

SECTION C: TRAFFIC CONTROL PLANS

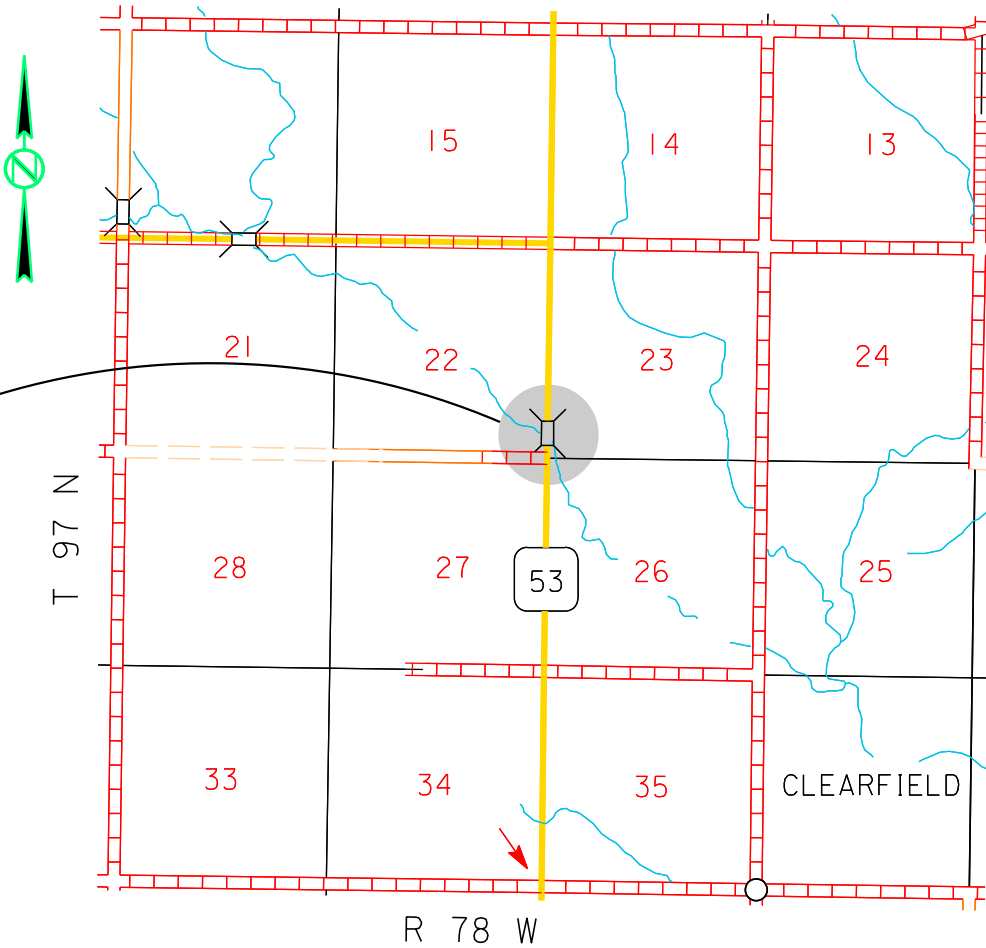
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0053(12)14 & P 0047(126)60	C1	C19

Plotting Date: 09/16/2025

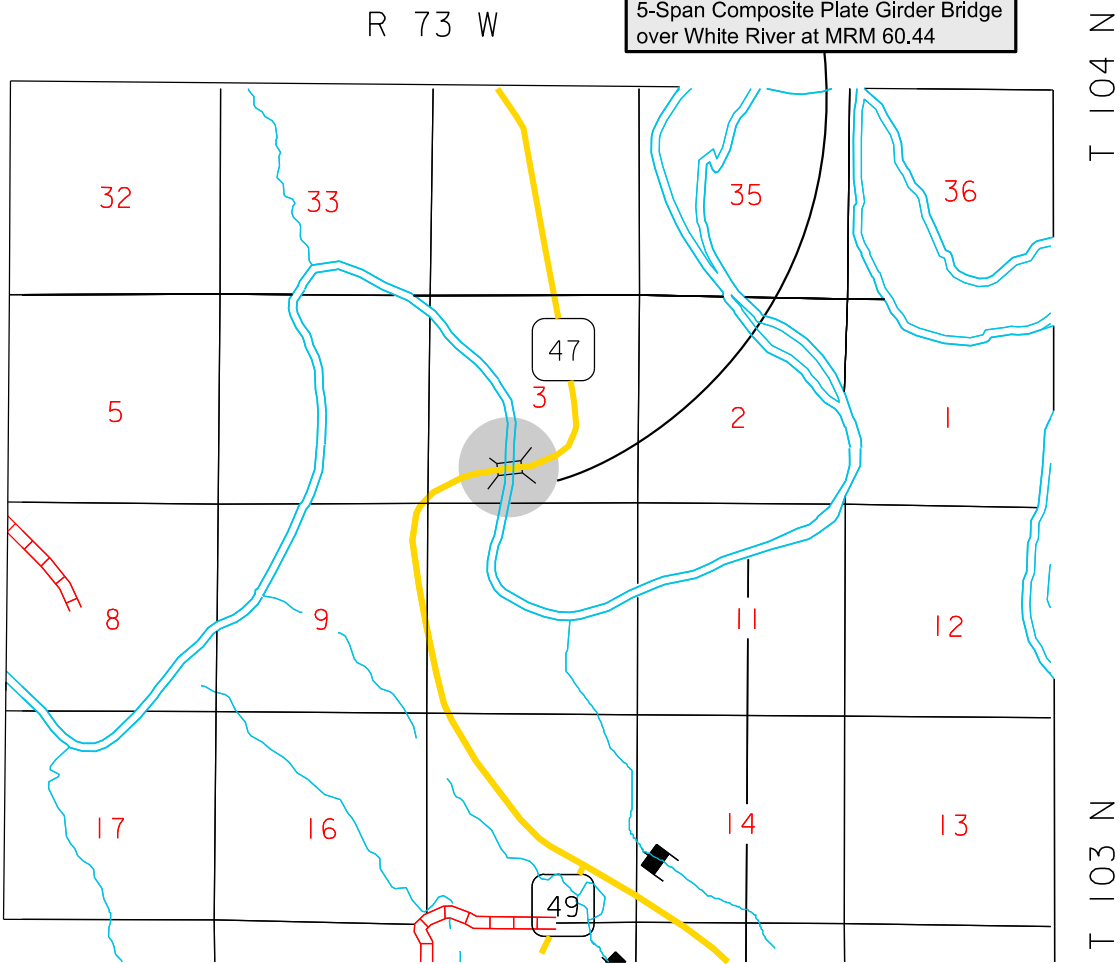
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PROJECT P 0053(12)14 PCN 090U
Structure No. 62-100-399
5-Span - Continuous Concrete Bridge
over Willow Creek at MRM 14.09



PROJECT P 0047(126)60 PCN 09LF
Structure No. 43-403-308
5-Span Composite Plate Girder Bridge
over White River at MRM 60.44



ESTIMATE OF QUANTITIES

PCN 09LF – SD47

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
633E1200	High Build Waterborne Pavement Marking Paint, White	10	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	5	Gal
634E0010	Flagging	10.0	Hour
634E0110	Traffic Control Signs	219.6	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0330	Temporary Raised Pavement Markers	2,200	Ft
634E0525	Linear Delineation System Panel, Barrier Mounted	100	Each
634E0600	4" Temporary Pavement Marking Tape Type I	144	Ft
634E0700	Traffic Control Movable Concrete Barrier	100	Each
634E0750	Temporary Concrete Barrier End Protection	2	Each
634E0755	Remove and Reset Temporary Concrete Barrier End Protection	2	Each
634E0760	Temporary Concrete Barrier End Protection Module Set or Repair Kit	1	Each
634E0900	Portable Temporary Traffic Control Signal	2	Unit
634E1002	Detour and Restriction Signing	455.0	SqFt

PCN 090U – SD53

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
633E1200	High Build Waterborne Pavement Marking Paint, White	5	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	1	Gal
634E0010	Flagging	10.0	Hour
634E0110	Traffic Control Signs	219.6	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0330	Temporary Raised Pavement Markers	3,802	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	144	Ft
634E0900	Portable Temporary Traffic Control Signal	2	Unit
634E1002	Detour and Restriction Signing	212.6	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.

Work on both structures may be completed simultaneously.

PCN 09LF – SD47 over the White River

1. Install Erosion and Sediment Control
2. Install Traffic Control Setup to close Phase 1 at the construction site
3. Install Concrete Moveable Barrier
4. Remove Guardrail
5. Complete Cold Milling Operations
6. Complete Structure Work (refer to Section E plans)
7. Remove Topsoil
8. Complete applicable guardrail embankment reconstruction
9. Complete Asphalt Resurfacing
10. Install Guardrail
11. Switch Traffic Control Setup and repeat steps for Phase 2

12. Replace Topsoil
13. Complete Seeding & Mulching
14. Remove Traffic Control Setups, complete project clean up, and open roadway to traffic

Approach guardrail will only be removed from one side of the roadway in conjunction with the phased construction. The new surfacing and guardrail installation will be required prior to reopening that lane to traffic. It will not be an option to have guardrail removed from both sides of the roadway concurrently.

PCN 090U – SD53 over Willow Creek

1. Install Traffic Control Setup to close Phase 1 at the construction site
2. Remove Guardrail
3. Complete Cold Milling Operations
4. Complete Structure Work (refer to Section E plans)
5. Complete Asphalt Resurfacing
6. Reset Guardrail
7. Switch Traffic Control Setup and repeat steps for Phase 2
8. Remove Traffic Control Setups, complete project clean up, and open roadway to traffic

Upon approach guardrail removal the roadway may be open to traffic only after the appropriate traffic control installations have been placed where the guardrail was removed as per Standard Specifications.

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.

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.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0053(12)14 & P 0047(126)60	C2	C19

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.

One lane of traffic will be maintained across the structures at all times.

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”.

FLAGGING

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

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”.

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.

The background for the route markers will be reflectorized green color as shown on Standard Plate 632.20.

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”.

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 per structure.

Temporary tape will be removed upon completion of the project.

TEMPORARY RAISED PAVEMENT MARKERS

Temporary pavement marking on centerline will consist of flexible temporary raised pavement markers (yellow) and will be used as depicted on standard plate 634.24 and 634.26 when the stop condition must remain in place during nighttime hours, 9:00 pm to 6:00 am (*Estimate per structure remaining during nighttime hours is 2,200*’).

Temporary pavement marking used to mark the taper and tangent section in front of the channelizing devices will consist of flexible temporary raised pavement markers (white) and will be used as depicted on standard plate 634.26 when the stop condition must remain in place during nighttime hours, 9:00 pm to 6:00 am (*Estimate for 2 workspaces for Structure No. 62-100-399 = 1,602*).

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.

Temporary raised pavement markers will be removed when no longer required upon completion of the work.

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”.

PERMANENT PAVEMENT MARKING

The Contractor will be required to repaint all existing pavement markings including centerline, edge line, and lane lines. This list is approximate.

The Contractor will be required to document and be able to relocate for replacement of the existing markings before they are obliterated. The cost to duplicate the existing marking locations will be incidental to the contract unit prices for the various contract items.

PAVEMENT MARKING PAINT

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 weather waterborne paint will not be required after October 15th per Supplemental Specification Section 633.3 B.

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

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.

Reflective media will require a Certificate of Compliance for Certification for each source and lot. Acceptance sampling will not be required.

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 14 days and within 42 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, 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.

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 Lyman & Tripp County Sheriff and local emergency response entities to the meeting.

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

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

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

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

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	P 0053(12)14 & P 0047(126)60	C3	C19

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.

PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

The Contractor will furnish, install, operate, and maintain a portable temporary traffic control signal during construction phases as determined by the Engineer. There will be one controller and one slave unit per location.

The portable temporary traffic control signal will be set up to dwell in red. Detection will be video, microwave, or radar. The green time may be adjusted as needed. The initial timings for the construction sites are given below:

PCN 09LF – SD47 Structure No. 43-403-308 at MRM 60.44

Red = 36 sec. Yellow = 6 sec. Green = 17 sec.

The timings above are based on 1,612 feet between opposing stop lines.

PCN 090U – SD53 Structure No. 62-100-399 at MRM 14.09

Red = 25 sec. Yellow = 5 sec. Green = 11 sec.

The timings above are based on 1,160 feet between opposing stop lines.

All vehicle signal heads will have backplates with retroreflective border. The vehicle signal head backplates will have a factory applied 3-inch wide yellow retroreflective border. Sheeting for the border will be Type IX or Type XI in conformance with ASTM D4956.

Signal backplates will be polycarbonate, aluminum, or aluminum-composite. Minimum material thicknesses are:

- Polycarbonate, 0.10-inch
- Aluminum, 0.06-inch
- Aluminum-Composite, 0.08-inch

Signal backplates will extend not less than 5 inches from the edge of the signal head at the top, bottom, and sides.

All traffic signal equipment and materials will meet the requirements of Sections 635 and 985 of the Specifications except the controller requirements.

All costs involved with constructing the portable temporary traffic control signal as specified above and on the plans, will be included in the contract unit price per unit for “Portable Temporary Traffic Control Signal”.

TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS

Concrete barriers will be provided by the State and are available for pickup from the SDDOT Winner Maintenance Yard located at East Hwy 44 at MRM 254 in Winner. The barriers will be hauled back to the SDDOT Winner Maintenance Yard when they are no longer needed on the project.

Barriers to be adjusted or moved will be disconnected from adjacent barriers to minimize damage to connecting pins. Pins damaged by the Contractor will be replaced at no cost to the Department.

Concrete barrier sections will be placed as depicted in the plans to comply with clear zone requirements and as required by the Engineer. The barriers will be pinned and bolted together as directed by the Engineer.

All costs associated with picking the barriers up from the SDDOT Maintenance Yard, transporting, setting, connecting, and hauling them back to the SDDOT Maintenance Yard will be incidental to the contract unit price per each for "Traffic Control Movable Concrete Barrier".

After the initial placement, the concrete barriers may need to be adjusted. Adjustment of the barriers, where they do not need to be loaded on a truck for transport, will be incidental to the contract unit price per each for "Traffic Control Movable Concrete Barrier". All costs associated with removing, loading, unloading, and resetting of the barriers at a new site, will be incidental to the contract unit price per each for "Remove and Reset Traffic Control Movable Concrete Barrier". No additional payment will be made for barriers that are not immediately reset at a new location on the project and stored on-site until they are either reset on the project or returned to the SDDOT as indicated in these plans.

The table below shows the total number of barriers required.

Highway	MRM	Str. No.	Straight Sections	Temporary Concrete Barrier End Protection
47	60.44	43-403-308	100	2

TEMPORARY CONCRETE BARRIER END PROTECTION

Crash attenuators meeting the requirements of NCHRP 350 or MASH TL-3 will be furnished and installed by the Contractor. Attachment of the attenuators to the concrete barriers will be by approved methods.

All costs associated with furnishing, transporting, initial setup, connecting, maintaining, and removing the crash attenuators will be incidental to the contract unit price per each for "Temporary Concrete Barrier End Protection".

All costs associated with moving and resetting crash attenuators to accommodate traffic flows after initial set-up will be paid for at the contract unit price per each for "Remove & Reset Temporary Concrete Barrier End Protection". All costs associated with removing from initial placement and resetting at a new location will be incidental to the contract unit price per each. No additional payment will be made for crash attenuators that are not immediately reset at a new location on the project and stored on-site until they are either reset or removed from the project as determined by the Engineer. No additional payment will be made for minor adjustments.

The Contractor will have replacement hardware available so that in the event the crash attenuator is hit and made unusable, the crash attenuator can be made functional within 24 hours. The cost of replacement will be incidental to the contract unit price per each for "Temporary Concrete Barrier Module Set or Repair Kit". No payment will be made for the Temporary Concrete Barrier Module Set or Repair Kit if no repairs are necessary. Upon completion of the project, crash attenuators will remain the property of the Contractor.

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	P 0053(12)14 & P 0047(126)60	C4	C19

BARRIER MOUNTED LINEAR DELINEATION SYSTEM PANELS

A linear delineation system (LDS) panel will be attached to each barrier section. The color will be the same as the nearest pavement marking, white along outside edgelines or yellow for the left side on one way traffic sections. The LDS will be 34 inches long and 6 inches in height and be constructed of aluminum formed into a shape to provide retroreflective properties across a wide range of angles. It will be sheeted with sheeting meeting the requirements of ASTM D4956 Type XI. The panels will be evenly spaced, with the top of the panel 4 inches below the top of the barrier. Installation will be as per the manufacturer's recommendations. This will allow for easy removal for replacement of damaged panels or to replace with an alternate color. The Contractor will furnish and install one panel along each side of the barrier if any panels are missing from the barriers. Replacement of damaged linear delineation system panels will be furnished and replaced by the Contractor. All costs associated with furnishing, installing, and replacing, if needed, will be incidental to the contract unit price per each for "Linear Delineation System Panel, Barrier Mounted".

All LDS panels will remain attached to the barrier sections and will become the property of the State of South Dakota upon completion of the project.

The Contractor will verify the number of LDS panels that will need to be installed or replaced on the Traffic Control Movable Concrete Barriers. The contract amount of LDS panels is an estimate, and the full contract amount may not be needed.

Maintaining the linear delineation system, including moving LDS panels from one side of the barrier to the other side of the barrier to match the applicable color of the nearest pavement marking will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

SIGN TABULATION

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0053(12)14 & P 0047(126)60	C5	C19

PCN 09LF – SD47

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R10-6	STOP HERE ON RED	2	24" x 36"	6.0	12.0
W1-4	REVERSE CURVE (L or R)	1	48" x 48"	16.0	16.0
W3-3	SIGNAL AHEAD (symbol)	2	48" x 48"	16.0	32.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6.3	12.6
W16-2P	___ FEET (supplemental distance plaque)	2	30" x 24"	5.0	10.0
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-4	ONE LANE ROAD 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	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 219.6			

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
A	WIDTH RESTRICTION (Legend Varies)	1	114" x 102"	80.8	80.8
B	WIDTH RESTRICTION (Legend Varies)	3	114" x 102"	80.8	242.4
C	WIDTH RESTRICTION (Legend Varies)	1	114" x 102"	80.8	80.8
*	NO VEHICLES OVER ___ FT WIDE	2	102" x 36"	25.5	51.0
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT 455.0			

SIGN TABULATION

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0053(12)14 & P 0047(126)60	C6	C19

PCN 090U – SD53

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R10-6	STOP HERE ON RED	2	24" x 36"	6.0	12.0
W1-4	REVERSE CURVE (L or R)	1	48" x 48"	16.0	16.0
W3-3	SIGNAL AHEAD (symbol)	2	48" x 48"	16.0	32.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6.3	12.6
W16-2P	___ FEET (supplemental distance plaque)	2	30" x 24"	5.0	10.0
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-4	ONE LANE ROAD 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	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			
		219.6			

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
D	WIDTH RESTRICTION (Legend Varies)	1	114" x 102"	80.8	80.8
E	WIDTH RESTRICTION (Legend Varies)	1	114" x 102"	80.8	80.8
*	NO VEHICLES OVER ___ FT WIDE	2	102" x 36"	25.5	51.0
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT			
		212.6			

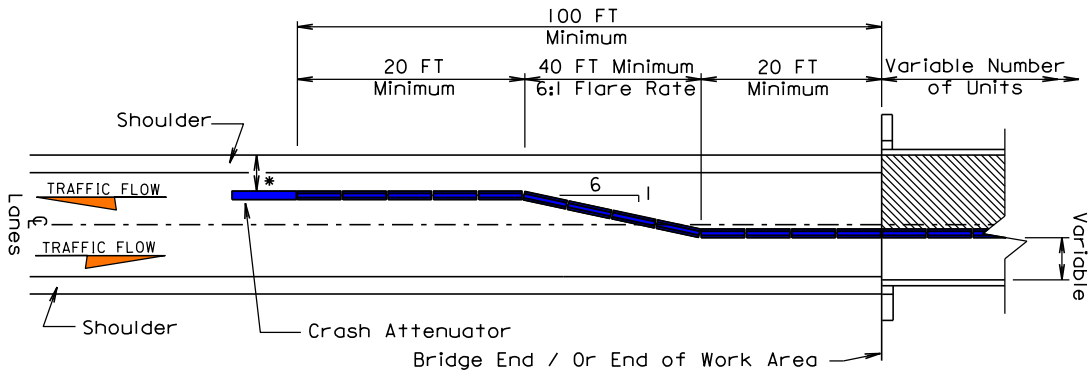
LAYOUT FOR TEMPORARY MOVABLE CONCRETE
BARRIER PLACEMENT AT BRIDGE ENDS ON
TWO-LANE HIGHWAYS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0053(12)14 & P 0047(126)60		

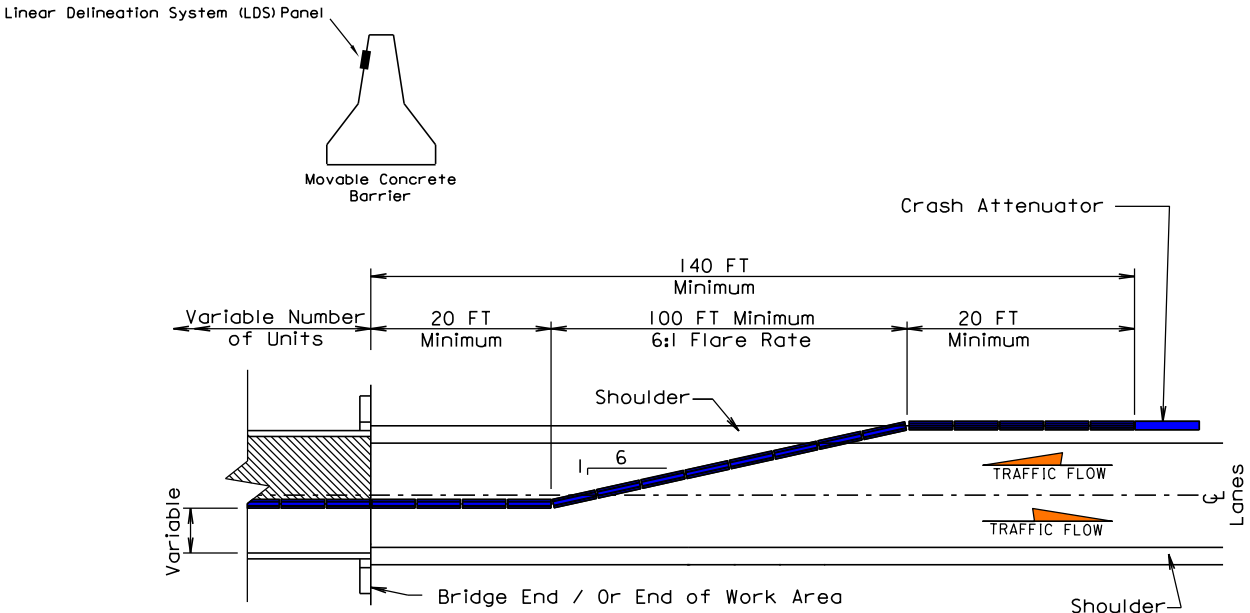
Plotting Date: 08/27/2025

Structure No. 43-403-308

TRAFFIC SIGNAL CONDITION



PLAN VIEW



PLAN VIEW

GENERAL NOTES:

- * 10 FOOT MAXIMUM DISTANCE FROM EDGE OF SHOULDER TO CRASH ATTENUATOR. IF CONSTRUCTION ACCESS IS NOT NEEDED, CRASH ATTENUATOR WILL BE PLACED AT EDGE OF SHOULDER.

Plot Scale - 1:50000.0

Plotted From - TRPR26947

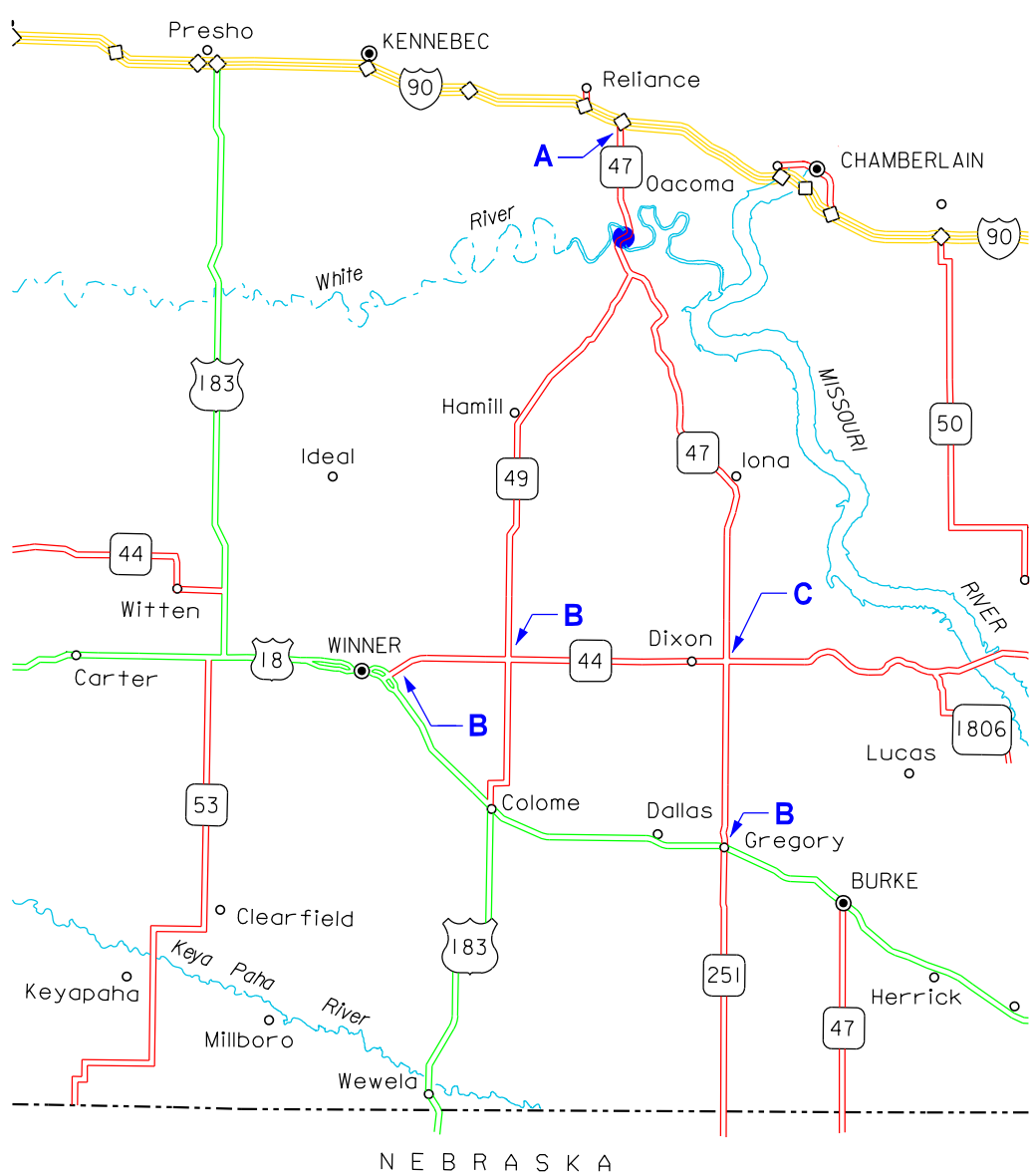
WIDTH RESTRICTION SIGN LOCATION

PCN 09LF - SD47

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0053(12)14 & P 0047(126)60	C8	C19

Plotting Date: 08/27/2025

● Location of "Width Restriction"



**NO VEHICLES
OVER 12 FT WIDE**

NO VEHICLES OVER 12 FT WIDE will be placed at intersecting road nearest to each bridge or at location as determined by the Engineer.

Notes:
- Sign locations will be verified in the field by the Engineer prior to installation.

A

WIDTH RESTRICTION

12 FT MAX

47 SOUTH

7 MILES AHEAD

USE ALT ROUTE

B

WIDTH RESTRICTION

12 FT MAX

47 NORTH

AT WHITE RIVER

USE ALT ROUTE

C

WIDTH RESTRICTION

12 FT MAX

47 NORTH

27 MILES AHEAD

USE ALT ROUTE

Plot Scale - 1:50000.0

Plotted From - TRPR26947

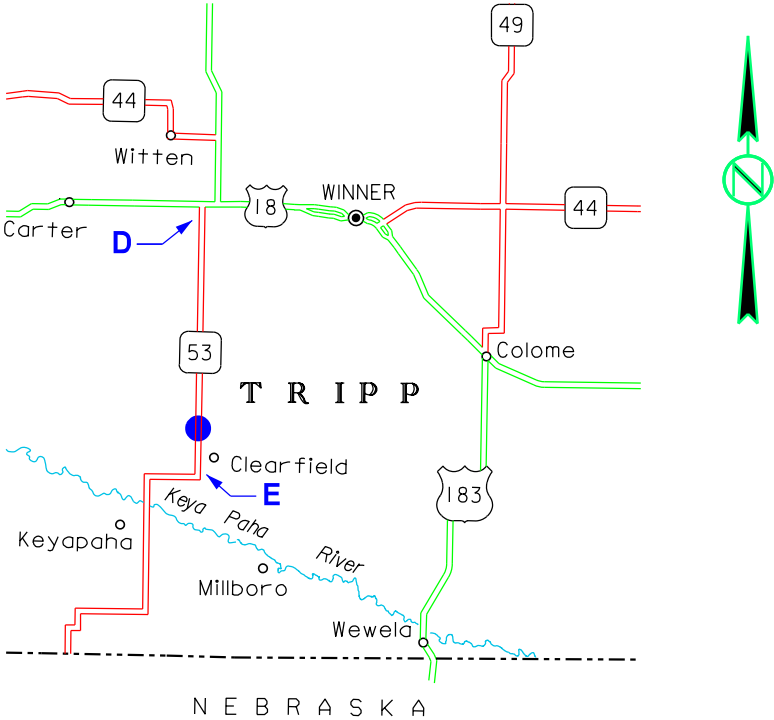
WIDTH RESTRICTION SIGN LOCATION

PCN 090U - SD53

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0053(12)14 & P 0047(126)60	C9	C19

Plotting Date: 08/27/2025

● Location of "Width Restriction"



D

WIDTH RESTRICTION

12 FT MAX
53 SOUTH
13 MILES AHEAD

USE ALT ROUTE

E

WIDTH RESTRICTION

12 FT MAX
53 NORTH
2 MILES AHEAD

USE ALT ROUTE

**NO VEHICLES
OVER 12 FT WIDE**

NO VEHICLES OVER 12 FT WIDE will be placed at intersecting road nearest to each bridge or at location as determined by the Engineer.

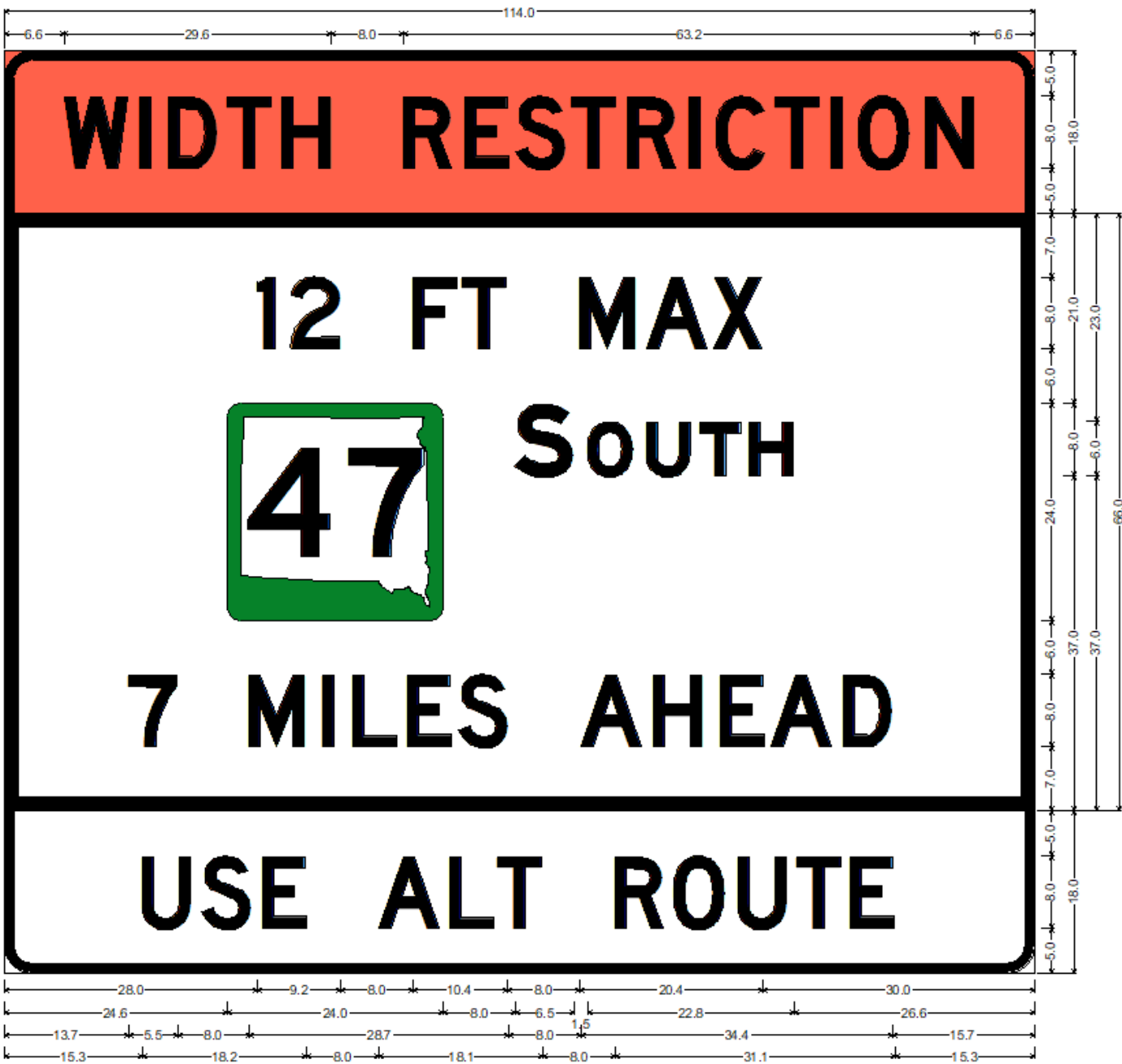
Notes:
- Sign locations will be verified in the field by the Engineer prior to installation.

WIDTH RESTRICTION SIGN DETAILS

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0053(12)14 & P 0047(126)60	C10	C19

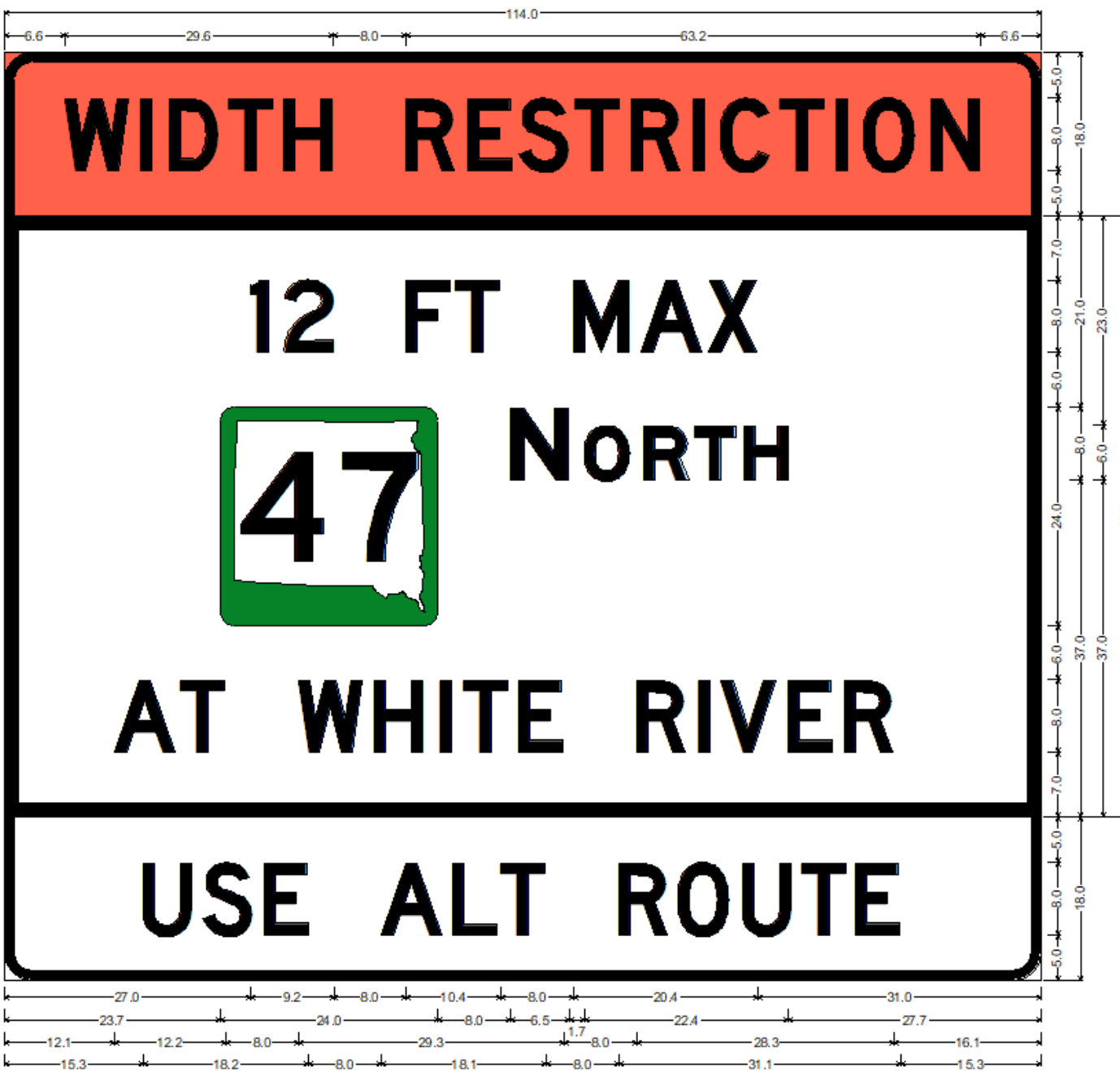
PCN 09LF – SD47

A



Width Restriction :
3.0" Radius, 1.0" Border, Black on Fluorescent Orange;
"WIDTH RESTRICTION", D 2K;
South 23 miles;
9.0" Radius, 1.5" Border, Black on White;
"12 FT MAX", D 2K; "SOUTH", E Mod 2K; "7 MILES AHEAD", D 2K;

B



Width Restriction :
3.0" Radius, 1.0" Border, Black on Fluorescent Orange;
"WIDTH RESTRICTION", D 2K;
South 23 miles;
9.0" Radius, 1.5" Border, Black on White;
"12 FT MAX", D 2K; "NORTH", E Mod 2K; "AT WHITE RIVER", D 2K;

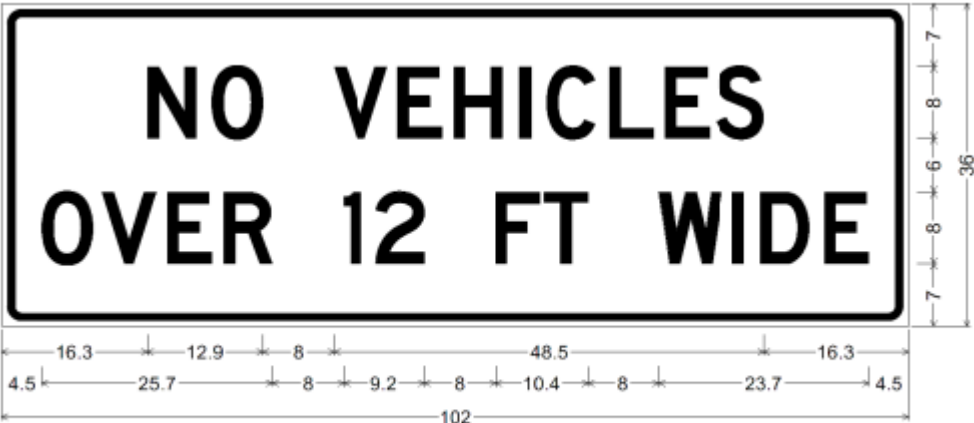
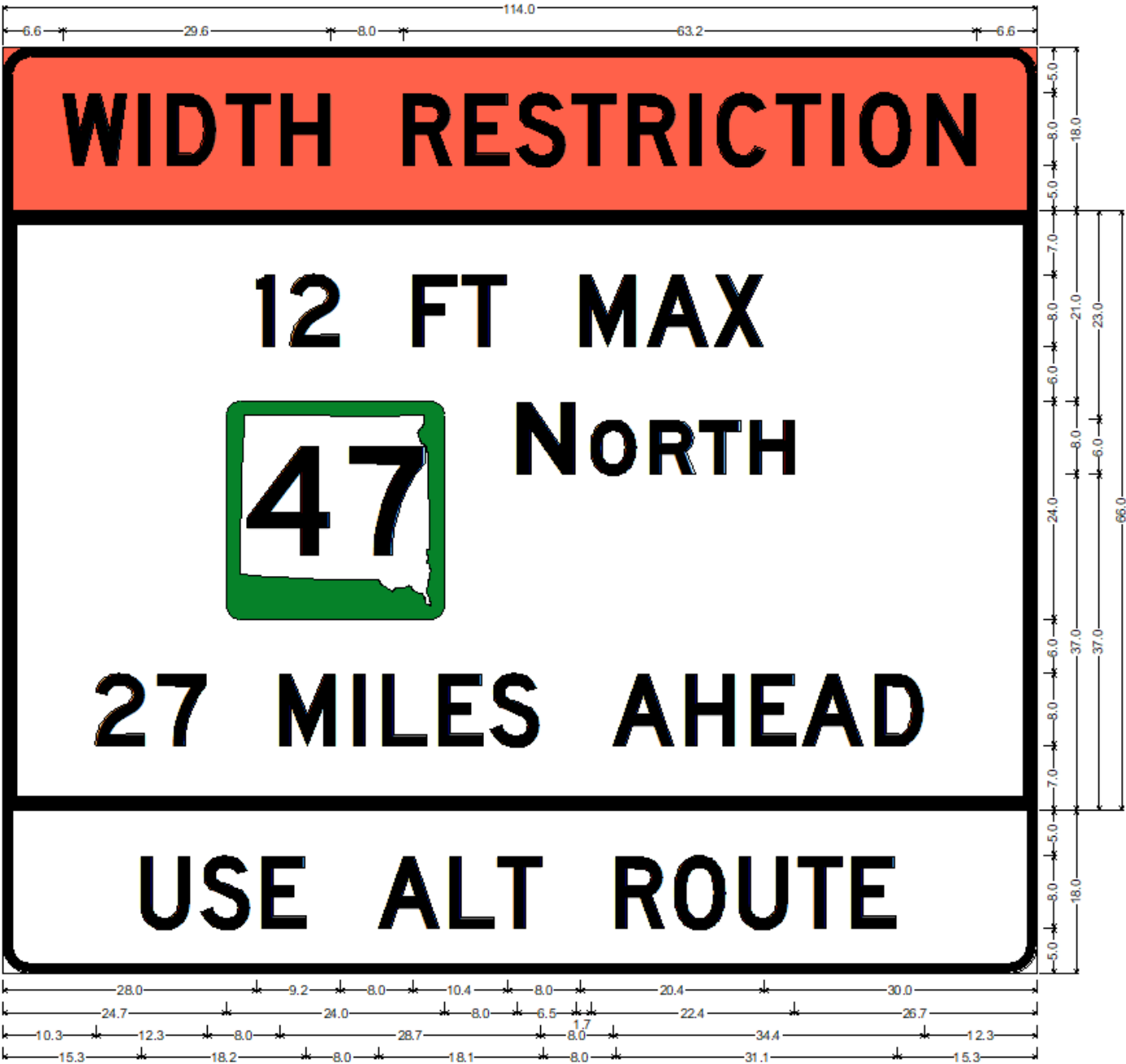
WIDTH RESTRICTION SIGN DETAILS

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0053(12)14 & P 0047(126)60	C11	C19

PCN 09LF – SD47

C

*WIDTH RESTRICTION



2.3" Radius, 0.9" Border, 0.6" Indent, Black on, White;
"NO VEHICLES", D 2K; "OVER 12 FT WIDE", D 2K;

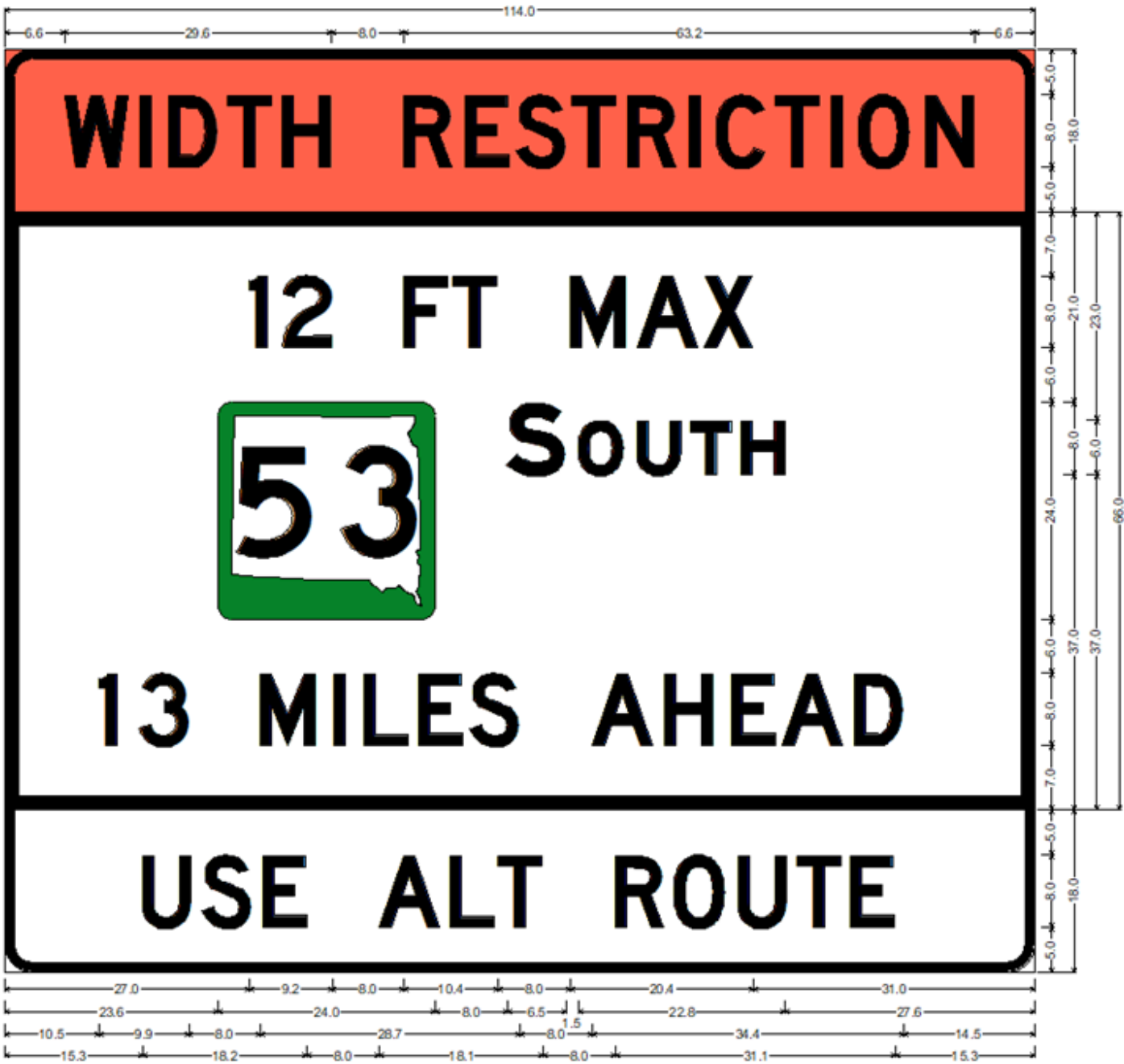
Width Restriction :
3.0" Radius, 1.0" Border, Black on Fluorescent Orange;
"WIDTH RESTRICTION", D 2K;
South 23 miles;
9.0" Radius, 1.5" Border, Black on White;
"12 FT MAX", D 2K; "NORTH", E Mod 2K; "27 MILES AHEAD", D 2K;

WIDTH RESTRICTION SIGN DETAILS

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0053(12)14 & P 0047(126)60	C12	C19

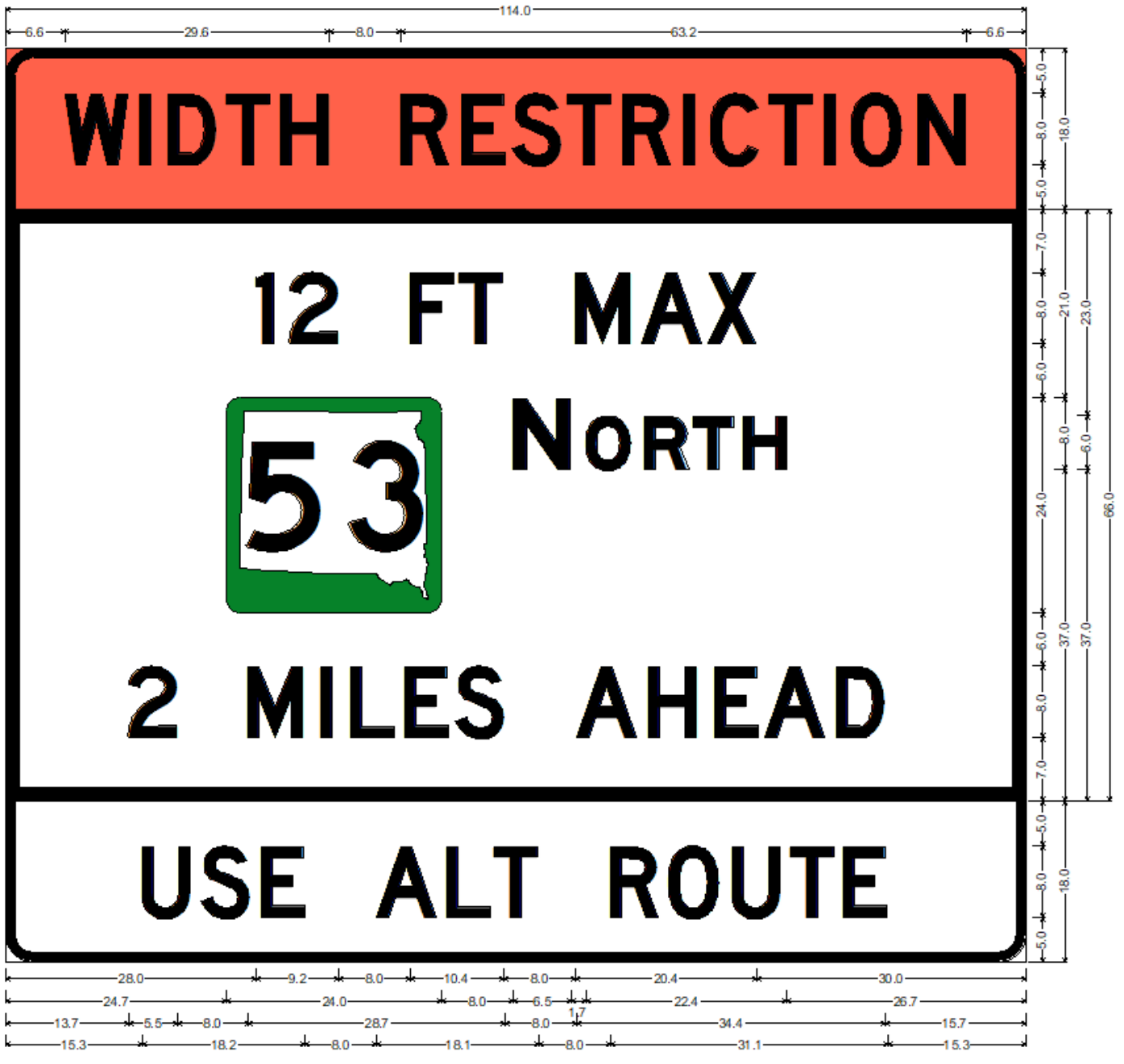
PCN 090U – SD53

D



Width Restriction :
3.0" Radius, 1.0" Border, Black on Fluorescent Orange;
"WIDTH RESTRICTION", D 2K;
South 23 miles;
9.0" Radius, 1.5" Border, Black on White;
"12 FT MAX", D 2K; "SOUTH", E Mod 2K; "13 MILES AHEAD", D 2K;

E



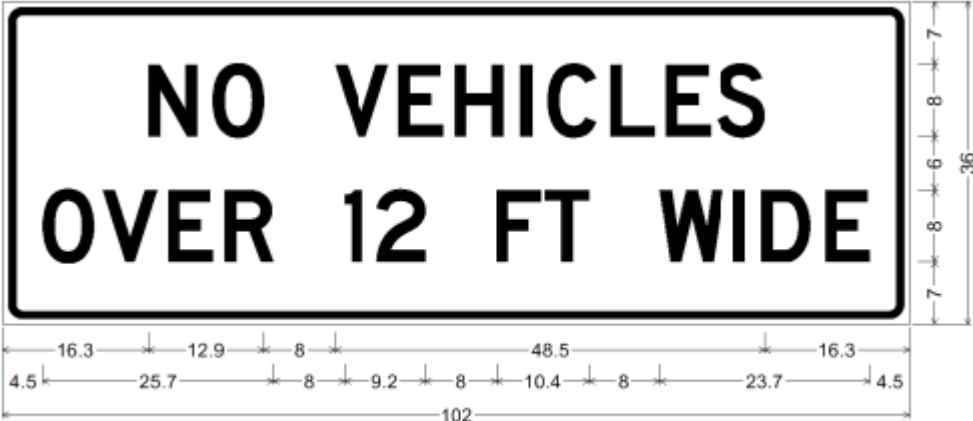
Width Restriction :
3.0" Radius, 1.0" Border, Black on Fluorescent Orange;
"WIDTH RESTRICTION", D 2K;
South 23 miles;
9.0" Radius, 1.5" Border, Black on White;
"12 FT MAX", D 2K; "NORTH", E Mod 2K; "2 MILES AHEAD", D 2K;

WIDTH RESTRICTION SIGN DETAILS

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0053(12)14 & P 0047(126)60	C13	C19

PCN 090U – SD53

*WIDTH RESTRICTION



2.3" Radius, 0.9" Border, 0.6" Indent, Black on, White;
"NO VEHICLES", D 2K; "OVER 12 FT WIDE", D 2K;

PAVEMENT MARKING PAINT DETAILS

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	P 0053(12)14 & P 0047(126)60	C14	C19

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 striper and advance or trailing warning vehicle will be equipped with flashing amber lights and advance warning arrow board.

Application rates will be as follows:

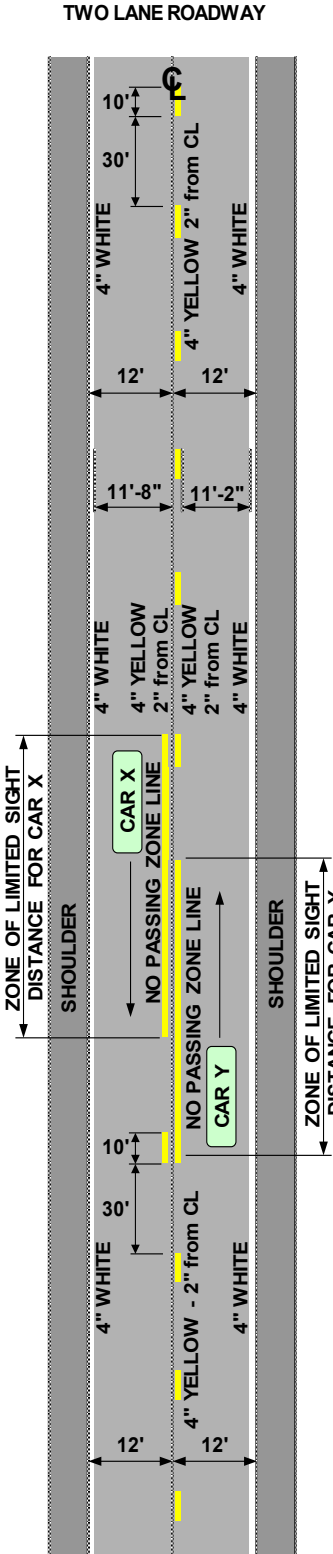
Two Lane Roadway (Rates for one line)
Dashed Yellow Centerline Rate = 6.2 Gals./Pass-Mile
Solid Yellow Centerline Rate = 22.5 Gals./Pass-Mile
Solid White Edgeline Rate = 22.5 Gals./Pass-Mile

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	15 GALLONS
YELLOW	6 GALLONS

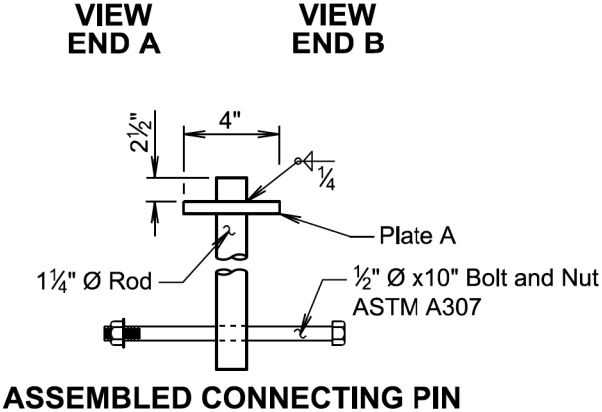
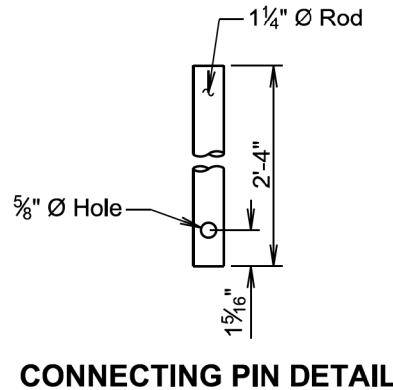
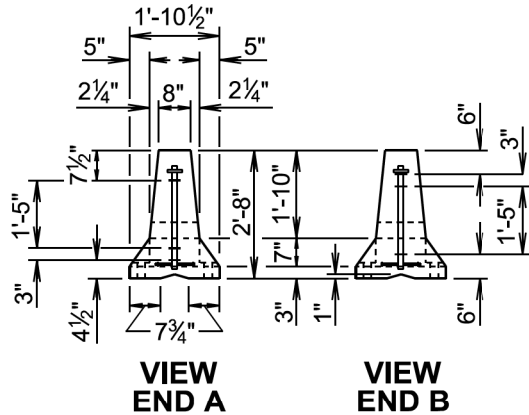
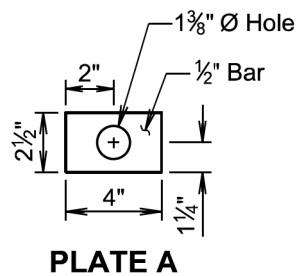
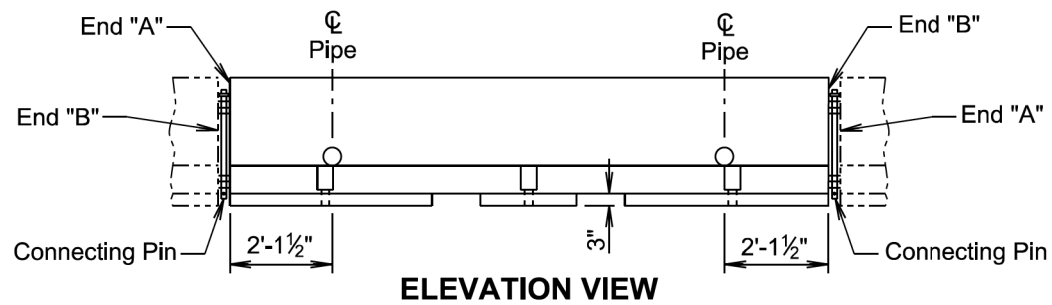
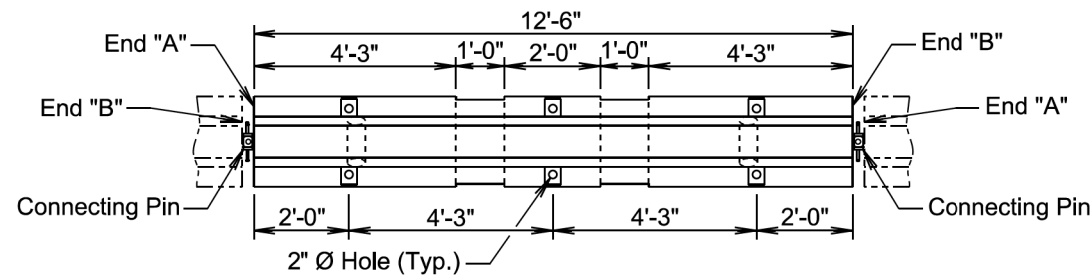
Included in the above quantities are:			
Additional White (1 Application)		Additional Yellow (1 Application)	
Description	Gallons	Description	Gallons
4" Lines	-	Transitions	-
8" Lines	-	4" Skip Lines	-
12" Gore Lines	-	8" Lines	-
Crosswalks	-	12" Lines	-
24" Stop Lines	-	24" Hatches	-
24" Hatches	-	Solid Areas	-
Solid Areas	-	Additional Yellow:	-
Arrows			
Left Arrows	-	Additional Quantities	
Right Arrows	-	Rates of Coverage: SqFt/Gal	
Straight Arrows	-	4", 8" and 12" Lines	80
Combo Arrows	-	24" Lines and Bars	50
Lane Drop Arrows	-	Arrows, Messages and Solid Areas	30
Messages			
STOP	-	All pavement marking dimensions are based on 12' driving lanes.	
STOP AHEAD	-		
R X R with Bars	-		
SCHOOL X-ING	-		
Additional White:			

ESTIMATED QUANTITIES (BASED ON ONE APPLICATION)				
PAINT	PCN 09LF GALLONS	PCN 090U GALLONS	Project No. 3 GALLONS	TOTALS GALLONS
WHITE	10	5	-	15
YELLOW	5	1	-	6



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0053(12)14 & P 0047(126)60	C15	C19

Plotting Date: 08/27/2025



September 14, 2018

Published Date: 2026	S D D O T	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE INTERIOR SECTION)	PLATE NUMBER 628.01
			Sheet 1 of 2

GENERAL NOTES:

The detailed drawings are for illustrative purpose and depicts the current version of the F shape concrete barrier. If new movable concrete barriers are requested on a project, they will be constructed according to the F shape movable concrete barrier details on standard plate 628.10.

Each movable concrete barrier section weighs 5030 ± pounds.

Each movable concrete barrier section is detailed to provide end "A" to end "B" connection by insertion of a pin through steel loops.

The Jersey shape or any version of the F shape traffic control movable concrete barriers may be used on a project, however, only the same type or version will be used for each run of barriers.

Movable concrete barrier sections will be placed to provide uniform bearing of the sections with the paved surface as approved by the Engineer.

Movable concrete barrier sections will never be moved or lifted using the end loops.

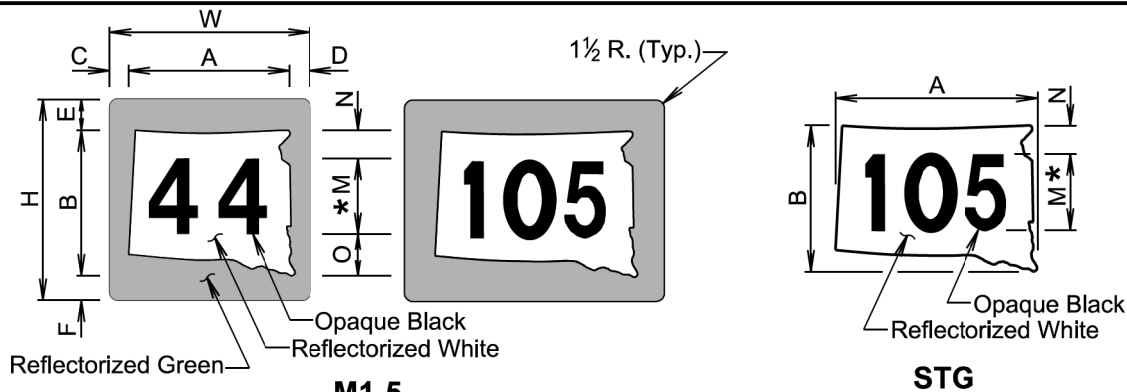
Movable concrete barrier sections that have been damaged will not be used. Barrier sections are considered damaged if the loops are end welded onto existing damaged loops, loops are fractured, or there is exposed rebar from fractured concrete.

All cost for transporting the barriers from the specified location to the project site, installing, and returning the barriers to the specified location will be incidental to the contract unit price per each for "Traffic Control Movable Concrete Barrier".

If the concrete barriers need to be moved and reset on the project, requiring the barriers to be transported by truck, all cost for removing, transporting, and resetting the barriers will be incidental to the contract unit price per each for "Remove and Reset Traffic Control Movable Concrete Barrier". All cost for small shifts in alignment of the barriers, not requiring the barriers to be transported by truck, will be incidental to various contract items.

September 14, 2018

Published Date: 2026	S D D O T	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE INTERIOR SECTION)	PLATE NUMBER 628.01
			Sheet 2 of 2

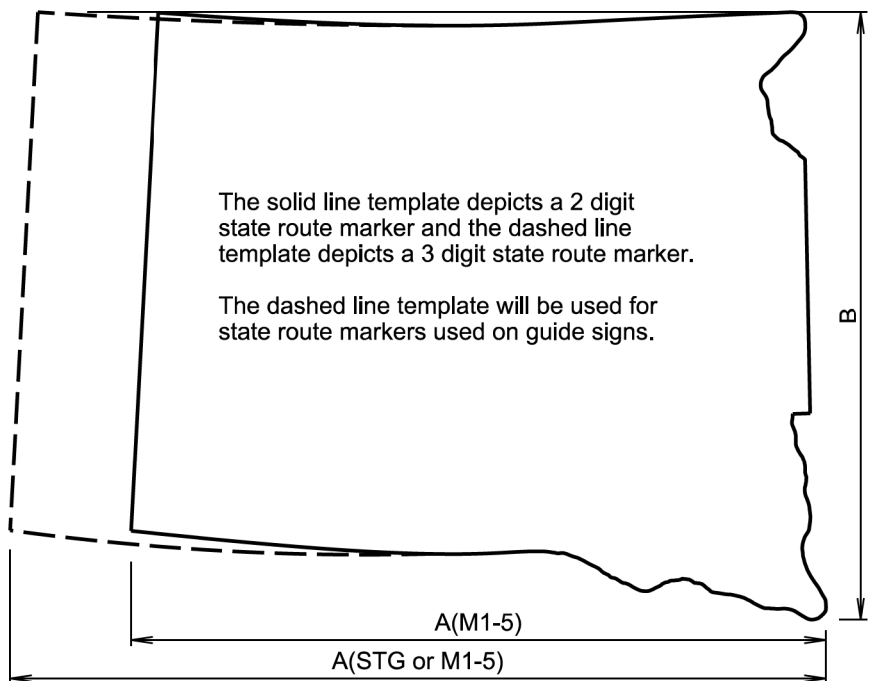


SIGN CODE	WxH	A	B	C	D	E	F	M*	N	O
M1-5	24x24	20½	18	2	1½	3½	2½	12D	2	4
M1-5 **	30x24	24	18	2¼	1¾	3½	2½	12D	2	4
M1-5	30x30	25⅝	22½	2½	1⅞	4⅜	3⅞	15D	2½	5
M1-5	36x36	30¾	27	3	2¼	5¼	3¾	18D	3	6

SIGN CODE	AxB	M*	N
STG-24	24x18	10D	4
STG-32	32x24	12D	4¾
STG-48	48x36	18D	7
STG-64	64x48	24D	9½

* In the few cases where there is not enough space for the numerals, the standard D series font may be replaced with C series font if approved by the Engineer.

** 3 Digits



The solid line template depicts a 2 digit state route marker and the dashed line template depicts a 3 digit state route marker.

The dashed line template will be used for state route markers used on guide signs.

TEMPLATE FOR STATE ROUTE MARKER

GENERAL NOTES:

The unit for all dimensions shown is inches.

Numerals will be D series font for all state route markers except as noted above.

December 23, 2019

Published Date: 2026	S D D O T	STATE ROUTE MARKERS	PLATE NUMBER 632.20
			Sheet 1 of 1

* 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.

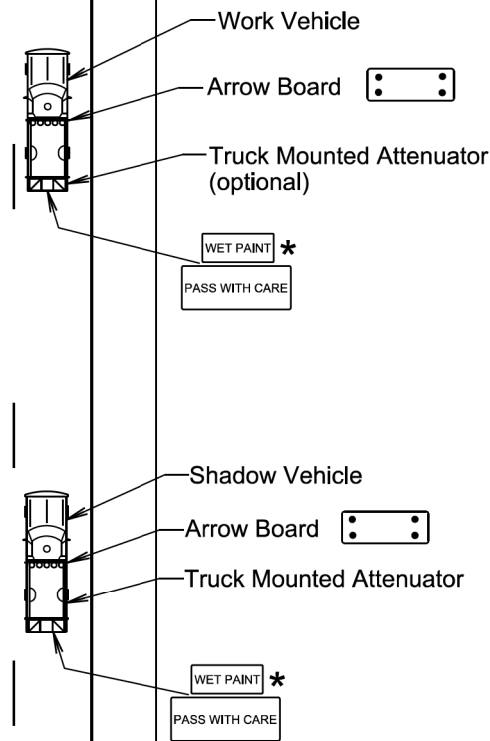
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

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: 2026	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)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	25
35 - 40	350	25
45	500	25
50	500	50
55	750	50
60 - 65	1000	50

- Flagger
- Channelizing Device

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

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

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

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

The channelizing devices will be drums or 42" cones.

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

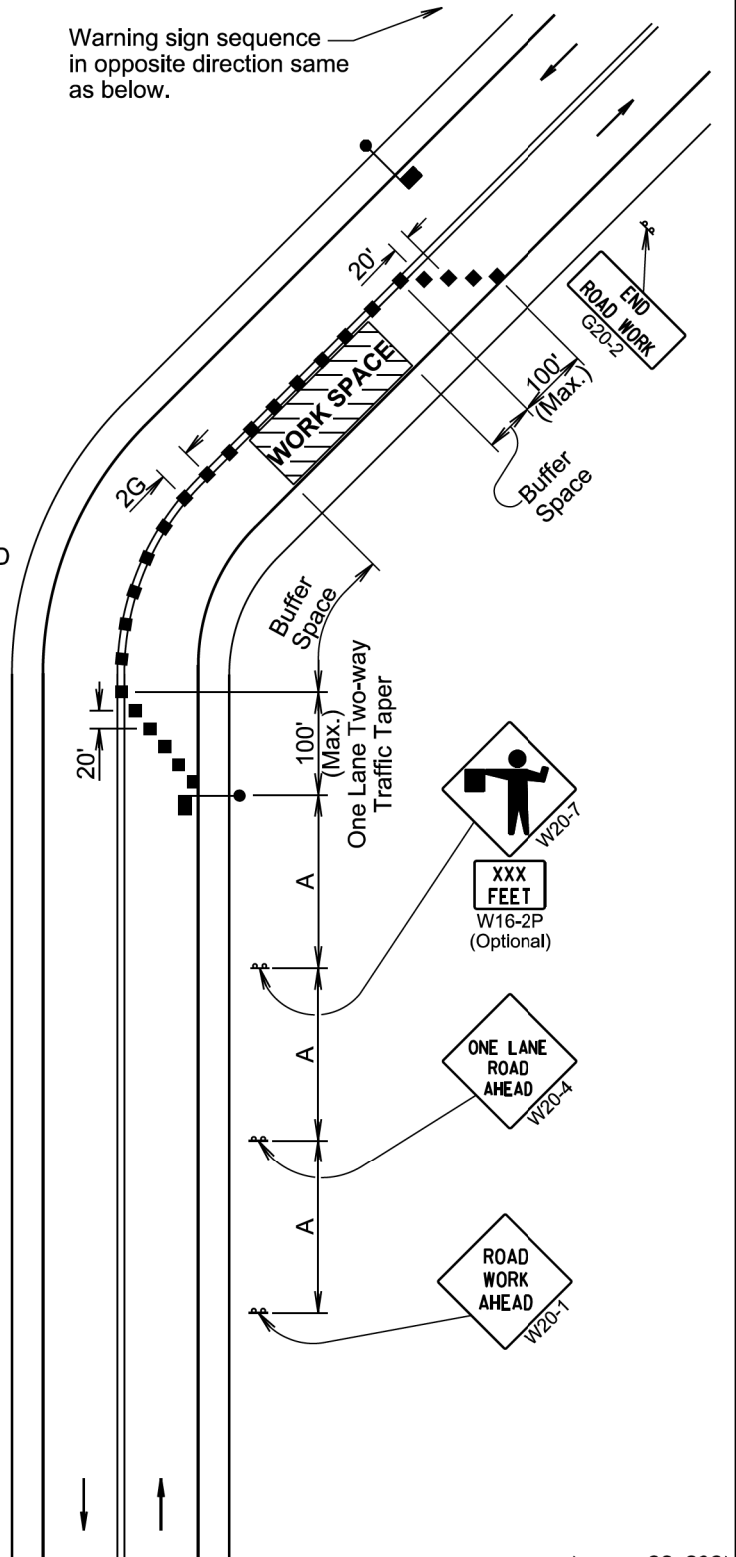
END ROAD WORK
G20-2

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

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

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

Warning sign sequence in opposite direction same as below.



January 22, 2021

Published Date: 2026	S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
			Sheet 1 of 1

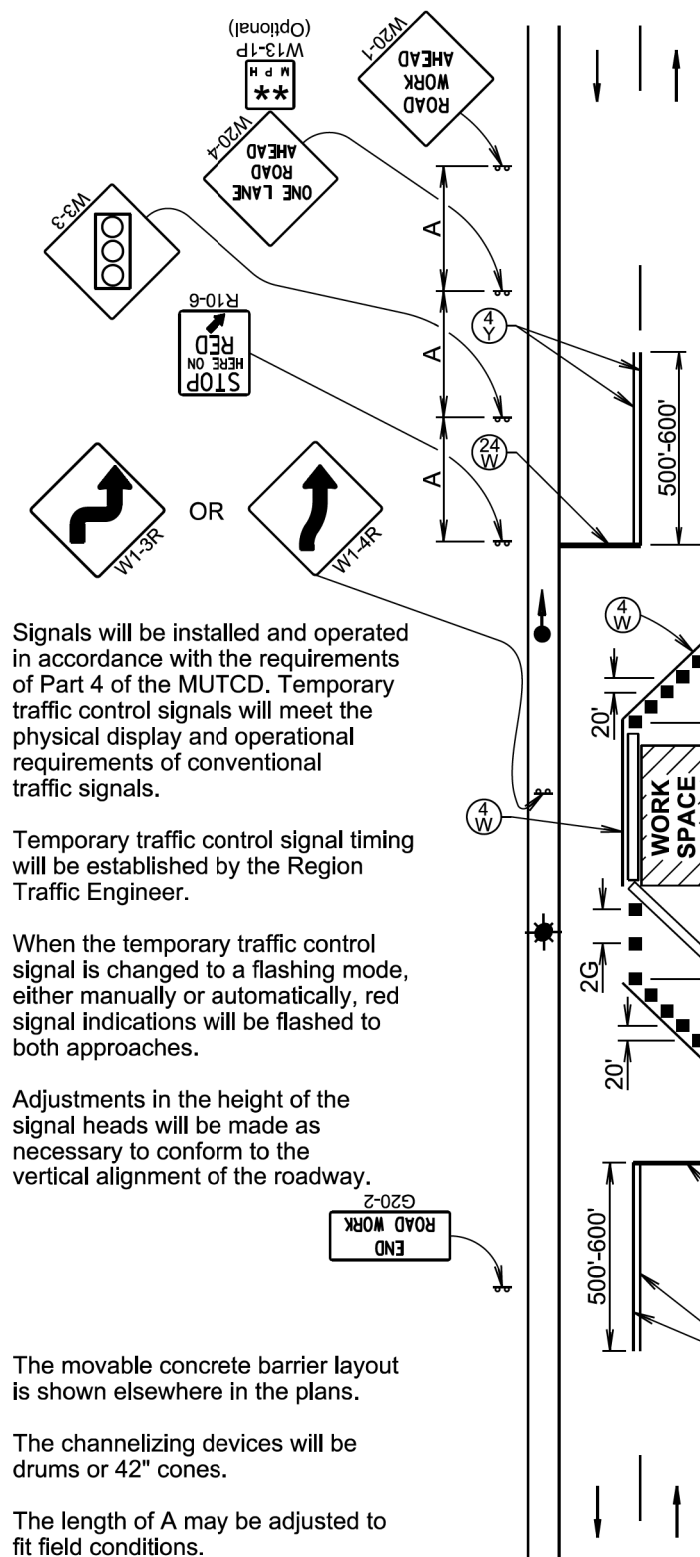
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0053(12)14 & P 0047(126)60	C17	C19

Plotting Date: 08/27/2025

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

END ROAD WORK
G20-2

- 24" White Temporary Pavement Marking
- 4" White Temporary Pavement Marking
- 4" Yellow Temporary Pavement Marking
- Channelizing Device
- Traffic Signal
- Lighting (Optional)
- ** Need and safe speed to be determined at the site by the Engineer.



January 22, 2021

Published Date: 2026	S D D O T	LANE CLOSURE USING TRAFFIC SIGNALS AND BARRIER	PLATE NUMBER 634.24
			Sheet 1 of 1

