



**SECTION C - ESTIMATE OF QUANTITIES**

Bid Item Number	Item	Quantity	Unit
009E4200	Construction Schedule, Category II	Lump Sum	LS
634E0010	Flagging	2,000	Hour
634E0100	Traffic Control	6,112	Unit
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	LS
634E0420	Type C Advance Warning Arrow Panel	4	Each
634E0630	Temporary Pavement Marking	112.9	Mile
634E0920	Hazard Identification Beacon	4	Site
634E1002	Detour Signing	924.0	SqFt
634E1215	Contractor Furnished Portable Changeable Message Sign	4	Each
634E1255	Contractor Furnished Speed Monitoring Radar Trailer	2	Each

**TRAFFIC CONTROL – GENERAL NOTES**

1. Requests to deviate from the sequence of operations shall 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 shall be submitted for review a minimum of one week prior to potential implementation.
2. Unless otherwise stated in these plans, no work will be allowed during hours of darkness. Hours of darkness are defined as ½ hour after sunset until ½ hour before sunrise.
3. Storage of vehicles and equipment shall be as near the right-of-way as possible. Contractor's employees should mobilize at a location off the right-of-way and arrive at the work sites in a minimum number of vehicles necessary to perform the work. Indiscriminate driving and parking of vehicles within the right-of-way will not be permitted. Any damage of the vegetation, surfacing, embankment, delineators, and existing signs resulting from such indiscriminate use shall be repaired and/or restored by the Contractor, at no expense to the State, and to the satisfaction of the Engineer.
4. Existing guide, route, informational logo, regulatory, and warning signs shall be temporarily reset and maintained during construction. Removing, relocating, covering, salvaging and resetting of existing traffic control devices, including but not limited to, traffic signal heads, delineation, and signing shall be the responsibility of the Contractor. Non-applicable signing and all traffic control devices shall be covered or removed during periods of inactivity. Periods of inactivity shall be defined as no work taking place for a period of more than 48 hours. The cost of removing or covering non-applicable signs shall be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".
5. Construction signing mounted on portable supports shall not be used for a duration of more than 3 days, unless approved by the Engineer. Construction signing that remains in the same location for more than 7 days shall be mounted on fixed location, ground mounted, breakaway supports.
6. The quantity of traffic control units paid for will be for the greatest number of installations per sign in place at any one time regardless of the number of set-ups on the project.
7. Any delineators and signs damaged or lost shall be replaced by the Contractor at no cost to the State.

8. All materials and equipment shall be stored a minimum distance of 30' from the traveled way during nonworking hours.
9. The Contractor shall provide documentation that all breakaway sign supports comply with FHWA NCHRP 350 or MASH crash-worthy requirements. The Contractor shall provide installation details at the preconstruction meeting for all breakaway sign support assemblies.
10. Vehicles working in traffic or alongside traffic shall be equipped with a flashing amber light visible from all directions. The amber light shall be mounted on the uppermost part of the Contractor's vehicle. Lights must have peak intensity within the range of 40 to 400 candelas and must flash at 75 ± 15 flashes per minute. Vehicle flasher/hazard lights are not acceptable. All haul trucks shall be equipped with a second flashing amber light that is visible from the backside of the haul truck. The costs for the flashing amber lights shall be incidental to the various related contract bid items.
11. All construction operations shall be conducted in the general direction of traffic movement.
12. If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD – whichever is more stringent shall be used, as determined by the Engineer.
13. Temporary Road Markers (Tabs) shall be used for lane closure tapers or lane shift tapers and shall be installed at 5' spacing. Tabs used for tapers and shifts will not be measured for payment. All costs associated to furnish, install, maintain (including replacement as required by the Engineer at no added cost to the Department), and remove all markers will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".
14. Drums are required in all lane closure tapers, and temporary gore areas of interchange ramps.
15. Bump Signs (W8-1, black on orange) with appropriate Advisory Speed Plaque (W13-1P, black on orange) shall be placed 500' in advance of the bump or as approved by the Engineer for adequate sight distance. Type I Object Markers (orange - 18"x18") shall be placed at the bump location.
16. The Contractor shall not allow mainline traffic to run on a milled surface at any location on the project for more than 14 calendar days.
17. The Contractor shall place Grooved Pavement (W8-15) with Next XX Miles (W7-3aP) and Motorcycles Use Extreme Caution (black on orange – 48"x48") signs at each end of the project. The Contractor shall also place Grooved Pavement (W8-15) with Motorcycle plaque (W8-15P) signs on every Interchange On-Ramp as the milling operation progresses or as directed by the Engineer.
18. Interstate 90 traffic shall not be stopped at any time.
19. Interstate 90 shall be kept open to one lane of traffic at all times in each direction.
20. It is permissible to work on both the eastbound and westbound lanes simultaneously.
21. Construction traffic shall only enter and exit Interstate 90 by the use of existing interchanges – see Maintenance Crossover Truck Crossing note.

22. The Contractor shall minimize the time traffic is allowed on the shoulders during all work operations. The Contractor shall have flag persons and workers available to move drums or cones both ahead and behind work operations to minimize the time traffic is allowed on the shoulders
23. The Contractor's employee vehicles shall not be allowed to park on the Interstate median at any time.
24. At no time shall Interstate traffic be exposed to differential elevations in traveling lanes or shoulders due to either the milling or paving operation. If differential elevations will exist, then the lane or lane adjacent to the shoulder shall remain closed. The single exception to allowing differential elevations along a longitudinal joint will be at Interstate Exit and Entrance Ramp merge points.
25. The 1.25" cold milling operation shall be conducted in a manner that evens up the milling operation full roadway width at the end of each day, i.e. - mill one lane then drop back the same day and mill the adjacent lane.
26. The Class S Asphalt Concrete paving operation shall be conducted such that one lane is paved one day, then the adjacent lane is paved the next day.
27. All transitions shall be paved/milled for a smooth ride as approved by the Engineer.
28. Before a milled section of roadway is opened to traffic a changeable message sign shall be installed in advance of the milled surface advising motorists of the roadway surface conditions. The speed through milled sections of Interstate 90 shall be posted at 65 MPH.
29. Exit Gore signs shall be a 7' minimum height to the bottom of the sign.
30. There is enough traffic control units in the plans for four (4) lane closures on the Interstate, this total includes any lane closures used for maintenance crossover truck crossings. No more than three (3) lane closures shall be setup at one time in one direction (westbound or eastbound) on the Interstate. If the Contractors operations require additional lane closures it shall be approved by the Engineer and all costs shall be at the Contractors expense.
31. A 14' width restriction will be put in place on I-90 for Westbound and Eastbound traffic.
32. Ramp and rest area work shall be completed ½ at a time to maintain traffic flows.
33. Guardrail replacement shall be completed during paving and milling operations. Section 630.3F of the Specifications shall be adhered to.
34. The speed limit on Interstate 90 within the project limits shall be 65 mph as directed by the Engineer.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0902(157)94	C2	C12

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0902(157)94	C3	C12

## SEQUENCE OF OPERATIONS

- Complete work in Sections D and F
  - The 1 ¼" cold milling shall be completed prior to any 3", 6" or 8" cold milling
- Complete work in Section M
- Complete work in Section S
- Complete all remaining work

## MAINTENANCE CROSSOVER TRUCK CROSSING

At the discretion of the Engineer, the use of maintenance crossovers will be allowed when the following criteria are met:

- The passing lanes in both directions are closed and signed as per the "Maintenance Crossover Truck Crossing Detail" traffic control sheet.
- Flaggers shall be used to prevent thru traffic from entering the passing lanes used by the turning trucks.
- A maintenance crossover shall not be used if it is within one mile of an existing interchange.
- Traffic shall not be subject to unnecessary weaving when milling and/or paving operations occupy the driving lane. A minimum of one mile shall always be maintained from the end of an active construction work zone (in the driving lane) to the beginning of the lane taper (in the passing lane) for the truck maintenance crossover.
- All maintenance crossover use is subject to approval by the Engineer and will not be allowed if deemed unsafe for the physical conditions and traffic.
- All damage to the maintenance crossovers shall be repaired after mainline paving is completed. Payment for the required repairs will be made under the appropriate contract items.

## TRAFFIC CONTROL SUPERVISOR

The Contractor shall designate an individual, other than the project superintendent, to be the Traffic Control Supervisor. The Traffic Control Supervisor shall be certified as a worksite traffic control supervisor by the American Traffic Safety Services Association (ATSSA) and shall have a current SD DOT flagger certification card. The Traffic Control Supervisor shall be familiar with the requirements of the Department traffic control plans and specifications. The Traffic Control Supervisor shall also have at least 12 months experience with traffic control plans, layouts, and maintenance. A copy of the Traffic Control Supervisor's certifications, flagger certification, and work experience shall be provided to the Engineer at the preconstruction meeting.

The Traffic Control Supervisor (TCS) shall be onsite and supervise all significant changes to the traffic patterns, which include but are not limited to, detour setups, changes to access points, pedestrian access routes, and changes to lane closures.

The TCS or an ATSSA certified Traffic Control Technician (TCT) shall be onsite and perform the maintenance of all traffic control on a daily basis.

## TRAFFIC CONTROL SUPERVISOR, CONTINUED

The TCS or TCT shall be available 24 hour/day, 7 days/week to perform maintenance of the traffic control. The names and cellular telephone numbers of these individuals shall be given to the Engineer at the preconstruction conference.

The TCS or TCT shall make night inspections at the initial set up of traffic control and every week thereafter to ensure the adequacy, legibility and reflectivity of traffic control. A written summary of each inspection shall be given to the Engineer within 24 hours after completion of the inspection. Items identified on the inspection report that require maintenance shall be performed within 24 hours after receiving the inspection report. Critical items requiring maintenance shall be completed during the inspection.

If a TCT performs the duties listed above, a copy of the TCT's certifications and SD DOT flagger certification shall be provided to the Engineer at the preconstruction meeting.

The TCS shall supervise the TCT. There will be no separate payment for the TCT, if used.

All costs associated with all work noted above shall be incidental to the contract lump sum price for "Traffic Control Supervisor".

## TYPE C ADVANCE WARNING ARROW PANEL

The quantity of Type C Advance Warning Arrow Panels paid will be the most installations in place at any one time regardless of the number of setups on the project.

## TEMPORARY PAVEMENT MARKING (PAINT)

Temporary pavement marking paint shall be used on cold milled surfaces and asphalt blade laid surfaces. Temporary pavement marking paint shall be used to mark centerline skips, edgelines (including ramps), lane lines, and gore lines for the entire project length on both the milled surface and blade laid surface. Temporary pavement marking paint shall not be used on the top lift of asphalt concrete.

The Contractor shall be responsible for maintaining visible and reflective pavement markings throughout the project. Any pavement marking covered or damaged shall be replaced prior to the end of the day.

All costs for furnishing, applying, and maintaining the temporary pavement marking paint shall be included in the contract unit price per mile for "Temporary Pavement Marking".

Quantity of Temporary Pavement Marking (Paint) consists of:

1. One pass on top of the milled surface – 17.5 miles westbound and 17.3 miles eastbound
2. One pass on top of the asphalt blade laid lift -- 17.5 miles westbound and 17.3 miles eastbound
3. Additional quantity for deep milling areas – 4.4 miles westbound and 4.1 miles eastbound

Total – 78.1 miles

## TEMPORARY PAVEMENT MARKING (TABS)

Temporary pavement marking tabs shall be used on the top lift of asphalt surfacing. Temporary pavement marking tabs shall be used to mark centerline skips, edgelines (including ramps), lane lines, and gore lines for the entire project length. Three tabs in width shall be used to delineate the 12" gore markings.

The Contractor shall be responsible for maintaining visible and reflective pavement markings throughout the project. Any marking covered or damaged shall be replaced prior to the end of the day at no cost to the State.

All costs for furnishing, installing, maintaining, and removing the tabs when no longer needed shall be included in the contract unit price per mile for "Temporary Pavement Marking".

Quantity of Temporary Pavement Marking (Tabs) consists of:

1. Tabs installed on top lift of asphalt – 17.5 miles westbound and 17.3 miles eastbound

Total – 34.8 miles

## CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN

The Contractor shall furnish portable changeable message signs to be used for the duration of the project. Message signs shall be installed to inform the traveling public of when construction will begin for each phase (2 week advance notice), advising the general public of the conditions ahead, and as directed by the Engineer. The changeable message signs shall be furnished, programmed, and maintained for the entire project duration. The Engineer will assist in determining the location and messages to be programmed into the message sign. The message signs shall be clearly visible from a minimum of 900 feet and shall be solar powered or wired directly to a power source. Diesel and gas powered message signs will not be allowed. The portable message signs will be paid for at the contract unit price per each for "Contractor Furnished Portable Changeable Message Sign". Payment will be full compensation for furnishing, maintaining, and relocating as many times as required by the Engineer and the Contractor's operations.

## CONTRACTOR FURNISHED SPEED MONITORING RADAR TRAILER

The Contractor shall provide 2 speed trailers to monitor traffic speeds on designated routes at locations specified in the field by the Engineer. All costs associated with furnishing, maintaining, transporting, relocating if necessary, and removing the speed trailers from locations specified by the Engineer shall be included in the contract unit price per Each for Contractor Furnished Speed Monitoring Radar Trailer.

## FLAGS

Flags shall be installed on traffic control signs as detailed in the plans and as directed by the Engineer. Payment for the flags shall be 10 traffic control units per each flag. Payment will be full compensation for all costs associated to furnish, install, maintain (including replacement as required by the Engineer at no cost to the Department), and remove flag.

### OVERWIDTH DETOUR SIGNING

Details of the approximate location of the Overwidth Detour Signing are as shown in these plans. Prior to installing the signs, the Contractor shall mark out the sign locations and review them with the Engineer.

Overwidth Detour Signing shall be furnished and installed by the Contractor as detailed in these plans. 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 shall remove the Overwidth Detour Signing. Overwidth Detour Signing shall be installed on fixed location, ground mounted, breakaway supports.

Payment for furnishing, installing, maintaining and removing the signs and the hardware shall be incidental to the contract unit price per square foot for "Detour Signing".

### HAZARD IDENTIFICATION BEACON

Hazard identification beacons (warning lights) will be utilized to supplement the retroreflectorization of channelizing devices and signs as shown in the plans and as directed by the Engineer. The beacon shall be a "Shielded Type B Warning Light" conforming to the latest edition of the MUTCD. Red color lens shall only be used on "Stop", "Do Not Enter" and "Wrong Way" signs. Yellow color lens shall be used on all other signs and channelizing devices.

The quantity of beacons paid for will be the greatest number of sites in place at any one time regardless of the number of set-ups on the project or color of the beacon. A site is defined as each individual installation.

Payment will be for all costs to furnish, install, maintain (including replacement as required by the Engineer at no added cost to the Department), and remove hazard identification beacon.

### 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 shall provide the Engineer with pertinent information 7 days prior to any phase change or any other major changes that affect traffic flow.

### CONTRACTOR FURNISHED PROGRESS SCHEDULES

The Contractor shall furnish the Engineer two copies of a bar chart method progress schedule at the preconstruction meeting. The schedule shall consist of a construction schedule and brief written narrative. The schedule shall contain the following information:

1. A time scale to graphically show percentage of work scheduled for completion within the contract completion requirements.
2. Definition and relation of work activities to contract pay items.
3. Work activities (prime contractor and all subcontractor activities) in the order they will be performed including submittals, approvals, deliveries, temporary traffic control, and permanent signing/stripping.
4. All major work activities that are controlling factors in the completion of the work.
5. The time required for each activity and its relationship in time to other activities.
6. The total expected time to complete all work.
7. The expected work shifts in days per week and hours per day and the days when work is not expected to be performed.
8. Expected adverse weather delays.

The schedule shall be updated, revised and resubmitted on a monthly interval until the project is substantially complete. There will be no direct payment for the contractor furnished schedule. All costs associated with the schedule shall be incidental to the related items. Failure to properly submit the required construction schedules will result in the withholding of progress payments until an approved schedule is received.

### INVENTORY OF TRAFFIC CONTROL DEVICES

SIGN CODE	SIGN SIZE	DESCRIPTION	NUMBER REQUIRED	UNITS PER SIGN	UNITS
G20-1	48" x 24"	ROAD WORK NEXT ## MILES	5	24	120
G20-2	48" x 24"	END ROAD WORK	12	24	288
G20-5aP	36" x 24"	WORK ZONE (plaque)	4	20	80
R1-2	60" x 60"	YIELD	2	44	88
R2-1	36" x 48"	SPEED LIMIT ##	24	29	696
R2-6aP	36" x 24"	FINES DOUBLE	4	20	80
W3-2	48" x 48"	YIELD AHEAD (SYMBOL)	2	34	68
W3-4	48" x 48"	BE PREPARED TO STOP	4	34	136
W3-5	48" x 48"	REDUCED SPEED LIMIT AHEAD	12	34	408
W4-1	48" x 48"	MERGE (SYMBOL)	4	34	136
W4-2	48" x 48"	LEFT OR RIGHT LANE ENDS (SYMBOL)	12	34	408
W5-4	48" X 48"	RAMP NARROWS	2	34	68
W7-3aP	36" x 30"	NEXT ## MILES	4	23	92
W8-1	48" x 48"	BUMP	4	34	136
W8-11	48" x 48"	UNEVEN LANES	4	34	136
W8-15	48" X 48"	GROOVED PAVEMENT	20	34	680
W8-15P	30" x 24"	MOTORCYCLE (plaque)	16	18	288
W13-1P	30" x 30"	ADVISORY SPEED PLATE	8	21	168
W20-1	48" x 48"	ROAD WORK ##### FT. OR AHEAD	14	34	476
W20-5	48" x 48"	LT. OR RT. LANE CLOSED ##### FT. OR AHEAD	12	34	408
W20-7	48" x 48"	FLAGGER (SYMBOL)	8	34	272
SPECIAL	36" x 32"	EXIT WITH 45 DEGREE ARROW	2	24	48
SPECIAL	48" x 48"	MOTORCYCLES USE EXTREME CAUTION	4	34	136
OM1-3	18" x 18"	TYPE 1 OBJECT MARKER	4	14	56
*****		FLAGS	8	10	80
*****		TYPE 3 BARRICADE - 8 FT. DOUBLE SIDED	10	56	560
<b>TOTAL UNITS</b>					<b>6112</b>

# TRAFFIC CONTROL FIXED LOCATION SIGNING LAYOUT

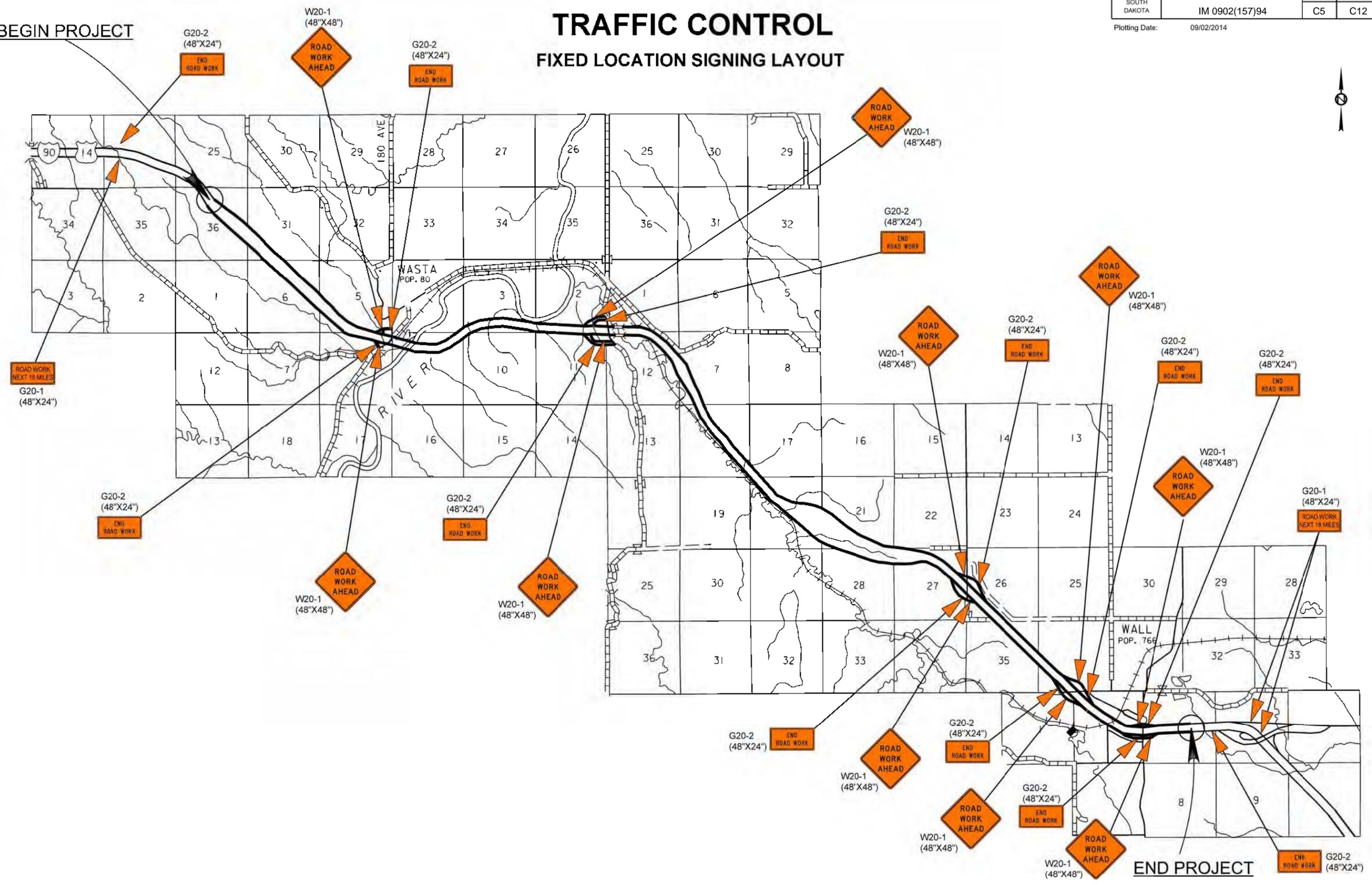
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**END PROJECT**

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Plotted From - trc:15988

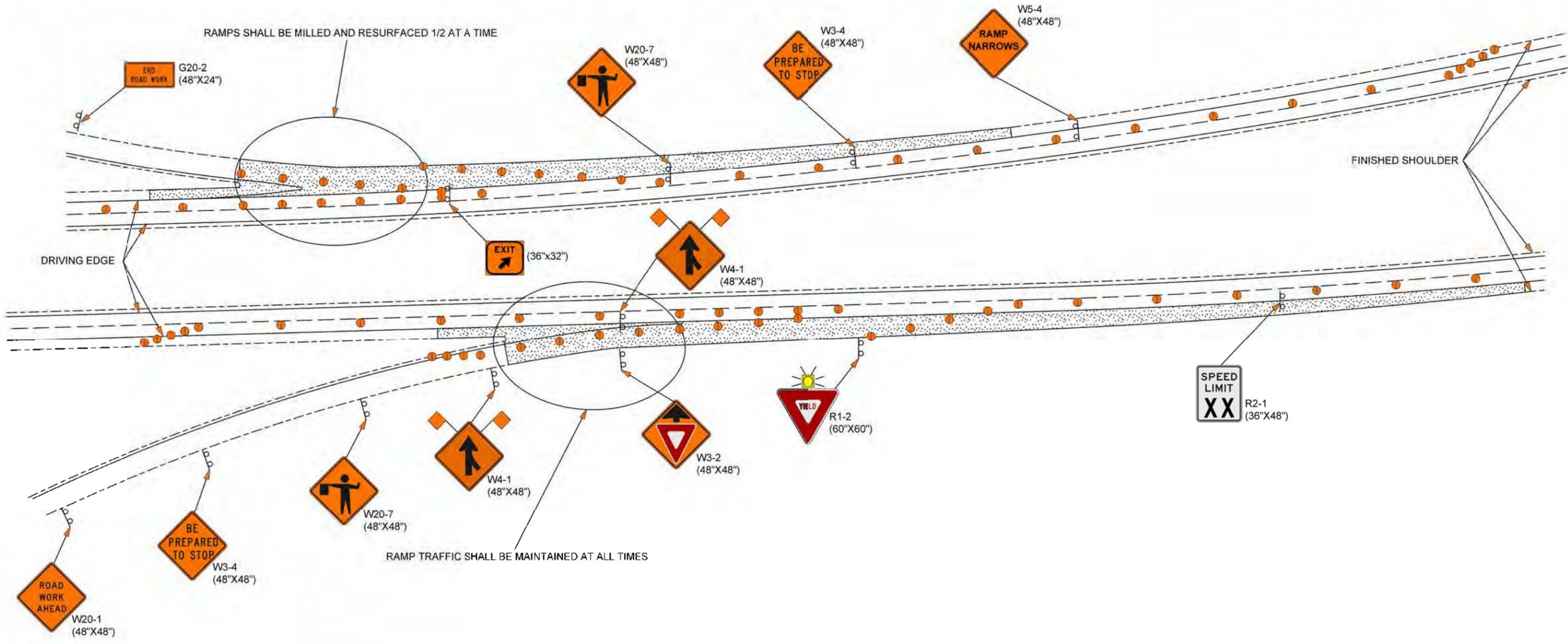
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# TRAFFIC CONTROL

## RAMP AND REST AREA DRIVING LANE RESURFACING

Plot Scale - 1:40  
Plotted From - Irrc11640



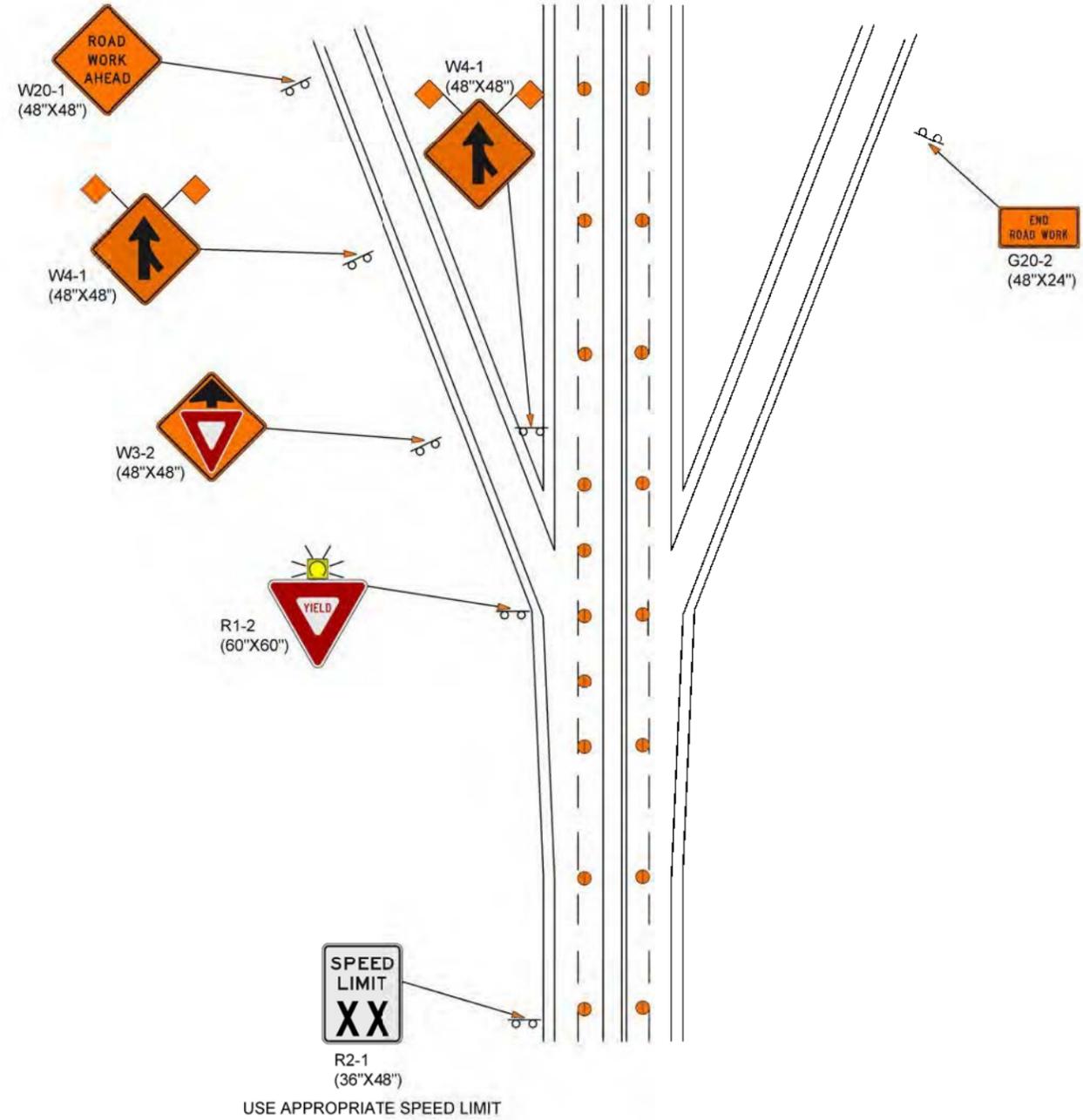
- HAZARD IDENTIFICATION BEACON
  - CHANNELIZING DEVICE (DRUMS OR 42" CONES)
  - WORK AREA
- SIGN SPACING, CHANNELIZING DEVICE SPACING AND TAPER LENGTHS SHALL CONFORM TO STANDARD PLATES.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	IM 0902(157)94	C7	C12

Plotting Date: 09/09/2014

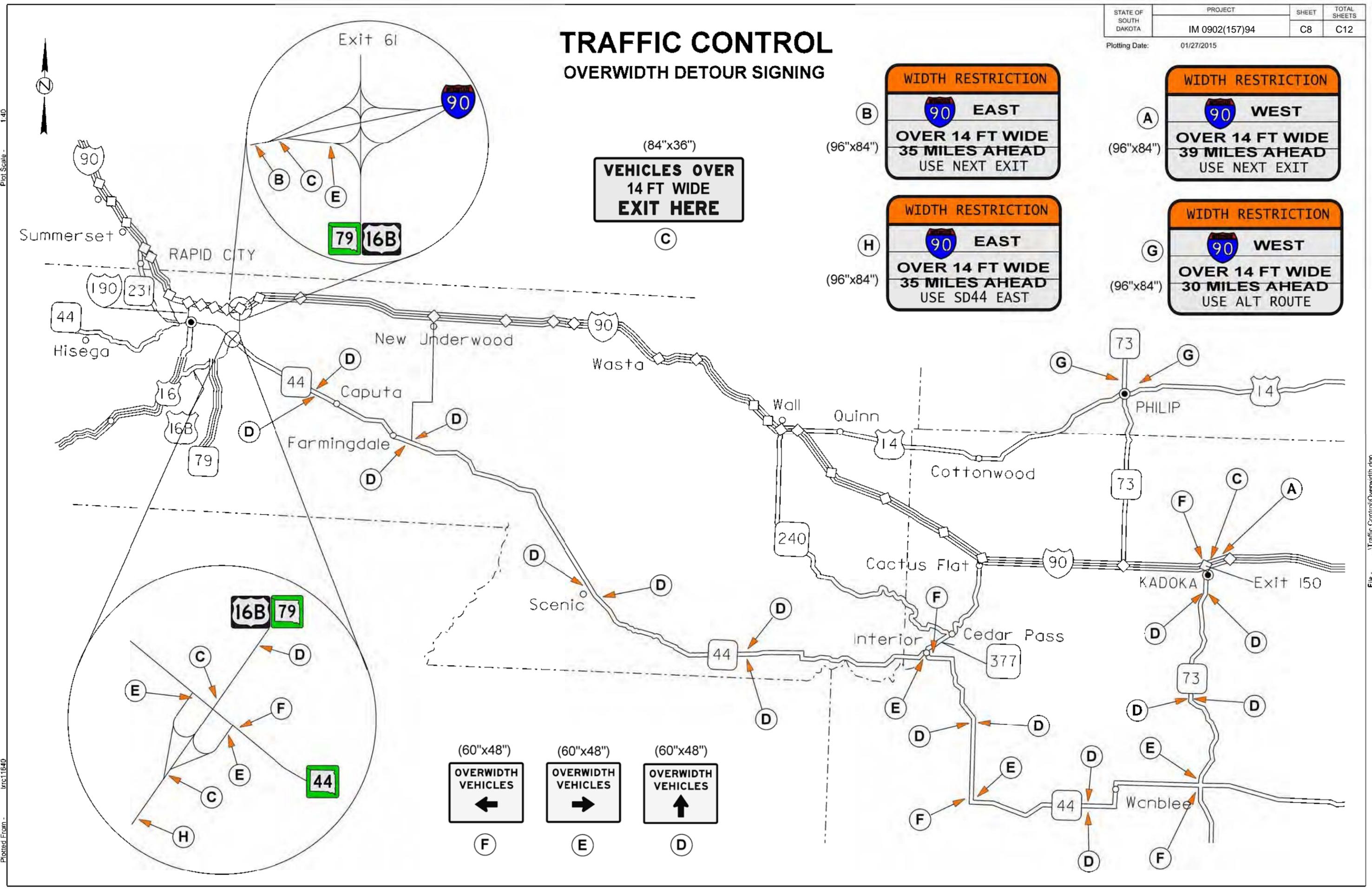
# TRAFFIC CONTROL

## RAMP ENTRANCE AND EXIT SIGNING DETAILS #2



 THE WARNING LIGHT SHALL BE A SHIELDED TYPE B. IN ACCORDANCE WITH THE MUTCD AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SITE FOR "HAZARD IDENTIFICATION BEACON"

# TRAFFIC CONTROL OVERWIDTH DETOUR SIGNING



(84"x36")  
**VEHICLES OVER 14 FT WIDE  
EXIT HERE**

**WIDTH RESTRICTION**  
**90 EAST**  
**OVER 14 FT WIDE**  
**35 MILES AHEAD**  
USE NEXT EXIT

**WIDTH RESTRICTION**  
**90 WEST**  
**OVER 14 FT WIDE**  
**39 MILES AHEAD**  
USE NEXT EXIT

**WIDTH RESTRICTION**  
**90 EAST**  
**OVER 14 FT WIDE**  
**35 MILES AHEAD**  
USE SD44 EAST

**WIDTH RESTRICTION**  
**90 WEST**  
**OVER 14 FT WIDE**  
**30 MILES AHEAD**  
USE ALT ROUTE

(60"x48")  
**OVERWIDTH VEHICLES**  
←

(60"x48")  
**OVERWIDTH VEHICLES**  
→

(60"x48")  
**OVERWIDTH VEHICLES**  
↑

Plot Scale - 1:40

Plotted From - jrc11640

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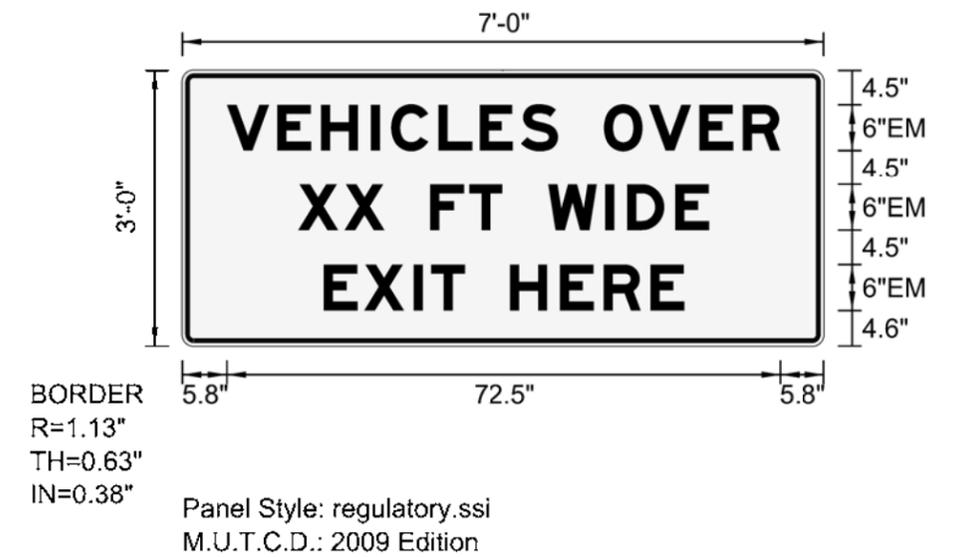
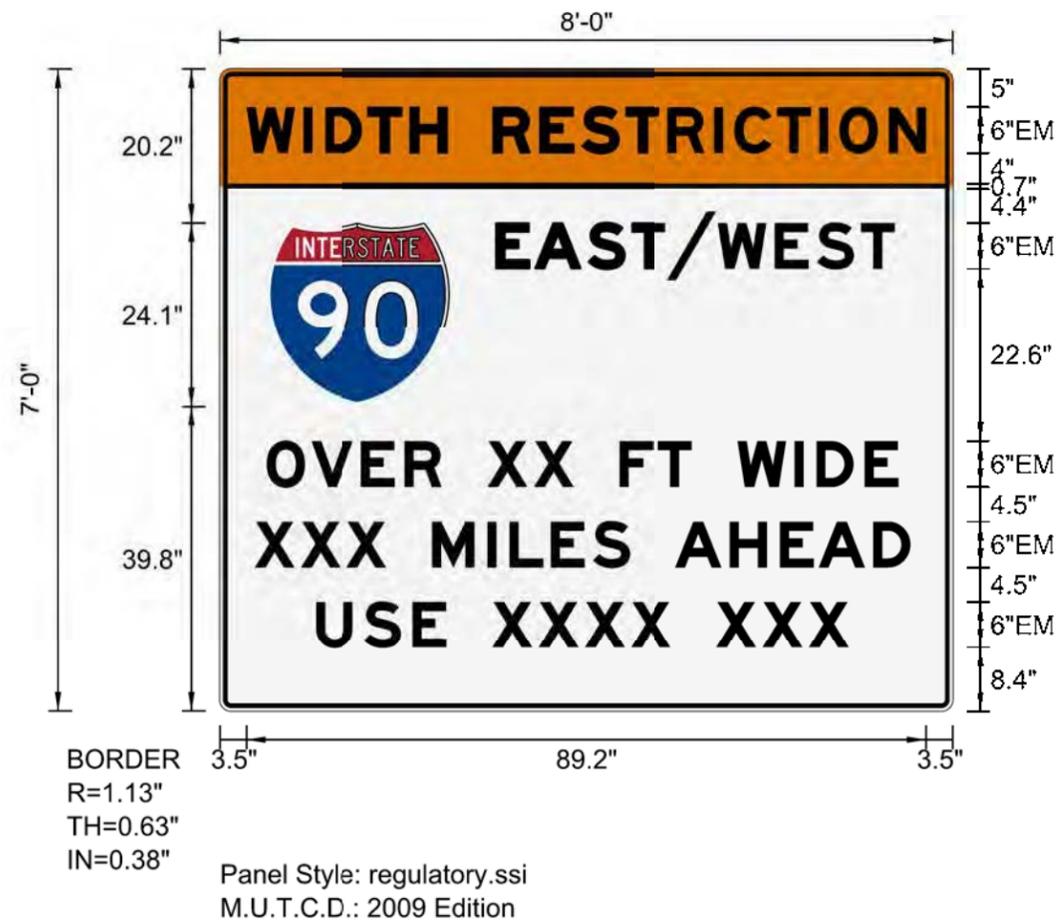
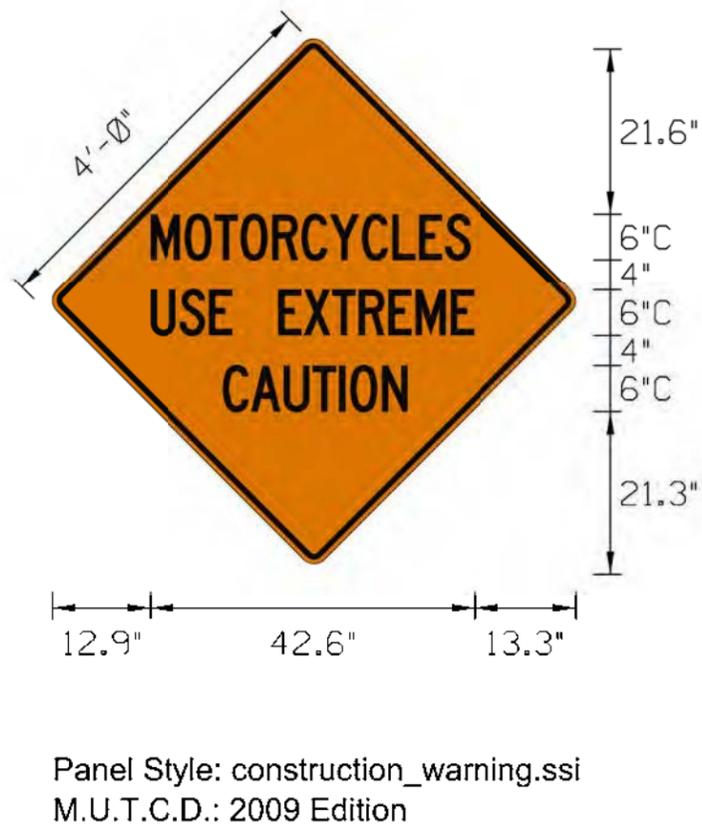
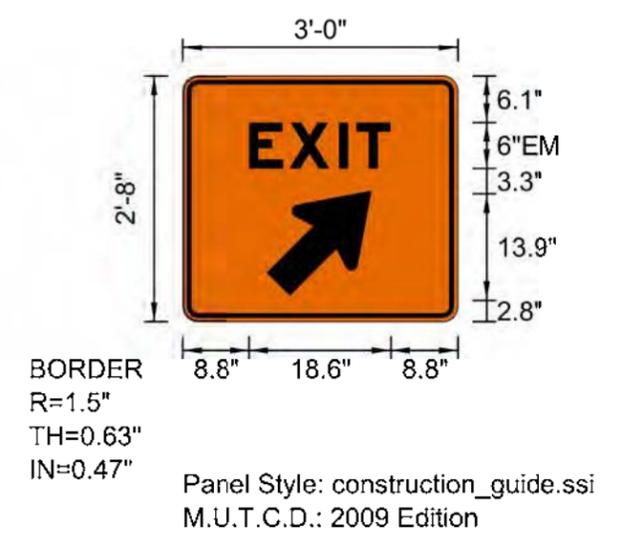
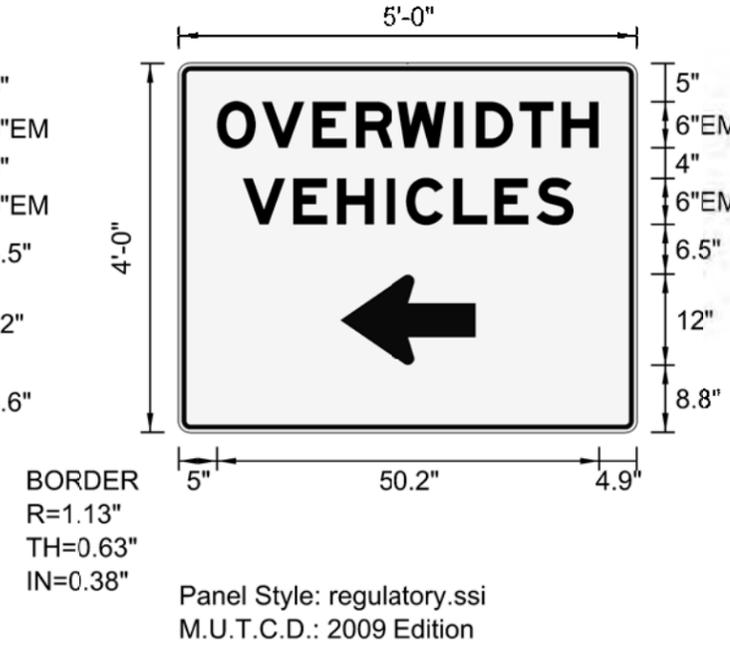
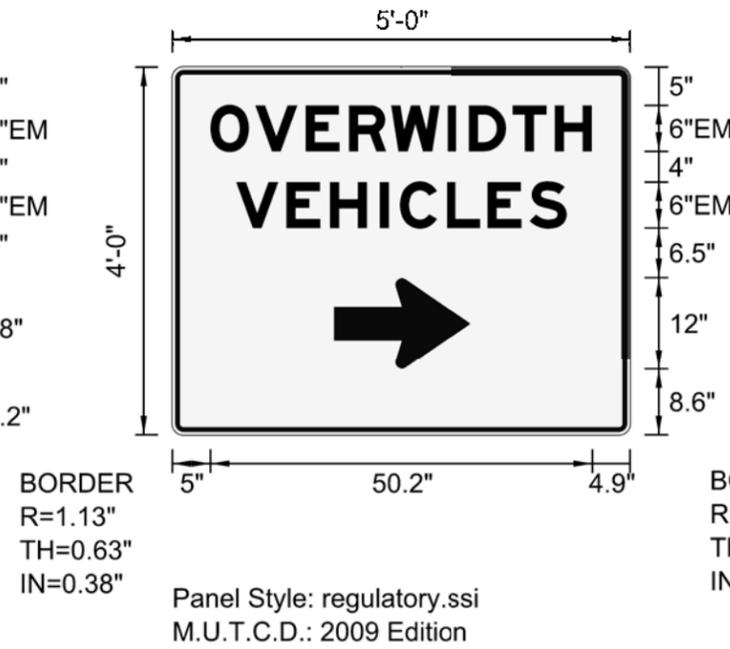
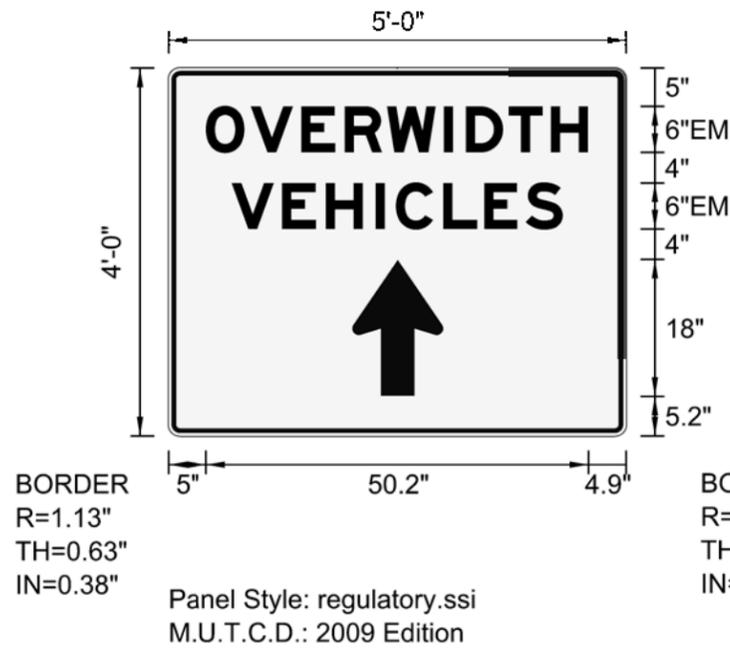
# TRAFFIC CONTROL

## SPECIAL SIGN DETAILS

STATE OF SOUTH DAKOTA	PROJECT IM 0902(157)94	SHEET C9	TOTAL SHEETS C12
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Plotting Date: 01/27/2015

Plot Scale - 1:2



Plotted From - lrc:11640

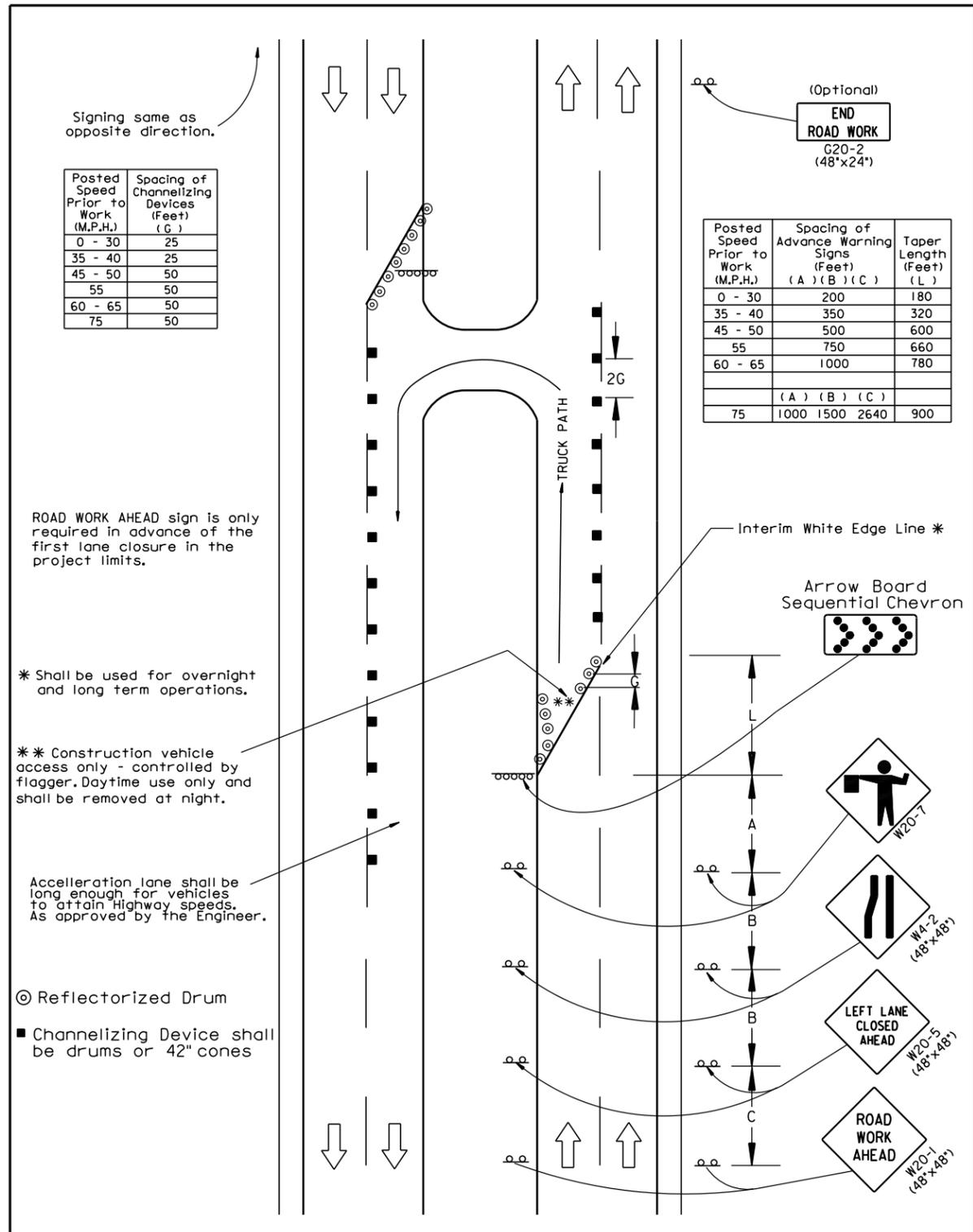
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# TRAFFIC CONTROL

## MAINTENANCE CROSSOVER TRUCK CROSSING DETAIL

Plot Scale - 1:40

Plotted From - trcs11640



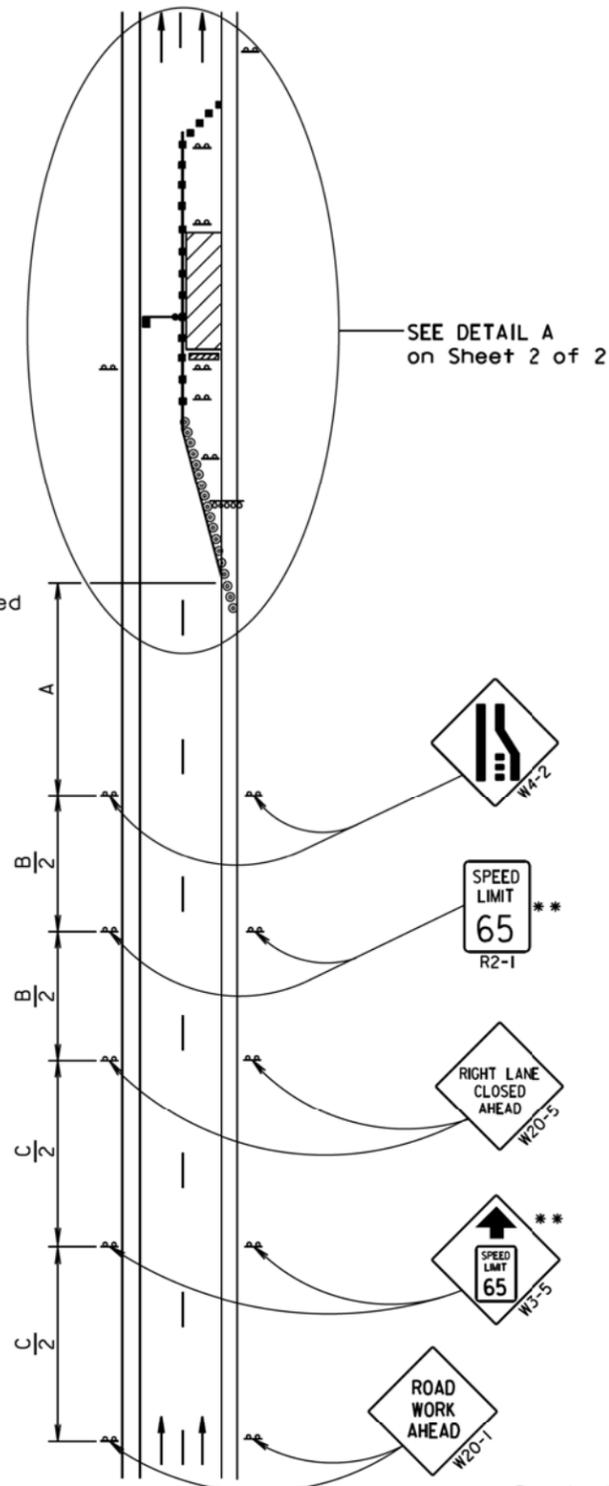
Plot Scale - 1:200

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet)		
	(A)	(B)	(C)
0 - 30	200		
35 - 40	350		
45 - 50	500		
55	750		
60 - 65	1000		
	(A)	(B)	(C)
70 - 75	1000	1500	2640

- \*\* Speed appropriate for location.
- ⊙ ReflectORIZED Drum
- Channelizing Device

ROAD WORK AHEAD sign is only required in advance of the first lane closure.

High speed is defined as having a posted speed limit greater than 45 mph.



December 16, 2014

<b>S D D O T</b>	<b>WORK ZONE SPEED REDUCTION FOR INTERSTATE AND HIGH SPEED MULTI-LANE HIGHWAYS</b>	PLATE NUMBER <b>634.63</b>
	Published Date: 4th Qtr. 2014	Sheet 1 of 2

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet)	Taper Length (Feet)
0 - 30	25	180
35 - 40	25	320
45 - 50	50 *	600
55	50 *	660
60 - 65	50 *	780
70 - 75	50 *	900

- \* Spacing is 40' for 42" cones.
- \*\* Speed appropriate for location.
- \*\*\* Use speed limit designated for the condition when workers are present in the work space. Signs shall be covered or removed when workers are not present.

- Flagger (As Necessary)
- ⊙ ReflectORIZED Drum
- Channelizing Device

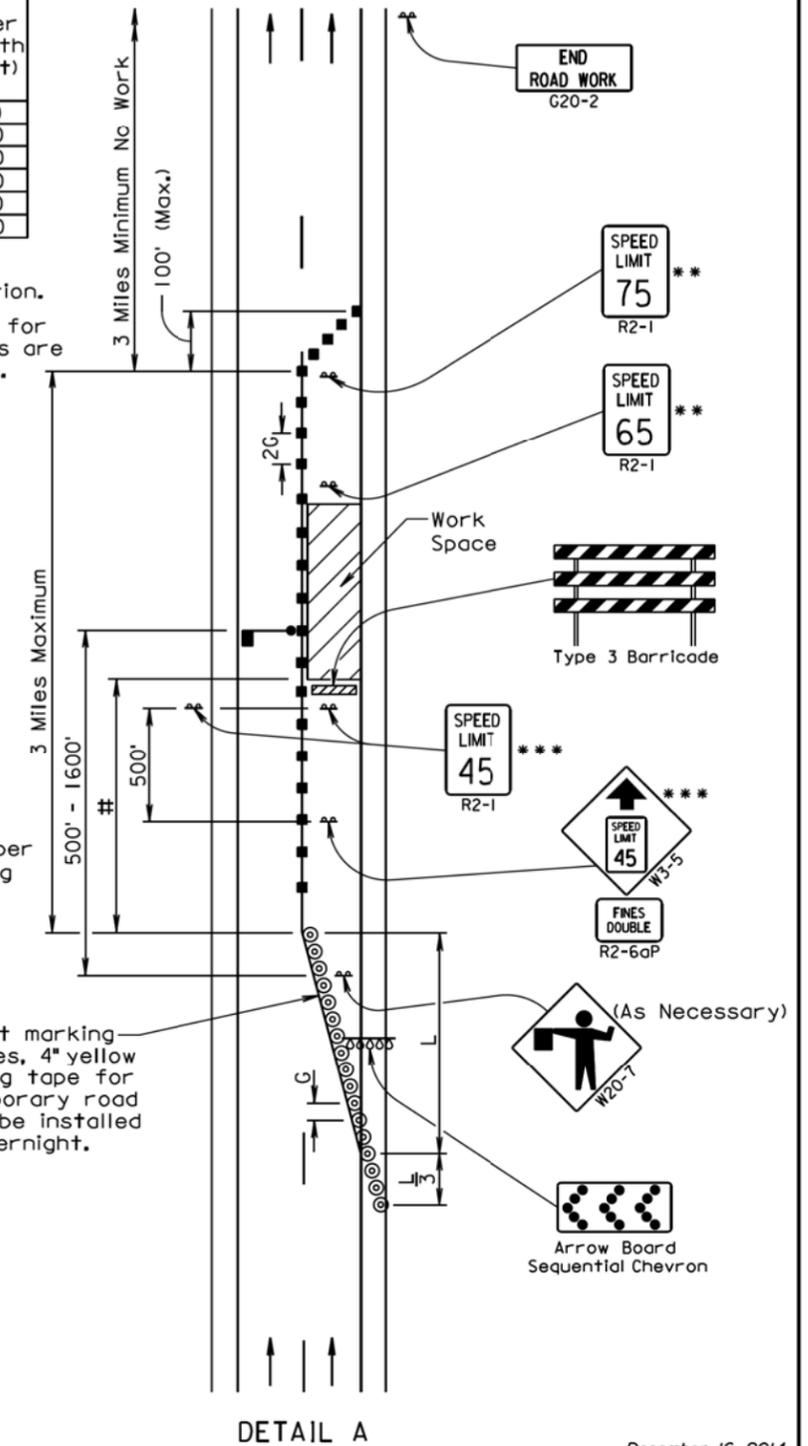
# The Work Space shall be a minimum of 500' from the end of the taper.

The FLAGGER sign shall be used whenever there is a Flagger present.

The channelizing devices shall 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.

4" white temporary pavement marking tape for right lane closures, 4" yellow temporary pavement marking tape for left lane closures, or temporary road markers at 5' spacing shall be installed when the lane is closed overnight.



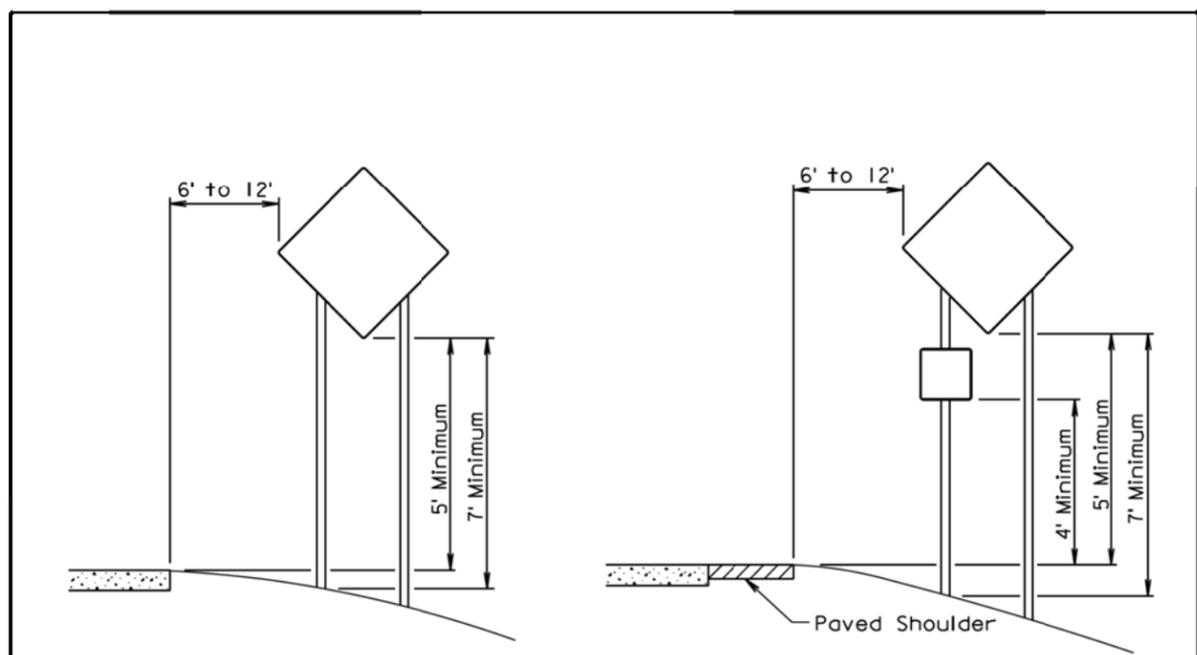
December 16, 2014

<b>S D D O T</b>	<b>WORK ZONE SPEED REDUCTION FOR INTERSTATE AND HIGH SPEED MULTI-LANE HIGHWAYS</b>	PLATE NUMBER <b>634.63</b>
	Published Date: 4th Qtr. 2014	Sheet 2 of 2

Plotted From - Irrc11640

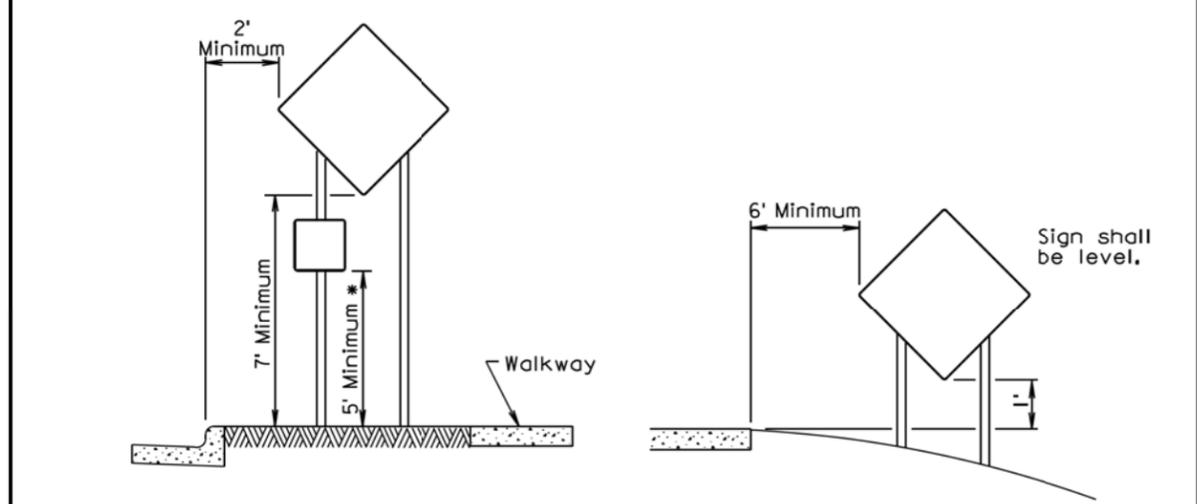
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Plot Scale - 1:200



RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT

RURAL DISTRICT 3 DAY MAXIMUM

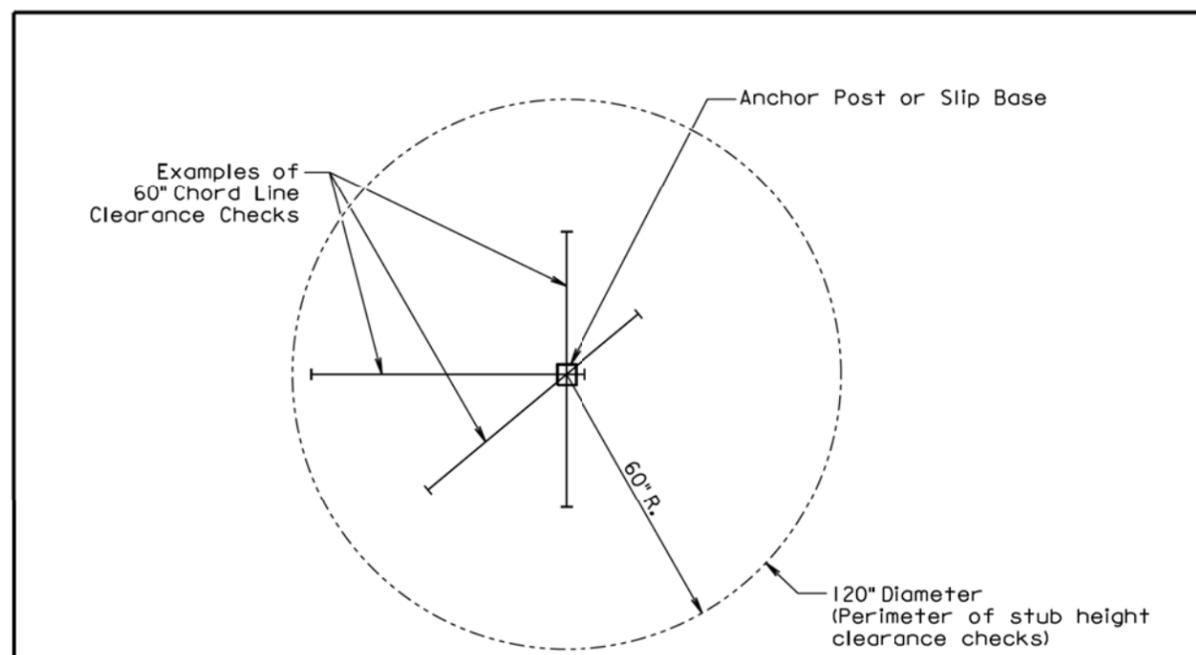
\* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

(Not applicable to regulatory signs)

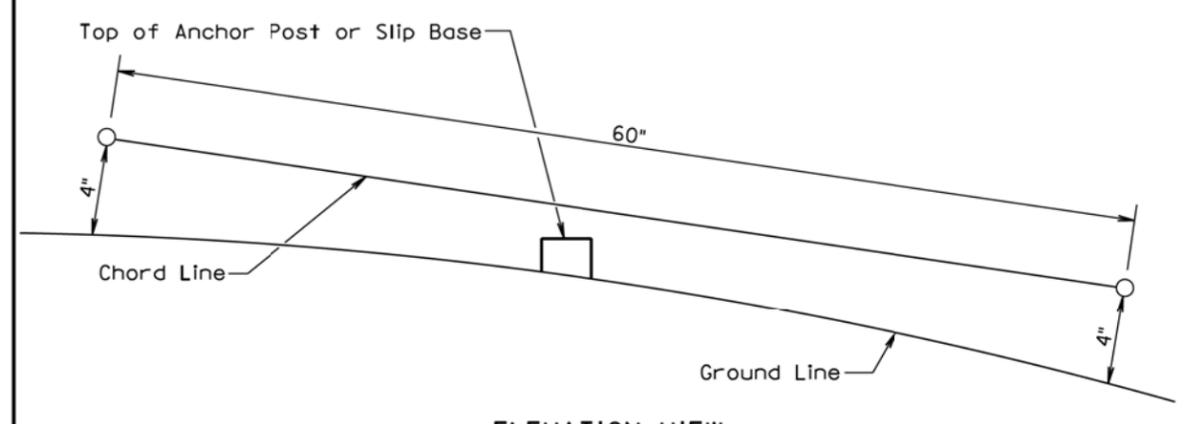
September 22, 2014

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

Published Date: 4th Qtr. 2014



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

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

Published Date: 4th Qtr. 2014

- Plotted From - Irrc11640

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