

SDDOT – Administration Program

James Ainslie, Contract Administration Engineer, 773-8115

Signing Design Frequently Asked Questions

Q. How will new Counties be programmed into the STIP?

A. Each spring, the DOT will review crash history for the counties not yet programmed. Those counties with the highest crash rates will fill the next available slots.

Q. How do I address snowmobile trails?

A. Plan note is included in the standard notes to address any possible changes to sign offsets to accommodate groomer passage in the ditches for official trail system.

Q. Do I need to place object markers in front of fire hydrants?

A. No, do not place any sign within 15' of a hydrant so as not to impede fire equipment access to the hydrant. A fire hydrant is installed on frangible pipe and is a breakaway device and often the offset exceeds the clear zone requirements within urban settings such that it is not an issue.

Q. Project includes manual drive caps what if locals want other caps for power drivers?

A. FHWA allows us to provide one manual cap per sign post size per project to be shared among all entities. If other devices are desired, they shall be non-participating pay items and cost will need to be covered by local entity requesting the cap.

Q. Do I have to use the inventory program provided by the state to do my field work and/or produce the plan tables.

A. No, you can use any method of your choice to inventory and produce plans, however, you are required to produce the tables with similar data as described in the Sign and Delineator Design Guidelines for Local Roads. If you do use the DOT provided software, be sure to obtain the most recent version of the program prior to beginning a new work order.

Q. What computer files need to be submitted with final plans?

A. In addition to the electronic final plan submittal in .pdf format and the raw inventory database file, the Excel files shall also be submitted so it can be proved to field staff or contractor upon request.

Q. A local entity is requesting a logo and/or block numbers on their street name signs, is this allowed?

A. Pictographs and block numbers are allowed by the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD) so they can be included with the project. Local entity must provide the sign design detail for the pictograph.

Q. A local entity is requesting use of 10 gauge posts instead of 12 gauge?

A. For isolated locations where there is known trouble with wind damage, the upgrade to 10 gauge posts may be included but approval should be requested through the LGA Office. Blanket approval for all signs for an entity will not be permitted as a

SDDOT – Administration Program

James Ainslie, Contract Administration Engineer, 773-8115

participating costs so if a LPA wishes to upgrade, cost of the upgrade will need to be covered by the local entity.

Q. Standard Plate 632.40 Guardrail Delineation specifies for bridges, is this standard to be used for all guardrail?

A. Yes, standard notes state “All guardrail shall be delineated as per Standard Plate 632.40.”

Q. Can historical markers be replaced with the sign safety projects?

A. No, local entity should contact State Historical Preservation Office for a replacement sign as they have agreements with the sponsor for replacement. Note that we can replace the sign posts if it does not meet current standards.

Q. If a Minimum Maintenance or No Maintenance starts at the intersection and we are placing an advisory speed with the assembly, do we also need to place a regulatory speed in the same vicinity if the section is coming off of a state highway or from a county to a township or town?

A. In most cases, if the No or Minimum Maintenance starts at the intersection and there is an advisory speed recommended for that section of road, it would not be necessary to install the regulatory sign. However, if the road has another outlet onto another road, there should be a regulatory speed at that point where the advisory ends on the No or Minimum Maintenance. In these cases it would also be beneficial to install a Next X Mile as applicable as a second sub plaque under the No or Minimum Maintenance sign along with the advisory.

Q. Which roads should be surveyed for the sign project?

A. Use the roadway inventory data as provided through the official record at DOT. This data can be viewed online at DOT website by selecting Interactive Road System Map that is available on our main webpage.

Q. What should I do if a map provided by Town, County, or Township shows something different then what is officially recorded at DOT?

A. At the time you receive the maps, ask the owners if any are recent additions that had just been submitted to a planning district or the County Auditor. Call DOT for follow-up before inventorying the roadway.

Q. We have BIA routes on our project; can we replace the BIA route markers?

A. Yes, contact LGA and obtain the sign design detail for the BIA route marker to be used.

Q. We have routes on our project that just go into water and they are part of the GFP land, do we still put in barricades?

A. Yes, we are not restricting access but have a duty to warn/notify the traveler of the hazard on a public road regardless of the property that it leads to. Recommend following special detail L70 or L71 as appropriate.

SDDOT – Administration Program

James Ainslie, Contract Administration Engineer, 773-8115

Q. We have street name signs on state highways that read SD Hwy 109 and SD 109, which is correct?

A. SD 109

Q. A township is not participating; do we still address bridge signing and street name signs within the township? What about towns?

A. Yes, both remain the responsibility of the county to maintain. If the town is incorporated (shows a population on the current state map) then no, they are responsible for bridge and street name signing. If the town is not incorporated, then yes, replace necessary bridge and street name signs.

Q. A supplemental sign must match color of the associated sign and there are several of same sign used on a project with different colors (e.g. M5 & M6 series signs) but only one option in the sign inventory, how do we differentiate in the plans?

A. Yes, the supplemental sign must match the sign they are supplementing so for example, if they are under a white on green guide sign, they also must be white on green. You can add signs to the inventory as you need. For this example, you may want to add a M6-1g and a M6-1w for a black on white supplement and then you can define the totals of each for the contractor.

Q. What is the deal on delineation and object markers?

A. Since these projects are intended to provide benefit in reducing traffic accidents, it is a requirement of this Traffic Safety Office to implement all low-cost safety improvements where possible. All rural roadways shall receive delineation on the outside radius of curves. Additionally, delineators will also be placed along non-recoverable slopes that are marked by an object marker. Intersecting roadways (public road that serves three or more residences or serves as a through access) will receive delineation only along a 75' or greater radius of the approach. Object markers will be installed by or in advance of any hazard that is within 10' of the shoulder area. Hazards included pipe equal to or larger than 30" in diameter, steep slopes, trees, drainage devices, boulders and any other fixed object that is not easily removed from the clear zone. Devices that are not crash worthy that are in the clear zone should be removed if possible but at a minimum will need to be marked with an object marker. All delineators and object markers, including end of road markers (Type IV OM's) shall be mounted at 4' from driving surface to bottom of marker using a 1.12 lb/ft u-channel post.

Q. Intersection signing; are large arrows and/or round delineators to be installed in urban locations?

A. While the typical intersection details show installation of the large arrows and round delineators, both are optional within communities. Both devices are to provide travelers additional data that there is a decision point or simply presence of an intersection and if there are enough other indicators, both should be omitted in urban settings.

SDDOT – Administration Program

James Ainslie, Contract Administration Engineer, 773-8115

Q. A stop sign faces a Township Road but is installed at a County or State intersection; whose inventory does it belong with?

A. The owner of the sign should be whose right of way it is located in so for the example of the stop sign in this case, it would be the State or County's sign. The exception to this are signs that may belong to others but placed by a permit to occupy ROW – an example of this may be a route marker for a side road that placed by permission.

Q. Signing for a bridge on a Township Road is responsibility of County; does it get replaced if the Township is not participating in the project?

A. Yes, the County owns the bridge signing and by state statute is responsible for its maintenance for all bridges on public roads not on the state trunk system or within an organized municipality.

Q. Should D3-1 street name signs be replaced along a state highway, unincorporated town or in a non-participating Town or Township?

A. Yes, the County is responsible for all 911 addressing signs which include D3-1 signs on public roads not in an organized municipality. Those signs are permitted by agreement to be placed along the state trunk system.

Q. Where do signs such as "buckle up it's the law" come from? Is there some grant program that the counties can apply for? Also, the signs such as "SD gold community" is there an easy way to help these communities replace these if they already have them??

A. Regulatory signs like Buckle Up are often placed when a new law is enacted but are not replaced when they have served their useful life and thus removed through attrition. Gold Community signs, Green City USA, and other non-motorist signs are also removed when we are doing maintenance in the area and we have recommend that if communities want such signing that they relocate them to their city park, community center, or other city/county building as they do not belong in the public highway ROW and are a liability for the public entity if they are hit and cause harm as they are not servicing a transportation need.