

Section C: Traffic Control Plans

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0018(261)263	C1	C10

Plotting Date: 08/28/2026

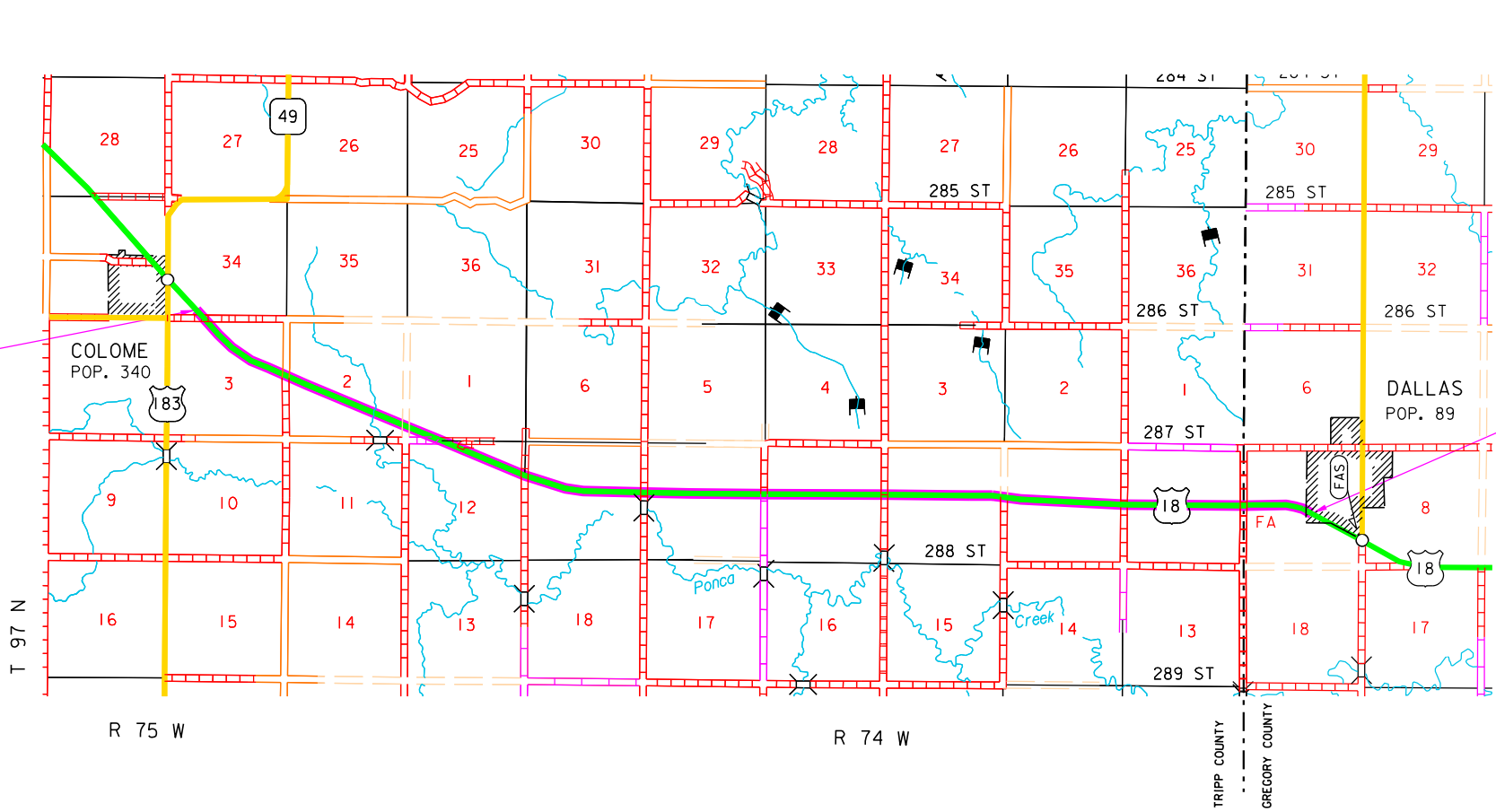
INDEX OF SHEETS	
C1	General Layout with Index
C2 - C3	Estimate of Quantities, Notes, Rates, and Tables
C4	Fixed Sign Locations
C5	Detour Signing Layout
C6	Road Closed Sign Details
C7	Special Detail 2 Lane Shoulder Diversion Layout
C8 - C10	Standard Plates

BEGIN NH 0018(261)263

Station 10+00.00
Located at southwest corner of Section 34 -
Township 97 North - Range 75 West of the 5th PM
MRM 263.34+0.520

END NH 0018(261)263

Station 524+39
Located at northeast corner of Section 7 -
Township 97 North - Range 74 West of the 5th PM
MRM 273.64+0.063



PLOT NAME - 1

FILE - ... \SECTIONC\0807-TITLEC.DGN

SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	3,888.0	Hour
634E0020	Pilot Car	1,296.0	Hour
634E0110	Traffic Control Signs	1,619.6	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	LS
634E0275	Type 3 Barricade	57	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	51,439	Ft
634E0630	Temporary Pavement Marking	9.7	Mile
634E1002	Detour and Restriction Signing	503.7	SqFt
634E1215	Contractor Furnished Portable Changeable Message Sign	4	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.

All work outside the Special provision for Calendar days for road closure will be completed with flagger and pilot car/ lane closures as needed. Lane closures will be for daytime use only and the road fully open to traffic (assuming strength on the new PCC Pavement).

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.

The Contractor will accommodate local traffic throughout the project and all signing will be in compliance with the MUTCD or as directed by the Engineer.

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.

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

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

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

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

DETOUR SIGNING

The Contractor will furnish and install the detour signs as shown in these plans. Prior to installing the signs, the Contractor will mark the sign locations and review them with the Engineer. Detour 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 detour signs.

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

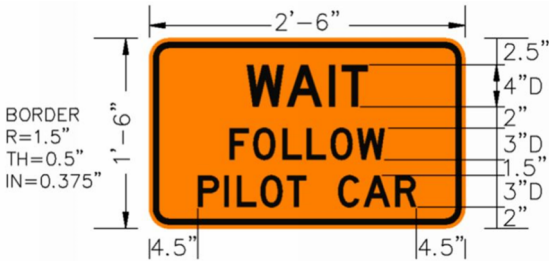
FLAGGING

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

Flaggers will be present during daylight hours to control traffic entering the closed work zone to help turn back non-locals and keep people out of the project closure.

Additional flagger warning signs and flagger hours have been included in the Estimate of Quantities for use on intersecting roads. These flaggers will be used as directed by the Engineer and will be used primarily during daytime hours.

Also included in the Estimate of Quantities are WAIT FOLLOW PILOT CAR signs for use on low volume intersecting roads as determined by the Engineer. WAIT FOLLOW PILOT CAR signs will not block the view of the stop sign.



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

TEMPORARY PAVEMENT MARKING

The total length of no passing zone on this project is estimated to be 0.47 miles.

It is estimated that 2 DO NOT PASS (R4-1) and 2 PASS WITH CARE (R4-2) signs will be required to mark the no passing zones, should the Contractor elect to use these signs.

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

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.

Quantities of Temporary Pavement Markings consist of:
One pass on top of the Nonreinforced PCC Pavement

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

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

TEMPORARY PAVEMENT MARKING (Continued)

TO STOP (W3-4) sign will be mounted on the rear of the shadow vehicle. The method of traffic control used by the Contractor for this work must be approved by the Engineer.

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

CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN

30 days prior to starting work affecting the traveling public, portable changeable message signs (PCMS) will be installed at locations detailed in the plans or as directed by the Engineer 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.

INCIDENTS

An incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic such as a crash, hazardous materials spill, or other event.

The Contractor will set up a meeting prior to start of work to plan and coordinate responses to an incident. The Contractor will invite the Department of Transportation, the South Dakota Highway Patrol, the Tripp County Sheriff and local emergency response entities to the meeting.

The Contractor will assist to maintain traffic as required by these plan notes and as agreed to at that meeting.

Emergency vehicle access through the project will be considered and discussed at the meeting.

The Contractor may be required to modify messages on portable changeable message signs or relocate portable changeable message signs, and to provide flaggers to direct or detour traffic. The Contractor should be prepared to relocate advance warning signs if determined to be necessary for a major traffic incident lasting more than two hours. Fixed location ground mounted signs may be covered and additional portable signs provided.

No additional payment will be made for the modification of portable changeable message sign messages or the relocation of portable changeable message signs. Cost for the relocation of an advance warning sign due to an incident will be 50% of the designated sign rate. Flaggers will be paid for at the contract unit price per hour for "Flagging".

PRESS RELEASE ANNOUNCEMENTS

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

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 45	14	24" x 30"	5.0	70.0
R4-1	DO NOT PASS	2	24" x 30"	5.0	10.0
R4-2	PASS WITH CARE	2	24" x 30"	5.0	10.0
R5-1	DO NOT ENTER	8	30" x 30"	6.3	50.4
R6-1R	ONE WAY Arrow	20	18" x 24"	3.0	60.0
R6-1L	ONE WAY Arrow	8	18" x 24"	3.0	24.0
R11-2	ROAD CLOSED	8	48" x 30"	10.0	80.0
R11-3a	ROAD CLOSED _____ MILES AHEAD LOCAL TRAFFIC ONLY	2	60" x 30"	12.5	25.0
W1-4	REVERSE CURVE (L or R)	4	48" x 48"	16.0	64.0
W1-6	LARGE ARROW (one direction)	2	48" x 24"	8.0	16.0
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)	2	48" x 48"	16.0	32.0
W7-3aP	NEXT 2 MILES (plaque)	2	36" x 30"	7.5	15.0
W8-1	BUMP	6	48" x 48"	16.0	96.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W8-17	SHOULDER DROP-OFF (symbol)	12	48" x 48"	16.0	192.0
W13-1P	ADVISORY SPEED (plaque)	6	30" x 30"	6.3	37.8
W16-2P	_____ FEET (supplemental distance plaque)	2	30" x 24"	5.0	10.0
W20-1	ROAD WORK AHEAD	21	48" x 48"	16.0	336.0
W20-3	ROAD CLOSED AHEAD	8	48" x 48"	16.0	128.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	8	48" x 48"	16.0	128.0
SPECIAL	DRIVE on SHOULDER	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	10	36" x 18"	4.5	45.0
SPECIAL	WAIT FOLLOW PILOT CAR	8	30" x 18"	3.8	30.4
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			

ITEMIZED LIST FOR DETOUR SIGNING

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R11-2	ROAD CLOSED	2	48" x 30"	10.0	20.0
R11-3a	ROAD CLOSED 11 MILES AHEAD LOCAL TRAFFIC ONLY	1	60" x 30"	12.5	12.5
R11-3a	ROAD CLOSED 5 MILES AHEAD LOCAL TRAFFIC ONLY	1	60" x 30"	12.5	12.5
W20-2	DETOUR AHEAD	2	48" x 48"	16.0	32.0
M1-4	US ROUTE MARKER (1 or 2 digits)	25	24" x 24"	4.0	100.0
M3-2	DIRECTION MARKER - EAST	13	24" x 12"	2.0	26.0
M3-4	DIRECTION MARKER - WEST	12	24" x 12"	2.0	24.0
M4-6	DETOUR	19	24" x 12"	2.0	38.0
M4-8a	END DETOUR	2	24" x 18"	3.0	6.0
M4-10	DETOUR ARROW (L or R)	3	48" x 18"	6.0	18.0
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	8	21" x 15"	2.2	17.6
M6-3	DIRECTION ARROW - Vertical Single Head	11	21" x 15"	2.2	24.2
SPECIAL	ROAD CLOSED - US18 EAST COLOME TO DALLAS FOLLOW DETOUR	4	74" x 48"	24.7	98.8
SPECIAL	ROAD CLOSED - US18 WEST DALLAS TO COLOME FOLLOW DETOUR	3	74" x 48"	24.7	74.1
		CONVENTIONAL ROAD DETOUR SIGNING SQFT			

FIXED SIGN LOCATIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0018(261)263	C4	C10

Plotting Date: 08/28/2026

A

ROAD WORK
NEXT 10 MILES

G20-1
(48"X24")

C

END
ROAD WORK

G20-2
(36"X18")

B

ROAD
WORK
AHEAD

W20-1
(48"X48")

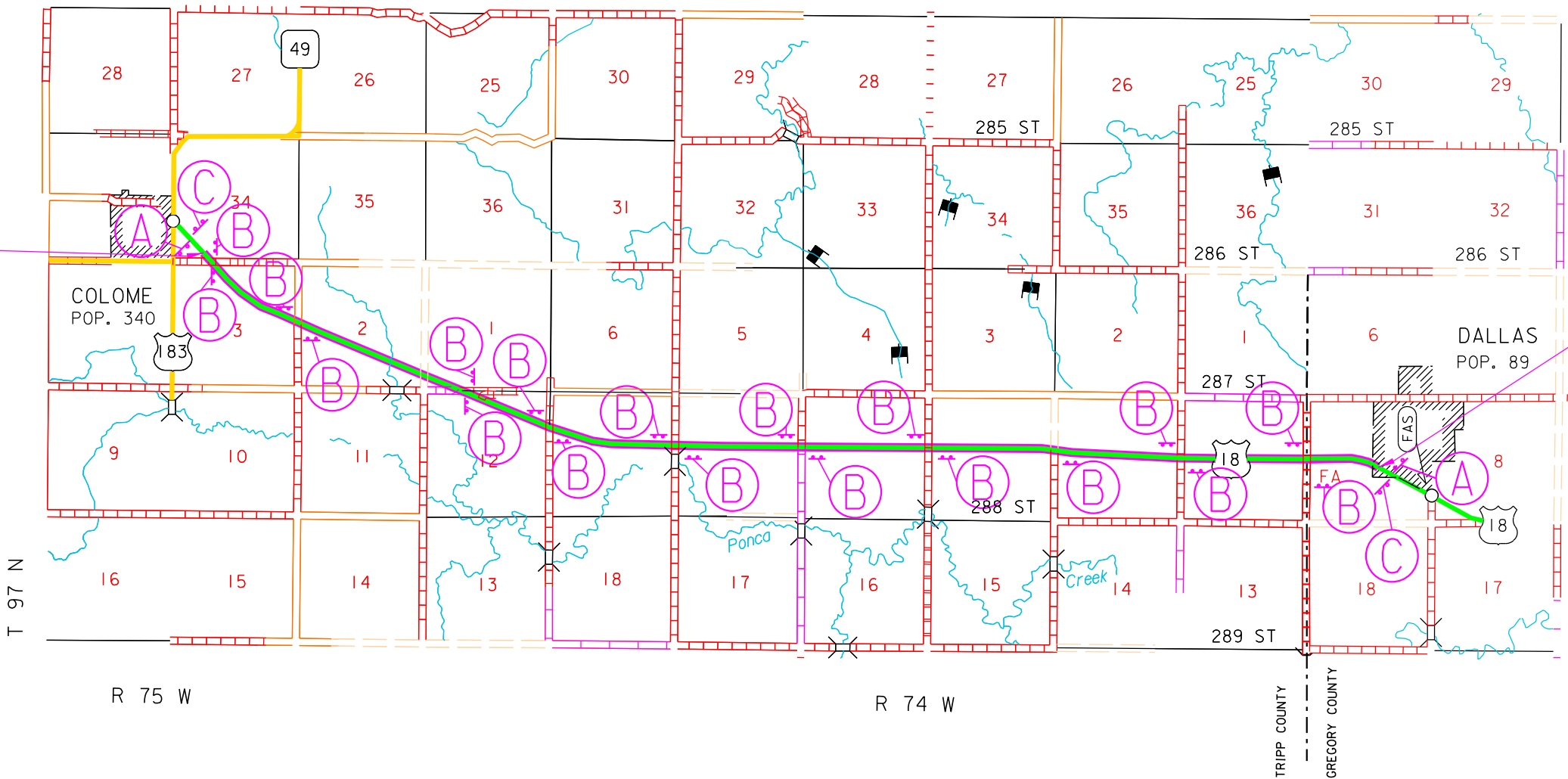


BEGIN PROJECT

Station 10+00.00
MRM 263.34+0.520

END PROJECT

Station 524+39
MRM 273.64+0.063



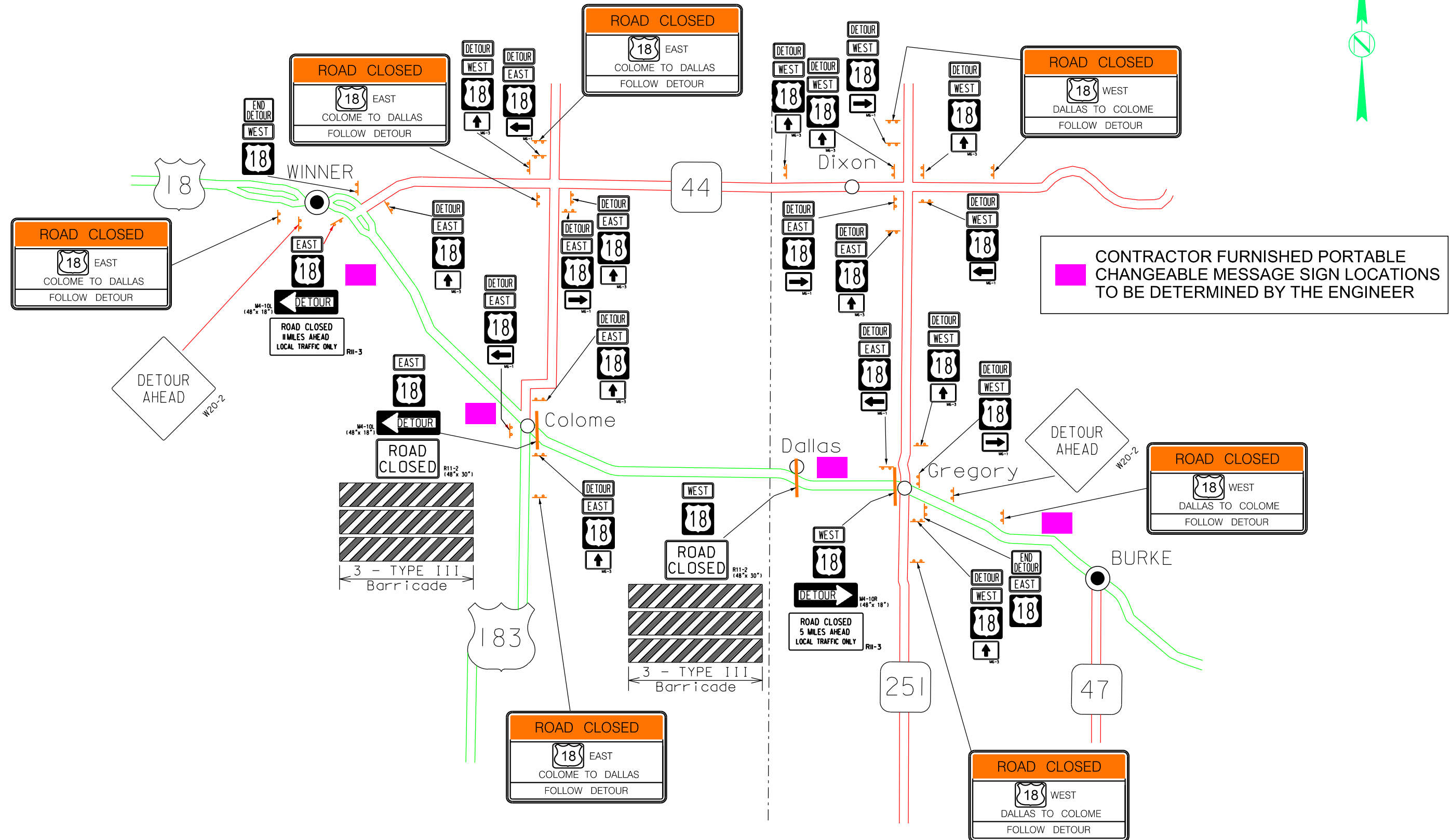
*W20-1 signs are also to be used per the applicable standard plate(s).

PLOT NAME - 1

FILE - ... \SECTION\0807-TITLEC.DGN

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0018(261)263	C5	C10

FILE - ... \SECTIONC\08G7_TITELC.DGN



PLOT SCALE - 1:200

FILE - ... \SECTION\STANDARD PLATES.DGN

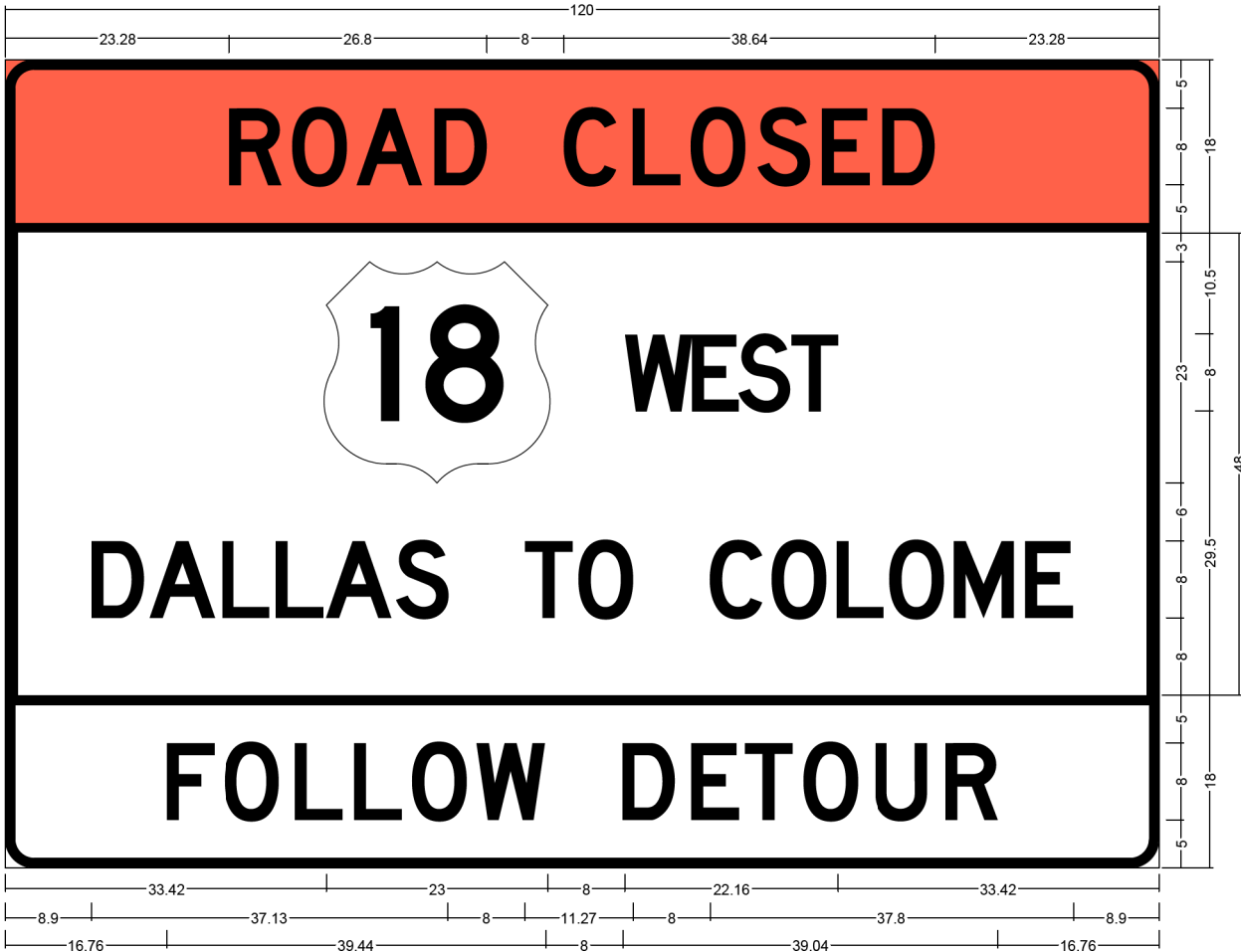
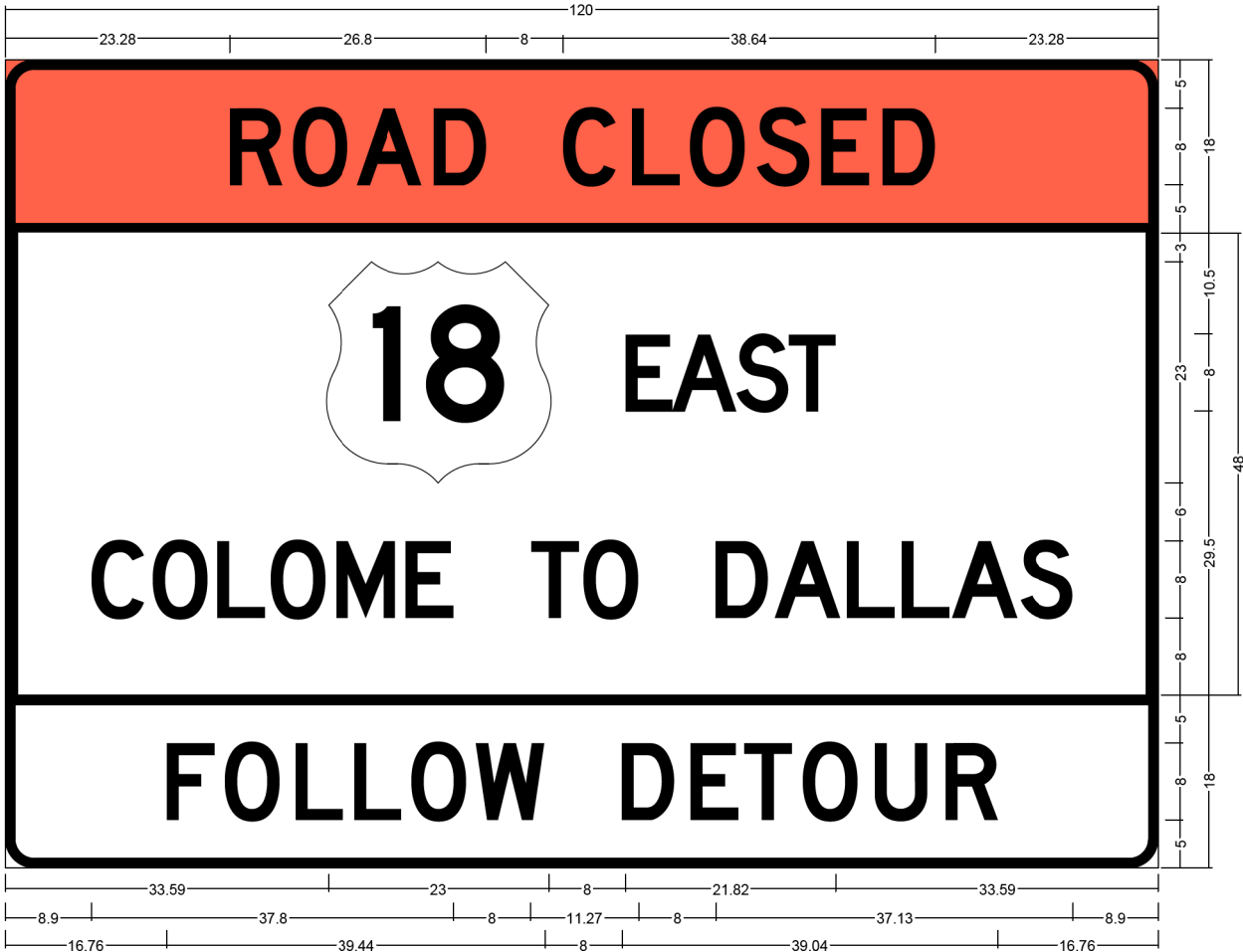
PLOT NAME - 1

PLOTTED FROM - TRPR25289

ROAD CLOSED SIGN DETAILS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0018(261)263	C6	C10

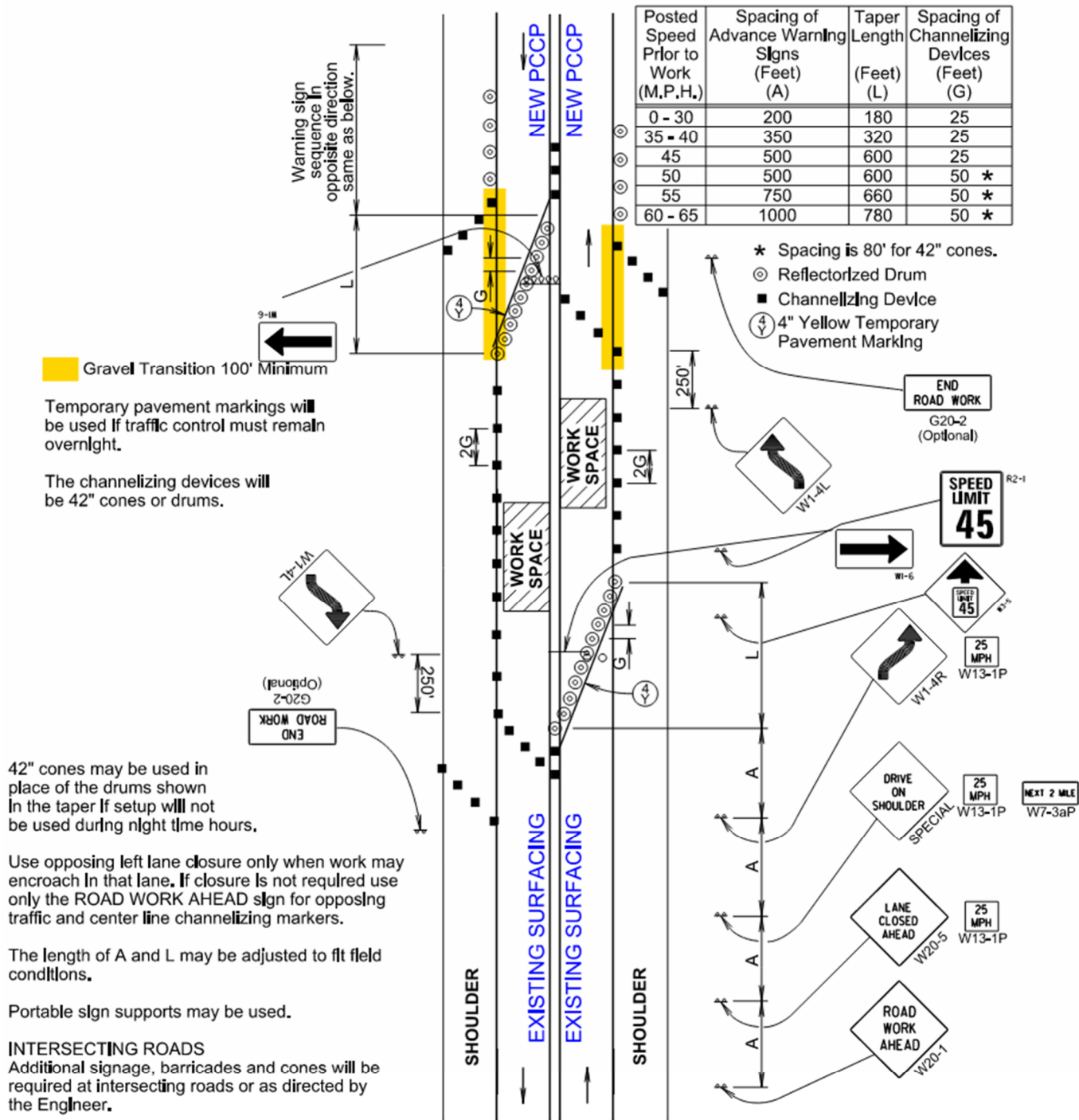
Plotting Date: 08/28/2026



All dimensions are in inches.

** Individual sign wording shall be as shown on sheet C5

Special Detail 2-Lane Undivided Lane Closure,
Local Traffic Diverted to Shoulder



LOCAL TRAFFIC ACCOMMODATION NOTES:

The intent of this section is to utilize the existing asphalt pavement for as long as practical while minimizing the time the traveling public has to utilize the one-way shoulder and to place traffic as soon as practical onto the new PCC pavement. Changes to these signs and setups will be as directed by the Engineer.

EXISTING ROADWAY:

The contractor will maintain local traffic on the existing asphalt roadway surface up until the active PCC paving work zone. Upon reaching the work zone area the contractor will utilize the special two-lane drive on shoulder drawing to transition traffic onto the appropriate shoulder in a one-way configuration through the PCC active work zone area and unopened new PCC pavement.

ONE WAY SHOULDER – PCC ACTIVE WORK ZONE:

Access Locations

Within the PCC active work zone, the contractor will place a Type 3 barricade with a One-Way Arrow (R6-1R) at each intersecting road and home site access directing traffic in the correct direction of travel on the shoulder. It is estimated that approximately twelve of these barricade sign setups will be required within the PCC active work zone. These will be required on both eastbound and westbound sides accordingly. These signs will be moved and used throughout the project as the work zone progresses down the roadway. Payment will be for the initial install, relocation, and maintenance barricades, sign setups and the amount paid at the maximum number that are in place at one time.

Crossings

Within the One-Way Shoulder PCC Active Work Zone, once the crossing locations listed in section F of the plans have obtained opening strength the crossing will be opened to local traffic. In addition to the standard plate 634.37, the contractor will install two One Way Arrow (R6-1L) signs for the crossing traffic and two One-Way Arrow signs (Right) for the approaching side road traffic in the correct direction of travel. For the approaching side road traffic two Do Not Enter (R5-1) signs will be installed on the shoulder area immediately to traffic's left while in a one-way shoulder situation. Payment for these signs will be once per crossing setup. Once the PCC payment section is opened to the traveling public these additional signs will be removed and relocated as required.

Active PCC Work Operation Area

The contractor will utilize a flagger on each shoulder on each side of the active PCC work operation area to control local traffic around the paver operation to provide for a safe work area for the workers and traveling public. The contractor will utilize two Flagger (W20-7) signs which will be moved and relocated to fit the work zone around the paving operation.

Maintenance

The contractor will be responsible for all maintenance to keep the shoulders, transitions, and crossings in a safe and acceptable manner. Transitions and crossings along with access to homes may require additional materials as directed by the Engineer to facilitate turning movements. Additional material ordered will be compensated under Gravel Cushion, Salvaged, State Furnished material for Construction Haul Road

SHOULDER TO NEW PCC PAVEMENT TRANSITION:

The gravel transition that's listed in the drawing will have a minimum 6:1 side slope. It may be adjusted in the field for length and slope as determined by the Engineer. These transitions will be maintained until such time as the new PCC pavement section has been opened to traffic in accordance to the other notes is listed in these plans.

PLACING TRAFFIC ON NEW PCC PAVEMENT:

Prior to placing traffic on the new PCC pavement, the contractor will ensure that a 6:1 gravel wedge has been placed along the full length of the section to be opened. This material to create the wedge may come from the following:

- Existing shoulder material
- Gravel Cushion, Salvaged, State Furnished material for construction haul road
- Base Course, Salvaged State Furnished.

Payment for removal of the gravel wedge material will be incidental to lump sum bid item Traffic Control, Miscellaneous.

Temporary striping will be installed at center line.

Cones will be placed along each edge of the new PCC pavement at an alternating spacing not to exceed 528 feet. On both sides of the newly opened PCC pavement the contractor will install regulatory 45 mile per hour (R2-1) signs and Shoulder Drop Off (W8-17) signs at two-mile alternating intervals along the length of the new PCC pavement until such time as the shoulder completion of the shoulder operations.

Temporary No Passing (R4-1) and Pass With Care (R4-2) signs will be installed to match the pre-construction passing zone conditions. The contractor will reference, document, and install the temporary passing zone signs. For the east bound there is 1 no passing zone. For the west bound there is one no passing zone. The temporary no passing zones will remain in place until the permanent signs have been installed. Payment for these signs will be per each installed.

PLOT SCALE - 1:204.763

PLOTTED FROM - TRPR25289

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0018(261)263	C8	C10

Plotting Date: 04/06/2022

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

- Flagger
- Channelizing Device

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

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

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

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

The channelizing devices will be drums or 42" cones.

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

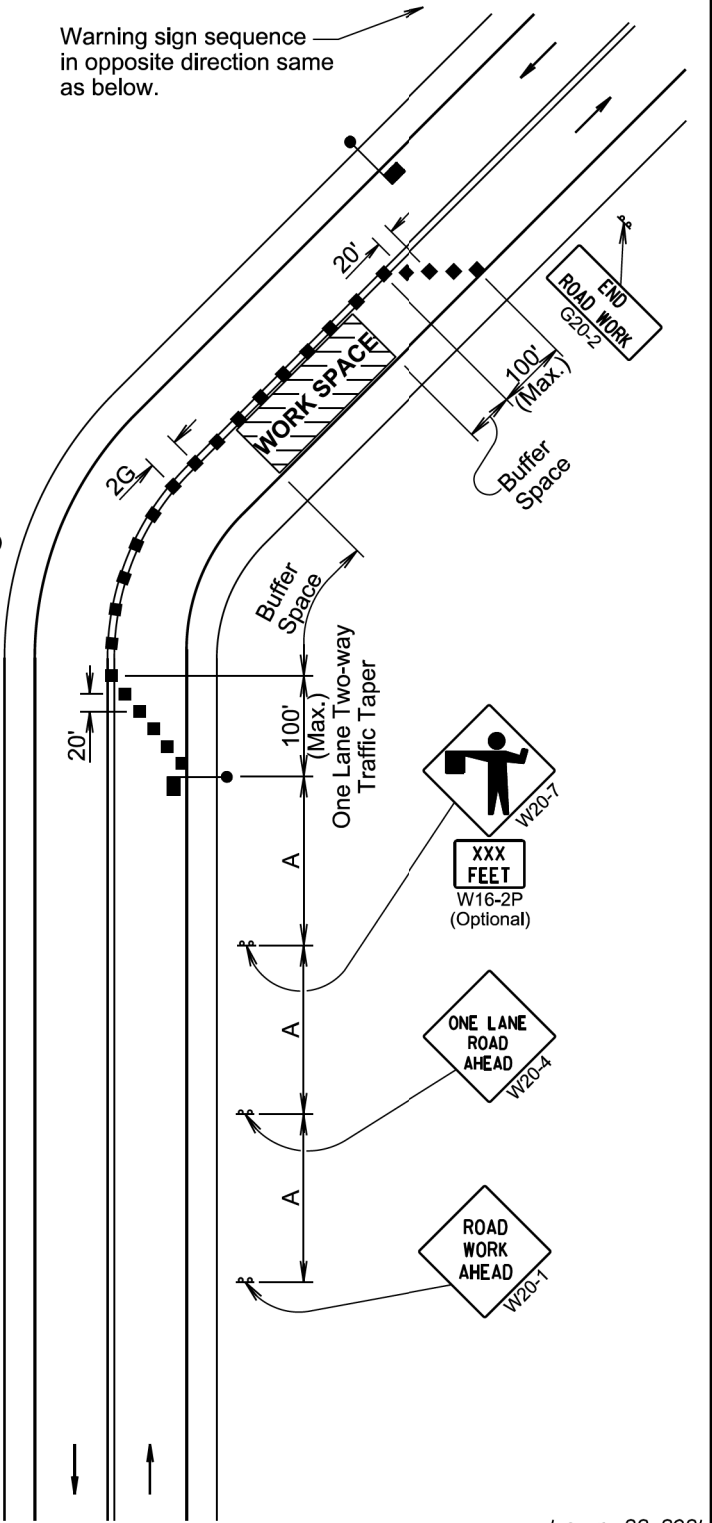
END
ROAD WORK
G20-2

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

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

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

Warning sign sequence
in opposite direction same
as below.

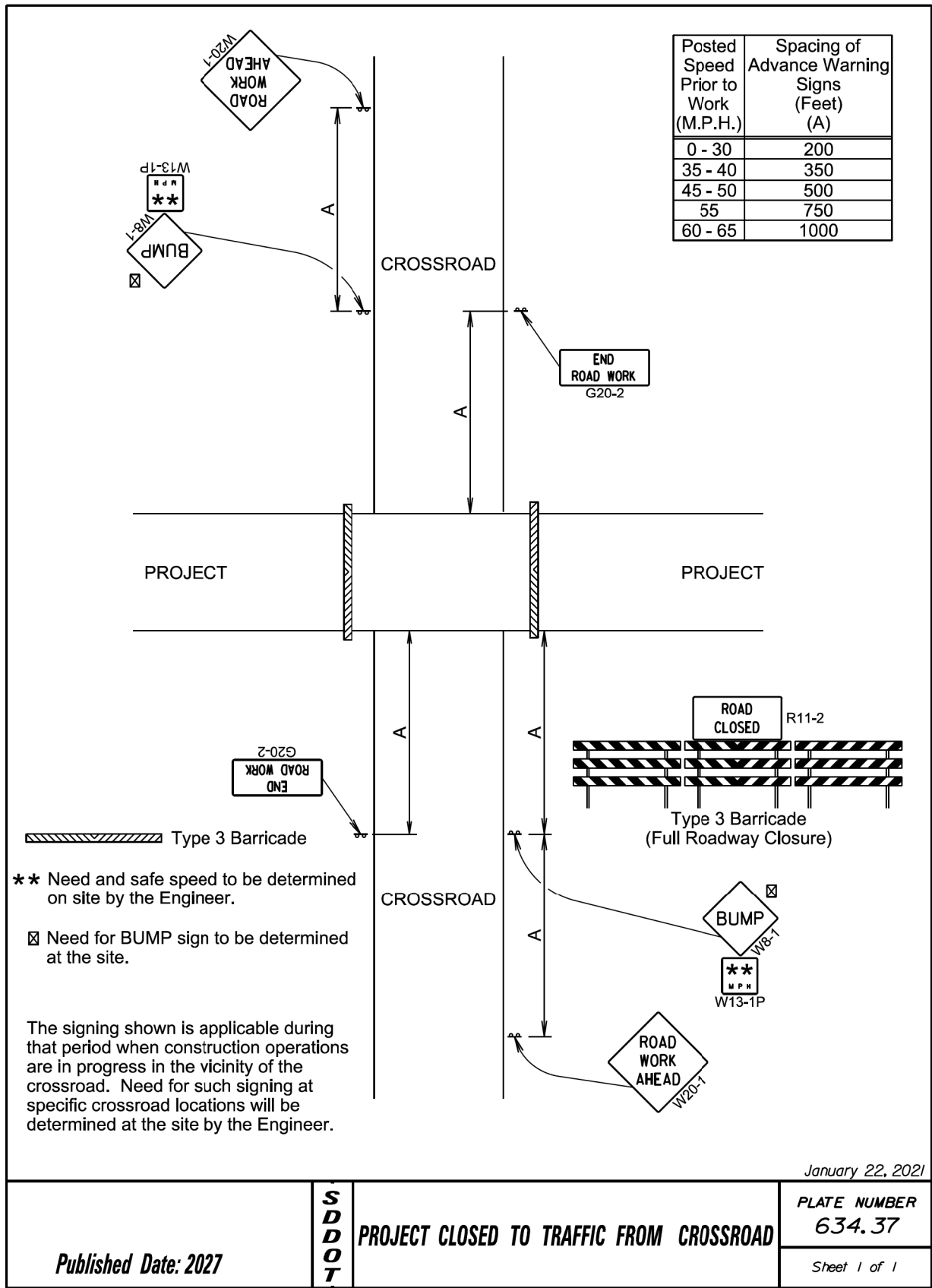
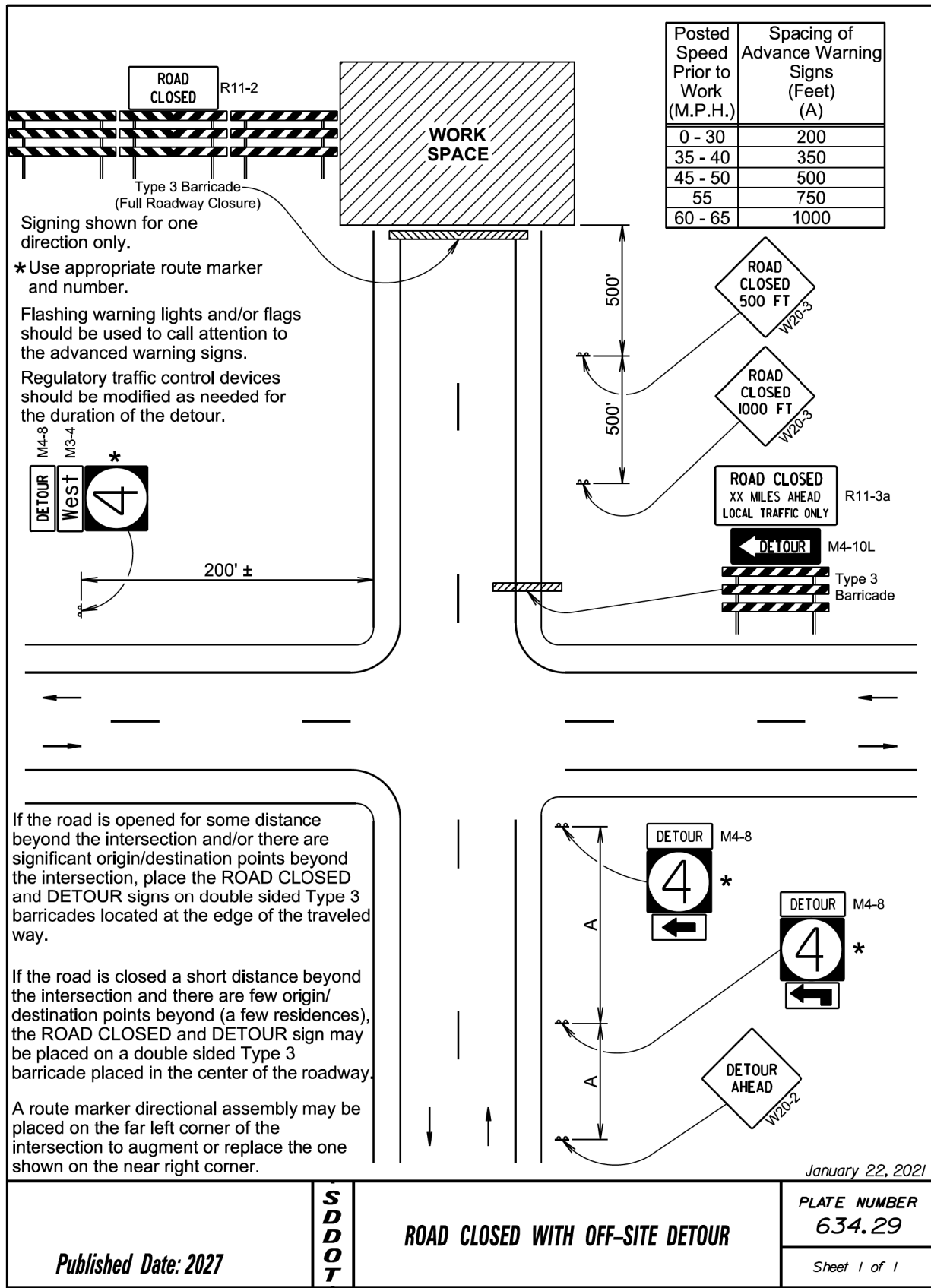


January 22, 2021

<i>Published Date: 2027</i>	S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
			Sheet 1 of 1

PLOT NAME - 1

FTIF - ... \SECTION\STANDARD PLATES.DGN

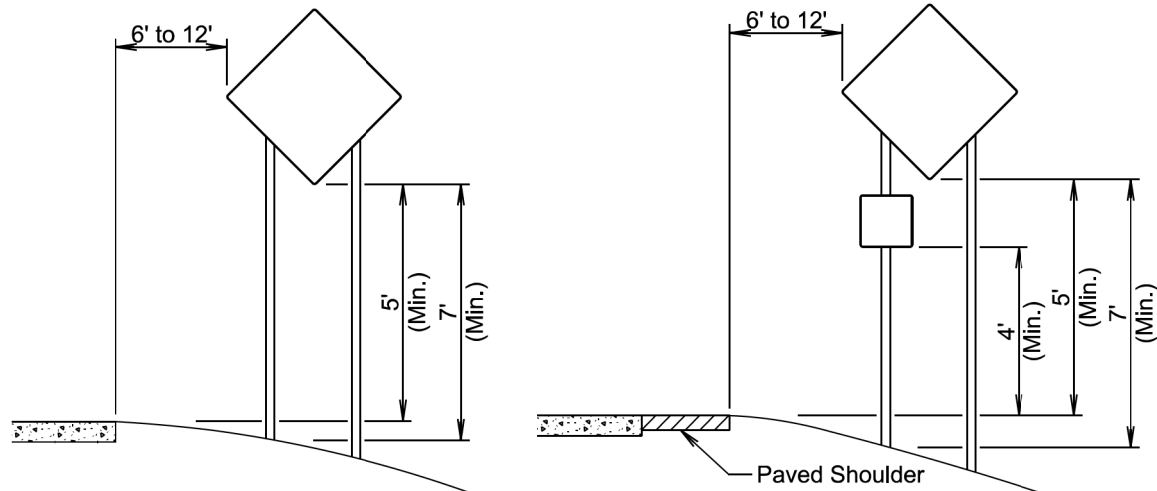


PLOT SCALE - 1:204.763

•PLOTTED FROM - IPR25289

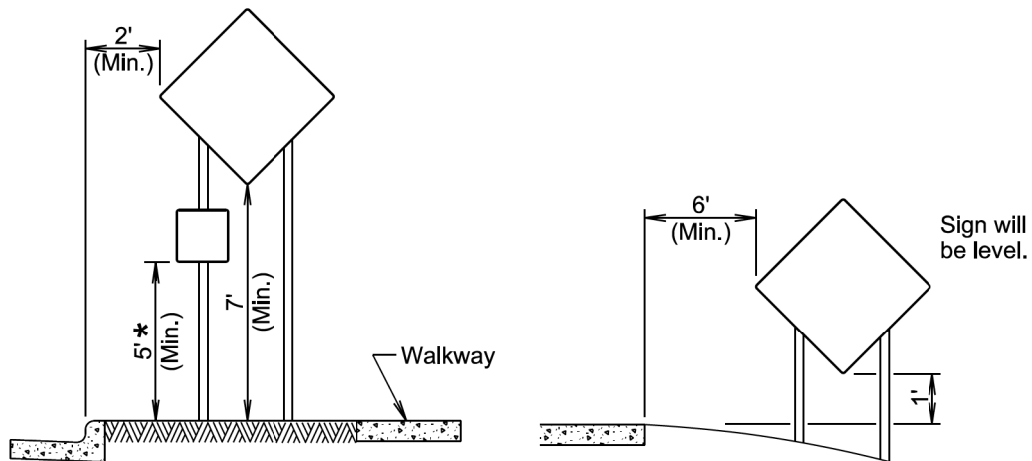
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0018(261)263	C10	C10

Plotting Date: 07/15/2026



RURAL DISTRICT

RURAL DISTRICT WITH
SUPPLEMENTAL PLATE



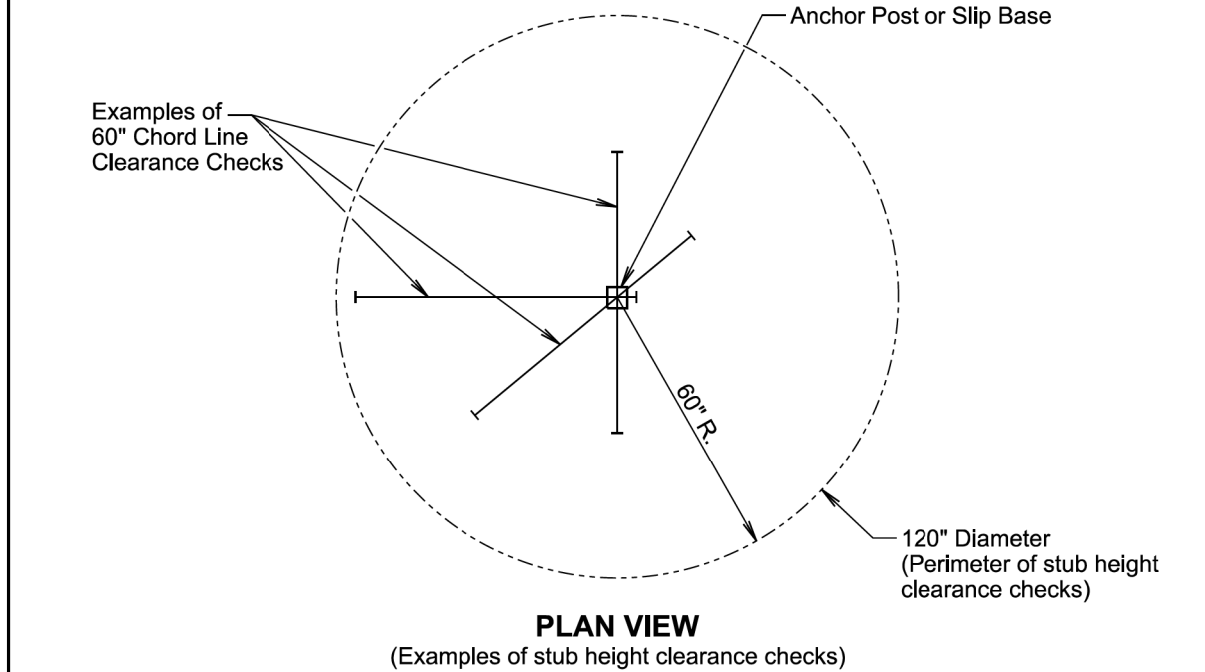
URBAN DISTRICT

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

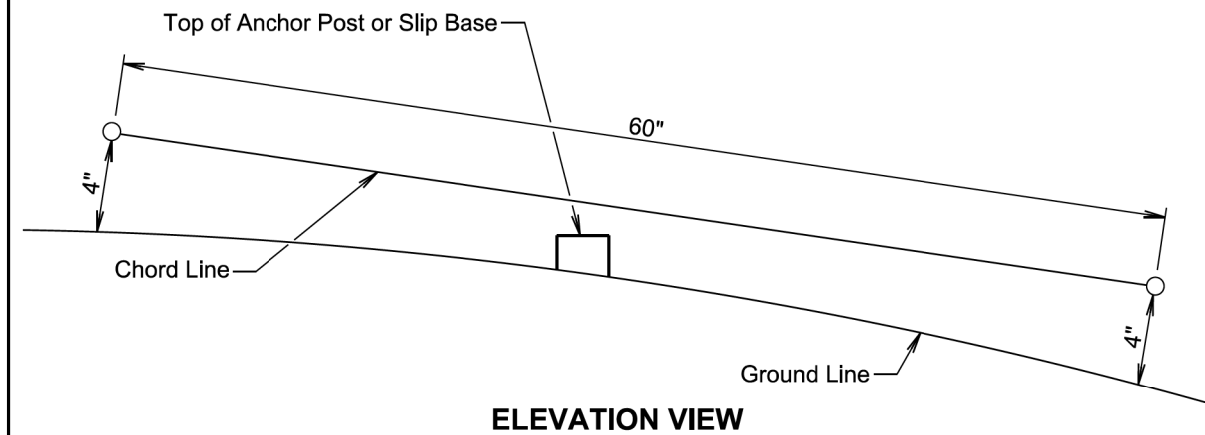
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

Published Date: 2027	S D D O T	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	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1

PLOT NAME - 1

FILE - ... \SECTION\STANDARD PLATES.DGN