

# Public Testimony Received Concerning the 2018-2021 Tentative STIP

**From:** Frank Kloucek <fkloucek@hotmail.com>  
**Sent:** Thursday, June 01, 2017 11:14 AM  
**To:** Frank Kloucek  
**Subject:** Fw: [EXT] no lights at night tragedy

**For the last few years I have been advocating that the Amish have lights for night driving and flashing lights all the time. Someday there will be an accident. The accident finally happened unfortunately.**

# Three seriously injured when vehicle crashes into horse-drawn carriage

By [Daily Republic News](#) on May 15, 2017 at 8:57 a.m.  
683



Three people were hospitalized after a horse-drawn carriage was struck by a motor vehicle Sunday night about one mile northwest of Tripp. (Jake Shama / Republic)

**TRIPP** — Three people suffered serious injuries Sunday night after a vehicle crashed into a horse-drawn carriage near Tripp, authorities said.

Three Amish passengers from the carriage were transported to a Parkston hospital by Tripp Ambulance, according to the South Dakota Department of Public Safety. Authorities said a 2001 Ford Taurus, believed to be traveling approximately 65 mph, struck the carriage at the intersection of Highway 37 and Highway 18, about one mile northwest of Tripp. The crash occurred at approximately 10:30 p.m.

Officials said the Taurus was southbound on South Dakota Highway 37. The horse-drawn carriage were eastbound on U.S. Highway 18, stopped at stop sign and began to cross the intersection, when the collision occurred. The car hit the rear end of the horse-drawn carriage, ejecting all three occupants.

The driver of the horse-drawn carriage was Amos Borntreger, 41, of Tripp. He suffered, non-life threatening injuries. There were two passengers, 20-year-old Katie Borntreger, who sustained life-threatening injuries, and 18-year-old Esther Borntreger, who suffered serious, non-life threatening injuries. Katie Borntreger was later airlifted from Parkston to a Sioux Falls hospital.

The driver of the vehicle, a 41-year-old woman who was wearing her seat belt, was uninjured, according to the Department of Public Safety. There are no charges pending against her.

The South Dakota Highway Patrol is investigating the crash. Other agencies on scene were the Hutchinson County Sheriff's Office, Bon Homme County Sheriff's Office, Tripp Police Department, Tripp Ambulance and Parkston Ambulance.



# City of Belle Fourche

511 6<sup>TH</sup> AVENUE  
BELLE FOURCHE, SD 57717  
PHONE: (605)892-5261  
FAX: (605)892-2784  
MAYORLANDPHERE@BELLEFOURCHE.ORG  
WWW.BELLEFOURCHE.ORG

July 18, 2017

Darin Bergquist, Secretary  
South Dakota Department of Transportation  
700 East Broadway Avenue  
Pierre, SD 57501-2586

Dear Mr. Bergquist:

Thank you for this opportunity to provide comments pertaining to the 2018-2021 Statewide Transportation Improvement Plan on behalf of the City of Belle Fourche.

1. The City of Belle Fourche again requests a traffic signal at the intersection of US Highway 85 and Highway 34. Thank you for putting it in your 2021 schedule please consider moving this ahead.

The new 60,000 square foot Runnings store is now open. The City of Belle Fourche has passed a TIF District for infrastructure improvements in this area which includes the City providing funding for traffic lights on this intersection. TIF funding will be available and must be expended within five years. We are awaiting the final certification by the Department of Revenue.

2. Thank you for the meeting with us and presenting the reduced speed plan we understand that there will be further consideration regarding the speed at Wood Road and US Highway 85.
3. The City of Belle Fourche requests and recommends that a project for installation of a traffic signal at the intersection of US Highway 85 and Jackson Street.

Jackson Street serves as an important connection between the state's US Highway 85 and the City's network of local streets. It is noteworthy as well that Belle Fourche's Police Department is located on Jackson Street just 2 blocks east of US Highway 85. Jackson Street also serves as a direct route for users of Herrmann Park including participants and guests of the community and regional events hosted there. Jackson Street is very difficult to enter onto the highway when a left-hand turn is required. During the 2010 Highway reconstruction this intersection was made an all way stop this really helped with traffic flow at this intersection.

On US Highway 85 there is a small center island on the highway with a pedestrian actuated flashing yellow light. Unfortunately, this has not provided for safe pedestrian passage across the highway as intended. It seems that not all drivers of automobiles and large trucks yield to pedestrians crossing the highway even when the yellow flashing

lights have been actuated to alert them that a pedestrian is crossing the highway. There continues to be vehicle-pedestrian 'near miss' incidents. Vehicles in all lanes driving in either direction fail to yield to pedestrians desiring to cross the highway. While you study this intersection for a traffic signal or all way stop we would like to see the yellow flashing lights be changed to red flashing lights on the pedestrian crossing as soon as possible. I've heard that this is being tried at another location please try it here also.

4. Left-hand turns from Ziebach Street onto US Highway 85, and left-hand turns from US Highway 85 onto Ziebach Street, are becoming virtually impossible. Ziebach Street is listed as a minor arterial on Belle Fourche's major street plan. It serves as a primary east-west corridor for local neighborhood traffic, a local health care clinic and nursing home, and the Belle Fourche School District's Middle School on 13th Avenue. We understand that a signal at this location may be unlikely due to the intersection's proximity to the intersection of SD Highway 34 and US Highway 85. Therefore, the City seeks SDDOT's assistance in **developing 8th Avenue from Ziebach Street south to SD Highway 34.** We believe placing this route into service would reduce the traffic congestion and vehicular conflicts due to left-hand turning movements at the intersection of US Highway 85 and Ziebach Street.
5. The City of Belle Fourche requests a **left-hand turn arrow be installed** on the existing traffic signal light for the **south bound lane at Summit Street.** Summit Street is one of Belle Fourche major east west corridors it serves an elementary school and middle school. It has become increasingly difficult for left turns going east on Summit Street, the turn lane is already there.
6. The City of Belle Fourche would like to take this opportunity to voice our support of the continuing **development of the north/south corridor of the Theodore Roosevelt Expressway.** The four lanes of Highway 85 north of I-90 to Belle Fourche have provided a good starting point on the Theodore Roosevelt Expressway.

We respectfully request your Department's consideration of the above mentioned comments for incorporation into the 2018-2021 Statewide Transportation Improvement Plan.

Sincerely,  
City of Belle Fourche



Gloria Landphere, Mayor

## Voeltz, Dave

---

**From:** Behm, Michael  
**Sent:** Friday, July 14, 2017 9:49 AM  
**To:** Voeltz, Dave  
**Subject:** FW: [EXT] Hwy 46

Addtl testimony

-----Original Message-----

From: Jean Hunhoff [<mailto:Jean.Hunhoff@sdlegislature.gov>]  
Sent: Thursday, July 13, 2017 5:35 PM  
To: Behm, Michael  
Subject: [EXT] Hwy 46

Good morning Mike. Thank you again for listening last night at Mitchell. Question for you: There are red flashing lites at the junction of 81 and 42, 81 and 44 why are there not lites on 81 and 46? I know I sound like a broken record. I believe there are more accidents at 81 and 46 than at the other two junctions. Maybe the lites are part of the safety solution. Txs Jean

Sent from my iPad

WRITTEN TESTIMONY

Concerning the TENTATIVE 2018-2021 SDDOT STATEWIDE TRANSPORTATION  
IMPROVEMENT PLAN (STIP)

The City of Harrisburg requests that the SDDOT include the reconstruction of the overpass of the Harrisburg Exit from Interstate 29 in the next STIP. A copy of Resolution 2015-10, which was adopted by the Harrisburg City Council, is attached.

Respectfully submitted,



Michael McMahon  
Planning & Zoning Administrator  
City of Harrisburg  
PO Box 26  
Harrisburg, SD 57032

**RECEIVED**

**JUL -5 2017**

**SECRETARY OF  
TRANSPORTATION**



**CITY OF HARRISBURG**

**RESOLUTION # 2015-10**

**REQUEST SDDOT TO RECONSTRUCT OVERPASS**

WHEREAS, the City of Harrisburg desires assistance from the S.D. Department of Transportation to reconstruct the overpass at the Harrisburg Exit from Interstate 29, and

WHEREAS, the City Council hereby expresses its concern about the safety of the design and condition of the overpass at the Harrisburg Exit from Interstate 29, and

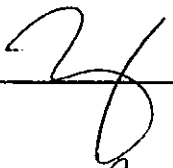
WHEREAS, the City Council believes that the volume of traffic on the overpass has increased greatly since the overpass was originally designed and built, and

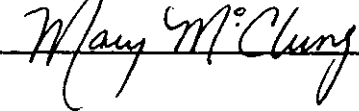
WHEREAS, the overpass serves as a significant gateway to the Harrisburg community, and

WHEREAS, the City Council believes that the reconstruction of the overpass will have a positive benefit for the safety and economic well-being of the Harrisburg community;

BE IT RESOLVED the City Council hereby requests that the South Dakota Department of Transportation include the design and reconstruction of the overpass at the Harrisburg Exit from Interstate 29 in the 2010 State Transportation Improvement Program.

Adopted this 20th day of July, 2015.

  
\_\_\_\_\_, Mayor

ATTEST:   
\_\_\_\_\_, Finance Officer

**Voeltz, Dave**

---

**From:** Schulz, Noel <Noel.Schulz@jebro.com>  
**Sent:** Friday, July 21, 2017 10:47 AM  
**To:** Voeltz, Dave; Behm, Michael  
**Cc:** Senst, Jeff; Smith, Craig; Forman, John; Seaman, Todd (DOT); Leiferman, Mark; Feller, Joe  
**Subject:** [EXT] STIP question

Dave,

Yesterday I was on a slower internet connection for the STIP Webinar and didn't know if my verbal comments came through clearly. Just wanted to follow up in an email.

Presently this summer SDDOT is doing 50 miles of work on I29 (25 miles NBL & 25 miles SBL) from Sioux Falls to Madison at a cost of \$22.5 million or \$453,659/mile. Also doing 22 miles of work on I90 from Sioux Falls to MN St Line at a cost of \$8.9 million or \$414,026/mile. The STIP is proposing to spend \$67 million over 4 years on 57 miles of I29 in Roberts County near the ND border. How does the SDDOT justify spending about 3 times as much money, with 4 years of traffic delays to the public, and considerably less traffic?

I would encourage the state to review and analysis current data so accountable decision are made in the best interest of the taxpayers of SD.

Seq	Project Number	County	Length	Route	Location of Project	Type of Improvement	Fiscal Year	Total Cost (I
795	IM 0299(72)225	Roberts	15	I29S	I29 SBL - Fm N of Exi	PCC Surfacing, Spot Gra	2018	\$17,677,00
804	IM 0299(71)239	Roberts	14.3	I29S	I29 - SBL, From S of E	PCC Surfacing, Polymer	2019	\$14,882,00
808	IM 0299(65)239	Roberts	13	I29N	I29 - NBL, Fm South c	PCC Surfacing; Polymer	2020	\$14,897,00
810	IM 0299(69)213	Roberts	15.3	I29N	I29 NBL - Fm N of Exi	PCC Surfacing of Mainlir	2021	\$19,536,00
		Total	57.6				Total	\$66,992,00
39	IM 0292(77)47	Lincoln	14.1	I29N & I29S	I29 - NBL & SBL, Fm N	Mill & AC Resurfacing; P	2018	\$5,760,00
39	<b>TRUE LENGTH/COST</b>		<b>28.2</b>	<b>Doing BOTH NBL &amp; SBL in comparison to Robers Co Jobs</b>			2018	\$5,760,00

Thanks  
Noel Schulz

Who/To: Darin Bergquist  
Secretary of DOT

Where: Highway 81 near Utica  
turnoff and Highway 46  
west of Irene.

What: Please improve these two  
roads through widening and regrading.

When: Please add these two projects  
to the 4-year plan you will adopt  
this fall.

Why: Historically, these have  
been dangerous roads in Yankton  
County with many fatal crashes.  
Widening and regrading them will  
save lives.

Thank you.

Andrea Wright  
Yankton, S.D.

See enclosed article.

The Yankton County  
**Observer**  
An Independent Newspaper

**EDITORIAL**

(605) 665-0484  
308 Douglas Ave.  
Yankton, S.D. 57078

# Your input in next six days will make highways safer in Yankton County



**Kathy Church  
& Kristy Wyland**  
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**Dave Wyland**  
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Staff Writer

**Jim Anderson**  
Advertising Manager  
Cartoonist

**Brian J. Hunhoff**  
Contributing Editor

The *Observer* is the legal newspaper for Yankton County, Gayville-Volin School District, the Towns of Gayville, Lester-ville, Mission Hill, Utica, and Volin.

### Editorial Policy

In all signed editorials, cartoons or columns, the opinions expressed are those of the writer or artist, and not necessarily of *The Observer*. We also want our subscribers to make their opinions known. We will publish letters to the editor from *Observer* subscribers as space allows. Letters must be signed and include the writer's phone number.

### Advertising

Deadline is Tuesday at 5 p.m. each week. We reserve the right to refuse any advertisement.

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Next Thursday, August 3 is the South Dakota Department of Transportation deadline for public input on the 2018-2021 Statewide Transportation Improvement Program (STIP). This is your last chance this year to tell officials what should be done to improve heavily-traveled highways in Yankton County.

Messages can be emailed to STIP Coordinator Dave Voeltz at [dave.voeltz@state.sd.us](mailto:dave.voeltz@state.sd.us). Comments can also be sent regular mail (postmarked by August 3) to Darin Bergquist, DOT Secretary, 700 East Broadway Ave., Pierre, SD, 57501.

Following decades of pleas from local people, DOT officials have finally listed the dangerous stretch of state Highway 46 between U.S. Highway 81 and Irene as a "developmental project." The tentative plan is to widen and regrade those 12 miles in five or six years.

It's good to know that section of Highway 46 has finally received official attention as a future DOT project. But it should be moved into the four-year STIP to be adopted this fall. Using history as our guide, more lives will be lost to the hazards of Highway 46 before 2022 (the soonest construction could begin for a current developmental project).

We studied Highway 46 history going back five decades and discovered at least one fatal crash along every single mile of that 12-mile road. There have been five fatal accidents (six deaths) since 2008.

Mike Healy, chairman of the Yankton Chamber of Commerce Transportation Committee, believes Highway 46 should be prioritized by two or three years. This could be achieved by reversing it with planned reconstruction of Highway 18 to the north.

One of the busiest arteries in Yankton County, Highway 46 attracts a wide variety of motorists. It's a popular route for farm trucks hauling grain and livestock, pickups pulling boats, semis, campers, and other large traffic that can be difficult to see around.

It's a scenic drive, but multiple hills and valleys create blind spots that limit safe passing opportunities. Shoulders barely wide enough for a bicycle are too small to allow slower cars or farm machinery to move to the side of the road.

Lives have been lost and many injured in crashes caused by unsafe passing. Other accidents occurred when vehicles drifted or slid over steep shoulder drop-offs, and rolled into ravines and

creek beds below.

The road itself is two narrow lanes with just a white strip of centerline paint separating massive tractor-trailers and small sedans barreling toward each other from east and west.

It's common to see cattle who escape their pastures in the roadway. (We were glad to learn at a recent STIP meeting that road widening will include construction of new fencing to contain the cows.)

Highway 46 offers Yankton school buses the shortest route to road games and other activities, but Yankton Superintendent Wayne Kindle declared it off limits for his bus drivers in 2014. Dr. Kindle said, "The value of a student or staff member's life is more important to me than saving a few dollars by taking a shorter route when a safer route is available."

Another blood-stained section of road in Yankton County spans three miles of Highway 81 between the Volin and Tabor turnoffs. Dozens of fatal accidents have occurred on this stretch over the years. It includes a deadly blend of steep hills, sharp curves, speed changes, and blind approaches.

This Highway 81 danger zone could be greatly improved by extending current slow moving lanes in Poverty Valley to the Volin and Tabor roads; widening Poverty Valley Bridge; and lowering the hill near the Volin turnoff. These changes would save lives.

Those three miles on 81 should also be included in the next four-year STIP. At the least, the road must be classified as a "developmental project" for 2022.

DOT officials adopted the 2017 motto, "Safety for all of South Dakota." Making overdue improvements to 46 and 81 in Yankton County would show us they mean business with those words.

State officials have kicked the can down those two hilly highways for years, blaming inaction on lack of funds. The 2015 increase in the state gasoline tax has since generated additional dollars. They need to use some of that new money to fix a couple of old problems in Yankton County.

Take a few minutes this weekend to send your thoughts on these roads to Secretary Bergquist or Mr. Voeltz. Tell them your own harrowing experiences driving them. Ask for a higher priority on 46 west of Irene. Ask them to put our three deadliest miles of 81 in the 2018-2021 STIP.

DOT officials seem to be paying closer attention to citizen input these days. Their contact information is in the third paragraph. You can make a difference. Write now.

- Brian J. Hunhoff

## Voeltz, Dave

---

**From:** Brian Hunhoff <brian@co.yankton.sd.us>  
**Sent:** Wednesday, August 02, 2017 1:55 PM  
**To:** Voeltz, Dave  
**Subject:** [EXT] Highways 46 and 81

To: STIP Coordinator David Voeltz

Dear Dave,

Not sure if you remember me, but I attended the STIP meeting in Yankton last month. I have sent you some emails in the past. I know tomorrow is the deadline for input on the 2018-2021 STIP that will be adopted later this month, which is my reason for writing today.

I serve as Yankton County Register of Deeds. I also do some free-lance writing for various publications. Last Friday, I wrote an editorial for the Yankton County Observer weekly newspaper encouraging people to mail or email their opinions to Pierre this week in regard to road improvements they want to see in the next four years. (I left your phone number out of it this time – haha.)

I have attached my article below and would request it be included as public input.

I cannot emphasize enough how important it is to improve the **three miles of Highway 81 between the Tabor and Volin roads**. The half-mile on each side of the Utica road is especially lethal for motorists. Please place improvements to this section in your 2018-2021 STIP.

I am grateful **Highway 46 west of Irene** has been identified as a developmental project with possible bid letting/construction in 2022-2023. Thank you.

Brian Hunhoff, Yankton, S.D.

### **Editorial**

#### **Your input in next six days could make highways safer in Yankton County**

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One of the busiest arteries in Yankton County, Highway 46 attracts a wide variety of motorists. It's a popular route for farm trucks hauling grain and livestock, pickups pulling boats, semis, campers, and other large traffic that can be difficult to see around. It's a scenic drive, but multiple hills and valleys create blind spots that limit safe passing opportunities. Shoulders barely wide enough for a bicycle are too small to allow slower cars or farm machinery to move to the side of the road.

Lives have been lost and many injured in crashes caused by unsafe passing. Other accidents occurred when vehicles drifted or slid over steep shoulder drop-offs, and rolled into ravines and creek beds below.

The road itself is two narrow lanes with just a white strip of centerline paint separating massive tractor-trailers and small sedans barreling toward each other from east and west.

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**By Brian J. Hunhoff**

*July 28, 2017 edition of Yankton County Observer*

**From:** Gary Swensen  
**To:** [Voeltz, Dave](#)  
**Cc:** [Voeltz, Dave](#)  
**Subject:** [EXT] Highway 46 and 81 Killers  
**Date:** Friday, July 28, 2017 4:16:33 PM

---

Mr. Dave Voeltz

I was born and raised in Yankton County in 1950 and have lived here almost all my life..

Grew up on the Walshtown Road 6 1/2 miles north of the WNAX towers..(444)

These two roads are KILLERS..

TOO many hills not enough turn offs..It should be a 4 lane with turn offs and shoulders extra wide shoulders...

One time I witnessed a pickup and huge camper pass me in Irene city limits going East by the church up the hill. He stayed on the left side all the time and until he went over the hill by the Church.. My wife and I came to a near stop to give him room, but he continued on the left side until over the hill and out of sight.. He and his wife had 3 small children maybe more in the vehicle. (Iowa plates). We then proceed and just as we went over the hill by the city limits of Irene a car came from the east going west into town.. A few seconds sooner it could have been a head on collision ..

This is just one of many close calls as I have been passed while pulling trailers at a lower rate of speed on hills dozens maybe hundreds of times with multiple cars coming. I have seen people take the ditch part way many times to avoid an accident.

I have been passed on 46 and 81 when I was going the speed limit many times.

I also served for Sheriff Dave Hunhoff for about 4 years as a ® deputy I will forward a to whom it may concern letter to you to verify.. following this e-mail

Gary Swensen  
1408 Sunrise Drive  
Yankton ,S.D  
Yankton County Commissioner (current)

DATE: July 28, 2017

TO:  
Darin Bergquist, S.D. Transportation Secretary  
700 E Broadway Avenue  
Pierre, S.D., 57501

RECEIVED

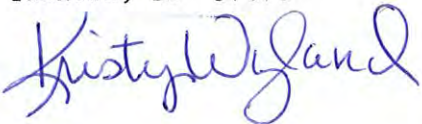
JUL 31 2017

SECRETARY OF  
TRANSPORTATION

Dear Darin,

We agree with everything stated in the editorial (attached) that was in this week's Yankton County Observer. Please prioritize those two road projects before more people are hurt or killed.

Kristy Wyland  
308 Douglas  
Yankton, SD 57078



Kathy Church  
308 Douglas  
Yankton, SD 57078





(605) 665-0484  
308 Douglas Ave.  
Yankton, S.D. 57078



**Kathy Church  
& Kristy Wyland**  
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**Kathy Church**  
Managing Editor

**Dave Wyland**  
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Staff Writer

**Jim Anderson**  
Advertising Manager  
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**Brian J. Hunhoff**  
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Another blood-stained section of road in Yankton County spans three miles of Highway 81 between the Volin and Tabor turnoffs. Dozens of fatal accidents have occurred on this stretch over the years. It includes a deadly blend of steep hills, sharp curves, speed changes, and blind approaches.

This Highway 81 danger zone could be greatly improved by extending current slow moving lanes in Poverty Valley to the Volin and Tabor roads; widening Poverty Valley Bridge; and lowering the hill near the Volin turnoff. These changes would save lives.

Those three miles on 81 should also be included in the next four-year STIP. At the least, the road must be classified as a "developmental project" for 2022.

DOT officials adopted the 2017 motto, "Safety for all of South Dakota." Making overdue improvements to 46 and 81 in Yankton County would show us they mean business with those words.

State officials have kicked the can down those two hilly highways for years, blaming inaction on lack of funds. The 2015 increase in the state gasoline tax has since generated additional dollars. They need to use some of that new money to fix a couple of old problems in Yankton County.

Take a few minutes this weekend to send your thoughts on these roads to Secretary Bergquist or Mr. Voeltz. Tell them your own harrowing experiences driving them. Ask for a higher priority on 46 west of Irene. Ask them to put our three deadliest miles of 81 in the 2018-2021 STIP.

DOT officials seem to be paying closer attention to citizen input these days. Their contact information is in the third paragraph. You can make a difference. Write now.

- Brian J. Hunhoff

7/29/2017

Dear Mr. Bergquist,

I would like this comment included in public input for the 2018-2021 STIP under consideration. I believe the 12 miles of Highway 46 west of Irene and the two miles on Highway 81 near the Utica turn-off should be added to the STIP you will adopt this fall. Too many lives have been lost on those two Yankton County roads.

Thank you.

Margaret Hunhoff

*Margaret Hunhoff*

Yankton, South Dakota

RECEIVED  
JUL 31 2017  
SECRETARY OF  
TRANSPORTATION

7/28/17

To Darin Bergquist,

Please try to widen Highway 46 from Highway 81 to Irene as soon as possible. Also, please do something to make it safer on Highway 81 near Poverty Valley. Many have died on these two roads. This should be done in the next two years.

Thank you for your consideration.

Mike Rossiter  
1005 Douglas Ave.  
Yankton, SD 57078

(605) 664-5983

*Mike Rossiter*  
605-664-5983

RECEIVED  
AUG -2 2017  
SECRETARY OF  
TRANSPORTATION

Dear Mr. Bergquist,

I would like to request that you make the improvement of two roads - Highway 46, which is west of Irene, and Highway 81, which is near the Utica turnoff - to be a part of this year's Transportation 4-year plan. I think at the moment they are very dangerous, and that making them safer would save countless lives. Please take this into consideration.

Sincerely,

Olivia Huntz

7th Grade  
Yankton Middle  
School

1308 W 17  
Yankton SD  
57078

RECEIVED  
AUG - 7 2017  
SECRETARY OF  
TRANSPORTATION

Aug. 1, 2017

Dear Secretary of Transportation Darin Bergquist:

I understand you and your Commission will adopt South Dakota's new Statewide Transportation Improvement Plan for 2018-2021 this fall.

I am writing to request that you include safety improvements to Highway 46 west of Irene, and Highway 81 between the Volin and Tabor turnoffs, in your next four-year plan.

There have been dozens of fatal accidents on these two highways over the last 50 years. This should have been done years ago. Thank you for your consideration.

Sincerely,  
Patty Hojem



309 Linn Street  
Yankton, SD 57078

**Dear South Dakota Department of Transportation Secretary Darin Bergquist:**

Road safety improvements are long overdue on **Highway 46 west of Irene**, and **Highway 81 near the intersection of 304<sup>th</sup> Street** (Utica road). Our family has experienced a number of close calls on these roads caused by impatient motorists who make unsafe (often blind) passes.

Highway 46 is considered so dangerous that Yankton School District Superintendent Dr. Wayne Kindle has ordered the district's bus drivers to not use it for the last three years.

The road and shoulders need to be widened on Highway 46 for at least the first eight miles west of Irene. Also, slow traffic lanes in Poverty Valley should be lengthened by extending the current west slow lane south to the Tabor turn-off, and extending the current east slow lane north to the Volin turn-off.

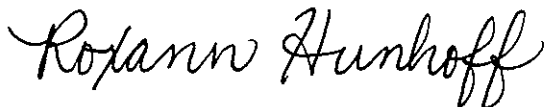
There are also hills that should be regraded on both of these dangerous sections of highway.

Making these changes would save lives by providing safer passing opportunities on both two-lane roads. In the spirit of DOT's 2017 motto ("Safety for all of South Dakota"), please add these projects to the four-year highway improvement plan you will finalize and approve this fall.

Thank you.

Sincerely,

**Roxann Hunhoff**

A handwritten signature in black ink that reads "Roxann Hunhoff". The signature is written in a cursive style with a large, flowing 'R' and 'H'.

1308 W 17<sup>th</sup> St  
Yankton, SD 57078

Dated: July 31, 2017

## Voeltz, Dave

---

**From:** Vernon C. "Skip" VanDerhule <svanderhule@usa.net>  
**Sent:** Thursday, August 03, 2017 9:36 AM  
**To:** Voeltz, Dave  
**Subject:** [EXT] STIP 2018-2021 Public Comments

Comments to 2018-2021 STIP

I see three projects in Yankton County that need to be elevated in priority. All three are safety issues.

Leading the list is **SD HWY 46 from US HWY 81 to Irene** (although parts of SD HWY 46 east of Irene are not all that great either). Narrow roadway, no shoulders, hills and deep ditches all combine to make this roadway dangerous. Its not a matter of potential accidents, accidents are already happening along this stretch of highway including several fatal accidents. Locals have always considered this to be a dangerous roadway. Delaying reconstruction of this roadway five to six years will result, in my opinion, in the likely loss of lives. Reconstruction needs to be moved up. I say "reconstruction" because I don't believe much can be done with the existing road bed to improve safety on this section of highway. The road bed is too narrow to make the needed improvements upon it. This is going to be an expensive project, a very expensive project in terms of per mile cost for a two lane roadway, but I believe safety demands it.

The second item of concern is the **"slow moving vehicle lane" southbound on US HWY 81 coming up out of what locals refer to as "Poverty Valley"**. A few years ago, this lane was lengthened, but it was not lengthened far enough. The highway reverts back to two lanes just before it joins the divided four lane highway just north of Yankton. I believe where the slow lane ends and the four lane begins is only about 1/8<sup>th</sup> of a mile or less. Its a bottleneck. Heavy vehicles coming up the hill in the slow lane cannot pick up speed before the slow lane ends. This slow vehicle lane should be extended to connect to the divided four lane without interruption. This does not appear to be an expensive project and it is one that I believe can be included in the 2018-2021 program without compromising completion of other projects in this time period. Again, because it is not a costly project.

The third project is the **"slow moving vehicle lane" on US Hwy 81 as it goes north up out of "Poverty Valley"**. This slow moving vehicle lane has many of the same issues as the south bound slow lane noted above, except that it ends on a curve. I don't think its ever a good idea to end a lane of any type on a curve, much less a slow vehicle lane because, again, heavy vehicles cannot get up to speed before the lane ends, again creating a bottleneck. This is a more complicated project because just north of where this lane ends is the county road going to Utica. So what we have here is both a bottleneck of slow moving vehicles and vehicles turning left, sometimes at the same time. I'd recommend extending the slow vehicle lane past the intersection with the county road to Utica, thus allowing for at least a turn lane even though north bound heavy vehicles may not yet be up to speed. There have been fatal accidents where this north bound slow vehicle lane ends. One of them was a friend of mine, so I sort of take this suggestion personally.

Vernon C. "Skip" VanDerhule

510 Chalkstone Road

Yankton SD 57078



**SOUTH DAKOTA CHAPTER, INC.  
AMERICAN CONCRETE PAVEMENT ASSOCIATION**

5024 S. Bur Oak Place, Suite 113A, Sioux Falls SD 57108

Ph: (605) 271-3396

jreaves.sdacpa@midconetwork.com

Mr. Darin Bergquist  
Secretary of Transportation  
South Dakota Department of Transportation  
700 E. Broadway Avenue  
Pierre, SD 57501-2586

Re: Tentative 2018-2021 SDDOT STIP  
Written Testimony

Dear Secretary Bergquist:

The South Dakota Chapter of the American Concrete Pavement Association would like to thank the SDDOT for hosting the four regional public meetings along with the webinar meeting and hearing public comment regarding the tentative 2018-2021 Statewide Transportation Improvement Program. We appreciate the continued partnership between the SDDOT and the SDACPA. The concrete pavement industry in South Dakota takes great pride in their work and looks forward to bringing the SDDOT many more quality projects in the coming years.

We believe and hope the SDDOT understands the importance of a **balanced program between the two surfacing industries**. A balanced program brings competition in each bidding environment by not saturating one industry. An unbalanced market has proven to increase the price of the product in demand. A lapse in programming a pavement type specific to contractors may cause these contractors to leave to find work in other states, be forced to lay off talented workforce or, even worse, go out of business.

The SDACPA chooses to state our concern mainly regarding the tentative 2021 program as it appears there are only six mainline concrete paving projects:

1. Project #215 in the Aberdeen Region STIP for Project NH 0212(174)377 in Codington County
2. Project #221 in the Aberdeen Region STIP for Project IM 0299(69)213 in Roberts County
3. Project #266 in the Mitchell Region STIP for Project IM 0908(97)362 in McCook County
4. Project #271 in the Mitchell Region STIP for Project NH 2042(28), NH 1157(02) & NH 0011(101)72 in Minnehaha County
5. Project #188 in the Pierre Region STIP for Project IM 0903(108)163 & P 0063(48)75 in Jackson County
6. Project #198 in the Pierre Region STIP for Project NH 0018(191)250 & P 0044(188)253 in Tripp County

We would like to note this includes zero mainline concrete pavement projects in the Rapid City Region for the year 2021, even though there are several local contractors known for constructing extremely quality concrete pavements in the Rapid City Region.





**SOUTH DAKOTA CHAPTER, INC.  
AMERICAN CONCRETE PAVEMENT ASSOCIATION**

5024 S. Bur Oak Place, Suite 113A, Sioux Falls SD 57108

Ph: (605) 271-3396

[jreaves.sdacpa@midconetwork.com](mailto:jreaves.sdacpa@midconetwork.com)

The concrete pavement industry also believes we can deliver a quality, low maintenance, long-lasting pavement with thinner overlays (4" to 6" in depth), which can be competitive in lifetime value to a standard asphalt overlay on existing pavements. The trucking and agricultural industries continue to be prevalent and utilize our roadway network extensively state-wide. The concrete industry can bring a rigid pavement without rutting providing a safer road during wet conditions. Our organization would like to continue having further discussions with the SDDOT staff providing history and data for designs, traffic control planning, and pavement life history for these overlays.

We do realize the 2021 year may just be an anomaly in balanced pavement programming. Project planning is certainly a challenge with an approximate \$440 million annual budget. But we do want to ensure if this is truly just an irregularity, this does not become a trend and does not carry through to future years.

Once again, thank you for receiving and considering our comments. We appreciate and value our partnership in constructing a safe, quality highway system in South Dakota.

Respectfully Yours,

South Dakota Chapter, Inc.  
American Concrete Pavement Association

A handwritten signature in blue ink that reads "Jason Reaves". The signature is written in a cursive style.

For: Robert Sopher  
Chairman of the Board of Directors

## Voeltz, Dave

---

**From:** Charles Gross <charles.gross@mtmc.edu>  
**Sent:** Tuesday, August 01, 2017 1:15 PM  
**To:** Voeltz, Dave  
**Subject:** [EXT] Hiways 81& 46

Dear Mr. Voeltz,

As the SDDOT considers its 5 year highway plan, please consider the stretch of **Hiway 46 west of Irene** and the stretch of **Hiway 81 north of Yankton** as two dangerous roads. I lost a good friend on Hiway 46, when the vehicle his wife was driving slid on ice into the oncoming lane. Hiway 81 north to at least the Volin and Utica turn-offs is an accident waiting to happen.

Thank you.

Charlie Gross  
City Commissioner

## Voeltz, Dave

---

**From:** Craig Kennedy <Craig.Kennedy@sdlegislature.gov>  
**Sent:** Tuesday, August 01, 2017 2:00 PM  
**To:** Voeltz, Dave  
**Subject:** [EXT] Highways 46 and 81

Dave:

I am writing to request that DOT place Highway 46 west of Irene and Highway 81 from Yankton to the junction with Highway 46 high on your list of priorities for reconstruction. Both of these roads are heavily used, particularly in the summer months. Highway 46 is very narrow and hilly, with virtually no shoulders. The road can be particularly dangerous when passing vehicles pulling trailers, which are often traveling below the speed limit. Highway 81 has intersections for roads to Utica, Volin and Lesterville without dedicated turning lanes. These locations have also suffered accidents over the years. In the interest of public safety, both of these roads merit reconstruction.

Thank you for your consideration.

Craig Kennedy

Craig Kennedy  
District 18 Senate

## Voeltz, Dave

---

**From:** Debra Bodenstedt <dboden@co.yankton.sd.us>  
**Sent:** Tuesday, August 01, 2017 10:53 PM  
**To:** Voeltz, Dave  
**Subject:** [EXT] Yankton County highway projects

Dave,

First of all, thank you for your tireless work to improve South Dakota roads. With that in mind, I can't urge you enough to include **Highway 46 west of Irene** and **Highway 81 near the Utica turnoff** in your new four-year plan for road improvements from 2018-2021. As you know, there have been dozens of fatal accidents on those two sections of road through the years. Widening and regrading of that stretch of Hwy 46, along with extension of slow traffic lanes in that section of Hwy 81 will prevent many of the types of accidents that occurred on those roads over the past 50 years. It is difficult to understand why both of these projects weren't completed long ago. I don't think there is a more impactful highway improvement that can be made in Southeast South Dakota than Highway 46 west of Irene. School buses are forbidden to drive it, and the number of accidents per mile has to be one of the highest in the state.

As one of main north-south thoroughfares in the state, Highway 81 is heavily traveled by trucks, and the intersection in question has become more of a hazard with the operation of a nearby gravel pit and the associated increase in truck traffic. The change in road width approaching that corner coupled with turning trucks is an accident waiting to happen. If safety is number one in the eyes of DOT, then both of these projects need to be included in the four-year plan 2018-2021. I urge you to place both of these projects in the four-year 2018-2021 plan.

Debra Bodenstedt  
Yankton County Commissioner

Sent from my iPad

**Voeltz, Dave**

---

**Subject:** FW: [EXT] Yankton County highway projects

**From:** Don Kettering [<mailto:dpketring@gmail.com>]  
**Sent:** Thursday, August 03, 2017 6:55 AM  
**To:** Voeltz, Dave  
**Subject:** Fwd: [EXT] Yankton County highway projects

Dave, I support all of the points that Deb has relayed in her E-mail. If there is anything that I can do to assist in this project I would be pleased to help.

Don

----- Forwarded message -----

**From:** Debra Bodenstedt <[dboden@co.yankton.sd.us](mailto:dboden@co.yankton.sd.us)>  
**Date:** [Tdave.voeltz@state.sd.us](mailto:Tdave.voeltz@state.sd.us) <[dave.voeltz@state.sd.us](mailto:dave.voeltz@state.sd.us)>  
ue, Aug 1, 2017 at 10:53 PMvoeltz@state  
**Subject:** Yankton County highway projects  
**To:** "

Dave,

First of all, thank you for your tireless work to improve South Dakota roads. With that in mind, I can't urge you enough to include Highway 46 west of Irene and Highway 81 near the Utica turnoff in your new four-year plan for road improvements from 2018-2021. As you know, there have been dozens of fatal accidents on those two sections of road through the years. Widening and regrading of that stretch of Hwy 46, along with extension of slow traffic lanes in that section of Hwy 81 will prevent many of the types of accidents that occurred on those roads over the past 50 years. It is difficult to understand why both of these projects weren't completed long ago. I don't think there is a more impactful highway improvement that can be made in Southeast South Dakota than Highway 46 west of Irene. School buses are forbidden to drive it, and the number of accidents per mile has to be one of the highest in the state.

As one of main north-south thoroughfares in the state, Highway 81 is heavily traveled by trucks, and the intersection in question has become more of a hazard with the operation of a nearby gravel pit and the associated increase in truck traffic. The change in road width approaching that corner coupled with turning trucks is an accident waiting to happen. If safety is number one in the eyes of DOT, then both of these projects need to be included in the four-year plan 2018-2021. I urge you to place both of these projects in the four-year 2018-2021 plan.

Debra Bodenstedt  
Yankton County Commissioner

Sent from my iPad

## Voeltz, Dave

---

**To:** Voeltz, Dave (Dave.Voeltz@state.sd.us)  
**Subject:** Highway 46 (west of Irene) commentary

**From:** Brian Hunhoff [<mailto:brian@co.yankton.sd.us>]  
**Sent:** Wednesday, December 28, 2016 12:11 AM  
**To:** Voeltz, Dave  
**Subject:** Highway 46 (west of Irene) commentary

Hi, Dave,

I am a free-lance contributing writer for the weekly Yankton County Observer. I understand you inquired about a recent commentary I wrote about **Highway 46, west of Irene**. A copy of the op-ed is attached for your review.

For the record, I am one of eight brothers who grew up on a farm a few miles away from the 46/81 intersection. My brothers and I have all had harrowing experiences on that road, due mostly to impatient drivers making blind passes on a very hilly stretch of highway. I believe a lot of other Yankton County residents have experienced similar white-knuckle moments on that stretch of road.

I've studied dozens of fatal and injury Highway 46 accident reports in old newspapers going back to the 1940s. This is not a new problem. These dangerous conditions have been there all along.

I am hoping, with new funds available from the increased gas tax, this stretch of road can be improved to allow better passing opportunities. I imagine such a project would cost more than \$2 million per mile, so I would request the DOT act to at least improve the eight miles west of Irene to the Mayfield Store. The remaining four miles from the Mayfield Store west to the 46/81 intersection are relatively flat, although those shoulders could certainly be widened, too.

As you will see in the attached article, I have encouraged Observer readers to send you their own stories about Hwy 46 in hopes you will consider steering its improvement into your 2018-2021 STIP plan.

Thanks for your interest, Dave. We appreciate anything you can do to at least get eight of those 12 miles regraded with wider shoulders.

All the best,

Brian Hunhoff  
1308 W. 17<sup>th</sup> St.  
Yankton, S.D., 57078

(605) 760-0078

The Yankton County  
**Observer**  
An Independent Newspaper

(605) 665-0484  
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Yankton, S.D. 57078



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& Kristy Wyland**  
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The *Observer* is the legal newspaper for Yankton County, Gayville-Volin School District, the Towns of Gayville, Lester-ville, Mission Hill, Utica, and Volin.

#### Editorial Policy

In all signed editorials, cartoons or columns, the opinions expressed are those of the writer or artist, and not necessarily of *The Observer*. We also want our subscribers to make their opinions known. We will publish letters to the editor from *Observer* subscribers as space allows. Letters must be signed and include the writer's phone number.

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## EDITORIAL

# State must fix bloody Highway 46

How much spilled blood is required?  
How many lives need be lost?  
How much twisted wreckage?  
To make 46 worth the cost?

Those questions came to mind last week after another white-knuckle moment on the 12 treacherous miles of state Highway 46 from Irene to U.S. Highway 81.

It was snowing lightly. Our vehicle was sandwiched between a mid-size car and an 18-wheeler. We were westbound nearing a hill when a sport utility vehicle appeared in the side view mirror.

Traveling upwards of 90 miles per hour, the foolish SUV driver tried to go past all three vehicles in a single pass. He was speeding uphill in a no passing zone. He/we had no way of knowing if an eastbound car would come over the other side of that hill before he cleared the semi. It was easy to imagine a high speed five-vehicle crash about to occur.

He made it past. The next oncoming car was 15 seconds away. He was lucky this time. We all were.

History tells us luck isn't always good on Highway 46. Just one year ago, two people were injured in a four-vehicle crash of a semi and three cars. One vehicle was mangled so badly that it's surprising no one inside was killed.

Since 2005, an average of 11 motor vehicle accidents per year have occurred from Irene to Highway 81. There was a 10-year high of 20 accidents in 2007. Since 2008, there have been five fatality accidents and six deaths along that stretch.

The 81/46 intersection is the deadliest part of the 12-mile road, but our study of accidents from the last six decades revealed at least one fatal crash along every mile of Highway 46 from Irene west to Highway 81.

They are 12 scenic miles, but multiple hills and valleys create blind spots that limit safe passing opportunities. Shoulders barely wide enough for a bicycle are too small for slower cars or farm machinery to move to the side of the road.

The road itself is two narrow lanes with only a few inches of centerline stripe paint to separate massive tractor-trailers and tiny sedans barreling toward each other from east and west.

Several lives have been lost and many injured in vehicles that wandered or slid over steep shoulder drop-offs, and rolled into deep ravines and creek beds below.

Former state legislator Garry Moore calls it "a terrible stretch of road," adding, "It's a life safety issue. There's an accident waiting to happen every single hour of the day."

Ron Peterson, retired engineer for the State Department of Transportation, said, "There's very few opportunities to pass so some people do things they shouldn't – passing on yellow lines and speeding to get around vehicles in select locations."

Highway 46 offers the shortest route to road games and other activities, but Yankton School Superintendent Wayne Kindle declared it off limits for his bus drivers in 2014.

## Highway 46 fatalities since 2008

Fatal accidents have occurred on Highway 46 from Irene west to Highway 81 in every decade since the 1930s. Blood has stained every mile of the 12-mile road. Since 2008, there have been five fatal accidents and six deaths.

\* In September 2008, a 16-year-old Sioux Falls girl was killed in a two-car crash at the 81/46 intersection. (Four days later, DOT officials announced the intersection would be changed to a four-way stop.)

\* In April 2009, a 29-year-old Irene man was killed in a two-vehicle accident six miles west of Irene.

\* In January 2011, a 69-year-old Yankton man was killed in a two-vehicle crash seven miles west of Irene.

\* In February 2014, two Sioux Falls men (ages 28 and 30) were killed in a one-vehicle accident two miles west of Irene.

\* In October 2014, a 65-year-old Yankton man was killed in a two-vehicle crash at the 81/46 intersection.



Photo by Larry Nickles

**Intersection crash:** 65-year-old Calvin Hespe of Yankton was killed Oct. 21, 2014 when his pickup (above) collided with a stopped semi at the intersection of U.S. Highway 81 and state Highway 46.

"As most people know, this can be a dangerous road for many reasons," Kindle said. "The value of a student or staff member's life is more important to me than saving a few dollars by taking a shorter route when a safer route is available."

One of the four busiest arteries in Yankton County, Highway 46 attracts a variety of traffic. Many vehicles exceed the posted 65-mph speed limit. Traffic congestion gets worse in warm weather when it becomes a popular route for trucks hauling grain and livestock, pickups pulling boats, campers, etc.

The road was resurfaced seven years ago, but has not been regraded since the early 1950s. Locals have pressed for years to get it widened with bigger shoulders and slow traffic lanes in some uphill areas. They also want to see regrading that flattens some of the hills for better passing opportunities.

State officials sometimes acknowledge problems with the road, but their words have not led to action. DOT official Duane Heermann said in 2009, "There is a problem with Highway 46 and we know it. It should be done, but we don't have the funds to do it."

DOT funding got a big shot in the arm last year when the state's gas tax was increased six cents per gallon for highway projects. Unfortunately, the 12 miles west of Irene are once again not included in the latest Statewide Transportation Improvement Program (STIP) for 2017-2020.

Ironically, another portion of Highway 46 – the 17.5 miles from Irene east to Interstate 29 – is scheduled for 2019 widening, regrading and resurfacing. The price tag? \$28.8 million.

The shoulders are even smaller (two feet wide) from Irene east to I-29, but that stretch historically has fewer crashes and fewer fatalities than the 12 miles west of Irene.

Our most realistic hope now is to get the 12 miles west of Irene included in the four-year plan for 2018-2021.

If this is important to you, tell STIP Coordinator Dave Voeltz. His email address is [dave.voeltz@state.sd.us](mailto:dave.voeltz@state.sd.us). His work phone number is (605) 773-3590. Ask Mr. Voeltz to move those 12 miles into the four-year plan. Share your own stories about the road with him.

Year after year, DOT officials have made excuses and generally ignored pleas to make the 12 miles west of Irene safer. They have been kicking the can down that hilly highway for far too long. Progress is owed on a project long past due.

It's time for action.

**Miles of Silence:** This closing septet poem about state Highway 46 was inspired by and adapted from Paul Simon's haunting song, "The Sound of Silence."

Hello dark highway, my old friend  
I've come to cross your path again  
12 cold white miles softly sweeping  
A trail of torn and broken hearts weeping  
Touched by dangers that remain from long ago  
They know, but no  
12 bloody miles of silence

– By Brian J. Hunhoff

7/28/17

Dear Secretary Bergquist,

Please move your plans to widen Highway 46 between Highway 81 and Irene into the 2018-2021 STIP. That road has been too dangerous for too long.

Sincerely,

~~Mallory J. Wriedt~~

Mallory J. Wriedt

42575 Song Bird Rd  
Tabor SD 57063

RECEIVED

JUL 31 2017

SECRETARY OF  
TRANSPORTATION



## Voeltz, Dave

---

**From:** rmhauger@midco.net  
**Sent:** Thursday, February 16, 2017 10:18 AM  
**To:** Voeltz, Dave  
**Subject:** Hwy 46

Mr. Voeltz,

This is in regards to future plans for **Hwy 46 from Irene, west to Hwy 81**. We lived along this highway for 50 years, and are very aware of how dangerous it is. We respectfully suggest some changes. The speed limit could be lowered to 55 immediately, with better patrolling. This of course is a minimal cost. Second, if regrading is to be done, it should certainly come before the stretch east of Irene.

Thank you for your consideration.

R & M Hauger

## Voeltz, Dave

---

**From:** Allen Sinclair <sinclair@valyousat.net>  
**Sent:** Thursday, August 03, 2017 10:46 PM  
**To:** Voeltz, Dave  
**Subject:** [EXT] HWY 46

Mr. Voeltz—I am concerned about the dangerous conditions currently being encountered on **HWY 46 East of HWY 81 to Irene**. In the Winter months the hills often become slick and with the narrow lanes very dangerous. In the Summer months we see heavy traffic of campers, boats, etc. traveling to Lewis and Clark Lake. It's very difficult to pass slow traffic—resulting in dangerous situations. I would appreciate any efforts to remedy the obvious problems on this section of highway. Thank you—Allen Sinclair—Utica, SD.

**Voeltz, Dave**

---

**To:** Voeltz, Dave (Dave.Voeltz@state.sd.us)  
**Subject:** Hwy 46 - Irene to Hwy 81

**From:** Lacey Manas [<mailto:llo55@yahoo.com>]  
**Sent:** Monday, January 16, 2017 11:47 AM  
**To:** Voeltz, Dave  
**Subject:** Hwy 46 - Irene to Hwy 81

Dave,

As a concerned citizen of Yankton county who travels Hwy 46 frequently I would urge you to "Move 12 miles west of Irene into the 4-year plan to improve."

Thank you,

Lacey Manas

July 28, 2017

Mr. Bergquist:

There's a billion dollars set away in trust - seems to me we could fix a large segment of a tourist thoroughfare, to not only the Yankton river attractions but to those at Pickstown.

There should be some serious consideration in expediting the improvement of SD 46.

Michael McDonald

Michael McDonald

RECEIVED

JUL 31 2017

SECRETARY OF  
TRANSPORTATION

26009 Mulligan Dr

Yankton SD 57078

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION     July 12, 2017**  
**HWY 46 PROJECT #0046+     YANKTON COUNTY SOUTH DAKOTA**

**I. WHAT: CONCERNS/CONSIDERATIONS/OPPORTUNITIES FOR US HWY 46 -**

**Where: Distance 12 miles – HWY 46 from HWY 81 to IRENE**

**II. WHY: SAFETY ISSUES – CHALLENGES:**

1. **Hills** – Eight miles West of Irene – no passing zones 90% of that distance
2. **Businesses** – Along the road includes three farm implement heavy equipment businesses and two fertilizer plants – tractors slow moving /wide ag equipment
3. **Age** – Last regrade over 60 years ago – many eras ago
4. **Type of Traffic** – Emergency transfers ( average 100 per year); Primary artery between Yankton/Sioux Falls - vehicles, campers, boats, semis, gravel/ rock
5. **Fort Randall/Port of Entry** - Main thoroughfare West from I-90 Interstate
6. **Broom Tree Retreat Center** – Equates to 50 unit motel – 5000+ users per yr.
7. **NO/GO Decision** – Route banned by Yankton School System
8. **County Planning** – Potential fewer maintained roads lead to greater use of HWY 46 to-from-for other arteries
9. **County Zoning** – Planned changes will result in an increased number of larger vehicles into the rural areas
10. **Road Count - 2/21/17 from HWY81 on 18 to I-29 10 am W to E perfect weather and road conditions counted 18 vehicles including 5 trucks**  
**Then on 2/22/17 HWY81 on 46 to I-29 10 am W to E again perfect weather and road conditions counted 91 vehicles including 30 trucks**

**III. HOW: ROAD CONSTRUCTION CONSIDERATIONS**

1. **Prioritize Planned Construction for HWY 46 from HWY 81 to Irene**  
**Sooner – say by two - three years**
2. **Reverse HWY 18 and HWY 46 West of Irene construction projects**
3. **Coordinate 3 “HWY 46” 81 to Beresford projects for traffic diversion over shorter period – one year versus three years**

**Thank you     Mike Healy 661-6661 (605) Transportation Committee Chair**  
**Yankton Area Chamber of Commerce**



## Voeltz, Dave

---

**From:** Nathan Johnson <ogron@hotmail.com>  
**Sent:** Wednesday, August 02, 2017 11:15 PM  
**To:** Voeltz, Dave  
**Subject:** [EXT] STIP Input

Dave,

I would like to offer support to the testimony offered by Rep. Jean Hunhoff and Mike Healy at the July 12 STIP meeting in Mitchell.

In particular, their concerns about the need to regrade and make improvements to Highway 46 between Highway 81 and Irene are legitimate.

I've lived in Yankton for 14 years and spent many of them as a journalist. In that time, I've heard residents express again and again the need for changes along that stretch of highway. Our school district no longer allows buses to travel that route as a result. Personally, I rarely use that section of Highway 46 because of my own perceptions of how unsafe it is.

Please consider addressing the concerns expressed by Hunhoff and Healy -- particularly those pertaining to Highway 46 -- in the five-year STIP.

Thank you for your consideration.

Best,  
Nathan Johnson  
City Commissioner  
City of Yankton

December 27, 2016

Dave Voeltz  
Department of Transportation  
700 E Broadway Avenue  
Pierre SD 57501

Dear Mr Voeltz:

I am writing in response to an article written by Brian Hunhoff in the Observer regarding the problems with Highway 46 west of Irene SD. I totally agree with everything he has written about the dangers of traveling on this highway as my husband and I live 2 1/2 miles west of Irene and know first hand the dangers of that portion of the road.

My son lives on the north side of 46 and farms and feeds livestock on the south side of the highway. He hauls farm machinery and feed wagons across the road into our driveway and has been hit at least 3 times when he was attempting to turn into the driveway. There is a no passing sign and double yellow lines at the end of our driveway but no one seems to pay any attention to them. He always has his flashers and directional signals on and even though he has his wheels across the yellow lines as he is attempting to turn he has been passed numerous times there. This is an almost daily occurrence and is extremely dangerous. He drives a big John Deere tractor that should be easy to see if anyone is paying attention. The last time he was hit he spoke to the investigating deputy about having more highway patrol policing the area and was told the patrolmen were scared to patrol highway 46 because it was so dangerous! If a law enforcement officer feels that way isn't it time something is done to remedy that problem? If a patrolman would park in the cemetery across from our driveway they could generate enough fines to pay for the work that needs to be done on the road!

Not only is it dangerous when attempting to turn into or out of our driveway but anywhere along 46 people will pass as many as 5 vehicles in a no passing zone where visibility in the opposite direction is extremely limited.

When I spoke to you on the phone I asked if the road west of Irene could be taken care of before the road east of Irene and was told they were only resurfacing the east part as far as the interstate. According to the article by Mr Hunhoff they will be "widening, regrading, and resurfacing" that portion of the road. With all the accidents and potential accidents occurring on the westbound highway wouldn't it be more appropriate to work on the westbound portion than the portion where it is much safer to drive?

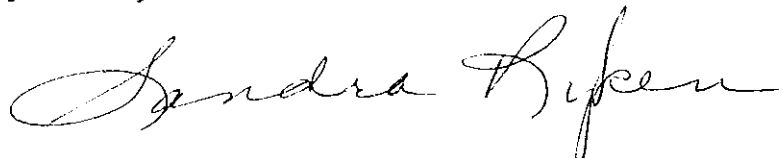
Maybe instead of spending all the money to survey, widen, regrade and resurface it

would make more sense to drop the speed limit to 55 mph and station some patrolmen along the road and enforce the speed and illegal passing etc.

I am enclosing the article by Mr Hunhoff for you to read and share with anyone else who might be interested.

I am hoping someone will listen to the people who voice their concerns and act accordingly.

Thank you for you attention to this matter.

A handwritten signature in cursive script that reads "Sandra Ripen". The signature is written in black ink and is positioned centrally on the page.



The Yankton County  
**Observer**  
An Independent Newspaper



## EDITORIAL



(605) 665-0484  
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Yankton, S.D. 57078



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# State must fix bloody Highway 46

How much spilled blood is required?  
How many lives need be lost?  
How much twisted wreckage?  
To make 46 worth the cost?

Those questions came to mind last week after another white-knuckle moment on the 12 treacherous miles of state Highway 46 from Irene to U.S. Highway 81.

It was snowing lightly. Our vehicle was sandwiched between a mid-size car and an 18-wheeler. We were westbound nearing a hill when a sport utility vehicle appeared in the side view mirror.

Traveling upwards of 90 miles per hour, the foolish SUV driver tried to go past all three vehicles in a single pass. He was speeding uphill in a no passing zone. He/we had no way of knowing if an eastbound car would come over the other side of that hill before he cleared the semi. It was easy to imagine a high speed five-vehicle crash about to occur.

He made it past. The next oncoming car was 15 seconds away. He was lucky this time. We all were.

History tells us luck isn't always good on Highway 46. Just one year ago, two people were injured in a four-vehicle crash of a semi and three cars. One vehicle was mangled so badly that it's surprising no one inside was killed.

Since 2005, an average of 11 motor vehicle accidents per year have occurred from Irene to Highway 81. There was a 10-year high of 20 accidents in 2007. Since 2008, there have been five fatality accidents and six deaths along that stretch.

The 81/46 intersection is the deadliest part of the 12-mile road, but our study of accidents from the last six decades revealed at least one fatal crash along every mile of Highway 46 from Irene west to Highway 81.

They are 12 scenic miles, but multiple hills and valleys create blind spots that limit safe passing opportunities. Shoulders barely wide enough for a bicycle are too small for slower cars or farm machinery to move to the side of the road.

The road itself is two narrow lanes with only a few inches of centerline stripe paint to separate massive tractor-trailers and tiny sedans barreling toward each other from east and west.

Several lives have been lost and many injured in vehicles that wandered or slid over steep shoulder drop-offs, and rolled into deep ravines and creek beds below.

Former state legislator Garry Moore calls it "a terrible stretch of road," adding, "It's a life safety issue. There's an accident waiting to happen every single hour of the day."

Ron Peterson, retired engineer for the State Department of Transportation, said, "There's very few opportunities to pass so some people do things they shouldn't — passing on yellow lines and speeding to get around vehicles in select locations."

Highway 46 offers the shortest route to road games and other activities, but Yankton School Superintendent Wayne Kindle declared it off limits for his bus drivers in 2014.



Photo by Larry Nickles

**Intersection crash:** 65-year-old Calvin Hesper of Yankton was killed Oct. 21, 2014 when his pickup (above) collided with a stopped semi at the intersection of U.S. Highway 81 and state Highway 46.

"As most people know, this can be a dangerous road for many reasons," Kindle said. "The value of a student or staff member's life is more important to me than saving a few dollars by taking a shorter route when a safer route is available."

One of the four busiest arteries in Yankton County, Highway 46 attracts a variety of traffic. Many vehicles exceed the posted 65-mph speed limit. Traffic congestion gets worse in warm weather when it becomes a popular route for trucks hauling grain and livestock, pickups pulling boats, campers, etc.

The road was resurfaced seven years ago, but has not been re-graded since the early 1950s. Locals have pressed for years to get it widened with bigger shoulders and slow traffic lanes in some uphill areas. They also want to see regrading that flattens some of the hills for better passing opportunities.

State officials sometimes acknowledge problems with the road, but their words have not led to action. DOT official Duane Heermann said in 2009, "There is a problem with Highway 46 and we know it. It should be done, but we don't have the funds to do it."

DOT funding got a big shot in the arm last year when the state's gas tax was increased six cents per gallon for highway projects. Unfortunately, the 12 miles west of Irene are once again not included in the latest Statewide Transportation Improvement Program (STIP) for 2017-2020.

Ironically, another portion of Highway 46 — the 17.5 miles from Irene east to Interstate 29 — is scheduled for 2019 widening, re-grading and resurfacing. The price tag? \$28.8 million.

The shoulders are even smaller (two feet wide) from Irene east to I-29, but that stretch historically has fewer crashes and fewer fatalities than the 12 miles west of Irene.

Our most realistic hope now is to get the 12 miles west of Irene included in the four-year plan for 2018-2021.

If this is important to you, tell STIP Coordinator Dave Voeltz. His email address is [dave.voeltz@state.sd.us](mailto:dave.voeltz@state.sd.us). His work phone number is (605) 773-3590. Ask Mr. Voeltz to move those 12 miles into the four-year plan. Share your own stories about the road with him.

Year after year, DOT officials have made excuses and generally ignored pleas to make the 12 miles west of Irene safer. They have been kicking the can down that hilly highway for far too long. Progress is owed on a project long past due.

It's time for action.

**Miles of Silence:** This closing septet poem about state Highway 46 was inspired by and adapted from Paul Simon's haunting song, "The Sound of Silence."

Hello dark highway, my old friend  
I've come to cross your path again  
And white miles softly sweeping  
And torn and broken hearts weeping  
Touched by dangers that remain from long ago  
They know, but no  
12 bloody miles of silence

— By Brian J. Hunhoff

## Highway 46 fatalities since 2008

Fatal accidents have occurred on Highway 46 from Irene west to Highway 81 in every decade since the 1930s. Blood has stained every mile of the 12-mile road. Since 2008, there have been five fatal accidents and six deaths.

\* In September 2008, a 16-year-old Sioux Falls girl was killed in a two-car crash at the 81/46 intersection. (Four days later, DOT officials announced the intersection would be changed to a four-way stop.)

\* In April 2009, a 29-year-old Irene man was killed in a two-vehicle accident six miles west of Irene.

\* In January 2011, a 69-year-old Yankton man was killed in a two-vehicle crash seven miles west of Irene.

\* In February 2014, two Sioux Falls men (ages 28 and 30) were killed in a one-vehicle accident two miles west of Irene.

\* In October 2014, a 65-year-old Yankton man was killed in a two-vehicle crash at the 81/46 intersection.

## Voeltz, Dave

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**From:** Todd Woods <twoods@co.yankton.sd.us>  
**Sent:** Tuesday, August 01, 2017 1:02 PM  
**To:** Voeltz, Dave  
**Subject:** [EXT] Hwy 46

Good afternoon Mr. Voeltz,

I understand that SD Highway 46 from the US Hwy 81 intersection heading east will be upgraded. I want to thank you for this project as that road has had many accident and fatalities over the years. As a former Yankton County Deputy I responded to many accidents along that road including fatalities.

I would like to bring to your attention SD Hwy 46 west of the US Hwy 81 intersection and would request strong consideration for this stretch of road to be improved up as well. I am sure there are many projects to consider throughout the state and any recommendations to this road is greatly appreciated.

Thank you.

Todd B. Woods  
Yankton County Commission Vice-Chairman  
Sent from my iPad - Please excuse typos.

WHEREAS, the Perkins County Commission recognizes that U.S. Highway 12 and South Dakota Highway 73 are major arterial highways in Perkins County; and

WHEREAS, both highways provide a crucial farm to market link to the livestock market and major grain terminal located in the City of Lemmon; and

WHEREAS, the condition of the highways are deplorable and a safety hazard, damage travelers vehicles and have hampered the free flow of interstate traffic; and

WHEREAS, both highways have been on the STIP for overlay and shoulder widening for over seven years; and;

WHEREAS, this project has been continually delayed; and

WHEREAS, the condition of these highways are unacceptable and need immediate attention; and

WHEREAS, due to the terrible condition of South Dakota Highway 73, the county highway system, which at the current time is in good condition, has experienced an influx of truck traffic and other traffic due to the condition of South Dakota Highway 73; and

WHEREAS, the natural diversion of this traffic causes safety hazards on this narrow county highway;

THEREFORE BE IT RESOLVED, The Perkins County Commission strongly urges that the South Dakota Department of Transportation make South Dakota Highway 73 and U.S. Highway 12 its number one priority in the State of South Dakota and ensure this project is completed in a timely manner.

Dated this day 11<sup>th</sup> of July, 2017

APPROVED BY:  
PERKINS COUNTY COMMISSIONERS



Rusty Foster, Chairman

ATTEST:



Sylvia Chapman, Finance Officer



RC MTC



# Perkins County Sheriff's Office

100 East Main Street, PO Box 234  
Bison, South Dakota 57620-0234  
Ph. 605-244-5243 Fax 605-244-5611

Kelly D. Serr  
Sheriff

July 18, 2017

South Dakota Department of Transportation  
Transportation Commission  
700 E. Broadway Avenue  
Pierre, South Dakota 57501

Dear Honorable Commission Members:

I wish to take this opportunity express my professional concerns as the safety of SD Highway 73 at approximately mile post marker 230 north to the intersection of US Highway 12, as well as US Highway 12 at Lemmon, South Dakota to the North Dakota state line. I will try to be brief.

Both of these highways are narrow and lack sufficient shoulders. SD Highway 73 also is very rough, which is resulting in the motoring public to drive all over the road surface searching for smoother travel. This behavior results in traffic complaints for possible drunk drivers, in reality it is motorist searching for that smoother travel, and this includes semi-truck traffic. The reality is this is a recipe for accidents. On April 3, 2017 we had two vehicles sideswipe one another, demonstrating the seriousness of this situation. I might also include that this stretch of highway is a school bus route.

As to US Highway 12, with the lack of sufficient shoulders, has come multiple rollover accidents involving semi-trucks and passenger vehicles. These accidents should be well documented by South Dakota Accident Records.

In closing, I would respectfully ask you to get this project done, as it has been lingering before you and the Department of Transportation for many years. To mirror your "mission and vision statements", the project that has been proposed for these two stretches of highway need to be updated in order to provide a safe and effective transportation system that meets the needs of the public.

Sincerely,

Kelly D. Serr  
Perkins County Sheriff

WRITTEN TESTIMONY  
(Please Print or Type)

Concerning the TENTATIVE 2018-2021 SDDOT STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM (STIP)

#160 - Change route of Hwy 79 South from 34 - use Ft. Meade Way to Interstate 090 - Surface Ft. Meade Way and turn it into Hwy 79 - spend the \$ there vs. on resurfacing Brookings straighten 79 just north of 34 to take out curve and align with Ft. Meade Way. Ft. Meade Way - The new part is graded to state hwy spec. It plenty of ROW - north & south need grading upgrade & some extra ROW. Traffic is increasing every year on Ft Meade Way off of 79 through Stings.

NAME: Linda Rausch DATE: 6-29-17  
ADDRESS: 15362 Canyon Trail  
CITY: Piedmont STATE: SD

Written testimony will be included in the meeting record. Comments should be submitted by August 3, 2017 to:

Darin Bergquist, Secretary  
South Dakota Department of Transportation  
700 East Broadway Ave  
Pierre, South Dakota 57501-2586

Or e-mail your comments along with your address to: [dave.voeltz@state.sd.us](mailto:dave.voeltz@state.sd.us)

## Voeltz, Dave

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**Subject:** FW: [EXT] Toll Bridge Yankton, S.D. over Missouri River.  
**Attachments:** DSCF1745.JPG; DSCF1744.JPG; DSCF1748.JPG; DSCF1737.JPG

**From:** [Gary Swensen](#)  
**Sent:** Tuesday, August 1, 2017 8:22 PM  
**To:** [kelly.smith@ksfy.com](mailto:kelly.smith@ksfy.com)  
**Cc:** [kelly.smith@ksfy.com](mailto:kelly.smith@ksfy.com)

The first two pictures of the Meridian bridge open you can see the little toll booth ..(top) deck. There was only toll one way coming into Yankton from Nebraska..one way traffic into Nebraska on the lower level. and upper level travel from Nebraska to Yankton.. Dad said it was about .35 toward the end for trucks a dime for cars.

FREE IN 53 was the slogan as in 1953 the bridge loan was paid off.. The toll booth stayed unused for many years.. My dad witnessed the very last time it opened on a hot day.. When it went to be closed it had expanded and would not go together until after midnight when it was cooler and contracted.

P.S If you look closely you can see men near the counter weight working checking while it is open.. It only required a small gas engine and winch to raise the bridge, because the counter weight equaled the bridge section. Also some men on the upper raised section working....

Thank you so much for coming down.....  
Gary

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**From:** [kelly.smith@ksfy.com](mailto:kelly.smith@ksfy.com)  
**Sent:** Tuesday, August 1, 2017 12:29 PM  
**To:** [Gary Swensen](#)

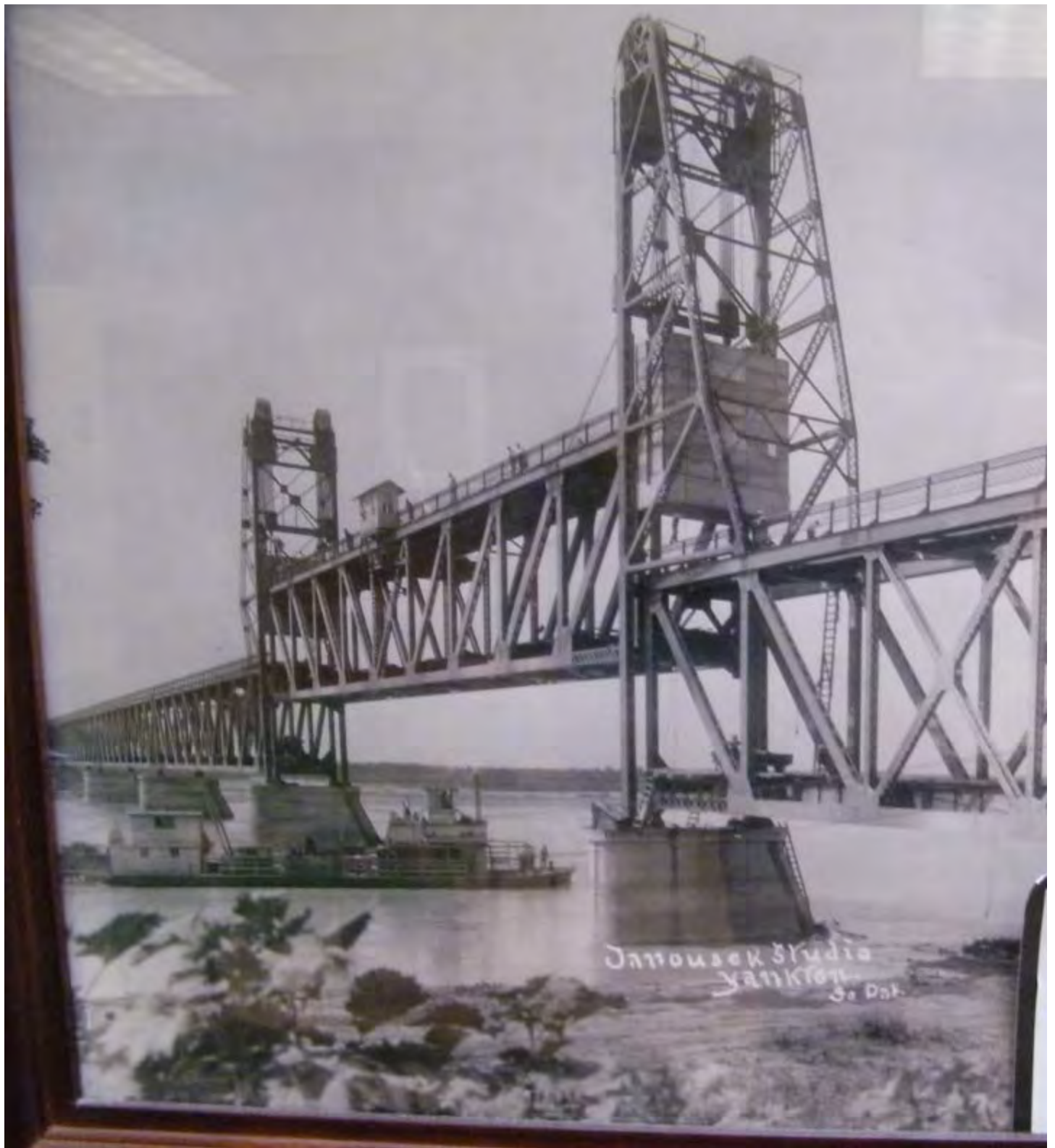
Gary,

Are there any other toll roads in SD? Or would these be the first of their kind in the state?

Get [Outlook for Android](#)

---

**From:** Gary Swensen <[g\\_swensen@msn.com](mailto:g_swensen@msn.com)>  
**Sent:** Tuesday, August 1, 2017 12:01:12 PM  
**To:** Smith, Kelley  
**Subject:** Fw: From Dr. George Fournier



## Voeltz, Dave

---

**From:** Maureen Wegenke <sdatat@sdtownships.com>  
**Sent:** Thursday, July 27, 2017 12:05 PM  
**To:** Voeltz, Dave; Bergquist, Darin  
**Subject:** [EXT] Comments

Good Afternoon Gentlemen,

As you are aware,SDATAT, SDACC and SDLTAP presented a proposal to the Transportation Commission on January 26, 2017, requesting \$2 Million per year to upgrade or replace small structures and large culverts on Township and County Secondary roads. The Commission rejected the proposal at that time. The proponents are working with their memberships to respond to concerns raised by Commission members and intend to resubmit the proposal within the next 12 months.

Thank you for your consideration.

Jim Puffer  
President, SDATAT

Sent by [Outlook](#) for Android



WRITTEN TESTIMONY  
(Please Print or Type)

Concerning the TENTATIVE 2018-2021 SDDOT STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM (STIP)

This comment is intended to supplement my oral comments made at the Rapid City STIP meeting. The community of Lemmon would appreciate consideration of a walking/biking path along U.S. Highway 12 from 7<sup>th</sup> Avenue West to the grocery store located northwest of the intersection of highways 73 and 12. Additionally, since the city limits have been extended, the lighting project should fall within the policy for other cities, since the lighting project is no longer extending outside city limits. The construction of the multimillion dollar grocery store may also require ~~the~~ extension of turning lanes to better facilitate the flow of traffic.

NAME: Shane Penfield DATE: 7/31/17  
ADDRESS: 209 6<sup>th</sup> Ave West  
CITY: Lemmon STATE: SD

Written testimony will be included in the meeting record. Comments should be submitted by August 3, 2017 to:

Darin Bergquist, Secretary  
South Dakota Department of Transportation  
700 East Broadway Ave  
Pierre, South Dakota 57501-2586

Or e-mail your comments along with your address to: [dave.voeltz@state.sd.us](mailto:dave.voeltz@state.sd.us)

WRITTEN TESTIMONY  
(Please Print or Type)

Concerning the TENTATIVE 2018-2021 SDDOT STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM (STIP)

In regard to the work on Hi Way 18  
from the Todd county line west to  
junction 73 north.  
The concern is that once the road is  
resurfaced it will be years before it  
will be considered for repair again.  
The road needs widening. The 2 and 1/2  
miles west from Todd will be great.  
But it needs to be continued on west  
to the Kodoka junction.

NAME: Dan O'Neill DATE: 7-17-17  
ADDRESS: 25252 243rd AV STATE: So Dak  
CITY: Furt Hill So Dak

Written testimony will be included in the meeting record. Comments should be submitted by  
August 3, 2017 to:

Darin Bergquist, Secretary  
South Dakota Department of Transportation  
700 East Broadway Ave  
Pierre, South Dakota 57501-2586

Or e-mail your comments along with your address to: [dave.voeltz@state.sd.us](mailto:dave.voeltz@state.sd.us)

WRITTEN TESTIMONY  
(Please Print or Type)

Concerning the TENTATIVE 2018-2021 SDDOT STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM (STIP)

We transport a lot of equipment up and down  
Hiway 18 where there is no shoulders. We drive  
tractors with one wheel in the grass trying to  
get over as much as possible but it is incredibly  
dangerous to not be able to drive on a shoulder.

I pray that no one ever hits us, we have been  
lucky so far but shoulders would make that road  
so much safer.

NAME: Jeff Johnson  
ADDRESS: 24178 290<sup>th</sup> St  
CITY: Tuthill

DATE: 7-17-17  
STATE: SD

Written testimony will be included in the meeting record. Comments should be submitted by  
August 3, 2017 to:

Darin Bergquist, Secretary  
South Dakota Department of Transportation  
700 East Broadway Ave  
Pierre, South Dakota 57501-2586

Or e-mail your comments along with your address to: [dave.voeltz@state.sd.us](mailto:dave.voeltz@state.sd.us)

**From:** Dan Klimisch  
**To:** [Voeltz, Dave](#)  
**Subject:** [EXT] hi way input  
**Date:** Monday, July 31, 2017 7:29:49 AM

---

Mr. Voeltz,

I hope that you would consider upgrading **US Highway 81 from Yankton to Highway 46 to** a four lane road. I have heard that in the past that traffic counts have not justified the construction, however I would recommend that the traffic counts be updated and at least some of the counts be conducted on a Saturday / weekend in the summer instead of a normal week day. The Lewis and Clark Lake recreation area is the second most visited tourist attraction in the state, next to the Black Hills. There is a tremendous amount of traffic of this road during the weekend that I don't think the SD DOT is aware of. I drive this road every day and from my observations it has more traffic than HW 50, especially on the weekends. This includes large campers, boats, tractor trailers as well as large farming equipment.

I also believe that HW 81 is becoming less safe because of its increased traffic and only two lanes. I turn on and off of 300 ST. (Yankton County) daily and have had several near miss accidents from having to come to a complete stop to turn west from HW 81. Many times there are 6-8 cars and truck that are stopped behind me while I wait to turn. Unfortunately, they don't always stop. About one year ago, while turning west I had one truck pass on the left, while another swerved and went through the ditch on my right at 65 mph. This is only one of many similar instances that I have heard from family and friends who travel HW 81 daily. I believe that it is only a matter of time before someone is injured or even killed on this heavily traveled road.

I ask that before you make any final decision on road projects that you at least do a weekend traffic count and consider upgrading HW 81.

Last year there was another major accident yesterday on Highway 81 at the intersection of 301st st. that helps to demonstrate the points that I stated in above. Highway 81 has seen a huge surge in traffic and is becoming more and more precarious every day. I feel that making Highway 81 a four lane road to the intersection of Highway 46 would significantly mitigate many of these safety risks. Thankfully, nobody was killed in this accident and only six people were taken to the hospital. I believe that the total could have been much higher and it is only a matter of time before there is another traffic fatality.

<http://www.ksfy.com/content/news/Highway-81-north-of-Yankton-closed-after-crash-390346402.html>

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UPDATE: Highway 81 north of



## Yankton reopened after crash

www.ksfy.com

YANKTON, S.D. (KSFY) - Highway 81 north of Yankton has reopened. Original Story: Highway 81 north of Yankton is closed due to a crash. Traffic is backed up, and cars ...

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Another accident that occurred last year.

<http://wnax.com/news/180081-three-killed-in-two-vehicle-accident-on-highway-81-north-of-yankton/>

---



## Three Killed in Two Vehicle Accident On Highway 81 North

...

wnax.com

Three people were killed and three others injured in a two-vehicle crash that occurred Friday afternoon north of Yankton, S.D. Names of the six occupants are not ...

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Thank you

Dan Klimisch

Mr. Dave Voeltz  
STIP Coordinator  
SD DOT

August 1, 2017

Re: Highway 81

Dear Mr. Voeltz,

I have driven Highway 81 North from Yankton and made the left turn at 304<sup>th</sup> Street to Utica daily since 2003. This corner requires the driver to look carefully in three directions; ahead for oncoming traffic, behind for vehicles that want to pass, and to the left at a 110 degree angle for traffic coming from Utica entering Hwy 81. This is an almost impossible task as there is a curve on Hwy 81 which blocks a view of southbound traffic if there is a vehicle ahead of me. To the west is the sharp angle with a hill for eastbound vehicles on 304<sup>th</sup> Street. Most of these vehicles are large trucks with gravel or grain. When coming onto Hwy 81, they always come to a full stop when turning left (north), but they seldom come to a complete stop when turning south on Hwy 81. These trucks are then southbound with oncoming traffic permitted to pass for at least 300 feet south of the intersection. This is a VERY dangerous situation, which can easily be corrected by having a double solid striping to prevent passing at this intersection. This is the exact spot of the 2013 double-fatality accident. The no-passing zone marking would allow lives to be saved before the much-needed improvements are made to the highway.

All of my comments are from personal experience as just a few years ago I would have been T-boned when the third northbound car behind me decided to pass as I was about to turn left (west) to Utica. Luckily, I saw him in my sideview mirror just in time to abort the turn until he finished passing me.

Thank you for your consideration of this request.

Sincerely,

Douglas T. Conti

Aug. 1, 2017

RECEIVED

AUG -7 2017

SECRETARY OF  
TRANSPORTATION

Dear Mr. Darin Bergquist, SD DOT Secretary:

Please consider making safety improvements to **Highway 81 north of Yankton in the dangerous three-mile stretch between 303<sup>rd</sup> and 306<sup>th</sup> streets.**

From the 1950s to present day, many fatal accidents have occurred along those three miles of Highway 81 (especially the 304<sup>th</sup> Street intersection – Utica road).

A number of things could be done to make this road safer, including lowering of the hills near 303<sup>rd</sup> Street, lengthening the current slow traffic lanes in Poverty Valley, adding turning lanes near the Utica road, and widening of the Poverty Valley bridge.

Thanks for anything you can do to improve this deadly section of road.

Sincerely,

Brian Hunhoff



321 W. Third St., Suite 205  
Yankton, SD 57078

RECEIVED

AUG - 7 2017

Aug. 2, 2017

SECRETARY OF  
TRANSPORTATION

To: DOT Secretary Darin Bergquist

Dear Secretary Bergquist,

I understand tomorrow (August 3) is the deadline for public input in the four-year highway improvement plan that will be adopted at the end of this month.

I am writing to ask you to make **Highway 81 north of Yankton** safer for motorists - especially the two miles from **Poverty Valley north past the Utica turn-off and up to 303<sup>rd</sup> Street.**

If you ever have driven on this road, you know what I mean about the dangers these 2 ½ miles present. It seems like someone dies in an accident along that part of Hwy 81 almost every year.

The slow traffic lanes in Poverty Valley end near the top of the hills and do not give people passing enough time to get by before the slow traffic merges back to the main highway.

Mr. Bergquist, my family would appreciate anything that you can do to make it safer for people to drive Highway 81 in that area.

Thank you so much.



**Bruce Jensen**  
**802 East 16<sup>th</sup> Street**  
**Yankton, SD 57078**



## Voeltz, Dave

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**From:** Loest <loest@valyousat.net>  
**Sent:** Sunday, July 30, 2017 1:35 PM  
**To:** Voeltz, Dave  
**Cc:** Cheri Loest  
**Subject:** [EXT] HWY 81 & 304th Street, Yankton County

Hello Mr. Voeltz,

I would like to express my concern for the intersection of HWY 81 and 304<sup>th</sup> Street in Yankton County. This is the turn-off for the town of Utica. Just this morning, I was heading north on 81 and going to make a westward turn onto 304<sup>th</sup> street. I had to yield to oncoming traffic and was essentially stopped on the highway. TWO VEHICLES proceeded to pass me on the RIGHT HAND SIDE by using the SHOULDER of the road. They didn't even reduce their speed.

Numerous times over the past nine years, I have encountered this scenario. I have also had people literally pass me on the LEFT hand side even though I had my LEFT blinker on. Fortunately, I had anticipated their asinine behavior and did not turn until they were safely past my vehicle.

This is a blind intersection with rolling hills and curving roads. I have seen many unfamiliar drivers wander into the oncoming lane because they were either distracted or simply not paying attention.

I have a 15-year-old driver in my household. I encourage him to take the gravel roads when going to school in Yankton. Yes. I'm actually telling my son it's safer to drive on a gravel road than a state highway.

I encourage you to research this stretch of road and place high priority on engineering a safer design and to implement it as quickly as possible.

Thank you,  
Cheri Loest, PE  
Utica, South Dakota

Rec 8/2/17

**AUG. 3, 2017**

**DEAR DAVID VOELTZ**

**I READ IN LAST WEEK'S YANKTON COUNTY OBSERVER THAT YOU ARE COORDINATOR FOR THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AND YOU ARE ACCEPTING LETTERS THIS MONTH ABOUT WAYS TO ENHANCE THE SAFETY OF OUR STATE HIGHWAYS.**

**I BELIEVE HIGHWAY 81 SIX MILES NORTH OF YANKTON NEAR THE INTERSECTION WITH THE UTICA ROAD IS AN AREA WHERE SAFETY COULD CERTAINLY BE IMPROVED. THIS ROAD HAS TWISTS AND TURNS AND HILLS AND MERGING TRAFFIC. MANY TRAGIC ACCIDENTS HAVE HAPPENED THERE.**

**IT HAS BEEN A BAD SECTION OF ROAD IN GOOD WEATHER AND A TERRIBLE ROAD IN BAD WEATHER. IT WOULD PROBABLY BE TOO COSTLY TO MAKE IT A 4-LANE, BUT LONGER SLOW TRAFFIC LANES WOULD HELP A LOT.**

**PLEASE DO ANYTHING YOU CAN TO MAKE THAT INTERSECTION AND AREAS NORTH AND SOUTH OF IT SAFER.**

**THANK YOU.**

David Wagner Yankton SD

1801 Mulberry St  
Yankton SD 57078

Mr. Darin Bergquist, Secretary  
SD DOT  
700 E. Broadway Ave.  
Pierre, SD 57501

RECEIVED  
AUG -7 2017  
SECRETARY OF  
TRANSPORTATION

August 1, 2017

Re: Highway 81

Dear Mr. Bergquist,

I have driven Highway 81 North from Yankton and made the left turn at 304<sup>th</sup> Street to Utica daily since 2003. This corner requires the driver to look carefully in three directions; ahead for oncoming traffic, behind for vehicles that want to pass, and to the left at a 110 degree angle for traffic coming from Utica entering Hwy 81. This is an almost impossible task as there is a curve on Hwy 81 which blocks a view of southbound traffic if there is a vehicle ahead of me. To the west is the sharp angle with a hill for eastbound vehicles on 304<sup>th</sup> Street. Most of these vehicles are large trucks with gravel or grain. When coming onto Hwy 81, they always come to a full stop when turning left (north), but they seldom come to a complete stop when turning south on Hwy 81. These trucks are then southbound with oncoming traffic permitted to pass for at least 300 feet south of the intersection. This is a VERY dangerous situation, which can easily be corrected by having a double solid striping to prevent passing at this intersection. This is the exact spot of the 2013 double-fatality accident. The no-passing zone marking would allow lives to be saved before the much-needed improvements are made to the highway.

All of my comments are from personal experience as just a few years ago I would have been T-boned when the third northbound car behind me decided to pass as I was about to turn left (west) to Utica. Luckily, I saw him in my sideview mirror just in time to abort the turn until he finished passing me.

Thank you for your consideration of this request.

Sincerely,

*Douglas T. Conti*

Douglas T. Conti

605-660-4236

613 Applewood Dr

Yankton, SD

57076-5138

## Voeltz, Dave

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**From:** Jeffrey Mueller <jwm.biz@live.com>  
**Sent:** Thursday, August 03, 2017 8:47 AM  
**To:** Voeltz, Dave  
**Subject:** [EXT] Transportation 4-Year Plan

Dear Mr. Voeltz,

I hope this message finds you well, and having an enjoyable week.

First, I wish to thank you and the SD Transportation Commission for keeping our highways maintained, and keeping SD safe on the road.

On that matter, I humbly request that you consider adding improvements to **Highway 81 near the Utica turnoff to** your 4 year plan. It is my understanding that this area of road is not on the radar in terms of future projects. It is my opinion that this is probably the most dangerous intersection in all of Yankton County.

Myself and many I know and love have had several close calls while trying to make that turn, regardless of how carefully we drive.

I will attempt to describe one such encounter in writing: Earlier this year I was driving north in the area where the 3 lanes merge into two, right before the turnoff. Two cars were near me while I was in the fast lane, and they were driving fast in the slow lane. Not realizing they were not going to slow down as I made it past them, I had to turn left onto the Utica Road, and they both cut one another off, and almost hit me as I was turning. While I believe I was easily following all traffic laws, one of the individuals seemed to blame me for her careless driving. I will never forget how close I was to meeting The Lord a little early that day.

Again, I thank you for all that you do to keep SD safe, and I ask that you please consider extending the 3-lane traffic in this area to continue doing just that.

All the best,  
Jeff Mueller, Pastor  
Restore Church - Yankton  
(605) 660-9702  
[jwm.biz@live.com](mailto:jwm.biz@live.com)  
[www.restoreyankton.com](http://www.restoreyankton.com)

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[www.restoreyankton.com](http://www.restoreyankton.com)

Restore Church - Yankton - RECENT MESSAGE:

[www.restoreyankton.com](http://www.restoreyankton.com)

Restore Church: Yankton's Newest Church Plant. Our motto at Restore: Bible Teaching - People Reaching. Everything we do revolves around those two principles in a ...

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**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION      JULY 12, 2017**  
**HWY 81 PROJECT #45 PH 0081(107)8 US 81    YANKTON COUNTY SOUTH DAKOTA**

**I. WHAT: CONCERNS/CONSIDERATIONS/OPPORTUNITIES FOR US HWY 81 -**

**Where: Distance approx. 3 miles - Intersecting three roads - VOLIN ROAD (303 ST),  
UTICA ROAD (304 ST), and TABOR ROAD (306 ST)**

**II. WHY: A DISCUSSION OF ISSUES – CHALLENGES:**

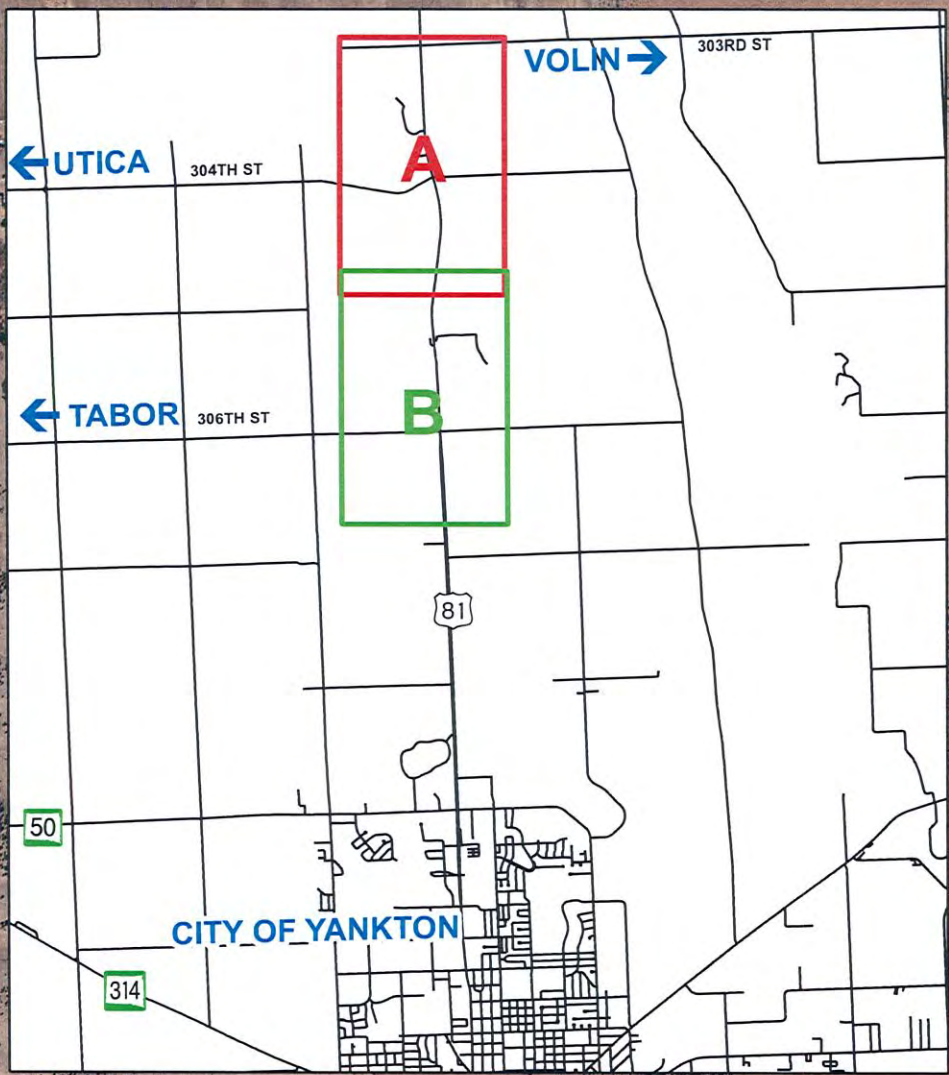
1. **Safety** - Fatalities, historical, near misses, patrolman incident
2. **Traffic Types** - Gravel pits(2); grain terminal exits(2); port of entry to Neb;  
main artery HWY No/So West of I-29; SF; campers; turbines; ag; significant variety
3. **Terrain** – Significant hills, curves with intersection, multiple blind approaches
4. **Lane and Speed Changes** - Currently many exist - situations with exits plus  
changing speeds required
5. **Entry Onto HWY 81** - Challenging blind spots to enter HWY 81 from Volin  
road with North and South 81 traffic
6. **Housing Development**– Site adjacent on 81 - a multiuse facility on curve (303-304 Sts)
7. **HWY 81 North of Yankton** – Existing 4 lane complements considerations for traffic flow
8. **County Planning** – Potential fewer maintained roads lead to greater use of  
HWY 81 to-from-for these arteries
9. **HWY 81 Location** – the 3 intersections are focal points in the Yankton County core  
transportation system East, West, North, South
10. **County Zoning** – Planned changes will result in an increased  
number of larger vehicles into the rural areas

**III. HOW: ROAD DESIGN CONSIDERATIONS**

1. **HWY 81 South Bound Slow Moving Lane** – Extend to Tabor road (306 ST) and add right  
turning lane from North and left turning lane from South
2. **HWY 81 North Bound Slow Moving Lane** - Extend to Volin road (303 ST) and add left  
turning lane from North
3. **HWY 81 South Bound Right Turns Lane and North Bound Left Turn Lane Utica Exit** –  
provide for traffic turning lanes onto Utica Road (304 ST)
4. **HWY 81 Hill North of Volin Road (303 ST)** – Lower HWY 81 to Volin road to  
eliminate blind intersection for 3 directions
5. **HWY 81 Poverty Valley Bridge** – Replace for width and elevation

**Thank you      Mike Healy 661-6661 (605) Transportation Committee Chair**  
**Yankton Area Chamber of Commerce**

A + B



4. Create Turning Lane For Busy Intersection

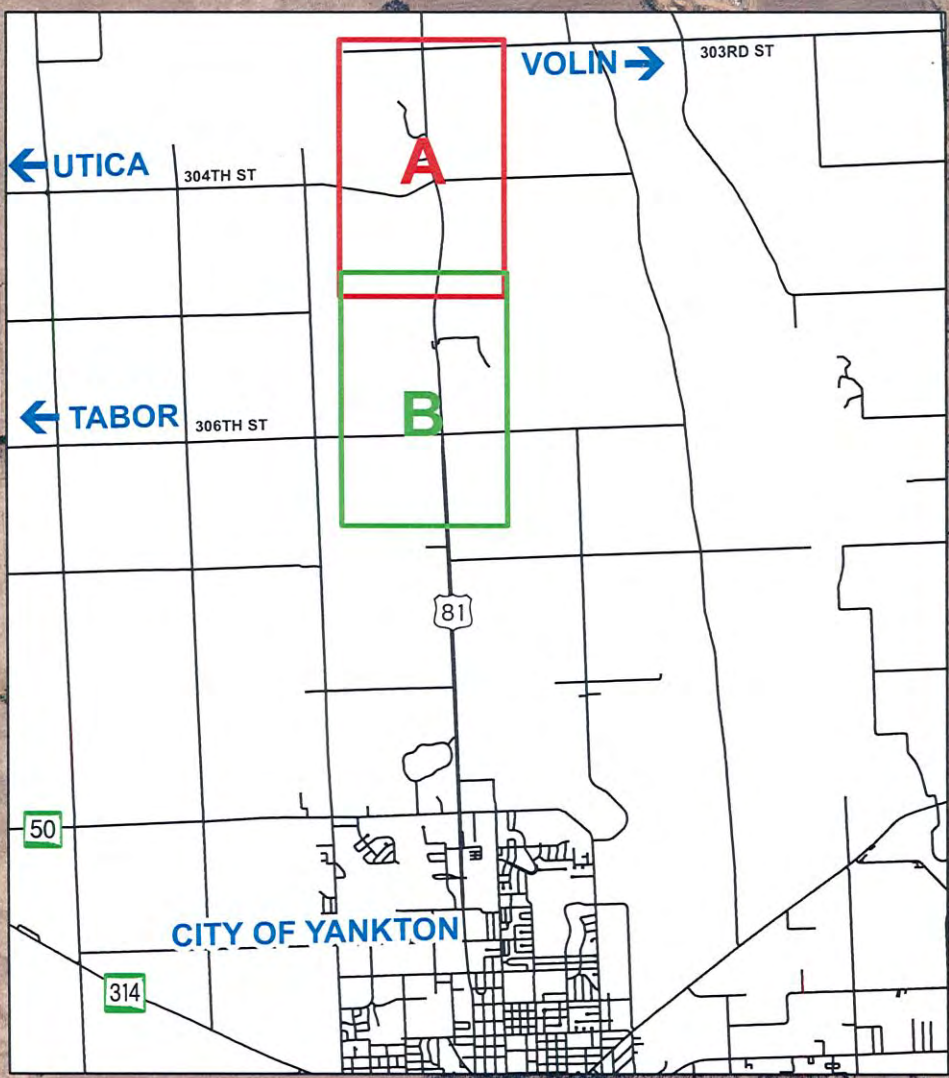
4. Lower Highway 81 Both North And South of Volin Road Intersection

2. Add North Bound Lane

3. Create Turning Lanes For Busy Intersection

Replace Bridge





5. Replace Bridge

81

1. Add North Bound Lane

1. Extend Slow Moving Lane to Intersection

1. Create Turning Lanes For Busy Intersection

B

## Voeltz, Dave

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**From:** ycems <ycems@co.yankton.sd.us>  
**Sent:** Thursday, August 03, 2017 1:16 PM  
**To:** Voeltz, Dave  
**Subject:** [EXT] US Hwy 81

Good afternoon,

Dave, I am the administrator of Yankton County Emergency Medical Services. I want to encourage the Transportation Commission to make **US Highway 81 between 303<sup>rd</sup> and 306<sup>th</sup> streets** part of your next four-year road improvement plan. I can appreciate the South Dakota Department of Transportation's 2017 mission statement ("Safety for all of South Dakota"). I believe the safety of those three miles on Hwy 81 could be improved with longer climbing lanes and lower hills near the intersections.

Thank you for your consideration.

Sincerely,

*Steve Hawkins, Administrator  
Yankton County EMS  
805 Capitol Street  
Yankton, SD 57078  
Office (605) 668-9033*

*"Calls are not an interruption of our day, they are the reason we are here".*

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