

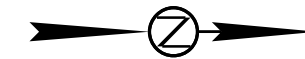
SECTION C: TRAFFIC CONTROL PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-CR 0037(158)126	C1	C36

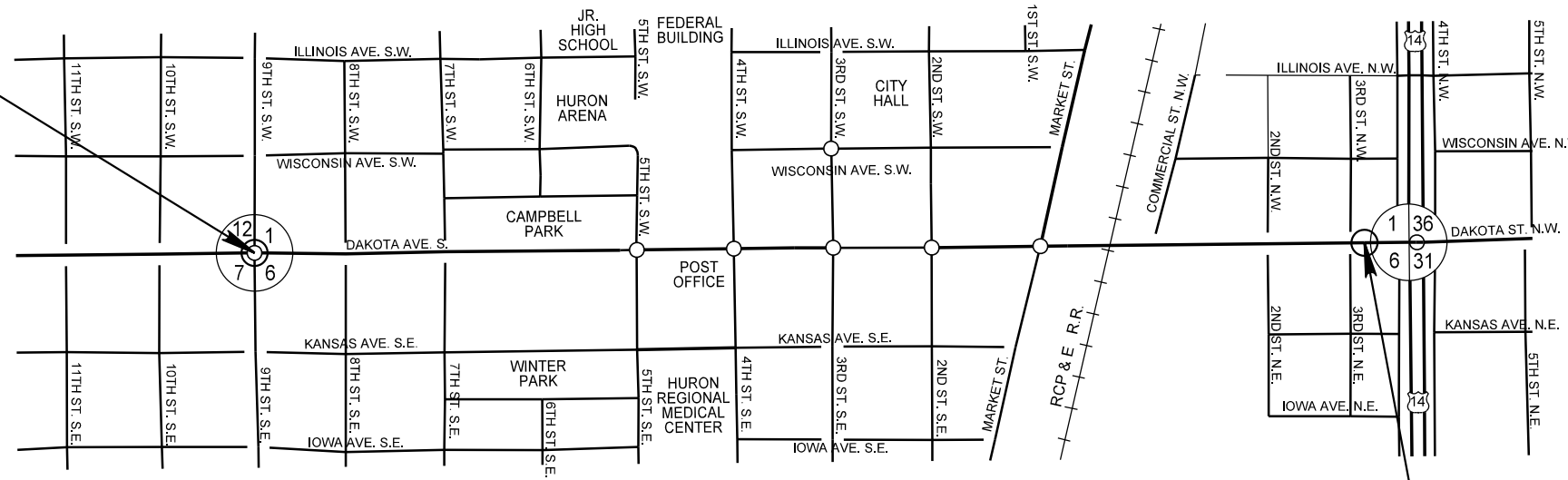
Plotting Date: 12/05/2023

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BEGIN NH-CR 0037(158)126
Station 9+32.27



END NH-CR 0037(158)126
Station 58+84.30

HURON

Plot Scale - 1:200

Plotted From - TRH\U\INT06

Plotted From -

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C2	C36
Plotting Date: 10/03/2023			

SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	100.0	Hour
634E0110	Traffic Control Signs	1,785.2	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	LS
634E0275	Type 3 Barricade	69	Each
634E0330	Temporary Raised Pavement Markers	1,300	Ft
634E0380	Tubular Marker	57	Each
634E0420	Type C Advance Warning Arrow Board	2	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	1,460	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	96	Ft
634E0640	Temporary Pavement Marking	540	Ft
634E1002	Detour and Restriction Signing	1,169.4	SqFt
634E1020	Temporary Business Signing	283.5	SqFt
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each
634E2000	Longitudinal Pedestrian Barricade	7,369	Ft
634E2020	Temporary Curb Ramp	18	Each
634E2025	Longitudinal Pedestrian Barrier	556	Ft

replacing storm sewer, concrete surfacing, curb and gutter, sidewalk, roadway lighting, and restoration work behind the sidewalk. Work in this phase will also include tying the new storm sewer into the existing storm sewer system in all directions to maintain drainage on the project at all times.

During Phase 1 construction, the roadway will be open to traffic, and through traffic will be maintained as two-way traffic as noted on details throughout the plans. The Contractor will complete all work in the SB Lanes first while maintaining two-way traffic in the existing NB Lanes and then transfer traffic to the newly constructed SB Lanes while completing all work in the NB Lanes.

Streets required to be open for two-way traffic as referenced in the Special Provision for Contract Time will require concrete blockouts and may require temporary widening with granular material. The method for maintaining two-way traffic at these locations must be approved by the Engineer. Regardless of the method, all work must be contained within the Right of Way or Easement for the project.

Access will be maintained to the businesses on the right and left sides of the roadway, to the maximum extent possible during construction. All arrangements for maintaining access will be completed by the Contractor.

Prior to closing SD 37 / Dakota Avenue for Phase II work, the Contractor will complete all final surfacing work at the intersection of Market Street and SD 37 / Dakota Avenue to provide safe and efficient use of the detour route as approved by the Engineer.

Phase 2: Phase 2 will consist of all work from approximately Sta. 25+50 to Sta. 43+50. Phase 2 will consist of pavement removal, removing and replacing storm sewer, concrete surfacing, curb and gutter, sidewalk, traffic signals, roadway lighting, and restoration work behind the sidewalk. Work in this phase will also include tying the new storm sewer into the existing storm sewer system in all directions to maintain drainage on the project at all times.

During Phase 2 construction, the roadway will be closed to traffic, and through traffic will be fully detoured as shown on the local detour layouts found within the plans.

Phase 3: Phase 3 will consist of all work from approximately Sta. 9+32 to Sta. 25+50. Phase 3 will consist of pavement removal, removing and replacing storm sewer, concrete surfacing, curb and gutter, sidewalk, traffic signals, roadway lighting, and restoration work behind the sidewalk. Work in this phase will also include tying the new storm sewer into the existing storm sewer system in all directions to maintain drainage on the project at all times.

During Phase 3 construction, the roadway will be closed to traffic, and through traffic will be fully detoured as shown on the local detour layouts found within the plans.

Access will be maintained at all times to intersections, homes and businesses. Concrete blockouts will be required at locations where access cannot be maintained in any other way. Businesses with multiple accesses may be accommodated by closing one access at a time. The Contractor will maintain communication with each landowner or business operator and handle all arrangements to accommodate reasonable access.

Restoration work behind sidewalk will include shaping and placement of permanent seed and/or sod (if seasonal limits allow). Restoration work is required to be completed prior to moving on to any subsequent phase of the project.

All permanent pavement markings, traffic signals, and permanent signing will be installed prior to reopening portions of SD 37 to normal traffic.

The Contractor will be required to maintain storm and sanitary drainage throughout the duration of the project. The Contractor will ensure adequate drainage at various storm water tie in points along the project prior to nightfall.

The project will be open full width throughout its length for all traffic and turning movements prior to winter. Should there be any un-surfaced areas either on the project proper, street approaches or accesses which are started and not

completed by that time, the Contractor will be responsible at his or her expense for providing at least 6 inches of Base Course and 4 inches of asphalt concrete for winter use and for its removal in the spring when the project work is completed.

TRAFFIC CONTROL

The Contractor will keep all businesses and residents informed of the progression and prosecution of work in areas that have a direct effect on their access.

Construction operations will be allowed during daylight hours only.

The Contractor will conduct weekly meetings at a designated place on or adjacent to the project. Meetings will be open to the public. Public announcements will be made so all affected parties are aware of this meeting. The Contractor will be responsible for the public announcements however, the Engineer will approve the public announcements prior to submitting to the media. The meetings must be conducted by the Contractor's Superintendent or management person. The purpose of these meetings will be to:

- Present the work schedule for at least the following week
- Coordinate work activities with subcontractors, city and utility companies
- Coordinate traffic control
- Coordinate public and private access
- Inform businesses, residents, and public of project status

All costs related to weekly meetings and public announcements will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

The Contractor will provide the City Police Department, City Fire Department, Ambulance Service, County Sheriff's Office, and the Huron Hospital Emergency Department a detailed map showing roadway segment construction work limits and the most appropriate routing for emergency vehicles. Updated maps will be provided to the departments 24 hours prior to any changes in work limits. Changes in work limits will not be allowed until the 24 hour advance notice requirement has been satisfied.

SEQUENCE OF OPERATIONS

Work will consist of pavement removal, grading, storm sewer, PCC paving, asphalt concrete resurfacing, traffic signals, roadway lighting, pavement markings, permanent signing, and erosion control.

SD 37 traffic will be detoured off the project during Phase 2 and 3 of the project and two-way traffic will be maintained on Phase 1 of the project.

Work will progress in phases.

Traffic Control devices will be appropriately installed prior to any construction activity in any of the Phases.

Refer to Proposal for Special Provision for Contract Time.

Details in the plans are based on the below requirements for construction of the project. Details depict an anticipated order of construction. Alternatives to the details shown will be proposed by the Contractor prior to the preconstruction meeting for review by the Area Engineer.

The work will proceed in the following order:

Phase 1: Phase 1 will consist of work from approximately Sta. 43+50 to Sta. 58+84. Phase 1 will consist of pavement removal, removing and

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REVISED 02-16-24 LG

TRAFFIC CONTROL - CONTINUED

Orange plastic safety fence will be provided to enclose any areas that are unsafe for pedestrian traffic including the last 50' of pipe excavation that is allowed to be open overnight, during undercutting operations, and when sidewalk has been removed. The safety fence is to provide a barrier to the public from entering sections of the work zone. The safety fence is not to be used as a pedestrian channelizing device adjacent to existing or temporary pedestrian paths. All related costs to furnish, place and maintain the plastic safety fence will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

Removing, relocating, covering, salvaging and resetting of permanent traffic control devices will be the responsibility of the Contractor. The cost of this work will be incidental to the various contract items unless otherwise specified in the plans. Any signs damaged or lost will be replaced by the Contractor at no cost to the State.

Drums and/or Type 2 Barricades will be maintained to a minimum height of 3' above the surface that is being used to maintain traffic.

Locations of signs on traffic control layouts are diagrammatic. Non-fixed location signs may be mounted on portable supports. The portable supports will be constructed to yield upon impact to minimize hazards to motorists. The bottom of signs on portable or temporary supports will not be less than seven feet above the pavement in urban areas, and one foot above the pavement in rural areas. Portable sign supports may be used as long as the duration is less than 3 days. If the duration is more than 3 days the signs will be on fixed location, breakaway supports.

KEEP RIGHT symbol signs will be placed at intersections as appropriate, and as directed by the Engineer. KEEP RIGHT signs have been included in the Itemized List of Traffic Control Signs.

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.

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 Contractor 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.

DETOUR SIGNING

The Contractor will furnish the Detour Route signs shown on the Traffic Control - Detour layout sheets in the plans. The cost of furnishing signing items (signs, posts, and mounting hardware), installing, maintaining, covering and removing signing (detour route, warning and regulatory) will be incidental to the contract unit price per square foot for "Detour and Restriction Signing".

The Contractor will be responsible for removing conflicting signing along the routes used as detours. The Contractor will remove any conflicting signing identified by the Engineer. The Contractor will provide an inventory of signing removed to the Engineer and the City.

Removing, relocating, salvaging, and resetting signing will be the responsibility of the Contractor. The cost of this work will be incidental to the various contract items unless otherwise specified in the plans. Any signs damaged or lost will be replaced by the Contractor at no cost to the State or the city. Covering of signs will not be an option. The Contractor will be responsible for returning the removed signing to its original location and configuration.

The Contractor will work closely with the Engineer to determine the appropriate time to install and remove the various signing. Due to developing and changing traffic patterns over the duration of the project, the Contractor can expect to relocate some of the detour signing. Should detour signing need to be relocated, an additional 50 percent of the designated sign rate will be paid. Additional payment will not be made for any traffic control device turned away, covered up, taken temporarily out of service, and returned to use.

In the event that the project is not completed in the 2024 construction season, detour route, warning and regulatory signing will be removed after work has been suspended. The Contractor will put back up the signs when work resumes in the spring of 2025. All costs associated with this work will be incidental to the various contract items included in the proposal.

TEMPORARY BUSINESS SIGNING

The Contractor will furnish the Business signs shown on the Traffic Control – Business Sign layout sheets in the plans. The cost of furnishing signing items (signs, posts, and mounting hardware), installing, maintaining, covering and removing signing will be incidental to the contract unit price per square foot for "Temporary Business Signing".

Each Business Sign or set of Business Signs will include a Directional Arrow placed at the direction of the Engineer. DIRECTIONAL ARROW signs have been included in the Itemized List of Traffic Control Signs.

The Contractor will contact the Huron Area Office prior to making the business signs to get an updated list of business signs to use on construction. This will help accommodate changes in businesses from the time of plan production.

The Contractor will work closely with the Engineer to determine the appropriate time to install and remove the various signing. Due to developing and changing traffic patterns over the duration of the project, the Contractor can expect to relocate some of the business signing. Relocation of any business sign will be incidental to the contract unit price per square foot for "Temporary Business Signing". Additional payment will not be made for any traffic control device turned away, covered up, taken temporarily out of service, and returned to use.

In the event that the project is not completed in the 2024 construction season, business signing will be removed after work has been suspended. The Contractor will put back up the signs when work resumes in the spring of 2025. All costs associated with this work will be incidental to the various contract items included in the proposal.

REMOVAL OF CONFLICTING PAVEMENT MARKINGS

Existing pavement markings that conflict with the desired traffic patterns detailed in traffic control layouts in the plans will be removed by the Contractor unless otherwise shown. The cost of pavement marking removal will be incidental to the contract unit price per foot for "Remove Pavement Marking, 4" or Equivalent".

TEMPORARY RAISED PAVEMENT MARKERS

Temporary raised pavement markers will be used for marking edge lines, lane lines, and centerlines. Temporary raised pavement markers will be used on all new permanent surfacing sections of roadway and on existing surfacing where temporary marking locations are different than existing marking locations, unless noted or as directed by the Engineer.

Temporary raised pavement markers will be attached to the roadway surface with a flexible non-permanent bituminous adhesive capable of being removed from the roadway surface or with an adhesive approved by the Engineer.

All costs to furnish, install, replace if necessary, and remove the markers will be incidental to the contract unit price per foot for "Temporary Raised Pavement Markers".

TUBULAR MARKERS

The color of the tubular markers on centerline will be predominately orange.

All tubular markers will be a minimum of 28 inches in height. The base of the tubular marker should be attached to the roadway surface with a flexible non-permanent bituminous adhesive capable of being removed from the roadway surface after use. The pin used to connect the marker to the base will be of a type that will not puncture a vehicle tire if it should become dislodged from the base.

All costs for furnishing, installing, maintaining, and removing the tubular markers will be incidental to the contract unit price per each for "Tubular Marker".

SIGN INSTALLATION

The Contractor is advised that sidewalk exists along the project and detour route where some of the signing is to be installed. In some cases the sidewalk is immediately behind the curb and gutter. The method of supporting the signs will take this into account so that the sidewalk remains usable by pedestrians in accordance with the American's with Disability Act. Any damage to the sidewalk due to sign installation will be repaired as directed by the Engineer, at no cost to the City of Huron or the SDDOT.

LONGITUDINAL PEDESTRIAN BARRICADE

Longitudinal Pedestrian Barricades should not be used to provide positive protection for pedestrians. Barricade rail supports may not project into pedestrian routes more than 4 inches from the face of the barricade. 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".

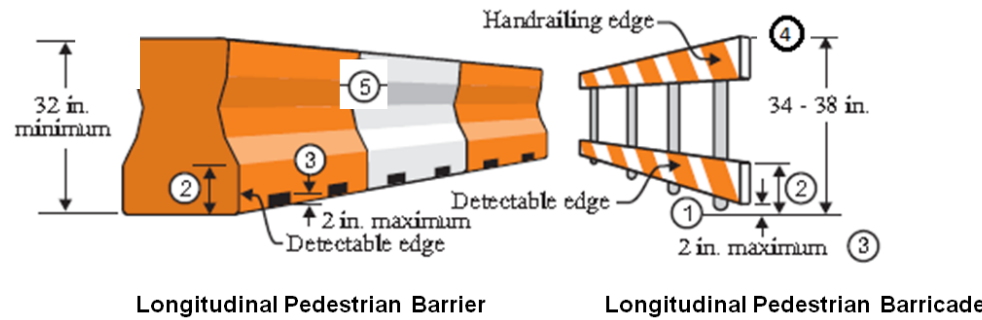
LONGITUDINAL PEDESTRIAN BARRIER

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. 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 Barrier".



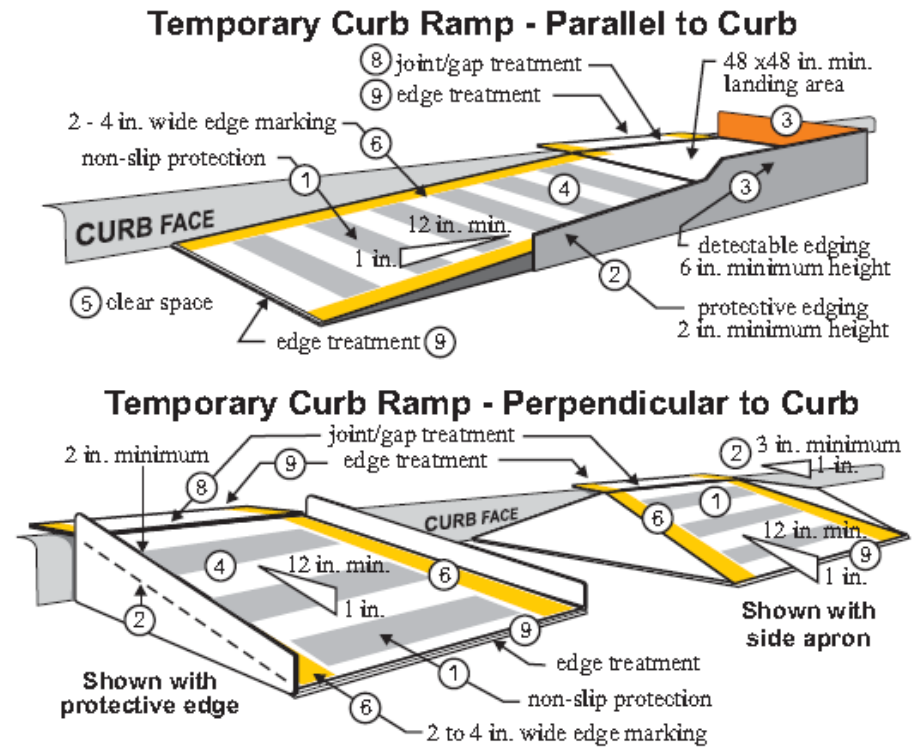
1. Barricade rail supports may not extend into the pedestrian walkway more than 4 inches from the face of the barricade.
2. The top edge of the bottom portion will be a minimum of 8 inches above the walkway.
3. Devices will not block water drainage from the walkway. A gap height or opening from the walkway 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.

TEMPORARY CURB RAMP

Temporary Curb Ramps should be firm, stable, and have a non-slip surface. They will not warp or buckle, and should be made of materials strong enough to support a weight of 800 pounds. Temporary Curb Ramps will also be color contrasting and contain marked edges so they are noticeable by pedestrians who have visual impairments. Lateral joints or gaps between surfaces will be a maximum of 0.5 inches in width. Temporary Curb Ramps will include detectable warning panels.

Temporary Curb Ramps will be the full width of the temporary pedestrian access route, with a recommended width of 60" and a minimum width of 48". Temporary Curb Ramps will have a maximum slope of 1:12, and have free draining surfaces with a maximum cross slope of 2 percent.

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



NOTES:

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 1:33 (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 1:50 (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 should be vertical up to 0.25 inches in height, and beveled at 1:2 between 0.25 inches and 0.5 inches in height.

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CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN

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

ROAD WORK
STARTS (Date)

When work begins that will affect traffic patterns, the Contractor will re-program the PCMS with the messages as directed by the Engineer.

The Engineer will coordinate with the Contractor for changes to the messages displayed on the sign.

PLOT SCALE - 1:200

PLOTTED FROM - TRHJINT06

PLOT NAME - 1

FILE - ... \SECTION C DESIGN\BORDER-3D.DGN

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

Sign Code	Sign Description	CONVENTIONAL ROAD			
		Number	Sign Size	SQFT PER SIGN	SQFT
R1-1	STOP	17	30" x 30"	5.2	88.4
R1-3P	ALL WAY (plaque)	8	18" x 6"	0.8	6.4
R3-2	LEFT TURN PROHIBITION (symbol)	2	24" X 24"	4.0	8.0
R3-7R	RIGHT LANE MUST TURN RIGHT	1	30" X 30"	6.3	6.3
R4-7	KEEP RIGHT (symbol)	2	24" x 30"	5.0	10.0
R4-7C	(Narrow) KEEP RIGHT (symbol)	20	18" x 30"	4.0	80.0
R8-3	NO PARKING	8	24" x 24"	4.0	32.0
R9-9	SIDEWALK CLOSED	13	24" x 12"	2.0	26.0
R11-2	ROAD CLOSED	14	48" x 30"	10.0	140.0
R11-4	ROAD CLOSED TO THRU TRAFFIC	10	60" x 30"	12.5	125.0
W1-4	REVERSE CURVE (L OR R)	2	48" x 48"	16.0	32.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W6-1	BUMP	2	48" x 48"	16.0	32.0
W6-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W9-3	CENTER LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6.3	12.6
W20-1	ROAD WORK AHEAD	18	48" x 48"	16.0	288.0
W20-2	DETOUR AHEAD	7	48" x 48"	16.0	112.0
W20-3	ROAD CLOSED AHEAD	14	48" x 48"	16.0	224.0
W20-5	LEFT or RIGHT LANE CLOSED XX FT	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
W20-3	ROAD CLOSED 1000 FT	2	48" x 48"	16.0	32.0
W20-3	ROAD CLOSED 500 FT	2	48" x 48"	16.0	32.0
M4-10	DETOUR ARROW (L or R)	2	24" x 30"	5.0	10.0
G20-2	END ROAD WORK	7	36" x 18"	4.5	31.5
M4-9b	PED (symbol) DETOUR with ARROW (L or R)	51	24" x 30"	5.0	255.0
R8-8	Do Not Stop on Tracks	2	24" x 30"	5.0	10.0
		CONVENTIONAL ROAD TRAFFIC			1785.2

DETOUR AND RESTRICTION SIGNING TABLE

SIGN CODE	SIGN DESCRIPTION	Detour Signing Table			
		NUMBER	SIGN SIZE	SQFT PER	SQFT
M1-5	SD ROUTE MARKER 91 or 2 digits)	73	24" x 24"	4.0	292.0
M3-1	DIRECTION MARKER - NORTH	34	24" x 12"	2.0	68.0
M3-3	DIRECTION MARKER - SOUTH	39	24" x 12"	2.0	78.0
M4-4	TRUCK	24	24" x 12"	2.0	48.0
M4-8	DETOUR	77	24" x 12"	2.0	154.0
M4-10 R/L	DETOUR SIGN	4	18" x 46"	5.7	22.8
M4-8a	END DETOUR	5	24" x 18"	3.0	15.0
M5-1	ADVANCE TURN ARROW 90° (L OR R)	32	21" x 15"	2.2	70.4
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	32	21" x 15"	2.2	70.4
M6-3	DIRECTION ARROW - Vertical Single Head	9	21" x 15"	2.2	19.8
A	WIDTH RESTRICTION - SD37 SOUTH 10 FT. MAXIMUM - US 14 TO 9TH ST. S. - USE DETOUR	3	10' x 7'	70.0	210.0
B	WIDTH RESTRICTION - SD37 NORTH 10 FT. MAXIMUM - 9th ST. S. TO US14 - USE DETOUR	1	10' x 7'	70.0	70.0
C	NO VEHICLES - OVER 10FT WIDE	2	8.5' x 3'	25.5	51.0
		DETOUR SIGNING SQFT TOTAL			1169.4

Business Signing Table

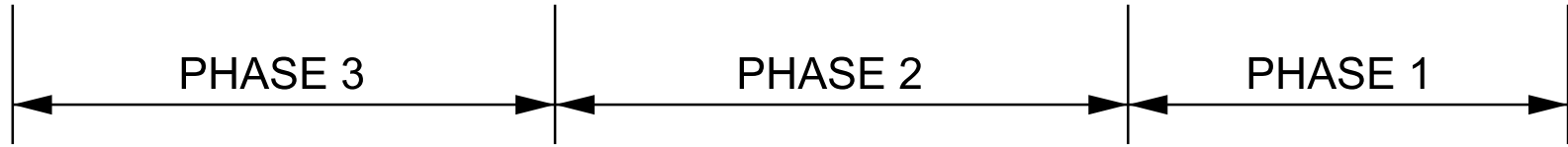
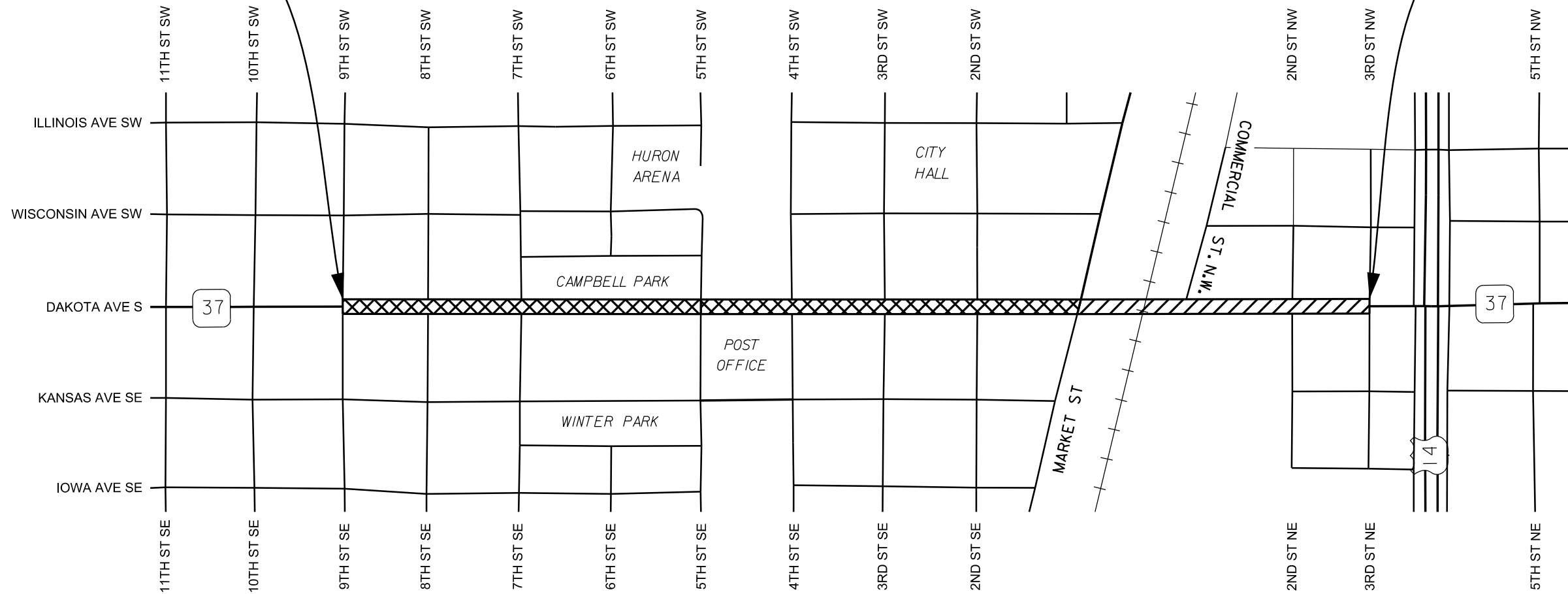
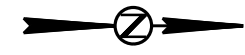
Sign Code	Quantity	Width	Height	Sign Description	Color		Sq. Ft. per sign	Total Sq. Ft.
		Inches	Inches		Background	Legend/Border		
Sign Set	2	66	42	Sign Set A thru H	Blue	White	19.25	38.5
Sign Set	2	66	42	Sign Set I thru P	Blue	White	19.25	38.5
Sign Set	2	66	42	Sign Set Q thru X	Blue	White	19.25	38.5
Sign Set	2	66	42	Sign Set Z thru GG	Blue	White	19.25	38.5
Sign Set	2	66	42	Sign Set II thru OO	Blue	White	19.25	38.5
Sign Set	2	66	42	Sign Set HH thru UU	Blue	White	19.25	38.5
Sign Set	2	66	42	Sign Set VV thru WW	Blue	White	19.25	38.5
Y	2	42	12	Farmer & Merchants	Blue	White	3.5	7
XX	2	42	12	Subway	Blue	White	3.5	7
							Total	283.5

Business Sign sheeting to be High Intensity Prismatic, ASTM D4956 Type IV.
 Business Sign to be constructed with 0.80 thick Aluminum.

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Plotting Date: 10/12/2023			

PROJECT OVERVIEW MAP

BEGIN PROJECT END PROJECT



- PHASE 1 (COMPLETED UNDER TRAFFIC)
- PHASE 2 & 3 (CLOSED TO TRAFFIC)

PLOT SCALE - 1:600

PLOTTED FROM - TRHJUNT06

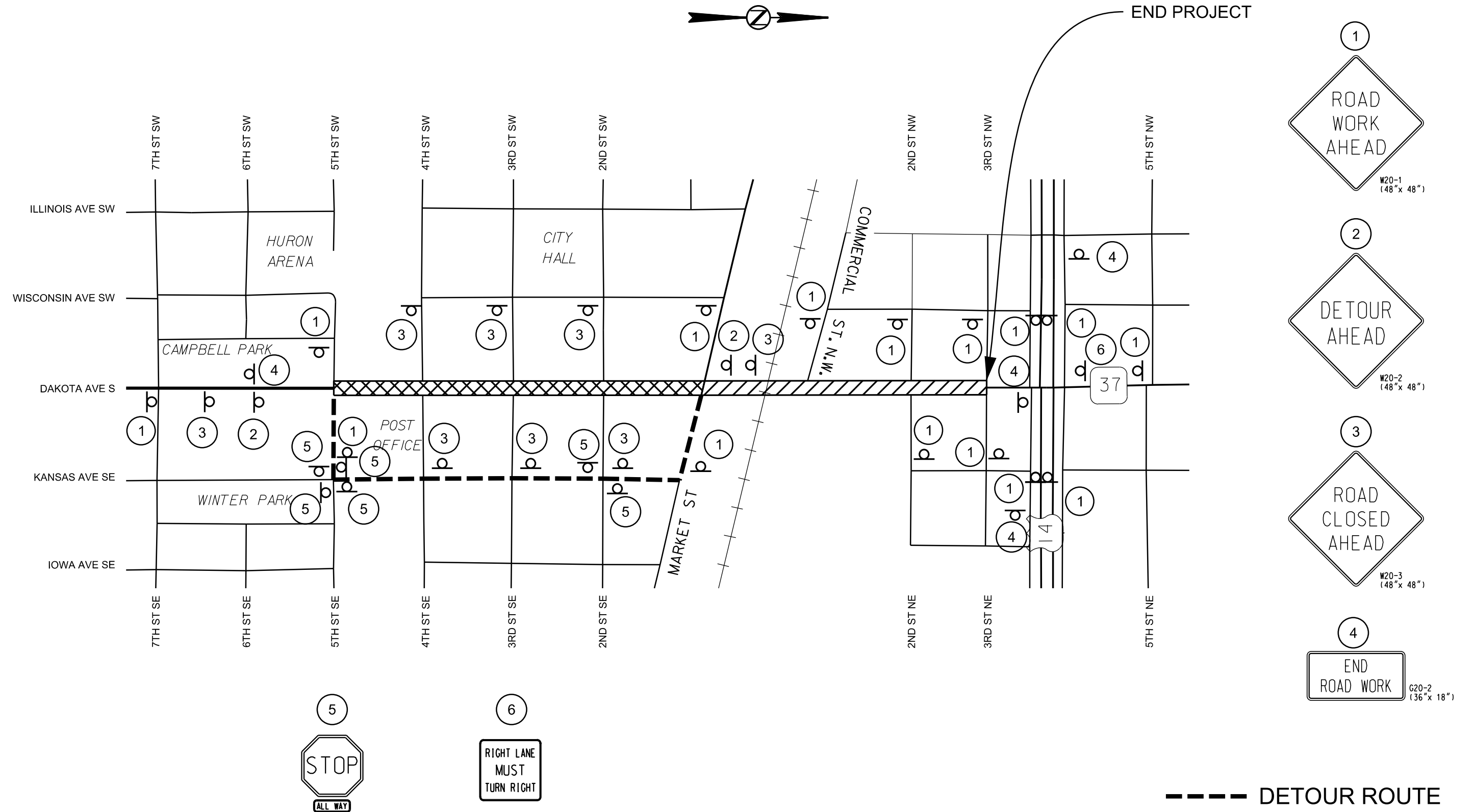
PLOT NAME - 1

FILE - ... \SECTION C DESIGN\OVERVIEW.DGN

ROAD AND STREET CLOSURE SIGNING FOR PHASE 1 AND 2 FIXED LOCATION, GROUND MOUNTED, BREAKAWAY SUPPORTS

PLOT SCALE - 1:1600

PLOT NAME - 1



PLOTTED FROM - TRHJUNT06

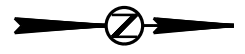
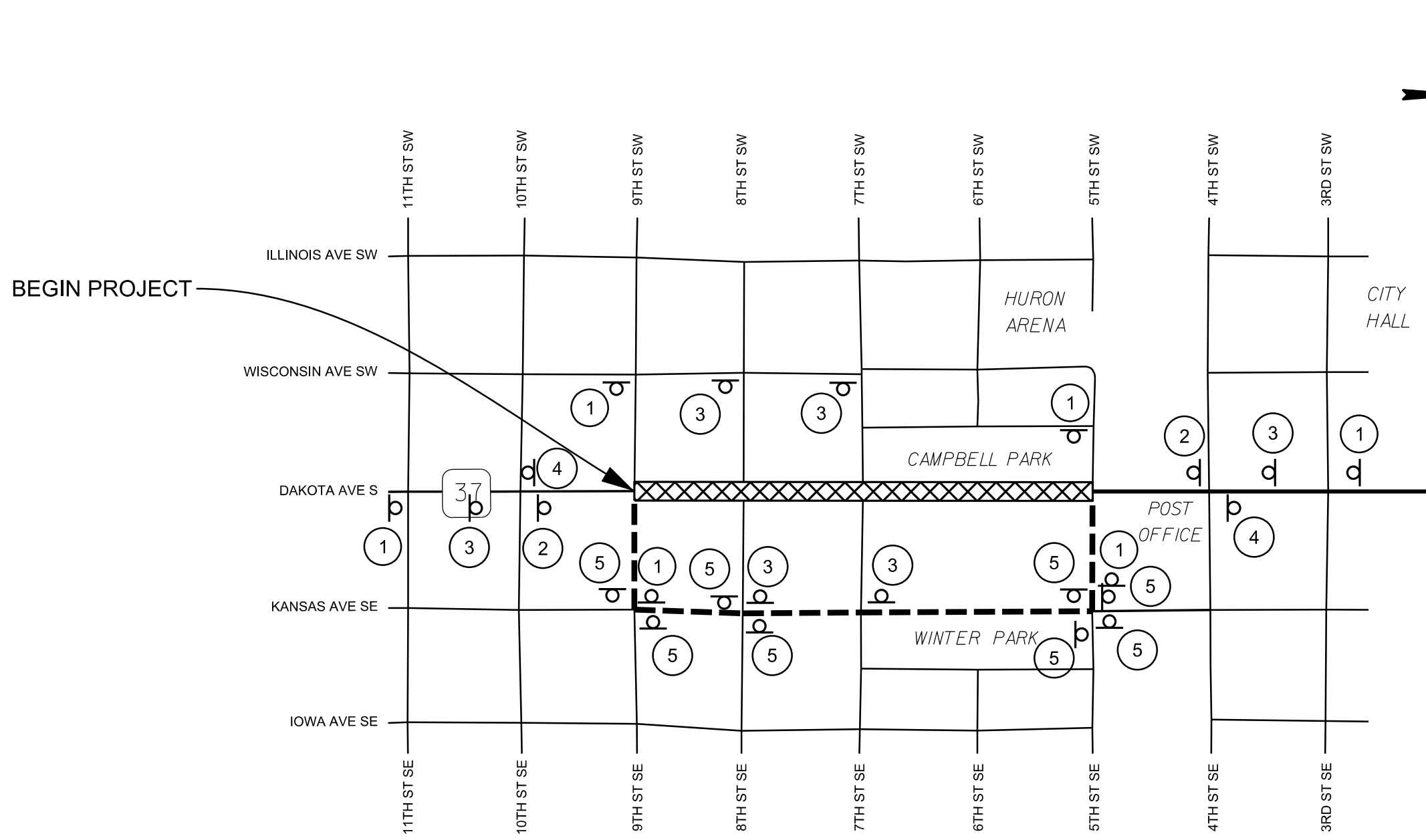
FILE - ... \FIXED-PHASE1-2A.DGN

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C10	C36
Plotting Date: 12/02/2023			

ROAD AND STREET CLOSURE SIGNING FOR PHASE 3 FIXED LOCATION, GROUND MOUNTED, BREAKAWAY SUPPORTS

PLOT SCALE - 1:1600

PLOT NAME - 1



- 1 W20-1 (48" x 48")
- 2 W20-2 (48" x 48")
- 3 W20-3 (48" x 48")
- 4 G20-2 (36" x 18")
- 5 ALL WAY

--- DETOUR ROUTE

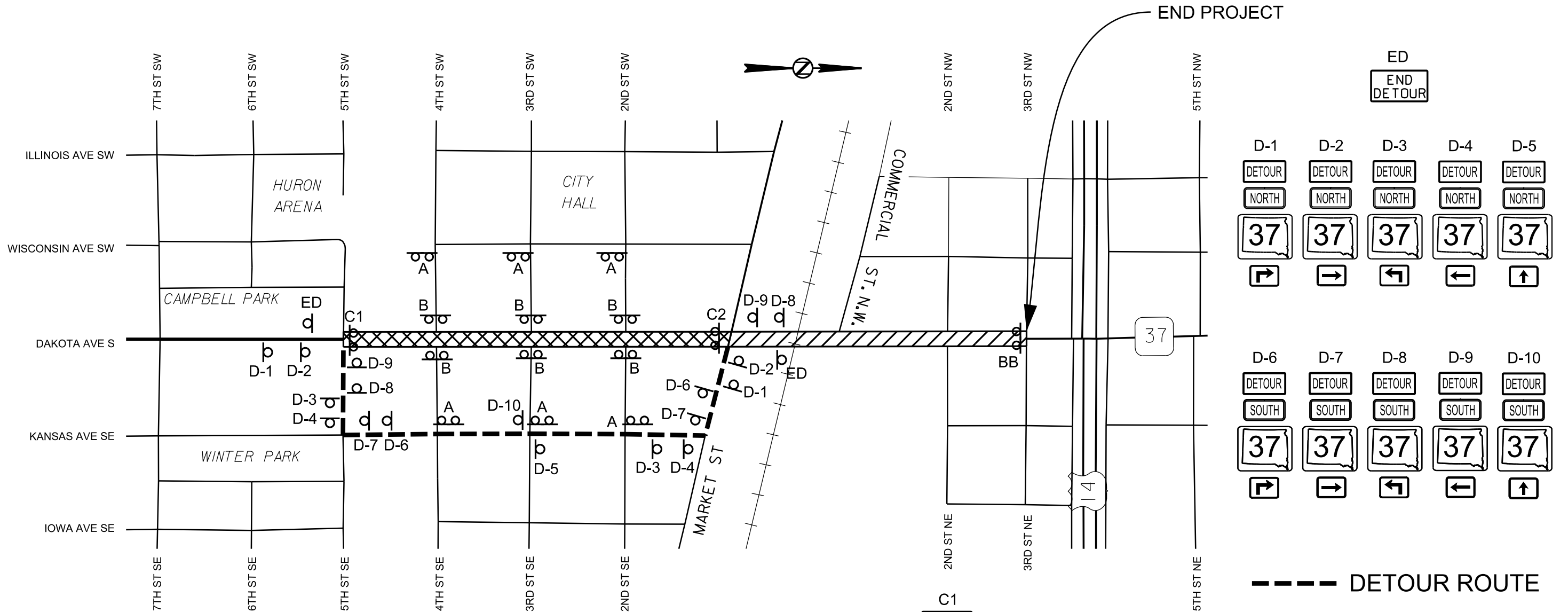
PLOTTED FROM - TRHJUNT06

FILE - ... \FIXED-PHASE3.DGN

DETOUR SIGN LAYOUT PHASE 1 AND 2

PLOT SCALE - 1:1600

PLOT NAME - 1



ED				
END DETOUR				
D-1	D-2	D-3	D-4	D-5
DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
NORTH	NORTH	NORTH	NORTH	NORTH
37	37	37	37	37
→	→	←	←	↑
D-6	D-7	D-8	D-9	D-10
DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
SOUTH	SOUTH	SOUTH	SOUTH	SOUTH
37	37	37	37	37
→	→	←	←	↑

- - - - - DETOUR ROUTE

A

ROAD CLOSED
TO
THRU TRAFFIC
R11-4

TYPE 3 BARRICADE

B

ROAD
CLOSED
R11-2

TYPE 3 BARRICADE

BB

ROAD
CLOSED
R11-2

TYPE 3 BARRICADE

C1

ROAD
CLOSED
R11-2

DETOUR
M4-10R

TYPE 3 BARRICADE

C2

ROAD
CLOSED
R11-2

DETOUR
M4-10L

TYPE 3 BARRICADE

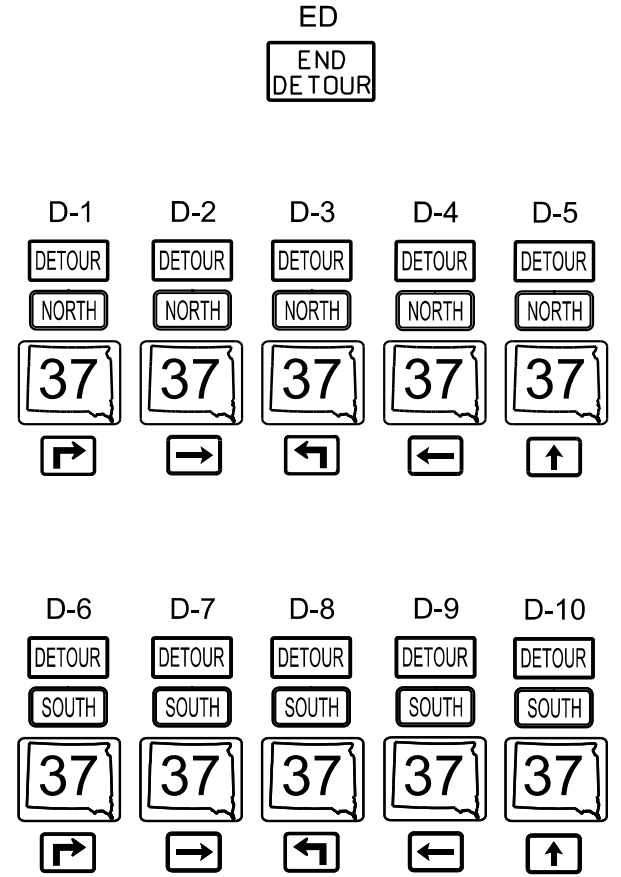
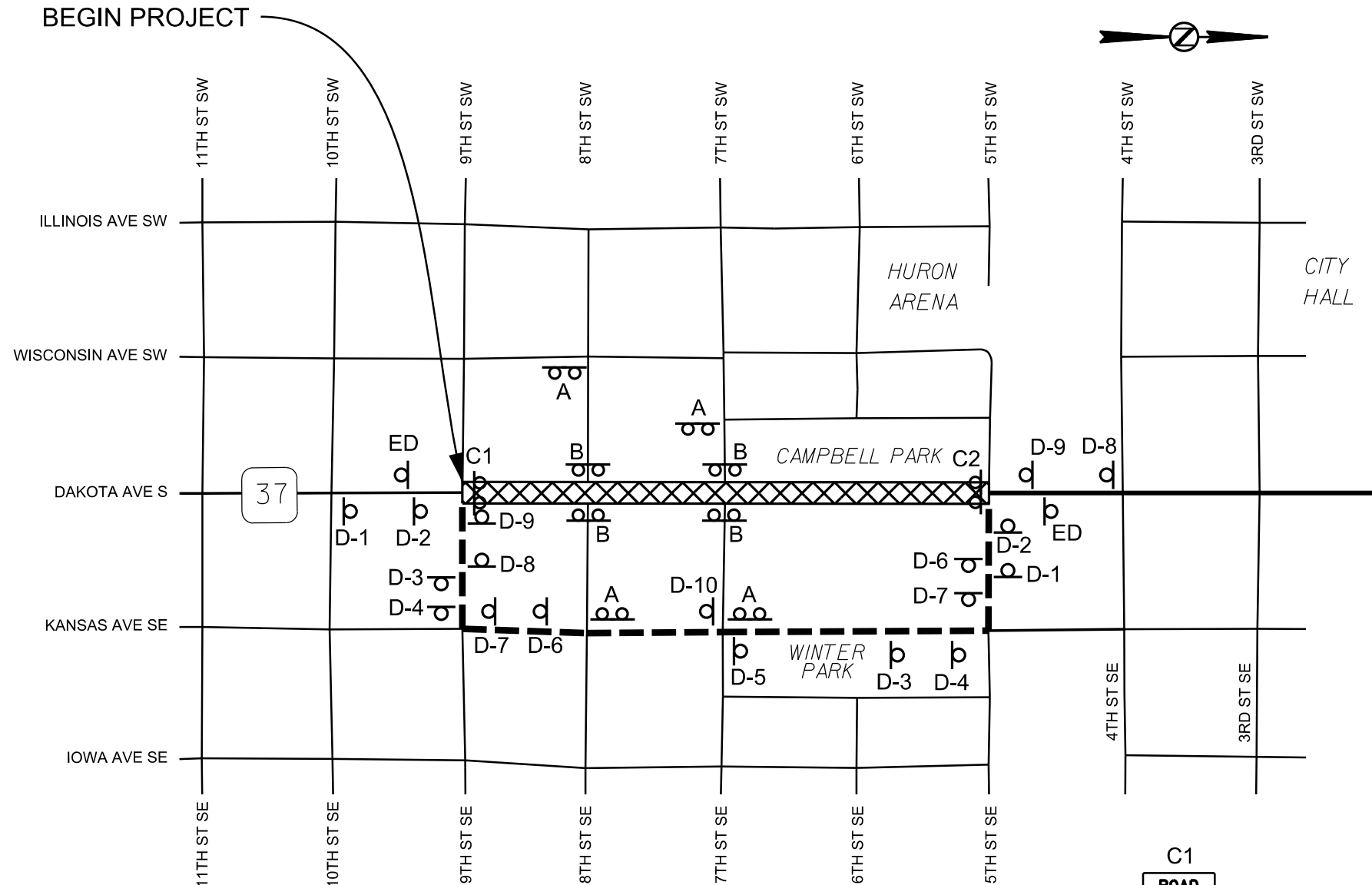
PLOTTED FROM - TRHJUNT06

FILE - ... \DETOUR-PHASE1-2.DGN

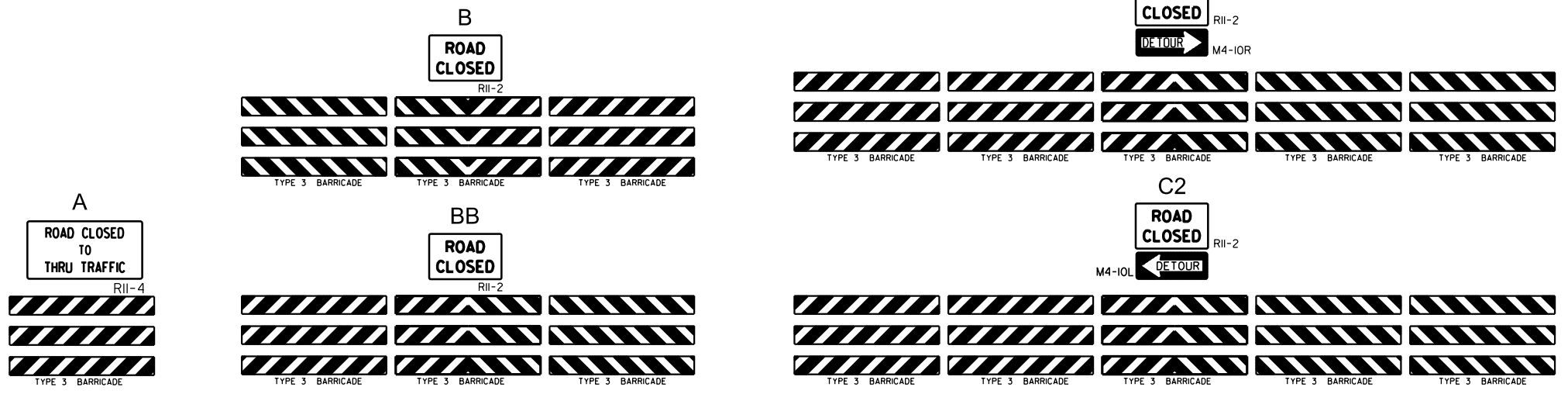
DETOUR SIGN LAYOUT PHASE 3

PLOT SCALE - 1:600

PLOT NAME - 1



--- DETOUR ROUTE

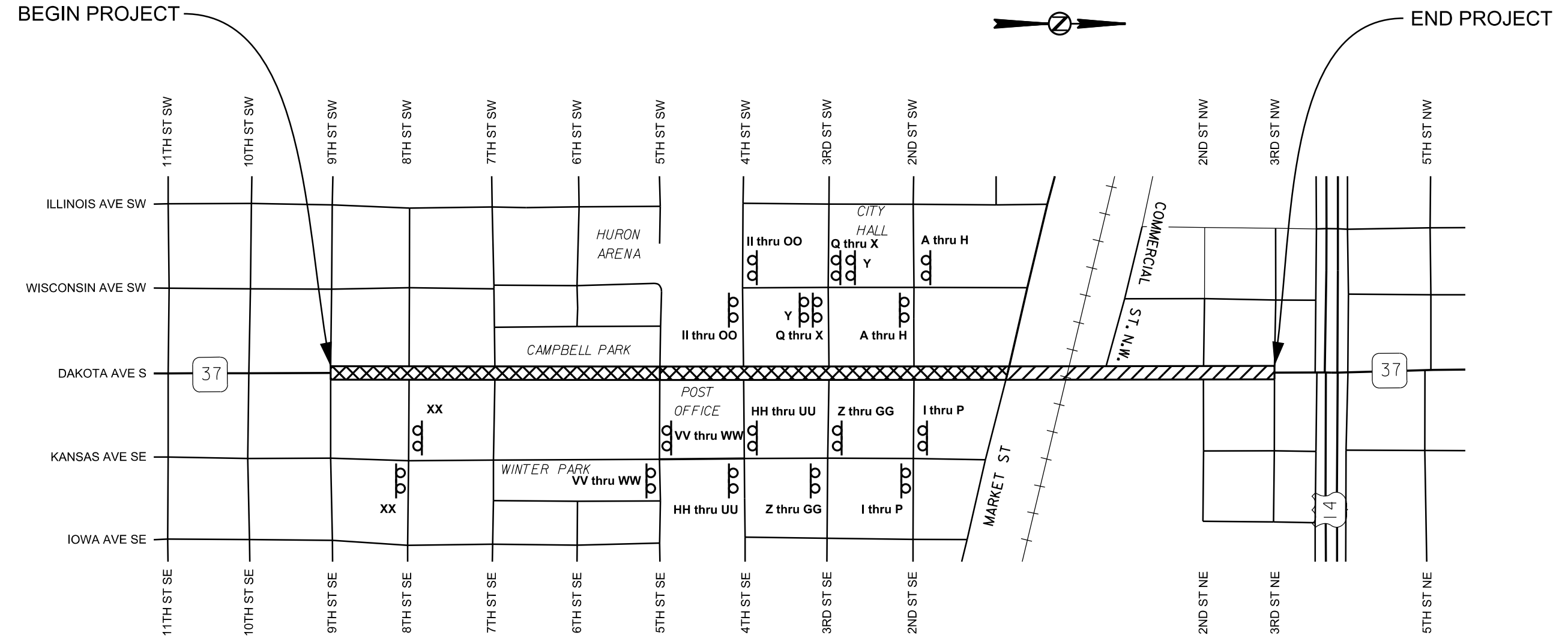


PLOTTED FROM - TRHJUNT06

FILE - ... \DETOUR-PHASE3.DGN

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C13	C36
Plotting Date: 10/12/2023			

BUSINESS SIGN LAYOUT



PLOT SCALE - 1:600

PLOTTED FROM - TRHJINT06

PLOT NAME - 1

FILE - ... \BUSINESS LAYOUT.DGN

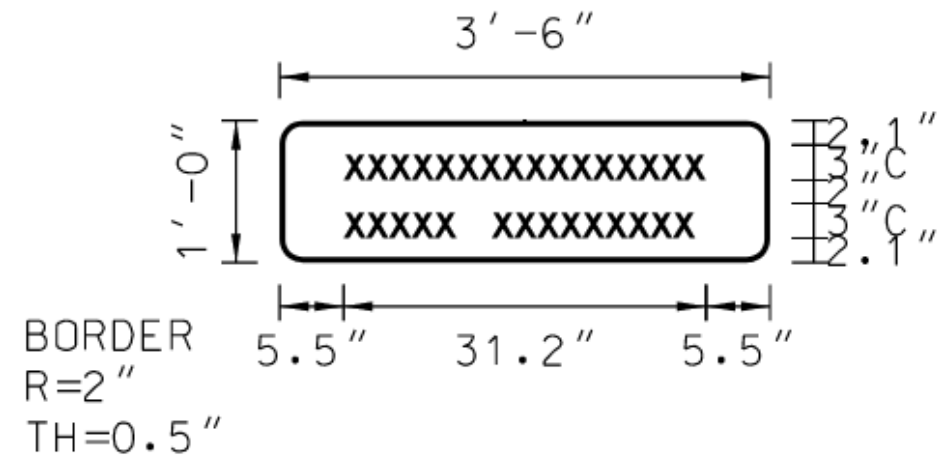
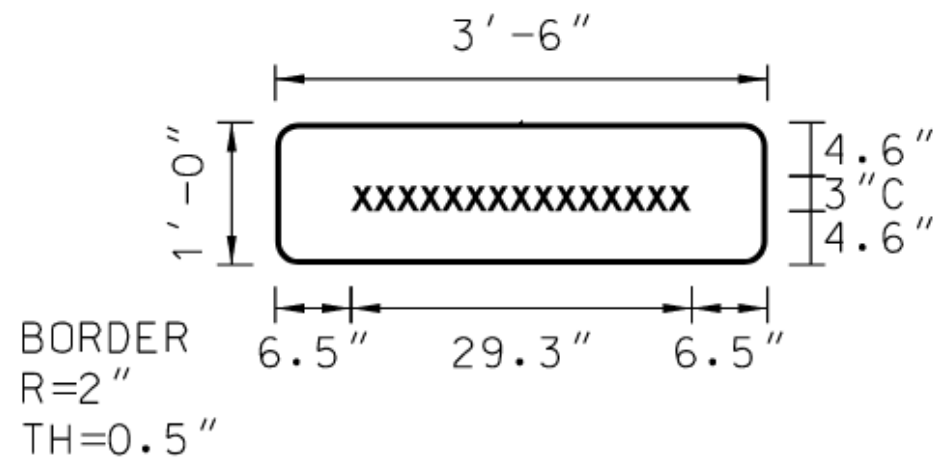
BUSINESS SIGN DETAILS

Individual Sign Details

Typical Business Sign Layout

Background - Blue
Legend and Border - White

- Y Farmers & Merchants
- XX Subway

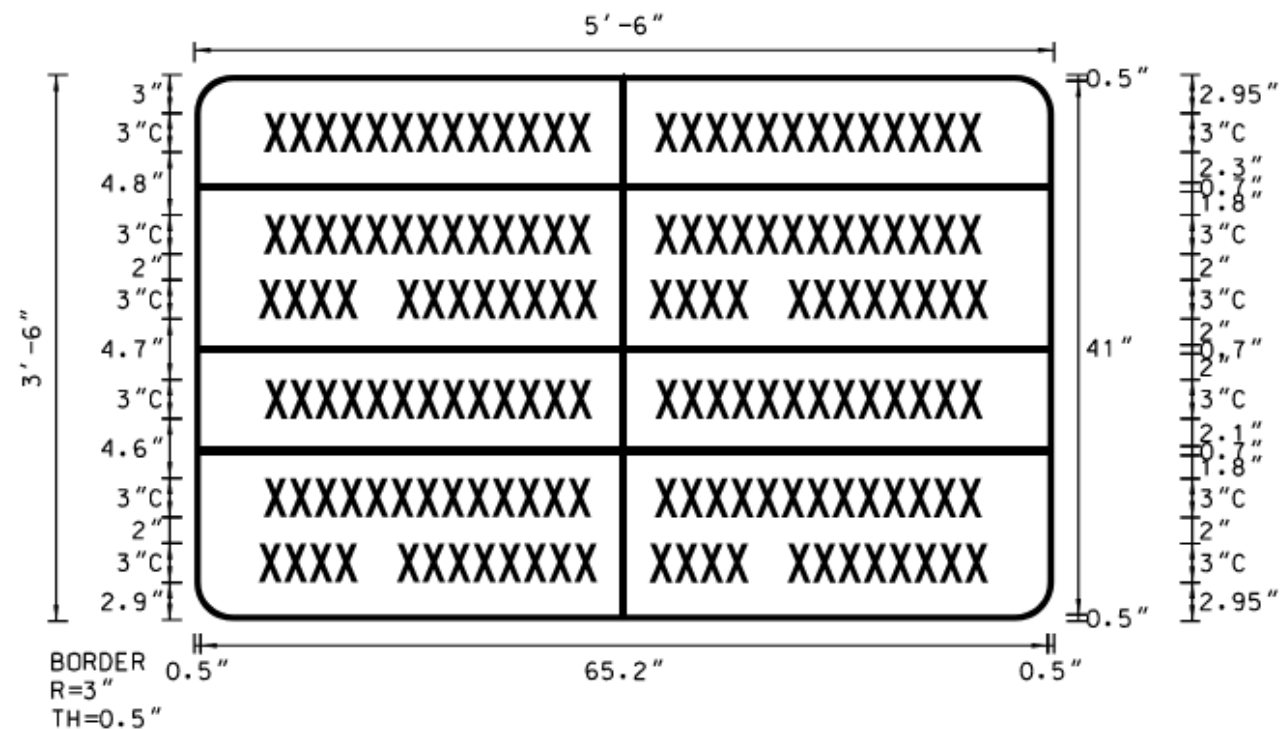


BUSINESS SIGN DETAILS

Sign Set Details

Anticipated Sign Sets

Typical Business Sign Layout



Panel Style: guide_con_general_services.ssi
M.U.T.C.D.: 2009 Edition

- A Office Peeps
- B Diamond in the Rough Boutique
- C La Taberna
- D Tiende Victoria
- E Karen Asian Grocery Store
- F Hurt's Corner
- G Huron Luxury Cinemas
- H Humphrey's THC

- Q Tipicos Veriedes Brittany
- R Edward Jones
- S True Reflections
- T Mac Daddy Phone Repair
- U Sun Gold Sports
- V Don't Spill the Beans
- W Centerpoint Wealth Planning
- X Just Fabulous

- II Merle Norman
- JJ Carniceria Lopez
- KK The Hot Box
- LL Eekhoff Law
- MM PRN Professionals
- NN Natural Health Center
- OO Wells Fargo

- I Lazer's
- J Custom Craft Audio & Visual
- K Crist Locksmith
- L Mount Horeb Boutique
- M Dakota Nutrition
- N La Patrona
- O Uncle Ted's Pawn & Second Hand
- P Sherwin-Williams

- Z PB Sports
- AA POP Ice Cream
- BB The Cornerstone Tower
- CC Landstrom's Photo Loft
- DD Potter's Shoes
- EE Red Arrow Bar
- FF Billy Bob's Treasure Chest
- GG God's Little Blessings

- HH Walker's Flower Shop
- PP Black Tie of Huron
- QQ Volesky Law Office
- RR Bariedades Rose
- SS Craig Lee Studios
- TT Mattress by Appointment
- UU Post Office

- VV Fire Pit Pizzeria
- WW The Donut Shoppe

It is anticipated that Sign Sets may have sign blanks which may be needed to be filled during the project at the direction of the Engineer due to changes from time of plans development.

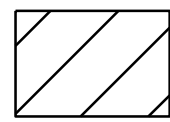
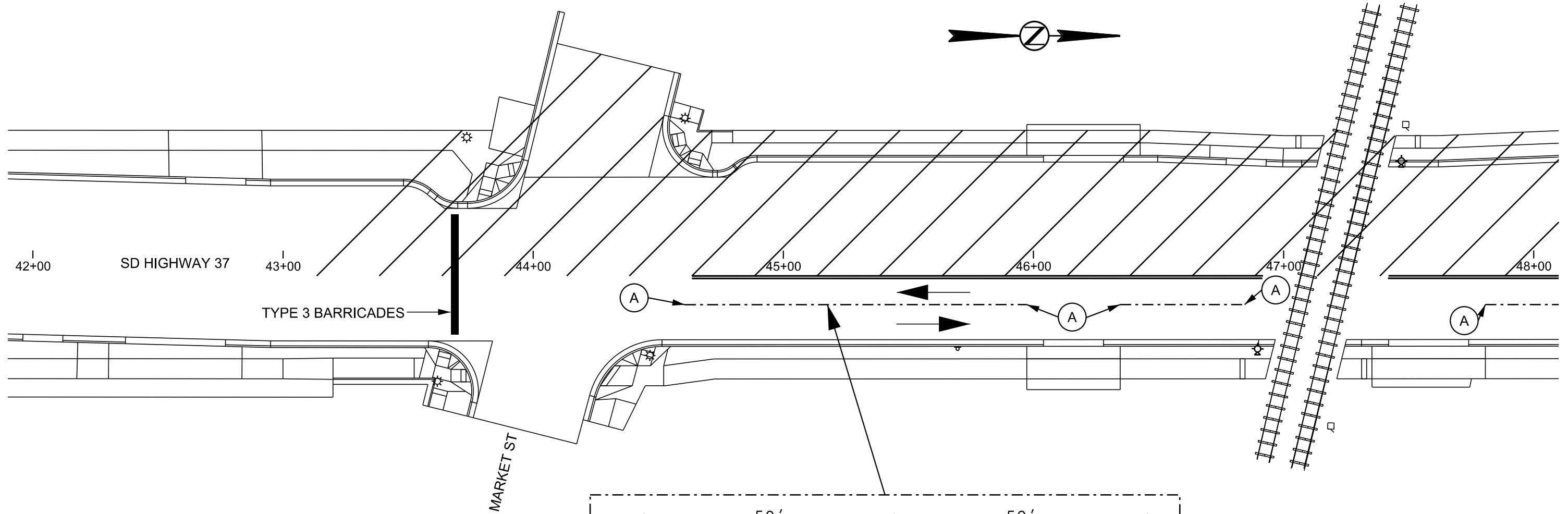
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C16	C36
Plotting Date: 12/02/2023			

TRAFFIC CONTROL DETAILS

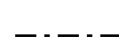
SD 37 (PHASE I - SB)

PLOT SCALE - 1:40

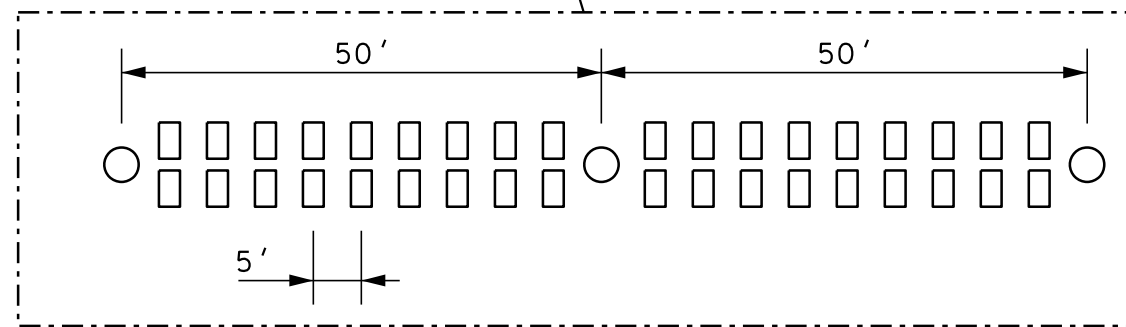
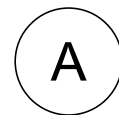
PLOT NAME - 1



WORK AREA



CENTERLINE PAVEMENT MARKING AS PER
TYPICAL TRAFFIC CONTROL DETAIL



TYPICAL TRAFFIC CONTROL DETAIL

○ TUBULAR MARKER PLACED AT 50' SPACING

□ DOUBLE RAISED PAVEMENT MARKERS PLACED AT 5' SPACING

PLOTTED FROM - TRHJUNT06

FILE - ... \SECTION C DESIGN\TC-35B.DGN

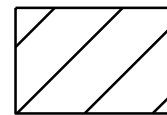
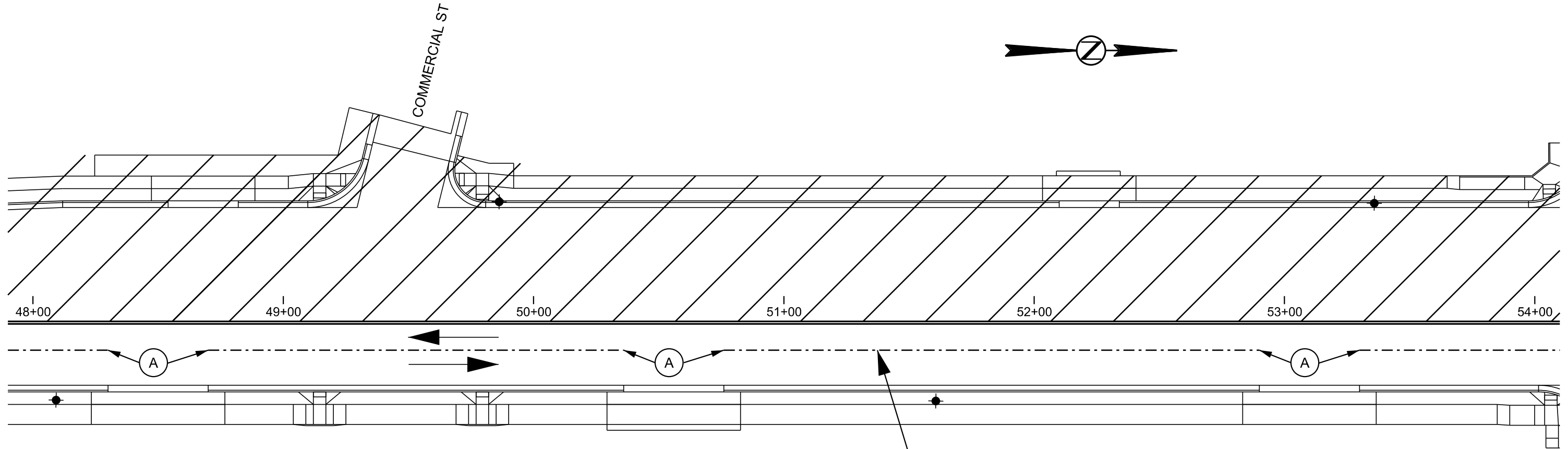
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C17	C36
Plotting Date: 12/02/2023			

TRAFFIC CONTROL DETAILS

SD 37 (PHASE I - SB)

PLOT SCALE - 1:40

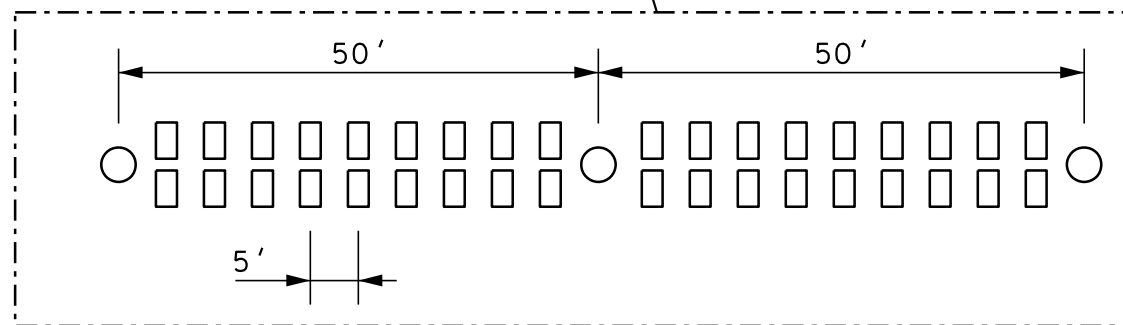
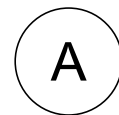
PLOT NAME - 1



WORK AREA



CENTERLINE PAVEMENT MARKING AS PER
TYPICAL TRAFFIC CONTROL DETAIL



TYPICAL TRAFFIC CONTROL DETAIL

○ TUBULAR MARKER PLACED AT 50' SPACING

□ DOUBLE RAISED PAVEMENT MARKERS PLACED AT 5' SPACING

PLOTTED FROM - TRHJUNT06

FILE - ... \SECTION C DESIGN\TC-45B.DGN

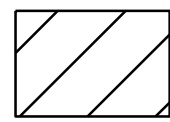
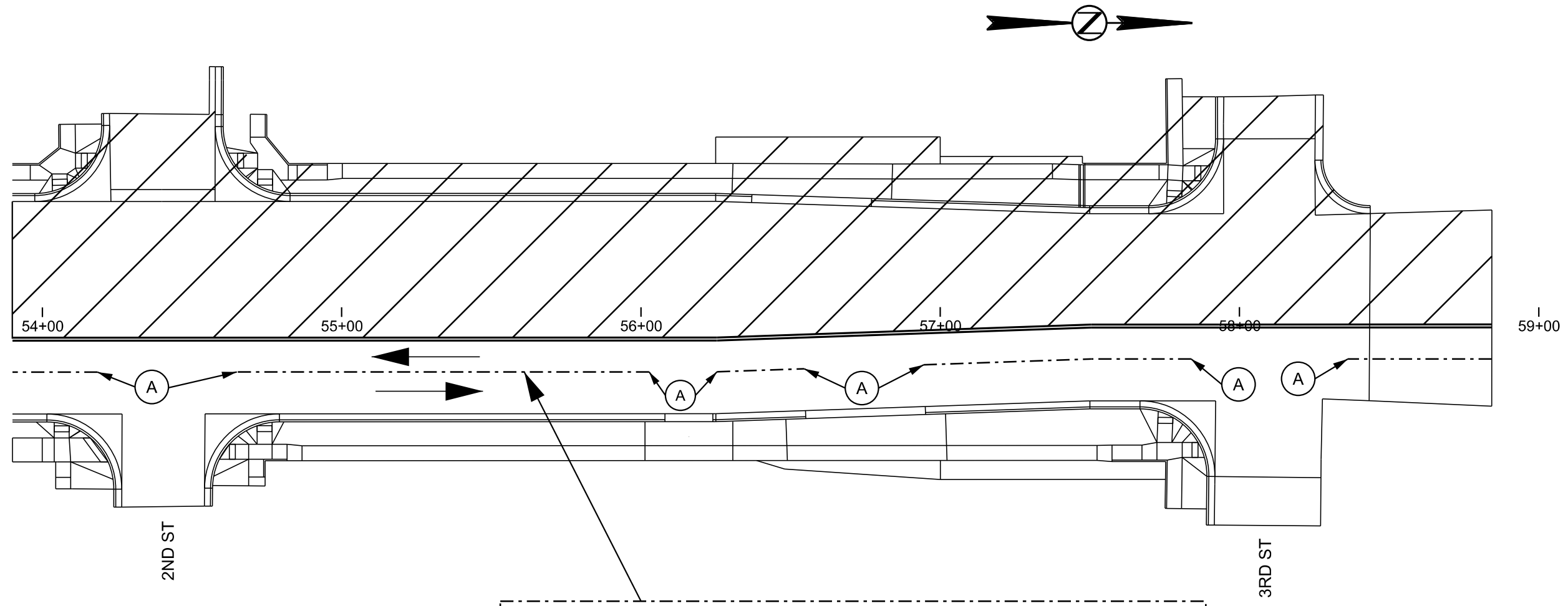
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C18	C36
Plotting Date: 12/02/2023			

TRAFFIC CONTROL DETAILS

SD 37 (PHASE I - SB)

PLOT SCALE - 1:40

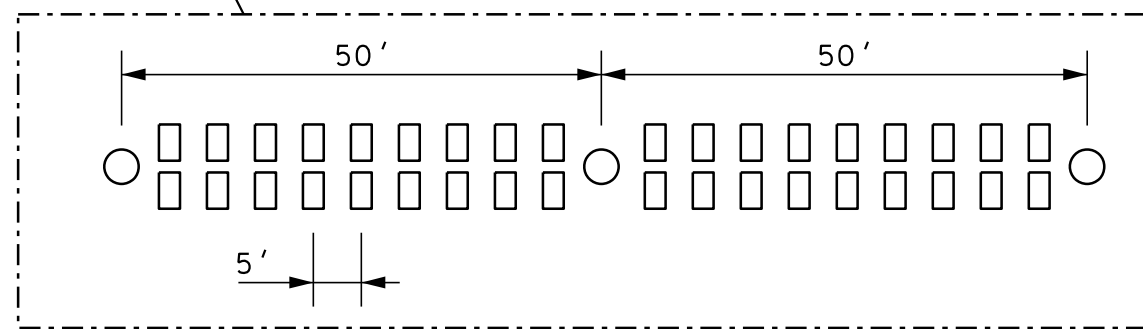
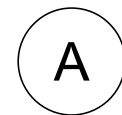
PLOT NAME - 1



WORK AREA



CENTERLINE PAVEMENT MARKING AS PER
TYPICAL TRAFFIC CONTROL DETAIL



TYPICAL TRAFFIC CONTROL DETAIL

○ TUBULAR MARKER PLACED AT 50' SPACING

□ DOUBLE RAISED PAVEMENT MARKERS PLACED AT 5' SPACING

PLOTTED FROM - TRHJUNT06

FILE - ... \SECTION C DESIGN\TC-55B.DGN

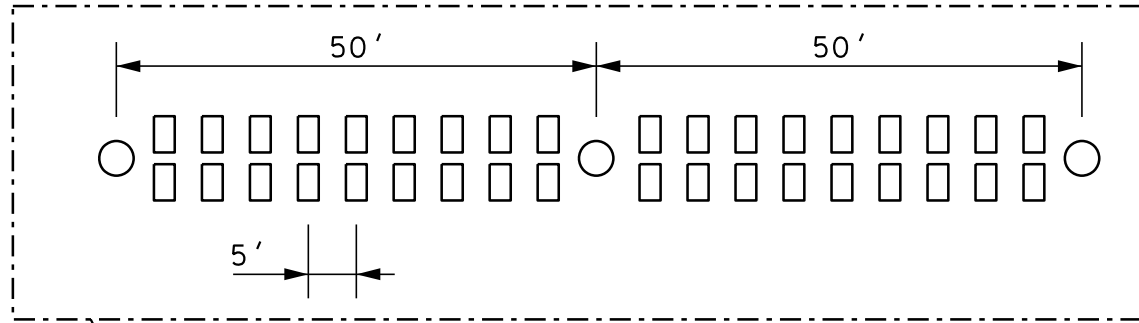
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C19	C36
Plotting Date: 12/02/2023			

TRAFFIC CONTROL DETAILS

SD 37 (PHASE I - SB)

PLOT SCALE - 1:40

PLOT NAME - 1

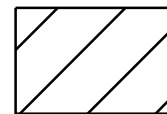
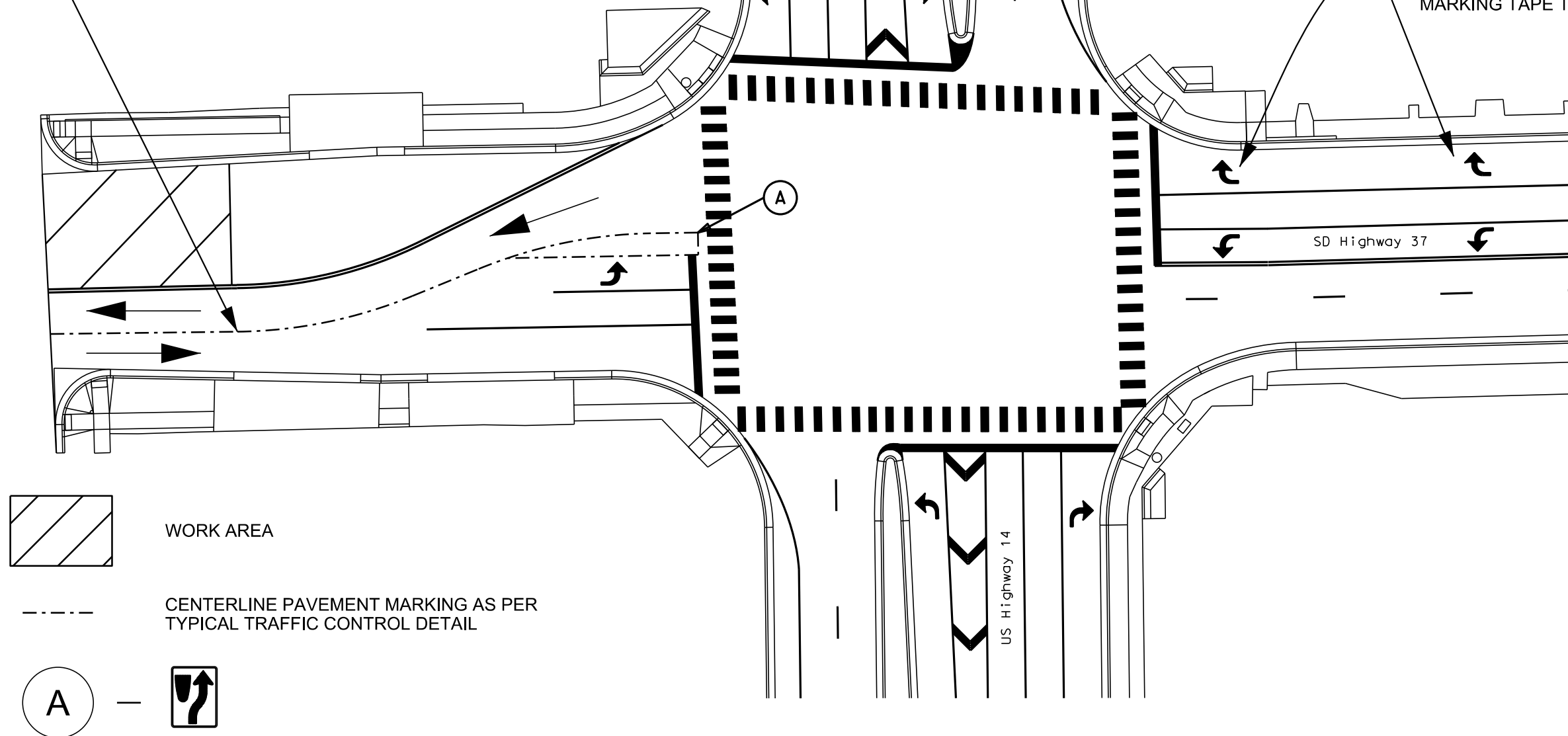


TYPICAL TRAFFIC CONTROL DETAIL

- TUBULAR MARKER PLACED AT 50' SPACING
- ▭ DOUBLE RAISED PAVEMENT MARKERS PLACED AT 5' SPACING



INSTALL 2 - TURN ARROWS
PAYMENT TO FURNISH, INSTALL AND REMOVE
WILL BE BY THE CONTRACT UNIT PRICE PER
FOOT FOR "4" TEMPORARY PAVEMENT
MARKING TAPE TYPE I".



WORK AREA



CENTERLINE PAVEMENT MARKING AS PER
TYPICAL TRAFFIC CONTROL DETAIL



PLOTTED FROM - TRHJUNT06

FILE - ... \SECTION C DESIGN\TC-65B.DGN

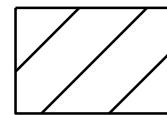
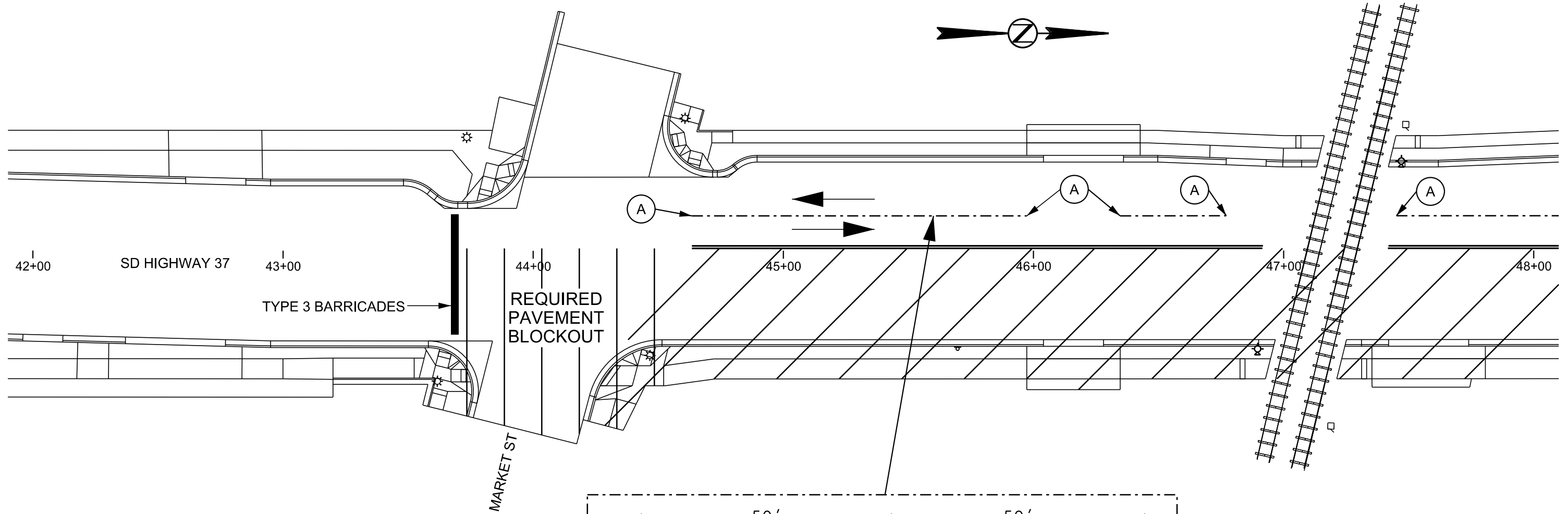
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C20	C36
Plotting Date: 12/02/2023			

TRAFFIC CONTROL DETAILS

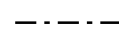
SD 37 (PHASE I - NB)

PLOT SCALE - 1:40

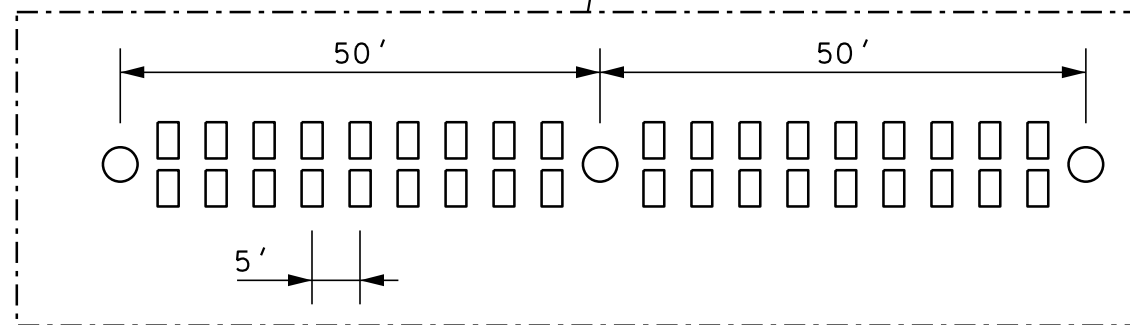
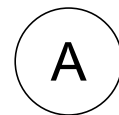
PLOT NAME - 1



WORK AREA



CENTERLINE PAVEMENT MARKING AS PER
TYPICAL TRAFFIC CONTROL DETAIL



TYPICAL TRAFFIC CONTROL DETAIL

○ TUBULAR MARKER PLACED AT 50' SPACING

□ DOUBLE RAISED PAVEMENT MARKERS PLACED AT 5' SPACING

PLOTTED FROM - TRHJUNT06

FILE - ... \SECTION C DESIGN\TC-3NB.DGN

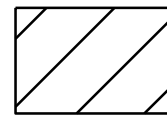
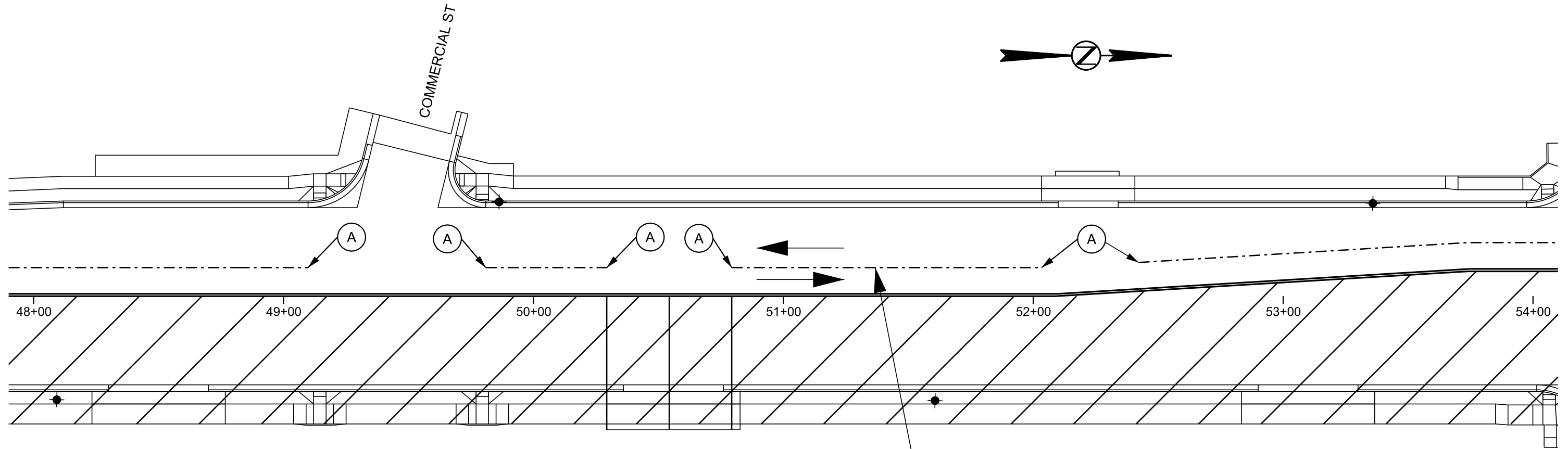
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C21	C36
Plotting Date: 12/02/2023			

TRAFFIC CONTROL DETAILS

SD 37 (PHASE I - NB)

PLOT SCALE - 1:40

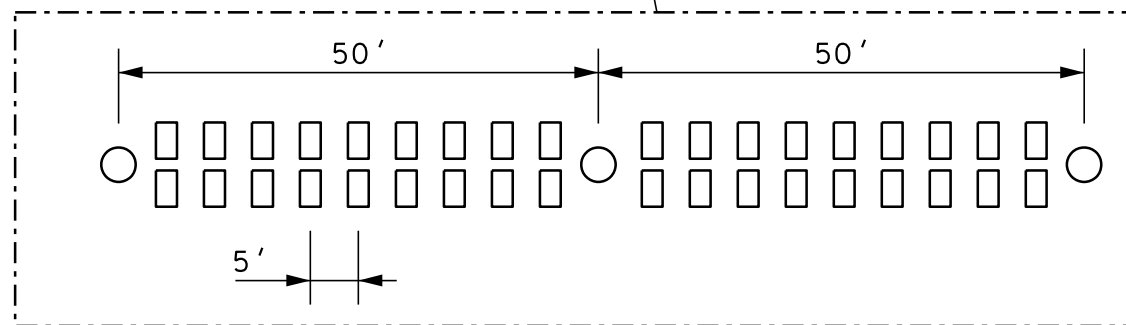
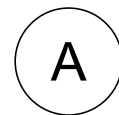
PLOT NAME - 1



WORK AREA



CENTERLINE PAVEMENT MARKING AS PER
TYPICAL TRAFFIC CONTROL DETAIL



TYPICAL TRAFFIC CONTROL DETAIL

○ TUBULAR MARKER PLACED AT 50' SPACING

□ DOUBLE RAISED PAVEMENT MARKERS PLACED AT 5' SPACING

PLOTTED FROM - TRHJUNT06

FILE - ... \SECTION C DESIGN\TC-4NB.DGN

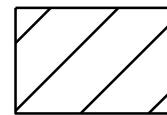
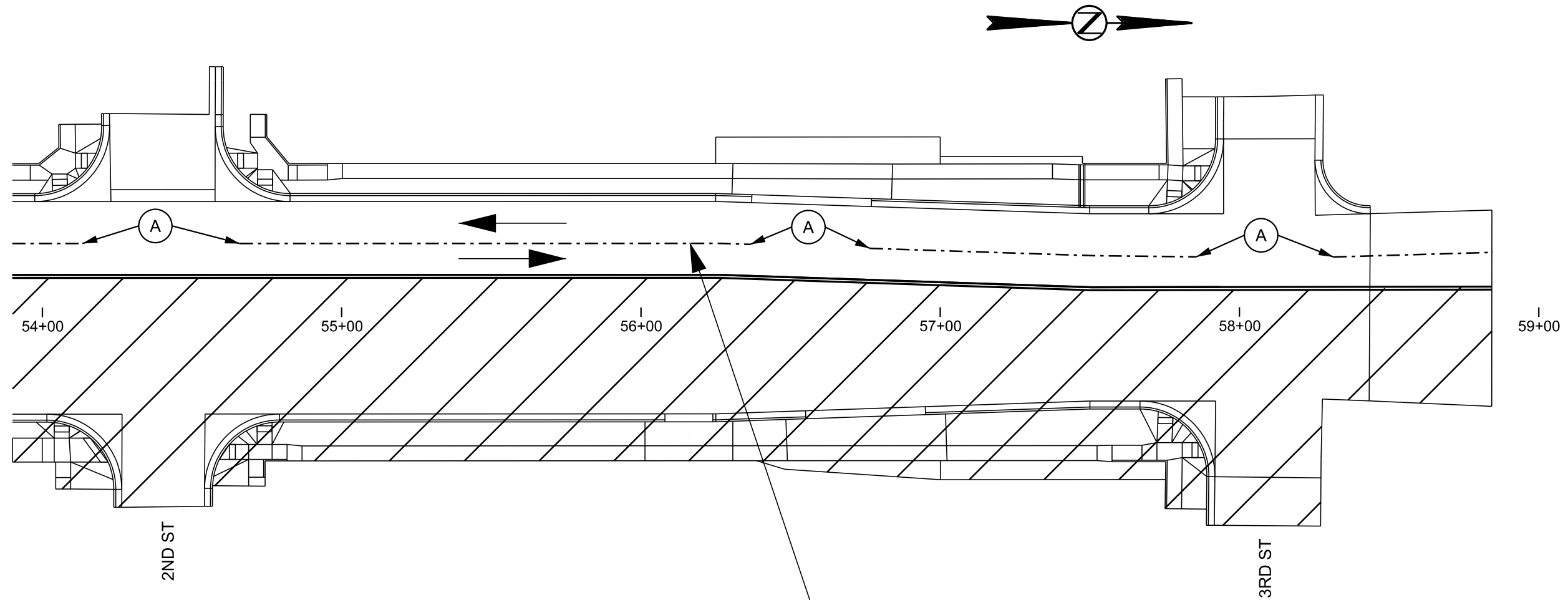
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C22	C36
Plotting Date: 12/02/2023			

TRAFFIC CONTROL DETAILS

SD 37 (PHASE I - NB)

PLOT SCALE - 1:40

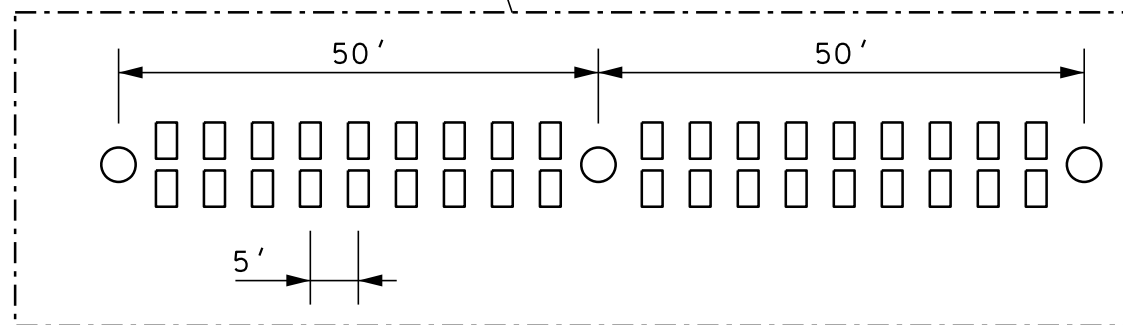
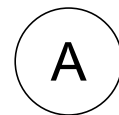
PLOT NAME - 1



WORK AREA



CENTERLINE PAVEMENT MARKING AS PER
TYPICAL TRAFFIC CONTROL DETAIL



TYPICAL TRAFFIC CONTROL DETAIL

○ TUBULAR MARKER PLACED AT 50' SPACING

□ DOUBLE RAISED PAVEMENT MARKERS PLACED AT 5' SPACING

PLOTTED FROM - TRHJUNT06

FILE - ... \SECTION C DESIGN\TC-5NB.DGN

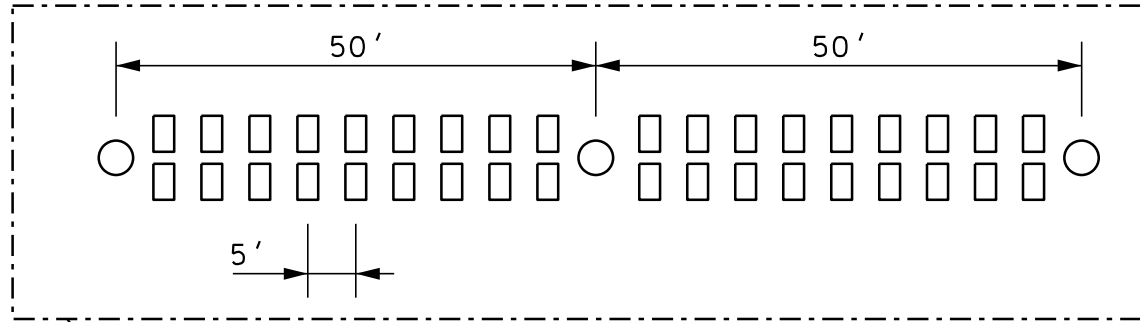
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C23	C36
Plotting Date: 12/02/2023			

TRAFFIC CONTROL DETAILS

SD 37 (PHASE I - NB)

PLOT SCALE - 1:40

PLOT NAME - 1

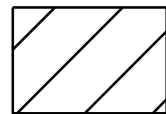
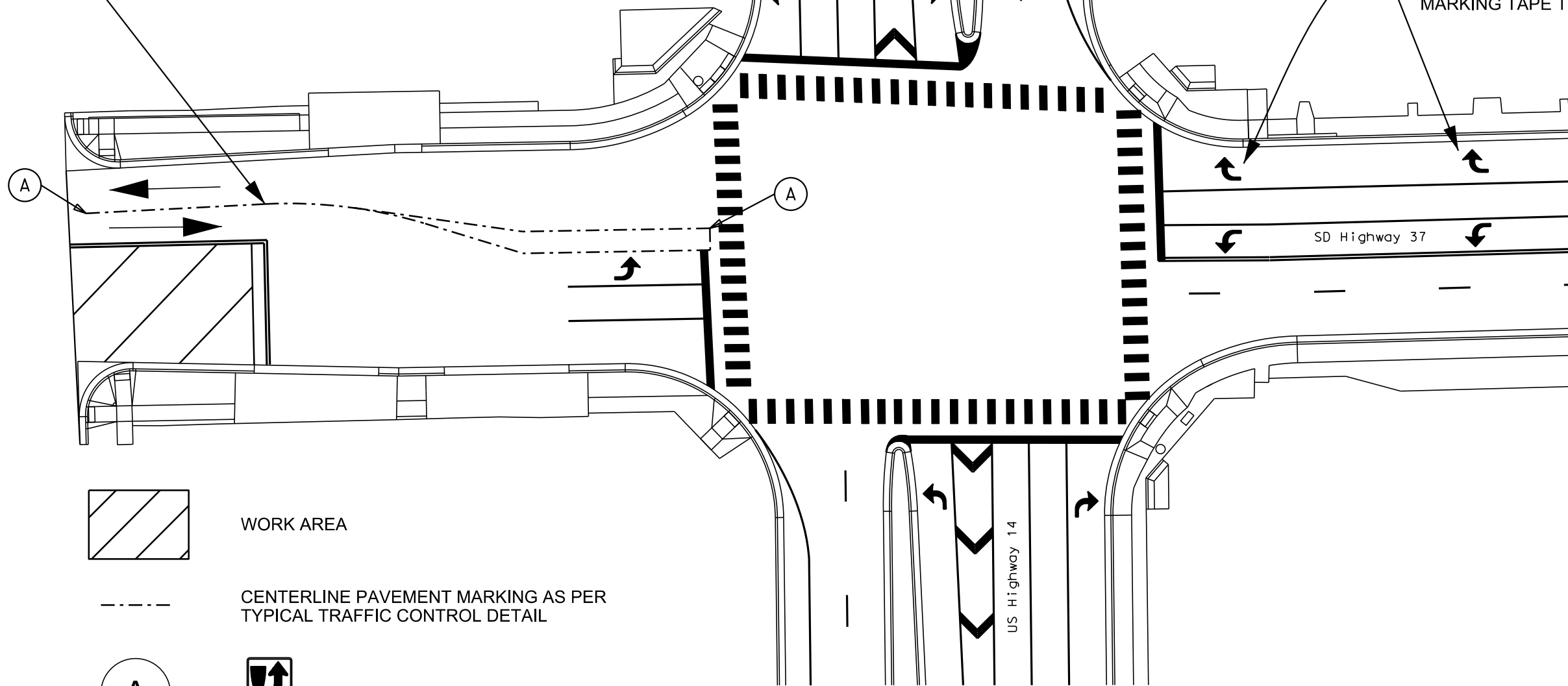


TYPICAL TRAFFIC CONTROL DETAIL

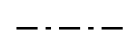
- TUBULAR MARKER PLACED AT 50' SPACING
- DOUBLE RAISED PAVEMENT MARKERS PLACED AT 5' SPACING



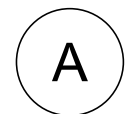
INSTALL 2 - TURN ARROWS
PAYMENT TO FURNISH, INSTALL AND REMOVE
WILL BE BY THE CONTRACT UNIT PRICE PER
FOOT FOR "4" TEMPORARY PAVEMENT
MARKING TAPE TYPE I".



WORK AREA



CENTERLINE PAVEMENT MARKING AS PER
TYPICAL TRAFFIC CONTROL DETAIL



PLOTTED FROM - TRHJUNT06

FILE - ... \SECTION C DESIGN\TC-6NB.DGN

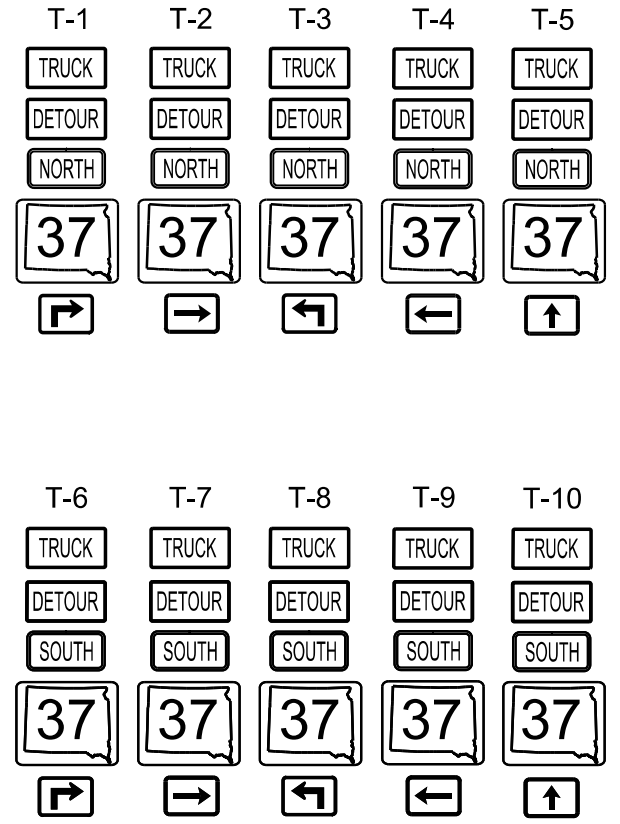
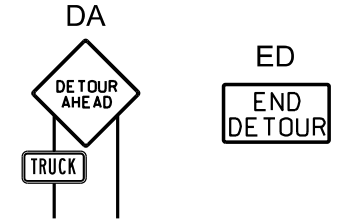
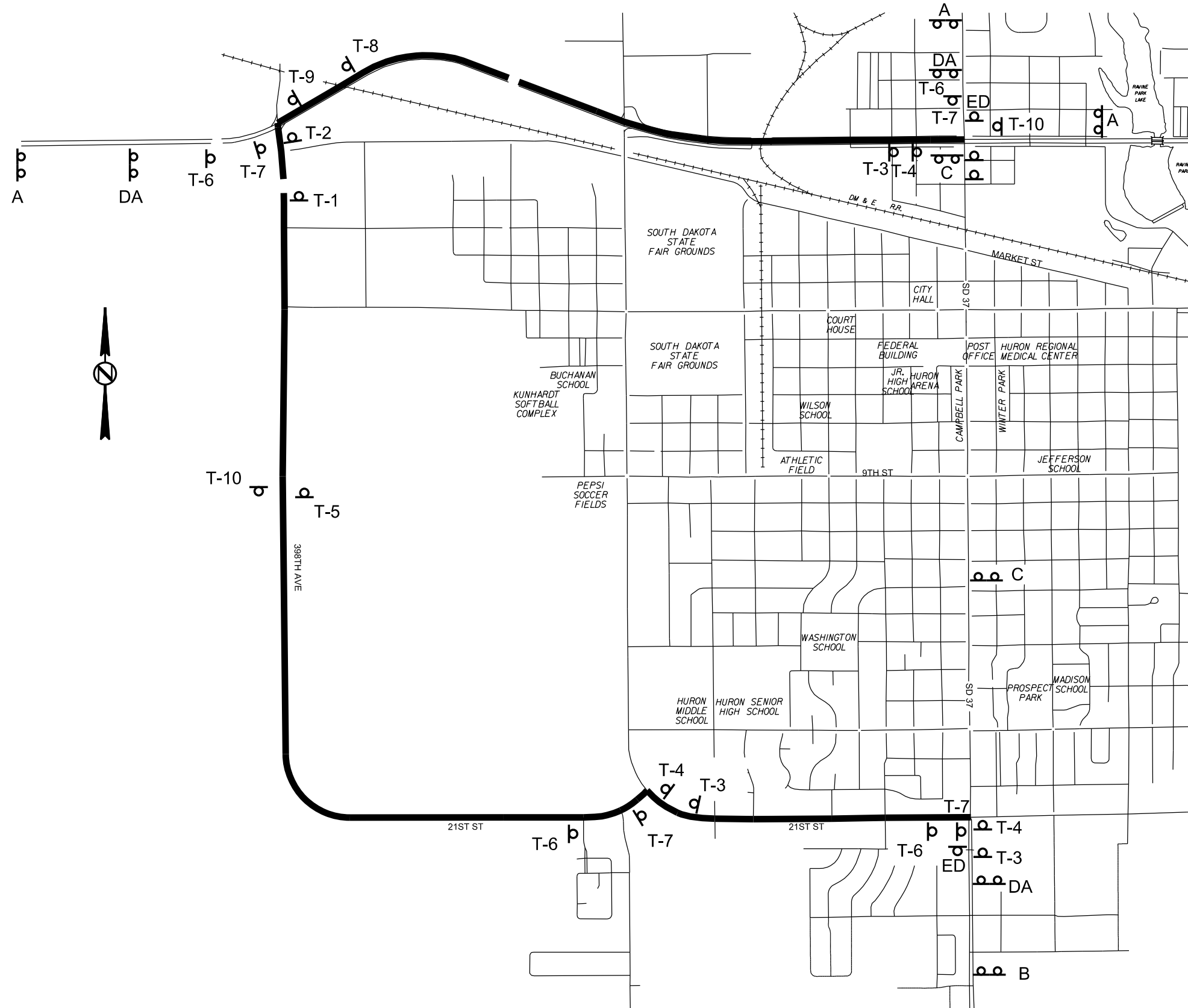
TRUCK / OVERWIDTH DETOUR LAYOUT

PLOT SCALE - 1:1800

PLOTTED FROM - TRHJINT06

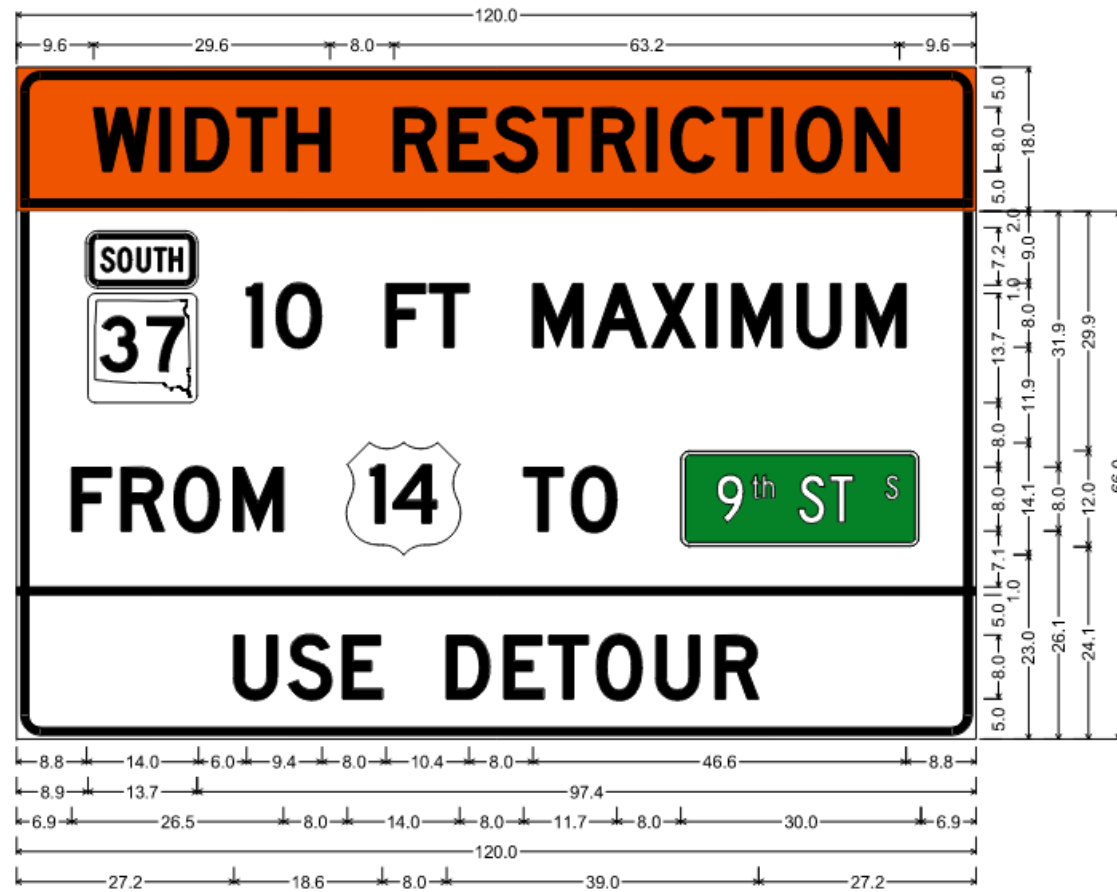
PLOT NAME - 1

FILE - ... \TRUCKDETOURLAYOUT.DGN



OVERWIDTH SIGNS A-B-C
(SEE NEXT PAGE FOR DETAIL LAYOUTS)

A



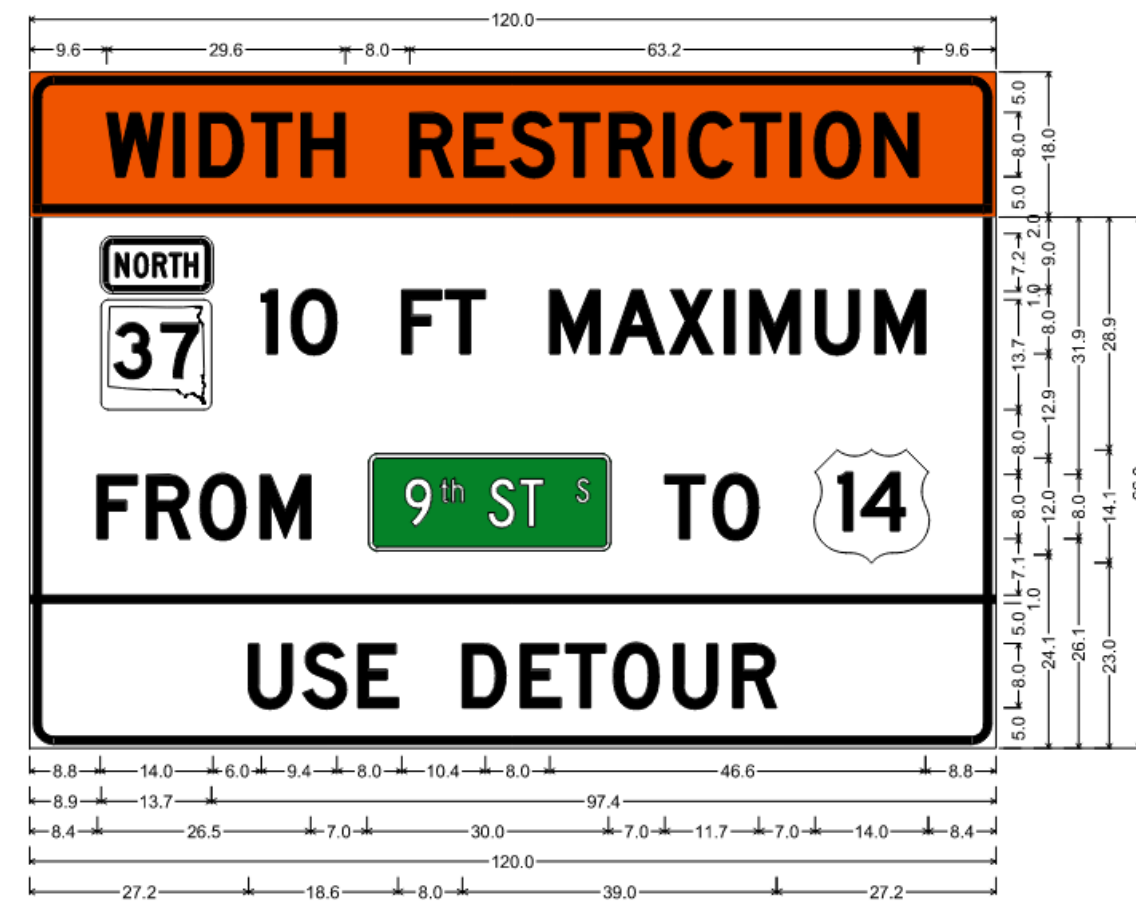
3.0" Radius, 1.0" Border, 0.5" Indent, Black on Orange;
"WIDTH RESTRICTION", D 2K;

3.0" Radius, 1.0" Border, 0.5" Indent, Black on White;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;
"SOUTH", C 2K;

"10 FT MAXIMUM", D 2K; "FROM", D 2K; "TO", D 2K; 1.0" Radius, 0.5" Border, White on Green;
"9", C 2K; "th", C 2K; "ST", C 2K; "S", C 2K;

Horizontal Line Black; "USE DETOUR" Black, D 2K;

B



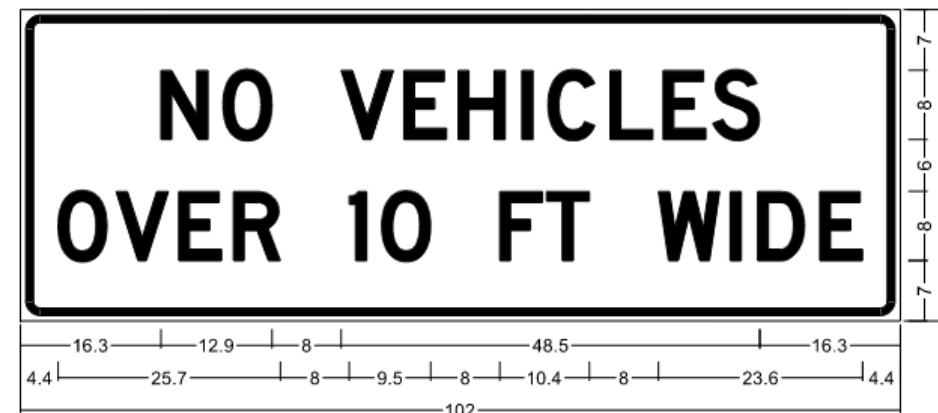
3.0" Radius, 1.0" Border, 0.5" Indent, Black on Orange;
"WIDTH RESTRICTION", D 2K;

3.0" Radius, 1.0" Border, 0.5" Indent, Black on White;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;
"NORTH", C 2K;

"10 FT MAXIMUM", D 2K; "FROM", D 2K; 1.0" Radius, 0.5" Border, White on Green;
"9", C 2K; "th", C 2K; "ST", C 2K; "S", C 2K;

"TO" Black, D 2K; Horizontal Line Black; "USE DETOUR" Black, D 2K;

C



2.3" Radius, 0.9" Border, 0.6" Indent, Black on White;
"NO VEHICLES", D 2K; "OVER 10 FT WIDE", D 2K;

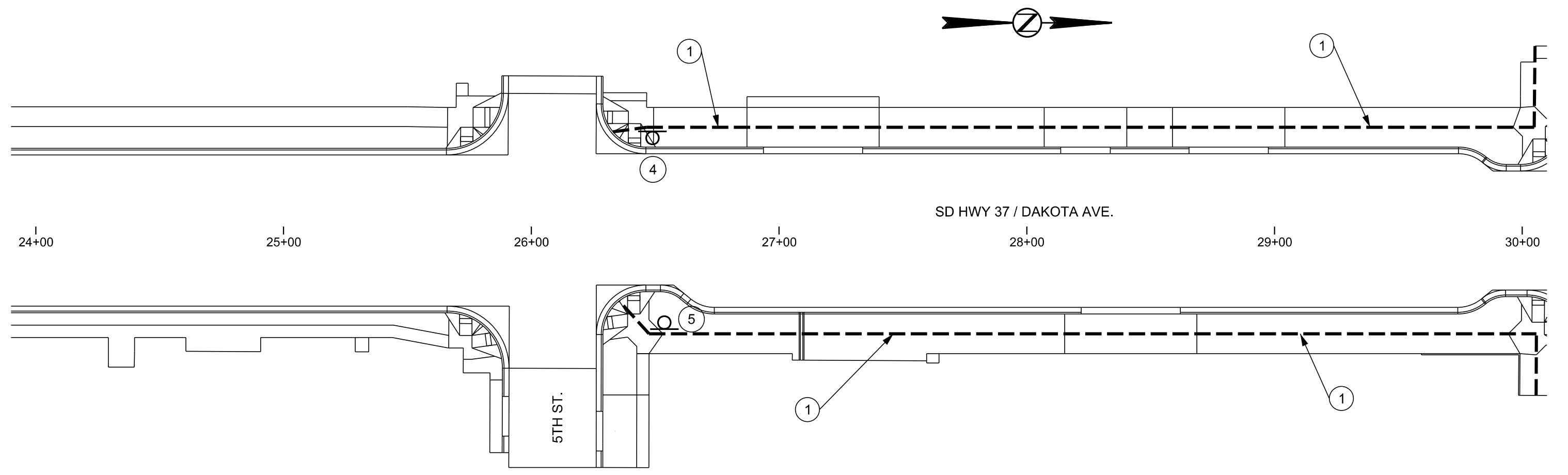
PLOT SCALE - 1:40

PLOTTED FROM - TRHJUNT06

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(158)126	C26	C36
Plotting Date: 12/03/2023			

PEDESTRIAN ROUTE LAYOUT - PHASE 2

5TH ST. TO 4TH ST.



FILE ... \SECTION C DESIGN\PED5-4.DGN

- ① LONGITUDINAL PEDESTRIAN BARRICADE
- ② LONGITUDINAL PEDESTRIAN BARRIER
- ③ TEMPORARY CURB RAMP

- ④
- ⑤

SIDEWALK CLOSED ⑥

SIDEWALK CLOSED SIGNS WILL BE MOUNTED TO LONGITUDINAL PEDESTRIAN BARRICADES. A LONGITUDINAL PEDESTRIAN BARRICADE WILL BE PLACED TO COMPLETELY BLOCK THE SECTION OF SIDEWALK WHICH IS TO BE CONSTRUCTED.

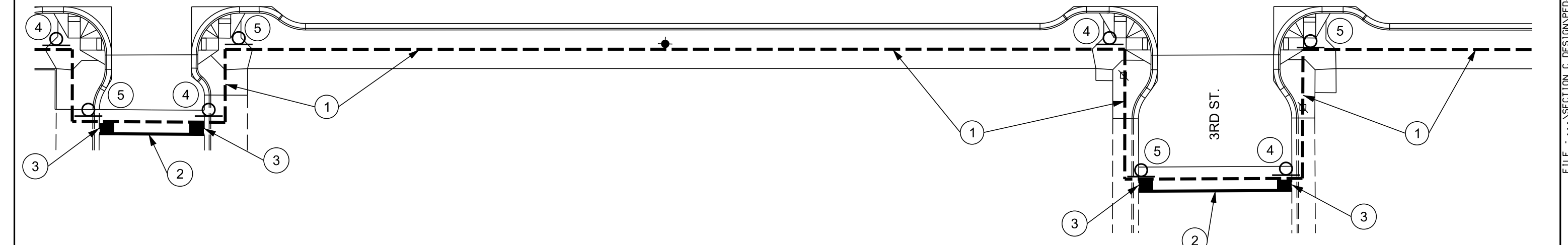
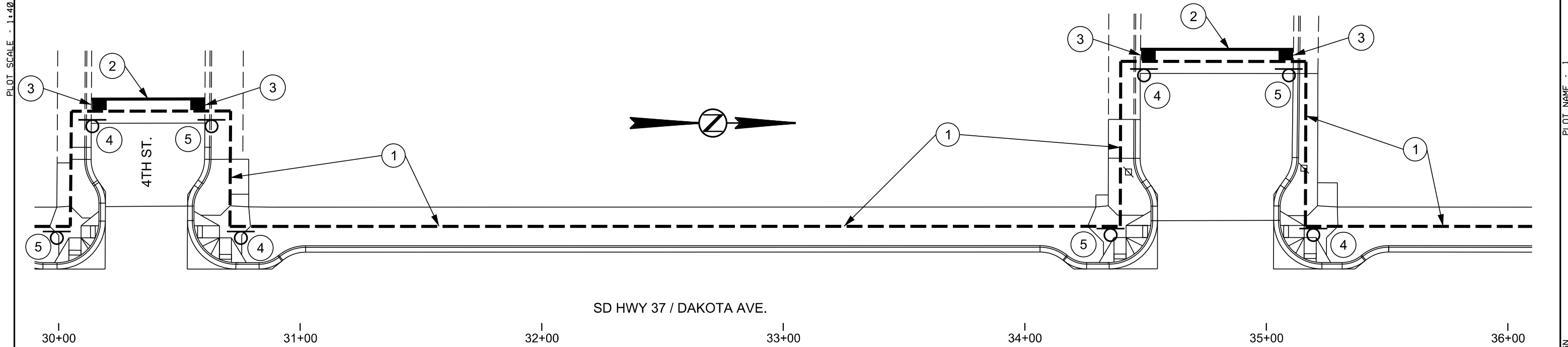
ESTIMATED QUANTITIES						
SETUP	1	2	3	4	5	6
DESCRIPTION	PEDESTRIAN BARRICADES	PEDESTRIAN BARRIERS	CURB RAMPS	SIGN	SIGN	SIGN
QUANTITY	730	-	-	1	1	-

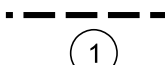

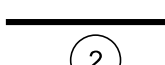


PEDESTRIAN ROUTE LAYOUT - PHASE 2

4TH ST. TO 3RD ST.

PLOT SCALE - 1:40

PLOT NAME - 1



	LONGITUDINAL PEDESTRIAN BARRICADE		<div style="border: 1px solid black; padding: 2px; display: inline-block;">SIDEWALK CLOSED</div> 6
	LONGITUDINAL PEDESTRIAN BARRIER		
	TEMPORARY CURB RAMP		

SIDEWALK CLOSED SIGNS WILL BE MOUNTED TO LONGITUDINAL PEDESTRIAN BARRICADES. A LONGITUDINAL PEDESTRIAN BARRIER WILL BE PLACED TO COMPLETELY BLOCK THE SECTION OF SIDEWALK WHICH IS TO BE CONSTRUCTED.

ESTIMATED QUANTITIES						
SETUP	1	2	3	4	5	6
DESCRIPTION	PEDESTRIAN BARRICADES	PEDESTRIAN BARRIERS	CURB RAMPS	SIGN	SIGN	SIGN
QUANTITY	1420	214	8	8	8	4

PLOTTED FROM - TRHJUNT06

FILE - ... \SECTION C DESIGN\PED4-3.DGN

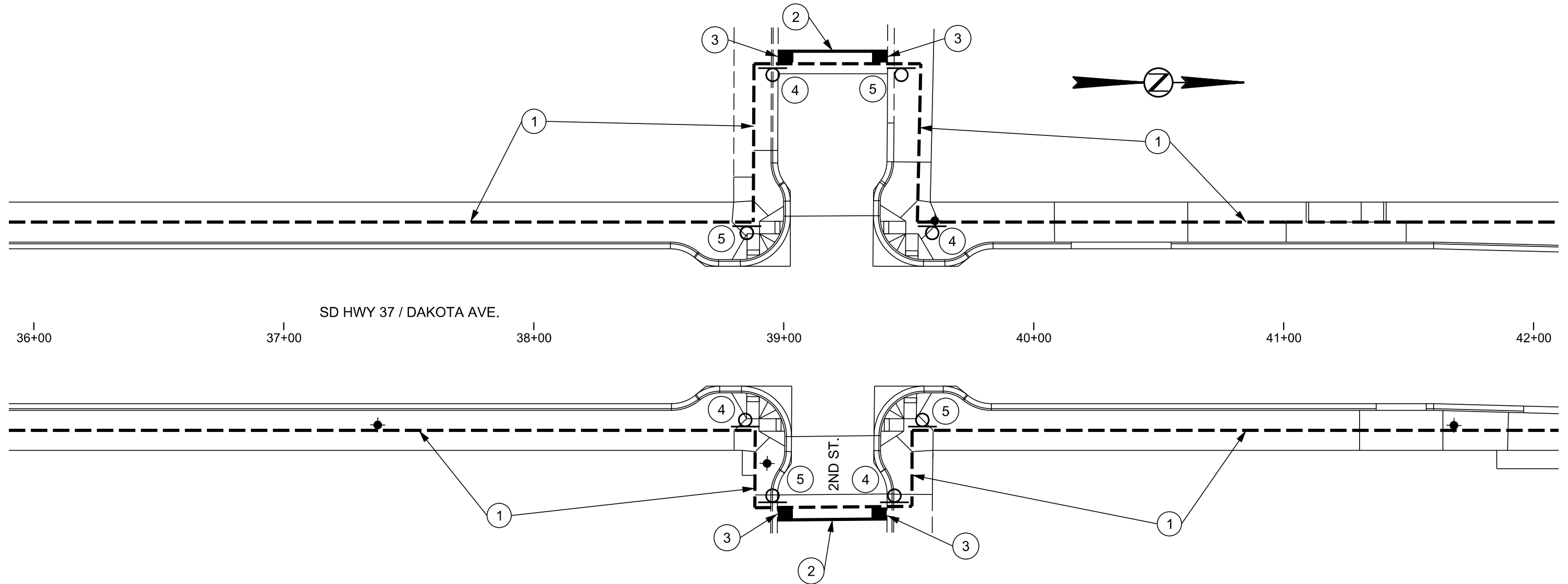
PEDESTRIAN ROUTE LAYOUT - PHASE 2

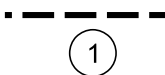
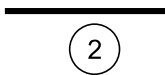

3RD ST. TO 2ND ST.



PLOT SCALE - 1"=40'

PLOT NAME - 1

FILE - ... \SECTION C DESIGN\PED3-2.DGN



-  LONGITUDINAL PEDESTRIAN BARRICADE
-  LONGITUDINAL PEDESTRIAN BARRIER
-  TEMPORARY CURB RAMP

-  4
-  5

 6

SIDEWALK CLOSED SIGNS WILL BE MOUNTED TO LONGITUDINAL PEDESTRIAN BARRICADES. A LONGITUDINAL PEDESTRIAN BARRICADE WILL BE PLACED TO COMPLETELY BLOCK THE SECTION OF SIDEWALK WHICH IS TO BE CONSTRUCTED.

ESTIMATED QUANTITIES						
SETUP	1	2	3	4	5	6
DESCRIPTION	PEDESTRIAN BARRICADES	PEDESTRIAN BARRIERS	CURB RAMPS	SIGN	SIGN	SIGN
QUANTITY	1062	88	4	4	4	2

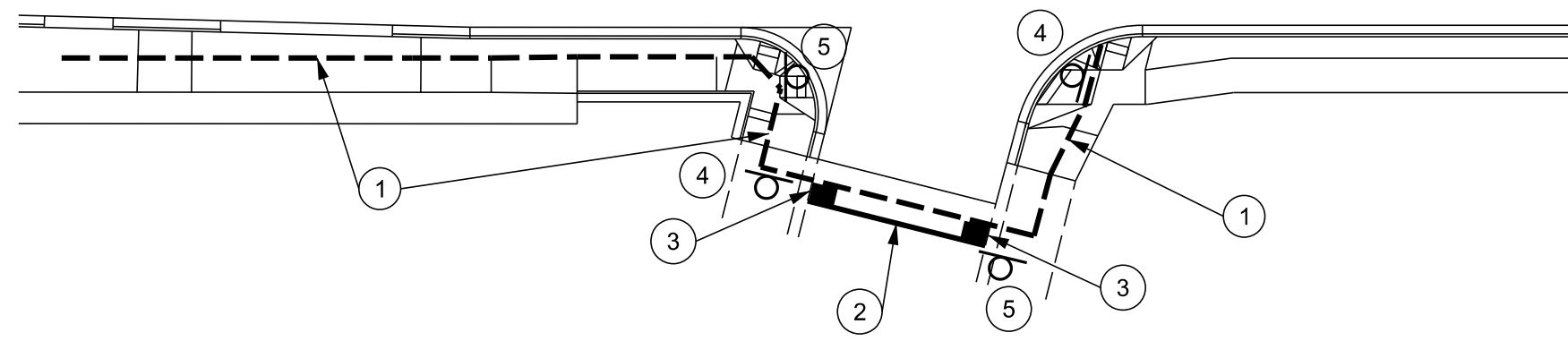
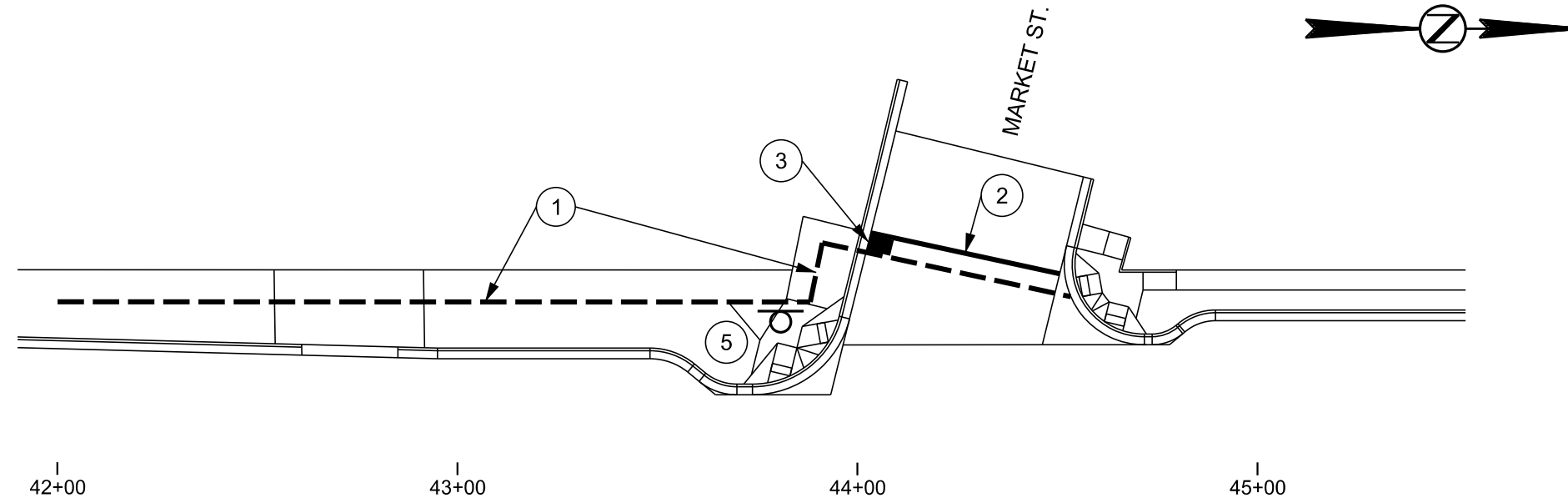
PLOTTED FROM - TRHJUNT06

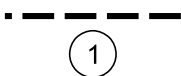
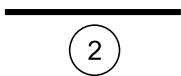

PEDESTRIAN ROUTE LAYOUT - PHASE 2



2ND ST. TO MARKET ST.

PLOT SCALE - 1:40

PLOT NAME - 1



-  LONGITUDINAL PEDESTRIAN BARRICADE
-  LONGITUDINAL PEDESTRIAN BARRIER
-  TEMPORARY CURB RAMP

-  4
-  5

 6

SIDEWALK CLOSED SIGNS WILL BE MOUNTED TO LONGITUDINAL PEDESTRIAN BARRICADES. A LONGITUDINAL PEDESTRIAN BARRICADE WILL BE PLACED TO COMPLETELY BLOCK THE SECTION OF SIDEWALK WHICH IS TO BE CONSTRUCTED.

ESTIMATED QUANTITIES						
SETUP	1	2	3	4	5	6
DESCRIPTION	PEDESTRIAN BARRICADES	PEDESTRIAN BARRIERS	CURB RAMPS	SIGN	SIGN	SIGN
QUANTITY	1064	90	3	2	3	2

PLOTTED FROM - TRHJUNT06

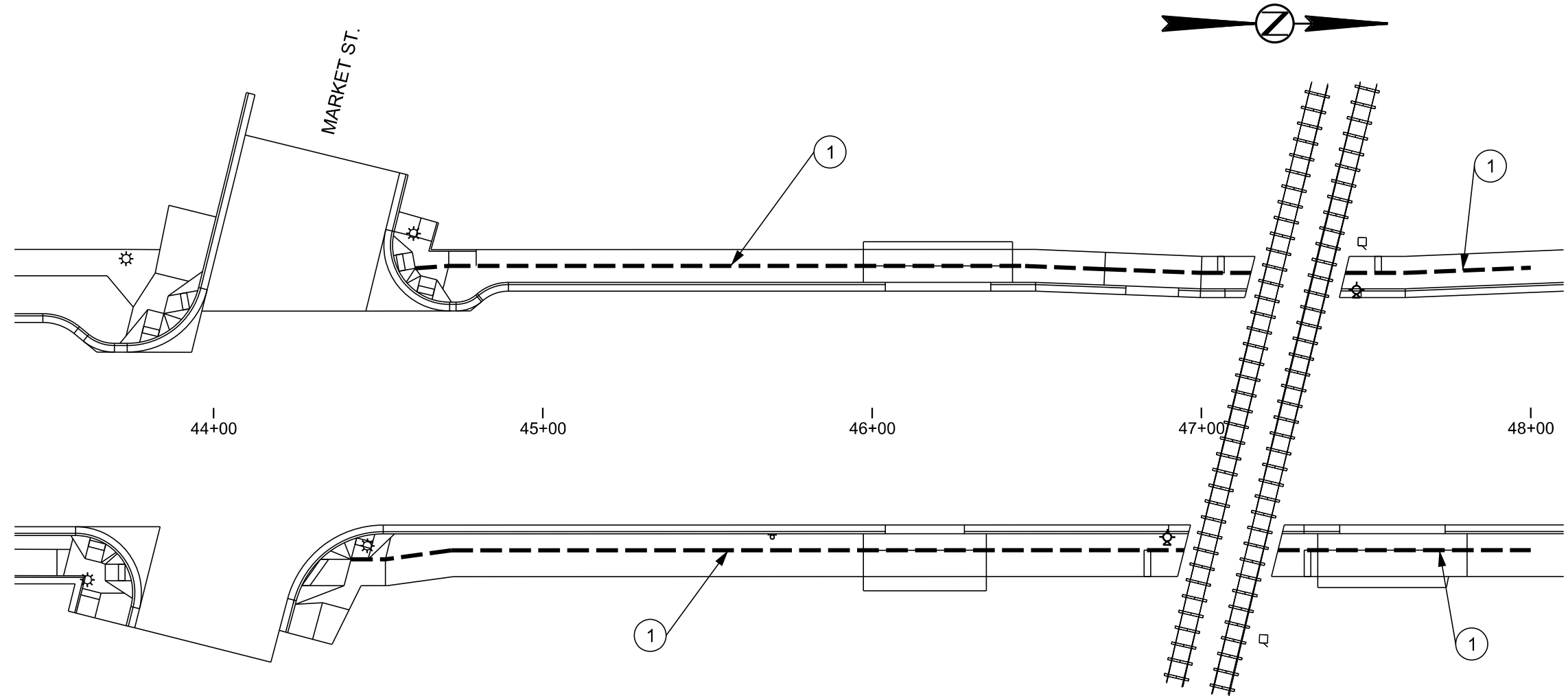
FILE - ... \SECTION C DESIGN\PED2-1.DGN

PEDESTRIAN ROUTE LAYOUT - PHASE 1

MARKET ST. to COMMERCIAL ST.

PLOT SCALE - 1:40

PLOT NAME - 1



①	LONGITUDINAL PEDESTRIAN BARRICADE	④	SIDEWALK CLOSED ⑥ SIDEWALK CLOSED SIGNS WILL BE MOUNTED TO LONGITUDINAL PEDESTRIAN BARRICADES. A LONGITUDINAL PEDESTRIAN BARRICADE WILL BE PLACED TO COMPLETELY BLOCK THE SECTION OF SIDEWALK WHICH IS TO BE CONSTRUCTED.
②	LONGITUDINAL PEDESTRIAN BARRIER	⑤	
③	TEMPORARY CURB RAMP	⑥	

ESTIMATED QUANTITIES						
SETUP	1	2	3	4	5	6
DESCRIPTION	PEDESTRIAN BARRICADES	PEDESTRIAN BARRIERS	CURB RAMPS	SIGN	SIGN	SIGN
QUANTITY	976	-	-	-	-	-

PLOTTED FROM - TRHJUNT06

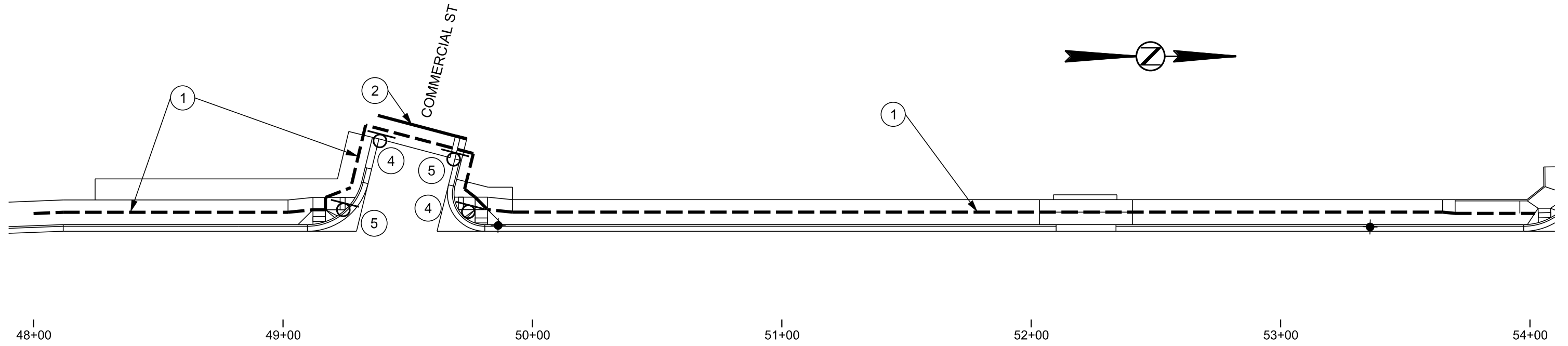
FILE - ... \SECTION C DESIGN\PED1-COMM.DGN

PEDESTRIAN ROUTE LAYOUT - PHASE 1

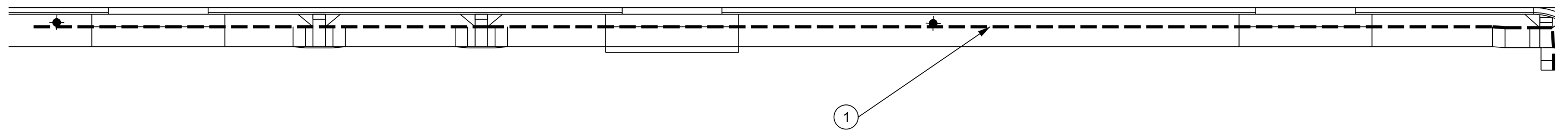
COMMERCIAL ST. TO 2ND ST.

PLOT SCALE - 1:40

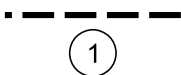
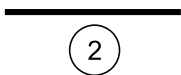

PLOT NAME - 1





48+00 49+00 50+00 51+00 52+00 53+00 54+00



FILE - ... \SECTION C DESIGN\PEDCOMM-2.DGN

-  LONGITUDINAL PEDESTRIAN BARRICADE
-  LONGITUDINAL PEDESTRIAN BARRIER
-  TEMPORARY CURB RAMP

-  4
-  5

 6

SIDEWALK CLOSED SIGNS WILL BE MOUNTED TO LONGITUDINAL PEDESTRIAN BARRICADES. A LONGITUDINAL PEDESTRIAN BARRIER WILL BE PLACED TO COMPLETELY BLOCK THE SECTION OF SIDEWALK WHICH IS TO BE CONSTRUCTED.

ESTIMATED QUANTITIES						
SETUP	1	2	3	4	5	6
DESCRIPTION	PEDESTRIAN BARRICADES	PEDESTRIAN BARRIERS	CURB RAMPS	SIGN	SIGN	SIGN
QUANTITY	919	38	-	2	2	1

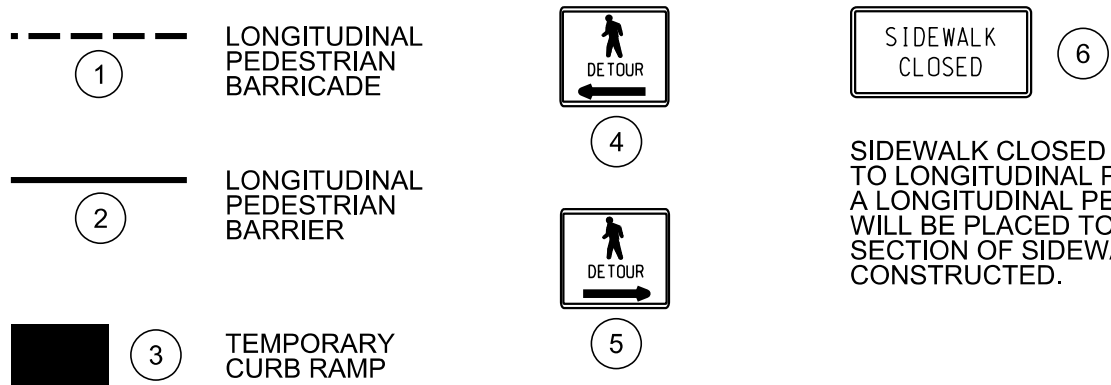
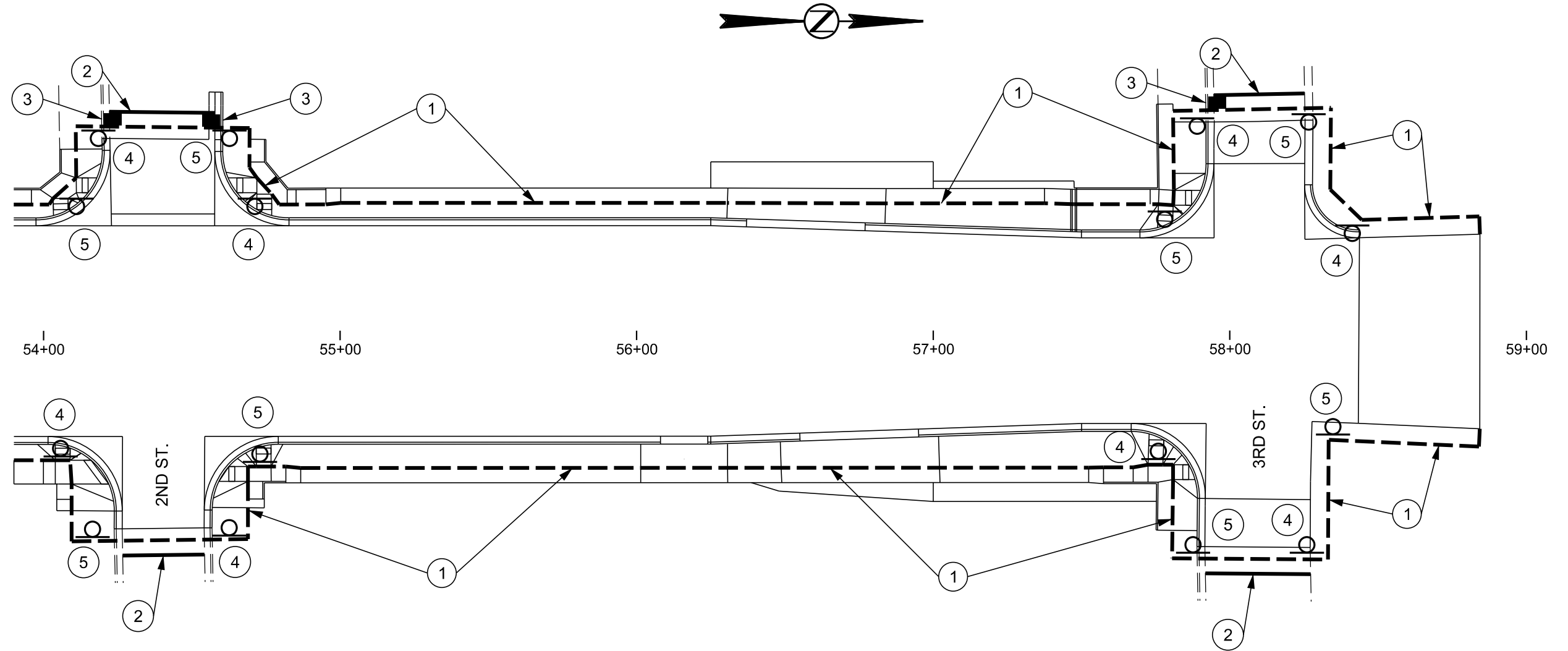
PLOTTED FROM - TRHJUNT06

PEDESTRIAN ROUTE LAYOUT - PHASE 1

2ND ST. TO 3RD ST.

PLOT SCALE - 1:40

PLOT NAME - 1



SIDEWALK CLOSED SIGNS WILL BE MOUNTED TO LONGITUDINAL PEDESTRIAN BARRICADES. A LONGITUDINAL PEDESTRIAN BARRICADE WILL BE PLACED TO COMPLETELY BLOCK THE SECTION OF SIDEWALK WHICH IS TO BE CONSTRUCTED.

ESTIMATED QUANTITIES						
SETUP	1	2	3	4	5	6
DESCRIPTION	PEDESTRIAN BARRICADES	PEDESTRIAN BARRIERS	CURB RAMPS	SIGN	SIGN	SIGN
QUANTITY	1198	126	3	8	8	4

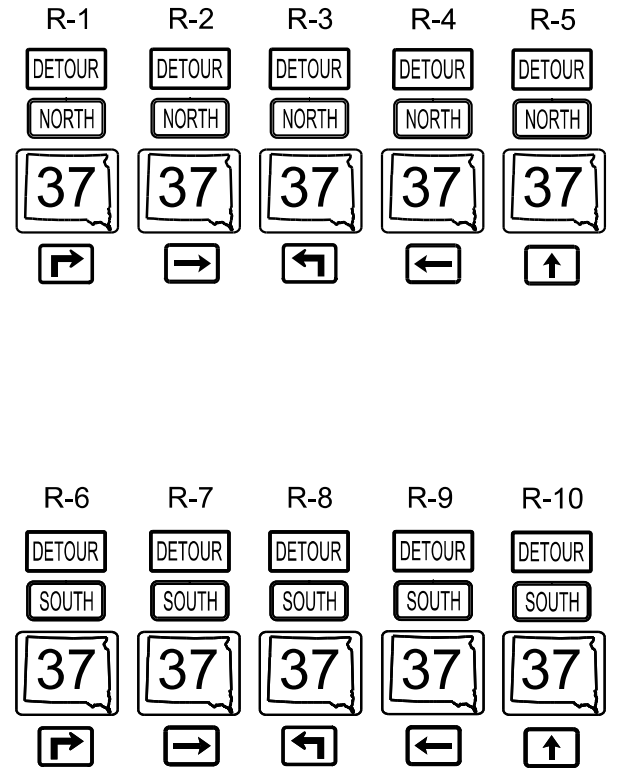
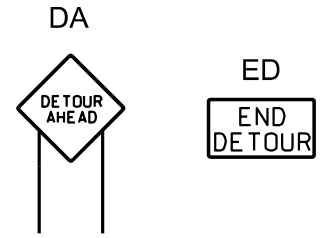
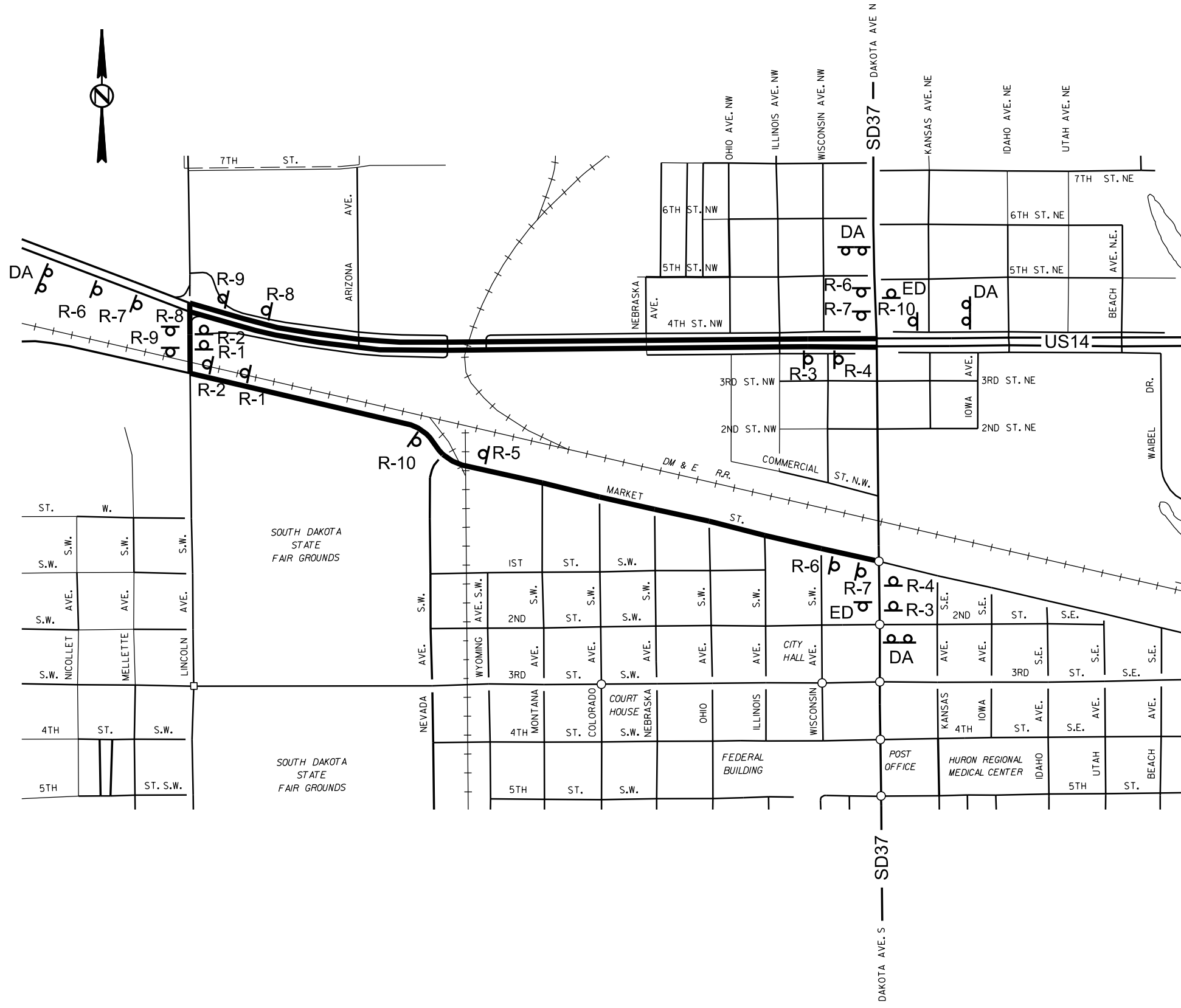
PLOTTED FROM - TRHJUNT06

FILE - ... \SECTION C DESIGN\PED2-3.DGN

RAILROAD CLOSURE DETOUR LAYOUT

PLOT SCALE - 1:1800

PLOT NAME - 1



PLOTTED FROM - TRHJUNT06

FILE - ... \SECTION C DESIGN\RR DETOUR.DGN

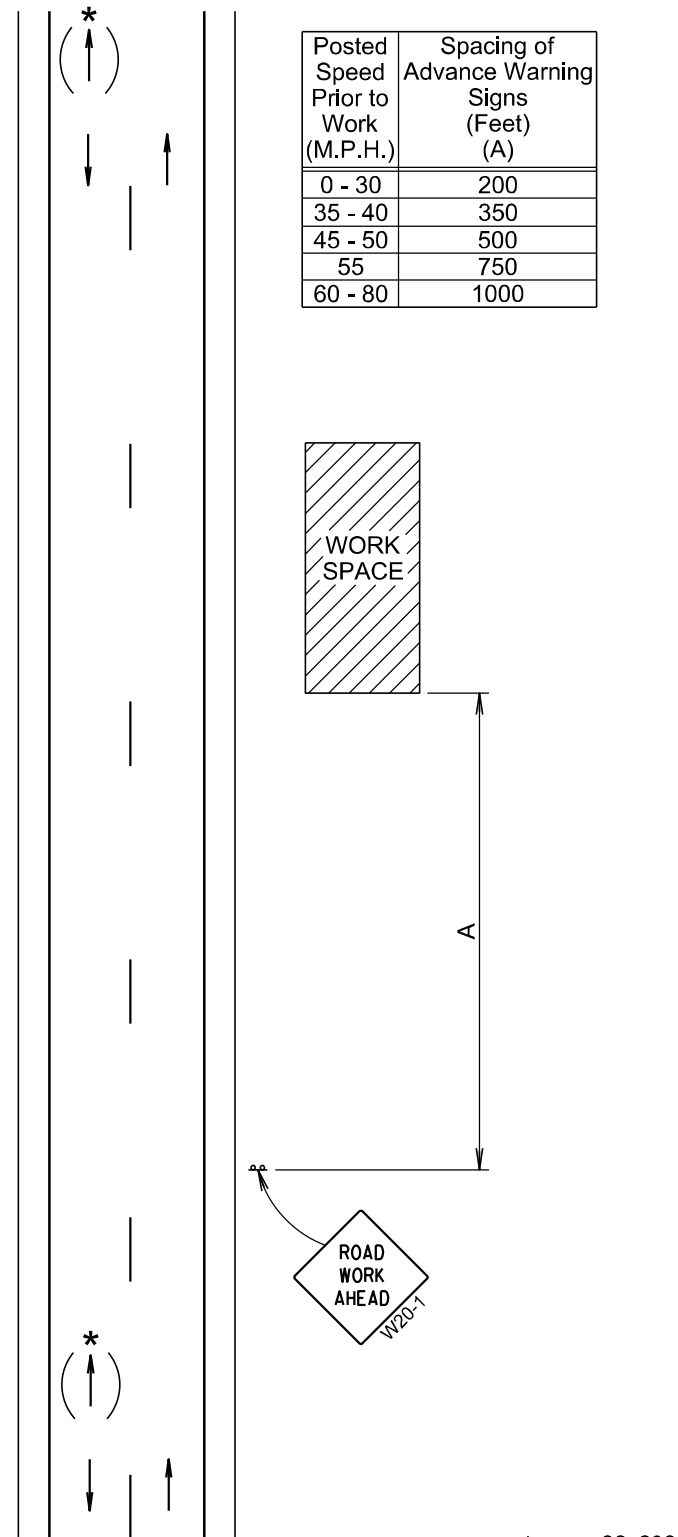
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

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.

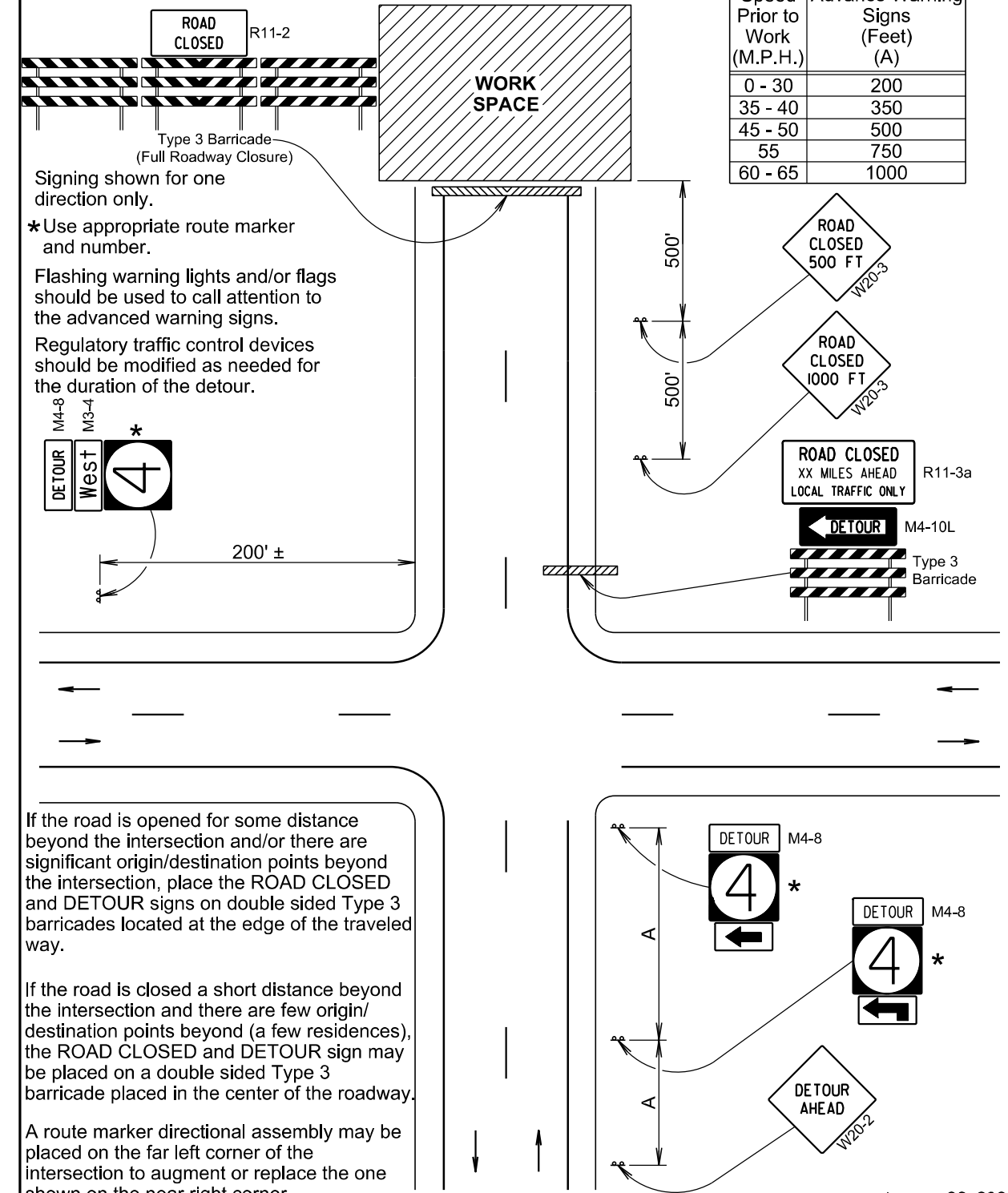
* If the work space is on a divided highway, an advance warning sign should also be placed on the left side of the directional roadway.

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: 2024	S D D O T	WORK BEYOND THE SHOULDER	PLATE NUMBER 634.01
			Sheet 1 of 1



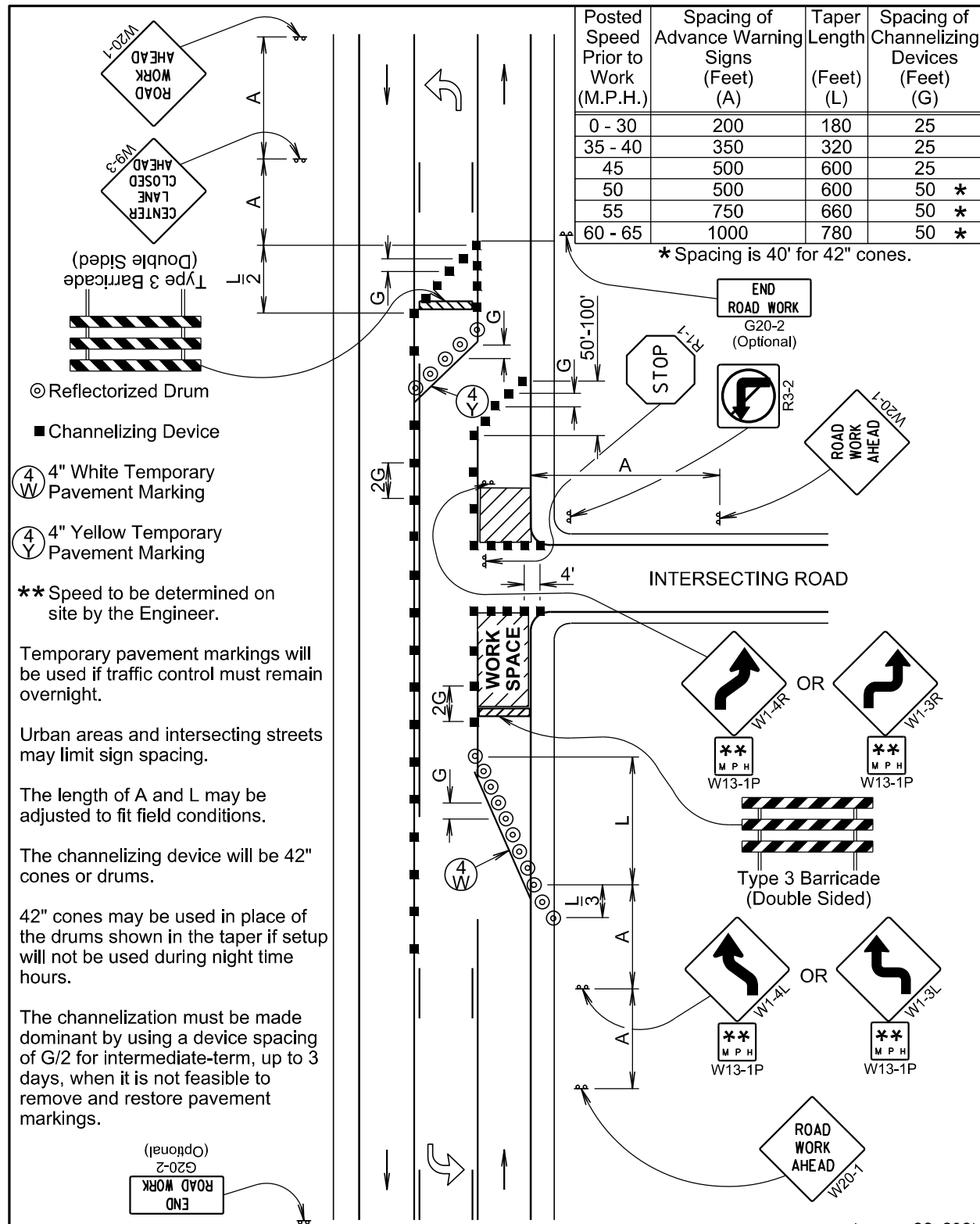
If the road is opened for some distance beyond the intersection and/or there are significant origin/destination points beyond the intersection, place the ROAD CLOSED and DETOUR signs on double sided Type 3 barricades located at the edge of the traveled way.

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: 2024	S D D O T	ROAD CLOSED WITH OFF-SITE DETOUR	PLATE NUMBER 634.29
			Sheet 1 of 1



January 22, 2021

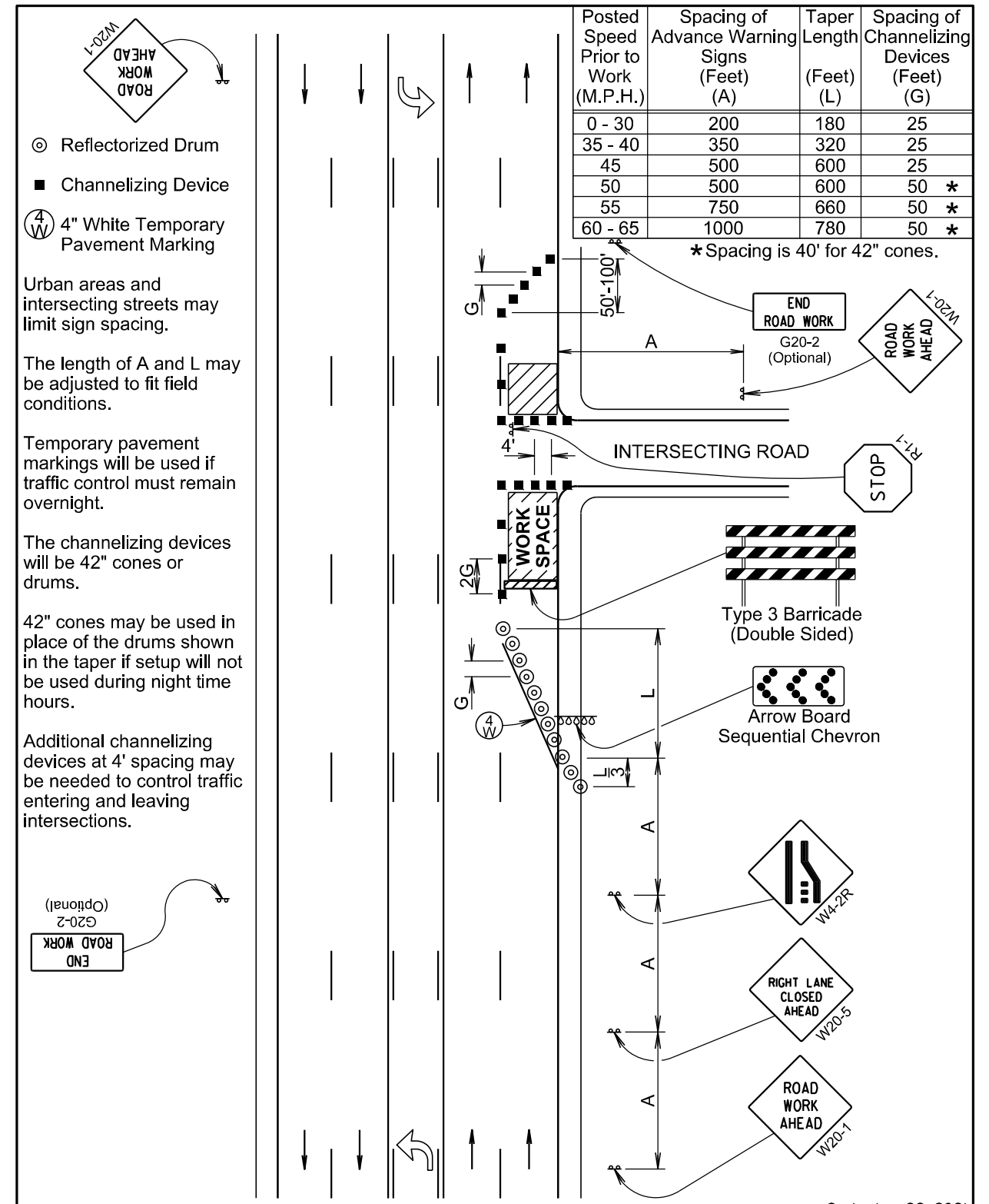
SDDOT

3-LANE, OUTSIDE LANE CLOSED

PLATE NUMBER
634.53

Published Date: 2024

Sheet 1 of 1



September 22, 2021

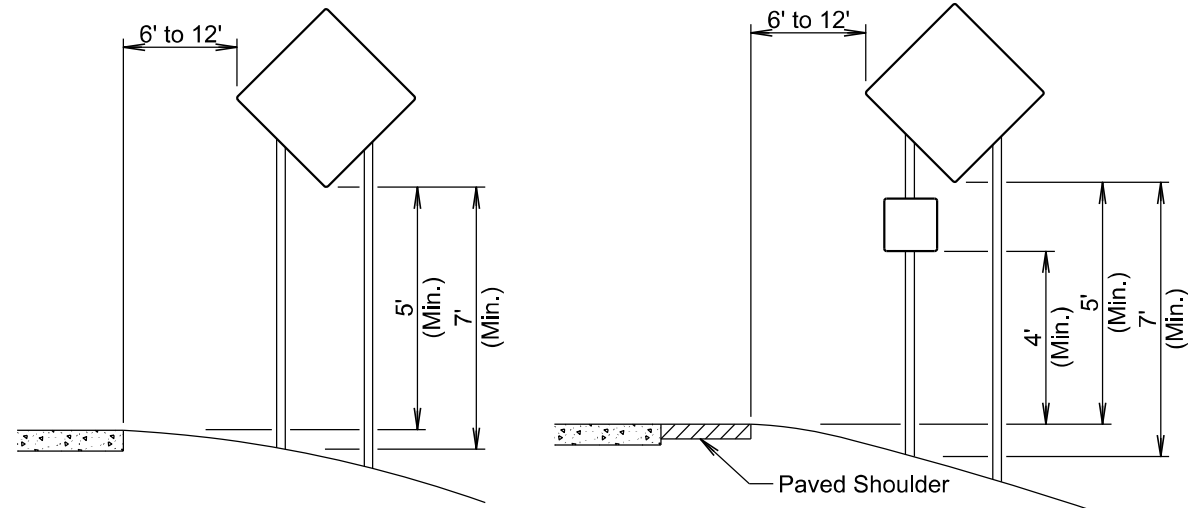
SDDOT

5-LANE, OUTSIDE LANE CLOSED

PLATE NUMBER
634.60

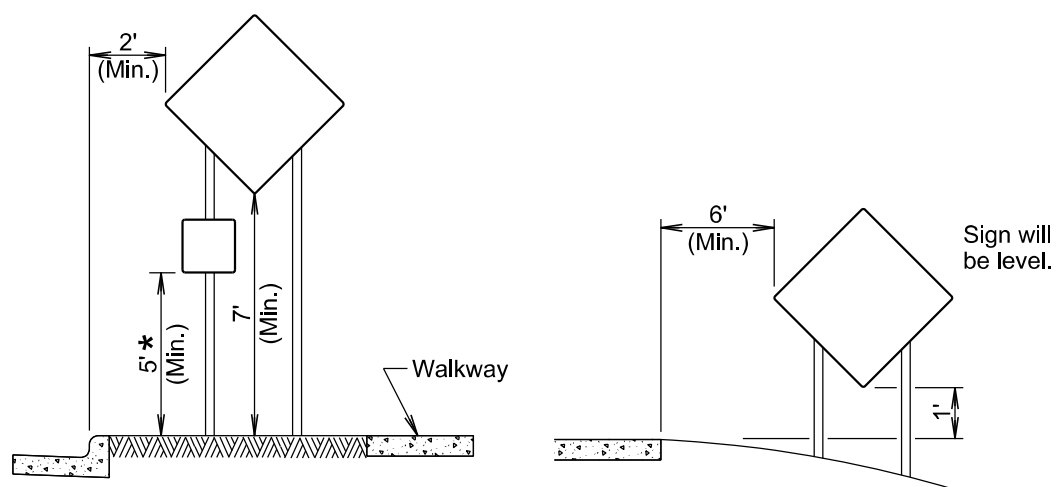
Published Date: 2024

Sheet 1 of 1



RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



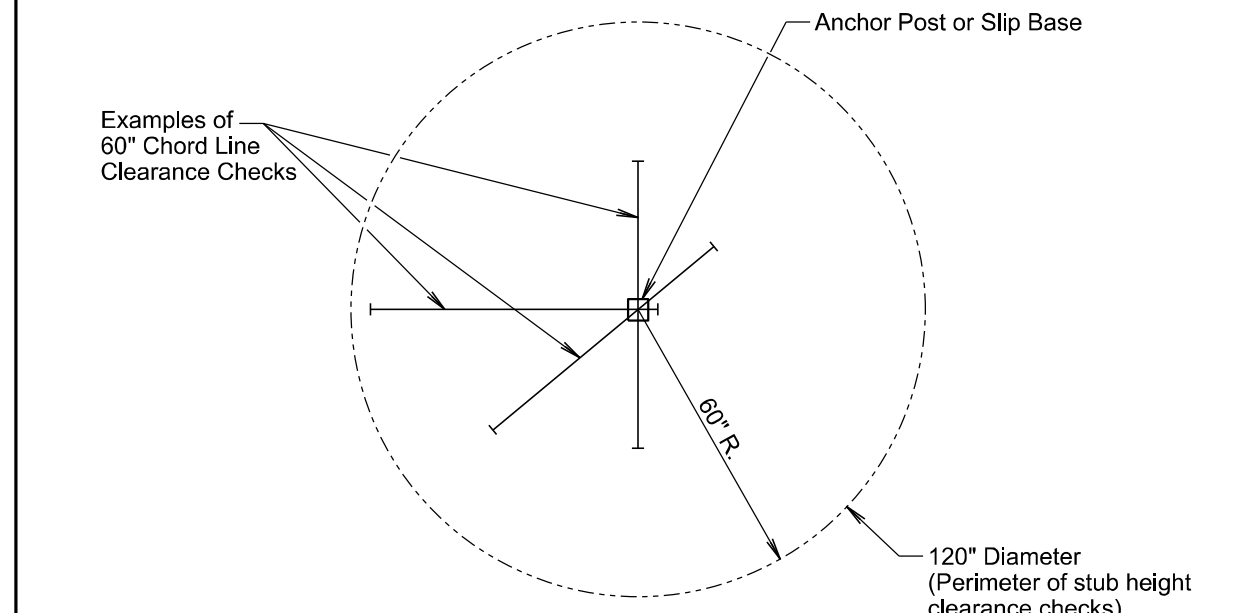
URBAN DISTRICT

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

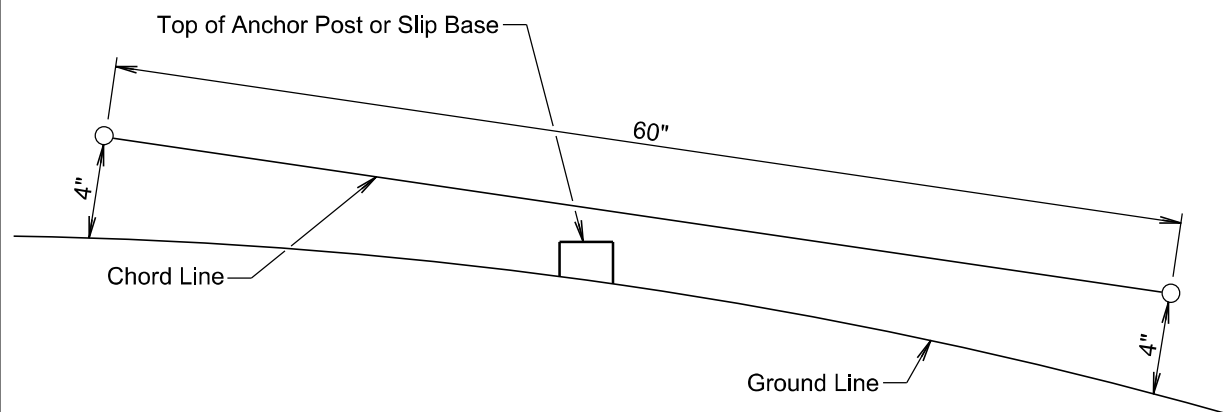
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

Published Date: 2024	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: 2024	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1