

SECTION C: TRAFFIC CONTROL PLANS

Revised 3-18-2026 CI

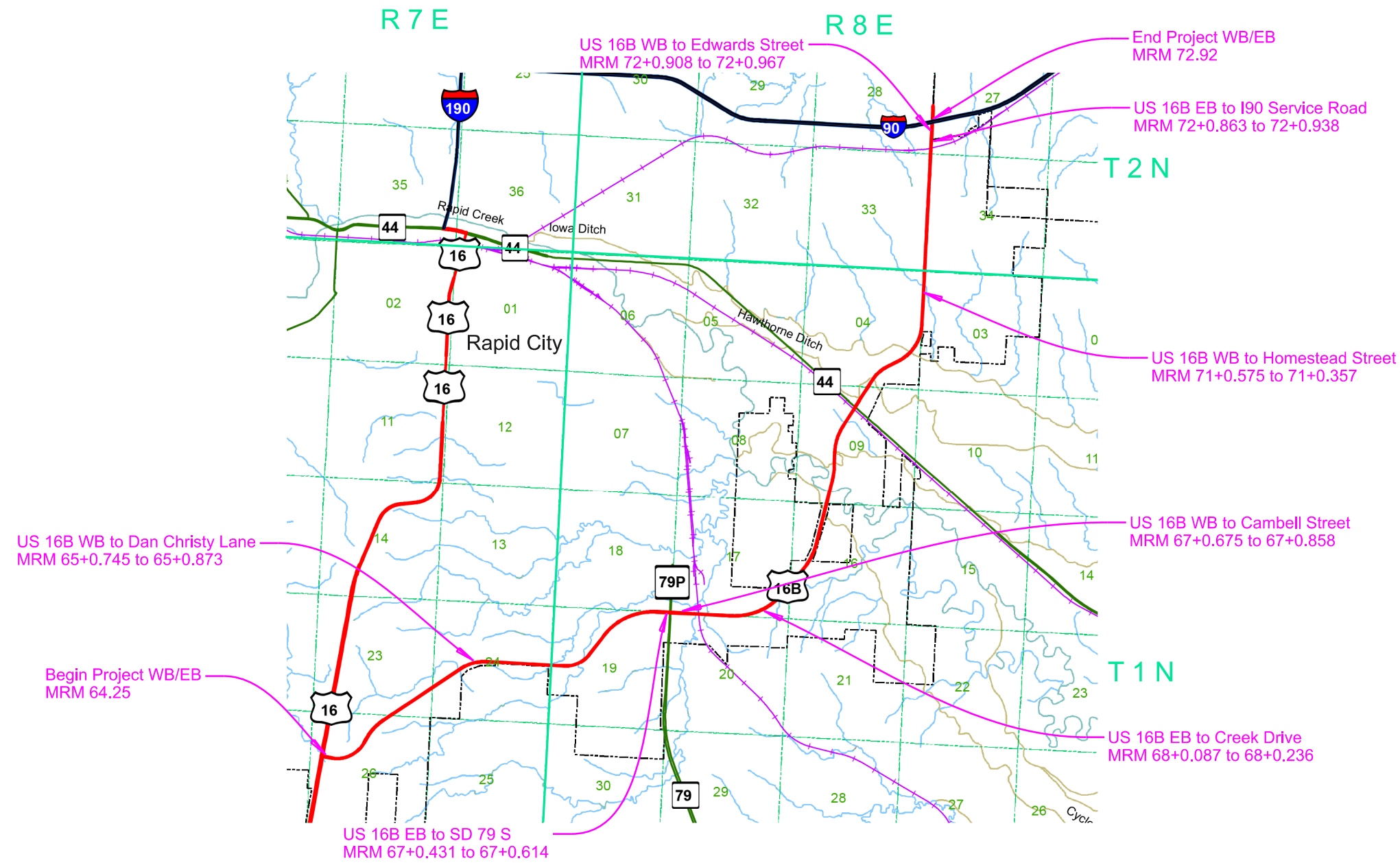


PROJECT	SECTION	SHEET
NH 016B(03)64	C	1/21

Plotting Date: 3/18/2026

INDEX OF SHEETS

C1	General Layout with Index
C2-C4	Estimate With General Notes & Tables
C5-C16	Traffic Control Plan Sheets
C17-C21	Standard Plates



SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	300.0	Hour
634E0110	Traffic Control Signs	1,439.7	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	32	Each
634E0330	Temporary Raised Pavement Markers	900	Ft
634E0380	Tubular Marker	40	Each
634E0420	Type C Advance Warning Arrow Board	7	Each
634E1002	Detour and Restriction Signing	264.6	SqFt
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each

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.

The City of Rapid City, City of Box Elder, and Pennington County Highway Department will be invited to attend the preconstruction meeting. The following people will be invited:

- Matthew Layman, City of Rapid City
City Traffic Engineer
Matt.Layman@rcgov.org
605-394-4118 ext. 2710
- Scott Lange, City of Box Elder
City Engineer
scott.lange@boxelder.us
605-923-1404 ext. 218
- Joe Miller, Pennington County Highway Department
Highway Superintendent
joe.miller@pennco.org
605-394-2166

US 16B – Dan Christy Lane

- Using Standard Plate 634.29, close Dan Christy Lane and provide the detour shown on the detour layout sheet.
- Using Standard Plate 634.63, close the right lane on US16B/Elk Vale Road. The speed limit will be reduced to 45 MPH.
- Remove the luminaire for reset.
- Remove and replace the pipe through the approach.
- Construct the curb and curb openings on Dan Christy Lane.
- Complete all the work to construct the right turn lane on US16B/Elk Vale Road.
- Reset the luminaire.

US 16B EB – Hwy 79S

- Using Standard Plates and 634.60 and 634.63, close the driving lane on US 16B/Elk Vale Road to encompass the entire work zone while maintaining the existing right turn lane for the SD Highway Patrol approach and the right turn to HWY 79S. The taper will begin 780 feet from the right turn lane throat to the SD Highway Patrol approach. The speed limit will be reduced to 45 MPH.
- Remove the luminaires for reset.
- Remove the RCP Flared End for reset.
- Perform the grading for the turn lane.
- Reset the RCP Flared End.

- Reset the luminaires.
- Complete all the work to construct the right turn lane.

US 16B WB – Cambell St.

- Using Standard Plate 634.63, close the right lane on US16B/Elk Vale Road while maintaining the right turn lane to Cambell Street.
- Complete all the work to construct the right turn lane.

US 16B – Creek Drive

- Use Standard Plate 634.53 to close the right turn lane on Creek Drive.
- Remove the pipe and inlets at STA 10+55 R and construct the curb and curb opening.
- Use Standard Plate 634.53 to close the southbound lane on Creek Drive. Utilizing the right turn lane and through lane as a left turn lane on Creek Drive, use the left turn lane as the southbound lane.
- Use Standard Plate 634.63 to close the driving lane on US 16B/Elk Vale Road while maintaining the right turn to Creek Drive. If constructed concurrently with Hwy 79S, combine this lane closure with that lane closure.
- Remove the pipe and inlets at STA 10+04 R and construct the curb and curb opening.
- Complete all the work to construct the right turn lane on US16B/Elk Vale Road.

US 16B - Homestead St.

- When traffic control is in place for work at Homestead St., lane closures at the Edwards Street intersection and the I90 Service Road intersection will not be permitted.
- Use Standard Plates 634.45 and 634.63 to close the EB left lane and WB left lane on US16B/Elk Vale Road north of Homestead St. while maintaining the left and right turn lanes at Homestead St., as shown in the plans.
- Complete all the work to extend the WB left turn lane at Homestead St.

US 16B – I90 Service Road

- Use Standard Plate 634.60 to close the EB right lane on US16B/Elk Vale Road to encompass the entire work zone while maintaining the right turn lane onto Cheyenne Boulevard. The taper will begin 600 ft. west of the right turn lane throat to Cheyenne Boulevard.
- Use the traffic control drawing on Sheets C13 and C14 and Standard Plate 634.29 to close the EB lane on the I90 service road and make the WB lane an EB entrance lane. Exiting traffic will be detoured around to Hotel Way to Cheyenne Boulevard to US16B/Elk Vale Road.
- Remove the luminaire for reset.
- Remove 24" RCP End Section.
- Reset the luminaire.
- Install 24" RCP Flared End
- Perform all work to complete all the work to construct the right turn lane.

US 16B – Edwards Street

- Use Standard Plate 634.69 to close the right side of the Exit 61 EB Off Ramp.
- Use the traffic control drawing on Sheet C15 to close the inside left turn lane on the WB Off-Ramp for at Exit 61.
- Using Standard Plate 634.60 to close the westbound right lane on US 16B/Elk Vale Road. Begin the taper at the approach to Common Cents.
- Install a truck detour for Edwards Street as shown on Sheet C16.
- Maintain traffic signal operation at the interchange. See Section L for details.
- Remove existing luminaire pole, break down pole footing, remove and re-locate existing junction box and conduit.
- Remove and reset existing 2-post sign.



PROJECT

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SECTION

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- Perform all work to relocate the existing solar panel, irrigation, and fire hydrant system.
- Complete all work to construct the right turn lane.

GENERAL TRAFFIC CONTROL

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

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

All temporary speed limit signs will have a minimum mounting height of 5 feet in rural locations, even when mounted on portable supports.

Portable sign supports will not be located on sidewalks, bicycle facilities, or other areas designated for pedestrian or bicycle traffic.

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.

A Type 3 Barricade will be installed at the end of a lane closure taper as detailed in these plans. Additional Type 3 Barricades will be installed facing traffic within the closed lane at a spacing of ¼ mile.

Lane closures will be limited to 5 miles in length. The distance between the closest points of any two-lane closures will be at least 3 miles, excluding tapers.

TRAFFIC CONTROL SIGNS

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

WORK ZONE SPEED REDUCTION

The Department is required to obtain a speed reduction resolution prior to the installation of any SPEED LIMIT (R2-1) signs shown on standard plate 634.63. To provide adequate time for the resolution to be enacted, the Contractor will inform the Engineer a minimum of 3 weeks prior to the scheduled installation of any work zone speed reduction signs on the project. The information provided by the Contractor will include the anticipated date of sign installation, the newly reduced speed limit, the location of the work zone, and the anticipated completion date of work requiring the speed reduction.

TEMPORARY RAISED PAVEMENT MARKERS

Temporary raised pavement markers will be used for marking edge lines, lane lines, and centerlines. Temporary raised pavement markers will be used on all new permanent surfacing sections of roadway and on existing surfacing where temporary marking locations are different than existing marking locations, unless noted or as directed by the Engineer.

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

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

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 identified 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
BEGINS
_ / _ / _

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

TUBULAR MARKERS

The color of the tubular markers on centerline will be predominately orange. The color of the tubular markers installed on the lane lines will be predominately white. The tubular markers will be installed on the existing lane line at intervals of 10 feet.

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

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



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ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS (DAN CHRISTY LANE)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 45	2	24" x 30"	5.0	10.0
R2-1	SPEED LIMIT 60	1	24" x 30"	5.0	5.0
R2-6aP	FINES DOUBLE (plaque)	1	24" x 18"	3.0	3.0
R11-2	ROAD CLOSED	2	48" x 30"	10.0	20.0
R11-3a	ROAD CLOSED 300 FEET AHEAD LOCAL TRAFFIC ONLY	1	60" x 30"	12.5	12.5
W3-5	SPEED REDUCTION AHEAD (45 MPH)	2	48" x 48"	16.0	32.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-3	ROAD CLOSED 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)	1	48" x 48"	16.0	16.0
G20-2	END ROAD WORK	1	36" x 18"	4.5	4.5
M4-10	DETOUR ARROW (L or R)	1	48" x 18"	6.0	6.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 237.0					

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS (CREEK DRIVE)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	1	30"	5.2	5.2
R2-1	SPEED LIMIT 45	2	24" x 30"	5.0	10.0
R2-1	SPEED LIMIT 60	1	24" x 30"	5.0	5.0
R2-6aP	FINES DOUBLE (plaque)	1	24" x 18"	3.0	3.0
R4-7	KEEP RIGHT (symbol)	1	24" x 30"	5.0	5.0
W1-4	REVERSE CURVE (L or R)	1	48" x 48"	16.0	16.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)	2	48" x 48"	16.0	32.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	1	30" x 30"	6.3	6.3
W20-1	ROAD WORK AHEAD	3	48" x 48"	16.0	48.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	1	48" x 48"	16.0	16.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS (CREEK DRIVE) SQFT 219.5					

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS (EDWARDS STREET)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	1	30"	5.2	5.2
W4-2	LEFT or RIGHT LANE ENDS (symbol)	1	48" x 48"	16.0	16.0
W5-4	RAMP NARROWS	1	48" x 48"	16.0	16.0
W13-4P	ON RAMP (plaque)	1	36" x 36"	9.0	9.0
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	1	48" x 48"	16.0	16.0
G20-2	END ROAD WORK	1	36" x 18"	4.5	4.5
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS (EDWARDS STREET) SQFT 130.7					

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING (DAN CHRISTY LANE)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
M4-8	DETOUR	11	24" x 12"	2.0	22.0
M4-8a	END DETOUR	2	24" x 18"	3.0	6.0
M5-1	ADVANCE TURN ARROW 90° (L or R)	1	21" x 15"	2.2	2.2
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	6	21" x 15"	2.2	13.2
M6-3	DIRECTION ARROW - Vertical Single Head	4	21" x 15"	2.2	8.8
SPECIAL	ROAD CLOSURE DAN CHRISTY LN CLOSED AHEAD	2	84" x 42"	24.5	49.0
SPECIAL	ROAD CLOSURE DAN CHRISTY LN CLOSED AHEAD	1	132" x 72"	66.0	66.0
CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT 167.2					

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS (HOMESTEAD STREET)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 45	4	24" x 30"	5.0	20.0
R2-1	SPEED LIMIT 55	2	24" x 30"	5.0	10.0
R2-6aP	FINES DOUBLE (plaque)	2	24" x 18"	3.0	6.0
R3-7L	LEFT LANE MUST TURN LEFT	1	30" x 30"	6.3	6.3
R4-7	KEEP RIGHT (symbol)	1	24" x 30"	5.0	5.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)	4	48" x 48"	16.0	64.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	4	48" x 48"	16.0	64.0
W20-1	ROAD WORK AHEAD	6	48" x 48"	16.0	96.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	4	36" x 18"	4.5	18.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS (HOMESTEAD STREET) SQFT 385.3					

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING (EDWARDS STREET)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R5-2	NO TRUCKS	1	48" x 30"	10.0	10.0
M4-4	TRUCK	4	24" x 12"	2.0	8.0
M4-8	DETOUR	4	24" x 12"	2.0	8.0
M4-8a	END DETOUR	1	24" x 18"	3.0	3.0
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	2	21" x 15"	2.2	4.4
M6-3	DIRECTION ARROW - Vertical Single Head	2	21" x 15"	2.2	4.4
SPECIAL	EDWARDS STREET	2	21" x 15"	2.2	4.4
CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING (EDWARDS STREET) SQFT 42.2					

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS (HWY79 SOUTH)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	1	30"	5.2	5.2
R2-1	SPEED LIMIT 45	2	24" x 30"	5.0	10.0
R2-1	SPEED LIMIT 60	1	24" x 30"	5.0	5.0
R2-6aP	FINES DOUBLE (plaque)	1	24" x 18"	3.0	3.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)	2	48" x 48"	16.0	32.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W20-1	ROAD WORK AHEAD	3	48" x 48"	16.0	48.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	1	48" x 48"	16.0	16.0
G20-2	END ROAD WORK	1	36" x 18"	4.5	4.5
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS (HWY79 SOUTH) SQFT 187.7					

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS (I-90 SERVICE ROAD)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R11-4	ROAD CLOSED TO THRU TRAFFIC	1	60" x 30"	12.5	12.5
W4-2	LEFT or RIGHT LANE ENDS (symbol)	1	48" x 48"	16.0	16.0
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-3	ROAD CLOSED ___ FT	2	48" x 48"	16.0	32.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	1	48" x 48"	16.0	16.0
G20-2	END ROAD WORK	1	36" x 18"	4.5	4.5
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS (I-90 SERVICE ROAD) SQFT 113.0					

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS (CABELL STREET)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 45	2	24" x 30"	5.0	10.0
R2-1	SPEED LIMIT 60	1	24" x 30"	5.0	5.0
R2-6aP	FINES DOUBLE (plaque)	1	24" x 18"	3.0	3.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)	2	48" x 48"	16.0	32.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W20-1	ROAD WORK 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)	1	48" x 48"	16.0	16.0
G20-2	END ROAD WORK	1	36" x 18"	4.5	4.5
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS (CABELL STREET) SQFT 166.5					

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING (I-90 SERVICE ROAD)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
M4-8	DETOUR	11	24" x 12"	2.0	22.0
M4-8a	END DETOUR	1	24" x 18"	3.0	3.0
M4-10	DETOUR ARROW (L or R)	1	48" x 18"	6.0	6.0
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	9	21" x 15"	2.2	19.8
M6-3	DIRECTION ARROW - Vertical Single Head	2	21" x 15"	2.2	4.4
CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING (I-90 SERVICE ROAD) SQFT 55.2					

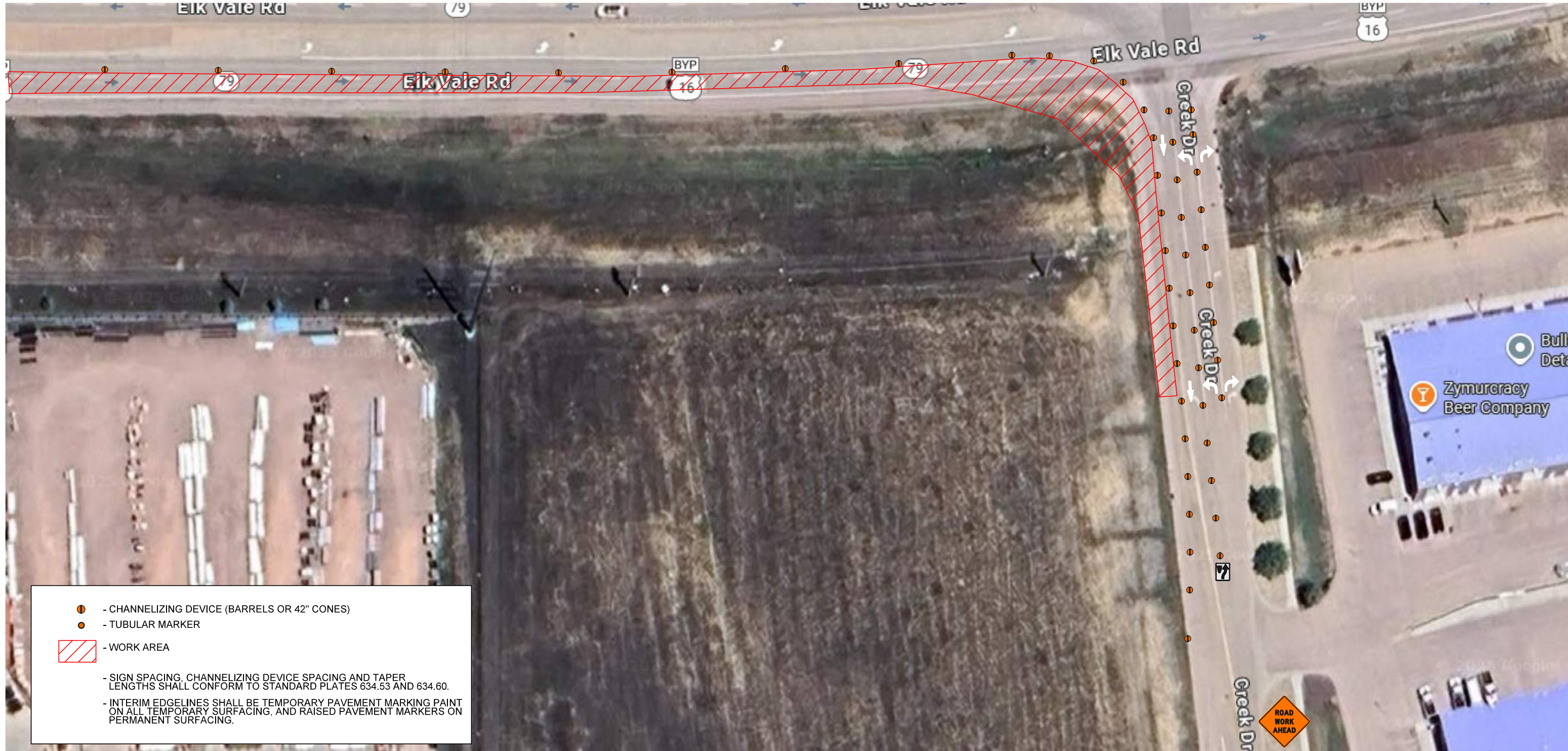
TRAFFIC CONTROL DAN CHRISTY LN DETOUR



TRAFFIC CONTROL CREEK DR

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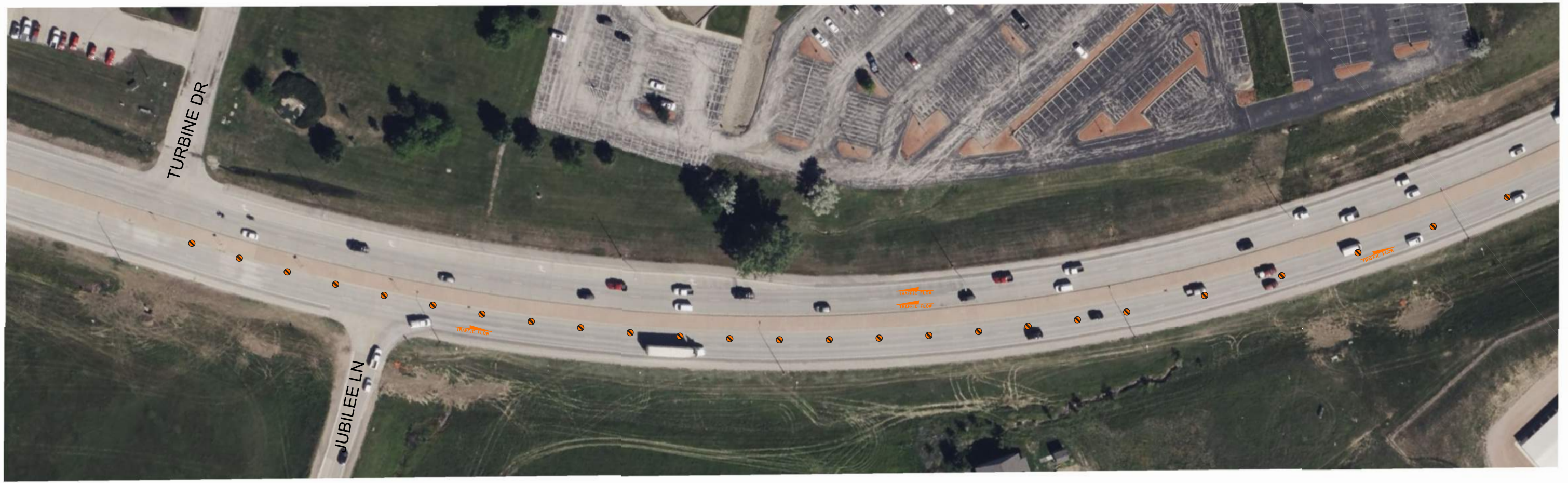
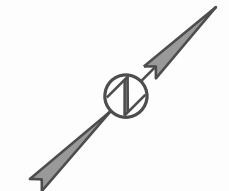


- - CHANNELIZING DEVICE (BARRELS OR 42" CONES)
 - - TUBULAR MARKER
 - ▨ - WORK AREA
- SIGN SPACING, CHANNELIZING DEVICE SPACING AND TAPER LENGTHS SHALL CONFORM TO STANDARD PLATES 634.53 AND 634.60.
- INTERIM EDGELINES SHALL BE TEMPORARY PAVEMENT MARKING PAINT ON ALL TEMPORARY SURFACING, AND RAISED PAVEMENT MARKERS ON PERMANENT SURFACING.

TRAFFIC CONTROL HOMESTEAD ST

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- - 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 HOMESTEAD ST

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-  - 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 HOMESTEAD ST






PROJECT
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SECTION SHEET
C 10/21

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-  - 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 HOMESTEAD ST

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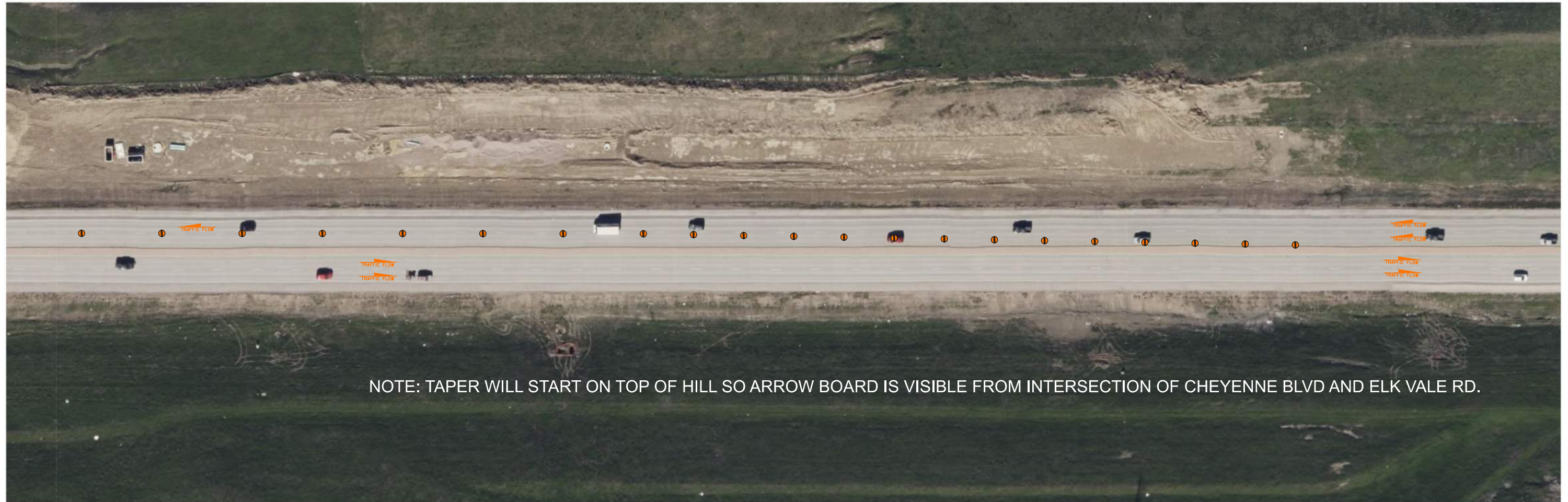
-  - CHANNELIZING DEVICE (BARRELS OR 42" CONES)
-  - TUBULAR MARKER
-  - WORK AREA

- 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 HOMESTEAD ST

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NOTE: TAPER WILL START ON TOP OF HILL SO ARROW BOARD IS VISIBLE FROM INTERSECTION OF CHEYENNE BLVD AND ELK VALE RD.

- - CHANNELIZING DEVICE (BARRELS OR 42" CONES)
- - TUBULAR MARKER

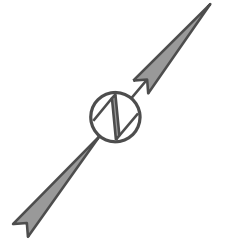
 - WORK AREA

- 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 I-90 SERVICE ROAD

SD DOT	PROJECT	SECTION	SHEET
	NH 016B(03)64	C	13/21
Plotting Date: 1/28/2026			



- - CHANNELIZING DEVICE (BARRELS OR 42" CONES)
- - TUBULAR MARKER

 - WORK AREA

 - TYPE 3 BARRICADE

- 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 I-90 SERVICE ROAD DETOUR

EXISTING SIGNS



DETOUR SIGNS







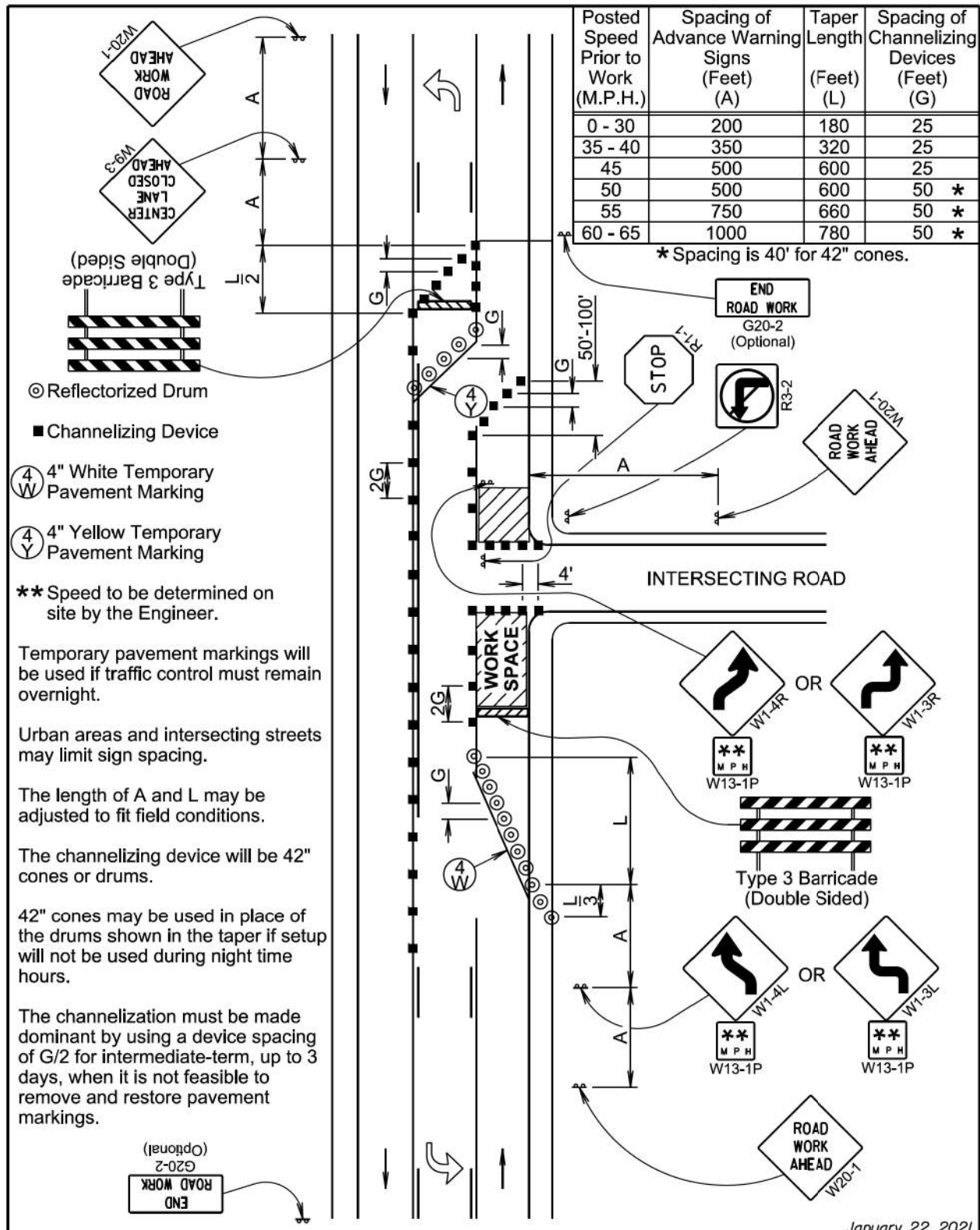
TRAFFIC CONTROL EDWARDS ST.

SD DOT	PROJECT	SECTION	SHEET
	NH 016B(03)64	C	15/21

Plotting Date: 1/28/2026



-  - CHANNELIZING DEVICE (BARRELS OR 42" CONES)
-  - TUBULAR MARKER
-  - WORK AREA
-  - TYPE 3 BARRICADE
- 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.



January 22, 2021

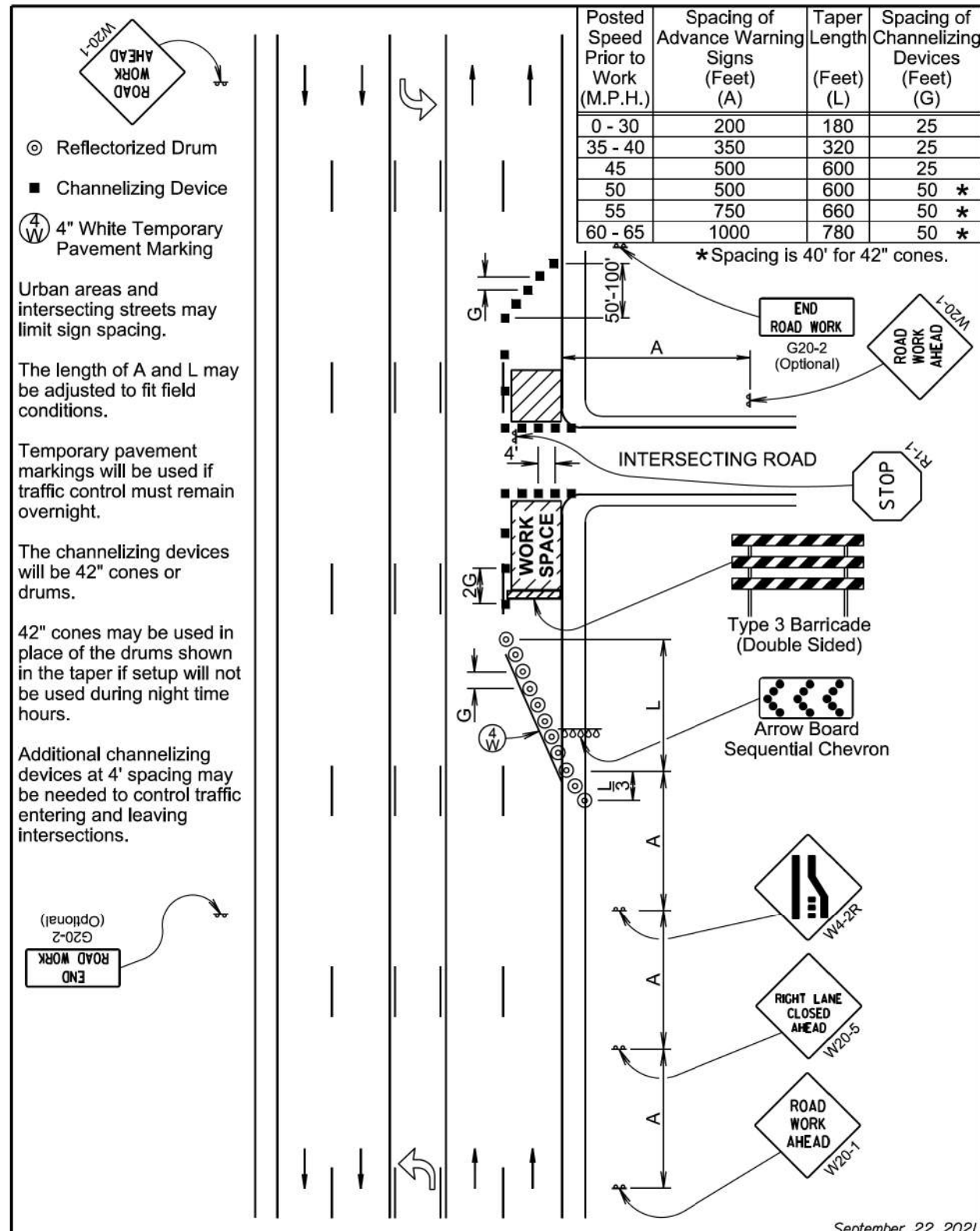
SD DOT

3-LANE, OUTSIDE LANE CLOSED

PLATE NUMBER 634.53

Published Date: 2026

Sheet 1 of 1



September 22, 2021

SD DOT

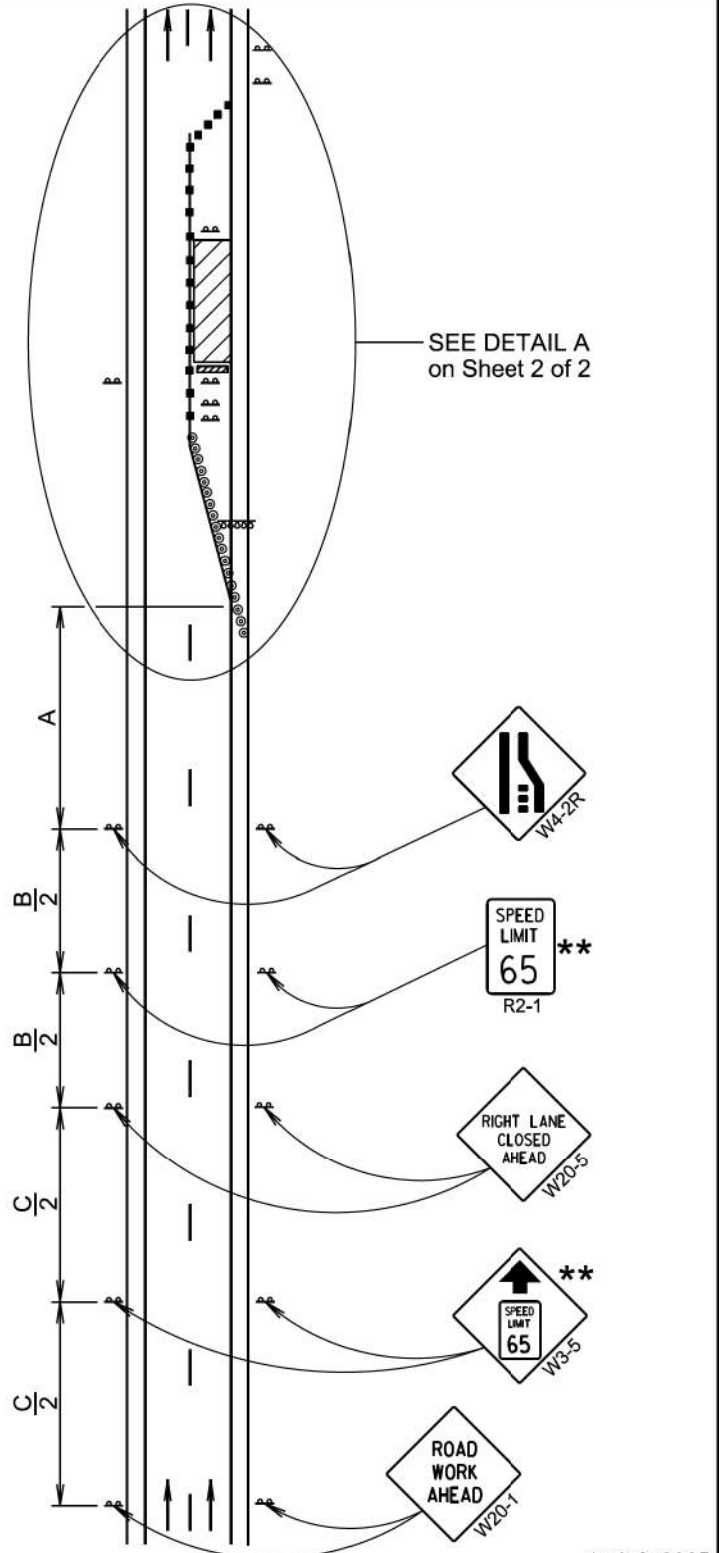
5-LANE, OUTSIDE LANE CLOSED

PLATE NUMBER 634.60

Published Date: 2026

Sheet 1 of 1

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet)		
	(A)	(B)	(C)
0 - 30	200		
35 - 40	350		
45 - 50	500		
55	750		
60 - 65	1000		
70 - 80	1000	1500	2640



** Speed appropriate for location.

- ⊙ Reflectorized Drum
- Channelizing Device

ROAD WORK AHEAD sign is only required in advance of the first lane closure.

High speed is defined as having a posted speed limit greater than 45 mph.

April 8, 2025

SD DOT Published Date: 2026	WORK ZONE SPEED REDUCTION FOR INTERSTATE AND HIGH SPEED MULTI-LANE HIGHWAYS	PLATE NUMBER 634.63
		Sheet 1 of 2

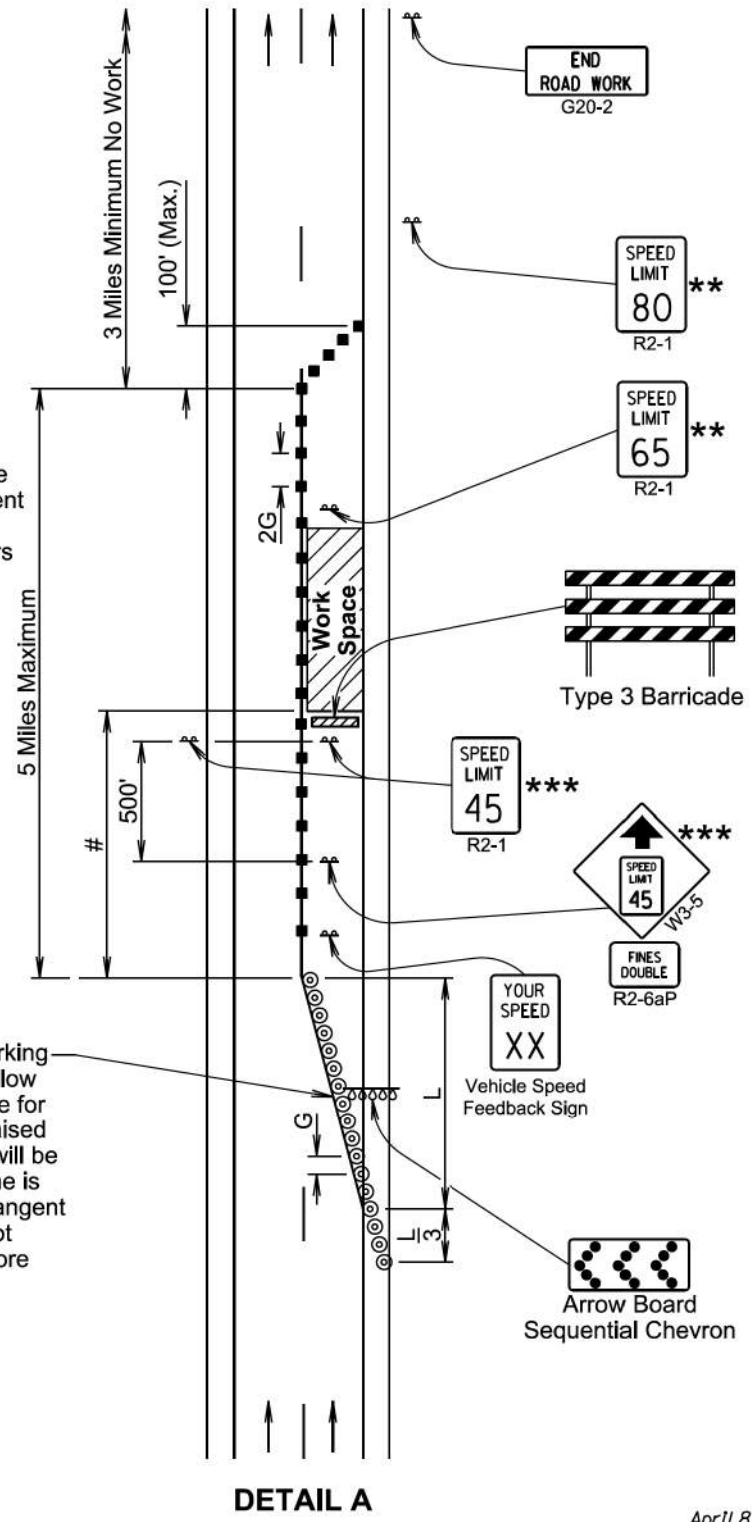
Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)	Taper Length (Feet) (L)
0 - 30	25	180
35 - 40	25	320
45	25	600
50	50 *	600
55	50 *	660
60 - 65	50 *	780
70 - 80	50 *	960

- * Spacing is 40' for 42" cones.
- ** Speed appropriate for location.
- *** Use speed limit designated for the condition when workers are present in the work space. Signs will be covered or removed when workers are not present.
- ⊙ Reflectorized Drum
- Channelizing Device
- # The Work Space will be a minimum of 500' from the end of the taper.

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.

4" white temporary pavement marking tape for right lane closures, 4" yellow temporary pavement marking tape for left lane closures, or temporary raised pavement markers at 5' spacing will be installed in the taper when the lane is closed overnight, and along the tangent section where the skip lines do not exist and the lane is closed for more than 3 days.



DETAIL A

April 8, 2025

SD DOT Published Date: 2026	WORK ZONE SPEED REDUCTION FOR INTERSTATE AND HIGH SPEED MULTI-LANE HIGHWAYS	PLATE NUMBER 634.63
		Sheet 2 of 2

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet)		Taper Length (Feet) (L)
	(A)	(B)	
45 - 50	500		600
55	750		660
60 - 65	1000		780
	(A)	(B)	
70 - 80	1000	1500	1125

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	25
35 - 45	25
50	50 *
55	50 *
60 - 80	50 *

* Spacing is 40' for 42" cones.

■ Channelizing Device

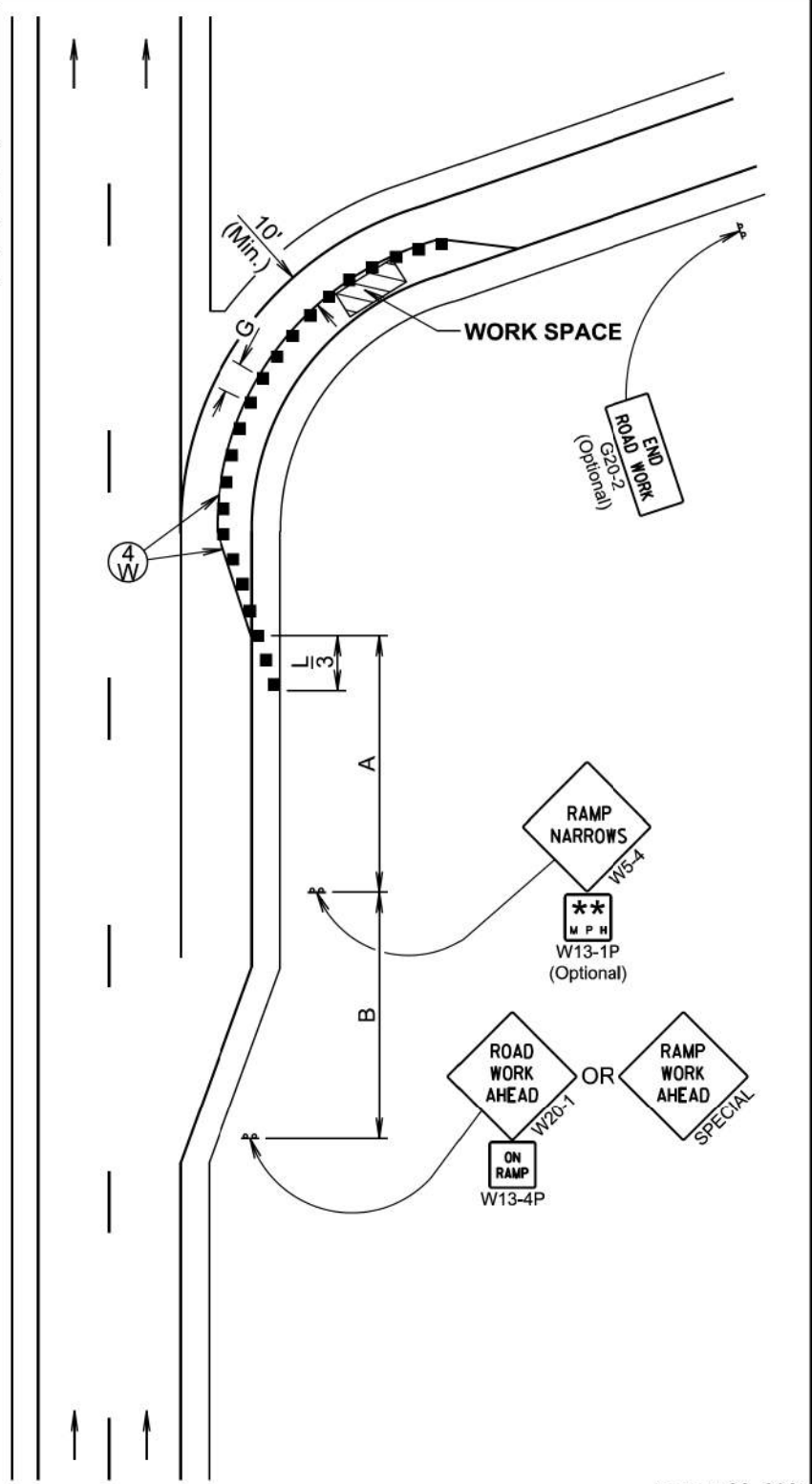
④ W 4" White Temporary Pavement Marking

** Need and safe speed to be determined by the Engineer.

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

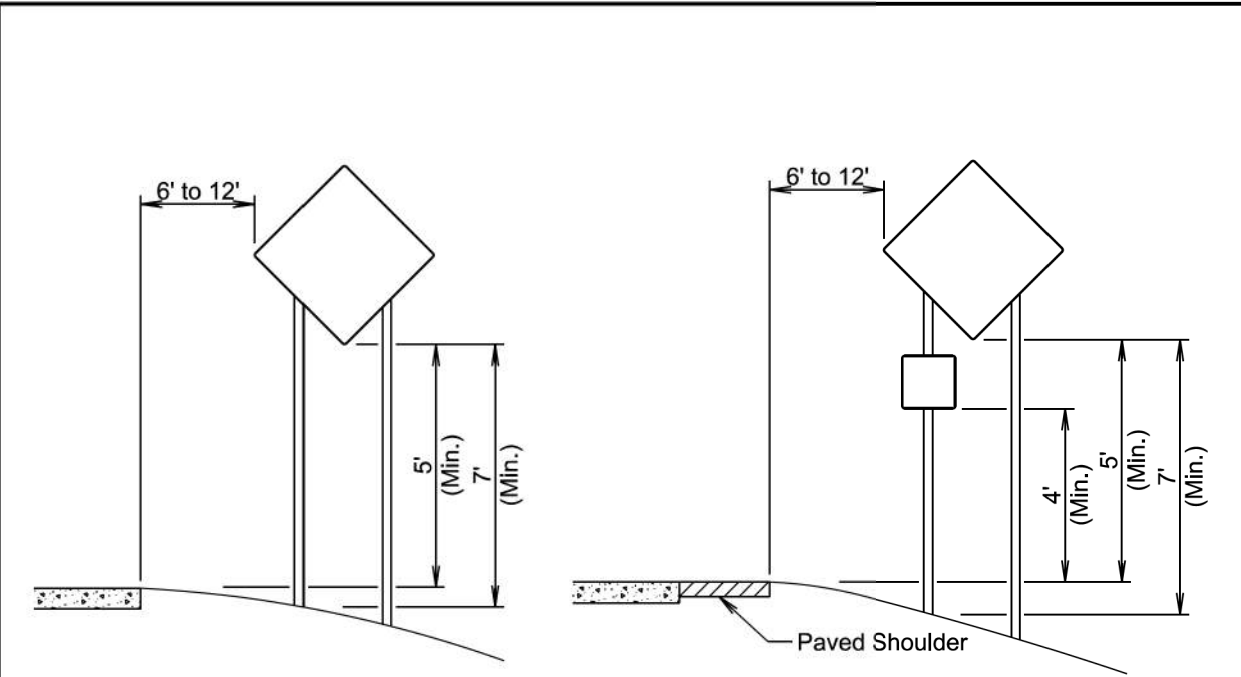
The channelizing devices will be drums or 42" cones if traffic control must remain overnight.

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



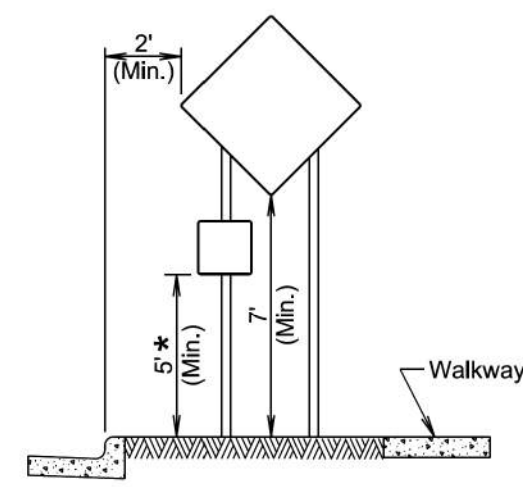
January 22, 2021

SD DOT	PARTIAL EXIT RAMP CLOSURE	PLATE NUMBER 634.69
		Sheet 1 of 1
Published Date: 2026		

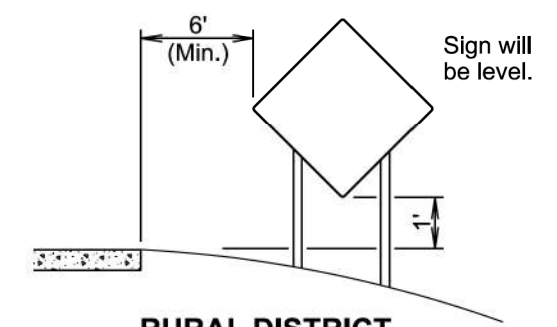


RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT

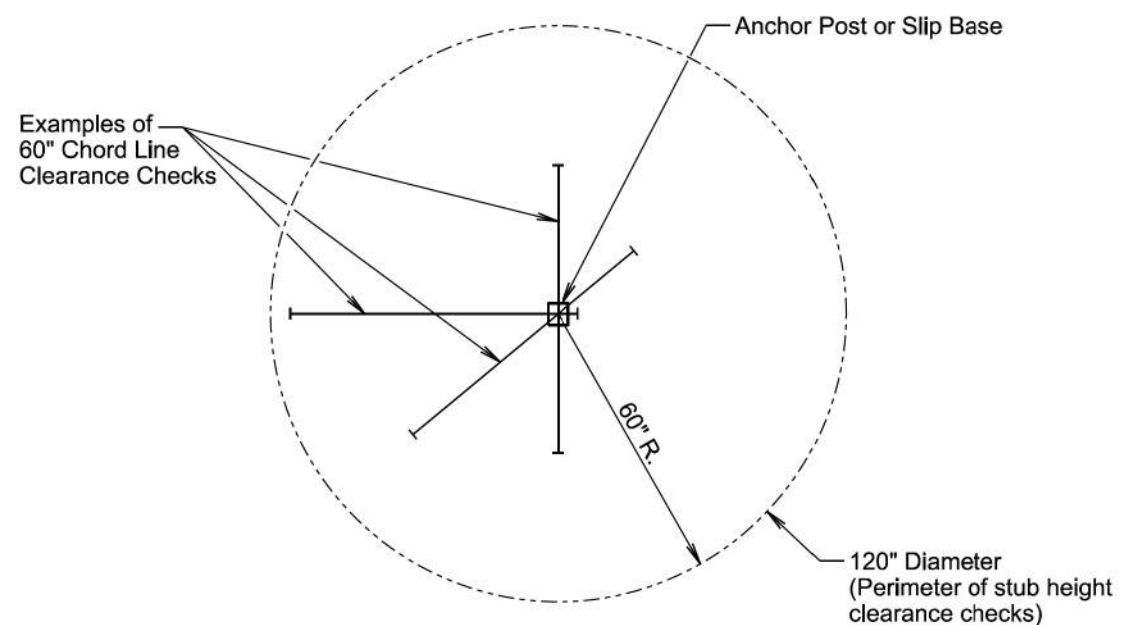


RURAL DISTRICT 3 DAY MAXIMUM

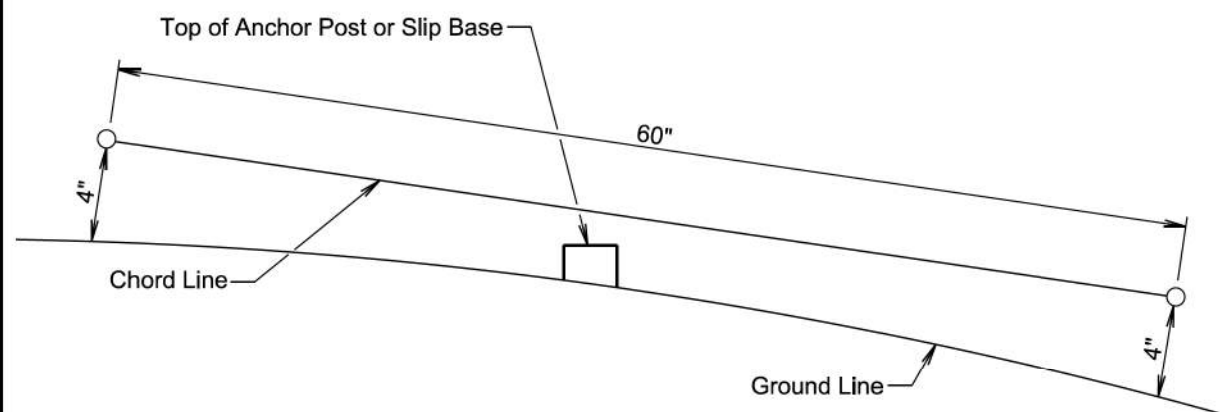
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

SD DOT	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

Published Date: 2026

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BREAKAWAY SUPPORT STUB CLEARANCE

PLATE NUMBER
634.99

Sheet 1 of 1