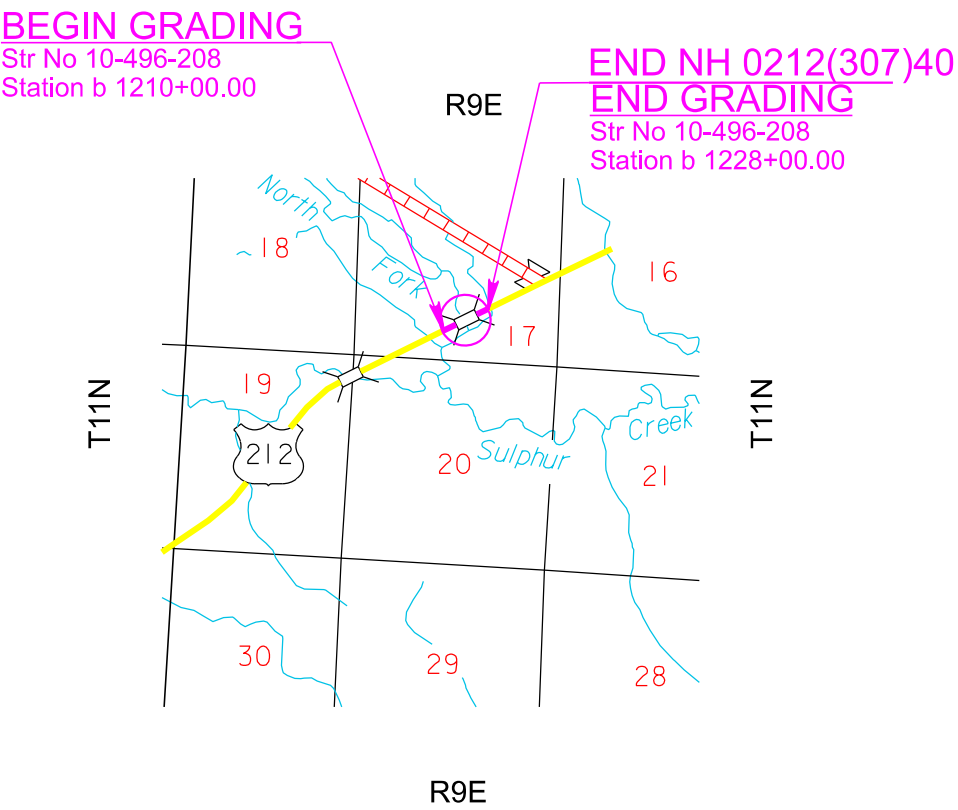
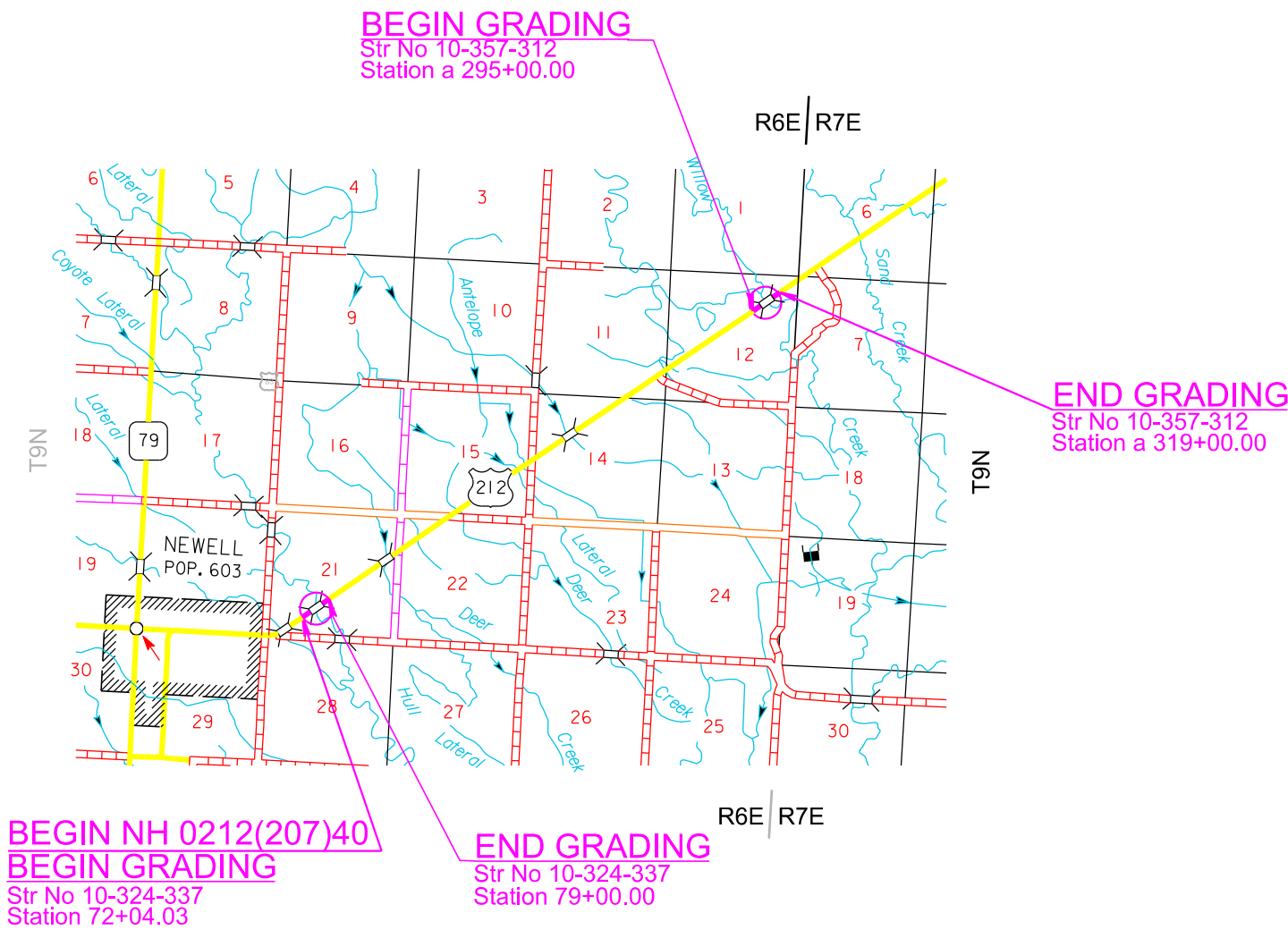


SECTION C: TRAFFIC CONTROL PLANS

SD DOT	PROJECT	SECTION	SHEET
	NH 0212(207)40	C	1/7
Plotting Date: 07/31/2025			

INDEX OF SHEETS

C1	General Layout with Index
C2-C3	Estimate with General Notes & Tables
C4	Fixed Sign Location Layout
C5-C7	Standard Plates



SECTION C ESTIMATE OF QUANTITIES

Section C - Traffic Control			
BID ITEM NUMBER	ITEM	QUANTITY	UNIT
205E0010	Dust Control Chloride	23,920	Lb
634E0010	Flagging	500.0	Hour
634E0110	Traffic Control Signs	1,424.6	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	18	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	1,000	Ft
634E0640	Temporary Pavement Marking	19,000	Ft

SEQUENCE OF OPERATIONS

- Set up preliminary traffic control.
- Remove the existing fence and install temporary fencing.
- Install erosion control measures, as needed, in advance of grading operations.
- Construct the traffic diversions.
- Complete all structure work, grading and paving.
- Remove traffic diversions, install permanent fence and erosion control measures for final stabilization.

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.

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.

GENERAL TRAFFIC CONTROL (CONTINUED)

Fixed location signing placed more than 4 calendar days prior to the start of construction will be covered or laid down until the time of construction. The covers must be approved by the Engineer prior to installation. The cost of materials, labor, and equipment necessary to complete this work will be incidental to other contract items. No separate payment will be made.

All fixed location signs, sign posts, and breakaway bases will be removed within 7 calendar days following pavement marking.

All haul trucks will be equipped with an additional flashing amber light that is visible from the backside of the haul truck. The costs for the flashing amber lights will be incidental to the various related contract items.

At no time will a vertical drop-off of greater than 3 inches be left overnight adjacent to the traveled way. The Contractor will utilize embankment material to ensure a 3-inch vertical drop-off is not exceeded. The slope of the embankment material will not be steeper than a 4:1 within 30 feet of the traveled way.

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

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

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

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

The shoulders will be closed per Standard Plate 634.03 if excavations are within 30 feet of the traveled lane.

A minimum lane width of 12' will be maintained on the existing roadway through work areas. The Contractor will adjust traffic control items to accommodate over width vehicles, when necessary, up to 16' wide.

Vertical panels spaced at 50 feet will be used to mark edge of roadway along the traffic diversions. The cost of materials, labor, and equipment necessary to complete this work will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

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Revised 9/5/2025

GENERAL TRAFFIC CONTROL (CONTINUED)

Two applications of Dust Control Chloride are included in the estimate of quantities for each traffic diversion. Dust Control Chloride will be used as directed by the Engineer.

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

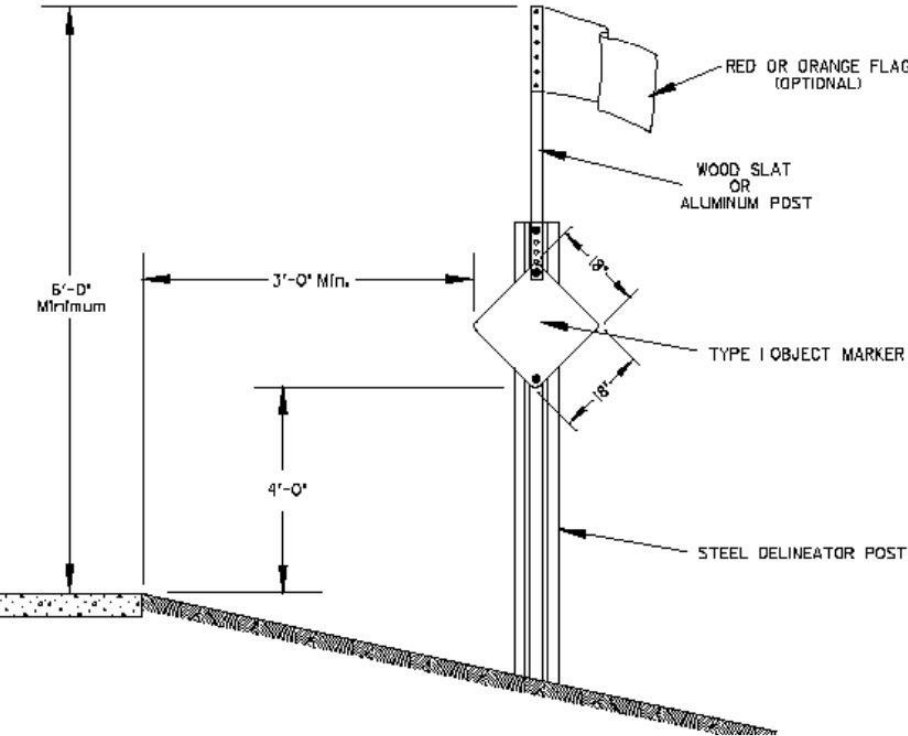
SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W1-4	REVERSE CURVE (L or R)	12	48" x 48"	16.0	192.0
W1-6	LARGE ARROW (one direction)	18	48" x 24"	8.0	144.0
W8-1	BUMP	10	48" x 48"	16.0	160.0
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-7	LOOSE GRAVEL	6	48" x 48"	16.0	96.0
W8-3	PAVEMENT ENDS	6	48" x 48"	16.0	96.0
W8-15P	MOTORCYCLE (plaque)	6	24" x 18"	3.0	18.0
W13-1P	ADVISORY SPEED (plaque)	28	30" x 30"	6.3	176.4
W20-1	ROAD WORK AHEAD	6	48" x 48"	16.0	96.0
W20-4	ONE LANE ROAD AHEAD	6	48" x 48"	16.0	96.0
W20-7	FLAGGER (symbol)	6	48" x 48"	16.0	96.0
W21-5	SHOULDER WORK	6	48" x 48"	16.0	96.0
G20-2	END ROAD WORK	6	36" x 18"	4.5	27.0
-	TYPE 1 ORANGE OBJECT MARKER	24	18" x 18"	2.3	55.2
-	TYPE 2 OBJECT MARKER BACK TO BACK	12	6" x 12"	1.0	12.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			
		1424.6			

BUMP MARKERS

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

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

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



FLAGGING

Operations will be conducted so that the traveling public will not have to wait longer than 15 minutes at the flagger station. The total delay will not exceed 20 minutes combined for all three sites if more than one station is set up at one time.

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

TEMPORARY PAVEMENT MARKING

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

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

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

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

TEMPORARY PAVEMENT MARKING (CONTINUED)

Quantities of Temporary Pavement Markings consist of:

- One pass on the first lift of asphalt concrete
- One pass on the second lift of asphalt concrete
- One pass on top of the final lift of asphalt concrete
- One pass prior to the flush seal, length as determined by the Engineer
- One pass after the flush seal

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

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

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

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

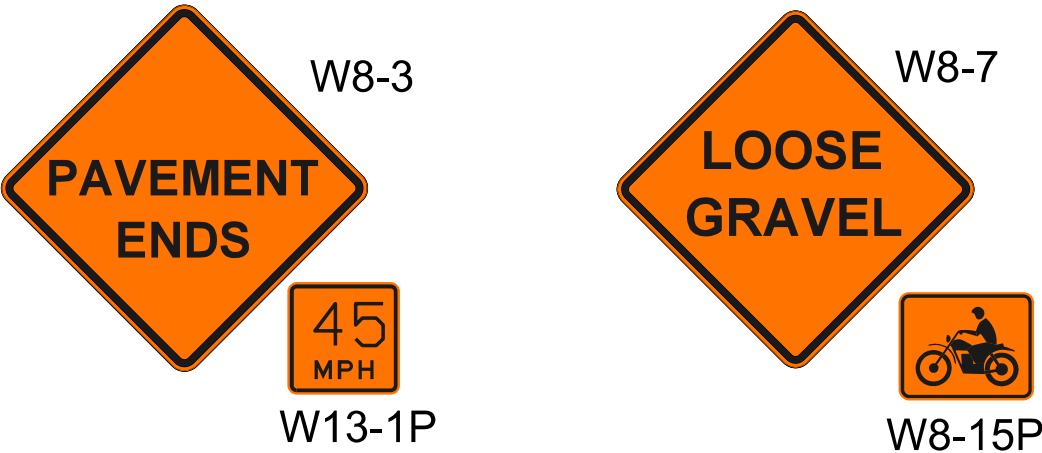
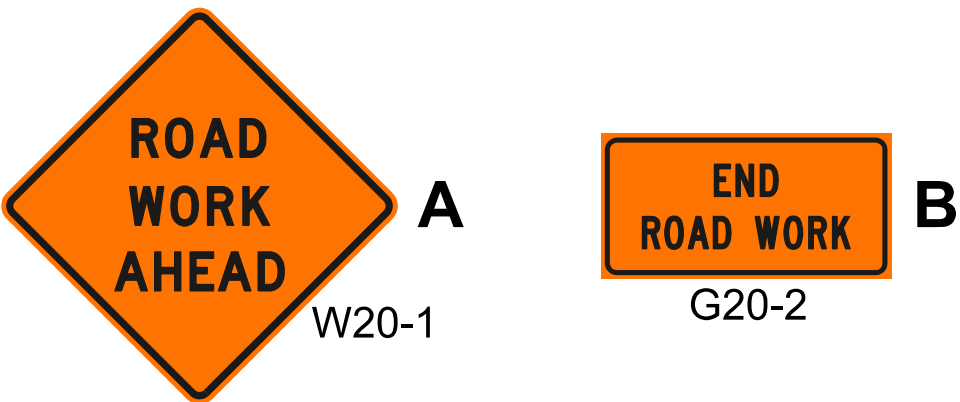
PRESS RELEASE ANNOUNCEMENTS

The SDDOT will prepare a press release to be released 5 days prior to any phase change or any other major change that affects traffic flow. The SDDOT will be responsible to keep law enforcement, emergency services, and the traveling public notified of changes in project access. The Contractor will provide the Engineer with pertinent information 7 days prior to any phase change or any other major change that affects traffic flow.

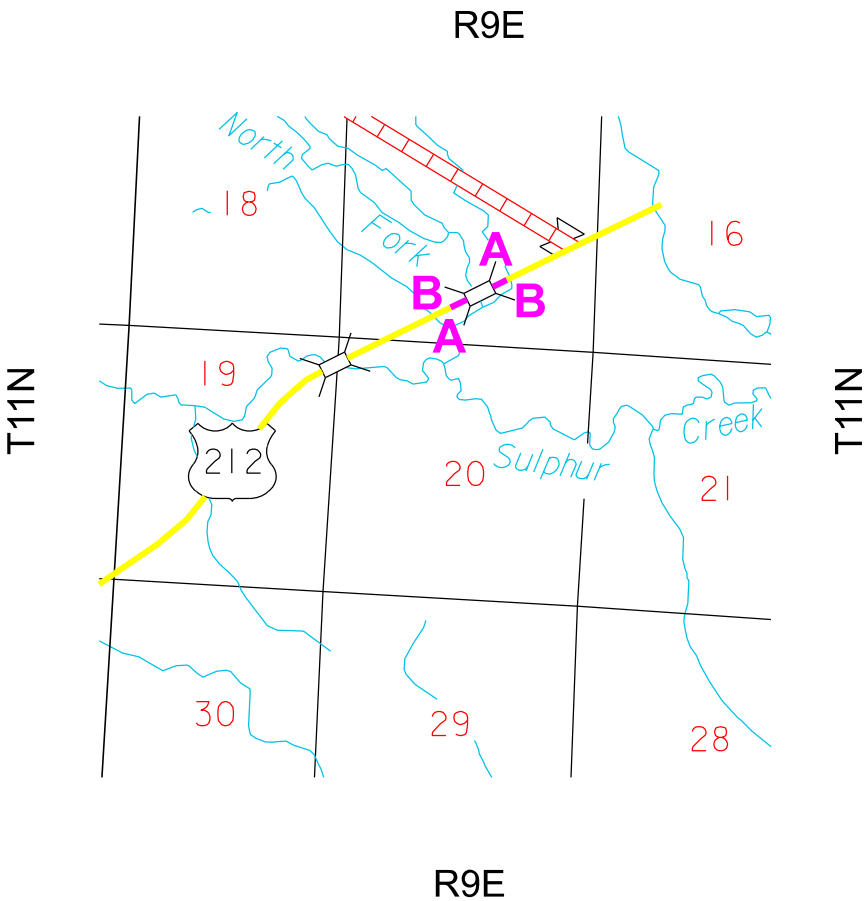
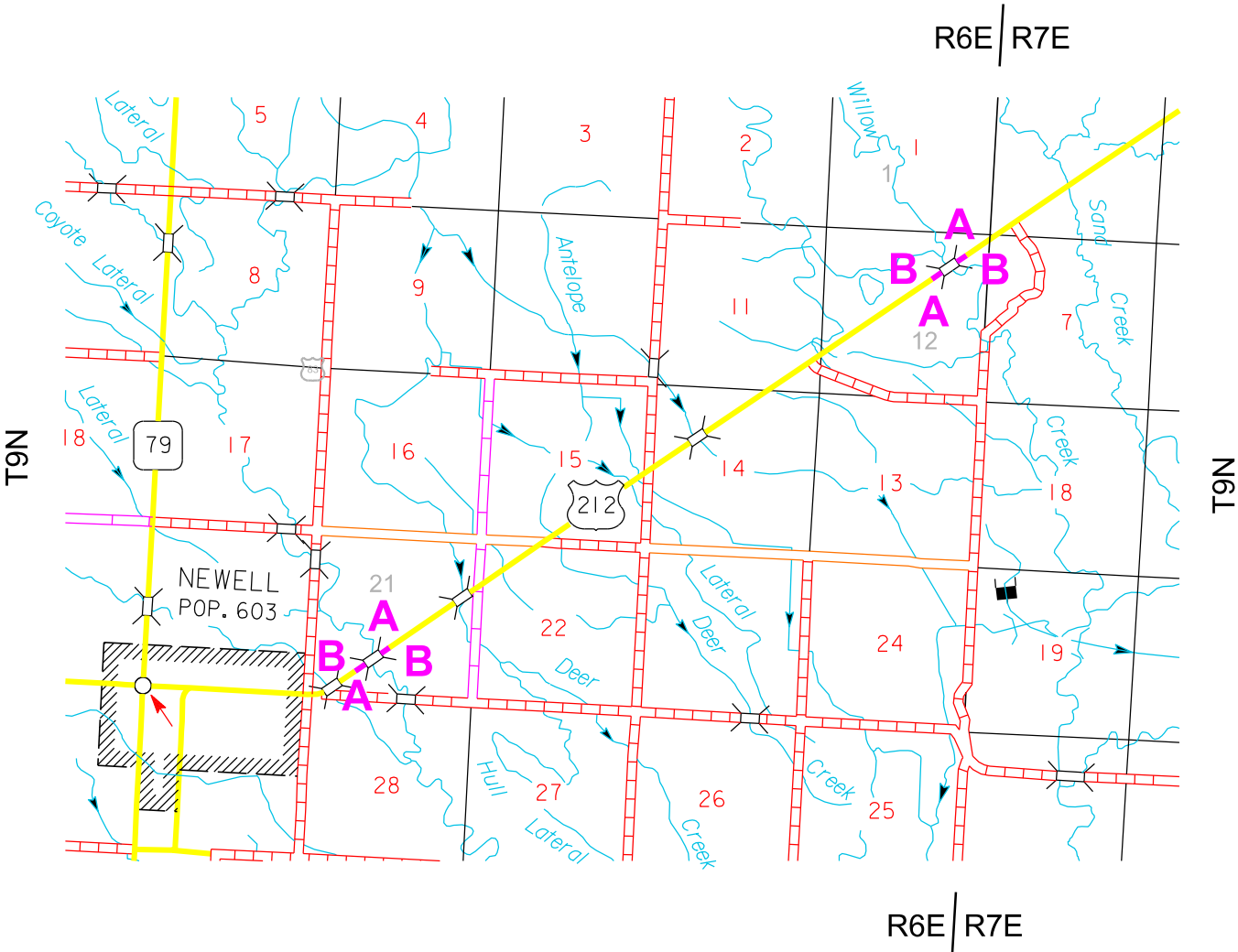
STATE OF SOUTH DAKOTA	PROJECT	SECTION	SHEET
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Revised 9/5/2025

FIXED LOCATION SIGN LAYOUT



Note: Install fixed signs "PAVEMENT ENDS" and "LOOSE GRAVEL" as directed by the Engineer.



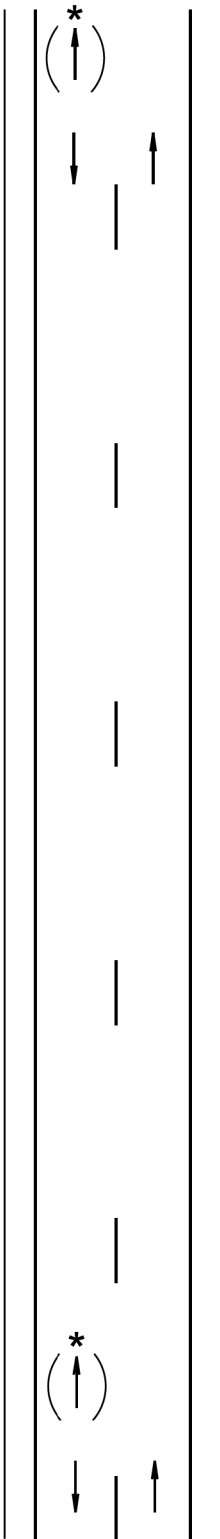
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

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.

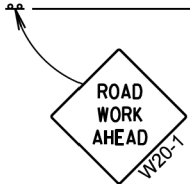
The ROAD WORK AHEAD sign may be replaced with other appropriate signs, such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.

* 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

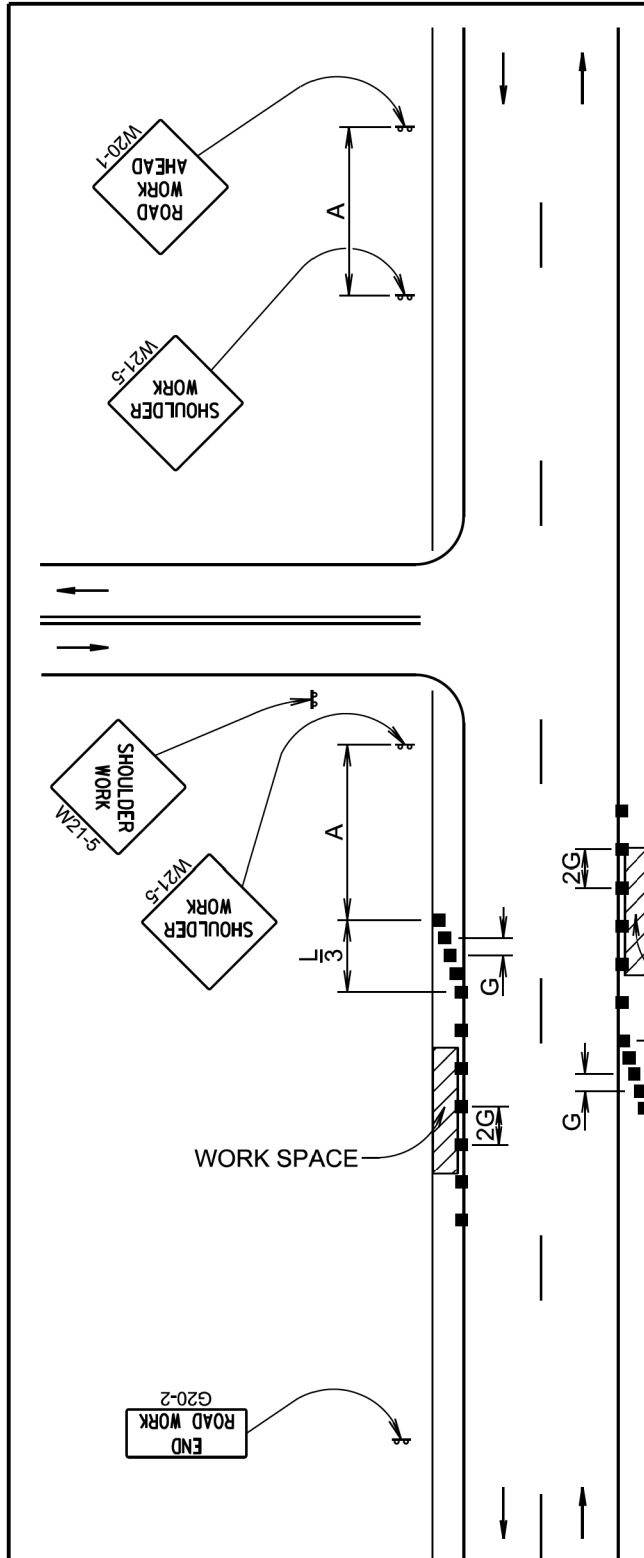
**S
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T**

WORK BEYOND THE SHOULDER

PLATE NUMBER
634.01

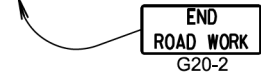
Sheet 1 of 1

Published Date: 2027



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	180	25
35 - 40	350	320	25
45	500	600	25
50	500	600	50
55	750	660	50
60 - 65	1000	780	50

■ Channelizing Device



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

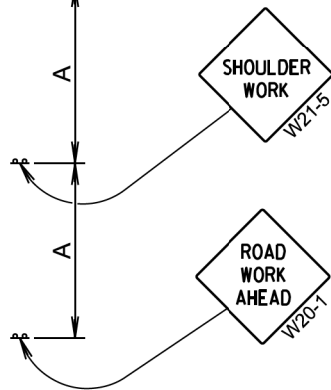
For short duration operations (1 hour or less) all channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.

Worker signs (W21-1 or W21-1a) may be used instead of SHOULDER WORK signs.

A SHOULDER WORK sign should be placed on the left side of a divided or one-way roadway only if the left shoulder is affected.

The SHOULDER WORK sign on an intersecting roadway is not required if drivers emerging from that roadway will encounter another advance warning sign before they reach a work activity area.

WORK SPACE



January 22, 2021

**S
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T**

WORK ON SHOULDERS

PLATE NUMBER
634.03

Sheet 1 of 1

Published Date: 2027

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.

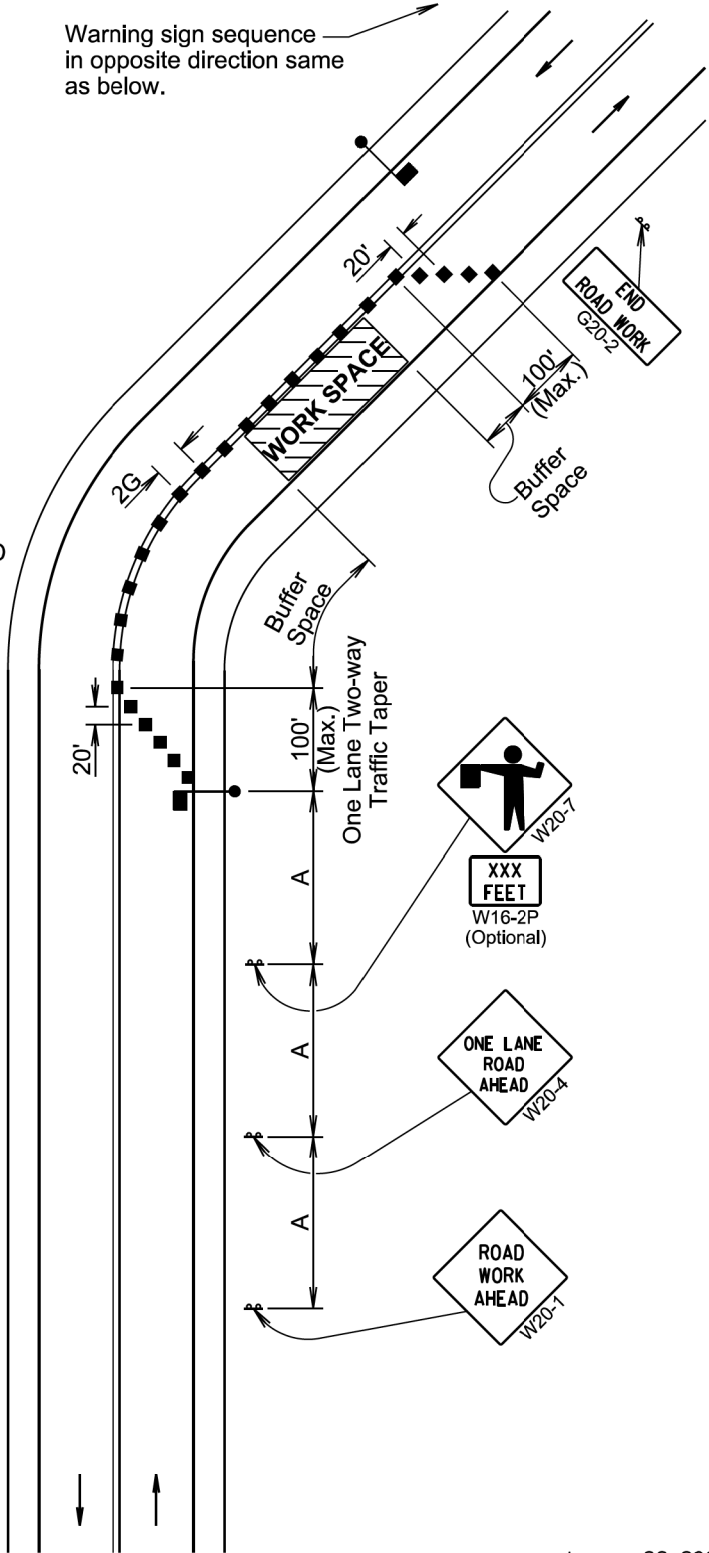
END
ROAD WORK
G20-2

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.

Warning sign sequence in opposite direction same as below.



January 22, 2021

S
D
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T

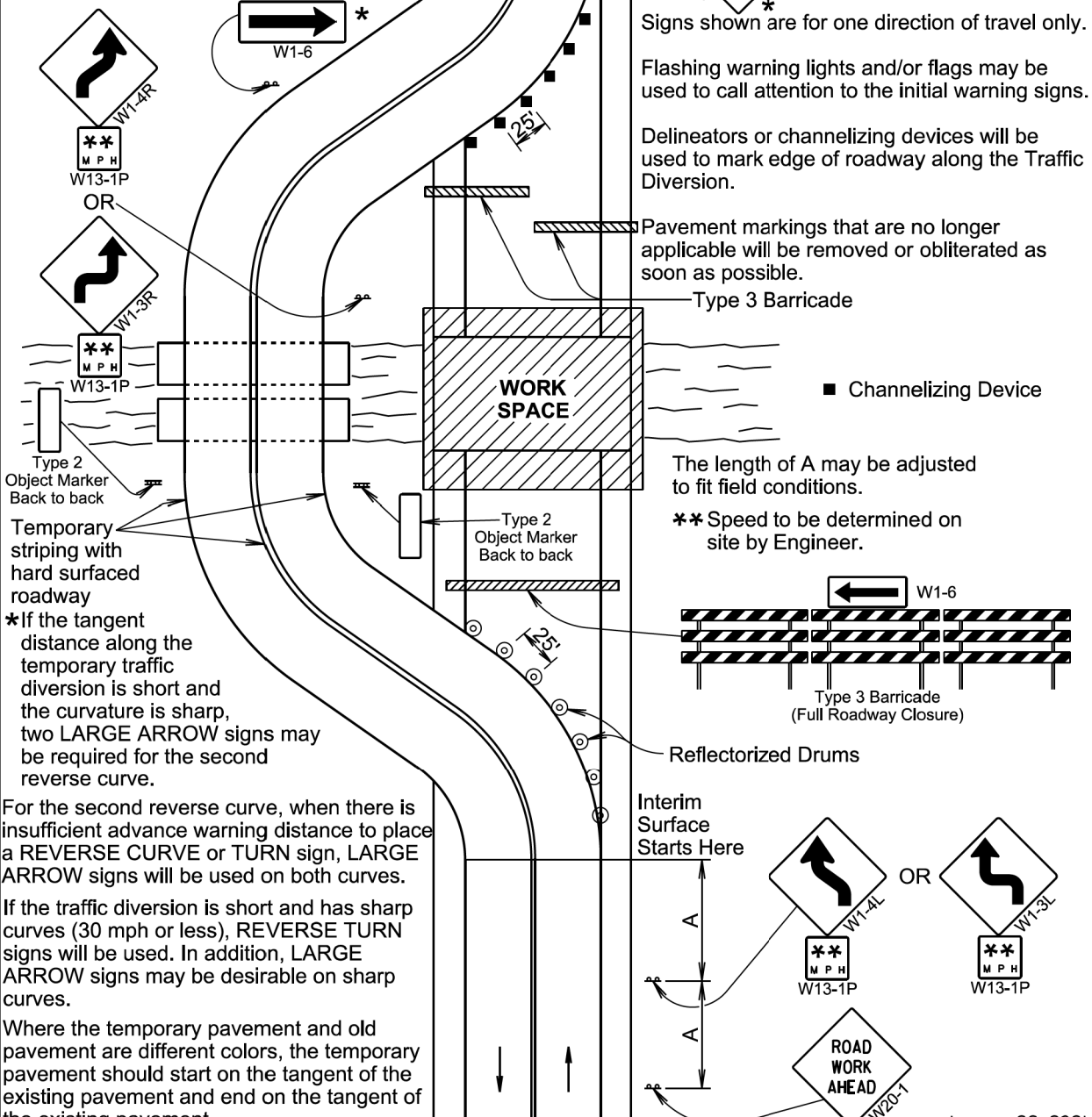
LANE CLOSURE WITH FLAGGER PROVIDED

PLATE NUMBER
634.23

Sheet 1 of 1

Published Date: 2027

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



January 22, 2021

S
D
D
O
T

ROAD CLOSED WITH TRAFFIC DIVERTED

PLATE NUMBER
634.28

Sheet 1 of 1

Published Date: 2027

