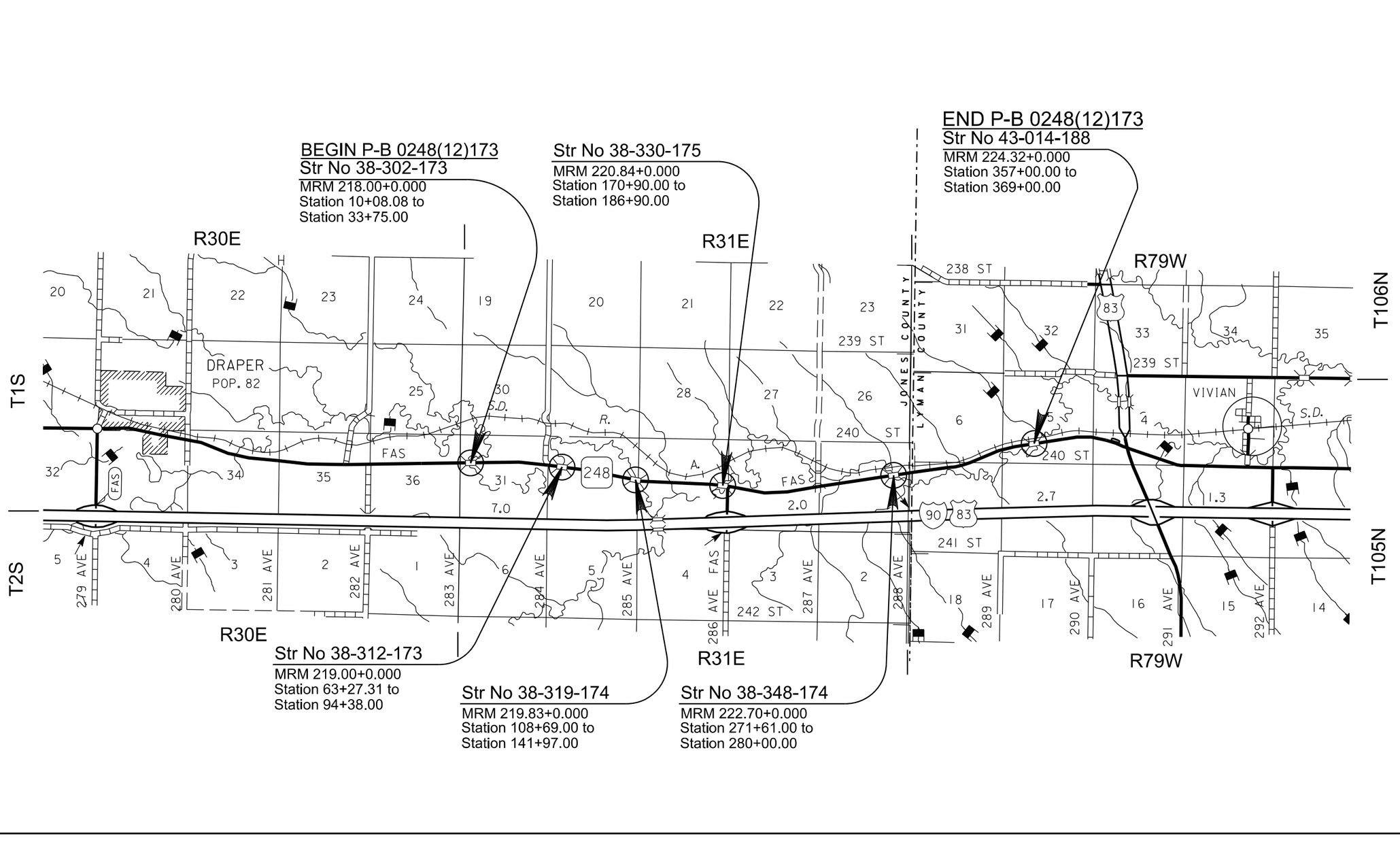
SECTION C: TRAFFIC CONTROL PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-B 0248(12)173	C1	C12

Plotting Date: 12/12/2025

INDEX OF SHEETS

C1	General Layout with Index
C2-C4	Estimate with General Notes & Tables
C5-C8	Special Detail Sheets
C9-C12	Standard Plates



Plot Scale - 1:200

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SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
633E1200	High Build Waterborne Pavement Marking Paint, White	156	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	85	Gal
634E0010	Flagging	2,856.0	Hour
634E0020	Pilot Car	924.0	Hour
634E0110	Traffic Control Signs	3,235.2	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	44	Each
634E0630	Temporary Pavement Marking	7.8	Mile
634E1002	Detour and Restriction Signing	380.0	SqFt

SEQUENCE OF OPERATIONS

For the sequence of operations description of work, in conjunction with the time provision, will indicate the work as two work zones for planning purposes. Work Zone 1 will comprise of the east two structures (38-348-174 & 43-014-188) and Work Zone 2 will comprise of the west four structures (38-302-173, 38-312-173, 38-319-174, & 38-330-175).

1. **Work Zone 1** (38-348-174 & 43-014-188)
   a. Install Fixed Support Traffic Control
   b. Install Temporary Fencing
   c. Perform Cold Milling & Salvaging
   d. Construct Structure Site Diversions & Install Erosion Control
   e. Install Diversion Signing
   f. Remove Old Structure
   g. Install New Structure
   h. Construct New Grading Tie-ins with Permanent Erosion Control
   i. Install Permanent Fence
   j. Place Base Course and Surfacing
   k. Install Guardrail Structure 43-014-188
   l. Install Permanent Pavement Markings

2. **Work Zone 2** (38-302-173, 38-312-173, 38-319-174, & 38-330-175)
   a. Install Fixed Support Traffic Control
   b. Install Temporary Fencing
   c. Perform Cold Milling & Salvaging
   d. Construct Structure Site Diversions & Install Erosion Control
   e. Install Diversion Signing
   f. Remove Old Structure
   g. Install New Structure
   h. Construct New Grading Tie-ins with Permanent Erosion Control
   i. Install Permanent Fence
   j. Place Base Course and Surfacing
   k. Install Permanent Pavement Markings

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

GENERAL TRAFFIC CONTROL

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

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

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, signposts, and breakaway bases will be removed within 7 calendar days following pavement marking.

TRAFFIC CONTROL SIGNS

For contractor information the traffic control signs that have been included in the table to accommodate each work zone and individual structure locations to facilitate work at multiple sites.

Fixed Support for Work Zone = 2 Sets
Diversion Signs = 6 Sets
Work On Shoulders = 3 Sets
Lane Closure w/ Flagger Provided = 3 Sets
Long Term Road Work = 5 Sets

At each structure site where the surfacing has been removed two PAVEMENT ENDS (W8-3) and two Bump (W8-1) signs will be installed, as approved by the Engineer.

Other signs have been included in the table for possible use. The amount of signs paid will be at the amounts indicated above or the maximum amount installed at one time, as approved by the Engineer.

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R4-7	KEEP RIGHT (symbol)	2	24" x 30"	5.0	10.0
W1-3	REVERSE TURN (L or R)	24	48" x 48"	16.0	384.0
W1-4	REVERSE CURVE (L or R)	24	48" x 48"	16.0	384.0
W1-6	LARGE ARROW (one direction)	36	48" x 24"	8.0	288.0
W3-4	BE PREPARED TO STOP	11	48" x 48"	16.0	176.0
W7-3aP	NEXT __ MILES (plaque)	4	36" x 30"	7.5	30.0
W8-1	BUMP	12	48" x 48"	16.0	192.0
W8-7	LOOSE GRAVEL	2	48" x 48"	16.0	32.0
SPECIAL	WINDROW	2	48" x 48"	16.0	32.0
W8-3	PAVEMENT ENDS	12	48" x 48"	16.0	192.0
W13-1P	ADVISORY SPEED (plaque)	24	30" x 30"	6.3	151.2
W16-2P	___ FEET (supplemental distance plaque)	6	30" x 24"	5.0	30.0
W20-1	ROAD WORK AHEAD	45	48" x 48"	16.0	720.0
W20-4	ONE LANE ROAD AHEAD	6	48" x 48"	16.0	96.0
W20-7	FLAGGER (symbol)	17	48" x 48"	16.0	272.0
W21-1	WORKERS (symbol)	1	48" x 48"	16.0	16.0
W21-3	ROAD MACHINERY AHEAD	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	9	48" x 48"	16.0	144.0
G20-1	ROAD WORK NEXT __ MILES	3	36" x 18"	4.5	13.5
G20-2	END ROAD WORK	9	36" x 18"	4.5	40.5
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			3235.2

OVERWIDTH RESTRICTION SIGNING

The Contractor will furnish and install the overwidth restriction signing 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 signing signs will be installed on fixed location, ground mounted, breakaway supports. It will be the responsibility of the Contractor to maintain and reinstall these signs during the project as required by the construction progress. Upon completion of the project, the Contractor will remove the overwidth restriction signing signs.

All costs for furnishing the signs, posts, and mounting hardware, and for installing, maintaining, covering, and removing the overwidth restriction signing 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.

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".

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TEMPORARY PAVEMENT MARKING

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.

One Pass on the bottom lift of asphalt concrete
One pass on top of the final lift of asphalt concrete
One pass after the flush seal

Temporary Pavement Marking Per Structure Site Table

Site	Length	Add-On Feet*	Passes	Total Feet	Miles
38-302-173	2367	200	3	7701	1.46
38-312-173	3111	200	3	9933	1.88
38-319-174	3328	200	3	10584	2.00
38-330-175	1600	200	3	5400	1.02
38-348-174	839	200	3	3117	0.59
43-014-188	1200	200	3	4200	0.80
				TOTAL =	7.75

*Temporary Pavement Marking will extend 100 feet from each end of the work site.

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.

PAVEMENT MARKING PAINT

The Contractor will advise the Engineer a minimum of 3 weeks prior to the application of the permanent pavement marking to allow the State to check and mark the location of no passing zones.

The application of permanent pavement marking will begin no sooner than 7 calendar days following completion of the fog or flush seal. Application of permanent pavement marking will be completed within 14 calendar days following completion of the final surfacing.

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Reflective media will consist of glass beads. Reflective media will require a Certificate of Compliance for Certification for each source and lot. Acceptance sampling will not be required.

RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Solid 4” line = 22.5 Gals/Mile
Dashed 4” line = 6.2 Gal/Mile
Glass Beads = 8 Lbs/Gal.

Pavement Marking Paint (Yellow) Per Structure Site Table

Site	Length	Add-On Feet*	Total Length	Center Line Type	Total Gallons
38-302-173	2367	400	2767	Solid & Dash	18.6
38-312-173	3111	400	3511	Solid & Dash	23.5
38-319-174	3328	400	3728	Solid & Dash	25.0
38-330-175	1600	400	2000	Solid & Dash	13.4
38-348-174	839	400	1239	Dash	1.8
43-014-188	1200	400	1600	Dash	2.3
				TOTAL =	84.6

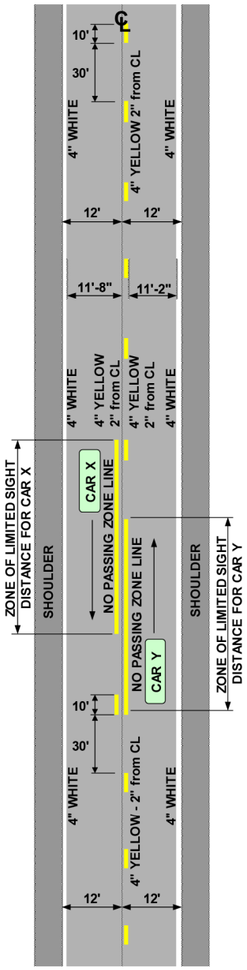
* Pavement Marking Paint (Yellow) will extend 200 feet from each end of the work site.

Pavement Marking Paint (White) Per Structure Site Table

Site	Length	Add-On Feet*	Total Length	2-Edgelines Type	Total Gallons
38-302-173	2367	400	2767	Solid	29.1
38-312-173	3111	400	3511	Solid	37.0
38-319-174	3328	400	3728	Solid	39.3
38-330-175	1600	400	2000	Solid	21.1
38-348-174	839	400	1239	Solid	13.0
43-014-188	1200	400	1600	Solid	16.8
				TOTAL =	156.3

* Pavement Marking Paint (White) will extend 200 feet from each end of the work site.

TWO LANE ROADWAY



PAVEMENT MARKING

Typical pavement marking as shown on this sheet will be applied throughout the entire length of two lane roadway.

Traffic Control will be incidental to the cost of application. The striper and advance or trailing warning vehicle will be equipped with flashing amber lights and advance warning arrow board.

Application rates will be as follows:

Two Lane Roadway (Rates for one line)
Dashed Yellow Centerline
Rate = 7.6 Gals./Pass-Mile
Solid Yellow Centerline
Rate = 27.8 Gals./Pass-Mile
Solid White Edgeline
Rate = 27.8 Gals./Pass-Mile

4" Yellow Skip Centerline (when not adjacent to a 4" Yellow No Passing Zone) will be placed consistently to the south or east side of centerline.

ESTIMATED QUANTITIES (BASED ON ONE APPLICATION)	
PAINT	QUANTITY
WHITE	156.3 GALLONS
YELLOW	84.6 GALLONS

DATA LOGGING SYSTEM

The Contractor will provide striper computerized data logging system files as described below. The pavement marking device will have an onboard monitoring system for the purpose of managing the amount of pavement marking materials being applied to the pavement surface.

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Revised 8-24-26 (BSN)

DATA LOGGING SYSTEM (Continued)

The following will be included in the documentation from the data logging system:

- State project number and PCN
- Highway number
- Beginning and end MRMs of the section marked rounded to the nearest hundredth of a mile, including direction of travel
- Beginning and ending coordinates determined by a Global Positioning System receiver with 3-meter accuracy, including direction of travel
- Date and beginning and ending time of application
- Product applied
- Lot number(s) of product (binder and reflective material) applied
- Striping Contractor (striper code)
- Designation of the marking being applied (LEL – Left Edgeline, REL – Right Edgeline, CL – Centerline, LL – Lane Line Broken or Dotted, 1LL – leftmost LL in multilane, 2LL – second to leftmost LL in multilane, etc.)
- Width of marking being applied
- Presence of recess or rumble strip
- Presence of contrast
- Average material application rate and film thickness calculated for the section striped

The following data will be included in the documentation from the data logging system reported as an average for each drive mile (or other segment approved by the Engineer) installed:

- Application vehicle speed rounded to the nearest tenth of a mile per hour
- Weight (Lbs) and/or volume (Gal) as measured through a positive displacement pump (mechanism or flow meter) of liquid material used by color
- Weight (Lbs) of reflective material used
- Ratio of reflective material used (weight) per liquid material used (volume) reported as Lbs/Gal
- Ambient air temperature (in degrees Fahrenheit)
- Road surface temperature (in degrees Fahrenheit)
- Humidity (percent)
- Dew point (in degrees Fahrenheit)

Provide the measurement report in the form of an electronic database file, or delimited text file, containing raw data collected. Provide the Engineer with a printed summary and submit the electronic data to the Region Traffic Engineer at the e-mail below and copy the Engineer.

Hannah.Bolton@state.sd.us

System equipment will be operational, calibrated, and in use during pavement marking operations. Pavement marking installation without the use of a data logging system may not be accepted.

Upon request, provide to the Engineer the data logging system manufacturer's recommendations for equipment calibration frequency and provide certification that the equipment meets manufacturer's recommended calibration.

Verify that the physical and electronic measurement of distance travelled is consistent by travelling a 100-foot distance prior to the start of pavement marking operations.

All costs for materials, labor, and equipment necessary to provide the pavement marking data as described will be incidental to the contract unit price for the respective pavement marking items.

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 for keeping 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.

WINTER SHUTDOWN

At the time of the winter shutdown between construction seasons, the Contractor will be required to the following:

1. All traffic will be reestablished on to SD 248.
2. All diversions still in place will be closed to traffic and delineated with white delineators at a 20' spacing along the entrance and exit of the diversion at no cost to the State.
3. Individual sections of SD248 that have not been resurfaced with prime asphalt concrete will be treated with magnesium chloride at the rate specified in the plans and provisions and be at no cost to the State.
4. The Contractor will install "No Centerline Stripe" signs at each end of each individual site if no centerline stripe is present. These signs will be supplied, installed and maintained at no cost to the State.
5. The Contractor will remove all signs over the wintertime that are not applicable. These signs will not be stored in the ROW
6. The Contractor may elect to leave the signposts erected over the winter. Stubs only will not be allowed. The Contractor will be required to maintain and repair these as needed over the wintertime and in the spring at no cost to the State.
7. Any delineators removed for construction will be replaced/reset for the wintertime.

All cost for materials, labor, and equipment necessary to furnish and install the pavement markings will be incidental to the contract unit price for the respective High Build Waterborne Pavement Marking Paint items.

RETROREFLECTIVITY FOR PAVEMENT MARKING PAINT

The Department may take retroreflectivity readings on the pavement marking lines after 14 days and within 42 days of the line application using either a portable or mobile retroreflectometer that conforms to 30-meter geometry. If the Department chooses to take retroreflectivity readings, three retroreflectivity readings will be taken on each line at each test location. The three readings will be averaged and become the reading for that test location.

If the Department chooses to take retroreflectivity readings, three readings will be taken on the edge lines and lane lines in the direction of application. For combination solid yellow and skip yellow lines for turn lanes and for centerline markings on two-way roadways, three readings will be taken in one direction, the reflectometer will be turned 180 degrees and three more readings will be taken. The six readings for the centerline markings will be averaged and become the test reading for that test location.

If the Department chooses to take readings, the minimum retroreflectivity values will be 275 mc/m^2/lux for white and 170 mc/m^2/lux for yellow.

Plot Scale - 1:200
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FIXED SUPPORT SIGNING

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-B 0248(12)173	C5	C12

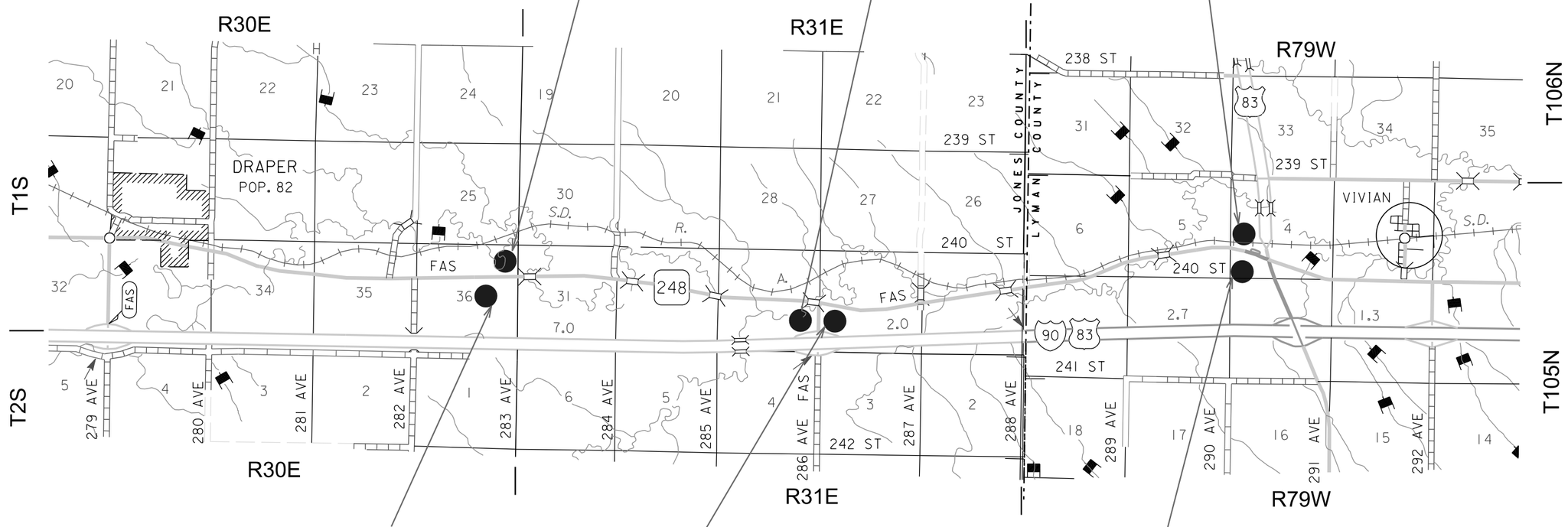
Plotting Date: 12/12/2025

NOTE:
MODIFICATIONS TO THE FIXED SUPPORT SIGING LAYOUT MAY NEED TO BE MADE BASED UPON CONTRACTOR'S SEQUENCE OF WORK. CHANGES WILL BE EVALAUATED AND APPROVED BY THE ENGINEER PRIOR TO THE PRECONSTRUCTION MEETING.

END
ROAD WORK

END
ROAD WORK

ROAD WORK
NEXT 8 MILES



ROAD WORK
NEXT 8 MILES

ROAD WORK
NEXT 4 MILES

END
ROAD WORK

Plot Scale - 1:200

Plotted From - TRW/I1NT19

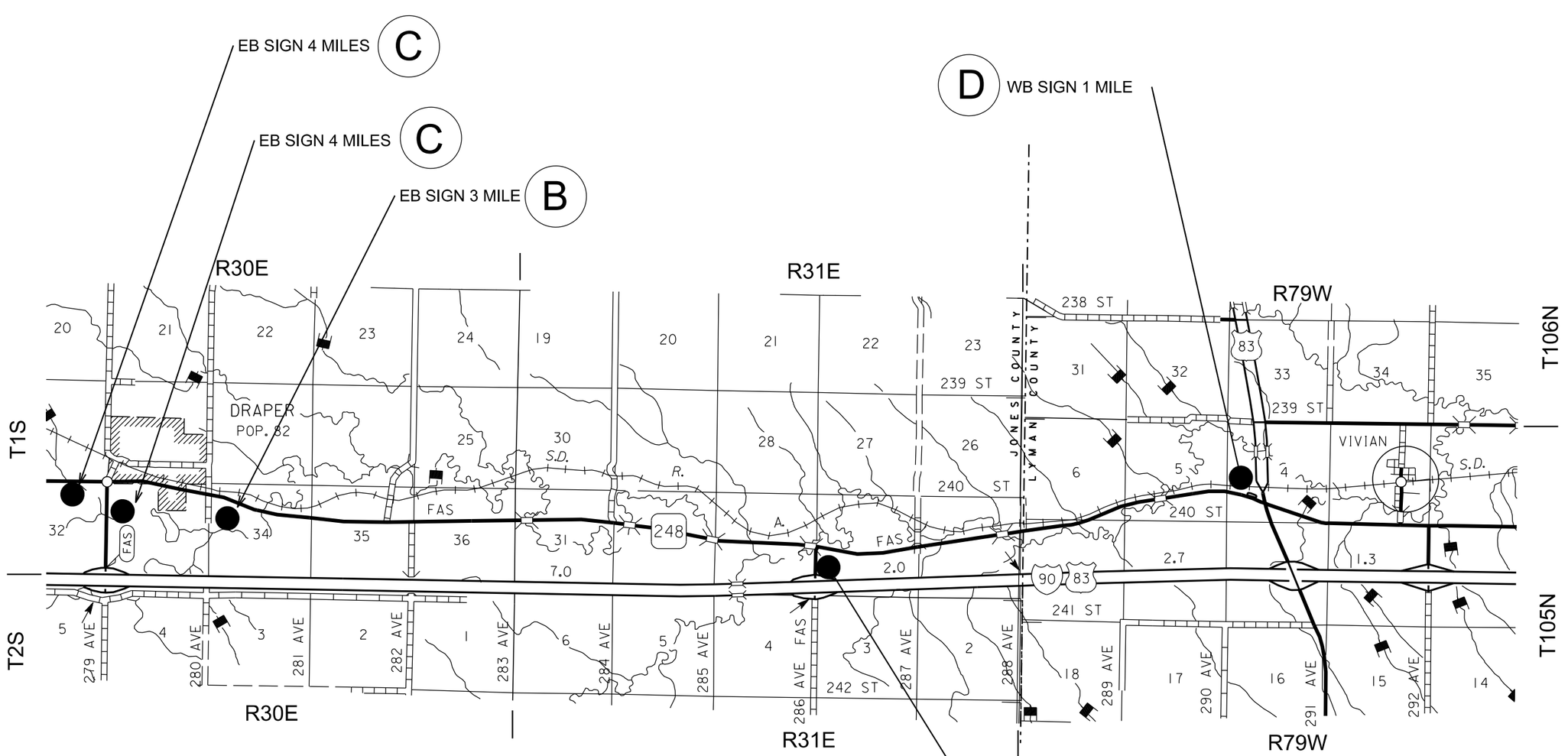
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WIDTH RESTRICTION LAYOUTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-B 0248(12)173	C6	C12

Plotting Date: 12/12/2025

Plot Scale - 1:200



NOTE:
CORRESPONDING LETTER AND SIGN DESCRIPTIONS FOR THE WIDTH RESTRICTION SIGNS ARE LOCATED ON THE PLAN SHEETS TITLED "WIDTH RESTRICTION SIGNS".

Plotted From - TRWI1NT19

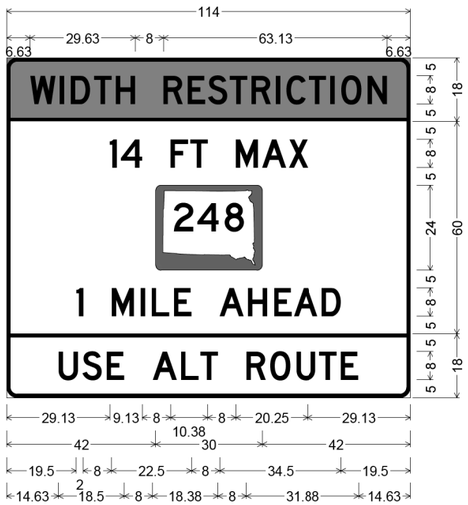
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WIDTH RESTRICTION SIGNS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-B 248(12)173	C7	C12

Plotting Date: 12/12/2025

Plot Scale - 1:200



3.00" Radius, 1.00" Border, Black on Fluorescent Orange;
"WIDTH RESTRICTION", D 2K;

6.00" Radius, 1.00" Border, Black on White;
"14 FT MAX", D 2K; State Highway 248 8.00" D 2K;
"1 MILE AHEAD", D 2K;

3.00" Radius, 1.00" Border, Black on White;
"USE ALT ROUTE", D 2K;
Table of distances between letter and object lefts

6.63	W 8.25	I 3.25	D 6.50	T 6.13	H

	R 6.75	E 5.75	S 6.13	T 6.13	R 6.75	I 3.13	C 6.38	T 6.25	I 3.00	O 7.38	N 5.50	6.63
13.50												

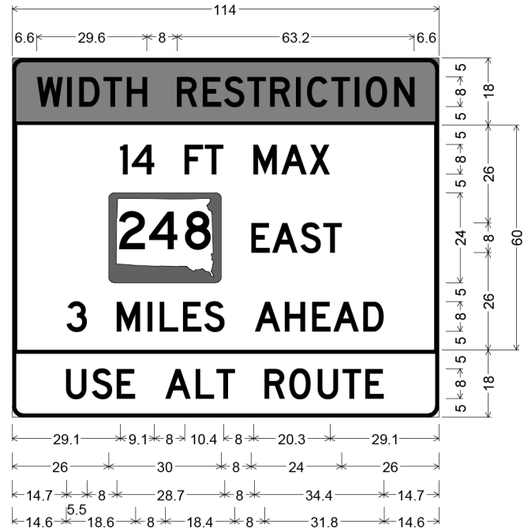
29.13	I 3.13	4 14.00	F 5.38	T 13.00	M 7.38	A 7.50	X 5.38	29.13

42.00	248 30.00	42.00

19.50	I 10.00	M 8.25	I 3.13	L 6.25	E 12.88	A 8.00	H 7.38	E 5.63	A 8.00	D 5.38	19.63	

14.63	U 6.75	S 6.88	E 12.88	A 8.00	L 5.50	T

	12.88	R 6.63	O 7.50	U 6.63	T 6.13	E 5.00	14.63



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

6.0" Radius, 1.3" Border, Black on White;
"14 FT MAX", D 2K; State Highway 248 10.0" D 2K;
"EAST", D 2K; "3 MILES AHEAD", D 2K;

3.0" Radius, 1.0" Border, Black on White;
"USE ALT ROUTE", D 2K;
Table of letter and object lefts

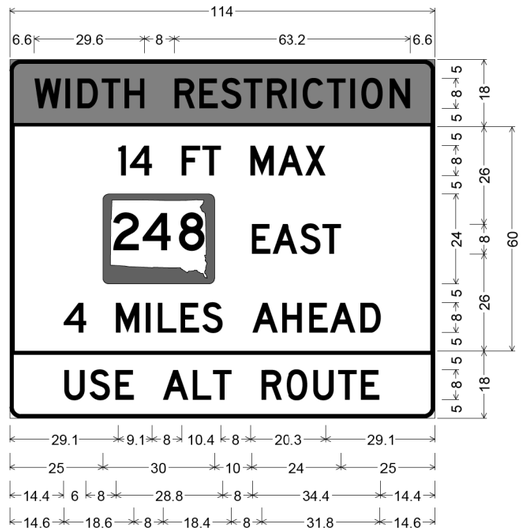
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R 44.2	E 51.0	S 56.8	T 62.8	R 69.0	I 75.8	C 78.8	T 85.3	I 91.5	O 94.5	N 102.0		

I 29.1	4 32.2	F 46.2	T 51.6	M 64.6	A 72.0	X 79.5

248 26.0	E 64.0	A 69.6	S 77.0	T 83.1

3 14.7	M 28.2	I 36.3	L 39.5	E 45.7	S 51.4	A 64.9	H 72.9	E 80.2	A 85.8	D 93.8		
U 14.6	S 21.4	E 28.2	A 41.2	L 49.2	T 54.6	R 67.6	O 74.2	U 81.6	T 88.3	E 94.4		



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

6.0" Radius, 1.3" Border, Black on White;
"14 FT MAX", D 2K; State Highway 248 10.0" D 2K;
"EAST", D 2K; "4 MILES AHEAD", D 2K;

3.0" Radius, 1.0" Border, Black on White;
"USE ALT ROUTE", D 2K;
Table of letter and object lefts

W 6.6	I 14.9	D 18.1	T 24.6	H 30.8								
	R 44.2	E 51.0	S 56.8	T 62.8	R 69.0	I 75.8	C 78.8	T 85.3	I 91.5	O 94.5	N 102.0	

I 29.1	4 32.2	F 46.2	T 51.6	M 64.6	A 72.0	X 79.5

248 25.0	E 65.0	A 70.6	S 78.0	T 84.1

4 14.4	M 28.4	I 36.6	L 39.8	E 46.0	S 51.7	A 65.2	H 73.2	E 80.5	A 86.1	D 94.1		
U 14.6	S 21.4	E 28.2	A 41.2	L 49.2	T 54.6	R 67.6	O 74.2	U 81.6	T 88.3	E 94.4		

A

B

C

NOTE:
SIGN DIMENSIONS FOR WIDTH RESTRICTION SIGNING
AS NOTED ON THE PLAN SHEET TITLED
"WIDTH RESTRICTION LAYOUTS".

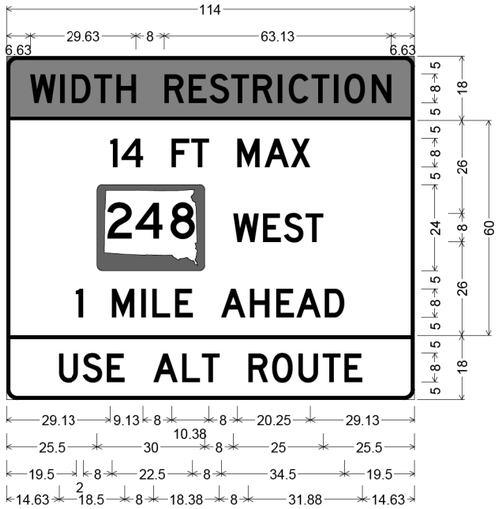
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WIDTH RESTRICTION SIGNS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-B 248(12)173	C8	C12

Plotting Date: 12/12/2025



3.00" Radius, 1.00" Border, Black on Fluorescent Orange;
"WIDTH RESTRICTION", D 2K;

6.00" Radius, 1.00" Border, Black on White;
"14 FT MAX", D 2K; State Highway 248 10.00" D 2K;
"WEST", D 2K; "1 MILE AHEAD", D 2K;

3.00" Radius, 1.00" Border, Black on White;
"USE ALT ROUTE", D 2K;

Table of distances between letter and object lefts

6.63	W 8.25	I 3.25	D 6.50	T 6.13	H

13.50	R 6.75	E 5.75	S 6.13	T 6.13	R 6.75	I 3.13	C 6.38	T 6.25	I 3.00	O 7.38	N 5.50	6.63	

29.13	I 3.13	4 14.00	F 5.38	T 13.00	M 7.38	A 7.50	X 5.38	29.13

25.50	248 38.00	W 8.25	E 5.75	S 6.13	T 4.88	25.50

19.50	I 10.00	M 8.25	I 3.13	L 6.25	E 12.88	A 8.00	H 7.38	E 5.63	A 8.00	D 5.38	19.63

14.63	U 6.75	S 6.88	E 12.88	A 8.00	L 5.50	T

12.88	R 6.63	O 7.50	U 6.63	T 6.13	E 5.00	14.63	

D

NOTE:
SIGN DIMENSIONS FOR WIDTH RESTRICTION SIGNING AS NOTED ON THE PLAN SHEET TITLED "WIDTH RESTRICTION LAYOUTS".

Plot Scale - 1:200
Plotted From - TRWI1NT19
File - ...\PCN 06G7 Final OW Restriction.dgn

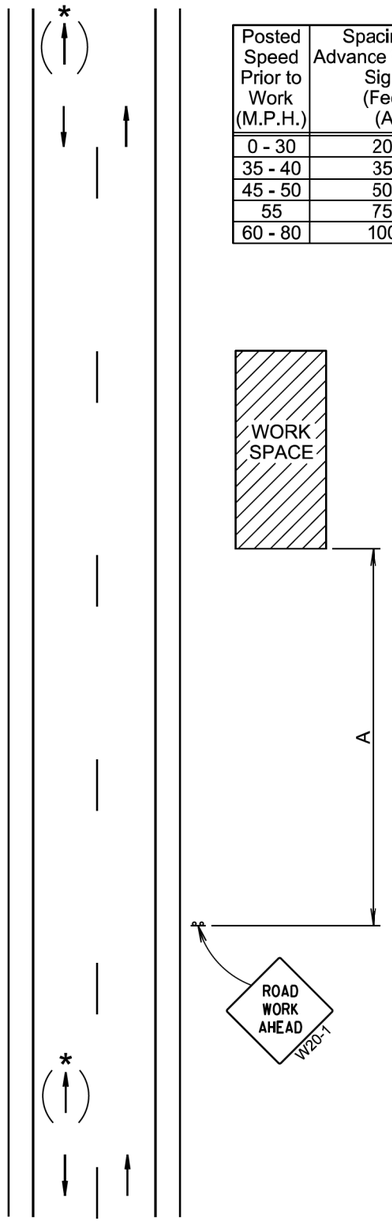
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

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.

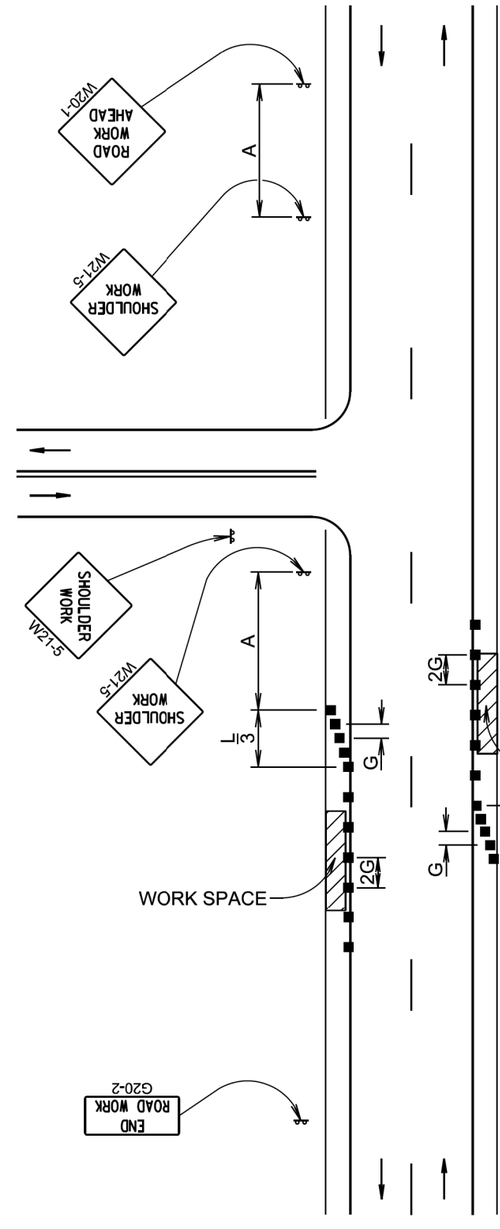
For short term, short duration, or mobile operations, all signs and channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.



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

END ROAD WORK G20-2

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

Plot Scale - 1:200
- Plotted From - TRWINT19
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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.

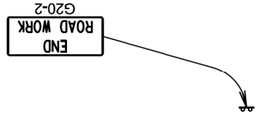
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

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.

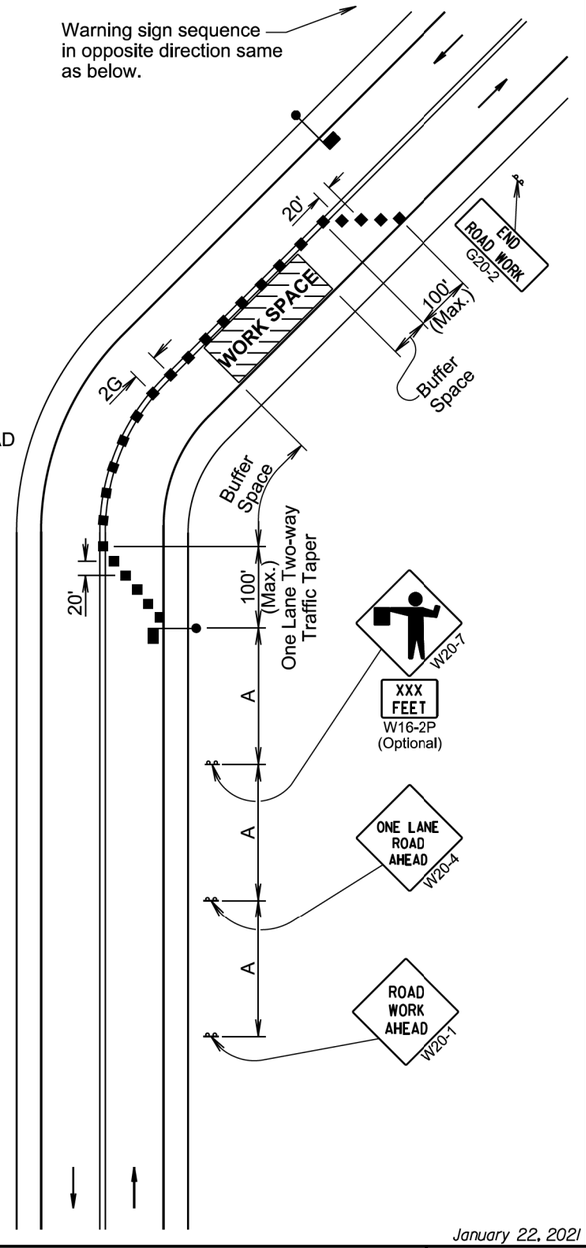
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.



Channelizing devices and flaggers will be used at intersecting roads to control intersecting road traffic as required.

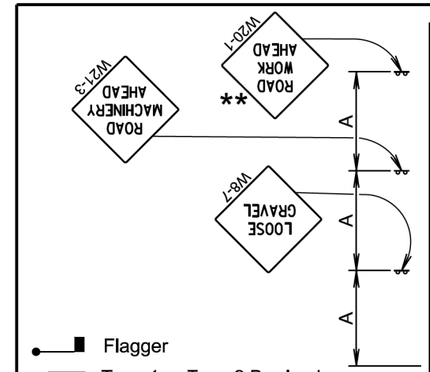
The buffer space should be extended so that the two-way traffic taper is placed before a horizontal or vertical curve to provide adequate sight distance for the flagger and queue of stopped vehicles.

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



Flagger

Type 1 or Type 2 Barricades

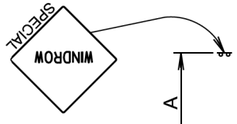
* Need for flagger to be determined by the Engineer.

** Signs not required if activity is within a construction zone.

Type 1 Barricades will only be used on roadways with posted speed limits of 40 mph or less. All costs associated with the Type 1 or Type 2 Barricades will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

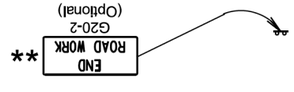
Work areas which are duplicated less than one mile apart, may be classified as one work area for purposes of sign installation.

Type 1 or 2 Barricades, KEEP RIGHT signs (as required) will mark each windrow left overnight.

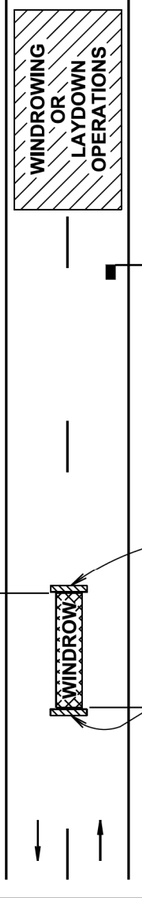


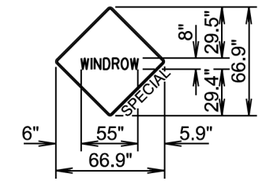
4"x4" delineators placed back-to-back will be installed along the outside edge of roadway at 264 feet maximum spacing on tangent on alternating sides and 132 feet spacing on outside of curves greater than 3 degrees

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



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





48.0" across sides 1.1" Radius, 0.3" Border, 0.5" Indent, Black on Orange; "WINDROW", E Mod 2K

March 31, 2024

Published Date: 2027	SDDOT	WINDROWING OR LAYDOWN OPERATION	PLATE NUMBER 634.27
			Sheet 1 of 1

Plot Scale - 1:200

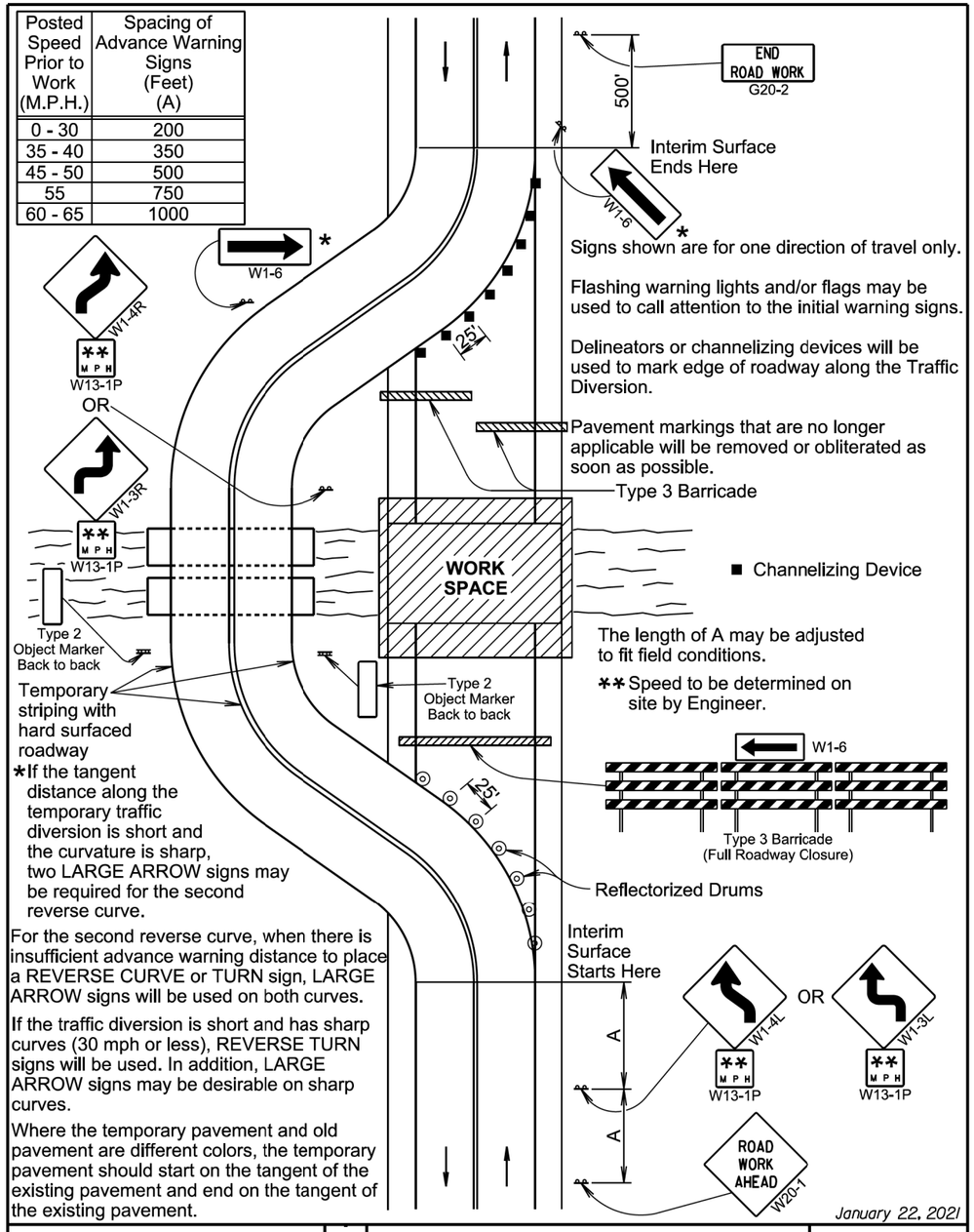
• Plotted From - TRW11NT19

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STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-B 248(12)173	C11	C12

Plotting Date: 06/01/2026

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



■ Channelizing Device

Signs shown are for one direction of travel only.

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

Delineators or channelizing devices will be used to mark edge of roadway along the Traffic Diversion.

Pavement markings that are no longer applicable will be removed or obliterated as soon as possible.

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

** Speed to be determined on site by Engineer.

*If the tangent distance along the temporary traffic diversion is short and the curvature is sharp, two LARGE ARROW signs may be required for the second reverse curve.

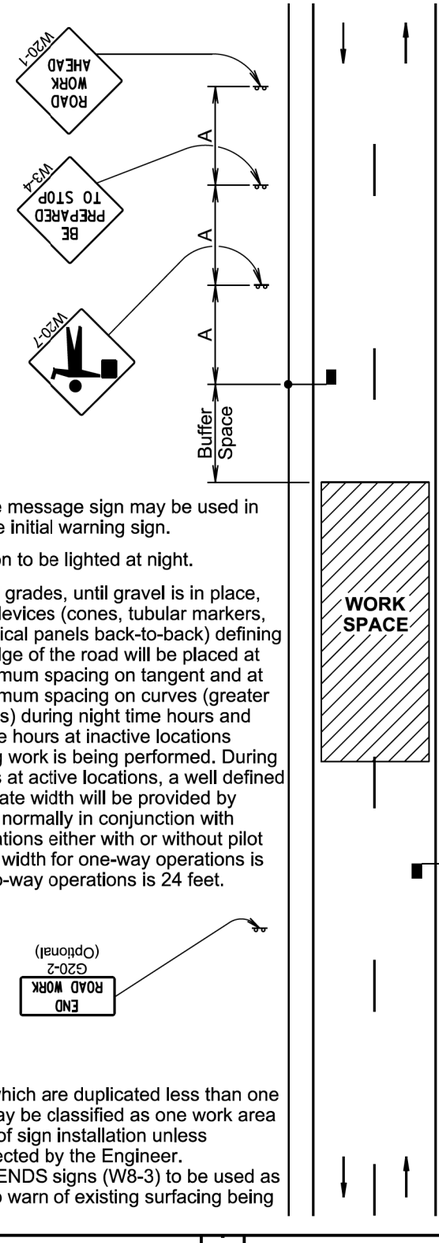
For the second reverse curve, when there is insufficient advance warning distance to place a REVERSE CURVE or TURN sign, LARGE ARROW signs will be used on both curves.

If the traffic diversion is short and has sharp curves (30 mph or less), REVERSE TURN signs will be used. In addition, LARGE ARROW signs may be desirable on sharp curves.

Where the temporary pavement and old pavement are different colors, the temporary pavement should start on the tangent of the existing pavement and end on the tangent of the existing pavement.

January 22, 2021

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



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

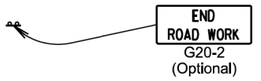
Flagger station to be lighted at night.

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



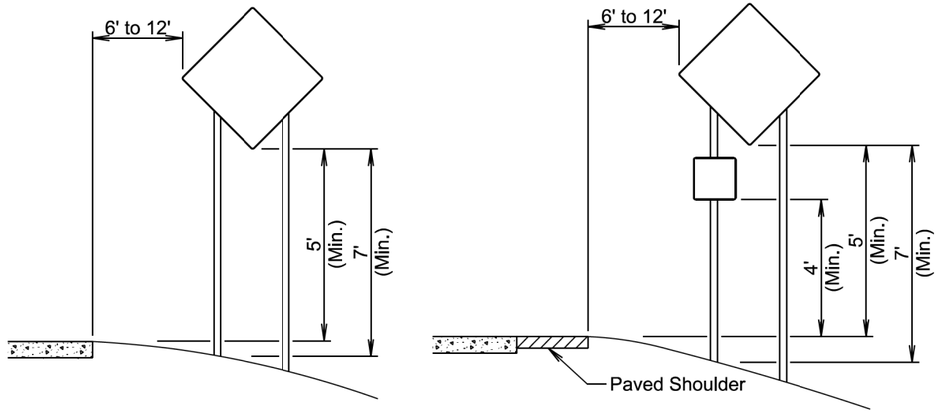
Posted Speed Prior to Work (M.P.H.)	Length of Longitudinal Buffer Space (Feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

Buffer space dependent on work site limitations.

January 22, 2021

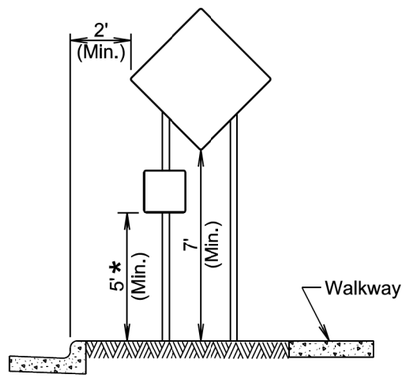
Published Date: 2027	SDDOT	LONG TERM ROAD WORK	PLATE NUMBER 634.31
			Sheet 1 of 1

Plot Scale - 1:200
Plotted From - TRWI1NT19
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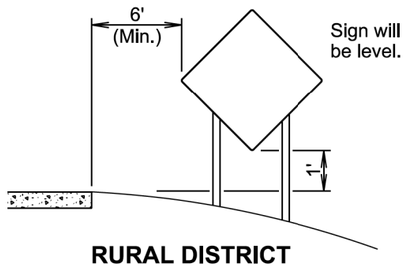


RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT

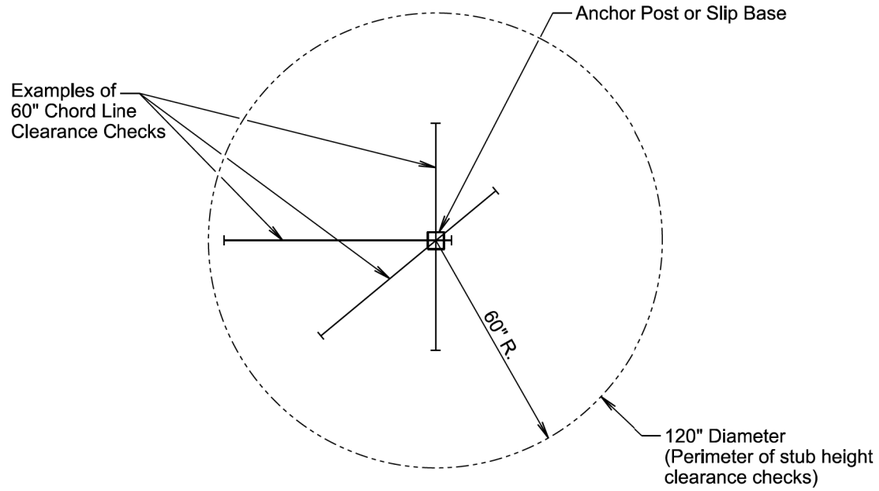


RURAL DISTRICT
3 DAY MAXIMUM
(Not applicable to regulatory signs)

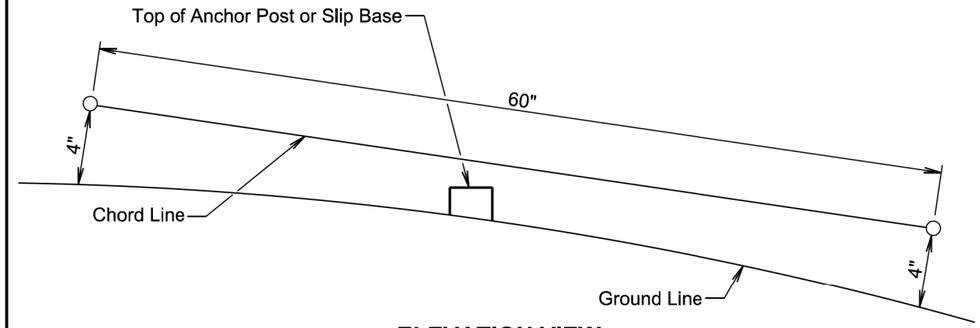
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

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

Plot Scale - 1:200
Plotted From - TRW11NT19
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