

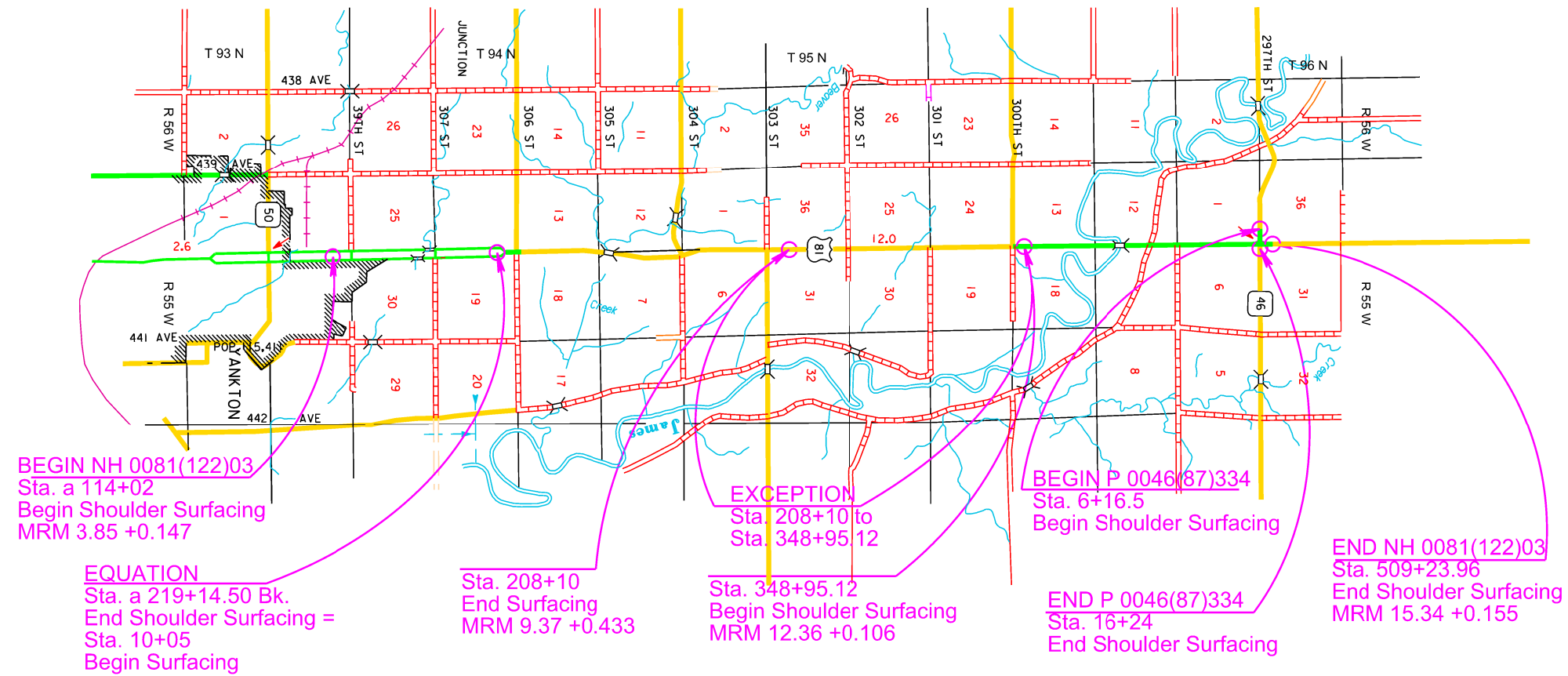
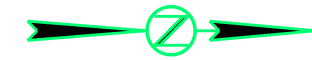
# SECTION C: TRAFFIC CONTROL PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-CR 0081(122)3 & P 0046(87)334	C1	C15

Revised, 12/03/2024(AP)

## INDEX OF SHEETS

- C1 General Layout with Index
- C2-C5 Estimate with General Notes & Sign Tables
- C6 Fixed Location Signs Details
- C7-C8 Traffic Control layouts
- C9 Overwidth Detour Signig
- C10 Special Sign Detail
- C11-C15 Standard Plates



**Section C - Traffic Control PCN 07V2**

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
110E5020	Salvage Traffic Sign	8	Each
110E7150	Remove Sign for Reset	25	Each
110E7152	Remove Delineator for Reset	80	Each
260E1010	Base Course	500.0	Ton
632E2100	Reset Delineator	80	Each
632E3500	Reset Sign	25	Each
634E0010	Flagging	350.0	Hour
634E0020	Pilot Car	150.0	Hour
634E0110	Traffic Control Signs	982.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	LS
634E0275	Type 3 Barricade	30	Each
634E0340	Temporary Raised Pavement Markers	31.5	Mile
634E0380	Tubular Marker	300	Each
634E0420	Type C Advance Warning Arrow Board	2	Each
634E0640	Temporary Pavement Marking	6,500	Ft
634E1002	Detour and Restriction Signing	947.0	SqFt

**PCN 09P4**

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	80.0	Hour
634E0020	Pilot Car	20.0	Hour
634E0110	Traffic Control Signs	293.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS

**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.

**Phase 1.**

- Install fixed location traffic control signs.
- Install temporary perimeter erosion control.
- Complete temporary widening from 202+00 to Sta. 213+10 Rt & Lt.

**Phase 2.**

- Install overwidth truck detour.
- Direct traffic onto temporary widening and place two-way traffic in the NBL.
- Complete guardrail removal, existing traffic signing removal, conflicting pavement marking, and asphalt pavement in the closed lane.
- Complete PCC pavement, joint sealing and asphalt shoulder surfacing work in the SBLs.
- Install guardrail on structure of the completed paved roadway.

**SEQUENCE OF OPERATIONS (CONTINUED)**

- Complete interim erosion and sediment control in SBL's.
- Install temporary pavement marking and signing in the completed paved roadway.

**Phase 3.**

- Remove and reset temporary traffic control guardrail on the SB bridge.
- Place traffic onto the temporary widening and on the newly surfaced SB lanes.
- Complete guardrail removal, existing signing removal, conflicting pavement markings and asphalt pavement in the closed lane.
- Complete PCC pavement, joint sealing and asphalt surfacing work.
- Install guardrail on structure in the completed paved roadway.
- Complete final erosion control and sediment control work in NBL.
- Install permanent pavement marking and signing.

**Phase 4.**

- Place traffic in the designated northbound and southbound lanes
- Remove temporary traffic control guardrail from the SB bridge. Remove median crossovers and temporary widening.
- Complete permanent erosion control and clean up.
- Remove temporary traffic control and overwidth truck detour.

**Phase 5.**

- Install traffic control for asphalt shoulder resurfacing work.
- Mill and pave the designated asphalt shoulders.
- Complete permanent pavement marking
- Remove temporary traffic control.

**GENERAL TRAFFIC CONTROL**

Existing STOP signs that are removed will be reset prior to the end of each day's work. A stop signs on portable supports must be used whenever a permanent ground mounted stop sign is removed. Cost for this work will be incidental to the contract unit price per square foot for Traffic Control Sign.

Throughout the project, the Contractor must maintain local traffic, access to businesses, residences, and intersecting roadways at all times. Adequate passage and ramping will be provided. The Contractor will keep businesses and residents informed of construction sequences in areas that have a direct impact on their access.

500 tons of Base Course have been provided for traffic control purposes to maintain traffic during construction. When directed by the Engineer, the Base Course will be salvaged and reused during various phases of construction. Cost to remove, disposal and/or reuse of this material will be incidental to the contract unit price per ton for Base Course.

Existing guide, route, regulatory, warning and 911 Street 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 signs damaged or lost will be replaced by the Contractor at no cost to the State.

**GENERAL TRAFFIC CONTROL (CONTINUED)**

Revised, 12/03/2024(AP)

An estimated 25 of existing permanent traffic control signs will be impacted by the concrete paving operation which will be required to be removed and reset. The actual quantity will be measured in the field at the time of construction. The cost to remove and reset the existing signs will be paid at the bid item price for "Remove Sign for Reset per each and Reset Sign per Each."

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

All temporary speed limit signs will have a minimum mounting height of 5 feet in rural locations, even when mounted on portable supports.

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.

Prior to opening a lane of traffic, drop-offs near the roadway edge will be marked with signs and delineated with drums, 42" cones, or vertical panels at a maximum of 100' spacing. Drums or 42" cones will only be allowed when they will meet the minimum height requirements in the MUTCD of 28" above the driving surface. When the vertical drop-off prevents the minimum 28" height requirement, vertical panels will be placed on the edge of the driving surface. The Contractor will have sufficient quantity of vertical panels on site to mark the drop-offs in the event of an emergency, or weather delays the resumption of work. Payment for signs will be at the contract unit price for Traffic Control per square foot. The cost for drums, 42" cones, and vertical panels will be incidental to the contract lump sum price for Traffic Control, Miscellaneous.

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 3:1 within 30 feet of the traveled way.

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.

The Contractor will furnish, install, maintain, and remove TRUCK CROSSING (W8-6) signs daily. The TRUCK CROSSING signs will be displayed always when haul vehicles are hauling material. When hauling conditions no longer exist, the signs will be covered or removed from view. The exact number and location will be determined during construction. Payment for additional signs will be based on the contract unit price per square foot for "Traffic Control Signs".

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**SALVAGE TRAFFIC SIGNS**

The following traffic control signs will be removed and delivered to the Yankton Area DOT Maintenance Shop when no longer applicable. Signs, posts, and bases will be disassembled and banded together prior to delivery to the Yankton Maintenance Shop.

- 4 – W8-7 Loose Gravel signs
- 4 – W8-8 Rough Road signs

The length of the 2.0" x 2.0" Perforated Tube Post is estimated to be 10.5' each. The total length is estimated to be 84' to be removed from the signs.

All signs for salvage will be handled with care so that the signs are not damaged during removal or transport. The Contractor will replace and pay for any salvaged signs damaged in their care.

All cost for removing the signs, disassembly, banding and delivery to the Yankton DOT Maintenance Shop will be included in the contract unit price per each for "Salvage Traffic Sign".

**EXISTING MAILBOXES AND NEWSPAPER CONTAINERS**

The Contractor will be required to relocate on temporary supports existing mailboxes and newspaper containers affected by the project as necessary in order to provide continuous mail service to local residents and businesses. Throughout the project. It is anticipated that the Contractor will be required to relocate at a location acceptable to the Postmaster. The Engineer will approve the material used for temporary supports. Cost of this work will be incidental to various contract items. Due to phased construction, mailboxes may need to be moved more than once temporarily.

**OVERWIDTH RESTRICTION AND DETOUR SIGNING**

The Contractor will furnish and install the overwidth restriction and detour signs as shown in these plans. Prior to installing the signs, the Contractor will mark the sign locations and review them with the Engineer. Overwidth restriction and detour signs will be installed on fixed location, ground mounted, breakaway supports. It will be the responsibility of the Contractor to maintain and reinstall these signs during the project as required by the construction progress. Upon completion of the project, the Contractor will remove the overwidth restriction and detour signs.

All costs for furnishing the signs, posts, and mounting hardware, and for installing, maintaining, covering, and removing the overwidth restriction and detour signs will be incidental to the contract unit price per square foot for "Detour and Restriction Signing".

An overwidth detour route will be used due to limited lane width. Route will consist of SD50 west to SD25, north to SD46, and east to US81.

Special "WIDTH RESTRICTION 12 FT MAX US81 SOUTH USE DETOUR ROUTE" signs will be placed at the locations shown in the plans:

Special "WIDTH RESTRICTION 12 FT MAX US81 NORTH USE DETOUR ROUTE" signs will be placed at the locations shown in the plans.

Special "NO VEHICLES OVER 12 FT WIDE" signs will be placed at the following locations:

**OVERWIDTH RESTRICTION AND DETOUR SIGNING (CONTINUED)**

- US81: Northbound, 150 ft north of the intersection with SD50
- US81: Southbound, 100 ft south of the intersection with SD46

All cost for furnishing, posts, mounting hardware, and for installing, maintaining, covering, and removing the "Special Signs" will be incidental to the contract unit price per square foot for "Detour and Restriction Signing".

**WORK ZONE SPEED REDUCTION**

The Department is required to obtain a speed reduction resolution prior to the installation of any SPEED LIMIT (R2-1) signs shown in the plans. To provide adequate time for the resolution to be enacted, the Contractor will inform the Engineer a minimum of 3 weeks prior to the scheduled installation of any work zone speed reduction signs on the project.

The information provided by the Contractor will include the anticipated date of sign installation, the newly reduced speed limit, the location of the work zone, and the anticipated completion date of work requiring the speed reduction.

Speed will be reduced to 45 mph or 55 mph for the length of the project per 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 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.

**INTERSECTING ROADS AND MEDIAN CROSSOVER**

Intersecting roads and median crossover located throughout the project will be maintained for cross traffic at all times. Base Course for maintenance of traffic is included in Section C for temporary surfacing. Cost for removal, disposal and/or reuse of this material will be incidental to the contract unit price per ton for Base Course.

Intersecting road and median crossover paving block outs are anticipated to be needed to maintain cross traffic and access to adjacent property.

Place R2-1, R4-1, and W6-3 at each side of the intersecting roads. Intersecting roads consist of 303rd, 304<sup>th</sup>, and 306<sup>th</sup> St.

**TEMPORARY PAVEMENT MARKING**

Temporary Pavement Marking will be marked on existing asphalt concrete after the completion of temporary widening is completed. This temporary pavement marking will be marked on the tapers near project ends and near project structures.

For the first phase of construction when traffic is two-way in the NBLs, repaint the inside white edgeline to yellow and place Tubular Markers and Tabs down centerline. For the second phase, will need Tubular Marker & Tabs down centerline and temporary paint or tabs for the outside yellow edgeline.

**TEMPORARY PAVEMENT MARKING (CONTINUED)** Revised, 10/015/2024(MY)

Temporary Pavement Marking will be provided and paid for in accordance with Section 634 of the Standard Specifications and the Supplemental Specifications.

Conflicting pavement markings will be required to removed.

The painted temporary pavement marking will be paid for at the contract unit price per foot for Temporary Pavement Marking.

**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 mile for "Temporary Raised Pavement Markers".

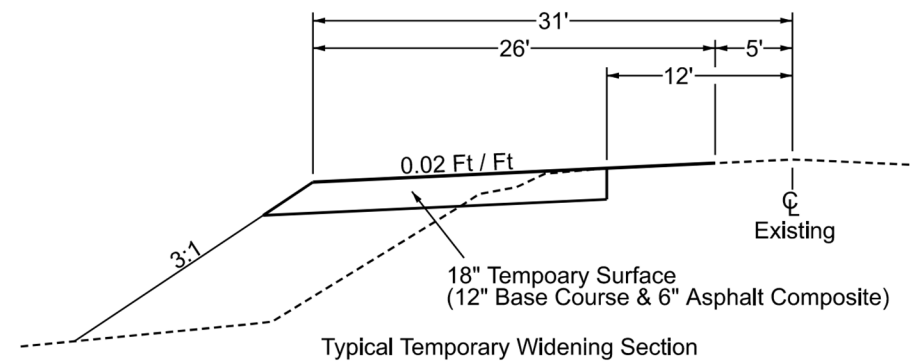
**TUBULAR MARKERS**

The color of the tubular markers on centerline will be predominately orange. The color of the tubular markers installed on the shoulders will be predominately white. The white tubular markers will be installed 1.0 feet from the existing edge line at intervals of approximately 480 feet.

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".

### TEMPORARY WIDENING



During Phase 2 & 3, temporary widening will be constructed from 202+00 to 213+10 Rt. to maintain 26' of roadway width. The 26' roadway width will be measured starting 5' east of centerline and ending 31' east of centerline. A typical section is shown above.

42" cones will be installed marking the edge of travel surface on the temporary widening section, spaced 100' alternating (200' per side). 42" cones will be incidental to the contract lump sum price for Traffic Control, Miscellaneous.

See Section F notes for contract quantities and details.

### 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 Yankton 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.

### FLAGGING

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

Additional flagger warning signs and flagger hours have been included in the Estimate of Quantities for use on intersecting roads. These flaggers will be used as directed by the Engineer and will be used primarily during daytime hours. Also included in the Estimate of Quantities are WAIT FOLLOW PILOT CAR signs for use on low volume intersecting roads as determined by the Engineer. WAIT FOLLOW PILOT CAR signs will not block the view of the stop sign.



It is required that the flaggers and pilot car operators be able to communicate with one another. If an emergency vehicle needs to pass through the project, Contractor will be required to expedite traffic movement. All costs associated with this will be incidental to the contract unit price per hour for "Flagging".

**PCN 07V2 - ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS**

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	4	30"	5.2	20.8
R2-1	SPEED LIMIT _45_	10	24" x 30"	5.0	50.0
R2-1	SPEED LIMIT _65_	3	24" x 30"	5.0	15.0
R2-6aP	FINES DOUBLE (plaque)	5	24" x 18"	3.0	15.0
R4-1	DO NOT PASS	9	24" x 30"	5.0	45.0
R4-7	KEEP RIGHT (symbol)	3	24" x 30"	5.0	15.0
R11-2	ROAD CLOSED	10	48" x 30"	10.0	100.0
R11-3a	ROAD CLOSED __ MILES AHEAD LOCAL TRAFFIC ONLY	8	60" x 30"	12.5	100.0
W1-4	REVERSE CURVE (L or R)	4	48" x 48"	16.0	64.0
W3-5	SPEED REDUCTION AHEAD (__ MPH)	4	48" x 48"	16.0	64.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W6-3	TWO WAY TRAFFIC (symbol)	6	48" x 48"	16.0	96.0
W7-3aP	NEXT __ MILES (plaque)	2	36" x 30"	7.5	15.0
W13-1P	ADVISORY SPEED (plaque)	4	30" x 30"	6.3	25.2
W20-1	ROAD WORK AHEAD	6	48" x 48"	16.0	96.0
W20-3	ROAD CLOSED AHEAD	8	48" x 48"	16.0	128.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
G20-1	ROAD WORK NEXT XX MILES	10	36" x 18"	4.5	45.0
G20-2	END ROAD WORK	4	36" x 18"	4.5	18.0
G20-5aP	WORK ZONE (plaque)	2	24" x 18"	3.0	6.0
		<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 982.0</b>			

**PCN 09P4 - ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS**

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W8-17	SHOULDER DROP-OFF (symbol)	2	48" x 48"	16.0	32.0
W16-2P	__ FEET (supplemental distance plaque)	2	30" x 24"	5.0	10.0
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
W21-5	SHOULDER WORK	4	48" x 48"	16.0	64.0
G20-1	ROAD WORK NEXT 0.5 MILE	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	4	36" x 18"	4.5	18.0
		<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 293.0</b>			

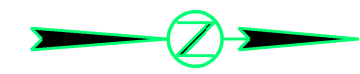
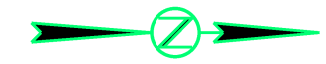
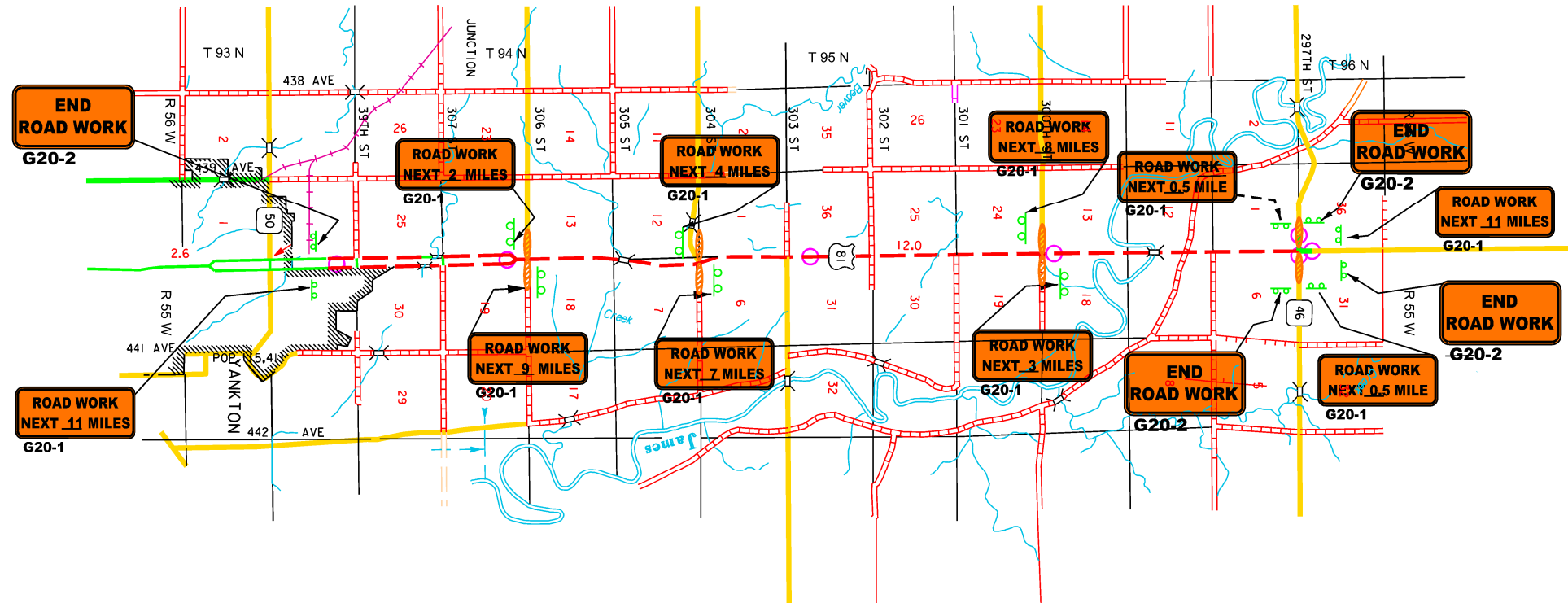
**PCN 07V2 - ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING**

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
M1-4	US ROUTE MARKER (1 or 2 digits)	30	24" x 24"	4.0	120.0
M3-1	DIRECTION MARKER - NORTH	14	24" x 12"	2.0	28.0
M3-3	DIRECTION MARKER - SOUTH	16	24" x 12"	2.0	32.0
M4-8	DETOUR	30	36" x 12"	3.0	90.0
M4-8a	END DETOUR	2	24" x 18"	3.0	6.0
M5-1	ADVANCE TURN ARROW 90° (L or R)	10	21" x 15"	2.2	22.0
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	10	21" x 15"	2.2	22.0
M6-3	DIRECTION ARROW - Vertical Single Head	10	21" x 15"	2.2	22.0
SPECIAL	OVERWIDTH VEHICLES	30	30" x 18"	3.8	114.0
SPECIAL	WIDTH RESTRICTION 12 FT MAX US81 SOUTH	4	120" x 66"	55.0	220.0
SPECIAL	WIDTH RESTRICTION 12 FT MAX US81 NORTH	4	120" x 66"	55.0	220.0
SPECIAL	NO VEHICLES OVER 12FT WIDE	2	102" x 36"	25.5	51.0
		<b>CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT 947.0</b>			

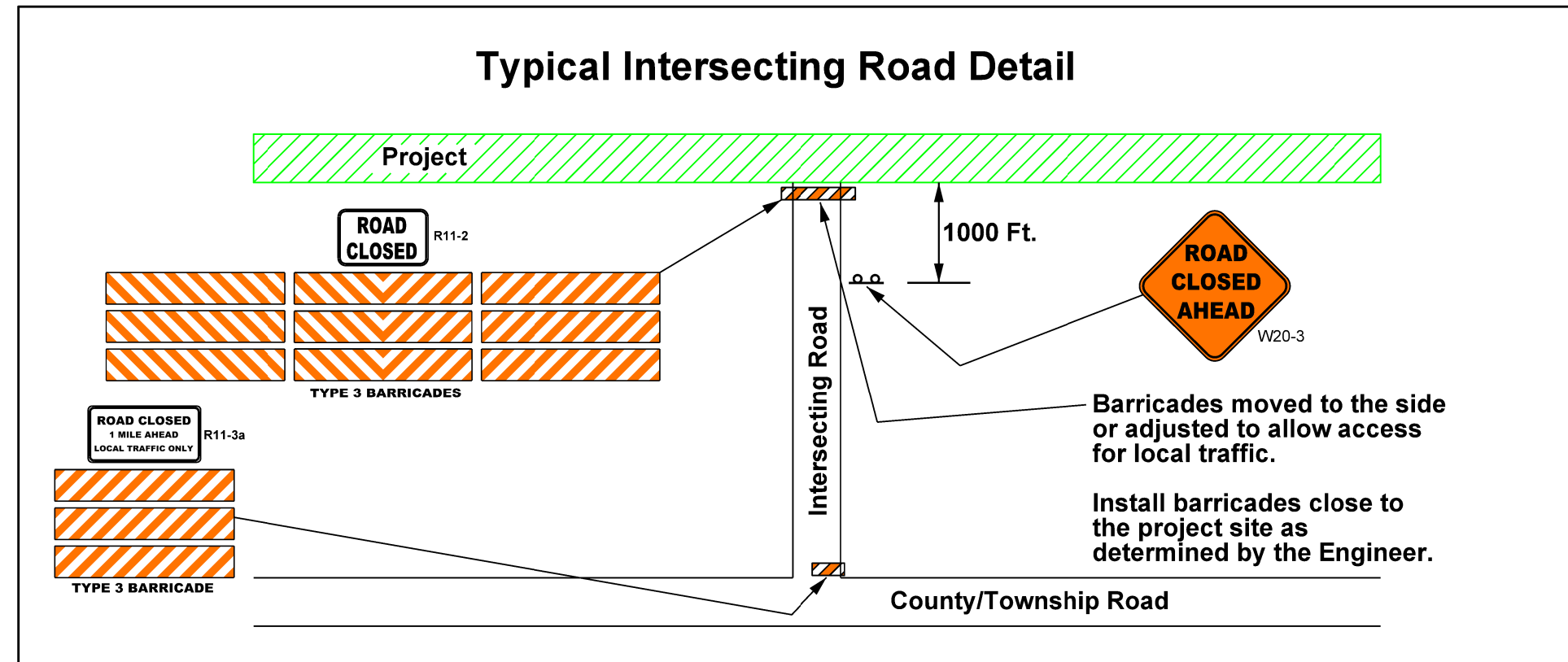
# FIXED LOCATION SIGNS GROUND MOUNTED, BREAKAWAY SUPPORTS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-CR 0081(122)3 & P 0046(87)334	C6	C15

Revised, 12/03/2024(AP)



## Typical Intersecting Road Detail



 Intersecting Roads to receive Traffic Control. Install only when applicable.

 Project

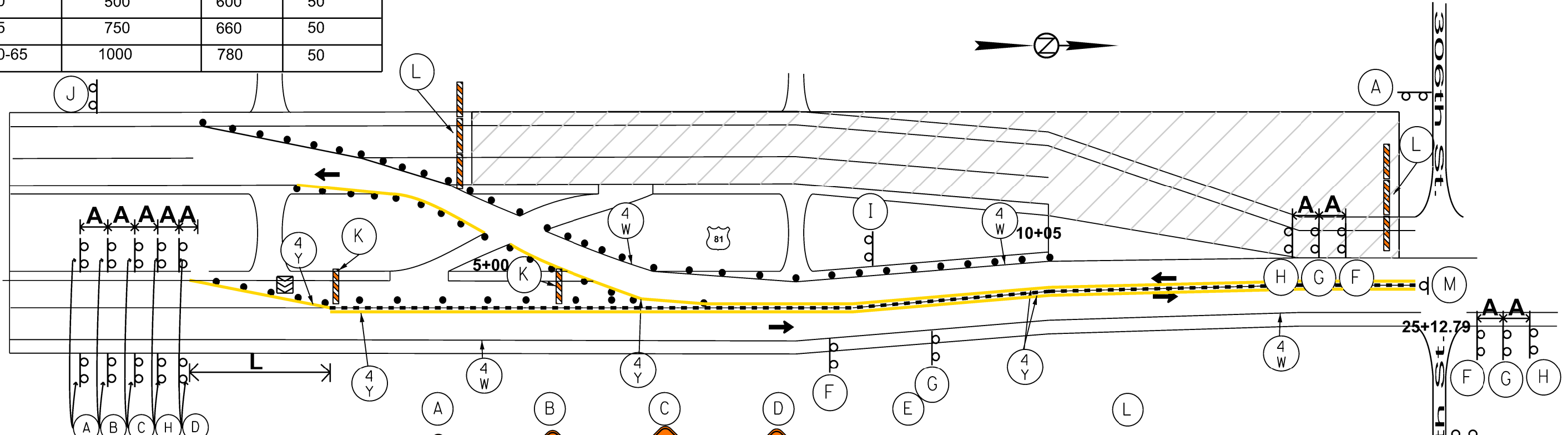
ALL TEMPORARY TRAFFIC CONTROL SIGNS WILL BE SPACED 100-150' FROM OTHER SIGNS AND NOT OBSCURE EXISTING SIGNS.

Revised, 12/03/2024(AP)

# TRAFFIC CONTROL

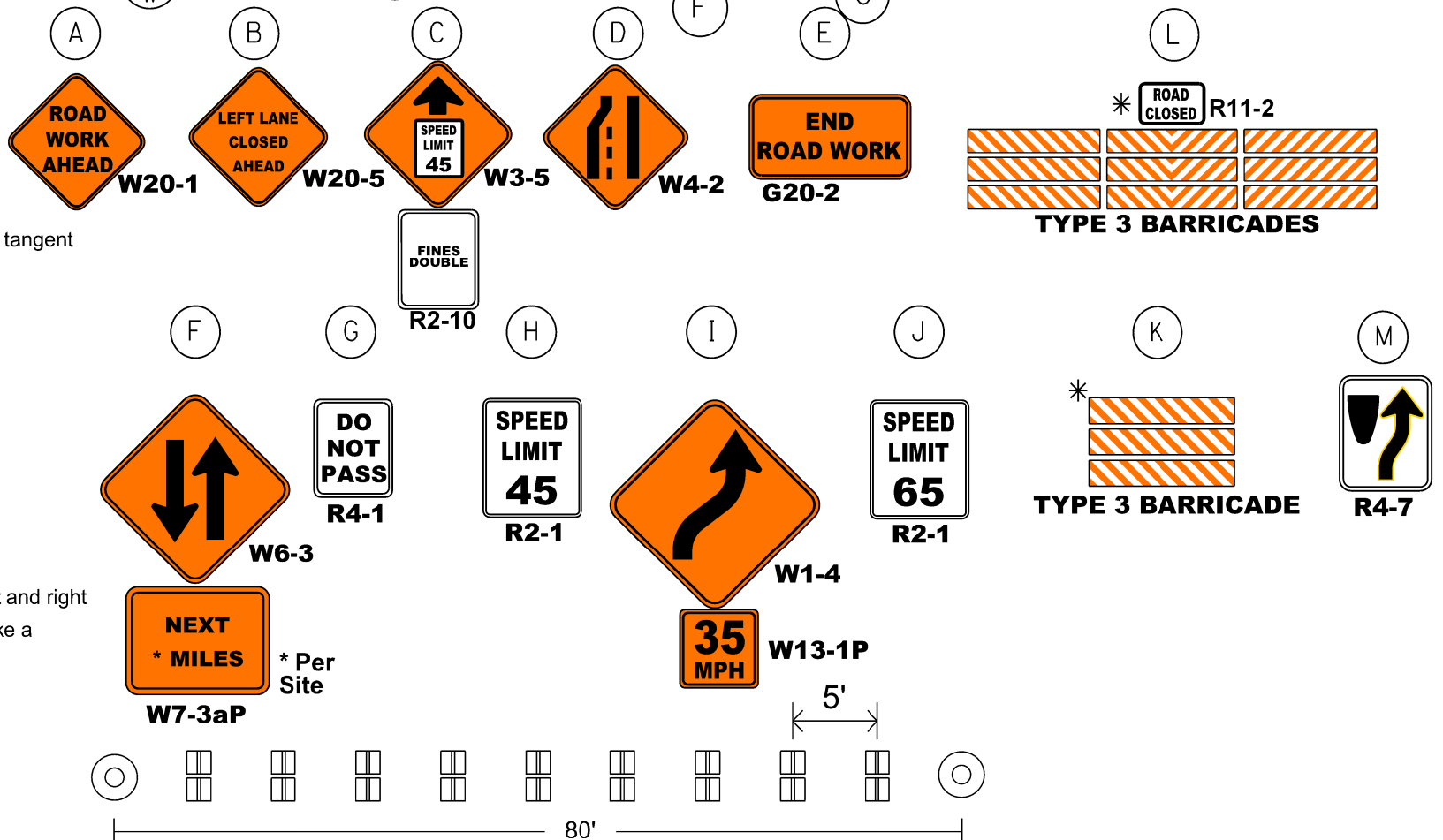
## PHASE 2 & 3 STA 5+00 MEDIAN CROSSOVER

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



**NOTES:**  
Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

- REFLECTIVE DRUMS - 25ft. spacing on tapers & 50 ft maximum spacing on tangent unless otherwise shown
- 4W 4" WHITE TEMPORARY PAVEMENT MARKING OR TRPM
- 4Y 4" YELLOW TEMPORARY PAVEMENT MARKING OR TRPM
- ▨ TYPE 3 BARRICADES
- ▨ TYPE C ADVANCE WARNING ARROW BOARD SEQUENTIAL CHEVRON
- Install Tubular Markers at a spacing of 80' and 480' each shoulder 13 feet left and right and two lines of 4" Temporary Yellow Pavement Markers at 5' spacing to make a Double Solid Yellow Line as shown.
- \* Type III Barricades will be setup so stripes are sloped downward to the side approaching traffic should pass.



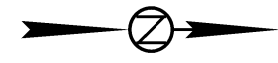
**WORK SPACE**

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

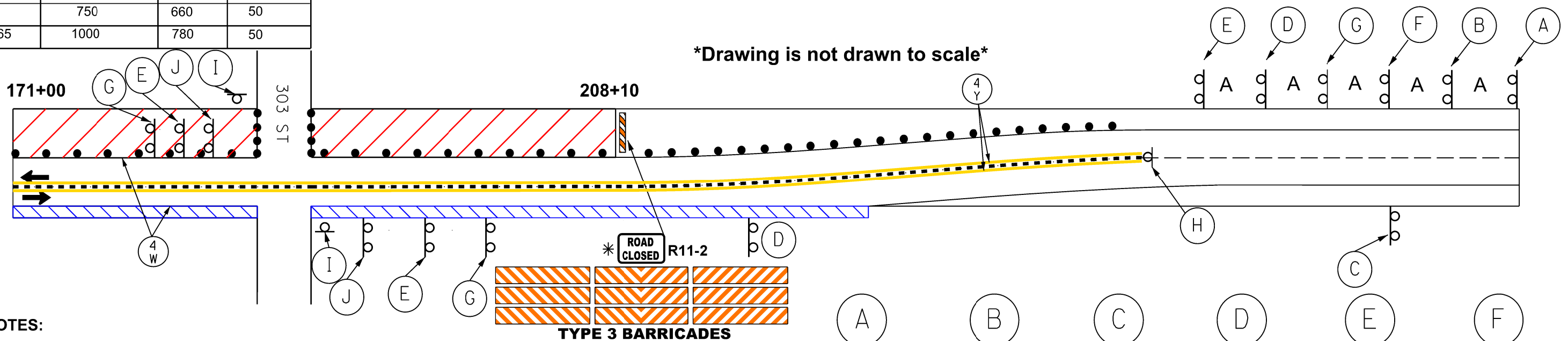
Revised, 12/03/2024(AP)

# TRAFFIC CONTROL

PHASE 1, 2, & 3  
STA 202+00 TO STA 213+10  
TEMPORARY WIDENING



\*Drawing is not drawn to scale\*



**NOTES:**

Temporary Widening 143+00 to 157+00 Rt and 171+00 to 210+10 Rt.

A minimum of 26' of roadway width will be maintained.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The contractor will be required to maintain two way traffic at all times, with a minimum of 10ft. lanes.

● REFLECTIVE DRUMS

⊙ 4" WHITE TEMPORARY PAVEMENT MARKING OR TPRM

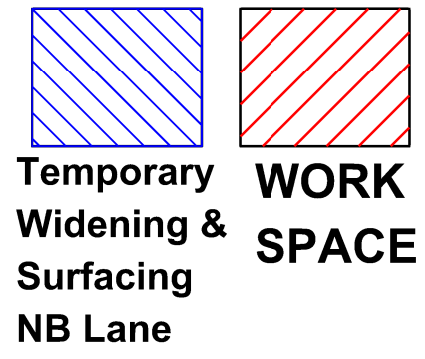
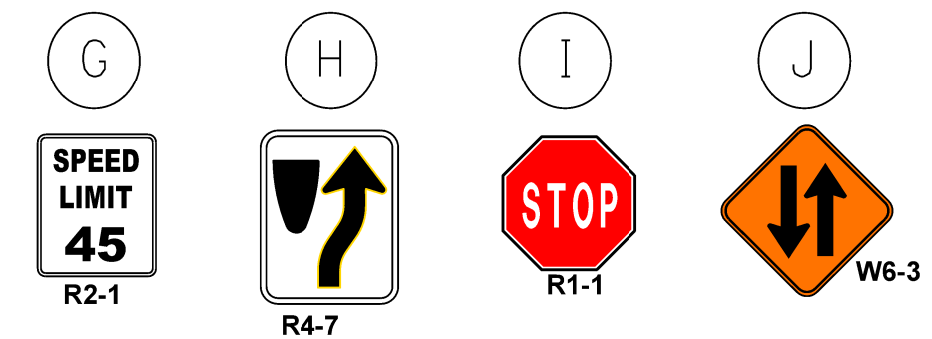
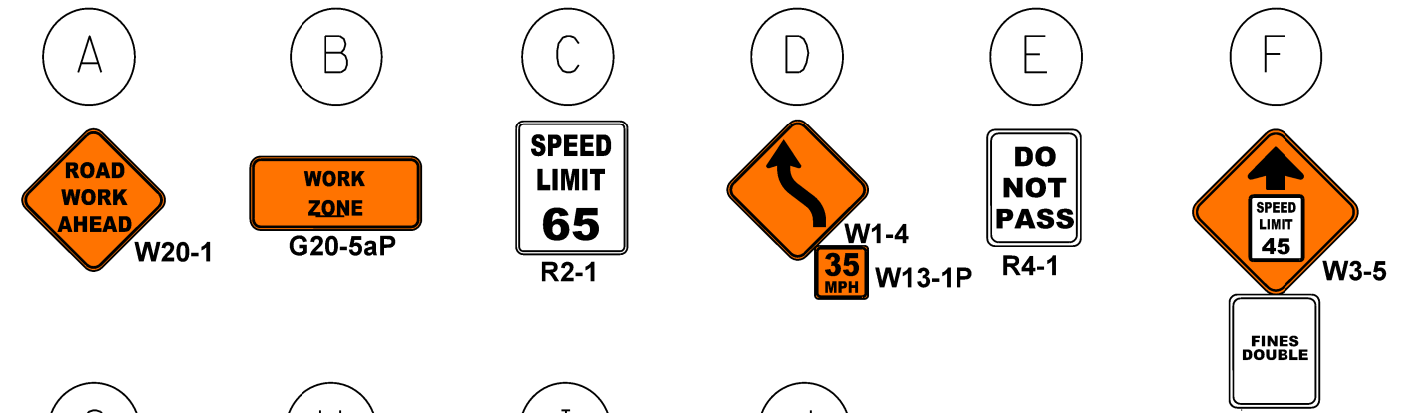
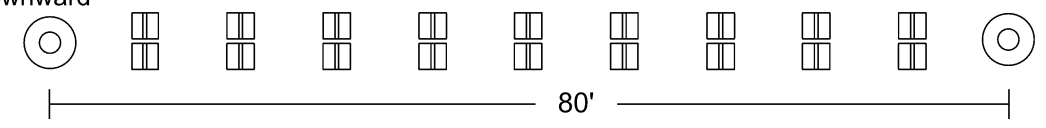
⊙ 4" YELLOW TEMPORARY PAVEMENT MARKING OR TPRM

▬▬▬ Install Tubular Markers at a spacing of 80' and 480' each shoulder 11 feet left and right

and two lines of 4" Temporary Yellow Pavement Markers at 5' spacing to make a

Double Solid Yellow Line as shown.

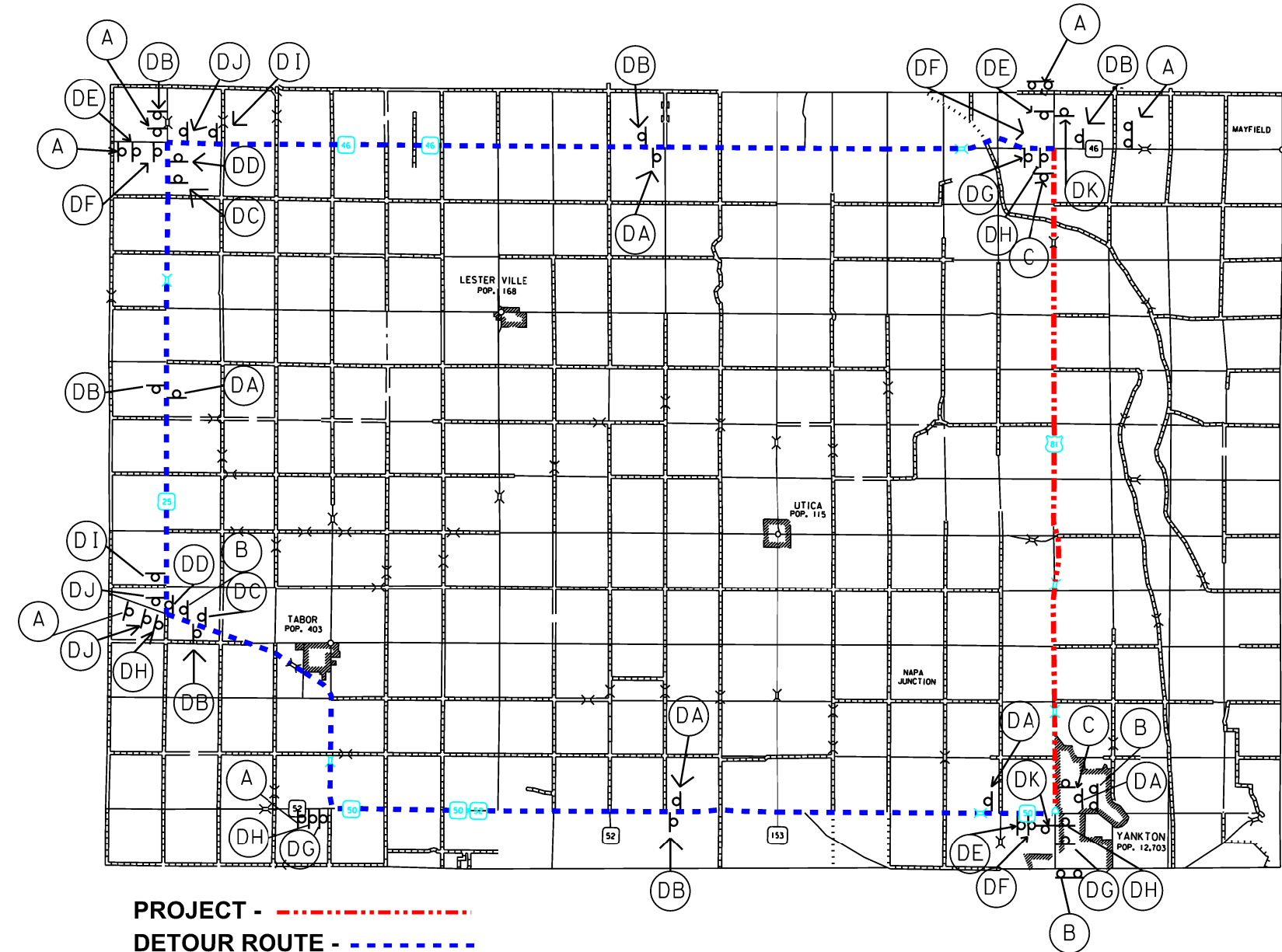
\* Type III Barricades will be setup so stripes are sloped downward to the side approaching traffic should pass.





Revised, 12/03/2024(AP)

# TRAFFIC CONTROL OVERWIDTH DETOUR SIGNING (GROUND MOUNTED SUPPORT) SD HWY 81



**PROJECT -** - - - - -  
**DETOUR ROUTE -** - - - - -

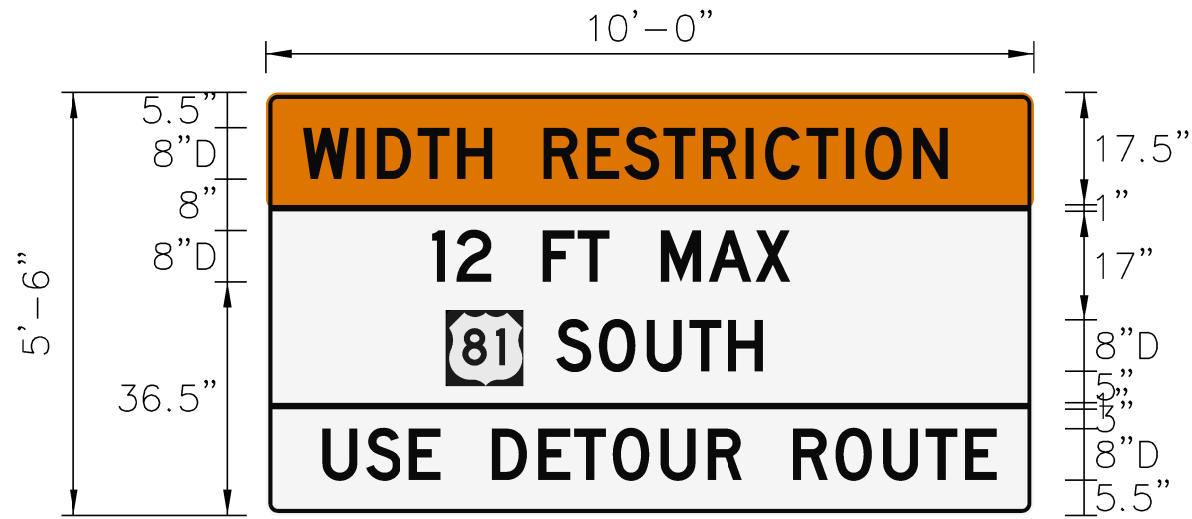
**DETOUR SIGNS SHALL BE SPACED 100 - 150' FROM OTHER SIGNS.  
DETOUR SIGNS SHALL NOT OBSCURE EXISTING SIGNS.**

(DA)	(DB)	(DC)	(DD)	
OVERWIDTH VEHICLES SPECIAL (24" x 12")	OVERWIDTH VEHICLES SPECIAL (24" x 12")	OVERWIDTH VEHICLES SPECIAL (24" x 12")	OVERWIDTH VEHICLES SPECIAL (24" x 12")	
DETOUR M4-8 (24"X 12")	DETOUR M4-8 (24"X 12")	DETOUR M4-8 (24"X 12")	DETOUR M4-8 (24"X 12")	
NORTH M3-1 (24"X 12")	SOUTH M3-3 (24"X 12")	NORTH M3-1 (24"X 12")	NORTH M3-1 (24"X 12")	
81 M1-5 (24"X 24")	81 M1-5 (24"X 24")	81 M1-5 (24"X 24")	81 M1-5 (24"X 24")	
↑ M6-3 (21"X 15")	↑ M6-3 (21"X 15")	↗ M5-1 (21"X 15")	→ M6-1 (21"X 15")	
(DE)	(DF)	(DG)	(DH)	
OVERWIDTH VEHICLES SPECIAL (24" x 12")	OVERWIDTH VEHICLES SPECIAL (24" x 12")	OVERWIDTH VEHICLES SPECIAL (24" x 12")	OVERWIDTH VEHICLES SPECIAL (24" x 12")	
DETOUR M4-8 (24"X 12")	DETOUR M4-8 (24"X 12")	DETOUR M4-8 (24"X 12")	DETOUR M4-8 (24"X 12")	
SOUTH M3-3 (24"X 12")	SOUTH M3-3 (24"X 12")	NORTH M3-4 (24"X 12")	NORTH M3-4 (24"X 12")	
81 M1-5 (24"X 24")	81 M1-5 (24"X 24")	81 M1-5 (24"X 24")	81 M1-5 (24"X 24")	
↗ M5-1 (21"X 15")	→ M6-1 (21"X 15")	↖ M5-1 (21"X 15")	← M6-1 (21"X 15")	
(DI)	(DJ)	(DK)	(DL)	(DM)
OVERWIDTH VEHICLES SPECIAL (24" x 12")	OVERWIDTH VEHICLES SPECIAL (24" x 12")	END DETOUR M4-8a (24"X 18")	OVERWIDTH VEHICLES SPECIAL (24" x 12")	OVERWIDTH VEHICLES SPECIAL (24" x 12")
DETOUR M4-8 (24"X 12")	DETOUR M4-8 (24"X 12")		END DETOUR M4-8a (24"X 18")	END DETOUR M4-8a (24"X 18")
SOUTH M3-3 (24"X 12")	SOUTH M3-3 (24"X 12")		NORTH M3-4 (24"X 12")	SOUTH M3-3 (24"X 12")
81 M1-5 (24"X 24")	81 M1-5 (24"X 24")		81 M1-5 (24"X 24")	81 M1-5 (24"X 24")
↖ M5-1 (21"X 15")	← M6-1 (21"X 15")			

(A)	(B)	(C)
<b>WIDTH RESTRICTION</b> 12 FT MAX 81 SOUTH USE DETOUR ROUTE	<b>WIDTH RESTRICTION</b> 12 FT MAX 81 NORTH USE DETOUR ROUTE	<b>NO VEHICLES OVER 12 FT WIDE</b>

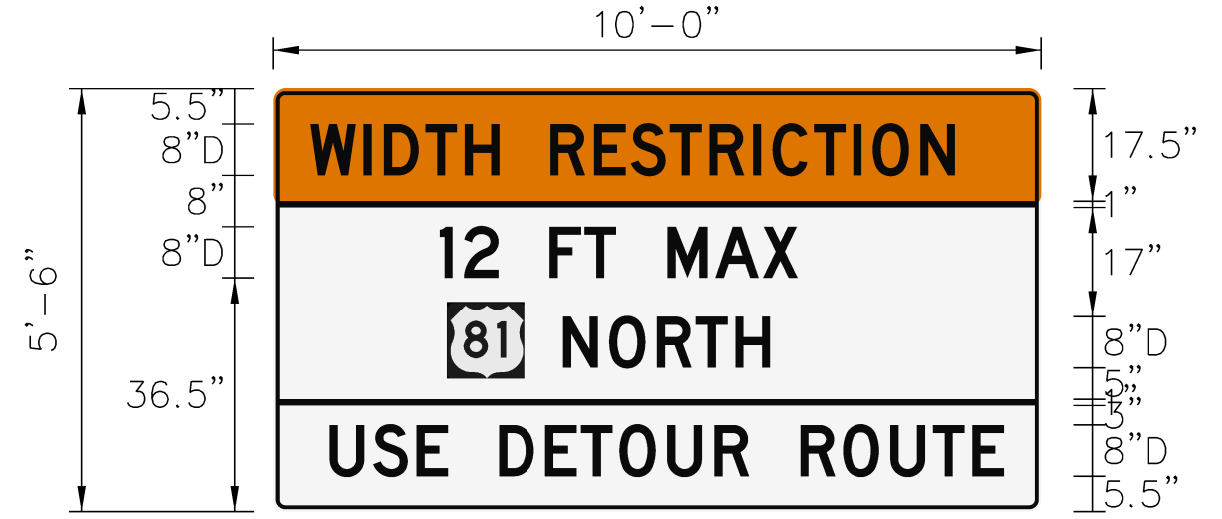
# OVERWIDTH SIGN DETAILS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH-CR 0081(122)3 & P 0046(87)334	C10	C15



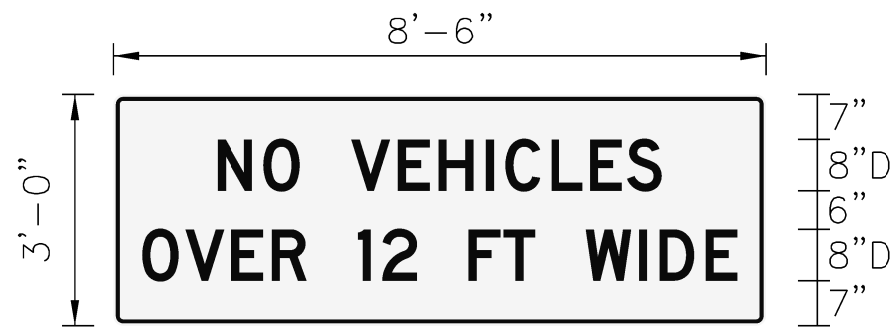
BORDER R=1.5"  
TH=0.63"  
IN=0.38" Panel Style: guide\_fwy\_auxiliary\_wht\_2012.ssi  
M.U.T.C.D.: 2009 Edition

5.75" 108.5" 5.75"



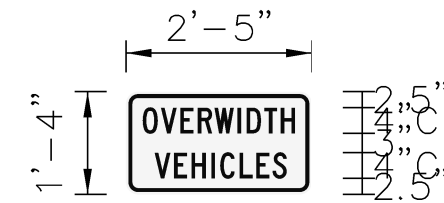
BORDER R=1.5"  
TH=0.63"  
IN=0.38" Panel Style: guide\_fwy\_auxiliary\_wht\_2012.ssi  
M.U.T.C.D.: 2009 Edition

5.75" 108.5" 5.75"



BORDER R=1.13"  
TH=0.63"  
IN=0.38" Panel Style: regulatory.ssi  
M.U.T.C.D.: 2009 Edition

4.5" 93" 4.5"



BORDER R=1.5"  
TH=0.63"  
IN=0.38" Panel Style: guide\_con\_cardinal\_wht\_2012.ssi  
M.U.T.C.D.: 2009 Edition

2.6" 23.8" 2.6"

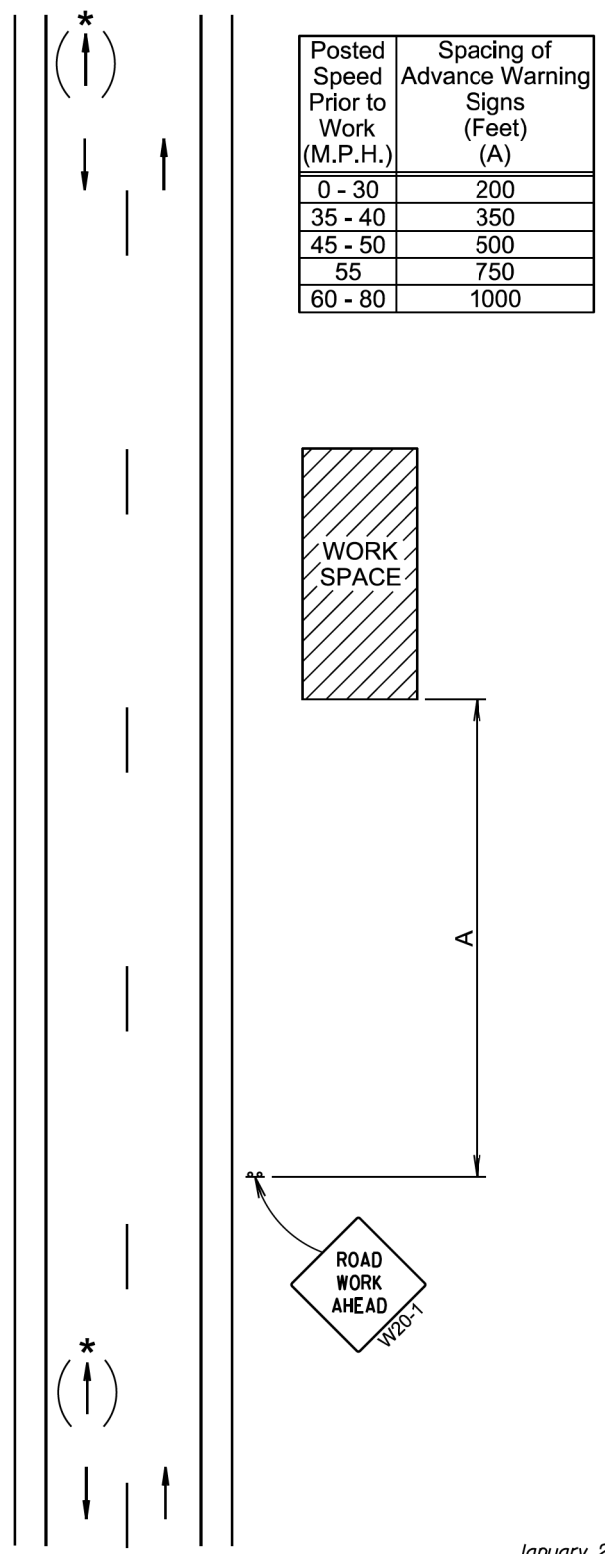
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

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.

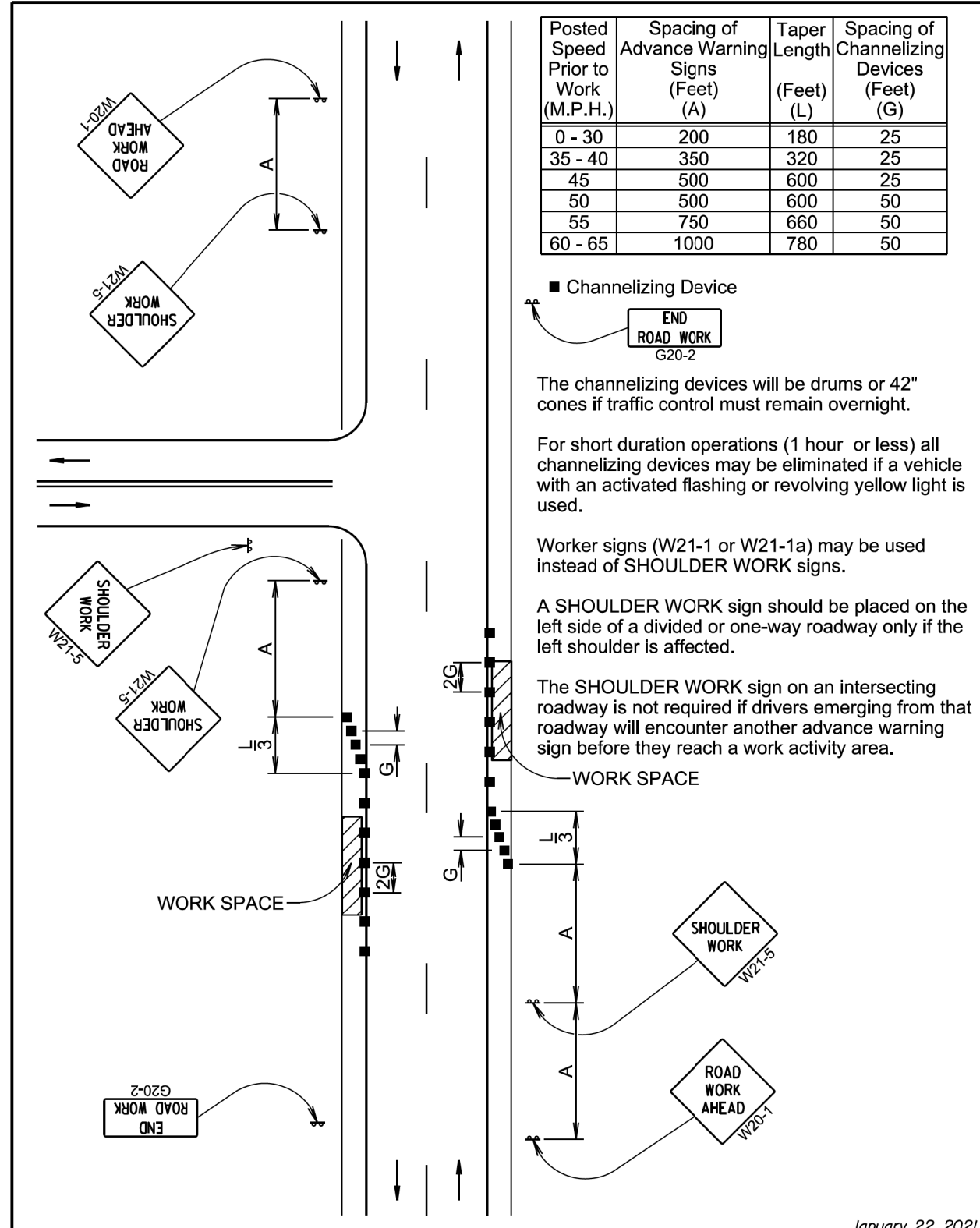
For short term, short duration, or mobile operations, all signs and channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.



January 22, 2021

<b>S D D O T</b>	<b>WORK BEYOND THE SHOULDER</b>	PLATE NUMBER 634.01
		Sheet 1 of 1

Published Date: 2025





January 22, 2021

<b>S D D O T</b>	<b>WORK ON SHOULDERS</b>	PLATE NUMBER 634.03
		Sheet 1 of 1

Published Date: 2025

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.

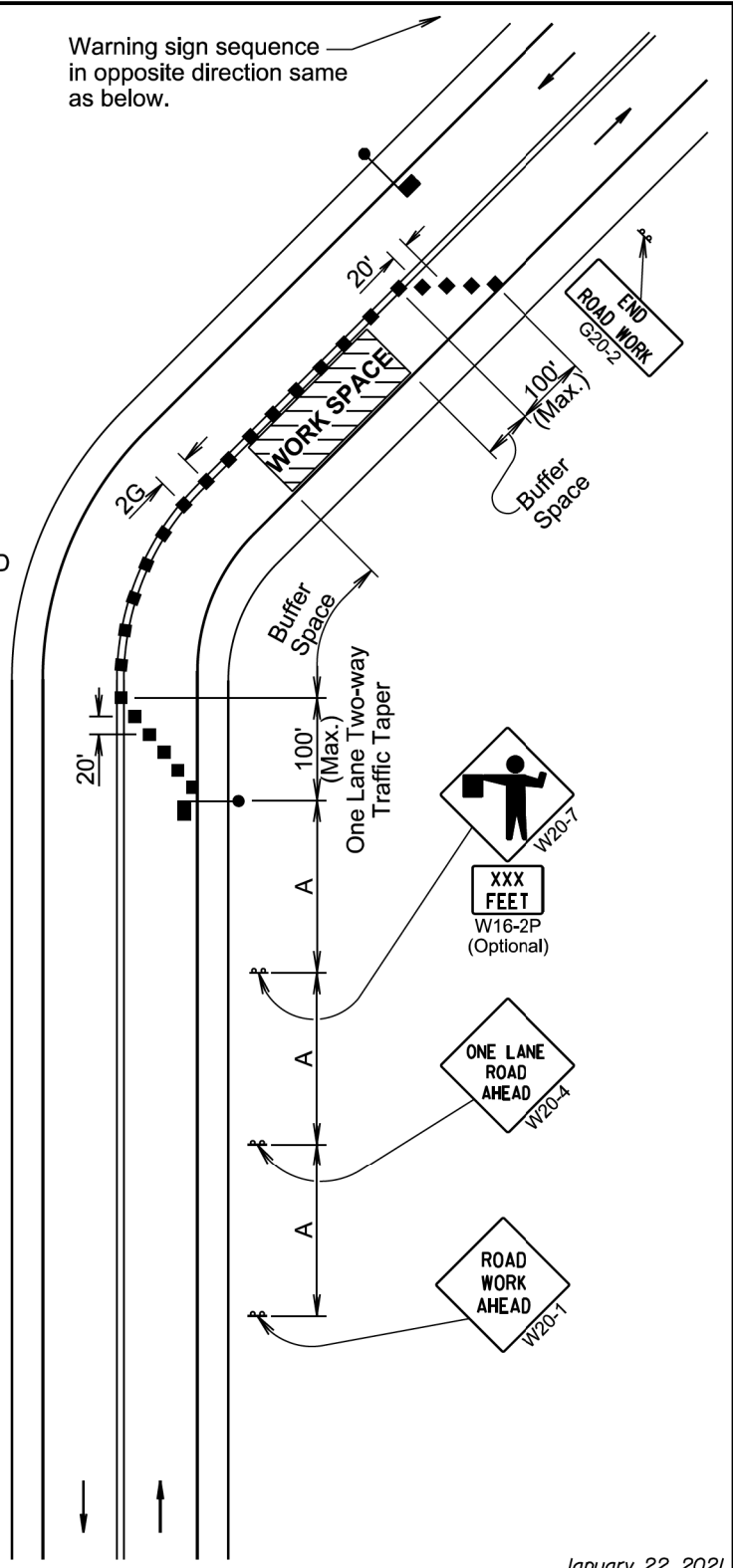
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.

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

<b>S D D O T</b>	<b>LANE CLOSURE WITH FLAGGER PROVIDED</b>	PLATE NUMBER <b>634.23</b>
		Sheet 1 of 1

Published Date: 2025

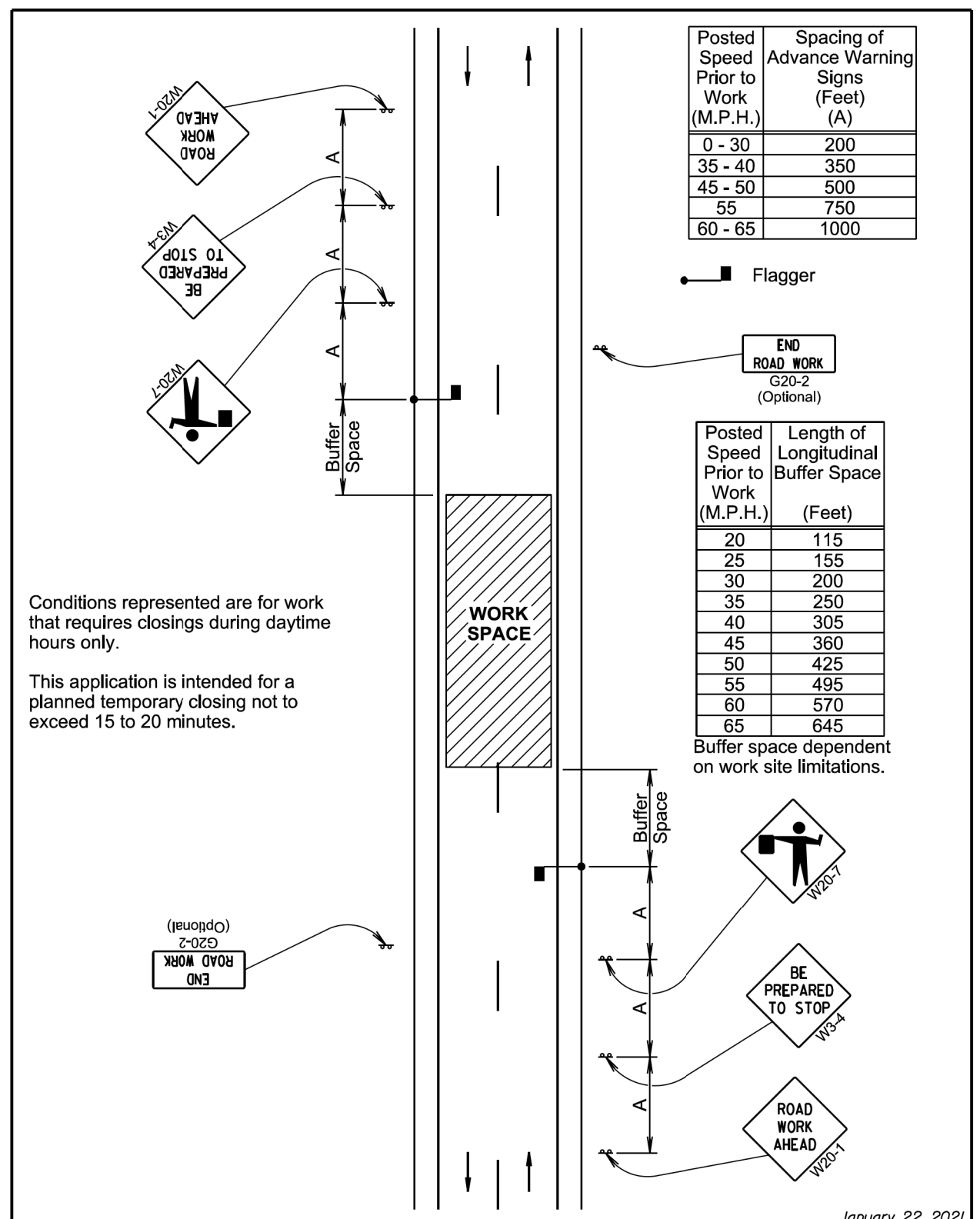
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 65	1000

 Flagger

END ROAD WORK  
G20-2  
(Optional)

Posted Speed Prior to Work (M.P.H.)	Length of Longitudinal Buffer Space (Feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

Buffer space dependent on work site limitations.



Conditions represented are for work that requires closings during daytime hours only.

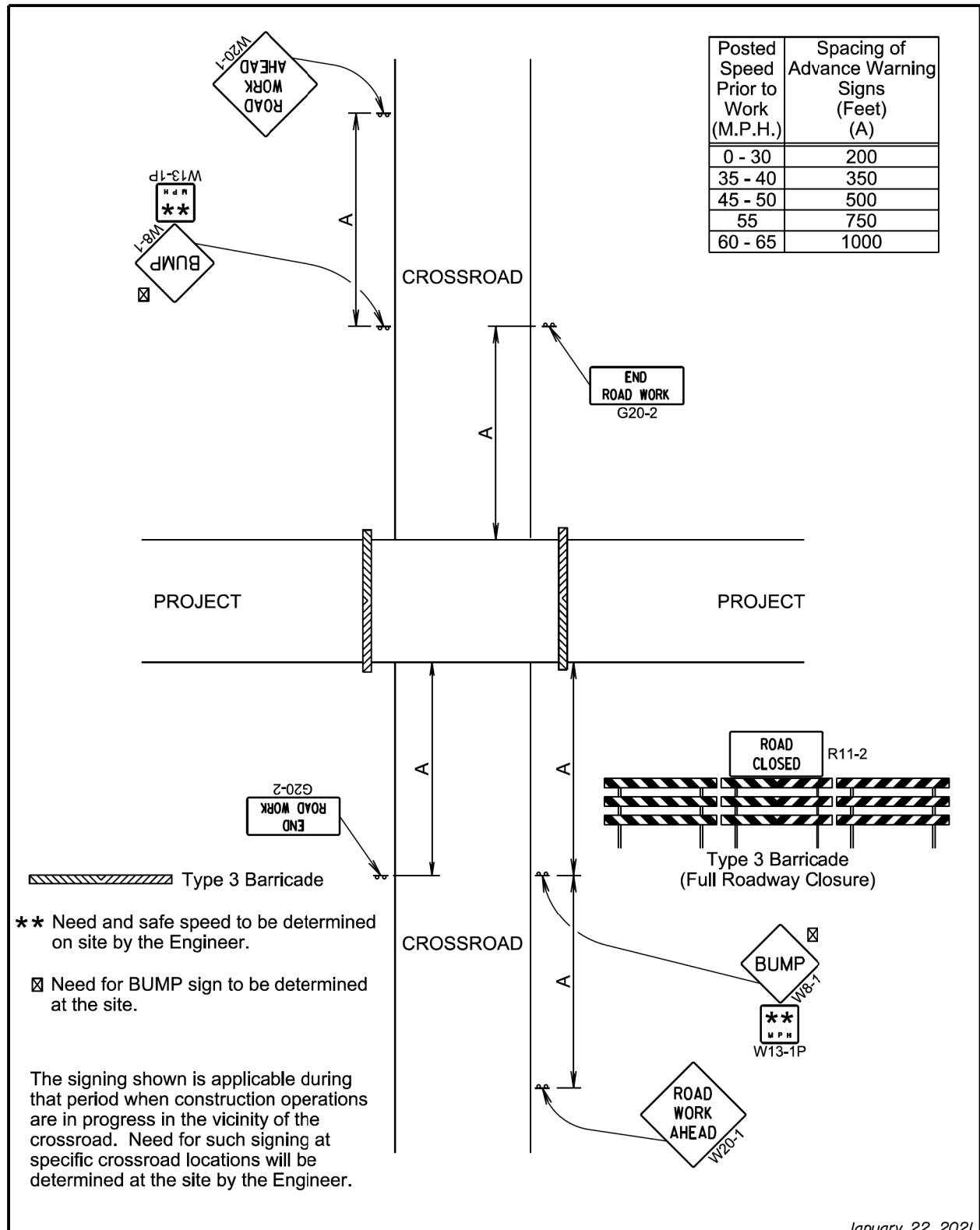
This application is intended for a planned temporary closing not to exceed 15 to 20 minutes.

January 22, 2021

<b>S D D O T</b>	<b>TEMPORARY ROAD WORK</b>	PLATE NUMBER <b>634.30</b>
		Sheet 1 of 1

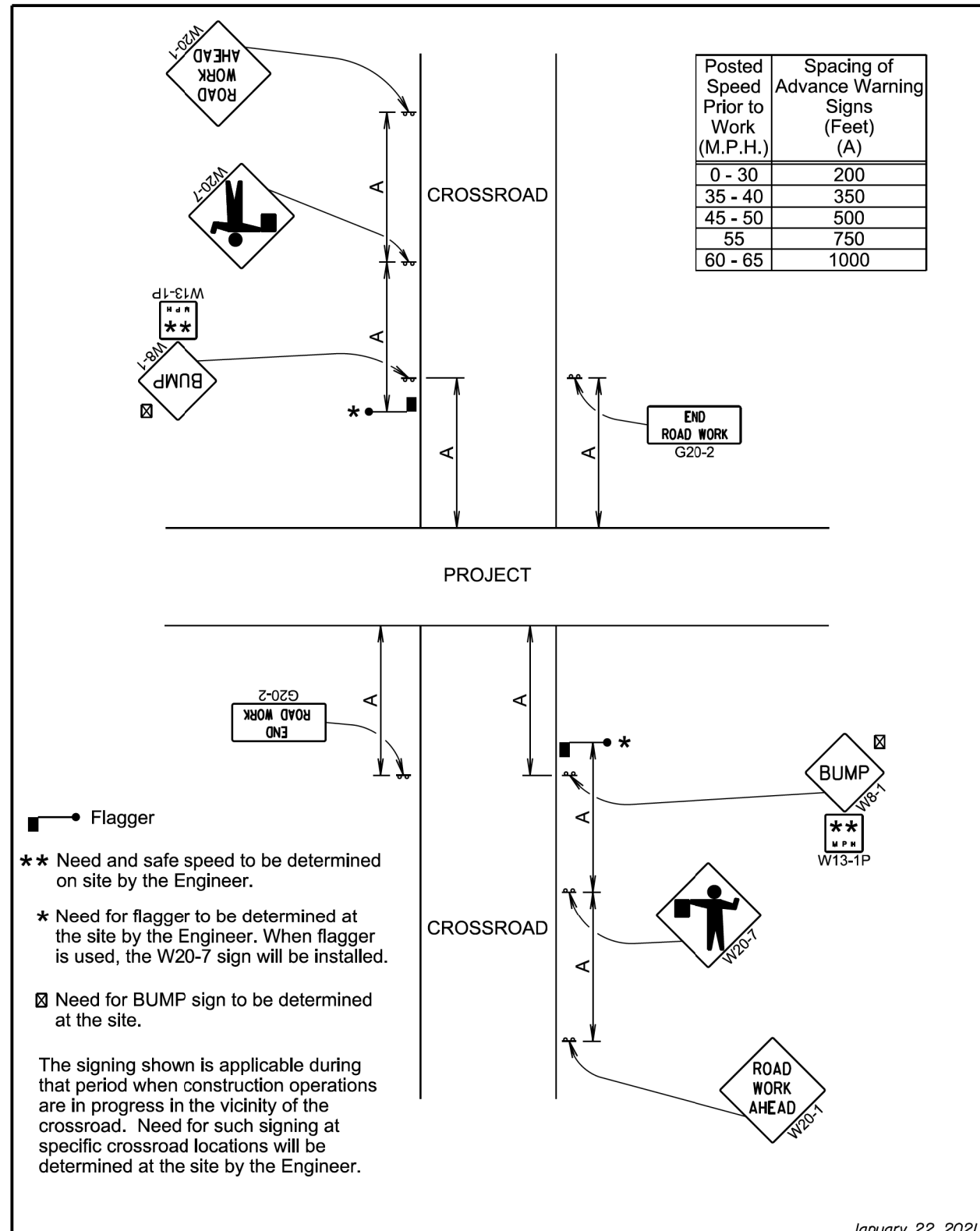
Published Date: 2025

Plot Scale - 1:200



January 22, 2021

<b>S D D O T</b>	<b>PROJECT CLOSED TO TRAFFIC FROM CROSSROAD</b>	PLATE NUMBER <b>634.37</b>
	Published Date: 2025	Sheet 1 of 1

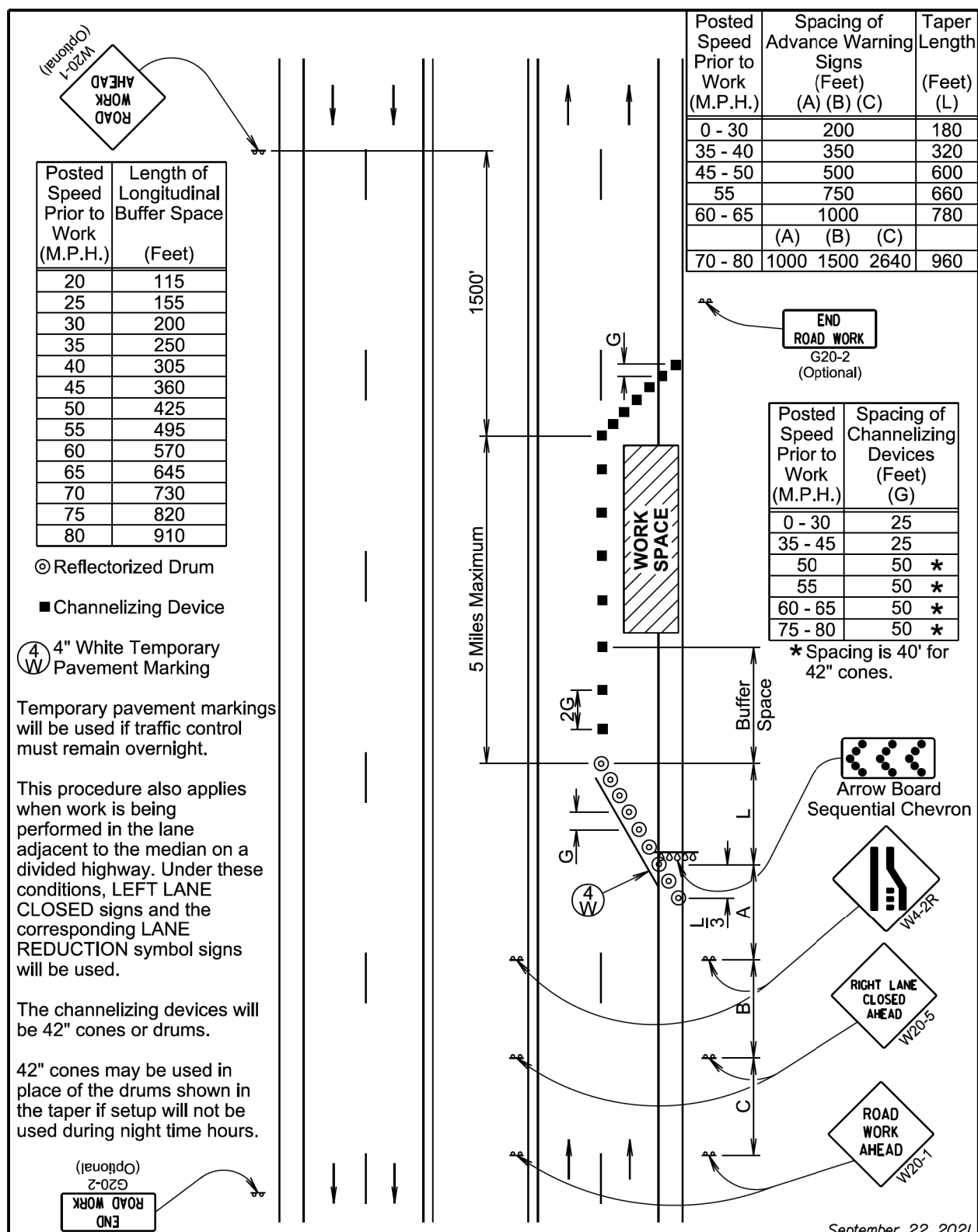


January 22, 2021

<b>S D D O T</b>	<b>PROJECT OPEN TO TRAFFIC FROM CROSSROAD</b>	PLATE NUMBER <b>634.38</b>
	Published Date: 2025	Sheet 1 of 1

File - ...107V2 TC107V2 to Std Plates.dgn

Plot Scale - 1:200



Temporary pavement markings will be used if traffic control must remain overnight.

This procedure also applies when work is being performed in the lane adjacent to the median on a divided highway. Under these conditions, LEFT LANE CLOSED signs and the corresponding LANE REDUCTION symbol signs will be used.

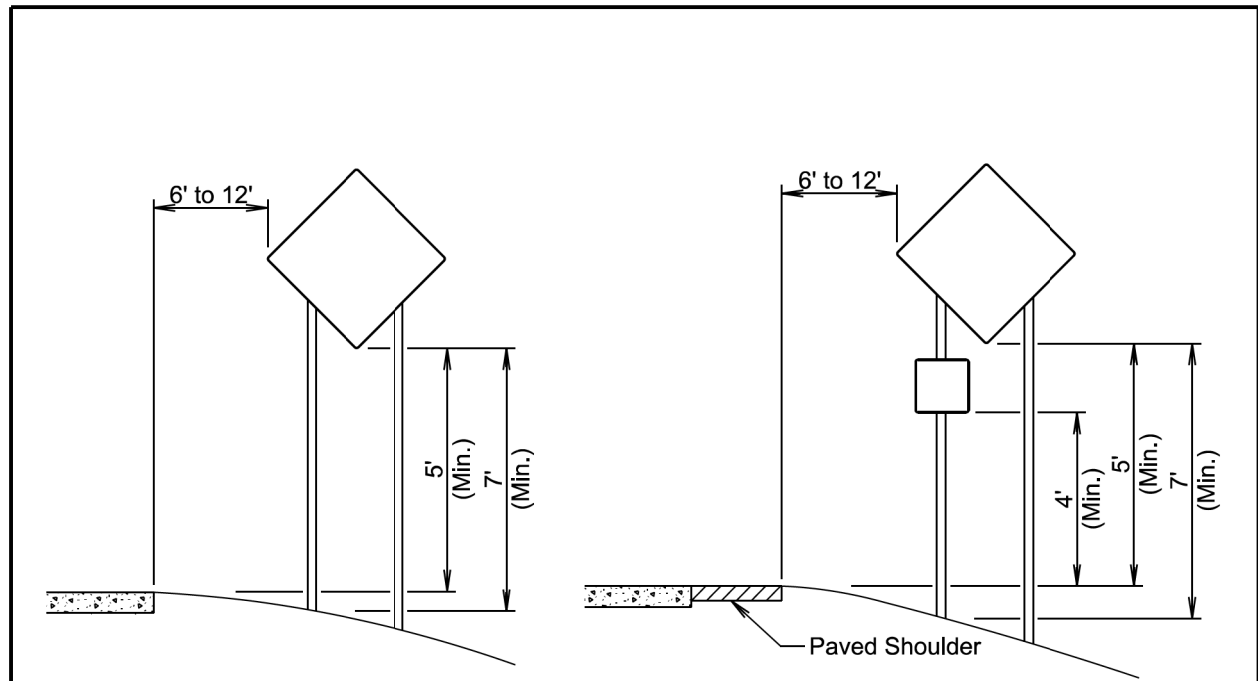
The channelizing devices will be 42" cones or drums.

42" cones may be used in place of the drums shown in the taper if setup will not be used during night time hours.

September 22, 2021

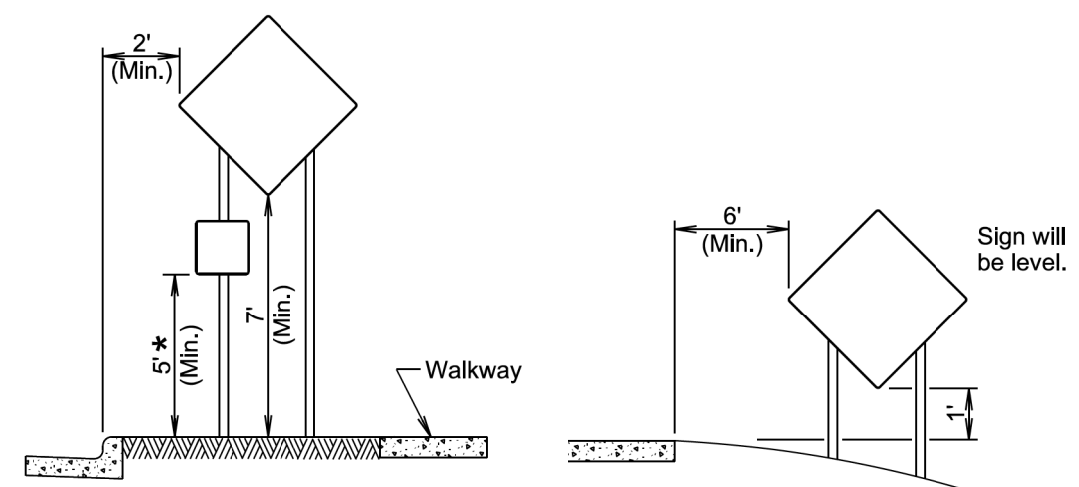
<b>S D D O T</b>	<b>LANE CLOSURE WITHOUT BARRIER</b>	PLATE NUMBER <b>634.64</b>
	Published Date: 2025	Sheet 1 of 1

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**RURAL DISTRICT**

**RURAL DISTRICT WITH SUPPLEMENTAL PLATE**



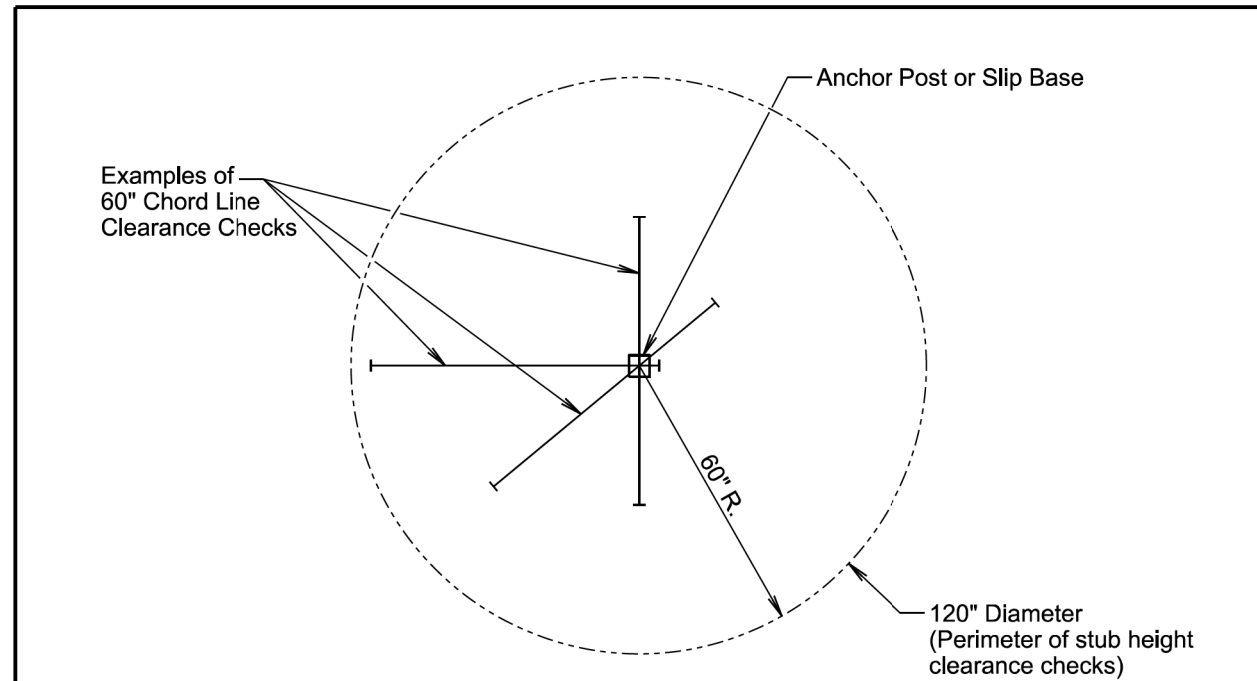
**URBAN DISTRICT**

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

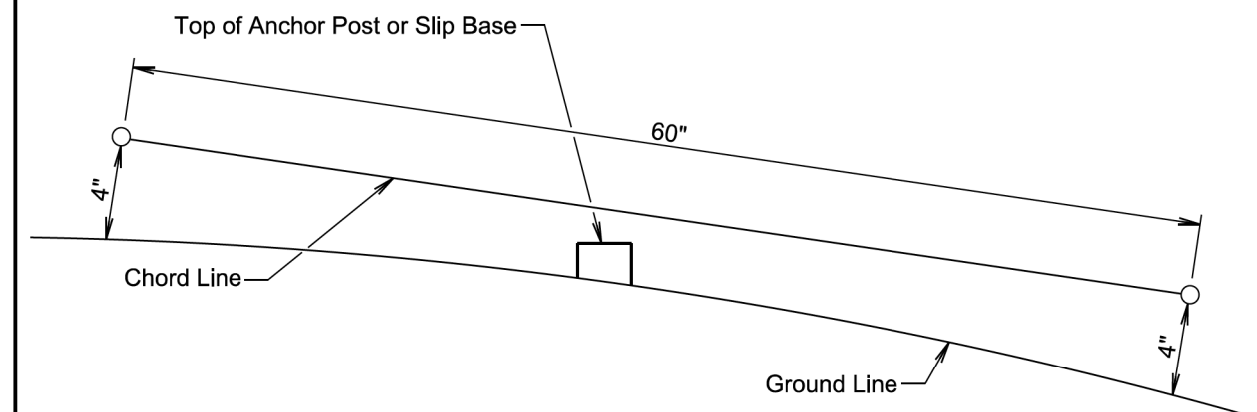
\* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

Published Date: 2025	S D D O T	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1



**PLAN VIEW**  
(Examples of stub height clearance checks)



**ELEVATION VIEW**

**GENERAL NOTES:**

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

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

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

January 22, 2021

Published Date: 2025	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1

Plot Scale - 1:200

Plotted From - TRM113318

File - ...107V2 TC107V2 to Sign Plates.dgn