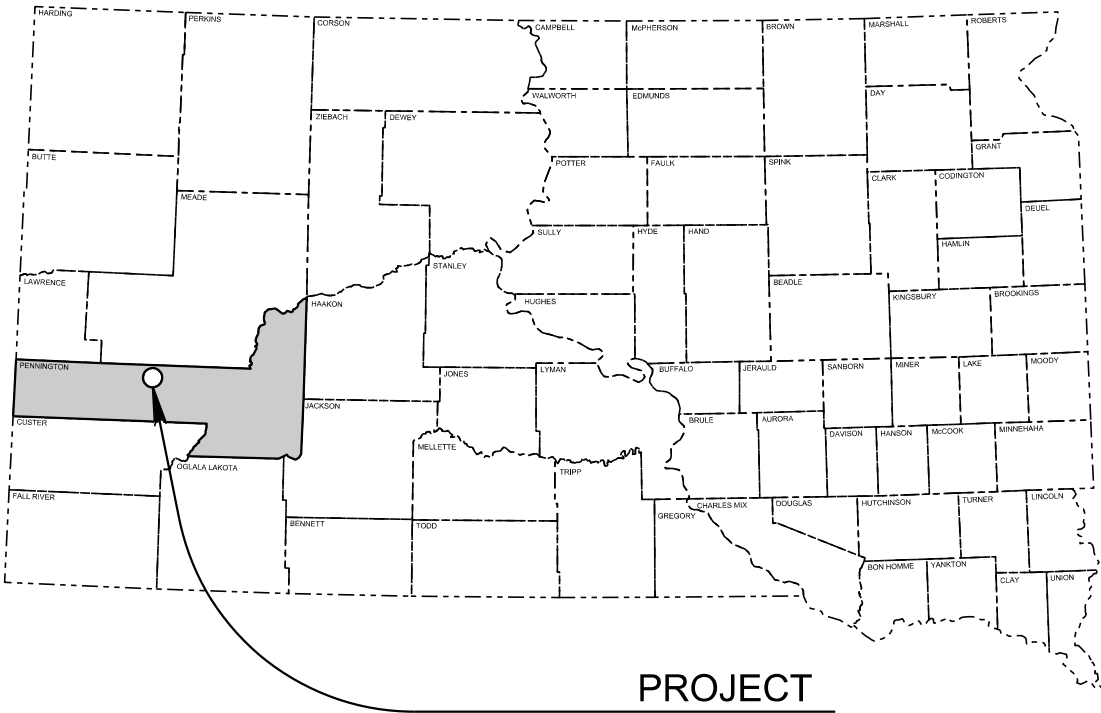


Plot Scale - 1:200

Plotted From - Irrc11626



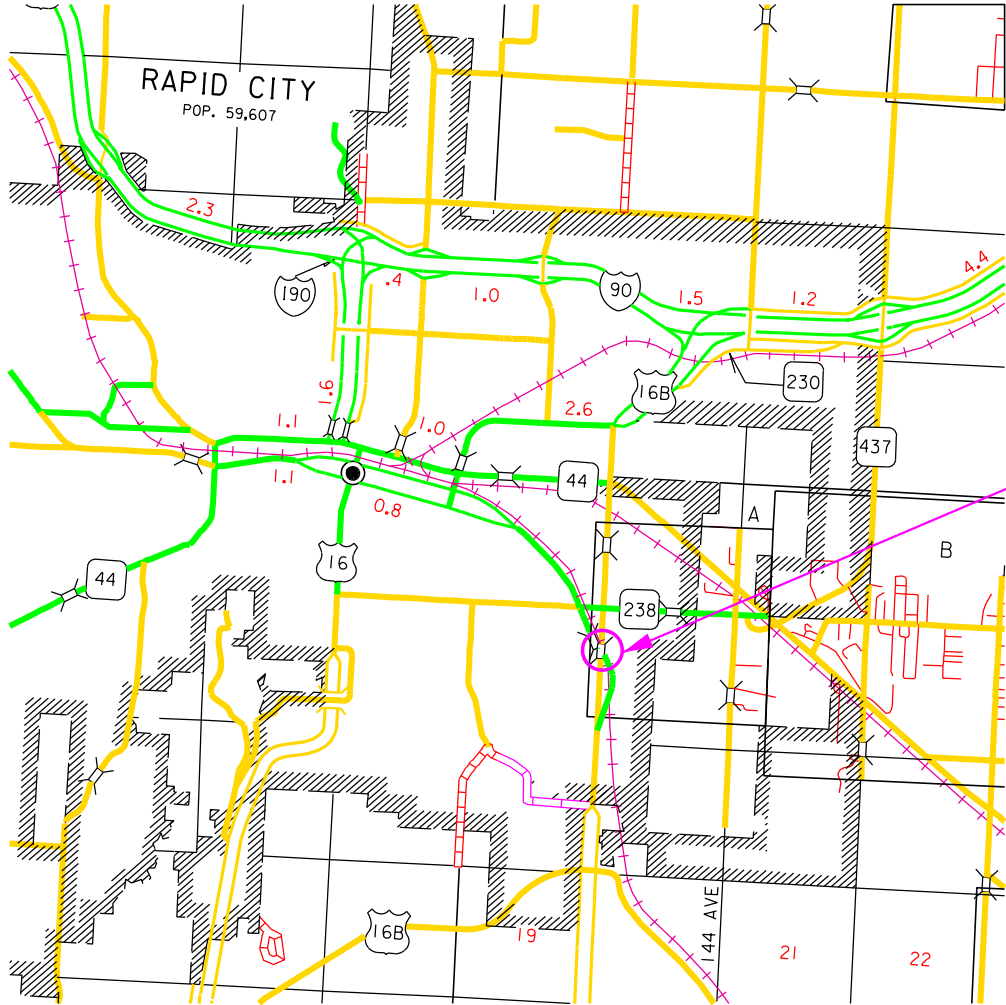
STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
PROJECT 079-468
SD HIGHWAY 79
PENNINGTON COUNTY
BRIDGE DECK SPALL REPAIR
PCN i68g

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	079-468	1	11

Plotting Date: 04/12/2021

INDEX OF SHEETS

- 1 General Layout with Index
- 2-4 Estimate With General Notes & Tables
- 5-8 Bridge Layouts with General Notes
- 9-11 Standard Plates



STORM WATER PERMIT
None Required

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
460E0070	Class A45 Concrete, Bridge Repair	21.1	CuYd
460E0300	Breakout Structural Concrete	21.1	CuYd
460E0650	Roadway Canopy	Lump Sum	LS
634E0110	Traffic Control Signs	195.1	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0310	Temporary Flexible Vertical Markers (Tabs)	13,500	Ft
634E0420	Type C Advance Warning Arrow Board	2	Each
998E0100	Railroad Protective Insurance	Lump Sum	LS

ENVIRONMENTAL COMMITMENTS

The SDDOT is committed to protecting the environment and uses the 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. 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 Office at 605-773-3098 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

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.

Action Taken/Required:

The DENR General Permit for Storm Water Discharges Associated with Construction Activities is required for construction activity disturbing one or more acres of earth and work in a waterway. The SDDOT is the owner of this permit and will submit the NOI to DENR 15 days prior to project start in order to obtain coverage under the General Permit. Work can begin once the DENR letter of approval is received.

The Contractor must adhere to the "Special Provision Regarding Storm Water Discharges to Waters of the State."

The Contractor will complete the DENR Contractor Certification Form prior to the pre-construction meeting. The form certifies under penalty of law that the Contractor understands and will comply with the terms and conditions of the permit for this project. Work may not begin on this project until this form is signed and submitted to DENR.

The form can be found at: <https://denr.sd.gov/des/sw/eforms/CGPAppendixCCA2018Fillable.pdf>

The Contractor is advised that permit coverage may also be required for off-site activities, such as borrow and staging areas, which are the responsibility of the Contractor.

COMMITMENT H: WASTE DISPOSAL SITE

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

Action Taken/Required:

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

The waste disposal site(s) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Environment 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 completely 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 of time not to exceed the duration of the project. Prior to project completion, the waste shall 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.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	079-468	2	11

COMMITMENT I: HISTORICAL PRESERVATION OFFICE CLEARANCES

State Historical Preservation Office (SHPO or THPO) concurrence has not been obtained for this project.

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 will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office to determine an appropriate course of action.

The Contractor is responsible 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.

COMMITMENT K: RAPID CITY AREA AIR QUALITY CONTROL ZONE

Administrative Rule of South Dakota (ARSD) 74:36:18:03 states that "no state facility or state contractor may engage in any construction activity or continuous operation activity within the Rapid City air quality control zone which may cause fugitive emissions of particulate to be released into the ambient air without first obtaining a permit issued by the board or the secretary."

Construction activity is defined as any temporary activity which involves the removal or alteration of the natural or pre-existing cover of one acre or more of land. One acre of surface area is based on a cumulative area of disturbance to be completed for the entire project. Construction activity will include, but not be limited to, stripping of topsoil, drilling, blasting, excavation, dredging, ditching, grading, street maintenance and repair, or earth moving. It also includes stockpiles, access roads, and disposal areas. An off-site disposal area of excess material will require an additional permit.

Action Taken/Required:

To be considered eligible for authorization to conduct a construction activity under the terms and conditions of this permit, the owner operator must submit a Notice of Intent (NOI) form. The form must be submitted to the address below at least seven business days prior to the anticipated date of beginning the construction activity.

South Dakota Department of Environment and Natural Resources Air Quality Program, 523 East Capitol, Joe Foss Building, Pierre, SD 57501-3181, Phone: 605-773-3151.

The permit requires the Contractor to use reasonably available technology to control fugitive dust emissions. The Contractor is required to use control measures for track out, paved areas, unpaved roads, unpaved parking lots, disturbed areas, and for material handling and storage. The control measures that the Contractor is required to use are listed in the permit.

The Rapid City Air Quality Permit will need to be renewed annually by the Contractor until construction activities are completed.

The online form can be found at: <http://denr.sd.gov/des/aq/airpermits.aspx>

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	079-468	3	11

SEQUENCE OF OPERATIONS

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

1. Set up Traffic Control with the following requirements/restrictions:
- Phase 1: Work will be completed in the northbound and southbound passing lanes. Use Standard Plate 634.48 for single lane traffic in the outside lanes on Cambell Street.

• Phase 2: Work will be completed in the northbound lanes. Use Standard Plate 634.46 for two-way traffic in the southbound lanes on Cambell Street.

• Phase 3: Work will be completed in the southbound lanes. Use Standard Plate 634.46 for two-way traffic in the northbound lanes on Cambell Street.

• The lane closure will be set up to begin the taper at the northbound exit gore.

• Use Standard Plate 634.69 for construction access under the structure on Saint Joseph Street.

• One lane of traffic in each direction will be maintained at all times.
2. Complete Bridge Repair Work.
3. Remove Traffic Control.

PRESS RELEASE ANNOUNCEMENTS

The SDDOT will prepare a press release to be released 5 days prior to any phase change or any other major change that affects traffic flow. The SDDOT will be responsible to keep law enforcement, emergency services, and the traveling public notified of changes in project access. The Contractor will provide the Engineer with pertinent information 7 days prior to any phase change or any other major change that affects traffic flow.

GENERAL TRAFFIC CONTROL

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

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

All 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.

Temporary Flexible Vertical Markers (Tabs) will be used for edge lines, lane closure tapers, or lane shift tapers and will be installed at 5' spacing as detailed on the Standard Plates. All costs associated to furnish, install, maintain (including replacement as required by the Engineer at no added cost to the Department), and remove all markers will be incidental to the contract bid item for Temporary Flexible Vertical Markers (Tabs).

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.

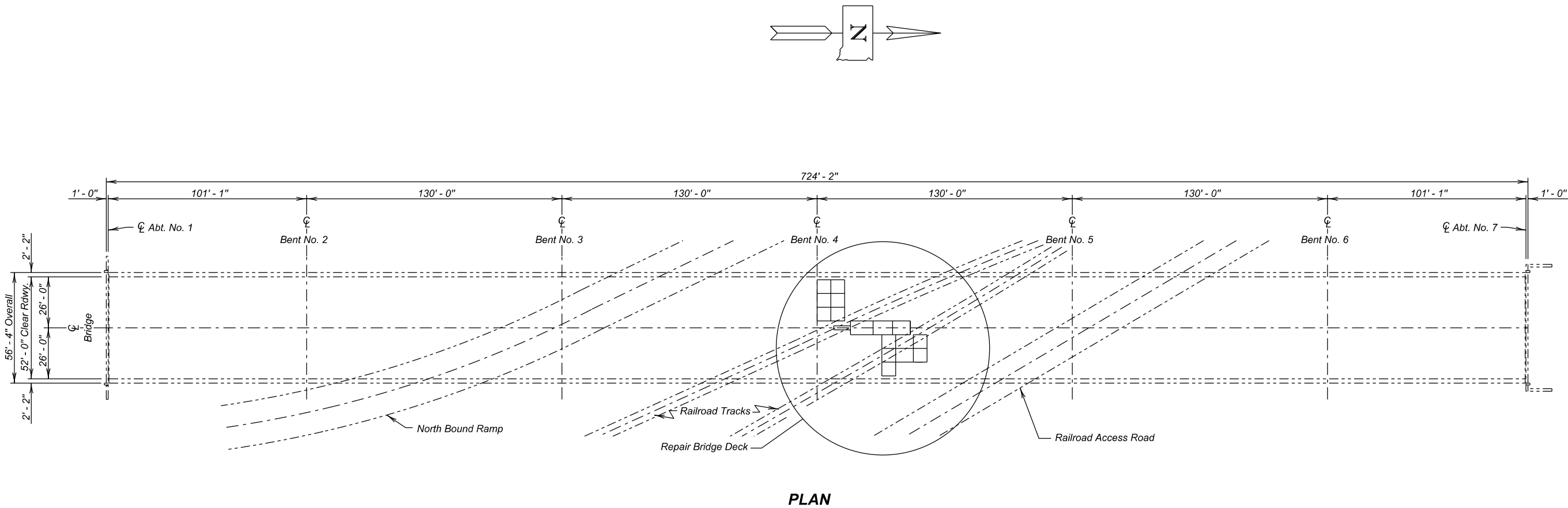
All fixed location signs, sign posts, and breakaway bases will be removed within 7 calendar days following pavement marking.

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W1-4	REVERSE CURVE (L or R)	2	48" x 48"	16.0	32.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W5-4	RAMP NARROWS	1	48" x 48"	16.0	16.0
W13-1P	ADVISORY SPEED (plaque)	2	30" x 30"	6.3	12.6
W13-4P	ON RAMP (plaque)	1	36" x 36"	9.0	9.0
W20-1	ROAD WORK AHEAD	3	48" x 48"	16.0	48.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	3	36" x 18"	4.5	13.5
		CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT			
		195.1			


STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	079-468	4	11

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	079-468	5	11



INDEX OF BRIDGE SHEETS -

- Sheet No. 1 - Layout for Upgrading
Sheet No. 2 - Estimate of Structure Quantities and Notes
Sheet No. 3 - Deck Repair Details
Sheet No. 4 - Original Construction Plans

**LAYOUT FOR UPGRADING
FOR
724' - 2" CONT. COMP.  GIRDER BRIDGE**
52' - 0" ROADWAY 0° SKEW
ON CAMPELL ST. SEC. 7/8-T1N-R8E
STR. NO. 52-430-314 P 79NF(01)69
PCN I68G

PENNINGTON COUNTY
S. D. DEPT. OF TRANSPORTATION
DECEMBER 2020

1 OF 4

DESIGNED BY BWS PENNI68G	DRAWN BY BWS SA01I68G		 BRIDGE ENGINEER
--------------------------------	-----------------------------	--	--

ESTIMATE OF STRUCTURE QUANTITIES

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
460E0070	Class A45 Concrete, Bridge Repair	21.1	CuYd
460E0300	Breakout Structural Concrete	21.1	CuYd
460E0650	Roadway Canopy	Lump Sum	LS
998E0100	Railroad Protective Insurance	Lump Sum	LS

SPECIFICATIONS FOR BRIDGE

- Design Specifications: AASHTO Standard Specifications for Highway Bridges 17th Edition using Load Factor Design.
- Construction Specifications: South Dakota Standard Specifications for Roads and Bridges, 2015 Edition and required provisions, supplemental specifications, and special provisions as included in the proposal.

DETAILS AND DIMENSIONS OF EXISTING BRIDGE

All details and dimensions of the existing bridge, contained in these plans, are based on the original construction plans and shop plans. It is the Contractor's responsibility to inspect and verify the actual field conditions and any necessary as-built dimensions affecting the satisfactory completion of the work required for this project.

SCOPE OF BRIDGE WORK AND SEQUENCE OF OPERATIONS

All work on this structure shall be accomplished with the traffic control shown elsewhere in the plans.

- Remove existing bridge deck repair areas for the first phase of construction.
- Place bridge deck concrete in repair areas for the first phase of construction.
- Switch traffic and repeat steps 1 and 2 for each remaining phase of construction.

DESIGN MIX OF CONCRETE

- Class A45 Concrete shall be used for the bid item Class A45 Concrete, Bridge Repair.
- The Type of cement, concrete strength requirements, aggregate requirements, slump and air requirements for the contract item Class A45 Concrete Bridge Repair shall conform to the requirements of Section 460 of the Construction Specifications.
- Acceptance testing for the Class A45 Concrete, Bridge Repair shall be in accordance with Section 7.1 A of the South Dakota Department of Transportation M.S.T.R. manual.

BRIDGE DECK REPAIR

- Breakout Structural Concrete will consist of removing full depth portions of bridge deck concrete in the areas detailed in the plans.
- Breakout limits will be defined with a sawcut (unless specified otherwise in these plans), Saw cut depth will be deep enough to cut through the full depth of the overlay but not to damage any reinforcing steel in the deck, as approved by the Engineer. Reinforcing steel that is exposed and is scheduled for use in the new construction will be cleaned and straightened to the satisfaction of the Engineer. Care will be taken not to damage the existing reinforcing steel that is to be reused in the new construction during concrete breakout. Any reinforcing steel that is damaged during concrete breakout will be replaced or repaired, as approved by the Engineer, by the Contractor at no cost to the Department.
- Jack hammers heavier than 30 pound will not be permitted. Chipping hammers heavier than 15 pound will not be permitted to remove concrete beneath any reinforcing bar.
- Extreme care will be used not to nick, gouge, scratch, or damage in any other way, the existing steel girders when breaking out the portions of concrete deck. Prior to deck breakout, the limits of the girder top flanges will be marked on top of the bridge deck. The Contractor will not be allowed to use any impact type breakout equipment larger than power driven hand tools for slab removal within six inches of the actual limits of the top flange. At no time will the use of any breakout method that will nick, gouge, or scratch the flange, or any other structural steel component to be reused, be allowed. In the event that any nicks, gouges, scratches, or other damage occur, the Office of Bridge Design will be immediately notified. All damage will be repaired by the Contractor as recommended by the Office of Bridge Design. All costs involved in repairing any damage, including any non-destructive testing that may be required, will be at the expense of the Contractor.
- Removal plan dimensions are estimated, and field conditions may vary. Care will be used not to damage new concrete during adjacent concrete removal. Final removal limits will be determined by engineer. Contractor can submit alternate breakout plan for consideration if desired.
- All broken out concrete will be disposed of by the Contractor. Any disposal of discarded material will be in accordance with the Environmental Commitments.
- The contract unit price per cubic yard for Breakout Structural Concrete will include breaking out concrete, cleaning, straightening existing reinforcing steel and disposal of all broken out material.

ROADWAY CANOPY

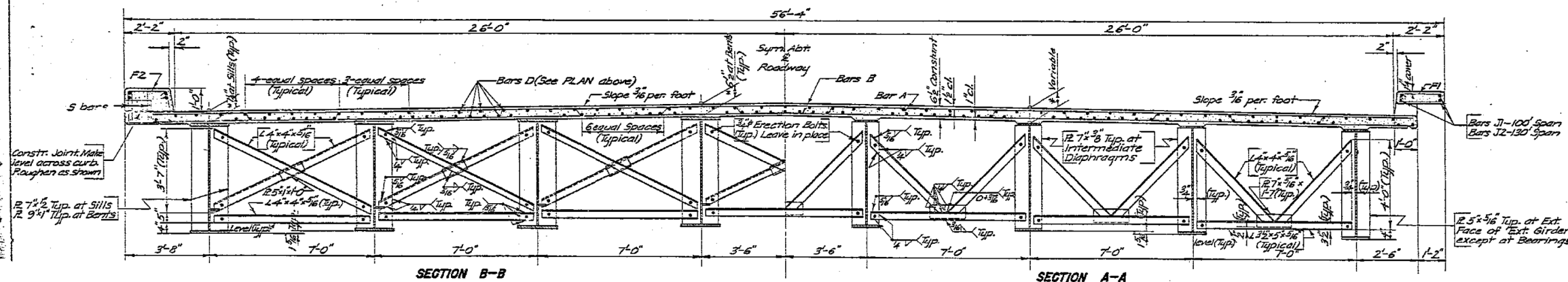
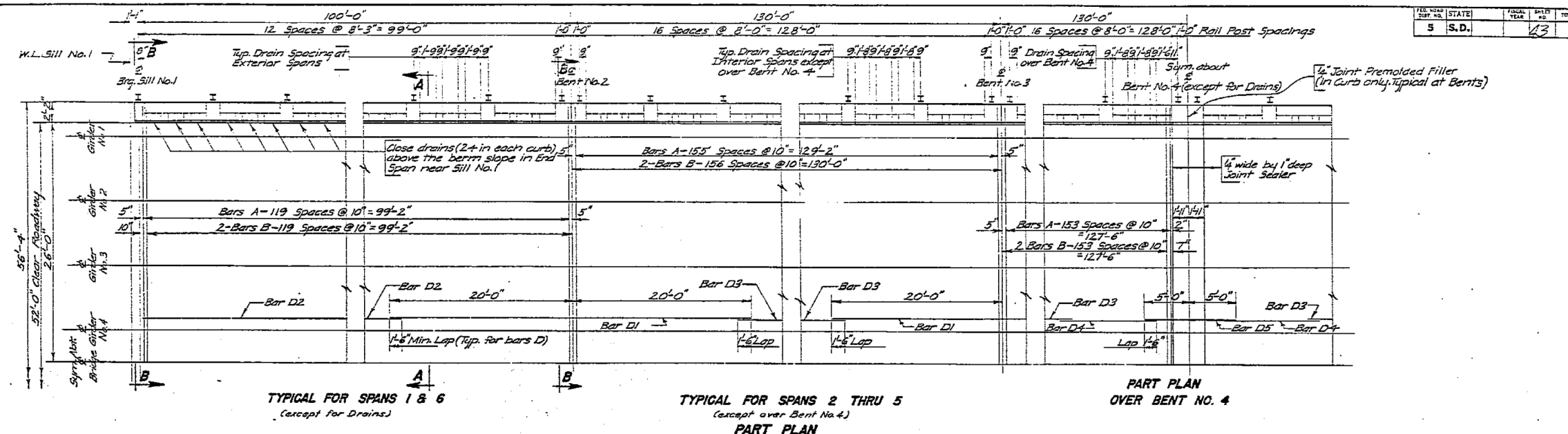
- This work consists of constructing a roadway canopy.
- The Contractor will construct a rigid canopy above the railroad under the structure. The canopy is intended to capture smaller debris and not act as safety net for falling deck sections. As such, no railroad traffic will be allowed under an area of active deck removal even with the canopy in place. The exception is railroad traffic will be allowed under the canopy if the only removal occurring is using hand tools and chipping hammers. The canopy is an added safeguard and does not relieve the Contractor of any responsibility for the safety of the public. The canopy will meet the following minimum requirements.
 - The entire system will be above the bottom of the girders.
 - Attachments will not be made to the girders using welding.
 - The canopy will be of a design and material which can adequately capture and contain falling debris as selected by the Contractor and approved by the Engineer.
 - The canopy will be constructed under the work area before any breakout can occur.
 - The erection of the canopy will be completed in a manner which will cause the least inconvenience to the traveling public or the railroad.
- The Contractor will submit a detailed Demolition Plan, 30 days prior to any bridge deck removal. This Demolition Plan will include all canopy details, bridge deck breakout details, a sequence of traffic control, and a sequence of bridge deck removal
- The Roadway Canopy shall be paid for at the contract lump sum price for Roadway Canopy. This payment will include all construction, maintenance, and removal of the Roadway Canopy.

COORDINATION WITH RAILROAD

- During construction of the bridge deck, the Contractor will not interfere with the operating railroad train movements. Construction activity must not take place within 25 ft. of the centerline track when train movements are occurring through the construction site and construction equipment will be removed from this zone prior to arrival of any train. See Special Provision for Working on Railroad Company Property.
- See Special Provision Regarding Railroad Insurance Requirements.

ESTIMATE OF STRUCTURE QUANTITIES AND NOTES
FOR
724' - 2" CONT. COMP. R GIRDER BRIDGE

STR. NO. 52-430-314
DECEMBER 2020



REINFORCING SCHEDULE			
MC	No.	Size	Length
A	880	5	55'-9" 15
B	1716	1	53'-9" 51
C	1480	1	41'-0" 51
D	1960	1	47'-9" 51
E	1240	1	16'-6" 51
F	1120	5	10'-0" 51

Note: Dimensions are out to out of bars.

SLAB POURING NOTES—

1. Longitudinal Construction Joints are not to be used.
2. Transverse Construction Joints will be permitted where positioned near the order field splices other than the two splices nearest Bent No. 4.
3. Contractor shall submit, prior to pouring, to the BRIDGE SECTION, for approval of plans, details and sequence of pouring.
4. Curb shall be poured after all of the slab has been poured.
5. The Expansion Device shall be blocked off prior to pouring slab; After all of slab has been poured, adjust Expansion Devices and finish pour.
6. See Sheet No. 8 for pouring at Bent No. 4.

NOTES:

1. See Curb, Drains, and Railing Sheet No. 13 for details of Curb, Drain, Reinforcements and Railings.
2. Dimensions at E Bearings. At Interior Points dimensions must be corrected according to the Erection Data on Sheet No. 12.
3. See NOTES Sheet No. 10.

ESTIMATED QUANTITIES		
ITEM	UNIT	QUANTITY
Class II Concrete	Cu. Yds.	839.5
Reinforcing Steel	Lbs.	254,770
Structural Steel	Lbs.	108,860
Railing Steel	Lin. Ft.	14,435

Includes weight of Anchor Bolts.
* Includes quantities for End Rail Posts at Sills.

ORIGINAL CONSTRUCTION PLANS

SUPERSTRUCTURE DETAILS

FOR

724'-2" CONT. COMP. R. GIRDER BRIDGE

ON GAMBELL STREET 52'-0" ROADWAY

OVER SD 79 & C&NWRR. SEC. 7/8-TIN-R8E

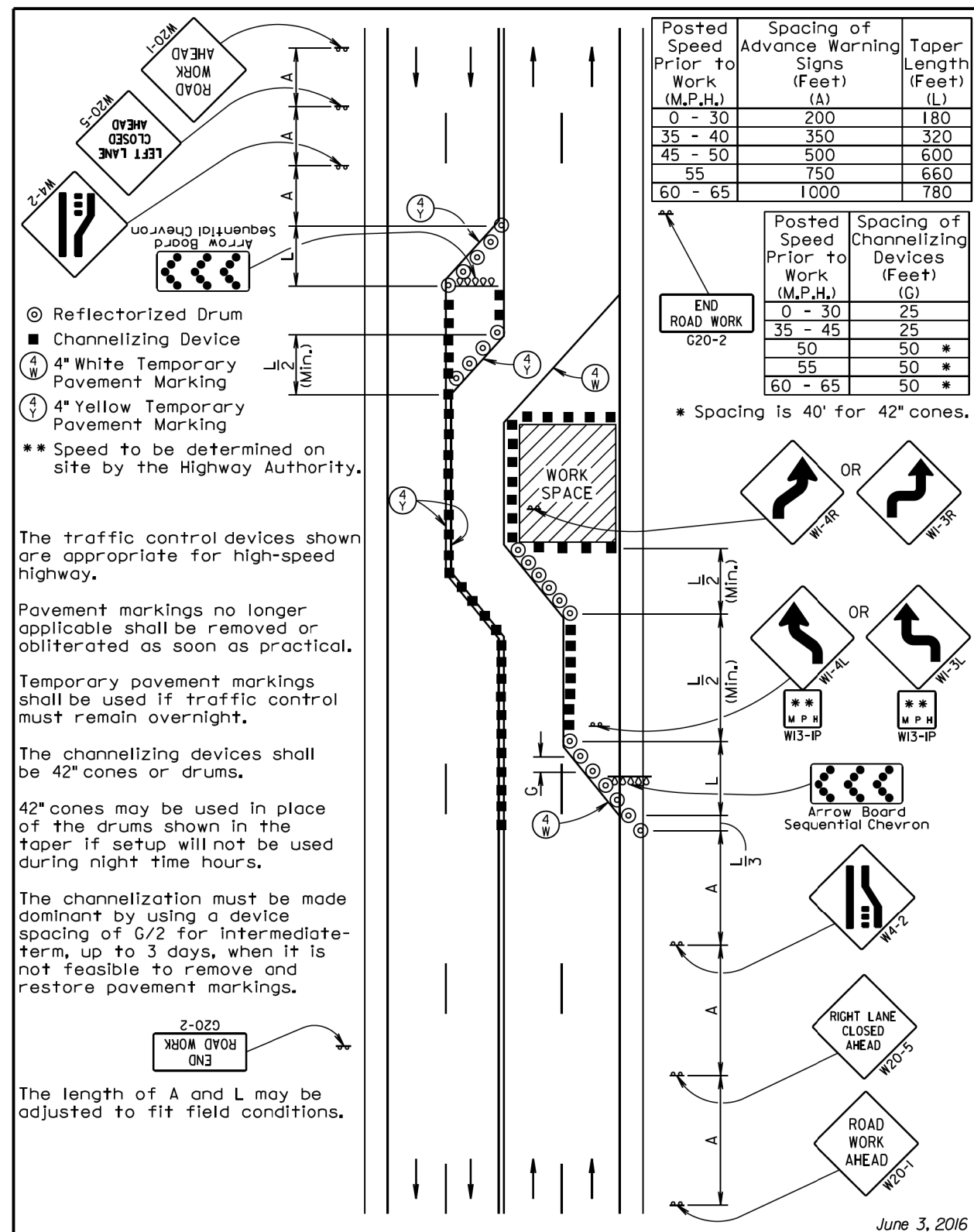
STA. 15+02.92 TO 22+27.08 UO19-3(4)

52-430-314 PENNINGTON COUNTY
SOUTH DAKOTA H20-S16-44
DEPARTMENT OF HIGHWAYS

JUNE 1963 9 OF 14

DESIGNED BY E.L.S. DRAWN BY J.C.P. CHECKED BY J.B.S. APPROVED [Signature] BRIDGE ENGINEER

Plotting Date: 04/12/2021



June 3, 2016

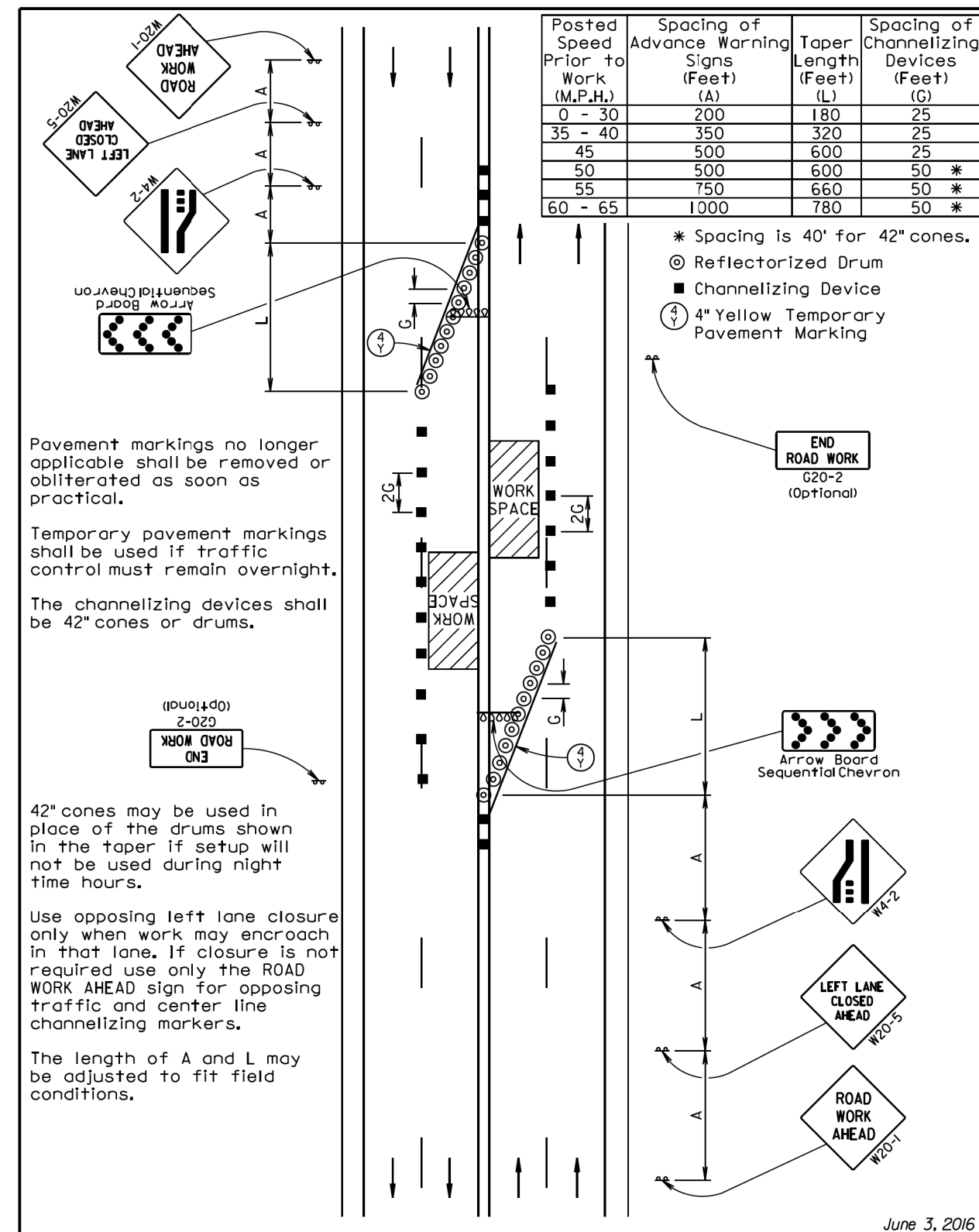
Published Date: 1st Qtr. 2021

***S
D
D
O
T***

GUIDES FOR TRAFFIC CONTROL DEVICES HALF ROAD CLOSURE ON MULTILANE HIGHWAY

PLATE NUMBER
634.46

Sheet 1 of 1



June 3, 2016

Published Date: 1st Qtr. 2021

**S
D
D
O
T**

GUIDES FOR TRAFFIC CONTROL DEVICES

4-LANE UNDIVIDED, LEFT LANE CLOSED

PLATE NUMBER
634.48

Sheet 1 of 1

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

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	25
35 - 45	25
50	50 *
55	50 *
60 - 80	50 *

* Spacing is 40' for 42" cones.

■ Channelizing Device

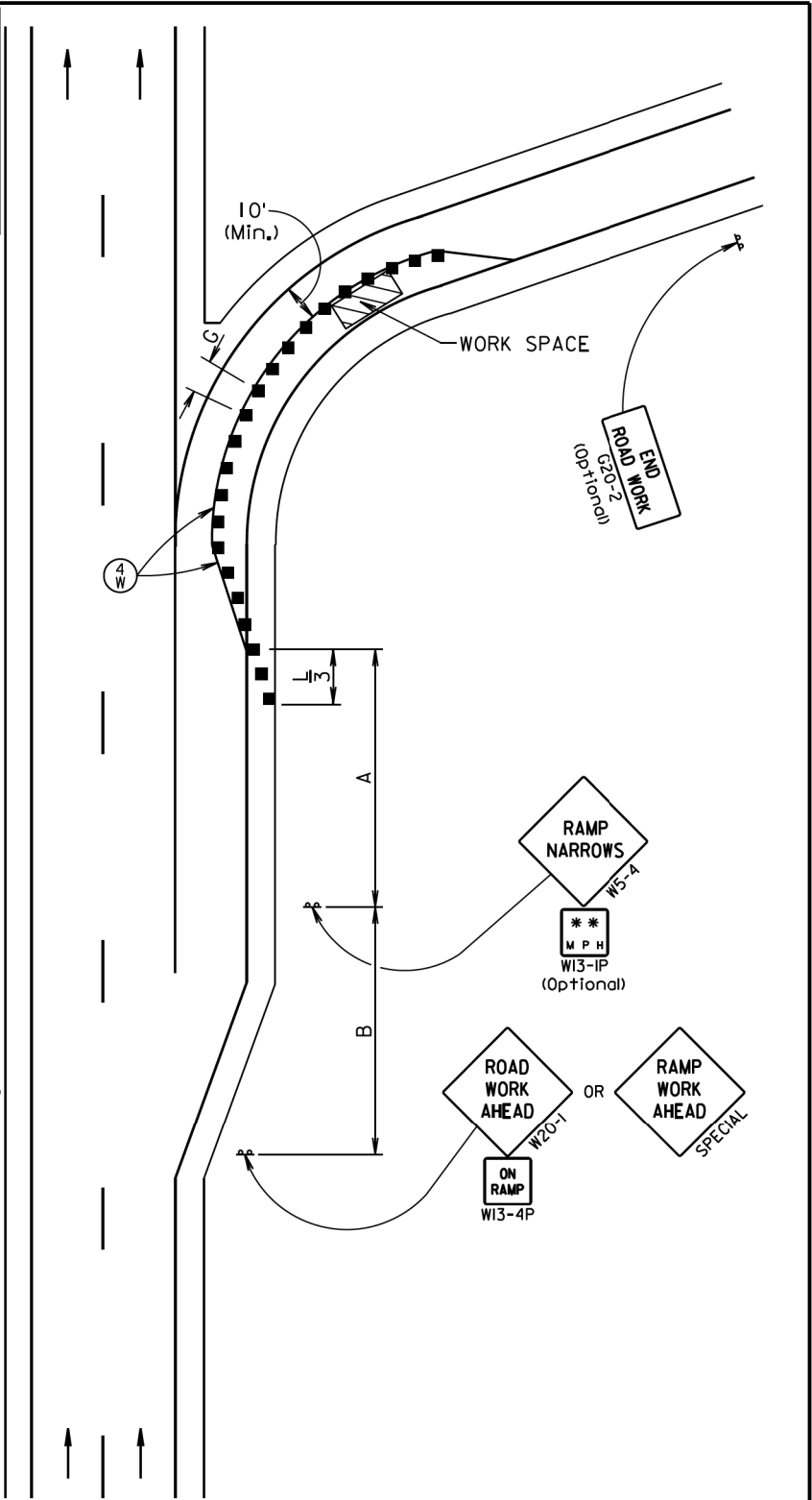
④ W 4" White Temporary Pavement Marking

** Need and safe speed to be determined by the Highway Authority.

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

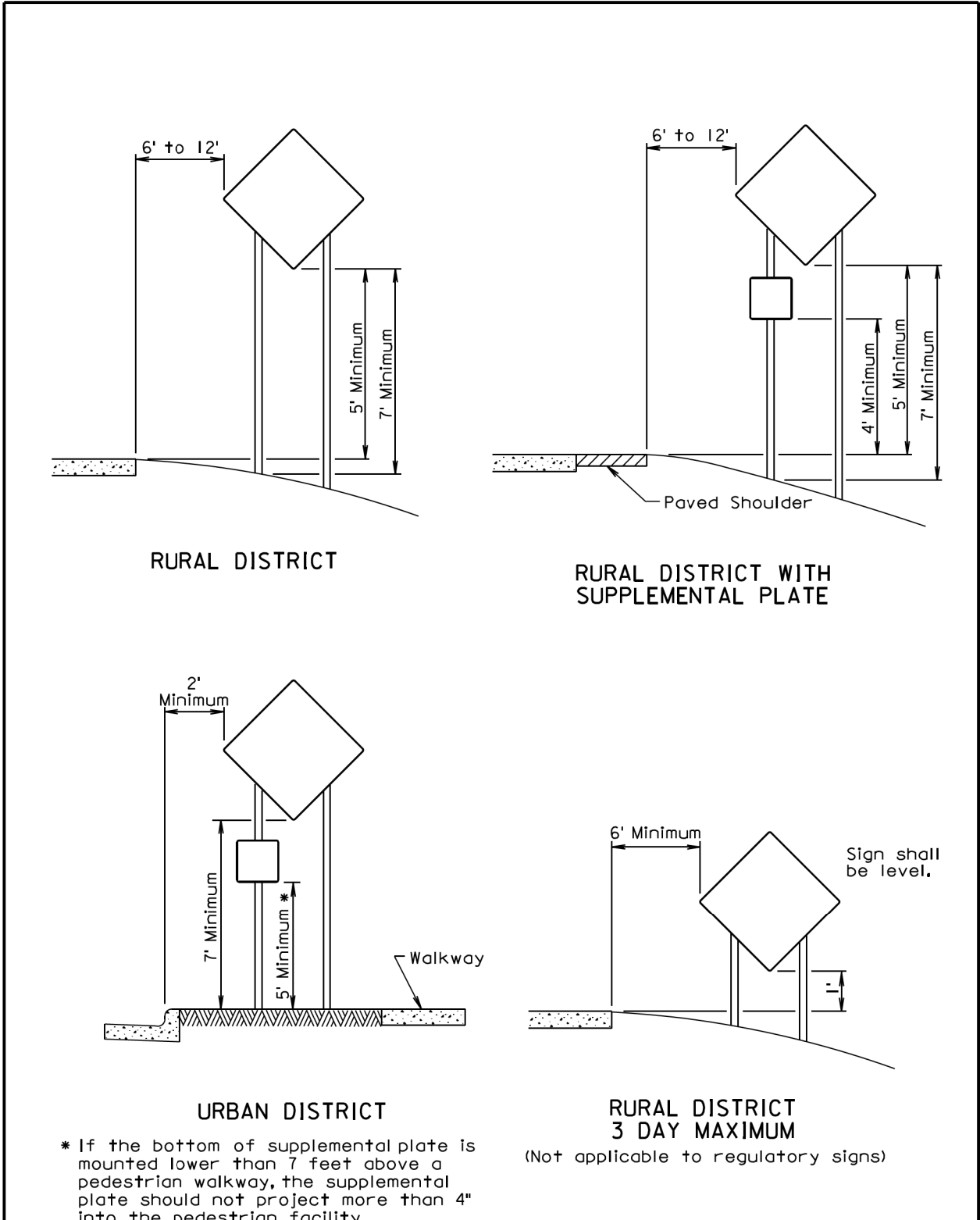
The channelizing devices shall be drums or 42" cones if traffic control must remain overnight.

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



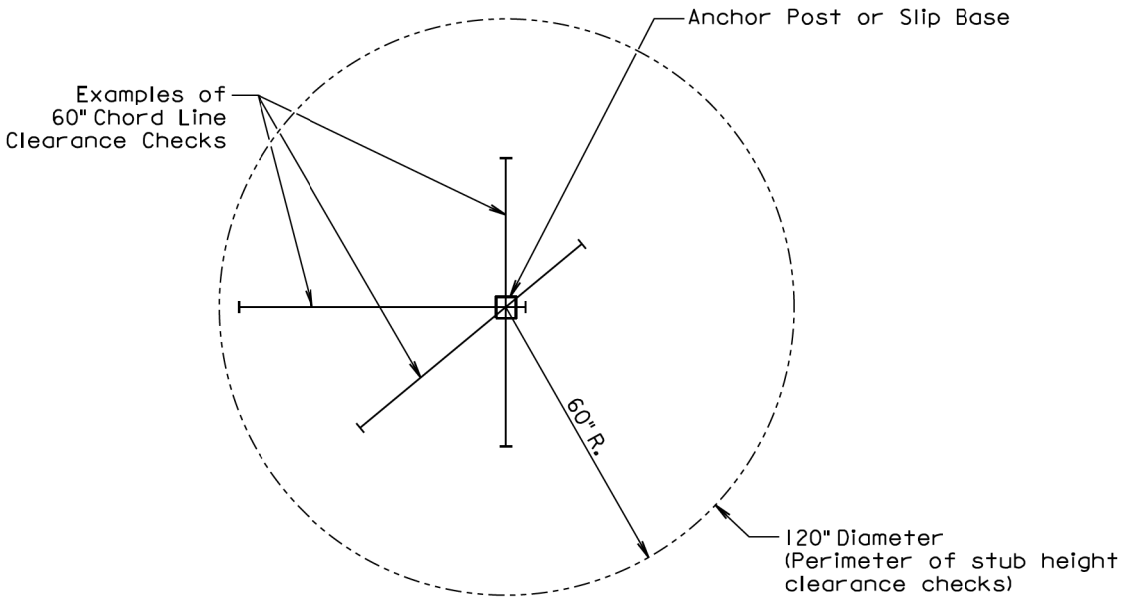
June 3, 2016

Published Date: 1st Qtr. 2021	S D D O T	GUIDES FOR TRAFFIC CONTROL DEVICES PARTIAL EXIT RAMP CLOSURE	PLATE NUMBER 634.69
			Sheet 1 of 1

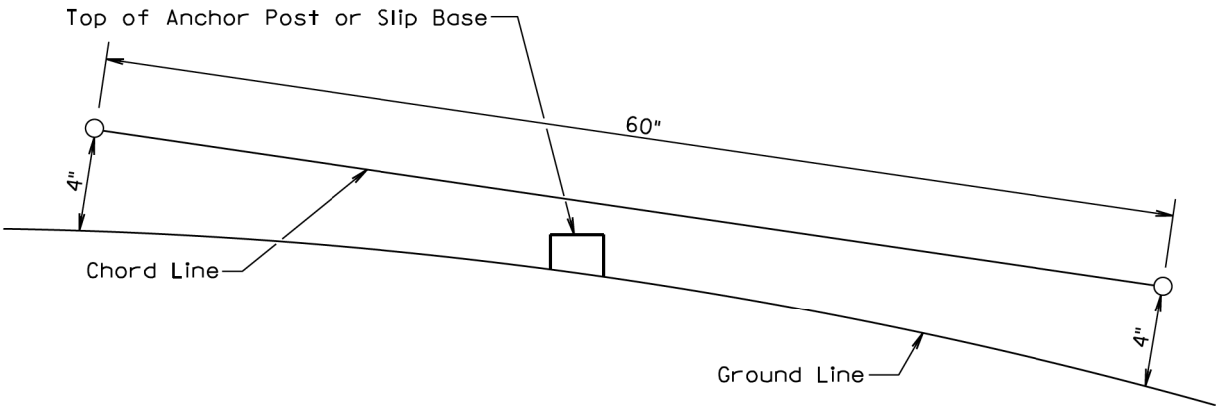


September 22, 2014

Published Date: 1st Qtr. 2021	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 SHALL 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 shall 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.

July 1, 2005

Published Date: 1st Qtr. 2021	S D D O T	BREAKAWAY SUPPORT STUB CLEARANCE	PLATE NUMBER 634.99
			Sheet 1 of 1