crossovers will not be permitted.

Traffic will be permitted on the ramp shoulders when necessary to allow traffic around a workspace.

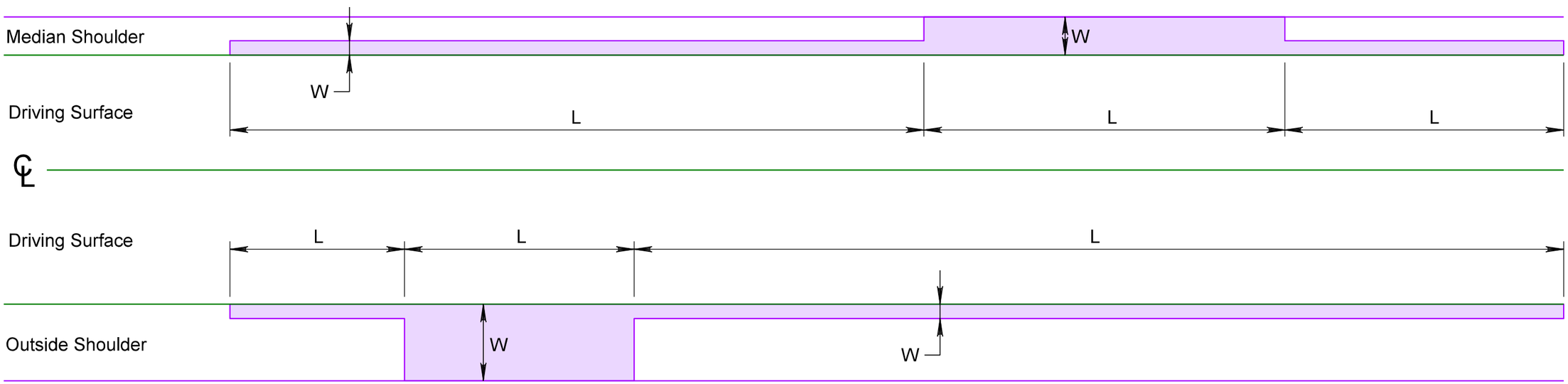
ITEMIZED LIST FOR TRAFFIC CONTROL

		CONVENTIONAL ROAD				EXPRESSWAY / INTERSTATE			
SIGN CODE	DESCRIPTION	NUMBER	SIGN SIZE	UNITS PER SIGN	UNITS	NUMBER	SIGN SIZE	UNITS PER SIGN	UNITS
R2-1	SPEED LIMIT 65		24" x 30"	18		4	36" x 48"	29	116
R2-1	SPEED LIMIT 55		24" x 30"	18		2	36" x 48"	29	58
R2-1	SPEED LIMIT 75		24" x 30"	18		1	36" x 48"	29	29
R2-6aP	FINES DOUBLE (plaque)		24" x 18"	15		2	36" x 24"	20	40
W3-2	YIELD AHEAD (symbol)		48" x 48"	34		2	48" x 48"	34	68
W3-5	SPEED REDUCTION AHEAD (__ MPH)		48" x 48"	34		4	48" x 48"	34	136
W4-2	LEFT or RIGHT LANE ENDS (symbol)		48" x 48"	34		2	48" x 48"	34	68
W5-4	RAMP NARROWS		48" x 48"	34		2	48" x 48"	34	68
W13-4P	ON RAMP (plaque)		36" x 36"	27		2	36" x 36"	27	54
W20-1	ROAD WORK AHEAD	2	48" x 48"	34	68	2	48" x 48"	34	68
SPECIAL	RAMP WORK AHEAD		48" x 48"	34		2	48" x 48"	34	68
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	34	68	2	48" x 48"	34	68
W20-5	LEFT or RIGHT LANE CLOSED AHEAD		48" x 48"	34		2	48" x 48"	34	68
W20-7	FLAGGER (symbol)	2	48" x 48"	34	68	2	48" x 48"	34	68
E5-1	EXIT GORE					2	72" x 60"	50	100
G20-2	END ROAD WORK	2	36" x 18"	17	34	2	48" x 24"	24	48
-	TYPE 3 BARRICADE - 8' single sided			40		21		40	840
				TOTAL UNITS	**238**			**TOTAL UNITS**	**1965**
								PROJECTS TOTAL	**2203**

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0022(57) P 0044(178)362	8	12

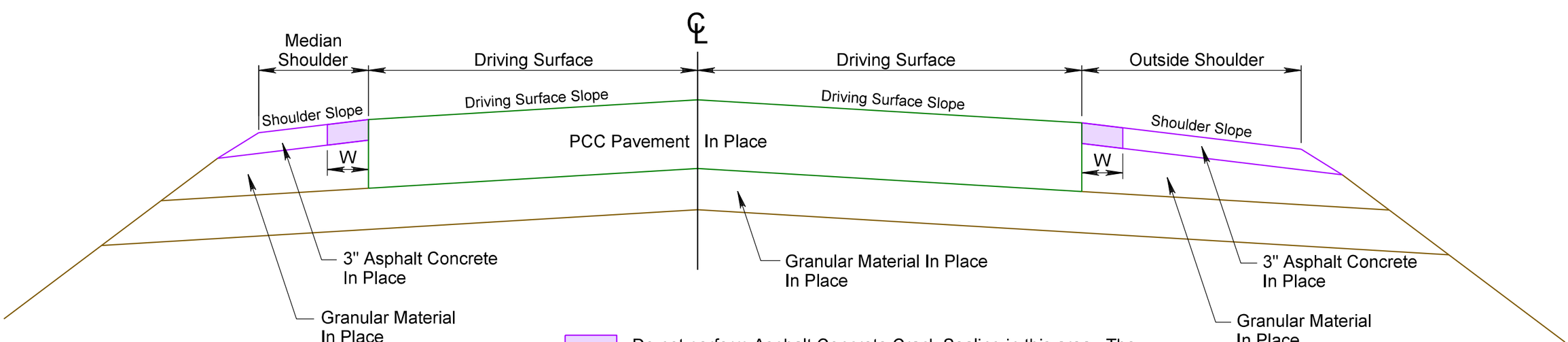
Plotting Date: 01/20/2015

PLAN VIEW (IN PLACE)



Do not perform Asphalt Concrete Crack Sealing in this area. The Engineer will identify Exception Lengths (L) and Widths (W) on construction.

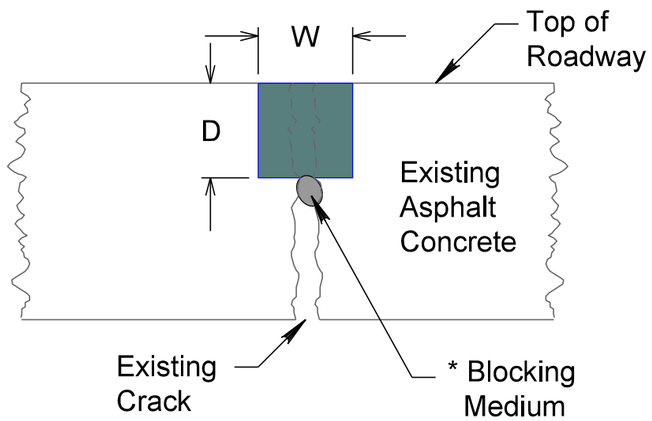
TYPICAL SECTION (IN PLACE)



Do not perform Asphalt Concrete Crack Sealing in this area. The Engineer will identify Exception Widths (W) on construction.

PLOT SCALE - 1:3.75
PLOTTED FROM - TRSF12115
PLOT NAME - 1
FILE - ...\CRACK SEALING\TSEC05C0.DGN

TYPICAL RESERVOIR SECTION



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

PLOT SCALE - 1:1
PLOTTED FROM - TRSF12115
PLOT NAME - 2
FILE - ...\TYPICAL RESERVOIR SECTION.DGN

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 - 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.

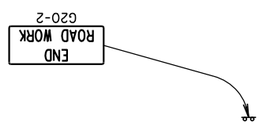
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

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.

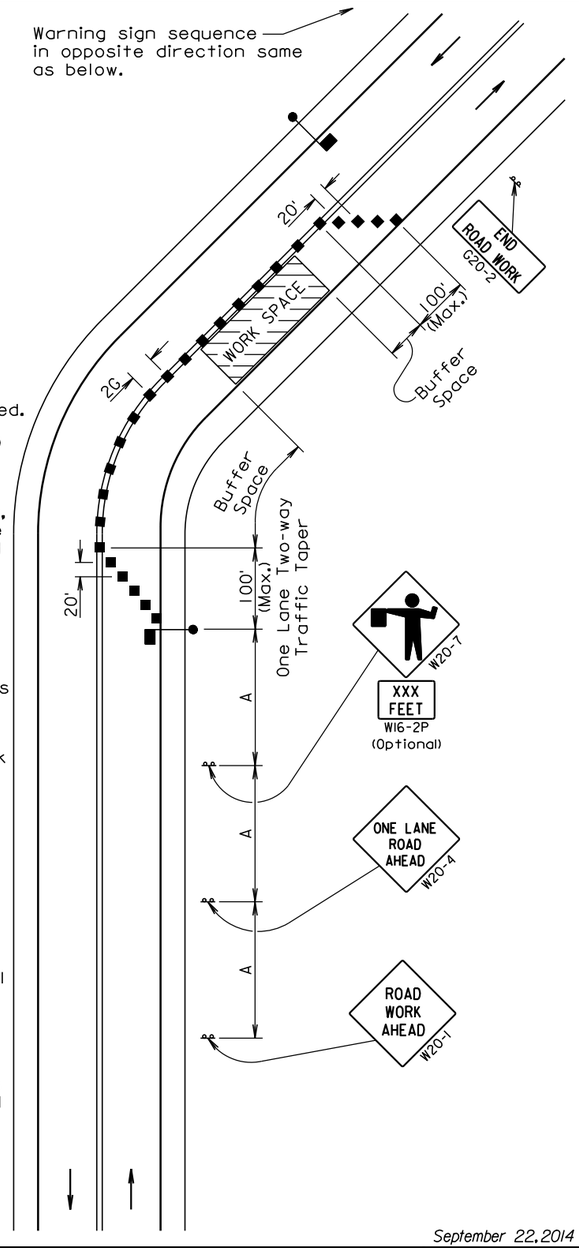
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.



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.



September 22, 2014

Published Date: 4th Qtr. 2014	SDDOT	GUIDES FOR TRAFFIC CONTROL DEVICES LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23 Sheet 1 of 1

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B) (C)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 65	1000
	(A) (B) (C)
70 - 75	1000 1500 2640

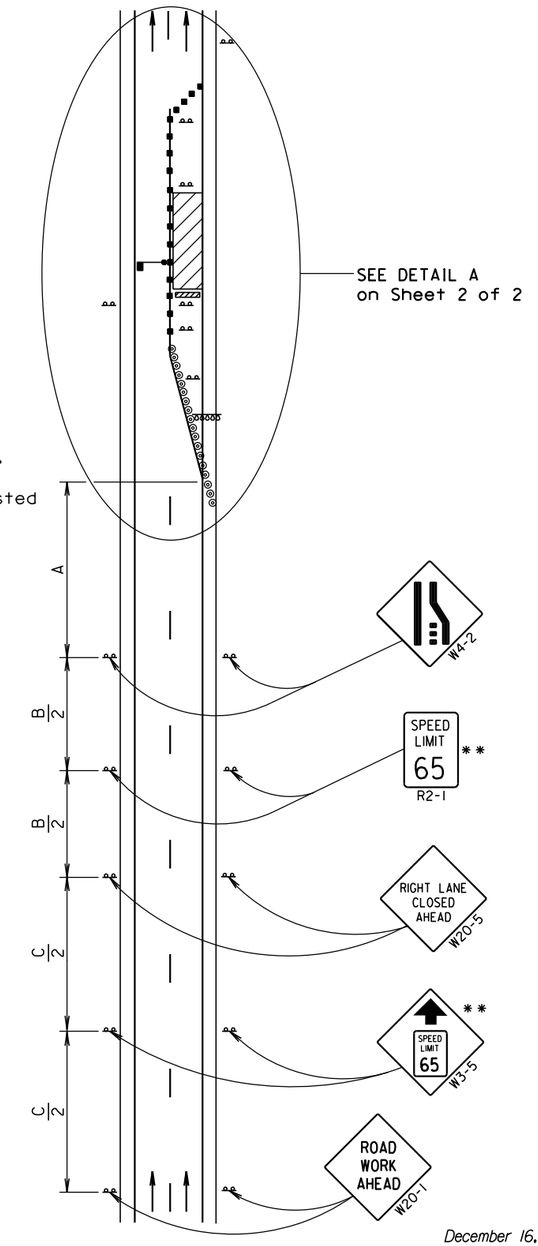
** Speed appropriate for location.

Reflectorized Drum

Channelizing Device

ROAD WORK AHEAD sign is only required in advance of the first lane closure.

High speed is defined as having a posted speed limit greater than 45 mph.



December 16, 2014

Published Date: 4th Qtr. 2014	SDDOT	WORK ZONE SPEED REDUCTION FOR INTERSTATE AND HIGH SPEED MULTI-LANE HIGHWAYS	PLATE NUMBER 634.63 Sheet 1 of 2

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)	Taper Length (Feet) (L)
0 - 30	25	180
35 - 40	25	320
45 - 50	50 *	600
55	50 *	660
60 - 65	50 *	780
70 - 75	50 *	900

* Spacing is 40' for 42" cones.

**Speed appropriate for location.

***Use speed limit designated for the condition when workers are present in the work space. Signs shall be covered or removed when workers are not present.

■—● Flagger (As Necessary)

◎ Reflectorized Drum

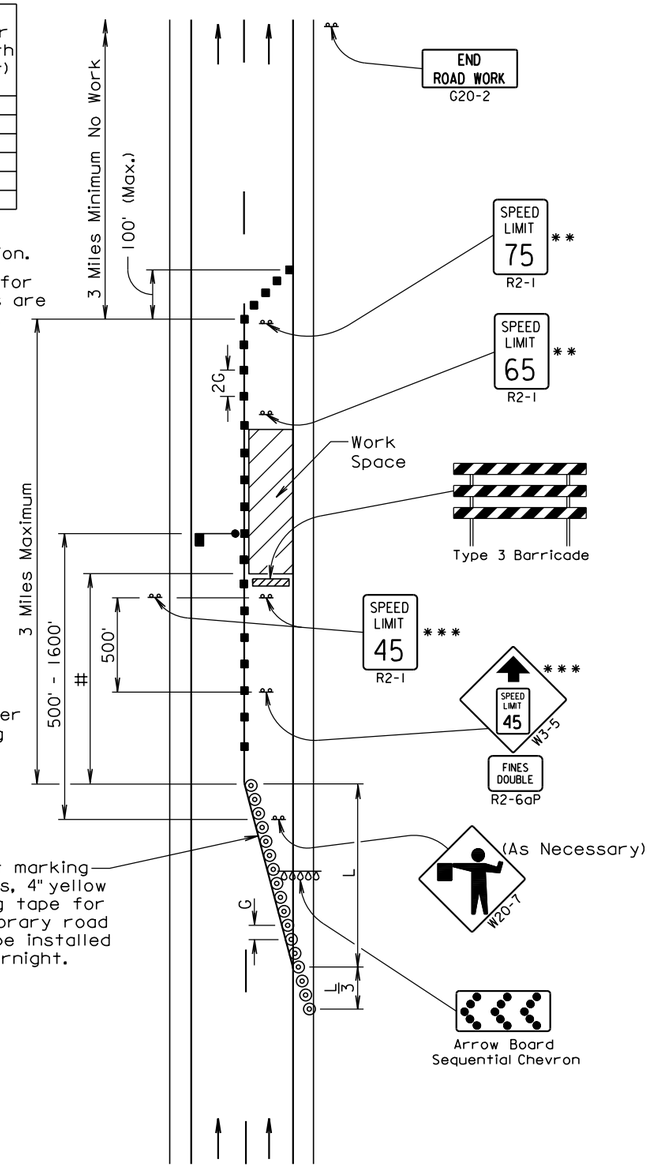
■ Channelizing Device

\# The Work Space shall be a minimum of 500' from the end of the taper.

The FLAGGER sign shall be used whenever there is a Flagger present.

The channelizing devices shall be 42" cones or drums.

42" cones may be used in place of the drums shown in the taper if setup will not be used during night time hours.



4" white temporary pavement marking tape for right lane closures, 4" yellow temporary pavement marking tape for left lane closures, or temporary road markers at 5' spacing shall be installed when the lane is closed overnight.

DETAIL A

December 16, 2014

Published Date: 4th Qtr. 2014	SDDOT	WORK ZONE SPEED REDUCTION FOR INTERSTATE AND HIGH SPEED MULTI-LANE HIGHWAYS	PLATE NUMBER 634.63 Sheet 2 of 2

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B)	L (Feet)
45 - 50	500	600
55	750	660
60 - 65	1000	780
	(A) (B)	
70 - 75	1000 1500	1125

■ Channelizing Device

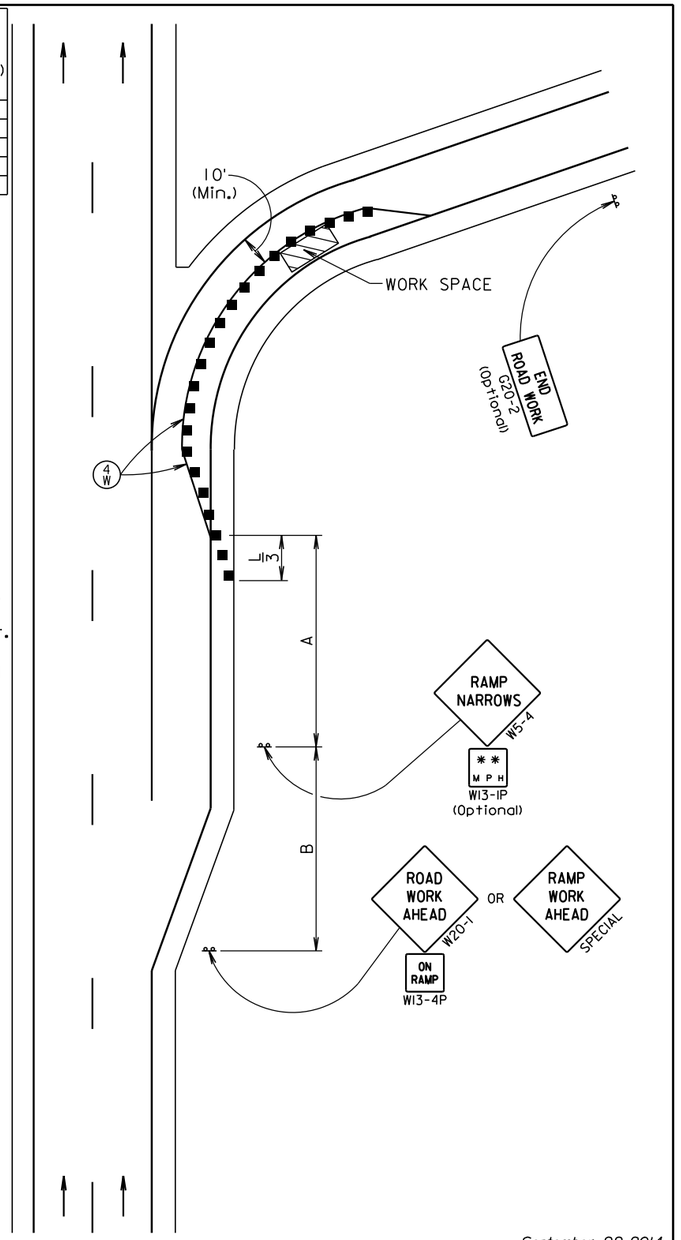
(4 W) 4" White Temporary Pavement Marking

** Need and safe speed to be determined by the Highway Authority.

Temporary pavement markings shall be used if traffic control must remain overnight.

The channelizing devices shall be drums or 42" cones if traffic control must remain overnight.

Truck off-tracking should be considered when determining whether the 10-foot minimum lane width is adequate.



September 22, 2014

Published Date: 4th Qtr. 2014	SDDOT	GUIDES FOR TRAFFIC CONTROL DEVICES PARTIAL EXIT RAMP CLOSURE	PLATE NUMBER 634.69 Sheet 1 of 1

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B) (C)	Taper Length (Feet) (L)
0 - 30	200	180
35 - 40	350	320
45 - 50	500	600
55	750	660
60 - 65	1000	780
	(A) (B) (C)	
70 - 75	1000 1500 2640	1125

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	25
35 - 40	25
45 - 50	50 *
55	50 *
60 - 65	50 *

* Spacing is 40' for 42" cones.

◎ Reflectorized Drum

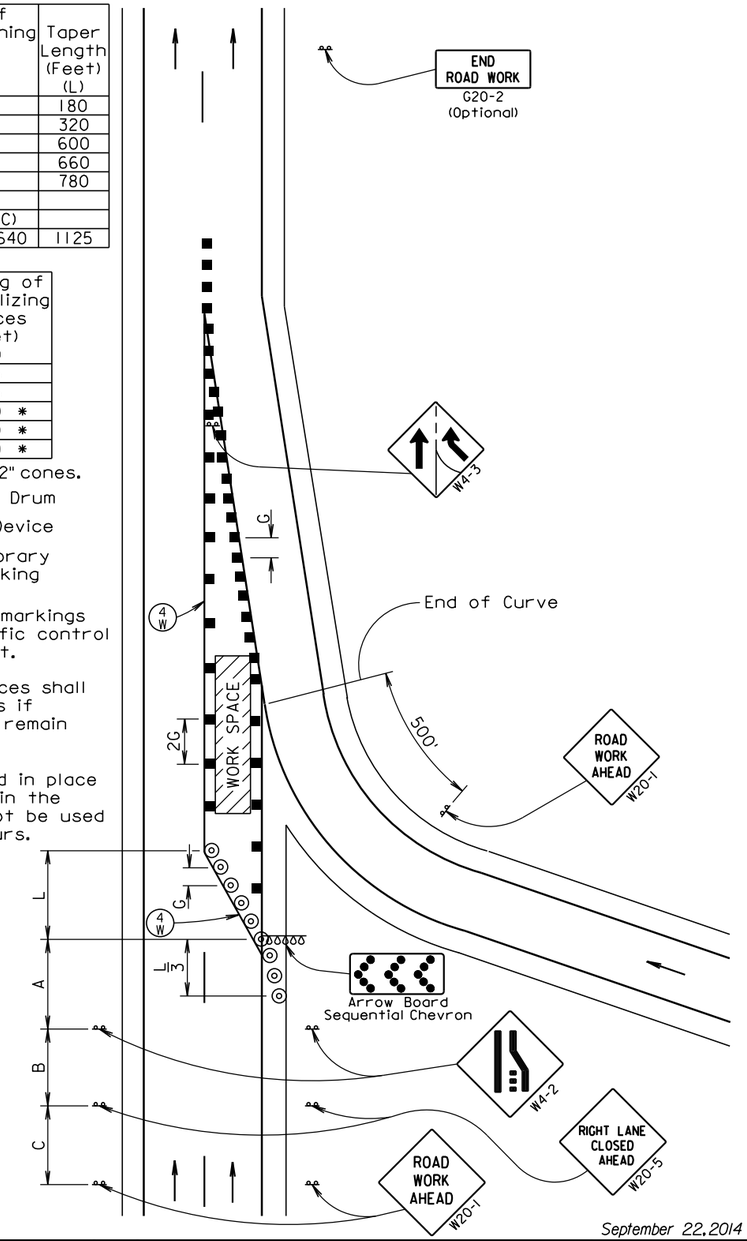
■ Channelizing Device

(4 W) 4" White Temporary Pavement Marking

Temporary pavement markings shall be used if traffic control must remain overnight.

The channelizing devices shall be drums or 42" cones if traffic control must remain overnight.

42" cones may be used in place of the drums shown in the taper if setup will not be used during night time hours.



September 22, 2014

Published Date: 4th Qtr. 2014	SDDOT	GUIDES FOR TRAFFIC CONTROL DEVICES WORK IN VICINITY OF ENTRANCE RAMP	PLATE NUMBER 634.70 Sheet 1 of 1