

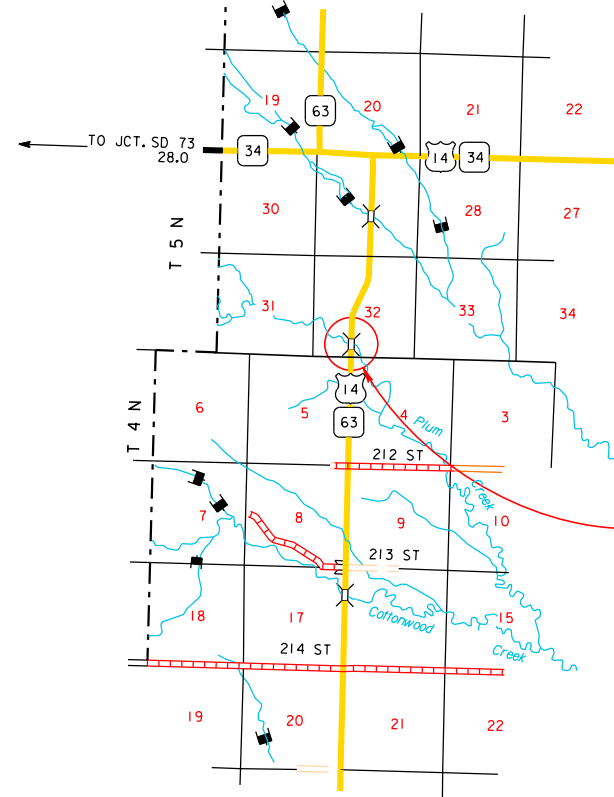
Section C: Traffic Control Plans

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0083(91)118, NH 0014(243)131, P 1806(26)145, P0047(123)52	C1	C16

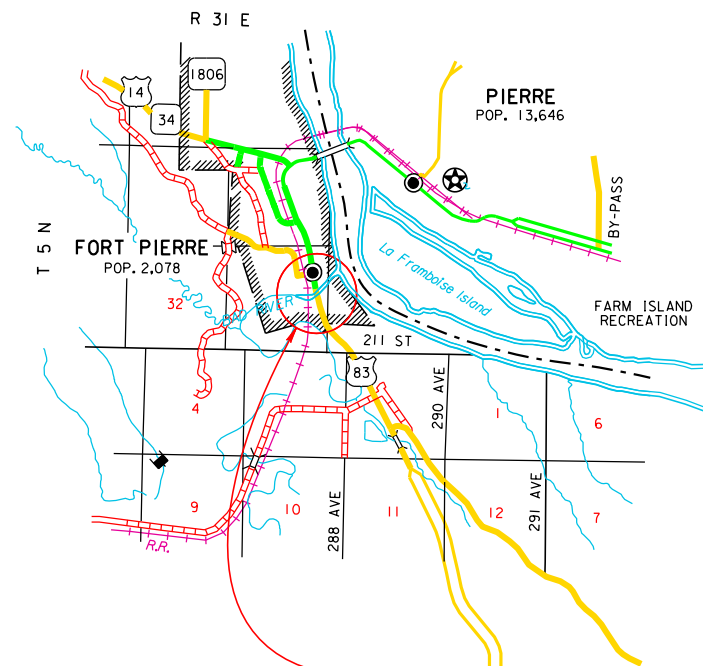
Plotting Date: 01/29/2024

INDEX OF SHEETS

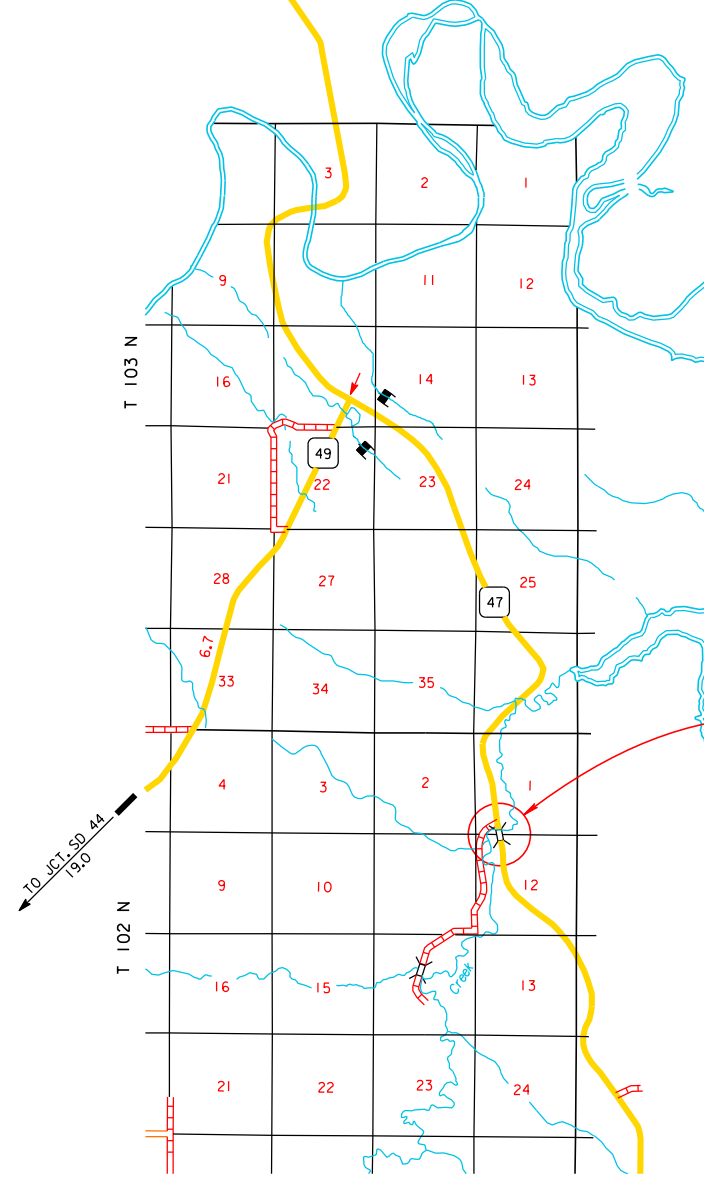
- C1 General Layout W/Index
- C2-C6 Estimate With General Notes & Tables
- C7-C9 Width Restriction Layout
- C10 Traffic Control Barrier Layout
- C11 Pavement Marking Layout
- C12-C16 Standard Plates



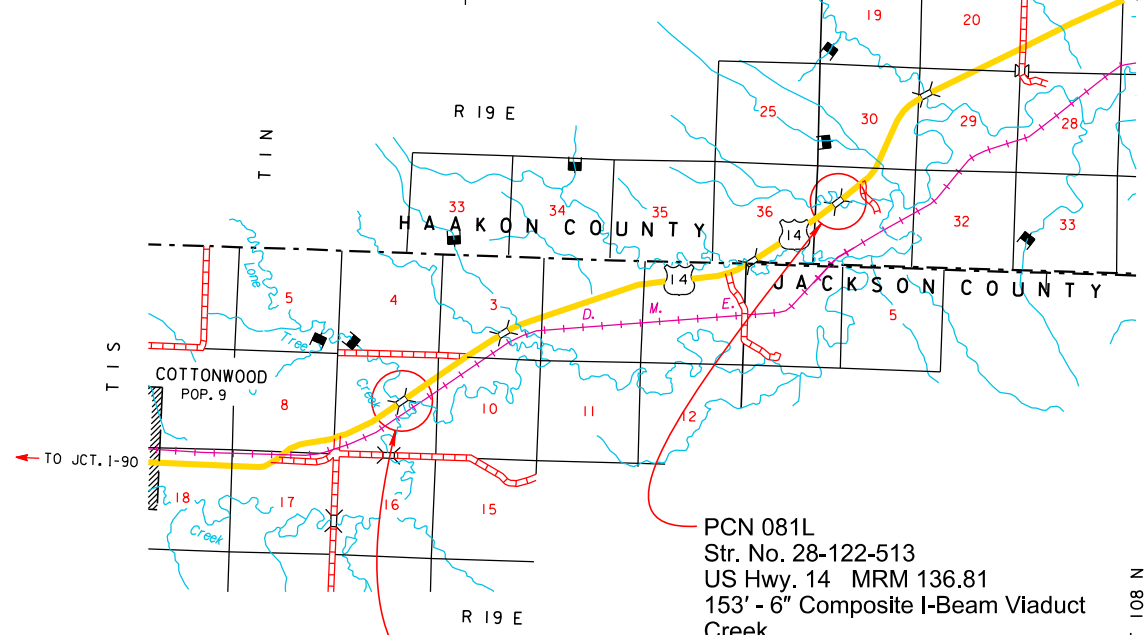
PCN 081L
Str. No. 59-023-299
US Hwy. 14 MRM 188.15
117' - 0" Cont. Conc. Bridge
Plum Creek



PCN 081K
Str. No. 59-398-295
US Hwy. 83 MRM 118.50
434' - 0" Cont. Comp. Girder Bridge
Bad River

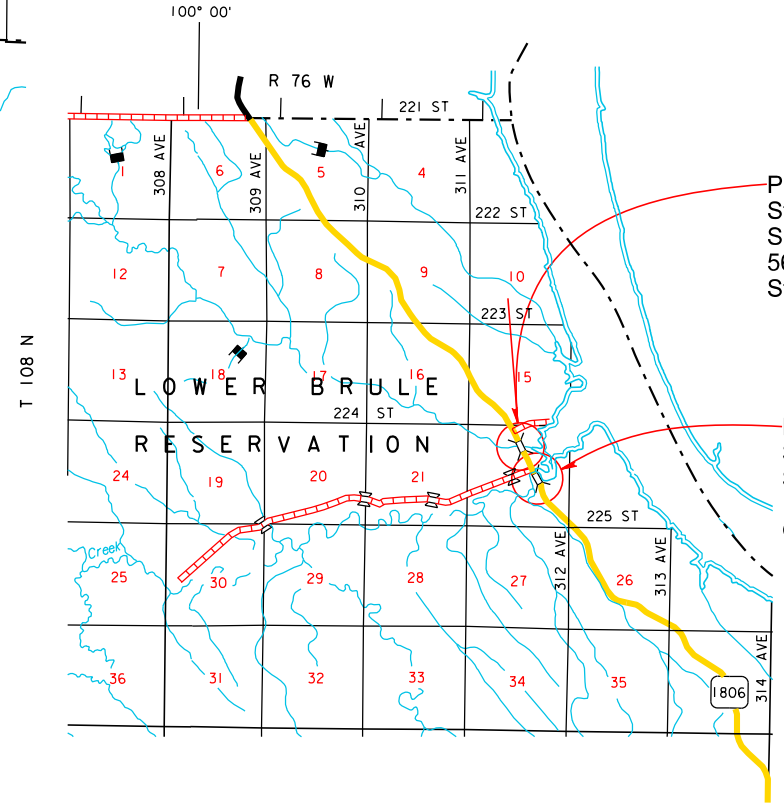


PCN 08JC
Str. No. 43-422-370
SD Hwy. 47 MRM 52.73
209' - 0" Cont. Conc. Bridge
Bull Creek



PCN 081L
Str. No. 28-122-513
US Hwy. 14 MRM 136.81
153' - 6" Composite I-Beam Viaduct
Creek

PCN 081L
Str. No. 36-145-015
US Hwy. 14 MRM 131.97
110' - 0" Cont. Conc. Bridge
Lone Tree Creek



PCN 08JA
Str. No. 43-216-034
SD Hwy. 1806 MRM 145.31
56' - 0" Comp. Steel Girder Bridge
Straight Creek

PCN 08JA
Str. No. 43-218-036
SD Hwy. 1806 MRM 145.02
137' - 0" Cont. Conc. Bridge
Cedar Creek

Plot Scale - 1:200

Plotted From - TRPR22410

Plot Name -

File - ...ACAD\081K_TrafficSheets.dgn

SECTION C ESTIMATE OF QUANTITIES

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(243)131, NH 0083(91)118, P 1806(26)145, P 0047(123)52	C2	C16

Revised 03/28/2024 JPJ

PCN 081K – Str. No. 59-398-295

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
633E0010	Cold Applied Plastic Pavement Marking, 4"	630	Ft
633E0030	Cold Applied Plastic Pavement Marking, 24"	16	Ft
633E0040	Cold Applied Plastic Pavement Marking, Arrow	1	Each
633E1200	High Build Waterborne Pavement Marking Paint, White	6	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	10	Gal
633E1272	High Build Waterborne Pavement Marking Paint, Arrow	1	Each
633E5000	Grooving for Cold Applied Plastic Pavement Marking, 4"	630	Ft
633E5015	Grooving for Cold Applied Plastic Pavement Marking, 24"	16	Ft
633E5025	Grooving for Cold Applied Plastic Pavement Marking, Arrow	1	Each
634E0010	Flagging	40.0	Hour
634E0110	Traffic Control Signs	201.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	LS
634E0275	Type 3 Barricade	4	Each
634E0525	Linear Delineation System Panel, Barrier Mounted	52	Each
634E0700	Traffic Control Movable Concrete Barrier	52	Each
634E0750	Temporary Concrete Barrier End Protection	2	Each
634E0755	Remove and Reset Temporary Concrete Barrier End Protection	2	Each
634E1002	Detour and Restriction Signing	1,053.0	SqFt
634E2015	Temporary Pedestrian Access Route	Lump Sum	LS
634E2020	Temporary Curb Ramp	1	Each
634E2025	Longitudinal Pedestrian Barrier	750	Ft

PCN 081L – Str. No. 36-145-015, 28-122-513, 59-023-299

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
633E1200	High Build Waterborne Pavement Marking Paint, White	6	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	4	Gal
634E0010	Flagging	60.0	Hour
634E0110	Traffic Control Signs	490.2	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	LS
634E0310	Temporary Flexible Vertical Markers (Tabs)	381	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	7,032	Ft
634E1002	Detour and Restriction Signing	1,026.0	SqFt

PCN 08JA – Str. No. 43-216-034, 43-218-036

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
633E1200	High Build Waterborne Pavement Marking Paint, White	3	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	2	Gal
634E0010	Flagging	60.0	Hour
634E0110	Traffic Control Signs	221.8	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	LS
634E0310	Temporary Flexible Vertical Markers (Tabs)	193	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	4,688	Ft

PCN 08JC – Str. No. 43-422-370

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
009E4100	Construction Schedule, Category I	Lump Sum	LS
633E1200	High Build Waterborne Pavement Marking Paint, White	3	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	1	Gal
634E0010	Flagging	60.0	Hour
634E0110	Traffic Control Signs	163.4	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0135	Traffic Control Supervisor	Lump Sum	LS
634E0310	Temporary Flexible Vertical Markers (Tabs)	209	Ft
634E0600	4" Temporary Pavement Marking Tape Type I	2,344	Ft
634E1002	Detour and Restriction Signing	477.0	SqFt

SEQUENCE OF OPERATIONS

The following sequences of operations will be followed:

PCN 081K

See Traffic Control Barrier Layout sheet in Section C, and follow Scope of Bridge Work & Sequence of Operations for 434' - 0" Cont. Comp. Girder Bridge in Section E.

ALL OTHERS

1. Install traffic control as shown in Standard Plate 634.24 and Traffic Control Barrier Layout Sheet (Section C) to close one half of the structure for bridge structure work (see Section E). Install first pass of temporary pavement markings.
2. Perform all required structural work on the closed lane(s) of the bridge deck. (See Section E notes, Scope of Bridge Work & Sequence of Operations).
3. Switch traffic control to close the opposite half of the structure. Install second pass of temporary pavement markings.
4. Perform all required structural work on the closed lane(s) of the bridge deck. (See Section E notes).
5. Place permanent pavement markings.
6. Remove temporary traffic control, including signs.

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.

COORDINATION BETWEEN CONTRACTORS

The Contractor will schedule the work so as not to interfere with or hinder the progress of the work performed by other Contractors for Project NH 0014(243)167 - PCN 05E9, Mill & AC Resurfacing of US 14 from MRM 190.03 to MRM 167.02+0.676 and upcoming projects NH-P 0031(59) – PCN 0973, Asphalt Surface Treatment, various locations in the Pierre Area and P 0034(206)245 – PCN06T0, Mill & AC Resurfacing & Bike Path AC Resurfacing of SD34, SD 34 E & W – Fm Cleveland Ave to Farm Island Road in Pierre. Conflicting traffic control devices may need to be temporarily adjusted or removed as directed by the Engineer at no additional cost to the contract. If the projects are occurring simultaneously, the work zones of the bridge deck polymer chip seals will be extended to the AC overlay project.

05E9 Contractor Contact Information:

Central Specialties, Inc
Attn: Alex Sweep
Ph: (320) 760-7289

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.

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

All construction operations will be conducted in the general direction of traffic movement.

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 (Continued)

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

TRAFFIC CONTROL SIGNS

Traffic control signs have been included in a table for each site. Payment will only be for those signs used on each site.

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS (PCN 081K)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
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
W4-2L	LEFT LANE ENDS (symbol)	1	48" x 48"	16.0	16.0
W4-2R	RIGHT LANE ENDS (symbol)	1	48" x 48"	16.0	16.0
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-5	LEFT LANE CLOSED AHEAD	1	48" x 48"	16.0	16.0
W20-5	RIGHT LANE CLOSED AHEAD	1	48" x 48"	16.0	16.0
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
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS (PCN 081K) SQFT					201.0

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS (PCN 081L)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	6	30"	5.2	31.2
W1-4	REVERSE CURVE (L or R)	3	48" x 48"	16.0	48.0
W3-1	STOP AHEAD (symbol)	6	48" x 48"	16.0	96.0
W20-1	ROAD WORK AHEAD	6	48" x 48"	16.0	96.0
W20-4	ONE LANE ROAD AHEAD	6	48" x 48"	16.0	96.0
W20-7	FLAGGER (symbol)	6	48" x 48"	16.0	96.0
G20-2	END ROAD WORK	6	36" x 18"	4.5	27.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS (PCN 081L) SQFT					490.2

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS (PCN 08JA)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	4	30"	5.2	20.8
W1-4	REVERSE CURVE (R)	2	48" x 48"	16.0	32.0
W3-1	STOP AHEAD (symbol)	4	48" x 48"	16.0	64.0
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
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	2	36" x 18"	4.5	9.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS (PCN 08JA) SQFT					221.8

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS (PCN 08JC)

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	2	30"	5.2	10.4
W1-4	REVERSE CURVE (L or R)	1	48" x 48"	16.0	16.0
W3-1	STOP AHEAD (symbol)	2	48" x 48"	16.0	32.0
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
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	2	36" x 18"	4.5	9.0
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS (PCN 08JC) SQFT					163.4

OVERWIDTH RESTRICTION SIGNING

The Contractor will furnish and install the overwidth restriction 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 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 signs.

The Contractor will coordinate with the Pierre Area Office to ensure that overwidth restriction signing does not conflict with overwidth restriction signing for PCN 03WN – Structure over the Missouri River on US14/US83/SD34. The Contractor will coordinate with the Pierre Area Office, as well as the prime contractor for the structure project, to only install the most restrictive signing at each location. The overwidth restriction signing, as required by this contract, will be produced and available for installation. Overwidth restriction signing will be paid for at plans quantity at the contract unit price per square foot for Detour and Restriction Signing unless changes are ordered by the Engineer

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(243)131, NH 0083(91)118, P 1806(26)145, P 0047(123)52	C3	C16

Revised 02/23/2024 JPJ

03WN Contractor Contact Information:

Jensen Construction Company
Attn: Landon Streit (Rasmussen Group)
Ph: (515) 290-0591

Pierre Area Office
Ph: (605) 773-5294

All costs for furnishing the signs, posts, and mounting hardware, and for installing, maintaining, covering, and removing the overwidth restriction 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.

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. All costs associated with this will be incidental to the contract unit price per hour for "Flagging".

TEMPORARY PAVEMENT MARKING

Upon completion of structure site work, temporary pavement markings will be used to mark centerline of all new surfaces as per Specifications.

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

Temporary pavement marking paint will not be allowed.

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 after the polymer chip seal

TEMPORARY PAVEMENT MARKING (Continued)

In the absence of a signed lane closure or pilot car operation, FLAGGER (W20-7) symbol signs 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.

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 TAPE, TYPE I

Temporary pavement marking for stop lines will consist of 4" Temporary Pavement Marking Tape Type I. Placement of each 24" white stop line will be accomplished by placing six pieces of 4" x 12' tape adjacent to one another. Each workspace requires two stop lines which is an equivalent of approximately 144' of 4" tape (6 workspaces at 144' = 864'). Temporary Pavement Marking Tape Type I will be required for centerline markings shown on standard plate 634.25. (Estimate 6 workspaces x 2,200' per workspace = 13,200'). Temporary tape will be removed upon completion of the project.

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 Sheriffs' Departments in Haakon, Jackson, Lyman, and Stanley Counties, 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".

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. Pedestrian traffic signal displays controlling a crosswalk that is closed will be covered or removed.

TEMPORARY PEDESTRIAN SIDEWALK

Temporary pedestrian sidewalk will be a smooth, continuous, non-slip, hard surface. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use.

Temporary pedestrian sidewalk will have a minimum width of 48 inches, with 60 inches recommended. The Contractor will try to provide boulevard sidewalk, whenever possible, for temporary pedestrian sidewalk that is 48 inches wide. Temporary pedestrian sidewalk less than 60 inches wide will provide for a 60-inch x 60-inch passing space at intervals not to exceed 200 feet. Temporary pedestrian sidewalk will have a maximum cross slope of 2%. The maximum grade will be 5% where the temporary pedestrian sidewalk does not follow the grade of the road.

All costs associated with installing and maintaining a temporary pedestrian access route, including temporary pedestrian sidewalk, will be incidental to the contract lump sum price for "Temporary Pedestrian Access Route".

TEMPORARY CURB RAMP

Temporary curb ramps should be firm, stable, and have a non-slip surface. They will not warp or buckle, and should be made of materials strong enough to support a weight of 800 pounds. Temporary curb ramps will be yellow or color contrasting and contain marked edges, so they are noticeable by pedestrians who have visual impairments. Lateral joints or gaps between surfaces will be a maximum of 0.5 inches in width. Temporary curb ramps will include detectable warning panels.

Temporary curb ramps will be the same width as the temporary pedestrian access route, with a recommended width of 60 inches and a minimum width of 48 inches. Temporary curb ramps will have a maximum slope of 8.3% and have free draining surfaces with a maximum cross slope of 2%. Handrails on temporary curb ramps are not required unless the curb ramp has a rise exceeding 6 inches and a length exceeding 72 inches.

All costs will be incidental to the contract unit price per each for "Temporary Curb Ramp".

LONGITUDINAL PEDESTRIAN BARRIER

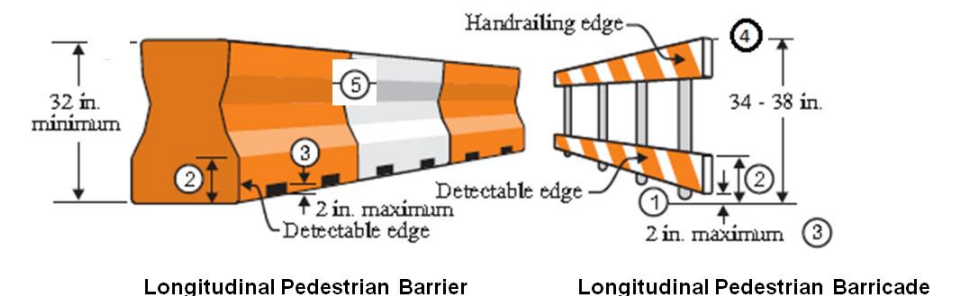
When used to separate pedestrians from vehicular traffic for TPARs in the roadway, longitudinal pedestrian barrier must meet or exceed the crashworthy requirements of NCHRP 350 or MASH Test Level 2 or 3. The bottom and top surfaces of the traffic side of devices will have retroreflective sheeting or delineation for improved nighttime visibility.

When longitudinal pedestrian barriers are combined in a series, the maximum gap between devices that do not interlock will be one inch. Joints between devices that do interlock should be closed and flush to prevent canes or small wheels from being trapped and to facilitate safe hand trailing. Channelizing devices 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 Chapter 6F of the MUTCD.

Longitudinal pedestrian barriers will have continuous bottom and top surfaces. The top surface will be smooth to allow safe hand trailing.

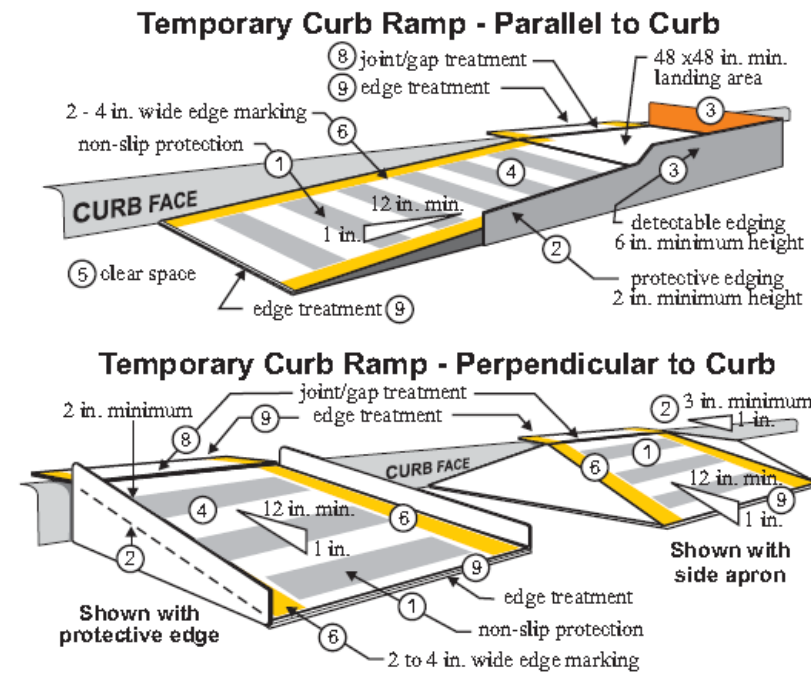
All costs will be incidental to the contract unit price per foot for "Longitudinal Pedestrian Barrier".

PEDESTRIAN CHANNELIZING DEVICE DETAILS



1. Barricade rail supports may not extend into the pedestrian walkway more than 4 inches from the face of the barricade.
2. The top edge of the bottom portion will be a minimum of 8 inches above the walkway.
3. Devices will not block water drainage from the walkway. A gap height or opening from the walkway surface up to a maximum of 2 inches in height is allowed for drainage purposes.
4. The top edge of the longitudinal pedestrian barricade is to be used as a guiderail to provide visual and tactile guidance to pedestrians along a designated route. The top surface should have a minimum width of 0.5 inches to allow the hand to feel the surface. The surface should be smooth and free of any sharp or abrasive elements to allow safe hand trailing.
5. Longitudinal pedestrian barrier used to provide positive protection from traffic to pedestrians should be crashworthy.

TEMPORARY CURB RAMP DETAILS



1. Curb ramps will be 48-inch minimum width with a firm, stable, and non-slip surface.
2. Protective edging with a 2-inch minimum height will be installed when the curb ramp or landing platform has a vertical drop of 6 inches or greater or has a side apron slope steeper than 3:1 (33%). Protective edging should be considered when curb ramps or landing platforms have a vertical drop of 3 inches or more.
3. Detectable edging with 6 inches minimum height and contrasting color will be installed on all curb ramp landings where the walkway changes direction (turns).
4. Curb ramps and landings should have a 50:1 (2%) maximum cross slope.
5. A minimum clear space of 48 inch x 48 inch minimum will be provided above and below the curb ramp, with a 60 inch x 60 inch clear space preferred.
6. The curb ramp walkway edge will be marked with a contrasting color 2 to 4 inch wide marking. The marking is optional where color contrasting edging is used.
7. Water flow in the gutter system will have minimal restriction.
8. Lateral joints or gaps between surfaces will be less than 0.5 inches in width.
9. Changes between surface heights should not exceed 0.5 inches. Lateral edges between 0.25 inches and 0.5 inches in height, should be vertical up to 0.25 inches in height and beveled at 2:1 between 0.25 inches and 0.5 inches in height.

TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS

Concrete barriers will be provided by the State and are available for pickup from the SDDOT Murdo Maintenance Yard located at 24305 US Hwy 83 in Murdo. The barriers will be hauled back to the SDDOT Murdo Maintenance Yard when they are no longer needed on the project.

Barriers to be adjusted or moved will be disconnected from adjacent barriers to minimize 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.

All costs associated with picking the barriers up from the SDDOT Maintenance Yard, transporting, setting, connecting, and hauling them back to the SDDOT Maintenance Yard will be incidental to the contract unit price per each for Traffic Control Movable Concrete Barrier.

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 Traffic Control Movable Concrete Barrier. 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 either reset on the project or returned to the SDDOT as indicated in these plans.

TEMPORARY CONCRETE BARRIER END PROTECTION

Crash attenuators meeting the requirements of NCHRP 350 or MASH TL-3 will be furnished and installed by the Contractor. Attachment of the attenuators to the concrete barriers will be by approved methods.

All costs associated with furnishing, transporting, initial setup, connecting, maintaining, and removing the crash attenuators will be incidental to the contract unit price per each for Temporary Concrete Barrier End Protection.

All costs associated with moving and resetting crash attenuators to accommodate traffic flows after initial set-up will be paid for at the contract unit price per each for Remove & Reset Temporary Concrete Barrier End Protection. All costs associated with removing from initial placement and resetting at a new location will be incidental to the contract unit price per each. No additional payment will be made for crash attenuators that are not immediately reset at a new location on the project and stored on-site until they are either reset or removed from the project as determined by the Engineer. No additional payment will be made for minor adjustments.

The Contractor will have replacement hardware available so that in the event the crash attenuator is hit and made unusable, the crash attenuator can be made functional within 24 hours. The cost of replacement will be incidental to the contract unit price per each for Temporary Concrete Barrier Module Set or Repair Kit. No payment will be made for the Temporary Concrete Barrier Module Set or Repair Kit if no repairs are necessary. Upon completion of the project, crash attenuators will remain the property of the Contractor.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(243)131, NH 0083(91)118, P 1806(26)145, P 0047(123)52	C5	C16

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.

PAVEMENT MARKING PAINT

The Contractor will advise the Engineer a minimum of 3 weeks prior to the application of the permanent pavement marking to allow the State to check and mark the location of no passing zones.

Application of permanent pavement marking will be completed within 14 calendar days following completion of the final surfacing.

COLD APPLIED PLASTIC PAVEMENT MARKING

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

Cold Applied Plastic Pavement Markings will be 3M Series 380 AW or an approved equal.

HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

All materials will be applied as per manufacturer's recommendations. High build waterborne pavement marking paint will conform to the supplemental specifications for Section 980.1 B.

Reflective media will consist of glass beads.

RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0014(243)131, NH 0083(91)118, P 1806(26)145, P 0047(123)52	C6	C16

Solid 4" line = 27.8 Gal/Mile
Dashed 4" line = 7.6 Gal/Mile
Glass Beads = 8 Lbs/Gal.

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.

RETROREFLECTIVITY FOR PAVEMENT MARKING PAINT

The Department may take retroreflectivity readings on the pavement marking lines after 2 days and within 30 days of the line application using either a portable or mobile retroreflectometer that conforms to 30-meter geometry. If the Department chooses to take retroreflectivity readings, three retroreflectivity readings will be taken on each line at each test location. The three readings will be averaged and become the reading for that test location.

If the Department chooses to take retroreflectivity readings, three readings will be taken on the edge lines and lane lines in the direction of application. For combination solid yellow and skip yellow lines for turn lanes and for centerline markings on two-way roadways, three readings will be taken in one direction, the reflectometer will be turned 180 degrees and three more readings will be taken. The six readings for the centerline markings will be averaged and become the test reading for that test location.

If the Department chooses to take readings, the minimum retroreflectivity values will be 275 mc/m²/lux for white and 170 mc/m²/lux for yellow.

GROOVING FOR COLD APPLIED PLASTIC PAVEMENT MARKING

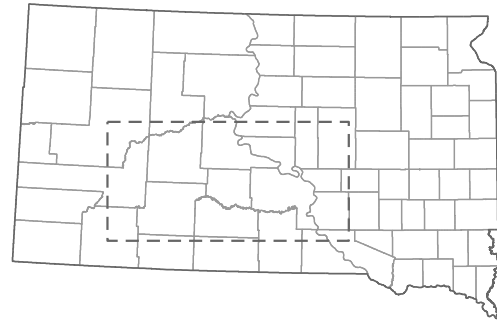
The Contractor will establish a positive means for the removal of the grinding and/or grooving residue. Residue from dry grooving will be vacuumed. Solid residue will be removed from the pavement surfaces before being blown by traffic action or wind. The Contractor will conduct this work to control and minimize airborne dust and similar debris that may become a hazard to motor vehicle operation or nuisance to property owners. Residue from wet grooving will not be permitted to flow across lanes being used by public traffic or into gutter or drainage facilities. Residue, whether in solid or slurry form, will be disposed of in a manner that will prevent it from reaching any waterway in a concentrated state. The cleaning of the residue for grooving will be to the satisfaction of the Engineer and may require more than one pass to adequately remove material. All costs for removal of grinding and/or grooving residue will be included in the contract unit price per foot, or each for "Grooving for Cold Applied Plastic Pavement Marking" contract items.

WIDTH RESTRICTION SIGN LAYOUT

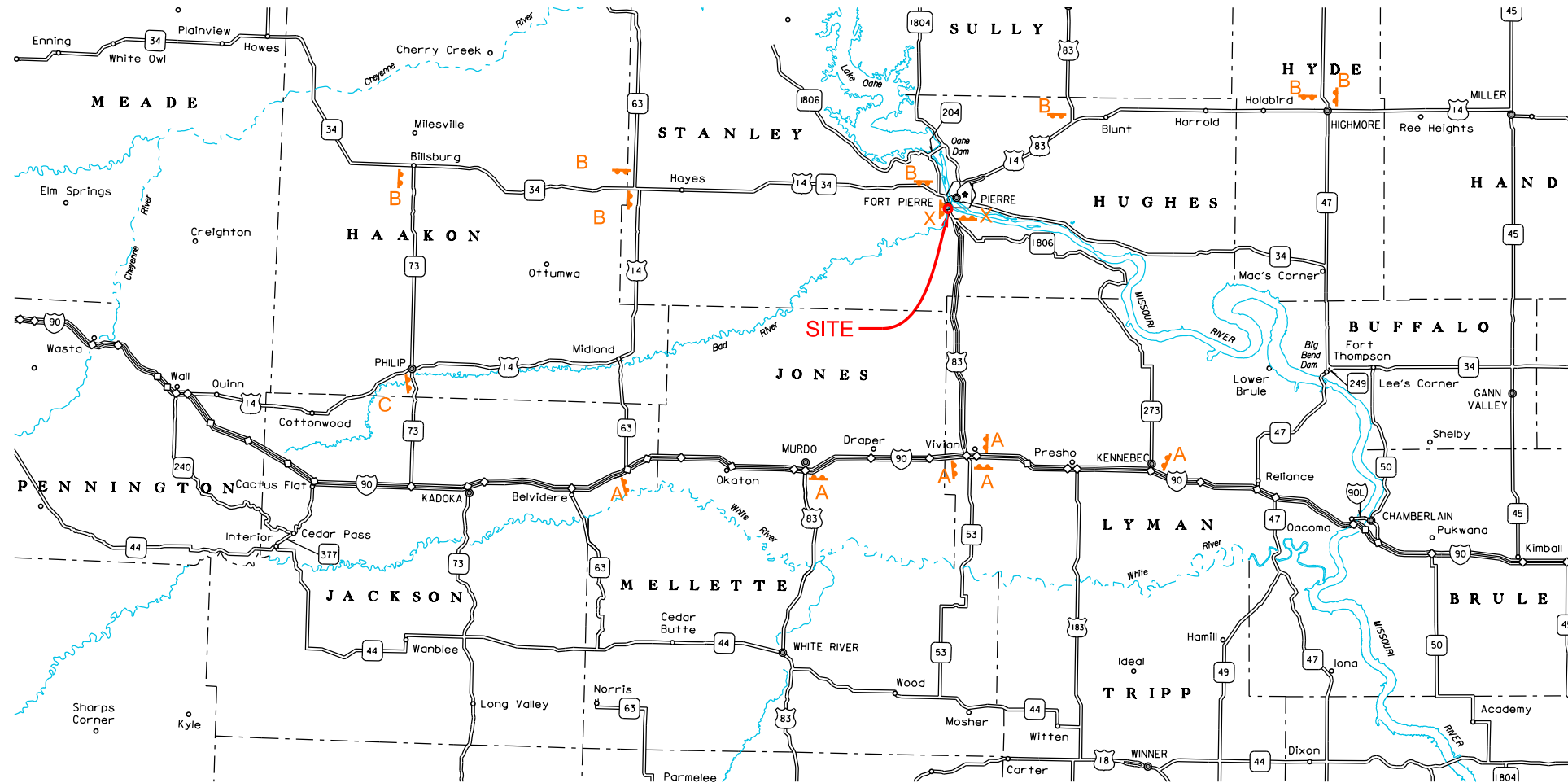
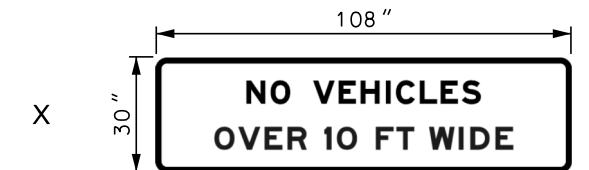
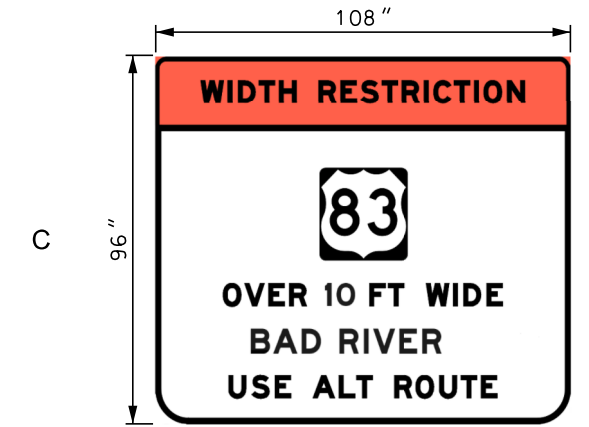
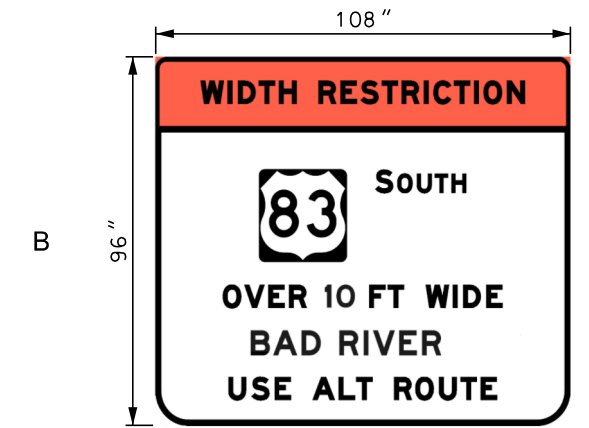
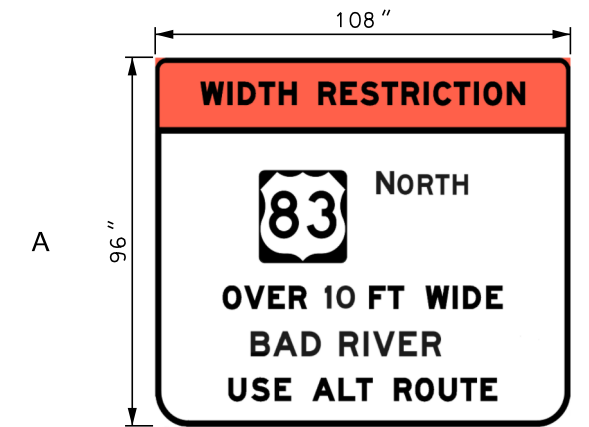
STRUCTURE 59-398-295 ON US 83
IN THE CITY OF FORT PIERRE
PCN 081K

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0083(91)118, NH 0014(243)131, P 1806(26)145, P0047(123)52		

Plotting Date: 01/26/2024



WIDTH RESTRICTION SIGNS - PCN 081K						
INDEX	SIGN TEXT	HEIGHT	WIDTH	COUNT	AREA (EACH)	AREA (TOTAL)
A	US 83 NORTH, OVER 10 FT WIDE, BAD RIVER, USE ALT ROUTE	96 in	108 in	6 ea	72.0 SF	432 SF
B	US 83 SOUTH, OVER 10 FT WIDE, BAD RIVER, USE ALT ROUTE	96 in	108 in	7 ea	72.0 SF	504 SF
C	US 83, OVER 10 FT WIDE, BAD RIVER, USE ALT ROUTE	96 in	108 in	1 ea	72.0 SF	72 SF
X	NO VEHICLES, OVER 10 FT WIDE	30 in	108 in	2 ea	22.5 SF	45 SF
					TOTAL OVERWIDTH SIGN AREA:	1053 SF



NOTES:
THE ENGINEER WILL DETERMINE THE EXACT LOCATIONS OF THE SIGNS IN THE FIELD.
*WIDTH RESTRICTION SIGNING WILL BE COORDINATED WITH PIERRE AREA DUE TO ADDITIONAL WIDTH RESTRICTIONS ON US 14, PCN 05E9; AND ON THE MISSOURI RIVER BRIDGE, PCN 03WN.

Plot Scale - 1:200

Plotted From - TRPR22410

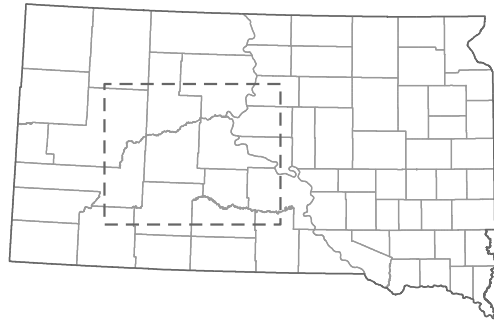
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WIDTH RESTRICTION SIGN LAYOUT

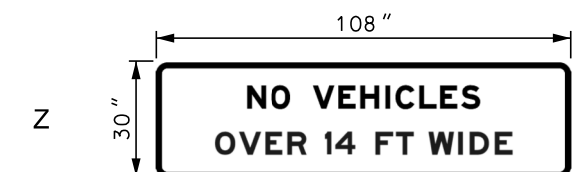
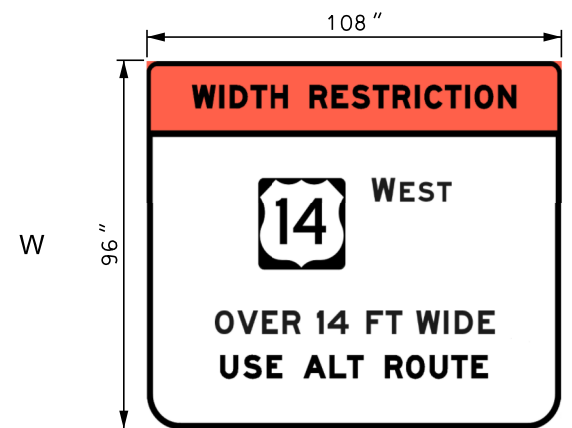
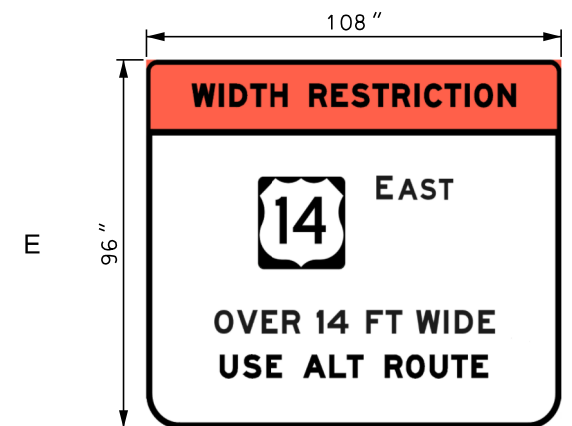
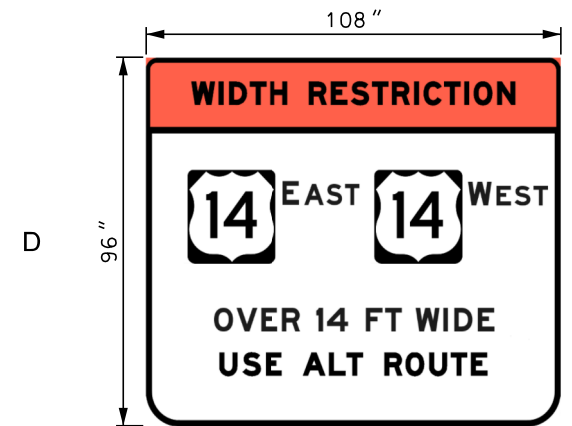
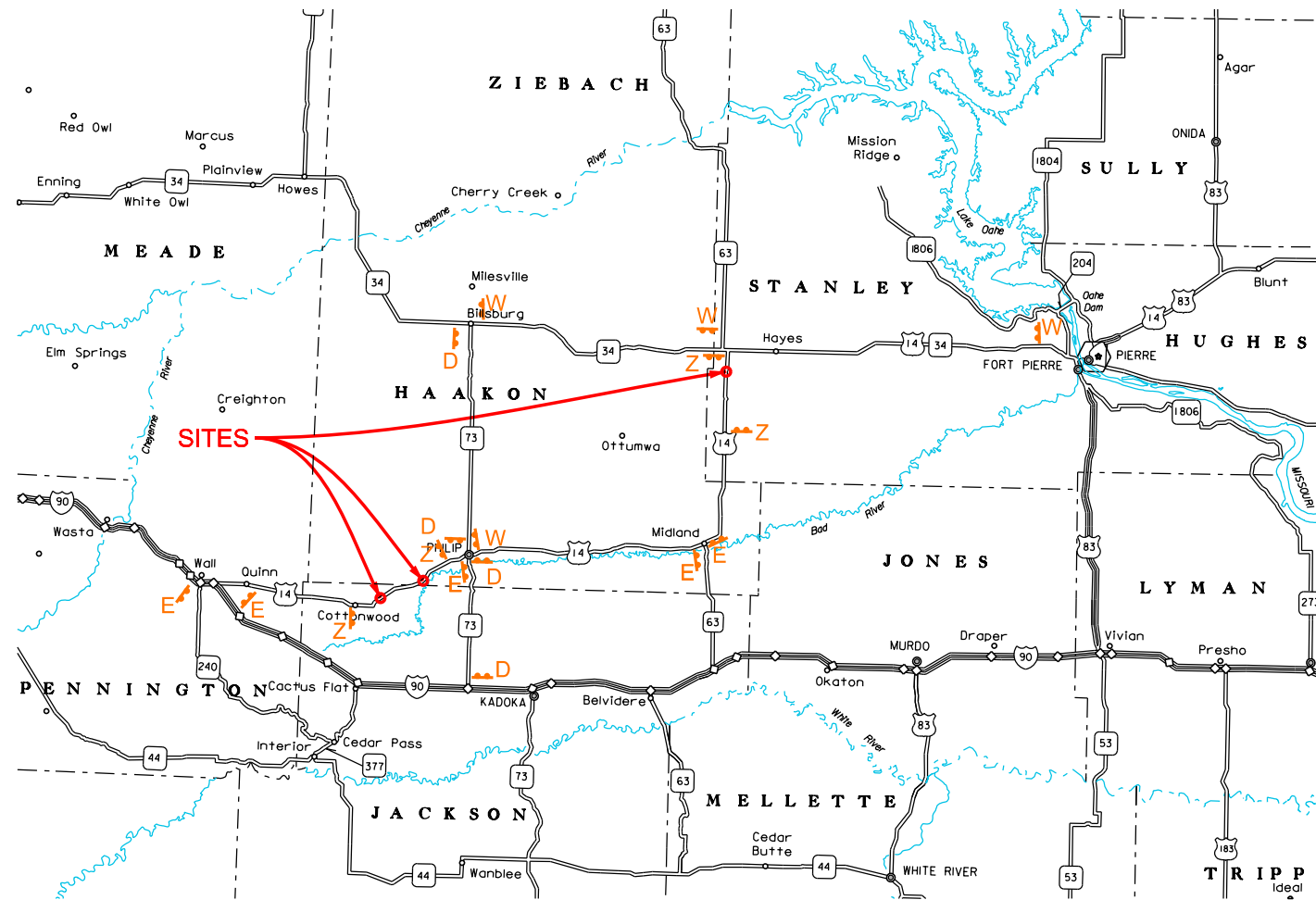
THREE STRUCTURE SITES ON US 14
 HAAKON, JACKSON, & STANLEY COUNTIES
 PCN 081L

STATE OF SOUTH DAKOTA	PROJECT NH 0083(91)118, NH 0014(243)131, P 1806(26)145, P0047(123)52	SHEET C8	TOTAL SHEETS C16
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Plotting Date: 01/26/2024



WIDTH RESTRICTION SIGNS - PCN 081L						
INDEX	SIGN TEXT	HEIGHT	WIDTH	COUNT	AREA (EACH)	AREA (TOTAL)
D	US 14 EAST US 14 WEST, OVER 14 FT WIDE, USE ALT ROUTE	96 in	108 in	4 ea	72.0 SF	288 SF
E	US 14 EAST, OVER 14 FT WIDE, USE ALT ROUTE	96 in	108 in	5 ea	72.0 SF	360 SF
W	US 14 WEST, OVER 14 FT WIDE, USE ALT ROUTE	96 in	108 in	4 ea	72.0 SF	288 SF
Z	NO VEHICLES, OVER 14 FT WIDE	30 in	108 in	4 ea	22.5 SF	90 SF
					TOTAL OVERWIDTH SIGN AREA:	1026 SF



NOTE:

THE ENGINEER WILL DETERMINE THE EXACT LOCATIONS OF THE SIGNS IN THE FIELD.

Plot Scale - 1:200

Plotted From - TRPR22410

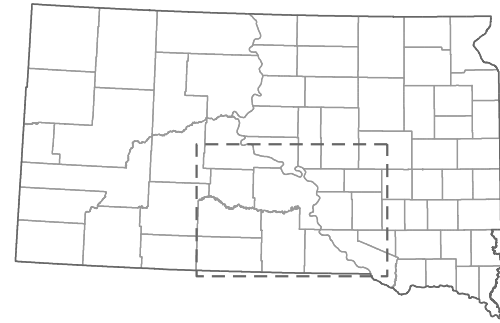
File - ...ICAD081K_WidthRestriction.dgn

WIDTH RESTRICTION SIGN LAYOUT

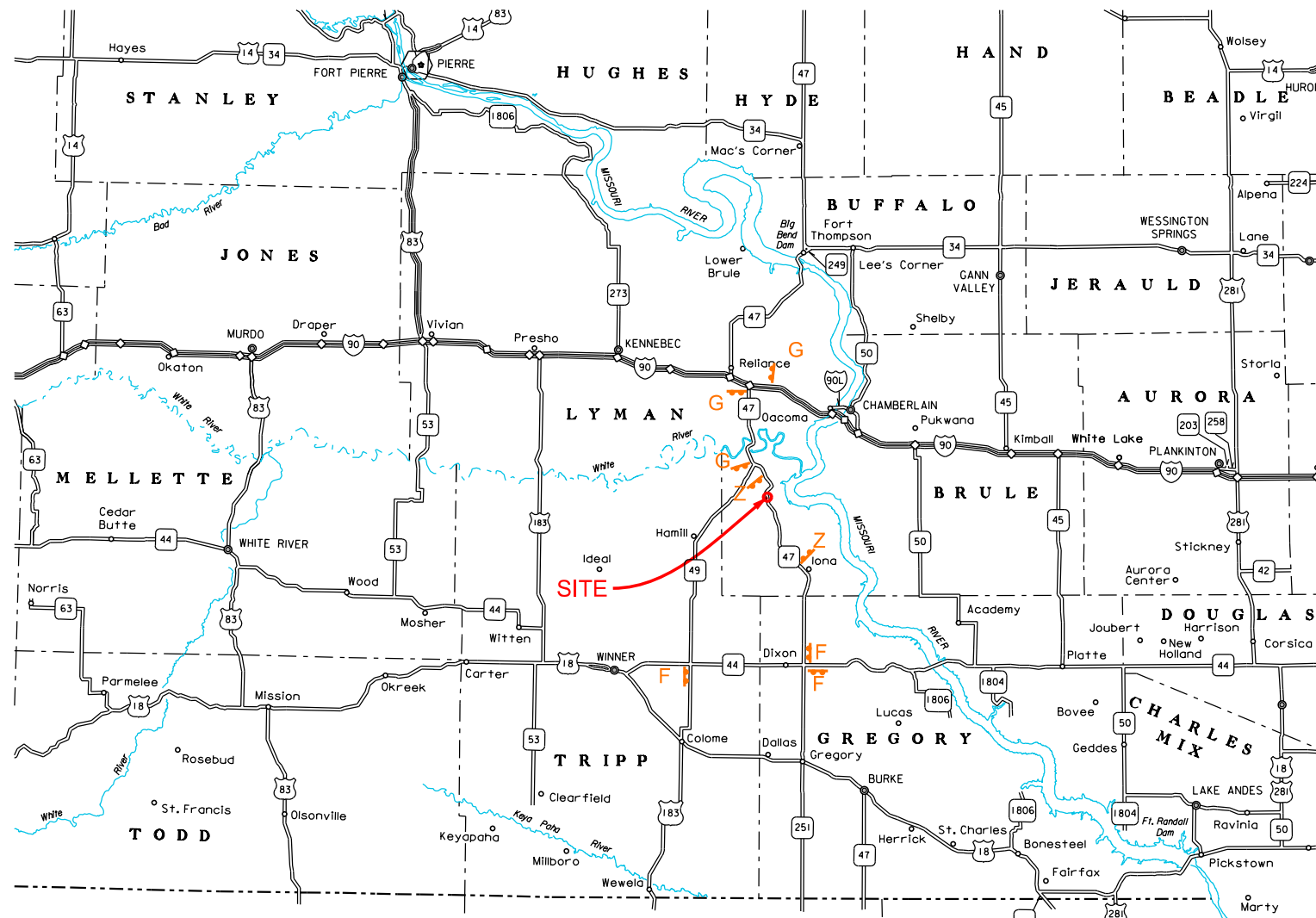
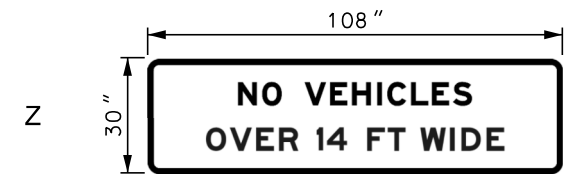
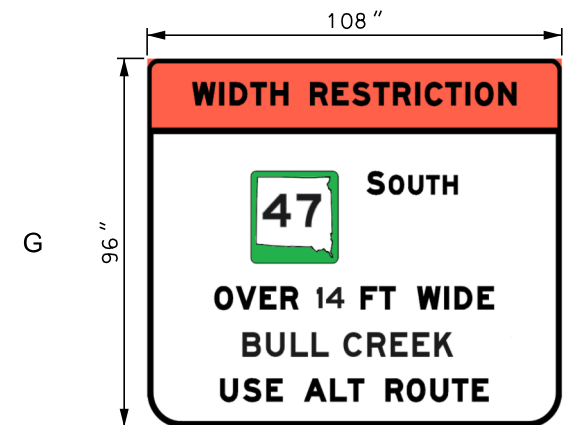
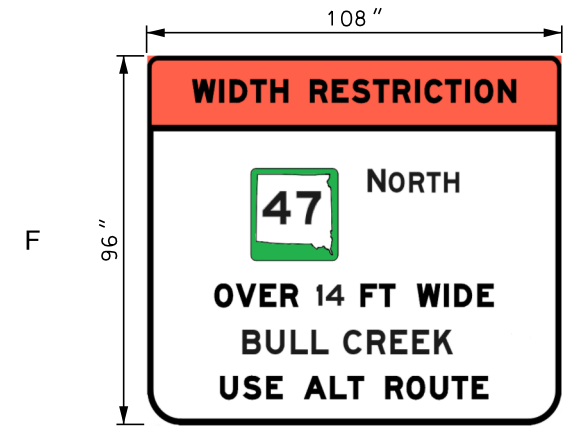
STRUCTURE 43-422-370 ON SD 47
 LYMAN COUNTY
 PCN 08JC

STATE OF SOUTH DAKOTA	PROJECT NH 0083(91)118, NH 0014(243)131, P 1806(26)145, P0047(123)52	SHEET C9	TOTAL SHEETS C16
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Plotting Date: 01/26/2024



WIDTH RESTRICTION SIGNS - PCN 08JC						
INDEX	SIGN TEXT	HEIGHT	WIDTH	COUNT	AREA (EACH)	AREA (TOTAL)
F	SD 47 NORTH, OVER 14 FT WIDE, BULL CREEK, USE ALT ROUTE	96 in	108 in	3 ea	72.0 SF	216 SF
G	SD 47 SOUTH, OVER 14 FT WIDE, BULL CREEK, USE ALT ROUTE	96 in	108 in	3 ea	72.0 SF	216 SF
Z	NO VEHICLES, OVER 14 FT WIDE	30 in	108 in	2 ea	22.5 SF	45 SF
TOTAL OVERWIDTH SIGN AREA					477 SF	



NOTE:

THE ENGINEER WILL DETERMINE THE EXACT LOCATIONS OF THE SIGNS IN THE FIELD.

TRAFFIC CONTROL BARRIER LAYOUT

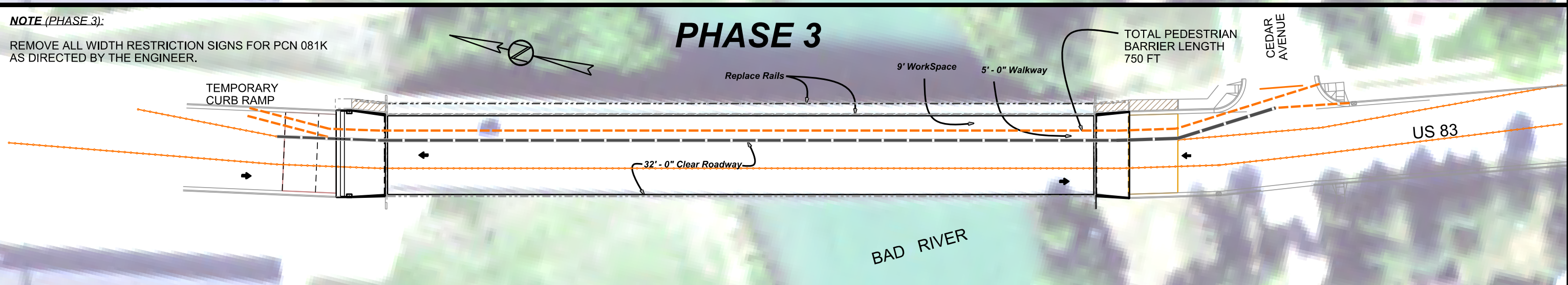
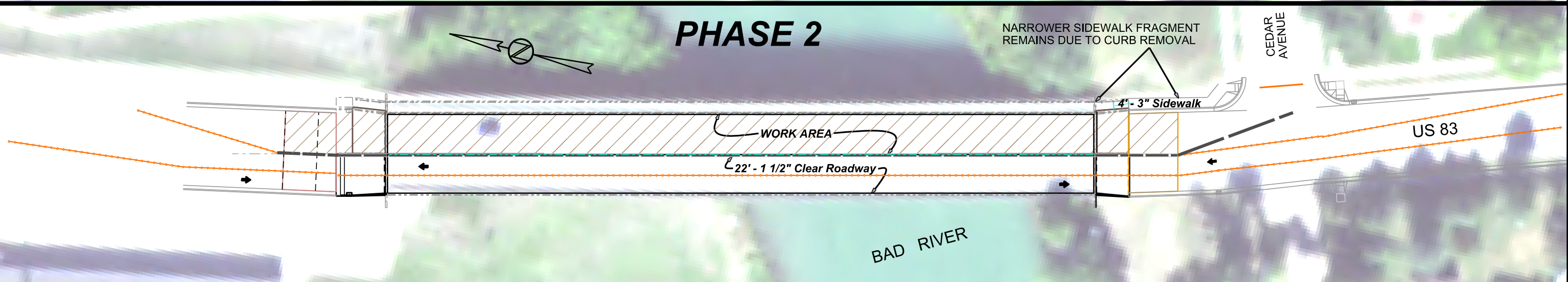
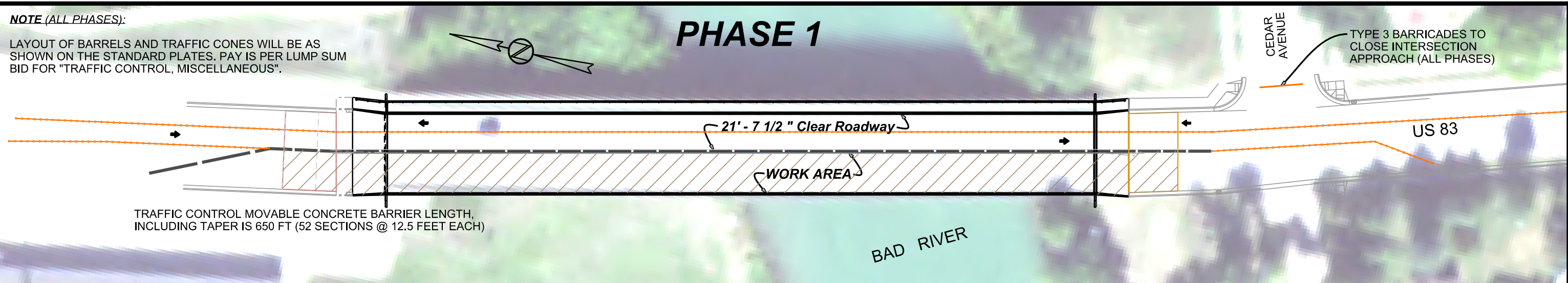
STRUCTURE NO. 59-398-295
OVER THE BAD RIVER
US HIGHWAY 83, MRM 118.50
PCN 081K

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0083(91)118, NH 0014(243)131, P 1806(26)145, P0047(123)52		

Revised 03/06/2024 JPJ

NOTE (ALL PHASES):

LAYOUT OF BARRELS AND TRAFFIC CONES WILL BE AS SHOWN ON THE STANDARD PLATES. PAY IS PER LUMP SUM BID FOR "TRAFFIC CONTROL, MISCELLANEOUS".



NOTE (PHASE 3):

REMOVE ALL WIDTH RESTRICTION SIGNS FOR PCN 081K AS DIRECTED BY THE ENGINEER.

1:60

Digital Elevation

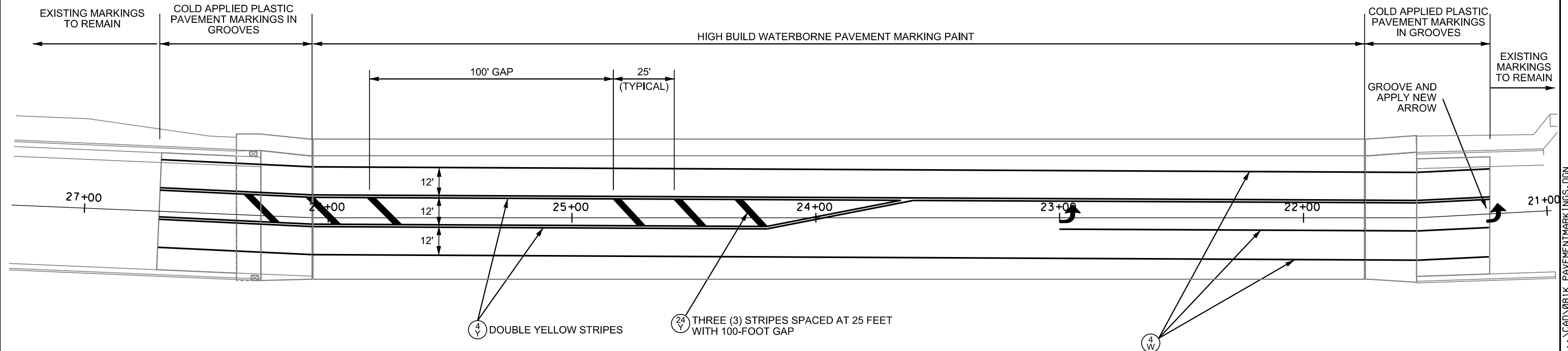
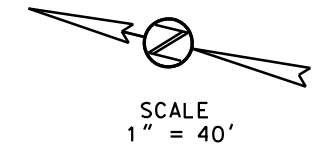
File - ...081K - TrafficControlLayout_ (2024)MarchRev.dgn

PERMANENT PAVEMENT MARKING LAYOUT

STRUCTURE NO. 59-398-295
 OVER THE BAD RIVER
 US HIGHWAY 83, MRM 118.50
 PCN 081K

STATE OF SOUTH DAKOTA	PROJECT NH 0083(91)118, NH 0014(243)131, P 1806(26)145, P0047(123)52	SHEET C11	TOTAL SHEETS C16
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Plotting Date: 02/01/2024



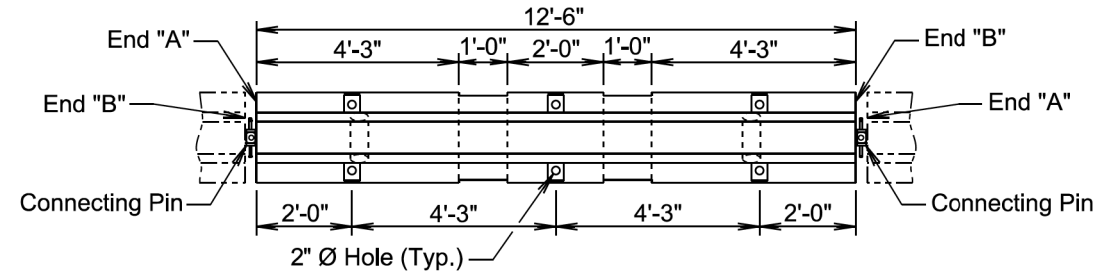
Cold Applied Plastic Pavement Marking, 4" White	278 Ft
Cold Applied Plastic Pavement Marking, 4" Yellow	352 Ft
Cold Applied Plastic Pavement Marking, 24" Yellow	16 Ft
Cold Applied Plastic Pavement Marking, Arrow	1 Each
High Build Waterborne Pavement Marking Paint, White	6 Gal
High Build Waterborne Pavement Marking Paint, Yellow	10 Gal
High Build Waterborne Pavement Marking Paint, Arrow	1 Each
Grooving for Cold Applied Plastic Pavement Marking, 4"	630 Ft
Grooving for Cold Applied Plastic Pavement Marking, 24"	16 Ft
Grooving for Cold Applied Plastic Pavement Marking, Arrow	1 Each

PLOT SCALE - 1:40

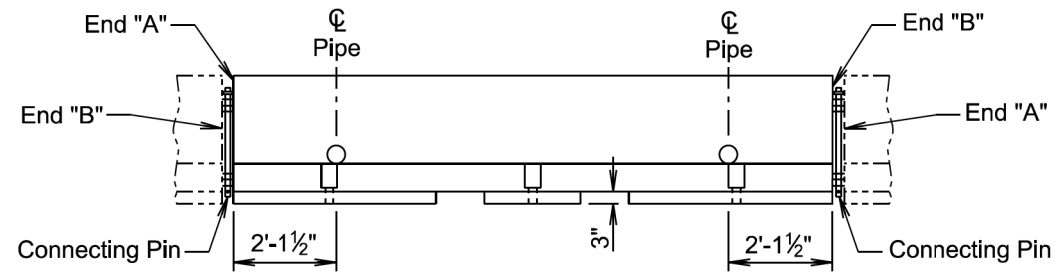
PLOT NAME - 1

FILE - ... \CAD\081K_PAVEMENT MARKINGS.DGN

PLOTTED FROM - TRPR22410



PLAN VIEW



ELEVATION VIEW

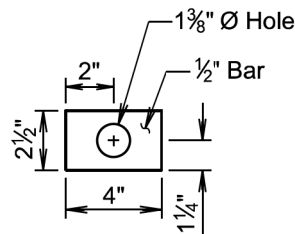
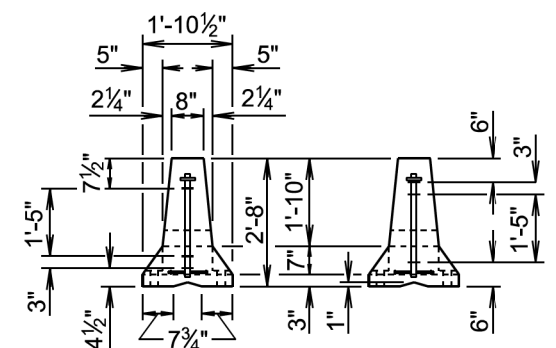
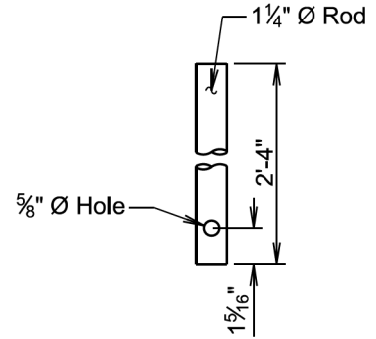


PLATE A

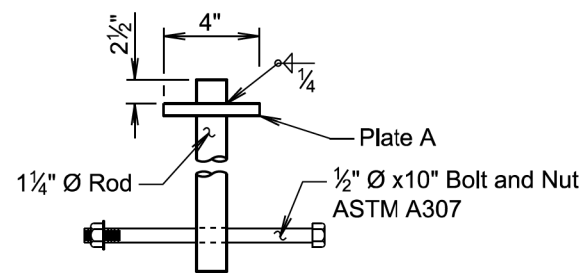


VIEW END A

VIEW END B



CONNECTING PIN DETAIL



ASSEMBLED CONNECTING PIN

September 14, 2018

Published Date: 2024	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

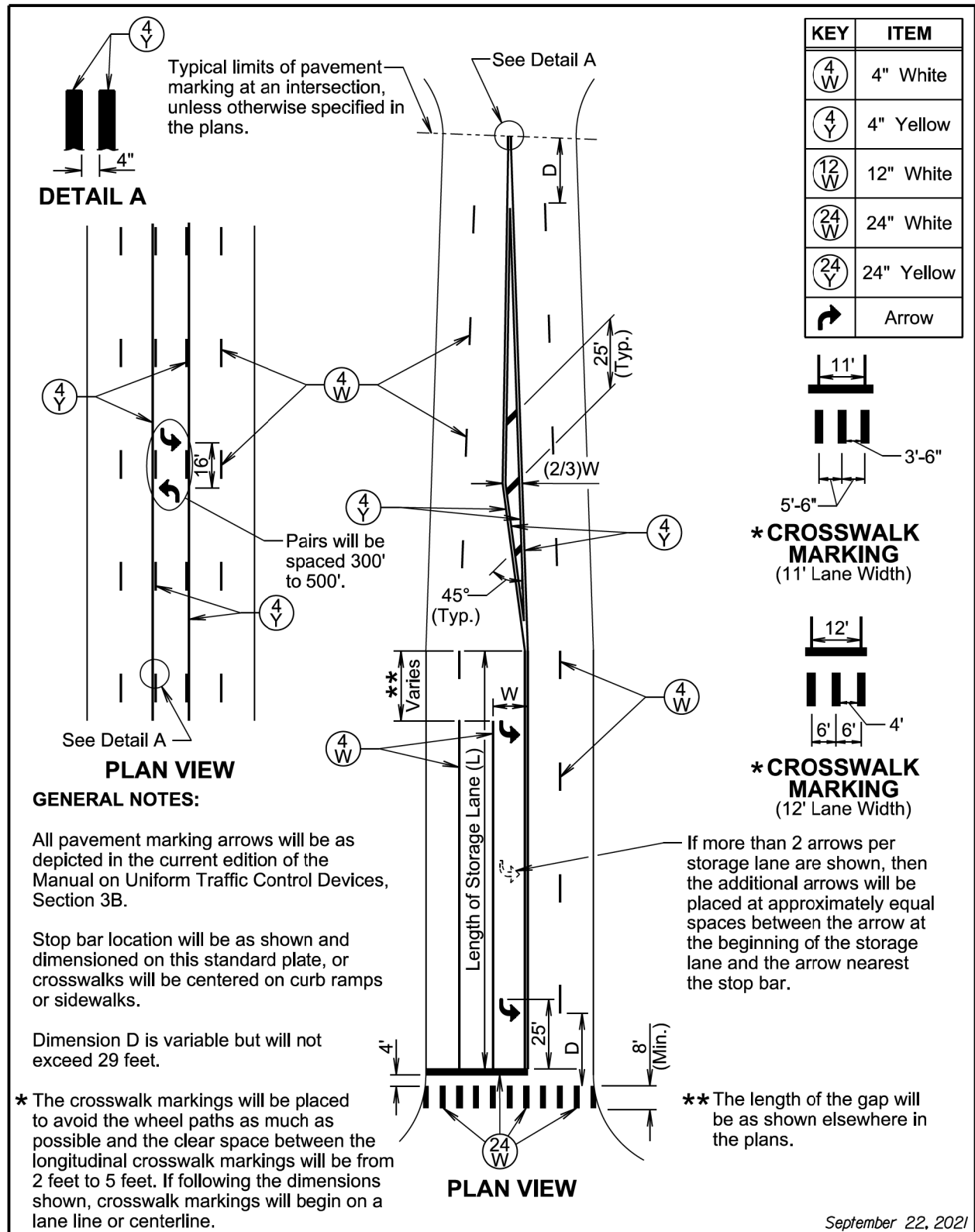
Published Date: 2024	SDDOT	TRAFFIC CONTROL MOVABLE CONCRETE BARRIERS (F SHAPE INTERIOR SECTION)	PLATE NUMBER 628.01
			Sheet 2 of 2

Plot Scale - 1:200

Plotted From - TRPR2410

File - ...ICAD\081K_Std Plates.dgn

Plot Scale - 1:200



S D D O T	PAVEMENT MARKINGS FOR ADJACENT INTERSECTIONS AND CENTER TURN LANE	PLATE NUMBER 633.01
	Published Date: 2024	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.

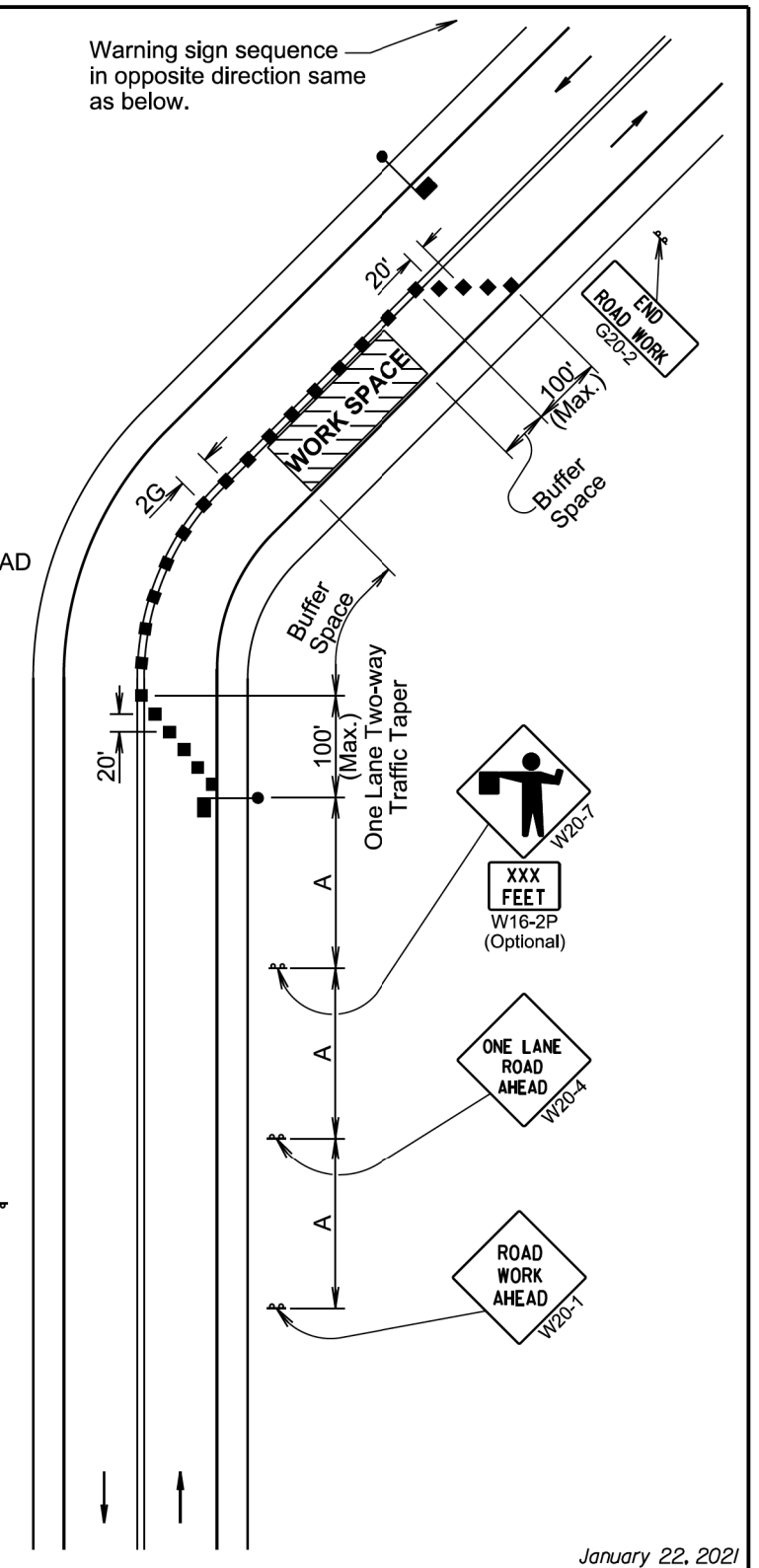
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.

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.

S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
	Published Date: 2024	Sheet 1 of 1

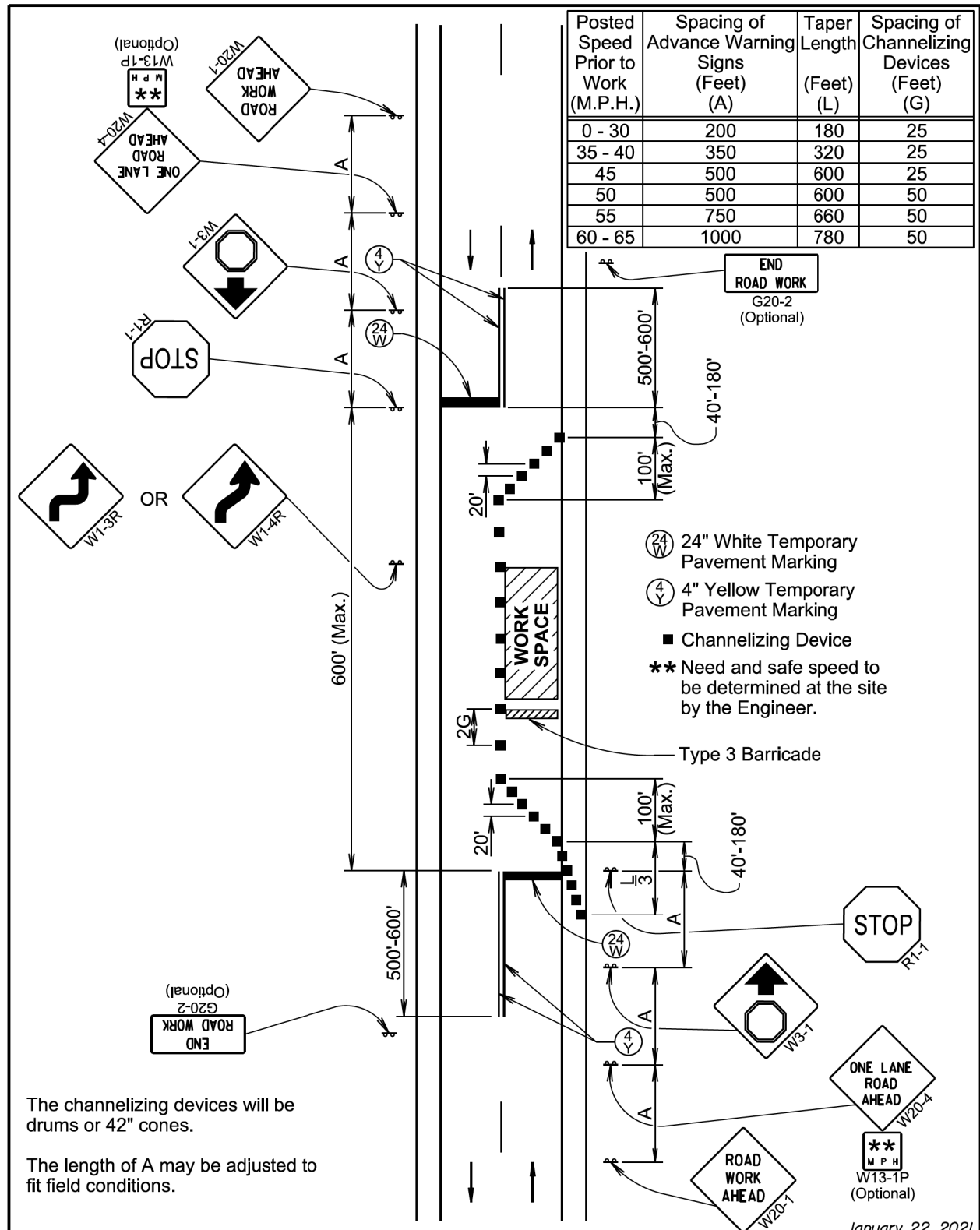


S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
	Published Date: 2024	Sheet 1 of 1

File - ...ICAD\081K_Std Plates.dgn

Plotting Date: 01/29/2024

Plot Scale - 1:200

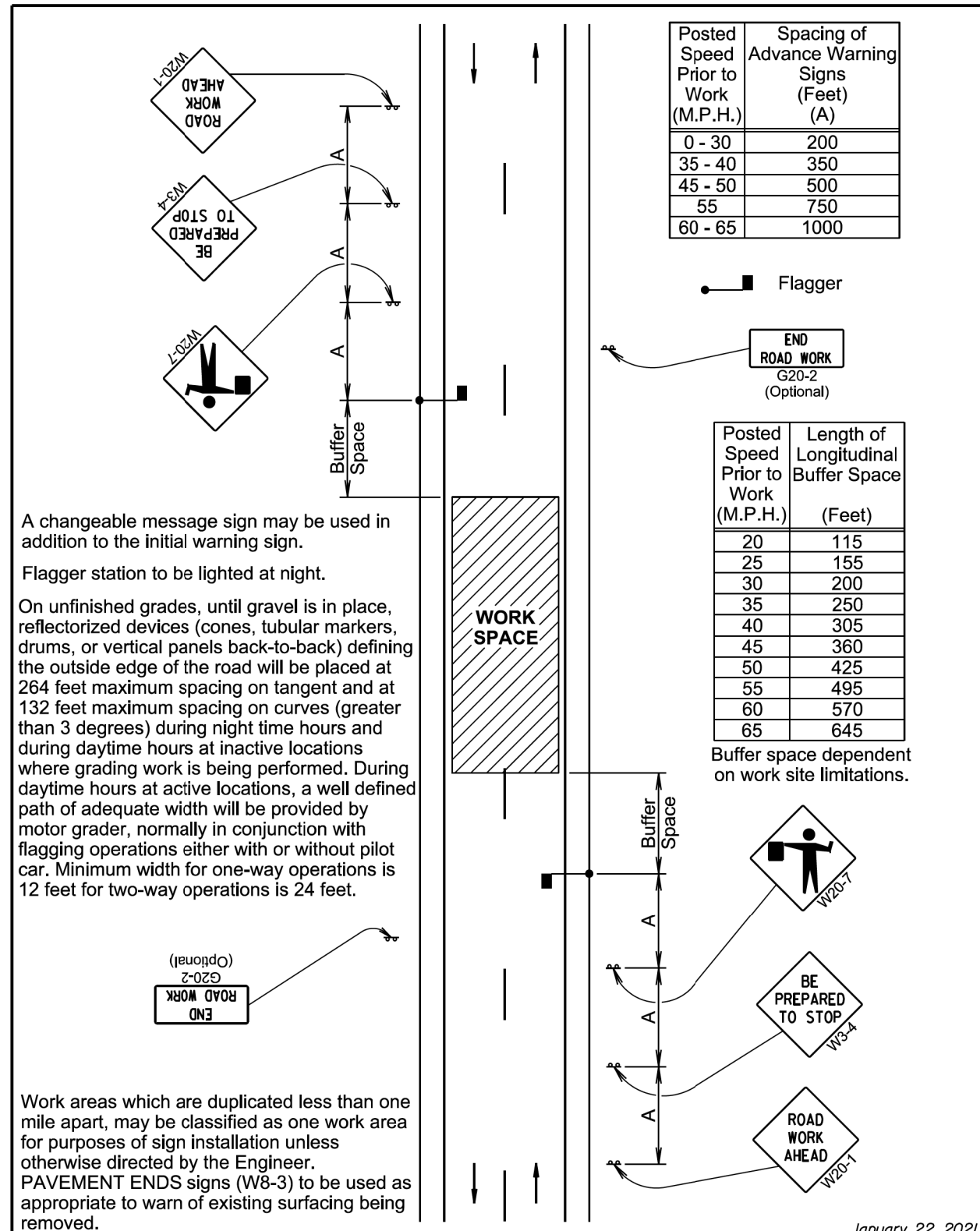


The channelizing devices will be drums or 42" cones.

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

January 22, 2021

S D D O T	LANE CLOSURE USING STOP SIGNS	PLATE NUMBER 634.25
	Published Date: 2024	Sheet 1 of 1



A changeable message sign may be used in addition to the initial warning sign.

Flagger station to be lighted at night.

On unfinished grades, until gravel is in place, reflectorized devices (cones, tubular markers, drums, or vertical panels back-to-back) defining the outside edge of the road will be placed at 264 feet maximum spacing on tangent and at 132 feet maximum spacing on curves (greater than 3 degrees) during night time hours and during daytime hours at inactive locations where grading work is being performed. During daytime hours at active locations, a well defined path of adequate width will be provided by motor grader, normally in conjunction with flagging operations either with or without pilot car. Minimum width for one-way operations is 12 feet for two-way operations is 24 feet.

Work areas which are duplicated less than one mile apart, may be classified as one work area for purposes of sign installation unless otherwise directed by the Engineer. PAVEMENT ENDS signs (W8-3) to be used as appropriate to warn of existing surfacing being removed.

January 22, 2021

S D D O T	LONG TERM ROAD WORK	PLATE NUMBER 634.31
	Published Date: 2024	Sheet 1 of 1

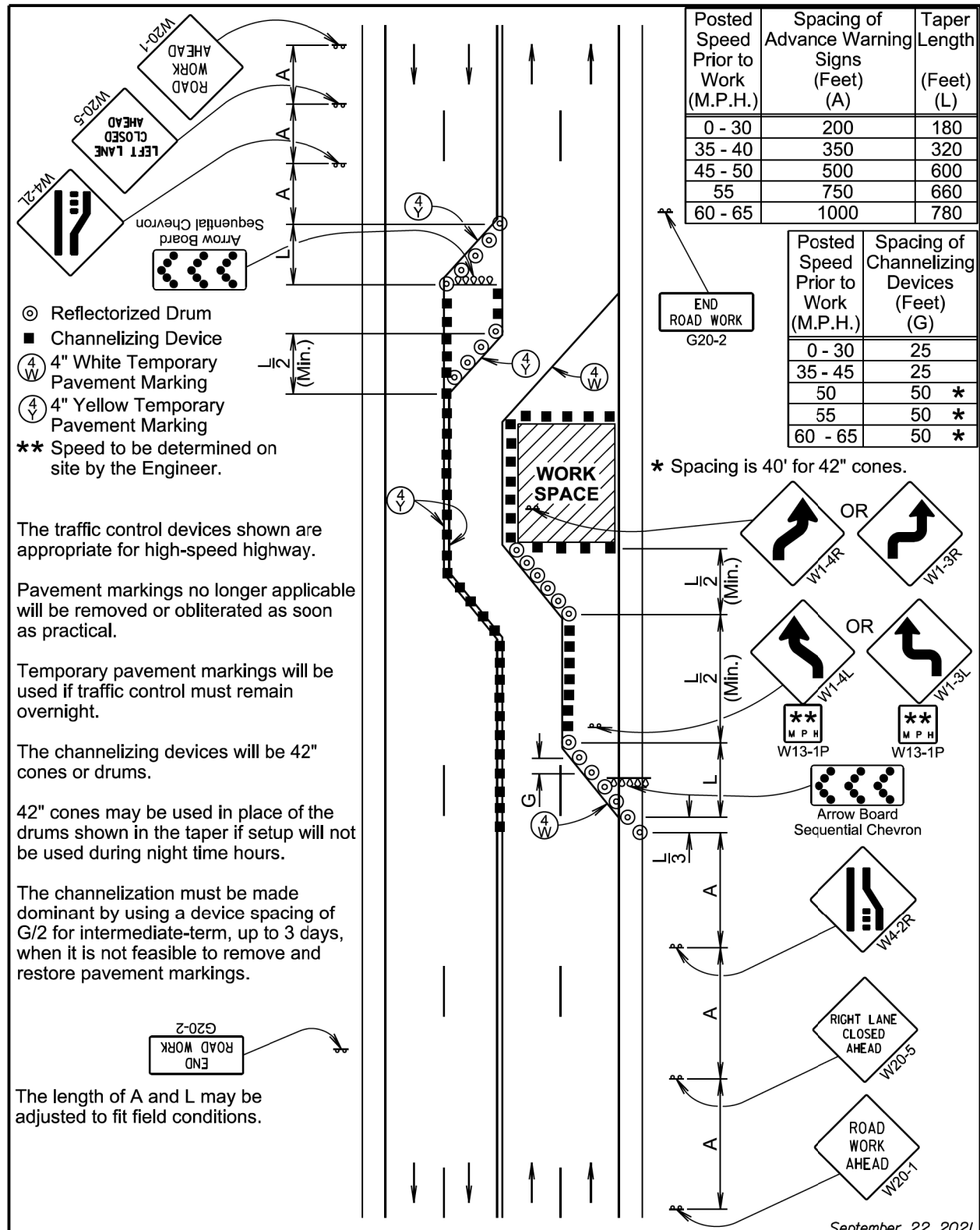
File - ...ACAD081K_Std Plates.dgn

- Plotted From - TRPR22410

Plotting Date: 01/29/2024

Plot Scale - 1:200

Plotted From - TRPR22410



ReflectORIZED Drum
 Channelizing Device
 4" White Temporary Pavement Marking
 4" Yellow Temporary Pavement Marking
 ** Speed to be determined on site by the Engineer.

The traffic control devices shown are appropriate for high-speed highway.

Pavement markings no longer applicable will be removed or obliterated as soon as practical.

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

The channelizing devices will be 42" cones or drums.

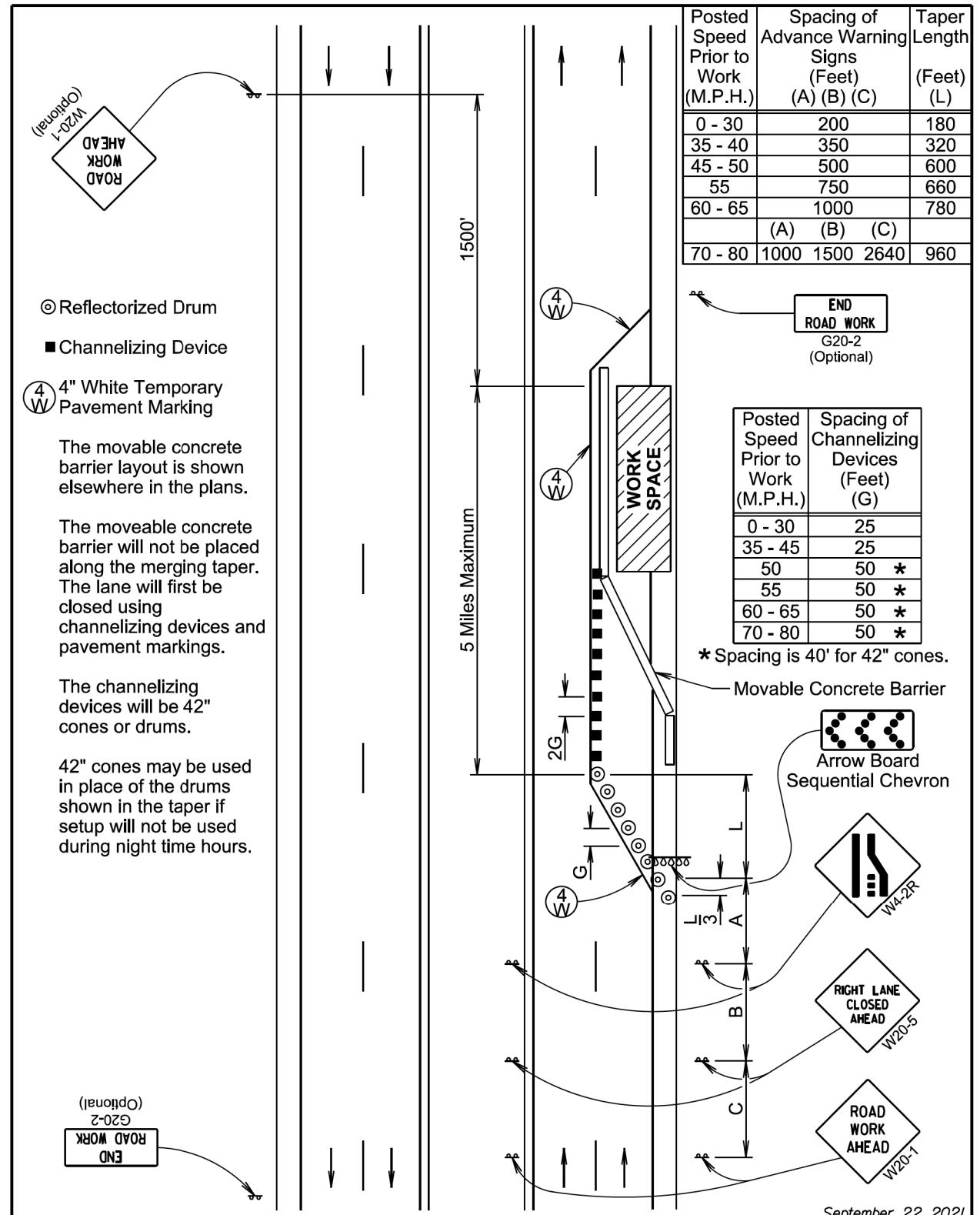
42" cones may be used in place of the drums shown in the taper if setup will not be used during night time hours.

The channelization must be made dominant by using a device spacing of G/2 for intermediate-term, up to 3 days, when it is not feasible to remove and restore pavement markings.

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

S D D O T	HALF ROAD CLOSURE ON MULTILANE HIGHWAY	PLATE NUMBER 634.46
	Published Date: 2024	Sheet 1 of 1

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ReflectORIZED Drum
 Channelizing Device
 4" White Temporary Pavement Marking

The movable concrete barrier layout is shown elsewhere in the plans.

The moveable concrete barrier will not be placed along the merging taper. The lane will first be closed using channelizing devices and pavement markings.

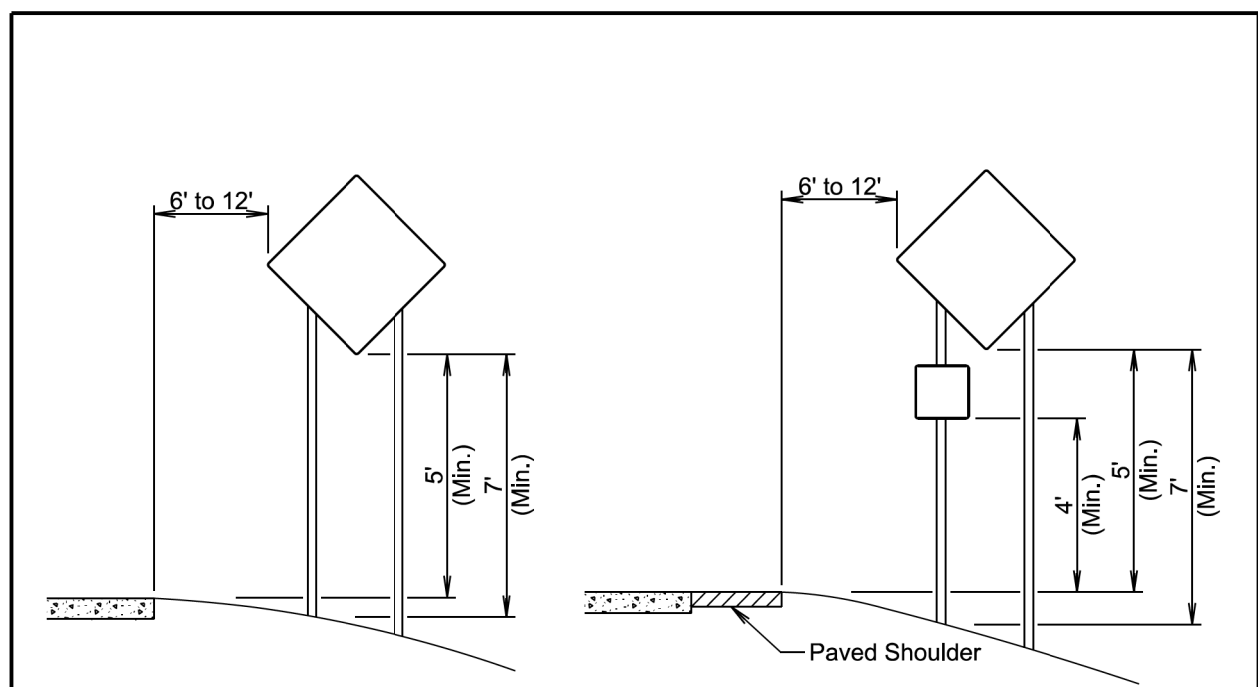
The channelizing devices will be 42" cones or drums.

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

S D D O T	LANE CLOSURE WITH BARRIER	PLATE NUMBER 634.65
	Published Date: 2024	Sheet 1 of 1

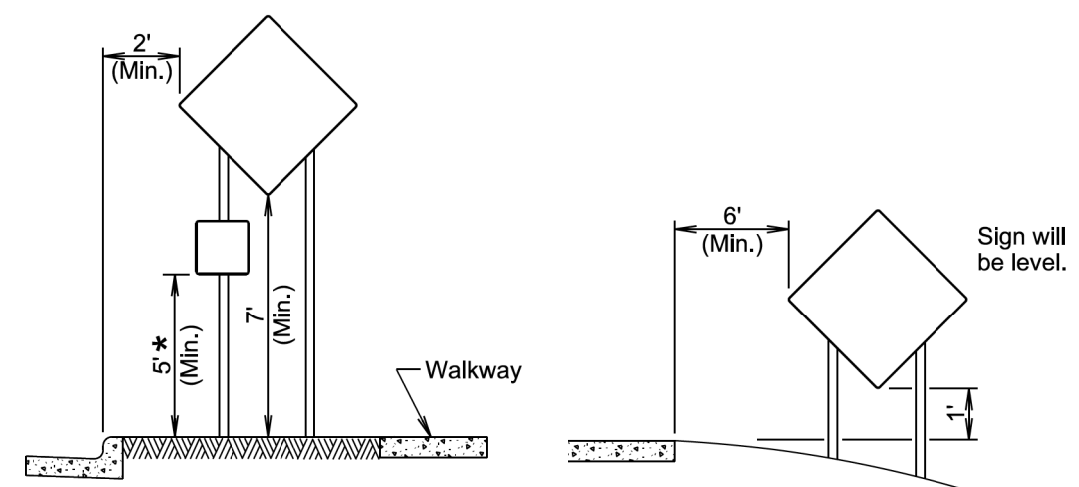
September 22, 2021

Plotted From: TRPR22410 1:200



RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



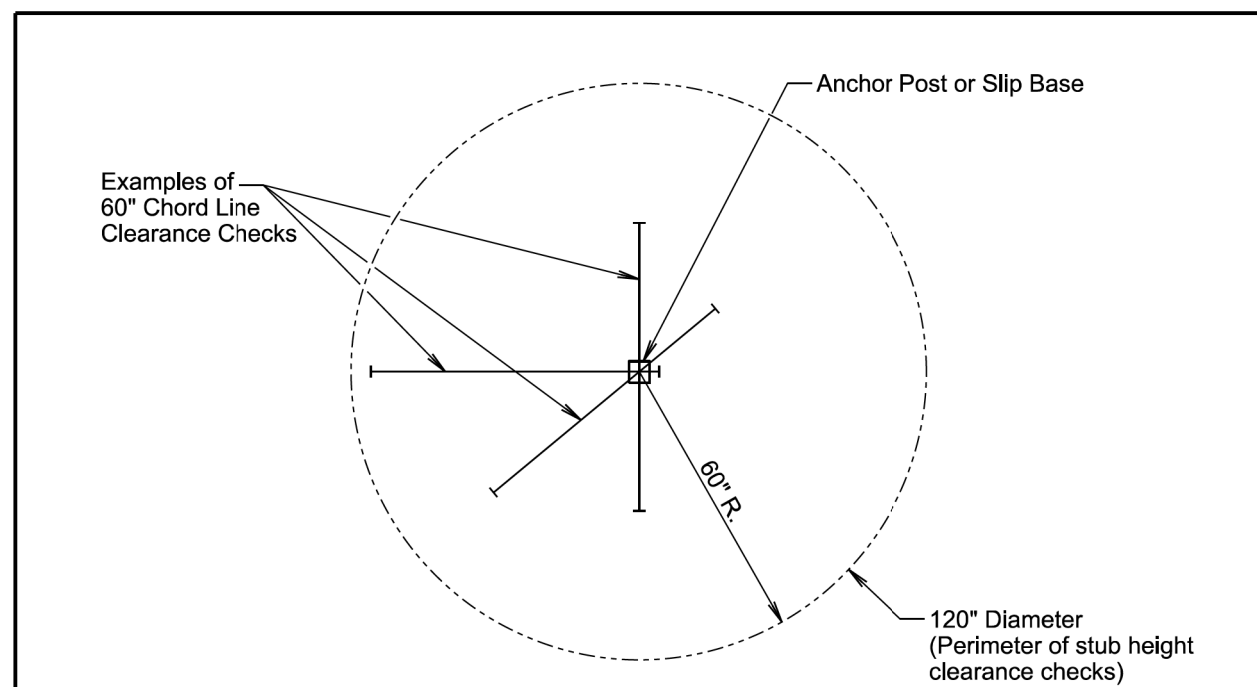
URBAN DISTRICT

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

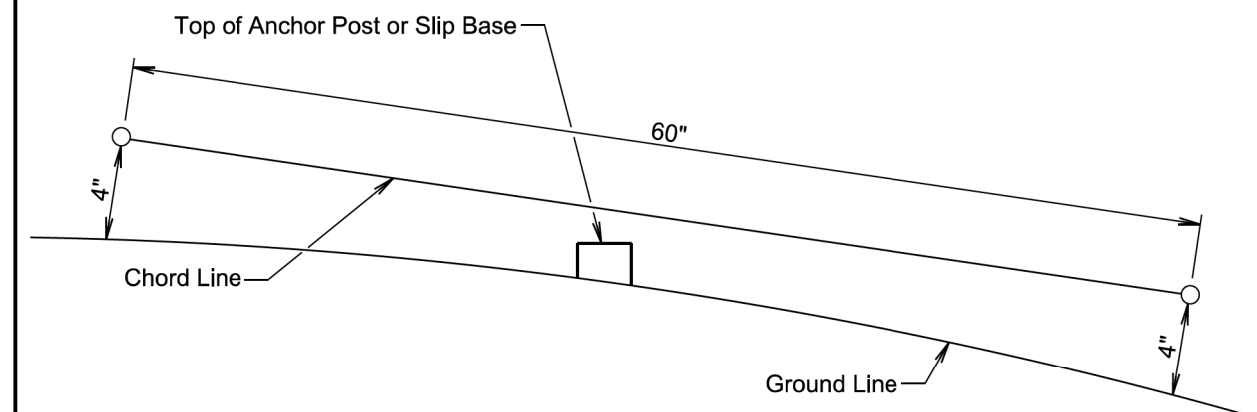
* If the bottom of supplemental plate is mounted lower than 7 feet above a pedestrian walkway, the supplemental plate should not project more than 4" into the pedestrian facility.

January 22, 2021

<i>Published Date: 2024</i>	S D D O T	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

<i>Published Date: 2024</i>	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1

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