DEPARTMENT OF TRANSPORTATION

Planning & Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
O: 605.773.3275 | F: 605.773.2614
dot.sd.gov

February 13, 2026

ADDENDUM NO. 3

RE: Item #3, February 18, 2026 Letting - IM 0292(93)76, PCN 092A, Minnehaha County - LSDC Overlay, Concrete Barrier, Joints, Approach Slabs, Portland Cement Pavement, Pedestrian Rail

TO WHOM IT MAY CONCERN:

The following addenda to the plans shall be inserted and made a part of your proposal for the referenced project.

SPECIAL PROVISIONS: Please remove the Index of Special Provisions and replace with the attached Index of Special Provisions revised 2/13/26.

Please remove the "Special Provision for Contract Time", dated 1/12/26 and replace with the "Special Provision for Contract Time", dated 2/13/26.

SDEBS BID PROPOSAL: *The electronic bid proposal for this contract has been revised to include the changes associated with this addendum. Bidders must log in to the SDEBS to retrieve and incorporate these changes into their bid.*

Bid Items were added:
Bid Item 634E0330 "Temporary Raised Pavement Markers"
Bid Item 634E0420 "Type C Advance Warning Arrow Board"
Bid Item 634E1255 "Contractor Furnished Vehicle Speed Feedback Sign"

Quantities for Bid Items were changed:
Bid Item 634E0110 "Traffic Control Signs" changed from 547.2 to 893.8 SqFt
Bid Item 634E0275 "Type 3 Barricade" changed from 12 to 13 Each

PLANS: Please destroy sheets 2, 6, 7 & 11 and replace with the enclosed sheets, dated 2/12/26 & 2/13/26. Sheets 6A & 11A were added.

Sheet 2: **Bid Items were added:**
Bid Item 634E0330 "Temporary Raised Pavement Markers"
Bid Item 634E0420 "Type C Advance Warning Arrow Board"
Bid Item 634E1255 "Contractor Furnished Vehicle Speed Feedback Sign"

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Bid Item 634E0275 "Type 3 Barricade" changed from 12 to 13 Each

Sheets 6 & 6A: LANE CLOSURES, WORK ZONE SPEED REDUCTION, CONTRACTOR FURNISHED SPEED MONITORING RADAR TRAILER, CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN & TEMPORARY PAVEMENT MARKERS notes were added.
PREFORMED THERMOPLASTIC PAVEMENT MARKING notes were moved to Sheet 6A.

Sheet 7: PREFORMED THERMOPLASTIC PAVEMENT MARKING notes were moved to Sheet 6A.
ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS table was revised.

Sheet 11: STANDARD PLATE 634.63 was added and STANDARD PLATE 634.99 was moved to Sheet 11A.

Sheet 11A: STANDARD PLATE 634.80 was added and STANDARD PLATE 634.99 was moved to Sheet 11A.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/gp

CC: Travis Dressen, Mitchell Region Engineer
Harry Johnston, Sioux Falls Area Engineer

REV 2/13/26

INDEX OF SPECIAL PROVISIONS

PROJECT NUMBER(S): IM 0292(93)76 PCN: 092A

TYPE OF WORK: LSDC OVERLAY, CONCRETE BARRIER, JOINTS, APPROACH SLABS, PORTLAND CEMENT PAVEMENT, PEDESTRIAN RAIL

COUNTY: MINNEHAHA

The following clauses have been prepared subsequent to the Standard Specifications for Roads and Bridges and refer only to the above described improvement, for which the following Proposal is made.

The Contractor's attention is directed to the need for securing from the Department of Environment & Natural Resources, Foss Building, Pierre, South Dakota, permission to remove water from public sources (lakes, rivers, streams, etc.). The Contractor should make his request as early as possible after receiving his contract, and insofar as possible at least 30 days prior to the date that the water is to be used.

Sara Garbe is the official in charge of the Sioux Falls Career Center for Minnehaha County.

THE FOLLOWING ITEMS ARE INCLUDED IN THIS PROPOSAL FORM:

Special Provision for Contract Time, dated 2/13/26.

Special Provision for Contractor Staking, dated 1/16/26.

Special Provision for American Security Drone Act, dated 12/15/25.
Special Provision for Steel Beam Guardrail AASHTO M 180 Designation, dated 10/1/25.
Special Provision for Acknowledgment and Certification Regarding Article 3, Section 12 of the South Dakota Constitution, dated 8/24/23.
Fuel Adjustment Affidavit, DOT form 208 dated 11/25.
Standard Title VI Assurance, dated 3/1/16.
Special Provision For EEO Affirmative Action Requirements on Federal and Federal-Aid Construction Contracts, dated 2/5/24.
Special Provision For Required Contract Provisions Federal-Aid Construction Contracts, Form FHWA 1273 (Rev. October 23, 2023), dated 10/18/23.
Required Contract Provisions Federal-Aid Construction Contracts, Form FHWA 1273 (Rev. 10/23/23).
Special Provision Regarding Minimum Wage on Federal-Aid Projects, dated 10/24/19.
Wage and Hour Division US Department of Labor Washington DC. - US Dept. of Labor Decision Number SD20260001, dated 1/30/26.
Special Provision for Price Schedule for Miscellaneous Items, dated 2/18/26.

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
CONTRACT TIME

PROJECT IM 0292(93)76, PCN 092A
MINNEHAHA COUNTY

FEBRUARY 13, 2026

Field Work Completion

The Contractor will complete the project by the October 23, 2026 field work completion date.

I-29 Lane Closure Restrictions

Lane closures on I-29 will only be allowed between the hours of 8:30 PM and 6:30 AM.

Pedestrian Traffic

Pedestrian traffic must be maintained during all phases of construction.

Working Day Count

49th St

The Contractor will complete all work required to close 49th St on the project within 45 working days. The Department will begin to count working days when the Contractor closes 49th St to traffic. The Department will continue to count working days until the Contractor completes the work at the site and restores at least 1 lane of traffic in each direction. The Department will count working days in accordance with Section 8.7 C.

If the Contractor does not complete the work within the working day completion requirement, the Department will make a disincentive assessment in the amount of $1000 per working day. A contract item for incentive/disincentive pay is included in the bid schedule for the Department's use in assessing disincentive. The Department will use a negative quantity of days for assessing disincentives. The Department will count working days in accordance with Section 8.7 C.

Failure to Complete on Time

The Contractor will complete all work on the project prior to the field work completion requirement. If the Contractor does not complete all work by the field work completion requirement, the Department will assess liquidated damages in accordance with Section 8.9. The Department will assess liquidated damages for each working day the work (project) is late until the Contractor completes all field work.

In the event the Contractor does not complete all field work on time, the Department will count working days in accordance with Section 8.7 C.

* * * * *

ESTIMATE OF QUANTITIES

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0292(93)76	2	71

Rev. 02/13/26 GAW

Str. No. 50-173-235

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E3200	Construction Staking	Lump Sum	LS
009E3301	Engineer Directed Surveying/Staking	40.0	Hour
009E4100	Construction Schedule, Category I	Lump Sum	LS
110E0300	Remove Concrete Curb and/or Gutter	349	Ft
110E1100	Remove Concrete Pavement	254.0	SqYd
110E1140	Remove Concrete Sidewalk	111.0	SqYd
120E0010	Unclassified Excavation	66	CuYd
320E1200	Asphalt Concrete Composite	84.0	Ton
332E0010	Cold Milling Asphalt Concrete	245	SqYd
380E0070	9" Nonreinforced PCC Pavement	492.0	SqYd
380E6000	Dowel Bar	204	Each
380E6110	Insert Steel Bar in PCC Pavement	56	Each
410E2600	Membrane Sealant Expansion Joint	99.0	Ft
633E0210	Preformed Thermoplastic Pavement Marking, 4"	2,511	Ft
634E0110	Traffic Control Signs	893.8	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	13	Each
634E0330	Temporary Raised Pavement Markers	4,680	Ft
634E0420	Type C Advance Warning Arrow Board	2	Each
634E0700	Traffic Control Movable Concrete Barrier	39	Each
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each
634E1255	Contractor Furnished Vehicle Speed Feedback Sign	1	Each
634E2000	Longitudinal Pedestrian Barricade	100	Ft
650E0090	Type B69 Concrete Curb and Gutter	303	Ft
651E0040	4" Concrete Sidewalk	1,117	SqFt
734E0010	Erosion Control	Lump Sum	LS

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E3310	Bridge Elevation Survey	Lump Sum	LS
110E0010	Remove Concrete Bridge Approach Slab	601.9	SqYd
110E0020	Remove Bridge Railing	1,304	Ft
110E1140	Remove Concrete Sidewalk	62.5	SqYd
260E1010	Base Course	48.0	Ton
380E2450	Concrete Barrier and 10' Continuously Reinforced Concrete Shoulder	60	Ft
410E0030	Structural Steel, Miscellaneous	Lump Sum	LS
410E2600	Membrane Sealant Expansion Joint	125.0	Ft
460E0010	Class A45 Concrete, Bridge Barrier	35.2	CuYd
460E0070	Class A45 Concrete, Bridge Repair	0.7	CuYd
460E0150	Concrete Approach Slab for Bridge	309.8	SqYd
460E0160	Concrete Approach Sleeper Slab for Bridge	73.0	SqYd
460E0200	Special Surface Finish	4,004	SqFt
460E0300	Breakout Structural Concrete	0.7	CuYd
460E0380	Install Dowel in Concrete	976	Each
470E0120	Steel Pedestrian Railing on Sidewalk	656.0	Ft
470E0220	Steel Pedestrian Railing on Concrete Barrier	652.6	Ft
480E0200	Epoxy Coated Reinforcing Steel	5,601	Lb
480E5000	Galvanic Anode	4	Each
550E0010	Low Slump Dense Concrete Bridge Deck Overlay	116	CuYd
550E0100	Concrete Removal Type 1A	1,890.5	SqYd
550E0105	Concrete Removal Type 2A	472.6	SqYd
550E0110	Concrete Removal Type 1B	189.1	SqYd
550E0120	Concrete Removal Type 1C	94.5	SqYd
550E0130	Concrete Removal Type 1D	94.5	SqYd
550E0140	Concrete Removal Type B	20.0	Ft
550E0200	Class A45 Concrete Fill	17.1	CuYd
550E0500	Finishing and Curing	1,890.5	SqYd
621E0300	Chain Link Fence for Bridge Sidewalk	656	Ft
651E0160	6" Reinforced Concrete Sidewalk	851	SqFt
900E8900	Anchor Bolt Coring	15.0	Ft

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.

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, sign posts, and breakaway bases will be removed within 7 calendar days following pavement marking.

LANE CLOSURES

Interstate lane closures shorter than 5 miles will be used if 5 miles is greater than the length of work that can be accomplished in one day's production. More than one lane closure may be permitted; however, there will be a minimum of a three-mile section between lane closures, excluding the tapers.

Interstate lane closures will be removed when work will not be occurring for a period of 3 or more calendar days. Activities that do not involve workers being present, such as curing time for concrete, constitute work. Lane closures will not be set up on a Friday if no work will be occurring on Saturday or Sunday. In these cases, the lane closure will be installed on Monday.

WORK ZONE SPEED REDUCTION

The Department is required to obtain a speed reduction resolution prior to the installation of any SPEED LIMIT (R2-1) signs shown on standard plate 634.63. To provide adequate time for the resolution to be enacted, the Contractor will inform the Engineer a minimum of 3 weeks prior to the scheduled installation of any work zone speed reduction signs on the project. The information provided by the Contractor will include the anticipated date of sign installation, the newly reduced speed limit, the location of the work zone, and the anticipated completion date of work requiring the speed reduction.

TRAFFIC CONTROL MOVABLE CONCRETE BARRIER

Traffic Control Movable Concrete Barrier will be removed on the bridge deck located on the south side of the bridge. All barrier will be removed once the south sidewalk is permanently closed, and the pedestrian traffic is diverted to the north side of the bridge.

Concrete barrier will be hauled to the SDDOT Sioux Falls Maintenance Yard located at 5316 West 60th St North, Sioux Falls, SD 57107.

Removal will be paid for at the contract unit per each for Traffic Control Movable Concrete Barrier.

Cost for picking the barrier up from the project and transporting them to the SDDOT Maintenance Yard will be incidental to the contract unit price per each for Traffic Control Movable Concrete Barrier.

LONGITUDINAL PEDESTRIAN BARRICADE

Pedestrian traffic on bridge will be maintained for the duration of the project. The sidewalk on the south side will be closed until bridge work and barrier work is done on that side. Once all the work on the southside is done then the north side will be closed for work on the railing. At that point, pedestrian traffic will be moved to the sidewalk on the south end of the bridge.

Longitudinal pedestrian barricades will be used on each end of the bridge as extensions to the concrete barriers in order to keep pedestrians from the work being done to the approach slabs.

Longitudinal pedestrian barricades should not be used to provide positive protection for pedestrians.

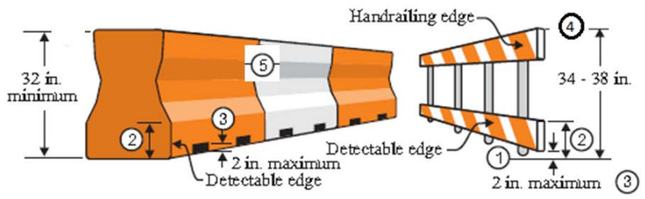
To prevent any tripping hazard to pedestrians, ballast will be located behind or internal to the device.

When longitudinal pedestrian barricades are combined in a series, the maximum gap between devices that do not interlock will be one inch. Joints between devices that do interlock will be closed and flush to prevent canes or small wheels from being trapped and to facilitate safe hand trailing.. Longitudinal pedestrian barricade should provide a color contrasting pattern. Black should not be used to color any base on a device. The devices should comply with the general color and stripe pattern requirements of Section 6F.68 of the MUTCD.

Longitudinal pedestrian barricade will have continuous bottom and top surfaces. The top surface will be smooth to allow safe hand trailing. Both upper and lower surfaces will share a common vertical plane.

All costs will be incidental to the contract unit price per foot for "Longitudinal Pedestrian Barricade".

PEDESTRIAN CHANNELIZING DEVICE DETAILS



Longitudinal Pedestrian Barrier **Longitudinal Pedestrian Barricade**

1. Barricade rail supports may not extend into the pedestrian walkway more than 4 inches from the face of the barricade.

PEDESTRIAN CHANNELIZING DEVICE DETAILS Continued

2. The top edge of the bottom portion will be a minimum of 8 inches above the walkway.
3. Devices will not block water drainage from the walkway. A gap height or opening from the walkway surface up to a maximum of 2 inches in height is allowed for drainage purposes.
4. The top edge of the longitudinal pedestrian barricade is to be used as a guiderail to provide visual and tactile guidance to pedestrians along a designated route. The top surface should have a minimum width of 0.5 inches to allow the hand to feel the surface. The surface should be smooth and free of any sharp or abrasive elements to allow safe hand trailing.
5. Longitudinal pedestrian barrier used to provide positive protection from traffic to pedestrians should be crashworthy.

CONTRACTOR FURNISHED SPEED MONITORING RADAR TRAILER

The Contractor will provide 1 radar speed feedback trailers to monitor traffic speeds on designated routes at locations specified in the field by the Engineer.

The radar speed feedback sign assembly will include a speed limit sign mounted in conjunction with the radar speed feedback display. The speed display will not flash vehicle speeds exceeding the speed limit or any other messages.

All costs associated with furnishing, maintaining, transporting, relocating if necessary, and removing the radar speed feedback trailers from locations specified by the Engineer will be incidental to the contract unit price per each for "Contractor Furnished Speed Monitoring Radar Trailer".

CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN

One week prior to starting work affecting the traveling public, portable changeable message signs (PCMS) will be installed at locations detailed on the Road Closure Signing layout sheet, to notify drivers of the upcoming construction. The Contractor will program the portable changeable message signs with the following message:

ROAD WORK
STARTS (Date)

When work begins that will affect traffic patterns, the Contractor will re-program the PCMS with the messages as directed by the Project Engineer.

TEMPORARY RAISED PAVEMENT MARKERS

Temporary raised pavement markers will be used for marking edge lines, lane lines, and centerlines. Temporary raised pavement markers will be used on all new permanent surfacing sections of roadway and on existing surfacing where temporary marking locations are different than existing marking locations, unless noted or as directed by the Engineer.

Temporary raised pavement markers will be attached to the roadway surface with a flexible non-permanent bituminous adhesive capable of being removed from the roadway surface or with an adhesive approved by the Engineer.

All costs to furnish, install, replace if necessary, and remove the markers will be incidental to the contract unit price per foot for "Temporary Raised Pavement Markers".

PREFORMED THERMOPLASTIC PAVEMENT MARKING

General

- Made of prefabricated retroreflective, resilient thermoplastic material;
- Contains glass beads uniformly distributed through the entire cross-sectional area;
- Capable of being affixed to bituminous or concrete pavement by heating;
- Resistant to deterioration due to exposure to sunlight, water, salt, and adverse weather conditions;
- Under traffic wear, shows no appreciable fading in accordance with the color requirements, lifting, or shrinkage throughout the life of the marking;
- Capable of conforming to pavement contours, breaks, and faults through the action of traffic at normal pavement temperatures;
- Possesses resealing characteristics, such that it is capable of fusing with itself and previous thermoplastic markings when heated; and
- Protected during shipment and in storage.

Apply the preformed thermoplastic pavement marking as recommended by the manufacturer to provide a neat, durable marking that will not flow, distort, or crack due to temperature if the pavement surface remains stable. Use equipment and application methods specified by the manufacturer. Primer as required by the manufacturer will be provided with the material.

Application of the markings will include the use of any manufacturer recommended sealers. Sealers may be required on concrete pavements, inside grooves, or on older asphalt pavements. Prior to placing any markings on new concrete, the Contractor will remove any curing compounds. Removal will be by sandblasting or other standard industry methods.

Any required primers or sealers will be included in the contract unit price for the various preformed thermoplastic pavement marking items.

Provide precut messages and symbols meeting the requirements of the MUTCD and the Standard Signs Manual in custom kits. Use separate pieces or segments to form individual letters or symbols only to the extent supplied by the manufacturer. Provide shapes, sizes, and colors as required by the contract.

Color

- Will meet the color specification limits and luminance factors for Cold Applied Plastic Pavement Marking and Legends (Section 983.2 D of the Specifications, Tables 1 and 2).

Glass Beads

- Ensure the preformed thermoplastic pavement marking contains a minimum 30% intermixed glass beads by weight and a minimum 80% true spheres.
- Ensure preformed thermoplastic pavement markings contain only clear beads.

Skid Resistance

- Ensure the surface of the preformed thermoplastic pavement marking provides a skid resistance value of at least 45 British Pendulum Number (BPN) when tested in accordance with ASTM E303.

Retroreflectivity

- Provide preformed thermoplastic pavement marking meeting the minimum initial pavement marking retroreflectivity values using 30 m geometry and meeting the testing procedures of ASTM E1710:

Minimum Initial Pavement Marking Retroreflectivity		
	White	**Yellow**
Thermoplastic	400 mcd/sq. ft./ft.	250 mcd/sq. ft./ft.
Thermoplastic, enhanced skid resistance (ESR)	250 d/sq. ft./ft.	150 d/sq. ft./ft.

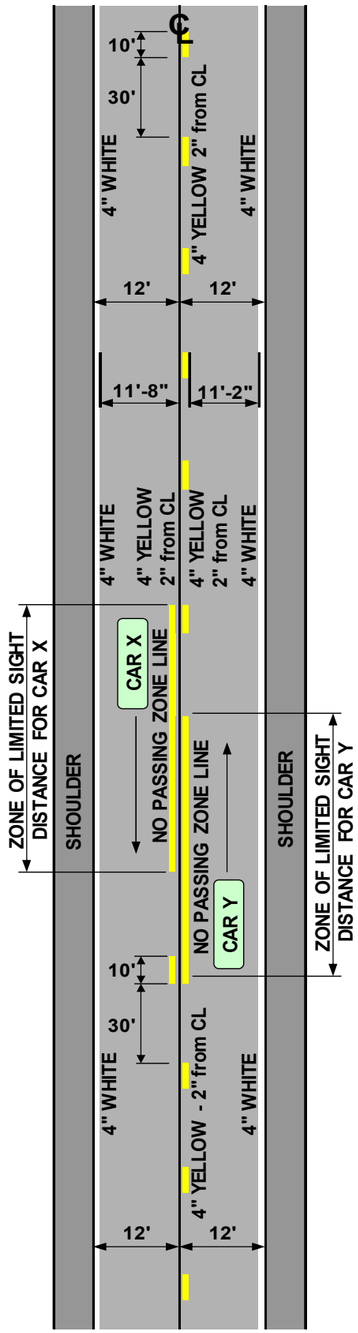
Thickness

- A longitudinal marking is a minimum 90 mils thick at the edges, and a maximum 125 mils thick at the center of the stripe.
- Transverse markings and symbols are a minimum 125 mils thick at the edges, and a maximum 160 mils thick at the center.

Sample

- Prior to application, the Contractor will provide a sample of the preformed thermoplastic pavement marking to be used on the project to the Region Traffic Engineer for inspection and approval.
- Do not begin application of the preformed thermoplastic pavement marking prior to obtaining the Region Traffic Engineer's approval of the preformed thermoplastic pavement marking material. The Region Traffic Engineer's approval of the preformed thermoplastic pavement marking does not void other preformed thermoplastic pavement marking requirements specified.

TWO LANE ROADWAY



Typical pavement marking as shown on this sheet will be applied throughout the entire length of two lane roadway.

Traffic Control will be incidental to the cost of application. The striper and advance or trailing warning vehicle will be equipped with flashing amber lights and advance warning arrow board.

ESTIMATED QUANTITIES				
THERMO	IM 0292(93)76	Project No. 2	Project No. 3	TOTALS
4" White	1156'	-	-	1156'
8" White	-	-	-	-
12" White	-	-	-	-
24" White	-	-	-	-
Solid White	-	-	-	-
4" Yellow	1355'	-	-	1355'
8" Yellow	-	-	-	-
12" Yellow	-	-	-	-
24" Yellow	-	-	-	-
Solid Yellow	-	-	-	-

ESTIMATED QUANTITIES					
THERMO	4"	8"	12"	24"	SOLID AREAS
WHITE	1156'	-	-	-	-
YELLOW	1355'	-	-	-	-

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

		CONVENTIONAL ROAD				EXPRESSWAY / INTERSTATE			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 55		24" x 30"	5.0		3	36" x 48"	12.0	36.0
R2-1	SPEED LIMIT 45		24" x 30"	5.0		2	36" x 48"	12.0	24.0
R2-1	SPEED LIMIT 65		24" x 30"	5.0		1	36" x 48"	12.0	12.0
R2-6aP	FINES DOUBLE (plaque)		24" x 18"	3.0		1	36" x 24"	6.0	6.0
R3-2	LEFT TURN PROHIBITION (symbol)	2	24" x 24"	4.0	8.0		36" x 36"	9.0	
R9-9	SIDEWALK CLOSED	2	24" x 12"	2.0	4.0				
R9-10	SIDEWALK CLOSED (ARROW L or R) USE OTHER SIDE	2	24" x 12"	2.0	4.0				
R11-2	ROAD CLOSED	2	48" x 30"	10.0	20.0		48" x 30"	10.0	
W1-6	LARGE ARROW (one direction)	2	48" x 24"	8.0	16.0		60" x 30"	12.5	
W3-5	SPEED REDUCTION AHEAD (55 MPH)		48" x 48"	16.0		3	48" x 48"	16.0	48.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)		48" x 48"	16.0		4	48" x 48"	16.0	64.0
W13-1P	ADVISORY SPEED (plaque)		30" x 30"	6.3		2	30" x 30"	6.3	12.6
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0	2	48" x 48"	16.0	32.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD		48" x 48"	16.0		2	48" x 48"	16.0	32.0
SPECIAL	49TH ST TERRY	12	42" x 66"	19.3	231.6		" x "		
SPECIAL	49TH ST SOLBERG	12	42" x 66"	19.3	231.6		" x "		
W20-5a	2 RIGHT LANES CLOSED 1/2 MILE		" x "			2	48" x 48"	16.0	32.0
W20-1	ROAD WORK 1 MILE		" x "			2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK		36" x 18"	4.5		2	48" x 24"	8.0	16.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			547.2	EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT			346.6

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 - 80	1000	1500	2640

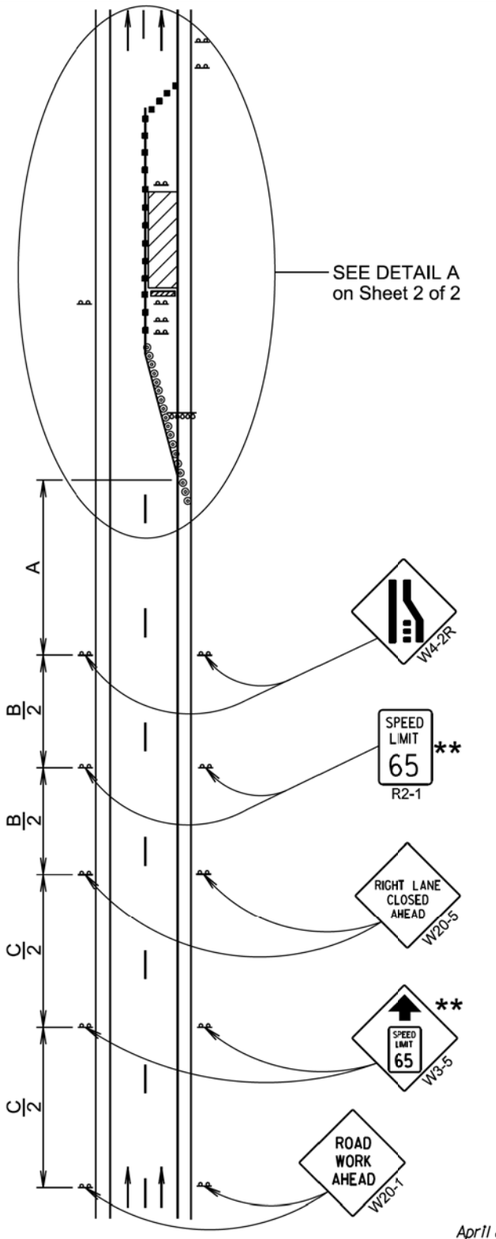
** Speed appropriate for location.

◎ 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.



April 8, 2025

Published Date: 2026	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	25	600
50	50 *	600
55	50 *	660
60 - 65	50 *	780
70 - 80	50 *	960

* 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 will be covered or removed when workers are not present.

◎ Reflectorized Drum

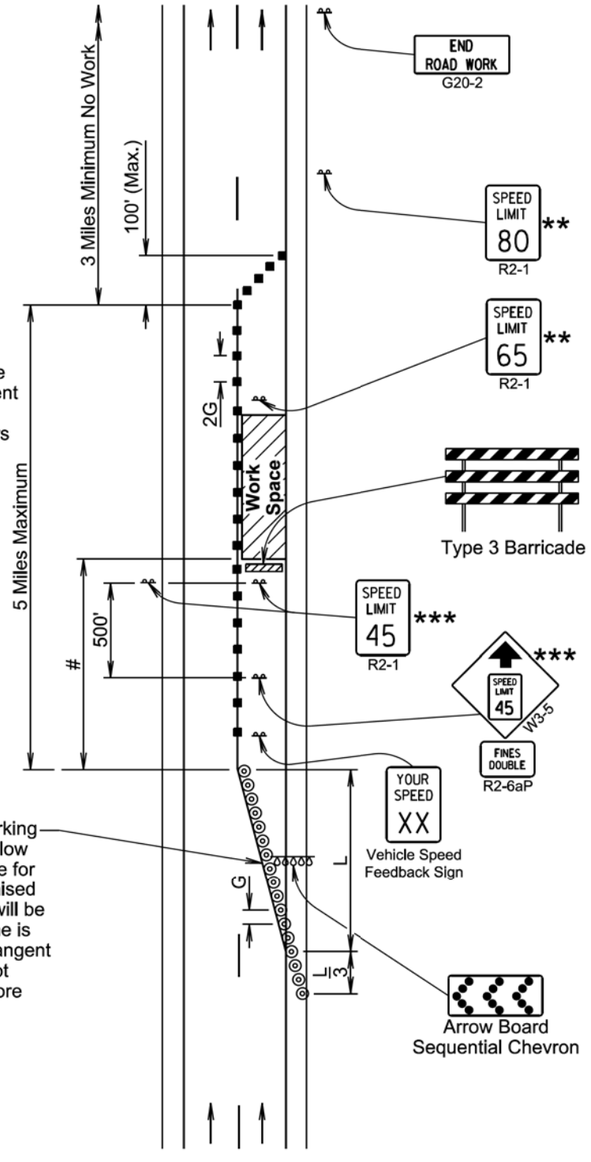
■ Channelizing Device

The Work Space will be a minimum of 500' from the end of the taper.

The channelizing devices will 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 raised pavement markers at 5' spacing will be installed in the taper when the lane is closed overnight, and along the tangent section where the skip lines do not exist and the lane is closed for more than 3 days.



DETAIL A

April 8, 2025

Published Date: 2026	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) (C)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	180	25
35 - 40	350	320	25
45	500	600	25
50	500	600	50 *
55	750	660	50 *
60 - 65	1000	780	50 *
	(A) (B) (C)		
70 - 80	1000 1500 2640	960	50 *

* Spacing is 40' for 42" cones.

** Need and safe speed to be determined on site by the Engineer.

Ordinarily, the preferred position for the second arrow board is in the closed exterior lane at the upstream end of the second merging taper. However, the second arrow board should be placed in the closed interior lane at the downstream end of the second merging taper in the following situations:

When a shadow vehicle is used in the interior closed lane and the second arrow board is mounted on a shadow vehicle.

If alignment or other conditions create any confusion as to which lane is closed by the second arrow board.

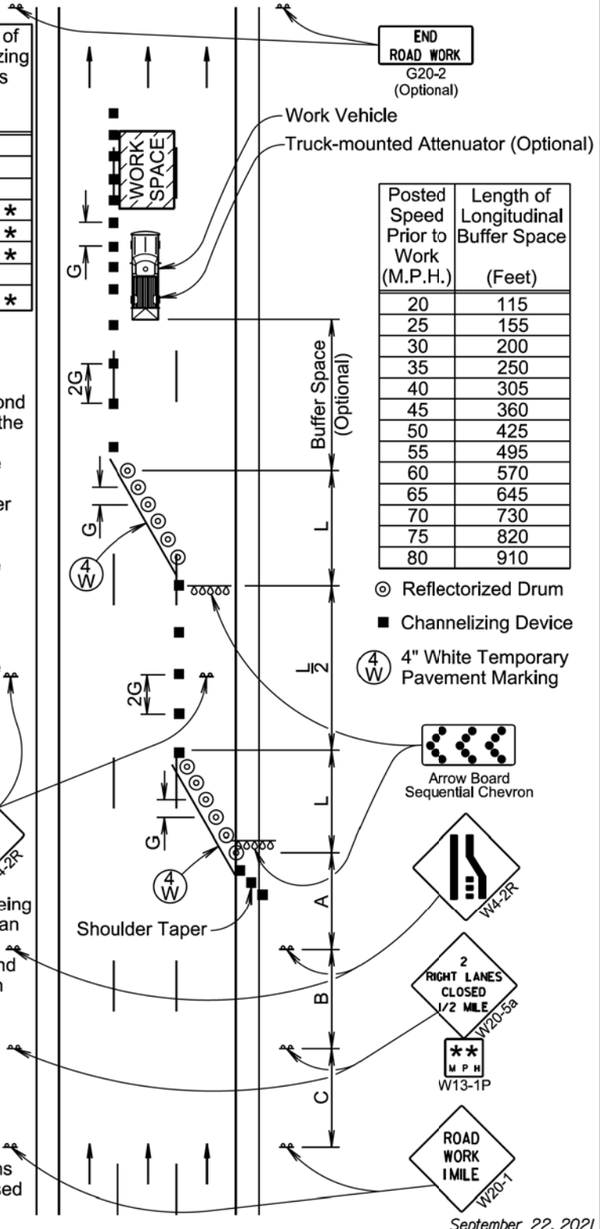
When the first arrow board is placed in the closed exterior lane at the downstream end of the first merging taper (the alternative position when the shoulder is narrow).

This procedure also applies when work is being performed in the lanes adjacent to the median on a divided highway. Under these conditions, 2 LEFT LANE CLOSED signs and the corresponding LANE ENDS symbol sign will be used.

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

The channelizing devices will be 42" cones or drums.

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



Posted Speed Prior to Work (M.P.H.)	Length of Longitudinal Buffer Space (Feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820
80	910

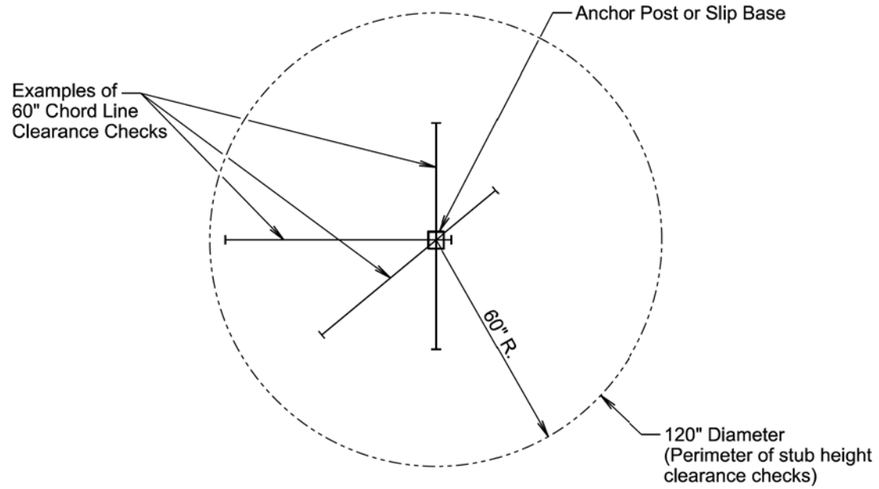
◎ Reflectorized Drum

■ Channelizing Device

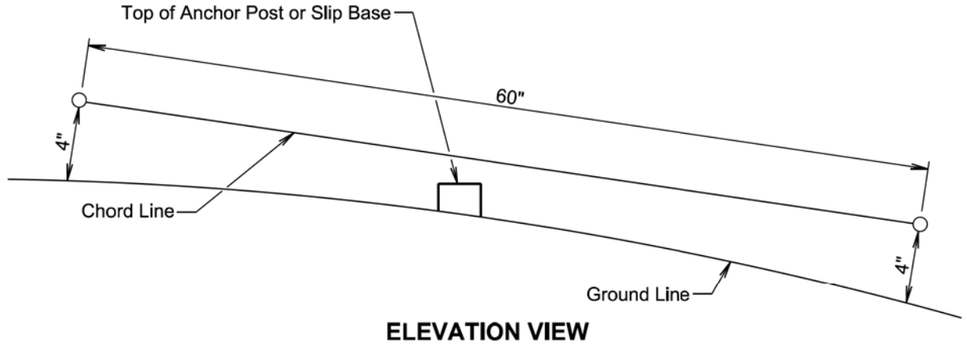
4W 4" White Temporary Pavement Marking

September 22, 2021

Published Date: 2026	SDDOT	DOUBLE LANE CLOSURE	PLATE NUMBER 634.80
			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	SDDOT	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1