

STATE OF SOUTH DAKOTA
 DEPARTMENT OF TRANSPORTATION
 PLANS FOR PROPOSED
PROJECT PH 0030(44)
 INTERSTATE 90 EBL & WBL
 JACKSON & JONES COUNTIES
 DURABLE PAVEMENT MARKINGS
 PCN 06TK

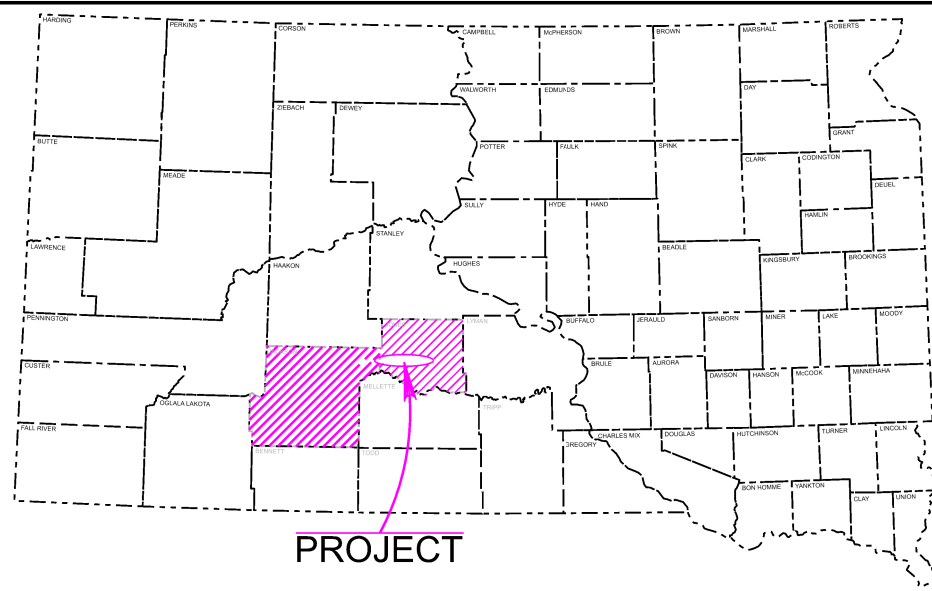
STATE OF SOUTH DAKOTA	PROJECT PH 0030(44)	SHEET 1	TOTAL SHEETS 7
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Plotting Date: 03/09/2025

INDEX OF SHEETS

1	Project Layout with Index
2-4	Estimates, General Notes & Tables
5-7	Standard Plates

Plot Scale - 1:200



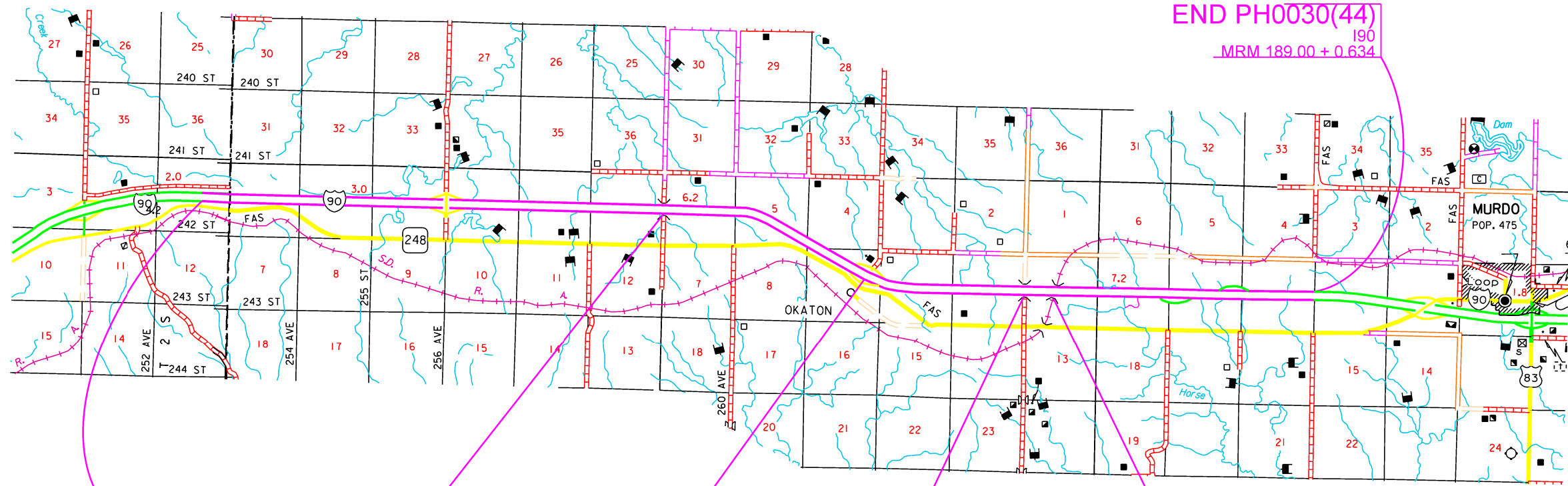
PROJECT

DESIGN DESIGNATION (I90 EB)

AADT (2025)	3300
AADT (2045)	4657
DHV	861
D	51%
DHV T%	14.2%
AADT T%	31.3%
V	80 mph

DESIGN DESIGNATION (I90 WB)

AADT (2025)	3300
AADT (2045)	4657
DHV	861
D	51%
DHV T%	14.2%
AADT T%	31.3%
V	80 mph



BEGIN PH0030(44)
 190
 MRM 174.00 + 0.134

END PH0030(44)
 190
 MRM 189.00 + 0.634

EXCEPTION
 MRM 180.48
 STR. NO. 38-060-185/186
 LENGTH: 119'

EXCEPTION
 MRM 183.48
 STR. NO. 38-088-193/194
 LENGTH: 124.1'

EXCEPTION
 MRM 185.69
 STR. NO. 38-110-195/196
 LENGTH: 106'

EXCEPTION
 MRM 186.12
 STR. NO. 38-114-195/196
 LENGTH: 147.2'

I-90 EBL	81850.56 Feet	15.502
Length of Exceptions	496.3 Feet	0.094 Miles
Net Length	81354.26 Feet	15.408 Miles

I-90 WBL	81850.56 Feet	15.502
Length of Exceptions	496.3 Feet	0.094 Miles
Net Length	81354.26 FET	15.408 Miles

STORM WATER PERMIT

NONE REQUIRED



6

June 3, 2026

Plotted From - TRPR25293

File - ...prj2026\Region06TK\06TK_Title.dgn

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
633E1201	High Build Waterborne Pavement Marking Paint with Reflective Elements, White	1,098	Gal
633E1206	High Build Waterborne Pavement Marking Paint with Reflective Elements, Yellow	862	Gal
633E5050	Surface Preparation for Pavement Marking	368,280	Ft
634E0110	Traffic Control Signs	289.3	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	1	Each
634E0420	Type C Advance Warning Arrow Board	1	Each
634E1255	Contractor Furnished Vehicle Speed Feedback Sign	1	Each

ENVIRONMENTAL COMMITMENTS

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT's Environmental Commitments can be accessed through the Environmental Procedures Manual found at: <https://dot.sd.gov/doing-business/environmental/about-environmental/>

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

COMMITMENT B: FEDERALLY THREATENED, ENDANGERED, AND PROTECTED SPECIES

COMMITMENT B2: WHOOPING CRANE

The Whooping Crane is a spring and fall migratory bird in South Dakota that is about 5 feet tall and typically stops on wetlands, rivers, and agricultural lands along their migration route. An adult Whooping Crane is white with a red crown and a long, dark, pointed bill. Immature Whooping Cranes are cinnamon brown. While in flight, their long necks are kept straight, and their long dark legs trail behind. Adult Whooping Cranes' black wing tips are visible during flight.

Action Taken/Required:

Harassment or other measures to cause the Whooping Crane to leave the site is a violation of the Endangered Species Act. If a Whooping Crane is sighted roosting in the vicinity of the project, borrow pits, or staging areas associated with the project, cease construction activities in the affected area until the Whooping Crane departs and immediately contact the Project Engineer. The Project Engineer will contact the Environmental Office so that the sighting can be reported to USFWS.

COMMITMENT B4: BALD AND GOLDEN EAGLE

Bald and/or Golden eagles are known to occur in this area.

Action Taken/Required:

If a nest is observed within one mile of the project site, notify the Project Engineer immediately so that he/she can consult with the Environmental Office for an appropriate course of action.

COMMITMENT E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

Action Taken/Required:

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor will furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the Public ROW.

The waste disposal site(s) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Agriculture and Natural Resources.

The waste disposal site(s) will not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Environmental Office and the Project Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements will apply:

1. Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials will be buried in a trench separate from wood debris. The final cover over the construction and/or demolition debris will consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW will be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PH 0030(44)	2	7

recommendations may be obtained through the appropriate County NRCS Office. The Contractor will control the access to waste disposal sites not within the Public ROW with fences, gates, and placement of a sign or signs at the entrance to the site stating, "No Dumping Allowed".

2. Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will be removed from view of the ROW or buried, and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06.

Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) will be incidental to the various contract items

PROJECT SCOPE AND GENERAL NOTES

This project will consist of replacing mainline centerline and edge lines pavement markings. New pavement markings will consist of High Build Waterborne Pavement Marking Paint w/ Reflective Elements (paint). Surface preparation will be required at all locations of the project.

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 at least a 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.

All work on this project will be sequenced so that all pavement markings that are removed will be replaced with new pavement markings on the same day.

GENERAL TRAFFIC CONTROL

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.

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.

GENERAL TRAFFIC CONTROL, CONT.

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

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. All vehicles of the mobile operations will be required to be equipped with a truck mounted attenuator as per standard plate 634.08.

Construction vehicles will exit or enter the construction work zone at locations identified by the Engineer. At no time will construction vehicles utilize the maintenance crossovers or the Interstate median to exit or enter Interstate traffic.

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 on standard plate 634.63. 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.

CONTRACTOR FURNISHED VEHICLE SPEED FEEDBACK SIGN

The Contractor will provide 1 radar speed feedback trailer to monitor traffic speeds on designated routes at locations specified in the field by the Engineer.

The radar speed feedback sign assembly will include a speed limit sign mounted in conjunction with the radar speed feedback display. The speed display will not flash vehicle speeds exceeding the speed limit or any other messages.

All costs associated with furnishing, maintaining, transporting, relocating if necessary, and removing the radar speed feedback trailers from locations specified by the Engineer will be incidental to the contract unit price per each for "Contractor Furnished Vehicle Speed Feedback Sign".

ITEMIZED LIST FOR TRAFFIC CONTROL

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	EXPRESSWAY / INTERSTATE			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 65	3	36" x 48"	12.0	36.0
R2-1	SPEED LIMIT 45	1	36" x 48"	12.0	12.0
R2-1	SPEED LIMIT 80	1	36" x 48"	12.0	12.0
R2-6aP	FINES DOUBLE (plaque)	1	36" x 24"	6.0	6.0
W3-5	SPEED REDUCTION AHEAD (65 MPH)	2	48" x 48"	16.0	32.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)	1	48" x 48"	16.0	16.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W5-4	RAMP NARROWS	1	48" x 48"	16.0	16.0
W13-1P	ADVISORY SPEED (plaque)	1	30" x 30"	6.3	6.3
W13-4P	ON RAMP (plaque)	1	36" x 36"	9.0	9.0
W20-1	ROAD WORK AHEAD	3	48" x 48"	16.0	48.0
SPECIAL	RAMP WORK AHEAD	1	48" x 48"	16.0	16.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	2	48" x 24"	8.0	16.0
EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT					289.3

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

All materials will be applied as per manufacturer's recommendations.

Reflective media consisting of glass beads as well as wet-reflective optics will be adhered to the paint.

The wet-reflective optics will contain either clear, white, amber, or yellow tinted beads composed of glass or a composite consisting of a core made from ceramic or glass with an outer layer of microcrystalline ceramic or glass beads. The wet-reflective optics will provide a 50/50 blend of dry to wet ratio of optics. All beads bonded to wet-reflective optics will have a minimum index of refraction of 1.8 for dry retroreflectivity and 2.4 for wet retroreflectivity when tested using the liquid oil immersion method.

Reflective media will require a Certificate of Compliance for Certification for each type, source, and lot. Acceptance sampling will not be required.

The Department will take retroreflectivity readings on the pavement marking lines no sooner than 3 days and no later than 30 days after the completion of all line applications required for an individual highway route using a portable retroreflectometer conforming to 30-meter geometry. Retroreflectivity readings will be taken on a test location with cleaning being limited to light hand brooming.

Pavement markings not conforming to the retroreflectivity requirements will be removed and replaced. If replacement of markings cannot be applied within the same year, the Contractor will schedule subject work to be completed no later than June 15th in the following year. Upon replacement, the retroreflectivity testing process will be done again requiring new readings.

The Department will randomly select one test location per mile of each edge line including ramps and one test location per mile of centerline (solid and/or skip line will be considered as one centerline). Three retroreflectivity readings will be taken at each test location. The three readings will be averaged and become the reading for that test location.

Initial readings:

Pavement Marking Color	Minimum Value
White	350 mc/m ² /lux
Yellow	275 mc/m ² /lux

All pavement markings not conforming to the requirements provided in these plans will be considered deficient and will be removed and replaced. Additional retroreflectivity readings will be taken by the Department to determine the limits of removal. The removal will be accomplished using suitable sand blasting or grinding equipment unless the Engineer authorizes other means. The removal process will remove at least 90% of the deficient line, with no excessive scarring of the existing pavement. The removal width will be one inch wider all around the nominal width of the pavement marking to be removed. Removal and replacement of the pavement markings will be at the Contractor's expense, with no cost incurred by the State.

RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

Solid 4" line = 27.8 Gals/Mile
 Dashed 4" line = 7.6 Gal/Mile
 Glass Beads = 5.3 Lbs/Gal.
 Wet-Reflective Optics = 2.1 Lbs/Gal.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	PH 0030(44)	3	7

All cost for materials, labor, and equipment necessary to furnish and install the pavement markings will be incidental to the contract unit price for the respective High Build Waterborne Pavement Marking Paint items.

DATA LOGGING SYSTEM

The Contractor will provide striper computerized data logging system files as described below. The pavement marking device will have an onboard monitoring system for the purpose of managing the amount of pavement marking materials being applied to the pavement surface.

The following will be included in the documentation from the data logging system:

- State project number and PCN
- Highway number
- Beginning and end MRMs of the section marked rounded to the nearest hundredth of a mile, including direction of travel
- Beginning and ending coordinates determined by a Global Positioning System receiver with 3-meter accuracy, including direction of travel
- Date and beginning and ending time of application
- Product applied
- Lot number(s) of product (binder and reflective material) applied
- Striping Contractor (striper code)
- Designation of the marking being applied (LEL – Left Edgeline, REL – Right Edgeline, CL – Centerline, LL – Lane Line Broken or Dotted, 1LL – leftmost LL in multilane, 2LL – second to leftmost LL in multilane, etc.)
- Width of marking being applied
- Presence of recess or rumble strip
- Presence of contrast
- Average material application rate and film thickness calculated for the section striped

The following data will be included in the documentation from the data logging system reported as an average for each drive mile (or other segment approved by the Engineer) installed:

- Application vehicle speed rounded to the nearest tenth of a mile per hour
- Weight (Lbs) and/or volume (Gal) as measured through a positive displacement pump (mechanism or flow meter) of liquid material used by color
- Weight (Lbs) of reflective material used
- Ratio of reflective material used (weight) per liquid material used (volume) reported as Lbs/Gal
- Ambient air temperature (in degrees Fahrenheit)
- Road surface temperature (in degrees Fahrenheit)
- Humidity (percent)
- Dew point (in degrees Fahrenheit)

Provide the measurement report in the form of an electronic database file, or delimited text file, containing raw data collected. Provide the Engineer with a printed summary and submit the electronic data to the Region Traffic Engineer at the e-mail below and copy the Engineer.

Hannah.Bolton@state.sd.us

DATA LOGGING SYSTEM, CONT.

The data logging system equipment will be operational, calibrated, and in use during pavement marking operations. Pavement marking installation without the use of a data logging system may not be accepted.

Upon request, provide to the Engineer the data logging system manufacturer's recommendations for equipment calibration frequency and provide certification that the equipment meets manufacturer's recommended calibration.

Verify that the physical and electronic measurement of distance travelled is consistent by travelling a 100-foot distance prior to the start of pavement marking operations.

All cost for materials, labor, and equipment necessary to provide the pavement marking data as described will be incidental to the contract unit price for the respective pavement marking items.

SURFACE PREPARATION FOR PAVEMENT MARKING

The Contractor will prepare the pavement surface prior to applying the durable pavement marking in accordance with the following.

In areas where the existing groove meets the required depth and existing markings are still in place, the Contractor will clean the existing groove without adding additional depth beyond the required depth for the new pavement marking, including reflective media as noted below.

Description	Specification	Tolerance
Depth of Groove	Marking Thickness ¹ + 15 mils	+ 5 mils

¹ Marking thickness will include the thickness of marking material and reflective media.

The cleaning will result in the existing pavement marking being adequately scuffed, abraded, and removed by light grinding or abrasive blasting or both to allow proper adhesion of the new durable pavement marking as per the manufacturer's recommendations to comply with product warranties.

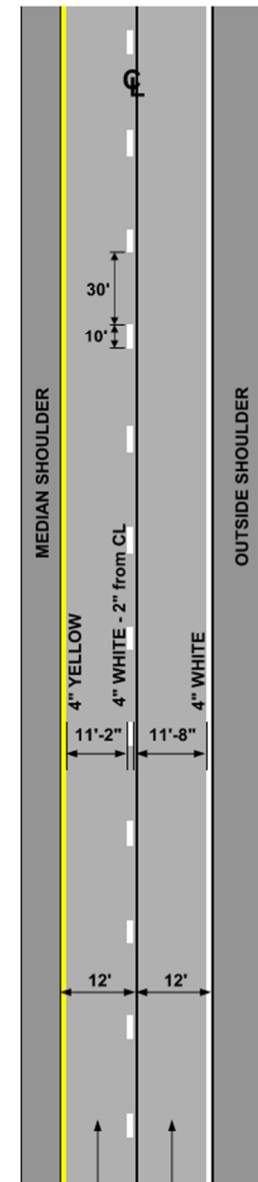
Existing grooves not meeting the required depth will be re-grooved to the required depth for the new pavement marking, including reflective media. Equipment for grooving will be capable of the following:

- Grooving the total width of the groove in one pass or uniform depths with multiple passes.
- Grooving without causing damage to the pavement joints or joint sealant material.
- Provide uniform alignment and depth.
- Moving continuously to permit a mobile traffic work operation.

All costs associated with cleaning of the existing groove, including re-grooving, if needed, will be included in the contract unit price per foot for "Surface Preparation for Pavement Marking". Surface preparation will be measured as 4" equivalent.

PAVEMENT MARKING DETAIL

**DIVIDED ROADWAY
(ONE DIRECTION SHOWN)**



PAVEMENT MARKING

Typical pavement marking as shown on this sheet will be applied throughout the entire length of divided roadway.

Traffic Control will be incidental to the cost of application. The striper and advance or trailing warning vehicle will be equipped with flashing amber lights and advance warning arrow board.

Application rates will be as follows:

DIVIDED ROADWAY (Rates for one line)	
Solid Yellow Edgeline	Rate = 27.8 Gals./Pass-Mile
Dashed White Centerline	Rate = 7.6 Gals./Pass-Mile
Solid White Edgeline	Rate = 27.8 Gals./Pass-Mile

ESTIMATED QUANTITIES (BASED ON ONE APPLICATION)	
DURABLE	QUANTITY
WHITE	1098 GALLONS
YELLOW	862 GALLONS

PLOT SCALE - 1:200

PLOT NAME - \$\$\$PLOTNAME\$\$\$

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

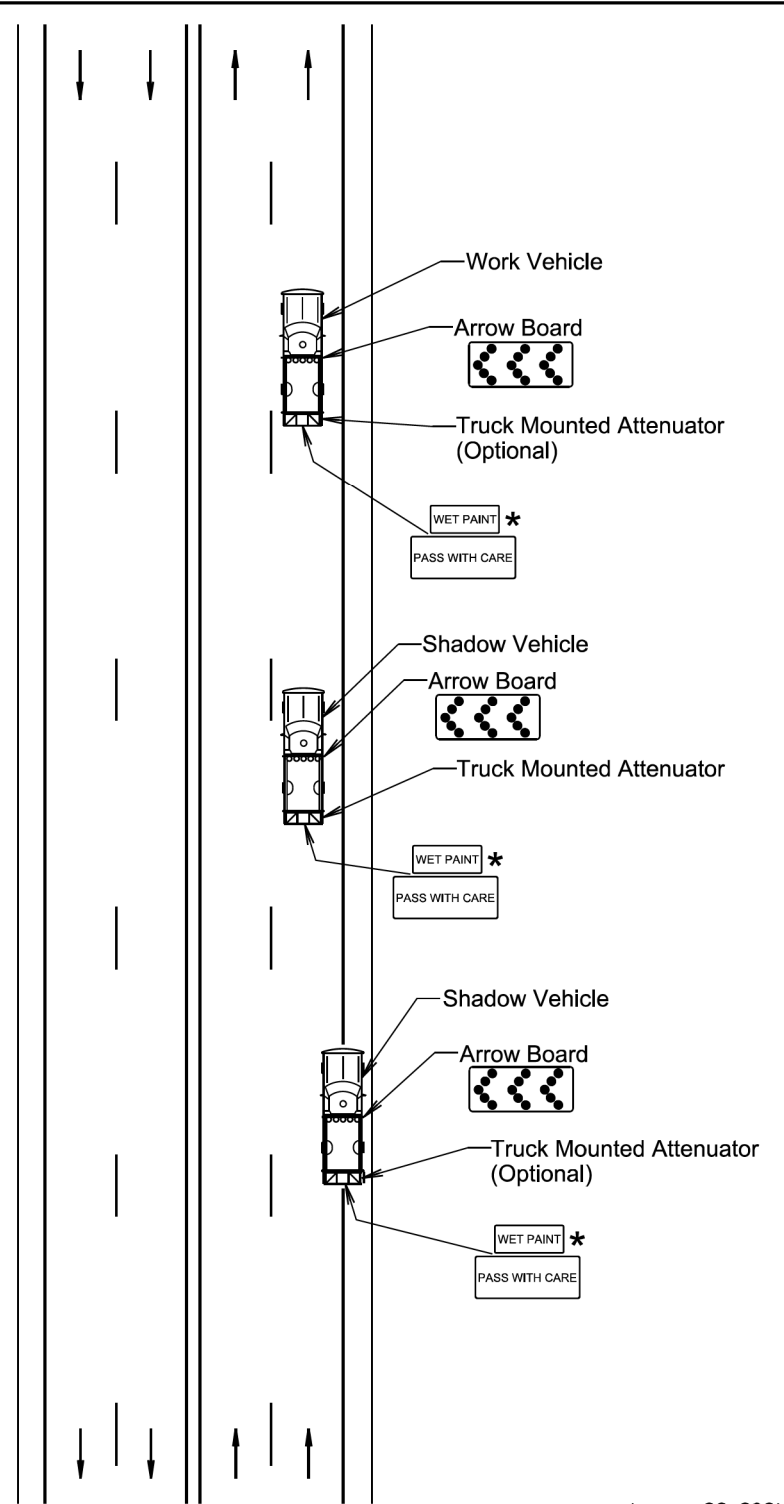
Vehicle-mounted signs will be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs will be covered or turned from view when work is not in progress.

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.

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

Published Date: 2026

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MOBILE OPERATIONS ON MULTI-LANE HIGHWAYS

PLATE NUMBER
634.08

Sheet 1 of 1

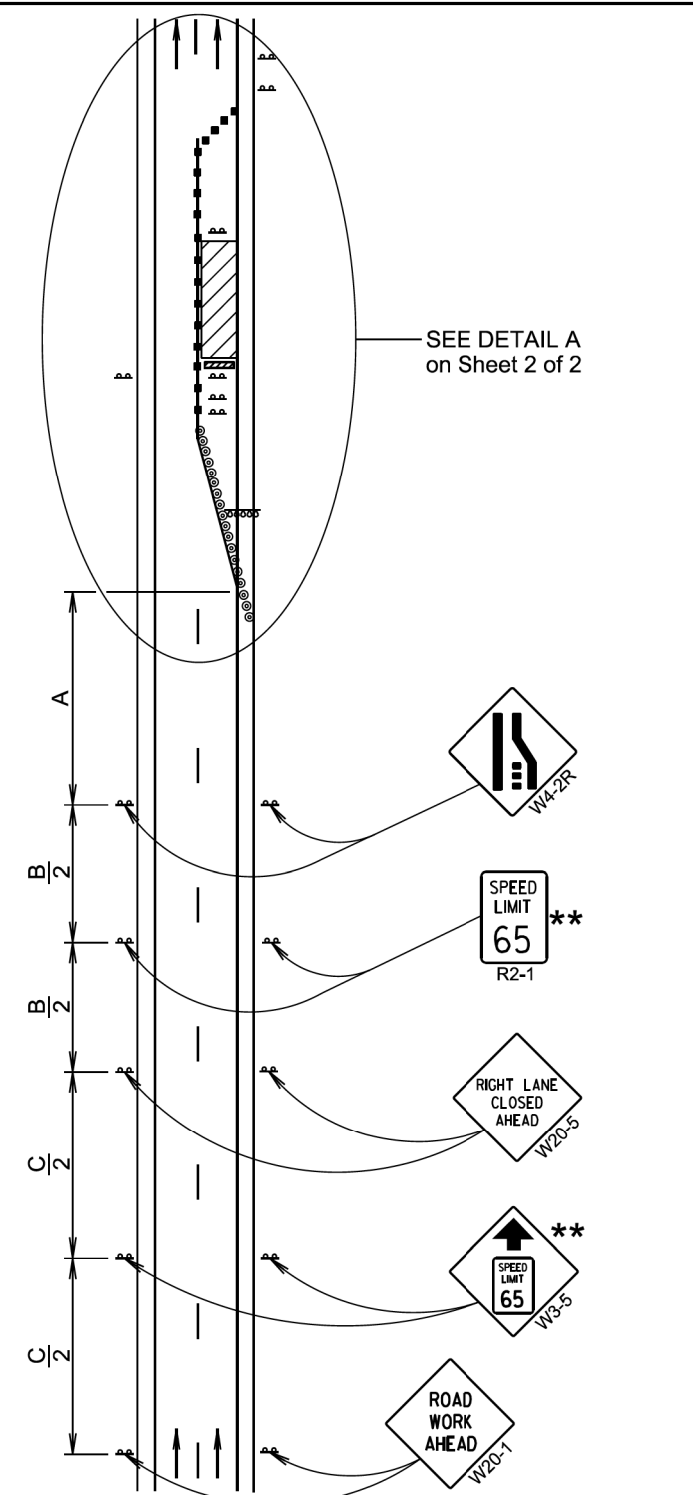
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet)		
	(A)	(B)	(C)
0 - 30	200		
35 - 40	350		
45 - 50	500		
55	750		
60 - 65	(A)	(B)	(C)
70 - 80	1000	1500	2640

** Speed appropriate for location.

- ReflectORIZED Drum
- Channelizing Device

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

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



April 8, 2025

Published Date: 2026

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WORK ZONE SPEED REDUCTION FOR INTERSTATE AND HIGH SPEED MULTI-LANE HIGHWAYS

PLATE NUMBER
634.63

Sheet 1 of 2

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)	Taper Length (Feet) (L)
0 - 30	25	180
35 - 40	25	320
45	25	600
50	50 *	600
55	50 *	660
60 - 65	50 *	780
70 - 80	50 *	960

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

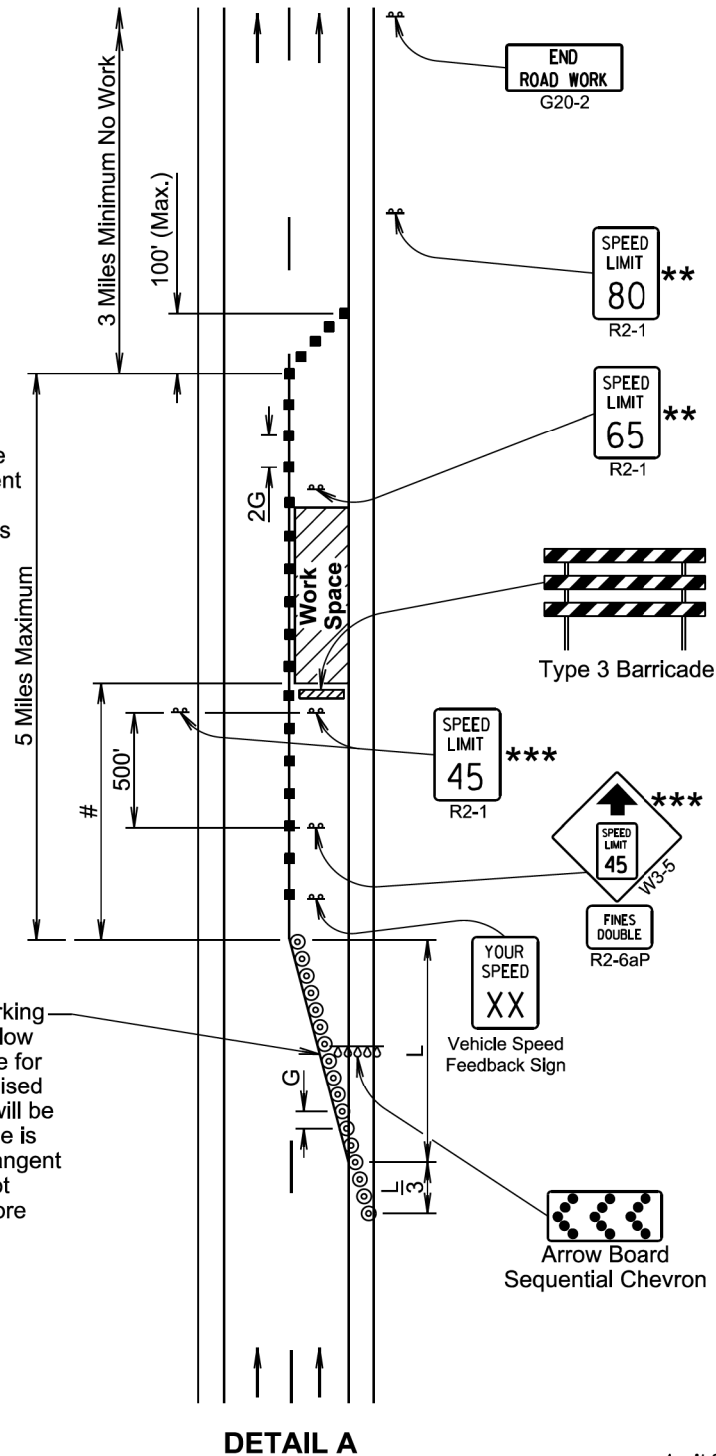
- ⊙ Reflectorized Drum
- Channelizing Device

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

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.

4" white temporary pavement marking tape for right lane closures, 4" yellow temporary pavement marking tape for left lane closures, or temporary raised pavement markers at 5' spacing will be installed in the taper when the lane is closed overnight, and along the tangent section where the skip lines do not exist and the lane is closed for more than 3 days.



DETAIL A

April 8, 2025

Published Date: 2026

SDDOT

**WORK ZONE SPEED REDUCTION
FOR INTERSTATE AND HIGH
SPEED MULTI-LANE HIGHWAYS**

PLATE NUMBER
634.63

Sheet 2 of 2

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A) (B)	Taper Length (Feet) (L)
45 - 50	500	600
55	750	660
60 - 65	1000 (A) (B)	780
70 - 80	1000 1500	1125

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 - 80	50 *

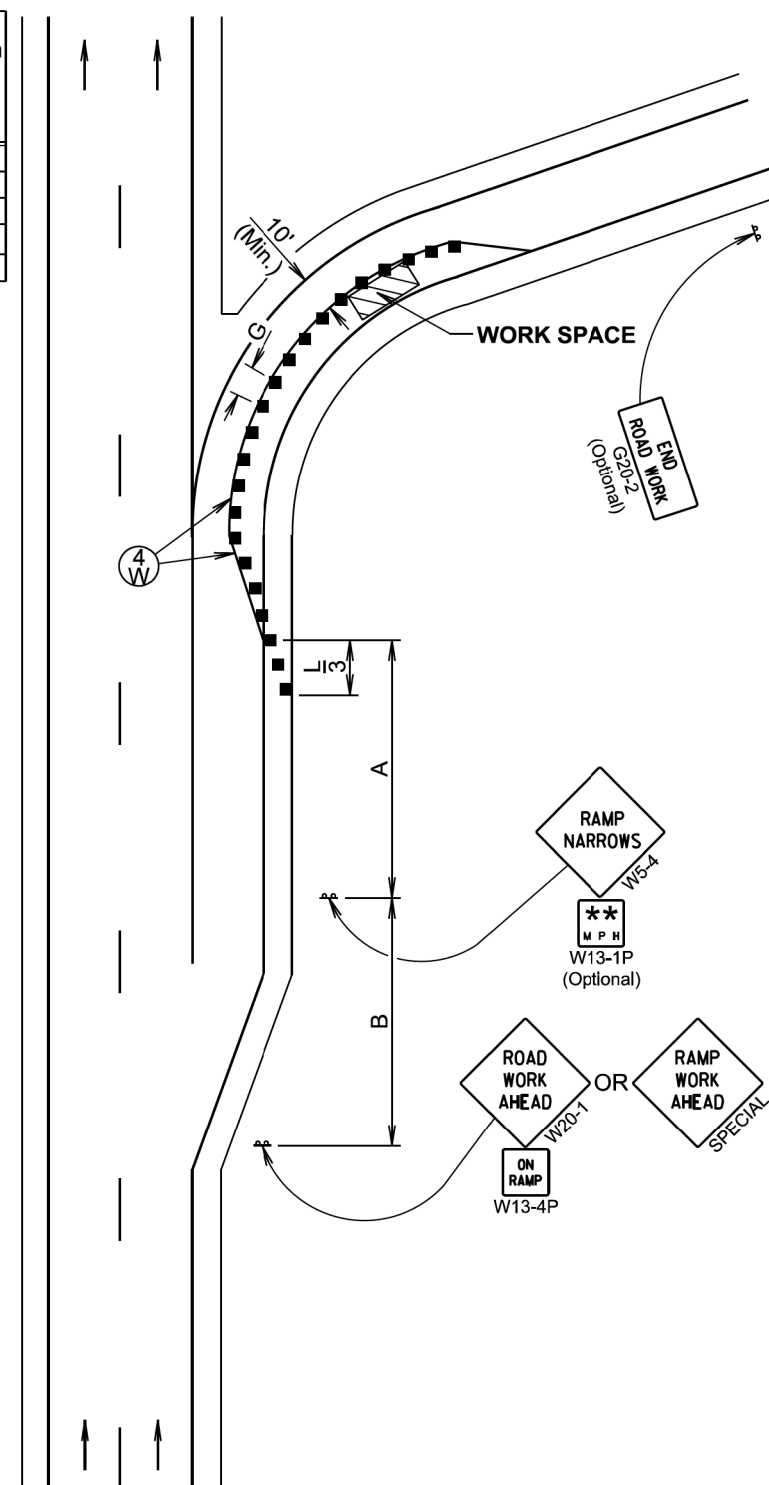
- * Spacing is 40' for 42" cones.
- Channelizing Device
- ⊙ 4" White Temporary Pavement Marking

** Need and safe speed to be determined by the Engineer.

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

The channelizing devices will be drums or 42" cones if traffic control must remain overnight.

Truck off-tracking should be considered when determining whether the 10-foot minimum lane width is adequate.



January 22, 2021

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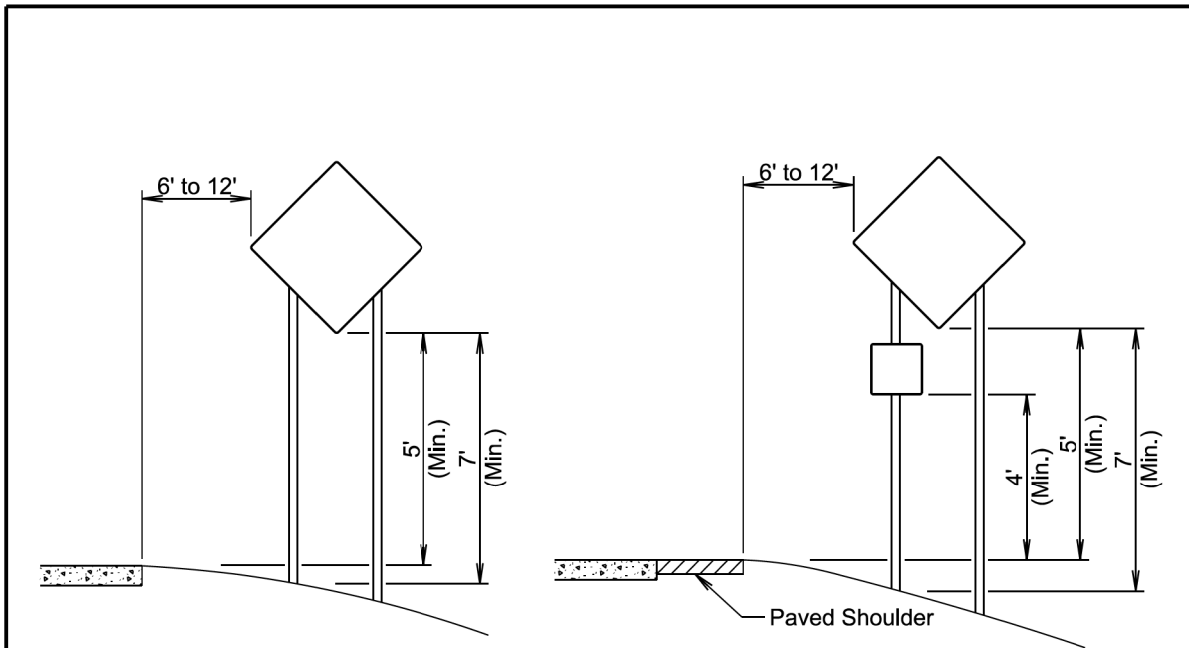
SDDOT

PARTIAL EXIT RAMP CLOSURE

PLATE NUMBER
634.69

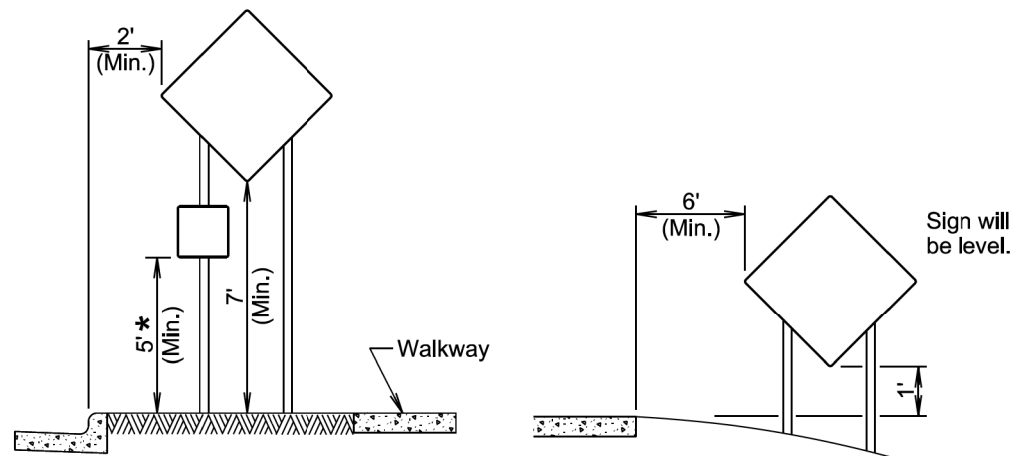
Sheet 1 of 1

PLOT SCALE - 1:200



RURAL DISTRICT

**RURAL DISTRICT WITH
SUPPLEMENTAL PLATE**



URBAN DISTRICT

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

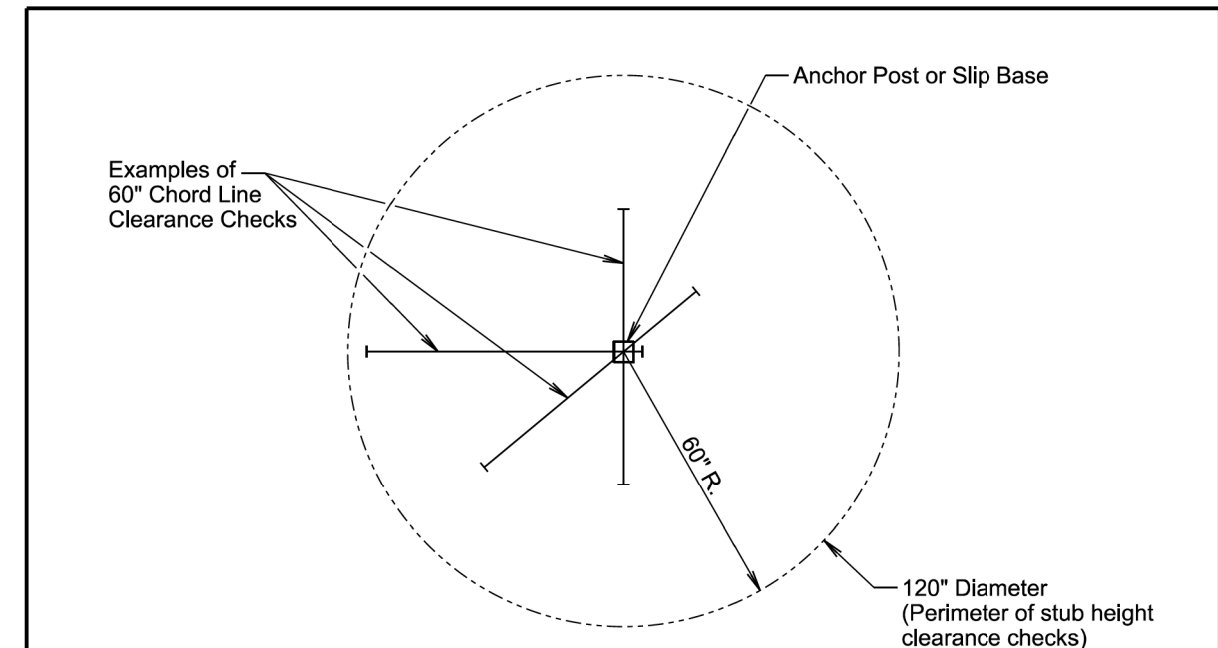
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

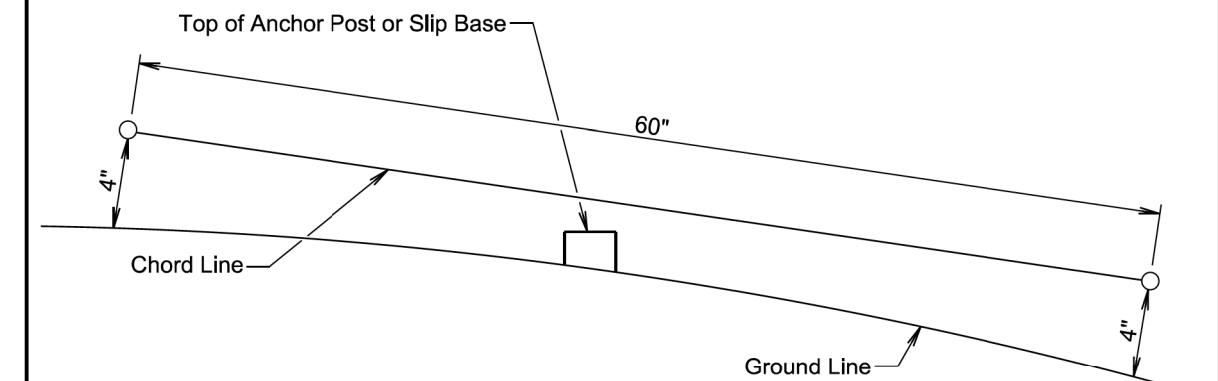
Published Date: 2026	S D D O T	CRASHWORTHY SIGN SUPPORTS (Typical Construction Signing)	PLATE NUMBER 634.85
			Sheet 1 of 1

PLOT NAME - \$\$\$PLOTNAME\$\$

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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: 2026	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1