

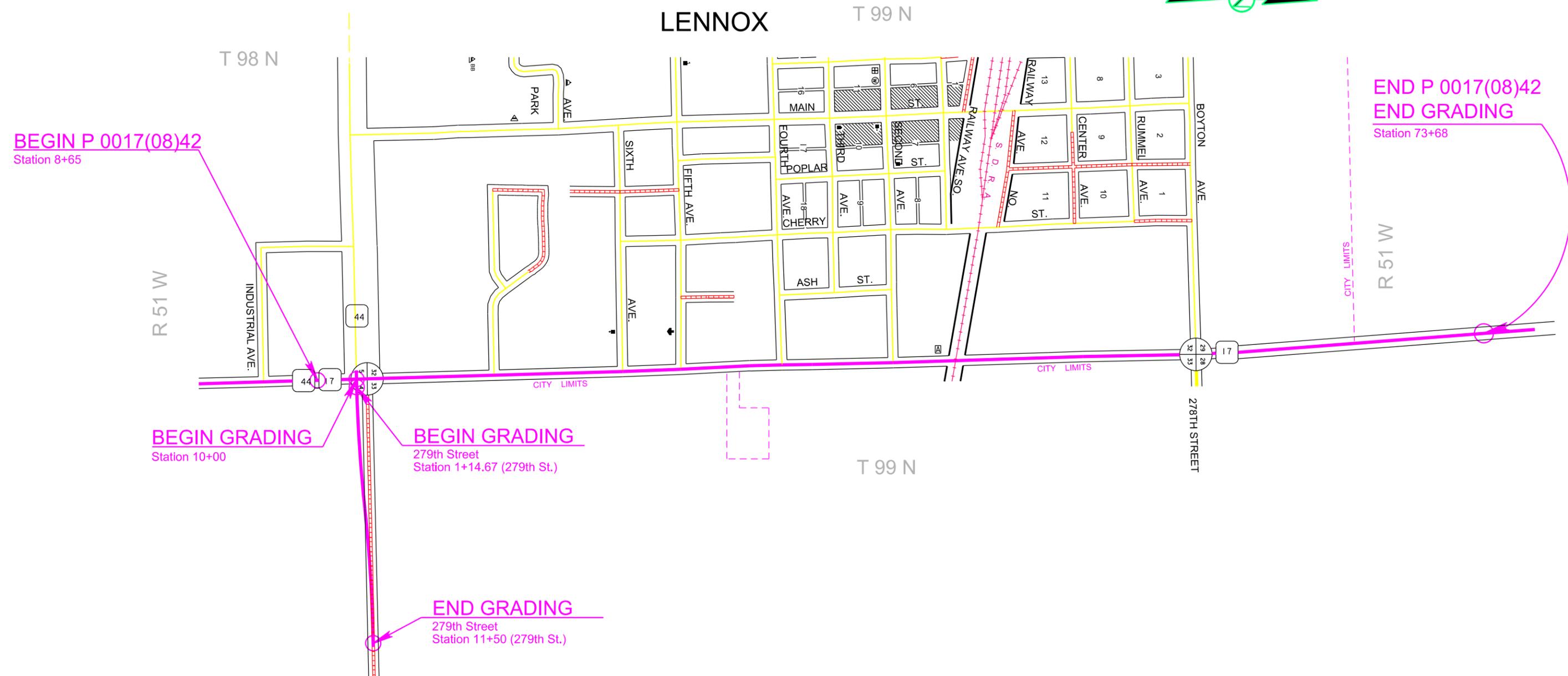
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0017(08)42	C1	C15

Plotting Date: 11/12/2015

# Section C: Traffic Control Plans

**INDEX OF SHEETS**

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- C2 -C3 Estimate of Quantities and Plan Notes
- C4 Itemized List of Traffic Control Signs and Itemized List For Detour Signs
- C5 -C6 Traffic Control Layouts
- C7 Project Detour Signing Layout
- C8 Local Detour/Closure Layout
- C9 Interstate Signing Modifications
- C10 Special Sign Details
- C11-C45 Standard Plates



Plot Scale - 1:200

Plotted From - trs1127105

Plot Name -

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### SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	100.0	Hour
634E0020	Pilot Car	100.0	Hour
634E0110	Traffic Control Signs	649	SqFt
634E0120	Traffic Control, Miscellaneous	1	LS
634E0285	Type 3 Barricade, 8' Double Sided	44	Each
634E0630	Temporary Pavement Marking	1.3	Mile
634E1002	Detour Signing	715.0	SqFt
634E1020	Temporary Business Signing	120.0	SqFt
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each
734E5010	Sweeping	50	Hour

### SEQUENCE OF OPERATIONS

The following Sequence of Operations shall be followed by the Contractor unless an alternate Sequence of Operations is submitted in writing two weeks prior to the preconstruction meeting and approved by the Engineer.

The project shall be constructed in 3 phases. Each phase shall be completed according to the following notes and phasing details. The Contractor will be required to relocate/reuse traffic control and detour signing when switching between phases. No extra payment will be made for this work.

Contractor will be required to maintain access to each residence and business throughout the project.

The Contractor should review the special provision for contract time for interim completion dates. Phase 1 and Phase 2 may be reversed if needed to coordinate work with the rail road.

#### Phase 1: Sta. 44+00 to Sta. 73+68

- Install temporary erosion control measures, traffic control and detour signing for Phase 1 as shown in the traffic control layouts and Standard Plates.
- Complete all grading, utility, storm sewer work and place base course from Sta. 61+00 to 73+68 and open this section to local traffic.
- Complete all grading, utility, storm sewer work and place base course. from Sta. 44+00 to Sta. 61+00.
- Begin installing roadway lighting for this phase.
- Remove all traffic control and detour signing for Phase 1.

### SEQUENCE OF OPERATIONS (Continued)

#### Phase 2: Sta. 8+65 to 44+00 & Sta. 1+14.67 to 11+50 (279<sup>th</sup> St.)

- Install temporary erosion control measures, traffic control and detour signing for Phase 2 as shown in the traffic control layouts and Standard Plates.
- Complete all grading, utility, storm sewer work and place base course. from Sta. 11+07.87 to 44+00.
- Install the detour signing as shown in the Traffic control layouts and install the 36" RCP at Sta. 8+87.
- Complete all grading and place base course on 279<sup>th</sup> St. from Sta. 1+14.67 to 11+50.
- Begin installing roadway lighting for this phase.
- Remove all traffic control and detour signing for Phase 2.

#### Phase 3: Sta. 8+65 to 73+68

- Place Asphalt surfacing project wide utilizing single lane closures, flaggers and pilot cars as needed.
- Install permanent pavement markings, signing and delineation.
- Seed, mulch and install permanent erosion and sediment control devices throughout the project.
- Complete roadway lighting installation.

### COORDINATION WITH RAILROAD

A separate contract for replacing the railroad crossing at this location will be performed in conjunction with this reconstruction project (PCN 028V).

The Contractor shall coordinate and perform concrete sawing a minimum of 24 hours in advance of when the Railroad Company will begin work on the crossing to facilitate removal of the existing crossing. The Contractor shall review the Special Provision for Working on Railroad Right-Of-Way and coordinate work with the rail road project.

The Contractor shall schedule his work so as to meet the requirements of the Special Provisions and at the same time, not interfere with or hinder the progress of the work performed by other Contractors on the railroad crossing replacement project.

### GENERAL MAINTENANCE OF TRAFFIC

The bottom of signs on portable or temporary supports shall 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 shall be on fixed location, ground mounted, breakaway supports.

If traffic is routed to a completed section and the permanent signing is not complete, the Contractor shall use temporary signing consisting of salvaged permanent signs or temporary traffic control signs for traffic direction and safety. The cost of the temporary signing shall be at the Contractor's expense to install and maintain signs.

### STREET SWEEPING

Vehicle tracking of sediment from the construction site shall be minimized. Street sweeping shall be used if erosion and sediment control best management practices are not adequate to prevent sediment from being tracked onto the highway.

The Contractor shall use a pickup broom having integral self-contained storage to clean the roadway. The pickup broom used shall be a minimum of 6 feet wide and have working gutter brooms.

At a minimum, sweeping will be required:

1. Prior to opening any segment or roadway to traffic.
2. Following pavement grooving operations and prior to the application of the pavement marking tape.
3. When sawing operations are underway in the inside driving lanes, the outside driving lane and gutter may need to be swept to control dust.

All costs for cleaning the roadway with a pickup broom shall be incidental to the contract unit price per hour for Sweeping.

### ACCESS TO RESIDENCES AND BUSINESSES ALONG SD HWY 17

The Contractor will be required to maintain access to each residence and business throughout the project at all times. At a minimum, the Contractor shall provide a 10' wide smooth drivable, gravel access roadway to the residences and businesses. The roadway shall have a minimum of 4" depth of gravel base installed on it. The Contractor shall re-grade the access roadway on a weekly basis or anytime the roadway is un-drivable per the Engineer's direction.

At the preconstruction meeting the Contractor shall provide the name and phone number of the person who will be available for maintaining the access to residences and businesses 24 hours a day 7 days a week.

The Contractor shall coordinate with the homeowner or business to inform them of the access road they should take during their phasing process. When the temporary gravel access roads are no longer needed, the gravel access roads shall be removed from the site and the site shall be restored, where applicable, to pre-existing conditions. The gravel shall be salvaged for reuse and no additional payment will be made to salvage and reuse the gravel. 1,000 tons of gravel cushion has been included in the bid item Gravel Cushion to maintain access during construction. See Section F for quantity and notes.

### MAINTENANCE OF DRAINAGE

The Contractor will be required to maintain drainage on the project during the course of construction. This will include the installing of Contractor furnished pipe to temporarily connect drainage systems, performing the necessary shaping, and all needed miscellaneous work. No separate payment will be made for this work. All costs for maintaining the drainage shall be incidental to the cost of the various contract bid items. If existing cross pipe are not needed to maintain drainage and are not removed from under the new roadway section, the pipe must be filled with flowable fill approved by the Engineer. This process shall be incidental to the cost for the various contract bid items.

**INCIDENTS**

An incident is an emergency road user occurrence or unplanned event that impedes the flow of traffic such as an accident, hazardous materials spill or similar event. The Contractor shall set up a meeting prior to the start of work to plan and coordinate the response to an incident. The Contractor will invite Department of Transportation, the South Dakota Highway Patrol, The City of Lennox, 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 the meeting. The Contractor will be required to modify messages on portable changeable message signs or relocate portable changeable message signs. The Contractor may be asked 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 for more than two hours. Ground mounted advance warning signs may be covered and additional portable warning 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 flagging shall be paid at the contract unit bid price per hour for Flagging. Cost for the relocation of an advanced warning sign due to an incident shall be 50% of the designated sign rate as per Section 634.5 Basis of Payment in the Standard Specifications. Cost for additional signs shall be paid at the contract unit bid price per Square Foot for Traffic Control Signs.

The Contractor shall provide adequate personnel to accomplish the necessary traffic control work in the event of an incident.

**TEMPORARY SIGNING**

If traffic is routed to a completed section and the permanent signing is not complete, the Contractor shall use temporary traffic control signs for traffic direction and safety. The cost to install and maintain the temporary signing shall be at the Contractor's expense.

**TEMPORARY BUSINESS SIGNING**

The Contractor shall install temporary guide signs for businesses along the project. The businesses shall supply the signs and the Contractor shall furnish the posts and install, maintain, and remove the signs. Signs damaged by the Contractor shall be replaced at the Contractor's expense.

Each business shall be allowed a maximum of 4 guide signs. The size of the signs shall be limited to 3 feet wide by 2 feet tall. Signs may be increased in size to 3 feet by 3 feet when multiple businesses combine to furnish a sign.

The estimated quantity of 20 business signs may be increased or decreased as deemed necessary. All costs, labor and materials to install, maintain, remove and return the signs shall be included in the bid item "Temporary Business Signing".

**PORTABLE CHANGEABLE MESSAGE SIGNS**

The portable changeable message signs (PCMS) shall be used for special traffic situations as directed by the Engineer. The Contractor shall install and maintain Contractor furnished PCMS at the locations determined by the Engineer. The PCMS boards shall be available two weeks prior to the start of the project to warn traffic of upcoming work and shall be available for the duration of the project.

The PCMS shall be non-operational unless required for:

- Advance closure notice
- Incident/crash management
- Unforeseen project conditions

Below are several examples of the messages that shall be displayed on the signs throughout the project. The Engineer may approve alternate messages to fit project conditions.

Advance closure notice:

<b>SD 17 ROAD WORK</b>	<b>STARTS (DATE)</b>
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All costs, labor and materials for furnishing, installing, storing, relocating, reprogramming and maintaining these PCMS boards shall be included in the contract unit price per each for "Contractor Furnished Portable Changeable Message Sign." All bracing required to install the PCMS at the proper height shall be included in this bid item.

**ITEMIZED LIST OF TRAFFIC CONTROL SIGNS**

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP		30" x 30"	6	
R1-2	YIELD		36" x 36"	9	
R2-1	SPEED LIMIT ___		24" x 30"	5	
R2-6aP	FINES DOUBLE (plaque)		24" x 18"	3	
R4-7	KEEP RIGHT (symbol)		24" x 30"	5	
R5-1	DO NOT ENTER		30" x 30"	6	
R5-1a	WRONG WAY		36" x 24"	6	
R10-6	STOP HERE ON RED		24" x 36"	6	
R11-2	ROAD CLOSED	9	48" x 30"	10	90
R11-3a	ROAD CLOSED 1 MILE AHEAD LOCAL TRAFFIC ONLY	1	60" x 30"	13	13
R11-3a	ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY	2	60" x 30"	13	26
R11-4	ROAD CLOSED TO THRU TRAFFIC	1	60" x 30"	13	13
W1-1	LEFT or RIGHT TURN ARROW		48" x 48"	16	
W1-2	LEFT or RIGHT CURVE ARROW		48" x 48"	16	
W1-3	REVERSE TURN (L or R)		48" x 48"	16	
W1-4	REVERSE CURVE (L or R)		48" x 48"	16	
W1-6	LARGE ARROW (one direction)	2	48" x 24"	8	16
W3-1	STOP AHEAD (symbol)		48" x 48"	16	
W3-2	YIELD AHEAD (symbol)		48" x 48"	16	
W3-3	SIGNAL AHEAD (symbol)		48" x 48"	16	
W3-4	BE PREPARED TO STOP	2	48" x 48"	16	32
W3-5	SPEED REDUCTION AHEAD (___ MPH)		48" x 48"	16	
W4-1	MERGE (symbol)		48" x 48"	16	
W4-2	LEFT or RIGHT LANE ENDS (symbol)		48" x 48"	16	
W4-3	ADDED LANE (symbol)		48" x 48"	16	
W5-3	ONE LANE BRIDGE		48" x 48"	16	
W7-3aP	NEXT ___ MILES (plaque)		36" x 30"	8	
W8-1	BUMP	2	48" x 48"	16	32
W8-6	TRUCK CROSSING		48" x 48"	16	
W8-7	LOOSE GRAVEL	2	48" x 48"	16	32
SPECIAL	WINDROW	2	48" x 48"	16	32
W8-11	UNEVEN LANES	2	48" x 48"	16	32
W8-17	SHOULDER DROP-OFF (symbol)		48" x 48"	16	
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6	12
W20-1	ROAD WORK AHEAD	2	48" x 48"	16	32
W20-2	DETOUR AHEAD	5	48" x 48"	16	80
W20-3	ROAD CLOSED AHEAD	1	48" x 48"	16	16
W20-3	ROAD CLOSED 500 ft	1	48" x 48"	16	16
W20-3	ROAD CLOSED 700 ft	1	48" x 48"	16	16
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16	32
W20-5	LEFT or RIGHT LANE CLOSED AHEAD		48" x 48"	16	
W20-7	FLAGGER (symbol)	2	48" x 48"	16	32
W21-1	WORKERS (symbol)		48" x 48"	16	
W21-2	FRESH OIL		48" x 48"	16	
W21-3	ROAD MACHINERY AHEAD	2	48" x 48"	16	32
W21-5	SHOULDER WORK	3	48" x 48"	16	48
W21-5a	LEFT or RIGHT SHOULDER CLOSED		48" x 48"	16	
W21-5b	LEFT or RIGHT SHOULDER CLOSED AHEAD		48" x 48"	16	
G20-1	ROAD WORK NEXT ___ MILES		36" x 18"	5	
G20-2	END ROAD WORK	3	36" x 18"	5	15
G20-5aP	WORK ZONE (plaque)		24" x 18"	3	
-	TYPE 3 OBJECT MARKER		12" x 36"	3	
		<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 649</b>			

**ITEMIZED LIST FOR DETOUR SIGNS**

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD				EXPRESSWAY / INTERSTATE			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R11-3a	ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY	2	60" x 30"	13	26				
W20-2	DETOUR AHEAD	5	48" x 48"	16	80		48" x 48"	16	
M1-5	SD ROUTE MARKER (1 or 2 digits)	41	24" x 24"	4	164	7	36" x 36"	9	63
M3-1	DIRECTION MARKER - NORTH	20	24" x 12"	2	40	4	36" x 18"	5	20
M3-3	DIRECTION MARKER - SOUTH	16	24" x 12"	2	32	3	36" x 18"	5	15
M4-8	DETOUR	25	24" x 12"	2	50	7	30" x 15"	3	21
M4-8a	END DETOUR	4	24" x 18"	3	12		36" x 24"	6	
M5-1	ADVANCE TURN ARROW 90° (L or R)	6	21" x 15"	2	12		30" x 21"	4	
M5-2	ADVANCE TURN ARROW 45° (L or R)		21" x 15"	2		2	30" x 21"	4	8
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	12	21" x 15"	2	24	2	30" x 21"	4	8
M6-2	DIRECTION ARROW - 45° Single Head (L or R)		21" x 15"	2		2	30" x 21"	4	8
SPECIAL	EXIT 64 - LENNOX - 5 MILES	1	78" x 66"	36	36		24" x 18"	3	
SPECIAL	EXIT 64 - LENNOX - 1 MILE	1	78" x 66"	36	36		" x "		
SPECIAL	EXIT 64 - LENNOX - ARROW	1	78" x 66"	36	36		132" x 60"	55	
SPECIAL	GREEN TAB	1	63" x 12"	5	5		132" x 60"	55	
SPECIAL	GREEN TAB	1	84" x 12"	7	7		108" x 60"	45	
SPECIAL	GREEN TAB	1	108" x 16"	12	12		108" x 60"	45	
		<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT 572</b>				<b>EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT 143</b>			

**TYPE 3 BARRICADES**

ITEM DESCRIPTION	QUANTITY
Type 3 Barricade, 8' Double Sided	8 Each

**TYPE 3 BARRICADES**

ITEM DESCRIPTION	QUANTITY
Type 3 Barricade, 8' Double Sided	36 Each

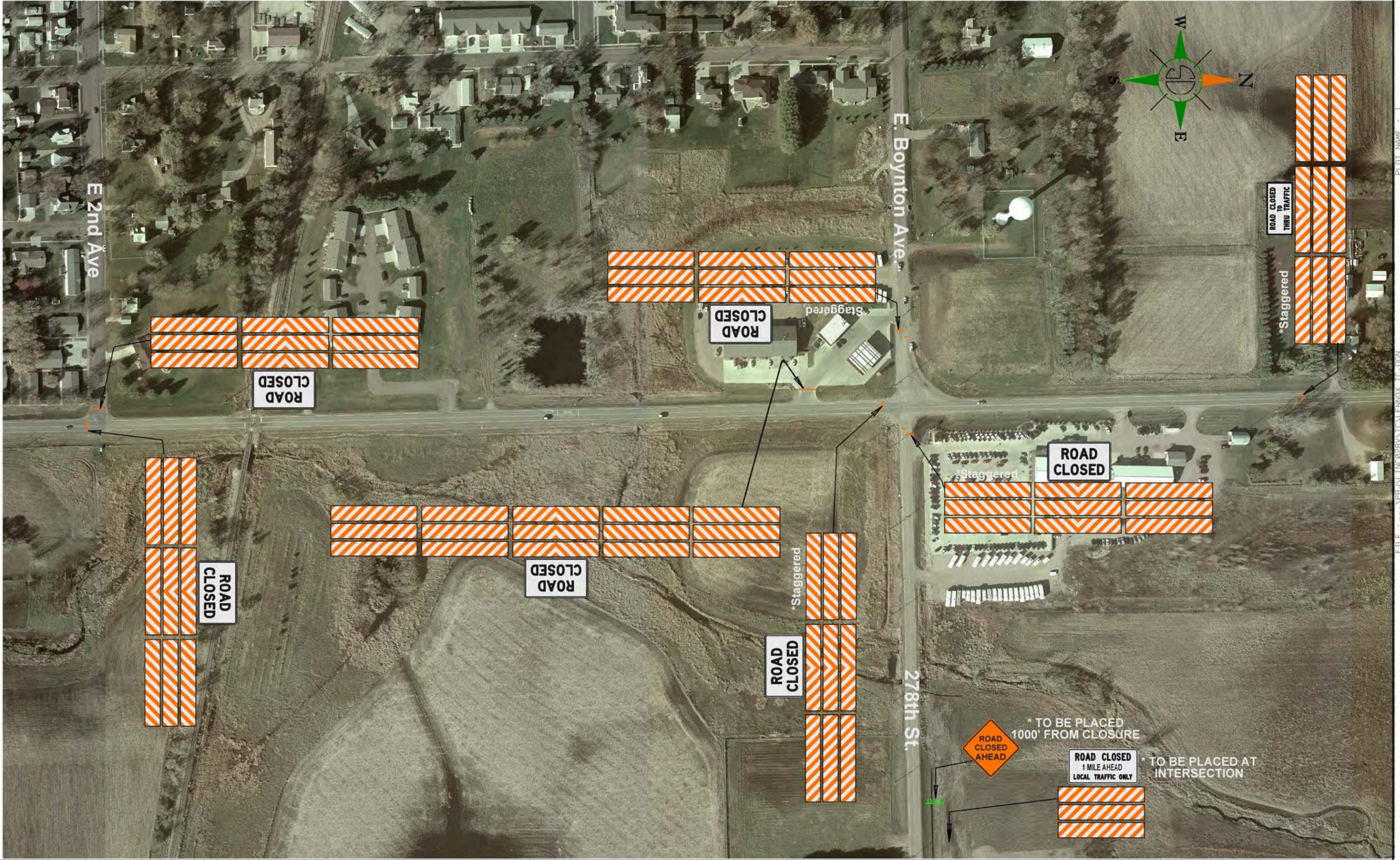
# Phase 1 Traffic Control

STATE OF SOUTH DAKOTA	PROJECT P 0017(08)42	SHEET C5	TOTAL SHEETS C15
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Plotting Date: 11/12/2015

PLOT SCALE - 1" = 3000'

PLOT NAME - 1  
FILE - ... APRJL INC@28VATICLENNOK IC.DGN



PLOTTED FROM - IRSE12105

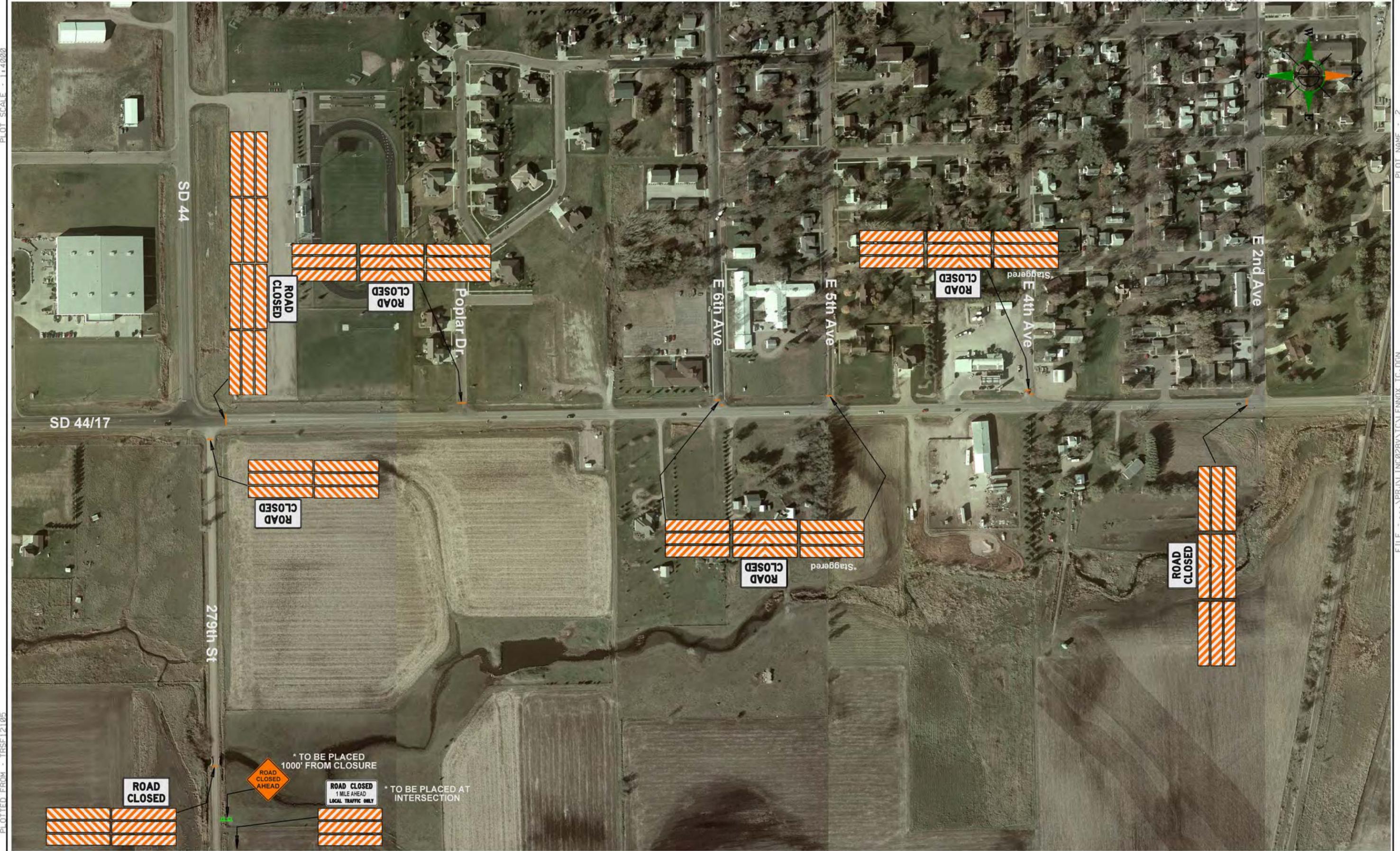
# Phase 2 Traffic Control

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0017(08)42	C6	C15

Plotting Date: 11/12/2015

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PLOT NAME - 2

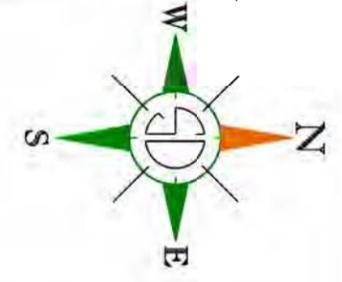


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# SD 17 PROJECT DETOUR SIGNING

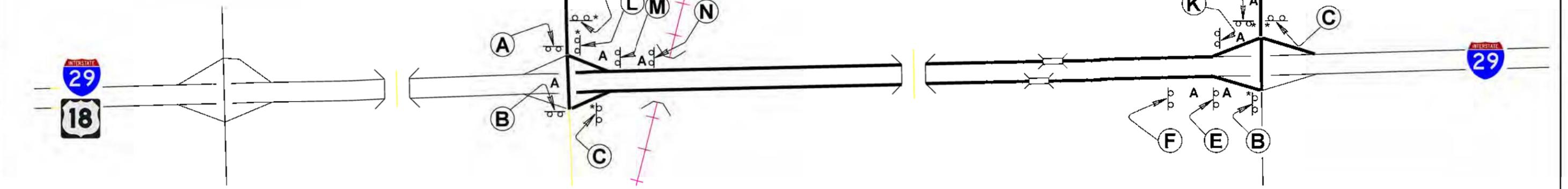
Plotting Date: 11/12/2019



Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	180	25
35 - 40	350	320	25
45 - 50	500	600	50
55	750	660	50
60 - 65	1000	780	50
	(A) (B) (C)		
75-80	1000 1500 2640	960	50

\* Signs shall be placed 100'-200' from the intersection. Exact location to be approved by the Engineer.

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>44</b>	<b>O</b>
DETOUR NORTH	END DETOUR NORTH		END DETOUR SOUTH						
17	17	17	17	17	17	17	17		17
←	←	↑	→	↗	↗	↗	↗		↘
<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>		<b>O</b>		
DETOUR SOUTH		END DETOUR SOUTH							
17	17	17	17	17	17		17		
←	←	↑	→	↗	↗				
<b>P</b>		<b>Q</b>	<b>R</b>						
DETOUR AHEAD		DETOUR AHEAD							



PLOT: 5244.E - L 3000  
PLOTTED FROM: TRSE12105  
FILE: ...APR\JUL\INC028VATC\LENNOX\_TC.DGN

PLOT: 08ME - 3

# TRAFFIC CONTROL DETOUR/CLOSURE SIGNING

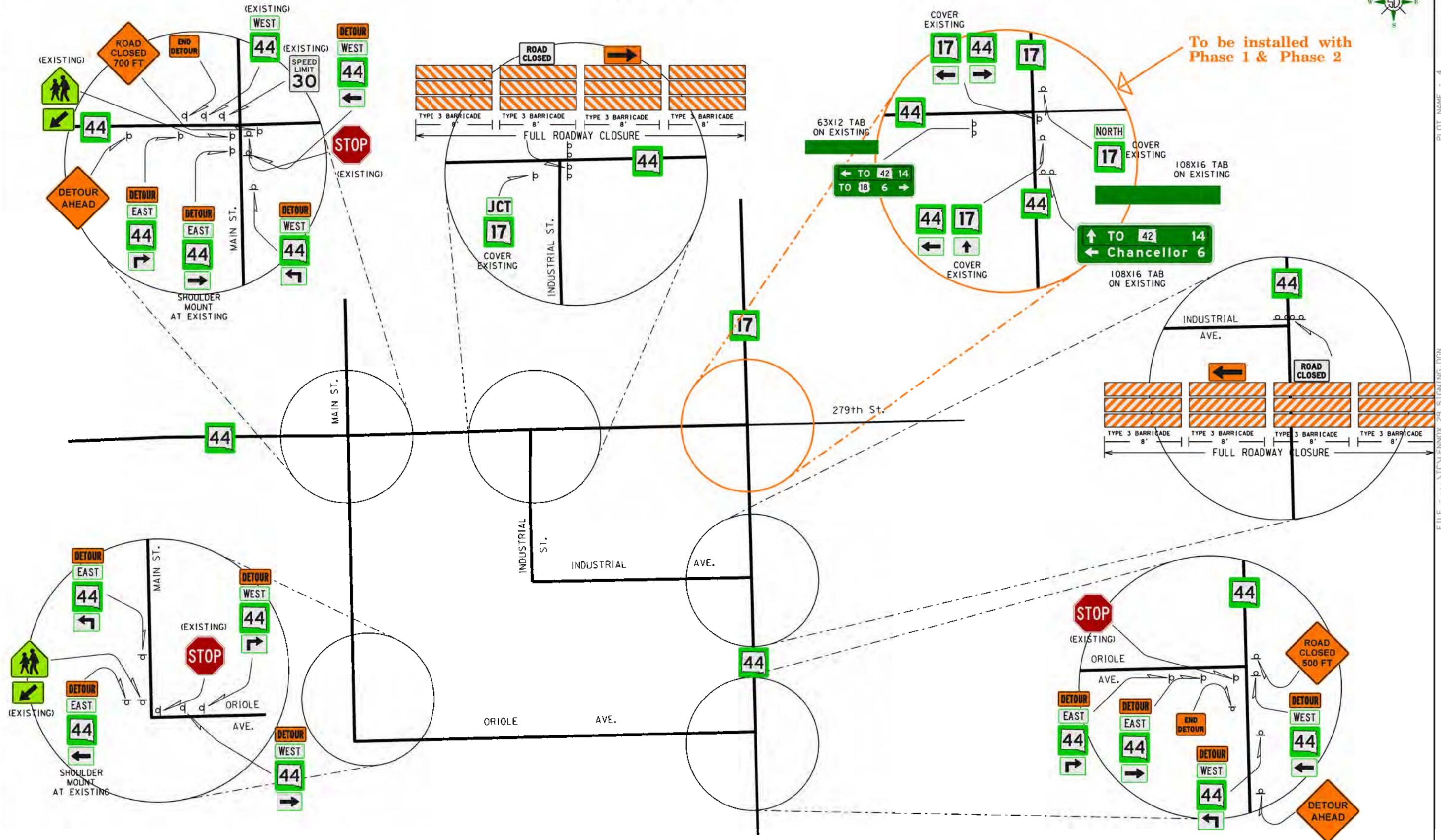
STATE OF SOUTH DAKOTA	PROJECT P 0017(08)42	SHEET C8	TOTAL SHEETS C15
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Plotting Date: 11/12/2015



PLOT SCALE: 1"=50'

PLOT NAME: 4  
FILE: ... \VC\LENDX\29 SIGNING.DGN



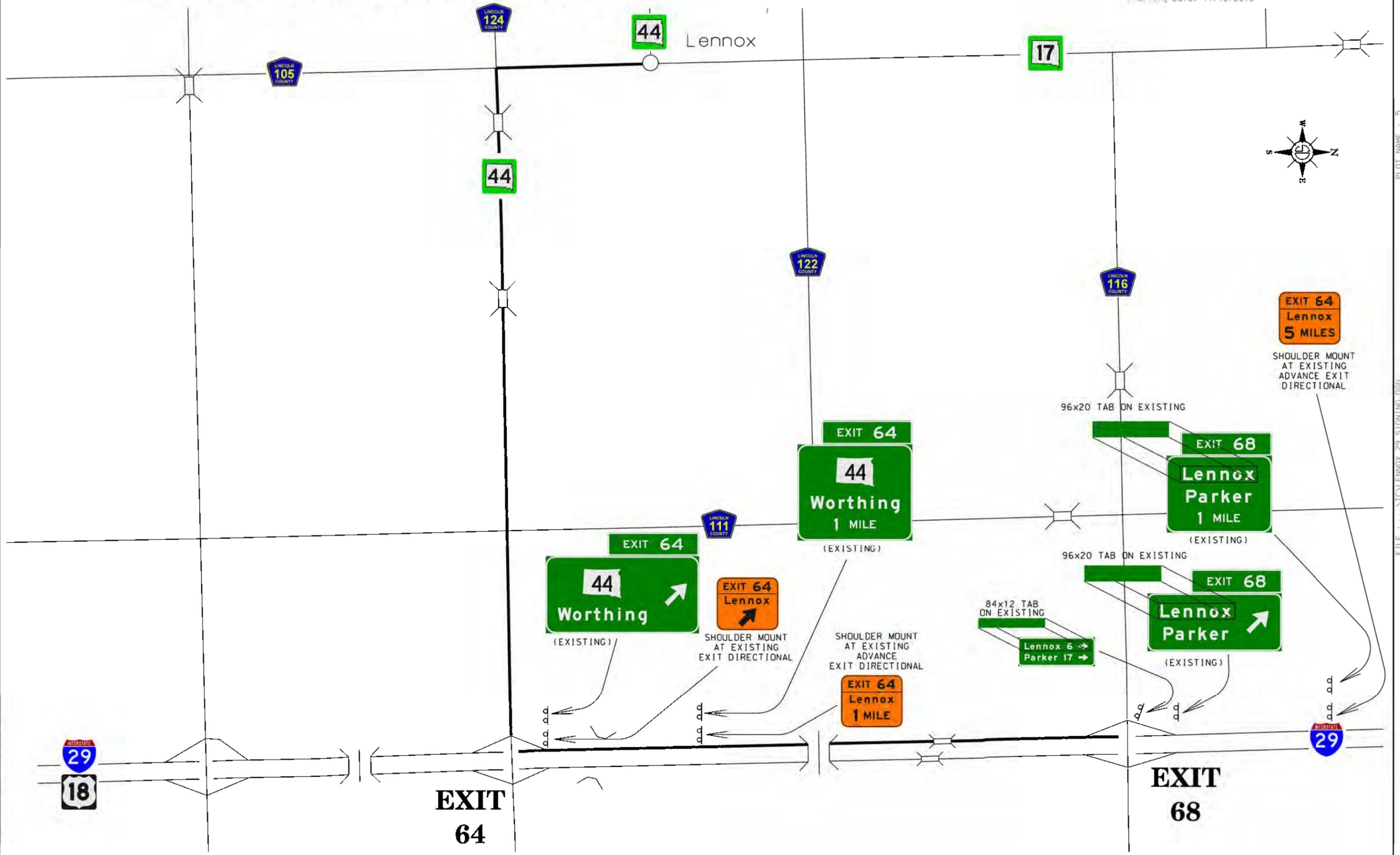
# PHASE 1 INTERSTATE SIGNING MODIFICATIONS

STATE OF SOUTH DAKOTA	PROJECT P 0017(08)42	SHEET C9	TOTAL SHEETS C15
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Plotting Date: 11/12/2015

PLOT SCALE - 1:3000  
PLOTTED FROM - TRSE12105

PLOT NAME - 5  
FILE - ... \IC\LENNOX 29 SIGNING.DWG



# SPECIAL SIGN DETAILS



9" EM 12" EM

10" EM

10" EM 15" EM



9" EM 12" EM

10" EM

10" EM 15" EM



9" EM 12" EM

10" EM

22"

18"

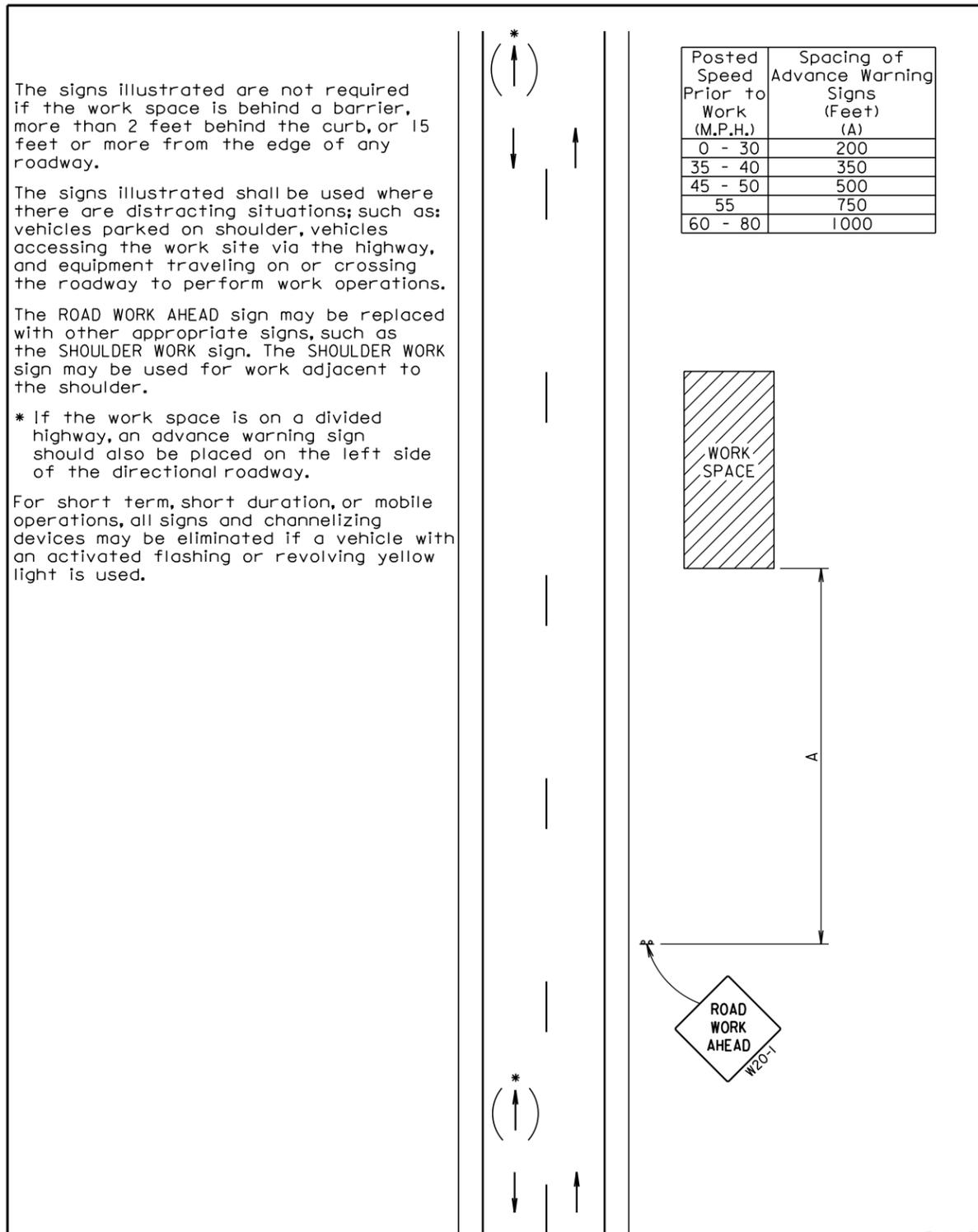
28.4"

SIGN NUMBER	SPECIAL
WIDTH X HEIGHT	6'-6" X 5'-6"
BORDER-WIDTH/INSET	2.0"/1.0"
CORNER RADIUS	1.0"
LEGEND	9"/10"/12"/15" E MODIFIED
BACKGROUND	TYPE: MICROPRISMATIC
	COLOR: FLUORESCENT ORANGE
LEGEND/BORDER	TYPE: OPAQUE
	COLOR: BLACK

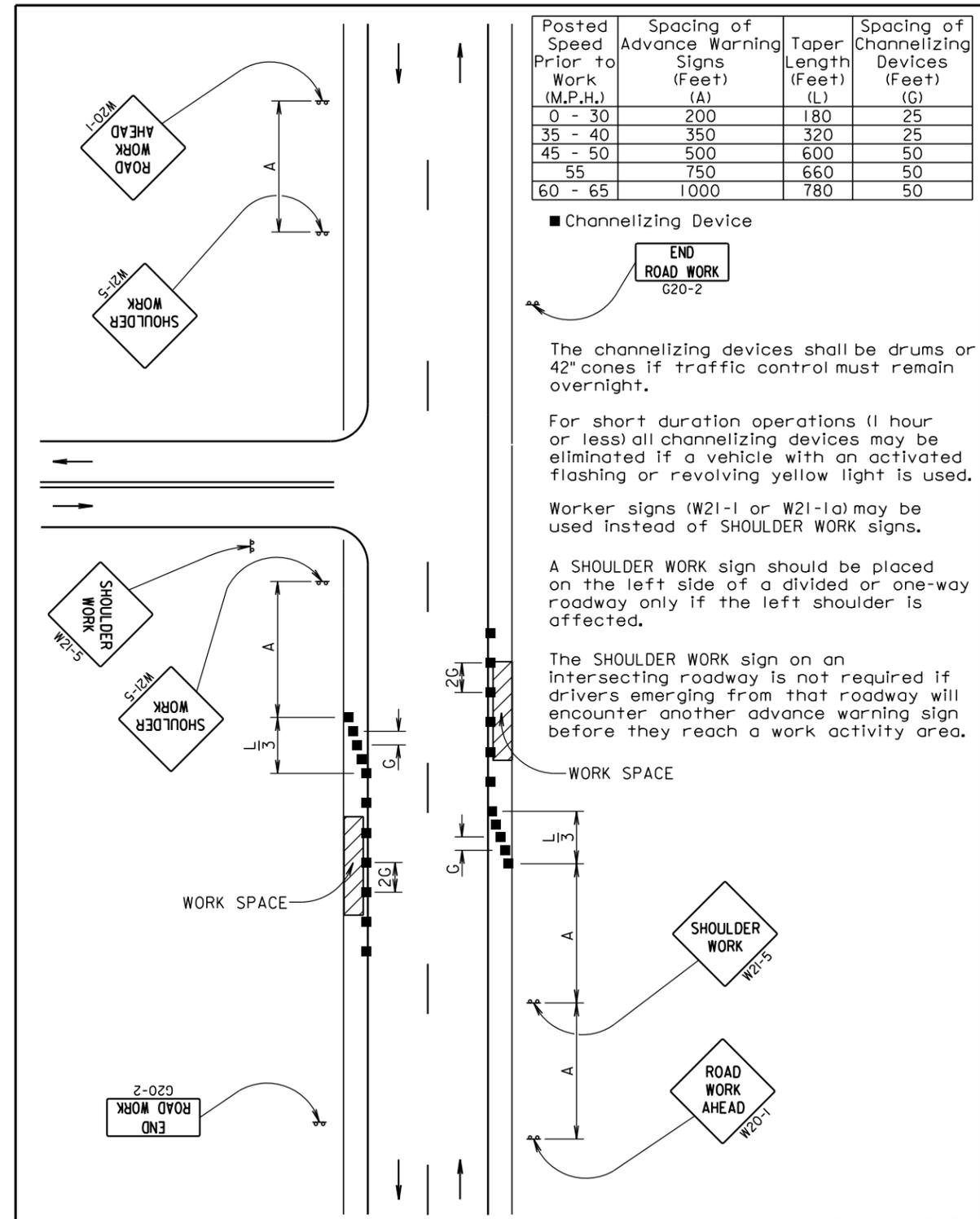


SIGN NUMBER	SPECIAL
WIDTH x HEIGHT	SEE ITEMIZED LIST
BORDER WIDTH	NO BORDER
CORNER RADIUS	NONE
BACKGROUND	TYPE: HIGH INTENSITY
	COLOR: GREEN

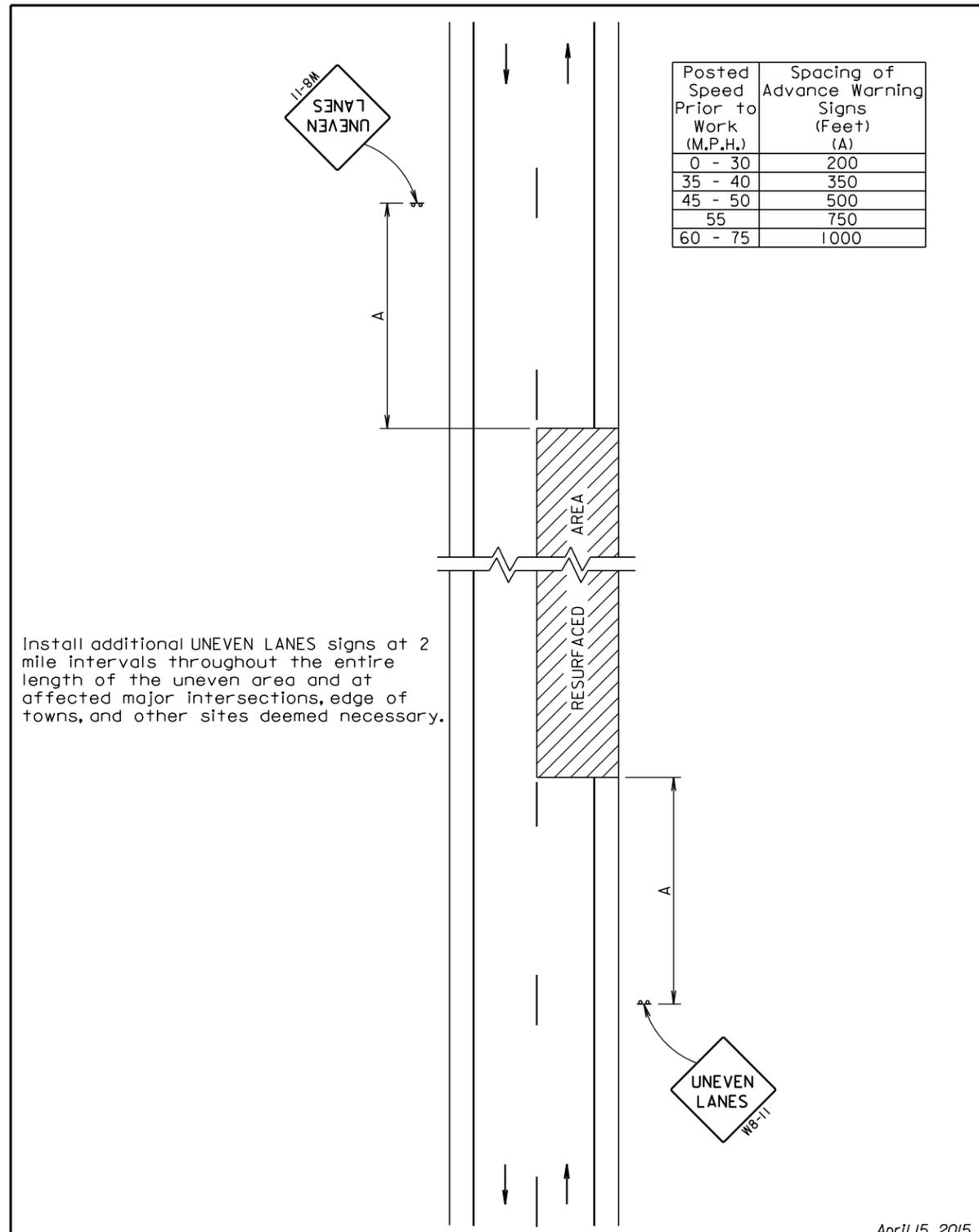
INCLUDED IN THE CONTRACT UNIT PRICE  
PER SqFt FOR DETOUR SIGNING



April 15, 2015

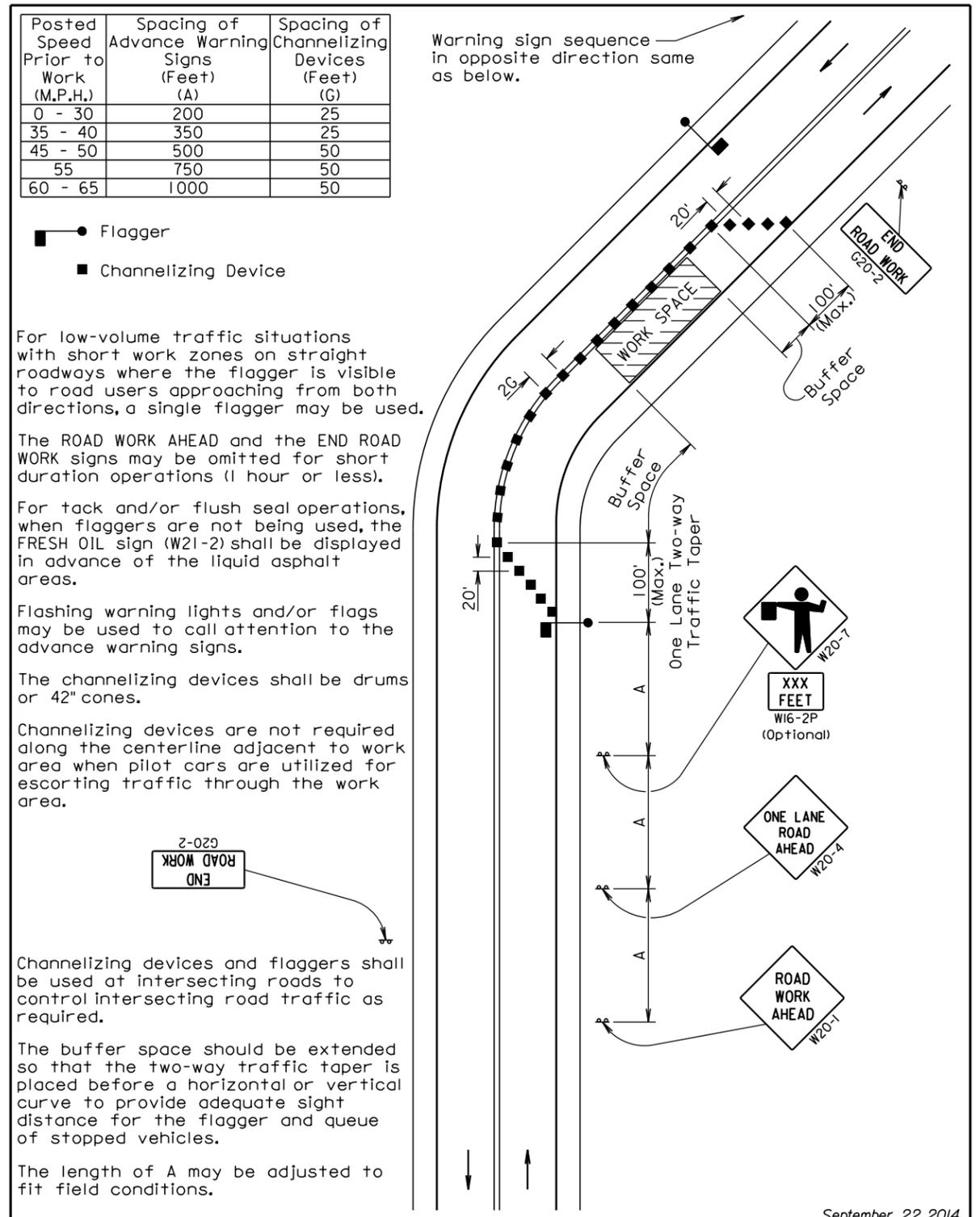


September 22, 2014



Install additional UNEVEN LANES signs at 2 mile intervals throughout the entire length of the uneven area and at affected major intersections, edge of towns, and other sites deemed necessary.

April 15, 2015



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) shall 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 shall 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 shall be used at intersecting roads to control intersecting road traffic as required.

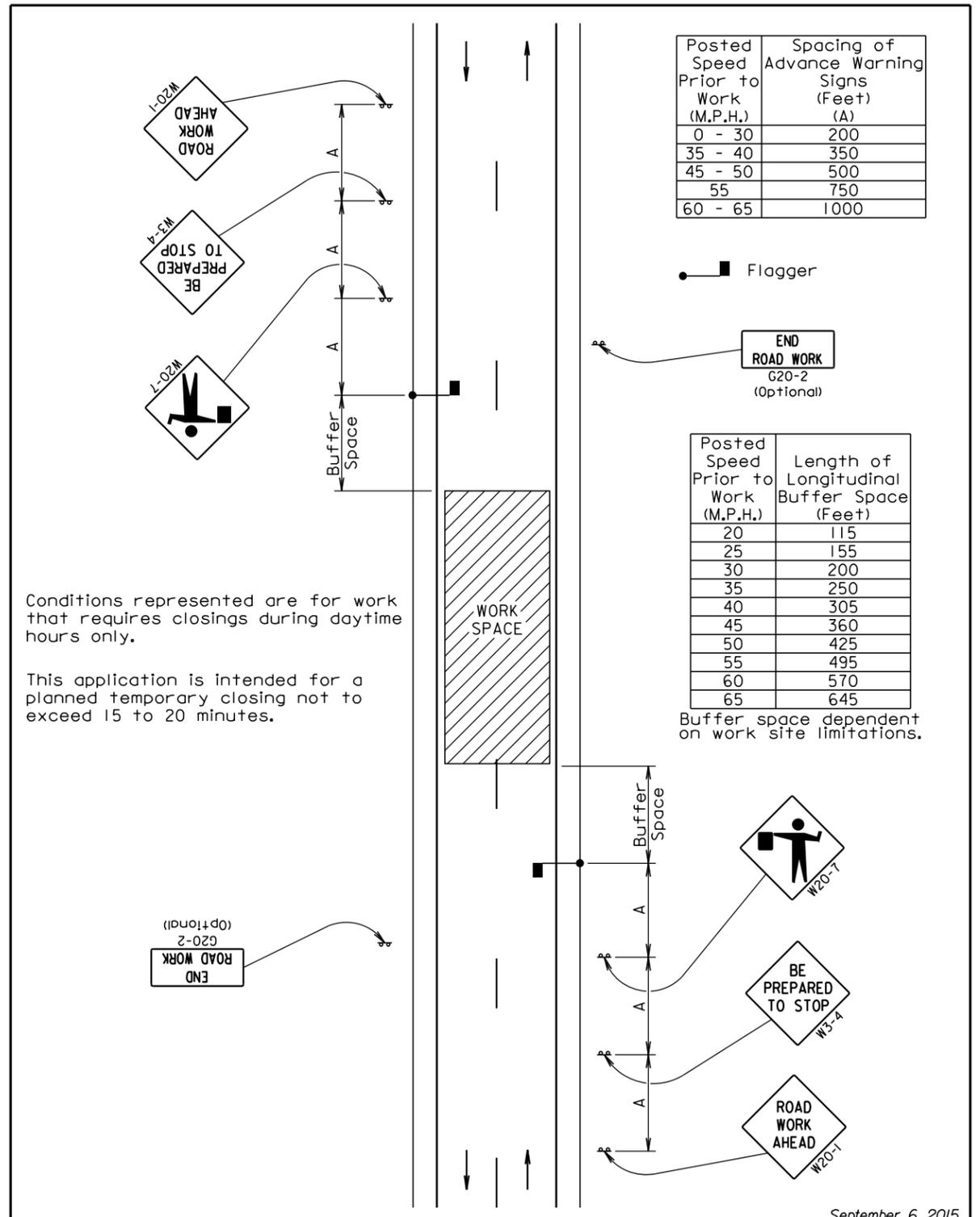
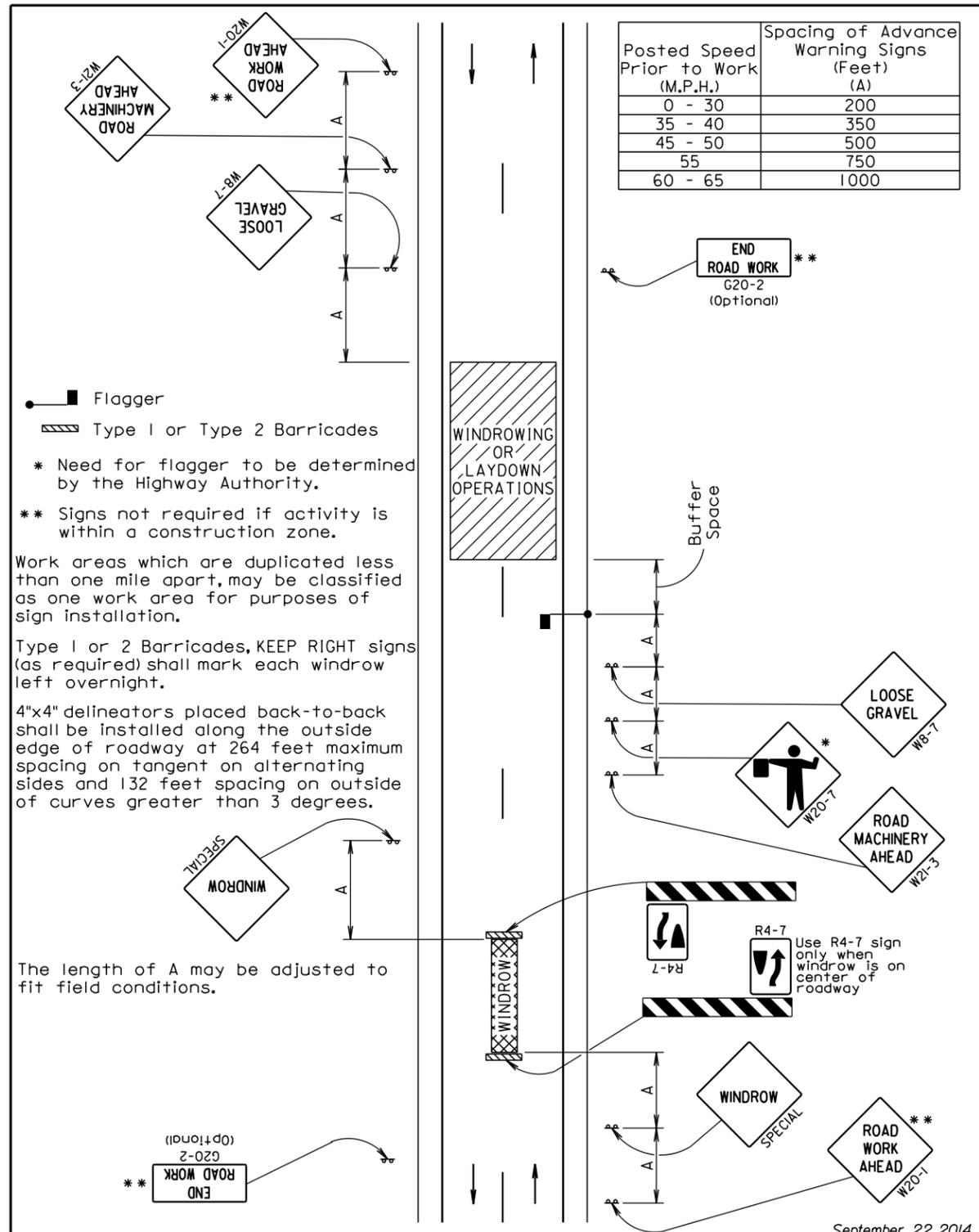
The buffer space should be extended so that the two-way traffic taper is placed before a horizontal or vertical curve to provide adequate sight distance for the flagger and queue of stopped vehicles.

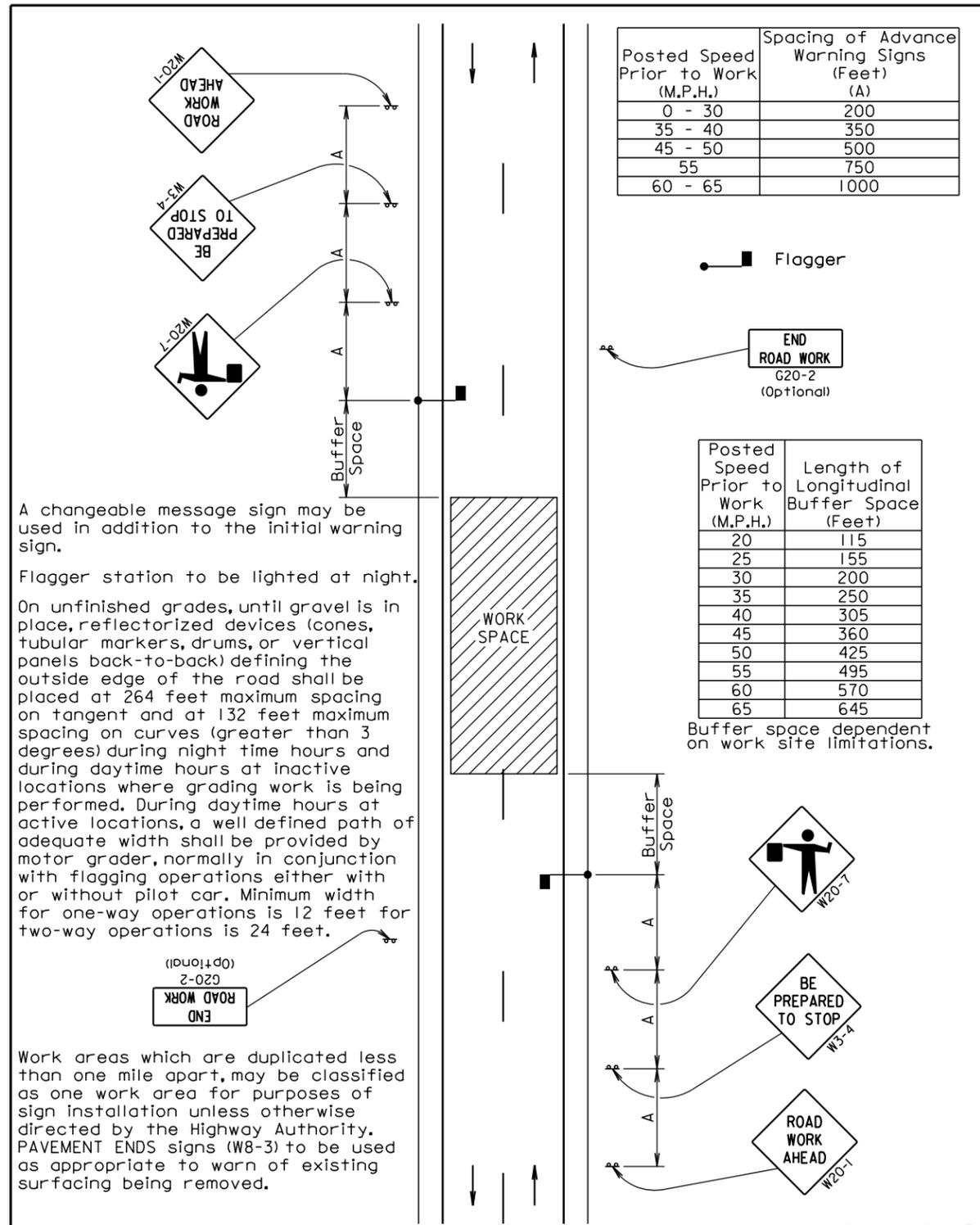
The length of A may be adjusted to fit field conditions.

Warning sign sequence in opposite direction same as below.

2-029 ROAD WORK END

September 22, 2014





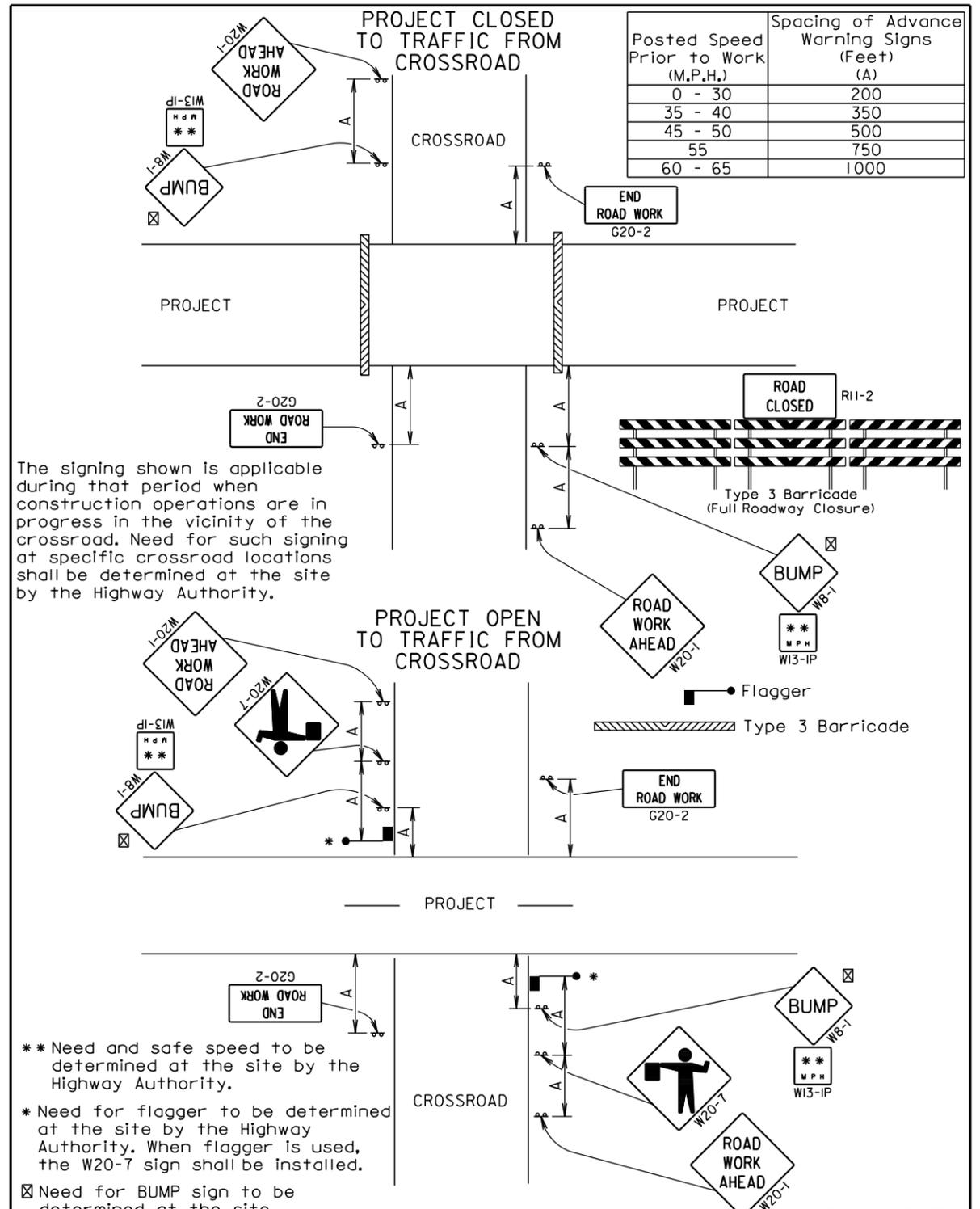
A changeable message sign may be used in addition to the initial warning sign.

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

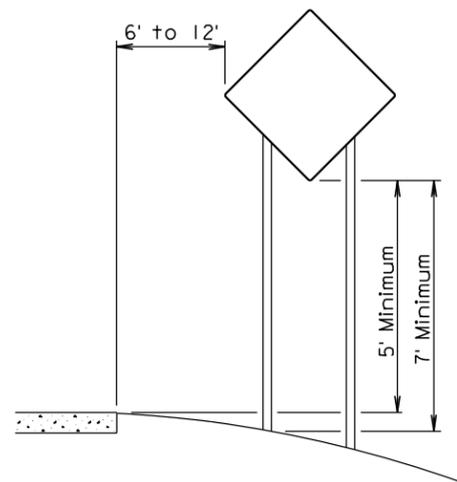
September 6, 2015



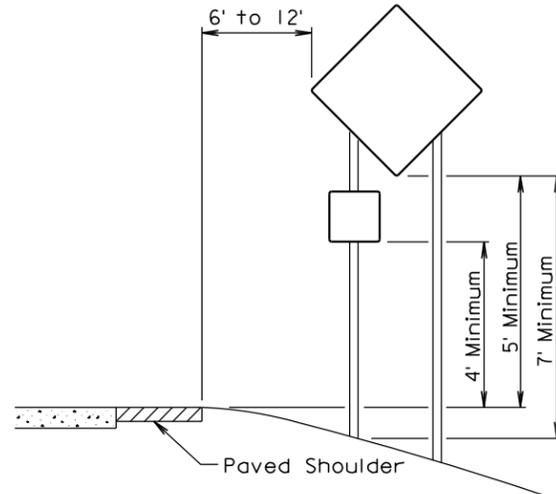
The signing shown is applicable during that period when construction operations are in progress in the vicinity of the crossroad. Need for such signing at specific crossroad locations shall be determined at the site by the Highway Authority.

- \*\* Need and safe speed to be determined at the site by the Highway Authority.
- \* Need for flagger to be determined at the site by the Highway Authority. When flagger is used, the W20-7 sign shall be installed.
- ☒ Need for BUMP sign to be determined at the site.

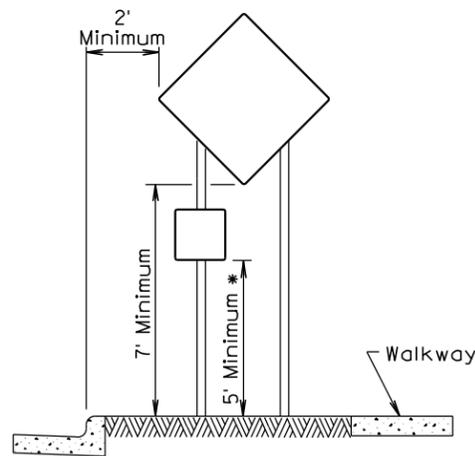
September 22, 2014



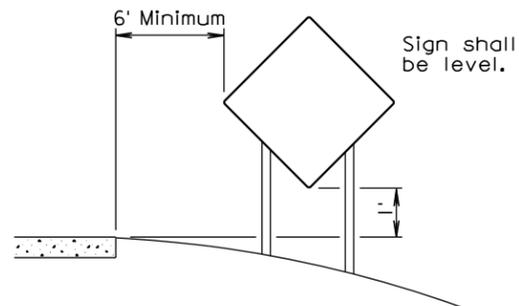
RURAL DISTRICT



RURAL DISTRICT WITH  
SUPPLEMENTAL PLATE



URBAN DISTRICT

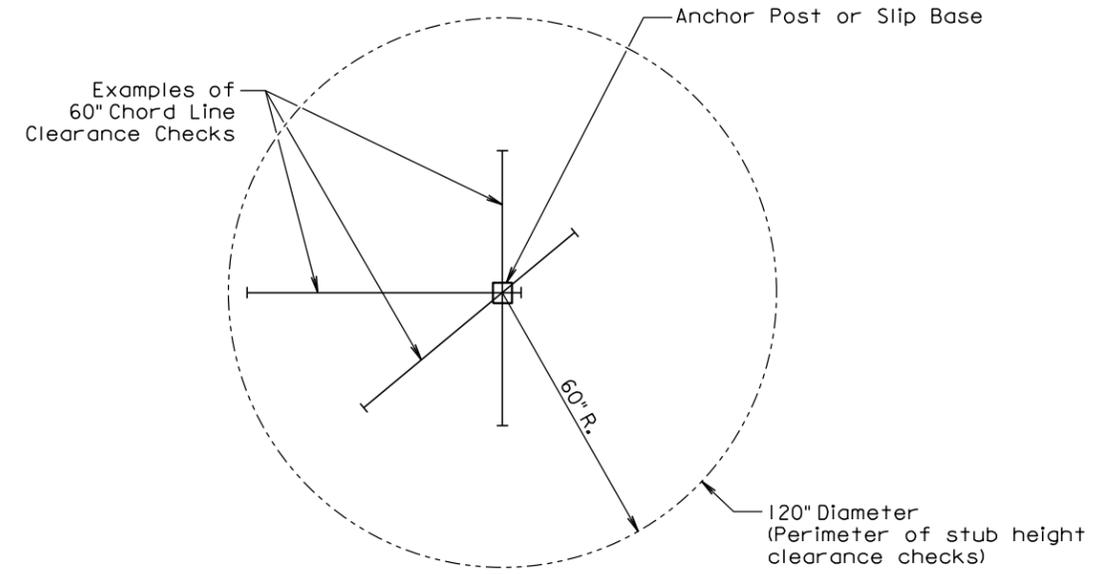


RURAL DISTRICT  
3 DAY MAXIMUM  
(Not applicable to regulatory signs)

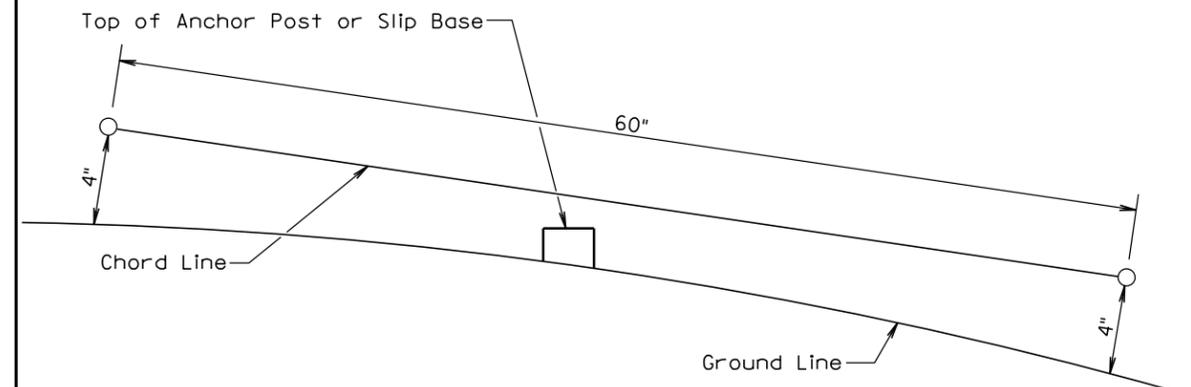
\* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

September 22, 2014

Published Date: 4th Qtr. 2015	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 SHALL 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 shall 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.

July 1, 2005

Published Date: 4th Qtr. 2015	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1