



Division of Secretariat
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MEMORANDUM

TO: Joel Jundt
FROM: Karla L. Engle
DATE: May 17, 2024
RE: May 23, 2024 Transportation Commission Meeting

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

- 70:01:02:02 – Pennington County speed zone rule;
- 70:01:02:06 – Brookings County speed zone rule;
- 70:01:02:15 – Butte County speed zone rule;
- 70:01:02:21 – Custer County speed zone rule;
- 70:01:02:49 – Meade County speed zone rule; and
- 70:01:02:53 – Perkins County speed zone rule.

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. Memos from the Department's traffic engineers, explaining the purpose and effect of proposed speed zone changes.

Any written comments that are timely received will be provided to the Commission at the meeting on May 23, 2024. Thank you.

KLE
Enclosures

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

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

(2) State Trunk Highway 44, beginning at the intersection of Cambell Street, then 3.6 miles southeast, ~~45~~ forty-five miles per hour; then east 0.52 mile, ~~55~~ fifty-five miles per hour;

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

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

(5) State Highway Maintenance Route 231 beginning at the intersection of West Chicago Street with Sturgis Road, then easterly for ~~1,200~~ one thousand two hundred feet, ~~35~~ thirty-five miles per hour; then easterly for ~~four thousand seventy~~ four thousand seventy feet, ~~50~~ fifty miles per hour; then easterly to the intersection of ~~Mt.~~ Mountain View Road, ~~40~~ forty miles per hour;

(6) U.S. Highway 16 beginning at the intersection of Mt. Rushmore Road and Omaha Street, then southerly to the intersection of Mt. Rushmore Road and Kansas City Street, ~~25~~ twenty-five

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

(7) State Trunk Highway 44 beginning at the intersection of Omaha Street and ~~Mt.~~ Mountain View Road, then easterly to the intersection of Omaha Street and Twelfth Street, ~~40~~ forty miles per hour; then easterly to the intersection of Omaha Street and LaCrosse Street, ~~35~~ thirty-five miles per hour; then easterly to the intersection of Omaha Street and Cambell Street, ~~40~~ forty miles per hour;

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

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

(10) U.S. Highway 16 B beginning at the intersection of U.S. Highway 16 south of Rapid City, then northeasterly for 0.53 mile to ~~Mile Reference Marker~~ mileage reference marker 64.72, ~~45~~ forty-five miles per hour; then northeasterly for 5.08 miles to ~~Mile Reference Marker~~ mileage reference marker 69.80, ~~60~~ sixty miles per hour; then north for 2.93 miles to ~~Mile Reference Marker~~ mileage reference marker 72.73, ~~55~~ fifty-five miles per hour; then north for 0.47 miles to Interstate Highway 90, ~~45~~ forty-five miles per hour;

(11) The crossroad over Interstate Highway 90 at interstate ~~milepost~~ mileage reference marker 64.16 beginning at the junction of the service road on the north side of the interstate highway and extending 0.2 mile south, ~~35~~ thirty-five miles per hour;

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

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

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

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

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

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

~~(18)~~ State Trunk Highway 44 beginning at the junction with U.S. Highway 385, then easterly for 4.26 miles, ~~50~~ fifty miles per hour; then easterly for 0.54 miles, ~~40~~ forty miles per hour; then easterly for 7.72 miles, ~~50~~ fifty miles per hour; then easterly for 0.95 miles, ~~45~~ forty-five miles per hour; then easterly for 0.47 miles, ~~40~~ forty miles per hour; then easterly for 3.1 miles to the intersection of Mountain View Road and Omaha Street in Rapid City, ~~35~~ thirty-five miles per hour;

~~(19)~~(18) State Trunk Highway 40 ~~beginning 8.9 miles northwest of the south junction with State Trunk Highway 79 at Hermosa, then southeast for 2.42 miles to the Pennington-Custer county line at its junction with U.S. Highway 16A in Keystone then easterly 1.38 miles, twenty-five miles per hour; then easterly for 7.76 miles to the south boundary of Pennington County,~~ 55 miles per hour;

~~(20)~~(19) Interstate Highway 90 crossover road at Exit 78 (New Underwood Road) beginning 0.07 mile south of the centerline of Interstate Highway 90, then north 0.16 mile, ~~45~~ forty-five miles per hour;

~~(21)~~(20) The crossroad over Interstate Highway 90 at Exit 84 (Pennington County Road 497) beginning 0.09 mile south of the centerline of Interstate Highway 90, then north 0.19 mile, ~~25~~ twenty-five miles per hour;

~~(22)~~(21) The crossroad over Interstate Highway 90 at Exit 88 (Pennington County Road 473) beginning 0.11 mile south of the centerline of Interstate Highway 90, then north 0.25 mile, ~~25~~ twenty-five miles per hour;

~~(23)~~(22) The crossroad over Interstate Highway 90 at Exit 107 (Pennington County Road 506) beginning 0.19 mile south of the centerline of Interstate Highway 90, then north 0.38 mile, ~~35~~ thirty-five miles per hour;

~~(24)~~(23) State Trunk Highway 79 beginning ~~500~~ five hundred feet south of the junction of Minnesota ~~Avenue~~ Street in Rapid City then south to the junction of State Trunk Highway 16B, ~~55~~ fifty-five miles per hour; then south on State Highway 79 for 1.29 miles, ~~55~~ fifty-five miles per hour; then south to the Custer County line, ~~70~~ seventy miles per hour;

~~(25)~~(24) U.S. Highway 16 beginning at ~~milepost~~ mileage reference marker 40.3 at the south edge of Hill City, then northeasterly for 0.20 mile to the south junction of U.S. Highway 16 Truck Route, ~~35~~ thirty-five miles per hour; then northerly for 0.55 mile to the north junction of U.S. Highway 16 Truck Route, ~~25~~ twenty-five miles per hour; then northeasterly for 0.53 mile, ~~35~~ thirty-five miles per hour; then northeasterly for 0.44 mile, ~~45~~ forty-five miles per hour; and on U.S. Highway 16 Truck Route from the south junction with U.S. Highway 16 northerly 0.6 mile to north junction with U.S. Highway 16, ~~35~~ thirty-five miles per hour;

~~(26)~~(25) U.S. Highway 16 eastbound lanes beginning at Cathedral Drive, then southerly 0.3 mile, ~~35~~ thirty-five miles per hour; then southerly for 1.35 miles, ~~50~~ fifty miles per hour; then southerly for 4.47 miles, ~~60~~ sixty miles per hour;

~~(27)~~(26) U.S. Highway 16 westbound lanes beginning at Cathedral Drive, then southerly for 1.65 miles, ~~50~~ fifty miles per hour; then southerly for 4.47 miles, ~~60~~ sixty miles per hour;

~~(28)~~(27) State Highway 445 (Deadwood Avenue) beginning at the terminals of the ~~west bound~~ westbound ramps of Interstate Highway 90 at Exit 55, then southeast for 2.3 miles to the junction with West Chicago Street, ~~45~~ forty-five miles per hour; and

~~(29)~~(28) The crossroad over Interstate Highway 90 at interstate mileage reference marker 59.19 (LaCrosse Street) beginning 0.1 mile south of the intersection with the eastbound ramps, then north to 0.1 mile north of the intersection with the westbound ramps, ~~25~~ twenty-five miles per hour.

Source: SL 1975, ch 16, § 1; 1 SDR 29, effective October 6, 1974; 1 SDR 48, effective January 1, 1975; 2 SDR 29, effective October 16, 1975; 3 SDR 75, effective May 1, 1977; 4 SDR 60, effective March 26, 1978; 6 SDR 5, effective July 30, 1979; 6 SDR 85, effective February 24, 1980; 6 SDR 109, effective May 29, 1980; 7 SDR 89, effective March 30, 1981; 9 SDR 35, effective September 19, 1982; 9 SDR 76, effective December 23, 1982; 9 SDR 111, effective February 27, 1983; 9 SDR 132, effective April 24, 1983; 10 SDR 7, effective July 31, 1983; 11 SDR 62, effective November 4, 1984; 11 SDR 112, effective February 25, 1985; 11 SDR 156, effective May 26, 1985; 12 SDR 138, effective February 23, 1986; 12 SDR 174, effective May 5, 1986; 13 SDR 52, effective November 6, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 111, effective February 28, 1988; 16 SDR 88, effective November 12, 1989; 16 SDR 102, effective December 20, 1989; 16 SDR 152, effective March 28, 1990; 17 SDR 34, effective September 9, 1990; 17 SDR 62, effective November 5, 1990; 17 SDR 82, effective December 20, 1990; 17 SDR 127, effective March 3, 1991; 17 SDR 151, effective April 8, 1991; 18 SDR 78, effective November 4, 1991; 22 SDR 165, effective June 2, 1996; 22 SDR 183, effective June 30, 1996; 24 SDR 132, effective April 5, 1998; 25 SDR 108, effective March 1, 1999; 27 SDR 15, effective August 30, 2000; 30 SDR 89, effective December 7, 2003; 32 SDR 183, effective May 10, 2006; 33 SDR 125, effective January 29, 2007; 34 SDR 279, effective May 8, 2008; 40 SDR 58, effective October 9, 2013; 44 SDR 17, effective August 8, 2017; 44 SDR 95, effective December 5, 2017; 44 SDR 184, effective June 25, 2018; 46 SDR 26, effective September 2, 2019; 49 SDR 47, effective November 21, 2022.

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

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

70:01:02:06. Brookings County. The following are the maximum speeds on certain highways in Brookings County:

(1) U.S. Highway 14 beginning 0.3 mile west of Brookings County Road 5 at Volga, then east for 0.20 mile, ~~45~~ forty-five miles per hour; then east for 0.76 mile, ~~35~~ thirty-five miles per hour; then east for 0.75 mile, ~~50~~ fifty miles per hour;

~~(2) Repealed;~~

~~— (3) Repealed;~~

~~— (4) U.S. Highway 14 beginning 0.21 mile west of Brookings County Road 9, then east and south southeasterly for 1.41 miles, ~~55~~ fifty-five miles per hour; then southeasterly for 0.25 mile, ~~40~~ forty miles per hour; then east for 1.68 miles, ~~30~~ thirty miles per hour; then east for 1.40 miles, ~~35~~ thirty-five miles per hour; then east for 0.20 mile, ~~50~~ fifty miles per hour;~~

~~(5)(3) State Trunk Highway 324 over Interstate Highway 29 at Exit 127 beginning at a point 0.2 mile west of the centerline of Interstate Highway 29, then east 0.5 mile, ~~40~~ forty miles per hour;~~

~~(6)(4) U.S. Highway 14 Bypass beginning at the its west junction of Brookings County Road 9, then east 0.18 mile to with U.S. Highway 14 Bypass, then east ~~3.83~~ 1.55 miles, ~~55~~ fifty-five miles per hour, then east for 2.28 miles, ~~45~~ forty-five miles per hour; and~~

~~(7)(5) State Trunk Highway 30 beginning 0.15 mile west of its junction with Brookings County Road 25, then east for 0.30 mile, ~~45~~ forty-five miles per hour.~~

Source: SL 1975, ch 16, § 1; 6 SDR 109, effective May 29, 1980; 7 SDR 25, effective September 22, 1980; 10 SDR 52, effective November 30, 1983; 13 SDR 179, effective June 1, 1987; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 17 SDR 127, effective March 3, 1991; 22

SDR 165, effective June 2, 1996; 25 SDR 118, effective April 1, 1999; 25 SDR 167, effective July 4, 1999; 26 SDR 124, effective April 2, 2000; 27 SDR 32, effective October 10, 2000; 29 SDR 147, effective May 8, 2003; 30 SDR 89, effective December 7, 2003; 34 SDR 180, effective December 24, 2007; 44 SDR 65, effective October 16, 2017.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

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

(1) U.S. Highway 85 beginning ~~1~~ one mile north of the junction with U.S. Highway 212 in Belle Fourche, then south for 0.75 mile, ~~45~~ forty-five miles per hour; then south on U.S. Highway 85 to the south end of the Belle Fourche River bridge, ~~35~~ thirty-five miles per hour; then south to Lawrence Street, ~~25~~ twenty-five miles per hour; then south to the junction with State Trunk Highway 34, ~~35~~ thirty-five miles per hour; then south to a point 0.6 mile south of the junction with State Trunk Highway 34, ~~45~~ forty-five miles per hour;

(2) U.S. Highway 212 beginning ~~0.19~~ 0.5 mile east of Birch Street in ~~Newell~~ Nisland, then westerly for ~~0.5~~ 0.8 mile, 50 miles per hour;

(3) State Trunk Highway 34 beginning 0.4 mile west of ~~the~~ its junction ~~of~~ with U.S. Highway 85 ~~and State Trunk Highway 34~~, then east ~~to a point 0.4 mile east of the junction~~ for 0.2 mile, ~~50~~ fifty miles per hour; then east for 0.4 mile, forty miles per hour, then east for 0.2 mile, fifty miles per hour;

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

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

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

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

~~—(8)(7) U.S. Highway 212 beginning 0.4 mile west of the north~~ its junction with U.S. Highway 85 in Belle Fourche, then east for 0.2 mile, ~~at 45~~ forty-five miles per hour; then east for 0.2 mile, ~~35~~ thirty-five miles per hour;

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

Source: SL 1975, ch 16, § 1; 7 SDR 25, effective September 22, 1980; 10 SDR 52, effective November 30, 1983; 11 SDR 129, effective April 1, 1985; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 176, effective July 3, 1988; 17 SDR 34, effective September 9, 1990; 21 SDR 13, effective July 31, 1994; 40 SDR 58, effective October 9, 2013; 44 SDR 95, effective December 5, 2017.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:21. Custer County. The following are the maximum speeds on certain highways in Custer County:

(1) State Trunk Highway 36 beginning at the junction of U.S. Highway 16A near the east gate of Custer State Park, then northeasterly for 0.7 mile, ~~35~~ thirty-five miles per hour; then northeasterly for 8.51 miles to the State Trunk Highway 79 junction, ~~50~~ fifty miles per hour;

(2) U.S. Highway 16 beginning 1.08 miles west of the junction with U.S. Highway 385 in the city of Custer, then east for 0.3 mile, ~~45~~ forty-five miles per hour; then east for 0.78 mile to the junction with U.S. Highway 385, ~~35~~ thirty-five miles per hour;

(3) U.S. Highway 16A beginning at the junction with U.S. Highway 16 ~~385~~ in Custer, then easterly for 0.37 mile, ~~25~~ twenty-five miles per hour; then easterly for 0.25 mile, ~~35~~ thirty-five miles per hour; then easterly for ~~0.49 mile~~ 1.03 miles, ~~45~~ forty-five miles per hour; then easterly ~~for 2.8 miles~~ to the west border of Custer State Park, ~~55~~ fifty-five miles per hour;

(4) U.S. Highway 16A commencing at the Pennington-Custer county line, then southeasterly along a circuitous route in Custer County to a point 2.9 miles northwest of the north boundary of Custer State Park, ~~25~~ twenty-five miles per hour; then southeasterly for 2.9 miles to the north boundary of Custer State Park, ~~35~~ thirty-five miles per hour;

(5) U.S. Highway 16A ~~and State Trunk Highway 87~~ within the boundary of Custer State Park, ~~35~~ thirty-five miles per hour;

(6) State Trunk Highway 89 beginning at the junction with State Highway 87 near Sylvan Lake, then south 3.8 miles, ~~35~~ thirty-five miles per hour, then south to the junction with U.S. Highway 16A near Custer, ~~45~~ forty-five miles per hour;

(7) U.S. Highway 385 within the boundaries of Wind Cave National Park, ~~45~~ forty-five miles per hour;

(8) State Trunk Highway 40 beginning at the north junction of State Trunk Highway 79 at the west edge of Hermosa, then east for 0.7 mile, ~~35~~ thirty-five miles per hour; then east for 0.2 mile, ~~50~~ fifty miles per hour;

(9) State Trunk Highway 87 beginning at the north boundary line of Custer County ~~to the west~~, then south for 13.9 miles, 25 twenty-five miles per hour; then south for 2.3 miles to the east junction with U.S. Highway 16A, 35 thirty-five miles per hour; then from the west junction with U.S. Highway 16A south to the boundary of Custer State Park, ~~45~~ thirty-five miles per hour;

(10) U.S. Highway 385 ~~and State Trunk Highway 89~~ beginning at the junction with U.S. Highway 16 in Custer, then south for 0.2 mile, ~~35~~ thirty-five miles per hour, then south for 0.23 mile, ~~45~~ forty-five miles per hour;

(11) U.S. Highway 385 beginning 0.3 mile north of the junction with State Trunk Highway 89 by Pringle, then south and east 6.37 miles, ~~45~~ forty-five miles per hour;

(12) U.S. Highway 16 ~~and U.S. Highway 385~~ beginning at the junction ~~of~~ with U.S. Highway ~~16 and~~ 385 in the ~~west part of the~~ city of Custer, then easterly to the intersection of Fifth Street, ~~25~~ twenty-five miles per hour; then northerly- for 0.5 mile, ~~25~~ twenty-five miles per hour; then northerly for 0.5 mile, ~~35~~ thirty-five miles per hour; then north for 0.2 mile, ~~45~~ forty-five miles per hour; then northerly for 5.91 miles to the Pennington County line, ~~60~~ sixty miles per hour;

(13) State Trunk Highway 40 beginning at the Pennington-Custer county line, then southeast for 6.48 miles, ~~55~~ fifty-five miles per hour;

(14) U.S. Highway 16 beginning ~~11.0~~ eleven miles east of the South Dakota-Wyoming border, then easterly for 0.5 mile, ~~45~~ forty-five miles per hour, then easterly for 1.5 miles, ~~35~~ thirty-five miles per hour, then easterly for 2.1 miles, ~~45~~ forty-five miles per hour;

(15) State Trunk Highway 79 beginning at the Fall River County line, then north to a point 0.50 mile south of the junction with State Trunk Highway 36, ~~70~~ seventy miles per hour for ~~those~~ the segments of highway ~~which that~~ are ~~four-lane~~ four-lane divided sections; then north for 1.25 miles, ~~65~~ sixty-five miles per hour; then north for 0.90 mile through Hermosa, ~~55~~ fifty-five miles per hour; then north to the Pennington County line, ~~70~~ seventy miles per hour; and

(16) State Trunk Highway 87 within the boundaries of the Wind Cave National Park, ~~35~~ thirty-five miles per hour.

Source: SL 1975, ch 16, § 1; 7 SDR 100, effective April 27, 1981; 11 SDR 22, effective August 12, 1984; 13 SDR 52, effective November 6, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 16 SDR 152, effective March 28, 1990; 21 SDR 171, effective April 2, 1995; 22 SDR 165, effective June 2, 1996; 23 SDR 132, effective February 27, 1997; 27 SDR 15, effective August 30, 2000; 32 SDR 109, effective December 26, 2005; 36 SDR 163, effective May 3, 2010; 40 SDR 58, effective October 9, 2013; 43 SDR 87, effective December 13, 2016; 44 SDR 17, effective August 8, 2017; 46 SDR 26, effective September 2, 2019; 47 SDR 27, effective September 14, 2020.

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

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

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

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

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

(3) State Trunk Highway 34 beginning at its junction with Interstate Highway 90 on the west edge of Sturgis, then easterly to its intersection with Blanche Street, thirty-five miles per hour; then easterly for 2.3 miles, forty-five miles per hour. Each year from the Thursday preceding the first Friday in August through the second Sunday after the first Friday in August from Blanche Street easterly for 3.8 miles, thirty-five miles per hour;

(4) U.S. Highway 212 beginning ~~0.2~~ 0.4 mile west of ~~the its junction of U.S. Highway 212 and with~~ State Trunk Highway 73 at the west edge of Faith, then east for ~~0.20~~ 0.18 mile, forty-five miles per hour; then east for ~~0.20~~ 0.31 mile, thirty-five miles per hour; then east for ~~0.31~~ 0.42 mile, twenty-five miles per hour; then east for 0.12 mile, thirty-five miles per hour; then east for ~~0.15~~ 0.35 mile, forty-five miles per hour;

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

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

(7) Interstate Highway 90, eastbound lane off-ramp into the Tilford Port of Entry, beginning six hundred feet north of the scale and ending six hundred feet south of the scale, ~~twenty~~ fifteen miles per hour;

(8) U.S. Highway 14A beginning at the junction with Interstate Highway 90 in Sturgis, then west for 0.4 mile, thirty-five miles per hour; then west for 3.64 miles, forty-five miles per hour;

(9) The crossroad over Interstate Highway 90 at Exit 37, commonly known as Meade County Road 8, beginning 0.1 mile southwesterly of the centerline of Interstate Highway 90, then northeasterly 0.25 mile, twenty-five miles per hour;

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

(11) State Highway Maintenance Route 231 beginning at the north Pennington County line, then north 1.05 mile to Peaceful Pines Road, fifty-five miles per hour, then east 0.6 mile to Norman Avenue, forty-five miles per hour;

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

(13) Each year from the Thursday preceding the first Friday in August through the second Sunday after the first Friday in August State Trunk Highway 79 beginning at the junction of State Trunk Highway 34 east of Sturgis, then north for 1.90 miles, forty-five miles per hour, then

beginning 0.05 mile south of the intersection with Bighorn Road, then north for 0.8 mile, forty-five miles per hour;

(14) Interstate Highway 90 service road, commonly known as Sturgis Road, on the west side of Interstate Highway 90 beginning at Peaceful Pines Road, then north 0.62 mile, fifty-five miles per hour; then north 5.2 miles to the crossroad over Interstate Highway 90 at Exit 46, forty-five miles per hour; then northwest to the junction with the Exit 44 crossroad, thirty-five miles per hour; and

(15) Interstate Highway 90 frontage road, commonly known as Captain Soelzer Street, on the west side of Sturgis Road beginning at Peaceful Pines Road, then north 0.40 mile, thirty-five miles per hour; then north 0.56 mile, forty-five miles per hour.

Source: SL 1975, ch 16, § 1; 7 SDR 25, effective September 22, 1980; 9 SDR 35, effective September 19, 1982; 9 SDR 76, effective December 23, 1982; 9 SDR 132, effective April 24, 1983; 10 SDR 93, effective March 5, 1984; 11 SDR 62, effective November 4, 1984; 11 SDR 112, effective February 25, 1985; 12 SDR 44, effective September 23, 1985; subdivision (10) transferred from subdivision 70:01:02:09(3), 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 142, effective March 26, 1989; 16 SDR 169, effective April 25, 1990; 17 SDR 127, effective March 3, 1991; 18 SDR 107, effective December 29, 1991; 22 SDR 165, effective June 2, 1996; 28 SDR 181, effective July 4, 2002; 31 SDR 26, effective September 6, 2004; 35 SDR 61, effective September 22, 2008; 36 SDR 44, effective September 30, 2009; 40 SDR 58, effective October 9, 2013; 41 SDR 217, effective June 29, 2015; 42 SDR 174, effective June 23, 2016; 44 SDR 17, effective August 8, 2017; 44 SDR 184, effective June 25, 2018; 46 SDR 146, effective June 30, 2020; 50 SDR 42, effective October 11, 2023.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

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

- (1) ~~Repealed;~~
- ~~(2) Repealed;~~
- ~~(3) U.S. Highway 12 beginning 0.3 mile west of the junction of U.S. Highway 12 and State Trunk Highway 73 at Lemmon, then easterly for 0.6 mile, 45 forty-five miles per hour; then easterly for 0.9 mile, 35 thirty-five miles per hour; then easterly for 0.2 mile, 50 fifty miles per hour;~~
- ~~(4) Beginning at the intersection of State Trunk Highway 20 and the road leading to the town of Bison, then south for 0.2 mile, 45 miles per hour; then south to the Main Street of Bison, 30 miles per hour;~~
- ~~(5)(2) State Trunk Highway 73 beginning 0.2 mile south of the junction of State Trunk Highway 73 and U.S. Highway 12, then north for 0.2 mile to that junction, 40 forty miles per hour;~~
- ~~(6)(3) State Trunk Highway 73 beginning 2,207 two thousand two hundred seven feet south of the southwest corner of section 17, township 21 north, range 16 east of the Black Hills meridian, then northerly 4,224 four thousand two hundred twenty-four feet, 50 fifty miles per hour;~~
- ~~(7) Repealed;~~
- ~~(8)(4) State Trunk Highway 20 beginning 0.3 mile east of mileage reference marker 82.00 eighty-two, then east for 0.4 mile, 45 forty-five miles per hour;~~
- ~~(9)(5) State Trunk Highway 20 beginning at milepost mileage reference marker 94.48 (west of the west village limits of Meadow), then east for 0.40 mile, 45 forty-five miles per hour; and~~
- ~~(6) State Trunk Highway 20 beginning 0.32 mile west of its intersection with Prairie City Road, then east for 0.43 mile, fifty miles per hour.~~

Source: SL 1975, ch 16, § 1; 5 SDR 97, effective May 20, 1979; 7 SDR 25, effective September 22, 1980; 10 SDR 30, effective October 4, 1983; 10 SDR 93, effective March 5, 1984; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 22 SDR 165, effective June 2, 1996; 31 SDR 26, effective September 6, 2004; 44 SDR 95, effective December 5, 2017; 44 SDR 184, effective June 25, 2018.

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 **April 22, 2024**

- Date of public hearing **May 23, 2024**

- Date proposed rules and supporting documents submitted to the LRC and the Bureau of Finance and Management **May 2, 2024**
 - 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 **5/1/2023** Newspaper **Brookings Register**
 - Date **5/1/2023** Newspaper **Black Hills Pioneer**
 - Date **5/2/2023** Newspaper **Rapid City Journal**
 - Date **5/1/2023** Newspaper **Pierre Capital Journal**

- Summary of how, when, and number of interested persons, if any, were contacted.

On May 2, 2024, 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 May 2, 2024, copies of the hearing notice and proposed rules were mailed to the mayors and finance officers of Brookings, Belle Fourche, Newell, Custer, Faith, Rapid City, Keystone, Nisland, and Bison and the sheriffs of the counties of Pennington, Brookings, Butte, Custer, Meade and Perkins.

- 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

Rapid City Office

2300 Eglin St.

Rapid City, South Dakota 57702

PHONE: 605/394-2244

FAX: 605/394-1904

DATE: February 23, 2024

TO: Jon Suomala
Operations Traffic Engineer

FROM: Steve Kamarainen
Rapid City Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
SD 87, US 16, and SD 40

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on SD87, US 16, and SD 40 in Pennington County.

PROPOSED AMENDMENT:

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

(8) State Trunk Highway 87 beginning at the junction with U.S. Highway 385 to the south boundary line of Pennington County, ~~45~~ 35 miles per hour;

~~(17) Truck speed for eastbound trucks with dual tires on the driver axle on U.S. Highway 16 beginning at a point 2 miles west of the junction with Cathedral Drive in Rapid City, then east 2 miles to the junction of Cathedral Drive, 35 miles per hour;~~

(19) State Trunk Highway 40 beginning at the junction with U.S. Highway 16A in Keystone to the east 1.38 miles, 25 miles per hour, then easterly for 7.76 miles ~~8.9 miles northwest of the south junction with State Trunk Highway 79 at Hermosa, then southeast for 2.42 miles to the south boundary of Pennington County-Custer county line,~~ 55 miles per hour;

COST

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

(8) This work will be done by SDDOT maintenance crews.

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

- To remove the existing SPEED LIMIT 45 signs

Install new sign: 2 @ \$125.00 per sign = \$ 250.00

- To install two SPEED LIMIT 35 signs

TOTAL: \$ 310.00

(19) There is no cost associated with this item since the truck speed limit signs are no longer in place.

(19) There is no cost associated with this item as the signs are already in place.

EXPLANATION OF THE PROPOSAL:

The change in the rule (8) is needed after a periodic review of ball banking was performed. Ball banking is the process of driving curves at speeds to determine the level of lateral accelerations. The Manual on Uniform Traffic Control Devices (MUTCD) sets requirements for safe levels of forces for a driver based on ball bank readings. The currently posted speed is 45mph and after review of this winding section of roadway (highlighted in green), there are very few short sections where this posted speed is acceptable.

The change in the rule (17) is needed after a periodic review of rules was done. The truck speed limit is no longer necessary and is not currently signed.

The change in the rule (19) is needed after a periodic review of rules was done. The 25mph section through Keystone is consistent with what is expected by drivers through the town of Keystone given the curbside sidewalk, on-street parking, crosswalks, and frequency of approaches and intersecting roads with vehicles turning to and from the highway, and has proven to be appropriate from a traffic engineering perspective.

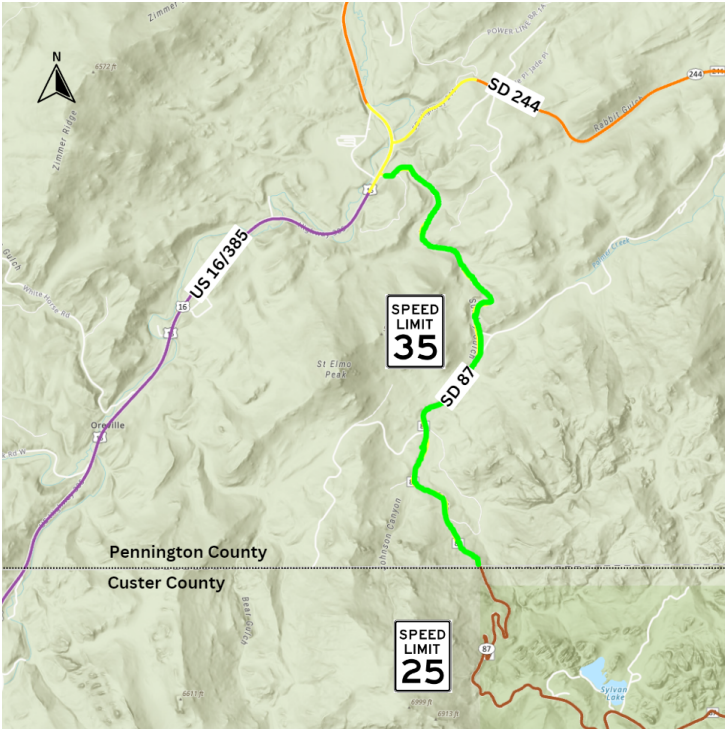
Captain Collins with the South Dakota Highway Patrol is in support of these changes to the administrative rule.

SPEED STUDY:

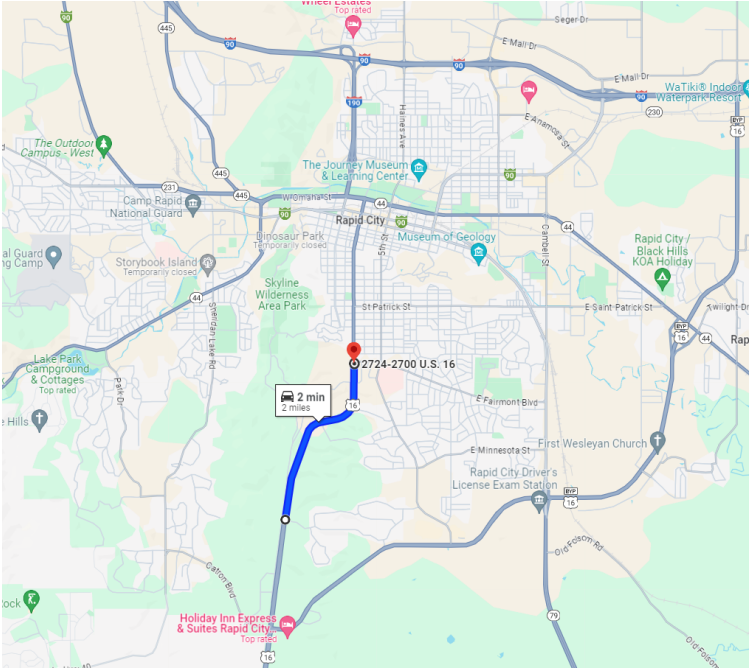
A speed study was completed for the change in rule (19) and confirmed that 25mph is an appropriate speed limit.

- Total recorded volume of 237 vehicles.
- Current posted speed is 25mph.
- 85th percentile speed is 34mph.
- Average speed is 27mph.
- More than 50% of vehicles were traveling between 25-30mph or lower.

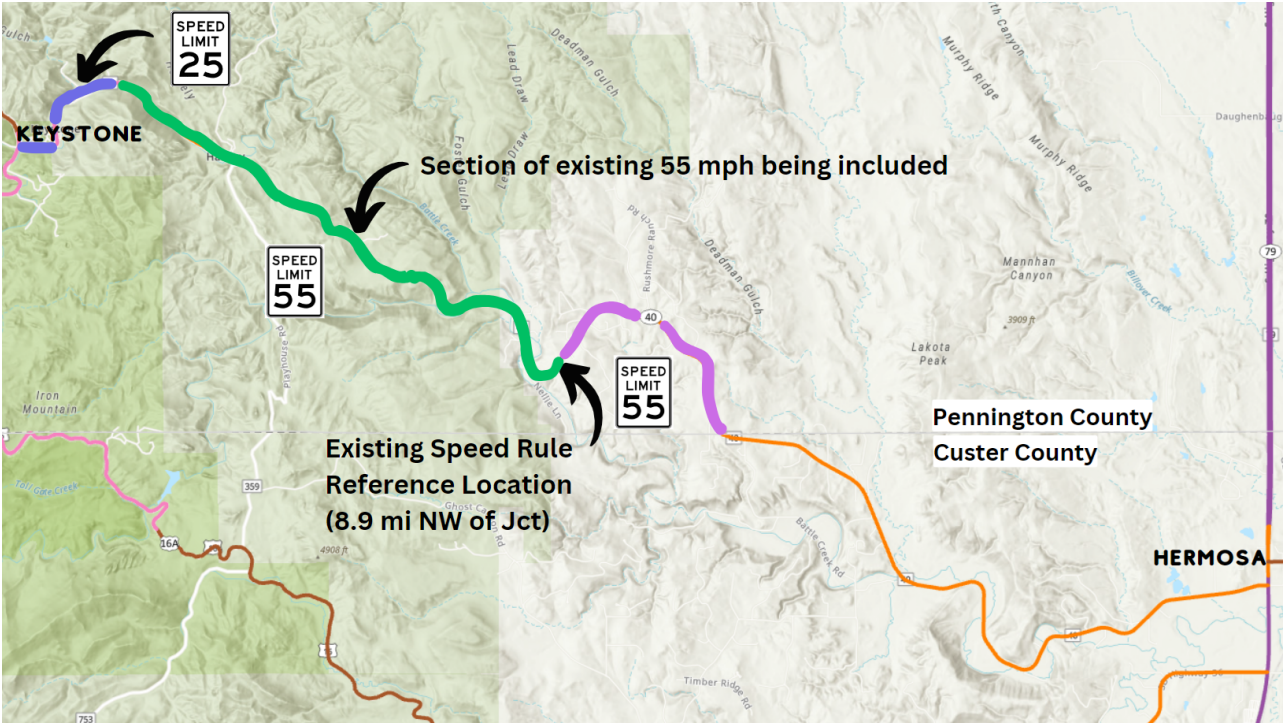
SITE MAP (8): Proposed reduction to 35mph in green.



SITE MAP (17): Removal of Truck Speed Limit of 35mph in blue.



SITE MAP (19): Keystone 25mph speed zone in green.





Department of Transportation

Aberdeen Region Office

West Highway 12 – PO Box 1767

Aberdeen, South Dakota 57402-1767

PHONE: 605/626-2244

FAX: 605/626-7875

DATE: January 12, 2024

TO: Jon Suomala
Operations Traffic Engineer

FROM: Dan Martell
Aberdeen Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
US Hwy 14B

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on US Hwy 14B on the north side of Brookings.

PROPOSED AMENDMENT:

70:01:02:06 Brookings County. The following are the maximum speeds on certain highways in Brookings County:

(6) U.S. Highway 14B, beginning at the junction of ~~Brookings County Road 9, then east 0.18 mile to~~ U.S. Highway 14 Bypass, then east ~~3.83~~ 1.55 miles, 55 miles per hour; then east 2.28 miles, 45 miles per hour;

COST

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

Remove sign: 8 @ \$30.00 per sign = \$ 240.00

- To remove seven existing SPEED LIMIT 55 signs and one Reduced Speed Limit Ahead (55) sign

Install new sign: 10 @ \$125.00 per sign = \$ 1,250.00

- To install nine SPEED LIMIT 45 signs one and Reduced Speed Limit Ahead (45) sign

TOTAL: \$ 1,490.00

EXPLANATION OF THE PROPOSAL:

The proposed speed limit would create a 45-mph speed limit from west of Medary Ave to 34th Ave on US 14B in Brookings.

USLIMITS2, a tool developed by the Federal Highway Administration for setting reasonable, safe, and consistent speed limits was used for this analysis. USLIMITS2 considers all major factors used to make engineering judgment in determining an appropriate speed limit. This includes operating speed (50th and 85th percentile), annual average daily traffic, roadway characteristics and geometric conditions, level of development in the area around the road, crash and injury rates, presence of on-street parking, and extent of ped/bike activity, as well as several others depending on the road type. The main factor for a recommended speed lower than the 85th percentile was the large amount of traffic entering the highway from SDSU, the number of access points east of I-29, and the trucks and farm equipment.

The speed change was requested by the city of Brookings. The Aberdeen Region Traffic office concurs with this change.

Captain Robert Whisler, District 2 of the South Dakota Highway Patrol and Chief of Police Michael Drake, Brookings Police Department, have been contacted and concur with the recommended speed reduction.

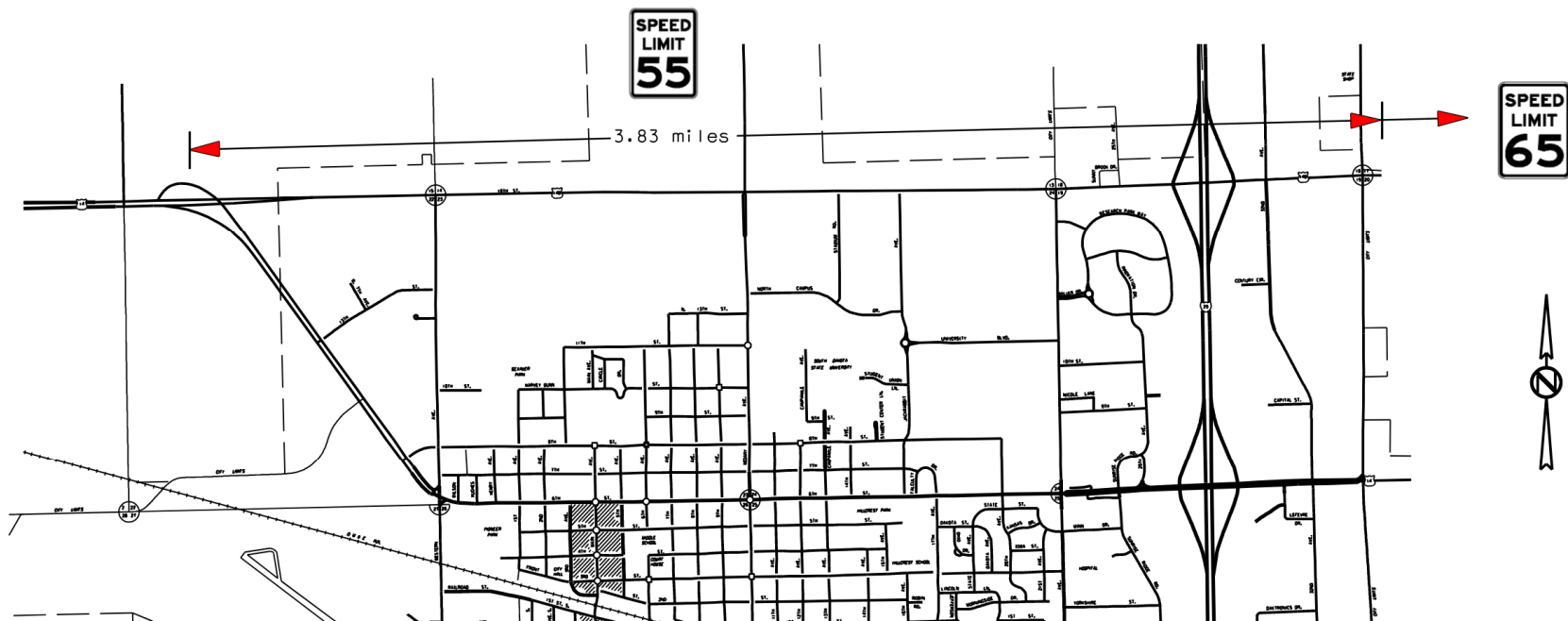
SPEED STUDY:

A speed study was conducted on March 21st, 2023, at 850' west of the I-29 SB off Ramp.

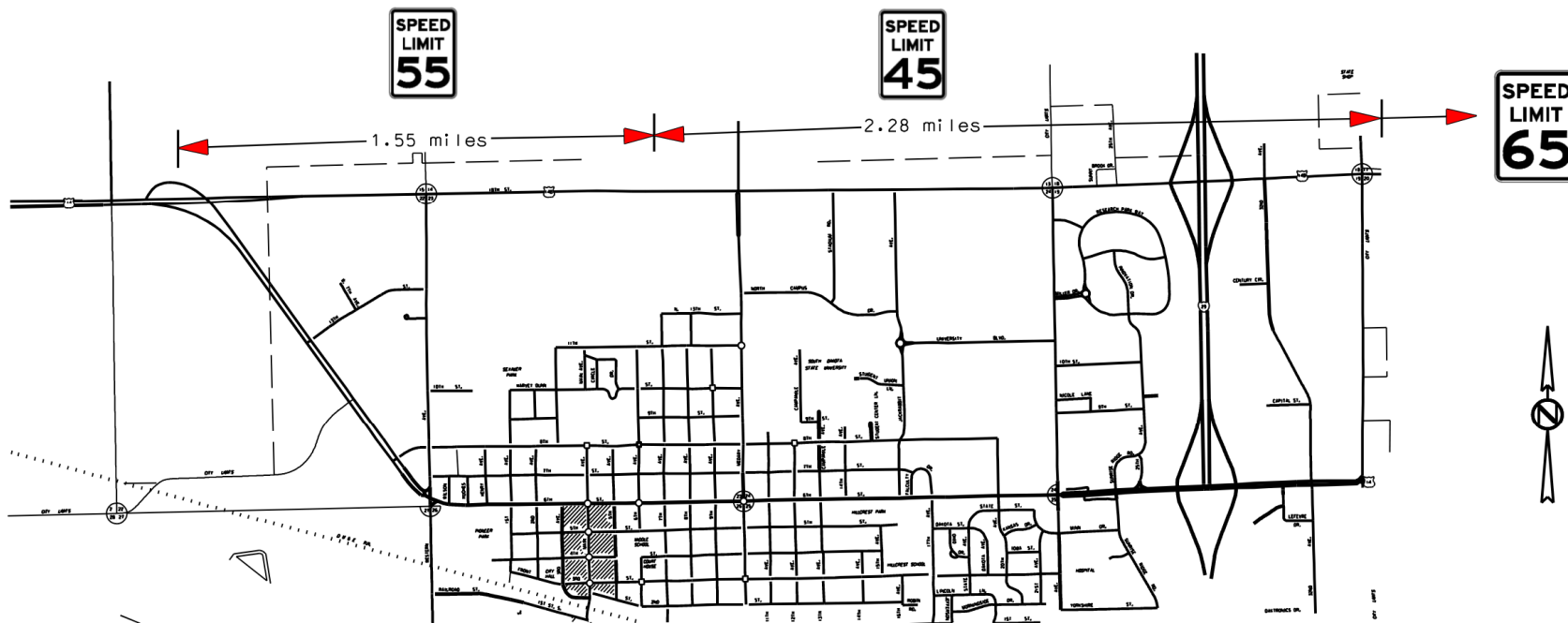
Speed Study Results:

NUMBER OF VEHICLES CHECKED	201
AVERAGE SPEED MPH	44
PER CENT EXCEEDING SPEED LIMIT	0.0
PER CENT EXCEEDING LIMIT BY MORE THAN 5 MPH	0.0
PER CENT EXCEEDING LIMIT BY MORE THAN 10 MPH	0.0
85th PERCENTILE SPEED MPH	47.0
TEN MILE PACE MPH	40.0 TO 49.0
PER CENT WITHIN THE PACE	76.0
MEDIAN SPEED MPH	43.0
FASTEST SPEED RECORDED MPH	52.0
SLOWEST SPEED RECORDED MPH	32.0

Existing Speed Limit US 14B Brookings



Proposed Speed Limit US 14B Brookings



USLIMITS2 Speed Zoning Report

Project Overview

Project Name: US14B 2023

Analyst: DLM

Basic Project Information

Route Name: US Hwy 14B
From: Medary Ave
To: 34th Ave
State: South Dakota
County: Brookings County
City: Brookings city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information

Section Length: 2 mile(s)
Statutory Speed Limit: 55 mph
Existing Speed Limit: 55 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 30
Number of Signals: 2

Recommended Speed Limit:

Date: 2023-03-27



Crash Data Information

Crash Data Years: 3.00
Total Number of Crashes: 13
Total Number of Injury Crashes: 4
Section Crash Rate: 64 per 100 MVM
Section Injury Crash Rate: 20 per 100 MVM
Crash Rate Average for Similar Roads: 263
Injury Rate Average for Similar Roads: 76

Traffic Information

85th Percentile Speed:
47 mph 50th Percentile Speed: 44 mph
AADT: 9226 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High



Department of Transportation

Rapid City Office

2300 Eglin St.

Rapid City, South Dakota 57702

PHONE: 605/394-2244

FAX: 605/394-1904

DATE: March 25, 2024

TO: Jon Suomala
Operations Traffic Engineer

FROM: Steve Kamarainen
Rapid City Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
SD 34

Attached for the Transportation Commission's consideration is a speed limit administrative rule change in Butte County.

PROPOSED AMENDMENT:

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

(2) U.S. Highway 212 beginning ~~0.19~~ 0.5 mile east of Birch Street in ~~Newell~~ Nisland, then westerly for ~~0.5~~ 0.8 mile, 50 miles per hour;

(3) State Trunk Highway 34 beginning 0.4 mile west of the junction of U.S. Highway 85 and State Trunk Highway 34, ~~then east for 0.2 mile, 50 miles per hour; then east to a point 0.2 east of the junction, 40 miles per hour;~~ then east to a point 0.4 mile east of the junction, 50 miles per hour;

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

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

COST

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

(2) We are correcting the location and length of this speed rule as the section of highway referred to in this rule is actually in Nisland, not Newell, and is actually 0.8 mile long, not 0.5 mile. No physical changes are being made to signs so there will be no cost for this change.

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

- To install four SPEED LIMIT 40 signs

TOTAL: \$ 500.00

(6) The section of highway referred to in this rule should only be referred to as US Highway 212, thus we are changing the text. No physical changes are being made to signs so there will be no cost for this change.

(7) The section of roadway referred to in this rule has been given to the City of Belle Fourche, thus we are eliminating it. This rule existed prior to the current US 212 route north of Belle Fourche being constructed, when US 212 went from the current junction of US 85 and US 212 south on US 85, then east on State St, 10th Ave, Elkhorn St, and what is now referred to as Business 212 to where it intersects with the current north route. A new speed rule was added when the north route was built, but the rule for the south route was not eliminated when that was given to the City. No physical changes are being made to signs so there will be no cost for this change.

EXPLANATION OF THE PROPOSAL:

Rules 2, 6, and 7 are being updated based on a periodic review of the rules and no actual changes in the field are being made.

The change in the rule for section (3) is based on a change in conditions in the field and was initiated by the South Dakota DOT Rapid City Region. A new signal was added at the junction of SD 34 and US 85 and it was determined that a 40 mph speed zone is an appropriate speed for this location.

Lieutenant Bader with District Three of the South Dakota Highway Patrol is in support of these changes to the administrative rule.

SPEED STUDY:

A speed study was conducted on March 21, 2024 at the location of the proposed change in rule (3). The data shows that vehicles are slowing as they approach the signal within a distance of 0.2 miles. A reduction to 40 mph beyond the proposed location would not likely be followed and would not be beneficial for safety.

198 vehicles were studied

85th percentile speed is 49 mph

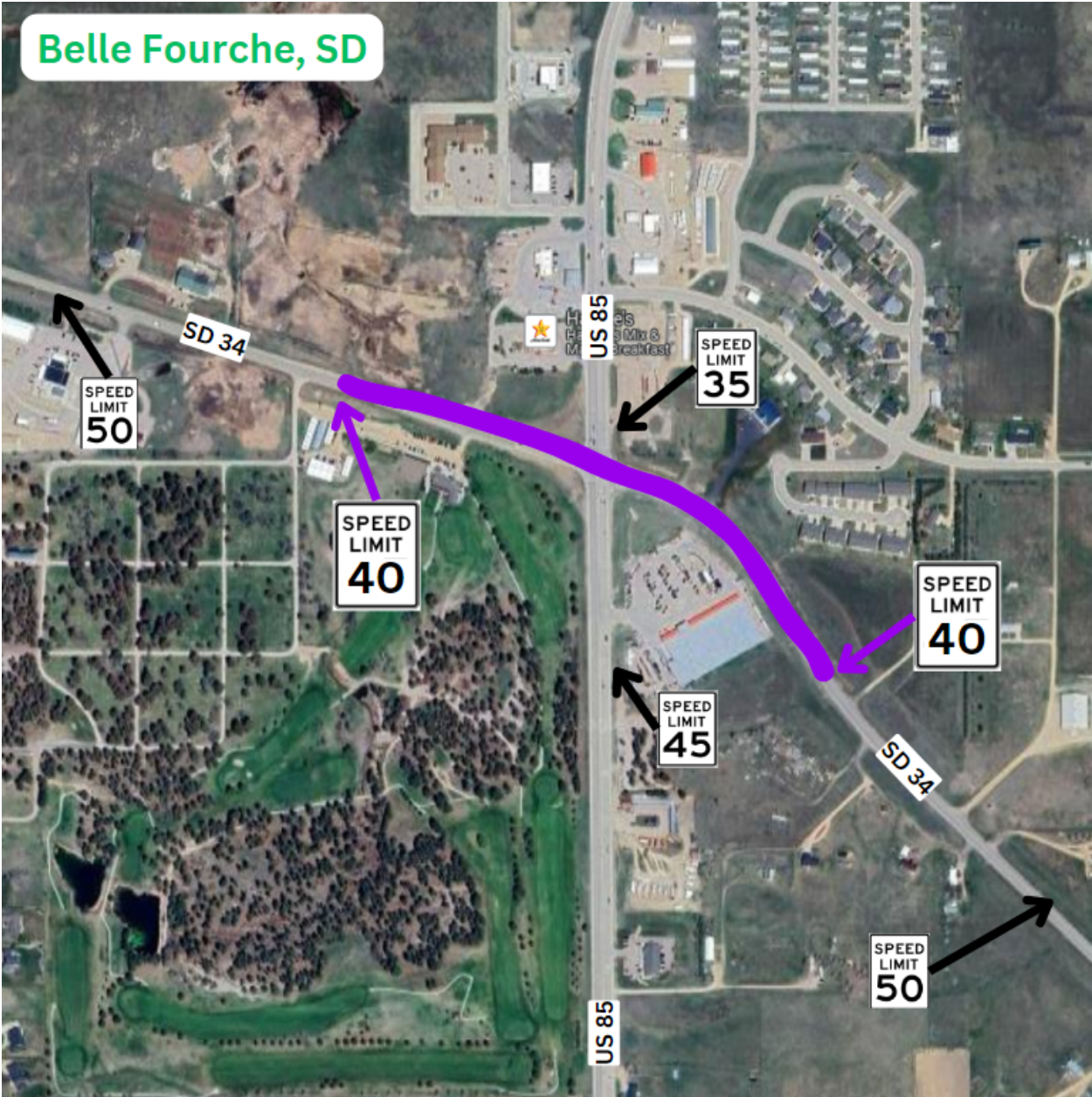
10 mph pace is 40-49(WB) and 44-53(EB) with 68% of vehicles within the pace

Average speed is 43 mph

MAPS:

Item (3):

Purple shows the new proposed 40mph zone within the existing 50mph zone.





Department of Transportation

Rapid City Office

2300 Eglin St.

Rapid City, South Dakota 57702

PHONE: 605/394-2244

FAX: 605/394-1904

DATE: February 26, 2024

TO: Jon Suomala
Operations Traffic Engineer

FROM: Steve Kamarainen
Rapid City Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
US 16A and SD 87

Attached for the Transportation Commission's consideration is a speed limit administrative rule change in Custer County.

PROPOSED AMENDMENT:

70:01:02:21. Custer County. The following are the maximum speeds on certain highways in Custer County:

(3) U.S. Highway 16A beginning at the junction with U.S. Highway 16-~~385~~ in Custer, then easterly for 0.37 mile, 25 miles per hour; then easterly for 0.25 mile, 35 miles per hour; then easterly for ~~0.49~~ 1.03 miles, 45 miles per hour; then easterly for ~~2.8~~ 2.12 miles to the ~~west~~ border of Custer State Park, 55 miles per hour;

(5) U.S. Highway 16A ~~and State Trunk Highway 87~~ within the boundary of Custer State Park, 35 miles per hour;

(9) State Trunk Highway 87 beginning at the north boundary line of Custer County ~~to the west boundary of Custer State Park, 45-~~ then south for 13.9 miles, 25 miles per hour; then south for 2.3 miles to the east junction with US 16A, 35 miles per hour; then from the west junction with US 16A, south to the south boundary of Custer State Park, 35 miles per hour.

COST

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

(3) There is no cost associated with this item since the signs are already in place.

(9) This work will be done by SDDOT maintenance crews.

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

- To remove the existing SPEED LIMIT 35 signs

Install new sign: 2 @ \$125.00 per sign = \$ 250.00

- To install two SPEED LIMIT 25 signs

TOTAL: \$ 310.00

EXPLANATION OF THE PROPOSAL:

The change in the rule for section (3) is needed after a periodic review of rules was done. The 45 mph posted speed in this section is consistent with similar two-lane highways on the periphery of towns with numerous access points and turning movements. The signs are currently at these limits.

The change in the rule for section (9) is needed after a periodic review of ball banking was performed. Ball banking is the process of driving curves at speeds to determine the level of lateral accelerations. The Manual on Uniform Traffic Control Devices (MUTCD) sets requirements for safe levels of forces for a driver based on ball bank readings. The currently posted speed north of Sylvan Lake is 35 mph and after review of this winding section of roadway, there are very few short sections where this posted speed is acceptable. The posted speed south of Sylvan Lake is currently 25 mph so this rule change also brings that section into compliance with administrative rules.

Lieutenant Bader with the South Dakota Highway Patrol is in support of these changes to the administrative rule.

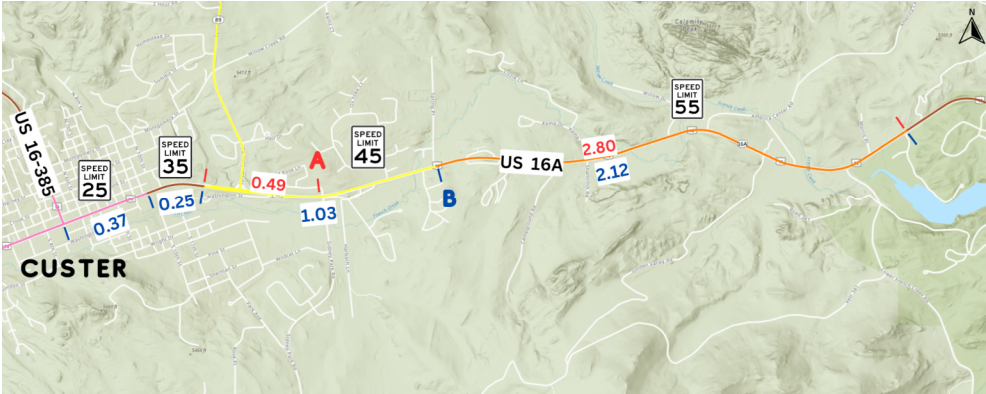
SPEED STUDY:

A speed study was completed for the change in rule (3) and confirmed that 45 mph is an appropriate speed limit.

- Total recorded volume of 244 vehicles.
- Current posted speed is 45 mph.
- 85th percentile speed is 49 mph.
- Average speed is 46 mph.
- More than 70% of vehicles were traveling between 42-51 mph.

SITE MAPS:

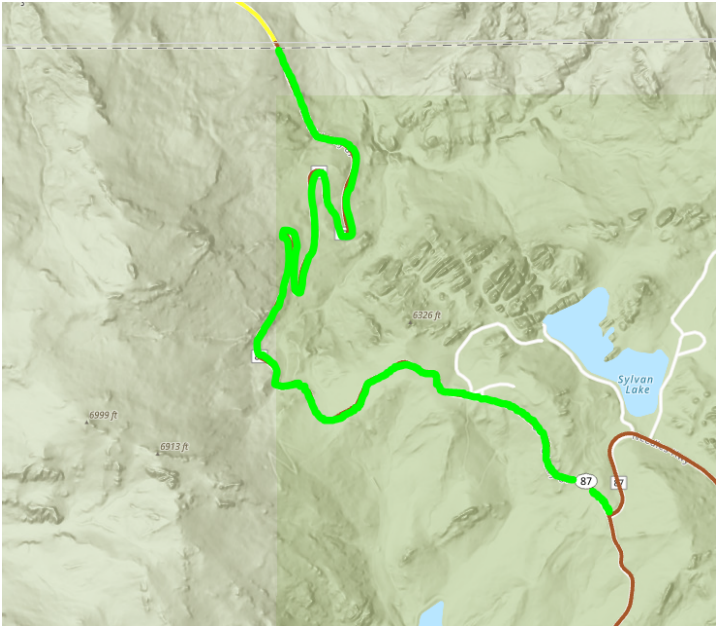
Item (3):



A - Existing Adminstrative Rule: This is the location that the current adminstrative rule calls for transition from 45 mph to 55 mph speed limit.

B – Proposed Adminstrative Rule: This is the location of current signing for the transition from 45 mph to 55 mph speed limit.

Item (9): Proposed reduction to 25 mph in green.



Item (9): Existing 25 mph posting in blue.





Department of Transportation

Rapid City Office

2300 Eglin St.

Rapid City, South Dakota 57702

PHONE: 605/394-2244

FAX: 605/394-1904

DATE: March 4, 2024

TO: Jon Suomala
Operations Traffic Engineer

FROM: Steve Kamarainen
Rapid City Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
US 212 and I-90 Port of Entry

Attached for the Transportation Commission's consideration is a speed limit administrative rule change in Meade County.

PROPOSED AMENDMENT:

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

(4) U.S. Highway 212 beginning ~~0.2~~ 0.4 mile west of the junction of U.S. Highway 212 and State Trunk Highway 73 at the west edge of Faith, then east for ~~0.20~~ 0.18 mile, forty-five miles per hour; then east for ~~0.20~~ 0.31 mile, thirty-five miles per hour; then east for ~~0.31~~ 0.42 mile, twenty-five miles per hour; then east for 0.12 mile, thirty-five miles per hour; then east for ~~0.15~~ 0.35 mile, forty-five miles per hour;

(7) Interstate Highway 90, eastbound lane off-ramp into the Tilford Port of Entry, beginning six hundred feet northwest of the scale and ending six hundred feet southeast of the scale, ~~twenty~~ fifteen miles per hour;

COST

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

(4) This work will be done by SDDOT maintenance crews.

Relocate sign: 4 @ \$80.00 per sign = \$ 320.00

- To relocate SPEED LIMIT signs

TOTAL: \$ 320.00

(7) There will be no cost for this change as the correct sign was installed during construction of the new port of entry.

EXPLANATION OF THE PROPOSAL:

The change in the rule for section (4) originated from a request by the City of Faith. The recent construction of the Dollar General at the east end of town and the traffic that it generates is a concern with the adjacent transition from a 65mph posted speed to 45mph. The proposed change is to move the transition to the east to achieve slower speeds at the location of Dollar General. There were also ongoing concerns with the speed zones near the sale barn on the west end of town. During a sale, trucks park temporarily along the shoulders of US 212 directly west of the entrance. Reducing the speed to 45mph and then 35mph further to the west will enhance safety during high traffic times at the sale barn. The 45mph posted speed at both ends of town is consistent with similar two-lane highways on the periphery of towns with popular access points and turning movements. The revision to the west limit of the 25mph zone in town is a reasonable request since the density of houses and side streets in the newly requested section is identical to that of the existing 25mph speed zone.

The change in the rule for section (7) was necessary for the proper operation of new thermal brake and tire check equipment.

Lieutenant Bader with the South Dakota Highway Patrol is in support of these changes to the administrative rule.

SPEED STUDY:

Multiple speed studies were completed for the change in rule (4) and provided valuable data to justify the proposed speed changes.

Speeds were measured in both the 35mph zone and 45mph zone to determine what type of compliance there is at those speeds. The results show that eastbound traffic is running slower in general. In both EB locations the posted speed is at the top end of the 10mph pace. The 85th percentile speed is 37 in the 35 zone and 42 in the 45 zone. Westbound traffic is a bit faster. In both WB locations the posted speed is at the top end of the 10mph pace. The 85th percentile speed is 45 in the 35 zone and 44 in the 45 zone.

While the proposed changes do not meet the City's original request, the City has subsequently reviewed and supports these proposed changes, based on the speed studies conducted.



Department of Transportation

Rapid City Office

2300 Eglin St.

Rapid City, South Dakota 57702

PHONE: 605/394-2244

FAX: 605/394-1904

DATE: March 4, 2024

TO: Jon Suomala
Operations Traffic Engineer

FROM: Steve Kamarainen
Rapid City Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
SD 20

Attached for the Transportation Commission's consideration is a speed limit administrative rule change in Perkins County.

PROPOSED AMENDMENT:

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

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

~~(10) State Trunk Highway 20 beginning 0.32 mile west of the intersection with Prairie City Rd, then east for 0.43 mile, 50 miles per hour;~~

COST

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

(4) There is no cost associated. The county manages the speeds on this stretch or roadway.

(10) There is no cost associated as the signs are already in place.

EXPLANATION OF THE PROPOSAL:

The removal of section (4) of this rule is needed after a periodic review of rules was done. The stretch of roadway described is responsibility of the county.

The addition of section (10) of this rule is needed after a periodic review of rules was done. This stretch of roadway is already signed for 50mph.

Lieutenant Bader with the South Dakota Highway Patrol is in support of these changes to the administrative rule.

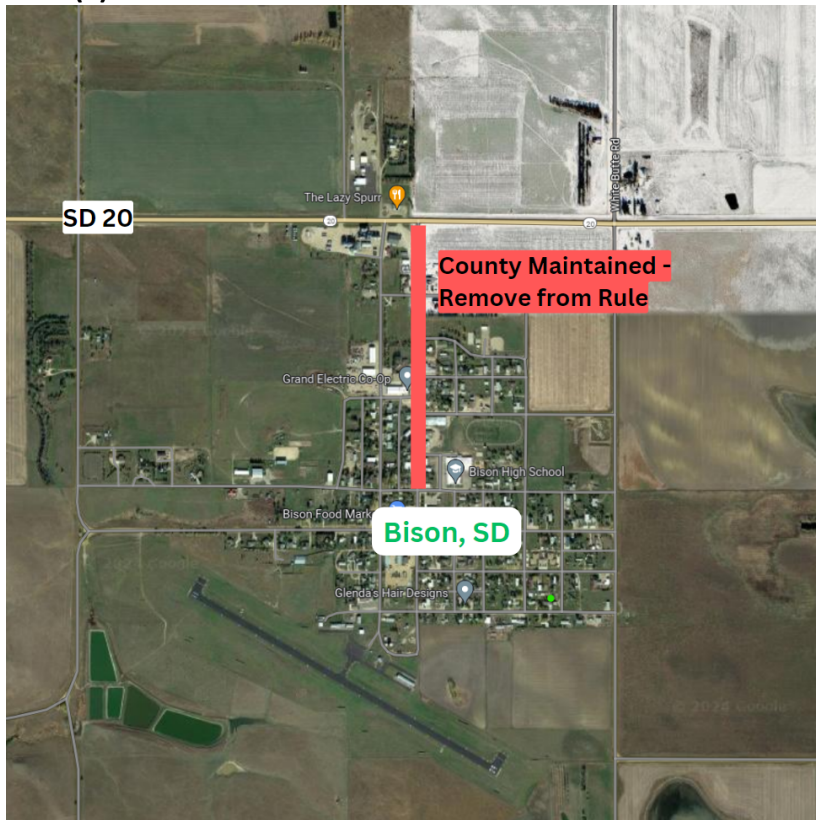
SPEED STUDY:

A speed study was completed for the change in rule (10) and confirmed that 50mph is an appropriate speed limit.

- Current posted speed is 50mph.
- 85th percentile speed is 58mph.
- Average speed is 52mph.
- Approximately 70% of vehicles were traveling between 46-55mph.

SITE MAPS:

Item (4):



Item (10): 50 mph rule for Prairie City.

