SECTION C: TRAFFIC CONTROL PLANS

FOR BIDDING PURPOSES ONLY

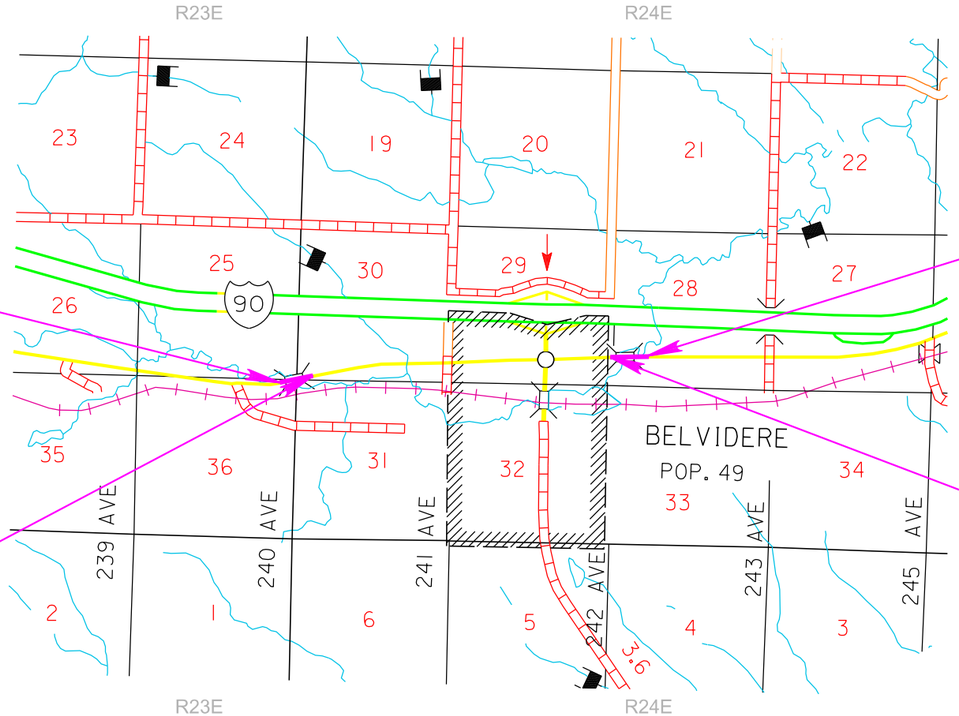
STATE OF SOUTH DAKOTA	PROJECT	Sheet	Total Sheets
	P-B 0248(16)173	C1	C10

Plotting Date: 1/13/2026

Plot Scale - 1:200

INDEX OF SHEETS

C1	General Layout
C2-4	Estimate of Quantities and Traffic Control Notes
C5	Detour Route Sign Details
C6	Detour for East Bound Traffic
C7	Detour for West Bound Traffic
C8-C10	Standard Plates



BEGIN PROJECT P-B 0248(16)173

Station 20+20.00
Located 113.64' North and
25.11 feet East of the Southwest Corner
Section 30, Township 2 S, Range 24 E
of the Black Hills Meridian

BEGIN EXCEPTION

Station 26+75.00

END PROJECT P-B 0248(16)173

Station 139+00.00
Located 1119 feet North and
438 feet East of the Southwest Corner of
Section 28, Township 2 S, Range 243 E
of the Black Hills Meridian

END EXCEPTION

Station 130+00.00

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01-15-26

Plotted From - jschreter

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SECTION C ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
634E0010	Flagging	100.0	Hour
634E0110	Traffic Control Signs	287.2	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	10	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	1,000	Ft
634E0640	Temporary Pavement Marking	4,665	Ft
634E1002	Detour and Restriction Signing	1,197.0	SqFt

SEQUENCE OF OPERATIONS

The Contractor will submit a sequence of operations for approval two weeks prior to the preconstruction meeting. If changes to the sequence of operations are proposed during the project, these must be submitted for review a minimum of one week prior to potential implementation. Approval for changes to the 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.

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.

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

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.

A mobile work operation will be allowed provided the rumble strip or rumble stripe grooving, flush sealing, and pavement marking can be completed satisfactorily by a continuously moving work operation. A mobile work operation will require approval by the Engineer.

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 mile/foot for "Temporary Pavement Marking". The additional channelizing devices will be incidental to the contract lump sum price for "Traffic Control, Miscellaneous".

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

DETOUR SIGNING

The Contractor will furnish and install the 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. 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 detour signs.

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

FLAGGING

Flagger symbol signs (W20-7) and flaggers, or a shadow vehicle with rotating yellow lights or strobe lights will be positioned on the shoulder in advance of workers for both directions of traffic during the installation and removal of the temporary flexible vertical markers (tabs). The traffic control device used will be moved intermittently to provide proper warning of the work operation. A ROAD WORK AHEAD (W20-1) sign, a WORKER (W21-1) symbol sign or a BE PREPARED TO STOP (W3-4) sign will be mounted on the rear of the shadow vehicle. The method of traffic control used by the Contractor for this work must be approved by the Engineer.

TEMPORARY PAVEMENT MARKING

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

Temporary pavement marking paint will not be allowed on the final lift of asphalt surfacing. Temporary pavement marking paint will not be allowed on the chip seal, fog seal, or flush seal. Temporary flexible vertical markers (tabs) must be used on the final lift of asphalt surfacing. The Contractor may use tabs with covers, uncovering them for the chip seal, fog seal, or flush seal. As an alternative, the Contractor may install new tabs for the fog seal or flush seal.

Covers on the tabs will be sufficiently secured to prevent traffic from dislodging the cover and when removed, the covers will be properly disposed of. The Contractor will remove and properly dispose of the tabs after permanent pavement marking is applied. Method of removal will be nondestructive to the road surface and will be accomplished within one week of completion of the permanent pavement marking.

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.

Quantities of Temporary Pavement Markings consist of:

One pass on the first list of asphalt concrete
One pass on top of the final lift of asphalt concrete
One pass after the flush seal

Prior to nightfall, tabs will be required to mark centerline on segments of roadway where existing centerline markings have been removed and new markings have not been installed.

TEMPORARY PAVEMENT MARKING

Pass	Marking Type	Length (ft)
Bottom Lift	Temporary Paint	1555
Top Lift	Tabs	1555
Flush Seal	Tabs	1555
	Total:	4665

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.

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DETOUR ROUTE DESCRIPTION

A portion of SD 248 will be closed to facilitate the reconstruction of structure 36-441-108, located approximately 0.5 miles east of Belvidere. Both eastbound and westbound traffic impacted by the closure will detour as shown in the plan detour drawings.

East Bound Traffic Detour Route

Advanced warning signs for the road closure and detour will be installed for eastbound traffic on SD 248 and northbound traffic on SD 63/Main Street before reaching the intersection of SD Highway 248 and SD 63/Main Street, which is located a quarter mile north of Belvidere.

Traffic will be detoured onto I-90 East from Exit 163 to Exit 170. Signs will guide traffic south toward SD 248. Once on SD 248, drivers can proceed either eastbound or westbound.

West Bound Traffic Detour Route

Place advance warning signs for the road closure and detour along SD 248, starting west of the SD 248 and Brave Bull Road intersection and extending east of the SD 248 and SD 63 intersection.

Additional advance warning signs will be installed for both southbound and northbound traffic on the following county roads and state highways that intersect SD 248:

- Brave Bull Road
- CS 7A
- CS 5B
- CS 7
- SD 63

Traffic will be detoured onto I-90 west at Exit 170 and will exit I-90 West at Exit 163. The detour route will end both west and south of the SD 248 and SD 63/Main Street intersection located a quarter mile north of Belvidere.

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ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

		CONVENTIONAL ROAD			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W1-4L	REVERSE CURVE LEFT	2	48" x 48"	16.0	32.0
W1-4R	REVERSE CURVE RIGHT	2	48" x 48"	16.0	32.0
W1-6	LARGE ARROW (one direction)	6	48" x 24"	8.0	48.0
W13-1P	ADVISORY SPEED (plaque)	4	30" x 30"	6.3	25.2
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-4	ONE LANE ROAD AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	4	36" x 18"	4.5	18.0
-	TYPE 2 OBJECT MARKER BACK TO BACK	4	6" x 12"	1.0	4.0
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			287.2

ITEMIZED LIST FOR DETOUR AND RESTRICTION SIGNS

		CONVENTIONAL ROAD				EXPRESSWAY/INTERSTATE			
SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R11-2	ROAD CLOSED	2	48" x 30"	10.0	20.0	-	48" x 30"	10	-
R11-3a	ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY	1	60" x 30"	12.5	12.5	-	-	-	-
R11-3a	ROAD CLOSED 3 MILES AHEAD LOCAL TRAFFIC ONLY	1	60" x 30"	12.5	12.5	-	-	-	-
R11-3a	ROAD CLOSED 5 MILES AHEAD LOCAL TRAFFIC ONLY	1	60" x 30"	12.5	12.5	-	-	-	-
R11-3a	ROAD CLOSED 7 MILES AHEAD LOCAL TRAFFIC ONLY	1	60" x 30"	12.5	12.5	-	-	-	-
W20-2	DETOUR AHEAD	11	48" x 48"	16.0	176.0	-	48" x 48"	16	-
W20-3	ROAD CLOSED	4	48" x 48"	16.0	64.0	-	48" x 48"	16	-
SPECIAL	SPECIAL 1	2	168" x 77"	89.8	179.6	-	-	-	-
SPECIAL	SPECIAL 2	2	168" x 77"	89.8	179.6	-	-	-	-
G20-2	END ROAD WORK	4	36" x 18"	4.5	18.0	-	48" x 24"	8	-
M1-5	SD ROUTE MARKER (3 digits)	37	30" x 24"	5.0	185.0	6	45" x 36"	11.3	67.8
M3-2	DIRECTION MARKER - EAST	7	24" x 12"	2.0	14.0	3	36" x 18"	4.5	13.5
M3-4	DIRECTION MARKER - WEST	30	24" x 12"	2.0	60.0	3	36" x 18"	4.5	13.5
M4-8P	DETOUR	25	24" x 12"	2.0	50.0	6	30" x 15"	3.1	18.6
M4-8a	END DETOUR	2	24" x 18"	3.0	6.0	-	36" x 24"	6	-
M5-1	ADVANCE TURN ARROW 90º (L or R)	11	21" x 15"	2.2	24.2	-	30" x 21"	4.4	-
M5-2	ADVANCE TURN ARROW 45º (L or R)	-	21" x 15"	2.2	-	2	30" x 21"	4.4	8.8
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	13	21" x 15"	2.2	28.6	2	30" x 21"	4.4	8.8
M6-2	DIRECTION ARROW - 45º Single Head (L or R)	-	21" x 15"	2.2	-	2	30" x 21"	4.4	8.8
M6-3	DIRECTION ARROW - Vertical Single Head	1	21" x 15"	2.2	2.2	-	30" x 21"	4.4	-
		CONVENTIONAL ROAD DETOUR AND RESTRICTION SIGNING SQFT			1057.2	EXPRESSWAY/INTERSTATE DETOUR AND RESTRICTION SIGNING SQFT			139.8

TYPE 3 BARRICADES

ITEM DESCRIPTION	QUANTITY
Type 3 Barricade, 8' Double Sided	10 Each

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01-23-26

STATE OF SOUTH DAKOTA	PROJECT	Sheet	Total Sheets
	P-B 0248(16)173	C5	C10

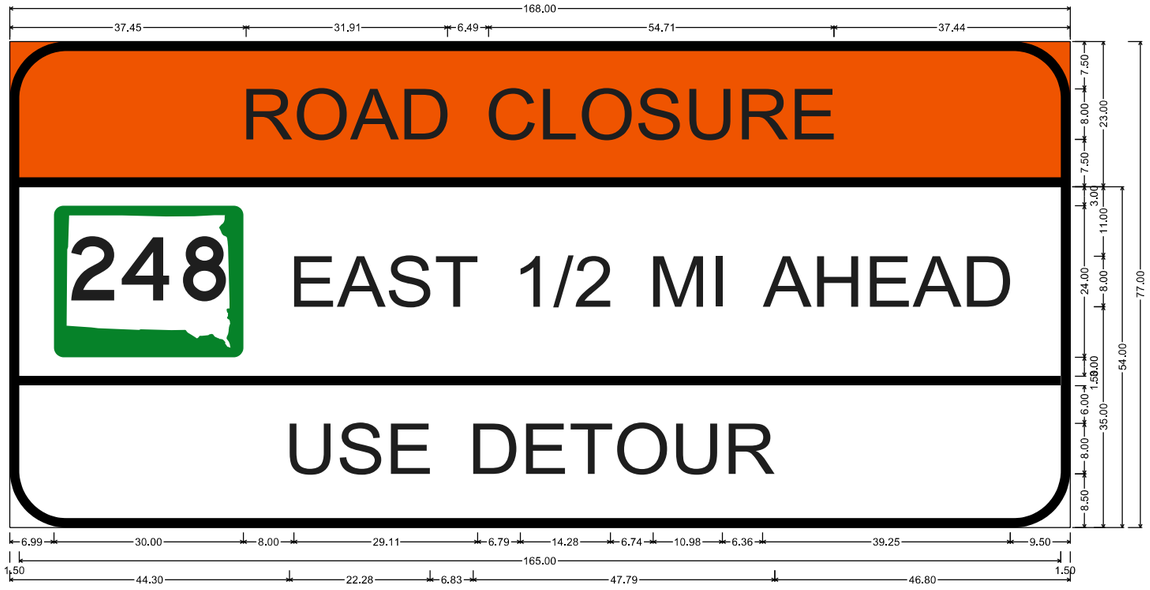
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DETOUR ROUTE SIGN DETAILS

Fixed Location Ground Mounted, Breakaway Supports

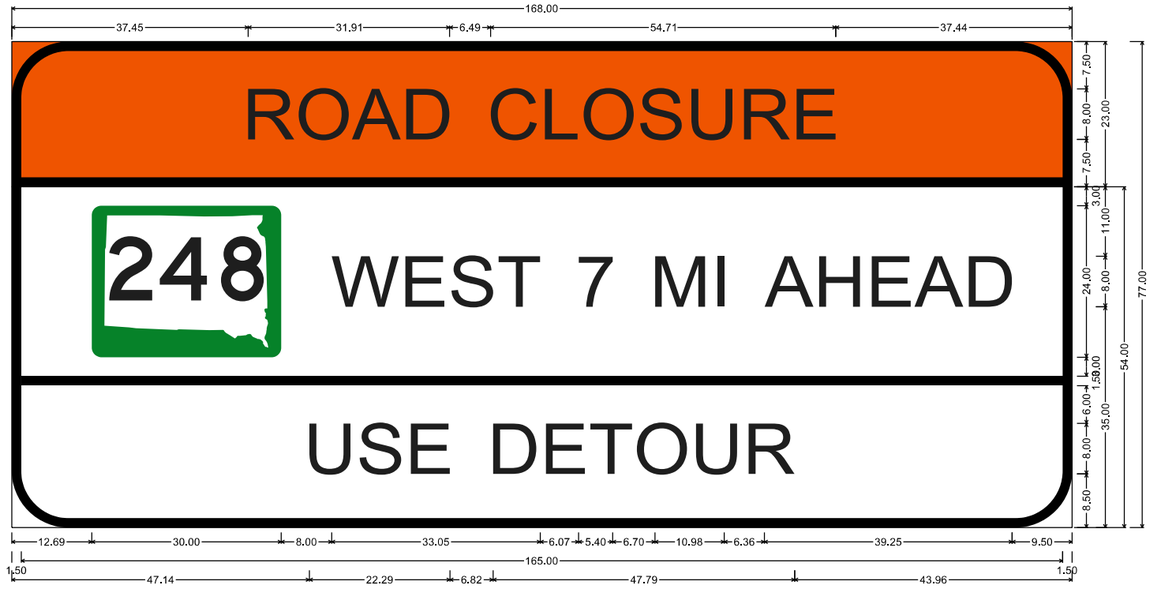
SPECIAL 1



Job Number : 221032;
State : SD;
Quantity : 1;
Sign Type : Detour;
Background Type : Orange;
Drawn by : RS;
9.00" Radius, 1.50" Border, Black on Orange;
"ROAD CLOSURE", Highway SignCAD Plus;

Background Type : White;
9.00" Radius, 1.50" Border, Black on White;
State Highway 248 10.00" D 2K; "EAST 1/2 MI AHEAD", Highway SignCAD Plus; "USE DETOUR", Highway SignCAD Plus;

SPECIAL 2



Job Number : 221032;
State : SD;
Quantity : 1;
Sign Type : Detour;
Background Type : Orange;
Drawn by : RS;
9.00" Radius, 1.50" Border, Black on Orange;
"ROAD CLOSURE", Highway SignCAD Plus;

Background Type : White;
9.00" Radius, 1.50" Border, Black on White;
State Highway 248 10.00" D 2K; "WEST 7 MI AHEAD", Highway SignCAD Plus; "USE DETOUR", Highway SignCAD Plus;

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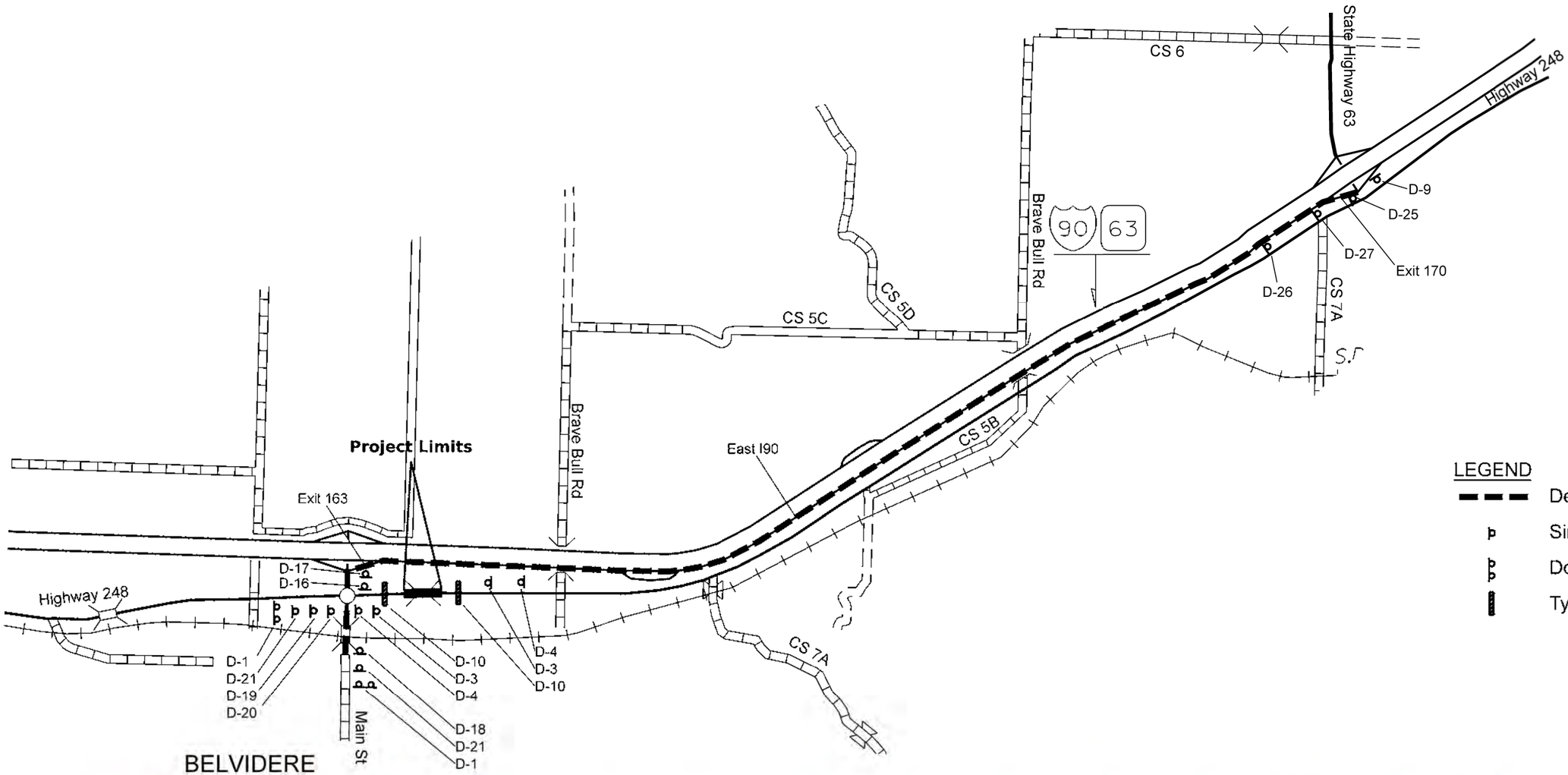
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01-13-26

DETOUR FOR EAST BOUND TRAFFIC ON HIGHWAY 248

Plot Scale - 1:200



LEGEND

- Detour Route
- Single Sign Post
- Double Sign Post
- Type III Barrier

D-1
ROAD CLOSURE
248 EAST 1/2 MI AHEAD
USE DETOUR
(SPECIAL 1)
(168"x77")

D-3
ROAD CLOSED 500 FT
(W20-3)
(48"x48")

D-4
ROAD CLOSED 1000 FT
(W20-3)
(48"x48")

D-9
END DETOUR
(M4-8a)
(24"x18")
EAST
(M3-2)
(24"x12")
248
(M1-5)
(30"x24")

D-10
ROAD CLOSED
(R11-2)
(48"x30")
Type 3 Barricade
(Full Roadway Closure)

D-16
DETOUR
(M4-8P)
(24"x12")
EAST
(M3-2)
(24"x12")
248
(M1-5)
(30"x24")
(M5-1R)
(21"x15")

D-17
DETOUR
(M4-8P)
(24"x12")
EAST
(M3-2)
(24"x12")
248
(M1-5)
(30"x24")
(M6-1R)
(21"x15")

D-18
DETOUR
(M4-8P)
(24"x12")
EAST
(M3-2)
(24"x12")
248
(M1-5)
(30"x24")
(M6-3)
(21"x15")

D-19
DETOUR
(M4-8P)
(24"x12")
EAST
(M3-2)
(24"x12")
248
(M1-5)
(30"x24")
(M5-1L)
(21"x15")

D-20
DETOUR
(M4-8P)
(24"x12")
EAST
(M3-2)
(24"x12")
248
(M1-5)
(30"x24")
(M6-1L)
(21"x15")

D-21
DETOUR AHEAD
(W20-2)
(48x48)
EAST
(M3-2)
(24"x12")
248
(M1-5)
(30"x24")

D-25
DETOUR
(M4-8P)
(30"x15")
EAST
(M3-2)
(36"x18")
248
(M1-5)
(45"x36")
(M6-1R)
(30"x21")

D-26
DETOUR
(M4-8P)
(30"x15")
EAST
(M3-2)
(36"x18")
248
(M1-5)
(45"x36")
(M5-2R)
(30"x21")

D-27
DETOUR
(M4-8P)
(30"x15")
EAST
(M3-2)
(36"x18")
248
(M1-5)
(45"x36")
(M6-2R)
(30"x21")

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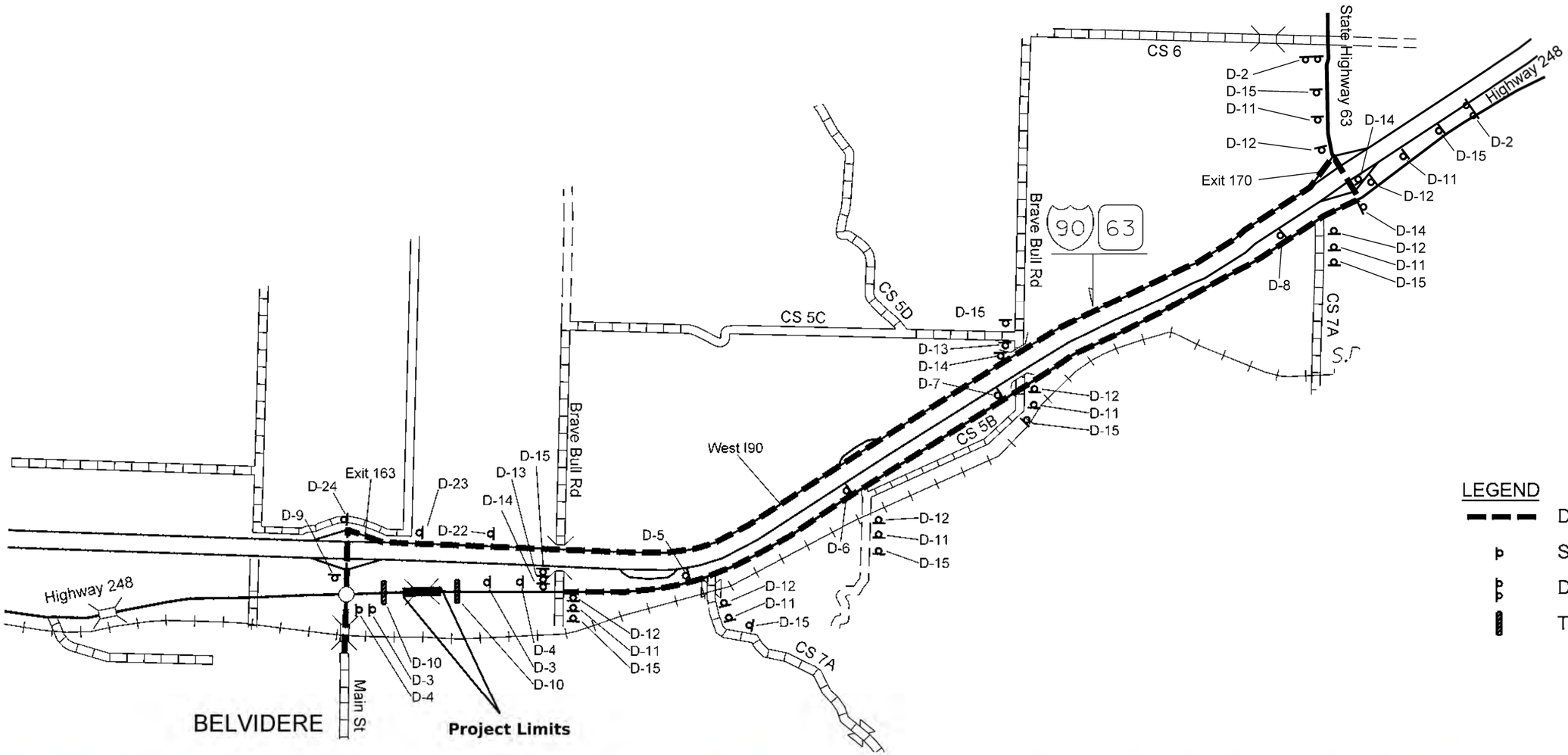
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Plotting Date: 1/13/2026

DETOUR FOR WEST BOUND TRAFFIC ON HIGHWAY 248

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01-13-26

Plot Scale - 1:200



LEGEND

- Detour Route
- Single Sign Post
- Double Sign Post
- Type III Barrier

D-2
ROAD CLOSURE
248 WEST 7 MI AHEAD
USE DETOUR
(SPECIAL 2)
(168"x77")

D-3
ROAD CLOSED 500 FT
(W20-3)
(48"x48")

D-4
ROAD CLOSED 1000 FT
(W20-3)
(48"x48")

D-5
ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY
(R11-3a)
(60"x30")
Type 3 Barricade

D-6
ROAD CLOSED 3 MILES AHEAD LOCAL TRAFFIC ONLY
(R11-3a)
(60"x30")
Type 3 Barricade

D-7
ROAD CLOSED 5 MILES AHEAD LOCAL TRAFFIC ONLY
(R11-3a)
(60"x30")
Type 3 Barricade

D-8
ROAD CLOSED 7 MILES AHEAD LOCAL TRAFFIC ONLY
(R11-3a)
(60"x30")
Type 3 Barricade

D-9
END DETOUR
(M4-8a)
(24"x18")
WEST
(M3-4)
(24"x12")
248
(M1-5)
(30"x24")

D-10
ROAD CLOSED
(R11-2)
(48"x30")
Type 3 Barricade
(Full Roadway Closure)

D-11
DETOUR
(M4-8P)
(24"x12")
WEST
(M3-4)
(24"x12")
248
(M1-5)
(30"x24")
(M5-1R)
(21"x15")

D-12
DETOUR
(M4-8P)
(24"x12")
WEST
(M3-4)
(24"x12")
248
(M1-5)
(30"x24")
(M6-1R)
(21"x15")

D-13
DETOUR
(M4-8P)
(24"x12")
WEST
(M3-4)
(24"x12")
248
(M1-5)
(30"x24")
(M5-1L)
(21"x15")

D-14
DETOUR
(M4-8P)
(24"x12")
WEST
(M3-4)
(24"x12")
248
(M1-5)
(30"x24")
(M6-1L)
(21"x15")

D-15
DETOUR AHEAD
(W20-2)
(48"x48")
WEST
(M3-4)
(24"x12")
248
(M1-5)
(30"x24")

D-22
DETOUR
(M4-8P)
(30"x15")
WEST
(M3-4)
(36"x18")
248
(M1-5)
(45"x36")
(M5-2R)
(30"x21")

D-23
DETOUR
(M4-8P)
(30"x15")
WEST
(M3-4)
(36"x18")
248
(M1-5)
(45"x36")
(M6-2R)
(30"x21")

D-24
DETOUR
(M4-8P)
(30"x15")
WEST
(M3-4)
(36"x18")
248
(M1-5)
(45"x36")
(M6-1L)
(30"x21")

Plotted From - jschreter

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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.

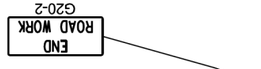
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

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.

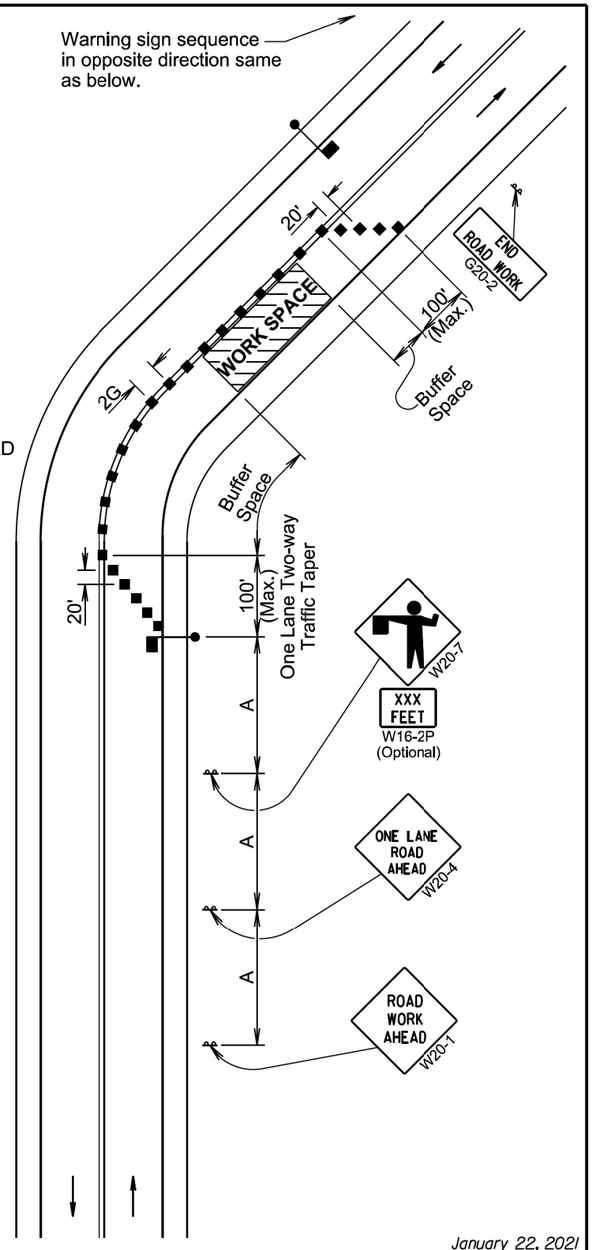
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.



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.

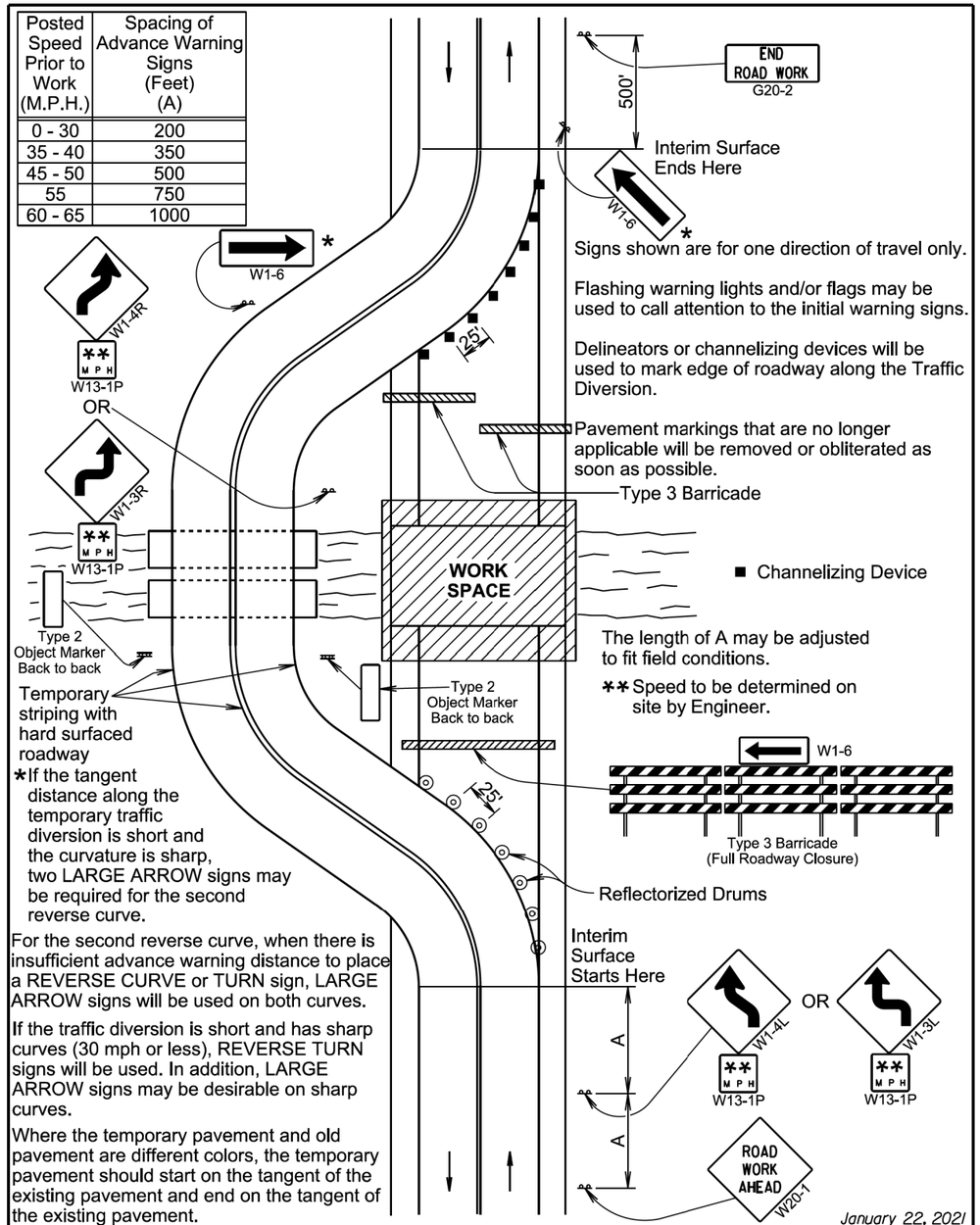
The length of A may be adjusted to fit field conditions.



January 22, 2021

Published Date: 2027	SDDOT	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
			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



Signs shown are for one direction of travel only.

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

Delineators or channelizing devices will be used to mark edge of roadway along the Traffic Diversion.

Pavement markings that are no longer applicable will be removed or obliterated as soon as possible.

Type 3 Barricade

■ Channelizing Device

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

** Speed to be determined on site by Engineer.

* If the tangent distance along the temporary traffic diversion is short and the curvature is sharp, two LARGE ARROW signs may be required for the second reverse curve.

For the second reverse curve, when there is insufficient advance warning distance to place a REVERSE CURVE or TURN sign, LARGE ARROW signs will be used on both curves.

If the traffic diversion is short and has sharp curves (30 mph or less), REVERSE TURN signs will be used. In addition, LARGE ARROW signs may be desirable on sharp curves.

Where the temporary pavement and old pavement are different colors, the temporary pavement should start on the tangent of the existing pavement and end on the tangent of the existing pavement.

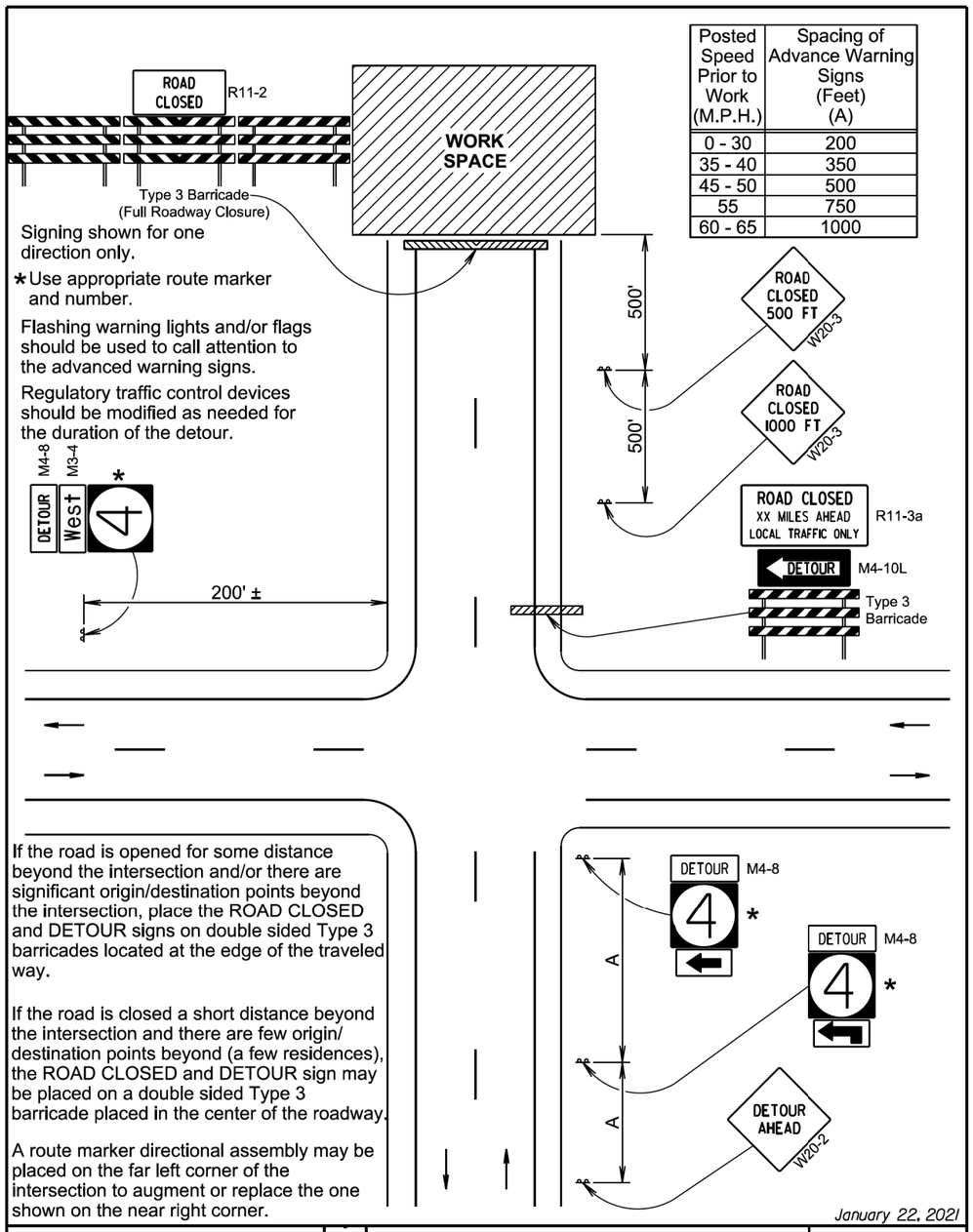
January 22, 2021

Published Date: 2027	SDDOT	ROAD CLOSED WITH TRAFFIC DIVERTED	PLATE NUMBER 634.28
			Sheet 1 of 1

Plot Scale - 1:200
Plotted From - jschreter
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Plot Scale - 1:200

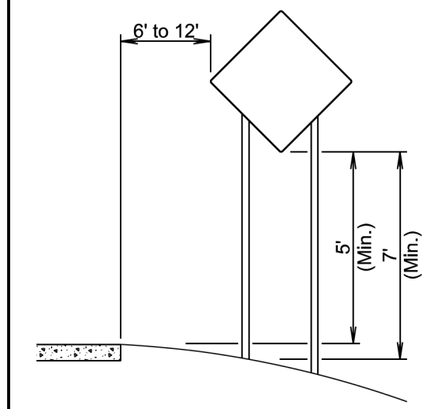
Plotted From - jschreter



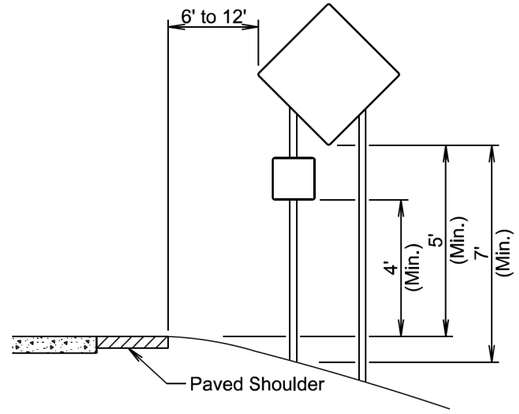
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)
0 - 30	200
35 - 40	350
45 - 50	500
55	750
60 - 65	1000

January 22, 2021

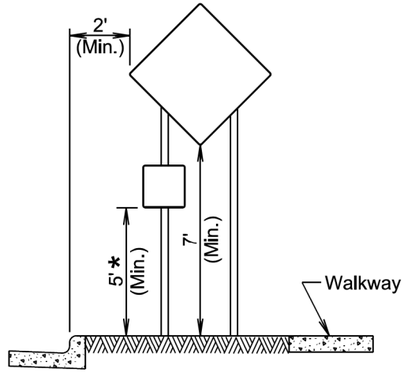
Published Date: 2027	SDDOT	ROAD CLOSED WITH OFF-SITE DETOUR	PLATE NUMBER 634.29
			Sheet 1 of 1



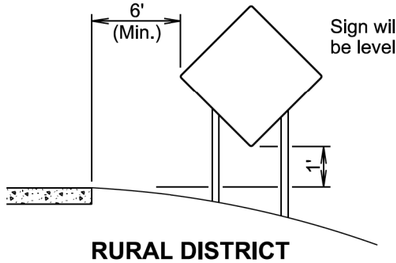
RURAL DISTRICT



RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT



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

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

January 22, 2021

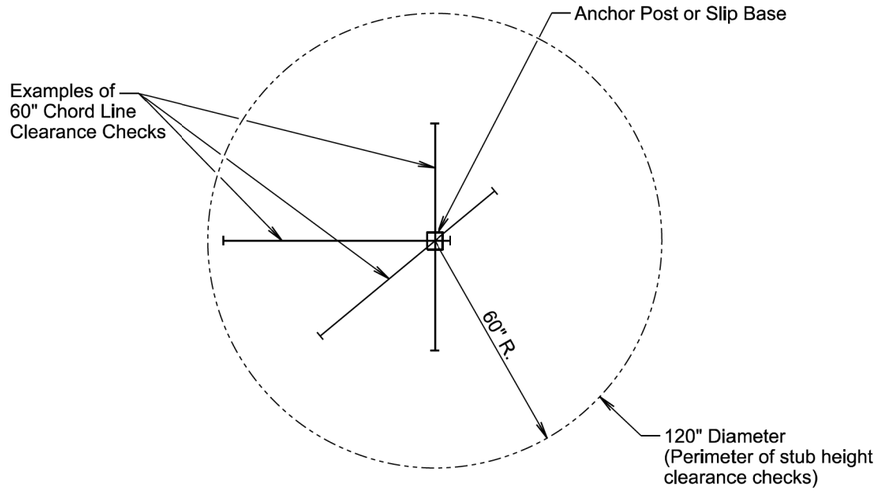
Published Date: 2027	SDDOT	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1

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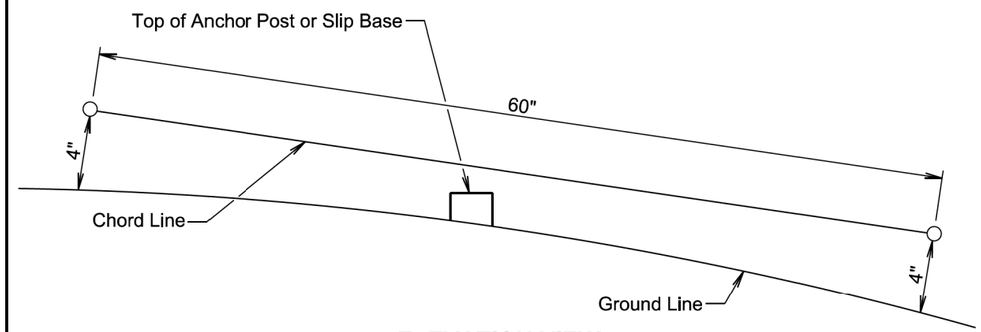
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	Sheet	Total Sheets
	P-B 0248(16)173	C10	C10

Plotting Date: 9/1/2026



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

Plot Scale - 1:200

Plotted From - jschneter

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