STATE OF SOUTH DAKOTA	PROJECT	SECTION	SHEET
	P-B 0079(91)178 NH 0073(86)190	C	1/12

Plotting Date: 06/08/2026

SECTION C: TRAFFIC CONTROL PLANS

INDEX OF SHEETS

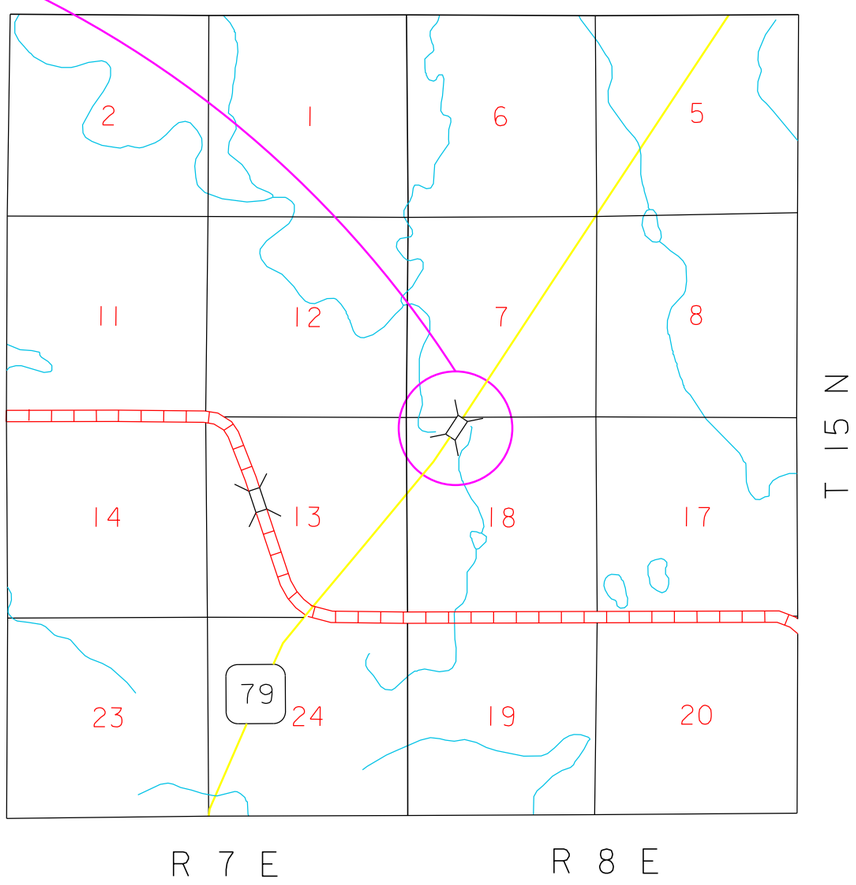
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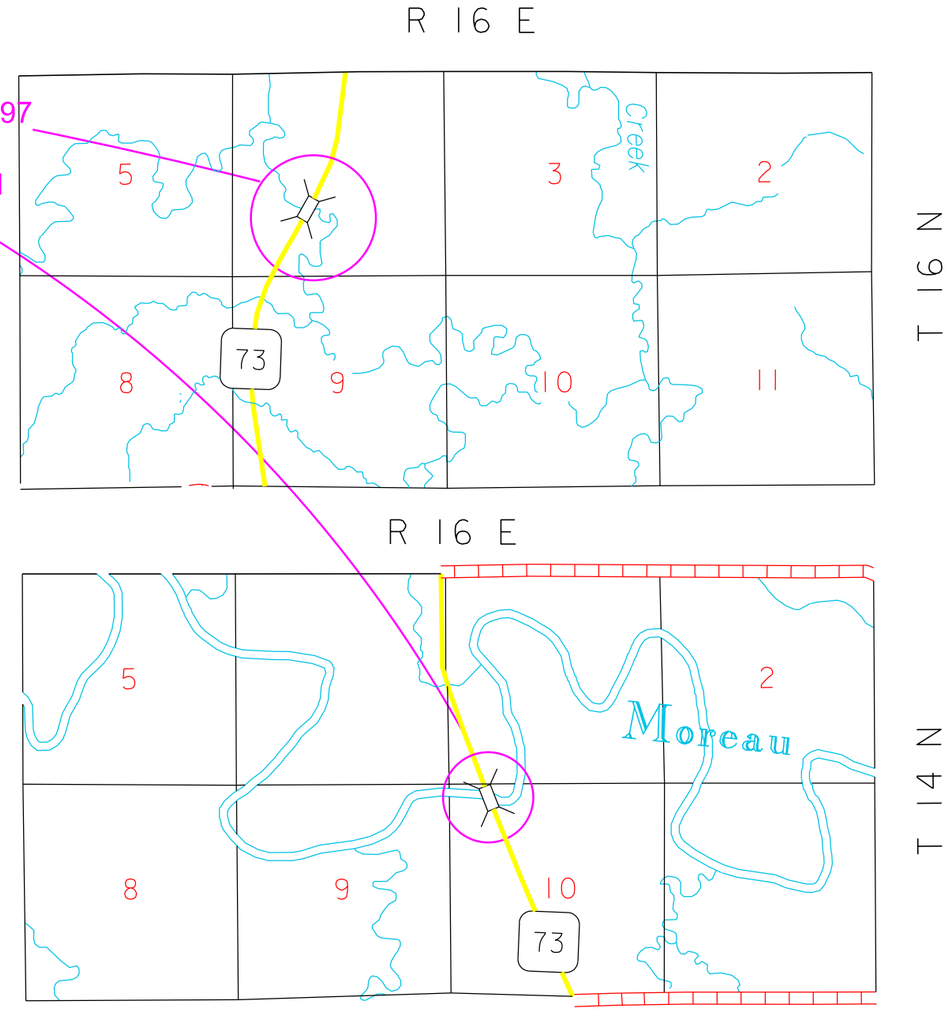
PROJECT
P-B 0079(91)178
Harding County
SD Highway 79
MRM 178.08
Str. No. 32-423-471

PROJECT
NH 0073(86)19
Perkins County
SD Highway 73

MRM 202.78
Str. No. 53-383-397

MRM 190.11
Str. No. 53-392-521





SECTION C ESTIMATE OF QUANTITIES

PCN 09E0

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	200.0	Hour
634E0110	Traffic Control Signs	323.3	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0310	Temporary Flexible Vertical Markers (Tabs)	6,370	Ft
634E0525	Linear Delineation System Panel, Barrier Mounted	115	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	715	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	288	Ft
634E0700	Traffic Control Movable Concrete Barrier	115	Each
634E0702	Contractor Supplied Traffic Control Movable Concrete Barrier	2	Each
634E0750	Temporary Concrete Barrier End Protection	4	Each
634E0755	Remove and Reset Temporary Concrete Barrier End Protection	4	Each
634E0760	Temporary Concrete Barrier End Protection Module Set or Repair Kit	2	Each
634E0900	Portable Temporary Traffic Control Signal	4	Unit
634E1002	Detour and Restriction Signing	360.0	SqFt
900E0895	Temporary Rumble Strip	384	Ft

PCN 07WM

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	100.0	Hour
634E0110	Traffic Control Signs	177.6	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0310	Temporary Flexible Vertical Markers (Tabs)	3,320	Ft
634E0525	Linear Delineation System Panel, Barrier Mounted	58	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	415	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	144	Ft
634E0700	Traffic Control Movable Concrete Barrier	58	Each
634E0750	Temporary Concrete Barrier End Protection	2	Each
634E0755	Remove and Reset Temporary Concrete Barrier End Protection	2	Each
634E0760	Temporary Concrete Barrier End Protection Module Set or Repair Kit	1	Each
634E0900	Portable Temporary Traffic Control Signal	2	Unit
634E1002	Detour and Restriction Signing	298.2	SqFt
900E0895	Temporary Rumble Strip	192	Ft

SEQUENCE OF OPERATIONS

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

GENERAL TRAFFIC CONTROL

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

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

All 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.

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.

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 foot for "Temporary Flexible Vertical Markers (Tabs)". The additional channelizing devices will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS – PCN 09E0
S.D. HIGHWAY 73

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R10-6	STOP HERE ON RED	4	24" x 36"	6.0	24.0
W1-4	REVERSE CURVE (L or R)	2	48" x 48"	16.0	32.0
W3-3	SIGNAL AHEAD (symbol)	4	48" x 48"	16.0	64.0
W13-1P	ADVISORY SPEED 25MPH (plaque)	4	30" x 30"	6.3	25.2
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-4	ONE LANE ROAD AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	4	36" x 18"	4.5	18.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			323.2

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS – PCN 07WM
S.D. HIGHWAY 79

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R10-6	STOP HERE ON RED	2	24" x 36"	6.0	12.0
W1-4	REVERSE CURVE (L or R)	1	48" x 48"	16.0	16.0
W3-3	SIGNAL AHEAD (symbol)	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED 25MPH (plaque)	2	30" x 30"	6.3	12.6
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			177.6

OVERWIDTH RESTRICTION SIGNING

The Contractor will furnish and install the overwidth restriction signs as shown in these plans. Prior to installing the signs, the Contractor will mark the sign locations and review them with the Engineer. Overwidth restriction signs will be installed on fixed location, ground mounted, breakaway supports. It will be the responsibility of the Contractor to maintain and reinstall these signs during the project as required by the construction progress. Upon completion of the project, the Contractor will remove the overwidth restriction signs.

All costs for furnishing the signs, posts, and mounting hardware, and for installing, maintaining, covering, and removing the overwidth restriction signs will be incidental to the contract unit price per square foot for "Detour and Restriction Signing".

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING – PCN 09E0

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
SPECIAL	NO VEHICLES OVER 10 FT WIDE	2	36" x 102"	25.5	51.0
SPECIAL	WIDTH RESTRICTION 10 FT WIDE XX MILES AHEAD (SD73 SOUTH)	3	78" x 114"	61.8	185.4
SPECIAL	WIDTH RESTRICTION 10 FT WIDE XX MILES AHEAD (SD73 NORTH)	2	78" x 114"	61.8	123.6
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT			360.0

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING – PCN 07WM

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
SPECIAL	NO VEHICLES OVER 10 FT WIDE	2	36" x 102"	25.5	51.0
SPECIAL	WIDTH RESTRICTION 10 FT WIDE XX MILES AHEAD (SD79 SOUTH)	2	78" x 114"	61.8	123.6
SPECIAL	WIDTH RESTRICTION 10 FT WIDE XX MILES AHEAD (SD79 NORTH)	2	78" x 114"	61.8	123.6
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT			298.2

FLAGGING

Operations will be conducted so that the traveling public will not have to wait longer than 15 minutes at the flagger station.

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

Upon completion of structure work, temporary pavement marking will be used to mark centerline of all new surfaces as per the Specifications.

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

Temporary pavement marking paint will not be allowed.

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.

No adjustment in the contract unit price for “Temporary Flexible Vertical Markers (Tabs)” will be made because of a variation in quantities.

TEMPORARY PAVEMENT MARKING TAPE, TYPE I

Temporary pavement marking for stop lines will consist of 4” Temporary Pavement Marking Tape Type I. Placement of each 24” white stop line will be accomplished by placing six pieces of 4” x 12’ tape adjacent to one another. Each workspace requires two stop lines which is an equivalent of approximately 144’ of 4” tape (3 workspaces at 144’ = 432’). Temporary tape will be removed upon completion of the project.

PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

The Contractor will furnish, install, operate, and maintain a portable temporary traffic control signal during construction phases as determined by the Engineer. There will be one controller and one slave unit per location.

The portable temporary traffic control signal will be set up to dwell in red. Detection will be video, microwave, or radar. The green time may be adjusted as needed. The Engineer will contact the Region Traffic Engineer one week prior to activation to obtain the appropriate signal timings.

All vehicle signal heads will have backplates with retroreflective border. The vehicle signal head backplates will have a factory applied 3-inch wide yellow retroreflective border. Sheeting for the border will be Type IX or Type XI in conformance with ASTM D4956.

Signal backplates will be polycarbonate, aluminum, or aluminum-composite. Minimum material thicknesses are:

Polycarbonate, 0.10-inch
Aluminum, 0.06-inch
Aluminum-Composite, 0.08-inch

Signal backplates will extend not less than 5 inches from the edge of the signal head at the top, bottom, and sides.

All traffic signal equipment and materials will meet the requirements of Sections 635 and 985 of the Specifications except the controller requirements.

All costs involved with constructing the portable temporary traffic control signal as specified above and on the plans, will be included in the contract unit price per unit for “Portable Temporary Traffic Control Signal”.

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.

TEMPORARY RUMBLE STRIPS

One set of Temporary Rumble Strips (TRS) will be installed in advance of the One Lane Road Ahead (W20-4) sign on each side of the traffic signal set up as shown on the barrier layout drawings in these plans.

Each set of Temporary Rumble Strips (TRS) will consist of eight rumble strips placed perpendicular to the centerline and parallel to one another. The spacing of the TPS will be 12 inches. The rumble strips will be installed across the lane of travel but will not intrude into the opposing lane of travel. Each strip will provide a minimum coverage of 12 feet across the travel lane.

Temporary Rumble Strips (TRS) need to be from Advance Traffic Markings or be an approval equal. The TPS are to be installed according to the manufacturer’s recommendations, as approved by the Engineer. All costs to furnish, install, and remove the TPS will be incidental to the contract unit price per foot for “Temporary Rumble Strip”.

TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS

Concrete barriers will be provided by the State and are available for pickup from the SDDOT Rapid City South Maintenance Yard located South of Rapid City on Highway 79 MRM 73.5 Lt. The barriers will be hauled back to the SDDOT Rapid City South 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.

Sloped end sections as shown in these plans will be in accordance with Standard Plate 628.02. These concrete sloped end sections will be furnished by the Contractor. All costs for furnishing, installing, maintaining, moving, and removing the concrete sloped end sections will be incidental to the contract unit price per each for “Contractor Supplied Traffic Control Movable Concrete Barrier”.

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.

STATE OF SOUTH DAKOTA	PROJECT	SECTION	SHEET
	P-B 0079(91)178 NH 0073(86)190	C	5/12

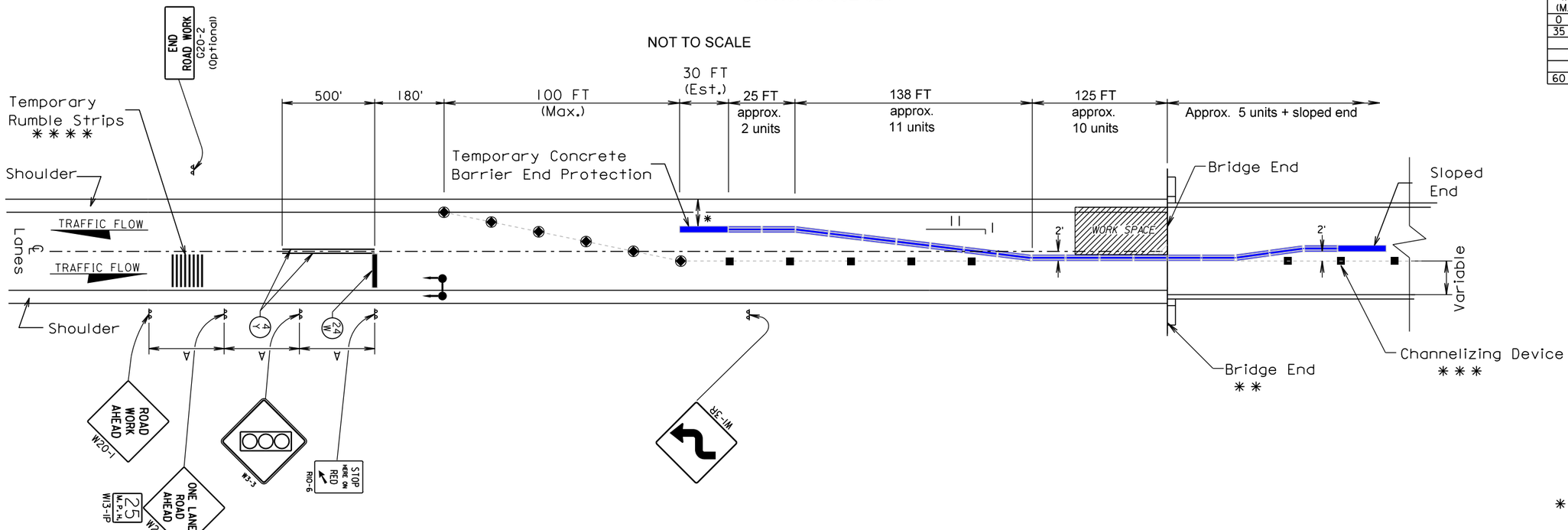
Plotting Date: 08/18/2026

TEMPORARY MOVEABLE CONCRETE BARRIER PLACEMENT AND TRAFFIC CONTROL LAYOUT AT BRIDGE ENDS ON TWO LANE HIGHWAYS WITH A SIGNAL CONDITION

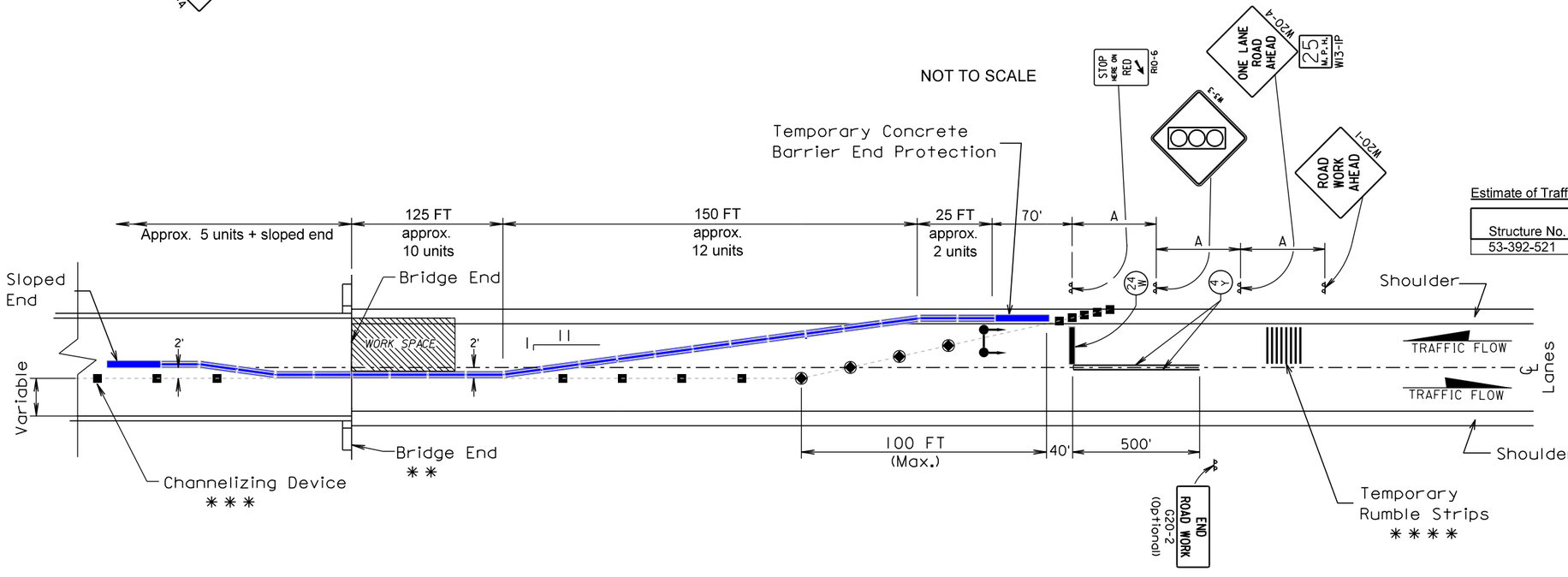
PCN 09E0
Str. No. 53-392-521

Posted Speed Prior to Work (M.P.H.)	Minimum 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

NOT TO SCALE



NOT TO SCALE



24 W — 24" White Temporary Pavement Marking (Tape)

4 Y — 4" Yellow Temporary Pavement Marking (Tabs)

Traffic Signal

■ Channelizing Device

◆ Channelizing Device (Drum Required)

✱ 10 Foot Maximum Distance from edge of shoulder to temporary concrete barrier end protection. If construction access is not needed, temporary concrete barrier end protection will be placed at edge of shoulder.

✱✱ Bridge ends will have guardrail installed on the side adjacent to traffic, at all times.

✱✱✱ Channelizing devices will be insalled along the ccenterline of the bridge.

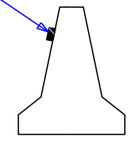
✱✱✱✱ Temporary Rumble Strips will be intalled between "Road Work Ahead" sign and "One Lane Road Ahead" sign as directed by the Engineer.

The concrete barrier lengths were estimated to be 12.5 feet long.

Estimate of Traffic Control Moveable Concrete Barriers

Structure No.	Approx. Length (ft)	Quantity of Barriers (each)	Quantity of Sloped Ends (each)
53-392-521	713	57	2

BARRIER MOUNTED LINEAR DELINEATION SYSTEM PANEL (INSTALL 1 PER BARRIER ON TRAFFIC SIDE)



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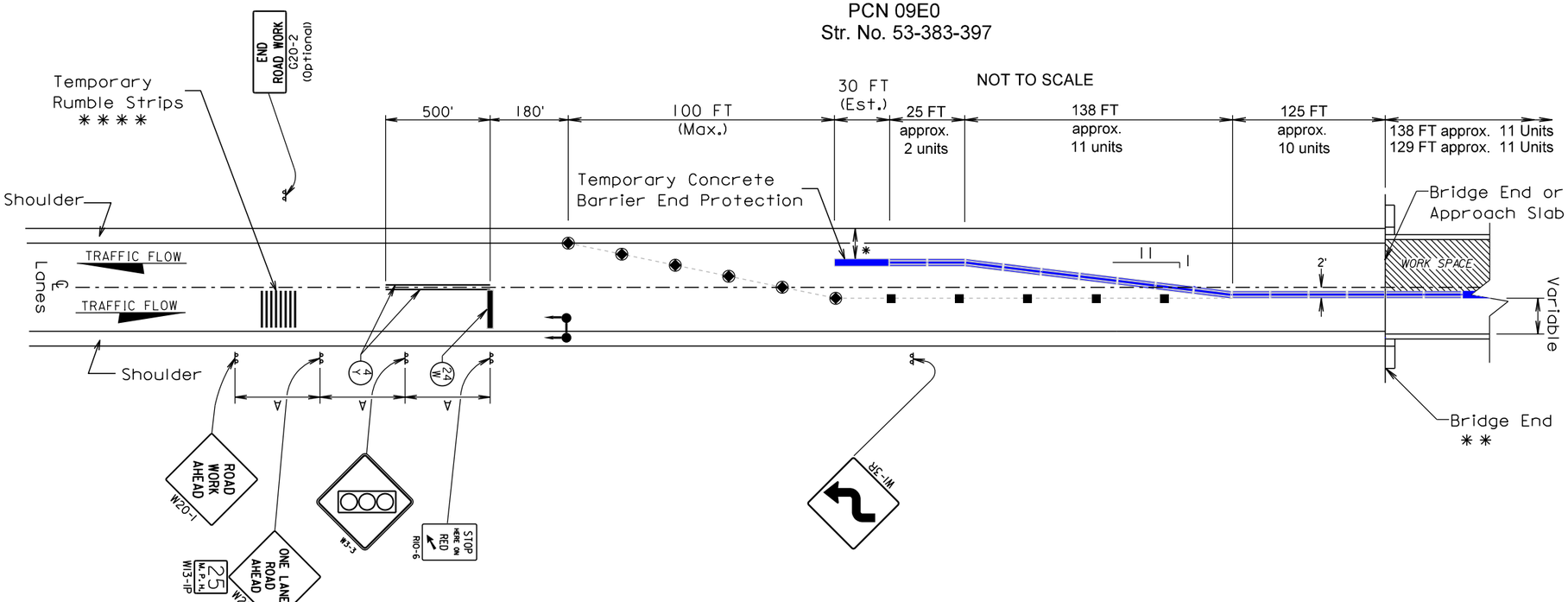
STATE OF SOUTH DAKOTA	PROJECT	SECTION	SHEET
	P-B 0079(91)178 NH 0073(86)190	C	6/12

Plotting Date: 08/18/2026

TEMPORARY MOVEABLE CONCRETE BARRIER PLACEMENT AND TRAFFIC CONTROL LAYOUT AT BRIDGE ENDS ON TWO LANE HIGHWAYS WITH A SIGNAL CONDITION

PCN 07WM
Str. No. 32-423-471
PCN 09E0
Str. No. 53-383-397

NOT TO SCALE



Posted Speed Prior to Work (M.P.H.)	Minimum 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

(24 W) 24" White Temporary Pavement Marking (Tape)

(4 Y) 4" Yellow Temporary Pavement Marking (Tabs)

Traffic Signal

■ Channelizing Device

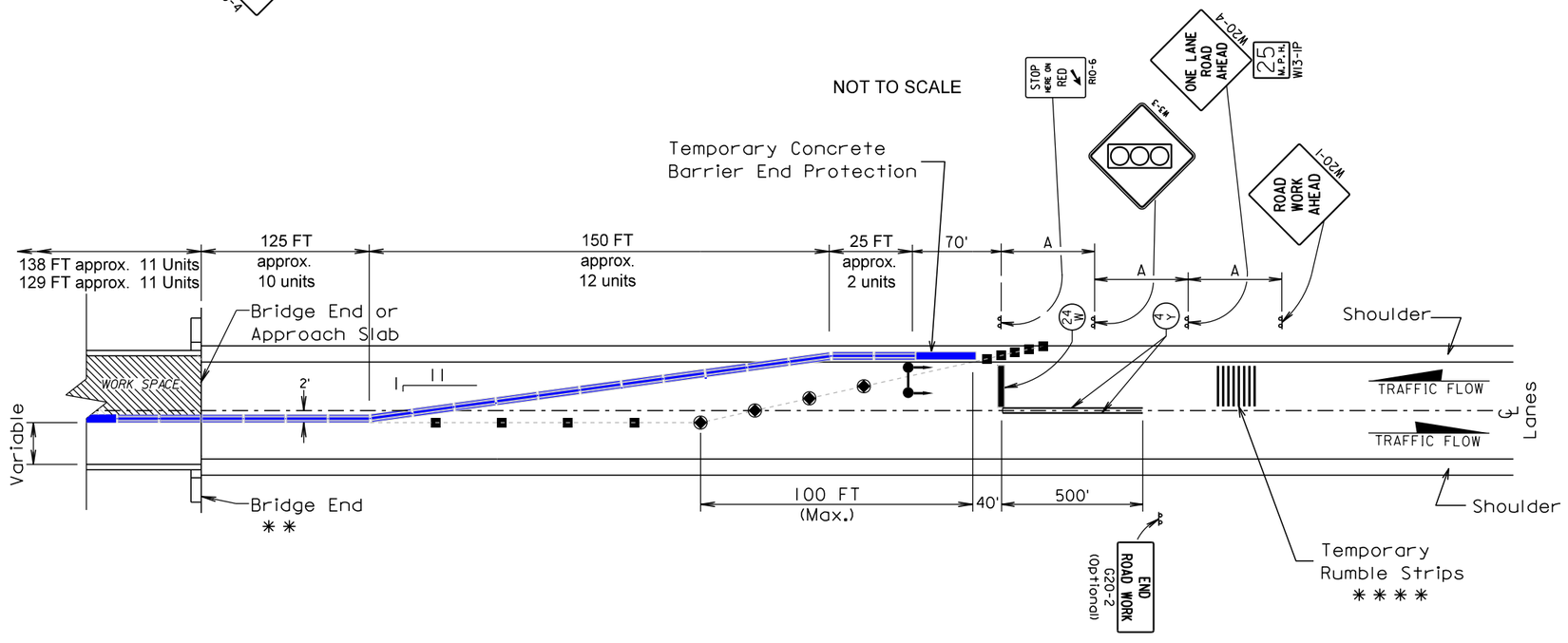
◆ Channelizing Device (Drum Required)

* 10 Foot Maximum Distance from edge of shoulder to temporary concrete barrier end protection. If construction access is not needed, temporary concrete barrier end protection will be placed at edge of shoulder.

** Bridge ends will have guardrail installed on the side adjacent to traffic, at all times.

**** Temporary Rumble Strips will be intalled between "Road Work Ahead" sign and "One Lane Road Ahead" sign as directed by the Engineer.

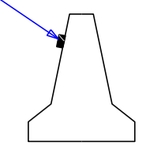
The concrete barrier lengths were estimated to be 12.5 feet long.



Estimate of Traffic Control Moveable Concrete Barriers

Structure No.	Approx. Length (ft)	Quantity of Barriers (each)
32-423-471	725	58
53-383-397	725	58

BARRIER MOUNTED LINEAR DELINEATION SYSTEM PANEL (INSTALL 1 PER BARRIER ON TRAFFIC SIDE)

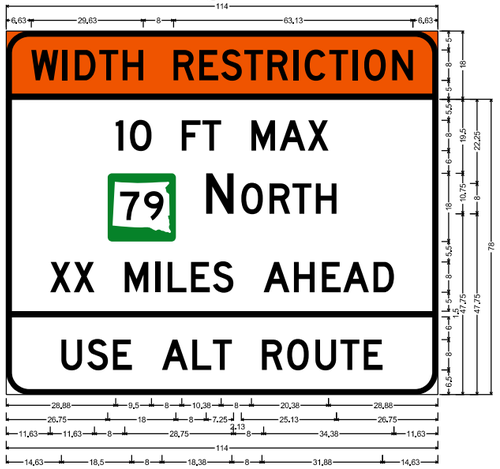


WIDTH RESTRICTION SIGN DESIGN DETAILS

STATE OF SOUTH DAKOTA	PROJECT	SECTION	SHEET
	P-B 0079(91)178 NH 0073(86)190	C	7/12

Plotting Date: 05/22/2026

Sign A



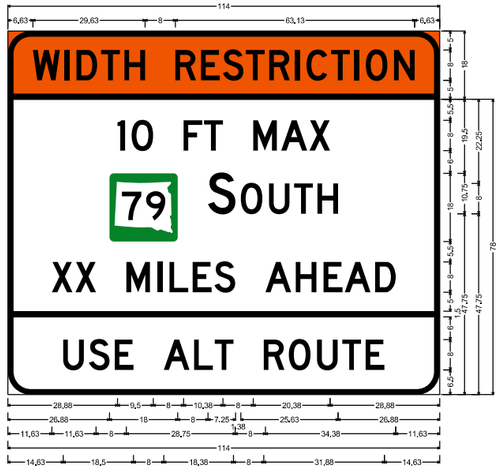
6.00" Radius, 1.50" Border, Black on Orange:
"WIDTH RESTRICTION", D 2K:

6.00" Radius, 1.50" Border, Black on White:
"10 FT MAX", D 2K; State Highway 79 M1-5; "NORTH", D 2K; "XX MILES AHEAD", D 2K; "USE ALT ROUTE", D 2K:

Table of letter and object lefts

W 6,63	I 14,88	D 18,13	T 24,63	H 30,75	R 44,25	E 51,00	S 56,75	T 62,88	R 69,00	I 75,75	C 78,88	T 85,38	I 91,50	O 94,50	N 102,00										
1 28,88	0 32,63	F 46,38	T 51,75	M 64,75	A 72,25	X 79,63																			
79 26,75	N 52,75	O 62,13	R 69,50	T 75,63	H 81,75																				
X 11,63	X 17,88	M 31,25	I 39,50	L 42,63	E 48,75	S 54,50	A 68,00	H 76,00	E 83,38	A 89,00	D 97,00														
-0,00																									
U 14,63	S 21,38	E 28,25	A 41,13	L 49,13	T 54,63	R 67,50	O 74,25	U 81,63	T 88,25	E 94,50															

Sign B



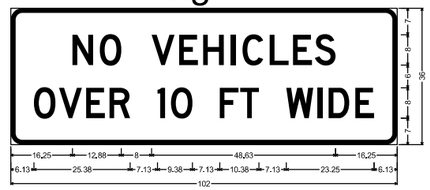
6.00" Radius, 1.50" Border, Black on Orange:
"WIDTH RESTRICTION", D 2K:

6.00" Radius, 1.50" Border, Black on White:
"10 FT MAX", D 2K; State Highway 79 M1-5; "SOUTH", D 2K; "XX MILES AHEAD", D 2K; "USE ALT ROUTE", D 2K:

Table of letter and object lefts

W 6,63	I 14,88	D 18,13	T 24,63	H 30,75	R 44,25	E 51,00	S 56,75	T 62,88	R 69,00	I 75,75	C 78,88	T 85,38	I 91,50	O 94,50	N 102,00										
I 28,88	O 32,63	F 46,38	T 51,75	M 64,75	A 72,25	X 79,63																			
79 26,88	S 52,88	O 61,50	U 68,88	T 75,63	H 81,75																				
X 11,63	X 17,88	M 31,25	I 39,50	L 42,63	E 48,75	S 54,50	A 68,00	H 76,00	E 83,38	A 89,00	D 97,00														
-0,00																									
U 14,63	S 21,38	E 28,25	A 41,13	L 49,13	T 54,63	R 67,50	O 74,25	U 81,63	T 88,25	E 94,50															

Sign C

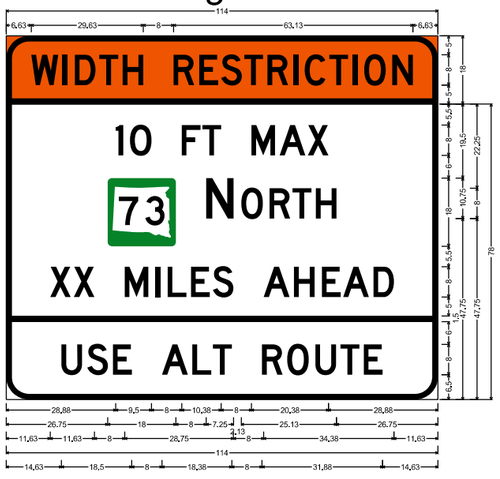


3.00" Radius, 1.25" Border, Black on White:
"NO VEHICLES", D 2K; "OVER 10 FT WIDE", D 2K 90% spacing:

Table of letter and object lefts

N 16,25	O 23,50	V 37,13	E 44,50	H 50,75	I 58,13	C 61,13	L 68,38	E 74,50	S 80,25						
O 6,13	V 12,75	E 19,88	R 26,00	I 38,75	O 42,25	F 55,13	T 60,50	W 72,75	I 80,88	D 83,88	E 91,00				

Sign D



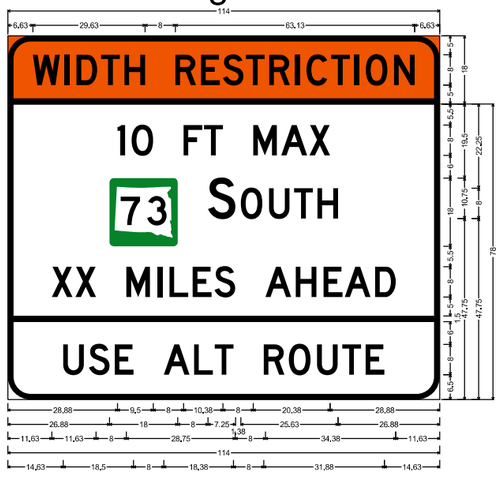
6.00" Radius, 1.50" Border, Black on Orange:
"WIDTH RESTRICTION", D 2K:

6.00" Radius, 1.50" Border, Black on White:
"10 FT MAX", D 2K; State Highway 73 M1-5; "NORTH", D 2K; "XX MILES AHEAD", D 2K; "USE ALT ROUTE", D 2K:

Table of letter and object lefts

W 6,63	I 14,88	D 18,13	T 24,63	H 30,75	R 44,25	E 51,00	S 56,75	T 62,88	R 69,00	I 75,75	C 78,88	T 85,38	I 91,50	O 94,50	N 102,00										
1 28,88	0 32,63	F 46,38	T 51,75	M 64,75	A 72,25	X 79,63																			
73 26,75	N 52,75	O 62,13	R 69,50	T 75,63	H 81,75																				
X 11,63	X 17,88	M 31,25	I 39,50	L 42,63	E 48,75	S 54,50	A 68,00	H 76,00	E 83,38	A 89,00	D 97,00														
-0,00																									
U 14,63	S 21,38	E 28,25	A 41,13	L 49,13	T 54,63	R 67,50	O 74,25	U 81,63	T 88,25	E 94,50															

Sign E



6.00" Radius, 1.50" Border, Black on Orange:
"WIDTH RESTRICTION", D 2K:

6.00" Radius, 1.50" Border, Black on White:
"10 FT MAX", D 2K; State Highway 73 M1-5; "SOUTH", D 2K; "XX MILES AHEAD", D 2K; "USE ALT ROUTE", D 2K:

Table of letter and object lefts

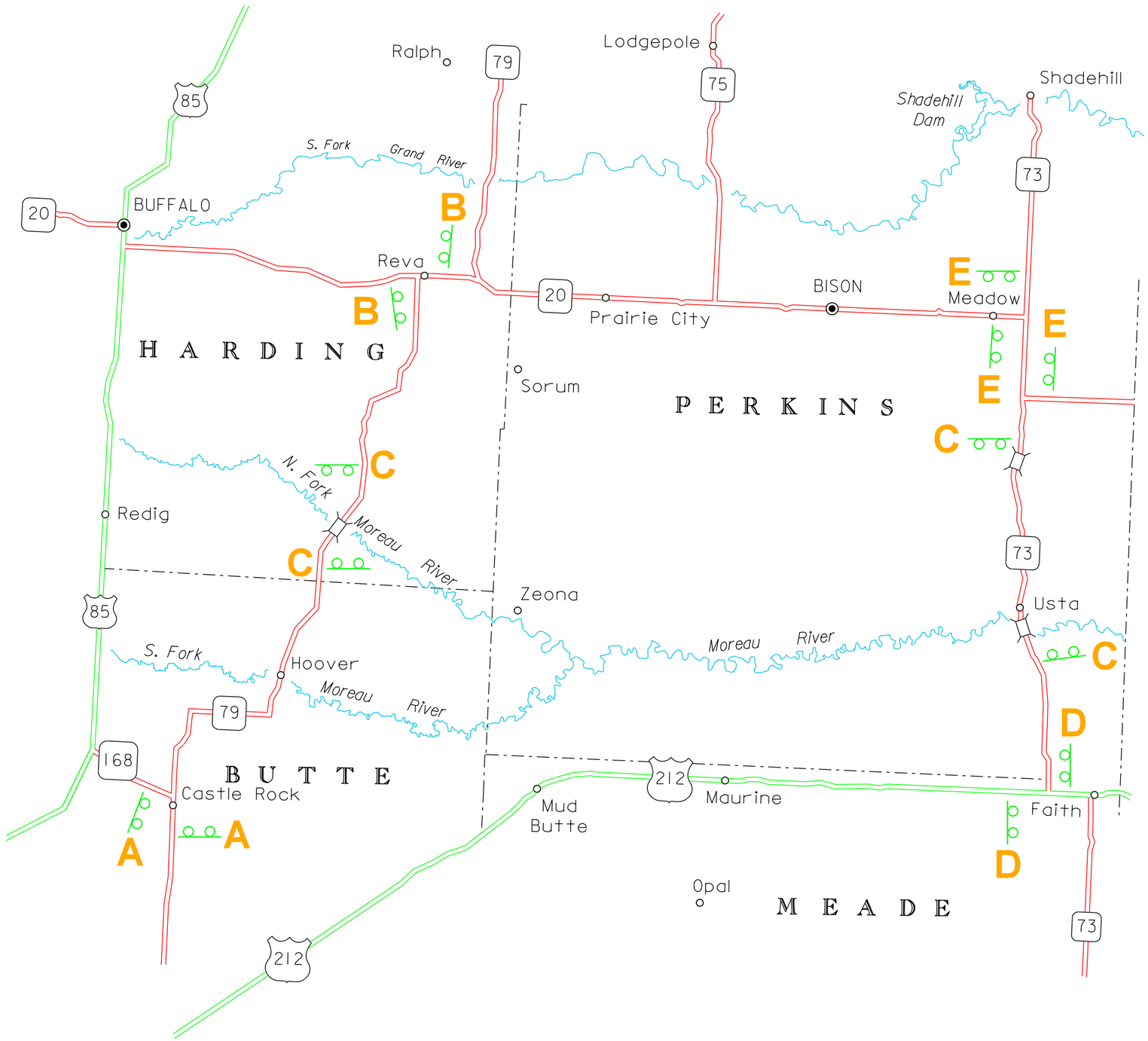
W 6,63	I 14,88	D 18,13	T 24,63	H 30,75	R 44,25	E 51,00	S 56,75	T 62,88	R 69,00	I 75,75	C 78,88	T 85,38	I 91,50	O 94,50	N 102,00										
I 28,88	O 32,63	F 46,38	T 51,75	M 64,75	A 72,25	X 79,63																			
73 26,88	S 52,88	O 61,50	U 68,88	T 75,63	H 81,75																				
X 11,63	X 17,88	M 31,25	I 39,50	L 42,63	E 48,75	S 54,50	A 68,00	H 76,00	E 83,38	A 89,00	D 97,00														
-0,00																									
U 14,63	S 21,38	E 28,25	A 41,13	L 49,13	T 54,63	R 67,50	O 74,25	U 81,63	T 88,25	E 94,50															

*Contractor is responsible for replacing “XX” with the correct distance for each width restriction sign at its installation location.

OVERWIDTH SIGNING LOCATIONS

STATE OF SOUTH DAKOTA	PROJECT	SECTION	SHEET
	P-B 0079(91)178 NH 0073(86)190	C	8/12

Plotting Date: 08/17/2026



A

WIDTH RESTRICTION
10 FT MAX
79 NORTH
XX MILES AHEAD
USE ALT ROUTE

(78" x 114")

B

WIDTH RESTRICTION
10 FT MAX
79 SOUTH
XX MILES AHEAD
USE ALT ROUTE

(78" x 114")

C

NO VEHICLES
OVER 10 FT WIDE

(36" x 102")

D

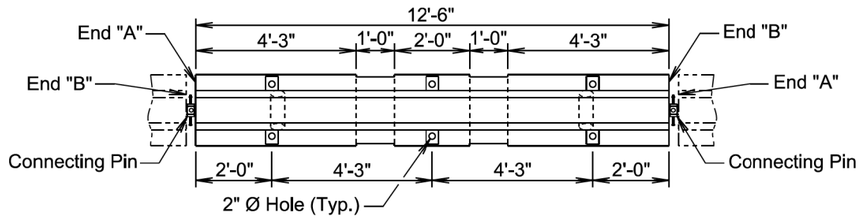
WIDTH RESTRICTION
10 FT MAX
73 NORTH
XX MILES AHEAD
USE ALT ROUTE

(78" x 114")

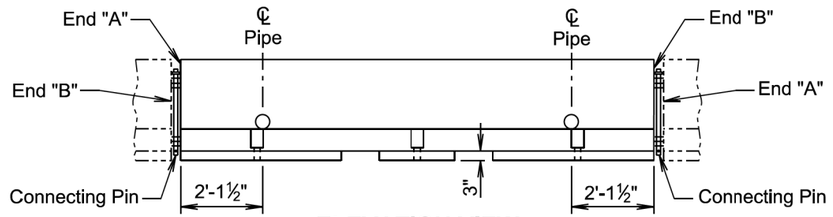
E

WIDTH RESTRICTION
10 FT MAX
73 SOUTH
XX MILES AHEAD
USE ALT ROUTE

(78" x 114")



PLAN VIEW



ELEVATION VIEW

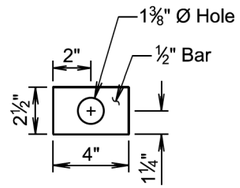
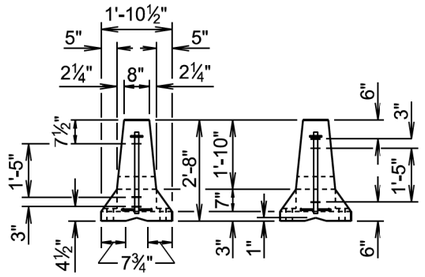
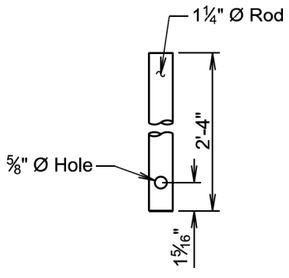


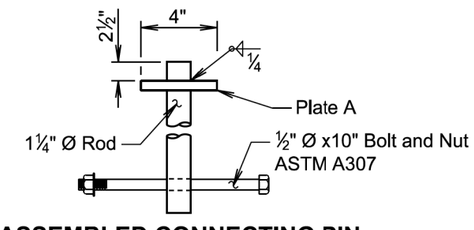
PLATE A



VIEW END A **VIEW END B**



CONNECTING PIN DETAIL



ASSEMBLED CONNECTING PIN

September 14, 2018

Published Date: 2027	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".

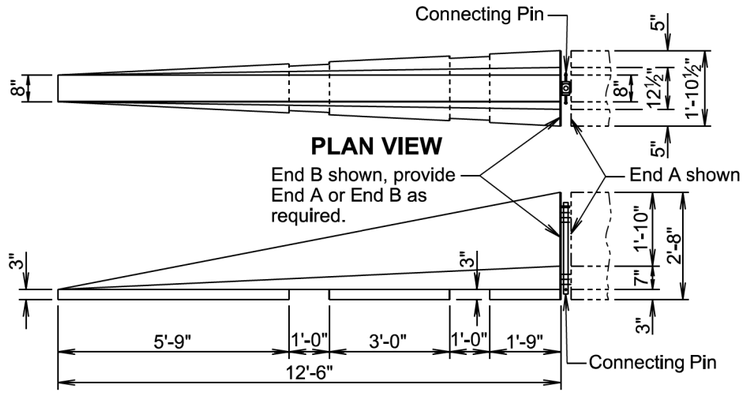
If the concrete barriers need to be moved and reset on the project, requiring the barriers to be transported by truck, all cost for removing, transporting, and resetting the barriers will be incidental to the contract unit price per each for "Remove and Reset Traffic Control Movable Concrete Barrier". 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.

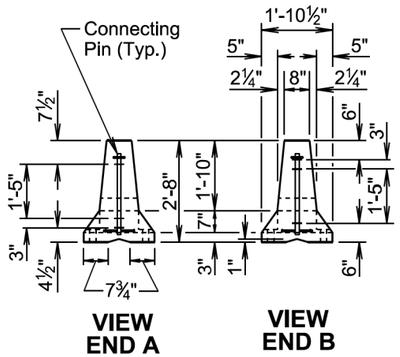
September 14, 2018

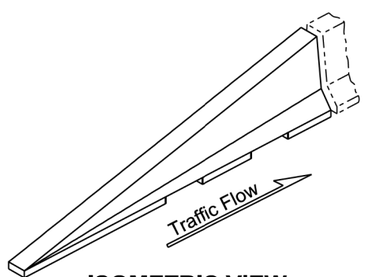
Published Date: 2027	SDDOT	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE INTERIOR SECTION)	PLATE NUMBER 628.01
			Sheet 2 of 2

STATE OF SOUTH DAKOTA	PROJECT	SECTION	SHEET
	P-B 0079(91)178 NH 0073(86)190	C	10/12

Plotting Date: 06/09/2026

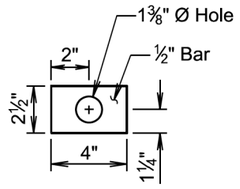


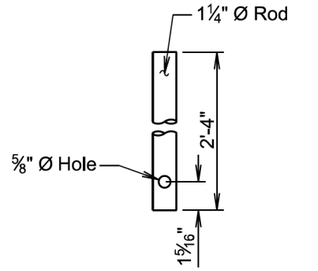


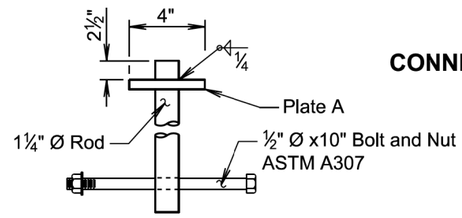


September 14, 2018

Published Date: 2027	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: 2027	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)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	25
35 - 40	350	25
45	500	25
50	500	50
55	750	50
60 - 65	1000	50

Flagger

Channelizing Device

For low-volume traffic situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger may be used.

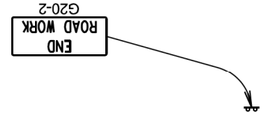
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

For tack and/or flush seal operations, when flaggers are not being used, the FRESH OIL sign (W21-2) will be displayed in advance of the liquid asphalt areas.

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

The channelizing devices will be drums or 42" cones.

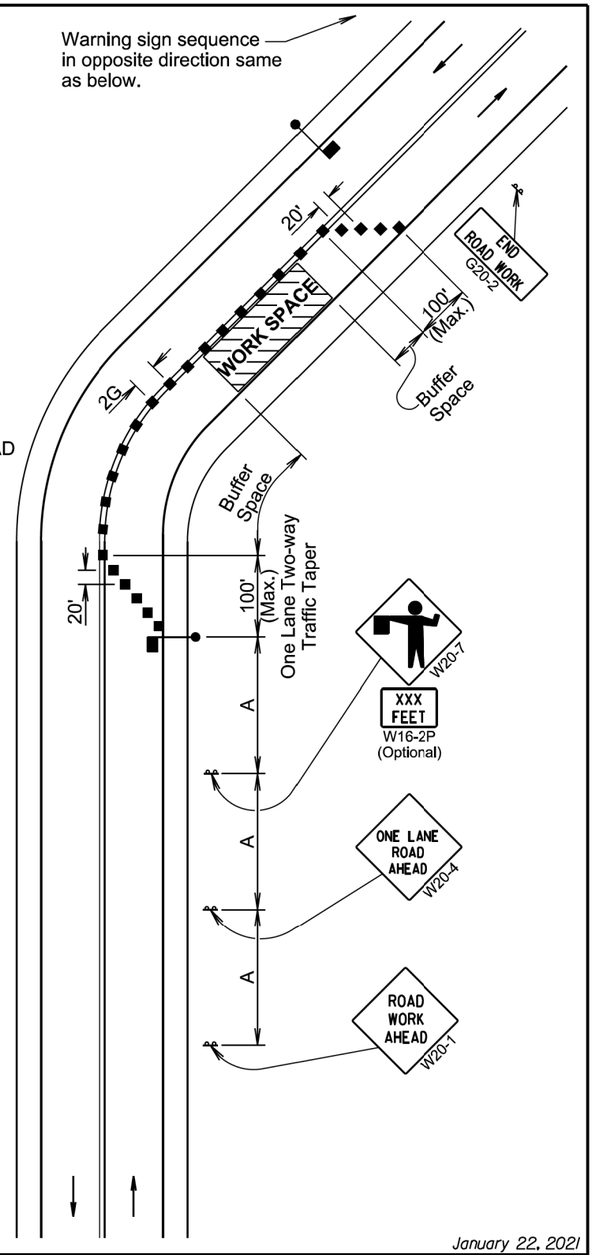
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.



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

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

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



January 22, 2021

Published Date: 2027	SDDOT	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
			Sheet 1 of 1

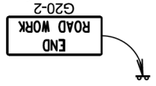
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	25
35 - 40	350	25
45	500	25
50	500	50
55	750	50
60 - 65	1000	50

Signals will be installed and operated in accordance with the requirements of Part 4 of the MUTCD. Temporary traffic control signals will meet the physical display and operational requirements of conventional traffic signals.

Temporary traffic control signal timing will be established by the Region Traffic Engineer.

When the temporary traffic control signal is changed to a flashing mode, either manually or automatically, red signal indications will be flashed to both approaches.

Adjustments in the height of the signal heads will be made as necessary to conform to the vertical alignment of the roadway.



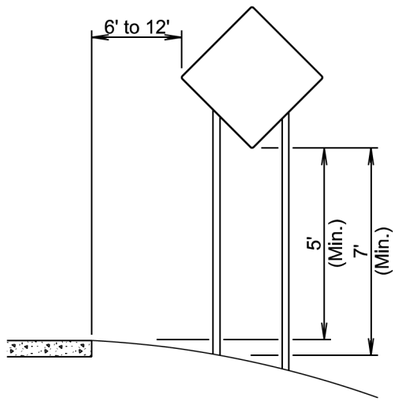
The movable concrete barrier layout is shown elsewhere in the plans.

The channelizing devices will be drums or 42" cones.

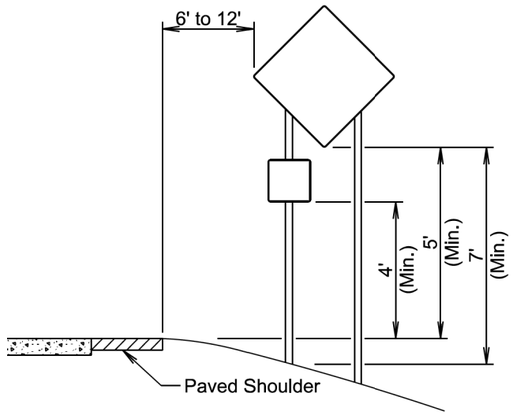
The length of A may be adjusted to fit field conditions.

January 22, 2021

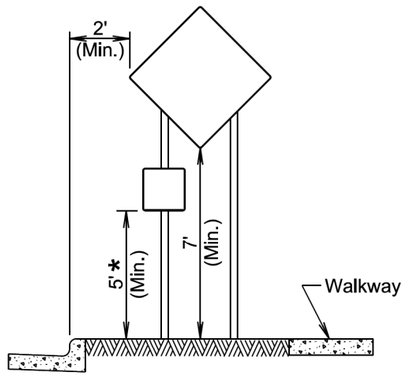
Published Date: 2027	SDDOT	LANE CLOSURE USING TRAFFIC SIGNALS AND BARRIER	PLATE NUMBER 634.24
			Sheet 1 of 1



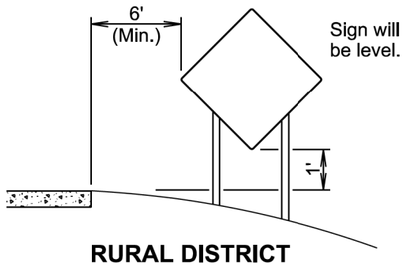
RURAL DISTRICT



RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT

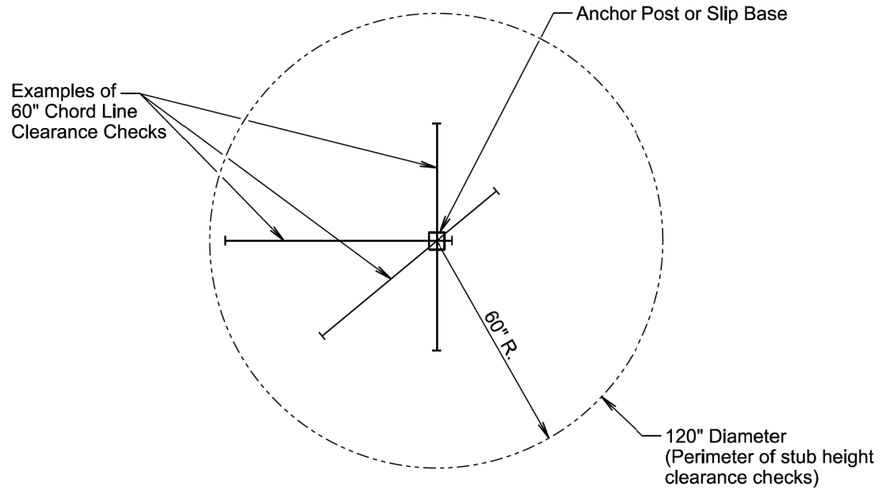


RURAL DISTRICT
3 DAY MAXIMUM
(Not applicable to regulatory signs)

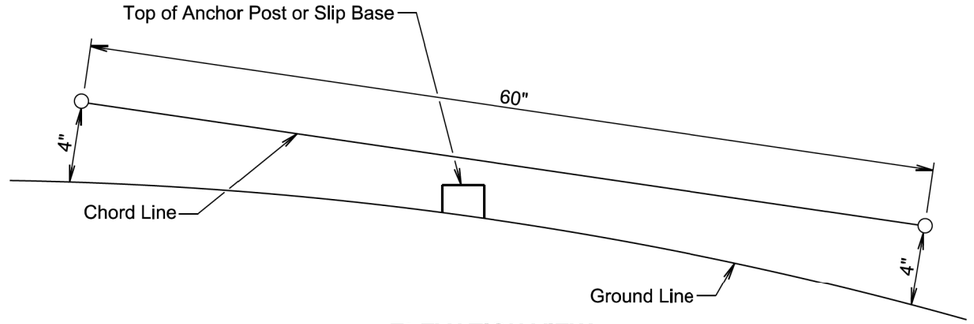
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

Published Date: 2027	SDDOT	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1



PLAN VIEW
(Examples of stub height clearance checks)



ELEVATION VIEW

GENERAL NOTES:

The top of anchor posts and slip bases WILL NOT extend above a 60" chord line within a 120" diameter circle around the post with ends 4" above the ground.

At locations where there is curb and gutter adjacent to the breakaway sign support, the stub height will be a maximum of 4" above the ground line at the localized area adjacent to the breakaway support stub.

The 4" stub height clearance is not necessary for U-channel lap splices where the support is designed to yield (bend) at the base.

January 22, 2021

Published Date: 2027	SDDOT	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1