

STATE OF SOUTH DAKOTA
 DEPARTMENT OF TRANSPORTATION
 PLANS FOR PROPOSED

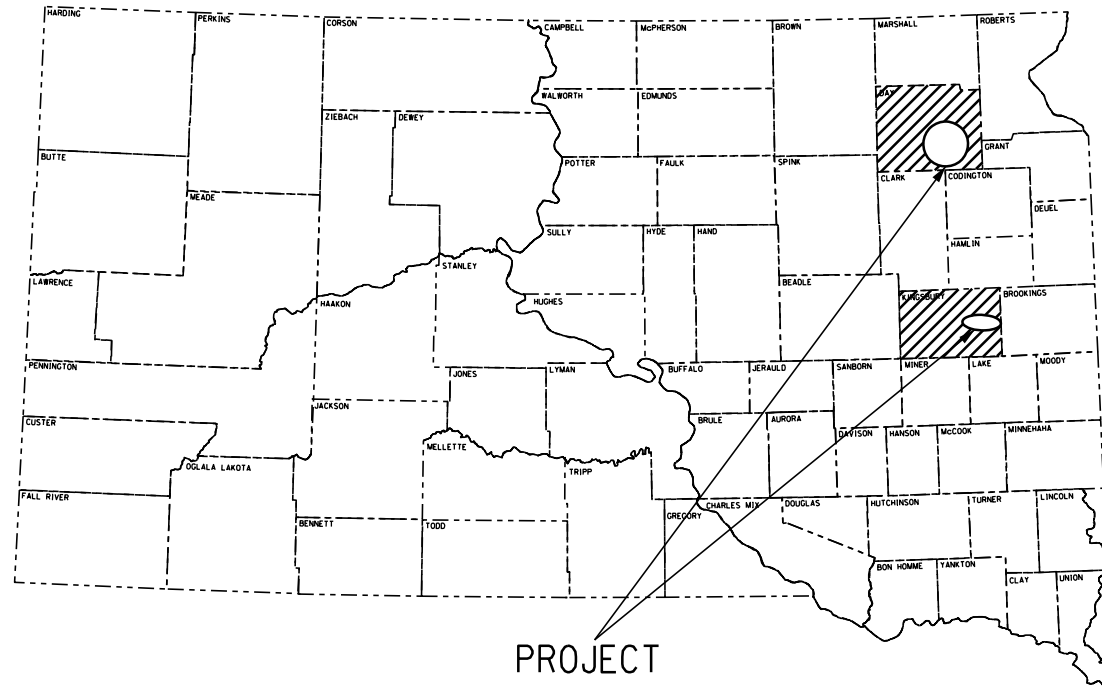
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	1	27
Plotting Date: 05/28/2024			
Revised 05/28/2024 AT			

PROJECT PH 0010(122)
US HIGHWAY 12 & 14
BEADLE, DAY &
KINGSBURY COUNTIES

DURABLE PAVEMENT MARKINGS
 PCN 05G7

INDEX OF SHEETS

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Sheet 26	Pavement Marking Detail
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PROJECT

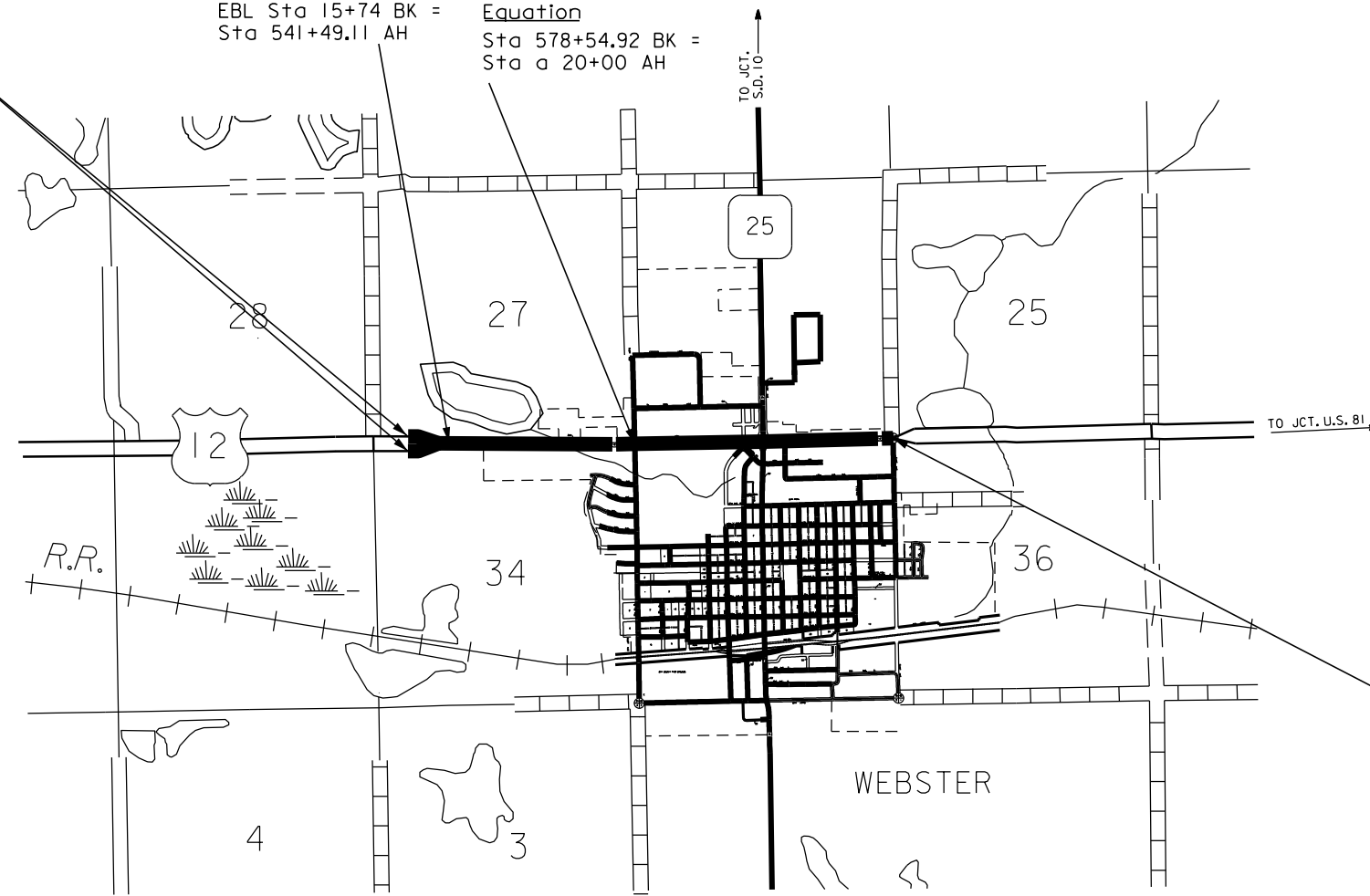
Begin Segment 1
WBL Station 530+04.14
EBL Station 4+27.45
MRM 340.00 + 0.87

Equation

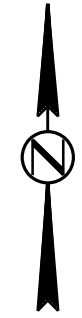
EBL Sta 15+74 BK =
 Sta 541+49.11 AH

Equation

Sta 578+54.92 BK =
 Sta a 20+00 AH



End Segment 1
Station a 72+50
MRM 343.48 + 0.00



DESIGN DESIGNATION
 340.00 to 340.97

ADT (2023)	1752
ADT (2043)	2714
DHV	301
D	50%
DHV T%	9.6%
AADT T%	21.1%
V	55 MPH

DESIGN DESIGNATION
 MRM 340.97 to 343.48

ADT (2023)	4055
ADT (2043)	6281
DHV	697
D	50%
DHV T%	9.3%
AADT T%	20.4%
V	40 to 55 MPH

STORM WATER PERMIT
 (None Required)

GROSS LENGTH	11247 FEET	2.130 MILES
LENGTH OF EXCEPTIONS	0.0 FEET	0.000 MILES
NET LENGTH	11247 FEET	2.130 MILES

8

June 26, 2024

PLOT SCALE - 1" = 102.96'

PLOTTED FROM - TRAB10100

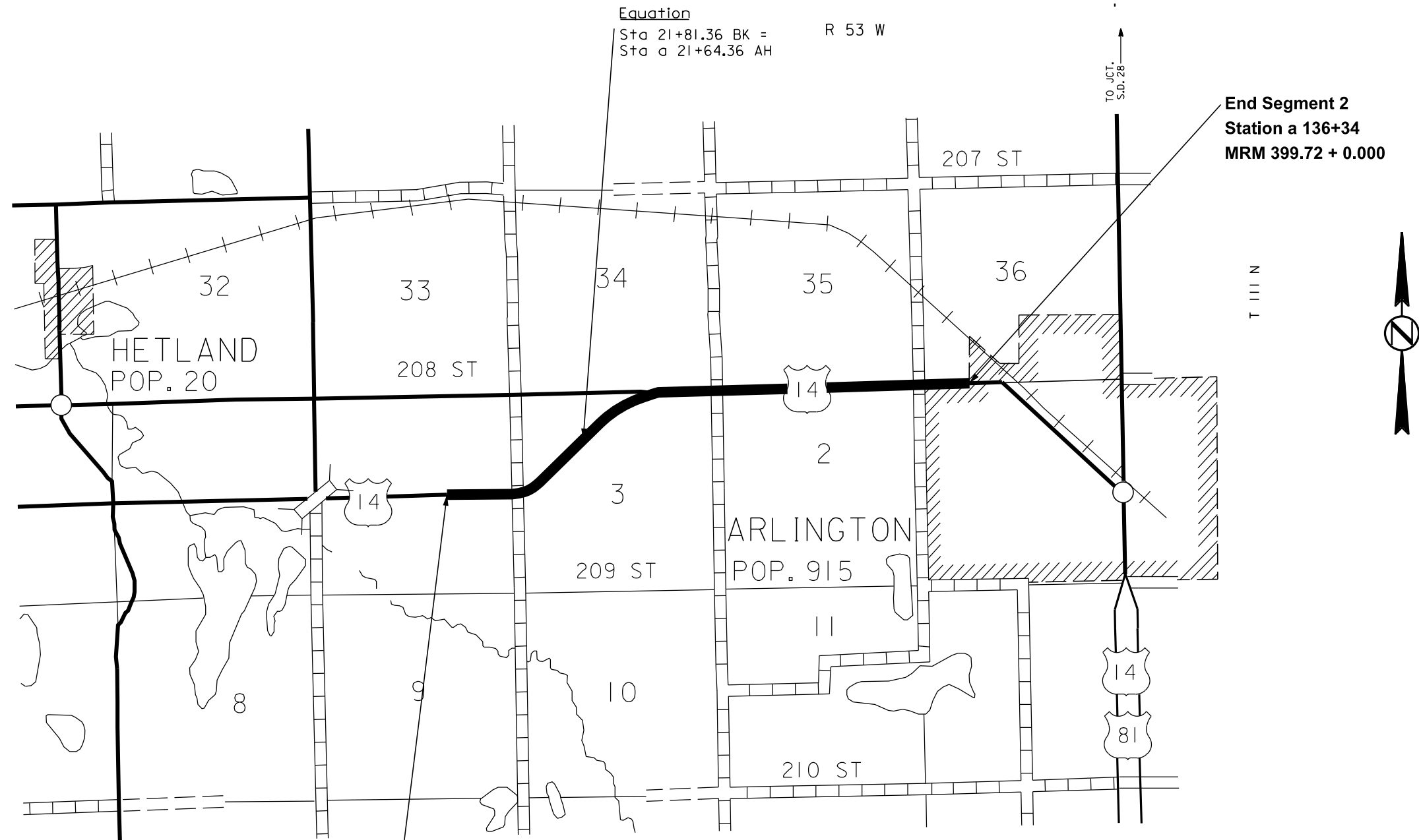
PLOT NAME - 1

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STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
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Equation
Sta 21+81.36 BK = R 53 W
Sta 21+64.36 AH

Begin Segment 2
Station 1+80.00
MRM 397.00+ 0.245

End Segment 2
Station 136+34
MRM 399.72 + 0.000

GROSS LENGTH	13,471 FEET	2.551 MILES
LENGTH OF EXCEPTIONS	0.0 FEET	0.000 MILES
NET LENGTH	13,471 FEET	2.551 MILES

DESIGN DESIGNATION

ADT (2023)	2271
ADT (2043)	3270
DHV	678
D	50%
DHV T%	8.5%
AADT T%	18.7%
V	40 to 65 MPH

STORM WATER PERMIT
(None Required)

PLOT SCALE - 1:10296

PLOTTED FROM - TRAB10100

PLOT NAME - 2

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ESTIMATE OF QUANTITIES – PCN 05G7

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
633E0235	Preformed Thermoplastic Pavement Marking, Arrow	54	Each
633E3000	Durable Pavement Marking, 4" White	45,102	Ft
633E3005	Durable Pavement Marking, 4" Yellow	37,683	Ft
633E3030	Durable Pavement Marking, 24" White	224	Ft
633E5050	Surface Preparation for Pavement Marking	84,129	Ft
633E5052	Surface Preparation for Pavement Marking	54	Each
634E0010	Flagging	10.0	Hour
634E0110	Traffic Control Signs	397.4	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	4	Each
634E0420	Type C Advance Warning Arrow Board	2	Each

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 2015 Edition and Required Provisions, Supplemental Specifications, and Special Provisions as included in the Proposal.

ENVIRONMENTAL COMMITMENTS

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT's Environmental Commitments can be accessed through the Environmental Procedures Manual found at: <<https://dot.sd.gov/media/documents/EnvironmentalProceduresManual.pdf>>

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

COMMITMENT B: FEDERALLY THREATENED, ENDANGERED, AND PROTECTED SPECIES

COMMITMENT B2: WHOOPING CRANE

The Whooping Crane is a spring and fall migratory bird in South Dakota that is about 5 feet tall and typically stops on wetlands, rivers, and agricultural lands along their migration route. An adult Whooping Crane is white with a red crown and a long, dark, pointed bill. Immature Whooping Cranes are cinnamon brown. While in flight, their long necks are kept straight and their long dark legs trail behind. Adult Whooping Cranes' black wing tips are visible during flight.

Action Taken/Required:

Harassment or other measures to cause the Whooping Crane to leave the site is a violation of the Endangered Species Act. If a Whooping Crane is sighted roosting in the vicinity of the project, borrow pits, or staging areas associated with the project, cease construction activities in the affected area until the Whooping Crane departs and immediately contact the Project Engineer. The Project Engineer will contact the Environmental Office so that the sighting can be reported to USFWS.

COMMITMENT B4: BALD EAGLE

Bald eagles are known to occur in this area.

Action Taken/Required:

If a nest is observed within one mile of the project site, notify the Project Engineer immediately so that he/she can consult with the Environmental Office for an appropriate course of action.

COMMITMENT E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

Action Taken/Required:

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor will furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the Public ROW.

The waste disposal site(s) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Agriculture and Natural Resources.

The waste disposal site(s) will not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation,

aesthetic value of an area, or any threatened or endangered species, as approved by the Environmental Office and the Project Engineer.

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If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements will apply:

1. Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials will be buried in a trench separate from wood debris. The final cover over the construction and/or demolition debris will consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW will be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor will control the access to waste disposal sites not within the Public ROW with fences, gates, and placement of a sign or signs at the entrance to the site stating, "No Dumping Allowed".
2. Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will be removed from view of the ROW or buried, and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06. Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) will be incidental to the various contract items.

COMMITMENT I: HISTORIC PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historic Preservation Office (SHPO or THPO) for all work included within the project limits and all department designated sources and designated option material sources, stockpile sites, storage areas, and waste sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require a cultural resource review prior to scheduling the pre-construction meeting. This work includes but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor will arrange and pay for a record search and when necessary, a cultural resource survey. The Contractor has the option to contact the state Archaeological Research Center (ARC) at 605-394-1936 or another qualified archaeologist, to obtain either a records search or a cultural resources survey. A record search might be sufficient for review if the site was previously surveyed; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

COMMITMENT I: HISTORIC PRESERVATION OFFICE CLEARANCES
(continued)

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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The Contractor will provide ARC with the following: a topographical map or aerial view in which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that artifacts have not been found on the site.

The Contractor will submit the cultural resources survey report to SDDOT Environmental Office, 700 East Broadway Avenue, Pierre, SD 57501-2586. SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

In the event of an inadvertent discovery of human remains, funerary objects, or if evidence of cultural resources is identified during project construction activities, then such activities within 100 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office, who will contact the appropriate SHPO/THPO within 48 hours of the discovery to determine an appropriate course of action.

SHPO/THPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor will not utilize a site known or suspected of having contaminated soil or water. The Contractor will provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

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	PH 0010(122)	5	27

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COORDINATION BETWEEN CONTRACTORS

The Contractor will schedule work so as not to interfere with or hinder the progress of the work performed by the other Contractor on PCN 08XP. Conflicting traffic control devices may need to be temporarily adjusted or removed as directed by the Engineer and at no additional cost to the contract.

SEQUENCE OF OPERATIONS

The Contractor will submit a sequence of operations for approval two weeks prior to the preconstruction meeting. If changes to the sequence of operations are proposed during the project, these must be submitted for review a minimum of one week prior to potential implementation. Approval for changes to the sequence of operations will only be allowed when the proposed changes meet with the Department's intent for traffic control and sequencing of the work.

GENERAL TRAFFIC CONTROL

Existing guide, route, informational logo, regulatory, and warning signs will be temporarily reset and maintained during construction. Removing, relocating, covering, salvaging, and resetting of existing traffic control devices, including delineation, will be the responsibility of the Contractor. Cost for this work will be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost will be replaced by the Contractor at no cost to the State.

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

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

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.

A Type 3 Barricade will be installed at the end of a lane closure taper as detailed in these plans. Additional Type 3 Barricades will be installed facing traffic within the closed lane at a spacing of ¼ mile.

TRAFFIC CONTROL SIGNS

Traffic control signs have been included in a table for each route. Payment will only be for those signs used on each route.

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 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".

SURFACE PREPARATION FOR PAVEMENT MARKING

The Contractor will prepare the pavement surface prior to applying the durable pavement marking in accordance with the following.

In areas where the existing groove meets the required depth and existing markings are still in place, the Contractor will clean the existing groove without adding additional depth beyond the required depth for the new pavement marking, including reflective media as noted below.

Description	Specification	Tolerance
Depth of Groove	Marking Thickness ¹ + 15 mils	+ 5 mils

¹ Marking thickness will include the thickness of marking material and reflective media.

The cleaning will result in the existing pavement marking being adequately scuffed, abraded, and removed by light grinding or abrasive blasting or both to allow proper adhesion of the new durable pavement marking as per the manufacturer's recommendations to comply with product warranties.

Existing grooves not meeting the required depth will be re-grooved to the required depth for the new pavement marking, including reflective media. Equipment for grooving will be capable of the following:

- Grooving the total width of the groove in one pass or uniform depths with multiple passes.
- Grooving without causing damage to the pavement joints or joint sealant material.
- Provide uniform alignment and depth.
- Moving continuously to permit a mobile traffic work operation.

All costs associated with cleaning of the existing groove, including re-grooving, if needed, will be included in the contract unit price per foot for "Surface Preparation for Pavement Marking". Surface preparation will be measured as 4" equivalent.

PREFORMED THERMOPLASTIC PAVEMENT MARKING

General

- Made of prefabricated retroreflective, resilient thermoplastic material;
- Contains glass beads uniformly distributed through the entire cross-sectional area;
- Capable of being affixed to bituminous or concrete pavement by heating;
- Resistant to deterioration due to exposure to sunlight, water, salt, and adverse weather conditions;

- Under traffic wear, shows no appreciable fading in accordance with the color requirements, lifting, or shrinkage throughout the life of the marking;
- Capable of conforming to pavement contours, breaks, and faults through the action of traffic at normal pavement temperatures;
- Possesses resealing characteristics, such that it is capable of fusing with itself and previous thermoplastic markings when heated; and
- Protected during shipment and in storage.

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

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

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

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

Color

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

Glass Beads

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

Skid Resistance

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

PREFORMED THERMOPLASTIC PAVEMENT MARKING (continued)

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Retroreflectivity

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

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

Thickness

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

Sample

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

Revised 05/28/2024 AT

Informal Quantity Breakdown Table

ITEM	Segment 1: US 12 & SD25	Segment 2: US 14, West of Arlington	Total
Preformed Thermoplastic Pavement Marking, Arrow, Each	54	0	54
Durable Pavement Marking, 4" White, Ft	18,460	26,642	45,102
Durable Pavement Marking, 4" Yellow, Ft	24,212	13,471	37,683
Durable Pavement Marking, 24" White, Ft	224	0	224
Surface Preparation for Pavement Marking, Ft	44,016	40,113	84,129
Surface Preparation for Pavement Marking, Each	54	0	54
Flagging	0	10	10

Revised 05/28/2024 AT

Segment 1: US 12 & SD 25

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	1	30"	5.2	5.2
R3-2	LEFT TURN PROHIBITION (symbol)	1	24" x 24"	4.0	4.0
R3-7R	RIGHT LANE MUST TURN RIGHT	1	30" x 30"	6.3	6.3
R3-7L	LEFT LANE MUST TURN LEFT	2	30" x 30"	6.3	12.6
W1-4L	REVERSE CURVE (Left)	1	48" x 48"	16.0	16.0
W1-4R	REVERSE CURVE (Right)	1	48" x 48"	16.0	16.0
W1-4b	REVERSE CURVE (two lanes shift) (L or R)	1	48" x 48"	16.0	16.0
W1-4c	REVERSE CURVE (three lanes shift) (L or R)	1	48" x 48"	16.0	16.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W9-2	LANE ENDS MERGE LEFT	1	48" x 48"	16.0	16.0
W9-3	CENTER LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	1	30" x 30"	6.3	6.3
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	4	36" x 18"	4.5	18.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 292.4			

Segment 2: US 14

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
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
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 105.0			

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PLOT SCALE - 1:200

* 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.

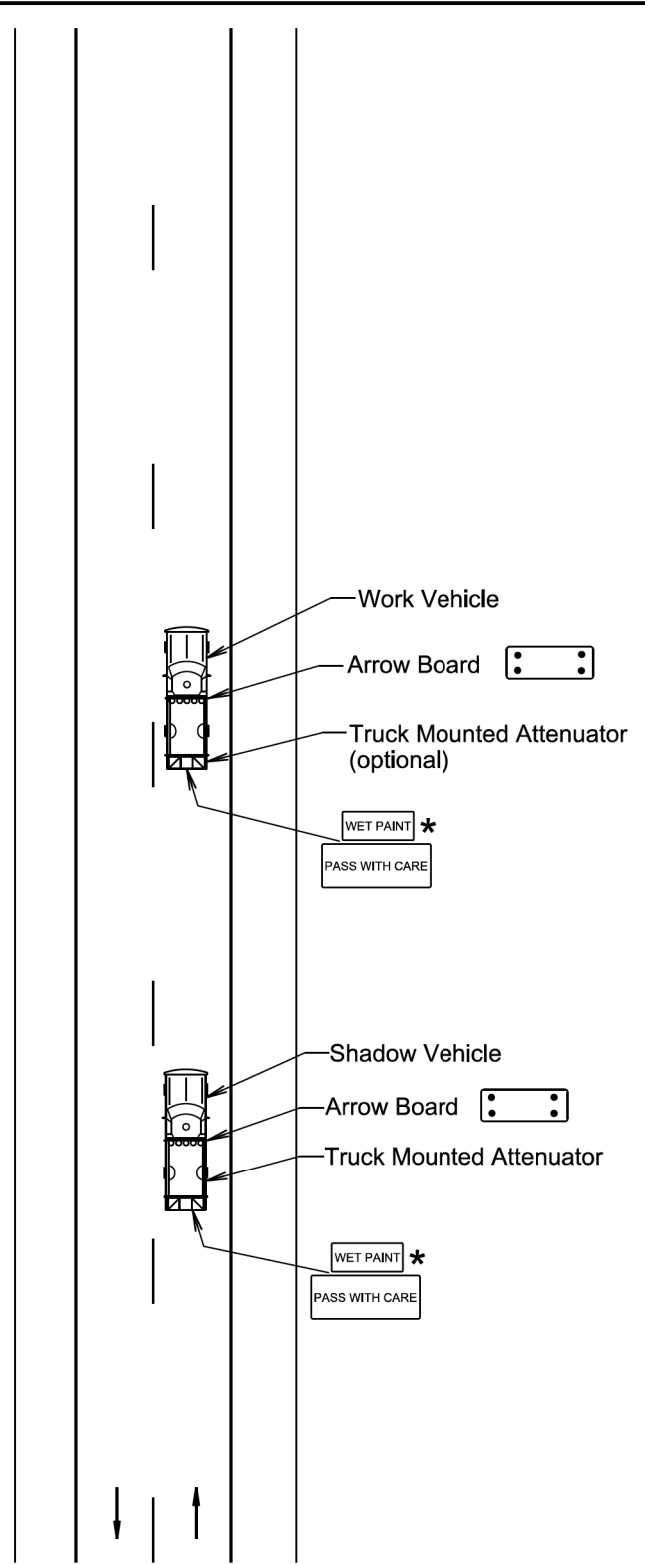
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

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

<i>Published Date: 2024</i>	S D D O T	MOBILE OPERATIONS ON 2-LANE ROAD	PLATE NUMBER 634.06
			Sheet 1 of 1

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

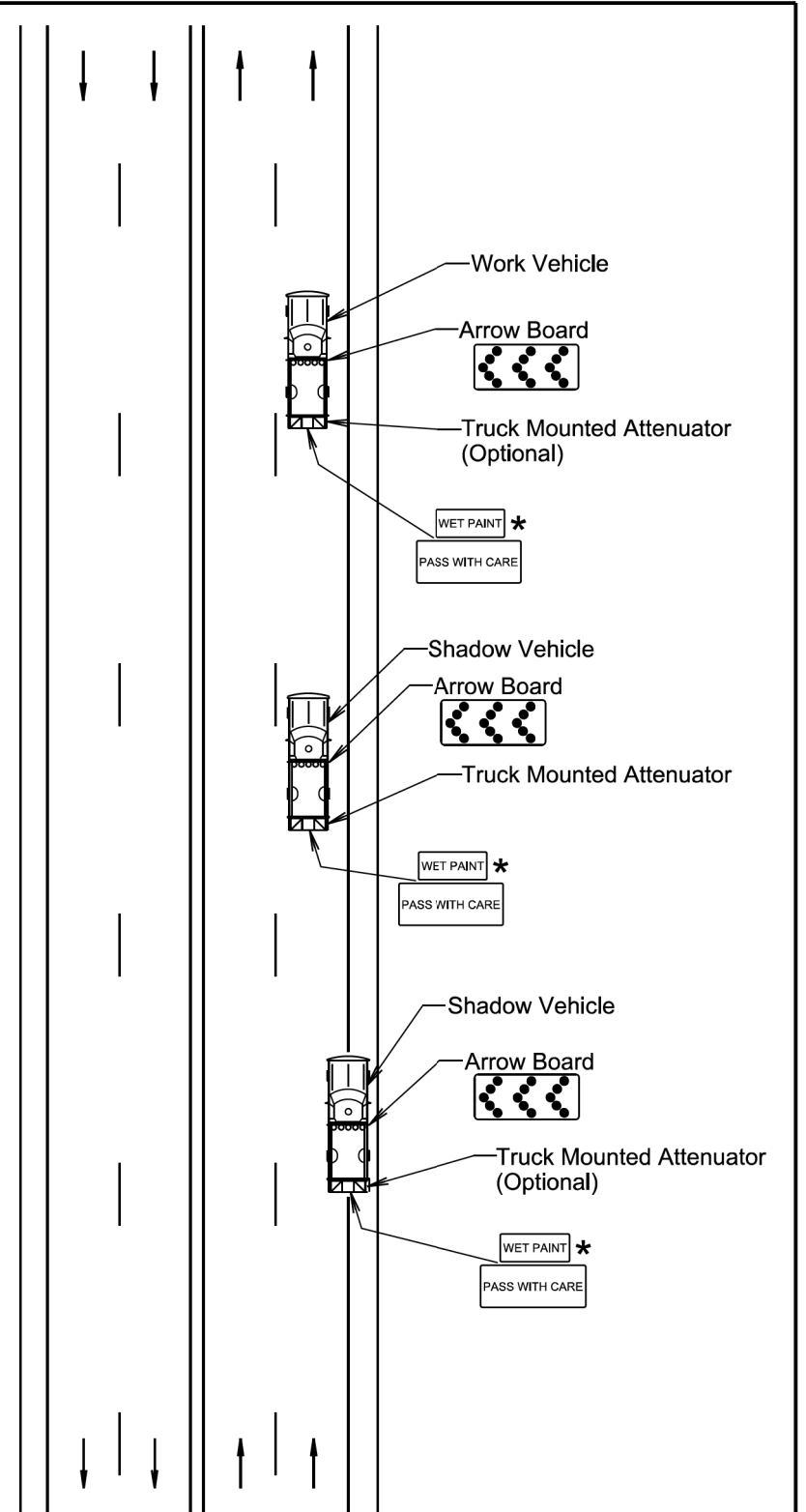
Vehicle-mounted signs will be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs will be covered or turned from view when work is not in progress.

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.

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".



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<i>Published Date: 2024</i>	S D D O T	MOBILE OPERATIONS ON MULTI-LANE HIGHWAYS	PLATE NUMBER 634.08
			Sheet 1 of 1

-PLOTTED FROM - TRAB10100

PLOT NAME - 4

FILE - ... \0507_STANDARD PLATES.DGN

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

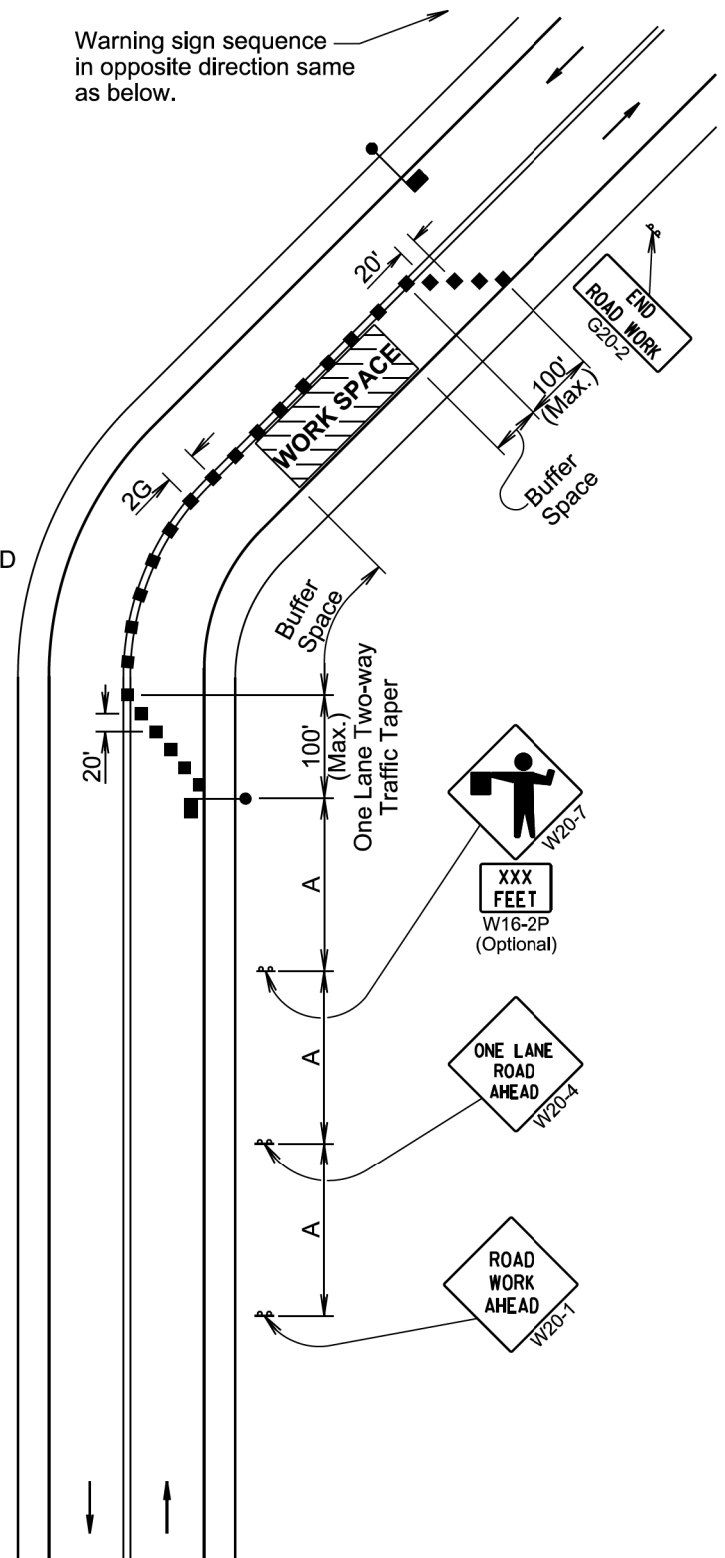
END ROAD WORK G20-2

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.

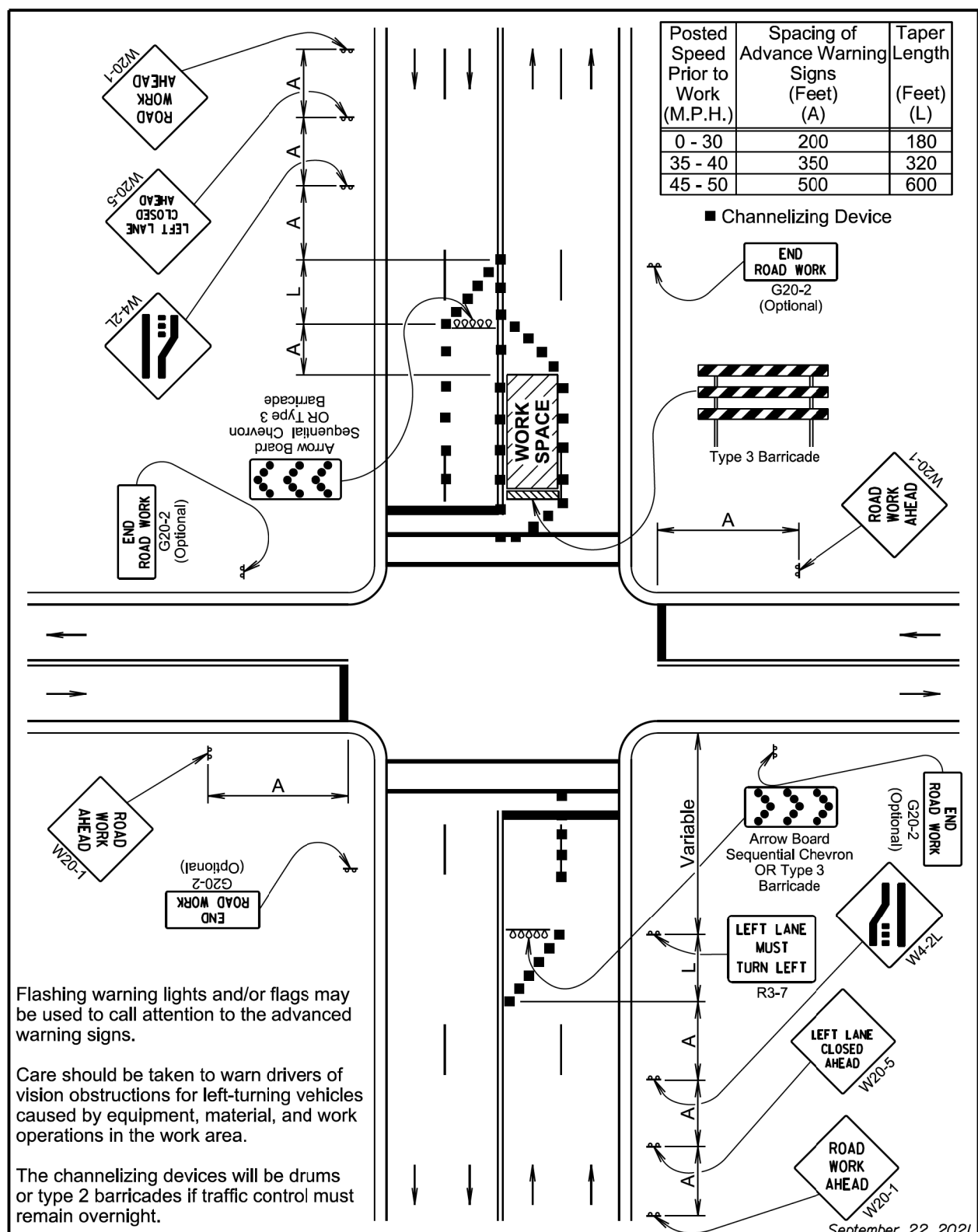
Warning sign sequence in opposite direction same as below.



January 22, 2021

S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
	Published Date: 2025	Sheet 1 of 1

PLOT SCALE - 1:200



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

Care should be taken to warn drivers of vision obstructions for left-turning vehicles caused by equipment, material, and work operations in the work area.

The channelizing devices will be drums or type 2 barricades if traffic control must remain overnight.

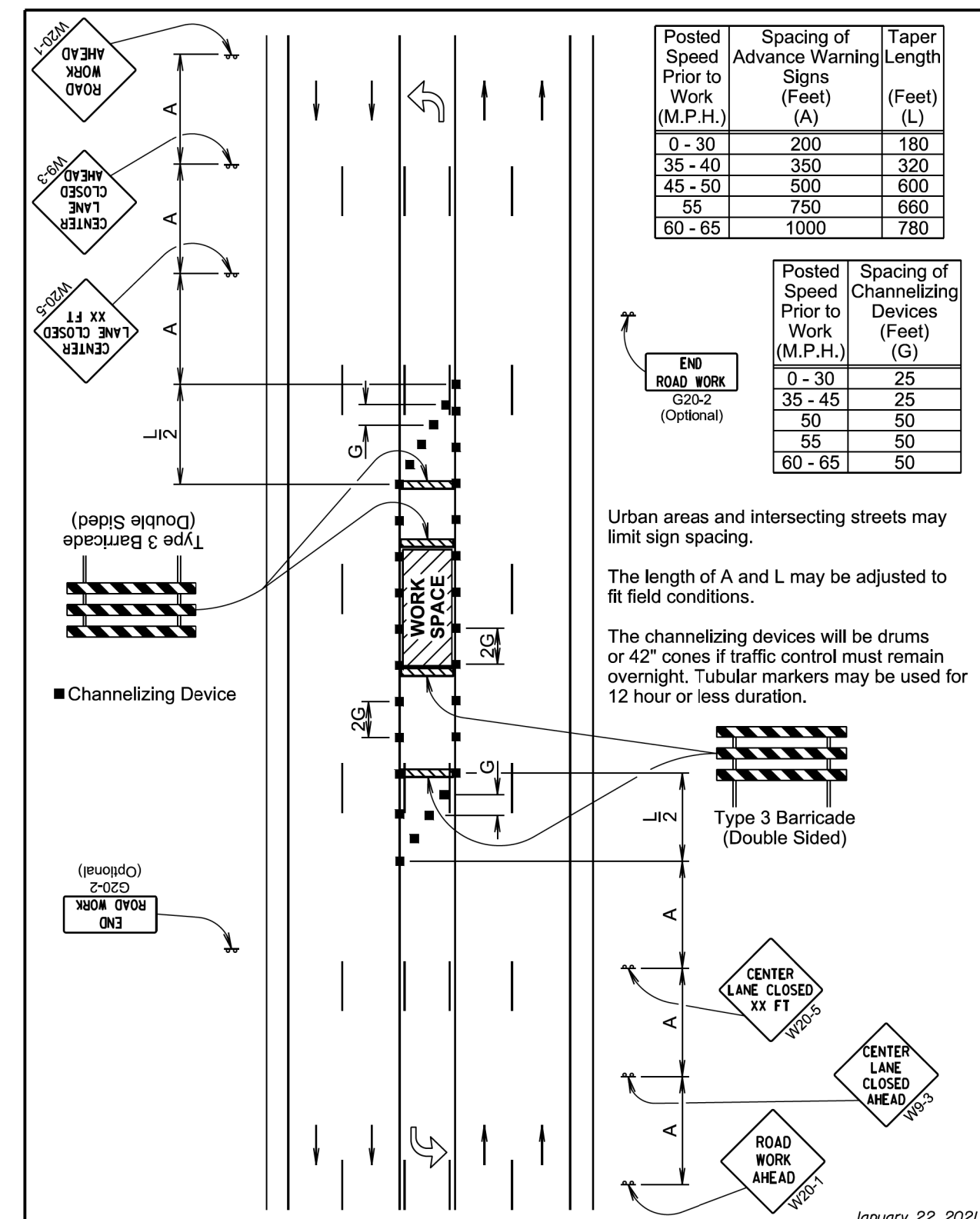
September 22, 2021

S D D O T	LEFT LANE CLOSURE FAR SIDE OF INTERSECTION	PLATE NUMBER 634.43
		Sheet 1 of 1

Published Date: 2024

PLOT NAME - 5

FILE ... \0507_STANDARD PLATES.DGN



Urban areas and intersecting streets may limit sign spacing.

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

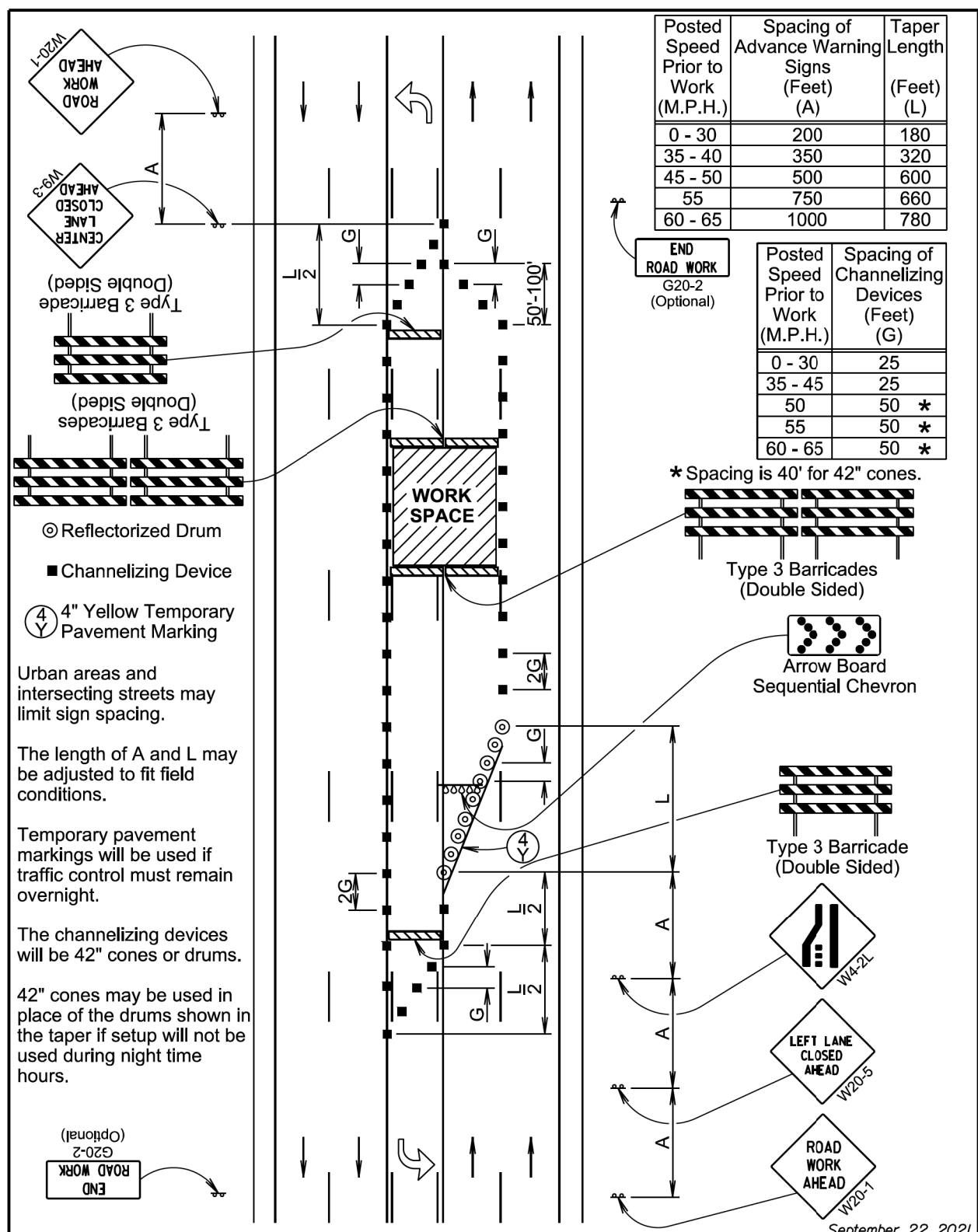
The channelizing devices will be drums or 42" cones if traffic control must remain overnight. Tubular markers may be used for 12 hour or less duration.

January 22, 2021

S D D O T	5-LANE, CENTER LANE CLOSED	PLATE NUMBER 634.55
		Sheet 1 of 1

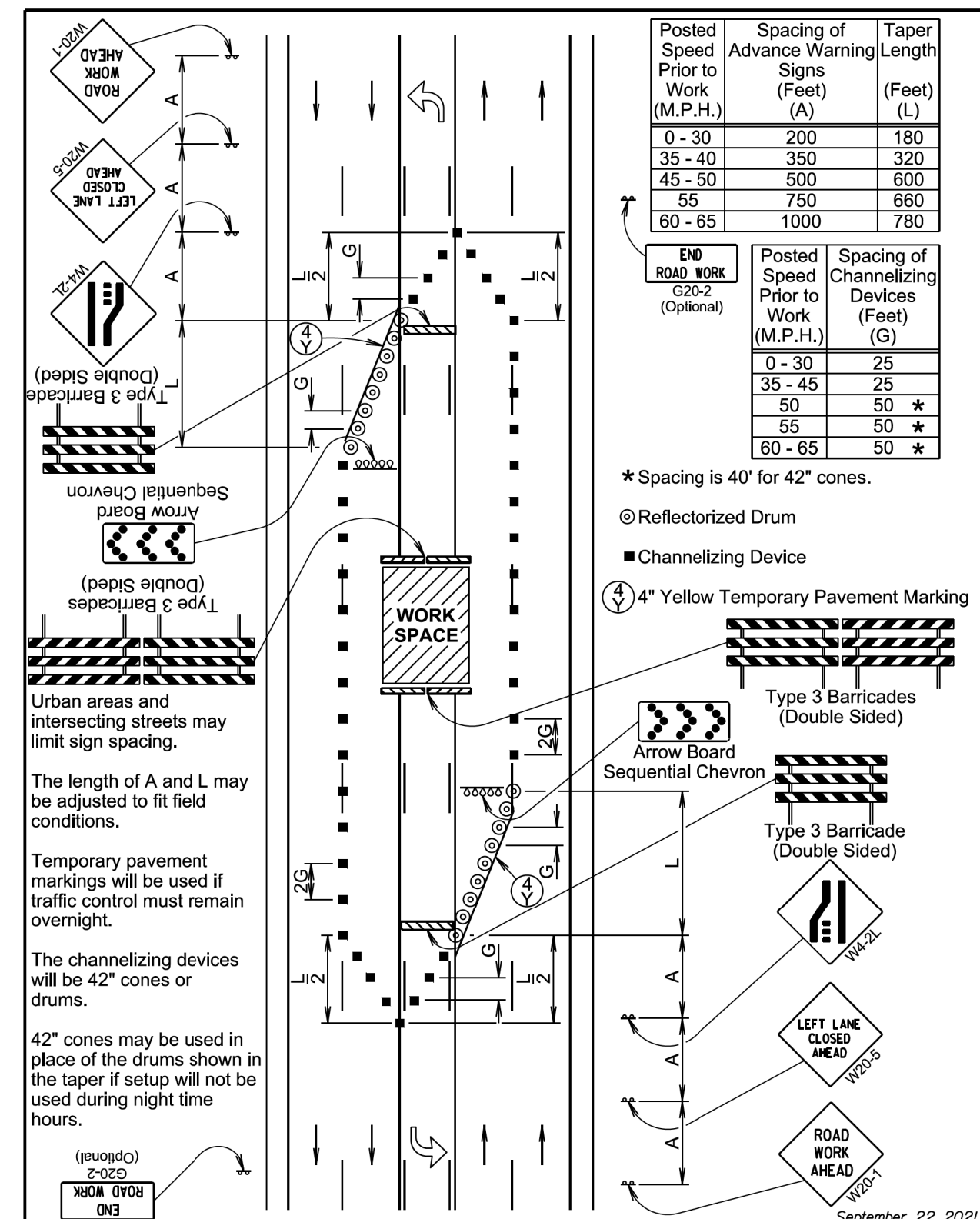
Published Date: 2024

PLOT SCALE - 1:200



September 22, 2021

S D D O T	5-LANE, INSIDE 2 LANES CLOSED	PLATE NUMBER 634.56
	Published Date: 2024	Sheet 1 of 1

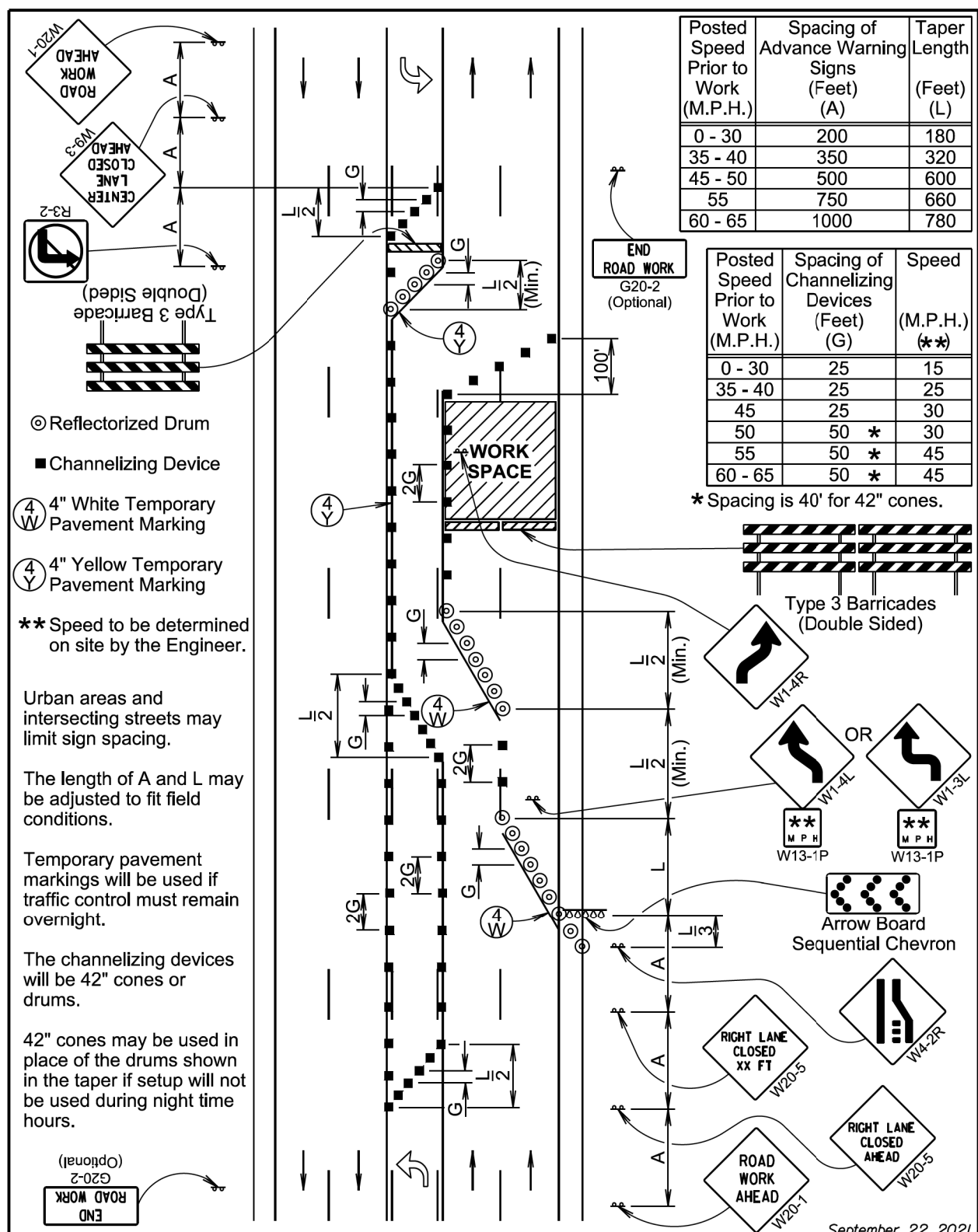


September 22, 2021

S D D O T	5-LANE, CENTER 3 LANES CLOSED	PLATE NUMBER 634.57
	Published Date: 2024	Sheet 1 of 1

PLOT NAME - 1
FILE - ... \0507_STANDARD PLATES.DGN

PLOT SCALE - 1:200



Published Date: 2024

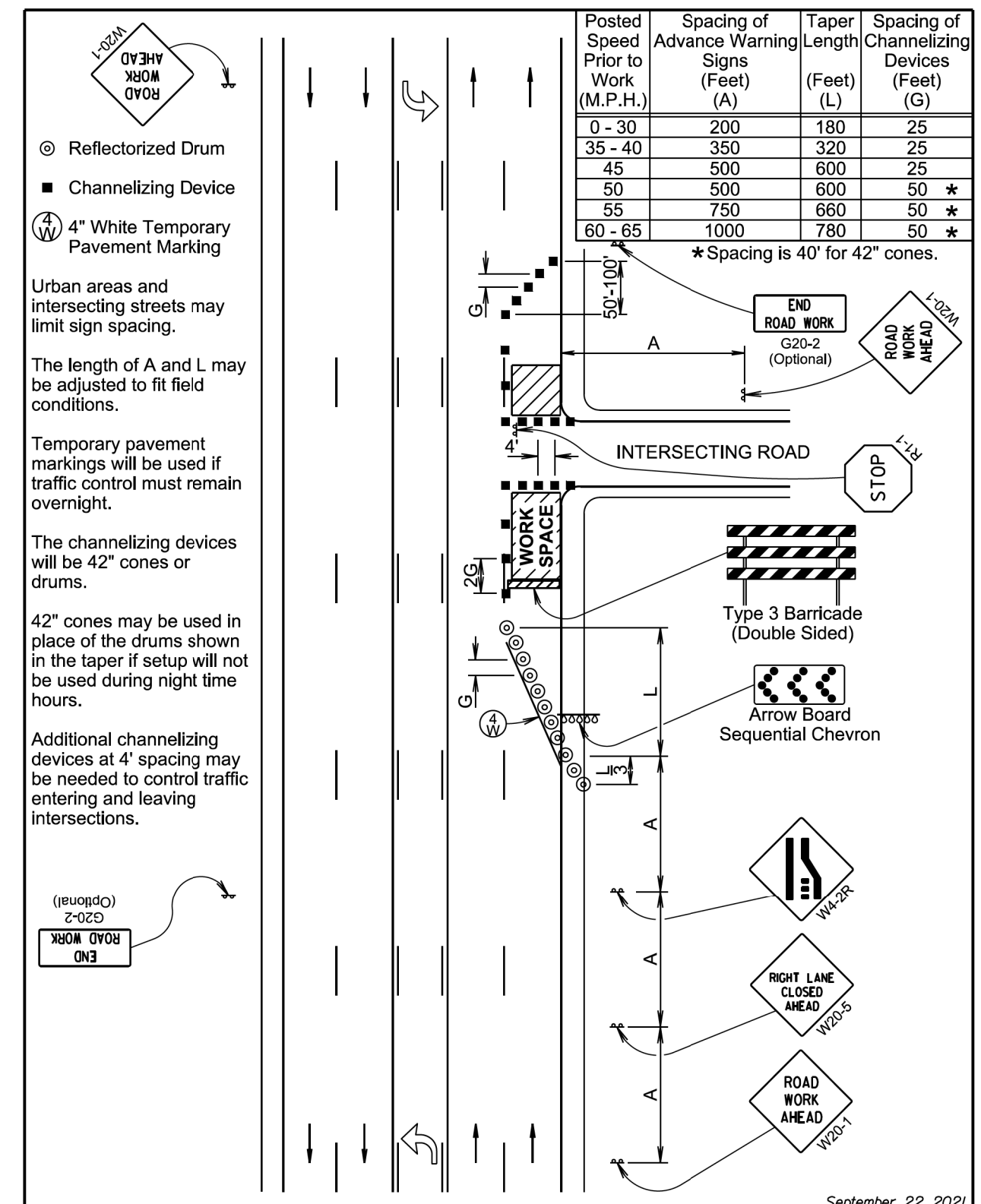
SDDOT

5-LANE, 2 LANES CLOSED ONE SIDE

PLATE NUMBER
634.58

September 22, 2021

Sheet 1 of 1



Published Date: 2024

SDDOT

5-LANE, OUTSIDE LANE CLOSED

PLATE NUMBER
634.60

September 22, 2021

Sheet 1 of 1

PLOTTED FROM - TRAB10100

PLOT NAME - 3

FILE - ... \09507_STANDARD PLATES.DGN

PAVEMENT MARKING LAYOUT

US HWY 12

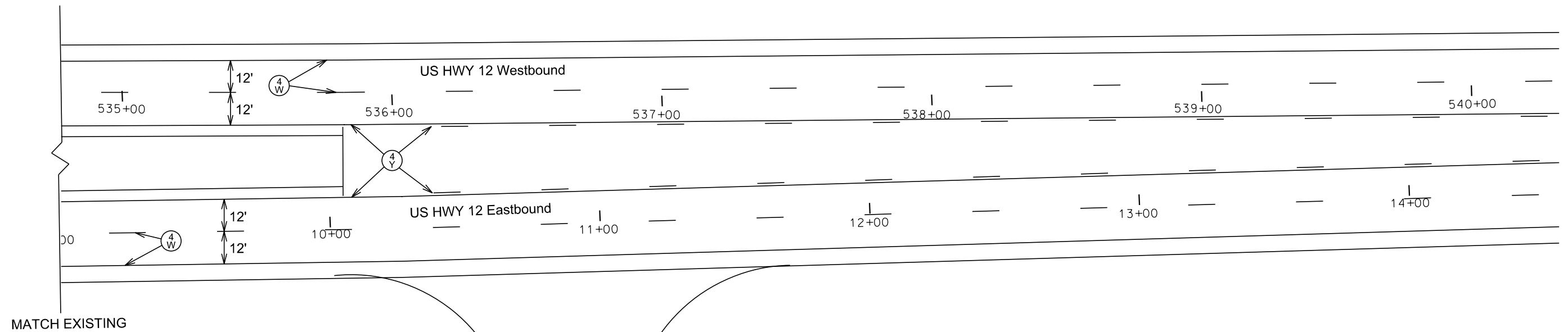
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	13	27

Plotting Date: 05/28/2024

Revised 05/28/2024 AT

PLOT SCALE - 1:40

PLOT NAME - 1



ESTIMATE OF QUANTITIES

KEY	ITEM	EST QUANT	UNIT
Ⓞ _{4W}	DURABLE PAVEMENT MARKING, 4" WHITE	18,460	FT
Ⓞ _{4Y}	DURABLE PAVEMENT MARKING, 4" YELLOW	24,212	FT
Ⓞ _{24W}	DURABLE PAVEMENT MARKING, 24" WHITE	224	FT
↩	PREFORMED THERMOPLASTIC PAVEMENT MARKING, LEFT ARROW	54	EACH
	SURFACE PREPARATION FOR PAVEMENT MARKING	44,016	FT
	SURFACE PREPARATION FOR PAVEMENT MARKING	54	EACH

PLOTTED FROM - TRAB10100

FILE - ... \PRJ\DATA\0567\WEBSTER\535PM.DGN

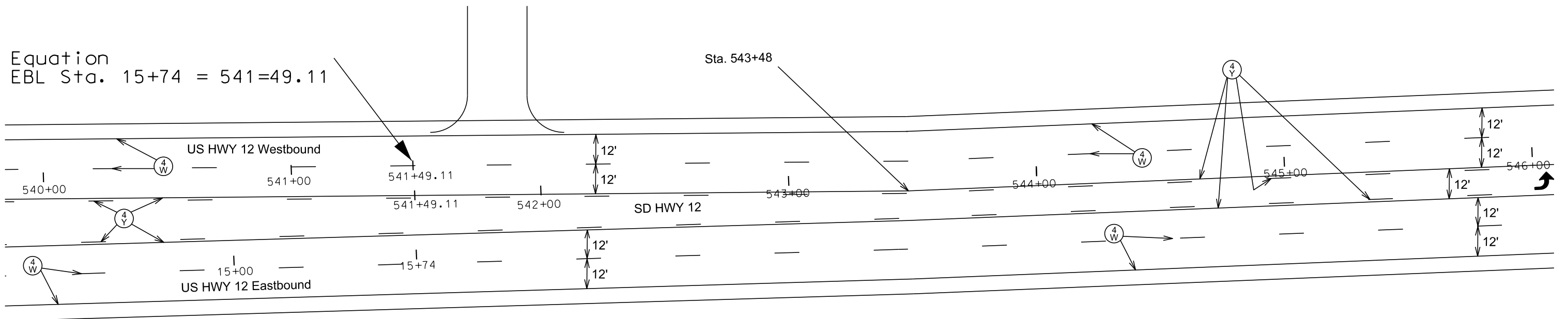
PAVEMENT MARKING LAYOUT

US HWY 12

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	14	27
Plotting Date: 05/20/2024			

PLOT SCALE - 1:40

PLOT NAME - 1



FILE - ... \PRJ\DATA\0567\WEBSTER\541PM.DGN

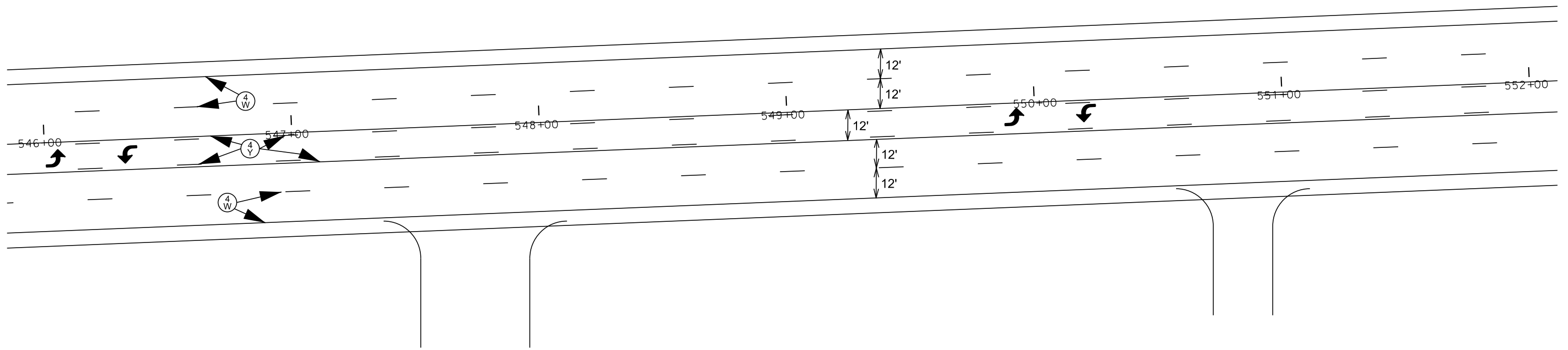
PLOTTED FROM - TRAB10100



PAVEMENT MARKING LAYOUT

US HWY 12

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	15	27
Plotting Date: 05/20/2024			



PLOT SCALE - 1:40

PLOTTED FROM - TRAB10100

PLOT NAME - 1

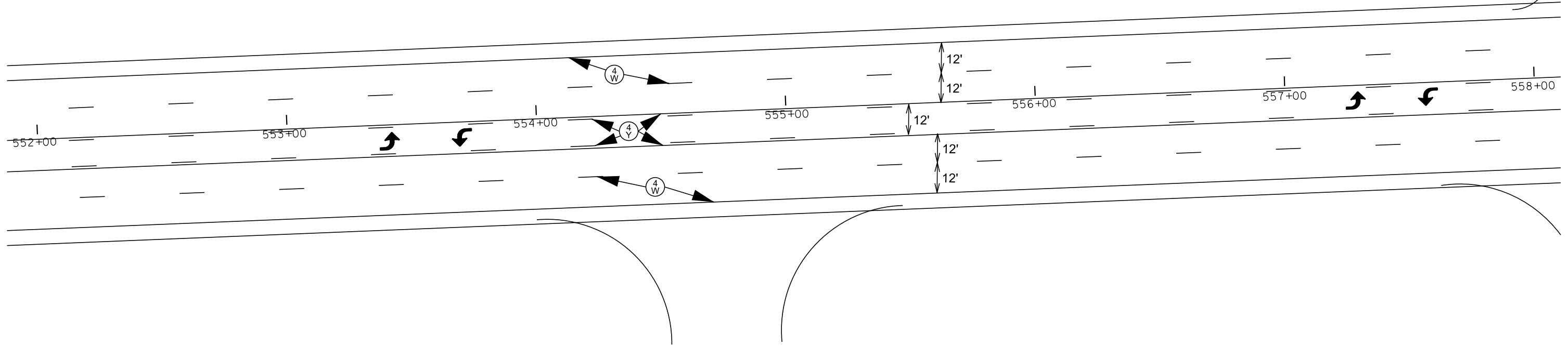
FILE - ... \PRJ\DATA\0567\WEBSTER\546PM.DGN

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	16	27
Plotting Date: 05/20/2024			

PAVEMENT MARKING LAYOUT

US HWY 12

PLOT SCALE - 1:40



PLOTTED FROM - TRAB10100

PLOT NAME - 1

FILE - ... \PRJ\DAY0567\WEBSTER\562PM.DGN

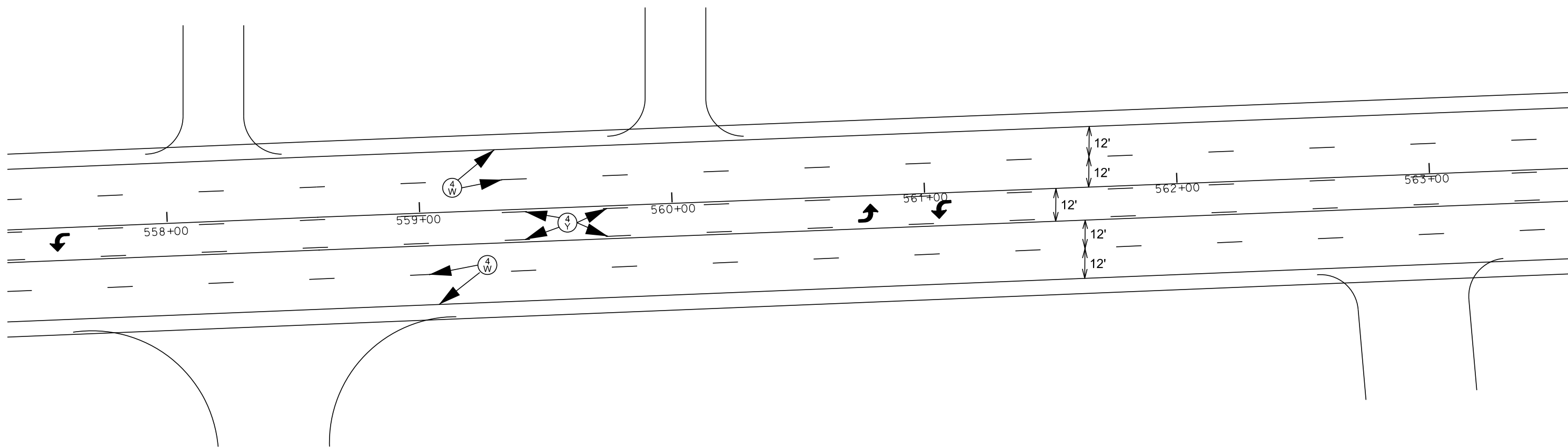
PAVEMENT MARKING LAYOUT

US HWY 12

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	17	27
Plotting Date: 05/20/2024			

PLOT SCALE - 1:40

PLOT NAME - 1



PLOTTED FROM - TRAB10100

FILE - ... \PRJ\DAY0567\WEBSTER\558PM.DGN

PAVEMENT MARKING LAYOUT

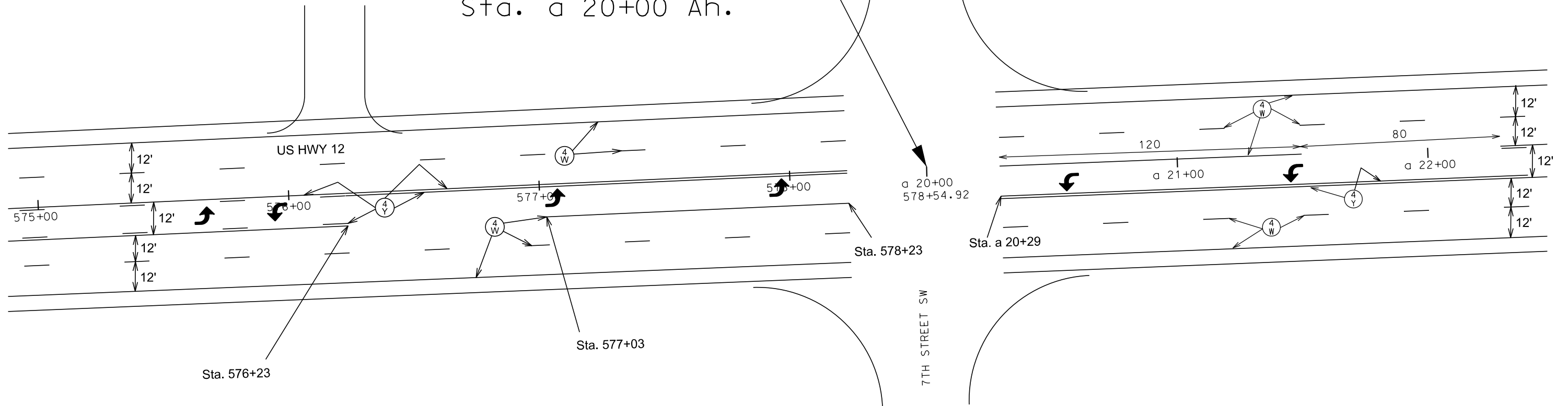
US HWY 12

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	18	27
Plotting Date: 05/20/2024			

PLOT SCALE - 1"=40'

PLOT NAME - 1

Equation
 Sta. 578+54.92 Bk. =
 Sta. a 20+00 Ah.



PLOTTED FROM - TRAB10100

FILE - ... \PRJ\DATA\0567\WEBSTER\576PM.DGN

PAVEMENT MARKING LAYOUT

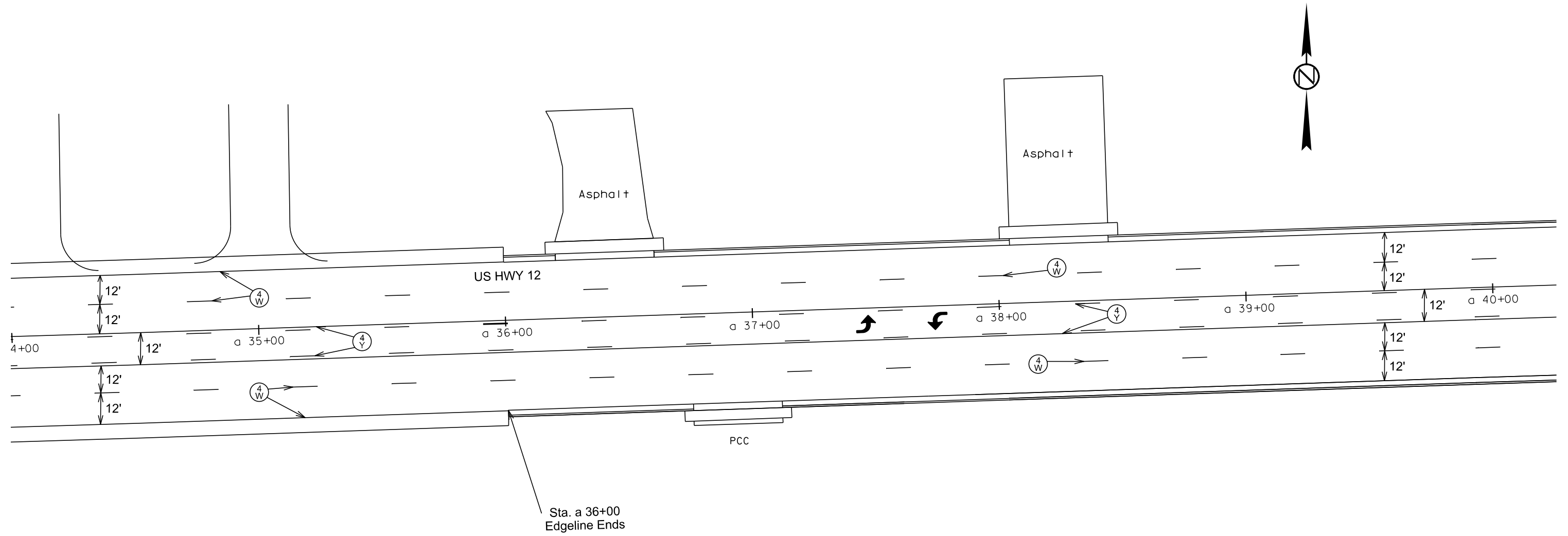
US HWY 12

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	19	27
Plotting Date: 05/22/2024			

Revised 05/22/2024 AT

PLOT SCALE - 1"=40'

PLOT NAME - 1



PLOTTED FROM - TRAB10100

FILE - ... \PRJ\DATA\0567\WEBSTER\35PM.DGN

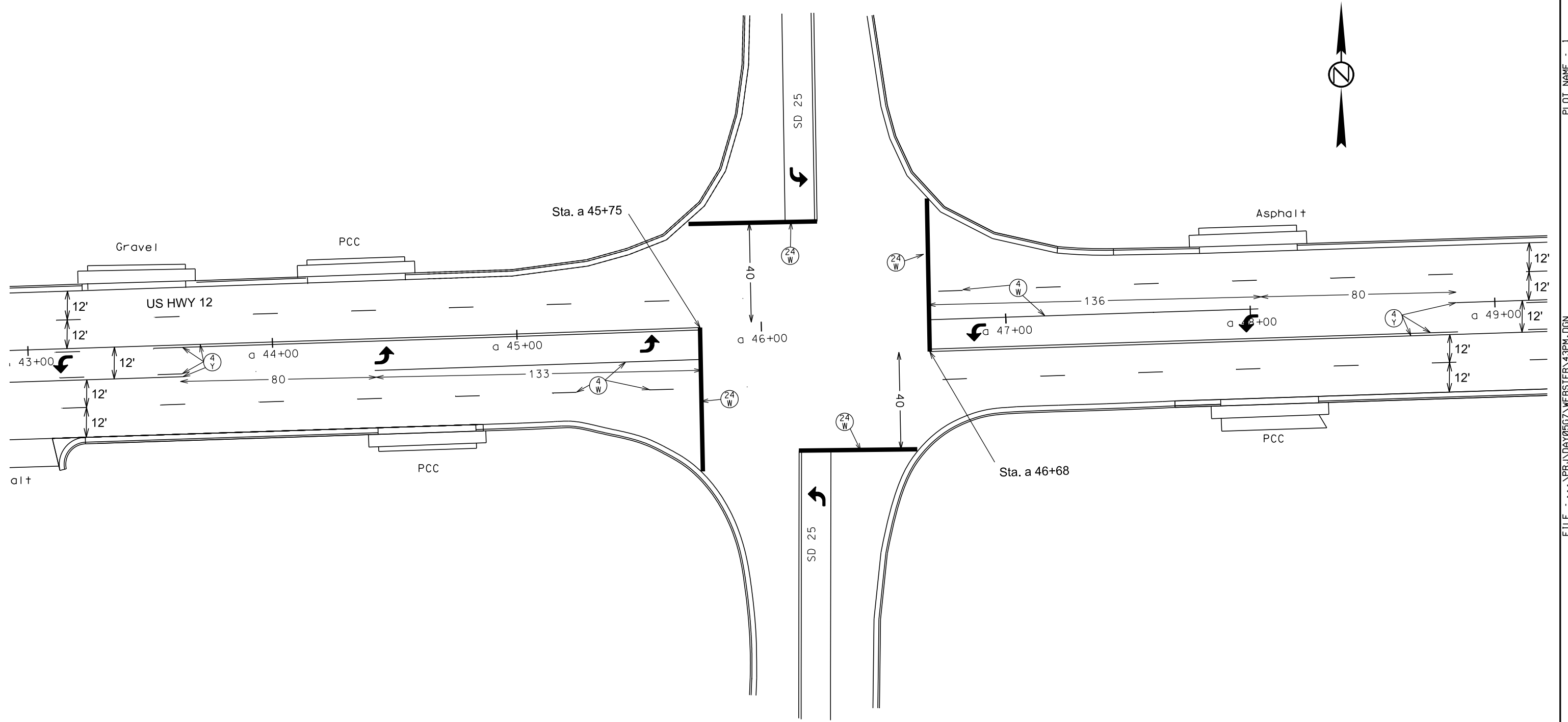
PAVEMENT MARKING LAYOUT

US HWY 12 & SD 25

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	20	27
Plotting Date: 05/20/2024			

PLOT SCALE - 1:40

PLOT NAME - 1



PLOTTED FROM - TRAB10100

FILE - ... \PRJ\DATA\0567\WEBSTER\43PM.DGN

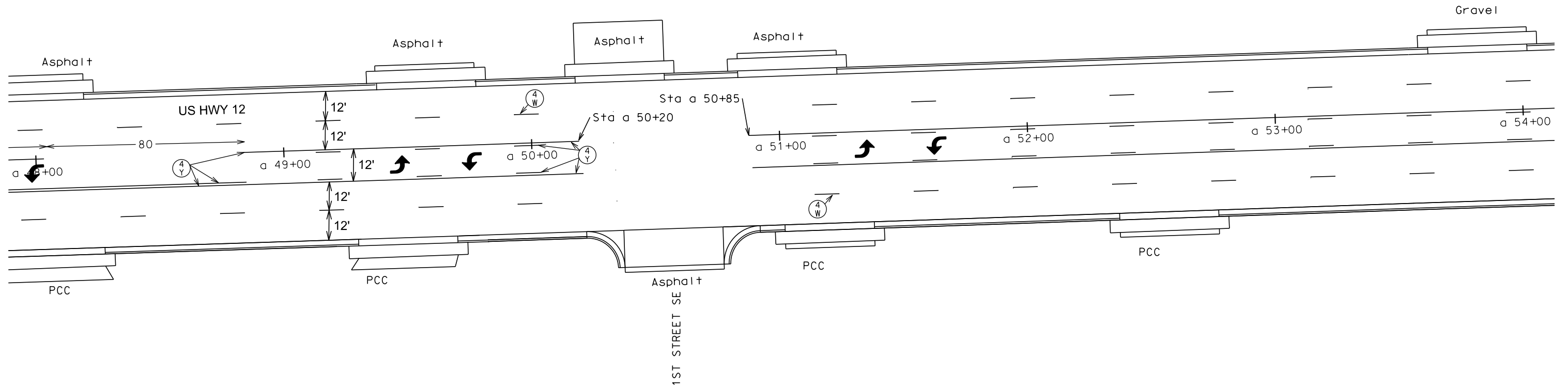
PAVEMENT MARKING LAYOUT

US HWY 12

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	21	27
Plotting Date: 05/20/2024			

PLOT SCALE - 1"=40'

PLOT NAME - 1



PLOTTED FROM - TRAB10100

FILE - ... \PRJ\DAY0567\WEBSTER\48PM.DGN

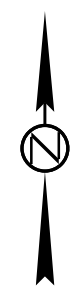
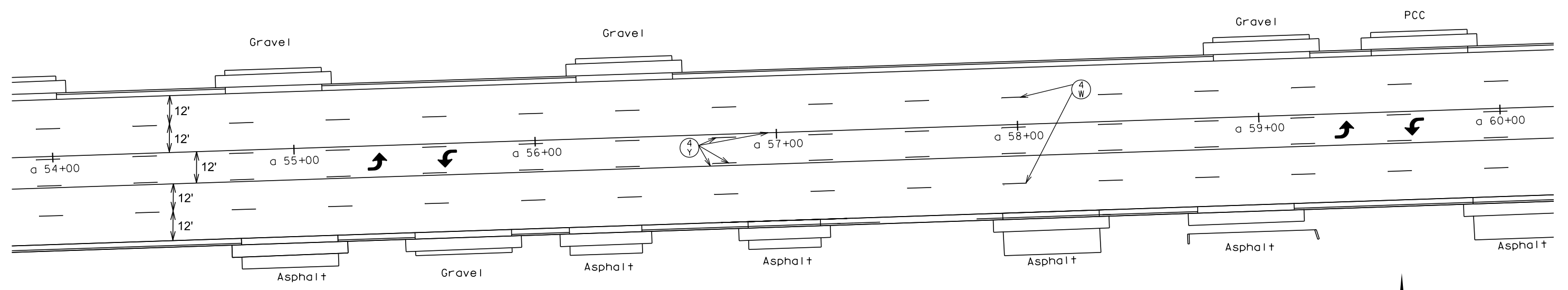
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	22	27
Plotting Date: 05/20/2024			

PAVEMENT MARKING LAYOUT

US HWY 12

PLOT SCALE - 1:41,9617

PLOT NAME - 1



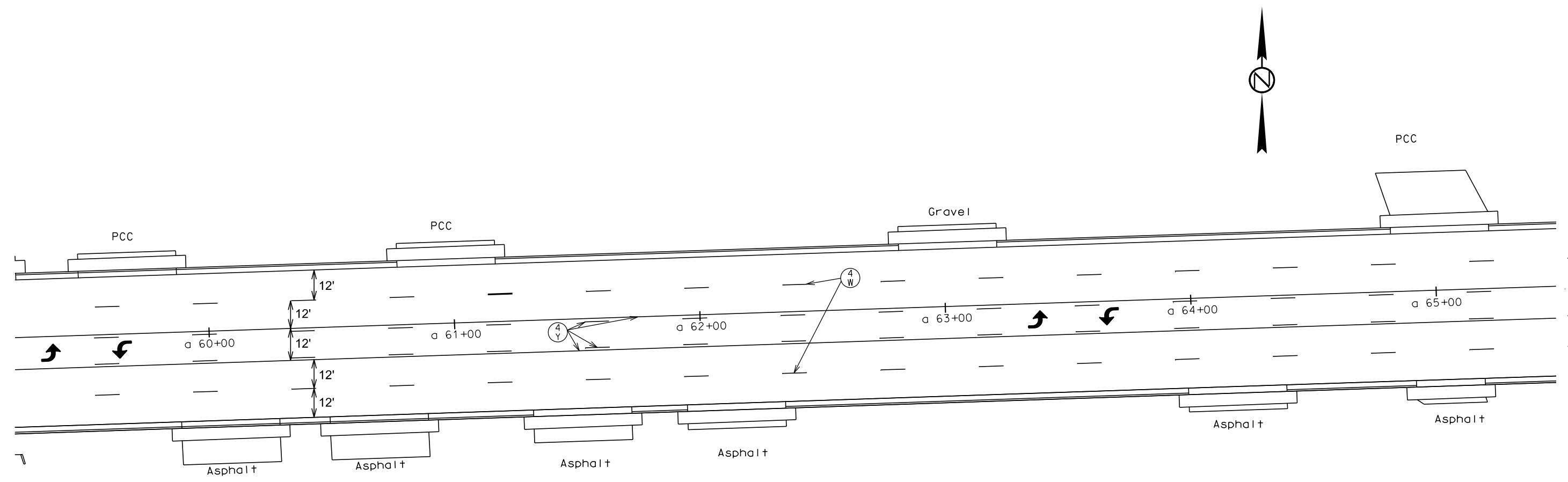
PLOTTED FROM - TRAB10100

FILE - ... \PRJ\DATA\0567\WEBSTER\50PM.DGN

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	23	27
Plotting Date: 05/20/2024			

PAVEMENT MARKING LAYOUT

US HWY 12



PLOT SCALE - 1:41,9617

PLOT NAME - 1

FILE - ... \PRJ\DATA\0567\WEBSTER\60PM.DGN

PLOTTED FROM - TRAB10100

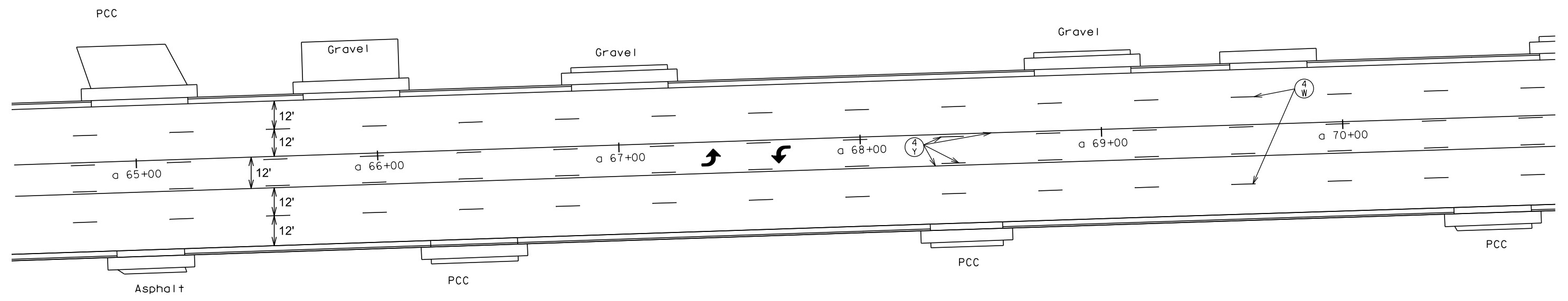
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	24	27
Plotting Date: 05/20/2024			

PAVEMENT MARKING LAYOUT

US HWY 12

PLOT SCALE - 1:41,9617

PLOT NAME - 1



PLOTTED FROM - TRAB10100

FILE - ... \PRJ\DATA\0567\WEBSTER\65PM.DGN

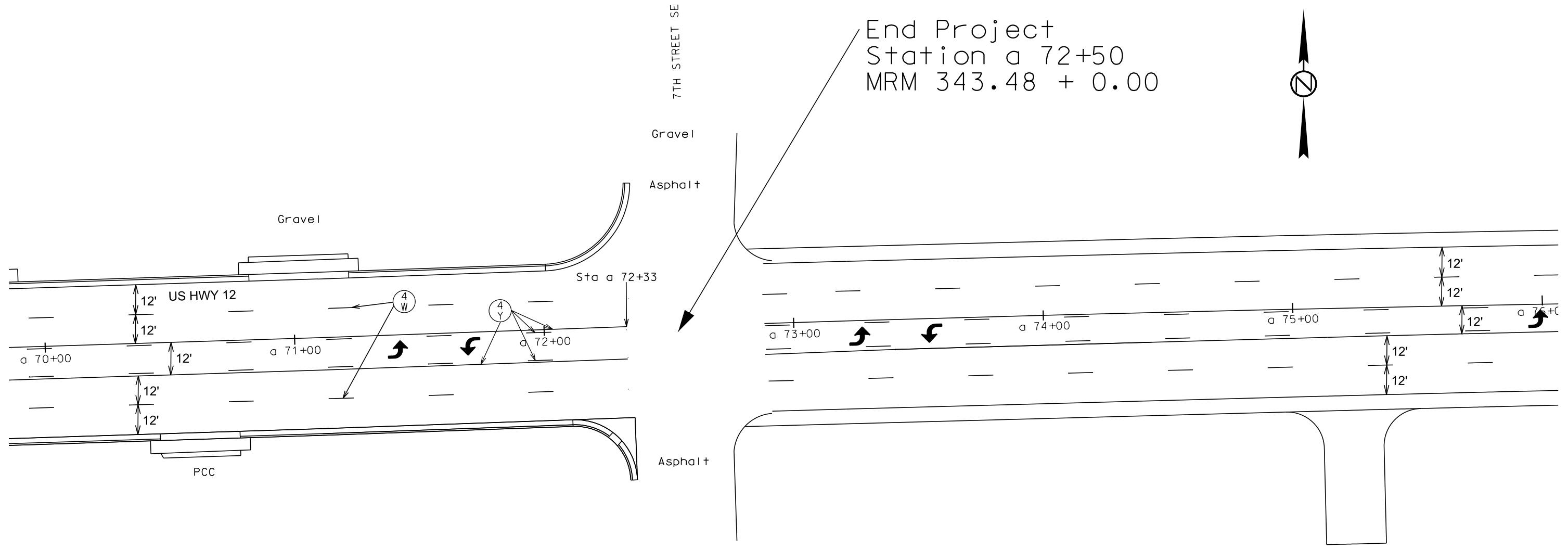
PAVEMENT MARKING LAYOUT

US HWY 12

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 0010(122)	25	27
Plotting Date: 05/20/2024			

PLOT SCALE - 1:40

PLOT NAME - 1



PLOTTED FROM - TRAB10100

FILE - ... \PRJ\DATA\0567\WEBSTER\71PM.DGN

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PP0010(122) ⁷	26	27

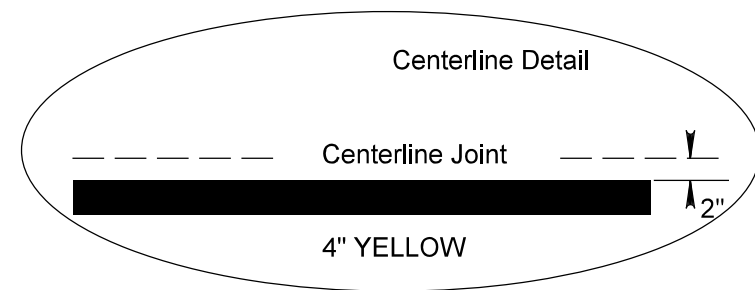
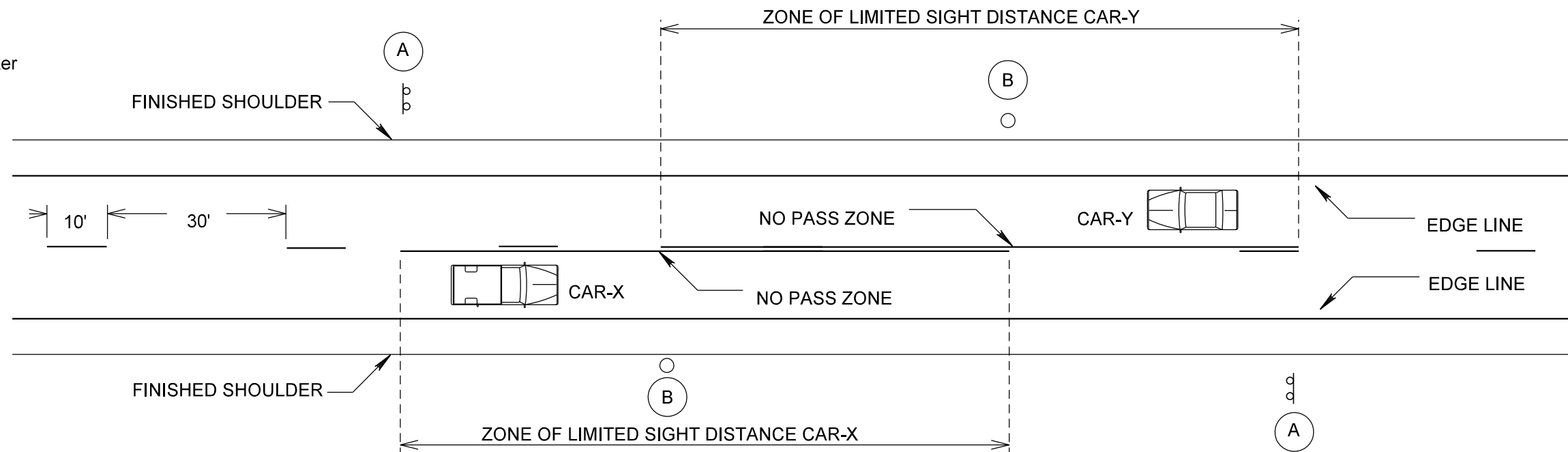
Plotting Date: 03-24-23

Revised 05/21/2024 AT

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.

