

PLOT SCALE - 1:215.165

PLOTTED FROM - TRSF12128

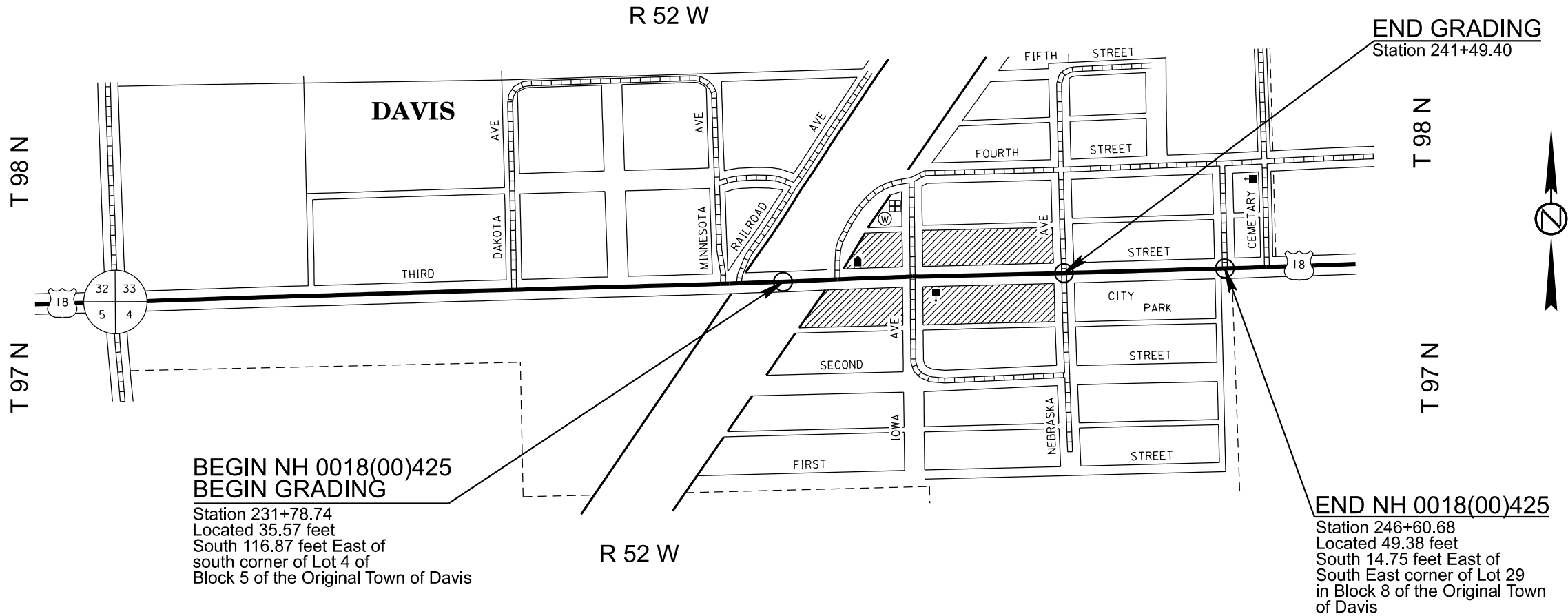
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0018(260)425	C1	C15

Plotting Date: 12/31/2024

Section C: Traffic Control

INDEX OF SHEETS

C1	General Layout with Index
C2-6	Estimate of Quantities, Plan Notes, and Sign Quantity Tables
C7-11	Traffic Control Typical Sections
C12-15	Standard Plates



PLOT NAME - \$\$\$PLOTNAME\$\$\$

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SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	200.0	Hour
634E0110	Traffic Control Signs	512.2	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	10	Each
634E0310	Temporary Flexible Vertical Markers (Tabs)	4,250	Ft
634E0560	Remove Pavement Marking, 4" or Equivalent	2,000	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	576	Ft
634E0640	Temporary Pavement Marking	2,900	Ft
634E0900	Portable Temporary Traffic Control Signal	2	Unit
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each
634E2000	Longitudinal Pedestrian Barricade	1,300	Ft
634E2015	Temporary Pedestrian Access Route	Lump Sum	LS
634E2025	Longitudinal Pedestrian Barrier	1,300	Ft

SEQUENCE OF OPERATIONS

Work will consist of pavement removal, grading, storm sewer, asphalt paving, concrete curb and gutter, concrete sidewalk/ADA updates, permanent striping, and permanent pavement markings. Reference "Traffic Control Typical Sections" for information on traffic patterns and work zone limits.

Contractor may request to deviate from the sequence of operations. The request 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 the Department's intent for traffic control and sequencing the work. An alternate sequence will be submitted for review a minimum of one week prior to potential implementation.

The work will proceed in the following order:

Phase 1: Stoplight controlled one-way traffic in existing westbound lane. Work zone is in the existing eastbound lane.

- 1) Remove asphalt surfacing, curb and gutter. Sidewalk must remain in place for future pedestrian detour route.
- 2) Salvage base course.
- 3) Remove existing storm sewer.
- 4) Complete roadway undercut and grading.
- 5) Install new storm sewer and drop inlets.
- 6) Place base course, salvaged and dust treatment.

Phase 2: Stoplight controlled one-way traffic on base course, salvaged eastbound lane. Work zone is in existing westbound lane.

- 1) Remove asphalt surfacing, curb and gutter, and sidewalk.
- 2) Salvage gravel base course.
- 3) Remove existing storm sewer.
- 4) Complete roadway and sidewalk undercut and grading.
- 5) Install lighting conduit and wiring.
- 6) Install new storm sewer and drop inlets.
- 7) Install curb and gutter, concrete sidewalks, curb ramps, and ADA upgrades. OPTIONAL – complete concrete approaches/driveways and colored concrete boulevard.
- 8) Place base course, salvaged and dust treatment.

Phase 3: Two-way traffic on base course, salvaged. Work zone is behind the curb on south side.

- 1) Install curb and gutter, concrete sidewalk, curb ramps, and ADA upgrades. OPTIONAL – complete concrete approaches/driveways and colored concrete boulevard.

Phase 4: Alternate traffic and asphalt prime/paving work using flaggers.

- 1) Asphalt prime and sand to carry traffic.
- 2) Allow prime to be cured while traffic is two-way on primed surface.
- 3) Complete asphalt paving.
- 4) Install temporary raised pavement markings overnight and after completion of top lift.

SEQUENCE OF OPERATIONS (cont'd)

Phase 5: Two-way traffic will be maintained on asphalt pavement.

- 1) Install remaining concrete approaches/driveways, intersections, colored concrete boulevards, and ADA upgrades.
- 2) Install permanent erosion control.
- 3) Install permanent signing.
- 4) Install permanent striping.
- 5) Install lighting.
- 6) Miscellaneous cleanup and punch list items.

Access will be maintained to the businesses and buildings on both sides of the road, from either the front or the back. The Contractor will be required to maintain access to Nebraska Avenue during one-way traffic using stoplights. Other intersections may be closed to perform construction operations, and at a minimum the Contractor will provide one access per side of the highway. Gravel drives may have to be constructed to provide access to homes and businesses. Davis Fire Department and United States Postal Service will be always provided driveway access.

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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.

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.

The Contractor will notify businesses/homeowners a minimum of two weeks prior to construction to inform them of upcoming construction and again a minimum of 48 hours prior to any blocked access to make appropriate arrangements.

GENERAL TRAFFIC CONTROL (cont'd)

A mobile work operation will be allowed provided the rumble strip or rumble stripe grooving, flush sealing, and pavement marking can be completed satisfactorily by a continuously moving work operation. A mobile work operation will require approval by the Engineer.

If inappropriate or conflicting pavement markings exist, the markings will be removed and replaced with applicable temporary pavement markings when the work duration is more than 3 days. When the work duration is less than 3 days, the channelizing devices in the area where the pavement markings conflict will be placed at one-half of the normal channelizing device spacing. Pavement marking removals will be incidental to the contract unit price per foot for “Remove Pavement Marking, 4” or equivalent”. Temporary pavement marking will be paid for at the contract unit price per mile/foot for “Temporary Pavement Marking”. The additional channelizing devices will be incidental to the contract lump sum price for “Traffic Control, Miscellaneous”.

TEMPORARY ASPHALT RESURFACING

150 tons of asphalt concrete composite was added to the estimate of quantities in Section F of the plans. The existing asphalt pavement is in poor condition, and this additional quantity may be used to patch certain traffic areas. This extent of this work will be determined by the Engineer.

FLAGGING

Operations will be conducted so that the traveling public will not have to wait longer than 15 minutes at the flagger station.

If an emergency vehicle needs to pass through the project, the Contractor will be required to expedite traffic movement. All costs associated with this will be incidental to the contract unit price per hour for “Flagging”.

TEMPORARY PAVEMENT MARKING

Temporary pavement markings will be temporary paint on existing pavement or temporary flexible vertical markers (tabs) on new pavement.

Temporary Flexible Vertical Markers (Tabs) will be used on the top lift of asphalt surfacing for centerline delineation, lane lines, skips, and as directed by the Engineer. Tabs will be offset 6-inches from the location shown for permanent pavement markings. Centerline will be double yellow lines with tabs spaced at 5' the entire project length.

Temporary pavement marking paint will not be allowed on the final lift of asphalt surfacing. Temporary pavement marking paint will not be allowed on the chip seal, fog seal, or flush seal. Temporary flexible vertical markers (tabs) must be used on the final lift of asphalt surfacing. The Contractor may use tabs with covers, uncovering them for the chip seal, fog seal, or flush seal. As an alternative, the Contractor may install new tabs for the fog seal or flush seal.

Covers on the tabs will be sufficiently secured to prevent traffic from dislodging the cover and when removed, the covers will be properly disposed of. The Contractor will remove and properly dispose of the tabs after permanent pavement marking is applied. Method of removal will be nondestructive to the road surface and will be accomplished within one week of completion of the permanent pavement marking.

Full reflectivity of all temporary flexible vertical markers (tabs) is required at all times. The Contractor will be required to replace any missing or non-reflective tabs after each installation as detailed below at no additional cost to the State.

Prior to nightfall, tabs will be required to mark centerline on segments of roadway where existing centerline markings have been removed, and new markings have not been installed.

TEMPORARY PAVEMENT MARKING TAPE, TYPE I

Temporary pavement marking for stop lines will consist of 4” Temporary Pavement Marking Tape Type I. Placement of each 24” white stop line will be accomplished by placing six pieces of 4” x 12’ tape adjacent to one another. Each workspace requires two stop lines which is an equivalent of approximately 144’ of 4” tape (4 workspaces at 144’ = 576’). Temporary tape will be removed upon completion of the project.

TRAFFIC CONTROL FOR ASPHALT CONCRETE RESURFACING

The Contractor will need to install LOOSE GRAVEL (W8-7) signs with advisory speed plaques (W13-1P) in areas where loose sand is present during the flush seal operation. LOOSE GRAVEL signs have been included in these plans for this.

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PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

The Contractor will furnish, install, operate, and maintain a portable temporary traffic control signal during construction phases as determined by the Engineer. There will be one controller and one slave unit per location.

The portable temporary traffic control signal will be set up to dwell in red. Detection will be video, microwave, or radar. The green time may be adjusted as needed.

Region Traffic Engineer will determine the appropriate temporary signal timings prior to signals being installed. Contractor shall provide 30 days' notice prior to installing traffic control signals in order to determine the timings.

All vehicle signal heads will have backplates with retroreflective border. The vehicle signal head backplates will have a factory applied 3-inch wide yellow retroreflective border. Sheeting for the border will be Type IX or Type XI in conformance with ASTM D4956.

Signal backplates will be polycarbonate, aluminum, or aluminum-composite. Minimum material thicknesses are:

- Polycarbonate, 0.10-inch
- Aluminum, 0.06-inch
- Aluminum-Composite, 0.08-inch

Signal backplates will extend not less than 5 inches from the edge of the signal head at the top, bottom, and sides.

All traffic signal equipment and materials will meet the requirements of Sections 635 and 985 of the Specifications except the controller requirements.

All costs involved with constructing the portable temporary traffic control signal as specified above and on the plans, will be included in the contract unit price per unit for “Portable Temporary Traffic Control Signal”.

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 determined by the engineer. 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 detailed in the plans.

ONE-WAY
TRAFFIC

EXPECT
DELAYS

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 Turner 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”.

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 PEDESTRIAN ACCESS ROUTE

A Temporary Pedestrian Access Route (TPAR) will be provided when crosswalks, sidewalks, or other pedestrian facilities are blocked, closed, or relocated. A TPAR may consist of a combination of existing and/or temporary pedestrian facilities. The TPAR will be kept free of any obstructions and hazards, such as holes, debris, mud, snow, construction equipment, traffic control signing, stored materials, etc.

The Contractor will notify the Engineer at least 72 hours prior to start of any construction operation that will necessitate a change in pedestrian access. Pedestrian traffic signal displays controlling a crosswalk that is closed will be covered or removed.

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 a temporary pedestrian access route, including temporary pedestrian sidewalk, will be incidental to the contract lump sum price for “Temporary Pedestrian Access Route”.

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”.

LONGITUDINAL PEDESTRIAN BARRIER

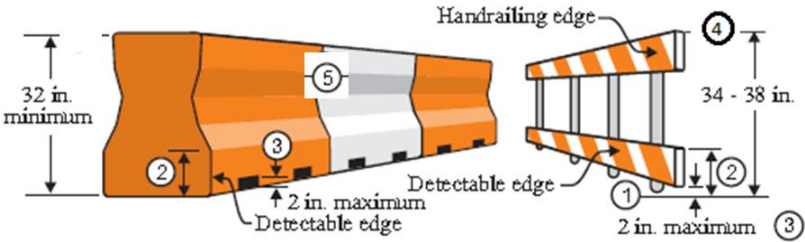
When used to separate pedestrians from vehicular traffic for TPARs in the roadway, longitudinal pedestrian barrier must meet or exceed the crashworthy requirements of NCHRP 350 or MASH Test Level 1. The bottom and top surfaces of the traffic side of devices will have retroreflective sheeting or delineation 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”.

PEDESTRIAN CHANNELIZING DEVICE DETAILS



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.

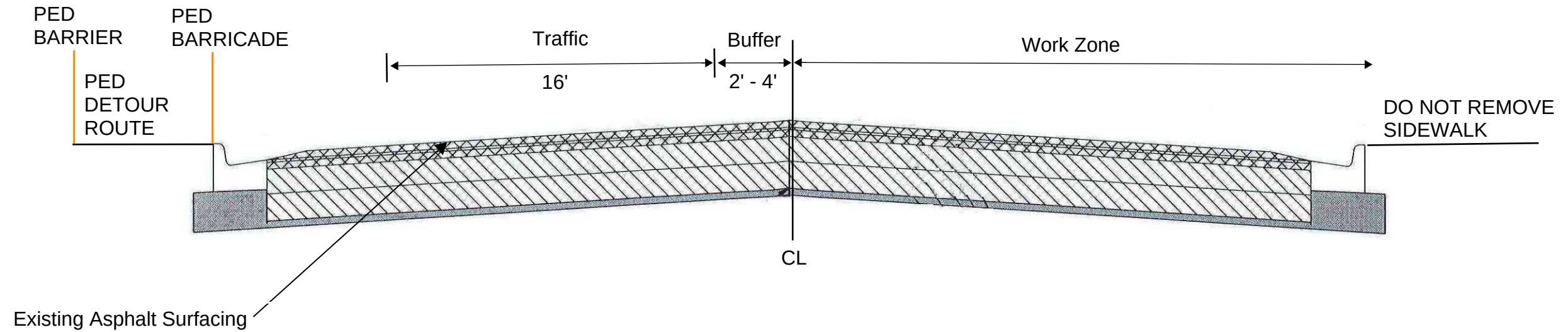
ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	4	30"	5.2	20.8
R9-8	PEDESTRIAN CROSSWALK	4	36" x 18"	4.5	18.0
R9-9	SIDEWALK CLOSED	4	24" x 12"	2.0	8.0
R9-10	SIDEWALK CLOSED (ARROW L or R) USE OTHER SIDE	4	24" x 12"	2.0	8.0
R9-11	SIDEWALK CLOSED AHEAD (ARROW L or R) CROSS HERE	4	24" x 18"	3.0	12.0
R9-11a	SIDEWALK CLOSED (ARROW L or R) CROSS HERE	4	24" x 12"	2.0	8.0
R10-6	STOP HERE ON RED	2	24" x 36"	6.0	12.0
W1-4	REVERSE CURVE (L or R)	2	48" x 48"	16.0	32.0
W3-3	SIGNAL AHEAD (symbol)	2	48" x 48"	16.0	32.0
W8-7	LOOSE GRAVEL	2	48" x 48"	16.0	32.0
W11-2	PEDESTRIAN (symbol)	8	36" x 36"	9.0	72.0
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6.3	12.6
W16-7P	DOWNWARD DIAGONAL ARROW (plaque)	4	24" x 12"	2.0	8.0
W16-9P	AHEAD (plaque)	1	30" x 18"	3.8	3.8
W20-1	ROAD WORK AHEAD	8	48" x 48"	16.0	128.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W21-2	FRESH OIL	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS 512.2 SQFT			

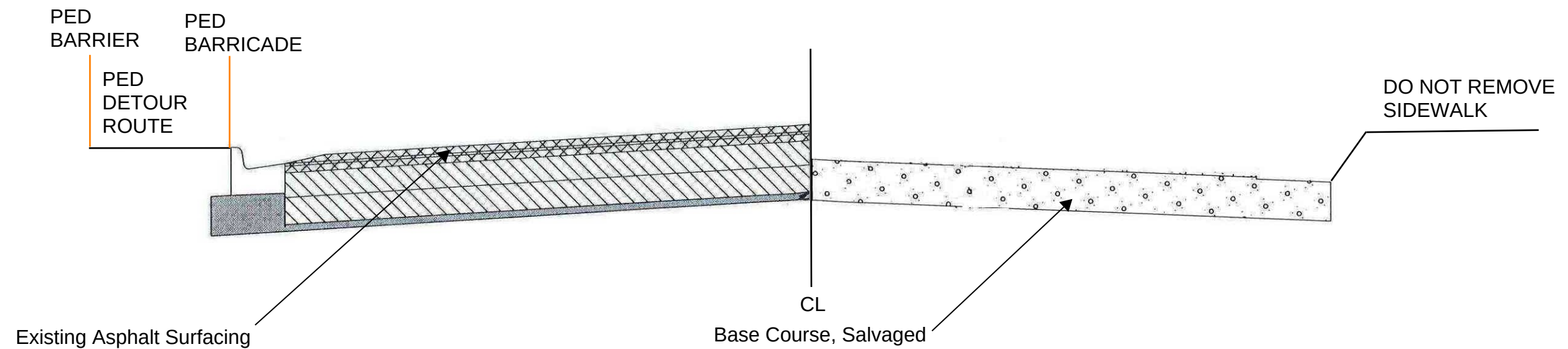
Traffic Control Typical Sections

← N

Phase 1 Construction Section



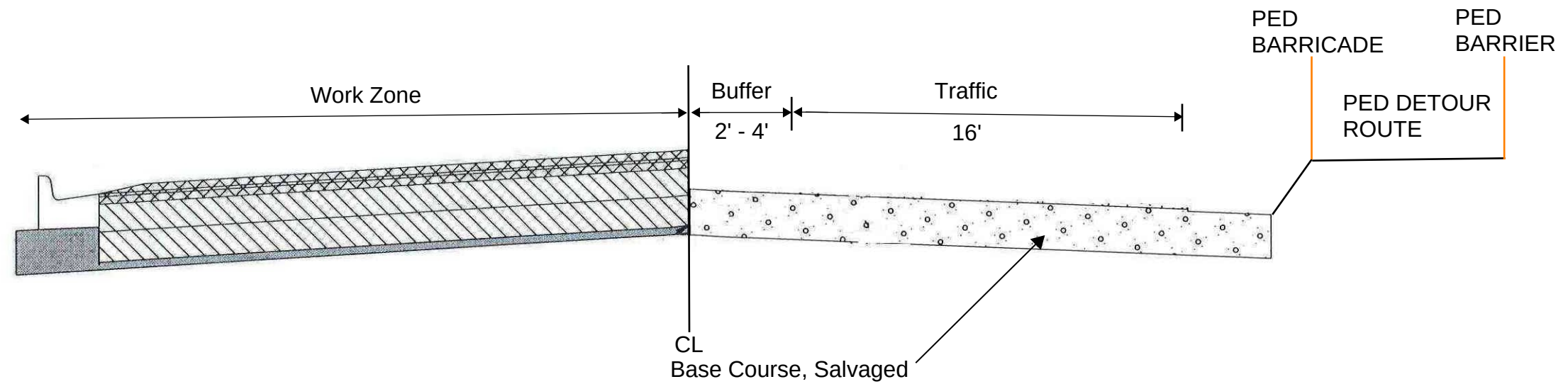
Phase 1 Completed Section



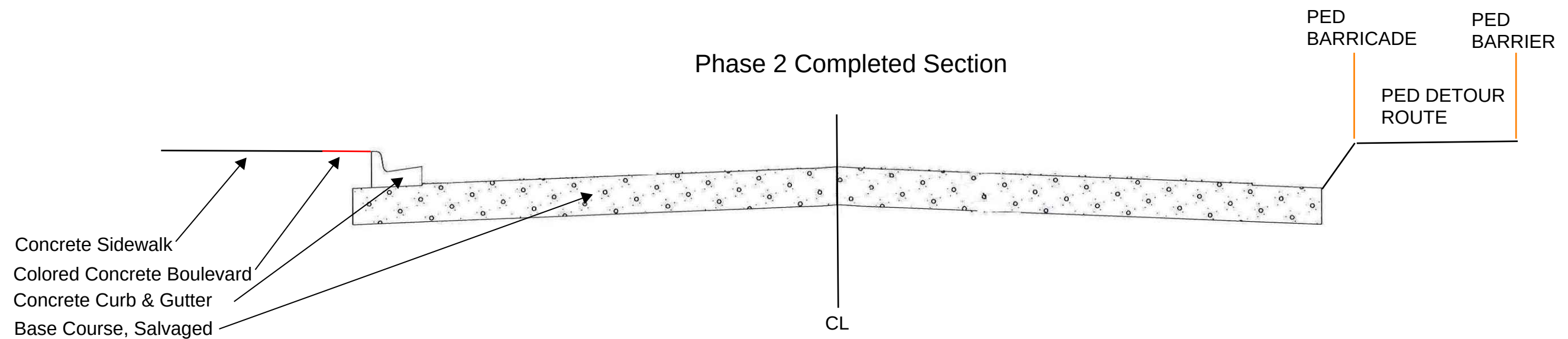
Traffic Control Typical Sections

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Phase 2 Construction Section



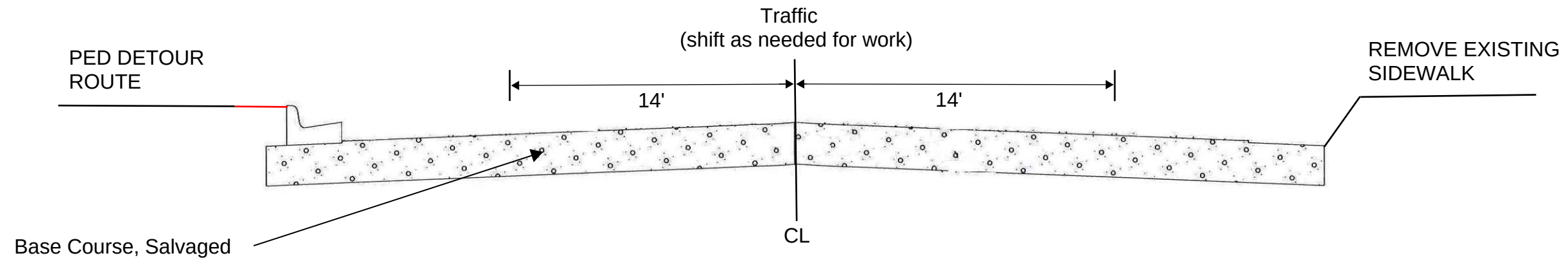
Phase 2 Completed Section



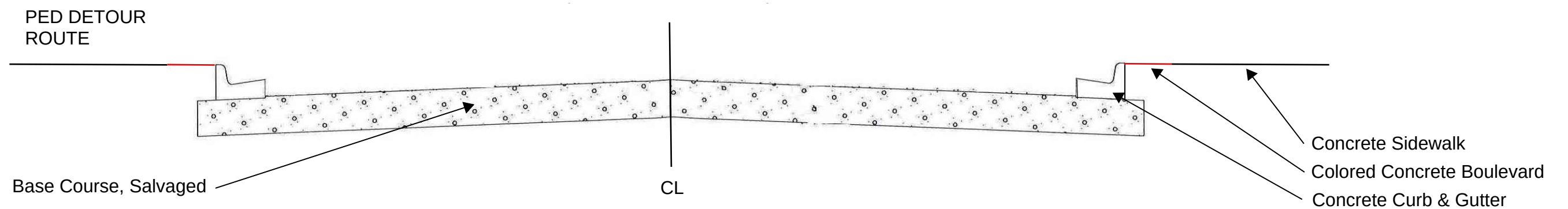
Traffic Control Typical Sections

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Phase 3 Construction Section

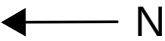


Phase 3 Completed Section

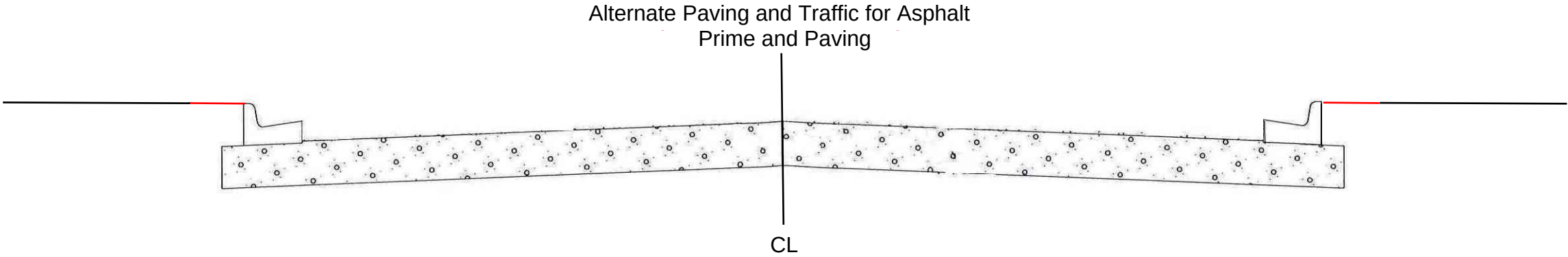


Traffic Control Typical Sections

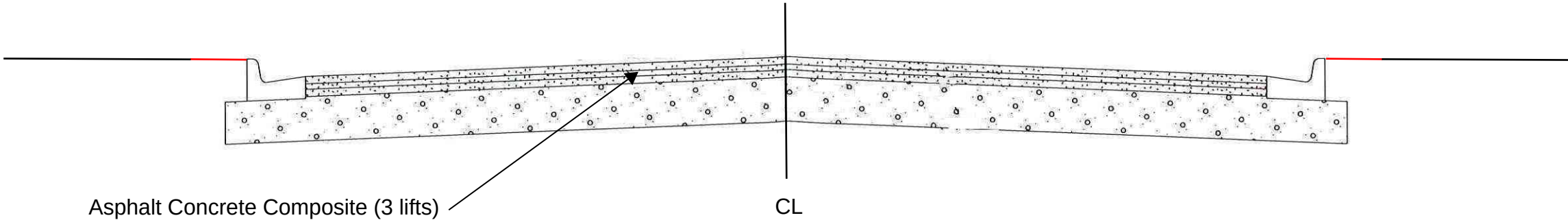
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Phase 4 Construction Section



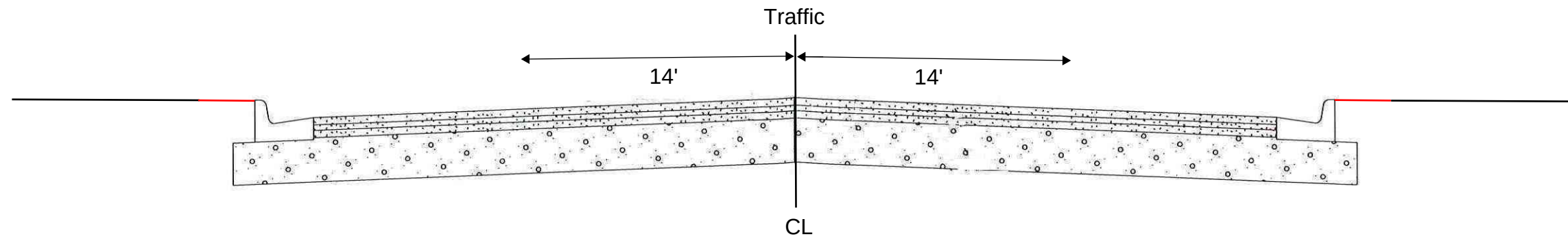
Phase 4 Completed Section



Traffic Control Typical Sections

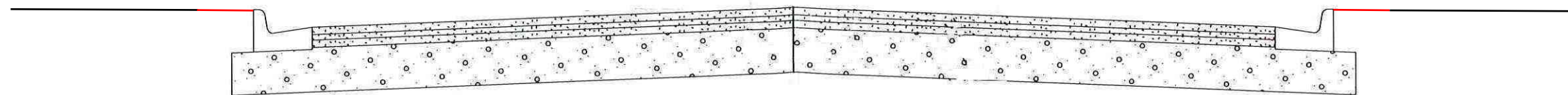
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Phase 5 Construction Section



* Complete remaining behind
curb work and miscellaneous
cleanup

Phase 5 Completed Section



* All work completed

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	180	25
35 - 40	350	320	25
45	500	600	25
50	500	600	50
55	750	660	50
60 - 65	1000	780	50

■ Channelizing Device

END ROAD WORK
G20-2

The channelizing devices will be drums or 42" cones if traffic control must remain overnight.

For short duration operations (1 hour or less) all channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.

Worker signs (W21-1 or W21-1a) may be used instead of SHOULDER WORK signs.

A SHOULDER WORK sign should be placed on the left side of a divided or one-way roadway only if the left shoulder is affected.

The SHOULDER WORK sign on an intersecting roadway is not required if drivers emerging from that roadway will encounter another advance warning sign before they reach a work activity area.

WORK SPACE

SHOULDER WORK W21-5

ROAD WORK AHEAD W20-1

END ROAD WORK G20-2

January 22, 2021

SD DOT

WORK ON SHOULDERS

PLATE NUMBER 634.03

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*In situations where multiple work locations in a limited distance make it practical to place stationary signs, the distance between the advance warning sign and the work should not exceed 5 miles.

The ROAD WORK NEXT xx MILES sign may be used instead of the ROAD WORK AHEAD sign if the work locations occur over a distance of more than 2 miles.

Arrow board is required for intermittently and continuously moving mobile operations when work exceeds 1 hour.

**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.

In situations where the distance between the advance warning signs and the work is 2 miles to 5 miles, a Supplemental Distance plaque should be used with the ROAD WORK AHEAD sign.

All costs associated with the traffic control for mobile operation including signs, arrow boards and equipment will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

Arrow Board
Flashing Caution Mode

Truck-Mounted Attenuator (Optional)

SHOULDER WORK W21-5

ROAD WORK AHEAD W20-1

NEXT xx MILES W7-3aP (Optional)

WORK SPACE

January 22, 2021

SD DOT

MOBILE OPERATIONS ON SHOULDERS

PLATE NUMBER 634.04

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* Messages on signs will vary depending on the operation being conducted.

Vehicle-mounted signs will be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs will be covered or turned from view when work is not in progress.

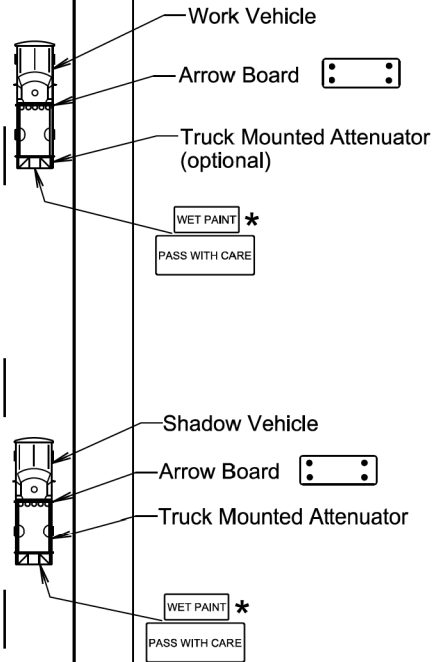
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

Vehicle hazard warning signals will not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

When an arrow board is used, it will be used in the caution mode. Marching Diamonds are acceptable.

Arrow boards will, as a minimum, be Type B, with a size of 60" x 30".

All costs associated with the traffic control for mobile operation including signs, arrow boards and equipment will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".



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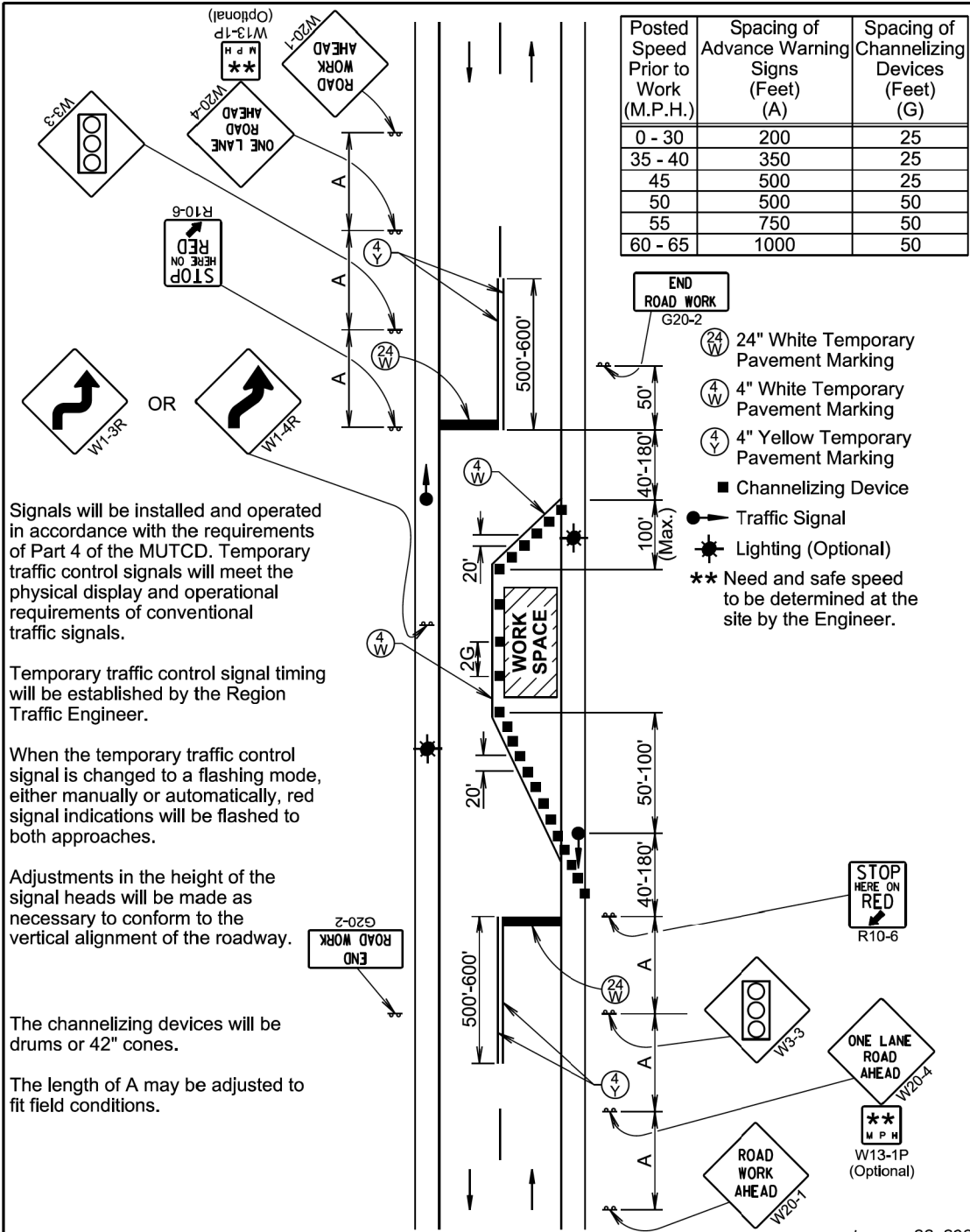
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MOBILE OPERATIONS ON 2-LANE ROAD

PLATE NUMBER
634.06

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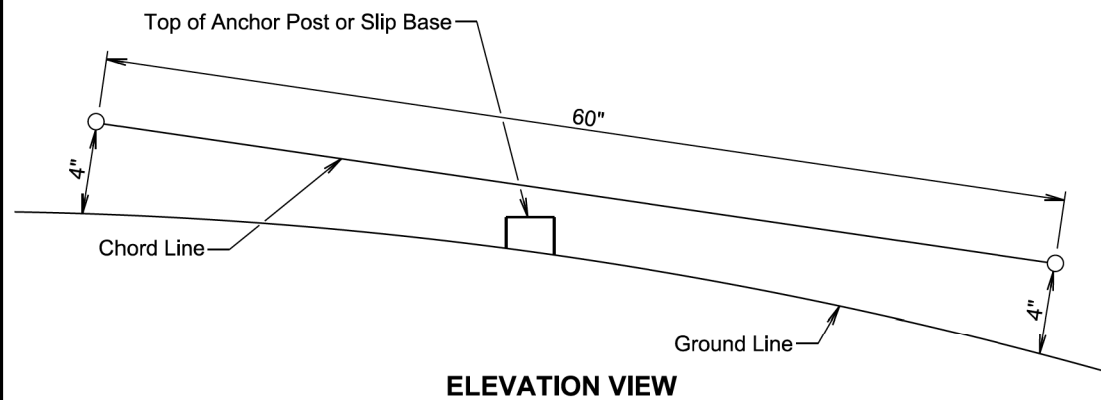
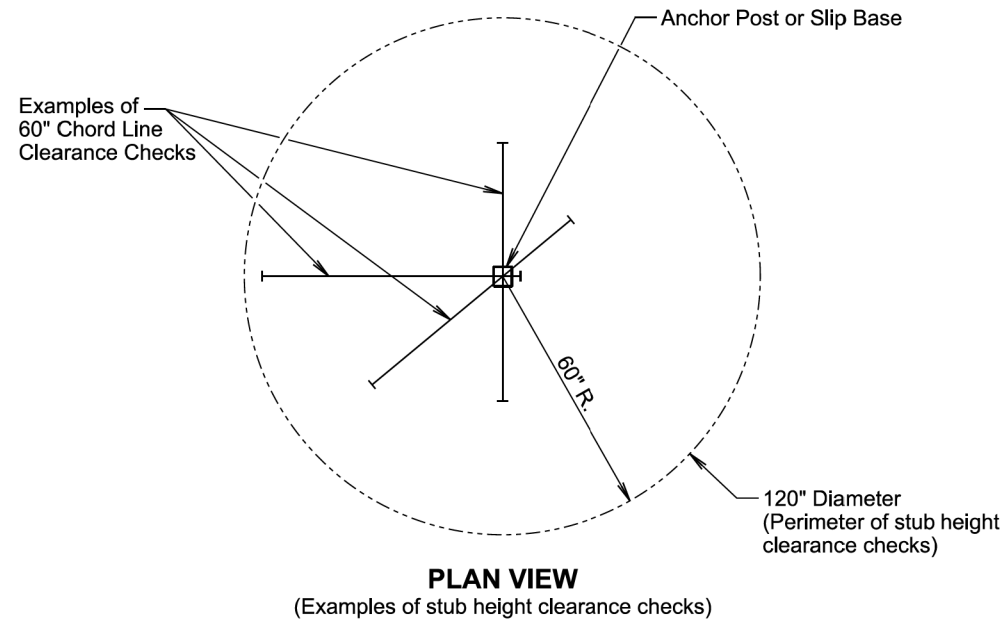
Published Date: 2026

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LANE CLOSURE USING TRAFFIC SIGNALS

PLATE NUMBER
634.26

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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.

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BREAKAWAY SUPPORT STUB CLEARANCE

PLATE NUMBER
634.99

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