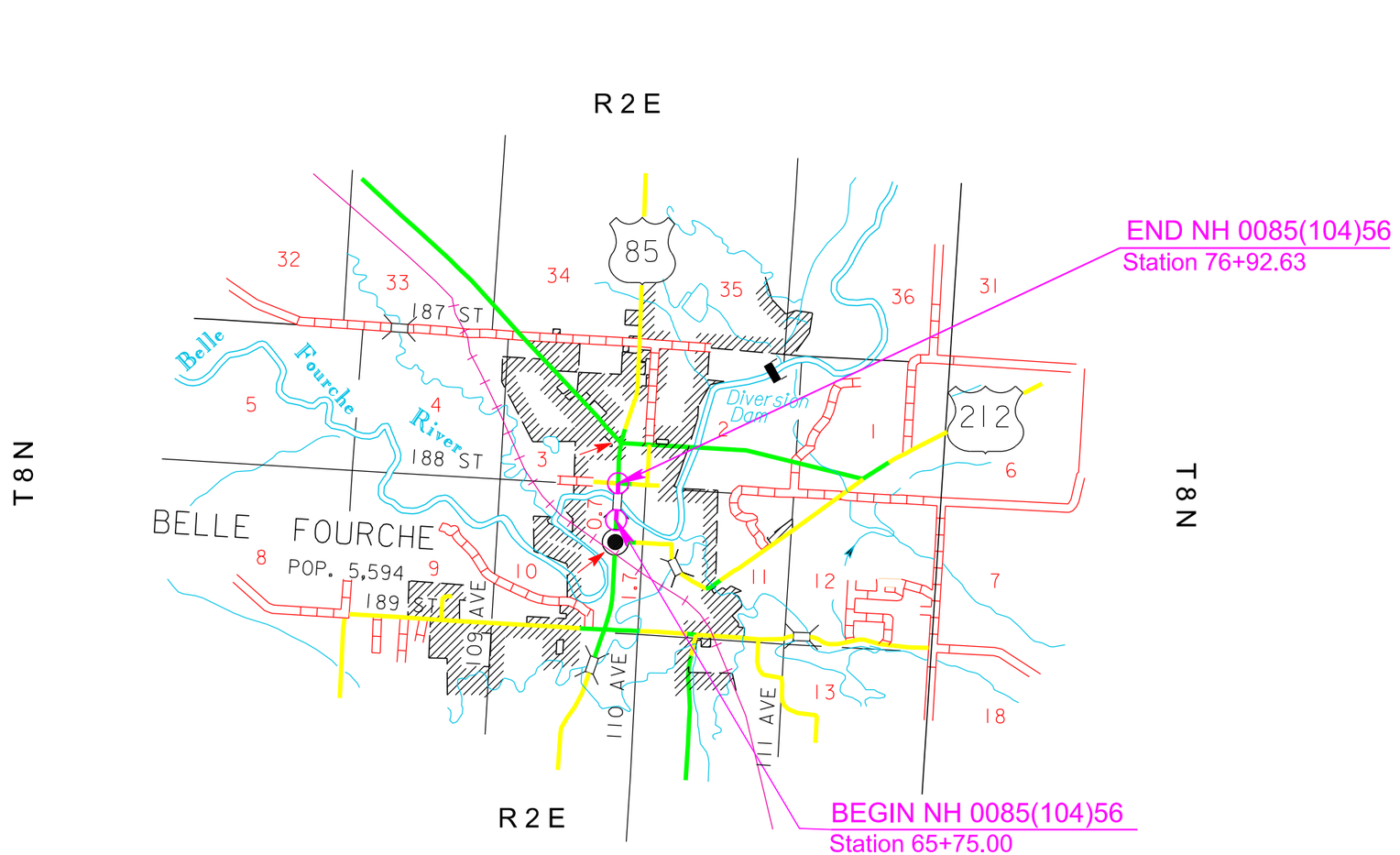
SECTION C: TRAFFIC CONTROL PLANS

SD DOT	PROJECT	SECTION	SHEET
	EM 0085(104)56	C	1/22

Plotting Date: 08/13/2026

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SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
628E1100	Movable F Shape Concrete Barrier, Interior Section	184	Each
628E1110	Movable F Shape Concrete Barrier, End Section	4	Each
634E0010	Flagging	750.0	Hour
634E0110	Traffic Control Signs	619.5	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	12	Each
634E0330	Temporary Raised Pavement Markers	7,500	Ft
634E0380	Tubular Marker	100	Each
634E0420	Type C Advance Warning Arrow Board	2	Each
634E0525	Linear Delineation System Panel, Barrier Mounted	188	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	3,000	Ft
634E0640	Temporary Pavement Marking	9,500	Ft
634E0705	Remove and Reset Traffic Control Movable Concrete Barrier	47	Each
634E1002	Detour and Restriction Signing	1,521.0	SqFt
634E2000	Longitudinal Pedestrian Barricade	72	Ft
634E2010	Temporary Pedestrian Facility(s)	Lump Sum	LS
900E1080	Orange Plastic Safety Fence	1,250	Ft

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.

Work will proceed according to the following sequence:

Install temporary traffic control signing and width restriction signing
Complete structure and approach grading work
Complete permanent pavement markings
Complete permanent signing
Complete seeding operations
Remove all traffic control

Phasing for structure work:

Phase 1A - Reduce the speed limit to 25 mph on US85 from MRM 56.11 to MRM 56.45. Shift traffic to the outside lanes of the existing structure to establish a center work zone. Install temporary concrete barriers with anchors and temporary bridge supports, as shown in the plans, to accommodate two-way traffic on the west half of the existing structure.

Phase 1B - Place two-way traffic on the west half of the existing structure. Use tubular markers and temporary pavement marking paint to delineate the double yellow centerline. While maintaining two-way traffic on the west half, install the support wall and remove the east half of the existing structure. Construct the east half of the new structure and approach grading as per plans.

Phase 2 - Install temporary concrete barriers with anchorage on both sides of the newly constructed east half of the structure. Shift two-way traffic to the east half of the new structure. Use tubular markers and temporary raised pavement markers to establish the double yellow centerline. Replace the west half of the existing structure, including approach grading, sidewalk, railing, and permanent barrier wall as per plans. A temporary longitudinal joint or gap will remain between the two new bridge halves to allow for the deck closure pour.

Phase 3 – After completing the west half of the new bridge, install temporary concrete barriers as per plans and shift traffic two-way traffic onto the west half of the new structure. Install tubular markers and temporary raised pavement markers to delineate the double yellow centerline. Construct the deck closure pour between the two bridge halves and complete the sidewalk, railing installation, and permanent concrete barrier for the east side.

GENERAL TRAFFIC CONTROL

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

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

Portable sign supports will not be located on sidewalks, bicycle facilities, or other areas designated for pedestrian or bicycle traffic.

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

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

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

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

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

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

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

The Contractor will notify businesses/homeowners a minimum of two weeks prior to construction to inform them of upcoming construction and again a minimum of 48 hours prior to any blocked access to make appropriate arrangements.

If inappropriate or conflicting pavement markings exist, the markings will be removed and replaced with applicable temporary pavement markings when the work duration is more than 3 days. When the work duration is less than 3 days, the channelizing devices in the area where the pavement markings conflict will be placed at one-half of the normal channelizing device spacing. Pavement marking removals will be incidental to the contract unit price per foot for "Remove Pavement Marking, 4" or equivalent". Temporary pavement marking will be paid for at the contract unit price per foot for "Temporary Pavement Marking". The additional channelizing devices will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

Signs mounted on portable supports will conform with minimum mounting height as per Standard Plate 634.85.

Traffic will remain open on Faulk Street and Custer Street and another major side streets. The Contractor will adjust traffic control items to allow traffic access.

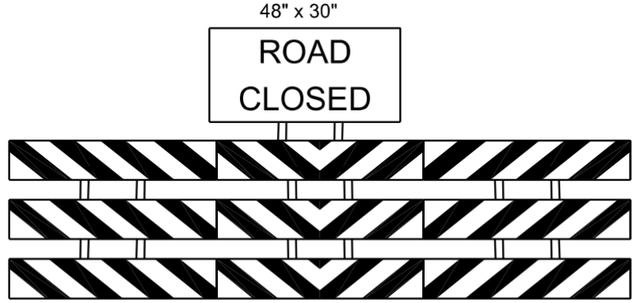
A Type 3 Barricade will be installed at the end of a lane closure taper as detailed in these plans.

Orange Plastic Safety Fence is included in the estimate of quantities to isolate the work area. This will be placed at the Right-of-Way or as directed by the Engineer.

All temporary SPEED LIMIT (R2-1) signs will have orange or red flags on them. The cost of materials, labor, and equipment necessary to complete this work will be incidental the contract lump sum price for "Traffic Control, Miscellaneous".

Approaches adjacent to the grading zones may be temporarily closed as required during construction. Edmunds St access from US85 north of the structure and the approaches serving Randy's Discount Tire and the Tri-State Museum south of the structure may be required to be closed at various stages of work. When closed, the Contractor will install three Type III barricades with ROAD CLOSED (R11-2) signs at each closure.

R11-2
48" x 30"



(3) 8'-0" Type 3 Barricades

SPECIAL PEDESTRIAN ACCESS

During Phase 2 of construction, the existing structure will be removed, and the new structure will not yet include a sidewalk. As a result, pedestrian access across the bridge by sidewalk will be unavailable during this phase.

The Contractor will coordinate with Prairie Hills Transit to provide shuttle service for pedestrians requiring travel across the project limits. Prairie Hills Transit operates from 7:00 AM to 4:00 PM, and rides must be scheduled a minimum of 24 hours in advance.

The Contractor will designate an off-site parking and pickup/drop-off location for shuttle users. All shuttle service information, including the designated location and contact phone number, will be provided to the Department. The Contractor will install signing on each side of the project limits informing the public of how to obtain pedestrian passage. All signing must be approved by the Engineer prior to installation. Signing will state information necessary for public notification.

All costs associated with coordinating and contracting with a qualified transit provider, and all costs for providing the required signing, will be incidental to the contract lump sum price for “Temporary Pedestrian Facility(s).”

The Contractor may propose an alternative method of maintaining pedestrian access; however, any alternative must be approved by the Engineer prior to implementation.

AVOIDANCE, MINIMIZATION, AND MITIGATION (RECREATIONAL FACILITY ACCESS AND PROTECTION)

Access to the Center of the Nation Disc Golf Course will be maintained throughout construction except access will be restricted for public safety in the immediate vicinity of the bridge replacement project as necessary for the safety of golf course and trail users. The minor amount of permanent incorporation needed to construct the south bridge abutment will not have an effect to the Center of the Nation Disc Golf Course use. In making this determination, appropriate signage will be installed to alert users of the disc golf course of construction activities, access restrictions, and to direct users to secondary access points. The Contractor will be required to closely coordinate the construction schedule with the SDDOT Project Engineer and Jason LaFayette (605.569.1752), City Administrator, City of Belle Fourche prior to the start of construction activities.

Access to the River Walk trail will be maintained throughout construction except access will be restricted for public safety in the immediate vicinity of the bridge replacement project as needed for safety. False work will be added for protection from any potential falling objects, in the immediate vicinity of the bridge, over the River Walk trail. Access to the River Walk trail west of the bridge will also be maintained during construction via a detour route along Faulk Street. In making this determination, appropriate signage will be installed to alert users of the River Walk trail of construction activities, access restrictions or closures, and to direct users to the Faulk Street detour. The Contractor will be required to closely coordinate the construction schedule with the SDDOT Project Engineer and City of Belle Fourche prior to the start of construction activities.

The Contractor will notify the Project Engineer if additional temporary or permanent easement is necessary, on the Center of the Nation Disc Golf Course or River Walk trail, to construct the project. Temporary occupancy and permanent incorporation of, and restriction of access to, the Section 4(f) property must be avoided unless there are no feasible or prudent alternatives to use of the land and the action includes all possible planning to minimize harm to the property. The Project Engineer will notify the Environmental Office as Section 4(f) use must be approved by the Federal Highway Administration.

PEDESTRIAN SIGNING FOR ACCESS TO CITY AMENITIES

The Contractor will furnish and install signs to notify the public of construction activities, access restrictions, and to direct users to alternate access for the Center of the Nation Disc Golf Course. The sign will read: “Disc Golf Course Access via Faulk St. Detour”.

The Contractor will furnish and install signs to notify River Walk Trail users of construction activities, access restrictions or closures, and to direct users to the Faulk St. detour. The sign will read: “River Walk Trail Access via Faulk St. Detour”.

Sign locations will be determined by the Engineer. The number of signs may be adjusted as directed throughout the duration of the project.

All costs for furnishing the signs, posts, and mounting hardware, and for installing, maintaining, covering, and removing this special signing will be incidental to the contract unit price per square foot for “Detour and Restriction Signing”.

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 25 MPH	2	24" x 30"	5.0	10.0
R2-1	SPEED LIMIT 35 MPH	1	24" x 30"	5.0	5.0
R3-2	LEFT TURN PROHIBITION (symbol)	1	24" x 24"	4.0	4.0
R9-9	SIDEWALK CLOSED	6	24" x 12"	2.0	12.0
R9-10	SIDEWALK CLOSED (ARROW L or R) USE OTHER SIDE	2	24" x 12"	2.0	4.0
R9-11	SIDEWALK CLOSED AHEAD (ARROW L or R) CROSS HERE	2	24" x 18"	3.0	6.0
R9-9A	SIDWALK CLOSED AHEAD	2	30" x 18"	3.8	7.6
R11-2	ROAD CLOSED	3	48" x 30"	10.0	30.0
W1-4	REVERSE CURVE (L)	1	48" x 48"	16.0	16.0
W1-4	REVERSE CURVE (R)	1	48" x 48"	16.0	16.0
W3-4	BE PREPARED TO STOP	2	48" x 48"	16.0	32.0
W3-5	SPEED REDUCTION AHEAD (25 MPH)	2	48" x 48"	16.0	32.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W11-2	PEDESTRIAN (symbol)	4	36" x 36"	9.0	36.0
W13-1P	ADVISORY SPEED (plaque)	1	30" x 30"	6.3	6.3
W13-4P	2000 FEET (supplemental distance plaque)	1	30" x 24"	5.0	5.0
W16-2P	350 FEET (supplemental distance plaque)	1	30" x 24"	5.0	5.0
W16-7P	DOWNWARD DIAGONAL ARROW (plaque)	2	24" x 12"	2.0	4.0
W16-9P	AHEAD (plaque)	2	30" x 18"	3.8	7.6
W20-1	ROAD WORK AHEAD	14	48" x 48"	16.0	224.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
M4-9b	PEDESTRIAN DETOUR (ARROW R)	3	30" x 24"	5.0	15.0
M4-10	PEDESTRIAN DETOUR (ARROW L)	1	30" x 24"	5.0	5.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			619.5

TABLE OF ADDITIONAL FIXED TRAFFIC CONTROL SIGNS

Location	MRM	L/R	Description
US85	55.85	L	End Road Work (1)
Railroad St	55.89(US85)	L	Road Work Ahead (1)
State St	55.89(US85)	R	Road Work Ahead (1)
Grant St	56.02(US85)	R&L	Road Work Ahead (2)
Faulk St	56.05(US85)	R&L	Road Work Ahead (2)
US85	56.11	R	Speed Limit 25MPH (1)
Edmunds St	56.26	R	Road Work Ahead (1)
Custer St	56.30(US85)	R&L	Road Work Ahead (2)
Butte St	56.37(US85)	R	Road Work Ahead (1)
US85	56.45	L	Speed Limit 25MPH (1)
US85	56.45	R	Speed Limit 35MPH (1)
US85	56.55	R	End Road Work (1)

All signs will be spaced according to the posted speed or as directed by the Engineer.

OVERWIDTH RESTRICTION AND DETOUR SIGNING

The Contractor will furnish and install the overwidth restriction 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”.

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
SPECIAL	NO VEHICLES OVER 10 FT WIDE	2	36" x 102"	25.5	51.0
SPECIAL	WIDTH RESTRICTION 10 FT WIDE (AT BELLE FOURCHE)	11	84" x 144"	84.0	924.0
SPECIAL	WIDTH RESTRICTION 10 FT WIDE (AT BELLE FOURCHE)	4	102" x 180"	127.5	510.0
SPECIAL	Special signing for disc golf course	2	36" x 36"	9.0	18.0
SPECIAL	Special signing for River walk Trail	2	36" x 36"	9.0	18.0
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT			1521.0

FLAGGING

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

It is required that the flaggers be able to communicate with one another. If an emergency vehicle needs to pass through the project, the Contractor will be required to expedite traffic movement. Flagging under the bridge for the River Walk trail may be required. All costs associated with this will be incidental to the contract unit price per hour for “Flagging”.

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.

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 including the Region Traffic Engineer, the South Dakota Highway Patrol, the Butte County Sheriff, Belle Fouche Police Department, local towing companies, and local emergency response entities to the meeting.

The Contractor will assist to maintain traffic as required by these plan notes and as agreed to at that meeting.

Emergency vehicle access through the project will be considered and discussed at the meeting.

The Contractor may be required to provide flaggers to direct or detour traffic. The Contractor should be prepared to relocate advance warning signs if determined to be necessary for a major traffic incident lasting more than two hours. Fixed location ground mounted signs may be covered and additional portable signs provided.

Cost for the relocation of an advance warning sign due to an incident will be 50% of the designated sign rate. Flaggers will be paid for at the contract unit price per hour for “Flagging”.

PRESS RELEASE ANNOUNCEMENTS

The SDDOT will prepare a press release to be released 5 days prior to any phase change or any other major change that affects traffic flow. The SDDOT will be responsible for keeping law enforcement, emergency services, and the traveling public notified of changes in project access. The Contractor will provide the Engineer with pertinent information 7 days prior to any phase change or any other major change that affects traffic flow.

TEMPORARY PAVEMENT MARKING

Temporary flexible vertical markers (tabs) may be used as detailed in the specifications.

Full reflectivity of all temporary flexible vertical markers (tabs) is required at all times. The Contractor will be required to replace any missing or non-reflective tabs after each installation as detailed below at no additional cost to the State.

No adjustment in the contract unit price for “Temporary Pavement Marking” will be made because of a variation in quantities.

Temporary Pavement Marking Paint will be used to mark the double yellow centerline on the existing deck for two-way traffic during phase 1.

One additional application of temporary pavement marking paint for a double yellow centerline to accommodate two-way traffic is included in the estimated quantities. This application is intended for use during Phase 2 or Phase 3 to maintain two-way traffic operations through the winter months and will be installed as directed by the Engineer.

Any temporary pavement marking paint that is used on the new structure or new pavement, the temporary markings will be removed using abrasive blasting when no longer required. Removal of temporary markings will be incidental to the contract unit price per foot for “Remove Pavement Marking, 4” or equivalent.

TEMPORARY RAISED PAVEMENT MARKERS

Temporary raised pavement markers will be used for marking centerline for temporary two-way traffic operations in phase 2 and phase 3.

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 foot for “Temporary Raised Pavement Markers”.

TUBULAR MARKERS

Tubular markers will be used for marking all temporary two-way traffic operations.

The color of the tubular markers on centerline will be predominately orange.

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 PEDESTRIAN ACCESS ROUTE

A Temporary Pedestrian Access Route (TPAR) will be provided when crosswalks, sidewalks, or other pedestrian facilities are blocked, closed, or relocated. A TPAR may consist of a combination of existing and/or temporary pedestrian facilities. The TPAR will be kept free of any obstructions and hazards, such as holes, debris, mud, snow, construction equipment, traffic control signing, stored materials, etc.

The Contractor will notify the Engineer at least 72 hours prior to start of any construction operation that will necessitate a change in pedestrian access.

LONGITUDINAL PEDESTRIAN BARRICADE

Longitudinal pedestrian barricades should not be used to provide positive protection for pedestrians.

To prevent any tripping hazard to pedestrians, ballast will be located behind or internal to the device.

When longitudinal pedestrian barricades are combined in a series, the maximum gap between devices that do not interlock will be one inch. Joints between devices that do interlock will be closed and flush to prevent canes or small wheels from being trapped and to facilitate safe hand trailing. When used as a sidewalk closure mechanism, longitudinal pedestrian barricade must run the entire width of the sidewalk. Longitudinal pedestrian barricade should provide a color contrasting pattern. Black should not be used to color any base on a device. The devices should comply with the general color and stripe pattern requirements of Section 6F.68 of the MUTCD.

Longitudinal pedestrian barricade will have continuous bottom and top surfaces. The top surface will be smooth to allow safe hand trailing. Both upper and lower surfaces will share a common vertical plane.

All costs will be incidental to the contract unit price per foot for “Longitudinal Pedestrian Barricade”.

STATE OF SOUTH DAKOTA	PROJECT	SECTION	SHEET
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Revised 8-28-26 JAS

FABRICATE NEW MOVABLE F SHAPE CONCRETE BARRIERS

The Contractor will fabricate new Moveable F Shape Concrete Barrier, Interior Sections and Moveable F Shape Concrete Barrier, End Sections for this project. The Contractor will be required to install the concrete barrier sections as depicted in the plans, with the exact location of the barriers being determined by the Engineer upon construction. All costs associated with this will be incidental to the contract unit price per each for “Moveable F Shape Concrete Barrier, Interior Section” and “Moveable F Shape Concrete Barrier, End Section”. The Contractor will meet all requirements of Traffic Control Moveable Concrete Barriers per SDDOT Standard Plate 628.01. Sloped end sections as shown in these plans will be in accordance with Standard Plate 628.11.

After the barriers are no longer required for this project the Contractor will deliver and stockpile the Movable F Shape Concrete Barrier, Interior Section/End Section and connecting pins to the SDDOT Belle Fourche maintenance yard located at 10921 SD Highway 34 Belle Fourche, SD 57717. The barrier and pins will become the property of the SDDOT. The Contractor will be required to coordinate with the Area Engineer for delivery timing and stockpiling location. All costs associated with furnishing, maintaining, transporting, and stockpiling Movable F Shape Concrete Barriers and connecting pins to the SDDOT yard will be incidental to the contract unit price per each for “Moveable F Shape Concrete Barrier, Interior Section” and “Moveable F Shape Concrete Barrier, End Section”. Any concrete barriers or pins damaged by the Contractor will be replaced at no cost to the Department.

Barriers to be adjusted or moved will be disconnected from adjacent barriers to prevent damage to connecting pins. Pins damaged by the Contractor will be replaced at no cost to the Department.

Concrete barrier sections will be placed as depicted in the plans to comply with clear zone requirements and as required by the Engineer. The barriers will be pinned and bolted together as directed by the Engineer.

After the initial placement, the concrete barriers may need to be adjusted. Adjustment of the barriers, where they do not need to be loaded on a truck for transport, will be incidental to the contract unit price per each for “Moveable F Shape Concrete Barrier, Interior Section” and “Moveable F Shape Concrete Barrier, End Section”. All costs associated with removing, loading, unloading, and resetting of the barriers at a new site, will be incidental to the contract unit price per each for “Remove and Reset Traffic Control Movable Concrete Barrier”. No additional payment will be made for barriers that are not immediately reset at a new location on the project and stored on-site until they are reset.

Concrete barriers placed across the bridge will be pinned to the bridge deck according to the pinning detail/notes shown in Section E. All costs for pinning the barriers to the bridge deck will be incidental to the contract unit price per Each for Movable F Shape Concrete Barrier, Interior Section.

BARRIER MOUNTED LINEAR DELINEATION SYSTEM PANELS

A linear delineation system (LDS) panel will be attached to each barrier section. The color will be the same as the nearest pavement marking, white along outside edgelines or yellow for the left side on one way traffic sections. The LDS will be 34 inches long and 6 inches in height and be constructed of aluminum formed into a shape to provide retroreflective properties across a wide range of angles. It will be sheeted with sheeting meeting the requirements of ASTM D4956 Type XI. The panels will be evenly spaced, with the top of the panel 4 inches below the top of the barrier. Installation will be as per the manufacturer’s recommendations. This will allow for easy removal for replacement of damaged panels or to replace with an alternate color. The Contractor will furnish and install one panel along each side of the barrier if any panels are missing from the barriers. Replacement of damaged linear delineation system panels will be furnished and replaced by the Contractor. All costs associated with furnishing, installing, and replacing, if needed, will be incidental to the contract unit price per each for Linear Delineation System Panel, Barrier Mounted.

All LDS panels will remain attached to the barrier sections and will become the property of the State of South Dakota upon completion of the project.

The Contractor will verify the number of LDS panels that will need to be installed or replaced on the Traffic Control Movable Concrete Barriers. The contract amount of LDS panels is an estimate and the full contract amount may not be needed.

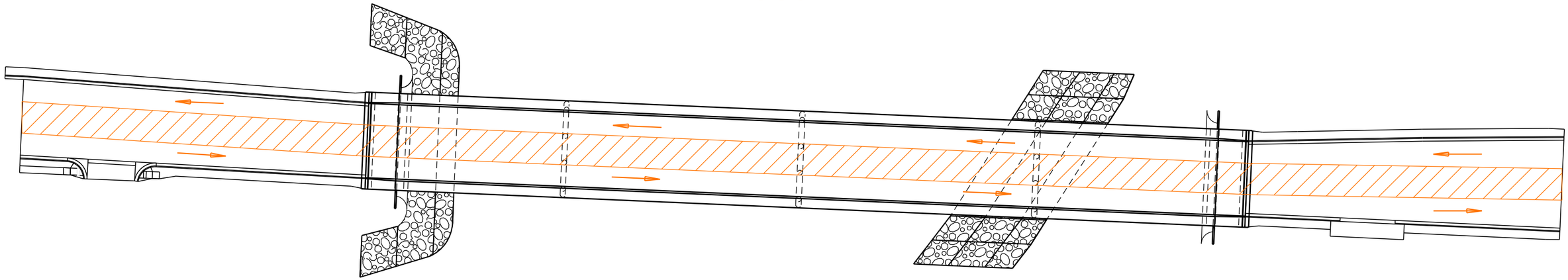
Maintaining the linear delineation system, including moving LDS panels from one side of the barrier to the other side of the barrier to match the applicable color of the nearest pavement marking will be incidental to the contract lump sum price for Traffic Control, Miscellaneous.

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Phasing Layout

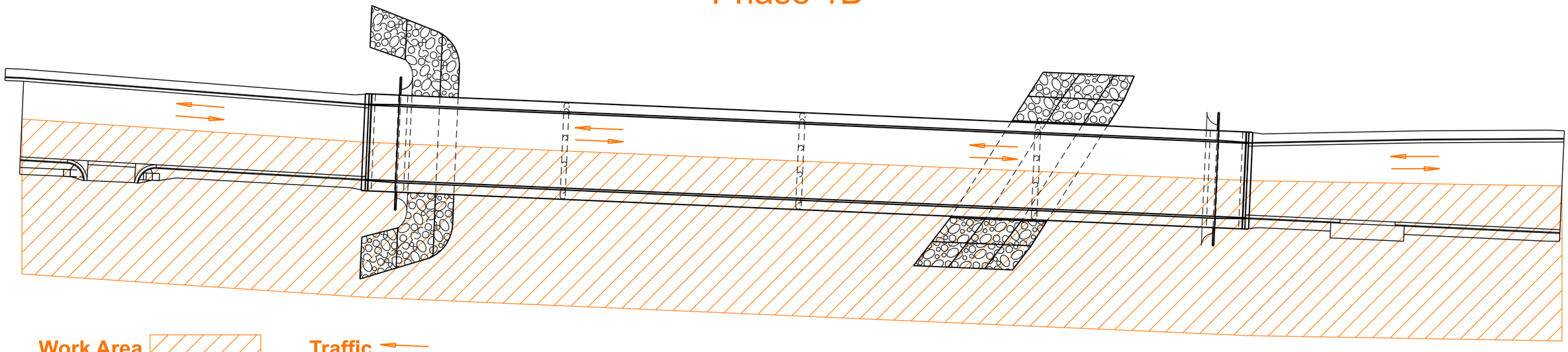
Phase 1A



Work Area

Traffic

Phase 1B



Work Area

Traffic

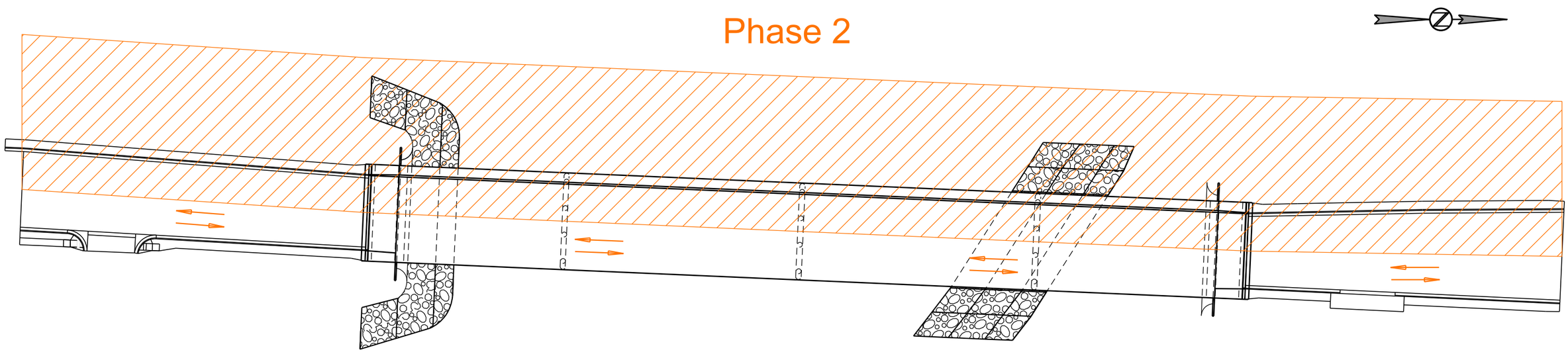
*Temporary Pavement Marking Paint and Tubular Markers will be used at centerline for two-way traffic

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Phasing Layout

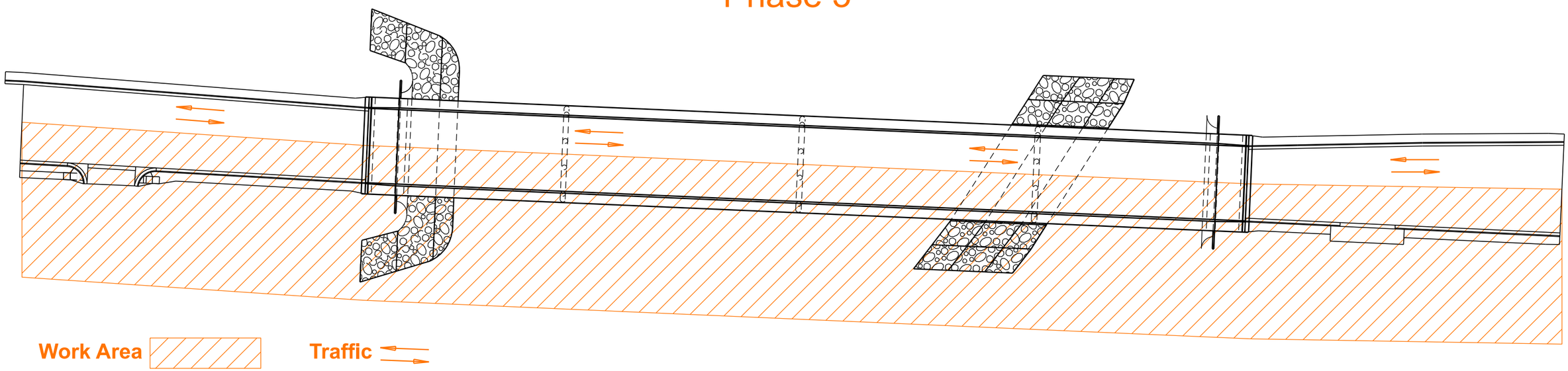
Phase 2



Work Area **Traffic**

*Temporary Raised Pavement Markers and Tubular Markers will be used at centerline for two-way traffic

Phase 3



Work Area **Traffic**

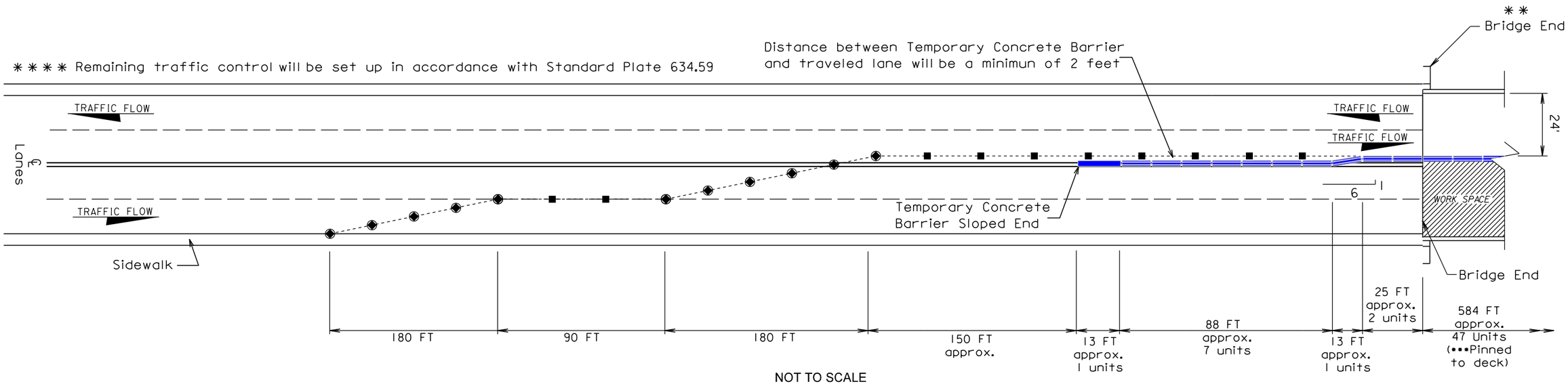
*Temporary Raised Pavement Markers and Tubular Markers will be used at centerline for two-way traffic

SD DOT	PROJECT	SECTION	SHEET
	EM 0085(104)56	C	8/22

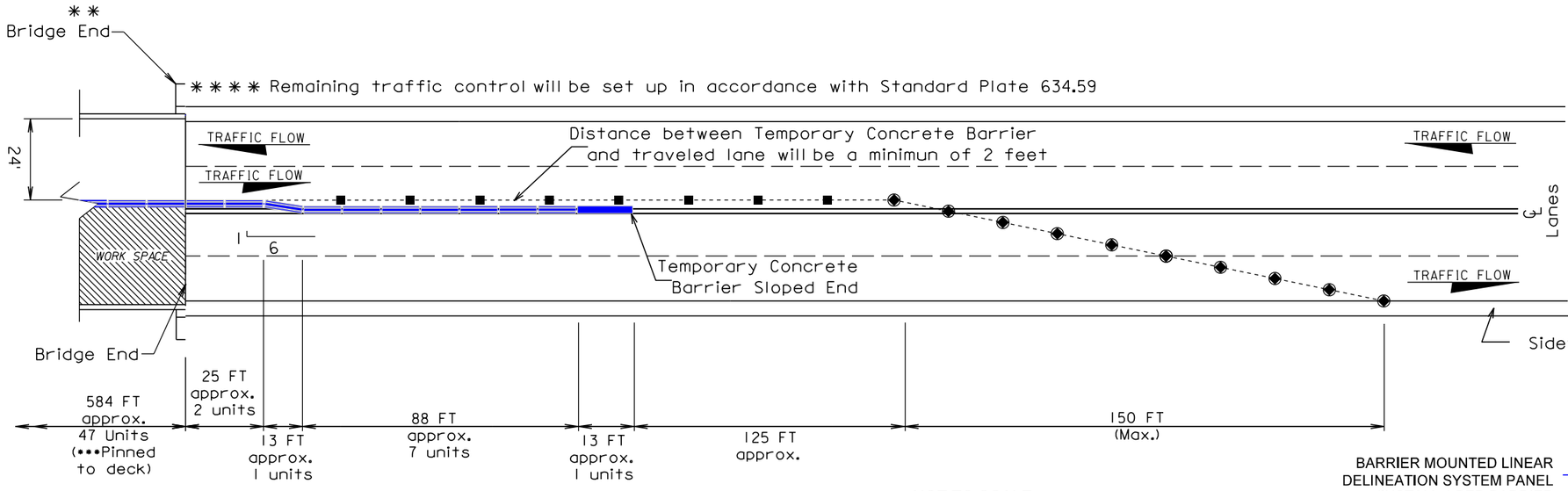
Plotting Date: 08/14/2026

Revised 9-1-26 JAS

TEMPORARY MOVEABLE CONCRETE BARRIER PLACEMENT LAYOUT PHASE 1B



NOT TO SCALE



NOT TO SCALE

Posted Speed Prior to Work (M.P.H.)	Minimum 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

Movable F Shape Concrete Barrier

■ Channelizing Device

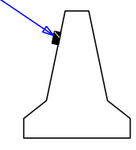
◆ Channelizing Device (Drum Required)

* * Bridge ends will have guardrail installed on the side adjacent to traffic, at all times.

* * * All temporary concrete barrier on edges of the bridge deck will be pinned according to pinning detail shown in Section E.

The concrete barrier lengths were estimated to be 12.5 feet long.

BARRIER MOUNTED LINEAR DELINEATION SYSTEM PANEL (INSTALL 1 PER BARRIER ON TRAFFIC SIDE)



Estimate of Movable F Shape Concrete Barriers

Structure No.	Quantity of Barriers, Interior Section (each)	Quantity of Barriers, End Sections (each)
10-098-371	67	2

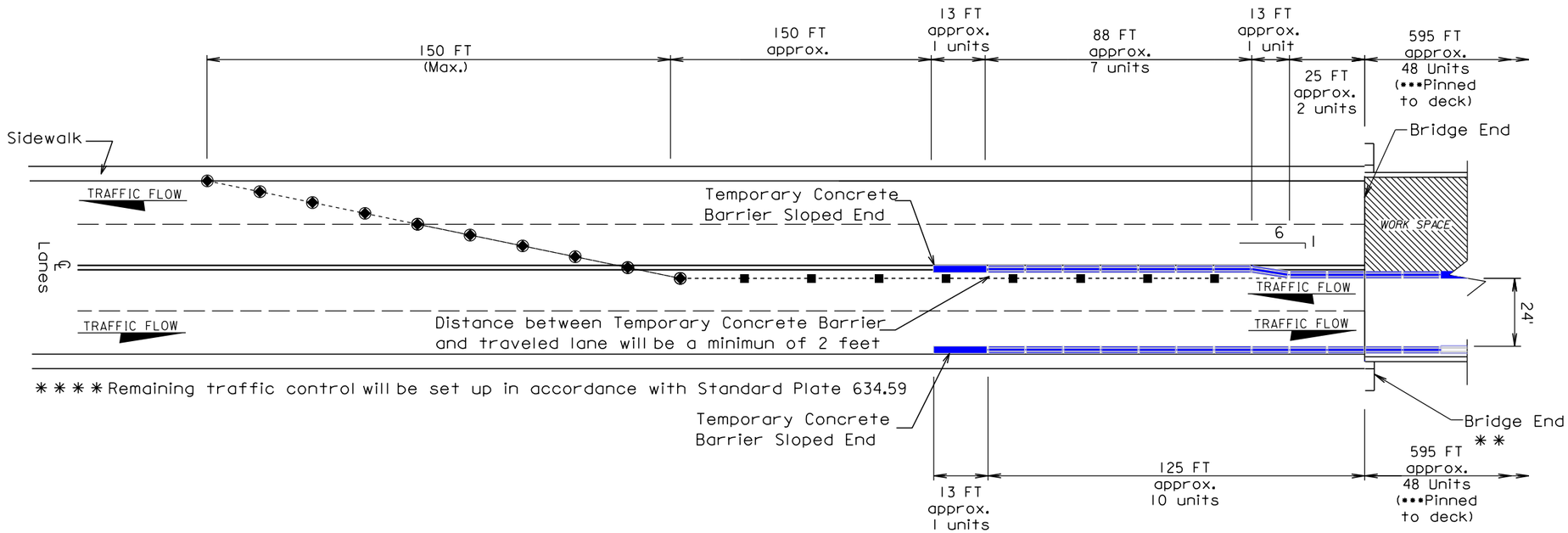
SD DOT	PROJECT	SECTION	SHEET
	EM 0085(104)56	C	9/22

Plotting Date: 08/14/2026

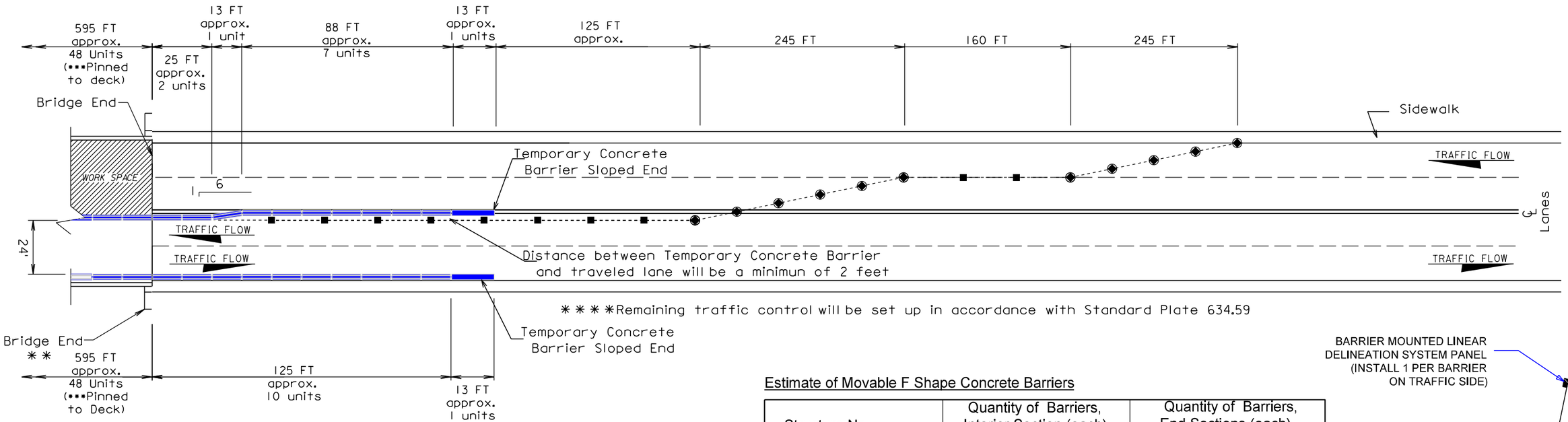
Revised 9-1-26 JAS

TEMPORARY MOVEABLE CONCRETE BARRIER PLACEMENT LAYOUT PHASE 2

NOT TO SCALE



NOT TO SCALE



Posted Speed Prior to Work (M.P.H.)	Minimum 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

Movable F Shape Concrete Barrier

Channelizing Device

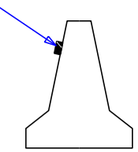
Channelizing Device (Drum Required)

✱✱ Bridge ends will have guardrail installed on the side adjacent to traffic, at all times.

✱✱✱ All temporary concrete barrier on edges of the bridge deck will be pinned according to pinning detail shown in Section E.

The concrete barrier lengths were estimated to be 12.5 feet long.

BARRIER MOUNTED LINEAR DELINEATION SYSTEM PANEL (INSTALL 1 PER BARRIER ON TRAFFIC SIDE)



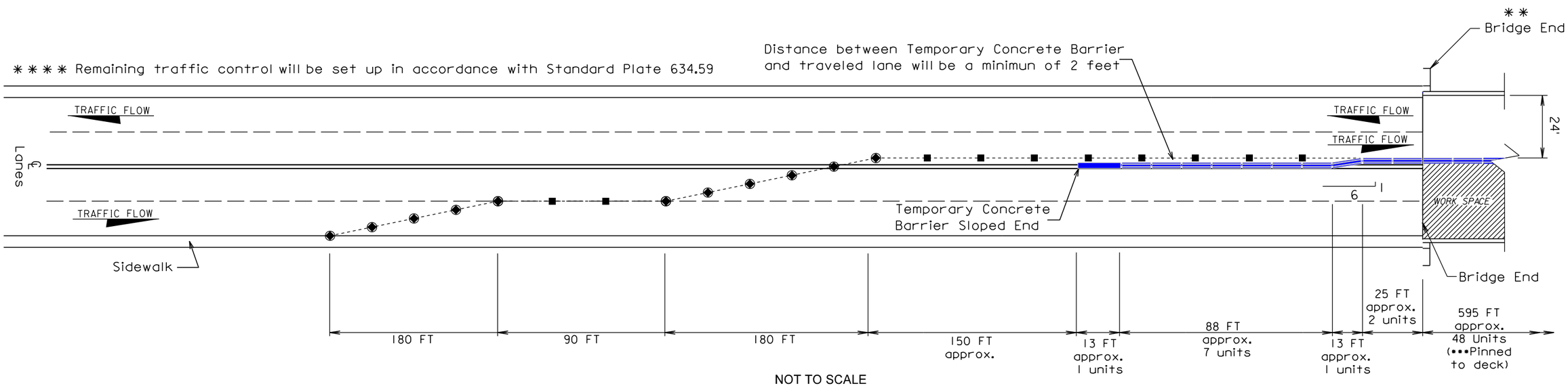
Estimate of Movable F Shape Concrete Barriers

Structure No.	Quantity of Barriers, Interior Section (each)	Quantity of Barriers, End Sections (each)
10-098-371	136	4

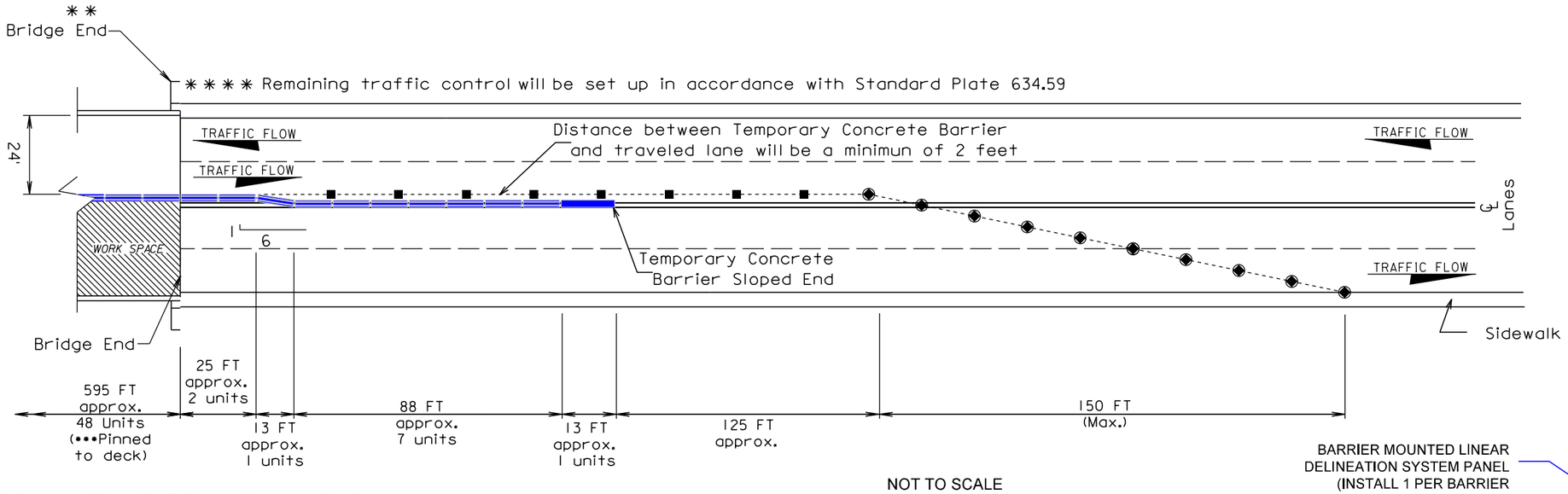
SD DOT	PROJECT	SECTION	SHEET
	EM 0085(104)56	C	10/22

Plotting Date: 08/14/2026 Revised 8-14-2026 JAS

TEMPORARY MOVEABLE CONCRETE BARRIER PLACEMENT LAYOUT
PHASE 3



NOT TO SCALE



NOT TO SCALE

Posted Speed Prior to Work (M.P.H.)	Minimum 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

Movable F Shape Concrete Barrier

■ Channelizing Device

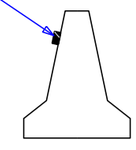
◆ Channelizing Device (Drum Required)

** Bridge ends will have guardrail installed on the side adjacent to traffic, at all times.

*** All temporary concrete barrier on edges of the bridge deck will be pinned according to pinning detail shown in Section E.

The concrete barrier lengths were estimated to be 12.5 feet long.

BARRIER MOUNTED LINEAR DELINEATION SYSTEM PANEL (INSTALL 1 PER BARRIER ON TRAFFIC SIDE)



Estimate of Movable F Shape Concrete Barriers

Structure No.	Quantity of Barriers, Interior Section (each)	Quantity of Barriers, End Sections (each)
10-098-371	68	2

River Walk Trail Pedestrian Detour

SD DOT	PROJECT	SECTION	SHEET
	EM 0085(104)56	C	11/22

Plotting Date: 03/03/2026

Longitudinal Pedestrian Barricade



A



B



C



D



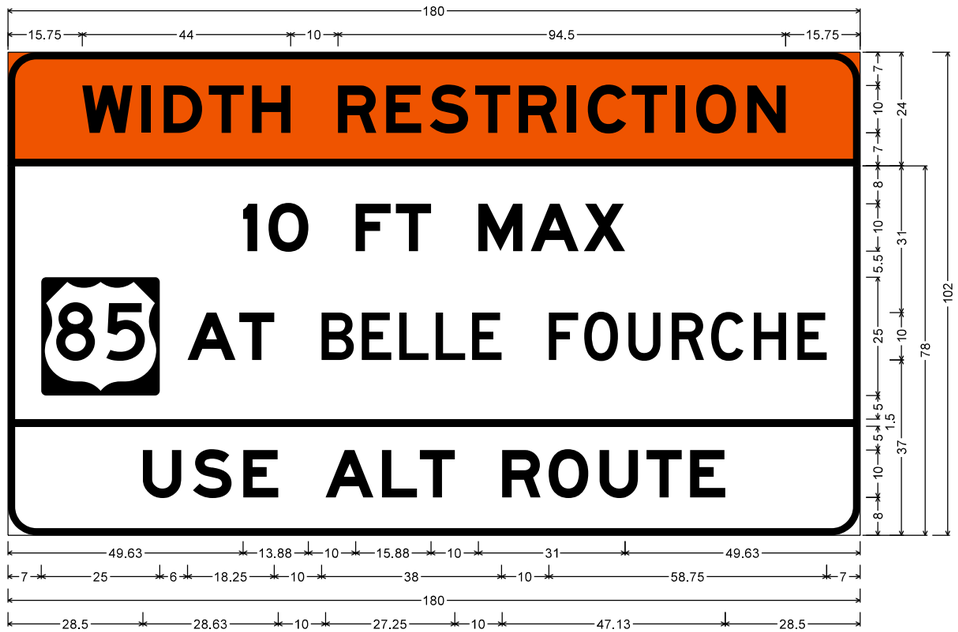
*** 2000 FEET and 350 FEET

WIDTH RESTRICTION SIGN DETAIL

SD DOT	PROJECT	SECTION	SHEET
	EM 0085(104)56	C	12/22

Plotting Date: 02/18/2026

Sign C

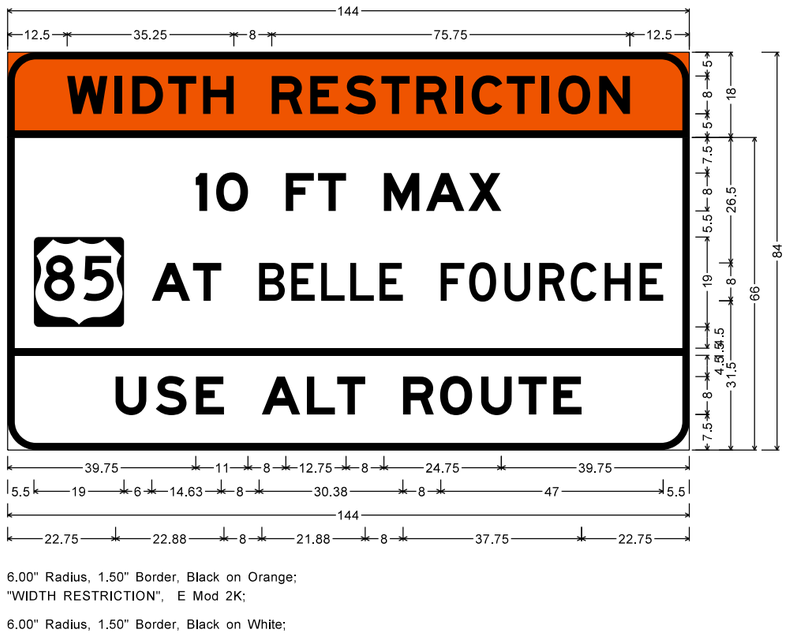


6.00" Radius, 1.50" Border, Black on Orange;
"WIDTH RESTRICTION", E Mod 2K;

6.00" Radius, 1.50" Border, Black on White;
"10 FT MAX", E Mod 2K; Rounded Rectangle 1.00" Radius;
"AT " E Mod 2K "BELLE FOURCHE", D 2K; "USE ALT ROUTE", E Mod 2K;
Table of letter and object lefts

W	I	D	T	H	R	E	S	T	R	I	C	T	I	O	N	
15.75	28.13	32.88	42.38	51.63	69.75	79.88	89.13	98.75	107.88	118.13	122.50	131.75	141.00	145.38	156.25	
1	O	F	T	M	A	X										
49.63	55.00	73.50	82.00	99.38	110.50	121.63										
■	A	T	B	E	L	L	E	F	O	U	R	C	H	E		
7.00	38.00	48.88	66.25	74.75	82.63	90.38	98.00	114.25	121.75	131.00	140.25	148.50	157.50	166.75		
_																
-0.00																
U	S	E	A	L	T	R	O	U	T	E						
28.50	39.13	49.75	67.13	79.00	87.00	104.38	114.25	125.00	134.88	144.13						

Sign A

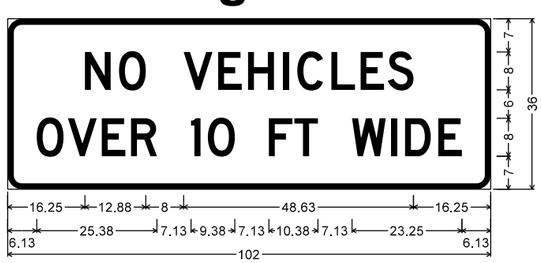


6.00" Radius, 1.50" Border, Black on Orange;
"WIDTH RESTRICTION", E Mod 2K;

6.00" Radius, 1.50" Border, Black on White;
"10 FT MAX", E Mod 2K; Rounded Rectangle 1.00" Radius;
"AT " E Mod 2K "BELLE FOURCHE", D 2K; "USE ALT ROUTE", E Mod 2K;
Table of letter and object lefts

W	I	D	T	H												
12.50	22.50	26.38	33.88	41.25												
	R	E	S	T	R	I	C	T	I	O	N					
	55.75	63.88	71.25	79.00	86.38	94.50	98.00	105.50	112.75	116.38	125.00					
I	O	F	T	M	A	X										
39.75	44.00	58.75	65.50	79.50	88.38	97.38										
■	A	T	B	E	L	L	E	F	O	U	R	C	H	E		
5.50	30.50	39.13	53.13	59.88	66.25	72.38	78.50	91.50	97.50	104.88	112.25	118.88	126.13	133.50		
_																
-0.00																
U	S	E	A	L	T	R	O	U	T	E						
22.75	31.25	39.75	53.63	63.25	69.63	83.50	91.38	100.00	107.88	115.25						

Sign B



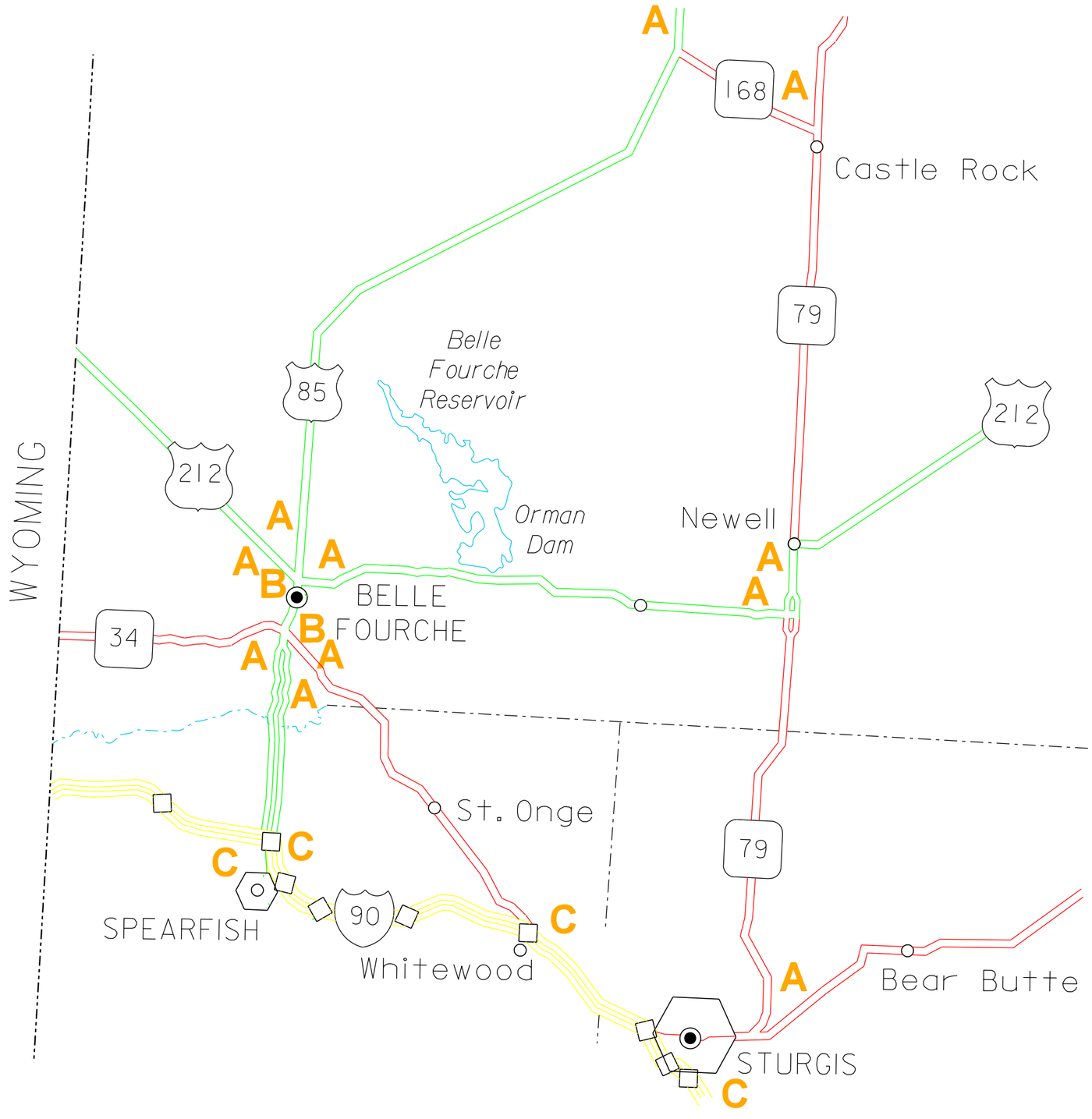
3.00" Radius, 1.25" Border, Black on White;
"NO VEHICLES", D 2K; "OVER 10 FT WIDE", D 2K 90% spacing;
Table of letter and object lefts

N	O	V	E	H	I	C	L	E	S	
16.25	23.50	37.13	44.50	50.75	58.13	61.13	68.38	74.50	80.25	
O	V	E	R	1	O	F	T			
6.13	12.75	19.88	26.00	38.75	42.25	55.13	60.50			
W	I	D	E							
72.75	80.88	83.88	91.00							

SD DOT	PROJECT	SECTION	SHEET
	EM 0085(104)56	C	13/22

Plotting Date: 02/18/2026

OVERWIDTH SIGNING LOCATIONS



A

WIDTH RESTRICTION
10 FT MAX
85 AT BELLE FOURCHE
USE ALT ROUTE

(84" x 144")

B

NO VEHICLES
OVER 10 FT WIDE

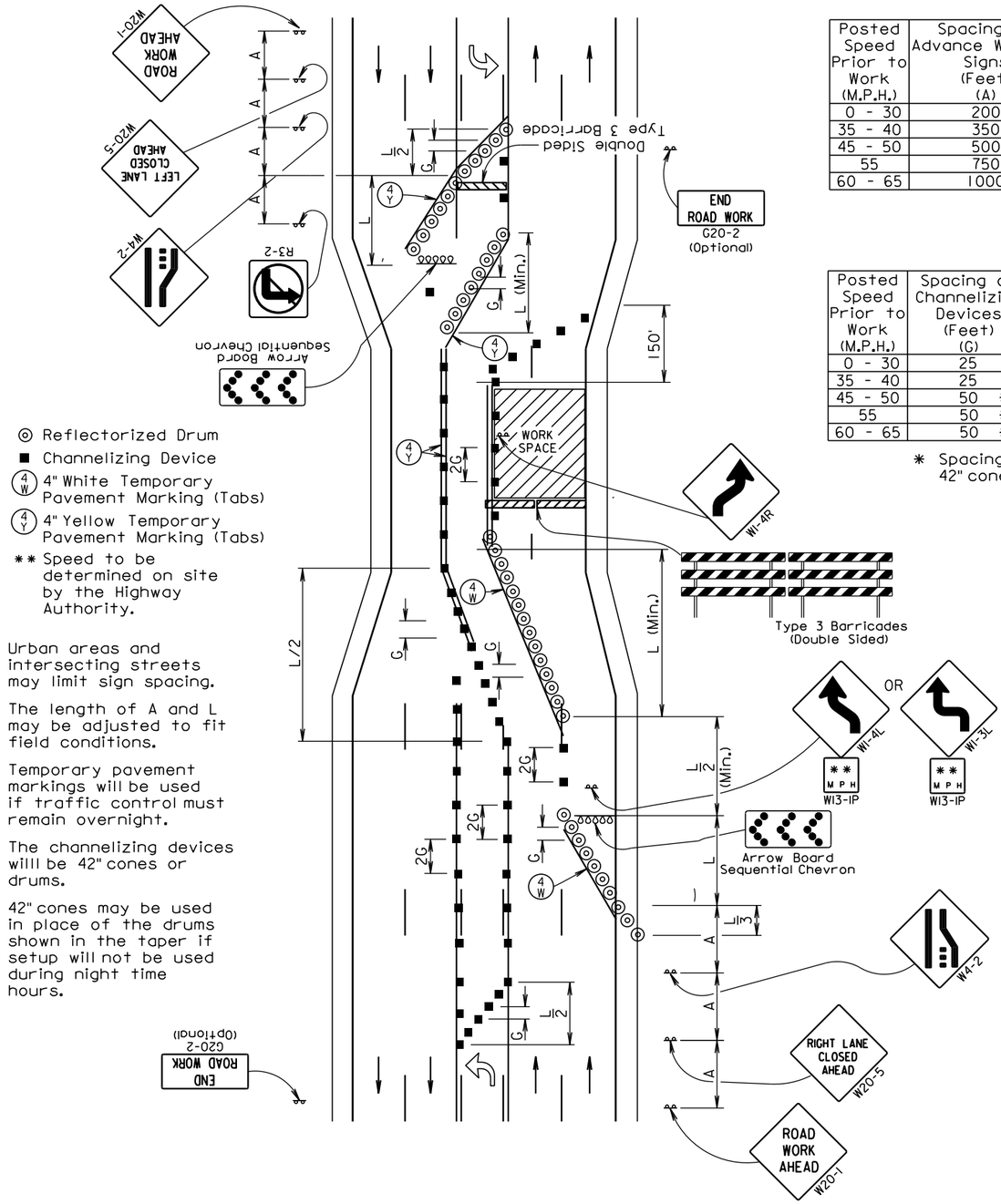
(36" x 102")

C

WIDTH RESTRICTION
10 FT MAX
85 AT BELLE FOURCHE
USE ALT ROUTE

(102" x 180")

TRAFFIC CONTROL DETAIL
5 LANE TO 2 LANE



⊙ Reflectorized Drum
■ Channelizing Device
(4W) 4" White Temporary Pavement Marking (Tabs)
(4Y) 4" Yellow Temporary Pavement Marking (Tabs)
** Speed to be determined on site by the Highway Authority.

Urban areas and intersecting streets may limit sign spacing.

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

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

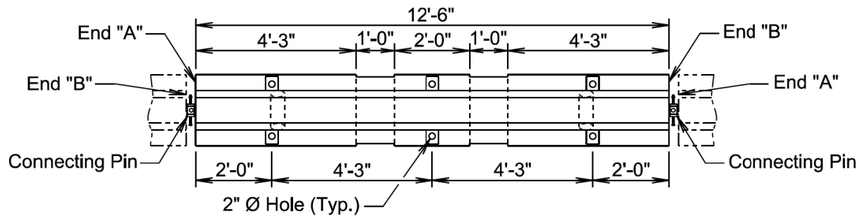
The channelizing devices willl be 42" cones or drums.

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

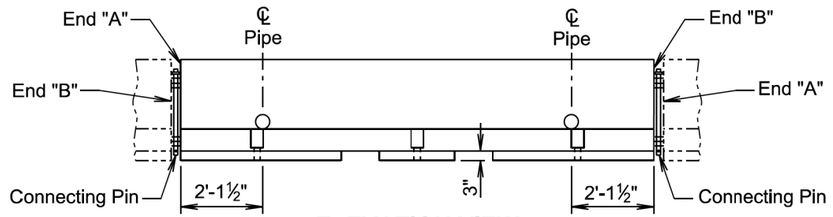
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)
0 - 30	200	180
35 - 40	350	320
45 - 50	500	600
55	750	660
60 - 65	1000	780

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)	Speed (M.P.H.) (**)
0 - 30	25	15
35 - 40	25	25
45 - 50	50 *	30
55	50 *	45
60 - 65	50 *	45

* Spacing is 40' for 42" cones.



PLAN VIEW



ELEVATION VIEW

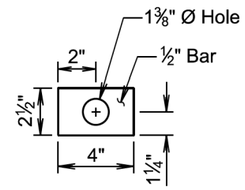
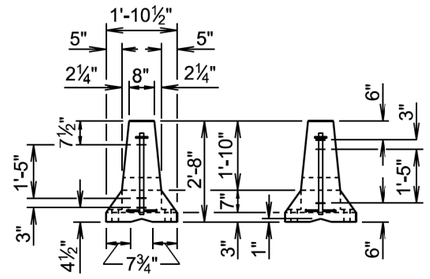
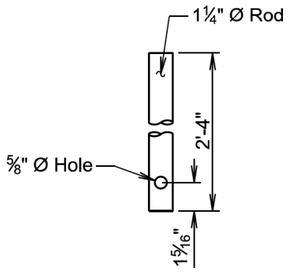


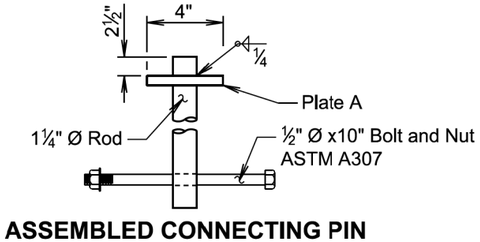
PLATE A



VIEW END A **VIEW END B**



CONNECTING PIN DETAIL



ASSEMBLED CONNECTING PIN

September 14, 2018

Published Date: 2027	SDDOT	*TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE INTERIOR SECTION)*	*PLATE NUMBER* 628.01
			Sheet 1 of 2

GENERAL NOTES:

The detailed drawings are for illustrative purpose and depicts the current version of the F shape concrete barrier. If new movable concrete barriers are requested on a project, they will be constructed according to the F shape movable concrete barrier details on standard plate 628.10.

Each movable concrete barrier section weighs 5030 ± pounds.

Each movable concrete barrier section is detailed to provide end "A" to end "B" connection by insertion of a pin through steel loops.

The Jersey shape or any version of the F shape traffic control movable concrete barriers may be used on a project, however, only the same type or version will be used for each run of barriers.

Movable concrete barrier sections will be placed to provide uniform bearing of the sections with the paved surface as approved by the Engineer.

Movable concrete barrier sections will never be moved or lifted using the end loops.

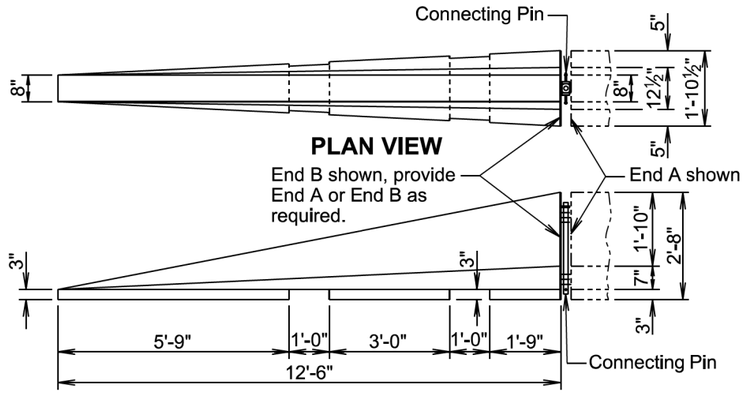
Movable concrete barrier sections that have been damaged will not be used. Barrier sections are considered damaged if the loops are end welded onto existing damaged loops, loops are fractured, or there is exposed rebar from fractured concrete.

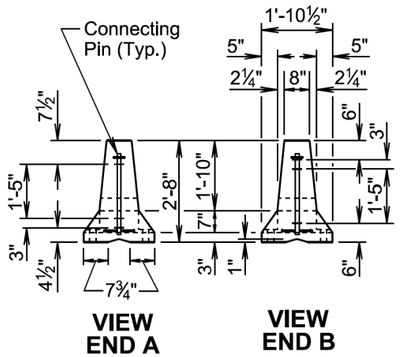
All cost for transporting the barriers from the specified location to the project site, installing, and returning the barriers to the specified location will be incidental to the contract unit price per each for "Traffic Control Movable Concrete Barrier".

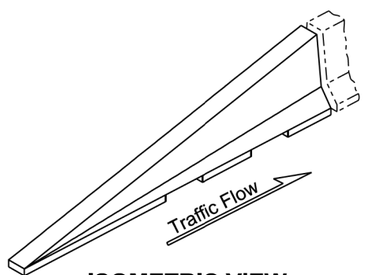
If the concrete barriers need to be moved and reset on the project, requiring the barriers to be transported by truck, all cost for removing, transporting, and resetting the barriers will be incidental to the contract unit price per each for "Remove and Reset Traffic Control Movable Concrete Barrier". All cost for small shifts in alignment of the barriers, not requiring the barriers to be transported by truck, will be incidental to various contract items.

September 14, 2018

Published Date: 2027	SDDOT	*TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE INTERIOR SECTION)*	*PLATE NUMBER* 628.01
			Sheet 2 of 2

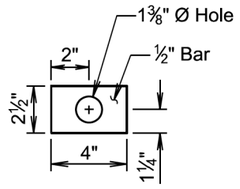


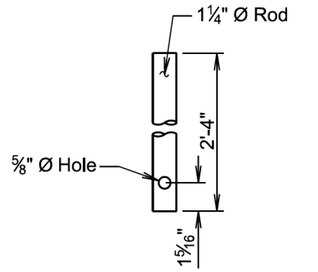


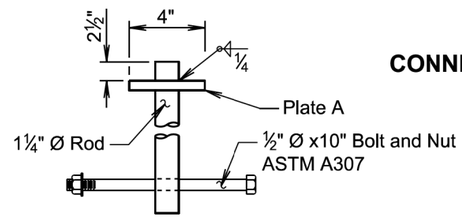


September 14, 2018

Published Date: 2027	SDDOT	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE END SECTION)	PLATE NUMBER 628.02 Sheet 1 of 2







GENERAL NOTES:

The detailed drawings are for illustrative purpose and depicts the current version of the F shape concrete barrier end section. If new concrete barrier end sections are requested on a project, they will be constructed according to the F shape movable concrete barrier end section details on standard plate 628.11.

Each movable concrete barrier end section weighs 2450 ± pounds.

Each movable concrete barrier end section is detailed to provide end "A" to end "B" connection by insertion of a pin through steel loops.

The Jersey shape or any version of the F shape traffic control movable concrete barriers may be used on a project, however, only the same type or version will be used for each run of barriers.

Movable concrete barrier sections will be placed to provide uniform bearing of the sections with the paved surface as approved by the Engineer.

Movable concrete barrier end sections will never be moved or lifted using the end loops.

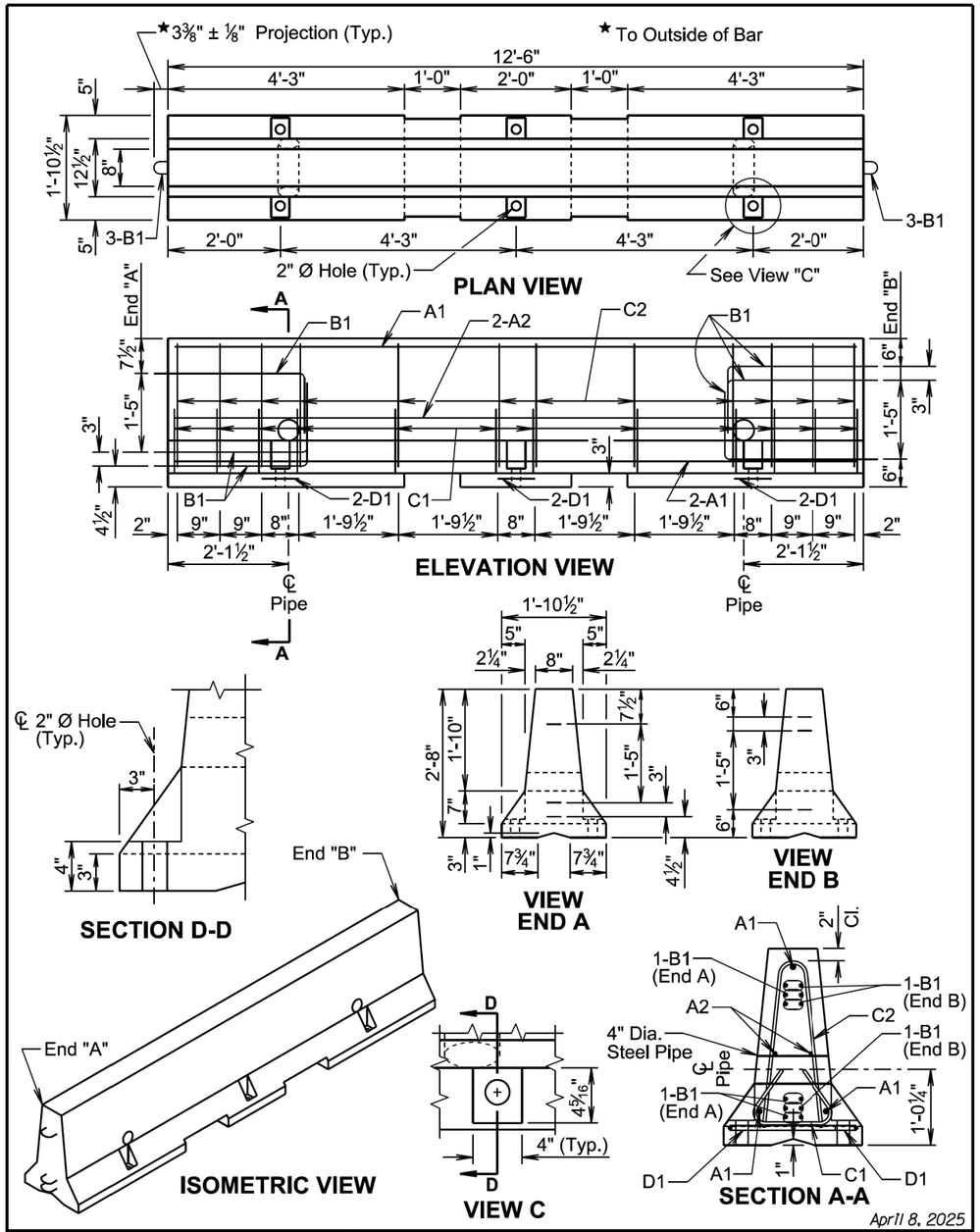
Movable concrete barrier end sections that have been damaged will not be used. Barrier sections are considered damaged if the loops are end welded onto existing damaged loops, loops are fractured, or there is exposed rebar from fractured concrete.

All cost for transporting the barriers from the specified location to the project site, installing, and returning the barriers to the specified location will be incidental to the contract unit price per each for "Traffic Control Movable Concrete Barrier".

If the concrete barriers need to be moved and reset on the project, requiring the barriers to be transported by truck, all cost for removing, transporting, and resetting the barriers will be incidental to the contract unit price per each for "Remove and Reset Traffic Control Movable Concrete Barrier". All cost for small shifts in alignment of the barriers, not requiring the barriers to be transported by truck, will be incidental to various contract items.

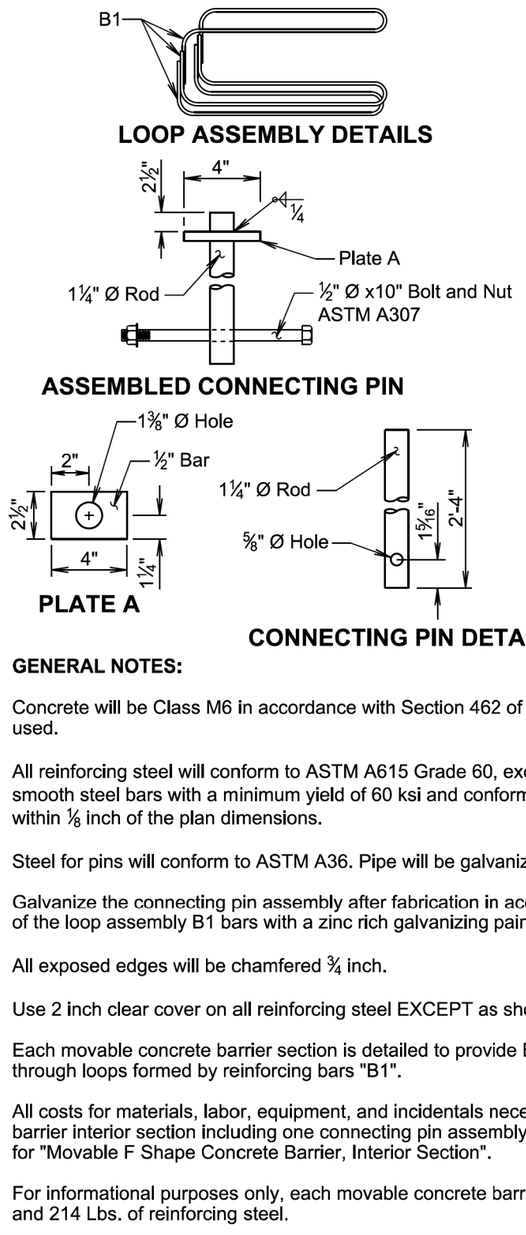
September 14, 2018

Published Date: 2027	SDDOT	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE END SECTION)	PLATE NUMBER 628.02 Sheet 2 of 2



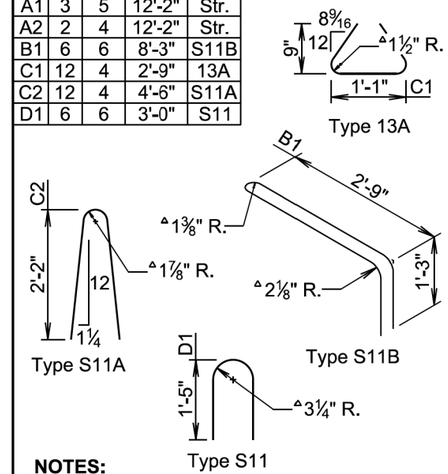
April 8, 2025

Published Date: 2027	SDDOT	MOVABLE F SHAPE CONCRETE BARRIERS (INTERIOR SECTION)	PLATE NUMBER 628.10	Sheet 1 of 2



REINFORCING SCHEDULE
(for one interior section)

Mk.	No.	Size	Length	Type	Bending Details
A1	3	5	12'-2"	Str.	
A2	2	4	12'-2"	Str.	
B1	6	6	8'-3"	S11B	
C1	12	4	2'-9"	13A	
C2	12	4	4'-6"	S11A	
D1	6	6	3'-0"	S11	



NOTES:
All dimensions are out to out of bars.
△ All radii are to inside of bars.

GENERAL NOTES:

Concrete will be Class M6 in accordance with Section 462 of the Specifications. Type I, II, or III cement will be used.

All reinforcing steel will conform to ASTM A615 Grade 60, except B1 bars. The B1 loop bars will be ¾ inch smooth steel bars with a minimum yield of 60 ksi and conform to ASTM A706 or A709. The loops will be installed within ⅛ inch of the plan dimensions.

Steel for pins will conform to ASTM A36. Pipe will be galvanized and conform to ASTM A53.

Galvanize the connecting pin assembly after fabrication in accordance with ASTM A123. Paint exposed portions of the loop assembly B1 bars with a zinc rich galvanizing paint.

All exposed edges will be chamfered ¾ inch.

Use 2 inch clear cover on all reinforcing steel EXCEPT as shown.

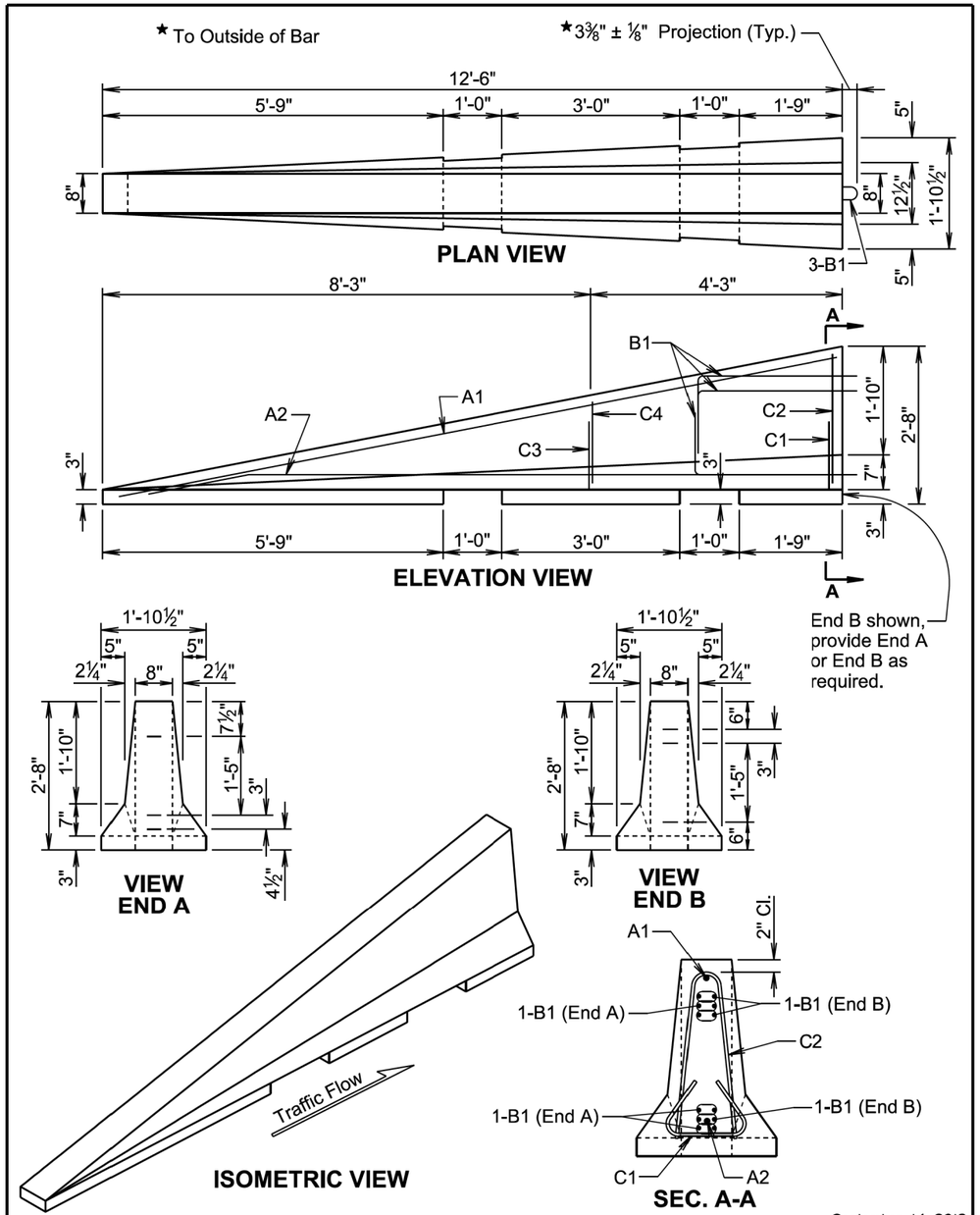
Each movable concrete barrier section is detailed to provide End "A" to End "B" connection by insertion of a pin through loops formed by reinforcing bars "B1".

All costs for materials, labor, equipment, and incidentals necessary for furnishing the complete movable concrete barrier interior section including one connecting pin assembly will be incidental to the contract unit price per each for "Movable F Shape Concrete Barrier, Interior Section".

For informational purposes only, each movable concrete barrier interior section contains 1.3 Cu. Yds. of concrete and 214 Lbs. of reinforcing steel.

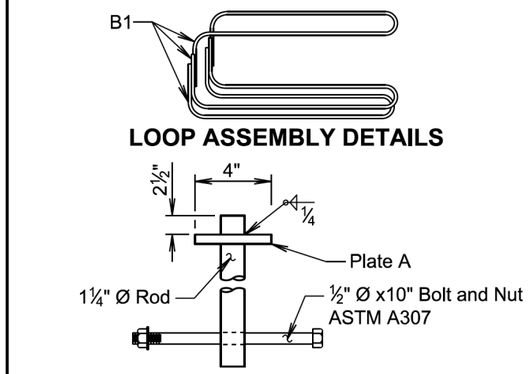
April 8, 2025

Published Date: 2027	SDDOT	MOVABLE F SHAPE CONCRETE BARRIERS (INTERIOR SECTION)	PLATE NUMBER 628.10	Sheet 2 of 2



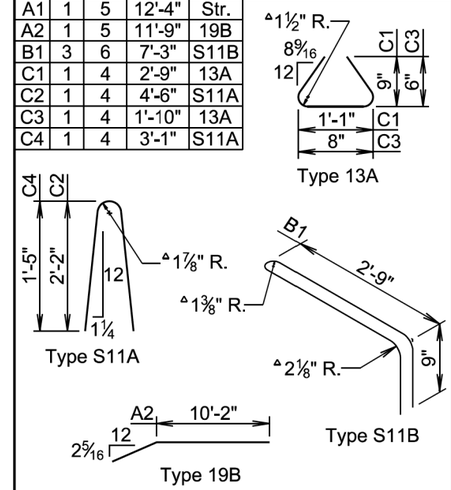
September 14, 2018

Published Date: 2027	SDDOT	MOVABLE F SHAPE CONCRETE BARRIERS (END SECTION)	PLATE NUMBER 628.11
			Sheet 1 of 2



REINFORCING SCHEDULE
(for one end section)

Mk.	No.	Size	Length	Type	Bending Details
A1	1	5	12'-4"	Str.	
A2	1	5	11'-9"	19B	
B1	3	6	7'-3"	S11B	
C1	1	4	2'-9"	13A	
C2	1	4	4'-6"	S11A	
C3	1	4	1'-10"	13A	
C4	1	4	3'-1"	S11A	



NOTES:
All dimensions are out to out of bars.
▵ All radii are to inside of bars.

GENERAL NOTES:

Concrete will be Class M6 in accordance with Section 462 of the Specifications. Type I, II, or III cement will be used.

All reinforcing steel will conform to ASTM A615, Grade 60, except B1 bars. The B1 loop bars will be ¾ inch smooth steel bars with a minimum yield of 60 ksi and conform to ASTM A706 or A709. The loops will be installed within ⅛ inch of the plan dimensions.

Steel for pins will conform to ASTM A36.

Galvanize the connecting pin assembly after fabrication in accordance with ASTM A123. Paint exposed portions of the loop assembly B1 bars with a zinc rich galvanizing paint.

All exposed edges will be chamfered ¾ inch.

Use 2 inch clear cover on all reinforcing steel EXCEPT as shown.

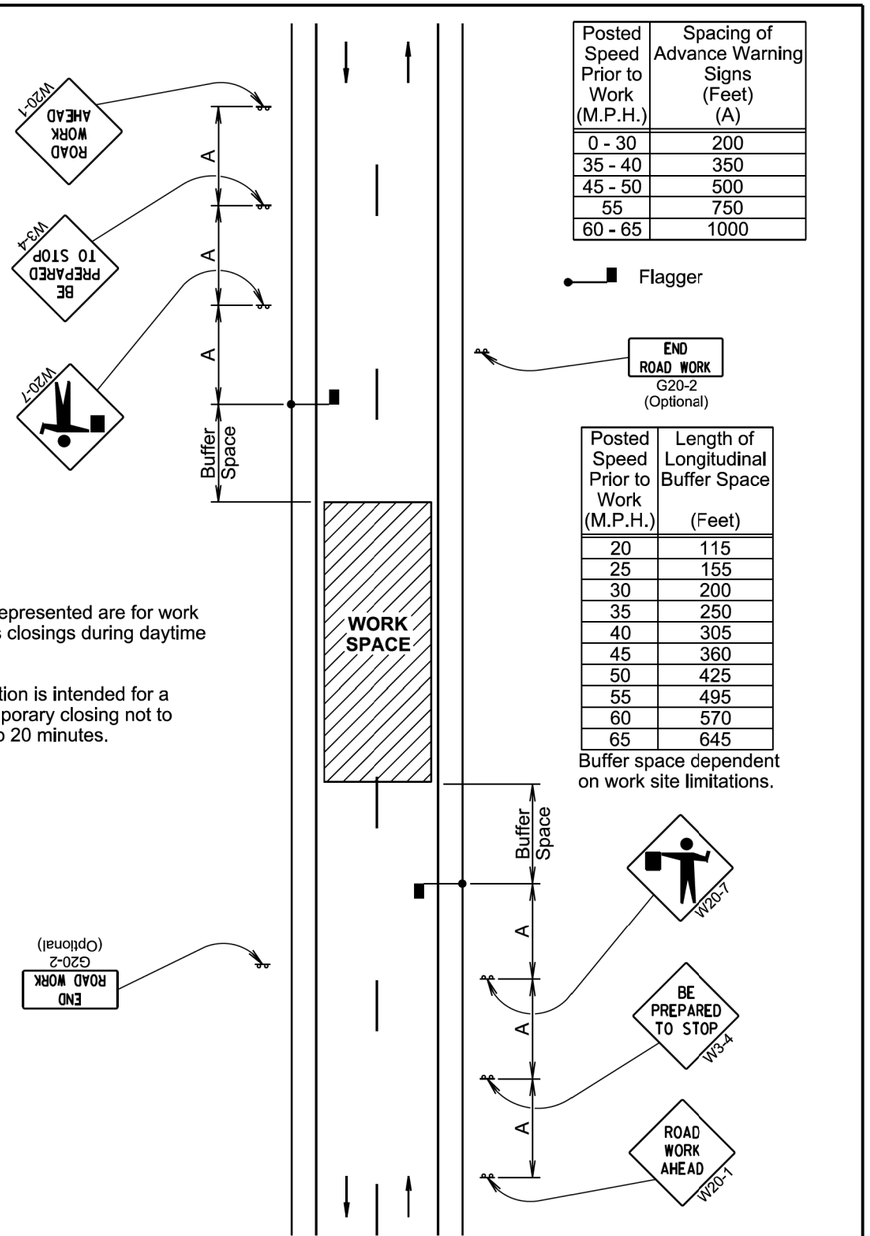
Each movable concrete barrier end section is detailed to provide End "A" to End "B" connection by insertion of a pin through loops formed by reinforcing bars "B1".

All costs for materials, labor, equipment, and incidentals necessary for furnishing the complete movable concrete barrier end section including one connecting pin assembly will be incidental to the contract unit price per each for "Movable F Shape Concrete Barrier, End Section".

For informational purposes only, each movable concrete barrier end section contains 0.6 Cu. Yds. of concrete and 66 Lbs. of reinforcing steel.

September 14, 2018

Published Date: 2027	SDDOT	MOVABLE F SHAPE CONCRETE BARRIERS (END SECTION)	PLATE NUMBER 628.11
			Sheet 2 of 2



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.

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.

January 22, 2021

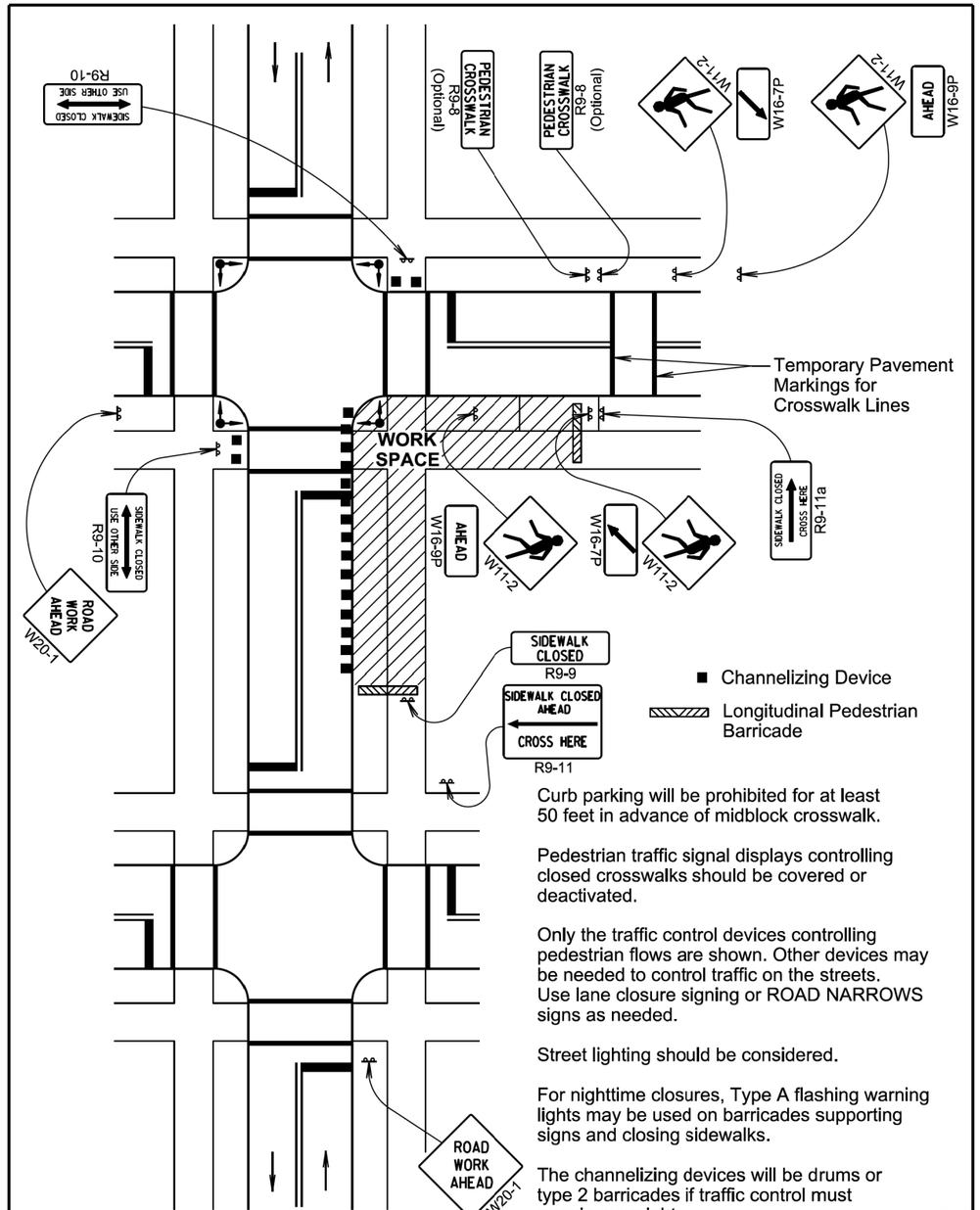
Published Date: 2027

SDDOT

TEMPORARY ROAD WORK

PLATE NUMBER 634.30

Sheet 1 of 1



Curb parking will be prohibited for at least 50 feet in advance of midblock crosswalk.

Pedestrian traffic signal displays controlling closed crosswalks should be covered or deactivated.

Only the traffic control devices controlling pedestrian flows are shown. Other devices may be needed to control traffic on the streets. Use lane closure signing or ROAD NARROWS signs as needed.

Street lighting should be considered.

For nighttime closures, Type A flashing warning lights may be used on barricades supporting signs and closing sidewalks.

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

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Published Date: 2027

SDDOT

SIDEWALK CLOSURES AND PEDESTRIAN DETOURS

PLATE NUMBER 634.33

Sheet 1 of 1

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 *

* Spacing is 40' for 42" cones.

◎ Reflectorized Drum

■ Channelizing Device

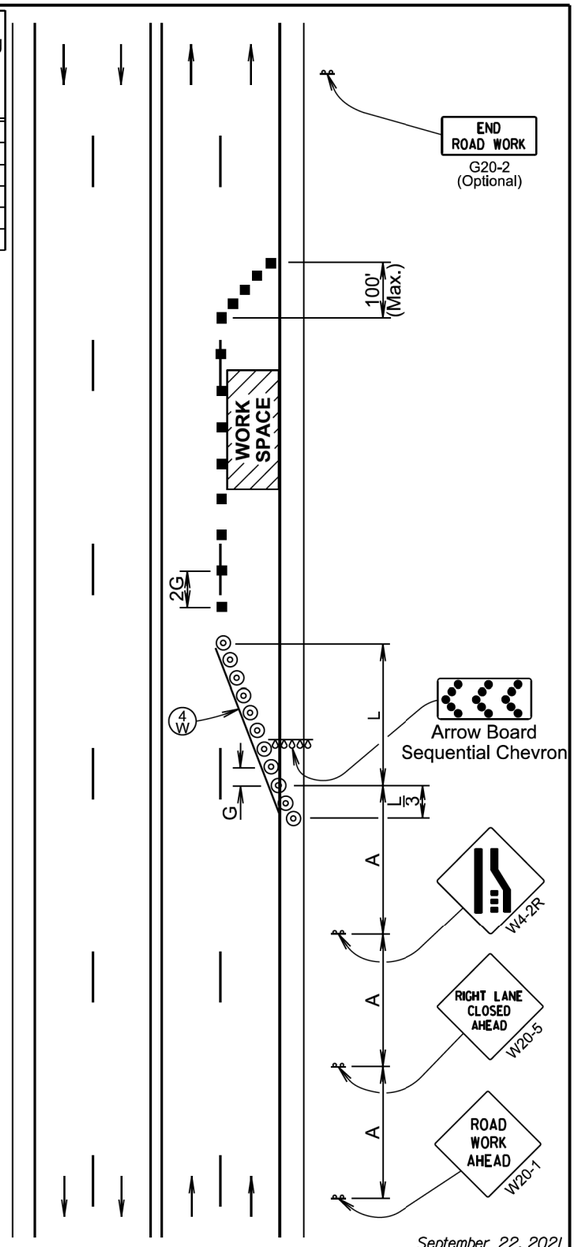
(4W) 4" White Temporary Pavement Marking

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.

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

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



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Published Date: 2027

SDDOT

4-LANE UNDIVIDED, RIGHT LANE CLOSED

PLATE NUMBER 634.47

Sheet 1 of 1

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

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	25
35 - 45	25
50	50 *
55	50 *
60 - 65	50 *

* Spacing is 40' for 42" cones.

◎ Reflectorized Drum

■ Channelizing Device

(4Y) 4" Yellow Temporary Pavement Marking

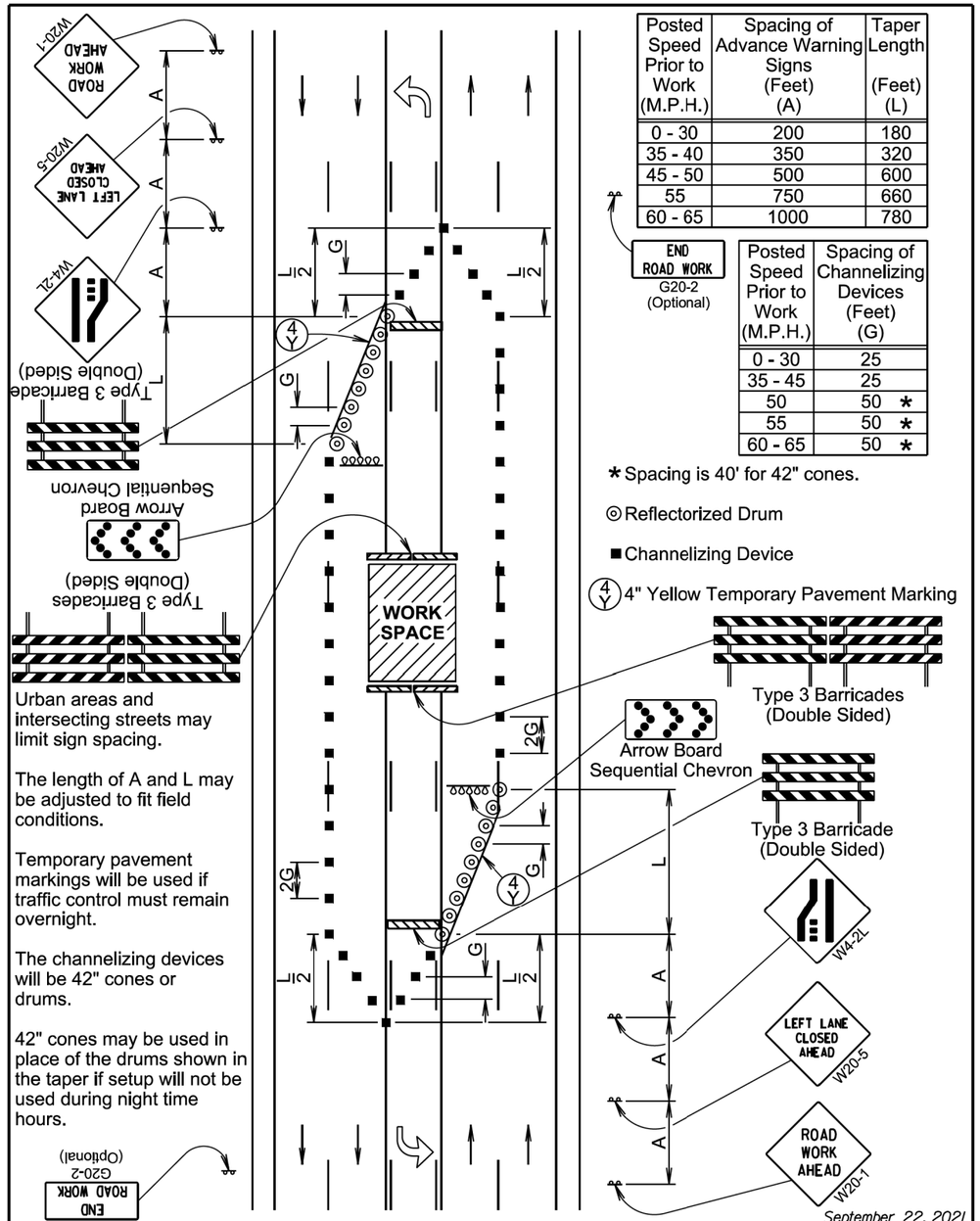
Urban areas and intersecting streets may limit sign spacing.

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

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

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.



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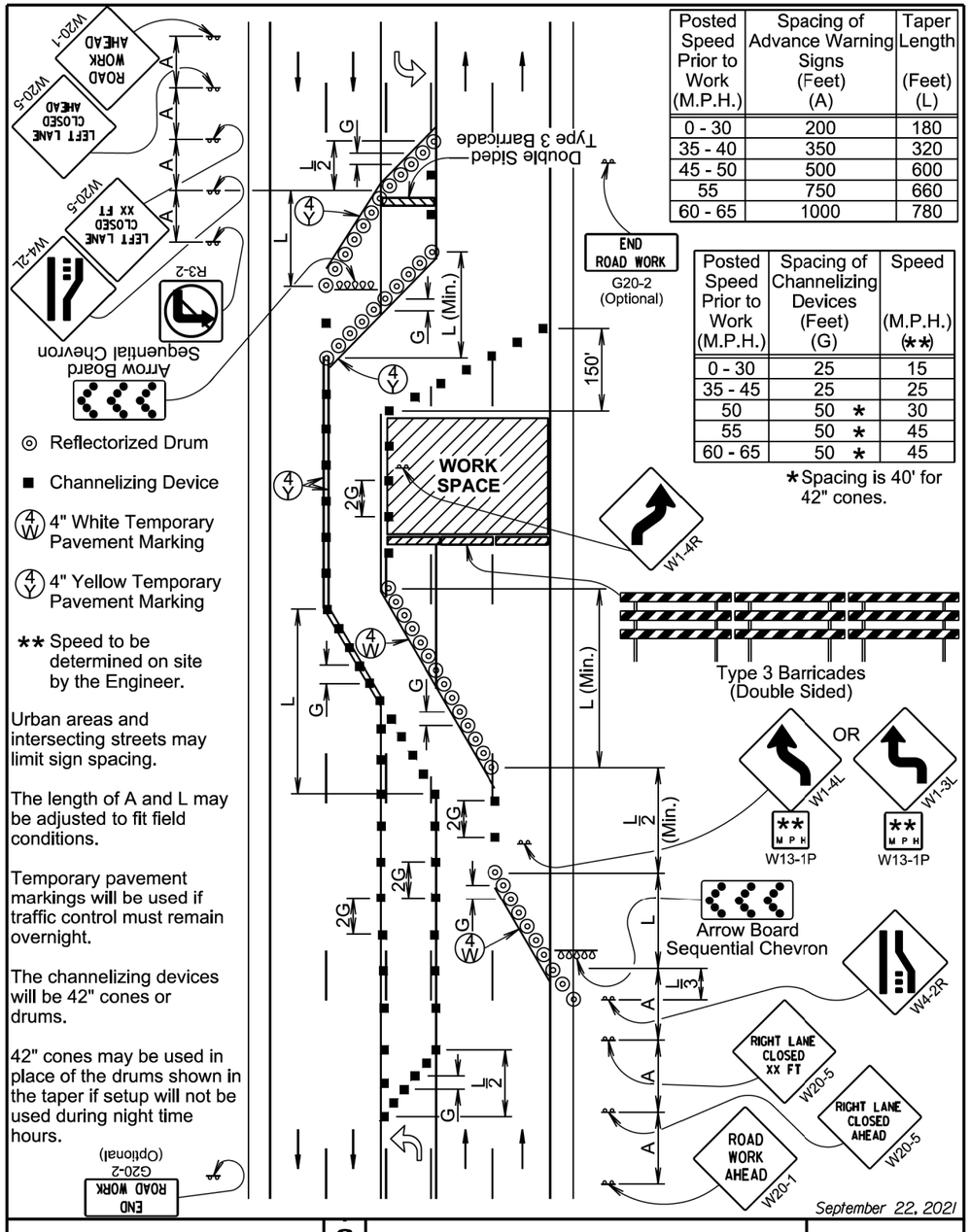
Published Date: 2027

SDDOT

5-LANE, CENTER 3 LANES CLOSED

PLATE NUMBER 634.57

Sheet 1 of 1



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

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)	Speed (M.P.H.) (**)
0 - 30	25	15
35 - 45	25	25
50	50 *	30
55	50 *	45
60 - 65	50 *	45

*Spacing is 40' for 42" cones.

September 22, 2021

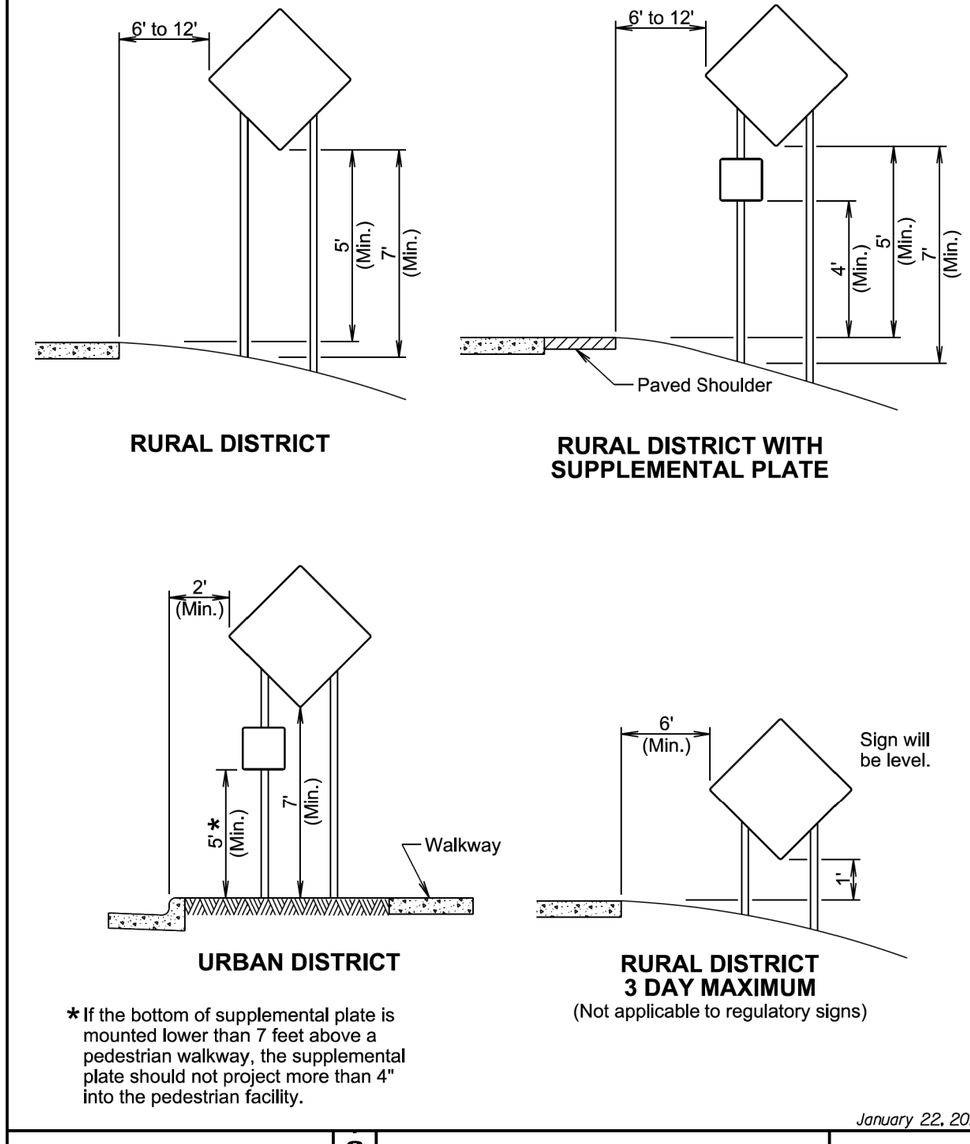
Published Date: 2027

SDDOT

5–LANE, 3 LANES CLOSED ONE SIDE

PLATE NUMBER 634.59

Sheet 1 of 1



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

January 22, 2021

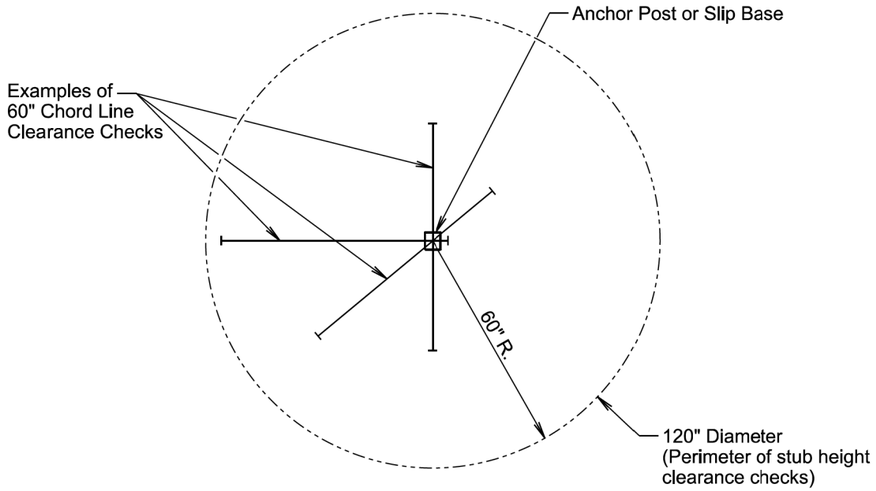
Published Date: 2027

SDDOT

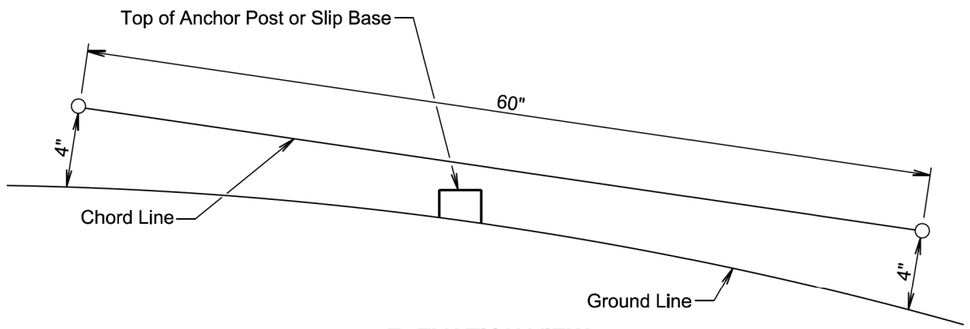
CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)

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: 2027	SDDOT	**BREAKAWAY SUPPORT STUB CLEARANCE**	PLATE NUMBER 634.99 Sheet 1 of 1