

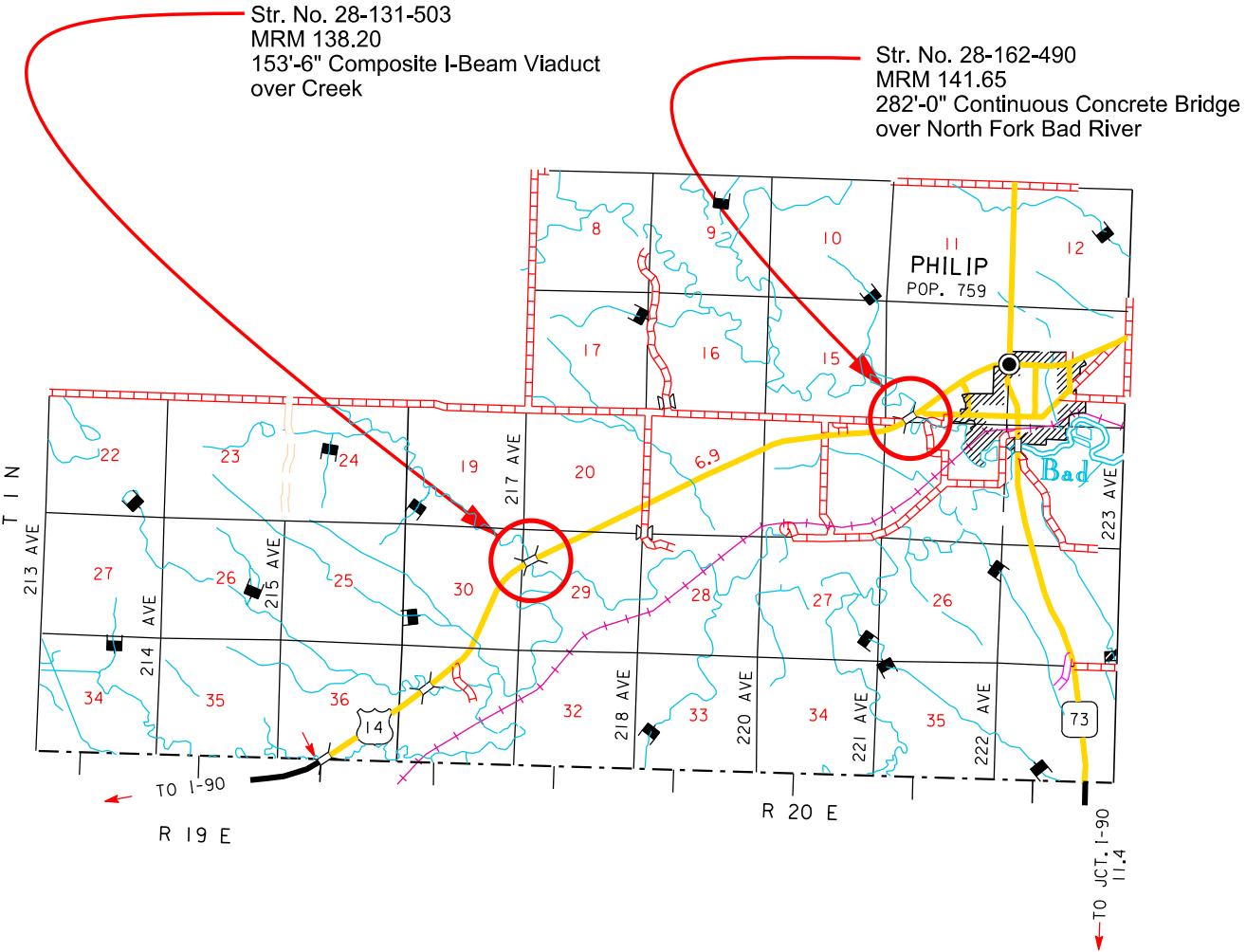
SECTION C: TRAFFIC CONTROL PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(250)138	C1	C10

Plotting Date: 10/17/2025

INDEX OF SHEETS

C1	General Layout with Index
C2-C3	Estimate with General Notes & Tables
C4-C7	Width Restriction Signing
C8-C10	Standard Plates



SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
634E0010	Flagging	150.0	Hour
634E0110	Traffic Control Signs	326.8	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	6	Each
634E0310	Temporary Flexible Vertical Markers (Tabs)	4,400	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	288	Ft
634E0640	Temporary Pavement Marking	4,400	Ft
634E1002	Detour and Restriction Signing	776.6	SqFt

SEQUENCE OF OPERATIONS

Contractor requests to deviate from the sequence of operations will be submitted in writing to the Engineer for review. Approval of an alternate sequence of operations will only be allowed when the proposed changes meet with the Department’s intent for traffic control and sequencing of the work. An alternate sequence will be submitted for review a minimum of one week prior to potential implementation.

1. Install traffic control signs and temporary marking tape and stop lines.
2. Close one lane of bridge to traffic using cones, barrels, or flagging as appropriate.
3. Perform first phase of bridge work as detailed in Section E Scope of Bridge Work & Sequence of Operations.
4. Switch traffic and close opposite lane.
5. Perform second phase of bridge work as detailed in Section E.
6. Install temporary pavement markings (tabs).
7. Remove traffic control and open the bridge to traffic.
8. Install permanent pavement marking paint.
9. Remove traffic control signs and temporary marking tape.

GENERAL TRAFFIC CONTROL

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

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

If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD, whichever is more stringent will be used, as determined by the Engineer.

Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

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.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(250)138	C2	C10

TRAFFIC CONTROL SIGNS

Revised 11/05/2025

JPJ

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

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	4	30"	5.2	20.8
W1-4R	REVERSE CURVE (R)	2	48" x 48"	16.0	32.0
W3-1	STOP AHEAD (symbol)	4	48" x 48"	16.0	64.0
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)	4	48" x 48"	16.0	64.0
G20-2	END ROAD WORK	4	36" x 18"	4.5	18.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			
		326.8			

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

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R5-5C	NO VEHICLES OVER 14 FT WIDE	2	102" x 24"	17.0	34.0
SPECIAL "B"	WIDTH RESTRICTION 14 FT MAX US14 4 MI W OF PHILIP	1	108" x 96"	72.0	72.0
SPECIAL "D"	WIDTH RESTRICTION 14 FT MAX US14 EAST 12 MILES AHEAD	1	108" x 96"	72.0	72.0
SPECIAL "V"	WIDTH RESTRICTION 14 FT MAX US14 WEST 4 MILES AHEAD	3	108" x 96"	72.0	216.0
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT			
		394.0			

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING

SIGN CODE	SIGN DESCRIPTION	EXPRESSWAY / INTERSTATE			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
SPECIAL "E"	WIDTH RESTRICTION 14 FT MAX US14 EAST 4 MI W OF PHILIP	2	138" x 102"	97.8	195.6
SPECIAL "W"	WIDTH RESTRICTION 14 FT MAX US14 WEST W OF PHILIP	2	132" x 102"	93.5	187.0
		EXPRESSWAY / INTERSTATE DETOUR AND RESTRICTION SIGNING SQFT			
		382.6			

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

Temporary flexible vertical markers (tabs) will be used to mark dashed centerline, No Passing Zones, and applicable lane lines. Paint will not be allowed for temporary pavement marking on the chip seal.

Temporary pavement marking paint will not be allowed on the chip seal. Temporary flexible vertical markers (tabs) must be used on the final surfacing. The Contractor may use tabs with covers, uncovering them for the chip seal.

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

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

Quantities of Temporary Pavement Markings consist of:

One pass after the chip seal

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.

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 (2 workspaces at 144’ = 288’). Temporary pavement marking on centerline will consist of temporary flexible vertical markers (tabs) and will be used as depicted on standard plate 634.25 when the stop condition must remain in place during nighttime hours, 9:00 pm to 6:00 am (Estimate 2 workspaces remaining during nighttime hours x 2,200’ per workspace = 4,400’). Temporary tape will be removed upon completion of the project.

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 Haakon 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.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(250)138	C3	C10

Revised 11/05/2025

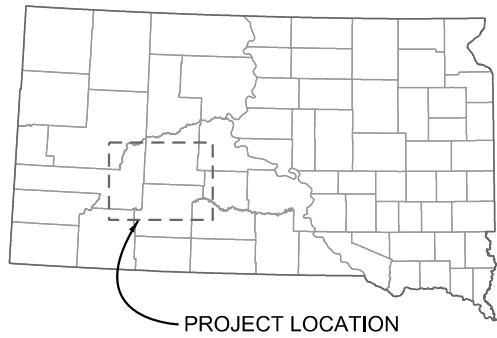
JPJ

Plot Scale - 1:100
Plotted From - TRPR22410

WIDTH RESTRICTION SIGN LAYOUT

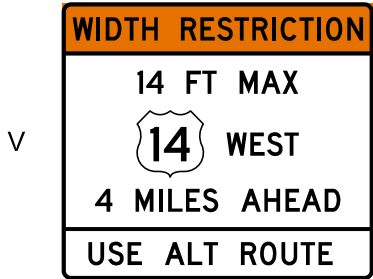
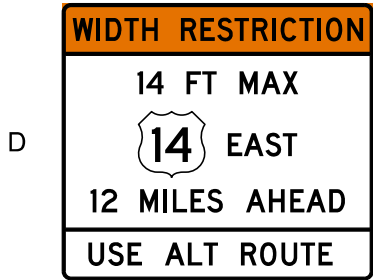
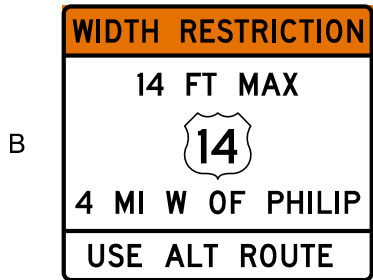
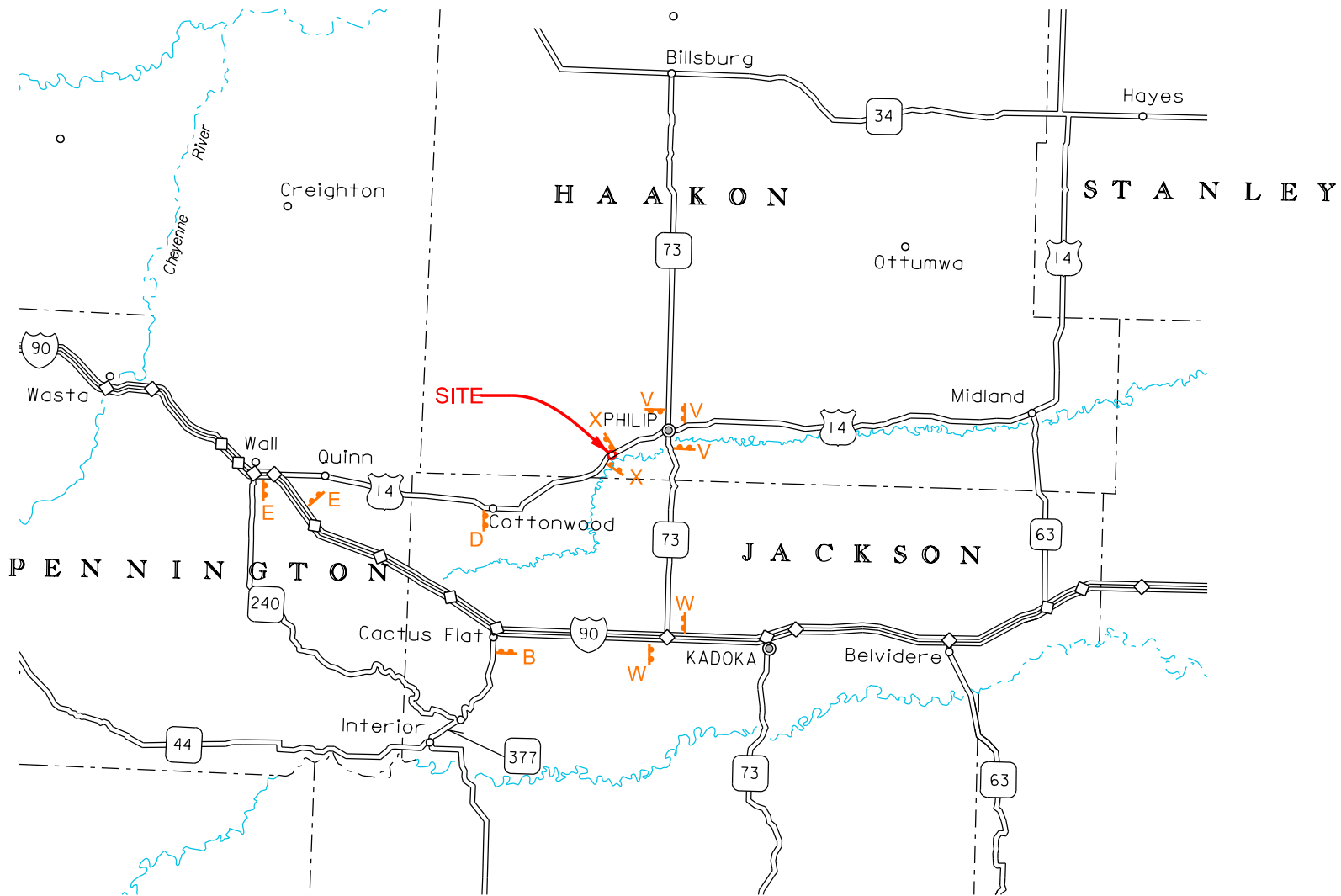
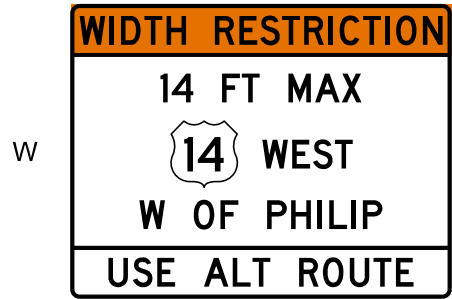
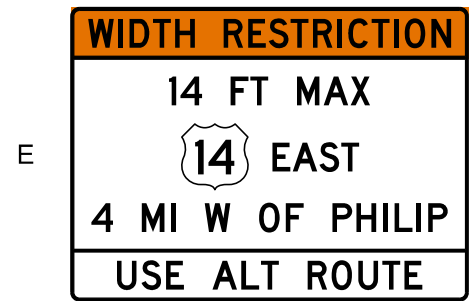
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(250)138	C4	C10

Plotting Date: 10/17/2025



PROJECT LOCATION

WIDTH RESTRICTION SIGNS - PCN 08JL						
INDEX	SIGN TEXT	HEIGHT	WIDTH	COUNT	AREA (EACH)	AREA (TOTAL)
B	14 FT MAX, [US 14], 4 MI W OF PHILIP, USE ALT ROUTE	96 in	108 in	1 ea	72.0 SF	72.0 SF
D	14 FT MAX, [US 14] EAST, 12 MILES AHEAD, USE ALT ROUTE	96 in	108 in	1 ea	72.0 SF	72.0 SF
E	14 FT MAX, [US 14] EAST, 11 MILES EAST, OF COTTONWOOD, USE ALT ROUTE	102 in	138 in	2 ea	97.8 SF	195.6 SF
V	14 FT MAX, [US 14] WEST, 4 MILES AHEAD, USE ALT ROUTE	96 in	108 in	3 ea	72.0 SF	216.0 SF
W	14 FT MAX, [US 14] WEST, 4 MI W OF PHILIP, USE ALT ROUTE	102 in	132 in	2 ea	93.5 SF	187.0 SF
X	NO VEHICLES, OVER 14 FT WIDE	24 in	102 in	2 ea	17.0 SF	34.0 SF
TOTAL SIGN AREA					776.6 SF	



NOTES:
THE ENGINEER WILL DETERMINE THE EXACT LOCATIONS OF THE SIGNS IN THE FIELD.

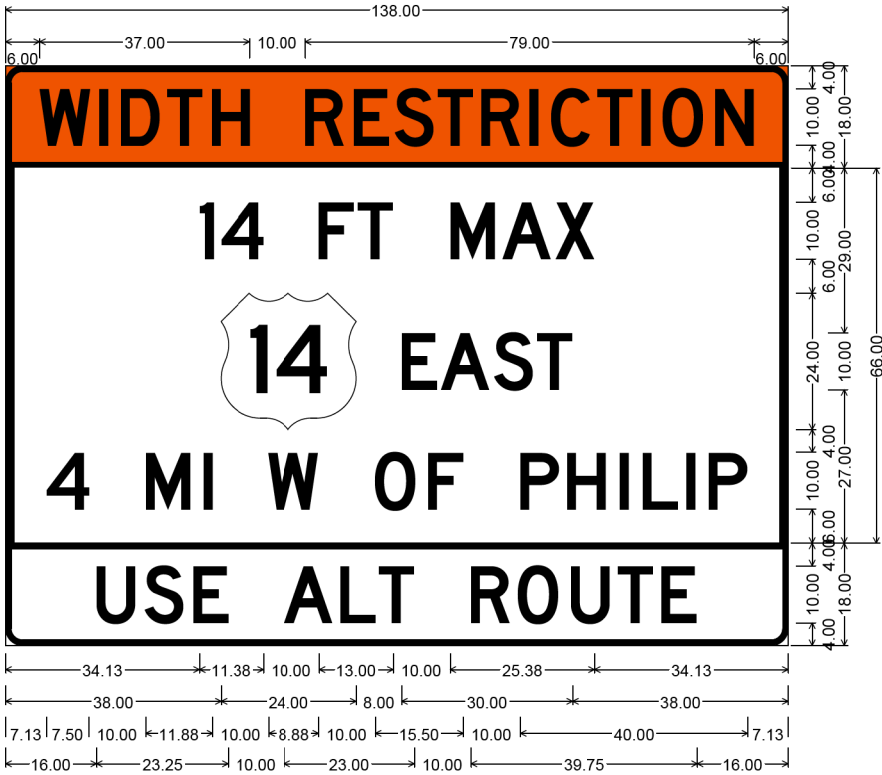
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WIDTH RESTRICTION SIGN DETAILS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(250)138	C5	C10

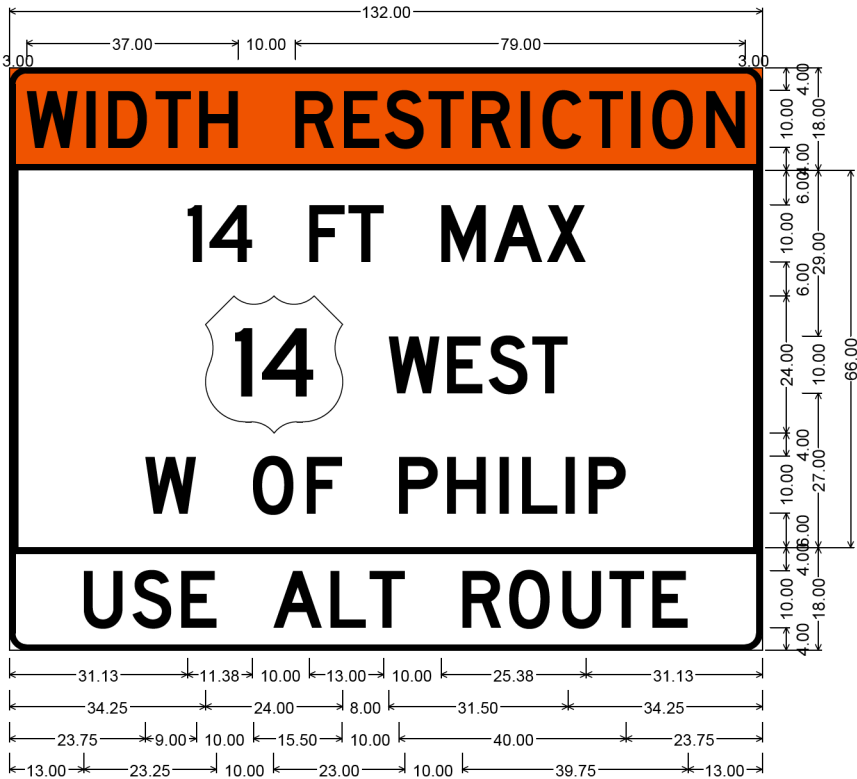
Plotting Date: 10/17/2025

SIGN "E"



3.00" Radius, 1.00" Border, Black on Orange;
"WIDTH RESTRICTION", D 2K;
9.00" Radius, 1.50" Border, Black on White;
"14 FT MAX", D 2K; "EAST", D 2K; "4 MI W OF PHILIP", D 2K;
3.00" Radius, 1.00" Border, Black on White;
"USE ALT ROUTE", D 2K;

SIGN "W"



3.00" Radius, 1.00" Border, Black on Orange;
"WIDTH RESTRICTION", D 2K;
9.00" Radius, 1.50" Border, Black on White;
"14 FT MAX", D 2K; "WEST", D 2K; "W OF PHILIP", D 2K;
3.00" Radius, 1.00" Border, Black on White;
"USE ALT ROUTE", D 2K;

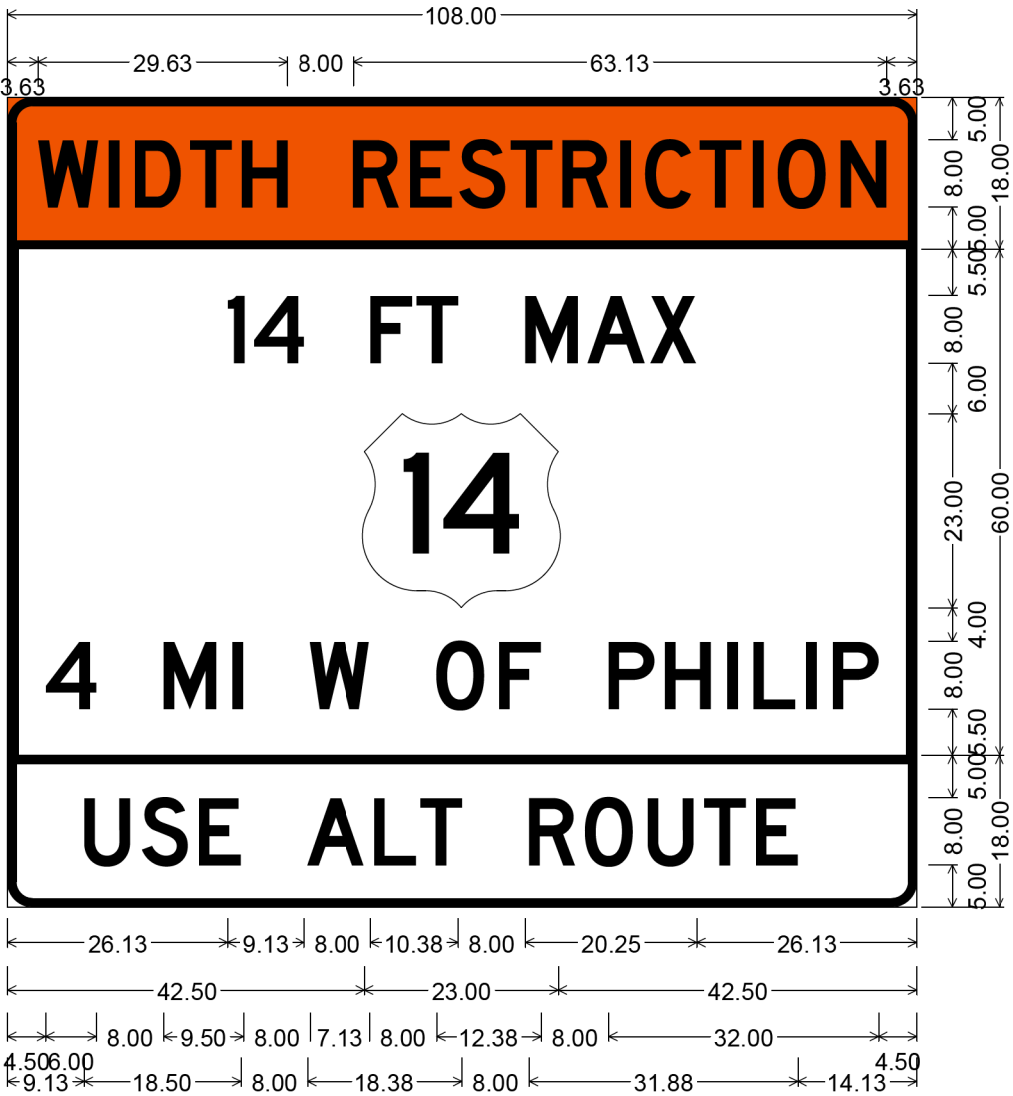
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WIDTH RESTRICTION SIGN DETAILS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(250)138	C6	C10

Plotting Date: 10/17/2025

SIGN "B"

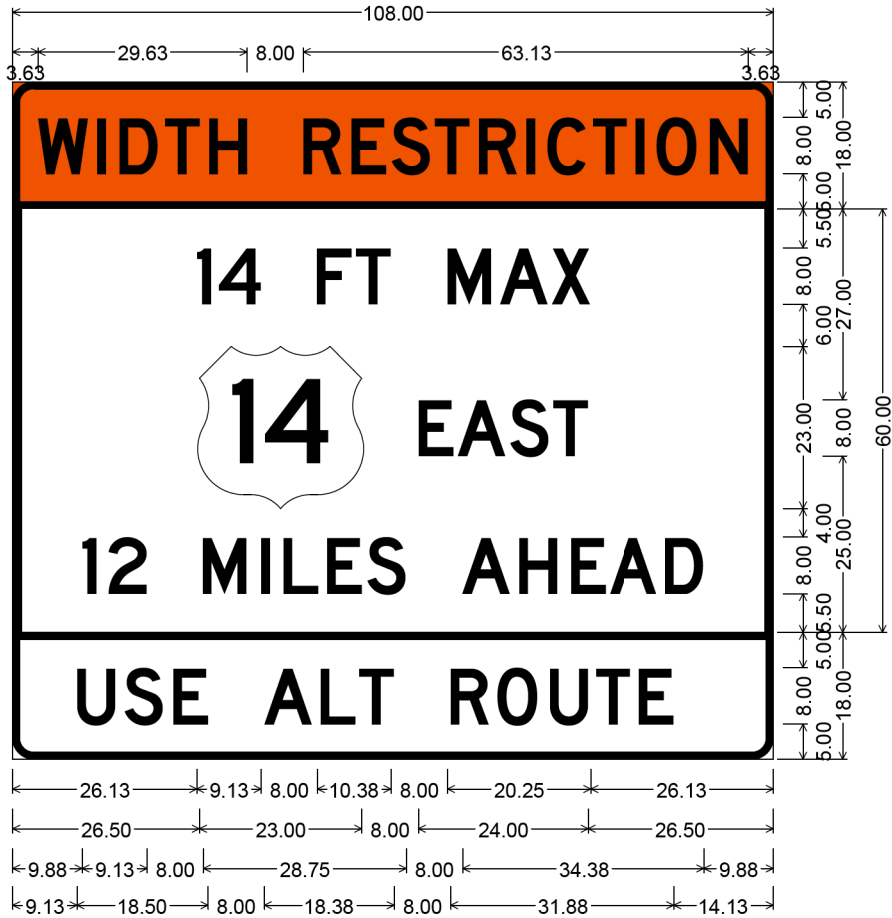


3.00" Radius, 1.00" Border, Black on Orange;
"WIDTH RESTRICTION", D 2K;

6.00" Radius, 1.25" Border, Black on White;
"14 FT MAX", D 2K; "4 MI W OF PHILIP", D 2K;

3.00" Radius, 1.00" Border, Black on White;
"USE ALT ROUTE", D 2K;

SIGN "D"



3.00" Radius, 1.00" Border, Black on Orange;
"WIDTH RESTRICTION", D 2K;

6.00" Radius, 1.25" Border, Black on White;
"14 FT MAX", D 2K; "EAST", D 2K; "12 MILES AHEAD", D 2K;

3.00" Radius, 1.00" Border, Black on White;
"USE ALT ROUTE", D 2K;

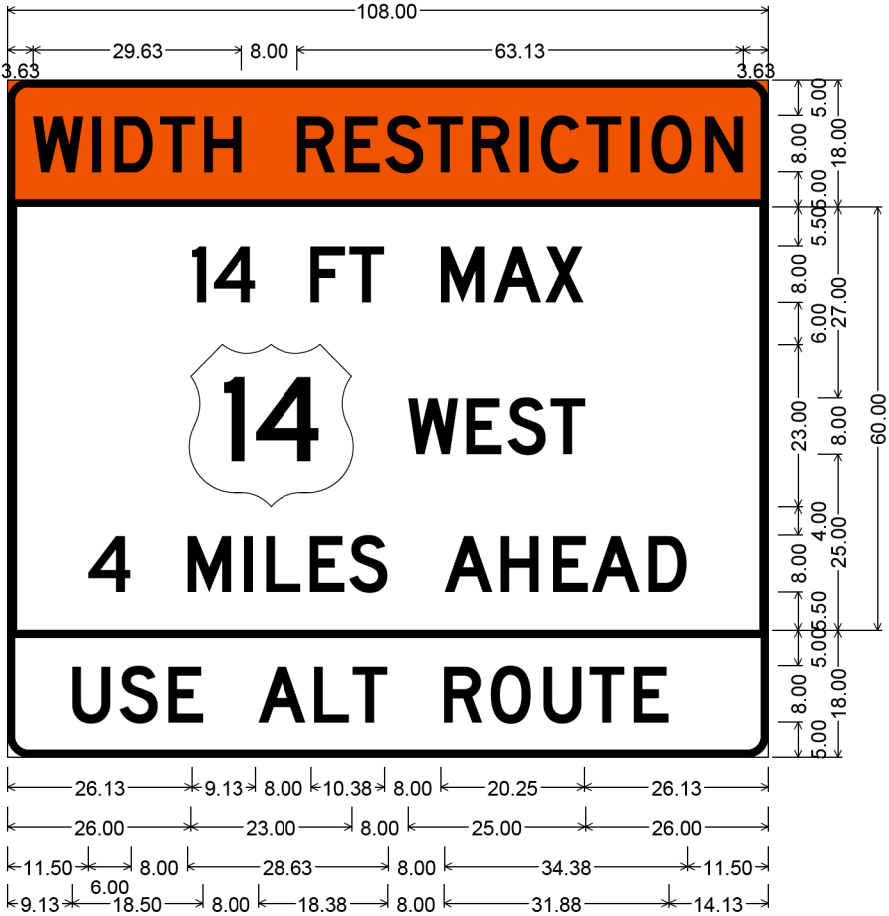
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WIDTH RESTRICTION SIGN DETAILS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(250)138	C7	C10

Plotting Date: 10/17/2025

SIGN "V"

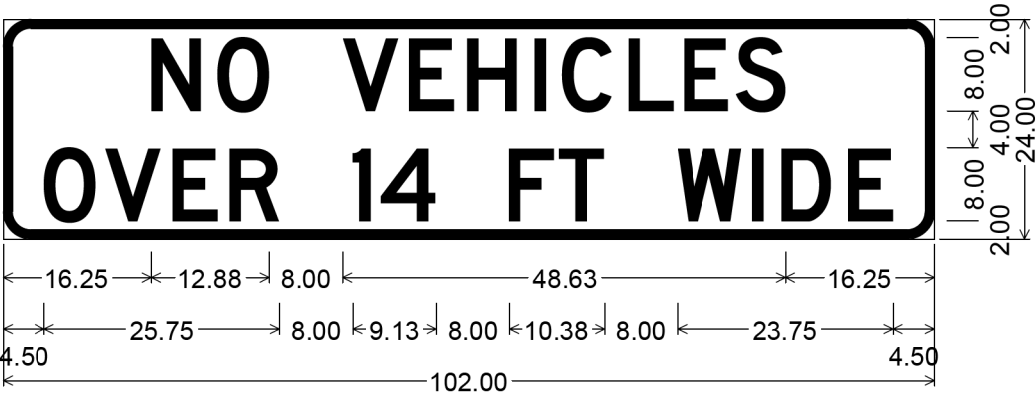


3.00" Radius, 1.00" Border, Black on Orange;
"WIDTH RESTRICTION", D 2K;

6.00" Radius, 1.25" Border, Black on White;
"14 FT MAX", D 2K; "WEST", D 2K; "4 MILES AHEAD", D 2K;

3.00" Radius, 1.00" Border, Black on White;
"USE ALT ROUTE", D 2K;

SIGN "X"



3.00" Radius, 1.00" Border, Black on White;
"NO VEHICLES", D 2K; "OVER 14 FT WIDE", D 2K;

* Messages on signs will vary depending on the operation being conducted.

Vehicle-mounted signs will be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs will be covered or turned from view when work is not in progress.

Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

Vehicle hazard warning signals will not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

When an arrow board is used, it will be used in the caution mode. Marching Diamonds are acceptable.

Arrow boards will, as a minimum, be Type B, with a size of 60" x 30".

All costs associated with the traffic control for mobile operation including signs, arrow boards and equipment will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

Work Vehicle

Arrow Board

Truck Mounted Attenuator (optional)

WET PAINT *
PASS WITH CARE

Shadow Vehicle

Arrow Board

Truck Mounted Attenuator

WET PAINT *
PASS WITH CARE

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SDDOT

MOBILE OPERATIONS ON 2-LANE ROAD

PLATE NUMBER
634.06

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

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.

Warning sign sequence in opposite direction same as below.

20'

2G

WORK SPACE

100' (Max.)

Buffer Space

ROAD WORK G20-2

One Lane Two-way Traffic Taper

100' (Max.)

A

A

A

W20-7

XXX FEET W16-2P (Optional)

ONE LANE ROAD AHEAD W20-4

ROAD WORK AHEAD W20-1

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SDDOT

LANE CLOSURE WITH FLAGGER PROVIDED

PLATE NUMBER
634.23

Sheet 1 of 1

