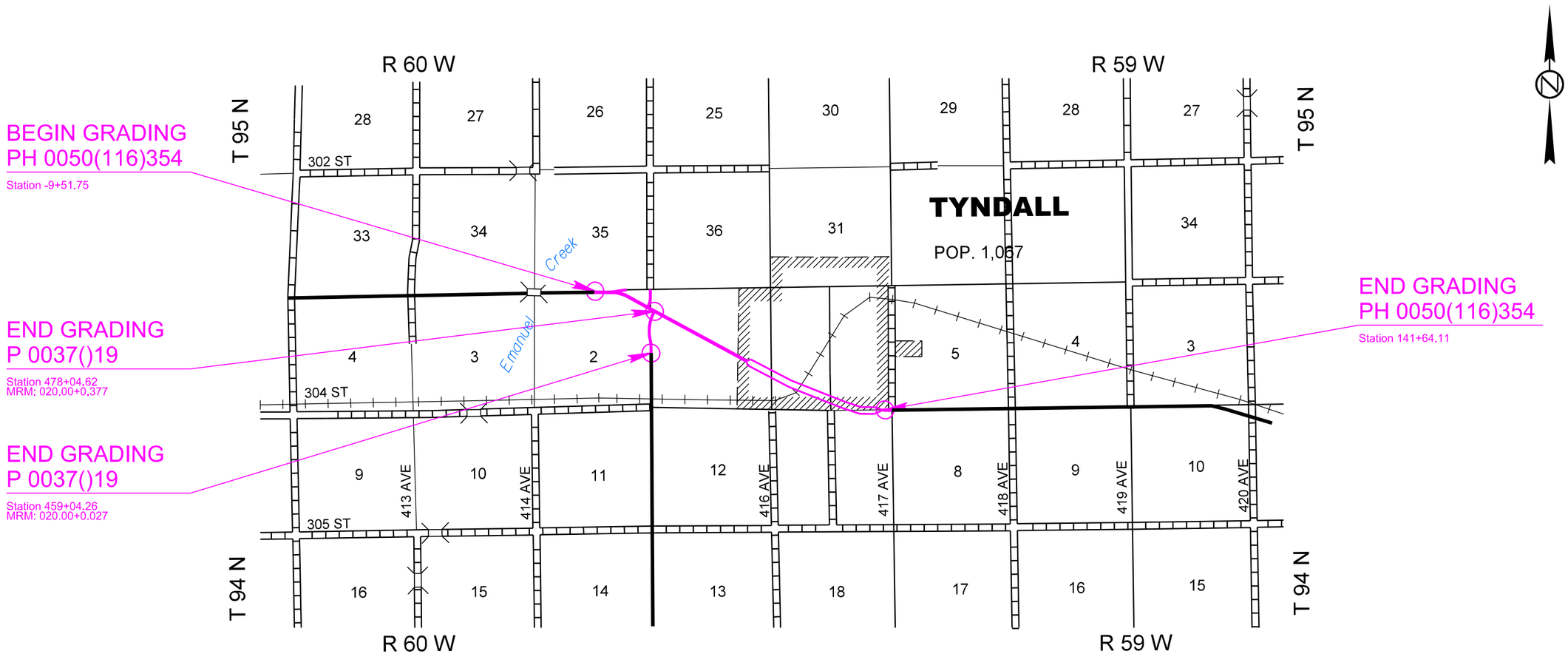
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-PH 0050(116)354 & P 0037(168)19	C1	C17

SECTION C: TRAFFIC CONTROL PLANS

INDEX OF SHEETS



October 15, 2025

SECTION C ESTIMATE OF QUANTITIES

PCN 04K7

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
120E0600	Contractor Furnished Borrow Excavation	818	CuYd
260E1080	Base Course, Salvaged, State Furnished	3,320.0	Ton
320E1200	Asphalt Concrete Composite	1,440.0	Ton
634E0010	Flagging	600.0	Hour
634E0020	Pilot Car	300.0	Hour
634E0110	Traffic Control Signs	870.9	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	LS
634E0275	Type 3 Barricade	22	Each
634E0380	Tubular Marker	380	Each
634E0600	4" Temporary Pavement Marking Tape Type I	72	Ft
634E0630	Temporary Pavement Marking	8.7	Mile
634E1002	Detour and Restriction Signing	261.9	SqFt

PCN 080L

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	200.0	Hour
634E0020	Pilot Car	100.0	Hour
634E0110	Traffic Control Signs	285.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	LS
634E0275	Type 3 Barricade	6	Each
634E0630	Temporary Pavement Marking	1.7	Mile

SEQUENCE OF OPERATIONS

The Contractor will follow the following Sequence of Operations and requirements unless an alternative Sequence of Operations is submitted in writing two weeks prior to the pre-construction meeting. 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.

1. The project will be separated into three phases for the purpose of sequencing.
    a. Phase 1: SD50 Sta. -9+52 to Sta. 41+92 & SD37 Sta. 459+04 to 478+05
    b. Phase 2: Sta. 41+92 to Sta. 72+61
    c. Phase 3A: Sta. 72+61 to Sta. 141+64, North Half
    d. Phase 3B: Sta. 72+61 to Sta. 141+64, South Half
2. All phases can be completed simultaneously if approved by the Engineer.
3. Phase 3A will be completed before Phase 3B.

Phase 1 Sequencing

1. Install fixed location signing and traffic control measures.
2. Construct temporary widening on south side of SD50 with Contractor Furnished Borrow, Base Course, Salvaged or Base Course, Salvaged, State Furnished, and Asphalt Concrete Composite from Sta. -11+52 to -5+90, and Sta. 35+80 to 41+92.
3. Install traffic control measures and divert traffic to temporary widening section.

SEQUENCE OF OPERATIONS (CONTINUED)

4. Salvage inplace surfacing on north half of SD50.
5. Complete roadway grading on north half of SD50 to final subgrade dimensions 2' beyond centerline.
6. Place permanent surfacing on the newly constructed north half of SD50.
7. Construct temporary widening on north side of SD50 with Contractor Furnished Borrow, Base Course, Salvaged or Base Course, Salvaged, State Furnished, and Asphalt Concrete Composite from Sta. -11+52 to -5+90, and Sta. 35+80 to 41+92.
8. Install traffic control measures and divert traffic to newly constructed north half of SD50.
9. Remove temporary widening and remaining inplace surfacing, and complete roadway grading on south half of SD50.
10. Complete grading on SD37 from Sta. 459+04 to 478+05 with the use of Flaggers and Pilot Car.
11. Place permanent surfacing on the newly constructed south half of SD50 and SD37.
12. Install permanent pavement markings and applicable permanent signing.
13. Remove temporary widening on north side of SD50 and applicable temporary traffic control.

Phase 2 Sequencing

1. Install fixed location signing and traffic control measures.
2. Construct temporary widening on south side of SD50 with Contractor Furnished Borrow, Base Course, Salvaged or Base Course, Salvaged, State Furnished, and Asphalt Concrete Composite from Sta. 41+92 to 72+61.
3. Install traffic control measures and divert traffic to temporary widening section.
4. Salvage inplace surfacing on SD37 and north half of SD50.
5. Complete roadway grading on north half of SD50 to final subgrade dimensions 2' beyond centerline and remove existing SD37.
6. Place permanent surfacing on the newly constructed north half of SD50.
7. Construct temporary widening on north side of SD50 with Contractor Furnished Borrow, Base Course, Salvaged or Base Course, Salvaged, State Furnished, and Asphalt Concrete Composite from Sta. 41+92 to 72+61.
8. Install traffic control measures and divert traffic to newly constructed north half of SD50.
9. Remove temporary widening and remaining inplace surfacing, and complete roadway grading on south half of SD50.
10. Place permanent surfacing on newly constructed south half of SD50.
11. Install permanent pavement markings and applicable permanent signing.
12. Remove temporary widening on north side of SD50 and applicable temporary traffic control.

Phase 3 Sequencing

1. Install fixed location signing and traffic control measures.
2. Construct temporary widening on south side of SD50 with Contractor Furnished Borrow, Base Course, Salvaged or Base Course, Salvaged, State Furnished, and Asphalt Concrete Composite from Sta. 72+61 to 76+45, and Sta. 139+00 to 143+64.
3. Install traffic control measures and divert traffic to temporary widening section.
4. Salvage inplace surfacing on north half of SD50.
5. Complete roadway grading on north half of SD50 to final subgrade dimensions 2' beyond centerline.
6. Complete north half of Str. 05-159-130.

SEQUENCE OF OPERATIONS (CONTINUED)

Revised, 02/04/25 (SC)

7. Place permanent surfacing on the newly constructed north half of SD50.
8. Construct temporary widening on north side of SD50 with Contractor Furnished Borrow, Base Course, Salvaged or Base Course, Salvaged, State Furnished, and Asphalt Concrete Composite from Sta. 72+61 to 76+45, and Sta. 139+00 to 143+64.
9. Install traffic control measures and divert traffic to newly constructed north half of SD50.
10. Remove temporary widening and remaining inplace surfacing, and complete Str. 05-159-130 and roadway grading on south half of SD50.
11. Place permanent surfacing on newly constructed south half of SD50.
12. Install permanent pavement markings and applicable permanent signing.
13. Remove temporary widening on north side of SD50 and applicable temporary traffic control.

GENERAL TRAFFIC CONTROL

Intersecting roads located throughout the project will be maintained for cross traffic except for when grading operations are occurring in the immediate area. Sufficient traffic control signs have been included in these plans to sign two crossroad closures (See Typical Intersecting Road Closure) and four crossroad pass-throughs (See Standard Plate 634.37). Tyndall Main Street, Highway 37 South, and Ford Avenue will remain open to traffic at all times.

Throughout the project, the Contractor must maintain local traffic and access to businesses and residences at all times. Adequate passage and ramping will be provided. The Contractor will keep businesses and residents informed of construction sequences in areas that have a direct impact on their access.

500 tons of Base Course, Salvaged or Base Course, Salvaged, State Furnished have been provided for traffic control purposes to maintain traffic during construction. When directed by the Engineer, the Base Course, Salvaged Base Course, Salvaged, State Furnished will be salvaged and reused during various phases of construction. Cost to remove, disposal and/or reuse of this material will be incidental to the contract unit price per ton for Base Course, Salvaged or Base Course, Salvaged, State Furnished.

Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

Existing STOP signs that are removed will be reset prior to the end of each day's work. A stop sign on portable supports must be used whenever a permanent ground mounted stop sign is removed. Cost for this work will be incidental to the contract unit price per square foot for Traffic Control Sign.

All temporary traffic control sign locations will be set in the field by the Contractor and verified by the Engineer prior to installation.

If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD, whichever is more stringent will be used, as determined by the Engineer.

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.

GENERAL TRAFFIC CONTROL (CONTINUED)

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 furnish, install, maintain, and remove TRUCK CROSSING (W8-6) signs daily. The TRUCK CROSSING signs will be displayed always when haul vehicles are hauling material. When hauling conditions no longer exist, the signs will be covered or removed from view. The exact number and location will be determined during construction. Payment for additional signs will be based on the contract unit price per square foot for “Traffic Control Signs”.

FLAGGING

Operations will be conducted so that the traveling public will not have to wait longer than 15 minutes at the flagger station.

It is required that the flaggers and pilot car operators be able to communicate with one another. If an emergency vehicle needs to pass through the project, the Contractor will be required to expedite traffic movement. All costs associated with this will be incidental to the contract unit price per hour for “Flagging”.

TEMPORARY PAVEMENT MARKING

Temporary Pavement Marking Paint will be used on inplace surfacing that will be removed later in the project, temporary widening, and leveling surfaces for centerlines, lane lines, skips, and as directed by the Engineer. The Temporary Pavement Marking Paint will be placed at the location of the existing pavement markings except that centerline will be double yellow the entire project length and will be offset 6-inches from centerline of the roadway. It will be the Contractor’s responsibility to determine which direction to offset so that the markings do not get covered up when the first half of the roadway is paved. Any markings that get covered by the paving operation will be reestablished as directed by the Engineer at the Contractor’s expense. The Contractor will be responsible for marking out those exact locations.

Temporary Flexible Vertical Markers (Tabs) will be used on the top lift of asphalt surfacing for centerline delineation, lane lines, skips, and as directed by the Engineer. Tabs will be offset 6-inches from the location shown for permanent pavement markings. Centerline will be double yellow lines with tabs spaced at 5’ the entire project length.

Quantities of Temporary Pavement Markings consist of:

PCN 04K7

One pass for temporary widening section on the south half of SD50
One pass for temporary widening section on the north half of SD50
One pass on top of final lift of asphalt concrete

PCN 080L

One pass on top of final lift of asphalt concrete

TUBULAR MARKERS

Tubular markers will be used to mark the centerline of the roadway through the temporary widening section on the south side of the road for all phases of construction, and they will be used to mark the permanent surfacing on the north side of the roadway for all phases of construction.

The color of the tubular markers on centerline will be predominately orange. The orange tubular markers will be installed at intervals of approximately 80 feet.

All tubular markers will be a minimum of 28 inches in height. The base of the tubular marker should be attached to the roadway surface with a flexible non-permanent bituminous adhesive capable of being removed from the roadway surface after use. The pin used to connect the marker to the base will be of a type that will not puncture a vehicle tire if it should become dislodged from the base.

All costs for furnishing, installing, maintaining, and removing the tubular markers will be incidental to the contract unit price per each for “Tubular Marker”.

OVERWIDTH RESTRICTION SIGNING

The Contractor will furnish and install the overwidth restriction signs as shown in these plans. Prior to installing the signs, the Contractor will mark the sign locations and review them with the Engineer. Overwidth restriction 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 overwidth restriction signs.

All costs for furnishing the signs, posts, and mounting hardware, and for installing, maintaining, covering, and removing the overwidth restriction signs will be incidental to the contract unit price per square foot for “Detour and Restriction Signing”.

TEMPORARY WIDENING

Temporary widening will be constructed on the south side from Sta. -11+50 to -5+90, Sta. 35+80 to 76+45, and Sta. 139+00 to 143+64 to maintain 24’ of roadway width. The 24’ roadway width will be measured starting 4’ south of centerline and ending 28’ south of centerline.

Temporary widening will be constructed on the north side from Sta. -11+50 to -5+90, Sta. 35+80 to 76+45, and Sta. 139+00 to 143+64 to maintain 24’ of roadway width. The 24’ roadway width will be measured starting 2’ south of centerline and ending 22’ north of centerline.

The temporary widening typical section will consist of 9” (3 - 3” lifts) of Base Course, Salvaged or Base Course, Salvaged, State Furnished and 3” of Asphalt Concrete with the top of the surface elevation constructed to match the existing roadway and roadway crown.

42” cones will be installed marking the edge of travel surface on the temporary widening section. 42” cones will be incidental to the contract lump sum price for Traffic Control, Miscellaneous.

An estimated 818 cubic yards of Contractor Furnished Borrow Excavation will be needed to construct the temporary widening. The material will be obtained by the Contractor. After completion of the project the excess materials will be removed and disposed of by the Contractor.

TEMPORARY WIDENING (CONTINUED)

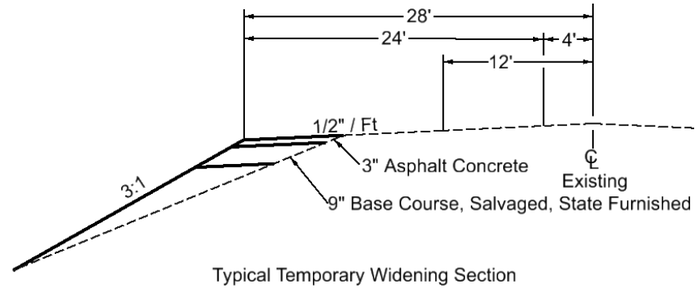
Compaction of the embankment will be to the satisfaction of the Engineer. Water needed to achieve compaction will be incidental to the contract unit price per cubic yard of Borrow Unclassified Excavation.

Cost for hauling, placing, compaction, removing and wasting this material will be incidental to the contract unit price per cubic yard for Borrow Unclassified Excavation.

An estimated 2,820 tons of Base Course, Salvaged or Base Course, Salvaged, State Furnished and 1,440 tons of Asphalt Concrete Composite are included in the Estimate of Quantities for surfacing of the temporary widening areas. This temporary surfacing may be salvaged, processed, and reused on the project by the Contractor.

Cost for furnishing, hauling, placing, and compacting of the surfacing materials and embankment will be paid for at their respective contact unit prices.

At no time will a vertical drop-off of greater than 3 inches be left overnight adjacent to the traveled way. The Contractor will utilize embankment material to ensure a 3-inch vertical drop-off is not exceeded. The slope of the embankment material will not be steeper than a 3:1 within 30 feet of the traveled way.



Typical Temporary Widening Section

ASPHALT CONCRETE COMPOSITE

The Asphalt Concrete Composite will extend over and fill the existing shoulder rumble strip where temporary widening is needed.

Asphalt for flush seal SS-1h or CSS-1h and sand for flush seal will not be required on the Asphalt Concrete Composite used in the temporary widening.

INCIDENTS

An incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic such as a crash, hazardous materials spill, or other event.

The Contractor will set up a meeting prior to start of work to plan and coordinate responses to an incident. The Contractor will invite the Department of Transportation, the South Dakota Highway Patrol, the Bon Homme County Sheriff, Bon Homme Emergency Management Officer, and local emergency response entities to the meeting.

INCIDENTS (CONTINUED)

The Contractor will assist to maintain traffic as required by these plan notes and as agreed to at that meeting.

Emergency vehicle access through the project will be considered and discussed at the meeting.

Cost for the relocation of an advance warning sign due to an incident will be 50% of the designated sign rate. Flaggers will be paid for at the contract unit price per hour for “Flagging”.

EXISTING MAILBOX AND NEWSPAPER CONTAINERS

Mail service and emergency vehicle access will be maintained at all times.

The Contractor will be required to relocate the existing mailboxes and newspaper containers on temporary supports which are affect by the project to provide continuous mail service to residents and businesses through the project. All temporary mailboxes will be placed at a location acceptable to the Postmaster. The Engineer will approve the material used for temporary supports. Cost of this work will be incidental to the item Refurbish Single Mailbox, Each as included in Section B of the plans.

PRESS RELEASE ANNOUNCEMENTS

The SD DOT 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 contractor 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.

ITEMIZED LIST FOR OVERWIDTH RESTRICTION SIGNS

PCN 04K7

		EXPRESSWAY / INTERSTATE			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
SPECIAL	WIDTH RESTRICTION 11 FT WIDE SD50 WEST	1	114" x 90"	71.3	71.3
SPECIAL	WIDTH RESTRICTION 11 FT WIDE SD50 EAST	1	114" x 90"	71.3	71.3
SPECIAL	WIDTH RESTRICTION 11 FT WIDE SD50 EAST-WEST	1	114" x 90"	71.3	71.3
SPECIAL	NO VEHICLES OVER 11 FT WIDE	4	72" x 24"	12.0	48.0
		EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT			261.9

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

PCN 04K7

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	6	30"	5.2	31.2
R1-2	YIELD	1	36"	3.9	3.9
R4-7	KEEP RIGHT (symbol)	2	24" x 30"	5.0	10.0
R11-2	ROAD CLOSED	8	48" x 30"	10.0	80.0
R11-3a	ROAD CLOSED __ MILES AHEAD LOCAL TRAFFIC ONLY	4	60" x 30"	12.5	50.0
W1-4	REVERSE CURVE (L or R)	4	48" x 48"	16.0	64.0
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W8-1	BUMP	6	48" x 48"	16.0	96.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W8-7	LOOSE GRAVEL	2	48" x 48"	16.0	32.0
SPECIAL	WINDROW	2	48" x 48"	16.0	32.0
W8-11	UNEVEN LANES	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	6	30" x 30"	6.3	37.8
W20-1	ROAD WORK AHEAD	8	48" x 48"	16.0	128.0
W20-3	ROAD CLOSED AHEAD	4	48" x 48"	16.0	64.0
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
W21-3	ROAD MACHINERY AHEAD	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0
G20-1	ROAD WORK NEXT XX MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			870.9

PCN 080L

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	2	30"	5.2	10.4
R11-2	ROAD CLOSED	2	48" x 30"	10.0	20.0
W1-2	RIGHT CURVE ARROW	1	48" x 48"	16.0	16.0
W8-1	BUMP	2	48" x 48"	16.0	32.0
W8-7	LOOSE GRAVEL	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6.3	12.6
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
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
W21-5	SHOULDER WORK	3	48" x 48"	16.0	48.0
G20-1	ROAD WORK NEXT XX MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			285.0

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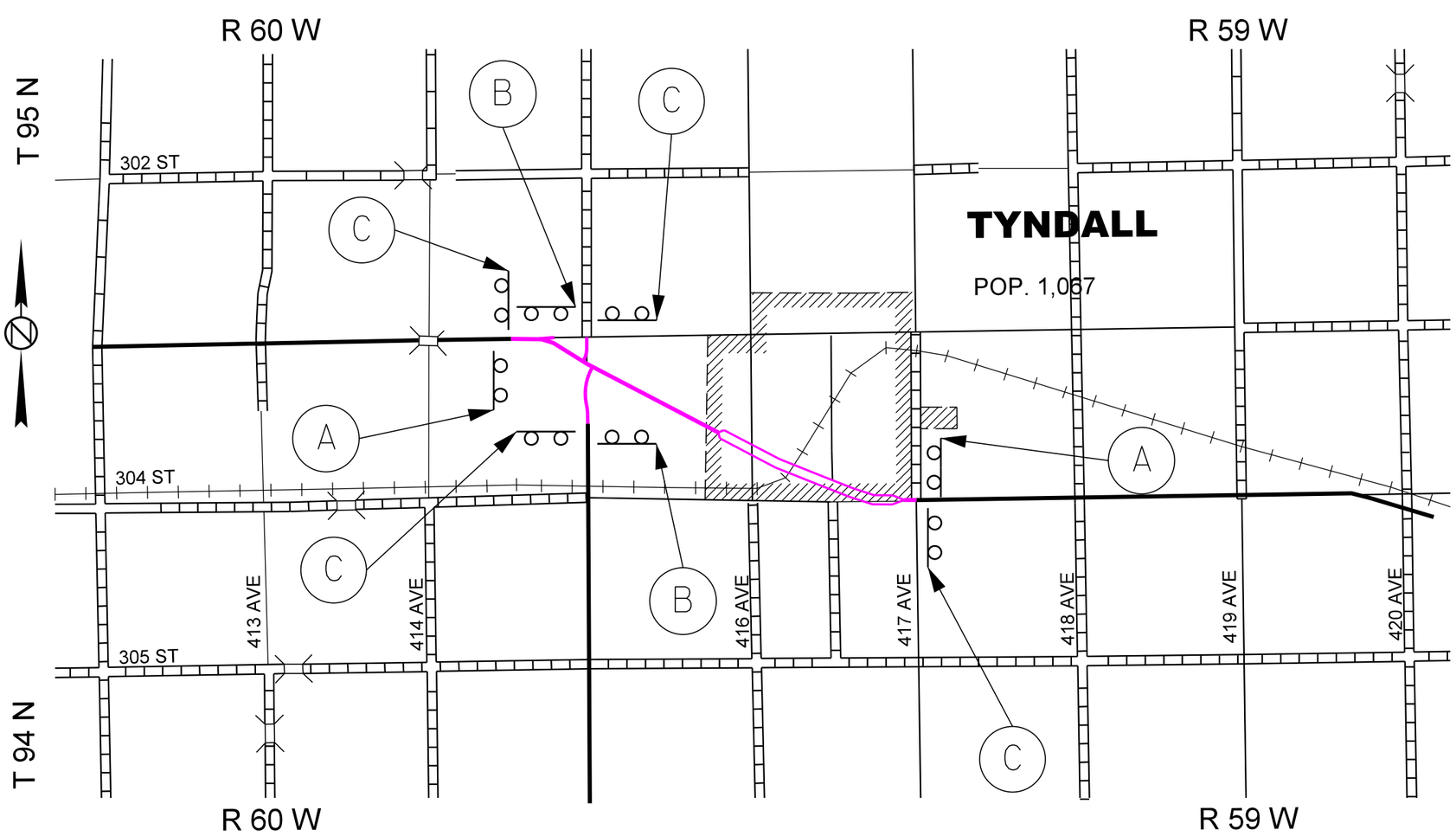
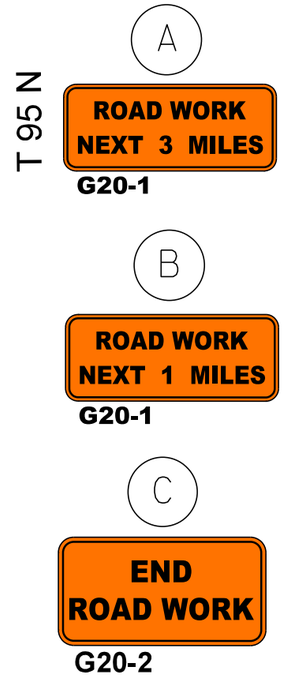
FIXED LOCATION SIGNS
GROUND MOUNTED, BREAKAWAY SUPPORTS





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

NOTES:

All fixed location signs will remain in place until pavement marking is complete.

Signs will be placed 50' to 150' from intersection. Exact location to be approved by the Engineer.

Construction signs will not obscure existing signs and must be located a minimum of 100' from an existing sign.

Project Location

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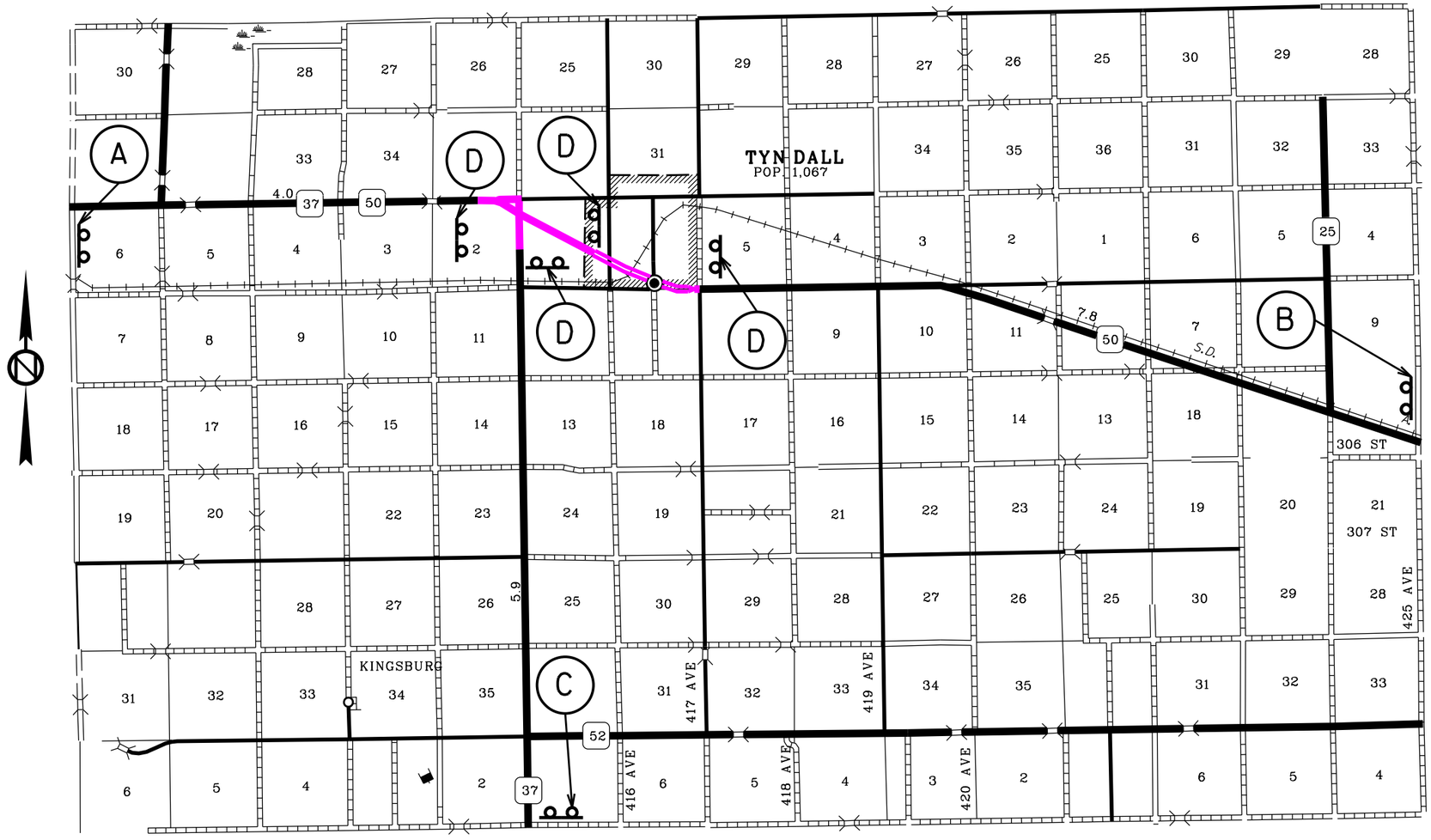
TRAFFIC CONTROL
OVERWIDTH SIGNING
(GROUND MOUNTED SUPPORT)
SD HWY 50



A

WIDTH RESTRICTION

11 FT MAX

50 EAST

5 MILES AHEAD

USE ALT ROUTE

B

WIDTH RESTRICTION

11 FT MAX

50 WEST

8 MILES AHEAD

USE ALT ROUTE

C

WIDTH RESTRICTION

11 FT MAX

50 EAST - WEST

7 MILES AHEAD

USE ALT ROUTE

D

NO VEHICLES
OVER 11FT WIDE

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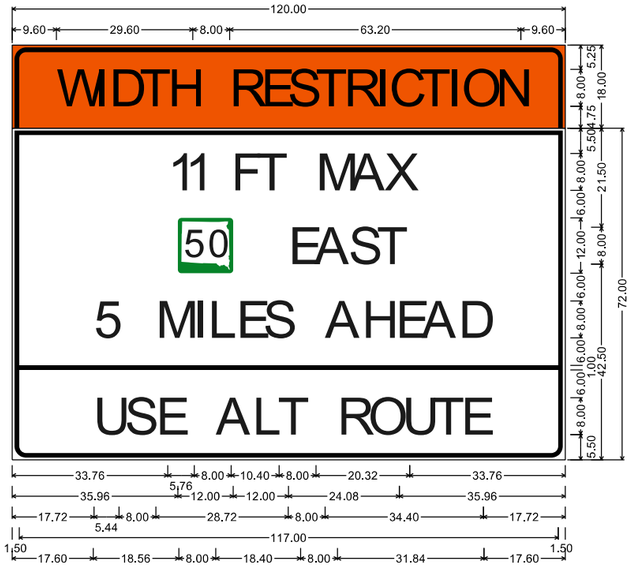
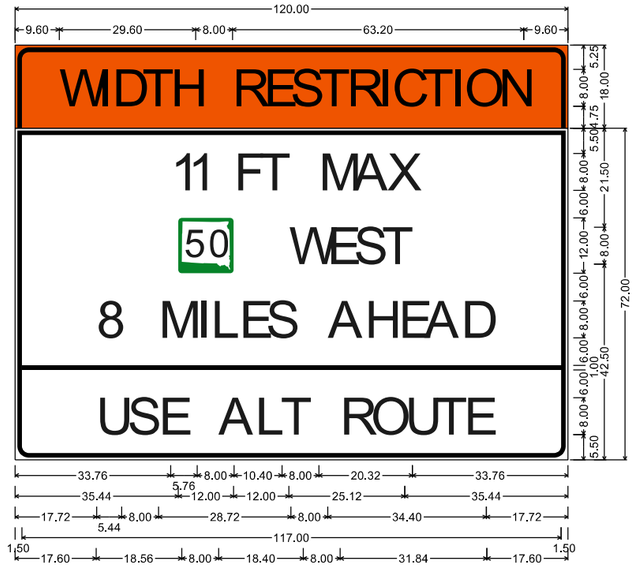
OVERWIDTH SIGN DETAILS



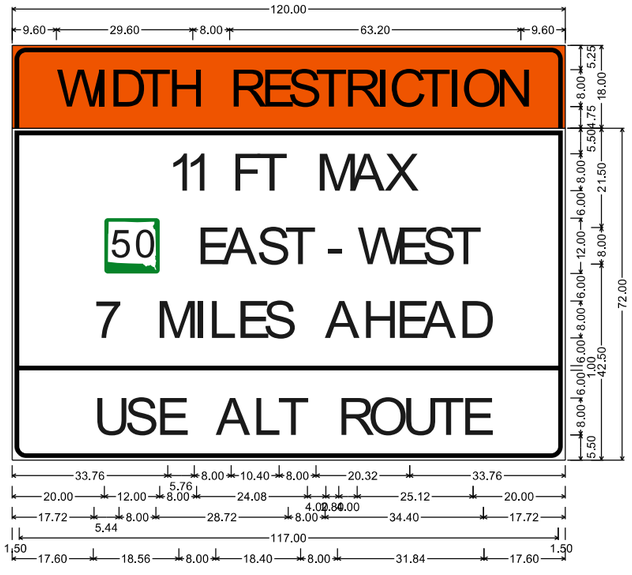
3.00" Radius, 1.00" Border, 0.50" Indent, Black on Orange;
"WIDTH RESTRICTION" White, D 2K;

3.00" Radius, 1.00" Border, 0.50" Indent, Black on White;
"11 FT MAX", D 2K; "EAST", D 2K; "5 MILES AHEAD", D 2K; "USE ALT ROUTE", D 2K;



3.00" Radius, 1.00" Border, 0.50" Indent, Black on Orange;
"WIDTH RESTRICTION" White, D 2K;

3.00" Radius, 1.00" Border, 0.50" Indent, Black on White;
"11 FT MAX", D 2K; "WEST", D 2K; "8 MILES AHEAD", D 2K; "USE ALT ROUTE", D 2K;



3.00" Radius, 1.00" Border, 0.50" Indent, Black on Orange;
"WIDTH RESTRICTION" White, D 2K;

3.00" Radius, 1.00" Border, 0.50" Indent, Black on White;
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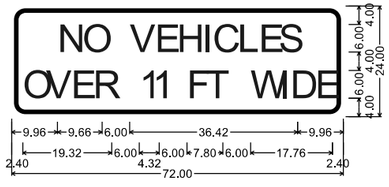
"USE ALT ROUTE", D 2K;



1.00" Border, 0.50" Indent, Black on White;
"NO VEHICLES", D 2K; "OVER 11 FT WIDE", D 2K;

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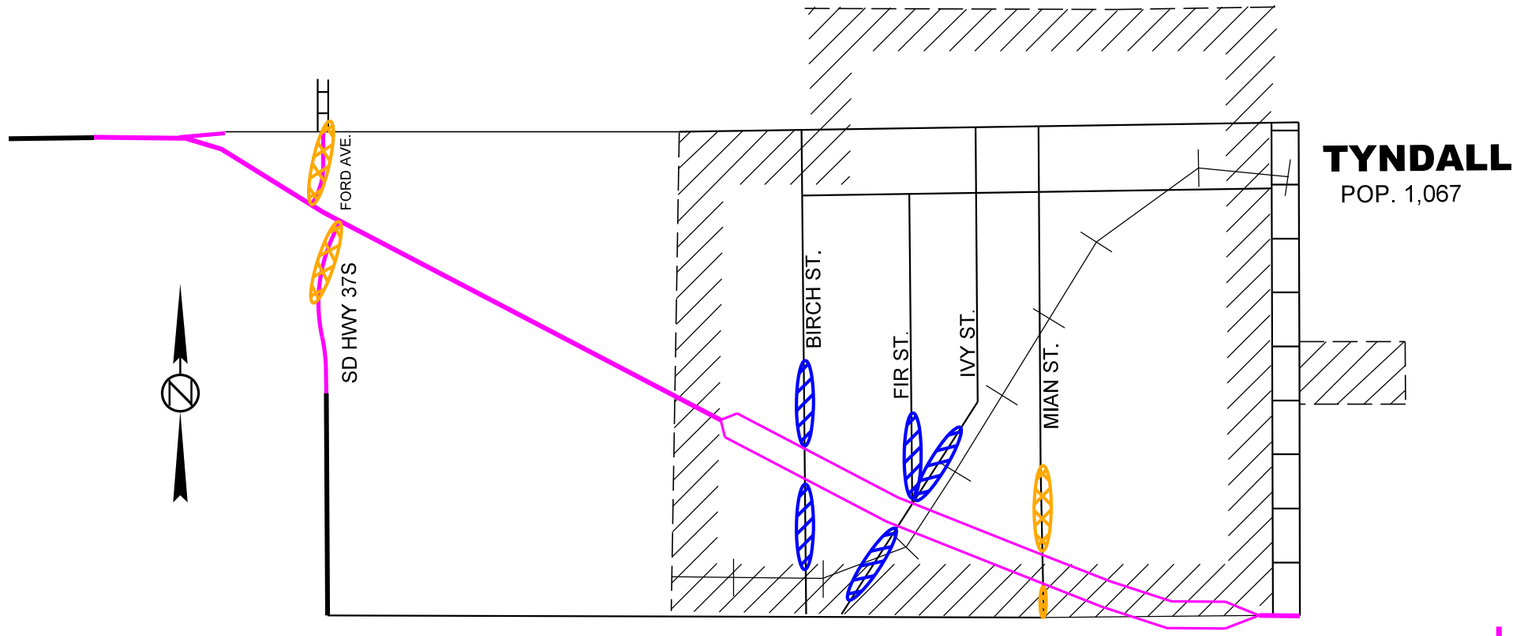
Intersecting Road Closure Detail



= Project Location

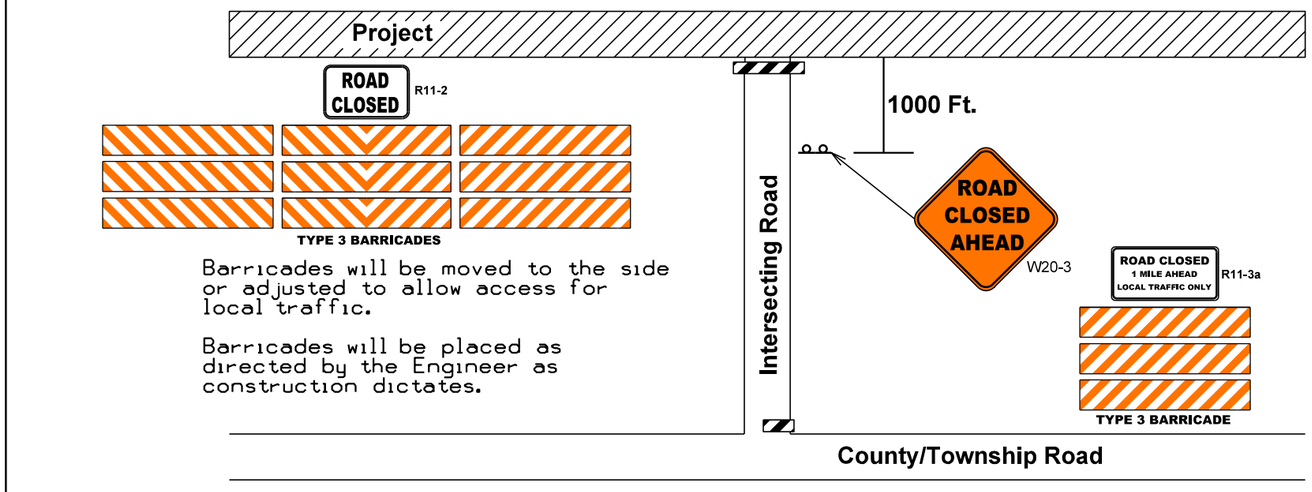
= INTERSECTING ROADS TO BE CLOSED DURING CONSTRUCTION, INSTALL ONLY WHEN APPLICABLE

= INTERSECTING ROADS TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION

ONLY ONE CONSECUTIVE INTERSECTION MAY BE CLOSED AT ANY GIVEN TIME. INTERSECTIONS NOT IN THE IMMEDIATE WORK AREA WILL BE SETUP IN ACCORDANCE WITH STANDARD PLATE 634.37.

ALL TEMPORARY TRAFFIC CONTROL SIGNS WILL BE SPACED 100-150' FROM OTHER SIGNS AND NOT OBSCURE EXISTING SIGNS.

Typical Intersecting Road Detail



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	NH-PH 0050(116)354 & P 0037(168)19	C9	C17

TEMPORARY WIDENING DETAIL

(LAYOUT NOT TO SCALE)
(TYPICAL)

NOTES:

Remove existing pavement markings in all tapers and in other areas designated by the Engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 11 ft. lanes.

Signs are to be placed 50' - 100' from intersections and other signs.

● REFLECTORIZED DRUMS - 25 ft. spacing on tapers & REFLECTORIZED DRUMS or 42" CONES - 50 ft maximum spacing on tangent, unless otherwise shown.

■ - TUBULAR MARKERS

(4 W) - WHITE TEMPORARY PAVEMENT MARKING

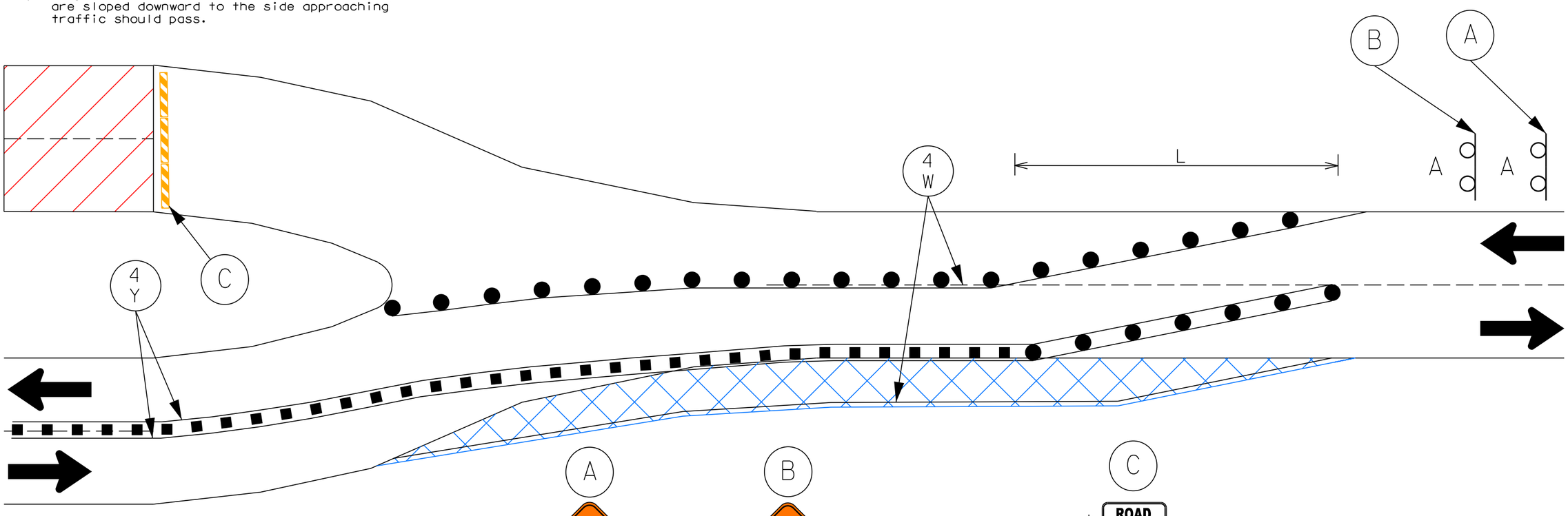
(4 Y) - YELLOW TEMPORARY PAVEMENT MARKING

✳ - Type III Barricades will be setup so stripes are sloped downward to the side approaching traffic should pass.

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

WORK ZONE

TEMPORARY WIDENING



A

ROAD WORK AHEAD

W20-1

B

W1-4

35 MPH

W13-1P

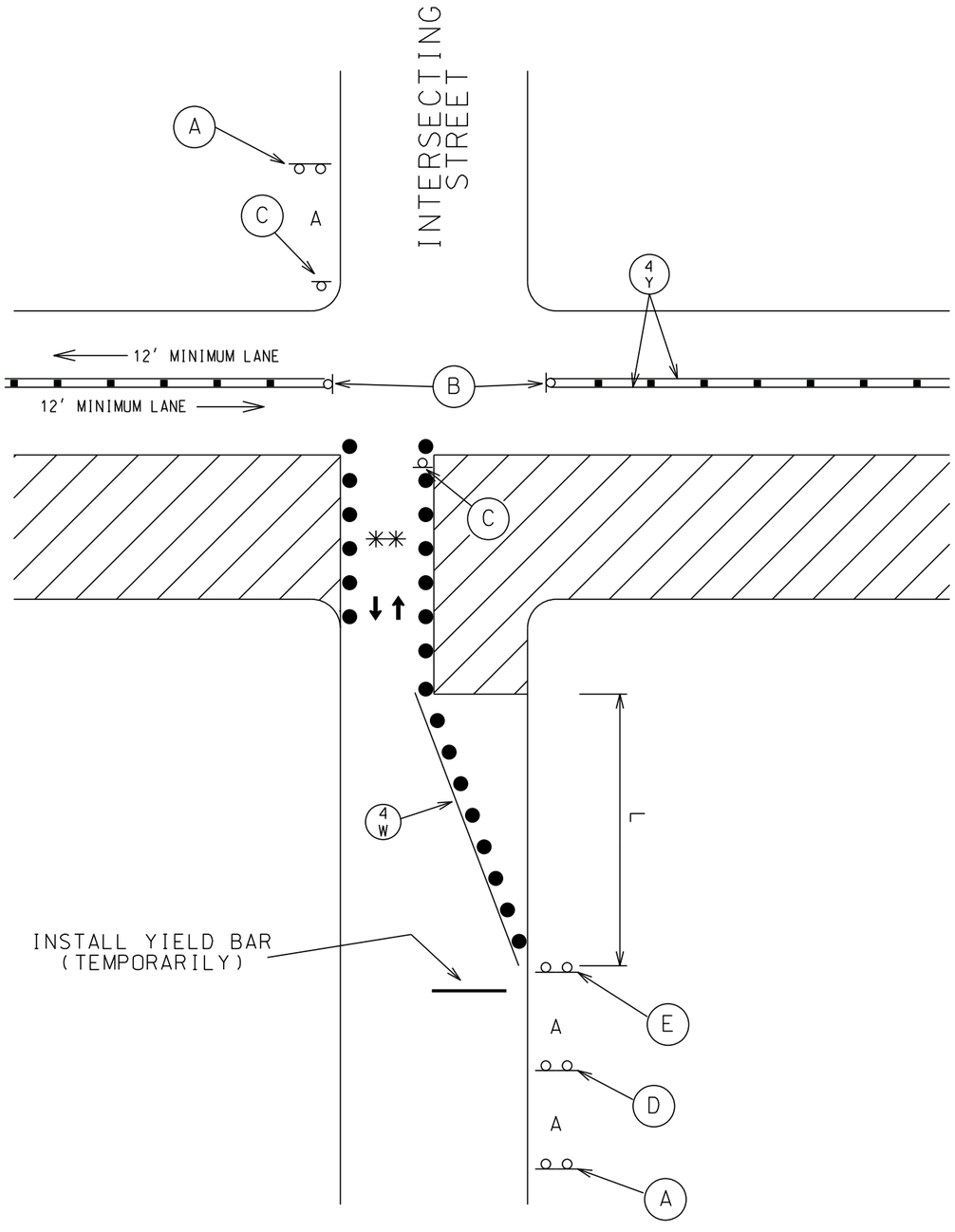
C

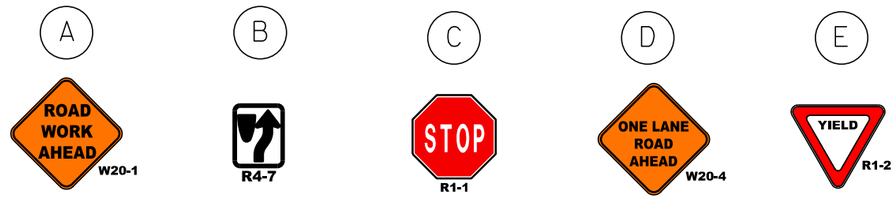
✳ ROAD CLOSED R11-2

TYPE 3 BARRICADES

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-PH 0050(116)354 & P 0037(168)19	C10	C17

TRAFFIC CONTROL
INTERSECTION CONSTRUCTION
(TYPICAL)





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

NOTES:

Remove existing pavement markings in all tapers and in other areas designated by the Engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 12 ft. lanes on US HWY 81.

● REFLECTORIZED DRUMS

(4 Y) – 4" YELLOW TEMPORARY PAVEMENT MARKING

(4 W) – 4" WHITE TEMPORARY PAVEMENT MARKING

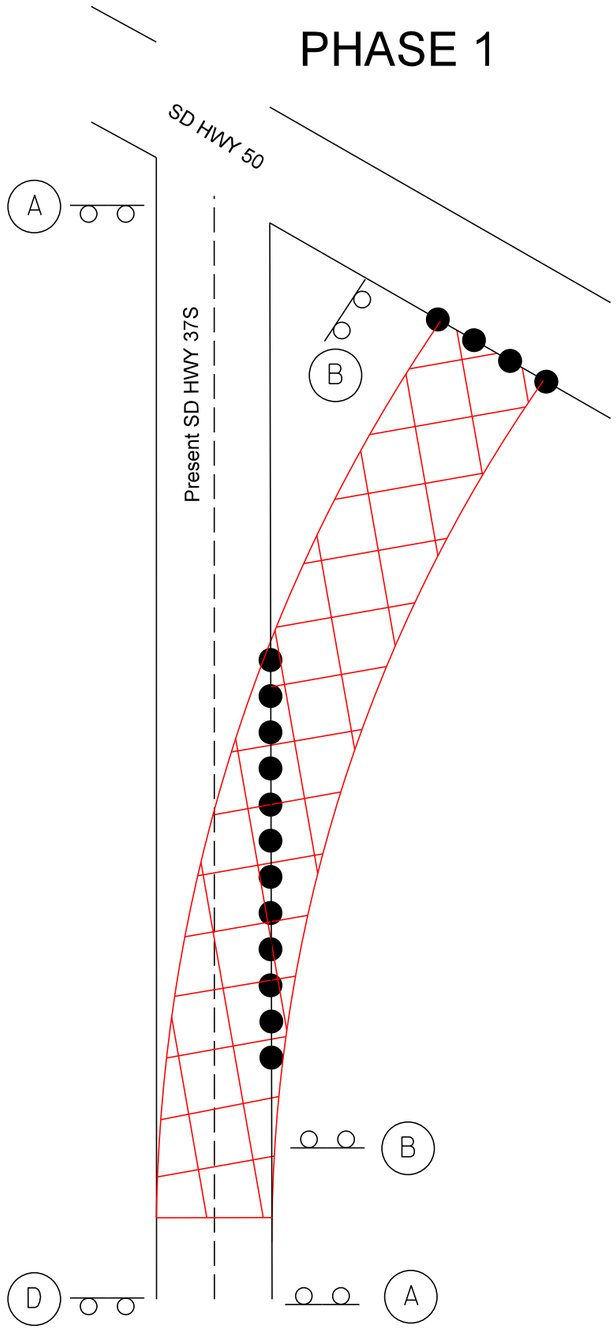
** – 10′ MINIMUM LANE WIDTH

WORK ZONE

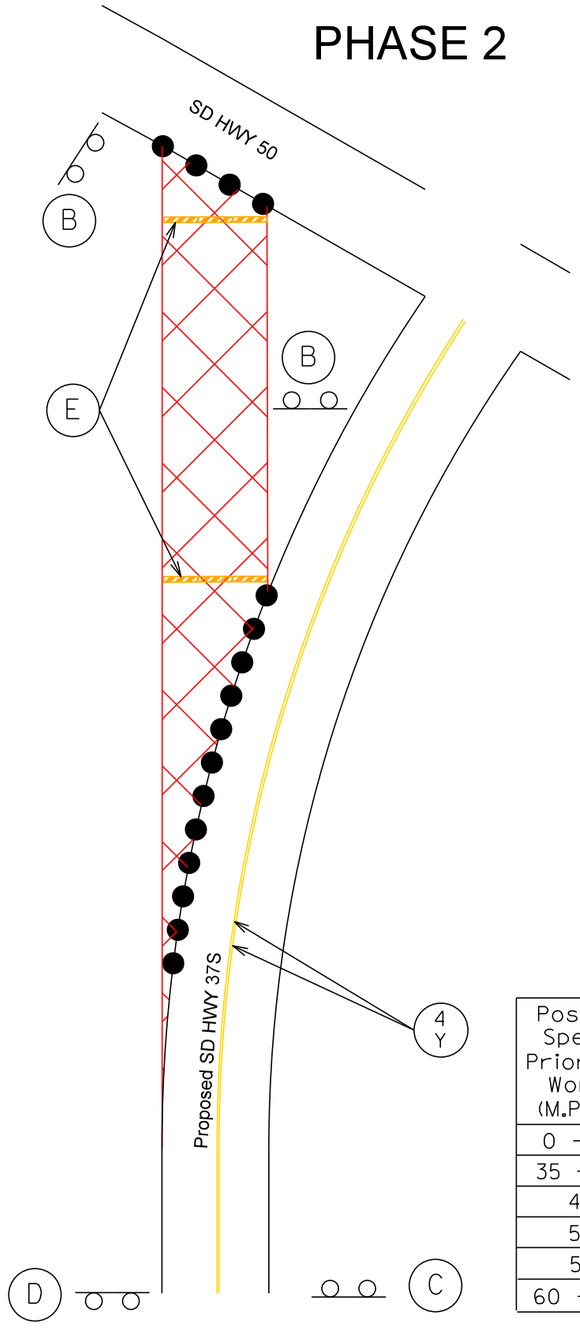
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-PH 0050(116)354 & P 0037(168)19	C11	C17

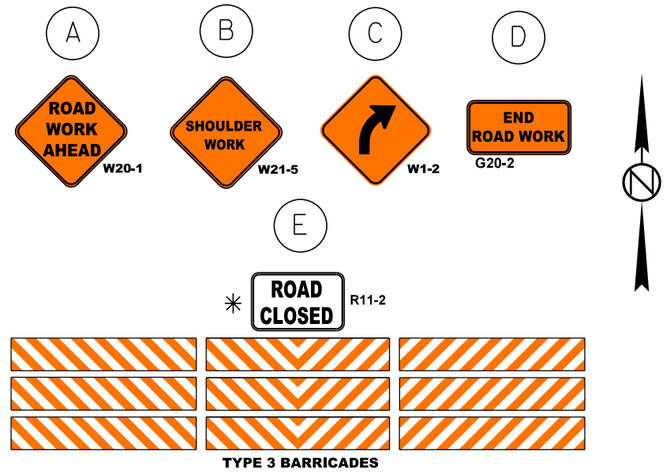
TRAFFIC CONTROL
SD HWY 37S

PHASE 1



PHASE 2





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

NOTES:

Remove existing pavement markings in all tapers and in other areas designated by the Engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 11 ft. lanes.

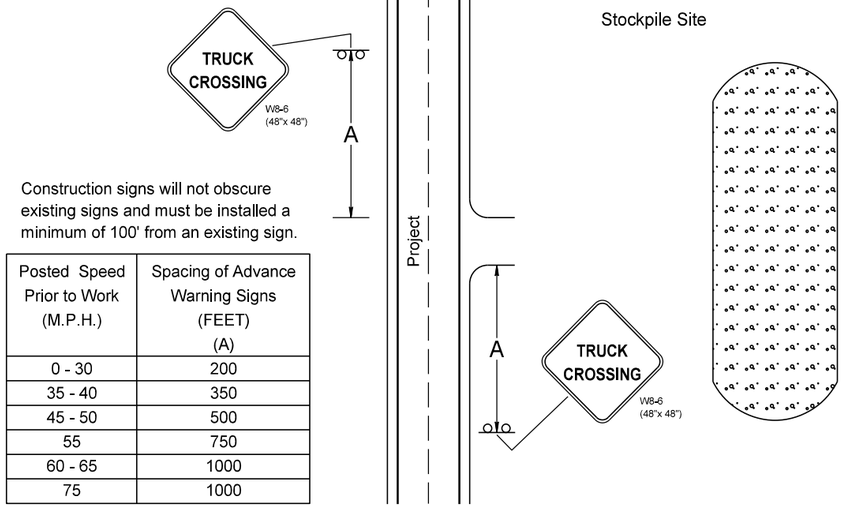
Signs are to be placed 50' - 100' from intersections and other signs.

● REFLECTORIZED DRUMS - 25 ft. spacing on tapers & REFLECTORIZED DRUMS or 42" CONES - 50 ft maximum spacing on tangent, unless otherwise shown.

(4 Y) - YELLOW TEMPORARY PAVEMENT MARKING

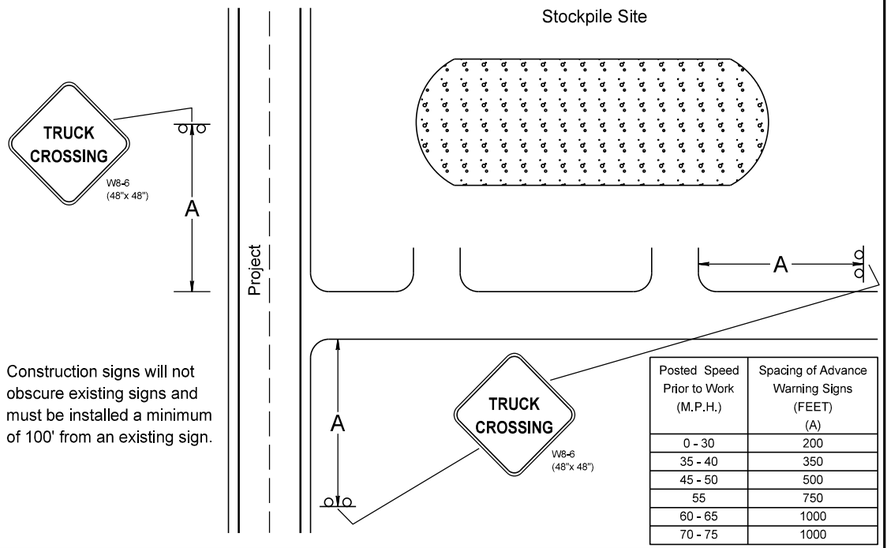
✳ - Type III Barricades will be setup so stripes are sloped downward to the side approaching traffic should pass.

WORK ZONE



Construction signs will not obscure existing signs and must be installed a minimum of 100' from an existing sign.

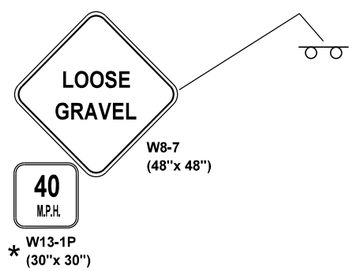
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (FEET) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 65	1000
75	1000



Construction signs will not obscure existing signs and must be installed a minimum of 100' from an existing sign.

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

GUIDES FOR TRAFFIC CONTROL DEVICES TRUCK CROSSING SIGN INSTALLATION



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

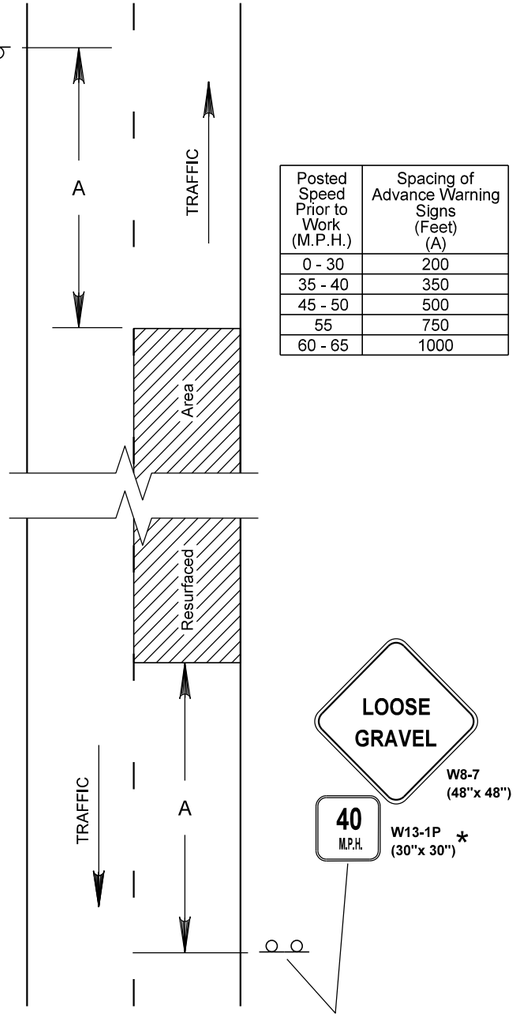
* The W13-1P plaque will be used when the asphalt surface treatment is applied to the mainline.

** The special plaque will be used when the asphalt surface treatment is applied only to the shoulders.

NOTES:

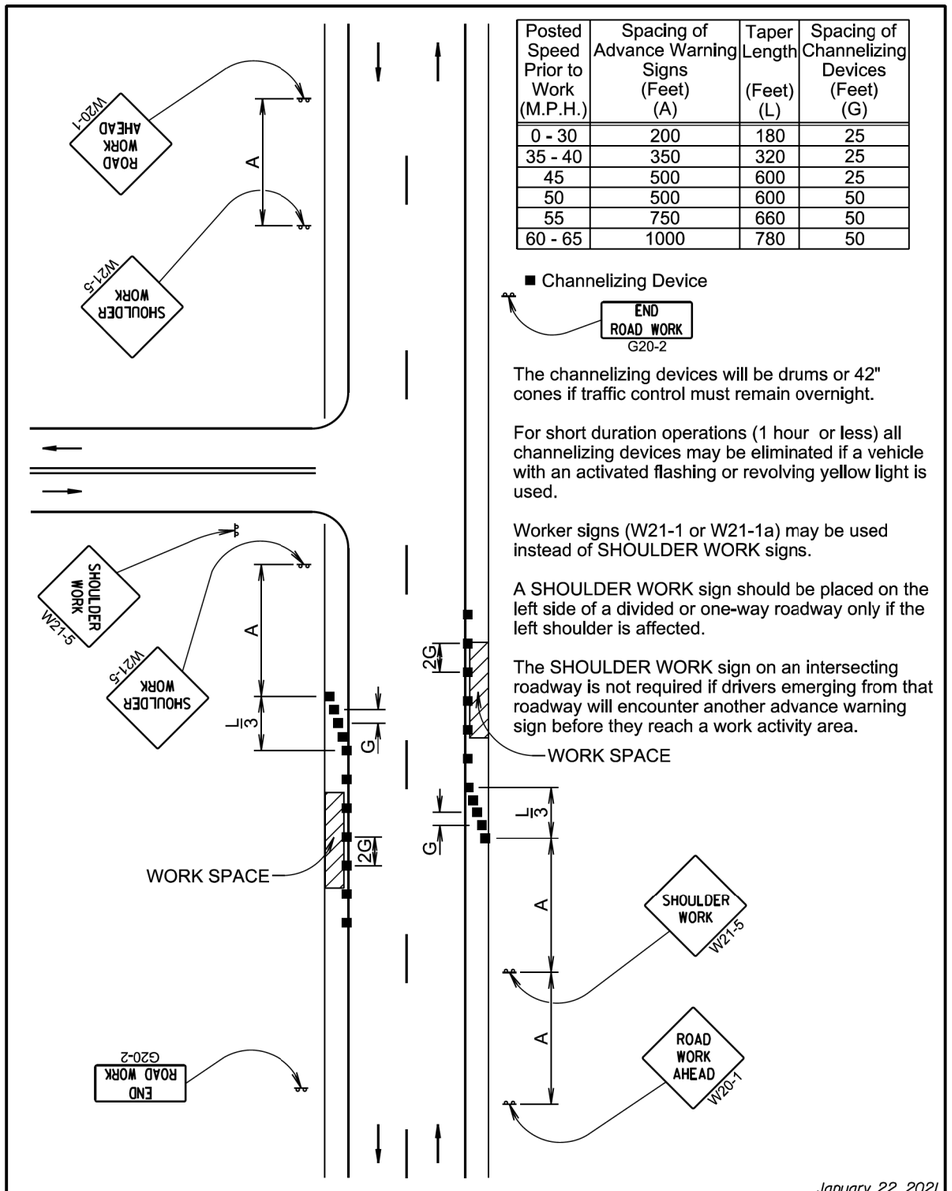
The Contractor will provide an additional Flagger at each urban intersection to control side-street traffic whenever the work activities create a hazard or whenever traffic must be restricted from the work area (fresh seal).

Install additional W8-7, LOOSE GRAVEL, signs at 4 mile intervals throughout the entire length of the loose aggregate area and at affected major intersections, edge of towns, etc.



GUIDES FOR TRAFFIC CONTROL DEVICES

Typical Application - Traffic Control Devices to be used on an undivided highway, Asphalt Surface Treatment, when operations have created a driving surface of loose aggregate.



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	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

■ Channelizing Device

END ROAD WORK G20-2

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

For short duration operations (1 hour or less) all channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.

Worker signs (W21-1 or W21-1a) may be used instead of SHOULDER WORK signs.

A SHOULDER WORK sign should be placed on the left side of a divided or one-way roadway only if the left shoulder is affected.

The SHOULDER WORK sign on an intersecting roadway is not required if drivers emerging from that roadway will encounter another advance warning sign before they reach a work activity area.

January 22, 2021

Published Date: 2025	SDDOT	WORK ON SHOULDERS	PLATE NUMBER 634.03 Sheet 1 of 1

* Messages on signs will vary depending on the operation being conducted.

Vehicle-mounted signs will be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs will be covered or turned from view when work is not in progress.

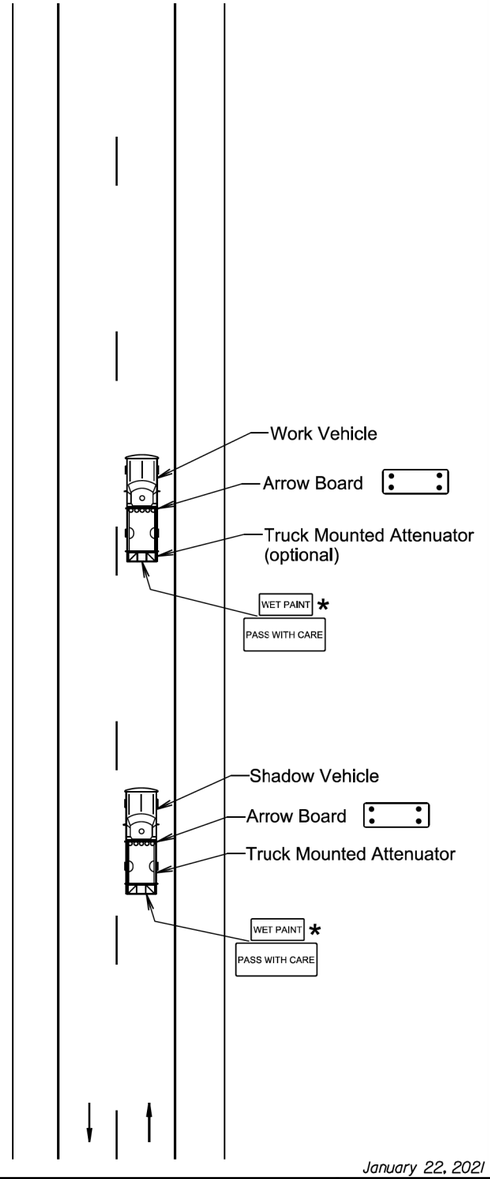
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

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

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

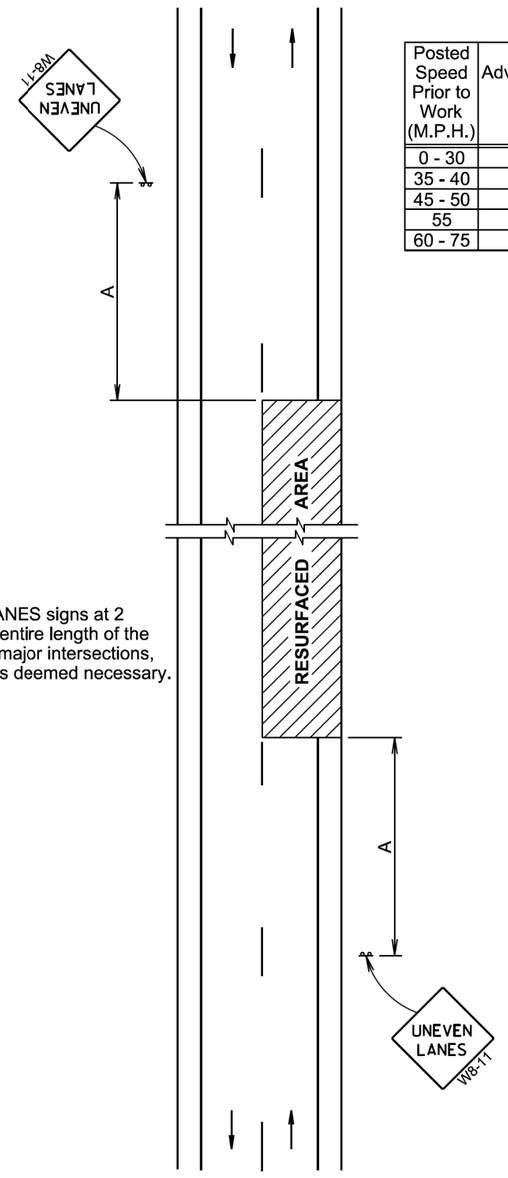
Arrow boards will, as a minimum, be Type B, with a size of 60" x 30".

All costs associated with the traffic control for mobile operation including signs, arrow boards and equipment will be incidental to the contract lump sum price for “Traffic Control, Miscellaneous”.



January 22, 2021

Published Date: 2025	SDDOT	MOBILE OPERATIONS ON 2-LANE ROAD	PLATE NUMBER 634.06 Sheet 1 of 1



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

Install additional UNEVEN LANES signs at 2 mile intervals throughout the entire length of the uneven area and at affected major intersections, edge of towns, and other sites deemed necessary.

January 22, 2021

Published Date: 2025

SDDOT

UNEVEN ROAD SURFACE

PLATE NUMBER 634.22

Sheet 1 of 1

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	25
35 - 40	350	25
45	500	25
50	500	50
55	750	50
60 - 65	1000	50

Flagger

Channelizing Device

For low-volume traffic situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger may be used.

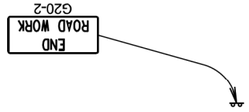
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

For tack and/or flush seal operations, when flaggers are not being used, the FRESH OIL sign (W21-2) will be displayed in advance of the liquid asphalt areas.

Flashing warning lights and/or flags may be used to call attention to the advance warning signs.

The channelizing devices will be drums or 42" cones.

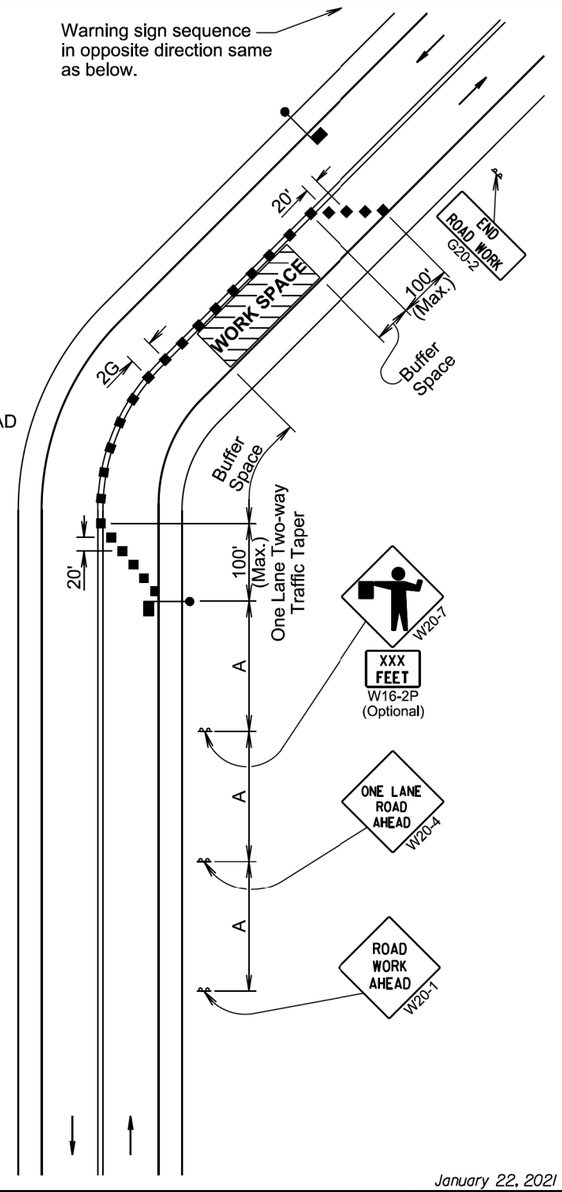
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.



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

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

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



January 22, 2021

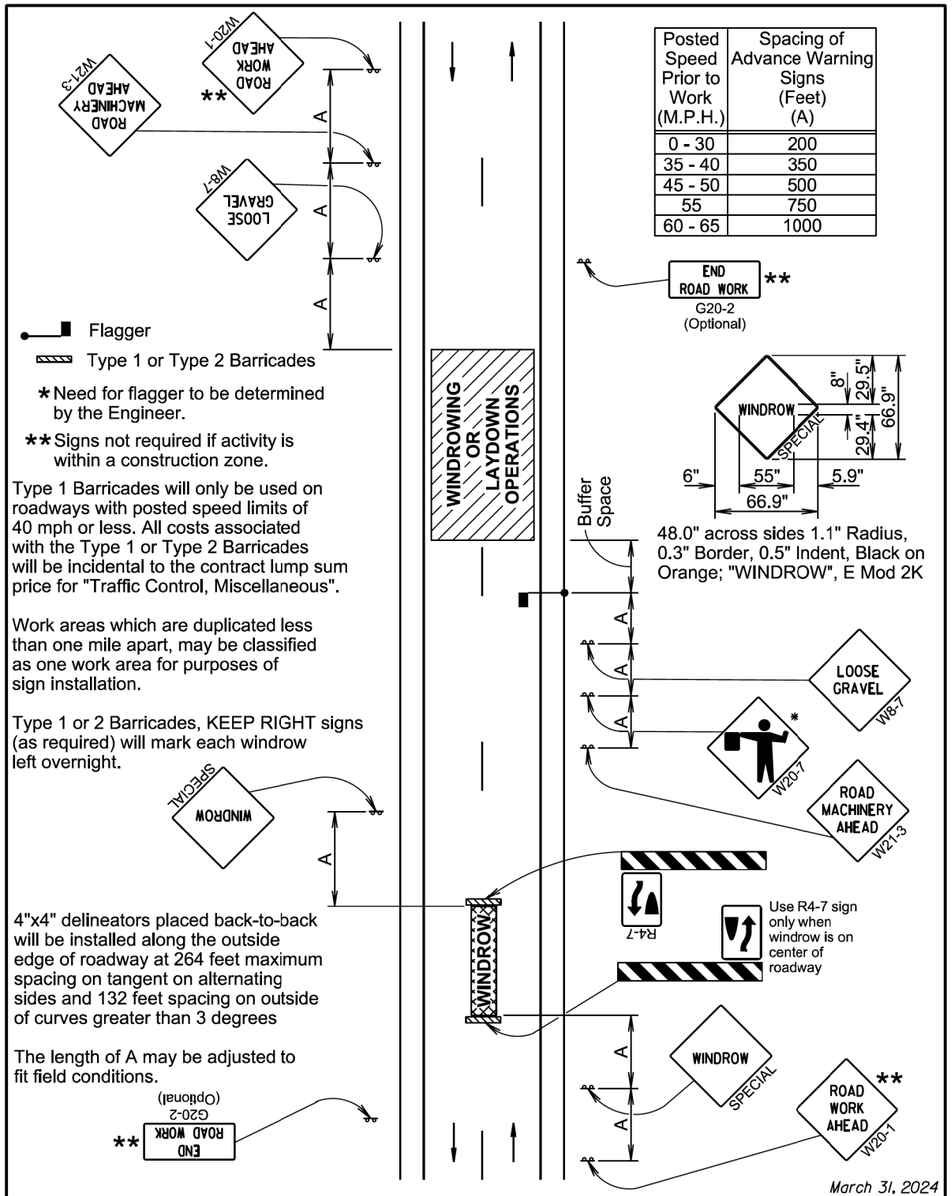
Published Date: 2025

SDDOT

LANE CLOSURE WITH FLAGGER PROVIDED

PLATE NUMBER 634.23

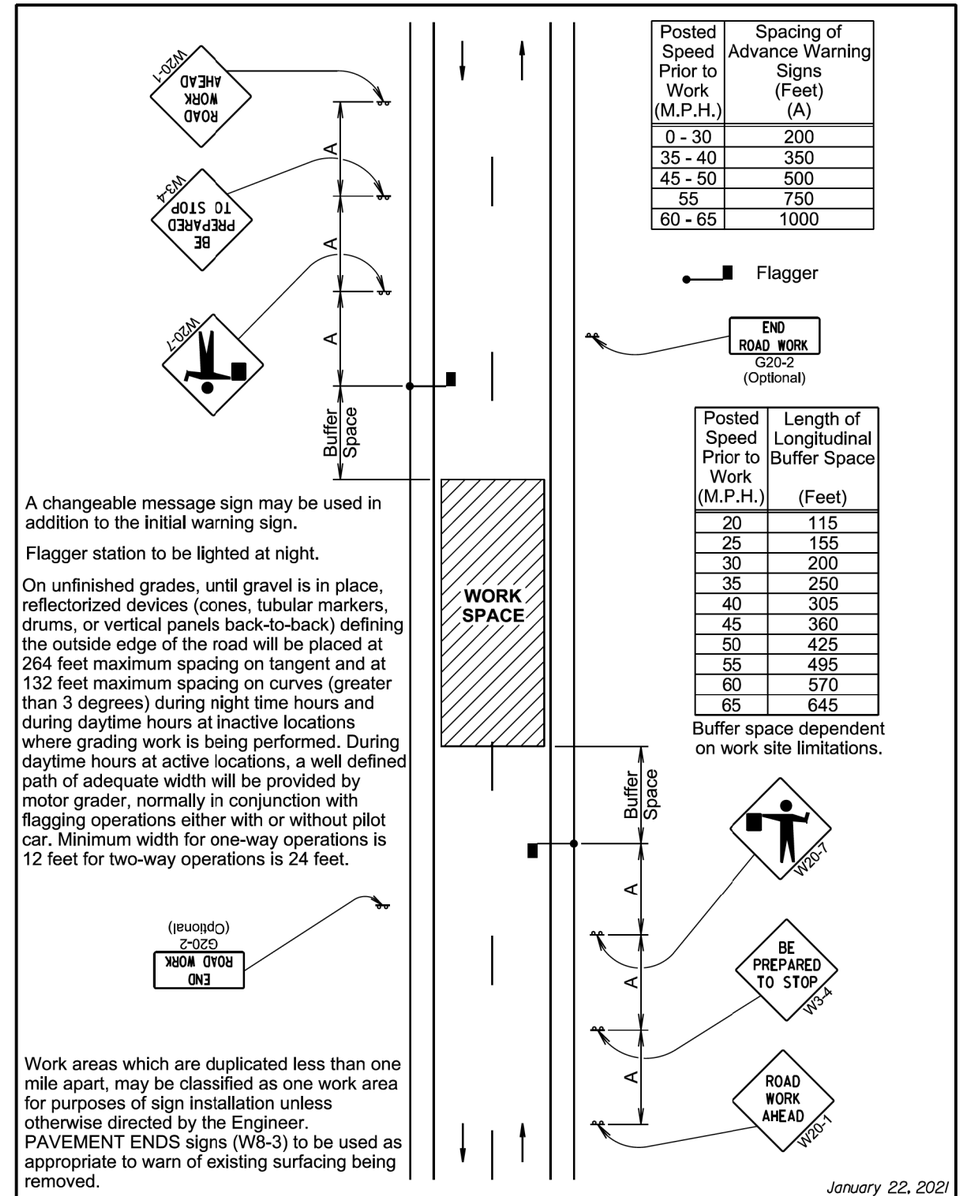
Sheet 1 of 1



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

March 31, 2024

Published Date: 2025	SDDOT	WINDROWING OR LAYDOWN OPERATION	PLATE NUMBER 634.27
			Sheet 1 of 1



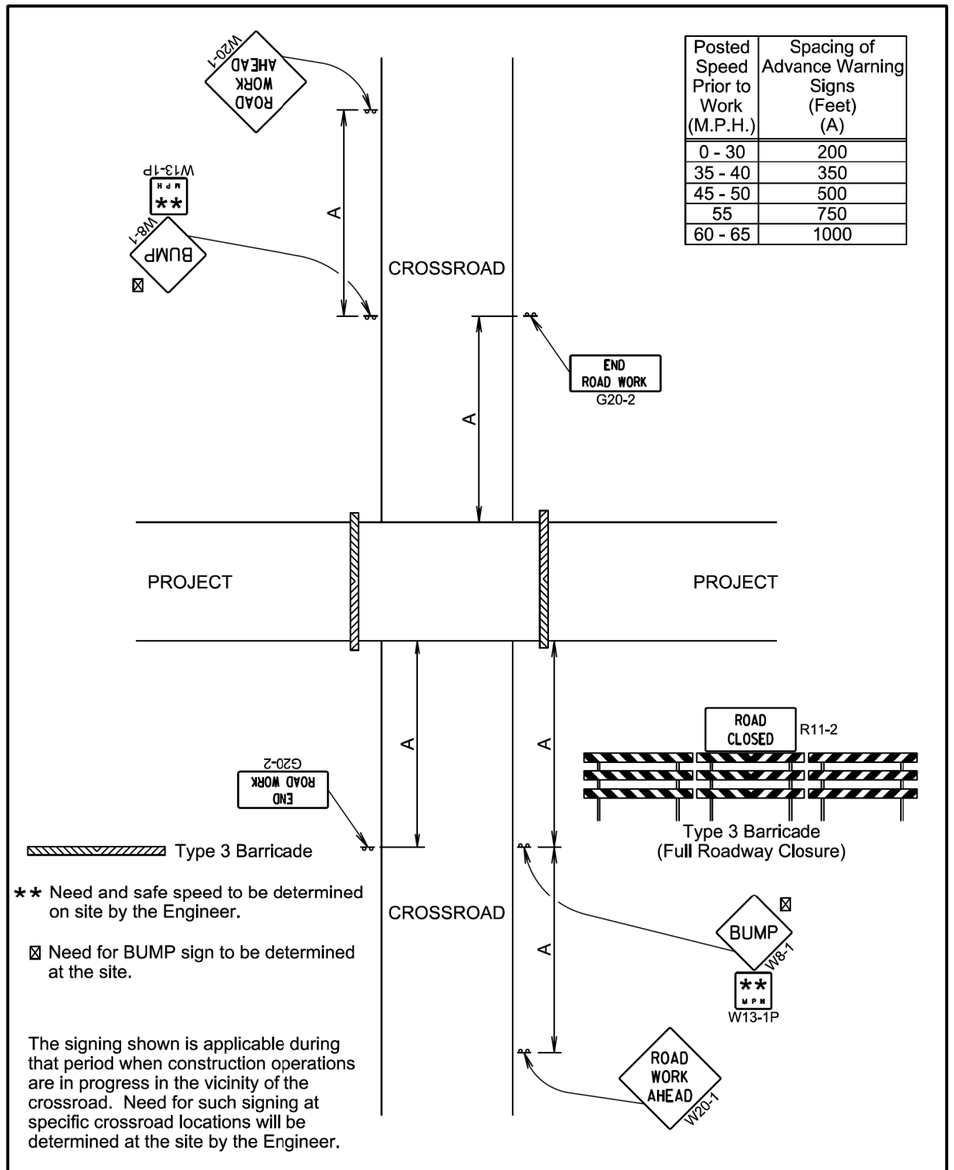
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 65	1000

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

Buffer space dependent on work site limitations.

January 22, 2021

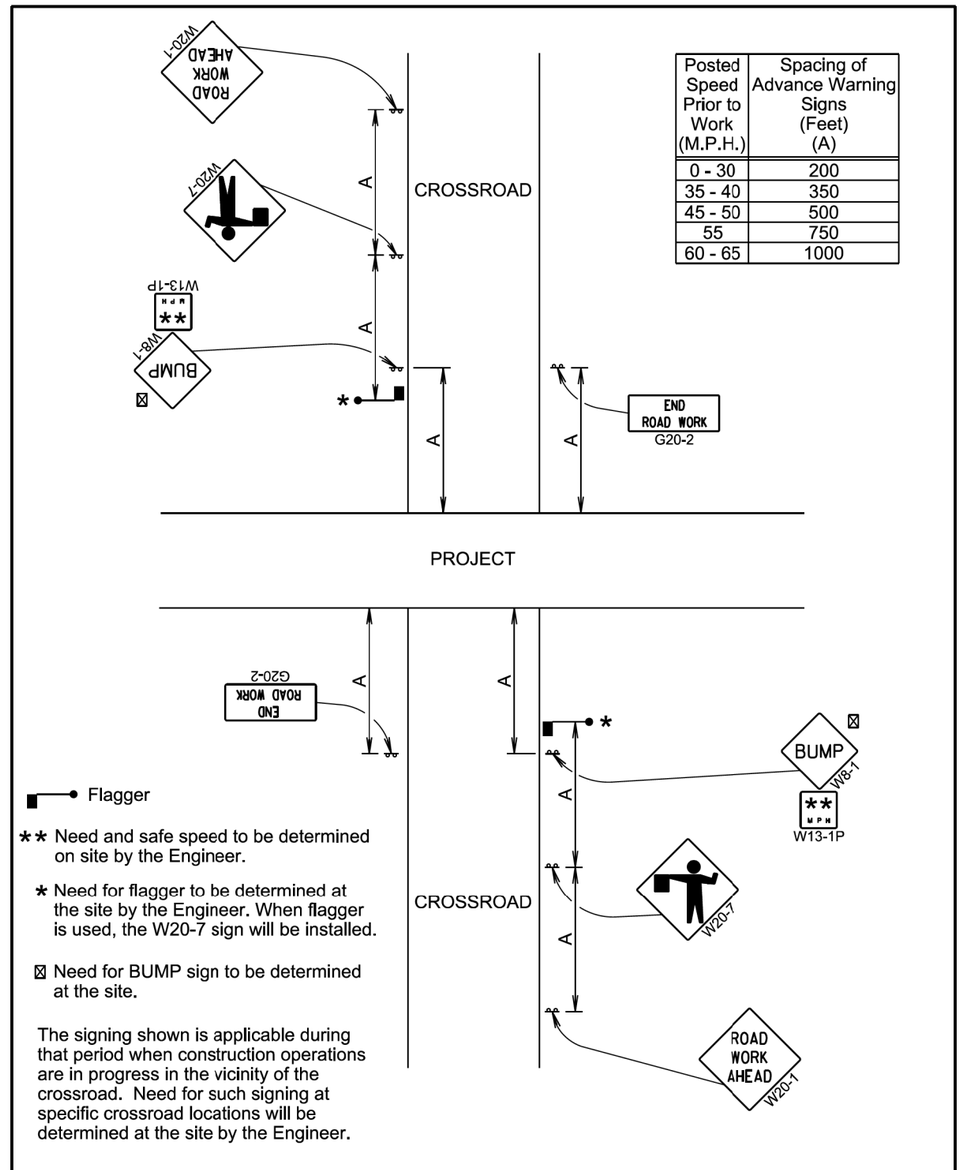
Published Date: 2025	SDDOT	LONG TERM ROAD WORK	PLATE NUMBER 634.31
			Sheet 1 of 1



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

January 22, 2021

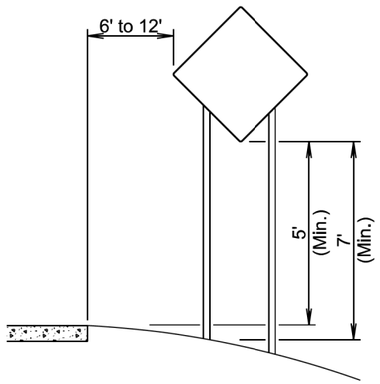
Published Date: 2025	SDDOT	PROJECT CLOSED TO TRAFFIC FROM CROSSROAD	PLATE NUMBER 634.37 Sheet 1 of 1



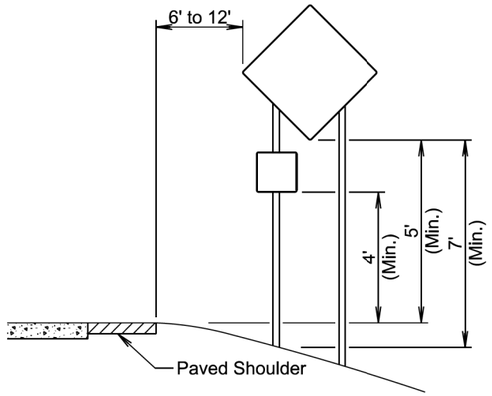
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 65	1000

January 22, 2021

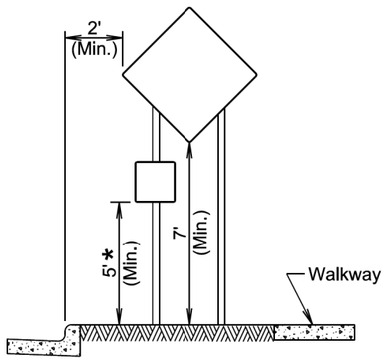
Published Date: 2025	SDDOT	PROJECT OPEN TO TRAFFIC FROM CROSSROAD	PLATE NUMBER 634.38 Sheet 1 of 1



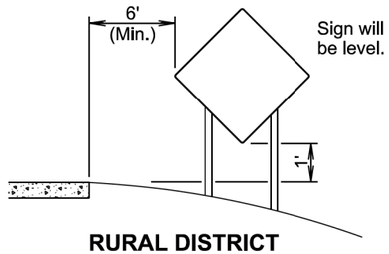
RURAL DISTRICT



RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT

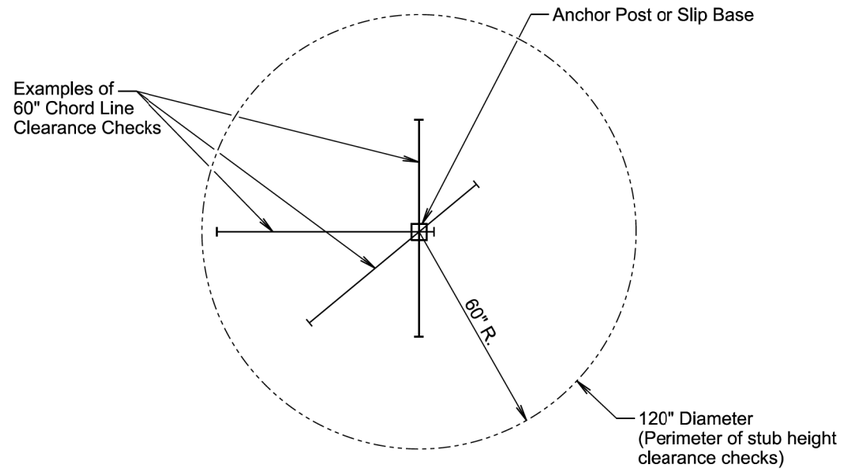


RURAL DISTRICT
3 DAY MAXIMUM
(Not applicable to regulatory signs)

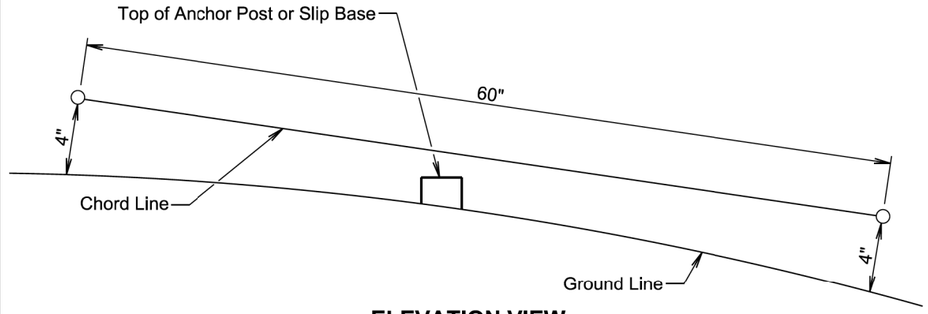
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

Published Date: 2025	SDDOT	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1



PLAN VIEW
(Examples of stub height clearance checks)



ELEVATION VIEW

GENERAL NOTES:

The top of anchor posts and slip bases WILL NOT extend above a 60" chord line within a 120" diameter circle around the post with ends 4" above the ground.

At locations where there is curb and gutter adjacent to the breakaway sign support, the stub height will be a maximum of 4" above the ground line at the localized area adjacent to the breakaway support stub.

The 4" stub height clearance is not necessary for U-channel lap splices where the support is designed to yield (bend) at the base.

January 22, 2021

Published Date: 2025	SDDOT	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1