

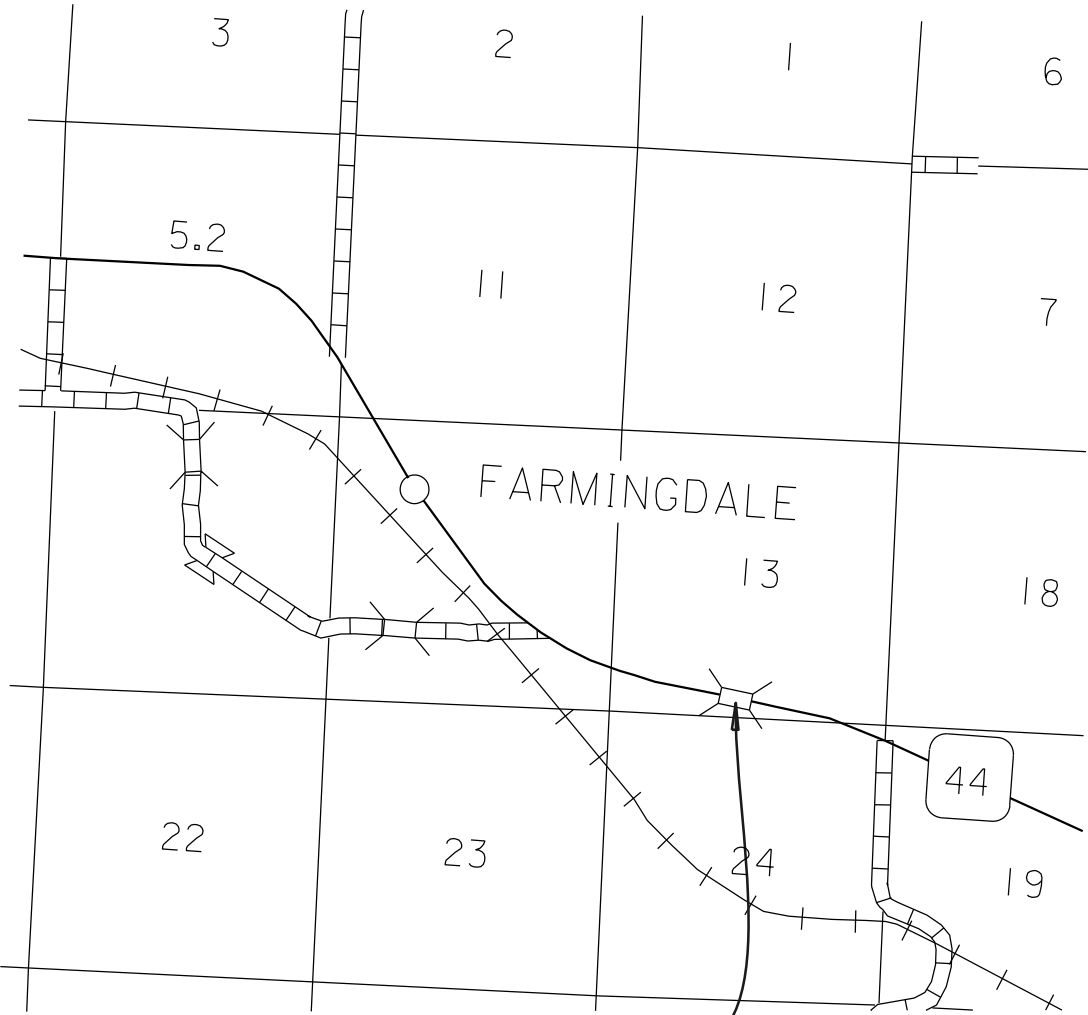
SECTION C: TRAFFIC CONTROL PLANS

SD DOT	PROJECT	SECTION	SHEET
	NH 0016(103)67 & NH-P 0044(235)39	C	1/10

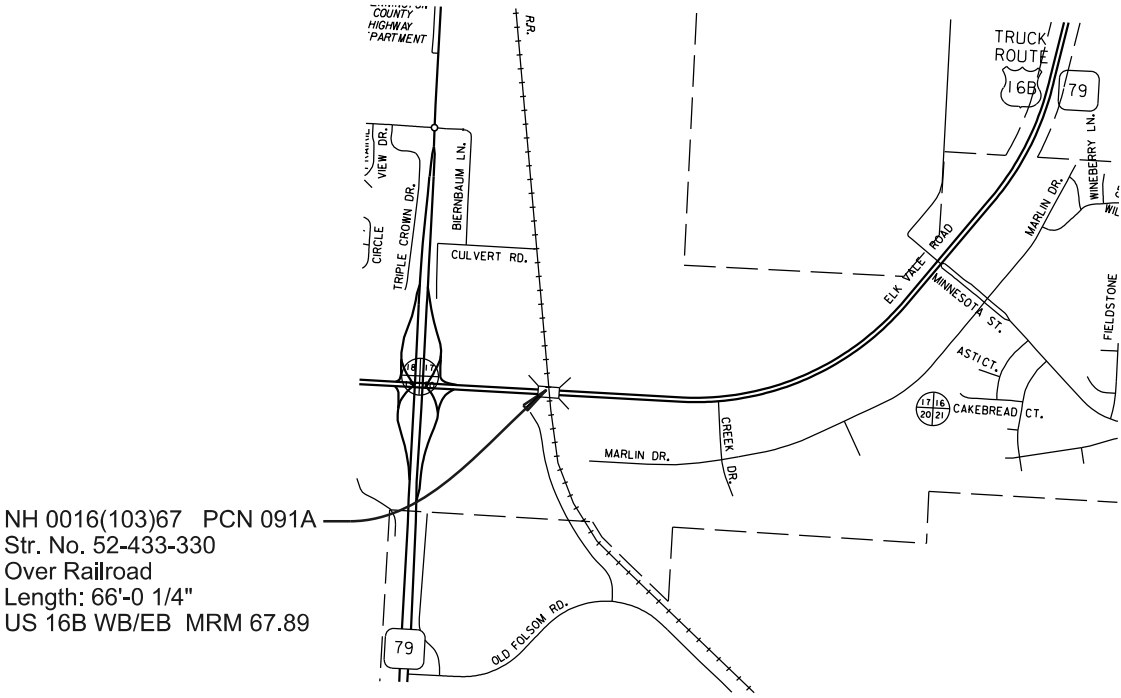
Plotting Date: 3/7/2025

INDEX OF SHEETS

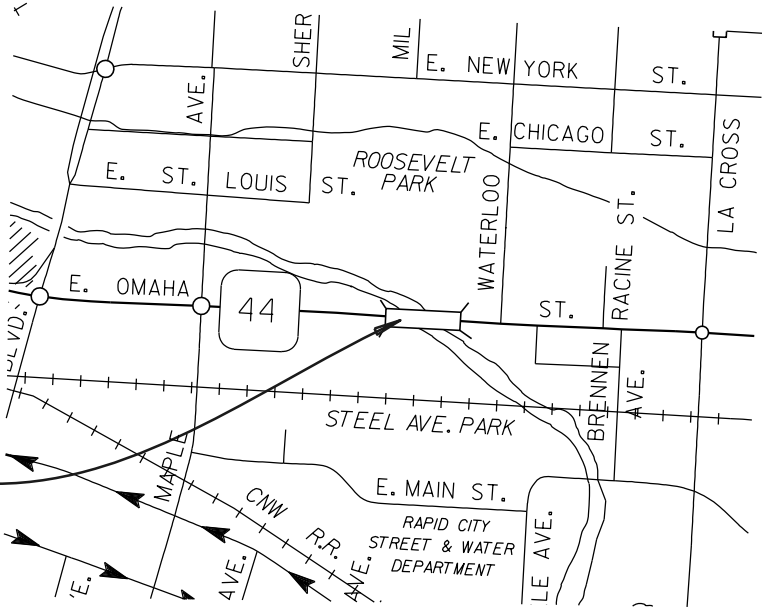
Sheet C1	General Layout with Index
Sheet C2-C3	Estimate with General Notes & Table
Sheet C4-C5	Ramp Signing Details
Sheet C6 to C10	Standard Plates



NH-P 0044(235)39 PCN 08JE
Str. No. 52-595-389
Over Draw
Length: 145'-0"
SD 44 MRM 65.68



NH 0016(103)67 PCN 091A
Str. No. 52-433-330
Over Railroad
Length: 66'-0 1/4"
US 16B WB/EB MRM 67.89



NH-P 0044(235)39 PCN 08JE
Str. No. 52-424-301
Over Rapid Creek
Length: 188'-0"
SD 44 MRM 46.21



SECTION C ESTIMATE OF QUANTITIES

091A

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
634E0010	Flagging	50.0	Hour
634E0110	Traffic Control Signs	228.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	2	Each
634E0420	Type C Advance Warning Arrow Board	2	Each
634E0640	Temporary Pavement Marking	2,880	Ft

08JE

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
634E0010	Flagging	100.0	Hour
634E0110	Traffic Control Signs	249.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	7	Each
634E0420	Type C Advance Warning Arrow Board	2	Each
634E0600	4" Temporary Pavement Marking Tape Type I	288	Ft
634E0640	Temporary Pavement Marking	3,820	Ft

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.

Str. No. 52-424-301 – SD44 MRM 46.21

- Use Standard Plates No. 634.57 and 634.60 to complete work at this structure.
- Work on the inside 3 lanes (2 passing and 1 turning) will be completed first, followed by work in the outside driving lanes.

Str. No. 52-595-389 – SD44 MRM 65.68

- Use Standard Plate No. 634.25 to complete work at this structure.

Str. No. 52-433-330 – US16B MRM 67.89

- Use Standard Plates No. 634.47, 634.48, and 634.63 to complete work at this structure. When working in the eastbound lanes, the lane closure setup will begin on the west side of the HWY 79 interchange.
- Use Typical Ramp Signing Detail when working in the eastbound lanes.
- Work in the passing lanes will be completed first, followed by work in the driving lanes.

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.

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.

A 16' width restriction will be required at Str. No. 52-595-389 and Str. No. 52-433-330.

TRAFFIC CONTROL SIGNS

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



PROJECT		SECTION	SHEET
NH 0016(103)67 & NH-P 0044(235)39		C	2/10

Revised: 9-24-25

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.

It is required that the flaggers be able to communicate with one another. If an emergency vehicle needs to pass through the project, the Contractor will be required to expedite traffic movement. All costs associated with this will be incidental to the contract unit price per hour for “Flagging”.

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 in the plans. 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 PAVEMENT MARKING

Temporary flexible vertical markers (tabs) may be used as detailed in the specifications.

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.

Str. No. 52-424-301 = 2440 ft

Str. No. 52-595-389 = 1380 ft

Str. No. 52-433-330 = 2880 ft

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 (1 workspace at 144’ = 144’). 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 1 workspaces remaining during nighttime hours x 1,380 per workspace = 1,380’). Temporary tape will be removed upon completion of the project.

INCIDENTS

An incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic such as a crash, hazardous materials spill, or other event.

The Contractor will set up a meeting prior to start of work to plan and coordinate responses to an incident. The Contractor will invite the Department of Transportation, the South Dakota Highway Patrol, the Pennington County Sheriff and local emergency response entities to the meeting.

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

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

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

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

PRESS RELEASE ANNOUNCEMENTS

The SDDOT will prepare a press release to be released 5 days prior to any phase change or any other major change that affects traffic flow. The SDDOT will be responsible to keep law enforcement, emergency services, and the traveling public notified of changes in project access. The Contractor will provide the Engineer with pertinent information 7 days prior to any phase change or any other major change that affects traffic flow.

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

Str. No. 52-424-301 – SD44 MRM 46.21


SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
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
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 105.0			

Str. No. 52-595-389 – SD44 MRM 65.68

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	2	30"	5.2	10.4
W1-3	REVERSE TURN (L or R)	1	48" x 48"	16.0	16.0
W3-1	STOP AHEAD (symbol)	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6.3	12.6
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
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 144.0			

Str. No. 52-433-330 – US16B MRM 67.89

SIGN CODE	SIGN DESCRIPTION	EXPRESSWAY / INTERSTATE			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 45	3	36" x 48"	12.0	36.0
W3-5	SPEED REDUCTION AHEAD (_ MPH)	3	48" x 48"	16.0	48.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	4	48" x 48"	16.0	64.0
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
G20-2	END ROAD WORK	2	48" x 24"	8.0	16.0
		EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT 228.0			

	PROJECT	SECTION	SHEET
	NH 0016(103)67 & NH-P 0044(235)39	C	3/10

STATE OF SOUTH DAKOTA		PROJECT NH-P 0044(235)39	SHEET 39	TOTAL SHEETS
Plotting Date: 09/16/2022				



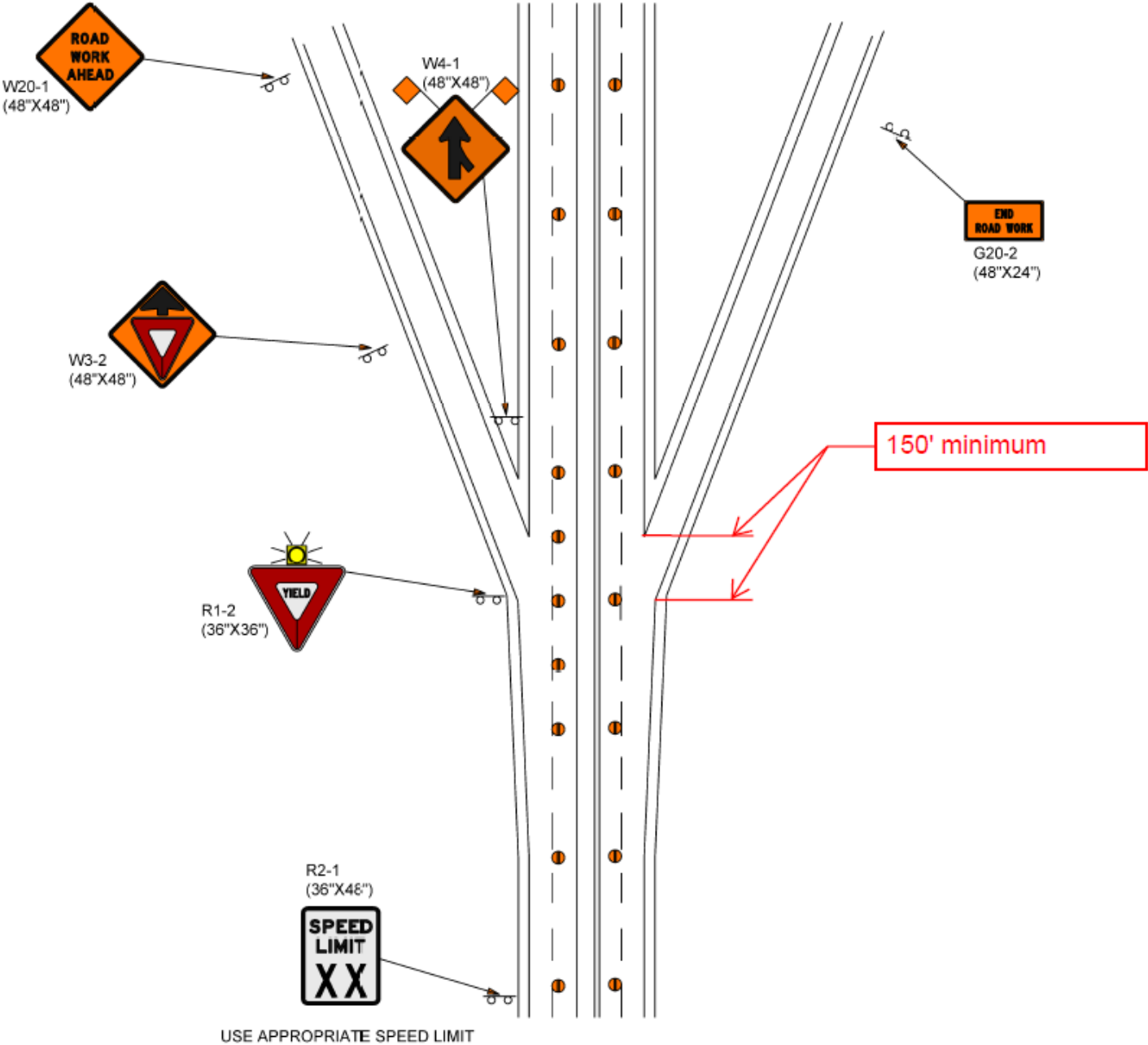
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TRAFFIC CONTROL

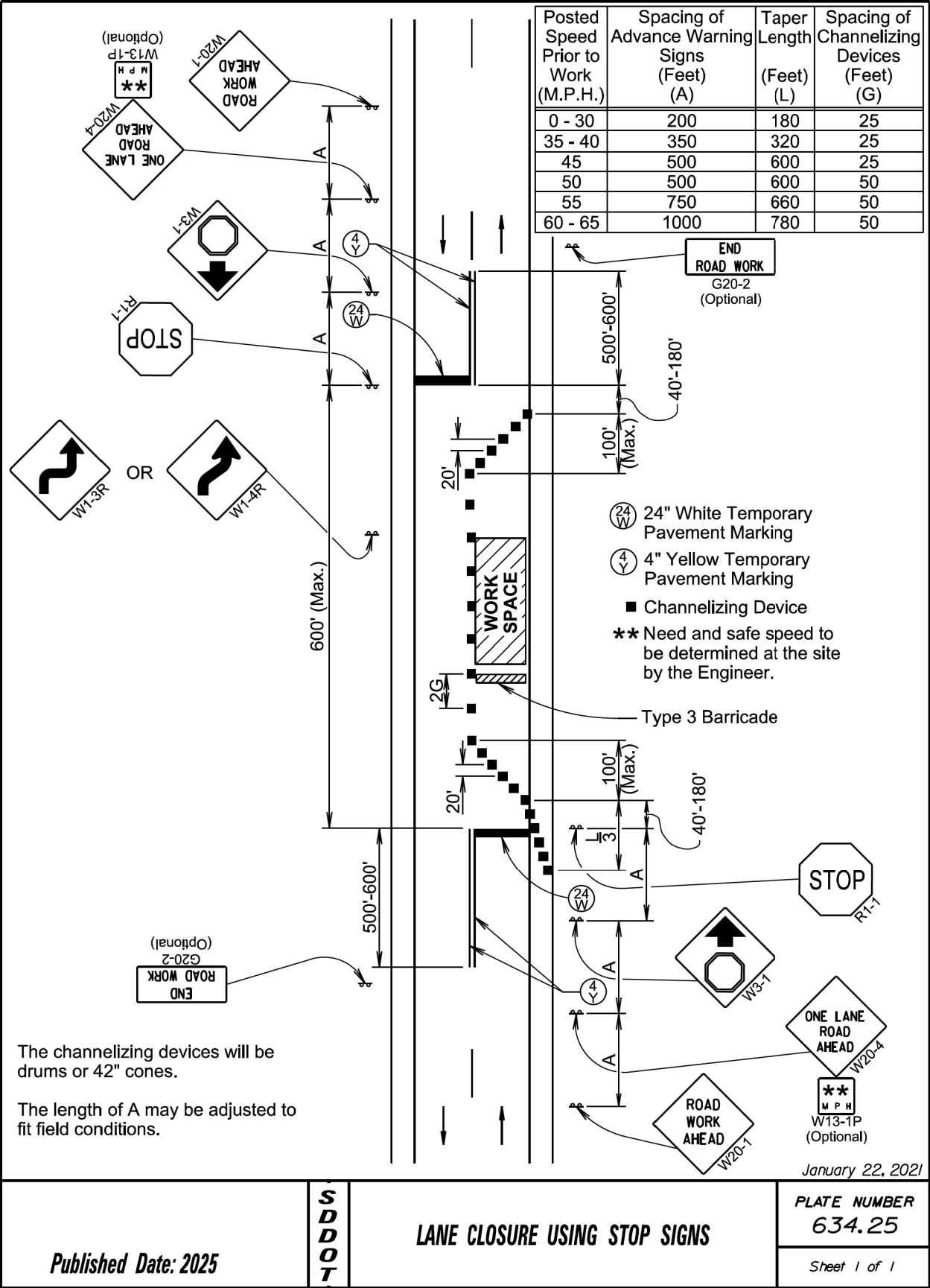
RAMP ENTRANCE AND EXIT SIGNING DETAILS #2

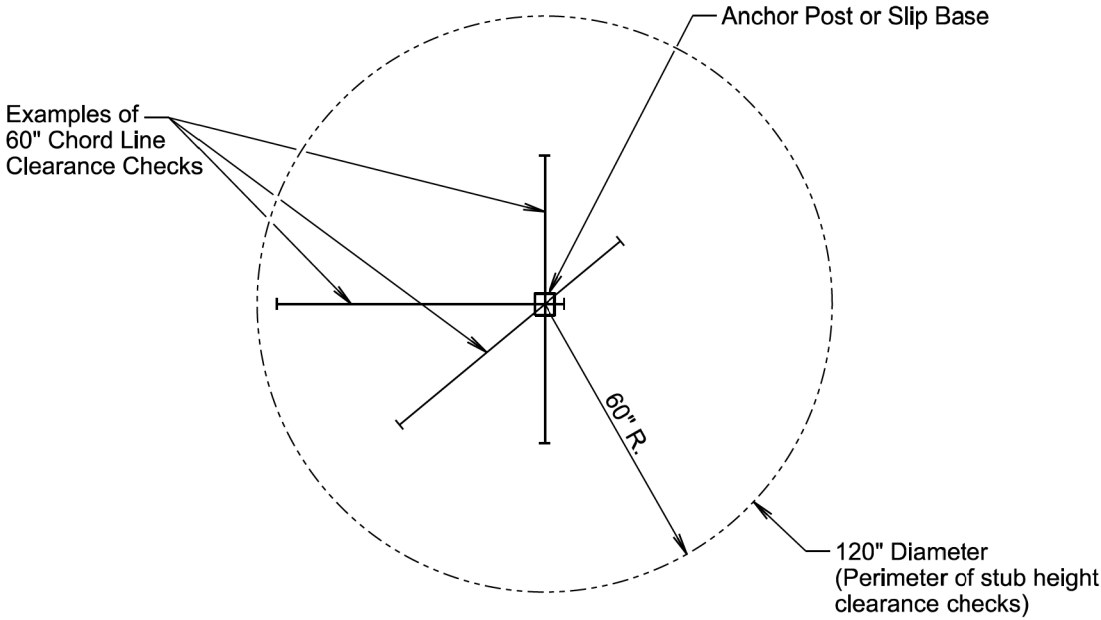
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	PROJECT	SHEET	

Plotting Date: 09/16/2022

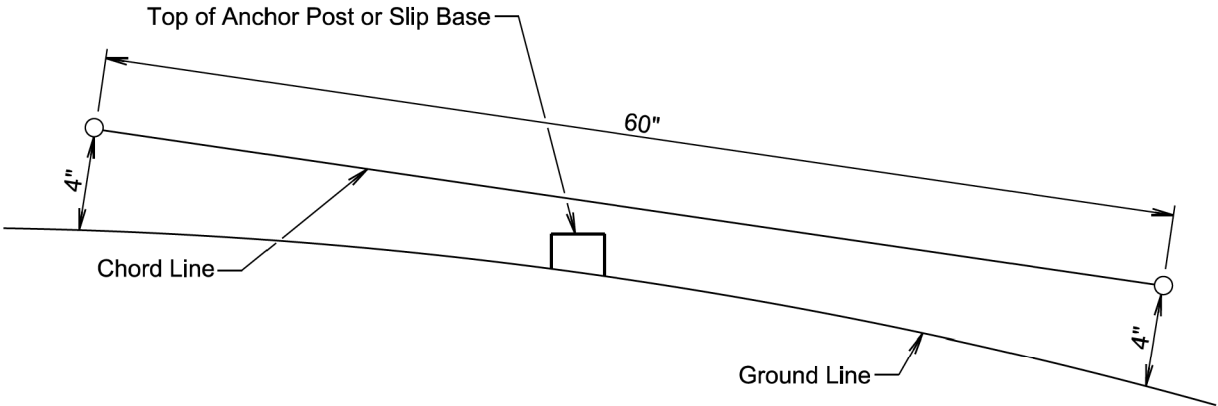


 -- TYPE B SHIELDED WARNING LIGHT





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

<i>Published Date: 2025</i>	SD DOT	BREAKAWAY SUPPORT STUB CLEARANCE	<i>PLATE NUMBER</i> 634.99
			<i>Sheet 1 of 1</i>