



## APPENDIX C

### **DISCLAIMER**

Design requirements and policies outlined in this document are to current SDDOT standards and specifications and state codified law and are subject to change.

# County-Wide Sign Replacement

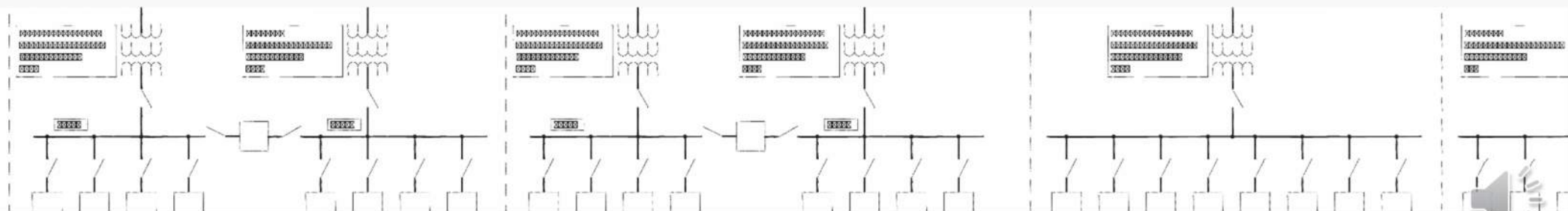
*Hand County*





# Why are we doing this?

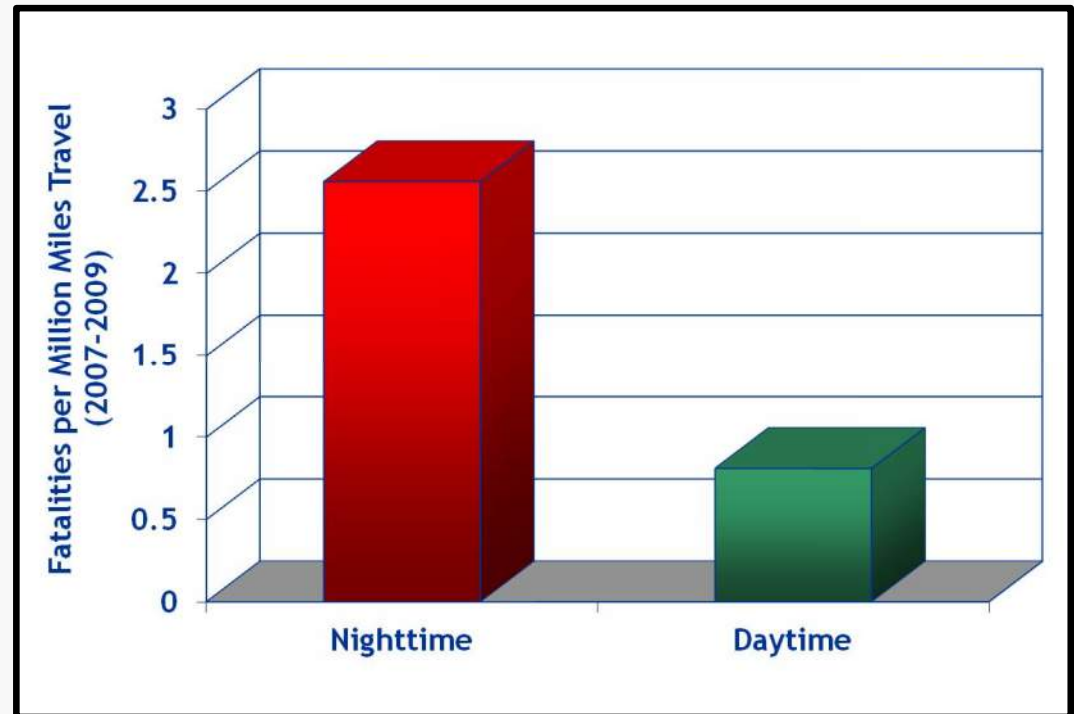
- » Improve safety for the traveling public
- » Limit liability of the county, towns and townships



# Travel at night

## » Did you know?

- 50% of crashes happen at night, even though the dark accounts for just 25% of travel
- The nighttime crash rate is nearly 3 times that of the daytime.



# Retroreflectivity

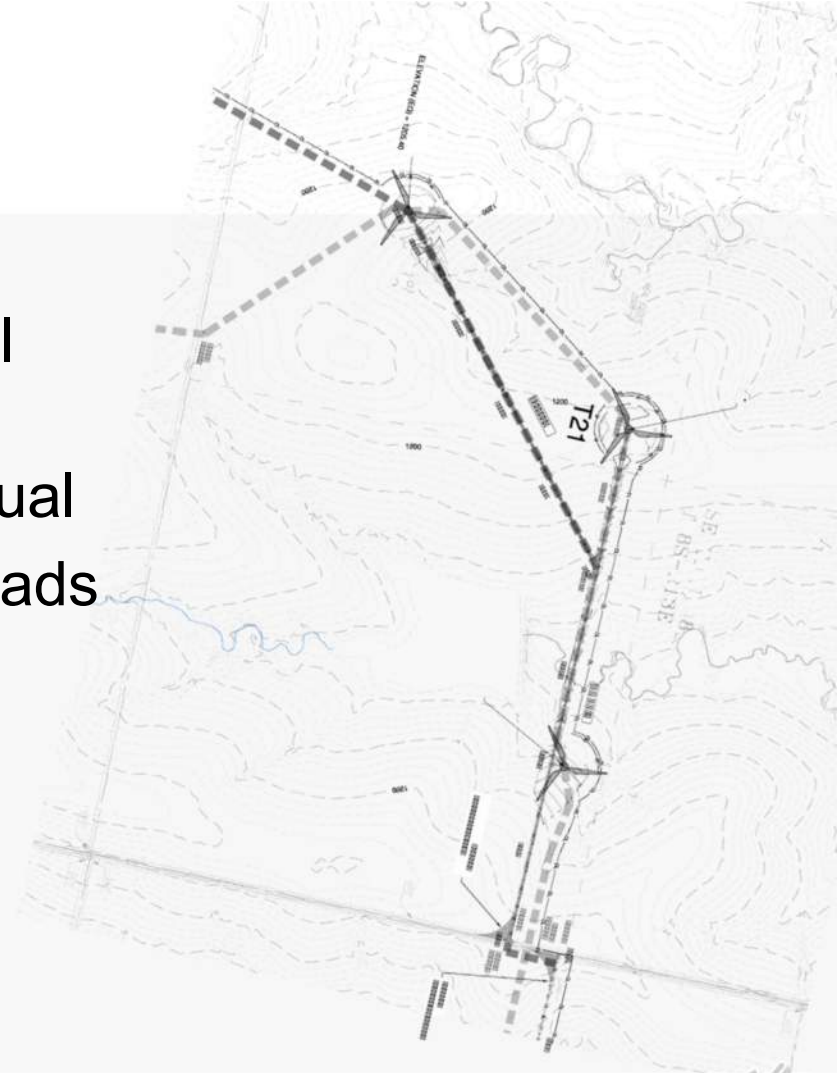
» What is retroreflectivity?





# What rules do we follow?

- » The Manual for Uniform Traffic Control Devices (MUTCD)
- » SDDOT Sign Delineation Design Manual
- » SDDOT Standard Specification for Roads & Bridges
- » SDDOT Road Design Manual
- » SDDOT Local Roads Plan
- » South Dakota Codified Law

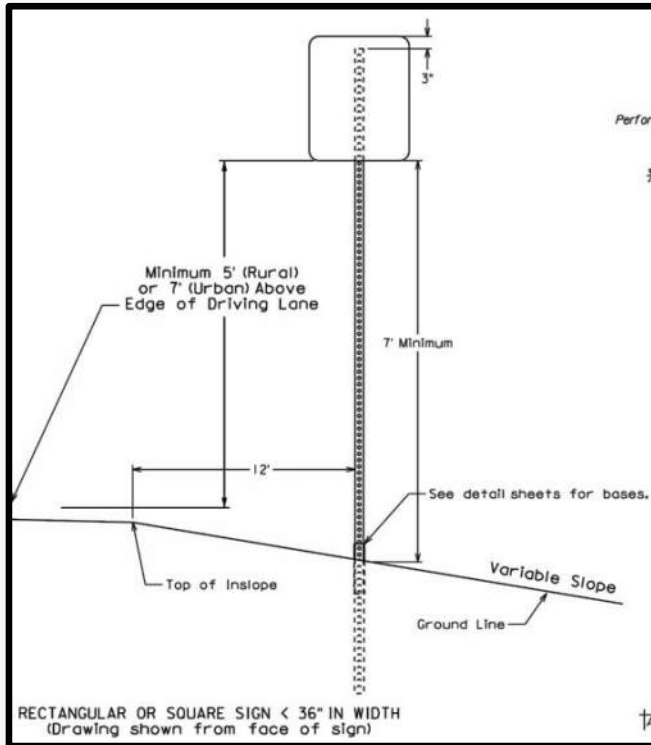




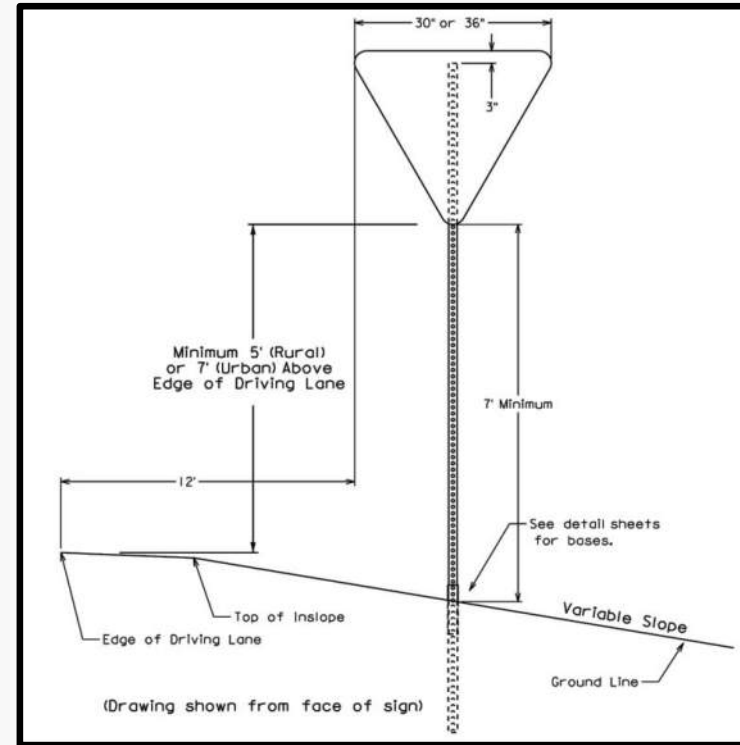
What do we do?



# Sign installation location



Standard sign installation



Stop & Yield sign installation





# Type II object markers

## » Installed at:

- Culvert ends, guy wires
- Bridge structure ends when no guardrail present
- Rural water valves and hydrants
- Non-crashworthy immovable objects in the ROW



## » Did you know?

- Type II object markers are installed 3-feet high (above edge of road) when placed within 8 feet of edge of road to allow for farm and other wide vehicles to pass over them.
- Further than 8 feet from edge of road, they are installed at 4 feet high.



# Delineators

» **Delineators are typically installed at these locations:**

- Outside radius of all curves
- Non-recoverable slopes
- 75-foot or larger radii of approach
- Any hazard within 10 feet of the shoulder area
- Structure delineation



# Structure delineation

- » **Structure delineation** is used on DOT-numbered bridges with no guardrail.



# Bridges and guardrail

- » **Bridge approach guardrail will receive:**
  - Delineators mounted to the posts
  - Terminal end reflectors



# Type III flexible object markers

- » Installed at the corners of narrow bridge structures when no guardrail present
- » Can be collapsed to allow for passage of farm equipment and other wide vehicles





## Road closed & hazards

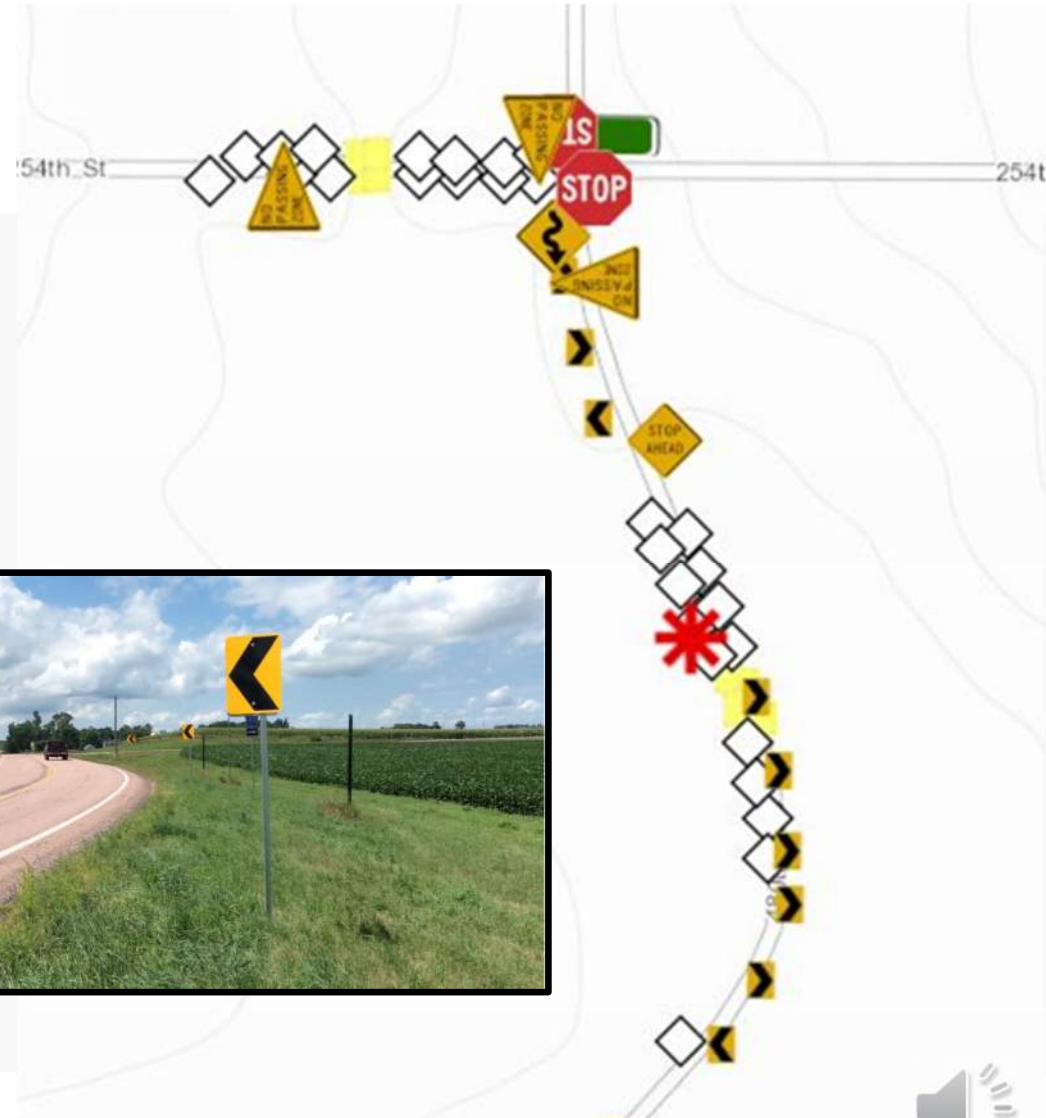
» **Type III barricades & Type IV object markers usually installed at:**

- Vacated ROW
- Closed roads
- Washed out roads
- Closed bridges



# Curves

- » All curves with a radius of 2,300 feet or less require delineation except if they are on minimum maintenance roads.
- » All curves must be ball-banked.
- » If the ball-bank speed is greater than or equal to 10 mph less than the posted speed limit chevrons must be installed.



# Street signs

- » Township and county signs will be 12" Tall.
- » City signs will be 9" Tall.
- » They will be 2x single-sided signs with white border mounted back-to-back on the signpost.
- » Located 12 feet from edge of road on county routes.
- » Located at the ROW corner on township routes.
- » Location varies in cities and towns.
- » Township/cities and county will receive a list of street names for spelling and capitalization verification.
- » Towns will be able to decide if they want any of their street name signs to say "North, South, East or West". If no comment, we will replace with verbiage on old sign.





# Intersection seasonal sight distance

- » In SD Codified law 32-25-14a, intersection's maximum lawful speed limit shall be 15 mph when the driver's view is obstructed.
- » Seasonal sight obstructions can be crops like corn that, when grown, can impede a driver's view of approaching traffic to an intersection.
- » The alternative to a year-round speed limit is to install yield signs for one direction of traffic.
- » Yield signs will be installed at intersections where adjacent fields are being cultivated to mitigate sight distance issues and comply with state codified law.
- » Yielding direction can be at the township's preference.
- » If a STOP condition is currently present in the intersection, no yield or speed limit signs are needed.



# Non-standard signs

- » “Non-standard” street signs are signs that are not in the list of standard street signs in the Manual of Uniform Traffic Control Devices (MUTCD).
- » These signs can be salvaged to the Right of Way owner but cannot be reinstated as a part of the sign replacement project.



# What we need from you

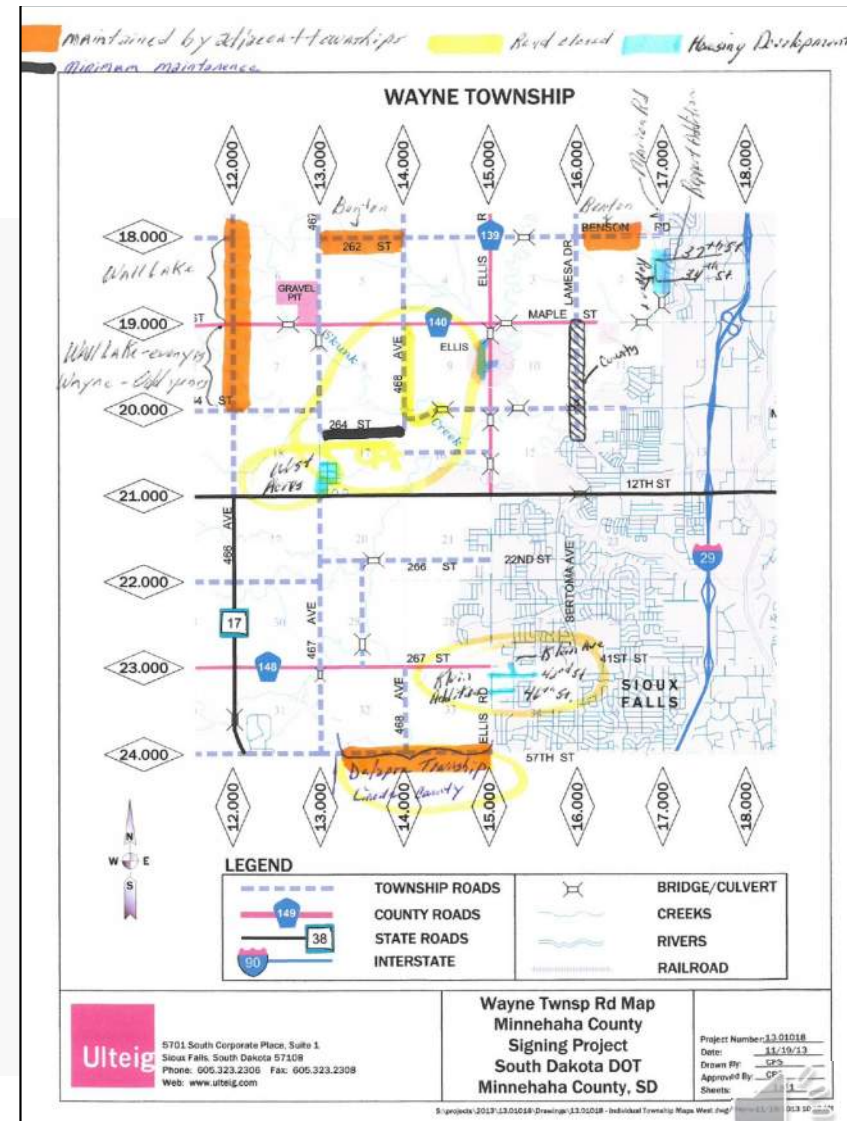


HOMEWORK  
AHEAD

# Township and town maps

- » A map is in your packet for mark-up.
- » Help us identify items such as:
  - Speed zones
  - Minimum & no maintenance roads
  - Vacated roadways
  - Closed roads
  - Right of way hazards
  - School zones and bus stops
  - Truck routes
  - Maintenance agreements
  - Any other items of interest

**No one knows your roads better than you!**



# Speed zone

- » Identify speed zone limits if they differ from the statutory speed limit of 55 mph.
- » Provide documentation of speed zone in the form of a resolution or meeting minutes documenting the approval and description of the limits.
- » Any speed zones encountered that do not have supporting documentation cannot be replaced as a part of this program. This is because the speed zone is not being legally binding if not approved by the local governing body.



# Minimum & no maintenance roads

- » Identify minimum and no maintenance routes and their limits.
- » Provide documentation of the minimum or no maintenance classification in the form of a resolution or meeting minutes documenting approval and description of the limits.
- » Any minimum or no maintenance road signs encountered that do not have supporting documentation cannot be replaced as a part of this program.
- » Classification of minimum and no maintenance roads are based on criteria outlined in South Dakota Codified Law.



# Vacated roads

- » Identify vacated roads and their limits.
- » Provide documentation of the roadway right of way vacation.
- » Documentation of the vacated right of way will aid in determining the appropriate signage that may or may not be needed at that location.

RESOLUTION ADOPTED BY THE GRAND MEADOW TOWNSHIP BOARD OF SUPERVISORS, MINNEHABA COUNTY, SOUTH DAKOTA AT REGULAR MEETING HELD ON April 19 1978, AT THE GRAND MEADOW TOWNSHIP HALL.

After discussion, it was moved by Claudia Demaree and seconded by Walter Muntella, that the following resolution be adopted by the Grand Meadow Township Board of Supervisors:

"BE IT RESOLVED that a certain abandoned road or highway which now exists by reason of being a Section line and which lies between Sections Twenty-six (26) and Thirty-five (35), Township One Hundred Three (103), Range Fifty-one (51), West of the 5th P.M., Minnehaha County, South Dakota, be vacated; and

BE IT FURTHER RESOLVED that this resolution be spread upon the minutes of the meeting of the Board of Supervisors of Grand Meadow Township, and that a copy be published in the official newspaper of said Township, or in the nearest legal newspaper to said highway, once each week for two (2) successive weeks."

Motion carried.

BOARD OF SUPERVISORS, GRAND MEADOW TOWNSHIP, MINNEHABA COUNTY, SOUTH DAKOTA  
By Russ R. White  
Chairman

ATTEST:  
Theresa McMath  
Secretary

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APR 13 2005



# Closed roads

- » Identify closed roads and their limits.
- » Provide documentation of the closed road classification in the form of a resolution or meeting minutes documenting the approval and description of the closure.





# School zones and bus stops

- » Identify all school zones, safe routes to school and rural bus stops.
- » Identify any rural bus stops where school age children may no longer live, and warning signs do not need to be replaced.



# Truck routes

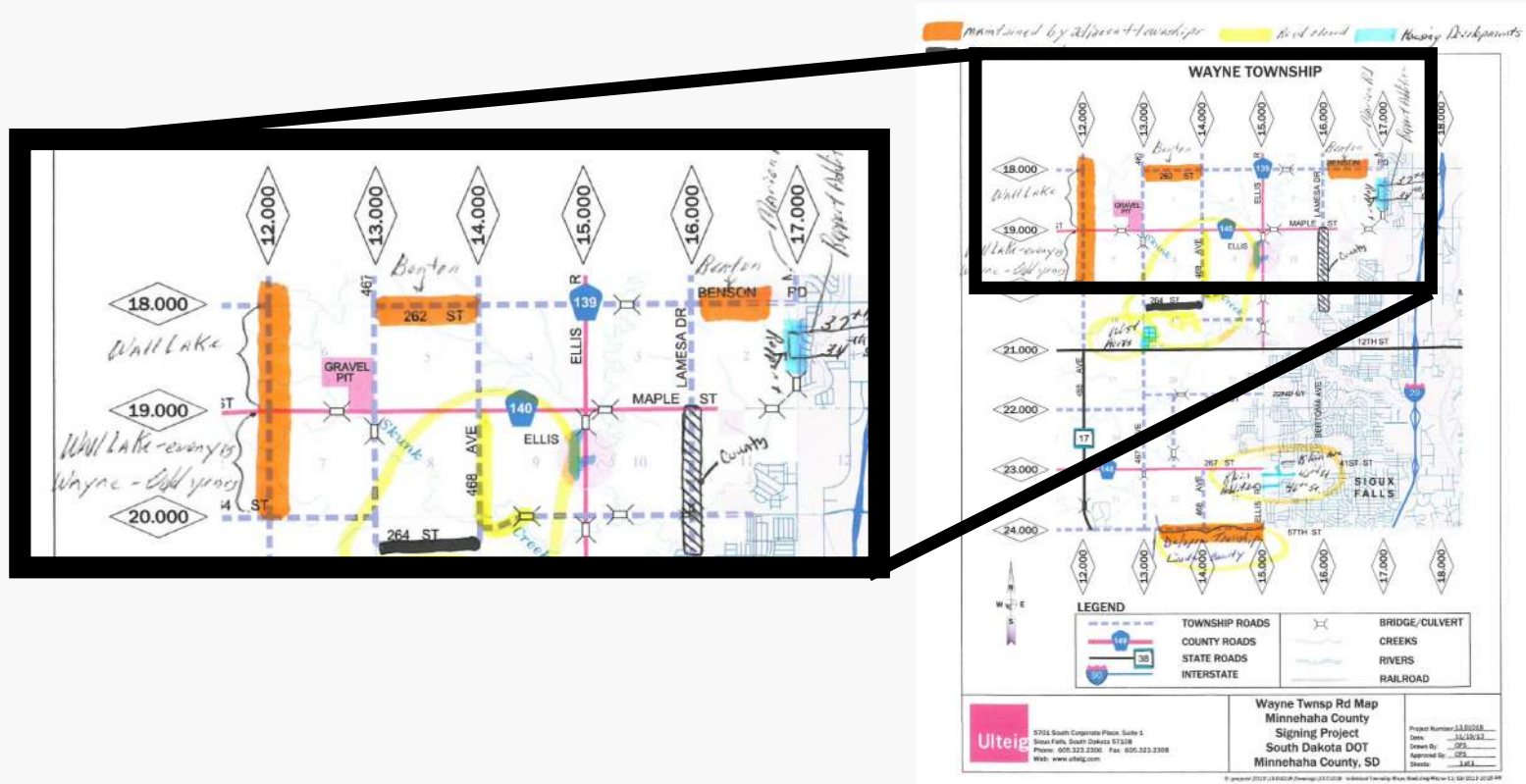
- » Identify truck routes and their limits.



# Maintenance agreements

Identify what roads are maintained by adjacent townships and/or townships in adjacent counties.

Signs maintained by townships in other counties cannot be replaced as part of this project.





**Thank you!**

