

STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED  
**PROJECT 090 E-452  
& 090 W-452**  
**INTERSTATE 90**  
**PENNINGTON COUNTY**

ASPHALT PATCHING  
PCN i6r7 & i6r8

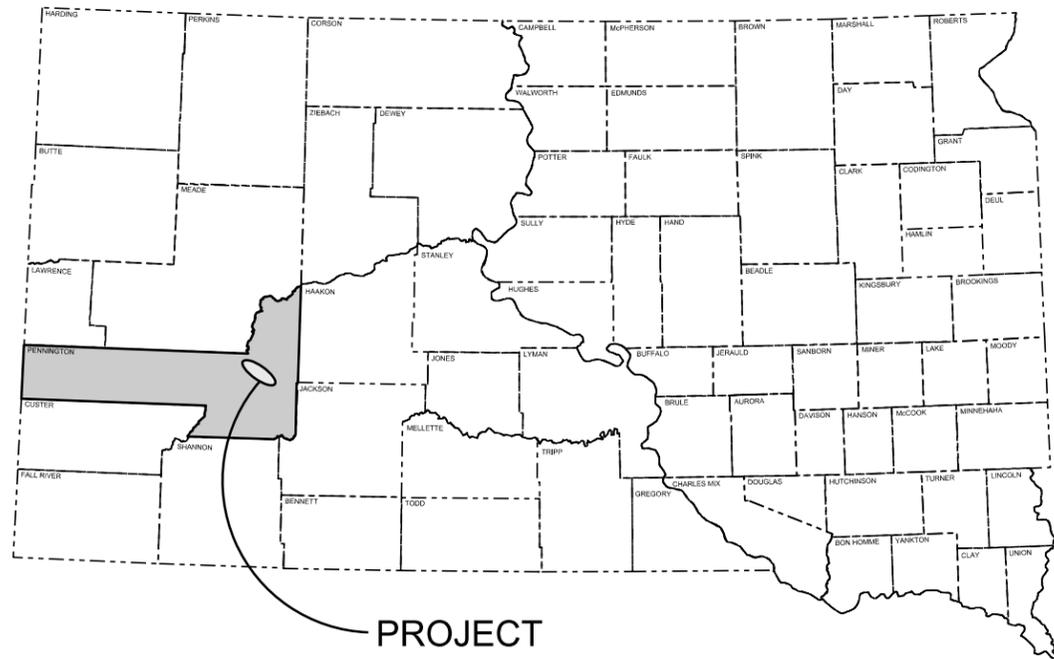
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	090 E-452 & 090 W-452	1	9

Plotting Date: 03/11/2022

INDEX OF SHEETS

1	General Layout with Index
2-5	Estimate with General Notes & Tables
6	Typical Sections
7	Special Details
8-9	Standard Plates

Plot Scale - 1:200



**BEGIN PROJECT 090 W-452 WBL**  
MRM 94.00 +0.796

**BEGIN PROJECT 090 E-452 EBL**  
MRM 94.00 +0.813

**END PROJECT 090 W-452 WBL**  
MRM 100+0.007

DESIGN DESIGNATION I90 EB

ADT (2021)	4510
ADT (2041)	6328
DHV	1169
D	51%
T DHV	10.0%
T ADT	22.0%
V	80 mph

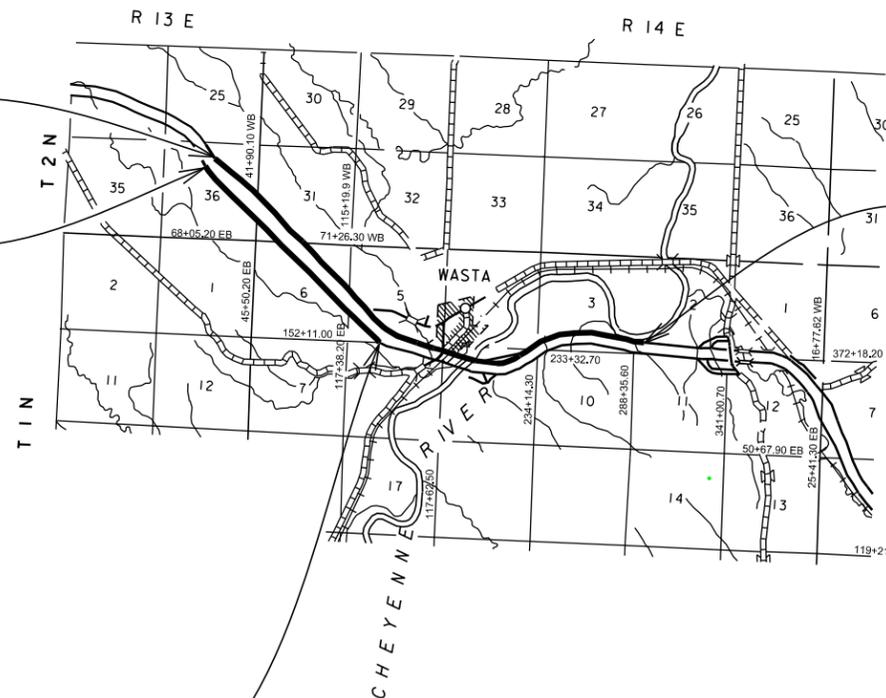
DESIGN DESIGNATION I90 WB

ADT (2021)	4479
ADT (2041)	6284
DHV	1161
D	51%
T DHV	10.1%
T ADT	22.1%
V	80 mph

STORM WATER PERMIT

None Required

**END PROJECT 090 E-452 EBL**  
MRM 97 +0.698



Plotted From - TRRC12608

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## ESTIMATE OF QUANTITIES

### PCN i6r7 – 090 E-452

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
320E1200	Asphalt Concrete Composite	204.0	Ton
332E0010	Cold Milling Asphalt Concrete	1,813	SqYd
633E1220	High Build Waterborne Pavement Marking Paint, 4" White	1,870	Ft
634E0010	Flagging	50.0	Hour
634E0110	Traffic Control Signs	238.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	7	Each
634E0420	Type C Advance Warning Arrow Board	2	Each
634E0640	Temporary Pavement Marking	1,702	Ft

### PCN i6r8 – 090 W-452

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
009E0010	Mobilization	Lump Sum	LS
320E1200	Asphalt Concrete Composite	66.0	Ton
332E0010	Cold Milling Asphalt Concrete	587	SqYd
633E1220	High Build Waterborne Pavement Marking Paint, 4" White	600	Ft
634E0010	Flagging	20.0	Hour
634E0110	Traffic Control Signs	476.0	SqFt
634E0120	Traffic Control, Miscellaneous	Lump Sum	LS
634E0275	Type 3 Barricade	2	Each
634E0420	Type C Advance Warning Arrow Board	2	Each
634E0640	Temporary Pavement Marking	550	Ft

## SPECIFICATIONS

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

## 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 pits, or staging areas associated with the project, cease construction activities in the affected area until the Whooping Crane departs and immediately contact the Project Engineer. The Project Engineer will contact the Environmental Office so that the sighting can be reported to USFWS.

### **COMMITMENT B4: BALD EAGLE**

Bald eagles are known to occur in this area.

### **Action Taken/Required:**

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

### **COMMITMENT E: STORM WATER**

Construction activities constitute less than 1 acre of disturbance.

### **Action Taken/Required:**

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

## **COMMITMENT H: WASTE DISPOSAL SITE**

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

### **Action Taken/Required:**

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

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

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

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

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

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	090 E-452 & 090 W-452	3	9

### **COMMITMENT I: HISTORIC PRESERVATION OFFICE CLEARANCES**

State Historic 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 in 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.

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.

### **SURFACING THICKNESS DIMENSIONS**

The plans shown spread rates will be applied even though the thickness may vary from that shown on the plans.

At those locations where material must be placed to achieve a required elevation, the depth/quantity may be varied to achieve the required elevation.

### **COLD MILLING ASPHALT CONCRETE**

Cold milling asphalt will be done according to the typical section. In areas where maintenance patches have raised and/or widened the road, additional asphalt concrete will be milled to provide a uniform surface.

Cold milling asphalt is estimated to produce 270 tons of cold milled asphalt concrete material. The milled asphalt concrete material will become the property of the Contractor.

### **ASPHALT CONCRETE COMPOSITE**

Mineral aggregate will be produced from a ledge rock source.

Mineral aggregate for the Asphalt Concrete Composite will conform to the requirements for Class E, Type 1.

Asphalt for tack SS-1h or CSS-1h will be applied prior the Asphalt Concrete Composite. Asphalt for tack will be applied at a rate of 0.09 gallons per square yard on the existing asphalt surfacing. The Asphalt for tack will be applied for the full width of the bottom layer of Asphalt Concrete.

A flush seal will not be required on the project.

All other requirements in the Standard Specifications for Asphalt Concrete Composite will apply.

### **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. Install Traffic Control Devices
2. Mill Asphalt Concrete
3. Place Asphalt Concrete Composite
4. Complete Pavement Marking
5. Remove Traffic Control Devices

### **GENERAL TRAFFIC CONTROL**

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

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

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

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

Enough traffic control for 2 setups westbound and 1 setup eastbound according to Standard Plate 634.63 have been provided.

All sites milled on a day must be paved and striped (temporary or permanent) by nightfall and all lanes open to traffic by the end of the working day.. No uneven lanes allowed or drop offs will be allowed overnight.

If there is a discrepancy between the traffic control plans, standard plates, and the MUTCD, whichever is more stringent will be used, as determined by the Engineer.

Unless otherwise stated in these plans, work will not be allowed during hours of darkness.

Fixed location signing placed more than 4 calendar days prior to the start of construction will be covered or laid down until the time of construction. The covers must be approved by the Engineer prior to installation. The cost of materials, labor, and equipment necessary to complete this work will be incidental to other contract items. No separate payment will be made.

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

All haul trucks will be equipped with an additional flashing amber light that is visible from the backside of the haul truck. The costs for the flashing amber lights will be incidental to the various related contract items.

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.

**WORK ZONE SPEED REDUCTION**

The Department is required to obtain a speed reduction resolution prior to the installation of any SPEED LIMIT (R2-1) signs shown on standard plate 634.63. To provide adequate time for the resolution to be enacted, the Contractor will inform the Engineer a minimum of 3 weeks prior to the scheduled installation of any work zone speed reduction signs on the project. The information provided by the Contractor will include the anticipated date of sign installation, the newly reduced speed limit, the location of the work zone, and the anticipated completion date of work requiring the speed reduction.

**TEMPORARY PAVEMENT MARKING**

Temporary Flexible Vertical Markers (Tabs) will be used on the top lift of asphalt surfacing for centerline delineation, edge lines, lane lines, skips, and as directed by the Engineer.

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 at no additional cost to the State.

Quantities of Temporary Pavement Markings consist of:

One pass on top lift of Asphalt Concrete Composite

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

**ITEMIZED LIST OF TRAFFIC CONTROL DEVICES**

**PCN i6r7 – 090 E-452**

SIGN CODE	SIGN DESCRIPTION	EXPRESSWAY / INTERSTATE			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 65	3	36" x 48"	12.0	36.0
R2-1	SPEED LIMIT 80	1	36" x 48"	12.0	12.0
R2-6aP	FINES DOUBLE (plaque)	1	36" x 24"	6.0	6.0
W3-5	SPEED REDUCTION AHEAD (65 MPH)	2	48" x 48"	16.0	32.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)	1	48" x 48"	16.0	16.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	2	48" x 48"	16.0	32.0
W8-6	TRUCK CROSSING	1	48" x 48"	16.0	16.0
W20-1	ROAD WORK AHEAD	2	48" x 48"	16.0	32.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	2	48" x 48"	16.0	32.0
W20-7	FLAGGER (symbol)	1	48" x 48"	16.0	16.0
G20-2	END ROAD WORK	1	48" x 24"	8.0	8.0
<b>EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT</b>					<b>238.0</b>

**PCN i6r8 – 090 W-452**

SIGN CODE	SIGN DESCRIPTION	EXPRESSWAY / INTERSTATE			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R2-1	SPEED LIMIT 65	6	36" x 48"	12.0	72.0
R2-1	SPEED LIMIT 80	2	36" x 48"	12.0	24.0
R2-6aP	FINES DOUBLE (plaque)	2	36" x 24"	6.0	12.0
W3-5	SPEED REDUCTION AHEAD (65 MPH)	4	48" x 48"	16.0	64.0
W3-5	SPEED REDUCTION AHEAD (45 MPH)	2	48" x 48"	16.0	32.0
W4-2	LEFT or RIGHT LANE ENDS (symbol)	4	48" x 48"	16.0	64.0
W8-6	TRUCK CROSSING	2	48" x 48"	16.0	32.0
W20-1	ROAD WORK AHEAD	4	48" x 48"	16.0	64.0
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	4	48" x 48"	16.0	64.0
W20-7	FLAGGER (symbol)	2	48" x 48"	16.0	32.0
G20-2	END ROAD WORK	2	48" x 24"	8.0	16.0
<b>EXPRESSWAY / INTERSTATE TRAFFIC CONTROL SIGNS SQFT</b>					<b>476.0</b>

**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.

High Build Waterborne Pavement Marking Paint applied after October 15 must be formulated as cold-weather waterborne paint. Cold weather waterborne paint will meet the requirements of Section 980.1 C.

**RATES OF MATERIALS FOR HIGH BUILD WATERBORNE PAVEMENT MARKING PAINT**

Solid 4" line = 22.5 Gals/Mile  
Dashed 4" line = 6.2 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

**Table of Quantities**

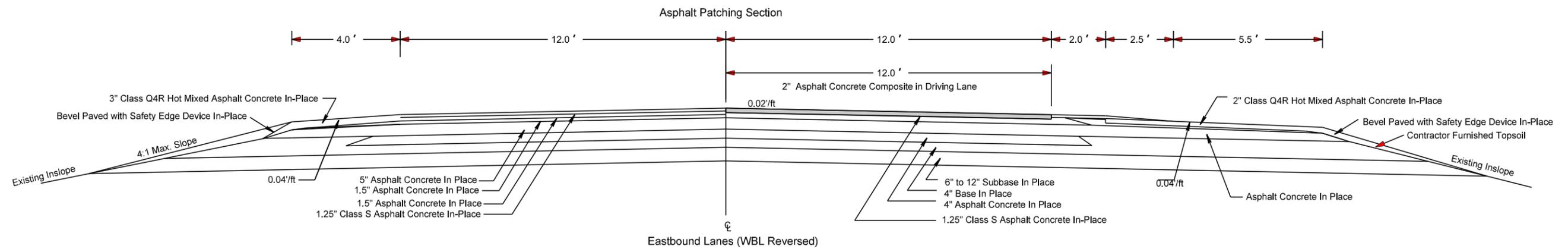
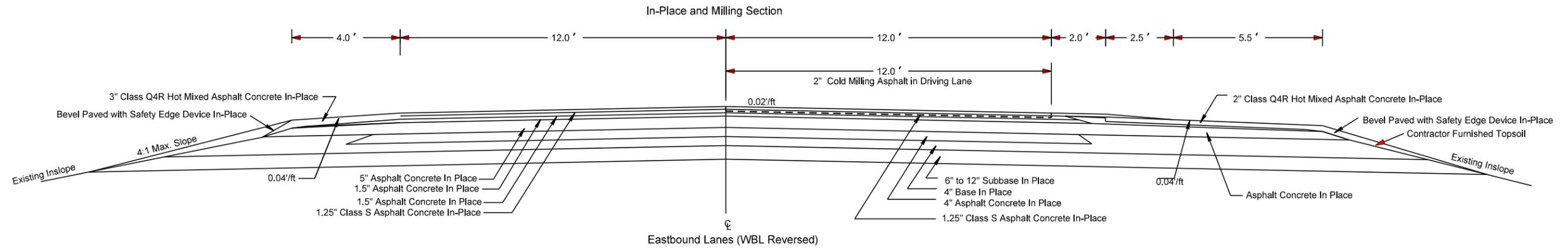
Highway	MRM	Disp	Location	Length (ft)	Width (ft)	SqFt	Cold Milling Asphalt Concrete (SqYd)	Asphalt Concrete Composite (Ton)	High Build Waterborne Pavement Marking Paint, 4" White (Ft)	Temporary Pavement Marking (Ft)	Comments
<b>PCN i6r7 – 090 E-452</b>											
090 E	94	0.813	Driving Lane	30	12	360	40.0	4.5	60.0	38.0	2" Mill & Overlay
090 E	95	0.915	Driving Lane	150	12	1800	200.0	22.5	210.0	188.0	2" Mill & Overlay
090 E	95	0.987	Driving Lane	160	12	1920	213.3	24.0	220.0	200.0	2" Mill & Overlay
090 E	96	0.127	Driving Lane	420	12	5040	560.0	63.0	550.0	525.0	2" Mill & Overlay
090 E	96	0.427	Driving Lane	50	12	600	66.7	7.5	90.0	63.0	2" Mill & Overlay
090 E	96	0.577	Driving Lane	50	12	600	66.7	7.5	90.0	63.0	2" Mill & Overlay
090 E	97	0.698	Driving Lane	500	12	6000	666.7	75.0	650.0	625.0	2" Mill & Overlay
<b>Total</b>							1813.4	204.0	1870.0	1702.0	
<b>PCN i6r8 – 090 W-452</b>											
090 W	100	0.007	Driving Lane	380	12	4560	506.7	57.0	500.0	475.0	2" Mill & Overlay
090 W	94	0.796	Driving Lane	60	12	720	80.0	9.0	100.0	75.0	2" Mill & Overlay
<b>Total</b>							586.7	66.0	600.0	550.0	

# SURFACING SECTIONS

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	090 E-452 & 090 W-452	6	9

Plotting Date: 03/11/2022

Plot Scale - 1:4



Plotted From - TRRC12608

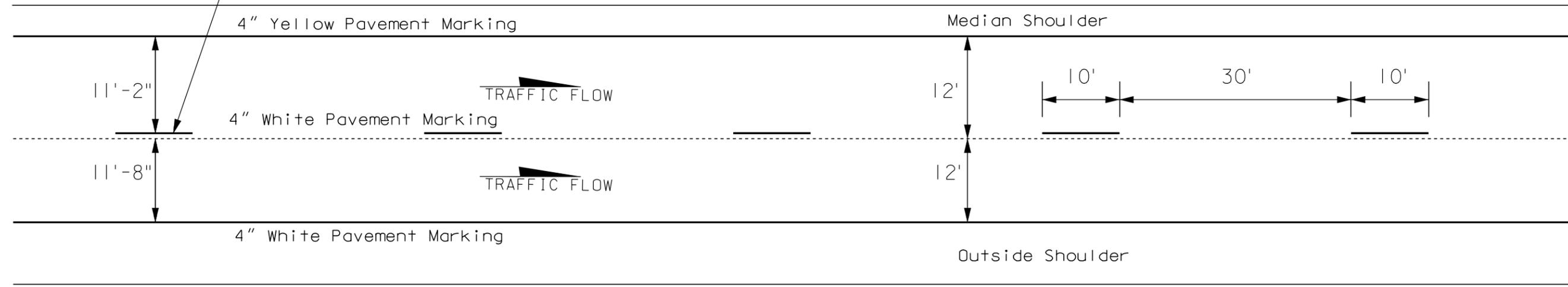
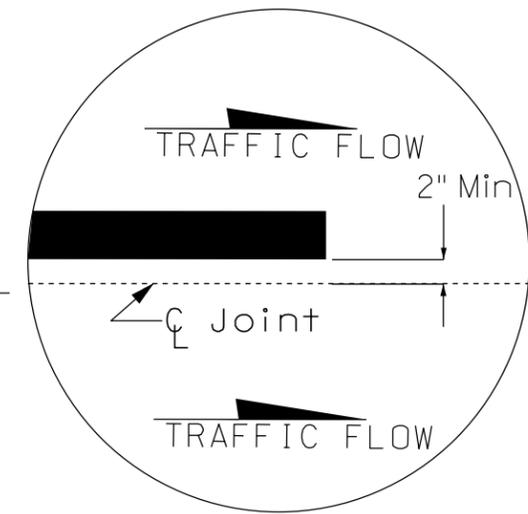
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STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	090 E-452 & 090 W-452	7	9

Plotting Date: 03/11/2022

# PAVEMENT MARKING LAYOUT (4 LANE DIVIDED)

Plot Scale - 1:20



Plotted From - TRRC12608

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Plot Scale - 1:200

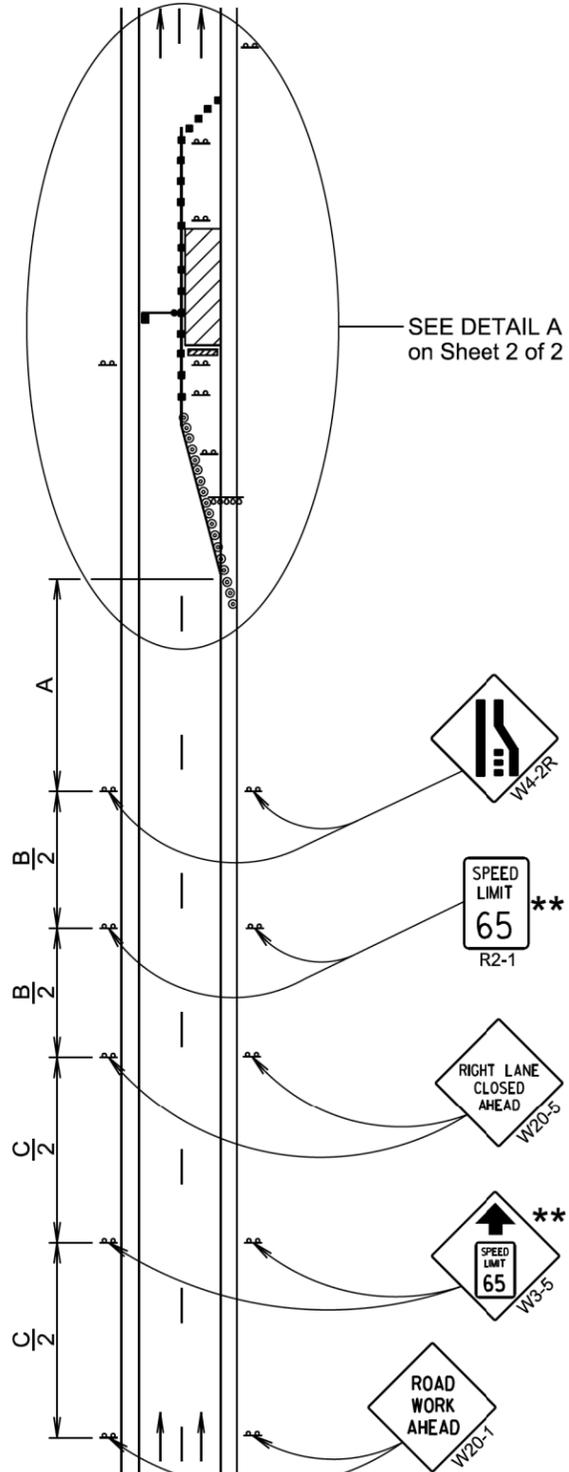
Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet)		
	(A)	(B)	(C)
0 - 30	200		
35 - 40	350		
45 - 50	500		
55	750		
60 - 65	1000		
70 - 80	1000	1500	2640

\*\* Speed appropriate for location.

- ⊙ Reflectorized Drum
- Channelizing Device

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

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



SEE DETAIL A on Sheet 2 of 2

September 22, 2021

<b>S D D O T</b>	<b>WORK ZONE SPEED REDUCTION FOR INTERSTATE AND HIGH SPEED MULTI-LANE HIGHWAYS</b>	PLATE NUMBER <b>634.63</b>
	Published Date: 1st Qtr. 2022	Sheet 1 of 2

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

\* Spacing is 40' for 42" cones.

\*\* Speed appropriate for location.

\*\*\* Use speed limit designated for the condition when workers are present in the work space. Signs will be covered or removed when workers are not present.

● Flagger (As Necessary)

⊙ Reflectorized Drum

■ Channelizing Device

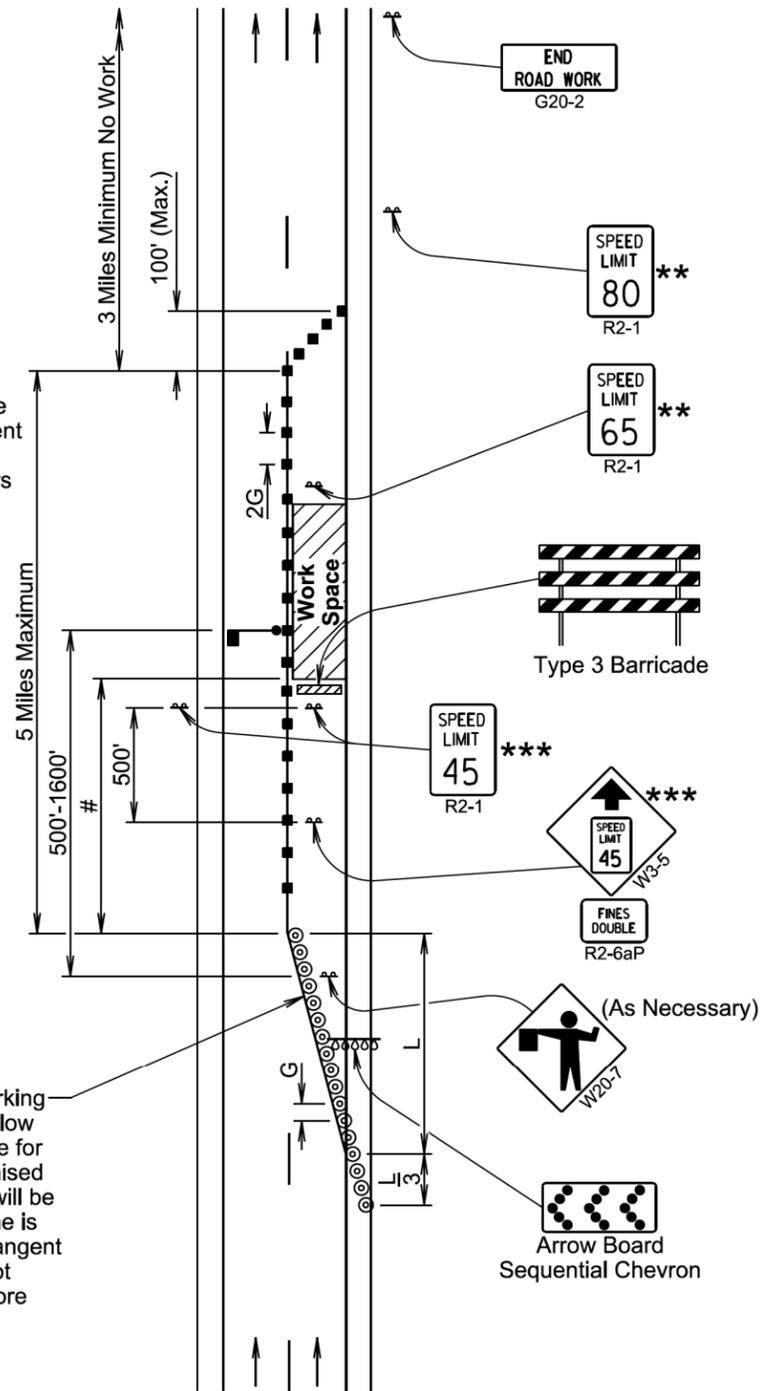
# The Work Space will be a minimum of 500' from the end of the taper.

The FLAGGER sign will be used whenever there is a Flagger present.

The channelizing devices will be 42" cones or drums.

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

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



DETAIL A

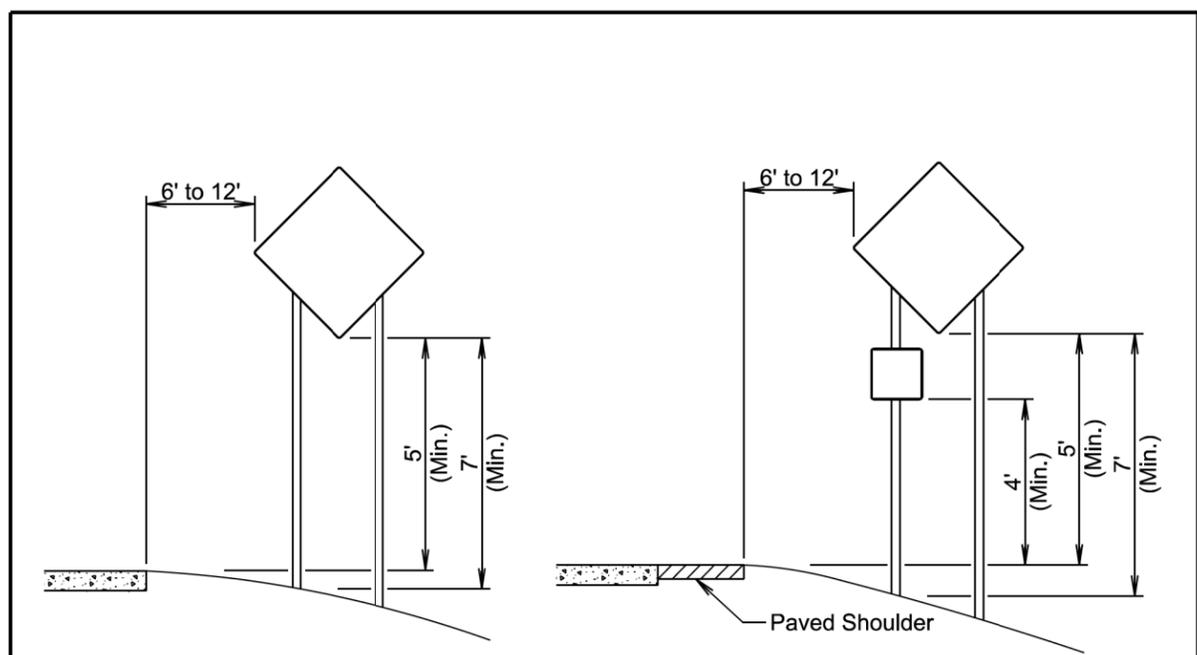
September 22, 2021

<b>S D D O T</b>	<b>WORK ZONE SPEED REDUCTION FOR INTERSTATE AND HIGH SPEED MULTI-LANE HIGHWAYS</b>	PLATE NUMBER <b>634.63</b>
	Published Date: 1st Qtr. 2022	Sheet 2 of 2

- Plotted From - TRRC12608

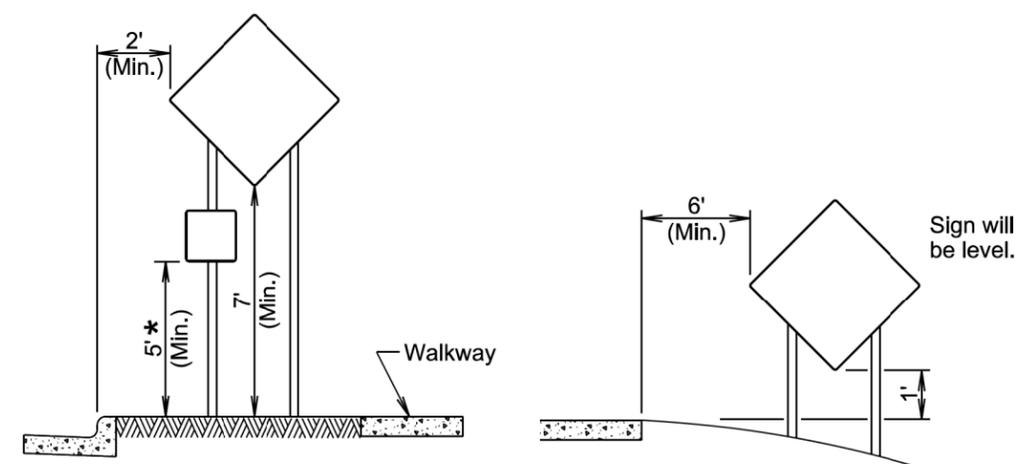
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Plot Scale - 1:200



**RURAL DISTRICT**

**RURAL DISTRICT WITH SUPPLEMENTAL PLATE**



**URBAN DISTRICT**

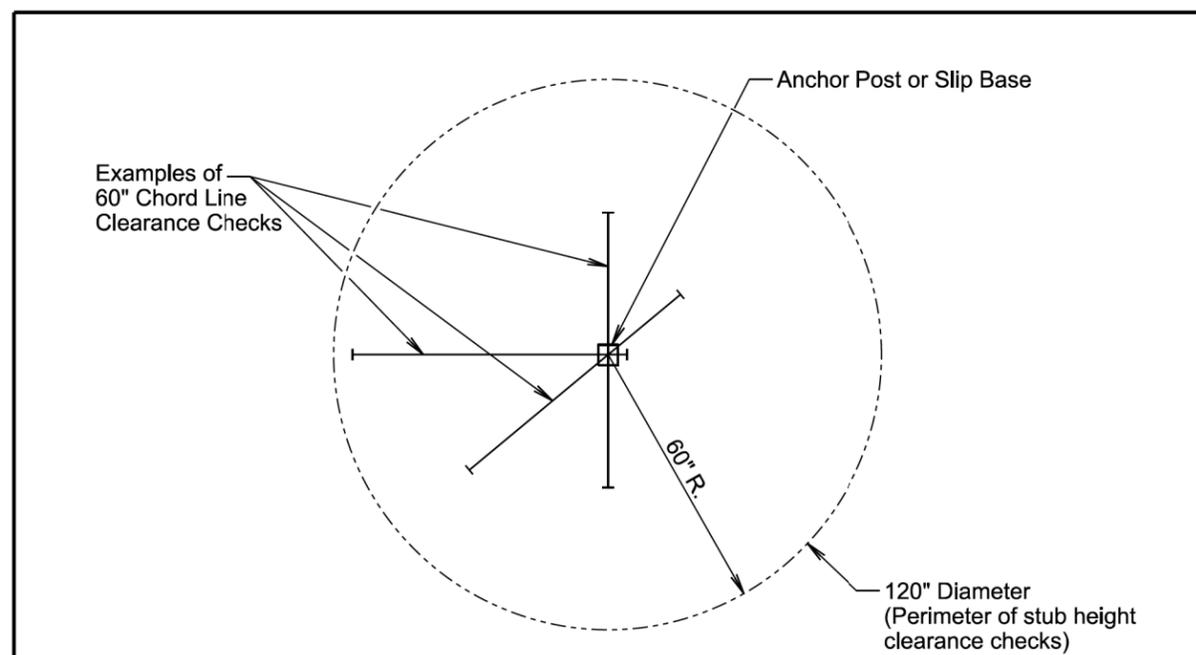
**RURAL DISTRICT 3 DAY MAXIMUM**  
(Not applicable to regulatory signs)

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

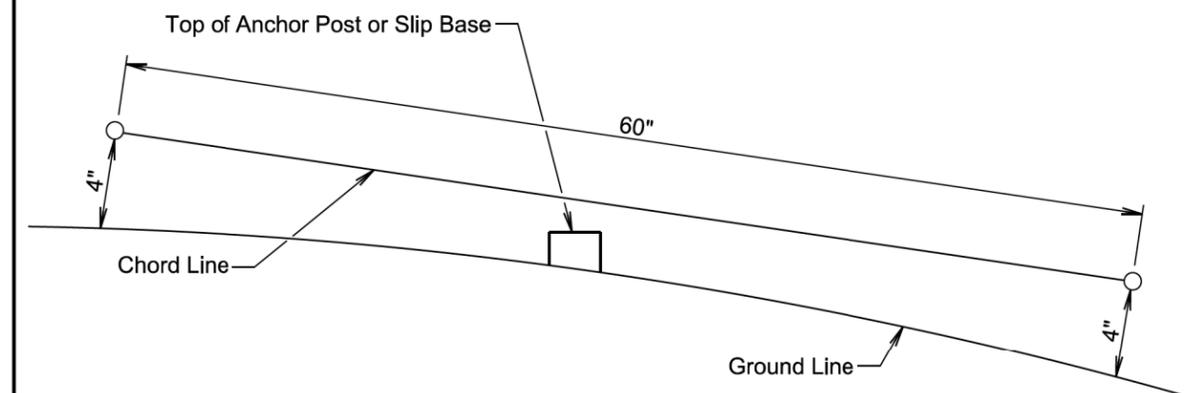
January 22, 2021

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

Published Date: 1st Qtr. 2022



**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

<b>S D D O T</b>	<b>BREAKAWAY SUPPORT STUB CLEARANCE</b>	PLATE NUMBER <b>634.99</b>
		Sheet 1 of 1

Published Date: 1st Qtr. 2022

- Plotted From - TRRC12608

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