

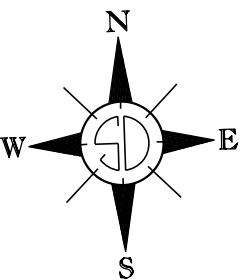
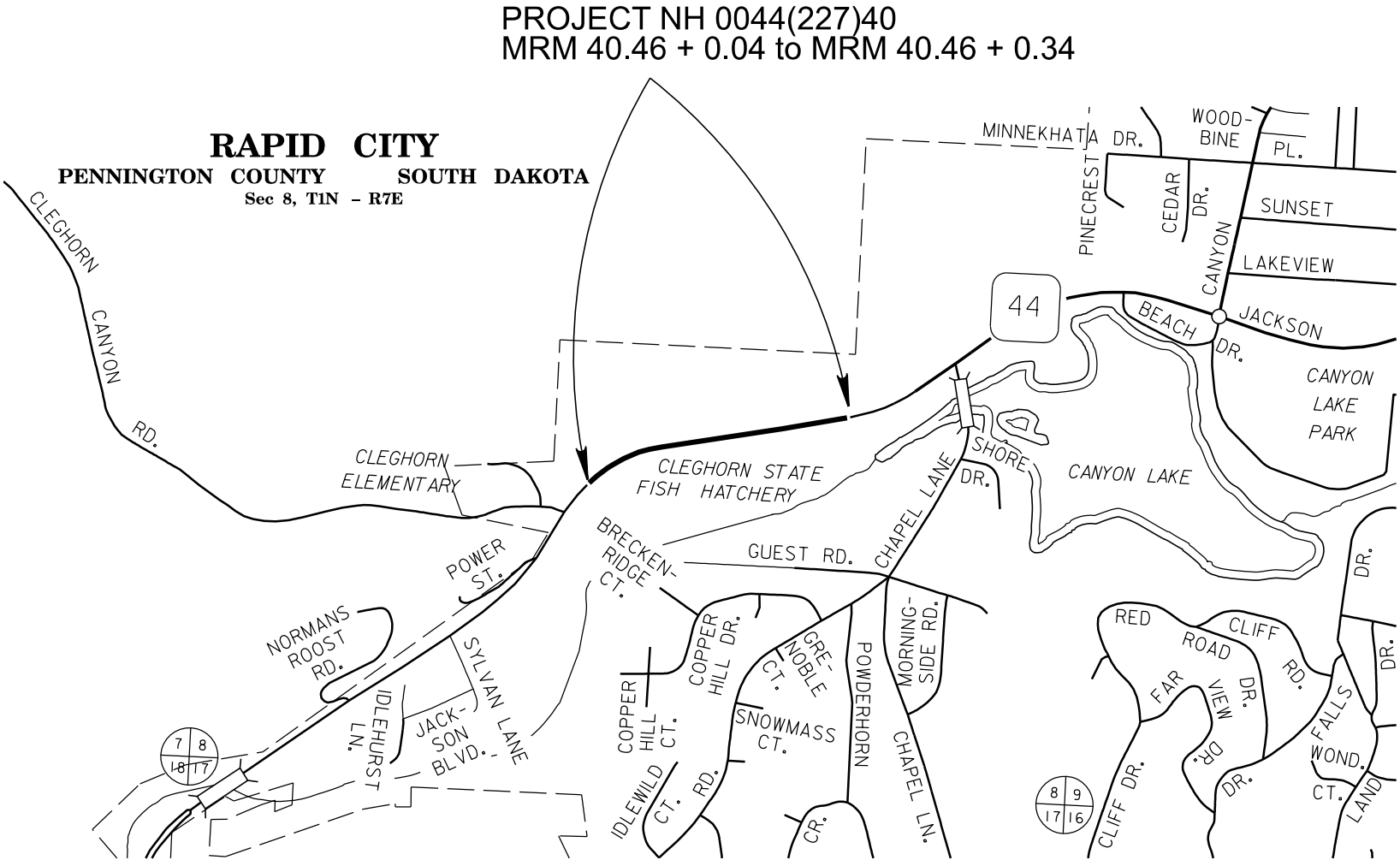
SECTION C: TRAFFIC CONTROL PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0044(227)40	C1	C8

Plotting Date: 8/12/2025

INDEX OF SHEETS

C1	General Layout with Index
C2-C3	Plan Notes & Tables
C4-C8	Standard Plates



SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
110E0605	Remove Chain Link Fence	500	Ft
621E0160	6' Chain Link Fence with Tension Wired Top	500	Ft
633E1222	High Build Waterborne Pavement Marking Paint, 4" Yellow	420	Ft
634E0010	Flagging	200.0	Hour
634E0110	Traffic Control Signs	242.1	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	2	Each
634E0330	Temporary Raised Pavement Markers	4,280	Ft
634E0380	Tubular Marker	50	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	420	Ft
634E0700	Traffic Control Movable Concrete Barrier	150	Each
634E0705	Remove and Reset Traffic Control Movable Concrete Barrier	140	Each
634E0750	Temporary Concrete Barrier End Protection	2	Each
634E0760	Temporary Concrete Barrier End Protection Module Set or Repair Kit	2	Each
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each

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.

All construction operations will be conducted in the general direction of traffic movement.

Traffic control will be installed according to Standard Plate #634.53 starting at station 0+00 to 20+00 closing the WBL unless otherwise directed by the Engineer. The contractor will install Temporary Concrete Barrier and Chain Link Fence prior to scaling and unclassified rock excavation in the closed lane.

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.

The Contractor will notify businesses/homeowners a minimum of two weeks prior to construction to inform them of upcoming construction and again a minimum of 48 hours prior to any blocked access to make appropriate arrangements.

If inappropriate or conflicting pavement markings exist the 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 in the tapers will be incidental to the contract unit price per foot for “Remove Pavement Marking, 4” or equivalent”. The additional channelizing devices will be incidental to the contract lump sum price for “Traffic Control, Miscellaneous”.

Tubular Markers and Temporary Raised Pavement Markers will be used for marking centerlines. Tubular Markers will be spaced at 80 feet with Temporary Raised Pavement Markers every 5 feet.

Type 3 Barricade will be installed at the end of a lane closure taper as detailed in Standard Plate #634.53.

The existing 140 Traffic Control Movable Concrete Barriers will be removed after scaling and unclassified rock excavation operations are completed. All costs associated with picking and hauling the barriers to the SDDOT Maintenance Yard will be incidental to the contract unit price per each for Remove and Reset Traffic Control Movable Concrete Barrier.

FLAGGING

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

Flagging stations will follow Standard Plate #634.31 and will be stationed at the following locations during scaling and unclassified/rock excavation:

Jackson Blvd and Cleghorn Canyon Road
Jackson Blvd and Chapel Ln

Additional flaggers will be required for private roads and sidewalks during unclassified/rock excavation.

Additional flagger hours have been included in the Estimate of Quantities for use on private roads and sidewalks. These flaggers will be used as directed by the Engineer and will be used primarily during unclassified/rock excavation.

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”.

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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 RAISED PAVEMENT MARKERS

Temporary raised pavement markers will be used for marking centerlines and tapers.

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

All costs to furnish, install, replace if necessary, and remove the markers will be incidental to the contract unit price per foot for “Temporary Raised Pavement Markers”.

PERMANENT PAVEMENT MARKING

The Contractor will be required to repaint all existing pavement markings including centerline, edge line, and lane lines. This list is approximate. The Contractor will be required to document and be able to relocate for replacement of the existing centerline, edge line, and lane lines before the markings are obliterated. Additional quantities are included in the estimate of quantities to paint the additional pavement marking.

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 prior to the project area to notify drivers of the upcoming construction. The Contractor will program the portable changeable message signs with the following message:

ROAD WORK
STARTS (Date)

When work begins that will affect traffic patterns, the Contractor will re-program the PCMS with the messages as directed by the Engineer.

TUBULAR MARKERS

The color of the tubular markers on centerline will be predominately orange.

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

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

TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS

Concrete barriers will be provided by the State and are available for pickup from the SDDOT Rapid City Maintenance Yard located on Hwy 79 approximately two miles south of Rapid City. The barriers will be hauled back to the SDDOT Rapid City 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 in the WBL starting Sta. 0+00 and ending at Sta. 18+00 and will be offset from the WBL edge line by 6' to the edge of construction side of the barrier. The barriers will be pinned and bolted together as directed by the Engineer.

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

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

TEMPORARY CONCRETE BARRIER END PROTECTION

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

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

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

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

CHAIN LINK FENCE FOR TRAFFIC CONTROL

Six-foot Chain link Fence with Tension Wired Top will be installed inside of the concrete barriers to provide additional protection to the traveling public as directed by the Engineer. The posts for the chain link fence will be free standing and won't be installed through the in-place asphalt concrete surfacing.

Any asphalt disturbed by the installation of the posts will be repaired after removal of the fence.

All costs associated with installation and repair of the fence will be incidental to the contract unit price per foot for "6' Chain Link Fence with Tension Wired Top".

After the initial placement, the six-foot chain link fence with tension wire top may need to be adjusted. Adjustment of the chain link fence will be incidental to the contract unit price per foot for 6' Chain Link Fence with Tension Wired Top.

All costs associated with removal of the fence and subsequent repair of the existing asphalt at locations where posts have been installed will be incidental to the contract unit price per foot for "Remove Chain Link Fence".

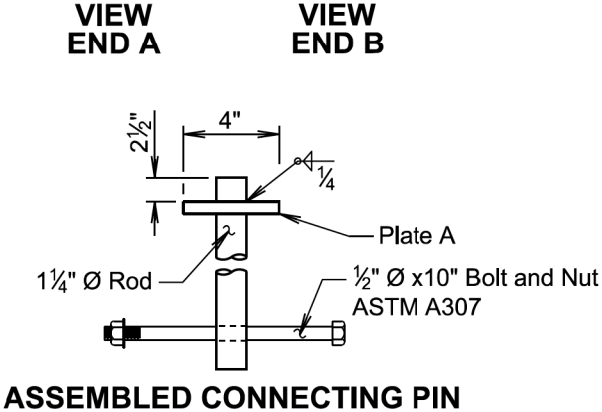
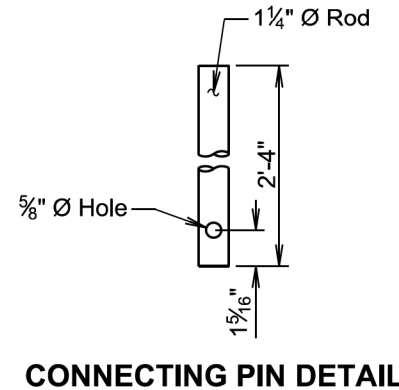
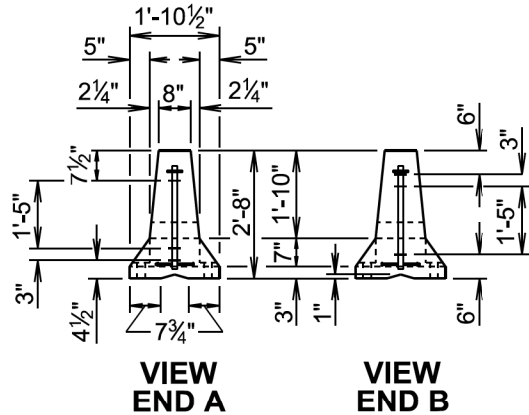
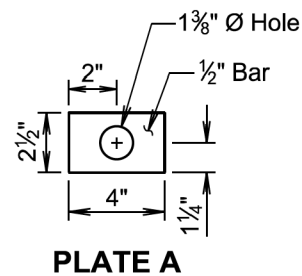
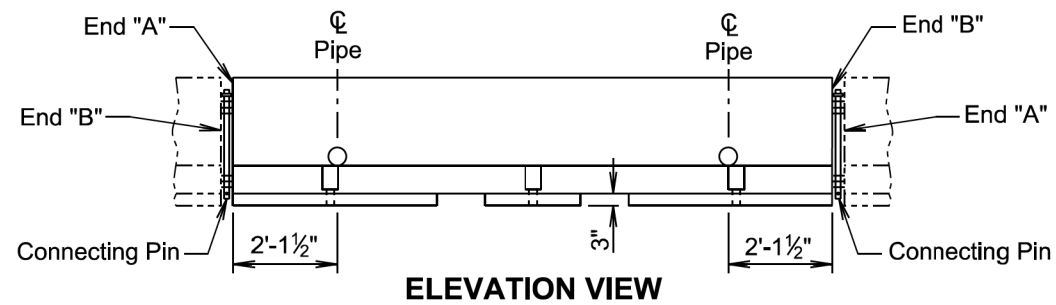
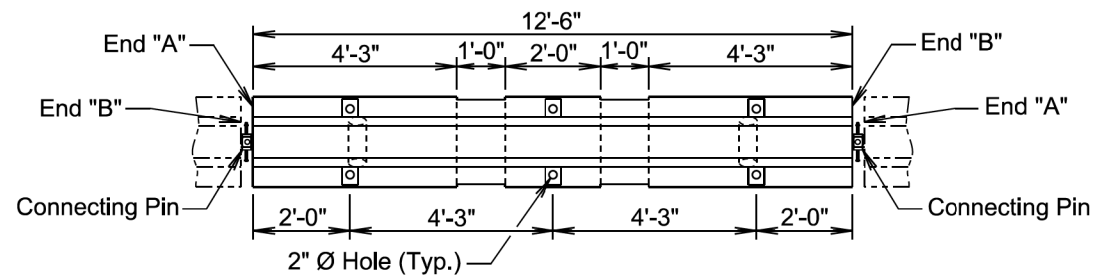
TRAFFIC CONTROL SIGNS

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R3-2	LEFT TURN PROHIBITION (symbol)	2	24" x 24"	4.0	8.0
W1-4	REVERSE CURVE (L or R)	2	48" x 48"	16.0	32.0
W3-4	BE PREPARED TO STOP	3	48" x 48"	16.0	48.0
W9-3	CENTER LANE CLOSED AHEAD	1	48" x 48"	16.0	16.0
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6.3	12.6
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	3	48" x 48"	16.0	48.0
G20-2	END ROAD WORK	3	36" x 18"	4.5	13.5
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			
		242.1			

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September 14, 2018

Published Date: 2026	S D D O T	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".

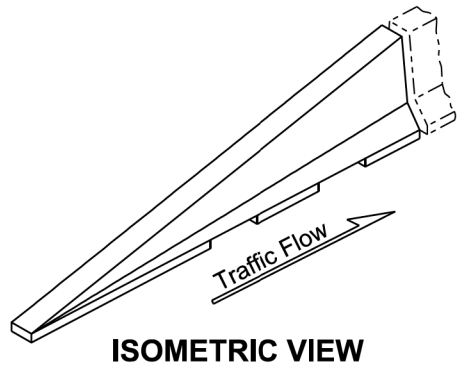
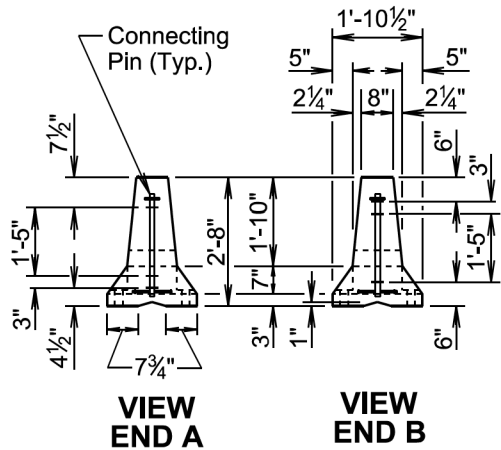
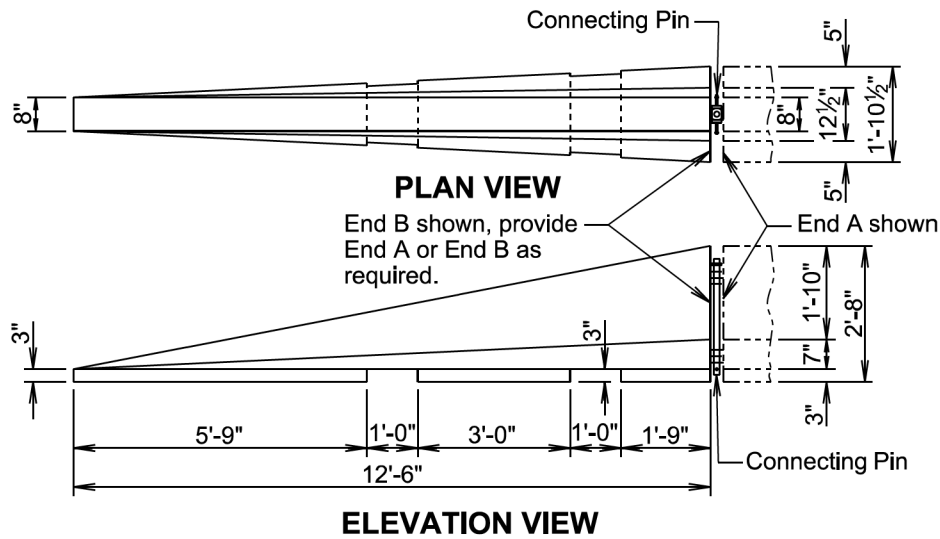
If the concrete barriers need to be moved and reset on the project, requiring the barriers to be transported by truck, all cost for removing, transporting, and resetting the barriers will be incidental to the contract unit price per each for "Remove and Reset Traffic Control Movable Concrete Barrier".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

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Published Date: 2026	S D D O T	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE INTERIOR SECTION)	PLATE NUMBER 628.01
			Sheet 2 of 2

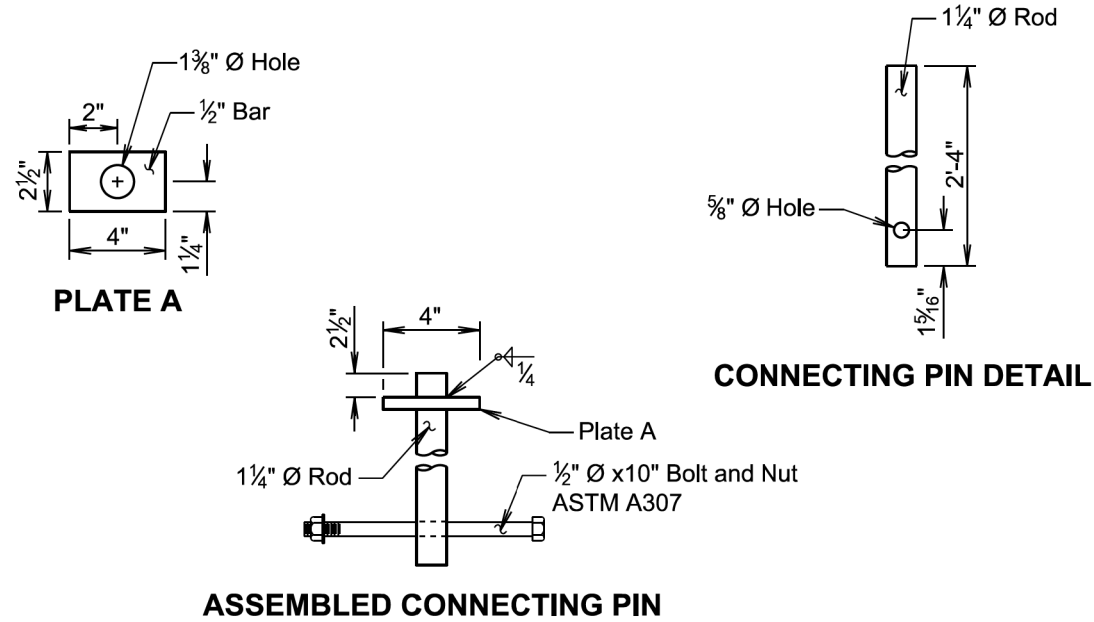
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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Published Date: 2026	S D D O T	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE END SECTION)	PLATE NUMBER 628.02
			Sheet 1 of 2



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.

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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

SDOT

WORK BEYOND THE SHOULDER

Published Date: 2026

PLATE NUMBER

634.01

Sheet 1 of 1

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

Flagger station to be lighted at night.

On unfinished grades, until gravel is in place, reflectorized devices (cones, tubular markers, drums, or vertical panels back-to-back) defining the outside edge of the road will be placed at 264 feet maximum spacing on tangent and at 132 feet maximum spacing on curves (greater than 3 degrees) during night time hours and during daytime hours at inactive locations where grading work is being performed. During daytime hours at active locations, a well defined path of adequate width will be provided by motor grader, normally in conjunction with flagging operations either with or without pilot car. Minimum width for one-way operations is 12 feet for two-way operations is 24 feet.

Work areas which are duplicated less than one mile apart, may be classified as one work area for purposes of sign installation unless otherwise directed by the Engineer. PAVEMENT ENDS signs (W8-3) to be used as appropriate to warn of existing surfacing being removed.

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

January 22, 2021

SDOT

LONG TERM ROAD WORK

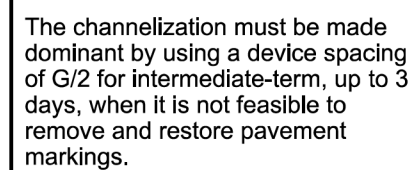
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634.31

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* Spacing is 40' for 42" cones.



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3-LANE, OUTSIDE LANE CLOSED

PLATE NUMBER
634.53

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*** 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.**



(Not applicable to regulatory signs)

January 22, 2021

CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)

PLATE NUMBER
634.85

Sheet 1 of 1

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