

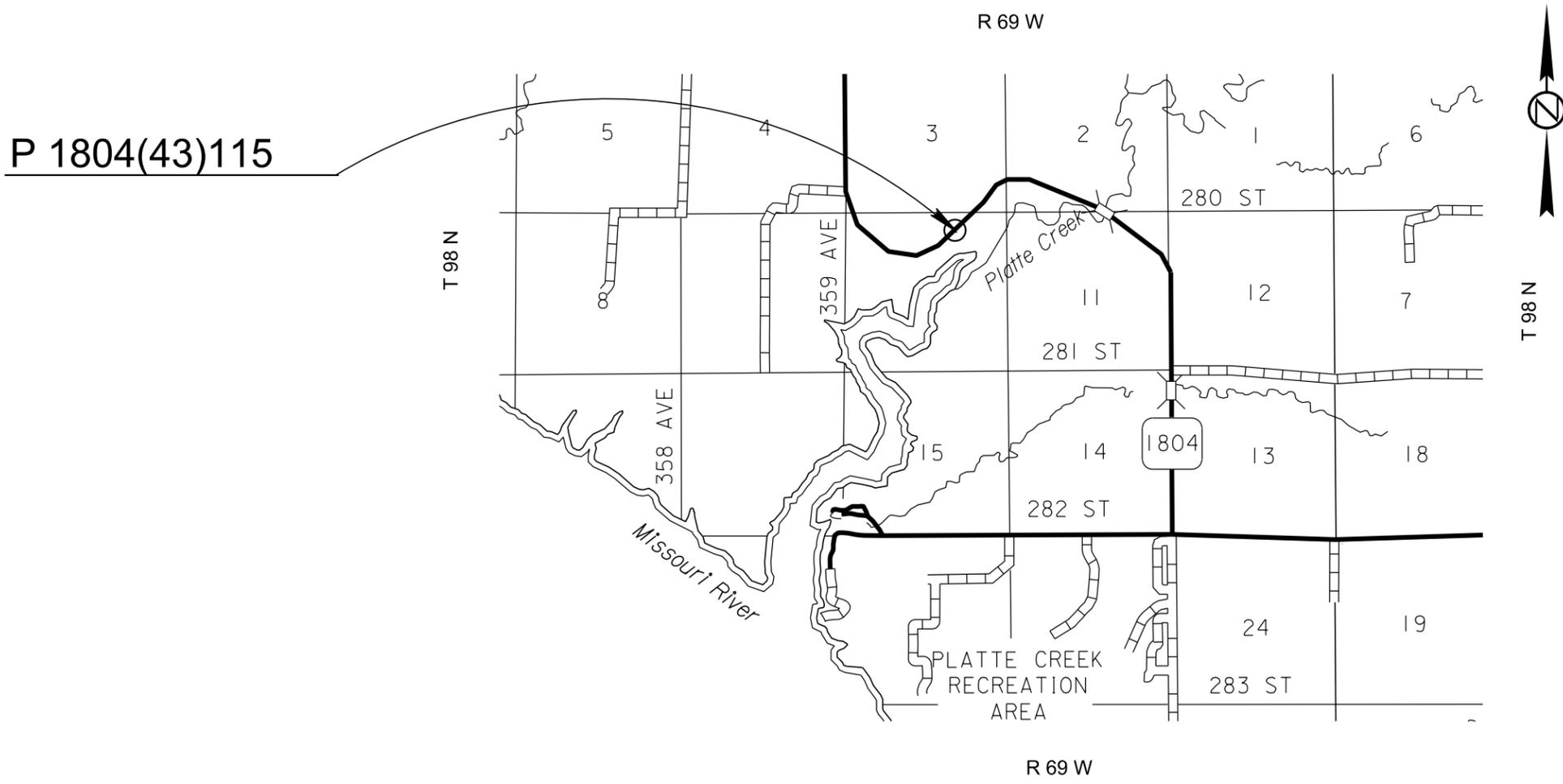
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 1804 (43)115	C1	C6

Plotting Date: 10/26/2015

Section C: Traffic Control Plans

INDEX OF SHEETS

- C1 General Layout W/Index
- C2 Fixed Location Signs
- C3 Sign Tabulation
- C3-C5 Standard Plates



PLOT SCALE - 1:208

Plot Scale - 1:208

PLOTTED FROM - TRM1INT26

Plotted From - trm1int26

PLOT NAME - 1

File - H:\04F8\TILEC.dgn

FILE - H:\04F8\TILEC.DGN

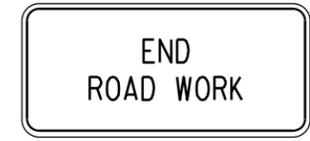
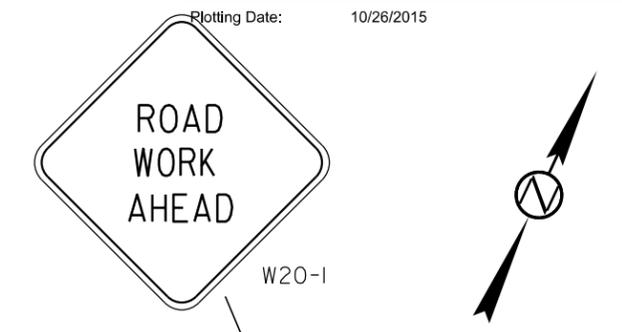
Plotting Date: 10/26/2015

FIXED LOCATION SIGNS

(Not to Scale)

Plot Scale - 1:100

Plotted From - trm1n126



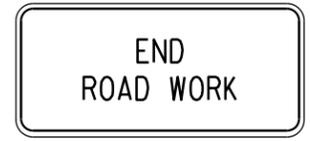
G20-2



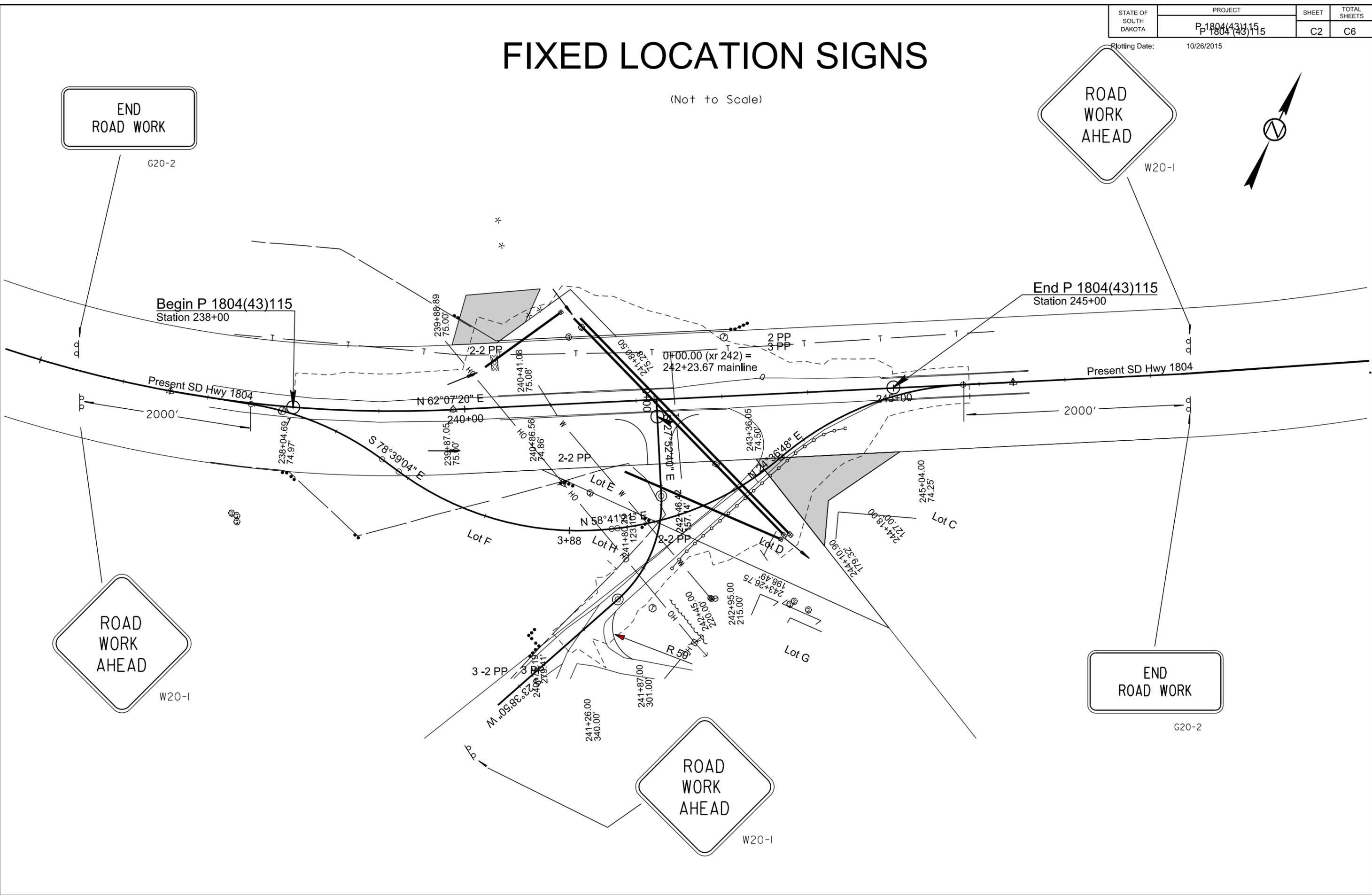
W20-1



W20-1



G20-2



Section C - Traffic Control

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	40.0	Hour
634E0110	Traffic Control Signs	302	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0280	Type 3 Barricade, 8' Single Sided	6	Each

Reflectorized Sheeting Requirements for Temporary Traffic Control Devices

Delete the first paragraph of Section 984.1 and replace with the following:

Temporary traffic control devices, including signs, drums, cones, tubular markers, barricades, vertical panels, and direction indicator barricades shall be reflectorized with sheeting applied to a satisfactory backing. Flat surfaced temporary traffic control devices including, but not limited to; signs, barricades, vertical panels, and direction indicator barricades shall be reflectorized with super/very high intensity reflectorized sheeting meeting the standards of Type XI as defined by AASHTO M 268 (ASTM D4956). Round surfaced temporary traffic control devices including, but not limited to; drums, cones, and tubular markers shall be reflectorized with high intensity reflectorized sheeting meeting the standards of Type IV as defined by AASHTO M 268 (ASTM D4956). All orange colored material shall be fluorescent.

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W1-3	REVERSE TURN (L or R)	4	48" x 48"	16	64
W1-6	LARGE ARROW (one direction)	6	48" x 24"	8	48
W3-4	BE PREPARED TO STOP	2	48" x 48"	16	32
W13-1P	ADVISORY SPEED (plaque)	4	30" x 30"	6	24
W20-1	ROAD WORK AHEAD	3	48" x 48"	16	48
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16	32
W20-7	FLAGGER (symbol)	2	48" x 48"	16	32
G20-2	END ROAD WORK	2	36" x 18"	5	10
-	TYPE III OBJECT MARKER	4	12" x 36"	3	12
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT					302

TYPE 3 BARRICADES

ITEM DESCRIPTION	QUANTITY
Type 3 Barricade, 8' Single Sided	6 Each

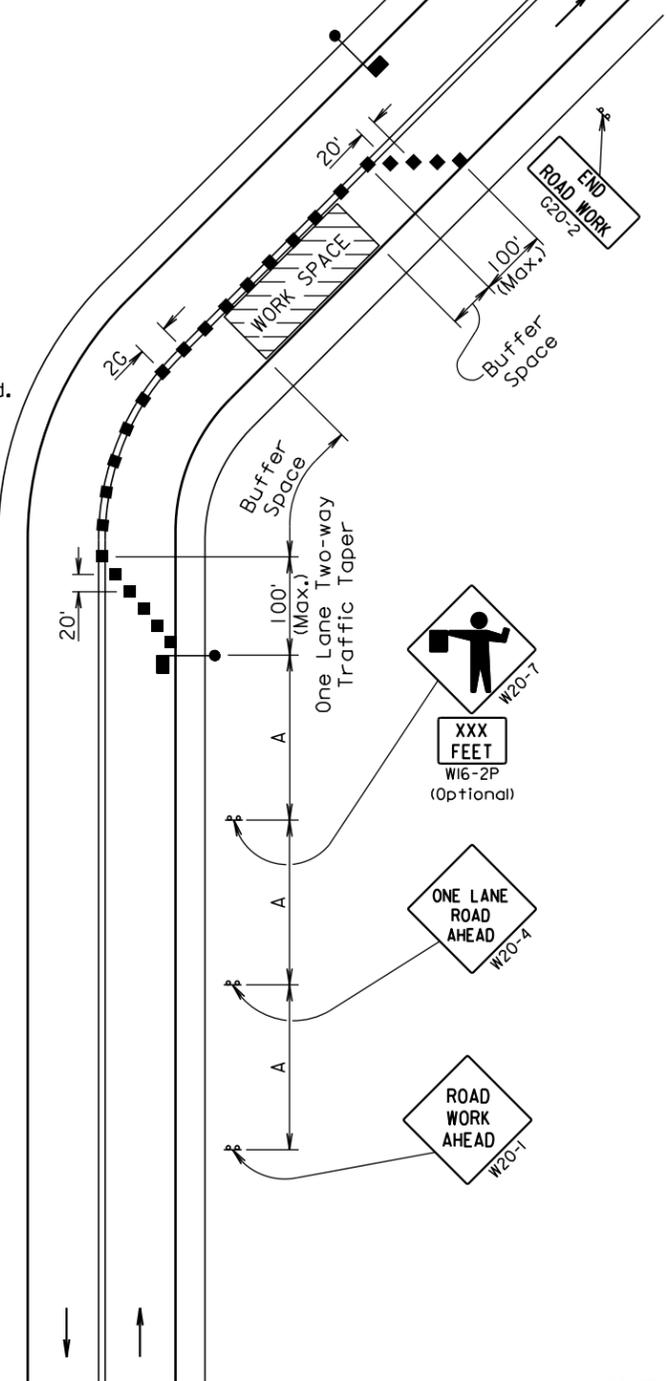
GENERAL MAINTENANCE OF TRAFFIC

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.

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.

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Spacing of Channelizing Devices (Feet) (C)
0 - 30	200	25
35 - 40	350	25
45 - 50	500	50
55	750	50
60 - 65	1000	50

Warning sign sequence in opposite direction same as below.



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.

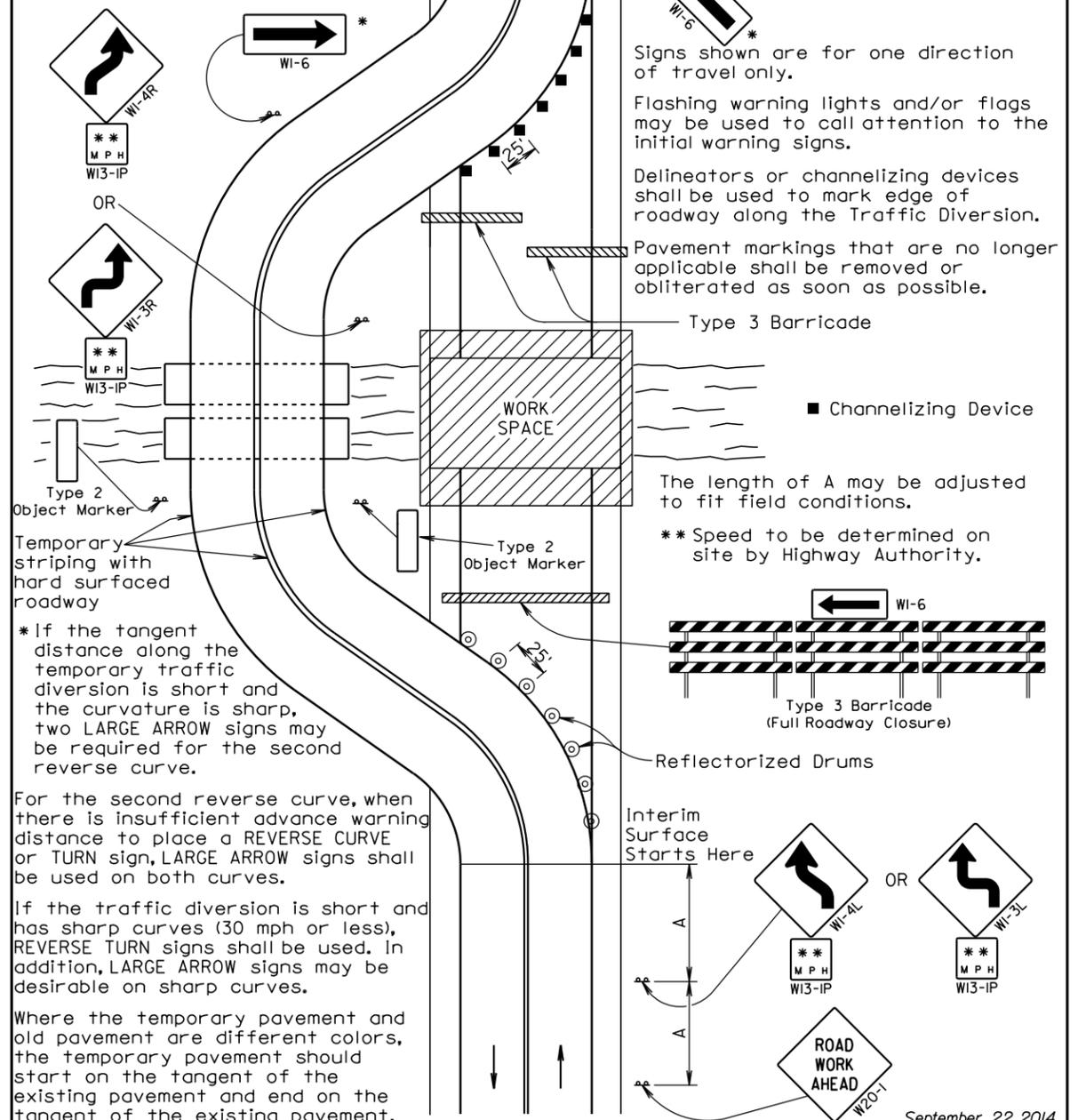
Channelizing devices and flaggers shall be used at intersecting roads to control intersecting road traffic as required.

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.

September 22, 2014

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 65	1000



Signs shown are for one direction of travel only.

Flashing warning lights and/or flags may be used to call attention to the initial warning signs.

Delineators or channelizing devices shall be used to mark edge of roadway along the Traffic Diversion.

Pavement markings that are no longer applicable shall be removed or obliterated as soon as possible.

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

** Speed to be determined on site by Highway Authority.

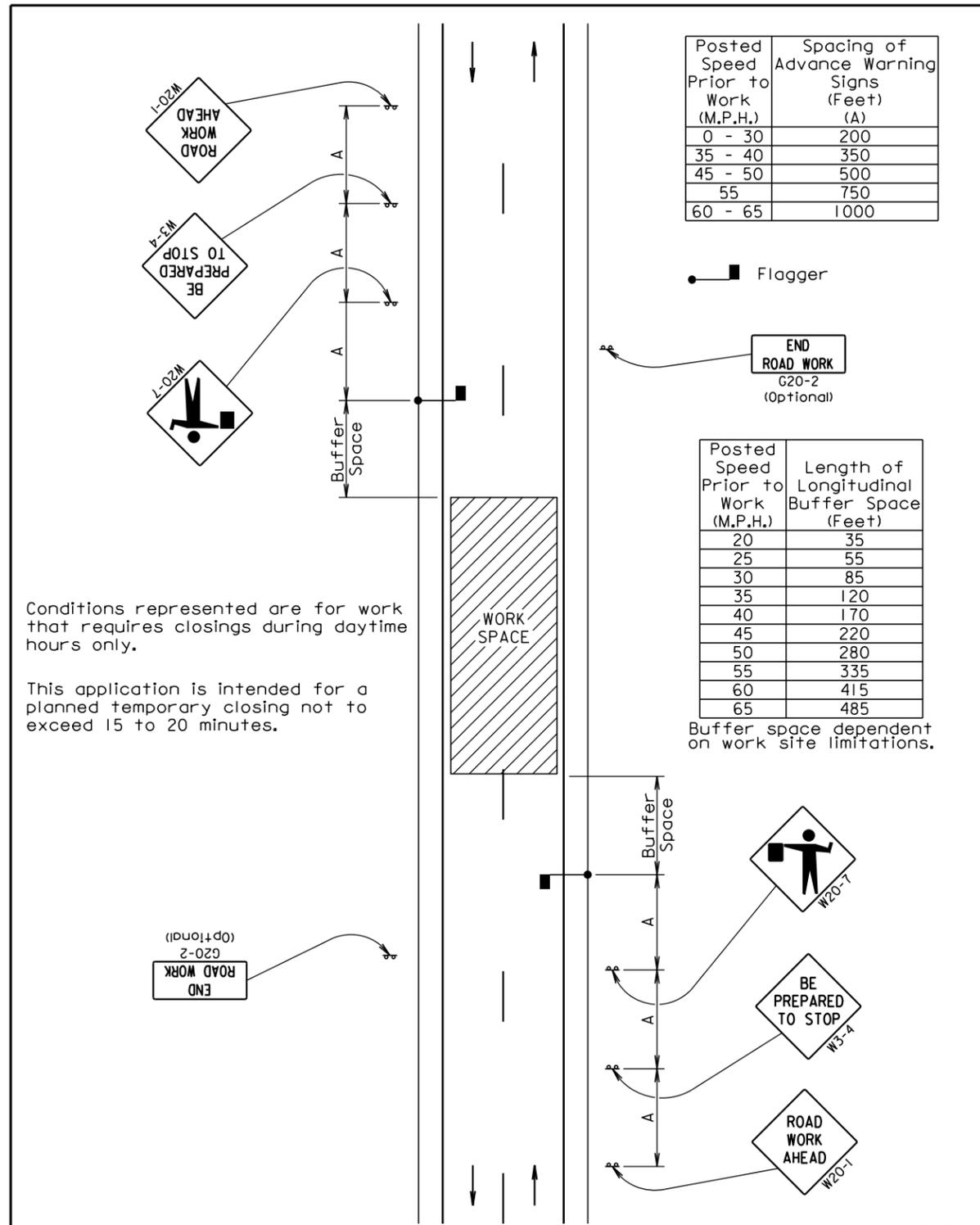
*If the tangent distance along the temporary traffic diversion is short and the curvature is sharp, two LARGE ARROW signs may be required for the second reverse curve.

For the second reverse curve, when there is insufficient advance warning distance to place a REVERSE CURVE or TURN sign, LARGE ARROW signs shall be used on both curves.

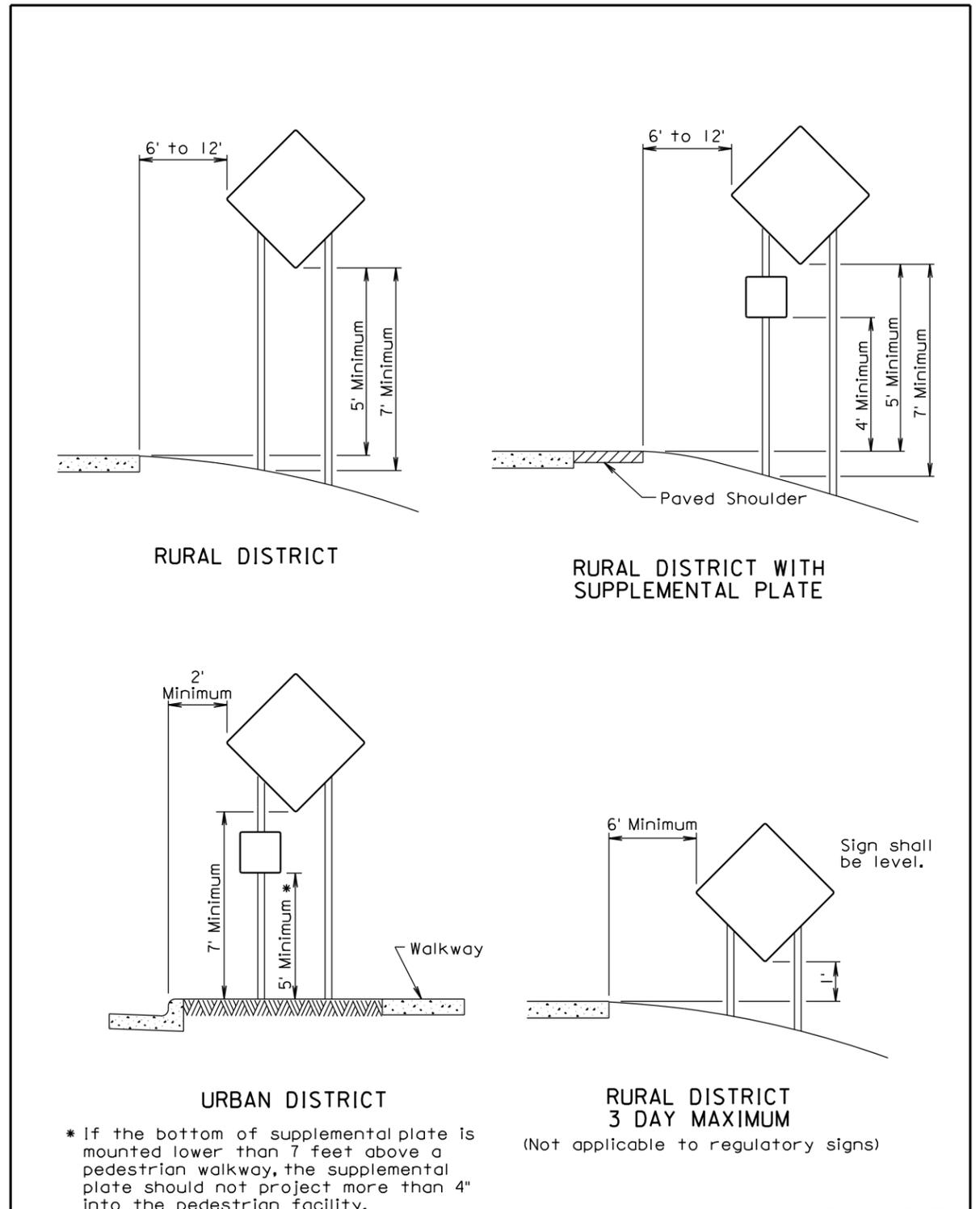
If the traffic diversion is short and has sharp curves (30 mph or less), REVERSE TURN signs shall be used. In addition, LARGE ARROW signs may be desirable on sharp curves.

Where the temporary pavement and old pavement are different colors, the temporary pavement should start on the tangent of the existing pavement and end on the tangent of the existing pavement.

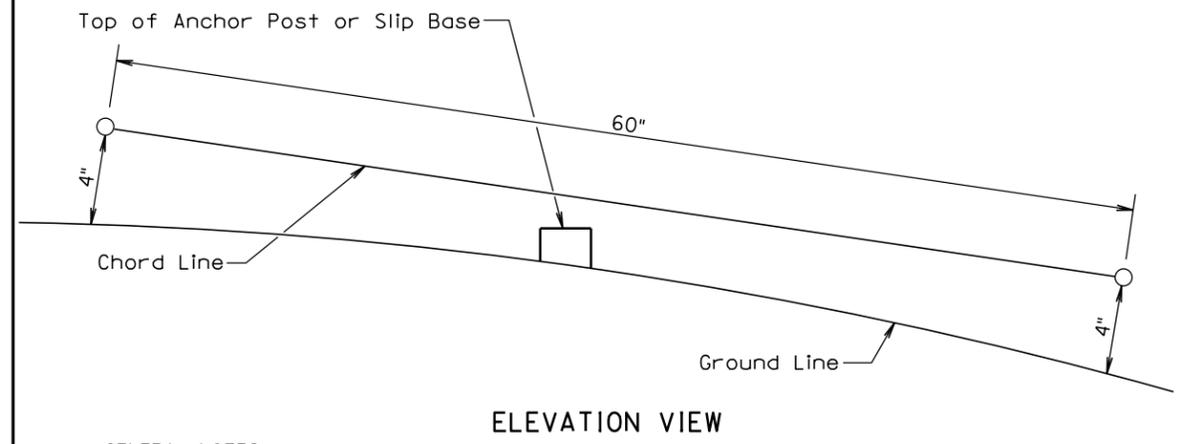
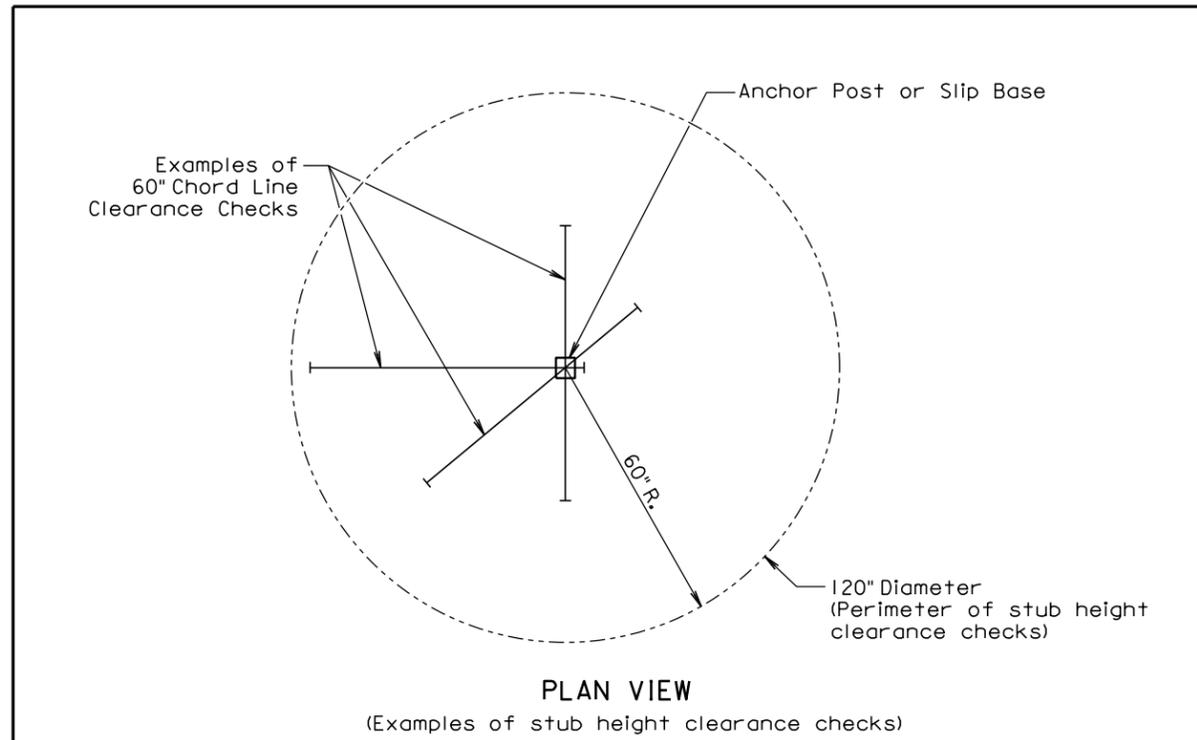
September 22, 2014



September 22, 2014



September 22, 2014



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

<i>Published Date: 3rd Qtr. 2015</i>	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1