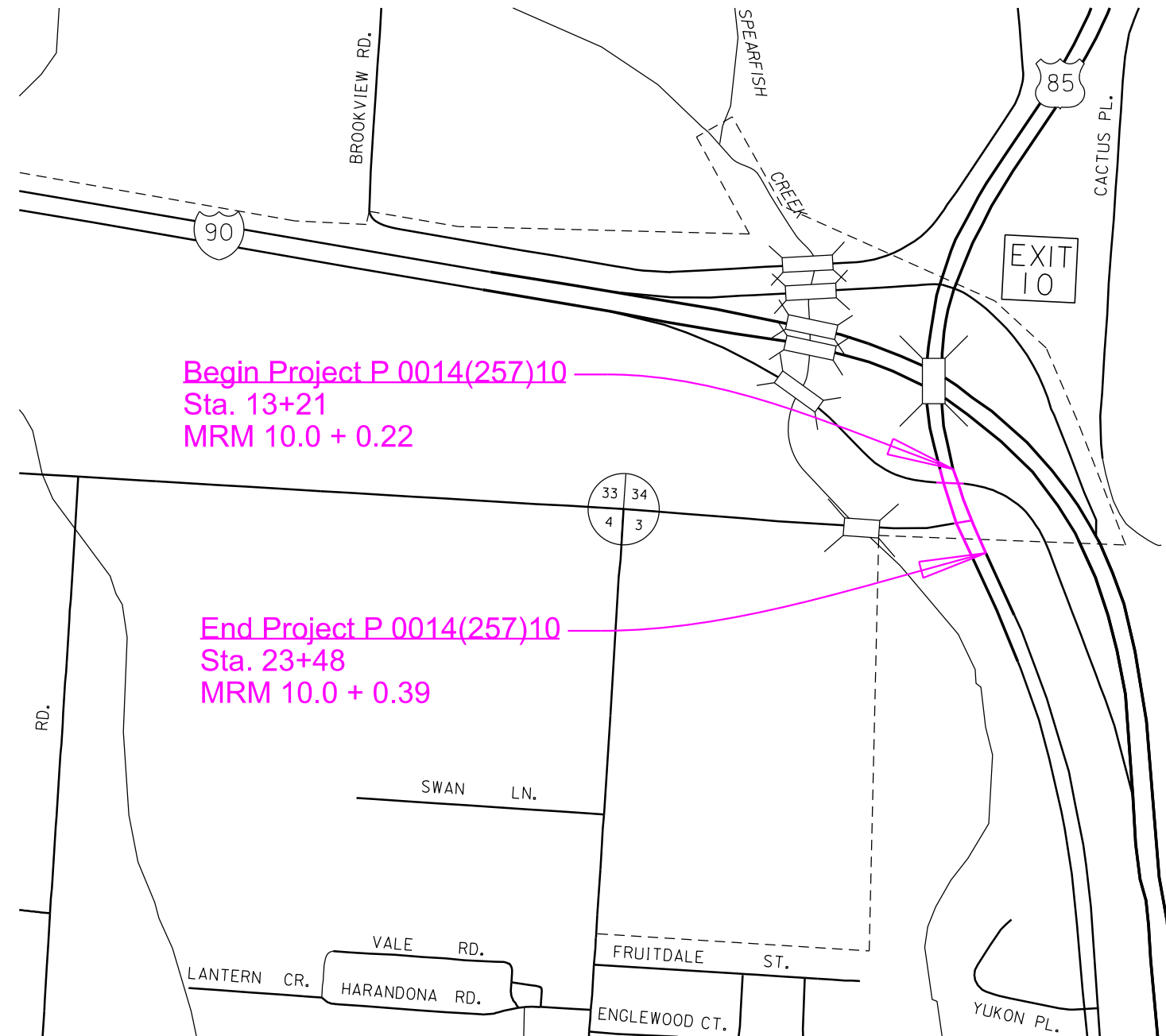


SECTION C: TRAFFIC CONTROL

INDEX OF SHEETS:

- C1 General Layout with Index
- C2 Estimate of Quantities with General Notes & Tables
- C3-C4 Phase 1
- C5-C7 Phase 2A
- C8-C9 Phase 2B
- C10-C11 Standard Plates



SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	200.0	Hour
634E0110	Traffic Control Signs	307.2	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	6	Each
634E0310	Temporary Flexible Vertical Markers (Tabs)	3,180	Ft
634E0420	Type C Advance Warning Arrow Board	2	Each
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each

SEQUENCE OF OPERATIONS

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.

Phase 1

- Use Standard Plate 634.64 to close northbound and southbound driving lanes of US Highway 14L for pavement reconstruction, reduced conflict turning radius, and the westbound right-turn lane.
- US HWY 14L Southbound driving lane taper will be placed north of I-90 westbound on ramp.
- All existing turn lanes and I-90 on/off ramps will remain open during construction.
- Use Standard Plate 634.69 to perform pavement markings on ramps. Refer to Section M for new pavement marking layouts.

Phase 2A and 2B

- Use Standard Plate 634.64 to close northbound and southbound passing lanes of US Highway 14L for pavement reconstruction and the reconstruction of median.
- All work between station 18+00 to 23+48 will be completed first during Phase 2A.
- No left turns will be allowed from Old Hwy 14 onto northbound US Hwy 14L during Phase 2A.
- Southbound passing lane closure in Phase 2A will be extended to Yukon PI. The extended closure will provide a left-turn lane at Yukon PI to be utilized as a turn-around for Old Hwy 14 traffic in route to northbound US Hwy 14L.
- Northbound US Hwy 14L left-turn lane at Old US Highway 14 will remain open during Phase 2A construction between station 18+00 to 23+48. Once construction between station 18+00 to 23+48 is completed, the left-turn lane will be closed for Phase 2B construction between station 14+00 to 18+00.

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, signposts, 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 greater than pavement thickness be left overnight adjacent to the traveled way. The Contractor will utilize embankment material to ensure vertical drop-off greater than pavement thickness 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.

TEMPORARY FLEXIBLE VERTICAL MARKERS (TABS)

Temporary Flexible Vertical Markers (tabs) will be used on tapers spaced at 5' when traffic control must remain overnight. Full reflectivity of all tabs is required at all times. The Contractor will be required to replace any missing or non-reflective tabs after each installation at no additional cost to the State.

Total tabs used will be 3,180'

Phase 1:

- NB taper – 600'
- SB taper – 600'
- Off Ramp – 780'

Phase 2:


- NB taper – 600'
- SB taper – 600'

Tabs will be paid for by the foot under the Temporary Flexible Vertical Markers (tabs) bid item.

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 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)

 Plotting Date: 1/21/2026	PROJECT	SECTION	SHEET
	P 0014(257)10	C	2/11

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

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.

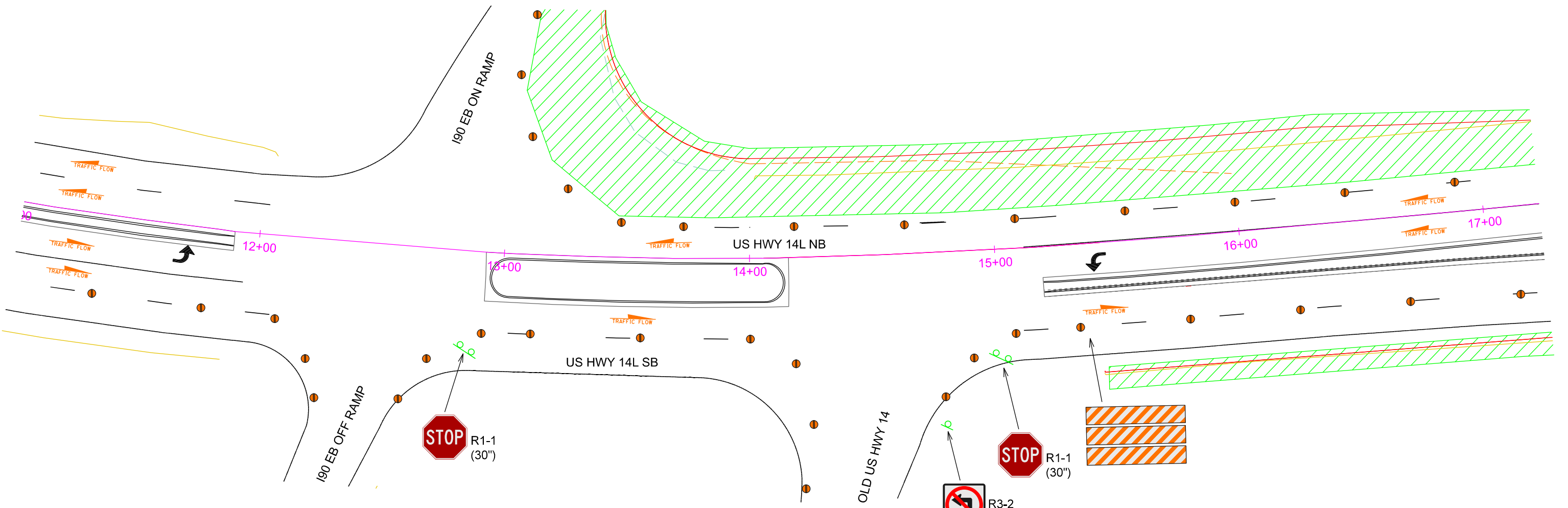
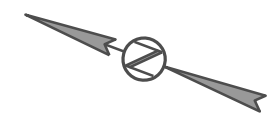
ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	2	30"	5.2	10.4
R3-18	NO U OR LEFT TURN (symbol)	1	24" x 24"	4.0	4.0
R3-2	LEFT TURN PROHIBITION (symbol)	1	24" x 24"	4.0	4.0
R3-20L	BEGIN LEFT TURN LANE	2	24" x 36"	6.0	12.0
W1-6	LARGE ARROW (one direction)	1	48" x 24"	8.0	8.0
W4-1	MERGE (symbol)	2	48" x 48"	16.0	32.0
W5-4	RAMP NARROWS	1	48" x 48"	16.0	16.0
W13-1P	ADVISORY SPEED (plaque)	1	30" x 30"	6.3	6.3
W13-4P	ON RAMP (plaque)	1	36" x 36"	9.0	9.0
W20-1	ROAD WORK AHEAD	7	48" x 48"	16.0	112.0
SPECIAL	RAMP WORK AHEAD	1	48" x 48"	16.0	16.0
W20-5	LEFT or RIGHT LANE CLOSED 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	3	36" x 18"	4.5	13.5
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS					307.2
SQFT					

TRAFFIC CONTROL PHASE 1

SD DOT	PROJECT	SECTION	SHEET
	P 0014(257)10	C	3/11

Plotting Date: 1/21/2026



- USE STANDARD PLATE 634.64 TO CLOSE NB AND SB DRIVING LANE
- CHANNELIZING DEVICE (BARRELS OR 42" CONES)
- TUBULAR MARKER
- WORK AREA

- NOTE: COVER EXISTING STOP SIGNS AT I90 EB OFF RAMP AND OLD US HWY 14 INTERSECTIONS.

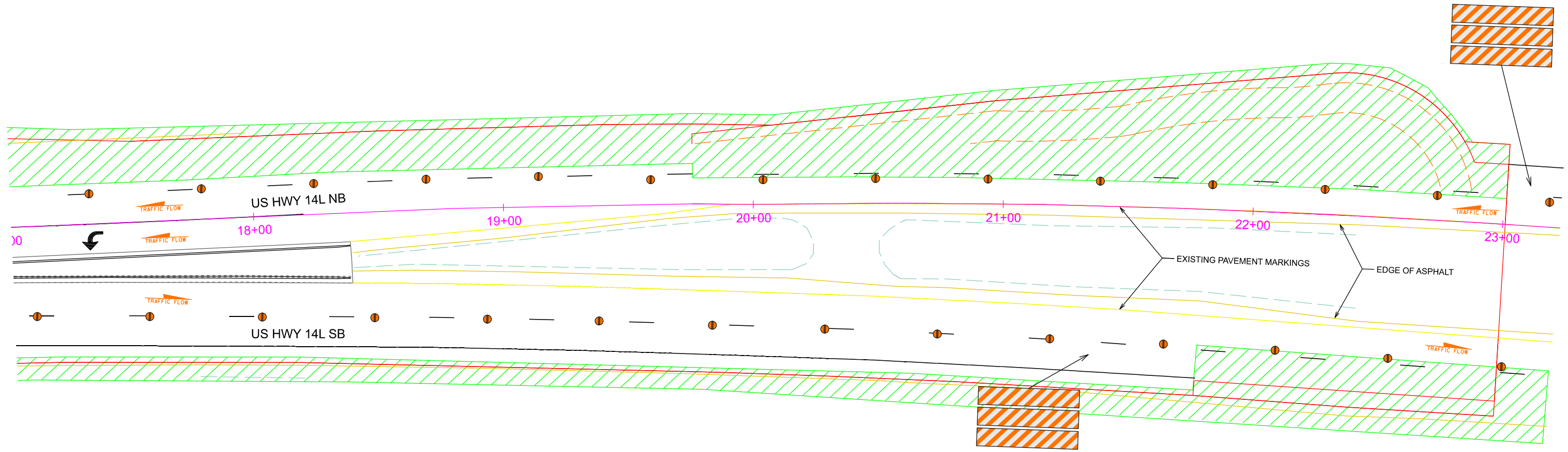
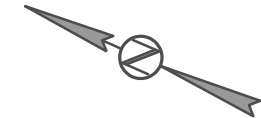
- SIGN SPACING, CHANNELIZING DEVICE SPACING AND TAPER LENGTHS SHALL CONFORM TO STANDARD PLATES.
- INTERIM EDGELINES SHALL BE TEMPORARY PAVEMENT MARKING PAINT ON ALL TEMPORARY SURFACING, AND RAISED PAVEMENT MARKERS ON PERMANENT SURFACING.

TRAFFIC CONTROL PHASE 1



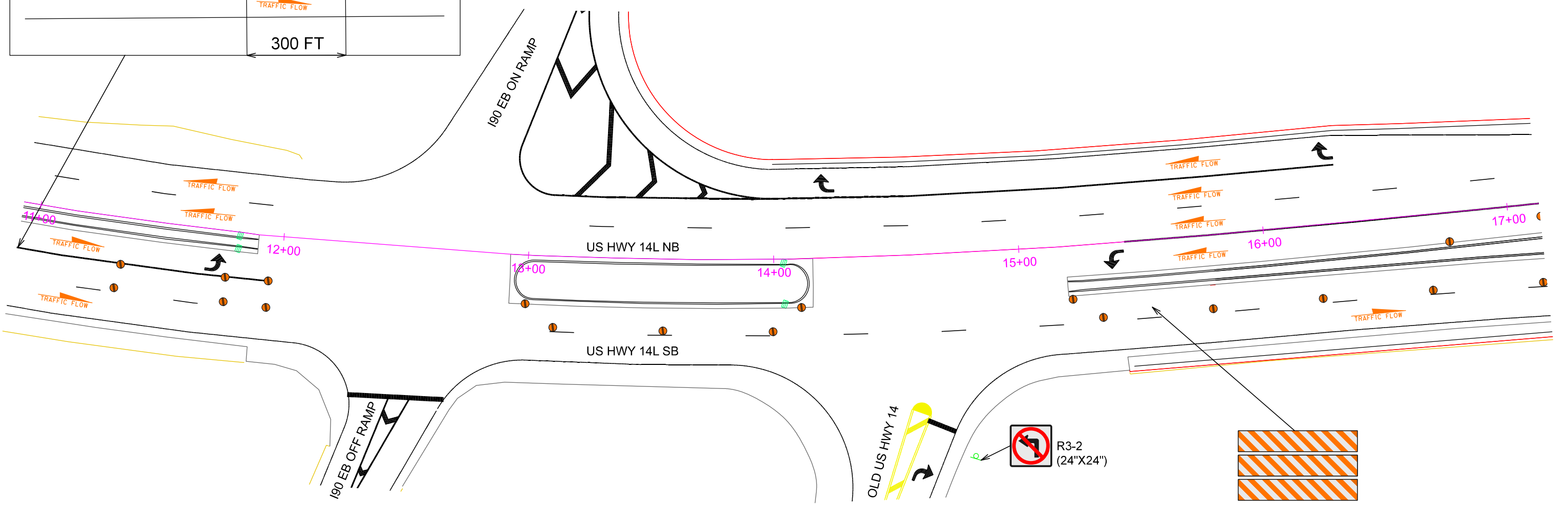
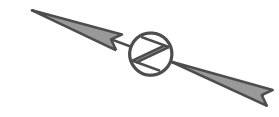
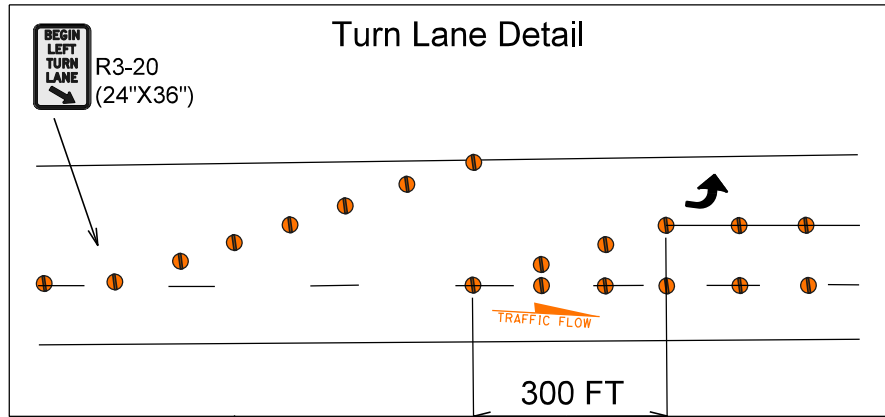
PROJECT	SECTION	SHEET
P 0014(257)10	C	4/11

Plotting Date: 1/21/2026



- USE STANDARD PLATE 634.64 TO CLOSE NB AND SB DRIVING LANE
- - CHANNELIZING DEVICE (BARRELS OR 42" CONES)
- - TUBULAR MARKER
- ▨ - WORK AREA
- SIGN SPACING, CHANNELIZING DEVICE SPACING AND TAPER LENGTHS SHALL CONFORM TO STANDARD PLATES.
- INTERIM EDGELINES SHALL BE TEMPORARY PAVEMENT MARKING PAINT ON ALL TEMPORARY SURFACING, AND RAISED PAVEMENT MARKERS ON PERMANENT SURFACING.

TRAFFIC CONTROL PHASE 2A

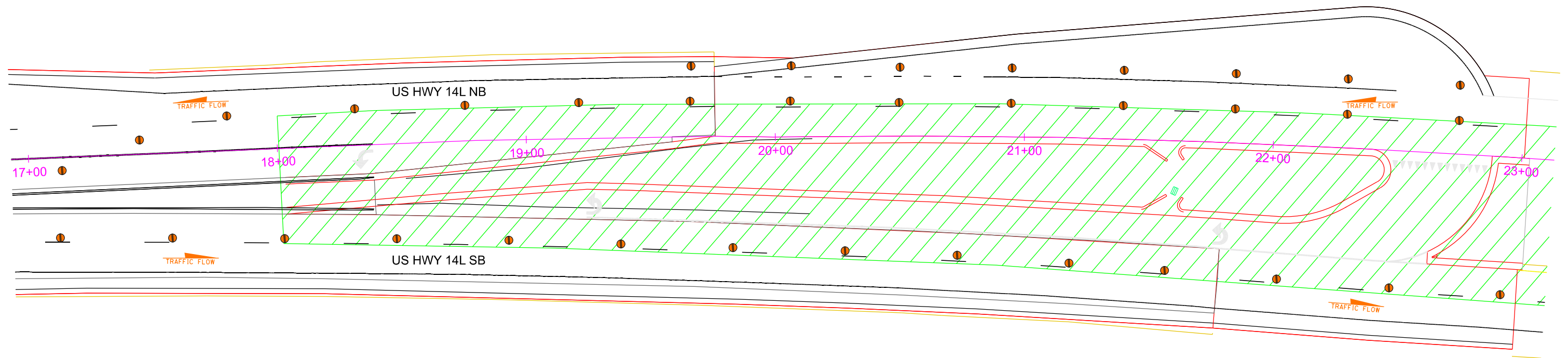
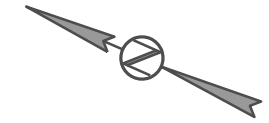


- USE STANDARD PLATE 634.64 TO CLOSE NB AND SB PASSING LANES
- - CHANNELIZING DEVICE (BARRELS OR 42" CONES)
- - TUBULAR MARKER
- WORK AREA
- SIGN SPACING, CHANNELIZING DEVICE SPACING AND TAPER LENGTHS SHALL CONFORM TO STANDARD PLATES.
- INTERIM EDGELINES SHALL BE TEMPORARY PAVEMENT MARKING PAINT ON ALL TEMPORARY SURFACING, AND RAISED PAVEMENT MARKERS ON PERMANENT SURFACING.

TRAFFIC CONTROL PHASE 2A

SD DOT	PROJECT	SECTION	SHEET
	P 0014(257)10	C	6/11

Plotting Date: 1/21/2026



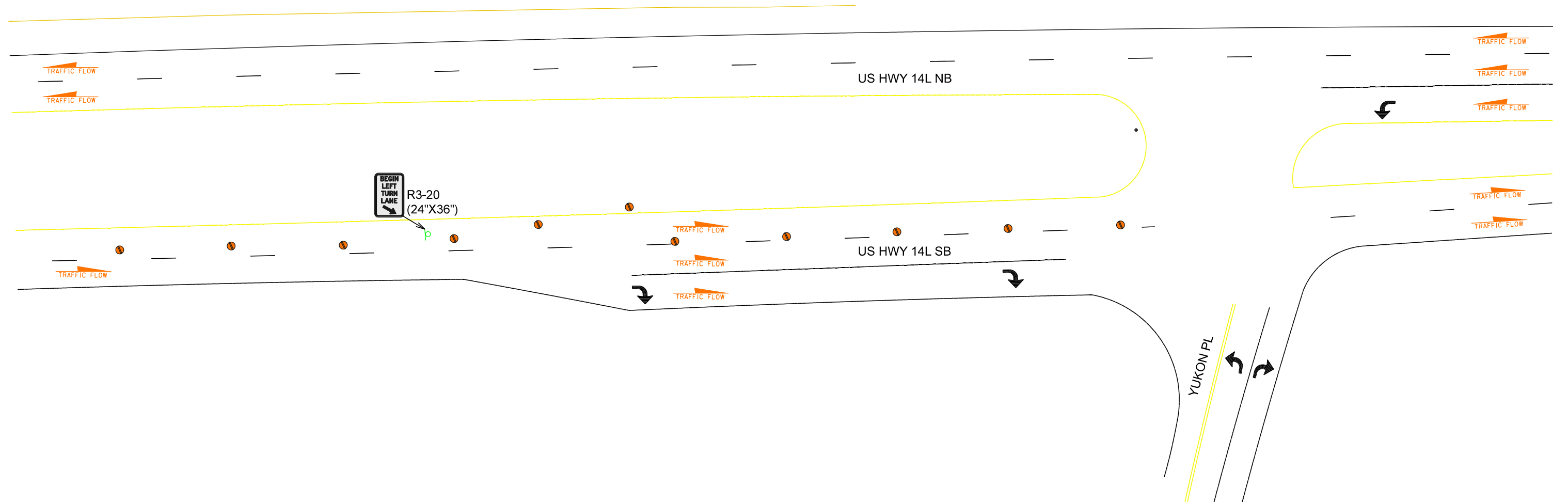
- USE STANDARD PLATE 634.64 TO CLOSE NB AND SB PASSING LANES
- - CHANNELIZING DEVICE (BARRELS OR 42" CONES)
- - TUBULAR MARKER
- ▨ - WORK AREA
- SIGN SPACING, CHANNELIZING DEVICE SPACING AND TAPER LENGTHS SHALL CONFORM TO STANDARD PLATES.
- INTERIM EDGELINES SHALL BE TEMPORARY PAVEMENT MARKING PAINT ON ALL TEMPORARY SURFACING, AND RAISED PAVEMENT MARKERS ON PERMANENT SURFACING.

TRAFFIC CONTROL PHASE 2A



PROJECT	SECTION	SHEET
P 0014(257)10	C	7/11

Plotting Date: 1/21/2026



TRAFFIC CONTROL PHASE 2B

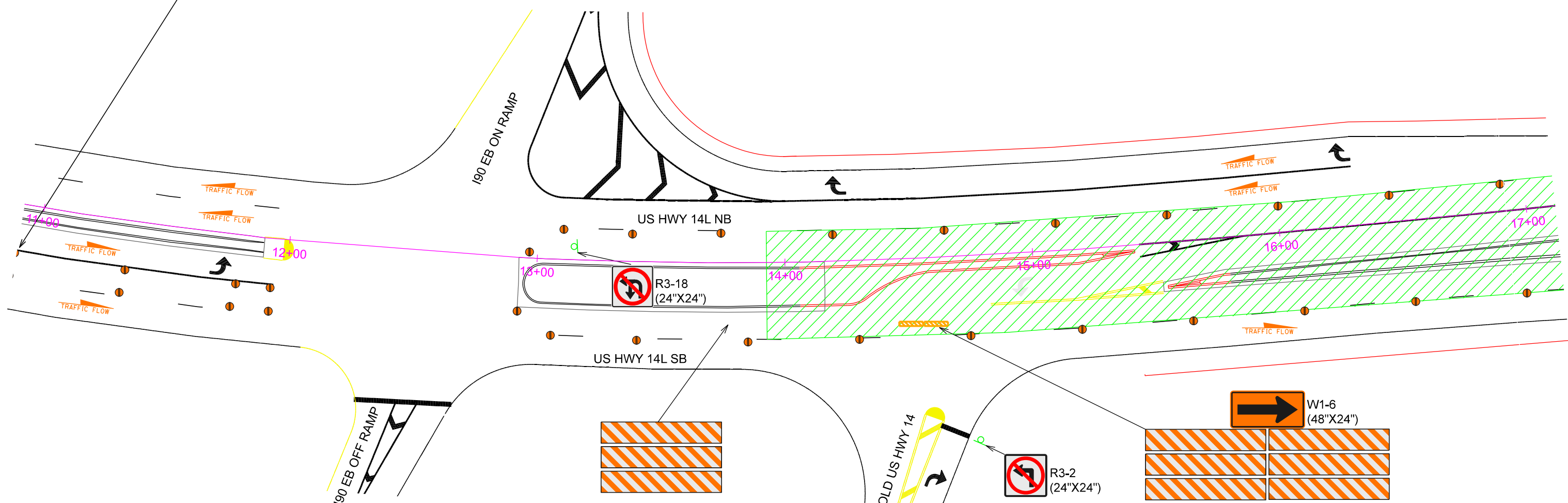
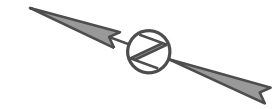
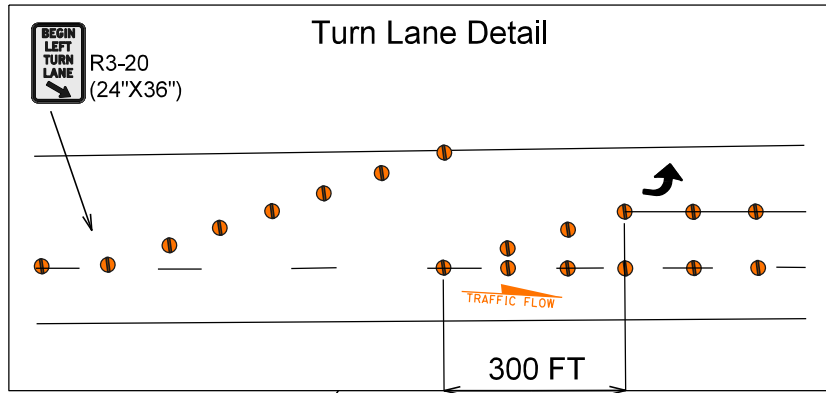
Revised: 3/06/2026 CI



PROJECT
P 0014(257)10

SECTION SHEET
C 8/11

Plotting Date: 3/6/2026

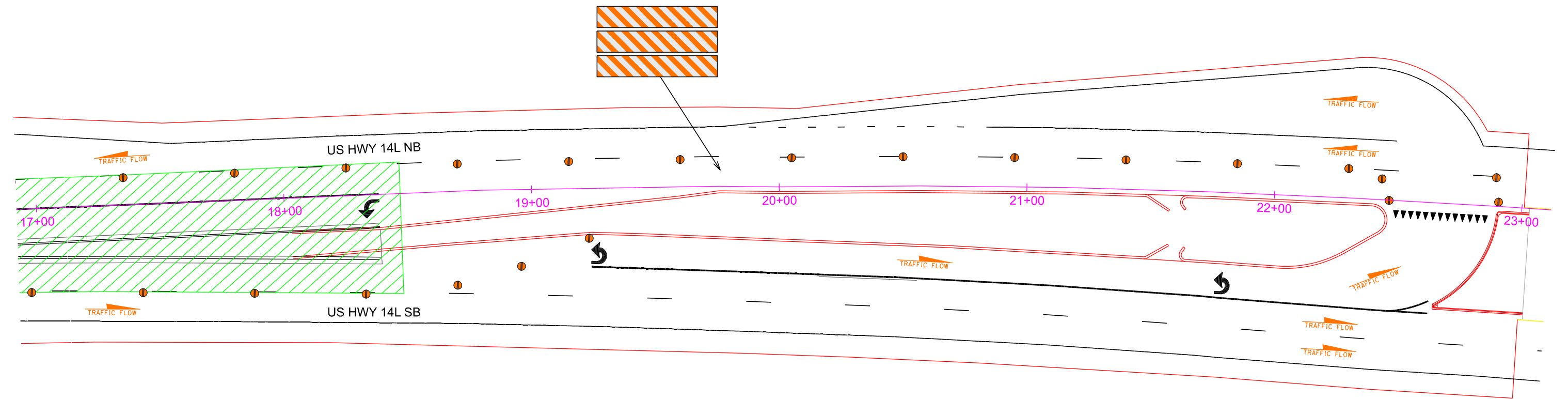
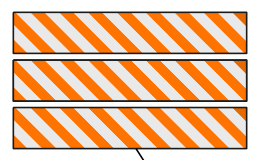
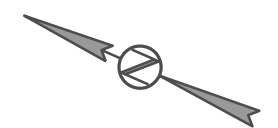


- USE STANDARD PLATE 634.64 TO CLOSE NB AND SB DRIVING LANES
- CHANNELIZING DEVICE (BARRELS OR 42" CONES)
- TUBULAR MARKER
- WORK AREA
- SIGN SPACING, CHANNELIZING DEVICE SPACING AND TAPER LENGTHS SHALL CONFORM TO STANDARD PLATES.
- INTERIM EDGELINES SHALL BE TEMPORARY PAVEMENT MARKING PAINT ON ALL TEMPORARY SURFACING, AND RAISED PAVEMENT MARKERS ON PERMANENT SURFACING.

TRAFFIC CONTROL PHASE 2B

	PROJECT	SECTION	SHEET
	P 0014(257)10	C	9/11

Plotting Date: 1/21/2026



- USE STANDARD PLATE 634.64 TO CLOSE NB AND SB PASSING LANES

- CHANNELIZING DEVICE (BARRELS OR 42" CONES)

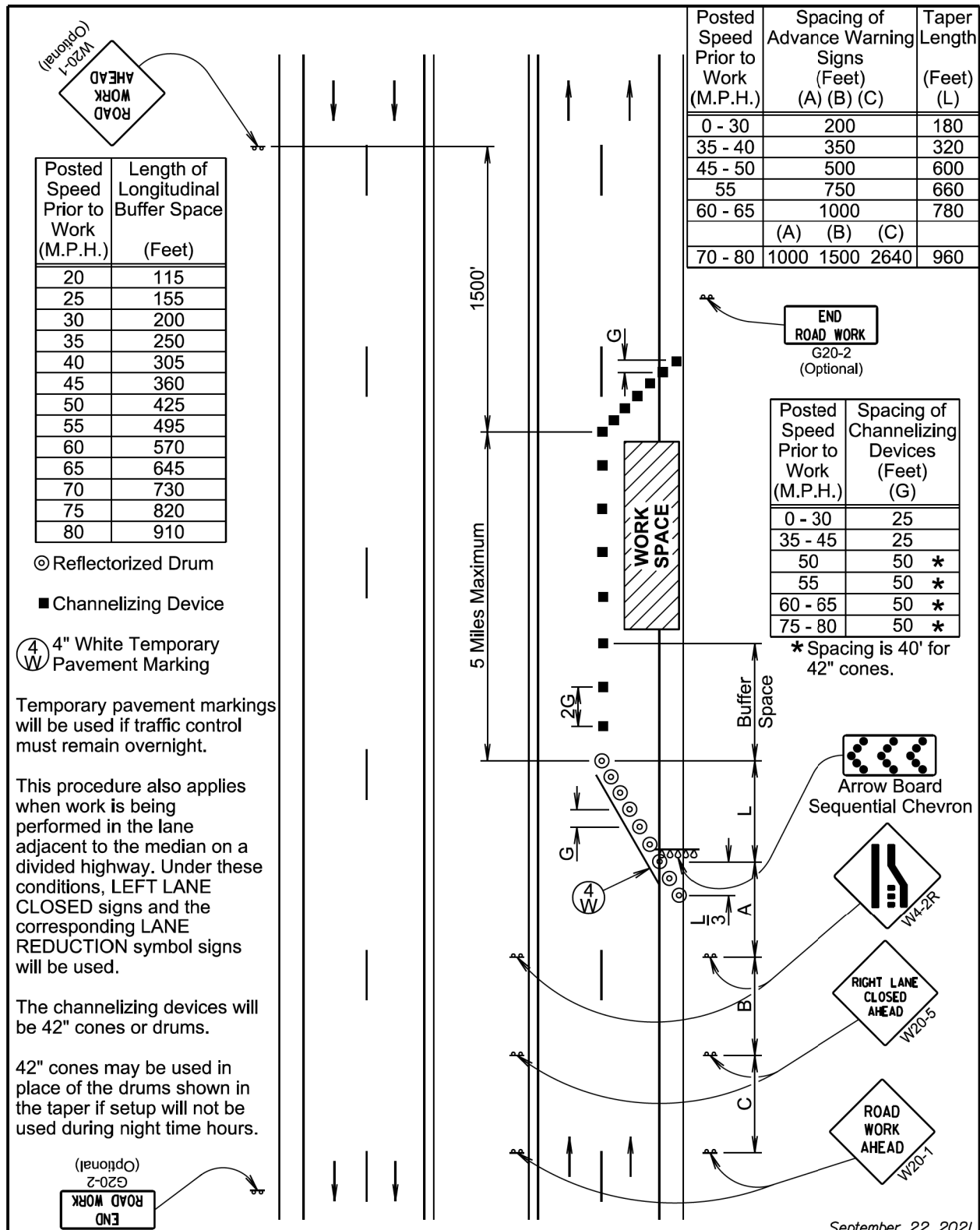
- TUBULAR MARKER

- WORK AREA

- AREA CLOSED

- SIGN SPACING, CHANNELIZING DEVICE SPACING AND TAPER LENGTHS SHALL CONFORM TO STANDARD PLATES.

- INTERIM EDGELINES SHALL BE TEMPORARY PAVEMENT MARKING PAINT ON ALL TEMPORARY SURFACING, AND RAISED PAVEMENT MARKERS ON PERMANENT SURFACING.



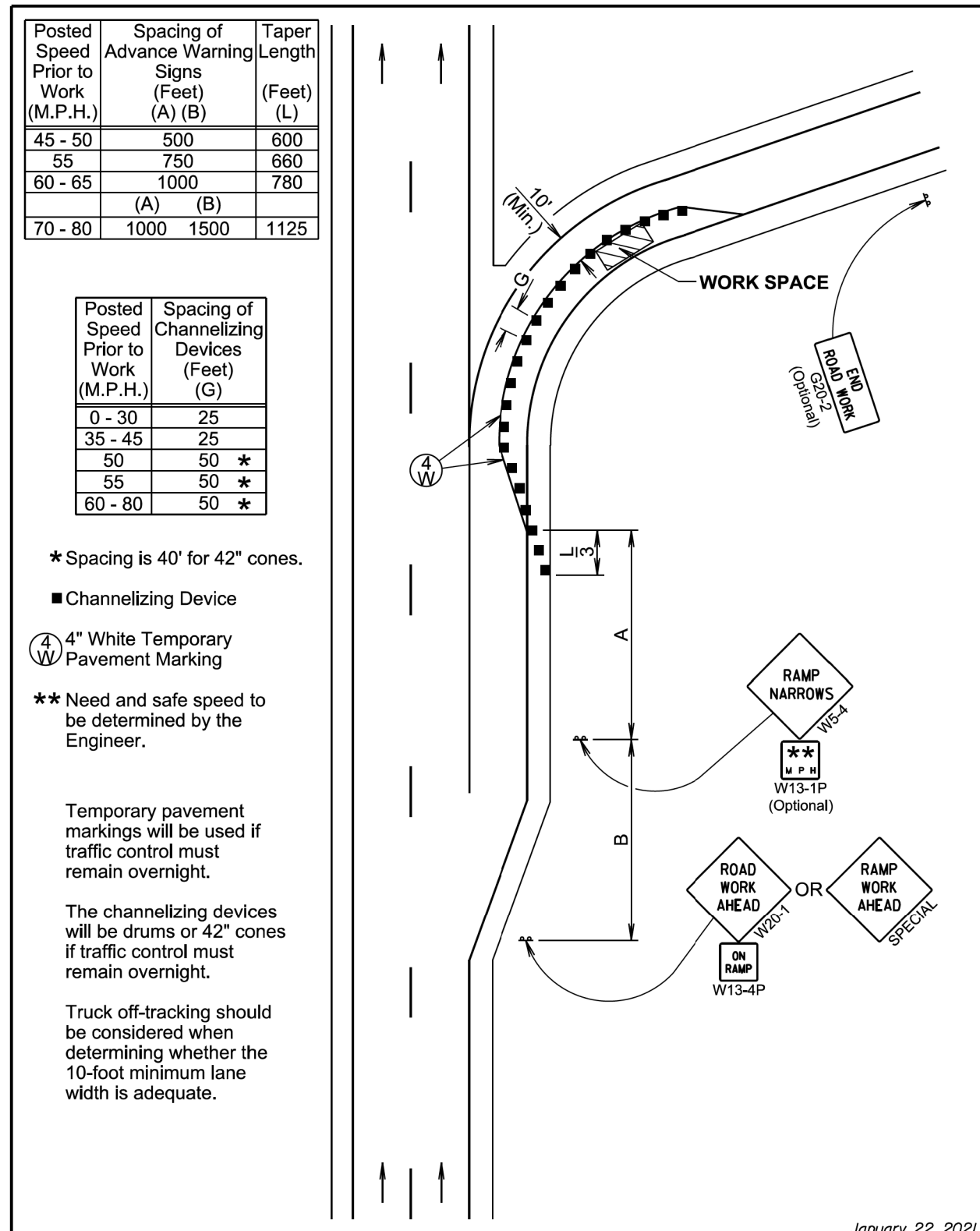
⊙ Reflectorized Drum
 ■ Channelizing Device
 (4 W) 4" White Temporary Pavement Marking

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

This procedure also applies when work is being performed in the lane adjacent to the median on a divided highway. Under these conditions, LEFT LANE CLOSED signs and the corresponding LANE REDUCTION symbol signs will be used.

The channelizing devices will be 42" cones or drums.

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

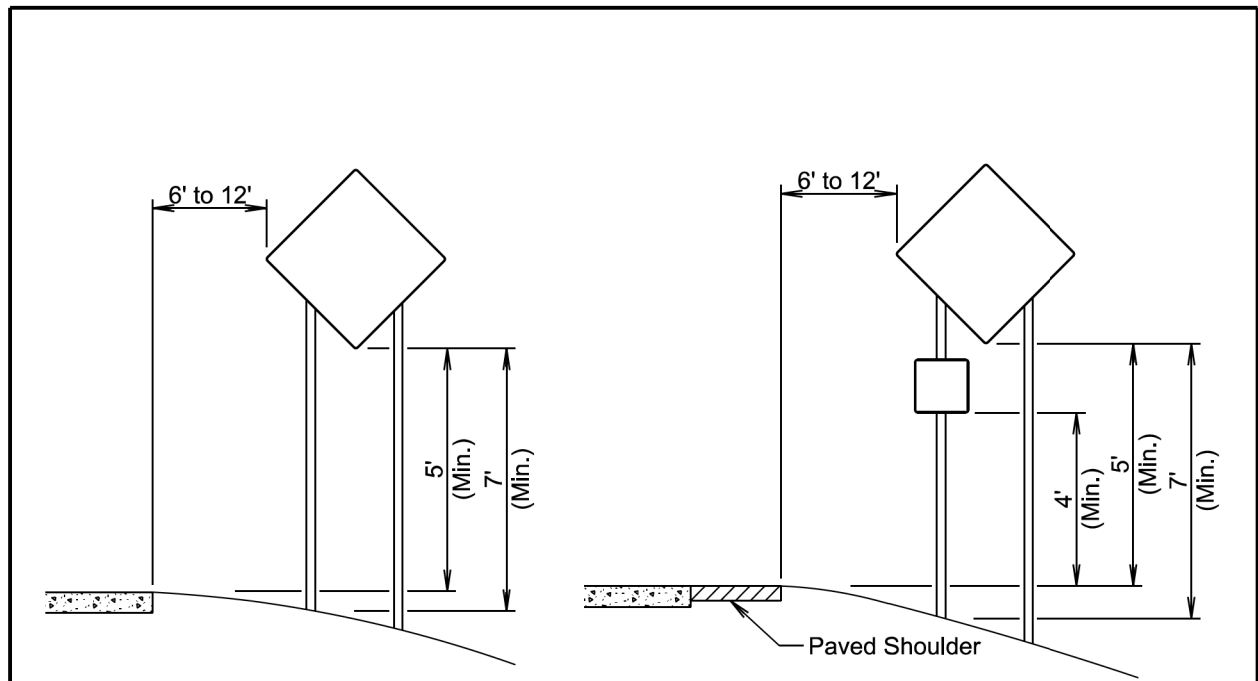


* Spacing is 40' for 42" cones.
 ■ Channelizing Device
 (4 W) 4" White Temporary Pavement Marking
 ** Need and safe speed to be determined by the Engineer.

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

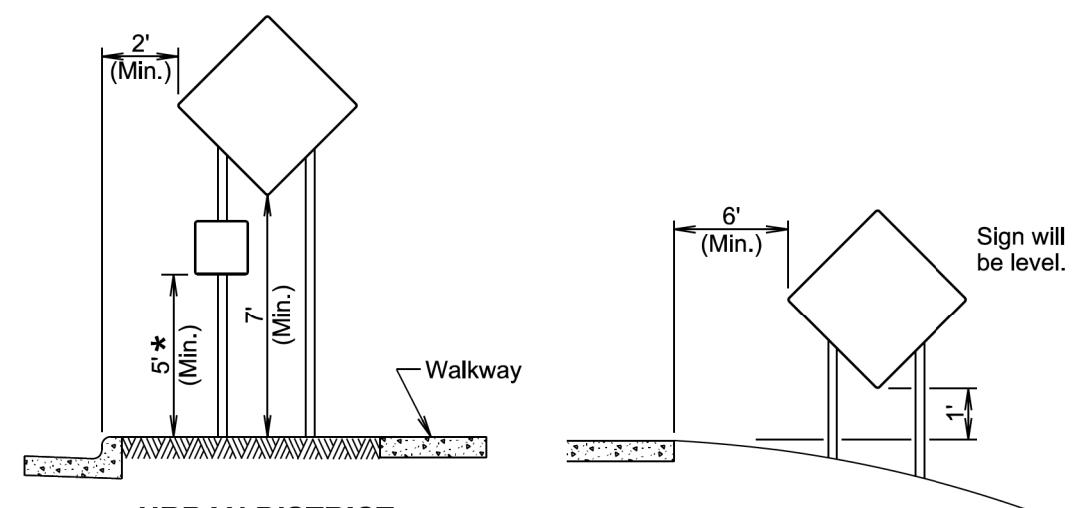
The channelizing devices will be drums or 42" cones if traffic control must remain overnight.

Truck off-tracking should be considered when determining whether the 10-foot minimum lane width is adequate.



RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



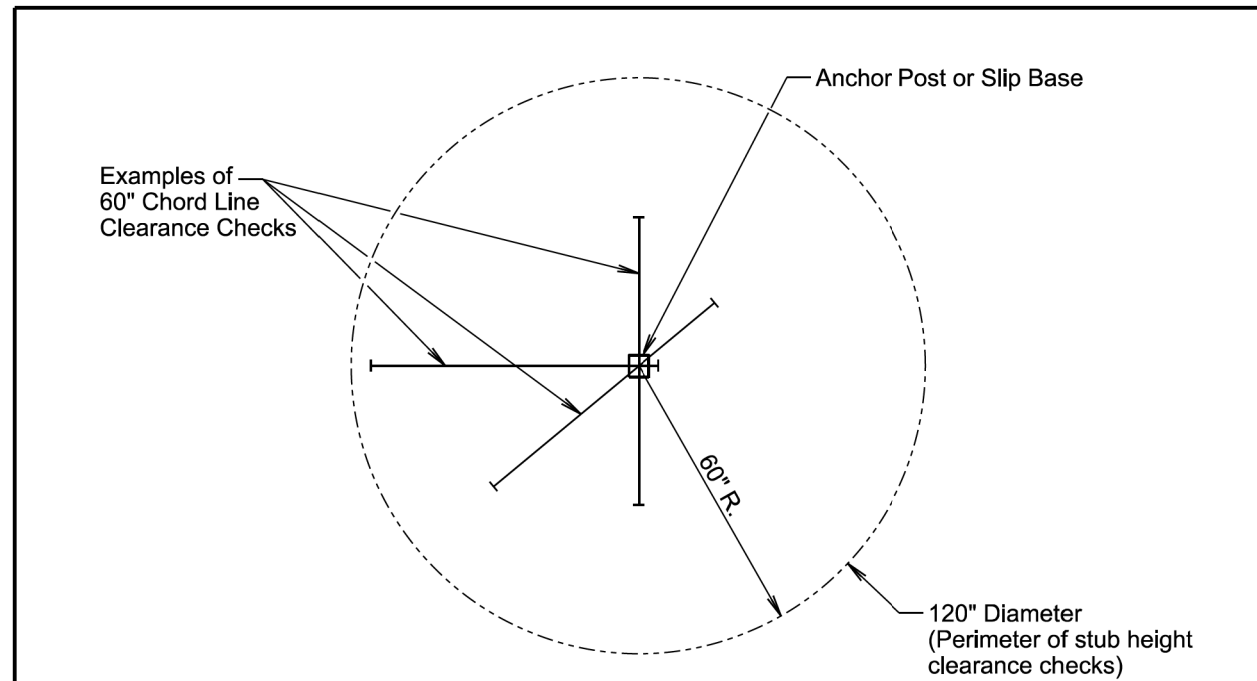
URBAN DISTRICT

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

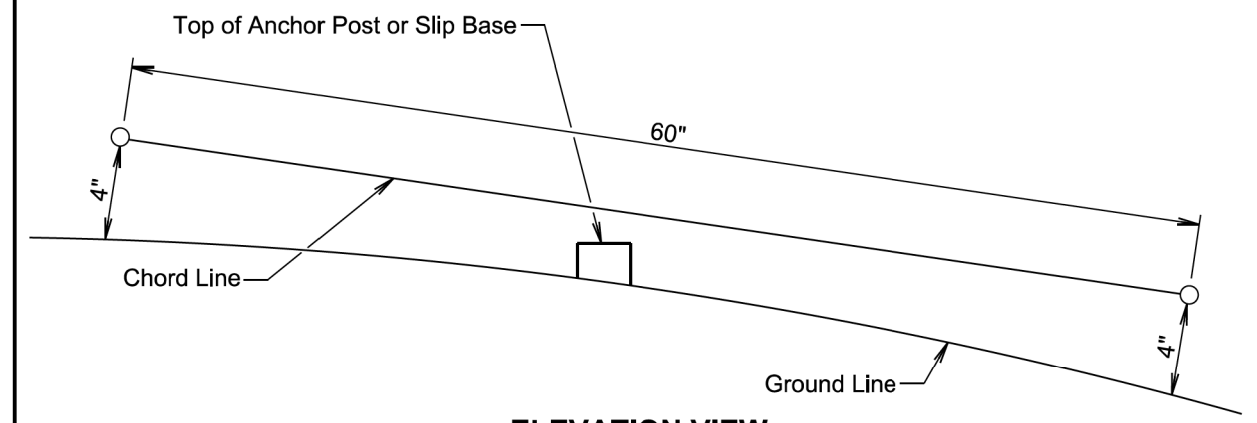
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
		Sheet 1 of 1
Published Date: 2026		



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

	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
		Sheet 1 of 1
Published Date: 2026		