SECTION C: TRAFFIC CONTROL PLANS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C1	C32

Plotting Date: 8/12/2024

INDEX OF SHEETS

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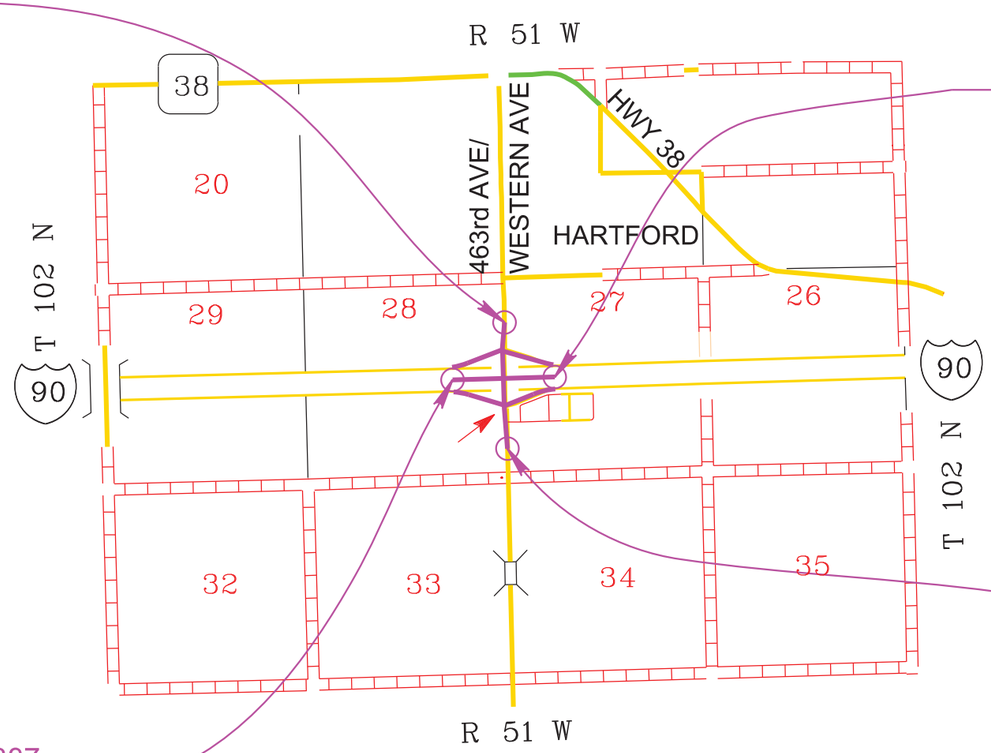

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SOUTH DAKOTA
8/13/2024

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SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	200.0	Hour
634E0110	Traffic Control Signs	3,030.6	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	24	Each
634E0330	Temporary Raised Pavement Markers	29,410	Ft
634E0380	Tubular Marker	775	Each
634E0390	Replace Tubular Marker	100	Each
634E0420	Type C Advance Warning Arrow Board	6	Each
634E0525	Linear Delineation System Panel, Barrier Mounted	124	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	9,500	Ft
634E0640	Temporary Pavement Marking	44,470	Ft
634E0700	Traffic Control Movable Concrete Barrier	124	Each
634E0705	Remove and Reset Traffic Control Movable Concrete Barrier	66	Each
634E0750	Temporary Concrete Barrier End Protection	4	Each
634E0760	Temporary Concrete Barrier End Protection Module Set or Repair Kit	1	Each
634E1215	Contractor Furnished Portable Changeable Message Sign	1	Each

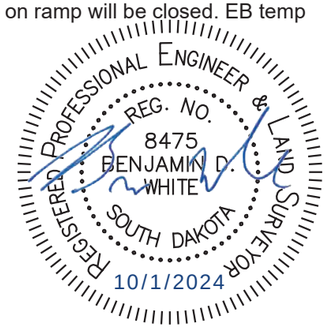
SEQUENCE OF OPERATIONS

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.

The project will be divided into 3 phases:

Phase 1

- Construct Western Avenue Temporary Diversion
- Shift traffic to Temporary Diversion
- Begin working on west portion of new bridge
- Install cross overs
- Construct west side of Western Avenue roadway, storm sewer, inlets, sidewalk, and ADA ramps
- Close ramps on west side of intersection and shift traffic to temporary ramps
- Construct on ramps on west side of 463rd Ave
- Construct temp loop ramps on west side of Western Ave
- Set girders over EB Lanes. EB traffic up/down ramps overnight. Hard surfacing in place for new ramp
- Set girders over WB Lanes at night. WB traffic crosses over to EB lanes for 2-way traffic. WB temp on ramp will be closed. EB temp off ramp may be closed
- Complete west half of structure



Phase 2

- Shift traffic to west side of Western Avenue and west side of new bridge. Shift interstate traffic to new temporary ramps
- Construct east side of Western Avenue roadway, storm sewer, inlets, sidewalk, and ADA ramps
- Remove portion of structure over EB Lanes. EB traffic up/down ramps overnight
- Remove remaining structure over WB Lanes at night. WB traffic crosses over to EB lanes for 2-way traffic. WB temp off ramp will be closed. EB temp on ramp may be closed
- Begin working on east portion of new bridge
- Construct ramps on east side of 463rd Ave
- Set girders over EB Lanes. EB traffic up/down ramps overnight. Hard surfacing in place for new ramp
- Set girders over WB Lanes at night. WB traffic crosses over to EB lanes for 2-way traffic. WB temp off ramp will be closed. EB temp off ramp may be closed
- Finish Construction of East Portion of Bridge
- Switch Traffic Back to Normal Ramps/Lanes
- Remove Temp ramps on west side and misc cleanup / erosion control

Phase 3

- Install lighting for the entire project. Install permanent signing for the entire project
- Complete permanent seeding operations for the entire project

Temporary Crossovers Needed

- 2 single crossovers to cross WB traffic to EB and back
  - Approximate locations 535+00 & 566+00

GENERAL TRAFFIC CONTROL

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

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

All temporary speed limit signs will have a minimum mounting height of 5 feet in rural locations, even when mounted on portable supports.

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 (8:00 pm to 5:00 am) adjacent to the traveled way. The Contractor will utilize embankment material to ensure a 3-inch vertical drop-off is not exceeded. The slope of the embankment material will not be steeper than a 4:1 within 30 feet of the traveled way.

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

The Contractor will furnish, install, maintain, and remove TRUCK CROSSING (W8-6) signs daily. The TRUCK CROSSING signs will be displayed always when haul vehicles are hauling material. When hauling conditions no longer exist, the signs will be covered or removed from view. The exact number and location will be determined during construction. Payment for additional signs will be based on the contract unit price per square foot for "Traffic Control Signs".

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.

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

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

Lane closures will be limited to 5 miles in length. The distance between the closest points of any two-lane closures will be at least 3 miles, excluding tapers.

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.

It is required that the flaggers and pilot car operators be able to communicate with one another. If an emergency vehicle needs to pass through the project, the Contractor will be required to expedite traffic movement. All costs associated with this will be incidental to the contract unit price per hour for “Flagging”.

WORK ZONE SPEED REDUCTION

The Department is required to obtain a speed reduction resolution prior to the installation of any SPEED LIMIT (R2-1) signs shown on standard plate 634.63 or as shown in the plans. To provide adequate time for the resolution to be enacted, the Contractor will inform the Engineer a minimum of 3 weeks prior to the scheduled installation of any work zone speed reduction signs on the project. The information provided by the Contractor will include the anticipated date of sign installation, the newly reduced speed limit, the location of the work zone, and the anticipated completion date of work requiring the speed reduction.

TEMPORARY PAVEMENT MARKING

Temporary Pavement Markings will be temporary paint, temporary pavement marking tape, or temporary raised pavement markers. Temporary paint will not be allowed on permanent or new PCCP surfacing.

Payment will be at the equivalent length of 4” pavement marking. Equivalent lengths are shown in the table below. The contract unit price per foot for “Temporary Pavement Markings” will be full compensation for furnishing, installing, maintaining, and removing the temporary markings.

Item	Quantity as Measured	4” Equivalent
4” Pavement Marking	1 Ft	1 Ft
8” Pavement Marking	1 Ft	2 Ft
12” Pavement Marking	1 Ft	3 Ft
24” Pavement Marking	1 Ft	6 Ft
Pavement Marking Area	1 SqFt	3 Ft
Pavement Marking Arrow	1 Each	250 Ft
Pavement Marking Message	1 Word	500 Ft

Locations	Length (Ft)
Western – Phase 1	9,510
I90 Lanes – Phase 1	10,040
Exit 387 Temporary Ramps – Phase 1	3,740
Western – Phase 2	6,160
I90 Lanes – Phase 2	8,450
Exit 387 Temporary Ramps – Phase 2	3,570
Girder Setting (Diverted to Ramps)	3,000
Total =	44,470

TEMPORARY RAISED PAVEMENT MARKERS

Temporary Raised Pavement Markers will be used on the mainline centerline and closure tapers. Temporary Raised Pavement Markers will not be used for white temporary edge lines for two-way traffic. Spacing of Temporary Raised Pavement Markers will be 5 feet.

Temporary Raised Pavement Markers will be attached to the roadway surface with a flexible non-permanent bituminous adhesive capable of being removed from the roadway surface or with an adhesive approved by the Engineer.

The Contractor will remove and properly dispose of the Temporary Raised Pavement Markers. Method of removal will be nondestructive to the road surface.

All costs for furnishing, installing, maintaining, and removing of the Temporary Raised Pavement Markers will be included in the contract unit price per foot for “Temporary Raised Pavement Markers”.

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 Minnehaha 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.

TUBULAR MARKERS

The color of the tubular markers on centerline will be predominately orange. The color of the tubular markers installed on the shoulders will be predominately white. The white tubular markers will be installed 2.0 feet from the existing edge line at intervals of approximately 480 feet.

All tubular markers will be a minimum of 28 inches in height. The base of the tubular marker should be attached to the roadway surface with a flexible non-permanent bituminous adhesive capable of being removed from the roadway surface after use. The pin used to connect the marker to the base will be of a type that will not puncture a vehicle tire if it should become dislodged from the base.

All costs for furnishing, installing, maintaining, and removing the tubular markers will be incidental to the contract unit price per each for “Tubular Marker”.

TYPE C ADVANCE WARNING ARROW BOARD

The Type C Advance Warning Arrow Board will be used to display the traffic merging arrows shown as “Arrow Panel” on the traffic control plan sheets. The board can be a standard advance warning arrow panel and does not need to have lead crystal display (LED) panels.

LIGHTING FOR NIGHTTIME WORK

Flagger stations, working construction equipment, and active workspaces will be lighted between sunset and sunrise. Non-glare light sources will be provided.

Light levels are as defined in Section 2.9.2 of NCHRP 476.

Light in conformance with Level I will be provided at the active workspaces.

Light in conformance with Level II will be provided at the locations of working construction equipment.

Light in conformance with Level III is to be provided where labor intensive work is being completed such as during hand work, pavement sawing, project inspection, materials testing, and flagging.

Acceptable light sources will be Contractor furnished stand-alone lights or vehicle/equipment mounted lights. Stand-alone units will be marked with a minimum of two reflectorized drums on an approaching traffic side.

Cost for this lighting will be included in the contract lump sum price for “Traffic Control, Miscellaneous”.

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FOR BIDDING PURPOSES ONLY

TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS

Concrete barriers will be provided by the State and are available for pickup from the SDDOT Sioux Falls Maintenance Yard located at 5316 W 60th St N in Sioux Falls. The barriers will be hauled back to the SDDOT Sioux Falls Maintenance Yard when they are no longer needed on the project.

Barriers to be adjusted or moved will be disconnected from adjacent barriers to minimize damage to connecting pins. Pins damaged by the Contractor will be replaced at no cost to the Department.

Concrete barrier sections will be placed as depicted in the plans to comply with clear zone requirements and as required by the Engineer. The barriers will be pinned and bolted together as directed by the Engineer.

All costs associated with picking the barriers up from the SDDOT Maintenance Yard, transporting, setting, connecting, and hauling them back to the SDDOT Maintenance Yard will be incidental to the contract unit price per each for Traffic Control Movable Concrete Barrier.

After the initial placement, the concrete barriers may need to be adjusted. Adjustment of the barriers, where they do not need to be loaded on a truck for transport, will be incidental to the contract unit price per each for Traffic Control Movable Concrete Barrier. All costs associated with removing, loading, unloading, and resetting of the barriers at a new site, will be incidental to the contract unit price per each for Remove and Reset Traffic Control Movable Concrete Barrier. No additional payment will be made for barriers that are not immediately reset at a new location on the project and stored on-site until they are either reset on the project or returned to the SDDOT as indicated in these plans.

TEMPORARY CONCRETE BARRIER END PROTECTION

Crash attenuators meeting the requirements of NCHRP 350 or MASH TL-3 will be furnished and installed by the Contractor. Attachment of the attenuators to the concrete barriers will be by approved methods.

All costs associated with furnishing, transporting, initial setup, connecting, maintaining, and removing the crash attenuators will be incidental to the contract unit price per each for Temporary Concrete Barrier End Protection.

All costs associated with moving and resetting crash attenuators to accommodate traffic flows after initial set-up will be paid for at the contract unit price per each for Remove & Reset Temporary Concrete Barrier End Protection. All costs associated with removing from initial placement and resetting at a new location will be incidental to the contract unit price per each. No additional payment will be made for crash attenuators that are not immediately reset at a new location on the project and stored on-site until they are either reset or removed from the project as determined by the Engineer. No additional payment will be made for minor adjustments.

The Contractor will have replacement hardware available so that in the event the crash attenuator is hit and made unusable, the crash attenuator can be made functional within 24 hours. The cost of replacement will be incidental to the contract unit price per each for Temporary Concrete Barrier Module Set or Repair Kit. No payment will be made for the Temporary Concrete Barrier Module Set or Repair Kit if no repairs are necessary. Upon completion of the project, crash attenuators will remain the property of the Contractor.

BARRIER MOUNTED LINEAR DELINEATION SYSTEM PANELS

A linear delineation system (LDS) panel will be attached to each barrier section. The color will be the same as the nearest pavement marking, white along outside edgelines or yellow for the left side on one way traffic sections. The LDS will be 34 inches long and 6 inches in height and be constructed of aluminum formed into a shape to provide retroreflective properties across a wide range of angles. It will be sheeted with sheeting meeting the requirements of ASTM D4956 Type XI. The panels will be evenly spaced, with the top of the panel 4 inches below the top of the barrier. Installation will be as per the manufacturer's recommendations. This will allow for easy removal for replacement of damaged panels or to replace with an alternate color. The Contractor will furnish and install one panel along each side of the barrier if any panels are missing from the barriers. Replacement of damaged linear delineation system panels will be furnished and replaced by the Contractor. All costs associated with furnishing, installing, and replacing, if needed, will be incidental to the contract unit price per each for Linear Delineation System Panel, Barrier Mounted.

All LDS panels will remain attached to the barrier sections and will become the property of the State of South Dakota upon completion of the project.

The Contractor will verify the number of LDS panels that will need to be installed or replaced on the Traffic Control Movable Concrete Barriers. The contract amount of LDS panels is an estimate and the full contract amount may not be needed.

Maintaining the linear delineation system, including moving LDS panels from one side of the barrier to the other side of the barrier to match the applicable color of the nearest pavement marking will be incidental to the contract lump sum price for Traffic Control, Miscellaneous.

REMOVE PAVEMENT MARKING, 4" OR EQUIVALENT

Included in the Estimate of Quantities are 9,500 ft of "Remove Pavement Marking, 4" or Equivalent" to remove any existing edge lines or center lines on Western Ave & Interstate 90 that will conflict with the included traffic control details. Areas of removal will be marked by the Engineer. The Contractor will repair any damage to the pavement, pavement joints, or joint sealant for no additional payment and at no cost to the State.

All costs for materials, labor, and equipment necessary to remove the existing markings will be incidental to the contract unit price per foot for "Remove Pavement Marking, 4" or Equivalent".

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TRAFFIC CONTROL TYPICAL SECTIONS

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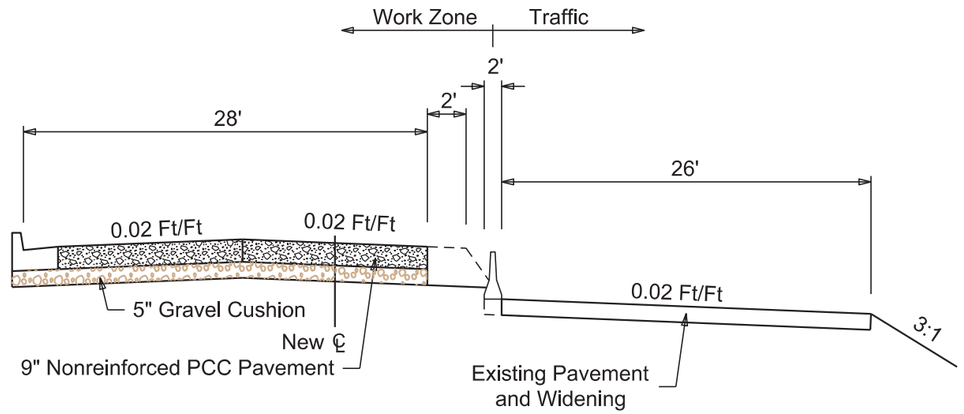
Plotting Date: 8/12/2024

PHASE 1 CONSTRUCTION



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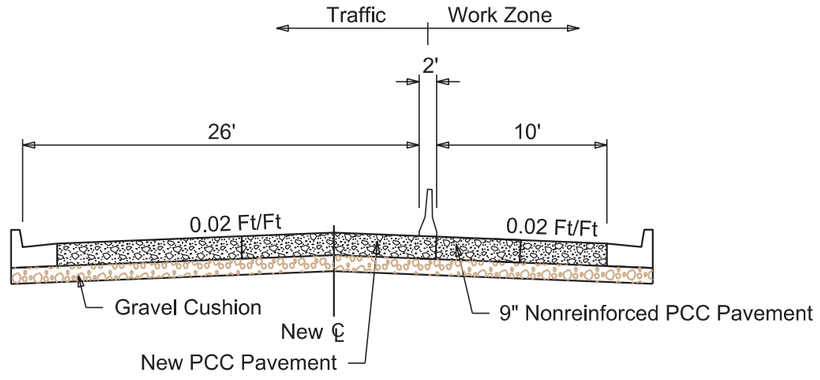

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TRAFFIC CONTROL
PHASE 1 CONSTRUCTION

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STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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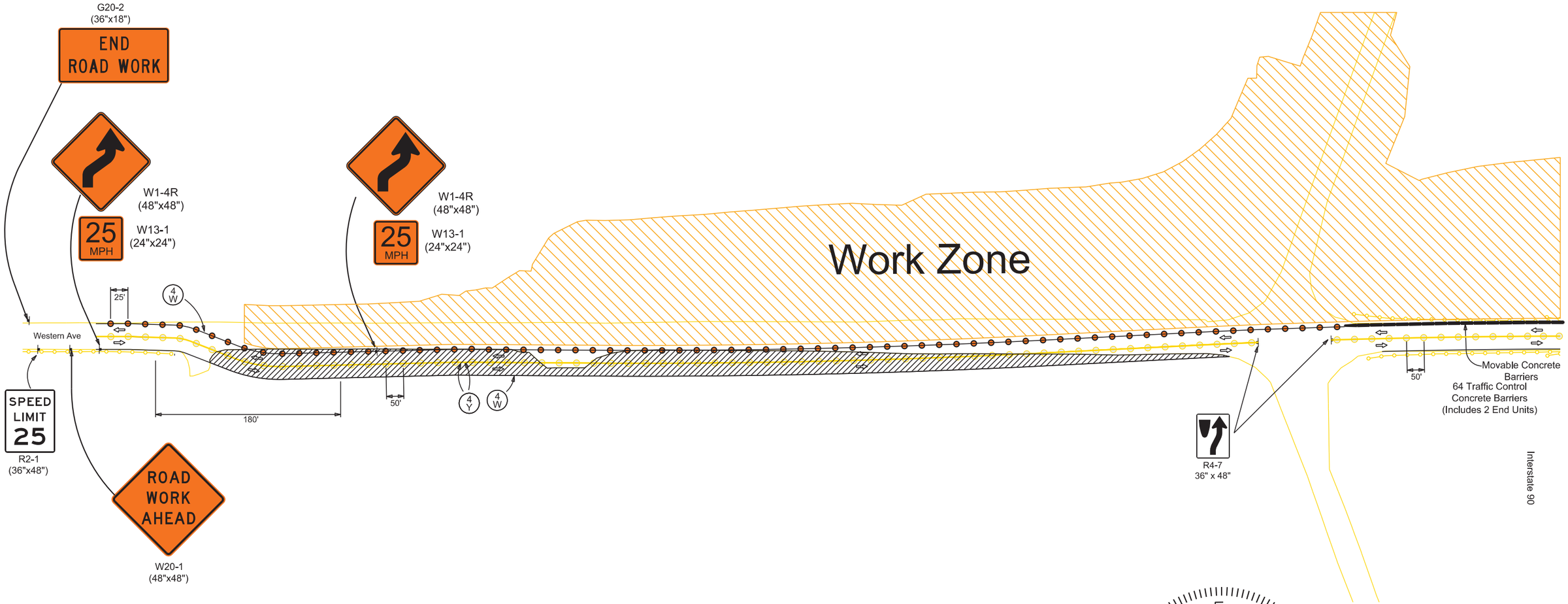


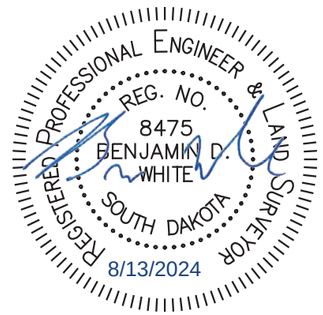
TUBULAR MARKER

CHANNELIZING DEVICES

4 Y — YELLOW RAISED PAVEMENT MARKERS

4 W — WHITE TEMPORARY PAVEMENT MARKERS

TEMPORARY ASPHALT CONCRETE PAVING
(See Section F for more information)



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TRAFFIC CONTROL
PHASE 1 CONSTRUCTION

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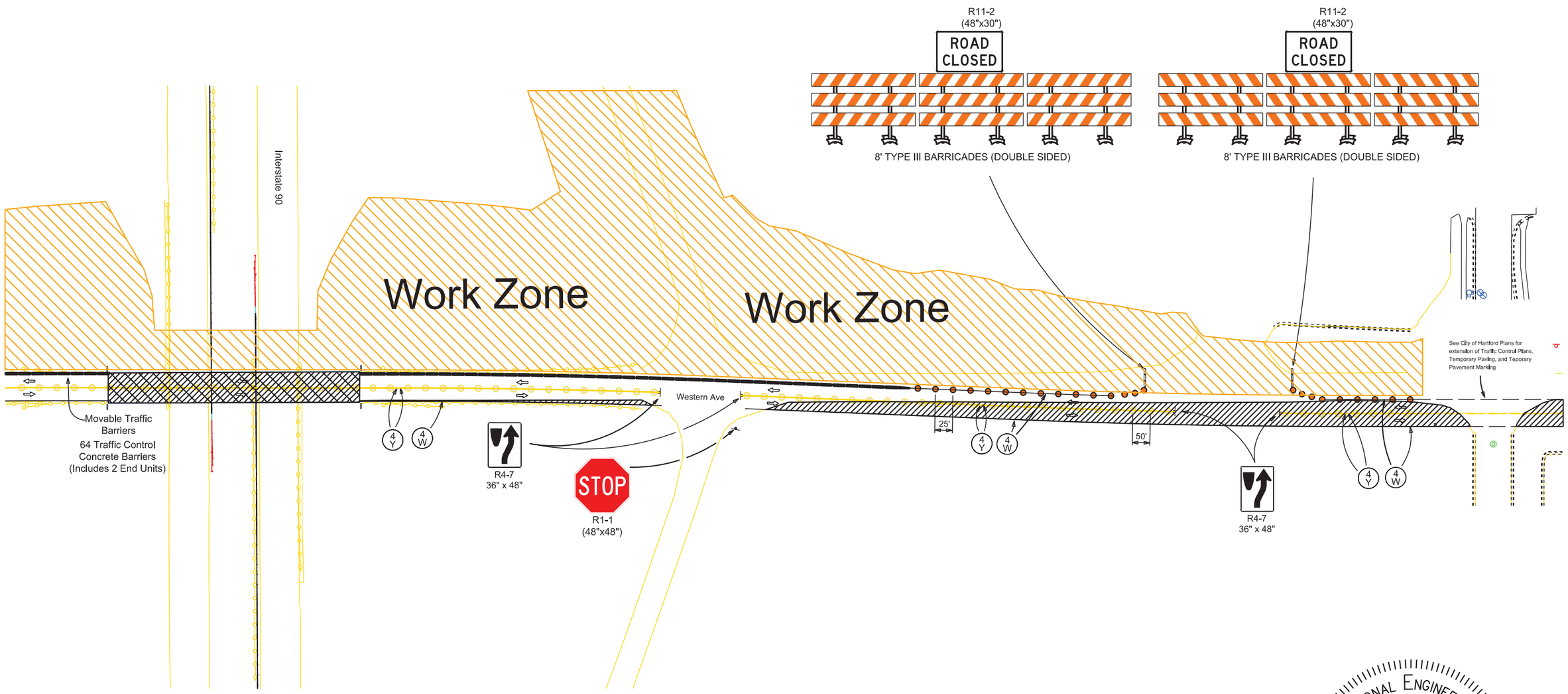

TUBULAR MARKER

CHANNELIZING DEVICES

4 Y — YELLOW RAISED PAVEMENT MARKERS

4 W — WHITE TEMPORARY PAVEMENT MARKERS

TEMPORARY ASPHALT CONCRETE PAVING
(See Section F for more information)

EXISTING BRIDGE

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TEMPORARY RAMP E LAYOUT

Scale: 1 Inch = 60 Feet

M3-4 (24"x12") WEST
M1-1 (24"x24") INTERSTATE 90
M6-1 (21"x15")

Work Zone

Existing Western Avenue

In Place ACC Pavement

13'

50'

25'

STOP
R1-1
(48"x48")

In Place ACC Pavement

4 Y

4 W

In Place 6" Asphalt Concrete Composite and
In Place 12" Base Course or Base Course, Salvaged

Existing Westbound Off Ramp (Ramp A)

R4-7
24" x 30"

W1-11R (36"x36")
20 MPH
W13-1P (30"x30")

W1-11R (36"x36")
20 MPH
W13-1P (30"x30")

4 W

4 Y

WEST M3-4 (24"x12")
INTERSTATE 90 M1-1 (24"x24")
M6-1 (21"x15")

Chevron signs will be installed at approximately a right angle to approaching traffic and be installed a minimum of 4 ft above nearest pavement.

W1-8R (30"x36")

80'

Ramp E

4 W

4 W

Movable Concrete Barriers

Westbound Lane

Existing Westbound I-90

In Place PCC Pavement

I-90 Median

TUBULAR MARKER

CHANNELIZING DEVICES

4 Y YELLOW RAISED PAVEMENT MARKERS

4 W WHITE TEMPORARY PAVEMENT MARKERS

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TEMPORARY RAMP F LAYOUT

Scale: 1 Inch = 60 Feet

℄ I-90 Median

Existing Eastbound I-90
In Place PCC Pavement

℄ Eastbound Lane

Existing Western Avenue

Work Zone

*350' *350'

Sta. 8+39 Ramp F
Begin Taper

In Place 6" Asphalt Concrete Composite and
In Place 12" Base Course or Base Course, Salvaged

EXIT
20 MPH
W13-8
(36"x60")

W1-11R
(36"x36")

20 MPH
W13-1P
(30"x30")

Chevron signs will be installed at approximately a right angle to approaching traffic and be installed a minimum of 4 ft above nearest pavement.

W1-8R
(30"x36")

80'

4 W
4 Y

Movable Concrete Barriers

13'

In Place ACC Pavement

EAST
INTERSTATE 90
M3-2
(24"x12")
M1-1
(24"x24")
M6-1
(21"x15")

STOP
R1-1
(48"x48")

50'

25'

In Place ACC Pavement

Existing Eastbound On Ramp (Ramp B)

R4-7
24" x 30"

* Sign Spacing Not to Scale

- TUBULAR MARKER
- CHANNELIZING DEVICES
- 4 Y — YELLOW RAISED PAVEMENT MARKERS
- 4 W — WHITE TEMPORARY PAVEMENT MARKERS

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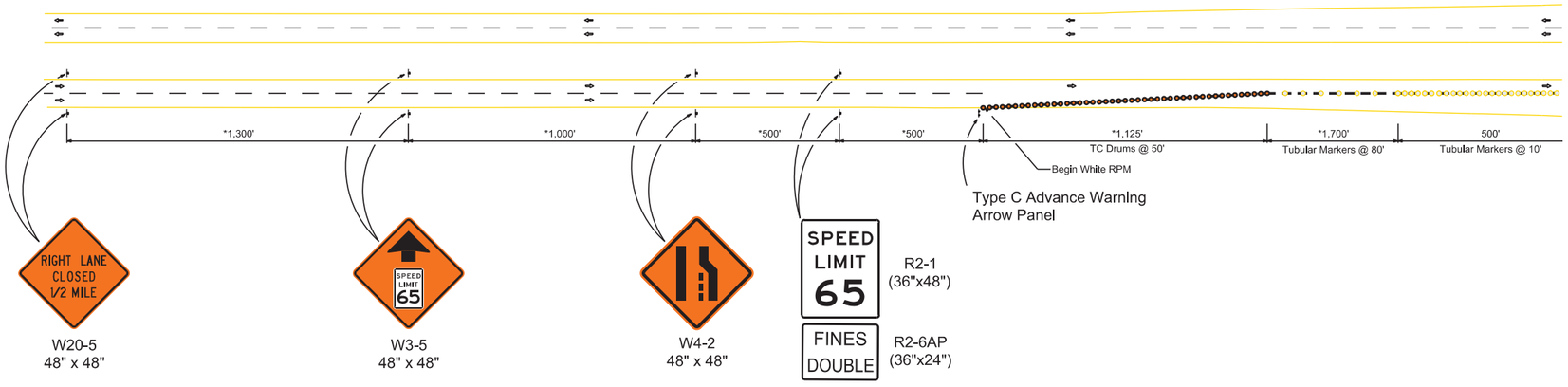
TRAFFIC CONTROL
PHASE 1 CONSTRUCTION



* Sign Spacing Not to Scale

- TUBULAR MARKER
- CHANNELIZING DEVICES

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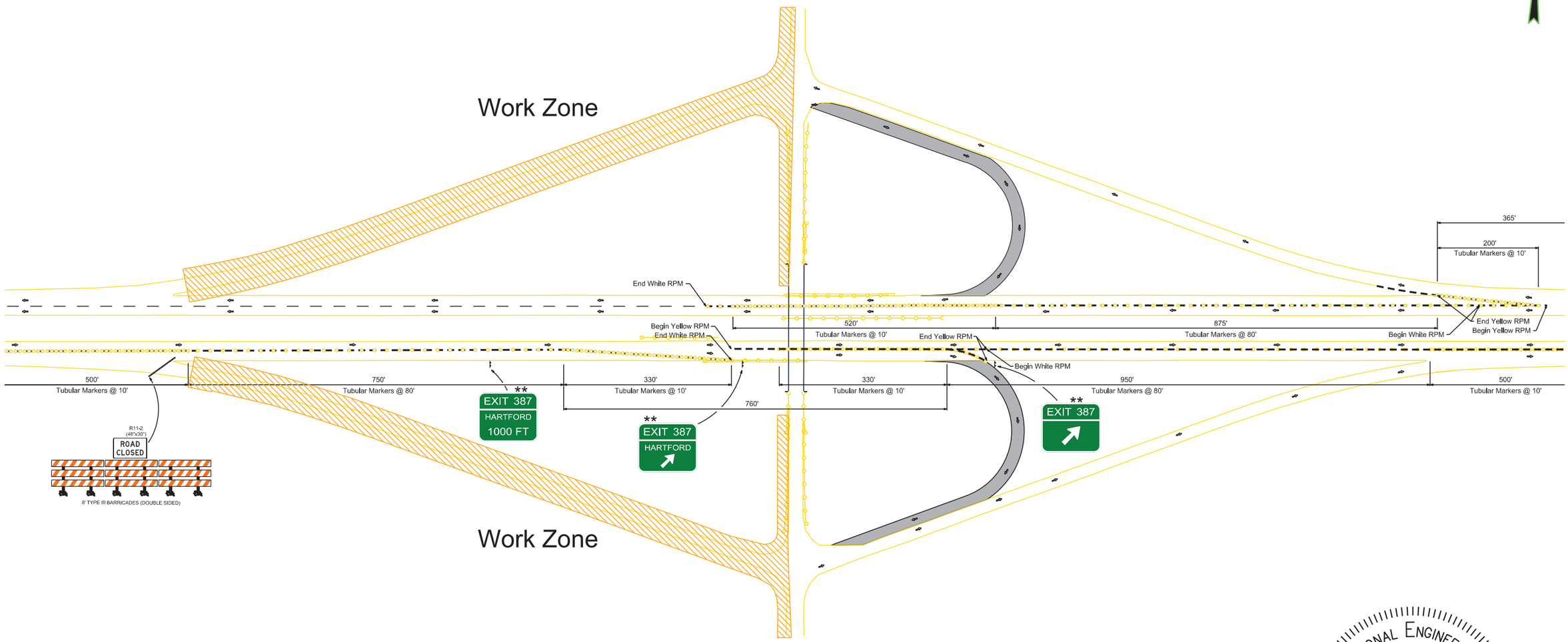
Plotting Date: 8/12/2024

FOR BIDDING PURPOSES ONLY

TRAFFIC CONTROL
PHASE 1 CONSTRUCTION



* Sign Spacing Not to Scale

** Green Exit Signing to be Spaced at 500 Ft

TUBULAR MARKER

CHANNELIZING DEVICES

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REG. NO. 8475
BENJAMIN D. WHITE
SOUTH DAKOTA
8/13/2024

HRGreen

Plot Scale - 1:200

Plotted From - bryce.steffen

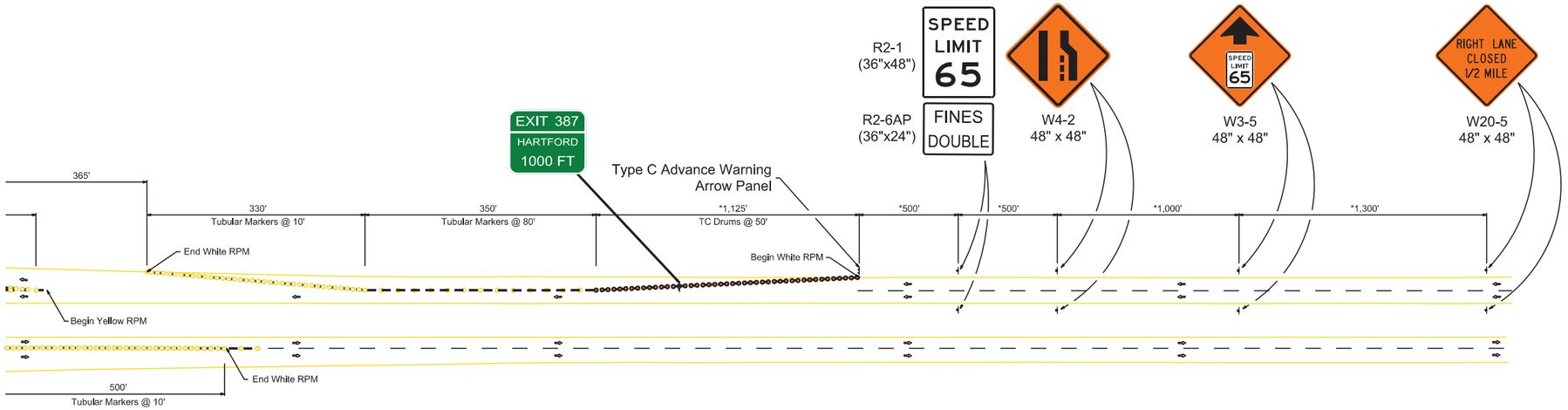
File - ...\Design\06G8_TrafficControl.dgn

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C12	C32

Plotting Date: 8/12/2024

FOR BIDDING PURPOSES ONLY

TRAFFIC CONTROL
PHASE 1 CONSTRUCTION



* Sign Spacing Not to Scale

- TUBULAR MARKER
- CHANNELIZING DEVICES

REGISTERED PROFESSIONAL ENGINEER & LAND SURVEYOR
REG. NO. 8475
BENJAMIN D. WHITE
SOUTH DAKOTA
8/13/2024

HRGreen

Plot Scale - 1:200

Plotted From - bryce.steffen

File - ...\Design\06G8_TrafficControl.dgn

TRAFFIC CONTROL

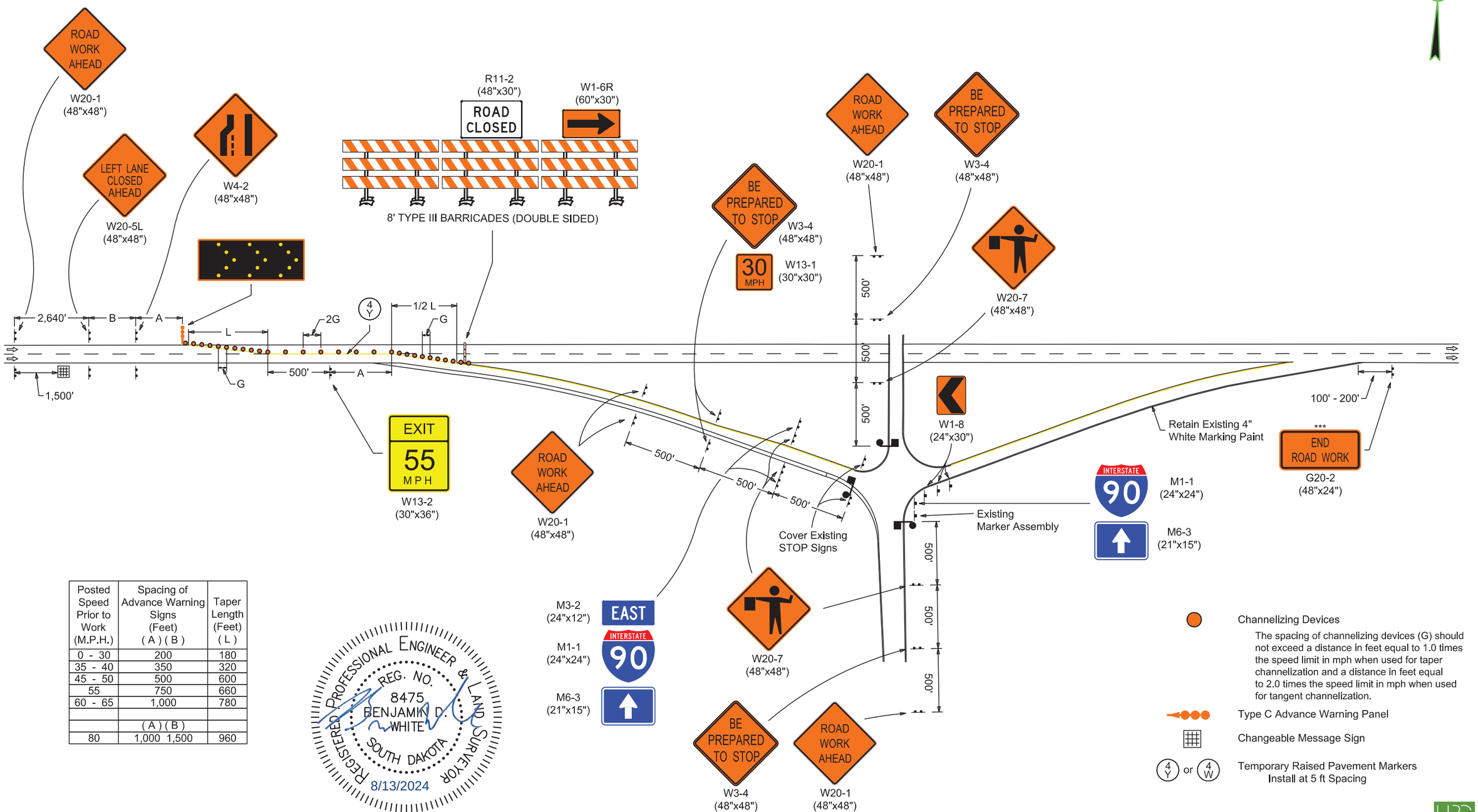
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C13	C32

Plotting Date: 8/12/2024

BRIDGE RECONSTRUCTION

INTERSTATE TRAFFIC DIVERTED TO RAMPS



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B)	Taper Length (Feet) (L)
0 - 30	200	180
35 - 40	350	320
45 - 50	500	600
55	750	660
60 - 65	1,000	780
	(A) (B)	
80	1,000 1,500	960

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Channelizing Devices

The spacing of channelizing devices (G) should not exceed a distance in feet equal to 1.0 times the speed limit in mph when used for taper channelization and a distance in feet equal to 2.0 times the speed limit in mph when used for tangent channelization.

Type C Advance Warning Panel

Changeable Message Sign

4 Y or 4 W — Temporary Raised Pavement Markers Install at 5 ft Spacing

HRGreen

Plot Scale - 1:200

Plotted From - bryce.steffen

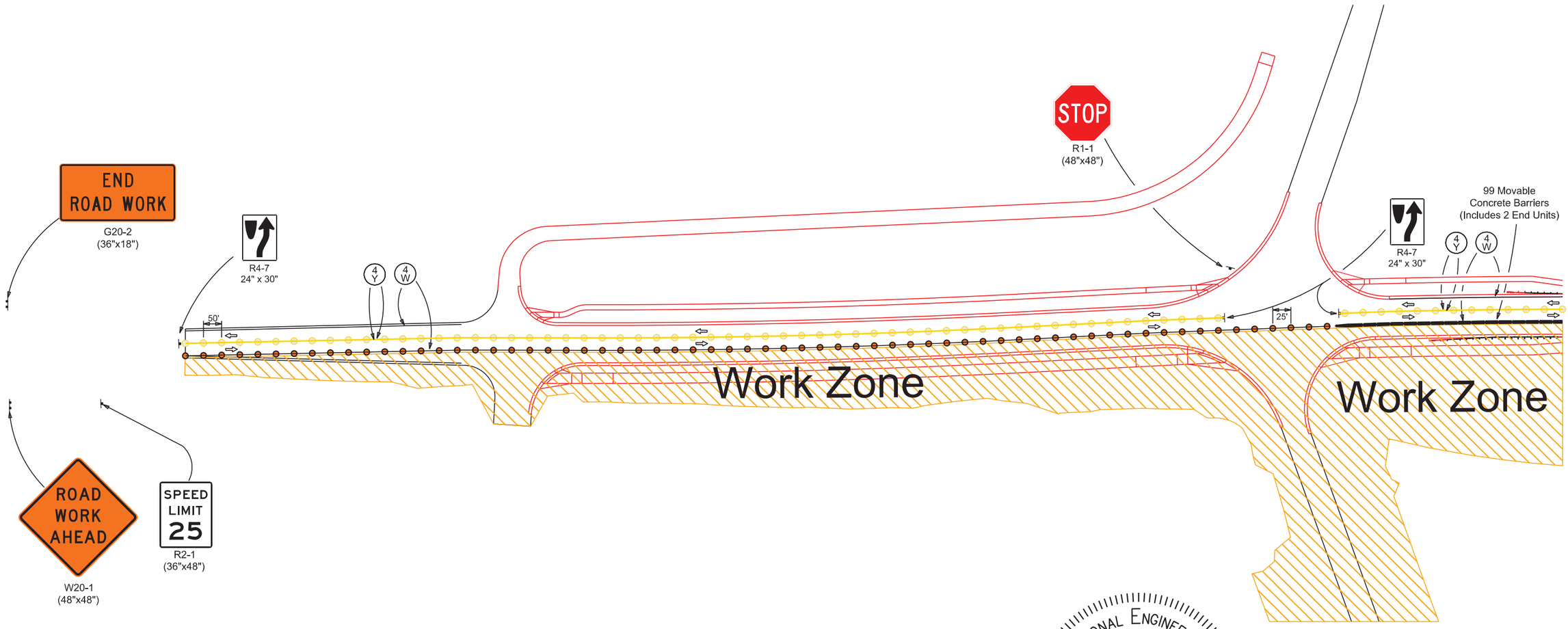
File - ...\Design\06G8_TrafficControl.dgn

TRAFFIC CONTROL
PHASE 2 CONSTRUCTION

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C14	C32

Plotting Date: 8/12/2024

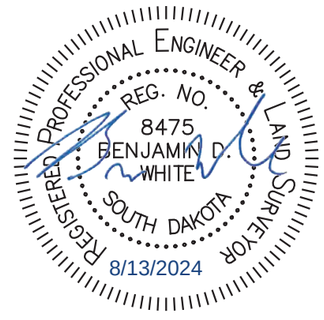


TUBULAR MARKER

CHANNELIZING DEVICES

(4 Y) YELLOW RAISED PAVEMENT MARKERS

(4 W) WHITE TEMPORARY PAVEMENT MARKERS



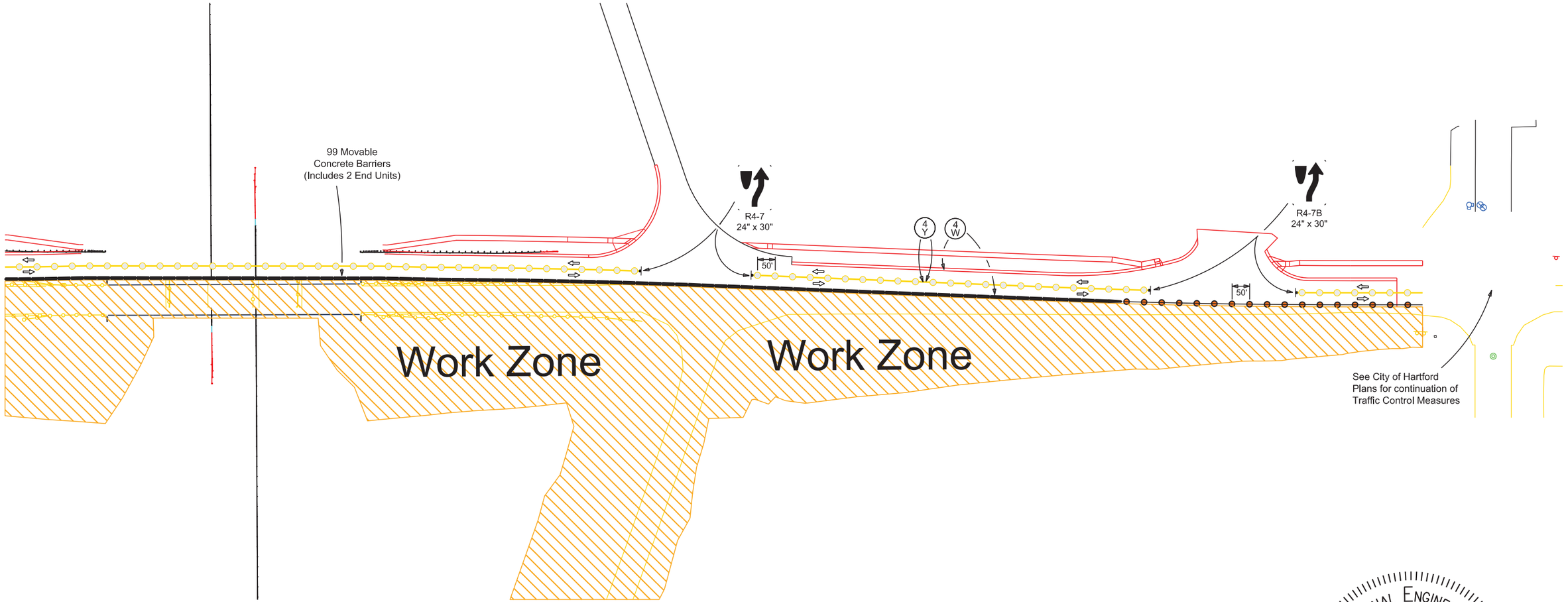
HRGreen

TRAFFIC CONTROL
PHASE 2 CONSTRUCTION

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C15	C32

Plotting Date: 8/12/2024



TUBULAR MARKER

CHANNELIZING DEVICES

4 Y — YELLOW RAISED PAVEMENT MARKERS

4 W — WHITE TEMPORARY PAVEMENT MARKERS

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SOUTH DAKOTA
8/13/2024

HRGreen

Plot Scale - 1:100

Plotted From - bryce.steffen

File - ...\Design\06G9_TrafficControl.dgn

FOR BIDDING PURPOSES ONLY

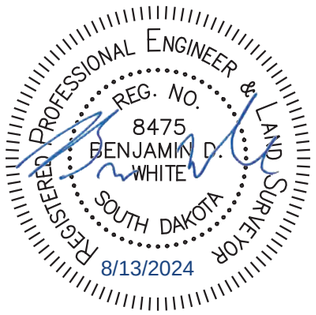
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C16	C32

Plotting Date: 8/12/2024

TEMPORARY RAMP G LAYOUT

In Place 6" Asphalt Concrete Composite and
In Place 12" Base Course or Base Course, Salvaged

Scale: 1 Inch = 60 Feet



Existing Eastbound I-90

In Place PCC Pavement

Eastbound Lane

Existing Western Avenue

In Place ACC Pavement

Work Zone

Sta. 8+68 Ramp G =
Sta. 554+55 I-90
End Taper
End Temporary Ramp Surfacing

Sta. 8+39 Ramp G
Begin Taper

Sta. 1+07 Ramp G
Begin Temporary Ramp Surfacing

80'

50'

25'

25'

4 W

4 Y

W1-8R
(30"x36")

Chevron signs will be installed at approximately a right angle to approaching traffic and be installed a minimum of 4 ft above nearest pavement.

W1-11R
(36"x36")

20 MPH
W13-1P
(30"x30")

EAST
INTERSTATE 90
M3-2 (24"x12")
M1-1 (24"x24")
M6-1 (21"x15")

Movable Concrete Barriers

R4-7
24" x 30"

STOP
R1-1
(48"x48")

TUBULAR MARKER

CHANNELIZING DEVICES

4 Y YELLOW RAISED PAVEMENT MARKERS

4 W WHITE TEMPORARY PAVEMENT MARKERS

HRGreen

Plotted From - bryce.steffen

Plot Scale - 1:60

File - ...\Design\06G8_TrafficControl.dgn

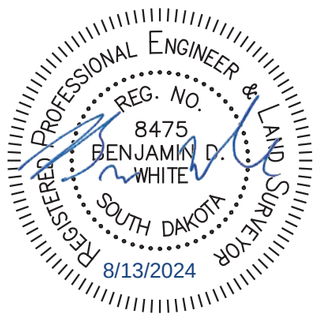
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C17	C32

FOR BIDDING PURPOSES ONLY

Plotting Date: 8/12/2024

TEMPORARY RAMP H LAYOUT

Scale: 1 Inch = 60 Feet



In Place 6" Asphalt Concrete Composite and
In Place 12" Base Course or Base Course, Salvaged

R4-7
24" x 30"

4 Y

4 W

25'

Sta. 9+74 Ramp H
End Temporary Ramp Surfacing

STOP
R1-1
(48"x48")

Existing Western Avenue

Work Zone

WEST M3-4 (24"x12")
INTERSTATE 90 M1-1 (24"x24")
M6-1 (21"x15")

In Place ACC Pavement

Movable Concrete Barriers

Chevron signs will be installed at approximately a right angle to approaching traffic and be installed a minimum of 4 ft above nearest pavement.

80'

W1-8R
(30"x36")

W1-11R
(36"x36")

20 MPH
W13-1P
(30"x30")

EXIT 20 MPH
W13-8
(36"x60")

50'

Sta. 2+00 Ramp H
End Taper

Sta. 1+56 Ramp H = _____
Sta. 554+48 I-90
Begin Taper
Begin Temporary Ramp Surfacing

*350'

*350'

* Sign Spacing Not to Scale

TUBULAR MARKER

CHANNELIZING DEVICES

4 Y YELLOW RAISED PAVEMENT MARKERS

4 W WHITE TEMPORARY PAVEMENT MARKERS

Existing Westbound I-90

In Place PCC Pavement

Westbound Lane

HRGreen

Plot Scale - 1:60

Plotted From - bryce.steffen

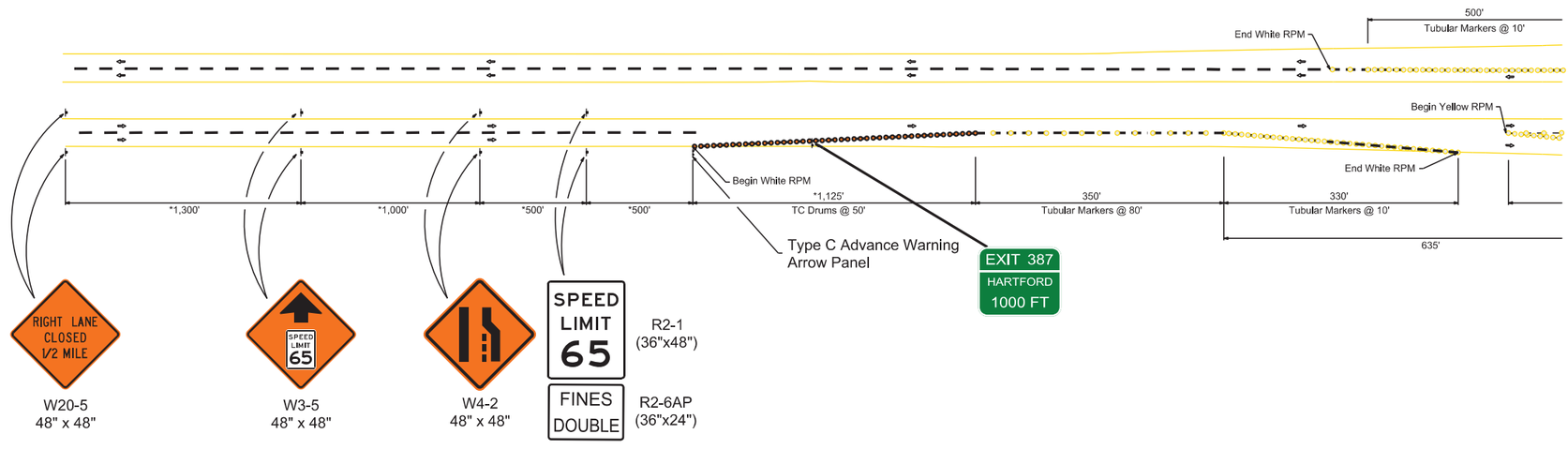
File - ...\Design\06G8_TrafficControl.dgn

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C18	C32

Plotting Date: 8/12/2024

TRAFFIC CONTROL
PHASE 2 CONSTRUCTION

FOR BIDDING PURPOSES ONLY



* Sign Spacing Not to Scale

TUBULAR MARKER

CHANNELIZING DEVICES

REGISTERED PROFESSIONAL ENGINEER & LAND SURVEYOR
REG. NO. 8475
BENJAMIN D. WHITE
SOUTH DAKOTA
8/13/2024

HRGreen

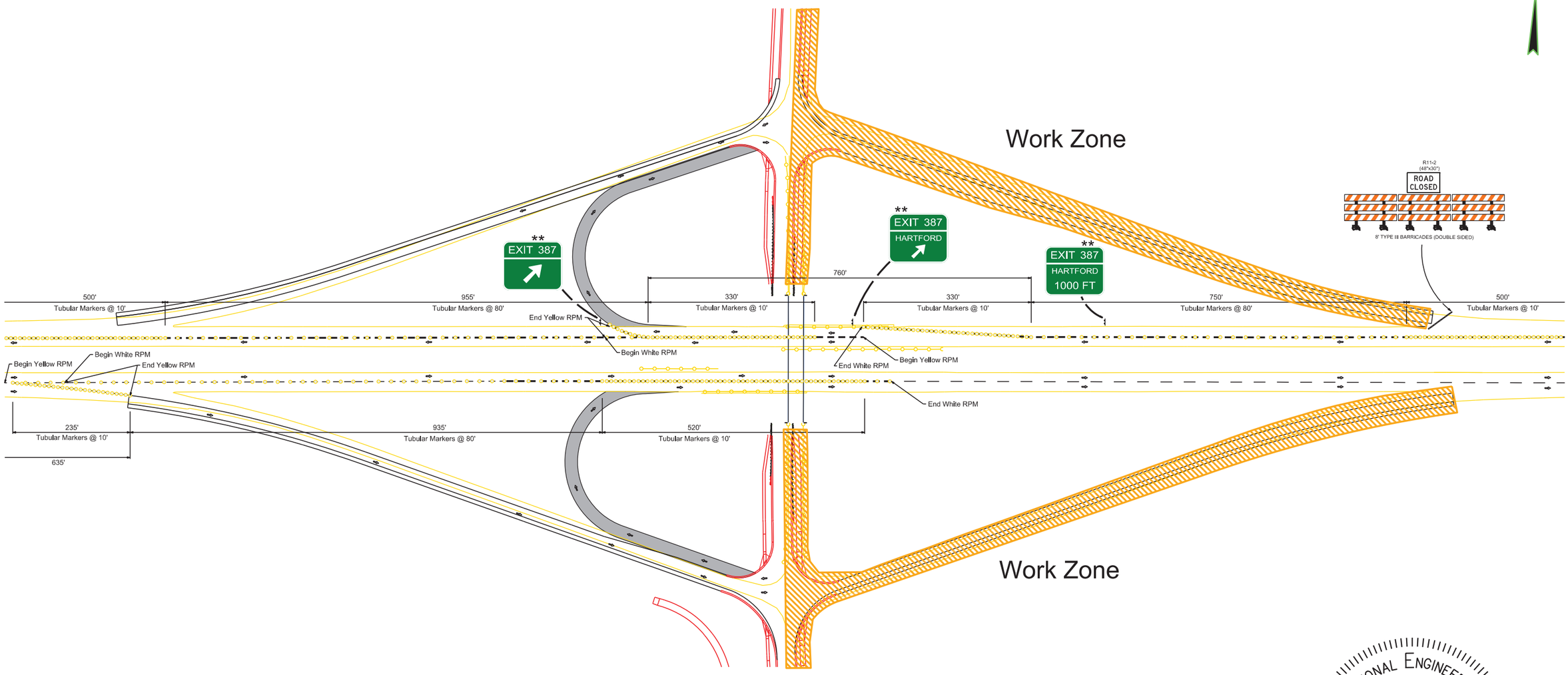
Plot Scale - 1:200
Plotted From - bryce.steffen
File - ...\Design\06C8_TrafficControl.dgn

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C19	C32

Plotting Date: 8/12/2024

FOR BIDDING PURPOSES ONLY

TRAFFIC CONTROL
PHASE 2 CONSTRUCTION



* Sign Spacing Not to Scale

** Green Exit Signing to be Spaced at 500 Ft

TUBULAR MARKER

CHANNELIZING DEVICES

REGISTERED PROFESSIONAL ENGINEER & LAND SURVEYOR
REG. NO. 8475
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SOUTH DAKOTA
8/13/2024

HRGreen

Plot Scale - 1:200

Plotted From - bryce.steffen

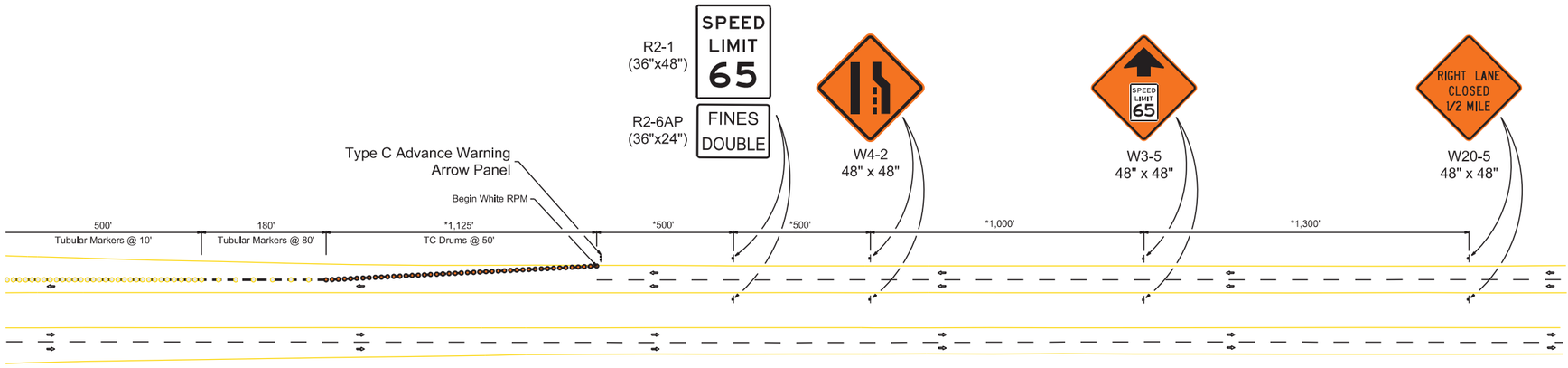
File - ...\Design\0638_TrafficControl.dgn

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C20	C32

Plotting Date: 8/12/2024

TRAFFIC CONTROL
PHASE 2 CONSTRUCTION

FOR BIDDING PURPOSES ONLY



* Sign Spacing Not to Scale

- TUBULAR MARKER
- CHANNELIZING DEVICES

REGISTERED PROFESSIONAL ENGINEER & LAND SURVEYOR
REG. NO. 8475
BENJAMIN D. WHITE
SOUTH DAKOTA
8/13/2024

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Plot Scale - 1:200

Plotted From - bryce.steffen

File - ...\Design\06G8_TrafficControl.dgn

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C21	C32

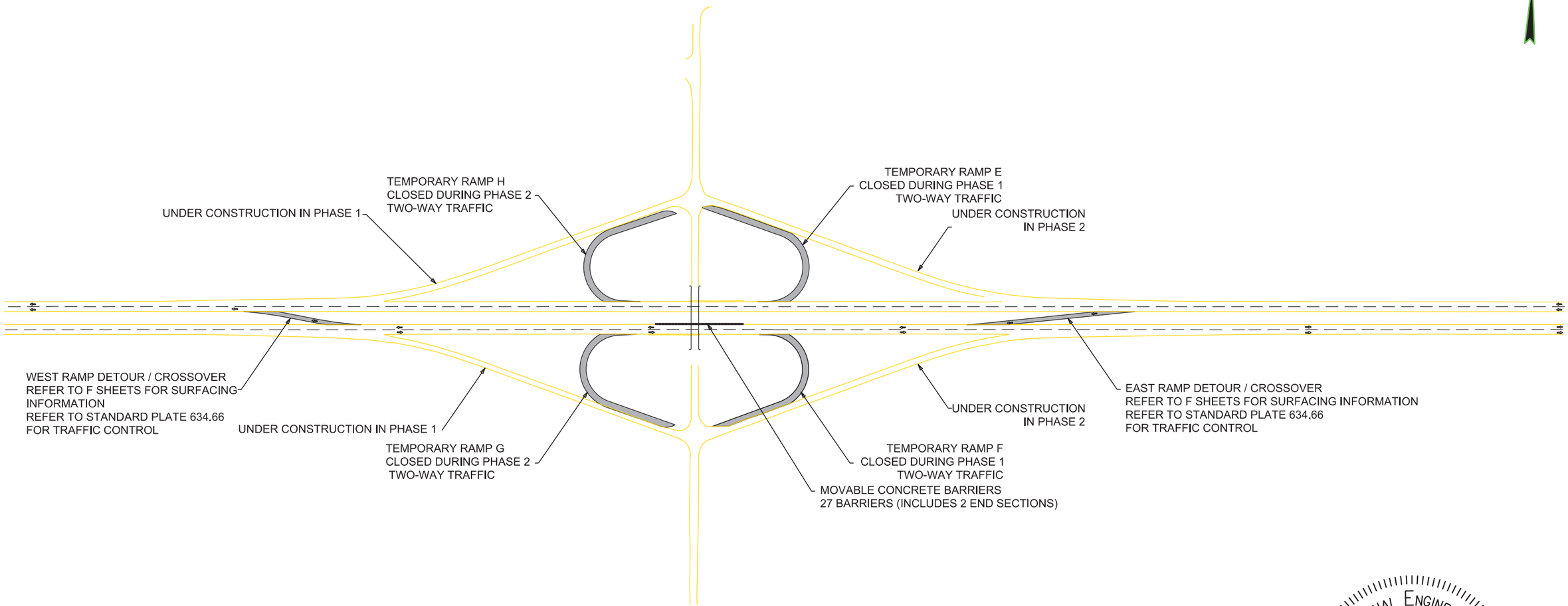
FOR BIDDING PURPOSES ONLY

Plotting Date: 8/12/2024

MEDIAN CROSSOVER LAYOUTS

MEDIAN CROSSOVER 535+00

MEDIAN CROSSOVER 566+00



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SOUTH DAKOTA
8/13/2024

HRGreen

EXIT SIGNING DETAILS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C22	C32

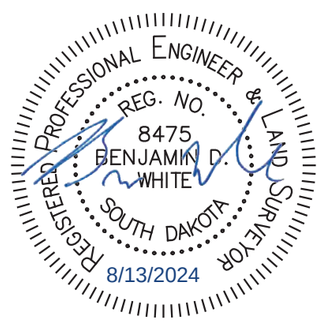
Plotting Date: 8/12/2024

SIGN NUMBER	SPECIAL
WIDTH X HEIGHT	5'-0" X 4'-6"
BORDER WIDTH	1.25"
CORNER RADIUS	6.0"
LEGEND	6"/8" E MODIFIED
BACKGROUND	TYPE: HIGH INTENSITY
	COLOR: GREEN
LEGEND/BORDER	TYPE: HIGH INTENSITY
	COLOR: WHITE

SIGN NUMBER	SPECIAL
WIDTH X HEIGHT	6'-0" X 5'-6"
BORDER WIDTH	1.5"
CORNER RADIUS	8.0"
LEGEND	8"/10" E MODIFIED
BACKGROUND	TYPE: HIGH INTENSITY
	COLOR: GREEN
LEGEND/BORDER	TYPE: HIGH INTENSITY
	COLOR: WHITE

SIGN NUMBER	SPECIAL
WIDTH X HEIGHT	5'-0" X 3'-6"
BORDER WIDTH	1.5"
CORNER RADIUS	5.0"
LEGEND	8" E MODIFIED
BACKGROUND	TYPE: HIGH INTENSITY
	COLOR: GREEN
LEGEND/BORDER	TYPE: HIGH INTENSITY
	COLOR: WHITE

COST WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER UNIT FOR TRAFFIC CONTROL.



HRGreen

ITEMIZED LIST FOR TRAFFIC CONTROL

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C23	C32

		CONVENTIONAL ROAD				EXPRESSWAY / INTERSTATE			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
G20-1	ROAD WORK NEXT 1 MILE					2	48" x 24"	8.0	16.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0	14	48" X 24"	8.0	112.0
M1-1	INTERSTATE ROUTE MARKER (2 digits)	9	24" x 24"	4.0	36.0				
M3-2	DIRECTION MARKER - EAST	5	24" x 12"	2.0	10.0				
M3-4	DIRECTION MARKER - WEST	3	24" x 12"	2.0	6.0				
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	6	21" x 15"	2.2	13.2				
M6-3	DIRECTION ARROW - Vertical Single Head (N)	3	21" x 15"	2.2	6.6				
R1-1	STOP	7	30"	5.2	36.4				
R2-1	SPEED LIMIT (80 MPH)					3	48" x 60"	20.0	60.0
R2-1	SPEED LIMIT (65 MPH)					3	48" x 60"	20.0	60.0
R2-1	SPEED LIMIT (45 MPH)					1	36" x 48"	12.0	12.0
R2-1	SPEED LIMIT (25 MPH)	2	24" x 30"	5.0	10.0				
R2-6aP	FINES DOUBLE (PLAQUE)					9	36" x 24"	6.0	54.0
R4-1	DO NOT PASS					4	48" x 60"	20.0	80.0
R4-7	KEEP RIGHT (SYMBOL)	25	24" x 30"	5.0	125.0				
R5-1	DO NOT ENTER					2	36" x 36"	9.0	18.0
R11-2	ROAD CLOSED	12	48" x 30"	10.0	120.0				
W1-4L	REVERSE CURVE					1	48" x 48"	16.0	16.0
W1-4R	REVERSE CURVE	2	48" x 48"	16.0	32.0	1	48" x 48"	16.0	16.0
W1-6R	LARGE ARROW (RIGHT)					2	60" x 30"	12.5	25.0
W1-8	CHEVRON	3	24" x 30"	5.0	15.0	32	30" x 36"	7.5	240.0
W1-11R	HAIRPIN CURVE ARROW					8	36" x 36"	9.0	72.0
W3-4	BE PREPARED TO STOP					10	48" x 48"	16.0	160.0
W3-5	SPEED REDUCTION AHEAD (65 MPH)					3	48" x 48"	16.0	48.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)					8	48" x 48"	16.0	128.0
W4-1	MERGE (SYMBOL)					2	48" x 48"	16.0	32.0
W4-2	LEFT or RIGHT LANE ENDS (SYMBOL)	14	48" x 48"	16.0	224.0				
W4-3	ADDED LANE (SYMBOL)					2	48" x 48"	16.0	32.0
W6-3	TWO WAY TRAFFIC (SYMBOL)					4	48" x 48"	16.0	64.0
W8-6	TRUCK CROSSING					4	48" x 48"	16.0	64.0
W13-2	EXIT (55 MPH)					1	30" x 36"	7.5	7.5
W13-1P	ADVISORY SPEED (30 MPH)					2	30" x 30"	6.3	12.6
W13-1P	ADVISORY SPEED (25 MPH)					3	30" x 30"	6.3	18.9
W13-1P	ADVISORY SPEED (20 MPH)					8	30" x 30"	6.3	50.4
W13-8	EXIT HAIRPIN CURVE (20 MPH)					2	36" x 60"	15.0	30.0
W20-1	ROAD WORK AHEAD					18	48" x 48"	16.0	288.0
W20-4	ONE LANE ROAD AHEAD	4	48" x 48"	16.0	64.0				
W20-5	RIGHT or LEFT LANE CLOSED 1/2 MILE	10	48" x 48"	16.0	160.0				
W20-5	RIGHT or LEFT LANE CLOSED AHEAD	8	48" x 48"	16.0	128.0				
W20-7	FLAGGER (SYMBOL)	6	48" x 48"	16.0	96.0				
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0				
SPECIAL	EXIT 387 HARTFORD 1000 Ft	4	60" x 54"	22.5	90.0				
SPECIAL	EXIT 387 HARTFORD ARROW	2	72" x 66"	33.0	66.0				
SPECIAL	EXIT 387 ARROW	2	60" x 42"	17.5	35.0				
			CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT		1314.2		EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT		1716.4

TYPE 3 BARRICADES

ITEM DESCRIPTION	QUANTITY
Type 3 Barricade, 8' Double Sided	24 Each

REGISTERED PROFESSIONAL ENGINEER & LAND SURVEYOR
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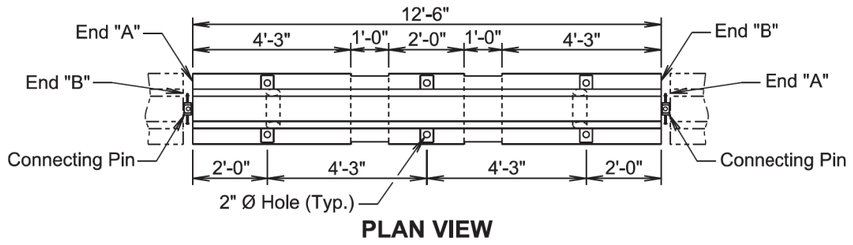
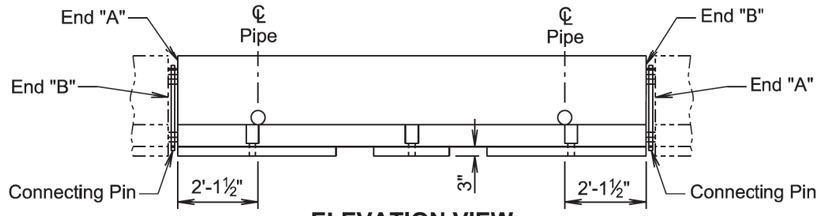
SOUTH DAKOTA
8/13/2024



PLAN VIEW



ELEVATION VIEW

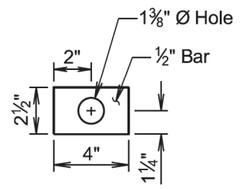
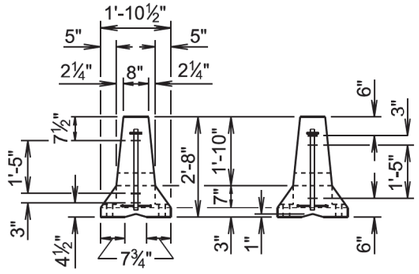
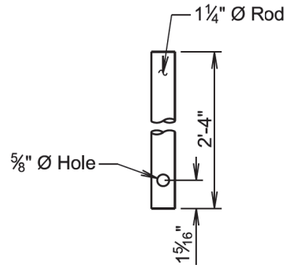


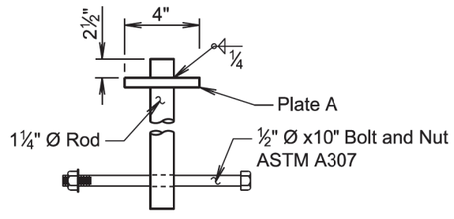
PLATE A



VIEW END A **VIEW END B**



CONNECTING PIN DETAIL



ASSEMBLED CONNECTING PIN

September 14, 2018

Published Date: 2025	SDDOT	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE INTERIOR SECTION)	PLATE NUMBER 628.01
			Sheet 1 of 2

GENERAL NOTES:

The detailed drawings are for illustrative purpose and depicts the current version of the F shape concrete barrier. If new movable concrete barriers are requested on a project, they will be constructed according to the F shape movable concrete barrier details on standard plate 628.10.

Each movable concrete barrier section weighs 5030 ± pounds.

Each movable concrete barrier section is detailed to provide end "A" to end "B" connection by insertion of a pin through steel loops.

The Jersey shape or any version of the F shape traffic control movable concrete barriers may be used on a project, however, only the same type or version will be used for each run of barriers.

Movable concrete barrier sections will be placed to provide uniform bearing of the sections with the paved surface as approved by the Engineer.

Movable concrete barrier sections will never be moved or lifted using the end loops.

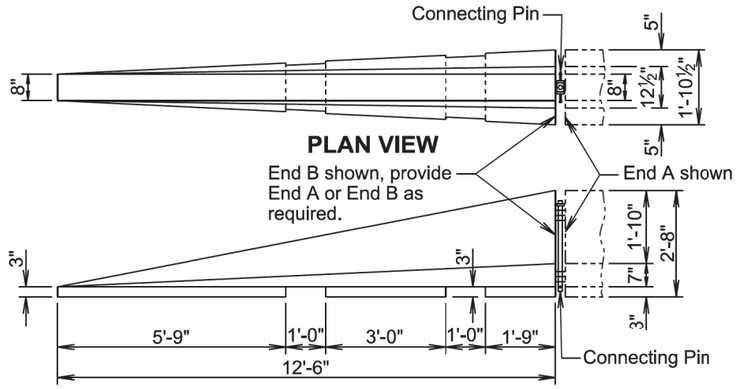
Movable concrete barrier sections that have been damaged will not be used. Barrier sections are considered damaged if the loops are end welded onto existing damaged loops, loops are fractured, or there is exposed rebar from fractured concrete.

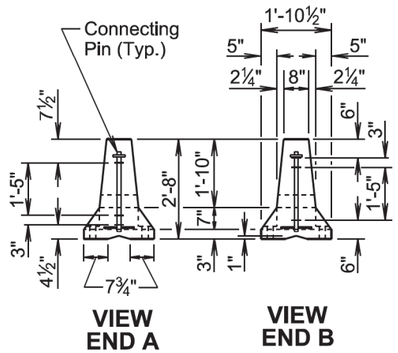
All cost for transporting the barriers from the specified location to the project site, installing, and returning the barriers to the specified location will be incidental to the contract unit price per each for "Traffic Control Movable Concrete Barrier".

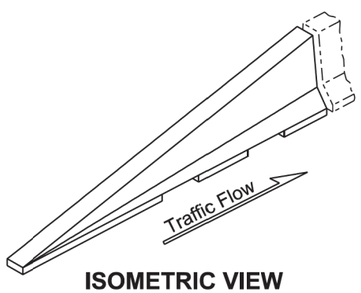
If the concrete barriers need to be moved and reset on the project, requiring the barriers to be transported by truck, all cost for removing, transporting, and resetting the barriers will be incidental to the contract unit price per each for "Remove and Reset Traffic Control Movable Concrete Barrier". All cost for small shifts in alignment of the barriers, not requiring the barriers to be transported by truck, will be incidental to various contract items.

September 14, 2018

Published Date: 2025	SDDOT	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE INTERIOR SECTION)	PLATE NUMBER 628.01
			Sheet 2 of 2

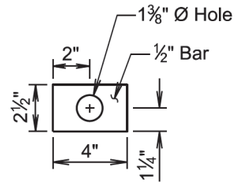


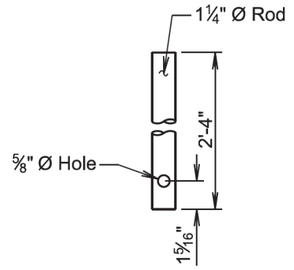


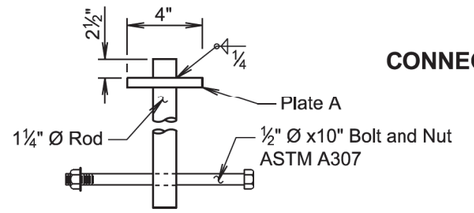


September 14, 2018

Published Date: 2025	SDDOT	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE END SECTION)	PLATE NUMBER 628.02
			Sheet 1 of 2







GENERAL NOTES:

The detailed drawings are for illustrative purpose and depicts the current version of the F shape concrete barrier end section. If new concrete barrier end sections are requested on a project, they will be constructed according to the F shape movable concrete barrier end section details on standard plate 628.11.

Each movable concrete barrier end section weighs 2450 ± pounds.

Each movable concrete barrier end section is detailed to provide end "A" to end "B" connection by insertion of a pin through steel loops.

The Jersey shape or any version of the F shape traffic control movable concrete barriers may be used on a project, however, only the same type or version will be used for each run of barriers.

Movable concrete barrier sections will be placed to provide uniform bearing of the sections with the paved surface as approved by the Engineer.

Movable concrete barrier end sections will never be moved or lifted using the end loops.

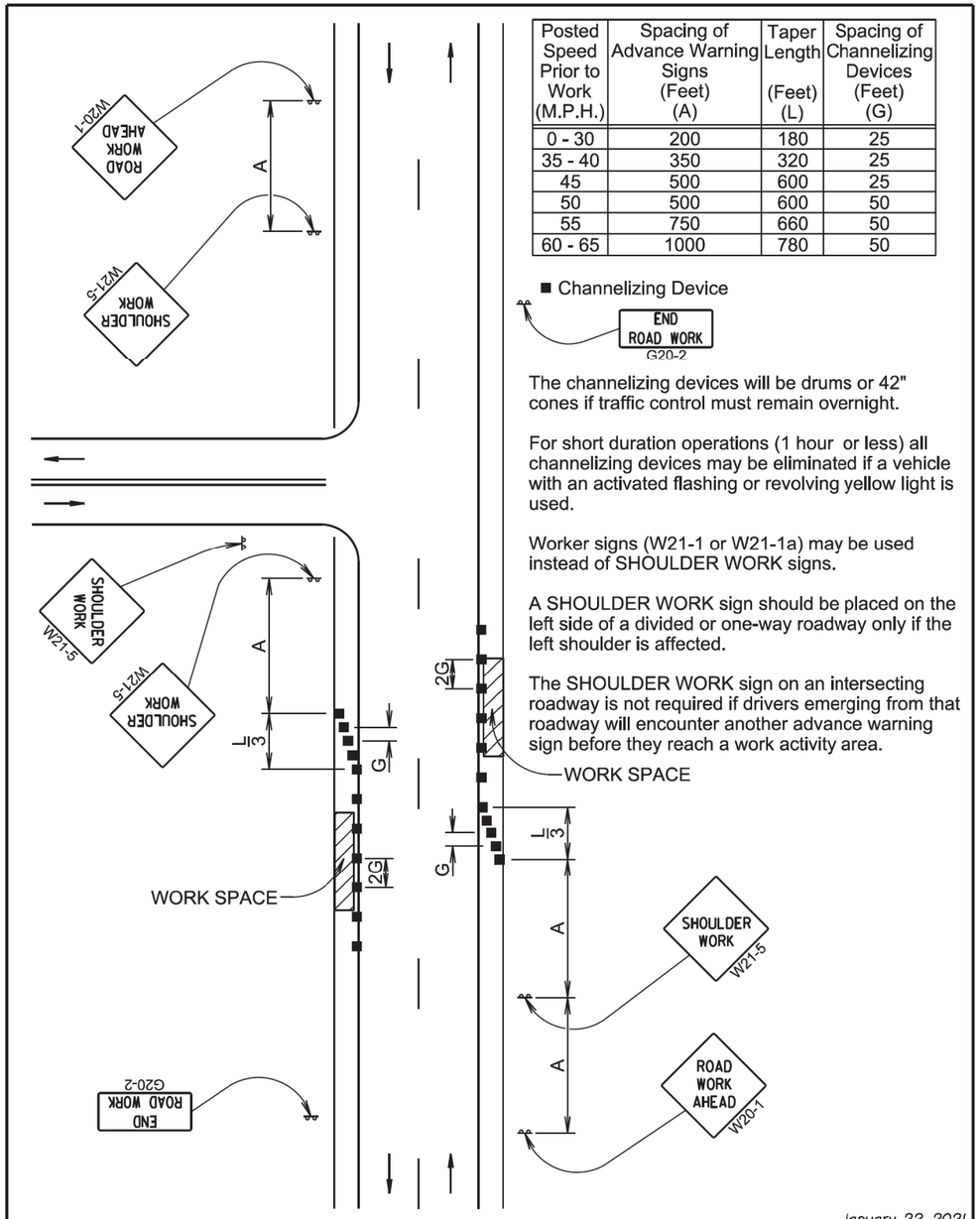
Movable concrete barrier end sections that have been damaged will not be used. Barrier sections are considered damaged if the loops are end welded onto existing damaged loops, loops are fractured, or there is exposed rebar from fractured concrete.

All cost for transporting the barriers from the specified location to the project site, installing, and returning the barriers to the specified location will be incidental to the contract unit price per each for "Traffic Control Movable Concrete Barrier".

If the concrete barriers need to be moved and reset on the project, requiring the barriers to be transported by truck, all cost for removing, transporting, and resetting the barriers will be incidental to the contract unit price per each for "Remove and Reset Traffic Control Movable Concrete Barrier". All cost for small shifts in alignment of the barriers, not requiring the barriers to be transported by truck, will be incidental to various contract items.

September 14, 2018

Published Date: 2025	SDDOT	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE END SECTION)	PLATE NUMBER 628.02
			Sheet 2 of 2



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: 2025	SDDOT	WORK ON SHOULDERS	PLATE NUMBER 634.03 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.

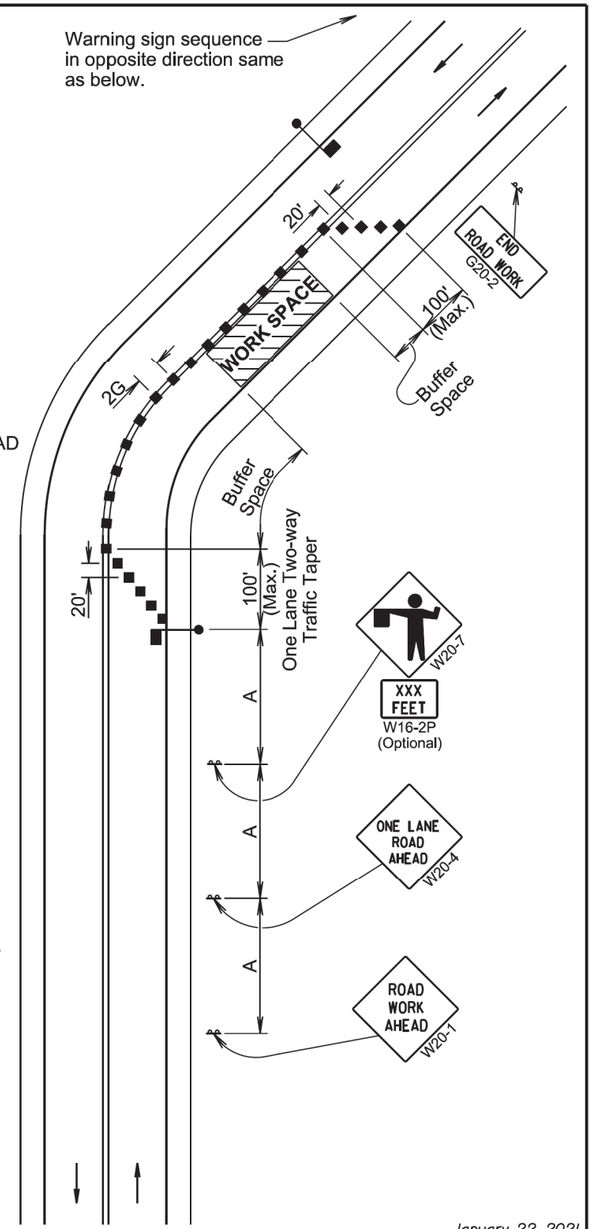
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.

END ROAD WORK G20-2

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

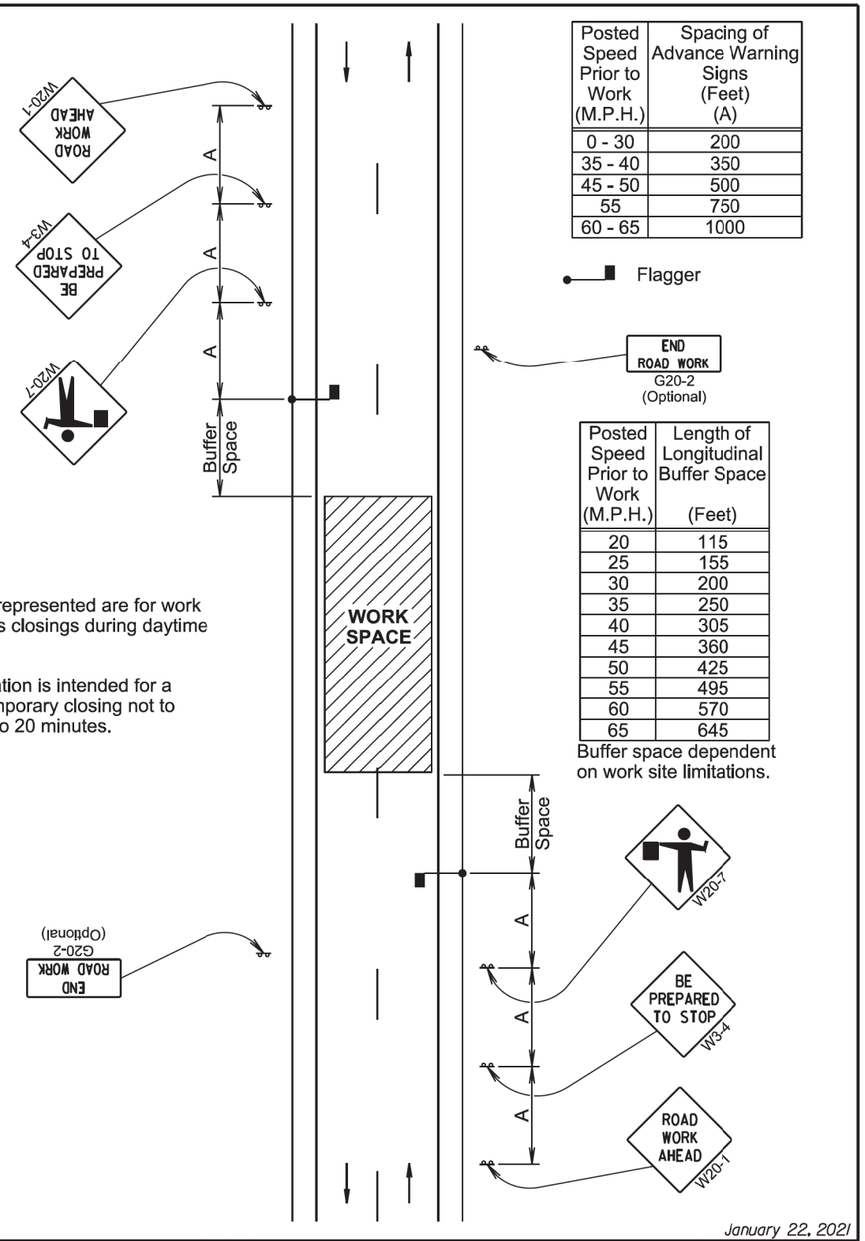
The buffer space should be extended so that the two-way traffic taper is placed before a horizontal or vertical curve to provide adequate sight distance for the flagger and queue of stopped vehicles.

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



January 22, 2021

Published Date: 2025	SDDOT	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23 Sheet 1 of 1



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

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.

January 22, 2021

Published Date: 2025

SDDOT

TEMPORARY ROAD WORK

PLATE NUMBER 634.30

Sheet 1 of 1

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B) (C)		
0 - 30	200		
35 - 40	350		
45 - 50	500		
55	750		
60 - 65	1000		
	(A)	(B)	(C)
70 - 80	1000	1500	2640

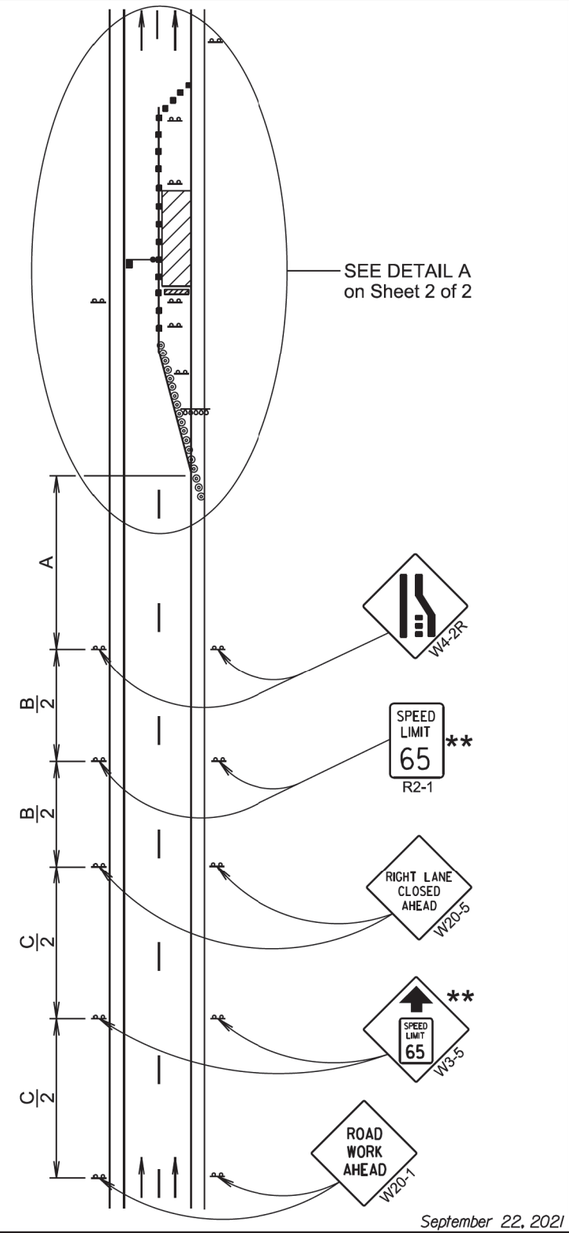
** Speed appropriate for location.

◎ Reflectorized Drum

▪ Channelizing Device

ROAD WORK AHEAD sign is only required in advance of the first lane closure.

High speed is defined as having a posted speed limit greater than 45 mph.



September 22, 2021

Published Date: 2025

SDDOT

WORK ZONE SPEED REDUCTION FOR INTERSTATE AND HIGH SPEED MULTI-LANE HIGHWAYS

PLATE NUMBER 634.63

Sheet 1 of 2

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)	Taper Length (Feet) (L)
0 -30	25	180
35 - 40	25	320
45	25	600
50	50 *	600
55	50 *	660
60 - 65	50 *	780
70 - 80	50 *	960

* Spacing is 40' for 42" cones.

** Speed appropriate for location.

*** Use speed limit designated for the condition when workers are present in the work space. Signs will be covered or removed when workers are not present.

Flagger (As Necessary)

◎ Reflectorized Drum

■ Channelizing Device

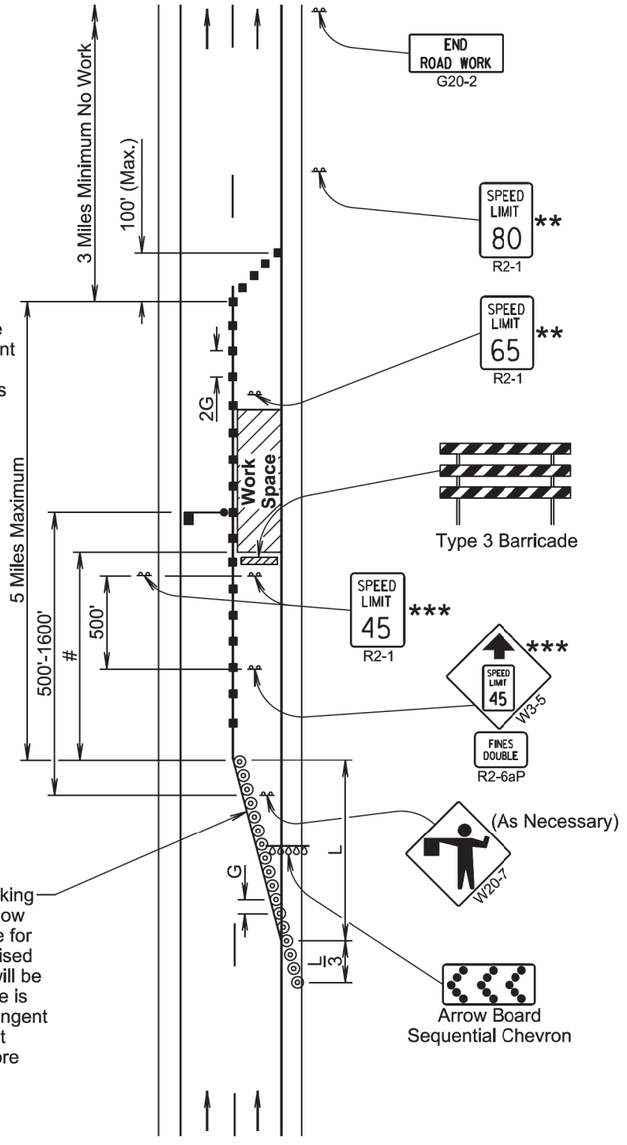
The Work Space will be a minimum of 500' from the end of the taper.

The FLAGGER sign will be used whenever there is a Flagger present.

The channelizing devices will be 42" cones or drums.

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

4" white temporary pavement marking tape for right lane closures, 4" yellow temporary pavement marking tape for left lane closures, or temporary raised pavement markers at 5' spacing will be installed in the taper when the lane is closed overnight, and along the tangent section where the skip lines do not exist and the lane is closed for more than 3 days.



DETAIL A

September 22, 2021

Published Date: 2025	SDDOT	WORK ZONE SPEED REDUCTION FOR INTERSTATE AND HIGH SPEED MULTI-LANE HIGHWAYS	PLATE NUMBER 634.63 Sheet 2 of 2

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
70	730
75	820
80	910

◎ Reflectorized Drum

■ Channelizing Device

(4W) 4" White Temporary Pavement Marking

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

This procedure also applies when work is being performed in the lane adjacent to the median on a divided highway. Under these conditions, LEFT LANE CLOSED signs and the corresponding LANE REDUCTION symbol signs will be used.

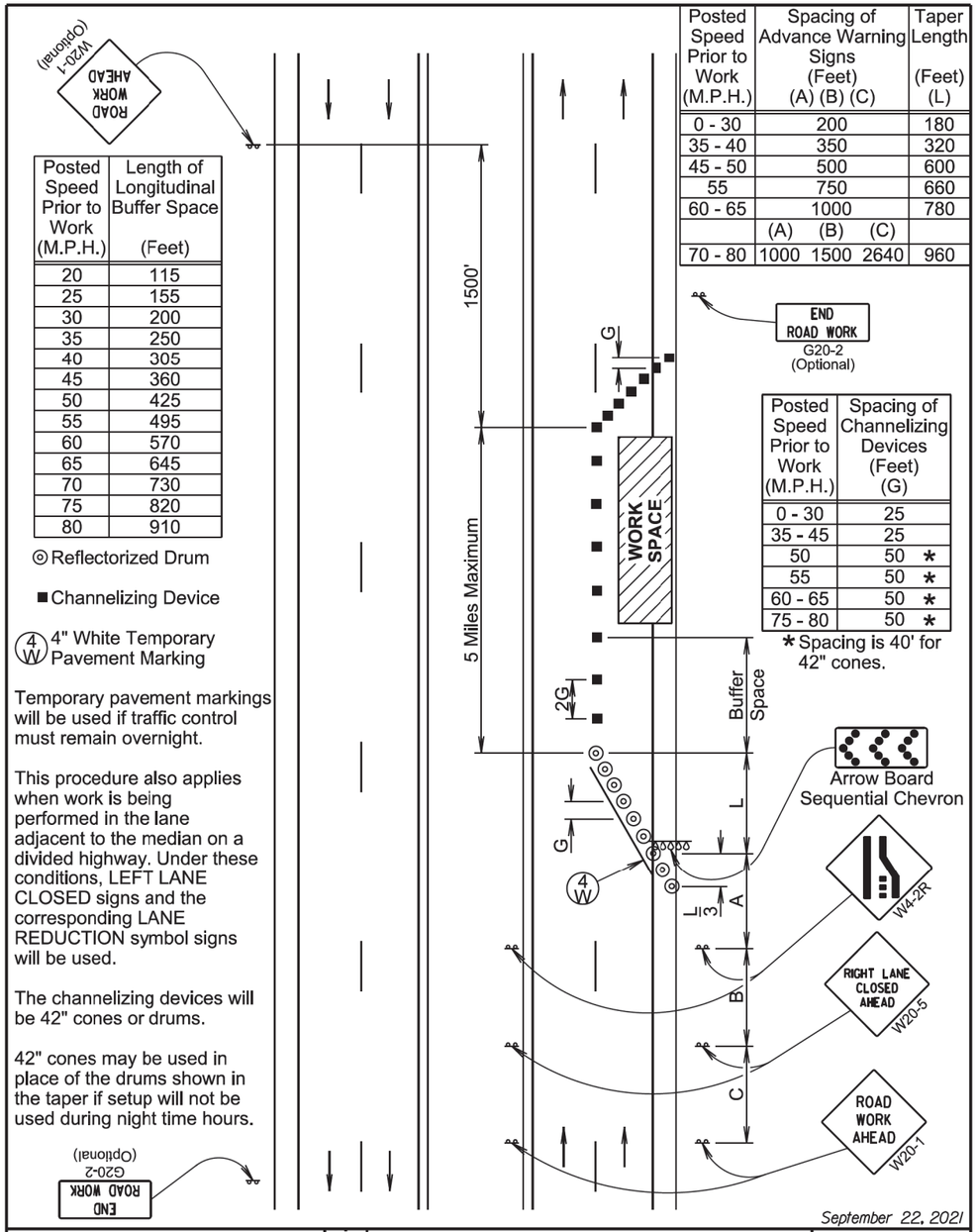
The channelizing devices will be 42" cones or drums.

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

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B) (C)	Taper Length (Feet) (L)
0 - 30	200	180
35 - 40	350	320
45 - 50	500	600
55	750	660
60 - 65	1000	780
	(A) (B) (C)	
70 - 80	1000 1500 2640	960

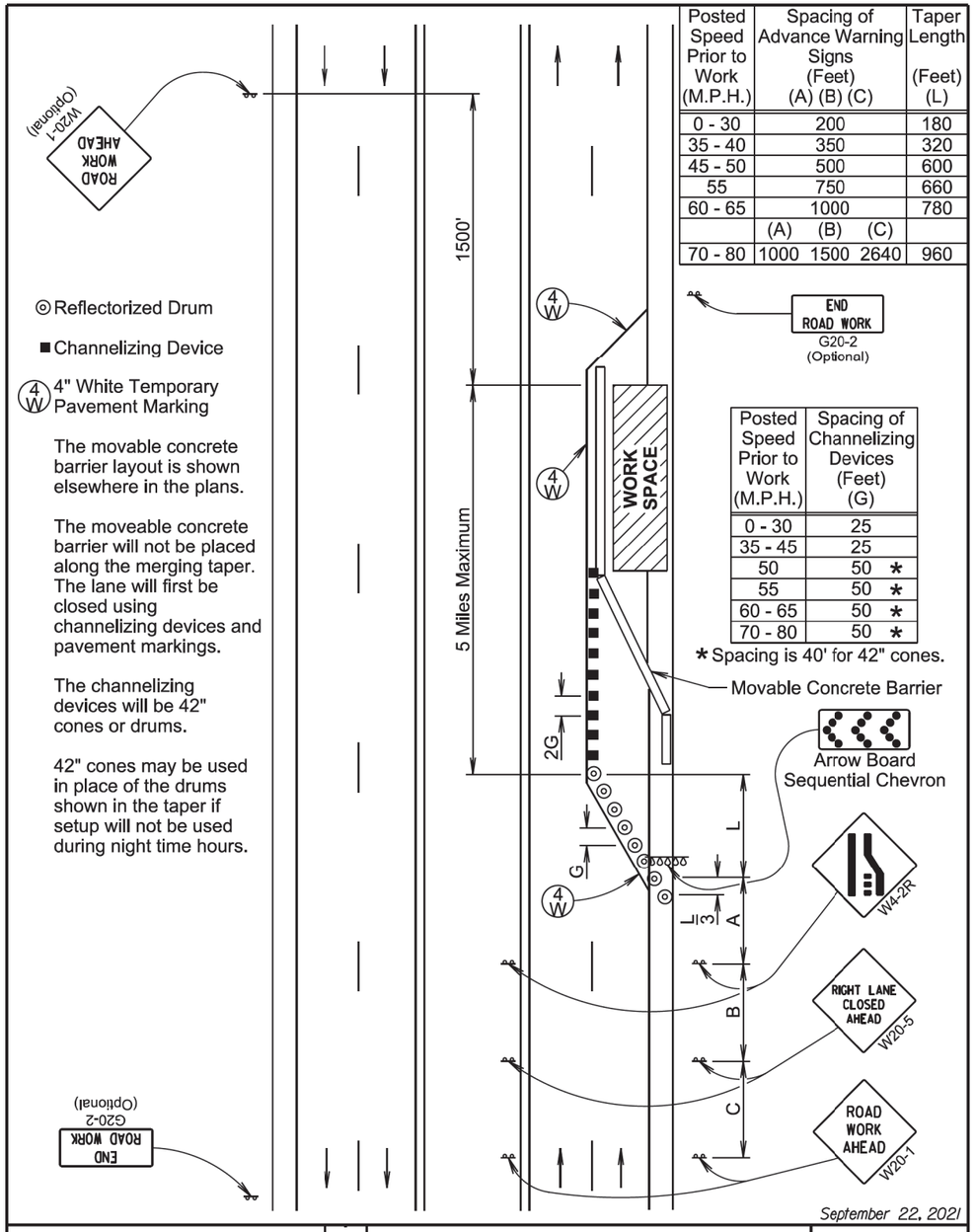
Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	25
35 - 45	25
50	50 *
55	50 *
60 - 65	50 *
75 - 80	50 *

* Spacing is 40' for 42" cones.



September 22, 2021

Published Date: 2025	SDDOT	LANE CLOSURE WITHOUT BARRIER	PLATE NUMBER 634.64 Sheet 1 of 1



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B) (C)	Taper Length (Feet) (L)
0 - 30	200	180
35 - 40	350	320
45 - 50	500	600
55	750	660
60 - 65	1000	780
	(A) (B) (C)	
70 - 80	1000 1500 2640	960

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	25
35 - 45	25
50	50 *
55	50 *
60 - 65	50 *
70 - 80	50 *

* Spacing is 40' for 42" cones.

◎ Reflectorized Drum

■ Channelizing Device

(4W) 4" White Temporary Pavement Marking

The movable concrete barrier layout is shown elsewhere in the plans.

The moveable concrete barrier will not be placed along the merging taper. The lane will first be closed using channelizing devices and pavement markings.

The channelizing devices will be 42" cones or drums.

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

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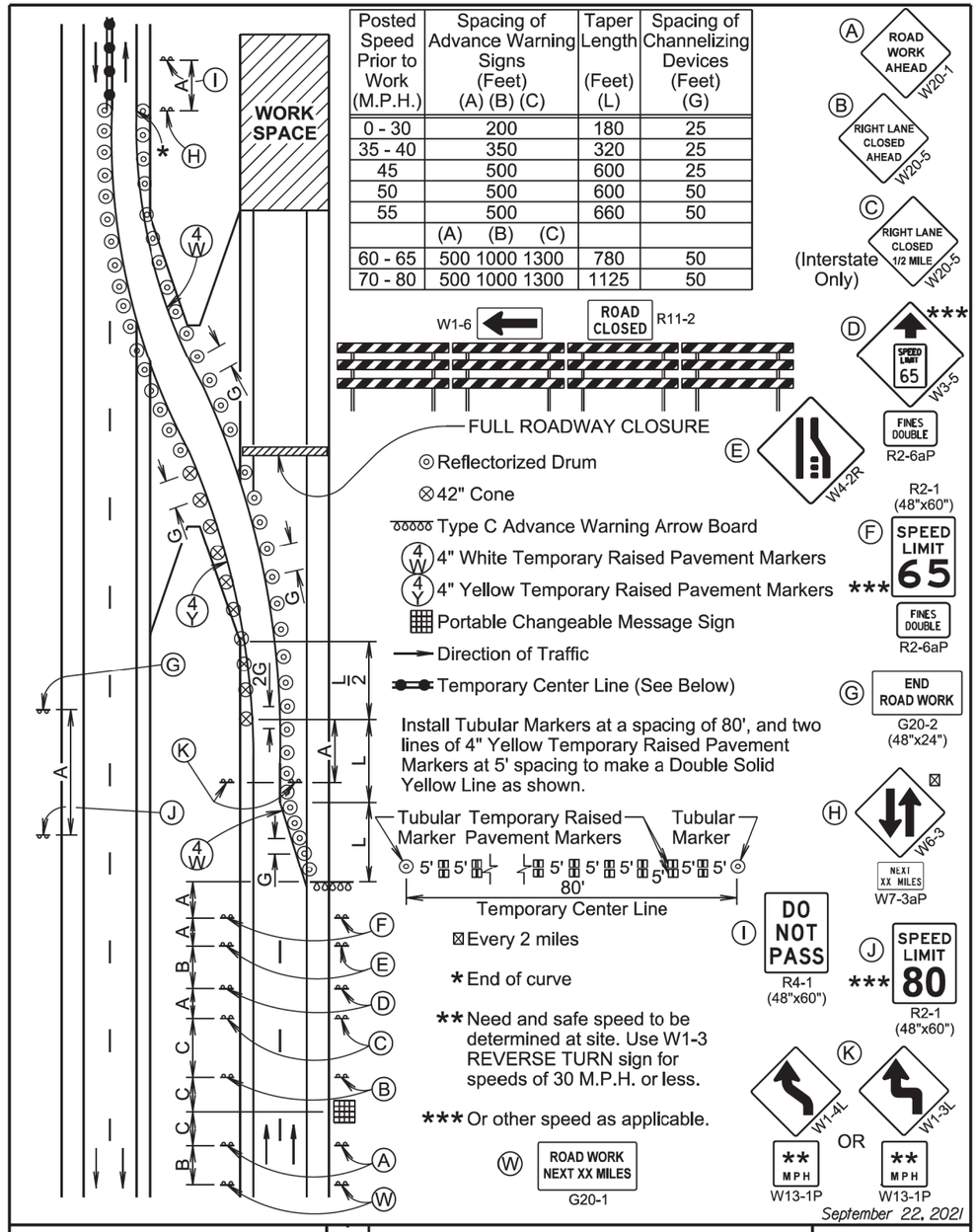
Published Date: 2025

SDDOT

LANE CLOSURE WITH BARRIER

PLATE NUMBER 634.65

Sheet 1 of 1



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B) (C)	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	500	660	50
	(A) (B) (C)		
60 - 65	500 1000 1300	780	50
70 - 80	500 1000 1300	1125	50

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Published Date: 2025

SDDOT

MEDIAN CROSSOVER ON DIVIDED HIGHWAY

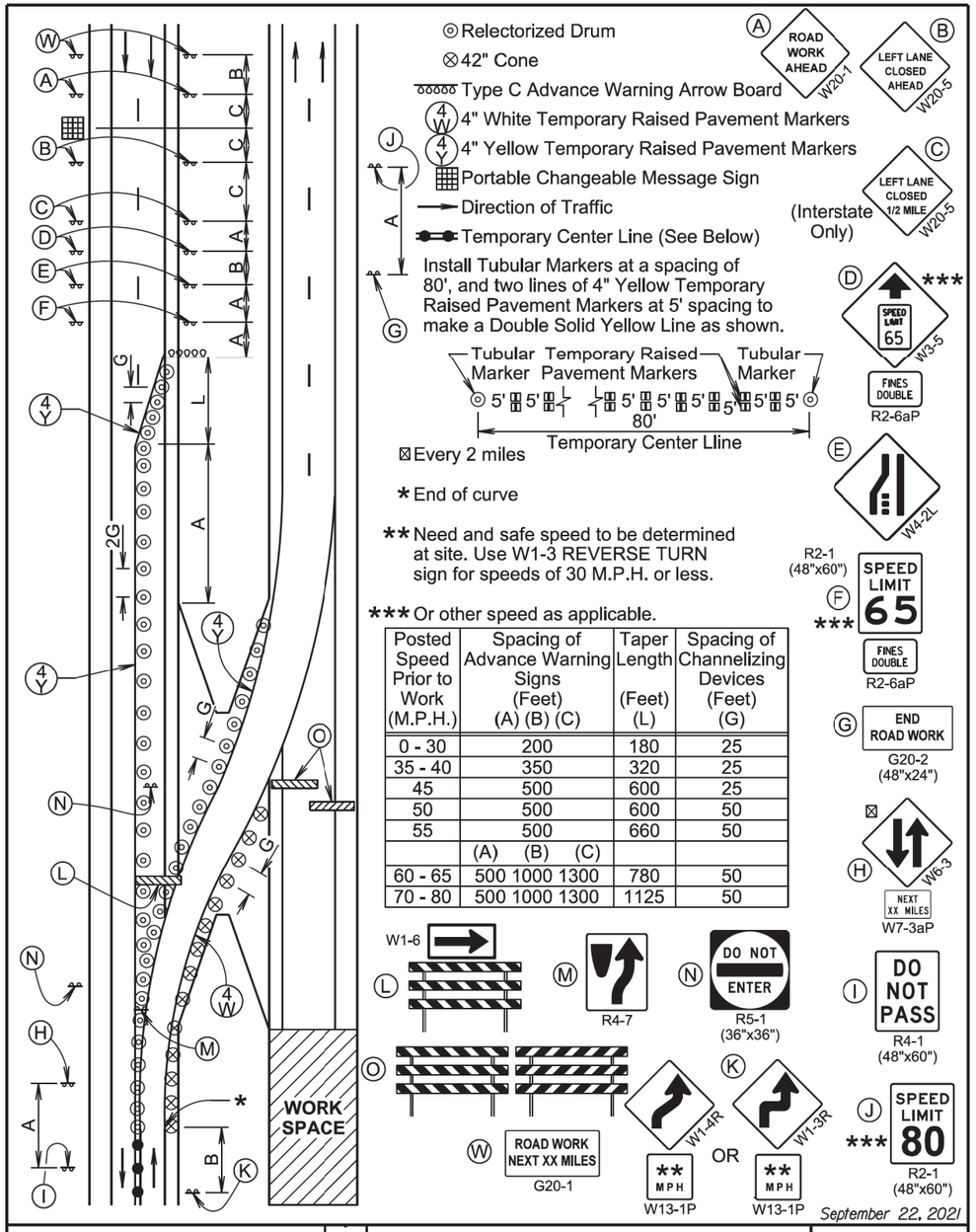
PLATE NUMBER 634.66

Sheet 1 of 2

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C30	C32

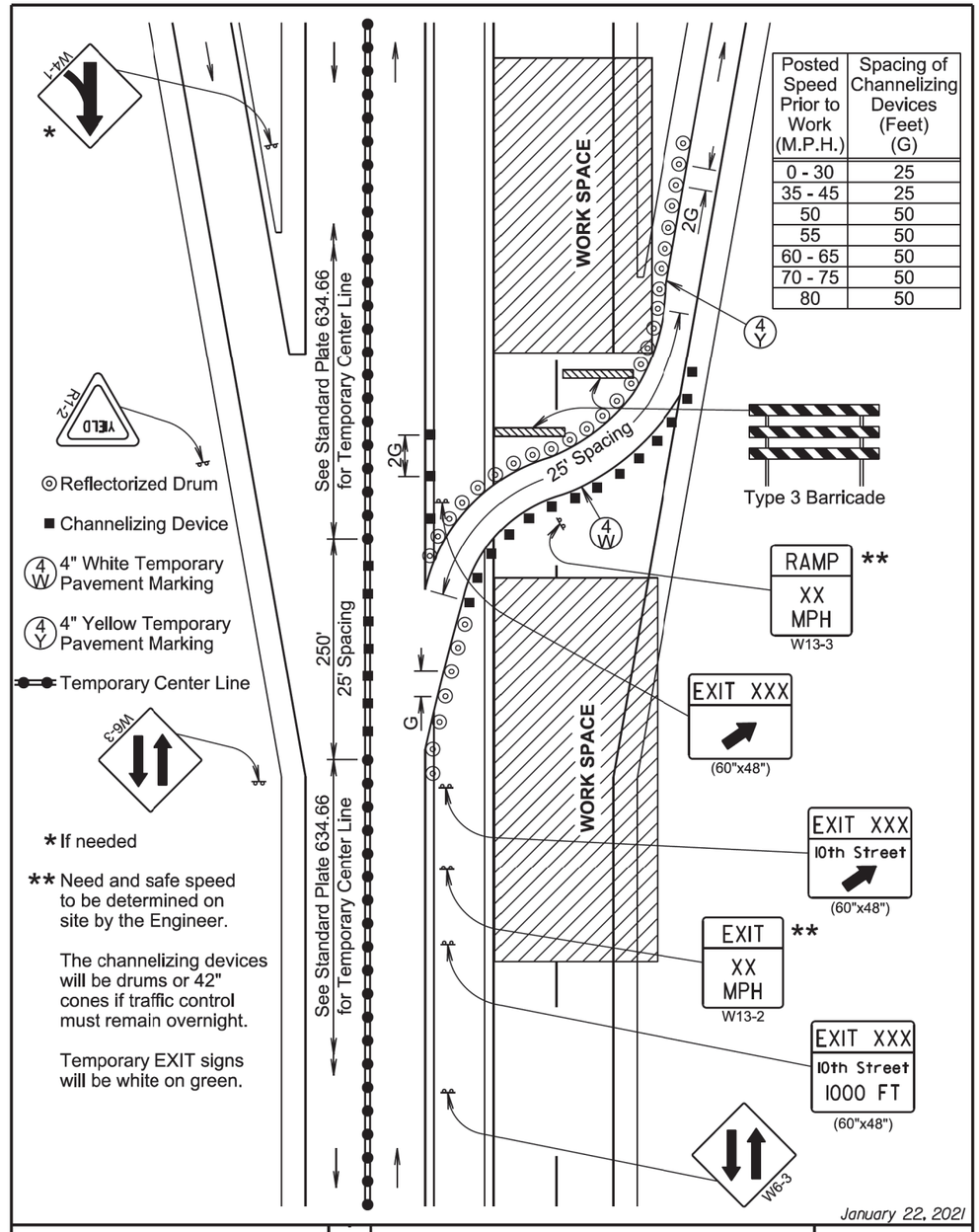
Plotting Date: 8/12/2024



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B) (C)	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	500	660	50
	(A) (B) (C)		
60 - 65	500 1000 1300	780	50
70 - 80	500 1000 1300	1125	50

September 22, 2021

Published Date: 2025	SDDOT	MEDIAN CROSSOVER ON DIVIDED HIGHWAY	PLATE NUMBER 634.66
			Sheet 2 of 2



Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	25
35 - 45	25
50	50
55	50
60 - 65	50
70 - 75	50
80	50

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Published Date: 2025	SDDOT	MEDIAN CROSSOVER FOR EXIT RAMP	PLATE NUMBER 634.67
			Sheet 1 of 1

Plot Scale - 1:200

Plotted From - bryce.steffen

File - ...\Design\0638_detail_sheets.dgn

HRGreen

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B) (C)	Taper Length (Feet) (L)
0 - 30	200	180
35 - 40	350	320
45 - 50	500	600
55	750	660
60 - 65	1000	780
	(A) (B) (C)	
70 - 80	1000 1500 2640	1125

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	25
35 - 45	25
50	50 *
55	50 *
60 - 80	50 *

* Spacing is 40' for 42" cones.

◎ Reflectorized Drum

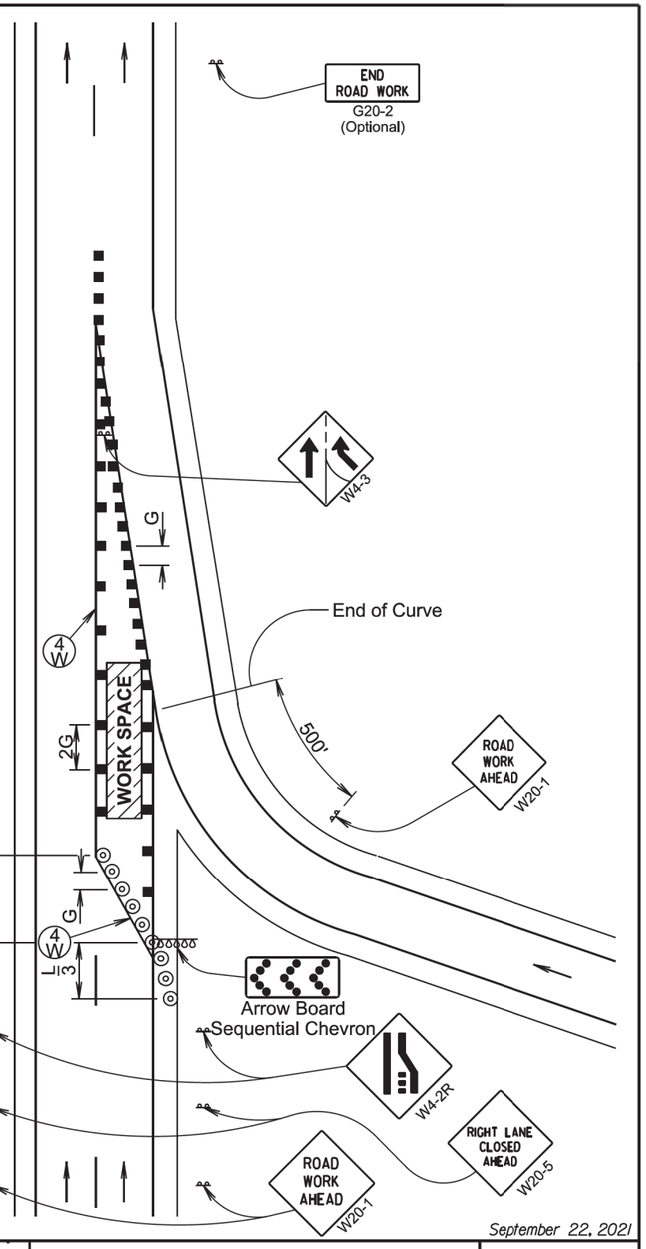
■ Channelizing Device

(4W) 4" White Temporary Pavement Marking

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

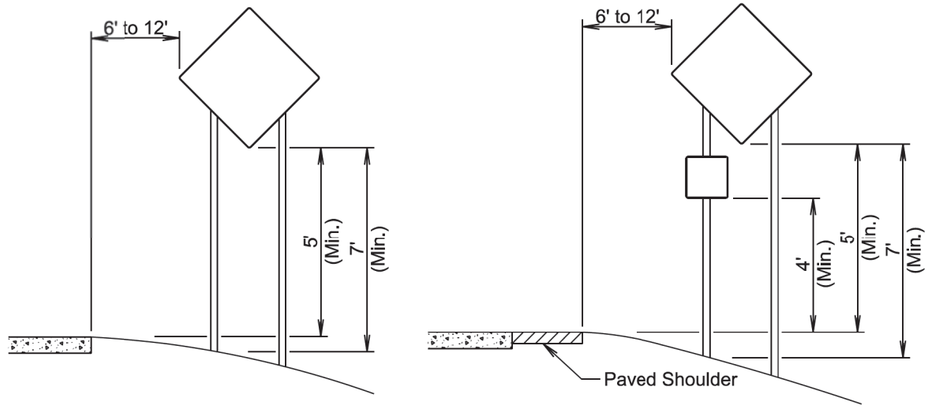
The channelizing devices will be drums or 42" cones if traffic control must remain overnight.

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



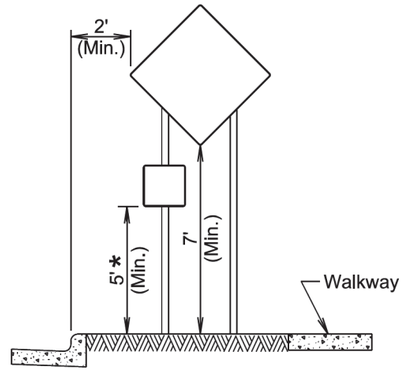
September 22, 2021

Published Date: 2025	SDDOT	WORK IN VICINITY OF ENTRANCE RAMP	PLATE NUMBER 634.70
			Sheet 1 of 1

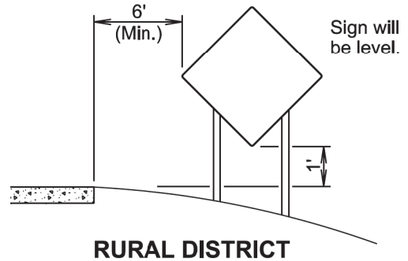


RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT



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

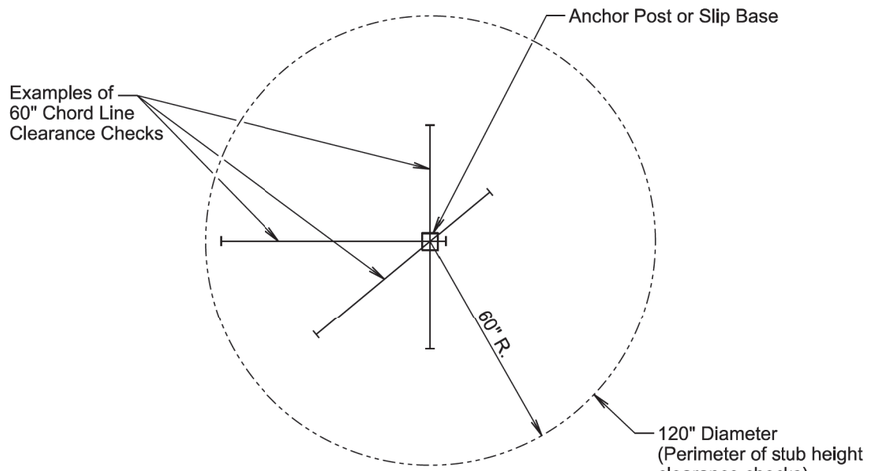
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

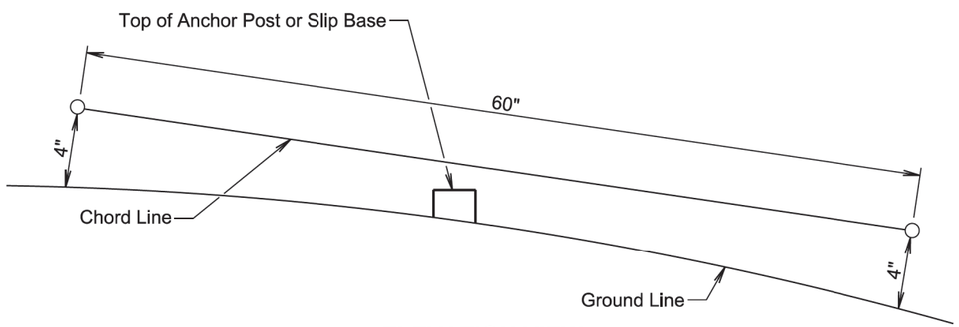
Published Date: 2025	SDDOT	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0909(92)387	C32	C32

Plotting Date: 8/12/2024



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	SDDOT	***BREAKAWAY SUPPORT STUB CLEARANCE***	***PLATE NUMBER*** 634.99
			Sheet 1 of 1