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## MEMORANDUM

TO: Joel Jundt

FROM: Karla L. Engle

DATE: August 9, 2024

RE: August 15, 2024 Commission Meeting

The Department of Transportation requests the Transportation Commission set a hearing date to consider amendments to the following administrative rules:

- 70:01:02:25. Douglas County.
- 70:01:02:32. Hamlin County.
- 70:01:02:63. Walworth County.
- 70:04:02:23. Trailblazing signs.
- 70:04:05:04. Criteria for aerial facilities.
- 70:04:05:06. Criteria for underground pipeline facilities.
- 70:04:05:11. Construction, relocation, and maintenance -- Traffic control.
- 70:04:05:14. Application for utility permit.
- Chapter 70:04:05 Appendix A
- 70:04:05.01:02. Applicable standards.
- 70:04:07:07. Specific requirements for signs.
- 70:04:07:10. Symbols on tourist-oriented directional signs.
- 70:09:01:01. Definitions.
- 70:09:01:07. Traffic impact study requirement.

I enclose a copy of the proposed rule revisions with this memo. Thank you.

KLE  
Enclosure

**70:01:02:25. Douglas County.** The following are the maximum speeds on certain highways in Douglas County:

(1) U.S. Highway 281 beginning 0.46 mile south of Main Street in Corsica, then north for 0.25 mile, ~~45~~ forty-five miles per hour; then north for ~~0.36~~ 0.53 mile, ~~35~~ thirty-five miles per hour; then north for ~~0.45~~ 0.28 mile, ~~45~~ forty-five miles per hour;

(2) U.S. Highway 281 beginning 0.15 mile south of Johnson Street in Armour, then north to Johnson Street, ~~45~~ forty-five miles per hour; then from Johnson Street north through Armour to Ninth Street, ~~30~~ thirty miles per hour; then north for 0.15 mile, ~~45~~ forty-five miles per hour.

**Source:** SL 1975, ch 16, § 1; 4 SDR 88, effective June 26, 1978; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 16 SDR 40, effective September 7, 1989; 33 SDR 189, effective May 15, 2007.

**General Authority:** SDCL 32-25-7.

**Law Implemented:** SDCL 32-25-7.

**70:01:02:32. Hamlin County.** The following are the maximum speeds on certain highways in Hamlin County:

(1) State Trunk Highway 28 beginning ~~0.33~~ 0.2 mile ~~east~~ west of State Trunk ~~55~~ fifty-five miles per hour;

(2) State Trunk Highway 28 beginning 0.22 mile west of the southeast corner of section 24, township 113 north, range 51 west of the fifth principal meridian, then west for 0.3 mile, ~~45~~ forty-five miles per hour; then west for 0.57 mile, ~~35~~ thirty-five miles per hour; then west for 0.2 mile, ~~45~~ forty-five miles per hour;

(3) State Trunk Highway 28 beginning 0.35 mile west of the junction with South Broadway Street in Bryant, then east 0.2 mile, ~~45~~ forty-five miles per hour; then east 0.83 mile, ~~35~~ thirty-five miles per hour; then east 0.2 mile, ~~45~~ forty-five miles per hour;

(4) U.S. Highway 81 beginning at the Hamlin and Brookings county line, then north for 1.25 miles, ~~40~~ forty miles per hour;

(5) State Trunk Highway 21 beginning at the junction of State Trunk Highway 21 and State Trunk Highway 28, then north 5.0 miles to a point 1,500 feet south of Third Avenue in Hayti, ~~55~~ fifty-five miles per hour; then north 1,000 feet, ~~45~~ forty-five miles per hour; then north to Third Avenue, ~~25~~ twenty-five miles per hour; then east ~~on Third Avenue~~ to Fourth Street, ~~25~~ twenty-five miles per hour; then north ~~on Fourth Street from Third Avenue~~ to First Avenue, ~~25~~ twenty-five miles per hour; then east ~~on First Avenue~~ 900 feet, ~~25~~ twenty-five miles per hour; then east 1,000 feet, ~~45~~ forty-five miles per hour;

(6) State Trunk Highway 28 beginning 2.6 miles east of the junction of U.S. Highway 81, then east for 1.6 miles, ~~55~~ fifty-five miles per hour;

(7) State Trunk Highway 22 beginning 0.38 mile west of the junction of State Trunk Highway 22 and County Road "C", then east for 0.59 mile, ~~55~~ fifty-five miles per hour; and

(8) State Trunk Highway 22 beginning 0.1 mile west of the junction with 450<sup>th</sup> Avenue, then east through Thomas for 0.47 mile, ~~55~~ fifty-five miles per hour.

**Source:** SL 1975, ch 16, § 1; 4 SDR 26, effective October 31, 1977; 6 SDR 109, effective May 29, 1980; 7 SDR 25, effective September 22, 1980; 7 SDR 117, effective June 21, 1981; 11 SDR 73, effective November 29, 1984; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 20 SDR 45, effective October 4, 1993; 22 SDR 165, effective June 2, 1996; 24 SDR 56, effective November 3, 1997; 28 SDR 24, effective August 29, 2001; 28 SDR 181, effective July 4, 2002; 33 SDR 63,

effective October 18, 2006; 38 SDR 8, effective August 3, 2011; 38 SDR 58, effective October 18, 2011; 44 SDR 184, effective June 25, 2018; 46 SDR 64, effective November 25, 2019.

**General Authority:** SDCL 32-25-7.

**Law Implemented:** SDCL 32-25-7.

**70:01:02:63. Walworth County.** The following are the maximum speeds on certain highways in Walworth County:

(1) All roads within the limits of the Indian Creek Park, ~~35~~ thirty-five miles per hour or ~~20~~ twenty miles per hour, as posted;

(2) State Trunk Highway 1804 beginning at the west junction with U.S. Highway 12 in Mobridge, then north for 0.5 mile, ~~25~~ twenty-five miles per hour; then north for 0.3 mile, ~~40~~ forty miles per hour; then north 3.9 miles to the Walworth-Campbell county line, ~~55~~ fifty-five miles per hour;

(3) U.S. Highway 12 beginning 0.76 mile north of the junction with State Trunk Highway 130, then south for 0.2 mile, ~~45~~ forty-five miles per hour; then south for 0.94 mile, ~~35~~ thirty-five miles per hour; then south for 0.2 mile, ~~45~~ forty-five miles per hour;

(4) State Trunk Highway 130 beginning at the junction with U.S. Highway 12 in Selby, then east for 0.7 mile, ~~25~~ twenty-five miles per hour; then east for 0.15 mile, ~~35~~ thirty-five miles per hour; then east to its junction with State Trunk Highway 271, ~~55~~ fifty-five miles per hour;

(5) U.S. Highway 12 ~~and State Trunk Highway 20~~ in Mobridge beginning at the junction with County Road 314, then west for 0.5 mile, ~~40~~ forty miles per hour; then west for 1.3 miles, ~~30~~ thirty miles per hour; then northwest for 1.6 miles, ~~45~~ forty-five miles per hour; then northwest for 1.5 miles, ~~55~~ fifty-five miles per hour;

(6) State Trunk Highway 271 in Java beginning at its junction with State Trunk Highway 130, then east 0.1 mile, ~~55~~ fifty-five miles per hour; then east 0.5 mile, ~~45~~ forty-five miles per hour; then north to the Walworth-Campbell county line, ~~55~~ fifty-five miles per hour;

(7) State Trunk Highway 1804 beginning at its east intersection with U.S. Highway 12, then south 12.48 miles, ~~55~~ fifty-five miles per hour;

(8) State Trunk Highway 271 beginning at its junction with U.S. Highway 12, then north 4.0 miles to its junction with State Trunk Highway 130, ~~55~~ fifty-five miles per hour;

(9) State Trunk Highway 47 beginning ~~0.7 mile east of at~~ its west junction with State Trunk Highway 20, then ~~north to its junction with U.S. Highway 12,~~ ~~55~~ east 0.4 mile, fifty-five miles per hour;

(10) State Trunk Highway 20 beginning at its junction with U.S. Highway 83, then east to its west junction with State Trunk Highway 47, ~~55~~ fifty-five miles per hour; and

(11) State Trunk Highway 144 beginning in Akaska, then east 0.27 mile, ~~25~~ twenty-five miles per hour; then east 0.51 mile, ~~45~~ forty-five miles per hour.

**Source:** SL 1975, ch 16, § 1; 3 SDR 75, effective May 1, 1977; 5 SDR 91, effective April 29, 1979; 6 SDR 5, effective July 30, 1979; 7 SDR 25, effective September 22, 1980; 11 SDR 112, effective February 25, 1985; 13 SDR 36, effective October 5, 1986; 13 SDR 77, effective December 28, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 18 SDR 134, effective February 24, 1992; 19 SDR 89, effective December 21, 1992; 22 SDR 165, effective June 2, 1996; 23 SDR 132, effective February 27, 1997; 25 SDR 48, effective October 4, 1998; 36 SDR 27, effective August 23, 2009; 47 SDR 109, effective April 26, 2021; 49 SDR 31, effective October 3, 2022.

**General Authority:** SDCL 32-25-7.

**Law Implemented:** SDCL 32-25-7.

**70:04:02:23. Trailblazing signs.** A trailblazing sign shall be installed if the route to the business requires a direction change, or if there is a question as to which roadway to follow or if additional guidance is needed. A trailblazing sign is not allowed on a state highway if:

- (1) The business is visible from the roadway and the business's access is readily apparent;
- (2) If a business is eligible for a tourist-oriented directional sign in accordance with ARSD chapter 70:04:07;
- (3) The business is currently signed with an on-right-of-way or off-right-of-way directional sign; or
- (4) The trailblazing sign is not constructed and installed in accordance with the ~~2009~~ edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition.

**Source:** 40 SDR 102, effective December 3, 2013.

**General Authority:** SDCL 31-29-80.1.

**Law Implemented:** SDCL 31-29-80.1.

**Reference:** "Signs," Part ~~H~~ 2, Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, December 2023, Federal Highway Administration, U.S. Department of Transportation, ~~2009~~. Copies may be ~~obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Cost \$22~~ viewed and printed free of charge at: [https://mutcd.fhwa.dot.gov/pdfs/11th\\_Edition/mutcd11thedition.pdf](https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf).

**70:04:05:04. Criteria for aerial facilities.** The criteria for aerial facilities are as follows:

- (1) Ground-mounted supports for aerial facilities and other appurtenances shall be located as near to the right-of-way line as possible and shall provide a clear zone in accordance with the

American Association of State Highway and Transportation Officials "Roadside Design Guide."  
In curb and gutter roadway sections, ground-mounted supports and other appurtenances shall be located a minimum of 6 feet beyond the back side of the curb;

(2) Ground-mounted supports or other protruding appurtenances within the clear zone shall be constructed with a breakaway feature or be protected in accordance with the American Association of State Highway and Transportation Officials "Roadside Design Guide," when the speed limit is over 30 miles per hour;

(3) Aerial facilities shall completely span the highway. If there is a median over 80 feet wide, a supporting structure may be placed in the median if a clear zone can be maintained in accordance with the American Association of State Highway and Transportation Officials "Roadside Design Guide", Fourth Edition;

(4) The minimum vertical clearance for power and communication lines above the highway and the lateral and vertical clearance from the bridges shall conform to the "2023 National Electrical Safety Code," ~~1987 edition~~;

(5) Breakaway supports or guide rails are not required when the support or appurtenance is located beyond deep drainage ditches, approaches, retaining walls, and other protected locations;

(6) In urban areas, a five foot minimum walkway shall be maintained clear to facilitate travel by the visually impaired and the handicapped.

**Source:** SL 1975, ch 16, § 1; transferred from § 70:01:08:08, 11 SDR 112, effective February 25, 1985; transferred from § 70:01:08:25, effective November 1, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989.

**General Authority:** SDCL 31-26-22.

**Law Implemented:** SDCL 31-26-3, 31-26-5, 31-26-22.

**References:** ~~"Roadside Design Guide,"~~ **Roadside Design Guide, Fourth Edition, 2011,**

~~American Association of State Highway and Transportation Officials (AASHTO), 1989.~~ Copies may be obtained ~~from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, N.W., Suite 225, Washington, D.C. 20001 at~~ <https://store.transportation.org/item/collectiondetail/105>. Cost ~~\$35:~~ \$267.

~~"National Electrical Safety Code,"~~ **2023 National Electrical Safety Code,** Institute of Electrical and Electronics Engineers, ~~Inc., 1987 Edition~~ Standards Association. Copies may be obtained ~~from the Institute of Electrical and Electronics Engineers, Inc., Standards Association, 345 East 47th Street, New York, New York 10017 at~~ [https://store accuristech.com/ieee/standards/ieee-c2-2023?product\\_id=2254672](https://store accuristech.com/ieee/standards/ieee-c2-2023?product_id=2254672). Cost ~~\$31:~~ \$214.

**70:04:05:06. Criteria for underground pipeline facilities.** The criteria for underground pipeline facilities are as follows:

(1) Longitudinal installations must be located as near the right-of-way line as possible. In curb and gutter highway sections, the installation may be placed under the parking lanes or, if none, the outside driving lane when it cannot be placed beyond the curb. The region engineer may grant an exception to this requirement if the utility is tying into existing pipelines;

(2) Installations must be in as straight a line as possible. Installations must indicate crossings and longitudinal occupation by means of markers or manholes which must be placed as shown on the approved utility permit;

(3) Crossings of paved surfaces must be made by boring or jacking. Boring or jacking must be continuous from toe of inslope to toe of inslope or back of curb to back of curb.

Crossings of gravel or unpaved surfaces may be made by open trench. Justified unusual cases,



such as tying into existing pipelines on roadways with older surfacing and other similar cases, may be made by open cut installations;

(4) Pipeline crossings carrying hazardous materials, rural pipeline crossings carrying nonhazardous materials, pipeline crossings with diameters of 6 inches or more, and pipeline crossings operating at pressures of 80 psig or more must be encased. However, welded steel pipeline crossings may be installed without encasement provided that they meet the following requirements:

(a) Have increased wall thickness or higher strength steel or both;

(b) Have increased depth of cover;

(c) Are marked in accordance with subdivision (2) of this section; and

(d) Are designed to withstand internal design pressures and the superimposed loads of the roadway and traffic, including that of construction machinery;

(5) Pipelines carrying hazardous materials must conform with 49 C.F.R. Part 192, "Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards" (November 1, 1983), or 49 C.F.R. Part 195, "Transportation of Hazardous Liquids by Pipelines," (November 1, 1983), as applicable;

(6) The minimum depth of cover over the installations to the surface is four feet under rural roadway sections, two feet under curb and gutter roadway sections, and three feet under other areas within the right-of-way;

(7) Open cut installations must be performed in compliance with the "Open Cut Method of Utility Installation or Repair" as revised April 1, 1989. See Appendix A at the end of this chapter;

(8) Location of manholes and longitudinal pipelines must be in accordance with the "A Guide for Accommodating Utilities Within Highway Right-of-way within Highways and Freeways," 1981 2024.

**Source:** SL 1975, ch 16, § 1; 11 SDR 22, effective August 12, 1984; transferred from § 70:01:08:10, 11 SDR 112, effective February 25, 1985; transferred from § 70:01:08:27, effective November 1, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989; 21 SDR 61, effective September 19, 1994.

**General Authority:** SDCL 31-26-22.

**Law Implemented:** SDCL 31-26-22.

**Reference:** "A Guide for Accommodating Utilities Within Highway Right-of-Way Guide for Accommodating Utilities within Highways and Freeways," 2024, American Association of State Highway and Transportation Officials (AASHTO), 1981. Copies may be obtained from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, N.W., Suite 225, Washington, D.C. 20001 at <https://store.transportation.org/Item/CollectionDetail?ID=262>. Cost: \$286.

**70:04:05:11. Construction, relocation, and maintenance -- Traffic control.** Utilities shall plan construction, relocation, and maintenance activities to minimize hazards and inconvenience to the traveling public. Utilities shall provide traffic control and signing in accordance with the requirements of Part VI 6 of the Manual on Uniform Traffic Control Devices Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, 1985, as amended and in effect on January 24, 1989.

**Source:** SL 1975, ch 16, § 1; 11 SDR 22, effective August 12, 1984; transferred from § 70:01:08:06, 11 SDR 112, effective February 25, 1985; transferred from § 70:01:08:32,

effective November 1, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989.

**General Authority:** SDCL 31-26-22.

**Law Implemented:** SDCL 31-26-3, 31-26-22.

**Reference:** "~~Work Zone Temporary~~ Traffic Control ~~Standards and Guidelines~~," Part ~~VI~~6, **Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, December 2023, Federal Highway Administration, U. S. Department of Transportation, ~~1985, as amended by revisions dated March 9, 1987, and January 24, 1989~~. Copies may be ~~obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402~~ viewed and printed free of charge at:  
[https://mutcd.fhwa.dot.gov/pdfs/11th\\_Edition/mutcd11thedition.pdf](https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf). ~~Cost \$44.~~**

**70:04:05:14. Application for utility permit.** The owner of a utility shall submit an application to the applicable region engineer for a utility permit for the installation, relocation, and expansion of utility facilities on a state highway within the right-of-way. Each permit application shall contain a description, including dimensions, of the proposed utility installation and a detailed plan or sketch showing the physical placement of the utility with relation to highway features. For complex installations which appreciably affect traffic patterns, a detailed traffic control plan showing the proposed signing and delineation layout is required. Traffic control, in accordance with Part ~~VI~~6 of the Manual on Uniform Traffic Control Devices for Streets and Highways, 1985, as amended and in effect on January 24, 1989 Eleventh Edition, must be provided. An approved utility permit allows for the maintenance of a utility installation, although the utility must notify the nearest department maintenance unit before repairs are made within the right-of-way.

**Source:** SL 1975, ch 16, § 1; 11 SDR 22, effective August 12, 1984; transferred from § 70:01:08:19, 11 SDR 112, effective February 25, 1985; transferred from § 70:01:08:35, effective November 1, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989.

**General Authority:** SDCL 31-26-22.

**Law Implemented:** SDCL 31-26-22.

**Reference:** "~~Work Zone Temporary~~ Traffic Control ~~Standards and Guidelines~~," Part ~~VI 6~~, **Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, December 2023**, Federal Highway Administration, U. S. Department of Transportation, ~~1985, as amended by revisions dated March 9, 1987, and January 24, 1989~~. Copies may be ~~obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402~~ viewed and printed free of charge at: [https://mutcd.fhwa.dot.gov/pdfs/11th\\_Edition/mutcd11thedition.pdf](https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf). ~~Cost \$44.~~

DEPARTMENT OF TRANSPORTATION

OPEN CUT METHOD OF UTILITY

INSTALLATION OR REPAIR

**Chapter 70:04:05**

**APPENDIX A**

**SEE: § 70:04:05:06**

**Source:** 15 SDR 185, effective June 4, 1989.

APPENDIX A

OPEN CUT METHOD OF  
UTILITY INSTALLATION OR REPAIR

ISSUED 12/7/76

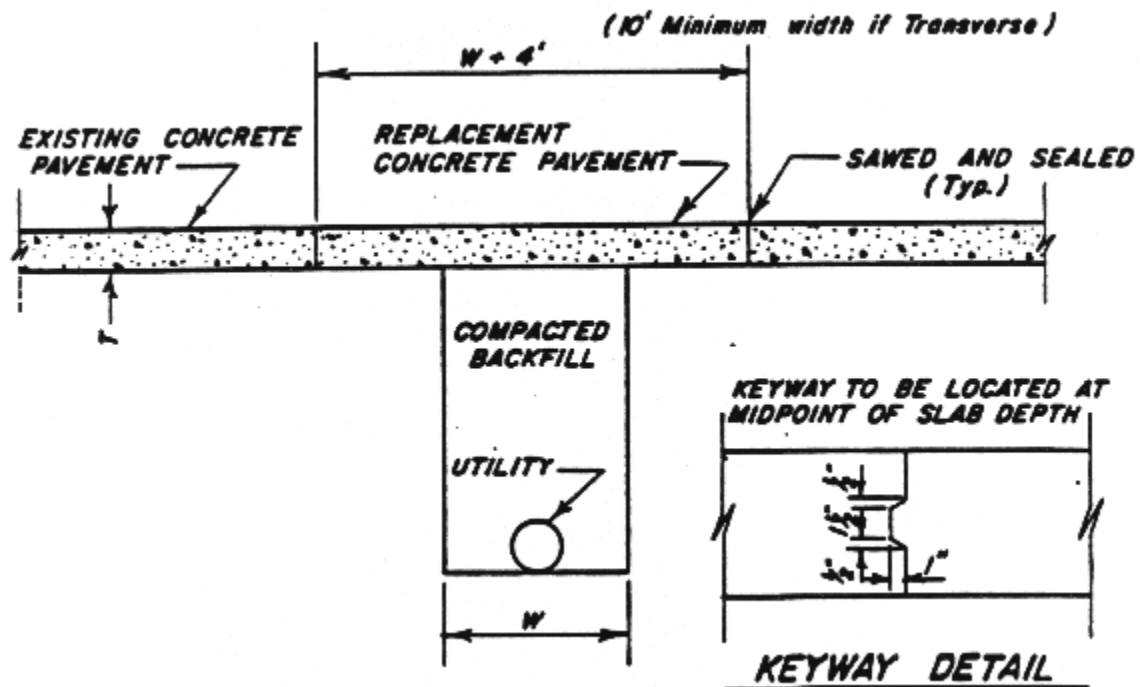
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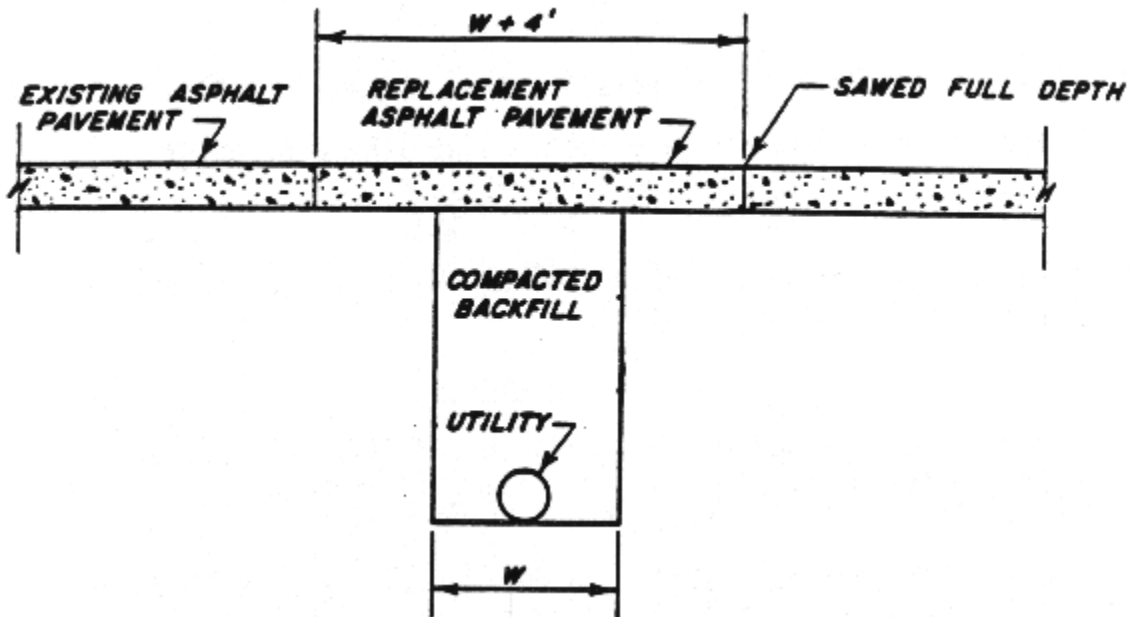
The open cut method of installation or repair of utilities under asphalt or concrete pavements will be allowed when, in the opinion of the region engineer, jacking, boring, tunneling, or similar methods are not feasible or practical.

The open cut method shall be accomplished in accordance with the following:

TYPICAL SECTION FOR CONCRETE PAVEMENT



## TYPICAL SECTION FOR ASPHALT PAVEMENT



## TRAFFIC CONTROL

Signing and safety devices shall be utilized in accordance with requirements of Part ~~VI~~ 6 of the Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition.

## PAVEMENT REMOVAL

## Concrete

The opening in the existing pavement shall be made by sawing full depth.

On longitudinal occupancy, the pavement shall be removed full panel width.

On transverse occupancy, the pavement shall be removed a minimum of 10 feet wide. If within 10 feet of a joint, it shall be removed to 2 feet beyond the joint.

Deformed dowel bars shall be installed prior to replacing the concrete in accordance with the attached details.

All contraction and longitudinal joints shall be replaced at the original location and sealed with a low modulus silicone sealant.

When the concrete has an asphalt overlay, the asphalt shall be removed at least 6 inches beyond the concrete removal.

For small disturbed areas and other unique situations, the region engineer may approve deviations from the above requirements.

The concrete removed shall be disposed of by the contractor.

### **Asphalt**

The opening in the existing pavement shall be made by sawing full depth.

The asphalt removed shall be disposed of by the contractor.

### **EXCAVATION**

All unstable material, as determined by the region engineer, shall be removed and disposed of by the contractor.

### **BACKFILL**

The excavated material may be used for backfill unless found to be unsuitable by the region engineer. Any other material proposed for backfill must be approved by the region engineer before being used.

The backfill material shall be placed in layers not to exceed 6 inches in loose depth. Each layer shall be uniformly compacted to a minimum of 95 percent of maximum dry density before successive lifts are placed. The backfill material shall be compacted at a moisture content of no less than 4 percentage points below the optimum moisture content.

The Maximum Dry Density and Optimum Moisture Content shall be determined by ~~Test No. S.D. 104 (AASHTO T99)~~ T 99, Standard Method of Test for Moisture-Density Relations of Soils Using a 2.5-kg (5.5-lb) Rammer and a 305-mm (12-in.) Drop, 2022. The requirement for compliance with density and moisture specifications may be waived at the option of the region engineer.

## **SURFACING REPLACEMENT**

### **Granular Material**

Granular material shall be replaced to the previous depth with in-kind material or material which must be approved by the region engineer before being used.

Materials shall be satisfactorily compacted as approved by the region engineer.

### **Concrete Pavement**

If the area abuts an existing joint, the joint shall be formed with styrofoam or other material approved by the region engineer to provide for contraction and expansion.

The concrete used for replacement shall contain 650 lbs. of cement per cubic yard.

If the concrete is replaced in more than one pour, a keyway, as shown in the detail drawing at the beginning of the Appendix, shall be installed between each pour.

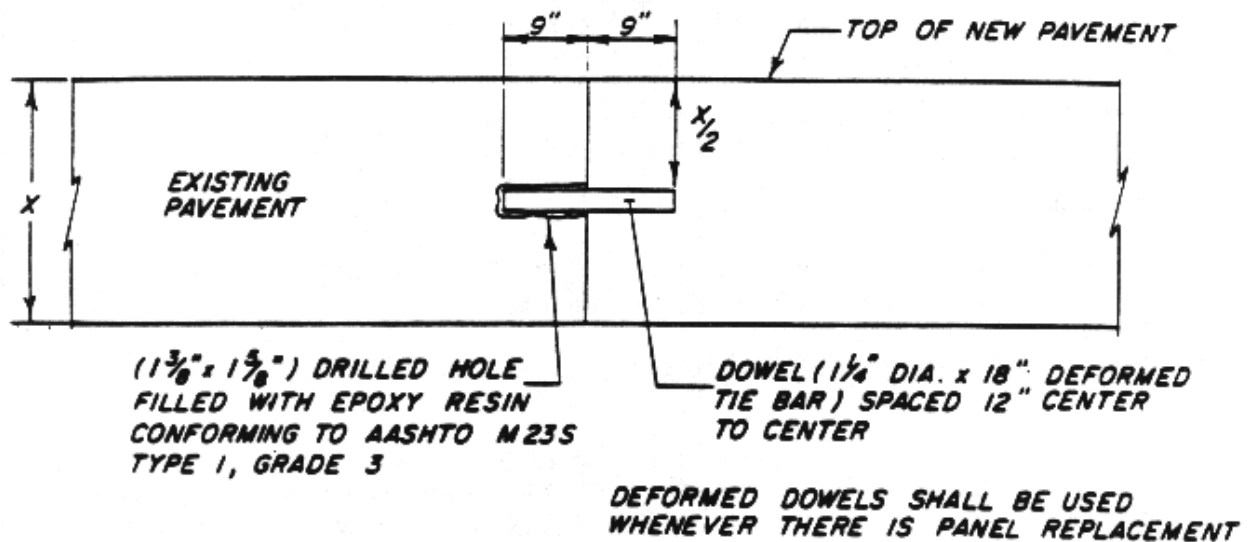
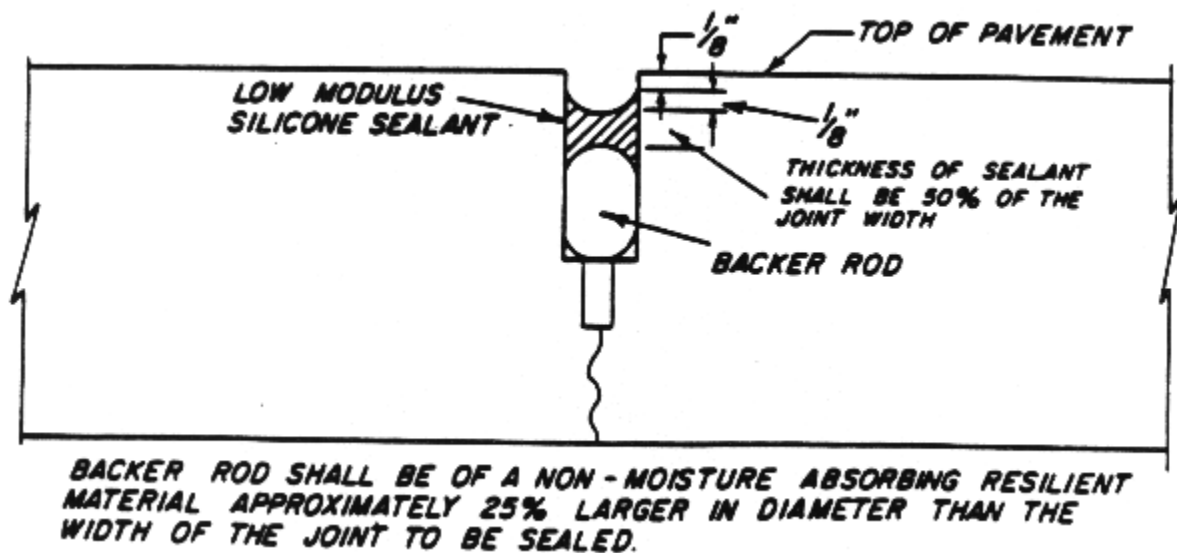
The concrete shall be thoroughly vibrated, struck off to blend with the surrounding surface, and given the appropriate finish.

Immediately after finishing the surface, white pigmented curing compound shall be applied at a maximum rate of 150 square feet per gallon of curing compound. Other means of curing may be allowed upon receiving approval by the region engineer.

Traffic shall not be allowed on the newly placed concrete for a minimum of 24 hours after placing or longer as determined by the region engineer.





DETAILS OF DOWEL EMBEDMENTDETAILS FOR LOW MODULUS SILICONE SEALANT ON IN PLACE P.C.C.P. JOINTS**Asphalt Pavement**

The asphalt pavement shall be replaced to the previous depth with in-kind material or material approved by the region engineer.

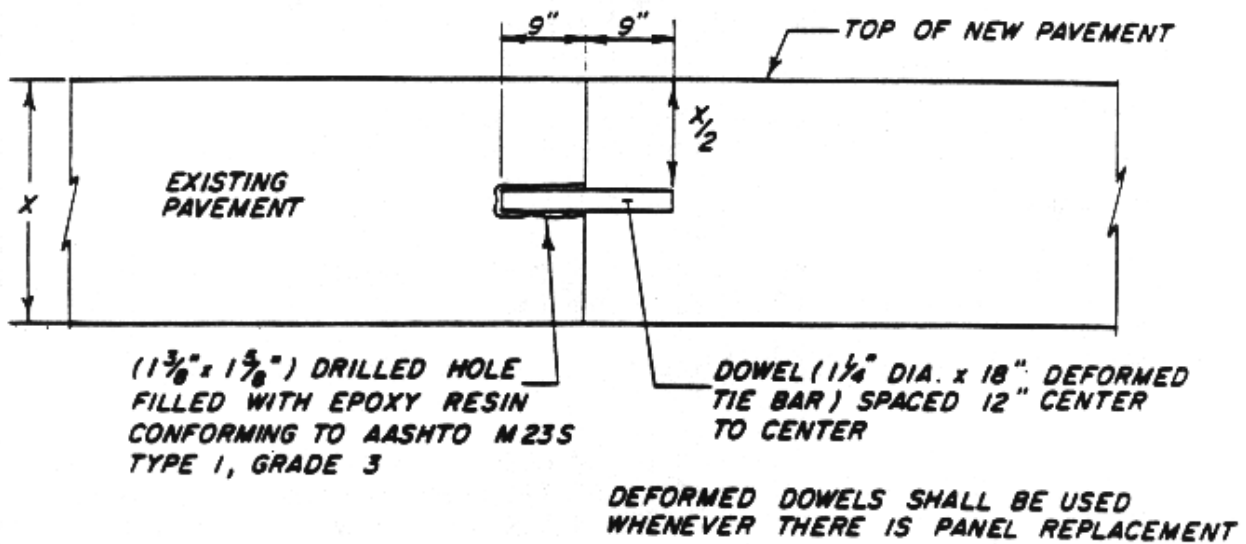
Pavement shall be satisfactorily compacted as approved by the region engineer.

References: "~~Work Zone Temporary~~ Traffic Control ~~Standards and Guidelines~~," Part ~~VI 6~~ of the Manual on Uniform Traffic Control Devices ~~for Streets and Highways, Eleventh Edition, December 2023,~~ Federal Highway Administration, U.S. Department of Transportation, ~~1985, as amended by revisions dated March 9, 1987 and January 24, 1989.~~ Copies may be ~~obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402~~ viewed and printed free of charge at:

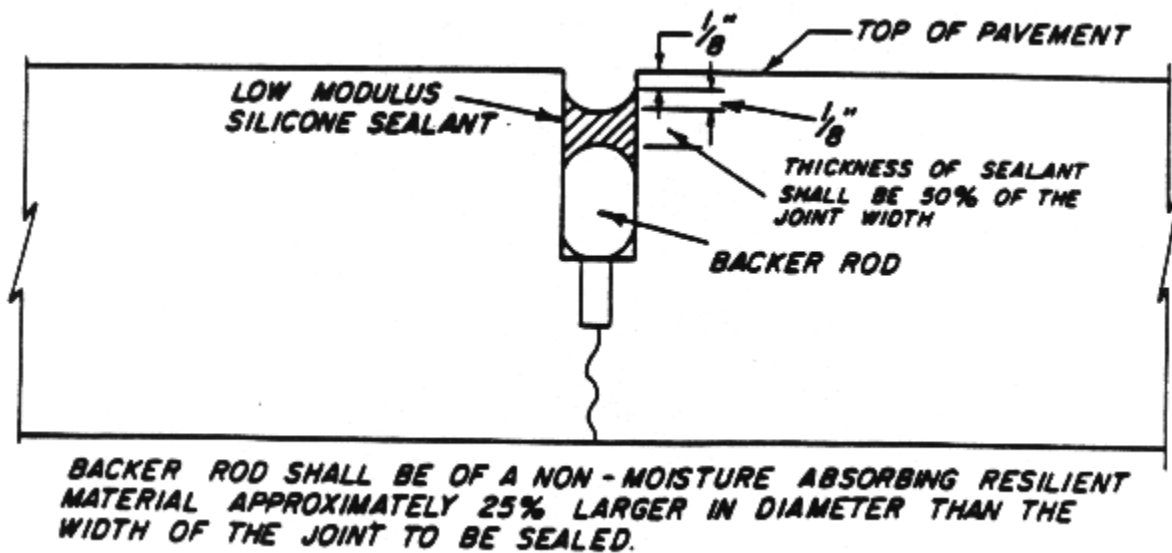
~~[https://mutcd.fhwa.dot.gov/pdfs/11th\\_Edition/mutcd11thedition.pdf](https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf)~~. ~~Cost \$44.~~

~~"Methods of Sampling and Testing, T99," Part II, **Materials, Tests, T 99, Standard Method of Test for Moisture-Density Relations of Soils Using a 2.5-kg (5.5-lb) Rammer and a 305-mm (12-in.) Drop, 2022,**~~ American Association of State Highway and Transportation Officials, ~~dated August 1986.~~ Copies may be obtained ~~from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, N.W. Suite 225, Washington, D.C. 20001~~ at <https://store.transportation.org/Item/PublicationDetail?ID=4778>. ~~Cost \$75:~~ \$105.

**DETAILS OF DOWEL EMBEDMENT**



**DETAILS FOR LOW-MODULUS SILICONE SEALANT ON IN PLACE P.C.C.P. JOINTS**



**70:04:05.01:02. Applicable standards.** In addition to the requirements in § 70:04:05.01:01, the standards in §§ 70:04:05:01; 70:04:05:03; 70:04:05:04(1) to (5), inclusive; 70:04:05:05(3) to (5), inclusive; 70:04:05:06(3) to (5), inclusive; 70:04:05:08 to 70:04:05:08.03, inclusive; 70:04:05:09; 70:04:05:11 to 70:04:05:17, inclusive, and in "~~A Policy on the Accommodation of Utilities Within Freeway Right-of-Way~~ the Guide for Accommodating Utilities within Highways and Freeways, February 1989 2024", apply to construction and maintenance of all public and private utility installations on interstate rights-of-way.

**Source:** 15 SDR 185, effective June 4, 1989; 20 SDR 159, effective April 3, 1994.

**General Authority:** SDCL 31-26-22.

**Law Implemented:** SDCL 31-26-22.

**Reference:** "~~A Policy on the Accommodation of Utilities Within Freeway Right-of-Way,~~" Guide for Accommodating Utilities within Highways and Freeways, 2024 American Association of State Highway and Transportation Officials, ~~1989~~. Copies may be obtained ~~from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, N.W., Suite 225, Washington, D.C. 20001~~ at <https://store.transportation.org/Item/CollectionDetail?ID=262>. Cost: \$~~386~~.

**70:04:07:07. Specific requirements for signs.** The design, style and size of lettering, arrangement and size of signs, advance signing, and sign locations shall conform to requirements in the ~~2009 edition of the Manual on Uniform Traffic Control Devices for Streets and Highways~~ Part 2 of the Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition.

**Source:** 20 SDR 96, effective December 29, 1993; 39 SDR 120, effective January 13, 2013.

**General Authority:** SDCL 31-29-80.1.

**Law Implemented:** SDCL 31-29-80.1.

**Reference:** "Signs," Part H 2, **Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, December 2023**, Federal Highway Administration, U. S. Department of Transportation, ~~2009~~. Copies may be ~~obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402~~ viewed and printed free of charge at: [https://mutcd.fhwa.dot.gov/pdfs/11th\\_Edition/mutcd11thedition.pdf](https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf). ~~Cost \$44.~~

**70:04:07:10. Symbols on tourist-oriented directional signs.** A tourist-oriented business may request a symbol to be placed on the sign depicting the type of business advertised by the sign. Any symbol shall be generic in nature, and may not contain the logo of specific businesses. General service sign symbols and the symbols for recreational and cultural interest area signs allowed by the ~~2009 edition of the~~ Manual on Uniform Traffic Control Devices for Streets and Highways, December 2023, are allowed for use on tourist-oriented directional signs. Any symbol not specifically allowed by the Manual on Uniform Traffic Control Devices for Streets and Highways, December 2023, shall be reviewed and approved by the transportation commission prior to use.

**Source:** 39 SDR 120, effective January 9, 2013.

**General Authority:** SDCL 31-29-80.1.

**Law Implemented:** SDCL 31-29-80.1.

**Reference:** Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, December 2023, Federal Highway Administration, U.S. Department of Transportation. Copies may be viewed and printed free of charge at: [https://mutcd.fhwa.dot.gov/pdfs/11th\\_Edition/mutcd11thedition.pdf](https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf).

**70:09:01:01. Definitions.** Terms used in this title mean:

(1) "Area engineer," the department engineer exercising administrative supervision over a geographical region of the state in accordance with the organizational structure of the department;

(2) "Department," the South Dakota Department of Transportation;

(3) "Engineering study," an evaluation of the operational and safety characteristics of a transportation facility using techniques, standards, and guidelines presented in the ~~Manual on Uniform Traffic Control Devices, 2000 edition, A Policy on Geometric Design of Streets and Highways, 1994 edition, the Traffic Engineering Handbook, fifth edition, the Manual of Transportation Engineering Studies, 1994 edition, and Trip Generation, 6<sup>th</sup> edition~~ Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, A Policy on Geometric Design of Highways and Streets, Seventh Edition, the Traffic Engineering Handbook, Seventh Edition, the Manual of Transportation Engineering Studies, Second Edition, and the Trip Generation Manual, Eleventh Edition;

(4) "Peak hour trip," the movement of one vehicle to or from a point during the hour of a typical day containing the maximum vehicular volume on the street;

(5) "Permittee," any land owner or land owner's agent possessing an access permit approved by the department;

(6) "Secretary," the secretary of the South Dakota Department of Transportation;

(7) "Traffic impact study," an evaluation of the traffic effects related to a particular land use, using techniques, standards, and guidelines common among traffic engineering professionals, including those published in the reference for the definition of engineering study;

(8) "Urban," any incorporated area and its fringe development areas.

**Source:** 29 SDR 66, effective November 18, 2002.

**General Authority:** SDCL 11-3-12.2.

**Law Implemented:** SDCL 11-3-12.2.

**References:** **Manual on Uniform Traffic Control Devices for Streets and Highways, ~~2000-edition~~ Eleventh Edition, December 2023, Government Printing Office, Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954, Cost: \$145 (<http://mutcd.fhwa.dot.gov/knomillennium.htm>) Federal Highway Administration, U.S. Department of Transportation. Copies may be viewed and printed free of charge at: [https://mutcd.fhwa.dot.gov/pdfs/11th\\_Edition/mutcd11thedition.pdf](https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf). **A Policy on Geometric Design of Highways and Streets, ~~1994-edition~~ Seventh Edition, 2018**, American Association of State Highway and Transportation Officials, P.O. Box 96716, Washington, DC 20090-6716, Copies may be obtained at: <https://store.transportation.org/Item/CollectionDetail?ID=180>. Cost: \$~~120427~~. **Traffic Engineering Handbook, ~~5<sup>th</sup>-edition~~ Seventh Edition**, Institute of Transportation Engineers, ~~1099 14<sup>th</sup> St., NW, Suite 300 West, Washington, DC 20005-3438,~~ Copies may be obtained at: <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=LP-691>. Cost: \$~~110175~~. **Manual of Transportation Engineering Studies, ~~1994~~ Second Edition, 2010**, Institute of Transportation Engineers, ~~1099 14<sup>th</sup> St., NW, Suite 300 West, Washington, DC 20005-3438,~~ Copies may be obtained at: <https://ecommerce.ite.org/imis/ItemDetail?iProductCode=TB-012A>. Cost: \$~~99140~~. **Trip Generation Manual, ~~6<sup>th</sup>-edition~~ Eleventh Edition, September 2021**, Institute of Transportation Engineers, ~~1099 14<sup>th</sup> St., NW, Suite 300 West, Washington, DC 20005-3438,~~ Copies may be**



obtained at: <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=IR-016L>. Cost: \$2501,395.

**70:09:01:07. Traffic impact study requirement.** The area engineer may require a traffic impact study with any application for access to a property that will generate 100 or more peak hour trips. The area engineer shall determine the scope of the study, considering probable operational and safety impacts to the general street system. The study shall determine what improvements may be necessary to maintain arterial level of service "C", as defined ~~by Exhibit 15-2~~ in the **Highway Capacity Manual, ~~2000 edition~~ Seventh Edition**, under the traffic conditions expected with the proposed development under consideration. A professional engineer with specific experience in traffic operations analysis shall perform the study. The study shall be sealed by a South Dakota registered professional engineer. The study shall examine the functional relationships among existing, planned, and potential access points and shall use policies and design manual standards and guidance jointly determined by the department and the applicant.

**Source:** 29 SDR 66, effective November 18, 2002.

**General Authority:** SDCL 11-3-12.2.

**Law Implemented:** SDCL 11-3-12.2.

**Reference:** **Highway Capacity Manual, ~~edition 2000~~ Seventh Edition**, Transportation Research Board of the National Academies of Sciences, Engineering, and Medicine, 2022, Lockbox 289, Washington, D.C. 20055, (202) 334-3213, Copies may be obtained at: <https://nap.nationalacademies.org/catalog/26432/highway-capacity-manual-7th-edition-a-guide-for-multimodal-mobility>. Cost: \$120250.