



BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
633E0020	Cold Applied Plastic Pavement Marking, 8"	1,210	Ft
633E3000	Durable Pavement Marking, 4" White	230,470	Ft
633E3005	Durable Pavement Marking, 4" Yellow	184,970	Ft
633E5005	Grooving for Cold Applied Plastic Pavement Marking, 8"	1,210	Ft
633E5050	Surface Preparation for Pavement Marking	411,140	Ft
633E5100	Grooving for Durable Pavement Marking, 4"	4,300	Ft
634E0110	Traffic Control Signs	410.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	17	Each
634E0420	Type C Advance Warning Arrow Board	1	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	1,120	Ft
634E1215	Contractor Furnished Portable Changeable Message Sign	5	Each
634E1255	Contractor Furnished Vehicle Speed Feedback Sign	2	Each
634E1260	Truck/Trailer Mounted Attenuator	2	Each

**ENVIRONMENTAL COMMITMENTS**

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT's Environmental Commitments can be accessed through the Environmental Procedures Manual found at: <https://dot.sd.gov/doing-business/environmental/about-environmental/>

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

**COMMITMENT B: FEDERALLY THREATENED, ENDANGERED, AND PROTECTED SPECIES**

**COMMITMENT B2: WHOOPING CRANE**

The Whooping Crane is a spring and fall migratory bird in South Dakota that is about 5 feet tall and typically stops on wetlands, rivers, and agricultural lands along their migration route. An adult Whooping Crane is white with a red crown and a long, dark, pointed bill. Immature Whooping Cranes are cinnamon brown. While in flight, their long necks are kept straight, and their long dark legs trail behind. Adult Whooping Cranes' black wing tips are visible during flight.

**Action Taken/Required:**

Harassment or other measures to cause the Whooping Crane to leave the site is a violation of the Endangered Species Act. If a Whooping Crane is sighted roosting in the vicinity of the project, borrow pits, or staging areas associated with the project, cease construction activities in the affected area until the Whooping Crane departs and immediately contact the Project Engineer. The Project Engineer will contact the Environmental Office so that the sighting can be reported to USFWS.

**COMMITMENT E: STORM WATER**

Construction activities constitute less than 1 acre of disturbance.

**Action Taken/Required:**

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

**COMMITMENT H: WASTE DISPOSAL SITE**

The Contractor will furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

**Action Taken/Required:**

Construction and/or demolition debris may not be disposed of within the Public ROW.

The waste disposal site(s) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Agriculture and Natural Resources.

The waste disposal site(s) will not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Environmental Office and the Project Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements will apply:

1. Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials will be buried in a trench separate from wood debris. The final cover over the construction and/or demolition debris will consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW will be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor will control the access to waste disposal sites not within the Public ROW with fences, gates, and placement of a sign or signs at the entrance to the site stating, "No Dumping Allowed".
2. Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will be removed from view of the ROW or buried, and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10.06.

Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) will be incidental to the various contract items.

**COMMITMENT I: HISTORIC PRESERVATION OFFICE CLEARANCES**

State Historic Preservation Office (SHPO or THPO) concurrence has not been obtained for this project.

**Action Taken/Required:**

All earth disturbing activities not designated within the plans require a cultural resource review prior to scheduling the pre-construction meeting. This work includes but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor will arrange and pay for a record search and when necessary, a cultural resource survey. The Contractor has the option to contact the state Archaeological Research Center (ARC) at 605-394-1936 or another qualified archaeologist, to obtain either a records search or a cultural resources survey. A record search might be sufficient for review if the site was previously surveyed; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

The Contractor will provide ARC with the following: a topographical map or aerial view in which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that artifacts have not been found on the site.

The Contractor will submit the cultural resources survey report to SDDOT Environmental Office, 700 East Broadway Avenue, Pierre, SD 57501-2586. SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

In the event of an inadvertent discovery of human remains, funerary objects, or if evidence of cultural resources is identified during project construction activities, then such activities within 150 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office, who will contact the appropriate SHPO/THPO within 48 hours of the discovery to determine an appropriate course of action.

The Contractor is responsible for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor will not utilize a site known or suspected of having contaminated soil or water. The Contractor will provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

**COMMITMENT K: LOCATIONAL PERMITS**

**COMMITMENT K1: RAPID CITY AREA AIR QUALITY CONTROL ZONE**

Administrative Rule of South Dakota (ARSD) 74:36:18:03 states that "no state facility or state contractor may engage in any construction activity or continuous operation activity within the Rapid City air quality control zone which may cause fugitive emissions of particulate to be released into the ambient air without first obtaining a permit issued by the board or the secretary."

Construction activity is defined as any temporary activity which involves the removal or alteration of the natural or pre-existing cover of one acre or more of land. One acre of surface area is based on a cumulative area of disturbance to be completed for the entire project. Construction activity will include, but not be limited to, stripping of topsoil, drilling, blasting, excavation, dredging, ditching, grading, street maintenance and repair, or earth moving. It also includes stockpiles, access roads, and disposal areas. An off-site disposal area of excess material will require an additional permit.

**Action Taken/Required:**

To be considered eligible for authorization to conduct a construction activity under the terms and conditions of this permit, the owner operator must submit a Notice of Intent (NOI) form. The form must be submitted to the address below at least seven business days prior to the anticipated date of beginning the construction activity.

South Dakota Department of Agriculture and Natural Resources Air Quality Program, 523 East Capitol, Joe Foss Building, Pierre, SD 57501-3181, Phone: 605-773-3151.

The permit requires the Contractor to use reasonably available technology to control fugitive dust emissions. The Contractor is required to use control measures for track out, paved areas, unpaved roads, unpaved parking lots, disturbed areas, and for material handling and storage. The control measures that the Contractor is required to use are listed in the permit.

The Rapid City Air Quality Permit will also need to be completed. The Rapid City Air Quality Permit needs to be renewed annually by the Contractor until construction activities are completed.

The online forms can be found at:

<https://danr.sd.gov/Environment/AirQuality/PermitForms/Forms/NOIConstruction%2021.docx> >

<https://www.rcgov.org/departments/community-planning-development/air-quality/air-quality-construction-permit-application-357.html>

**SEQUENCE OF OPERATIONS**

The Contractor will submit a sequence of operations for approval two weeks prior to the preconstruction meeting. If changes to the sequence of operations are proposed during the project, these must be submitted for review a minimum of one week prior to potential implementation. Approval for changes to the sequence of operations will only be allowed when the proposed changes meet with the Department's intent for traffic control and sequencing of the work.

**GENERAL TRAFFIC CONTROL**

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.

Portable sign supports will not be located on sidewalks, bicycle facilities, or other areas designated for pedestrian or bicycle traffic.

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. Auxiliary lane work on I-90 will be done overnight between 9pm and 5am.

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.

A mobile work operation will be allowed provided the surface preparation, grooving and pavement marking can be completed satisfactorily by a continuously moving work operation, as approved by the Engineer. All surface prepared and grooved pavement must be painted by nightfall for a mobile work operation.

Construction vehicles will exit or enter the construction work zone at locations identified by the Engineer. At no time will construction vehicles utilize the maintenance crossovers or the Interstate median to exit or enter Interstate traffic.

On Interstate projects with more than one construction site, slow moving equipment that operates at a speed less than 40 MPH may mobilize between sites if the equipment travels on the shoulder. The slow-moving equipment will also display a flashing amber light and a slow-moving sign.

### LANE CLOSURES

I-90 Auxiliary lanes and ramps between Exit 57 and Exit 58 will be closed and work will be completed in one night between the hours of 9pm and 5am. Two nights of closures and work are allowed if work on I-90 EB and I-90 WB will be done separately.

### TRAFFIC CONTROL SIGNS

Traffic control signs have been included in a table for each site. Payment will only be for those signs used on each site.

#### ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	FREEWAY			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 45 MPH	4	48"X60"	20	80
R2-1	SPEED LIMIT 65 MPH	2	48"X60"	20	40
R11-2	ROAD CLOSED	5	48"X30"	10	50
W3-5	SPEED REDUCTION AHEAD (45 MPH)	4	48"X48"	16	64
W4-2R	RIGHT LANE ENDS	2	48"X48"	16	32
W13-20	VEHICLE SPEED FEEDBACK SIGN	2	48"X60"		
W20-1	ROAD WORK AHEAD	6	48"X48"	16	96
W20-5	RIGHT LANE CLOSED AHEAD	2	48"X48"	16	32
G20-2	END ROAD WORK	2	48"X24"	8	16

CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT TOTAL: 410

### WORK ZONE SPEED REDUCTION

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

### CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN

One week prior to starting work affecting the traveling public, portable changeable message signs (PCMS) will be installed at locations detailed in the plans to notify drivers of the upcoming construction. The Contractor will program the portable changeable message signs with the messages shown in the plans.

### 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".

### TRUCK/TRAILER MOUNTED ATTENUATOR

The Contractor will furnish truck or trailer mounted attenuator(s) to be used for the non-mobile work operation on the closed I-90 auxiliary lanes between Exit 57 and Exit 58. Truck or trailer mounted attenuators (TMAs) will meet the crashworthy requirements of NCHRP 350 or MASH Test Level 3. TMAs will be used and maintained in accordance with the manufacturers' recommendations.

The TMAs should be utilized on the project where workers and/or equipment are working next to the centerline of the roadway with live traffic in the adjacent lane, or as directed by the Engineer. The TMAs will be removed from the roadway at the end of each working day. The TMAs will remain the property of the Contractor at the end of the project.

The TMAs will be paid for at the contract unit price per each for Truck/Trailer Mounted Attenuator. Payment will be full compensation for furnishing, maintaining, relocating and removing as many times as required by the Engineer and the Contractor's operations.

In the event a TMA is hit while in service, the manufacturer will assess the TMA and make a recommendation as to whether it can be repaired or needs to be replaced. The Department will reimburse the Contractor for repairs as documented by invoices or pay for another TMA to be deployed to the project as needed.

The truck mounted attenuator(s) used for the mobile work operation are incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

### COLD APPLIED PLASTIC PAVEMENT MARKING

All materials will be applied as per the manufacturer's recommendations.

Cold Applied Plastic Pavement Markings will be 3M Series 380 IES or an approved equal.

## DATA LOGGING SYSTEM

This note should be used for projects where a record of the liquid pavement marking installation is required.

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.

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.

[Jesse.Nelson@state.sd.us](mailto:Jesse.Nelson@state.sd.us)

The data logging 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 cost 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.

## GROOVING FOR COLD APPLIED PLASTIC PAVEMENT MARKING

The Contractor will establish a positive means for the removal of the grinding and/or grooving residue. Residue from dry grooving will be vacuumed. Solid residue will be removed from the pavement surfaces before being blown by traffic action or wind. The Contractor will conduct this work to control and minimize airborne dust and similar debris that may become a hazard to motor vehicle operation or nuisance to property owners. Residue from wet grooving will not be permitted to flow across lanes being used by public traffic or into gutter or drainage facilities. Residue, whether in solid or slurry form, will be disposed of in a manner that will prevent it from reaching any waterway in a concentrated state. The cleaning of the residue for grooving will be to the satisfaction of the Engineer and may require more than one pass to adequately remove material. All costs for removal of grinding and/or grooving residue will be included in the contract unit price per foot, square foot, each, or word for "Grooving for Cold Applied Plastic Pavement Marking" contract items.

## REMOVE PAVEMENT MARKING, 4" OR EQUIVALENT

Markings that fall outside of the new groove will be obliterated using additional methods approved by the Engineer. Removal of the existing markings will be accomplished without causing damage to the pavement, pavement joints, or joint sealant. 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".



Pavement Marking Table for PCN 06TJ*										
Location					Epoxy Paint with Elements (miles)				Tape (feet)	
Highway	Pavement Marking Limits	MRM	to MRM	Length (miles)	4" Solid White	4" Solid Yellow	4" 10-30 Skips White	4" 5-15 Dotted White	8" 3-9 Dotted White	8" Solid White
I-90	Wyoming Border to/including Exit 14 Interchange	0.0	14.9	14.9	29.8	29.8	29.8			
I-90	Spearfish Rest Area Ramps	0.8	1.4	0.7	0.4	0.5		0.4		
I-90	Exit 2 - Red Hill Road Interchange Ramps	2.0	2.6	0.6	0.9	0.9		0.7		
I-90	Exit 8 - McGuigan Road Interchange Ramps	8.6	9.3	0.7	1.0	1.0		0.5		
I-90	Exit 10 - US 85 North Interchange Ramps	10.0	10.7	0.8	1.1	1.1		0.8		
I-90	Exit 12 - Jackson Blvd. Interchange Ramps	12.0	12.6	0.6	0.9	0.9		0.8		
I-90	Exit 14 - 27th Street Interchange Ramps	14.0	14.9	0.9	1.1	0.8		0.7		
I-90	Exit 57 to Exit 58 - EB Auxiliary Lane	57.95	58.06	0.11					720	
I-90	Exit 57 to Exit 58 - WB Auxiliary Lane	57.69	58.07	0.38					1610	630

**TOTALS (miles):**            35.2            35.0            29.8            3.9            2330            630  
**TOTALS (adj. feet):**    186030       184970       39340       5100

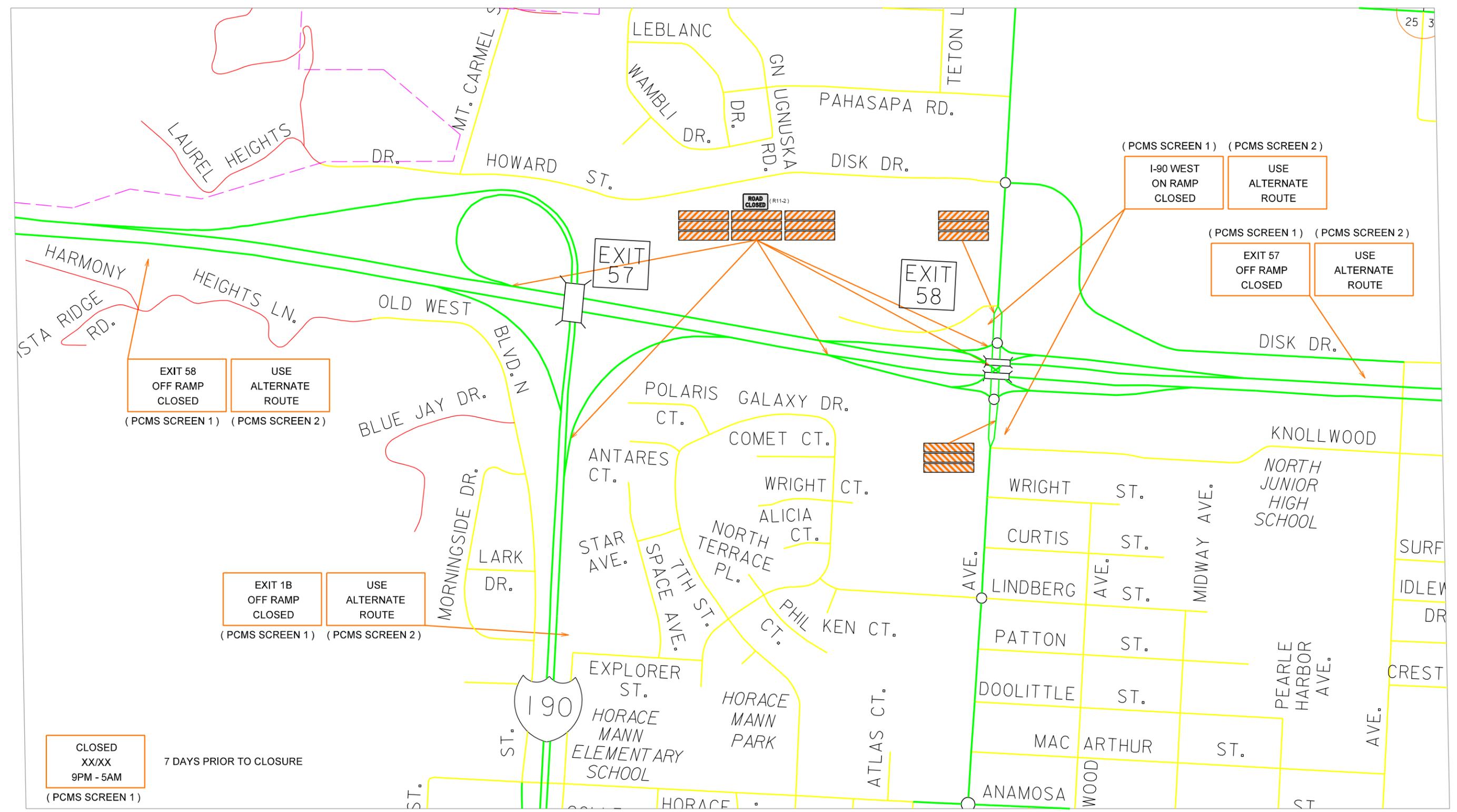
\* - 12" gore area tape/marking is not included in this project

**TOTALS:**

Epoxy Pavement Marking Paint, 4" White:    230470 feet  
 Epoxy Pavement Marking Paint, 4" Yellow:    184970 feet  
 Surface Preparation for Pavement Marking:    411140 feet  
 Grooving for Durable Pavement Marking, 4":    4300 feet  
 Cold Applied Plastic Pavement Marking, 8":    1210 feet  
 Grooving for Cold Applied Plastic Pavement Marking, 8":    1210 feet  
 Remove Pavement Marking, 4":            1120 feet

# TRAFFIC CONTROL

## PORTABLE CHANGEABLE MESSAGE SIGN AND TYPE 3 BARRICADE LOCATIONS



CLOSED  
 XX/XX  
 9PM - 5AM  
 (PCMS SCREEN 1)

7 DAYS PRIOR TO CLOSURE

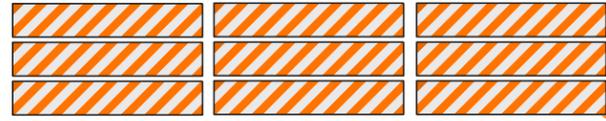
# TRAFFIC CONTROL

## TURN LANE AND RAMP CLOSURES

### EXIT 58



**ROAD CLOSED** (R11-2)



CLOSE TURN LANE

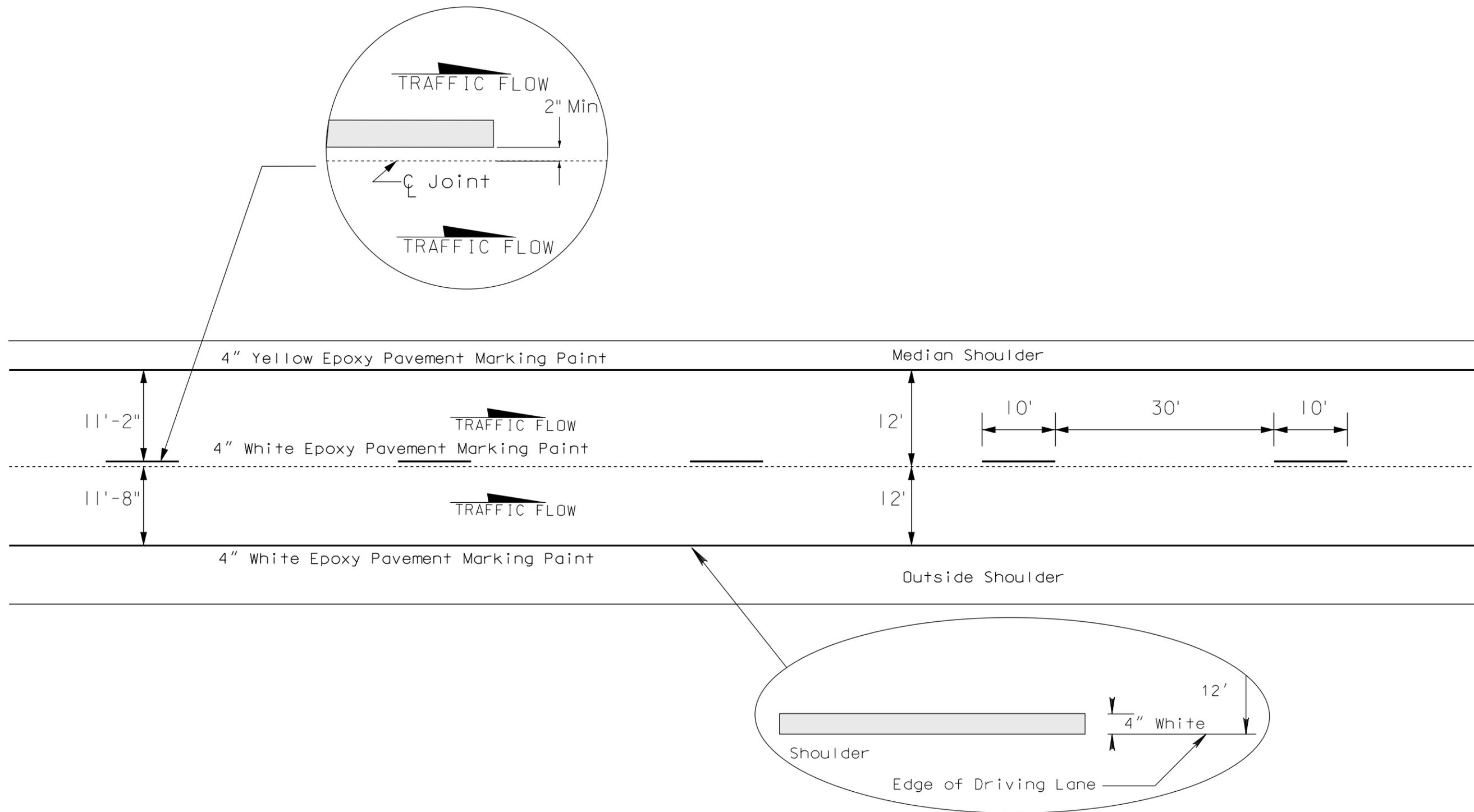


CLOSE TURN LANE

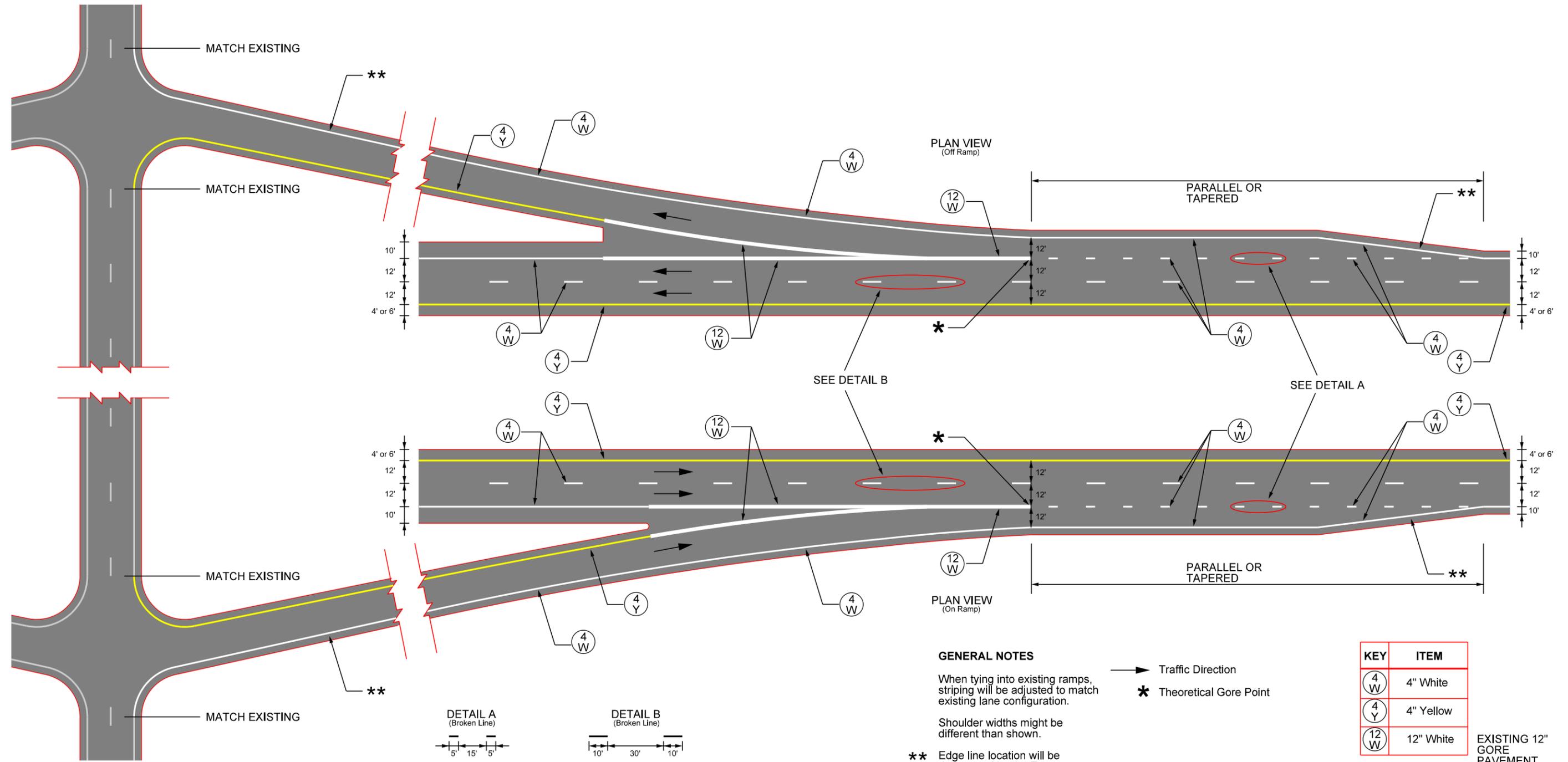


# TYPICAL PAVEMENT MARKING LAYOUT

## 4 LANE DIVIDED HIGHWAY (4" Marking)



# TYPICAL PAVEMENT MARKING LAYOUT FOR INTERSTATE RAMPS



**GENERAL NOTES**

When tying into existing ramps, striping will be adjusted to match existing lane configuration.

Shoulder widths might be different than shown.

\*\* Edge line location will be determined by the Engineer.

→ Traffic Direction

\* Theoretical Gore Point

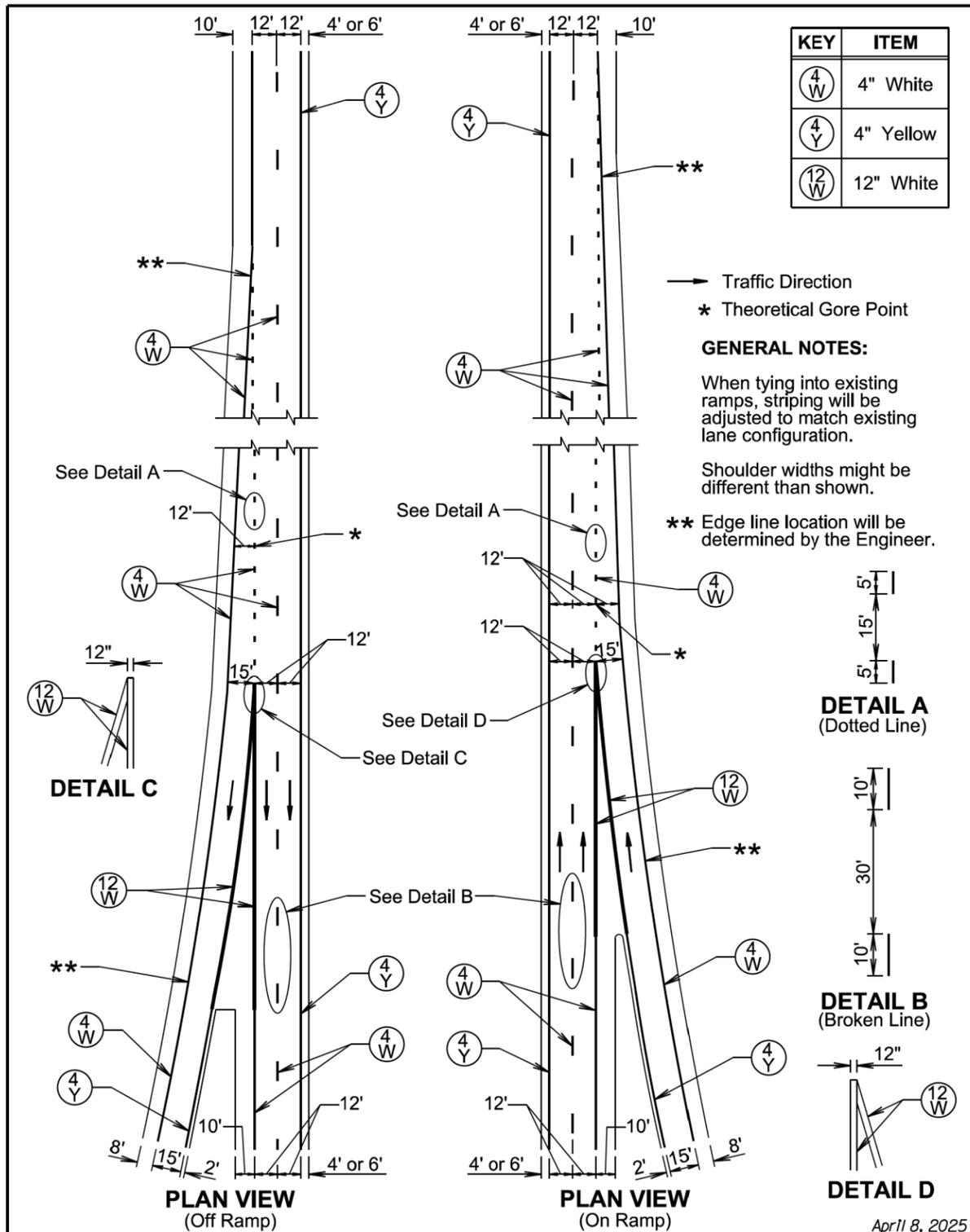
KEY	ITEM
(4 W)	4" White
(4 Y)	4" Yellow
(12 W)	12" White

EXISTING 12" GORE PAVEMENT MARKINGS MAINTAINED

# PAVEMENT MARKING LAYOUT

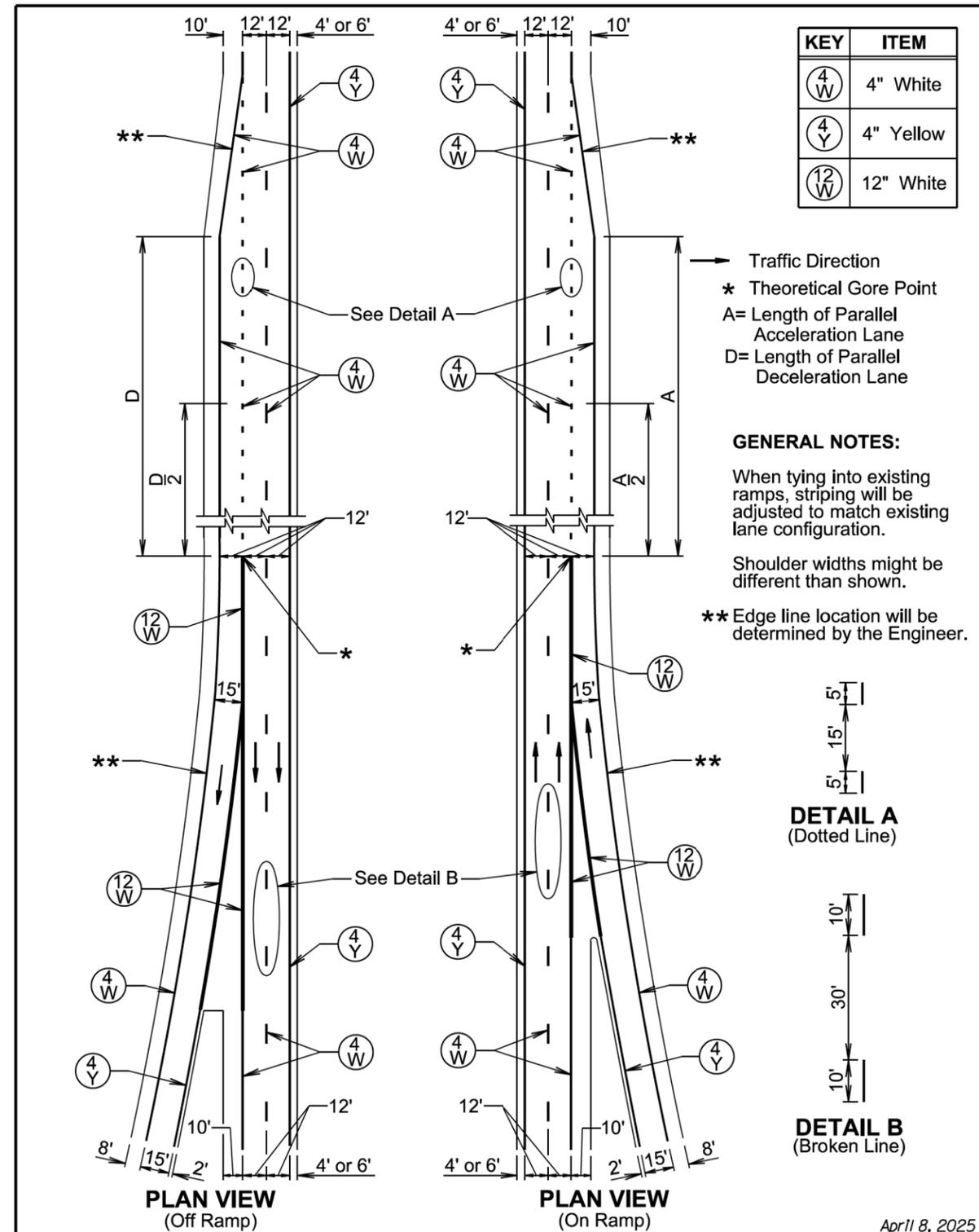
## FOR I-90 AUXILIARY LANES BETWEEN EXITS 57 & 58





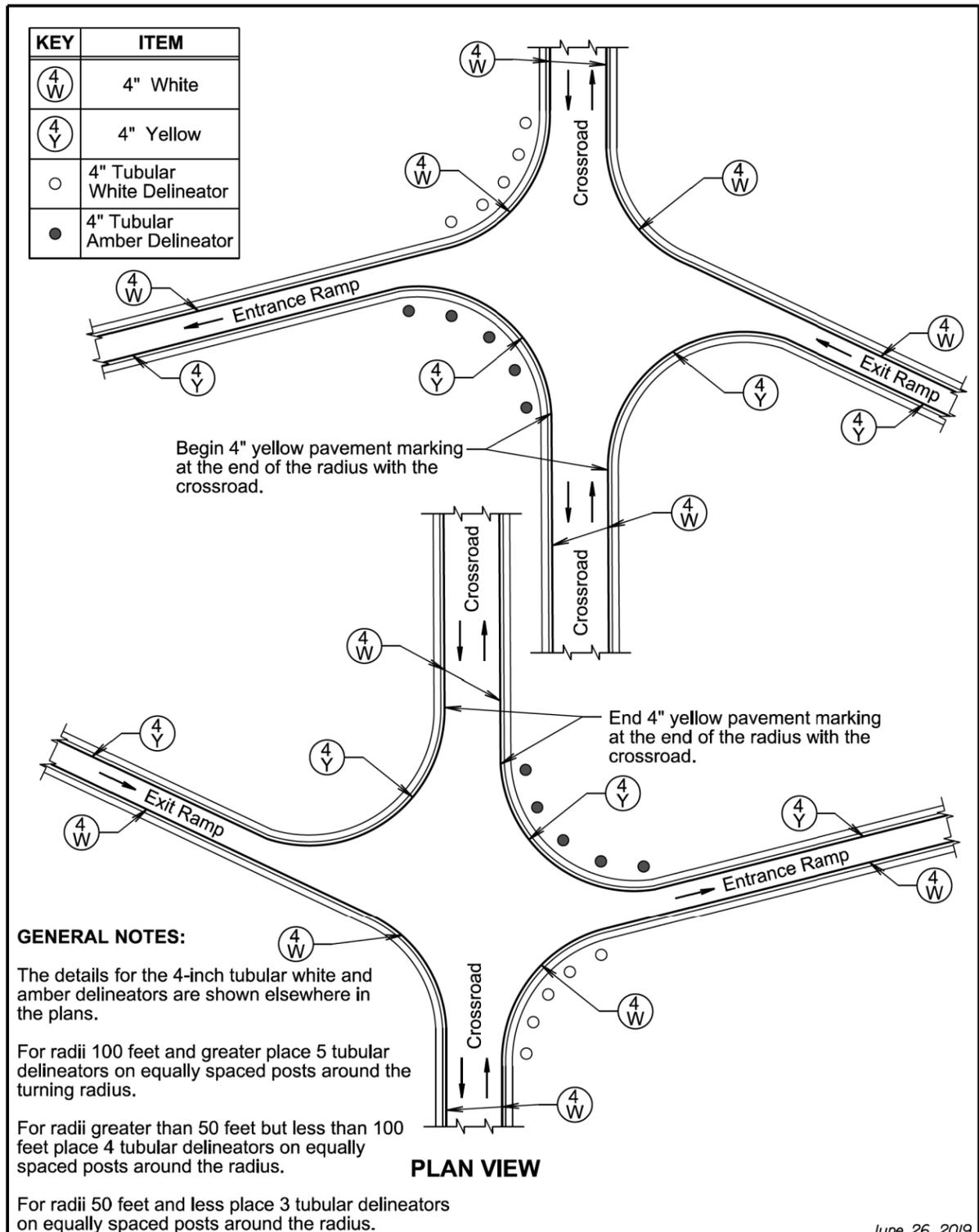
April 8, 2025

Published Date: 2026	SD DOT	PAVEMENT MARKING LAYOUT FOR TAPERED INTERSTATE RAMPS	PLATE NUMBER 633.05
			Sheet 1 of 1



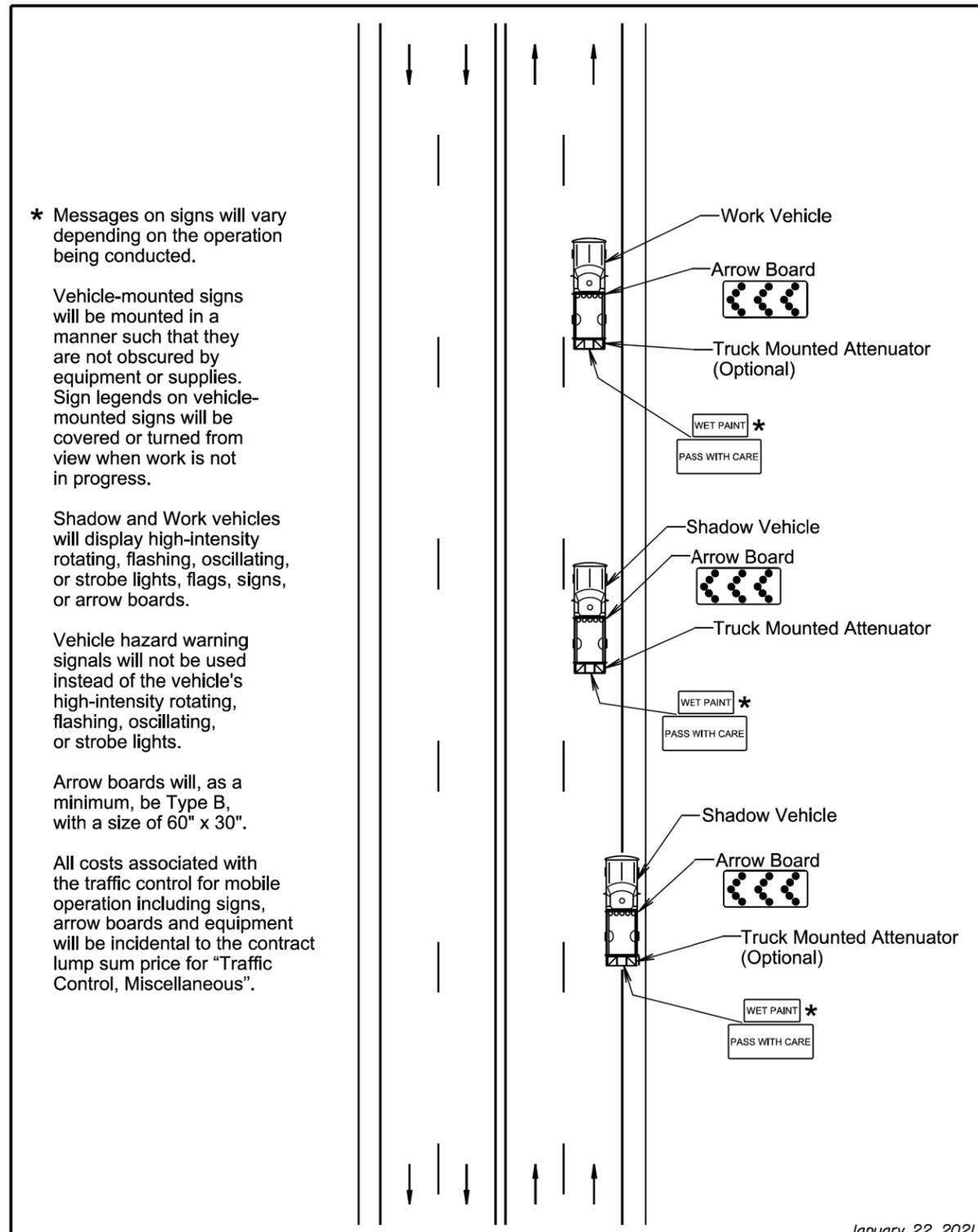
April 8, 2025

Published Date: 2026	SD DOT	PAVEMENT MARKING LAYOUT FOR PARALLEL INTERSTATE RAMPS	PLATE NUMBER 633.06
			Sheet 1 of 1



June 26, 2019

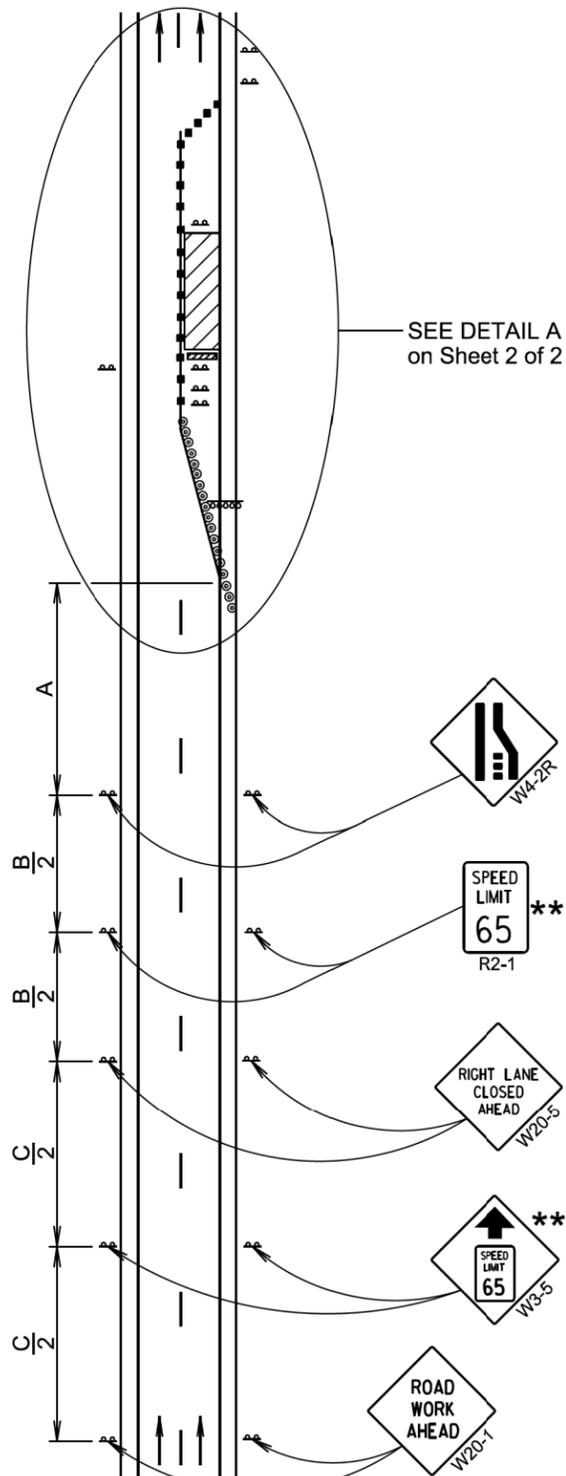
<b>SD DOT</b> Published Date: 2026	<b>PAVEMENT MARKINGS AND DELINEATION FOR JUNCTION OF INTERSTATE RAMPS AND CROSSROAD</b>	PLATE NUMBER 633.07
		Sheet 1 of 1



January 22, 2021

<b>SD DOT</b> Published Date: 2026	<b>MOBILE OPERATIONS ON MULTI-LANE HIGHWAYS</b>	PLATE NUMBER 634.08
		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



SEE DETAIL A on Sheet 2 of 2

April 8, 2025

\*\* 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.

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.

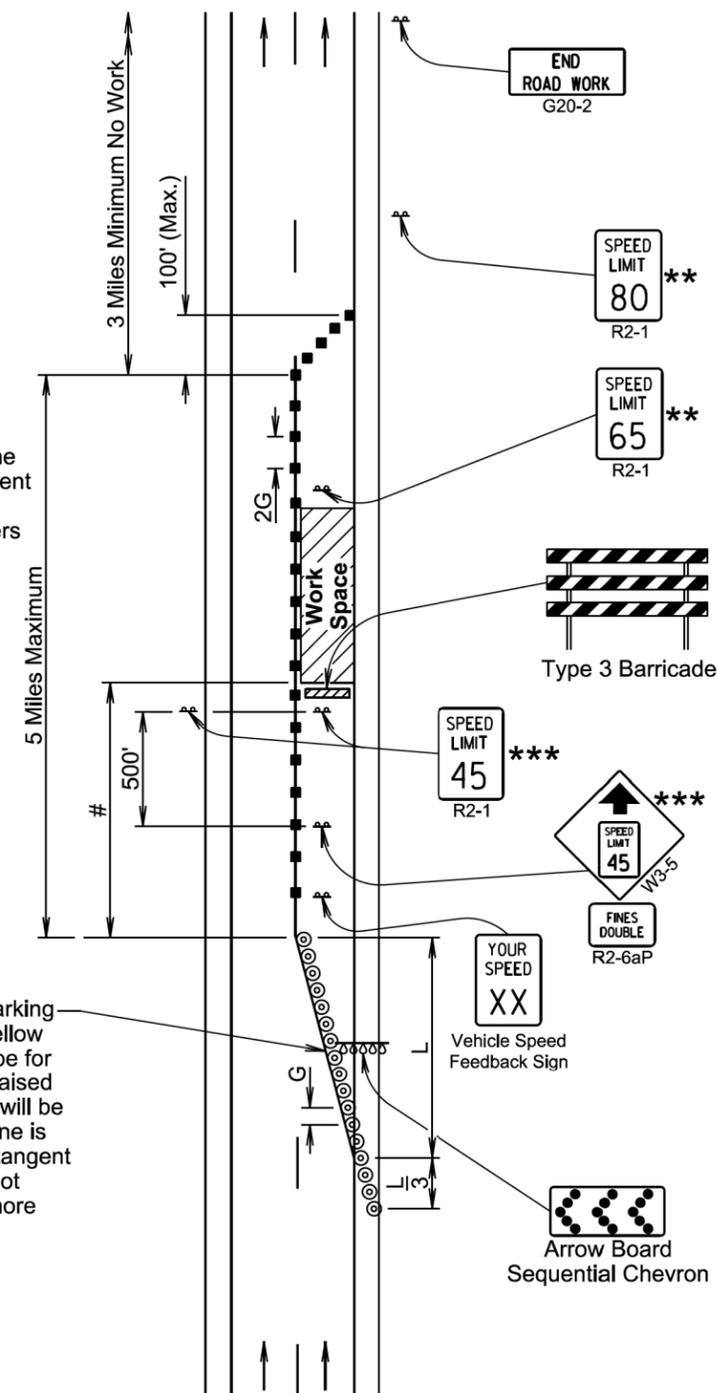
- ⊙ Reflectorized Drum
- Channelizing Device

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

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

April 8, 2025

Published Date: 2026

SD  
DOT

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

PLATE NUMBER  
634.63

Sheet 1 of 2

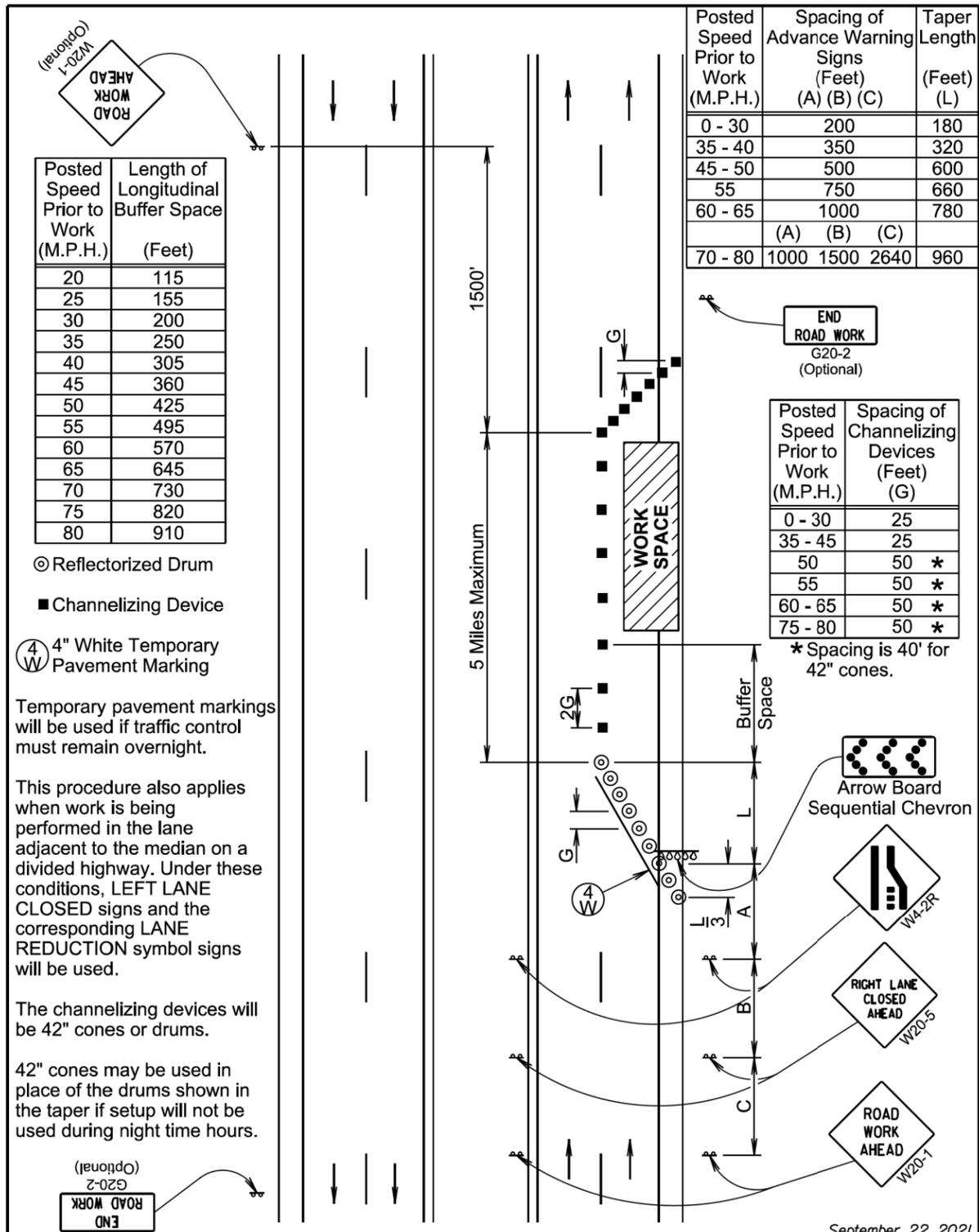
Published Date: 2026

SD  
DOT

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

PLATE NUMBER  
634.63

Sheet 2 of 2



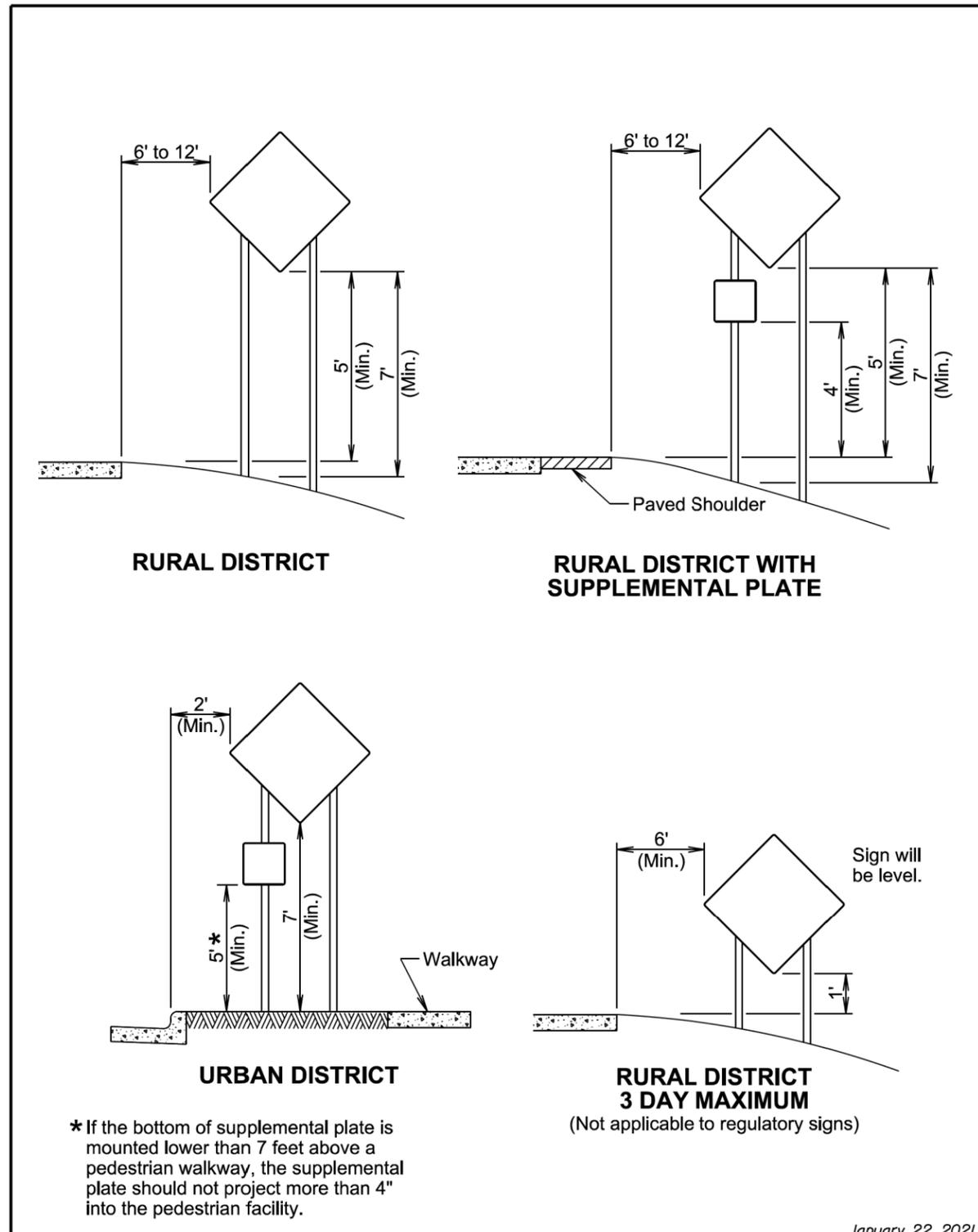
© Reflectorized Drum  
 ■ Channelizing Device  
 4 W 4" White Temporary Pavement Marking

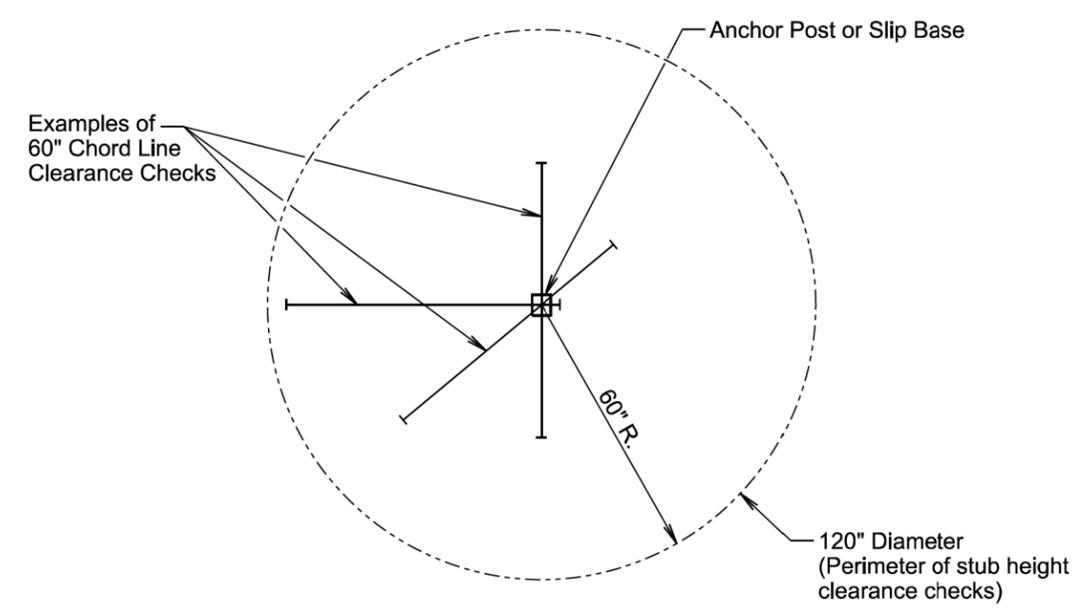
Temporary pavement markings will be used if traffic control must remain overnight.

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.

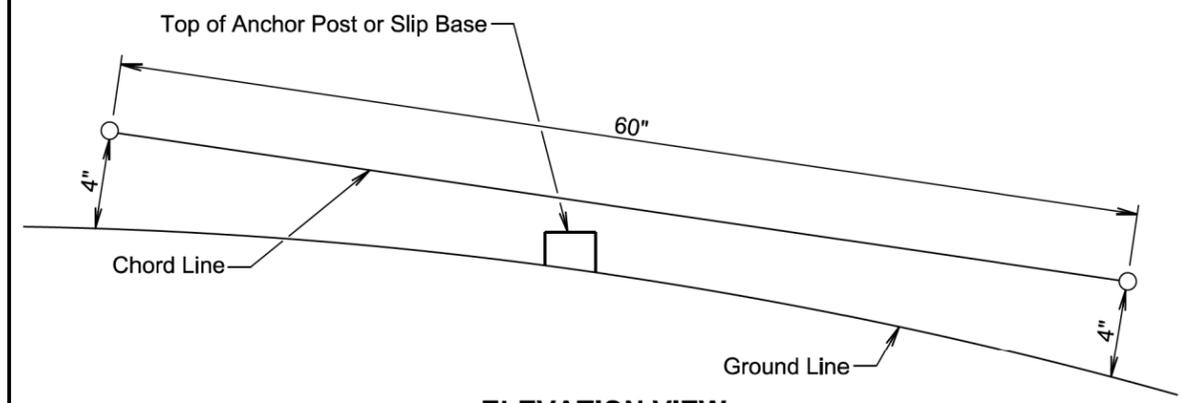
The channelizing devices will be 42" cones or drums.

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





**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

<b>Published Date: 2026</b>	<b>SD DOT</b>	<b>BREAKAWAY SUPPORT STUB CLEARANCE</b>	<b>PLATE NUMBER</b> 634.99
			Sheet 1 of 1