

Department of Transportation
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MEMORANDUM

TO: Patricia Saukel
FROM: Karla L. Engle
DATE: March 22, 2018
RE: March 29, 2018, Commission Meeting

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

- 70:01:02:02 – Pennington County speed zone rule
- 70:01:02:09 – Lawrence County speed zone rule
- 70:01:02:12 – Bon Homme County speed zone rule
- 70:01:02:32 – Hamlin County speed zone rule
- 70:01:02:38 – Hyde County speed zone rule
- 70:01:02:48 – Marshall County speed zone rule
- 70:01:02:49 – Meade County speed zone rule
- 70:01:02:51 – Miner County speed zone rule
- 70:01:02:53 – Perkins County speed zone rule
- 70:01:02:55 – Roberts County speed zone rule

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. 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.

Any written comments will be forwarded to the commission once the deadline for such submissions has expired.

Thank you.

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(2) Repealed;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 3.6 miles southeast, 45 miles per hour; then east 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(4) Repealed;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(7) Repealed;

(8) Repealed;

(9) Repealed;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 eastbound lanes 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) U.S. Highway 16 westbound lanes beginning at Cathedral Drive, then southerly for 1.65 miles, 50 miles per hour; then southerly for 4.47 miles, 60 miles per hour.

~~(39)~~ (40) 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; 44 SDR 95, effective December 5, 2017.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

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 0.8 mile, 25 miles per hour; then easterly for 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~~ 3.82 miles, ~~45~~ 55 miles per hour; then southeasterly 2.05 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; 44 SDR 95, effective December 5, 2017.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:12. Bon Homme County. The following are the maximum speeds on certain highways in Bon Homme County:

(1) State Trunk Highway 25 beginning 0.5 mile south of the intersection with Main Street in Scotland, then north for 0.15 mile, 45 miles per hour; then north for 0.87 mile, 30 miles per hour; then north for 0.15 mile, 45 miles per hour;

(2) Non-Trunk State Route 37P beginning at the junction with State Highway 37 north of Springfield, then south for 0.43 mile, 40 miles per hour; then south for 0.45 mile and west for 0.47 mile, 25 miles per hour;

(3) State Trunk Highway 50 beginning 0.2 mile west of Bon Homme County Highway 11 then easterly ~~2.31~~ 1.42 miles through Avon, 55 miles per hour;

(4) State Trunk Highway 50 beginning 0.23 mile west of the intersection of Bon Homme County Road 5, then easterly 1.33 miles, 55 miles per hour;

(5) Non-Trunk State Route 37P beginning at the junction with State Highway 37 north of Running Water, then south for 0.50 mile, 35 miles per hour.

Source: SL 1975, ch 16, § 1; 4 SDR 77, effective March 2, 1978; 6 SDR 14, effective August 22, 1979; 7 SDR 25, effective September 22, 1980; 8 SDR 154, effective May 26, 1982; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 22 SDR 27, effective September 3, 1995; 22 SDR 165, effective June 2, 1996; 23 SDR 180, effective May 1, 1997; 31 SDR 89, effective December 28, 2004.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

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

(1) State Trunk Highway 28 beginning 0.33 mile east of State Trunk Highway 21; then east 0.29 mile, 50 miles per hour; then east 1.54 miles, 55 miles per hour;

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

(3) State Trunk Highway 28 in Bryant beginning 1,033 feet west of the southeast corner of section 18, township 113 north, range 55 west of the fifth principal meridian, then east 1,000 feet, 45 miles per hour; then east 2,400 feet, 35 miles per hour; then east 1,000, 45 miles per hour;

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

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

(6) State Trunk Highway 28 beginning 2.6 miles east of the junction of U.S. Highway 81, then east for ~~4.2~~ 1.6 miles, 55 miles per hour;

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

(8) State Trunk Highway 22 beginning 0.1 mile west of the junction with 450th Avenue, then east through Thomas for 0.47 mile, 55 miles per hour.

Source: SL 1975, ch 16, § 1; 4 SDR 26, effective October 31, 1977; 6 SDR 109, effective May 29, 1980; 7 SDR 25, effective September 22, 1980; 7 SDR 117, effective June 21, 1981; 11 SDR 73, effective November 29, 1984; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 20 SDR 45, effective October 4, 1993; 22 SDR 165, effective June 2, 1996; 24 SDR 56, effective November 3, 1997; 28 SDR 24, effective August 29, 2001; 28 SDR 181, effective July 4, 2002; 33 SDR 63, effective October 18, 2006; 38 SDR 8, effective August 3, 2011; 38 SDR 58, effective October 18, 2011.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:38. Hyde County. The following are the maximum speeds on certain highways in Hyde County:

(1) State Trunk Highway 47 beginning at 0.2 mile north of the junction of U.S. Highway 14, then south 0.2 mile, 45 miles per hour; then south for ~~0.4~~ 0.3 mile, 40 miles per hour; then south for ~~0.6~~ 0.7 mile, 30 miles per hour; then south for 0.2 mile, 45 miles per hour;

(2) U.S. Highway 14 in Highmore, beginning 0.16 mile west of the junction with State Trunk Highway 47, then east for 0.67 mile, 45 miles per hour.

Source: SL 1975, ch 16, § 1; 7 SDR 25, effective September 22, 1980; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989; 22 SDR 165, effective June 2, 1996; 26 SDR 124, effective April 2, 2000; 31 SDR 89, effective December 28, 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~~ 1.19 mile west of the junction of State Trunk Highway 10 and State Trunk Highway 27 in Britton, then east for 0.2 mile, 55 miles per hour; 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 0.31 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 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; 44 SDR 95, effective December 5, 2017.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:49. Meade County. The following are the maximum speeds on certain highways in Meade County:

(1) State Trunk Highway 34 beginning 0.3 mile east of the southeast corner of section 8, township 7 north, range 13 east of the Black Hills meridian in Enning and ending 0.2 mile west of that corner, 45 miles per hour;

(2) State Trunk Highway 34 beginning at the northeast corner of section 21, township 7, range 12 east of the Black Hills meridian near Union Center, then west for 0.5 mile, 45 miles per hour;

(3) State Trunk Highway 34 beginning at its junction with Interstate Highway 90 on the west edge of Sturgis, then easterly to its intersection with Blanche Street, 35 miles per hour; then easterly for 2.3 miles, 45 miles per hour. However, from the Thursday preceding the first full weekend in August to the Sunday of the second full weekend in August, inclusive, of each year from Blanche Street easterly for 3.8 miles, 35 miles per hour;

(4) U.S. Highway 212 beginning 0.2 mile west of the junction of U.S. Highway 212 and State Trunk Highway 73 at the west edge of Faith, then east for 0.20 mile, 45 miles per hour; then east for 0.20 mile, 35 miles per hour; then east for 0.31 mile, 25 miles per hour; then east for 0.12 mile, 35 miles per hour; then east for 0.15 mile, 45 miles per hour;

(5) Interstate Highway 90 service road (Black Hawk Road) on the west side of Interstate Highway 90 beginning at the junction with Interstate Highway 90 Maintenance Route 231 located 0.25 mile north of the Pennington-Meade county line, then north to the junction with Peaceful Pines Road, 35 miles per hour;

(6) Transferred to subdivision (5) of this section;

(7) Repealed;

(8) State Trunk Highway 73 beginning 0.49 mile south of the junction of State Trunk Highway 73 and U.S. Highway 212 at the west edge of Faith, then north for 0.27 mile, 45 miles per hour; then north for 0.22 mile, 35 miles per hour;

(9) Interstate Highway 90, eastbound lane off-ramp into the Tilford Port of Entry, beginning 600 feet north of the scale and ending 600 feet south of the scale, 20 miles per hour;

(10) U.S. Highway 14A beginning at the junction with Interstate Highway 90 in Sturgis, then west for 0.4 mile, 35 miles per hour; then west for 3.64 miles, 45 miles per hour;

(11) The crossroad over Interstate Highway 90 at Exist 37 (Meade County Road 8) beginning 0.1 mile southwesterly of the centerline of Interstate Highway 90, then northeasterly 0.25 mile, 25 miles per hour;

(12) The crossroad over Interstate Highway 90 at Exit 46 (Meade County Road 4) beginning at the intersection with the service road 0.08 mile west of the centerline of Interstate Highway 90, then east 0.16 mile, 15 miles per hour;

(13) State Highway Maintenance Route 231 beginning at the north Pennington County line, then north 1.05 mile to Peaceful Pines Road, 55 miles per hour, then east 0.6 mile to Norman Avenue, 45 miles per hour;

(14) Interstate Highway 90 Service Road on the west side of Interstate Highway 90 beginning at Exit 40, then southeasterly to Exit 44, 45 miles per hour;

(15) From the Thursday preceding the first full weekend in August to the Sunday of the second full weekend in August, inclusive, of each year, State Trunk Highway 79 beginning at the junction of State Trunk Highway 34 east of Sturgis, then north for 1.75 miles, 45 miles per hour;

(16) Interstate Highway 90 service road (Sturgis Road) on the west side of Interstate Highway 90 beginning at Peaceful Pines Road, then north 0.62 mile, 55 miles per hour; then north 5.2 miles to the crossroad over Interstate Highway 90 at Exit 46, 45 miles per hour; then northwest to the junction with the Exit 44 crossroad, 35 miles per hour;

(17) Interstate Highway 90 ~~spur road~~ frontage road (Captain Soelzer Street) on the west side of Sturgis Road beginning at Peaceful Pines Road, then north ~~0.96~~ 0.40 mile, 35 miles per hour; then north 0.56 mile, 45 miles per hour.

Source: SL 1975, ch 16, § 1; 7 SDR 25, effective September 22, 1980; 9 SDR 35, effective September 19, 1982; 9 SDR 76, effective December 23, 1982; 9 SDR 132, effective April 24, 1983; 10 SDR 93, effective March 5, 1984; 11 SDR 62, effective November 4, 1984; 11 SDR 112, effective February 25, 1985; 12 SDR 44, effective September 23, 1985; subdivision (10) transferred from subdivision 70:01:02:09(3), 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 142, effective March 26, 1989; 16 SDR 169, effective April 25, 1990; 17 SDR 127, effective March 3, 1991; 18 SDR 107, effective December 29, 1991; 22 SDR 165, effective June 2, 1996; 28 SDR 181, effective July 4, 2002; 31 SDR 26, effective September 6, 2004; 35 SDR 61, effective September 22, 2008; 36 SDR 44, effective September 30, 2009; 40 SDR 58, effective October 9, 2013; 41 SDR 217, effective June 29, 2015; 42 SDR 174, effective June 23, 2016; 44 SDR 17, effective August 8, 2017.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:51. Miner County. The following are the maximum speeds on certain highways in Miner County:

(1) State Trunk Highway 34 beginning 0.2 mile west of Main Street in Fedora and ending 0.2 mile east of Main Street, 45 miles per hour;

(2) State Trunk Highway 34 beginning 0.5 mile west of Main Street in Howard, then east 0.2 mile, ~~45~~ 50 miles per hour; then east ~~0.7~~ 0.8 mile, 30 miles per hour; then east ~~0.2~~ 0.53 mile, ~~45~~ 50 miles per hour.

Source: SL 1975, ch 16, § 1; 6 SDR 109, effective May 29, 1980; 11 SDR 112, effective February 25, 1985; 13 SDR 116, effective March 1, 1987; 13 SDR 129, 13 SDR 134, effective July 1, 1987.

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~~
Repealed;

(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 0.3 mile east of mileage reference marker 82.00, then east for 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; 44 SDR 95, effective December 5, 2017.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:55. Roberts County. The following are the maximum speeds on certain highways in Roberts County:

(1) State Trunk Highway 15 in Wilmot beginning 0.12 mile west of the junction with State Trunk Highway 123, then east for 0.65 mile, 45 miles per hour;

(2) Repealed;

(3) State Trunk Highway 127 beginning 0.6 mile west of Roberts County 7, then east for 0.2 mile, 45 miles per hour; then east for 0.6 mile, 35 miles per hour; then east for 0.2 mile, 45 miles per hour;

(4) State Trunk Highway 10 in Sisseton beginning 2.3 miles east of the east junction of State Trunk Highway 127 and State Trunk Highway 10, then west for 2.1 miles, 55 miles per hour; then west for 1.0 mile, 45 miles per hour; then west for 1.2 miles, 35 miles per hour; then west for 0.2 mile, 45 miles per hour;

(5) State Trunk Highway 106 through Claire City beginning at the junction with State Trunk Highway 25, then south for 0.2 mile, 50 miles per hour; then south for 0.5 mile, 30 miles per hour; then south for 0.3 mile, 50 miles per hour;

(6) State Trunk Highway 123 beginning at the junction of State Trunk Highway 15 in Wilmot, then south ~~1.0~~ 0.54 mile, 25 miles per hour; then south 0.2 mile, 40 miles per hour; then south to the Roberts-Grant county line, 55 miles per hour;

(7) U.S. Highway 12 beginning 0.28 mile east of the west junction of U.S. Highway 12 and Roberts County 34, then west for 1.10 miles, 55 miles per hour; then west to the Day County line, 70 miles per hour.

Source: SL 1975, ch 16, § 1; 7 SDR 25, effective September 22, 1980; 8 SDR 89, effective January 24, 1982; 8 SDR 98, effective February 24, 1982; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 19 SDR 61, effective October 26, 1992; 22 SDR 165, effective June 2, 1996; 23 SDR 132, effective February 27, 1997; 26 SDR 44, effective October 4, 1999; 27 SDR 47, effective November 9, 2000; 30 SDR 22, effective August 25, 2003; 30 SDR 171, effective May 11, 2004; 32 SDR 53, effective October 10, 2005.

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

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

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 Pennington, Lawrence, Bon Homme, Hamlin, Hyde, Marshall, Meade, Perkins, and Roberts Counties. These speed limit administrative rules are being amended in an effort to fix discrepancies between the rules and the signing in the field. A map depicting the current rule and the current signing, along with justification for the recommended changes are given for each proposed rule amendment.

PROPOSED AMENDMENT: Pennington County Speed Rule Change on US Highway 16 in Rapid City.

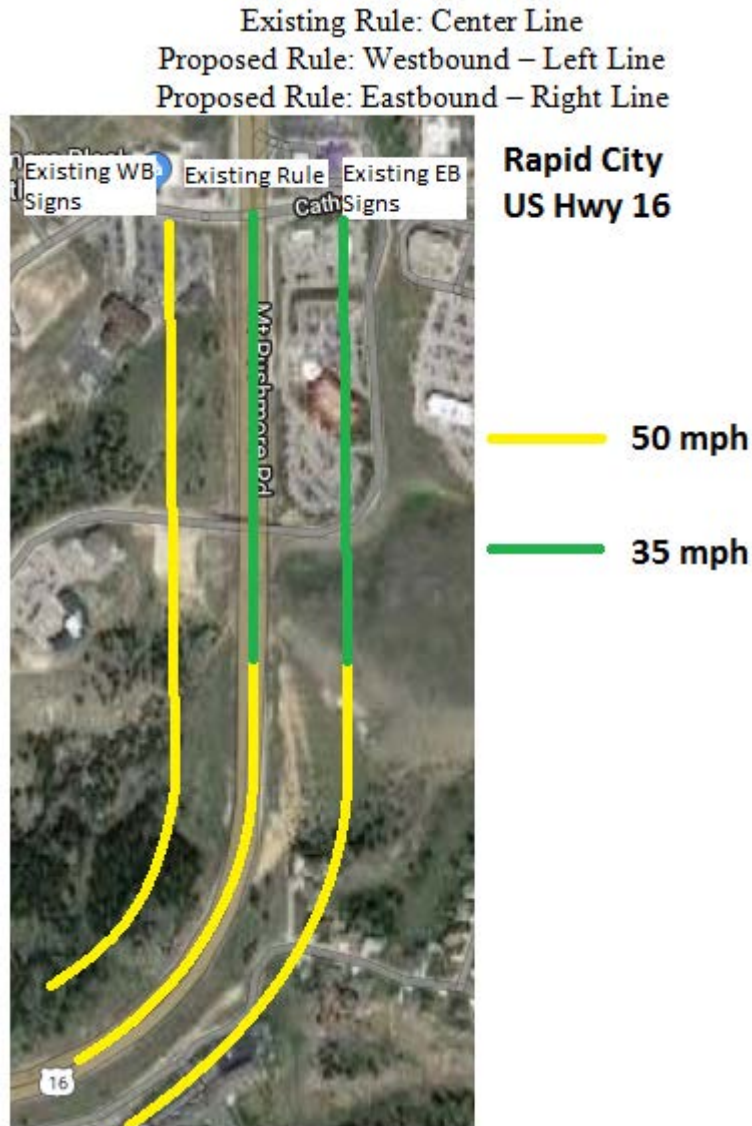
70:01:02:02. Pennington County. The following are the maximum speeds on certain highways in Pennington County:

(38) U.S. Highway 16 eastbound lanes 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; U.S. Highway 16 westbound lanes beginning at Cathedral Drive, then southerly for 1.65 miles, 50 miles per hour; then southerly for 4.47 miles, 60 miles per hour;

[Map on following page]

There is an existing 35 mph speed limit sign for the eastbound traffic coming down the hill prior to the intersection with Cathedral Drive to help slow traffic down prior to the intersection. Going westbound up the hill from the intersection there is only a 50 mph sign as there are not any intersections or approaches between Cathedral Drive and the location where the existing speed rule changes to 50 mph. The proposed amendment is being made to match the existing signing. The Department of Transportation Rapid City Region Traffic Office recommended the proposed amendment based on the need to slow the eastbound, downhill traffic prior to the intersection and the lack of a need to keep westbound, uphill traffic going 35 mph west of Cathedral Drive.

There is no cost associated with these changes. These changes reflect what is currently in the field.



PROPOSED AMENDMENT: Lawrence County Speed Rule Change on US Highway 385 southeast of Deadwood.

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

(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 3.82 miles, 55 miles per hour; then southeasterly 2.05 ~~5.87~~ miles, 45 miles per hour; then southeasterly 12.92 miles to the Pennington County line, 55 miles per hour;

Existing Rule: Right Line
Proposed Rule: Left Line



The existing speed limit rule has a 45 mph speed zone immediately adjacent to the 35 mph speed zone coming out of Deadwood. Current signs, however, post a 55 mph speed zone for a two mile segment before going to 45 mph. The currently signed 45 mph speed zone is an area that has a higher frequency of intersecting roads and approaches for campgrounds, restaurants, and other businesses compared to adjacent sections of the highway. The currently signed 55 mph speed zone north of this area is a rural section until it reaches the urban area near Grizzly Gulch. The Department of Transportation Rapid City Region Traffic Office recommended the proposed amendment to match the existing signing. The Lawrence County Sheriff and Lawrence County EOC staff supported leaving the 55 mph zone as posted.

There is no cost associated with these changes. These changes reflect what is currently in the field.

PROPOSED AMENDMENT: Bon Homme County Speed Rule Change on SD Highway 50 in Avon.

70:01:02:12. Bon Homme County. The following are the maximum speeds on certain highways in Bon Homme County:

(3) State Trunk Highway 50 beginning 0.2 mile west of Bon Homme County Highway 11 then easterly 1.42 ~~2.31~~ miles through Avon, 55 miles per hour;



The length of the existing 55 mph speed zone in Avon is 1.42 miles, not 2.31 miles as given in the current administrative rule. The Department of Transportation Mitchell Region Traffic Office determined during an on-site review that the 1.42 mile length is appropriate and recommended amending the rule to be in conformance with the existing signing.

There is no cost associated with these changes. These changes reflect what is currently in the field.

PROPOSED AMENDMENT: Hamlin County Speed Rule Change on SD Highway 28 near Lake Poinsett.

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

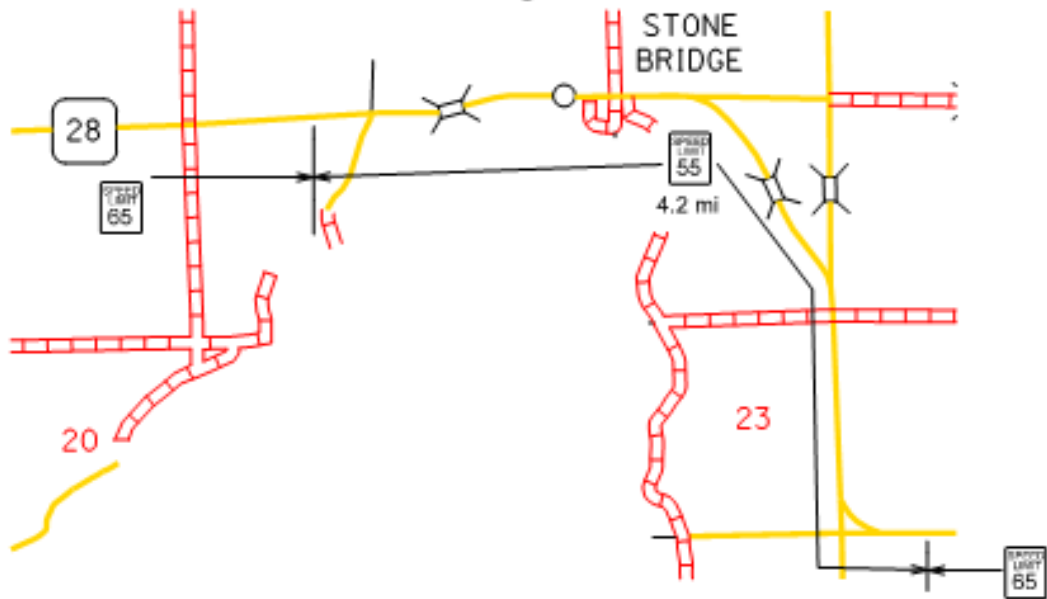
(6) State Trunk Highway 28 beginning 2.6 miles east of the junction of U.S. Highway 81, then east for ~~4.2~~ 1.6 miles, 55 miles per hour;

[Map on following page]

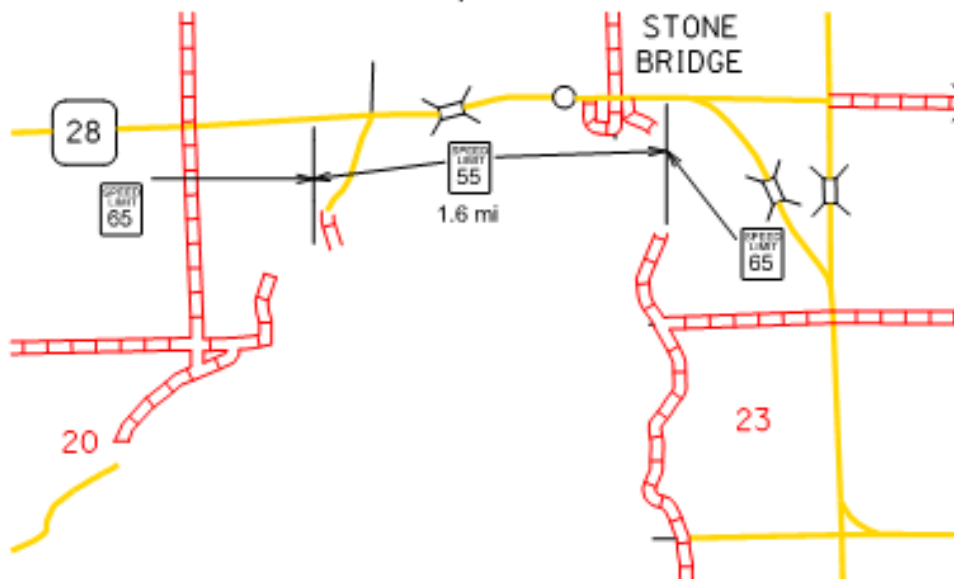
The existing signing east of Lake Poinsett ends the 55 mph speed zone earlier than the current administrative rule. The current administrative rule extended into a rural area further than needed, as there is a lack of cabins, homes, entrances, or lake access in this area; therefore, the Department of Transportation Aberdeen Region Traffic Office recommended the proposed amendment. Lieutenant Caleb Walters of the South Dakota Highway Patrol is in support of the proposed amendment.

There is no cost associated with these changes. These changes reflect what is currently in the field.

LAKE POINSETT Existing



LAKE POINSETT Proposed



PROPOSED AMENDMENT: Hyde County Speed Rule Change on SD Highway 47 in Highmore.

70:01:02:38 Hyde County. The following are the maximum speeds on certain highways in Hyde County:

(1) State Trunk Highway 47 beginning 0.2 miles north of ~~at~~ the junction of U.S. Highway 14, then south 0.2 mile, 45 miles per hour, then south for ~~0.4~~ 0.3 mile, 40 miles per hour; then south for ~~0.6~~ 0.7 mile, 30 miles per hour; then south for 0.2 mile, 45 miles per hour;

[Map on following page]

The proposed amendment would extend the 30 mph speed zone 0.1 mile north to match the current signing locations and add a 0.2 mile transition speed zone from 65 to 45 mph on the north approach to the intersection with US Highway 14. The amendment would also replace the existing 40 mph speed zone with a 35 mph speed zone. This is based on speed study data where the 85th percentile speed was 39 mph. Ideally, the posted speed limit is set with 5 mph of the 85th percentile speed. In this case, the value was rounded down based on the amount of development and the number of driveways in this section. The proposed amendment was recommended by the Department of Transportation Aberdeen Region Traffic Office. Lieutenant Caleb Walters of the South Dakota Highway Patrol and Mike Volek, Hyde County Sheriff, are in support of the proposed changes. Vikki Day, Highmore Mayor, was advised by phone of the proposed amendment and concurs with the recommended changes.

Speed Study Results:

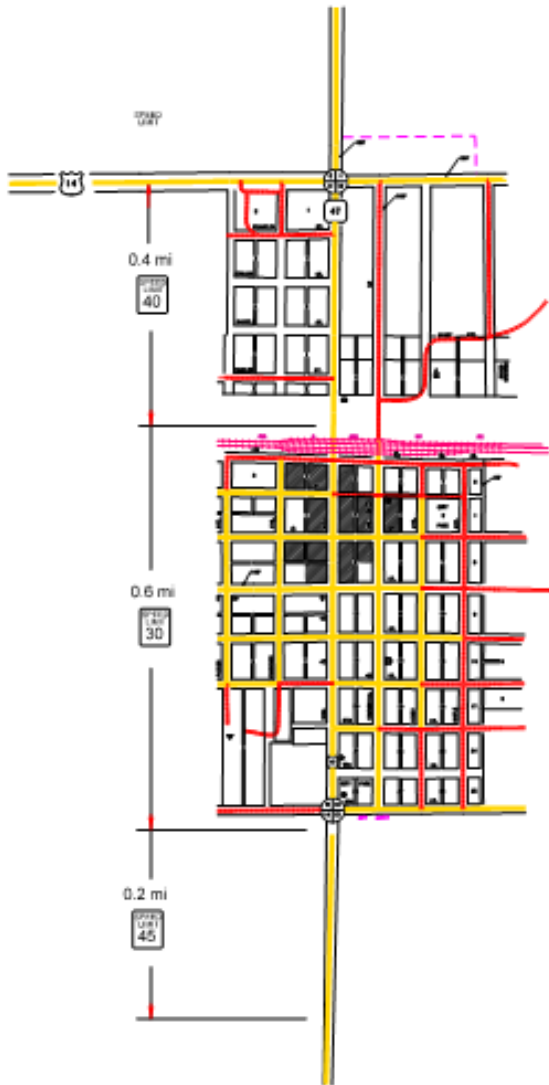
Number of Vehicles Checked	185
Average Speed (MPH)	35
Percent Exceeding Speed Limit	13.3%
Percent Exceeding Limit by More than 5MPH	2.2%
Percent Exceeding Limit by More than 10 MPH	0.3%
85th Percentile Speed (MPH)	39
Ten Mile Pace MPH	32 to 42
Percent Within the Pace	73.8%
Median Speed (MPH)	35
Fastest Speed Recorded (MPH)	50
Slowest Speed Recorded (MPH)	20

The estimated cost to implement the proposed changes, if approved:

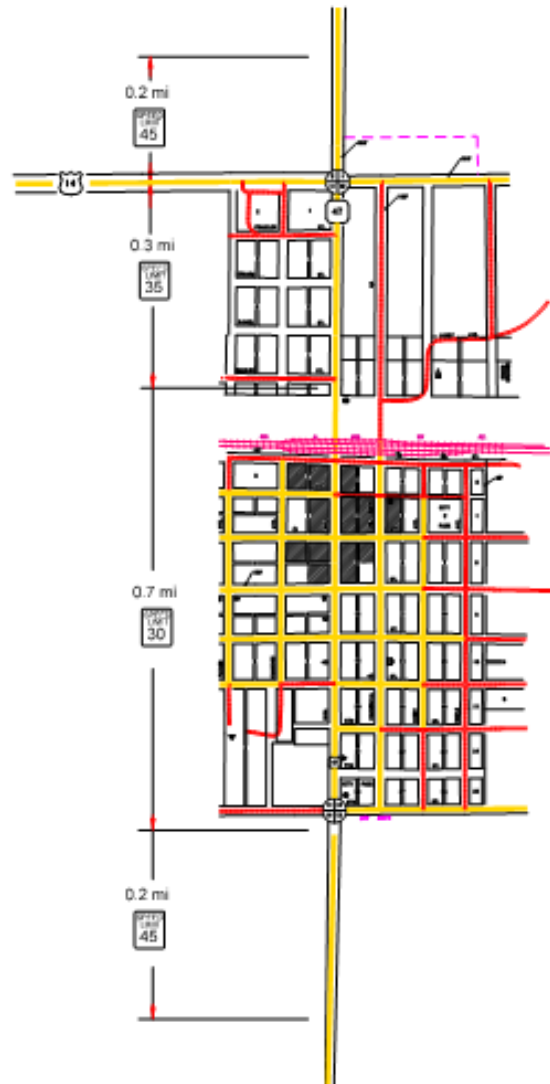
Remove sign 3 @ \$20.00 per sign = \$ 60.00
 Install new sign 5 @ \$100.00 per sign = \$ 500.00

TOTAL \$ 560.00

Highmore Existing



Highmore Proposed



PROPOSED AMENDMENT: Marshall County Speed Rule Change on SD Highway 10 in Britton.

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

(2) State Trunk Highway 10 beginning ~~1.19 0.99~~ mile west of the junction of State Trunk Highway 10 and State Trunk Highway 27 in Britton, then east for 0.2 mile, 55 miles per hour; 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;

[Map on following page]

The current signing on the west side of Britton includes a 55 mph speed zone between the 65 mph and 40 mph speed zones, which is not in the administrative rule. The Department of Transportation Aberdeen Region Traffic Office prefers the step down from 65 to 55 mph and therefore, recommended the proposed amendment. The existing 55 mph speed zone is only 0.12 miles long, however, so the Aberdeen Region Traffic Office is proposing a change to lengthen this to 0.2 miles, which is a typical length of a transition speed zone like this.

Lieutenant Caleb Walters of the South Dakota Highway Patrol and the Marshall County Sheriff are in support of the proposed amendment. The City of Britton has been contacted and made aware of the proposed amendment.

The estimated cost to implement the proposed changes, if approved:

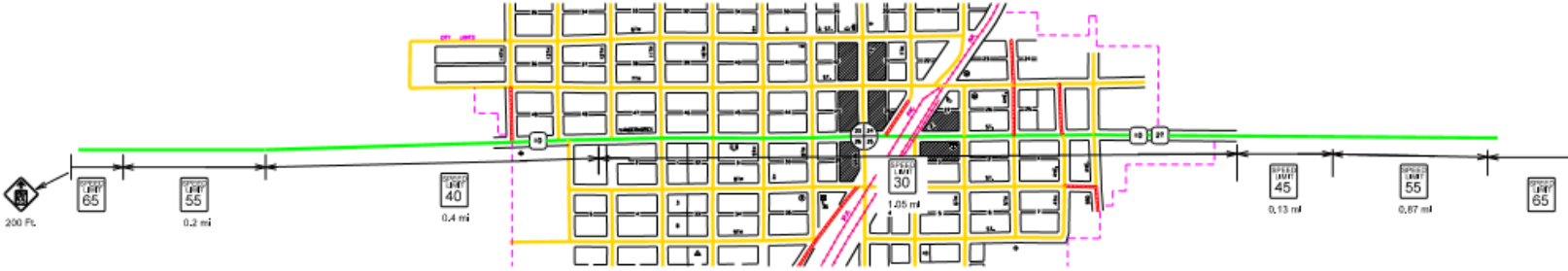
Remove sign	3 @ \$20.00 per sign	=	\$ 60.00
Install new sign	3 @ \$100.00 per sign	=	\$ 300.00
	TOTAL		<u>\$ 360.00</u>

BRITTON EXISTING



NOT TO SCALE

BRITTON PROPOSED



NOT TO SCALE

PROPOSED AMENDMENT: Meade County Speed Rule Change on Interstate Highway 90 Frontage Road in Blackhawk.

70:01:02:49. Meade County. The following are the maximum speeds on certain highways in Meade County:

(17) Interstate Highway 90 ~~spur road~~ Frontage Road (Captain Soelzer Street) on the west side of Sturgis Road beginning at Peaceful Pines Road, then north 0.40 ~~0.96~~ mile, 35 miles per hour; then north 0.56 mile, 45 miles per hour.

[Map on following page]

There is an existing 35 mph speed limit sign for the southbound traffic at the north end of Captain Soelzer St and another for southbound traffic at the intersection with Bow Tie Dr. However, going northbound there is a 45 mph sign at the intersection with Bow Tie Dr. The Department of Transportation Rapid City Region Traffic Office recommended amending the rule to correspond with the existing northbound signing, making a 45 mph speed zone for both directions of travel north of the intersection with Bow Tie Dr. The proposed amendment is in keeping with the current free flow speeds of traffic. Captain Jason Ketterling of the South Dakota Highway Patrol is in support of the proposed amendment.

The estimated cost to implement the proposed changes, if approved:

Remove sign	1 @ \$20.00 per sign	=	\$ 20.00
Install new sign	1 @ \$100.00 per sign	=	<u>\$ 100.00</u>

TOTAL		=	<u>\$ 120.00</u>
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PROPOSED AMENDMENT: Perkins County Speed Rule Repeal on SD Highway 20.

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;~~



There was a 55 mph speed zone created due to the condition of the roadway surface on SD 20 in this section. The surface has since been replaced and SPEED LIMIT 65 signs were erected. The Department of Transportation Rapid City Region Traffic Office recommended the proposed repeal because there is no longer a need for the reduced speed zone. Captain Jason Ketterling of the South Dakota Highway Patrol is in support of the proposed speed rule.

There is no cost associated with these changes. These changes reflect what is currently in the field.

PROPOSED AMENDMENT: Roberts County Speed Rule Change on SD Highway 23 at Wilmot.

70:01:02:55. Roberts County. The following are the maximum speeds on certain highways in Roberts County:

(6) State Trunk Highway 123 beginning at the junction of State Trunk Highway 15 in Wilmot, then south ~~1.0~~ 0.54 miles, 25 miles per hour; then south 0.2 miles, 40 miles per hour. then south to the Roberts-Grant county line, 55 miles per hour;

[Map on following page]

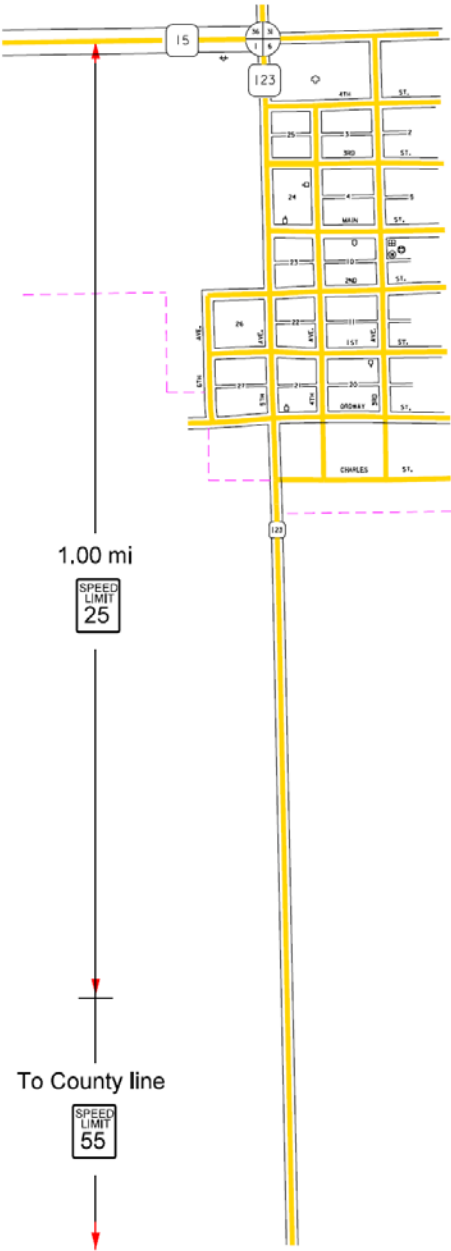
The existing rule extends the 25 mph speed zone 0.46 miles south of the city of Wilmot. The current signing end this speed zone at the south edge of town. The area beyond this is rural and undeveloped. The Department of Transportation Aberdeen Region Traffic Office recommended the amendment to change the rule to be in conformance with the existing signing. The Aberdeen Region Traffic Office also proposed adding a 40 mile per hour speed zone to help transition traffic from 55 mph to 25 mph. Lieutenant Caleb Walters of the South Dakota Highway Patrol Jay Tasa, Roberts County Sheriff, are in support of the proposed amendment. Terry O'Keefe, Wilmot Mayor, was contacted by phone and advised of the proposed changes and will discuss it with the City Commission during the comment time of the proposed speed resolution.

The estimated cost to implement the proposed changes, if approved:

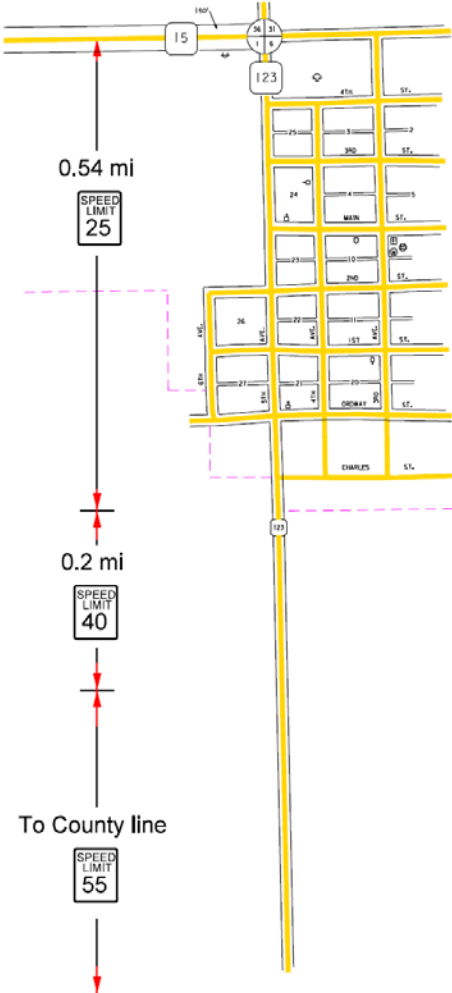
Install new sign 3 @ \$100.00 per sign = \$ 300.00

TOTAL \$ 300.00

Wilmot Existing



Wilmot Proposed

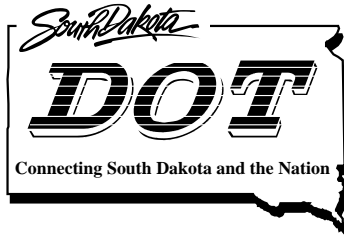


Interim Rules Review Committee Recommended Rules Presentation Format

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 March 1, 2018
- The date of your public hearing. Date March 29, 2018
- The date you submitted the proposed rules and the supporting documents to LRC and the Bureau of Finance and Management: Date March 7, 2018 (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 3/8/2018 Newspaper Sioux Falls Argus Leader
 - Date 3/8/2018 Newspaper Aberdeen American News
 - Date 3/8/2018 Newspaper Rapid City Journal
 - Date 3/8/2018 Newspaper Pierre Capital Journal
- Summarize how and when interested persons, if any, were contacted and how many were contacted. **On March 7, 2018, 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 March 7, 2018, 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. 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).



Department of Transportation

Mitchell Office

P.O. Box 1206

Mitchell, South Dakota 57301

PHONE: 605/995-8129

FAX: 605/995-8135

DATE: July 31, 2017

TO: Christina Bennett
Operations Traffic Engineer

FROM: Scott Jansen
Mitchell Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
State Trunk Highway 34 through Howard, South Dakota

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on State Trunk Highway 34 from the west side of Howard, South Dakota extending to the east side of town.

EXISTING RULE:

70:01:02:51. Miner County. The following are the maximum speeds on certain highways in Miner County:

(2) State Trunk Highway 34 beginning 0.5 mile west of Main Street in Howard, then east 0.2 mile, 45 miles per hour; then east 0.7 mile, 30 miles per hour; then east 0.2 mile, 45 miles per hour.

AMENDED RULE:

70:01:02:51. Miner County. The following are the maximum speeds on certain highways in Miner County:

(2) State Trunk Highway 34 beginning 0.5 mile west of Main Street in Howard, then east 0.2 mile, ~~45~~ 50 miles per hour; then east ~~0.7~~ 0.8 mile, 30 miles per hour; then east ~~0.2~~ 0.53 mile, 50 miles per hour.

COST:

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

Remove sign	5 @ \$20.00 per sign	=	\$ 100.00
Relocate sign	1 @ \$75.00 per sign	=	\$ 75.00
Replace sign	3 @ \$75.00 per sign	=	\$ 225.00
Install new sign	4 @ \$100.00 per sign	=	<u>\$ 400.00</u>

TOTAL \$ 800.00

PURPOSE OF THE CHANGES:

The proposed amendment will establish a 50 mph speed zone beginning 0.5 mile west of Main Street in Howard and extend 0.2 miles to the east. The speed limit will then reduce to 30 mph from 0.3 miles west of Main Street to 0.5 mile east of Main Street. The speed limit will then increase to 50 mph beginning 0.5 mile east of Main Street for a distance of 0.53 mile to a location 1000' east of 435th Avenue.

WHY THE CHANGES ARE RECOMMENDED:

Miner County contacted the Department of Transportation and requested the speed limit on State Trunk Highway be reduced citing concerns about the development of a Dollar General Store in the southeast quadrant of the intersection of State Trunk Highway 34 and 435th Avenue.

Traffic engineering practice is to post the regulatory speed limit within a range of +/- 5 miles per hour of the 85th percentile speed based on engineering judgement. Other items considered include:

1. The results of spot speed studies,
2. The crash history,
3. Observations of vehicle speeds on March 3, 2017,
4. The number and location of business driveways and turning movements,
5. Observations of motorist behaviors,
6. Consideration of motorist adherence to the speed limits, and
7. Input from the City of Howard Commission and local citizens.

The SDDOT Mitchell Region Traffic Office completed four spot speed studies between Main Street and a location 800' east of 435th Avenue. The results indicate:

SPEED STUDIES

1. Between Main Street and 30/45 MPH change at Coaches Corner:
Number of vehicles checked: 131
85th Percentile Speed: 40 MPH

Ten Mile Pace: 31 to 38 miles per hour
Average Speed: 35 MPH

2. Midway of the 45 MPH speed zone at old Locker Plant approach:
Number of vehicles checked: 104
85th Percentile Speed: 50 MPH
Ten Mile Pace: 40 to 50 miles per hour
Average Speed: 44 MPH
3. Between the 45/65 change and 435th Avenue:
Number of vehicles checked: 101
85th Percentile Speed: 57 MPH
Ten Mile Pace: 42 to 52 miles per hour
Average Speed: 52 MPH
4. 750 ft. east of 435th Avenue:
Number of vehicles checked: 102
85th Percentile Speed: 59 MPH
Ten Mile Pace: 52 to 62 miles per hour
Average Speed: 56 MPH

VEHICLE CRASH REVIEW

The intersection sight triangle distances at the junction of State Highway 34 and 435th Avenue are greater than the required 1140'. No sight obstructions were observed.

Four crashes have occurred at the intersection of State Trunk Highway 34 and 435th Avenue:

1. 11/26/2013 Vehicle/Deer
2. 12/24/2013 Angle crash. Fatality. Southbound 85 year old driver stopped, and then failed to yield to eastbound vehicle driven by 21 year old driver.
3. 7/7/2015 Angle crash. No injury. Southbound 79 year old driver stopped, and then failed to yield to westbound vehicle driven by 15 year old driver.
4. 7/12/16 Rear end crash. No injury. Two vehicles traveling westbound. Lead vehicle slowed to complete a right turn. Driver of following vehicle admitted to being distracted prior to impact of lead vehicle.

A review of crashes on State Trunk Highway 34 through Howard indicated a crash rate of 1.08 crashes per million vehicles. This is below the average crash rate for all State highways.

WHO INITIATED THE CHANGE:

The SDDOT Mitchell Region Traffic Engineer.

INVOLVEMENT WITH OTHER GOVERNING AGENCIES

The Department initially proposed speed limits of 55 MPH to the west of town, reducing to 35 MPH through town and then increasing to 55 miles per hour past the intersection with 435th Avenue. The proposed speed limits were submitted to the City for concurrence. The proposed speed limits were discussed with the Howard City Commission on April 10, 2017.

The City questioned the time of the year the spot speed studies were conducted and believe motorists drive slower during the summer months due to the increased activities during this time of year. The City expressed concerns with respect to children crossing State Highway 34 to gain access to the community swimming pool. The City of Howard requested the 30 mile per hour speed limit be retained.

The City favors a step down speed of 50 miles per hour between the highway speed of 65 miles per hour and the 30 mile per hour speed through town instead of the Department proposed 55 mile per hour zones. On the east side of town, the 50 mile per hour speed limit is to encompass the intersection at 435th Avenue after considering the past fatality crash and anticipated development. The Lutheran Church and Clark Machine accesses will benefit from the 50 mile per hour speed limit as these accesses are within the 65 mile per hour speed zone.

The Mitchell Region Office has subsequently received concurrence from the Howard City Commission to the 50/30/50 miles per hour speed limit on State Trunk Highway 34 through the City of Howard.

Captain Jason Husby of the South Dakota Highway Patrol concurs with the proposed speed limits.

