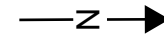


053 – 391
DUST CHLORIDES
MELLETTE & LYMAN COUNTIES

PCN i66c



BEGIN PROJECT 053-391
MRM 69.2

END PROJECT 053-391
MRM 70.2

INDEX OF SHEETS

Sheet 1	Title Sheet
Sheet 2	Index of Sheets
Sheet 3	Estimate of Quantities
Sheet 3 – 4	Notes & Sign Tabulation
Sheet 5	Typical Section
Sheet 6	Standard Plates

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
* 009E0010	Mobilization	Lump Sum	LS
* 120E6200	Water for Granular Material	200.0	MGal
* 205E0010	Dust Control Chloride	16,896	Lb
* 210E3000	Ordinary Roadway Shaping	1.000	Mile
* 634E0010	Flagging	100.0	Hour
* 634E0020	Pilot Car	50.0	Hour
* 634E0110	Traffic Control Signs	137.0	SqFt
* 634E0120	Traffic Control, Miscellaneous	Lump Sum	LS

* - Denotes Non-Participating

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 2015 Edition, and required Provisions, Supplemental Specifications and/or Special Provisions as included in the Proposal

SCOPE OF WORK

The Contractor is to perform ordinary roadway shaping and place dust chlorides on Highway 53 from 0.5 miles south of the White River bridge to 0.5 miles north of the White River bridge. The Contractor is to eliminate shaping and chloride treatments on the bridge beginning at the asphalt surfacing, roughly 120 feet off the ends of the bridge.

GENERAL TRAFFIC CONTROL

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

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.

Traffic Control Signs, as shown in the Estimate of Quantities, are estimates. Contractor's operation may require adjustments in quantities, either more or less. Payment will be for those signs actually ordered by the Engineer and used.

FLAGGING

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

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”.

ORDINARY ROADWAY SHAPING

The Contractor is to shape the road in accordance with section 210.3.B in the Standard Specifications. The original grading cross sections are provided on sheet 5 for reference for roadway shaping. Payment for this work, including materials, equipment and labor will be at the contract unit price per mile for “Ordinary Roadway Shaping”.

DUST CONTROL

The Contractor will apply a Dust Control solution to the gravel at the specified location which meet the requirements of Section 205 of the Specifications. Dust Control will be applied 28 feet wide.

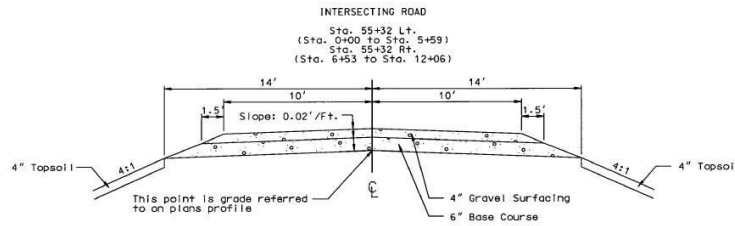
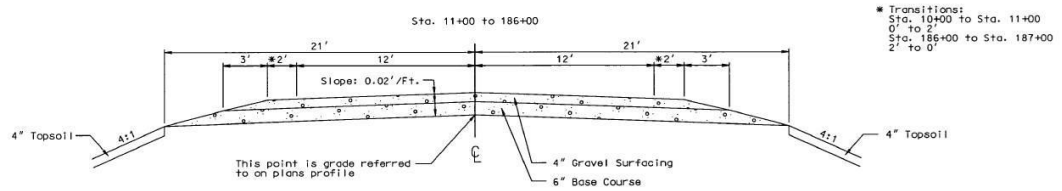
SIGN TABULATION

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING

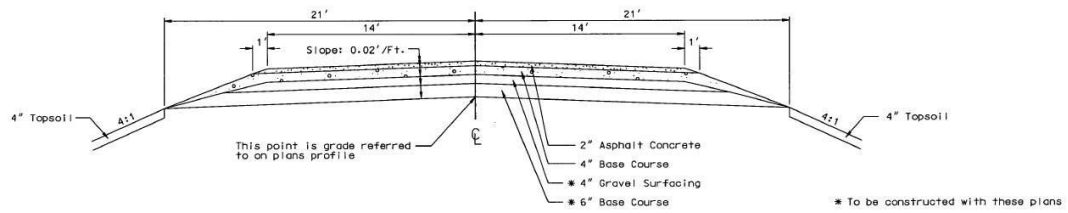
SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT			137.0

TYPICAL SURFACING SECTIONS

CODE E000



TYPICAL SECTION SHOWING ULTIMATE ROADBED IMPROVEMENT



*These typical sections are from the original grading plans and are to be used for information only.

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) shall 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 shall 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 shall 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.

June 3, 2016

Published Date: 1st Qtr. 2021

SD DOT

GUIDES FOR TRAFFIC CONTROL DEVICES
 LANE CLOSURE WITH FLAGGER PROVIDED

PLATE NUMBER
 634.23

Sheet 1 of 1