

SECTION C: TRAFFIC CONTROL PLANS

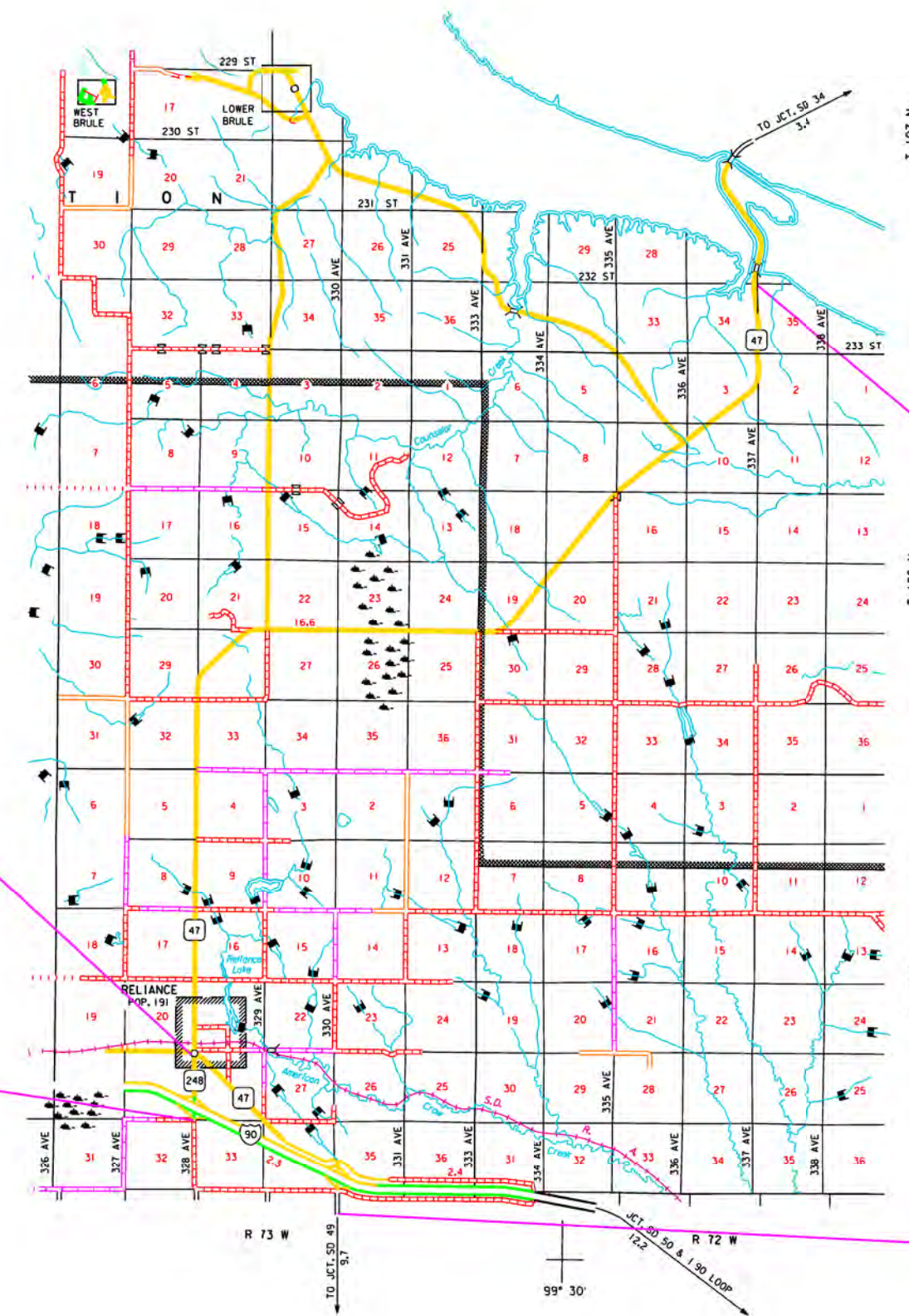
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0047(117)67	C1	C11
	P 0248(13)261		

REV 12-4-24 JT

INDEX OF SHEETS

- C1 General Layout with Index
- C2-C4 Estimate with General Notes & Tables
- C5-C6 Fixed Signing
- C7 Details
- C8-C11 Standard Plates



BEGIN P 0248(13)261
 Station 0+00.00
 MRM 261.77

END P 0248(13)261
 Station 43+82.00
 MRM 262.57

BEGIN P 0047(117)67
 Station -2+50.00
 MRM 87.00 +0.346

END P 0047(117)67
 Station 1024+81.32
 MRM 67.00 + 0.602



SECTION C ESTIMATE OF QUANTITIES SD47 (PCN 069Q)

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
110E5010	Salvage Delineator	434	Each
260E3500	Temporary Gravel Surfacing	179.0	Ton
632E2022	4"x4" White Delineator Back to Back with 1.12 Lb/Ft Post	434	Each
634E0010	Flagging	1,100.0	Hour
634E0020	Pilot Car	450.0	Hour
634E0110	Traffic Control Signs	759.2	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0630	Temporary Pavement Marking	77.5	Mile
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each

SECTION C ESTIMATE OF QUANTITIES SD248 (PCN 06YC)

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
110E0135	Remove Delineator	16	Each
260E3500	Temporary Gravel Surfacing	51.0	Ton
632E2022	4"x4" White Delineator Back to Back with 1.12 Lb/Ft Post	16	Each
634E0010	Flagging	120.0	Hour
634E0020	Pilot Car	24.0	Hour
634E0110	Traffic Control Signs	403.2	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0630	Temporary Pavement Marking	3.3	Mile

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.

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.

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 6:1 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.

CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN

The Portable Changeable Message Signs will be used as directed by the Engineer. The portable message signs will be programmed to use standard abbreviations and wording as described in the MUTCD or as directed by the Engineer. The portable changeable message signs will be paid for at the contract unit price per each for "Contractor Furnished Portable Changeable Message Sign".

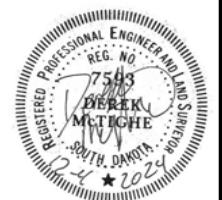
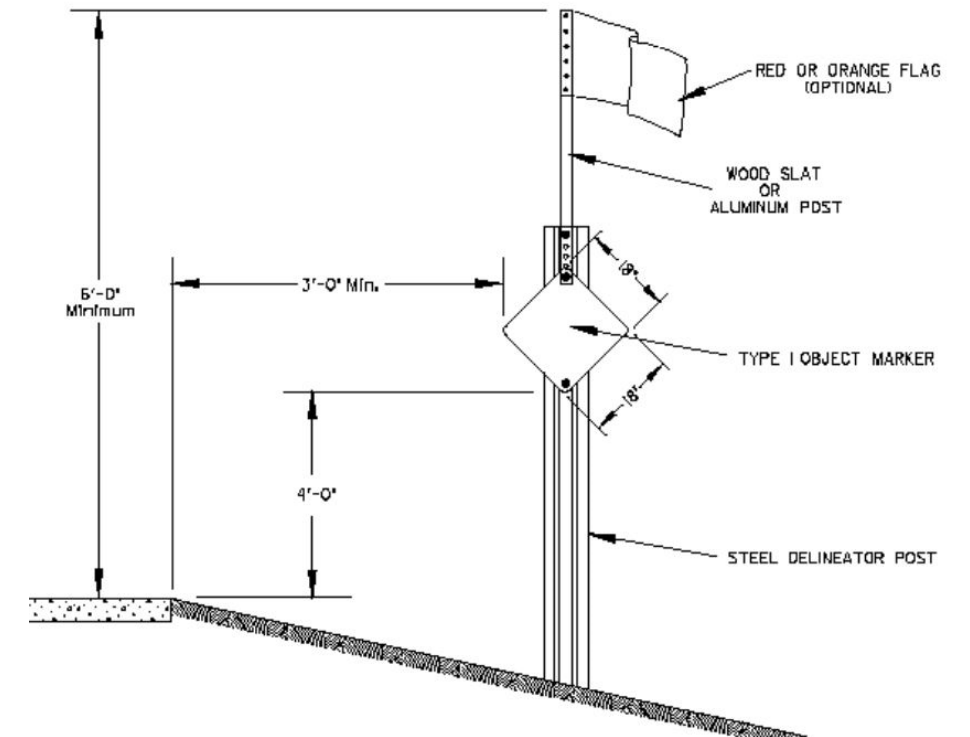
A Contractor-Furnished Portable Changeable Message Sign will be used to alert traffic of approaching road conditions during construction.

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".



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FLAGGING

Operations will be conducted so that the traveling public will not have to wait longer than 15 minutes at the flagger station. If multiple work zones will be utilized a minimum of 3 miles will be required between flagging stations.

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".

TEMPORARY PAVEMENT MARKING

Temporary flexible vertical markers (tabs) will be installed on one side of the centerline rumble for the temporary pavement marking. No passing zones will be marked in accordance with Specifications. DO NOT PASS (R4-1) and PASS WITH CARE (R4-2) signs will also be used in addition to the temporary flexible vertical markers (tabs) placed per Specifications to mark no passing zones.

The total length of no passing zone on this project is estimated to be 7.2 miles.

It is estimated that 26 DO NOT PASS and 26 PASS WITH CARE signs will be required.

Temporary flexible vertical markers (tabs) may be used as detailed in the specifications.

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:

- 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

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.

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.

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 Lyman 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.

REMOVE, FURNISH, AND INSTALL DELINEATORS

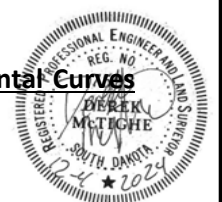
Removal of all existing delineators and the installation of new delineators will be the responsibility of the Contractor. The existing delineator posts will be salvaged and delivered to the DOT Maintenance Yard in Presho. All cost for materials, labor, delivery, and equipment necessary to remove the delineators will be incidental to the contract unit price per each for "Salvage Delineator".

The Contractor will obtain the Engineer's approval of locations prior to installation. Delineators will be placed with the bottom of the reflector unit approximately 4 feet above the near roadway edge. They will be located 8 feet outside the outer edge of the shoulder or 2 feet from the face of the curb or as required by the Engineer. Where a roadside barrier or other obstruction intrudes into the space between the pavement edge and the extension of the line of delineators, the delineators will be in line with the barrier or in line with the innermost edge of the obstruction. All costs for materials, labor and equipment necessary to furnish and install delineators will be incidental to the contract unit price per each for "4x4 White Delineator Back to Back with 1.12 lb/ft Post".

The standard spacing between delineators on the same side of the roadway in tangent sections will be 528 feet (0.1-mile intervals). On tangent sections, installation will be on a staggered basis, resulting in a delineator on one side of the road being placed midway between two delineators on the opposite side. When normal spacing is interrupted by driveways, structures, crossroads, approaches, or ramps, delineators falling within such areas may be moved in either direction a distance not exceeding one quarter of the standard spacing. Delineators not falling within such areas can be eliminated.

Delineator spacing on the inside of horizontal curves will remain consistent with the normal tangent section of the roadway. The spacing for delineators on the outside radius of horizontal curves and for three spaces in advance and for three spaces beyond the curve is given in the following table:

Maximum Spacing for Delineators on Outside Radius of Horizontal Curves (Distance in Feet Rounded to the Nearest 5 Feet)



REMOVE, FURNISH, AND INSTALL DELINEATORS Continued

The contract unit price will include all costs associated with hauling, placing, compacting, maintaining, salvaging and stockpiling the material.

Radius Of Curve(ft)	Spacing On Curve(ft)	Spacing in Advance & Beyond Curve (ft)		
		1st	2nd	3rd
50	20	40	65	125
150	30	60	90	180
250	40	85	125	250
300	50	95	145	290
400	55	110	170	300
500	65	125	190	300
600	70	140	210	300
700	75	150	230	300
800	80	165	245	300
900	85	175	260	300
1000	90	185	275	300

Spacing for specific radii not shown can be interpolated from the table of computed from the formula $S = 3 \cdot \sqrt{(R-50)}$. The minimum spacing should be 20 feet. The spacing on curves should not exceed 300 feet. The spacing of the first delineator approaching a curve is $2 \cdot S$, the second is $3 \cdot S$, and the third is $6 \cdot S$ but not exceeding 300 feet. If a spacing less than 300 feet is used approaching the curve, the distance shown above should be adjusted accordingly.

TEMPORARY GRAVEL SURFACING (TRAVEL GRAVEL

An estimated **230.0** tons of Temporary Gravel Surfacing may be used on this project on the finished subgrade surface at Mainle Pipe Replacement sites as determined necessary by the Engineer. The Engineer will only give permission to use the Temporary Gravel Surfacing if adverse weather is imminent and the usage of the material will help prevent road closures or will ensure the safety and wellbeing of the travelling public.

The Temporary Gravel Surfacing will be obtained from the stockpile site(s) provided by the Contractor from the blended and salvaged granular material produced on this project and may be used without further gradation testing.

The Contractor will ensure that the Temporary Gravel Surfacing contains no more than 50% salvaged asphalt mix material and at least 50% salvaged granular material. Temporary Gravel Surfacing will meet the requirements of Section 884.2 D.5 prior to placement. Material salvaged directly from the roadway will be blended to the satisfaction of the Engineer.

The Contractor will be required to salvage as much of the Temporary Gravel Surfacing as possible prior to resuming construction of the subgrade. The salvaged Temporary Gravel Surfacing may be used again on the project as Temporary Gravel Surfacing and will be paid for per ton. The material that is not salvaged will be incorporated into the existing subgrade by a method approved by the Engineer.

Compaction to a specified density is not required.

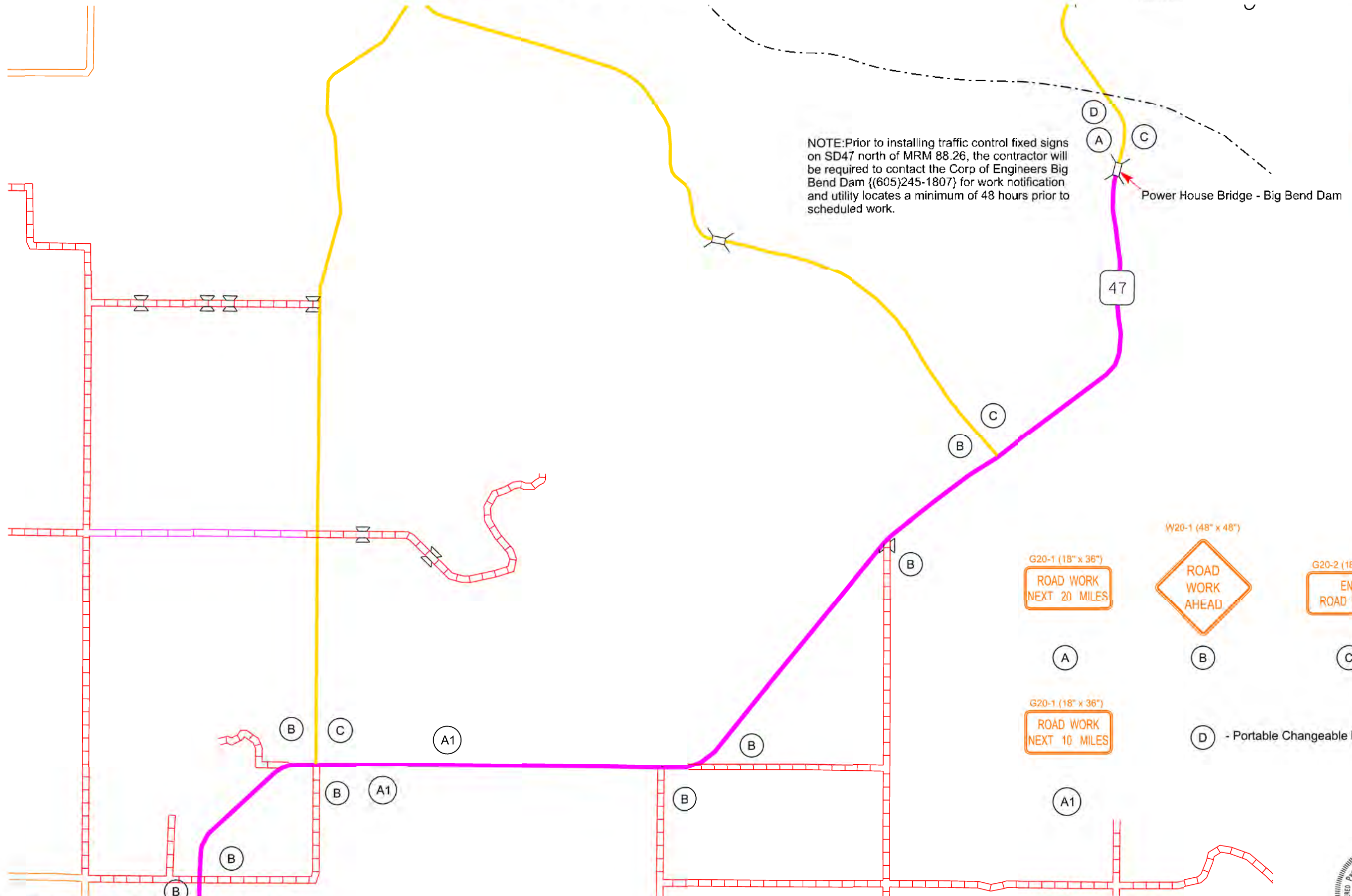
Temporary gravel surfacing will be paid for at the contract unit price per ton for "Temporary Gravel Surfacing". Measurement of the Temporary Gravel Surfacing will be by use of scale, loader scale, or as approved by the Engineer.



FIXED LOCATION SIGNS

FOR BIDDING PURPOSES ONLY

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NOTE: Prior to installing traffic control fixed signs on SD47 north of MRM 88.26, the contractor will be required to contact the Corp of Engineers Big Bend Dam {{605}245-1807} for work notification and utility locates a minimum of 48 hours prior to scheduled work.

Legend for sign types:

- G20-1 (18" x 36") ROAD WORK NEXT 20 MILES (Type A)
- G20-2 (18" x 36") END ROAD WORK (Type C)
- W20-1 (48" x 48") ROAD WORK AHEAD (Type B)
- D - Portable Changeable Message Sign (Type D)

NOTES:
 Sign locations will be verified in the field by the Engineer prior to installation.
 Fixed location signs to remain in place until the completion of permanent pavement markings.



Plot Scale: 1/200

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FIXED LOCATION SIGNS

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	P 0047(117)67 P 0248(13)261	C6	C11
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PCN 069Q

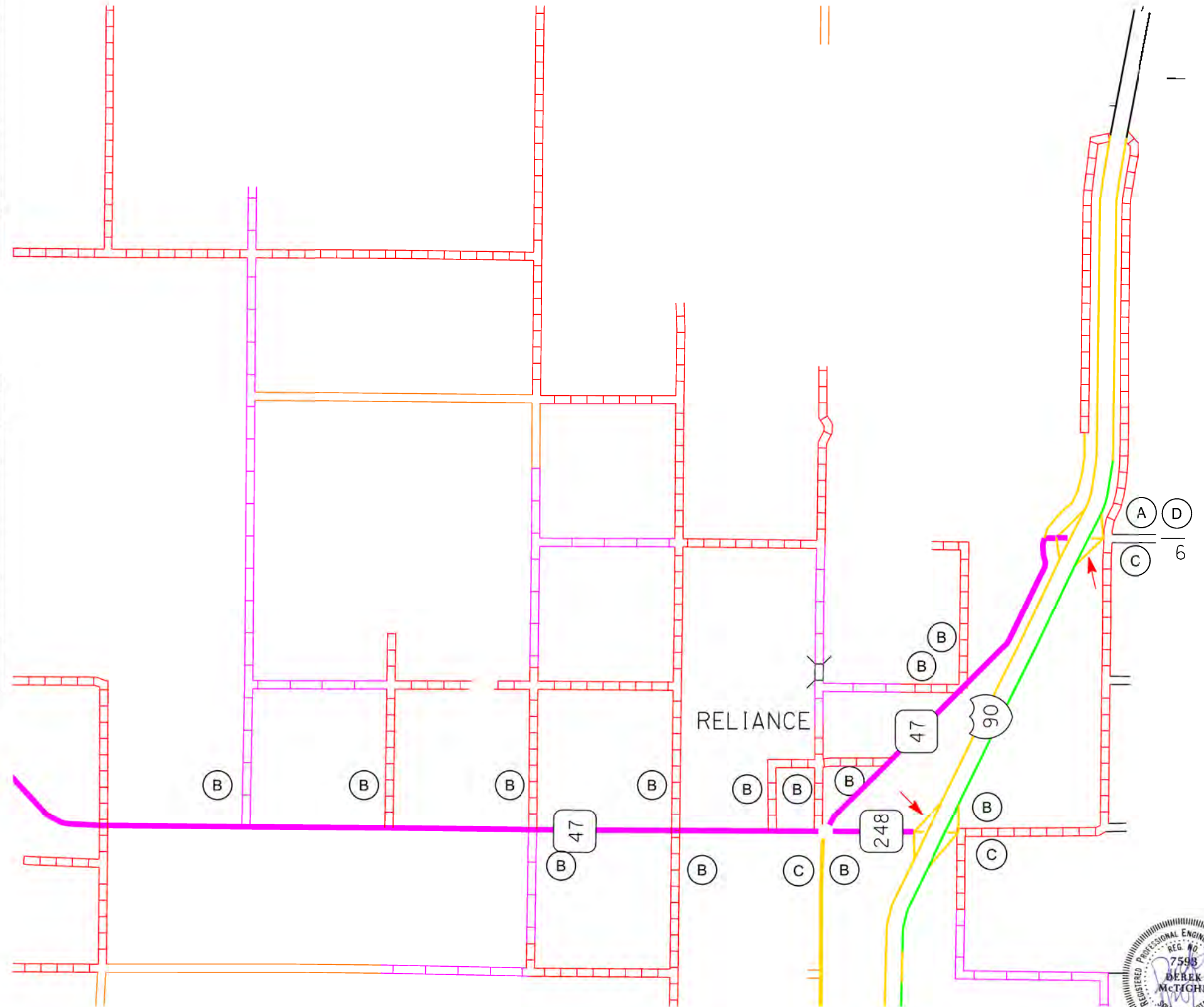
ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W8-1	BUMP	2	48" x 48"	16.0	32.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W8-11	UNEVEN LANES	2	48" x 48"	16.0	32.0
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)	2	30" x 30"	6.3	12.6
W20-1	ROAD WORK AHEAD	21	48" x 48"	16.0	336.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	6	48" x 48"	16.0	96.0
W21-2	FRESH OIL	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	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 20 MILES	2	36" x 18"	4.5	9.0
G20-1	ROAD WORK NEXT 10 MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	6	36" x 18"	4.5	27.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT				759.2	

PCN 06YC

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W8-1	BUMP	2	48" x 48"	16.0	32.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W8-11	UNEVEN LANES	2	48" x 48"	16.0	32.0
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)	2	30" x 30"	6.3	12.6
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	5	48" x 48"	16.0	80.0
W21-2	FRESH OIL	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0
SPECIAL	WAIT FOLLOW PILOT CAR	2	30" x 18"	3.8	7.6
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT				403.2	



NOTES:
 Sign locations will be verified in the field by the Engineer prior to installation.
 Fixed location signs to remain in place until the completion of permanent pavement markings.



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Plotted From: Justin

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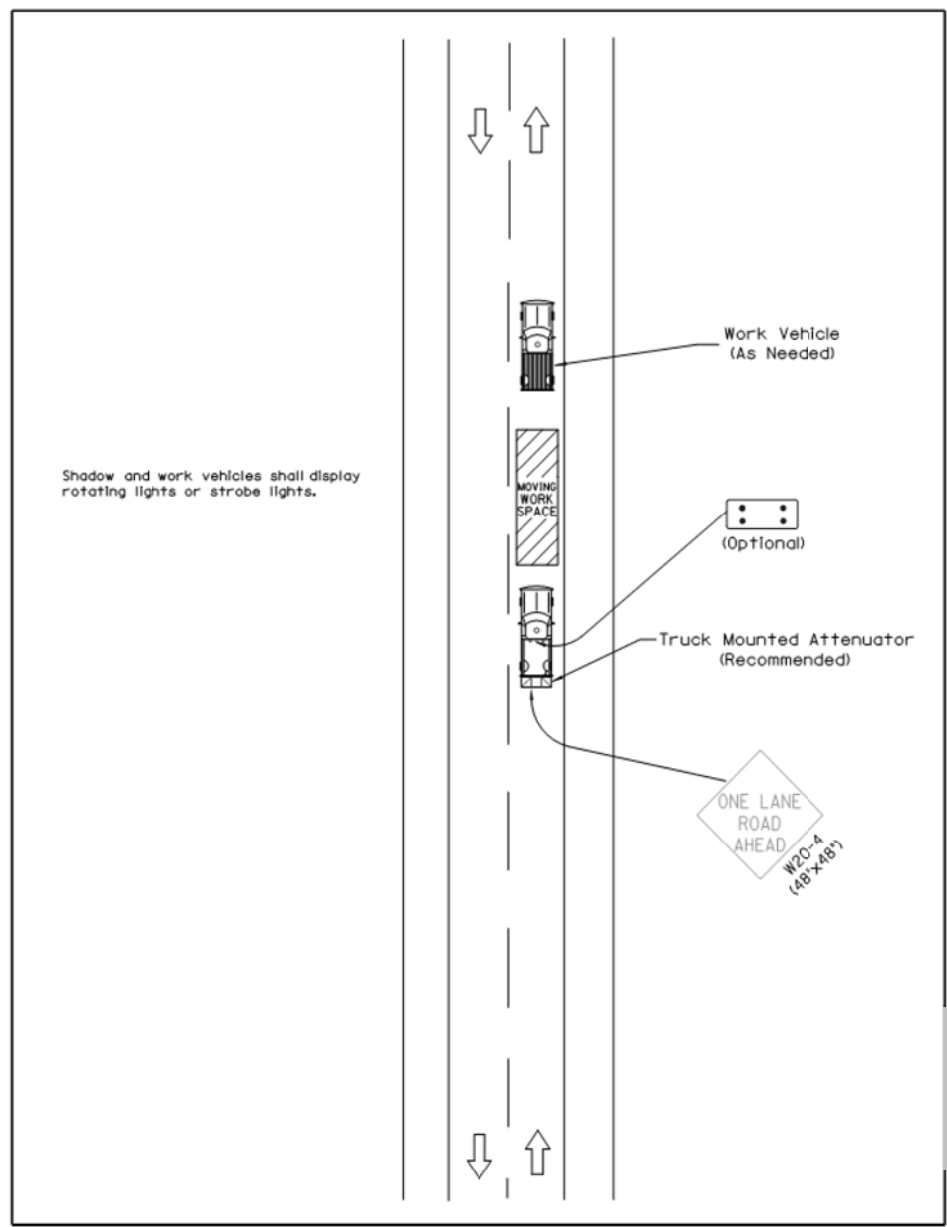
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SPECIAL DETAIL FOR MOBILE OPERATION FOR ASPHALT CORING

Plot Scale - 1:200



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Plot Scale - 1:200

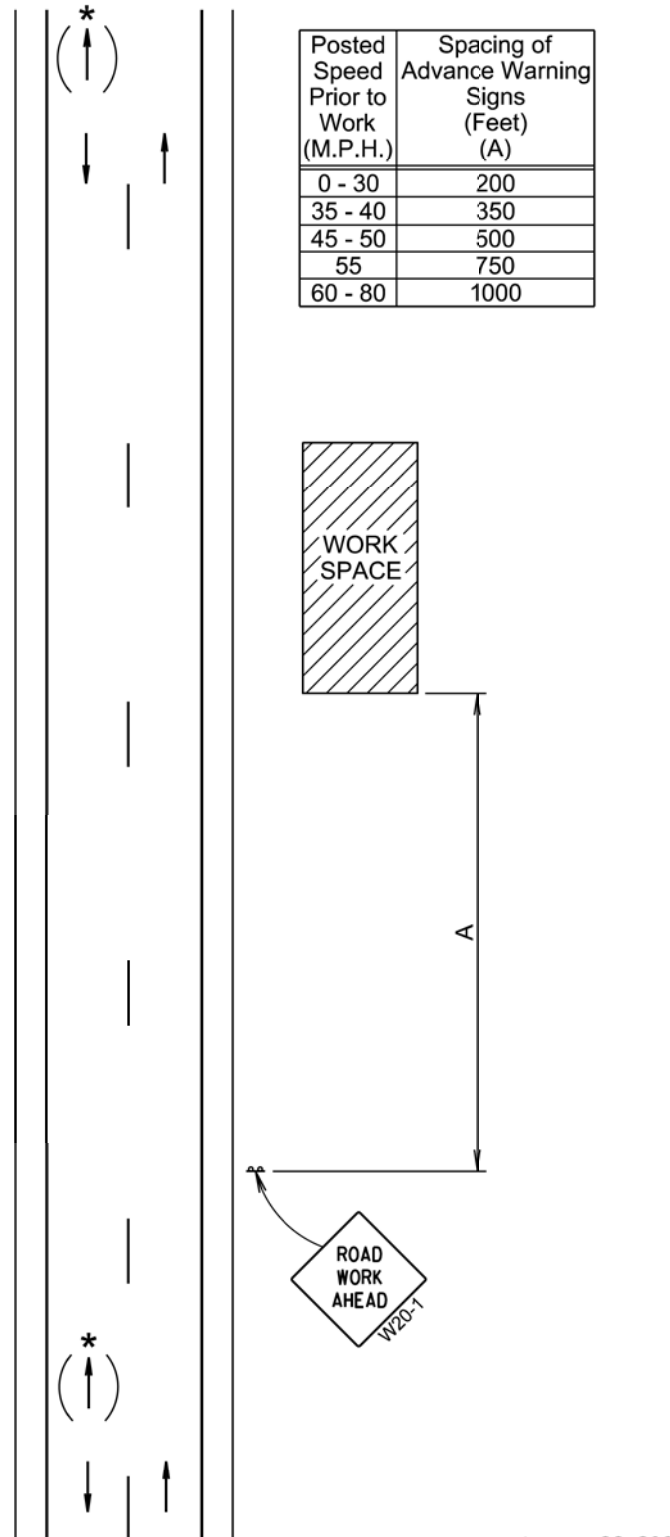
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

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

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

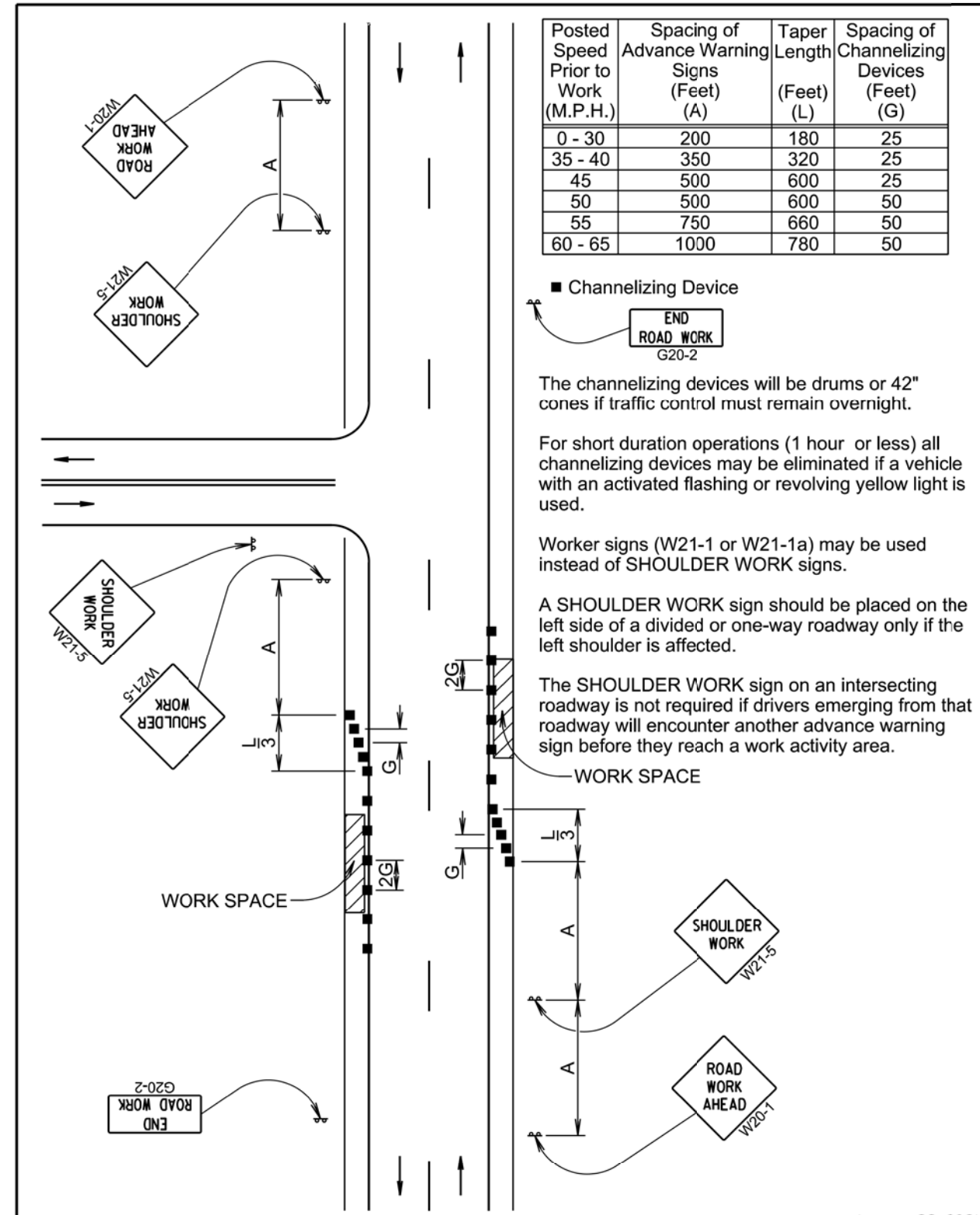
* If the work space is on a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.

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



January 22, 2021

Published Date: 2025	S D D O T	WORK BEYOND THE SHOULDER	PLATE NUMBER 634.01
			Sheet 1 of 1



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Published Date: 2025	S D D O T	WORK ON SHOULDERS	PLATE NUMBER 634.03
			Sheet 1 of 1

Plotted From - Justin

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* 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.

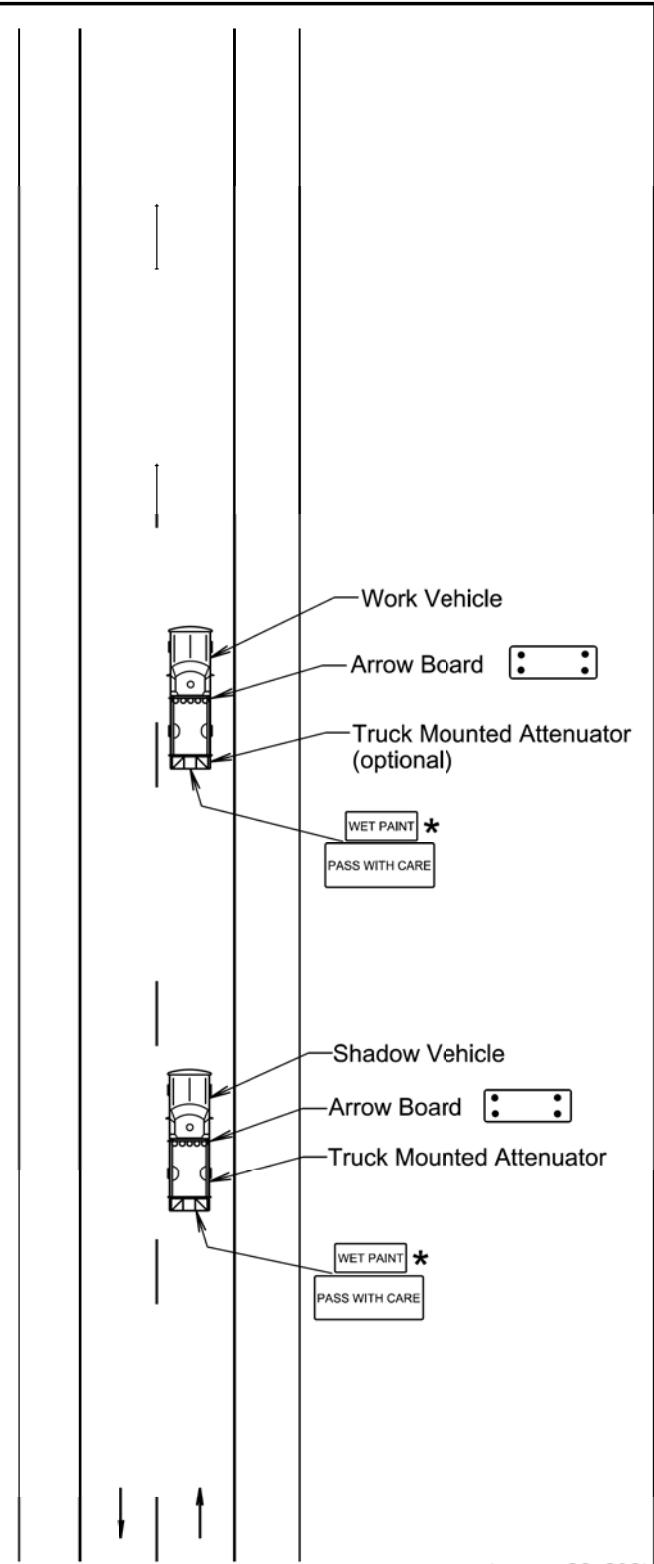
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

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".

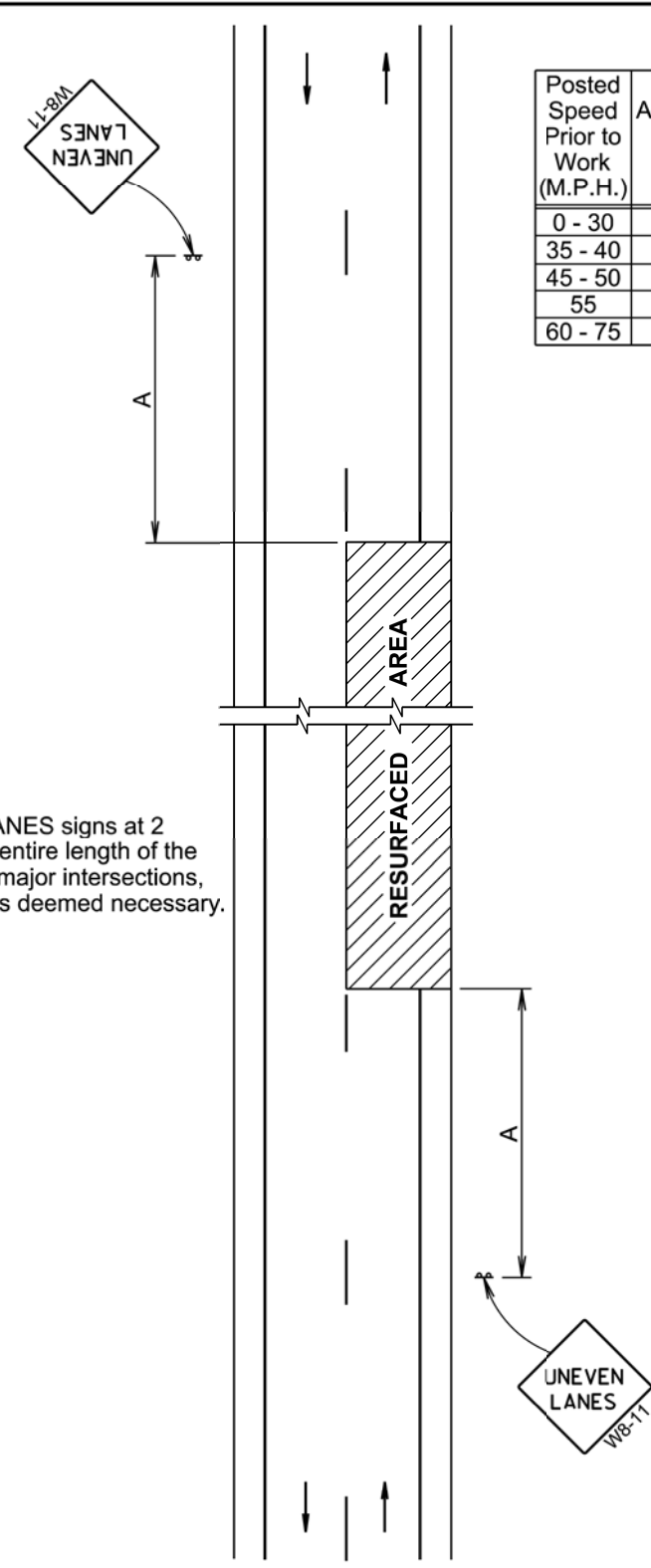


January 22, 2021

<i>Published Date: 2025</i>	S D D O T	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

<i>Published Date: 2025</i>	S D D O T	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.

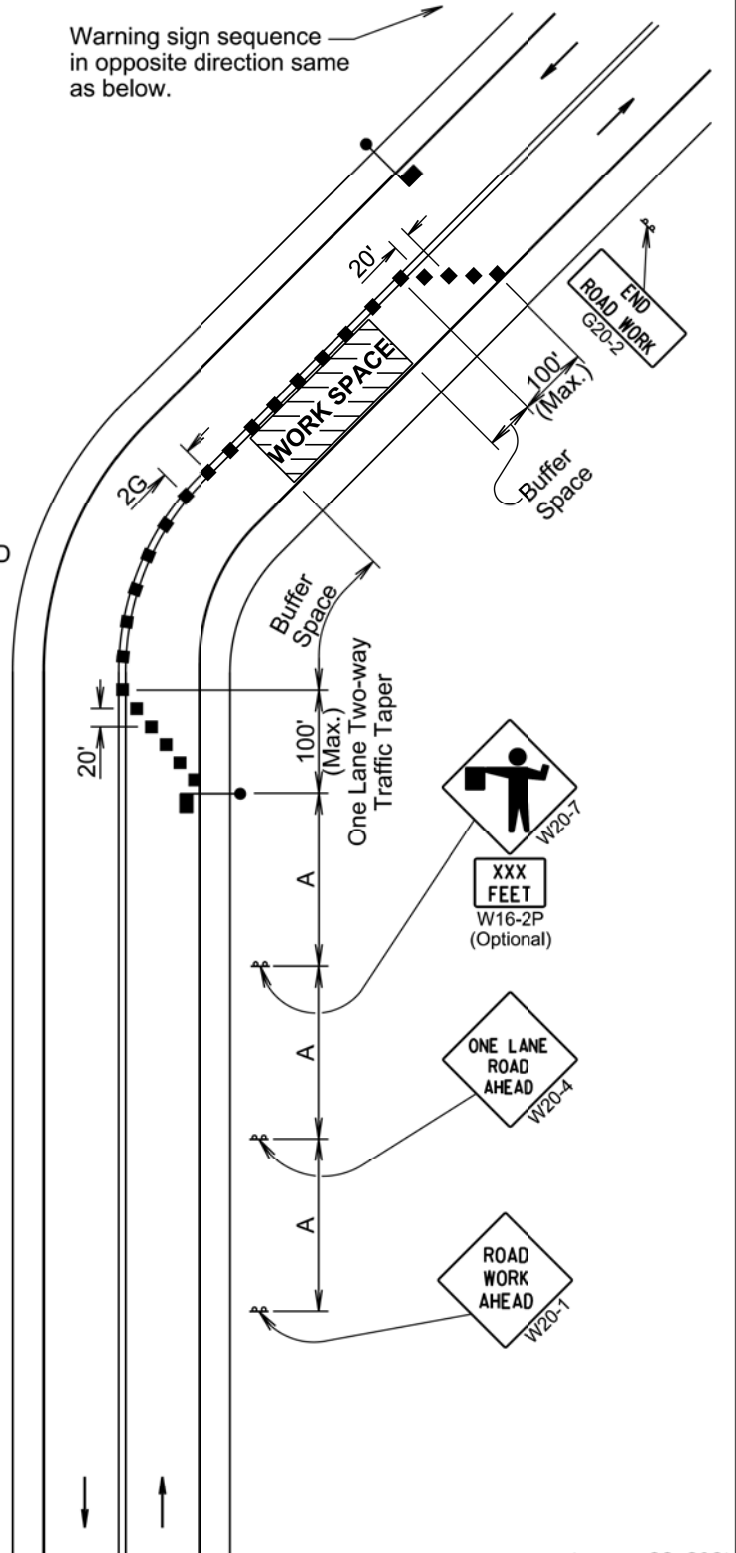
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.

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.

Warning sign sequence in opposite direction same as below.



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

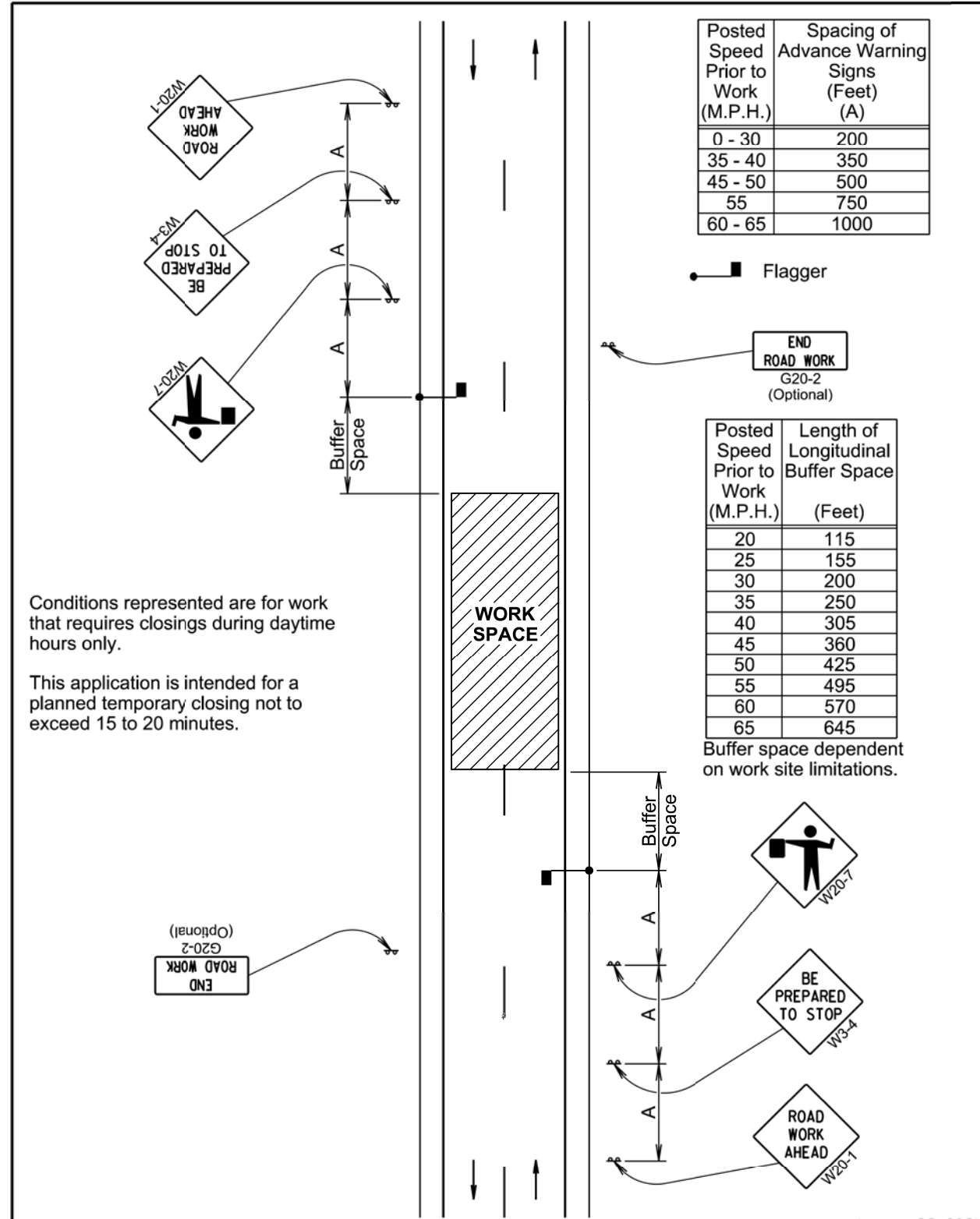
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 65	1000

Flagger

END ROAD WORK G20-2 (Optional)

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.



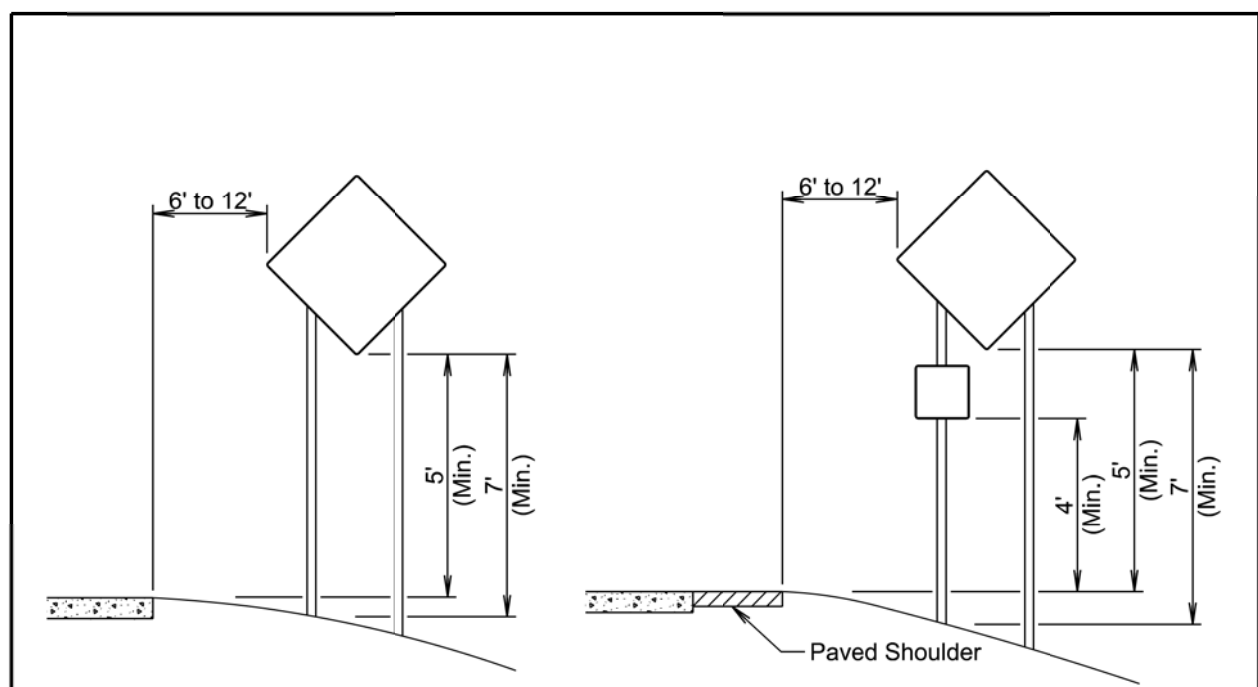
Conditions represented are for work that requires closings during daytime hours only.

This application is intended for a planned temporary closing not to exceed 15 to 20 minutes.

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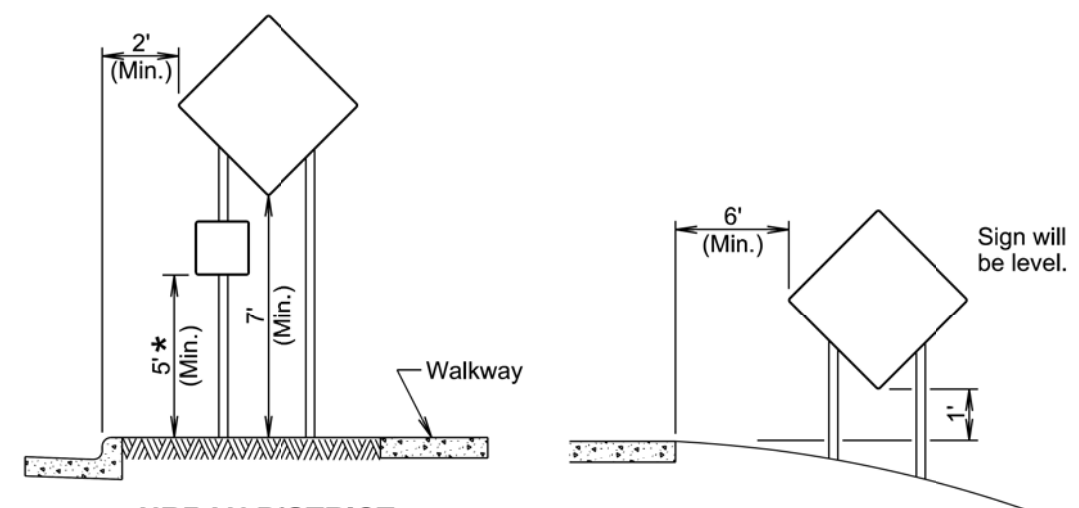
Published Date: 2025	S D D O T	TEMPORARY ROAD WORK	PLATE NUMBER 634.30
			Sheet 1 of 1

Plot Scale - 1:200



RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



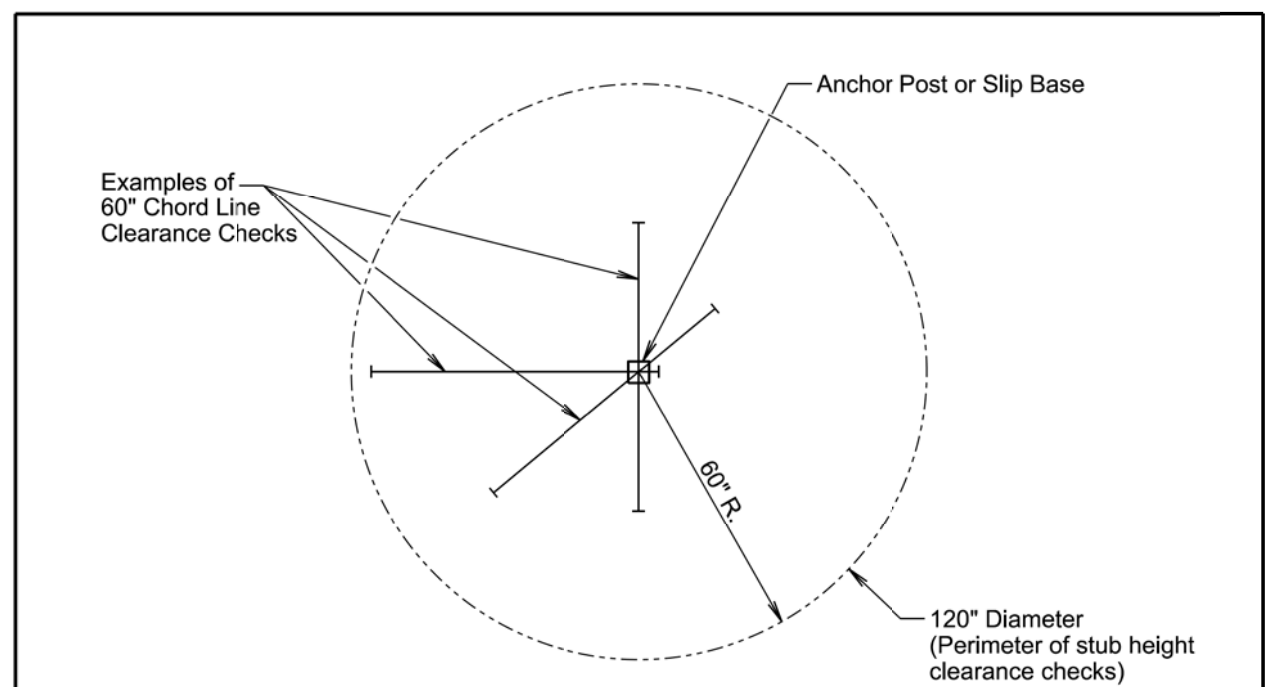
URBAN DISTRICT

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

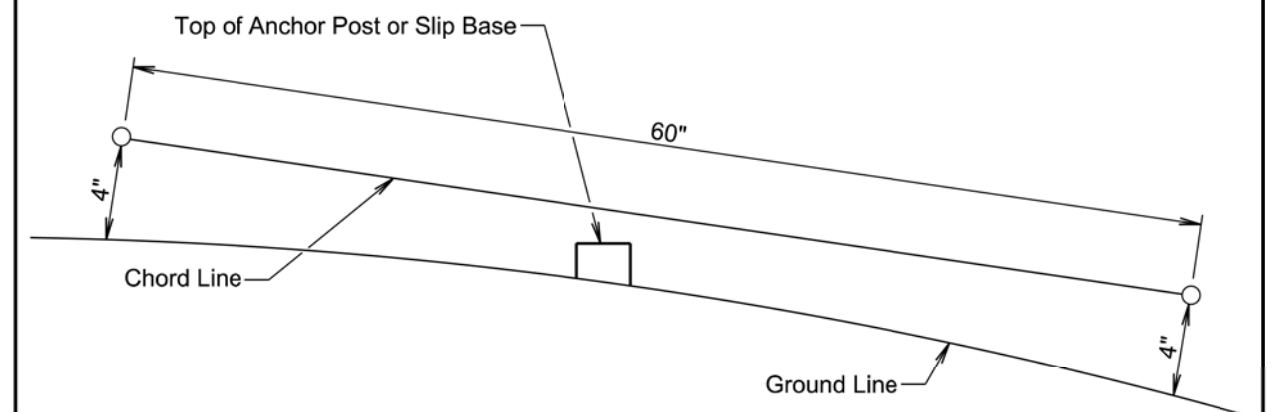
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

Published Date: 2025	S D D O T	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1



PLAN VIEW
(Examples of stub height clearance checks)



ELEVATION VIEW

GENERAL NOTES:

- The top of anchor posts and slip bases WILL NOT extend above a 60" chord line within a 120" diameter circle around the post with ends 4" above the ground.
- At locations where there is curb and gutter adjacent to the breakaway sign support, the stub height will be a maximum of 4" above the ground line at the localized area adjacent to the breakaway support stub.
- The 4" stub height clearance is not necessary for U-channel lap splices where the support is designed to yield (bend) at the base.

January 22, 2021

Published Date: 2025	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1

Plotted From - Justin

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