

STATE OF SOUTH DAKOTA	PROJECT P-PH 0038(48)306	SHEET C1	TOTAL SHEETS C13
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Revised: 1/22/26 NPM

# SECTION C: TRAFFIC CONTROL PLANS

## INDEX OF SHEETS

C1	General Layout with Index
C2-C3	Estimate with General Notes
C4-C7	Detour and Traffic Control Layouts
C8-C13	Standard Plates



**BEGIN P-PH 0038(48)306  
BEGIN PIPE WORK**  
Station 334+00.00 located 24.26 feet North and 1009.12 feet East of the Northwest corner of Section 27 - Township 103 North - Range 59 West of the 5th P.M.  
MRM 306.00+0.278

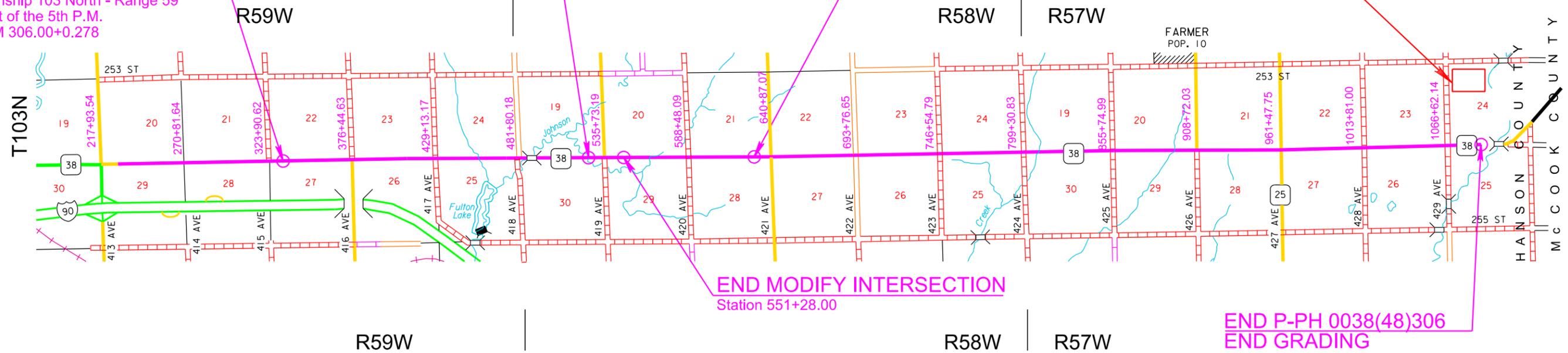
**BEGIN MODIFY INTERSECTION**  
Station 520+18.00

**END PIPE WORK  
BEGIN GRADING**  
Station 629+60.00

**Option Borrow Pit**  
N 1/2 of  
Sec 24 - T103N - R57W

**END MODIFY INTERSECTION**  
Station 551+28.00

**END P-PH 0038(48)306  
END GRADING**  
Station 1082+24.00 located 54.85 feet South and 1068.66 feet West of the N1/4 corner of Section 25 - Township 103 North - Range 57 West of the 5th P.M.  
MRM 320.00+0.278



PLOT SCALE - 1:202.689

PLOTTED FROM - TRM113349

PLOT NAME - 1

FILE - ... \05FA HW 38 GRADING\TILEC.DGN

**SECTION C ESTIMATE OF QUANTITIES**

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	200.0	Hour
634E0020	Pilot Car	100.0	Hour
634E0110	Traffic Control Signs	1,579.4	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	58	Each
634E1002	Detour and Restriction Signing	1,117.7	SqFt

**SEQUENCE OF OPERATIONS**

1. Install fixed location signing and traffic control measures (including detour signing)
2. Remove existing fence and install temporary fence as necessary.
3. Place perimeter erosion control measures.
4. Complete the grading and structure work.
5. Place surfacing, erosion control, fencing, and signing.
6. Remove the temporary traffic control measures and detour to open to traffic.

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.

**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 temporary speed limit signs will have a minimum mounting height of 5 feet in rural locations, even when mounted on portable supports.

Portable sign supports will not be located on sidewalks, bicycle facilities, or other areas designated for pedestrian or bicycle traffic.

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

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

**GENERAL TRAFFIC CONTROL(continued)**

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.

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 4:1 within 30 feet of the traveled way.

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 blocked access to make appropriate arrangements.

**TRAFFIC CONTROL SIGNS**

The following traffic control signs will be installed prior to opening the roadway to traffic during winter shutdown. The signs will be placed at 2-mile intervals at locations where the interim surfacing and pavement marking is not completed throughout the winter and until final surfacing is in-place.

- 12- W8-7 Loose Gravel signs
- 12- W8-8 Rough Road signs
- 12- No Center Line signs.

All costs for installing the signs, furnishing and installing the posts will be included in the contract unit price per Sq. Ft. for Traffic Control signs.

**NO PASSING ZONES**

The 5 No Passing Zones that exist after construction, will be marked with DO NOT PASS and PASS WITH CARE signs. These signs will be left in place throughout the winter and until final surfacing is in-place.

All costs for installing the signs, furnishing and installing the posts will be included in the contract unit price per Sq. Ft. for Traffic Control signs.

**INTERSECTING ROADS**

SD 25 cross traffic will be required to be maintained at all times through the grading operations. Construction through this intersection will be conducted in a manner to allow traffic access through the intersection.

All other Intersecting roads located through the project will be maintained for cross traffic except when grading operations are occurring in the immediate area. Base Course for maintenance of traffic is included in Section F for temporary surfacing. Cost for removal, disposal and/or reuse of this material will be incidental to the contract unit price per ton for Base Course.

**DETOUR SIGNING**

The Contractor will furnish and install the 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. 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 detour signs.

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

**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 Hanson and McCook County Sheriff and local emergency response entities to the meeting.

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.

The Contractor may be required to modify messages on portable changeable message signs or relocate portable changeable message signs, and to provide flaggers to direct or detour traffic. The Contractor should be prepared to relocate advance warning signs if determined to be necessary for a major traffic incident lasting more than two hours. Fixed location ground mounted signs may be covered and additional portable signs provided.

No additional payment will be made for the modification of portable changeable message sign messages or the relocation of portable changeable message signs. 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".

**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.

**EXISTING MAILBOXES AND NEWSPAPER CONTAINERS**

The Contractor will be required to relocate the existing mailboxes on temporary supports which are affected by the project to provide continuous mail service to residents and businesses throughout 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 shall be incidental to the item Refurbish Single Mailbox, Each as included in Section B of the plans

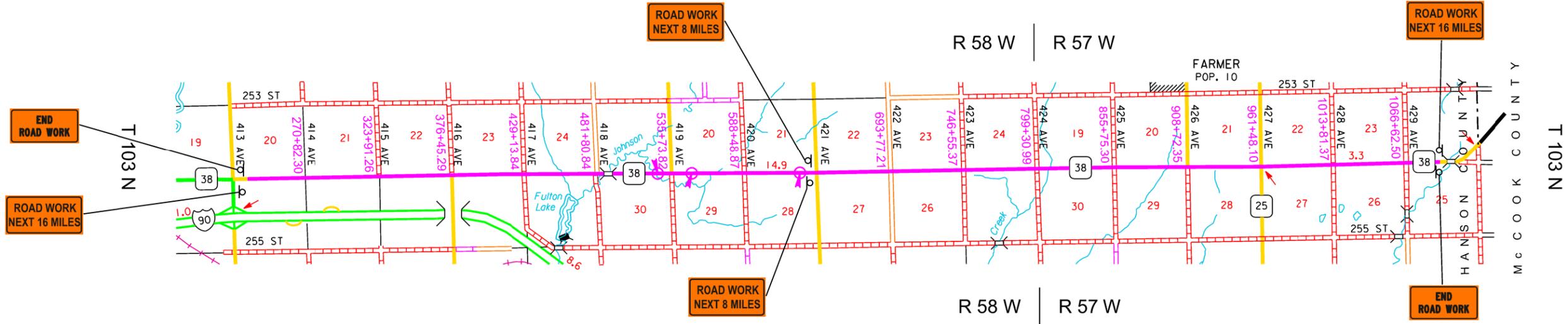
**ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS**

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	16	30"	5.2	83.2
R4-1	DO NOT PASS	5	24" x 30"	5.0	25.0
R4-2	PASS WITH CARE	5	24" x 30"	5.0	25.0
R11-2	ROAD CLOSED	16	48" x 30"	10.0	160.0
R11-3a	ROAD CLOSED 1 MILES AHEAD LOCAL TRAFFIC ONLY	2	60" x 30"	12.5	25.0
R11-4	ROAD CLOSED TO THRU TRAFFIC	2	60" x 30"	12.5	25.0
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W8-1	BUMP	4	48" x 48"	16.0	64.0
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-7	LOOSE GRAVEL	12	48" x 48"	16.0	192.0
<b>SPECIAL</b>	<b>WINDROW</b>	2	48" x 48"	16.0	32.0
W8-8	ROUGH ROAD	12	48" x 48"	16.0	192.0
W8-12	NO CENTER LINE	12	48" x 48"	16.0	192.0
W8-17	SHOULDER DROP-OFF (symbol)	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
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
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 16 MILES	2	36" x 18"	4.5	9.0
G20-1	ROAD WORK NEXT 8 MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
		<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 1579.4</b>			

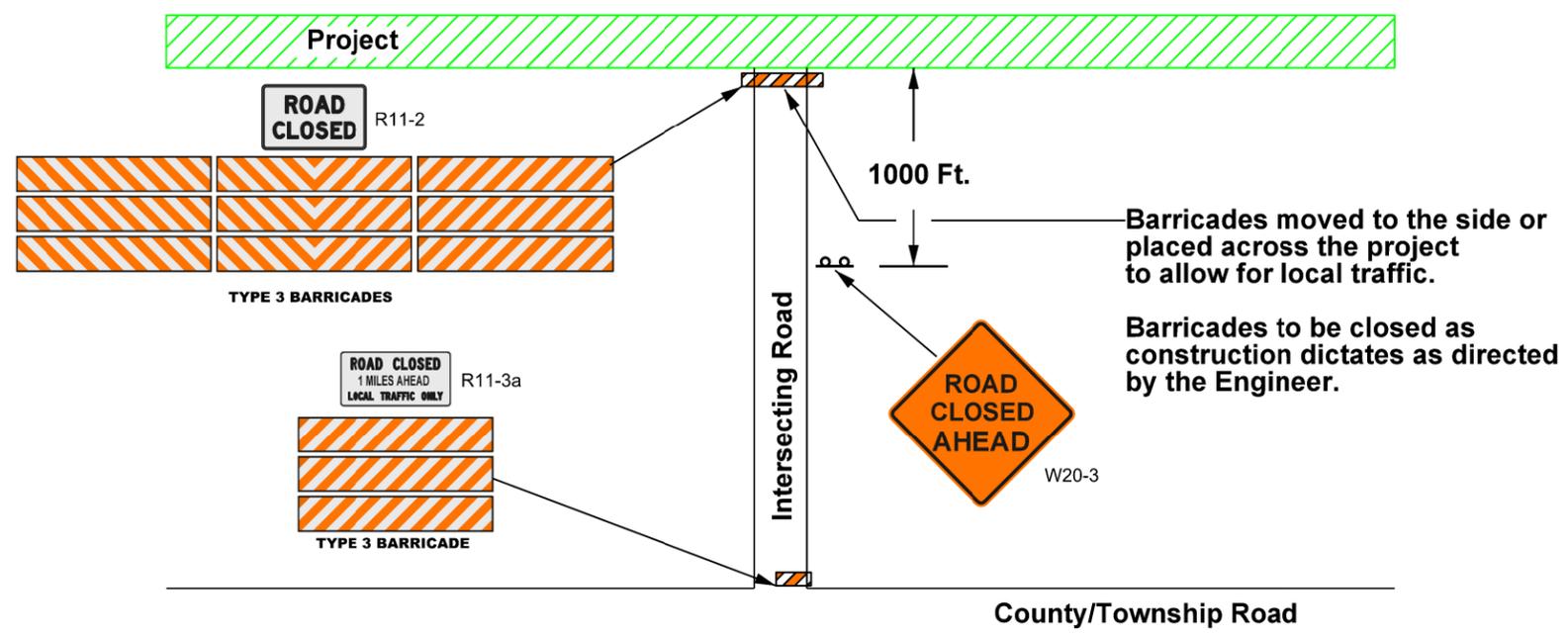
**ITEMIZED LIST FOR DETOUR SIGNS**

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD				EXPRESSWAY / INTERSTATE			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R11-3a	ROAD CLOSED ___ MILES AHEAD LOCAL TRAFFIC ONLY	6	60" x 30"	12.5	75.0				
R11-4	ROAD CLOSED TO THRU TRAFFIC	2	60" x 30"	12.5	25.0				
W20-2	DETOUR AHEAD	4	48" x 48"	16.0	64.0		48" x 48"	16.0	
W20-3	ROAD CLOSED AHEAD	2	48" x 48"	16.0	32.0		48" x 48"	16.0	
W20-3	ROAD CLOSED 500 FT	2	48" x 48"	16.0	32.0		48" x 48"	16.0	
W20-3	ROAD CLOSED 1000 FT	2	48" x 48"	16.0	32.0		48" x 48"	16.0	
M1-5	SD ROUTE MARKER (1 or 2 digits)	14	24" x 24"	4.0	56.0	22	36" x 36"	9.0	198.0
M3-2	DIRECTION MARKER - EAST	7	24" x 12"	2.0	14.0	11	36" x 18"	4.5	49.5
M3-4	DIRECTION MARKER - WEST	7	24" x 12"	2.0	14.0	11	36" x 18"	4.5	49.5
M4-8	DETOUR	12	24" x 12"	2.0	24.0		30" x 15"	3.1	
M4-8a	END DETOUR	2	24" x 18"	3.0	6.0	22	36" x 24"	6.0	132.0
M4-10	DETOUR ARROW (L or R)	2	48" x 18"	6.0	12.0		48" x 18"	6.0	
M5-1	ADVANCE TURN ARROW 90° (L or R)	4	21" x 15"	2.2	8.8	2	30" x 21"	4.4	8.8
M5-2	ADVANCE TURN ARROW 45° (L or R)		21" x 15"	2.2		2	30" x 21"	4.4	8.8
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	4	21" x 15"	2.2	8.8	2	30" x 21"	4.4	8.8
M6-2	DIRECTION ARROW - 45° Single Head (L or R)		21" x 15"	2.2		2	30" x 21"	4.4	8.8
M6-3	DIRECTION ARROW - Vertical Single Head	4	21" x 15"	2.2	8.8	14	30" x 21"	4.4	61.6
<b>SPECIAL</b>	<b>38 CLOSED 421ST TO SPENCER USE ALT ROUTE</b>	1	114" x 60"	47.5	47.5	2	132" x 72"	66.0	132.0
		<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 459.9</b>				<b>EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT 657.8</b>			

# FIXED LOCATION SIGNS



## Typical Intersecting Road Detail \*



**\*INTERSECTING ROADS TO RECEIVE TRAFFIC CONTROL**

**ONLY TWO CONSECUTIVE INTERSECTIONS MAY BE CLOSED AT ANY GIVEN TIME**

**INSTALL ONLY WHEN APPLICABLE**

**W20-1 SIGNS WILL BE INSTALLED PER STANDARD PLATE 634.37**

PLOT SCALE - 1"=12000'

PLOTTED FROM - IRM113349

PLOT NAME - 1

FILE - ... \DETOUR SIGNING PCN 05FA.DGN

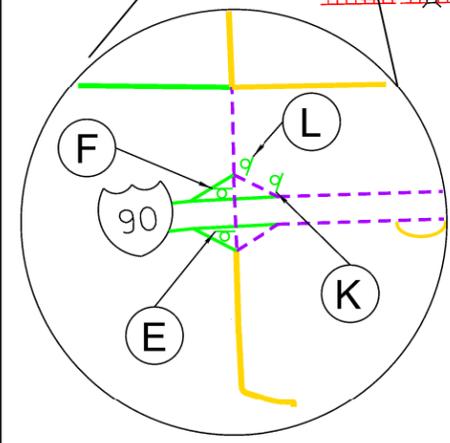
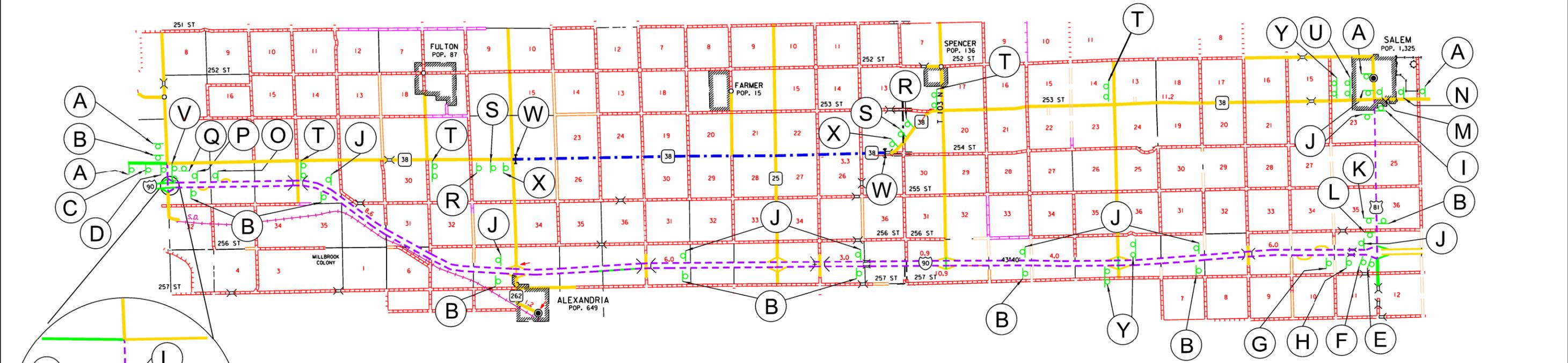
# DETOUR LAYOUT

STATE OF SOUTH DAKOTA	PROJECT P-PH 0038(48)306	SHEET C5	TOTAL SHEETS C13
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Plotting Date: 08/28/2025

PLOT SCALE - 1"=12000'

PLOT NAME - 2



--- = Project  
 - - - = Detour Route



B	C	D	E	F	G	H	I
DETOUR	END DETOUR						
EAST							
38	38	38	38	38	38	38	38
↑	↗	→	←	↖	↗	↗	
J	K	L	M	N	O	P	Q
DETOUR	END DETOUR						
WEST							
38	38	38	38	38	38	38	38
↑	↗	→	←	↖	↗	↗	

R ROAD CLOSED AHEAD  
 S ROAD CLOSED 1000 FT

X ROAD CLOSED 500 FT

38 CLOSED  
 421ST TO SPENCER  
 USE ALT ROUTE

T ROAD CLOSED \*MILES AHEAD LOCAL TRAFFIC ONLY  
 U ROAD CLOSED 11 MILES AHEAD LOCAL TRAFFIC ONLY  
 V ROAD CLOSED 8 MILES AHEAD LOCAL TRAFFIC ONLY

W ROAD CLOSED TO THRU TRAFFIC

TYPE 3 BARRICADE | TYPE 3 BARRICADE | TYPE 3 BARRICADE | TYPE 3 BARRICADE  
 FULL ROADWAY CLOSURE

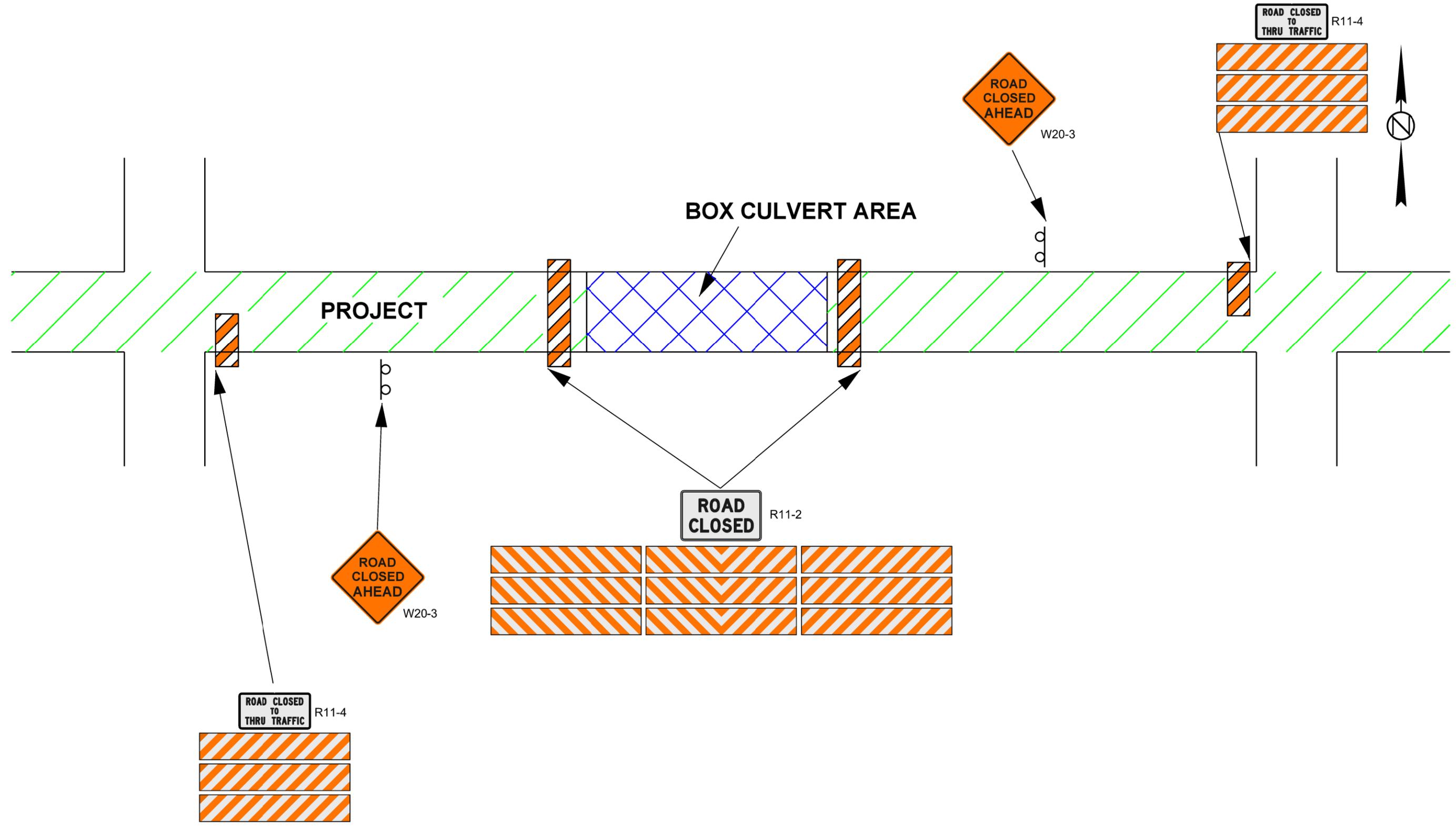
PLOTTED FROM - IRML13349

FILE - ... \DETOUR SIGNING PCN 05FA.DGN

# TRAFFIC CONTROL FOR BOX CULVERT CONSTRUCTION

PLOT SCALE - 1:12000

PLOT NAME - 3



PLOTTED FROM - TRM113349

FILE - ... \DETOUR SIGNING PCN 05FA.DGN

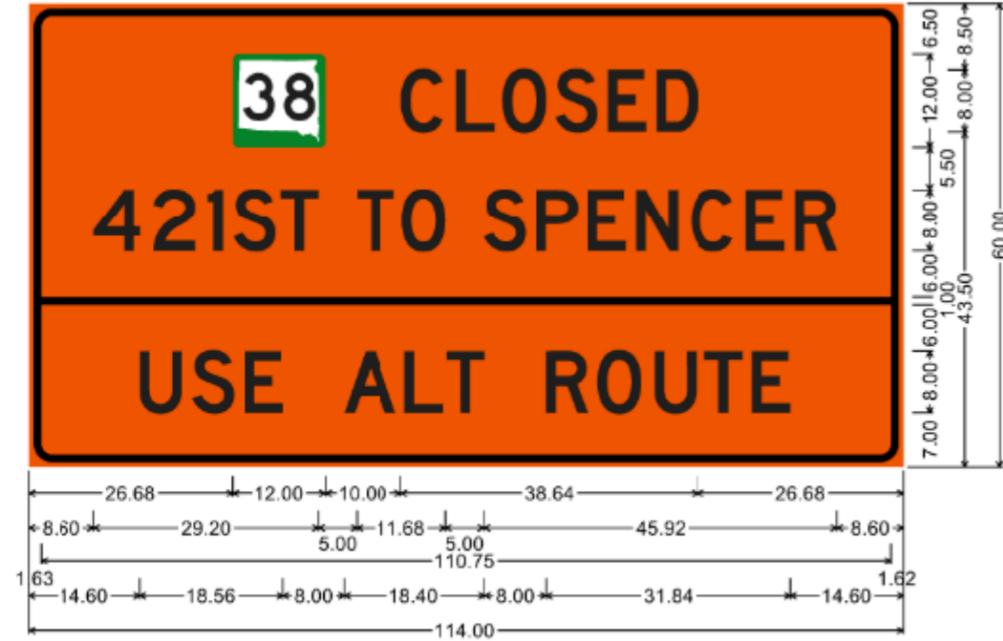
# SPECIAL SIGN DETAILS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0038(48)306	C7	C13

Plotting Date: 08/28/2025



1.50" Border, 1.00" Indent, Black on Orange;  
 "CLOSED", D 2K; "421ST TO SPENCER", D 2K; "USE ALT ROUTE", D 2K;



1.00" Border, 0.63" Indent, Black on Orange;  
 "CLOSED", D 2K; "421ST TO SPENCER", D 2K; "USE ALT ROUTE", D 2K;

Plotting Date: 08/28/2025

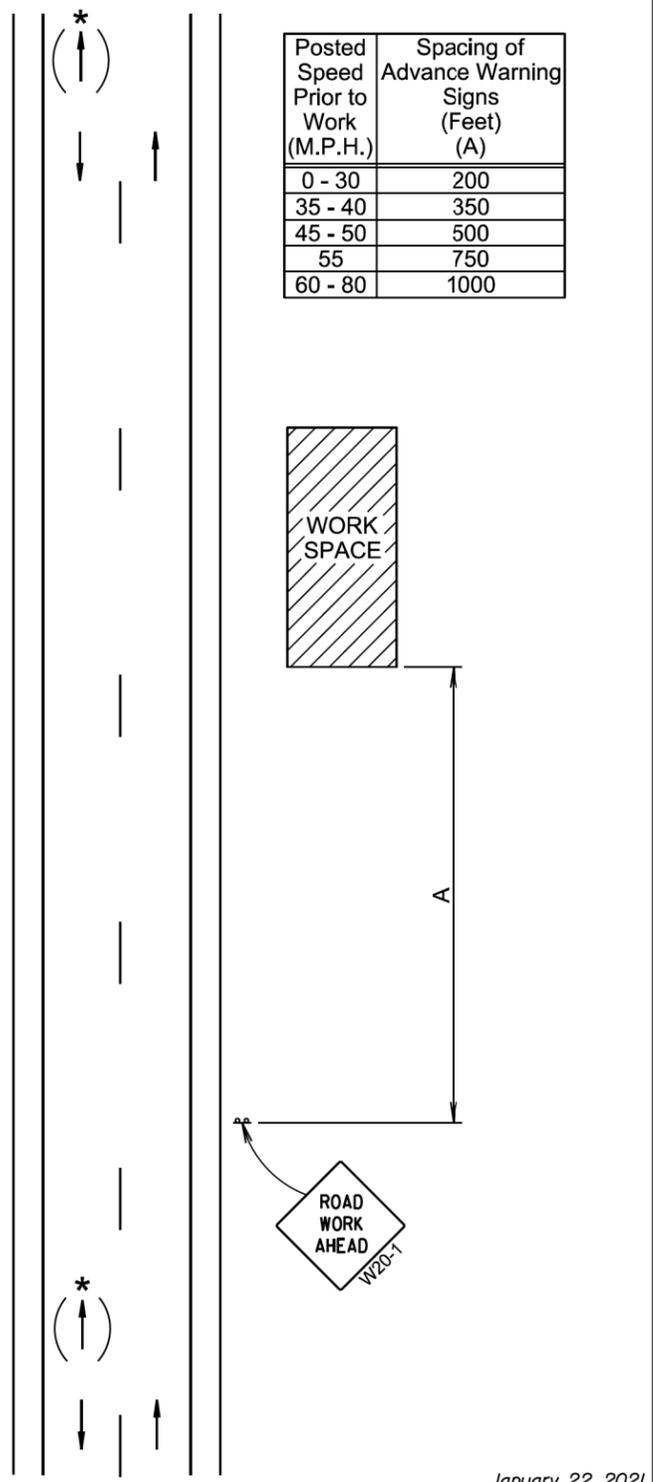
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

The signs illustrated will be used where there are distracting situations; such as: vehicles parked on shoulder, vehicles accessing the work site via the highway, and equipment traveling on or crossing the roadway to perform work operations.

The ROAD WORK AHEAD sign may be replaced with other appropriate signs, such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.

\* If the work space is on a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.

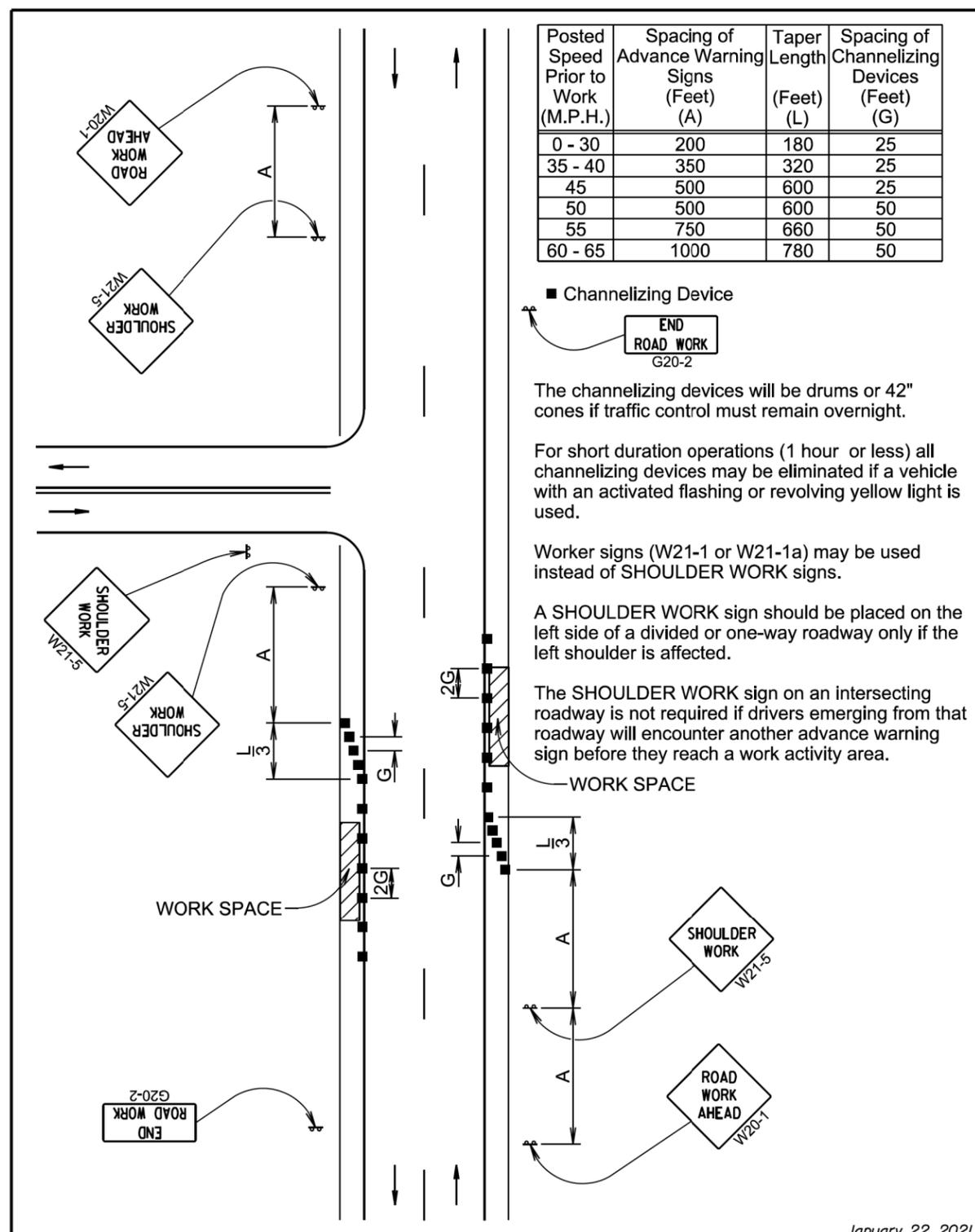
For short term, short duration, or mobile operations, all signs and channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.



January 22, 2021

<b>S D D O T</b>	<b>WORK BEYOND THE SHOULDER</b>	PLATE NUMBER <b>634.01</b>
		Sheet 1 of 1

Published Date: 2026



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

Published Date: 2026

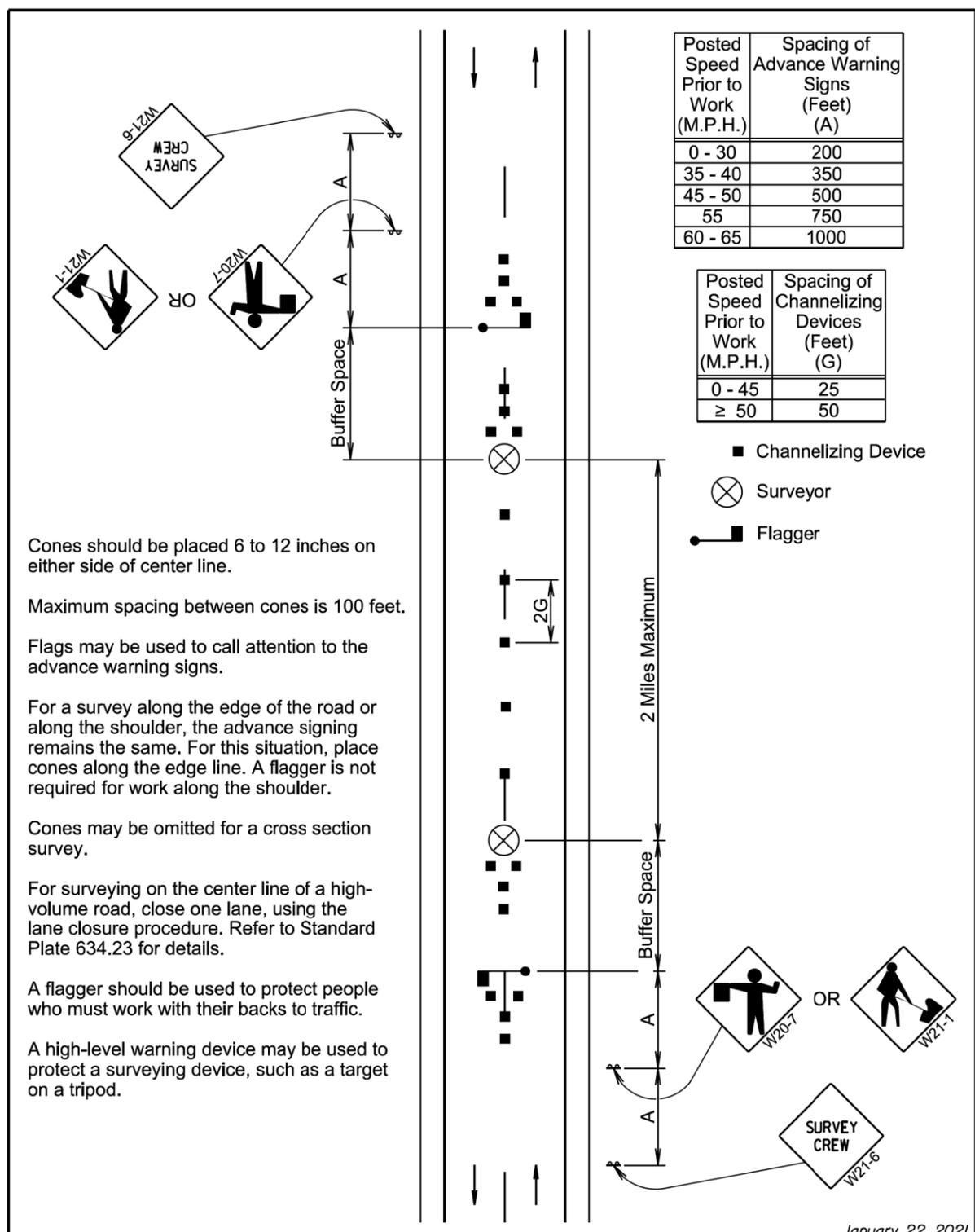
PLOTTED FROM: IRML13349

PLOTTED FROM: IRML13349

PLOT NAME: 5

FILE: ... \STD PLATES PCN05FA.DGN

PLOT SCALE - 1:200



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.

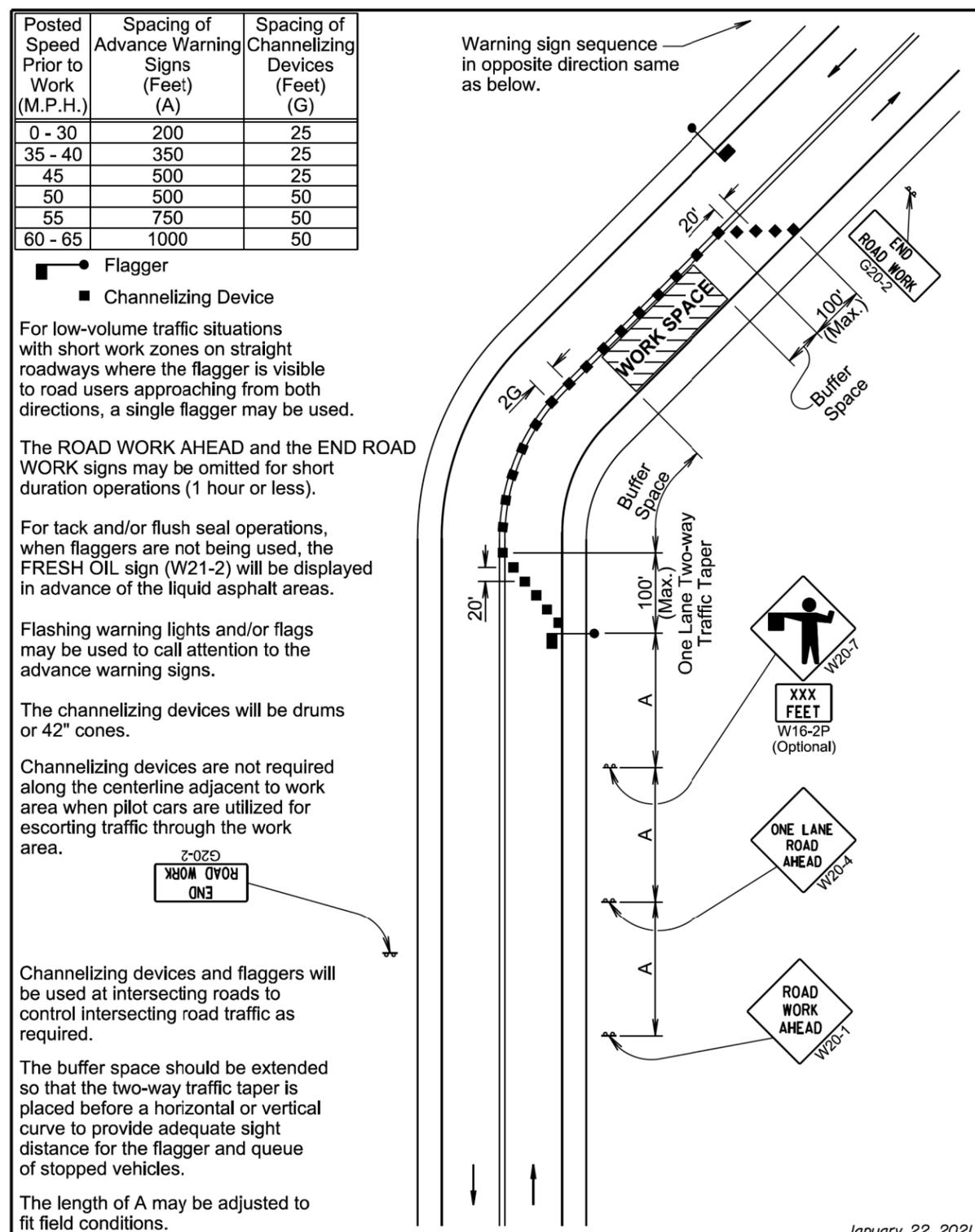
A flagger should be used to protect people who must work with their backs to traffic.

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>
		Sheet 1 of 1

Published Date: 2026



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

<b>S D D O T</b>	<b>LANE CLOSURE WITH FLAGGER PROVIDED</b>	PLATE NUMBER <b>634.23</b>
		Sheet 1 of 1

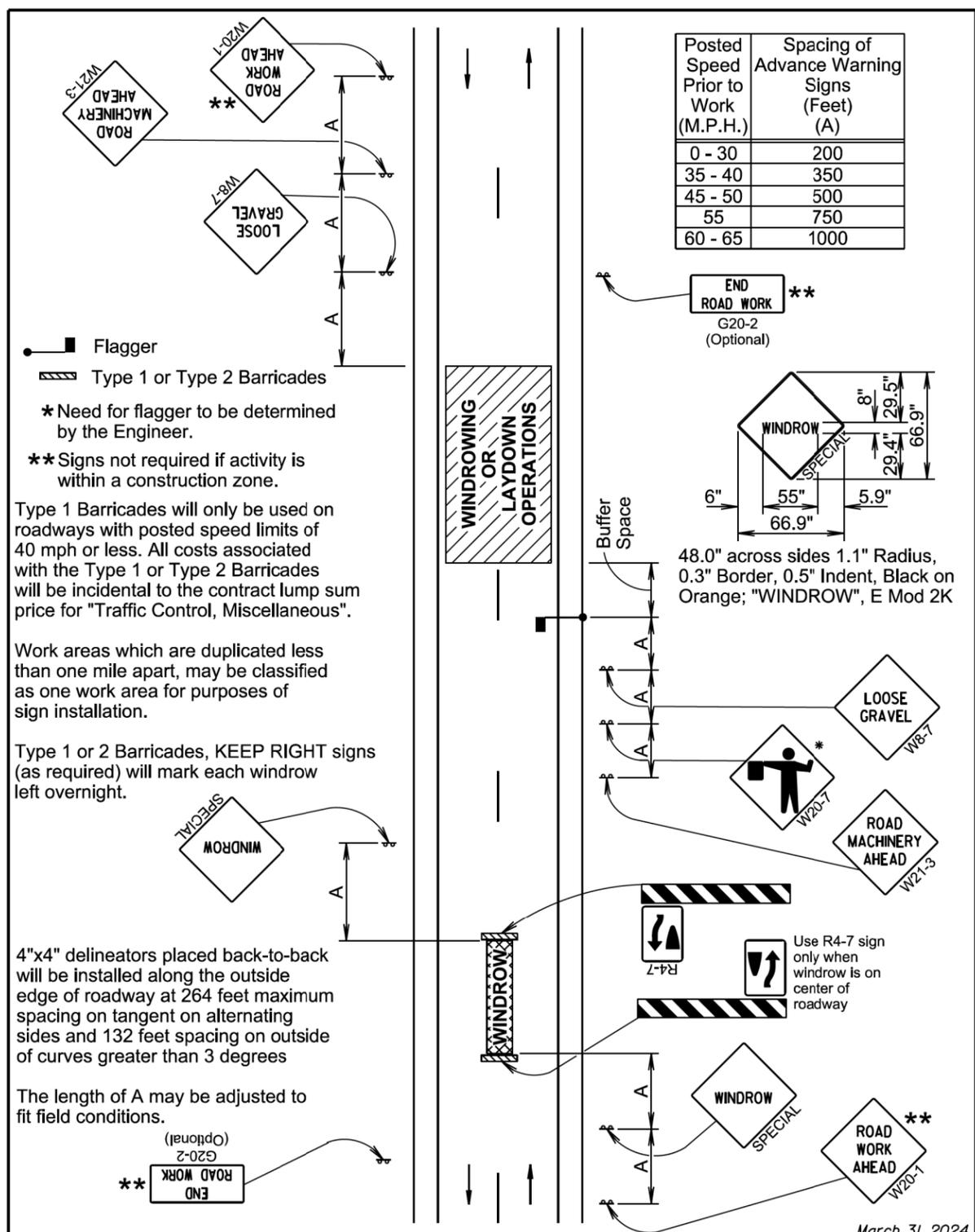
Published Date: 2026

PLOT NAME - 6

FILE - ... \STD PLATES PCN05FA.DGN

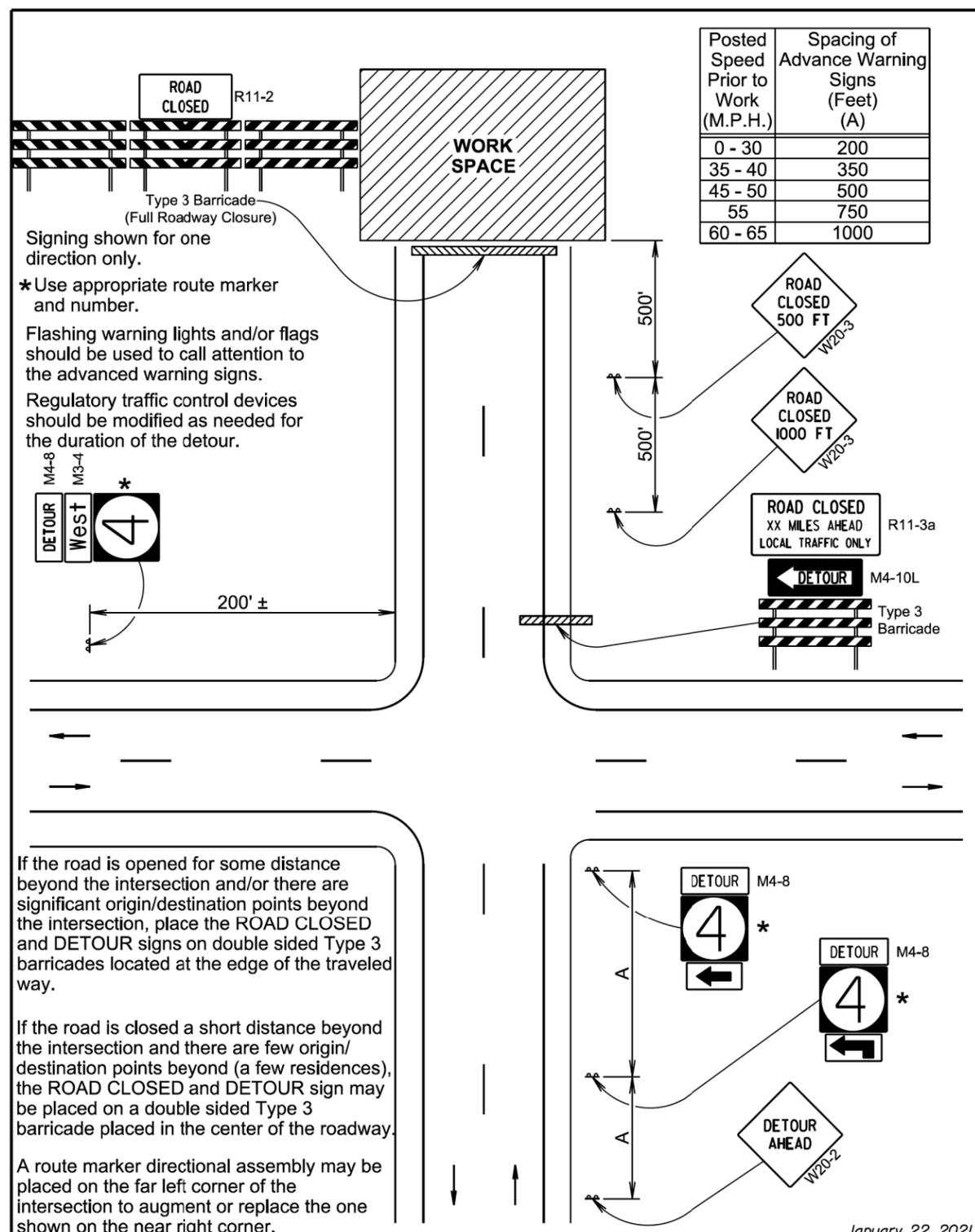
Plotting Date: 08/28/2025

PLOT SCALE - 1:200



<b>S D D O T</b>	<b>WINDROWING OR LAYDOWN OPERATION</b>	PLATE NUMBER <b>634.27</b>
	Published Date: 2026	Sheet 1 of 1

March 31, 2024



<b>S D D O T</b>	<b>ROAD CLOSED WITH OFF-SITE DETOUR</b>	PLATE NUMBER <b>634.29</b>
	Published Date: 2026	Sheet 1 of 1

January 22, 2021

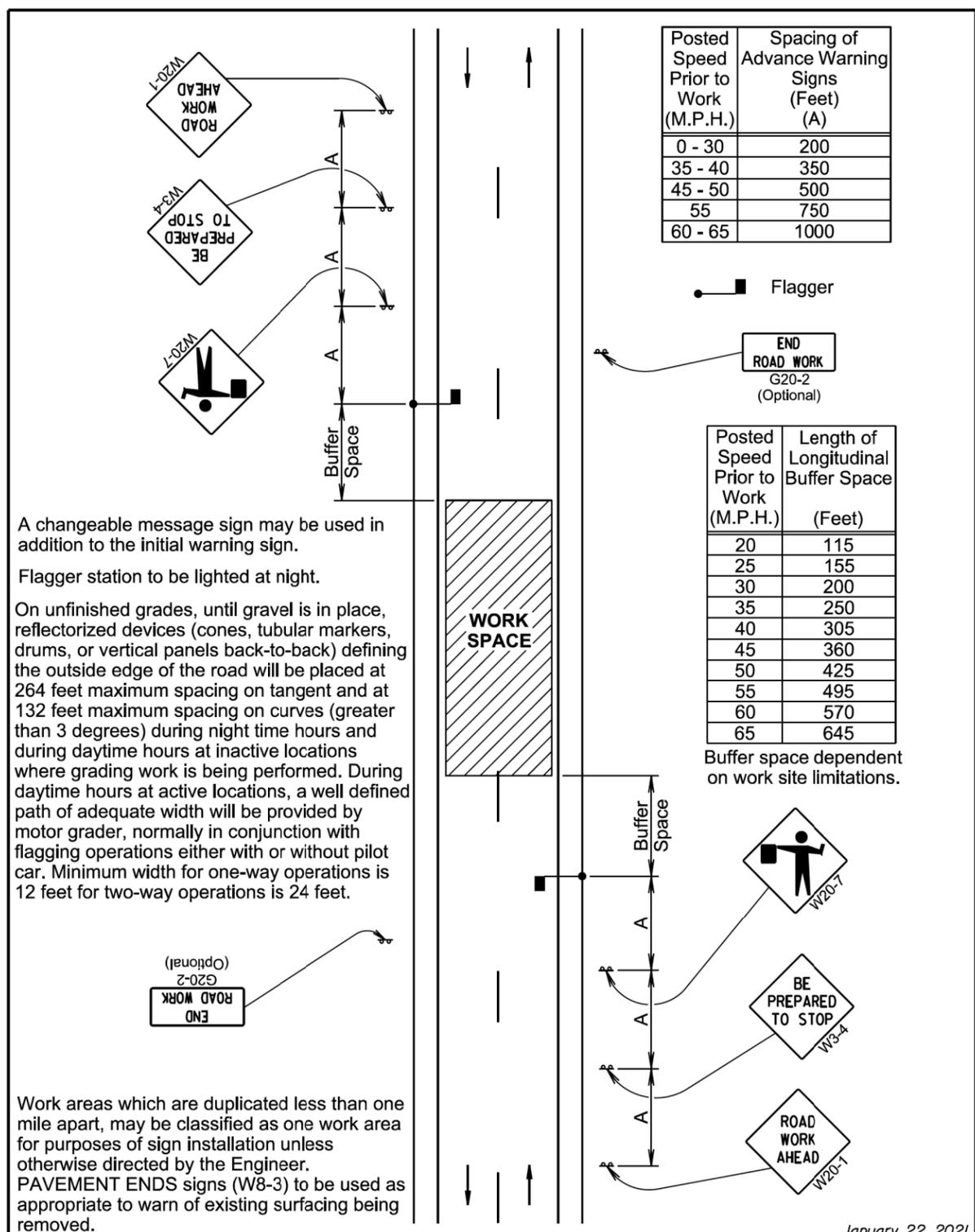
PLOT NAME - 10

FILE - ... \STD PLATES PCN05FA.DGN

PLOTTED FROM - TRML13349

Plotting Date: 08/28/2025

PLOT SCALE - 1:200



A changeable message sign may be used in addition to the initial warning sign.

Flagger station to be lighted at night.

On unfinished grades, until gravel is in place, reflectorized devices (cones, tubular markers, drums, or vertical panels back-to-back) defining the outside edge of the road will be placed at 264 feet maximum spacing on tangent and at 132 feet maximum spacing on curves (greater than 3 degrees) during night time hours and during daytime hours at inactive locations where grading work is being performed. During daytime hours at active locations, a well defined path of adequate width will be provided by motor grader, normally in conjunction with flagging operations either with or without pilot car. Minimum width for one-way operations is 12 feet for two-way operations is 24 feet.

Work areas which are duplicated less than one mile apart, may be classified as one work area for purposes of sign installation unless otherwise directed by the Engineer.

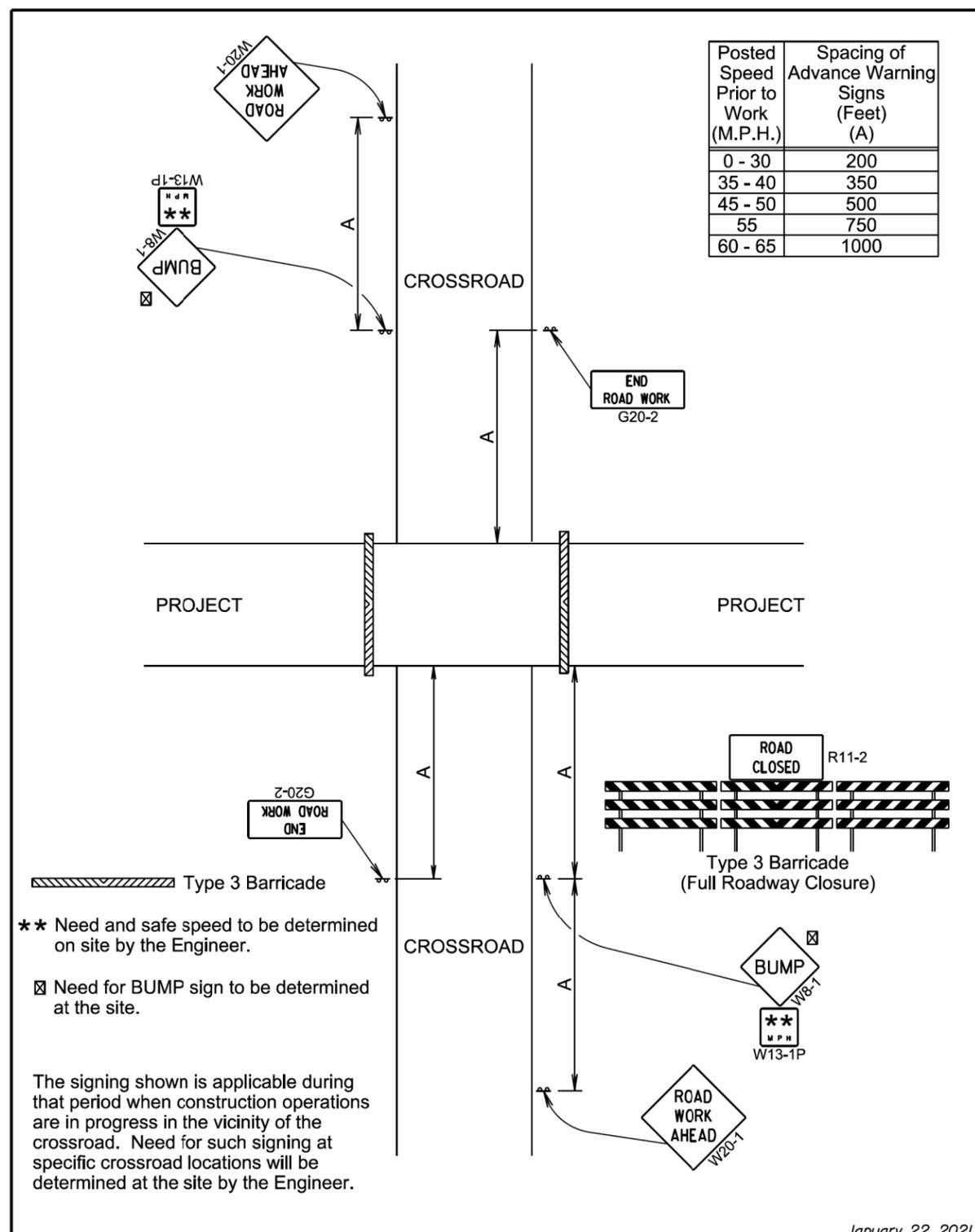
PAVEMENT ENDS signs (W8-3) to be used as appropriate to warn of existing surfacing being removed.

January 22, 2021

Published Date: 2026	S D D O T	LONG TERM ROAD WORK	PLATE NUMBER 634.31
			Sheet 1 of 1

PLOT NAME - 7

FILE - ... \STD PLATES - PCN05FA.DGN



- \*\* Need and safe speed to be determined on site by the Engineer.
- ☒ Need for BUMP sign to be determined at the site.

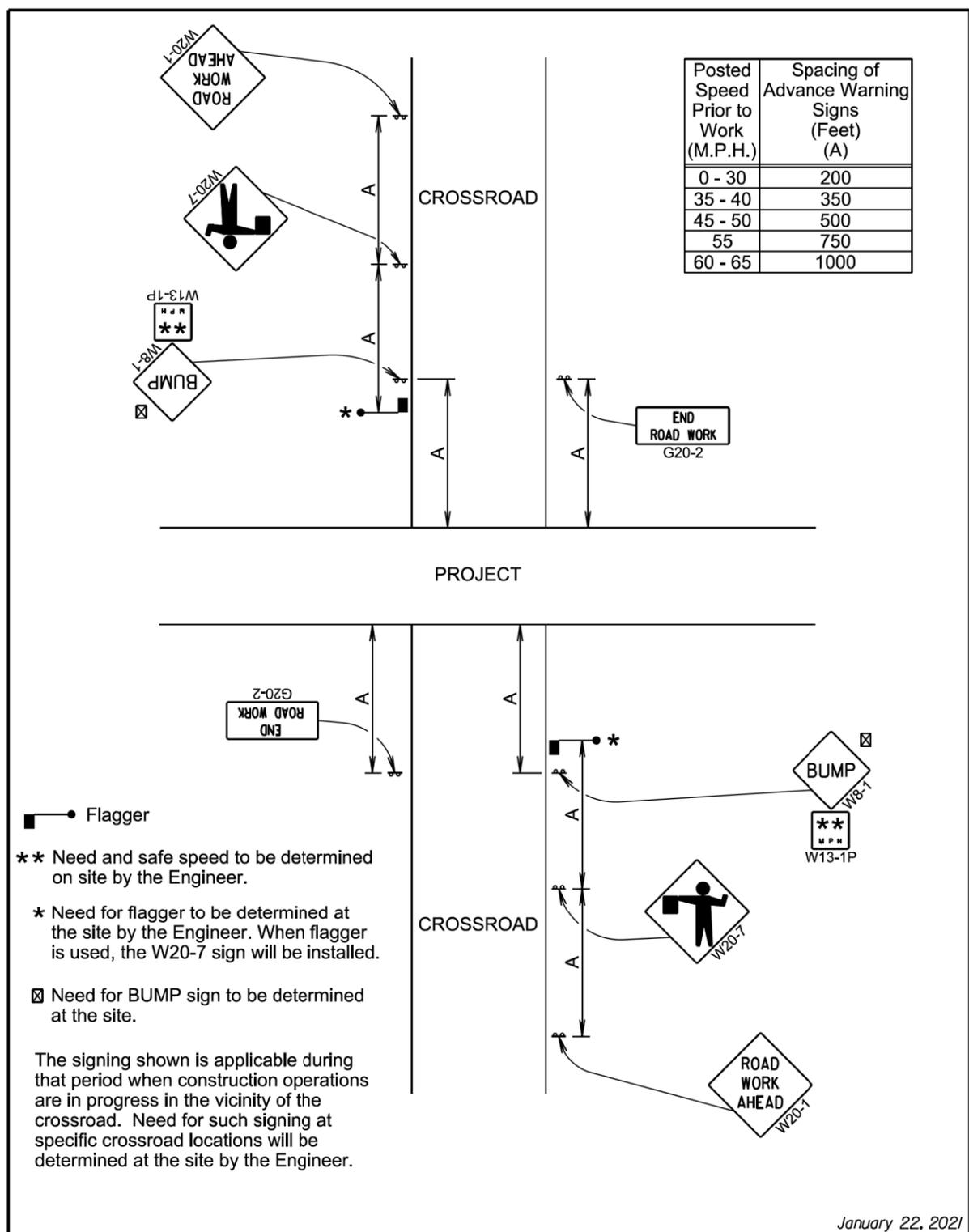
The signing shown is applicable during that period when construction operations are in progress in the vicinity of the crossroad. Need for such signing at specific crossroad locations will be determined at the site by the Engineer.

January 22, 2021

Published Date: 2026	S D D O T	PROJECT CLOSED TO TRAFFIC FROM CROSSROAD	PLATE NUMBER 634.37
			Sheet 1 of 1

PLOTTED FROM - TRM113349

PLOT SCALE - 1:200



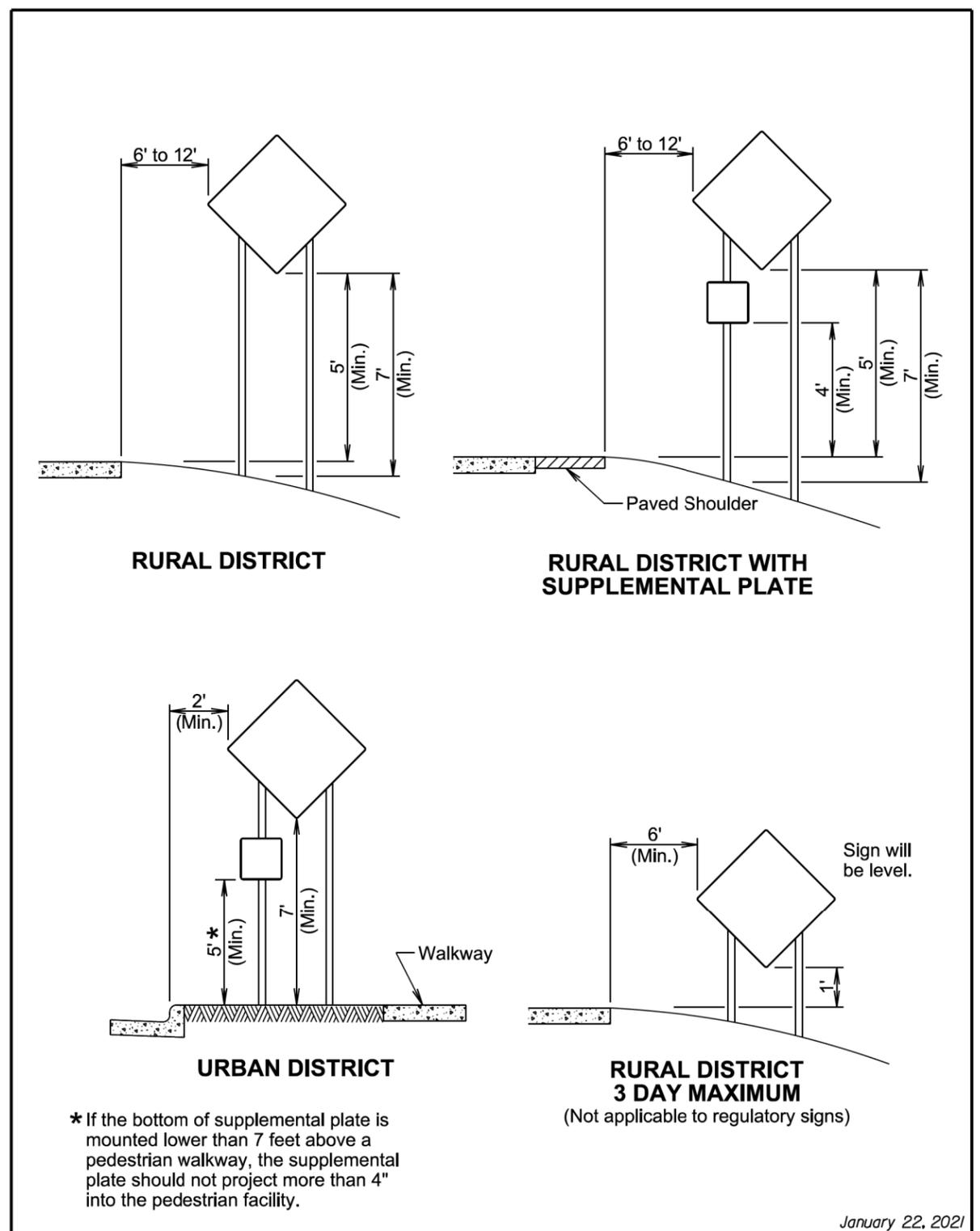
■ Flagger  
 \*\* Need and safe speed to be determined on site by the Engineer.  
 \* Need for flagger to be determined at the site by the Engineer. When flagger is used, the W20-7 sign will be installed.  
 ☒ Need for BUMP sign to be determined at the site.  
 The signing shown is applicable during that period when construction operations are in progress in the vicinity of the crossroad. Need for such signing at specific crossroad locations will be determined at the site by the Engineer.

January 22, 2021

Published Date: 2026	S D D O T	PROJECT OPEN TO TRAFFIC FROM CROSSROAD	PLATE NUMBER 634.38
			Sheet 1 of 1

PLOT NAME - 8

FILE - ... \STD PLATES PCN05FA.DGN

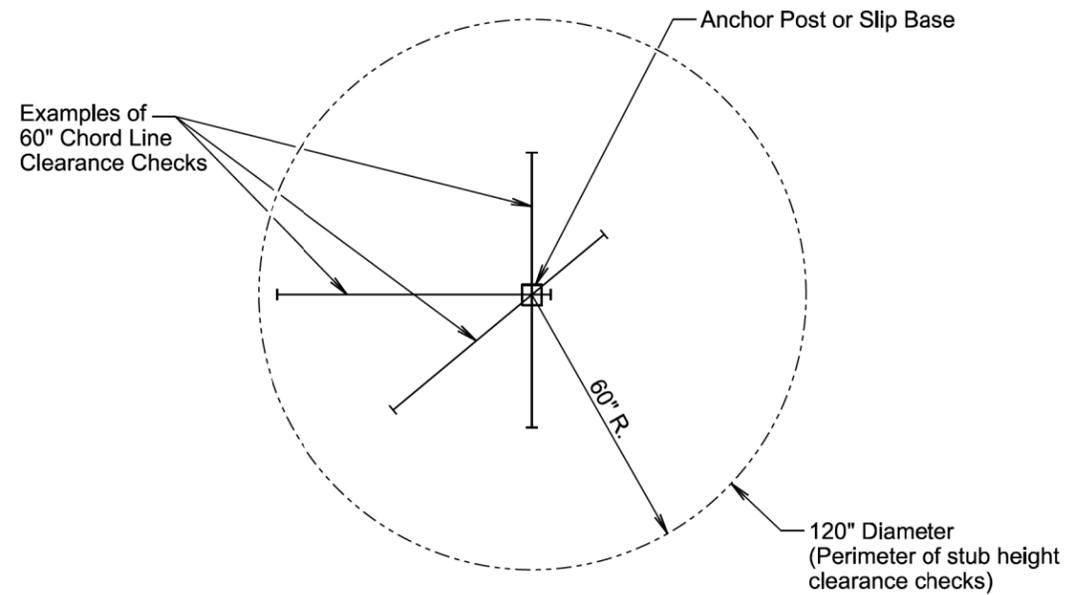


\* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

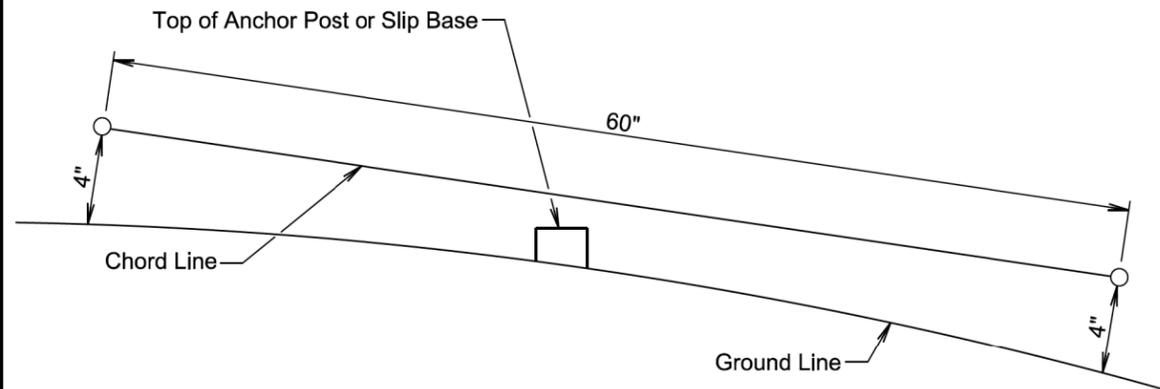
January 22, 2021

Published Date: 2026	S D D O T	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1

PLOTTED FROM - TRML13349



**PLAN VIEW**  
(Examples of stub height clearance checks)



**ELEVATION VIEW**

**GENERAL NOTES:**

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

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

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

January 22, 2021

*Published Date: 2026*

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**BREAKAWAY SUPPORT STUB CLEARANCE**

PLATE NUMBER  
**634.99**

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