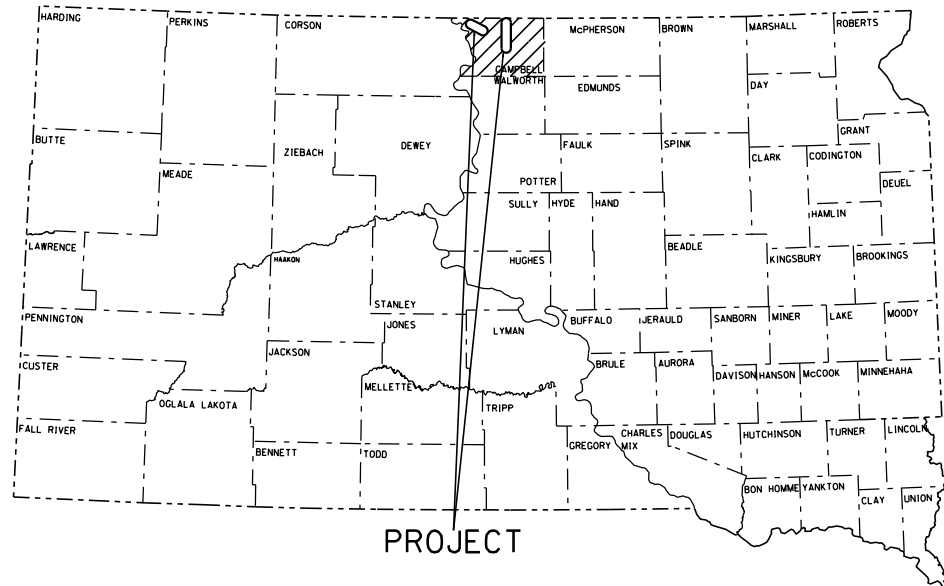


STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH-P 0032(44)	1	15

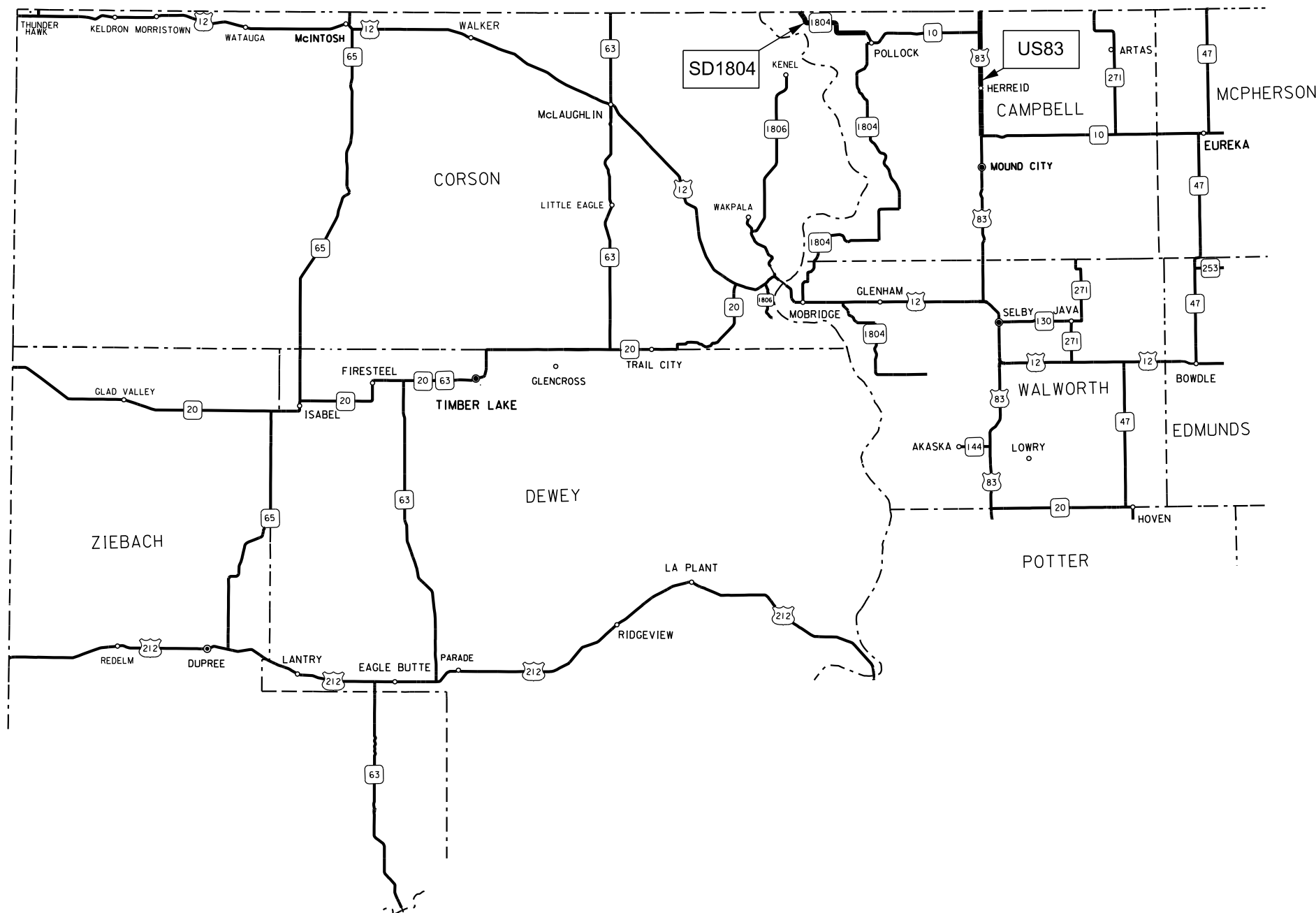
STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
PROJECT NH-P 0032(44)
US HIGHWAYS 83 & SD HIGHWAYS 1804
CAMPBELL COUNTY

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ASPHALT SURFACE TREATMENT
PCN 0972



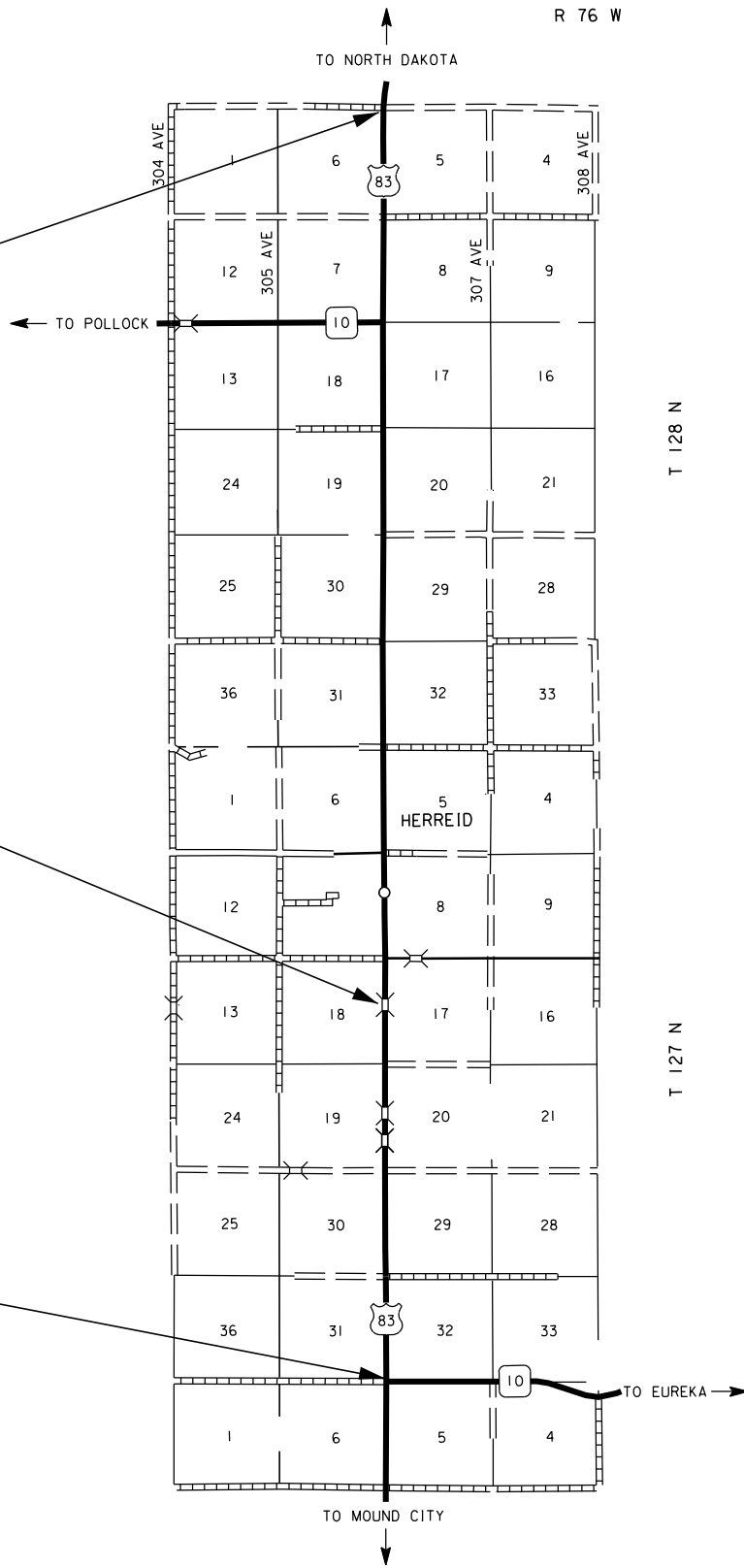
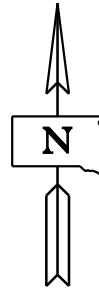
STORM WATER PERMIT
 None Required

7

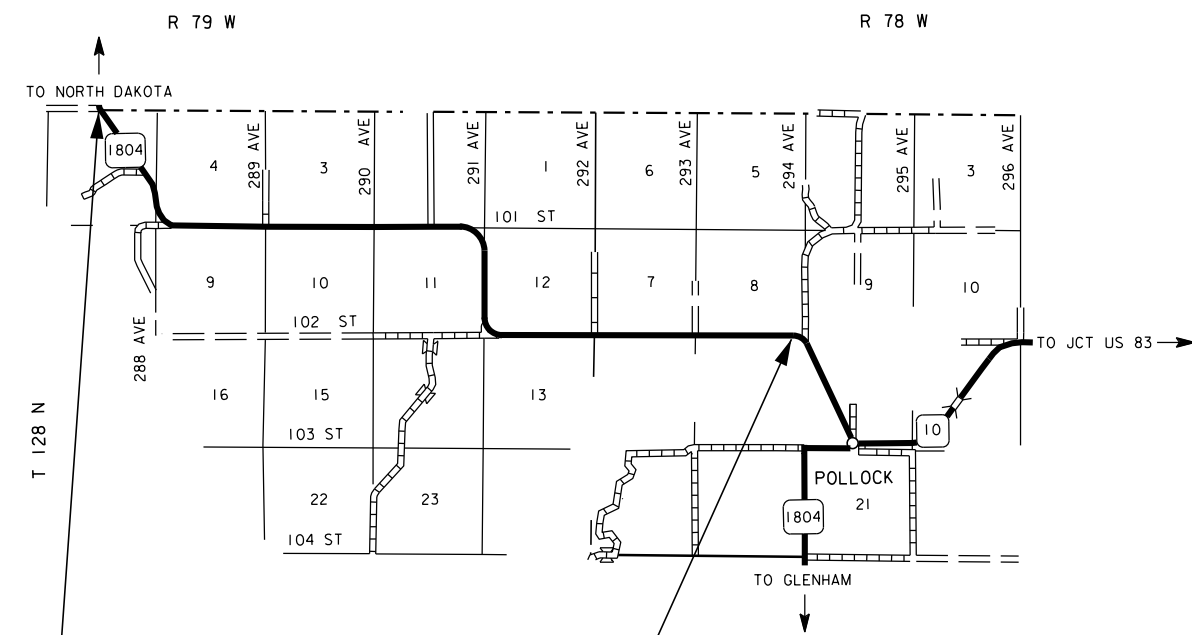
April 17, 2024

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH-P 0032(44)	2	15

**US HIGHWAY 83
CAMPBELL COUNTY
GROSS LENGTH 12.017 MILES
NET LENGTH 11.994 MILES**



**SD HIGHWAY 1804
CAMPBELL COUNTY
LENGTH 7.932 MILES**



**DESIGN DESIGNATION
US HIGHWAY 83**

ADT (2022)	1027
ADT (2042)	1252
DHV	167
D	51%
T DHV	16.9%
T ADT	37.2%
V	65 MPH

**DESIGN DESIGNATION
SD HIGHWAY 1804**

ADT (2022)	143
ADT (2042)	174
DHV	23
D	51%
T DHV	14.3%
T ADT	31.5%
V	55 MPH

SPECIFICATIONS

Standard Specifications for Roads and Bridges, 2015 Edition and Required Provisions, Supplemental Specifications and Special Provisions as included in the Proposal.

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
330E0300	SS-1h or CSS-1h Asphalt for Fog Seal	69.4	Ton
330E3000	Sand for Fog Seal	20.0	Ton
360E0042	CRS-2P Asphalt for Surface Treatment	452.3	Ton
360E1200	Modified Cover Aggregate	1,079.2	Ton
360E1200	Modified Cover Aggregate	1,987.6	Ton
633E1200	High Build Waterborne Pavement Marking Paint, White	1,095	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	497	Gal
633E1272	High Build Waterborne Pavement Marking Paint, Arrow	24	Each
633E1288	High Build Waterborne Pavement Marking Paint, Symbol	10	Each
633E6005	Pavement Marking Masking, 5"	15,320	Ft
633E6020	Pavement Marking Masking, 25"	290	Ft
633E6030	Pavement Marking Masking, Arrow	6	Each
634E0010	Flagging	290.0	Hour
634E0020	Pilot Car	72.0	Hour
634E0110	Traffic Control Signs	1,280.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0630	Temporary Pavement Marking	59.8	Mile

QUANTITY SUBTOTALS

Bid Item Number	Item	Quantity			Unit
		US 83	SD 1804	Total	
009E0010	Mobilization	Lump Sum	Lump Sum	Lump Sum	LS
330E0300	SS-1h or CSS-1h Asphalt for Fog Seal	45.3	24.1	69.4	Ton
330E3000	Sand for Fog Seal	10.0	10.0	20.0	Ton
360E0042	CRS-2P Asphalt for Surface Treatment	293.7	158.6	452.3	Ton
360E1200	Modified Cover Aggregate	1987.6	1079.2	3066.8	Ton
633E1200	High Build Waterborne Pavement Marking Paint, White	654	441	1095	Gal
633E1205	High Build Waterborne Pavement Marking Paint, Yellow	272	225	497	Gal
633E1272	High Build Waterborne Pavement Marking Paint, Arrow	24	0	24	Each
633E1288	High Build Waterborne Pavement Marking Paint, Symbol	10	0	10	Each
633E6005	Pavement Marking Masking, 5"	15320	0	15320	Ft
633E6020	Pavement Marking Masking, 25"	290	0	290	Ft
633E6030	Pavement Marking Masking, Arrow	6	0	6	Each
634E0010	Flagging	188	102	290.0	Hour
634E0020	Pilot Car	47	25	72.0	Hour
634E0110	Traffic Control Signs	837.6	442.4	1280.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	Lump Sum	Lump Sum	LS
634E0630	Temporary Pavement Marking	35.982	23.796	59.778	Mile

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-P 0032(44)	5	15

Revised 2/7/2024 CDV

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/media/documents/EnvironmentalProceduresManual.pdf> >

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 pit, 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 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/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 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.

COMMITMENT I: HISTORICAL PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historical Preservation Office (SHPO or THPO) for all work included within the project limits and all department designated sources and designated option material sources, stockpile sites, storage areas, and waste sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require a cultural resource review prior to scheduling the pre-construction meeting. This work includes, but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor will arrange and pay for a record search and when necessary, a cultural resource survey. The Contractor has the option to contact the state Archaeological Research Center (ARC) at 605-394-1936 or another qualified archaeologist, to obtain either a records search or a cultural resources survey. A record search might be sufficient for review if the site was previously surveyed; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

The Contractor will provide ARC with the following: a topographical map or aerial view of which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that artifacts have not been found on the site.

The Contractor will submit the cultural resources survey report to SDDOT Environmental Office, 700 East Broadway Avenue, Pierre, SD 57501-2586. SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

In the event of an inadvertent discovery of human remains, funerary objects, or if evidence of cultural resources is identified during project construction activities, then such activities within 100 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office, who will contact the appropriate SHPO/THPO within 48 hours of the discovery to determine an appropriate course of action.

SHPO/THPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor will not utilize a site known or suspected of having contaminated soil or water. The Contractor will provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	NH-P 0032(44)	6	15

RATES OF MATERIALS

The Estimate of Quantities is based on the following quantities of materials per mile.

US Highway 83

MRM 228.67+0.014 to 232.24+0.636 (Sta. 0+00 to 221+28.48)
MRM 233.00+0.815 to 234.00+0.090 (Sta. 270+28.32 to 284+43.36)
MRM 234.00+0.484 to 238.00+0.489 (Sta. 305+23.68 to 517+01.76)
MRM 238.66+0.103 to 240.73 (Sta. 531+74.88 to 634+49.76)

CRS-2P Asphalt for Surface Treatment at the rate of 21.8 tons applied 23 feet wide.
(Rate = 0.38 Gal./S.Y.).

Modified Cover Aggregate at the rate of 148.4 tons applied 23 feet wide.
(Rate= 22 Lbs./S.Y.).

Asphalt for Fog Seal CSS-1h or SS-1h at the rate of 3.5 tons applied 28 feet wide.
(Rate= 0.05 Gal./S.Y.).

MRM 232.24+0.636 to 232.24+0.663 (Sta. 221+28.48 to 222+71.04)
MRM 233.00+0.762 to 233.00+0.815 (Sta. 267+48.48 to 270+28.32)

CRS-2P Asphalt for Surface Treatment at the rate of 21.8 tons applied 23 feet wide.
(Rate = 0.38 Gal./S.Y.).

Modified Cover Aggregate at the rate of 148.4 tons applied 23 feet wide.
(Rate= 22 Lbs./S.Y.).

Asphalt for Fog Seal CSS-1h or SS-1h at the rate of 4.6 tons applied 37 feet wide.
(Rate= 0.05 Gal./S.Y.).

MRM 232.24+0.663 to 232.24+0.690 (Sta. 222+71.04 to 224+13.60)
MRM 233.00+0.683 to 233.00+0.762 (Sta. 263+31.36 to 267+48.48)

CRS-2P Asphalt for Surface Treatment at the rate of 36.0 tons applied 38 feet wide.
(Rate = 0.38 Gal./S.Y.).

Modified Cover Aggregate at the rate of 245.2 tons applied 38 feet wide.
(Rate= 22 Lbs./S.Y.).

Asphalt for Fog Seal CSS-1h or SS-1h at the rate of 4.9 tons applied 39 feet wide.
(Rate= 0.05 Gal./S.Y.).

US Highway 83 (continued)

MRM 232.24+0.690 to 233.00+0.181 (Sta. 224+13.60 to 236+80.80)
MRM 233.00+0.454 to 233.00+0.683 (Sta. 251+22.24 to 263+31.36)

CRS-2P Asphalt for Surface Treatment at the rate of 37.9 tons applied 40 feet wide.
(Rate = 0.38 Gal./S.Y.).

Modified Cover Aggregate at the rate of 258.1 tons applied 40 feet wide.
(Rate= 22 Lbs./S.Y.).

Asphalt for Fog Seal CSS-1h or SS-1h at the rate of 5.0 tons applied 40 feet wide.
(Rate= 0.05 Gal./S.Y.).

MRM 233.00+0.181 to 233.00+0.454 (Sta. 236+80.80 to 251+22.24)

CRS-2P Asphalt for Surface Treatment at the rate of 70.1 tons applied 74 feet wide.
(Rate = 0.38 Gal./S.Y.).

Modified Cover Aggregate at the rate of 477.5 tons applied 74 feet wide.
(Rate= 22 Lbs./S.Y.).

Asphalt for Fog Seal CSS-1h or SS-1h at the rate of 9.2 tons applied 74 feet wide.
(Rate= 0.05 Gal./S.Y.).

MRM 234.00+0.090 to 234.00+0.378 (Sta. 284+43.36 to 299+64.00)
MRM 238.00+0.489 to 238.66+0.103 (Sta. 517+01.76 to 531+74.88)

CRS-2P Asphalt for Surface Treatment at the rate of 33.2 tons applied 35 feet wide.
(Rate = 0.38 Gal./S.Y.).

Modified Cover Aggregate at the rate of 225.9 tons applied 35 feet wide.
(Rate= 22 Lbs./S.Y.).

Asphalt for Fog Seal CSS-1h or SS-1h at the rate of 5.0 tons applied 40 feet wide.
(Rate= 0.05 Gal./S.Y.).

MRM 234.00+0.378 to 234.00+0.484 (Sta. 299+64.00 to 305+23.68)

CRS-2P Asphalt for Surface Treatment at the rate of 33.2 tons applied 35 feet wide.
(Rate = 0.38 Gal./S.Y.).

Modified Cover Aggregate at the rate of 225.9 tons applied 35 feet wide.
(Rate= 22 Lbs./S.Y.).

Asphalt for Fog Seal CSS-1h or SS-1h at the rate of 4.7 tons applied 38 feet wide.
(Rate= 0.05 Gal./S.Y.).

US Highway 83 (continued)

Turnout at North Dakota Border

CRS-2P Asphalt for Surface Treatment at the rate of 0.38 Gal./S.Y.
(Estimated at 0.6 Tons)

Modified Cover Aggregate at the rate of 22 Lbs./S.Y.
(Estimated at 4.0 Tons)

Asphalt for Fog Seal CSS-1h or SS-1h at the rate of 0.05 Gal./S.Y.
(Estimated at 0.1 Tons)

SD Highway 1804

MRM 393.61 to 399.00+0.660 (Sta. 0+00 to 321+71.04)
MRM 400.00 to 401.56 (Sta. 339+76.80 to 418+80.96)

CRS-2P Asphalt for Surface Treatment at the rate of 19.9 tons applied 21 feet wide.
(Rate = 0.38 Gal./S.Y.).

Modified Cover Aggregate at the rate of 135.5 tons applied 21 feet wide.
(Rate= 22 Lbs./S.Y.).

Asphalt for Fog Seal CSS-1h or SS-1h at the rate of 3.0 tons applied 24 feet wide.
(Rate= 0.05 Gal./S.Y.).

MRM 399.00+0.660 to 400.00 (Sta. 321+71.04 to 339+76.80)

CRS-2P Asphalt for Surface Treatment at the rate of 21.8 tons applied 23 feet wide.
(Rate = 0.38 Gal./S.Y.).

Modified Cover Aggregate at the rate of 148.4 tons applied 23 feet wide.
(Rate= 22 Lbs./S.Y.).

Asphalt for Fog Seal CSS-1h or SS-1h at the rate of 3.7 tons applied 30 feet wide.
(Rate= 0.05 Gal./S.Y.).

SEQUENCE OF OPERATIONS

Contractor requests to deviate from the sequence of operations will be submitted in writing to the Engineer for review. Approval of an alternate sequence of operations will only be allowed when the proposed changes meet with the Department's intent for traffic control and sequencing of the work. An alternate sequence will be submitted for review a minimum of one week prior to potential implementation.

The below sequence is per route:

1. Install fixed location ground mounted traffic control devices.
2. Install and remove temporary traffic control devices as needed for each type of work.
3. Place temporary pavement marking not more than 24 hours prior to chip seal.
4. Apply asphalt surface treatment. The application of the asphalt and aggregate will cease at least one hour prior to sunset each day. The brooming operation will be immediately in front of the asphalt distributor. The Contractor will begin sealing operations at the farthest point from the stockpile site and work towards the stockpile site to eliminate unnecessary driving and turning on the fresh seal. Only one distributor will be allowed to apply the chip seal oil at a time for each chip seal crew. If the Contractor wants to propose to use more than one distributor at a time, their process will need to be approved by the Engineer in writing two weeks prior to the start of chip seal operations.
5. Remove plastic covers from temporary flexible vertical markers (tabs) after application of the chip seal and prior to nightfall.
6. Broom chip sealed areas the next morning following the chip seal application.
7. Pick up cover aggregate in curb & gutter areas and other areas as stated in the plans and directed by the Engineer.
8. Apply fog seal.
9. Remove plastic covers from temporary flexible vertical markers (tabs) after application of the fog seal and prior to nightfall.
10. Complete pavement marking. Immediately prior to application of the permanent pavement marking, the area to be painted will be broomed or blown off with high pressure compressed air. If a high-pressure air device is used to clean the pavement surface, it will be capable of sustaining continuous high pressure for the duration of the pavement marking process.
11. Remove temporary flexible vertical markers (tabs) within the seven-day time period specified elsewhere in the plans.
12. Remove traffic control devices.

ENGINEER NOTIFICATION

The Contractor will be required to notify the Mobridge Area Engineer John Villbrandt, (605) 845-3844 at least 10 days prior to beginning Asphalt Surface Treatment operations.

ASPHALT FOR SURFACE TREATMENT

CRS-2P asphalt for surface treatment will be used.

The asphalt for surface treatment that is delivered for use on this contract will be used in the order it is received. Storage of asphalt for surface treatment will only be allowed at the end of the workday. The material that is placed in storage will be the first material used the following day.

Asphalt Surface Treatment will not be applied to transverse rumble strip areas prior to Stop Signs; however, these areas will be fog sealed.

Application of the Asphalt Surface Treatment will be applied to the widths specified in the plans. The Contractor will have to consider the width of overlap at centerline to obtain the total width specified. A gap at centerline between surface treatment passes will not be allowed.

On routes with an existing surface treatment, the asphalt for surface treatment and cover aggregate will be applied only between the white edgelines of the roadway to allow the white edgeline to be slightly recessed. On first seal routes, the asphalt for surface treatment and Cover Aggregate will be applied the full width of the road and shoulders.

BRIDGES, APPROACH SLABS, SLEEPER SLABS, BRIDGE JOINTS, RAILROAD CROSSINGS, MANHOLES, WATER VALVES, MAINLINE RUMBLE STRIPS AND CONCRETE

Asphalt Surface Treatment and Fog Seal will not be placed on any of the bridges, approach slabs, sleeper slabs, strip seals, railroad crossings, manholes, water valves or any type of concrete. It also will not be placed on the rumble strips in the mainline driving lane prior to a Stop sign.

It may be necessary to use special methods and equipment to remove/place materials as close as practical to structure appurtenances. The Contractor will mask all expansion joints prior to any removal/placement of material near the joints. The joints will be protected throughout completion of the work. Once the masking has been removed, any loose material contained within the joint will be cleaned from the joint. Any damage to the expansion joints along with any existing structure appurtenances will be repaired by the Contractor to the satisfaction of the Engineer at no cost to the Department. All costs related to this work will be incidental to the various contract items.

Material used to cover and protect these areas will be removed and disposed of properly upon the completion of the final brooming operation. When the material is removed, the asphalt surface treatment that does not stay adhered to the material will be removed from the road surface.

Any emulsion or cover aggregate found to be on any of the above listed items after final brooming will be removed by the Contractor as directed by the Engineer at no cost to the state.

COVER AGGREGATE

Cover Aggregate will be Modified Cover Aggregate. Modified Cover Aggregate will conform to the following gradation requirements:

% Passing 3/8' Sieve	100%
% Passing No. 4 Sieve	0 – 75%
% Passing No. 8 Sieve	0 – 30%
% Passing No. 40 Sieve	0 – 6%
% Passing No. 200 Sieve	0 – 1.5%

All other requirements of the Standard Specifications for Type 1B Aggregate will apply. Should the material fail the No. 200 sieve requirements, the Contractor will shut down operations until the Engineer determines if changes or corrections are required. Application of the cover aggregate will be maintained within 500 feet or have a time limit of 1 minute between the application of the CRS-2P Asphalt for Surface Treatment and the application of the Modified Cover Aggregate, whichever amounts to a shorter time period.

The Contractor will continue chip spreader progress, forward, through the asphalt application at any end where work will be temporarily shut down for more than 5 minutes, to allow for satisfactory uniform rolling of the placed aggregate. The Contractor will not allow the chip spreader, trucks, rollers, or other equipment to lie dormant on the aggregate while transitioning between asphalt distributor loads and/or any other temporary shutdown of production before uniform rolling is completed. All passes of the rollers will be completed within 8 minutes of application of the CRS-2P Asphalt for Surface Treatment.

BROOMING

All material will be broomed off bridges and curb & gutter areas adjacent to the bridges. No material will be broomed under the guardrail, including the 3-cable guardrail or into any drop inlets along the project. Material from the curb & gutter areas of bridges and cities, from guardrail areas of bridges, and from drop inlets will be disposed of in a manner satisfactory to the Engineer.

No material will be broomed into the ditches or on the boulevards in residential and commercial areas where the adjacent landowner conducts the mowing of the right-of-way. This material will be disposed of in a manner satisfactory to the Engineer.

Material that is broomed onto the roadway inslopes will not be left in piles or windrows. The material will be evenly distributed at a height that will not hinder mowing operations or cause dispersion of the material into the traveling roadway when passed over with a mower.

Anticipated areas, other than bridge areas stated above, that will require removal of the chips with a pickup broom are listed in the table below.

Route	Location
US 83	Curb & gutter through the City of Herreid

This list may not be complete. Additional areas may need attention as directed by the Engineer.

FOG SEAL

The fog seal will be placed following the completion of the asphalt surface treatment. Prior to the application of the fog seal, the Contractor will be required to broom the asphalt surface treatment. A CSS-1h or SS-1h emulsion will be used for the fog seal application. A water-to-emulsion rate of 1:1 should be used for the Fog Seal application.

The Contractor will fog the entire asphalt surface treatment surface, including the sluff.

The Contractor will plan the fog seal operation to allow adequate cure time for the fog seal and to minimize/eliminate the need to apply Sand for Fog Seal

If adequate cure time for the Fog Seal is not available, to facilitate traffic, the Contractor will be allowed to place a minimum sufficient amount of blotting sand on the fog seal to allow traffic to cross the uncured portion of the fog seal, as permitted by the Engineer.

Sand for Fog Seal is only intended to be placed for accesses to businesses, intersection crossings, and as determined by the Engineer to facilitate traffic movements. Sand for Fog Seal will not be placed to accelerate the Contractor's schedule.

Sand that is applied will be broomed off the surface of the roadway once the Fog Seal has sufficiently cured as determined by the Engineer.

Sand for Fog Seal will conform to Section 879.1 B of the specifications.

Prior to hauling, Sand for Fog Seal will be screened to minimize segregation, eliminate oversize, and effectively breakup or discard material bonded into chunks. All costs for supplying, hauling, placing, and brooming the blotting sand will be incidental to the contract unit price per ton for "Sand for Fog Seal".

ESTIMATED QUANTITIES FOR ASPHALT SURFACE TREATMENT

The quantities of asphalt for surface treatment and cover aggregate are based on the rates shown in the Rates of Materials. This is only an estimate. The actual application rates of materials will be determined by the mix design as stated in the Special Provisions for Asphalt Surface Treatment Design. The mix design rates may vary from the estimated rates in the Rates of Materials depending on the aggregate source and the variation in gradation and flakiness index. The application rates may also be adjusted in the field due to results of gradation, flakiness index, sweep tests and differing surface conditions as encountered. Pay quantities will be based on the actual target rates the inspectors use even though they may vary significantly from plans estimates.

EXISTING PAVEMENT CONDITIONS

The existing pavement conditions for each project are listed in the table below. The descriptions are from the McLeod procedure for seal coat design.

PROJECT	EXISTING PAVEMENT CONDITION
US 83	Slightly porous and oxidized
SD 1804	Slightly porous and oxidized

The traffic volumes are shown on the title sheet for each project.

SHOULDER WORK

Prior to construction, Department of Transportation Maintenance Forces will spray the shoulders to kill existing vegetation. It will be the Contractor's responsibility to notify the State a minimum of thirty days prior to starting work on the shoulders of the highway. The State assumes no responsibility for the effectiveness of the herbicide applied.

Vegetation and accumulated material on or adjacent to the existing roadway edge will be removed to the satisfaction of the Engineer prior to asphalt surface treatment.

Shoulder work will be incidental to other contract items. Separate Measurement and payment will not be made.

HAUL ROAD

The Contractor will be responsible for any haul roads used to transport material to the project site. The State will not participate in the cost of restoration of any haul roads used by the Contractor.

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.

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

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

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

TRAFFIC CONTROL SIGNS

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

US HIGHWAY 83

SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W8-7	LOOSE GRAVEL	8	48" x 48"	16.0	128.0
W13-1P	ADVISORY SPEED (plaque)	8	30" x 30"	6.3	50.4
W20-1	ROAD WORK AHEAD	24	48" x 48"	16.0	384.0
W20-4	ONE LANE ROAD AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	6	48" x 48"	16.0	96.0
W21-2	FRESH OIL	2	48" x 48"	16.0	32.0
G20-1	ROAD WORK NEXT <u> </u> MILES	6	36" x 18"	4.5	27.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
SPECIAL	WAIT FOLLOW PILOT CAR	4	30" x 18"	3.8	15.2
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT					837.6

SD HIGHWAY 1804

SIGN CODE	SIGN DESCRIPTION	NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W8-7	LOOSE GRAVEL	4	48" x 48"	16.0	64.0
W13-1P	ADVISORY SPEED (plaque)	4	30" x 30"	6.3	25.2
W20-1	ROAD WORK AHEAD	6	48" x 48"	16.0	96.0
W20-4	ONE LANE ROAD AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	6	48" x 48"	16.0	96.0
W21-2	FRESH OIL	2	48" x 48"	16.0	32.0
G20-1	ROAD WORK NEXT <u> </u> MILES	2	36" x 18"	4.5	9.0
G20-2	END ROAD WORK	2	36" x 18"	4.5	9.0
SPECIAL	WAIT FOLLOW PILOT CAR	4	30" x 18"	3.8	15.2
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT					442.4

TRAFFIC CONTROL FOR ASPHALT SURFACE TREATMENT

Any delineators and signs damaged or oil sprayed will be replaced or cleaned 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.

The Contractor will furnish, install, and maintain LOOSE GRAVEL (W8-7) signs with 40 MPH (W13-1P) advisory speed plaques upon start of surface treatment operations at each end of the segment and on either side of intersecting asphalt roads and major intersections as determined by the Engineer. In addition, LOOSE GRAVEL signs with 40 MPH advisory speed plaques will be installed at no more than 4 mile intervals throughout each segment. The 40 MPH advisory speed plaque should not be installed with LOOSE GRAVEL signs in areas where the posted speed limit is less than 40 MPH. LOOSE GRAVEL signs and 40 MPH advisory speed plaques will be covered or removed from view when they are not applicable.

ROAD WORK NEXT XX MILES (G20-1), LOOSE GRAVEL (W8-7), and END ROAD WORK (G20-2) signs are the only signs that need to be mounted on fixed location breakaway sign supports, as shown on the plan layout. ROAD WORK AHEAD (W20-1), FLAGGER (W20-7), ONE LANE ROAD AHEAD (W20-4), and TRUCK CROSSING (W8-6) signs may be mounted on portable supports. Signs mounted on portable supports will be moved as necessary to keep current with the work activities.

Until the end of each day's chip seal operations, at the discretion of the Contractor, additional flaggers and FLAGGER (W20-7) symbol signs will be provided to alert the traveling public entering completed portions of the project to the potential of airborne chips.

The flagger will provide each motorist with a printed notice on the Contractor's letterhead similar to the one shown below. Cost of the notice will be incidental to other contract bid items.

"CONTRACTORS LETTERHEAD"

THIS HIGHWAY IS BEING RESURFACED WITH A ROCK CHIP SEAL COAT.

THIS TYPE OF CONSTRUCTION HAS THE POTENTIAL OF CAUSING VEHICLE DAMAGE SUCH AS CHIPPED WINDSHIELDS AND BROKEN HEADLIGHTS DUE TO ROCKS BEING THROWN BY HIGH SPEED ONCOMING OR PASSING TRAFFIC.

YOU MAY WISH TO CONSIDER TAKING AN ALTERNATE ROUTE. IF YOU PROCEED, KEEP TO THE RIGHT AND DRIVE 40 MPH OR LESS. ANOTHER FLAGGER AND A PILOT CAR WILL BE ESCORTING YOU AROUND THE SEAL COAT APPLICATION AREA.

THANK YOU.

FLAGGING

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

Additional Road Work Ahead, Flagger warning signs and flagger hours have been included in the Estimate of Quantities for use on intersecting roads. These flaggers will be used as directed by the Engineer and will be used primarily during daytime hours.

Also included in the Estimate of Quantities are WAIT FOLLOW PILOT CAR signs for use on intersecting roads. These signs will have a black legend and border on a fluorescent orange background. These signs will be mounted on portable supports and placed at the stop sign. This assembly will not block the view of the stop sign.



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

TEMPORARY PAVEMENT MARKINGS

The total length of no passing zone on this project is estimated to be 12.2 miles.

ROUTE	LENGTH
US 83	5.9 Miles
SD 1804	6.3 Miles

It is estimated that 42 DO NOT PASS(R4-1) and 39 PASS WITH CARE(R4-2) signs will be required to mark the no passing zones, should the Contractor elect to use these signs. It is estimated that the following signs will be required to mark the no passing zones:

Route	DO NOT PASS	PASS WITH CARE
US 83	18	17
SD 1804	24	22

TEMPORARY PAVEMENT MARKINGS (Continued)

Temporary flexible vertical markers (tabs) will be used to mark dashed centerline, No Passing Zones, and applicable lane lines. Paint will not be allowed for temporary pavement marking on the asphalt concrete wear course or after application of the flush seal.

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.

Prior to Asphalt Surface Treatment, the Contractor will mark the location of all existing pavement marking, excluding edgelines. The Contractor will only place tabs on the edgeline of transition areas such as turn lanes, climbing lanes, and dashed edgelines.

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 prior to the chip seal
- One pass after the chip seal
- One pass after the fog seal

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

In the absence of a signed lane closure or pilot car operation, Flagger symbol (W20-7) 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 symbol (W21-1) sign, or a BE PREPARED TO STOP (W3-4) warning sign will be mounted on the rear of the shadow vehicle. The method of traffic control used by the Contractor for this work will 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.

PERMANENT PAVEMENT MARKINGS

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.

The application of permanent pavement marking will begin no sooner than 7 calendar days following completion of the fog seal. Application of permanent pavement marking will be completed within 14 calendar days following completion of the fog seal.

The Contractor will be required to repaint all existing pavement markings including centerline, edge lines, dashed edge lines, lane lines, word messages, turn arrows, stop bars, railroad crossings, gore areas and pedestrian crossings. This list is approximate.

The following table containing locations of existing pavement markings to be hand painted is approximate.

ROUTE	LOCATION
US 83	Turn Arrows (2) South Jct SD 10
US 83	24" Crosswalks (2) in Herreid
US 83	Parking Lines in Herreid
US 83	Accessibility Parking Spaces (10) in Herreid
US 83	Turn Arrows (21) in Herreid
US 83	Turn Arrows (1) North Jct SD 10

The loose glass beads from the pedestrian crossing will be picked up immediately after application as not to cause a hazard to pedestrians.

TABLES OF PERMANENT PAVEMENT MARKING

US 83	White	Yellow
4" Dashed Yellow Centerline = 9.873 Miles @ 7.6 Gal/Mile		75.0
4" Solid Yellow Centerline = 7.095 Miles @ 27.8 Gal/Mile		197.2
4" Solid White Edgeline = 21.763 Miles @ 27.8 Gal/Mile	605.0	
4" Solid White Turn Lanes = 0.193 Miles @ 27.8 Gal/Mile	5.4	
4" Solid White Parking Lines = 0.586 Miles @ 27.8 Gal/Mile	16.3	
12" Solid White Accessibility Parking Hatch Lines = 0.266 Miles @ 83.4 Gal/Mile	22.2	
24" White Pedestrian Crossing = 0.028 Miles @ 166.8 Gal/Mile	4.7	
TOTAL GALLONS	653.6	272.2

SD 1804	White	Yellow
4" Dashed Yellow Centerline = 6.690 Miles @ 7.6 Gal/Mile		50.8
4" Solid Yellow Centerline = 6.262 Miles @ 27.8 Gal/Mile		174.1
4" Solid White Edgeline = 15.864 Miles @ 27.8 Gal/Mile	441.0	
TOTAL GALLONS	441.0	224.9

HIGH BUILD WATERBORNE PERMANENT PAVEMENT MARKINGS

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 PERMANENT PAVEMENT MARKINGS

- Solid 4" line = 27.8 Gal/Mile
- Dashed 4" line = 7.6 Gal/Mile
- Glass Beads = 8 Lb/Gal

All costs 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.

PAVEMENT MARKING SYMBOL FOR ACCESSIBLE PARKING SPACES

The International Symbol of Accessibility Parking Space Marking with blue background and white border, meeting the minimum dimensions shown in Part 3 of the MUTCD will be placed in accessible parking spaces having the required regulatory signing. The blue background and white border symbol will be required for all accessible parking spaces for persons with disabilities.

Traffic paint will be furnished in white and blue. The blue paint will meet the color specification limits and luminance factors listed in the table below for Daytime Color Specification Limits and Luminance Factors for Pavement Marking Material with CIE 2o Standard Observer and 45/0 (0/45) Geometry and

CIE Standard Illuminant D65 when tested in accordance with ASTM E1347 or ASTM E1349.

Color	Chromaticity Coordinates (corner points)								Min. Luminance Factor (Y%)
	X	Y	X	Y	X	Y	X	Y	
Blue	0.105	0.1	0.22	0.18	0.2	0.26	0.06	0.22	5

All costs for furnishing and installing the International Symbol of Accessibility Parking Space Marking will be incidental to the contract unit price per each for "High Build Pavement Marking Paint, Symbol"

PAVEMENT MARKING MASKING

Immediately prior to the placement of the asphalt surface treatment, and prior to the fog seal, all durable pavement markings will be covered with an approved pavement marking masking material. Tabs will be placed at the beginning of each paper liner to provide a guide for locating the masking material after the seal has been applied. The masking material will be placed to the length of that day's seal run. Upon the completion of that day's run, all masking and seal coat material will be removed and disposed of by the Contractor.

If durable pavement markings are damaged due to masking failure, they will be replaced at the Contractor's expense.

When the masking is removed, the asphalt surface treatment that does not stay adhered to the masking will be cleaned of the road surface.

All costs for furnishing, installing, removing, and disposing of the masking materials will be incidental to the contract unit price per foot for the "Pavement Marking Masking" items.

PAVEMENT MARKING MASKING TABLE

	US 83 N. Hwy 10 Jct.	TOTAL
5" Masking	7660 x 2	15320 Ft
25" Masking	145 x 2	290 Ft
Arrow	3 x 2	6 Each

PERMANENT PAVEMENT MARKING PAINT

Revised 2/7/2024 CDV

PAVEMENT MARKING

UNDIVIDED ROADWAY

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

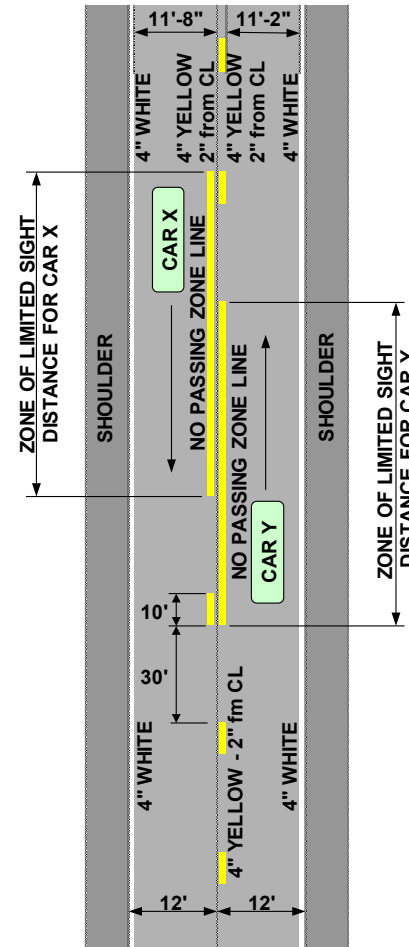
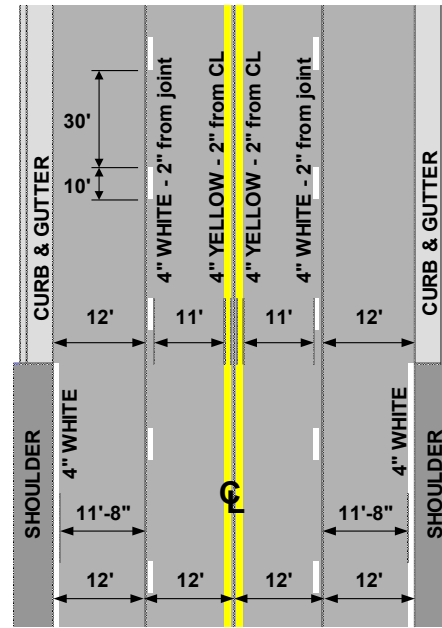
Traffic Control will be incidental to the cost of application. The striper and advance or trailing warning vehicle will be equipped with flashing amber lights and advance warning arrow board.

Application rates will be as follows:

Four Lane Roadway (Rates for one line)	Two Lane Roadway (Rates for one line)
Solid Yellow Centerline Rate = 27.8 Gals./Pass-Mile	Dashed Yellow Centerline Rate = 7.6 Gals./Pass-Mile
Dashed White Laneline Rate = 7.6 Gals./Pass-Mile	Solid Yellow Centerline Rate = 27.8 Gals./Pass-Mile
Solid White Edgeline (Not applicable in curb and gutter) Rate = 27.8 Gals./Pass-Mile	Solid White Edgeline Rate = 27.8 Gals./Pass-Mile

4" Yellow Skip Centerline (when not adjacent to a 4" Yellow No Passing Zone) will be placed consistently to the south or east side of centerline.

ESTIMATED QUANTITIES (BASED ON ONE APPLICATION)	
PAINT	QUANTITY
WHITE	1095 GALLONS
YELLOW	497 GALLONS



DETAIL A

PLAN VIEW

GENERAL NOTES:

All pavement marking arrows will be as depicted in the current edition of the Manual on Uniform Traffic Control Devices, Section 3B.

Stop bar location will be as shown and dimensioned on this standard plate, or crosswalks will be centered on curb ramps or sidewalks.

Dimension D is variable but will not exceed 29 feet.

* The crosswalk markings will be placed to avoid the wheel paths as much as possible and the clear space between the longitudinal crosswalk markings will be from 2 feet to 5 feet. If following the dimensions shown, crosswalk markings will begin on a lane line or centerline.

KEY	ITEM
(4 W)	4" White
(4 Y)	4" Yellow
(12 W)	12" White
(24 W)	24" White
(24 Y)	24" Yellow
↶	Arrow

* **CROSSWALK MARKING**
(11' Lane Width)

* **CROSSWALK MARKING**
(12' Lane Width)

September 22, 2021

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PAVEMENT MARKINGS FOR ADJACENT INTERSECTIONS AND CENTER TURN LANE

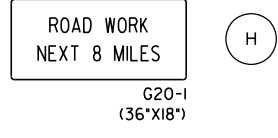
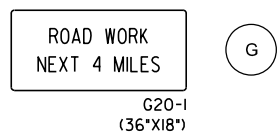
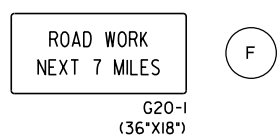
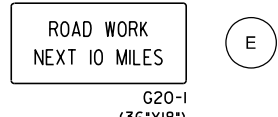
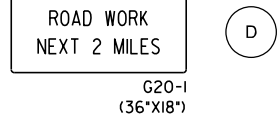
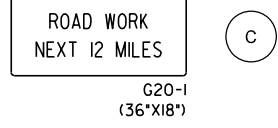
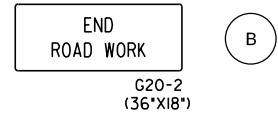
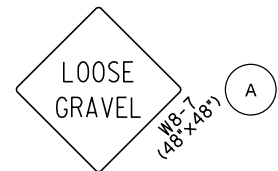
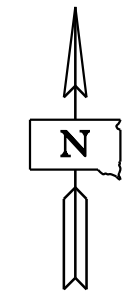
PLATE NUMBER
633.01

Sheet 1 of 1

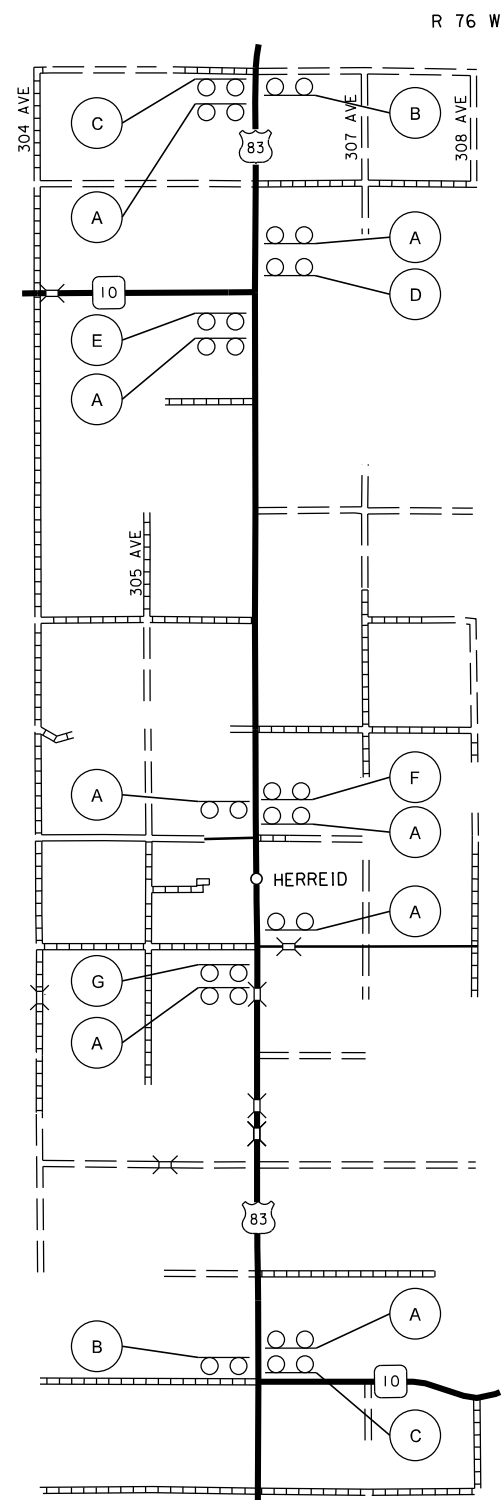
STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	NH-P 0032(44)	13	15

FIXED LOCATION SIGNS

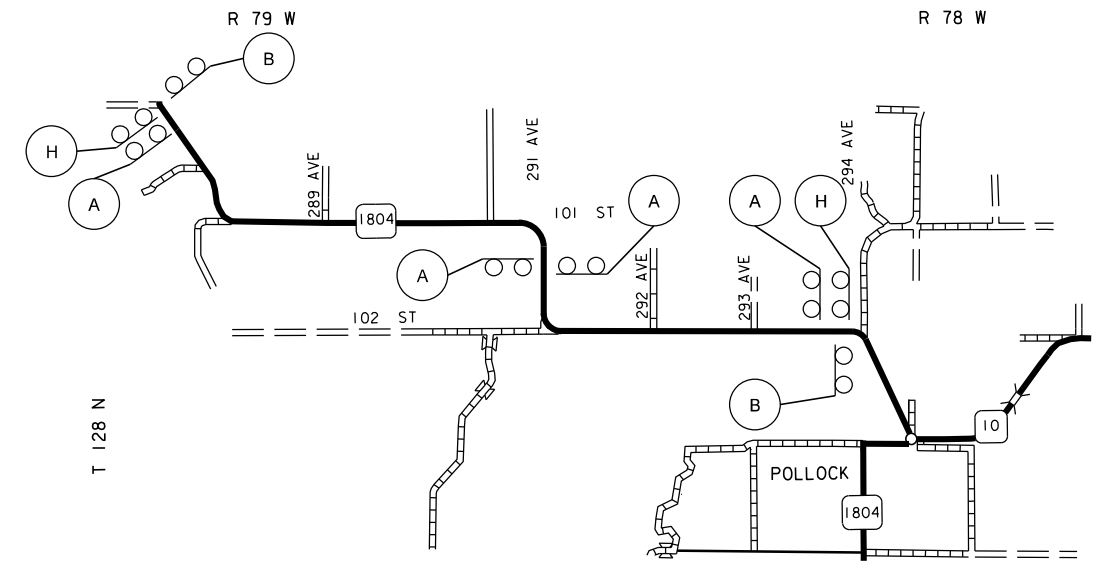
(GROUND MOUNTED SUPPORTS)



US HIGHWAY 83



SD HIGHWAY 1804



Notes:

All Fixed Location Signs will remain in place until the permanent pavement marking is complete.

Portable "ROAD WORK AHEAD" signs will be placed on all side streets in Herreid Hwy 83 (18)

The exact location and spacing of the signs shown will be marked in the field by the Contractor, and verified by the Engineer prior to installation.

Construction signs will not obscure existing signs. Signs will be installed 200' to 300' from any intersections and 200' from any existing signs.

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.

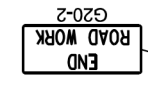
The ROAD WORK AHEAD and the END ROAD WORK signs may be omitted for short duration operations (1 hour or less).

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.

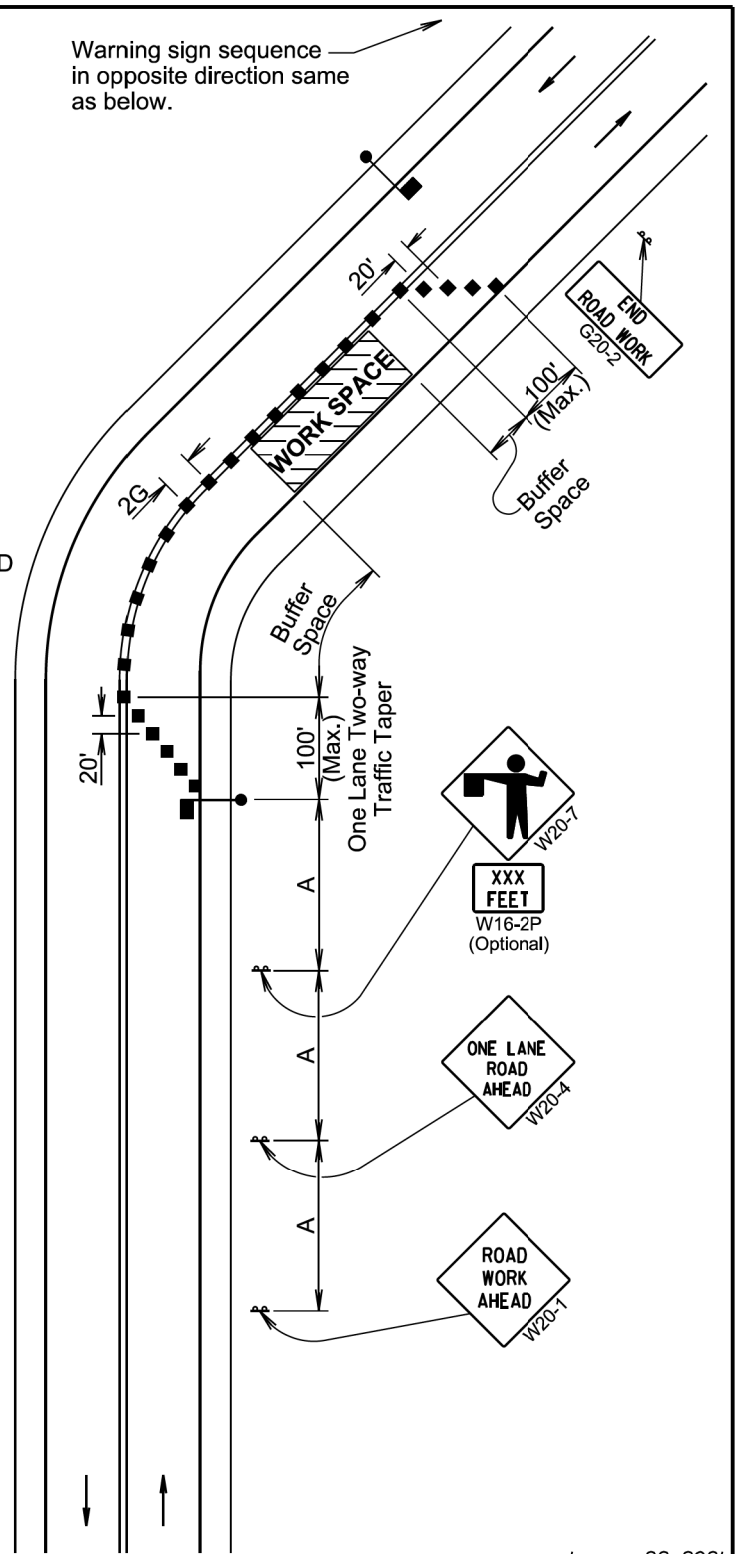
Channelizing devices are not required along the centerline adjacent to work area when pilot cars are utilized for escorting traffic through the work area.



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.

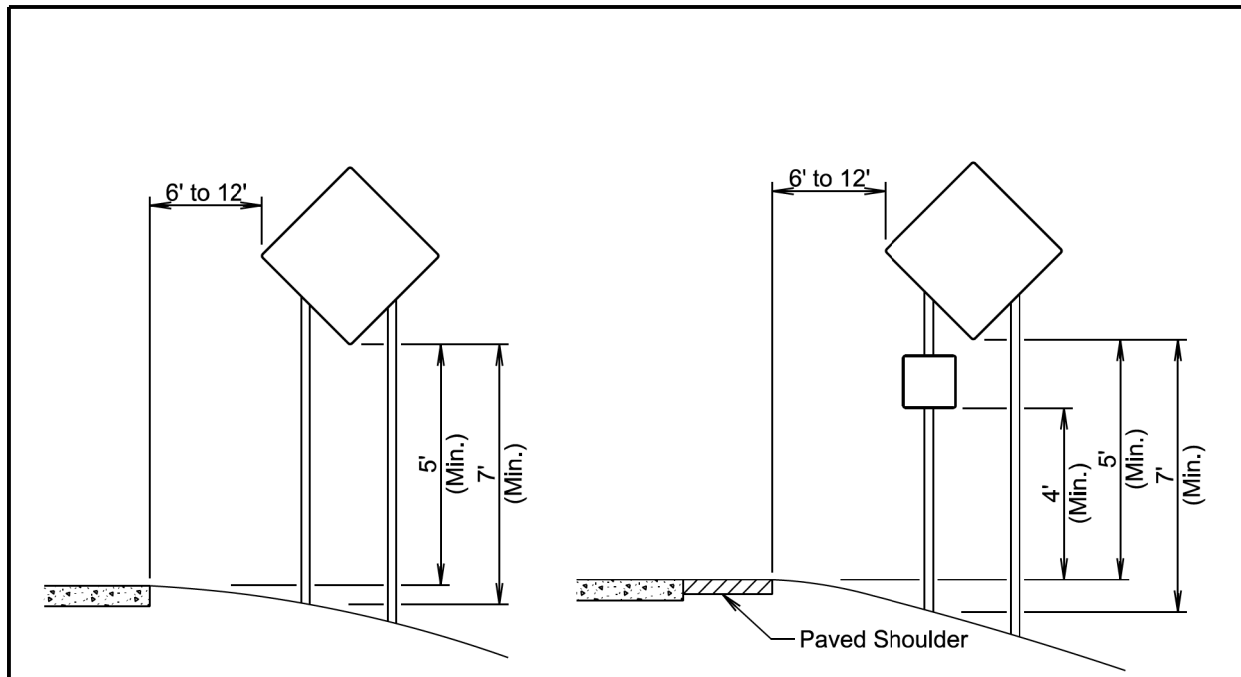
The length of A may be adjusted to fit field conditions.



January 22, 2021

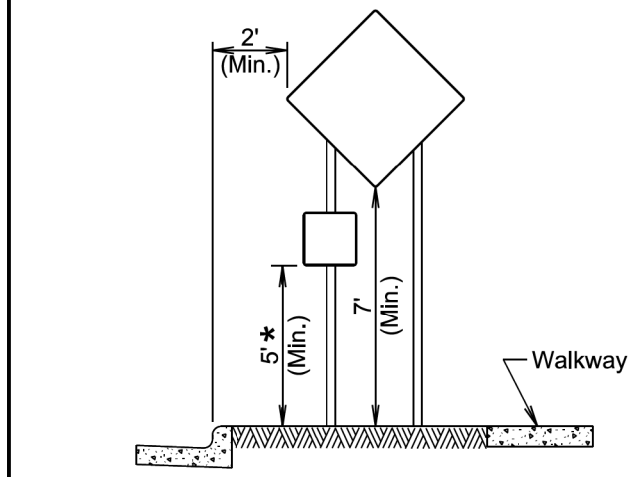
S D D O T	LANE CLOSURE WITH FLAGGER PROVIDED	PLATE NUMBER 634.23
		Sheet 1 of 1

Published Date: 2024

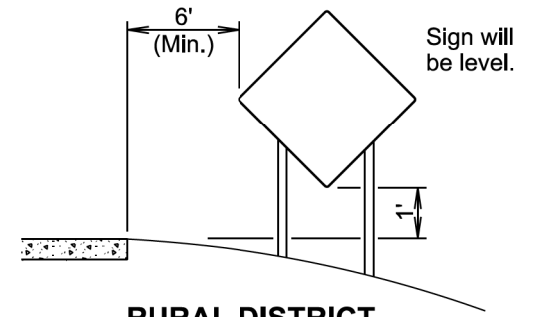


RURAL DISTRICT

RURAL DISTRICT WITH SUPPLEMENTAL PLATE



URBAN DISTRICT



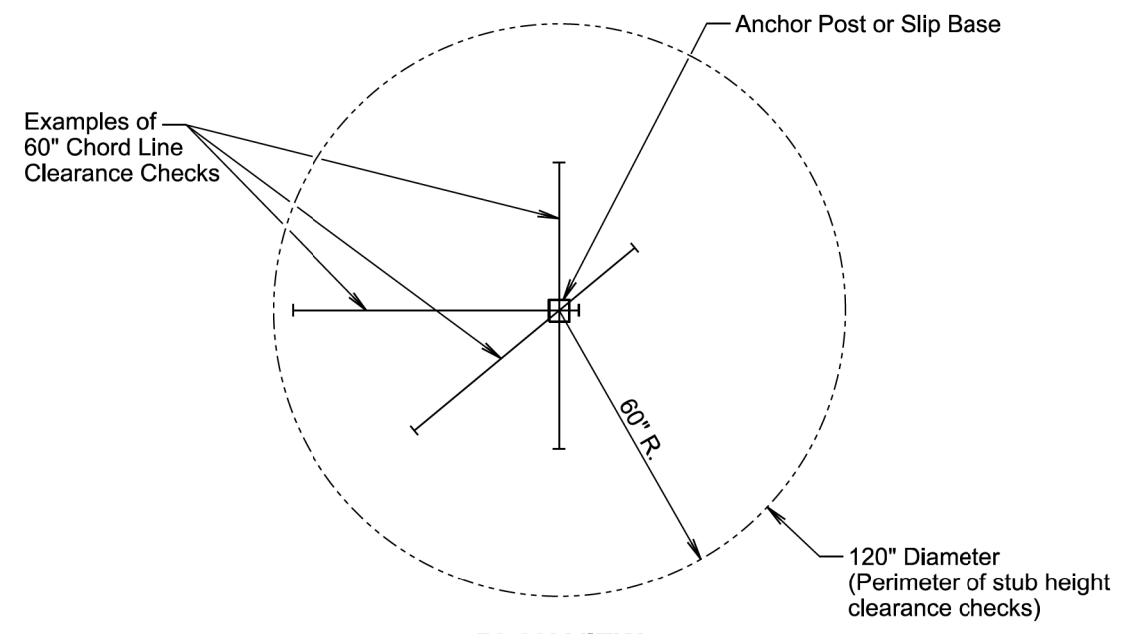
RURAL DISTRICT 3 DAY MAXIMUM
(Not applicable to regulatory signs)

* 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.

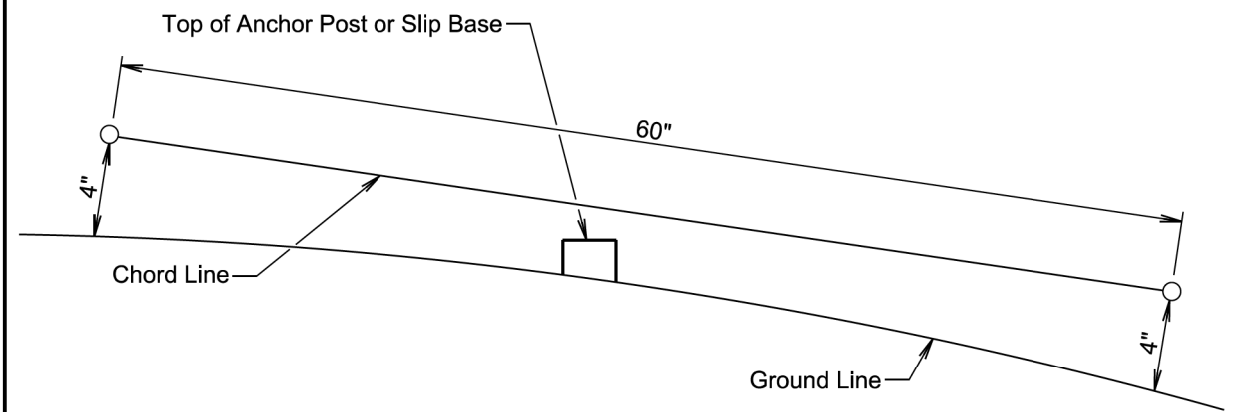
January 22, 2021

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

Published Date: 2024



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