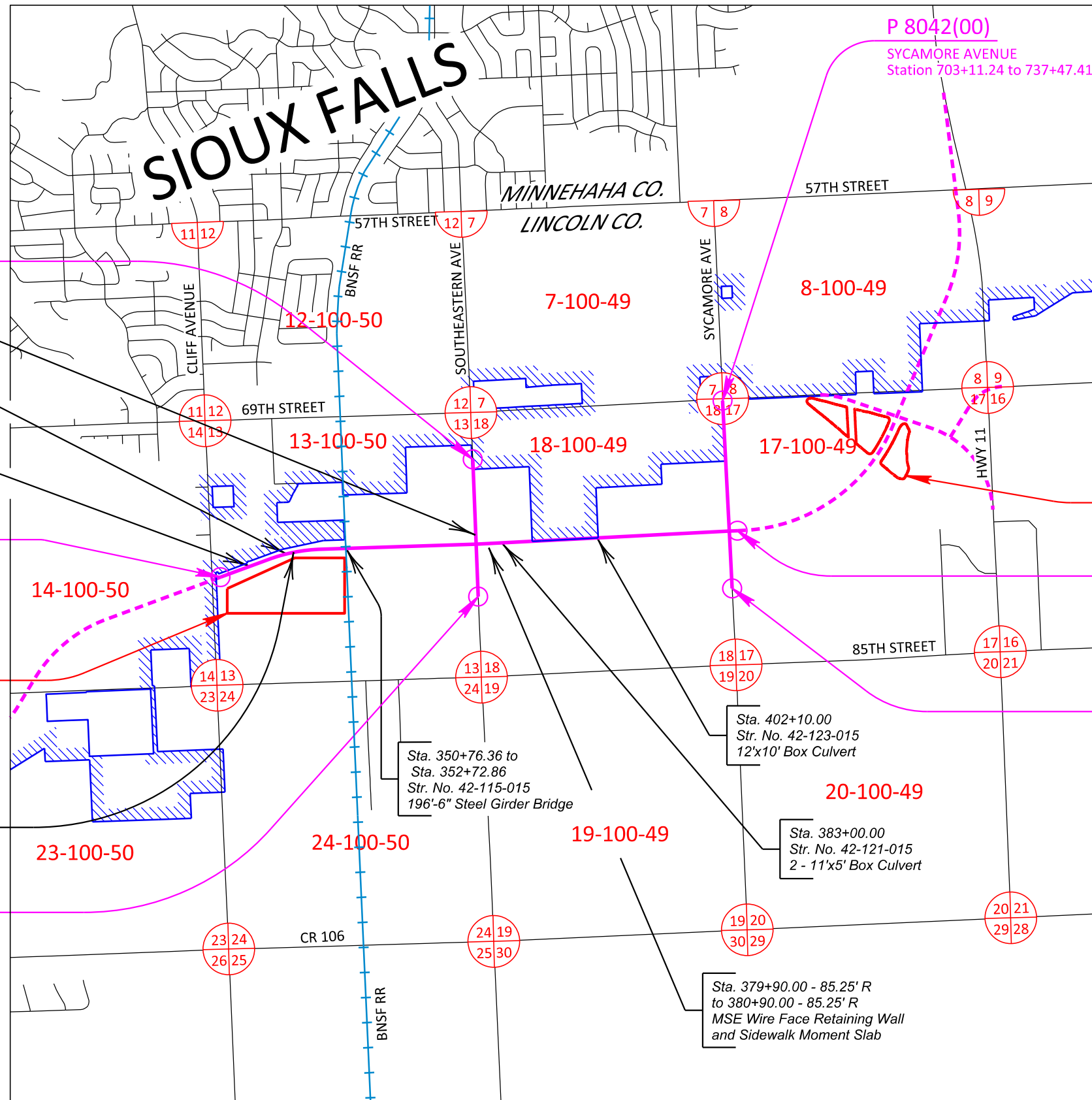


# SECTION C: TRAFFIC CONTROL PLANS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0100(106)409 & P 8042(00)		
FILE: ...Section C\C01.dgn		REV DATE:	
PLOT DATE: 10-11-2024		INITIAL:	



- C1 General Layout with Index
- C2 TO C4 Estimate of Quantities and General Notes
- C5 TO C8 Sign Quantities and Details
- C9 Southeastern Ave Closure
- C10 Southeastern Ave Lane Closures  
Bison Trail to 69th Street Layout
- C11 Sycamore Ave Closure
- C12 TO C14 Standard Plates

**P 8042(00)**  
SOUTHEASTERN AVENUE  
Station 613+13.31 to 628+39.38

Sta. 613+27.86 (Southeastern)  
Str. No. 42-120-015  
9'x5' Box Culvert (Precast)

Sta. 340+00.00  
Str. No. 42-113-015  
12'x10' Box Culvert

Sta. 332+19.10  
Str. No. 42-111-016  
2 - 12'x5' Box Culvert (Precast)

**BEGIN NH 0100(106)409**  
VETERANS PARKWAY  
Station 326+00.00

**Borrow Pit No. 2**  
S 1/2  
Sec 13 - T100N - R50W

Sta. 341+40.00 to  
Sta. 358+00.00  
Barriers "A", "B", "C", and "D"

**P 8042(00)**  
SOUTHEASTERN AVENUE  
Station 600+99.31 to 609+76.31

**Borrow Pit No. 5**  
N 1/2  
Sec 17 - T100N - R49W

**END NH 0100(106)409**  
VETERANS PARKWAY  
Station 430+00.00

**P 8042(00)**  
SYCAMORE AVENUE  
Station 699+99.87 to 709+78.23



**SECTION C ESTIMATE OF QUANTITIES**

Bid Item Number	Item	Quantity				Unit
		PCN 01V7 Veterans	PCN 08DG Southeastern	PCN 08DH Sycamore	Total	
260E6010	Granular Material	-	1,500.0	2,000.0	3,500.0	Ton
634E0110	Traffic Control Signs	73.0	248.5	73.0	394.5	SqFt
634E0120	Traffic Control Miscellaneous	Lump Sum	Lump Sum	Lump Sum	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	Lump Sum	Lump Sum	Lump Sum	LS
634E0275	Type 3 Barricade	10	-	-	10	Each
634E0420	Type C Advance Warning Arrow Board	-	1	-	1	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	-	500	-	500	Ft
634E0640	Temporary Pavement Marking	-	800	-	800	Ft
634E1002	Detour and Restriction Signing	1,149.3	55.0	-	1,204.3	SqFt
634E1020	Temporary Business Signing	591.7	-	-	591.7	SqFt
634E1215	Contractor Furnished Portable Changeable Message Sign	2	2	-	4	Each
634E2000	Longitudinal Pedestrian Barricade	-	30	-	30	Ft
634E2020	Temporary Curb Ramp	-	1	-	1	Each
634E2025	Longitudinal Pedestrian Barrier	-	50	-	50	Ft
634E2050	Temporary Sidewalk	-	100	-	100	SqFt

**SEQUENCE OF OPERATIONS**

Contractor requests to deviate from the sequence of operations will be submitted in writing to the Engineer for review. Approval of an alternate 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. An alternate sequence will be submitted for review a minimum of one week prior to potential implementation.

**GENERAL**

1. Access will be maintained to all businesses, homes and field accesses at all times.
2. All existing streets and roadway will remain open at all times, unless allowed to be closed as mentioned in these project plans and time provisions.
3. Through the intersections, the Contractor's pavement installation sequence will correspond with joint details shown in Section F.

**COORDINATION MEETINGS**

The Contractor will conduct coordination meetings with the subcontractors, utilities, the Engineer, and the public. These meetings will be held weekly at a location on or near the project. The Contractor will determine the time and location and as approved by the Engineer.

Landowners, business owners, and the general public will be invited to the first half of the meeting. The Contractor will give a brief summary of the project schedule and will answer any questions. The public will then be dismissed and the Contractor can discuss construction coordination and other issues as needed.

All costs to conduct the coordination meetings will be incidental to the contract lump sum price for "Traffic Control Supervisor".

**WINTER MONTHS**

1. Unsurfaced locations on project roadways, street approaches or accesses that are started and not completed, the Contractor will be responsible for providing at least six inches of base course and four inches of asphalt concrete for winter use and for its removal in the spring when the project work is completed.
2. Barricades and signing will be installed to block off temporary gravel roads and removed service roads during the winter months. The Contractor will check on and maintain these throughout the duration of their use.
3. All snow removal will be completed by the City of Sioux Falls.
4. Any traffic control items damaged during winter maintenance will be replaced by the Contractor at no additional cost to the Owner.

**VETERANS PARKWAY**

Work is allowed on Veterans Parkway at all times during the project, excluding the intersections of Southeastern Ave and Sycamore Ave. See the notes below and the time provisions for work regarding these intersections.

**SOUTHEASTERN AVENUE\***

During the closure of the intersection of Southeastern Ave and Veterans Pkwy, traffic will be detoured to Sycamore Ave. The lane closures on Southeastern Ave, from Bison Trail to 69<sup>th</sup> Street, will be installed during the intersection closure of Southeastern Ave and Veterans Pkwy.

**SYCAMORE AVENUE\***

During the closure of the intersection of Sycamore Ave and Veterans Pkwy, traffic will be detoured to Southeastern Ave.

\*During the closure of the intersection, the Contractor will keep access open through the intersection to the businesses, homes and field accesses along the project. A granular material quantity for temporary gravel access roads has been included in the Estimate of Quantities to allow for this access. The Contractor will determine the final locations of the "ACCESS TO BUSINESS SIGNS" shown on the plans, due to maintaining access to the businesses, homes and field accesses.

**FOR BIDDING PURPOSES ONLY**

STATE OF SOUTH DAKOTA	PROJECT NH 0100(106)409 & P 8042(00)	SHEET C2	TOTAL SHEETS C14
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Plotting Date: 12/5/2024

REV DATE: 12/05/2024 INITIAL: LRM

**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 City of Sioux Falls, the Lincoln County Sheriff and local emergency response entities to the meeting.

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 may be required to modify messages on portable changeable message signs or relocate portable changeable message signs, and to provide flaggers to direct or detour traffic. 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.

No additional payment will be made for the modification of portable changeable message sign messages or the relocation of portable changeable message signs. 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".

**CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGNS**

The Contractor will program the portable changeable message signs near the project work limits with the following messages for use during normal traffic flow:

REDUCED SPEED or ROAD WORK AHEAD  
TWO WAY TRAFFIC or EXPECT DELAYS

During peak times when traffic queues exist or during incident management:

SLOW TRAFFIC AHEAD or CRASH AHEAD  
BE PREPARED TO STOP or BE PREPARED TO STOP

One week prior to starting work affecting the traveling public, portable changeable message signs (PCMS) will be installed at locations detailed in the plans to notify drivers of the upcoming construction. The Contractor will program the portable changeable message signs with the following message:

VETERANS PKWY  
STARTS (DATE)

The Engineer may approve alternate messages to fit project conditions.

The portable changeable message signs will be located as determined by the Project Engineer. The signs will not be stored long term on the shoulders of the roadway.

The portable changeable message signs will be installed 7 days prior to the start of any construction.

DMS should not be used to display the same messages day in and day out. Should long-term use be anticipated, static signs should be considered. Any questions regarding long term use should be referred to the Region Traffic Engineer.

When work begins that will affect traffic patterns, the Contractor will re-program the PCMS with the messages as detailed in the plans.



FOR BIDDING PURPOSES ONLY

Plotting Date: 12/5/2024

REV DATE: 12/05/2024 INITIAL: LRM

**TEMPORARY PAVEMENT MARKINGS**

Temporary Pavement Markings will be temporary paint, raised pavement markers or temporary pavement marking tape. The Contractor will determine the best temporary pavement marking type to use on the project.

- Temporary marking type will be approved by the SDDOT prior to installation.
- Temporary markings will not permanently damage the new pavements.
- Temporary paint will not be used on any final surfacing.
- Temporary paint will be allowed through the winter months. The Contractor may need more than one temporary paint application through the winter.

Payment will be at the equivalent length of 4" pavement marking. Equivalent lengths are shown in the table below. The contract unit price per foot for "Temporary Pavement Marking" will be full compensation for furnishing, installing, maintaining and removing the temporary markings.

Item	Quantity as Measured	4" Equivalent
4" Pavement Marking	1 Ft	1 Ft
8" Pavement Marking	1 Ft	2 Ft
12" Pavement Marking	1 Ft	3 Ft
24" Pavement Marking	1 Ft	6 Ft
Pavement Marking Area	1 SqFt	3 Ft
Pavement Marking Arrow	1 Each	250 Ft
Pavement Marking Message	1 Word	500 Ft

**CONTRACTOR COMMUNICATIONS WITH BUSINESS AND HOMEOWNERS**

The Contractor will maintain thorough communications about the schedule of operations throughout the duration of the project. The Contractor will be required to communicate with the following:

- Business owners / homeowners / tenants
- Project Engineers
- City of Sioux Falls

Communications include, but are not limited to, meetings, direct visits, email notifications, and notifications by hangers/flyers. The Contractor will provide a minimum of one week notice when:

- access to businesses or homes will be closed or detoured
- street intersections will be closed
- existing traffic signals will be non-operational
- water service will be shut-down to existing businesses or homes

All costs for this work will be incidental to the contract lump sum price for "Traffic Control Supervisor".

**TEMPORARY GRAVEL ACCESS ROADS**

To provide interim access to the existing businesses, homes and field access along the project, the Contractor is allowed to install Temporary Gravel Access Roads throughout the project.

- At a minimum, the Contractor will provide a 22' wide temporary gravel access road.
- Temporary gravel access roads will have a minimum of 6" depth of gravel base installed on it. The ends of roads will have a smooth transition onto the existing/proposed pavements.
- The Contractor will re-grade the access roadway on a daily basis or as directed by the Engineer.
- On a weekly basis and within 2 working days of when directed by the Engineer, the Contractor will remove / clean-up / maintain any gravel material that migrates from the temporary access roads to the existing and proposed roadway surfaces.
- The Contractor is allowed to use asphalt millings in lieu of gravel for the temporary access roadways.
- All costs for furnishing, installing, removal and reinstallation per phasing, maintenance and removal of the temporary access road will be incidental to the contract unit price per ton for "Granular Material".
- The granular material installed will be allowed for re-use as gravel cushion beneath the proposed pavements if it meets the gravel cushion specification requirements discussed in Section F. All costs to remove and reinstall this gravel for the roadbed will be incidental to the contract unit price per ton for "Granular Material".

**NO PARKING SIGNS**

NO PARKING signs will be used along detour routes by the Contractor to increase traffic safety. The quantity of these signs shown in the itemized list for traffic control may be increased or decreased as deemed necessary.

**TYPE C ADVANCE WARNING ARROW BOARD**

The Type C Advance Warning Arrow Board will be used to display the traffic merging arrows shown as "Arrow Panel" on the traffic control plan sheets. The board can be a standard advance warning arrow panel and does not need to have lead crystal display LED panels.

**REMOVE EXISTING PAVEMENT MARKING**

Existing pavement markings that conflict with the desired traffic patterns detailed in the traffic control layouts will be removed by the Contractor.

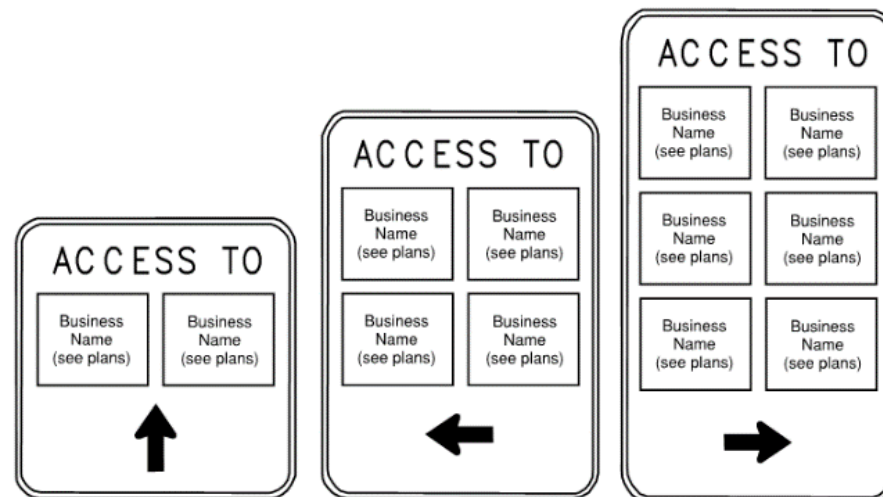
**ACCESS TO BUSINESS SIGNS**

The Contactor will install the ACCESS TO business signs per the details and at the locations shown on the plans. Below are examples of these signs.

Business names shown on the ACCESS TO business signs may be requested to be changed or removed after the sign has been erected in the field. The business name lettering on the signs will be of material that easily allows for these changes.

At locations on the signs where a square on the sign has been left blank, it is intended that a business name can be added to this square after the sign has been erected in the field. The business name lettering on the signs will be of material that easily allows for these additions.

All costs for the ACCESS TO business signs will be included in the contract unit price per square foot for "Temporary Business Signing". This will include any changing, removing or adding of business names after the sign has been erected in the field.



**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.

All temporary speed limit signs will have a minimum mounting height of 5 feet in rural locations, even when mounted on portable supports.

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.

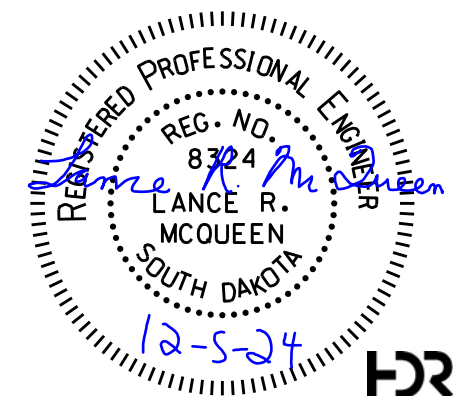
Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

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, sign posts, 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.

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.





### PEDESTRIAN TRAFFIC CONTROL

Quantities for Temporary Sidewalk, Temporary Curb Ramp, Longitudinal Pedestrian Barricade and Longitudinal Pedestrian Barrier have been included in the Pedestrian Traffic Control Items tables shown in the plans.

- The Contractor will determine the exact locations of where these items are to be installed to meet the pedestrian requirements.
- The items may or may not need to be installed per the Contractor's means and methods of meeting the requirements.

### TEMPORARY PEDESTRIAN SIDEWALK

Temporary pedestrian sidewalk will be a smooth, continuous, non-slip, hard surface. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use.

Temporary pedestrian sidewalk will have a minimum width of 48 inches, with 60 inches recommended. The Contractor will try to provide boulevard sidewalk, whenever possible, for temporary pedestrian sidewalk that is 48 inches wide. Temporary pedestrian sidewalk less than 60 inches wide will provide for a 60-inch x 60-inch passing space at intervals not to exceed 200 feet. Temporary pedestrian sidewalk will have a maximum cross slope of 2%. The maximum grade will be 5% where the temporary pedestrian sidewalk does not follow the grade of the road.

All costs associated with installing and maintaining temporary pedestrian sidewalk, including all materials, gravel, labor, and incidental work, will be included in the contract unit price per square foot for "Temporary Sidewalk".

### LONGITUDINAL PEDESTRIAN BARRICADE

Longitudinal pedestrian barricades should not be used to provide positive protection for pedestrians.

To prevent any tripping hazard to pedestrians, ballast will be located behind or internal to the device.

When longitudinal pedestrian barricades are combined in a series, the maximum gap between devices that do not interlock will be one inch. Joints between devices that do interlock will be closed and flush to prevent canes or small wheels from being trapped and to facilitate safe hand trailing. When used as a sidewalk closure mechanism, longitudinal pedestrian barricade must run the entire width of the sidewalk. Longitudinal pedestrian barricade should provide a color contrasting pattern. Black should not be used to color any base on a device. The devices should comply with the general color and stripe pattern requirements of Section 6F.68 of the MUTCD.

Longitudinal pedestrian barricade will have continuous bottom and top surfaces. The top surface will be smooth to allow safe hand trailing. Both upper and lower surfaces will share a common vertical plane.

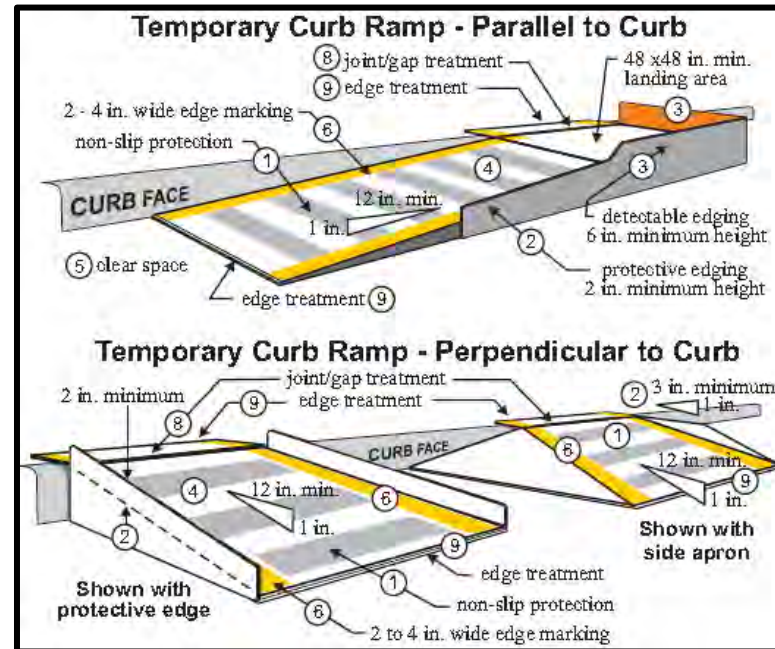
All costs will be incidental to the contract unit price per foot for "Longitudinal Pedestrian Barricade".

### TEMPORARY CURB RAMP

Temporary curb ramps will not warp or buckle, and should be made of materials strong enough to support a weight of 800 pounds. Temporary curb ramps will be yellow or color contrasting and contain marked edges, so they are noticeable by pedestrians who have visual impairments. Temporary curb ramps will include detectable warning panels.

Handrails on temporary curb ramps are not required unless the curb ramp has a rise exceeding 6 inches and a length exceeding 72 inches.

All costs will be incidental to the contract unit price per each for "Temporary Curb Ramp".



1. Curb ramps will be 48-inch minimum width with a firm, stable, and non-slip surface.
2. Protective edging with a 2-inch minimum height will be installed when the curb ramp or landing platform has a vertical drop of 6 inches or greater or has a side apron slope steeper than 33:1 (33%). Protective edging should be considered when curb ramps or landing platforms have a vertical drop of 3 inches or more.
3. Detectable edging with 6 inches minimum height and contrasting color will be installed on all curb ramp landings where the walkway changes direction (turns).
4. Curb ramps and landings should have a 50:1 (2%) maximum cross slope.
5. A minimum clear space of 48 inch x 48 inch minimum will be provided above and below the curb ramp, with a 60 inch x 60 inch clear space preferred.
6. The curb ramp walkway edge will be marked with a contrasting color 2 to 4 inch wide marking. The marking is optional where color contrasting edging is used.
7. Water flow in the gutter system will have minimal restriction.
8. Lateral joints or gaps between surfaces will be less than 0.5 inches in width.
9. Changes between surface heights should not exceed 0.5 inches. Lateral edges between 0.25 inches and 0.5 inches in height, should be vertical up to 0.25 inches in height and beveled at 2:1 between 0.25 inches and 0.5 inches in height.

FOR BIDDING PURPOSES ONLY

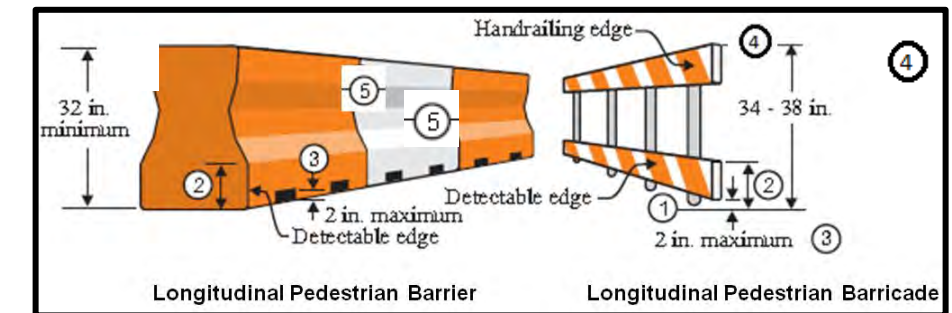
### LONGITUDINAL PEDESTRIAN BARRIER

When exposed to vehicular traffic, longitudinal pedestrian barrier will be crashworthy, and the bottom and top surfaces of the traffic side of devices will have retroreflective sheeting or delineation for improved nighttime visibility.

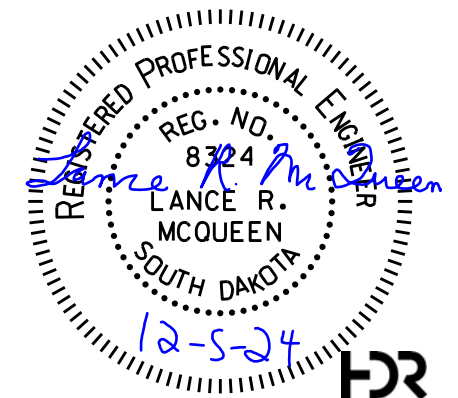
When longitudinal pedestrian barriers are combined in a series, the maximum gap between devices that do not interlock will be one inch. Joints between devices that do interlock should be closed and flush to prevent canes or small wheels from being trapped and to facilitate safe hand trailing. Channelizing devices should provide a color contrasting pattern. Black should not be used to color any base on a device. The devices should comply with the general color and stripe pattern requirements of Chapter 6F of the MUTCD.

Longitudinal pedestrian barriers will have continuous bottom and top surfaces. The top surface will be smooth to allow safe hand trailing.

All costs will be incidental to the contract unit price per foot for "Longitudinal Pedestrian Barrier".



1. Barricade rail supports may not extend into the pedestrian walkway more than 4 inches from the face of the barricade.
2. The top edge of the bottom portion will be a minimum of 8 inches above the walkway.
3. Devices will not block water drainage from the walkway. A gap height or opening from the walkway surface up to a maximum of 2 inches in height is allowed for drainage purposes.
4. The top edge of the longitudinal pedestrian barricade is to be used as a guiderail to provide visual and tactile guidance to pedestrians along a designated route. The top surface should have a minimum width of 0.5 inches to allow the hand to feel the surface. The surface should be smooth and free of any sharp or abrasive elements to allow safe hand trailing.
5. Longitudinal pedestrian barrier used to provide positive protection from traffic to pedestrians should be crashworthy.





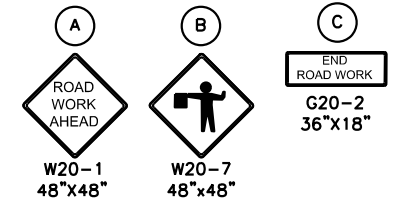
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0100(106)409 & P 8042(00)	SHEET C5	TOTAL SHEETS C14
FILE: ...Section C\C05.dgn		REV DATE: 12/05/2024	
PLOT DATE: 12-05-2024		INITIAL: LRM	

# Traffic Control Details

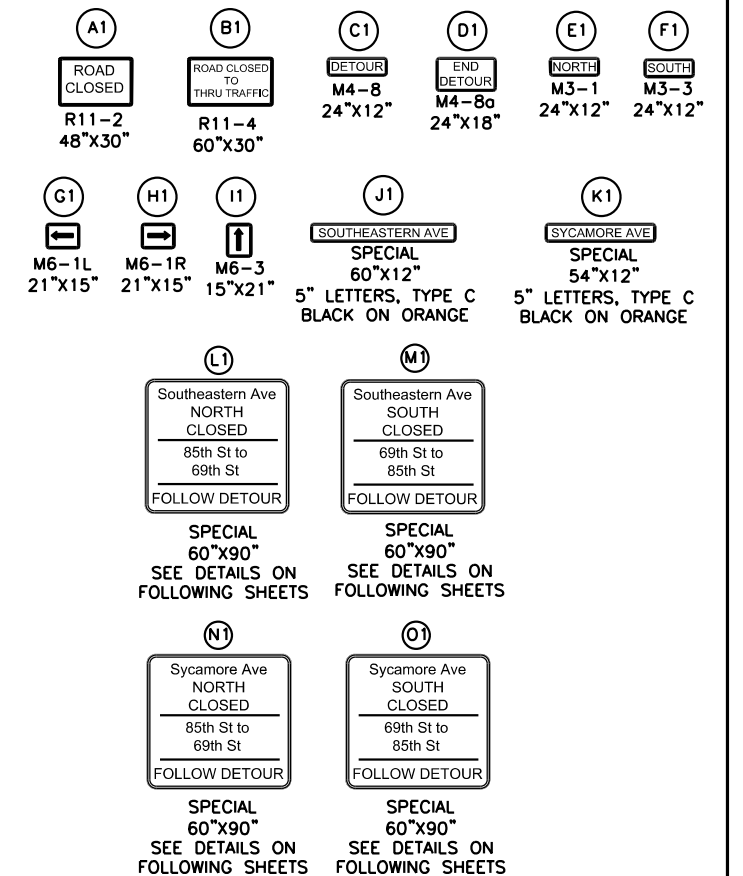
## NH 0100(106)409 - PCN 01V7 (Veterans Parkway)

Sign Description	Symbol	Sign Code	Width (in)	Height (in)	Sign Quantity (SqFt)	Field Determined Signs		Estimated Quantity	
						No. of Signs	Total SqFt	No. of Signs	Total SqFt
ROAD WORK AHEAD	A	W20-1	48	48	16.0	2	32.0	2	32.0
FLAGGER	B	W21-5	48	48	16.0	2	32.0	2	32.0
END ROAD WORK	C	G20-2	36	18	4.5	2	9.0	2	9.0
<b>Total</b>							<b>73.0</b>		<b>73.0</b>



Sign Description	Symbol	Sign Code	Width (in)	Height (in)	Sign Quantity (SqFt)	Southeastern Ave Closure		Sycamore Ave Closure		Field Determined		Estimated Quantity*	
						No. of Signs	Total SqFt	No. of Signs	Total SqFt	No. of Signs	Total SqFt	No. of Signs	Total SqFt
ROAD CLOSED	A1	R11-2	48	30	10.0	2	20.0	2	20.0	2	20.0	4	40.0
ROAD CLOSED TO THRU TRAFFIC	B1	R11-4	60	30	12.5	1	12.5			2	25.0	3	37.5
DETOUR	C1	M4-8	24	12	2.0	14	28.0	14	28.0	2	4.0	16	32.0
END DETOUR	D1	M4-8	24	12	2.0	4	8.0	4	8.0	2	4.0	6	12.0
NORTH	E1	M3-1	24	12	2.0	9	18.0	9	18.0	2	4.0	11	22.0
SOUTH	F1	M3-3	24	12	2.0	9	18.0	9	18.0	2	4.0	11	22.0
LEFT ARROW	G1	M6-1L	21	15	2.2	5	10.9	5	10.9	2	4.4	7	15.3
RIGHT ARROW	H1	M6-1R	21	15	2.2	5	10.9	5	10.9	2	4.4	7	15.3
UP ARROW	I1	M6-3	15	21	2.2	4	8.8	4	8.8	2	4.4	6	13.1
SOUTHEASTERN AVE	J1	SPECIAL	54	12	4.5	18	81.0			2	9.0	20	90.0
SYCAMORE AVE	K1	SPECIAL	60	12	5.0			18	90.0	2	10.0	20	100.0
SOUTHEASTERN AVE NORTH CLOSED...85TH ST TO 69TH ST...FOLLOW DETOUR	L1	SPECIAL	60	90	37.5	3	112.5			2	75.0	5	187.5
SOUTHEASTERN AVE SOUTH CLOSED...69TH ST TO 85TH ST...FOLLOW DETOUR	M1	SPECIAL	60	90	37.5	3	112.5			2	75.0	5	187.5
SYCAMORE AVE NORTH CLOSED...69TH ST TO 85TH ST...FOLLOW DETOUR	N1	SPECIAL	60	90	37.5			3	112.5	2	75.0	5	187.5
SYCAMORE AVE SOUTH CLOSED...85TH ST TO 69TH ST...FOLLOW DETOUR	O1	SPECIAL	60	90	37.5			3	112.5	2	75.0	5	187.5
<b>Total</b>							<b>441.1</b>		<b>437.6</b>		<b>393.1</b>		<b>1149.3</b>

\*Only the largest quantity installed during any phase plus the Field Determined Signs will be used for the estimated quantity. The highlighted phases are considered one phase due to these phases being completed concurrently.

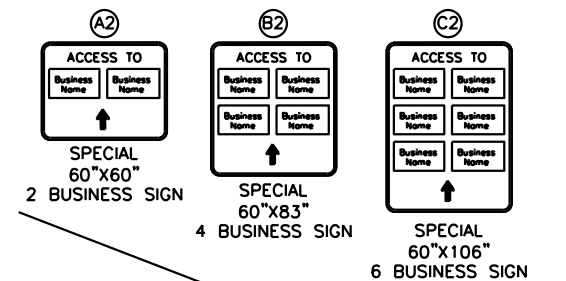


Sign Description	Symbol	Sign Code	Width (in)	Height (in)	Sign Quantity (SqFt)	Southeastern Ave Closure		Sycamore Ave Closure		Field Determined		Estimated Quantity**	
						No. of Signs	Total SqFt	No. of Signs	Total SqFt	No. of Signs	Total SqFt	No. of Signs	Total SqFt
ACCESS TO...2 BUSINESS SIGN	A2	SPECIAL	60	60	25.0					4	100.0	4	100.0
ACCESS TO...4 BUSINESS SIGN	B2	SPECIAL	60	83	34.6					4	138.3	4	138.3
ACCESS TO...6 BUSINESS SIGN	C2	SPECIAL	60	106	44.2	6	265.0			2	88.3	8	353.3
<b>Total</b>							<b>265.0</b>		<b>0.0</b>		<b>326.7</b>		<b>591.7</b>

\*\*Only the largest quantity installed during any phase plus the Field Determined Signs shall be used for the estimated quantity. The highlighted phases are considered one phase due to these phases being completed concurrently.

Item	Unit	Southeastern Ave Closure	Sycamore Ave Closure	Field Determined	Total	Estimated Quantity***
Type 3 Barricade	Each	8	6	2	16	10
Contractor Furnished Portable Changeable Message Sign	Each			2	2	Use Total

\*\*\*Note: Only the largest quantity installed during any phase plus the Field Determined quantity will be used as the estimated quantity, unless noted as "Use Total".



SEE DETAILS ON FOLLOWING SHEETS  
(CONTRACTOR TO INSERT CORRECT BUSINESS NAME AND ORIENTATE ARROW AS SHOWN ON LAYOUT SHEETS)





FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0100(106)409 & P 8042(00)	C6	C14

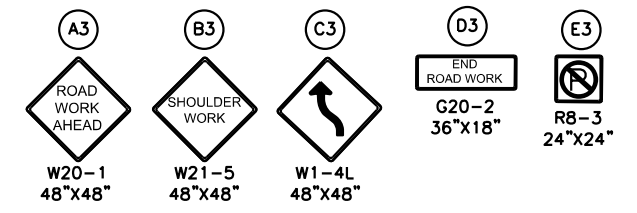
FILE: ...Section C\C06.dgn REV DATE: 12/05/2024  
 PLOTTING DATE: 12-05-2024 INITIAL: LRM

# Traffic Control Details

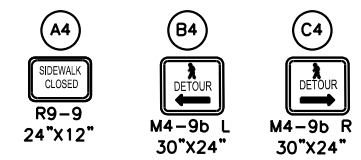
## P 8042 (00) - PCN 08DG (Southeastern Avenue)

## P 8042 (00) - PCN 08DH (Sycamore Avenue)

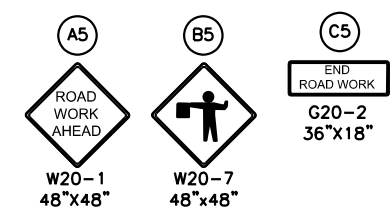
Sign Description	Symbol	Sign Code	Width (in)	Height (in)	Sign Quantity (SqFt)	Southeastern Ave Bison Trail to 69th Street		Field Determined Signs		Estimated Quantity	
						No. of Signs	Total SqFt	No. of Signs	Total SqFt	No. of Signs	Total SqFt
ROAD WORK AHEAD	A3	W20-1	48	48	16.0	5	80.0	2	32.0	7	112.0
SHOULDER WORK	B3	W21-5	48	48	16.0			2	32.0	2	32.0
CURVE LEFT	C3	W1-4L	48	48	16.0	1		2		3	48.0
END ROAD WORK	D3	G20-2	36	18	4.5	5		4	18.0	9	40.5
NO PARKING	E3	R8-3	24	24	4.0			4	16.0	4	16.0
<b>Total</b>							<b>80.0</b>		<b>98.0</b>		<b>248.5</b>



Sign Description	Symbol	Sign Code	Width (in)	Height (in)	Sign Quantity (SqFt)	Southeastern Ave Bison Trail to 69th Street		Field Determined Signs		Estimated Quantity	
						No. of Signs	Total SqFt	No. of Signs	Total SqFt	No. of Signs	Total SqFt
SIDEWALK CLOSED	A4	R9-9	24	12	2.0	3	6.0	2	4.0	5	10.0
PED DETOUR - LEFT ARROW	B4	M4-9bL	30	24	5.0	2	10.0	2	10.0	4	20.0
PED DETOUR - RIGHT ARROW	C4	M4-9bR	30	24	5.0	3	15.0	2	10.0	5	25.0
<b>Total</b>							<b>31.0</b>		<b>24.0</b>		<b>55.0</b>



Item	Unit	Southeastern Ave Bison Trail to 69th Street	Field Determined	Total	Estimated Quantity**
Granular Material	Ton		1500	1500	Use Total
Type C Advance Warning Arrow Board	Each		1	1	Use Total
Remove Pavement Marking, 4" or Equivalent	Ft		500	500	Use Total
Temporary Pavement Marking	Ft	640	160	800	Use Total
Contractor Furnished Portable Changeable Message Sign	Each		2	2	Use Total
Longitudinal Pedestrian Barricade	Ft	18	12	30	Use Total
Temporary Curb Ramp	Each	1		1	Use Total
Longitudinal Pedestrian Barrier	Ft		50	50	Use Total
Temporary Sidewalk	SqFt	80	20	100	Use Total



\*\*Note: Only the largest quantity installed during any phase plus the Field Determined quantity will be used as the estimated quantity, unless noted as "Use Total".

Sign Description	Symbol	Sign Code	Width (in)	Height (in)	Sign Quantity (SqFt)	Field Determined Signs		Estimated Quantity	
						No. of Signs	Total SqFt	No. of Signs	Total SqFt
ROAD WORK AHEAD	A5	W20-1	48	48	16.0	2	32.0	2	32.0
FLAGGER	B5	W21-5	48	48	16.0	2	32.0	2	32.0
END ROAD WORK	C5	G20-2	36	18	4.5	2	9.0	2	9.0
<b>Total</b>							<b>73.0</b>		<b>73.0</b>



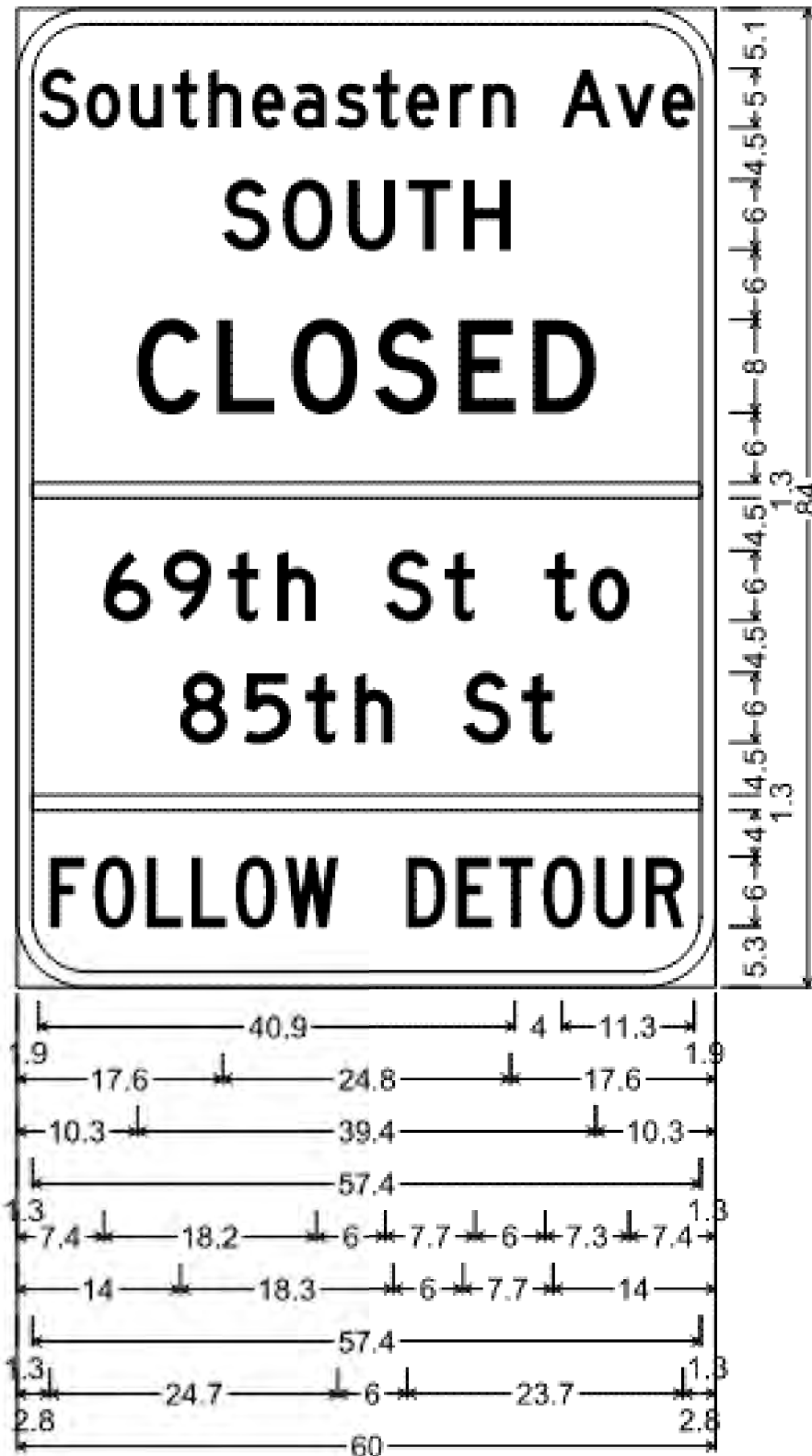
# Traffic Control Details

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0100(106)409 & P 8042(00)	C7	C14

FILE: ...Section C\C07.dgn  
PLOTING DATE: 10-11-2024

REV DATE:  
INITIAL:



6.0" Radius, 1.3" Border, Black on Fluorescent orange;  
 "Southeastern", D 70% spacing;  
 "Ave", D 70% spacing; "SOUTH", D;  
 "CLOSED", D; "69th St to", D; "85th St", D;  
 "FOLLOW DETOUR", C 80% spacing;

Table of letter and object lefts

S	o	u	t	h	e	a	s	t	e	r	n
1.9	5.9	9.7	13.3	16.4	20.1	23.6	27.2	30.6	33.5	37.2	40.0

A	v	e
46.8	51.4	55.4

S	O	U	T	H
17.6	22.8	28.4	33.6	38.3

C	L	O	S	E	D
10.3	17.2	23.6	30.7	37.9	44.3

—
1.3

6	9	t	h	S	t	t	o
7.4	12.6	18.1	22.3	31.6	36.7	45.3	49.1

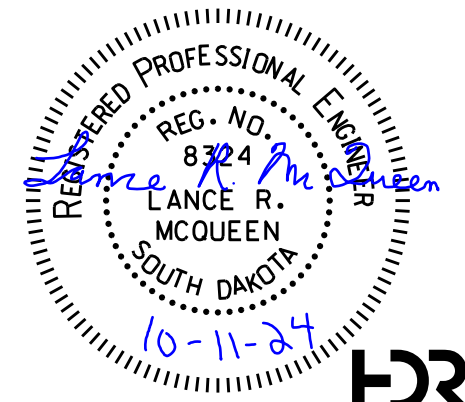
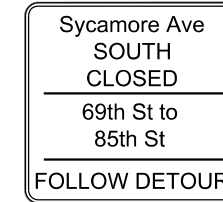
8	5	t	h	S	t
14.0	19.4	24.7	28.9	38.3	43.4

—
1.3

F	O	L	L	O	W
2.8	6.6	11.1	14.9	18.7	23.0

D	E	T	O	U	R
33.5	37.8	41.3	45.1	49.6	53.9

### SIMILAR SIGNS



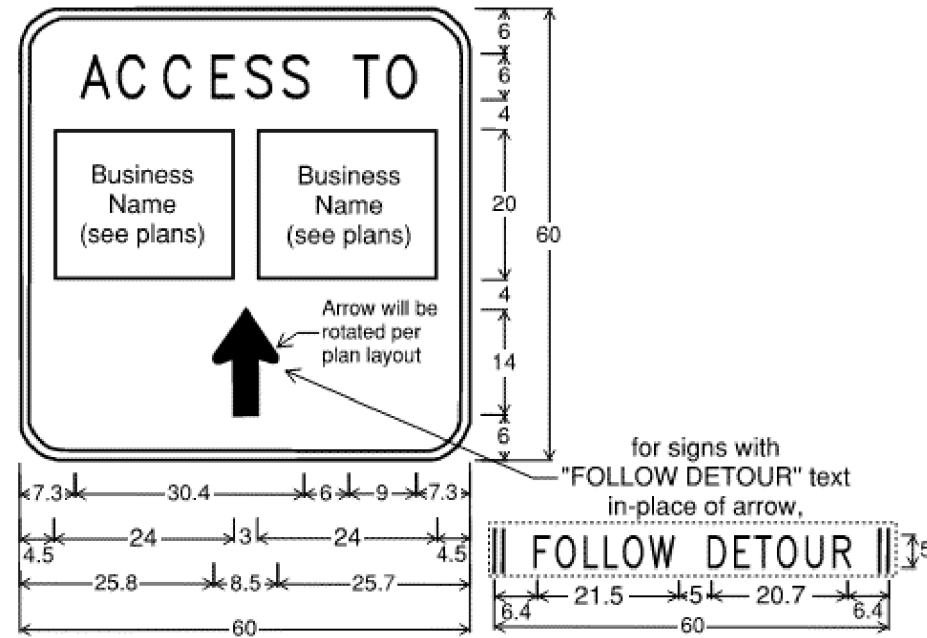
# Traffic Control Details

FOR BIDDING PURPOSES ONLY

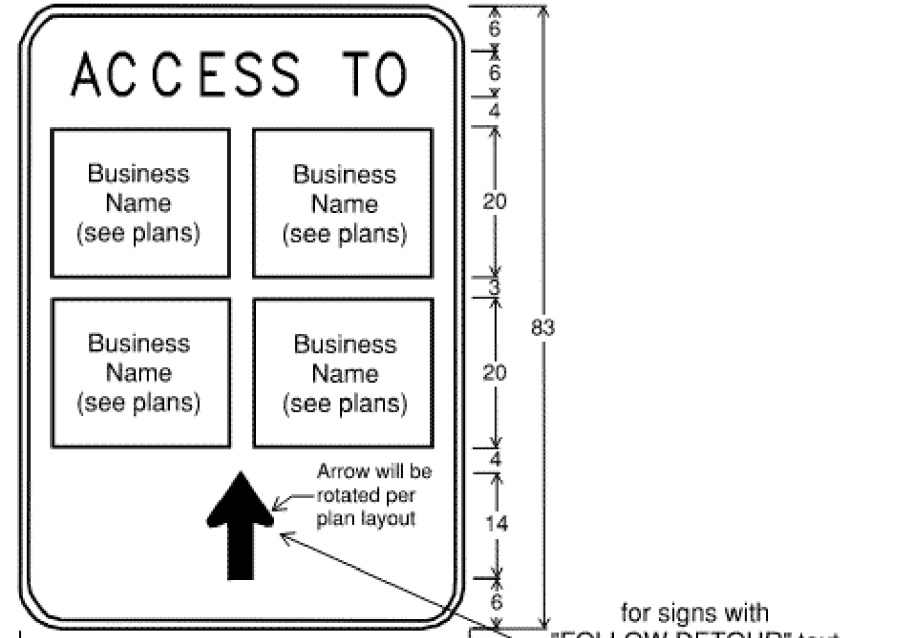
STATE OF SOUTH DAKOTA	PROJECT NH 0100(106)409 & P 8042(00)	SHEET C8	TOTAL SHEETS C14
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FILE: ...Section C\C08.dgn  
PLOT DATE: 10-11-2024

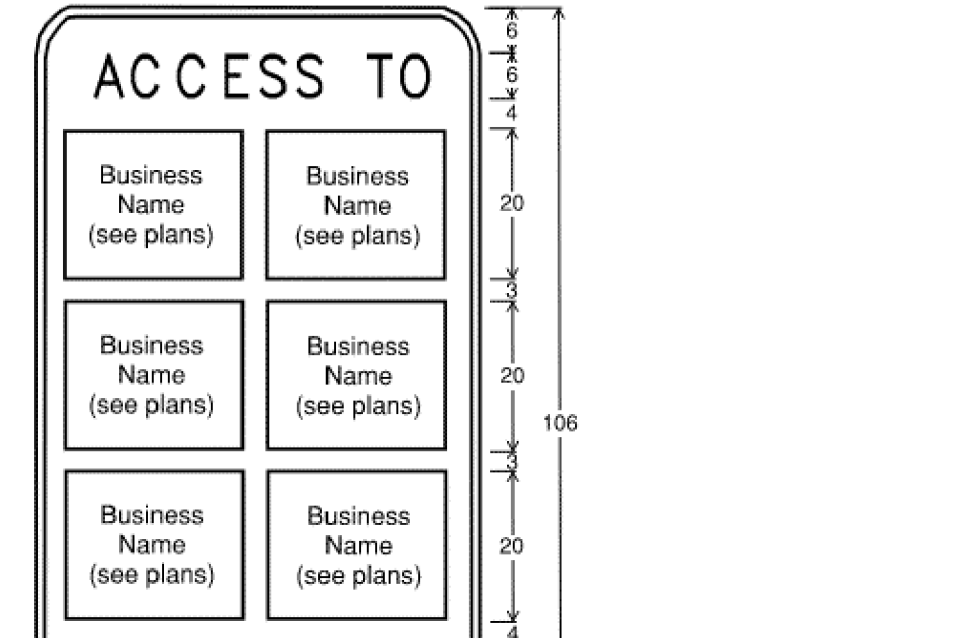
REV DATE:  
INITIAL:



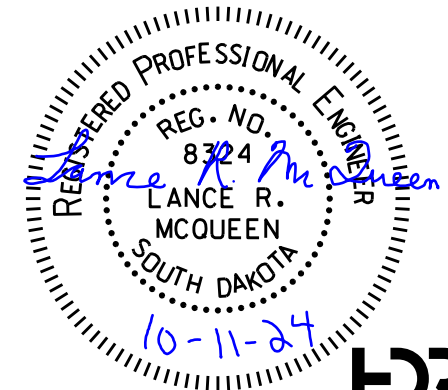
6.0" Radius, 1.3" Border, White on Blue;  
"ACCESS TO" White Type D Font;  
0.5" White Outline for Rectangles;  
4" White Type C Font within Rectangles;  
White Standard Arrow Custom 14.0" X 8.5";



6.0" Radius, 1.3" Border, White on Blue;  
"ACCESS TO" White Type D Font;  
0.5" White Outline for Rectangles;  
4" White Type C Font within Rectangles;  
White Standard Arrow Custom 14.0" X 8.5";



6.0" Radius, 1.3" Border, White on Blue;  
"ACCESS TO" White Type D Font;  
0.5" White Outline for Rectangles;  
4" White Type C Font within Rectangles;  
White Standard Arrow Custom 14.0" X 8.5";





# Southeastern Avenue Closure

FOR BIDDING PURPOSES ONLY

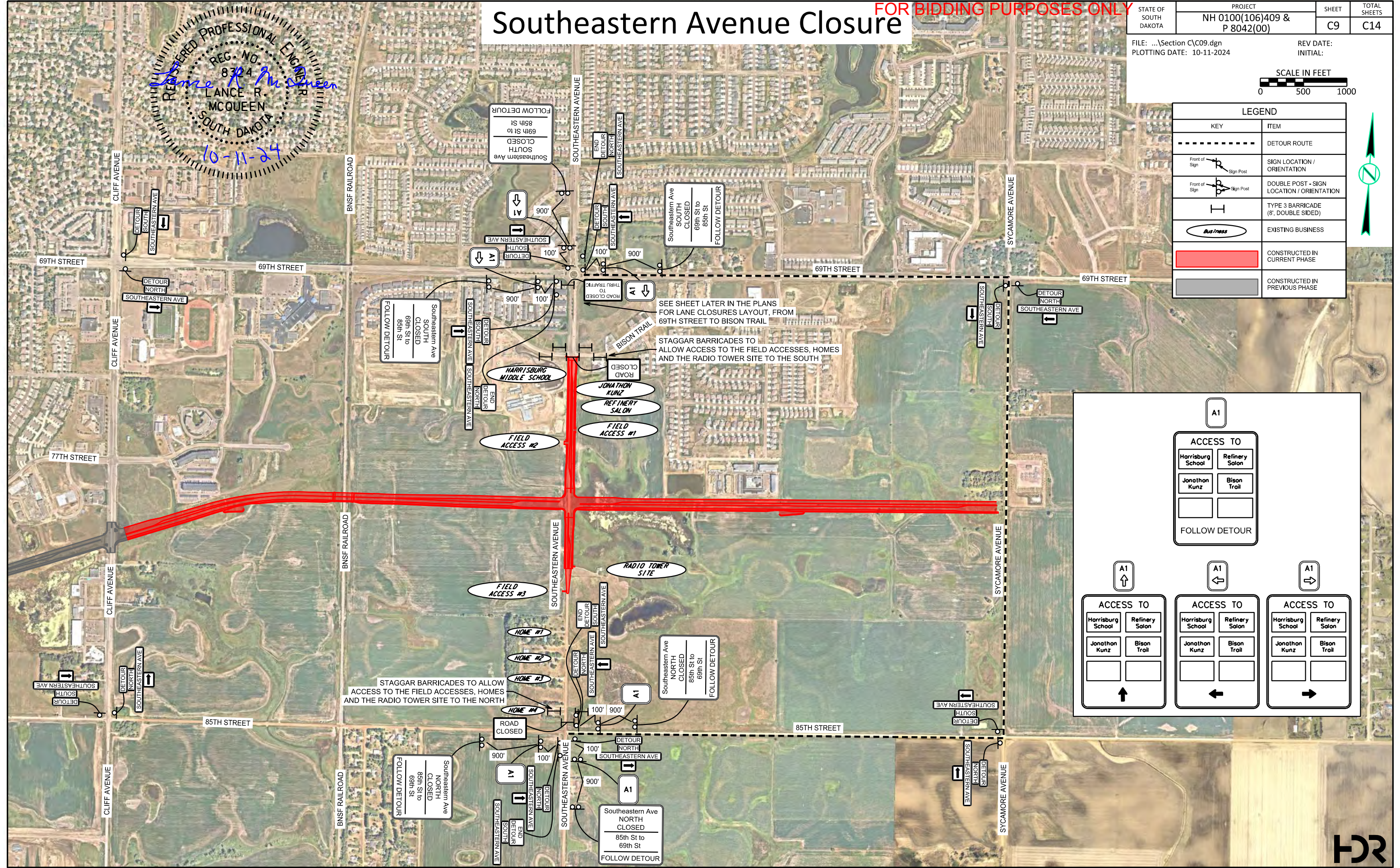
STATE OF SOUTH DAKOTA	PROJECT NH 0100(106)409 & P 8042(00)	SHEET C9	TOTAL SHEETS C14
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FILE: ...Section C\C09.dgn  
PLOTTING DATE: 10-11-2024

REV DATE: INITIAL:



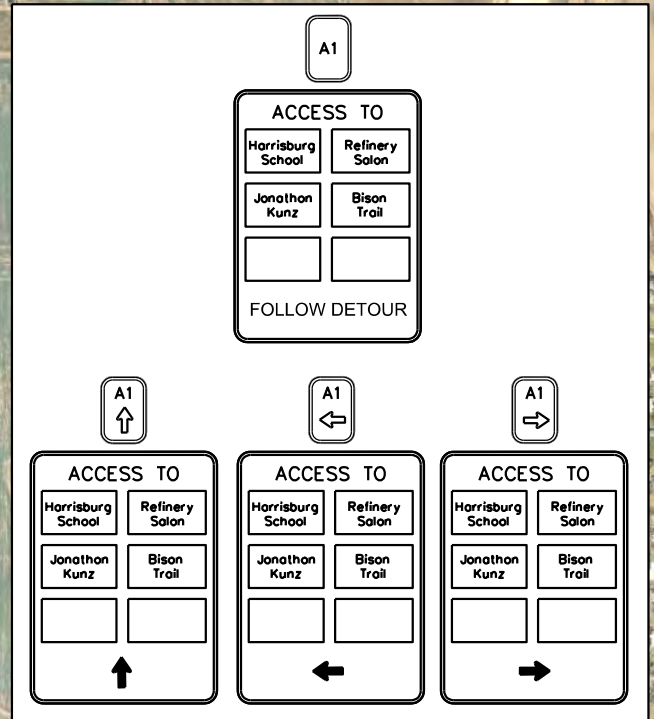
LEGEND	
KEY	ITEM
-----	DETOUR ROUTE
Front of Sign	SIGN LOCATION / ORIENTATION
Front of Sign	DOUBLE POST - SIGN LOCATION / ORIENTATION
	TYPE 3 BARRICADE (8' DOUBLE SIDED)
	EXISTING BUSINESS
	CONSTRUCTED IN CURRENT PHASE
	CONSTRUCTED IN PREVIOUS PHASE



SEE SHEET LATER IN THE PLANS FOR LANE CLOSURES LAYOUT, FROM 69TH STREET TO BISON TRAIL

STAGGAR BARRICADES TO ALLOW ACCESS TO THE FIELD ACCESSES, HOMES AND THE RADIO TOWER SITE TO THE SOUTH

STAGGAR BARRICADES TO ALLOW ACCESS TO THE FIELD ACCESSES, HOMES AND THE RADIO TOWER SITE TO THE NORTH

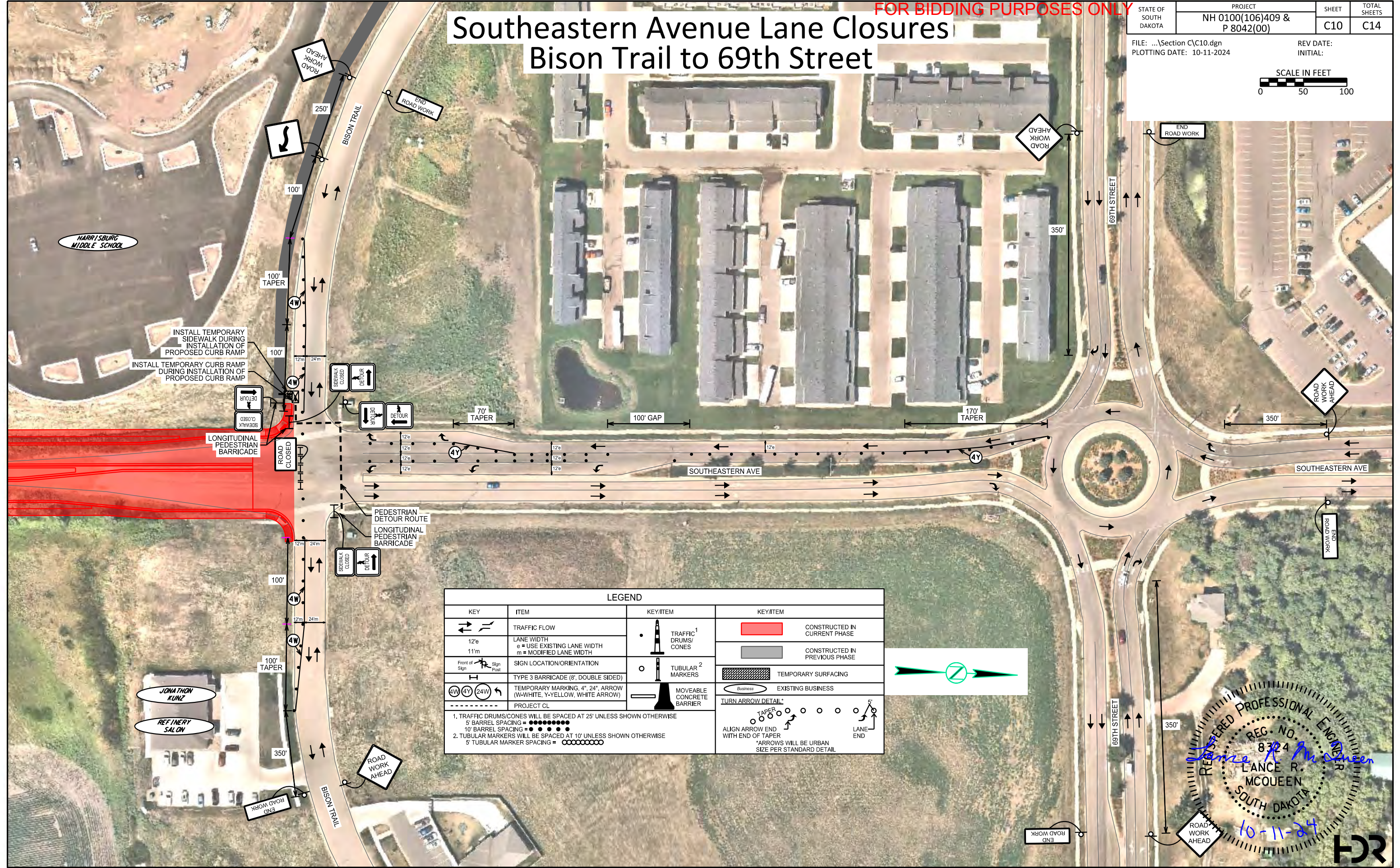




FOR BIDDING PURPOSES ONLY

# Southeastern Avenue Lane Closures Bison Trail to 69th Street

STATE OF SOUTH DAKOTA	PROJECT NH 0100(106)409 & P 8042(00)	SHEET C10	TOTAL SHEETS C14
FILE: ...Section C\C10.dgn		REV DATE: INITIAL:	
PLOTTING DATE: 10-11-2024			



LEGEND			
	TRAFFIC FLOW		TRAFFIC <sup>1</sup> DRUMS/ CONES
12'e 11'm	LANE WIDTH e = USE EXISTING LANE WIDTH m = MODIFIED LANE WIDTH		TUBULAR <sup>2</sup> MARKERS
Front of Sign Post	SIGN LOCATION/ORIENTATION		MOVEABLE CONCRETE BARRIER
	TYPE 3 BARRICADE (8', DOUBLE SIDED)		TEMPORARY SURFACING
	TEMPORARY MARKING, 4", 24", ARROW (W-WHITE, Y-YELLOW, WHITE ARROW)		EXISTING BUSINESS
	PROJECT CL	TURN ARROW DETAIL:  ALIGN ARROW END WITH END OF TAPER *ARROWS WILL BE URBAN SIZE PER STANDARD DETAIL	
<p>1. TRAFFIC DRUMS/CONES WILL BE SPACED AT 25' UNLESS SHOWN OTHERWISE 5' BARREL SPACING = ●●●●●●●●</p> <p>2. TUBULAR MARKERS WILL BE SPACED AT 10' UNLESS SHOWN OTHERWISE 5' TUBULAR MARKER SPACING = ○○○○○○○○</p>			



REGISTERED PROFESSIONAL ENGINEER  
REG. NO. 8324  
LANCE R. MCQUEEN  
SOUTH DAKOTA  
10-11-24





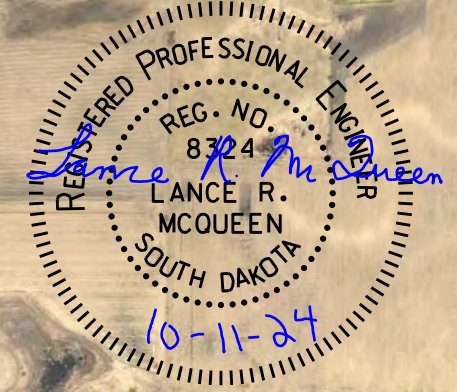
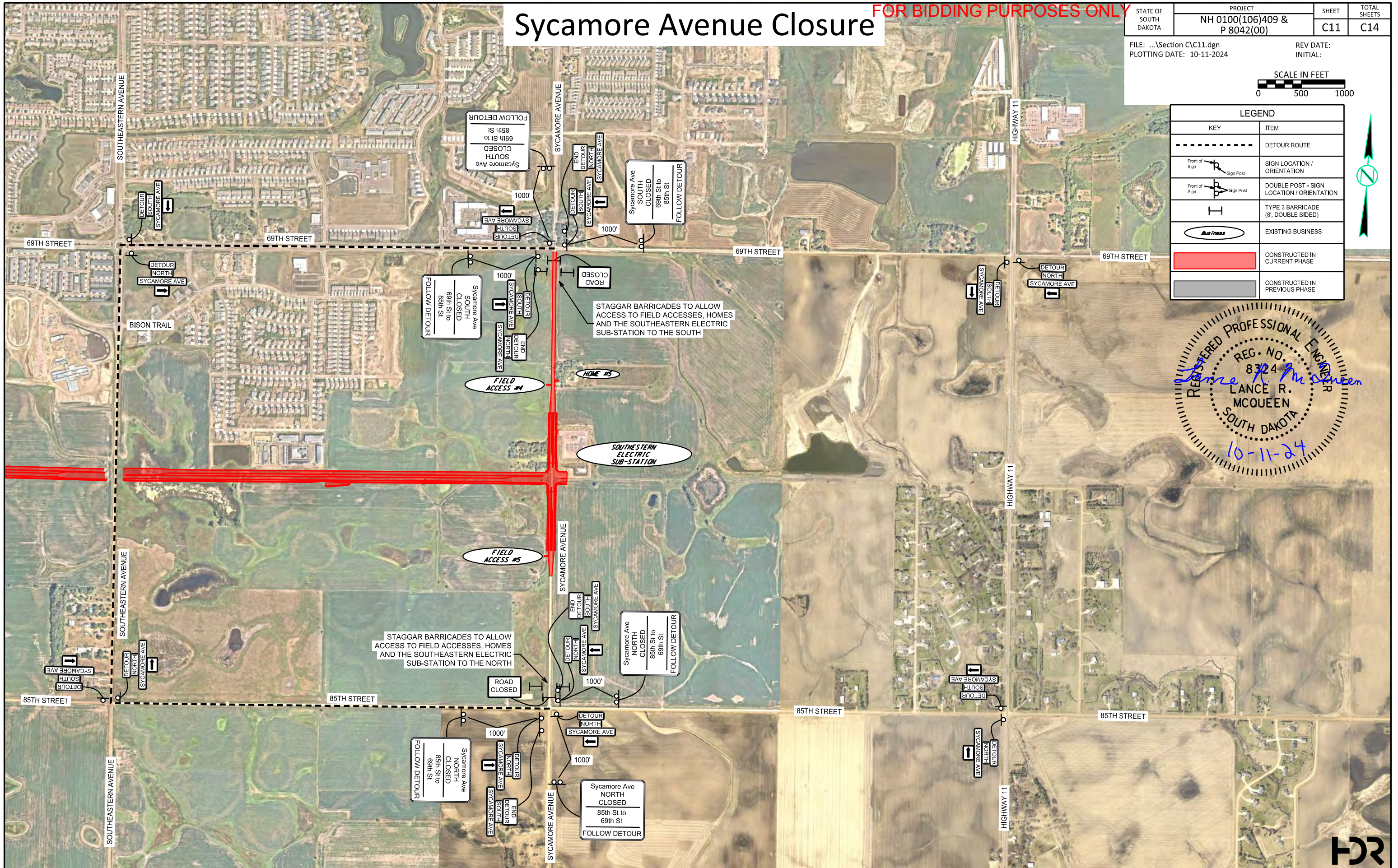
# Sycamore Avenue Closure

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0100(106)409 & P 8042(00)		
FILE: ...Section C\C11.dgn		REV DATE:	
PLOTING DATE: 10-11-2024		INITIAL:	



LEGEND	
KEY	ITEM
-----	DETOUR ROUTE
Front of Sign Sign Post	SIGN LOCATION / ORIENTATION
Front of Sign Sign Post	DOUBLE POST - SIGN LOCATION / ORIENTATION
I	TYPE 3 BARRICADE (8', DOUBLE SIDED)
<i>Business</i>	EXISTING BUSINESS
Red shaded area	CONSTRUCTED IN CURRENT PHASE
Grey shaded area	CONSTRUCTED IN PREVIOUS PHASE





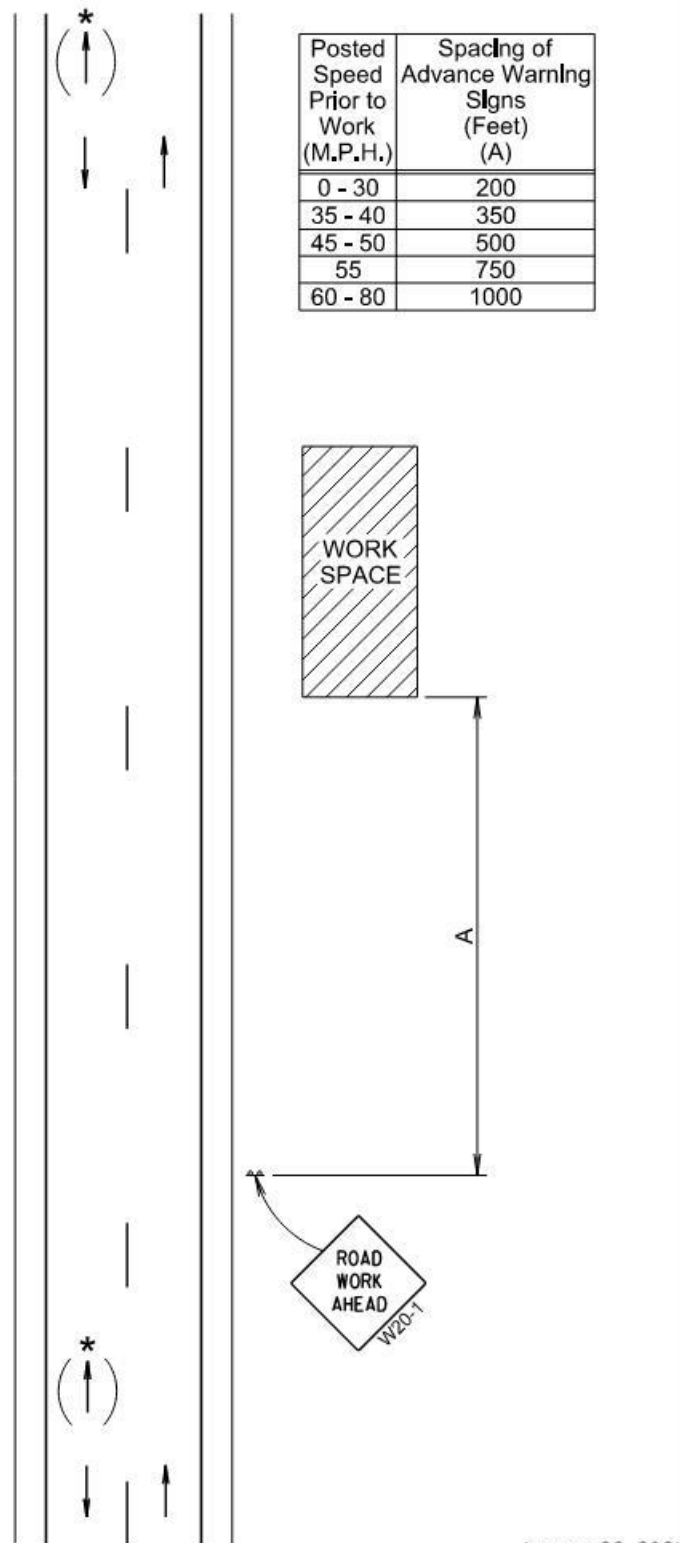
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

The signs illustrated will be used where there are distracting situations, such as vehicles parked on shoulder, vehicles accessing the work site via the highway, and equipment traveling on or crossing the roadway to perform work operations.

The ROAD WORK AHEAD sign may be replaced with other appropriate signs, such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.

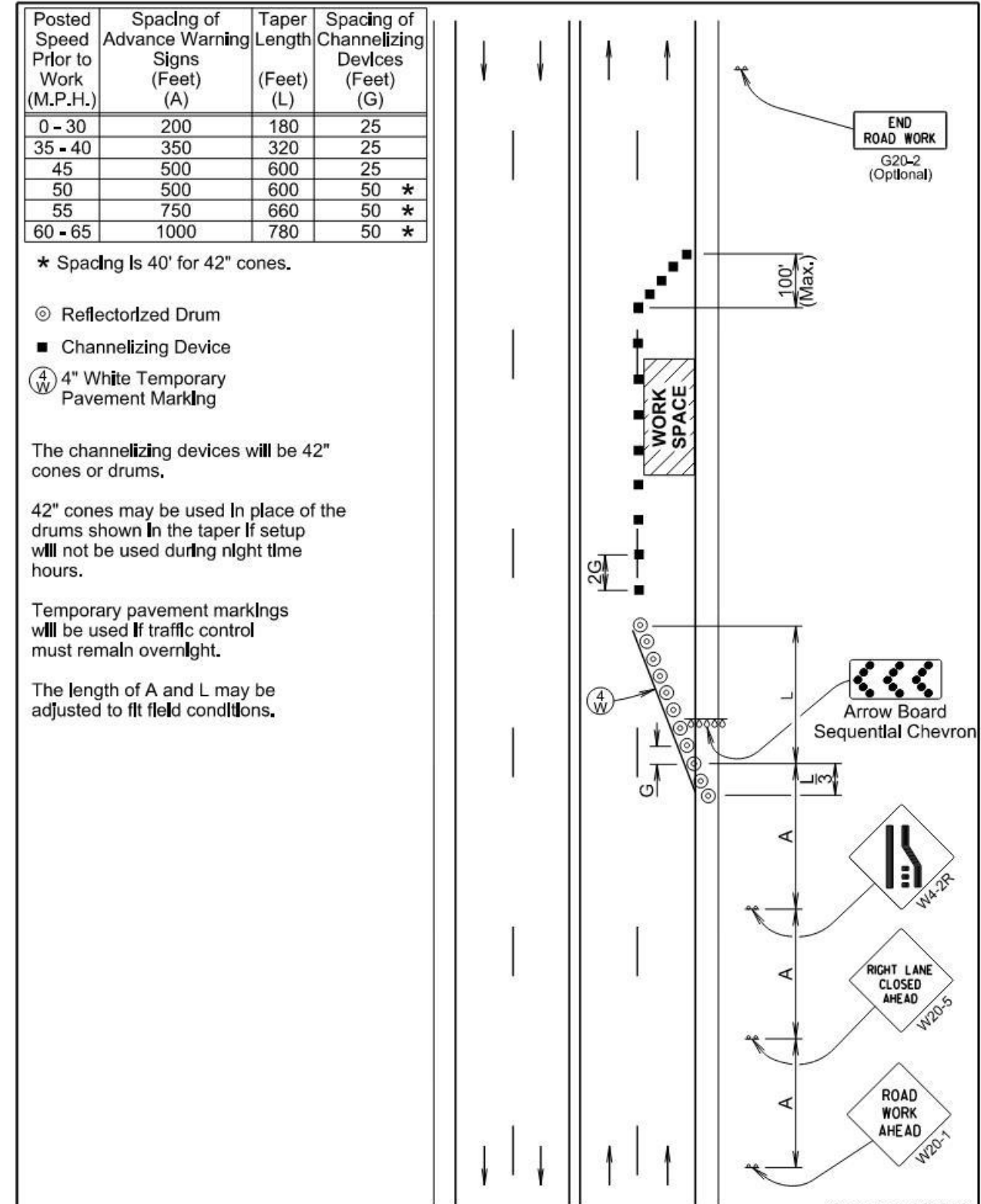
\* If the work space is on a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.

For short term, short duration, or mobile operations, all signs and channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.



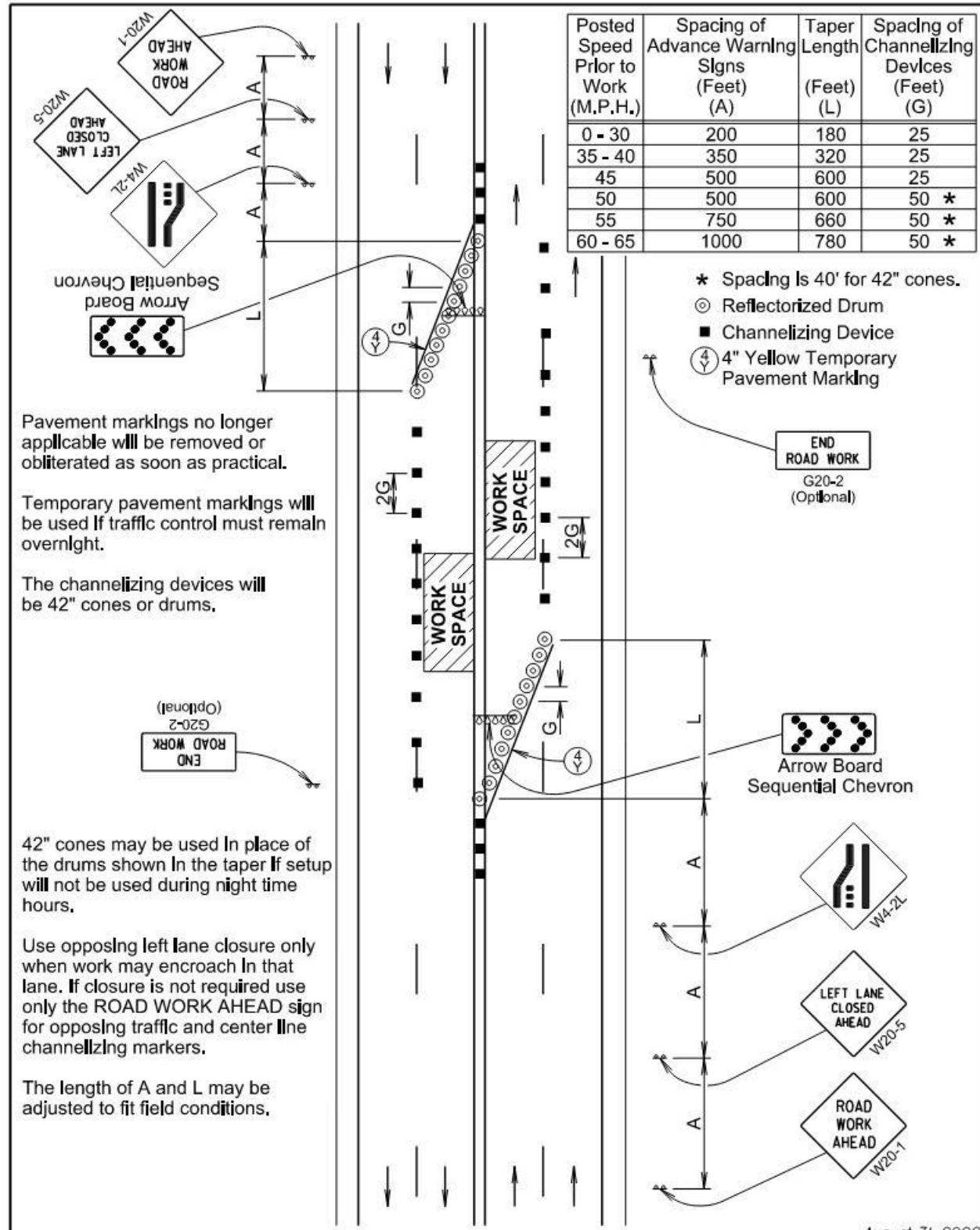
January 22, 2021

Published Date: 2025	S D D O T	WORK BEYOND THE SHOULDER	PLATE NUMBER 634.01
			Sheet 1 of 1



Published Date: 2025	S D D O T	4-LANE UNDIVIDED, RIGHT LANE CLOSED	PLATE NUMBER 634.47
			Sheet 1 of 1





Pavement markings no longer applicable will be removed or obliterated as soon as practical.

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

The channelizing devices 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.

Use opposing left lane closure only when work may encroach in that lane. If closure is not required use only the ROAD WORK AHEAD sign for opposing traffic and center line channelizing markers.

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

August 31, 2022

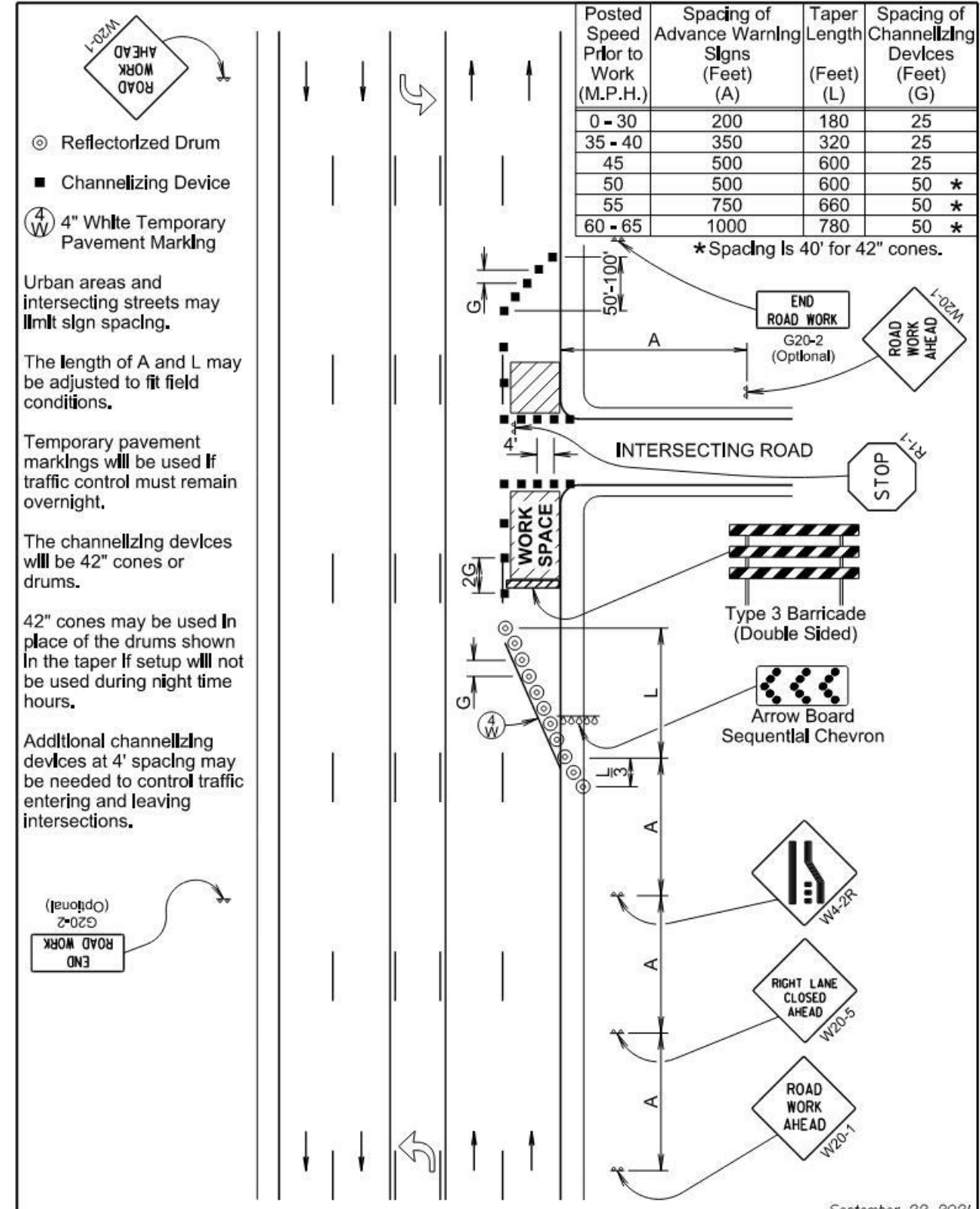
**SD DOT**

**4-LANE UNDIVIDED, LEFT LANE CLOSED**

PLATE NUMBER 634.48

Published Date: 2025

Sheet 1 of 1



Urban areas and intersecting streets may limit sign spacing.

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

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

The channelizing devices 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.

Additional channelizing devices at 4' spacing may be needed to control traffic entering and leaving intersections.

September 22, 2021

**SD DOT**

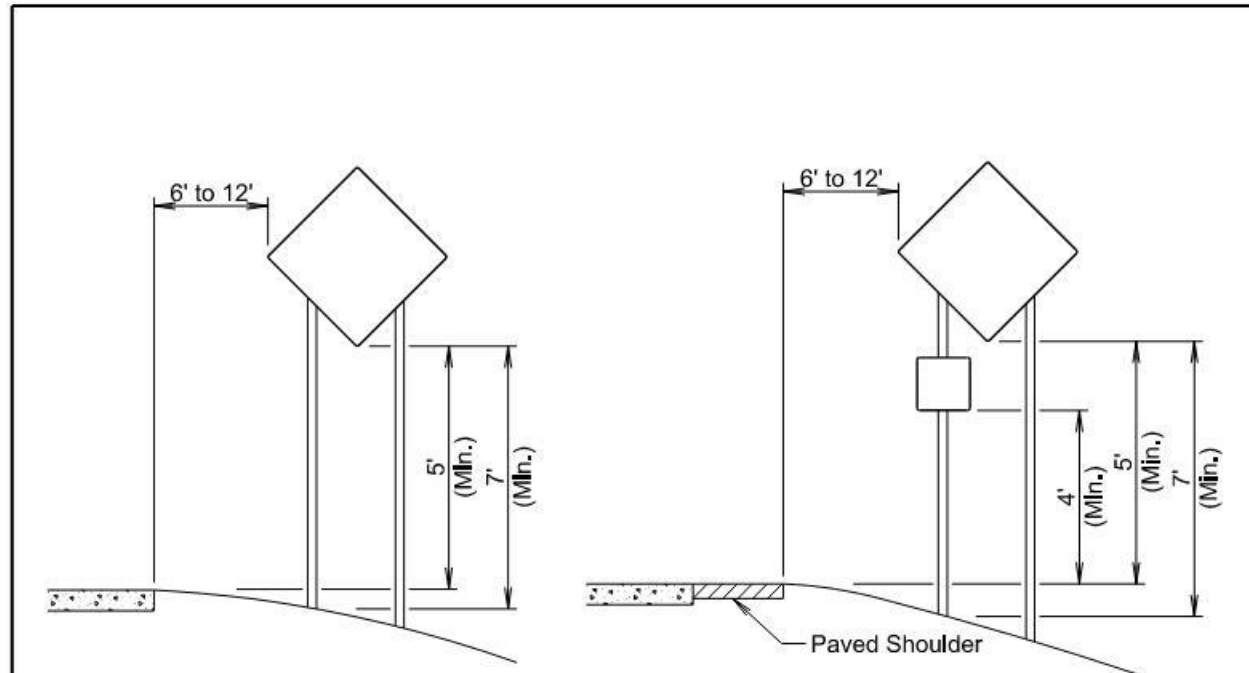
**5-LANE, OUTSIDE LANE CLOSED**

PLATE NUMBER 634.60

Published Date: 2025

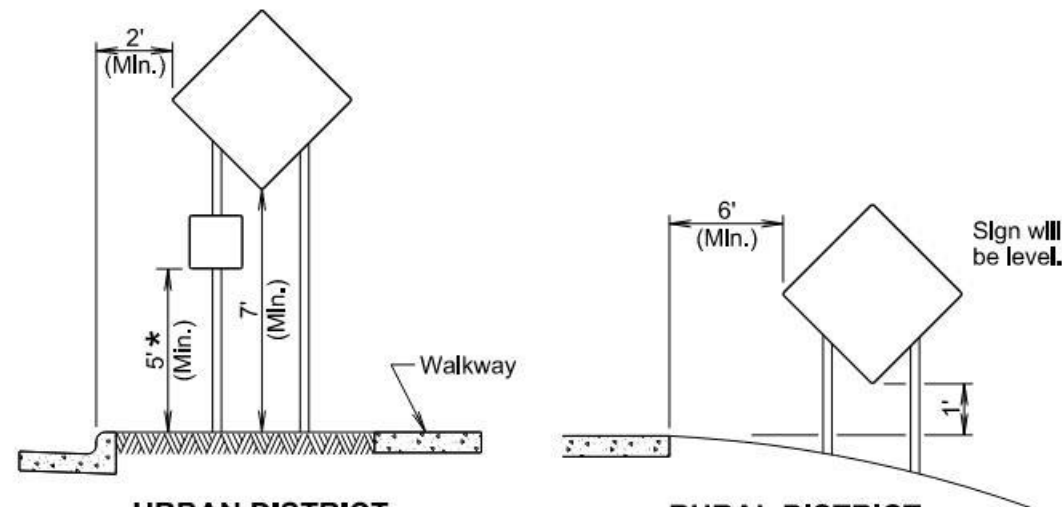
Sheet 1 of 1





RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



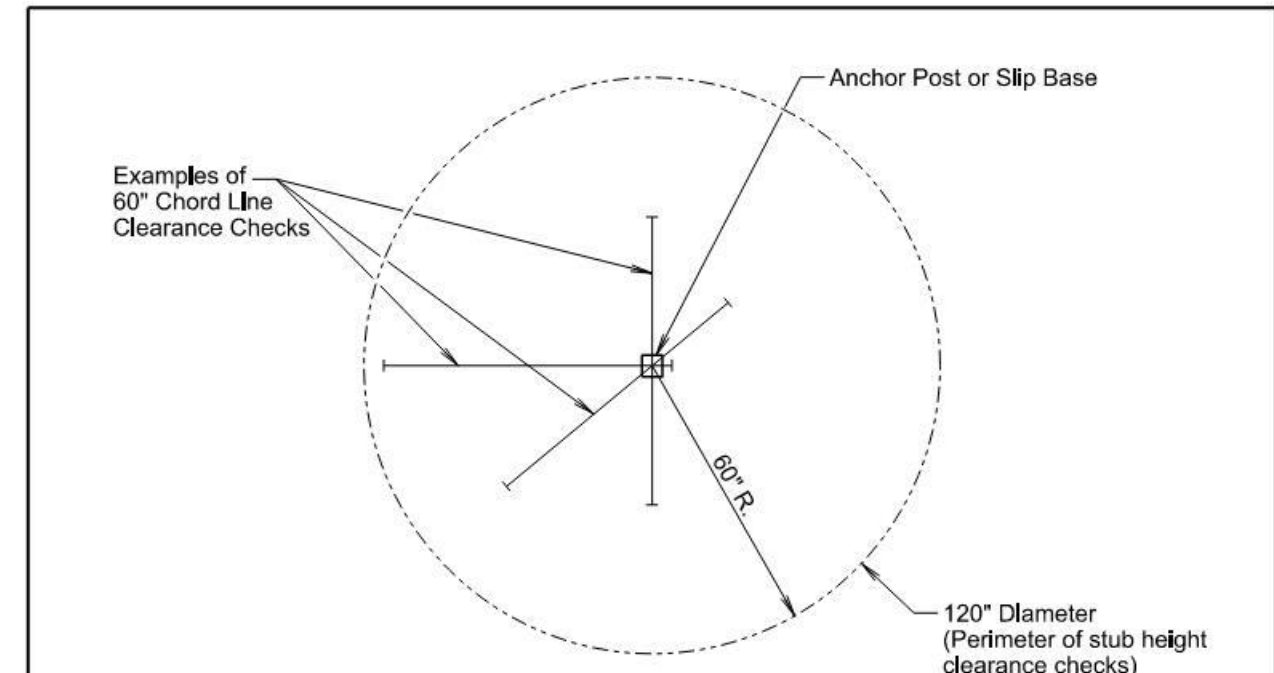
URBAN DISTRICT

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

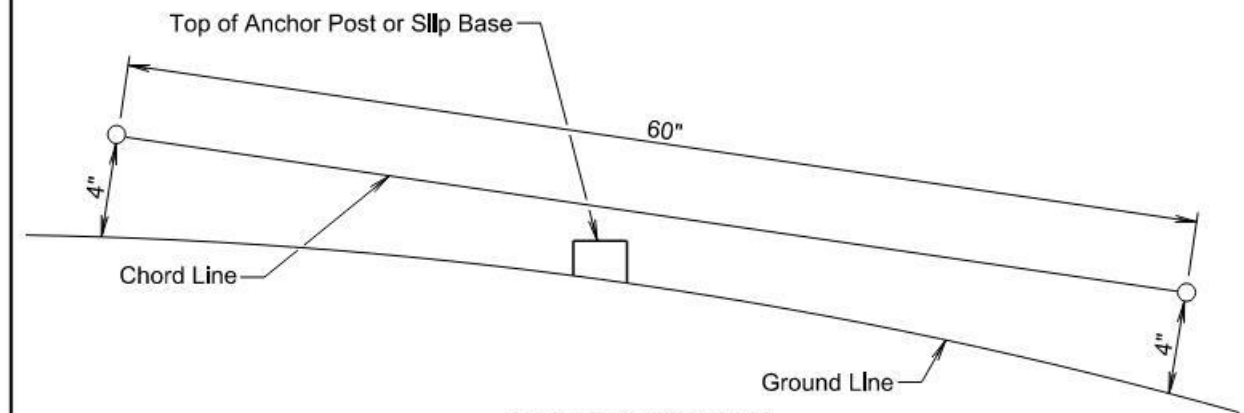
\* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

Published Date: 2025	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 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	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1