

# SECTION C: TRAFFIC CONTROL PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-PH-PT 0025(81)158	C1	C21
Plotting Date: 04/10/2024			

## INDEX OF SHEETS

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- C4-C5 Tables for Signing
- C6-C14 Traffic Control Details
- C15 Pavement Marking Details for Car Detour
- C16-C21 Standard Plates

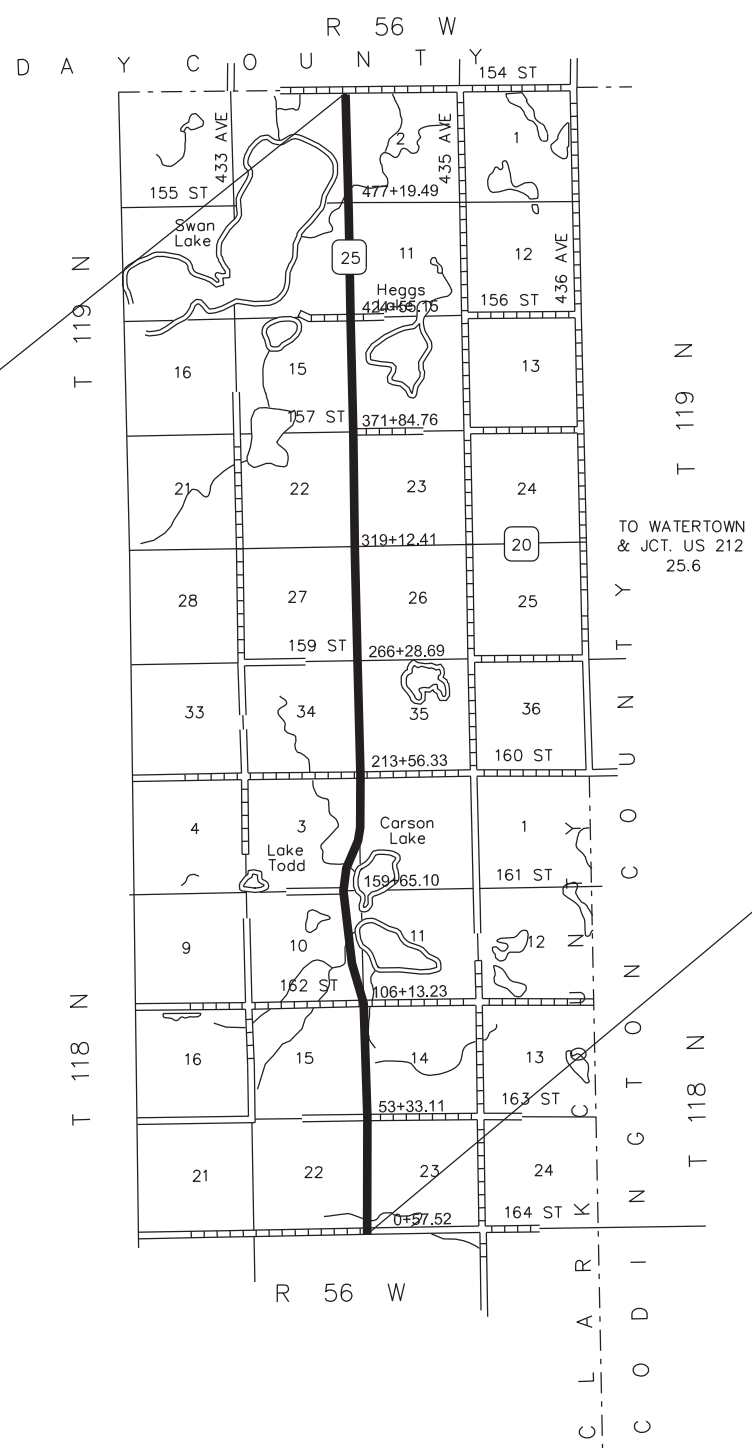


**END P-PH 0025(81)158  
END GRADING AND INTERIM SURFACING**

Station 529+20

**BEGIN P-PH 0025(81)158  
BEGIN GRADING AND INTERIM SURFACING**

Station 0+50



PLOT SCALE - 1:40

PLOTTED FROM - TRAB17882

PLOT NAME - 1

FILE - ... \SECTION C \SECTION C TITLE.DGN

## SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
632E2022	4"x4" White Delineator Back to Back with 1.12 Lb/Ft Post	71	Each
633E1200	High Build Waterborne Pavement Marking Paint, White	900	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	383	Gal
634E0010	Flagging	200.0	Hour
634E0020	Pilot Car	50.0	Hour
634E0110	Traffic Control Signs	1,288.2	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	52	Each
634E1002	Detour and Restriction Signing	4,201.2	SqFt

## SEQUENCE OF OPERATIONS

The project will be constructed in phases to reduce the impact to traffic. There are 2 phases to this project:

- South Phase which is from the Beginning of the project to the SD20 Jct. (Sta. 0+50 to Sta. 319+12.41)
- North Phase which is from the SD20 Jct to the End of the project. (Sta. 319+12.41 to Sta. 529+20)

Work may start in either phase of the project. Work may be ongoing in both phases of the project simultaneously; however, the Contractor will do everything in their power to limit the amount of time that work is ongoing in both phases simultaneously.

The detour for the South Phase of the project will be 167<sup>th</sup> St, 437<sup>th</sup> Ave and SD20.

The detour for the North Phase of the project will be SD20, 437<sup>th</sup> Ave and 155<sup>th</sup> St. The North Phase of the project has a detour addition when work is ongoing in the very north 1 mile of the project. When work is ongoing in the very north 1 mile of the project (Sta. 477+19.49 to Sta. 529+20), the detour will also include 152<sup>nd</sup> St and 437<sup>th</sup> Ave. The Contractor will do everything in their power to limit the amount of time that work is ongoing in the very north 1 mile of the project (Sta. 477+19.49 to Sta. 529+20).

The following Sequence of Operations will be adhered to.

1. Install Detour and Road Closure signing prior to closure of Highway 25.
2. Install storm water pollution prevention devices and strip inslopes.
3. Complete pipe and grading work.
4. Restore inslopes, install permanent signing, pavement marking, and erosion control.
5. Remove road closure signing and open Highway 25 to traffic.
6. Remove detour signing.

Contractor requests to deviate from the sequence of operations will be submitted in writing to the Engineer for review. Approval of an alternate 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. An alternate sequence will be submitted for review a minimum of one week prior to potential implementation.

## COORDINATION BETWEEN CONTRACTORS

A SDDOT project NH-P 0011(317), PCN 09KV Asphalt Surface Treatment is programmed during the 2025 construction season. This project is located between the end of this grading project and Webster.

The Contractor will schedule work so as not to interfere with or hinder the progress of the work performed by other Contractors on this project.

## 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.

All construction operations will be conducted in the general direction of traffic movement.

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.

All haul trucks will be equipped with an additional flashing amber light that is visible from the backside of the haul truck. The costs for the flashing amber lights will be incidental to the various related contract items.

The Contractor will maintain access to all farms, homes, business, Public Water Access and other used entrances along the project. A minimum 10 foot wide path free of obstructions will be maintained for all accesses. There are approximately 9 homes along the project or located on intersecting roads adjacent to SD25 that have no other access than to and from SD25.

The Contractor will notify businesses/homeowners a minimum of two weeks prior to construction to inform them of upcoming construction and again a minimum of 48 hours prior to any impacted or blocked access to make appropriate arrangements. Landowners of field entrances will also be notified. Written notices will include specific instructions on how access is going to be maintained to those impacted by the closing of an entrance.

The Contractor will maintain access to all mailboxes along the project. With Post Office and Engineer approval, mailboxes may temporarily be relocated. There will be no additional payment for temporary relocation of a mailbox.

The SD20 and SD25 Intersection will remain open to traffic at all times.

Intersecting roads will remain open to cross traffic unless work is currently being completed within the intersection. No more than 2 consecutive intersecting roads will be closed to traffic simultaneously. 400 tons of Temporary Gravel Surfacing has been included in the Section F Estimate of Quantities for providing temporary traffic control maintenance of intersecting roads, business, residence, farm and field entrances.

If an entrance is closed to traffic, a double sided Type 3 Barricade will be placed on the closed entrance.

The Contractor will provide the Day, Clark and Codington County Sheriff's Office, and Sanford Webster Hospital and Prairie Lakes (Watertown) Hospital Emergency Departments a detailed map showing roadway segment construction work limits and the detour routing for emergency vehicles. Updated maps will be provided to the departments 24 hours prior to any changes in work limits. Changes in work limits will not be allowed until the 24 hour advance notice requirement has been satisfied.

The Contractor must have the project open during the winter months, with complete access throughout the entire length. In the event the Contractor does not complete the grading portion of this project prior to shutting down operations for the winter, the Contractor will be required to place granular surfacing and dust control chloride on all areas where the in-place surfacing has been removed to satisfy Section 4.5 B of the Specifications. Granular Surfacing will be Base Course or Base Course, Salvaged and will be placed to the thickness of six inches, or as otherwise directed by the Engineer. The Contractor will be responsible for all costs for granular surfacing and dust control chloride. No measurement or payment will be made.

## PRESS RELEASE ANNOUNCEMENTS

The SDDOT will prepare a press release to be released 5 days prior to any phase change or any other major change that affects traffic flow. The SDDOT will be responsible to keep law enforcement, emergency services, and the traveling public notified of changes in project access. The Contractor will provide the Engineer with pertinent information 7 days prior to any phase change or any other major change that affects traffic flow.

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Rev. 1-24-25 SLS

### DETOUR SIGNING

The Contractor will furnish and install the alternate route and detour signs as shown in these plans. Prior to installing the signs, the Contractor will mark the sign locations and review them with the Engineer. Alternate route and detour signs will be installed on fixed location, ground mounted, breakaway supports. It will be the responsibility of the Contractor to maintain and reinstall these signs during the project as required by the construction progress. Upon completion of the project, the Contractor will remove the alternate route and detour signs.

The quantity of signing shown in the Car Detour table allows for installation of all signing required, no matter the phase of construction or the detour route utilized.

All costs for furnishing the signs, posts, and mounting hardware, and for installing, maintaining, covering, and removing the alternate route and detour signs will be incidental to the contract unit price per square foot for "Detour and Restriction Signing".

### DETOUR MAINTENANCE

Included in the Section F Estimate of Quantities is 250 tons of Gravel Surfacing for repairs to the car detour routes.

Included in the Section F Estimate of Quantities are 200 tons of Asphalt Concrete Composite to be placed prior to placing traffic on the car detour. Most of this material is anticipated to be needed on 155<sup>th</sup> St. The need for Asphalt Concrete Composite will be determined on site by the Engineer.

Included in the Section F Estimate of Quantities are 3,000 tons of Asphalt Concrete Composite for repair of the car detours. The need for Asphalt Concrete Composite will be determined on site by the Engineer.

The above quantities can be expected to fluctuate based upon condition of the car detour routes.

### PAVEMENT MARKING

High Build Waterborne Pavement Marking Paint will be applied to mark the centerline and edge lines of the Car Detour Route on 167<sup>th</sup> St, 437<sup>th</sup> Ave, 155<sup>th</sup> St and 152<sup>nd</sup> St. The pavement markings will be applied prior to detouring traffic onto these routes. The applied centerline markings should match the stripe pattern of the existing roadway.

The west 2 miles of 167<sup>th</sup> St and the north 2 miles of 437<sup>th</sup> Ave are gravel and do not require pavement markings.

There is approximately 11.5 miles of No Passing Zones on the Car Detour Route.

The Contractor will advise the Engineer a minimum of 3 weeks prior to the application of the pavement marking paint to allow the State to check and mark the location of no passing zones.

### HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

All materials will be applied as per manufacturer's recommendations. High build waterborne pavement marking paint will conform to the supplemental specifications for Section 980.1 B.

Reflective media will consist of glass beads.

### RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Solid 4" line = 22.5 Gals/Mile.  
Dashed 4" line = 6.2 Gal/Mile.  
Glass Beads = 8 Lbs/Gal.

All cost for materials, labor and equipment necessary to furnish and install the pavement markings will be incidental to the contract unit price for the respective High Build Waterborne Pavement Marking Paint items.

### RETROREFLECTIVITY FOR PAVEMENT MARKING PAINT

The Department may take retroreflectivity readings on the pavement marking lines after 2 days and within 30 days of the line application using either a portable or mobile retroreflectometer that conforms to 30-meter geometry. If the Department chooses to take retroreflectivity readings, three retroreflectivity readings will be taken on each line at each test location. The three readings will be averaged and become the reading for that test location.

If the Department chooses to take retroreflectivity readings, three readings will be taken on the edge lines and lane lines in the direction of application. For combination solid yellow and skip yellow lines for turn lanes and for centerline markings on two-way roadways, three readings will be taken in one direction, the reflectometer will be turned 180 degrees and three more readings will be taken. The six readings for the centerline markings will be averaged and become the test reading for that test location.

If the Department chooses to take readings, the minimum retroreflectivity values will be 275 mc/m<sup>2</sup>/lux for white and 170 mc/m<sup>2</sup>/lux for yellow.

### DELINEATION

4" X 4" White delineators will be installed at select locations along 167<sup>th</sup> St and 152<sup>nd</sup> St at standing water locations. The spacing of the delineators will be at 250' on each side of the roadway, unless otherwise indicated. Delineation will be staggered between the left and right shoulders.

- 152<sup>nd</sup> St from approx. 2600' east of SD25 easterly for 1000' (Qty=9).
- 152<sup>nd</sup> St from approx. 5400' east of SD25 easterly for 1100' (Qty=10).
- 152<sup>nd</sup> St from approx. 10,750' east of SD25 easterly for 1400' (Qty=13).
- 167<sup>th</sup> St starting at SD25 and going easterly for 3700' (Qty=31).
- 167<sup>th</sup> St starting approx. 11,300' east of SD25, install delineators between existing delineators (Qty=8).

### Table of Intersecting Roads Signing

Street	Type 3 Barricades (Each)	R11-2 Road Closed Signs (Each)	R11-3a Road Closed X Miles Ahead Local Traffic Only Signs (Each)	M4-10 Detour Arrow Signs (Each)	W20-1 Road Work Ahead Signs (Each)
167	2		1	1	
164	12	3	2		3
163	4	1	1		1
162	8	2	2		2
161					
160	8	2	2		2
159					
158 (SD20)	8	2			2
157					
156					
155	4	1	1	1	1
154	4	1			1
152	2		1	1	
<b>Total</b>	<b>52</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>12</b>

### ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING CAR DETOUR

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R5-2b	NO THRU TRUCKS	11	36" x 48"	12.0	132.0
W20-2	DETOUR AHEAD	7	48" x 48"	16.0	112.0
SPECIAL	CAR (Black Text/Border & Orange Background)	7	24" x 12"	2.0	14.0
M1-5	SD ROUTE MARKER (1 or 2 digits)	83	24" x 24"	4.0	332.0
M3-1	DIRECTION MARKER - NORTH	36	24" x 12"	2.0	72.0
M3-3	DIRECTION MARKER - SOUTH	42	24" x 12"	2.0	84.0
Special	CAR (Black Text/Border & White Background)	78	24" x 12"	2.0	156.0
M4-6	END	5	24" x 12"	2.0	10.0
M4-8	DETOUR	83	24" x 12"	2.0	166.0
M5-1	ADVANCE TURN ARROW 90° (L or R)	25	21" x 15"	2.2	55.0
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	25	21" x 15"	2.2	55.0
M6-3	DIRECTION ARROW - Vertical Single Head	13	21" x 15"	2.2	28.6
		<b>CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT</b>			<b>1216.6</b>

### ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R4-7	KEEP RIGHT (symbol)	2	24" x 30"	5.0	10.0
R11-2	ROAD CLOSED	12	48" x 30"	10.0	120.0
R11-3a	ROAD CLOSED ___ MILES AHEAD LOCAL TRAFFIC ONLY	10	60" x 30"	12.5	125.0
W8-1	BUMP	4	48" x 48"	16.0	64.0
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-3	PAVEMENT ENDS	2	48" x 48"	16.0	32.0
W8-7	LOOSE GRAVEL	4	48" x 48"	16.0	64.0
SPECIAL	WINDROW	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	4	30" x 30"	6.3	25.2
W20-1	ROAD WORK AHEAD	12	48" x 48"	16.0	192.0
W20-3	ROAD CLOSED AHEAD	8	48" x 48"	16.0	128.0
W20-3	ROAD CLOSED 500 Ft	5	48" x 48"	16.0	80.0
W20-3	ROAD CLOSED 1000 Ft	5	48" x 48"	16.0	80.0
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
W21-1	WORKERS (symbol)	2	48" x 48"	16.0	32.0
W21-2	FRESH OIL	2	48" x 48"	16.0	32.0
W21-3	ROAD MACHINERY AHEAD	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0
W21-6	SURVEY CREW	2	48" x 48"	16.0	32.0
G20-1	ROAD WORK NEXT 10 MILES	2	36" x 18"	4.5	9.0
SPECIAL	ROAD WORK <-- NEXT 4 MILES NEXT 6 MILES -->	1	36" x 24"	6.0	6.0
SPECIAL	ROAD WORK <-- NEXT 6 MILES NEXT 4 MILES -->	1	36" x 24"	6.0	6.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
M4-10	DETOUR ARROW (L or R)	3	48" x 18"	6.0	18.0
		<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT</b>			<b>1288.2</b>

### ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING TRUCK DETOUR

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W20-2	DETOUR AHEAD	6	48" x 48"	16.0	96.0
SPECIAL	TRUCK (Black Text/Border & Orange Background)	6	24" x 12"	2.0	12.0
M1-5	SD ROUTE MARKER (1 or 2 digits)	36	24" x 24"	4.0	144.0
M3-1	DIRECTION MARKER - NORTH	17	24" x 12"	2.0	34.0
M3-3	DIRECTION MARKER - SOUTH	17	24" x 12"	2.0	34.0
M4-4	TRUCK	34	24" x 12"	2.0	68.0
M4-6	END	2	24" x 12"	2.0	4.0
M4-8	DETOUR	36	24" x 12"	2.0	72.0
M5-1	ADVANCE TURN ARROW 90° (L or R)	6	21" x 15"	2.2	13.2
M5-2	ADVANCE TURN ARROW 45° (L or R)	2	21" x 15"	2.2	4.4
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	6	21" x 15"	2.2	13.2
M6-2	DIRECTION ARROW - 45° Single Head (L or R)	2	21" x 15"	2.2	4.4
M6-3	DIRECTION ARROW - Vertical Single Head	12	21" x 15"	2.2	26.4
		<b>CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT</b>			<b>525.6</b>

**ADVISORY & ADVANCE DETOUR CLOSURES SIGNS  
(DETOUR AND RESTRICTION SIGNING)**

Sign Code	Quantity	Width	Height	Sign Description	Color		Sq Ft per sign	Total Sq. Ft.
		Inches	Inches		Background	Legend/ Border		
A	8	120	84	SD 25 Closed 11 Mi South US12 To 6 Mi South SD20 Use Alt Route	Orange White	Black	70.0	560.0
B	1	150	108	SD 25 Closed 11 Mi South US12 To 6 Mi South SD20 Use Alt Route	Orange White	Black	112.5	112.5
C	6	120	84	SD 25 Closed 9 Mi North US212 To 4 Mi North SD20 Use Alt Route	Orange White	Black	70.0	420.0
D	1	150	108	SD 25 Closed 9 Mi North US212 To 4 Mi North SD20 Use Alt Route	Orange White	Black	112.5	112.5
E	2	120	84	SD 25 Closed 6 Mi South SD20 To 4 Mi North SD20 Use Alt Route	Orange White	Black	70.0	140.0
E Tab	2	96	18	From SD20	White	Black	12.0	24.0
E tab	2	114	18	To SD20	White	Black	14.3	28.6
F	4	120	84	SD 25 Closed 6 Mi South SD20 To 4 Mi North SD20 Use Car Detour	Orange White	Black	70.0	280.0
F Tab	4	96	18	From SD20	White	Black	12.0	48.0
F Tab	4	114	18	To SD20	White	Black	14.3	57.2
G	3	138	90	SD 25 Closed To Trucks 11 Mi South US12 To 6 Mi South SD20 Use Truck Detour	Orange White	Black	86.3	258.9
H	1	174	108	SD 25 Closed To Trucks 11 Mi South US12 To 6 Mi South SD20 Use Truck Detour	Orange White	Black	130.5	130.5
I	1	138	90	SD 25 Closed To Trucks 6 Mi South SD20 To 11 Mi South US12 Use Truck Detour	Orange White	Black	86.3	86.3
J	1	174	108	SD 25 Closed To Trucks 6 Mi South SD20 To 11 Mi South US12 Use Truck Detour	Orange White	Black	130.5	130.5
K	1	120	84	SD 25 Closed 4 Mi North SD20 To 6 Mi South SD20 Use Car Detour	Orange White	Black	70.0	70.0
<b>TOTAL DETOUR AND RESTRICTION SIGNING:</b>								<b>2459.0</b>

# ADVISORY & ADVANCE DETOUR CLOSURE SIGN LAYOUT (FIXED LOCATION GROUND MOUNTED, BREAKAWAY SUPPORTS)

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-PH-PT 0025(81)158	C6	C21
Plotting Date: 04/10/2024			

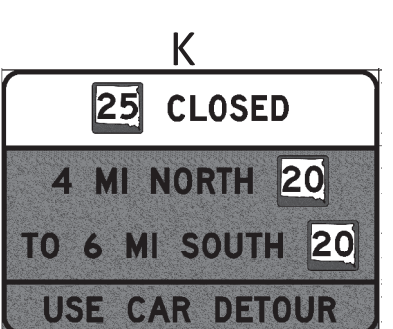
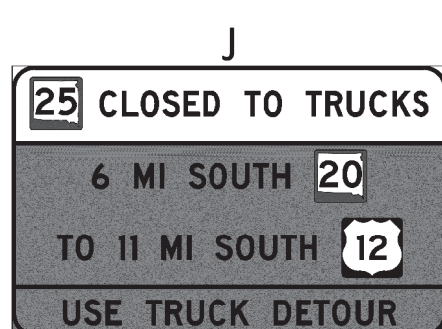
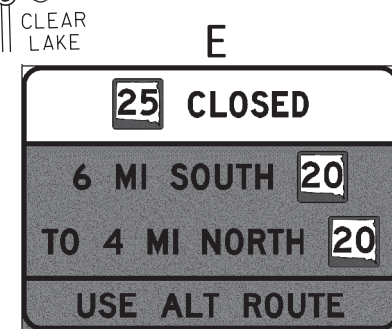
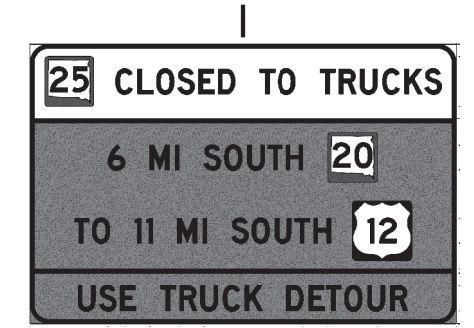
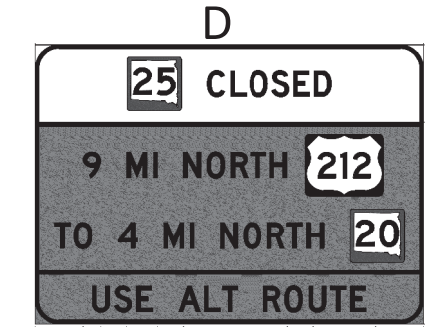
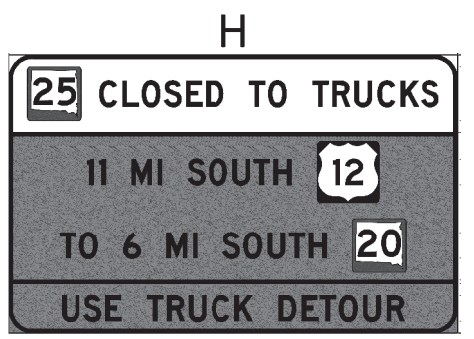
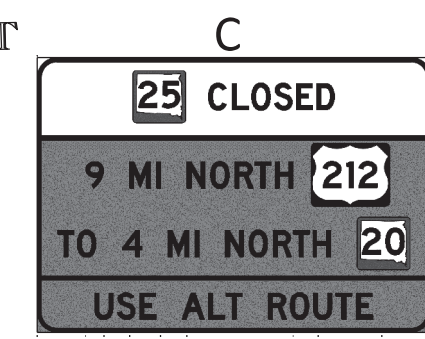
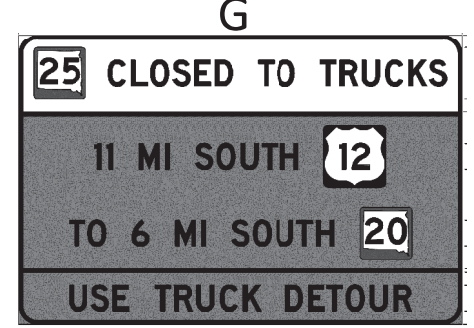
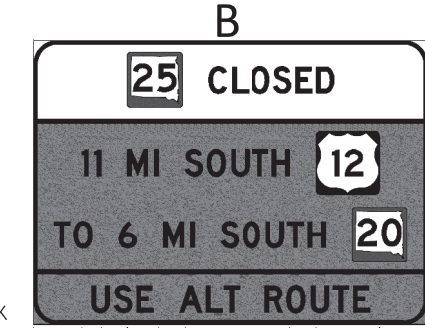
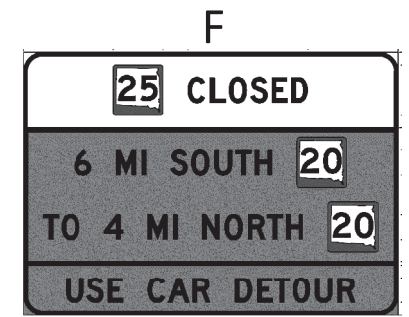
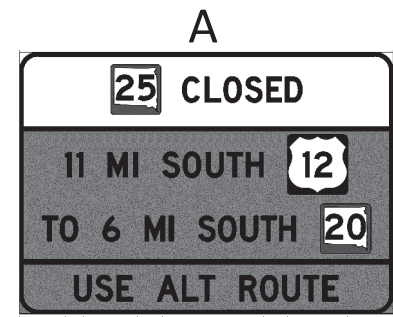
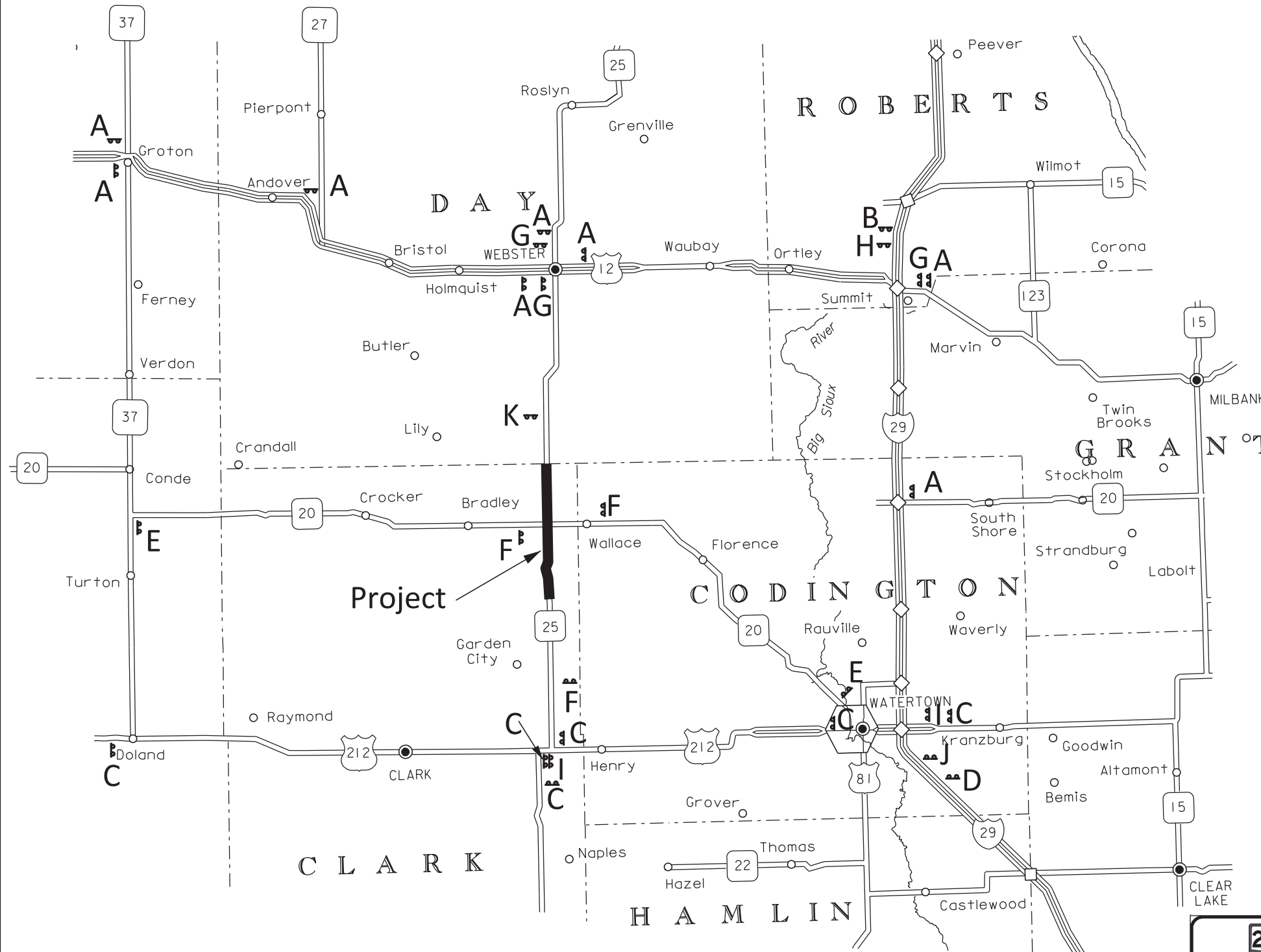
Sheet 1 of 4



PLOT SCALE - 1:44000

PLOT NAME - 2

FILE ... \WARNING SIGN LAYOUT.DGN



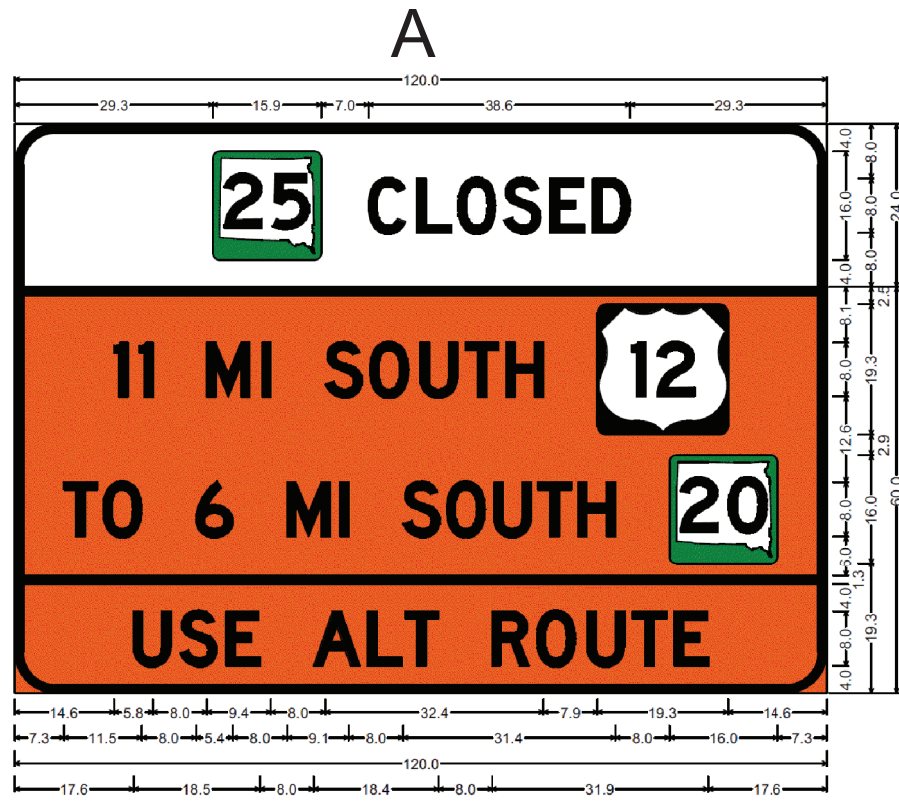
Sign F and/or K to be placed approximately 3/4 miles prior to each end of car detour, 3/4 miles west of the SD20/SD25 Jct, and 3/4 miles east of 437th Ave. Other signing will be placed in advance of the signing shown on the various car and truck detour sign layouts.

PLOTTED FROM - TRAB17882

# ADVISORY & ADVANCE DETOUR CLOSURE SIGN DESIGNS

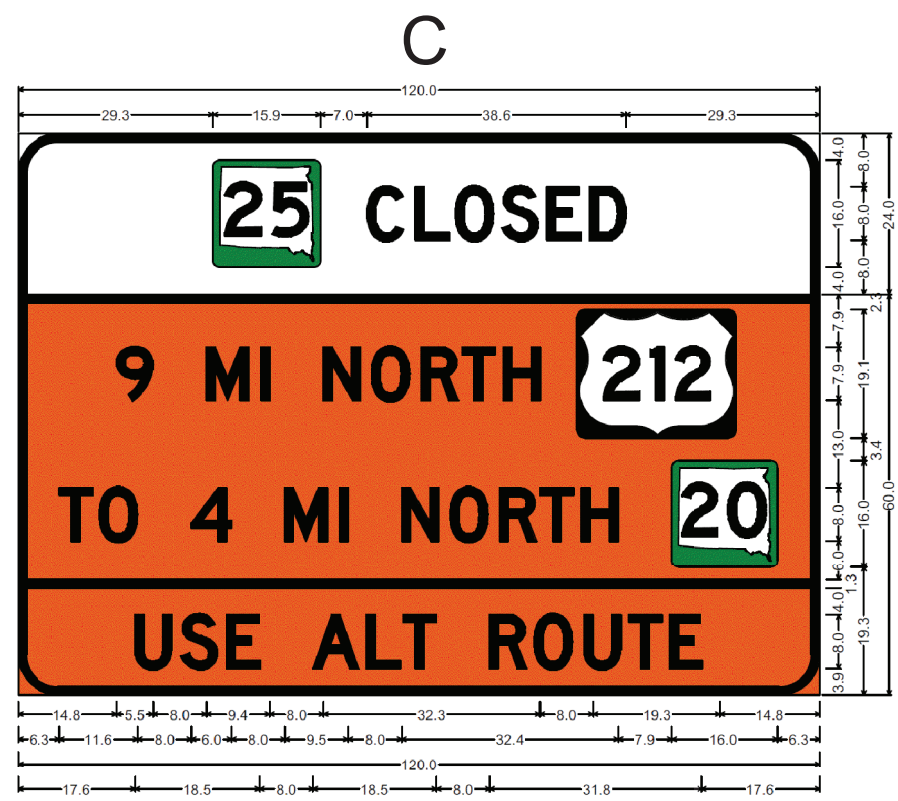
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Sheet 2 of 4



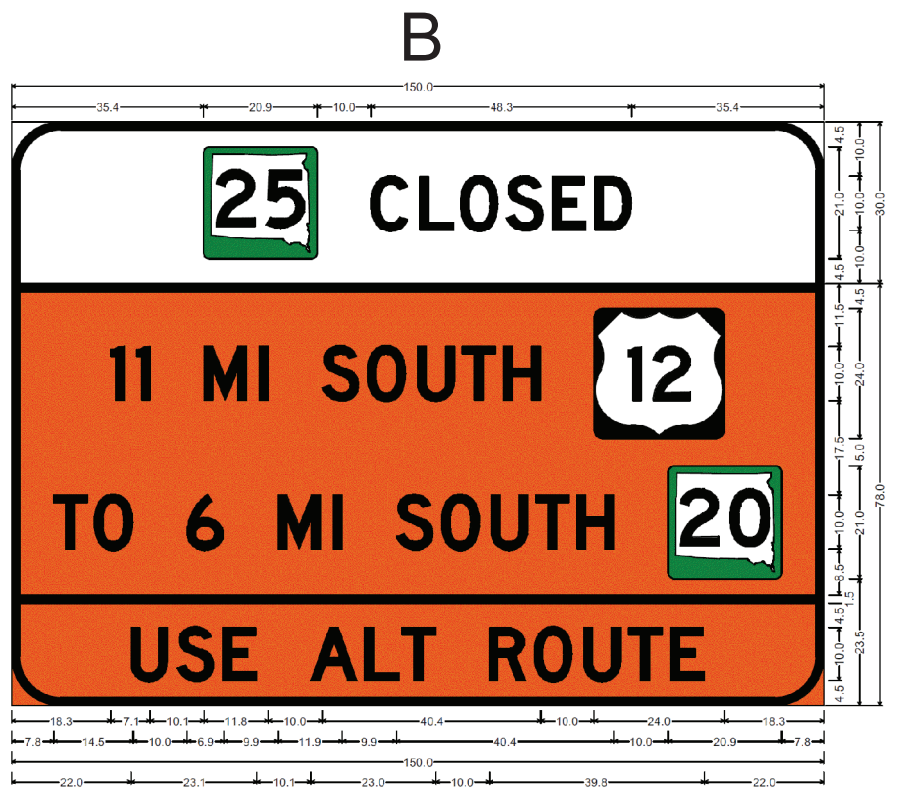
6.0" Radius, 1.3" Border, Black on White;  
Rounded Rectangle 1.0" Radius Green;  
"CLOSED", D 2K;

6.0" Radius, 1.3" Border, Black on Orange;  
"11 MI SOUTH", D 2K; US Independent 12 M1-4; "TO 6 MI SOUTH", D 2K 83% spacing;  
Rounded Rectangle 1.0" Radius Green;  
"USE ALT ROUTE", D 2K;



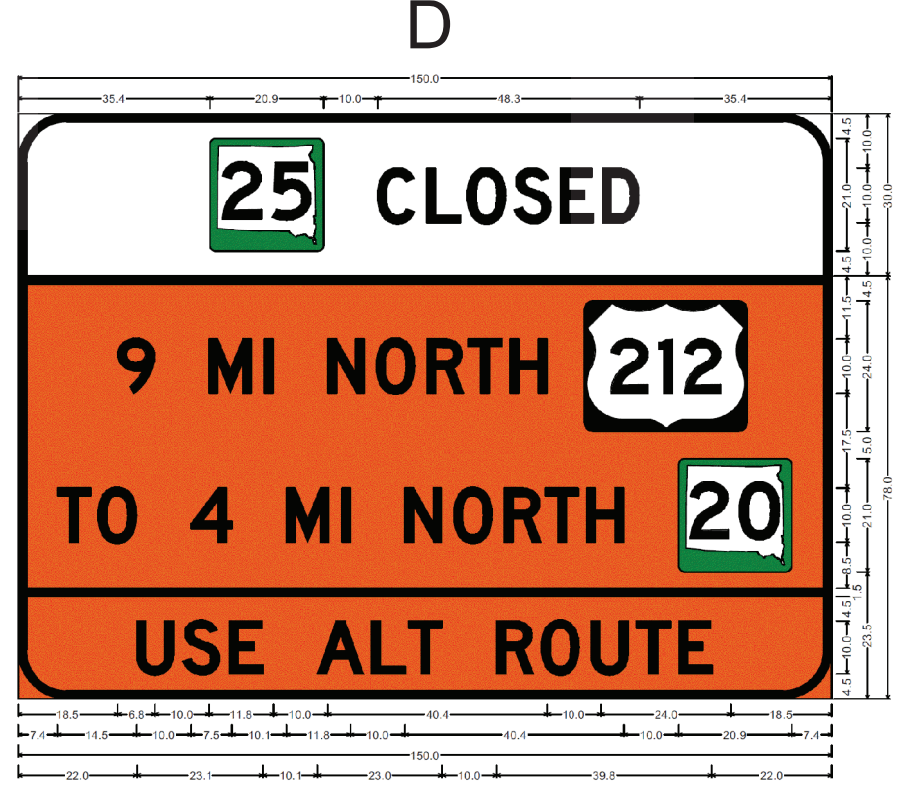
6.0" Radius, 1.3" Border, Black on White;  
Rounded Rectangle 1.0" Radius Green;  
"CLOSED", D 2K;

6.0" Radius, 1.3" Border, Black on Orange;  
"9 MI NORTH", D 2K; US Independent 212 M1-4; "TO 4 MI NORTH", D 2K;  
Rounded Rectangle 1.0" Radius Green;  
"USE ALT ROUTE", D 2K;



9.0" Radius, 1.5" Border, Black on White;  
Rounded Rectangle 1.0" Radius Green;  
"CLOSED", D 2K;

9.0" Radius, 1.5" Border, Black on Orange;  
"11 MI SOUTH", D 2K; US Independent 12 M1-4; "TO 6 MI SOUTH", D 2K; Rounded Rectangle 1.0" Radius Green;  
"USE ALT ROUTE", D 2K;



9.0" Radius, 1.5" Border, Black on White;  
Rounded Rectangle 1.0" Radius Green;  
"CLOSED", D 2K;

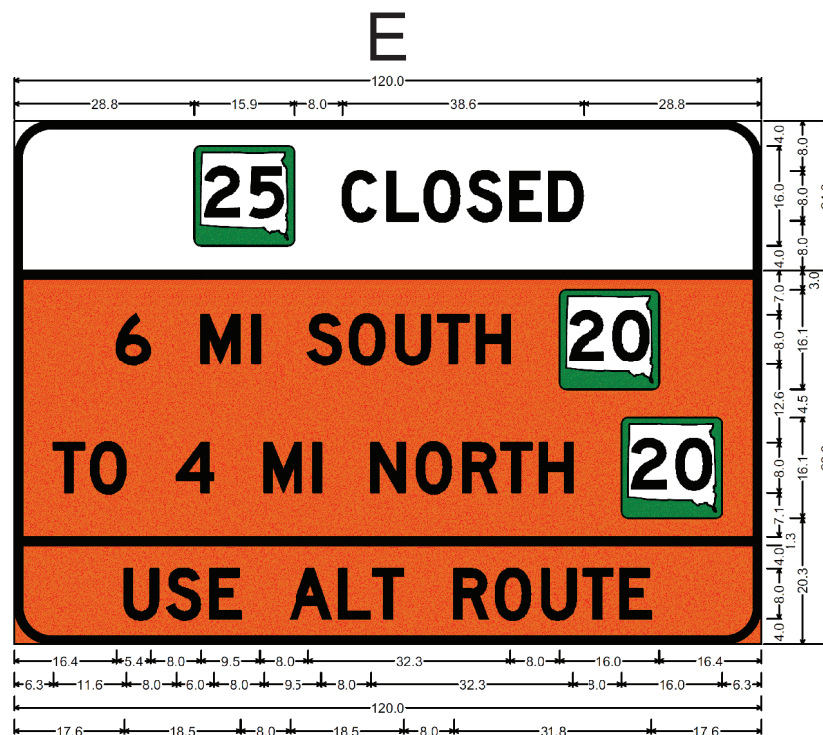
9.0" Radius, 1.5" Border, Black on Orange;  
"9 MI NORTH", D 2K; US Independent 212 M1-4; "TO 4 MI NORTH", D 2K 100% spacing; Rounded Rectangle 1.0" Radius Green;  
"USE ALT ROUTE", D 2K;

PLOTTED FROM - TRAB17882

# ADVISORY & ADVANCE DETOUR CLOSURE SIGN DESIGNS

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-PH-PT 0025(81)158	C8	C21

Sheet 3 of 4



6.0" Radius, 1.3" Border, Black on White;  
Rounded Rectangle 1.0" Radius Green;  
"CLOSED", D 2K;

6.0" Radius, 1.3" Border, Black on Orange;  
"6 MI SOUTH", D 2K; Rounded Rectangle 1.0" Radius Green;  
"TO 4 MI NORTH", D 2K; Rounded Rectangle 1.0" Radius Green;  
"USE ALT ROUTE", D 2K;

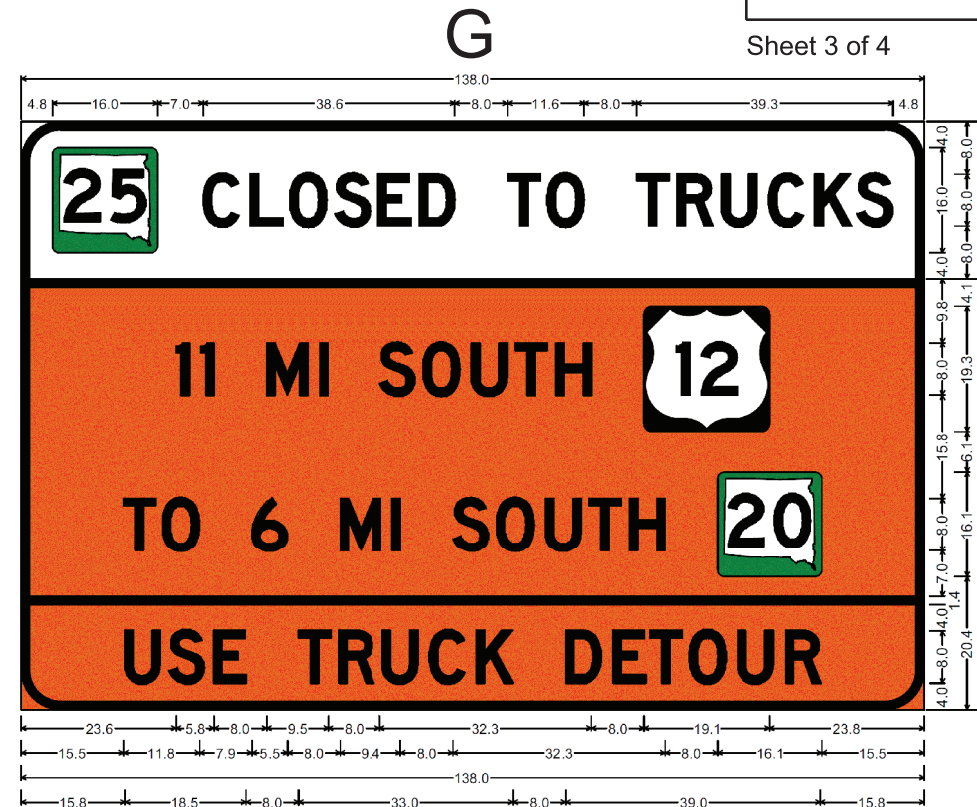


No border, White on Orange;  
"FROM" Black, D 2K 12% spacing; Rounded Rectangle 1.0" Radius Green;



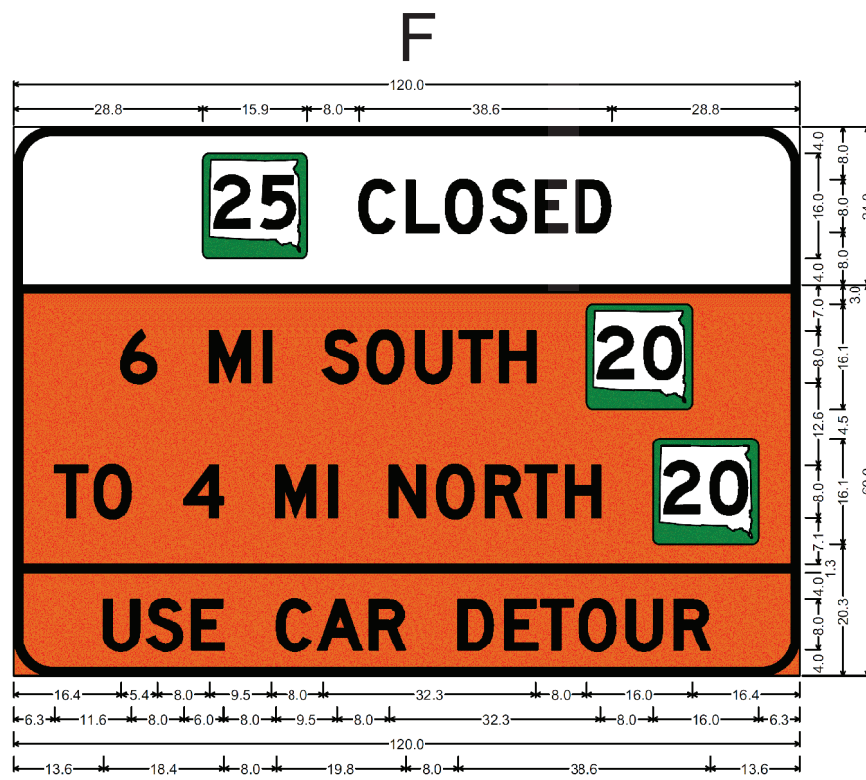
No border, White on Orange;  
"TO" Black, D 2K 12% spacing; Rounded Rectangle 1.0" Radius Green;

- \* Tab to be utilized when work is ongoing in the South Phase of the project.
- \*\* Tab to be utilized when work is ongoing in the North Phase of the project.



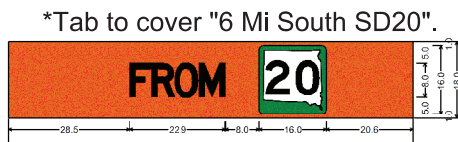
6.0" Radius, 1.3" Border, Black on White;  
Rounded Rectangle 1.0" Radius Green;  
"CLOSED TO TRUCKS", D 2K;

6.0" Radius, 1.3" Border, Black on Orange;  
"11 MI SOUTH", D 2K; US Independent 12 M1-4; "TO 6 MI SOUTH", D 2K; Rounded Rectangle 1.0" Radius Green;  
"USE TRUCK DETOUR", D 2K;



6.0" Radius, 1.3" Border, Black on White;  
Rounded Rectangle 1.0" Radius Green;  
"CLOSED", D 2K;

6.0" Radius, 1.3" Border, Black on Orange;  
"6 MI SOUTH", D 2K; Rounded Rectangle 1.0" Radius Green;  
"TO 4 MI NORTH", D 2K; Rounded Rectangle 1.0" Radius Green;  
"USE CAR DETOUR", D 2K 94% spacing;

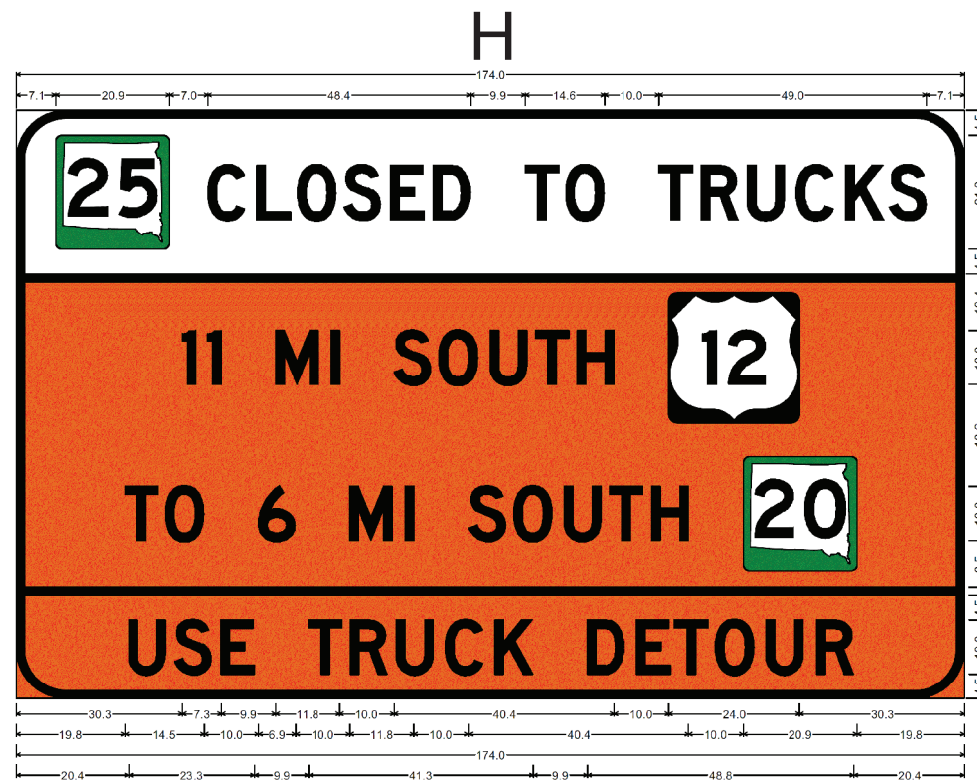


No border, White on Orange;  
"FROM" Black, D 2K 12% spacing; Rounded Rectangle 1.0" Radius Green;



No border, White on Orange;  
"TO" Black, D 2K 12% spacing; Rounded Rectangle 1.0" Radius Green;

- \* Tab to be utilized when work is ongoing in the South Phase of the project.
- \*\* Tab to be utilized when work is ongoing in the North Phase of the project.



9.0" Radius, 1.5" Border, Black on White;  
Rounded Rectangle 1.0" Radius Green;  
"CLOSED TO TRUCKS", D 2K;

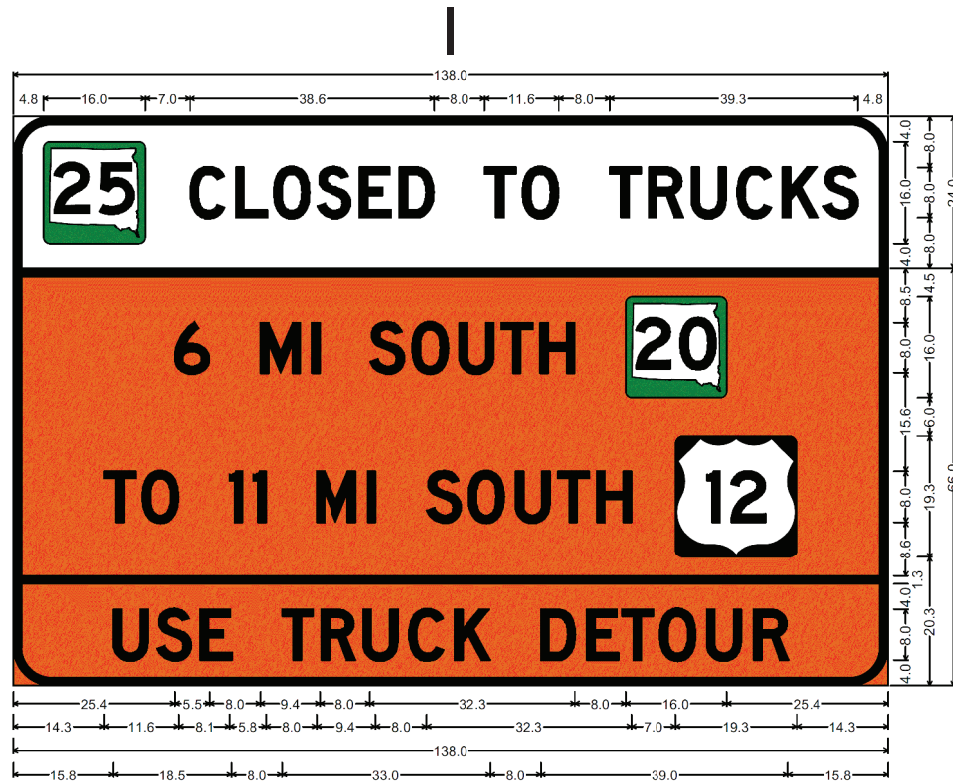
9.0" Radius, 1.5" Border, Black on Orange;  
"11 MI SOUTH", D 2K; US Independent 12 M1-4; "TO 6 MI SOUTH", D 2K; Rounded Rectangle 1.0" Radius Green;  
"USE TRUCK DETOUR", D 2K;



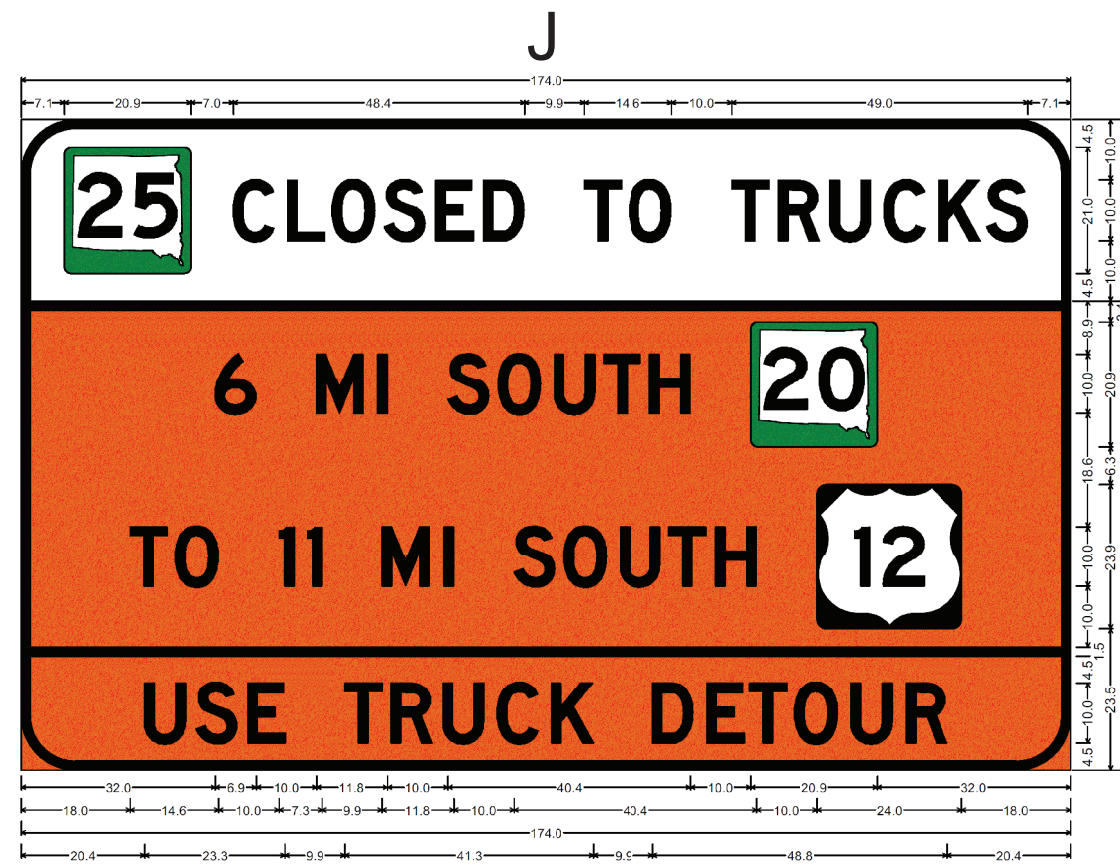
# ADVISORY & ADVANCE DETOUR CLOSURE SIGN DESIGNS

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-PH-PT 0025(81)158	C9	C21

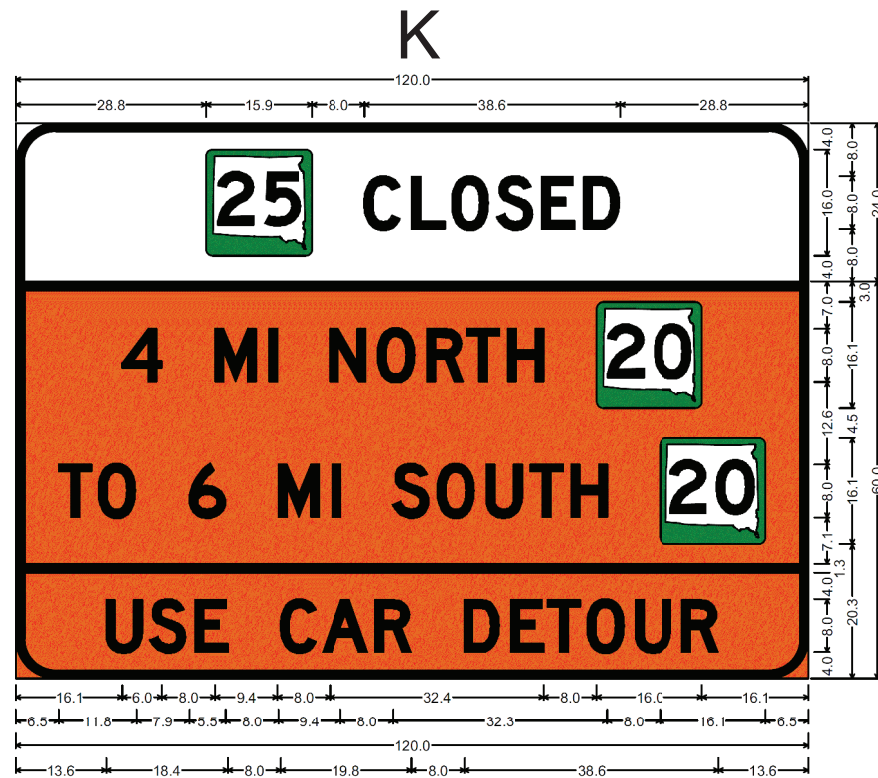
Sheet 4 of 4



6.0" Radius, 1.3" Border, Black on White;  
Rounded Rectangle 1.0" Radius Green;  
"CLOSED TO TRUCKS", D 2K;  
6.0" Radius, 1.3" Border, Black on Orange;  
"6 MI SOUTH", D 2K; Rounded Rectangle 1.0" Radius Green;  
"TO 11 MI SOUTH", D 2K; US Independent 12 M1-4; "USE TRUCK DETOUR", D 2K;



9.0" Radius, 1.5" Border, Black on White;  
Rounded Rectangle 1.0" Radius Green;  
"CLOSED TO TRUCKS", D 2K;  
9.0" Radius, 1.5" Border, Black on Orange;  
"6 MI SOUTH", D 2K; Rounded Rectangle 1.0" Radius Green;  
"TO 11 MI SOUTH", D 2K; US Independent 12 M1-4; "USE TRUCK DETOUR", D 2K;



6.0" Radius, 1.3" Border, Black on White;  
Rounded Rectangle 1.0" Radius Green;  
"CLOSED", D 2K;  
6.0" Radius, 1.3" Border, Black on Orange;  
"4 MI NORTH", D 2K; Rounded Rectangle 1.0" Radius Green;  
"TO 6 MI SOUTH", D 2K; Rounded Rectangle 1.0" Radius Green;  
"USE CAR DETOUR", D 2K 94% spacing;

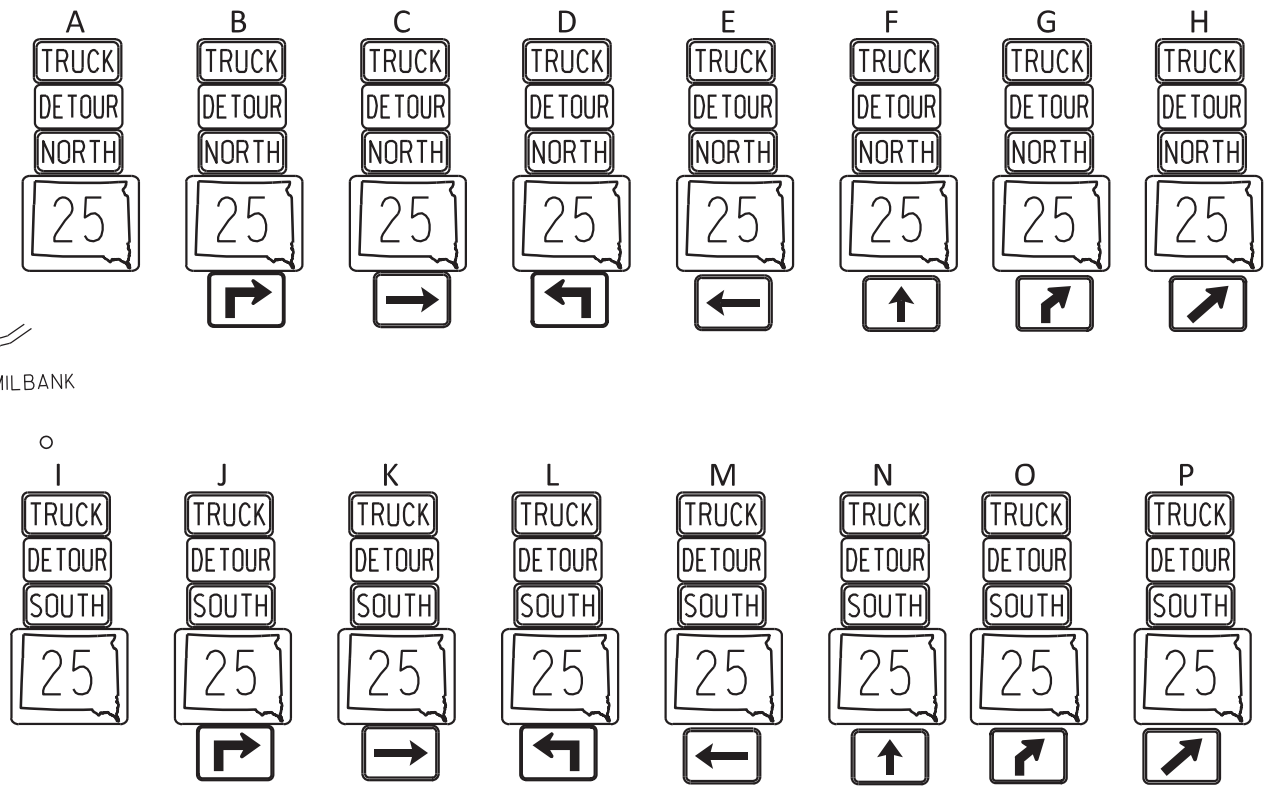
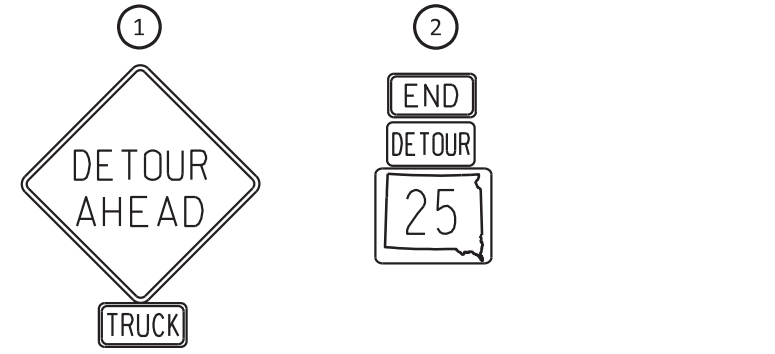
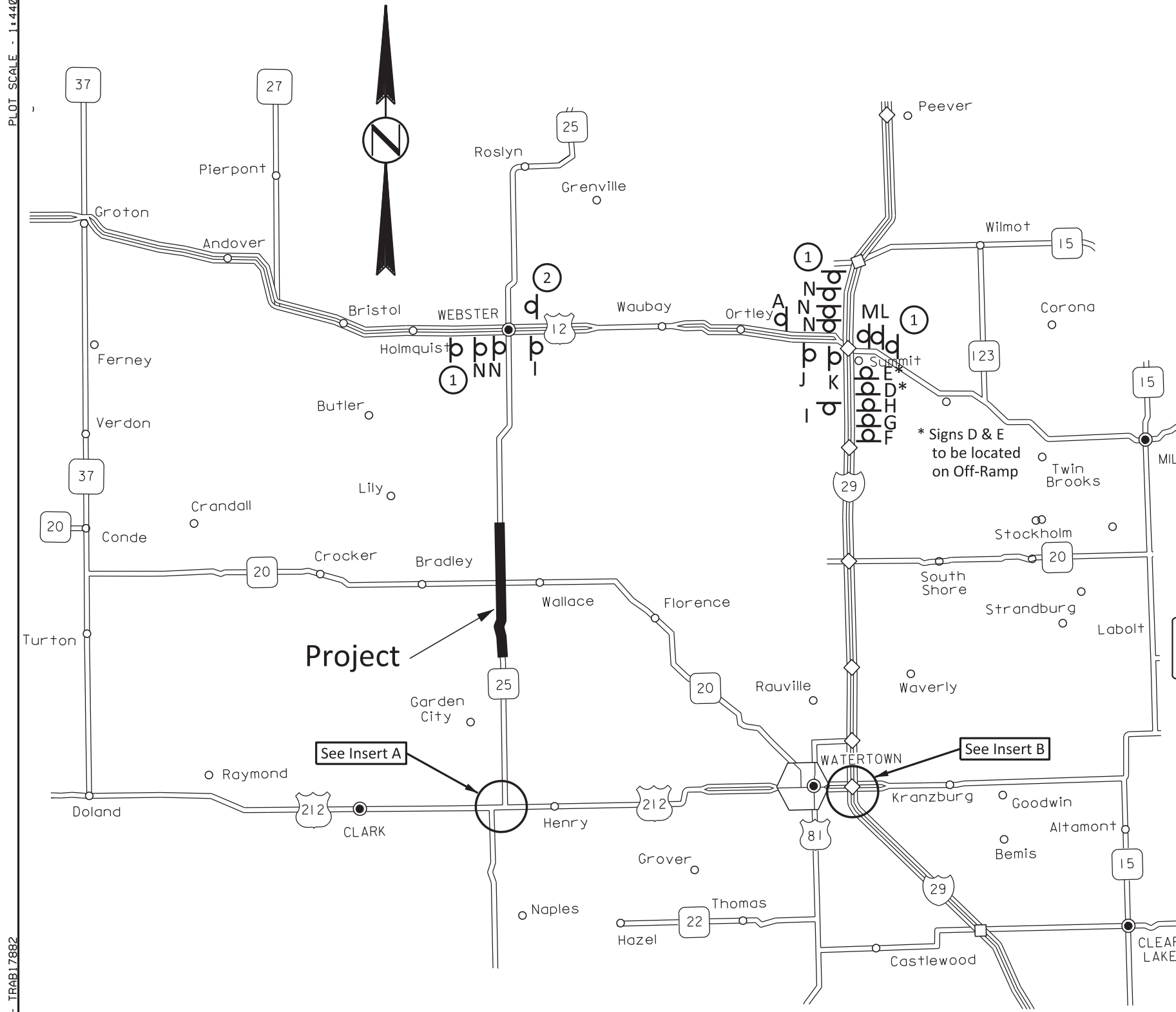
# TRUCK DETOUR SIGN LAYOUT

(FIXED LOCATION GROUND MOUNTED, BREAKAWAY SUPPORTS)

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-PH-PT 0025(81)158	C10	C21
Plotting Date: 04/10/2024			

PLOT SCALE - 1:4000

PLOT NAME - 6



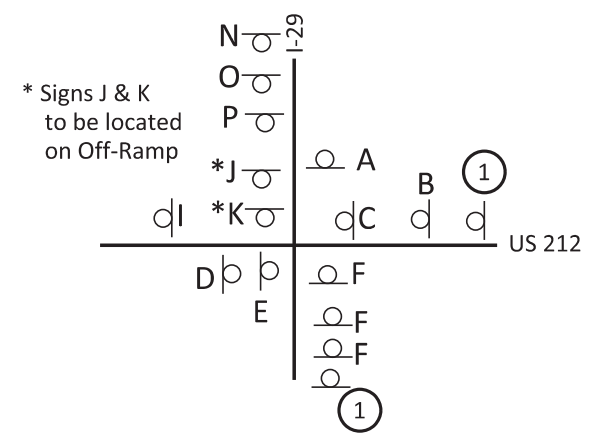
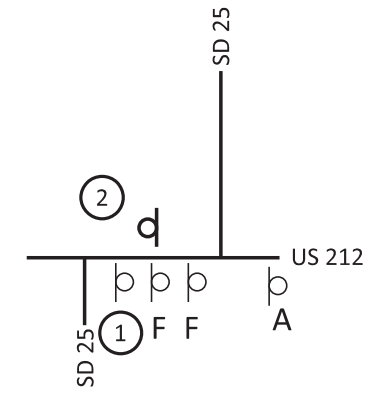
Project

See Insert A

See Insert B

Insert A

Insert B



PLOTTED FROM - TRAB17882

FILE - ... \SECTION C\TRUCK DETOUR.DGN

# SOUTH PHASE CAR DETOUR SIGN LAYOUT (FIXED LOCATION GROUND MOUNTED, BREAKAWAY SUPPORTS)

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-PH-PT 0025(81)158	C11	C21
Plotting Date: 04/10/2024			

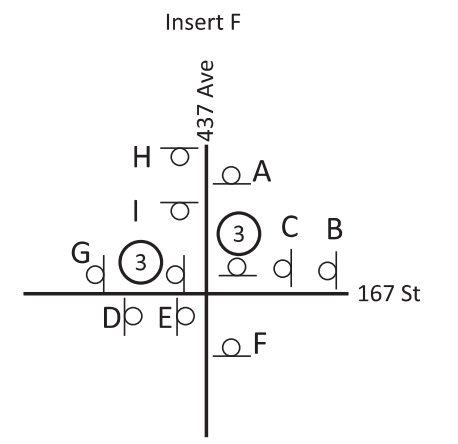
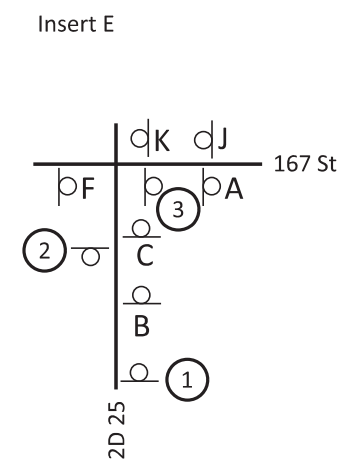
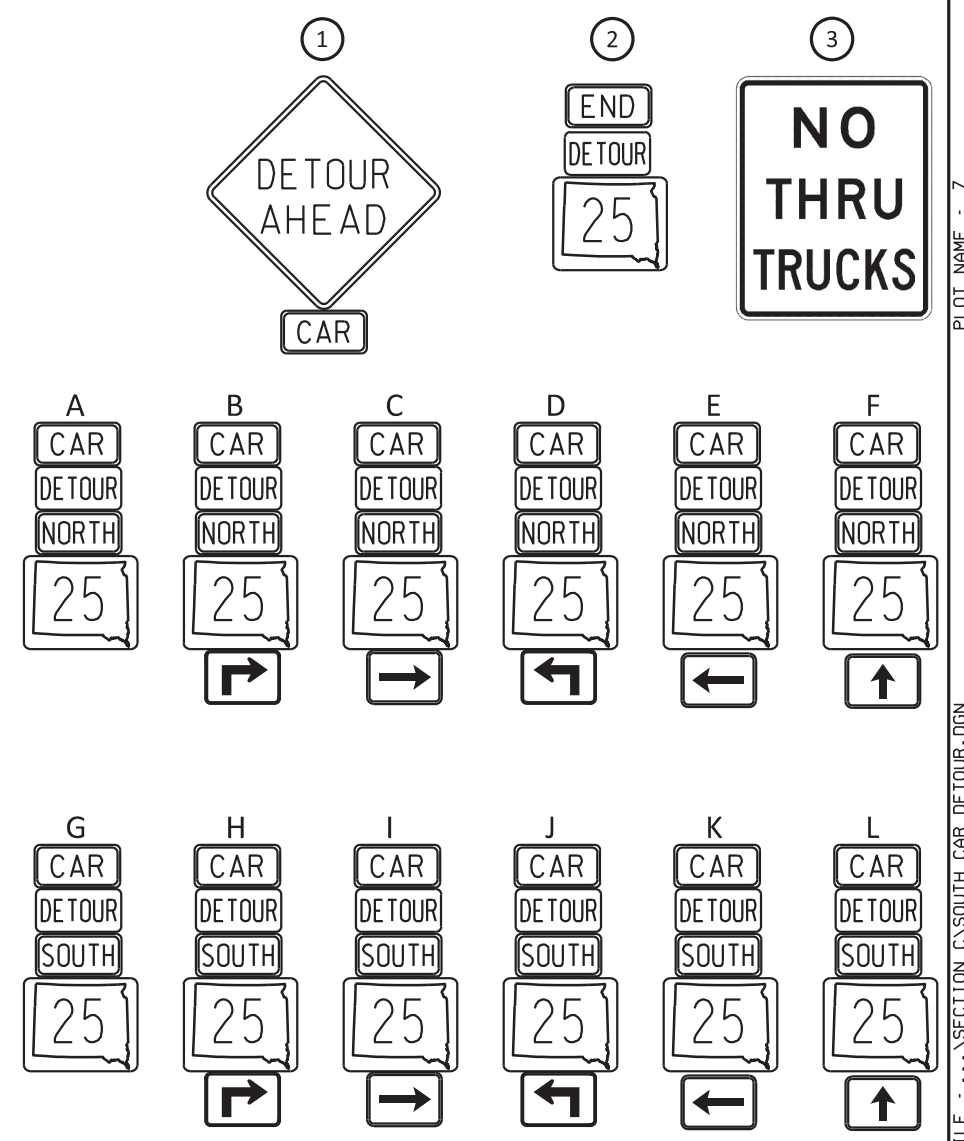
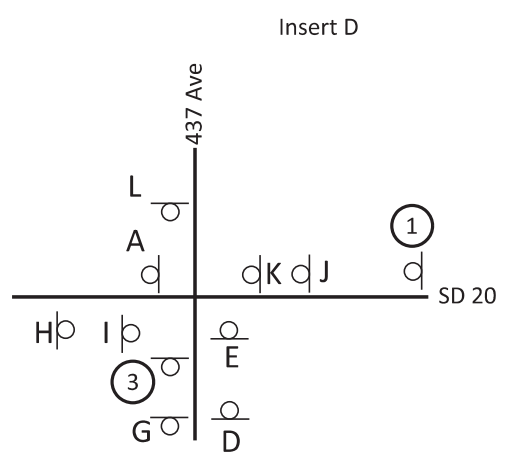
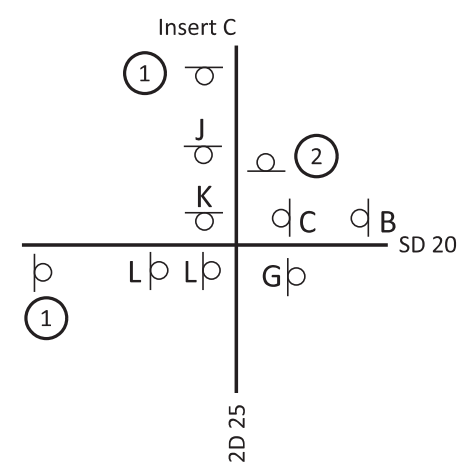
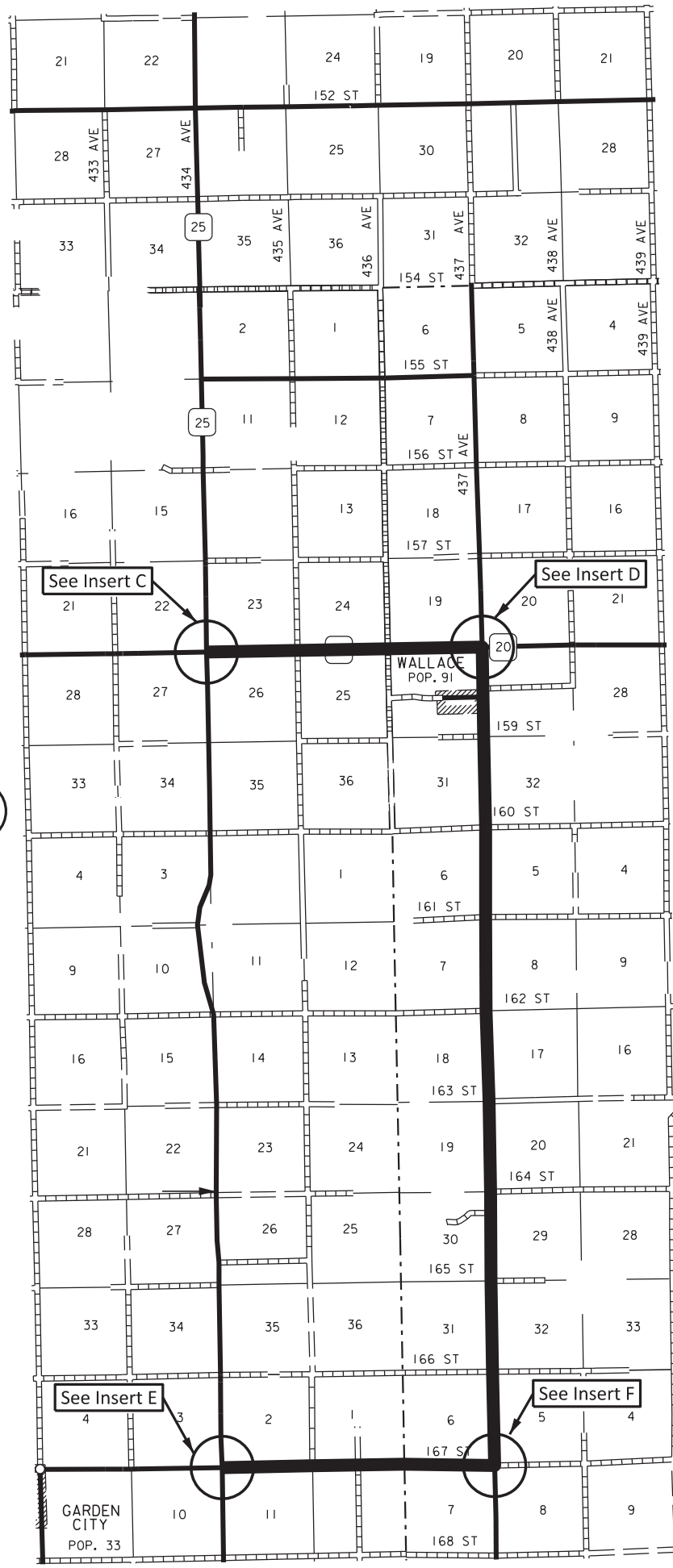
**—————** Car Detour for work between Begin Project Sta.0+50 to Sta. 319+12.41 (SD20).

PLOT SCALE - 1"=9000'

PLOT NAME - 7

PLOTTED FROM - TRAB17882

FILE - ... \SECTION C:\SOUTH CAR DETOUR.DGN

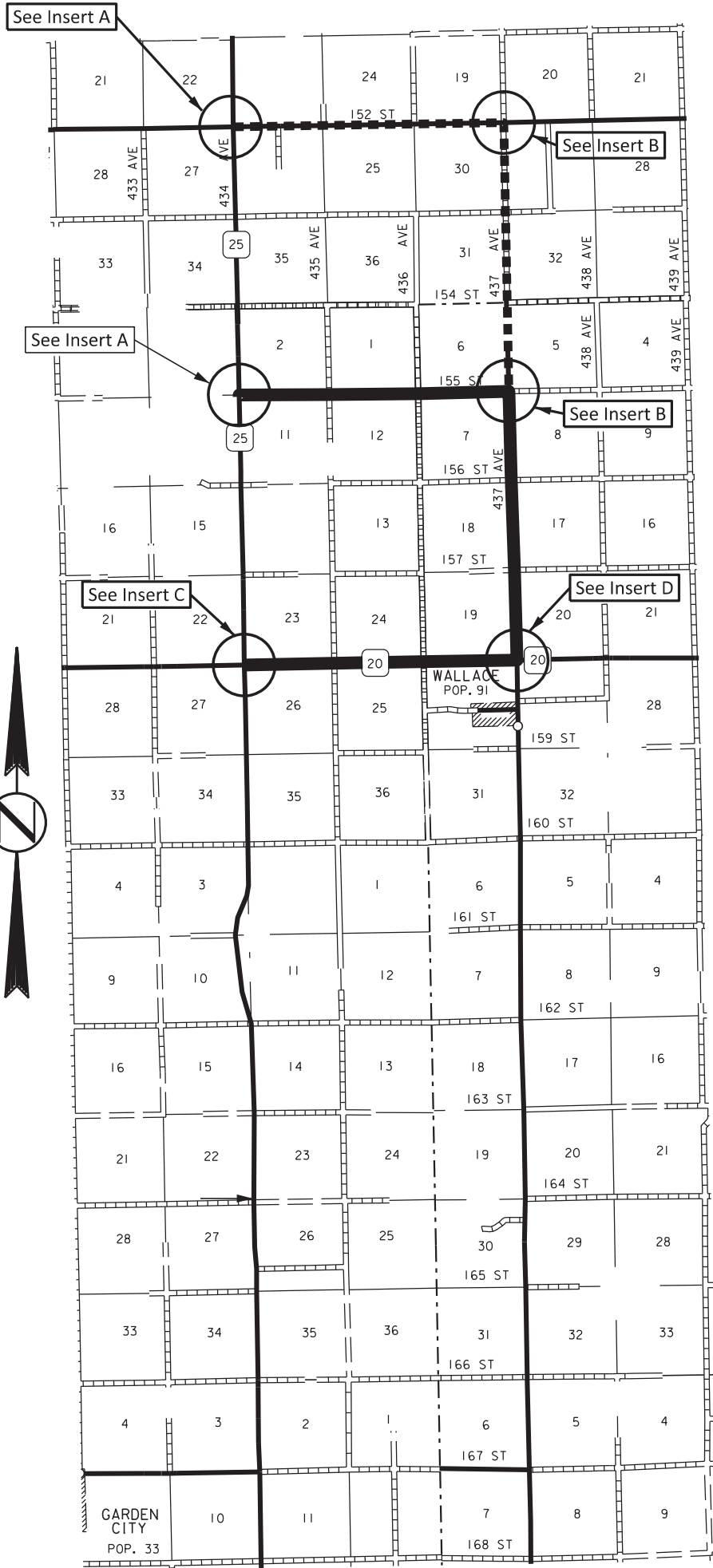


PLOT SCALE - 1"=9000'

PLOTTED FROM - TRAB17882

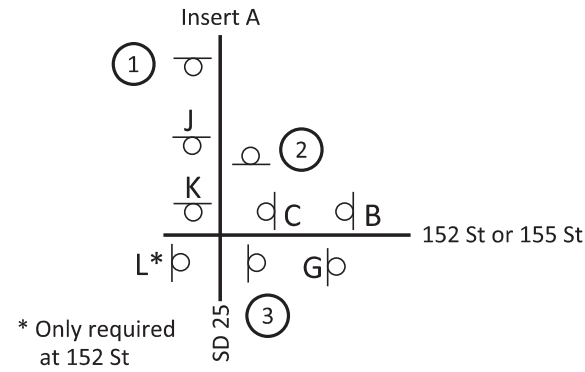
# NORTH PHASE CAR DETOUR SIGN LAYOUT (FIXED LOCATION GROUND MOUNTED, BREAKAWAY SUPPORTS)

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-PH-PT 0025(81)158	C12	C21
Plotting Date: 04/10/2024			

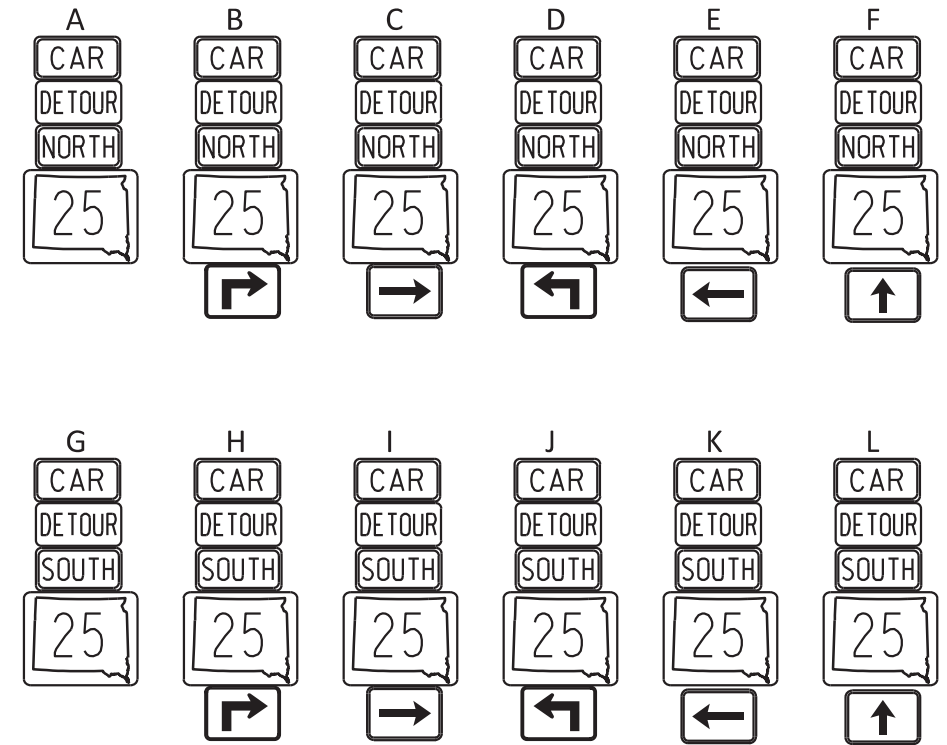
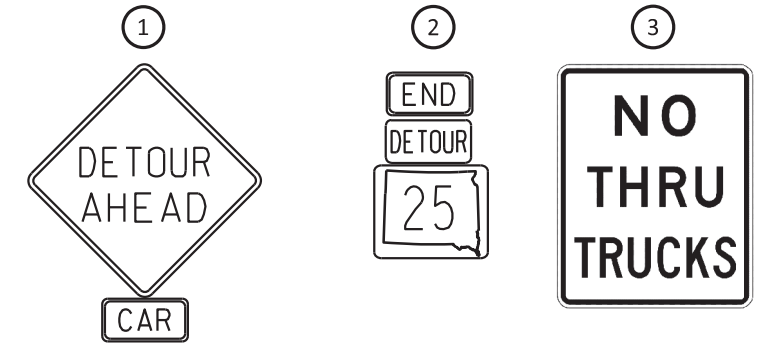
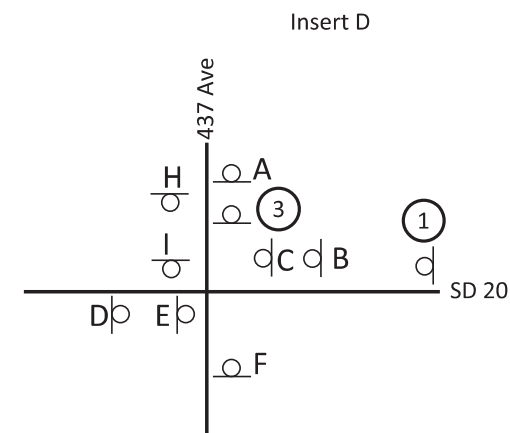
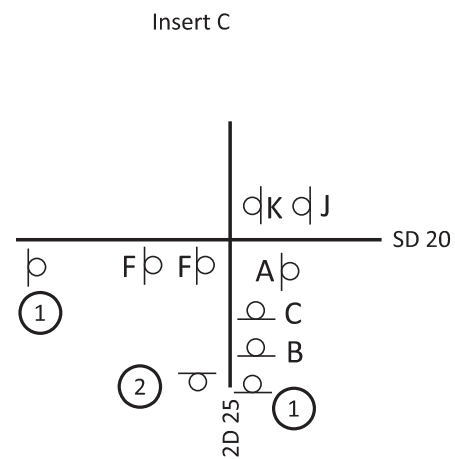
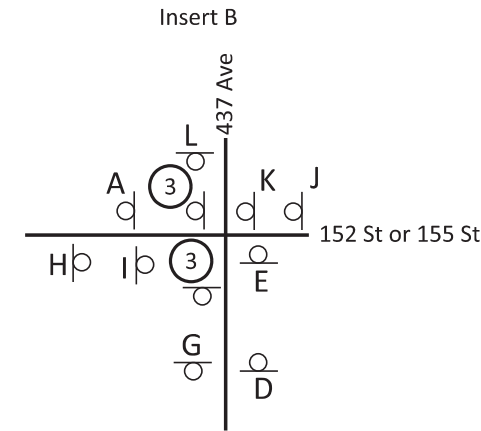


**————** Car Detour for work between Sta. 319+12.41 (SD20) to Sta. 477+19.49 (155th St).

**- - - - -** Car Detour for work between Sta. 477+19.49 (155th St) to End Project Sta. 529+20 (154th St).



\* Only required at 152 St



PLOT NAME - 8

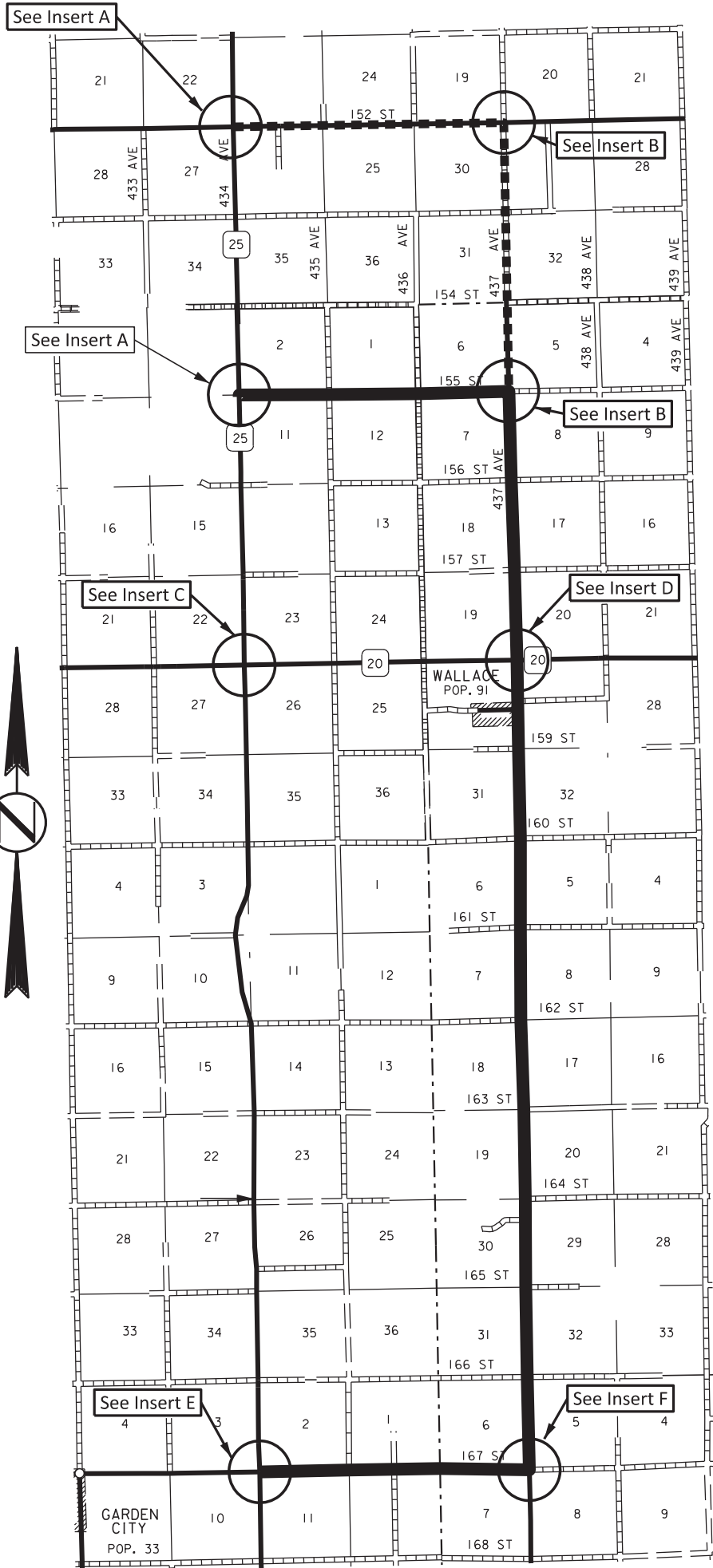
FILE - ... \SECTION C\NORTH CAR DETOUR.DGN

PLOT SCALE - 1"=900'

PLOTTED FROM - TRAB17882

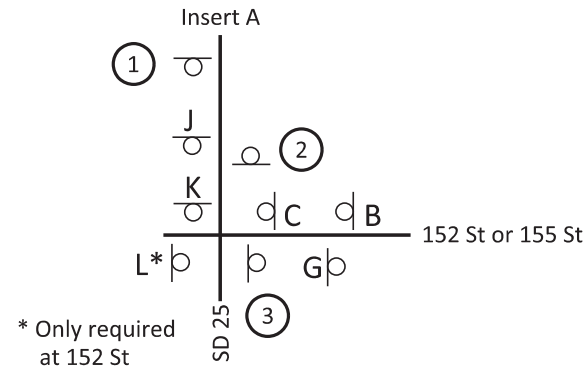
# FULL CAR DETOUR SIGN LAYOUT (FIXED LOCATION GROUND MOUNTED, BREAKAWAY SUPPORTS)

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	P-PH-PT 0025(81)158	C13	C21
Plotting Date: 04/10/2024			

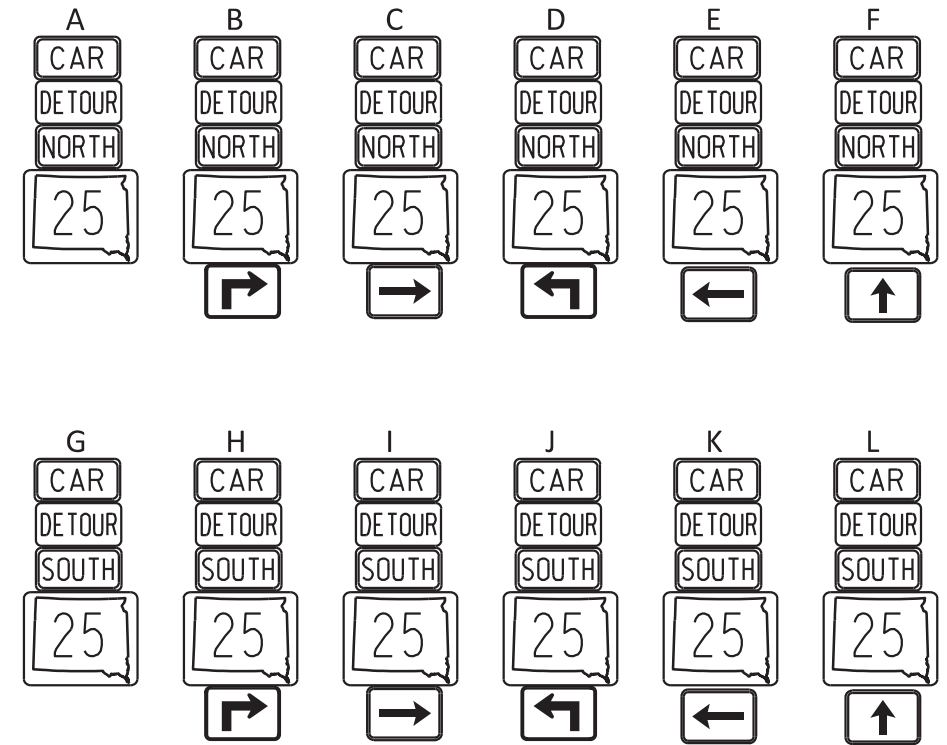
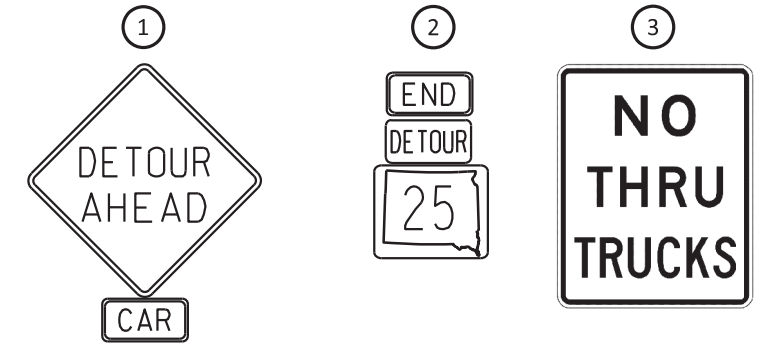
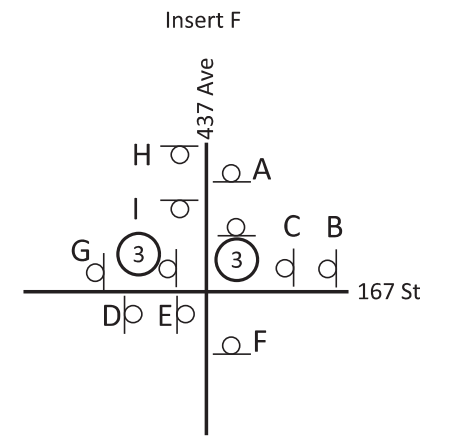
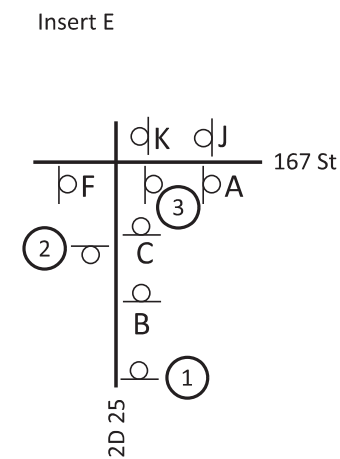
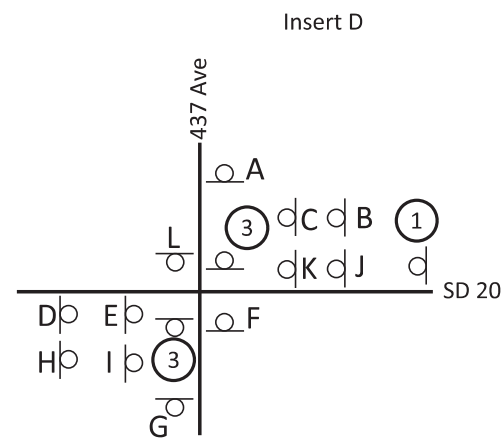
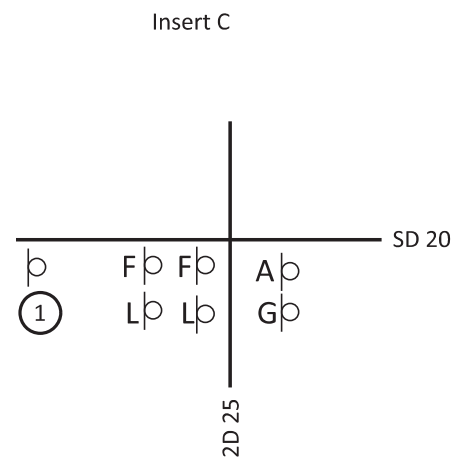
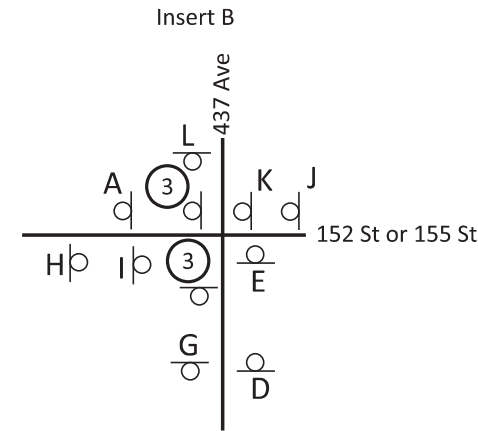


**————** Car Detour for work between Begin Project Sta.0+50 (164th St) to Sta. 477+19.49 (155th St).

**- - - - -** Car Detour for work between Sta. 477+19.49 (155th St) to End Project Sta. 529+20 (154th St).



\* Only required at 152 St



PLOT NAME - 9

FILE - ... \SECTION C\FULL CAR DETOUR.DGN

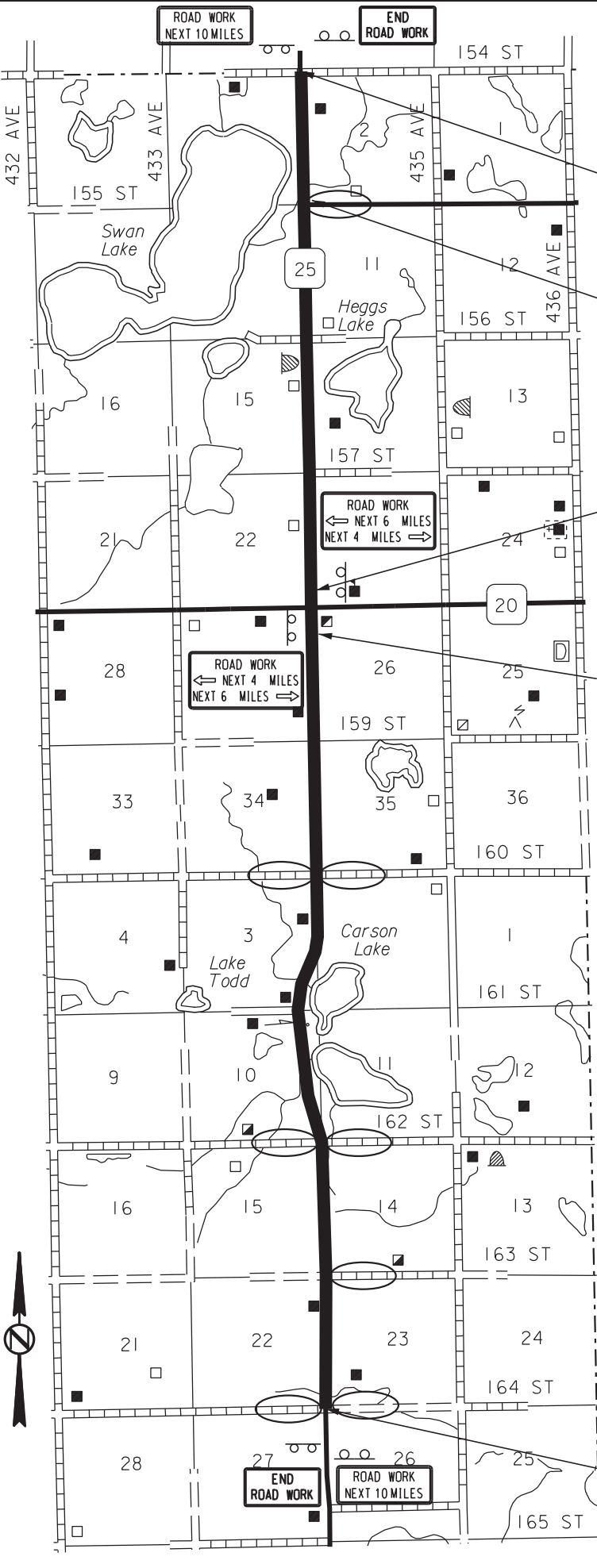
# INTERSECTION ROAD CLOSURE SIGN LAYOUT (FIXED LOCATION GROUND MOUNTED, BREAKAWAY SUPPORTS)

PLOT SCALE - 1:6000

PLOTTED FROM - TRAB17882

PLOT NAME - 10

FILE - ... \SECTION C\CROSS ROADS.DGN



Full Roadway Closure as per Standard Plate 634.29. W20-3 signs to be installed on ground mounted breakaway supports. Full Roadway Closure and South Phase Closure.

Full Roadway Closure as per Standard Plate 634.29. W20-3 signs to be installed on ground mounted breakaway supports. Full Roadway Closure and South Phase Closure.

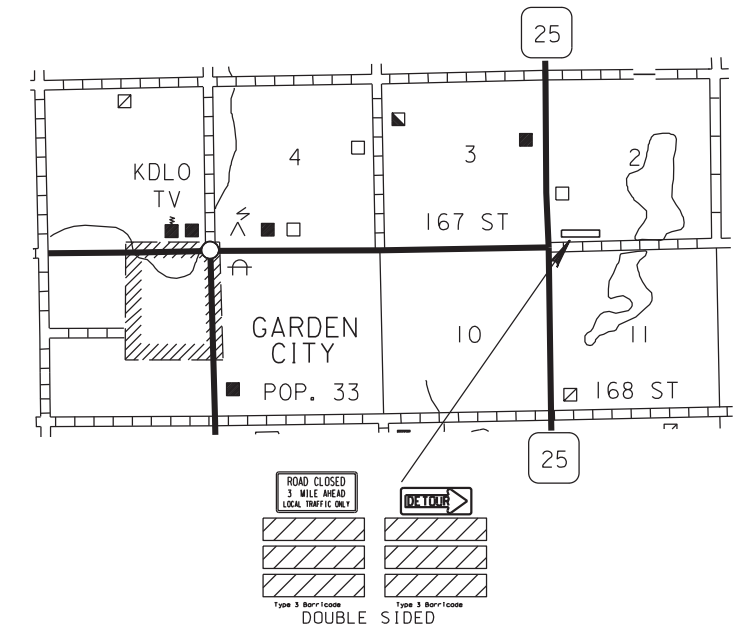
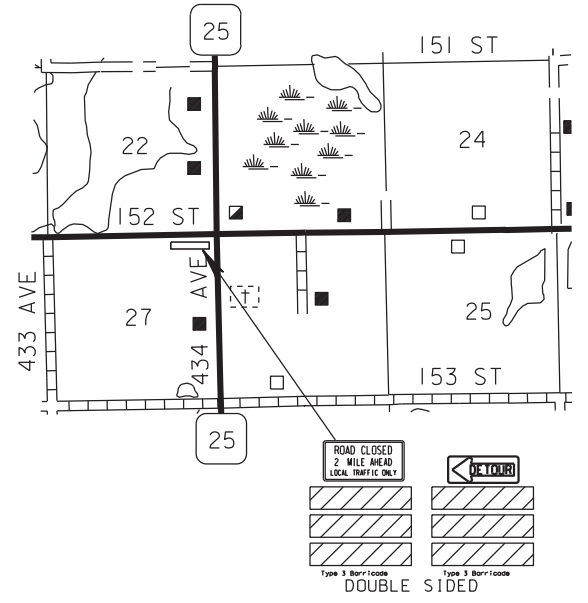
Full Roadway Closure for SD25 as per Standard Plate 634.29. W20-3 signs to be installed on ground mounted breakaway supports. North Phase Closure and Full Roadway Closure.

SD20 to remain open at all times.

Full Roadway Closure for SD25 as per Standard Plate 634.29. W20-3 signs to be installed on ground mounted breakaway supports. South Phase Closure and Full Roadway Closure.

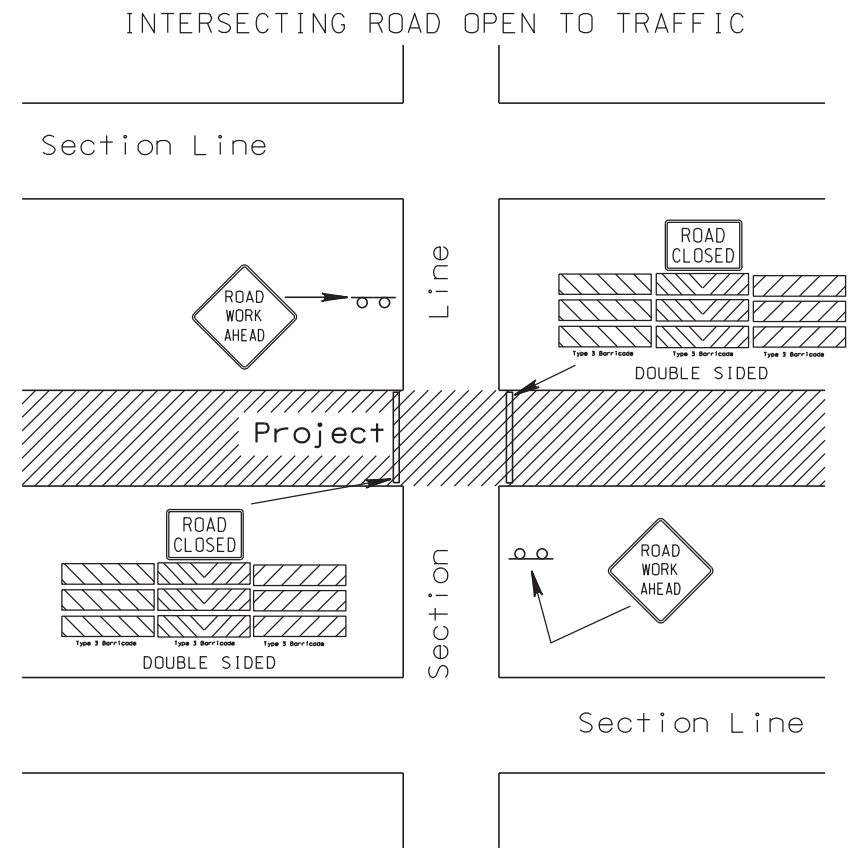
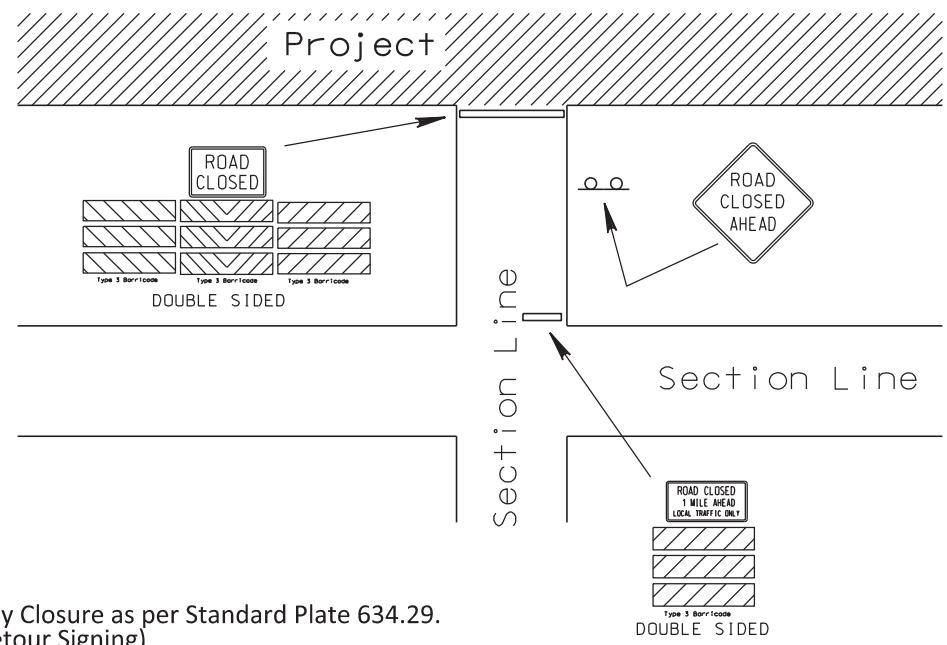
Road Work Next xx Mile signs will be installed just prior to reopening a segment of SD25 to traffic.

Full Roadway Closure as per Standard Plate 634.29. (Without Detour Signing) W20-3 signs to be installed on ground mounted breakaway supports. Full Roadway Closure and South Phase Closure.



Intersecting Road to receive Traffic Control.

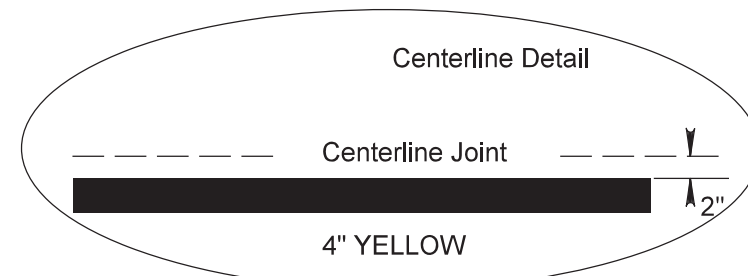
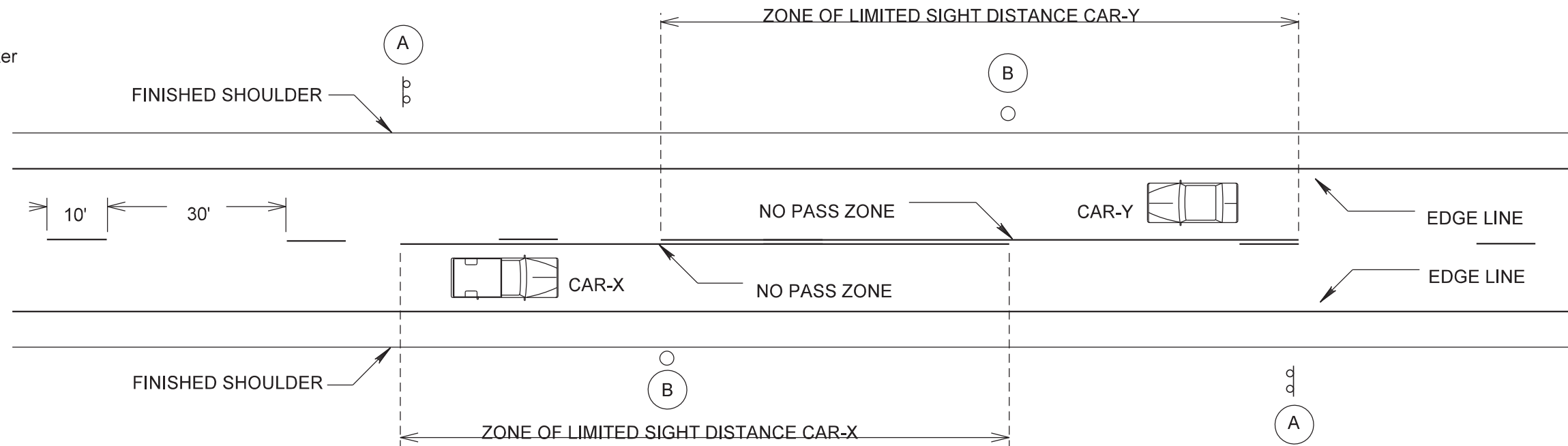
Typical Intersecting Road Closed to Traffic Detail



# TYPICAL PAVEMENT MARKING LAYOUT

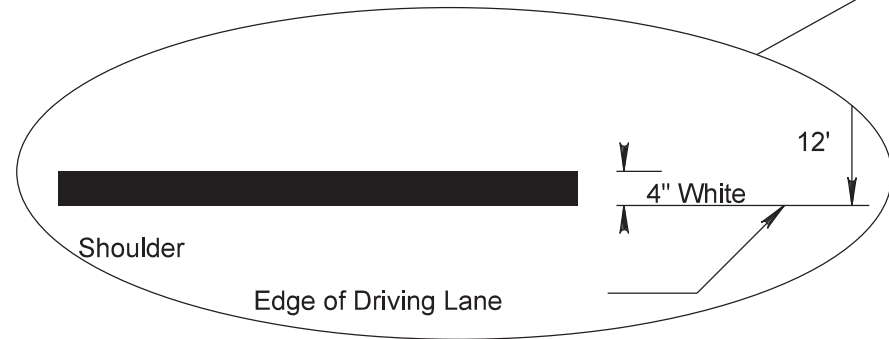
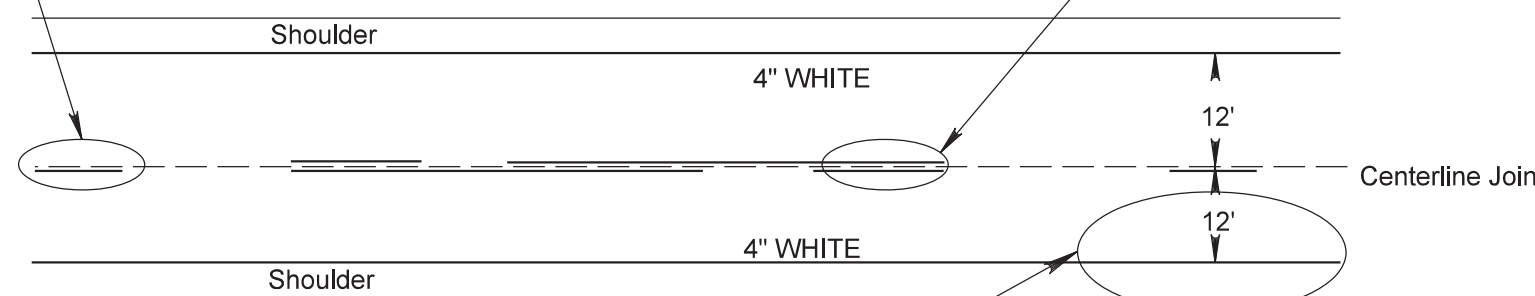
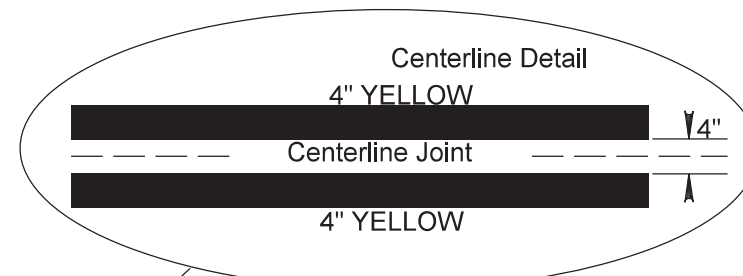


B End of Zone Marker



NOTE: A TWO "GUN" SYSTEM WILL BE USED TO OBTAIN THIS PATTERN.

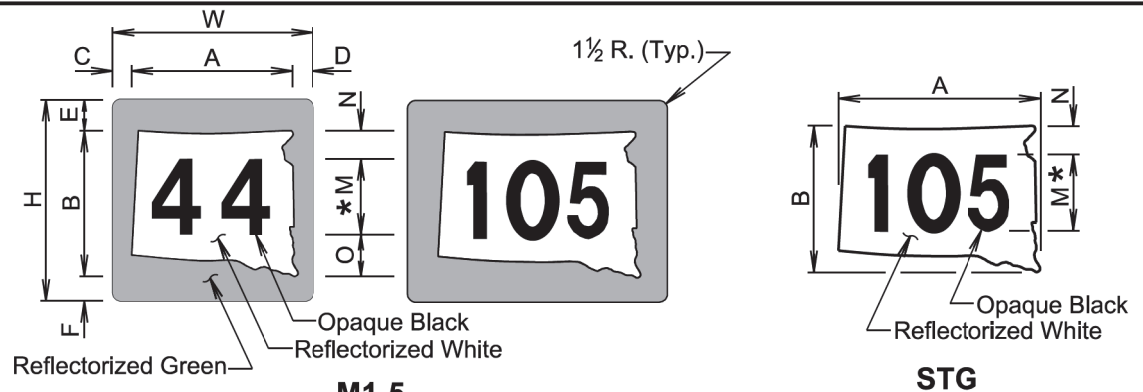
WHEN A SINGLE SKIP LINE EXISTS, THE SKIP WILL BE PLACED TO THE SOUTH OR EAST OF THE CENTERLINE JOINT.



**FURNISHING AND APPLYING HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT**

1. The typical pavement markings as shown on this sheet will be applied throughout the entire length of the project.
2. Exact location of the NO PASSING ZONE lines will be determined in the field by the Engineer. A dash of white paint will mark the beginning and end of all no passing zones. NO PASSING ZONE signs and the ending post in fence lines, if present, will not be used as the beginning and ending NO PASSING ZONE lines.
3. Traffic Control will be incidental to the cost of application. The striping and advance or trailing warning vehicle will be equipped with flashing amber lights or advance warning arrow panel.

Plotting Date: 09/12/2024

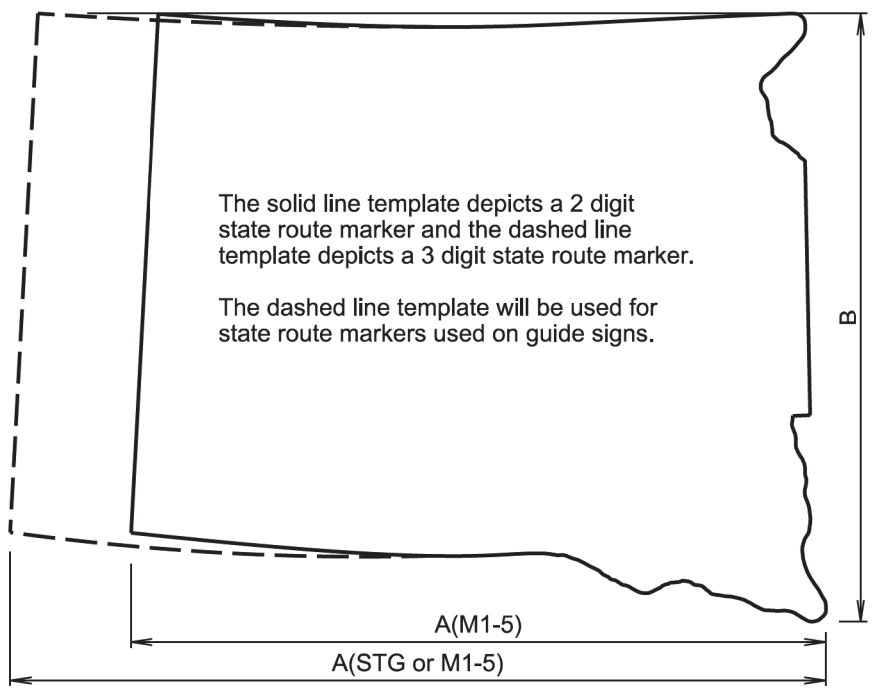


SIGN CODE	WxH	A	B	C	D	E	F	M*	N	O
M1-5	24x24	20 1/2	18	2	1 1/2	3 1/2	2 1/2	12D	2	4
M1-5 **	30x24	24	18	2 1/4	1 3/4	3 1/2	2 1/2	12D	2	4
M1-5	30x30	25 5/8	22 1/2	2 1/2	1 7/8	4 3/8	3 1/8	15D	2 1/2	5
M1-5	36x36	30 3/4	27	3	2 1/4	5 1/4	3 3/4	18D	3	6

SIGN CODE	AxB	M*	N
STG-24	24x18	10D	4
STG-32	32x24	12D	4 3/4
STG-48	48x36	18D	7
STG-64	64x48	24D	9 1/2

\* In the few cases where there is not enough space for the numerals, the standard D series font may be replaced with C series font if approved by the Engineer.

\*\* 3 Digits



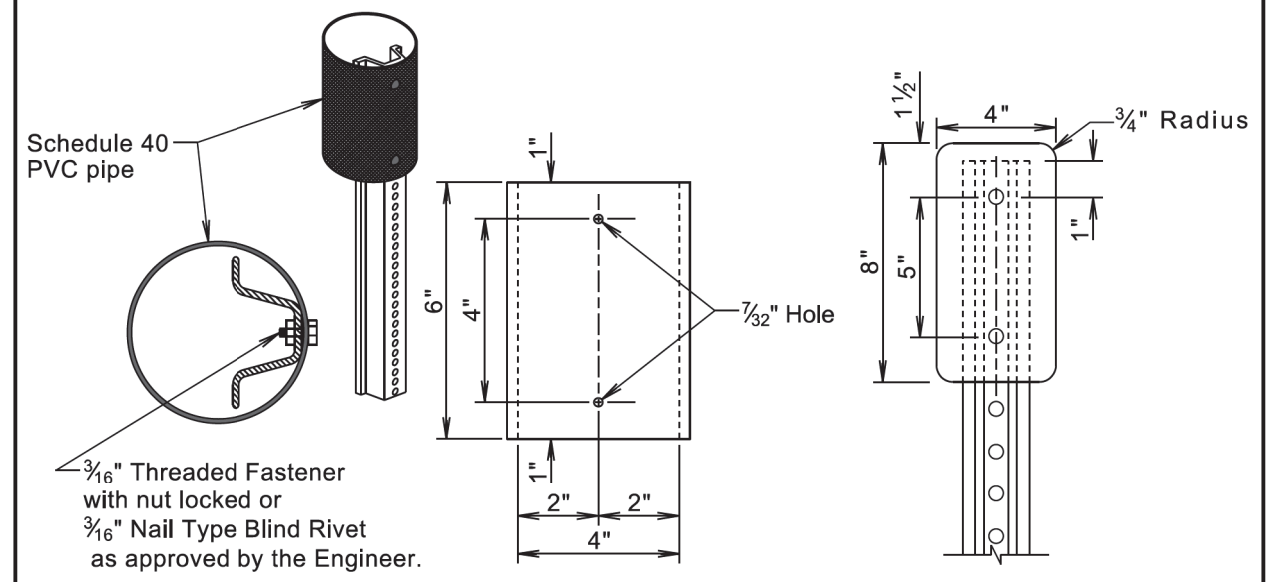
TEMPLATE FOR STATE ROUTE MARKER

GENERAL NOTES:

The unit for all dimensions shown is inches.  
Numerals will be D series font for all state route markers except as noted above.

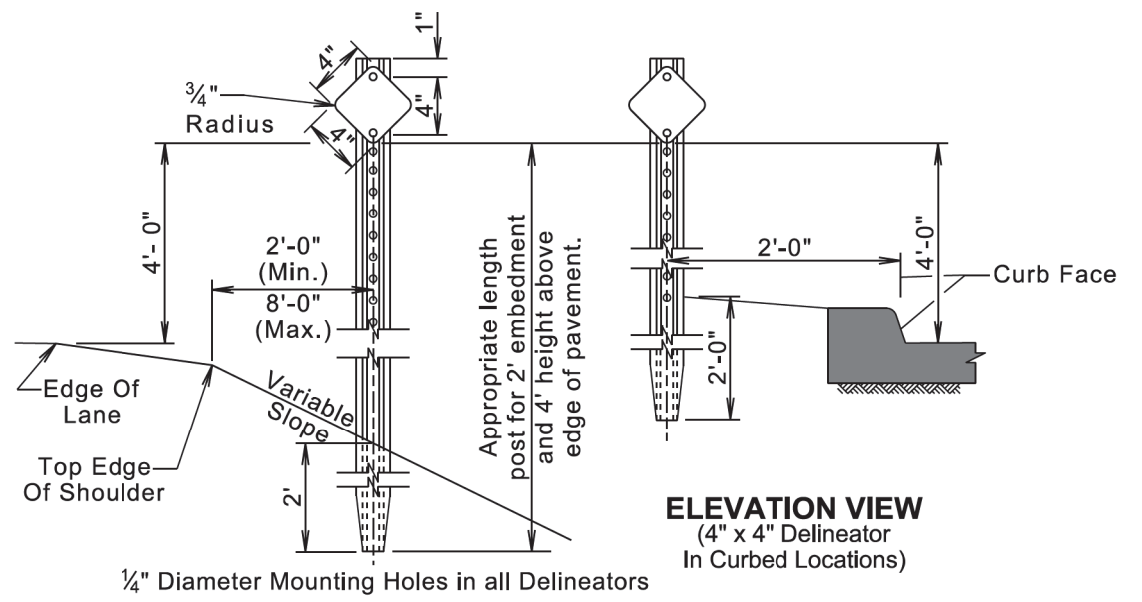
December 23, 2019

<b>Published Date: 2025</b>	<b>SDDOT</b>	<b>STATE ROUTE MARKERS</b>	PLATE NUMBER <b>632.20</b>
			Sheet 1 of 1



ELEVATION VIEW  
(4" Tubular delineator mounted on post)

ELEVATION VIEW  
(4" x 8" Delineator)



ELEVATION VIEW  
(4" x 4" Delineators)

ELEVATION VIEW  
(4" x 4" Delineator In Curbed Locations)

GENERAL NOTES:

Back-to-back delineation is required for two-way traffic, single-sided delineation for one-way traffic.

March 31, 2024

<b>Published Date: 2025</b>	<b>SDDOT</b>	<b>DELINEATOR INSTALLATION DETAIL</b>	PLATE NUMBER <b>632.42</b>
			Sheet 1 of 1

PLOT SCALE - 1:200

PLOTTED FROM - TRAB17882

PLOT NAME - 12

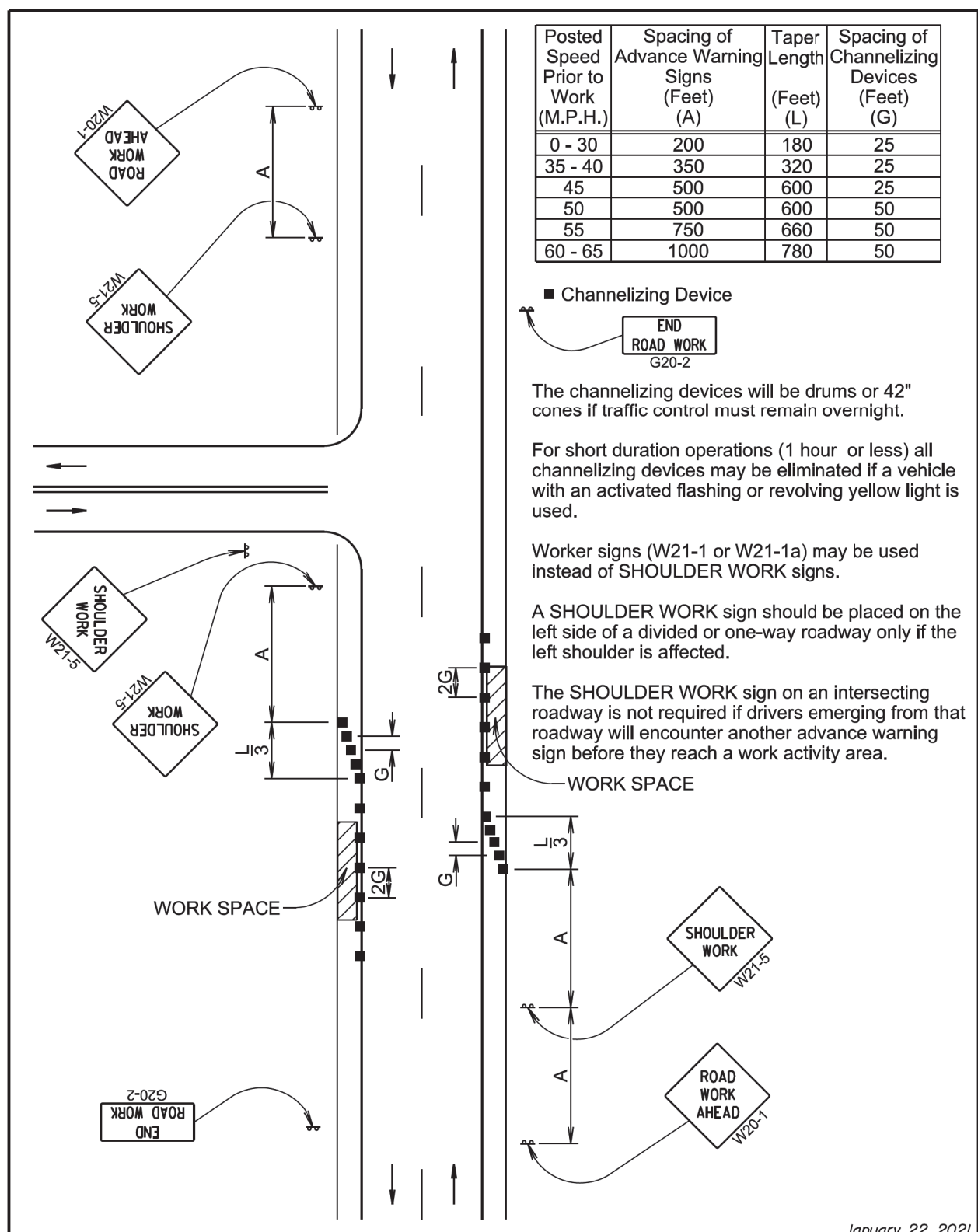
FILE - ... \SECTION C\63220\_&.63242.DGN



Plotting Date: 09/12/2024

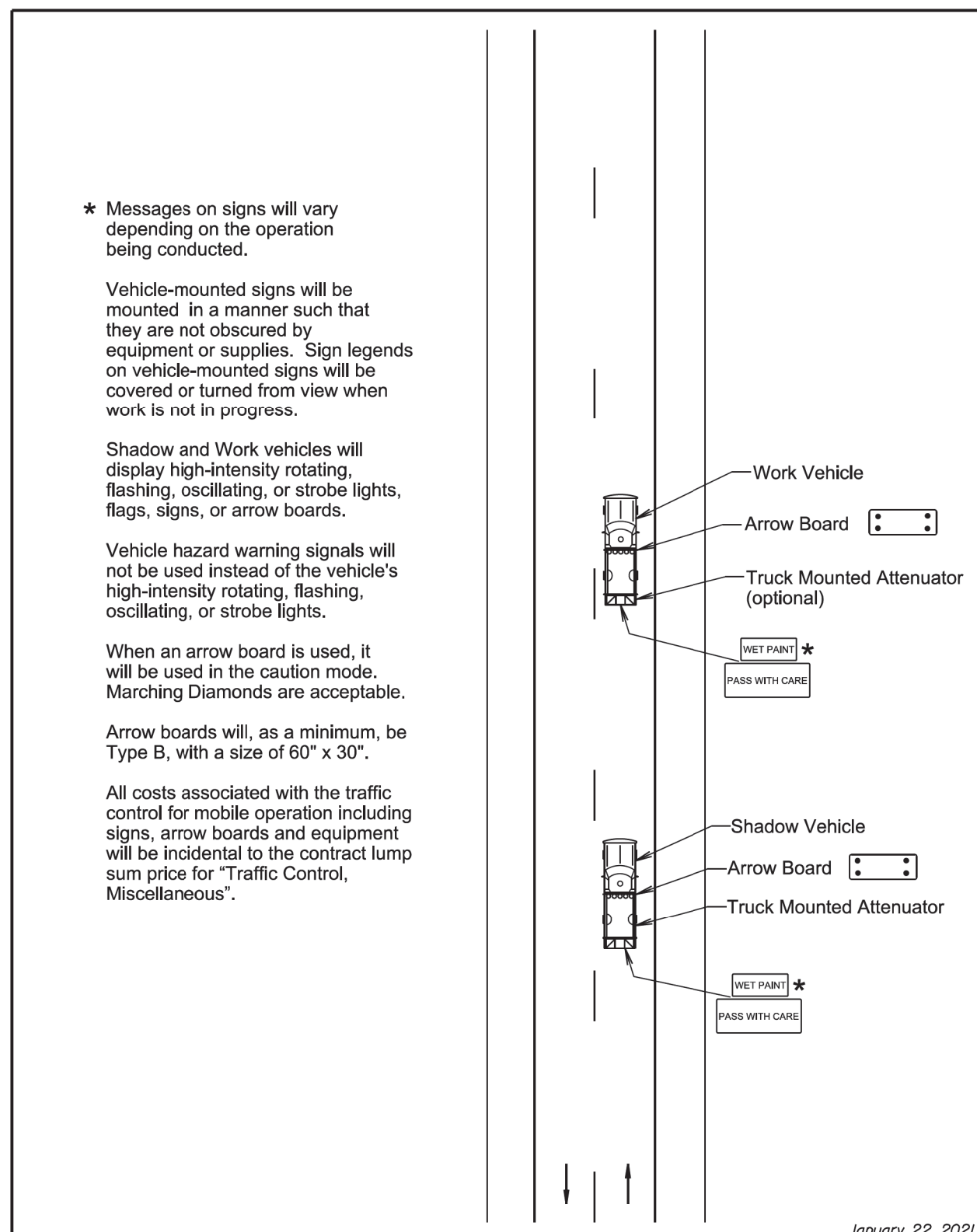
PLOT SCALE - 1:200

PLOT NAME - 13



January 22, 2021

<b>S D D O T</b>	<b>WORK ON SHOULDERS</b>	PLATE NUMBER 634.03
	Published Date: 2025	Sheet 1 of 1



January 22, 2021

<b>S D D O T</b>	<b>MOBILE OPERATIONS ON 2-LANE ROAD</b>	PLATE NUMBER 634.06
	Published Date: 2025	Sheet 1 of 1

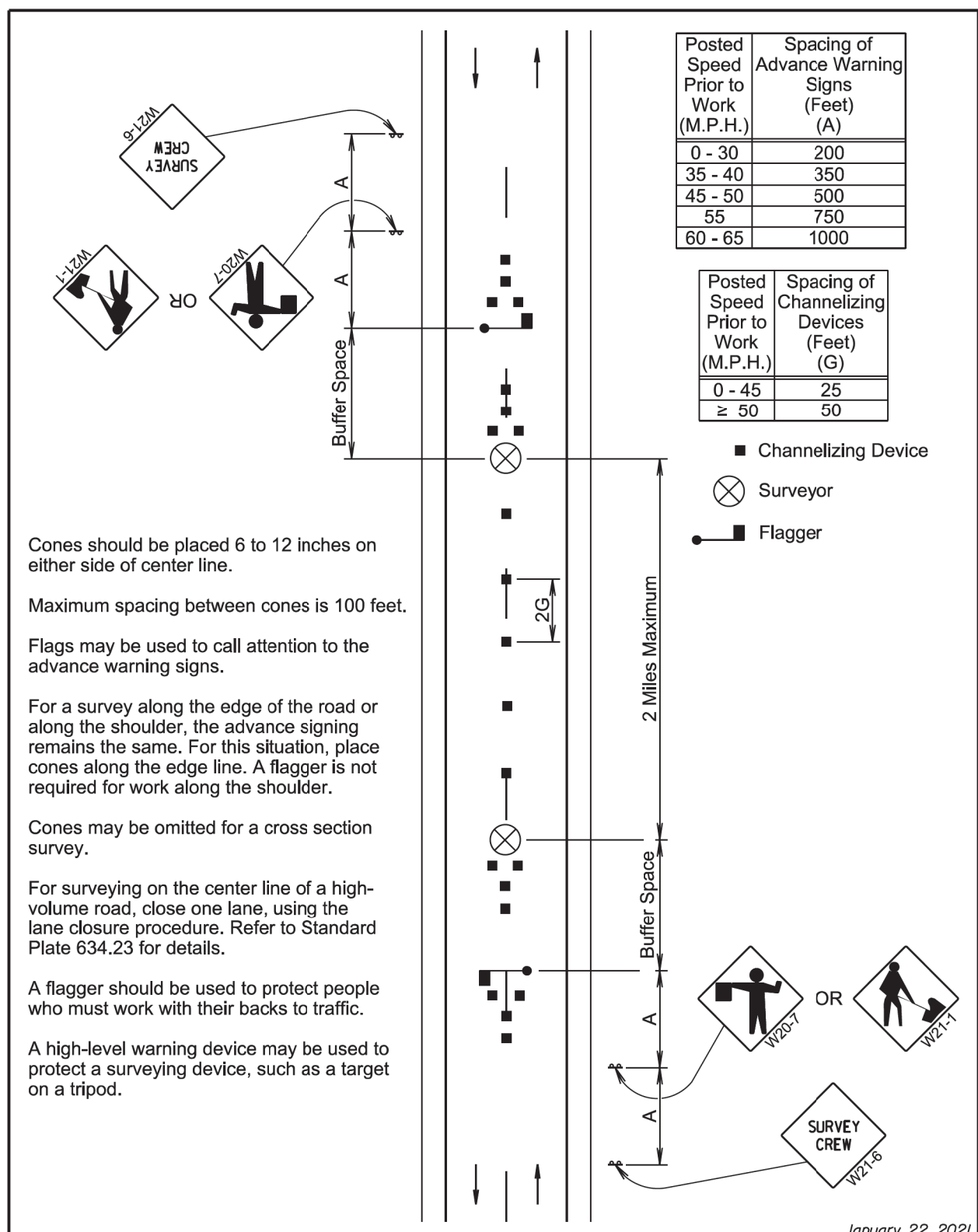
-PLOTTED FROM - TRAB17882

FILE - ... \SECTION C\63403-&-63406.DGN

Plotting Date: 09/12/2024

PLOT SCALE - 1:200

PLOT NAME - 14



Cones should be placed 6 to 12 inches on either side of center line.

Maximum spacing between cones is 100 feet.

Flags may be used to call attention to the advance warning signs.

For a survey along the edge of the road or along the shoulder, the advance signing remains the same. For this situation, place cones along the edge line. A flagger is not required for work along the shoulder.

Cones may be omitted for a cross section survey.

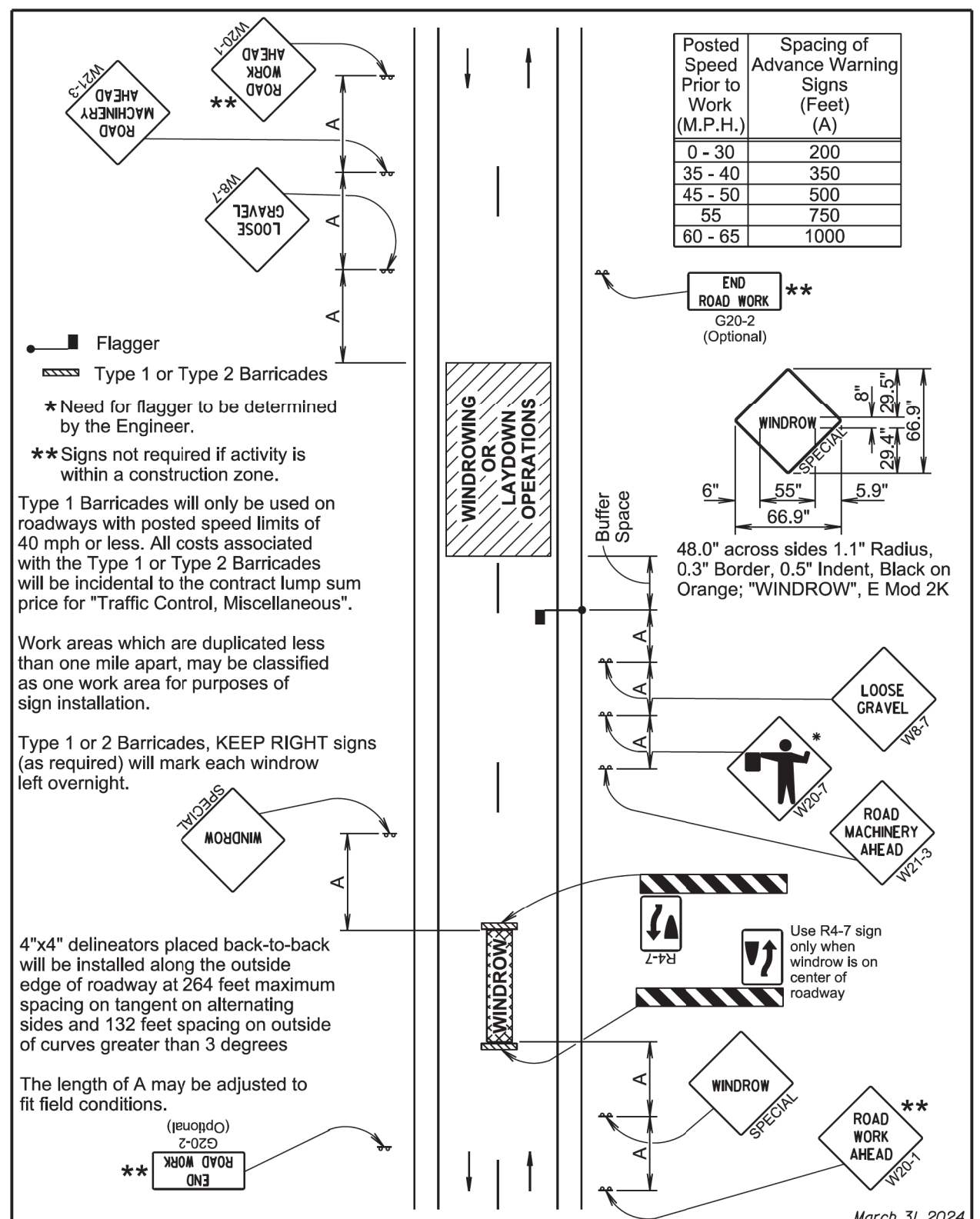
For surveying on the center line of a high-volume road, close one lane, using the lane closure procedure. Refer to Standard Plate 634.23 for details.

A flagger should be used to protect people who must work with their backs to traffic.

A high-level warning device may be used to protect a surveying device, such as a target on a tripod.

January 22, 2021

<b>S D D O T</b>	<b>SURVEYING ALONG CENTER LINE</b>	PLATE NUMBER <b>634.21</b>
	<i>Published Date: 2025</i>	Sheet 1 of 1



March 31, 2024

<b>S D D O T</b>	<b>WINDROWING OR LAYDOWN OPERATION</b>	PLATE NUMBER <b>634.27</b>
	<i>Published Date: 2025</i>	Sheet 1 of 1

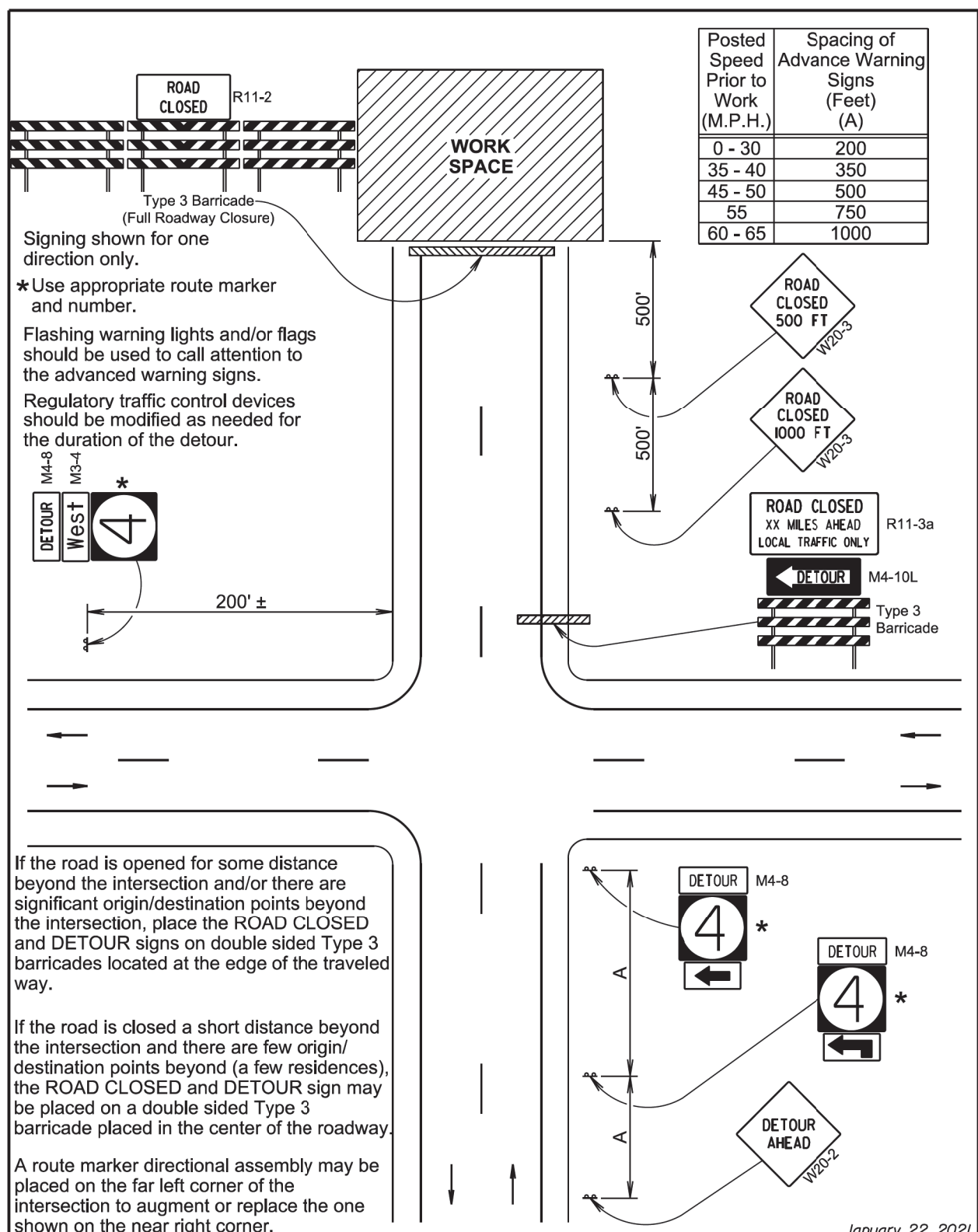
-PLOTTED FROM - TRAB17882

FILE - ... \SECTION C\63421\_&.63427.DGN

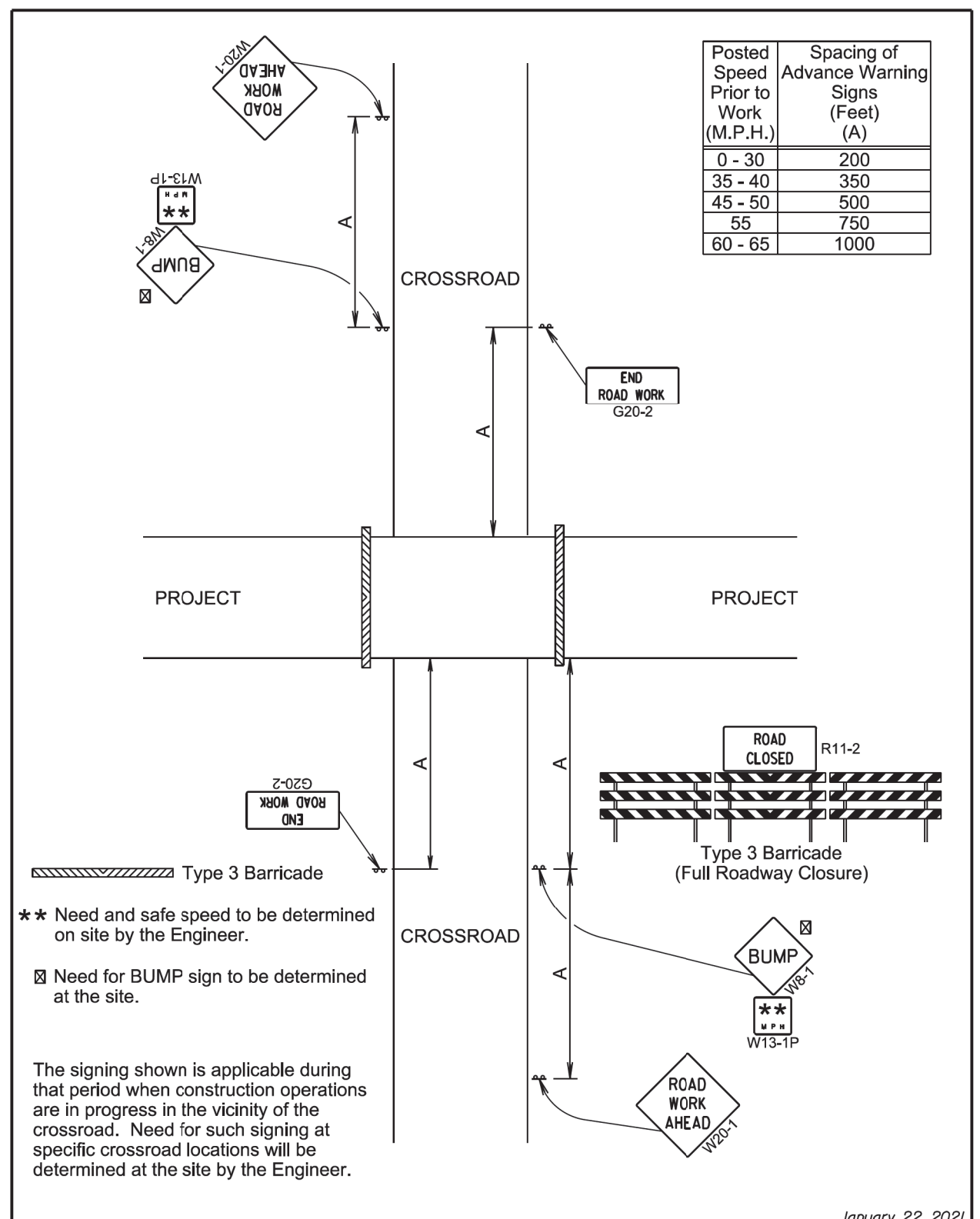
Plotting Date: 09/12/2024

PLOT SCALE - 1:200

PLOT NAME - 15  
FILE - ... \SECTION C\63429\_&\_63437.DGN



<b>S D D O T</b>	<b>ROAD CLOSED WITH OFF-SITE DETOUR</b>	PLATE NUMBER <b>634.29</b>
	Published Date: 2025	Sheet 1 of 1

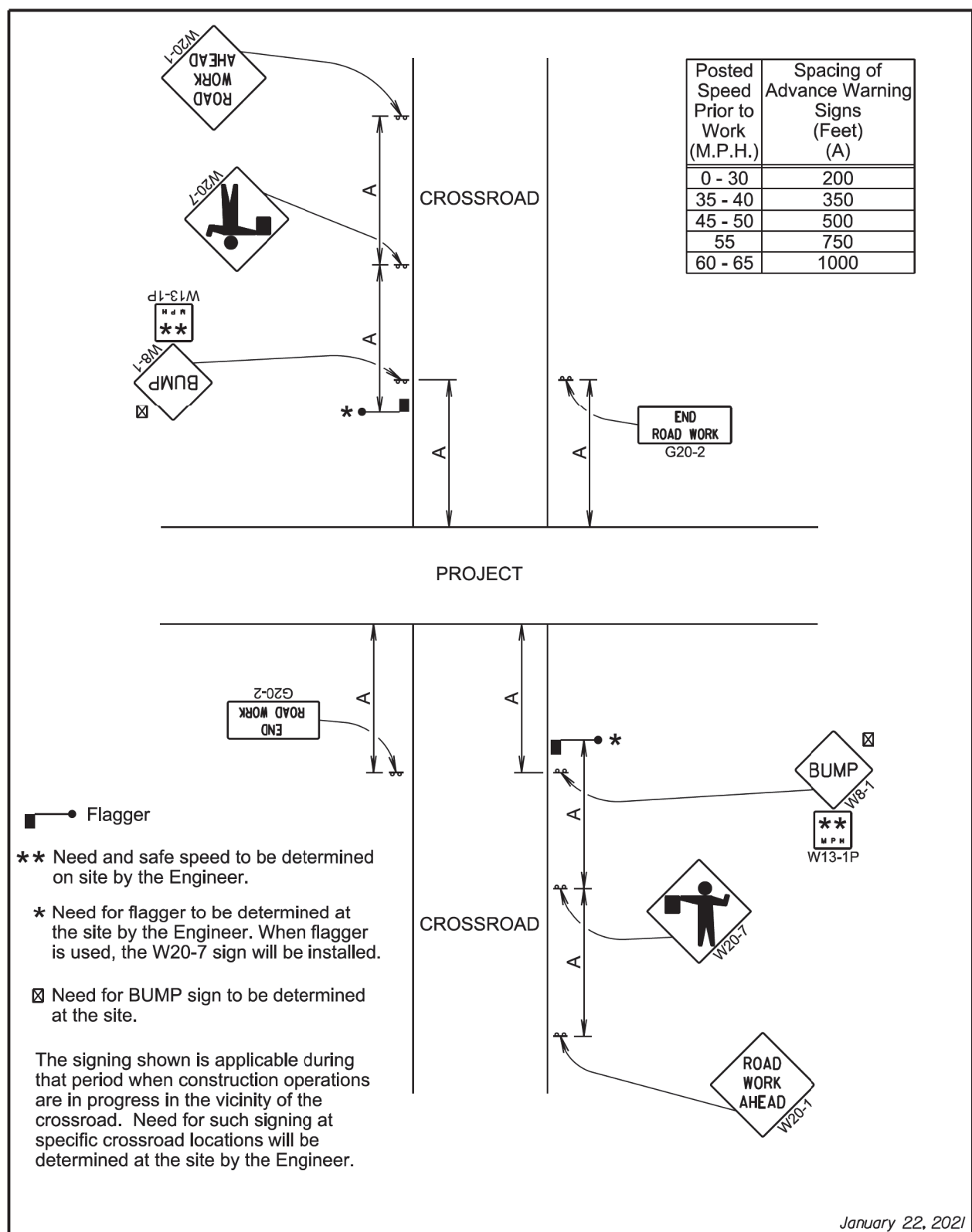


<b>S D D O T</b>	<b>PROJECT CLOSED TO TRAFFIC FROM CROSSROAD</b>	PLATE NUMBER <b>634.37</b>
	Published Date: 2025	Sheet 1 of 1

Plotting Date: 09/12/2024

PLOT SCALE - 1:200

PLOT NAME - 16



<b>S D D O T</b>	<b>PROJECT OPEN TO TRAFFIC FROM CROSSROAD</b>	PLATE NUMBER <b>634.38</b>
	Published Date: 2025	Sheet 1 of 1

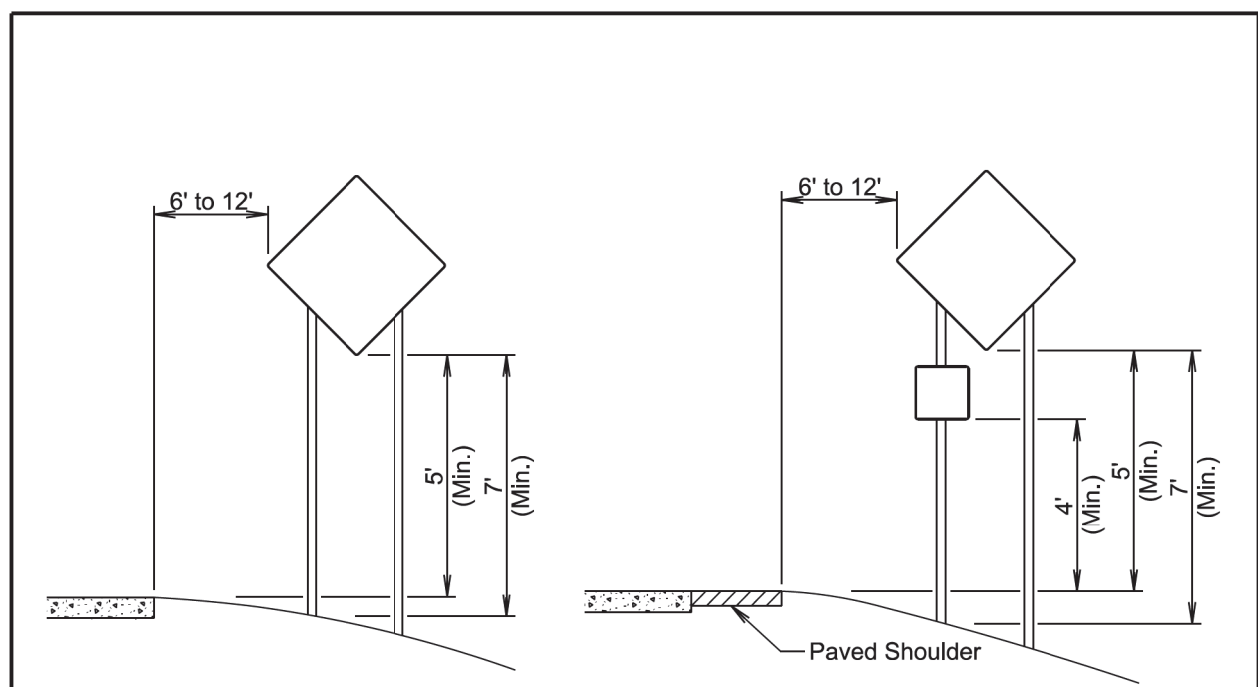
-PLOTTED FROM - TRAB17882

FILE - ... \SECTION C\63438-&-BLANK.DGN

PLOT SCALE - 1:200

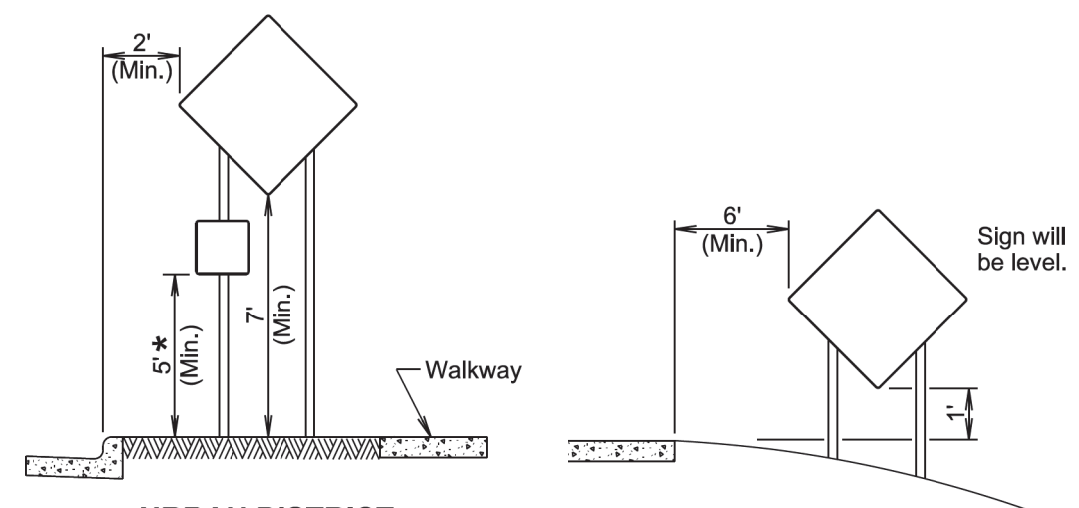
PLOT NAME - 17

FILE - ... \SECTION C\63485\_&.63499.DGN



**RURAL DISTRICT**

**RURAL DISTRICT WITH SUPPLEMENTAL PLATE**



**URBAN DISTRICT**

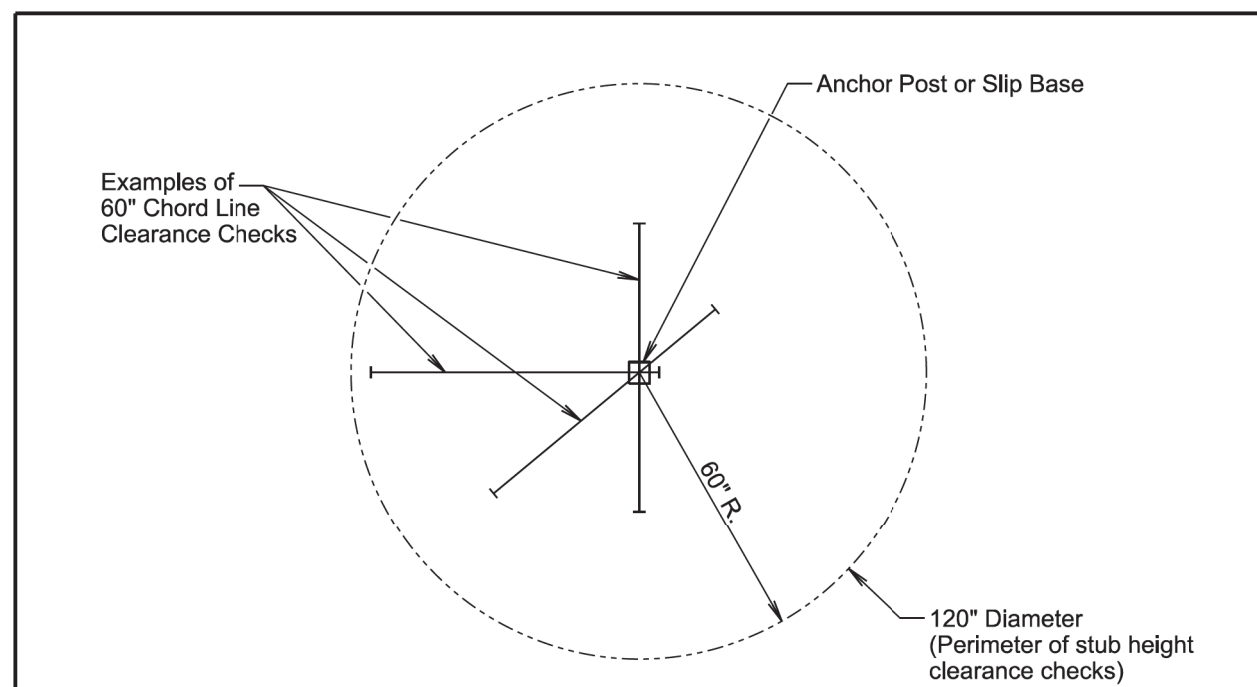
**RURAL DISTRICT 3 DAY MAXIMUM**  
(Not applicable to regulatory signs)

\* 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.

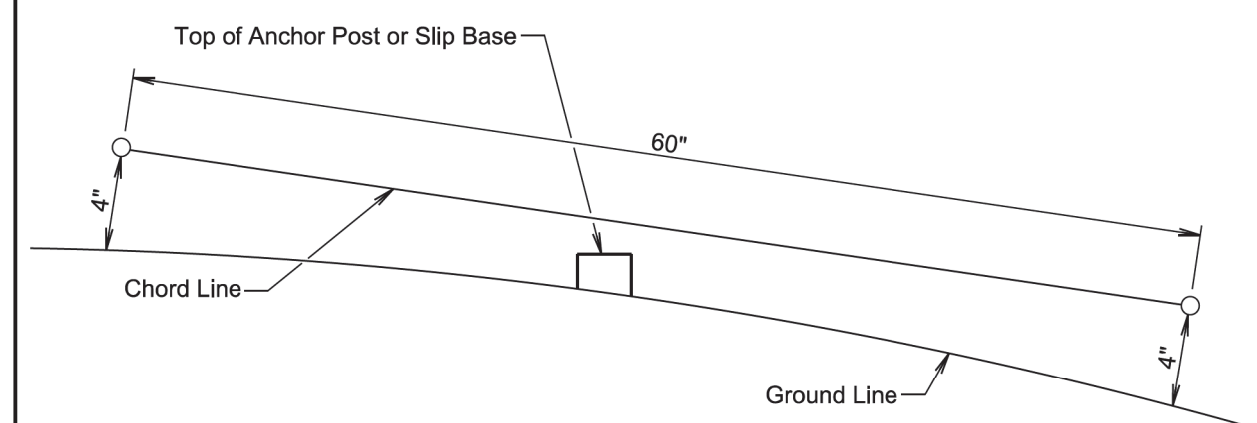
January 22, 2021

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

Published Date: 2025



**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

<b>S D D O T</b>	<b>BREAKAWAY SUPPORT STUB CLEARANCE</b>	PLATE NUMBER 634.99
		Sheet 1 of 1

Published Date: 2025