



Division of Secretariat
Office of Legal Counsel
700 East Broadway Avenue
Pierre, South Dakota 57501
O: 605.773.3262
dot.sd.gov

MEMORANDUM

TO: Joel Jundt

FROM: Karla L. Engle

DATE: May 20, 2025

RE: May 29, 2025 Commission Meeting

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

- 70:01:02:36 – Hughes County speed zone rule;
- 70:01:02:58 – Stanley County speed zone rule; and
- 70:03:01:65. Longer combination vehicle -- Approved routes and access restrictions

Copies of the following documents are enclosed with this memo for the 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. A memo from the Department's Pierre Region traffic engineer, explaining the purpose and effect of the proposed changes.

Any written comments that are timely received will be provided to the Commission at the meeting on May 29, 2025.

Thank you.

KLE
Enclosures

70:01:02:36. Hughes County. The following are the maximum speeds on certain highways in Hughes County:

~~(1) The roads within the limits of the Oahe Dam Project in Hughes County, 50 miles per hour, 35 miles per hour, or 20 miles per hour, as posted;~~

~~(2) South Dakota Highway 1889 beginning at its junction with U.S. Highway 14 and U.S. Highway 83 in Pierre beginning at the junction with State Trunk Highway 34, then northeasterly to Fourth Street, 30 thirty miles per hour; then northeasterly for 0.65 mile to the junction with State Trunk Highway 1804, 35 thirty-five miles per hour; then northeasterly for 3.2 miles, 55 miles per hour;~~

~~(3)(2) U.S. Highway 14 beginning 0.3 mile west of the section line common to sections 8 and 9, township 112 north, range 76 west of the fifth principal meridian in the city of Blunt, then east for 0.6 mile, 45 forty-five miles per hour;~~

~~(4)(3) U.S. Highway 14 and U.S. Highway 83 Truck Bypass in Pierre beginning at the its junction with State Trunk Highway 34, then north for 2.19 miles, 35 thirty-five miles per hour; then north to its junction with U.S. Highway 14 and U.S. Highway 83 State Trunk Highway 1804, 45 forty-five miles per hour;~~

~~(5) Cow Spring Creek Recreation Area Roads beginning at the U.S. Army Corps of Engineers Take Line and extending throughout the entire recreation area, 35 miles per hour or 20 miles per hour, as posted~~

~~(4) State Trunk Highway 1804 in Pierre beginning at its junction with South Dakota Highway 1889, then northeasterly for 0.4 mile, thirty-five miles per hour; then northeasterly to the junction with U.S. Highway 14, fifty-five miles per hour;~~

~~(6) LaFramboise Island Recreation Area Road beginning at the U.S. Army Corps of Engineers take line and extending south on the traveled roads throughout the entire area within the limits of the U.S. Army Corps of Engineers take line, 25 miles per hour~~

~~_____ (5) U.S. Highway 14 beginning at its junction with State Trunk Highway 1804 in Pierre, then northeasterly for 1.5 miles, fifty-five miles per hour;~~

~~(7) East Shore Recreation Area Road beginning at its junction with S. D. Highway 1804 in section 23, township 112 north, range 80 west of the fifth principal meridian and extending southwesterly throughout the entire East Shore Access Area, 25 miles per hour;~~

~~(8)(6) U.S. Highway 14, U.S. Highway 83, and State Trunk Highway 34 beginning at a point on the east end of the Missouri River Bridge in Pierre directly above the center of the main channel of the Missouri River, then southeasterly to Henry Street in Pierre, 35 thirty-five miles per hour; then east southeasterly to Pierre Street, 30 miles per hour; then east on State Trunk Highway 34 to Pawnee Street, 30 thirty miles per hour; then east to Roosevelt Avenue the junction with State Trunk Highway 34, 35 thirty-five miles per hour; then east for 0.20 mile, 45 miles per hour; then east for 1.57 miles, 55 miles per hour;~~

~~(9)(7) State Trunk Highway 1804 in Pierre beginning at the its junction with U.S. Highway 14 and U.S. Highway 83 South Dakota Highway 1889, then northerly for 0.25 mile, 35 thirty-five miles per hour; then northerly for 0.55 mile, 45 forty-five miles per hour; then northerly for 7.45 miles, 55 fifty-five miles per hour;~~

~~(10)(8) State Trunk Highway 204 beginning at the Hughes-Stanley county line, then northeasterly to its junction with State Trunk Highway 1804, 55 fifty-five miles per hour; and~~

~~(H)(9)~~ U.S. Highway 14 beginning 0.2 mile west of 321 Avenue, then east through
Harrold for 0.76 mile, ~~55~~ fifty-five miles per hour.

Source: SL 1975, ch 16, § 1; 5 SDR 91, effective April 29, 1979; 7 SDR 25, effective September 22, 1980; 7 SDR 89, effective March 30, 1981; 9 SDR 132, effective April 24, 1983; 13 SDR 36, effective October 5, 1986; 13 SDR 141, effective April 5, 1987; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 16 SDR 137, effective February 28, 1990; 17 SDR 12, effective July 30, 1990; 18 SDR 134, effective February 24, 1992; 22 SDR 165, effective June 2, 1996; 31 SDR 26, effective September 6, 2004; 31 SDR 62, effective November 7, 2004; 33 SDR 43, effective September 19, 2006; 34 SDR 303, effective June 9, 2008; 42 SDR 77, effective November 30, 2015; 42 SDR 174, effective June 23, 2016; 47 SDR 109, effective April 26, 2021.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:58. Stanley County. The following are the maximum speeds on certain highways in Stanley County:

(1) ~~The roads within the limits of the Oahe Dam Project in Stanley County, 50 miles per hour, 35 miles per hour, or 20 miles per hour, as posted;~~

(2) U.S. Highway 14 ~~and State Trunk Highway 34~~ beginning 0.2 mile west of ~~the~~ its junction with State Trunk Highway 1806, then east for 0.2 mile, ~~45~~ forty-five miles per hour; then east to ~~the east end of a point on~~ the Missouri River Bridge ~~in Pierre directly above the center of the main channel of the Missouri River,~~ 35 thirty-five miles per hour;

(3)(2) U.S. Highway 83 beginning at ~~the~~ its junction with U.S. Highway 14 ~~and State Trunk Highway 34~~ in Ft. Fort Pierre, then south for 1.7 miles, 35 thirty-five miles per hour; then south for 0.2 mile, 45 miles per hour; then south for ~~1.70~~ 1.7 miles, ~~65~~ sixty-five miles per hour; then south to the Lyman County line, ~~70~~ seventy miles per hour;

(4) ~~Foster Bay Recreation Area Roads beginning at the U.S. Army Corps of Engineers boundary and extending throughout the entire recreation area, 35 miles per hour or 20 miles per hour, as posted;~~

(5)(3) State Trunk Highway 1806 beginning at its junction with U.S. Highway 14, ~~U.S. Highway 83, and State Trunk Highway 34,~~ then northwesterly 33.84 miles, ~~55~~ fifty-five miles per hour;

(6)(4) State Trunk Highway 204 beginning at its junction with State Trunk Highway 1806, then ~~northwesterly~~ northeasterly to the Stanley-Hughes county line, ~~55~~ fifty-five miles per hour; and

~~(7)(5)~~ U.S. Highway 14 ~~and State Trunk Highway 34~~ beginning 0.18 mile east of the structure at milepost 195.21, then west 0.5 mile, ~~55~~ fifty-five miles per hour.

Source: SL 1975, ch 16, § 1; 5 SDR 91, effective April 29, 1979; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989; 18 SDR 134, effective February 24, 1992; 18 SDR 192, effective May 28, 1992; 22 SDR 165, effective June 2, 1996; 29 SDR 96, effective January 8, 2003; 32 SDR 53, effective October 10, 2005.

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

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

70:03:01:65. Longer combination vehicle -- Approved routes and access restrictions.

A LCV granted a permit pursuant to § 70:03:01:60 may travel over the interstate highway system and shall enter and exit the interstate highway system only on routes approved by the Department of Transportation. In addition to the interstate routes, a LCV may travel over the following routes:

(1) U.S. Highway 281 from the North Dakota border to the easternmost intersection of U.S. Highway 281 and U.S. Highway 212 in Redfield;

(2) State Trunk Highway 50 from Interstate Highway 29 to the intersection of State Trunk Highway 50 and Burleigh Street in the east part of Yankton;

(3) U.S. Highway 85 from the North Dakota border to Interstate Highway 90 north of Spearfish;

(4) The U.S. Highway 14 bypass from Interstate Highway 29 to the intersection of U.S. Highway 14 and the U.S. Highway 14 bypass on the west side of Brookings;

(5) U.S. Highway 14 from its intersection with U.S. Highway 83 in Fort Pierre to its intersection with the U.S. Highway 14 bypass on the west side of Brookings ~~to the intersection of the U.S. Highway 14 bypass and U.S. Highway 14 on the north side of Pierre;~~

(6) U.S. Highway 281 from Interstate Highway 90 to the intersection south of Wolsey of U.S. Highway 281 and U.S. Highway 14;

(7) U.S. Highway 12 from the North Dakota border to Interstate Highway 29;

~~(8) U.S. Highway 14 from its intersection with U.S. Highway 83 in Fort Pierre to the intersection of the U.S. Highway 14 bypass and U.S. Highway 14 on the north side of Pierre;~~

~~(9) The U.S. Highway 14 bypass from its intersection with U.S. Highway 14 on the west side of Pierre to the intersection of U.S. Highway 14 and the U.S. Highway 14 bypass on the north side of Pierre;~~

~~—(10)~~ The U.S. Highway 16 bypass from Interstate Highway 90 to the intersection of State Trunk Highway 79 and the U.S. Highway 16 bypass on the south side of Rapid City;

~~(11)~~(9) U.S. Highway 18 from its intersection with University Avenue on the west side of Hot Springs to the intersection of U.S. Highway 385 and U.S. Highway 18 at Oelrichs;

~~(12)~~(10) U.S. Highway 212 from the Wyoming border to the intersection of U.S. Highway 85 and U.S. Highway 212 in Belle Fourche;

~~(13)~~(11) U.S. Highway 212 between its two intersections with U.S. Highway 83 west of Gettysburg;

~~(14)~~(12) U.S. Highway 212 between its two intersections with U.S. Highway 281 in Redfield;

~~(15)~~(13) U.S. Highway 281 from its intersection with U.S. Highway 14 north of Wolsey to the westernmost intersection of U.S. Highway 212 and U.S. Highway 281 in Redfield;

~~(16)~~(14) U.S. Highway 83 from Interstate Highway 90 near Vivian to the intersection of U.S. Highway 14 and U.S. Highway 83 in Fort Pierre;

~~(17)~~(15) U.S. Highway 83 from its intersection with U.S. Highway 14 east of Pierre to the westernmost intersection of U.S. Highway 212 and U.S. Highway 83 west of Gettysburg;

~~(18)~~(16) U.S. Highway 83 from its easternmost intersection with U.S. Highway 212 west of Gettysburg to the intersection of U.S. Highway 12 and U.S. Highway 83 south of Selby;

~~(19)~~(17) U.S. Highway 83 from the North Dakota border to the intersection of U.S. Highway 12 and U.S. Highway 83 west of Selby;

~~(20)~~(18) State Trunk Highway 34 from its intersection with State Trunk Highway 37 west of Forestburg to the intersection of State Trunk Highway 37 and State Trunk Highway 34 east of Forestburg;

~~(21)~~(19) State Trunk Highway 37 from Interstate Highway 90 in Mitchell to the intersection of State Trunk Highway 34 and State Trunk Highway 37 east of Forestburg;

~~(22)~~(20) State Trunk Highway 37 from its intersection with State Trunk Highway 34 west of Forestburg to the intersection of U.S. Highway 14 and State Trunk Highway 37 at Huron; and

~~(23)~~(21) State Trunk Highway 79 from its intersection with U.S. Highway 18 ~~north of Oelrichs~~ east of Hot Springs to the intersection of the U.S. Highway 16 bypass with State Trunk Highway 79 on the south side of Rapid City.

Source: 11 SDR 33, effective September 3, 1984; transferred from § 70:01:04:61, effective November 1, 1986; 13 SDR 179, effective June 1, 1987; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 37, effective September 4, 1988; 16 SDR 49, effective

September 19, 1989; 17 SDR 151, effective April 8, 1991; 32 SDR 183, effective May 10, 2006; 46 SDR 64, effective November 25, 2019; 49 SDR 89, effective May 1, 2023.

General Authority: SDCL 32-22-42, 32-22-42.14.

Law Implemented: SDCL 31-4-14, 32-22-41, 32-22-42.14.

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.

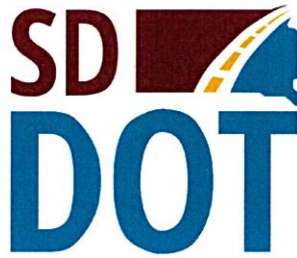
- Approval to proceed? Yes **X** No _____ Date **April 23, 2025**
- Date of public hearing **May 29, 2025**
- Date proposed rules and supporting documents submitted to the LRC and the Bureau of Finance and Management **April 29, 2025**
 - any publication incorporated by reference;
 - the fiscal note;
 - 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 **5/6/2025** Newspaper **Sioux Falls Argus Leader**
 - Date **5/6/2025** Newspaper **Aberdeen American News**
 - Date **5/6/2025** Newspaper **Rapid City Journal**
 - Date **5/8/2025** Newspaper **Pierre Capital Journal**
- Summary of how, when, and number of interested persons, if any, were contacted.

On April 30, 2025, copies of the hearing notice and proposed rules were e-mailed to the individuals or entities who have requested e-mail notification of rulemaking. On the same date, copies of the hearing notice and proposed rules were mailed to the individuals or entities who have requested mail notification of rulemaking. Also on April 30, 2025, copies of the hearing notice and proposed rules were mailed to the mayors and finance officers of Pierre and Fort Pierre the sheriffs of Stanley County and Hughes 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:
2025 Senate Bill 39

- Date final rules and supporting documents submitted to the LRC and the Committee
-



Department of Transportation

Pierre Region Office

104 S. Garfield Ave.

Pierre, South Dakota 57501

PHONE: 605/773-5291

DATE: April 3, 2025

TO: Jon Suomala
Operations Traffic Engineer

FROM: Hannah Covey
Pierre Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change for US14, SD1804, SD1889 and routes outside of SDDOT's jurisdiction and control and longer combination vehicle route

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on US Highway 14, SD Highway 1804, and SD Highway 1889 in Pierre, a speed limit administrative rule change for Stanley County, and a rule change for longer combination vehicles.

PROPOSED AMENDMENT:

70:01:02:36. Hughes County. The following are the maximum speeds on certain highways in

Hughes County:

(1) ~~The roads within the limits of the Oahe Dam Project in Hughes County, 50 miles per hour, 35 miles per hour, or 20 miles per hour, as posted;~~

(2) South Dakota Highway 1889 beginning at its junction with U.S. Highway 14 ~~and U.S. Highway 83~~ in Pierre ~~beginning at the junction with State Trunk Highway 34~~, then northeasterly to Fourth Street, 30 miles per hour; then northeasterly ~~for 0.65 mile~~ to the junction with State Trunk Highway 1804, 35 miles per hour; ~~then northeasterly for 3.2 miles, 55 miles per hour;~~

~~(3)(2)~~ U.S. Highway 14 beginning 0.3 mile west of the section line common to sections 8 and 9, township 112 north, range 76 west of the fifth principal meridian in the city of Blunt, then east for 0.6 mile, 45 miles per hour;

~~(4)(3)~~ U.S. Highway 14 ~~and U.S. Highway 83 Truck Bypass~~ in Pierre beginning at ~~the~~ its junction with State Trunk Highway 34, then north for 2.19 miles, 35 miles per hour; then north to its junction with ~~U.S. Highway 14 and U.S. Highway 83~~ State Trunk highway 1804, 45 miles per hour;

~~(5) Cow Spring Creek Recreation Area Roads beginning at the U.S. Army Corps of Engineers Take Line and extending throughout the entire recreation area, 35 miles per hour or 20 miles per hour, as posted~~ (4) State Trunk Highway 1804 in Pierre beginning at its junction with South Dakota Highway 1889, then northeasterly for 0.4 mile, 35 miles per hour; then northeasterly to the junction with U.S. Highway 14, 55 miles per hour;

~~(6) LaFramboise Island Recreation Area Road beginning at the U.S. Army Corps of Engineers take line and extending south on the traveled roads throughout the entire area within the limits of the U.S. Army Corps of Engineers take line, 25 miles per hour~~ (5) U.S. Highway 14 beginning at its junction with State Trunk Highway 1804 in Pierre, then northeasterly for 1.5 mile, 55 miles per hour;

~~(7) East Shore Recreation Area Road beginning at its junction with S. D. Highway 1804 in section 23, township 112 north, range 80 west of the fifth principal meridian and extending southwesterly throughout the entire East Shore Access Area, 25 miles per hour;~~

~~(8)(6)~~ U.S. Highway 14, ~~U.S. Highway 83, and State Trunk Highway 34~~ beginning at the ~~east end of the~~ Missouri River Bridge in Pierre directly above the center of the main channel of

the Missouri River, then southeasterly to Henry Street, 35 miles per hour; then ~~east southeasterly~~ to ~~Pierre Street, 30 miles per hour; then east on State Trunk Highway 34 to~~ Pawnee Street, 30 miles per hour; then east to ~~Roosevelt Avenue~~ the junction with State Trunk Highway 34, 35 miles per hour; ~~then east for 0.20 mile, 45 miles per hour; then east for 1.57 miles, 55 miles per hour;~~

~~(9)(7)~~ State Trunk Highway 1804 in Pierre beginning at ~~the its~~ junction with ~~U.S. Highway 14 and U.S. Highway 83~~ South Dakota Highway 1889, then northerly for 0.25 mile, 35 miles per hour; then northerly for 0.55 mile, 45 miles per hour; then northerly for 7.45 miles, 55 miles per hour;

~~(10)(8)~~ State Trunk Highway 204 beginning at the Hughes-Stanley county line, then northeasterly to its junction with State Trunk Highway 1804, 55 miles per hour; and

~~(11)(9)~~ U.S. Highway 14 beginning 0.2 mile west of 321 Avenue, then east through Harrold for 0.76 mile, 55 miles per hour.

Source: SL 1975, ch 16, § 1; 5 SDR 91, effective April 29, 1979; 7 SDR 25, effective September 22, 1980; 7 SDR 89, effective March 30, 1981; 9 SDR 132, effective April 24, 1983; 13 SDR 36, effective October 5, 1986; 13 SDR 141, effective April 5, 1987; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 16 SDR 137, effective February 28, 1990; 17 SDR 12, effective July 30, 1990; 18 SDR 134, effective February 24, 1992; 22 SDR 165, effective June 2, 1996; 31 SDR 26, effective September 6, 2004; 31 SDR 62, effective November 7, 2004; 33 SDR 43, effective September 19, 2006; 34 SDR 303, effective June 9, 2008; 42 SDR 77, effective November 30, 2015; 42 SDR 174, effective June 23, 2016; 47 SDR 109, effective April 26, 2021.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:58. Stanley County. The following are the maximum speeds on certain highways in Stanley County:

~~(1) The roads within the limits of the Oahe Dam Project in Stanley County, 50 miles per hour, 35 miles per hour, or 20 miles per hour, as posted;~~

~~(2)~~ U.S. Highway 14 ~~and State Trunk Highway 34~~ beginning 0.2 mile west of ~~the~~ its junction with State Trunk Highway 1806, then east for 0.2 mile, 45 miles per hour; then east to ~~the east end of the Missouri River Bridge in Pierre~~ directly above the center of the main channel of the Missouri River, 35 miles per hour;

~~(3)~~(2) U.S. Highway 83 beginning at ~~the~~ its junction with U.S. Highway 14 ~~and State Trunk Highway 34~~ in Ft. Pierre, then south for 1.7 miles, 35 miles per hour; then south for 0.2 mile, 45 miles per hour; then south for 1.70 miles, 65 miles per hour; then south to the Lyman County line, 70 miles per hour;

~~(4) Foster Bay Recreation Area Roads beginning at the U.S. Army Corps of Engineers boundary and extending throughout the entire recreation area, 35 miles per hour or 20 miles per hour, as posted;~~

~~(5)~~(3) State Trunk Highway 1806 beginning at its junction with U.S. Highway 14, ~~U.S. Highway 83, and State Trunk Highway 34~~, then northwesterly 33.84 miles, 55 miles per hour;

~~(6)~~(4) State Trunk Highway 204 beginning at its junction with State Trunk Highway 1806, then ~~northwesterly~~ northeasterly to the Stanley-Hughes county line, 55 miles per hour;

~~(7)~~(5) U.S. Highway 14 ~~and State Trunk Highway 34~~ beginning 0.18 mile east of the structure at milepost 195.21, then west 0.5 mile, 55 miles per hour.

Source: SL 1975, ch 16, § 1; 5 SDR 91, effective April 29, 1979; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989; 18 SDR 134, effective February 24, 1992; 18 SDR 192, effective May 28, 1992; 22 SDR 165, effective June 2, 1996; 29 SDR 96, effective January 8, 2003; 32 SDR 53, effective October 10, 2005.

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

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

70:03:01:65. Longer combination vehicle -- Approved routes and access restrictions. A LCV granted a permit pursuant to § 70:03:01:60 may travel over the interstate highway system and shall enter and exit the interstate highway system only on routes approved by the Department of Transportation. In addition to the interstate routes, a LCV may travel over the following routes:

- (1) U.S. Highway 281 from the North Dakota border to the easternmost intersection of U.S. Highway 281 and U.S. Highway 212 in Redfield;
- (2) State Trunk Highway 50 from Interstate Highway 29 to the intersection of State Trunk Highway 50 and Burleigh Street in the east part of Yankton;
- (3) U.S. Highway 85 from the North Dakota border to Interstate Highway 90 north of Spearfish;
- (4) The U.S. Highway 14 bypass from Interstate Highway 29 to the intersection of U.S. Highway 14 and the U.S. Highway 14 bypass on the west side of Brookings;
- (5) U.S. Highway 14 from its intersection with U.S. Highway 83 in Fort Pierre to its intersection with the U.S. Highway 14 bypass on the west side of Brookings ~~to the intersection of the U.S. Highway 14 bypass and U.S. Highway 14 on the north side of Pierre;~~

(6) U.S. Highway 281 from Interstate Highway 90 to the intersection south of Wolsey of U.S. Highway 281 and U.S. Highway 14;

(7) U.S. Highway 12 from the North Dakota border to Interstate Highway 29;

~~(8) U.S. Highway 14 from its intersection with U.S. Highway 83 in Fort Pierre to the intersection of the U.S. Highway 14 bypass and U.S. Highway 14 on the north side of Pierre;~~

~~(9) The U.S. Highway 14 bypass from its intersection with U.S. Highway 14 on the west side of Pierre to the intersection of U.S. Highway 14 and the U.S. Highway 14 bypass on the north side of Pierre;~~

~~——(10)~~ The U.S. Highway 16 bypass from Interstate Highway 90 to the intersection of State Trunk Highway 79 and the U.S. Highway 16 bypass on the south side of Rapid City;

~~(11)~~(9) U.S. Highway 18 from its intersection with University Avenue on the west side of Hot Springs to the intersection of U.S. Highway 385 and U.S. Highway 18 at Oelrichs;

~~(12)~~(10) U.S. Highway 212 from the Wyoming border to the intersection of U.S. Highway 85 and U.S. Highway 212 in Belle Fourche;

~~(13)~~(11) U.S. Highway 212 between its two intersections with U.S. Highway 83 west of Gettysburg;

~~(14)~~(12) U.S. Highway 212 between its two intersections with U.S. Highway 281 in Redfield;

~~(15)~~(13) U.S. Highway 281 from its intersection with U.S. Highway 14 north of Wolsey to the westernmost intersection of U.S. Highway 212 and U.S. Highway 281 in Redfield;

~~(16)~~(14) U.S. Highway 83 from Interstate Highway 90 near Vivian to the intersection of U.S. Highway 14 and U.S. Highway 83 in Fort Pierre;

~~(17)~~(15) U.S. Highway 83 from its intersection with U.S. Highway 14 east of Pierre to the westernmost intersection of U.S. Highway 212 and U.S. Highway 83 west of Gettysburg;

~~(18)~~(16) U.S. Highway 83 from its easternmost intersection with U.S. Highway 212 west of Gettysburg to the intersection of U.S. Highway 12 and U.S. Highway 83 south of Selby;

~~(19)~~(17) U.S. Highway 83 from the North Dakota border to the intersection of U.S. Highway 12 and U.S. Highway 83 west of Selby;

~~(20)~~(18) State Trunk Highway 34 from its intersection with State Trunk Highway 37 west of Forestburg to the intersection of State Trunk Highway 37 and State Trunk Highway 34 east of Forestburg;

~~(21)~~(19) State Trunk Highway 37 from Interstate Highway 90 in Mitchell to the intersection of State Trunk Highway 34 and State Trunk Highway 37 east of Forestburg;

~~(22)~~(20) State Trunk Highway 37 from its intersection with State Trunk Highway 34 west of Forestburg to the intersection of U.S. Highway 14 and State Trunk Highway 37 at Huron; and

~~(23)~~(21) State Trunk Highway 79 from its intersection with U.S. Highway 18 north of Oelrichs to the intersection of the U.S. Highway 16 bypass with State Trunk Highway 79 on the south side of Rapid City.

Source: 11 SDR 33, effective September 3, 1984; transferred from § 70:01:04:61, effective November 1, 1986; 13 SDR 179, effective June 1, 1987; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 37, effective September 4, 1988; 16 SDR 49, effective September 19, 1989; 17 SDR 151, effective April 8, 1991; 32 SDR 183, effective May 10, 2006; 46 SDR 64, effective November 25, 2019; 49 SDR 89, effective May 1, 2023.

General Authority: SDCL 32-22-42, 32-22-42.14.

Law Implemented: SDCL 31-4-14, 32-22-41, 32-22-42.14.

COST

There is no cost in making this change as the speed limit signs are already in place for the currently designated routes and there is no signing associated with longer combination vehicle designations. The changes are only being made to account for the changes in the route designations, to correct the location of the line between Hughes and Sully Counties, and to remove routes that are under the jurisdiction and control of other entities.

EXPLANATION OF THE PROPOSAL:

Currently, US Highway 14 enters Hughes County at the Missouri River Bridge at the west side of the City of Pierre, then proceeds easterly along W Sioux Ave to the junction with Pierre St, then proceeds northerly along Pierre St to the junction with Pleasant Ave, then proceeds easterly along Pleasant Ave to the junction with Euclid St, then proceeds northerly along Euclid St to the junction with SD Highway 1804, then proceeds northeasterly to the junction with current US Highway 14B.

Currently, US Highway 14B begins at the junction of W Sioux Ave and Pierre St, then proceeds easterly along W Sioux Ave until it becomes E Wells Ave, then proceeds easterly along E Wells Ave to the junction with Garfield Ave, then proceeds northerly along Garfield Ave to the junction with current US Highway 14.

With this change, US Highway 14 will still enter Hughes County directly above the center of the main channel of the Missouri River and proceed easterly along W Sioux Ave to the junction with Pierre St, but it will then continue along the route of current US Highway 14B, proceeding easterly along W Sioux Ave until it becomes E Wells Ave, then proceeding easterly to the junction with Garfield Ave, then proceeding northerly along Garfield Ave to the junction with current US Highway 14 where it will reconnect with its current route. The designation of US Highway 14B will be removed from this route.

This change also corrects the language and location of the Hughes and Stanley County border from “the end of the Missouri River Bridge in Pierre” to “directly above the center of the main channel of the Missouri River”.

The portion of current US Highway 14 that begins at the junction of W Sioux Ave and Pierre St and then proceeds northerly along Pierre St to the junction with Pleasant Ave, then proceeds easterly along Pleasant Ave to the junction with Euclid St, then proceeds northerly along Euclid St to the junction with SD Highway 1804 will be redesignated as SD Highway 1889.

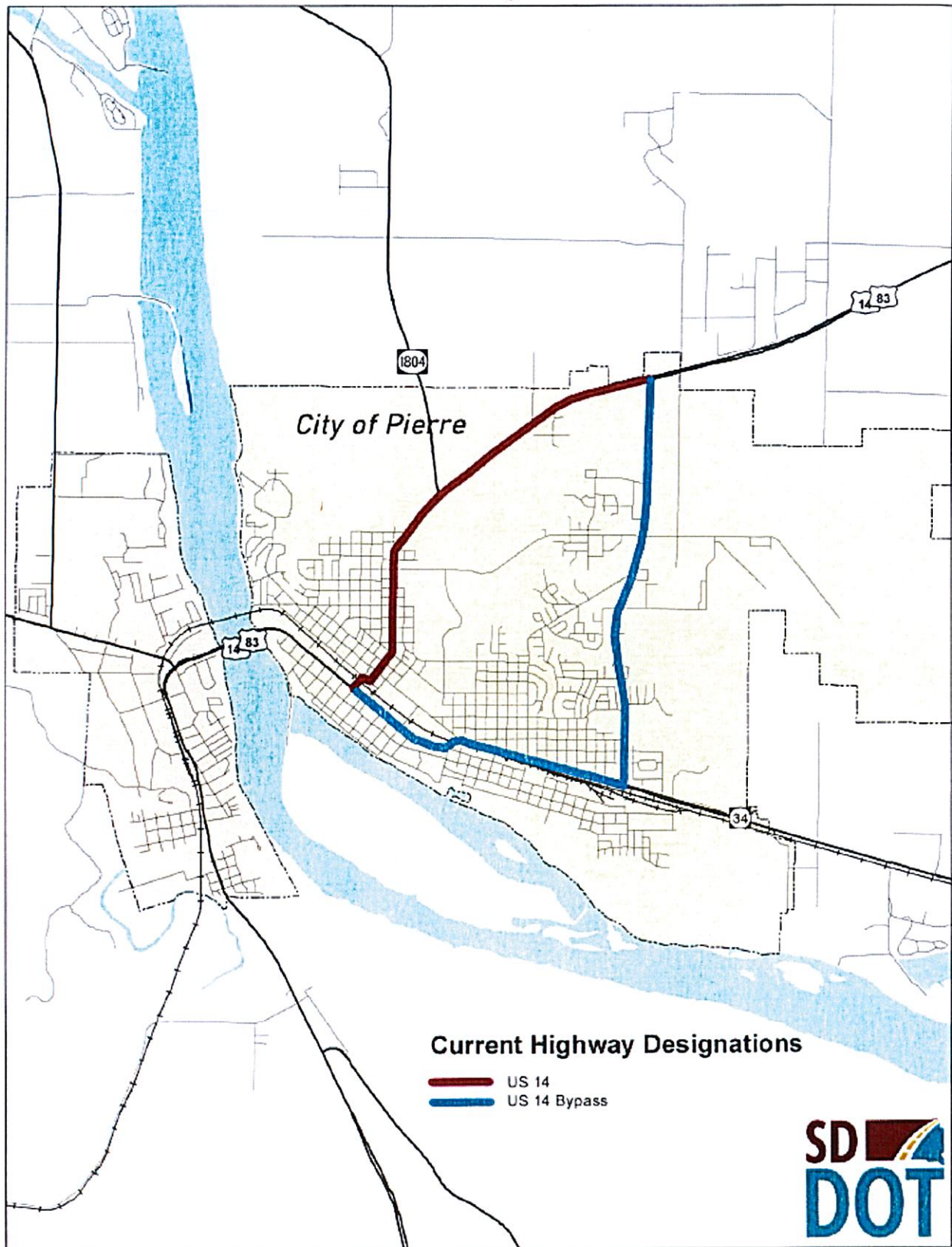
The portion of current US Highway 14 that begins at the junction with SD Highway 1804, then proceeds northeasterly to the junction with current US Highway 14B will be redesignated as a continuation of SD Highway 1804.

This proposal modifies the speed limit administrative rules and longer combination vehicle rule for Hughes County to account for the changes in the designations of these routes. Six rule subsections are also being eliminated for routes that are either under the jurisdiction of the South Dakota Department of Game, Fish, and Parks, which are covered by administrative rule 41:03:02:02, or under the control of the US Army Corps of Engineers, Hughes County, or City of Pierre.

SPEED STUDY:

A speed study was not conducted for these changes. All current speed limits are believed to be appropriate.

Existing:



Proposed:

