

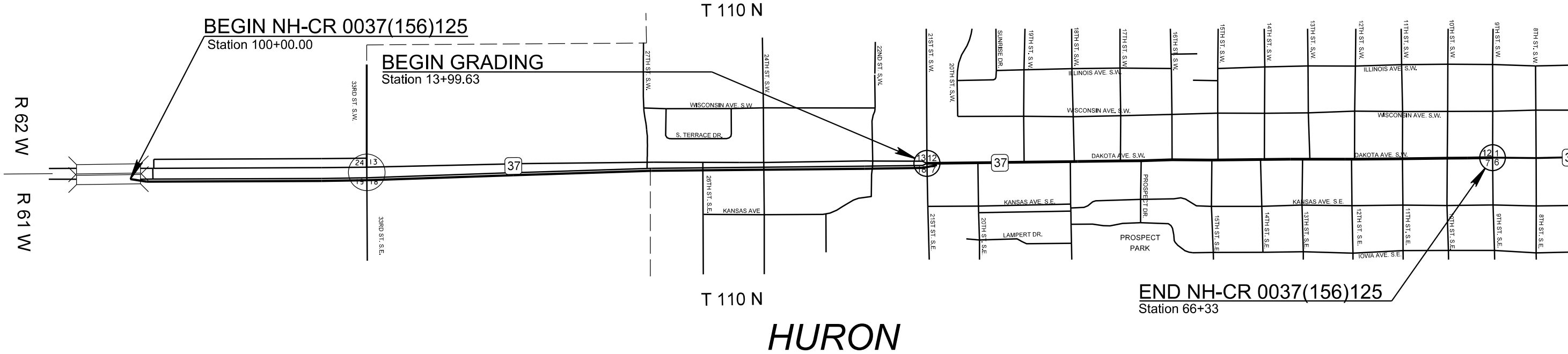
SECTION C: TRAFFIC CONTROL PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-CR 0037(156)125	C1	C44

Plotting Date: 05/14/2026

INDEX OF SHEETS

- C1 General Layout with Index
- C2-C6 Estimate with General Notes & Tables
- C7 Project Overview Map
- C8-C11 Fixed Location Sign Layout
- C12-C14 Local Detour Route
- C15-C16 Business Signing Details
- C17-C27 Traffic Control Details
- C28 Truck Detour Layout
- C29-C30 Overwidth Signing
- C31-C39 Temporary Pedestrian Route
- C40-C44 Standard Plates



1:200

Plot Scale -

Plotted From -

TRAB17898

PLOT SCALE - 1:200

PLOTTED FROM - TRAB17898

PLOT NAME - 1

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

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C2	C44
Plotting Date: 03/19/2025			

SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
260E1010	Base Course	312.0	Ton
320E1200	Asphalt Concrete Composite	165.0	Ton
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	14	Gal
634E0010	Flagging	100.0	Hour
634E0110	Traffic Control Signs	1,962.4	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	LS
634E0275	Type 3 Barricade	71	Each
634E0330	Temporary Raised Pavement Markers	7,000	Ft
634E0380	Tubular Marker	101	Each
634E0420	Type C Advance Warning Arrow Board	3	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	1,690	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	1,696	Ft
634E0640	Temporary Pavement Marking	5,460	Ft
634E0900	Portable Temporary Traffic Control Signal	4	Unit
634E1002	Detour and Restriction Signing	885.2	SqFt
634E1020	Temporary Business Signing	84.0	SqFt
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each
634E2000	Longitudinal Pedestrian Barricade	5,710	Ft
634E2020	Temporary Curb Ramp	24	Each
634E2025	Longitudinal Pedestrian Barrier	490	Ft
634E2052	Temporary Flexible Sidewalk	6,000	SqFt

SEQUENCE OF OPERATIONS

Contractor requests to deviate from the sequence of operations will be submitted in writing to the Engineer for review. Approval of an alternate sequence of operations will only be allowed when the proposed changes meet with the Department's intent for traffic control and sequencing of the work. An alternate sequence will be submitted for review a minimum of one week prior to potential implementation.

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 3 of the project and two-way traffic will be maintained on Phase 2 of the project.

Work will progress in phases.

Refer to 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.

At no time will two consecutive intersecting roads be closed at the same time without written permission from the Engineer.

The work will proceed in the following order:

- Phase 1:

Phase 1 will consist of work from approximately Sta. 100+00 to Sta. 181+24. Phase 1 will consist of pavement removal, storm sewer, concrete surfacing, curb and gutter, sidewalk and restoration work behind the sidewalk.

Phase 1 work may be conducted at the same timeframe as Phase 3 work. Phase 1 work will need to be completed prior to the start of Phase 2 work in order to maintain drainage of the new storm sewer. Unimpeded traffic will be maintained at all times along SD Highway 37.
- Phase 2:

Phase 2 will consist of all work from approximately Sta. 14+00 to Sta. 41+00. 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.

During Phase 2 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, including sidewalks, 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. Pedestrian traffic will be maintained at all times.

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 Phase 2 construction work, the Contractor will complete all final surfacing work of Phase 3 to provide traffic control according to Standard Plate 634.59.
- Phase 3:

Phase 3 will consist of all work from approximately Sta. 41+00 to Sta. 66+38. 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.

The Contractor will coordinate with the City of Huron and DGR Engineering to allow for utility work within the intersection of Kansas Avenue and 9th Street prior to work beginning in Phase 3.

The Contractor will coordinate with the City of Huron and DGR Engineering to allow for utility work within the intersection of SD37 / Dakota Avenue and 15th Street prior to work beginning in Phase 3.

- 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 project will be open full width throughout its length for all traffic and turning movements prior to ceasing operations for the winter. Should there be any un-surfaced areas either on the project property, 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 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.
- 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 Supervisor".

PLOT SCALE - 1:200

PLOTTED FROM - TRAB17898

TRAFFIC CONTROL - CONTINUED

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.

Orange plastic safety fence will be provided by the Contactor 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".

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.

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 2027 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 2028. Detour signing will only be paid for once, no matter how many times it is installed. 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.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C3	C44
Plotting Date: 03/19/2025			

In the event that the project is not completed in the 2027 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 2028. 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 at least 90% 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.

PLOT NAME - 1

FILE - ... \SECTION C DESIGN BORDER-30.DGN

PLOT SCALE - 1:200

PLOTTED FROM - TRAB17898

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".

Measurement and payment will be made one time, even if the barricades are moved or replaced. The amount of Longitudinal Barricades measured for payment will be the greatest number of installations in place at one time.

LONGITUDINAL PEDESTRIAN BARRIER

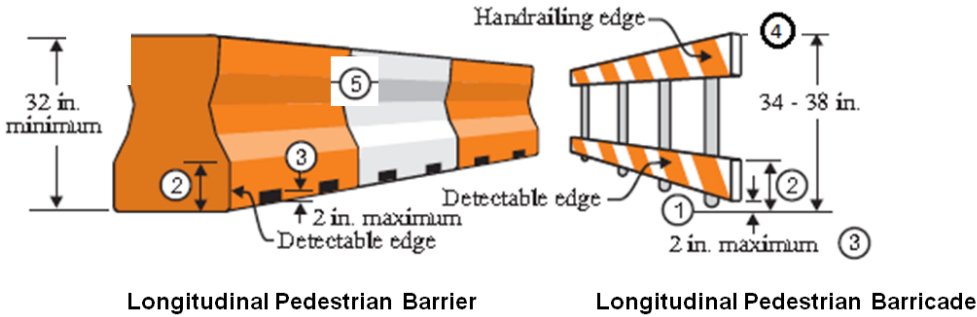
When exposed to vehicular traffic, Longitudinal Pedestrian Barrier will be crashworthy, and the bottom and top surfaces of the traffic side of devices will have retroreflective sheeting or delineation for improved nighttime visibility.

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".

Measurement and payment will be made one time, even if the barriers are moved or replaced. The amount of Longitudinal Pedestrian Barriers measured for payment will be the greatest number of installations in place at one time. Authorization for additional quantities above plans must be approved by the Engineer prior to installation.



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

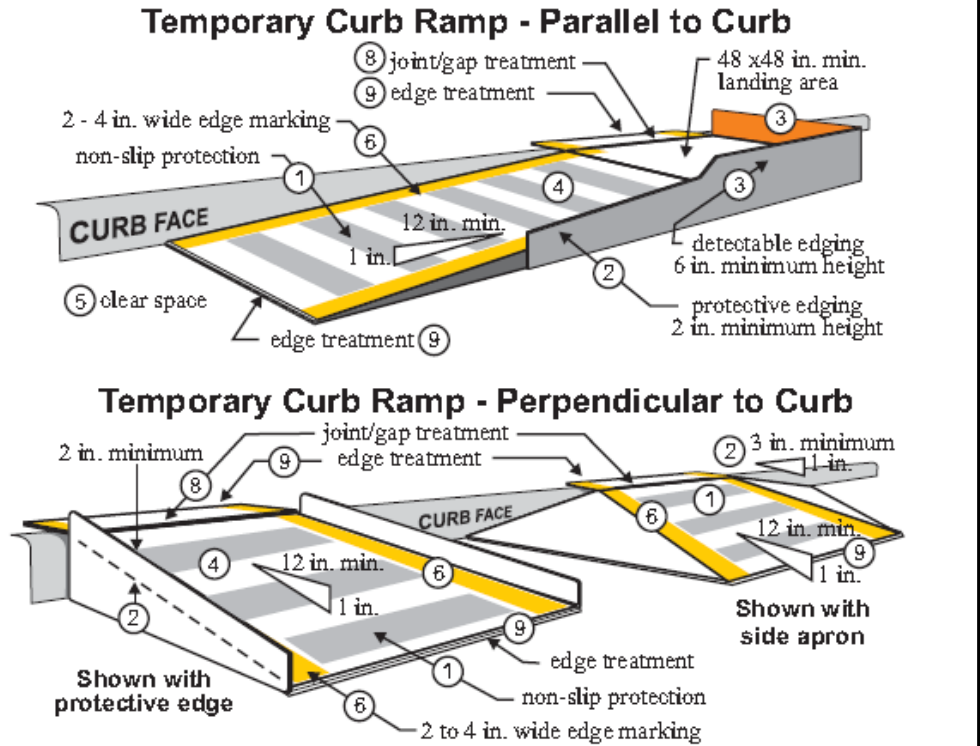
Temporary Curb Ramps should be firm, stable, and have a non-slip surface. They will not warp or buckle, and should be made of materials strong enough to support a weight of 800 pounds. Temporary Curb Ramps will also be color contrasting and contain marked edges so they are noticeable by pedestrians who 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".

Measurement and payment will be made one time, even if the Temporary Curb Ramps are moved or replaced. The amount of Temporary Curb Ramps measured for payment will be the greatest number of installations in place at one time.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C4	C44
Plotting Date: 03/19/2025			



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.

PLOT NAME - 1

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

PLOT SCALE - 1:200

PLOTTED FROM - TRAB17898

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.

The message board will be in use for the entirety of the project which may occur over multiple years. Payment for the message board will be made once regardless of how many different setup locations within the project limits are determined by the Engineer.

TEMPORARY PAVEMENT MARKING

In the event that permanent pavement markings are not completed prior to the application temperature limitations, the Contractor will provide temporary pavement markings as directed by the Engineer. An estimated 5,460 feet of temporary pavement markings have been included in the plans in the event permanent pavement markings are not completed due to the application temperature limitations.

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

The Contractor will be required to paint double yellow markings on the Phase 3 detour route prior to closing SD37 / Dakota Avenue and opening the route to traffic.

All materials will be applied as per manufacturer’s recommendations. High build waterborne paint will meet the requirements of Section 980.1 B. of the specifications.

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 Gals/Mile
Glass Beads = 8 Lbs/Gal.

All costs 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.

FLEXIBLE SIDEWALK

Flexible sidewalk will be approved for use in ADA applications.

Flexible sidewalk will be contrasting in color with the adjacent ground to clearly indicate the pedestrian walk path. Colors like the surrounding work area ground or disturbed ground will not be allowed.

Flexible sidewalk will be wide enough to accommodate the placement of pedestrian barricades and devices required to adequately install the flexible sidewalk in place as per the manufacturer’s installation recommendations or as approved by the Engineer. A minimum width of 5.0’ will be maintained that is clear of obstructions for pedestrian traffic.

The Contractor will provide flexible sidewalk from the list below. The Contractor may submit an equivalent type of flexible sidewalk mat for approval by the Department.

- 1. Mobi-Mats (Rec Path) AFX Blue Jay
Deschamps Mats Systems
218 Little Falls Road, Unit 12
Cedar Grove, NJ 07009
PH# 1-973-928-3040

PORTABLE TEMPORARY TRAFFIC CONTROL SIGNAL

The Contractor will install portable temporary traffic control signals at the following intersections:

SD37 and 27th Street Southwest
SD37 and 21st Street South

Five section vehicle signal heads will be used for all protected/permitted left turn phases.

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

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

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

Initial signal timings for the portable temporary traffic control signal will be as provided in the plans.

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”.

CONSTRUCTON SIGNS

The Contractor will be responsible for tree trimming of work zone construction signing to allow for motorist visibility to the satisfaction of the Engineer. All costs for tree trimming and disposal will be incidental to contract lump sum price for “Traffic Control, Miscellaneous”.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C5	C44
Plotting Date: 03/19/2025			

PLOT NAME - 1

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

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C6	C44
Plotting Date: 11/04/2025			

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	38	30"	5.2	197.6
R1-3P	ALL WAY (plaque)	32	18" x 6"	0.8	25.6
R3-1	RIGHT TURN PROHIBITION (symbol)	1	24" x 24"	4.0	4.0
R3-2	LEFT TURN PROHIBITION (symbol)	1	24" x 24"	4.0	4.0
R3-7R	RIGHT LANE MUST TURN RIGHT	1	30" x 30"	6.3	6.3
R3-7L	LEFT LANE MUST TURN LEFT	1	30" x 30"	6.3	6.3
R4-7c	(Narrow) KEEP RIGHT (symbol)	20	18" x 30"	3.8	76.0
R8-3	NO PARKING (symbol)	40	24" x 24"	4.0	160.0
R9-9	SIDEWALK CLOSED	32	24" x 12"	2.0	64.0
R11-2	ROAD CLOSED	15	48" x 30"	10.0	150.0
R11-4	ROAD CLOSED TO THRU TRAFFIC	12	60" x 30"	12.5	150.0
W1-4R	REVERSE CURVE (R)	1	48" x 48"	16.0	16.0
W1-4L	REVERSE CURVE (L)	1	48" x 48"	16.0	16.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W8-1	BUMP	4	48" x 48"	16.0	64.0
W8-6	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	27	48" x 48"	16.0	432.0
W20-3	ROAD CLOSED AHEAD	14	48" x 48"	16.0	224.0
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 AHEAD 500 FT	2	48" x 48"	16.0	32.0
W20-3	ROAD CLOSED AHEAD 1000 FT	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	4	36" x 18"	4.5	18.0
M4-10	DETOUR ARROW (L or R)	2	48" x 18"	6.0	12.0
M4-9b	PED (symbol) DETOUR (ARROW L or R)	20	30" x 24"	5.0	100.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 1962.4			

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING

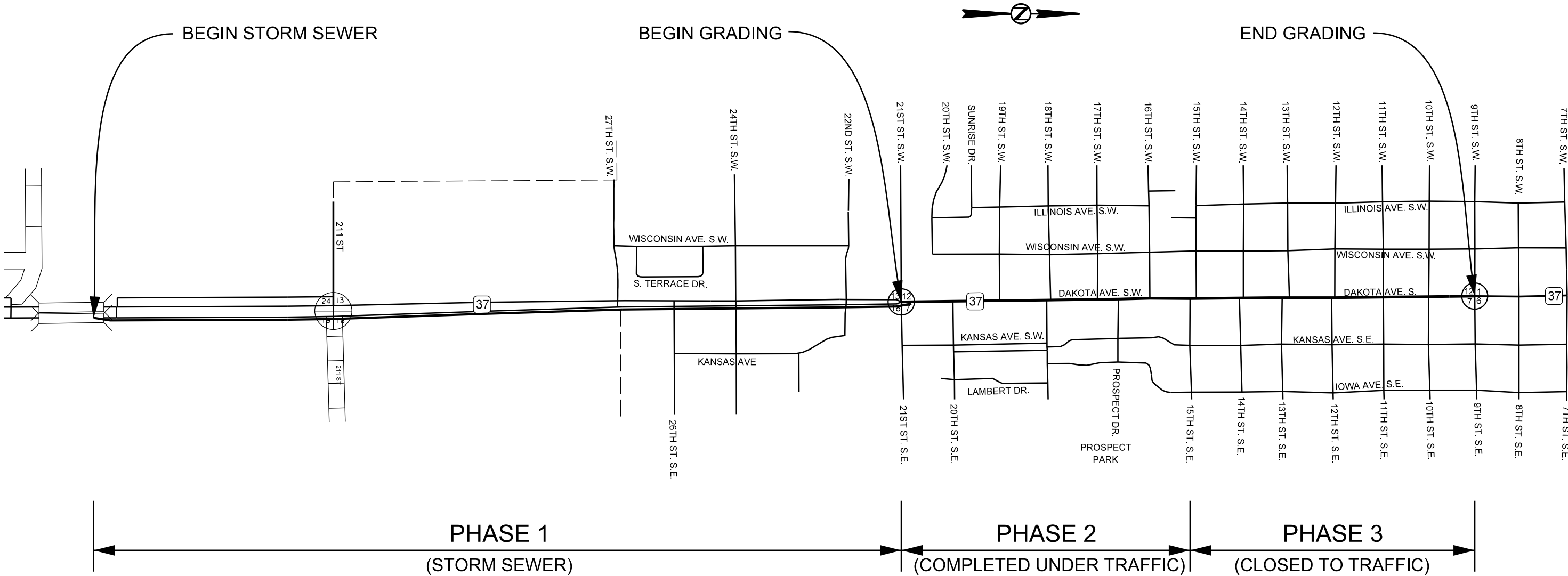
SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W20-2	DETOUR AHEAD	3	48" x 48"	16.0	48.0
M1-5	SD ROUTE MARKER (1 or 2 digits)	45	24" x 24"	4.0	180.0
M3-1	DIRECTION MARKER - NORTH	21	24" x 12"	2.0	42.0
M3-3	DIRECTION MARKER - SOUTH	24	24" x 12"	2.0	48.0
M4-4	TRUCK	28	24" x 12"	2.0	56.0
M4-8	DETOUR	40	24" x 12"	2.0	80.0
M4-8a	END DETOUR	4	24" x 18"	3.0	12.0
M5-1	ADVANCE TURN ARROW 90° (R)	9	21" x 15"	2.2	19.8
M5-1	ADVANCE TURN ARROW 90° (L)	8	21" x 15"	2.2	17.6
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	18	21" x 15"	2.2	39.6
M6-3	DIRECTION ARROW - Vertical Single Head	5	21" x 15"	2.2	11.0
SPECIAL	(A)10 FT MAX 37 SOUTH 14 TO 21ST S USE DETOUR	3	114" x 78"	61.8	185.4
SPECIAL	(B)10 FT MAX 37 21ST S TO 14 USE DETOUR	1	114" x 78"	61.8	61.8
SPECIAL	(C)NO VEHICLES OVER 10 FT WIDE	2	102" x 36"	25.5	51.0
SPECIAL	(D)NO THRU TRUCKS	2	66" x 36"	16.5	33.0
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT 885.2			

PLOT SCALE - 1"=600'

PLOTTED FROM - TRAB17898

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C7	C44
Plotting Date: 03/28/2025			

PROJECT OVERVIEW MAP



PLOT NAME -

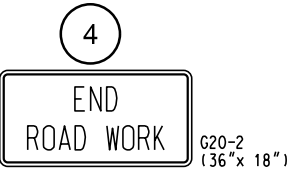
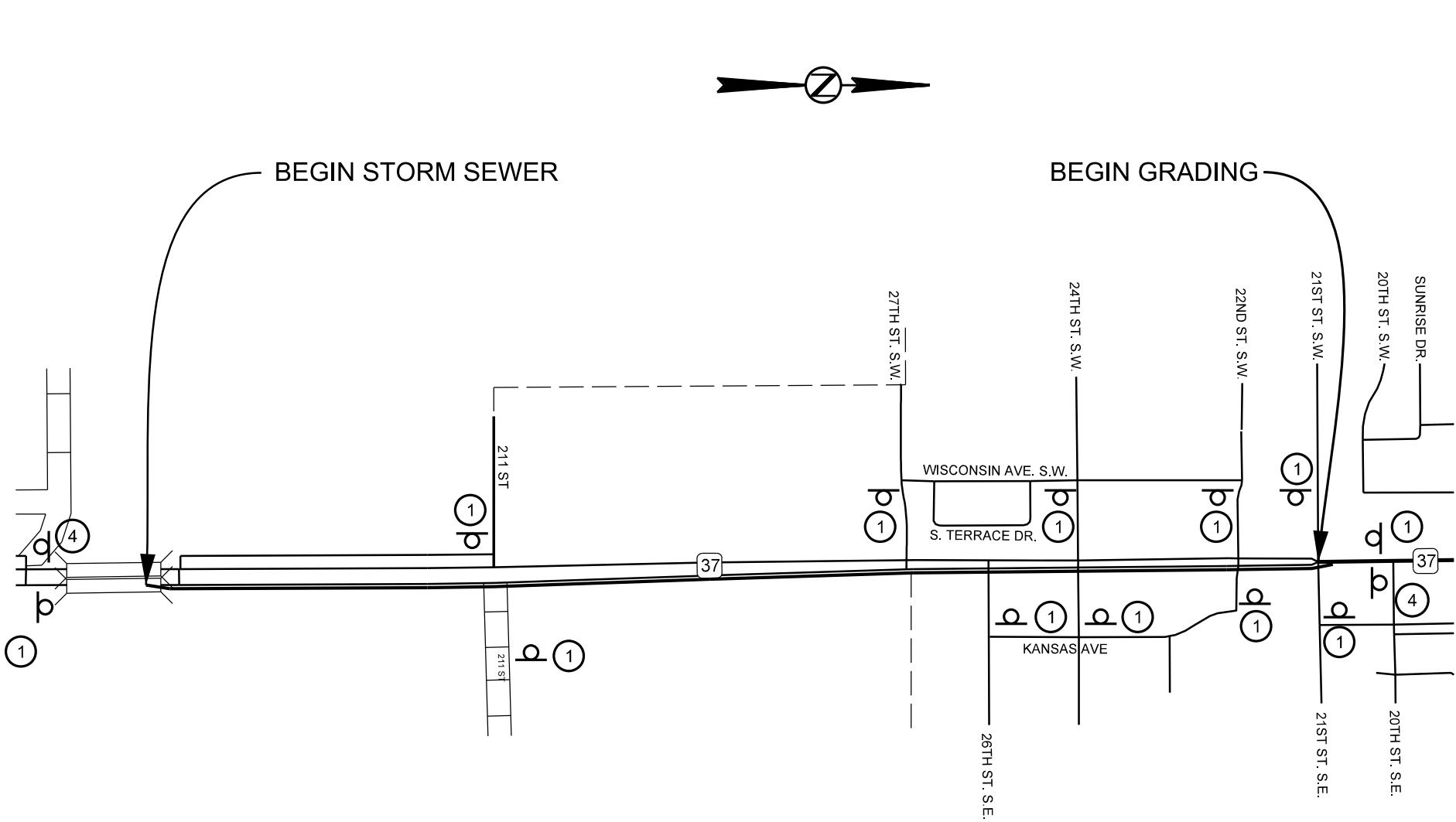
FILE SECTION C\OVERVIEW\... - 31E.DGN

PLOT SCALE - 1:600

PLOTTED FROM - TRAB17898

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

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C8	C44
Plotting Date: 10/23/2025			

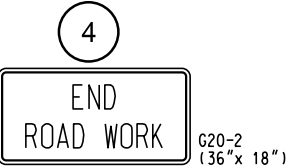
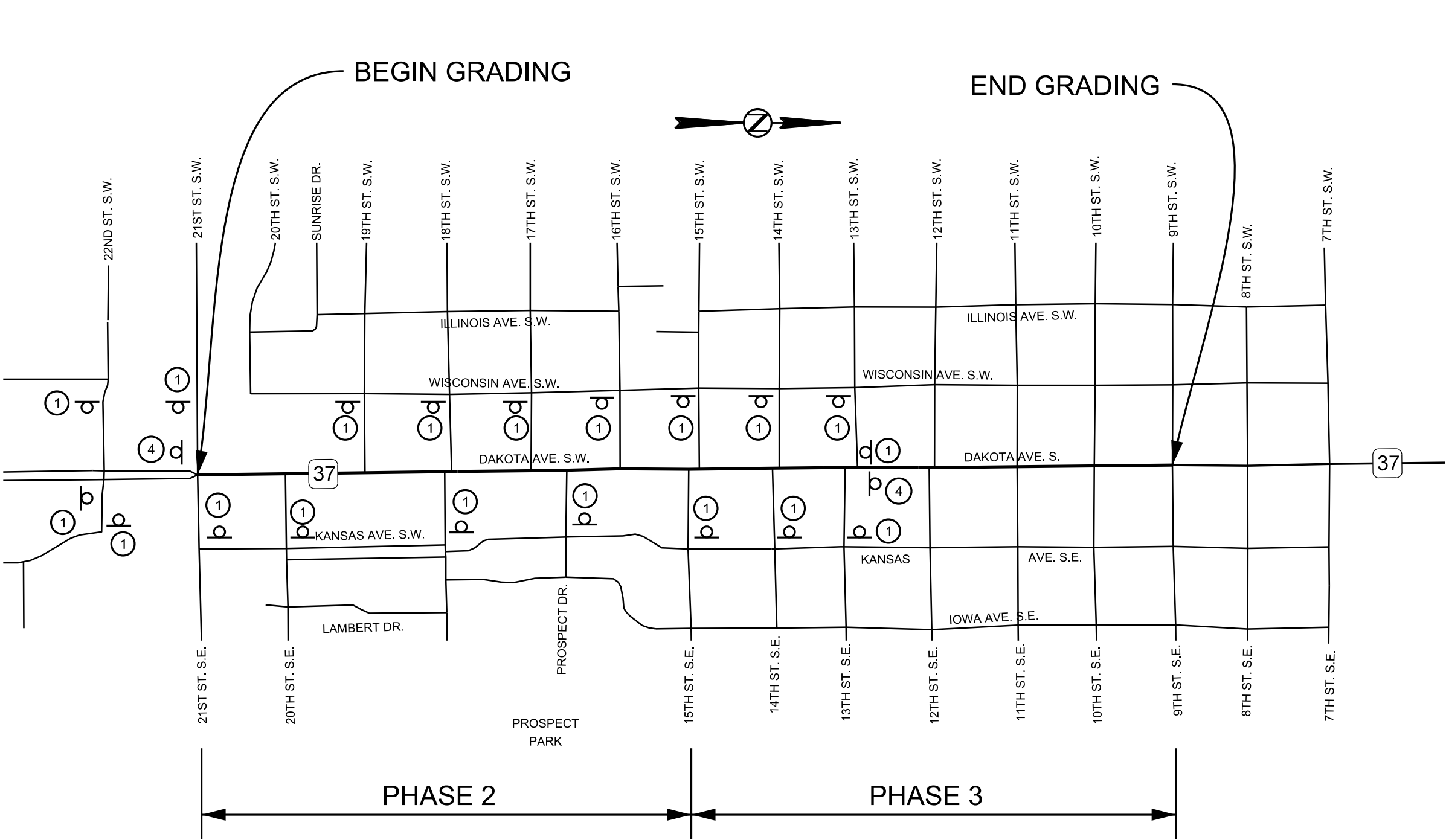


PLOT NAME - 1

FILE - ... \SECTION C\FIXED-PHASE1.DGN

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

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C9	C44
Plotting Date: 10/23/2025			

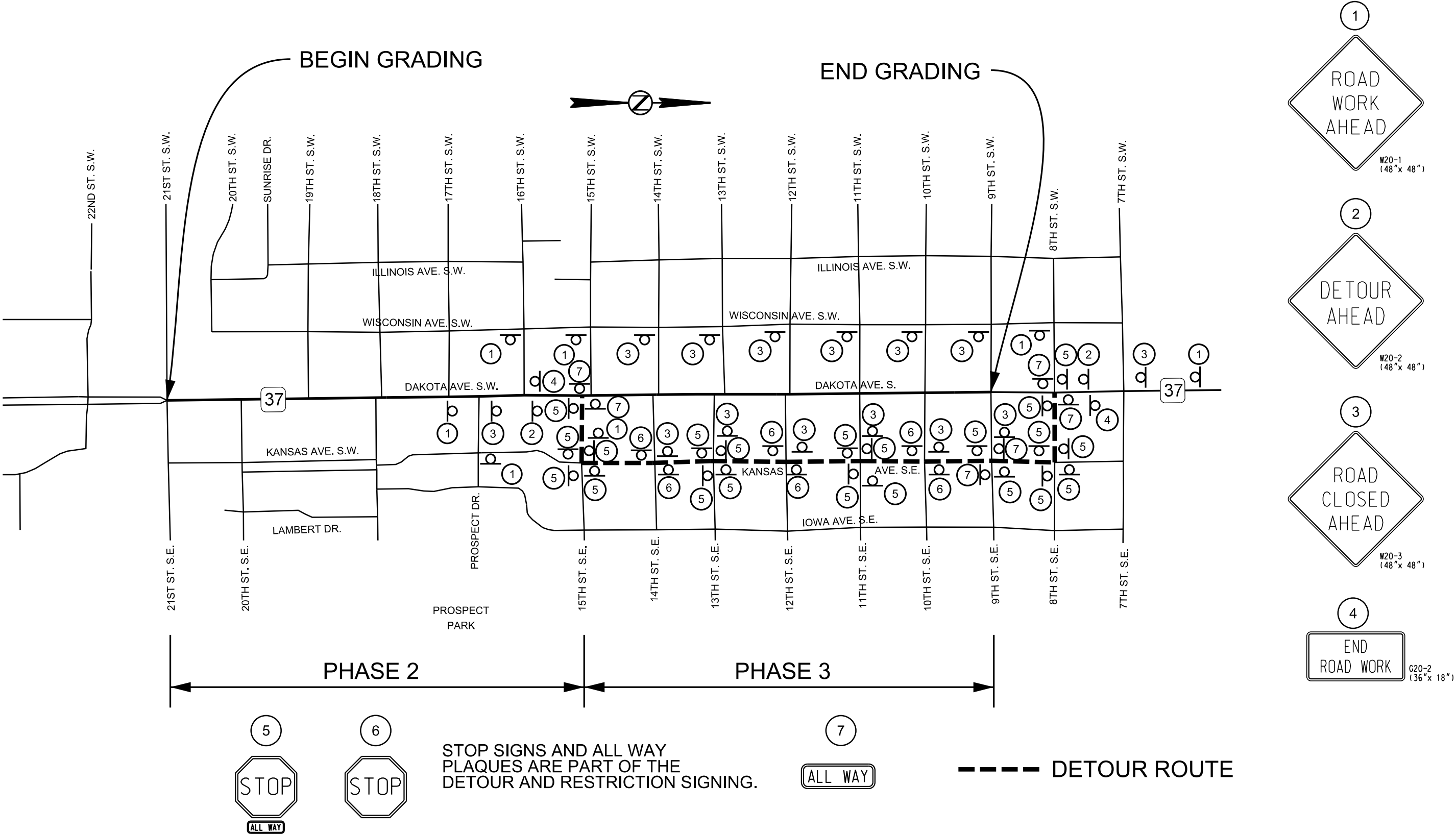


PLOT SCALE - 1:600

PLOTTED FROM - TRAB17898

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

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C10	C44
Plotting Date: 05/14/2026			



PLOT NAME - 1

FILE - ... \SECTION C\FIXED-PHASE3.DGN

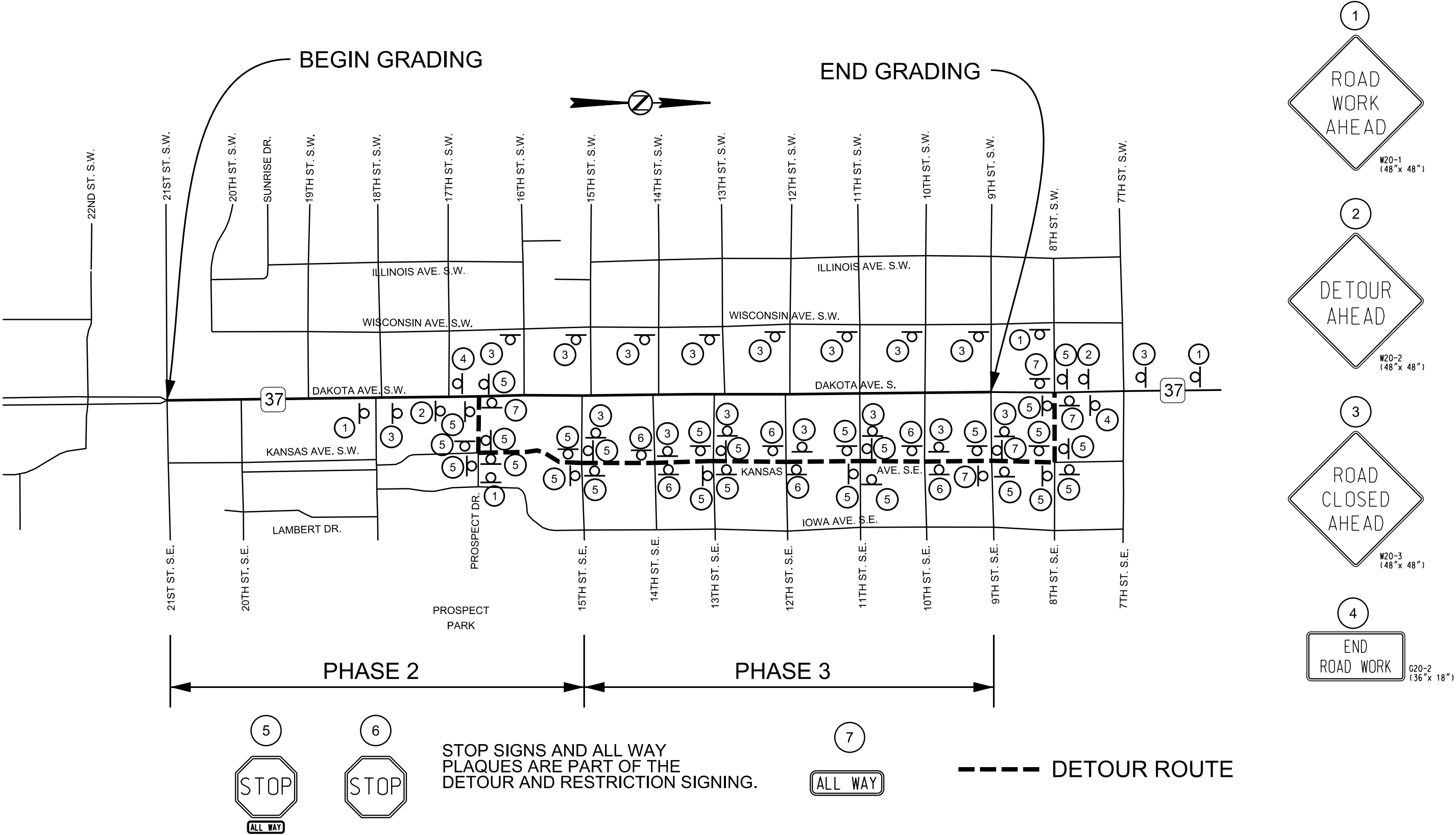
PLOT SCALE - 1:600

PLOTTED FROM - TRAB17898

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

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C11	C44
Plotting Date: 05/12/2026			

TEMPORARY DETOUR ROUTE FOR 15TH STREET CITY UTILITY WORK



PLOT NAME - 1

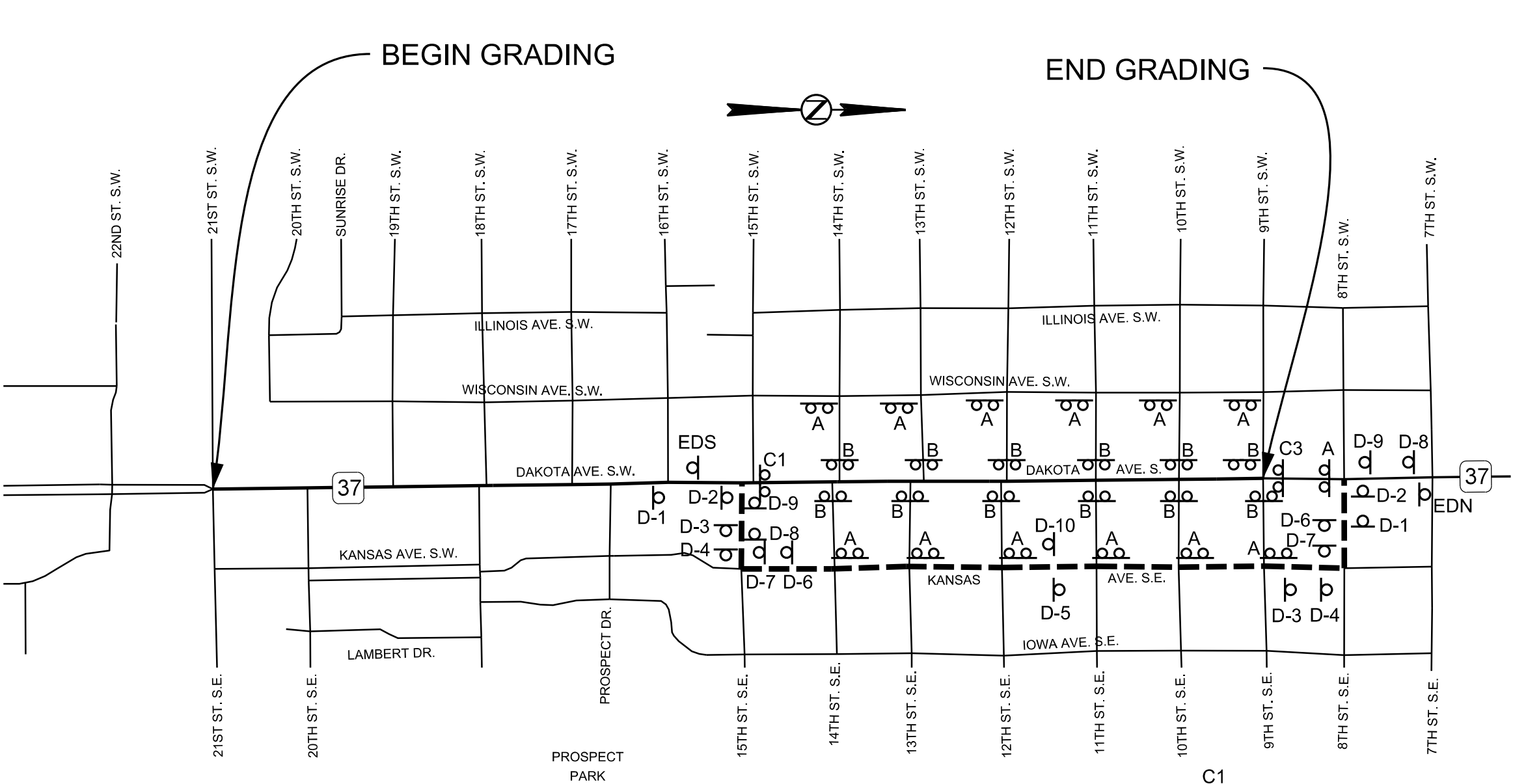
FILE - ... \SECTION C\FIXED-PHASE3-2.DGN

PLOT SCALE - 1:600

PLOTTED FROM - TRAB17898

DETOUR SIGN LAYOUT PHASE 3

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C12	C44
Plotting Date: 03/05/2026			



EDN

END
DETOUR

NORTH

37

EDS

END
DETOUR

SOUTH

37

D-1

DETOUR

NORTH

37

→

D-2

DETOUR

NORTH

37

→

D-3

DETOUR

NORTH

37

←

D-4

DETOUR

NORTH

37

←

D-5

DETOUR

NORTH

37

↑

D-6

DETOUR

SOUTH

37

→

D-7

DETOUR

SOUTH

37

→

D-8

DETOUR

SOUTH

37

←

D-9

DETOUR

SOUTH

37

←

D-10

DETOUR

SOUTH

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

C3

ROAD CLOSED

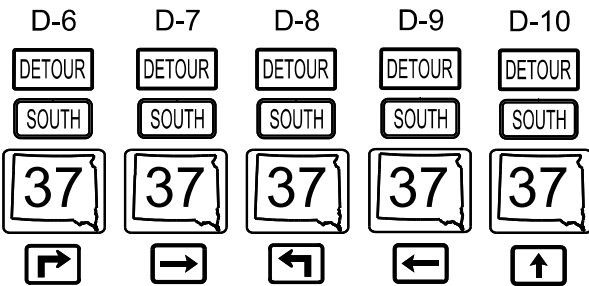
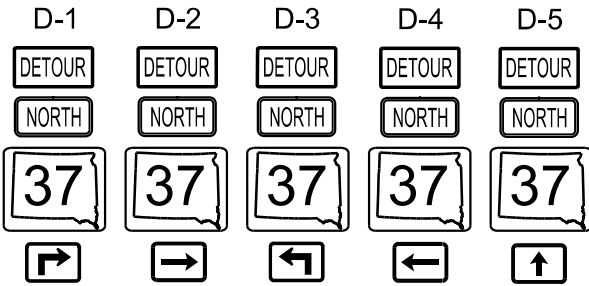
R11-2

TYPE 3 BARRICADE

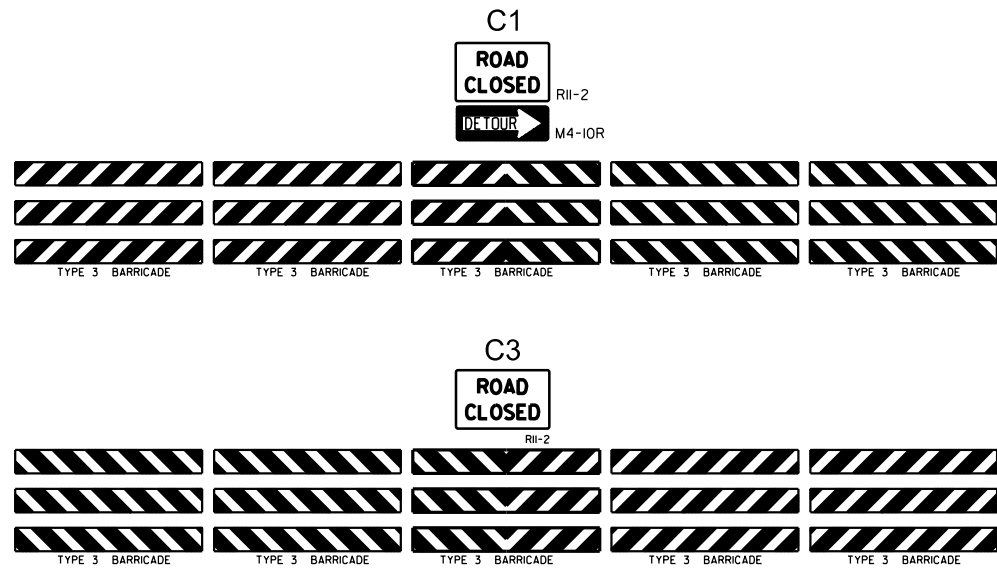
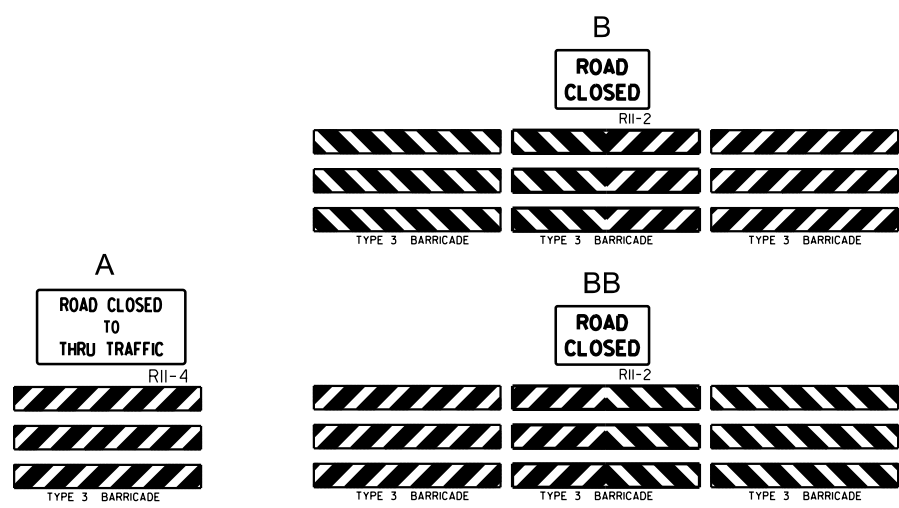
PLOT NAME - 1

FILE - ... \SECTION C\DETOUR-PHASE2-3.DGN

TEMPORARY DETOUR ROUTE FOR 15TH STREET CITY UTILITY WORK



--- DETOUR ROUTE

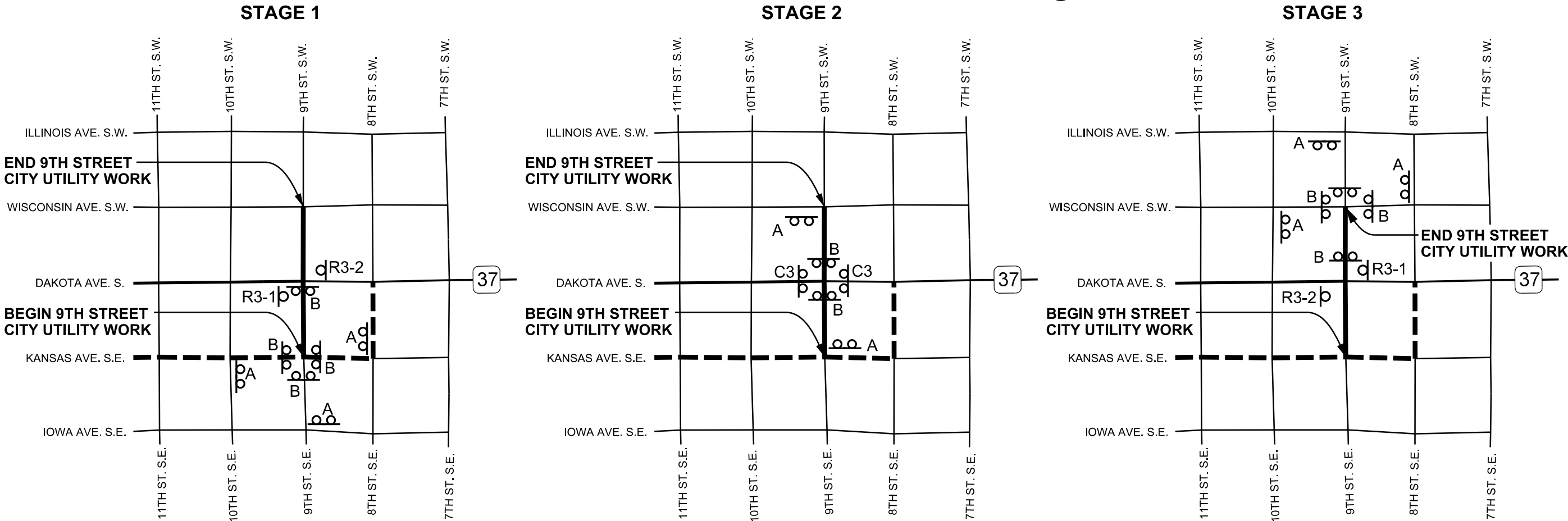


PLOT SCALE - 1:600

PLOTTED FROM - TRAB17898

9TH STREET SIGN LAYOUT CITY UTILITY WORK

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C14	C44
Plotting Date: 04/17/2026			

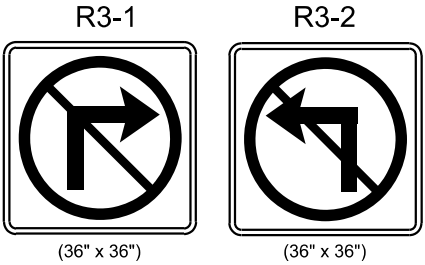
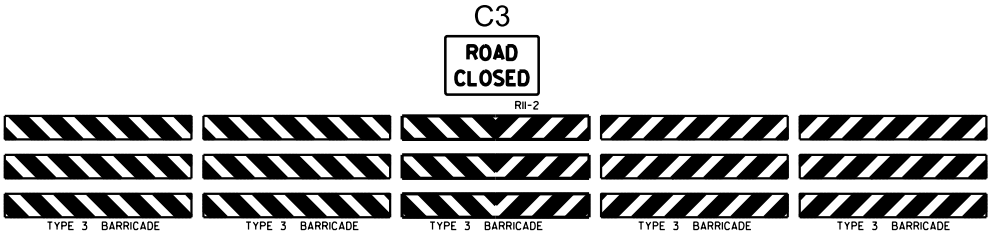
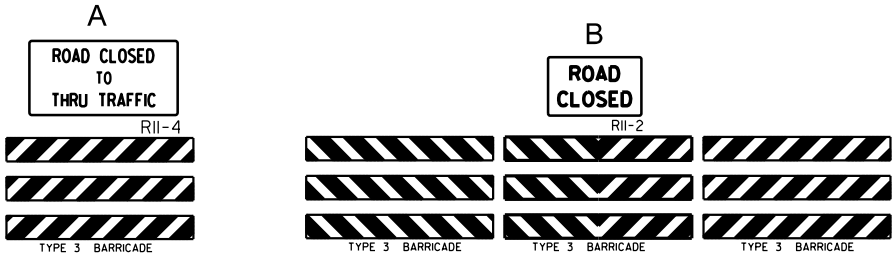


STAGE 1 WORK WILL CONSIST OF WORK ON 9TH STREET FROM KANSAS AVENUE TO SD37/DAKOTA AVENUE. CONTRACTOR WILL COMPLETE WORK WITHIN THE INTERSECTION OF 9TH STREET AND KANSAS AVENUE WITHIN 5 WORKING DAYS. CITY OF HURON FORCES WILL THEN INSTALL ASPHALT CONCRETE SURFACING TO THE INTERSECTION. ALL BARRICADES WILL BE REMOVED OR RELOCATED TO ALLOW FOR THROUGH TRAFFIC AT THE 9TH STREET/KANSAS INTERSECTION. CONTRACTOR WILL MAINTAIN ACCESS TO H & R BLOCK AT ALL TIMES.

STAGE 2 WILL CONSIST OF WORK WITHIN THE 9TH STREET AND SD37/DAKOTA AVENUE INTERSECTION. TRAFFIC WILL BE DETOURED ON KANSAS AVENUE AS SHOWN IN THE PLANS. AT NO TIME WILL BOTH ACCESSSES TO THE SUPER X CONVENIENCE STORE BE CLOSED AT THE SAME TIME. THE CONTRACTOR WILL ENSURE THAT DELIVERY TRUCKS CAN ACCESS THE BUSINESS AT ALL TIMES.

THE CONTRACTOR WILL COORDINATE WITH THE CITY OF HURON AND DGR ENGINEERING TO ALLOW FOR UTILITY WORK WITHIN THE INTERSECTION OF SD37 / DAKOTA AVENUE AND 9TH STREET PRIOR TO WORK BEGINNING IN PHASE 3.

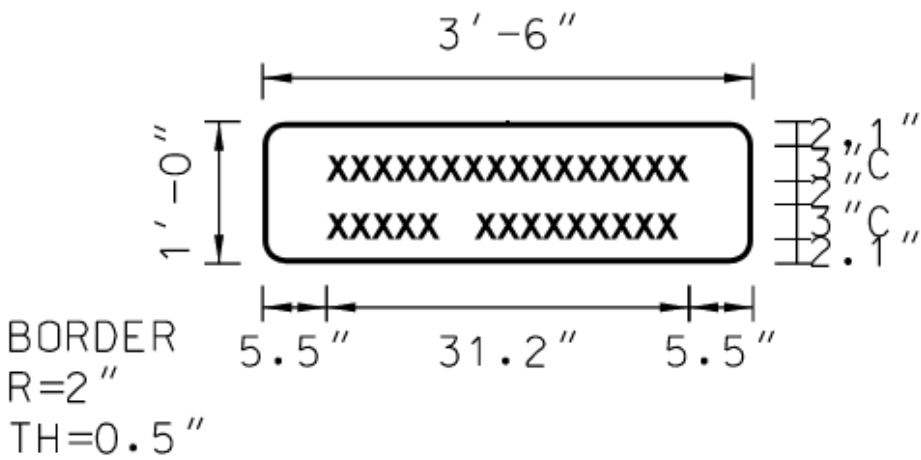
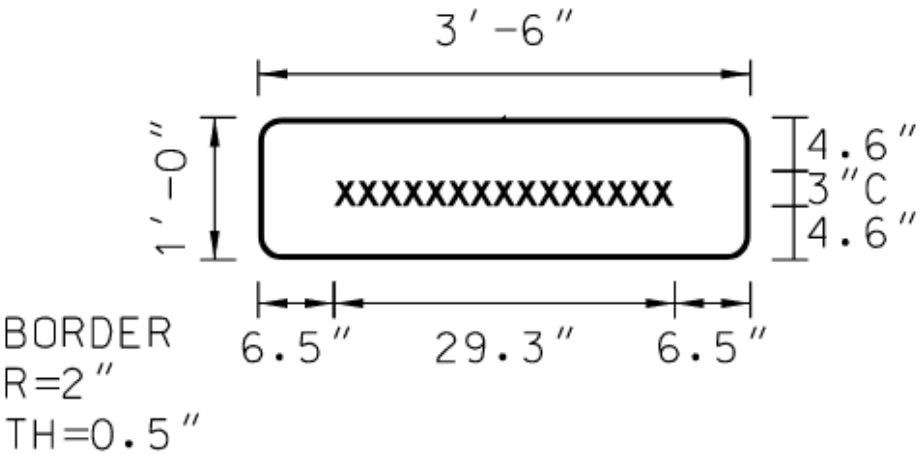
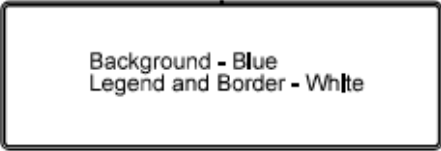
STAGE 3 WILL CONSIST OF WORK ON 9TH STREET FROM SD37/DAKOTA AVENUE TO WISCONSIN AVENUE. ASSESS TO SUPER X CONVENIENCE STORE AND AVAIL WEALTH MANAGEMENT WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL SUBMIT A DETAILED PLAN FOR ACCESS CONTROL TO THE ENGINEER 2 WEEKS PRIOR TO CLOSING THIS SECTION OF 9TH STREET.



----- DETOUR ROUTE

BUSINESS SIGN DETAILS

Typical Business Sign Layout



Sign Code	Quantity	Width	Height	Sign Description	Color		Sq. Ft. per sign	Total Sq. Ft.
		Inches	Inches		Background	Legend/Border		
A	2	42	12	Super X	Blue	White	3.5	7
B	2	42	12	H & R Block	Blue	White	3.5	7
C	2	42	12	Dakota Family Dentistry	Blue	White	3.5	7
D	2	42	12	James Valley Vet Clinic	Blue	White	3.5	7
E	2	42	12	Prairie Smiles Dentistry	Blue	White	3.5	7
F	2	42	12	Avera	Blue	White	3.5	7
G	2	42	12	Sound Advice Hearing	Blue	White	3.5	7
H	2	42	12	Huron Eye Clinic	Blue	White	3.5	7
I	2	42	12	Dakotaland Federal Credit Union	Blue	White	3.5	7
J	2	42	12	Casey's	Blue	White	3.5	7
K	2	42	12	Kuhler Funeral Home	Blue	White	3.5	7
L	2	42	12	Farmers Union	Blue	White	3.5	7
							Total	84

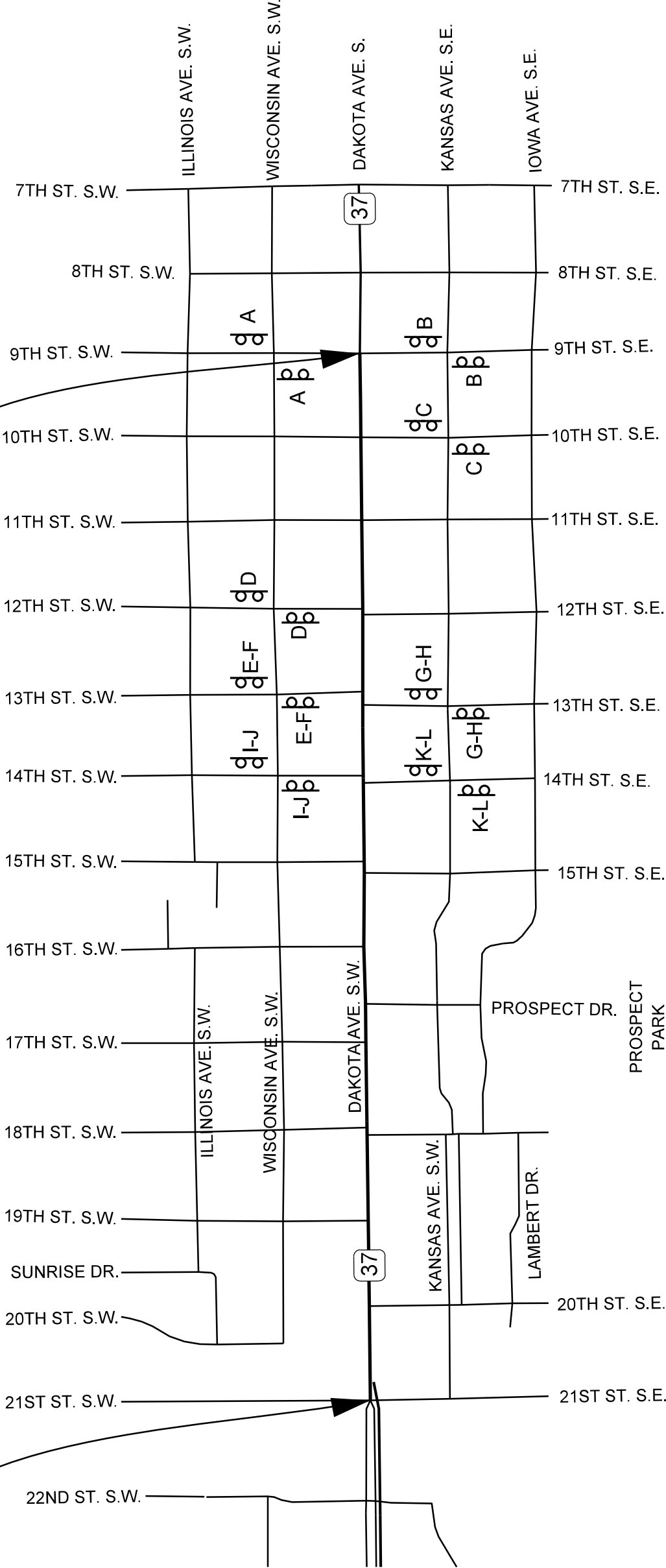
Business Sign sheeting to be High Intensity Prismatic, ASTM D4956 Type IV.
Business Sign to be constructed with 0.80 thick Aluminum.

BUSINESS SIGN LAYOUT



BEGIN GRADING

END GRADING



STATE OF SOUTH DAKOTA		PROJECT	SHEET NO.	TOTAL SHEETS
		NH-CR 0037(156)125	C16	C44
Plotting Date: 03/28/2025				

PLOT SCALE - 1:154

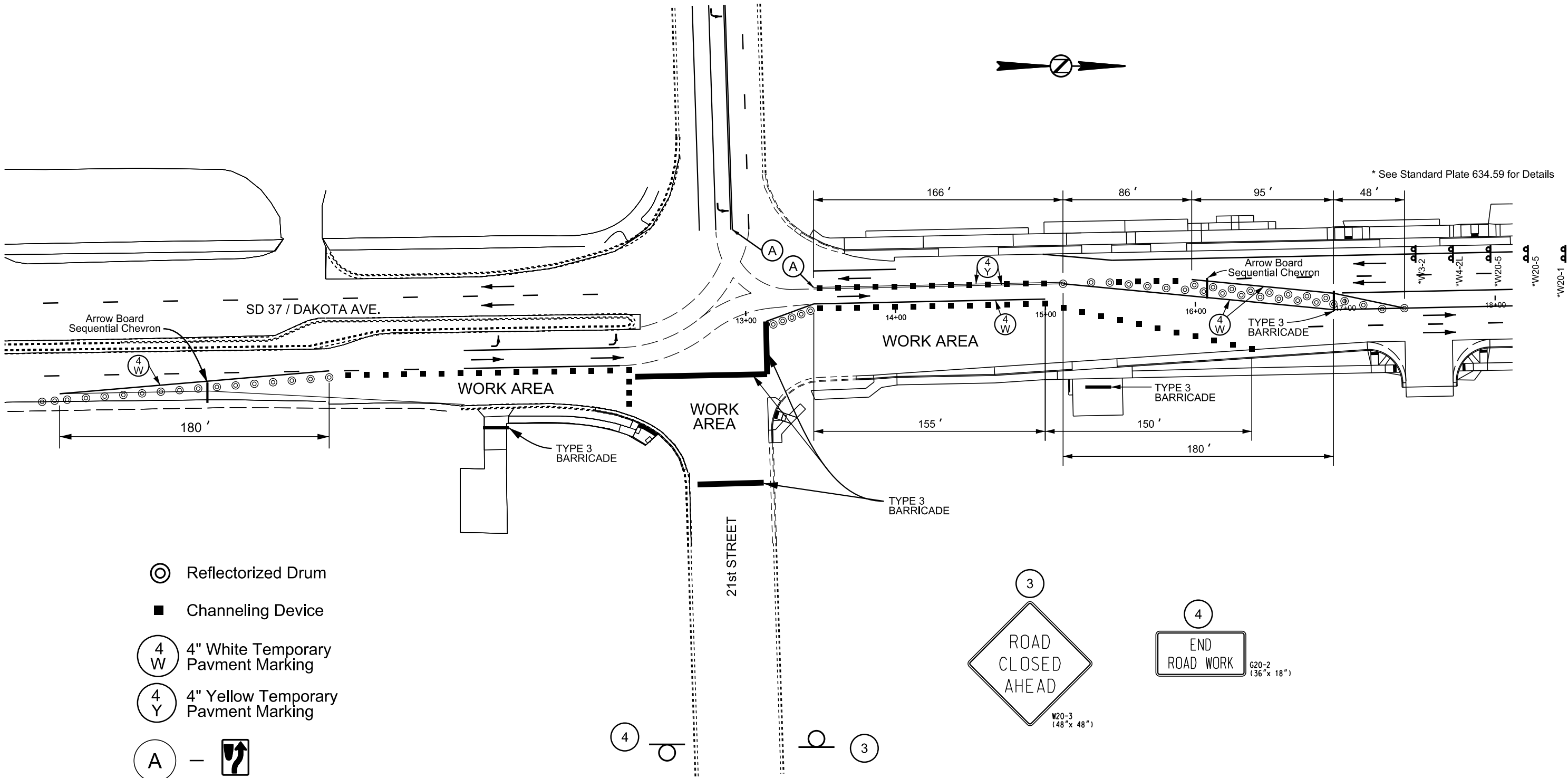
PLOTTED FROM - TRAB17898

TRAFFIC CONTROL DETAILS

SD 37 (PHASE 2 - NB)

TEMPORARY TRAFFIC CONTROL FOR STORM SEWER & SANITARY SEWER WORK

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C17	C44
Plotting Date: 05/14/2026			



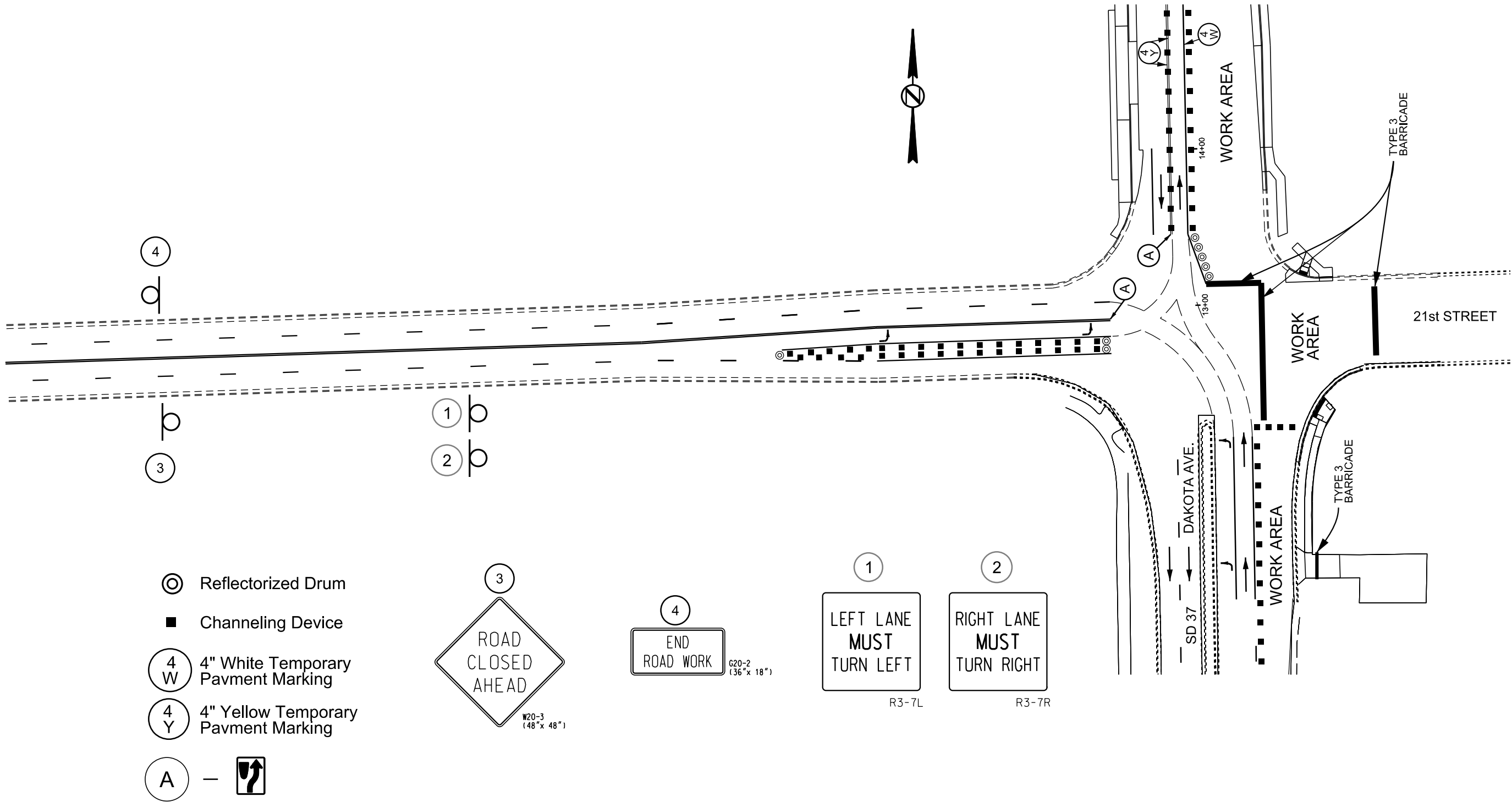
FILE - ... \SECTION C17-CBGNPIPE.DGN

TRAFFIC CONTROL DETAILS

SD 37 (PHASE 2 - NB)

TEMPORARY TRAFFIC CONTROL FOR STORM SEWER & SANITARY SEWER WORK

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C18	C44
Plotting Date: 05/14/2026			



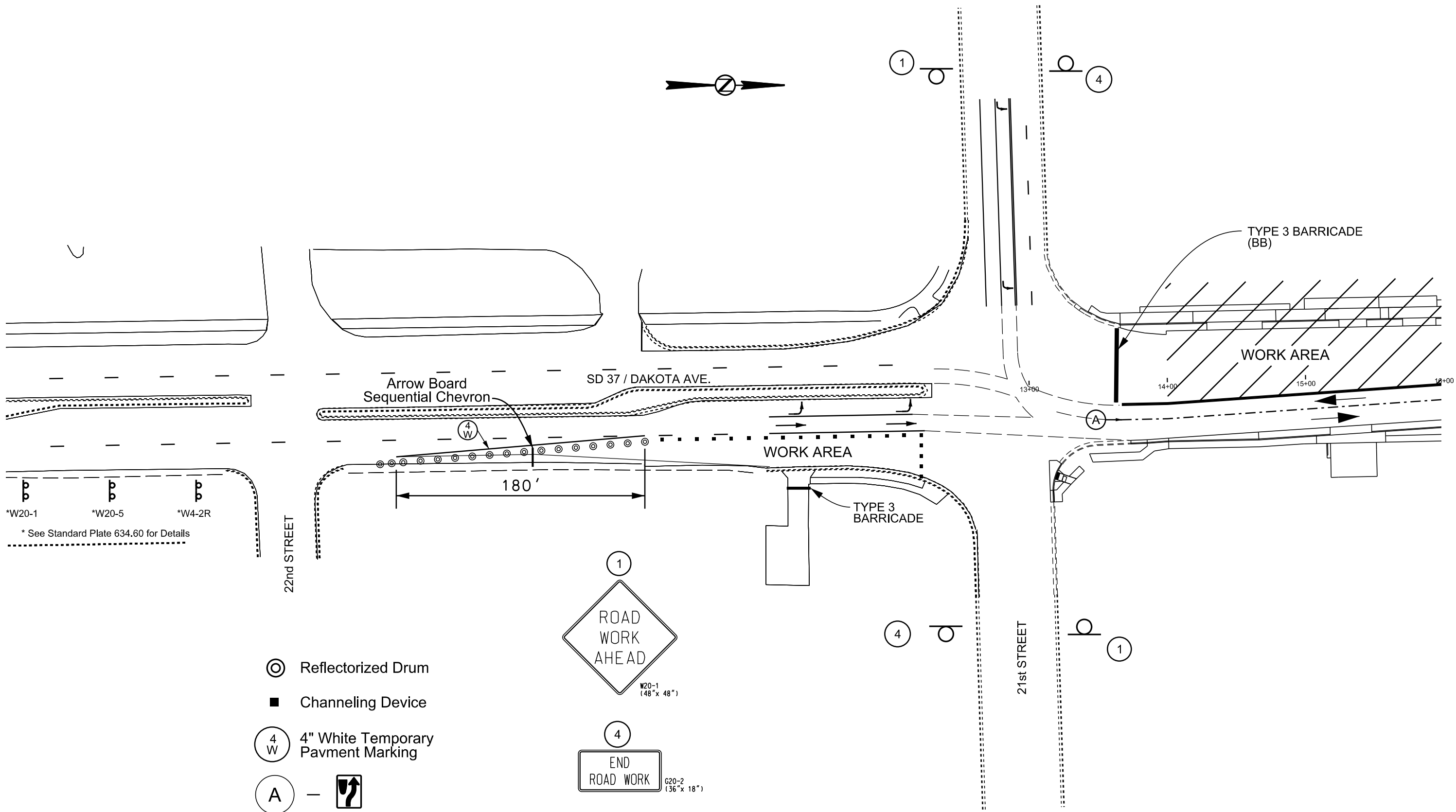
PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

TRAFFIC CONTROL DETAILS

SD 37 (PHASE 2 - SB)

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C19	C44
Plotting Date: 05/14/2026			



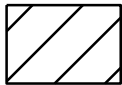
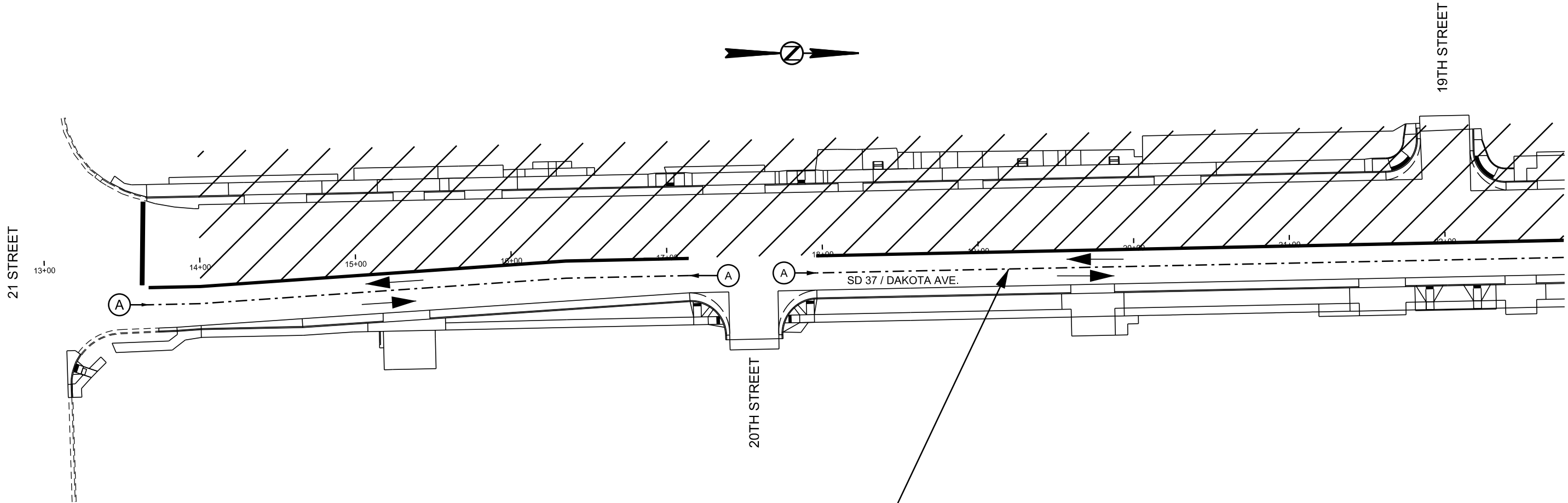
PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

TRAFFIC CONTROL DETAILS

SD 37 (PHASE 2 - SB)

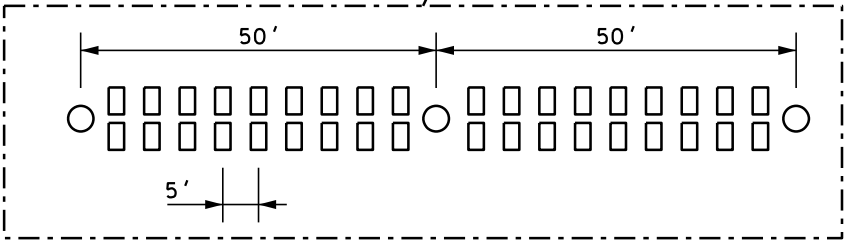
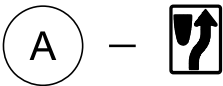
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C20	C44
Plotting Date: 05/15/2026			



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

FILE - ... \BEAD06\A\SECTION CNTC-1SB.DGN PLOT NAME - 1

PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

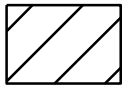
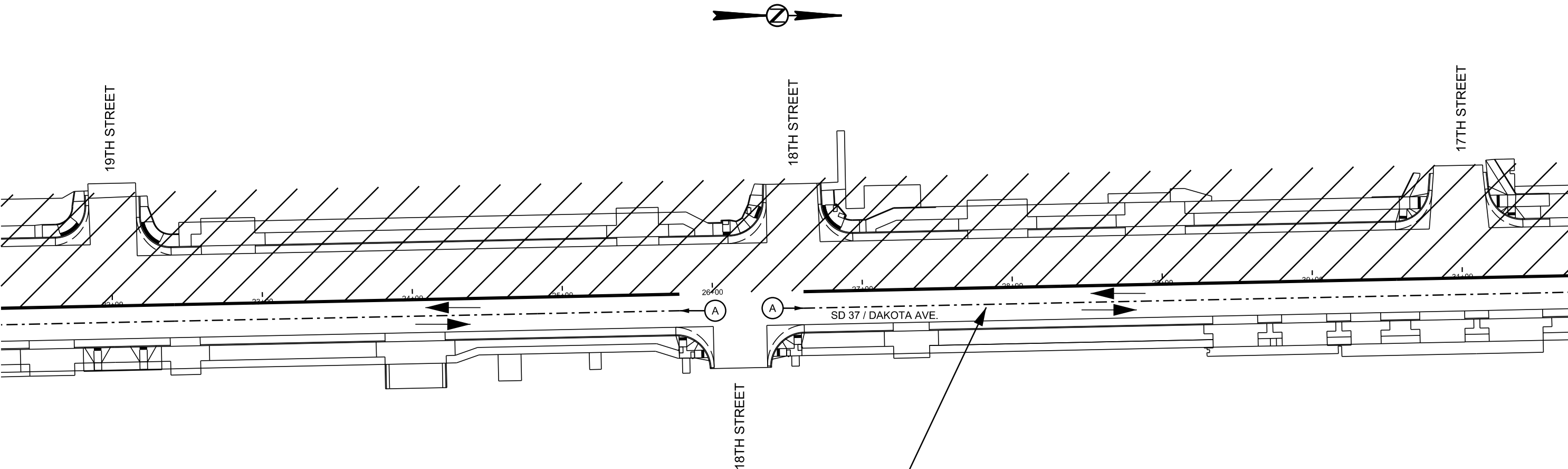
TRAFFIC CONTROL DETAILS

SD 37 (PHASE 2 - SB)

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C21	C44
Plotting Date: 02/03/2026			

PLOT NAME - 1

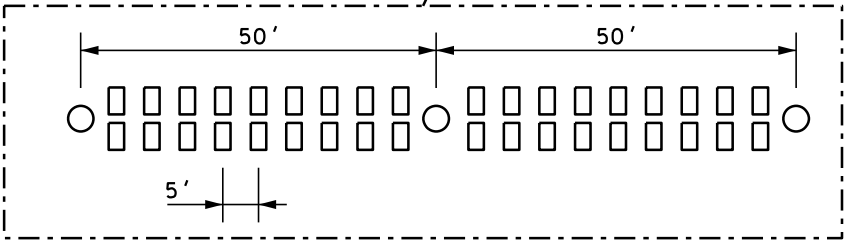
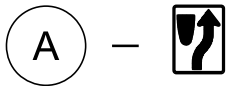
FILE - ... \BEAD06\A\SECTION CNTC-2SB.DGN



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

PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

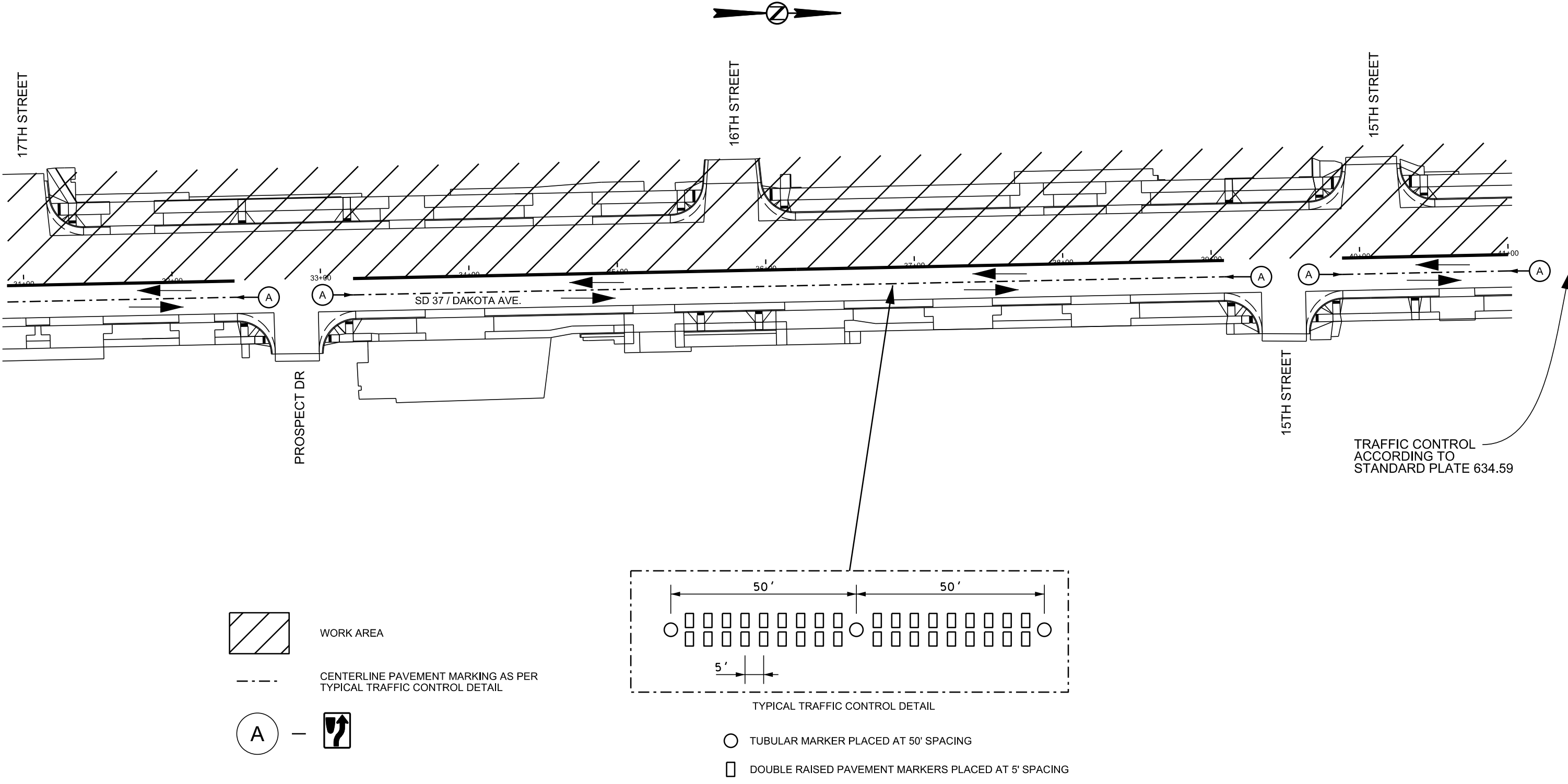
TRAFFIC CONTROL DETAILS

SD 37 (PHASE 2 - SB)

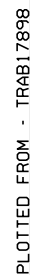
STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C22	C44
Plotting Date: 02/04/2026			

PLOT NAME - 1

FILE - ... \BEAD06\JA\SECTION CNTC-3SB.DGN



STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C23	C44
Plotting Date: 05/14/2026			



PLOT NAME - 1

FILE - ... \SECTION C\TC-BEGNB.DGN

PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

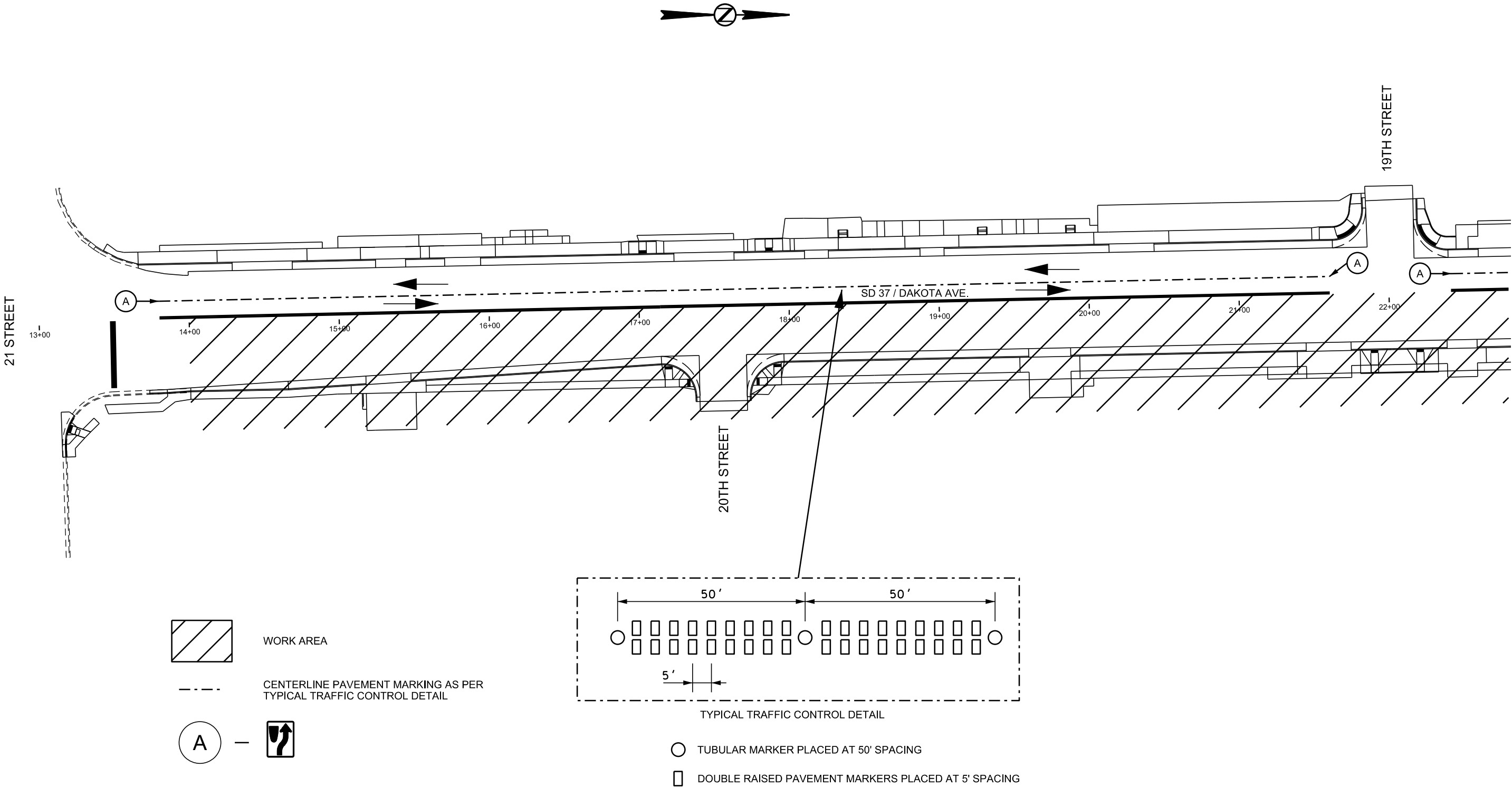
TRAFFIC CONTROL DETAILS

SD 37 (PHASE 2 - NB)

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C24	C44
Plotting Date: 05/15/2026			

PLOT NAME - 1

FILE - ... \BEAD06\A\SECTION C\TC-1NB.DGN



PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

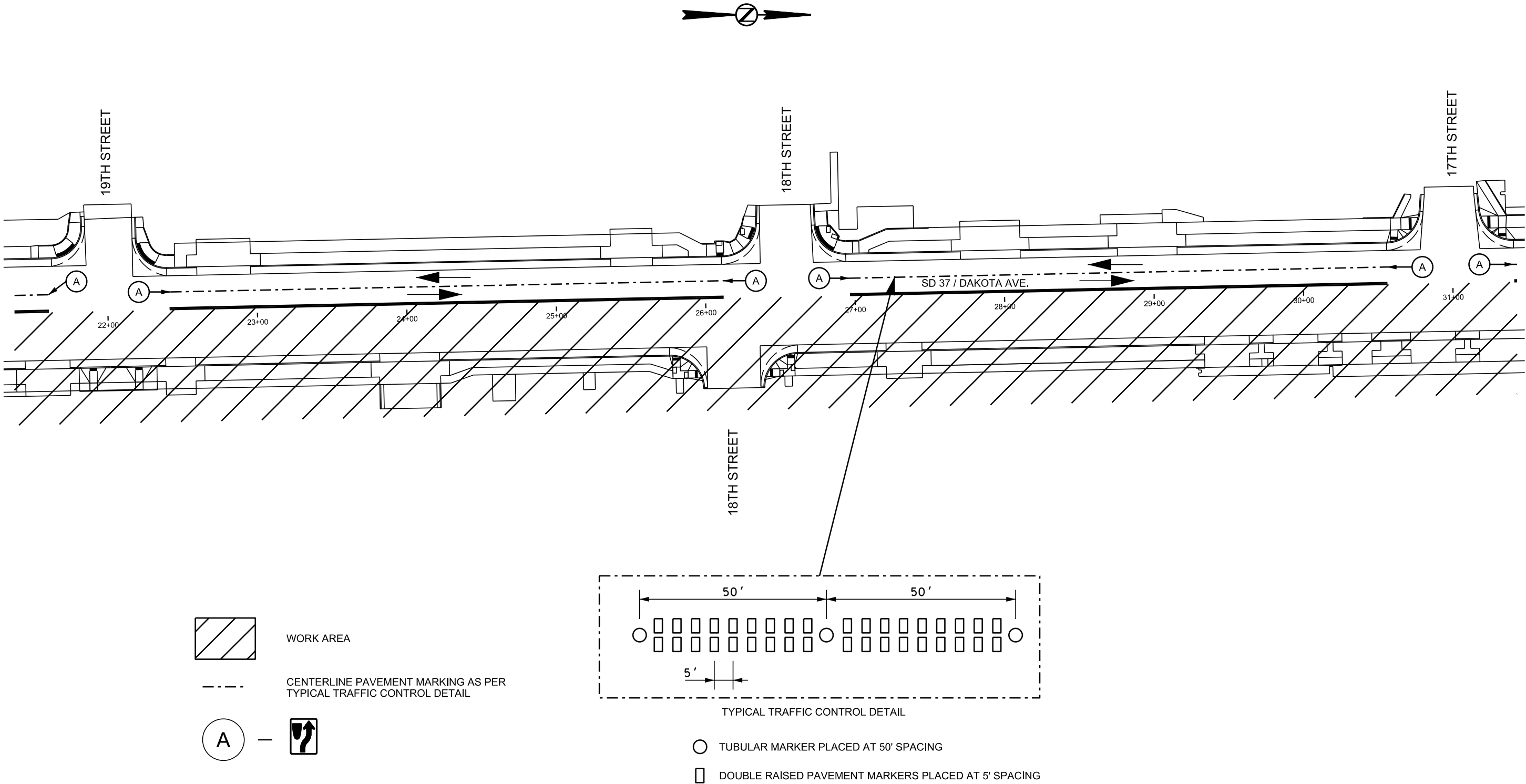
TRAFFIC CONTROL DETAILS

SD 37 (PHASE 2 - NB)

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C25	C44
Plotting Date: 02/04/2026			

PLOT NAME - 1

FILE - ... \BEAD06\A\SECTION CTC-2NB.DGN



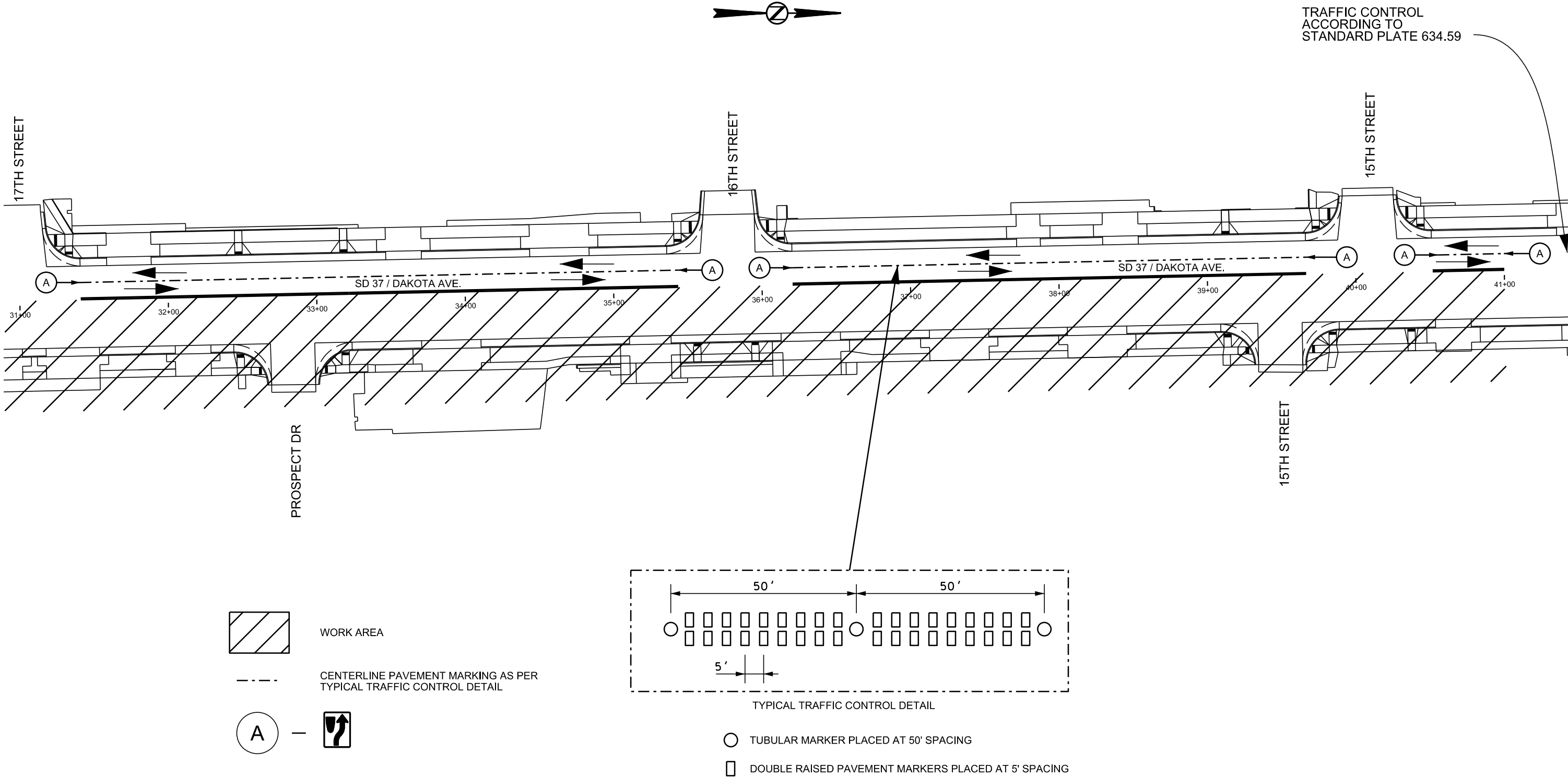
PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

TRAFFIC CONTROL DETAILS

SD 37 (PHASE 2 - NB)

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C26	C44
Plotting Date: 02/04/2026			



PLOT NAME - 1
FILE - ... \BEAD06\A\SECTION C\TC-3NB.DGN

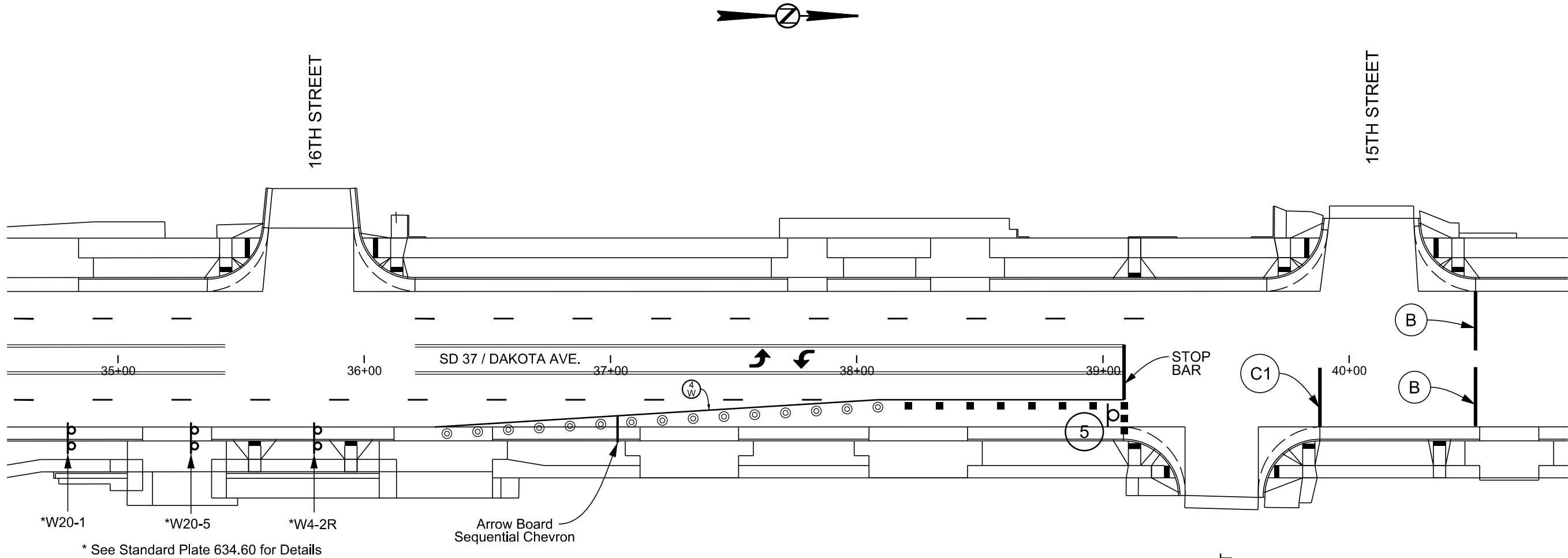
PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

TRAFFIC CONTROL DETAILS

SD 37 (PHASE 3)

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C27	C44
Plotting Date: 05/12/2026			



⊙ Reflectorized Drum

■ Channeling Device

④ 4" White Temporary Pavment Marking

B
ROAD
CLOSED
R11-2

C1
ROAD
CLOSED
R11-2
DETOUR
M4-10R

5
STOP
ALL WAY

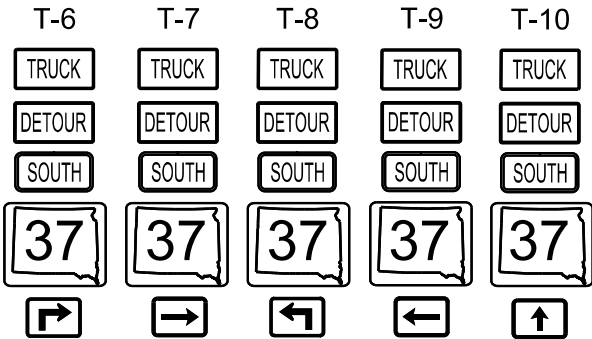
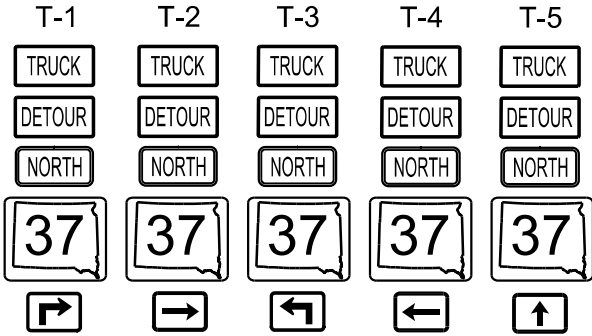
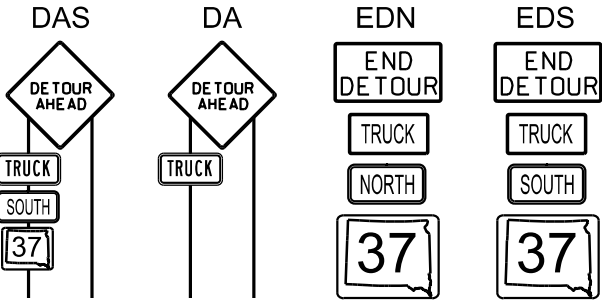
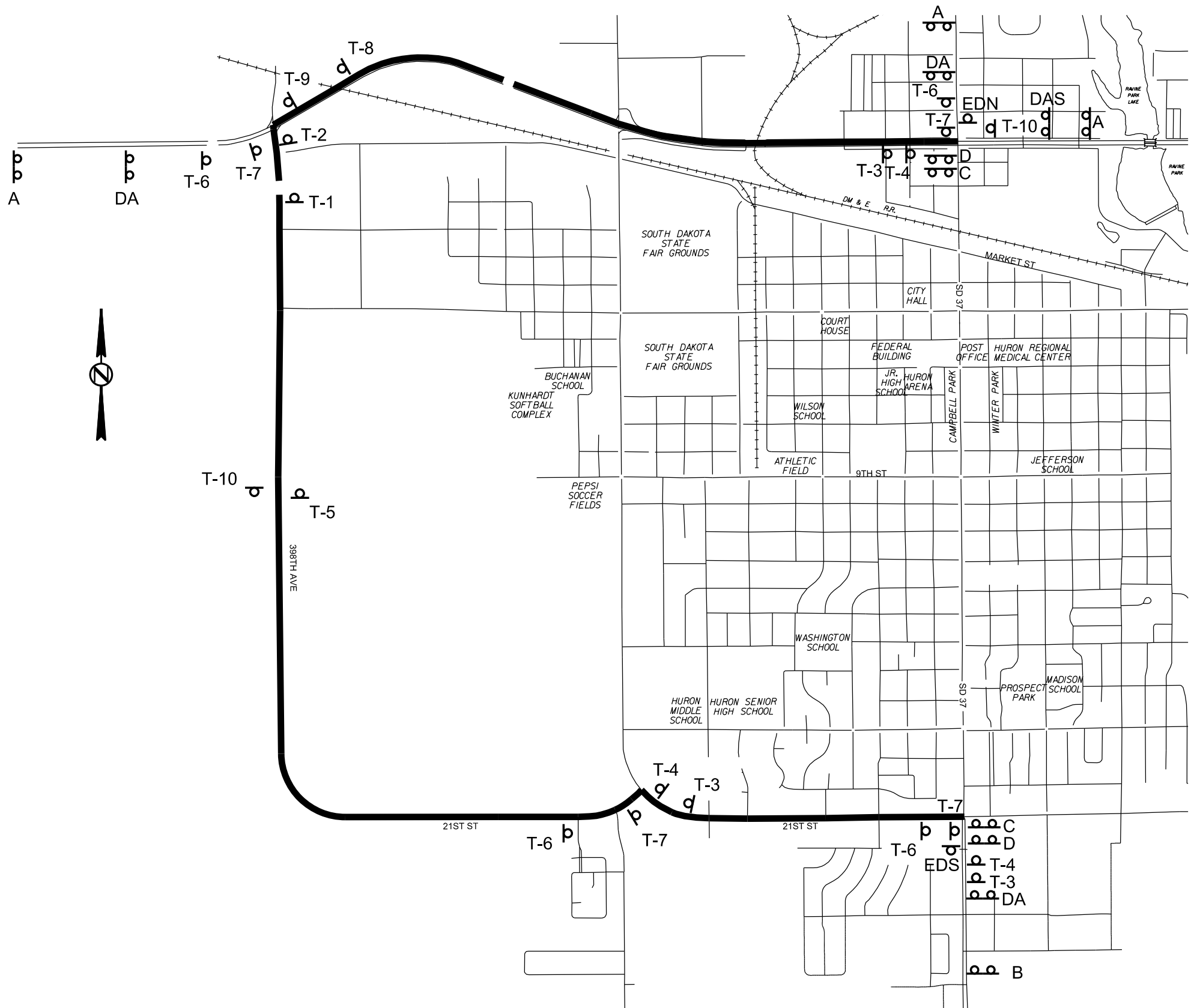
Included in the Section C Estimate of Quantities is 312 tons of Base Course and 165 tons of Asphalt Concrete Composite to provide for temporary traffic control upon the completion of the City of Huron utility work at the 15th Street / Dakota Avenue intersection. Work in this area will be coordinated and approved by the Engineer prior to removal and replacement of the surfacing.

PLOT NAME - 1

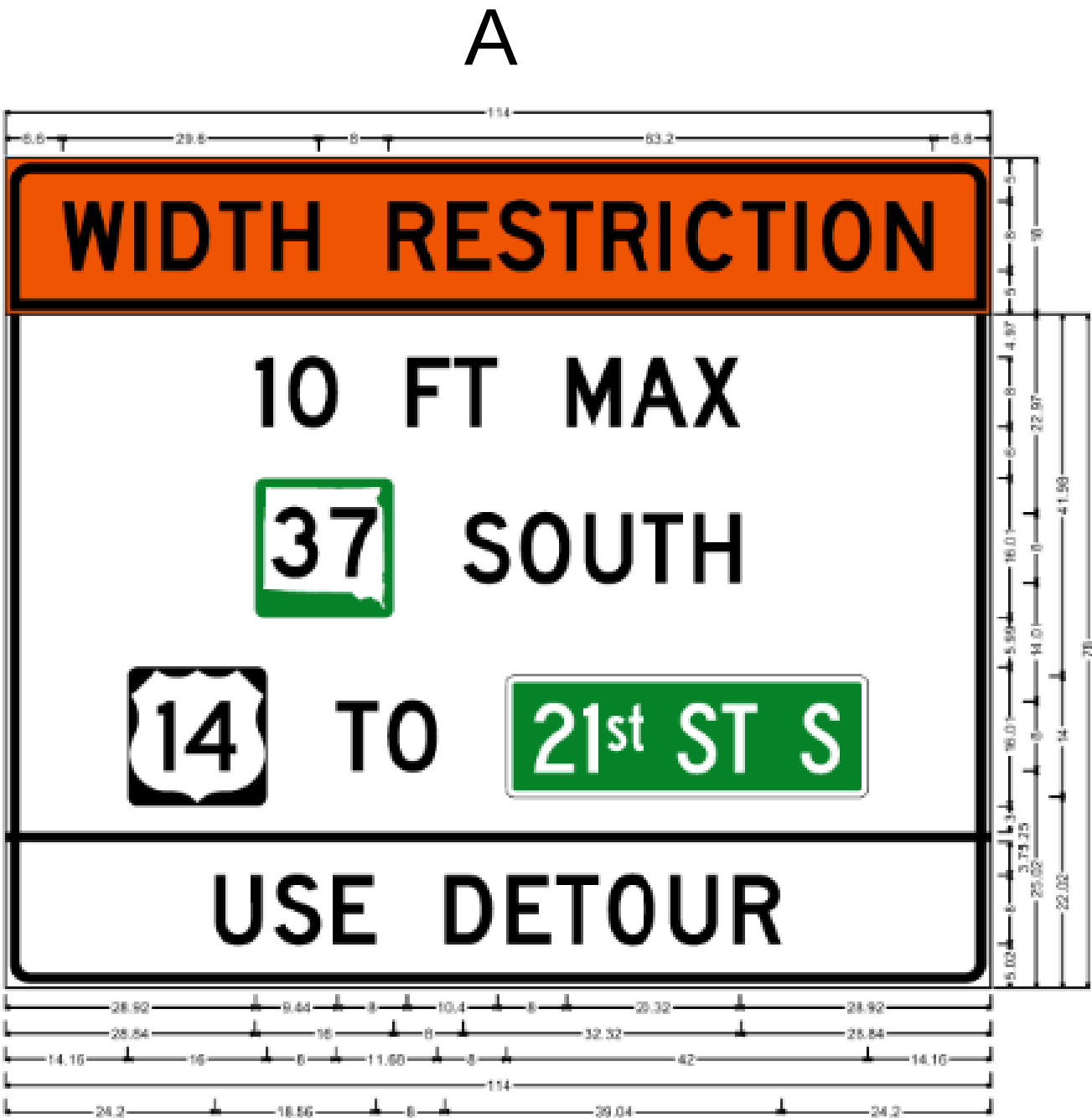
FILE - ... \SECTION C1-C PHASE3.DGN

TRUCK / OVERWIDTH DETOUR LAYOUT

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C28	C44
Plotting Date: 02/04/2026			



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



3.00" Radius, 1.25" Border, 0.50" Indent, Black on Orange;

"WIDTH RESTRICTION", D 2K;

3.00" Radius, 1.25" Border, 0.50" Indent, Black on White;

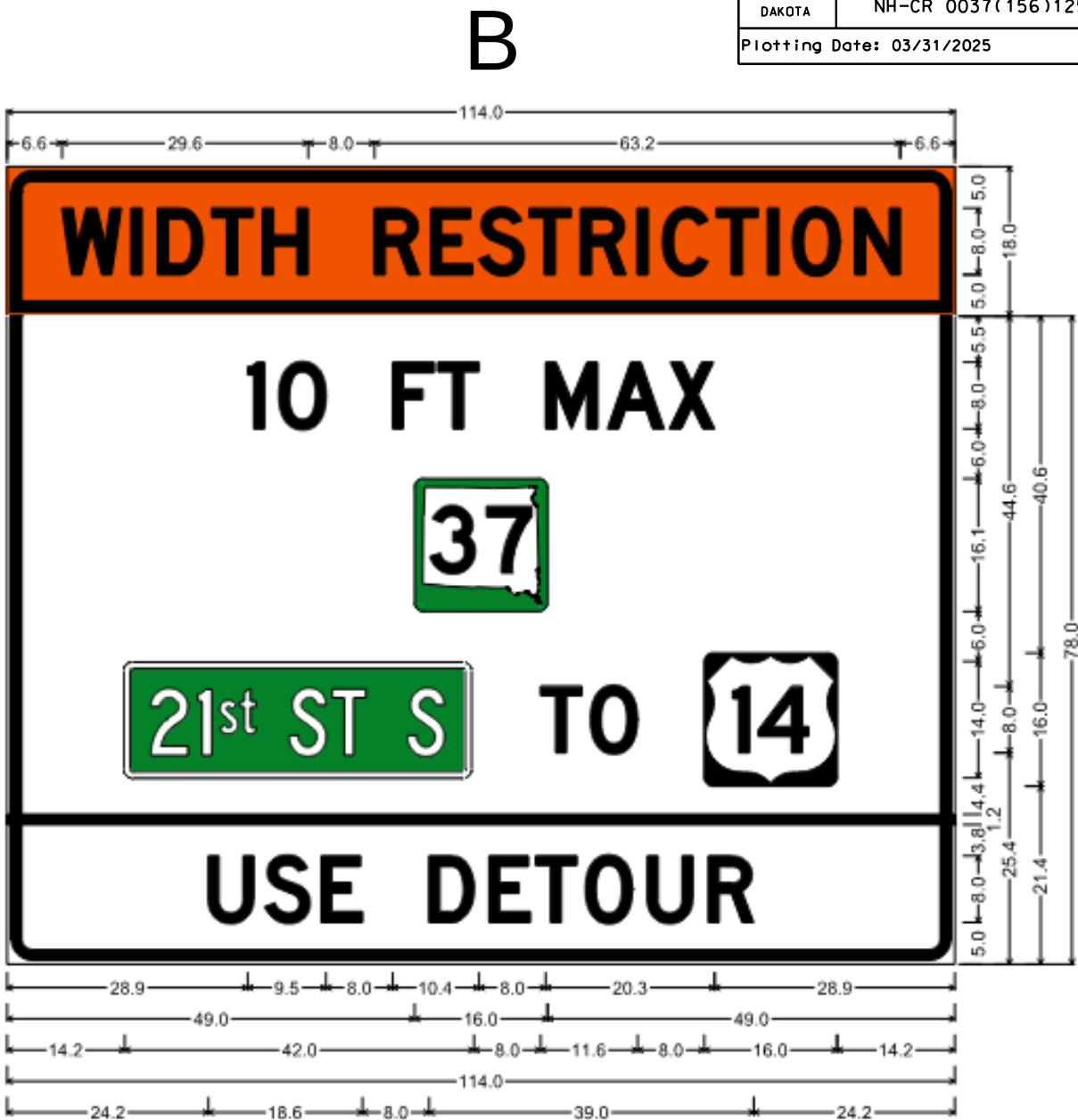
"10 FT MAX", D 2K; "SOUTH", D 2K; US Independent 14 M1-4 8.00" D 2K; "TO", D 2K; 1.00" Radius, 0.75" Border, White on Green;

"21st", C 2K; "ST S", C 2K;

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

Table of widths and spaces

W	I	D	T	H
0.00	7.12	1.20	1.20	1.92
5.44	1.04	4.96	1.20	5.44
8.00	5.44	1.36	4.96	0.80
5.44	0.64	4.96	1.20	5.44
1.36	1.28	1.76	5.44	1.04
4.96	1.20	1.28	1.76	5.68
1.76	5.68	1.76	5.44	6.60
28.92	2.00	1.76	5.68	8.00
4.96	0.48	4.96	8.00	6.24
1.20	6.88	0.64	5.44	28.92
28.84	16.00	8.00	5.44	1.20
5.68	1.76	5.44	1.20	4.96
1.20	5.44	28.84		
14.16	16.00	8.00	4.96	1.04
5.68	8.00			42.00
14.16				
-0.00	114.00	0.00		
24.20	3.44	1.20	3.44	1.20
4.96	0.00	3.44	1.76	4.96
0.64	4.96	1.04	3.08	1.76
3.44	1.92	3.44	24.20	



3.0" Radius, 1.3" Border, 0.5" Indent, Black on Orange;

"WIDTH RESTRICTION", D 2K;

3.0" Radius, 1.3" Border, 0.5" Indent, Black on White;

"10 FT MAX", D 2K; 1.0" Radius, 0.8" Border, White on Green;

"21st", C 2K; "ST", C 2K; "S", C 2K;

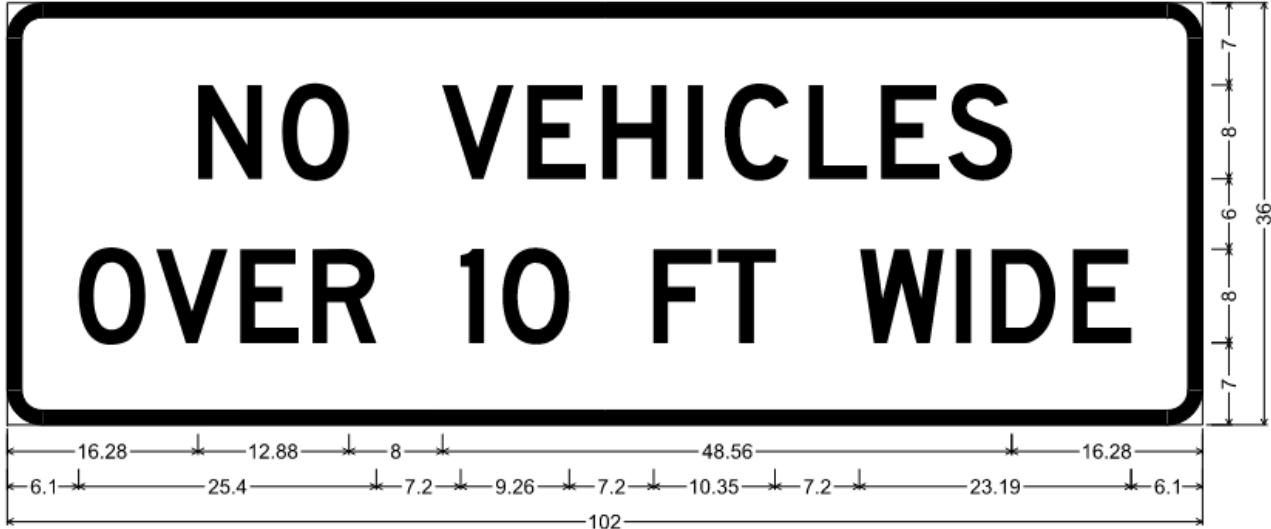
"TO" Black, D 2K; US Independent 14 M1-4 8.0" D 2K; Horizontal Line Black; "USE DETOUR" Black, D 2K;

Table of widths and spaces

W	I	D	T	H
6.6	7.1	1.2	1.3	1.9
5.5	1.0	5.0	1.2	5.4
8.0	5.4	1.4	5.0	0.8
5.4	0.6	5.0	1.2	5.4
1.4	1.3	1.7	5.5	1.0
5.0	1.2	1.3	1.7	5.7
1.8	5.4	6.6		
28.9	2.0	1.8	5.7	8.0
4.9	0.5	5.0	8.0	6.2
1.2	6.8	0.6	5.5	28.9
49.0	16.0	49.0		
14.2	42.0	8.0	4.9	1.1
5.6	8.0	16.0	14.2	
2.3	0.1	0.0		
-0.0	114.0	0.0		
24.2	5.4	1.4	5.4	1.4
5.0	8.0	5.4	1.8	4.9
0.7	4.9	1.1	5.6	1.8
5.4	2.0	5.4	24.2	

C

D



3.00" Radius, 1.25" Border, Black on White;
"NO VEHICLES", D 2K; "OVER 10 FT WIDE", D 2K 90% spacing;
Table of widths and spaces

16.28	N	5.44	1.76	O	5.68	8.00	V	6.08	1.20	E	4.96	1.36	H	5.44	1.92	I	1.28	1.76	C	5.44	1.76	L	4.96	1.20	E	4.96	0.80	S	5.44	16.28
6.10	O	5.68	0.93	V	6.08	1.08	E	4.96	1.23	R	5.44	7.20	I	2.00	1.58	O	5.68	7.20	F	4.96	0.43	T	4.96							
				W	7.12	1.08	I	1.28	1.73	D	5.44	1.58	E	4.96	6.10															



1.0" Radius, 0.8" Border, White on Green;
"21st", C 2K; "ST", C 2K; "S", C 2K;
Table of widths and spaces

3.3	2	4.4	1.2	1	1.7	1.0	s	2.3	0.2	t	1.9	
				s	4.5	0.7	T	4.1	5.0	S	4.4	3.3



3.00" Radius, 1.25" Border, Black on Orange;
"NO THRU ", D 2K; "TRUCKS ", D 2K;
Table of widths and spaces

9.68	N	5.44	1.76	O	5.68	8.00	T	4.96	1.20	H	5.44	1.92	R	5.44	1.36	U	5.44	9.68
13.40	T	4.96	1.20	R	5.44	1.36	U	5.44	1.76	C	5.44	1.76	K	5.60	0.80	S	5.44	13.40

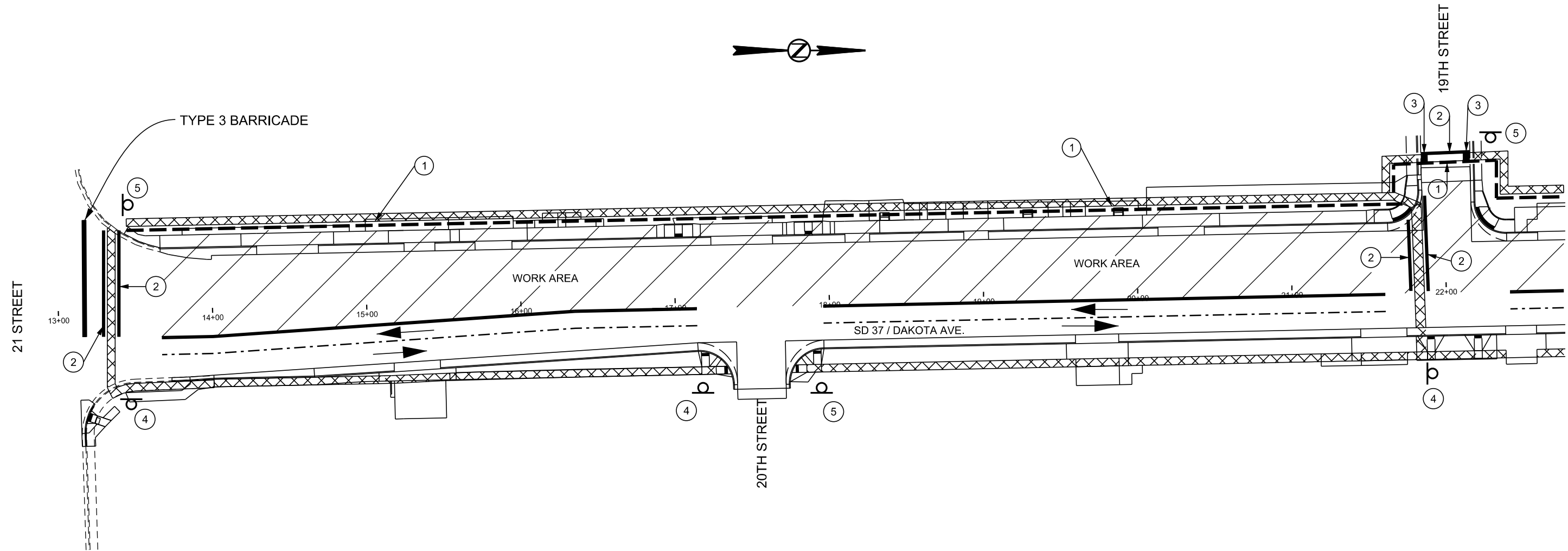
PLOT SCALE - 1:154

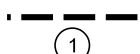
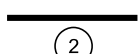
PLOTTED FROM - TRAB17898

PEDESTRIAN ROUTE LAYOUT - PHASE 2 SB

21ST ST. TO 19TH ST.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C31	C44
Plotting Date: 05/15/2026			



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



4



5



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	886	278	2	3	3	0

PLOT NAME - 1

FILE - ... \SECTION CYPE021-19.DGN

PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

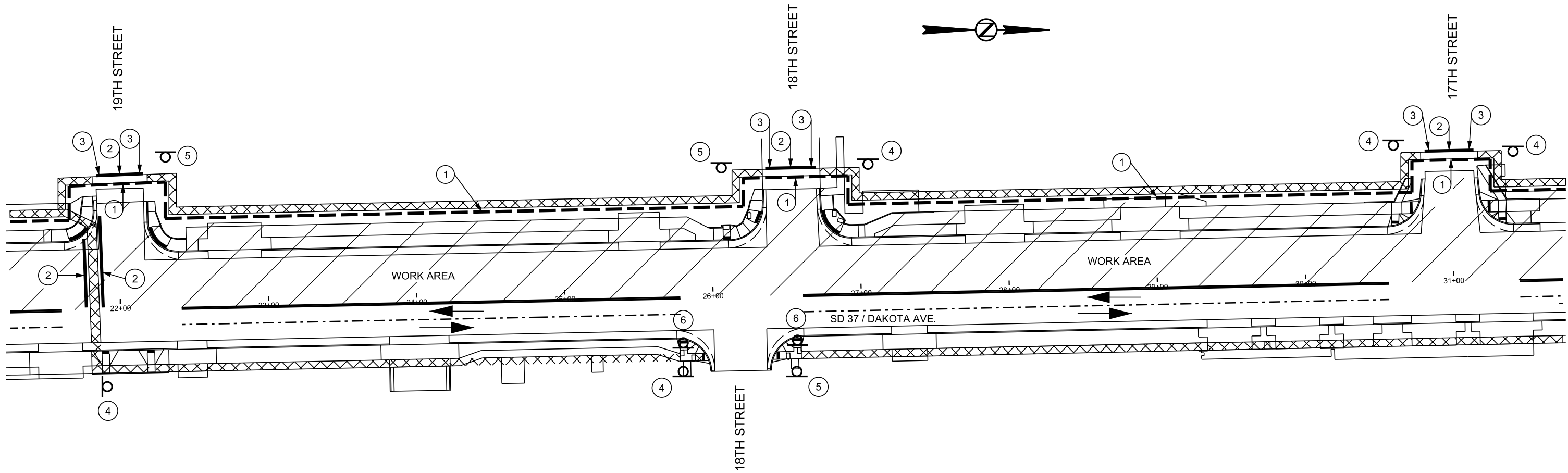
PEDESTRIAN ROUTE LAYOUT - PHASE 2 SB

19TH ST. TO 17TH ST.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C32	C44
Plotting Date: 05/15/2026			

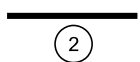
PLOT NAME - 1

FILE - ... \SECTION C\PED19-17.DGN



 PEDESTRIAN PATH

 LONGITUDINAL PEDESTRIAN BARRICADE

 LONGITUDINAL PEDESTRIAN BARRIER

 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	962	68	4	4	2	2

PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

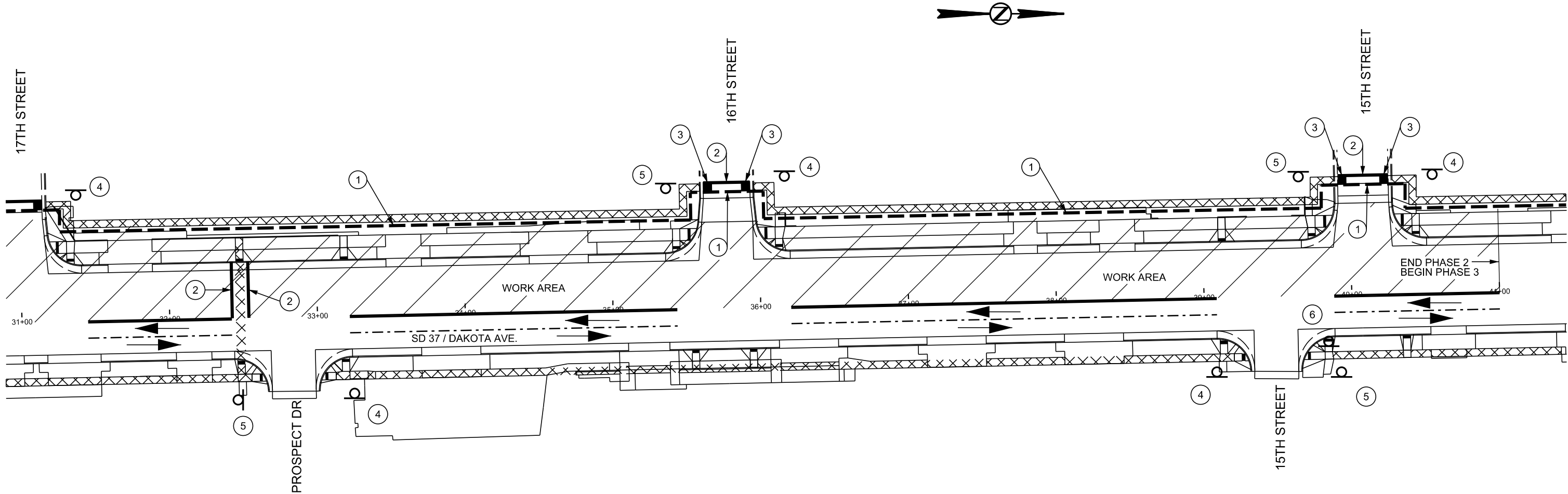
PEDESTRIAN ROUTE LAYOUT - PHASE 2 SB

17TH ST. TO 15TH ST.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C33	C44
Plotting Date: 05/15/2026			

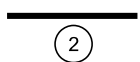
PLOT NAME - 1

FILE - ... \SECTION CXPED17-15.DGN



 PEDESTRIAN PATH

 1 LONGITUDINAL PEDESTRIAN BARRICADE

 2 LONGITUDINAL PEDESTRIAN BARRIER

 3 TEMPORARY CURB RAMP



4



5

 6 SIDEWALK CLOSED

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	924	144	4	4	4	1

PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

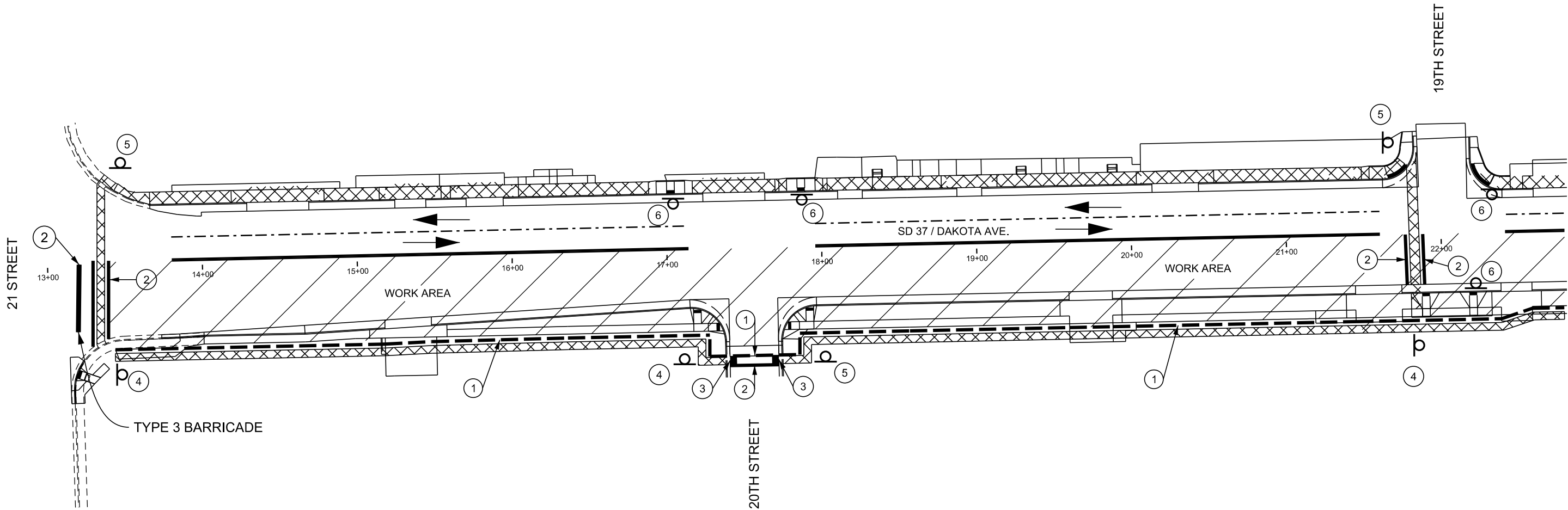
PEDESTRIAN ROUTE LAYOUT - PHASE 2 NB

21ST ST. TO 19TH ST.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C34	C44
Plotting Date: 05/15/2026			

PLOT NAME - 1

FILE - ... \SECTION C\PE021-19NB.DGN



PEDESTRIAN PATH

LONGITUDINAL PEDESTRIAN BARRICADE

LONGITUDINAL PEDESTRIAN BARRIER

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	888	202	2	3	3	4

PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

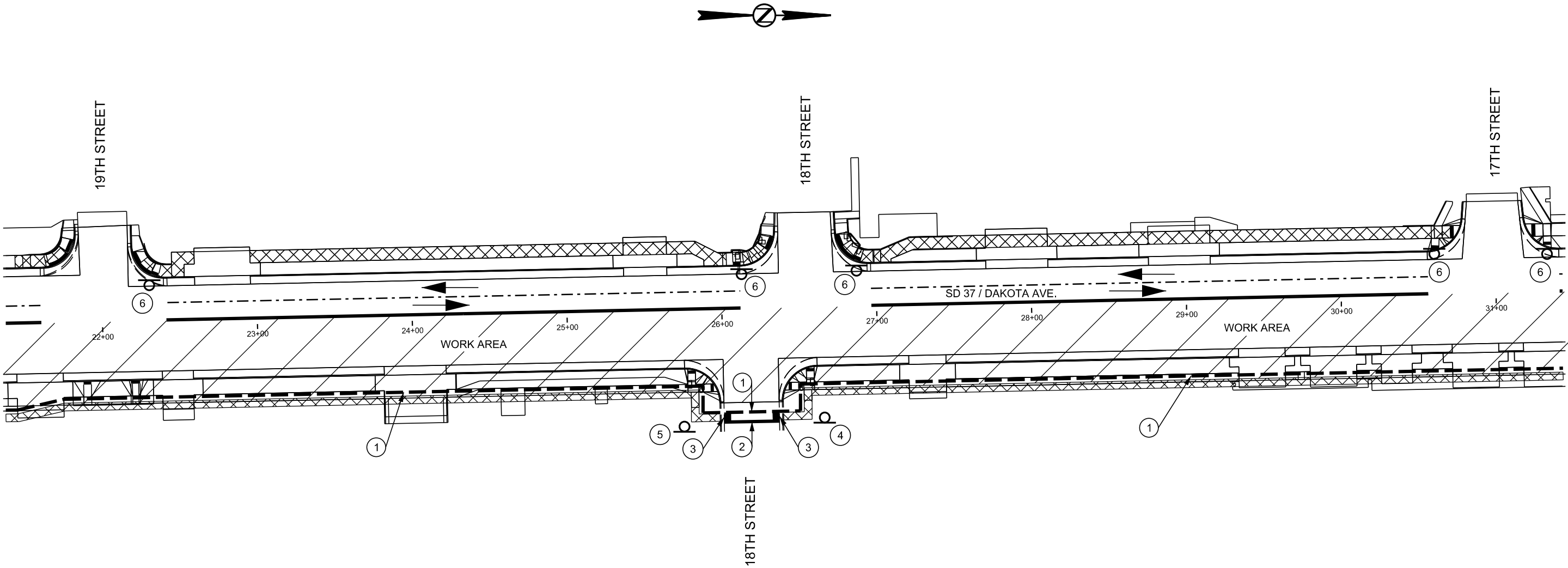
PEDESTRIAN ROUTE LAYOUT - PHASE 2 NB

19TH ST. TO 17TH ST.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C35	C44
Plotting Date: 05/15/2026			

PLOT NAME - 1

FILE - ... \SECTION C\PED19-17NB.DGN



PEDESTRIAN PATH

LONGITUDINAL PEDESTRIAN BARRICADE

LONGITUDINAL PEDESTRIAN BARRIER

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	1000	36	2	1	1	4

PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

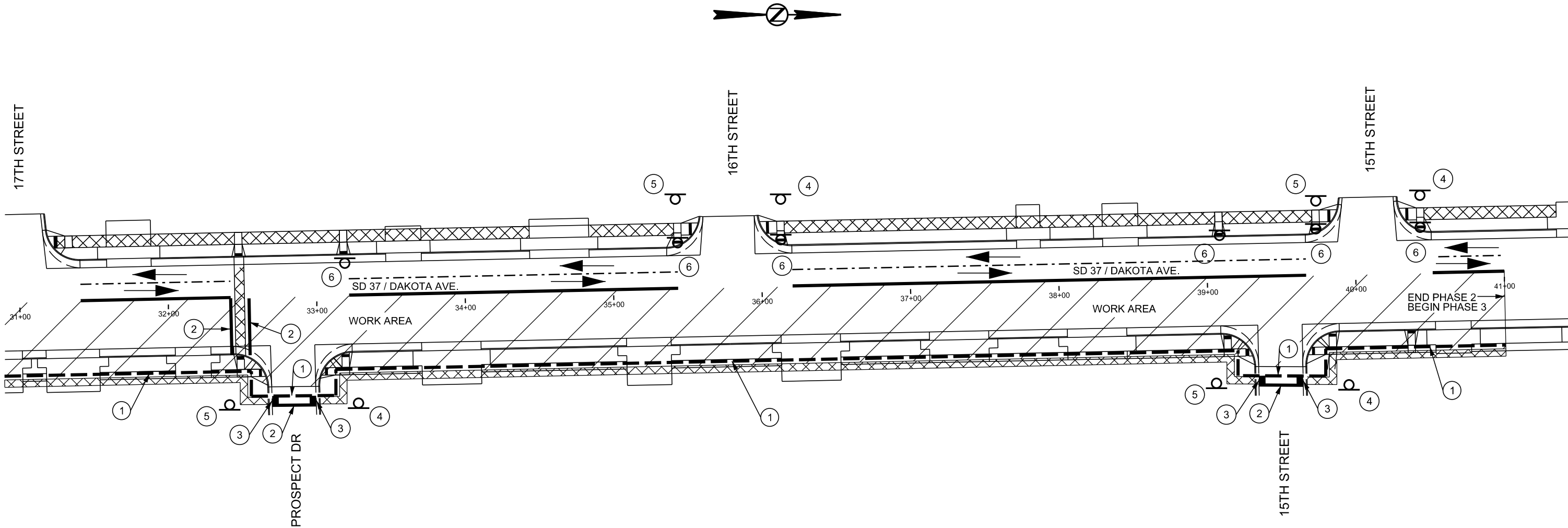
PEDESTRIAN ROUTE LAYOUT - PHASE 2 NB

17TH ST. TO 15TH ST.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C36	C44
Plotting Date: 05/15/2026			

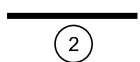
PLOT NAME - 1

FILE - ... \SECTION C\PED17-15NB.DGN



 PEDESTRIAN PATH

 1 LONGITUDINAL PEDESTRIAN BARRICADE

 2 LONGITUDINAL PEDESTRIAN BARRIER

 3 TEMPORARY CURB RAMP



4



5



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 RAMP	SIGN	SIGN	SIGN
QUANTITY	1030	106	4	4	4	6

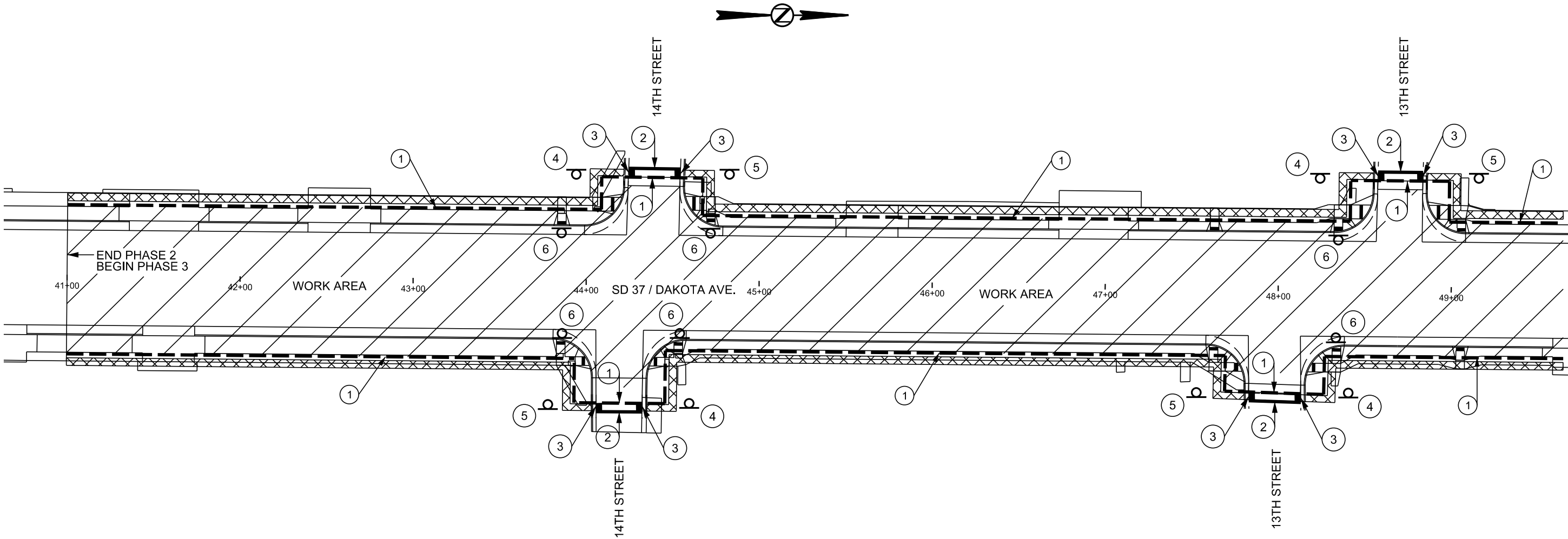
PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

PEDESTRIAN ROUTE LAYOUT - PHASE 3

15TH ST. TO 13TH ST.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C37	C44
Plotting Date: 05/15/2026			



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



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	1712	112	8	4	4	6

FILE - ... \SECTION C\PED15-13.DGN PLOT NAME - 1

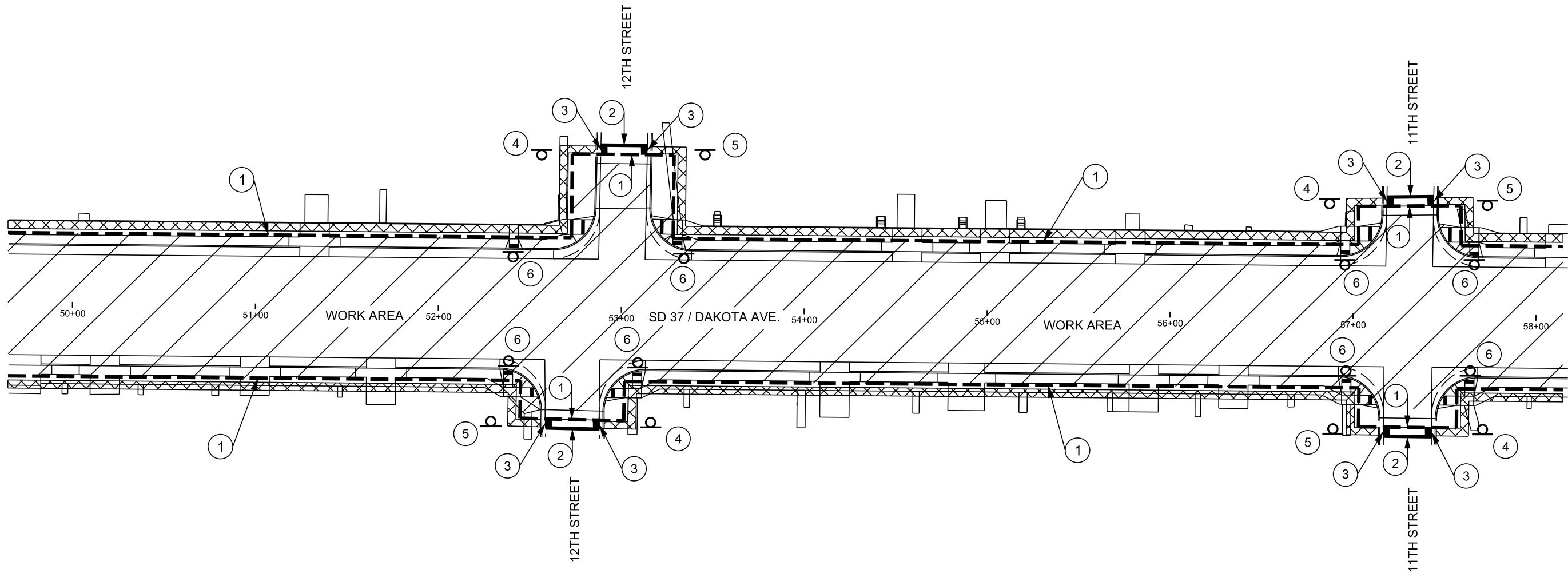
PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

PEDESTRIAN ROUTE LAYOUT - PHASE 3

13TH ST. TO 11TH ST.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C38	C44
Plotting Date: 05/15/2026			



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



④



⑤



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	2010	104	8	4	4	8

PLOT NAME - 1

FILE - ... \SECTION CYPED13-11.DGN

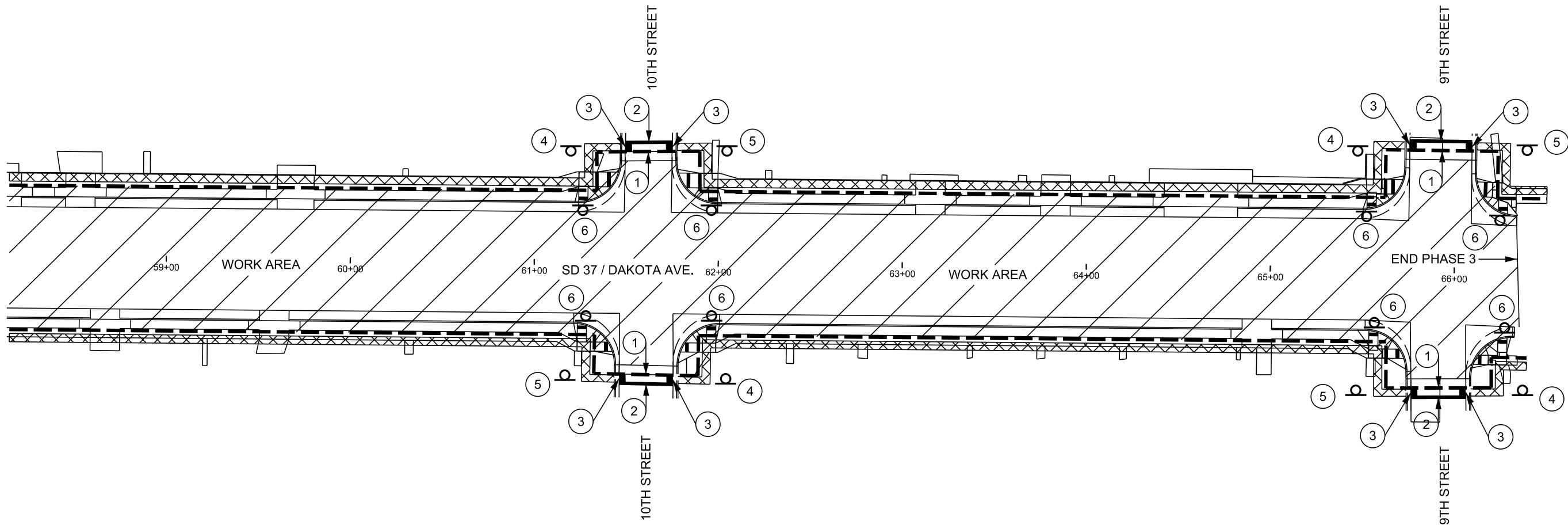
PLOT SCALE - 1:154

PLOTTED FROM - TRAB17898

PEDESTRIAN ROUTE LAYOUT - PHASE 3

11TH ST. TO 9TH ST.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C39	C44
Plotting Date: 05/15/2026			



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



④



⑤



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	1988	118	8	4	4	8

PLOT NAME - 1

FILE - ... \BEAD06\A\SECTION CYPED11-9.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.

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 - 80	1000



January 22, 2021

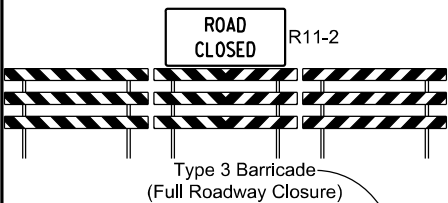
Published Date: 2027

S
D
D
O
T

WORK BEYOND THE SHOULDER

PLATE NUMBER
634.01

Sheet 1 of 1

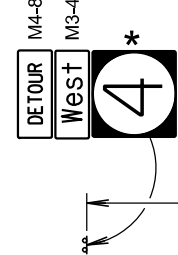


Signage shown for one direction only.

* 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.

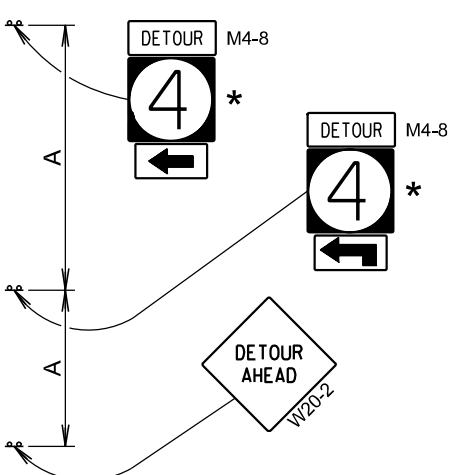
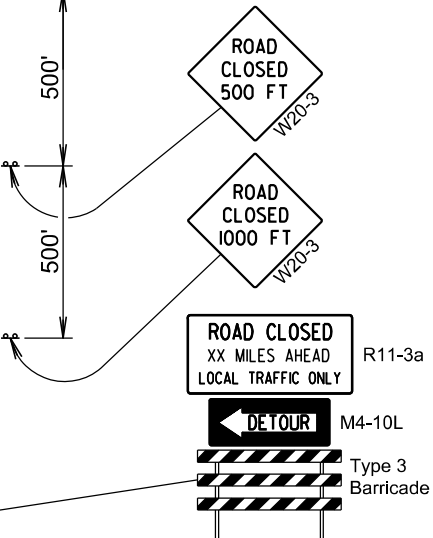


If the road is opened for some distance beyond the intersection and/or there are significant origin/destination points beyond the intersection, place the ROAD CLOSED and DETOUR signs on double sided Type 3 barricades located at the edge of the traveled way.

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.

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



January 22, 2021

Published Date: 2027

S
D
D
O
T

ROAD CLOSED WITH OFF-SITE DETOUR

PLATE NUMBER
634.29

Sheet 1 of 1

Only the traffic control devices controlling pedestrian flows are shown. Other devices may be needed to control traffic on the streets. Use lane closure signing or ROAD NARROWS signs, as needed.

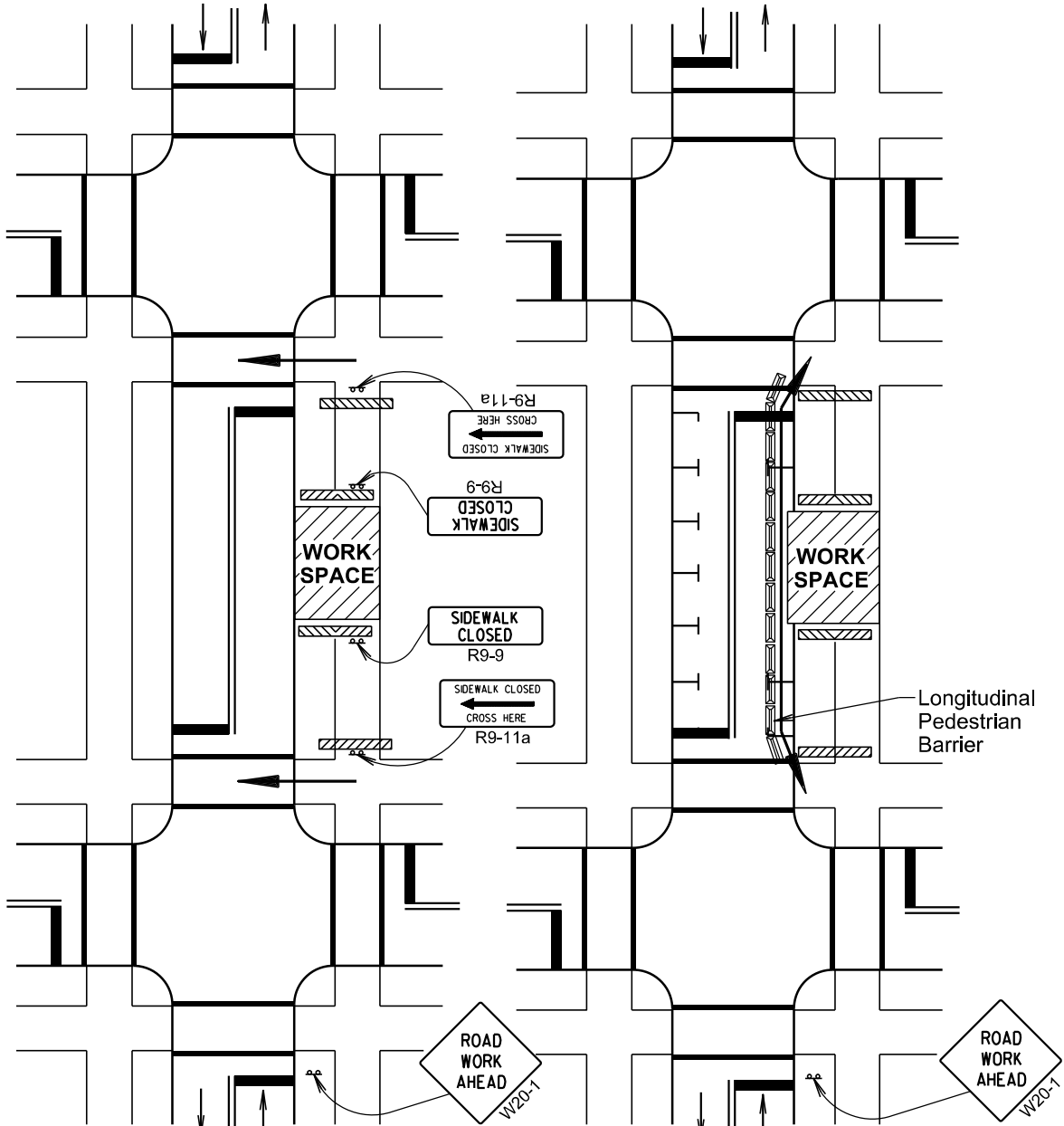
Signs may be placed along a temporary diversion to guide or direct pedestrians. Examples include KEEP RIGHT and KEEP LEFT signs.

Additional advance warning may be necessary.

For nighttime closures, Type A flashing warning lights may be used on barricades supporting signs and closing sidewalks. Type C steady-burn lights may be used on channelizing devices separating the temporary pedestrian diversion from vehicular traffic.

Street lighting should be considered.

Longitudinal Pedestrian Barricade and



PEDESTRIAN DETOUR

PEDESTRIAN DIVERSION

January 22, 2021

Published Date: 2027

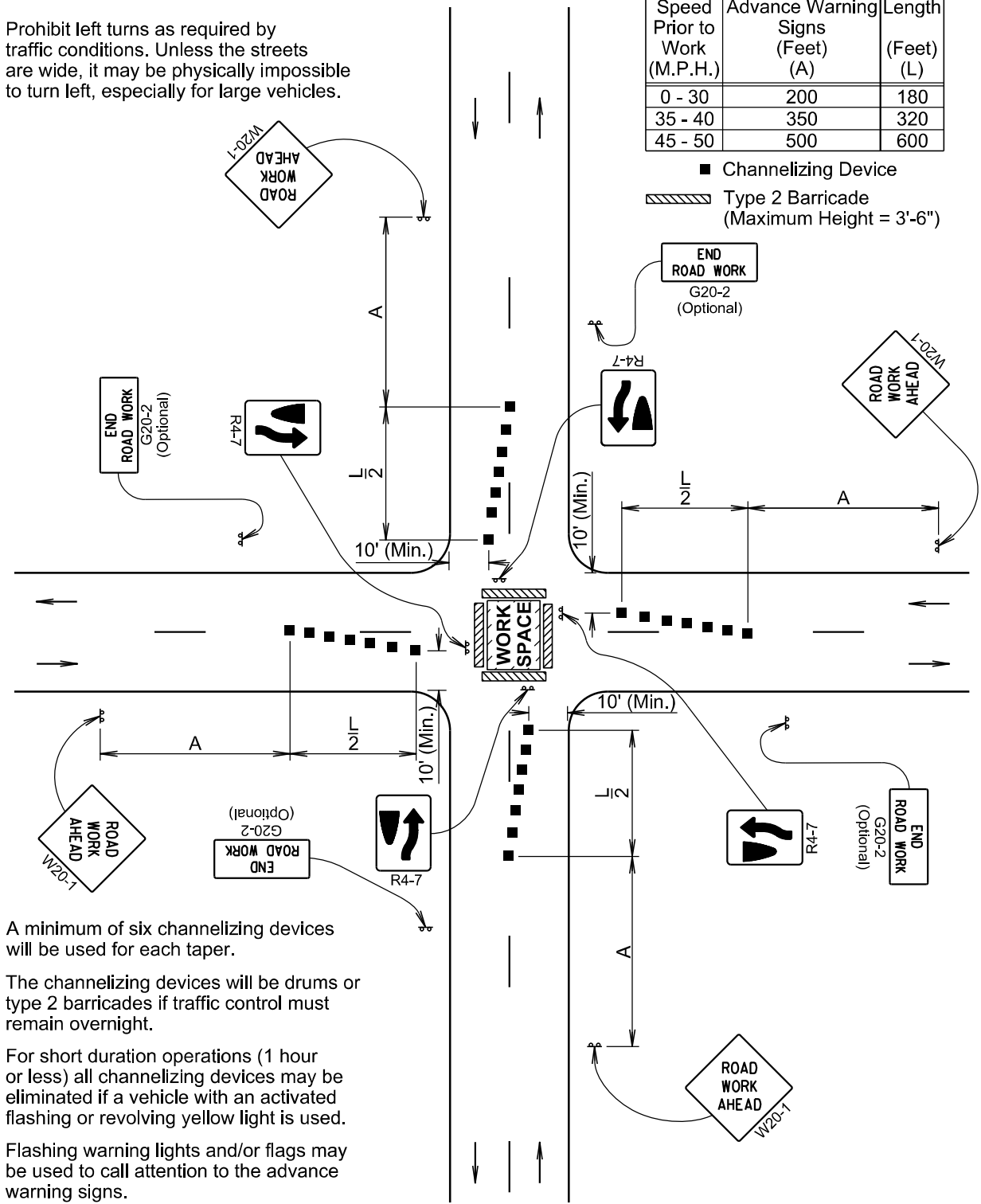
S
D
D
O
T

PEDESTRIAN DETOUR AND
PEDESTRIAN DIVERSION

PLATE NUMBER
634.34

Sheet 1 of 1

Prohibit left turns as required by traffic conditions. Unless the streets are wide, it may be physically impossible to turn left, especially for large vehicles.



A minimum of six channelizing devices will be used for each taper.

The channelizing devices will be drums or type 2 barricades 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.

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

January 22, 2021

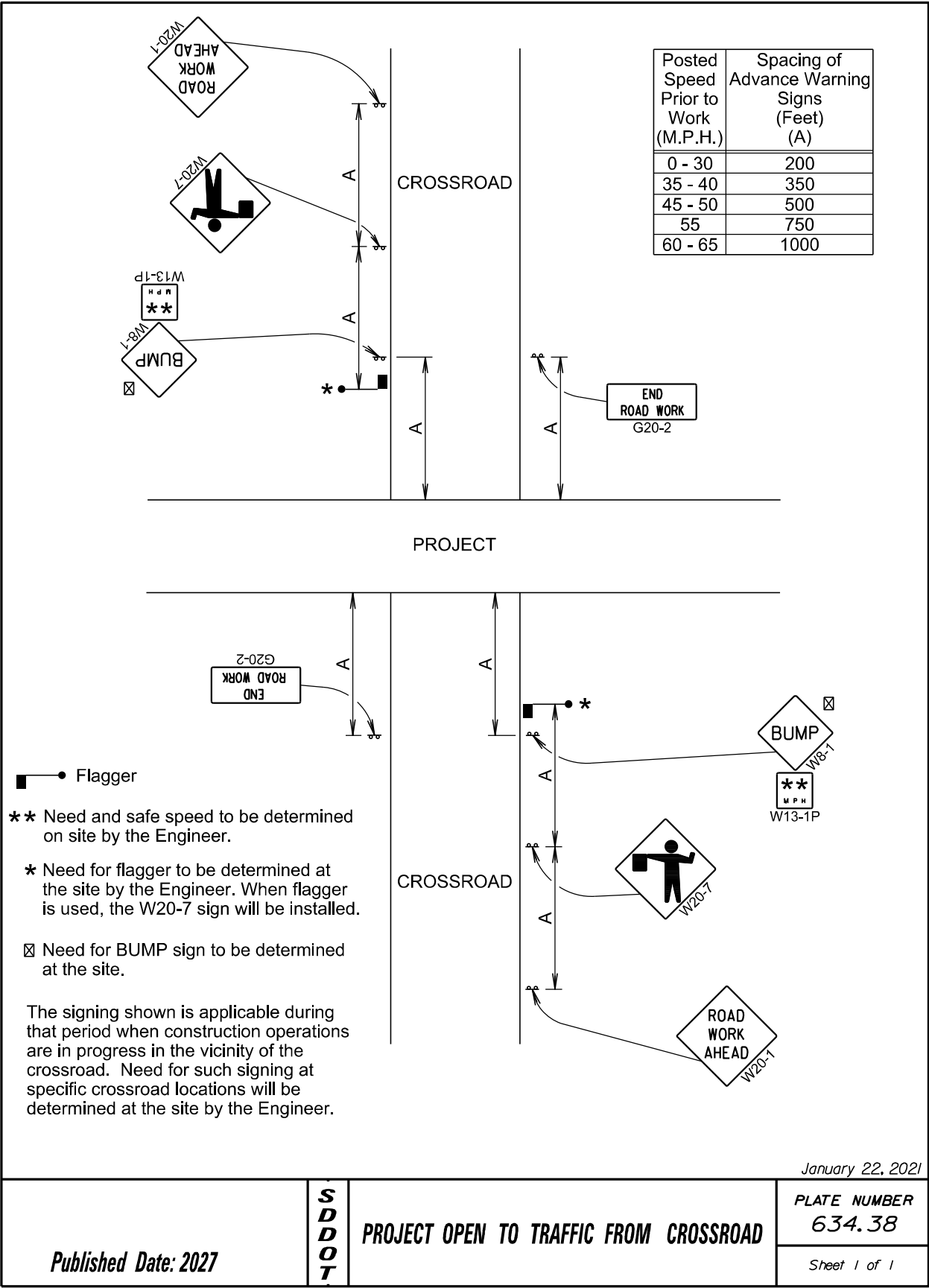
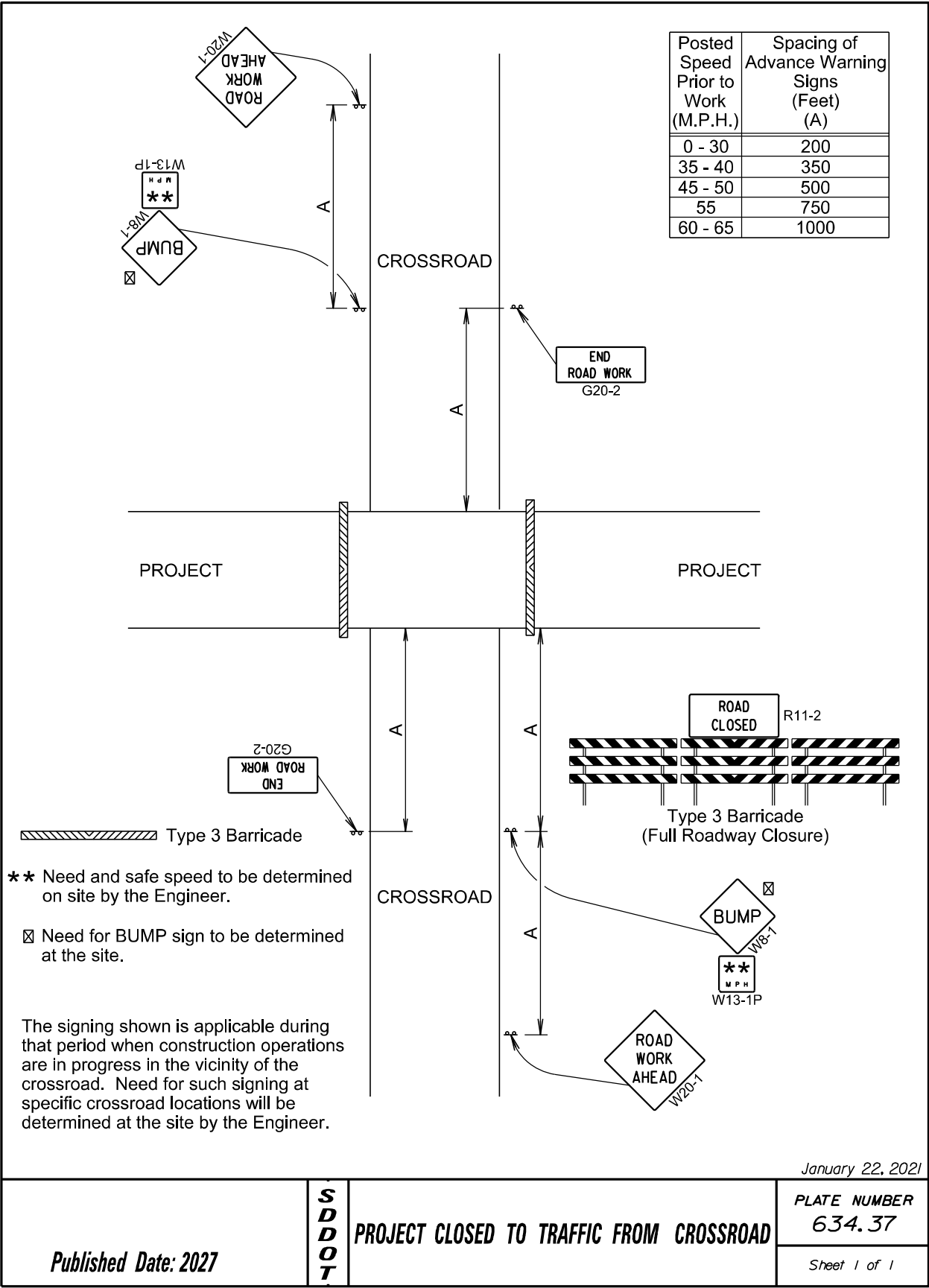
Published Date: 2027

S
D
D
O
T

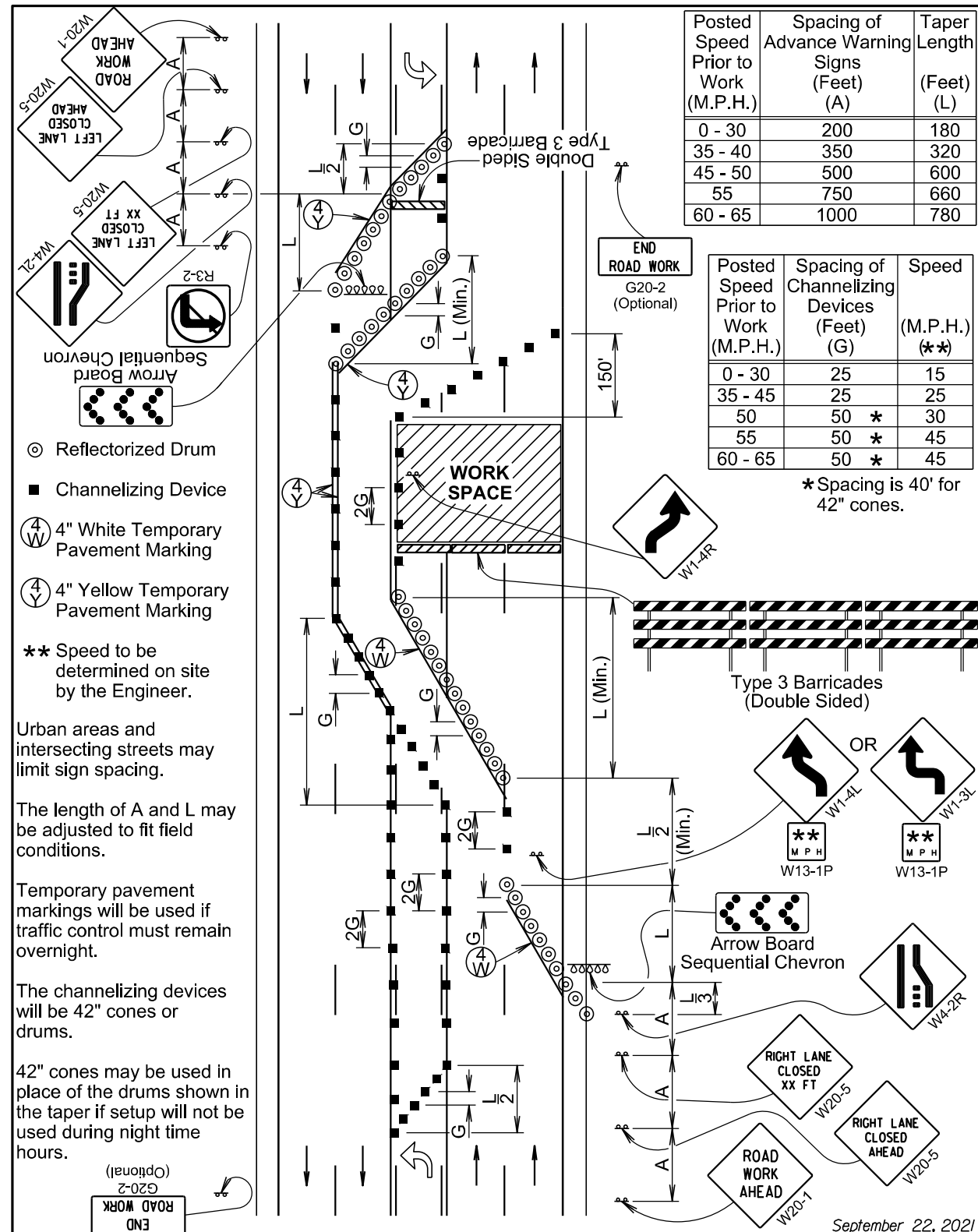
CLOSURE IN CENTER OF INTERSECTION

PLATE NUMBER
634.35

Sheet 1 of 1



STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C43	C44
Plotting Date: 03/19/2025			



September 22, 2021

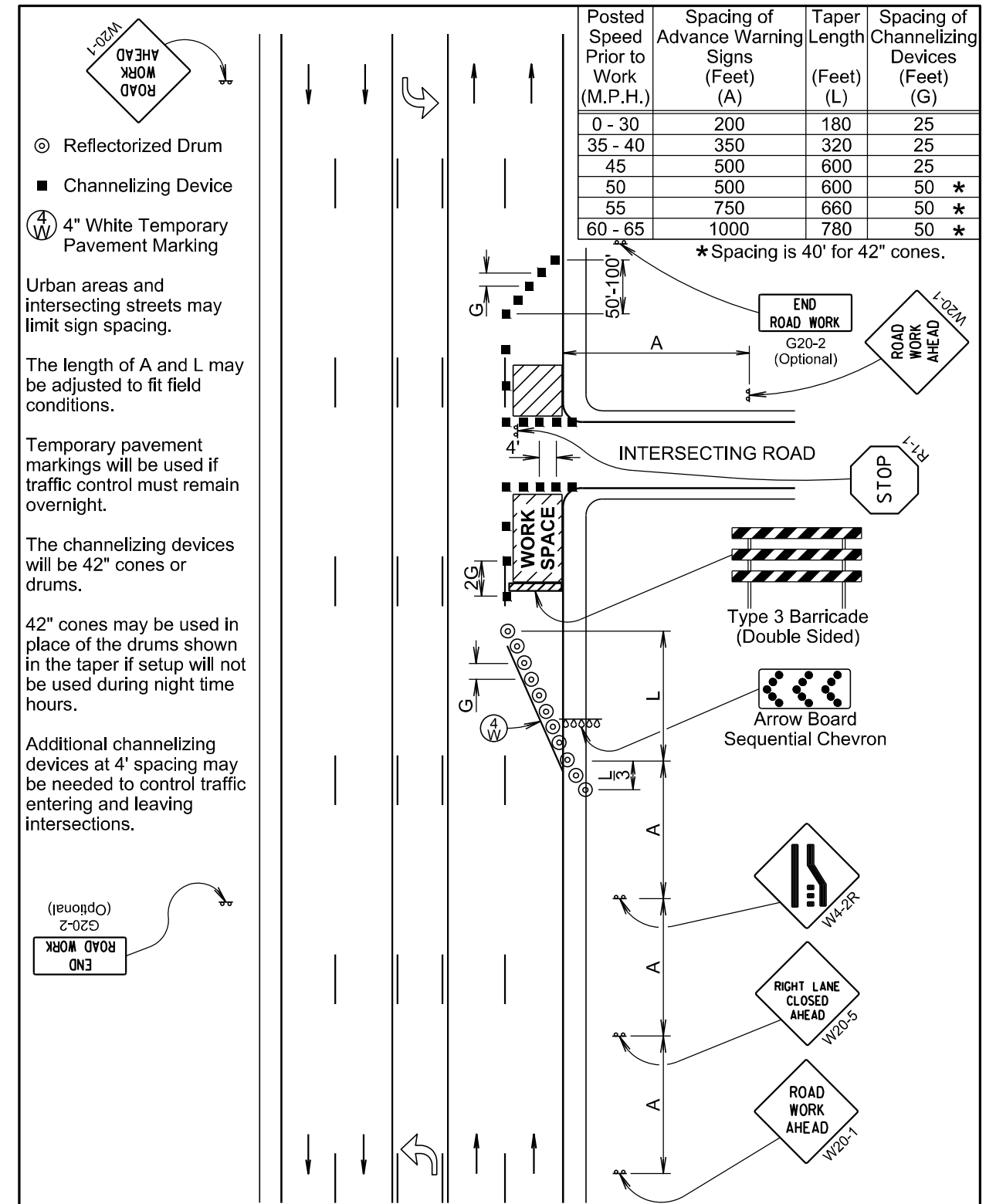
Published Date: 2027

SDDOT

5-LANE, 3 LANES CLOSED ONE SIDE

PLATE NUMBER
634.59

Sheet 1 of 1



September 22, 2021

Published Date: 2027

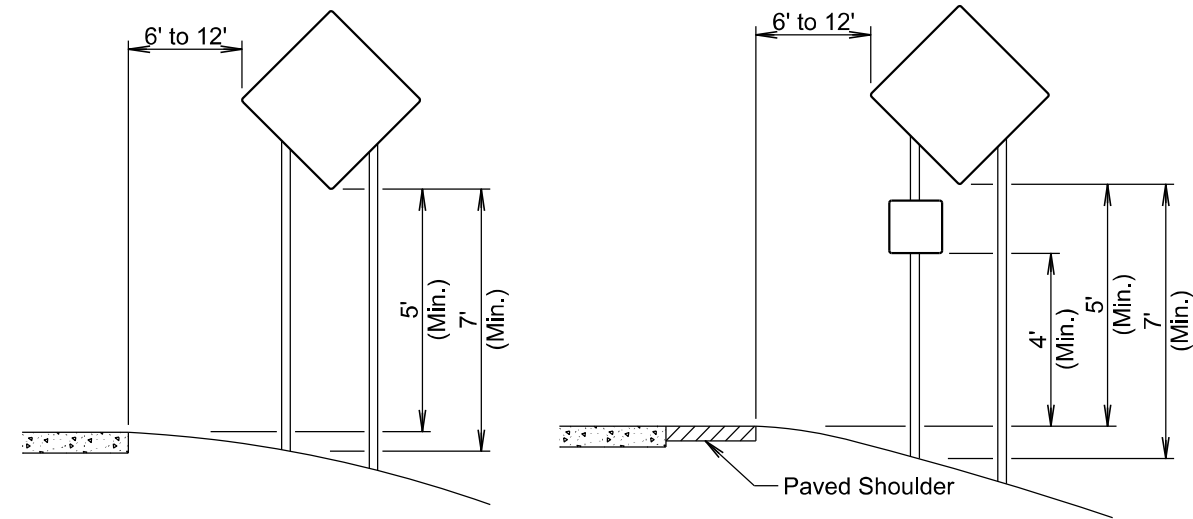
**S
D
D
O
T**

5-LANE, OUTSIDE LANE CLOSED

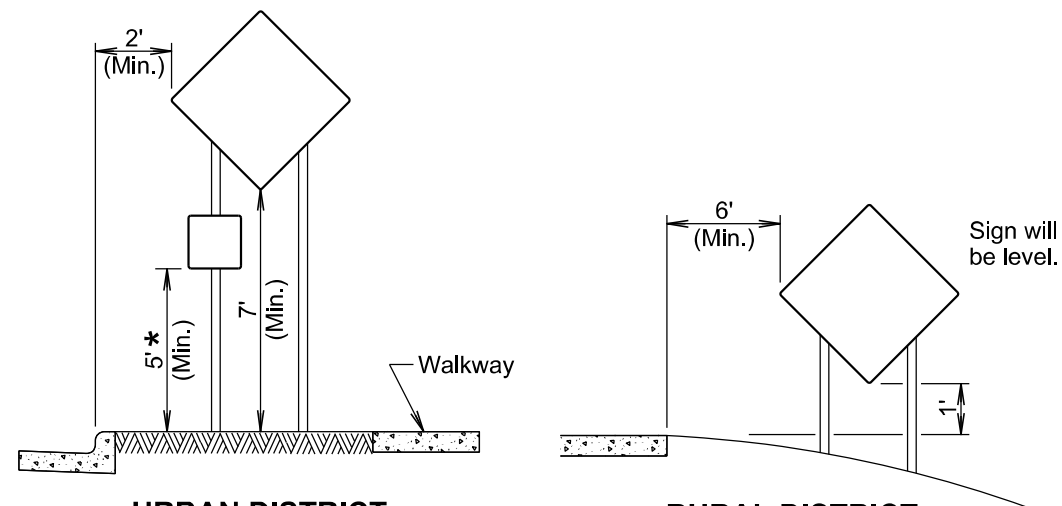
PLATE NUMBER
634.60

Sheet 1 of 1

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-CR 0037(156)125	C44	C44
Plotting Date: 03/19/2025			



RURAL DISTRICT

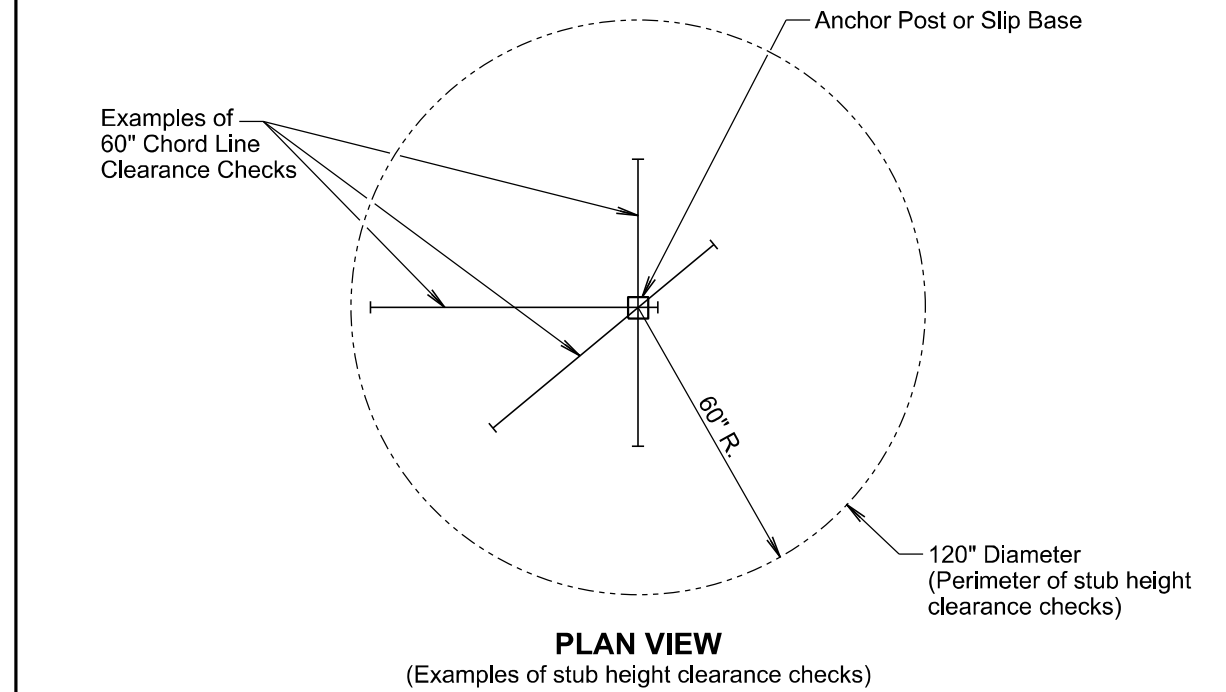
RURAL DISTRICT WITH
SUPPLEMENTAL PLATE**URBAN DISTRICT**

**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.**

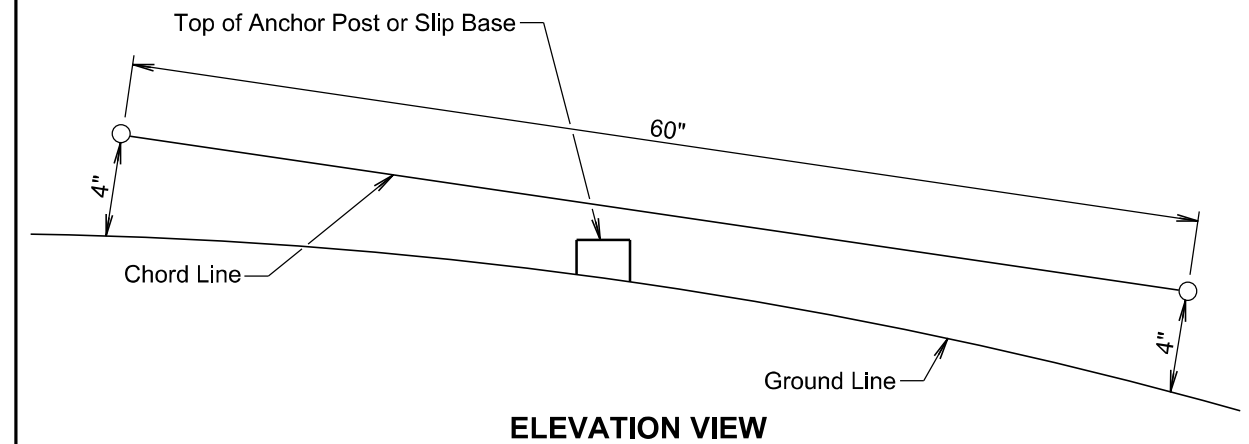
January 22, 2021

<i>Published Date: 2027</i>	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

<i>Published Date: 2027</i>	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1