

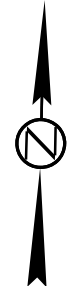
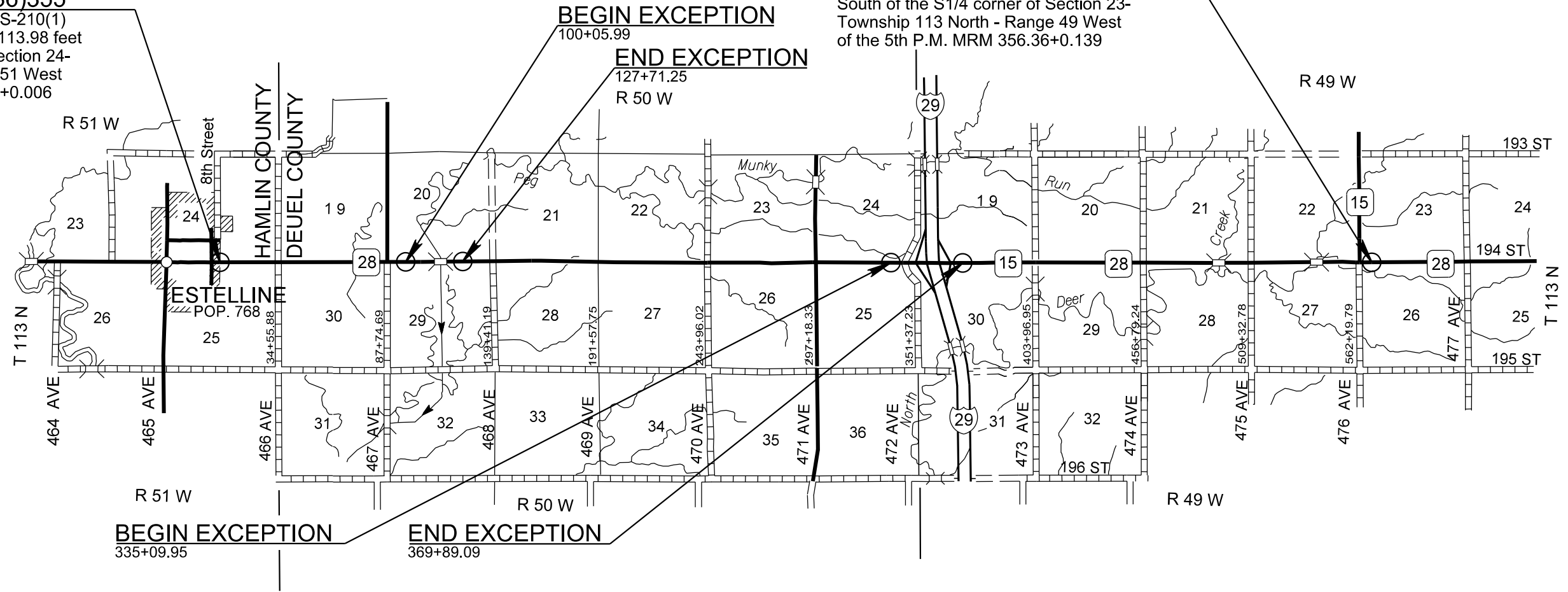
Section C: Traffic Control

Index of Sheets

- C1 General Layout with Index
- C2-4 Estimate of Quantities and Plan Notes
- C5-C8 Detour Layout
- C9-C10 Fixed Location Signs
- C11-C12 Detour Signs & Details
- C13-C15 Closure End Details
- C16 Itemized List of Traffic Control Signs
- C17-C20 Standard Plates

BEGIN P-PH 0028(36)355
 Station 11+11.77 = 9+19 on S-210(1)
 located 4.42 feet North and 113.98 feet
 East of the S1/4 corner of Section 24-
 Township 113 North-Range 51 West
 of the 5th P.M. MRM 352.02+0.006

END P-PH 0028(36)355
 Station 568+41.79 = 20+76.3 on SAP 304
 located 2017.06 feet West and 91.99 feet
 South of the S1/4 corner of Section 23-
 Township 113 North - Range 49 West
 of the 5th P.M. MRM 356.36+0.139



SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	318	Gal
634E0010	Flagging	150.0	Hour
634E0020	Pilot Car	75.0	Hour
634E0110	Traffic Control Signs	975.5	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	77	Each
634E1002	Detour and Restriction Signing	1,234.8	SqFt

SEQUENCE OF OPERATIONS

The following Sequence of Operations will be adhered to. 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.

1. Install Detour and Road Closure signing prior to start of work on Highway 28.
2. Install storm water pollution prevention devices and strip inslopes.
3. Complete grading and structure work and install surfacing.
4. Restore inslopes, install permanent signing, pavement marking and erosion control.
5. Remove road closure signing and open Highway 28 to traffic.
6. Remove detour signing.

COORDINATION OF WORK

Project P 0015(94)128, PCN 05Q6 is scheduled for the 2025 construction season. This project involves AC Surfacing of SD 15 from SD 28 N to Clear Lake. The Contractor will schedule work so as not to interfere with or hinder the progress of the work performed by other Contractors.

Project IM 0295(46)139, PCN 06P3 is scheduled the 2025 construction season. This project involves AC Resurfacing of I29S from SD 30 to SD 28. The Contractor will schedule work so as not to interfere with or hinder the progress of the work performed by other Contractors.

Project IM-P 0012(319), PCN 09L6 is scheduled for the 2025 construction season. This project involves Asphalt Surface Treatment on I29N near the project limits. The Contractor will schedule work so as not to interfere with or hinder the progress of the work by other Contractors.

Conflicting traffic control devices may need to be temporarily adjusted or removed as directed by the Engineer and at no additional cost to the contract.

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 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.

Existing STOP signs that are temporarily removed must be reset prior to the end of each day's work. A STOP sign on portable supports must be used whenever a permanent ground mounted STOP sign is removed. Cost for this work will be incidental to the contract unit price per square foot for Traffic Control Signs.

The Contractor will maintain access to all farms, homes, business and other used entrances along the project. A minimum 10 foot wide path free of obstructions will be maintained for all accesses.

The Contractor will maintain access to all mailboxes along the project. With Post Office and Engineer approval, mailboxes may temporarily be relocated. There will be no additional payment for temporary relocation of a mailbox.

No more than 3 consecutive intersecting roads will be closed to traffic simultaneously.

Landowners of field entrances will also be notified. Written notices will include specific instructions on how access is going to be maintained to those impacted by the closing of an entrance.

The Contractor must have the project open during the winter months, with complete access throughout the entire length. In the event the Contractor does not complete the grading portion of this project prior to shutting down operations for the winter, the Contractor will be required to place granular surfacing and asphalt surface treatment on all areas where the in-place surfacing has been removed to satisfy Section 4.5 B of the Specifications. Granular Surfacing will be Base Course or Base Course, Salvaged and will be placed to the thickness of six inches, or as otherwise directed by the Engineer. The Contractor will be responsible for all costs for granular surfacing and asphalt surface treatment. No measurement or payment will be made.

PRESS RELEASE ANNOUNCEMENTS

The SDDOT 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 SDDOT 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.

TEMPORARY GRAVEL SURFACING (TRAVEL GRAVEL)

An estimated 900 tons of Temporary Gravel Surfacing is provided for this project and may be used as determined necessary and at locations approved by the Engineer. The Temporary Gravel Surfacing is provided to protect completed subgrade work from damage by traffic or equipment during wet weather. Temporary Gravel Surfacing may be used on the finished subgrade prior to Base Course or Base Course, Salvaged installation and/or to protect exposed subgrade prior to the completion of the finished subgrade surface. The Engineer will direct the Contractor to place Temporary Gravel Surfacing if adverse weather is imminent and/or the usage of the material will help prevent road closures.

The Temporary Gravel Surfacing will be obtained from the stockpile site(s) provided by the Contractor from the blended and salvaged granular material produced on this project and may be used without further gradation testing.

Compaction to a specified density is not required.

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.

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. For Temporary Gravel Surfacing salvaged after use on the subgrade and used again on the project, the amount used again will be measured and paid for again at the contract unit price per ton.

OVERWIDTH RESTRICTION AND DETOUR SIGNING

The Contractor will furnish and install the detour signs as shown in these plans. Prior to installing the signs, the Contractor will mark the sign locations and review them with the Engineer. Detour signs will be installed on fixed location, ground mounted, breakaway supports. It will be the responsibility of the Contractor to maintain and reinstall these signs during the project as required by the construction progress. Upon completion of the project, the Contractor will remove the detour signs.

All costs for furnishing the signs, posts, and mounting hardware, and for installing, maintaining, covering, and removing the detour signs will be incidental to the contract unit price per square foot for "Detour and Restriction Signing".

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0028(36)355	C3	C20

PAVEMENT MARKING PAINT

Pavement Marking Paint will be used to mark the centerline of the Car Detour Route on 465th Avenue from Highway 22 to Highway 28 prior to the start of work.

The Contractor will advise the Engineer a minimum of 3 weeks prior to the application of the permanent pavement marking to allow the State to check and mark the location of no passing zones.

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

All materials will be applied as per manufacturer's recommendations. High build waterborne pavement marking paint will conform to the supplemental specifications for Section 980.1 B.

Reflective media will consist of glass beads. Reflective media will require a Certificate of Compliance for Certification for each source and lot. Acceptance sampling will not be required.

RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Solid 4" line = 22.5 Gals/Mile
Dashed 4" line = 6.2 Gal/Mile
Glass Beads = 8 Lbs/Gal.

All cost for materials, labor and equipment necessary to furnish and install the pavement markings will be incidental to the contract unit price for the respective High Build Waterborne Pavement Marking Paint items.

RETROREFLECTIVITY FOR PAVEMENT MARKING PAINT

The Department may take retroreflectivity readings on the pavement marking lines after 2 days and within 30 days of the line application using either a portable or mobile retroreflectometer that conforms to 30-meter geometry. If the Department chooses to take retroreflectivity readings, three retroreflectivity readings will be taken on each line at each test location. The three readings will be averaged and become the reading for that test location.

If the Department chooses to take retroreflectivity readings, three readings will be taken on the edge lines and lane lines in the direction of application. For combination solid yellow and skip yellow lines for turn lanes and for centerline markings on two-way roadways, three readings will be taken in one direction, the reflectometer will be turned 180 degrees and three more readings will be taken. The six readings for the centerline markings will be averaged and become the test reading for that test location.

If the Department chooses to take readings, the minimum retroreflectivity values will be 275 mc/m²/lux for white and 170 mc/m²/lux for yellow.

Existing Signs to be Modified

Existing signing in the Table Of Signs To Cover OR Modify will need to be temporarily removed or covered while the detours are in use. All costs associated with the removal, storage, reinstallation and covering will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

Those signs to be removed and replaced will be properly stored to prevent damage to the signs. If the signs are lost or damaged, the Contractor will be responsible for replacing the signs at no cost to the State.

The signs to be covered will be covered with flat sheeting that covers the entire message that is to be covered. The attachment of the cover to the sign will not damage the sign. The sheeting will have nonretro-reflective covering, or the color of the cover sheeting will be green or orange.

TABLE OF SIGNS TO COVER OR MODIFY

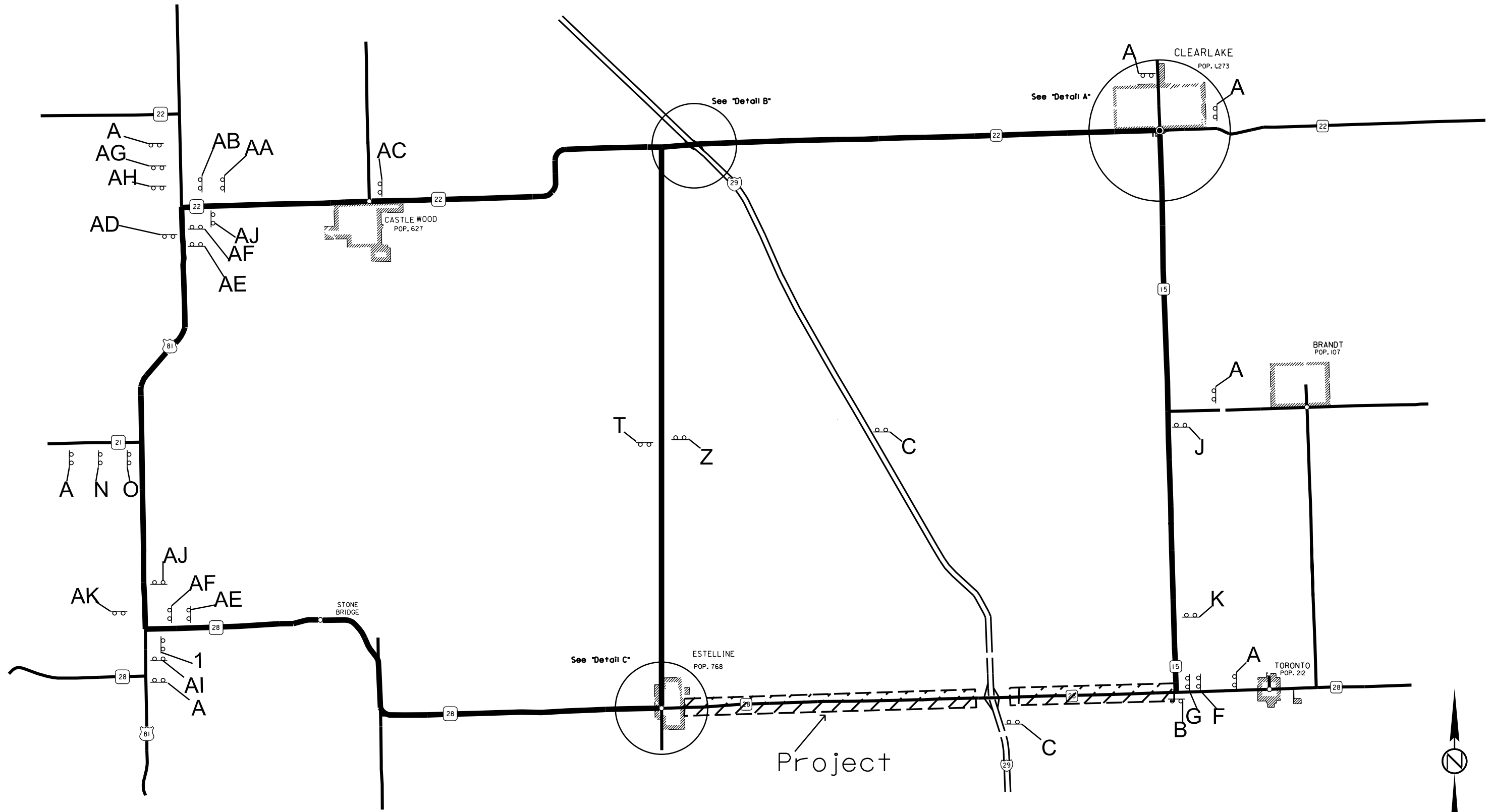
Location	MRM	Message	Remarks
HWY 28	361.00+0.346	↑ Toronto	cover with flat sheeting
		↑ Watertown	do not cover
		→ Brookings	do not cover
	361.00+0.331	Estelline 7	cover with flat sheeting
		HWY 81 20	cover with flat sheeting
	361.00+0.425	W HWY 28	cover with flat sheeting
	361.00+0.440	East HWY 28 ↑	cover with flat sheeting
		North HWY 15 ↑	cover with flat sheeting
		South I29 →	do not cover
	361.00+0.461	North 15 ←	cover with flat sheeting
		HWY 28 ↔	cover with flat sheeting
	361.00+0.461	Lodging	cover with flat sheeting
		Gas	cover with flat sheeting
		7 Miles	cover with flat sheeting
		→	cover with flat sheeting
	361.47+0.022	South I29 ←	do not cover
		West HWY 28 ↑	cover with flat sheeting
	361.47+0.061	↑ Estelline	cover with flat sheeting
		← Brookings	do not cover
	361.61+0.007	↑ Toronto	cover with flat sheeting
		← Watertown	do not cover
	361.61+0.046	North I29 ←	do not cover
		East HWY 28 ↑	cover with flat sheeting
		North HWY 15 ↑	cover with flat sheeting
	361.68+0.007	Lodging	cover with flat sheeting
		Gas	cover with flat sheeting
		7 Miles	cover with flat sheeting
		←	cover with flat sheeting
	361.68+0.007	HWY 28 ↔	cover with flat sheeting
		North HWY 15 →	cover with flat sheeting
361.68+0.022	South I29 ↑	do not cover	
	West HWY 28 ↑	cover with flat sheeting	
	North I29 →	do not cover	
361.68+0.082	East HWY 28	cover with flat sheeting	
	North HWY 15	cover with flat sheeting	
361.68+0.116	↑ Estelline	cover with flat sheeting	
	↑ Brookings	do not cover	
	Watertown →	do not cover	
361.68+0.175	Toronto 6	cover with flat sheeting	
	Clear Lake 15	cover with flat sheeting	

Location	MRM	Message	Remarks
I29N	149.00+0.418	Exit 150	cover with flat sheeting
		North HWY 15 HWY 28 Toronto Estelline	cover with flat sheeting
		Gas Food Lodging	cover with flat sheeting
	150.06+0.212	Exit 150	cover with flat sheeting
		South Dakota Amateur Baseball Hall of Fame	cover with flat sheeting
		Lake Poinsett Recreation Area	cover with flat sheeting
	150.06+0.435	Exit 150	cover with flat sheeting
		North HWY 15 HWY 28 Toronto Estelline ↗	cover with flat sheeting
		Gas Food Lodging	cover with flat sheeting
	150.55+0.065	Exit 150 ↗	cover with flat sheeting
	150.55+0.209	South Dakota Amateur Baseball Hall of Fame ←	cover with flat sheeting
		24 Miles	
		Lake Poinsett Recreation Area ←	cover with flat sheeting
	150.55+0.247	Toronto 6 →	cover with flat sheeting
		← Estelline 7	cover with flat sheeting

Location	MRM	Message	Remarks
I29S	152.00+0.324	Exit 150	cover with flat sheeting
		HWY 28 Toronto Estelline 1 Mile	cover with flat sheeting
		Gas Food Lodging	cover with flat sheeting
	151.00+0.573	Exit 150	cover with flat sheeting
		South Dakota Amateur Baseball Hall of Fame	cover with flat sheeting
		Lake Poinsett Recreation Area	cover with flat sheeting
		Exit 150	cover with flat sheeting
	151.00+0.289	Exit 150	cover with flat sheeting
		HWY 28 Toronto Estelline ↗	cover with flat sheeting
		Gas Food Lodging	cover with flat sheeting
	151.00+0.136	Exit 150 ↗	cover with flat sheeting
	151.22+0.214	South Dakota Amateur Baseball Hall of Fame →	cover with flat sheeting
		24 Miles	
		Lake Poinsett Recreation Area →	cover with flat sheeting
	150.55+0.247	← Toronto 6	cover with flat sheeting
Estelline 7 →		cover with flat sheeting	

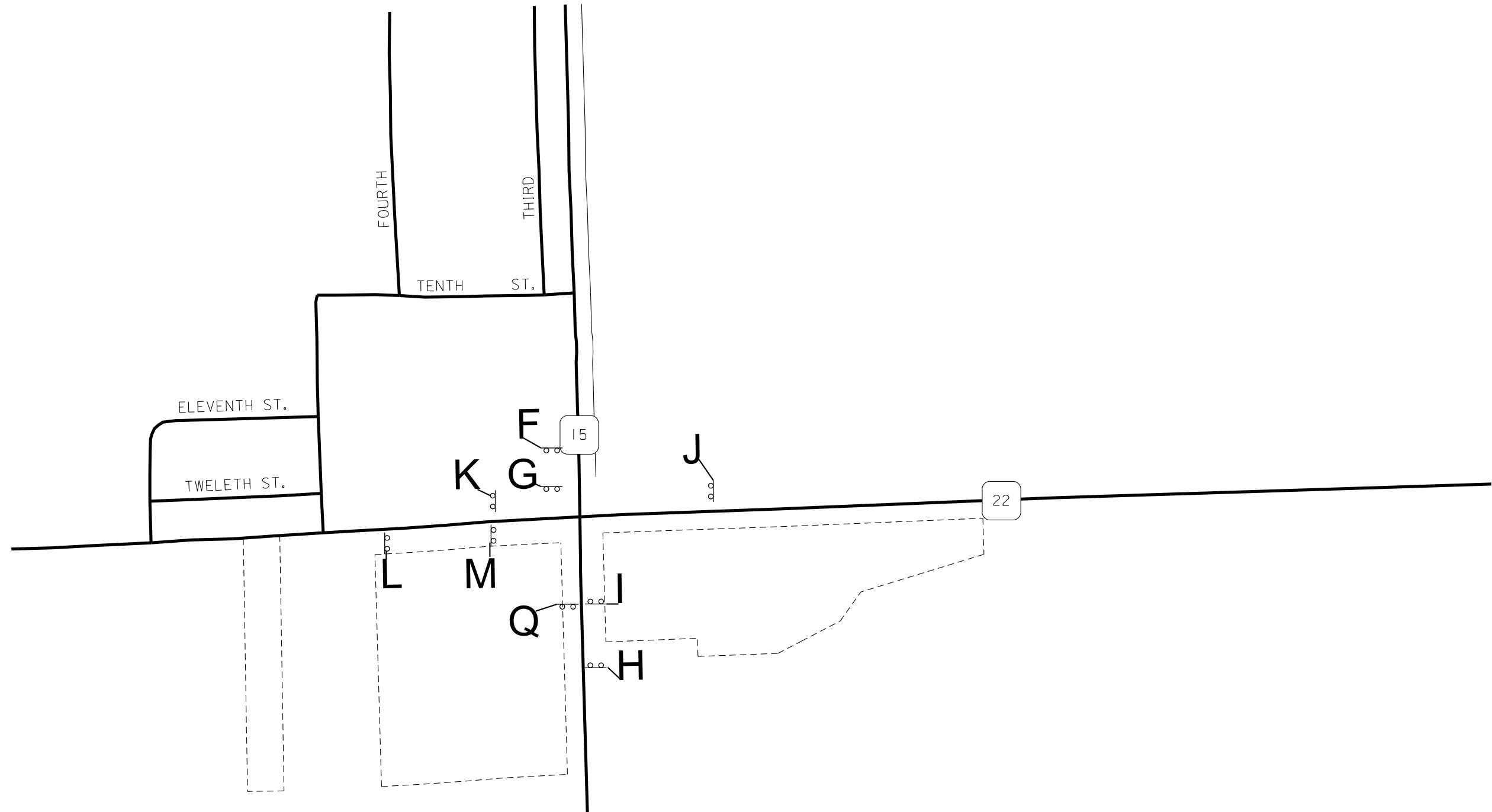
DETOUR LAYOUT

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0028(36)355	C5	C20



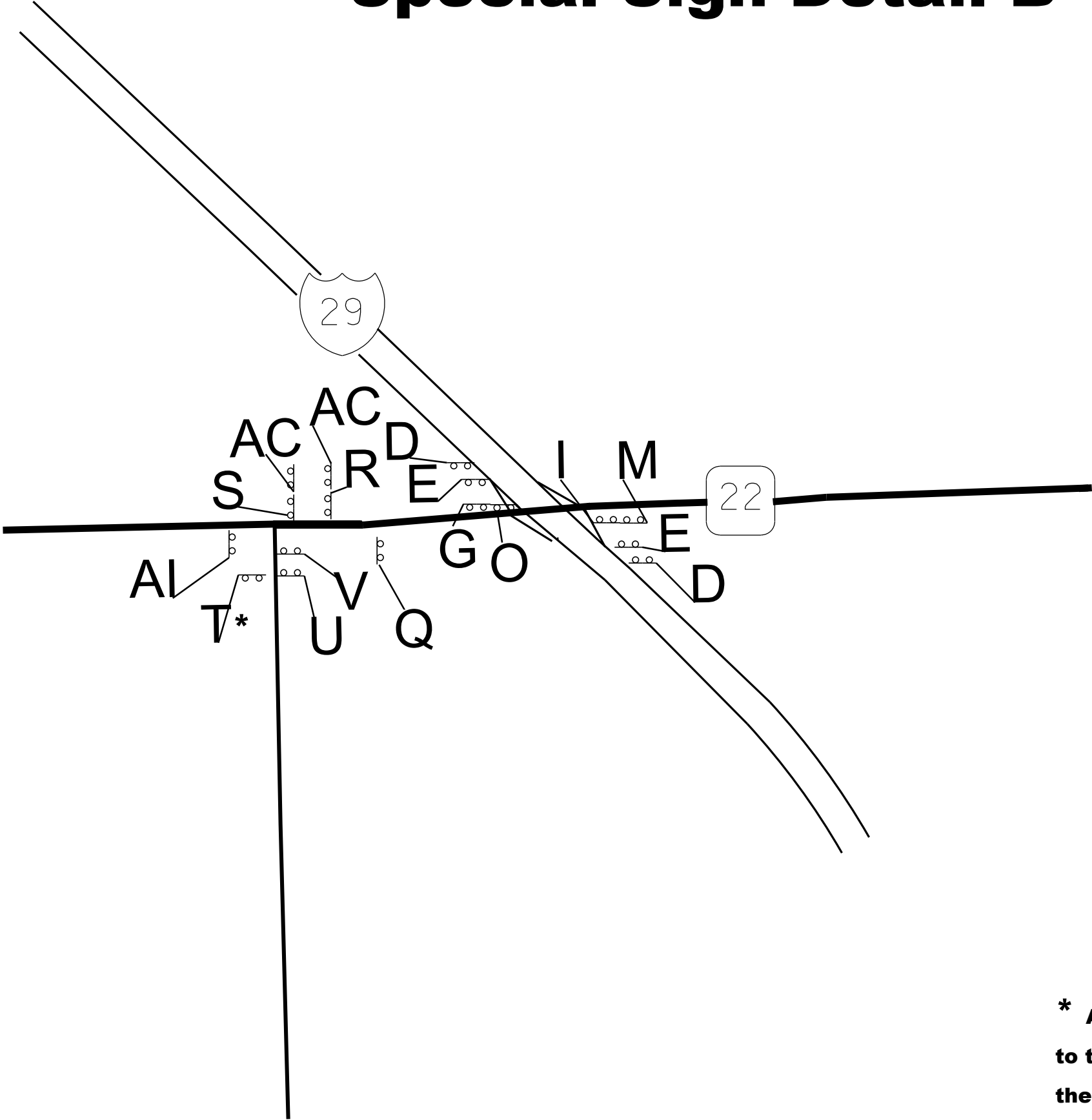
Special Sign Detail A

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0028(36)355	C6	C20



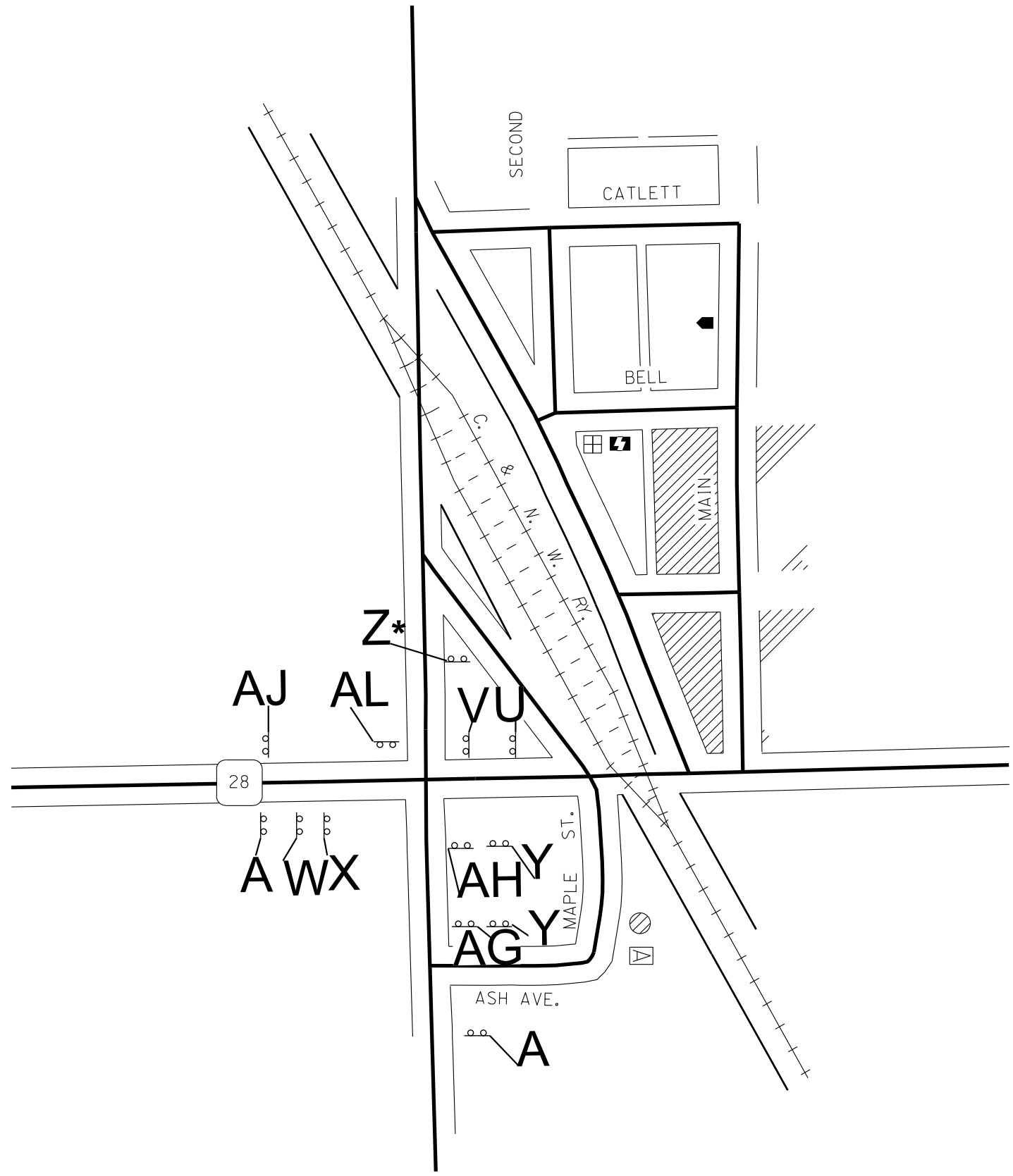
Special Sign Detail B

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0028(36)355	C7	C20



*** Add "No Thru Trucks" Signs
to these sign assemblies at
the direction of the Engineer.**

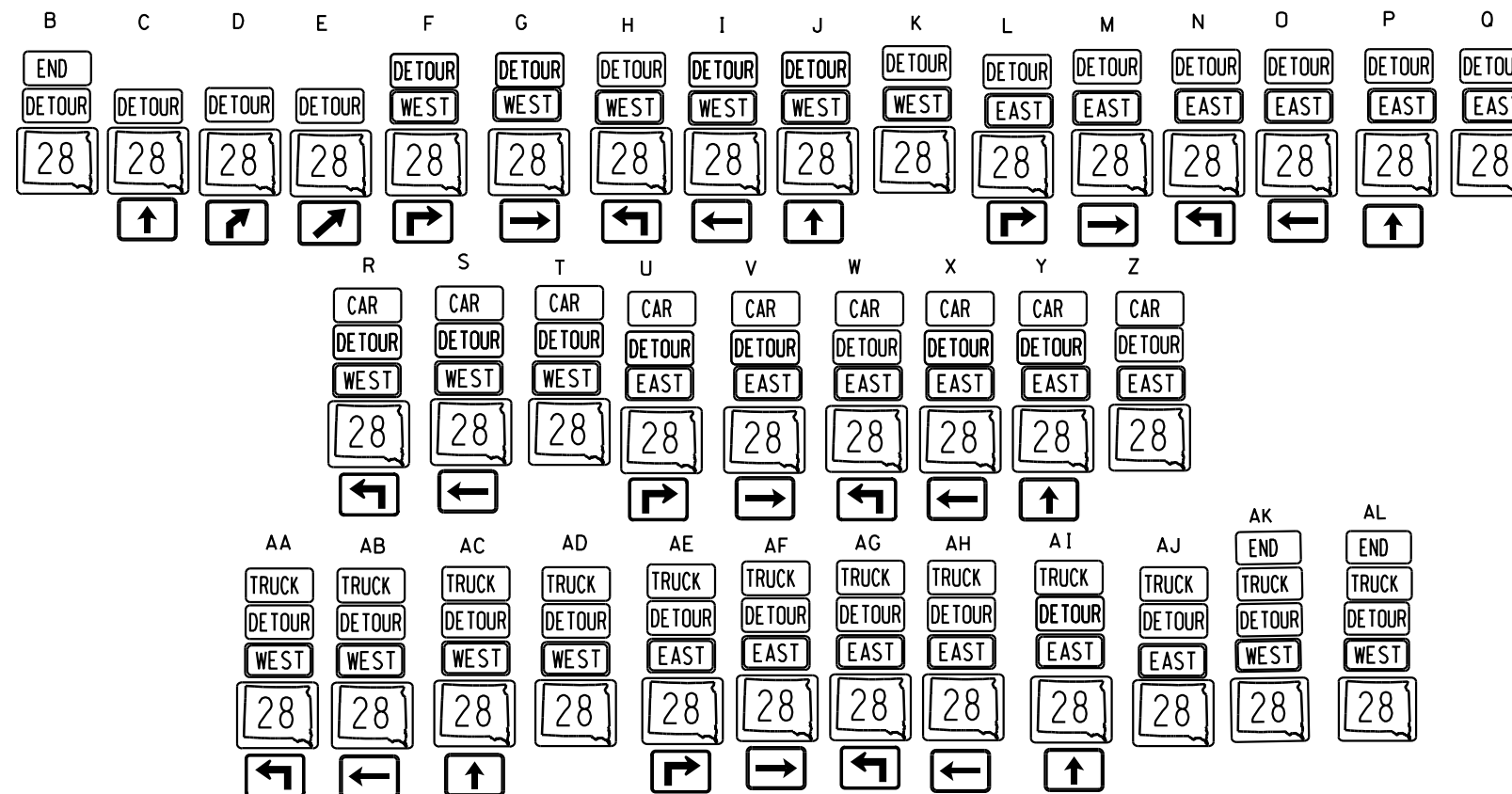
Special Sign Detail C



*** Add "No Thru Trucks" Signs to these sign assemblies at the direction of the Engineer.**

DETOUR ROUTE SIGN DETAIL

(Fixed Location, Ground Mounted, Breakaway Support Signs)



NOTES:

Installation and location of detour signs is to be coordinated with fixed location ground mount support and permanent signs placed on detour route.

Signs G, I, M, O, S, V, X, AB, AF, & AH to be placed approximately 100 ft from intersections.

Signs D to be placed approximately 1000ft from the start of the exit ramps.

All other sign spacing will be according to the table based on posted speed limits.

Distance shown are minimums, adjust spacing to maintain a minimum 50'-100' between existing urban, 100'-200' rural signs.

All signs to be installed so that the sign does not obscure any existing signs.

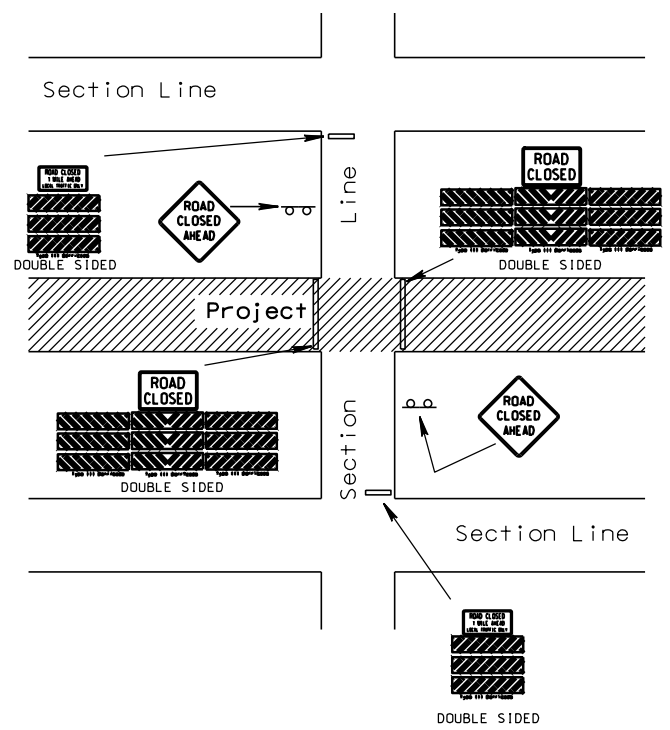
Signs located along the interstate will be posted on both sides of the driving lanes.

POSTED SPEED PRIOR TO WORK (MPH)	Spacing of Advance Warning Signs (ft)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 80	1000

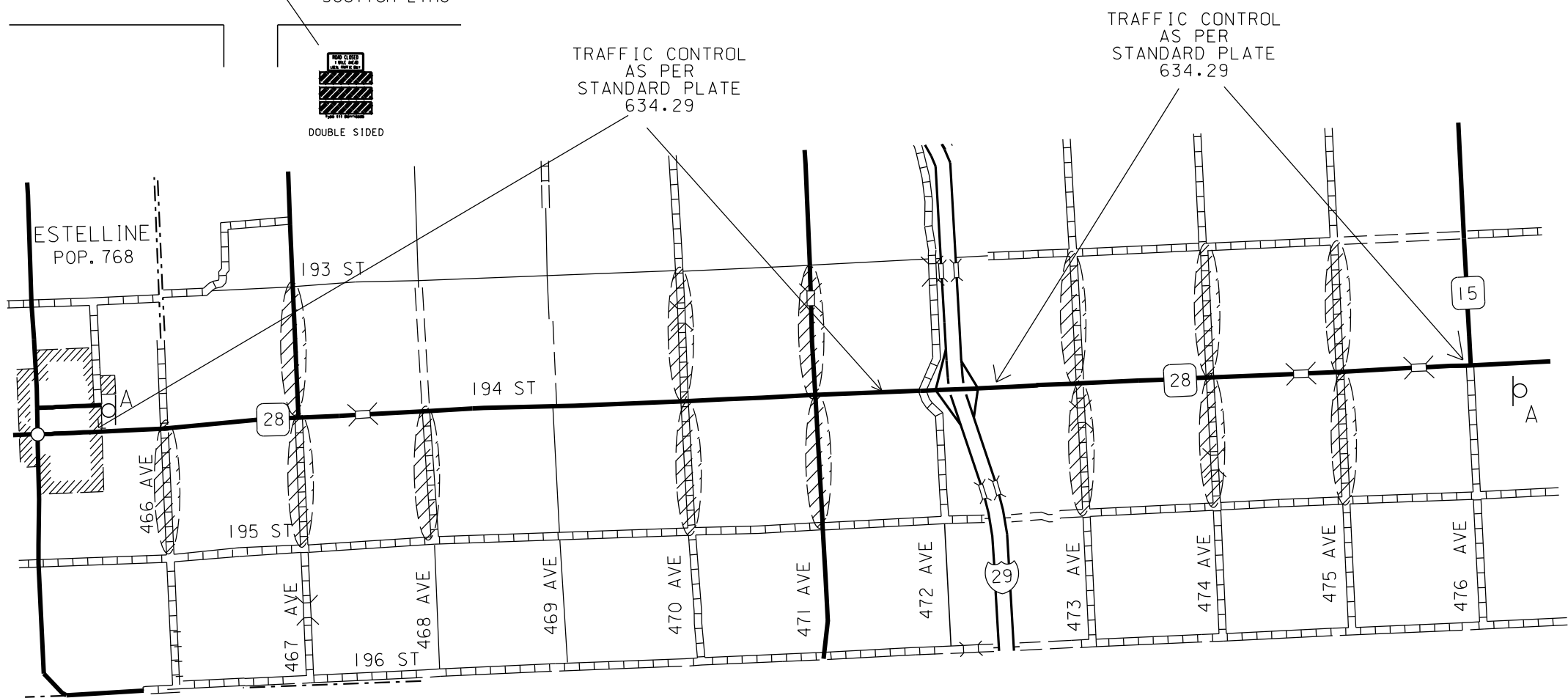
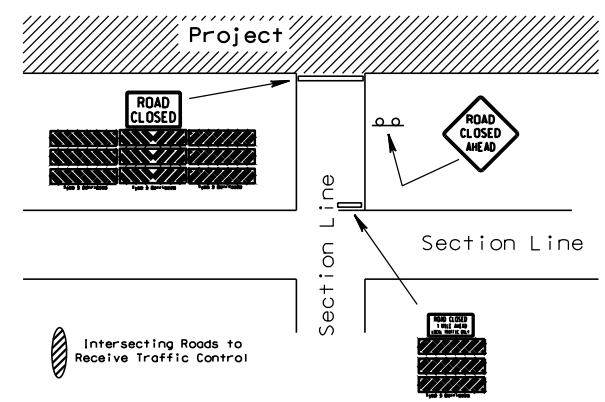
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0028(36)355	C10	C20

FIXED LOCATION GROUND MOUNTED, BREAKAWAY SUPPORTS

INTERSECTING ROAD OPEN TO TRAFFIC



Typical Intersecting Road Detail

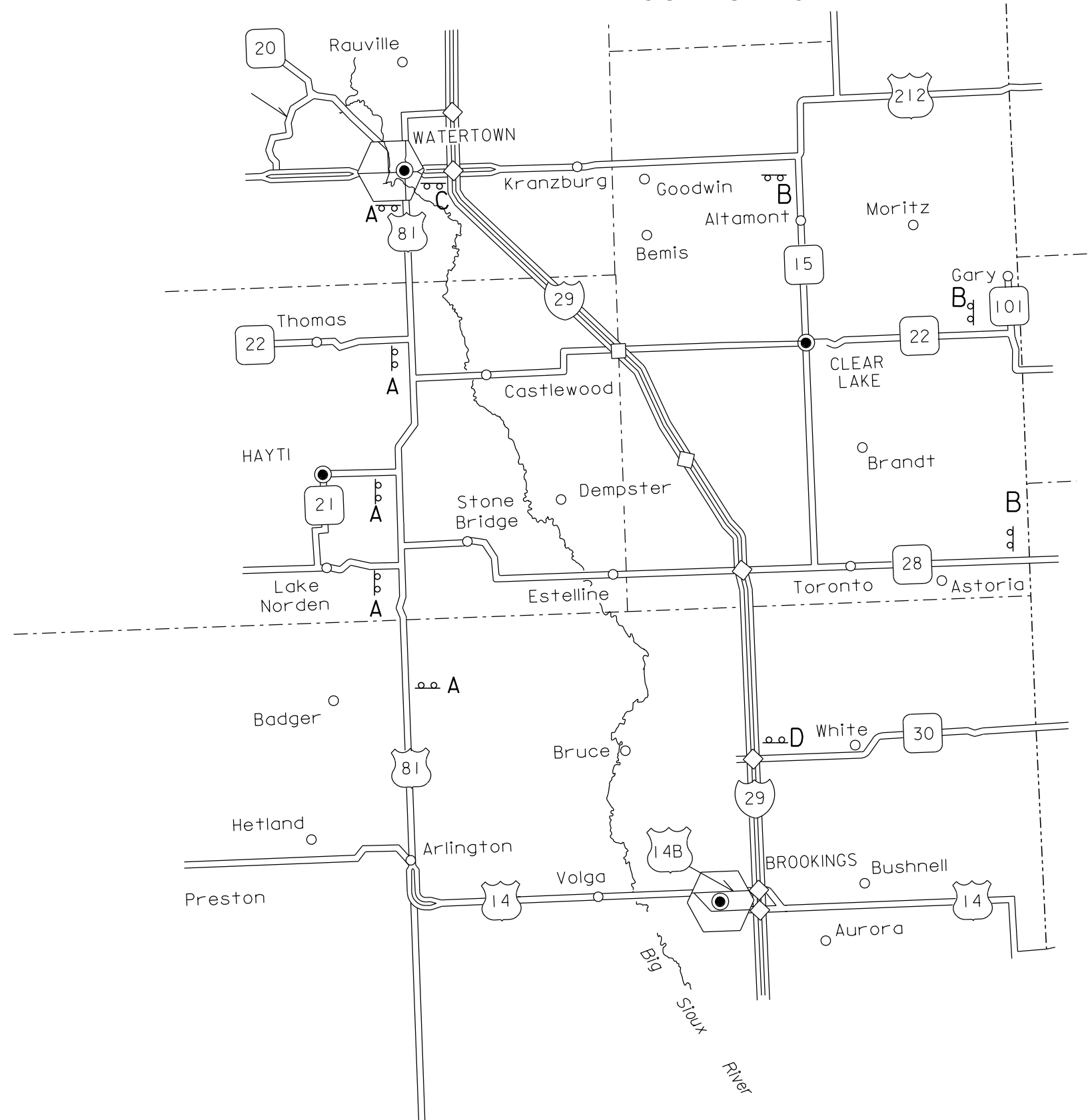


A
END
ROAD WORK
G20-2A

ALTERNATE / DETOUR SIGN LAYOUT

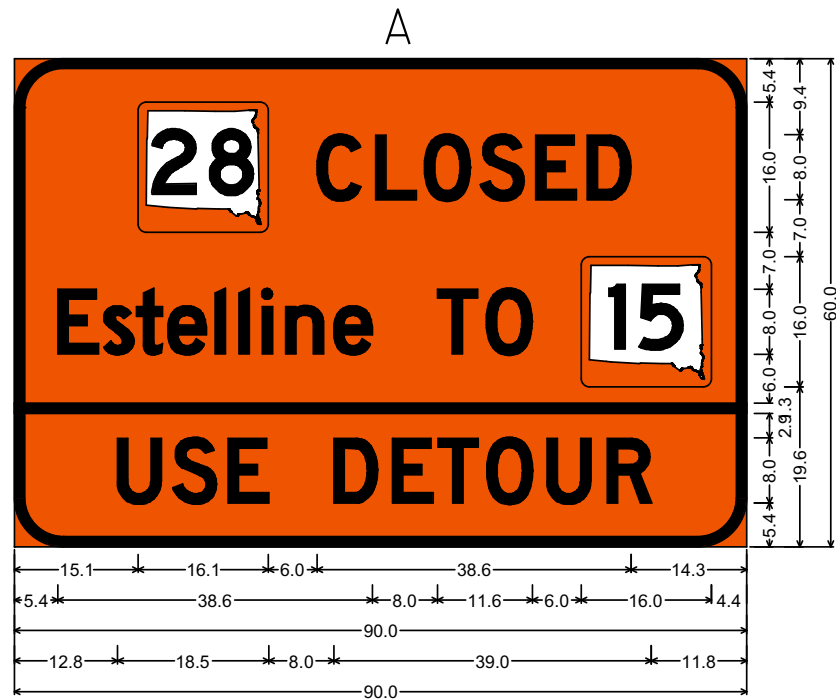
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0028(36)355	C11	C20

FIXED LOCATION GROUND MOUNTED,
BREAKAWAY SUPPORTS

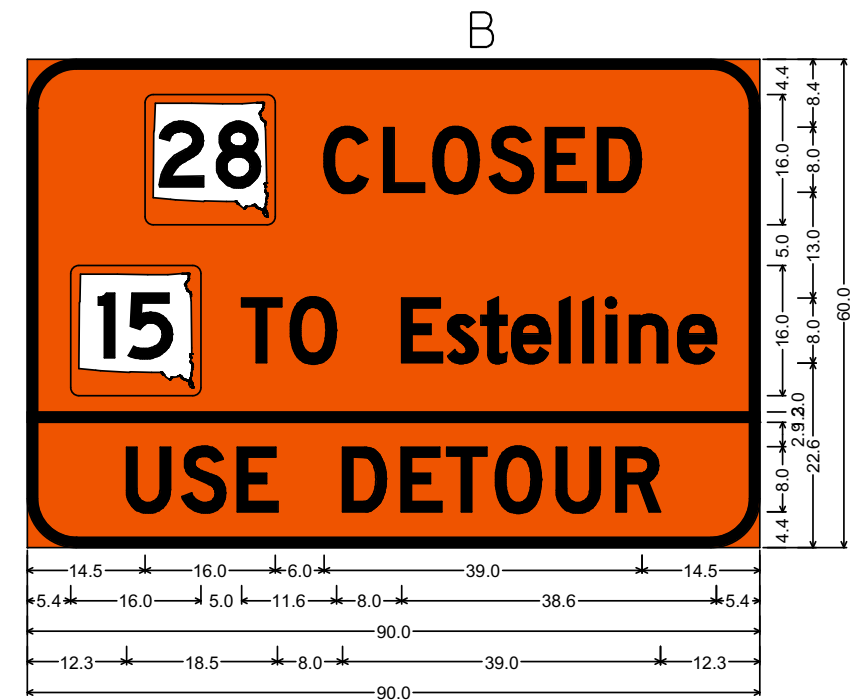


DETOUR SIGN DETAILS

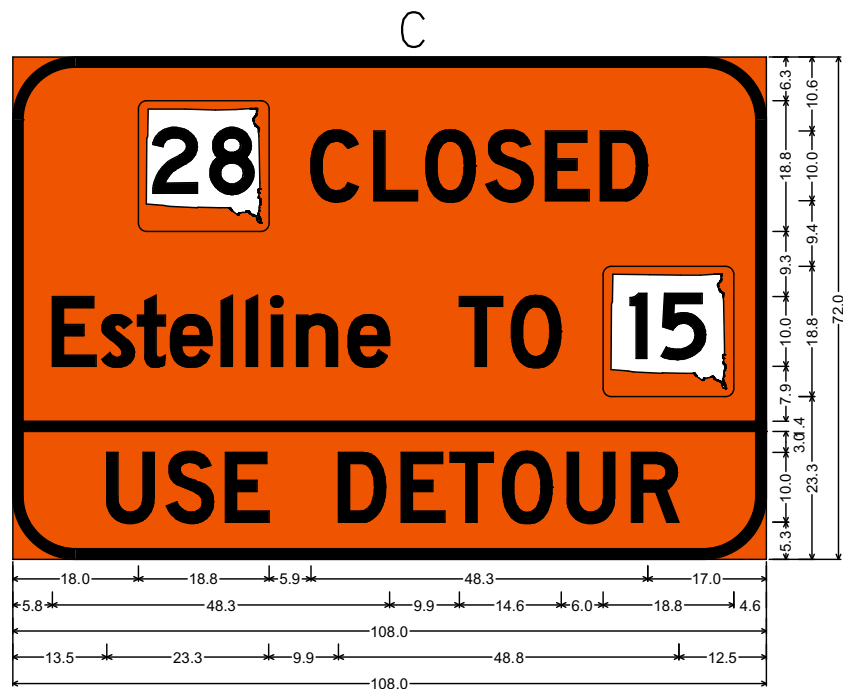
FIXED LOCATION GROUND MOUNTED,
BREAKAWAY SUPPORTS



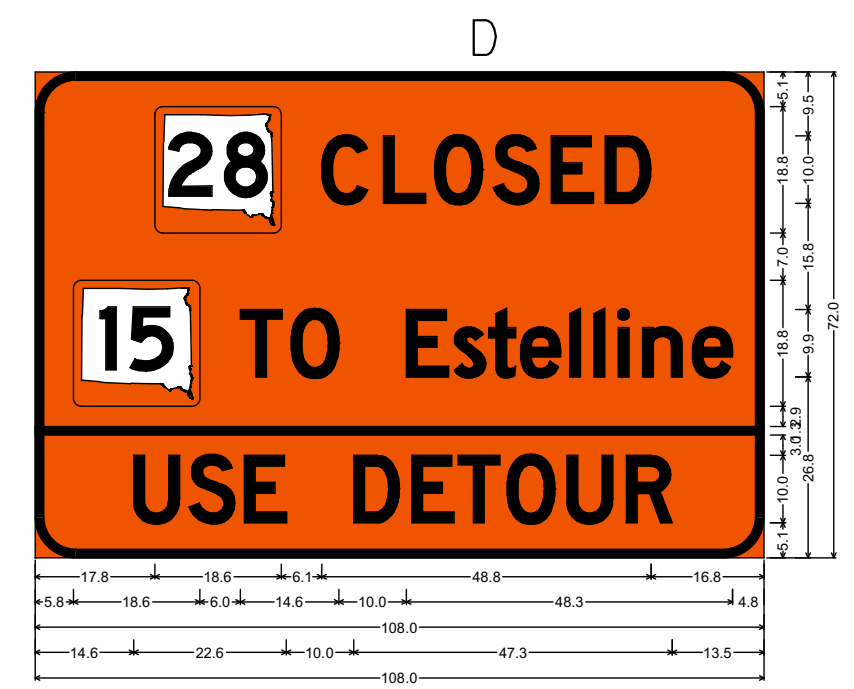
6.0" Radius, 1.3" Border, Black on Orange;
"CLOSED", D 2K; "Estelline TO", D 2K; "USE DETOUR", D 2K;



6.0" Radius, 1.3" Border, Black on Orange;
"CLOSED", D 2K 106% spacing; "TO Estelline", D 2K; "USE DETOUR", D 2K;



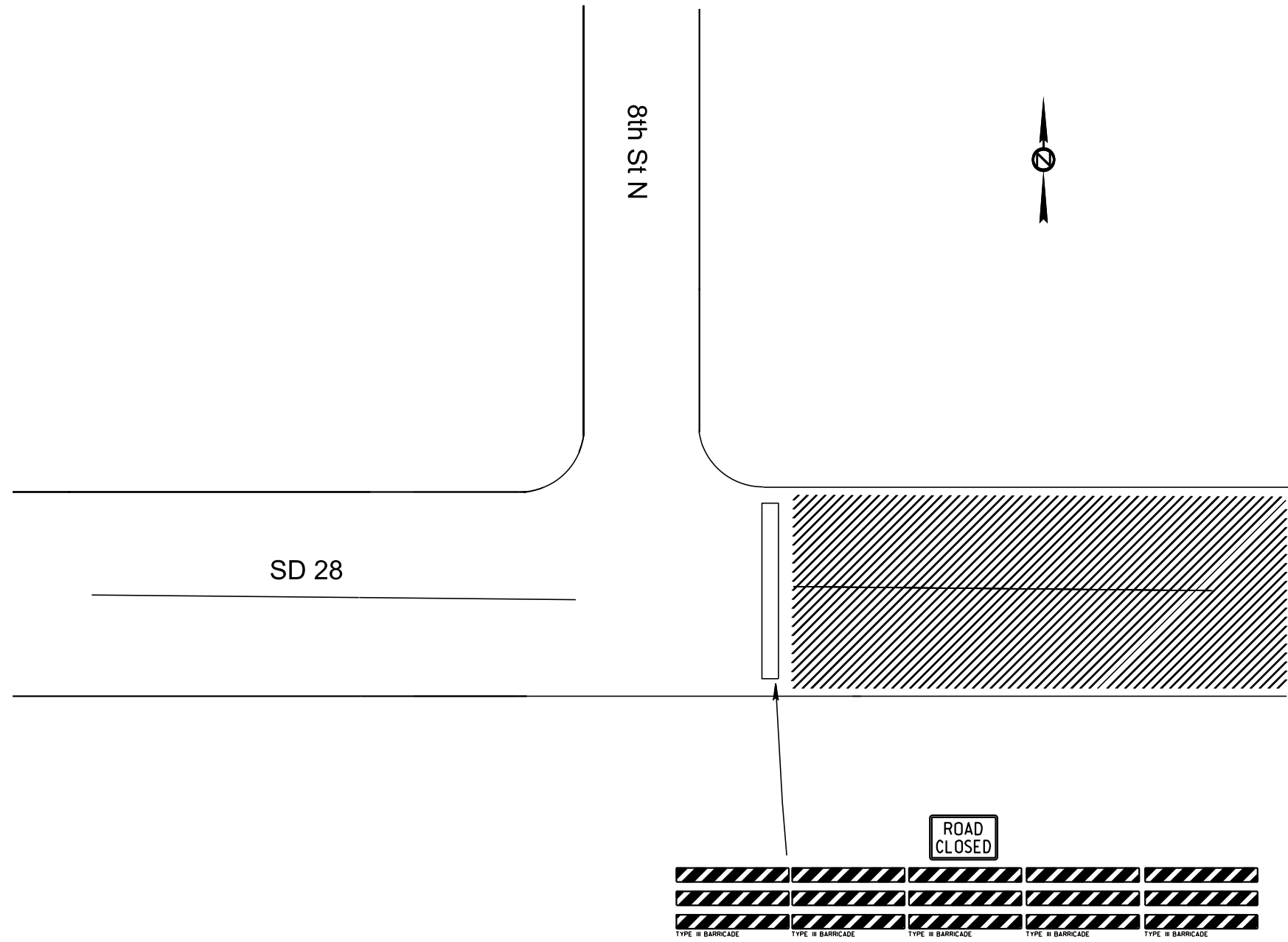
9.0" Radius, 1.5" Border, Black on Orange;
"CLOSED", D 2K; "Estelline TO", D 2K; "USE DETOUR", D 2K;



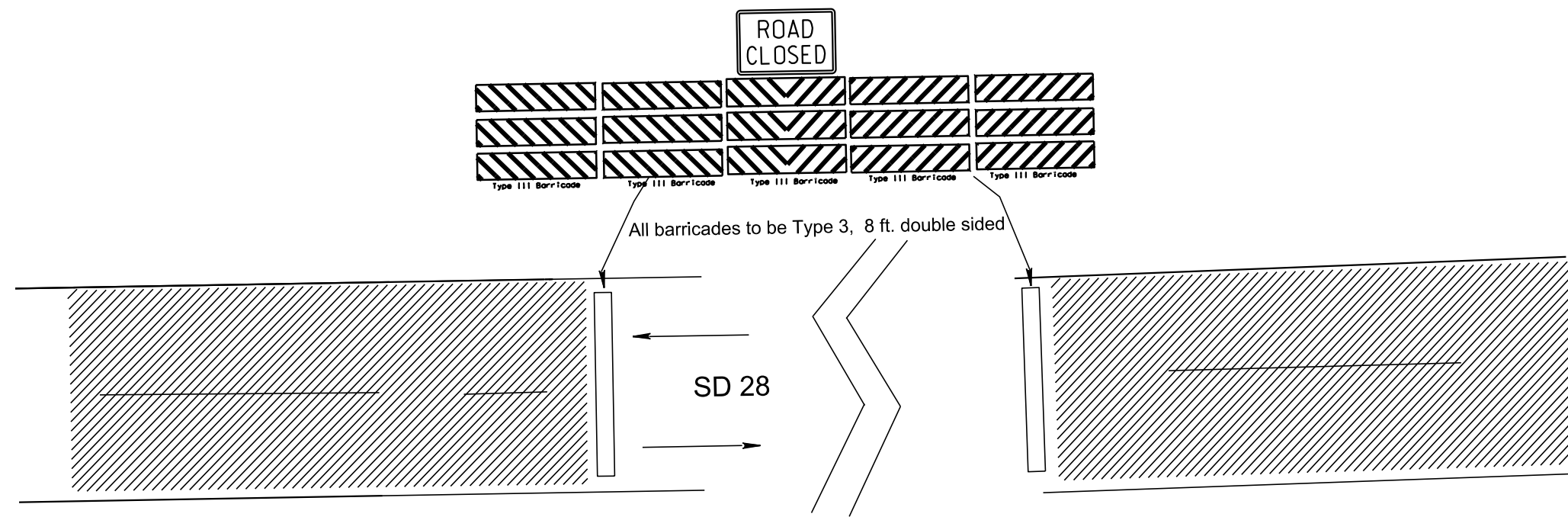
6.0" Radius, 1.3" Border, Black on Orange;
"CLOSED", D 2K 106% spacing; "TO Estelline", D 2K; "USE DETOUR", D 2K 82% spacing;

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0028(36)355	C13	C20

BEGIN CLOSURE DETAIL

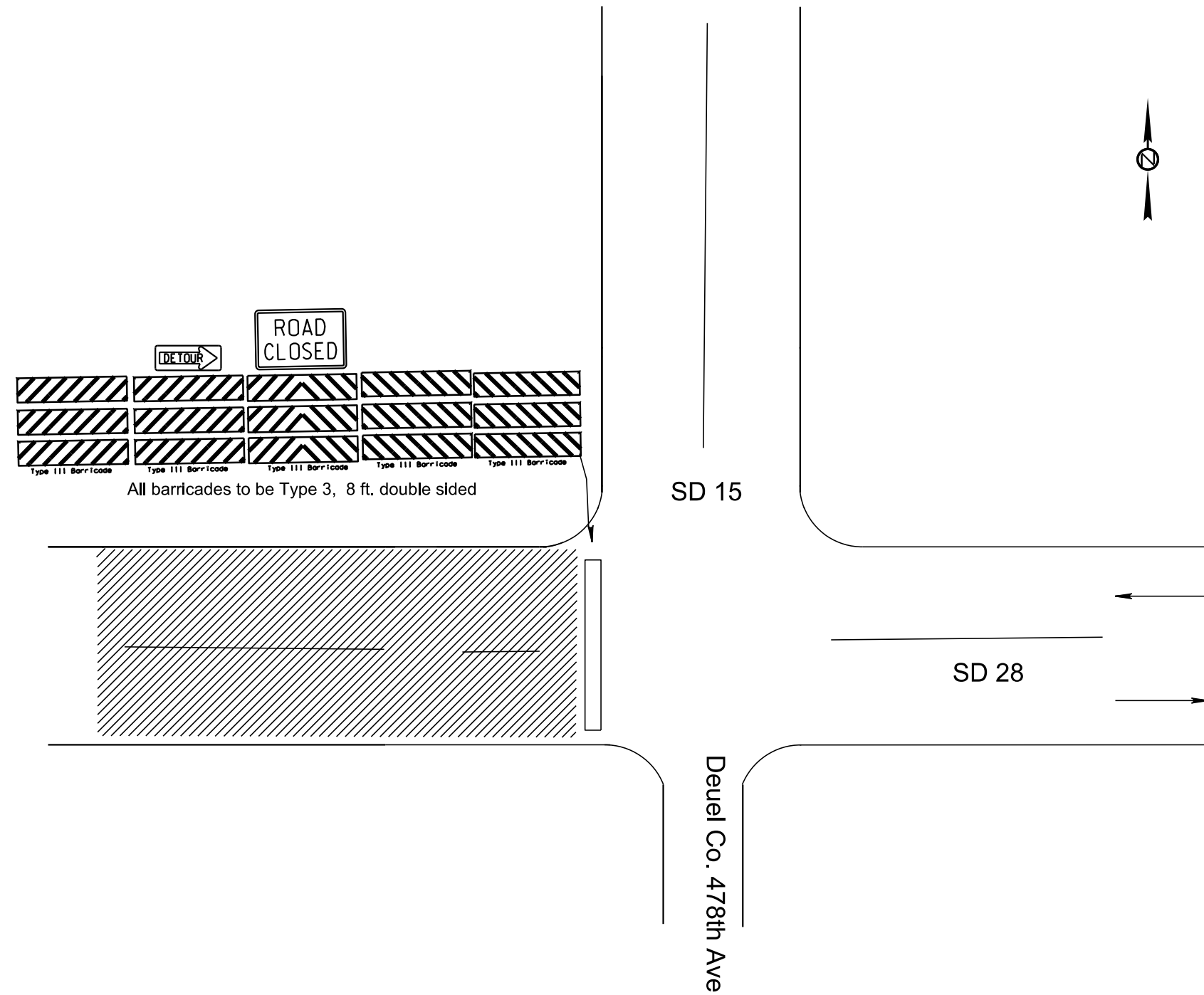


END CLOSURE DETAIL FOR EXEMPTION AREA



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P-PH 0028(36)355	C15	C20

END CLOSURE DETAIL

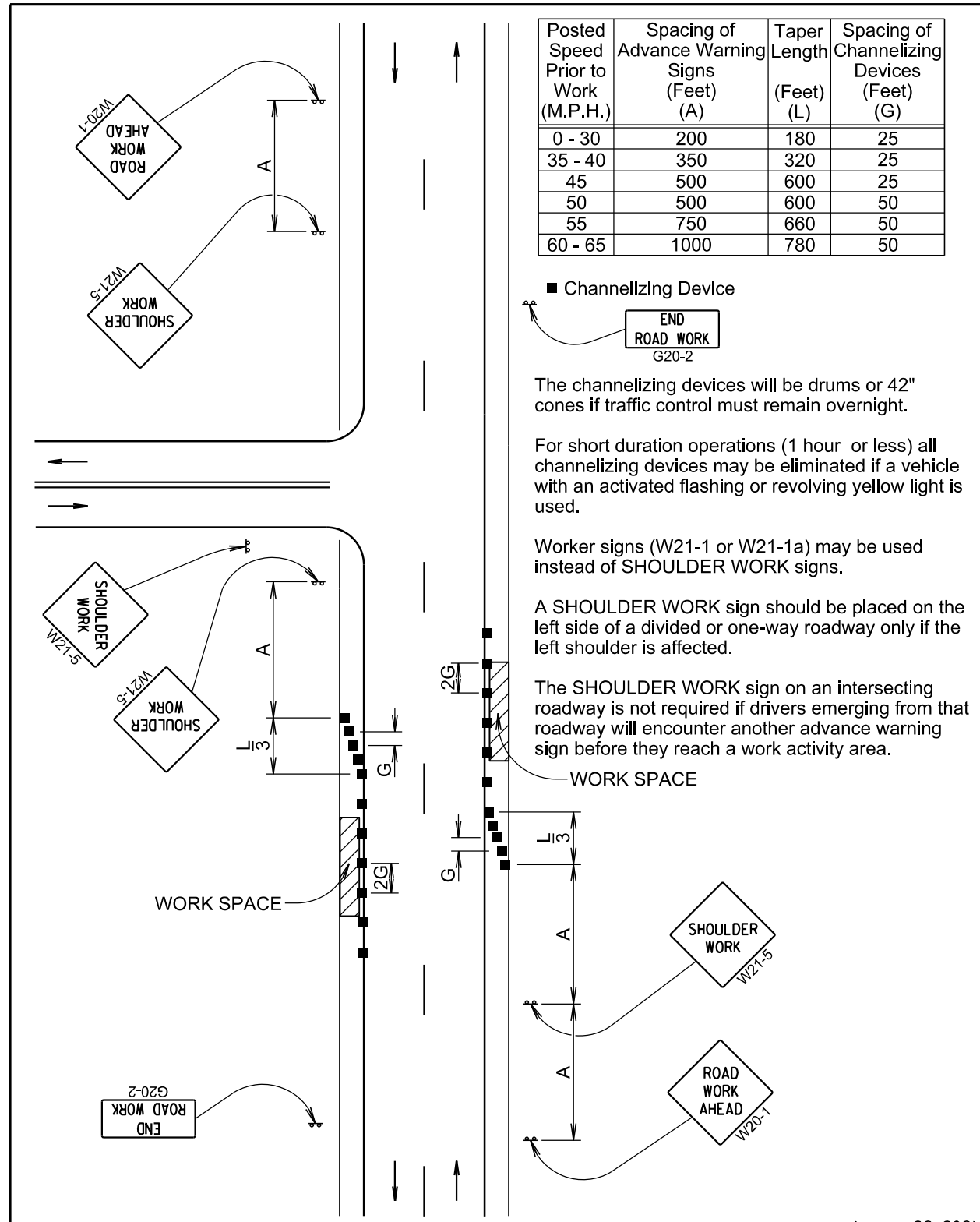


ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING

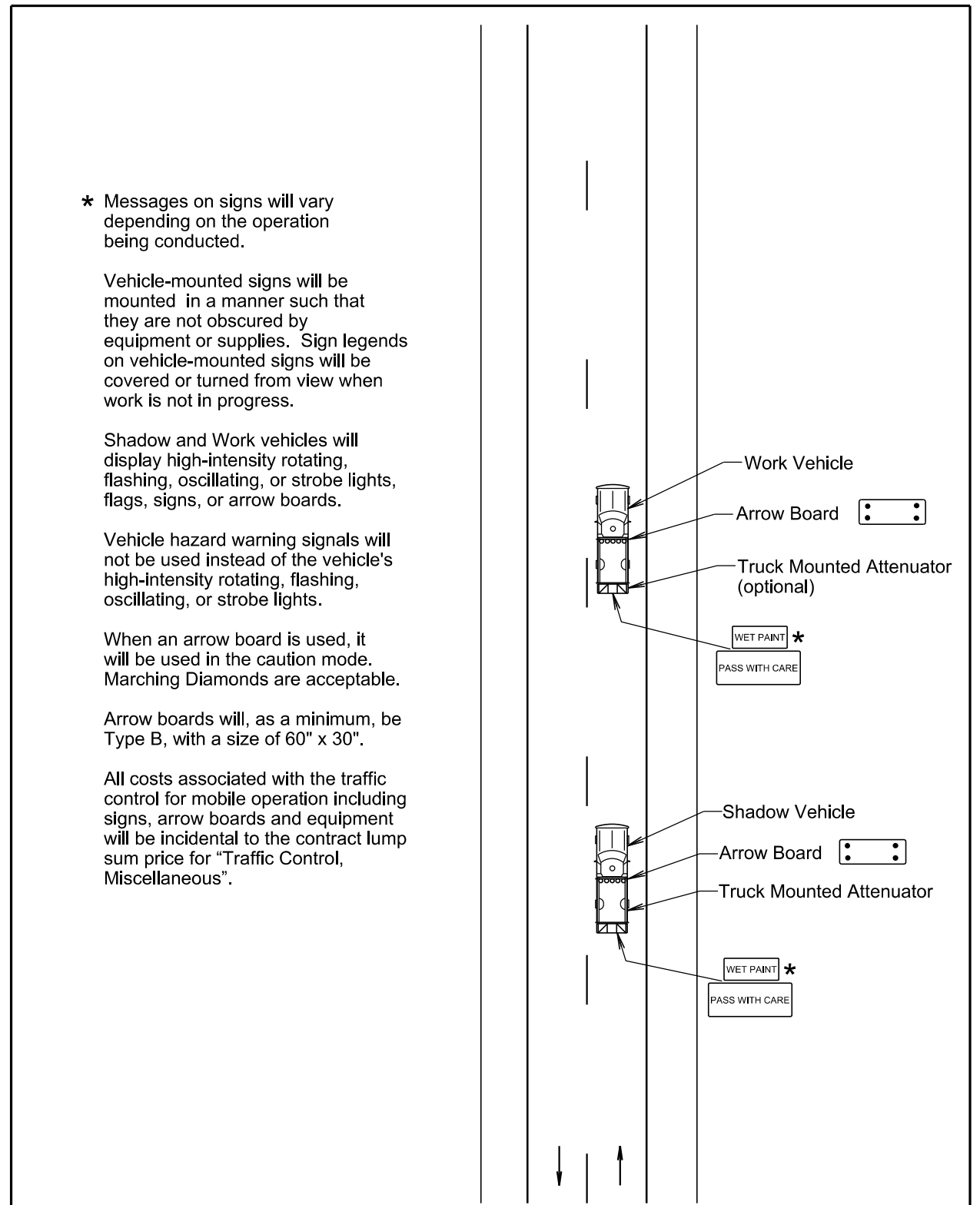
SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W20-2	DETOUR AHEAD	9	48" x 48"	16.0	144.0
M1-5	SD ROUTE MARKER (1 or 2 digits)	65	24" x 24"	4.0	260.0
M3-2	DIRECTION MARKER - EAST	29	24" x 12"	2.0	58.0
M3-4	DIRECTION MARKER - WEST	23	24" x 12"	2.0	46.0
	CAR	11	24" x 12"	2.0	22.0
M4-4	TRUCK	21	24" x 12"	2.0	42.0
M4-6	END	3	24" x 12"	2.0	6.0
M4-8	DETOUR	65	24" x 12"	2.0	130.0
M4-8a	END DETOUR	2	24" x 18"	3.0	6.0
M4-10	DETOUR ARROW (L or R)	1	48" x 18"	6.0	6.0
M5-1	ADVANCE TURN ARROW 90° (L or R)	11	21" x 15"	2.2	24.2
M5-2	ADVANCE TURN ARROW 45° (L or R)	4	21" x 15"	2.2	8.8
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	16	21" x 15"	2.2	35.2
M6-2	DIRECTION ARROW - 45° Single Head (L or R)	4	21" x 15"	2.2	8.8
M6-3	DIRECTION ARROW - Vertical Single Head	9	21" x 15"	2.2	19.8
	No Thru Trucks	2	30" x 24"	5.0	10.0
A	SD 28 Closed Estelline to SD 15 Use Detour	5	90" x 60"	37.5	187.5
B	SD 28 Closed Estelline to SD 15 Use Detour	3	90" x 60"	37.5	112.5
C	SD 28 ClosedSD 15 to Estelline Use Detour	1	108" x 72"	54.0	54.0
D	SD 28 ClosedSD 15 to Estelline Use Detour	1	108" x 72"	54.0	54.0
CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT					1234.8

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R11-2	ROAD CLOSED	18	48" x 30"	10.0	180.0
R11-3a	ROAD CLOSED _13_ MILES AHEAD LOCAL TRAFFIC ONLY	1	60" x 30"	12.5	12.5
R11-3a	ROAD CLOSED _1_ MILES AHEAD LOCAL TRAFFIC ONLY	14	60" x 30"	12.5	175.0
W8-1	BUMP	4	48" x 48"	16.0	64.0
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-7	LOOSE GRAVEL	2	48" x 48"	16.0	32.0
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-3	ROAD CLOSED AHEAD	14	48" x 48"	16.0	224.0
W20-3	ROAD CLOSED 1000 FEET AHEAD	2	48" x 48"	16.0	32.0
W20-3	ROAD CLOSED 500 FEET AHEAD	2	48" x 48"	16.0	32.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT					975.5



January 22, 2021



January 22, 2021

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.

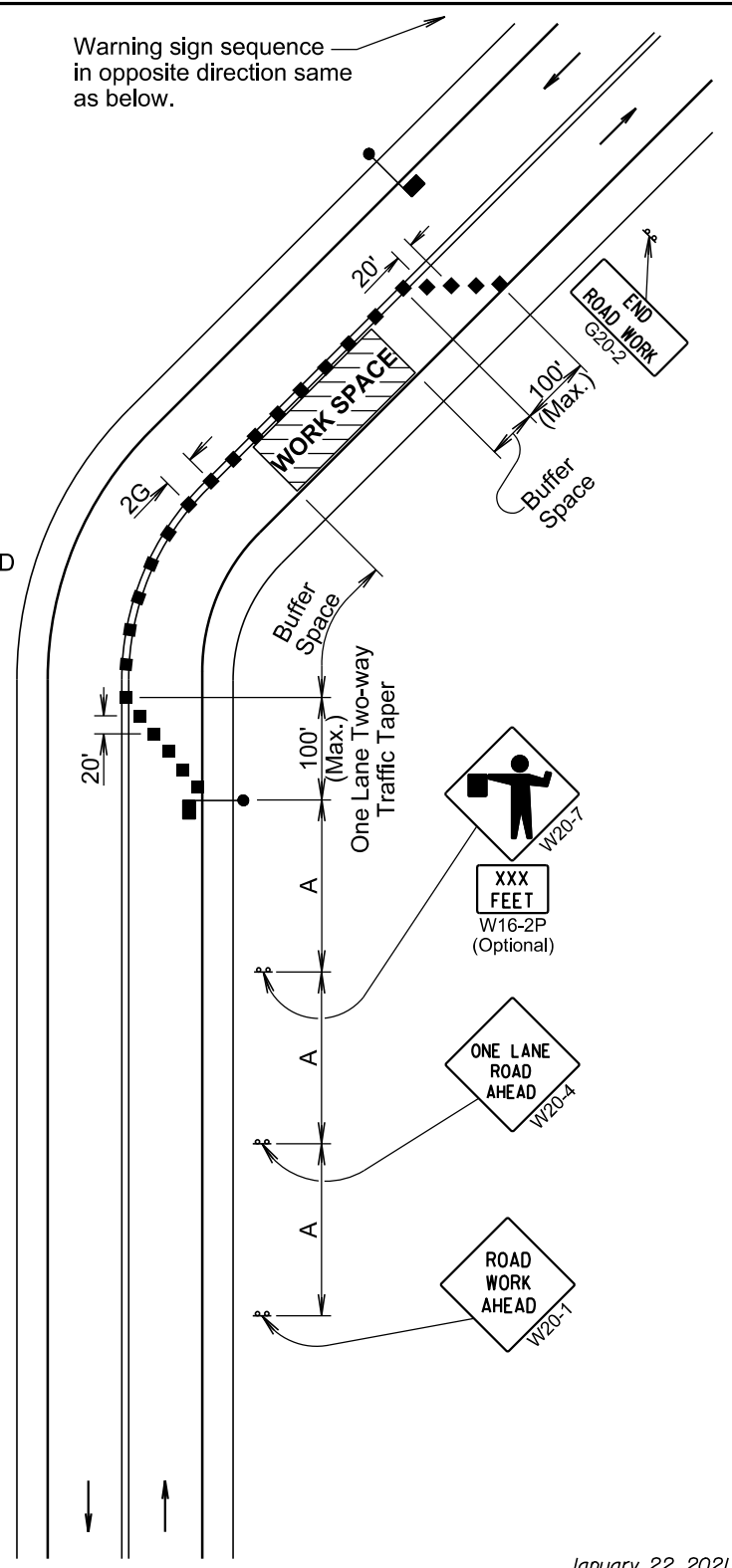
END ROAD WORK G20-2

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.

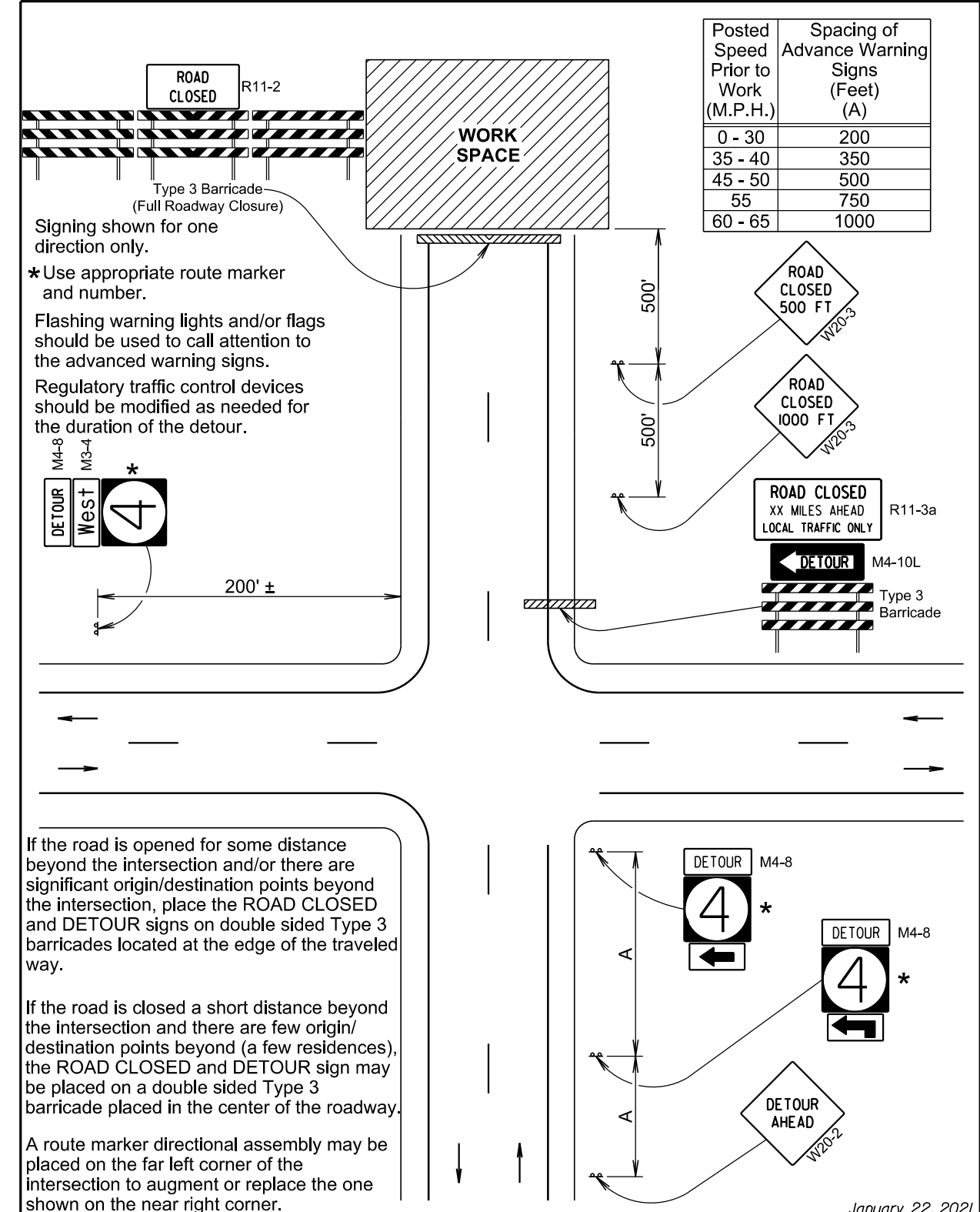
The length of A may be adjusted to fit field conditions.

Warning sign sequence in opposite direction same as below.



January 22, 2021

Published Date: 2025	S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
			Sheet 1 of 1



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

Signage shown for one direction only.
 *Use appropriate route marker and number.
 Flashing warning lights and/or flags should be used to call attention to the advanced warning signs.
 Regulatory traffic control devices should be modified as needed for the duration of the detour.

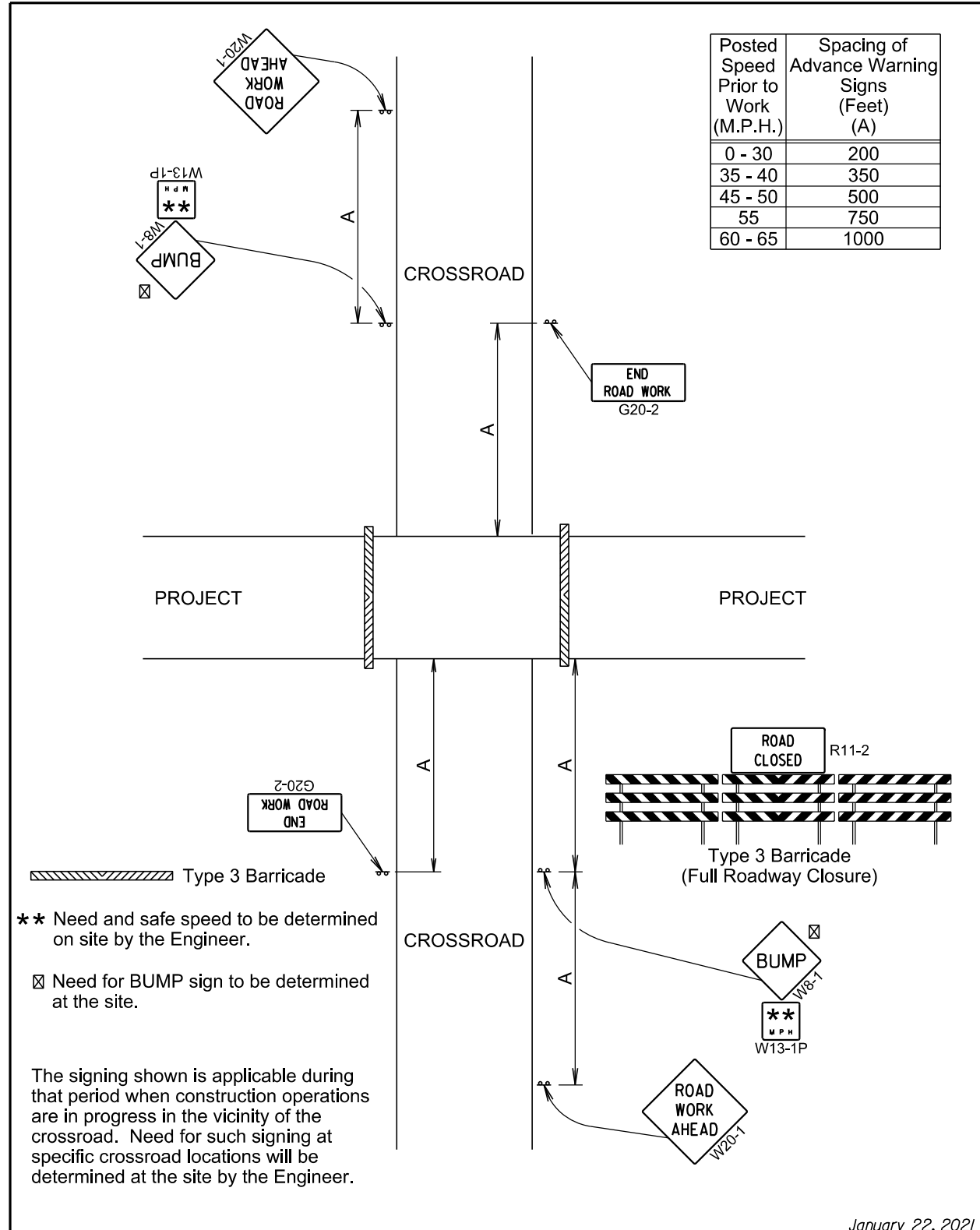
If the road is opened for some distance beyond the intersection and/or there are significant origin/destination points beyond the intersection, place the ROAD CLOSED and DETOUR signs on double sided Type 3 barricades located at the edge of the traveled way.

If the road is closed a short distance beyond the intersection and there are few origin/destination points beyond (a few residences), the ROAD CLOSED and DETOUR sign may be placed on a double sided Type 3 barricade placed in the center of the roadway.

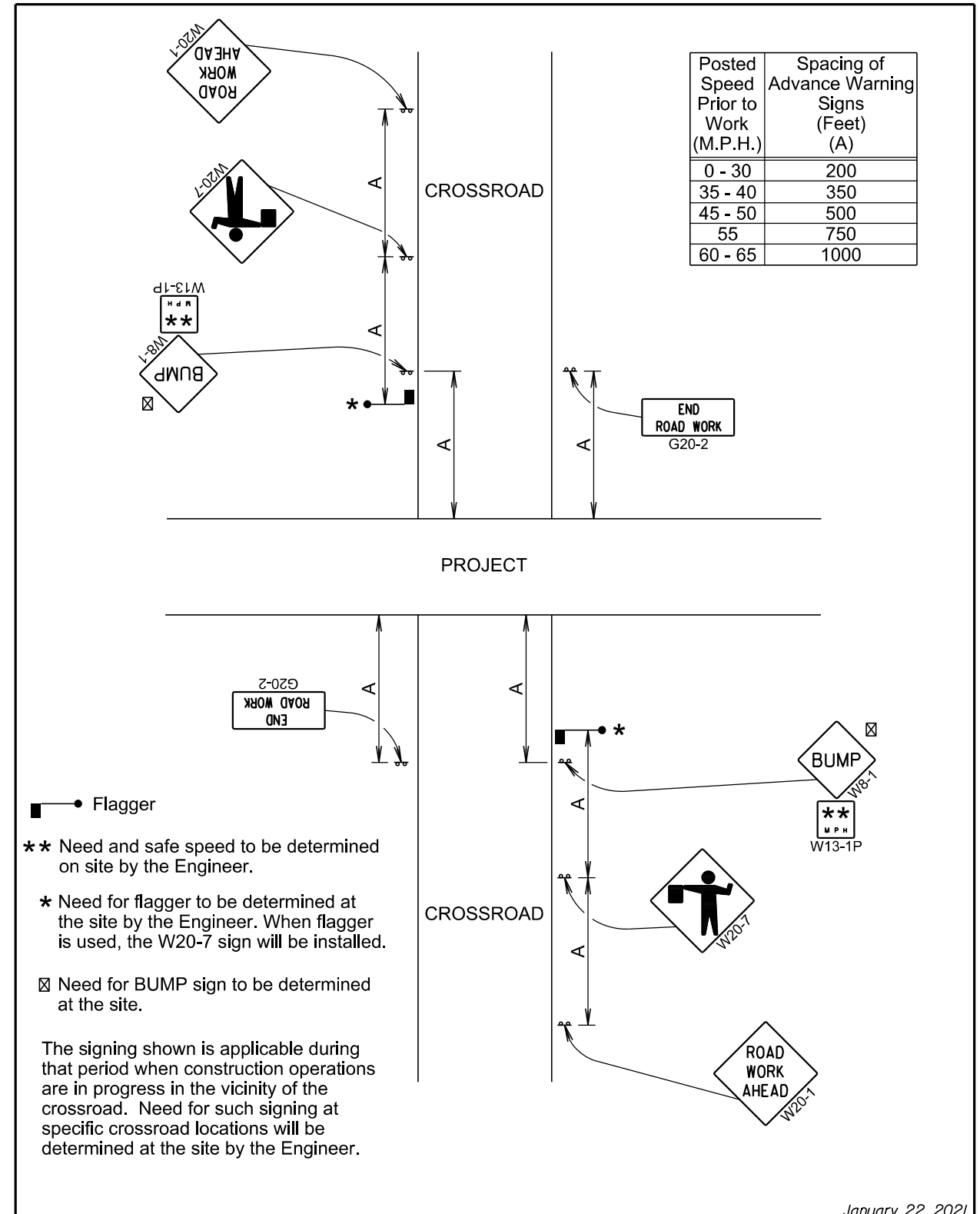
A route marker directional assembly may be placed on the far left corner of the intersection to augment or replace the one shown on the near right corner.

January 22, 2021

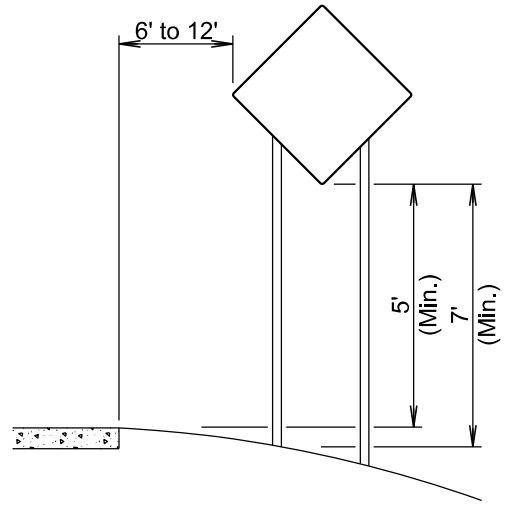
Published Date: 2025	S D D O T	ROAD CLOSED WITH OFF-SITE DETOUR	PLATE NUMBER 634.29
			Sheet 1 of 1



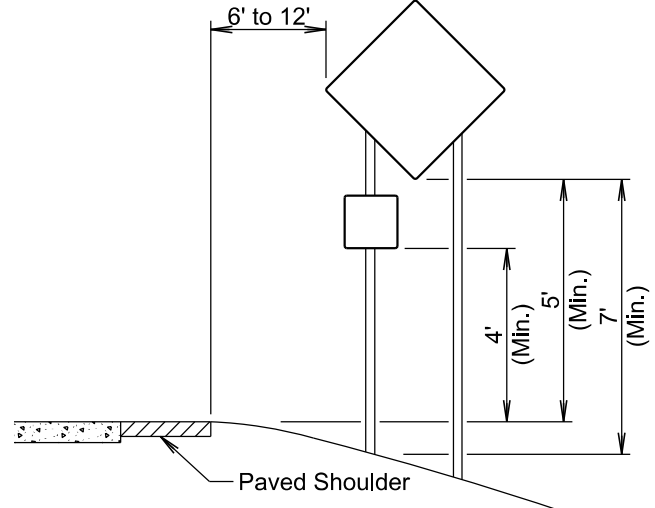
January 22, 2021



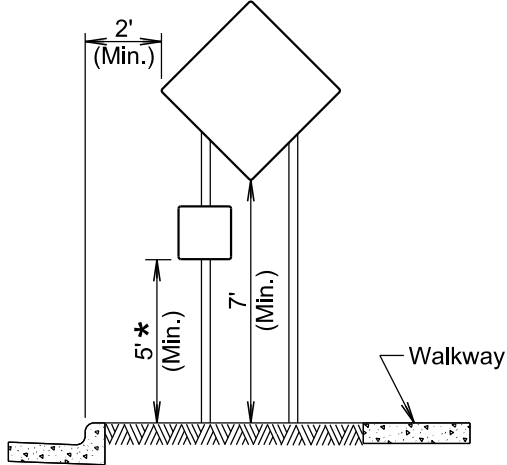
January 22, 2021



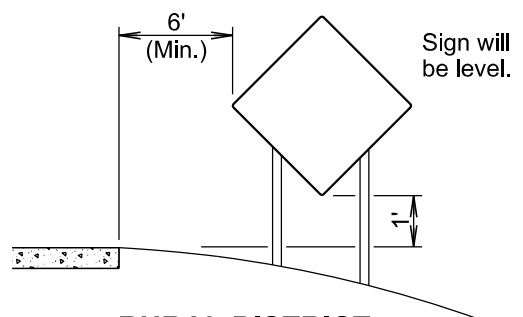
RURAL DISTRICT



**RURAL DISTRICT WITH
SUPPLEMENTAL PLATE**



URBAN DISTRICT

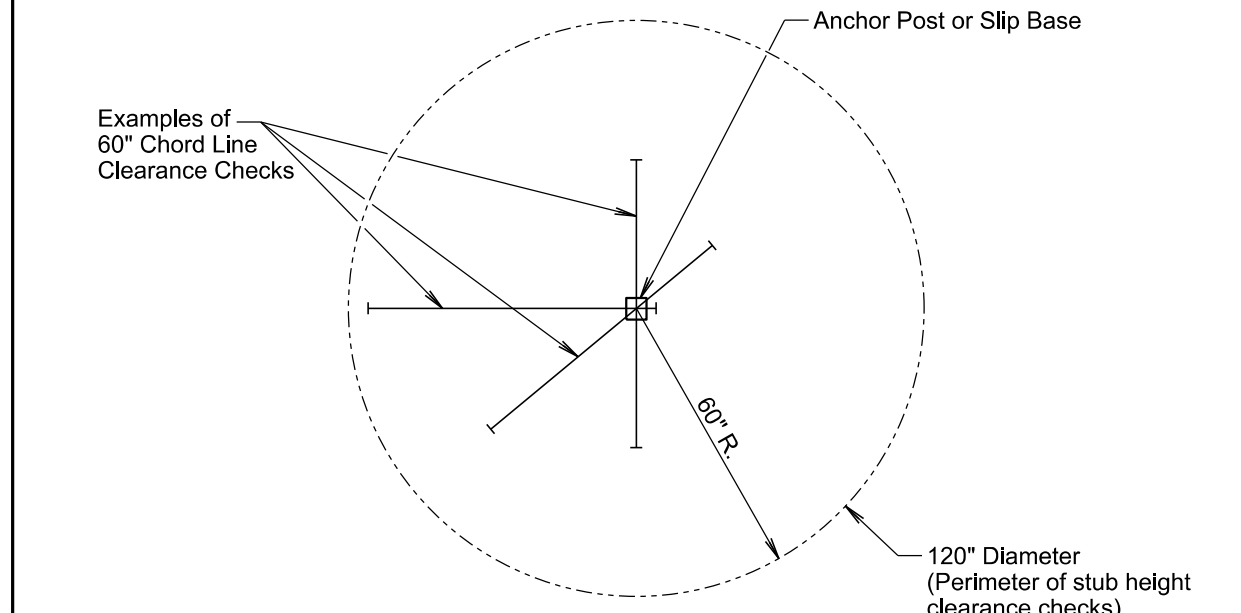


**RURAL DISTRICT
3 DAY MAXIMUM**
(Not applicable to regulatory signs)

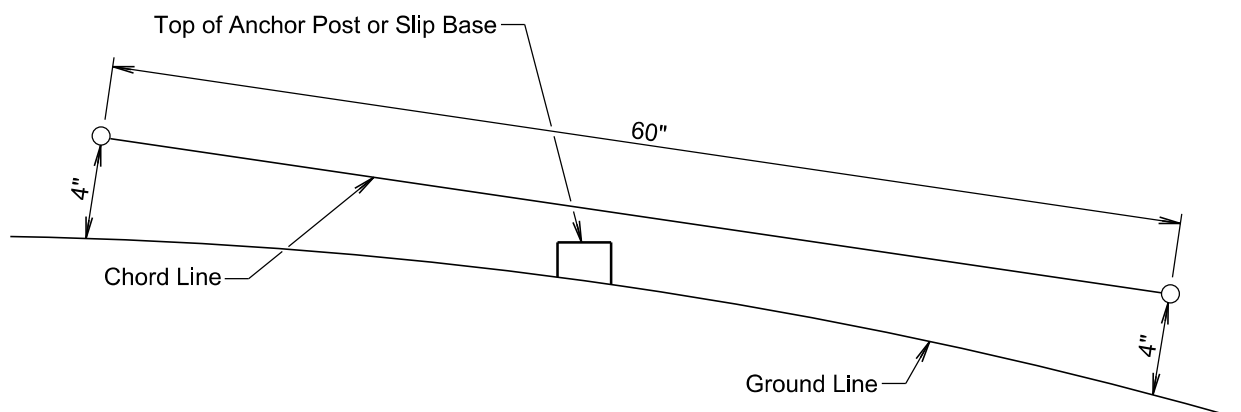
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

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