



## Countywide Sign Replacement

Prepared for  
**Hand County**

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## 1. INTRODUCTION

# INTRODUCTION



Requirements for street sign design and layouts on roads, bridges and highways are outlined in the Manual for Uniform Traffic Control Devices (MUTCD).

In 2007, the MUTCD was revised and updated. In this revision, new Retroreflectivity standards were added.

“Retroreflectivity” describes how light is reflected from a surface and returned to its original source (“retro”-reflector). Traffic signs are made with retroreflective sheeting materials to increase their visibility at night.

Retroreflectivity of a sign degrades over time. This degradation can be due to sunlight, weather and other environmental damage.

The South Dakota Department of Transportation Local Government Assistance Office manages the County Wide Sign Replacement Program. Federal safety funds are used for these projects. Federal safety funds can only be spent on particular types of improvements such as sign replacement, roadway striping and other roadway safety improvements. Such funds cannot be used for projects like bridge replacement or roadway resurfacing or reconstruction.





## 2. DESIGN

### **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.



# DESIGN

## 2.1 STANDARDS, SPECIFICATIONS & STATE LAWS

Sign replacement projects must follow the following documents to be in compliance with the federal mandate.

- Manual for Uniform Traffic Control Devices
- Sign Delineation Design Manual (SDDOT)
- SDDOT Standard Specifications for Roads & Bridges
- South Dakota Codified Law (See Appendix)

**2.2 SIGN INSTALLATION LOCATION:** Sign installation locations will generally be 12 feet from the edge of the traveled way. This measurement is to the post of the sign unless when installing stop and yield signs. In those cases the 12 foot measurement is to the edge of the sign not the post.

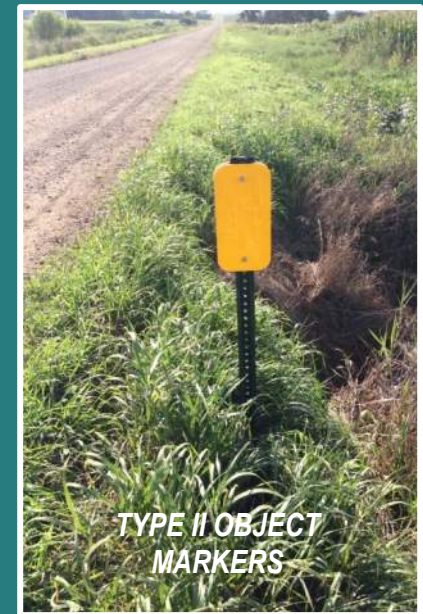
**2.3 OBJECT MARKERS:** Object markers are installed at all culvert ends and bridge ends. They are also installed adjacent to any non-crashworthy object in the right-of-way such as guy wires, traffic pedestals and valve boxes.

**2.4 DELINEATORS:** Delineators will be installed at DOT numbered bridge structure locations with no existing guardrail. They are also installed on curves and at roadway hazards.

**2.5 BRIDGES:** Bridges will have object markers added to the ends based on width and whether or not it is already protected by approach guardrail. If there is no approach guardrail, delineation will be added extending 200' from each corner of the bridge structure.

**2.6 GUARDRAIL:** Any existing guardrail will have guardrail delineators installed along its length and reflective tape added to the ends where applicable.

**2.7 INTERSECTION SEASONAL SIGHT DISTANCE:** Yield signs will be installed at intersections where seasonal sight distance issues are likely to occur. Seasonal sight distance obstructions can be caused by crops like corn that when fully grown can impede a driver's sight of approaching traffic. Yielding direction can be at the township's discretion. If a stop condition is currently present, no yield signs will be installed.





### 3. TOWNSHIP, TOWN & COUNTY INFORMATION

# TOWNSHIP, TOWN & COUNTY INFORMATION

The designers have provided a map where town or township representatives can identify items of design concern. A list of items of interest to the designers are identified below.

**3.1 SPEED ZONES:** On the map, please identify the locations of all speed zones within your right-of-way that differ from the statutory 55 mph speed limit. For a Speed Zone to remain in this project, the designers need documentation of a passed resolution by the governing body specifically identifying each Speed Zone location and its approval. Speed limit signs cannot be reinstalled as a part of this project without documentation. This is because they are not legally binding without a passed resolution by the right-of-way's governing body. Any speed limit sign encountered during initial inventory where documentation is not provided will not be replaced and will be removed from the right-of-way. If a town has a blanket speed limit, please include the resolution or city ordinance pertaining to that speed limit.

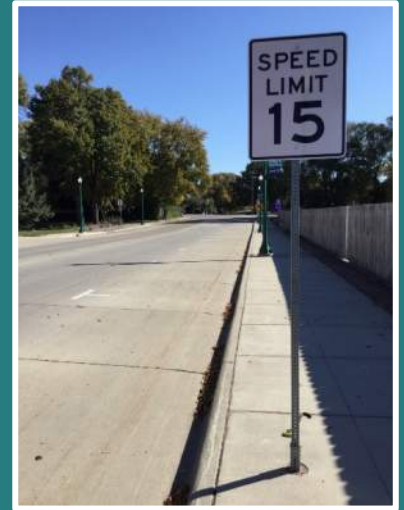
**DOCUMENTATION REQUIRED: See Appendix B for examples of speed zone township resolutions.**

**3.2 MINIMUM AND NO MAINTENANCE ROADS:** On the map, please identify the locations of all roads that you have classified as Minimum and No Maintenance Roads on your network. Documentation of the designation will also need to be provided to the designer. If documentation of Minimum or No Maintenance Road classification cannot be provided, any existing Minimum or No Maintenance signs will not be replaced and will be removed from the right-of-way. It is suggested that if documentation of the roads classification cannot be found and the township would like the road to be classified as such, a resolution should be passed by the township making the roadway Minimum or No Maintenance. *(Please consult your attorney prior to any resolutions to ensure compliance with all local and state laws and that the roadway meets the criteria for a Minimum or No Maintenance road.)*

**DOCUMENTATION REQUIRED: See Appendix B for examples of Minimum & No-Maintenance Road township resolutions.**

**3.3 VACATED ROADS:** On the map, please identify the locations of roads with vacated right-of-way. Documentation of the vacation of the right-of-way will need to be provided to the designer.

**DOCUMENTATION REQUIRED: See Appendix B for examples of Roadway Vacation documentation.**



**SPEED ZONE**



**CLOSED ROAD**



**3.4 CLOSED ROADS:** On the map, please identify the locations of closed roads. Documentation of the road closure will need to be provided to the designer. Please indicate if the closed road is gated or ungated.

**DOCUMENTATION REQUIRED:** See Appendix B for examples of Roadway Closure resolutions.

**3.5 RIGHT-OF-WAY HAZARDS:** On the map, please identify the locations of any known hazards within the right-of-way. Hazards within the right-of-way can include, but are not limited to, steep or vertical drop offs within 10' of the edge of the road, large rocks or rip rap within 10' of the edge of the road or standing water or streams within the right-of-way.

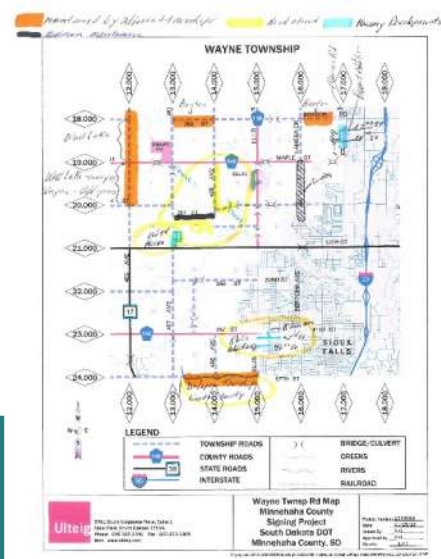
**3.6 SCHOOL ZONES & BUS STOPS:** On the town maps, please identify the locations of all school zones. Please identify any safe route to school routes with beginning and end locations.



In the townships please verify existing bus stop locations and identify and new locations. If any bus stop locations are no longer needed due to no school age children in the area, please note on the map for removal.

**3.7 TRUCK ROUTES:** On the map, please identify any truck routes. Truck routes are more commonly located in towns. If any exist in the township or county, please identify them.

**3.8 MAINTENANCE AGREEMENTS:** On the map, please identify maintenance responsibility of all township perimeter roads. Sign maintenance responsibility typically falls with the roadway maintenance agreements. Please also identify any instances where sign responsibility is split between opposing sides of the road such as at the county line.





## APPENDIX A

### **DISCLAIMER**

This list of South Dakota Codified Laws is intended to assist the towns and townships with items relating to the County Wide Signing Program. It is not intended to be an exhaustive list of all applicable state laws. The towns and townships are encouraged to research any applicable state laws that may apply to a particular situation. These laws were in effect at the time of this list's creation. Please research any possible changes.

## **Appendix A**

The following statutes are for general reference only. As of July 1, 2018, numerous changes in specific language of many of the following laws have been enacted. Please refer to current language.

### **SD State Codified Laws on No Maintenance and Minimum Maintenance Roads**

#### **31-12-46. Minimum maintenance roads established.**

The board of county commissioners may designate any road on the county highway system as a minimum maintenance road if the board determines that the road or a segment of the road is used only occasionally or intermittently for passenger and commercial travel. The board shall identify the beginning and end points of the road designated as minimum maintenance. A minimum maintenance road may be maintained at a level less than the minimum standards for full maintenance roads, but shall be maintained at the level required to serve the occasional or intermittent traffic.

#### **31-12-47. Posting notification of minimum maintenance road.**

The board of county commissioners shall post signs on a minimum maintenance road to notify the motoring public that it is a minimum maintenance road and that the public travels on the road at its own risk. The signs shall be posted at the entry points to and at regular intervals along a minimum maintenance road. A properly posted sign shall be prima facie evidence that adequate notice of a minimum maintenance road has been given to the motoring public.

#### **31-13-1. Township supervisors responsible for secondary roads.**

The board of township supervisors shall construct, repair, and maintain all of the township roads within the township except for section lines designated as no maintenance section lines pursuant to § 31-13-1.4. The township road system consists of section line roads; judicially declared roads; roads impliedly accepted by the township through routine performance of certain maintenance activities, such as grading, graveling and snow removal, and accepting funds from the county pursuant to §§ 32-11-4.1 and 32-11-6 for a period of at least fifteen years; and any other roads designated by resolution of the board as being on the township road system. A road may only be vacated through the process specified in chapter 31-3. Before a road may be added to the township road system, the road shall meet the minimum requirements specified in §§ 31-18-2 and 31-13-4, unless the board, by resolution, waives this requirement.

##### **31-13-1.1. Designation of minimum maintenance road--Level of maintenance.**

The board of township supervisors may designate a secondary road within the township as a minimum maintenance road if the board determines that the road or a segment of the road is used only occasionally or intermittently for passenger and commercial travel. The board shall identify the beginning and end points of the road designated as minimum maintenance. A minimum maintenance road may be maintained at a level less than the minimum standards for full maintenance roads, but shall be maintained at the level required to serve the occasional or intermittent traffic.

##### **31-13-1.2. Posting of warning signs on minimum maintenance roads.**

The board of township supervisors shall post signs on a minimum maintenance road to notify the motoring public that it is a minimum maintenance road and that the public travels on the road at its own risk. The signs shall be posted at the entry points to and at regular intervals along a minimum maintenance road. A properly posted sign shall be prima facie evidence that adequate notice of a minimum maintenance road has been given to the motoring public.

##### **31-13-1.3. Designation of full and minimum maintenance roads at annual meeting--Map.**

The board shall, at its annual meeting, designate which township roads are full maintenance roads and which are minimum maintenance roads. The board of township supervisors shall publish any resolution designating a township road as minimum maintenance if the road is a school route. The designation is final, after a lapse of thirty days, unless appealed as provided in chapter 31-3. Following its annual meeting, the board shall submit to the county auditor an official map showing each road on the township road system, including any road designated as a minimum maintenance road.

##### **31-13-1.4. Designation of no maintenance section line.**

The board of township supervisors may designate an unimproved section line not maintained for vehicle travel as a no maintenance section line. The board shall identify the beginning and end point of the section line designated as no maintenance. The board does not have any responsibility on a no maintenance section line except to require removal or remediation of a manmade obstruction, if needed, to maintain the public access.

##### **31-13-1.5. Posting of signs on no maintenance section line.**

The board of township supervisors shall post signs on a no maintenance section line to notify the motoring public that it is a no maintenance section line and that no travel is advised. The signs shall be posted at each entry point and at regular

intervals along a no maintenance section line. A properly posted sign is prima facie evidence that adequate notice of a no maintenance section line has been given to the motoring public.

**31-13-1.6. Designation of road unsafe for vehicle travel as no maintenance road.**

The board of township supervisors may designate a road that is unsafe for vehicle travel as a no maintenance road. The board shall identify the beginning and end point of the road designated as no maintenance. The board does not have any responsibility on a no maintenance road except to require removal or remediation of a manmade obstruction, if needed, to maintain the public access.

**31-13-1.7. Posting of signs that no vehicle travel is advised on no maintenance road.**

The board of township supervisors shall post signs on a no maintenance road to notify the motoring public that it is a no maintenance road and that no vehicle travel is advised. The signs shall be posted at each entry point and at regular intervals along a no maintenance road. A properly posted sign is prima facie evidence that adequate notice of a no maintenance road has been given to the motoring public.

As of July 1, 2018 new statutes provide authority to County to declare a no maintenance road along with required signing. Please refer to SDCL for further information.

## **SD State Codified Laws on Local Roads**

**31-12-7. Divisions of system into sections--Recording in county road book.**

The county highway superintendent shall maintain in a county road book a complete record of the divisions of the county highway system into sections, each section being designated by some appropriate number, name, or letter, and the starting point and terminus of each section being clearly designated at length.

**31-12-18. Width of culverts.**

All culverts constructed on the county highway system shall have a clear roadway of not less than twenty-four feet.

**31-12-26. Responsibility for secondary roads in unorganized territory.**

Each board of county commissioners and county superintendent of highways in organized counties shall construct, repair, and maintain all secondary roads within the counties not included in any municipality, organized civil township, improvement district organized pursuant to chapter 7-25A, or county road district organized pursuant to chapter 31-12A.

**31-13-4. Width of highway grades.**

Plans and specifications for contracts let by the board of township supervisors shall provide that all highway grades shall be not less than twenty feet in width.

**31-3-6. Power of county commissioners and township supervisors to vacate, change, or locate highway on petition - Contents of petition.**

Upon receiving the petition of two or more voters of an organized civil township or of the number of voters equal to or greater than one percent of the ballots cast for the last gubernatorial election in the affected county, the board of supervisors of the township or the board of county commissioners wherein the highway is located or is proposed to be located may, except as provided in §§ 31-3-12 and 31-3-44, vacate, change, or locate any highway located or to be used within the township or county, if the public interest will be better served by the proposed vacating, changing, or locating of the highway. The petition of the voters shall set forth the beginning, course, and termination of the highway proposed to be located, changed, or vacated, together with the names of the owners of the land through which the highway may pass

**31-3-6.1. Exception--Access to public lands.**

Notwithstanding any other provisions of this chapter, no county or township may vacate a highway which provides access to public lands. For the purposes of this section, public land does not include any school and public lands.

**31-3-8. Resolution and order of board--Description of land--Map maintained by county auditor.**

The resolution and order provided for in § 31-3-7 shall describe the highway vacated, changed, or located in general language by description of the land across which the highway extends, or by landmarks or survey designate the particular highway intended. The county auditor shall prepare and maintain a current map showing the course and location of all county highways within or on the border of the county. The county auditor shall, within thirty days of the resolution and order provided for in § 31-3-7, make those changes to the map as necessary to reveal the course and location of any county highway vacated, changed, or located.

**31-3-13. Highway on township line--Joint resolution.**

In case the highway to be vacated, changed, or located is upon a township line, it shall be necessary that the board of supervisors of the adjoining civil township, or the board of county commissioners of the county, if the adjoining congressional township is unorganized, as the case may be, pass a like resolution and enter an order vacating, changing, or locating said highway.

**31-3-18. Width of highway.**

All public highways located under §§ 31-3-6 to 31-3-37, inclusive, shall be not less than four rods in width, and may be six rods in width when all residents of land adjoining such highway shall petition for such width, except that highways not exceeding one-half mile in length and not located on section lines may be not less than two rods in width when, in the judgment of the board of county commissioners, such width will be sufficient to accommodate properly the travel thereon. Every order locating or changing any highway shall specify the width thereof.

**31-9-1. Relinquishment of highways in national parks--Cession of jurisdiction.**

The Department of Transportation and the board of county commissioners of an affected county, may relinquish to the United States for use and construction and control of highways by the secretary of interior, acting through the national park service, all of the interest of the state and the county in such portions of public highways lying within the boundaries of national parks and national monuments. The relinquishment of interest in the highways shall operate as a cession to the United States of jurisdiction for highway purposes over such portions of the highways lying within said national parks or national monuments.

**31-9-4. County roads used by National Forest Service--Cooperative agreement for joint construction and use.**

The board of county commissioners may enter into cooperative agreements with the Forest Service of the United States Department of Agriculture for the joint construction, maintenance, and use of roads located within the boundaries of the county, where such roads are used by the Forest Service in the protection, administration, and utilization of the national forests and are also used by communities or persons within or adjacent to such national forests in the use and development of the resources thereof or where such roads otherwise serve the needs of the public. Costs incurred by the county pursuant to the provisions of this section shall be appropriated from the county general fund.

**31-14-2. County commissioners' responsibility for bridges and culverts.**

The duty to construct and maintain all bridges and culverts throughout the county, except upon the state trunk highway system, is hereby imposed upon the board of county commissioners, subject to conditions relating to bridges and culverts on secondary highways in townships.

**31-14-33. Inspection of township culverts--Duty of board of supervisors.**

The township board of supervisors shall have each culvert on the secondary highways within the township annually inspected and, if necessary, repaired.

**31-14-34. Inspection of culverts on secondary highways and county highway system--Duty of county highway superintendent.**

The county highway superintendent shall make inspection of all culverts on secondary highways other than those described in § 31-14-33 and of all culverts on the county highway system and report to the board of county commissioners, which shall cause necessary repairs to be made.

**31-17-1. County highway system on state line--Agreements for assignment of responsibility.**

If any portion of a county highway system lies on a state line, the Department of Transportation may confer with the authorities of the bordering state and agree upon the assignment of portions of the highway to the counties of the two states for construction, repair, and maintenance.

**31-17-4. County highway system on county line--Effect of assignment to county.**

Any portion of a county highway system lying on a county line and assigned to a county by the Transportation Commission for construction and maintenance shall be considered as lying fully within the county and all procedure and requirements apply as if the road lay wholly within the limits of one county.

**31-17-5. Secondary highway on county line--Assignment of responsibility.**

The secondary highways on county lines shall be assigned to the charge of the boards of supervisors of organized civil townships or the board of county commissioners in the case of unorganized territory as may be agreed upon by the respective boards of county commissioners and in case of disagreement, as determined by the Transportation Commission.



**31-17-6. Secondary highway on township line--Assignment of responsibility.**

The secondary highways wholly within one county on lines between organized townships shall be assigned to the charge of such townships as the respective boards of supervisors may agree, and, in case of disagreement, as the board of county commissioners shall determine; and those on the line between organized civil townships and unorganized territory as the board of commissioners shall determine.

**31-17-7. Boundary line highways between organized townships--Equal contribution by townships required unless mutual agreement reached.**

Adjoining townships shall contribute equally to the construction, improvement, and repair of any township highway that lies on a section line forming the boundary between the townships. However, this section and §§ 31-17-8 to 31-17-15, inclusive, do not prohibit the supervisors of adjoining townships, by a majority of the supervisors from each township, from scheduling and holding a joint meeting of their township boards to mutually agree on alternative procedures for apportioning the responsibilities and costs of constructing, altering, or repairing any township boundary line highway, bridge, or culvert. Each township clerk shall record the time and location of the joint meeting and shall immediately publish notice of the proposed joint meeting in the same manner provided in §§ 8-3-4 and 8-3-5. Any order, notice, award, or apportionment contract, and any other documents resulting from the joint meeting shall be produced in duplicate, filed with each township office, and recorded by each township clerk. Any order, contract, or mutual agreement made before July 1, 1995, between adjoining township boards of supervisors apportioning or reapportioning a township boundary line road, bridge, or culvert is hereby validated and has the same force and effect as though executed after that date.

**31-17-16. Secondary highways on municipal boundaries--Assignment of responsibility.**

The secondary highways on the boundary line of any municipality shall be assigned to such municipality and adjoining civil township or unorganized territory as provided in §§ 31-17-5 and 31-17-6.

**31-18-1. Existence of section-line highways by operation of law.**

There is along every section line in this state a public highway located by operation of law, except where some portion of the highway along such section line has been heretofore vacated or relocated by the lawful action of some authorized public officer, board, or tribunal.

**31-18-2. Width of highways--Side from which taken.**

Every statutory section-line highway shall be sixty-six feet wide and shall be taken equally from each side of the section line, unless changed as provided in this title, but nothing herein contained shall prevent the highway authority charged with the construction, reconstruction, or repair of any public highway along a section line from purchasing or condemning right-of-way for widening the highway to more than sixty-six feet or from purchasing or condemning more right-of-way on one side of the section line than on the other, provided they deem it necessary so to do in order to provide a better highway, to avoid destruction of trees or valuable buildings or to avoid unsuitable terrain.

**31-18-3. Vacation or change of location of highways.**

The board of county commissioners may vacate or change the location of any section-line highway within its county and the board of supervisors of an organized township may vacate or change the location of any section-line highway within its township, as provided in this title, but neither board may vacate or change any portion of the state trunk highway system or any highway constructed by state or federal aid or any highway within the limits of a municipal corporation, nor may a board of supervisors vacate or change any portion of the county highway system. In addition, no board of county commissioners or board of supervisors may vacate a section-line highway which provides access to public lands. This section does not prohibit the closing of a section-line highway to vehicular traffic if the highway is unsafe for vehicular traffic. For the purposes of this section, public land does not include any school and public lands.

**31-18-4. Relict lands--Highway rights continue.**

The apportionment, division, or survey of lands acquired by reliction, either by the owner or owners of such lands, or by virtue of the judgment of any court, pursuant to the provisions of this code, shall not in any manner operate as an abandonment or vacation of any legal highway along or across any such lands, and all section-line highways along or across any such lands shall continue to be public highways until changed or vacated in the manner provided by law.

**31-24-1. Duty of highway authorities to provide access to abutting property at public expense--New construction.**

If the construction, improvement, and repair of any public highway by the state, or by any county or township, leaves a ditch or elevation along the roadside and deprives any abutting landowner of easy and convenient access from the owner's land to the highway, the highway authority, except as provided by chapters 31-7 and 31-8, shall provide the owner of the abutting tract or farm, as well as each church, school, park, playground, or other public building or ground, with one point of easy and convenient access to a public highway by constructing at the public expense, such grades, approaches, bridges, culverts, or other structures as may be necessary for that purpose. However, the provision

authorizing construction of entrances at the expense of the authority having charge of the maintenance only applies to new construction.

**31-24-2. Approaches necessitated by highway construction--Maintenance.**

Approaches required by § 31-24-1 shall be built by the highway authority constructing the highway if the building of such approach becomes necessary as a result of highway construction. In all cases any such structure, culvert, bridge, or approach so constructed shall be maintained and kept in repair by the highway authorities who are charged with the maintenance of the highway.

**31-24-3. Limitation on number of farm entrances--Additional entrances at owner's expense.**

The owner, as a matter of right, is not entitled under § 31-24-1 to the construction of more than one farm entrance on any one tract or parcel of land at the expense of the public authority whose duty it is to maintain the highway. However, the owner may at the owner's expense upon making application to and receiving written consent of the authority construct other entrances if the entrances are constructed at the place and in the manner designated by the authority in its written permit.

**31-24-4. Additional entrances to property previously having more than one farm entrance--Limitations.**

Notwithstanding § 31-24-3, if at the time of the construction, improvement, or repair of any public highway the abutting owner has more than one farm entrance to the highway, which entrance has been in reasonably constant use for more than two years prior to the new construction the owner shall be furnished a like number of entrances by the authority having charge of the construction, improvement, or repair, if the entrances do not materially add to the hazard of public travel on the highway. However, no owner of property adjoining the highway is entitled to more than two such entrances at the expense of the authority charged with the maintenance of the highway, on any one continuous half mile of adjoining property.

**31-28-6. Warning signs at points of danger--Maintenance--Violation as misdemeanor.**

The public board or officer whose duty it is to repair or maintain any public highway shall erect and maintain at points in conformity with standard uniform traffic control practices on each side of any sharp turn, blind crossing, or other point of danger on such highway, except railway crossings marked as required in § 31-28-7, a substantial and conspicuous warning sign. The sign shall be on the right-hand side of the highway approaching such point of danger. Failure to comply with the provisions of this section is a Class 1 misdemeanor.

**31-28-7. Railway crossing signs--Maintenance--Violation as misdemeanor.**

The public board or officer whose duty it is to repair or maintain any public highway shall erect and maintain at points in conformity with standard uniform traffic control practices on each side of the place at which a highway crosses an operational railway track or right-of-way, except within the limits of municipalities, a standard railroad advance warning sign. The sign shall be on the right-hand side of the highway approaching such crossing and at a distance from the crossing as the department or other controlling body shall direct. Any legally abandoned or nonoperational track which is crossed by a public highway and at which the crossing has been properly marked as a railway grade crossing may be marked with a supplemental sign, meeting uniform traffic control practices, to inform drivers of vehicles identified in § 32-29-5 that a stop is not required at that crossing. Failure to comply with the provisions of this section is a Class 1 misdemeanor.

**31-28-16. Arterial highways--Right-of-way--Violation as misdemeanor.**

The department and boards of county commissioners may designate certain state and county highways, or portions thereof, as preferential or arterial highways. The traffic upon any highway so designated shall have the right-of-way. Failure to comply with the provisions of this section is a Class 2 misdemeanor.

**31-28-28. Unauthorized possession of official signs or markers as misdemeanor.**

No person may possess any sign, guide board, mileage post, signal, or marker erected by the state or by any governmental subdivision unless obtained in a legal manner. A violation of this section is a Class 1 misdemeanor.

**31-14-6. Restrictions respecting weight of vehicle--Duration of period of restriction--Signs designating restricted area.**

Local authorities, including road districts, may by ordinance or resolution prohibit the operation of vehicles upon any highway or impose restrictions as to the weight of vehicles allowed. Such prohibitions or restrictions apply only to vehicles to be operated upon any highway under the jurisdiction of and for the maintenance of which such local authorities are responsible and only if the highway by reason of physical condition, rain, snow, or other climatic conditions will be seriously damaged or destroyed unless the use of vehicles on the highway is prohibited or the permissible weights of the vehicles are reduced. Any local authority enacting any such ordinance or resolution shall erect and maintain or cause to be erected and maintained signs designating the provisions of the ordinance or resolution at

each end of that portion of any highway affected by the ordinance or resolution. The ordinance or resolution is not valid unless such signs are erected and maintained.

**32-14-7. Prohibiting trucks or commercial vehicles from use of designated highways--Erection of signs.**

Local authorities, including road districts, may by ordinance or resolution prohibit the operation of trucks or other commercial vehicles or impose limitations as to the weights of such vehicles on designated highways. The prohibitions and limitations shall be designated by appropriate signs placed on such highways.

**32-22-47. Maximum vehicle weight on bridges--Required and permissible signs--Exception.**

The board of county commissioners of any county, the board of supervisors of any township, the board of trustees of any road district, or the Department of Transportation, shall erect and maintain at a point on the right-of-way and within six hundred feet of both entrances to any bridge and may, where it is deemed necessary, erect and maintain at the nearest road intersection in each direction from any bridge, upon any public highway which it is the duty of the board or department to maintain and repair, a conspicuous sign specifying in large numerals, the maximum weight of any vehicle, laden or unladen, which may enter upon or cross over the bridge. No bridge signing is necessary for bridges which can accommodate motor vehicles operating under the legal weight maximums provided in § 32-22-16.

**32-25-17. Posting stop signs at intersections with increased maximum--Illumination of stop signs.**

Local authorities shall place and maintain upon all through highways under their jurisdiction upon which the permissible speed is increased adequate signs giving notice of such special regulations. Local authorities shall also place and maintain upon each and every highway under their jurisdiction intersecting any said through highway, appropriate stop signs which shall be illuminated at night or so placed as to be illuminated by the headlights of an approaching vehicle.

**32-29-1. Indication of right-of-way by stop or yield signs.**

Preferential right-of-way at an intersection may be indicated by stop signs or yield signs as authorized in § 32-29-2.

**32-29-2. Stop and yield signs to designate through highways--Visibility at night.**

The Department of Transportation with reference to state highways and local authorities with reference to highways under their jurisdiction may designate main traveled or through highways by erecting at the entrances thereto from intersecting highways stop or yield signs. All such signs shall be illuminated at night or so placed as to be illuminated by headlights of an approaching vehicle.

**32-30-2.4. No-parking zones posted by department--Temporary zones--Signs--Violation as misdemeanor.**

The Department of Transportation with respect to highways under its jurisdiction may promulgate rules pursuant to chapter 1-26 to prohibit or restrict the stopping, standing, or parking of vehicles on any highway if such stopping, standing, or parking is dangerous to those using the highway or if the stopping, standing, or parking of vehicles would unduly interfere with the free movement of traffic thereon. If such a rule is promulgated, the highway shall be signed to indicate where such stopping, standing, or parking is prohibited. The secretary of transportation may establish a temporary no parking zone, not to exceed ninety days, if the secretary of public safety and the secretary of transportation, after consultation with the director of the highway patrol, agree that a no parking zone is necessary for the protection of life and property. Such signs are official signs and no person may stop, stand, or park any vehicle in violation of the restrictions stated on such signs. A violation of this section is a Class 2 misdemeanor.

**32-30-11.9. Signs to state penalties for illegal use of designated parking spaces--Certain penalties apply although not stated.**

Each sign designating a parking space for a person with a physical disability shall state the penalty for illegal use of the parking space. This section only applies to a new sign or a sign that replaces an existing sign after July 1, 2002. However, any fine imposed pursuant to § 32-30-11.3, 32-30-11.4, or 32-30-11.8 applies whether or not the penalty is stated on the sign.

## **SD State Codified Laws on Speed Limits**

**32-25-1.1. Maximum daytime speed--Violation as misdemeanor.**

Except as provided by § 32-25-4 or pursuant to § 32-25-7, no person may drive a vehicle upon a street or highway at a speed in excess of sixty-five miles per hour. A violation of this section is a Class 2 misdemeanor.

**32-25-9.1. Establishment of speed zones by county commissioners--Posting of zones.**

Any board of county commissioners may determine and establish speed zones upon all or any part of the highways under its jurisdiction and upon streets and highways on the request of and after any other local authority, including any road

district, having charge of the maintenance of the highway has declared its intention to post speed zones. Such speed zones shall be conspicuously posted at the beginning and ending of the zones.

**32-25-9.2. Township road speed limit.**

Unless otherwise provided pursuant to § 32-25-9.1, no person may drive a vehicle on a township road in excess of fifty-five miles per hour. Driving in excess of the speed limit established in this section is a Class 2 misdemeanor.

**32-25-12. Speed limit in unposted urban areas--Violation as misdemeanor.**

In urban areas which are not zoned or posted as provided in § 32-25-7, the maximum lawful speed shall be twenty-five miles per hour. A violation of this section is a Class 2 misdemeanor.

**32-25-13. Speed limit at obstructed railway crossings--Violation as misdemeanor.**

When approaching within fifty feet of a grade crossing of any railway when the driver's view is obstructed, the maximum speed shall be fifteen miles per hour. A driver's view is obstructed if at any time during the last two hundred feet of his approach to such crossing he does not have a clear and uninterrupted view of any traffic on such railway for a distance of four hundred feet in each direction. A violation of this section is a Class 2 misdemeanor.

**32-25-14. Speed limit in school zones--Violation as misdemeanor.**

When passing a school during a school recess or while children are going to or leaving school during the opening or closing hours, the maximum lawful speed shall be fifteen miles per hour. A violation of this section is a Class 2 misdemeanor.

**32-25-15. Speed limit at intersections with obstructed view--Violation as misdemeanor.**

When approaching within fifty feet of and when traversing an intersection of highways when the driver's view is obstructed the maximum lawful speed shall be fifteen miles per hour. A driver's view is obstructed if at any time during the last fifty feet of his approach to such intersection, he does not have a clear and uninterrupted view of such intersection and of the traffic upon all of the highways entering such intersection for a distance of two hundred feet from such intersection. A violation of this section is a Class 2 misdemeanor.

**32-25-18. Special speed limits for bridges--Posting signs--Violation of posted speed limit as misdemeanor--  
Established speed as conclusive maximum safe speed.**

The transportation commission upon request from any local authorities shall, or upon its own initiative may, conduct an investigation of any public bridge, causeway, or viaduct, and if it finds that such structure cannot with safety to itself withstand vehicles traveling at the speed otherwise permissible under this chapter, the commission shall determine and declare the maximum speed of vehicles which such structure can withstand and shall cause or permit suitable signs stating such maximum speed to be erected and maintained before each end of such structure. Violating such posted speed limits is a Class 2 misdemeanor.

The findings and determination of the commission shall be conclusive evidence of the maximum speed which can with safety to any such structure be maintained thereon.



## APPENDIX B

### **DISCLAIMER**

This list of example documents is intended to assist the towns and townships with items relating to the County Wide Signing Program. The towns and townships are encouraged to research any applicable state laws that may apply to a situation and if necessary consult with their attorney before drafting resolutions.



Jan 27 2015

# Resolution and Order

Now, Therefore, Be it Resolved, And it is  
Hereby Ordered

That existing public right of way which includes the statutory right of way and any right of way acquired by Deeds lying on the section line highway running East and West commonly known as 244<sup>th</sup> St bordered by 456<sup>th</sup> Ave on the East and 455<sup>th</sup> Ave on the West and bordered on the North by Section 32 township 105 North, Range 52, Franklin township, Lake County, South Dakota and bordered on the South by Section 5 township 104 North, Range 52, Buffalo township, ~~Lake Co~~ Minnehaha County, South Dakota: Said Road being approximately 66 Feet in width and approximately 1140 feet from East Intersection 244<sup>th</sup> St and 456<sup>th</sup> Ave and approximately 2640 feet from West Intersection 244<sup>th</sup> St and 455<sup>th</sup> Ave

Be and the same is hereby declared Closed and further that a copy of this Resolution and Order be spread in the minutes of the Buffalo township Board

Motion Made by Supervisor   
Seconded by Supervisor : upon Roll Call, the vote was:

clerk

Jan 27 2015

# Resolution + Order

Now, Therefore, Be it Resolved, And it is  
Hereby Ordered:

That existing public right-of-way which includes the statutory right of way and any right of way acquired by Deed(s) lying on the section line highway running North and South commonly known as 455<sup>th</sup> Ave bordered by 245<sup>th</sup> St on the North and 246<sup>th</sup> St on the South: and bordered on the east by Section 8 Buffalo township 104 North, Range 52, Buffalo township, Minnehaha County, South Dakota and bordered on the west by Section 7, township 104 North, Range 52, Buffalo township, Minnehaha County, South Dakota: Said Road being approximately 66 feet in width and approximately one (1) mile in length:

Be and the same is hereby declared No Maintenance and further that a copy of this Resolution and Order be spread in the minutes of the Buffalo township Board

Motion made by Supervisor

Seconded by Supervisor   
the vote was:

upon roll call,

Done

## 2006 Proposed Budget Approved

### Determination of 2006 Tax Levy:

1. Current Tax Levy is at \$ [ ]
2. After considerable discussion regarding current and future funding needs, motion made by Rod Urban to reduce the amount to [ ] plus use \$ 10,000 from the twnshp reserves but motion was defeated
3. Vander Woude explained that in order to bring the Levy back to \$ [ ] without exercising an "opt-out", the maximum that taxes can be increased yearly is 3 % per year due to the South Dakota Tax Freeze

Motion by Vander Woude to maintain Tax Levy at current level of \$ [ ]

Motion carried

Tax Levy to be maintained at current level of \$ [ ]

### Legal Newspaper:

Motion to accept the Argus Leader as Legal Newspaper

Motion seconded by [ ]

Argus Leader is Legal Newspaper for Twnshp

### Depository Institution:

Motion by [ ] to continue at First Premier Bank

Motion seconded

First Premier Bank Approved as Depository Institution for Twnshp

### Membership in Towns & Townships:

1. Currently member in County Towns & Townships and South Dakota Towns & Townships at an annual cost of approximately [ ] with a projected increase to [ ] for the new year.

Motion by Rod Urban to continue membership

Motion seconded by [ ]

Motion Approved

### Delineation of Road "right of way" responsibility:

1. Land owner is responsible for keeping weeds & volunteer trees "down" in Twnshp road right of way
2. Twnshp proposes spraying road ditches
3. Twnshp would have authority to charge land owner of adjoining property for any additional cost to maintain clean ditches for snow removal

Motion made and seconded

Motion Approved

### Approval of Township Road System & Designation of Maintenance Levels on Roads:

1. All Twnshp Roads are "full" maintenance roads except for 264th Street from 467th Street east to Skunk Creek ( a distance of 1 3/8 miles )
  - a. The above mentioned section of 264th will be designated as "minimum" maintenance, with primary maintenance responsibility being that of the mining companies bordering on either side of this section of road
2. Twnshp will continue to blade this portion of road twice per year and the gravel contractors will be responsible for blading a minimum of four additional times per year

Motion by [ ] to approve continuation as a "minimum" maintenance road

Motion seconded by [ ]

Motion Approved



WAYNE TOWNSHIP MEETING  
April 10, 2006

General Township Meeting was called to order by Chair Person [ ] at Fire Station #4.

Board Members present : Supervisors [ ]  
Treasurer: [ ]  
Clerk: [ ]

Minutes of Regular March Meeting Read:  
Motion to approve by [ ]  
Second by [ ]  
Minutes approved as read

Treasurer's Report :  
Checking Balance = \$ [ ]  
Motion to approve Treasurer's Report by [ ]  
Second by [ ]  
Treasurer's Report approved

Opening of Bids to Supply Aggregate for Fiscal '07:  
Friessen Construction = 1" Base Coarse Crushed Gravel = \$ 4.59 /Ton Delivered  
1" Crushed Asphalt = \$ 6.00 /Ton Delivered  
Belly Dump Truck Loads  
Scale Ticket per Load with Dump Location  
Dakota Aggregate Resources = State Spec Base Coarse Gravel = \$ 4.69 /Ton  
State Spec Screened Gravel = \$ 4.49 /Ton  
Recycled Asphalt = \$ 6.69 /Ton  
Bid is for One Year and extendable for One Year with mutual agreement of both parties  
Motion by [ ] to accept bid from Friessen Construction  
Second by [ ]  
Friessen Bid is accepted as aggregate supplier for Fiscal '07

Madison Ave at Hiebert Nursery was designated as a "minimum maintenance" road at the Annual Township Meeting  
Vander Woude suggests that since there has been no challenge within the 30 day period after the Annual Meeting the Twnshp should have Construction Sign Co. place a "Minimum Maintenance" sign at the bridge and also at 467 th & Madison ( on the west end )  
Vander Woude suggests having Construction Sign place a "Private Property" "Haul Road" sign on Sand Street and the Ellis Road  
Motion by [ ] to have Construction Sign Co install the mentioned sign age  
Second by [ ]  
Motion Approved

<sup>266 Trd</sup>  
Bridge on ~~267~~nd east of intersection with Wayne Ave  
Walters noted that the recent high water has continued the erosion on the south-west corner and has initiated erosion on the northwest and northeast corners as well  
Tom McNamara is to re-channell the water way when weather permits

**RESOLUTION DESIGNATING A MINIMUM MAINTENANCE ROAD**

WHEREAS, SDCL 31-13-1.1 authorizes a township board to designate township roads as minimum-maintenance roads; and

WHEREAS, the board determines the following described road [segment] is used only occasionally or intermittently for passenger and commercial travel.

[describe the road or road segment] and

WHEREAS, the board determined that designating the road [segment] as minimum-maintenance serves the public interest at a level less than the minimum for full maintenance roads by shall be maintained at a level required to serve the occasional or traffic.

NOW, THEREFORE, BE IT RESOLVED, the board of LOGAN Township, MINNEBETHA County, South Dakota does hereby designate the above described road [segment] beginning at 478 AVE and ending at 479 AVE [as indicated on the attached map,] a minimum-maintenance road.

BE IT FURTHER RESOLVED, the minimum-maintenance signs shall be posted at the beginning points and ending points along the minimum-maintenance road.

Adopted this 16 day of FEBRUARY, 2015.

By the Board

[Signature]  
Chairman, Board of Supervisors

Attest:

[Signature]  
Township Clerk

[Handwritten mark]



**RESOLUTION #2015-01**

**RESOLUTION DECLARING ROAD AS NO MAINTENANCE**

WHEREAS, the notice and procedure required for the proposed resolution of declaring the described road as a no maintenance as required by South Dakota Codified Laws 31-13-37 and following, and all laws amendatory thereto, have been strictly complied with, and,

WHEREAS, the Palisades Township Board has determined that it would be to the best interest of the Palisades Township property owners and residents to declare the described road as no maintenance as well as provide the appropriate signage, and,

WHEREAS, the Palisades Township Board has determined that said roadway has been minimally and intermittently used for the past several years, and,

NOW THEREFORE, be it resolved by the Palisades Township Board, State of South Dakota, that the following described roadway located in Palisades Township, Minnehaha County, South Dakota, to-wit:

The roadway located in Palisades Township, T-103 N R-47-W, from intersection of 251st. Street and 486th Avenue running south for a distance of 880 yards, or approximately a half mile.

is hereby declared a no maintenance road within Palisades Township , Minnehaha County, State of South Dakota.

Adopted this 28th day of January, 2015.

[Redacted Signature]

[Redacted Name]

Palisades Township Chairman

(SEAL)

ATTEST:

[Redacted Signature]

[Redacted Name]

[Redacted Name]

Township Clerk

**RESOLUTION**  
**REDUCED SPEED LIMIT ON 267<sup>th</sup> STREET AND S. RIVERVIEW AVENUE**

**WHEREAS**, residents of Split Rock Township have raised concerns with the speeds traveled on 267<sup>th</sup> Street east of 6 Mile Road and S. Riverview Avenue running south of South Dakota Highway 42 (collectively “the subject roads”); and

**WHEREAS**, pursuant to SDCL 31-13-1, the Board of Supervisors of Split Rock Township are responsible for the maintenance of all township roads; and

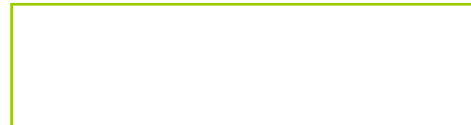
**WHEREAS**, the subject roads currently have a posted speed limit of 35 miles per hour; and

**WHEREAS**, the Board of Supervisors of Split Rock Township believe the health and wellbeing of township residents would be better protected and the subject road better maintained by reducing the legal speed limit;

**NOW THEREFORE BE IT RESOLVED**, by the Split Rock Township Board of Supervisors, Minnehaha County, South Dakota, that pursuant to SDCL 31-13-1 and SDCL 32-25-9.1, the subject roads, as defined above, have posted speed limits reduced from 35 miles per hour to 30 miles per hour;

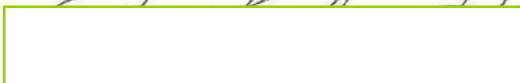
**BE IT FURTHER RESOLVED**, by the Split Rock Township Board of Supervisors, Minnehaha County, South Dakota, that states its intention to reduce the speed limits on the subject roads and requests the City of Sioux Falls to reduce the speed limit on 267<sup>th</sup> Street west of 6 Mile Road.

Dated this 12<sup>th</sup> day of August, 2014.



Chair

ATTEST:



Clerk

(SEAL)

**RESOLUTION  
SPEED LIMITS IN DEVELOPMENTS**

**WHEREAS**, residents of Split Rock Township have raised concerns with the speeds traveled on roads that are within developments in Split Rock Township; (collectively “the subject roads”); and




**WHEREAS**, pursuant to SDCL 31-13-1, the Board of Supervisors of Split Rock Township are responsible for the maintenance of all township roads; and

**WHEREAS**, the subject roads currently have posted speed limits in excess of 25 mph or have no posted speed limits; and

**WHEREAS**, the Board of Supervisors of Split Rock Township believe the health and wellbeing of township residents would be better protected and the subject road better maintained by reducing the legal speed limit;

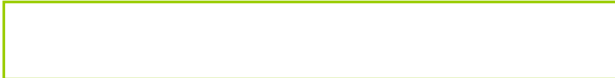

**NOW THEREFORE BE IT RESOLVED**, by the Split Rock Township Board of Supervisors, Minnehaha County, South Dakota, that pursuant to SDCL 31-13-1 and SDCL 32-25-9.1, the subject roads, as defined above, have posted speed limits of 25 mph.

Dated this 9<sup>th</sup> day of September, 2014.

Chair

ATTEST:



Clerk

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

After discussion, it was moved by [redacted]  
and seconded by [redacted], 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 Super-  
visors 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 [redacted]  
Chairman

ATTEST:  
[redacted]  
Secretary

RECEIVED   
APR 13 2005



## 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

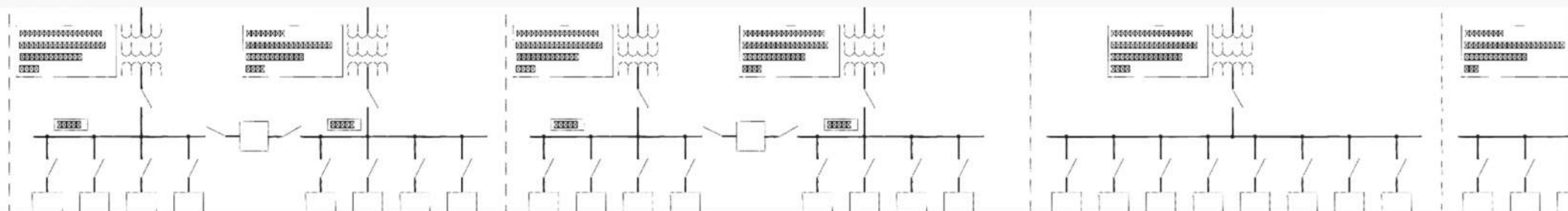
*Hand County*





# Why are we doing this?

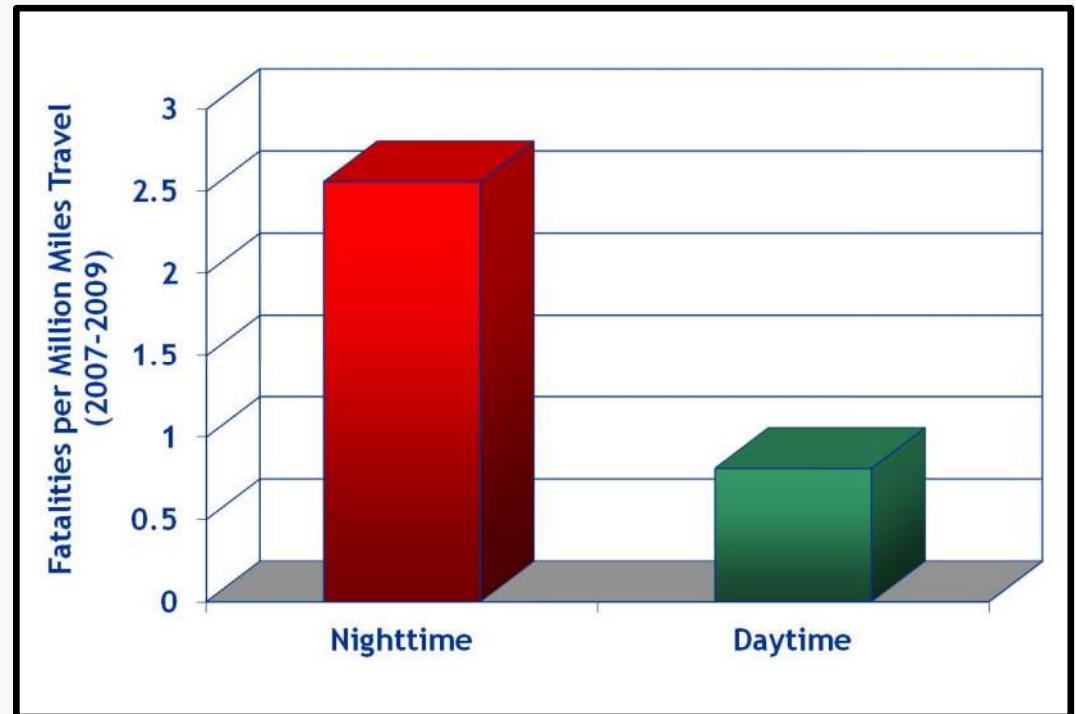
- » Improve safety for the traveling public
- » Limit liability of the county, towns and townships



# 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

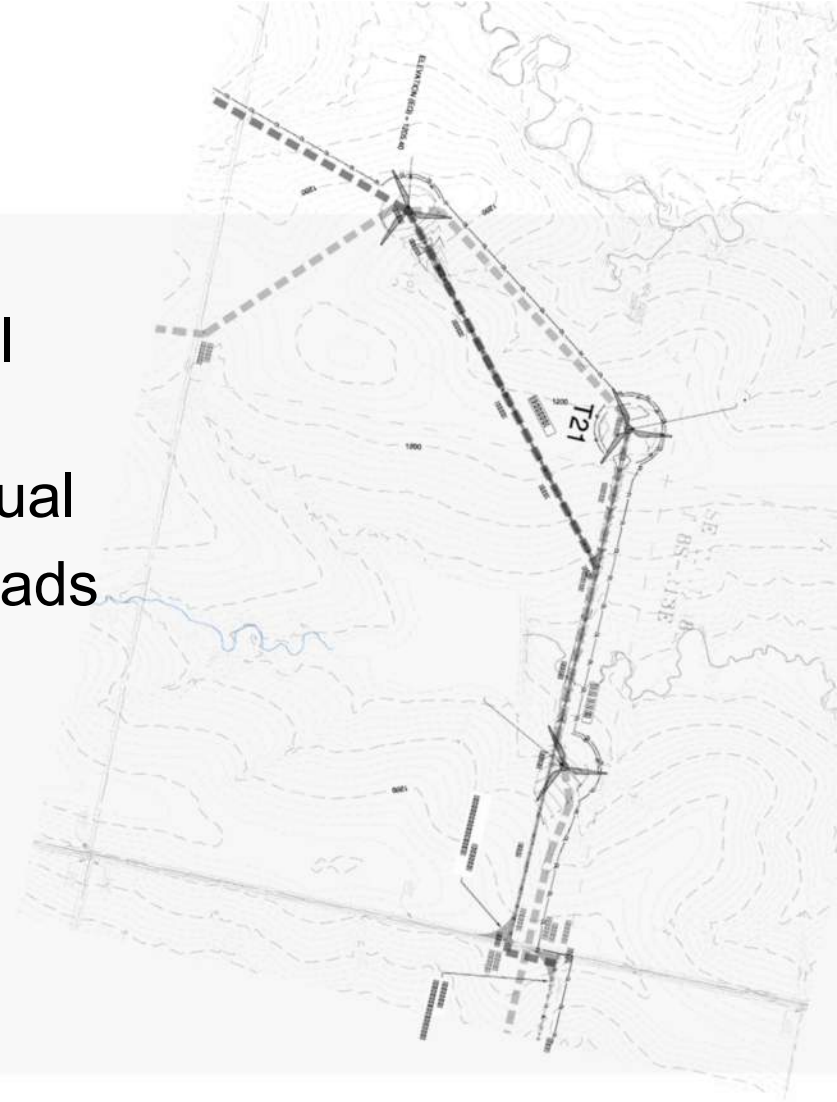
- » **What is retroreflectivity?**  
DEFINITION HERE.





# 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



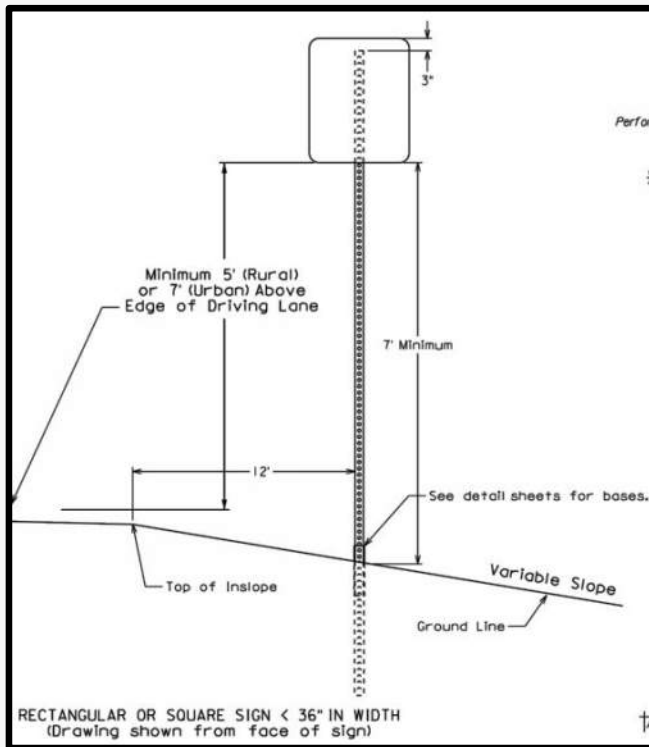


What do we do?

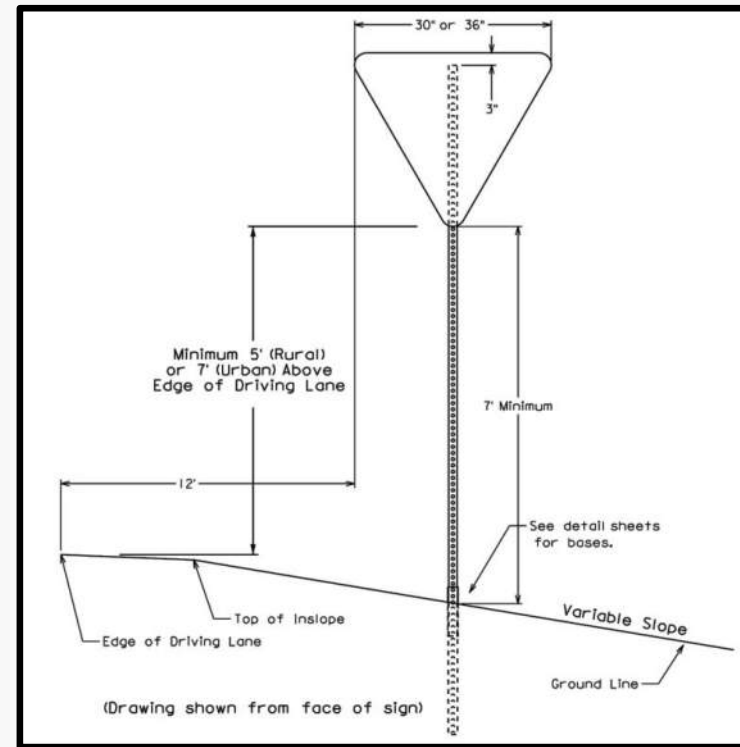




# Sign installation location



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

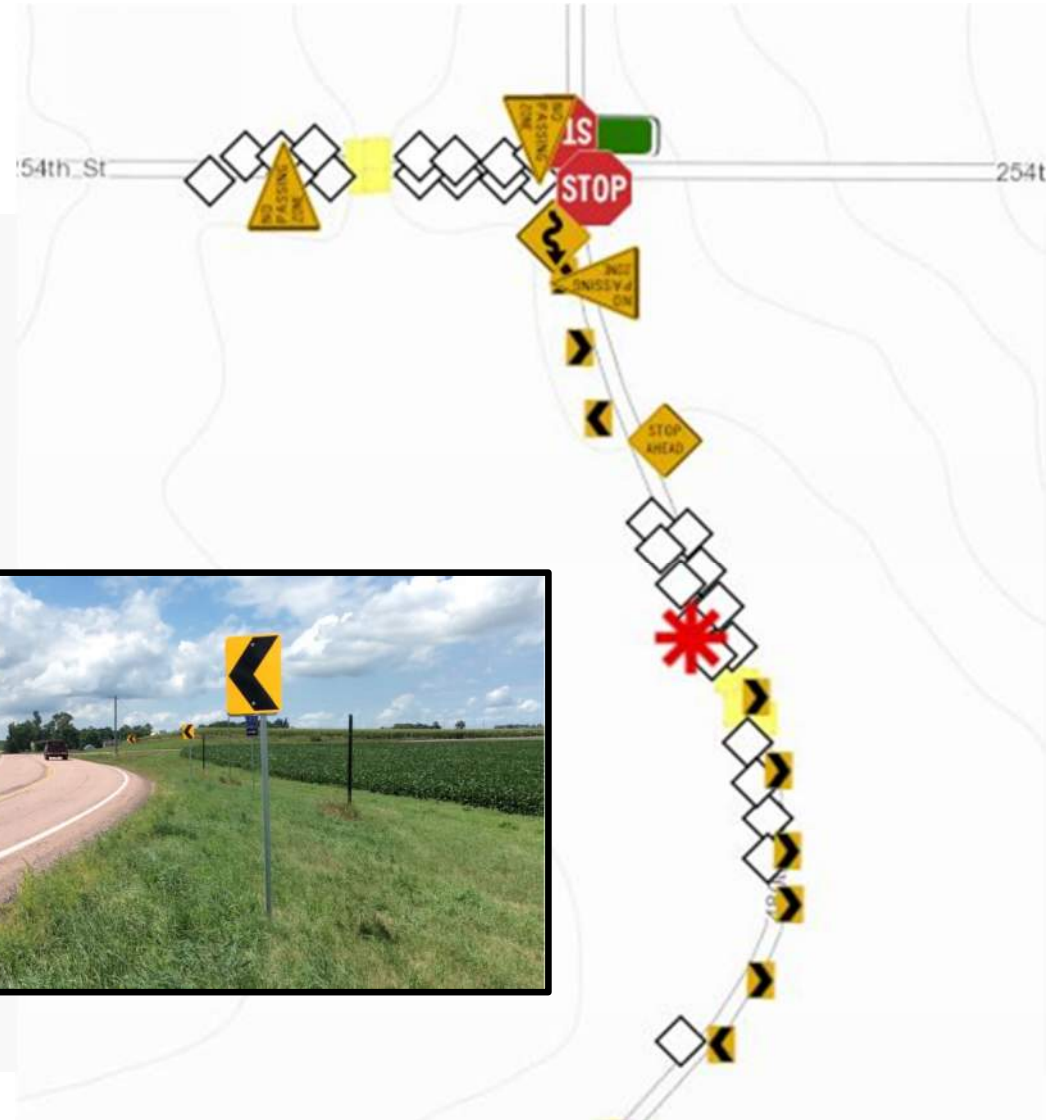
» **Type III barricades & Type IV object markers usually installed at:**

- 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 Varies"x12".
- » City signs will be Varies"9".
- » 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 reinstalled as a part of the sign replacement project.



# What we need from you

A yellow rectangular sign with a dark border, featuring the words "HOMEWORK" and "AHEAD" in large, bold, blue capital letters. The sign is set against a background of green trees.

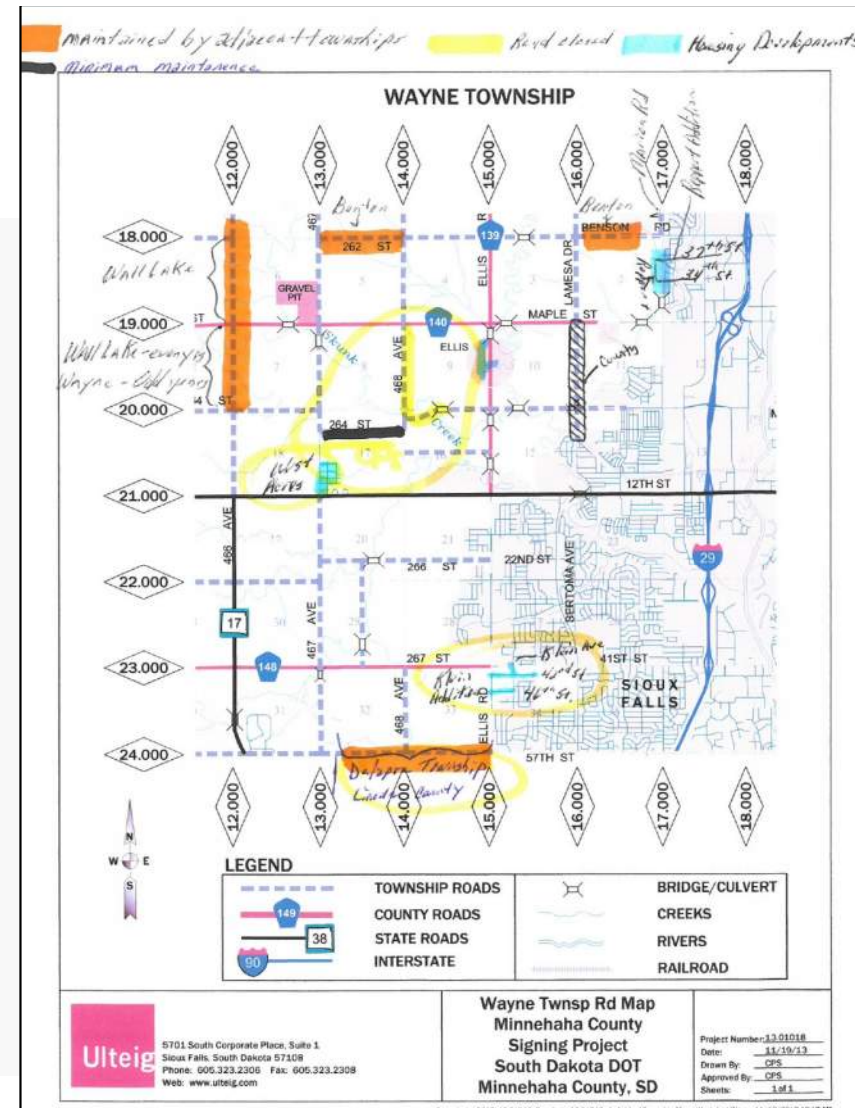
HOMEWORK  
AHEAD



# 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, MINNEHaha 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, MINNEHaha COUNTY, SOUTH DAKOTA  
By Russ R. White  
Chairman

ATTEST:  
Theresa McMath  
Secretary

RECEIVED  
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

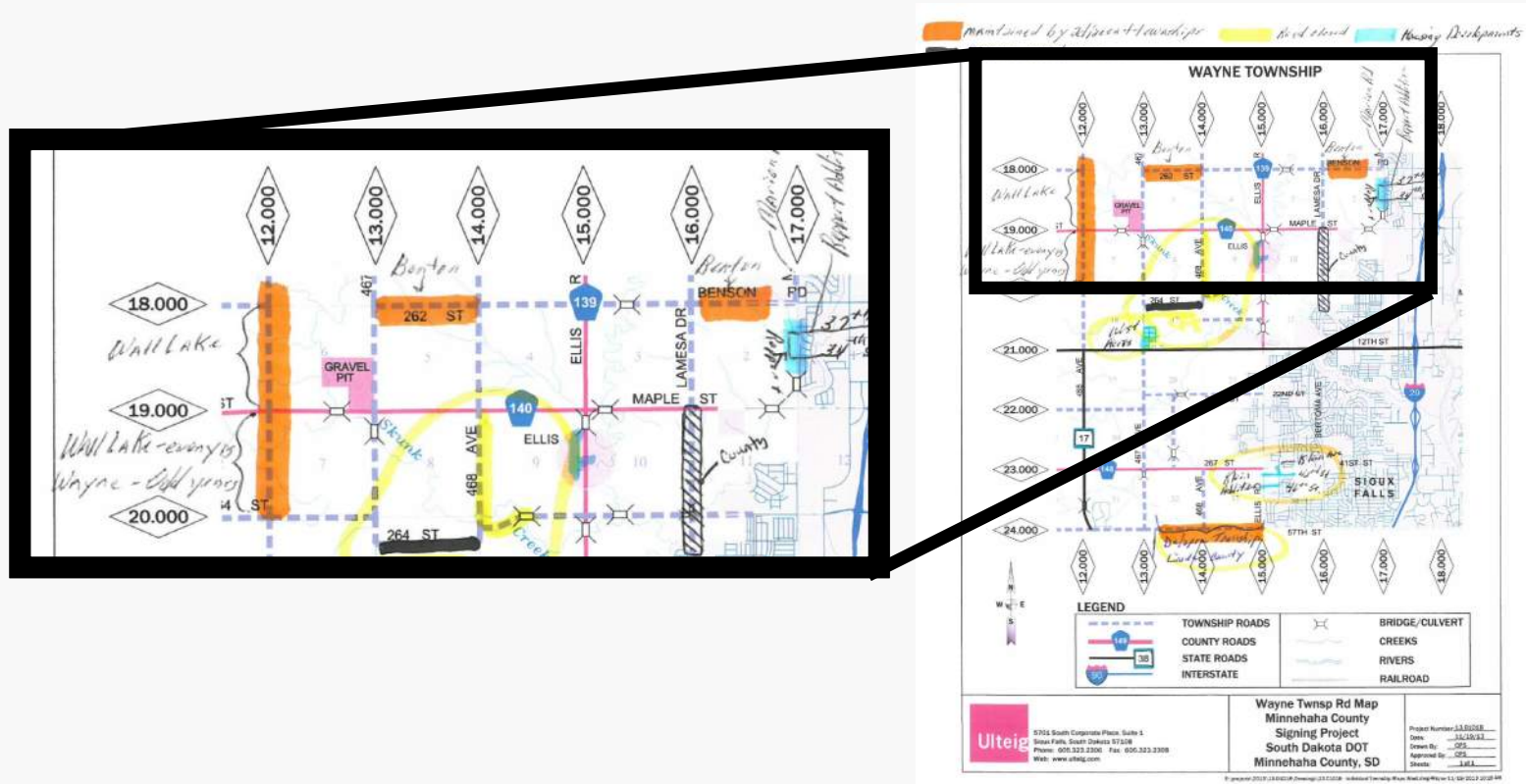
- » Identify truck routes and their limits.



# 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.





**APPENDIX D**

# Hand County Sign Replacement Project

## Township/Town Requested info Checklist

- Identify Speed Zones
  - Documentation (meeting minutes or resolutions) stating current speed limits that differ from the statutory speed limit.
- Identify Minimum and No Maintenance Roads (*Township*)
  - Documentation (meeting minutes or resolutions) stating approval and description of the limits.
- Identify Vacated Roadways (*Township*)
  - Documentation of road right of way stating the road was vacated.
- Identify Closed Roads (*Township*)
  - Documentation (meeting minutes or resolutions) stating approval and description of the closure.
- Identify any known Right of Way Hazards
- Identify School Zones and Bus Stops
  - Identify all School Zones
  - Safe Routes to School
  - Rural Bus Stops.
  - Identify any rural bus stops where school age children may no longer live and you would like eliminated.
- Identify Truck Routes - Identify any Truck Routes and their limits. (*Towns*)
- Identify Maintenance Agreement Areas - Identify any roads that are maintained by adjacent townships and/or townships in adjacent Counties. (*Township*)
- Identify Any other items of interest

Note: Please use "N/A" for any items that are not applicable for your town or township.