

SECTION C: TRAFFIC CONTROL PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-PS 0012(187)107	C1	C12

Plotting Date: 08/15/2023

INDEX OF SHEETS

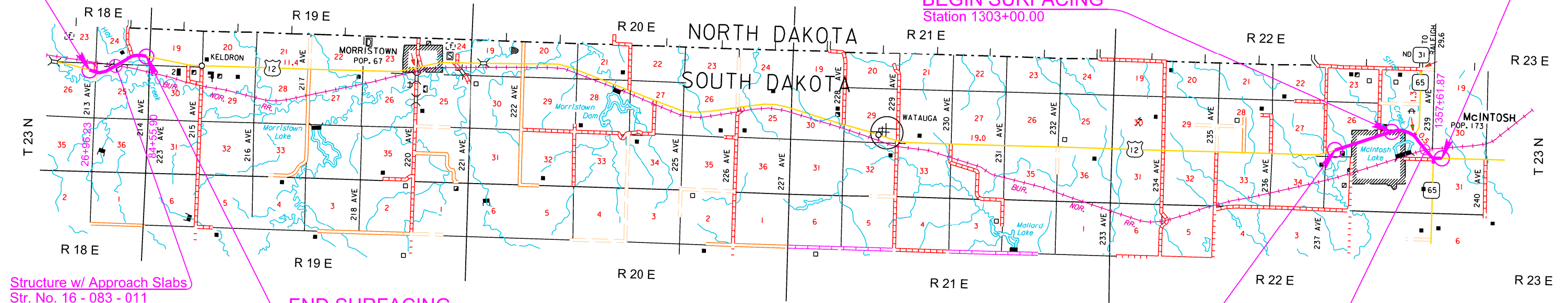
- C1 General Layout with Index
- C2-C4 Estimates, Plan Notes, & Tables
- C5 Fixed Location Sign Layouts
- C6-C8 Pavement Marking Layouts
- C9-C12 Special Details and Standard Plates



**BEGIN NH 0012(298)106
BEGIN SURFACING**
Station 21+00.00 = Station 339+72.30 on WPGH 267-A located 916.22 feet South and 598.60 feet West of the Northeast corner of Section 26 - Township 23 North - Range 18 East of the B.H.M. MRM 106.34 +0.648

**END NH 0012(298)106
END SURFACING**
Station 1367+00.00 = Station 1659+48.76 on F 044-2(6) located 76.34 feet North and 925.99 feet East of the Southwest corner of Section 30 - Township 23 North - Range 23 East of the B.H.M. MRM 132.64+0.162

**END COLD MILLING/RESURFACING
BEGIN SURFACING**
Station 1303+00.00



Structure w/ Approach Slabs
Str. No. 16 - 083 - 011
Begin Station 48+12.2
End Station 51+17.2
MRM 107.55

END SURFACING
Station 83+00.00

BEGIN COLD MILLING/RESURFACING
Station 1249+75.0 = Station 466+00.0 on NH 0012(185)121
MRM 130.00 + 0.554

Structure w/ Approach Slabs
Str. No. 16 - 328 - 018
Begin Station 1344+68.5
End Station 1347+22.4
MRM 132.45

Plot Scale - 1:200

Plotted From - tpr25299

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SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
633E0010	Cold Applied Plastic Pavement Marking, 4"	11,921	Ft
633E0020	Cold Applied Plastic Pavement Marking, 8"	714	Ft
633E0030	Cold Applied Plastic Pavement Marking, 24"	392	Ft
633E0040	Cold Applied Plastic Pavement Marking, Arrow	9	Each
633E1220	High Build Waterborne Pavement Marking Paint, 4" White	31,525	Ft
633E1222	High Build Waterborne Pavement Marking Paint, 4" Yellow	11,199	Ft
633E5000	Grooving for Cold Applied Plastic Pavement Marking, 4"	11,921	Ft
633E5005	Grooving for Cold Applied Plastic Pavement Marking, 8"	714	Ft
633E5015	Grooving for Cold Applied Plastic Pavement Marking, 24"	392	Ft
633E5025	Grooving for Cold Applied Plastic Pavement Marking, Arrow	9	Each
634E0010	Flagging	840.0	Hour
634E0020	Pilot Car	210.0	Hour
634E0110	Traffic Control Signs	1,044.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0310	Temporary Flexible Vertical Markers (Tabs)	4,400	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	288	Ft
634E0630	Temporary Pavement Marking	13.6	Mile

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.

The pipe work will be completed prior to beginning the mainline paving operation on the project.

Traffic will be returned to normal driving lanes during non-working hours.

Rumble stripes and the flush seal will be completed prior to permanent pavement marking.

COORDINATION BETWEEN CONTRACTORS

The Contractor will coordinate work with Foothills Contracting, Inc to begin work upon completion of Project NH-PS 0012(187)106 - PCN 04FL, Replace Structure & Approach Grading for Structure 16-083-011 and Structure 16-328-018 over the BNSF Railroad.

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

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.

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 rumble strip or rumble stripe grooving, 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.

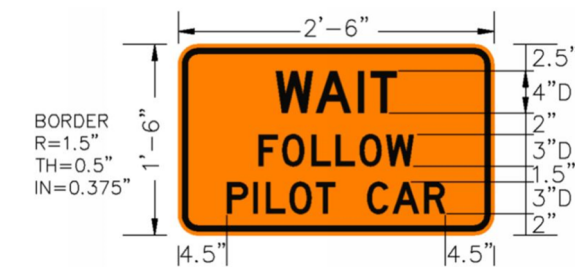
If inappropriate or conflicting pavement markings exist, the markings will be removed and replaced with applicable temporary pavement markings when the work duration is more than 3 days. When the work duration is less than 3 days, the channelizing devices in the area where the pavement markings conflict 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".

FLAGGING

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

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

Temporary Pavement Marking Paint will be used on leveling surfaces for centerlines, lane lines, skips, and as directed by the Engineer. The Temporary Pavement Marking Paint will be placed at the location of the existing pavement markings except that centerline will be double yellow the entire project length and will be offset 6-inches from centerline of the roadway. It will be the Contractor's responsibility to determine which direction to offset so that the markings do not get covered up when the first half of the roadway is paved.

Any markings that get covered by the paving operation will be reestablished as directed by the Engineer at the Contractor's expense. The Contractor will be responsible for marking out those exact locations.

Temporary Flexible Vertical Markers (Tabs) will be used on the top lift of asphalt surfacing for centerline delineation, lane lines, skips, and as directed by the Engineer. Tabs will be offset 6-inches from the location shown for permanent pavement markings. Centerline will be double yellow lines with tabs spaced at 5' the entire project length.

Temporary flexible vertical markers (tabs) will be installed on one side of the centerline rumble for the temporary pavement marking. No passing zones will be marked in accordance with Specifications. DO NOT PASS (R4-1) and

TEMPORARY PAVEMENT MARKING (Continued)

PASS WITH CARE (R4-2) signs will also be used in addition to the temporary flexible vertical markers (tabs) placed per Specifications to mark no passing zones.

The total length of no passing zone on this project is estimated to be 3.1 miles.

It is estimated that 4 DO NOT PASS and 4 PASS WITH CARE signs will be required.

Temporary flexible vertical markers (tabs) will be required on the top lift of asphalt concrete surfacing.

Temporary pavement marking paint will not be allowed on the final lift of asphalt surfacing. Temporary pavement marking paint will not be allowed on the flush seal. Temporary flexible vertical markers (tabs) must be used on the final lift of asphalt surfacing. The Contractor may use tabs with covers, uncovering them for the flush seal. As an alternative, the Contractor may install new tabs for the flush 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 on top of the 1st lift
- One pass on top of the final lift of asphalt concrete
- One pass prior to the flush seal, length as determined by the Engineer
- One pass after the flush seal

If the Engineer determines that an additional pass prior to the flush seal is not required, this application of the temporary pavement marking will be eliminated. If the flush seal is eliminated for the project, the application of the temporary pavement marking on top of the flush seal as well as the additional pass prior to the flush seal will be eliminated.

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 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.

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) or temporary raised pavement markers 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.

TRAFFIC CONTROL FOR ASPHALT CONCRETE RESURFACING

The Contractor will need to install LOOSE GRAVEL (W8-7) signs with advisory speed plaques (W13-1P) in areas where loose sand is present during the flush seal operation. LOOSE GRAVEL signs have been included in these plans for this.

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 Stanley & Haakon County Sheriffs 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.

PAVEMENT MARKING PAINT

The Contractor will advise the Engineer a minimum of 3 weeks prior to the application of the permanent pavement marking to allow the State to check and mark the location of no passing zones.

The application of permanent pavement marking will begin no sooner than 7 calendar days following completion of the fog or flush seal. Application of permanent pavement marking will be completed within 14 calendar days following completion of the final surfacing.

COLD APPLIED PLASTIC PAVEMENT MARKING

All materials will be applied as per the manufacturer's recommendations.

Cold Applied Plastic Pavement Markings will be 3M Series 380 AW or an approved equal.

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Paint Quantities were calculated to include all standard lines outside of the taped intersections.

All materials will be applied as per manufacturer's recommendations. High build waterborne pavement marking paint will conform to the supplemental specifications for Section 980.1 B.

Reflective media will consist of glass beads.

High Build Waterborne Pavement Marking Paint applied after October 15 must be formulated as cold-weather waterborne paint. Cold weather waterborne paint will meet the requirements of Section 980.1 C.

RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

- Solid 4" line = 22.5 Gals/Mile
- Dashed 4" line = 6.2 Gal/Mile
- Glass Beads = 8 Lbs/Gal.

All cost for materials, labor and equipment necessary to furnish and install the pavement markings will be incidental to the contract unit price for the respective High Build Waterborne Pavement Marking Paint items.

RETROREFLECTIVITY FOR PAVEMENT MARKING PAINT

The Department may take retroreflectivity readings on the pavement marking lines after 2 days and within 30 days of the line application using either a portable or mobile retroreflectometer that conforms to 30-meter geometry. If the Department chooses to take retroreflectivity readings, three retroreflectivity readings will be taken on each line at each test location. The three readings will be averaged and become the reading for that test location.

If the Department chooses to take retroreflectivity readings, three readings will be taken on the edge lines and lane lines in the direction of application. For combination solid yellow and skip yellow lines for turn lanes and for centerline markings on two-way roadways, three readings will be taken in one direction,

RETROREFLECTIVITY FOR PAVEMENT MARKING PAINT (CONTINUED)

the reflectometer will be turned 180 degrees and three more readings will be taken. The six readings for the centerline markings will be averaged and become the test reading for that test location.

If the Department chooses to take readings, the minimum retroreflectivity values will be 275 mc/m²/lux for white and 170 mc/m²/lux for yellow.

GROOVING FOR COLD APPLIED PLASTIC PAVEMENT MARKING

The Contractor will establish a positive means for the removal of the grinding and/or grooving residue. Residue from dry grooving will be vacuumed. Solid residue will be removed from the pavement surfaces before being blown by traffic action or wind. The Contractor will conduct this work to control and minimize airborne dust and similar debris that may become a hazard to motor vehicle operation or nuisance to property owners. Residue from wet grooving will not be permitted to flow across lanes being used by public traffic or into gutter or drainage facilities. Residue, whether in solid or slurry form, will be disposed of in a manner that will prevent it from reaching any waterway in a concentrated state. The cleaning of the residue for grooving will be to the satisfaction of the Engineer and may require more than one pass to adequately remove material. All costs for removal of grinding and/or grooving residue will be included in the contract unit price per foot or each for "Grooving for Cold Applied Plastic Pavement Marking" contract items.

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
W1-4	REVERSE CURVE (L or R)	2	48" x 48"	16.0	32.0
W3-1	STOP AHEAD (symbol)	4	48" x 48"	16.0	64.0
W8-1	BUMP	8	48" x 48"	16.0	128.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W8-7	LOOSE GRAVEL	6	48" x 48"	16.0	96.0
W8-11	UNEVEN LANES	4	48" x 48"	16.0	64.0
W13-1P	ADVISORY SPEED (plaque)	4	30" x 30"	6.3	25.2
W16-2P	___ FEET (supplemental distance plaque)	4	30" x 24"	5.0	20.0
W20-1	ROAD WORK AHEAD	12	48" x 48"	16.0	192.0
W20-4	ONE LANE ROAD AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	6	48" x 48"	16.0	96.0
W21-2	FRESH OIL	4	48" x 48"	16.0	64.0
W21-5	SHOULDER WORK	4	48" x 48"	16.0	64.0
SPECIAL	WAIT FOLLOW PILOT CAR	5	30" x 18"	3.8	19.0
G20-1	ROAD WORK NEXT 2 MILES	4	36" x 18"	4.5	18.0
G20-2	END ROAD WORK	10	36" x 18"	4.5	45.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			1044.0

PAVEMENT MARKING

Typical pavement marking as shown on this sheet will be applied throughout the entire length of two lane roadway.

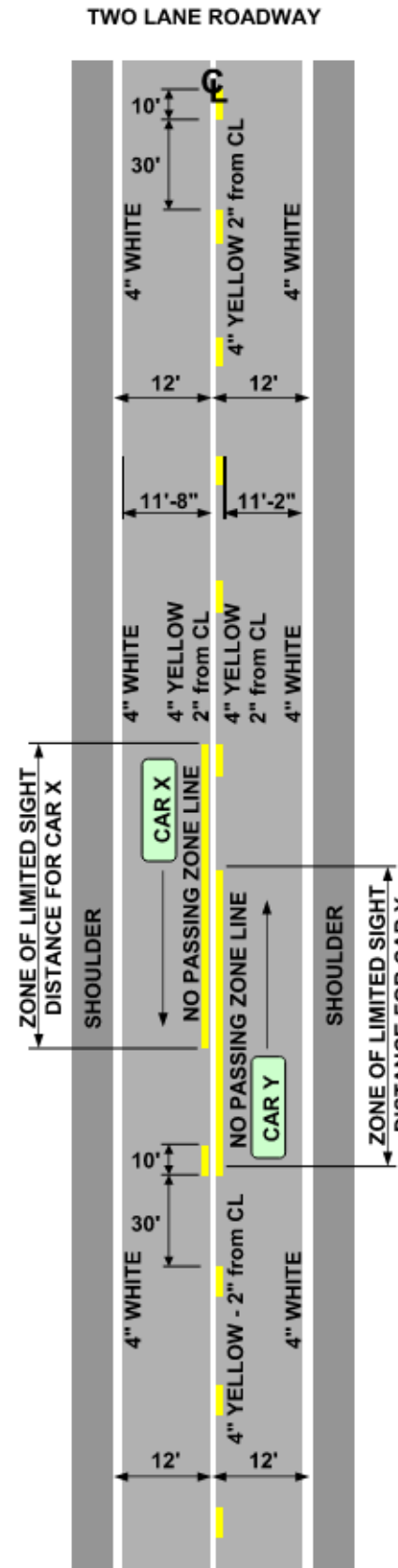
Traffic Control will be incidental to the cost of application. The striping and advance or trailing warning vehicle will be equipped with flashing amber lights and advance warning arrow board.

Application rates will be as follows:

Two Lane Roadway (Rates for one line)	
Dashed Yellow Centerline	Rate = 6.2 Gals./Pass-Mile
Solid Yellow Centerline	Rate = 22.5 Gals./Pass-Mile
Solid White Edgeline	Rate = 22.5 Gals./Pass-Mile

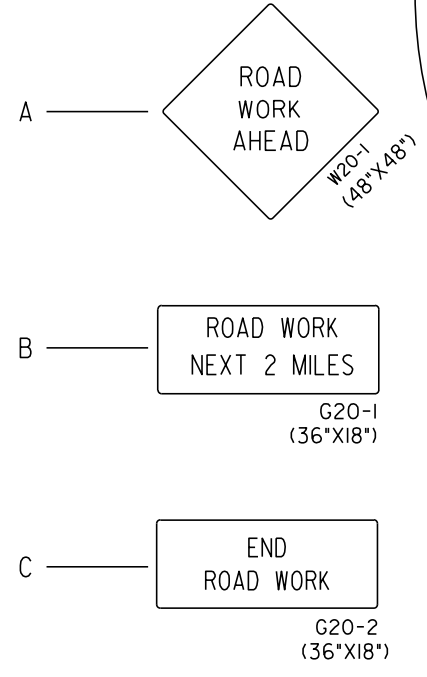
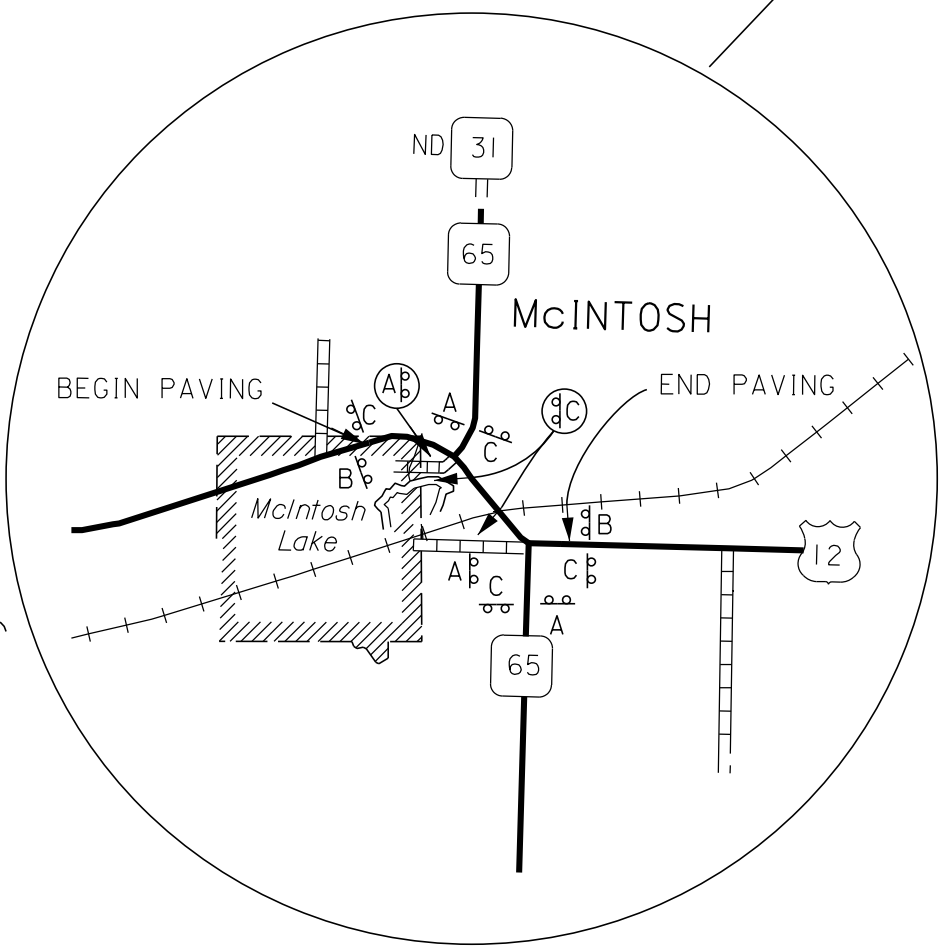
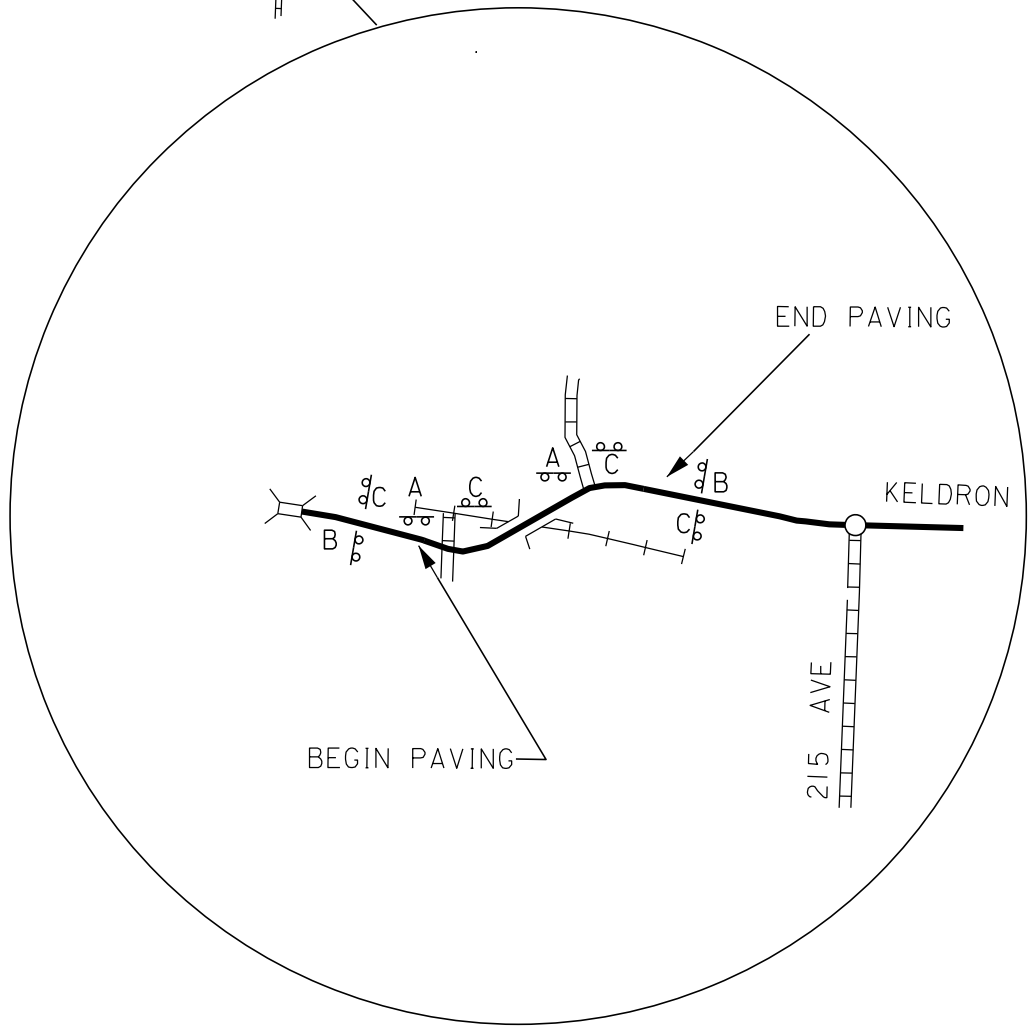
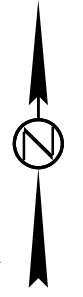
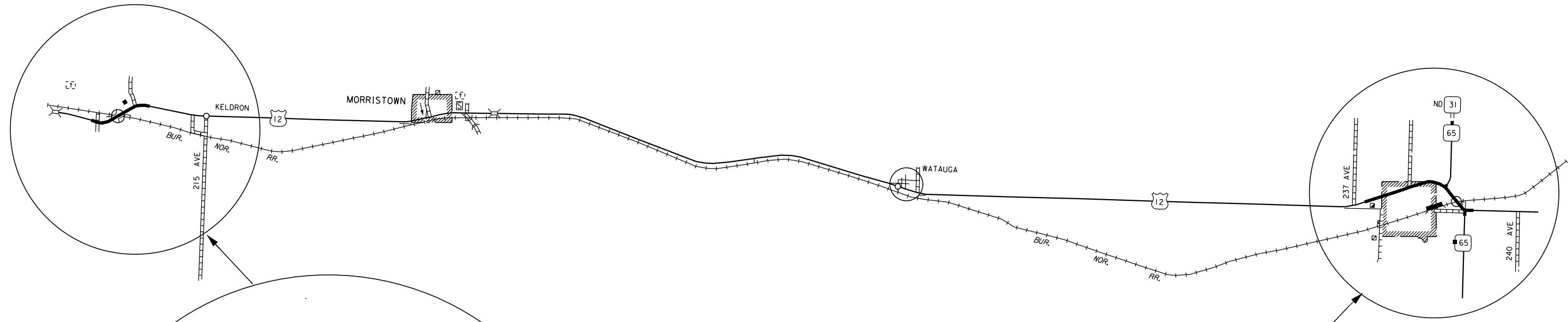
4" Yellow Skip Centerline (when not adjacent to a 4" Yellow No Passing Zone) will be placed consistently to the south or east side of centerline.

ESTIMATED QUANTITIES (BASED ON ONE APPLICATION)	
PAINT	QUANTITY
WHITE	135 GALLONS
YELLOW	48 GALLONS



FIXED LOCATION SIGN LAYOUT

Plot Scale - 1:200



Notes:
 Sign locations will be verified in the field by the Engineer prior to installation.
 Fixed location signs to remain in place until the completion of permanent pavement markings.

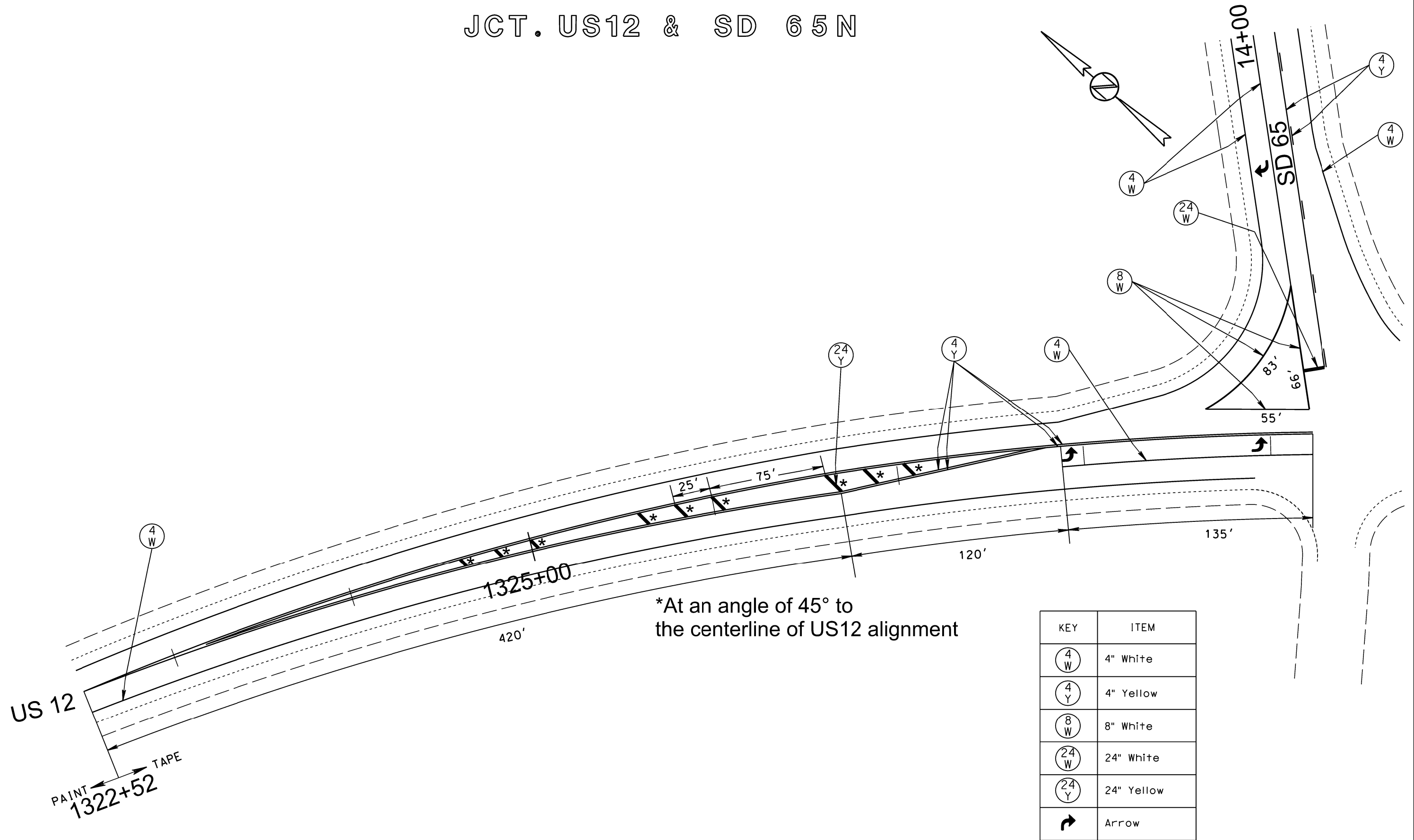
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PAVEMENT MARKING LAYOUT

JCT. US12 & SD 65N

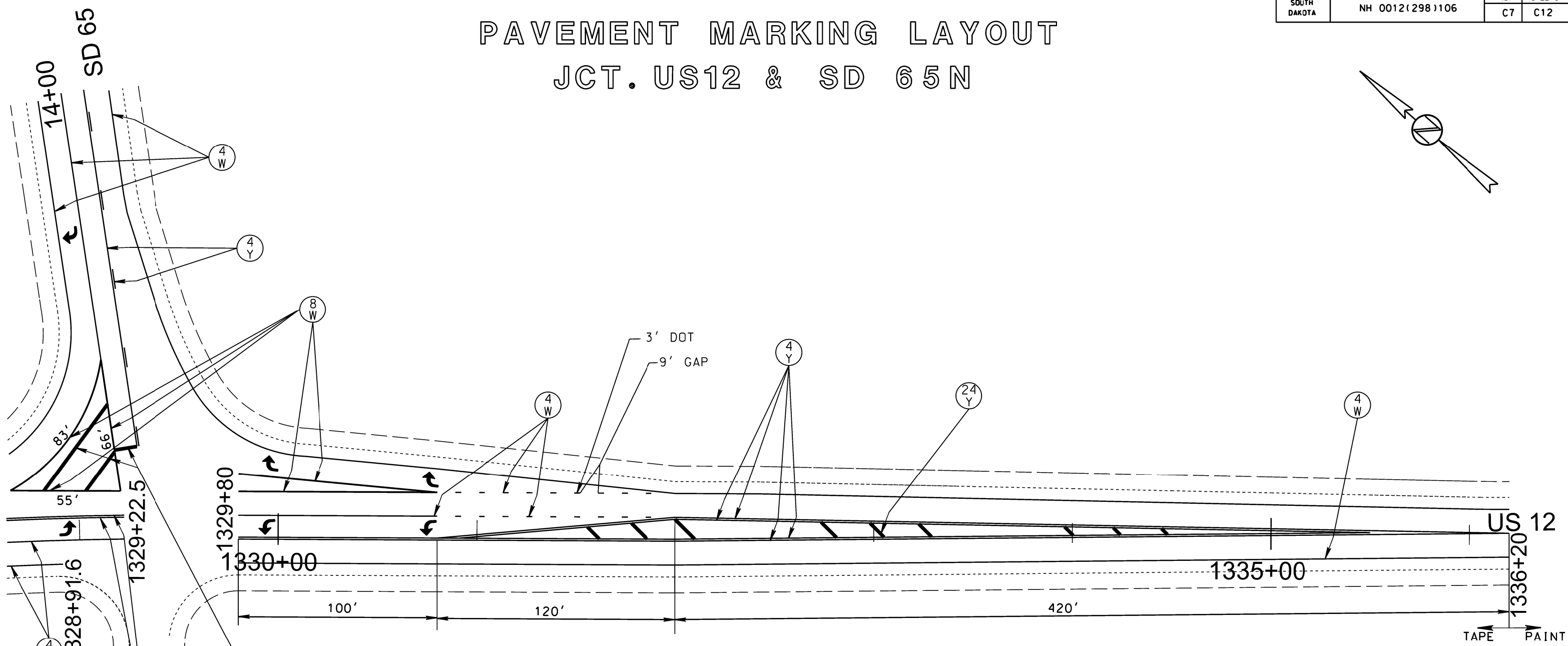
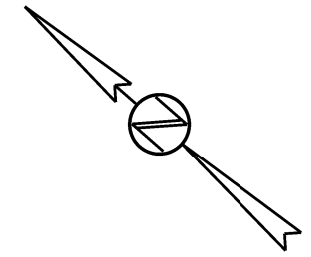
Plotting Date: 09/27/2023

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH 0012(298)106	C6	C12



PAVEMENT MARKING LAYOUT

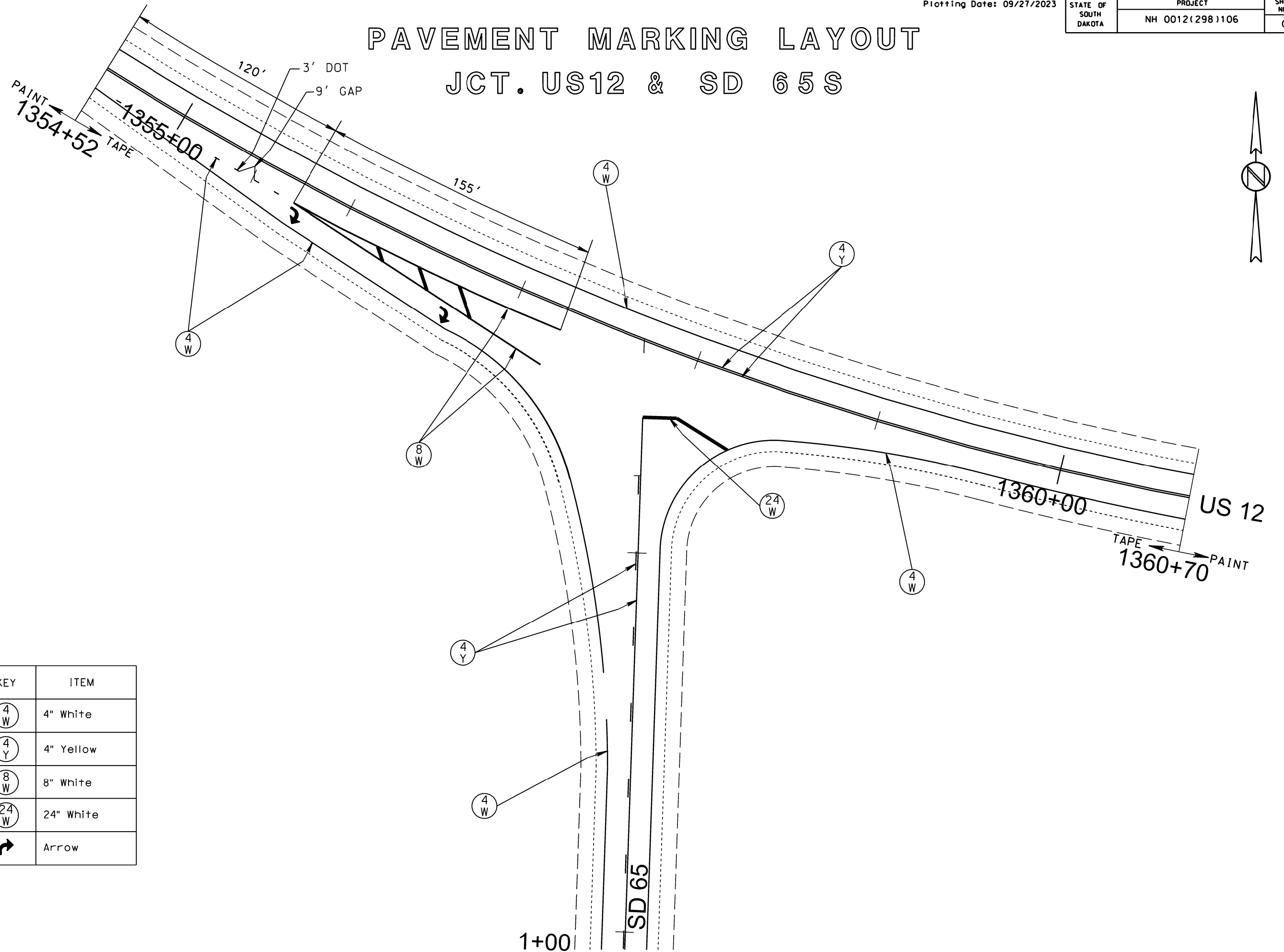
JCT. US12 & SD 65N



KEY	ITEM
(4 W)	4" White
(4 Y)	4" Yellow
(8 W)	8" White
(24 W)	24" White
(24 Y)	24" Yellow
↪	Arrow

TAPE PAINT

PAVEMENT MARKING LAYOUT JCT. US12 & SD 65 S



KEY	ITEM
(4 W)	4" White
(4 Y)	4" Yellow
(8 W)	8" White
(24 W)	24" White
↪	Arrow

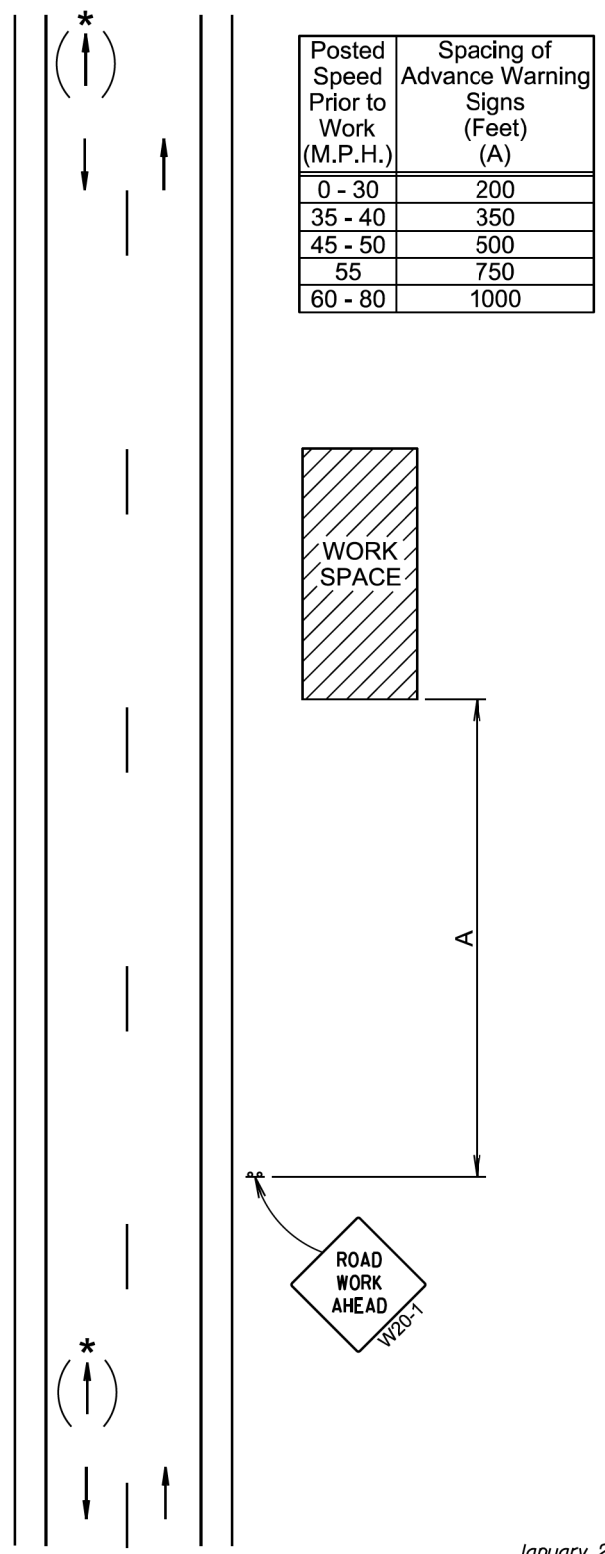
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

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.

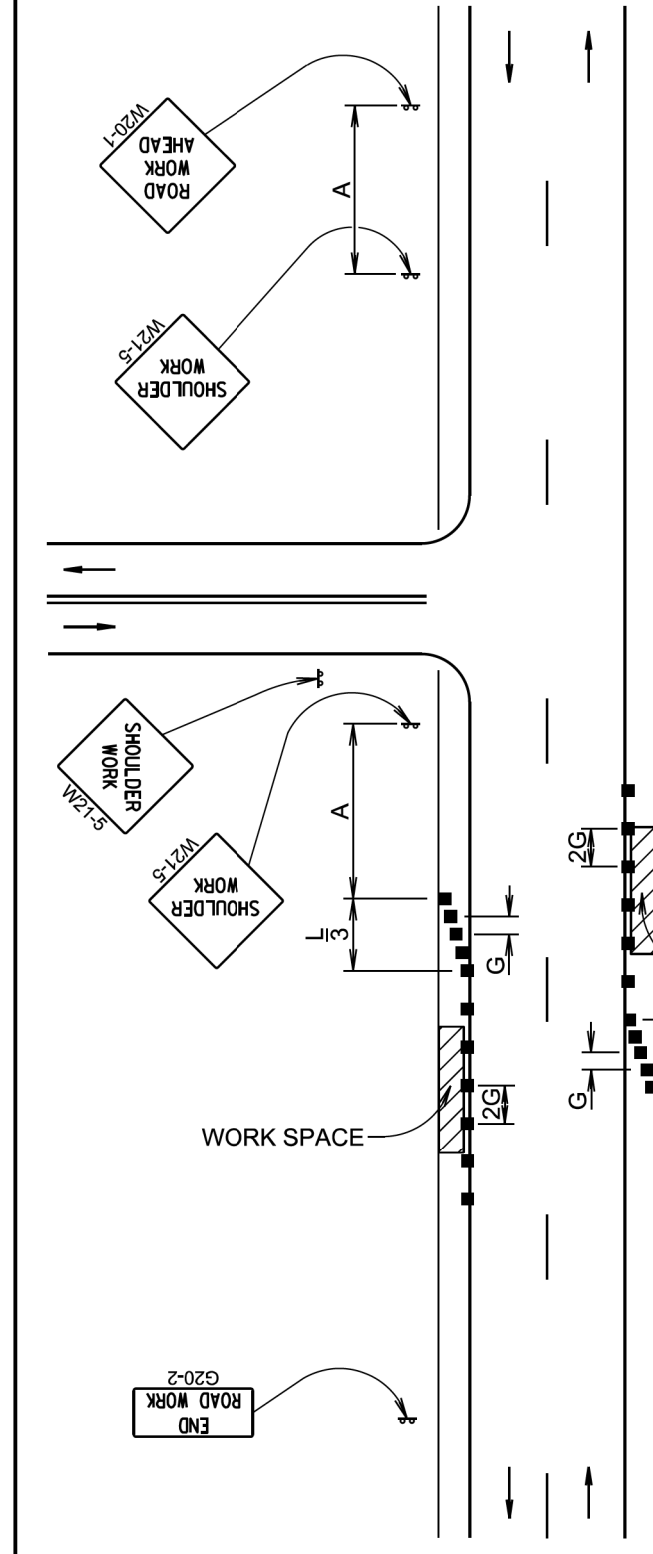
* If the work space is on a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.

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.

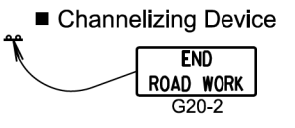


January 22, 2021

Published Date: 2024	S D D O T	WORK BEYOND THE SHOULDER	PLATE NUMBER 634.01
			Sheet 1 of 1



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	180	25
35 - 40	350	320	25
45	500	600	25
50	500	600	50
55	750	660	50
60 - 65	1000	780	50



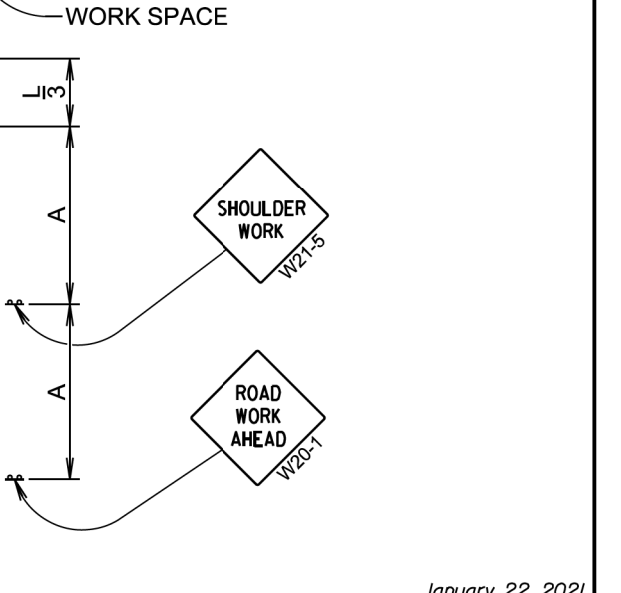
The channelizing devices will be drums or 42" cones if traffic control must remain overnight.

For short duration operations (1 hour or less) all channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.

Worker signs (W21-1 or W21-1a) may be used instead of SHOULDER WORK signs.

A SHOULDER WORK sign should be placed on the left side of a divided or one-way roadway only if the left shoulder is affected.

The SHOULDER WORK sign on an intersecting roadway is not required if drivers emerging from that roadway will encounter another advance warning sign before they reach a work activity area.



January 22, 2021

Published Date: 2024	S D D O T	WORK ON SHOULDERS	PLATE NUMBER 634.03
			Sheet 1 of 1

Plot Scale - 1:200

* 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.

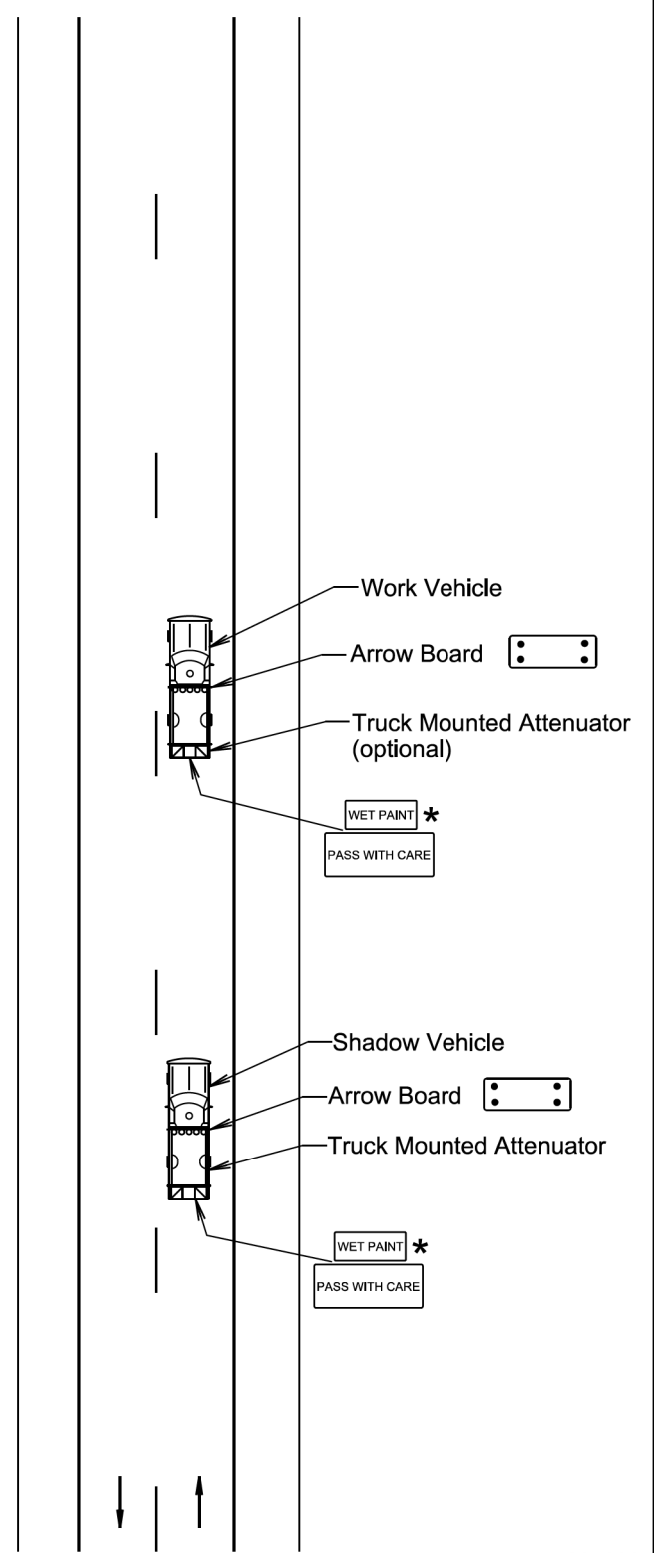
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

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.

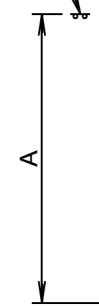
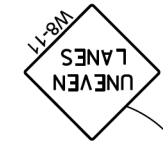
Arrow boards will, as a minimum, be Type B, with a size of 60" x 30".

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".



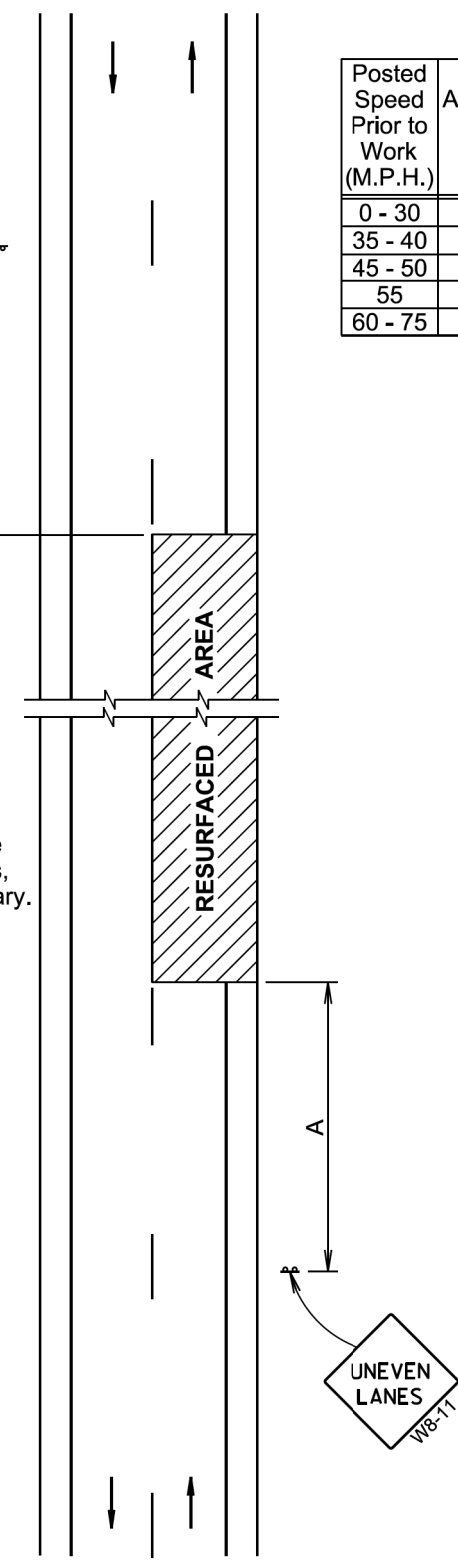
January 22, 2021

Published Date: 2024	S D D O T	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)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 75	1000

Install additional UNEVEN LANES signs at 2 mile intervals throughout the entire length of the uneven area and at affected major intersections, edge of towns, and other sites deemed necessary.



January 22, 2021

Published Date: 2024	S D D O T	UNEVEN ROAD SURFACE	PLATE NUMBER 634.22
			Sheet 1 of 1

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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.

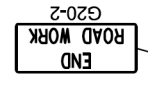
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

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.

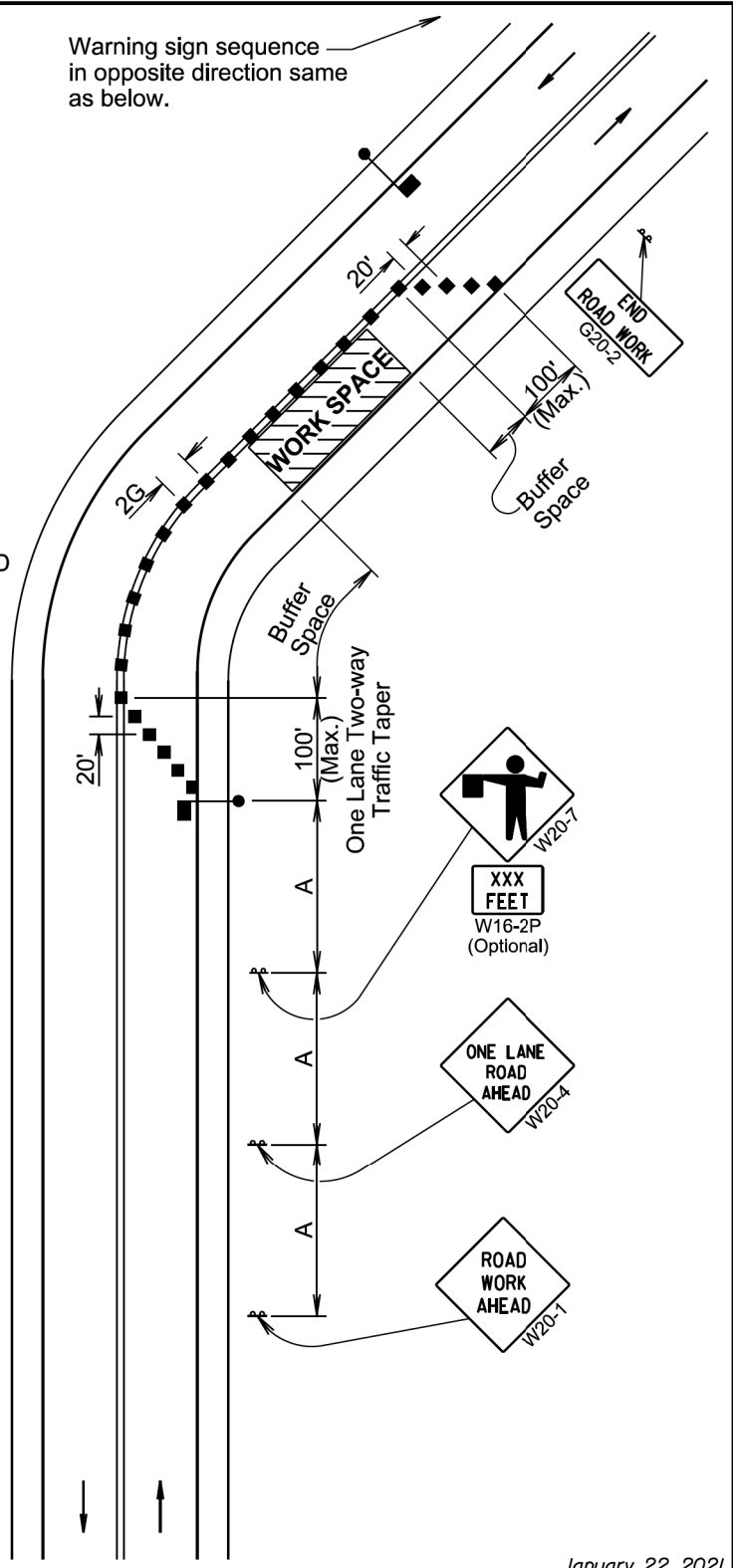


Channelizing devices and flaggers will be used at intersecting roads to control intersecting road traffic as required.

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.



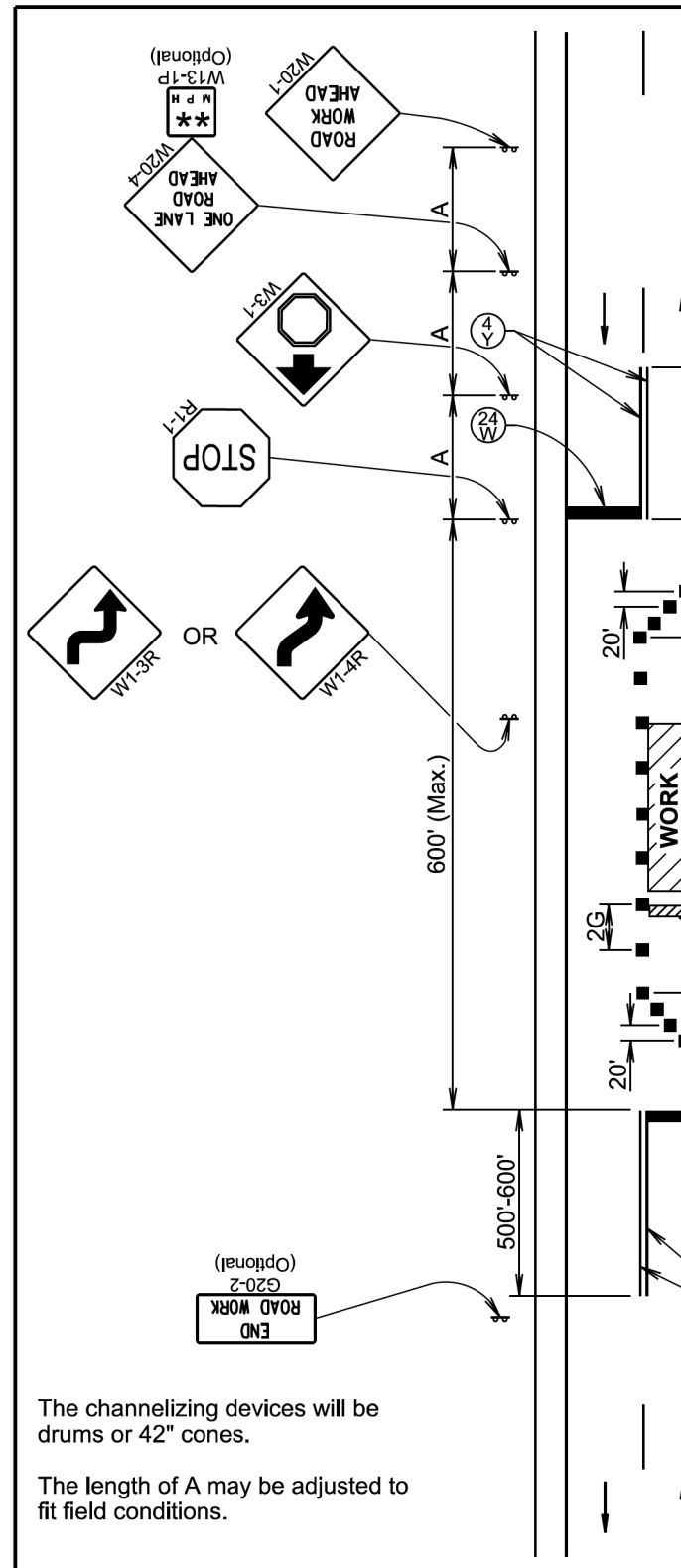
January 22, 2021

Published Date: 2024	S D D O T	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)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	180	25
35 - 40	350	320	25
45	500	600	25
50	500	600	50
55	750	660	50
60 - 65	1000	780	50

- Ⓢ 24" White Temporary Pavement Marking
- Ⓞ 4" Yellow Temporary Pavement Marking
- Channelizing Device
- ** Need and safe speed to be determined at the site by the Engineer.

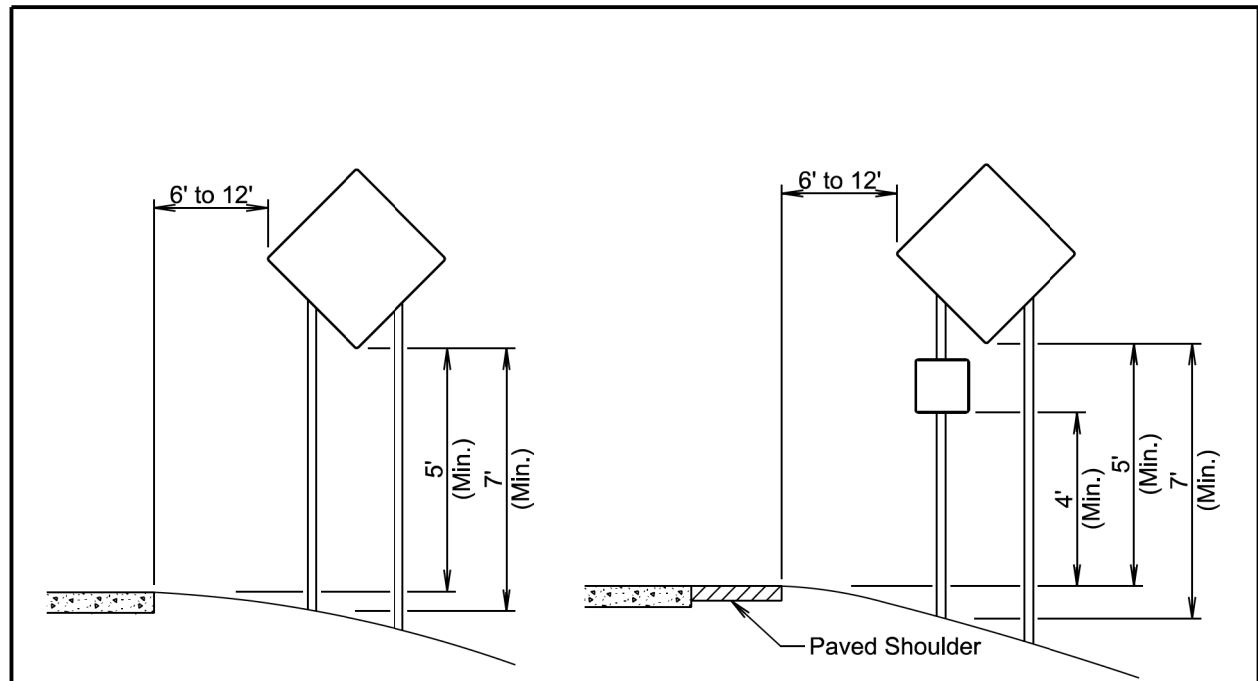
500'-600'
40'-180'
100' (Max.)



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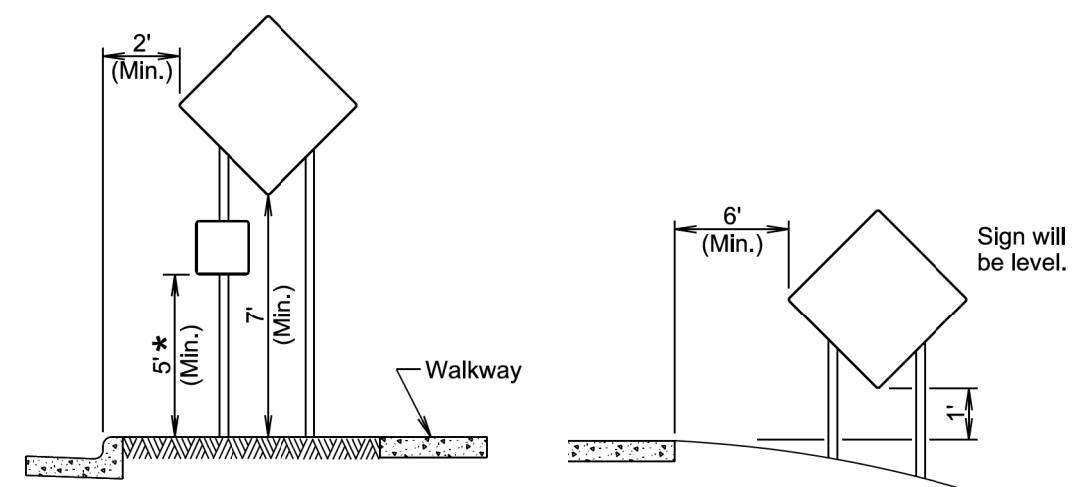
Published Date: 2024	S D D O T	LANE CLOSURE USING STOP SIGNS	PLATE NUMBER 634.25
			Sheet 1 of 1

Plot Scale - 1:200



RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT

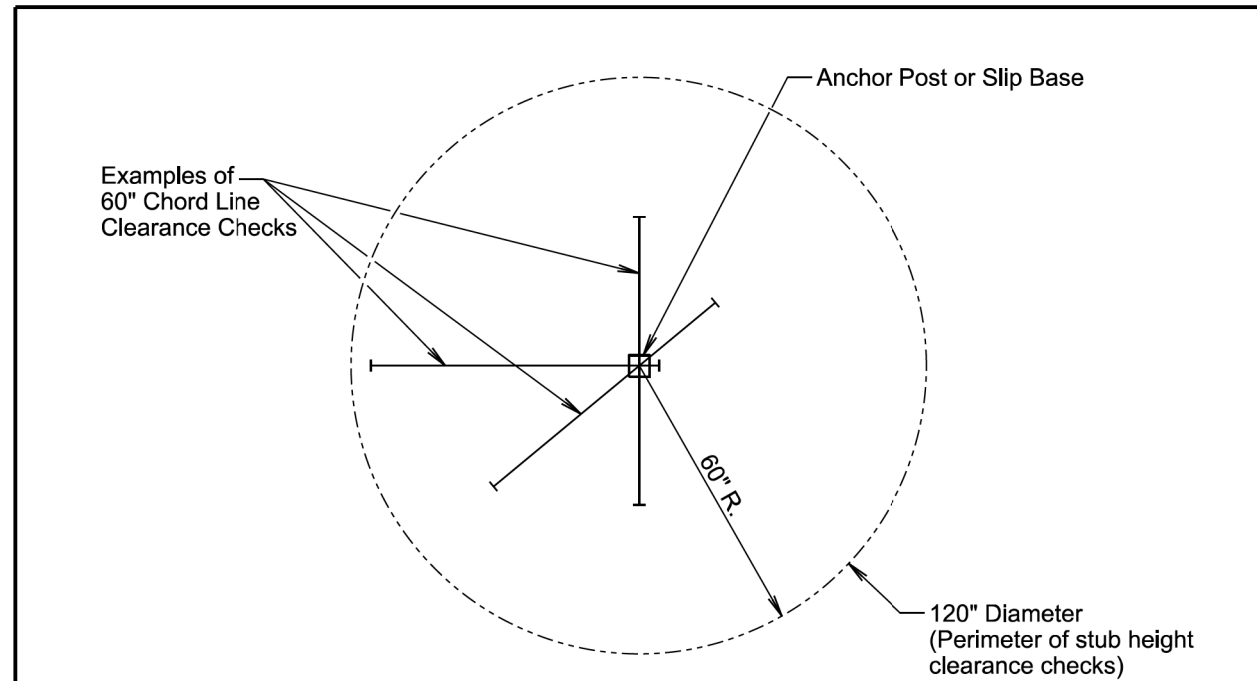
RURAL DISTRICT 3 DAY MAXIMUM
(Not applicable to regulatory signs)

* 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.

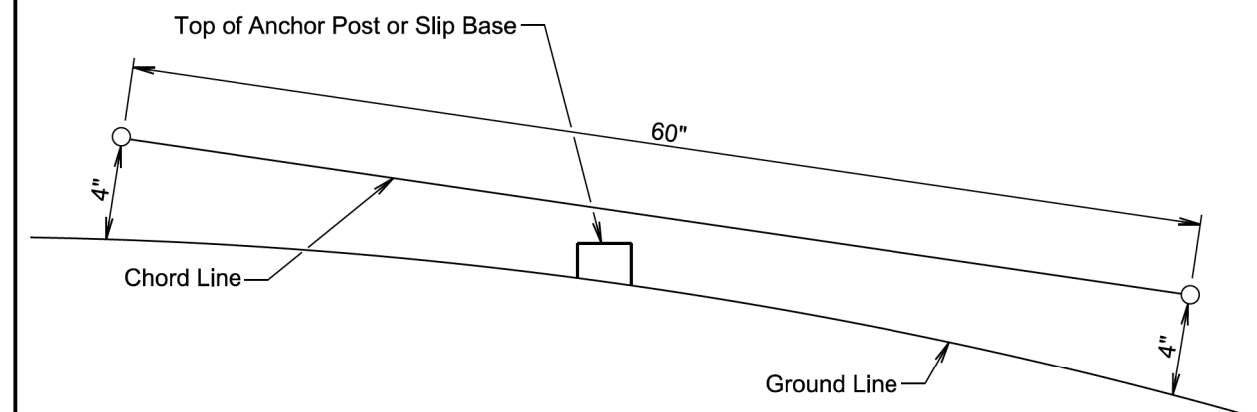
January 22, 2021

SDDOT	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
		Sheet 1 of 1

Published Date: 2024



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

SDDOT	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
		Sheet 1 of 1

Published Date: 2024

- Plotted From - tpr25289

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