



Division of Secretariat  
Office of Legal Counsel  
700 E. Broadway Avenue  
Pierre, South Dakota 57501  
Phone: 605 – 773 – 4396

## MEMORANDUM

**TO:** Joel Jundt

**FROM:** Karla L. Engle

**DATE:** October 21, 2026

**RE:** October 29, 2026 Transportation Commission Meeting

The Department of Transportation (SDDOT) asks the Transportation Commission to approve amendments to the following administrative rule:

- 70:01:02:01 – Minnehaha County speed zone rule.

Copies of the following documents are enclosed with this memo for the Transportation Commission's consideration:

1. The proposed rules;
2. The Rules Presentation Format form, listing the procedural steps that have been taken so far in the rule adoption process;
3. Memos from the SDDOT Mitchell Region Traffic Engineer explaining the purpose and effect of the proposed changes; and
4. Written comment from officials of the City of Hartford in support of the speed zone change on Highway 38.

Any additional written comments that are timely received will be provided to the Transportation Commission at the meeting on October 29, 2026.

Thank you.

KLE  
Enclosures

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

(1) State Trunk Highway 42 beginning ~~2.17 miles east of the intersection with State Trunk Highway 11 going south at its junction with Six Mile Road~~, then east for ~~2.79~~ 3.6 miles, ~~55~~ fifty-five miles per hour; then east for ~~0.15~~ 0.2 mile, ~~45~~ forty-five miles per hour; then east for ~~0.37~~ 0.4 mile through Rowena, ~~30~~ thirty miles per hour; then east for ~~0.18~~ 0.2 mile, ~~45~~ forty-five miles per hour; then east ~~for 2.54 miles~~ to the ~~South Dakota/Iowa~~ South Dakota-Iowa border, ~~55~~ fifty-five miles per hour;

(2) State Trunk Highway 38 beginning 0.2 mile west of Western Avenue then east to Western Avenue, ~~45~~ forty-five miles per hour; then southeasterly through Hartford for ~~1.31~~ 1.3 miles, ~~35~~ thirty-five miles per hour; then southeasterly for ~~0.53~~ 0.6 mile, ~~50~~ forty-five miles per hour; then southeasterly for two miles, fifty-five miles per hour;

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

(4) ~~Repealed;~~

~~(5) Repealed;~~

~~(6)~~ State Trunk Highway 11 beginning at ~~the its~~ intersection with Aspen Boulevard ~~at in~~ Brandon, then north for ~~0.63~~ 0.6 mile through Brandon to Needles Drive, ~~30~~ thirty miles per hour; then north ~~0.78~~ 0.8 mile to the centerline of Interstate Highway 90, ~~45~~ forty-five miles per hour;

~~(7) Repealed;~~

~~(8) Repealed;~~

~~——(9)(5)~~ State Trunk Highway 11 beginning at the centerline of Interstate Highway 90, then north ~~0.32~~ 0.3 mile, ~~45~~ forty-five miles per hour; then north through Corson for ~~0.55~~ 0.6 mile, ~~35~~ thirty-five miles per hour; then north 0.1 mile, ~~45~~ forty-five miles per hour;

~~(10)(6)~~ State Trunk Highway 115 beginning ~~1.56~~ 1.6 mile southeasterly of the intersection with Fourth Street in Dell Rapids, then northwesterly for ~~1.08~~ 1.1 miles, ~~55~~ fifty-five miles per hour; then northwesterly for ~~0.48~~ 0.5 mile to Fourth Street, ~~35~~ thirty-five miles per hour; then west for ~~0.66~~ 0.7 mile, ~~35~~ thirty-five miles per hour; then west for 0.2 mile, ~~50~~ fifty miles per hour;

~~(11)(7)~~ State Trunk Highway 115 beginning at ~~the Lincoln County Line, 57<sup>th</sup> Street in Sioux Falls, then north to Interstate 229, 40 miles per hour; then north to Russell Street, 30 miles per hour; then northeasterly via North Drive to Cliff Avenue, 35 miles per hour; then north to a point 0.35~~ 0.7 mile north of the ~~junction of~~ Interstate 90 westbound ramps, then north 0.5 mile, 40 forty-five miles per hour; then north to a point 0.6 mile north of the intersection with Minnehaha County ~~road~~ Highway 130 (also known as Renner Corner), ~~55~~ fifty-five miles per hour;

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

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

~~(14)~~(8) State Trunk Highway 11 beginning at ~~the~~ its intersection with Aspen Boulevard ~~at~~ in Brandon, then southwesterly for 0.3 mile, ~~30~~ thirty miles per hour; then southwesterly 0.9 mile, ~~45~~ forty-five miles per hour; then south to the junction ~~of~~ with State Trunk Highway 42, ~~55~~ fifty-five miles per hour;

~~(15) Repealed;~~

~~(16)~~(9) The crossroad over Interstate Highway 90 at Exit 402 beginning at a point 0.2 mile north of the centerline of Interstate Highway 90, then south 0.4 mile, ~~40~~ forty miles per hour;

~~(17)~~(10) The crossroad over Interstate Highway 90 at Exit 410 beginning at a point 0.2 mile north of the centerline of Interstate Highway 90, then south 0.4 mile, ~~25~~ twenty-five miles per hour;

~~(18)~~(11) State Trunk Highway 11 beginning ~~0.78~~ 0.8 mile south of Dows Street in Garretson, then north ~~0.58~~ 0.6 mile, ~~55~~ fifty-five miles per hour; then north ~~0.56~~ 0.6 mile, ~~45~~ forty-five miles per hour; then north ~~0.46~~ 0.5 mile, ~~55~~ fifty-five miles per hour; and

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

~~(20)~~(12) State Trunk Highway 42 beginning 0.9 mile west of ~~the~~ its intersection with Minnehaha County Highway 139, then east for 0.8 mile, ~~55~~ fifty-five miles per hour, then east for 0.1 mile, ~~45~~ forty-five miles per hour.

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

effective July 27, 1982; 11 SDR 112, effective February 25, 1985; 13 SDR 52, effective November 6, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 14, effective August 2, 1987; 14 SDR 65, effective November 5, 1987; 15 SDR 158, effective April 26, 1989; 16 SDR 40, effective September 7, 1989; 17 SDR 127, effective March 3, 1991; 19 SDR 154, effective April 11, 1993; 20 SDR 183, effective May 9, 1994; 22 SDR 165, effective June 2, 1996; 22 SDR 183, effective June 30, 1996; 23 SDR 132, effective February 27, 1997; 24 SDR 15, effective August 10, 1997; 26 SDR 85, effective December 29, 1999; 26 SDR 110, effective March 6, 2000; 28 SDR 181, effective July 4, 2002; 29 SDR 43, effective October 8, 2002; 29 SDR 160, effective June 2, 2003; 34 SDR 303, effective June 9, 2008; 36 SDR 27, effective August 20, 2009; 37 SDR 182, effective April 20, 2011; 38 SDR 8, effective August 3, 2011; 38 SDR 172, effective April 24, 2012; 41 SDR 34, effective September 2, 2014; 41 SDR 173, effective May 11, 2015; 44 SDR 65, effective October 16, 2017; 44 SDR 95, effective December 5, 2017.

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

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

**FORM 15****Rules Presentation Format**

Department/Board/Commission Name: **South Dakota Department of Transportation**

Please complete these questions to show that the SDCL 1-26 rule-making process is complete.

Use this format to organize your presentation to the Committee.

- Approval to proceed? Yes **X** No        Date: **September 22, 2026**\_\_\_\_\_
- Date of public hearing **October 29, 2026**\_\_\_\_\_
- Date proposed rules and supporting documents submitted to the LRC and the Bureau of Finance and Management **October 5, 2026**\_\_\_\_\_
  - any publication incorporated by reference;
  - the fiscal note;
  - the impact statement on small business; and
  - the notice of hearing.
- Date and name of newspapers in which the notice of public hearing was published:
  - Date **10/1/2026** Newspaper **Rapid City Journal**\_\_\_\_\_
  - Date **10/1/2026** Newspaper **Pierre Capital Journal**\_\_\_\_\_
  - Date **10/1/2026** Newspaper **Sioux Falls Argus Leader**\_\_\_\_\_
  - Date **10/2/2026** Newspaper **Minnehaha Messenger**\_\_\_\_\_
- Summary of how, when, and number of interested persons, if any, were contacted.

**On September 25, 2026, copies of the hearing notice and proposed rule were e-mailed or mailed to the individuals or entities who have requested notification of rulemaking. On September 25, 2026, information about this rulemaking was also posted on DOT's website and on the Open SD website. On October 2, October 7, and October 19, 2026, information about the hearing was posted on DOT's social media platforms, namely Facebook, X (formerly Twitter), Linked In, and Instagram. On September 25, 2026, copies of the hearing notice and proposed rules were mailed to the mayors and finance officers of Hartford and Sioux Falls and the sheriff of Minnehaha County.**

- Page numbers in the minutes where the agency considered amendments, data, opinions, or arguments regarding the proposed rules, along with any changes and final action.  
\_\_\_\_\_
- For any rule implementing a bill from a preceding session, the number of the bill:  
**N/A**\_\_\_\_\_
- Date final rules and supporting documents submitted to the LRC and the Committee  
\_\_\_\_\_



## Department of Transportation

Mitchell Office

1300 South Ohlman

Mitchell, South Dakota 57301

PHONE: 605/995-8129

DATE: 03/06/2026

TO: Jon Suomala  
Operations Traffic Engineer

FROM: Corey Pinkley  
Mitchell Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change  
State Trunk Highway 115

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on State Trunk Highway 115 on the north end of Sioux Falls

### PROPOSED AMENDMENT:

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

(11) State Trunk Highway 115 beginning at ~~the Lincoln County Line, 57th Street in Sioux Falls, then north to Interstate 229, 40 miles per hour; then north to Russell Street, 30 miles per hour; then northeasterly via North Drive to Cliff Avenue, 35 miles per hour; then north to a point 0.35 0.7 mile north of the junction of Interstate 90 westbound ramps, then north 0.5 mile, 40 45 miles per hour; then north to a point 0.6 mile north of Minnehaha County road 130 (Renner Corner), 55 miles per hour;~~

(1) State Trunk Highway 42 beginning ~~2.17 miles east of the intersection with State Trunk Highway 11 going south at its junction with Six Mile Road,~~ then east for ~~2.79 3.6 miles,~~ 55 miles per hour; then east for ~~0.15 0.2~~ mile, 45 miles per hour; then east for ~~0.37 0.4~~ mile through Rowena, 30 miles per hour; then east for ~~0.18 0.2~~ mile, 45 miles per hour; then east for ~~2.54 2.5~~ miles to the South Dakota/Iowa border, 55 miles per hour;

~~(12) State Trunk Highway 42 beginning at its junction with Minnehaha County Highway 139 (Ellis Road), then east to the Skunk Creek Bridge, 45 miles per hour; then east to Kiwanis~~

~~Avenue in Sioux Falls, 35 miles per hour; then east to the end of State Trunk Highway 42 at its junction with State Trunk Highway 38 at West Avenue, 30 miles per hour;~~

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

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

### COST

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

Remove sign: 1 @ \$30.00 per sign = \$ 30.00

- To remove the existing SPEED LIMIT 55 sign

Install new sign: 3 @ \$125.00 per sign = \$ 375.00

- To install two SPEED LIMIT 45 signs and one SPEED LIMIT 55 sign

Cost to SDDOT: \$250

Cost to City of Sioux Falls: \$155

TOTAL: \$ 405.00

### EXPLANATION OF THE PROPOSAL:

The existing speed limits are being adjusted to slow vehicles down through the developed segment. This is being proposed due to speed data and roadway geometrics. The speed limit setting tool suggests using the 85<sup>th</sup> percentile speed of 53 mph rounded down to the nearest 5 mph increment which would be 50 mph. The tool is suggesting rounding down to the nearest 5 mph increment due to the large number of accesses through this segment. The Mitchell Region Traffic Engineer is recommending setting the speed limit using the 50<sup>th</sup> percentile speed of 47 rounded to the closest 5 mph increment which would be 45 mph. The reason a speed limit of 45 mph is being recommended is because of the large number of accesses and the way in which

those accesses are spaced is such that it creates significant potential for left turn conflicts in a roadway segment that has a two-way left turn lane. The AASHTO "Green Book", formally titled A Policy on Geometric Design of Highways and Streets, suggests that two-way left turn lanes are best suited for streets with a speed limit of 45 mph or less. The more the opportunity for conflicting lefts within the two-way left turn lane exists the more pertinent this suggestion becomes as there is more potential for head on collisions within the two-way left turn lane. Also, this section is more urban in feel and the percentage of vehicles within the 10-mile pace was only 66% suggesting we don't have a large uniformity of speeds here.

The speed limit changes were initially requested by multiple concerned citizens at a public meeting for the SD115 corridor study. The Mitchell Region Traffic Engineer concurs that the speed limit should be reduced through the developed area of SD115 and is recommending a speed limit of 45 mph.

Captain Robert Mayer of District Two of the South Dakota Highway Patrol, Sergeant Travis Olsen of the Sioux Falls Police Department, and Captain Adam Zishka of the Minnehaha County Sheriff's Office have been contacted and concur with the recommended speed reduction.

Rule (11) is being amended to remove the portions that have been turned over to the city of Sioux Falls and reduce the speed limit through the developed area on SD115.

Rule (1) is being amended to match field conditions as distances calling out SD11 are no longer correct due to changes in roadway ownership between SDDOT and the City of Sioux Falls.

Rule (12) needs to be deleted entirely as this portion of roadway has been turned over to the City of Sioux Falls.

Rule (13) needs to be deleted entirely as this portion of roadway has been turned over to the City of Sioux Falls and part of it overlaps rule (1).

Rule (19) needs to be deleted entirely as this portion of roadway has been turned over to the City of Sioux Falls.

#### SPEED STUDY:

A speed study was conducted on November 6, 2025, near E 72<sup>nd</sup> St. N.

#### Speed Study Results:

|                                                  |      |
|--------------------------------------------------|------|
| Number of vehicles checked                       | 107  |
| Average speed (MPH)                              | 47   |
| Percent exceeding speed limit                    | 5.6% |
| Percent exceeding speed limit by more than 5 MPH | 0.9% |

|                                                   |          |
|---------------------------------------------------|----------|
| Percent exceeding speed limit by more than 10 MPH | 0.0%     |
| 85 <sup>th</sup> Percentile speed (MPH)           | 53       |
| Ten mile pace (MPH)                               | 43 to 52 |
| Percent within the ten mile pace                  | 66.4%    |
| 50 <sup>th</sup> Percentile speed                 | 47       |
| Fastest speed recorded (MPH)                      | 61       |
| Slowest speed recorded (MPH)                      | 28       |

**CRASH DATA:**

2020-2024

3 Injury

16 Total

EXISTING



## PROPOSED





## Department of Transportation

Mitchell Region Office

1300 South Ohlman

Mitchell, South Dakota 57301

PHONE: 605/995-8129

DATE: September 17, 2026

TO: Jon Suomala  
Operations Traffic Engineer

FROM: Corey Pinkley  
Mitchell Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change  
South Dakota State Trunk Highway 38

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on South Dakota State Trunk Highway 38 from Buffalo Ridge to Hartford.

### PROPOSED AMENDMENT:

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

(2) State Trunk Highway 38 beginning 0.2 mile west of Western Avenue then east to Western Avenue, 45 miles per hour; then southeasterly through Hartford for 1.3~~4~~ miles, 35 miles per hour; then southeasterly for ~~0.53~~ 0.6 mile, ~~50~~ 45 miles per hour; **then southeasterly for 2 miles, 55 miles per hour;**

### COST

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

Remove sign: 2 @ \$30.00 per sign = \$ 60.00

- To remove 2 existing SPEED LIMIT 50 mph signs and two speed limit 65 mph signs

Relocate sign: 1 @ \$80.00 per sign = \$ 80.00

- To relocate one SPEED LIMIT 65 sign

Install new sign: 4 @ \$125.00 per sign = \$ 500.00

- To install two SPEED LIMIT 45 signs and two SPEED LIMIT 55 signs

TOTAL: \$ 640.00

#### EXPLANATION OF THE PROPOSAL:

This proposal adjusts existing speed limits on SD 38 approaching Hartford from the southeast to address observed driver behavior, roadway geometrics, and increased development in the area.

Although the speed-setting tool recommends maintaining the current 65 mph zone, the ten-mile pace near the I-90 interchange was 53–62 mph with only 53.4% of vehicles within the ten-mile pace; and at Buffalo Ridge the pace was 55–64 mph with 64.6% within pace. The preferred percentage of vehicles within the 10-mph pace is generally 70% or higher. Percentages lower than 50-60% reflect widely varying speeds, increasing the conflicts due to differences in speeds and making gap selection from side streets more challenging.

The speed distribution is unusually uniform from roughly 49 to 66 mph with minor peaks around 57–58 mph and 65–66 mph. This pattern indicates that many drivers are uncomfortable traveling at the posted 65 mph. Typically speed data sets will have a single, higher peak in the data. Lowering the speed limit would likely increase the percentage of vehicles within the ten-mile pace, promote more uniform speeds, and reduce conflicts due to differences in speeds.

Roadway geometrics are a key factor influencing operating speeds in this corridor. In the Buffalo Ridge area, multiple business accesses lie along a combined horizontal and vertical curve leading into and through the interchange area from the southeast. As vehicles travel northwest through the interchange, the roadway becomes visually constrained due to the close proximity of structural columns and guardrail, contributing to lower driver comfort at higher speeds. Beyond the interchange, drivers encounter an additional set of horizontal and vertical curves with guardrail again positioned close to the travel lanes. These geometric conditions continue as the roadway approaches the Zacharias construction pit and adjacent residential properties along SD 38, reinforcing the need for a speed limit that aligns with driver expectancy and the physical roadway environment.

Given data collected, the speed tool recommends 50 mph in the current 55 mph segment. Development near the 260th St./Maple Ave intersection, including growing commercial activity and residential access, has introduced lower speeds. Sight distance at this intersection is approximately 650 feet due to a combined horizontal and vertical curve immediately northwest of the intersection. The distance a driver needs to see to be able to come to a stop of 495 ft at 55 mph, as well as the distance a driver needs to be able to see to safely enter or cross a roadway of 647 ft at 55 mph are currently adequate but close enough to the available sight distance that some drivers may feel uncomfortable making southbound left turns.

The combination of speed uniformity, roadway geometrics, and increased development supports reducing the 65 mph zone to 55 mph and adjusting the 50 mph zone to 45 mph. These changes will enhance uniformity of speeds, improve gap selection for side-street traffic, and create a safer transition into Hartford from the southeast.

The speed limit changes were initially requested by multiple concerned citizens. The Mitchell Region Traffic Engineer concurs with these changes and it has been reviewed by the SDDOT Safety and Speed Management Group.

Captain Isaac Kurtz of District Two of the South Dakota Highway Patrol and Captain Adam Zishka of the Minnehaha County Sheriff's Office have been contacted and concur with the recommended speed reduction.

#### SPEED STUDIES:

Two speed studies were conducted in the current 65 mph zone east of Hartford and three speed studies were conducted in the 50 mph zone.

September 8, 2026, near 466<sup>th</sup> St. and the interchange, 65 mph zone

#### Speed Study Results:

|                                                   |          |
|---------------------------------------------------|----------|
| Number of vehicles checked                        | 208      |
| Average speed (MPH)                               | 58       |
| Percent exceeding speed limit                     | 14%      |
| Percent exceeding speed limit by more than 5 MPH  | 0.0%     |
| Percent exceeding speed limit by more than 10 MPH | 0.0%     |
| 85 <sup>th</sup> Percentile speed (MPH)           | 65       |
| Ten-mile pace (MPH)                               | 53 to 62 |
| Percent within the ten-mile pace                  | 53.4%    |
| 50 <sup>th</sup> Percentile speed                 | 58       |
| Fastest speed recorded (MPH)                      | 70       |
| Slowest speed recorded (MPH)                      | 38       |

September 8, 2026, near Buffalo Ridge, 65 mph zone

#### Speed Study Results:

|                                                   |          |
|---------------------------------------------------|----------|
| Number of vehicles checked                        | 113      |
| Average speed (MPH)                               | 58       |
| Percent exceeding speed limit                     | 8%       |
| Percent exceeding speed limit by more than 5 MPH  | 0.0%     |
| Percent exceeding speed limit by more than 10 MPH | 0.0%     |
| 85 <sup>th</sup> Percentile speed (MPH)           | 64       |
| Ten-mile pace (MPH)                               | 55 to 64 |
| Percent within the ten-mile pace                  | 64.6%    |
| 50 <sup>th</sup> Percentile speed                 | 59       |
| Fastest speed recorded (MPH)                      | 68       |

Slowest speed recorded (MPH) 42

September 8, 2026, near Maple Ave/260<sup>th</sup> St., 50 mph zone  
Speed Study Results:

|                                                   |          |
|---------------------------------------------------|----------|
| Number of vehicles checked                        | 103      |
| Average speed (MPH)                               | 48       |
| Percent exceeding speed limit                     | 30%      |
| Percent exceeding speed limit by more than 5 MPH  | 5.8%     |
| Percent exceeding speed limit by more than 10 MPH | 1.9%     |
| 85 <sup>th</sup> Percentile speed (MPH)           | 54       |
| Ten-mile pace (MPH)                               | 43 to 52 |
| Percent within the ten-mile pace                  | 71.8%    |
| 50 <sup>th</sup> Percentile speed                 | 48       |
| Fastest speed recorded (MPH)                      | 65       |
| Slowest speed recorded (MPH)                      | 35       |

September 10, 2026, near Maple Ave/260<sup>th</sup> St., 50 mph zone ONLY WESTBOUND TRAFFIC  
Speed Study Results:

|                                                   |          |
|---------------------------------------------------|----------|
| Number of vehicles checked                        | 100      |
| Average speed (MPH)                               | 46       |
| Percent exceeding speed limit                     | 17%      |
| Percent exceeding speed limit by more than 5 MPH  | 4.0%     |
| Percent exceeding speed limit by more than 10 MPH | 0.0%     |
| 85 <sup>th</sup> Percentile speed (MPH)           | 51       |
| Ten-mile pace (MPH)                               | 43 to 52 |
| Percent within the ten-mile pace                  | 75.0%    |
| 50 <sup>th</sup> Percentile speed                 | 46       |
| Fastest speed recorded (MPH)                      | 60       |
| Slowest speed recorded (MPH)                      | 35       |

September 10, 2026, near Maple Ave/260<sup>th</sup> St., 50 mph zone ONLY EASTBOUND TRAFFIC  
Speed Study Results:

|                                                   |          |
|---------------------------------------------------|----------|
| Number of vehicles checked                        | 103      |
| Average speed (MPH)                               | 51       |
| Percent exceeding speed limit                     | 48.5%    |
| Percent exceeding speed limit by more than 5 MPH  | 10.6%    |
| Percent exceeding speed limit by more than 10 MPH | 3.8%     |
| 85 <sup>th</sup> Percentile speed (MPH)           | 54       |
| Ten-mile pace (MPH)                               | 45 to 54 |
| Percent within the ten-mile pace                  | 80.6%    |
| 50 <sup>th</sup> Percentile speed                 | 50       |
| Fastest speed recorded (MPH)                      | 70       |
| Slowest speed recorded (MPH)                      | 41       |

CRASH DATA

Between Maple Ave and Buffalo Ridge 65 mph section:

01/01/2021 – 12/31/2025

4 Injury

23 Total not including wild animal hits

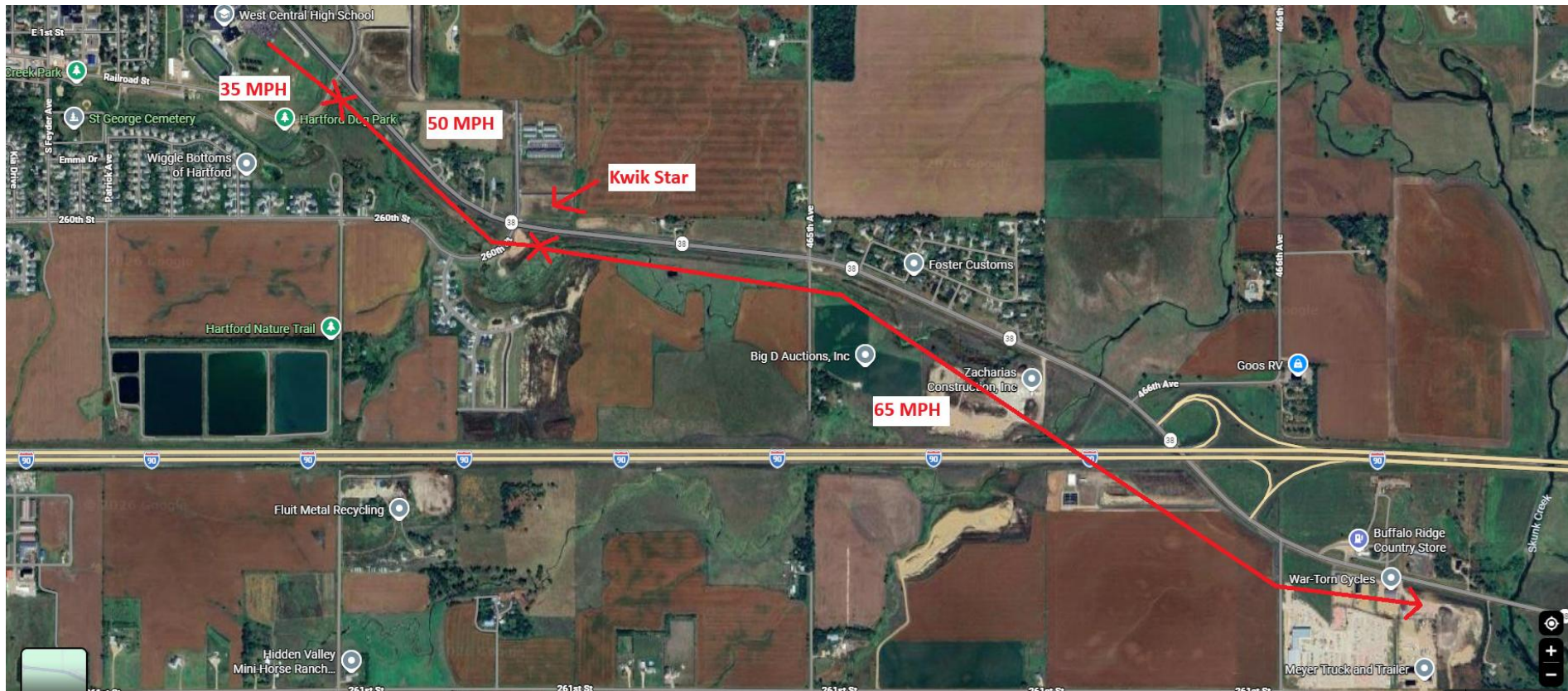
Between Railroad St/464<sup>th</sup> Ave and Maple Ave/260<sup>th</sup> St. 50 mph section:

01/01/2021 – 12/31/2025

4 Injury

6 Total not including wild animal hits

EXISTING



## PROPOSED





125 N Main Avenue  
Hartford, SD 57033  
PH: 605.528.6187  
[HartfordSD.us](http://HartfordSD.us)

October 20, 2026

South Dakota Department of Transportation

Attn: Joel Jundt

700 E Broadway Ave

Pierre, SD 57501-2586

**RE: Support for Recommended Speed Limit Amendments – SD Highway 38 through and around Hartford**

Dear Mr. Jundt:

The City of Hartford appreciates the South Dakota Department of Transportation's review of the speed limits along SD Highway 38 through and around Hartford, South Dakota. On behalf of the City, we are writing to express our support for the recommended rule amendments and the proposed lower speed limits.

The City believes the lower speed limits will help promote safer travel for motorists, pedestrians, bicyclists, and other users of the highway. As a city, we receive several complaints regarding the higher speed limits in areas close to Hartford, particularly along SD Highway 38 between Colton Road and just east of the Mickelson Road/Highway 38 intersection. We hear many stories regarding near misses and possible accidents.

This section of Highway 38 is experiencing increased traffic volumes as residential and commercial development continues along this corridor. With additional development planned to the east, we anticipate that traffic volumes and activity in this area will continue to increase. Given these conditions, the City believes reduced speeds are appropriate to improve safety and better reflect the changing nature of the corridor. The city would also be in support of lowering the speed limits even more than proposed from the Colton Road east to Exit 390 if the State thinks this is justified. This would provide a more consistent approach to managing speeds through the developing area.

We appreciate the South Dakota Department of Transportation's review and consideration of the safety concerns along this portion of Highway 38. The City of Hartford supports the proposed amendments and appreciates the Department's efforts to address the changing traffic and development conditions in and around our community.

Sincerely,

The City of Hartford

A handwritten signature in blue ink, appearing to be "Arden Jones", written over a horizontal line.

Arden Jones, Mayor

A handwritten signature in blue ink, appearing to be "Teresa Sidel", written over a horizontal line.

Teresa Sidel, City Administrator