

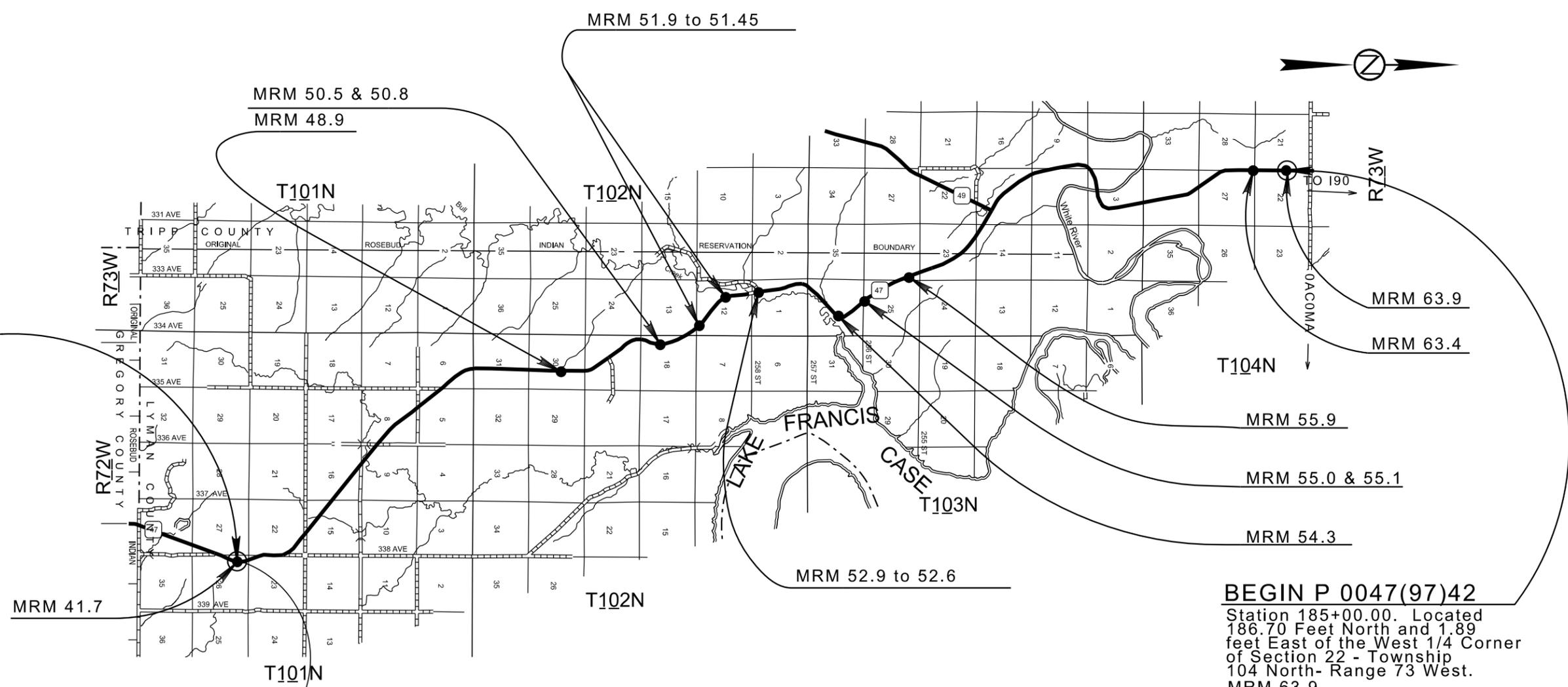
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0047(97)41	C1	C4

Plotting Date: 11/13/2013

SECTION C: TRAFFIC CONTROL PLANS

INDEX OF SHEETS

- C1: Project Map
- C2: Estimate of Quantities & Notes
- C3-C4: Standard Plates



END P 0047(97)42
 Station a29+70. Located 855.31 feet South and 646.36 feet East of the NW Corner of Section 26- Township 101 North- Range 72 West. MRM 41.7

DESIGN DESIGNATION

ADT (2011)	410
ADT (2031)	473
DHV	56.8
D	52%
T DHV	8.8%
T ADT	19.3%
V	65 mph

BEGIN P 0047(97)42
 Station 185+00.00. Located 186.70 Feet North and 1.89 feet East of the West 1/4 Corner of Section 22 - Township 104 North- Range 73 West. MRM 63.9

EQUATION:
 1341+00.00 BK=
 a15+70.00 AH

SCALES

PLAN	RURAL
PROFILE.	HORIZONTAL: 1"=200'
	VERTICAL: 1"=200'
CROSS SECTIONS	HORIZONTAL: 1"=40'
	VERTICAL: 1"=20'

Plot Scale - 1:200

Plotted From - tw1int19

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ESTIMATE OF QUANTITIES

Section C - Traffic Control

Bid Item Number	Item	Quantity	Unit
634E0010	Flagging	160	Hour
634E0020	Pilot Car	80	Hour
634E0100	Traffic Control	769	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS

SEQUENCE OF OPERATIONS

The Contractor may perform work only during daylight hours unless additional hours are approved by the Engineer. The Contractor shall maintain traffic through the project at all times.

Once work that inconveniences traffic has commenced or stripping of topsoil on an individual repair site, it shall be pursued in a continuous, expeditious manner to its completion. Any work that restricts the motorist from driving the posted speed limit reduces existing roadway width, excavation of materials, or causes a potentially unsafe condition due to Contractor operations such as frequent movement of equipment or materials on or through the individual repair sites is considered to be an inconvenience to traffic. For each working day that the construction status results in inconvenience to traffic, and the controlling item of work is not being pursued at one or more sites with a normal work force, the Contractor will be assessed \$450 Liquidated Damages. This provision applies up to the Contract Completion Date, as extended. After the completion date, Liquidated Damages will be assessed in accordance with Section 8.7 of the Standard Specifications.

Work at the site at MRM 54.3 will require the closing of a lane with flaggers and pilot car to maintain a safe work zone. The work required at this site will need to be conducted adjacent to the road way. Once work is located away from the roadway the contractor may remove the lane closure, as approved by the Engineer. Other work on the project may need to utilize a lane closure with flaggers and pilot car during time when work is adjacent to the road and cannot be safely maintained due to sight conditions, terrain, or as directed by the Engineer.

For planning purposes the sign tabulation is calculated based on work being conducted at 2 sites simultaneously with shoulder closures. Sign tabulations also account for one lane closure. The lane and shoulder closures will be paid for once during their initial use on the project, regardless of the number of times they are moved by the Contractor.

GENERAL SEQUENCING FOR EACH SITE

- Install fixed Location Signing
- Install Erosion & Sediment Control Devices
- Strip and Stockpile Topsoil
- Perform Excavation
- Install Pipe Extensions & Drains
- Build New Slopes
- Place Topsoil
- Install Permanent Erosion control Measures
- Remove Traffic Control Signing

FIXED LOCATION SIGNING

Fixed location signing for this project will consist of:
 4- "Road Work Ahead" (W20-1)
 4- "Next XX Miles" (W7-3a)
 3- "End Road Work" (G02-2A).

The "Road Work Ahead" and "Next XX Miles" signs will be located at the ends of the project and a set will be located on each side of the junction of SD47 & SD49. The End Road Work signs will be located at the beginning and end of the project and one will be installed on SD49 south of the SD49/ SD47 junction. All signs will be located as approved by the engineer. All labor, material, and equipment to install these signs will be as per the contract unit bid price for "Traffic Control".

MAINTENANCE OF TRAFFIC

Removing, relocating, covering, salvaging and resetting of existing traffic control devices, including delineation, shall be the responsibility of the Contractor. Cost for this work shall be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost shall be replaced by the Contractor at no cost to the State.

Storage of vehicles and equipment shall be outside the clear zone and as near as possible to the right-of-way line. Contractor's employees should mobilize at a location off the right-of-way and arrive at the work sites in a minimum number of vehicles necessary to perform the work.

Indiscriminate driving and parking of vehicles within the right-of-way will not be permitted. Any damage to the vegetation, surfacing, embankment, delineators and existing signs resulting from such indiscriminate use shall be repaired and/or restored by the Contractor, at no expense to the State, and to the satisfaction of the Engineer.

All breakaway sign supports shall comply with FHWA NCHRP 350 or MASH crash-worthy requirements. The Contractor shall provide post installation details at the preconstruction meeting for all sign support assemblies.

The Contractor shall furnish, install and maintain Truck Crossing signs. The exact number and location will be determined on construction. Payment for additional signs will be based on the contract unit price per unit for Traffic Control.

The Truck Crossing signs shall be displayed at all times when haul vehicles are hauling material. When the truck haul condition no longer exists, and also during nighttime hours, the signs shall be covered or removed from view. Hinged signs may be used.

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

MAINTENANCE OF TRAFFIC - continued

Traffic control drums, Type II barricades, cones, and/or tubular markers shall be used as needed to safely delineate traffic during construction per standard plates. These items will not be measured in the field. The cost to furnish, install, maintain, and remove these items shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous.

Traffic Control units, as shown in the Estimate of Quantities, are estimates. The 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.

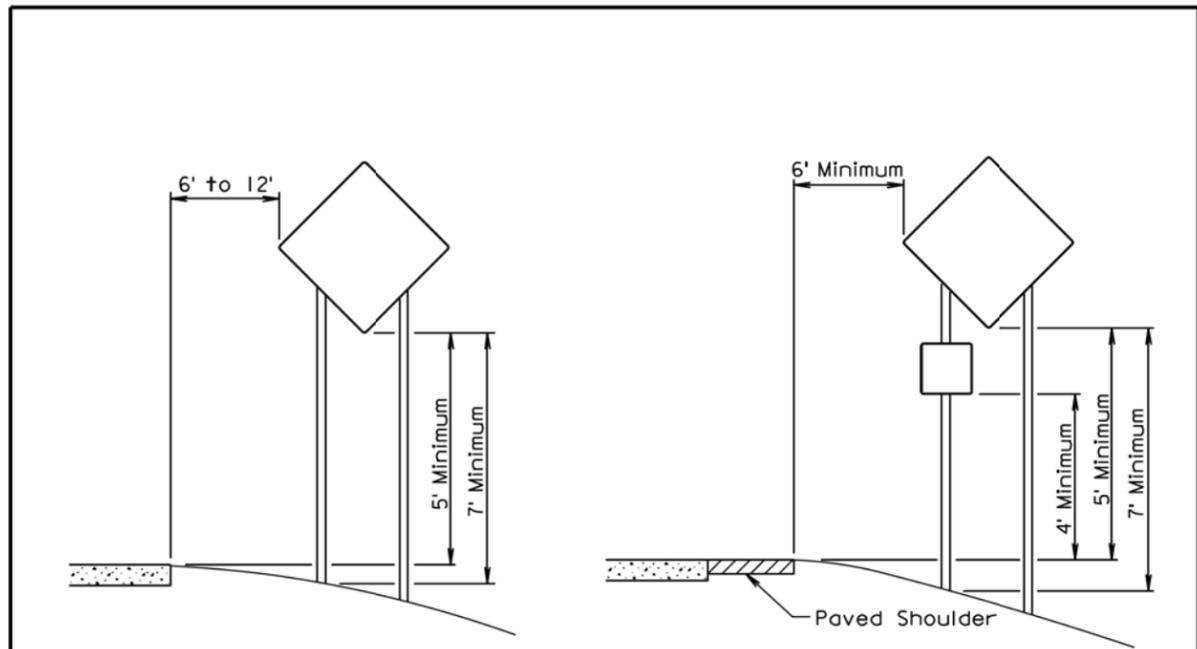
Fixed location sign supports shall be used for all signs on the project. Portable sign supports may be used as long as the duration is less than 72 hours. If the duration is more than 72 hours, the signs shall be on fixed location supports.

The sign tabulation units were calculated based on work being conducted at all 2 sites simultaneously. If work is not being conducted at a site, the signs located at that particular site shall be removed.

SIGN TABULATION

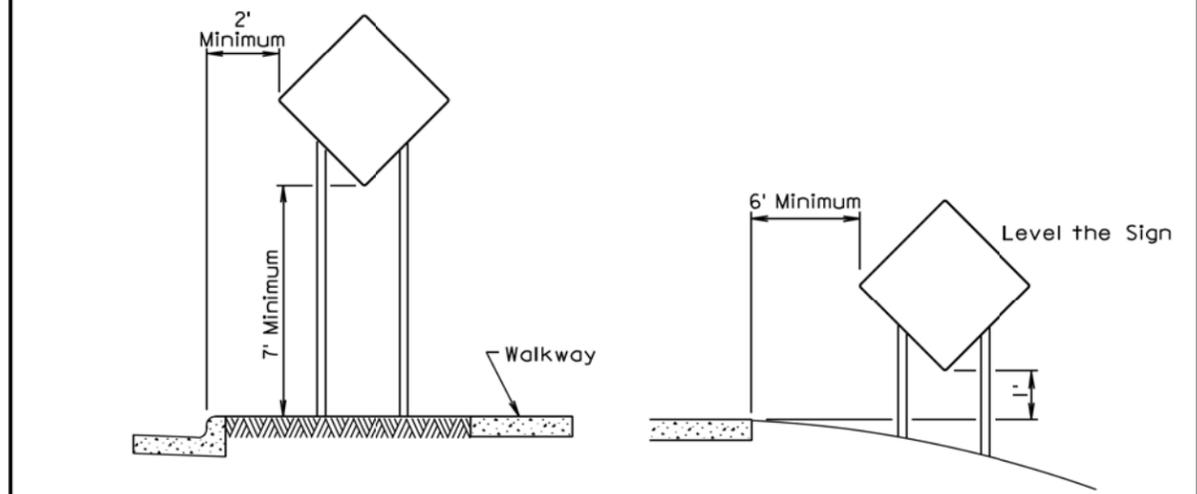
SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	UNITS PER SIGN	UNITS
G20-2	36" x 18"	END ROAD WORK	9	17	153
W7-3a	30" x 24"	NEXT ## MILES	4	18	72
W8-6	48" x 48"	TRUCK CROSSING	2	34	68
W20-1	48" x 48"	ROAD WORK ##### FT. OR AHEAD	6	34	204
W20-4	48" x 48"	ONE LANE ROAD ##### FT. OR AHEAD	2	34	68
W20-7a	48" x 48"	FLAGGER	2	34	68
W21-5	48" x 48"	SHOULDER WORK	4	34	136
TOTAL UNITS					769

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RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE

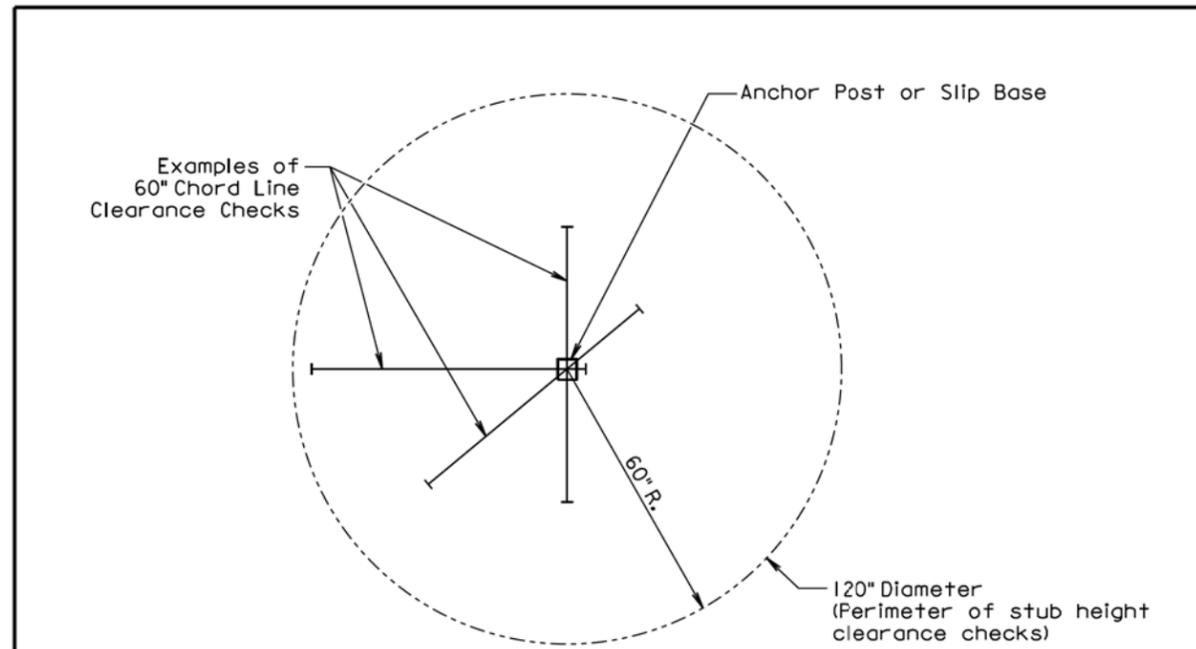


URBAN DISTRICT

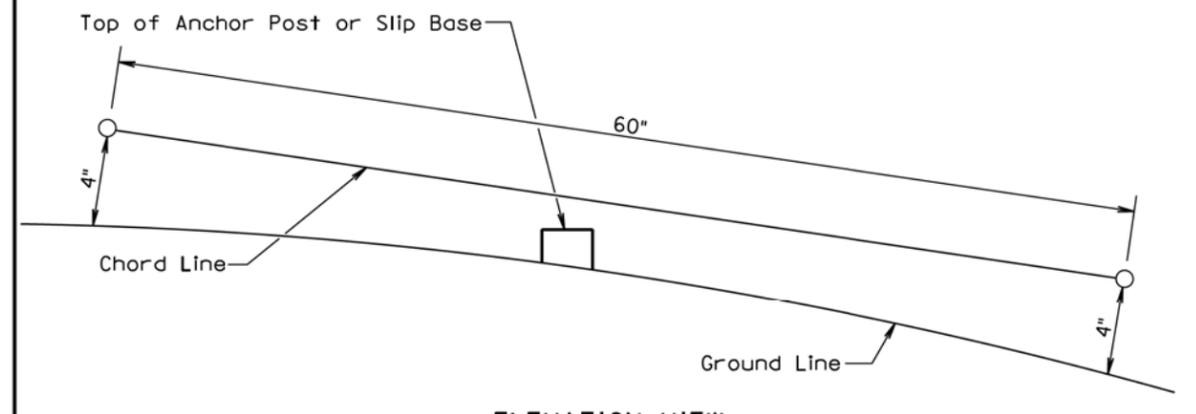
RURAL DISTRICT 3 DAY MAXIMUM

February 14, 2011

Published Date: 4th Qtr. 2013	S D D O T	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 SHALL 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 shall 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.

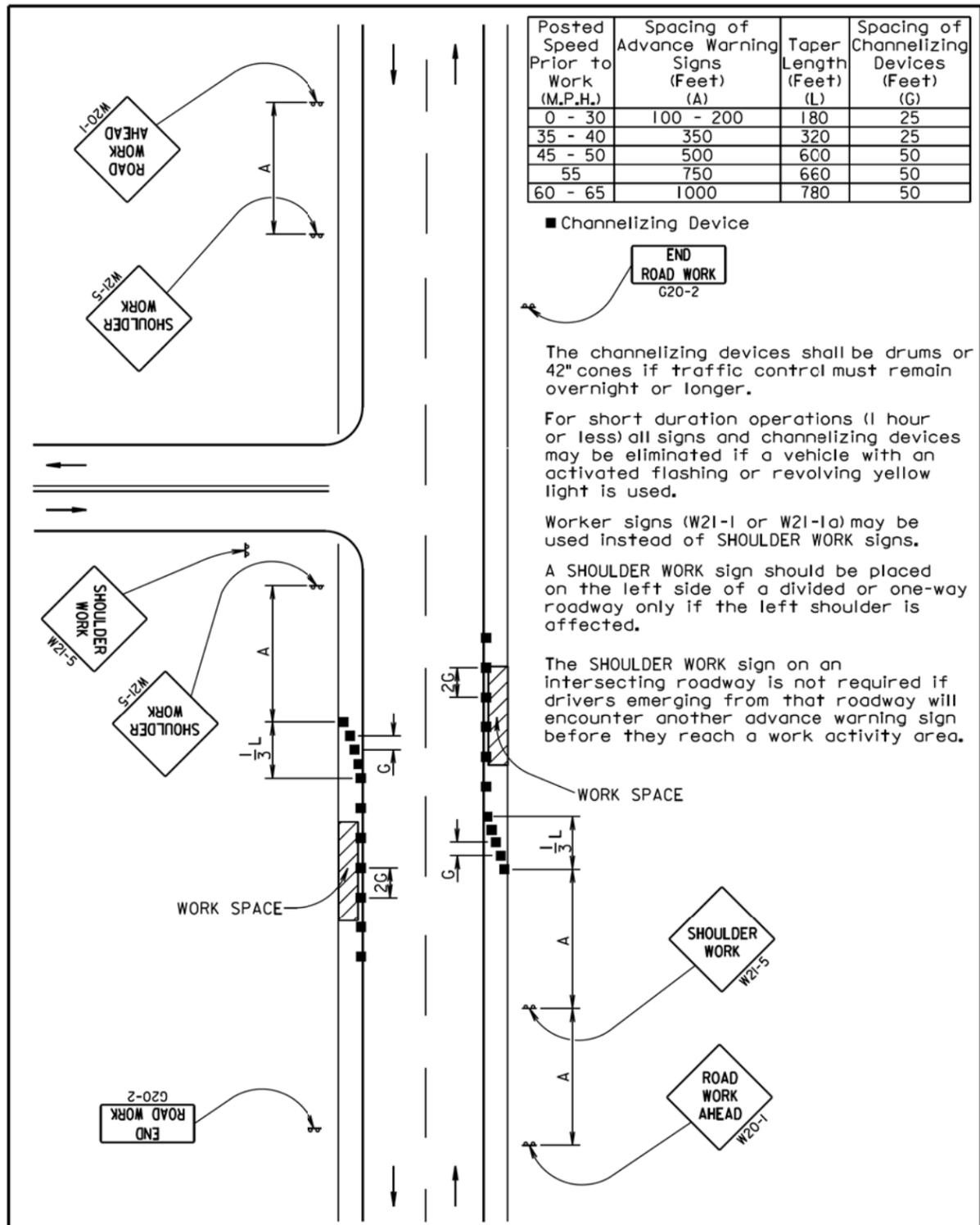
July 1, 2005

Published Date: 4th Qtr. 2013	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1

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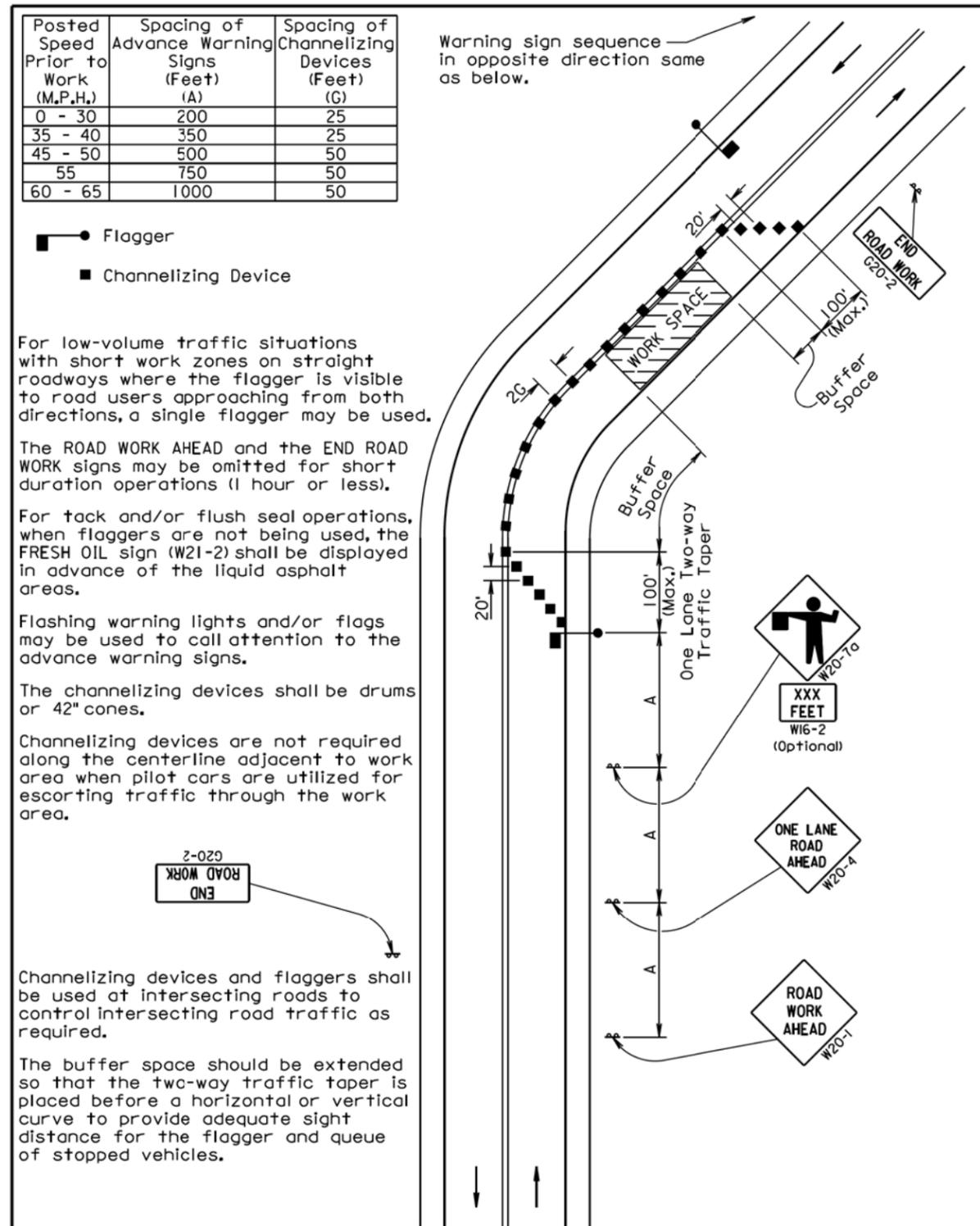
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February 14, 2011

S D D O T	GUIDES FOR TRAFFIC CONTROL DEVICES WORK ON SHOULDERS	PLATE NUMBER 634.03
	Published Date: 4th Qtr. 2013	Sheet 1 of 1



February 14, 2011

S D D O T	GUIDES FOR TRAFFIC CONTROL DEVICES LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
	Published Date: 4th Qtr. 2013	Sheet 1 of 1

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