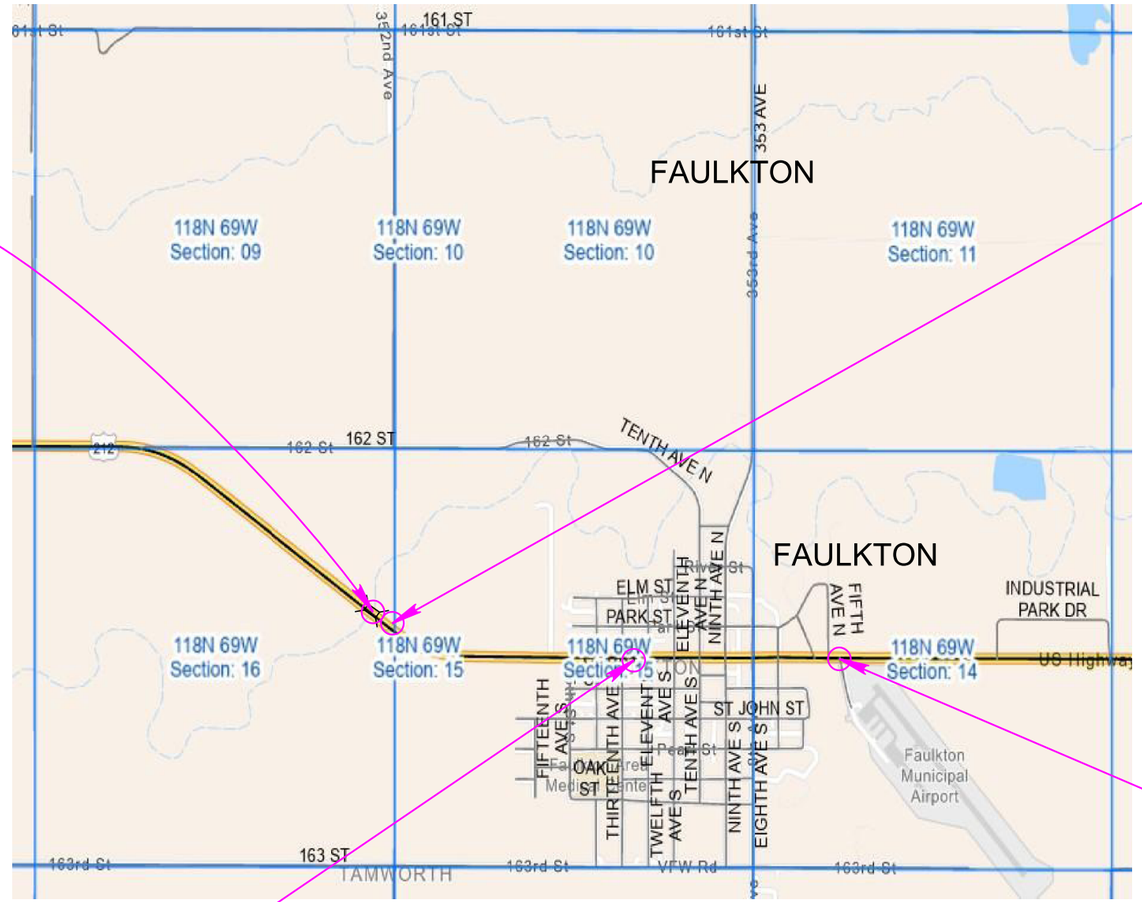
SECTION C: TRAFFIC CONTROL PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-B 0212(194)266	C1	C16
Plotting Date: 05/12/2026			

INDEX OF SHEETS



BEGIN GRADING NH-B 0212(194)266
South Fork Snake Creek
Station 1114+59.11

END GRADING
BEGIN AC RESURFACING
Station 1123+26.36

END NH-B 0212(194)266
END AC RESURFACING
Station 1188+46.00

BEGIN & END ADA WORK

PLOT SCALE - 1:200
PLOT NAME - 12
PLOTTED FROM - SD10005
FILE - ...\FALK05H1\SECTIONC\TITLEC.DGN

SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	125.0	Hour
634E0020	Pilot Car	20.0	Hour
634E0110	Traffic Control Signs	1,164.4	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	16	Each
634E0420	Type C Advance Warning Arrow Board	2	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	300	Ft
634E0630	Temporary Pavement Marking	5.4	Mile
634E1002	Detour and Restriction Signing	963.0	SqFt
634E2000	Longitudinal Pedestrian Barricade	150	Ft
634E2015	Temporary Pedestrian Access Route	Lump Sum	LS
634E2020	Temporary Curb Ramp	1	Each

SEQUENCE OF OPERATIONS

1. Install fixed location signing.
2. Install erosion and sediment control measures.
3. Build and surface diversion.
4. Install traffic control measures.
5. Remove and construct bridge.
6. Complete grading.
7. Complete ADA curb ramp work.
8. Complete surfacing.
9. Install guardrail.
10. Complete permanent pavement markings.
11. Open bridge to traffic.
12. Remove diversion.
13. Complete final erosion control measures and project cleanup.

Contractor requests to deviate from the sequence of operations will be submitted in writing to the Engineer for review. Approval of an alternate sequence of operations will only be allowed when the proposed changes meet with the Department's intent for traffic control and sequencing of the work. An alternate sequence will be submitted for review a minimum of one week prior to potential implementation.

COORDINATION BETWEEN CONTRACTORS

A separate contract for Project NH 0013(175) – PCN 0AAC will be awarded to another Contractor for Rout & Seal of Asphalt Pavement on US Highway 212 to the west of the bridge replacement location. The Route & Seal for PCN 0AAC will begin at MRM 245.00 +0.034 and end at MRM 266.00 +0.064.

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 0AAC. 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.

PERMANENT SIGNING

Permanent signing within the limits of the grading portion of the project and at the ADA curb ramp reconstruction site will be removed and reinstalled by State Forces. The Contractor will contact SDDOT Region Traffic Engineer Matt Dorfschmidt (605) 626-2244 (matt.dorfschmidt@state.sd.us) at least 10 calendar days prior to starting work to coordinate removal of signs and again at least 10 calendar days prior to the grading segment of the project being reopened to traffic to coordinate sign installation.

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.

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.

Traffic will be maintained on the driving lanes. Use of the shoulder as a driving lane will not be permitted. Any damage to the shoulder due to rerouted traffic or Contractor's equipment will be repaired at no expense to the Department.

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".

GROOVED PAVEMENT (W8-15) signs with MOTORCYCLE (W8-15P) plaques are required in advance of areas that have been cold milled and are not resurfaced the same day. The GROOVED PAVEMENT sign assemblies will be installed a minimum of 1000 feet in advance of cold milled sections and remain in place until the sections have been resurfaced.

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.

A mobile work operation will be allowed provided the rumble strip or rumble stripe grooving, flush sealing, and pavement marking can be completed satisfactorily by a continuously moving work operation. A mobile work operation will require approval by the Engineer.

If inappropriate or conflicting pavement markings exist, the markings will be removed and replaced with applicable temporary pavement markings when the work duration is more than 3 days. When the work duration is less than 3 days, the channelizing devices in the area where the pavement markings conflict will be placed at one-half of the normal channelizing device spacing. Pavement marking removals will be incidental to the contract unit price per foot for "Remove Pavement Marking, 4" or equivalent". The additional channelizing devices will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

OVERWIDTH RESTRICTION SIGNING

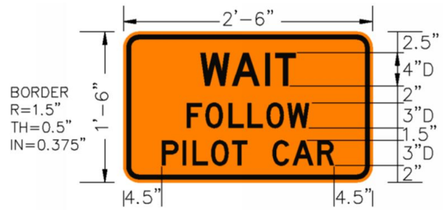
The Contractor will furnish and install the overwidth restriction signs as shown in these plans. Prior to installing the signs, the Contractor will mark the sign locations and review them with the Engineer. Overwidth restriction signs will be installed on fixed location, ground mounted, breakaway supports.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

FLAGGING

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

Additional flagger warning signs and flagger hours have been included in the Estimate of Quantities for use on intersecting roads and streets. These flaggers will be used as directed by the Engineer and will be used primarily during daytime hours. Also included in the Estimate of Quantities are WAIT FOLLOW PILOT CAR signs for use on low volume intersecting roads and street as determined by the Engineer. WAIT FOLLOW PILOT CAR signs will not block the view of the stop sign.



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".

WORK ZONE SPEED REDUCTION

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

TRAFFIC DIVERSION

The traffic diversions will use reflectorized drums or 42" cones spaced at 25' as shown on Standard Plate No. 634.28. The 4"x4" white delineator (back to back) will be spaced at 50' on remaining sections of the detour on both sides of the detour. All costs associated with this will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

TRAFFIC CONTROL FOR ASPHALT CONCRETE RESURFACING

The Contractor will need to install LOOSE GRAVEL (W8-7) signs with advisory speed plaques (W13-1P) in areas where loose sand is present during the flush seal operation. LOOSE GRAVEL signs have been included in these plans for this purpose.

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 Faulk 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 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.

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.

TEMPORARY PEDESTRIAN ACCESS ROUTE

A Temporary Pedestrian Access Route (TPAR) will be provided when crosswalks, sidewalks, or other pedestrian facilities are blocked, closed, or relocated. A TPAR may consist of a combination of existing and/or temporary pedestrian facilities. The TPAR will be kept free of any obstructions and hazards, such as holes, debris, mud, snow, construction equipment, traffic control signing, stored materials, etc.

The Contractor will notify the Engineer at least 72 hours prior to start of any construction operation that will necessitate a change in pedestrian access. Pedestrian traffic signal displays controlling a crosswalk that is closed will be covered or removed.

Following cold milling asphalt concrete through an intersection, cold milled asphalt material will be placed to provide a temporary ramp from the cold milled surface to the curb cut sidewalk opening. The temporary ramp width will match the width of the curb cut opening with a ramp slope and side slope not to exceed 8.3%.

All costs associated with installing and maintaining a temporary pedestrian access route, including placing and removing cold milled asphalt material temporary curb ramps, will be incidental to the contract lump sum price for "Temporary Pedestrian Access Route".

TEMPORARY CURB RAMP

Temporary curb ramps should be firm, stable, and have a non-slip surface. They will not warp or buckle, and should be made of materials strong enough to support a weight of 800 pounds. Temporary curb ramps will be yellow or color contrasting and contain marked edges, so they are noticeable by pedestrians who have visual impairments. Lateral joints or gaps between surfaces will be a maximum of 0.5 inches in width. Temporary curb ramps will include detectable warning panels.

Temporary curb ramps will be the same width as the temporary pedestrian access route, with a recommended width of 60 inches and a minimum width of 48 inches. Temporary curb ramps will have a maximum slope of 8.3% and have free draining surfaces with a maximum cross slope of 2%. Handrails on temporary curb ramps are not required unless the curb ramp has a rise exceeding 6 inches and a length exceeding 72 inches.

All costs will be incidental to the contract unit price per each for "Temporary Curb Ramp".

LONGITUDINAL PEDESTRIAN BARRICADE

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

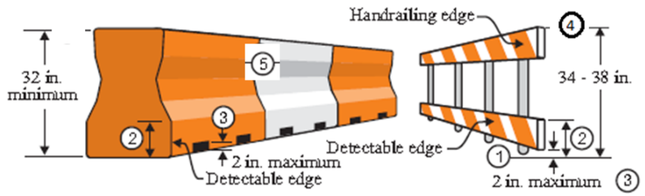
To prevent any tripping hazard to pedestrians, ballast will be located behind or internal to the device.

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

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

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

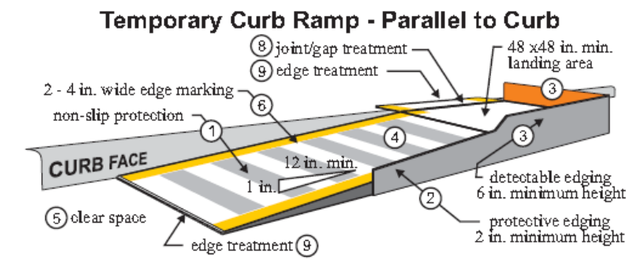
PEDESTRIAN CHANNELIZING DEVICE DETAILS



Longitudinal Pedestrian Barrier Longitudinal Pedestrian Barricade

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

TEMPORARY CURB RAMP DETAILS



1. Curb ramps will be 48-inch minimum width with a firm, stable, and non-slip surface.
2. Protective edging with a 2-inch minimum height will be installed when the curb ramp or landing platform has a vertical drop of 6 inches or greater or has a side apron slope steeper than 33:1 (33%). Protective edging should be considered when curb ramps or landing platforms have a vertical drop of 3 inches or more.
3. Detectable edging with 6 inches minimum height and contrasting color will be installed on all curb ramp landings where the walkway changes direction (turns).
4. Curb ramps and landings should have a 50:1 (2%) maximum cross slope.
5. A minimum clear space of 48 inch x 48 inch minimum will be provided above and below the curb ramp, with a 60 inch x 60 inch clear space preferred.
6. The curb ramp walkway edge will be marked with a contrasting color 2 to 4 inch wide marking. The marking is optional where color contrasting edging is used.
7. Water flow in the gutter system will have minimal restriction.
8. Lateral joints or gaps between surfaces will be less than 0.5 inches in width.
9. Changes between surface heights should not exceed 0.5 inches. Lateral edges between 0.25 inches and 0.5 inches in height, should be vertical up to 0.25 inches in height and beveled at 2:1 between 0.25 inches and 0.5 inches in height.

TEMPORARY PAVEMENT MARKING

The total length of no passing zone on this project is estimated to be 2.1 miles.

It is estimated that 3 DO NOT PASS (R4-1) and 2 PASS WITH CARE (R4-2) signs will be required to mark the no passing zones, should the Contractor elect to use these signs. The DO NOT PASS signs would be placed on each edge of Faulkton to mark the No Passing Zone entering the city with the 3rd sign to mark a No Passing Zone for Westbound traffic west of Faulkton. The PASS WITH CARE signs would be placed on each edge of Faulkton.

If the Contractor elects to use the DO NOT PASS (R4-1) and PASS WITH CARE (R4-2) signs, double yellow Centerline and white skip lines will need to be marked within the 4 lane curb and gutter section. Paint may be used for marking the cold milled surface, however Temporary flexible vertical markers (tabs) will be required on the asphalt concrete wear course or after application of the flush seal. Refer to additional notes below.

Temporary flexible vertical markers (tabs) will be used to mark dashed centerline, No Passing Zones, and applicable lane lines. Paint will not be allowed for temporary pavement marking on the asphalt concrete wear course or after application of the flush seal.

Temporary pavement marking paint will not be allowed on the final lift of asphalt surfacing. Temporary pavement marking paint will not be allowed on the flush seal. Temporary flexible vertical markers (tabs) must be used on the final lift of asphalt surfacing. The Contractor may use tabs with covers, uncovering them for the flush seal. As an alternative, the Contractor may install new tabs for the flush seal.

Covers on the tabs will be sufficiently secured to prevent traffic from dislodging the cover and when removed, the covers will be properly disposed of. The Contractor will remove and properly dispose of the tabs after permanent pavement marking is applied. Method of removal will be nondestructive to the road surface and will be accomplished within one week of completion of the permanent pavement marking.

Full reflectivity of all temporary flexible vertical markers (tabs) is required at all times. The Contractor will be required to replace any missing or non-reflective tabs after each installation as detailed below at no additional cost to the State.

Quantities of Temporary Pavement Markings consist of:

One pass on top of the milled surface
One pass on top of the final lift of asphalt concrete
One pass prior to the flush seal, length as determined by the Engineer
One pass after the flush seal
*(Length based upon 1.2 miles for cold milled surface and 1.4 miles for all other surfaces.)

If the Engineer determines that an additional pass prior to the flush seal is not required, this application of the temporary pavement marking will be eliminated. If the flush seal is eliminated for the project, the application of the temporary pavement marking on top of the flush seal as well as the additional pass prior to the flush seal will be eliminated.

No adjustment in the contract unit price for “Temporary Pavement Marking” will be made because of a variation in quantities.

In the absence of a signed lane closure or pilot car operation, FLAGGER (W20-7) symbol signs and flaggers, or a shadow vehicle with rotating yellow lights or strobe lights will be positioned on the shoulder in advance of workers for both directions of traffic during the installation and removal of the temporary flexible vertical markers (tabs). The traffic control device used will be moved intermittently to provide proper warning of the work operation. A ROAD WORK AHEAD (W20-1) sign, a WORKER (W21-1) symbol sign or a BE PREPARED TO STOP (W3-4) sign will be mounted on the rear of the shadow vehicle. The method of traffic control used by the Contractor for this work must be approved by the Engineer.

Prior to nightfall, tabs will be required to mark centerline on segments of roadway where existing centerline markings have been removed and new markings have not been installed.

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
SPECIAL	NO VEHICLES OVER 12 FT WIDE	2	102" x 36"	25.5	51.0
SPECIAL	WIDTH RESTRICTION - US212 12 FT MAX 1 MILE WEST OF FAULKTON - USE ALT ROUTE	12	114" x 96"	76.0	912.0
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT			**963.0**

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 35	4	24" x 30"	5.0	20.0
R2-1	SPEED LIMIT 45	1	24" x 30"	5.0	5.0
R2-1	SPEED LIMIT 65	1	24" x 30"	5.0	5.0
R9-11a	SIDEWALK CLOSED (ARROW L or R) CROSS HERE	1	24" x 12"	2.0	2.0
R11-2	ROAD CLOSED	2	48" x 30"	10.0	20.0
W1-4	REVERSE CURVE (L or R)	4	48" x 48"	16.0	64.0
W1-6	LARGE ARROW (one direction)	6	48" x 24"	8.0	48.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)	1	48" x 48"	16.0	16.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W7-3aP	NEXT 1 MILES (plaque)	2	36" x 30"	7.5	15.0
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-7	LOOSE GRAVEL	2	48" x 48"	16.0	32.0
W8-11	UNEVEN LANES	4	48" x 48"	16.0	64.0
W8-15	GROOVED PAVEMENT	2	48" x 48"	16.0	32.0
W8-15P	MOTORCYCLE (plaque)	2	24" x 18"	3.0	6.0
W13-1P	ADVISORY SPEED (plaque)	6	30" x 30"	6.3	37.8
W20-1	ROAD WORK AHEAD	18	48" x 48"	16.0	288.0
W20-3	ROAD CLOSED AHEAD	2	48" x 48"	16.0	32.0
W20-4	ONE LANE ROAD 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
W20-7	FLAGGER (symbol)	10	48" x 48"	16.0	160.0
W21-1	WORKERS (symbol)	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
SPECIAL	WAIT FOLLOW PILOT CAR	2	30" x 18"	3.8	7.6
G20-1	ROAD WORK NEXT 2 MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
-	TYPE 2 OBJECT MARKER BACK TO BACK	4	6" x 12"	1.0	4.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			**1164.4**

FIXED LOCATION GROUND MOUNTED BREAKAWAY SUPPORT SIGNS

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-B 0212(194)266	C6	C16

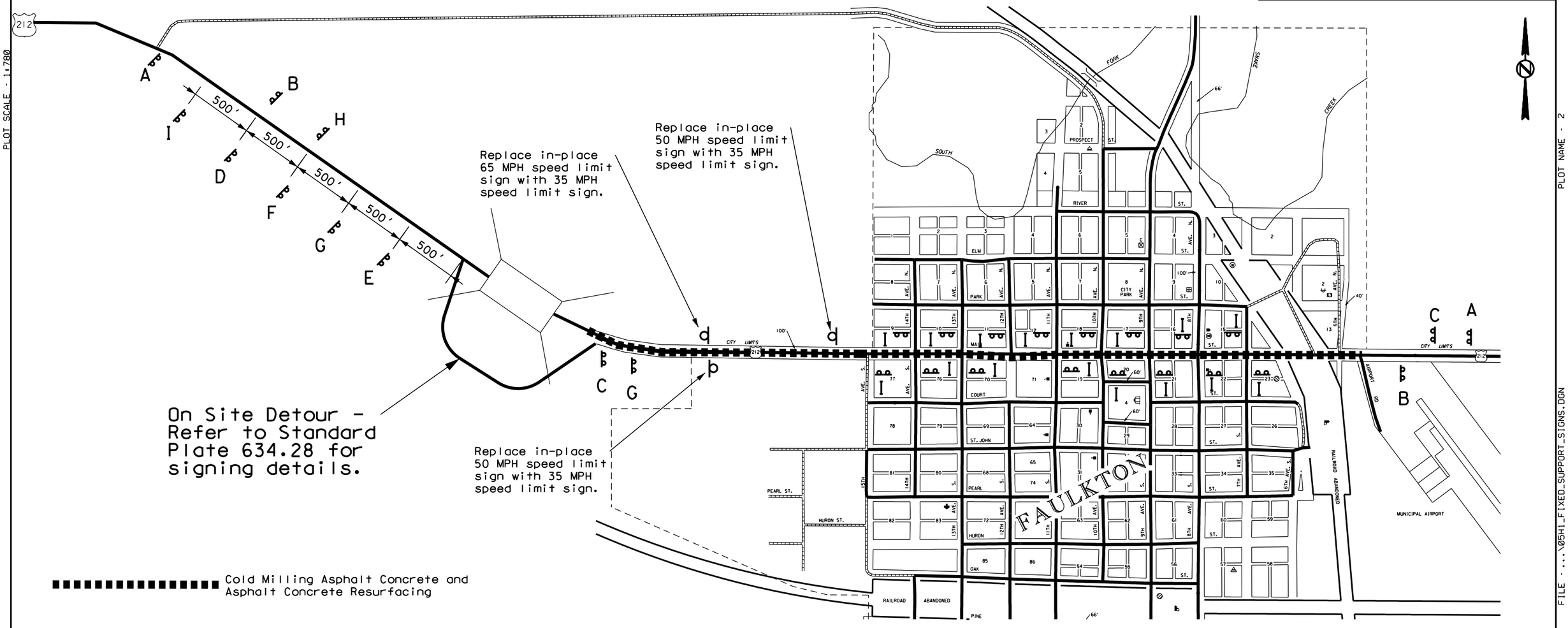
Plotting Date: 05/01/2026

PLOT SCALE - 1:780

PLOT NAME - 2

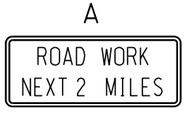
FILE - ...\05HI_FIXED_SUPPORT_SIGNS.DGN

PLOTTED FROM - SD10805



Cold Milling Asphalt Concrete and Asphalt Concrete Resurfacing

A



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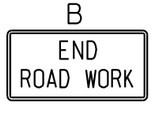
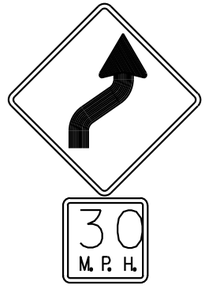


C

Grooved Pavement signs will be in place only during the cold milling phase of the project.

D

E



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G

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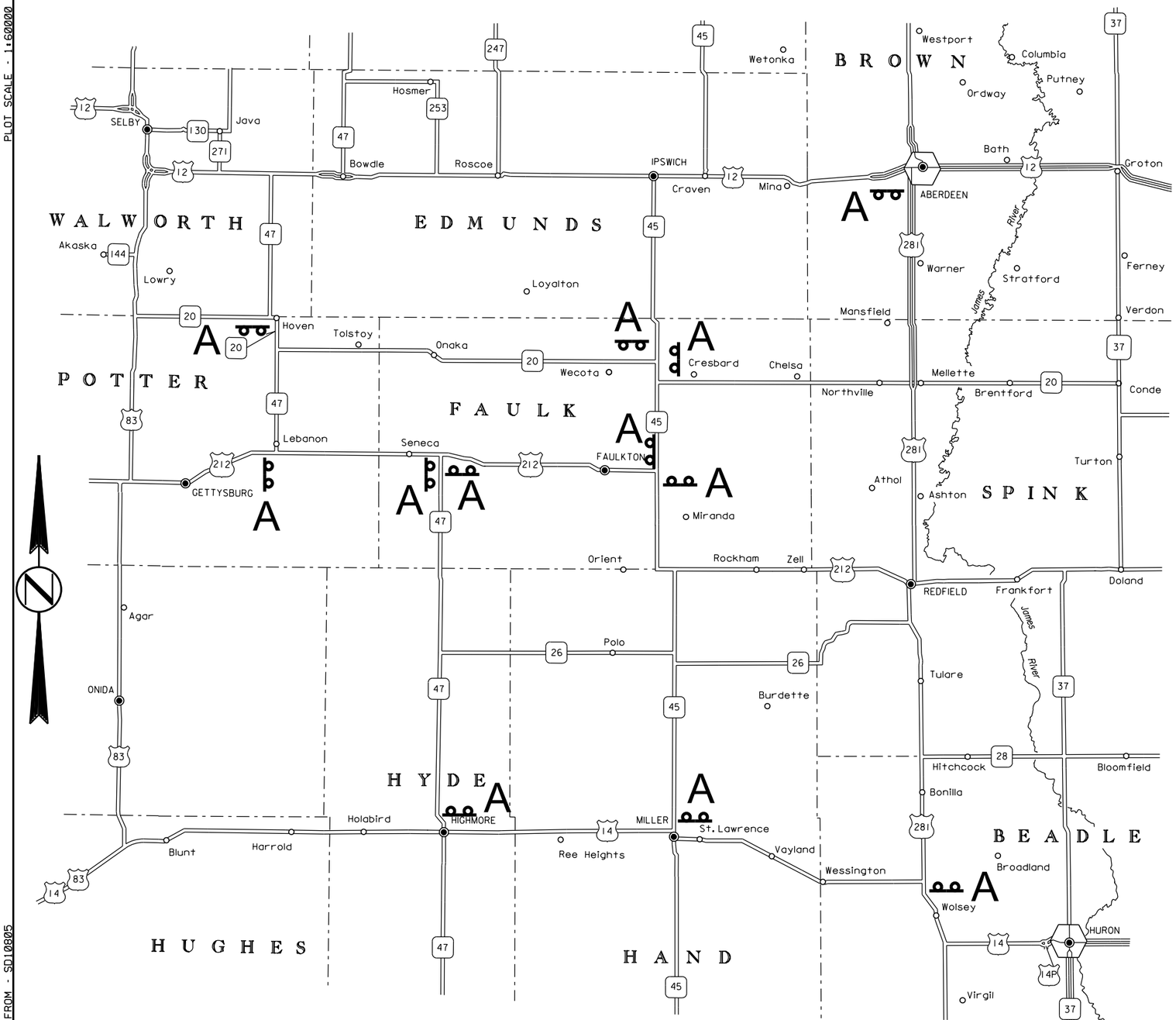
Road Work Ahead signs on the city streets may be mounted on portable supports, as indicated in the Traffic Control notes found elsewhere in these plans. ROAD WORK AHEAD signs will be moved as necessary to keep current with the work activities as shown in the applicable Standard Plates.

OVERWIDTH RESTRICTION SIGN LOCATION LAYOUT MAP

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-B 0212(194)266	C7	C16
Plotting Date: 05/01/2026			



A

WIDTH RESTRICTION

212 **12 FT MAX**

1 MILE WEST OF FAULKTON

USE ALT ROUTE

NO VEHICLES OVER 12 FT WIDE

A No Vehicles Over 12 Ft Wide sign will be placed for Eastbound Traffic west of Faulkton prior to N Lake Ave (Golf Course Road).

A No Vehicles Over 12 Ft Wide sign will be placed for Westbound Traffic near Airport Road in Faulkton.

PLOT SCALE - 1:60000

PLOTTED FROM - SD10805

PLOT NAME - 3

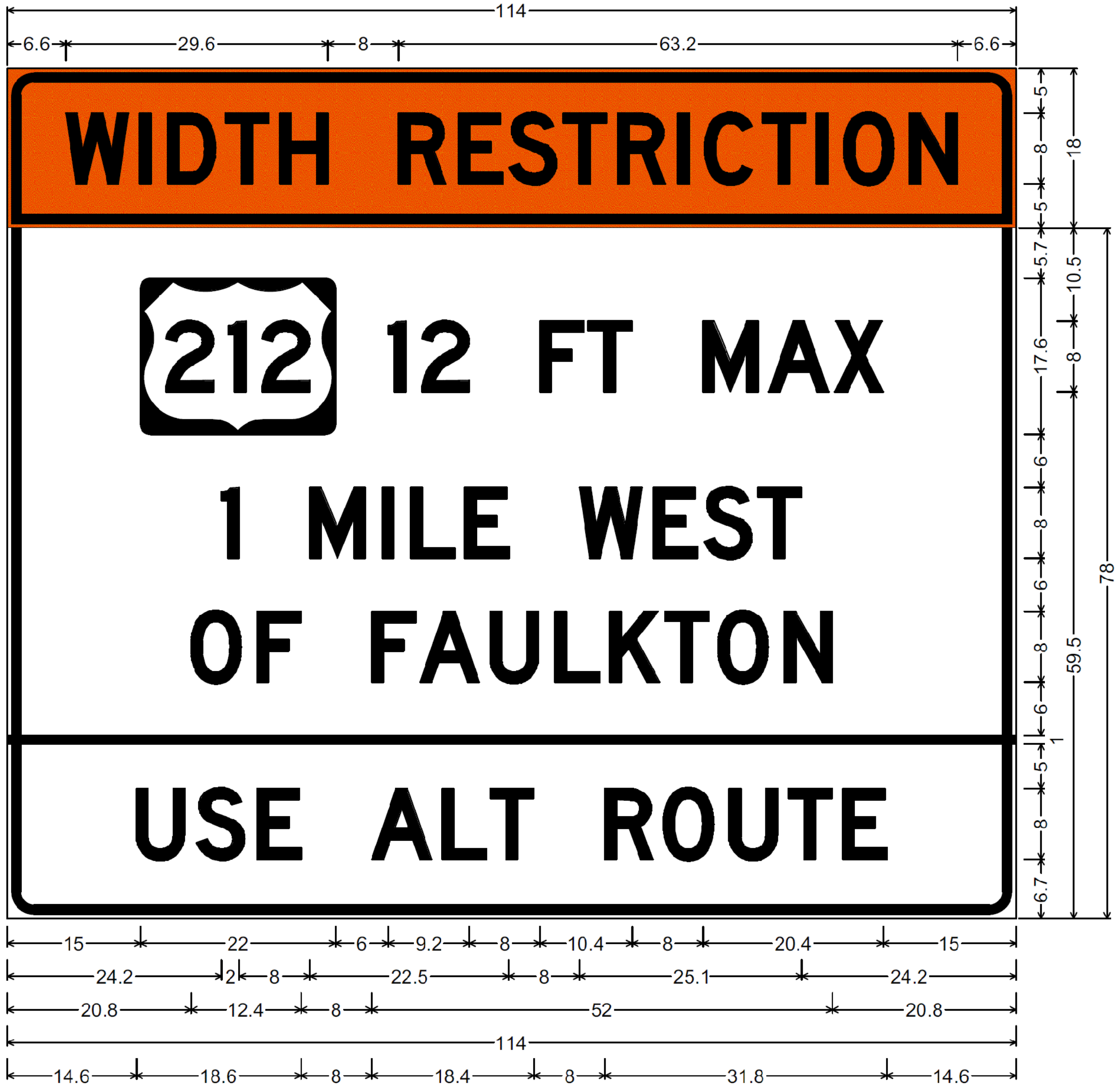
FILE - ...\05H1 WIDTH RESTRICTION SIGN LOCATION LAYOUT.DGN

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-B 0212(194)266	C8	C16

Plotting Date: 05/01/2026

OVERWIDTH RESTRICTION SIGN DESIGN

A



3.0" Radius, 1.0" Border, 0.5" Indent, Black on Orange;
"WIDTH RESTRICTION", D 2K;

3.0" Radius, 1.0" Border, 0.5" Indent, Black on White;
US Independent 212 M1-4 8.0" D 2K; "12 FT MAX", D 2K; "1 MILE WEST", D 2K; "OF FAULKTON", D 2K;
"USE ALT ROUTE", D 2K;
Table of widths and spaces

	W		I		D		T		H
6.6	7.1	1.2	1.3	1.9	5.5	1.0	5.0	1.2	5.4

	R		E		S		T		R		I		C		T		I		O		N	
8.0	5.4	1.4	5.0	0.8	5.4	0.6	5.0	1.2	5.4	1.4	1.3	1.7	5.5	1.0	5.0	1.2	1.3	1.7	5.7	1.8	5.4	6.6

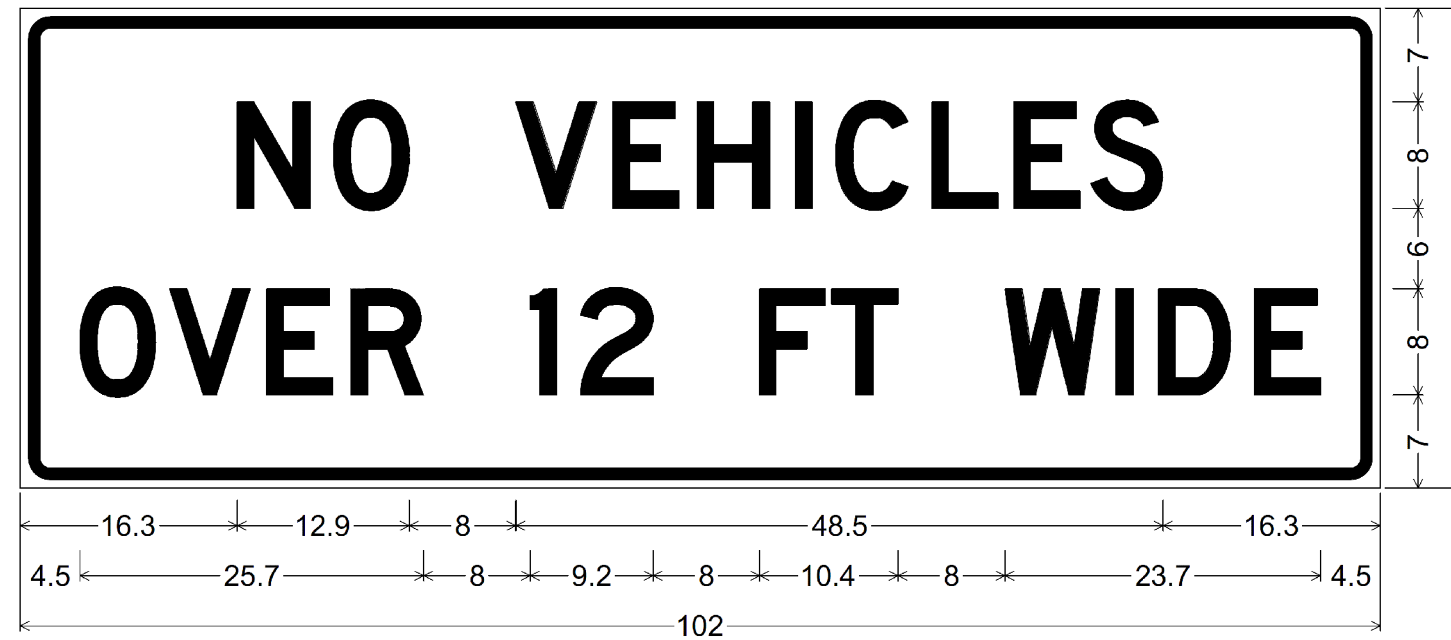
	212		1		2		F		T		M		A		X	
15.0	22.0	6.0	2.0	1.8	5.4	8.0	5.0	0.5	4.9	8.0	6.3	1.2	6.8	0.6	5.5	15.0

	1		M		I		L		E		W		E		S		T	
24.2	2.0	8.0	6.2	2.0	1.2	2.0	4.9	1.2	5.0	8.0	7.1	1.2	5.0	0.8	5.4	0.6	5.0	24.2

	O		F		F		A		U		L		K		T		O		N	
20.8	5.6	1.8	5.0	8.0	4.9	0.5	6.8	1.2	5.4	2.0	4.9	1.2	5.6	0.7	4.9	1.1	5.6	1.8	5.4	20.8

	—	
-0.0	114.0	0.0

	U		S		E		A		L		T		R		O		U		T		E	
14.6	5.4	1.4	5.4	1.4	5.0	8.0	6.8	1.2	4.9	0.5	5.0	8.0	5.4	1.2	5.7	1.7	5.5	1.2	4.9	1.2	5.0	14.6



2.3" Radius, 0.9" Border, 0.6" Indent, Black on White;
"NO VEHICLES", D 2K; "OVER 12 FT WIDE", D 2K;
Table of widths and spaces

	N		O		V		E		H		I		C		L		E		S	
16.3	5.4	1.8	5.7	8.0	6.0	1.2	5.0	1.4	5.4	1.9	1.3	1.8	5.4	1.8	4.9	1.2	5.0	0.8	5.4	16.3

	O		V		E		R		1		2		F		T
4.5	5.7	1.0	6.1	1.2	4.9	1.4	5.4	8.0	2.0	1.8	5.4	8.0	5.0	0.5	4.9

	W		I		D		E	
8.0	7.2	1.2	1.2	2.0	5.4	1.8	4.9	4.5

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-B 0212(194)266	C9	C16

Plotting Date: 5/1/2026

PEDESTRAIN DETOUR LAYOUT FOR US 212 AT 11TH AVE S

11th Ave S

▪ Channelizing Device

▬ Longitudinal Pedestrian Barricade

Present Crosswalk

US HWY 212

US HWY 212

Right Lane Closure as
per Standard Plate 634.47

Work Area

Temporary Curb Ramp

Longitudinal Pedestrain Barricades with
R9-11a Sidewalk Closed Cross Here sign

ROAD CLOSED

11th Ave S

ROAD CLOSED

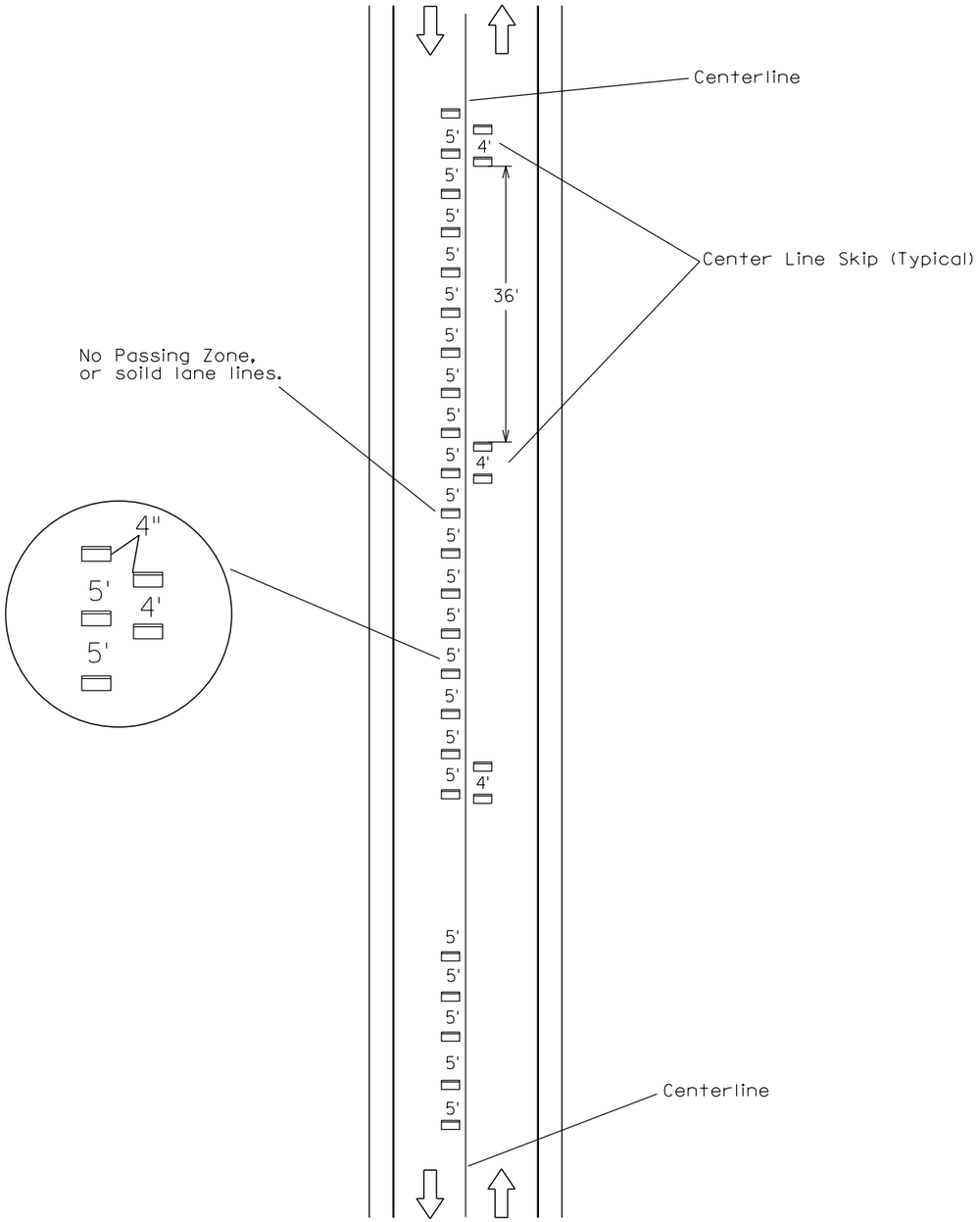
SIDEWALK CLOSED
CROSS HERE

ROAD CLOSED AHEAD

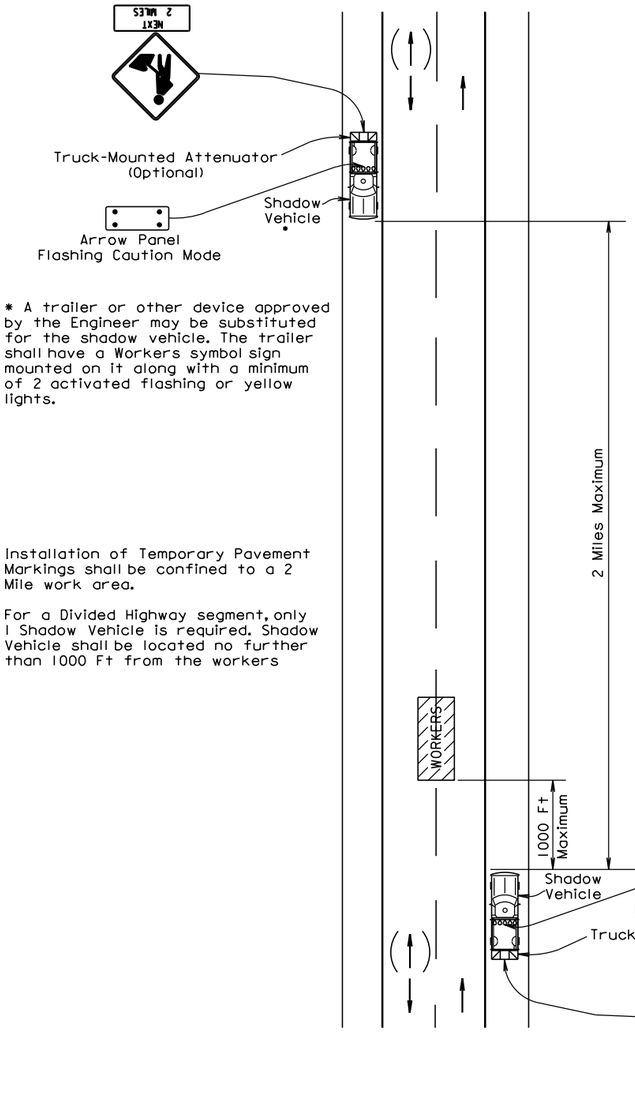
A W20-3 Road Closed Ahead sign will be placed on 11th Ave for Northbound traffic at Court St and for Southbound traffic at Park St.

Faulkton Independent
School District

GUIDES FOR TRAFFIC CONTROL DEVICES TEMPORARY ROAD MARKER INSTALLATION



GUIDES FOR TRAFFIC CONTROL DEVICES APPLICATION OF TEMPORARY PAVEMENT MARKING TABS



* A trailer or other device approved by the Engineer may be substituted for the shadow vehicle. The trailer shall have a Workers symbol sign mounted on it along with a minimum of 2 activated flashing or yellow lights.

Installation of Temporary Pavement Markings shall be confined to a 2 Mile work area.

For a Divided Highway segment, only 1 Shadow Vehicle is required. Shadow Vehicle shall be located no further than 1000 Ft from the workers

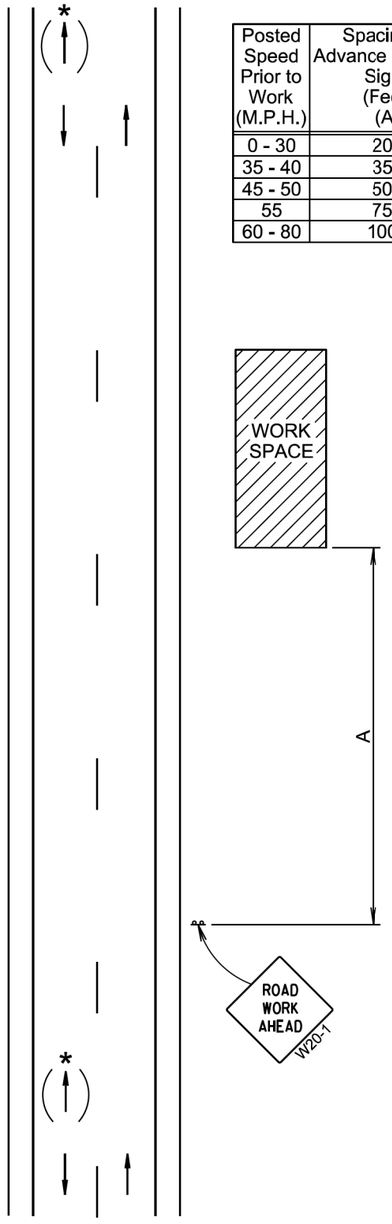
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

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.

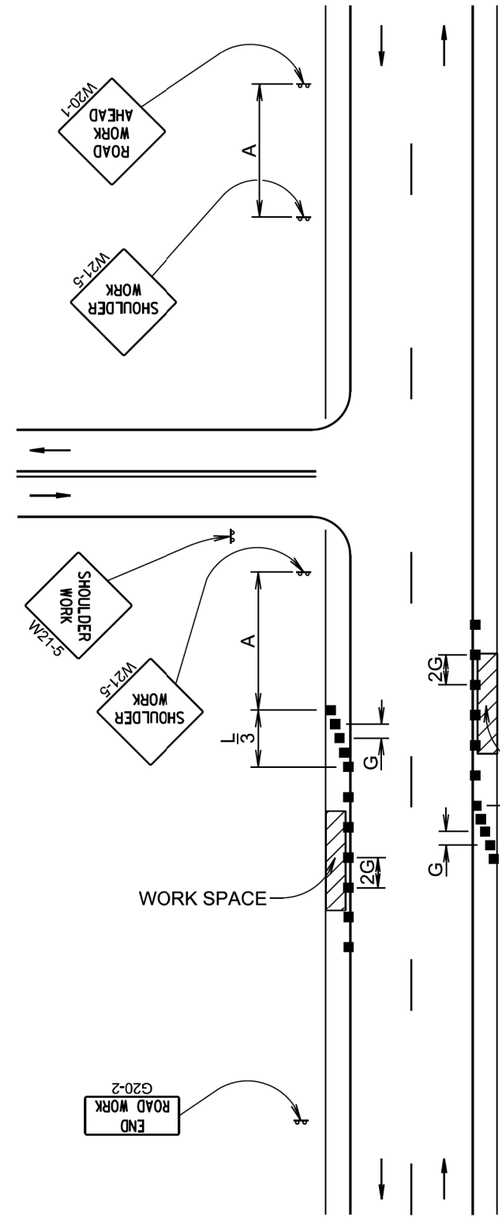
For short term, short duration, or mobile operations, all signs and channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.



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 - 80	1000

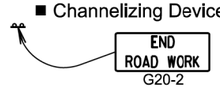
January 22, 2021

Published Date: 2027	SDDOT	WORK BEYOND THE SHOULDER	PLATE NUMBER 634.01 Sheet 1 of 1



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



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: 2027	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.

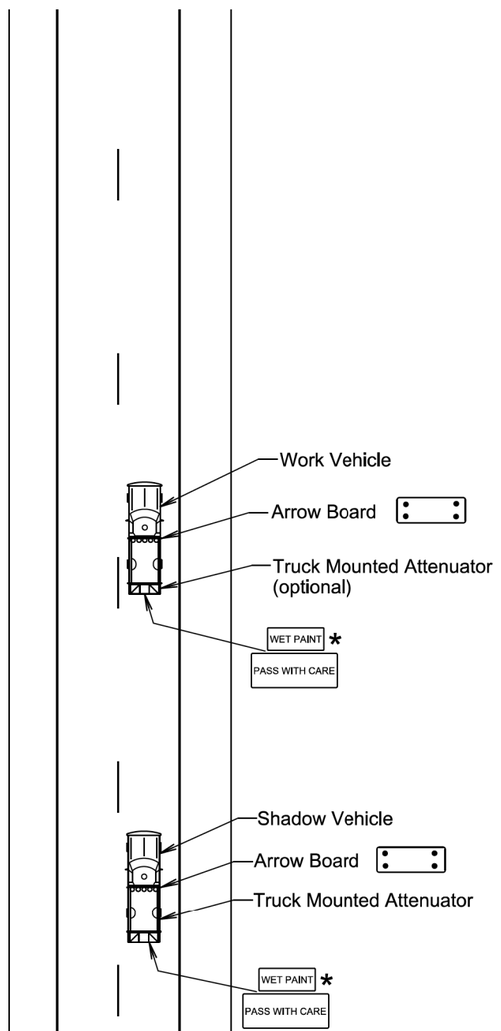
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

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: 2027

SDDOT

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.

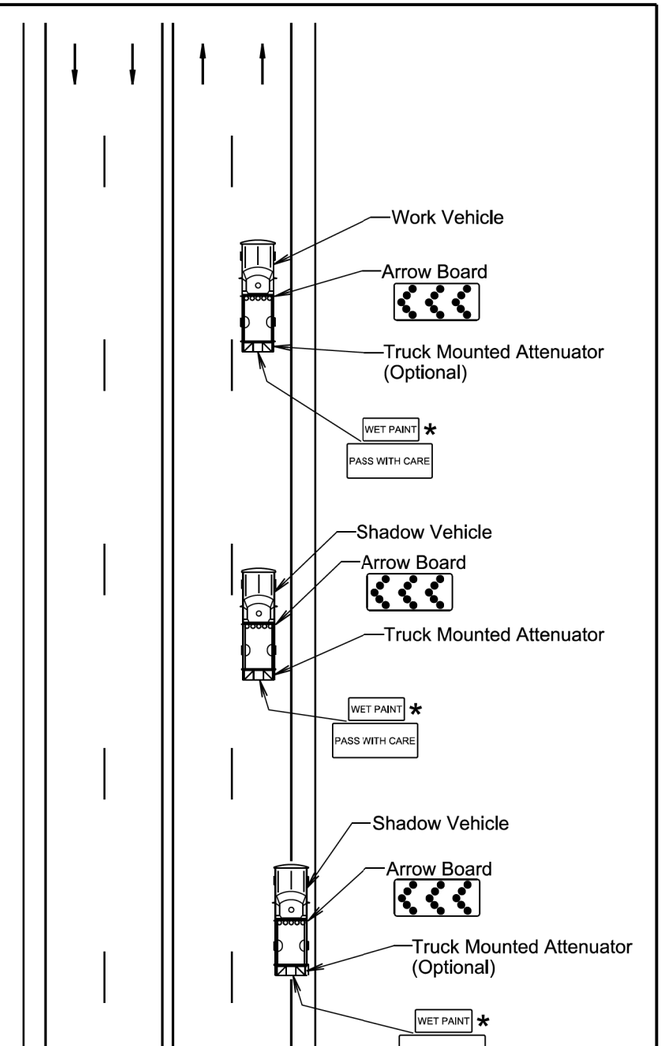
Vehicle-mounted signs will be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs will be covered or turned from view when work is not in progress.

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”.



January 22, 2021

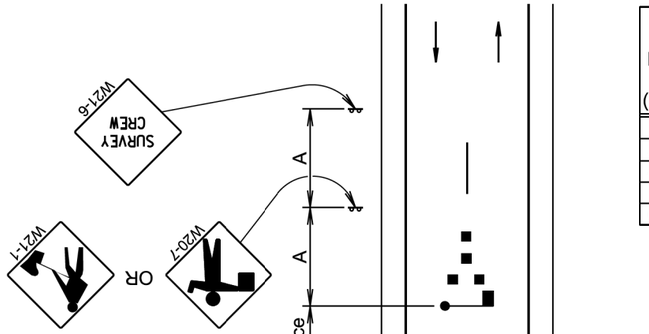
Published Date: 2027

SDDOT

MOBILE OPERATIONS ON MULTI-LANE HIGHWAYS

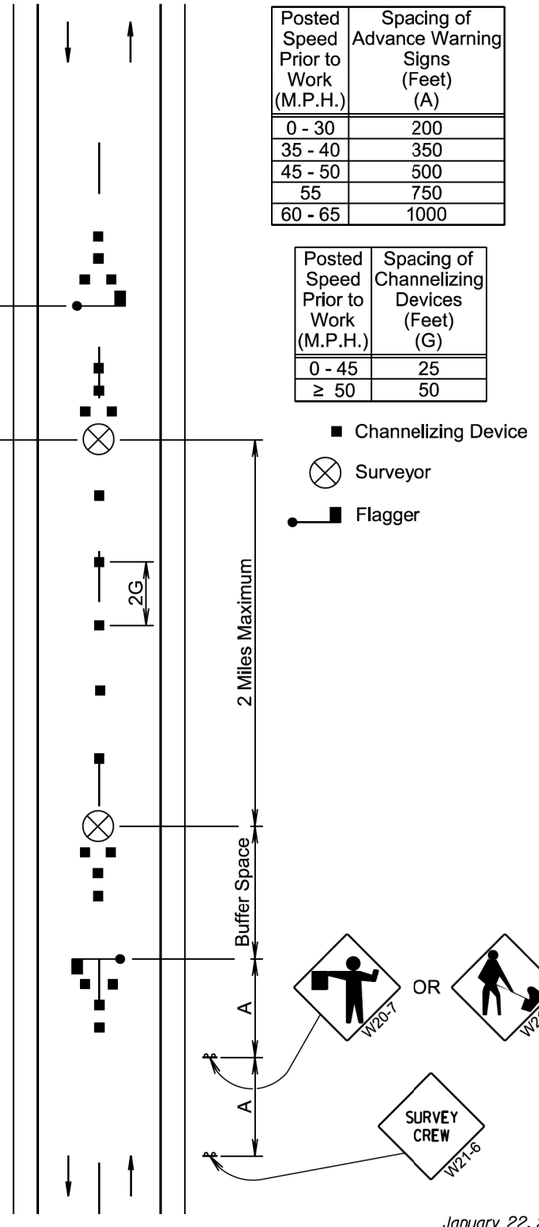
PLATE NUMBER 634.08

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.)	Spacing of Channelizing Devices (Feet) (G)
0 - 45	25
≥ 50	50



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.

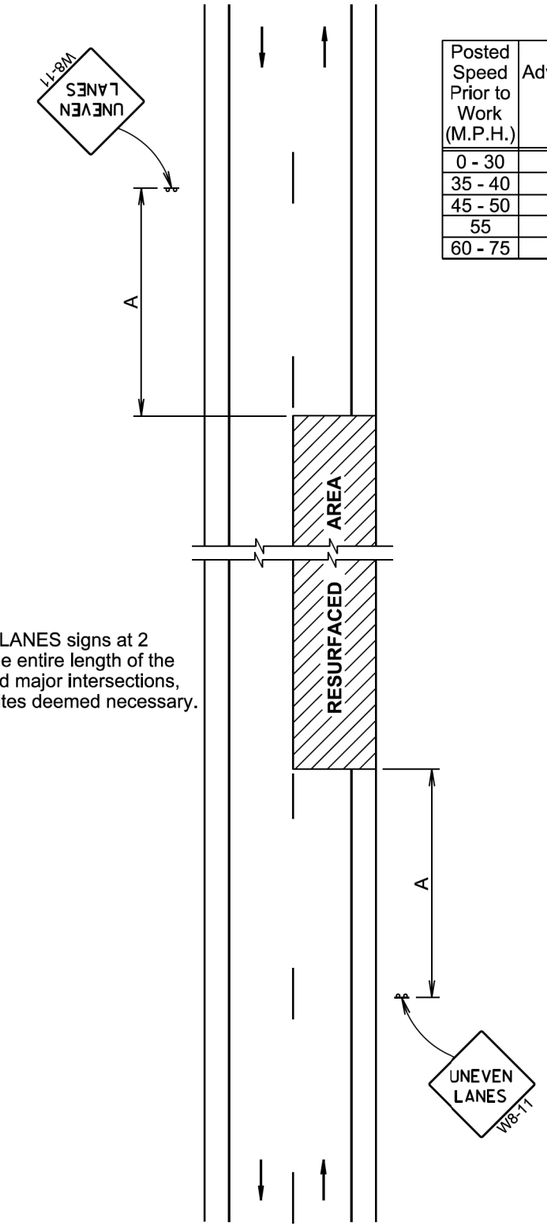
For surveying on the center line of a high-volume road, close one lane, using the lane closure procedure. Refer to Standard Plate 634.23 for details.

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

Published Date: 2027	SDDOT	SURVEYING ALONG CENTER LINE	PLATE NUMBER 634.21
			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: 2027	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.

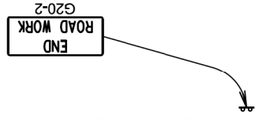
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

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.

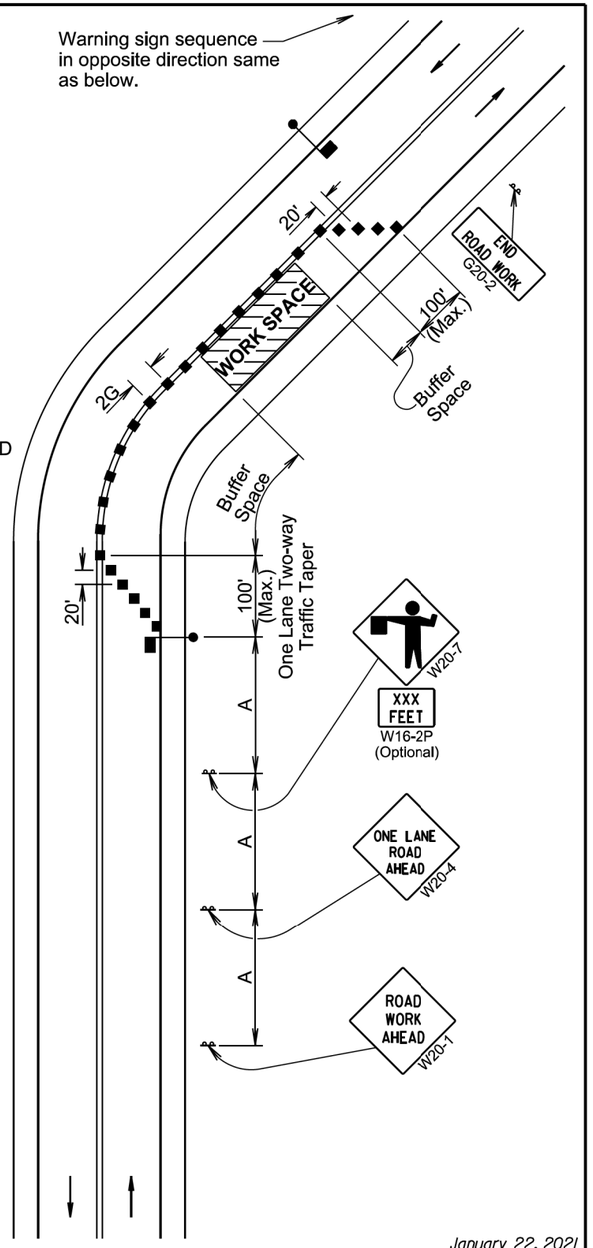
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.



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.

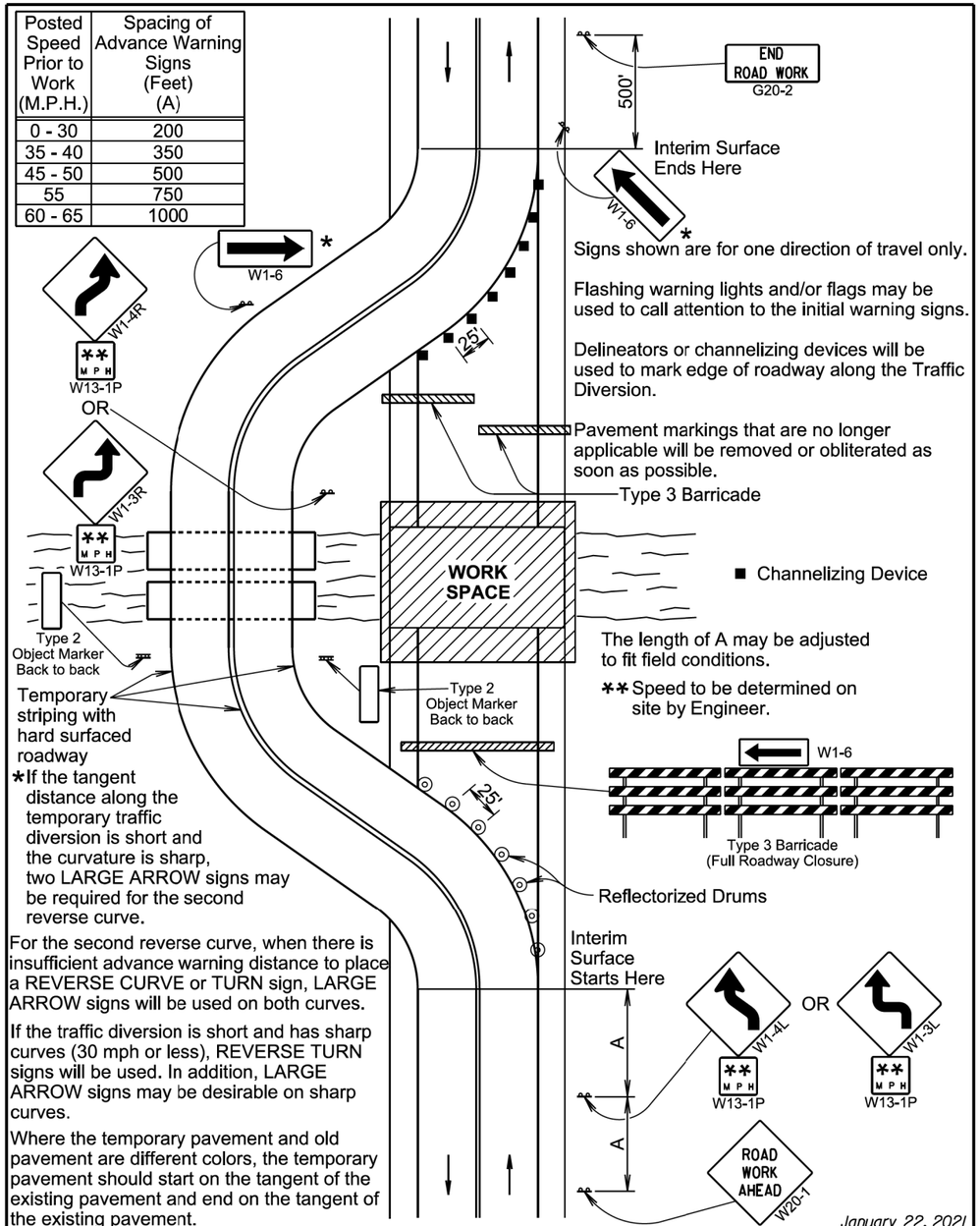
The length of A may be adjusted to fit field conditions.



January 22, 2021

Published Date: 2027	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



January 22, 2021

Published Date: 2027	SDDOT	ROAD CLOSED WITH TRAFFIC DIVERTED	PLATE NUMBER 634.28
			Sheet 1 of 1

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 *

* Spacing is 40' for 42" cones.

◎ Reflectorized Drum

■ Channelizing Device

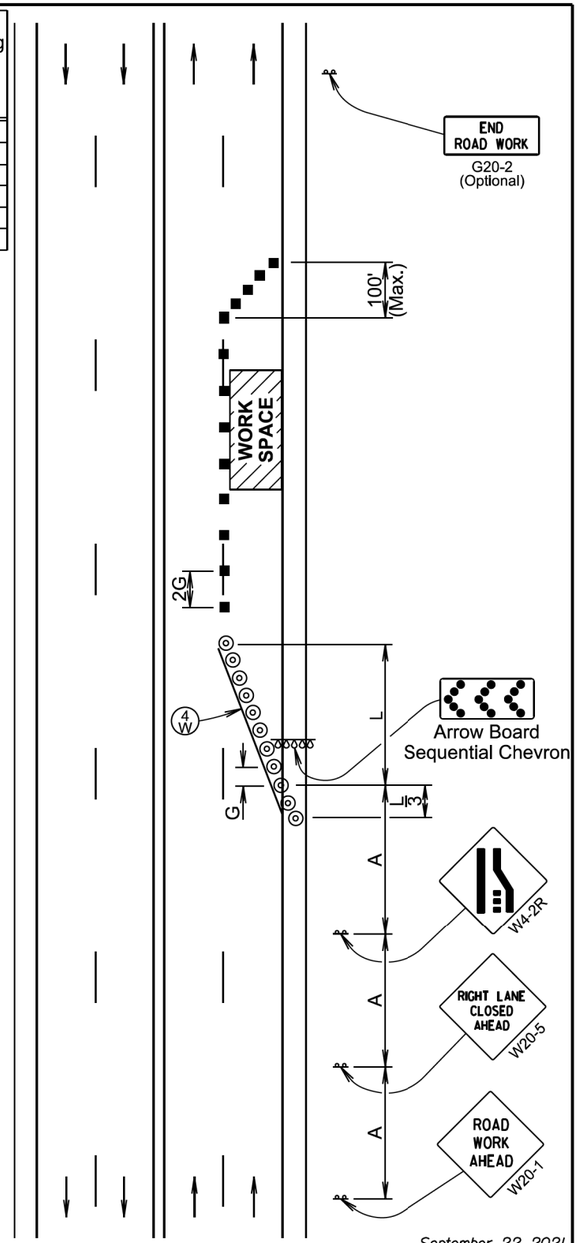
(4W) 4" White Temporary Pavement Marking

The channelizing devices will be 42" cones or drums.

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

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

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



September 22, 2021

Published Date: 2027	SDDOT	4-LANE UNDIVIDED, RIGHT LANE CLOSED	PLATE NUMBER 634.47 Sheet 1 of 1

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 *

* Spacing is 40' for 42" cones.

◎ Reflectorized Drum

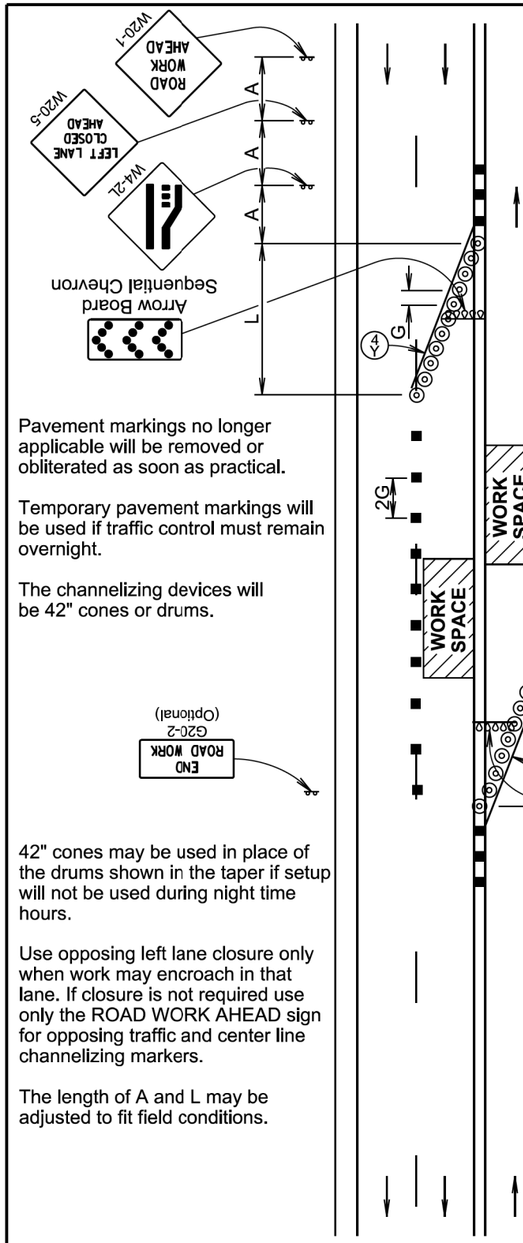
■ Channelizing Device

(4Y) 4" Yellow Temporary Pavement Marking

Pavement markings no longer applicable will be removed or obliterated as soon as practical.

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

The channelizing devices will be 42" cones or drums.



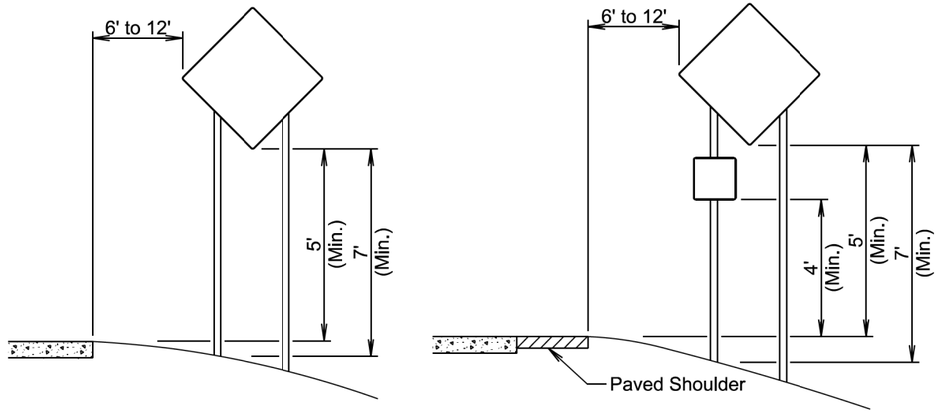
42" cones may be used in place of the drums shown in the taper if setup will not be used during night time hours.

Use opposing left lane closure only when work may encroach in that lane. If closure is not required use only the ROAD WORK AHEAD sign for opposing traffic and center line channelizing markers.

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

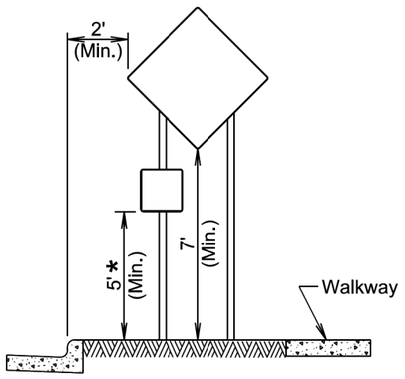
August 31, 2022

Published Date: 2027	SDDOT	4-LANE UNDIVIDED, LEFT LANE CLOSED	PLATE NUMBER 634.48 Sheet 1 of 1

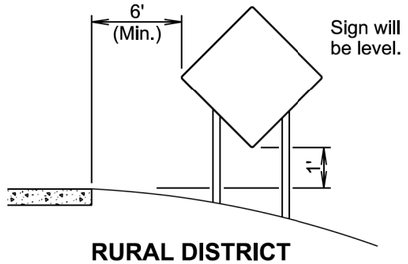


RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT

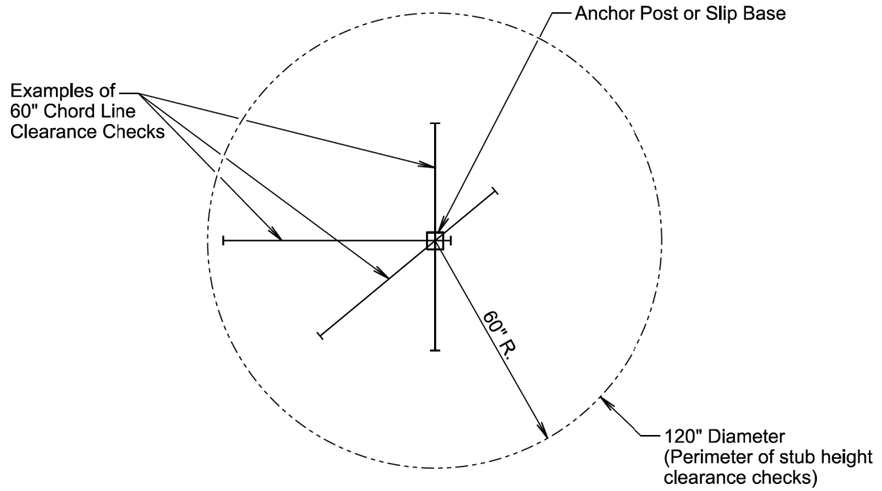


RURAL DISTRICT
3 DAY MAXIMUM
(Not applicable to regulatory signs)

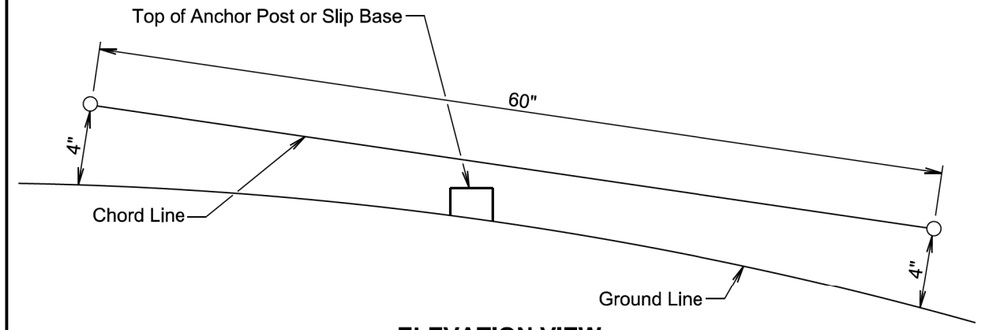
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

Published Date: 2027	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: 2027	SDDOT	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99 Sheet 1 of 1