DEPARTMENT OF TRANSPORTATION

Planning & Engineering
Office of Project Development
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dot.sd.gov

July 3, 2025

ADDENDUM NO. 1

RE: Item #5, July 16, 2025 Letting - PH 8060(10), PCN 04JJ, Hughes, Sully County - Signing & Delineation

TO WHOM IT MAY CONCERN:

The following addenda to the plans shall be inserted and made a part of your proposal for the referenced project.

SPECIAL PROVISIONS: NO CHANGE

SDEBS BID PROPOSAL: NO CHANGE

PLANS: Please destroy sheets 9 & 25-28 and replace with the enclosed sheets, dated 7/3/25.

Sheet 9: NO PASSING ZONE REFERENCE POST note was removed.

Sheet 25: Standard Plate 632.04 was removed, and Standard Plate 632.03 was added.

Sheet 26-28: Standard Plate 632.40 was removed.

Sheets 37-72: PEN AND INK change the Sheeting Type for all Type 2 Object Markers and Type 3 Object Markers in the TABLE OF PERMANENT SIGNING from Type IV to Type XI.

Sincerely,

Sam Weisgram
Engineering Supervisor

SW/gp

CC: Jason Humphrey, Pierre Region Engineer
Dean VanDeWiele, Pierre Area Engineer

DELINEATORS CONTINUED

The spacing for delineators on the outside radius of horizontal curves and for three spaces in advance and for three spaces beyond the curve is given in the following table:

Max. Spacing for Delineators on Outside Radius of Horizontal Curves (Distance in Feet Rounded to the Nearest 5 Feet)

Radius Of Curve	Spacing On Curve	Spacing in Advance & Beyond Curve (in feet)		
		1st	2nd	3rd
50	20	40	65	125
150	30	60	90	180
250	40	85	125	250
300	50	95	145	290
400	55	110	170	300
500	65	125	190	300
600	70	140	210	300
700	75	150	230	300
800	80	165	245	300
900	85	175	260	300
1000	90	185	275	300

Spacing for specific radii not shown may be interpolated from the table or computed from the formula $S = 3\sqrt{(R-50)}$. The minimum spacing should be 20 feet. The spacing on curves should not exceed 300 feet. The spacing of the first delineator approaching a curve is 2xS, the second is 3xS and the third is 6xS but not to exceed 300 feet. If a spacing less than 300 feet is used approaching the curve, the distance shown above should be adjusted accordingly.

Bridge approach delineation must be provided at all structures and will consist of a minimum of four (back-to-back) delineators on each side of the roadway spaced 50 feet apart. Except where guardrail is in place, the delineators must be located in a straight line beginning a minimum of 200 feet from the corner of the bridge and at the normal offset distance outside the shoulder edge and tapering to the inside edge of the obstruction. Where guardrail is present, guardrail delineation as per Standard Plate 632.40 will be installed.

If the overall width perpendicular to the centerline of the roadway is 40’ or less between two delineators, the height of the delineator must be adjusted such that the top of the delineator does not exceed 3’ above the edge of the driving surface.

TYPE 2 OBJECT MARKERS

The inner edge of the Type 2 object marker must be installed at the opening of the pipe end section, bridge, box culvert, or cattle pass. Refer to Standard Plates 632.01, 632.03, 632.04 and 632.40 for the placement of Type 2 object markers and post lengths. If the overall width perpendicular to the centerline of the roadway is 40’ or less between two object markers, the height of the markers must be adjusted such that the top of the marker does not exceed 3’ above the edge of the driving surface.

The Table of Permanent Signs may contain quantities of Type 2 Object Markers with 1.12 Lb/Ft flanged channel posts longer than 7.0 Ft.

TYPE 3 FLEXIBLE OBJECT MARKERS

The Type 3 flexible object marker must be fabricated to withstand 35 impacts at 45 MPH without requiring major maintenance to the unit or causing damage to the impacting vehicle. It must also sustain a minimum of one impact at 60 MPH with the centerline of the Type 3 flexible object marker impacted by approximately the centerline of the right tire of the impact vehicle. The unit will incorporate a sign, which is securely attached to a flexible support post, and utilize a reactive spring device or flexible joint to absorb the stress from the impacting vehicle. The spring device will be tensioned at 200 pounds. The post, sign, and spring assembly must receive a fixed surface-mounted base.

The fixed-surface mounted base will be constructed of a high-impact plastic material. The base will be able to be attached or inserted in the square tube post.

The Type 3 flexible object marker and support post will be constructed of a flexible material resistant to ultraviolet light, ozone, and hydrocarbons. The post must have sufficient stiffness to remain rigid in windy conditions.

The fixed-surface mounted base will have nominal dimensions of 8”x8” unless otherwise specified and the installation system will consist of a thermosetting epoxy adhesive. As an alternative, a plastic sleeve with anchor and bolt system may be used.

Either of these installation methods should follow the manufacturer’s recommended installation procedures. The Type 3 flexible object markers at bridge ends must be installed at the mounting height of 3’+/- 1’ from the bottom of the marker to the surface of the nearest traffic lane.

All costs for materials, including posts and hardware, labor and equipment necessary to furnish and install Type 3 object markers will be incidental to the contract unit price per each for “Type 3 Flexible Object Marker”.

TRAFFIC CONTROL

Refer to Standard Plates in lieu of Typical Applications unless Standard Plates do not adequately address the situation.

Traffic control will be as per the standard details TA-4, TA-6, and/or TA-18 in Part 6 of the 2009 Edition of the FHWA Manual on Uniform Traffic Control Devices including revisions. When using TA-18, consider all routes on this project to have low traffic volumes.

Payment for all traffic control, including labor, equipment, and materials will be incidental to the contract lump sum price for “Traffic Control, Miscellaneous”.

MANUAL DRIVE CAP

Manual post drive caps will be furnished to Sully County for each type of post. Payment for the drive caps will be incidental to the contract unit price per each for furnishing the various types of posts.

AS-BUILT SURVEY

The Contractor must provide an as-built inventory of all installed devices to the DOT Area Office within 30 calendar days of the completion of the field work. The inventory must be delivered in electronic spreadsheet format and must contain the following information:

1. Description of Device (include the MUTCD Sign Code)
2. Description of Support(s)
3. Date Installed
4. Location of Device (not required for white delineator items)
5. Owner of Device (County, Township, City, etc.)

The device location must be provided in GPS format to an accuracy of 10 feet +/-. Elevations are not required. The DOT Area Office will review the inventory and provide a copy to the Owner(s) if requested.

All costs for this work must be incidental to the contract lump sum price for “As-Built Survey”. No separate payment will be made for As-Built Survey due to increases in the quantities of devices installed.

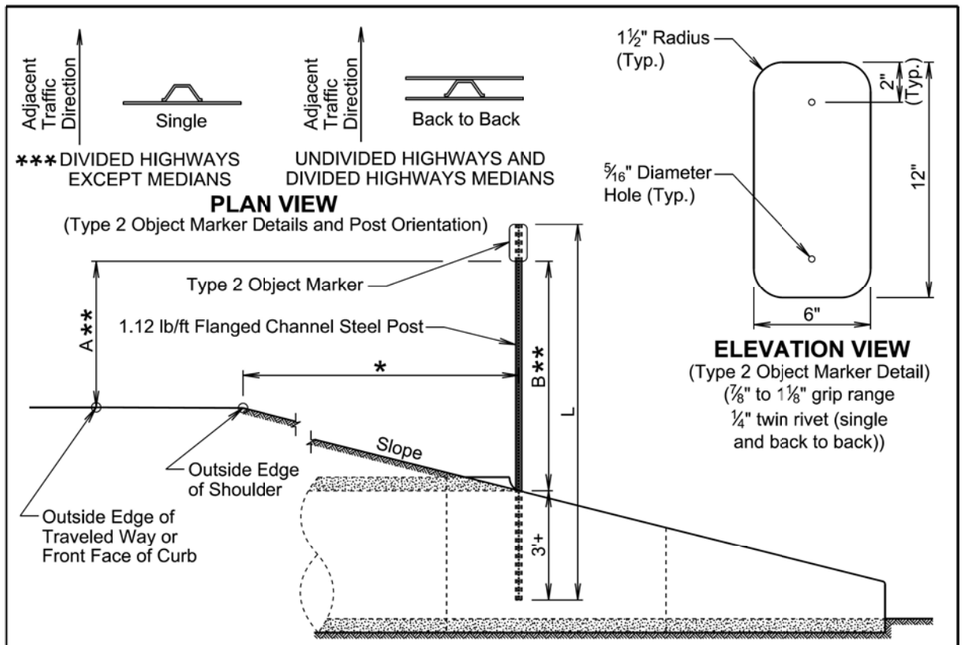
STREET NAME SIGN INSTALLATION LOCATION

The Contractor will install street name signs at locations indicated below:

County Intersections – As outlined in the standard details.
Township Intersections – Corner of Right-of-Way.
State Intersections – Sixteen feet from edge of roadway and sixteen feet from any other sign.

In instances where the intersecting roadways are at different elevations. The street name sign height above adjacent roadway will be measured from the highest roadway edge elevation as measured perpendicularly from the sign installation location.

In instances of deep fill on township roads the Contractor will install the street name sign as indicated in the standard details in lieu of the corner of the Right-of-Way.



TYPE 2 OBJECT MARKER POST LENGTHS									
OFFSET (*)		1'	2'	3'	4'	5'	6'	7'	8'	Greater Than 8'
		POST LENGTH (L)								
SLOPE	3:1	8'-6"	8'-9"	9'-3"	9'-6"	9'-9"	10'-3"	10'-6"	10'-9"	8'-0"
	4:1	8'-6"	8'-9"	9'-0"	9'-3"	9'-9"	9'-9"	10'-0"	10'-3"	8'-0"
	5:1	8'-3"	8'-6"	8'-9"	9'-0"	9'-3"	9'-3"	9'-6"	9'-9"	8'-0"
	6:1	8'-3"	8'-6"	8'-9"	8'-9"	9'-0"	9'-3"	9'-3"	9'-6"	8'-0"

GENERAL NOTES:

*** The type 2 object marker may be installed back to back when specified in the plans.

Post Length L was calculated based on a shoulder width of 6 feet at a crosslope of 4 percent and L was rounded up to the nearest 3 inches.

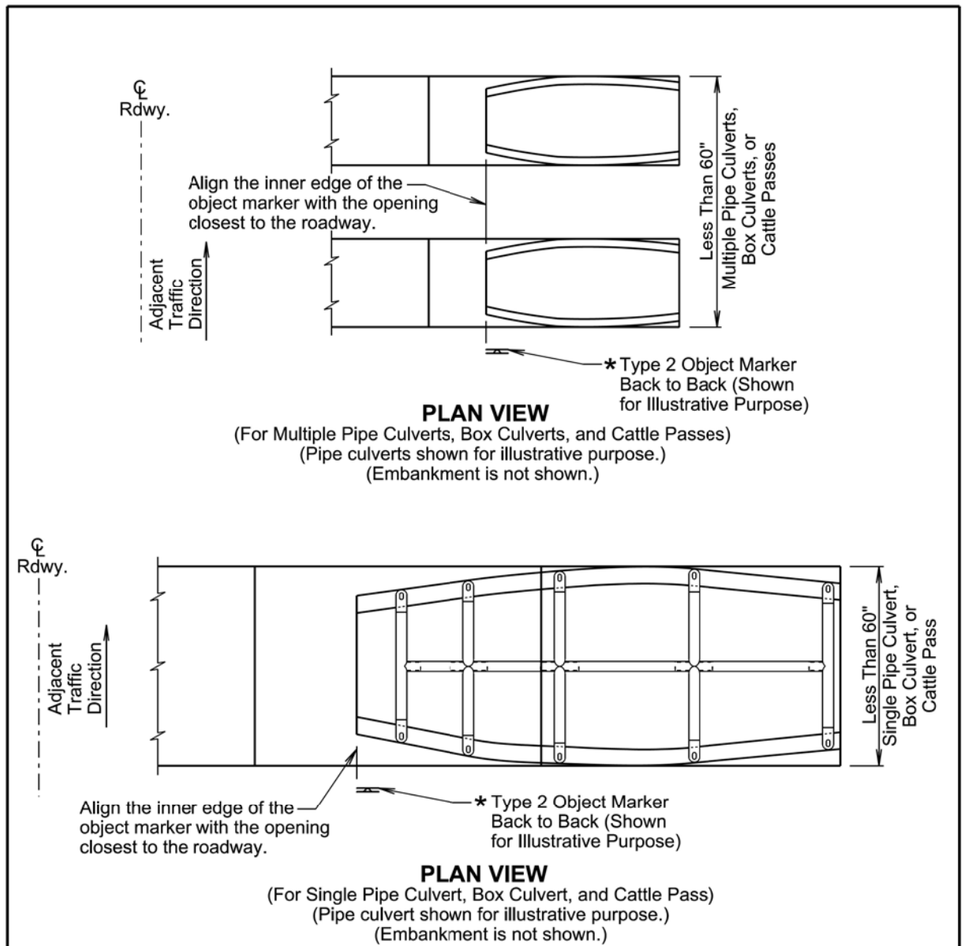
** Dimension A is 4 feet when the Offset * is 8 feet and less. Dimension B is 4 feet when Offset * is greater than 8 feet.

The type 2 object marker and the 1.12 lb/ft flanged channel steel post will be in conformance with Specifications Section 982.2 J.

Payment for the type 2 object marker will be in conformance with Specification Section 632.5 B.

December 23, 2019

Published Date: 2025	SDDOT	TYPE 2 OBJECT MARKER (DIRECT DRIVE)	PLATE NUMBER 632.01
			Sheet 1 of 1



GENERAL NOTES:

This standard plate will be used in conjunction with standard plate 632.01.

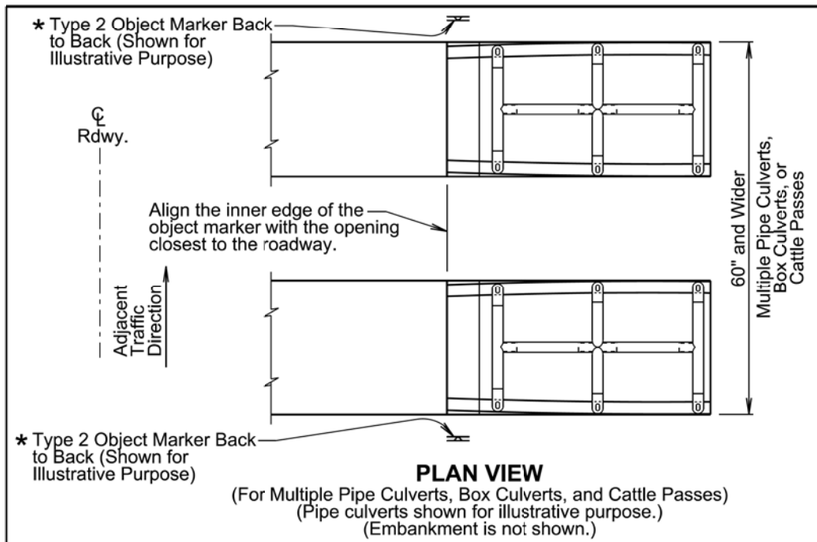
* The type 2 object markers will be installed at the locations shown above. The type 2 object markers, single faced or back to back, will be as specified in the plans.

December 23, 2019

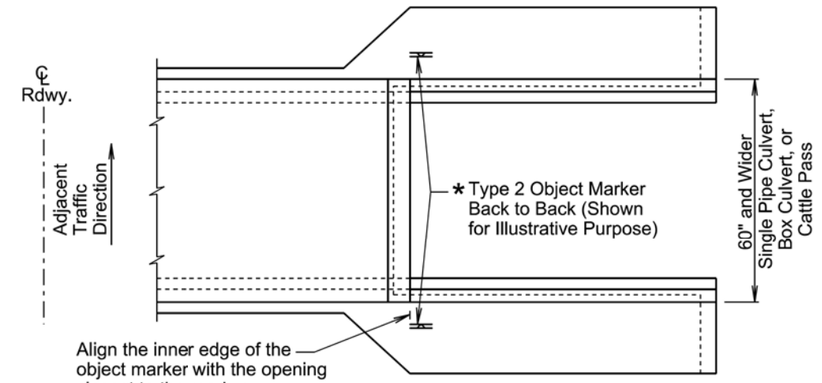
Published Date: 2025	SDDOT	TYPE 2 OBJECT MARKER AT PIPE CULVERTS, BOX CULVERTS, AND CATTLE PASSES (Less than 60" Overall Width)	PLATE NUMBER 632.03
			Sheet 1 of 1

STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 8060 (10)	26	73

Plotting Date: 04/04/25
Revised Date: 07/03/25
Initials: WAC



PLAN VIEW
(For Multiple Pipe Culverts, Box Culverts, and Cattle Passes)
(Pipe culverts shown for illustrative purpose.)
(Embankment is not shown.)



PLAN VIEW
(For Single Pipe Culvert, Box Culvert, and Cattle Pass)
(Box culvert shown for illustrative purpose.)
(Embankment is not shown.)

GENERAL NOTES:

This standard plate will be used in conjunction with standard plate 632.01.

* The type 2 object markers will be installed at the locations shown above. The type 2 object markers, single faced or back to back, will be as specified in the plans.

December 23, 2019

Published Date: 2025	SDDOT	TYPE 2 OBJECT MARKER AT PIPE CULVERTS, BOX CULVERTS, AND CATTLE PASSES (60" and Greater Overall Width)	PLATE NUMBER 632.04 Sheet 1 of 1

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STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 8060 (10)	27	73

Plotting Date: 04/04/25
Revised Date: 07/03/25
Initials: WAC

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STATE OF SOUTH DAKOTA	PROJECT	SHEET NO.	TOTAL SHEETS
	PH 8060 (10)	28	73

Plotting Date: 04/04/25
Revised Date: 07/03/25
Initials: WAC

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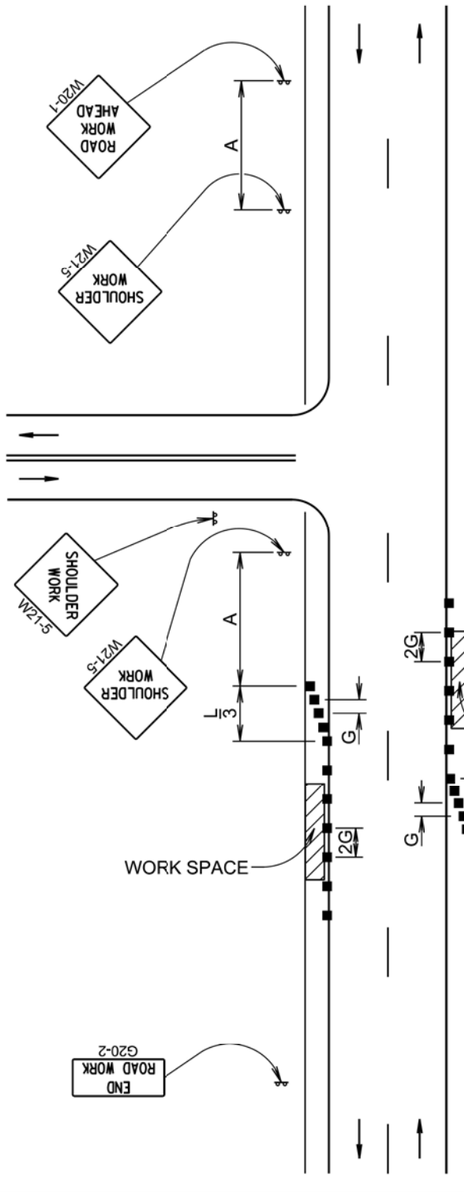

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	200	180	25
35 - 40	350	320	25
45	500	600	25
50	500	600	50
55	750	660	50
60 - 65	1000	780	50

■ Channelizing Device

END ROAD WORK
G20-2

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

For short duration operations (1 hour or less) all channelizing devices may be eliminated if a vehicle with an activated flashing or revolving yellow light is used.

Worker signs (W21-1 or W21-1a) may be used instead of SHOULDER WORK signs.

A SHOULDER WORK sign should be placed on the left side of a divided or one-way roadway only if the left shoulder is affected.

The SHOULDER WORK sign on an intersecting roadway is not required if drivers emerging from that roadway will encounter another advance warning sign before they reach a work activity area.

January 22, 2021

Published Date: 2025	SDDOT	WORK ON SHOULDERS	PLATE NUMBER 634.03
			Sheet 1 of 1