

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 6542(04)	C1	C14
Plotting Date:		06-17-2025	

Section C: Traffic Control Plans

INDEX OF SHEETS

C1	General Layout with Index
C2-C3	Estimate of Quantities and General Notes
C4-C6	Sign Quantities and Details
C7	Phase 1 Layout Sheet
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C10	Special Plate
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END GRADING

1st Avenue East
Station 104+00.00
located 80.5 feet West and 64.52 feet North
of the Southeast Corner of Tract 1 of the
CHS Second Addition To the City of
Lemmon, South Dakota

END GRADING

Storm Sewer Crossing
Station 207+20.49
located 79.3 feet East and 90.95 feet North
of the Northeast Corner of Section 20 -
Township 23 North - Range 16 East of
the B.H.M.

BEGIN P 6542(04)
BEGIN GRADING

1st Street East
Station 80+00.00
located 53.58 feet West and 109.94 feet South
of the Northwest Corner of Tract 1 of the
CHS Second Addition To the City of
Lemmon, South Dakota

BEGIN GRADING

Storm Sewer Crossing
Station 200+00.00
Station 200+00.00 = Station 83+84.60
located 82.9 feet West and 13.45 feet South
of the Southeast Corner of Tract 1 of the
CHS Second Addition To the City of
Lemmon, South Dakota

END P 6542(04)
END GRADING

1st Street East
Station 84+82.00
located 13.6 feet East and 29.57 feet South
of the Southeast Corner of Tract 1 of the
CHS Second Addition To the City of
Lemmon, South Dakota

END GRADING

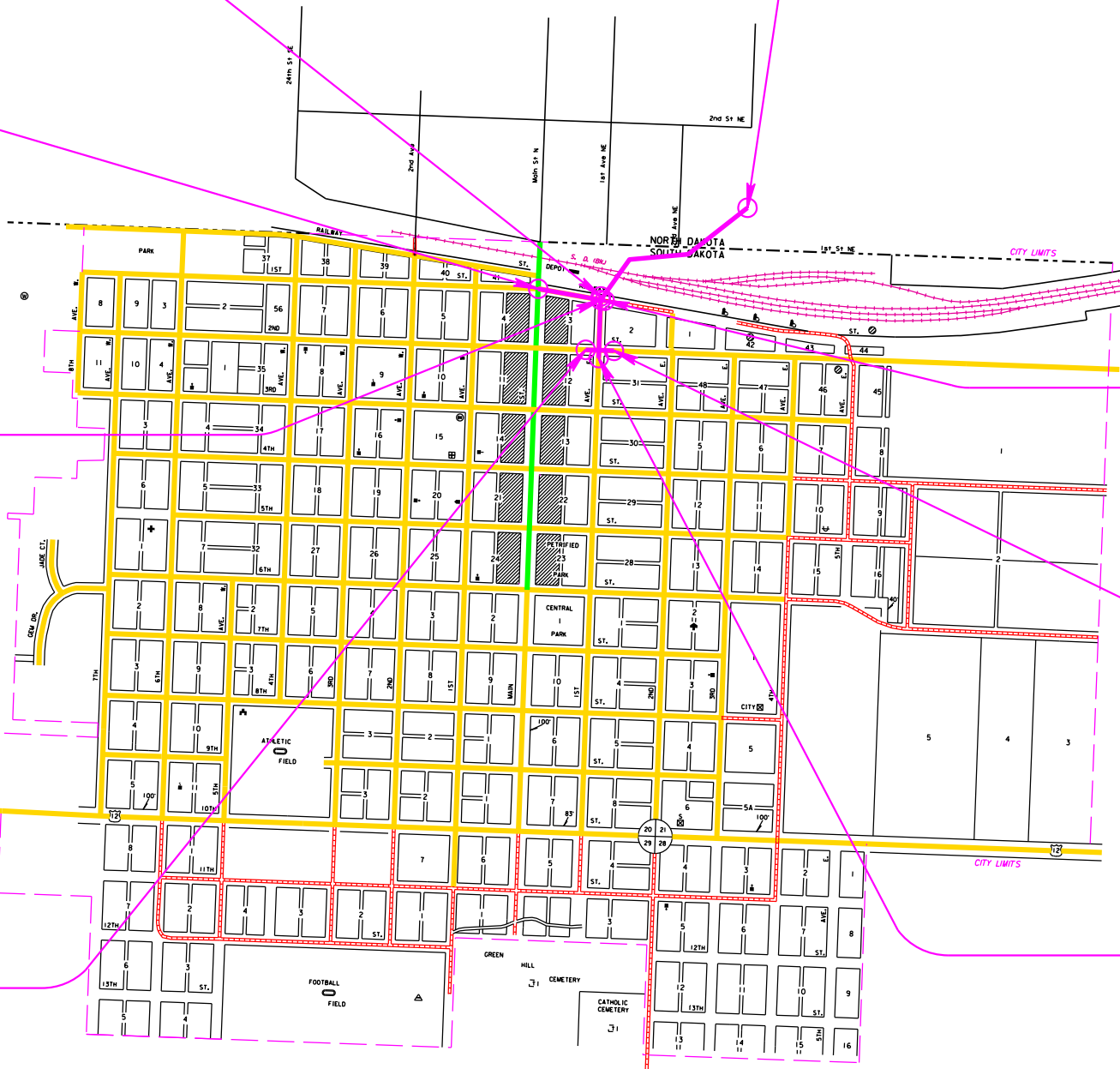
2nd Street East
Station 45+00.00
located 23.1 feet East and 338.8 feet South
of the Southeast Corner of Tract 1 of the
CHS Second Addition To the City of
Lemmon, South Dakota

BEGIN GRADING

2nd Street East
Station 43+00.00
located 173.8 feet West and 332.9 feet South
of the Southeast Corner of Tract 1 of the
CHS Second Addition To the City of
Lemmon, South Dakota

BEGIN GRADING

1st Avenue East
Station 99+00.00
located 93.8 feet West and 435.5 feet South
of the Southeast Corner of Tract 1 of the
CHS Second Addition To the City of
Lemmon, South Dakota



SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
260E3500	Temporary Gravel Surfacing	175.0	Ton
634E0010	Flagging	175.0	Hour
634E0110	Traffic Control Signs	282.4	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	20	Each
634E1002	Detour and Restriction Signing	244.0	SqFt

SEQUENCE OF OPERATIONS

If changes to the sequence of operations are proposed during the project, these must be submitted for review a minimum of one week prior to potential implementation. Approval for changes to the sequence of operations will only be allowed when the proposed changes meet with the Department’s intent for traffic control and sequencing of the work.

1. Install traffic control detour as shown on the layouts.
2. Cover all existing signs that conflict with proposed traffic control signs.
3. Install erosion control at all existing inlets and site perimeter.
4. Remove the existing surfacing.
5. Install proposed storm sewer pipe and inlets.
6. Complete grading operations
7. Install gravel base and concrete, asphalt, and gravel surfacing.
8. Install permanent signs and markings.
9. Install topsoil, seed, fertilizer, mulch, and final erosion control.
10. Remove traffic control and open site to traffic.

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.

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.

GENERAL TRAFFIC CONTROL CONTINUED

All fixed location signs, signposts, and breakaway bases will be removed within 7 calendar days of construction completion.

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, unless otherwise approved by the engineer.

The Contractor will notify businesses/property owners a minimum of 2 weeks prior to construction to inform them of upcoming construction and again a minimum of 48 hours prior to any blocked access to make appropriate arrangements.

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.

All costs associated with this will be incidental to the contract unit price per hour for “Flagging”.

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 Perkins County Sheriff and local emergency response entities to the meeting. Access to Lemmon Law Enforcement Facility will be maintained at all times.

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 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.

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”.



Revised 07/10/2025
FOR BIDDING PURPOSES ONLY

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PRESS RELEASE ANNOUNCEMENTS

The Contractor 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 Contractor in conjunction with the Owner 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.

BUSINESS ENTRANCE CLOSURES

It is anticipated that there may be intersecting streets and driveways that will require a block-out to maintain access. The business entrances designated by the Engineer will not be closed for more than 24 consecutive hours with no alternate entrance into the business.

See General Traffic Control Note for notification requirements.

ENTRANCE CLOSURES

It is anticipated that there may be intersecting streets and driveways that will require a block-out to maintain access. If the Contractor chooses not to complete permanent surfacing within each phase of construction shown in this section of the plans and the road sections will be opened to traffic for more than 24 consecutive hours, the Contractor will provide temporary gravel surfacing to maintain access to such properties, unless other agreements are made with adjacent property owners.

TEMPORARY GRAVEL SURFACING

An estimated 175 tons of Temporary Gravel Surfacing may be used on this project on the finished subgrade surface or prior to the completion of the finished subgrade surface as determined necessary by the Engineer or noted below.

The Contractor will ensure that the Temporary Gravel Surfacing contains no more than 50% salvaged asphalt mix material and at least 50% salvaged granular material. Temporary Gravel Surfacing will meet the requirements of Section 884.2 D.5 prior to placement. Material salvaged directly from the roadway will be blended to the satisfaction of the Engineer.

The Contractor will be required to salvage as much of the Temporary Gravel Surfacing as possible prior to resuming construction of the subgrade. The salvaged Temporary Gravel Surfacing may be used again on the project as Temporary Gravel Surfacing and will be paid for per ton. The material that is not salvaged will be incorporated into the existing subgrade by a method approved by the Engineer.

Compaction to a specified density is not required.

Temporary gravel surfacing will be paid for at the contract unit price per ton for Temporary Gravel Surfacing. Measurement of the Temporary Gravel Surfacing will be by use of scale, loader scale, or as approved by the Engineer. The contract unit price will include all costs associated with hauling, placing, compacting, maintaining, salvaging and stockpiling the material.

Temporary Gravel Surfacing will be reused as the project progresses to establish temporary construction entrances and tapers to protect existing pavement transitions.

Revised 06/18/2025
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TEMPORARY GRAVEL SURFACING CONTINUED

Included in the quantity above, 75 Ton of Tempoary Gravel Surfacing is anticipated for temporary by-pass in North Lemmon. All equipment, labor, and materials, including embankment, and topsoil removal to construct the by-pass will be included in the above-mentioned bid items.

TRAFFIC CONTROL LAYOUT SHEETS

The traffic control layout sheets included in these plans are for bidding purposes based on the anticipated phasing. The successful bidder (Contractor) is allowed to submit an alternative plan if they so choose with the approval of the Engineer.



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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Phase 1

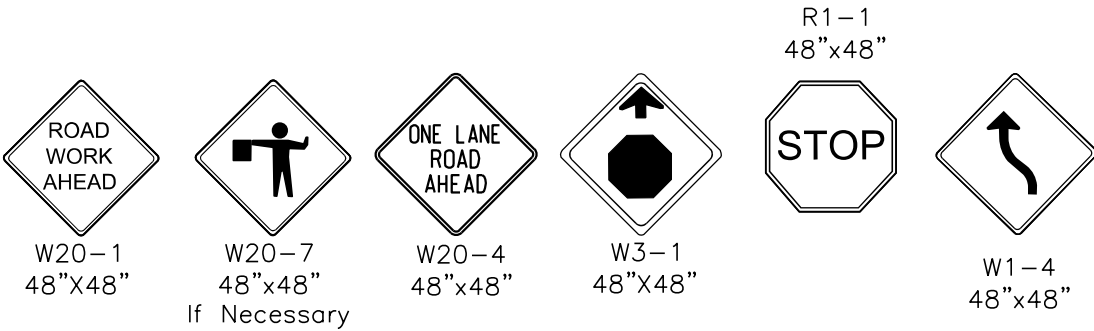
ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	2	30"	5.2	10.4
W1-4	REVERSE CURVE (L or R)	2	48" x 48"	16.0	32.0
W3-1	STOP AHEAD (symbol)	2	48" x 48"	16.0	32.0
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)	2	48" x 48"	16.0	32.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 234.4			

Phase 2 & 3

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W20-1	ROAD WORK AHEAD	9	48" x 48"	16.0	144.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 144.0			



Phase 1

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R8-3	NO PARKING (symbol)	4	24" x 24"	4.0	16.0
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT			
		16.0			

Phase 3

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R11-2	ROAD CLOSED	8	48" x 30"	10.0	80.0
W20-3	ROAD CLOSED AHEAD	3	48" x 48"	16.0	48.0
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT			
		128.0			



R11-2
48"x30"



W20-3
48"x48"



R8-3
24"x24"

Note: The Contractor will submit shop drawings of any special signs for approval prior to production. Letter Size to meet MUTCD 11th Editon Table 2D-2.



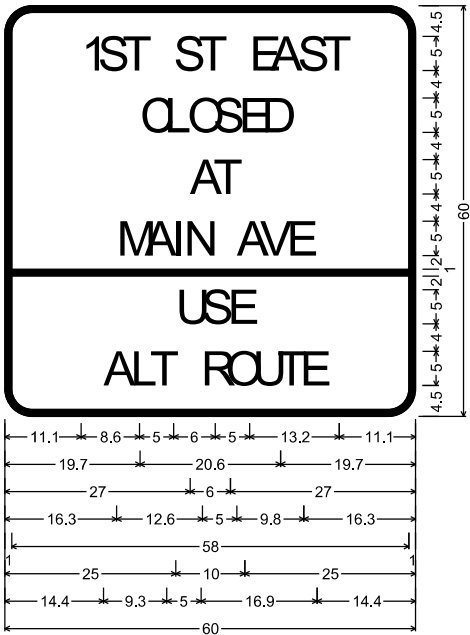
Phase 2

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R11-2	ROAD CLOSED	4	48" x 30"	10.0	40.0
W20-3	ROAD CLOSED AHEAD	2	48" x 48"	16.0	32.0
SPECIAL	1ST ST E CLOSED - AT MAIN AVE - USE ALT ROUTE	2	60" x 60"	25.0	50.0
SPECIAL	1ST AVE E CLOSED - AT 2ND ST E - USE ALT ROUTE	2	60" x 60"	25.0	50.0
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT			
		172.0			

SPECIAL SIGN

All dimensions are in inches, unless otherwise noted.

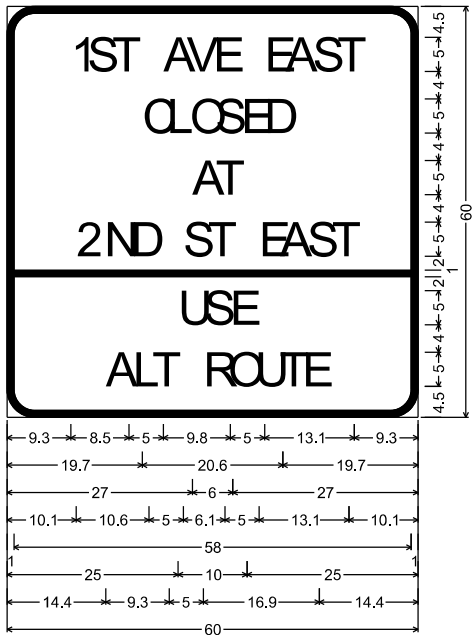


4.0" Radius, 1.0" Border, Black on Fluorescent orange;
"1ST ST EAST", C; "CLOSED", C; "AT", C;
"MAIN AVE", C; "USE", C; "ALT ROUTE", C;
Table of distances between letter and object lefts

11.1	2.5	3.6	7.5	3.5	7.5	3.1	4.0	3.6	2.5	11.1
19.7	3.6	3.4	3.7	3.8	3.3	2.8	19.7			
27.0	3.5	2.5	27.0							
16.3	M	A	I	N	A	V	E	16.3		
1.0	58.0	1.0								
25.0	3.7	3.8	2.5	25.0						
14.4	4.0	2.8	7.5	3.5	4.0	3.6	3.3	2.5	14.4	

SPECIAL SIGN

All dimensions are in inches, unless otherwise noted.



4.0" Radius, 1.0" Border, Black on Fluorescent orange;
"1ST AVE EAST", C; "CLOSED", C; "AT", C;
"2ND ST EAST", C; "USE", C; "ALT ROUTE", C;
Table of distances between letter and object lefts

9.3	1	3	T	5	A	3	V	9	E	3	A	S	T	
	2.4	S	6	7.5	3.4	3.9	7.5	E	3.1	3.9	3.6	2.5	9.3	
19.7	C	L	O	S	E	S	D		19.7					
	3.6	3.4	3.7	3.8	3.3	2.8								
27.0	A	T												
	3.5	2.5	27.0											
10.1	2	1	N	D	7	T	5	E	A	S	T			
	4.1	3.8	7.7	3.6	7.5	3.1	3.9	3.6	2.5	10.1				
1.0	58.0	1.0												
25.0	U	S	E											
	3.8	3.7	2.5	25.0										
14.4	A	4	L	T	7	R	5	O	U	T	E			
	4.0	2.8	7.5	3.5	4.0	3.6	3.3	2.5	14.4					

FOR BIDDING PURPOSES ONLY

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TABLE FOR TRAFFIC CONTROL DEVICES (Each)							
			Phase I Layout	Phase II Layout	Phase III Layout	Field Determined	Project Total
Sign Description	Symbol	Sign Code	No. of Devices	No. of Devices	No. of Devices	No. of Devices	No. of Devices
TYPE III BARRICADE - 8' LENGTH	C	N/A	8	11	16	4	20



FOR BIDDING PURPOSES ONLY

Plotting Date: 06-17-2025

Note: 1. At least one lane must be maintained at all times along 1st St NE in North Lemmon. Any temporary surfacing and grading necessary for the contractor's pipe installation must stay within existing ROW or Temporary Easements.

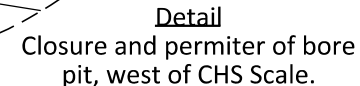
2. Follow the sign layout, spacing and channelizing device spacing table from Standard Plate 634.25.

3. This Sign Layout is for bidding purposes. See General Notes for alternative traffic control.

4. The Contractor will notify CHS 14 days prior to beginning construction activities on CHS property that will impact the scale and operations.

5. Phase 1 must be complete by 7/10/2026 and access to CHS's grain probe will be established at the existing location, unless otherwise approved by CHS Elevator and the Engineer.

6. If Flaggers are present, cover up signs not needed for the contractors operations.

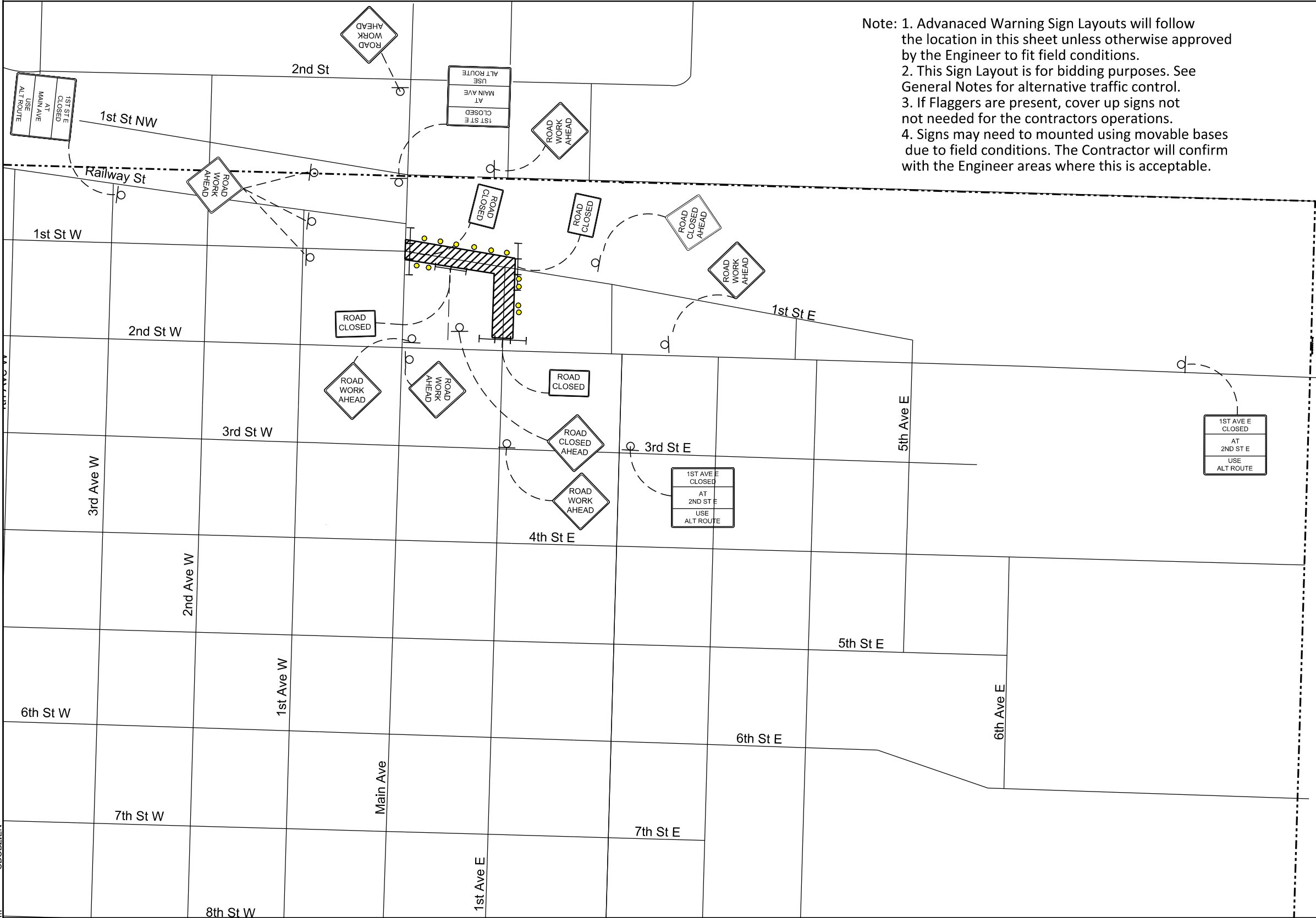


Phase II Detour Layout

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 6542(04)	C8	C14
Plotting Date: 06-17-2025			
Legend <div><div>Work Area</div><div>Sign Post</div><div>Type 3 Barricade</div><div>Traffic Control Drum</div></div>			

Note: 1. Advanced Warning Sign Layouts will follow the location in this sheet unless otherwise approved by the Engineer to fit field conditions.
2. This Sign Layout is for bidding purposes. See General Notes for alternative traffic control.
3. If Flaggers are present, cover up signs not needed for the contractors operations.
4. Signs may need to be mounted using movable bases due to field conditions. The Contractor will confirm with the Engineer areas where this is acceptable.



Plotted From: C:\B0BZ\EN

File - ...C8_Phase_II_Detour_Map.dgn

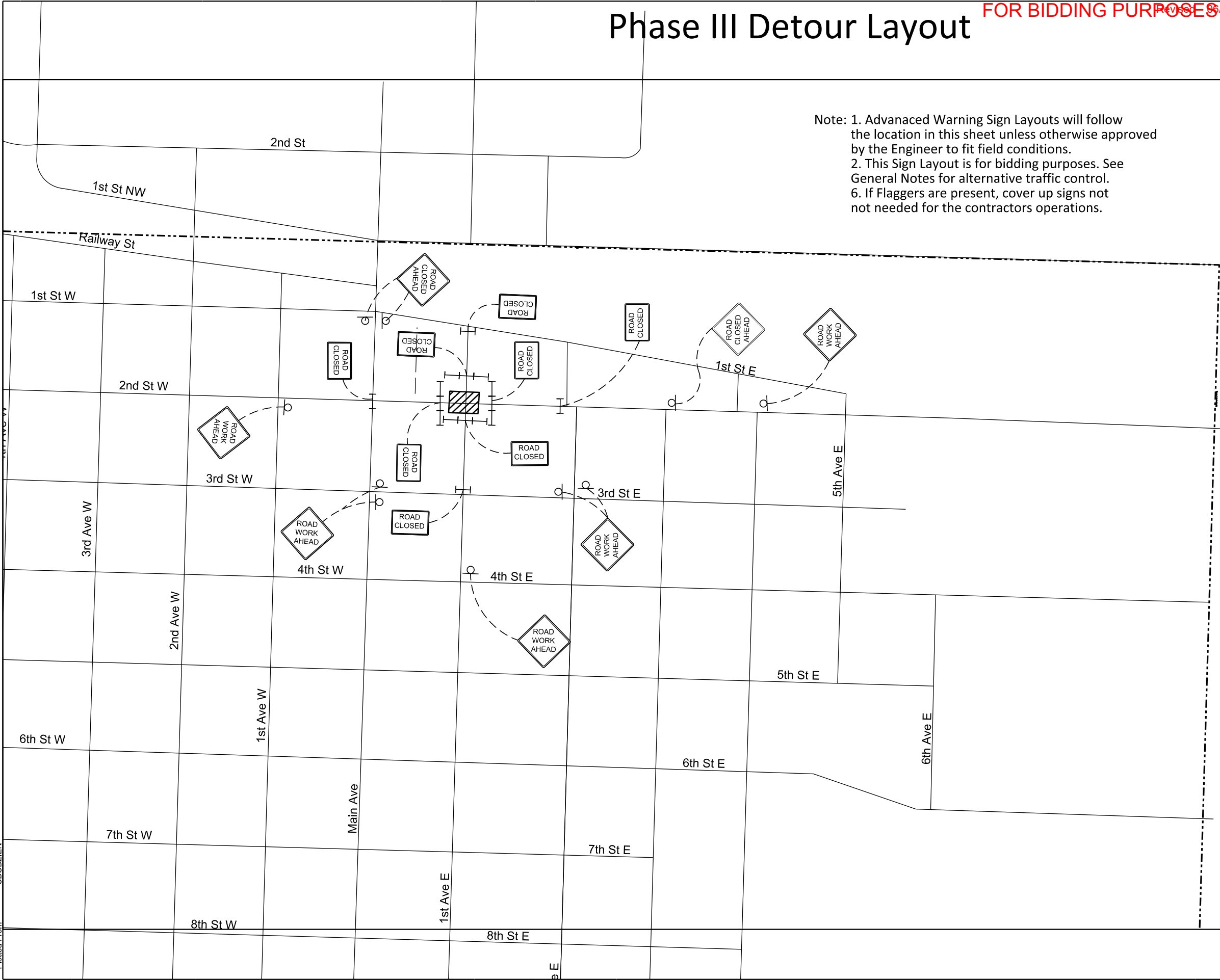


Phase III Detour Layout

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
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Legend <div><div>Work Area</div><div>Sign Post</div><div>Type 3 Barricade</div><div>Tubular Marker</div></div>			

Note: 1. Advanced Warning Sign Layouts will follow the location in this sheet unless otherwise approved by the Engineer to fit field conditions.
2. This Sign Layout is for bidding purposes. See General Notes for alternative traffic control.
6. If Flaggers are present, cover up signs not needed for the contractors operations.



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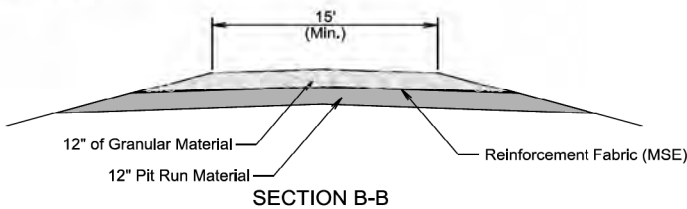
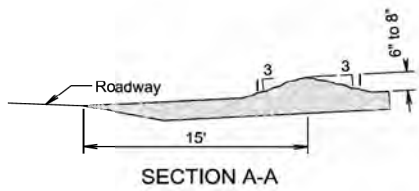
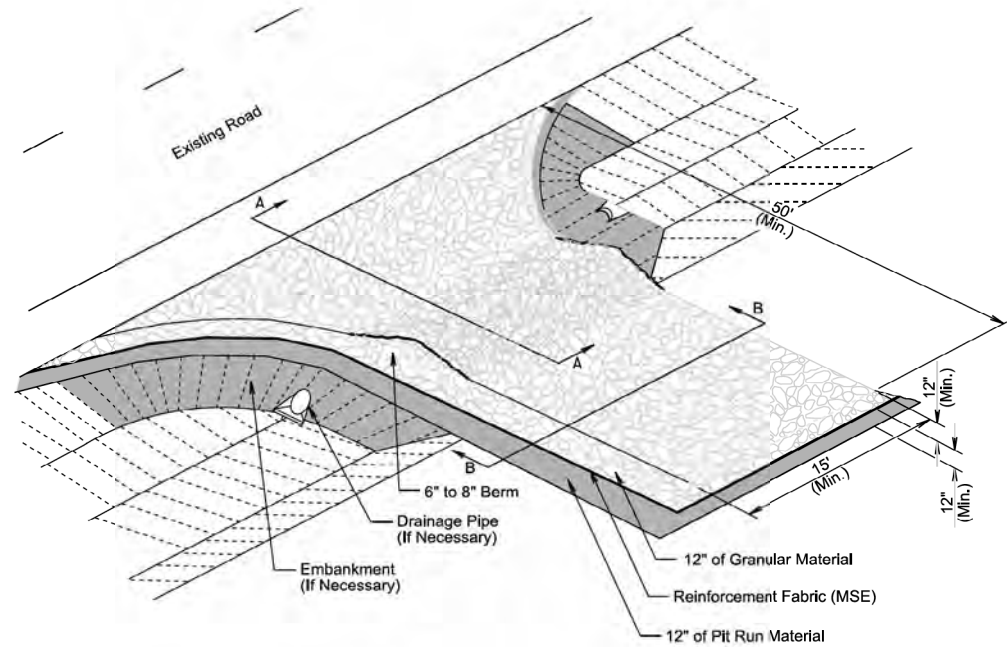
Special Plate

FOR BIDDING PURPOSES ONLY

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SDDOT CONSTRUCTION ENTRANCE

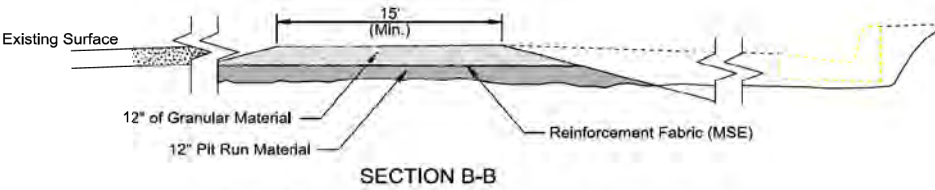
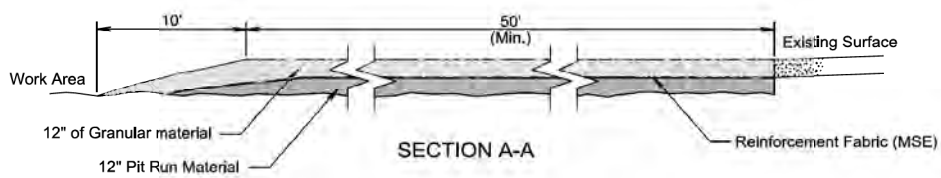
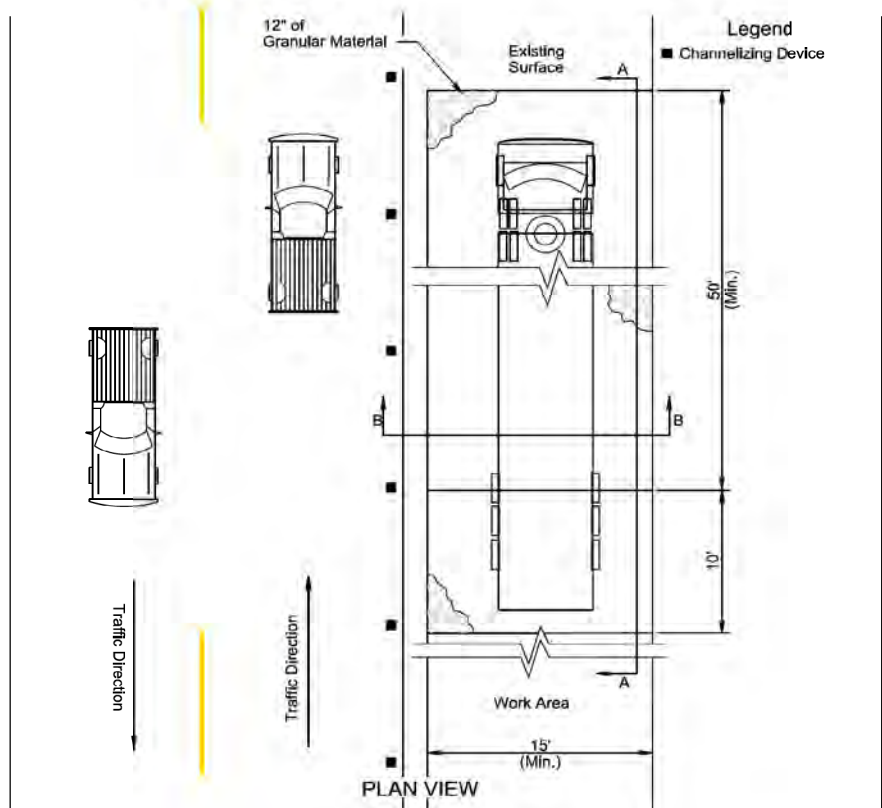
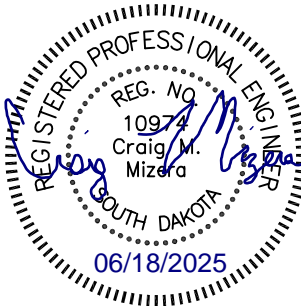
Plot Scale - 1:200



GENERAL NOTES:

- If the grade of the entrance slopes down to the roadway, a berm of extra rock will be used to prevent sediment or mud from being deposited on the roadway. See SECTION A-A.
- If a drainage pipe is necessary the size and type will be determined by the Contractor to meet field conditions. All cost will be incidental to the various contract items.
- If embankment is necessary it will be pit run material.

TRANSVERSE TO ROADWAY



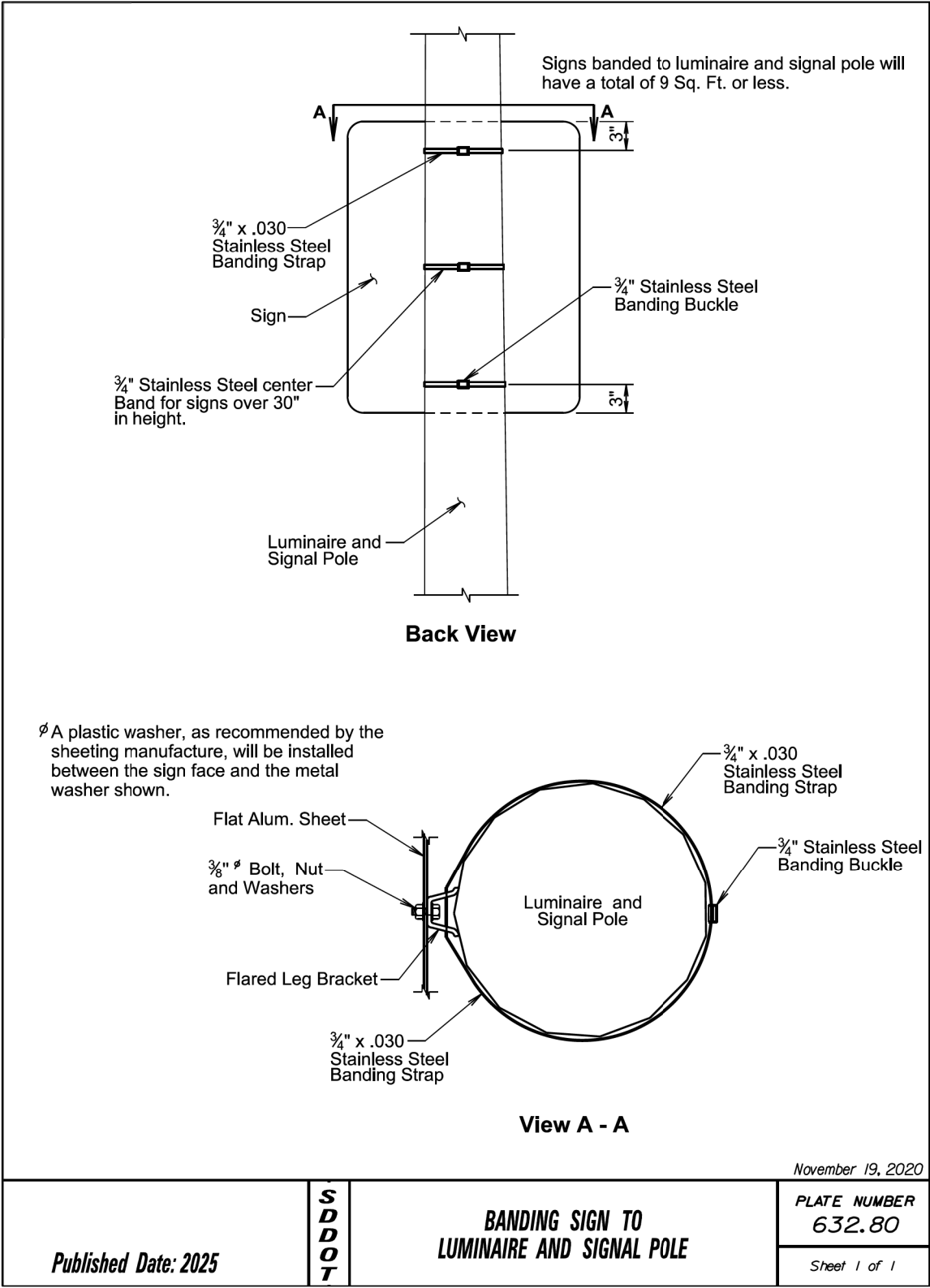
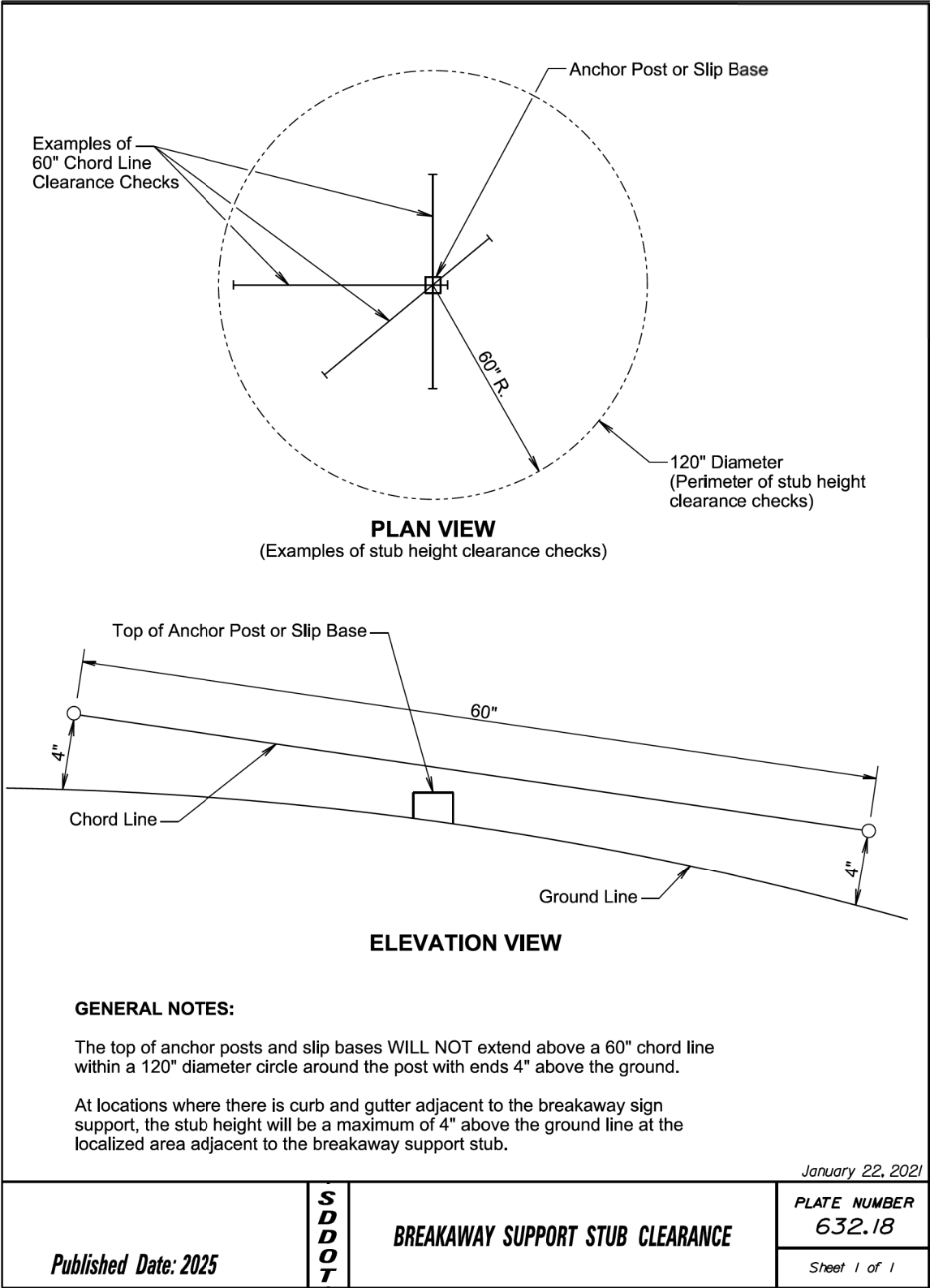
PARALLEL TO ROADWAY



Standard Plates

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Standard Plates

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ROADSIDE SIGN IN RURAL AREA

ROADSIDE SIGN IN RURAL AREA
(If shoulder width is greater than 6 foot)

ROADSIDE SIGN IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREA

WARNING SIGN ADVISORY SPEED PLAQUE IN RURAL AREA

ROADSIDE SIGN IN RURAL AREA

SIGN ON NOSE OF MEDIAN

November 19, 2020

SDDOT

OFFSETS FOR SIGN INSTALLATION

PLATE NUMBER 632.90

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

SDDOT

LANE CLOSURE WITH FLAGGER PROVIDED

PLATE NUMBER 634.23

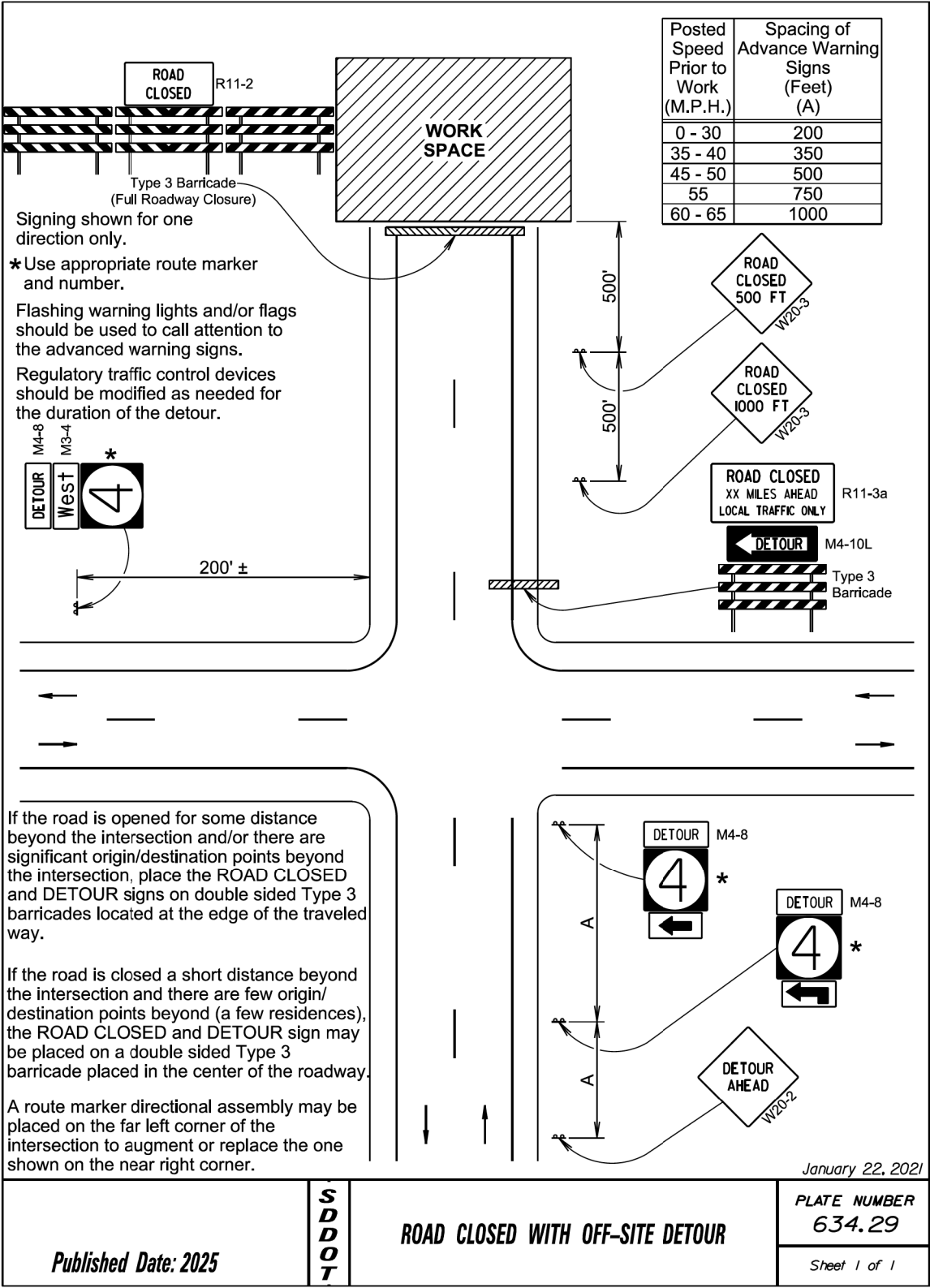
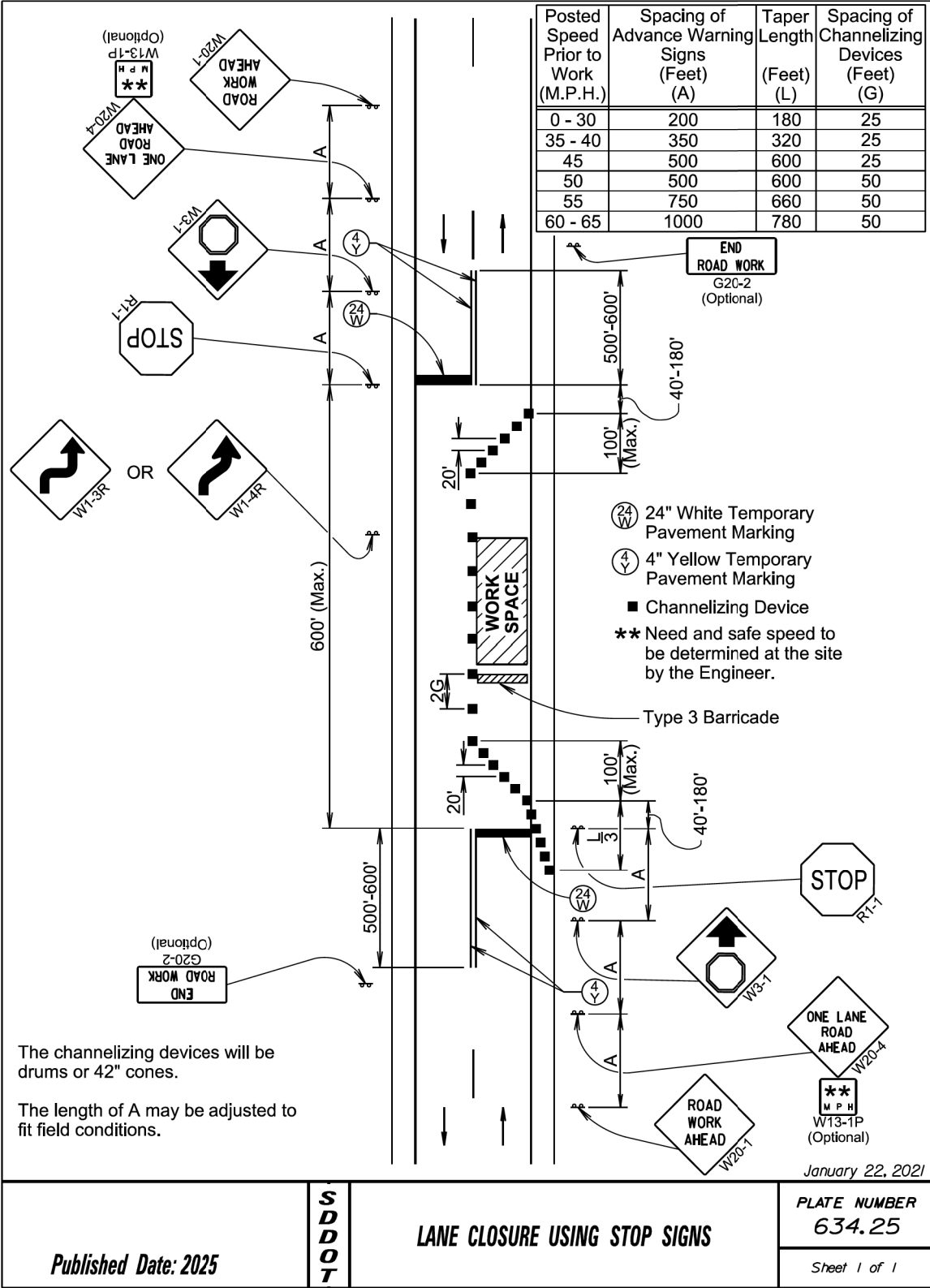
Sheet 1 of 1

Published Date: 2025

Standard Plates

FOR BIDDING PURPOSES ONLY

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Standard Plates

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