

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION



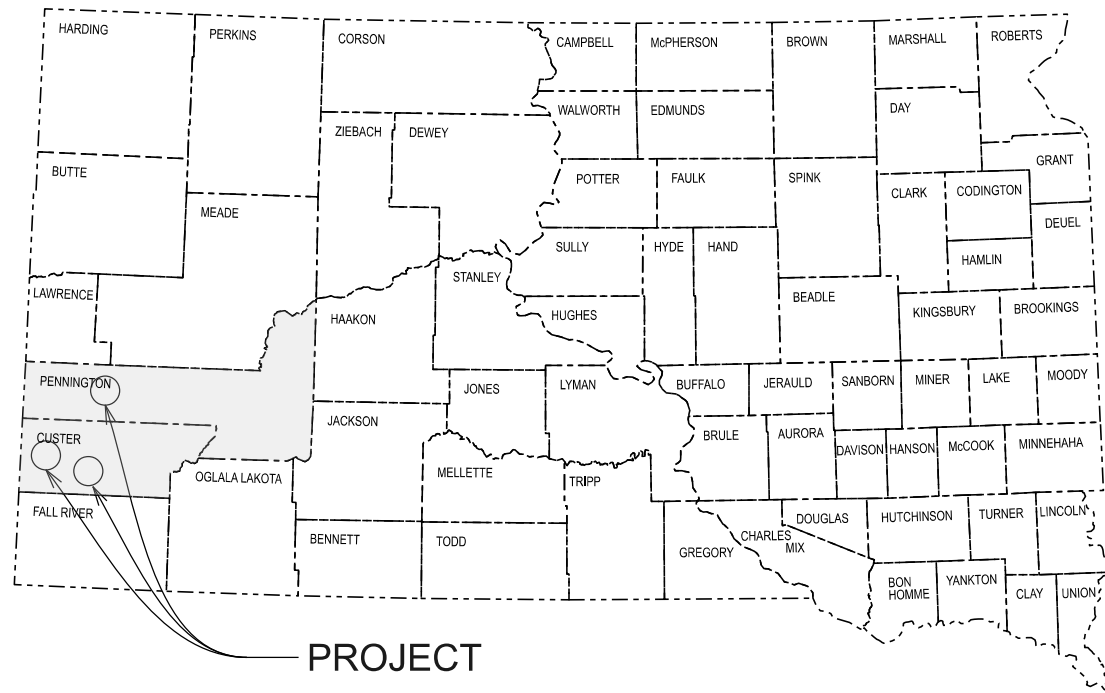
PROJECT	SECTION	SHEET
NH 0043(38)	Non	1/10

Plotting Date: 1/7/2025

PLANS FOR PROPOSED
PROJECT NH 0043(38)
US HIGHWAYS 16 and 385
CUSTER & PENNINGTON COUNTIES
ASPHALT SURFACE TREATMENT
PCN 09KX

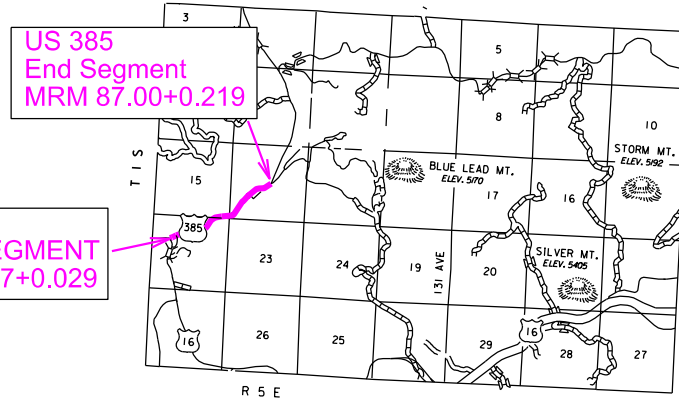
INDEX OF SHEETS

1	General Layout with Index
2-6	Estimate of Quantities and Plan Notes
7	TFixed Location Signs
8-10	Standard Plates



PROJECT

PENNINGTON COUNTY



STORM WATER PERMIT
No Permit Required

DESIGN DESIGNATION

(US385, MRM 49.20+0.000 TO MRM 65.51+0.000)

ADT (2023)	2035	Gross Length	16.816 Miles
ADT (2043)	3320	Length of Exceptions	0.000 Miles
DHV	544	Net Length	16.816 Miles
D	51%		
T DHV	3.2%		
T ADT	7.1%		
V	65 MPH		

DESIGN DESIGNATION

(US385, MRM 85.57+0.029 TO MRM 87.00+0.219)

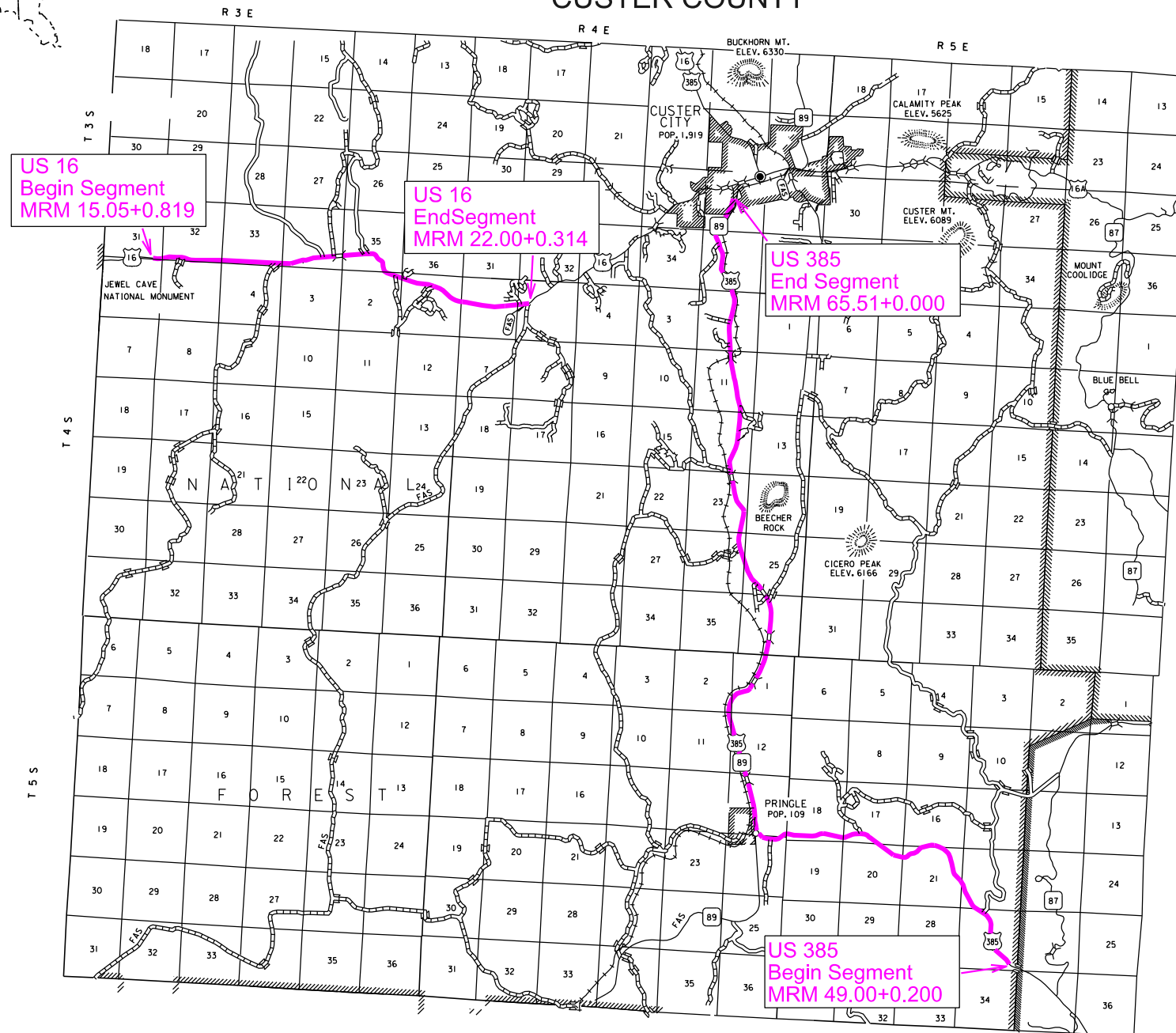
ADT (2023)	2857	Gross Length	1.638 Miles
ADT (2043)	4505	Length of Exceptions	0.000 Miles
DHV	738	Net Length	1.638 Miles
D	51%		
T DHV	2.1%		
T ADT	4.6%		
V	65 MPH		

DESIGN DESIGNATION

(US16, MRM 15.05+0.819 TO MRM 22.00+0.314)

ADT (2023)	3239	Gross Length	6.401 Miles
ADT (2043)	2331	Length of Exceptions	0.000 Miles
DHV	445	Net Length	6.401 Miles
D	51%		
T DHV	5.3%		
T ADT	11.7%		
V	65 MPH		

CUSTER COUNTY



8

March 19, 2025

ESTIMATE OF QUANTITIES



PROJECT

SECTION

SHEET

NH 0043(38)

Non

2/10

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
330E0300	SS-1h or CSS-1h Asphalt for Fog Seal	47.4	Ton
330E3000	Sand for Fog Seal	16.0	Ton
360E0044	HFMS-2 Asphalt for Surface Treatment	284.3	Ton
360E1030	Type 2A Cover Aggregate	1,686.9	Ton
360E1030	Type 2A Cover Aggregate	691.0	Ton
360E1030	Type 2A Cover Aggregate	186.6	Ton
634E0010	Flagging	400.0	Hour
634E0020	Pilot Car	175.0	Hour
634E0110	Traffic Control Signs	1,306.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	2	Each
634E0420	Type C Advance Warning Arrow Board	1	Each

TABLE OF QUANTITIES BY HIGHWAY SEGMENT

	US 385	US 385	US 16		
	MRM to	MRM	MRM	Total	
Item				Quantity	Unit
SS-1h or CSS-1h Asphalt for Fog Seal	49.00+0.200	85.57+0.029	15.05+0.819	47.4	Ton
Sand for Fog Seal	65.51+0.000	87.00+0.219	22.00+0.314	16.0	Ton
HFMS-2 Asphalt for Surface Treatment				284.3	Ton
Type 2A Cover Aggregate				2,564.5	Ton
Flagging				400.0	Hour
Pilot Car				175.0	Hour
Traffic Control Signs				1,306.0	SQFT
Traffic Control, Miscellaneous	Lump Sum	Lump Sum	Lump Sum	Lump Sum	LS
Type 3 Barricade				2.0	Each
Type C Advance Warning Panel				1.0	Each

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 2015 Edition and Required Provisions, Supplemental Specifications, and Special Provisions as included in the Proposal.

ENVIRONMENTAL COMMITMENTS

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT's Environmental Commitments can be accessed through the Environmental Procedures Manual found at: <https://dot.sd.gov/media/documents/EnvironmentalProceduresManual.pdf> >

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

COMMITMENT B: FEDERALLY THREATENED, ENDANGERED, AND PROTECTED SPECIES

COMMITMENT B2: WHOOPING CRANE

The Whooping Crane is a spring and fall migratory bird in South Dakota that is about 5 feet tall and typically stops on wetlands, rivers, and agricultural lands along their migration route. An adult Whooping Crane is white with a red crown and a long, dark, pointed bill. Immature Whooping Cranes are cinnamon brown. While in flight, their long necks are kept straight and their long dark legs trail behind. Adult Whooping Cranes' black wing tips are visible during flight.

Action Taken/Required:

Harassment or other measures to cause the Whooping Crane to leave the site is a violation of the Endangered Species Act. If a Whooping Crane is sighted roosting in the vicinity of the project, borrow pits, or staging areas associated with the project, cease construction activities in the affected area until the Whooping Crane departs and immediately contact the Project Engineer. The Project Engineer will contact the Environmental Office so that the sighting can be reported to USFWS.

COMMITMENT B4: BALD EAGLE

Bald eagles are known to occur in this area.

Action Taken/Required:

If a nest is observed within one mile of the project site, notify the Project Engineer immediately so that he/she can consult with the Environmental Office for an appropriate course of action.

COMMITMENT E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

Action Taken/Required:

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor will furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the Public ROW.

The waste disposal site(s) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Agriculture and Natural Resources.

The waste disposal site(s) will not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Environmental Office and the Project Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements will apply:

1. Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials will be buried in a trench separate from wood debris. The final cover over the construction and/or demolition debris will consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW will be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor will control the access to waste disposal sites not within the Public ROW with fences, gates, and placement of a sign or signs at the entrance to the site stating, "No Dumping Allowed".

2. Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will be removed from view of the ROW or buried, and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06.

Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) will be incidental to the various contract items.

COMMITMENT S: FIRE PREVENTION IN THE BLACK HILLS AREA

This project is located within the Black Hills Forest Fire Protection Boundary.

Action Taken/Required:

The Contractor will adhere to the "Special Provision for Fire Plan".

COMMITMENT I: HISTORICAL PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historical Preservation Office (SHPO or THPO) for all work included within the project limits and all department designated sources and designated option material sources, stockpile sites, storage areas, and waste sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require a cultural resource review prior to scheduling the pre-construction meeting. This work includes but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor will arrange and pay for a record search and when necessary, a cultural resource survey. The Contractor has the option to contact the state Archaeological Research Center (ARC) at 605-394-1936 or another qualified archaeologist, to obtain either a records search or a cultural resources survey. A record search might be sufficient for review if the site was previously surveyed; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

The Contractor will provide ARC with the following: a topographical map or aerial view in which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that artifacts have not been found on the site.

The Contractor will submit the cultural resources survey report to SDDOT Environmental Office, 700 East Broadway Avenue, Pierre, SD 57501-2586. SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

In the event of an inadvertent discovery of human remains, funerary objects, or if evidence of cultural resources is identified during project construction activities, then such activities within 100 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office, who will contact the appropriate SHPO/THPO within 48 hours of the discovery to determine an appropriate course of action.

SHPO/THPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor will not utilize a site known or suspected of having contaminated soil or water. The Contractor will provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

ASPHALT SURFACE TREATMENT RATES OF MATERIALS

HFMS-2 Asphalt for Surface Treatment applied 0.30 gallons per square yard.

Type 2A Cover Aggregate applied 23 pounds per square yard.

SS-1h or CSS-1h Emulsified Asphalt for Fog Seal applied 0.05 gallons per square yard.

FOG SEAL APPLICATION

The Fog Seal will be applied within 1 to 4 days following the placement of the cover aggregate.

FOG SEAL

The fog seal will be placed following the completion of the asphalt surface treatment. Prior to the application of the fog seal, the Contractor will be required to broom the asphalt surface treatment. A CSS-1h or SS-1h emulsion will be used for the fog seal application. A water-to-emulsion rate of 1:1 should be used for the Fog Seal application.

The Contractor will fog seal the entire asphalt surface treatment surface.

The Contractor will plan the fog seal operation to allow adequate cure time for the fog seal and to minimize/eliminate the need to apply Sand for Fog Seal.

If adequate cure time for the Fog Seal is not available, to facilitate traffic, the Contractor will be allowed to place a minimum sufficient amount of blotting sand on the fog seal to allow traffic to cross the uncured portion of the fog seal, as permitted by the Engineer.

Sand for Fog Seal is only intended to be placed for accesses to businesses, intersection crossings, and as determined by the Engineer to facilitate traffic movements. Sand for Fog Seal will not be placed to accelerate the Contractor's schedule.

Sand that is applied will be broomed off the surface of the roadway once the fog seal has sufficiently cured as determined by the Engineer.

Sand for Fog Seal will conform to Section 879.1.B.

Prior to hauling, Sand for Fog Seal will be screened to minimize segregation, eliminate oversize, and effectively breakup or discard material bonded into chunks. All costs for supplying, hauling, placing, and brooming the blotting sand will be incidental to the contract unit price per ton for Sand for Fog Seal.

BROOMING

Upon completion of brooming operations, a windrow of cover aggregate will not exist along the edge of the roadway. This material will be leveled to match the existing inslopes. Any remaining windrows of cover aggregate will be removed by the Contractor at the Contractor's expense.

BRIDGES AND APPROACH SLABS

Asphalt surface treatment will not be placed on any bridges or approach slabs along the project. Bridge joints will be covered with an approved masking material to prevent the asphalt surface treatment from coming in contact with the bridge and/or bridge joint. All loose aggregate will be cleaned from the bridge and around the guardrail posts. All costs associated with this work will be incidental to the asphalt surface treatment bid items.

TABLE OF MATERIAL QUANTITIES

Highway	MRM to		MRM		Mileage to	Mileage	Total Length	Total Length	Length Exceptions	Net Length	Width	Type 2A Cover Aggregate		HFMS-2 Asphalt for Surface Treatment		SS-1h or CSS-1h Asphalt for Fog Seal	
							(miles)	(ft)	(ft)	(ft)	(ft)	(ton)	(tons/mile)	(ton)	(tons/mile)	(ton)	(tons/mile)
US 385 8' shoulder SB	49.00+	0.200	66.51+	0.000	15.236	32.048	16.812	88767	554	88214	8	901.7	54	100.0	6.0	16.7	1.0
US 385 8' shoulder NB	49.00+	0.200	51.00+	0.712	15.236	17.748	2.512	13263		13263	8	135.6	54	15.0	6.0	2.5	1.0
US 385 NB Climbing Lane	51.00+	0.712	53.00+	0.312	17.748	19.348	1.600	8448	8448	0	0						
US 385 8' shoulder NB	53.00+	0.312	66.31+	0.229	19.348	32.048	12.700	67056	3507	63549	8	649.6	54	72.0	6.0	12.0	1.0
						Segment Total	33.624	177535	12509	165026	Segment Total	1686.9		187.0		31.2	
US 385 8' shoulder SB	85.57+	0.029	87.00+	0.219	32.268	34.047	1.779	9393	235	9158	8	93.6	54	10.4	6.0	1.7	1.0
US 385 8' shoulder NB	85.57+	0.029	87.00+	0.219	32.268	34.047	1.779	9393	300	9093	8	93.0	54	10.3	6.0	1.7	1.0
						Segment Total	3.558	18786	535	18251	Segment Total	186.6		20.7		3.4	
US 16 8' Shoulder EB	15.05+	0.819	22.00+	0.314	15.255	21.656	6.401	33797	0	33797	8	345.5	54	38.3	6.0	6.4	1.0
US 16 8' Shoulder WB	15.05+	0.819	22.00+	0.314	15.255	21.656	6.401	33797	0	33797	8	345.5	54	38.3	6.0	6.4	1.0
						Segment Total	12.802	67595	0	67595	Segment Total	691.0		76.6		12.8	
						Grand Total						2564.5		284.3		47.4	

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.

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, signposts, and breakaway bases will be removed within 7 calendar days following pavement marking.

All haul trucks will be equipped with an additional flashing amber light that is visible from the backside of the haul truck. The costs for the flashing amber lights will be incidental to the various related contract items. 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.

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.

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.



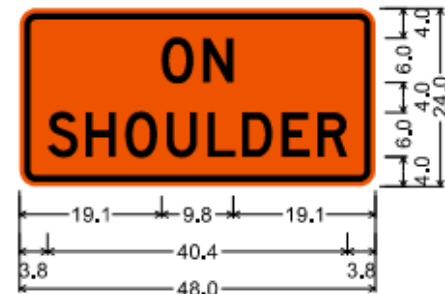
It is required that the flaggers and pilot car operators be able to communicate with one another. If an emergency vehicle needs to pass through the project, the Contractor will be required to expedite traffic movement. All costs associated with this will be incidental to the contract unit price per hour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

TRAFFIC CONTROL SIGNS

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

SIGN DESIGN

SIGN DESIGN



2,3" Radius, 0,9" Border, 0,6" Indent, Black on Orange;

"ON", D 2K;

"SHOULDER", D 2K;

Table of letter and object lefts

O	N						
19,1	24,8						
S	H	O	U	L	D	E	R
3,8	8,9	14,3	19,9	25,4	30,0	35,4	40,1

INVENTORY OF TRAFFIC CONTROL DEVICES (US 385, MRM 49.2 to MRM 65.51)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W1-4	REVERSE CURVE (L or R)	1	48" x 48"	16.0	16.0
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W8-7	LOOSE GRAVEL	10	48" x 48"	16.0	160.0
W9-3	CENTER LANE CLOSED AHEAD	4	48" x 48"	16.0	64.0
W20-1	ROAD WORK AHEAD	6	48" x 48"	16.0	96.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0
G20-1	ROAD WORK NEXT 16.8 MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	6	36" x 18"	4.5	27.0
SPECIAL	ON SHOULDER	10	30" x 24"	5.0	50.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT					614.0

INVENTORY OF TRAFFIC CONTROL DEVICES (US385, MRM 85.57 to 87)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W8-7	LOOSE GRAVEL	2	48" x 48"	16.0	32.0
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)	4	48" x 48"	16.0	64.0
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0
G20-1	ROAD WORK NEXT 1.6 MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
SPECIAL	ON SHOULDER	2	30" x 24"	5.0	10.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT					284.0

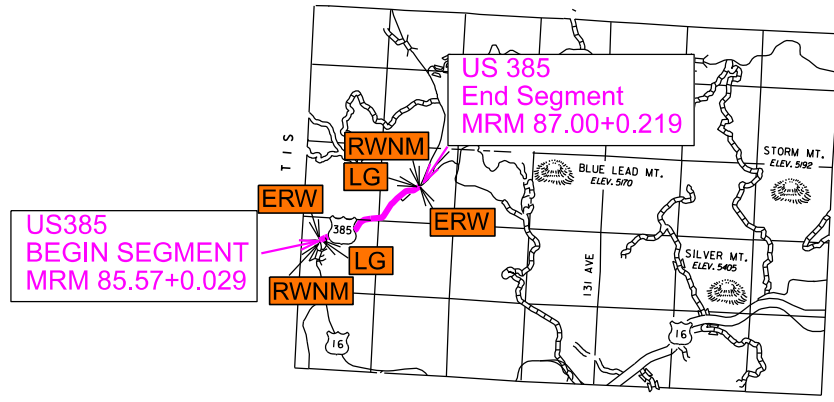
INVENTORY OF TRAFFIC CONTROL DEVICES (US16)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W8-7	LOOSE GRAVEL	4	48" x 48"	16.0	64.0
W20-1	ROAD WORK AHEAD	6	48" x 48"	16.0	96.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0
G20-1	ROAD WORK NEXT 6.4 MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	6	36" x 18"	4.5	27.0
SPECIAL	ON SHOULDER	4	30" x 24"	5.0	20.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT					408.0

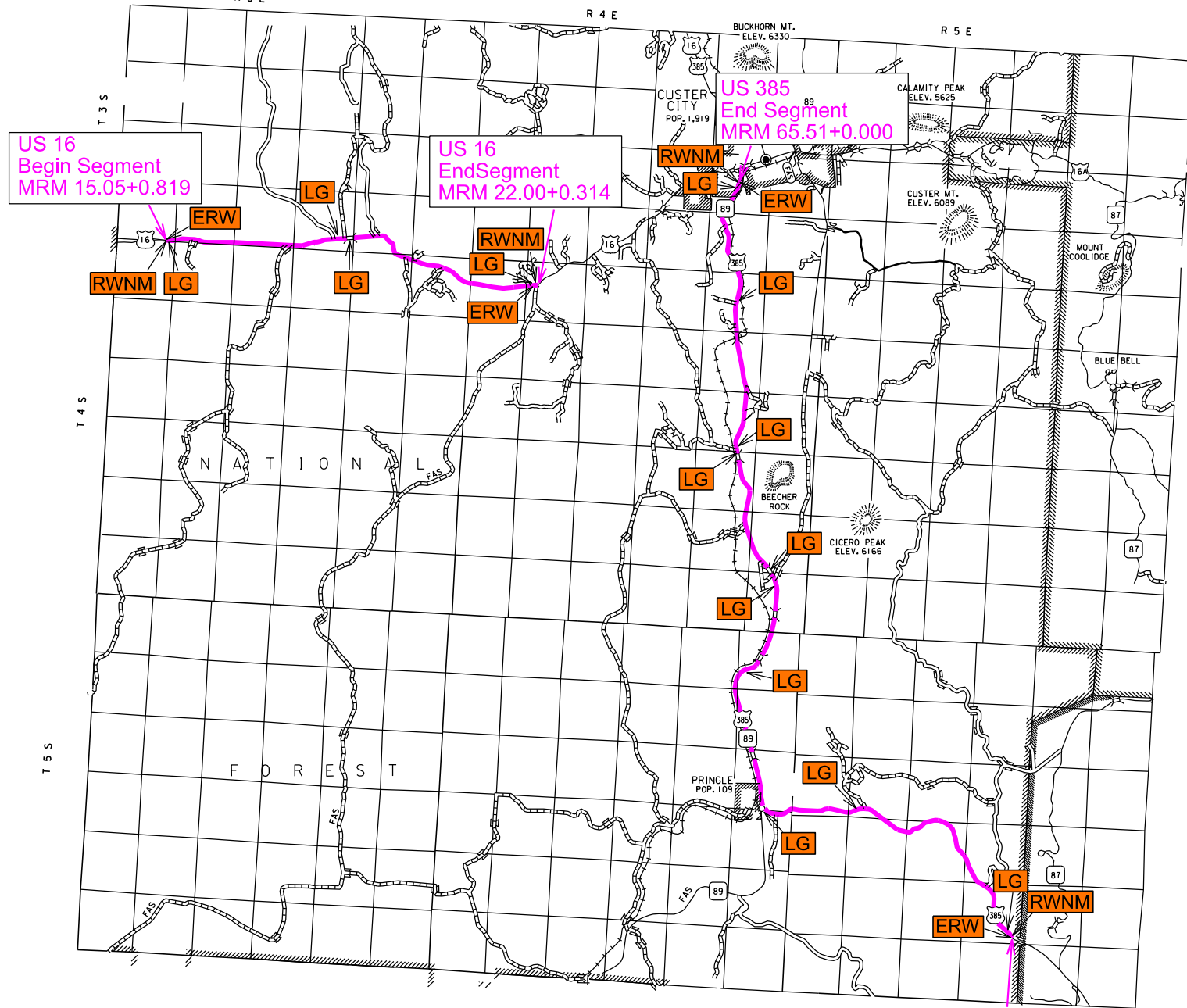
FIXED LOCATION SIGNS

- RWNM** ROAD WORK NEXT XX MILES
- ERW** END ROAD WORK
- LG** LOOSE GRAVEL with ON SHOULDER plaques

PENNINGTON COUNTY

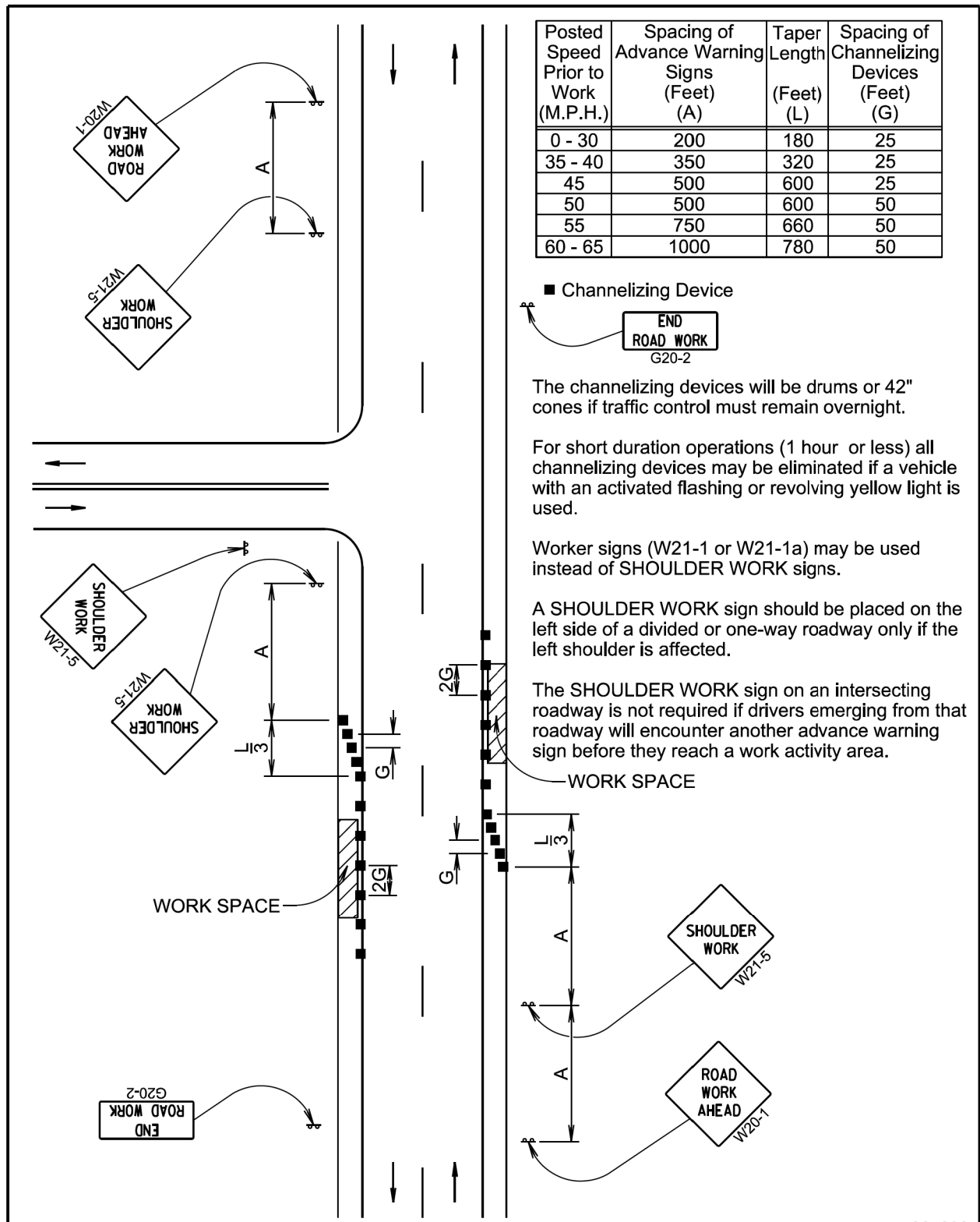


CUSTER COUNTY



US 385
Begin Segment
MRM 49.00+0.200





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

■ Channelizing Device

END ROAD WORK G20-2

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

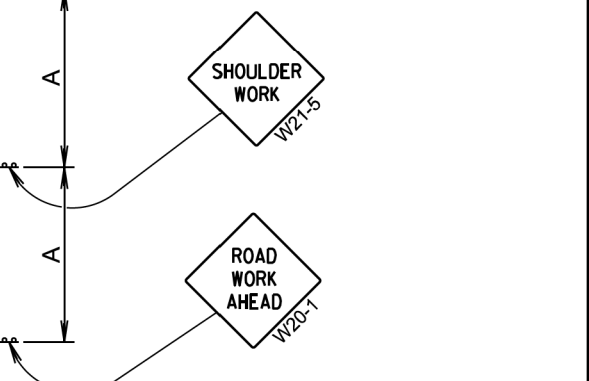
For short duration operations (1 hour or less) all channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.

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.

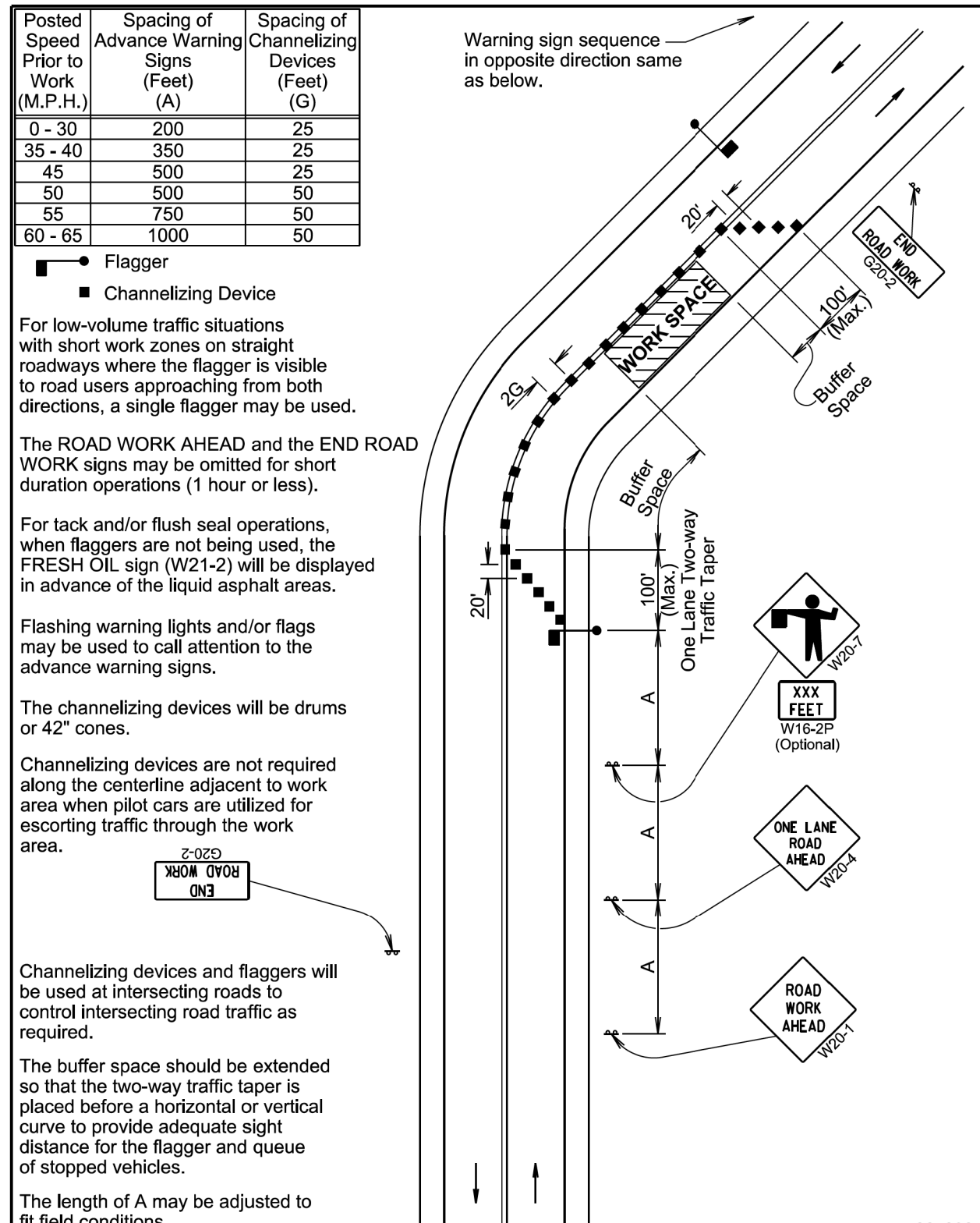
WORK SPACE



January 22, 2021

SD DOT	WORK ON SHOULDERS	PLATE NUMBER 634.03
		Sheet 1 of 1

Published Date: 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

● 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.

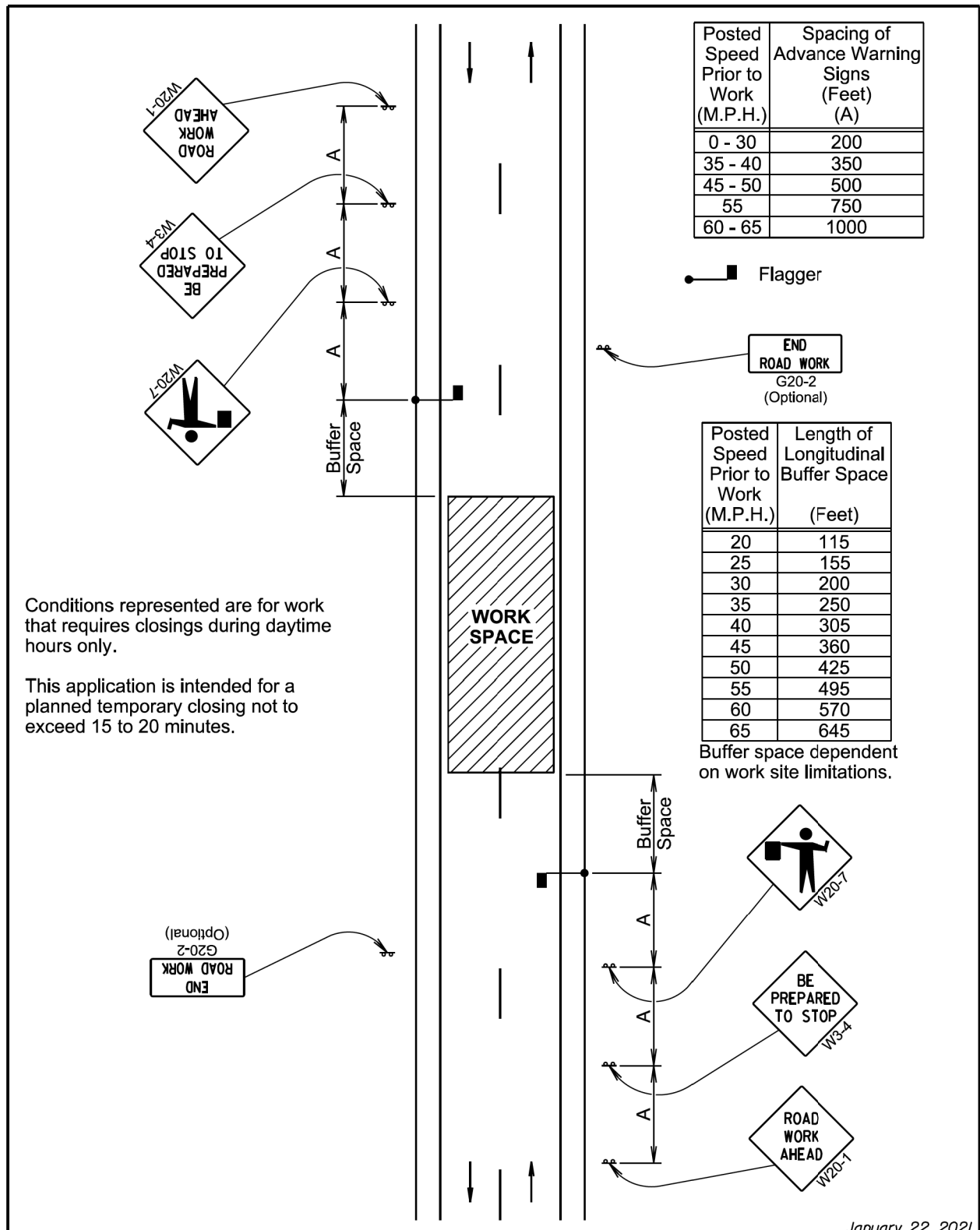
The length of A may be adjusted to fit field conditions.

Warning sign sequence in opposite direction same as below.

January 22, 2021

SD DOT	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
		Sheet 1 of 1

Published Date: 2025



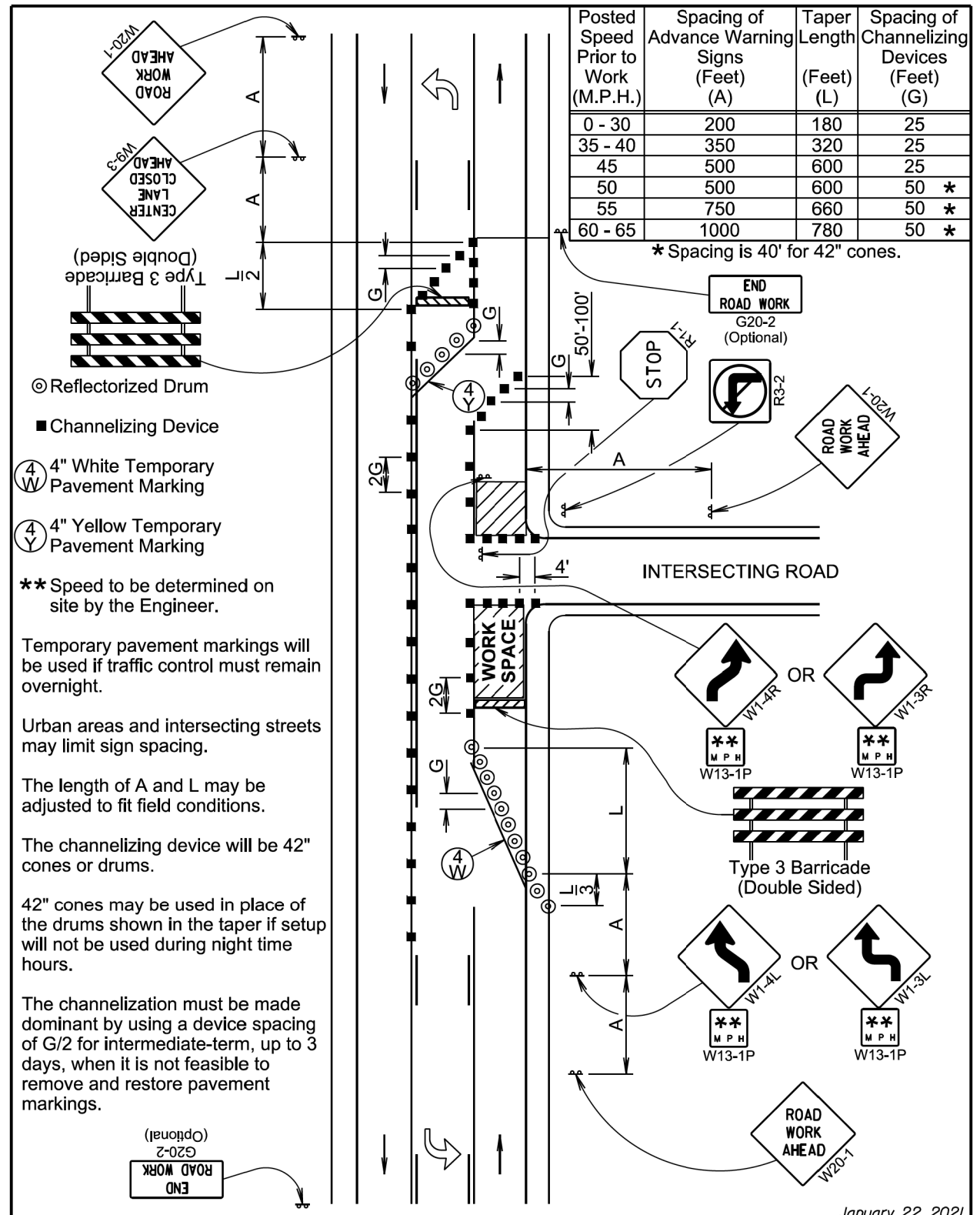
Conditions represented are for work that requires closings during daytime hours only.

This application is intended for a planned temporary closing not to exceed 15 to 20 minutes.

January 22, 2021

SD DOT	TEMPORARY ROAD WORK	PLATE NUMBER 634.30
		Sheet 1 of 1

Published Date: 2025



** Speed to be determined on site by the Engineer.

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

Urban areas and intersecting streets may limit sign spacing.

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

The channelizing device will be 42" cones or drums.

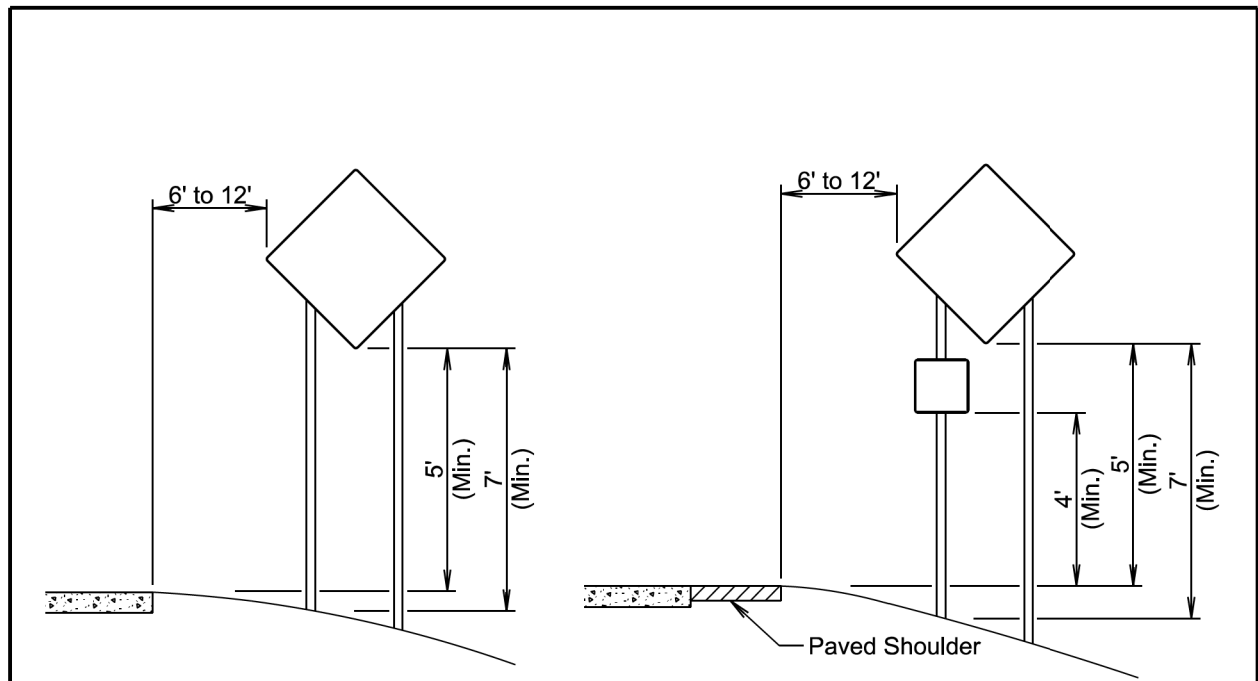
42" cones may be used in place of the drums shown in the taper if setup will not be used during night time hours.

The channelization must be made dominant by using a device spacing of G/2 for intermediate-term, up to 3 days, when it is not feasible to remove and restore pavement markings.

January 22, 2021

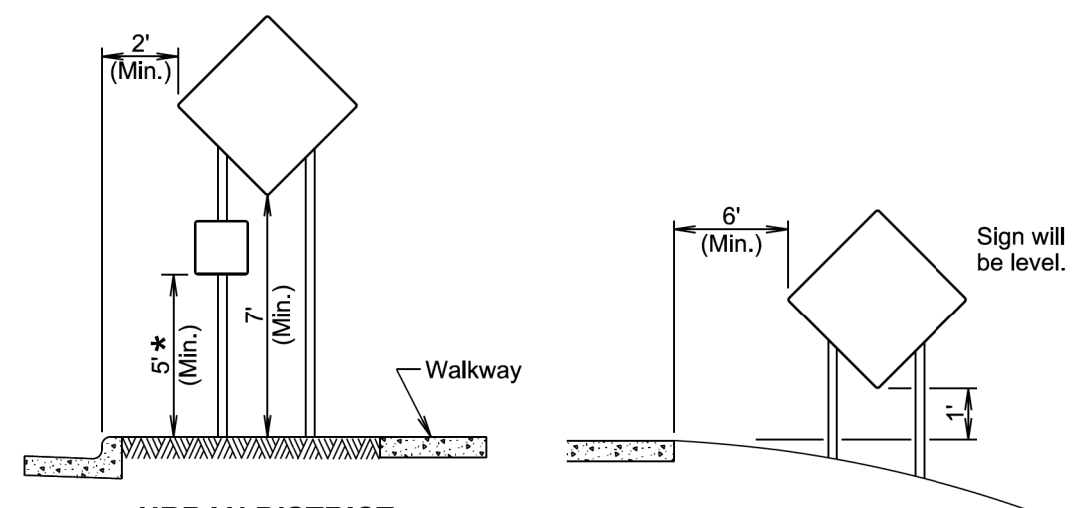
SD DOT	3-LANE, OUTSIDE LANE CLOSED	PLATE NUMBER 634.53
		Sheet 1 of 1

Published Date: 2025



RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



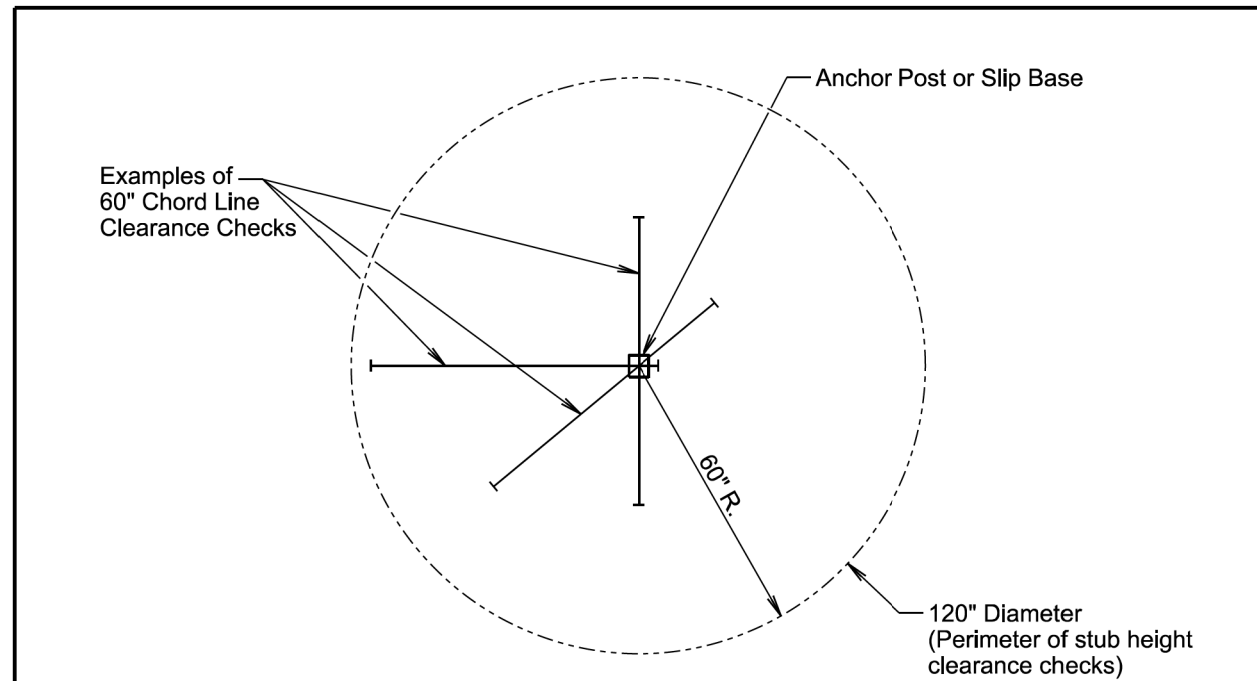
URBAN DISTRICT

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

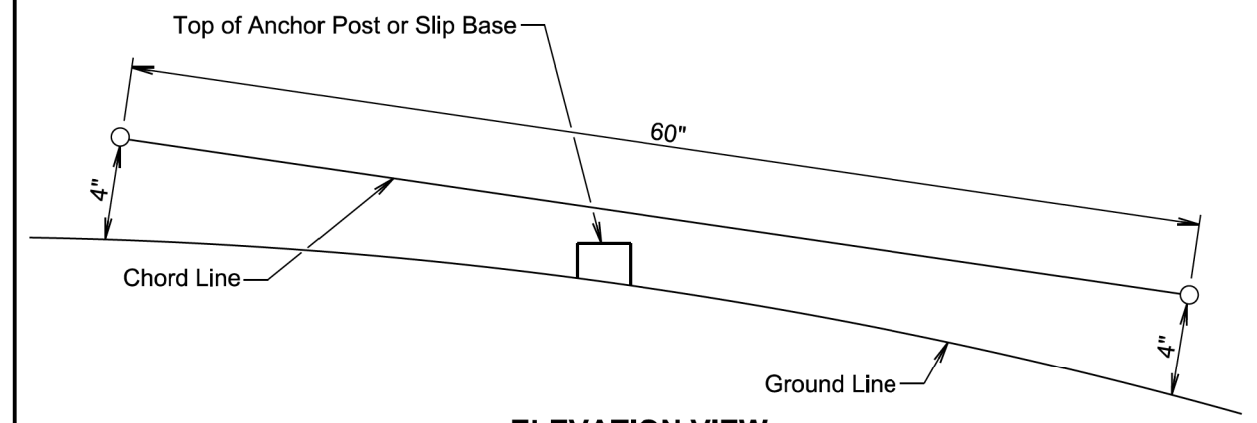
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

Published Date: 2025	SD DOT	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1



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: 2025	SD DOT	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1