

SECTION C: TRAFFIC CONTROL

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	C1	C13

Plotting Date: 10/21/2025 Rev 11/7/2025 RJM

PCN 06WT

INDEX OF SHEETS

Sheet C1 - C2	Title Sheet & Layout Map
Sheet C3 - C6	Estimate and General Notes
Sheets C7	Traffic Control Layout
Sheet C8 - C13	Standard Plates

BEGIN NH 0037(166)73

PCN 06WT
Station 36+77.59 NH 0037(166)73

EQUATION

Station 62+99.13 Bk = R 60 W
Station A 53+00.30 Ah

BEGIN EXCEPTION

Station A 54+10.00

EQUATION

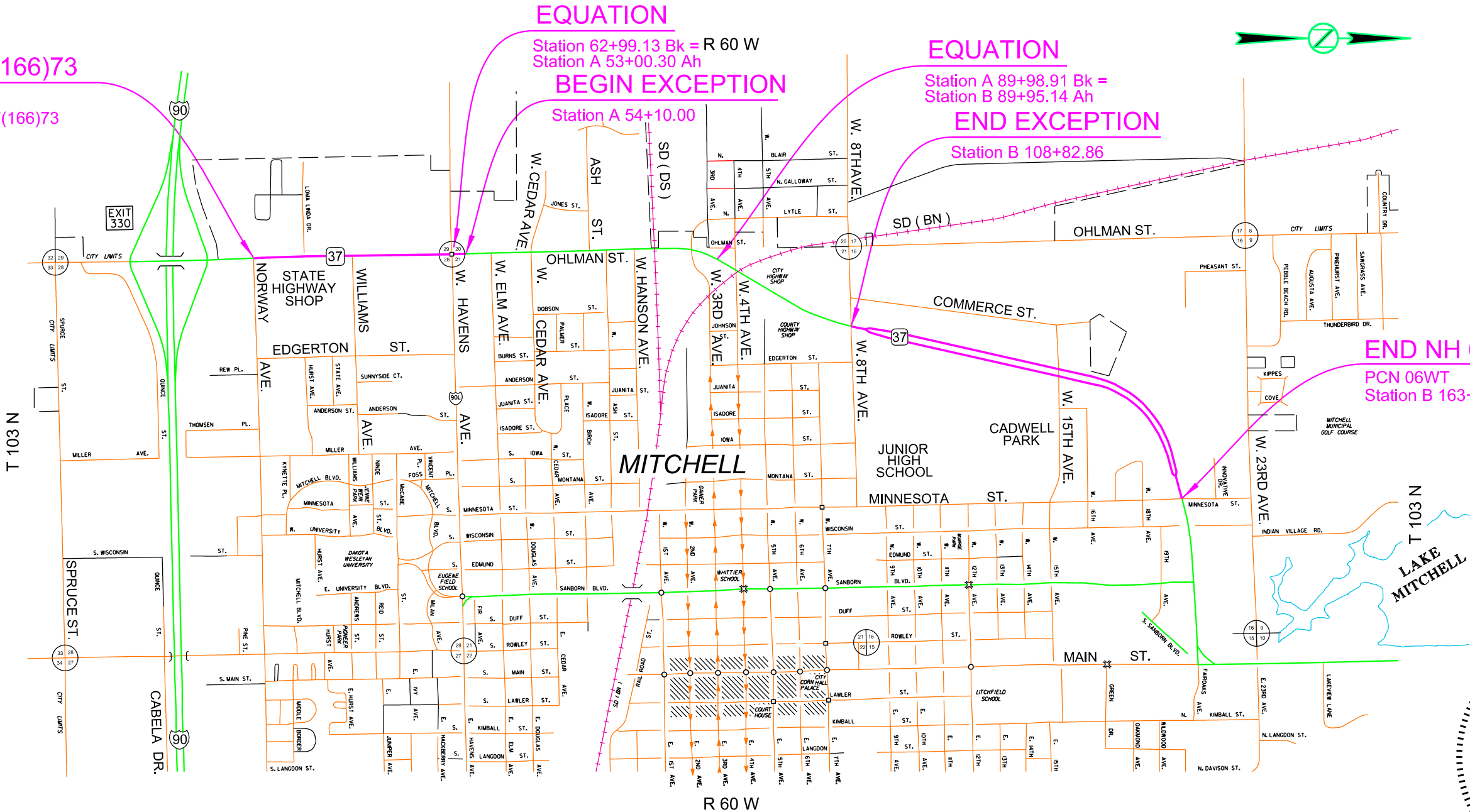
Station A 89+98.91 Bk =
Station B 89+95.14 Ah

END EXCEPTION

Station B 108+82.86

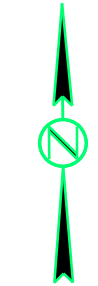
END NH 0037(166)73

PCN 06WT
Station B 163+15.42 NH 0037(166)73



FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	C2	C13
Plotting Date: 7/1/2025			



SECTION C ESTIMATE OF QUANTITIES

PCN 06WT

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	40.0	Hour
634E0110	Traffic Control Signs	546.5	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	3	Each
634E0420	Type C Advance Warning Arrow Board	3	Each
634E0915	Short Term Temporary Traffic Control Signal	1	Site
634E2000	Longitudinal Pedestrian Barricade	115	Ft
634E2015	Temporary Pedestrian Access Route	Lump Sum	LS
634E2020	Temporary Curb Ramp	10	Each
634E2025	Longitudinal Pedestrian Barrier	100	Ft
635E7600	Maintenance of Traffic Signal(s)	40	Hour

PCN 09HU

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0110	Traffic Control Signs	493.6	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	4	Each

SEQUENCE OF OPERATIONS

The Contractor will submit a sequence of operations for approval two weeks prior to the preconstruction meeting. If changes to the sequence of operations are proposed during the project, these must be submitted for review a minimum of one week prior to potential implementation. Approval for changes to the 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.

From Norway Avenue to Havens Avenue, the Contractor will only be allowed to work on one side of the road at a time.

At the Intersection of SD Hwy 37 (Ohlman Street) and Havens Avenue, only one quadrant will be allowed to be disturbed at one time.



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.

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 finish work.

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.

Traffic will be maintained on the driving lanes. Use of the shoulder as a driving lane will not be permitted. Any damage to the shoulder due to rerouted traffic or Contractor’s equipment will be repaired at no expense to the Department.

A Type 3 Barricade will be installed at the end of a lane closure taper as detailed in these plans. Additional Type 3 Barricades will be installed facing traffic within the closed lane at a spacing of ¼ mile.

Construction vehicles will exit or enter the construction work zone at locations identified by the Engineer. At no time will construction vehicles utilize the maintenance crossovers or the Interstate median to exit or enter Interstate traffic.

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.

A Type 3 Barricade will be installed at the end of a lane closure taper as detailed in these plans.

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STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	C3	C13
Plotting Date: 10/21/2025 Rev 11/7/2025 RJM			

SHORT TERM TEMPORARY TRAFFIC CONTROL SIGNAL

GENERAL

The Contractor may suggest alternate temporary signal layouts. Alternate layouts will be approved by the Engineer.

Pavement removals required for the temporary signals will be incidental to the cost of the Short Term Temporary Traffic Signal.

All head, cable, conduit, pole, wire, etc. quantities required for the Short Term Temporary Traffic Control Signal site will be field verified by the Contractor prior to installation.

The Contractor will verify locations of existing and proposed buried and overhead utilities prior to installation of the Short Term Temporary Traffic Control Signal.

- The layouts may be adjusted to avoid existing and proposed utility locations upon approval from the Engineer.

Initial signal timings for the Short Term Temporary Traffic Control Signals will be provided by the City of Mitchell.

TRAFFIC SIGNAL EQUIPMENT

A minimum of one 3-section polycarbonate signal head and one 5-section polycarbonate signal head, all with 12” diameter signal indications will be visible to each leg of approaching traffic. The signal heads for the left turn green and left turn yellow indications will be covered or removed in the event exclusive left turn lanes are not to be provided or left turn phases are not required.

Back plates and tunnel visors will be installed and maintained on all signal indications.

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.

The traffic signal heads will be installed above their respective driving lanes and centered to be adequately visible.

A tether line will secure the bottom of the traffic signals to prevent excessive movement of the traffic signal heads. The expansion and contraction of the span wire and tether line due to temperature must be considered and accounted for when determining the height of the traffic signal heads.

A minimum clear zone distance of 2’, 6’ preferred, will be maintained from the edge of the traveled way to the edge of the traffic signal supports.

SHORT TERM TEMPORARY TRAFFIC CONTROL SIGNAL (Continued)

POWER

Existing power sources may be used if available and not removed by other construction activities.

The Contractor will contact the local power company and work out the details for power connection if necessary.

- Any application requirements and related fees for connection to power required by the local power company will be the responsibility of the Contractor.
- The Contractor will provide adequate advance notification to the power company for the need of the power connections to allow for scheduling of work and proper billing.

CONTROLLER

The bottom of the controller cabinet will be mounted a minimum of 3’ above the ground unless trailer mounted. The cabinet door will face away from the roadway.

EMERGENCY VEHICLE PRE-EMPTION (EVP)

Emergency vehicle pre-emption (EVP) will be installed where shown on the plans.

- The EVP system will be compatible with the City of Mitchell’s current system. Contact Joshua Harvey (#605-995-8408) of the City Public Works Department for this information.
- The EVP heads will be Opticom or approved equal.
- One confirmation light (socket and bulb) will be installed within each EVP head.
- The EVP interface cards and card cage will be installed within the controller cabinet.
- The PC and 3/C cable will be compatible with the EVP system.
- EVP will have priority.

All costs for the emergency vehicle pre-emption will be incidental to the contract unit price per site for Short Term Temporary Traffic Control Signal.

OPERATION AND MAINTENANCE

The Contractor will be responsible for the operation and maintenance (to include the provision of replacement parts and materials) required of the existing traffic signals and the Short Term Temporary Traffic Control Signal within the project limits.

The operation is the act of keeping the systems operating to adequately and safely control traffic as intended to operate per the Federal Manual on Uniform Traffic Control Devices and any details in these plans. The operation includes signal programming.

All costs for the operation and maintenance of the Short Term Temporary Traffic Control Signal and existing signals will be included in the contract unit price per hour for “Maintenance of Traffic Signal(s)”.

- “Maintenance of Traffic Signal(s)” will also include moving the signal, EVP and luminaire heads between phases on the Short Term Temporary Traffic Control Signal as shown on the plans.
- “Maintenance of Traffic Signal(s)” will be paid per hour of work regardless of the number of employees on site.

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 Davison 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.

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA Plotting Date:	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	C4	C13
	7/1/2025		

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”.

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 be yellow or 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 same width as the temporary pedestrian access route, with a recommended width of 60 inches and a minimum width of 48 inches. Temporary curb ramps will have a maximum slope of 8.3% and have free draining surfaces with a maximum cross slope of 2%. Handrails on temporary curb ramps are not required unless the curb ramp has a rise exceeding 6 inches and a length exceeding 72 inches.

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



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 2 or 3. The bottom and top surfaces of the traffic side of devices will have retroreflective sheeting or delineation for improved nighttime visibility.

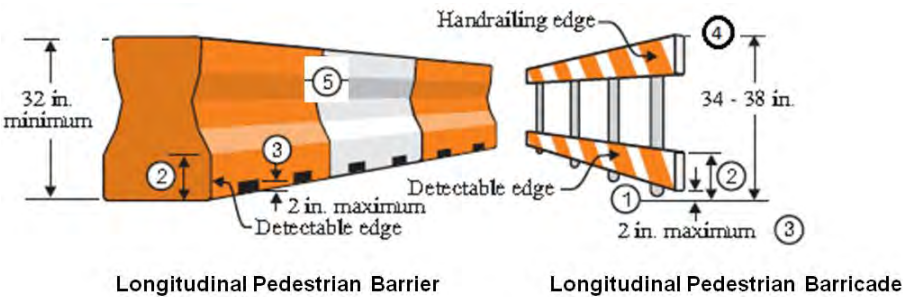
When longitudinal pedestrian barriers are combined in a series, the maximum gap between devices that do not interlock will be one inch. Joints between devices that do interlock should be closed and flush to prevent canes or small wheels from being trapped and to facilitate safe hand trailing. Channelizing 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

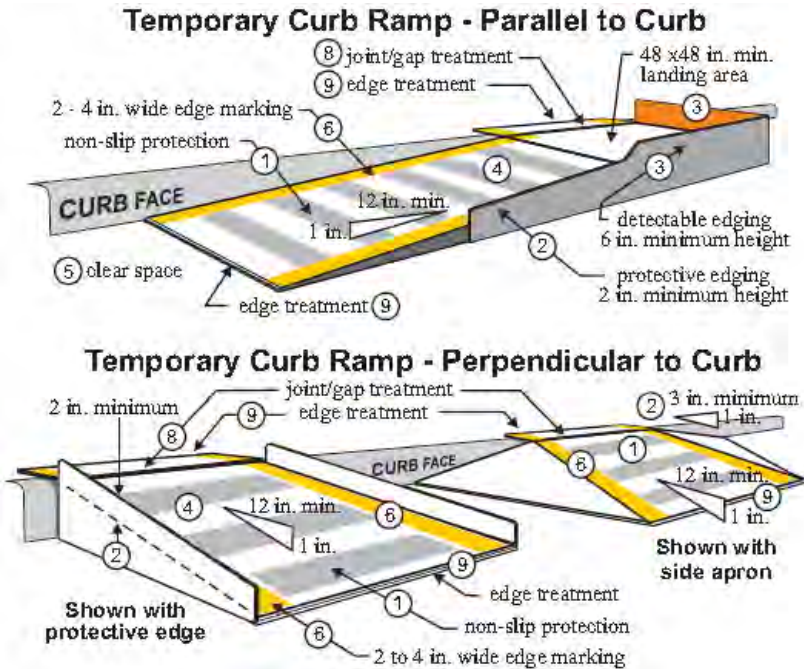


- 1. Barricade rail supports may not extend into the pedestrian walkway more than 4 inches from the face of the barricade.
- 2. The top edge of the bottom portion will be a minimum of 8 inches above the walkway.
- 3. Devices will not block water drainage from the walkway. A gap height or opening from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

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STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	C5	C13
Plotting Date:	7/1/2025		

TEMPORARY CURB RAMP DETAILS



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

PCN 06WT
ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	C6	C13
Plotting Date: 7/1/2025			

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	3	30"	5.2	15.6
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
R9-9	SIDEWALK CLOSED	12	24" x 12"	2.0	24.0
R9-11	SIDEWALK CLOSED AHEAD (ARROW L or R) CROSS HERE	6	24" x 18"	3.0	18.0
R9-11a	SIDEWALK CLOSED (ARROW L or R) CROSS HERE	2	24" x 12"	2.0	4.0
W1-4L	REVERSE CURVE	1	48" x 48"	16.0	16.0
W1-4R	REVERSE CURVE	1	48" x 48"	16.0	16.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W9-2	LANE ENDS MERGE LEFT	1	48" x 48"	16.0	16.0
W9-3	CENTER LANE CLOSED AHEAD	1	48" x 48"	16.0	16.0
W11-2	PEDESTRIAN (symbol)	4	36" x 36"	9.0	36.0
W16-7P	DOWNWARD DIAGONAL ARROW (plaque)	2	24" x 12"	2.0	4.0
W16-9P	AHEAD (plaque)	2	30" x 18"	3.8	7.6
W20-1	ROAD WORK AHEAD	10	48" x 48"	16.0	160.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	2	48" x 48"	16.0	32.0
W21-5a	LEFT or RIGHT SHOULDER CLOSED	1	48" x 48"	16.0	16.0
G20-2	END ROAD WORK	6	36" x 18"	4.5	27.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 546.5			

PCN 09HU
ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	EXPRESSWAY / INTERSTATE			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W5-4	RAMP NARROWS	2	48" x 48"	16.0	32.0
W7-3aP	NEXT __ MILES (plaque)	2	36" x 30"	7.5	15.0
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6.3	12.6
W13-4P	ON RAMP (plaque)	2	36" x 36"	9.0	18.0
W20-1	ROAD WORK AHEAD	8	48" x 48"	16.0	128.0
SPECIAL	RAMP WORK AHEAD	2	48" x 48"	16.0	32.0
W21-5	SHOULDER WORK	4	48" x 48"	16.0	64.0
W21-5a	LEFT or RIGHT SHOULDER CLOSED	4	48" x 48"	16.0	64.0
W21-5b	LEFT or RIGHT SHOULDER CLOSED AHEAD	4	48" x 48"	16.0	64.0
G20-2	END ROAD WORK	8	48" x 24"	8.0	64.0
		EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT 493.6			

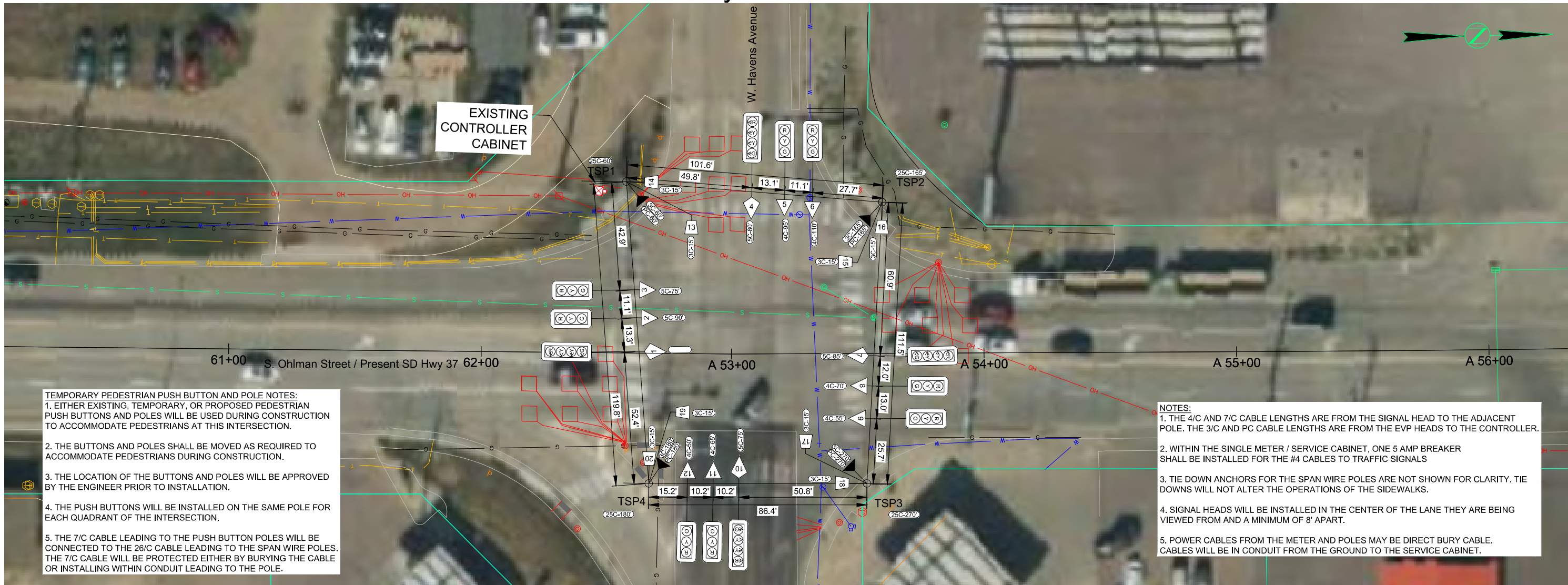


TEMPORARY SIGNAL LAYOUT
SD Hwy 37 & W. Havens Ave

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0037(166)73 CR 0907(91)330	C7	C13

Plotting Date: 7/1/2025

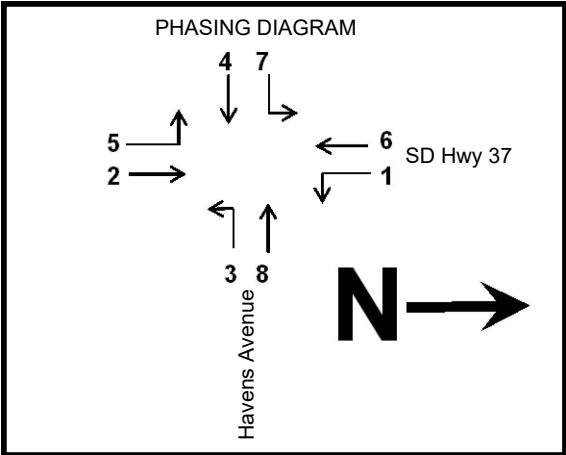


POLE:		TS1	CABLE SIZE:		25/C
CABINET TERM.	CABLE CONDUCTOR COLOR	POLE COND. COLOR	HEAD TERM.	HEAD NO.	ø
1R	Black		R	1	1
1Y	Red		Y	1	1
1G	Blue		G	1	1
10Y	Orange		FYA	1	1
N	Yellow		N	1	1
6R	Brown		R	2	6
6Y	Red/Black		Y	2	6
6G	Blue/Black		G	2	6
N	Orange/Black		N	2	6
6R	Yellow/Black		R	3	6
6Y	Brown/Black		Y	3	6
6G	Black/Red		G	3	6
N	Blue/Red		N	3	6
11R	Orange/Red	R	DW	13	4P
11G	Yellow/Red	BL	W	13	4P
N	Brown/Red	BK	N	13	4P
9R	Black/Blue	R	DW	14	6P
9G	Red/Blue	BL	W	14	6P
N	Orange/Blue	BK	N	14	6P
	Yellow/Blue				
	Brown/Blue				
	Black/Orange				
	Red/Orange				
	Blue/Orange				
	Yellow/Orange				
	Brown/Orange				

POLE:	TS2	CABLE SIZE:	25/C		
CABINET TERM.	CABLE CONDUCTOR COLOR	POLE COND. COLOR	HEAD TERM.	HEAD NO.	ø
3R	Black		R	4	3
3Y	Red		Y	4	3
3G	Blue		G	4	3
12Y	Orange		FYA	4	3
N	Yellow		N	4	3
8R	Brown		R	5	8
8Y	Red/Black		Y	5	8
8G	Blue/Black		G	5	8
N	Orange/Black		N	5	8
8R	Yellow/Black		R	6	8
8Y	Brown/Black		Y	6	8
8G	Black/Red		G	6	8
N	Blue/Red		N	6	8
9R	Orange/Red	R	DW	15	6P
9G	Yellow/Red	BL	W	15	6P
N	Brown/Red	BK	N	15	6P
12R	Black/Blue	R	DW	16	8P
12G	Red/Blue	BL	W	16	8P
N	Orange/Blue	BK	N	16	8P
	Yellow/Blue				
	Brown/Blue				
	Black/Orange				
	Red/Orange				
	Blue/Orange				
	Yellow/Orange				
	Brown/Orange				

POLE: TS3		CABLE SIZE:		25/C	
CABINET TERM.	CABLE CONDUCTOR COLOR	POLE COND. COLOR	HEAD TERM.	HEAD NO.	ø
5R	Black		R	7	5
5Y	Red		Y	7	5
5G	Blue		G	7	5
9Y	Orange		FYA	7	5
N	Yellow		N	7	5
2R	Brown		R	8	2
2Y	Red/Black		Y	8	2
2G	Blue/Black		G	8	2
N	Orange/Black		N	8	2
2R	Yellow/Black		R	9	2
2Y	Brown/Black		Y	9	2
2G	Black/Red		G	9	2
N	Blue/Red		N	9	2
12R	Orange/Red	R	DW	17	8P
12G	Yellow/Red	BL	W	17	8P
N	Brown/Red	BK	N	17	8P
10R	Black/Blue	R	DW	18	2P
10G	Red/Blue	BL	W	18	2P
N	Orange/Blue	BK	N	18	2P
	Yellow/Blue				
	Brown/Blue				
	Black/Orange				
	Red/Orange				
	Blue/Orange				
	Yellow/Orange				
	Brown/Orange				

POLE:	TS4	CABLE SIZE:	25/C		
CABINET TERM.	CABLE CONDUCTOR COLOR	POLE COND. COLOR	HEAD TERM.	HEAD NO.	ø
7R	Black		R	10	7
7Y	Red		Y	10	7
7G	Blue		G	10	7
11Y	Orange		FYA	10	7
N	Yellow		N	10	7
4R	Brown		R	11	4
4Y	Red/Black		Y	11	4
4G	Blue/Black		G	11	4
N	Orange/Black		N	11	4
4R	Yellow/Black		R	12	4
4Y	Brown/Black		Y	12	4
4G	Black/Red		G	12	4
N	Blue/Red		N	12	4
10R	Orange/Red	R	DW	19	2P
10G	Yellow/Red	BL	W	19	2P
N	Brown/Red	BK	N	19	2P
11R	Black/Blue	R	DW	20	4P
11G	Red/Blue	BL	W	20	4P
N	Orange/Blue	BK	N	20	4P
	Yellow/Blue				
	Brown/Blue				
	Black/Orange				
	Red/Orange				
	Blue/Orange				
	Yellow/Orange				
	Brown/Orange				



Plotting Date: 7/1/2025

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.

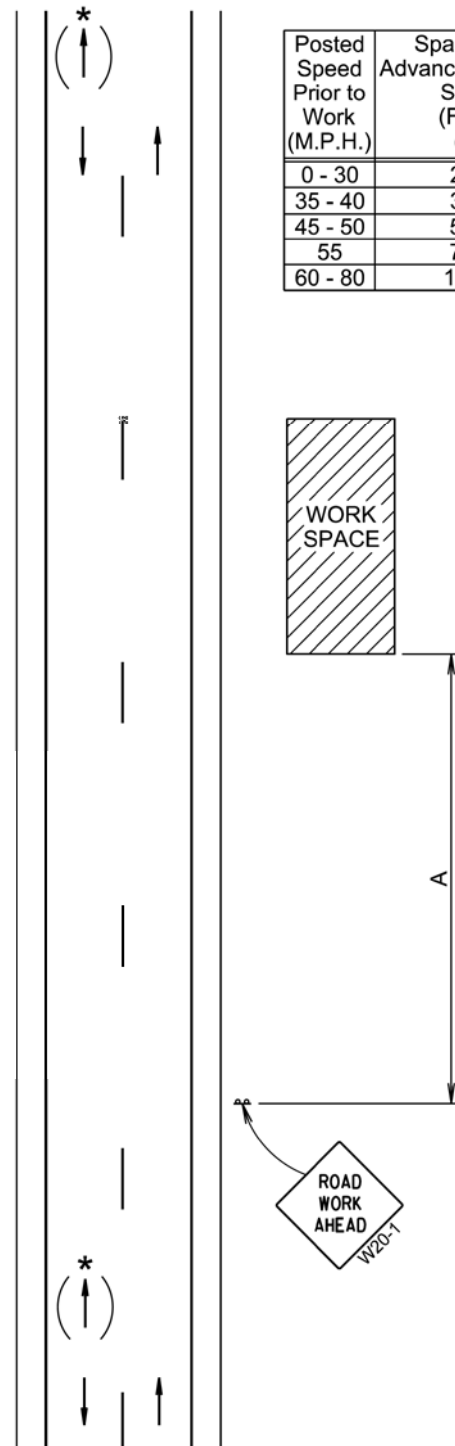
The signs illustrated will be used where there are distracting situations; such as: vehicles parked on shoulder, vehicles accessing the work site via the highway, and equipment traveling on or crossing the roadway to perform work operations.

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

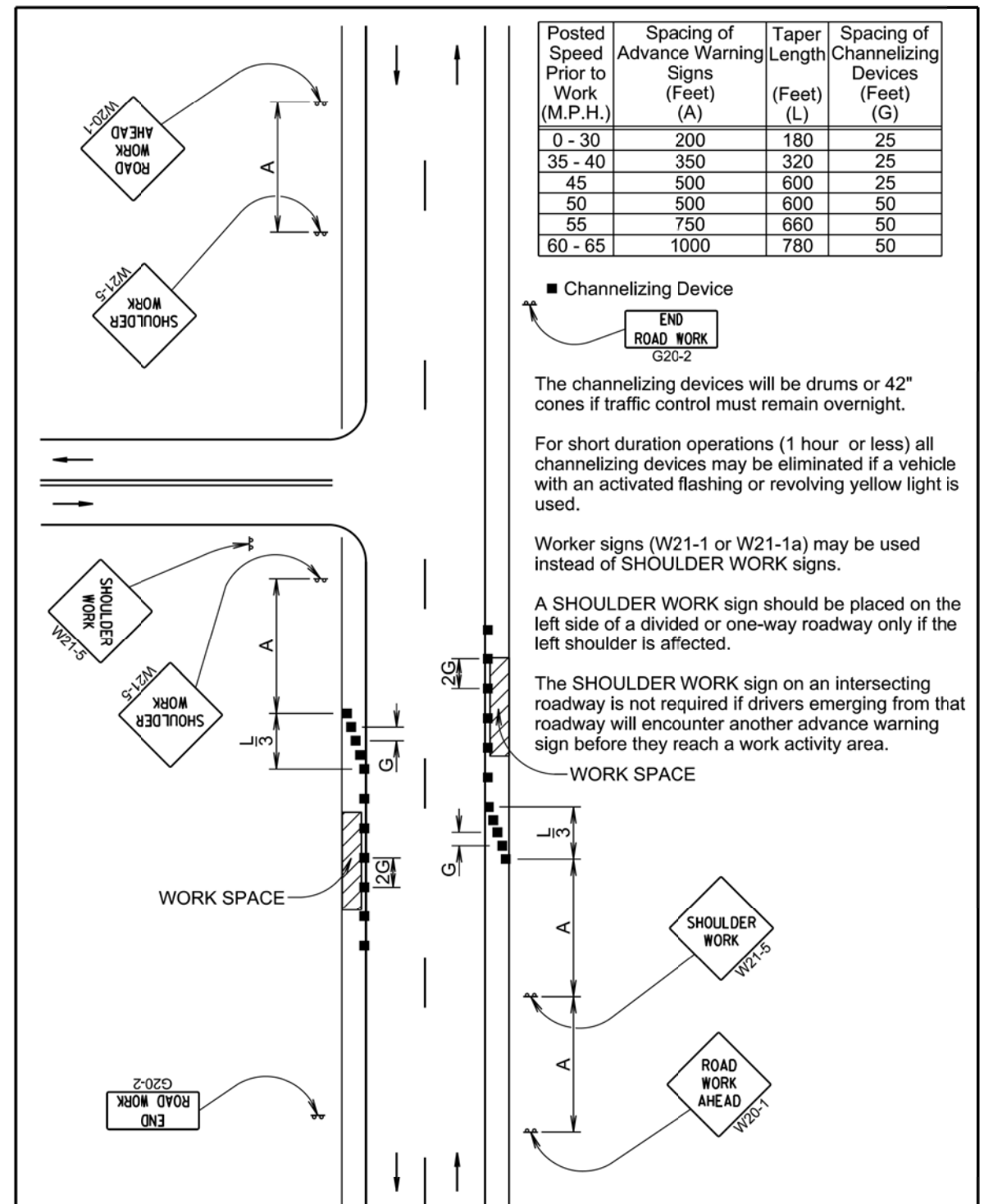
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WORK BEYOND THE SHOULDER

PLATE NUMBER
634.01

Sheet 1 of 1

Published Date: 2026



January 22, 2021

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WORK ON SHOULDERS

PLATE NUMBER
634.03

Sheet 1 of 1

Published Date: 2026

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

- Flagger
- Channelizing Device

For low-volume traffic situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger may be used.

The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

For tack and/or flush seal operations, when flaggers are not being used, the FRESH OIL sign (W21-2) will be displayed in advance of the liquid asphalt areas.

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

The channelizing devices will be drums or 42" cones.

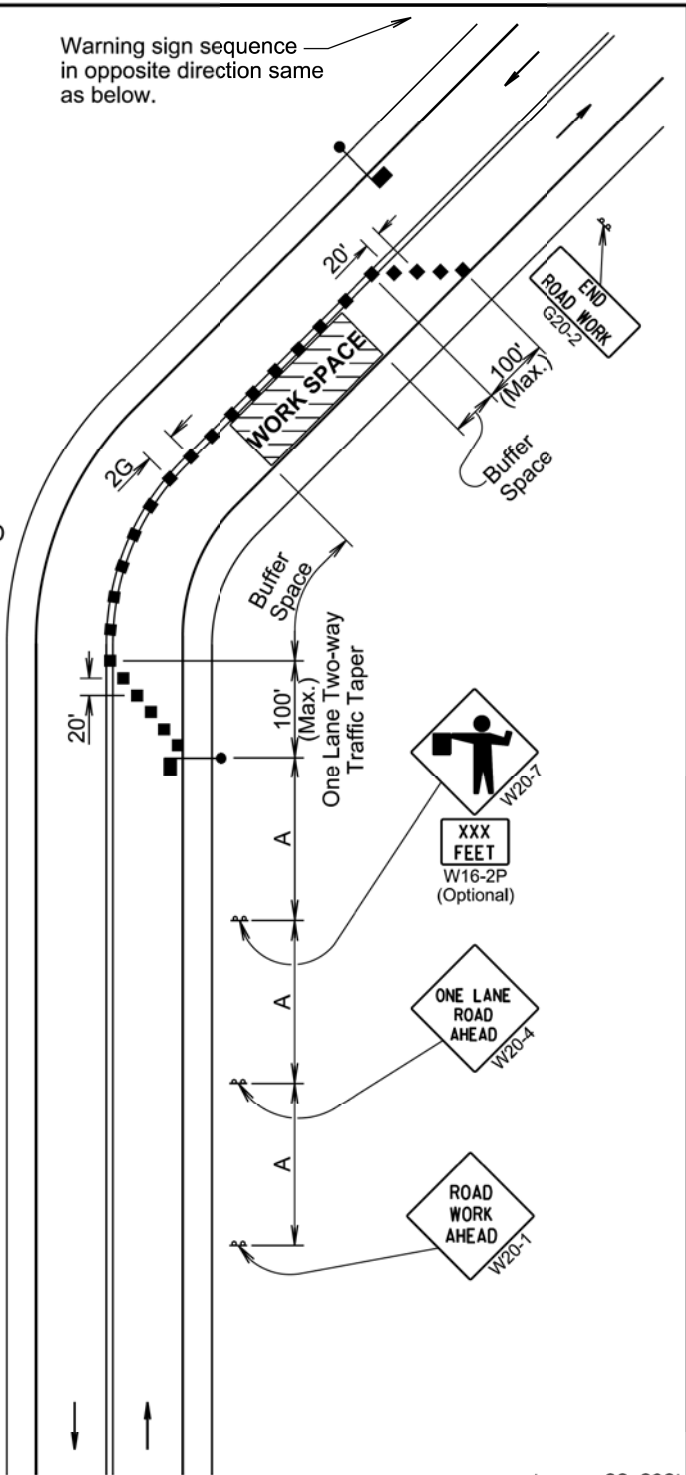
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.

Channelizing devices and flaggers will be used at intersecting roads to control intersecting road traffic as required.

The buffer space should be extended so that the two-way traffic taper is placed before a horizontal or vertical curve to provide adequate sight distance for the flagger and queue of stopped vehicles.

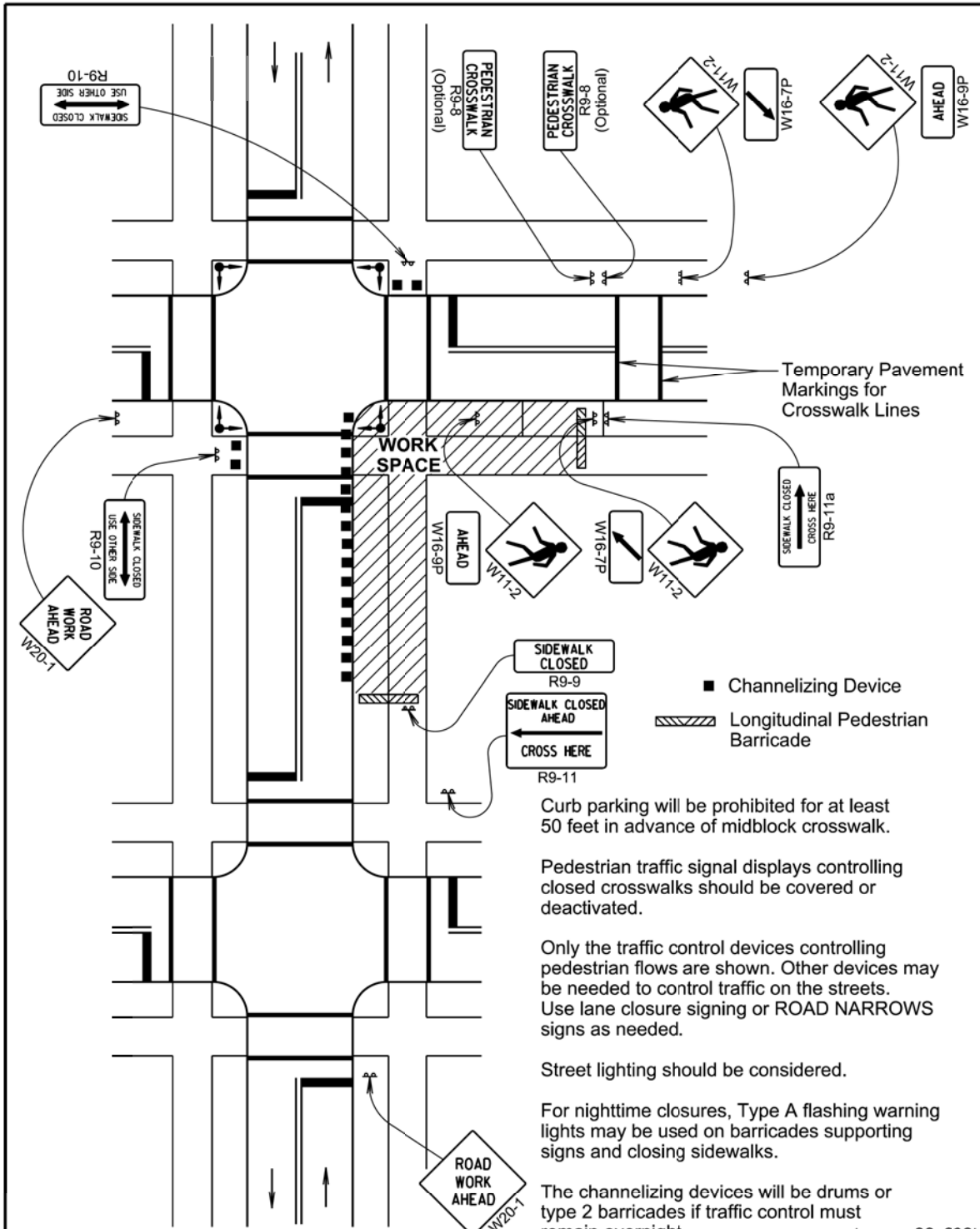
The length of A may be adjusted to fit field conditions.

Warning sign sequence in opposite direction same as below.



January 22, 2021

Published Date: 2026	S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER
			634.23
			Sheet 1 of 1



January 22, 2021

Published Date: 2026	S D D O T	SIDEWALK CLOSURES AND PEDESTRIAN DETOURS	PLATE NUMBER
			634.33
			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.

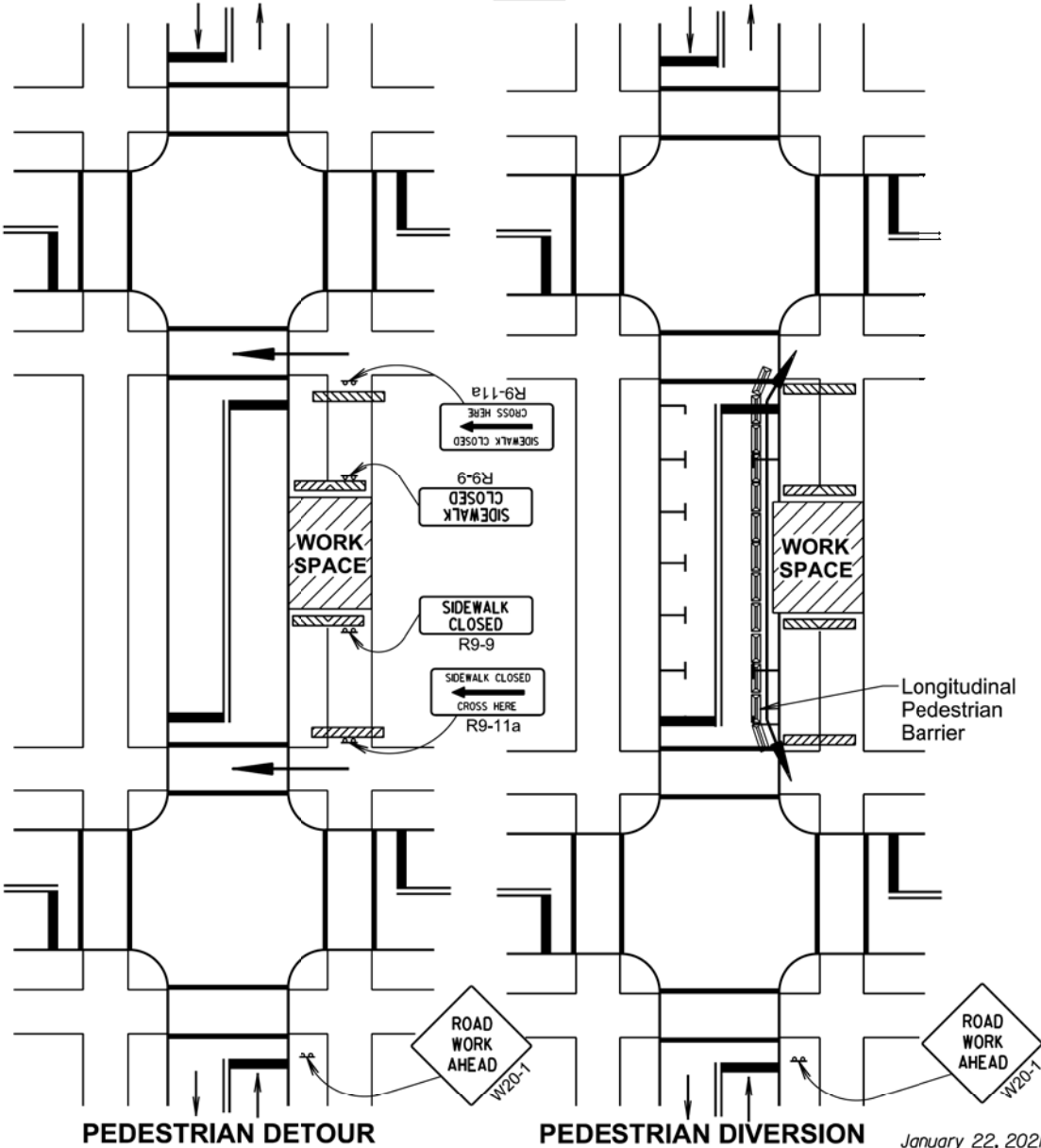
Signs may be placed along a temporary diversion to guide or direct pedestrians. Examples include KEEP RIGHT and KEEP LEFT signs.

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



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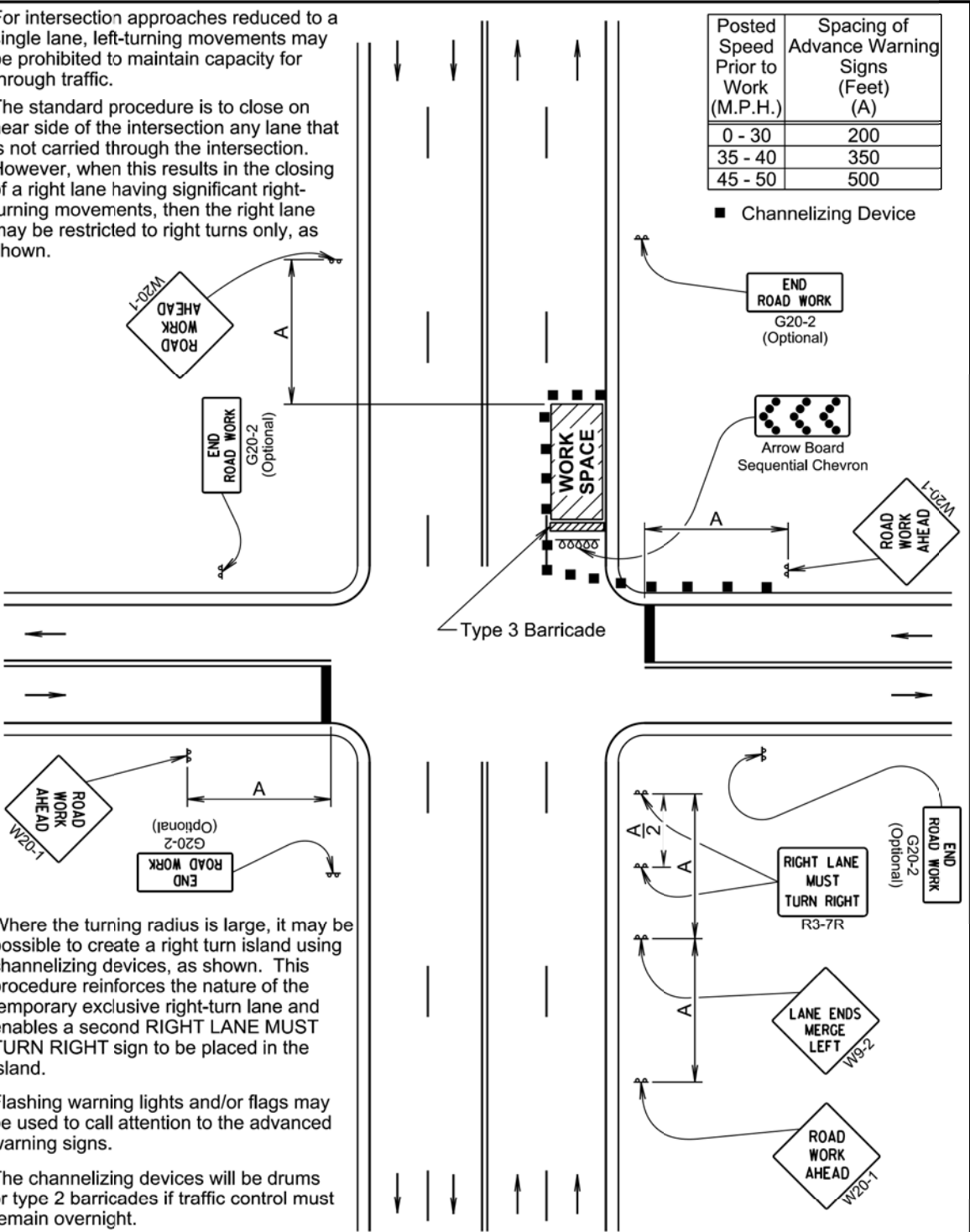
PEDESTRIAN DETOUR AND
PEDESTRIAN DIVERSION

PLATE NUMBER
634.34

Sheet 1 of 1

For intersection approaches reduced to a single lane, left-turning movements may be prohibited to maintain capacity for through traffic.

The standard procedure is to close on near side of the intersection any lane that is not carried through the intersection. However, when this results in the closing of a right lane having significant right-turning movements, then the right lane may be restricted to right turns only, as shown.



Where the turning radius is large, it may be possible to create a right turn island using channelizing devices, as shown. This procedure reinforces the nature of the temporary exclusive right-turn lane and enables a second RIGHT LANE MUST TURN RIGHT sign to be placed in the island.

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

The channelizing devices will be drums or type 2 barricades if traffic control must remain overnight.

Published Date: 2026

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RIGHT LANE CLOSURE FAR SIDE OF INTERSECTION

PLATE NUMBER
634.42

Sheet 1 of 1

