

June 5, 2026

Re: **On-Site Visit Opportunities**; Project EM-P 0044(207)290 – PCN 05X0 – SD44 Missouri River Bridge (Platte/Winner)

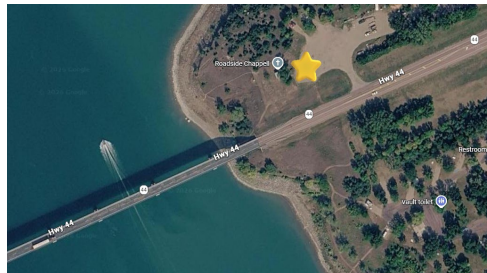
To Whom It May Concern,

The South Dakota Department of Transportation (SDDOT) will offer two on-site visit opportunities for contractors interested in the Platte/Winner Bridge project. These visits are intended to provide prospective bidders with the chance to become familiar with the project site and meet with SDDOT. The preference is for subcontractors to coordinate on-site visits with prime contractors.

The SDDOT will be available to meet with contractors on Tuesday, June 23<sup>rd</sup> and Thursday, June 25<sup>th</sup> from 10:00 a.m. to 4:00 p.m. CST.

#### **Meeting Location**

Attendees should meet in the parking lot on the northeast side of the project site.



#### **Attendance Request**

Contractors must sign up for a time slot by filling out the form attached and emailing it to the SDDOT at [DOTBids@State.SD.US](mailto:DOTBids@State.SD.US). The SDDOT asks that all requests for on-site visits be made by Friday, June 19<sup>th</sup>.

We appreciate your interest in the Platte/Winner Bridge project and look forward to meeting with you on site.

Sincerely,  
SD DOT

**Contractor On-Site Visit Request Form**

**Project:** SD44 Platte/Winner Bridge – PCN 05X0

**Date of Request:** \_\_\_\_\_

**Company Information**

- Company Name: \_\_\_\_\_
- Primary Contact Name: \_\_\_\_\_
- Phone Number: \_\_\_\_\_
- Email Address: \_\_\_\_\_

**Attendees for On-Site Visit**

(Please list all individuals who will attend.)

1. Name: \_\_\_\_\_ Phone: \_\_\_\_\_
2. Name: \_\_\_\_\_ Phone: \_\_\_\_\_
3. Name: \_\_\_\_\_ Phone: \_\_\_\_\_
4. Additional attendees (if any): \_\_\_\_\_

**Type of Work Performed by Your Company**

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**Requested On-Site Visit Time**

Site visits are offered in 30-minute increments between **10:00 AM and 4:00 PM**. If your preferred time slot is not available, the SDDOT will contact you to pick a new time. The contractor will receive an email notification once their requested time slot has been reviewed and approved.

Preferred Time Slot: \_\_\_\_\_

**Request for Additional Time (Optional)**

If your team requires more than the standard 30-minute visit, please describe the reason and the amount of additional time requested. Additional time is not guaranteed but will be considered:

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**Signature**

By submitting this form, the contractor acknowledges that site visit scheduling is subject to availability and confirmation.

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

June 5, 2026

Re: **Virtual Pre-Bid Meeting** Project EM-P 0044(207)290 – PCN 05X0 – SD44 Missouri River Bridge  
(Platte/Winner)

To Whom It May Concern,

A pre-bid meeting for the Platte/Winner Bridge Reconstruction Project is scheduled for Tuesday, July 7th at 1:30 PM CST and will be conducted via Microsoft Teams. All interested contracting parties are invited to participate using the meeting link provided below.

The meeting will include a presentation outlining the project's overall scope of work, key design elements, traffic control considerations, and contract time. Contractors will also have the opportunity to ask questions of Department staff, consultants, and project stakeholders.

Although attendance is not mandatory, all interested contracting parties are strongly encouraged to join.

Participants must join the meeting using the link provided. To minimize audio feedback, please ensure your computer microphone is muted. Because the meeting will be held virtually, we ask that you enter your company name followed by the names of all attendees from your organization into the Microsoft Teams chat upon joining. A recording of the pre-bid meeting will be made available on the SDDOT Contractor SharePoint site following the meeting.

## **Join Platte/Winner Bridge Pre-Bid Meeting**

Date: July 7, 2026

Time: 1:30 – 3:30 PM (CST)

Meeting ID: 228 438 244 171 169

Additional instructions regarding the meeting format will be provided at the beginning of the meeting.

We look forward to seeing you there!

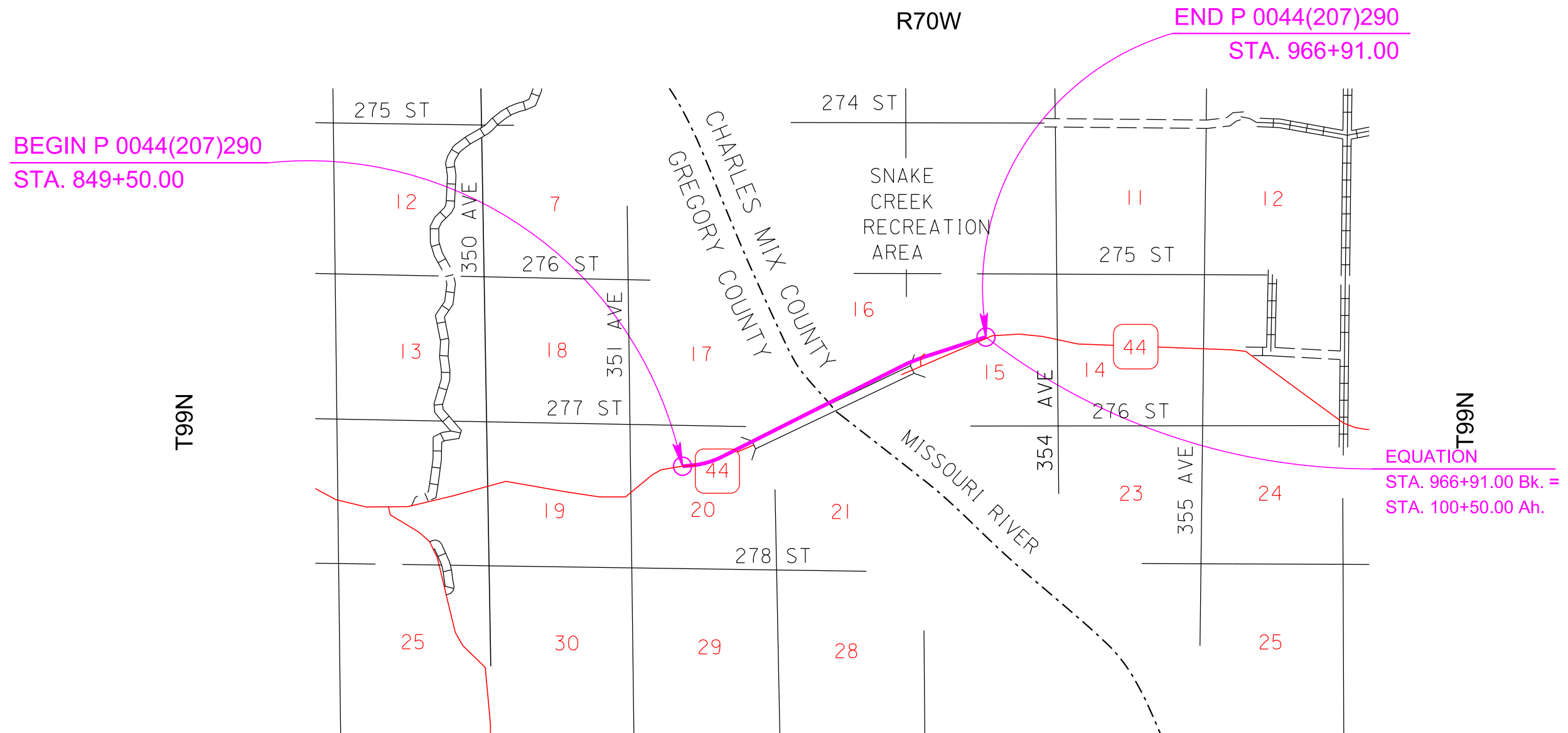
Sincerely,  
SD DOT

# SECTION C: TRAFFIC CONTROL PLANS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0044(207)290	C1	C9

Plotting Date: 12/05/2023

- C1 General Layout with Index
- C2-C3 Traffic Control Notes & Tables
- C4 Fixed Construction Signing
- C5 Fixed Restriction Signing
- C6 Restriction Sign Detail
- C7-C9 Plan and Profile Sheets



Plot Scale - 1:200

Plotted From -

File - ...Title C 05X0.dgn

## SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	300.0	Hour
634E0020	Pilot Car	125.0	Hour
634E0110	Traffic Control Signs	618.4	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	6	Each
634E1002	Detour and Restriction Signing	384.0	SqFt
634E1215	Contractor Furnished Portable Changeable Message Sign	2	Each

## 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.

1. Install Fixed Location Signs
2. Install Temporary Traffic Control
3. Install Temporary Erosion & Sediment Control
4. Construct New Structure
5. Complete Mainline and Slide Area Grading
6. Complete Asphalt Surface Treatment
7. Tie New Alignment Into Existing Highway
8. Redirect Traffic Onto New Alignment and Bridge
9. Demolish Old Bridge
10. Remove All Temporary Items
11. Install Permanent Erosion & Sediment Control

The Contractor will be allowed to work on bridge construction and grading simultaneously with the approval of the Engineer.

## GENERAL TRAFFIC CONTROL

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

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

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.

## GENERAL TRAFFIC CONTROL (CONTINUED)

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

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.

## EXISTING STRUCTURE

During construction of the bridge, traffic will be maintained on the existing structure and highway to minimize the impact on traffic. Utilizing the existing structure to construct the new bridge will not be allowed.

## CAMPGROUND AND BOAT RAMP ACCESS

The Contractor will be required to receive written permission from the SD GFP to utilize the westside boat ramp, Snake Creek Campground, and Snake Creek Boat Ramp (Dock 44) for any construction related activities. The contact for SD GFP is Justin Thede at 605-337-2587.

Access to the Snake Creek Campground, Snake Creek Boat Ramp (Dock 44), and the boat ramp on the west side of the river will be maintained at all times. No grading work will be allowed from May 15<sup>th</sup> through September 15<sup>th</sup> on the new proposed Park Drive North, Park Drive South, and the Boat Access roads. During the period of May 15<sup>th</sup> to September 15<sup>th</sup>, traffic will be maintained on a hard asphalt surface. A gravel surface will only be allowed from September 15<sup>th</sup> to May 15<sup>th</sup>.

## RIVER TRAFFIC

Navigation will always be allowed safe access through the construction site.

The Contractor will adhere to all US Army Corps of Engineers and all US Coast Guard regulations regarding the safe passage of river traffic in and around the construction site. The Contractor will provide a means to keep river traffic a safe distance from the work area 24 hours per day, which will include the use of lighted buoys, signs, markers, lighting or other items as required by the US Army Corps of Engineers and US Coast Guard regulations. The Contractor's methods for river traffic maintenance will be approved by the Engineer prior to beginning work.

The phone number for the US Army Corps of Engineers Reservoir Control Center in Omaha, NE is 402-697-2552. The contact for the US Coast Guard is Rob McCaskey at 314-269-2381. The Contractor will submit the plan and work procedures to the SD Department of Transportation a minimum of 30 days prior to beginning work. The information will then be forwarded to the proper agencies for approval. The river traffic plan will be provided to the above regulatory agencies for review and comment.

The sign tabulation includes four 48" x 48" BRIDGE WORK AHEAD traffic control warning signs, two signs for northbound river traffic and two signs for southbound river traffic, for the Contractor's use in accommodating river traffic. The signs will be located a minimum of 500' in advance of the work. The Contractor will determine the locations and type of supports to be used for these signs.

All costs associated with river traffic maintenance will be incidental to the contract lump sum price for Traffic Control, Miscellaneous.

**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 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 detour signs. The overwidth restriction will only be in effect during grading operations that affect the existing roadway. During other grading and bridge construction operations the overwidth restriction signs will be covered.

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

**FLAGGING**

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

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



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

**CONTRACTOR FURNISHED PORTABLE CHANGEABLE MESSAGE SIGN**

One week prior to starting work affecting the traveling public, portable changeable message signs (PCMS) will be installed at locations determined by the Engineer to notify drivers of the upcoming construction. The Contractor will program the portable changeable message signs with the following message:

**ROAD WORK STARTS (Date)**

The message boards will be capable of allowing remote access to re-program the messages. The Engineer will have access to remotely access the message boards. The Contractor will verify the messages boards can be remotely accessed after the boards are placed on the project.

When work begins that will affect traffic patterns, the Contractor or Engineer will re-program the PCMS with the messages as determined by the Engineer.

**INCIDENTS**

An incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic such as a crash, hazardous materials spill, or other event.

The Contractor will set up a meeting prior to start of work to plan and coordinate responses to an incident. The Contractor will invite the Department of Transportation, the South Dakota Highway Patrol, the Charles Mix and Gregory County Sheriff and local emergency response entities to the meeting.

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

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

The Contractor may be required to modify messages on portable changeable message signs or relocate portable changeable message signs, and 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.

No additional payment will be made for the modification of portable changeable message sign messages or the relocation of portable changeable message signs. Cost for 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 to keep law enforcement, emergency services, and the traveling public notified of changes in project access. The Contractor will provide the Engineer with pertinent information 7 days prior to any phase change or any other major change that affects traffic flow.

**ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS**

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W1-4R	REVERSE CURVE (R)	2	48" x 48"	16.0	32.0
W1-4L	REVERSE CURVE (L)	2	48" x 48"	16.0	32.0
W1-6	LARGE ARROW (one direction)	6	48" x 24"	8.0	48.0
W8-1	BUMP	4	48" x 48"	16.0	64.0
W8-6	TRUCK CROSSING	4	48" x 48"	16.0	64.0
W8-7	LOOSE GRAVEL	4	48" x 48"	16.0	64.0
W13-1P	ADVISORY SPEED (plaque)	4	30" x 30"	6.3	25.2
W20-1	ROAD WORK AHEAD	6	48" x 48"	16.0	96.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	4	48" x 48"	16.0	64.0
SPECIAL	WAIT FOLLOW PILOT CAR	4	30" x 18"	3.8	15.2
G20-1	ROAD WORK NEXT 2 MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
SPECIAL	BRIDGE WORK AHEAD	4	48" x 48"	16.0	64.0
<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT</b>					<b>618.4</b>

**ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNING**

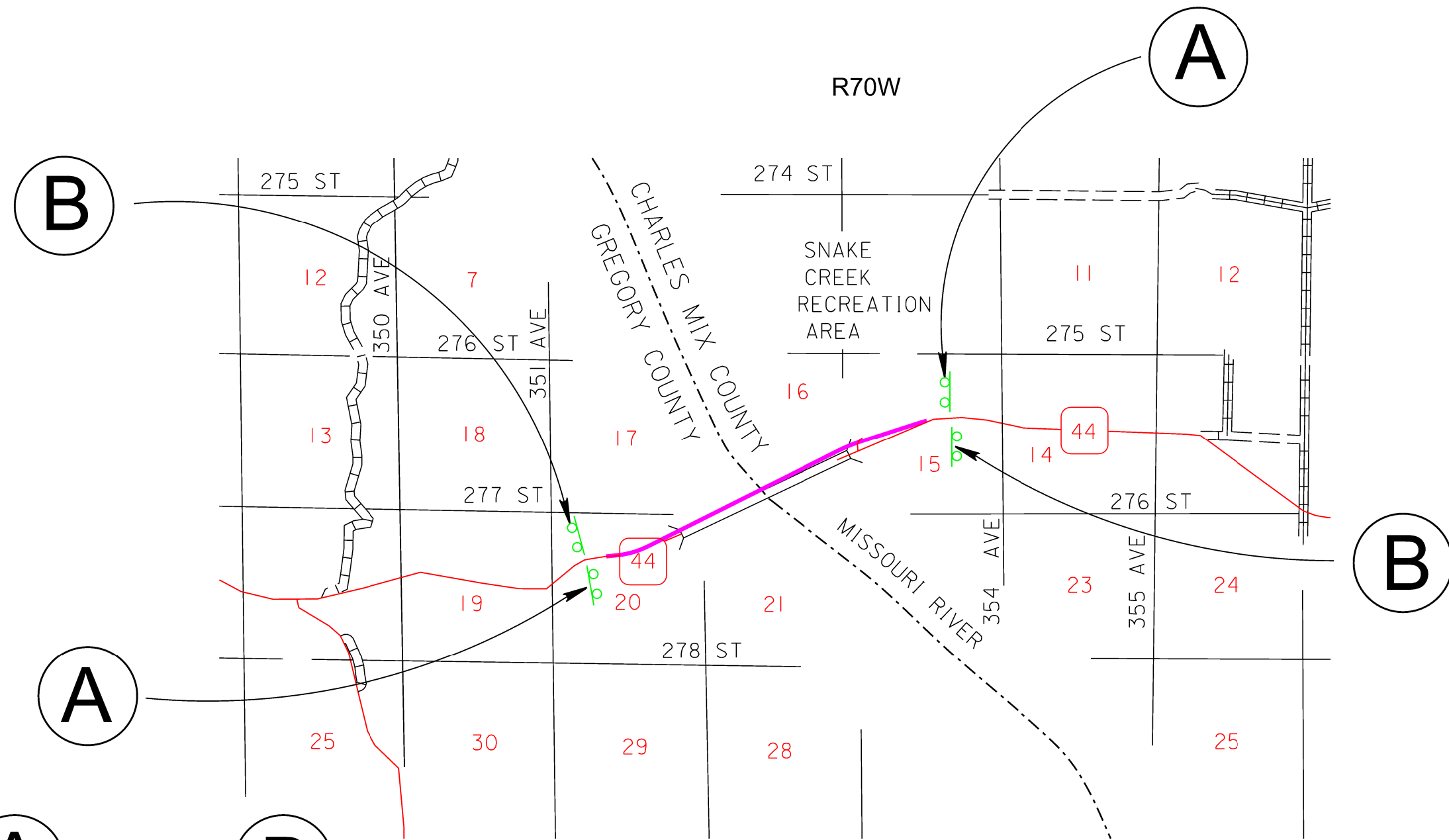
SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
SPECIAL	NO VEHICLES OVER 12 FT WIDE	2	72" x 24"	12.0	24.0
SPECIAL	WIDTH RESTRICTION 12 FT WIDE 16 MILES AHEAD	1	120" x 48"	40.0	40.0
SPECIAL	WIDTH RESTRICTION 12 FT WIDE 14 MILES AHEAD	1	120" x 48"	40.0	40.0
SPECIAL	WIDTH RESTRICTION 12 FT WIDE 44 EAST USE ALT ROUTE	1	120" x 48"	40.0	40.0
SPECIAL	WIDTH RESTRICTION 12 FT WIDE 44 WEST USE ALT ROUTE	1	120" x 48"	40.0	40.0
SPECIAL	WIDTH RESTRICTION 12 FT WIDE 44 At 50 USE ALT ROUTE	3	120" x 48"	40.0	120.0
SPECIAL	WIDTH RESTRICTION 12 FT WIDE 44 At 1804 USE ALT ROUTE	2	120" x 48"	40.0	80.0
<b>CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT</b>					<b>384.0</b>

# FIXED LOCATION SIGNS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	P 0044(207)290	C4	C9

Plotting Date: 12/05/2023

Plot Scale - 1:200



**ROAD WORK  
NEXT 2 MILES**

**END  
ROAD WORK**

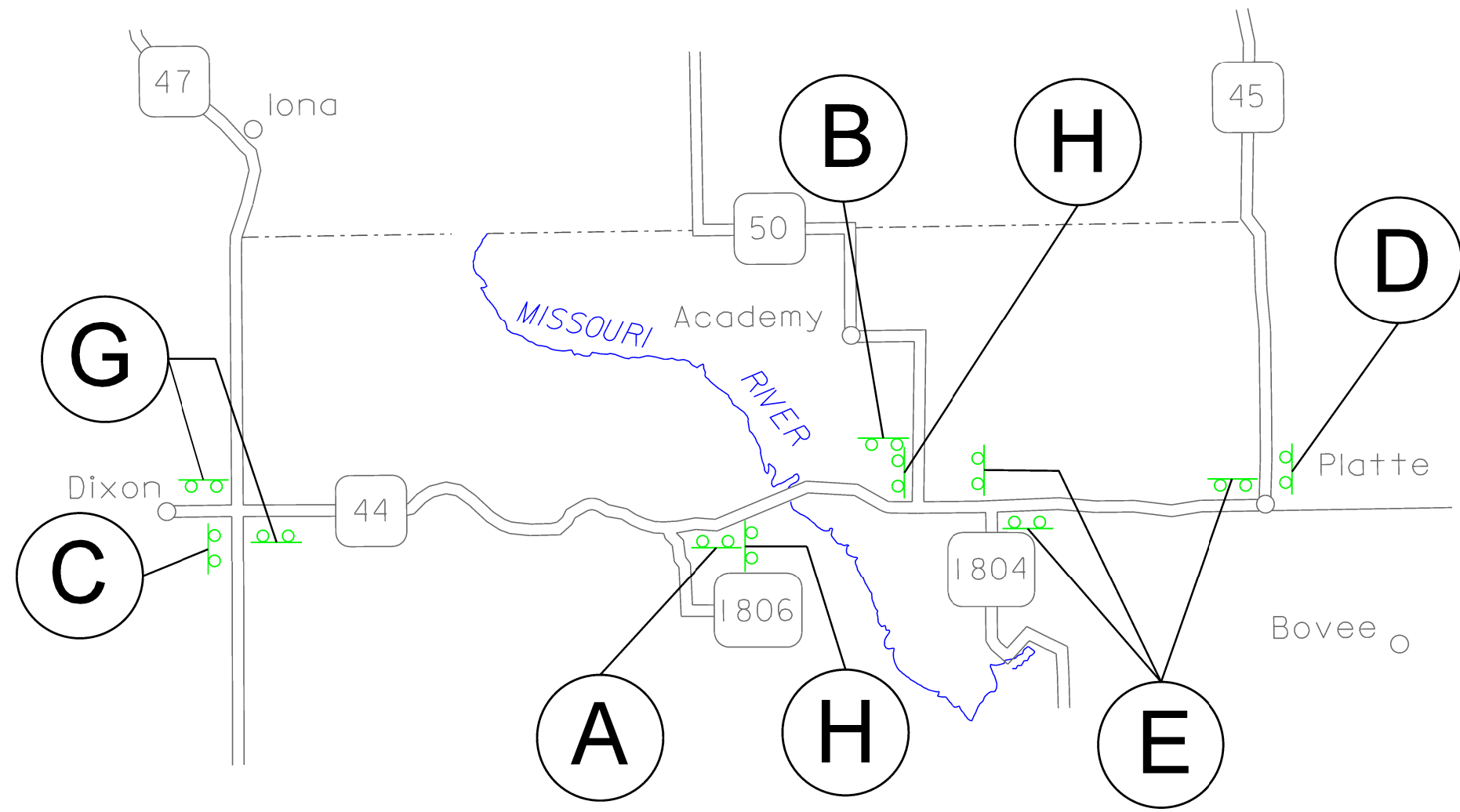
Plotted From -

File - ...Fixed Base Signs.dgn

# FIXED LOCATION RESTRICTION SIGNING

PLOT SCALE - 1:96000.2

PLOT NAME - 3



**A**

<b>WIDTH RESTRICTION</b>
<b>12 FT MAX</b>
<b>44 EAST</b>
<b>USE ALT ROUTE</b>

**B**

<b>WIDTH RESTRICTION</b>
<b>12 FT MAX</b>
<b>44 WEST</b>
<b>USE ALT ROUTE</b>

**C**

<b>WIDTH RESTRICTION</b>
<b>12 FT MAX</b>
<b>16 MILES AHEAD</b>
<b>USE ALT ROUTE</b>

**D**

<b>WIDTH RESTRICTION</b>
<b>12 FT MAX</b>
<b>14 MILES AHEAD</b>
<b>USE ALT ROUTE</b>

**E**

<b>WIDTH RESTRICTION</b>
<b>12 FT MAX</b>
<b>44 AT 50 NORTH</b>
<b>USE ALT ROUTE</b>

**G**

<b>WIDTH RESTRICTION</b>
<b>12 FT MAX</b>
<b>44 AT 1806</b>
<b>USE ALT ROUTE</b>

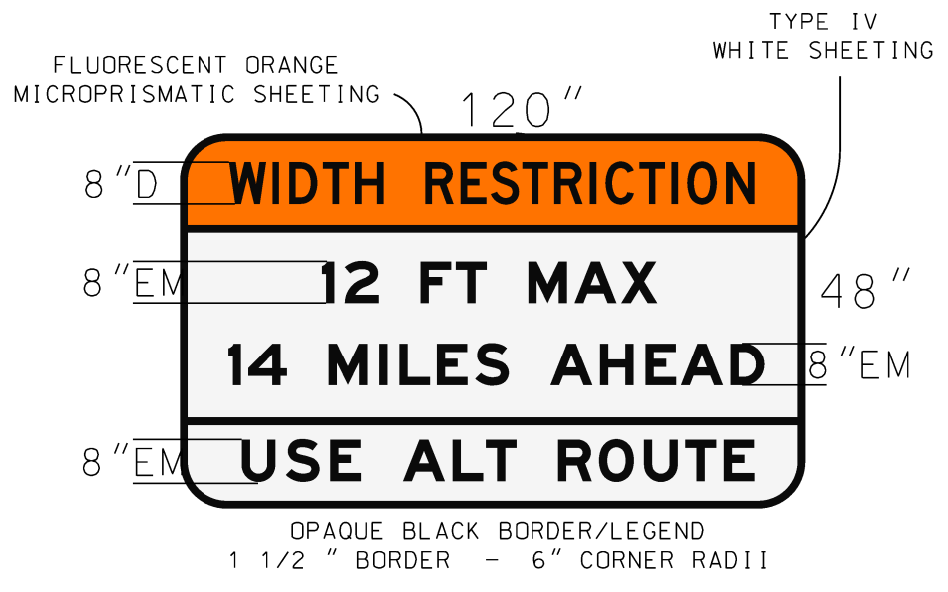
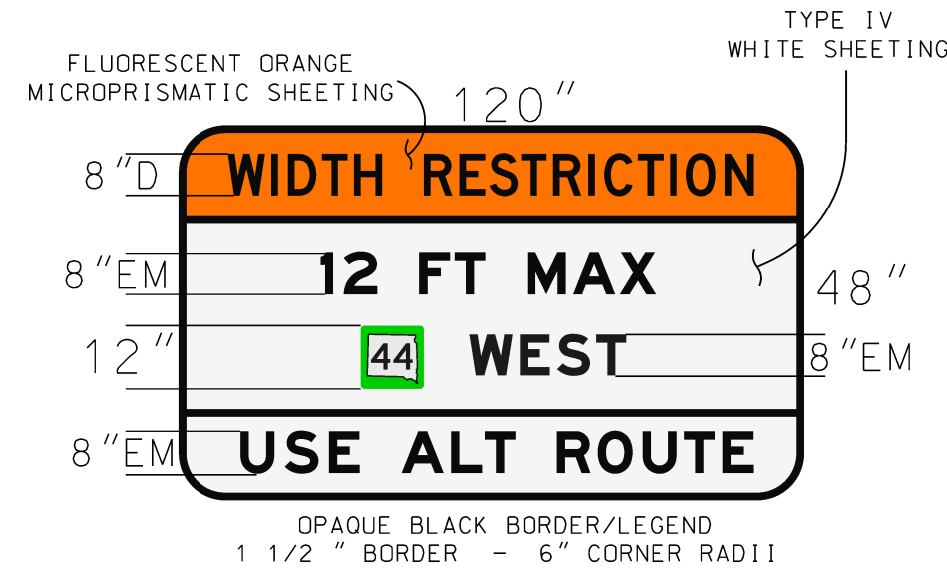
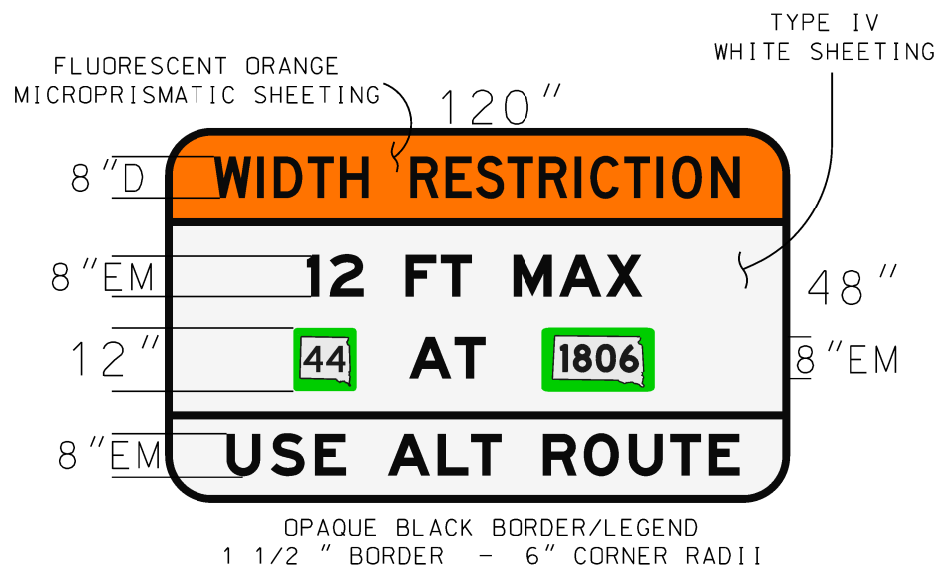
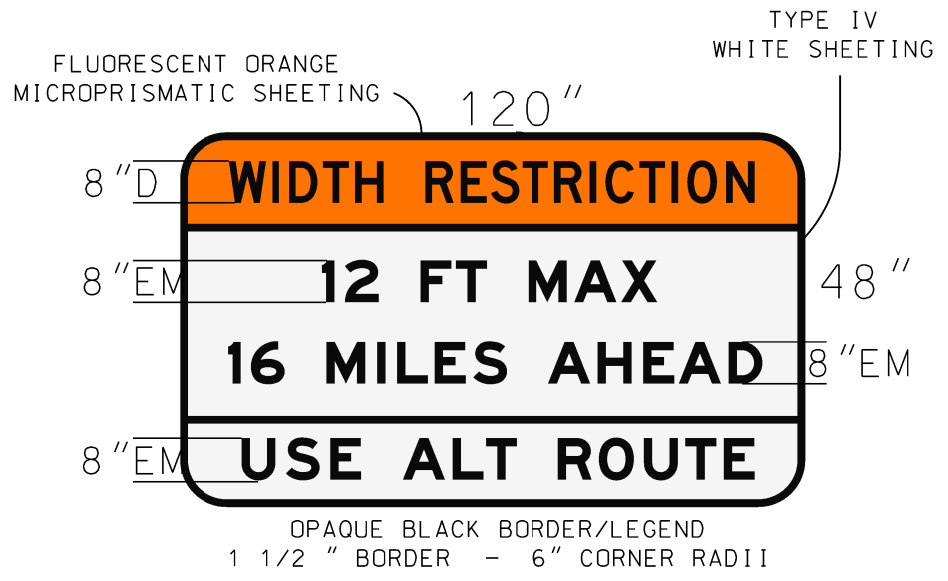
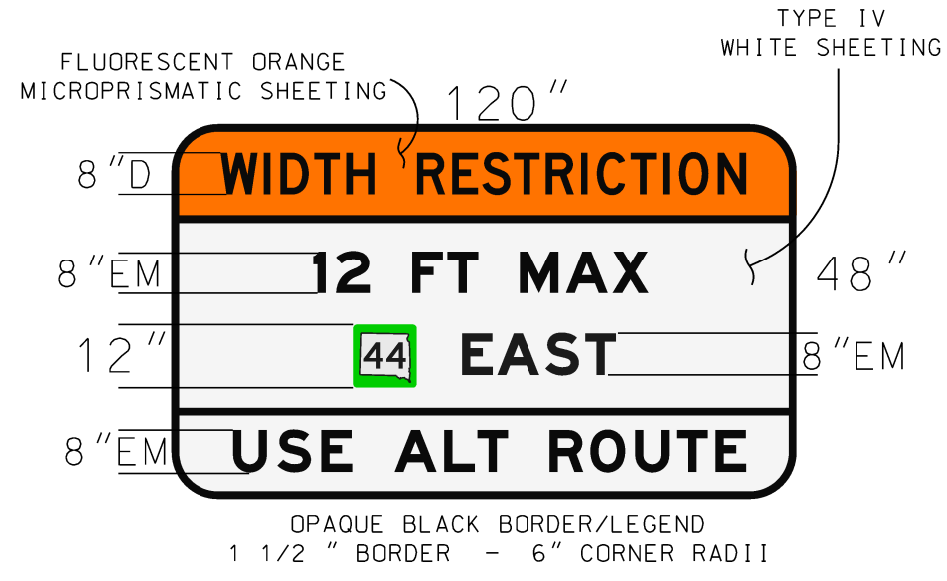
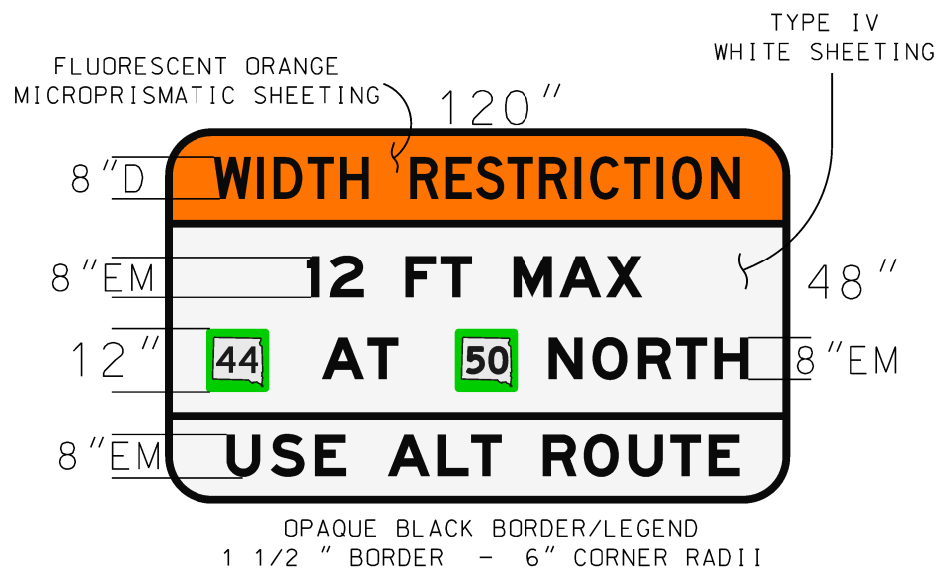
**H**

<b>NO VEHICLES OVER 12FT WIDE</b>
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PLOTTED FROM - IRML13349

FILE - ... \FIXEDRESTRICTIONSIGNING.DGN

# SIGN DETAILS



PLOT SCALE - 1:105000

PLOTTED FROM - TRM113349

PLOT NAME - 2

FILE - ... \FIXEDRESTRICTIONSIGNING.DGN

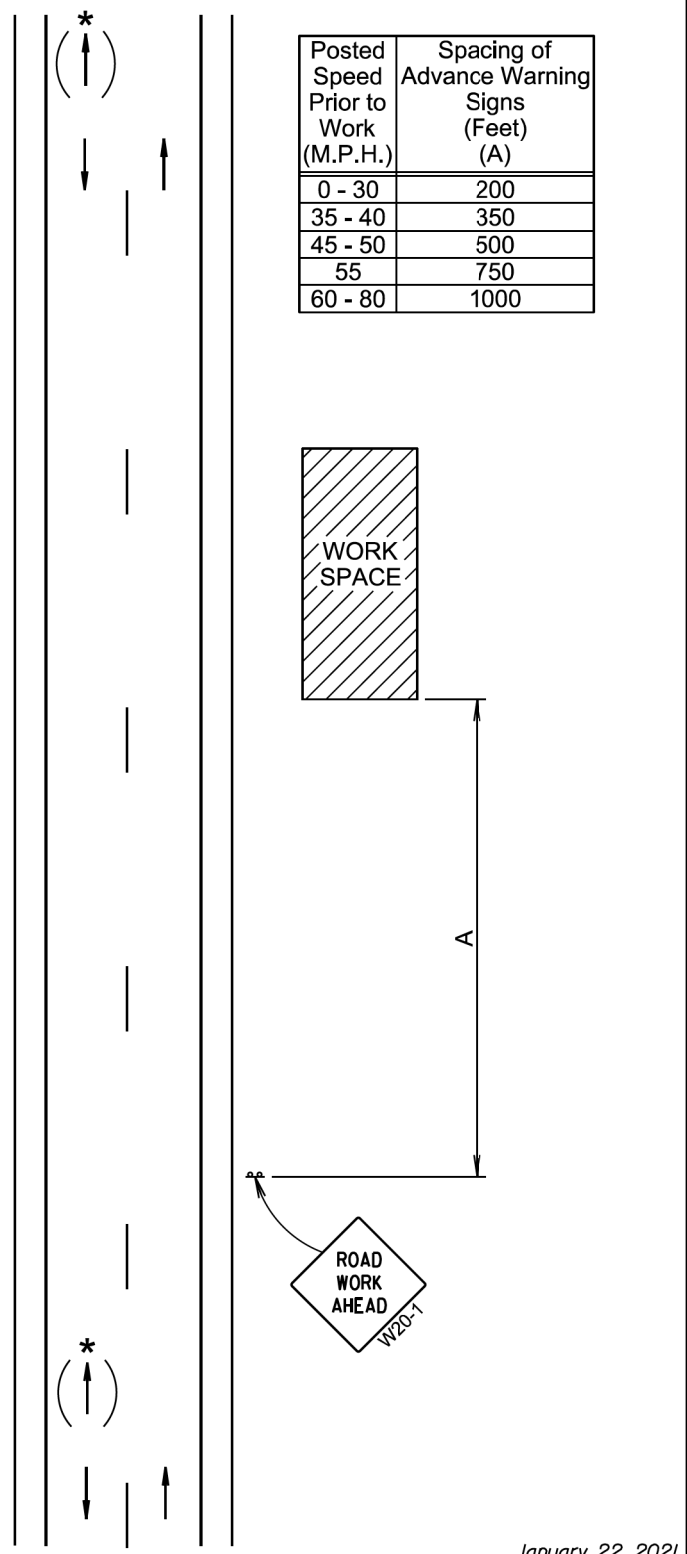
The signs illustrated are not required if the work space is behind a barrier, more than 2 feet behind the curb, or 15 feet or more from the edge of any roadway.

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

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

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

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



January 22, 2021

<b>Published Date: 2026</b>	<b>S D D O T</b>	<b>WORK BEYOND THE SHOULDER</b>	PLATE NUMBER 634.01
			Sheet 1 of 1

\* Messages on signs will vary depending on the operation being conducted.

Vehicle-mounted signs will be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs will be covered or turned from view when work is not in progress.

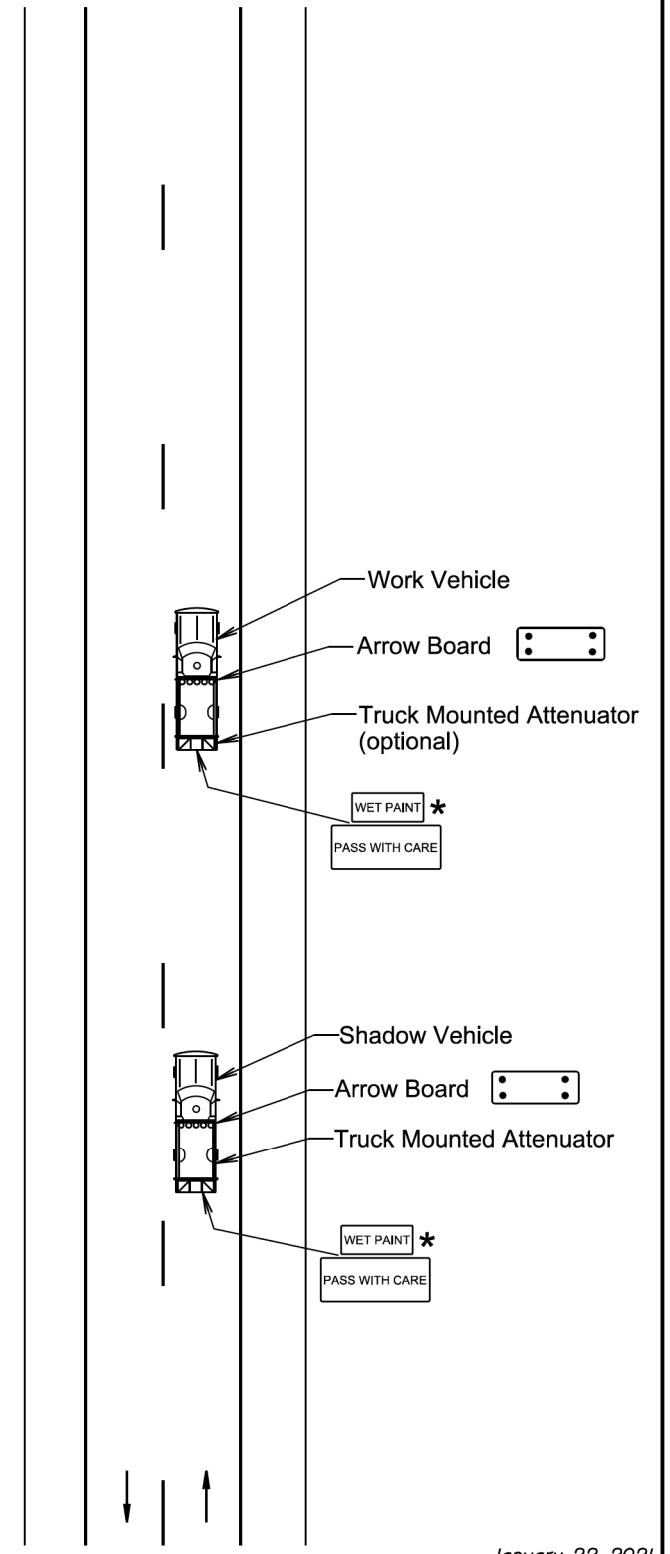
Shadow and Work vehicles will display high-intensity rotating, flashing, oscillating, or strobe lights, flags, signs, or arrow boards.

Vehicle hazard warning signals will not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

When an arrow board is used, it will be used in the caution mode. Marching Diamonds are acceptable.

Arrow boards will, as a minimum, be Type B, with a size of 60" x 30".

All costs associated with the traffic control for mobile operation including signs, arrow boards and equipment will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".



January 22, 2021

<b>Published Date: 2026</b>	<b>S D D O T</b>	<b>MOBILE OPERATIONS ON 2-LANE ROAD</b>	PLATE NUMBER 634.06
			Sheet 1 of 1

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

- Flagger
- Channelizing Device

For low-volume traffic situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger may be used.

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

For tack and/or flush seal operations, when flaggers are not being used, the FRESH OIL sign (W21-2) will be displayed in advance of the liquid asphalt areas.

Flashing warning lights and/or flags may be used to call attention to the advance warning signs.

The channelizing devices will be drums or 42" cones.

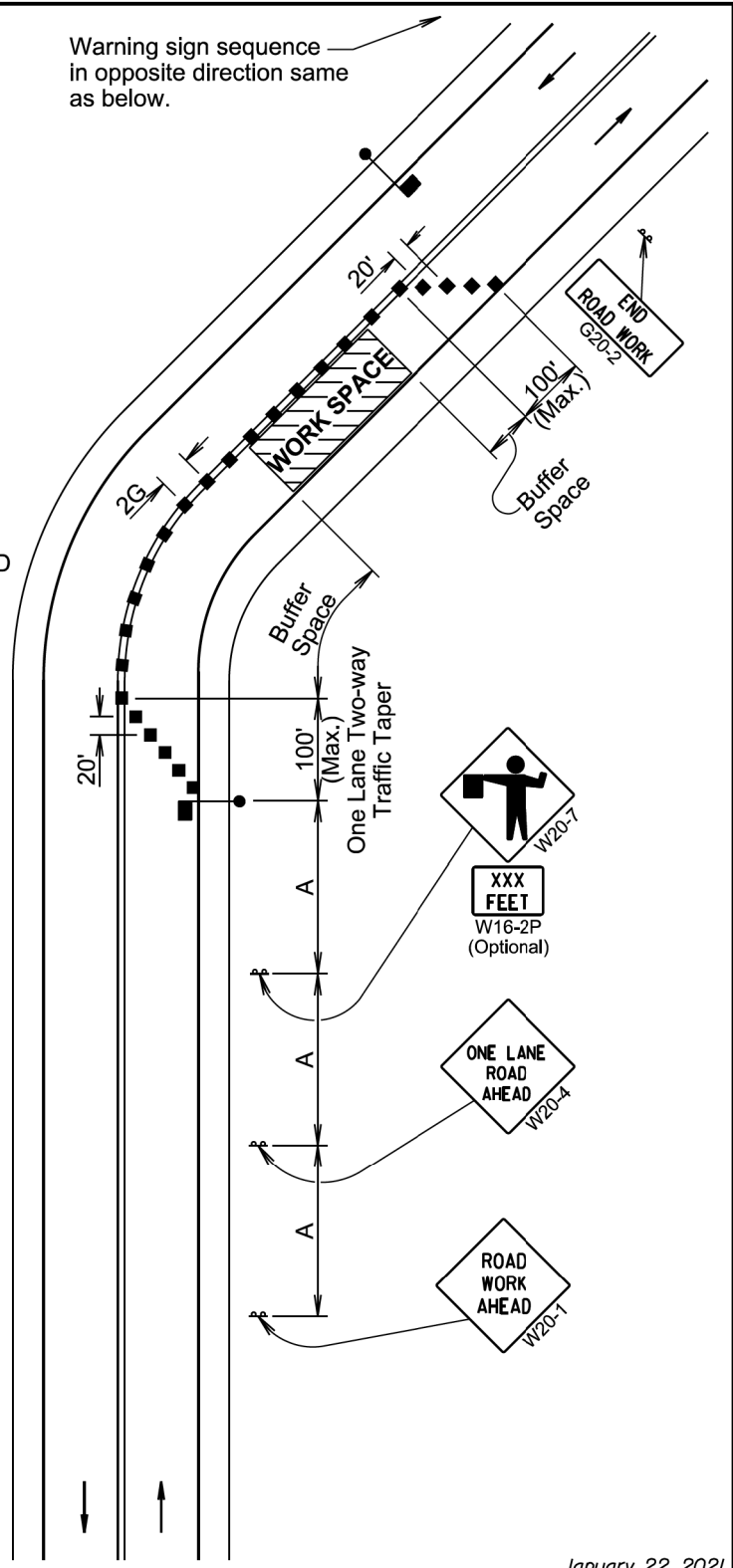
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.

Channelizing devices and flaggers will be used at intersecting roads to control intersecting road traffic as required.

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

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

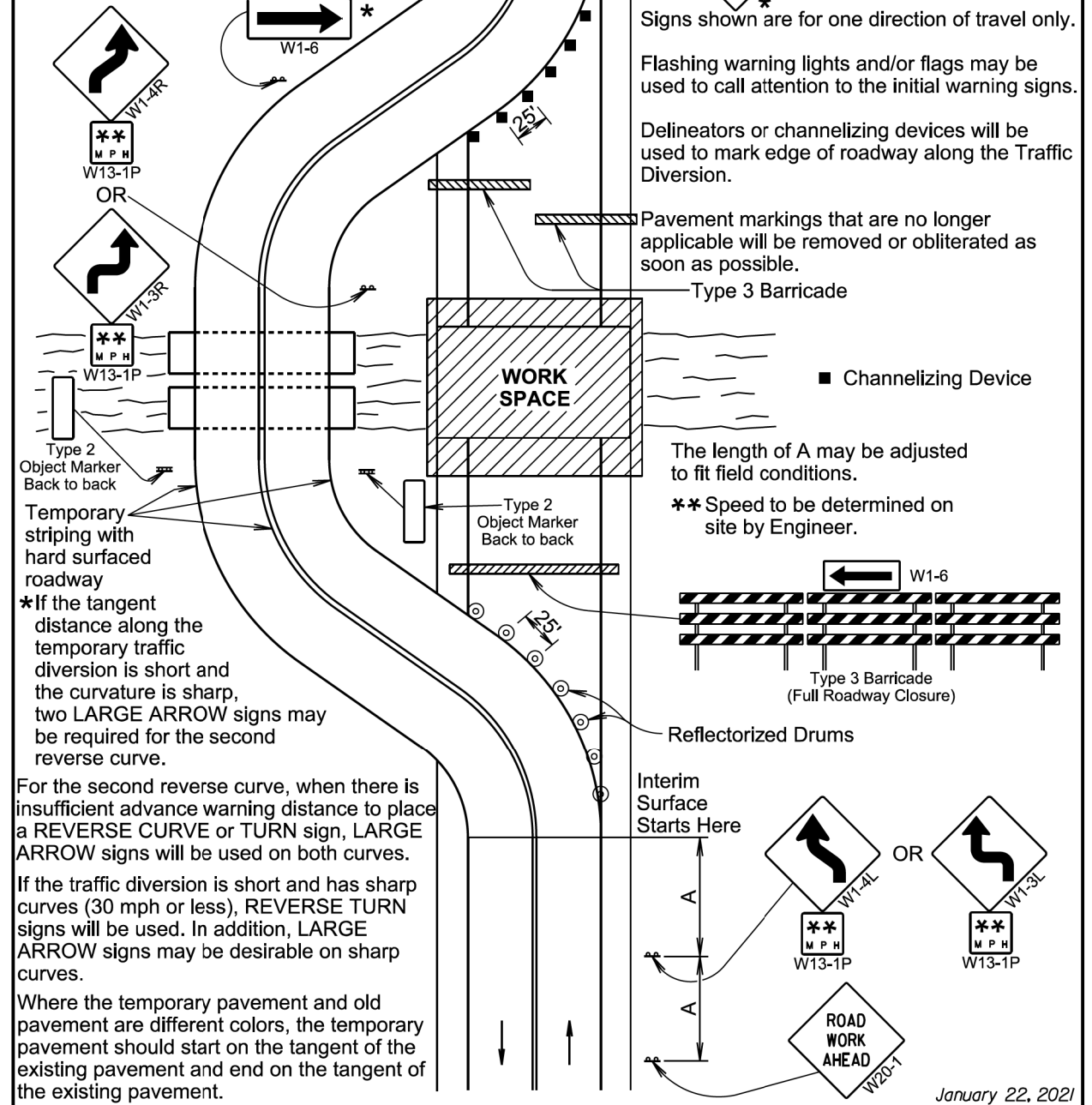
Warning sign sequence in opposite direction same as below.



January 22, 2021

<b>S D D O T</b>	<b>LANE CLOSURE WITH FLAGGER PROVIDED</b>	PLATE NUMBER <b>634.23</b>
	Published Date: 2026	Sheet 1 of 1

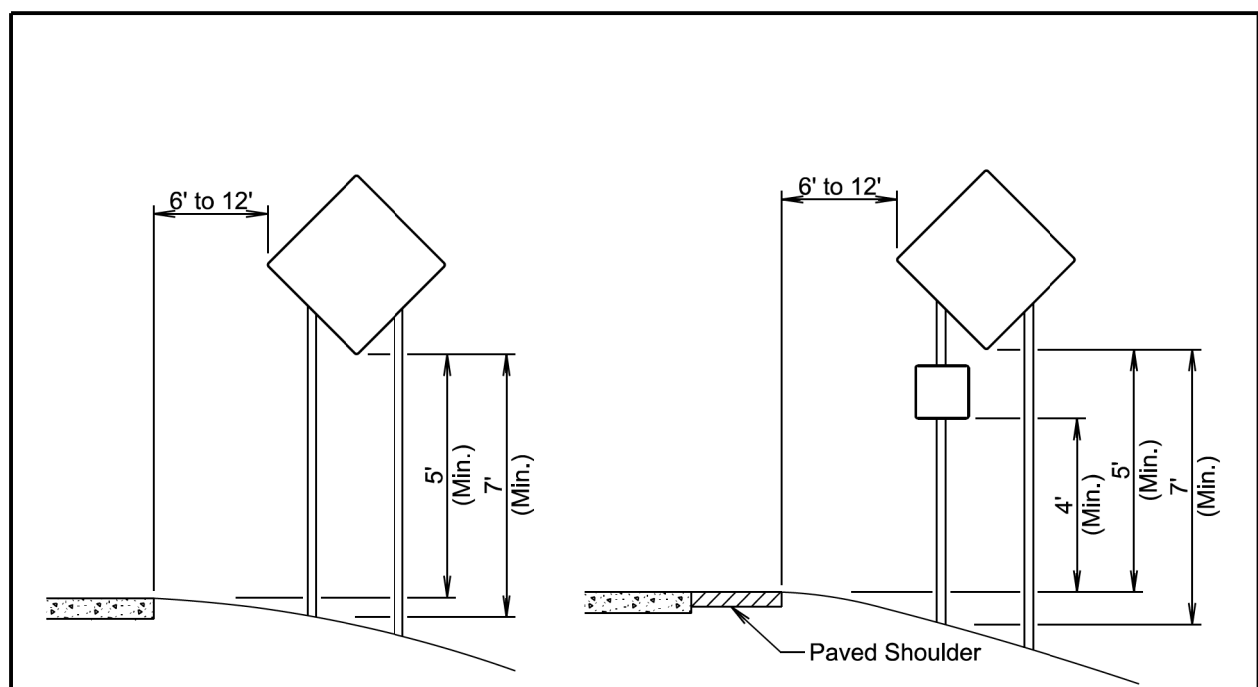
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 65	1000



January 22, 2021

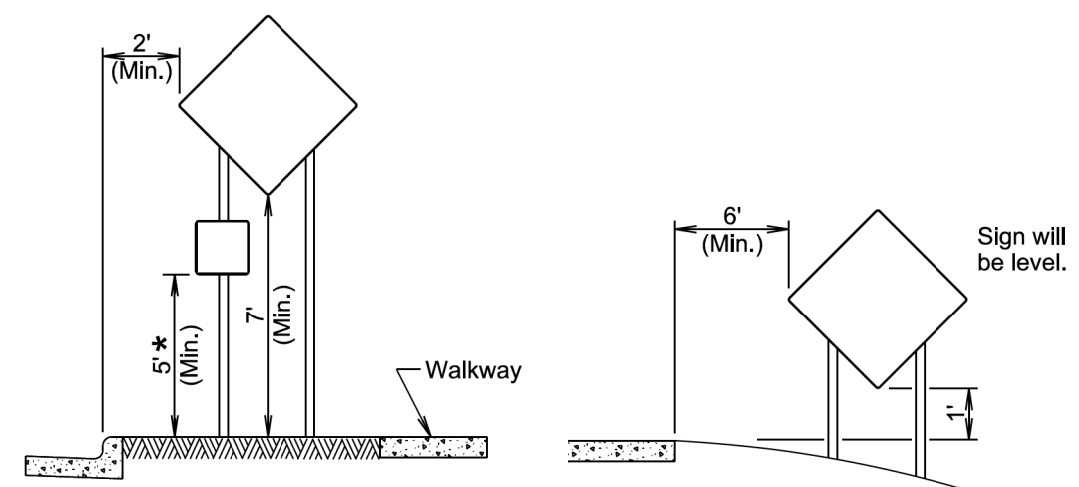
<b>S D D O T</b>	<b>ROAD CLOSED WITH TRAFFIC DIVERTED</b>	PLATE NUMBER <b>634.28</b>
	Published Date: 2026	Sheet 1 of 1

Plot Scale - 1:200



**RURAL DISTRICT**

**RURAL DISTRICT WITH SUPPLEMENTAL PLATE**



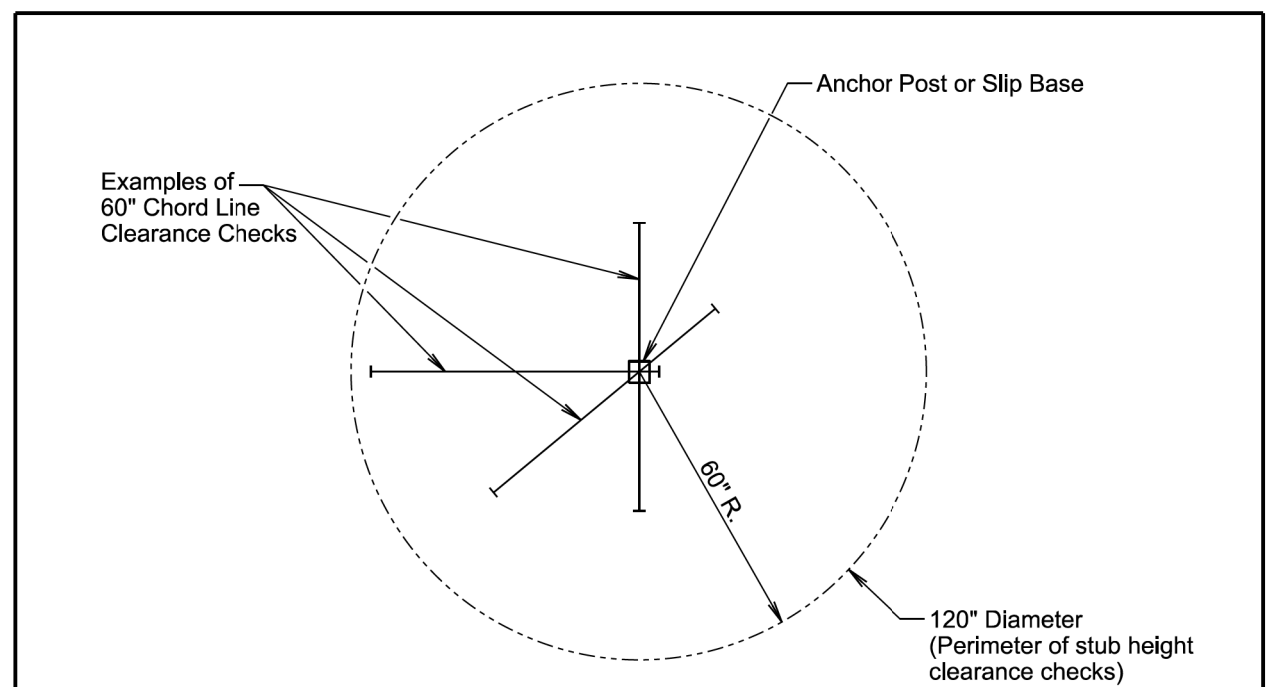
**URBAN DISTRICT**

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

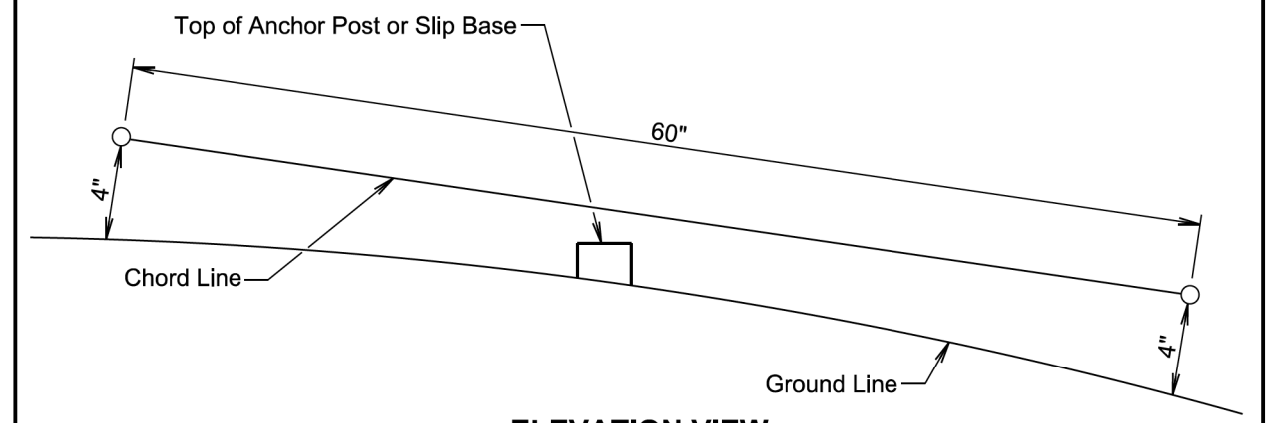
\* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

<b>Published Date: 2026</b>	<b>S D D O T</b>	<b>CRASHWORTHY SIGN SUPPORTS</b> (Typical Construction Signing)	PLATE NUMBER <b>634.85</b>
			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

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