

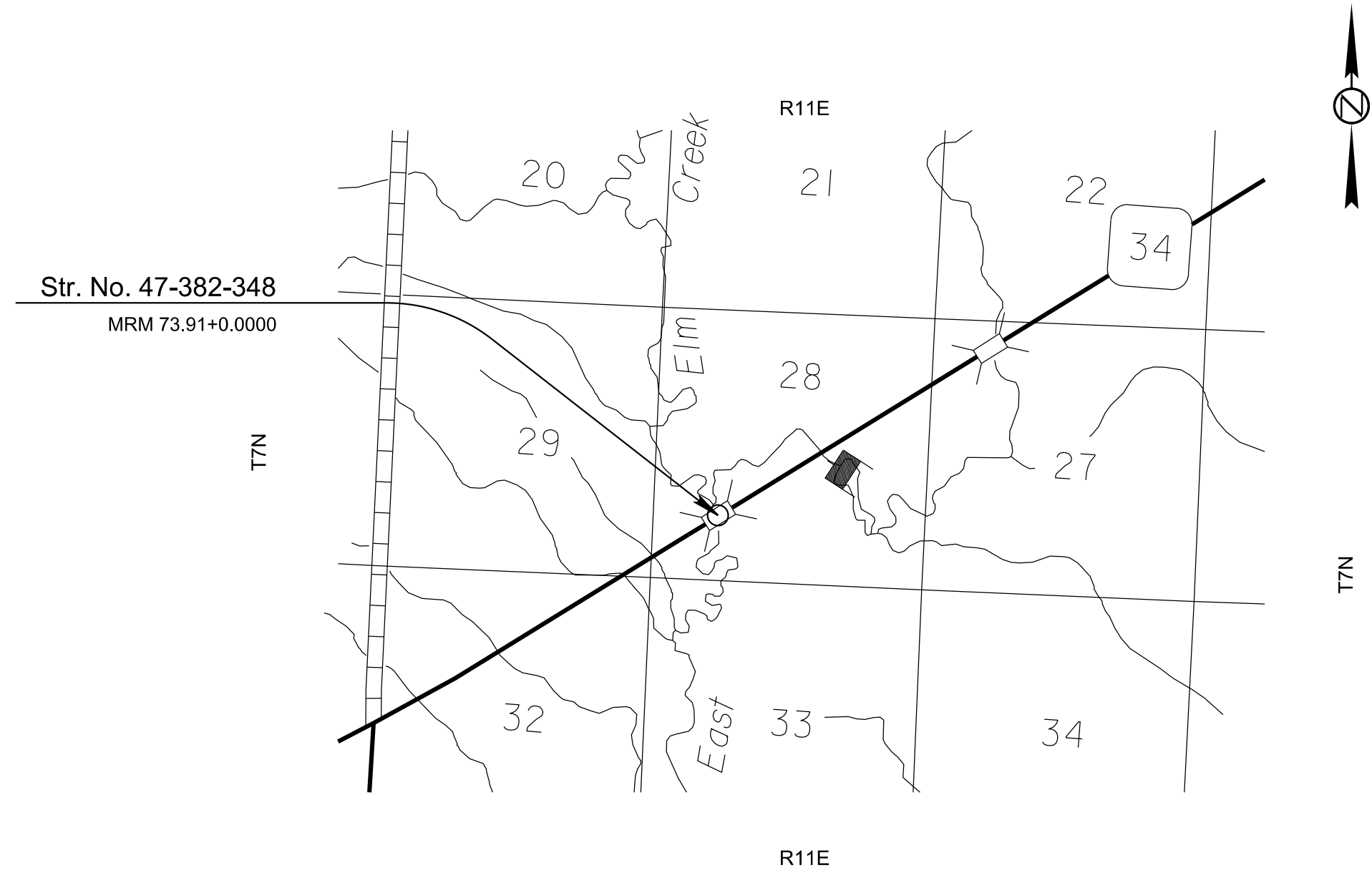
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(201)73	C1	C6

Plotting Date: 08/30/2023

# SECTION C: TRAFFIC CONTROL PLANS

## INDEX OF SHEETS

- C1 General Layout with Index
- C2 Estimate with General Notes & Tables
- C3-C6 Standard Plates



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Plotted From - TRRC1640

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**SECTION C ESTIMATE OF QUANTITIES**

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	500.0	Hour
634E0110	Traffic Control Signs	354.2	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	6	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	500	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	4,288	Ft
634E0900	Portable Temporary Traffic Control Signal	2	Unit
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each

**SEQUENCE OF OPERATIONS**

- Using standard plate number 634.26, construct traffic diversion
- Use standard plate number 634.28 for traffic control once traffic is on the new diversion
- Complete box culvert and roadway work
- Use standard plate numbers 634.23 or 634.26 to remove traffic diversion

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.

**GENERAL TRAFFIC CONTROL**

Existing guide, route, informational logo, regulatory, and warning signs will be temporarily reset and maintained during construction. Removing, relocating, covering, salvaging, and resetting of existing traffic control devices, including delineation, will be the responsibility of the Contractor. Cost for this work will be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost will be replaced by the Contractor at no cost to the State.

All temporary traffic control sign locations will be set in the field by the Contractor and verified by the Engineer prior to installation.

All construction operations will be conducted in the general direction of traffic movement.

If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD, whichever is more stringent will be used, as determined by the Engineer.

Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

Fixed location signing placed more than 4 calendar days prior to the start of construction will be covered or laid down until the time of construction. The covers must be approved by the Engineer prior to installation. The cost of materials, labor, and equipment necessary to complete this work will be incidental to other contract items. No separate payment will be made.

All fixed location signs, sign posts, and breakaway bases will be removed within 7 calendar days following pavement marking.

All haul trucks will be equipped with an additional flashing amber light that is visible from the backside of the haul truck. The costs for the flashing amber lights will be incidental to the various related contract items.

At no time will a vertical drop-off of greater than 3 inches be left overnight adjacent to the traveled way. The Contractor will utilize embankment material to ensure a 3-inch vertical drop-off is not exceeded. The slope of the embankment material will not be steeper than a 4:1 within 30 feet of the traveled way.

**FLAGGING**

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

**TEMPORARY PAVEMENT MARKING TAPE, TYPE I**

Temporary pavement marking for stop lines will consist of 4" Temporary Pavement Marking Tape Type I. Placement of each 24" white stop line will be accomplished by placing six pieces of 4" x 12' tape adjacent to one another. Each workspace requires two stop lines which is an equivalent of approximately 144' of 4" tape. Temporary Pavement Marking Tape Type I will be required for centerline markings shown on standard plate 634.25. Temporary tape will be removed upon completion of the project.

**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 as directed by the Engineer to notify drivers of the upcoming construction. The Contractor will program the portable changeable message signs as directed by the Engineer.

**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.

**TRAFFIC CONTROL SIGNS**

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R10-6	STOP HERE ON RED	2	24" x 36"	6.0	12.0
W1-3	REVERSE TURN (L or R)	6	48" x 48"	16.0	96.0
W1-6	LARGE ARROW (one direction)	6	48" x 24"	8.0	48.0
W3-3	SIGNAL AHEAD (symbol)	2	48" x 48"	16.0	32.0
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W13-1P	ADVISORY SPEED (plaque)	4	30" x 30"	6.3	25.2
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
-	TYPE 2 OBJECT MARKER BACK TO BACK	4	6" x 12"	1.0	4.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			<b>354.2</b>

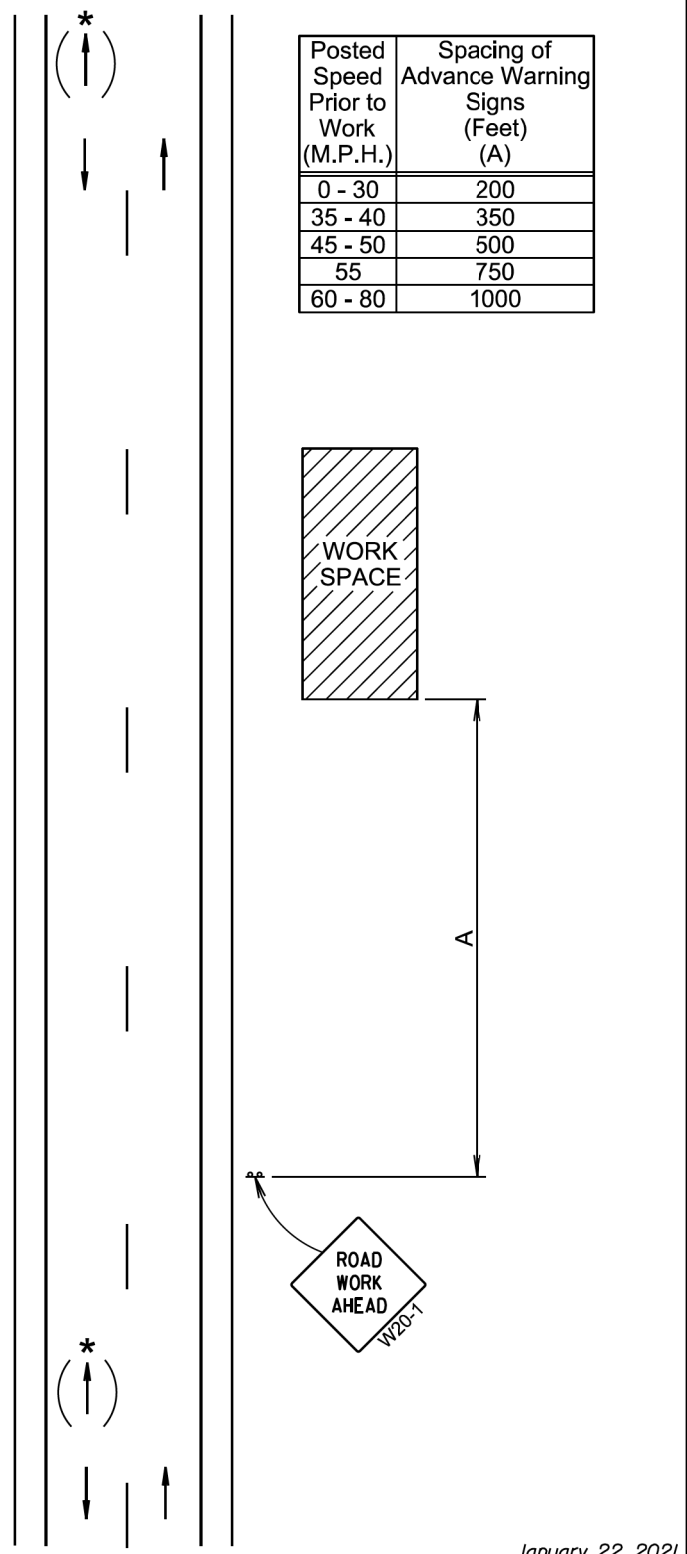
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

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

The ROAD WORK AHEAD sign may be replaced with other appropriate signs, such as the SHOULDER WORK sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.

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

For short term, short duration, or mobile operations, all signs and channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.



January 22, 2021

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

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.

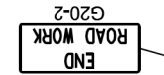
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

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.

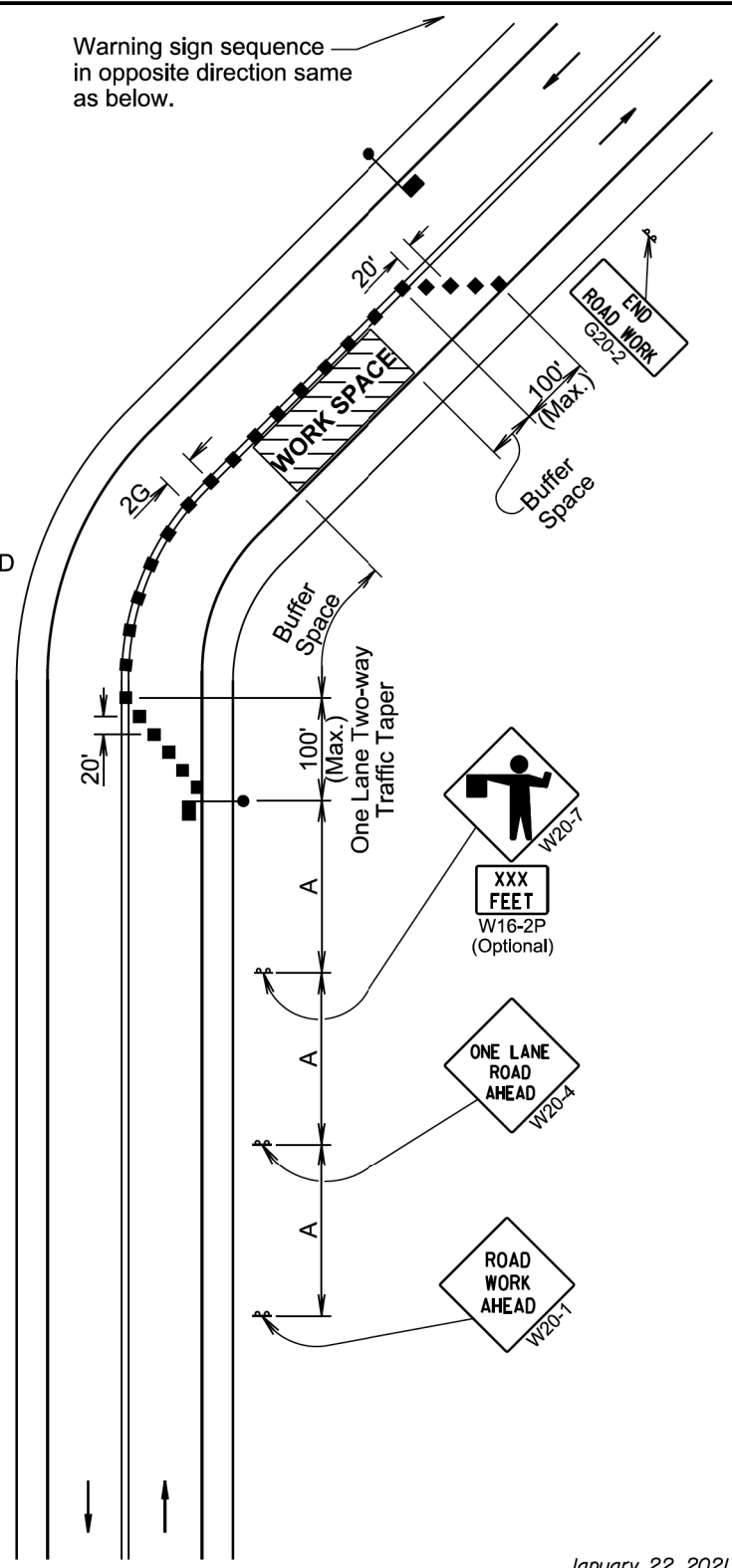
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.



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.

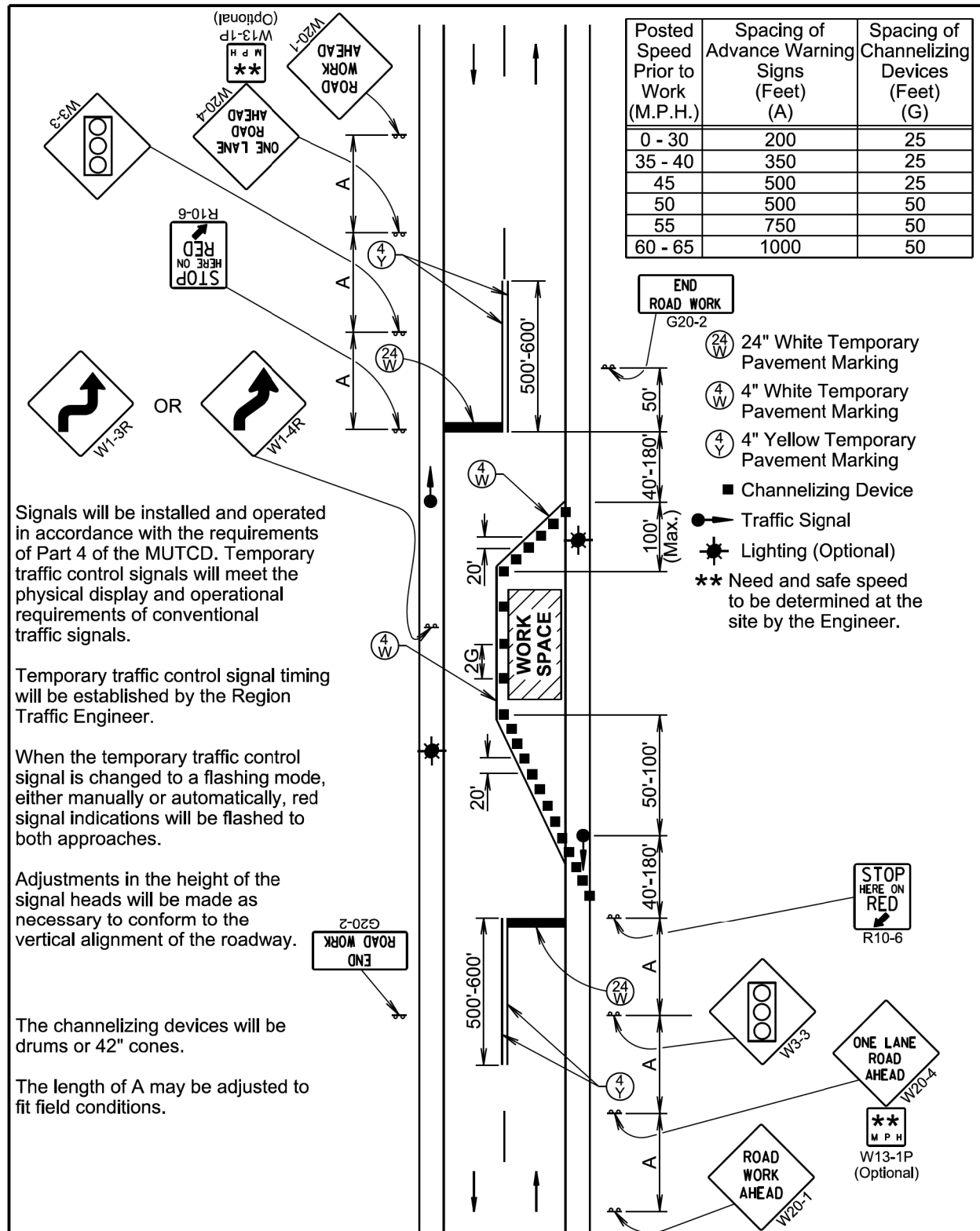


Warning sign sequence in opposite direction same as below.

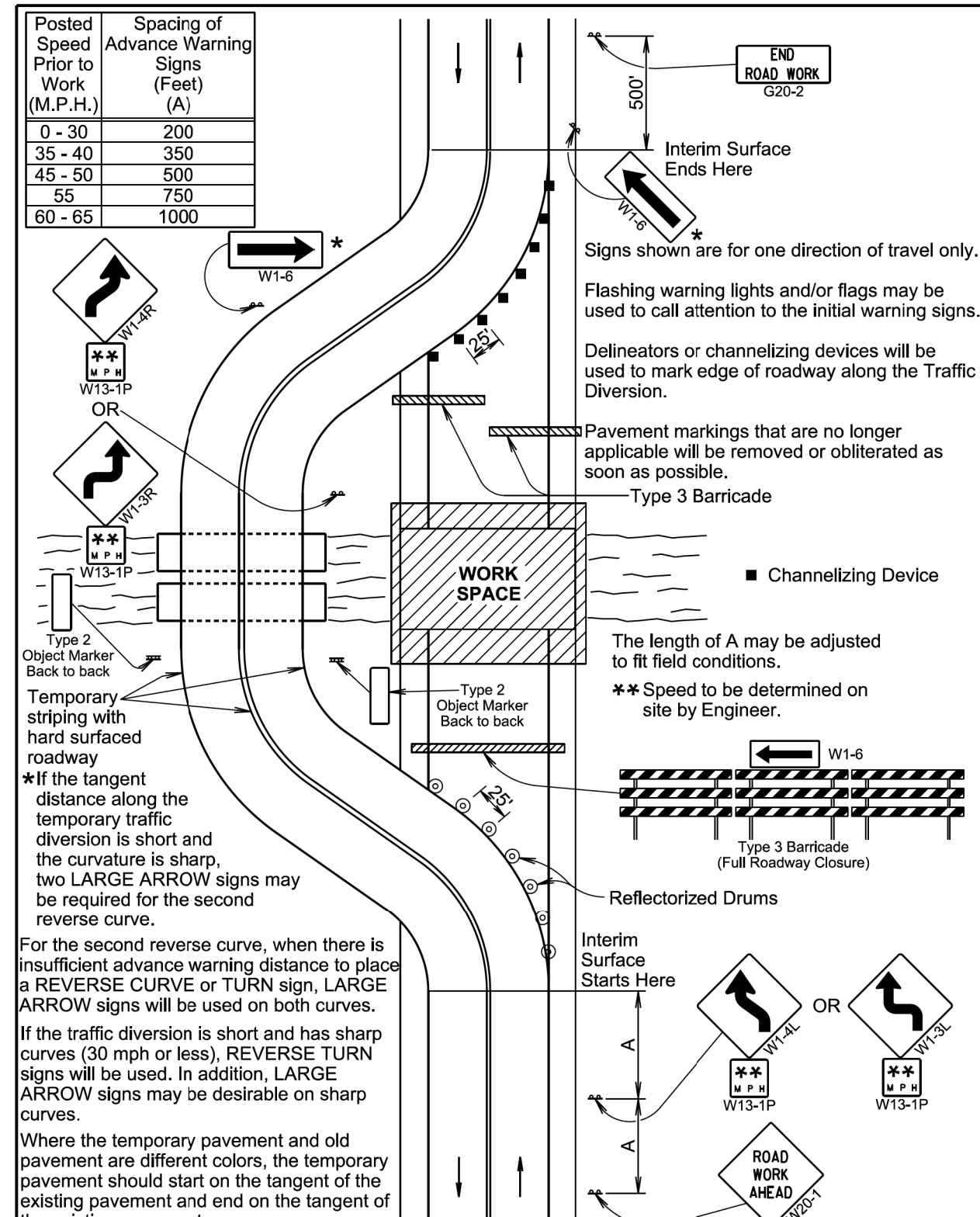
January 22, 2021

Published Date: 2024	S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
			Sheet 1 of 1

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<b>S D D O T</b>	<b>LANE CLOSURE USING TRAFFIC SIGNALS</b>	PLATE NUMBER <b>634.26</b>
	Published Date: 2024	Sheet 1 of 1

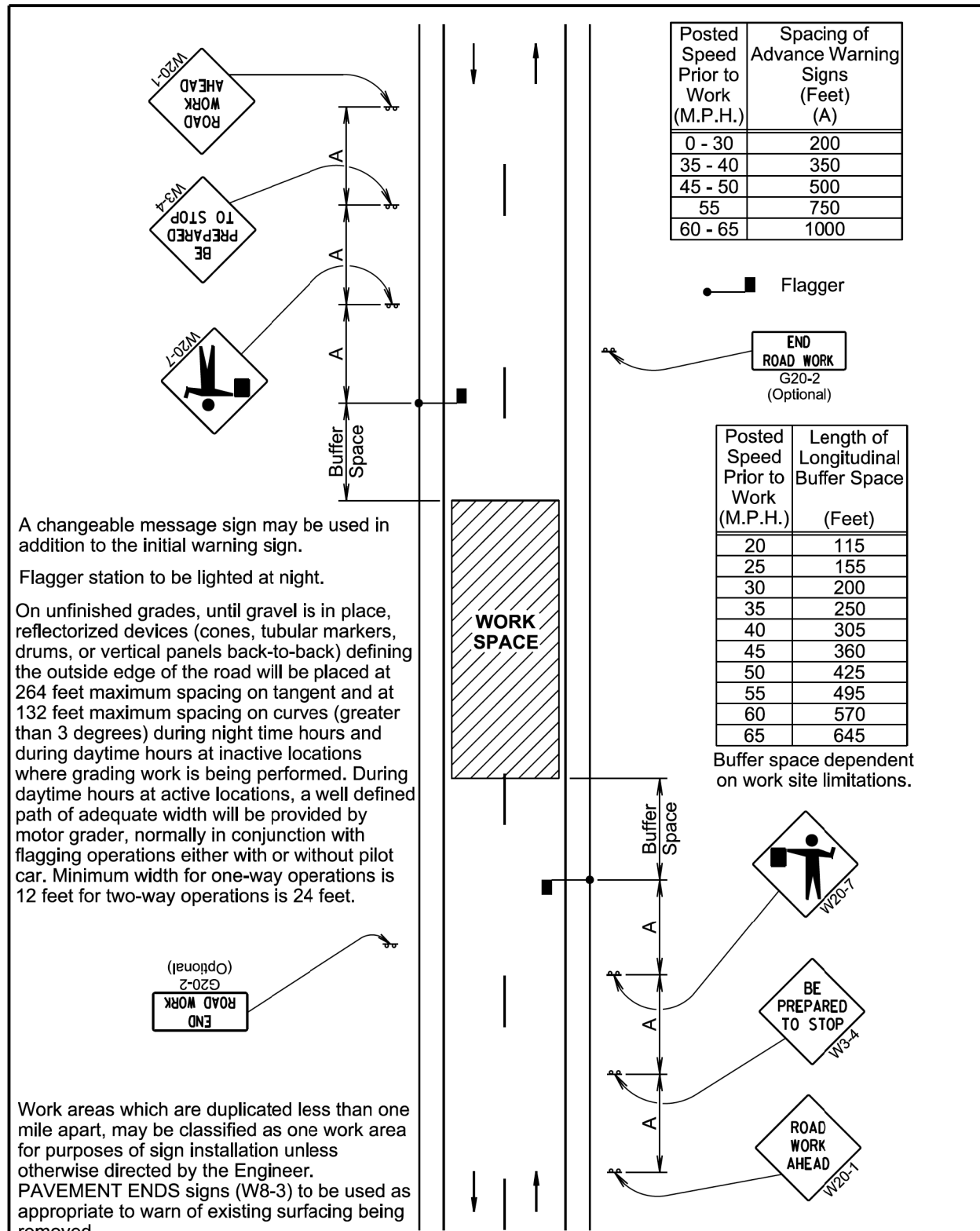


<b>S D D O T</b>	<b>ROAD CLOSED WITH TRAFFIC DIVERTED</b>	PLATE NUMBER <b>634.28</b>
	Published Date: 2024	Sheet 1 of 1

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A changeable message sign may be used in addition to the initial warning sign.

Flagger station to be lighted at night.

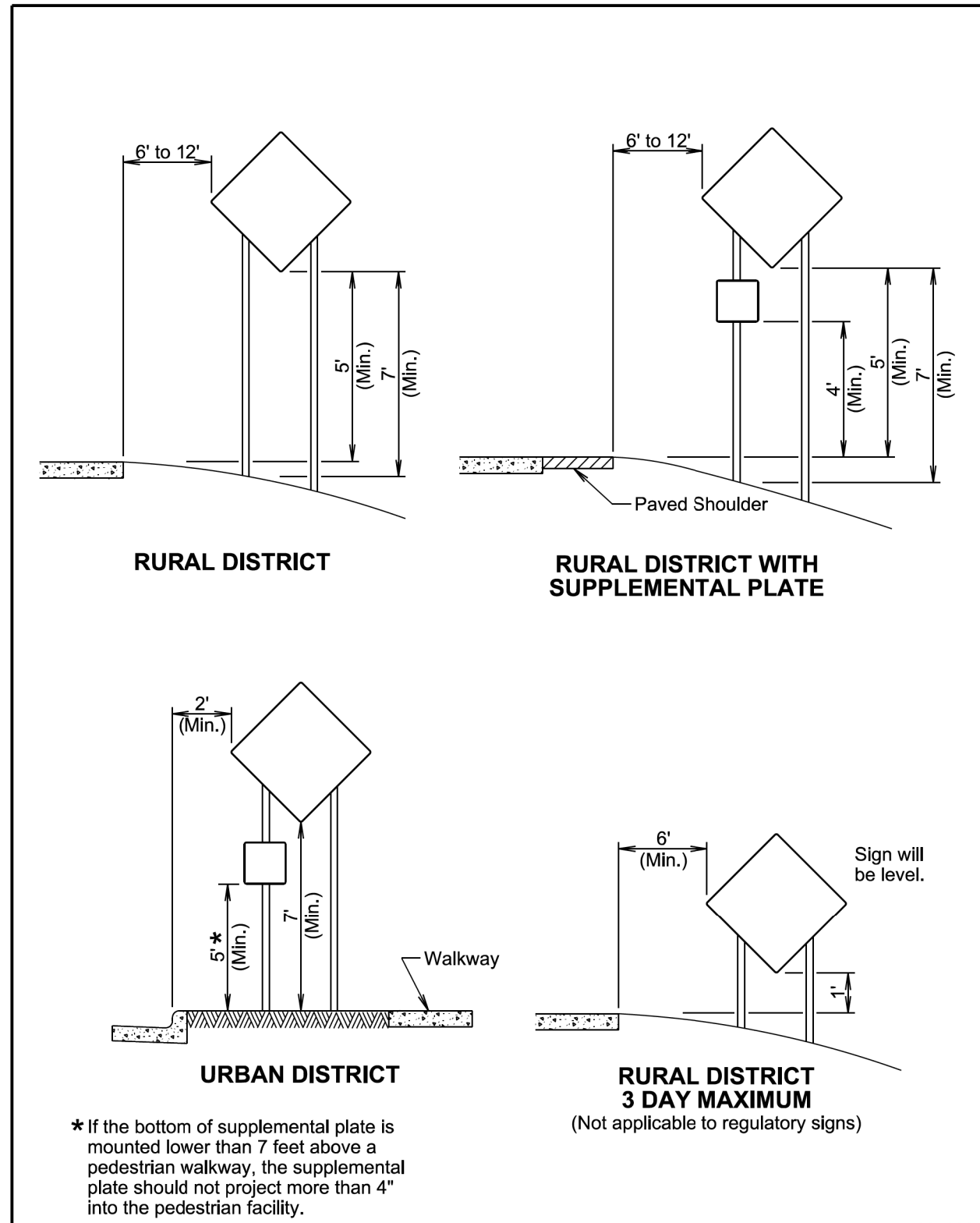
On unfinished grades, until gravel is in place, reflectorized devices (cones, tubular markers, drums, or vertical panels back-to-back) defining the outside edge of the road will be placed at 264 feet maximum spacing on tangent and at 132 feet maximum spacing on curves (greater than 3 degrees) during night time hours and during daytime hours at inactive locations where grading work is being performed. During daytime hours at active locations, a well defined path of adequate width will be provided by motor grader, normally in conjunction with flagging operations either with or without pilot car. Minimum width for one-way operations is 12 feet for two-way operations is 24 feet.

Work areas which are duplicated less than one mile apart, may be classified as one work area for purposes of sign installation unless otherwise directed by the Engineer.

PAVEMENT ENDS signs (W8-3) to be used as appropriate to warn of existing surfacing being removed.

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<b>S D D O T</b>	<b>LONG TERM ROAD WORK</b>	PLATE NUMBER <b>634.31</b>
	Published Date: 2024	Sheet 1 of 1



\* 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.

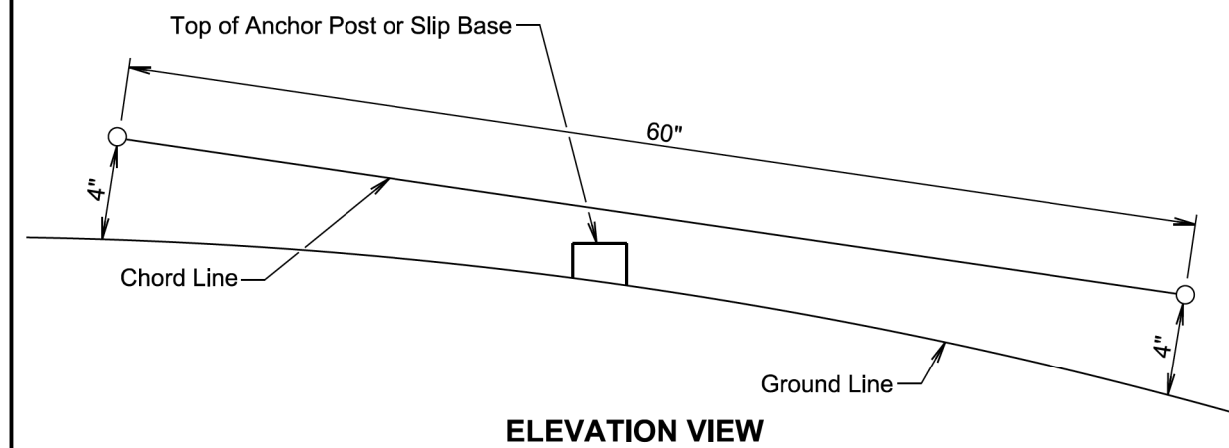
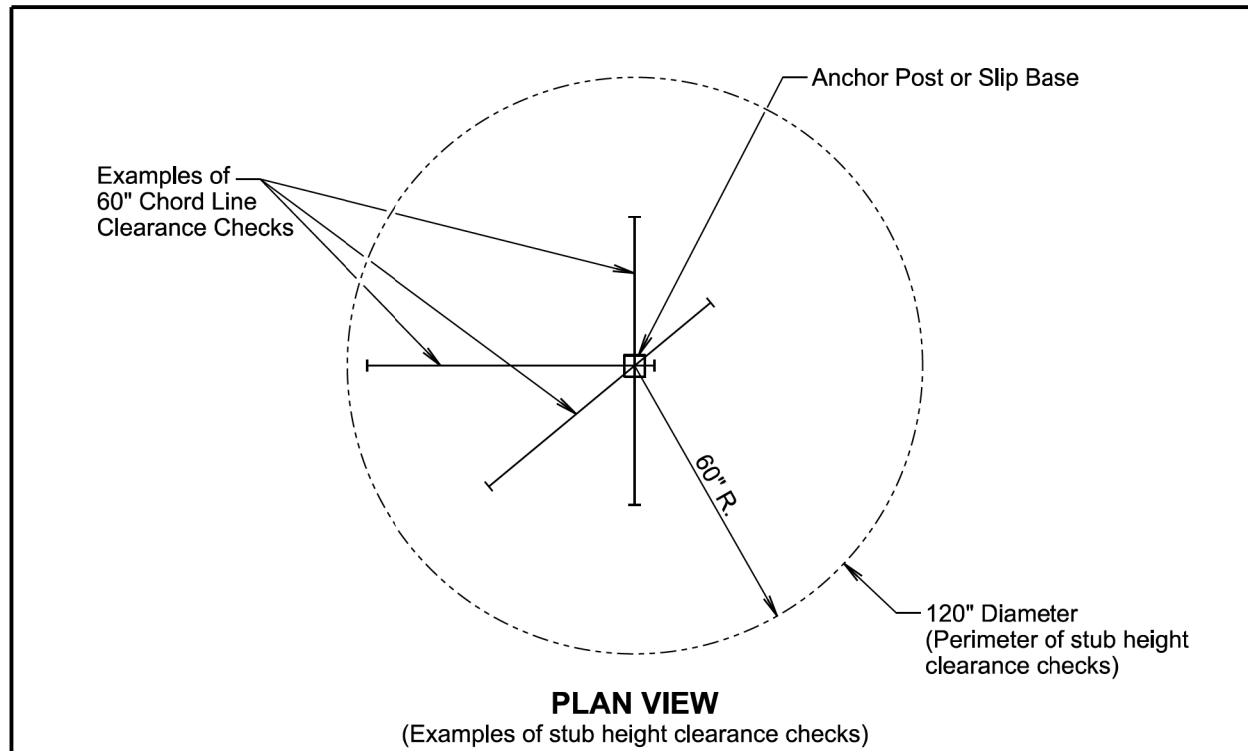
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<b>S D D O T</b>	<b>CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)</b>	PLATE NUMBER <b>634.85</b>
	Published Date: 2024	Sheet 1 of 1

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**GENERAL NOTES:**

The top of anchor posts and slip bases WILL NOT extend above a 60" chord line within a 120" diameter circle around the post with ends 4" above the ground.

At locations where there is curb and gutter adjacent to the breakaway sign support, the stub height will be a maximum of 4" above the ground line at the localized area adjacent to the breakaway support stub.

The 4" stub height clearance is not necessary for U-channel lap splices where the support is designed to yield (bend) at the base.

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

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