

Attachment 3

Department of Transportation
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MEMORANDUM

TO: Kellie Beck
FROM: Karla L. Engle
DATE: October 16, 2017
RE: October 26, 2017, Commission Meeting

The Department of Transportation asks the Transportation Commission to approve amendments to administrative rules found in:

- ARSD Chapter 70:01:02 – Speed Limits;
- ARSD Article 70:07 – Highway Construction Contracts.

With respect to speed limits, the Department is proposing to change the current speed limits and current signing in three counties:

- Bennett County (page 15-16 of the enclosed rule changes);
- Butte County (page 16 of the enclosed rule changes); and
- Clay County County (page 18 of the enclosed rule changes).

The rule changes proposed for the remaining counties are part of the department's comprehensive review of its speed zone rules. The proposed rule changes are intended to change the existing speed zone rules so that they coincide with the speed limit signing currently in place.

The proposed changes to ARSD Title 70:07 involve contractor bidding capacity requirements for highway construction contracts.

Copies of the following documents are enclosed with this memo:

1. The proposed rules;
2. Memos from the Department's region traffic engineers describing the proposed speed zone rule changes;
3. Written comments received as of the writing of this memo (E-mails from the Bennett County sheriff and mayor of Martin, supporting proposed speed zone change in Bennett County; E-mails from the Perkins County sheriff, regarding the Perkins County speed zone rule); and
4. The Rules Presentation Format Form adopted by the Interim Rules Review Committee, listing the procedural steps that have been taken so far in the rule adoption process.

Thank you.

CHAPTER 70:01:02

SPEED LIMITS

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

(1) State Trunk Highway 42 beginning 2.17 miles east of the intersection with State Trunk Highway 11 going south, then east for 2.79 miles, 55 miles per hour; then east for 0.15 mile, 45 miles per hour; then east for 0.37 mile through Rowena, 30 miles per hour; then east for 0.18 mile, 45 miles per hour; then east for 2.54 miles to the South Dakota/Iowa border, 55 miles per hour;

(2) State Trunk Highway 38 beginning 0.2 mile west of Western Avenue then east to Western Avenue, 45 miles per hour; then southeasterly through Hartford for ~~4.4~~ 1.31 miles, 35 miles per hour; then southeasterly for 0.53 mile, 50 miles per hour;

(3) State Trunk Highway 38 beginning at a point 0.2 mile west of the west junction with State Trunk Highway 19, then east for 0.9 mile to west of Washington Street in Humboldt, 55 miles per hour; then east for 0.4 mile, 35 miles per hour; then east for 0.2 mile, 55 miles per hour;

(4) Repealed;

(5) Repealed;

(6) State Trunk Highway 11 beginning at the intersection with Aspen Boulevard at Brandon, then north for 0.63 mile through Brandon to Needles Drive, 30 miles per hour; then north 0.78 mile to the centerline of Interstate Highway 90, 45 miles per hour;

(7) Repealed;

(8) Repealed;

(9) State Trunk Highway 11 beginning at the centerline of Interstate Highway 90, then north 0.32 mile, 45 miles per hour; then north through Corson for 0.55 mile, 35 miles per hour; then north 0.1 mile, 45 miles per hour;

(10) State Trunk Highway 115 beginning 0.4 mile southeasterly of the intersection with Fourth Street in Dell Rapids, then northwesterly for 0.2 mile, 45 miles per hour; then northwesterly for 0.2 mile to Fourth Street, 30 miles per hour; then west for 0.2 mile, 30 miles per hour; then west for 0.45 mile, 45 miles per hour;

(11) State Trunk Highway 115 beginning at the Lincoln County Line, 57th Street in Sioux Falls, then north to Interstate 229, 40 miles per hour; then north to Russell Street, 30 miles per hour; then northeasterly via North Drive to Cliff Avenue, 35 miles per hour; then north to a point 0.35 mile north of the junction of Interstate 90, 40 miles per hour; then north to a point 0.6 mile north of Minnehaha County road 130 (Renner Corner), 55 miles per hour;

(12) State Trunk Highway 42 beginning at its junction with Minnehaha County Highway 139 (Ellis Road), then east to the Skunk Creek Bridge, 45 miles per hour; then east to Kiwanis Avenue in Sioux Falls, 35 miles per hour; then east to the end of State Trunk Highway 42 at its junction with State Trunk Highway 38 at West Avenue, 30 miles per hour;

(13) State Trunk Highway 42 beginning at the intersection with West Avenue in Sioux Falls, then east to Spring Avenue, 30 miles per hour; then east to Second Avenue, 20 miles per hour; then east to Cleveland Avenue, 30 miles per hour; then east to a point 0.5 mile east of the intersection with Sycamore Avenue, 35 miles per hour; then east to the junction with State Trunk Highway 11 South, 45 miles per hour; then east 2.17 miles, 55 miles per hour;

(14) State Trunk Highway 11 beginning at the intersection with Aspen Boulevard at Brandon, then southwesterly for 0.3 mile, 30 miles per hour; then southwesterly 0.9 mile, 45 miles per hour; then south to the junction of State Trunk Highway 42, 55 miles per hour;

(15) Repealed;

(16) The crossroad over Interstate Highway 90 at Exit 402 beginning at a point 0.2 mile north of the centerline of Interstate Highway 90, then south 0.4 mile, 40 miles per hour;

(17) The crossroad over Interstate Highway 90 at Exit 410 beginning at a point 0.2 mile north of the centerline of Interstate Highway 90, then south 0.4 mile, 25 miles per hour;

(18) State Trunk Highway 11 beginning 0.78 mile south of Dows Street in Garretson, then north 0.58 mile, 55 miles per hour; then north 0.56 mile, 45 miles per hour; then north 0.46 mile, 55 miles per hour;

(19) State Trunk Highway 11 beginning at the Minnehaha - Lincoln County line, then north for 1.66 miles, 55 miles per hour, then north for 1.4 miles to Arrowhead Parkway in Sioux Falls, 45 miles per hour;

(20) State Trunk Highway 42 beginning 0.9 mile west of the intersection with Minnehaha County Highway 139, then east for 0.8 mile, 55 miles per hour, then east for 0.1 mile, 45 miles per hour.

Source: SL 1975, ch 16, § 1; 2 SDR 86, effective June 24, 1976; 4 SDR 20, effective October 3, 1977; 4 SDR 26, effective October 31, 1977; 4 SDR 77, effective March 2, 1978; 5 SDR 31, effective October 30, 1978; 6 SDR 63, effective December 30, 1979; 6 SDR 109, effective May 29, 1980; 7 SDR 1, effective July 20, 1980; 8 SDR 45, effective October 28, 1981; 9 SDR 7, effective July 27, 1982; 11 SDR 112, effective

February 25, 1985; 13 SDR 52, effective November 6, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 14, effective August 2, 1987; 14 SDR 65, effective November 5, 1987; 15 SDR 158, effective April 26, 1989; 16 SDR 40, effective September 7, 1989; 17 SDR 127, effective March 3, 1991; 19 SDR 154, effective April 11, 1993; 20 SDR 183, effective May 9, 1994; 22 SDR 165, effective June 2, 1996; 22 SDR 183, effective June 30, 1996; 23 SDR 132, effective February 27, 1997; 24 SDR 15, effective August 10, 1997; 26 SDR 85, effective December 29, 1999; 26 SDR 110, effective March 6, 2000; 28 SDR 181, effective July 4, 2002; 29 SDR 43, effective October 8, 2002; 29 SDR 160, effective June 2, 2003; 34 SDR 303, effective June 9, 2008; 36 SDR 27, effective August 20, 2009; 37 SDR 182, effective April 20, 2011; 38 SDR 8, effective August 3, 2011; 38 SDR 172, effective April 24, 2012; 41 SDR 34, effective September 2, 2014; 41 SDR 173, effective May 11, 2015.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

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

(1) Old U.S. Highway 16 through Rockerville between its two junctions with present U.S. Highway 16 westbound, 40 miles per hour;

(2) Repealed;

(3) State Trunk Highway 44, beginning at the intersection of Cambell Street, then ~~3.3~~ 3.6 miles southeast to the intersection of Longview Drive, 45 miles per hour; then east ~~0.82~~ 0.52 mile, 55 miles per hour;

(4) Repealed;

(5) Interstate Highway 90 service road beginning on the north side of Interstate Highway 90 at the intersection with the crossover road at interstate milepost 60.87, then east 3.46 miles, 45 miles per hour;

(6) The crossroad over Interstate Highway 90 at interstate milepost 60.87 beginning at the junction with Edwards Street, then north 0.25 mile, 35 miles per hour;

(7) Repealed;

(8) Repealed;

(9) Repealed;

(10) U.S. Highway 16A beginning at the junction with U.S. Highway 16, then southerly for 0.43 mile, 35 miles per hour; then southerly for 1.69 miles, 45 miles per hour; then southerly for 0.35 mile, 35 miles per hour; then southerly for 0.86 mile, 25 miles per hour, except from June 1 to August 31 of each year from Swanzy Street to Winter Street, 20 miles per hour; then south and east for 0.58 mile, 35 miles per hour; then southeasterly to the Pennington-Custer county line, including that portion of U.S. Highway 16A which loops back into Pennington County for 0.8 mile, 25 miles per hour;

(11) State Trunk Highway 240 beginning at the junction with Interstate Highway 90 in Wall, then south for 0.3 mile, 35 miles per hour; the south for 6.67 miles, 55 miles per hour;

(12) Repealed;

(13) State Highway Maintenance Route 231 beginning at the intersection of West Chicago Street with Sturgis Road, then easterly for 1,200 feet, 35 miles per hour; then easterly for 4,070 feet, 50 miles per hour; then easterly to the intersection of Mt. View Road, 40 miles per hour;

(14) U.S. Highway 16 beginning at the intersection of Mt. Rushmore Road and Omaha Street, then southerly to the intersection of Mt. Rushmore Road and Kansas City

Street, 25 miles per hour; then southerly to the intersection of Mt. Rushmore Road and Columbus Street, 30 miles per hour; then southerly to the intersection of Cathedral Drive, 35 miles per hour;

(15) State Trunk Highway 44 beginning at the intersection of Omaha Street and Mt. View Road, then easterly to the intersection of Omaha Street and Twelfth Street, 40 miles per hour; then easterly to the intersection of Omaha Street and LaCrosse Street, 35 miles per hour; then easterly to the intersection of Omaha Street and Cambell Street, 40 miles per hour;

(16) State Trunk Highway 87 beginning at the junction with U.S. Highway 385 to the south boundary line of Pennington County, 45 miles per hour;

(17) State Highway Maintenance Route 231 beginning at the Pennington-Meade county line, then southeast for 3.08 miles, 50 miles per hour; then southeast for 0.62 mile, 45 miles per hour; then southeast for 0.35 mile to the intersection with Chicago Street, 35 miles per hour;

(18) U.S. Highway 16 B beginning at the intersection of U.S. Highway 16 south of Rapid City, then northeasterly for 0.53 mile to Mile Reference Marker 64.72, 45 miles per hour; then northeasterly for 5.08 miles to Mile Reference Marker 69.80, 60 miles per hour; then north for 2.93 miles to Mile Reference Marker 72.73, 55 miles per hour; then north for 0.47 miles to Interstate Highway 90, 45 miles per hour;

(19) The crossroad over Interstate Highway 90 at interstate milepost 64.16 beginning at the junction of the service road on the north side of the interstate highway and extending 0.2 mile south, 35 miles per hour;

(20) U.S. Highway 385 beginning at the intersection of U.S. Highway 16 at Three Forks, then north for 16.85 miles to the Lawrence County Line, 55 miles per hour;

(21) U.S. Highway 16 and U.S. Highway 385 beginning 3.7 miles south of the junction with State Trunk Highway 244, at the Custer County line, then northerly for 3.25 miles, 60 miles per hour; then northerly to a point 0.35 mile north of the junction with State Trunk Highway 244, 45 miles per hour; then northerly for 2.42 miles, 55 miles per hour;

(22) State Trunk Highway 244 beginning at the junction with U.S. Highway 16 and 385, then easterly for 0.65 mile, 40 miles per hour; then easterly for 4.74 miles, 50 miles per hour; then easterly for 2 miles to the west entrance of the Mt. Rushmore Memorial, 40 miles per hour; then easterly for 0.57 mile, 35 miles per hour; then easterly for 1.09 miles, 25 miles per hour; then easterly for 1.34 miles to the junction with U.S. Highway 16A, 35 miles per hour;

(23) Highway 16 service road beginning at the crossover approximately 200 feet south of the Pine Lawn Memorial Cemetery south of Rapid City, then south for 2.1 miles, to the end of the service road, 35 miles per hour;

(24) U.S. Highway 16 beginning 5.72 miles east of the U.S. Highway 385 junction of Three Forks, then westerly for 5.28 miles, 55 miles per hour; then westerly for 1.54 miles through the Three Forks junction, 45 miles per hour; then westerly for 1.62 miles, 50 miles per hour;

(25) Truck speed for eastbound trucks with dual tires on the driver axle on U.S. Highway 16 beginning at a point 2 miles west of the junction with Cathedral Drive in Rapid City, then east 2 miles to the junction of Cathedral Drive, 35 miles per hour;

(26) State Trunk Highway 44 beginning at the junction with U.S. Highway 385, then easterly for 4.26 miles, 50 miles per hour; then easterly for 0.54 miles, 40 miles per hour; then easterly for 7.72 miles, 50 miles per hour; then easterly for 0.95 miles, 45 miles

per hour; then easterly for 0.47 miles, 40 miles per hour; then easterly for 3.1 miles to the intersection of Mountain View Road and Omaha Street in Rapid City, 35 miles per hour;

(27) State Trunk Highway 40 beginning 8.9 miles northwest of the south junction with State Trunk Highway 79 at Hermosa, then southeast for 2.42 miles to the Pennington-Custer county line, 55 miles per hour;

(28) Interstate Highway 90 crossover road at Exit 78 (New Underwood Road) beginning 0.07 mile south of the centerline of Interstate Highway 90, then north 0.16 mile, 45 miles per hour;

(29) Repealed;

(30) The crossroad over Interstate Highway 90 at Exit 84 (Pennington County Road 497) beginning 0.09 mile south of the centerline of Interstate Highway 90, then north 0.19 mile, 25 miles per hour;

(31) The crossroad over Interstate Highway 90 at Exit 88 (Pennington County Road 473) beginning 0.11 mile south of the centerline of Interstate Highway 90, then north 0.25 mile, 25 miles per hour;

(32) The crossroad over Interstate Highway 90 at Exit 107 (Pennington County Road 506) beginning 0.19 mile south of the centerline of Interstate Highway 90, then north 0.38 mile, 35 miles per hour;

(33) State Trunk Highway 79 beginning 500 feet south of the junction of Minnesota Avenue in Rapid City then south to the junction of State Trunk Highway 16B, 55 miles per hour; then south on State Highway 79 for 1.29 miles, 55 miles per hour;

(34) Repealed;

(35) Repealed;

(36) Repealed;

(37) U.S. Highway 16 beginning at milepost 40.3 at the south edge of Hill City, then northeasterly for 0.20 mile to south junction of U.S. Highway 16 Truck Route, 35 miles per hour; then northerly for 0.55 mile to north junction of U.S. Highway 16 Truck Route, 25 miles per hour; then northeasterly for 0.53 mile, 35 miles per hour; then northeasterly for 0.44 mile, 45 miles per hour; and on U.S. Highway 16 Truck Route from south junction with U.S. Highway 16 northerly 0.6 mile to north junction with U.S. Highway 16, 35 miles per hour;

(38) U.S. Highway 16 beginning at Cathedral Drive, then southerly 0.3 mile, 35 miles per hour; then southerly for 1.35 miles, 50 miles per hour; then southerly for 4.47 miles, 60 miles per hour;

(39) State Highway 445 (Deadwood Avenue) beginning at the terminals of the west bound ramps of Interstate Highway 90 at Exit 55, then southeast for 2.3 miles to the junction with West Chicago Street, 45 miles per hour.

Source: SL 1975, ch 16, § 1; 1 SDR 29, effective October 6, 1974; 1 SDR 48, effective January 1, 1975; 2 SDR 29, effective October 16, 1975; 3 SDR 75, effective May 1, 1977; 4 SDR 60, effective March 26, 1978; 6 SDR 5, effective July 30, 1979; 6 SDR 85, effective February 24, 1980; 6 SDR 109, effective May 29, 1980; 7 SDR 89, effective March 30, 1981; 9 SDR 35, effective September 19, 1982; 9 SDR 76, effective December 23, 1982; 9 SDR 111, effective February 27, 1983; 9 SDR 132, effective April 24, 1983; 10 SDR 7, effective July 31, 1983; 11 SDR 62, effective November 4, 1984; 11 SDR 112, effective February 25, 1985; 11 SDR 156, effective May 26, 1985; 12 SDR 138, effective February 23, 1986; 12 SDR 174, effective May 5, 1986; 13 SDR 52, effective November 6, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 111, effective February 28, 1988; 16 SDR 88, effective November 12, 1989; 16 SDR 102, effective December 20, 1989; 16 SDR 152, effective March 28, 1990; 17 SDR 34, effective September 9, 1990; 17

SDR 62, effective November 5, 1990; 17 SDR 82, effective December 20, 1990; 17 SDR 127, effective March 3, 1991; 17 SDR 151, effective April 8, 1991; 18 SDR 78, effective November 4, 1991; 22 SDR 165, effective June 2, 1996; 22 SDR 183, effective June 30, 1996; 24 SDR 132, effective April 5, 1998; 25 SDR 108, effective March 1, 1999; 27 SDR 15, effective August 30, 2000; 30 SDR 89, effective December 7, 2003; 32 SDR 183, effective May 10, 2006; 33 SDR 125, effective January 29, 2007; 34 SDR 279, effective May 8, 2008; 40 SDR 58, effective October 9, 2013; 44 SDR 17, effective August 8, 2017.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:03. Brown County. The following are the maximum speeds on certain highways in Brown County:

(1) U.S. Highway 12 in Aberdeen beginning 1.2 miles west of the west junction of U.S. Highway 12 and U.S. Highway 281, then east for 1.0 mile, 55 miles per hour; then east for 0.2 mile to the junction, 45 miles per hour; then east for 3.09 miles, 30 miles per hour; then east for 1.1 miles, 35 miles per hour; then east for 0.8 mile, 45 miles per hour; then east for 1.1 miles, 55 miles per hour; then east for 3.27 miles, 65 miles per hour; then east to a point 0.38 mile west of the junction with State Trunk Highway 37 in Groton, 70 miles per hour;

(2) U.S. Highway 12 beginning 0.38 mile west of the junction with State Trunk Highway 37 in Groton, then east for 0.17 mile, 50 miles per hour; then east for 0.51 mile, 35 miles per hour; then east for 0.22 mile, 45 miles per hour; then east for 1.2 miles, 60 miles per hour; then east to the Day County line, 70 miles per hour;

(3) U.S. Highway 281 beginning at the junction of U.S. Highway 12 (6th Avenue) and U.S. Highway 281 (2nd Street) in Aberdeen, then north 1.0 mile, 30 miles per hour; then north 1.92 miles, 45 miles per hour; then north 2.3 miles, 55 miles per hour;

(4) State Trunk Highway 37 beginning 0.5 mile north of the junction with U.S. Highway 12 in Groton, then south for 0.15 mile, 50 miles per hour; then south for 1.22 miles, 35 miles per hour; then south for 0.21 mile, 50 miles per hour;

(5) State Trunk Highway 37 through Hecla beginning 0.1 mile south of Brown County Highway 5, then north 0.6 mile, 45 miles per hour;

(6) On the service road which is parallel and adjacent to U.S. Highway 281, beginning 0.06 mile south of the centerline of U.S. Highway 12, then south on the service road 2.45 miles, 45 miles per hour;

(7) State Trunk Highway 10 through Houghton, beginning 0.34 mile east of Brown County Highway 18, then west for 0.3 mile, 50 miles per hour; then west for 0.46 mile, 35 miles per hour; then west for 0.3 mile, 50 miles per hour;

(8) U.S. Highway 281 beginning at the ~~west~~ south side of the junction of U.S. Highway 12 and U.S. Highway 281 in Aberdeen, then south for 0.3 miles, 45 miles per hour; then south for 1.8 miles, 55 miles per hour; then south for 0.57 mile, 65 miles per hour; then south to the Spink County line, 70 miles per hour;

(9) U.S. Highway 281 Truck Bypass beginning at the ~~west~~ north side of the junction of U.S. Highway 12 and U.S. Highway 281, then north and east for 1.51 miles to the junction with U.S. Highway 281, 45 miles per hour.

Source: SL 1975, ch 16, § 1; 7 SDR 25, effective September 22, 1980; 9 SDR 7, effective July 27, 1982; 9 SDR 35, effective September 19, 1982; 9 SDR 111, effective February 27, 1983; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 85, effective December 23, 1987; 19 SDR 89, effective December 21, 1992; 19 SDR 128, effective March 8, 1993; 19 SDR 181, effective May 30, 1993; 20 SDR 96, effective December 29, 1993; 20 SDR 183, effective May 9, 1994; 21 SDR 61, effective October 2, 1994; 22 SDR 165, effective June 2, 1996; 24 SDR 165, effective May 31, 1998; 25 SDR 132, effective

May 2, 1999; 26 SDR 124, effective April 2, 2000; 26 SDR 162, effective June 11, 2000; 28 SDR 24, effective August 29, 2001; 30 SDR 21, effective August 25, 2003; 30 SDR 171, effective May 11, 2004; 31 SDR 165, effective May 11, 2005; 32 SDR 53, effective October 10, 2005; 35 SDR 262, effective May 20, 2009.

General Authority: SDCL 32-25-7, 32-25-7.1.

Law Implemented: SDCL 32-25-7, 32-25-7.1.

70:01:02:09. Lawrence County. The following are the maximum speeds on certain highways in Lawrence County:

(1) State Trunk Highway 34 beginning at the west platted limits of St. Onge, then 0.4 mile to the south platted limits, 40 miles per hour;

(2) U.S. Highway 14A beginning at the junction with Colorado Boulevard just east of the east Spearfish city limits, then southerly for approximately 19 miles to the junction with U.S. Highway 85 at Cheyenne Crossing, 35 miles per hour;

(3) U.S. Highway 14A beginning at the junction with U.S. Highway 85 at the north edge of Deadwood, then easterly for 0.09 mile, 35 miles per hour; then easterly for 0.45 mile, 50 miles per hour; then easterly for 6.16 miles, 55 miles per hour; then easterly for 2.09 miles to the Meade County Line, 45 miles per hour;

(4) U.S. Highway 85 beginning at the junction with U.S. Highway 14A near the north city limits of Deadwood, then northerly for 1.19 mile, 45 miles per hour; then northerly for 2.71 miles, 55 miles per hour;

(5) State Trunk Highway 34 beginning 0.4 mile north of the centerline of Interstate Highway 90 at Exit 23, then southerly for 0.15 mile, 45 miles per hour; then southerly for 0.37 mile, 30 miles per hour;

(6) U.S. Highway 14A beginning at the junction of U.S. Highway 85 at Cheyenne Crossing, then northeast for 4.3 miles, 55 miles per hour; then northeast for 2.91 miles, 40

miles per hour; then northeast for 0.49 mile to the junction of U.S. Highway 85 in Lead, 25 miles per hour;

(7) U.S. Highway 85 beginning at the west city limits of Lead, then east for ~~1.85 miles~~ 0.8 mile, 25 miles per hour; then easterly for ~~0.55~~ 0.5 mile, 20 miles per hour; then easterly for 0.8 mile, 25 miles per hour; then easterly to the junction with U.S. Highway 385, Pluma junction, 35 miles per hour;

(8) U.S. Highway 385 beginning at the junction with U.S. Highway 85 in Deadwood, then southeasterly 1.0 mile, 35 miles per hour; then southeasterly 5.87 miles, 45 miles per hour; then southeasterly 12.92 miles to the Pennington County line, 55 miles per hour;

(9) U.S. Highway 85 beginning at the junction of U.S. Highway 385 in the City of Deadwood, then northeasterly for 1.04 miles, 25 miles per hour; then northeasterly for 0.8 mile to the intersection of U.S. Highway 14A, 20 miles per hour;

(10) U.S. Highway 85 beginning at the Wyoming state line, then northeasterly for 6.91 miles, 55 miles per hour; then northeasterly for 9.38 miles to the junction with U.S. Highway 14A at Cheyenne Crossing, 50 miles per hour;

(11) U.S. Highway 14A beginning at the junction with U.S. Highway 85 in Lead, then north for 0.36 mile, 25 miles per hour; then northeasterly for 0.24 mile, 35 miles per hour; then northeasterly for 3.13 miles, 45 miles per hour; then northeasterly for 0.68 mile to the junction of Main Street, 30 miles per hour; then northeasterly for 0.79 mile to the junction of U.S. Highway 85 at the north edge of Deadwood, 35 miles per hour;

(12) Truck speed for eastbound trucks with dual tires on the driver axle on U.S. Highways 85 and 14A beginning at a point 4.3 miles east of the junction of these two highways at Cheyenne Crossing, then east for a distance of 2.32 miles to the Terry Peak Road, 35 miles per hour;

(13) Truck speed for northbound trucks with dual tires on the driver axle on U.S. Highway 385 beginning at a point 3.5 miles south of the junction with U.S. Highway 85 in Pluma, then north for a distance of 2.5 miles, 25 miles per hour;

(14) U.S. Highway 14A beginning at the junction of Colorado Street and Spearfish Canyon Road on the east side of Spearfish, then east for 1.57 miles to the south ramp terminals of Interstate 90 at Exit 14, 45 miles per hour;

(15) U.S. Highway 14 eastbound loop beginning at the south end of the bridge over Interstate 90 at Exit 10, then south for 0.92 mile, 45 miles per hour; and U.S. Highway 14 westbound loop beginning 0.92 mile south of the south end of the bridge over Interstate 90 at Exit 10, then north for 0.92 mile, 45 miles per hour;

(16) U.S. Highway 85 N beginning at the south end of the bridge over Interstate 90 at Exit 10, then north for 0.5 mile, 45 miles per hour; and U.S. Highway 85 S beginning 0.5 mile north of the south end of the bridge over Interstate 90 at Exit 10, then south for 0.5 mile, 45 miles per hour;

(17) State Highway Maintenance Route 473 beginning at the junction of U.S. Highway 14A/85 southwest of Lead, then westerly for 1.58 miles, 40 miles per hour; then westerly for 1.55 miles, 30 miles per hour.

Source: SL 1975, ch 16, § 1; 6 SDR 85, effective February 24, 1980; 9 SDR 7, effective July 27, 1982; 11 SDR 22, effective August 12, 1984; portion of subdivision (3) transferred to subdivision 70:01:02:49(10), 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 111, effective February 28, 1988; 15 SDR 158, effective April 26, 1989; 17 SDR 127, effective March 3, 1991; 17 SDR 151, effective April 8, 1991; 19 SDR 30, effective August 30, 1992; 21 SDR 97, effective November 27, 1994; 21 SDR 171, effective April 2, 1995; 22 SDR 165, effective June 2, 1996; 22 SDR 183, effective June 30, 1996 ; 23 SDR 132, effective February 27, 1997; 26 SDR 124, effective April 2, 2000;

31 SDR 62, effective November 7, 2004; 34 SDR 279, effective May 8, 2008; 37 SDR 58, effective September 27, 2010.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:11. Bennett County. The following are the maximum speeds on certain highways in Bennett County:

(1) U.S. Highway 18 beginning 0.1 mile east of the southwest corner of section 32, township 38 north, range 34 west of the sixth principal meridian and ending 0.2 mile west of that corner, 50 miles per hour;

(2) U.S. Highway 18 in Batesland beginning at the Bennett-Oglala Lakota county line, then east for 0.6 mile, 45 miles per hour;

(3) U.S. Highway 18 beginning 0.7 mile west of the junction with State Trunk Highway 73 in Martin, then east for 0.2 mile, 45 miles per hour; then east for 1.05 miles, 35 miles per hour; then east for 0.85 mile, 45 miles per hour;

(4) State Trunk Highway 73 beginning at the junction of U.S. Highway 18 and State Trunk Highway 73 in Martin, then south for 0.3 mile, 35 miles per hour; then south for 0.45 mile, 45 miles per hour;

(5) Beginning at the junction of U.S. Highway 18 and State Trunk Highway 73 in Martin, then north 0.3 mile, 25 miles per hour; then north 0.2 mile, 35 miles per hour;

(6) Repealed.

Source: SL 1975, ch 16, § 1; 2 SDR 71, effective May 1, 1976; 6 SDR 63, effective December 30, 1979; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 22 SDR 165, effective June 2, 1996; 23 SDR 132, effective February 27, 1997; 40 SDR 102, effective December 3, 2013; SL 2015, ch 56, § 1, effective May 1, 2015.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:15. Butte County. The following are the maximum speeds on certain highways in Butte County:

(1) U.S. Highway 85 beginning 1 mile north of the junction with U.S. Highway 212 in Belle Fourche, then south for 0.75 mile, 45 miles per hour; then south on U.S. Highway 85 to the south end of the Belle Fourche River bridge, 35 miles per hour; then south to ~~Indian~~ Lawrence Street, 25 miles per hour; ~~then south to a point 0.18 mile south of National Street, 30 miles per hour;~~ then south to the junction with State Trunk Highway 34, ~~40~~ 35 miles per hour; then south to a point ~~0.3~~ 0.6 mile south of the junction with State Trunk Highway 34, 45 miles per hour;

(2) U.S. Highway 212 beginning 0.19 mile east of Birch Street in Newell, then westerly for 0.5 mile, 50 miles per hour;

(3) State Trunk Highway 34 beginning 0.4 mile west of the junction of U.S. Highway 85 and State Trunk Highway 34, then east to a point 0.4 mile east of the junction, 50 miles per hour;

(4) U.S. Highway 212 beginning at the junction of State Trunk Highway 79 in Newell, then east to a point 0.05 mile east of Girard Street, 30 miles per hour; then east 0.20 mile, 45 miles per hour;

(5) State Trunk Highway 79 beginning at the junction with U.S. Highway 212 in Newell, then north to Ninth Street, 25 miles per hour; then north for 0.20 mile, 45 miles per hour;

(6) State Trunk Highway 79 and U.S. Highway 212 beginning at their junction in Newell, then south to Ash Street, 25 miles per hour; then south to Hope Road, 45 miles per hour;

(7) U.S. Highway 212 beginning at the south junction with U.S. Highway 85 in Belle Fourche, then southeasterly for 0.68 mile, 25 miles per hour; then southeasterly and northeasterly for 0.44 mile, 30 miles per hour; then northeasterly for 0.23 mile, 45 miles per hour;

(8) U.S. Highway 212 beginning 0.4 mile west of the north junction with U.S. Highway 85 in Belle Fourche, then east for 0.2 mile, at 45 miles per hour; then east for 0.2 mile, 35 miles per hour;

(9) U.S. Highway 212 beginning at the junction of U.S. Highway 85 in Belle Fourche, then east for 0.3 mile, 25 miles per hour; then east for 0.2 mile, 40 miles per hour.

Source: SL 1975, ch 16, § 1; 7 SDR 25, effective September 22, 1980; 10 SDR 52, effective November 30, 1983; 11 SDR 129, effective April 1, 1985; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 176, effective July 3, 1988; 17 SDR 34, effective September 9, 1990; 21 SDR 13, effective July 31, 1994; 40 SDR 58, effective October 9, 2013.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:19. Clay County. The following are the maximum speeds on certain highways in Clay County:

(1) State Trunk Highway 50 beginning at the Yankton County line, then southeast to a point 0.15 mile northwest of the intersection with Wakonda Road, 70 miles per hour; then southeast 0.3 mile through Meckling, 55 miles per hour; then southeast to the junction with State Trunk Highway 50 Business Route west of Vermillion, 70 miles per hour;

(2) State Trunk Highway 50 Business Route through Vermillion beginning at its off ramp intersection with State Trunk Highway 50 at milepost 406.7, then south and east to a point 0.4 mile west of the junction with State Trunk Highway 19, 55 miles per hour; then east for 0.3 mile, 45 miles per hour; then east 0.95 mile to Cottage Avenue, 35 miles per hour; then east for approximately 0.64 mile to Plum Street, 25 miles per hour; then east for approximately 0.77 mile to Crawford Road, 35 miles per hour; then east 0.14 mile, 45 miles per hour;

(3) State Trunk Highway 46 beginning at the west Clay County line, then east 0.45 mile through Irene, 25 miles per hour; then east 0.2 mile, 40 miles per hour;

(4) State Trunk Highway 50 beginning at the junction with State Trunk Highway 50 Business Route west of Vermillion, then east for approximately 2.31 miles to a point 0.2 mile west of the junction of State Trunk Highway 19, 65 miles per hour; then east-southeasterly for approximately ~~2.3~~ 2.10 miles to a point 0.14 mile west of the intersection with Crawford Road, ~~55~~ 50 miles per hour; then south and east for ~~0.96~~ 0.95 mile on the ramp over State Trunk Highway 50 Business Route, 45 miles per hour; then east on State Trunk Highway 50 for 0.21 mile, 55 miles per hour; then east to the Union County line, 70 miles per hour;

(5) State Trunk Highway 19 beginning at the junction with State Trunk Highway 50 Business Loop in Vermillion, then north for 0.48 mile to the junction with State Trunk Highway 50, 45 miles per hour.

Source: SL 1975, ch 16, § 1; 3 SDR 62, effective March 15, 1977; 12 SDR 7, effective July 28, 1985; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 22 SDR 165, effective June 2, 1996; 25 SDR 83, effective December 20, 1998; 26 SDR 110, effective March 6, 2000; 32 SDR 53, effective October 10, 2005; 32 SDR 109, effective December 26, 2005.

General Authority: SDCL 32-25-7, 32-25-7.1.

Law Implemented: SDCL 32-25-7, 32-25-7.1.

70:01:02:22. Day County. The following are the maximum speeds on certain highways in Day County:

(1) U.S. Highway 12 in Webster, beginning 1.5 miles west of its junction with State Trunk Highway 25, then east for 1.01 miles, 55 miles per hour; then east for 0.36 mile, 45 miles per hour; then east for 0.71 mile, 40 miles per hour; then east for 0.35 mile, 60 miles per hour; then east to a point ~~3.4~~ 3.3 miles west of Day County Road 3A, 70 miles per hour; then east for ~~2.9~~ 3.2 miles, 65 miles per hour; then east for 0.71 mile, 55 miles per hour; then east for 0.46 mile, 45 miles per hour; then east for 1.15 miles, 60 miles per hour; then east to the Roberts County line, 70 miles per hour;

(2) State Trunk Highway 25 beginning 0.1 mile east of the present east city limits in Roslyn, then west for 0.1 mile, 50 miles per hour; then west for 0.3 mile, 35 miles per hour; then west for 0.1 mile, 50 miles per hour;

(3) State Trunk Highway 25 in Webster beginning 0.44 mile north of the junction of U.S. Highway 12 and State Trunk Highway 25, then south for 0.19 mile, 45 miles per hour; then south for 0.25 mile to the junction, 35 miles per hour; then south from the junction for 1.17 miles, 25 miles per hour; then south for 0.24 mile, 45 miles per hour;

(4) Repealed;

(5) U.S. Highway 12 beginning at the Brown County line, then east to a point 1.5 miles west of the junction with State Trunk Highway 25, 70 miles per hour.

Source: SL 1975, ch 16, § 1; 6 SDR 5, effective July 30, 1979; 7 SDR 25, effective September 22, 1980; 11 SDR 73, effective November 29, 1984; 12 SDR 174, effective May 5, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 21 SDR 188, effective May 7, 1995; 22 SDR 165, effective June 2, 1996; 31 SDR 165, effective May 11, 2005;

32 SDR 32, effective August 30, 2005; 32 SDR 53, effective October 10, 2005; 33 SDR 230, effective July 2, 2007.

General Authority: SDCL 32-25-7, 32-25-7.1.

Law Implemented: SDCL 32-25-7, 32-25-7.1.

70:01:02:23. Deuel County. The following are the maximum speeds on certain highways in Deuel County:

(1) State Trunk Highway 28 in Toronto beginning 0.6 mile east of Deuel County Highway 317, then west for 0.3 mile, 50 miles per hour; then west for 0.2 mile, 30 miles per hour; then west for 0.2 mile, 25 miles per hour; then west for 0.2 mile, 30 miles per hour; then west for 0.3 mile, 50 miles per hour;

(2) State Trunk Highway 15 beginning 0.7 mile south of State Trunk Highway 22, then north for 0.62 mile, 50 miles per hour; then north for 0.33 mile, 40 miles per hour; then north for 0.13 mile, 30 miles per hour; then north for 0.49 mile, 25 miles per hour; then north for 0.44 mile, 45 miles per hour;

(3) State Trunk Highway 22 beginning 0.5 mile west of the State Trunk Highway 15 junction, then east to the junction of State Trunk Highway 15, then east ~~0.23 miles~~ 0.5 mile, 50 miles per hour.

Source: SL 1975, ch 16, § 1; 6 SDR 109, effective May 29, 1980; 7 SDR 25, effective September 22, 1980; 12 SDR 190, effective June 1, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 23 SDR 64, effective November 4, 1996; 23 SDR 180, effective May 1, 1997; 27 SDR 15, effective August 30, 2000; 30 SDR 171, effective May 11, 2004.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:27. Fall River County. The following are the maximum speeds on certain highways in Fall River County:

(1) U.S. Highway 18 beginning at the junction with U.S. Highway 18 Truck Route at the west edge of Hot Springs, then east for 1 mile to the junction with U.S. Highway 385 at Chicago Street, 25 miles per hour;

(2) Truck U.S. Highway 18 beginning at the junction of Truck U.S. Highway 18 and U.S. Highway 18 and 385 at the east edge of Hot Springs, then westerly for 0.4 mile, 35 miles per hour; then westerly for 0.5 mile, 45 miles per hour; then westerly for 0.6 mile, 50 miles per hour; then westerly for 0.2 mile to the junction of Truck U.S. Highway 18 and U.S. Highway 18, 40 miles per hour;

~~(3) Repealed;~~

~~(4)~~ (3) State Trunk Highway 71 beginning at the Nebraska state line, then north for 1.11 miles, 55 miles per hour; then northerly for 0.9 mile, 40 miles per hour; then northeasterly for 32.8 miles, 55 miles per hour; then northeasterly for 0.34 mile to the intersection of U.S. Highway 18 Truck Route, 45 miles per hour;

~~(5)~~ (4) State Trunk Highway 89 beginning at milepost 29.75, then northerly to milepost 30.10, 45 miles per hour;

~~(6)~~ (5) State Trunk Highway 471 beginning at its intersection with State Trunk Highway 71, then northwesterly for 13.24 miles, 55 miles per hour; then northwesterly for 0.59 mile, 35 miles per hour; then northerly for 6.48 miles, 55 miles per hour; then northerly for 0.63 mile, 35 miles per hour; then northerly for 1.14 miles, 25 miles per hour;

~~(7)~~ (6) U.S. Highway 18 ~~eastbound~~ beginning ~~0.4 mile~~ 3.0 miles west of the junction with U.S. Highway 18 truck route at the west edge of Hot Springs, then east for ~~0.2 mile~~ 2.8 miles, ~~45~~ 55 miles per hour; then east for 0.2 mile, 35 miles per hour;

~~(8)~~ (7) Truck speed for trucks equipped with dual tires on the driver axle on Truck U.S. Highway 18 beginning at the junction of Truck U.S. Highway 18 and U.S. Highway 18 and 385 at the east edge of Hot Springs, then westerly 1.7 miles, 35 miles per hour;

~~(9)~~ (8) Truck speed for eastbound trucks with dual tires on the driver axle on U.S. Highway 18 beginning 1.9 mile west of the junction of U.S. Highway 18 and Truck U.S. Highway 18 at the west edge of Hot Springs, then east for a distance of 1.9 mile, 35 miles per hour;

~~(40)~~ (9) U.S. Highway 385 and U.S. Highway 18 beginning at the junction with State Trunk Highway 79, then westerly for 1.68 miles, 55 miles per hour; then westerly for 2.11 miles, 50 miles per hour; then westerly for 0.63 mile, 35 miles per hour; then westerly for 0.57 mile to the junction of U.S. Highway 385 and U.S. Highway 18 in Hot Springs, 25 miles per hour; then northerly on U.S. Highway 385 for 1.24 miles, 25 miles per hour; then northerly for 0.47 mile, 35 miles per hour; then northerly for 0.19 mile, 45 miles per hour;

~~(11) U.S. Highway 18 westbound beginning at the junction with U.S. Highway 18 Truck Route on the west edge of Hot Springs, then westerly for 2.81 miles, 55 miles per hour;~~

~~(42)~~ (10) U.S. Highway 385 beginning at the Nebraska border, then north to a point 0.69 mile south of the junction with U.S. Highway 18, 70 miles per hour for those segments of highway which are four lane divided sections; then north to the junction with U.S. Highway 18 junction, 55 miles per hour;

~~(43)~~ (11) U.S. Highway 18 and 385 beginning at the junction of these two highways near Oelrichs, then north for 0.15 mile, 55 miles per hour; then north to a point 0.26 mile south of the intersection with State Trunk Highway 79, 70 miles per hour for those

segments of highway which are four lane divided sections; then north to the junction with State Trunk Highway 79, 55 miles per hour;

~~(14)~~ (12) State Trunk Highway 79 beginning at the junction with U.S. Highways 18 and 385, then north for 0.35 mile, 55 miles per hour; then north to the Custer County line, 70 miles per hour for those segments of highway which are four lane divided sections.

Source: SL 1975, ch 16, § 1; 6 SDR 5, effective July 30, 1979; 6 SDR 109, effective May 29, 1980; 11 SDR 112, effective February 25, 1985; 12 SDR 7, effective July 28, 1985; 12 SDR 138, effective February 23, 1986; 13 SDR 9, effective August 3, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 111, effective February 28, 1988; 16 SDR 102, effective December 20, 1989; 22 SDR 165, effective June 2, 1996; 23 SDR 132, effective February 27, 1997; 24 SDR 165, effective May 31, 1998; 25 SDR 108, effective March 1, 1999; 32 SDR 109, effective December 26, 2005.

General Authority: SDCL 32-25-7, 32-25-7.1.

Law Implemented: SDCL 32-25-7, 32 25-7.1.

70:01:02:42. Kingsbury County. The following are the maximum speeds on certain highways in Kingsbury County:

(1) U.S. Highway 14 in Lake Preston beginning 2,000 feet west of Main Avenue, then east for 1,050 feet, 45 miles per hour; then east for 3,400 feet, 30 miles per hour; then east for 1,000 feet, 45 miles per hour;

(2) U.S. Highway 14 in Arlington beginning 0.4 mile south of the north junction of U.S. Highway 14 and U.S. Highway 81, then north 0.3 mile, 40 miles per hour; then north and west for 0.82 mile, 30 miles per hour; then west for 0.2 mile, 40 miles per hour;

(3) U.S. Highway 14 beginning at the east Beadle County line in Iroquois, then east for 1,450 feet, 45 miles per hour;

(4) U.S. Highway 14 in DeSmet beginning 0.70 mile west of its junction with State Trunk Highway 25, then east for 0.19 mile, 45 miles per hour; then east for 0.85 mile, 30 miles per hour; then east for 0.19 mile, 45 miles per hour;

(5) Repealed;

(6) U.S. Highway 81 in Arlington beginning 0.75 mile north of the junction of U.S. Highway 14 and U.S. Highway 81, then south for 0.2 mile, 45 miles per hour; then south, ending at that junction, 35 miles per hour;

(7) State Trunk Highway 25 in DeSmet beginning at a point ~~0.70~~ 0.9 mile north of U.S. Highway 14, then south for ~~0.189~~ 0.2 mile, 50 miles per hour; then south ~~to a point 0.30 mile south of U.S. Highway 14~~ for 1.0 mile, 30 miles per hour; then south for 0.21 mile, 50 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; 12 SDR 138, effective February 23, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 22 SDR 165, effective June 2, 1996; 25 SDR 4, effective July 29, 1998; 26 SDR 85, effective December 29, 1999; 30 SDR 89, effective December 7, 2003; 31 SDR 62, effective November 7, 2004.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:48. Marshall County. The following are the maximum speeds on certain highways in Marshall County:

(1) State Trunk Highway 27 beginning 0.22 mile east of the intersection of State Trunk Highway 27 and east Front Street in Langford, then west 0.14 mile, 40 miles per hour; then west to the intersection, 30 miles per hour; then south from the intersection 0.11 mile, 30 miles per hour; then south 0.14 mile, 45 miles per hour;

(2) State Trunk Highway 10 beginning 0.99 mile west of the junction of State Trunk Highway 10 and State Trunk Highway 27 in Britton, then east for 0.4 mile, 40 miles per hour; then east for 1.05 miles, 30 miles per hour; then east for 0.13 mile, 45 miles per hour; then east for 0.87 mile, 55 miles per hour;

(3) State Trunk Highway 27 in Britton beginning at the junction of State Trunk Highway 27 and State Trunk Highway 10, then south from the junction for 0.52 mile, 30 miles per hour; then south for 0.20 mile, 50 miles per hour;

(4) State Trunk Highway 25 in Veblen beginning ~~0.32~~ 0.31 mile west of the junction of State Trunk Highway 25 and Marshall County Highway 1, then east for 0.20 mile, 50 miles per hour; then east for ~~1.20 miles~~ 0.64 mile, 30 miles per hour; then east for 0.20 mile, 50 miles per hour.

Source: SL 1975, ch 16, § 1; 9 SDR 76, effective December 23, 1982; 11 SDR 73, effective November 29, 1984; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 22 SDR 64, effective November 13, 1995; 22 SDR 165, effective June 2, 1996; 27 SDR 47, effective November 9, 2000; 30 SDR 22, effective August 25, 2003; 30 SDR 204, effective June 28, 2004; 31 SDR 165, effective May 11, 2005.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:53. Perkins County. The following are the maximum speeds on certain highways in Perkins County:

(1) State Trunk Highway 20 beginning at milepost 65.66 (the west village limits of Prairie City), then east for 0.39 mile, 50 miles per hour; then east to milepost 80, 55 miles per hour;

(2) Repealed;

(3) U.S. Highway 12 beginning 0.3 mile west of the junction of U.S. Highway 12 and State Trunk Highway 73 at Lemmon, then easterly for 0.6 mile, 45 miles per hour; then easterly for 0.9 mile, 35 miles per hour; then easterly for 0.2 mile, 50 miles per hour;

(4) Beginning at the intersection of State Trunk Highway 20 and the road leading to the town of Bison, then south for 0.2 mile, 45 miles per hour; then south to the Main Street of Bison, 30 miles per hour;

(5) State Trunk Highway 73 beginning 0.2 mile south of the junction of State Trunk Highway 73 and U.S. Highway 12, then north for 0.2 mile to that junction, 40 miles per hour;

(6) State Trunk Highway 73 beginning 2,207 feet south of the southwest corner of section 17, township 21 north, range 16 east of the Black Hills meridian, then northerly 4,224 feet, 50 miles per hour;

(7) Repealed;

(8) State Trunk Highway 20 beginning ~~at milepost 82.36~~ 0.3 mile east of mileage reference marker 82.00 ~~(west of intersection with the road into Bison)~~, then east for ~~0.54~~ 0.4 mile, 45 miles per hour;

(9) State Trunk Highway 20 beginning at milepost 94.48 (west of west village limits of Meadow), then east for 0.40 mile, 45 miles per hour.

Source: SL 1975, ch 16, § 1; 5 SDR 97, effective May 20, 1979; 7 SDR 25, effective September 22, 1980; 10 SDR 30, effective October 4, 1983; 10 SDR 93, effective March 5, 1984; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 22 SDR 165, effective June 2, 1996; 31 SDR 26, effective September 6, 2004.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:61. Turner County. The following are the maximum speeds on certain highways in Turner County:

(1) State Trunk Highway 44 beginning at the junction with State Trunk Highway 19 east of Parker, then west 1 mile, 30 miles per hour; then west 0.2 mile, 45 miles per hour;

(2) U.S. Highway 18 beginning 400 feet west of 460th Avenue, then east for 0.2 mile, 45 miles per hour; then east for 0.58 mile through Davis, 30 miles per hour; then east for 0.3 mile, 45 miles per hour;

(3) State Trunk Highway 46 beginning at the west Turner County line, then east 0.45 mile through Irene, 25 miles per hour; then east for 0.2 mile, 40 miles per hour;

(4) State Trunk Highway 19 beginning 0.5 mile south of the intersection with Turner County Highway 42 in Viborg, then north for 0.16 mile, 50 miles per hour; then north for 0.77 mile through Viborg, 30 miles per hour; then north for 0.15 mile, 50 miles per hour;

(5) State Trunk Highway 19A beginning 0.6 mile west of the intersection with Broadway in Centerville, then east for 0.3 mile, 50 miles per hour; then east for 0.3 mile to Broadway, 30 miles per hour; then south for 0.4 mile, 35 miles per hour; then south for 0.15 mile, 50 miles per hour;

(6) State Trunk Highway 44 beginning 0.65 mile northwesterly of the intersection with Turner County Highway 41, then southeasterly 0.15 mile, 45 miles per hour; then southeasterly 0.67 mile through Chancellor, 30 miles per hour; then southeasterly 0.15 mile, 45 miles per hour;

(7) State Trunk Highway 19 beginning 0.39 mile north of Turner County Highway 38, then north to a point 0.1 mile north of Turner County Highway 36, 50 miles per hour;

(8) State Trunk Highway 19 beginning 0.5 mile south of the intersection with State Trunk Highway 44 at Parker, then ~~north 0.74~~ northwesterly 0.33 mile, 55 miles per hour; then north 0.57 mile, 40 miles per hour;

(9) U.S. Highway 18 beginning 1.38 miles west of the intersection with Turner County Road 17, then east for 0.4 mile through Turkey Ridge, 45 miles per hour.

Source: SL 1975, ch 16, § 1; 9 SDR 35, effective September 19, 1982; 12 SDR 7, effective July 28, 1985; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 22 SDR 165, effective June 2, 1996; 23 SDR 132, effective February 27, 1997; 23 SDR 180, effective May 1, 1997; 28 SDR 101, effective January 17, 2002; 38 SDR 172, effective April 24, 2012.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:65. Oglala Lakota County. The following are the maximum speeds on certain highways in Oglala Lakota County:

(1) U.S. Highway 18 beginning ~~0.73~~ 0.7 mile northerly from its junction with ~~the U.S. Highway 18 whiteclay spur in Pine Ridge~~ State Trunk Highway 407; then southerly for 0.2 mile, 50 miles per hour; then southerly for ~~0.53~~ 0.1 mile, 35 miles per hour; then ~~easterly~~ southerly for ~~0.12~~ 0.4 mile, 25 miles per hour; then easterly for ~~0.35~~ 0.5 mile, ~~30~~ 25 miles per hour; then easterly for 0.3 mile, 35 miles per hour; then easterly for ~~1.17~~ 1.2 miles, 45 miles per hour;

(2) State Trunk Highway 407 beginning at the Nebraska state line, then north ~~1.35~~ 1.4 miles, 55 miles per hour; then north 0.2 mile, 40 miles per hour; then north ~~0.15~~ 0.1 mile, 35 miles per hour; then north to the junction of U.S. Highway 18 in Pine Ridge, 35 25 miles per hour;

(3) U.S. Highway 18 beginning 0.6 mile west of Oglala at milepost 87.70, then east 1.26 miles, 45 miles per hour;

(4) U.S. Highway 18 in Batesland, beginning at the Oglala Lakota-Bennett County line, then west 0.07 mile, 45 miles per hour.

Source: SL 1975, ch 16, § 1; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 22 SDR 165, effective June 2, 1996; 23 SDR 132, effective February 27, 1997; 30 SDR 89, effective December 7, 2003; 34 SDR 303, effective June 9, 2008; SL 2015, ch 56, § 1, effective May 1, 2015.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

CHAPTER 70:07:01

GENERAL PROVISIONS

70:07:01:01. Definitions. Terms used in chapters 70:07:01 to 70:07:04, inclusive, have the following meanings:

(1) "Awarding authority," a public or private authority that awards construction contracts;

(2) "Bidding capacity rating," the maximum dollar amount of work for which a prospective bidder may submit bids for any construction contract;

~~(3)~~ (3) "Business," a sole proprietor doing business as a contractor or subcontractor or a partnership, association, corporation, or other entity formed for the purpose of doing business as a contractor or subcontractor;

~~(4)~~ (4) "Commission," the South Dakota Transportation Commission;

~~(4)~~ (5) "Committee," the classification and rating committee established by § 70:07:02:01;

~~(5)~~ (6) "Construction contract," the written agreement between the department and the contractor setting forth the obligations of the parties for the performance of the prescribed work, including the invitation for bids, proposal, contract form, contract bond, standard specification, supplemental specifications, special provisions, general and detailed plans, and notice to proceed and any addendum, change order and agreement that is required to complete construction of the work, including any authorized extension of the contract, all of which constitute one instrument, for the improvement of the highway system;

~~(6)~~ (7) "Contract crime," a violation of a state law, a federal law, or a rule, regulation, or order of a federal or state department or agency pertaining to the construction, maintenance, repair, or supervision of highways or to fraud, theft, embezzlement, bribery, forgery, misrepresentation, making false statements, falsification or destruction of records, or any other criminal offense in connection with obtaining, attempting to obtain, or performing a public or private contract or subcontract;

~~(7)~~ (8) "Contractor," a person to whom the commission has awarded a department construction contract;

~~(8)~~ (9) "Conviction," any of the following accepted and recorded by a court:

(a) A plea of guilty;

(b) A verdict of guilty by a jury or a finding of guilt by a court;

(c) A civil verdict against a person in which a civil penalty is imposed on the person as a result of a contract crime; or

(d) A plea or verdict of guilty or a civil-judgment in which a civil penalty is imposed on a person as a result of a contract crime;

~~(9) "Current bidding capacity," the maximum dollar amount of work for which a prospective bidder may submit bids at any given bid letting;~~

(10) "Debar," to disqualify from entering into or receiving a department contract or from serving as a contractor or subcontractor under a department contract;

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

~~(12) "Maximum bidding capacity rating," the maximum dollar amount of work a contractor may have under contract at any one time, either as principal or subcontractor, regardless of whom the work is for or where it is located, as authorized by the committee;~~

~~(13) (12) "Person," a business as defined in this section or a natural person;~~

~~(14) (13) "Principal," an officer, director, or partner of a business or an employee or shareholder engaged in management of the business;~~

~~(15) (14) "Prospective bidder," a person proposing to bid or bidding on a department construction contract;~~

~~(16) (15) "Secretary," the secretary of the South Dakota Department of Transportation;~~

~~(17) (16) "Suspend," to temporarily disqualify from entering into or receiving a department contract or from serving as a subcontractor under a department contract;~~

~~(18) (17) "Working capital," the difference between a contractor's current assets and current liabilities as classified on the contractor's audited financial statement plus 80 percent of the book value of the construction equipment listed in the contractor's prequalification statement and financial statement, plus committee-approved lines of credit.~~

Source: SL 1975, ch 16, § 1; 8 SDR 45, effective October 28, 1981; 13 SDR 129, 13 SDR 134, effective July 1, 1987; transferred from § 70:01:05:01, 19 SDR 154, effective April 11, 1993; 25 SDR 145, effective May 30, 1999; 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

CHAPTER 70:07:02

CLASSIFICATION AND BIDDING CAPACITY RATING

Section

70:07:02:01 Classification and rating committee -- Membership -- Powers and duties.

70:07:02:02 Committee to keep record of proceedings.

70:07:02:03 Classification and ~~maximum~~ bidding capacity rating.

70:07:02:04 Procedure for obtaining classification and capacity rating.

70:07:02:05 Financial records confidential.

70:07:02:06 Time limit for statements.

70:07:02:07 Preference for work classification.

70:07:02:08 Work classifications.

70:07:02:09 ~~Maximum bidding~~ Bidding capacity rating.

70:07:02:10 Effective period of rating.

~~70:07:02:11 Determination of current bidding capacity of prospective bidders.~~

Repealed.

70:07:02:12 Allowable deductions for determining ~~maximum~~ bidding capacity rating.

70:07:02:13 Ineligibility for violation of laws, rules, or orders.

70:07:02:14 Repealed.

70:07:02:15 Ineligibility following grant of rating.

70:07:02:16 Procedure for review of decision of committee.

70:07:02:17 Reclassification procedure.

70:07:02:18 Forfeit of rating.

70:07:02:19 Renewal of prospective bidder prequalification.

70:07:02:20 Prior experience requirements.

70:07:02:01. Classification and rating committee -- Membership -- Powers and duties. The classification and rating committee consists of four persons from the department ~~selected~~ approved by the commission. The committee may act for the commission on all matters specified in this chapter. The secretary may appoint a ~~temporary alternate if a~~ alternates for the committee member is unavailable members.

Source: SL 1975, ch 16, § 1; 8 SDR 45, effective October 28, 1981; 10 SDR 30, effective October 4, 1983; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 142, effective March 26, 1989; transferred from § 70:01:05:22, 19 SDR 154, effective April 11, 1993; 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

70:07:02:03. Classification and ~~maximum~~—bidding capacity rating. A prospective bidder shall obtain a classification and ~~maximum~~—bidding capacity rating granted by the committee pursuant to this chapter before bidding on a state highway construction contract unless the amount being bid is less than \$200,000.

Source: SL 1975, ch 16, § 1; 6 SDR 109, effective May 29, 1980; 8 SDR 45, effective October 28, 1981; 8 SDR 170, effective June 21, 1982; 13 SDR 159, effective May 3, 1987; 13 SDR 129, 13 SDR 134, effective July 1, 1987; transferred from § 70:01:05:02, 19 SDR 154, effective April 11, 1993; 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

70:07:02:04. Procedure for obtaining classification and capacity rating. To obtain a classification and ~~maximum~~ bidding capacity rating a prospective bidder shall

submit a prequalification statement to the committee, on a form approved by the department. The prospective bidder shall include in the prequalification statement the prospective bidder's equipment, organization, prior experience, and any debarment or pending debarment by a state or federal agency from bidding on construction projects. At its discretion, the committee may request additional information.

In addition to the prospective bidder's prequalification statement, the prospective bidder shall furnish audited financial details in accordance with either of the following:

(1) The prospective bidder may furnish a certification of surety from a bonding firm authorized to do business in this state stating the maximum bonding coverage the surety will issue on the prospective bidder's behalf for ~~both a single contract and for all of the prospective bidder's work including uncompleted contracts~~; or

(2) The prospective bidder may submit a separate statement of financial position audited by an independent certified public accountant. The opinion page of the audit statement shall include the audit firm's name, address, telephone number, and signature of a member of the firm.

Source: SL 1975, ch 16, § 1; 8 SDR 45, effective October 28, 1981; 8 SDR 98, effective February 24, 1982; 13 SDR 129, 13 SDR 134, effective July 1, 1987; transferred from § 70:01:05:03, 19 SDR 154, effective April 11, 1993; 25 SDR 145, effective May 30, 1999; 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

70:07:02:08. Work classifications. Types of work are classified as follows:

- (1) Major grading;
- (2) Minor grading;
- (3) Portland cement concrete paving;

(4) Portland cement concrete repair (spall repair, joint repair, or pavement grinding);

(5) Asphalt concrete paving and microsurfacing;

(6) Asphalt surface treatment and asphalt crack sealing;

(7) New bridge construction;

(8) Bridge rehabilitation (deck overlays, fatigue retrofit, steel and concrete repair, epoxy chip seal, or rail retrofit);

(9) Minor structure construction (cast in place box culverts, pre-cast multi-beam deck bridges, or mechanically stabilized earth (MSE) large panel retaining walls);

(10) Lighting and signals;

(11) Signing, delineation, and pavement marking;

(12) Underground and utilities (storm sewer, sanitary sewer, waterline, drainage pipe, or precast box culvert);

(13) Incidental construction (fencing, guardrail, railroad crossings, MSE modular block retaining walls, gravel surfacing, base course, landscaping, or erosion control);

(14) Miscellaneous concrete construction (sidewalk, bike path, multi-use path, or curb and gutter);

(15) Bridge painting;

(16) High Friction surface treatment; and

(17) Bridge deck chip seal.

The committee may approve a prospective bidder in one or more types of work.

The committee may prequalify a prospective bidder on a project by project basis for specialty work not specifically covered by the foregoing classifications.

Source: SL 1975, ch 16, § 1; 8 SDR 45, effective October 28, 1981; 13 SDR 129, 13 SDR 134, effective July 1, 1987; transferred from § 70:01:05:06, 19 SDR 154, effective

April 11, 1993; 25 SDR 145, effective May 30, 1999; 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

70:07:02:09. ~~Maximum bidding~~ Bidding capacity rating. The criteria for determining ~~maximum~~ bidding capacity ratings are as follows:

(1) The prospective bidder's ability to finance the work as shown by the prospective bidder's audited financial statement, surety statement, surety bond or supplemental documents;

(2) The amount, condition, and availability of the prospective bidder's equipment;

(3) The experience of the prospective bidder's personnel; and

(4) The prospective bidder's previous record with the department and other awarding authorities.

A ~~maximum~~ bidding capacity rating may not exceed ~~ten~~ five times the amount of a prospective bidder's working capital. The committee may honor a bank line of credit to increase the prospective bidder's working capital. The prospective bidder shall state the line of credit on a form furnished by the committee and is valid for the period of the prospective bidder's prequalification. The committee may declare the prospective bidder ineligible for prequalification if the prospective bidder has been deficient, as determined by the committee, in any of the criteria listed in this section.

If a certification of surety is furnished in accordance with subdivision 70:07:02:04(1), the ~~maximum~~ bidding capacity rating must conform to the bonding limitations established by the surety on the prospective bidder's behalf.

~~—If an audited financial statement is furnished, the per contract bidding capacity is 50 percent of the maximum bidding capacity.~~

Source: SL 1975, ch 16, § 1; 8 SDR 45, effective October 28, 1981; 13 SDR 129, 13 SDR 134, effective July 1, 1987; transferred from § 70:01:05:07, 19 SDR 154, effective April 11, 1993; 25 SDR 145, effective May 30, 1999; 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

70:07:02:10. Effective period of rating. If the prospective bidder submits an audited statement of financial position in accordance with subdivision 70:07:02:04(2), the classification and ~~maximum~~ bidding capacity rating is effective for not more than 18 months from the date of the balance sheet. If a certification of surety is submitted in accordance with subdivision 70:07:02:04(1), the classification and ~~maximum~~ bidding capacity rating expires according to the expiration date as shown on the prospective bidder's surety bond or upon the expiration or rescission of the certification of surety. The prospective bidder shall provide the department with written notice of the rescission of a certification of surety within five days after the prospective bidder receives notice of the rescission. The committee may grant one extension of not more than 60 days to the period that the ~~maximum~~ bidding capacity rating is effective. The prospective bidder shall submit any request for an extension to the committee in writing.

Source: SL 1975, ch 16, § 1; 8 SDR 45, effective October 28, 1981; 8 SDR 98, effective February 24, 1982; 13 SDR 129, 13 SDR 134, effective July 1, 1987; transferred from § 70:01:05:08, 19 SDR 154, effective April 11, 1993; 25 SDR 145, effective May 30, 1999; 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

70:07:02:11. Determination of current bidding capacity of prospective bidders.

~~The department shall give a prospective bidder a current bidding capacity in a specified dollar amount under one or more classifications for which the prospective bidder has qualified. The current bidding capacity is arrived at by subtracting from the maximum bidding capacity rating the uncompleted dollar amount of all bonded work wherever located.~~ Repealed.

Source: SL 1975, ch 16, § 1; 8 SDR 45, effective October 28, 1981; 13 SDR 129, 13 SDR 134, effective July 1, 1987; transferred from § 70:01:05:10, 19 SDR 154, effective April 11, 1993; 40 SDR 121, effective January 6, 2014.

~~— **General Authority:** SDCL 31-5-10.~~

~~— **Law Implemented:** SDCL 31-5-10.~~

70:07:02:12. Allowable deductions for determining ~~maximum~~ bidding capacity rating. The committee may include a deduction for any of the following factors when calculating the ~~maximum~~ bidding capacity rating:

- (1) Current ability;
- (2) Experience and organization;
- (3) Ownership, sufficiency, availability, and condition of major items of equipment;
- (4) Quality and timeliness of work performed on previous contracts; and
- (5) Independent financial audit concerns, including account and debt records.

Deductions may not exceed 50 percent for any one factor.

The committee may limit a prospective bidder to a specific number of projects over the \$200,000 prequalification requirement based on any of the criteria in this section.

Source: SL 1975, ch 16, § 1; 8 SDR 45, effective October 28, 1981; 13 SDR 129, 13 SDR 134, effective July 1, 1987; transferred from § 70:01:05:11, 19 SDR 154, effective

April 11, 1993; 25 SDR 145, effective May 30, 1999; 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

70:07:02:15. Ineligibility following grant of rating. The committee may declare a prospective bidder ineligible before the department receives bids or the commission awards a contract if a development occurs after the granting of a classification or a ~~maximum~~ bidding capacity rating which in the determination of the committee would affect the responsibility of the prospective bidder.

Source: SL 1975, ch 16, § 1; 8 SDR 45, effective October 28, 1981; 13 SDR 129, 13 SDR 134, effective July 1, 1987; transferred from § 70:01:05:17, 19 SDR 154, effective April 11, 1993; 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

70:07:02:17. Reclassification procedure. A holder of a classification and ~~maximum~~ bidding capacity rating may request a reclassification or a higher ~~maximum~~ bidding capacity rating, or both, by submitting a new prequalification statement to the committee at least 14 days before the day of the bid letting. A reclassification or an increase in a ~~maximum~~ bidding capacity rating, or both, are in effect on the day granted.

Source: SL 1975, ch 16, § 1; 8 SDR 45, effective October 28, 1981; 13 SDR 129, 13 SDR 134, effective July 1, 1987; transferred from § 70:01:05:15, 19 SDR 154, effective April 11, 1993; 25 SDR 145, effective May 30, 1999; 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

Cross-Reference: Time limit for questionnaires, § 70:07:02:06.

70:07:02:18. Forfeit of rating. The committee may require a prospective bidder to submit a new prequalification statement concerning an existing ~~maximum~~ bidding capacity rating. Failure to submit a new prequalification statement within 14 days of the request forfeits the existing ~~maximum~~ bidding capacity rating.

If a prospective bidder forfeits a ~~maximum~~ bidding capacity rating, the committee shall receive and act upon a new prequalification statement from the prospective bidder before bids may be honored.

Source: SL 1975, ch 16, § 1; 8 SDR 45, effective October 28, 1981; 13 SDR 129, 13 SDR 134, effective July 1, 1987; transferred from § 70:01:05:16, 19 SDR 154, effective April 11, 1993; 25 SDR 145, effective May 30, 1999; 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

70:07:02:19. Renewal of prospective bidder's prequalification. To retain or revise prequalification status, a prospective bidder shall complete a new prospective bidder prequalification statement based on either the expiration date of the bidder's surety bond, or the expiration date of the bidder's audited financial statement. The prequalification committee shall review the prequalification statement and determine the new status of eligible work types, bidding capacity ~~per contract, maximum bidding capacity,~~ rating, and expiration date.

Source: 40 SDR 121, effective January 6, 2014.

General Authority: SDCL 31-5-10.

Law Implemented: SDCL 31-5-10.

CHAPTER 70:07:03

BID PROPOSALS

Section

70:07:03:01 Procedure for requesting bid proposals.

70:07:03:02 Repealed.

70:07:03:03 Denial of proposal for substandard work.

70:03:03:04 Repealed.

~~70:07:03:05 Award of multiple contracts~~ Repealed.

70:07:03:06 Repealed.

70:07:03:05. Award of multiple contracts. ~~If a prospective bidder bids several projects and the total amount of the low bids exceeds its current bidding capacity, the department may only award contracts up to the current bidding capacity. The department shall select projects to award that are to the advantage of the department~~ Repealed.

Source: 19 SDR 154, effective April 11, 1993; 40 SDR 121, effective January 6, 2014.

~~**General Authority:** SDCL 31-5-10.~~

~~**Law Implemented:** SDCL 31-5-10.~~



Department of Transportation

Pierre Region Office

104 S. Garfield

Pierre, South Dakota 57501-5405

PHONE: 605/773-3464

FAX: 605/773-6215

DATE: August 24, 2017

TO: Christina Bennett
Operations Traffic Engineer

FROM: Darren Griese
Pierre Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
SD Highway 73 in Bennett County

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on SD Highway 73 on the south end of Martin, SD in Bennett County.

EXISTING RULE:

70:01:02:11. Bennett County. The following are the maximum speeds on certain highways in Bennett County:

(4) State Trunk Highway 73 beginning at the junction of U.S. Highway 18 and State Trunk Highway 73 in Martin, then south for 0.3 mile, 35 miles per hour;

AMENDED RULE:

70:01:02:11. Bennett County. The following are the maximum speeds on certain highways in Bennett County:

(4) State Trunk Highway 73 beginning at the junction of U.S. Highway 18 and State Trunk Highway 73 in Martin, then south for 0.3 mile, 35 miles per hour; then south for 0.45 mile, 45 miles per hour;

COST:

The estimated cost to make the necessary signing changes, if this proposal is approved, is as follows:

Relocate Traffic Signs: 2 @ \$75.00 per sign = \$150.00

Install New Signs: 2 @ \$100.00 per sign = \$200.00

TOTAL = \$350.00

All sign work will be done by DOT Maintenance personnel with signs from the DOT Sign Shop in Pheasantland Industries.

INFORMATION REGARDING PROPOSED
SPEED LIMIT ADMINISTRATIVE RULE CHANGES

DATE: August 24, 2017

LOCATION:

Highway: SD Highway 73

Town or City: Martin

County: Bennett

EFFECTS OF THE CHANGES:

Amend Existing Rule 70:01:02:11 (4)

PURPOSE OF THE CHANGES:

The purpose of the proposed change is to create a transition speed between the 65 mph and 35 mph zones at the south side of Martin, through an area of highway with driveways and turning movements.

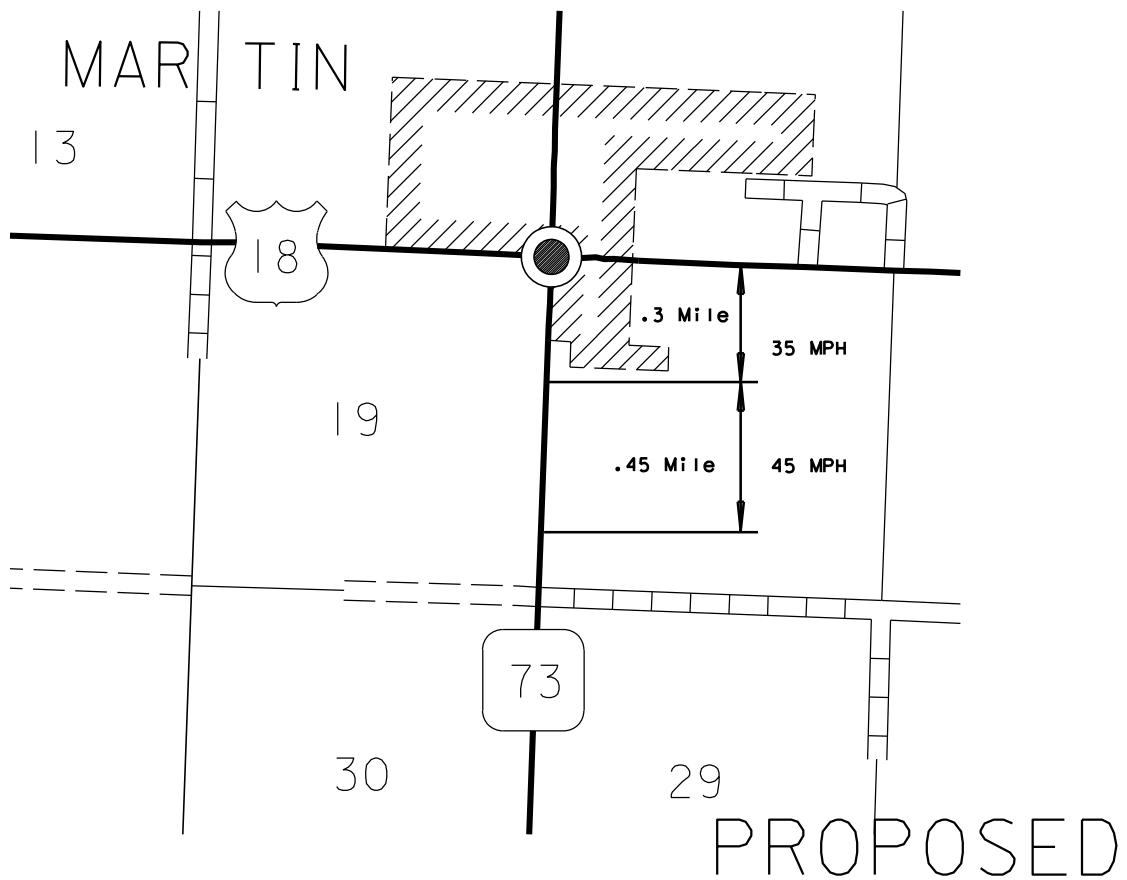
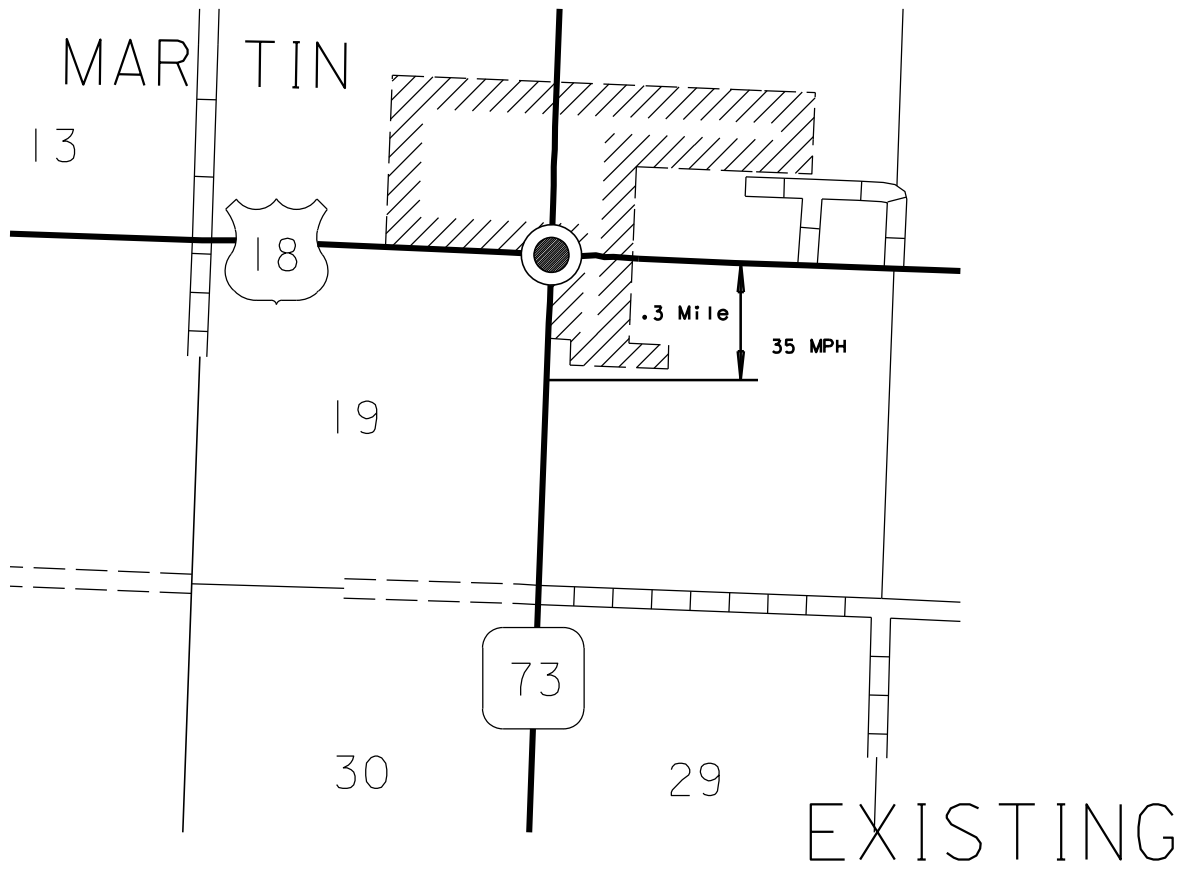
WHY THE CHANGES ARE RECOMMENDED:

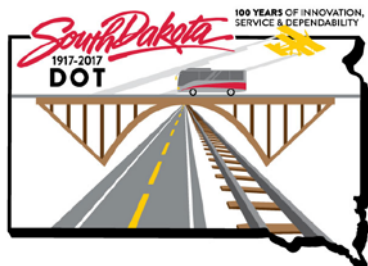
The changes are recommended to safely accommodate turning traffic and to provide for a step down speed for traffic slowing down from 65 mph to 35 mph.

WHO INITIATED THE CHANGE:

Martin Mayor Gary Rayhill requested the speed reduction at the August 24, 2017 Transportation Commission meeting.

Captain Jason Ketterling and Sergeant Slade Ross of the South Dakota Highway Patrol are in support of the proposed speed rule, along with Bennett County Sheriff Paul Williams.





Department of Transportation

Rapid City Region Office

2300 Eglin St

Rapid City, South Dakota 57709-1970

PHONE: 605-394-2244

FAX: 605-394-1904

DATE: September 13, 2017

TO: Christina Bennett
Operations Traffic Engineer

FROM: Jon Suomala
Rapid City Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
SD Highway 85

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on US Highway 85 between a point 1.0 miles north of the junction of US Hwy 85 & US Highway 212 near the north end of Belle Fourche and a point 0.6 miles south of the junction of SD Highway 34 & US Hwy 85 near the south end of Belle Fourche.

EXISTING RULE:

70:01:02:15. Butte County. The following are the maximum speeds on certain highways in Butte County:

(1) U.S. Highway 85 beginning 1 mile north of the junction with U.S. Highway 212 in Belle Fourche, then south for 0.75 mile, 45 miles per hour; then south on U.S. Highway 85 to the south end of the Belle Fourche River bridge, 35 miles per hour; then south to Indian Street, 25 miles per hour; then south to a point 0.18 mile south of National Street, 30 miles per hour; then south to the junction with State Trunk Highway 34, 40 miles per hour; then south to a point 0.3 mile south of the junction with State Trunk Highway 34, 45 miles per hour;

AMENDED RULE:

70:01:02:15. Butte County. The following are the maximum speeds on certain highways in Butte County:

(1) U.S. Highway 85 beginning 1 mile north of the junction with U.S. Highway 212 in Belle Fourche, then south for 0.75 mile, 45 miles per hour; then south on U.S. Highway 85 to the south

end of the Belle Fourche River bridge, 35 miles per hour; then south to Indian Lawrence Street, 25 miles per hour; ~~then south to a point 0.18 mile south of National Street, 30 miles per hour;~~ then south to the junction with State Trunk Highway 34, ~~40~~ 35 miles per hour; then south to a point ~~0.3~~ 0.6 mile south of the junction with State Trunk Highway 34, 45 miles per hour;

COST:

The estimated cost to make the necessary signing changes, if this proposal is approved, is as follows:

Remove Traffic Signs: 4 @ \$20.00 per sign = \$80.00

Relocate Traffic Signs: 1 @ \$75.00 per sign = \$75.00

Install New Signs: 2 @ \$100.00 per sign = \$200.00

TOTAL \$ 355.00

INFORMATION REGARDING PROPOSED
SPEED LIMIT ADMINISTRATIVE RULE CHANGES

DATE: September 13, 2017

LOCATION:

Highway: US Highway 85

City: Belle Fourche

County: Butte

EFFECTS OF THE CHANGES:

Amend Existing Rule 70:01:02:15 (1)

PURPOSE OF THE CHANGES:

The purpose of this change is to simplify and reduce the number of speed zones within the City of Belle Fourche.

WHY THE CHANGES ARE RECOMMENDED:

The changes are recommended to have a more simple and effective suite of speed limits through the town of Belle Fourche on Hwy 85.

WHO INITIATED THE CHANGE:

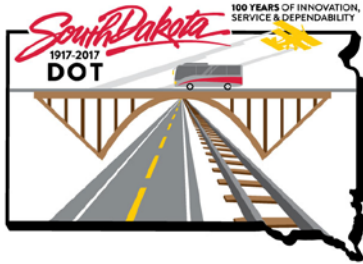
The Department of Transportation Rapid City Region Traffic Office recommended the proposed changes after conducting a review of the current speed limit rules.

Captain Jason Ketterling, South Dakota Highway Patrol, is in support of the proposed speed rule.

The Department has also been working with the City of Belle Fourche on the recommended speed zones and have obtained their concurrence on the proposed changes.

Existing Rule: On Left
Proposed Rule: On Right





Department of Transportation

Mitchell Office

PO Box 1206

Mitchell, South Dakota 57301

PHONE: 605/995-8129

FAX: 605/995-8135

DATE: September 11, 2017

TO: Christina Bennett
Operations Traffic Engineer

FROM: Scott Jansen
Mitchell Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
State Trunk Highway 50

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on State Trunk Highway 50 in Clay County, through Vermillion.

EXISTING RULE:

70:01:02:19. Clay County. The following are the maximum speeds on certain highways in Clay County:

(4) State Trunk Highway 50 beginning at the junction with State Trunk Highway 50 Business Route west of Vermillion, then east to a point 0.2 mile west of the junction of State Trunk Highway 19, 65 miles per hour; then east-southeasterly for approximately 2.3 miles to a point 0.14 mile west of the intersection with Crawford Road, 55 miles per hour; then south and east for 0.96 mile on the ramp over State Trunk Highway 50 Business Route, 45 miles per hour; then east on State Trunk Highway 50 for 0.21 mile, 55 miles per hour; then east to the Union County line, 70 miles per hour;

AMENDED RULE:

70:01:02:19. Clay County. The following are the maximum speeds on certain highways in Clay County:

(4) State Trunk Highway 50 beginning at the junction with State Trunk Highway 50 Business Route west of Vermillion, then east for approximately 2.31 miles to a point 0.20 mile west of the junction of State Trunk Highway 19, 65 miles per hour; then east-southeasterly for approximately 2.3 2.10 miles to a point 0.14 mile west of the intersection with Crawford Road,

~~55~~ 50 miles per hour; then south and east for ~~0.96~~ 0.95 mile on the ramp over State Trunk Highway 50 Business Route, 45 miles per hour; then east on State Trunk Highway 50 for 0.21 mile, 55 miles per hour; then east to the Union County line, 70 miles per hour;

COST:

The estimated cost to make the necessary signing changes, if this proposal is approved, is as follows:

Remove Traffic Signs: 2 @ \$20.00 per sign = \$40.00

Install New Signs: 4 @ \$100.00 per sign = \$400.00

TOTAL \$ 440.00

INFORMATION REGARDING PROPOSED
SPEED LIMIT ADMINISTRATIVE RULE CHANGES

DATE: September 11, 2017

LOCATION:

Highway: SD Highway 50

City: Vermillion

County: Clay

EFFECTS OF THE CHANGES:

Amend Existing Rule 70:01:02:19 (4)

PURPOSE OF THE CHANGES:

Reduce the speed limit from 55 miles per hour to 50 miles per hour on SD Highway 50 in Vermillion.

WHY THE CHANGES ARE RECOMMENDED:

A DOT review and consideration of safety concerns expressed by the public resulted in the proposed 5 mile per hour speed reduction. The reduction to 50 miles per hour appears to be an acceptable consideration by the Department to reduce the potential for crashes along the route while adhering to the Department's practice of posting speed limits within 5-7 miles per hour of the 85th percentile speed.

In conjunction with the speed reduction to 50 mph, the Department plans to install radar speed feedback signs with the capability to record vehicle speeds. Then when the upcoming project for this highway gets closer to the planned construction date of 2021, the DOT can again review this segment to determine if any additional reductions in speed are warranted or justified that could be implemented with the project.

WHO INITIATED THE CHANGE:

The Department of Transportation's Mitchell Region, Road Design, and Operations Support Offices.

SPEED STUDY:

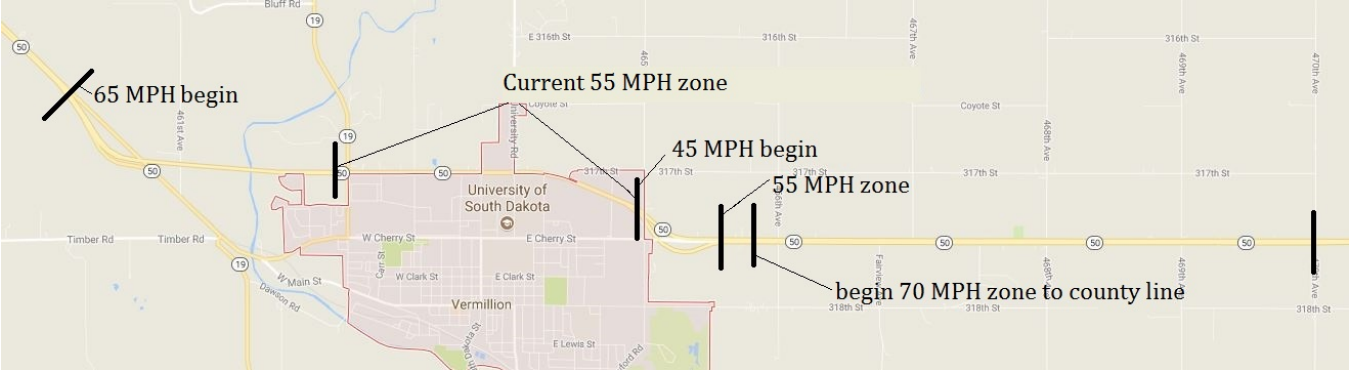
The spot speed studies conducted in 2015 indicate 85th percentile speeds of 55 miles per hour and 58 miles per hour. The proposed speed limit of 50 miles per hour is 5-8 miles per hour less than the 85th percentile speeds. However, the proposed 50 mile per hour speed is commensurate with the average speeds of 50 and 53 miles per hour.

INVOLVEMENT WITH OTHER AGENCIES:

Captain Husby of the South Dakota Highway Patrol concurs with the proposed speed limit amendment.

The City of Vermillion has been advised of the proposed speed amendment and invited to provide concurrence or comment.

EXISTING



PROPOSED



INFORMATION REGARDING PROPOSED
SPEED LIMIT ADMINISTRATIVE RULE CHANGES

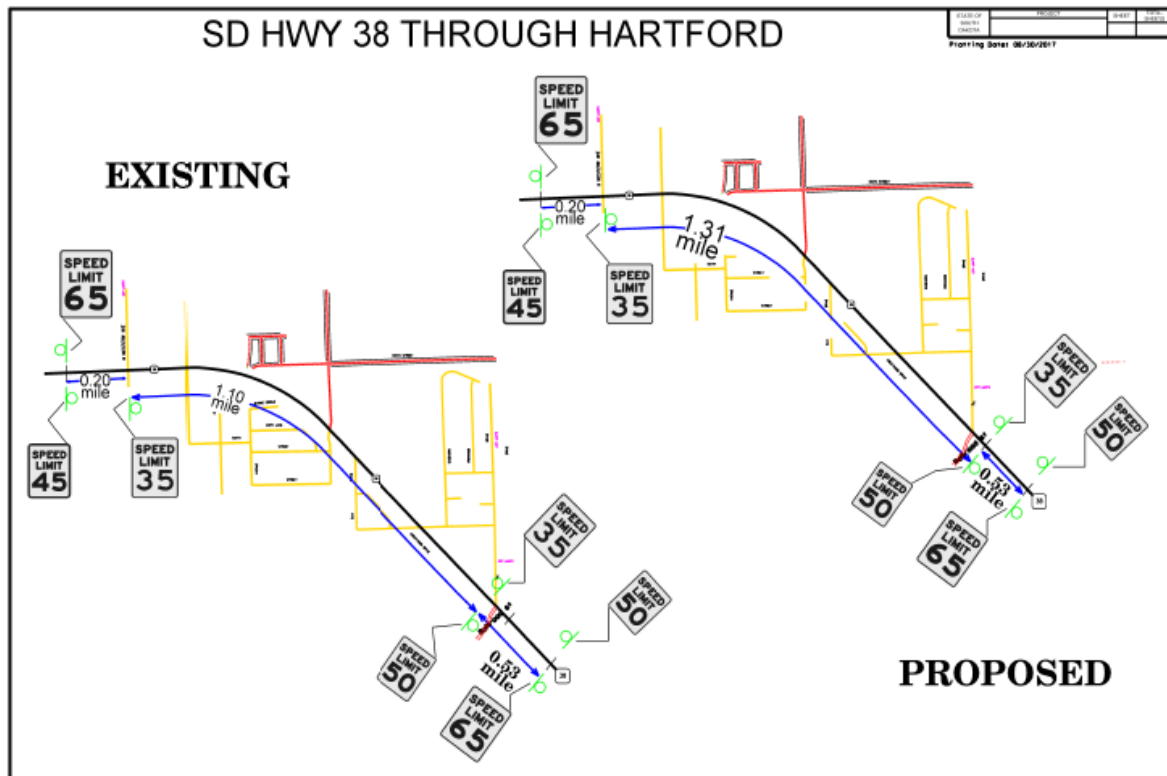
The following items are included for the Transportation Commission's consideration of speed limit administrative rule changes in Minnehaha, Pennington, Brown, Lawrence, Day, Deuel, Fall River, Kingsbury, Marshall, Perkins, Turner, and Oglala Lakota Counties. These speed limit administrative rules are being amended to bring the rules into conformance with the current signing. A map depicting the current rule and the current signing, along with justification for the recommended changes are given for each proposed rule amendment.

There are no costs associated with the proposed speed limit rule amendments because these changes reflect what is currently in the field.

PROPOSED AMENDMENT: Minnehaha County Speed Rule Change on SD Highway 38 in Hartford, SD.

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

(2) State Trunk Highway 38 beginning 0.2 mile west of Western Avenue then east to Western Avenue, 45 miles per hour; then southeasterly through Hartford for ~~1.1~~ 1.31 miles, 35 miles per hour; then southeasterly for 0.53 mile, 50 miles per hour;

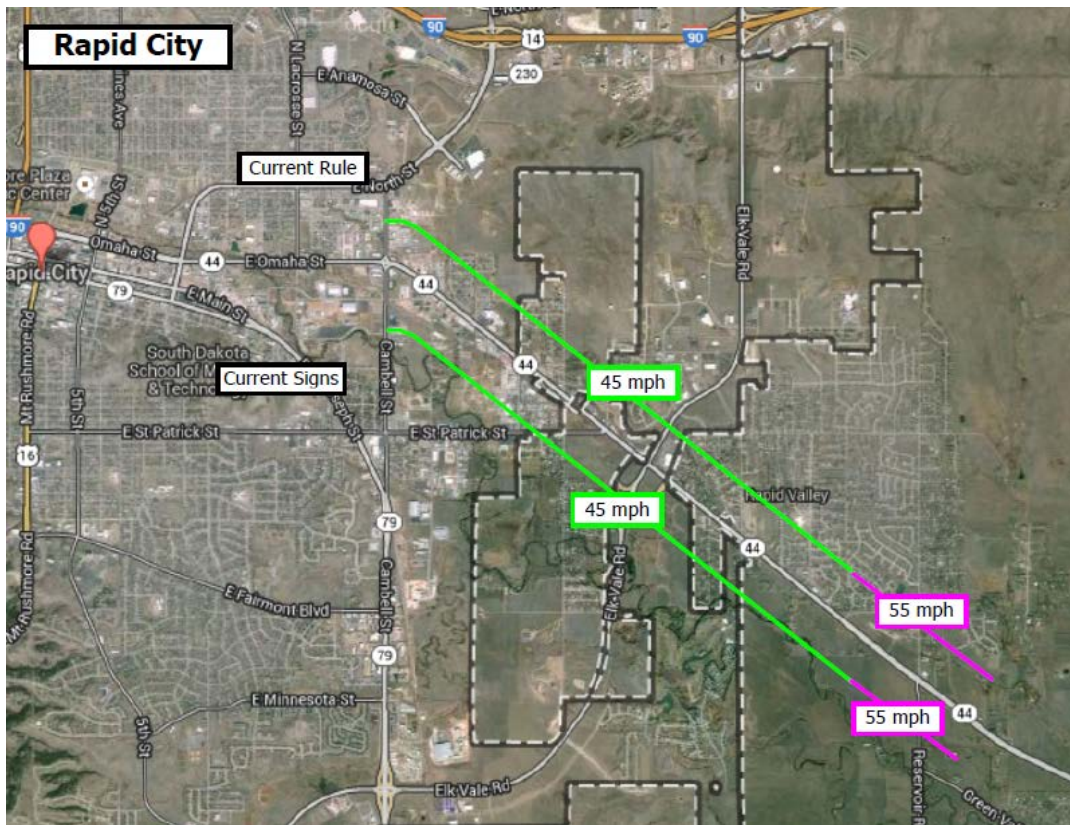


Existing Rule 70:01:02:01 (2) is being amended to reflect the actual distance of the the 35 mph speed zone in Harford. There is an entrance to West Central Middle School at approximately 1.1 miles from the intersection with Western Ave; this is where the current rule ends the 35 mph speed zone and begins the 50 mph speed zone. The Department of Transportation Mitchell Region Traffic Office determined it was appropriate to match the current SPEED LIMIT 35 sign location, which is 0.21 miles beyond this entrance.

PROPOSED AMENDMENT: Pennington County Speed Rule Change on SD Highway 44 in Rapid City.

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

(3) State Trunk Highway 44, beginning at the intersection of Cambell Street, then ~~3.3~~ 3.6 miles southeast ~~to the intersection of Longview Drive~~, 45 miles per hour; then east ~~0.82~~ 0.52 mile, 55 miles per hour;



The existing speed limit signs are located a short distance beyond the intersection of Longview Dr. The Department of Transportation Rapid City Region Traffic Office determined that this was a better location for drivers to be able to see and respond to the speed zone change than at the intersection itself. Captain Jason Ketterling, South Dakota Highway Patrol, is in support of the proposed speed rule.

PROPOSED AMENDMENT: Brown County Speed Rule Changes on US Highway 281 at Aberdeen.

70:01:02:03. Brown County. The following are the maximum speeds on certain highways in Brown County:

(8) U.S. Highway 281 beginning at the west south side of the junction of U.S. Highway 12 and U.S. Highway 281 in Aberdeen, then south for 0.3 miles, 45 miles per hour; then south for 1.8 miles, 55 miles per hour; then south for 0.57 miles, 65 miles per hour; then south to the Spink County line, 70 miles per hour;

(9) U.S. Highway 281 Truck Bypass beginning at the west north side of the junction of U.S. Highway 12 and U.S. Highway 281, then north and east for 1.51 miles to the junction with U.S. Highway 281, 45 miles per hour;

[Map on following page]

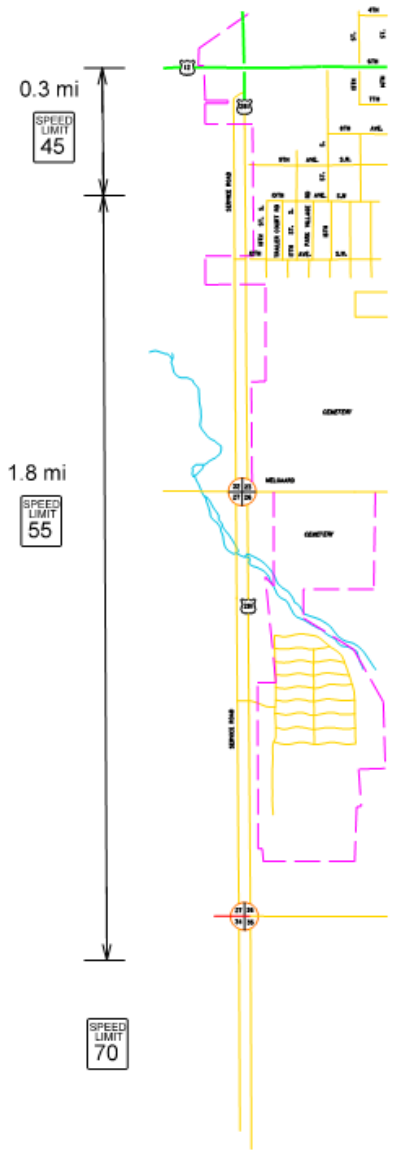
Current rule 70:01:02:03 (8) has a 70 mph speed zone on the undivided section of US Highway 281 south of Aberdeen. The proposed change to this rule would add a 65 mph zone for the segment of US Highway 281 prior to the beginning of the divided section, which would remain 70 mph. The 85th percentile on this section of road is 65 mph, and is consistent with rural undivided highways in the state. Captain Rod Weinmeister, South Dakota Highway Patrol and Mark Milbrandt, Brown County Sheriff, are in support of the proposed speed rules.

Speed Study Results (Conducted on April 18, 2017):

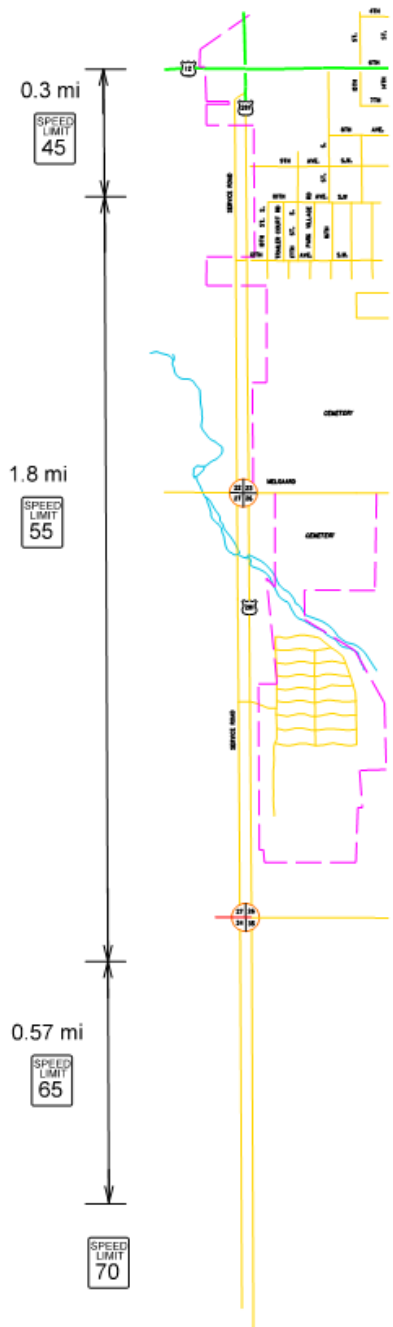
NUMBER OF VEHICLES CHECKED		160
AVERAGE SPEED MPH		60
PER CENT EXCEEDING SPEED LIMIT		14.4
PER CENT EXCEEDING LIMIT BY MORE THAN 5 MPH		3.4
PER CENT EXCEEDING LIMIT BY MORE THAN 10 MPH		0.0
85th PERCENTILE SPEED MPH		65.0
TEN MILE PACE MPH	54.0	TO 63.0
PER CENT WITHIN THE PACE		73.5
MEDIAN SPEED MPH		59.0
FASTEST SPEED RECORDED MPH		72.0
SLOWEST SPEED RECORDED MPH		52.0

Both rules 70:01:02:03 (8) and (9) currently reference the “west junction” of US Highway 281 and US Highway 12; however, there is only one junction of these two highways, so the intended location of the rule change is being clarified.

Aberdeen
Existing



Aberdeen
Proposed



PROPOSED AMENDMENT: Lawrence County Speed Rule Changes on US Highway 85 in Lead.

70:01:02:09. Lawrence County. The following are the maximum speeds on certain highways in Lawrence County:

(7) U.S. Highway 85 beginning at the west city limits of Lead, then east for ~~1.85 miles~~ 0.8 mile, 25 miles per hour; then easterly for ~~0.55~~ 0.5 mile, 20 miles per hour; then easterly for 0.8 mile, 25 miles per hour; then easterly to the junction with U.S. Highway 385, Pluma junction, 35 miles per hour;



This change is recommended based on the existing conditions. It is assumed that this may have started with an effort similar to what is allowed through Keystone, where the 25 mph zone is lowered to 20 mph between June 1 and August 31. However, there is an Administrative rule for this exception through Keystone; such exception did not ever exist for Lead. There is also an administrative rule through Deadwood for a 20 mph zone following the 25 mph zone. Based on this, and the fact that Lead also has curbside sidewalk and multiple businesses along the highway with both summer and winter tourist traffic, Department of Transportation Rapid City Region Traffic Office determined it was appropriate to change the rule to match the current signing. Captain Jason Ketterling, South Dakota Highway Patrol, is in support of the proposed speed rule.

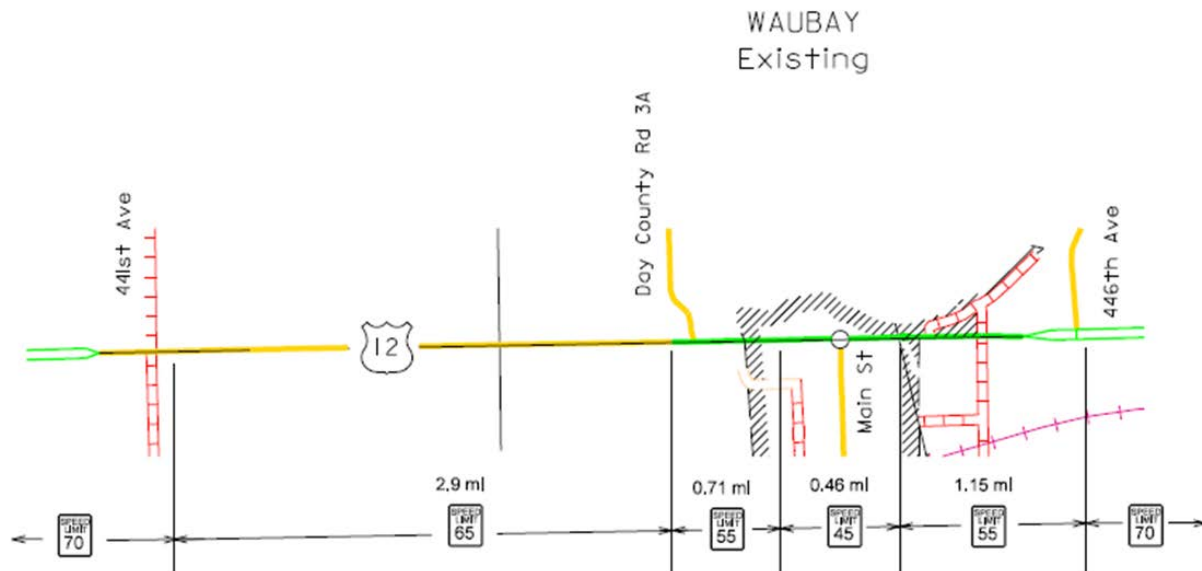
PROPOSED AMENDMENT: Day County Speed Rule Change on US Highway 12 near Waubay.

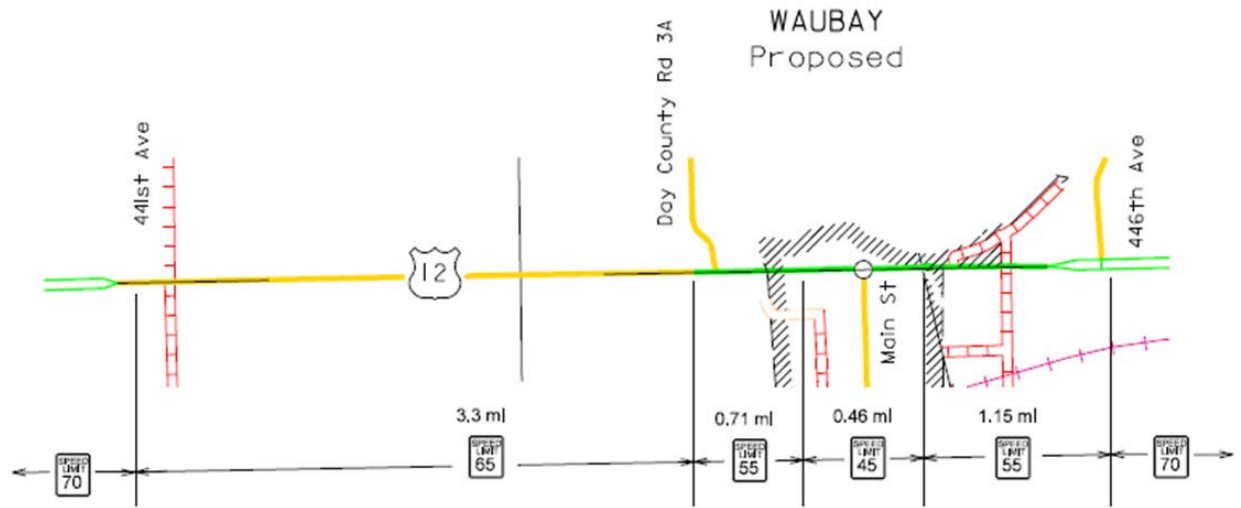
70:01:02:22. Day County. The following are the maximum speeds on certain highways in Day County:

(1) U.S. Highway 12 in Webster, beginning 1.5 miles west of its junction with State Trunk Highway 25, then east for 1.01 miles, 55 miles per hour; then east for 0.36 mile, 45 miles per hour; then east for 0.71 mile, 40 miles per hour; then east for 0.35 mile, 60 miles per hour; then east to a point ~~3.4~~ 3.3 miles west of Day County Road 3A, 70 miles per hour; then east for ~~2.9~~ 3.2 miles, 65 miles per hour; then east for 0.71 mile, 55 miles per hour; then east for 0.46 mile, 45 miles per hour; then east for 1.15 miles, 60 miles per hour; then east to the Roberts County line, 70 miles per hour;

[Map on following page]

The current rule has a 70 mph speed zone on the undivided section of road west of Rush Lake. The existing signing sets the change in speed limit from 70 mph to 65 mph so that it occurs at the change in median for safety and consistency with other segments of divided highways in the State. Therefore, the Department of Transportation Aberdeen Region Traffic Office determined it was appropriate to amend the rule to be in conformance with the existing signing. Captain Rod Weinmeister, South Dakota Highway Patrol, and the Mayor of Waubay are in support of the proposed speed rule amendment.



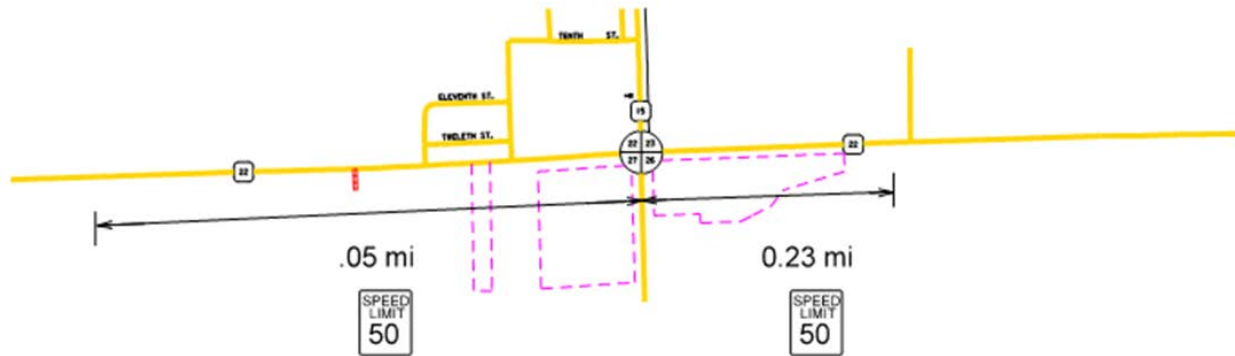


PROPOSED AMENDMENT: Deuel County Speed Rule Change on SD Highway 22 at Clear Lake.

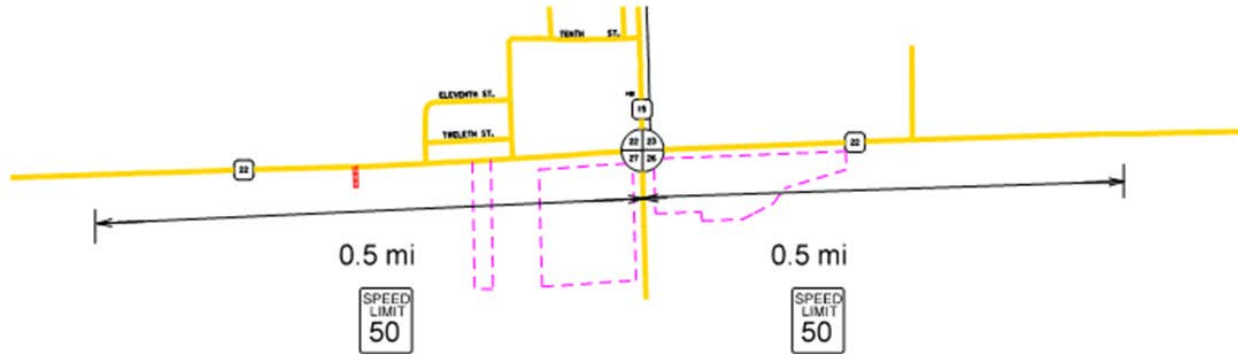
70:01:02:23. Deuel County. The following are the maximum speeds on certain highways in Deuel County:

(3) State Trunk Highway 22 beginning 0.5 mile west of the State Trunk Highway 15 junction, then east to the junction of State Trunk Highway 15, then east ~~0.23 miles~~ 0.5 mile, 50 miles per hour.

Clear Lake Existing



Clear Lake Proposed



The current signing on SD Highway 22 at Clear Lake extends the 50 mph speed limit 0.27 miles to the east. DJO Global has built a large facility in this area which employs a large number of people. The proposed amendment to match this signing would also be in conformance with the 85th percentile speed as measured by the Department of Transportation Aberdeen Region Traffic Office, and ensure that traffic from both directions is able to reduce speed at the approach for vehicles turning into and out of this facility. Captain Rod Weinmeister, South Dakota Highway Patrol, and Ellen Schmidt, Finance Officer for Clear Lake, are in support of the proposed amendment.

Speed Study Results (Conducted on August 10, 2017):

NUMBER OF VEHICLES CHECKED		180
AVERAGE SPEED MPH		40
PER CENT EXCEEDING SPEED LIMIT		54.4
PER CENT EXCEEDING LIMIT BY MORE THAN 5 MPH		25.6
PER CENT EXCEEDING LIMIT BY MORE THAN 10 MPH		9.4
85th PERCENTILE SPEED MPH		49.0
TEN MILE PACE MPH	38.0 TO	47.0
PER CENT WITHIN THE PACE		56.3
MEDIAN SPEED MPH		41.0
FASTEST SPEED RECORDED MPH		56.0
SLOWEST SPEED RECORDED MPH		12.0

PROPOSED AMENDMENT: Fall River County Speed Rule Change on US Highway 18 in Hot Springs.

70:01:02:27. Fall River County. The following are the maximum speeds on certain highways in Fall River County:

(7) U.S. Highway 18 **eastbound** beginning ~~0.4 mile~~ 3.0 miles west of the junction with U.S. Highway 18 truck route at the west edge of Hot Springs, then east for ~~0.2 mile~~ 2.8 miles, ~~45~~ **55** miles per hour; then east for 0.2 mile, 35 miles per hour;

~~(11) U.S. Highway 18 westbound beginning at the junction with U.S. Highway 18 Truck Route on the west edge of Hot Springs, then westerly for 2.81 miles, 55 miles per hour;~~

Eastbound, Rule 70:01:02:27 (7)



Westbound, Rule 70:01:02:27 (11)



The purpose of these changes is to create one rule for both directions of travel on US Highway 18 that matches the current signing along this route. The existing rules have separate speed zones depending on the direction of travel on US Highway 18 on the west side of Hot Springs. The westbound direction is uphill which may contribute to the idea of making the majority of this segment 55 mph instead of 65 mph; however, it did not include a reduction at city limits to 35 mph like the eastbound rule did. At some point signs were changed to have a 35 mph speed zone at city limits and then a 55 mph speed zone in both directions for this segment of US Highway 18 through the grade before changing to 65 mph. For safety of the traveling public and consistency in speed zones, the Department of Transportation Rapid City Region Traffic Office recommends that rule 70:01:02:27 (7) be amended to match the current signing and eliminate reference to US Highway 18 “eastbound,” and that rule 70:01:02:27 (11) be repealed to eliminate having separate rules for each direction of travel on the same segment of highway. Captain Jason Ketterling, South Dakota Highway Patrol, is in support of the proposed amendment.

PROPOSED AMENDMENT: Kingsbury County Speed Rule Change on SD Highway 25 in DeSmet.

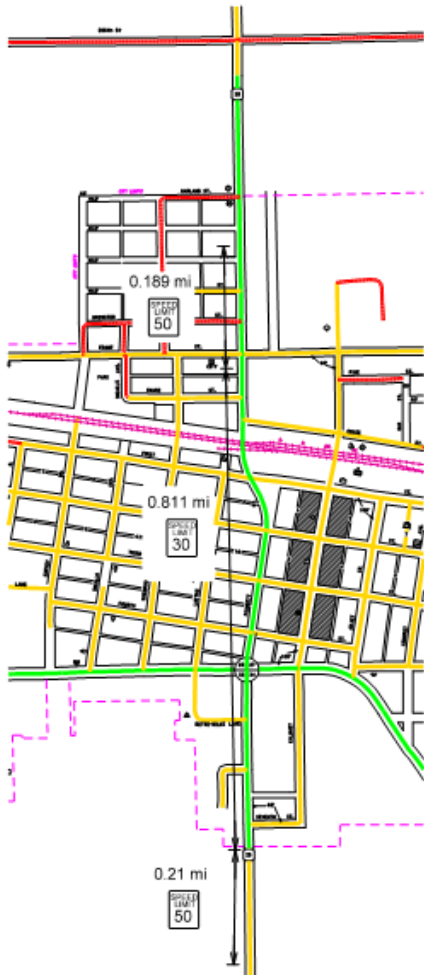
70:01:02:42. Kingsbury County. The following are the maximum speeds on certain highways in Kingsbury County:

(7) State Trunk Highway 25 in DeSmet beginning at a point ~~0.70~~ 0.9 mile north of U.S. Highway 14, then south for ~~0.189~~ 0.2 mile, 50 miles per hour; then south ~~to a point 0.30 mile south of U.S. Highway 14~~ for 1.0 mile, 30 miles per hour; then south for 0.21 mile, 50 miles per hour.

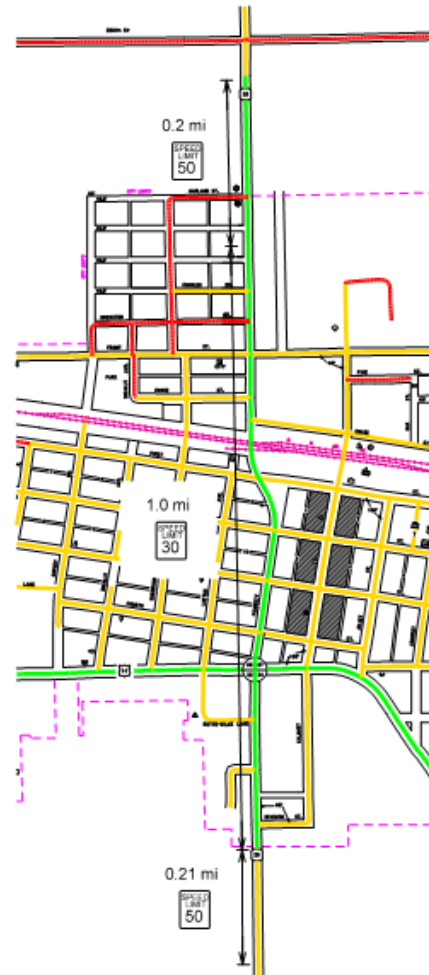
[Map on following page]

There was an urban reconstruction project on SD Highway 25 in DeSmet that extended the curb and gutter section north for approximately two city blocks, with homes along this segment. At that time the SPEED LIMIT 30 signs were moved to coincide with the adjustment in curb and gutter. While a speed study of this segment was 39 mph, the 30 mph zone is consistent with the speed to the south through town, has the acceptance of city officials and local law enforcement, and avoids an additional speed zone between the 50 and 30 mph zones. Therefore, the Department of Transportation Aberdeen Region Traffic Office recommends the proposed amendment. Lieutenant Jeff DeVaney South Dakota Highway Patrol, is in support of the proposed speed rule.

DeSmet
Existing



DeSmet
Proposed



PROPOSED AMENDMENT: Marshall County Speed Rule Change on SD Highway 25 in Veblen.

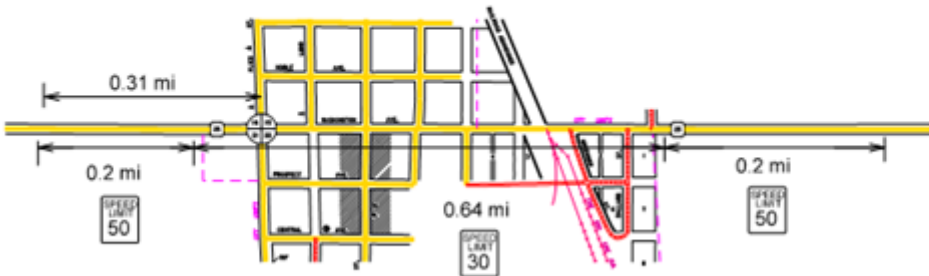
70:01:02:48. Marshall County. The following are the maximum speeds on certain highways in Marshall County:

(4) State Trunk Highway 25 in Veblen beginning ~~0.32~~ 0.31 miles west of junction of State Trunk Highway 25 and Marshall County Road 1, then east 0.20 mile, 50 miles per hour; then east for ~~1.20 miles~~ 0.64 mile, 30 miles per hour; then east 0.20 miles, 50 miles per hour.

Veblen Existing



Veblen Proposed



The current rule has the 30 mph speed zone extending 0.54 miles beyond the east city limits of Veblen. At some point the signs had been moved back to the east city limits. The Department of Transportation Aberdeen Region Traffic Office recommends that the rule be amended to be in concurrence with the current signs because this would be typical of a rural community, with a 50 mph transition back to rural highway speeds of 65 mph once outside of city limits and beyond intersecting city streets and residential and commercial entrances. Captain Rod Weinmeister, South Dakota Highway Patrol, and Nichole Rivera, Veblen Finance Officer, are in support of the proposed amendment.

PROPOSED AMENDMENT: Perkins County Speed Rule Change on SD Highway 20 in Bison.

70:01:02:53. Perkins County. The following are the maximum speeds on certain highways in Perkins County:

(8) State Trunk Highway 20 beginning at milepost 82.36 0.3 miles east of mileage reference marker 82.00 (west of intersection with the road into Bison), then east for 0.54 0.4 mile, 45 miles per hour;



The existing SPEED LIMIT 45 sign on the west side of Bison encompasses the first entrance off the highway on the west side of town. The SPEED LIMIT 45 sign on the east side of Bison is currently located at the beginning of a taper for the center turn lane through town. The Department of Transportation Rapid City Region Traffic Office recommends that these are the appropriate locations for the reduced speed zone through Bison. Captain Jason Ketterling, South Dakota Highway Patrol, is in support of the proposed speed rule.

PROPOSED AMENDMENT: Turner County Speed Rule Change on SD Highway 19 at Parker.

70:01:02:61. Turner County. The following are the maximum speeds on certain highways in Turner County:

(8) State Trunk Highway 19 beginning 0.5 mile south of the intersection with State Trunk Highway 44 at Parker, then ~~north 0.74~~ northwesterly 0.33 mile, 55 miles per hour; then north 0.57 mile, 40 miles per hour;

[Map on following page]

The current signing establishes a 40 mph speed zone within the city limits of Parker to encompass an area on a curve with entrances to the local grocery store and other approaches along the highway, as well as the intersection of SD Highway 19 and SD Highway 44. The Department of Transportation Mitchell Region Traffic Office recommends the proposed amendment to match existing signs. A speed study was not deemed necessary because the existing speed limit is established and accepted by the public. There are no current safety concerns with the 40 mph speed zone.

EXISTING RULE



EXISTING SIGNS



PROPOSED AMENDMENT: Oglala Lakota County Speed Rule Changes on US Highway 18 and SD Highway 407 in Pine Ridge.

70:01:02:65. Oglala Lakota County. The following are the maximum speeds on certain highways in Oglala Lakota County:

(1) U.S. Highway 18 beginning ~~0.73~~ 0.7 mile northerly from its junction with ~~the U.S. Highway 18 whiteclay spur in Pine Ridge State Trunk Highway 407;~~ then southerly for 0.2 mile, 50 miles per hour; then southerly for ~~0.53~~ 0.1 mile, 35 miles per hour; then ~~easterly~~ southerly for ~~0.12~~ 0.4 mile, 25 miles per hour; then easterly for ~~0.35~~ 0.5 mile, ~~30~~ 25 miles per hour; then easterly for 0.3 mile, 35 miles per hour; then easterly for ~~1.17~~ 1.2 miles, 45 miles per hour;

(2) State Trunk Highway 407 beginning at the Nebraska state line, then north ~~1.35~~ 1.4 miles, 55 miles per hour; then north 0.2 mile, 40 miles per hour; then north ~~0.15~~ 0.1 mile, 35 miles per hour; then north to the junction of U.S. Highway 18 in Pine Ridge, ~~35~~ 25 miles per hour;

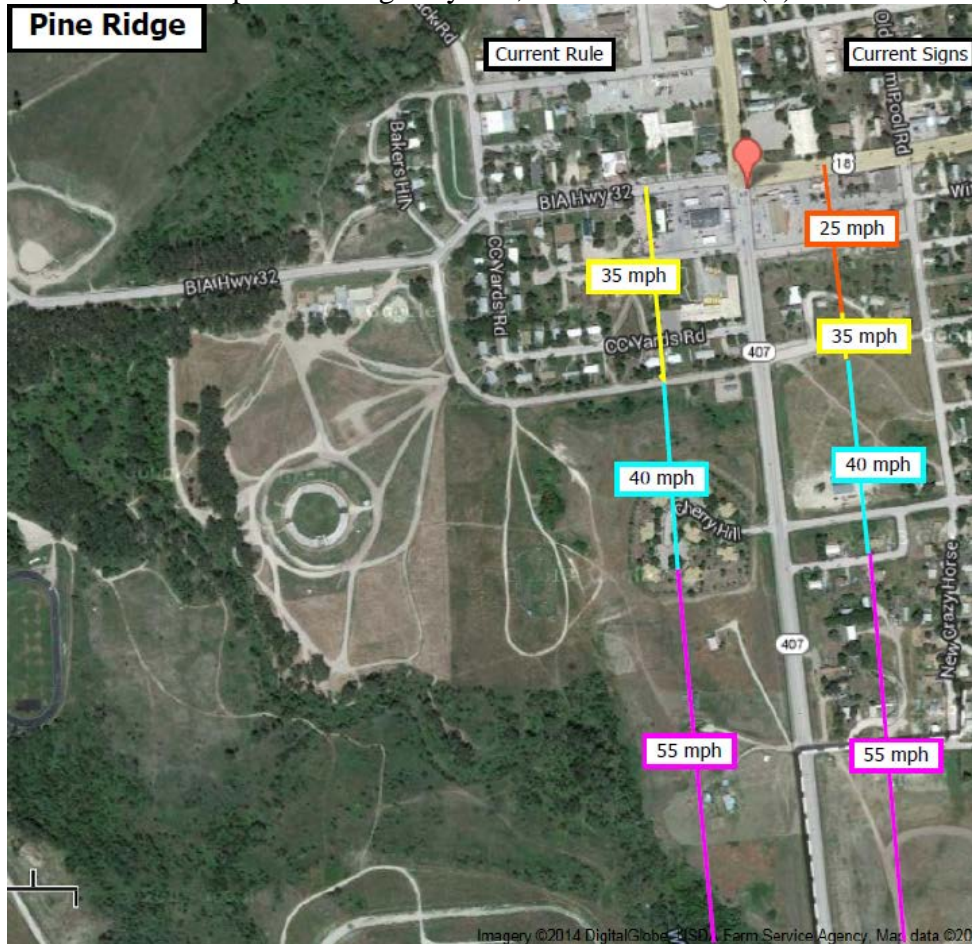
[Maps to follow explanation of the recommended changes]

The Department of Transportation Rapid City Region Traffic Office recommended the proposed changes because the current signs in Pine Ridge have more consistency in the speed limit than the current rules. The 25 mph speed zones have been in place for some time without requests for change from the local government or citizens. Captain Jason Ketterling, South Dakota Highway Patrol, is in support of the proposed amendments.

Map for US Highway 18, Rule 70:01:02:65 (1)



Map for SD Highway 407, Rule 70:01:02:65 (2)



Engle, Karla

From: Bennett County Sheriff <11-1a@bennettcosheriff.org>
Sent: Thursday, October 12, 2017 2:56 PM
To: Engle, Karla
Subject: [EXT] DOT meeting

Karla, it was good speaking with you this morning. As per our phone conversation on the proposed speed limit change. This would be Bennett County 70:01:02:11, paragraph # 4.

This needs changed as soon as possible, as this is a serious safety issue, and very dangerous. Currently, Highway 73 south of Martin drops from 65mph, to 35mph just as you come to the Hospital turn. Then, as you peak the hill, the IHS Clinic is to the left, Crossroads Inn to the right, and traffic lights straight ahead. It is very hard for a fully loaded semi to brake in time.

I fully intended to attend this meeting, but have a jury trial that week. I will however try to be available for your phone service.

If as Sheriff, I could insist this this be done, I would do so, but will trust the Commission to make the correct decision.

Thank you, Sheriff Paul J. Williams Bennett County
10/12/2017

--
Paul Williams
Bennett County Sheriff
201 State Street
PO Box 726
Martin, SD 57551
605-685-6516, 605-685-2255 fax

Engle, Karla

From: Bennett County Sheriff <11-1a@bennettcosheriff.org>
Sent: Thursday, October 12, 2017 3:33 PM
To: Engle, Karla
Subject: [EXT] DOT Meeting

Karla,

I had visited with you at the DOT meeting in Pierre concerning the speed zone on SD Hwy 73 south of Martin, RE: 70:01:02:11. As Mayor of Martin I have also brought this matter to the attention of the City Council who are in agreement that we need a reduction of vehicle speed for the safety of all concerned. Thank you for your consideration in this matter.

Gary L. Rayhill
Mayor
City of Martin

--

Paul Williams
Bennett County Sheriff
201 State Street
PO Box 726
Martin, SD 57551
605-685-6516, 605-685-2255 fax

Engle, Karla

From: Engle, Karla
Sent: Friday, October 13, 2017 8:30 AM
To: 'Kelly Serr'
Cc: Bennett, Christina; Engle, Karla
Subject: RE: [EXT] Notice Of Hearing - Perkins County Question

Dear Sheriff Serr:

Thank you for your e-mail. The portion of the Perkins County rule set for hearing the end of this month is subsection (8), which involves speed limits on Highway 20. I have forwarded your concerns about subsection (4) on to our traffic engineer and our transportation inventory team. They will look at this rule more closely to determine if it should be repealed. After that analysis is complete, we'll be sure to get back in touch with you before taking action. Thank you again for bringing this to our attention – it is very much appreciated. kle

Karla L. Engle
Special Assistant Attorney General
South Dakota Department of Transportation
700 E. Broadway Ave.
Pierre, SD 57501-2586
(605)-773-3262

From: Kelly Serr [<mailto:serr.perkinscoso@sdplains.com>]
Sent: Wednesday, October 11, 2017 2:08 PM
To: Engle, Karla
Subject: RE: [EXT] Notice Of Hearing - Perkins County Question

Ms. Engle – When I read 70:01:02:53 Subsection 4, it appears to set a speed limit “south” of highway 20. This appears to me, to be what is referred to as Coleman Avenue in Bison. Now possibly Coleman Avenue is on the state trunk system. Thanks for your help. Kelly

From: Engle, Karla [<mailto:Karla.Engle@state.sd.us>]
Sent: Friday, October 6, 2017 7:40 AM
To: 'Kelly Serr' <serr.perkinscoso@sdplains.com>
Cc: Engle, Karla <Karla.Engle@state.sd.us>
Subject: RE: Notice Of Hearing - Perkins County Question

Dear Sheriff Serr:

Thank you for your e-mail. The speed zone that is being changed is for Highway 20 in Perkins County. The rule change will cause the speed zone in the rule to match the signing that is already in place on the highway. I am attaching an electronic copy of the proposed speed zone rules and the Perkins County rule appears on page 32 and 33. A hard copy of the rules was mailed to you on October 2, 2017. If you would like me to send another hard copy, please let me know and it will go out in the mail right away. kle

From: Kelly Serr [<mailto:serr.perkinscoso@sdplains.com>]
Sent: Thursday, October 05, 2017 2:51 PM
To: Engle, Karla
Subject: [EXT] Notice Of Hearing - Perkins County Question

Good Afternoon Ms. Engle – I am in receipt of the South Dakota Dept. of Transportation, South Dakota Transportation Commission, Notice of Public Hearing regarding the setting of speed limits. Under 70:01:02:53, sub-section 4, found on page 32, you mention a stretch of highway that leads to the Town of Bison. I respectfully ask for clarity, as to which road this is exactly? Thank you for your time and consideration to this request. Kelly Serr – Perkins County Sheriff

Interim Rules Review Committee Recommended Rules Presentation Format

When you submit the final draft to the Legislative Research Council (LRC) and the Rules Review Committee, please answer these questions to show that the SDCL § 1-26 rule-making process is complete. Use this format to organize your presentation to the Committee.

- Approval to proceed? Yes No Date September 21, 2017
- The date of your public hearing. Date October 26, 2017
- The date you submitted the proposed rules and the supporting documents to LRC and the Bureau of Finance and Management: Date September 29, 2017 (Note - This must be completed at least 20 days before your public hearing.)
 - any publication incorporated by reference;
 - the fiscal note;
 - the impact statement on small business; and
 - the notice of hearing.
- The date and the name of the newspapers where you published the notice of the public hearing.
 - Date 10/4/2017 Newspaper Sioux Falls Argus Leader
 - Date 10/4/2017 Newspaper Aberdeen American News
 - Date 10/5/2017 Newspaper Rapid City Journal
 - Date 10/4/2017 Newspaper Pierre Capital Journal
- Summarize how and when interested persons, if any, were contacted and how many were contacted. **On October 2, 2017, a copy of the hearing notice and proposed rules were sent to the fourteen individuals who have requested to be notified by mail of Department rule-making. On the same date, an electronic copy of the hearing notice and proposed rules were sent to a member of the press who has requested electronic notification of rule-making. Also on October 2, 2017, a copy of the hearing notice and proposed rules were mailed to each of the sheriffs of the counties affected by the speed zone rule changes as well as the mayors and city finance officers of the affected cities. On October 3, 2017, a copy of the hearing notice and proposed speed zone rules were sent by electronic mail to tribal transportation officials for the Oglala Sioux Tribe, Sisseton Wahpeton Oyate Tribe, and Yankton Sioux Tribe. The hearing notice, proposed rules, small business impact statement, and fiscal notes were also posted on the Open SD website for the State of South Dakota.**
- Provide the page numbers in the minutes where it mentions how the agency considered amendments, data, opinions, or arguments regarding the proposed rules, along with any changes and final action. _____
- If the rules are implementing a bill from last session, identify the bill number. N/A
- The date you submitted the final rules and supporting documents to the LRC and the Rules Review Committee: Date _____ (Note - This must be received no later than 5 days before the Rules Review Committee meeting.)
 - the "Approval of Rules" - Form 11 (LRC only);

- the style and form copy (LRC only);
- the "Affidavit" of mailing - Form 12 (LRC only);
- the final copy of the rules (Both);
- the minutes of the hearing (Both);
- the record of written comments (Both);
- the impact statement on small business – Form 14 (Committee only);
- the fiscal note – Form 5 (Committee only);
- the budgetary information required to increase a fee (Committee only); and
- the rules process outline (Both).