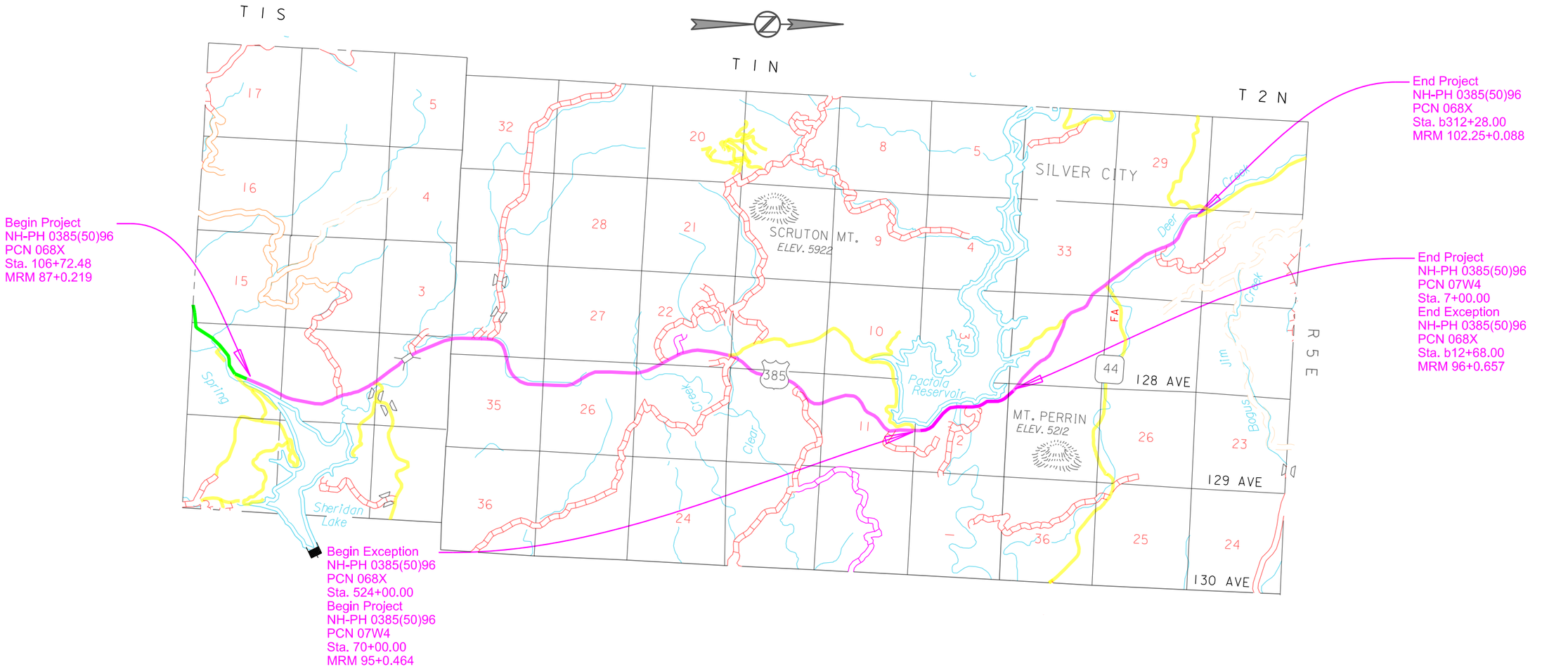
SECTION C: TRAFFIC CONTROL PLANS

SD DOT	PROJECT	SECTION	SHEET
	NH-PH 0385(50)96	C	1/11

Plotting Date: 2/2/2026

INDEX OF SHEETS



SECTION C ESTIMATE OF QUANTITIES

PCN 068X

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	2,500.0	Hour
634E0020	Pilot Car	600.0	Hour
634E0110	Traffic Control Signs	945.3	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0630	Temporary Pavement Marking	29.4	Mile

PCN 07W4

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	300.0	Hour
634E0020	Pilot Car	150.0	Hour
634E0110	Traffic Control Signs	148.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0630	Temporary Pavement Marking	3.6	Mile

SEQUENCE OF OPERATIONS

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.

Sequence for PCN 068X

1. Install Traffic Control
2. Perform Surface Preparation
3. Place Class Q3R Asphalt Concrete
4. Place Class S Asphalt Concrete
5. Install Guardrail
6. Install Rumble Strips
7. Install Permanent Pavement Markings

Sequence for PCN 07W4

1. Install Traffic Control
2. Crack and Seat PCCP
3. Remove Guardrail
4. Place Asphalt Concrete Leveling Lift
5. Place Class Q3R Asphalt Concrete
6. Place Class S Asphalt Concrete
7. Install Guardrail
8. Install Rumble Strips
9. Install Permanent Pavement Markings

COORDINATION BETWEEN CONTRACTORS

A separate contract for Project NH-PH-B 0385(51)87 – PCN 03VD has been awarded to another Contractor (Oftedal Construction, Inc.) for grading, pipe work, and structures on US Hwy 385 from MRM 87.00+0.219 to MRM 95.00+0.443. This project should be near completion if not completed before surfacing begins. With the exception of concrete barriers coordination is not anticipated but may be necessary.

TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS

Concrete barriers are in place from Sta. 106+38 Rt. to Sta. 134+58 Rt. as part of PCN 03VD. The Contractor will coordinate with Oftedal Construction, Inc. for the removal of the concrete barriers. The Contractor is responsible for providing and maintaining traffic control from the time of the barrier removal until guardrail installation is complete.

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.

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.

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".

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.

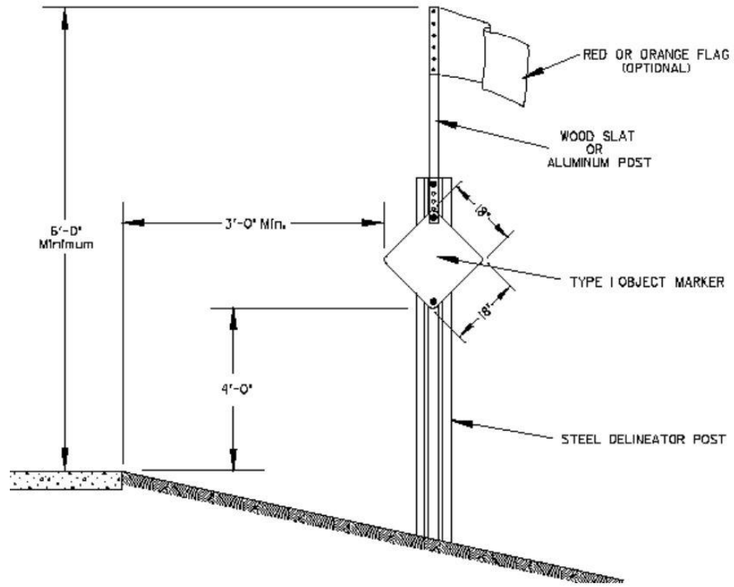
A mobile work operation will be allowed provided the rumble strip or rumble stripe grooving, flush sealing, and pavement marking can be completed satisfactorily by a continuously moving work operation. A mobile work operation will require approval by the Engineer.

BUMP MARKERS

Orange bump markers will be placed adjacent to the bump location. The bump marker details are shown in the following drawing. The steel delineator post will be a 1.12 lb/ft flanged channel steel post for ground mounted installation. If the duration is less than 3 days, the Type 1 Object Marker can be installed on temporary supports.

BUMP (W8-1) signs with appropriate ADVISORY SPEED (W13-1P) plaques will be placed 500 feet in advance of the bump or as approved by the Engineer for adequate sight distance.

All costs for bump markers, bump signs, and advisory speed plaques will be incidental to the contract unit price per square foot for "Traffic Control Signs".



FLAGGING

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

Additional flagger warning signs and flagger hours have been included in the Estimate of Quantities for use on intersecting roads. 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 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".

FRESH OIL

Fresh Oil signs (W21-2) have been included in the Estimate of Quantities and will be used as directed by the Engineer when oil is applied to the roadway.

TEMPORARY PAVEMENT MARKING

The total length of no passing zone on this project is estimated to be 7.5 miles for PCN 068X and 1.2 miles for PCN 07W4.

It is estimated that 36 DO NOT PASS (R4-1) and 36 PASS WITH CARE (R4-2) signs will be required to mark the no passing zones, should the Contractor elect to use these signs.

Temporary flexible vertical markers (tabs) will be required on the top lift of asphalt concrete surfacing.

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 chip seal, fog seal, or 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 chip seal, fog seal, or flush seal. As an alternative, the Contractor may install new tabs for the fog seal or 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:

PCN 068X
One pass on the first lift of Class Q3R asphalt concrete
One pass on the second lift of Class Q3R asphalt concrete
One pass on the final lift of Class S asphalt concrete(Tabs)

PCN 07W4
One pass on the asphalt concrete leveling lift
One pass on the Class Q3R asphalt concrete
One pass on the Class S asphalt concrete (Tabs)

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.

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.

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 shown on standard plate 634.63. 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.

STATE FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN

The Contractor will inform the DOT two weeks prior to the road closure goes into effect so portable message signs (PCMS) will be installed to notify drivers of the upcoming construction and closure. The signs will be furnished and transported by the DOT. The PCMS will be programmed with the following message:

ASPHALT
SURFACING
BEGINS

(DATE)
EXPECT
DELAYS

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 Pennington 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.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-PH 0385(50)96	C	4/11

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS – PCN 068X

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W3-4	BE PREPARED TO STOP	6	48" x 48"	16.0	96.0
W8-1	BUMP	4	48" x 48"	16.0	64.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W8-7	LOOSE GRAVEL	2	48" x 48"	16.0	32.0
W8-11	UNEVEN LANES	4	48" x 48"	16.0	64.0
W8-15P	MOTORCYCLE (plaque)	4	24" x 18"	3.0	12.0
W20-1	ROAD WORK AHEAD	19	48" x 48"	16.0	304.0
W20-4	ONE LANE ROAD AHEAD	6	48" x 48"	16.0	96.0
W20-7	FLAGGER (symbol)	6	48" x 48"	16.0	96.0
W21-2	FRESH OIL	2	48" x 48"	16.0	32.0
SPECIAL	WAIT FOLLOW PILOT CAR	6	30" x 18"	3.8	22.8
G20-1	ROAD WORK NEXT 15 MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	19	36" x 18"	4.5	85.5
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			945.3

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS – PCN 07W4

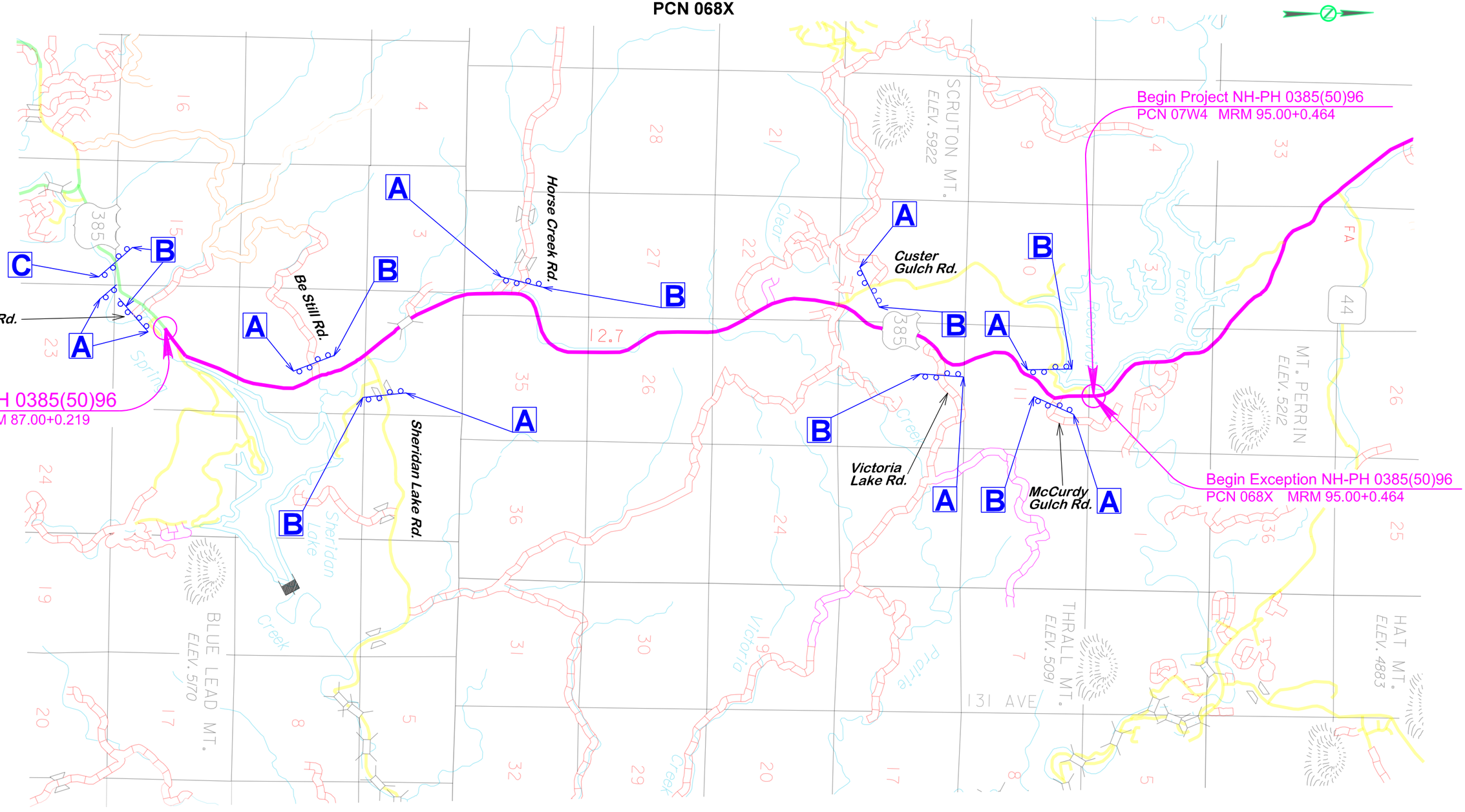
		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 45	2	24" x 30"	5.0	10.0
R2-1	SPEED LIMIT 55	2	24" x 30"	5.0	10.0
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
W21-2	FRESH OIL	2	48" x 48"	16.0	32.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			148.0

FIXED LOCATION SIGNING

SD DOT	PROJECT	SECTION	SHEET
	NH-PH 0385(50)96	C	5/11

Plotting Date: 2/2/2026

PCN 068X



A = ROAD WORK AHEAD (W20-1)

B = END ROAD WORK (G20-2)

C = ROAD WORK NEXT 15 MILES (G20-1)

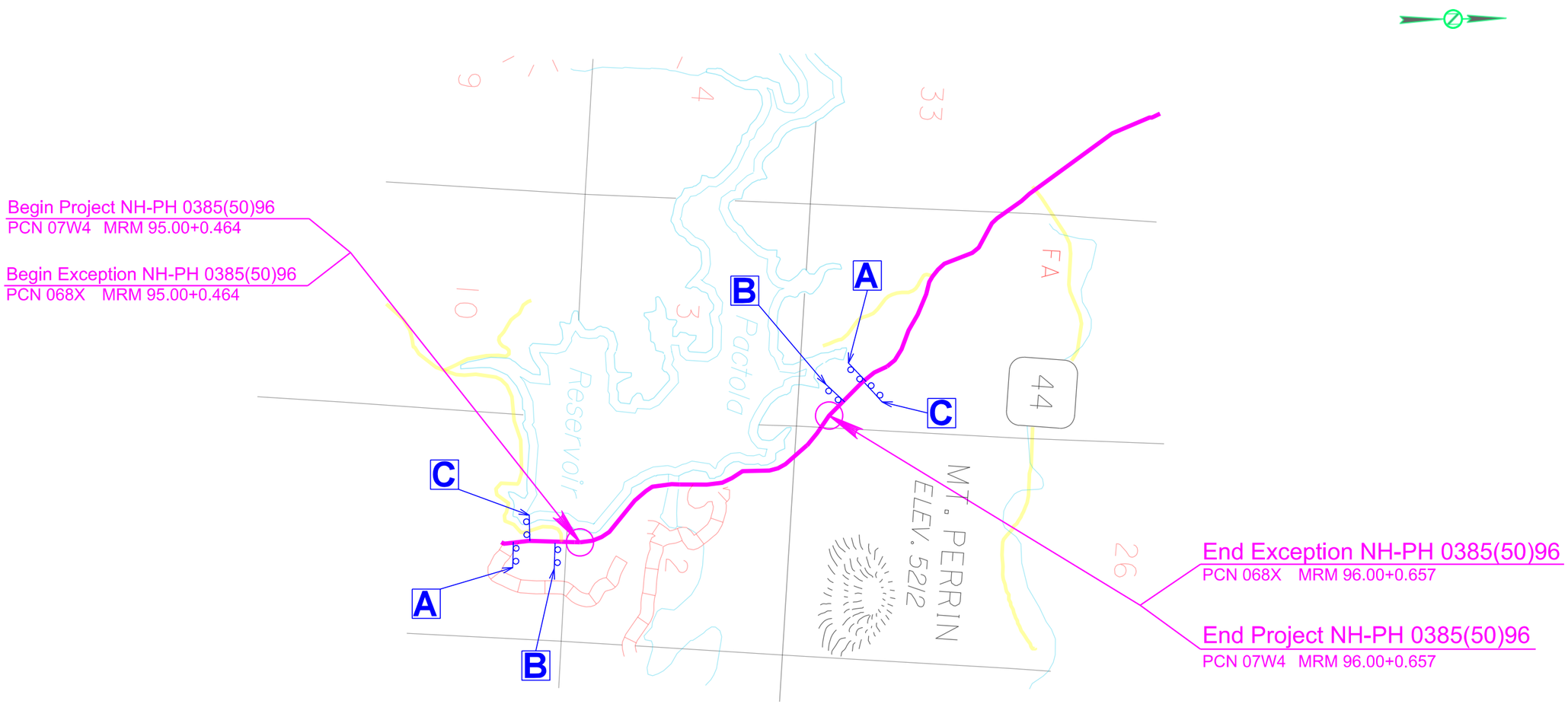
Notes: W20-1 signs are to be used per the applicable standard plate(s)

SD DOT	PROJECT	SECTION	SHEET
	NH-PH 0385(50)96	C	6/11

Plotting Date: 2/2/2026

FIXED LOCATION SIGNING

PCN 07W4



A = 

B = 

C = 

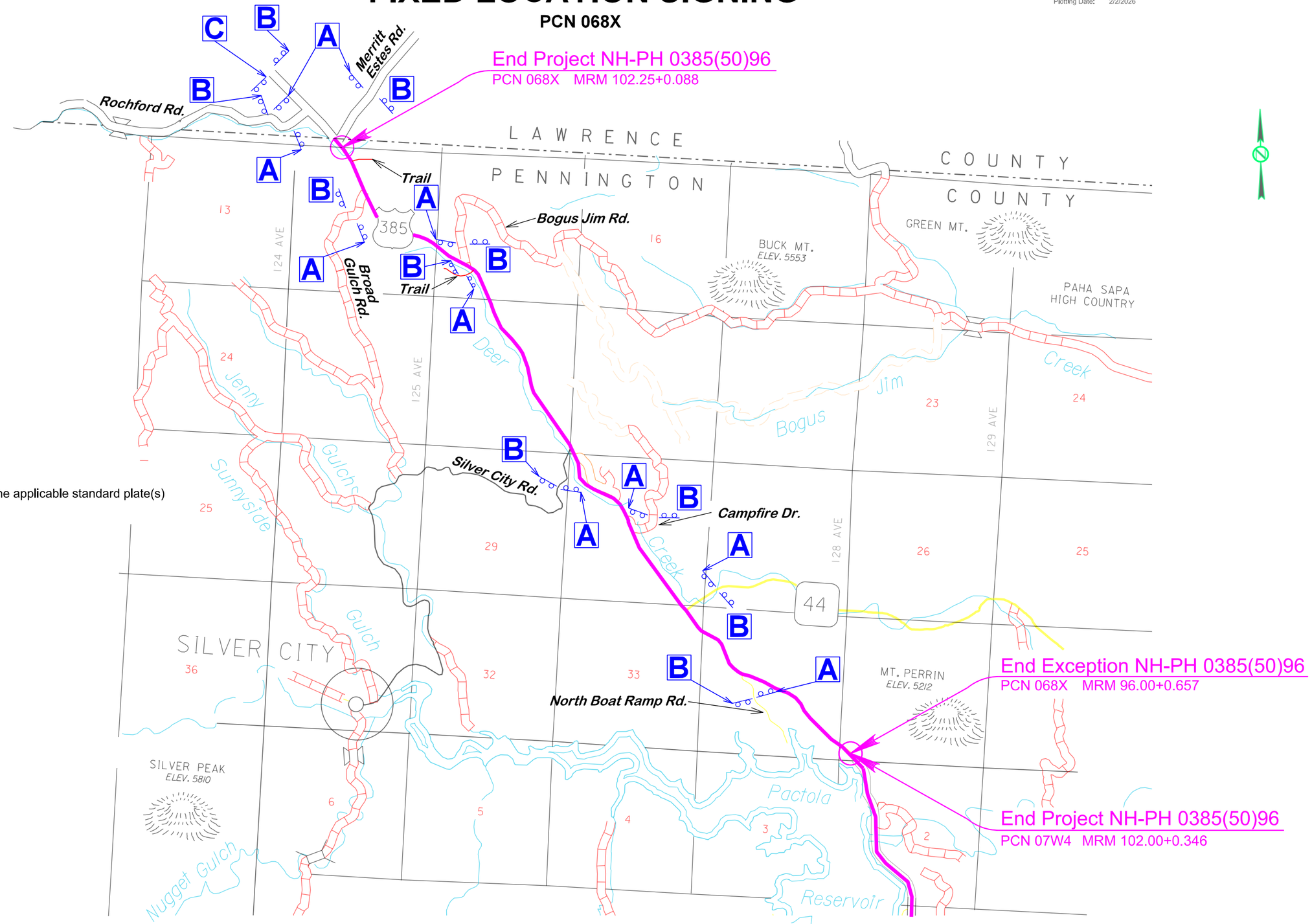
Notes: Spacing between W3-5 and R2-1 signs will be 750 feet.

FIXED LOCATION SIGNING

PCN 068X

SD DOT	PROJECT	SECTION	SHEET
	NH-PH 0385(50)96	C	7/11

Plotting Date: 2/2/2026



Notes: W20-1 signs are to be used per the applicable standard plate(s)

A = ROAD WORK AHEAD W20-1

B = END ROAD WORK G20-2

C = ROAD WORK NEXT 15 MILES G20-1

* 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.

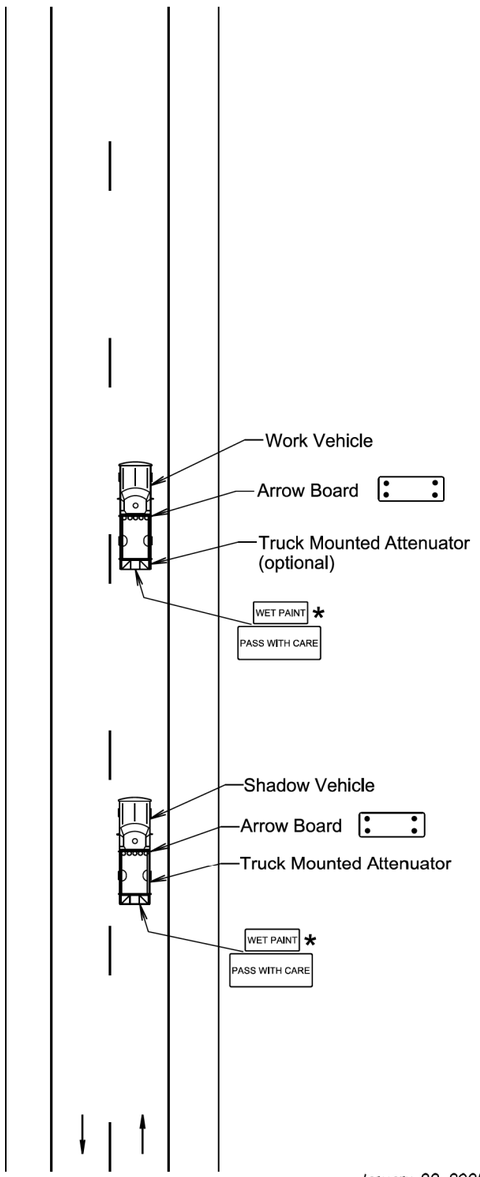
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

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".

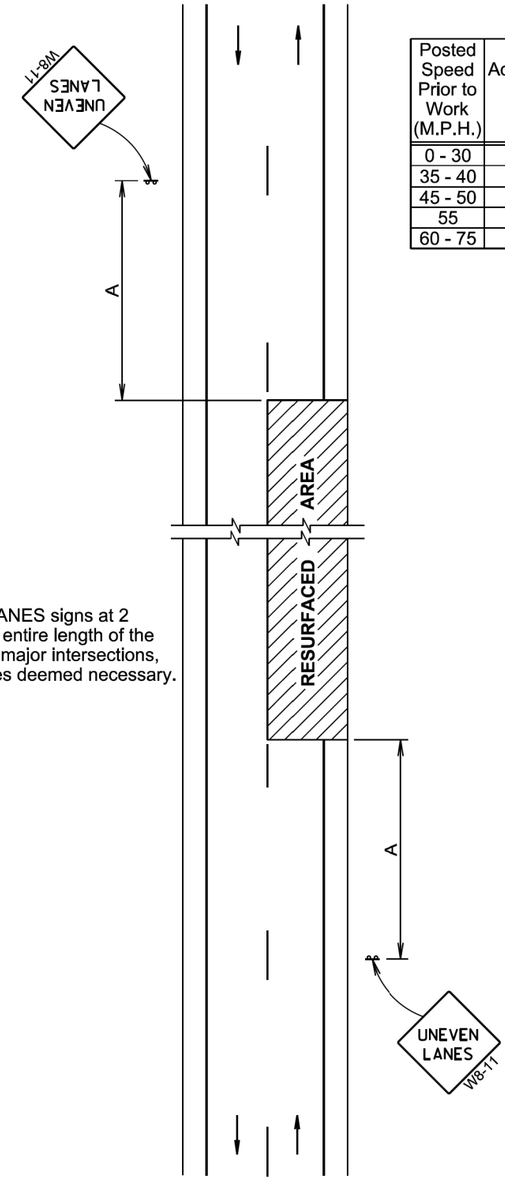


January 22, 2021

Published Date: 2026 | SDDOT | MOBILE OPERATIONS ON 2-LANE ROAD | PLATE NUMBER 634.06 | Sheet 1 of 1

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

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



January 22, 2021

Published Date: 2026 | 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.

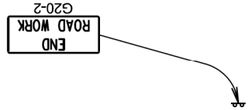
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

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.

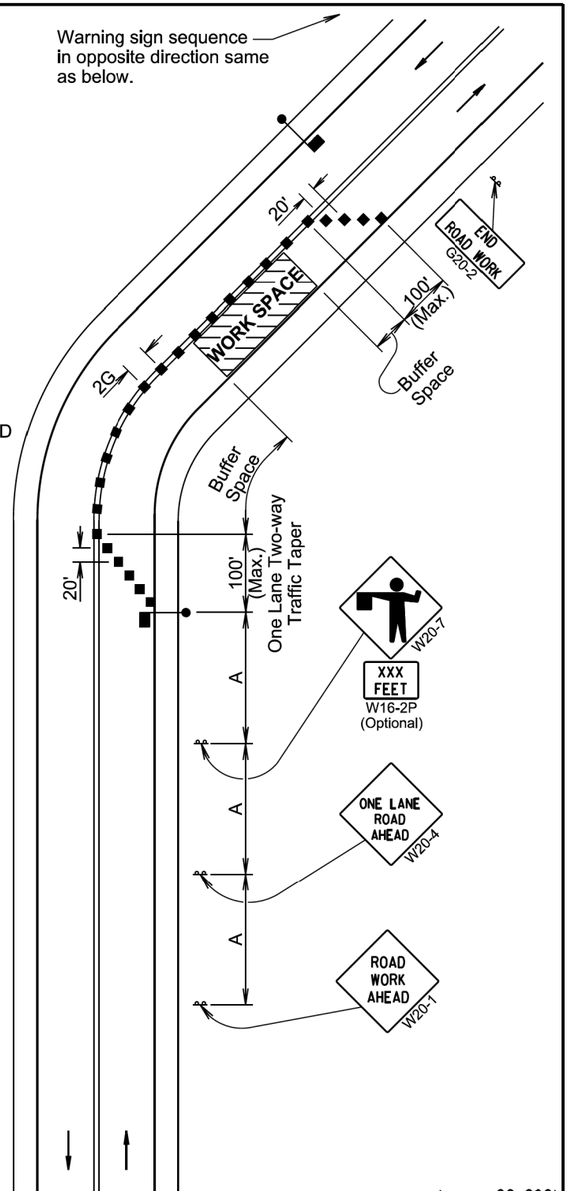
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.



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

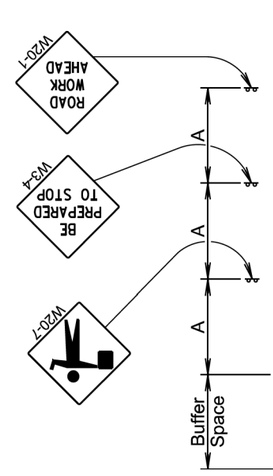
Published Date: 2026

SDDOT

LANE CLOSURE WITH FLAGGER PROVIDED

PLATE NUMBER 634.23

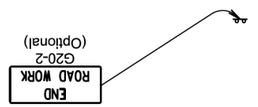
Sheet 1 of 1



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

Flagger station to be lighted at night.

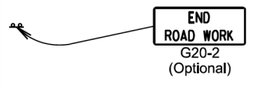
On unfinished grades, until gravel is in place, reflectorized devices (cones, tubular markers, drums, or vertical panels back-to-back) defining the outside edge of the road will be placed at 264 feet maximum spacing on tangent and at 132 feet maximum spacing on curves (greater than 3 degrees) during 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.

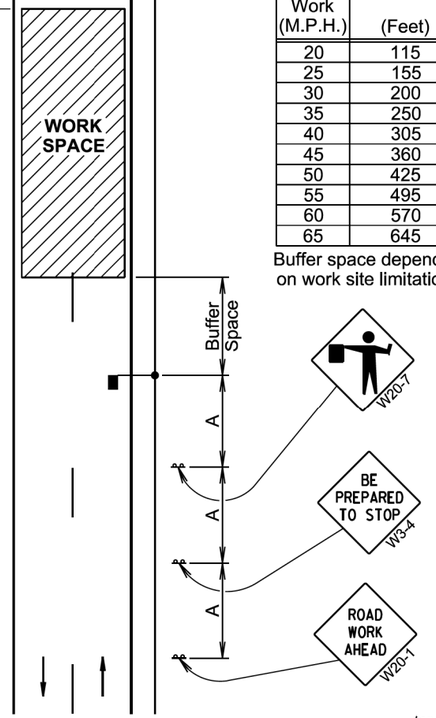
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 65	1000

Flagger



Posted Speed Prior to Work (M.P.H.)	Length of Longitudinal Buffer Space (Feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

Buffer space dependent on work site limitations.



January 22, 2021

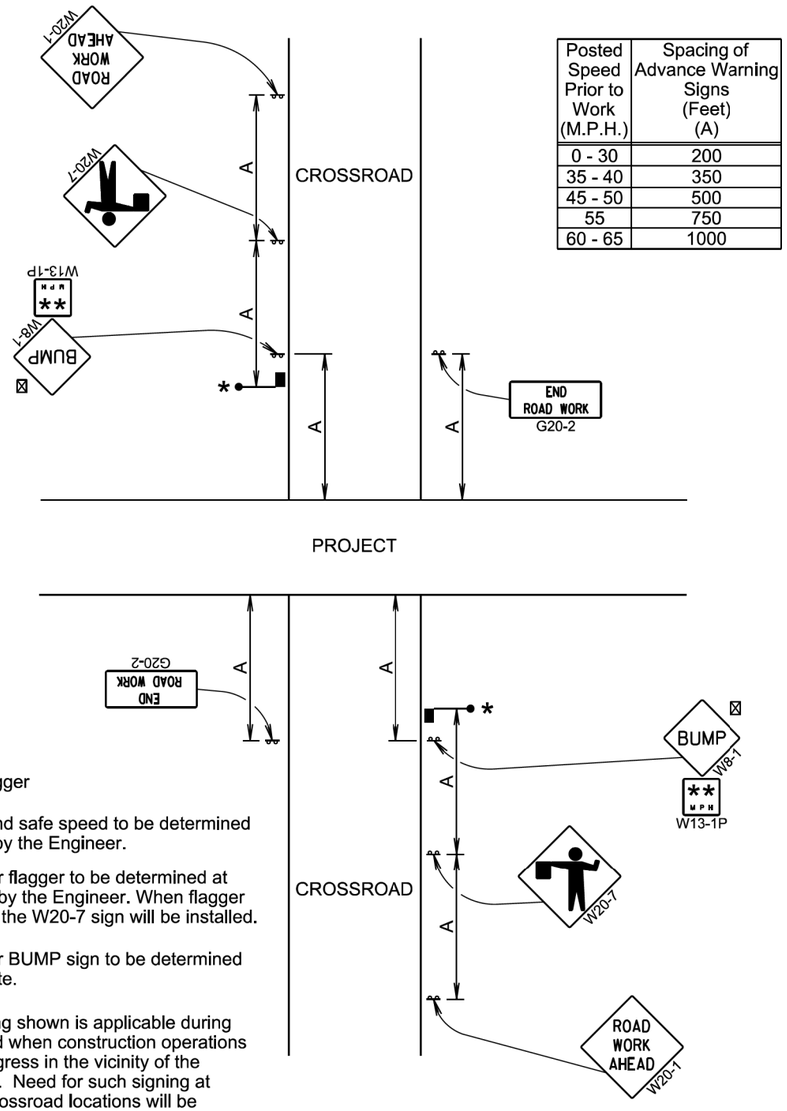
Published Date: 2026

SDDOT

LONG TERM ROAD WORK

PLATE NUMBER 634.31

Sheet 1 of 1



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

** Need and safe speed to be determined on site by the Engineer.

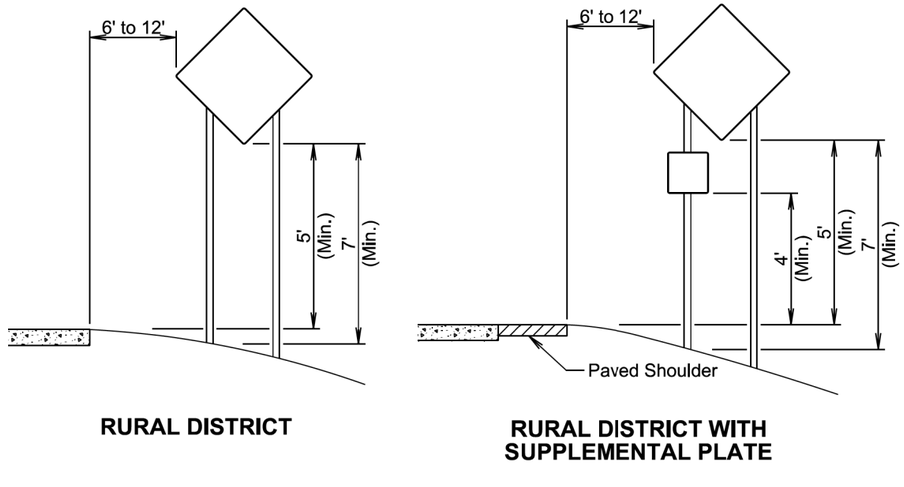
* Need for flagger to be determined at the site by the Engineer. When flagger is used, the W20-7 sign will be installed.

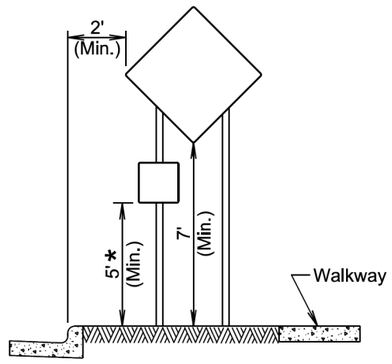
☒ Need for BUMP sign to be determined at the site.

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.

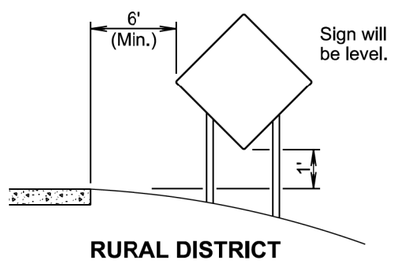
January 22, 2021

Published Date: 2026	SDDOT	PROJECT OPEN TO TRAFFIC FROM CROSSROAD	PLATE NUMBER 634.38
			Sheet 1 of 1



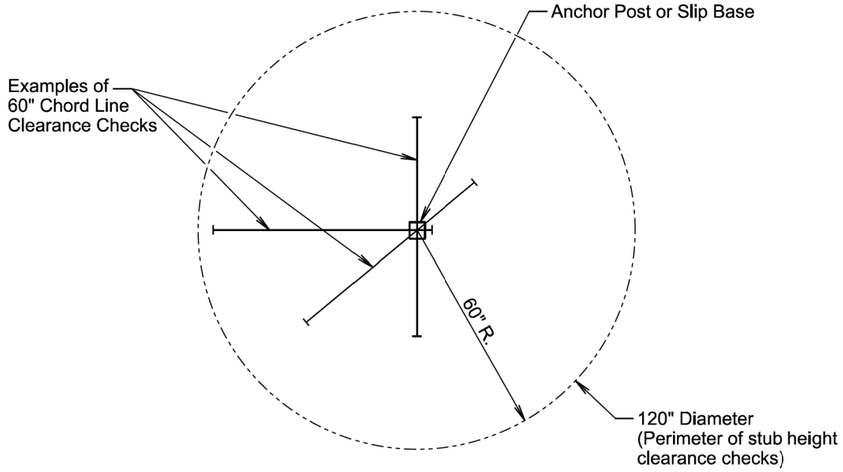


* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

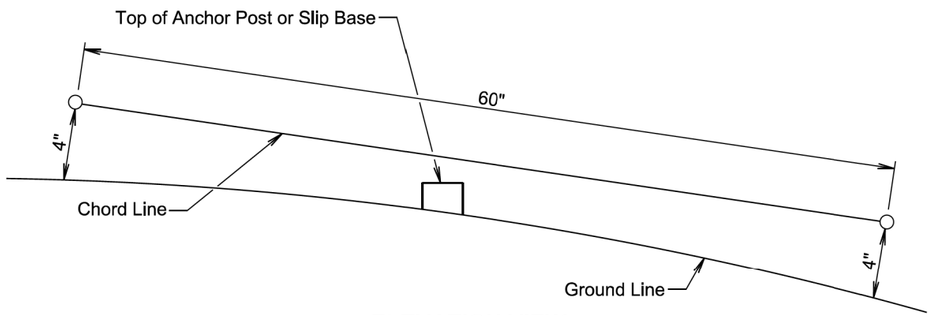


January 22, 2021

Published Date: 2026	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

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