

**South Dakota Department of
Transportation**

Traffic Operations Manual

Revised 01/03/2025

Forward

This manual is intended to provide instruction and guidance to department personnel who conduct traffic operations and design activities. This manual identifies state and federal laws and department directives, policies, and publications that are used to aid in decision making for traffic operations and design issues. It also provides standards to assure uniform application of operational methods and traffic control devices statewide.

Updating this manual is a continuing process and revisions are issued periodically. Questions, observations, and recommendations are invited. Please send these to the Operations Traffic Engineer at Jon.Suomala@state.sd.us or the address below.

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Permanent Signing

Permanent Signing Plans

See the Permanent Signing Manual for information on design and assembly of permanent signing plans.

Interstate Traffic Generating Signs

Administrative Rule 70:04:01 (<https://sdlegislature.gov/Rules/Administrative/70:04:01>)

All-Way Stop Control

When evaluating an intersection for multi-way stop operation, Section 2B.16 of the Manual on Uniform Traffic Control Devices (MUTCD) should be interpreted as meaning that the minimum volumes presented must be satisfied by any 8 hours of an average day (they do not need to be 8 consecutive hours). The arithmetic mean of 8 hourly volumes will not be used as the basis for justifying multi-way stop operation. The preceding method was recommended by the TEOP in its June 2021 meeting.

Miscellaneous Signing Information

Faded Signs Issue:

There was an issue with premature fading of signs from apparently 2006 to 2011, with mainly the black on white signs. An agreement was struck between the SDDOT and Lyle Signs to replace these signs; however, this was never done. The issue was brought back up at the March 2013 TEOP meeting, as hundreds of these signs are still out on our state highways. After several discussions with the TEOP, the Region Engineers, the Construction Engineer, the Construction and Maintenance Engineer, and the Director of Operations, it was determined that we will not seek compensation or replacement for the faded signs from the manufacturers. They will just need to be replaced as they would under maintenance work orders or sign replacement projects. The manufacturers had indicated that this was an issue that has been taken care of, so we should not see this on new installations going forward. If faded signs do show up on new projects, the type, number, location, and manufacturer of the signs needs to be recorded and submitted to the Operations Support Office, so we can address the issue.

Passing from a single lane adjacent to an opposing passing lane:

If passing is permitted for traffic on the single-lane side of a highway adjacent to an opposing passing lane as indicated by the pavement marking and signing, it is recommended to install a W6-5 Two-Way Traffic on a Three-Lane Roadway sign to help alert drivers that oncoming traffic may use either of the oncoming lanes in an effort to keep them from passing when there is oncoming traffic in either of the oncoming lanes.

Permanent Signing Policies

The following Policies are related to permanent signing:

- Adopt-a-Highway
- Bridge Weight Limit Signing
- Destination and Distance Signing on Non-Interstate Principal Arterial Highways
- Dignitary Signing on Right of Way
- Ditch Closures to Off-Road Vehicles
- Fatal Crash Markers
- Highway Numbering
- Interstate Rest Area Service Signs
- Memorial Highways and Auto Tour Routes
- Municipal Wayfinding Sign Program
- Off-Interstate Business Route Designation
- Policy and Procedure for State Designation of Scenic Byways
- Policy for Approving Special Welcome Signing within the Highway Right of Way
- Mileage Reference Marker Signing Maintenance
- Purple Heart Signing
- Roadway Delineators, Guardrail Delineation and Object Markers on State Highways
- Sign Retroreflectivity Management
- Signing for Fallen Law Enforcement Officers
- Signing for Winter Recreation Areas
- Temporary No-Parking Zones on State Highways

Pavement Markings

Pavement Marking Materials

There are several types of pavement marking materials used by the SDDOT. Most pavement markings are a liquid material that is sprayed onto the pavement followed by an application of glass beads dropped onto the wet material. It is the glass beads that allow the pavement markings to be visible at night by directing the light from a vehicle's headlights back to the driver. This is known as retroreflectivity, and it is the value by which most pavement markings are measured. In order to increase retroreflectivity of pavement markings in wet conditions, "wet reflective" elements may also be applied to the marking. The cost of the wet reflective elements is substantially higher than glass beads, therefore, they should only be applied in a groove where they will be more protected from wear from snow plow blades and vehicular traffic.

The material installed on any given route is at the discretion of the Region Traffic Engineer.

High build waterborne pavement marking paint is widely applied across the state. The material is a waterborne pavement marking paint with acrylic cross-linking polymers for added durability compared to standard waterborne pavement marking paints. When paint is installed on state highway routes, it should be high build waterborne pavement marking paint. This material may be surface-applied or grooved-in. Grooved-in high build waterborne pavement marking paint may have wet reflective elements applied.

Epoxy and polyurea are plural component liquid pavement markings that have greater durability than pavement marking paint. These materials are included on projects by use of the Special Provision for Durable Pavement Marking. These durable markings should be generally be grooved-in to take advantage of the extended life of these materials. Wet reflective elements may be applied to grooved-in durable markings.

Cold applied plastic pavement marking, also referred to as tape, is a preformed material with the yellow or white pavement marking with glass beads and wet reflective elements already adhered to them. They are attached to the roadway with adhesives and/or pressure. Tapes generally cost more per foot than liquid pavement marking materials, and therefore, should always be grooved in. Tapes have an expected life of 5 to 8+ years.

Preformed thermoplastic pavement marking is a preformed material similar to tape, but it is heat-applied to pavement surfaces. Properly applied preformed thermoplastic can have a bond that allows the marking to last longer under vehicular turning movements. Because of their cost, preformed thermoplastic markings should generally be grooved in.

Pavement Marking Plans

Project plans may be assembled using either the Nonsection or Section method. In Nonsection plans, the pavement marking bid items will be included in the Estimate of Quantities (when there is one Estimate per PCN) or in the Grading Estimate of Quantities (when there is a separate Estimate of Quantities for Structures). In the Section method, all permanent pavement marking items, including bid items, notes, details, and standard plates, will be in Section M – Pavement Markings.

Tip: Plan note sheets are generally full of notes and not a lot of empty white space. If notes are needing to be added after plans are submitted to Bid Letting (for example, some notes are missing or some new notes were developed), and there is not room to add those notes, several sheets might end up getting revised just to make room for a couple of sentences. It never hurts to leave a little blank white space on some sheets to allow room to make changes to your plan notes.

All durable pavement markings installed on Interstate should include application of wet reflective elements. Wet reflective elements and waterborne pavement marking paint with high grade polymer will be installed in all sinusoidal centerline rumble stripes. Wet reflective elements will not be installed on any surface applied pavement markings or on asphalt surface treatment projects. If a project includes sinusoidal centerline rumble stripes, the waterborne pavement marking paint with high grade polymer should be used for all other painted markings on the project, to avoid having a Contractor switch out tanks for various segments or lines along the project.

It is recommended that grooved-in durable markings are not installed on microsurfacing projects. There have been issues with snow plows taking off some of the microsurfacing, and this is causing loss of the grooved-in markings.

Pavement Marking Standard Notes

The standard notes for pavement markings can be found on the Downloadable files page of the SDDOT website (<https://dot.sd.gov/doing-business/engineering/design-services/downloadable-files>), Section M – Pavement Marking Notes.

The standard notes include time frames for application of permanent pavement markings that should be used on all projects. If a situation exists where it is anticipated that 14 calendar days will not be enough to complete installation of the permanent pavement markings as required, contact the Operations Traffic Engineer so there can be a discussion about the appropriate time frame. This way, we will be able to document the engineering judgment that went in to allowing a longer period of temporary pavement marking than is recommended by the MUTCD.

Pavement Marking Standard Bid Items

High Build Waterborne Pavement Marking Paint, White & Yellow (633E1200 & 633E1205) per Gallon

These bid items should be used for most projects with this material. The per Gallon measurement and payment is for larger quantities of material.

High Build Waterborne Pavement Marking Paint, White & Yellow & Etc. per Foot

The per Foot high build paint bid items should be reserved for projects with small quantities of this material, for urban locations with a lot of turn lanes and per foot measurements, or for projects with several structures that need a couple hundred feet or so of markings on each structure.

No Passing Zone Markings

SDDOT standard practice is to use the minimum passing sight distance for 70 mph from Table 3B-1 of the MUTCD to mark no passing zones on rural highways with a posted speed limit of 65 mph. The minimum length of no passing zone marked is 500 feet. A no passing zone is marked 750 feet in advance of a stop-controlled intersection.

Parking Space Markings

All parking space markings on state highways will utilize the color white, in compliance with the MUTCD. This includes crosshatch markings for access aisles. The SDDOT will not install the optional blue lines to supplement white parking space markings of each parking space designated for use only by persons with disabilities.

Parking Space Markings for Persons with Disabilities*

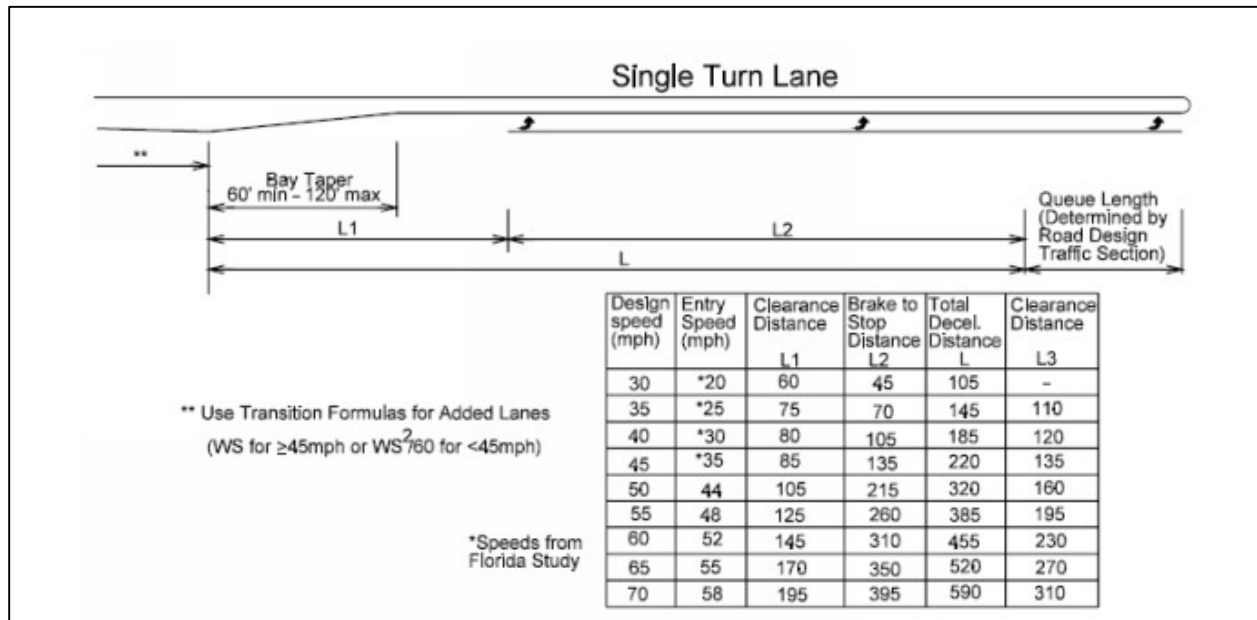
The SDDOT standard for marking parking spaces for persons with disabilities will follow the International Symbol of Accessibility Parking Space Marking as shown in the MUTCD, using the minimum dimensions. The blue background and white border will be included with the International Symbol of Accessibility Parking Space Marking for such spaces on state highways.

*Note: Refrain from referring to such parking spaces as “handicapped.” They should be referred to as ADA parking spaces or parking spaces for persons with disabilities. Contact the Civil Rights Program Specialist with any questions regarding this designation.

Left Turn Lane Markings

When marking left turn lanes, the figure below should be used. “Warranted” left turn lanes will have the gap in the solid white lane line marking, as depicted in the figure. The length of the gap will be calculated using the values in the table within the figure. “Unwarranted” left turn lanes will have a 25-foot gap after the bay taper, and the rest of the turn lane

length marked with a solid white lane line marking. If the left turn lane is only 25-feet long, the entire length without a gap will be marked with a solid white lane line.



Two-Way Left Turn Lane Markings

The MUTCD includes an Option statement: "Additional two-way left-turn lane-use arrow markings may be used at other locations along a two-way left-turn lane where engineering judgment determines that such additional markings are needed to emphasize the proper use of the lane." It is the SDDOT standard to install these additional two-way left-turn lane-use arrow markings; however, there may be situations in communities that have had center turn lanes for many years, so the spacing of additional arrows may be greater than typical spacing shown on the standard plates.

Yield Lines

As South Dakota Codified Law 32-27-1 states that drivers must yield the right-of-way to a pedestrian crossing in a marked crosswalk and the MUTCD states that stop lines shall not be used at locations where drivers are required by State law to yield to pedestrians, it is recommended to use yield lines at marked crosswalks that are not located at a signalized intersection nor on a stop-controlled intersection leg.

Crosshatch Markings

Typical spacing of crosshatch markings installed on state highways will be 25' center-to-center. Typical placement is three crosshatch markings, with a gap of two markings, i.e., 75'.

Bullnoses

A bullnose refers to the pavement marking at the end of an area within a roadway and on the same level as the roadway, that has traffic going in opposite directions on each side and is marked as being closed to traffic. Historically, the SDDOT has used a solid pavement marking area to cover the end of the bullnose, however Section 3J.03 paragraph 02 of the MUTCD states that two sets of double yellow lines will be used to form the island. Any existing solid area bullnoses are to be replaced with the MUTCD-compliant double yellow lines that meet at the end of the bullnose as shown in Figure 3B-2 of the MUTCD and any new installations will also be designed as such.

Temporary Traffic Control

General

A Temporary Traffic Control Zone is an area of a highway where road user conditions are changed because of a work zone or incident using temporary traffic control devices, flaggers, uniformed law enforcement officers, or other authorized personnel.

Whenever the acronym “TTC” is used, it refers to “temporary traffic control.”

Temporary Traffic Control Plans

Project plans may be assembled using either the Nonsection or Section method. In Nonsection plans, the temporary traffic control bid items will be included in the Estimate of Quantities (when there is one Estimate per PCN) or in the Grading Estimate of Quantities (when there is a separate Estimate of Quantities for Structures). In the Section method, all temporary traffic control items, including bid items, notes, details, and standard plates, will be in Section C – Traffic Control.

Tip: Plan note sheets are generally full of notes and not a lot of empty white space. If notes are needing to be added after plans are submitted to Bid Letting (for example, some notes are missing or some new notes were developed), and there is not room to add those notes, several sheets might end up getting revised just to make room for a couple of sentences. It never hurts to leave a little blank white space on some sheets to allow room to make changes to your plan notes.

Per Policy DOT-OS-OC-6.1 Work Zone Safety and Mobility Plan Policy, the goals, objectives, and guidelines in the Department’s [Work Zone Safety and Mobility Plan](#) will be considered for all projects.

A Table of Traffic Control Signs will be included in all TTC plans. A fixed location, breakaway sign layout and the applicable 634 series Standard Plate(s) for the temporary traffic control operation(s) will also be included with the deliverables for the TTC plan. All plans that contain temporary pavement markings will include a breakdown of these quantities, preferably in a table format.

The standard table for Traffic Control Signs can be found on the Downloadable files page of the SDDOT website (<https://dot.sd.gov/doing-business/engineering/design-services/downloadable-files>) under Plan Notes, then Section C – Traffic Control Notes > Sign Tab Sheet.

The traffic control standard plates can be found under the Standard Plates Index on the SDDOT website (<https://dot.sd.gov/doing-business/engineering/design-services/standard-plates>) in the drop down 634 Traffic Control.

The following items should be depicted on all fixed location, breakaway sign layouts:

- Label all important roadways joining or crossing the project, such as federal, state, and county highways and city streets.
- Show project stationing at the beginning and ending of the project and locations along the project where noting of stationing is essential such as at locations of interchanges, bridges, intersecting roads, terminal points of a major detour and haul road entrances.
- Show a North arrow.
- Show proposed sign number and descriptive legend at each location, using dimensioning or a table to show sign spacing. Location, erection, and spacing of signs will be in conformance with the current edition of the MUTCD and SDDOT policies and guidelines.

Any project where the temporary traffic control will impact pedestrian facilities will adhere to the Department's document, Temporary ADA Guidance, found under Section C – Traffic Control Notes on the Downloadable files page of the SDDOT website (<https://dot.sd.gov/doing-business/engineering/design-services/downloadable-files>). This document includes guidance for design and planning of the temporary pedestrian traffic control.

Temporary pavement marking quantities included in the plans need to be explained either through plan note or a table. This allows the field to follow how the quantities were determined and to adjust in quantities when changes are made to the sequence of operations. A plan note works well when the quantities are determined by multiplying the project length by the number of passes of temporary markings. There is a standard note depicting this. A table may be needed if there are several routes and/or more than one bid item for temporary pavement marking, to show where each type of temporary marking will be used and the quantity. A table may also be beneficial for urban reconstruction projects involving several phases and miscellaneous temporary markings such as arrows, crosswalks, and turn lanes.

Temporary Traffic Control Standard Notes

The standard notes for temporary traffic control can be found on the Downloadable files page of the SDDOT website (<https://dot.sd.gov/doing-business/engineering/design-services/downloadable-files>), Traffic Control Notes.

When listing a phone number for State Radio in the plans, ensure the correct State Radio site is referenced. A map of the State Radio Area of Responsibility can be obtained from the Operations Traffic Engineer or found at <U:\op\Operations Traffic\Work Zones\Work Zone Traffic Control\Standard Plans\StateRadioAreaOfResponsibility.pdf>

Temporary Traffic Control Standard Bid Items

Temporary Pavement Marking, Continuous 4" Edge Line (634E0620):

This bid item is no longer used. Payment for the temporary white edge line painted over the existing median side yellow edge line during two-way traffic operations (head-to-head on Interstate or four-lane divided facilities) is included in the per mile measurement for Temporary Pavement Marking, which also includes the double line of Temporary Raised Pavement Markers used to separate traffic in either direction.

Remove and Reset Traffic Control Movable Concrete Barrier (634E0705):

If the barriers need to be moved and reset on a project for a different traffic control phase, the moving of the barrier will be paid for each time it is needed to be removed and reset by utilizing this bid item. Small shifts in the placement of the barrier (not requiring loading of the barriers for movement) would not constitute the use of this item. For example, barrier used to close one lane of a two-lane bridge would not be paid for when shifting the barrier and tapers to close the other lane. Taking the barrier to the next structure on the project would.

Remove and Reset Traffic Control Concrete Barrier End Protection (634E0755):

Where movable concrete barrier is switched from closing one lane to closing an adjacent lane, we do not pay to move the barrier itself, but we do pay to move the crash cushion under this bid item.

Detour and Restriction Signing (634E1002)

Those signs being installed on the project for a detour route should be in a separate table for Detour and Restriction Signing, paid per SqFt under this bid item. This applies to special signs made for detour routes as well as standard route markers with DETOUR, cardinal direction, and arrow plaques. Also include the DETOUR AHEAD signs.

Other route restriction signs should also be placed in a separate table for Detour and Restriction Signing, paid per SqFt under this bid item, even when no dedicated detour route is marked for these restrictions. There was a significant price difference in the Traffic Control Signs and Detour Signing bid items (Detour Signing was the former description for this bid item). Because of this, the TEOP recommended overwidth and overheight restriction signs that require a sign design in the plans remain separated in the Detour and Restriction Signing item.

Temporary Business Signing (634E1020)

In April 2018, the Construction Standards Panel recommended that typically, smaller individual signs should be used for temporary business signing, although larger designs with multiple businesses shown with "Access To" at the top may be used where the signs would not be too large and become a maintenance issue in the wind. Examples of both types of signs are shown below. The panel also recommended that all temporary business signing have a blue background instead of orange, because work zones become a sea of

orange devices. Both the spacing and height of these signs need to be monitored in the field so that clutter and visibility does not become an issue for the traveling public.



Temporary Rumble Strips

SDDOT Maintenance and Construction projects have recently incorporated the use of temporary rumble strips in the work zone. Temporary rumble strips are installed perpendicular to the direction of travel with the purpose of alerting the drivers to the work zone.

The following is intended to serve as guidance to staff on the use of the temporary rumble strips, as recommended by the Traffic Engineering Operational Panel (TEOP). If you would like to submit questions regarding temporary rumble strips to the TEOP, please contact Jon Suomala, Operations Traffic Engineer, at Jon.Suomala@state.sd.us or 605-381-1591. It is not the intent of the Department to require the use of temporary rumble strips in either maintenance or construction work zones at this time.

The primary purpose of temporary rumble strips is alerting drivers, not speed reduction; therefore, they may be used on any project where increased awareness of the work zone is desired. Examples include flagger operations and lane closures. Temporary rumble strips have been used successfully in SD on Interstate segments posted at 80 mph. They may also be used in urban areas. The key is to ensure the roadway is clean before placement of the temporary rumble strips. If there is debris on the roadway, the strips will not stay in place under traffic.

There is only one brand of products currently approved for use as a temporary rumble strip, the RoadQuake 2 and RoadQuake 2F (the F is for folding) by PSS (formerly Plastic Safety Systems, Inc.). It is recommended by PSS that temporary rumble strips not be used on the following roads or surfaces:

- Surface with fresh seal coat
- Bleeding asphalt
- Soft pavement, like fresh asphalt
- Heavily rutted road
- Gravel or stone road

PSS also recommends they not be used on horizontal curves because the force and angle of the vehicle traveling in the curve could force strips to move to the outside of the curve.

Typical application of temporary rumble strips is to place two arrays of three strips across the driving lane in advance of the merging or one-lane, two-way taper. Each array should be placed some distance upstream of the last two advance warning signs before the taper. This distance and the distance between each strip depend on speed. Manufacturer's recommendations should be used regarding proper installation and maintenance of the devices in the work zone.

The RUMBLE STRIPS AHEAD sign should be used in advance of the temporary rumble strips in all work zones where they are utilized. This is recommended based on experience in other states to avoid drivers thinking the strips are a hazard on the roadway that they need to avoid. The sign should be 48" x 48" with black lettering on a fluorescent orange background.

Flaggers

The SDDOT would consider the use of Automated Flagger Assistance Devices (AFADs) in work zones for the safety of the flaggers. These devices are covered in Sections 6L.02 through 6L.04 of the MUTCD.

Pilot Car Operation - the question was raised during the MOST Pavement Preservation Traffic Control & Safety segment, as to whether the temporary traffic control device taper behind the flagger is necessary when pilot cars are utilized for escorting traffic through the work area. The thought was that it would not be necessary, as the pilot car is essentially the device guiding traffic. This was confirmed by the FHWA Safety and ROW Engineer on April 17, 2014, that indeed, a taper is not required behind the flagger when traffic is being controlled by the coordination of a pilot car and flaggers.

Work Zone Speed Limits

Information regarding work zone speed limits can be found in [Chapter 15 - Work Zone Traffic Control](#) of the SDDOT Construction Manual and South Dakota Codified Law 32-25-19.1.

DOT Cop Program

Information regarding work zone speed limits can be found in [Chapter 15 - Work Zone Traffic Control](#) of the SDDOT Construction Manual. There is also a document put together by the Roadway Safety Consortium for [Guidelines on Use of Law Enforcement in Work Zones](#), available in the National Work Zone Safety Information Clearinghouse at workzonesafety.org.

DOT Cop hours are limited by DOT budgets to approximately 250 hours per Region. Other speed control methods should be utilized in lieu of or in conjunction with DOT Cops.

Maximum Lane Closures on Interstate and High-Speed Multilane Highways

Information regarding maximum lane closures on Interstate and high speed multilane highways can be found in [Chapter 15 – Work Zone Traffic Control](#) of the SDDOT Construction Manual.

TTC Policies

The following Policy is related to temporary traffic control:

- Work Zone Safety and Mobility Plan Policy

Traffic Signals & Roadway Lighting

General

Information regarding the design and planning of traffic signals and roadway lighting can be found in the Road Design Manual, Chapter 15 – Traffic (<https://dot.sd.gov/doing-business/engineering/design-services/forms-manuals>). This manual contains mainly information on the operations side of traffic signals and roadway lighting for the state. Any decisions made by the Traffic Engineering Operational Panel (TEOP) regarding the design and planning of traffic signals and roadway lighting will be included in this manual, along with reference to all policies related to traffic signals and roadway lighting.

Traffic Signal Inspection Checklist

The Traffic Signal Inspection Checklist available from the Operations Support Office is to be used at the on-site inspection upon completion of a traffic signal installation. The on-site inspection will be conducted by the Project Engineer or Region Traffic Engineer with the Contractor, City Traffic Engineer, and the Traffic Design Engineer present. The inspection will be held as soon as possible to ensure traffic signals are not operational with timing and other defects or issues that could present a hazard to vehicular or pedestrian traffic.

Traffic Signal and Roadway Lighting Policies

The following Policies are related to traffic signals and roadway lighting:

- Lighting on State Highways
- Traffic Signals on State Highways

Traffic Signal Controller Cabinet Decorative Wraps

The SDDOT regularly receives requests from local municipalities to install decorative wraps on the traffic signal controller cabinets located at signalized intersections as a way to try to improve the aesthetics of the area. Decorative wraps may be installed by the municipality at their expense if they do not affect the functionality of the cabinet, they do not contain any advertising, and the design is reviewed and approved by the Region Traffic Engineer. A permit to occupy ROW is not needed as this work can be covered by the signal maintenance agreement.

Safety/Misc.

Speed Limits

The following procedure must be followed for the establishment of speed zones as authorized in SDCL 32-25-7, whereby the Transportation Commission may establish, by rules promulgated pursuant to chapter 1-26, a maximum speed limit of less than that established by §§ 32-25-1.1 and 32-25-4 upon any highway or portion of highway under the jurisdiction of the Department of Transportation, and any portion of highway under the jurisdiction of a state or federal agency if requested by the agency.

Most engineering approaches to speed limit setting are based on the 85th-percentile speed – the speed at which 85% of free-flowing traffic is traveling at or below. The typical procedure is to set the speed limit at or near the 85th-percentile speed. Adjustments to either increase or decrease the speed limits may be made depending on infrastructure and traffic conditions.

Setting a speed limit based on the 85th-percentile speed was originally based on safety. Specifically, research at the time had shown that traveling at or around this speed yields the lowest crash risk for drivers. The 85th-percentile speed also reflects the collective judgment of the vast majority of drivers as to a reasonable speed for given traffic and roadway conditions. This is aligned with the general sentiment that laws should not make people acting reasonably into law-breakers; setting speed limits lower than 85th-percentile speed does not encourage compliance with the posted speed limit. Use of the 85th-percentile speed to set speed limits has the advantage of providing residents, businesses, and pedestrians with a realistic expectation of actual vehicular speeds.

Procedures for Setting Speed Limits

I. Requests for Speed Limit Changes

Requests for speed limit changes can come from the public, whether private citizens or local government agencies. The DOT can also decide to initiate the procedure to change a proposed speed limit.

1. SDDOT Employees should direct all speed limit requests to the appropriate Region Traffic Engineer.
2. The Region Traffic Engineer will analyze requests for speed limits to determine if a speed study is necessary.
 - a. If the location has been analyzed in the past, and no changes to the location or conditions have occurred since, denial of the request can be relayed to the requesting agency or individual.
 - b. If the location has not been analyzed before, determine if conditions at the location or justification made by the requesting agency or individual warrant further investigation of the request.

3. The Region Traffic Engineer will review the road's environment, features, and condition and traffic characteristics.
 - a. The following features may be included in the review:
 - The existing speed limit
 - The character of the surrounding land environment (rural, suburban, urban)
 - The functional classification of the road
 - The roadside development information (number of accesses, types of businesses, etc.)
 - The roadway characteristics (lane width and number of lanes, medians, parking, etc.)
 - Vehicle, bicycle, and pedestrian activity
 - The presence of other items such as roadway lighting, sidewalks, bicycle lanes, etc.)
 - b. Adjustments for roadway factors may reduce the recommended speed by as much as 10 mph below the 85th-percentile speed based on engineering judgment that includes consideration of the following factors:
 - Narrow roadway pavement widths of less than 20 feet total.
 - Horizontal and vertical curves with limited sight distance.
 - High driveway density and/or driveways with restricted visibility.
 - Rural residential or developed areas with a higher potential for pedestrian and bicycle traffic.
4. Region Traffic staff will perform a speed study to observe and measure vehicle speeds at one or more representative spots along the road in ideal weather and under free-flowing conditions.
 - a. The procedure includes the use of radar speed detecting equipment to record the speed of at least 100 vehicles passing a designated point along the highway segment.
 - b. More than one point may be used to observe and collect vehicle speeds at the discretion of the Region Traffic Engineer.
5. The Region Traffic Engineer or designee will perform an analysis of vehicle speeds to determine 85th-percentile speed and other characteristics.
6. The Region Traffic Engineer will review the road's crash history as provided by the Highway Safety Engineer.
 - a. Adjustments made for crash data may be lower than the 85th-percentile speed, but normally no more than 7 mph lower.
 - b. If the crash rate for a two-year period is much higher than the average for other roadways of similar classifications, adjustments may be considered.
 - c. Adjustments may be made based on crash data when enforcement agencies will assure a degree of enforcement that will make the speed zone effective.
7. The Region Traffic Engineer will review any unusual conditions not readily apparent.
8. The Region Traffic Engineer will make a recommendation of the appropriate speed limit for the segment of roadway investigated.

9. The Region Traffic Engineer will notify the requesting agency or individual of approval or denial of the requested speed limit.

II. Approved Speed Limit Request

If the department has recommended approval of a speed limit request, the next step in the process is to submit a speed limit administrative rule proposal to the Transportation Commission. These proposals are agenda items at regularly scheduled meetings of the Transportation Commission and not phone conference meetings.

The Rules Review Committee has requested that speed limit administrative rules not be served to them during the legislative session held January – March. Therefore, the DOT will typically avoid having a Public Hearing on such rules in December, January, or February. Per the procedure for public notice, service, and hearing required for adoption, amendment, or repeal of rules set forth in SCDL 1-26-4, the notice needs to be served at least twenty days before the public hearing. Because of the Thanksgiving holiday, the November Transportation Commission meeting is typically moved up and thus there is not the required twenty days available between the October Transportation Commission meeting and the November Transportation Commission meeting. Therefore, a Public Hearing is also typically not held in November.

The requesting agency or individual should be notified of the reason for the delay if an approved speed limit request falls within the aforementioned time periods.

1. The Region Traffic Engineer or designee will out a DOT-290 Permanent Speed Reduction form and send it to the Operations Traffic Engineer. This will require:
 - a. The proposed new or revised speed limit administrative rule(s).
 - b. The estimated cost to make the necessary signing changes if approved.
 - c. An explanation of the proposed speed limits and the justification for the recommendation.
 - d. Concurrence from city officials, local law enforcement, and the SD Highway Patrol.
 - e. A map of the existing and proposed speed limits.
2. The Operations Traffic Engineer will verify concurrence with the recommendation to approve the request for speed limit changes. The Operations Traffic Engineer will discuss as needed with the Region Traffic Engineer.
3. The Operations Traffic Engineer will check the DOT-290 Permanent Speed Reduction form for accuracy and information.
4. The Operations Traffic Engineer will send the DOT-290 to the DOT Chief Legal Counsel to submit for the next Transportation Commission meeting agenda.
 - a. All items for Transportation Commission meeting agendas need to be submitted at least one week prior to the scheduled meeting. The DOT Legal Office will require time to go over the request and to draft and file the required legal documents prior to submitting for the agenda.
5. The Chief Legal Counsel will draft the proposed speed limit administrative rule changes.

6. The Chief Legal Counsel will submit the proposed speed limit administrative rule changes and the DOT-290 as a Legal item to request a Public Hearing for the proposed speed limit at the next Transportation Commission meeting.
7. At the Transportation Commission meeting, the Chief Legal Counsel will request a Public Hearing for the proposed speed limit administrative rule changes for the next Transportation Commission meeting.
8. Prior to the Public Hearing, the Operations Traffic Engineer will discuss the proposed speed limit administrative rule(s) with the DOT Chief Legal Counsel.
9. At least three days prior to the deadline for agenda items, which is one week prior to the scheduled Public Hearing, the Operations Traffic Engineer should contact the DOT Chief Legal Counsel to ensure the Public Hearing is submitted as a Legal item for the Transportation Commission agenda, along with the necessary attachments that include the proposed speed limit administrative rule change and the DOT-290.
10. The Operations Traffic Engineer will be present at the Public Hearing in case questions are asked by the Commissioners that the Chief Legal Counsel would need answered by a technical expert.
11. The Chief Legal Counsel will present the proposed speed limit administrative rule changes to the Transportation Commission for Public Hearing, discussion, and approval.
12. If approved by the Transportation Commission, the Chief Legal Counsel will serve the minutes of the hearing, a complete record of written comments, the fiscal note, and a corrected copy of the rule(s) on the members of the Interim Rules Review Committee.
13. The Chief Legal Counsel will appear before the Rules Review Committee meeting to present the rules. If requested, the Operations Traffic Engineer will attend the Rules Review Committee meeting with the Chief Legal Counsel to provide technical expertise as needed.
14. If approved by the Rules Review Committee, the speed limit administrative rule changes will be filed and become effective, typically within a couple weeks. The Chief Legal Counsel will notify the Operations Traffic Engineer and the Region Traffic Engineer of the date when the new rules will take effect.

III. Denied Speed Limit Request

If a requesting agency or individual wishes to pursue a request for speed limit changes that has been denied by the Department, the requesting agency or individual will be informed of the procedure for pursuing the request.

1. The Region Traffic Engineer will notify the Operations Traffic Engineer of the requesting agency or individual's desire to pursue the denied request, including contact information for the requesting agency or individual.
2. The Operations Traffic Engineer will verify concurrence with the recommendation to deny the request for speed limit changes. The Operations Traffic Engineer will discuss as needed with the Region Traffic Engineer.
3. The Operations Traffic Engineer will contact the requesting agency or individual and inform them of the following procedure for a person outside a state agency to

propose a change to an administrative rule, as set out in SDCL 1-26-13. Petition for rules:

- a. As described in SDCL 1-26-13, a petition is needed that must contain the identification of the rule sought to be changed or repealed, the text or substance to an existing rule, and the reasons for the proposal.
 - b. Should the requesting agency or individual choose to file a petition, the Department has 30 days to either deny the petition in writing stating the reasons for the denial, or to initiate the rule-making process.
 - c. The petition is sent to the Secretary of Transportation at 700 E Broadway Ave, Pierre, SD 57501.
4. Once the petition is received by the DOT, the Operations Traffic Engineer will work with the Chief Legal Counsel to draft a response for the Secretary of Transportation to send to the requestor. The Secretary of Transportation has 30 days to respond to a petition. Typically, DOT will put the petition on the next Transportation Commission meeting agenda to request a public hearing. If the DOT denies the petition to go before the Transportation Commission, the Chief Legal Counsel must submit this information to the Legislative Rules Review Committee.
5. If the petition is being put on the next Transportation Commission meeting agenda to request a public hearing, Steps II.5 through II.14 above will be followed.

Related Documents

- SDCL 1-26-4. Notice, service, and hearing required for adoption, amendment, or repeal of rules
- SDCL 1-26-13. Petition for rules
- SDCL 32-25-7. Establishment of speed zones
- SDCL 32-25-7.1. Establishment of maximum speed limit on any divided four-lane highway in rural areas
- SDCL 32-25-10. Changing speed or extent of established zone.

Rumble Strips and Stripes

A rumble strip does not have a pavement marking inside the rumble, a rumble stripe does.

The Materials and Surfacing Office requires a seal coat any time we are grinding in rumble strips, whether they are edge line, centerline, or transverse. A fog seal is preferable to a flush seal to eliminate sand in the rumble strip, but whichever is being placed on the project will work.

Sinusoidal centerline rumble stripes cannot be chip sealed. They will need to be shielded from the chip sealing operation and then a fog seal will need to be applied.

Lane-Reduction Transitions

Where the number of lanes travelling in a certain direction on a roadway is being reduced by one, the pavement markings and signing associated with the lane-reduction transition should show that the right lane is the lane that is ending and the left lane continues, unless the highway geometry dictates otherwise. An example where the highway geometry dictates that the left lane ends could be a three-lane section over the top of a hill where a climbing lane is provided for the direction going up the hill on each side, and at the top of the hill the center lane switches from one direction to the other.

In cases where the lane-reduction transition is located on a freeway or expressway on-ramp where multiple signalized left-turn lanes are upstream of the transition, consider using two W4-8 Single-Lane Transition signs and two W9-4 Lanes Merge signs and the appropriate associated pavement markings in an effort to get drivers to use each of the multiple left-turn lanes at the signalized intersection equally.