



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: September 17, 2024
RE: September 24, 2024 Commission Meeting

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

- 70:01:02:25 Douglas County speed zone rule
- 70:01:02:32 Hamlin County speed zone rule
- 70:01:02:63 Walworth County speed zone rule
- 70:04:02:23 Trailblazing signs
- 70:04:05:04 Criteria for aerial facilities
- 70:04:05:06 Criteria for underground pipeline facilities
- 70:04:05:11 Construction, relocation, and maintenance -- Traffic control
- 70:04:05:14 Application for utility permit
- Chapter 70:04:05 Appendix A
- 70:04:05.01:02 Applicable standards
- 70:04:07:07 Specific requirements for signs
- 70:04:07:10 Symbols on tourist-oriented directional signs
- 70:09:01:01 Definitions
- 70:09:01:07 Traffic impact study requirement

The proposed amendments address two primary objectives:

- (1) revising speed zone rules in three counties; and
- (2) updating references to manuals, guidance documents and other publications in the department's administrative rules.

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; and
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 September 24, 2024.

Thank you.

KLE
Enclosures

70:01:02:25. Douglas County. The following are the maximum speeds on certain highways in Douglas County:

(1) U.S. Highway 281 beginning 0.46 mile south of Main Street in Corsica, then north for 0.25 mile, ~~45~~ forty-five miles per hour; then north for ~~0.36~~ 0.53 mile, ~~35~~ thirty-five miles per hour; then north for ~~0.45~~ 0.28 mile, ~~45~~ forty-five miles per hour;

(2) U.S. Highway 281 beginning 0.15 mile south of Johnson Street in Armour, then north to Johnson Street, ~~45~~ forty-five miles per hour; then from Johnson Street north through Armour to Ninth Street, ~~30~~ thirty miles per hour; then north for 0.15 mile, ~~45~~ forty-five miles per hour.

Source: SL 1975, ch 16, § 1; 4 SDR 88, effective June 26, 1978; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 16 SDR 40, effective September 7, 1989; 33 SDR 189, effective May 15, 2007.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

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

(1) State Trunk Highway 28 beginning ~~0.33~~ 0.2 mile ~~east~~ west of State Trunk Highway 21, then east ~~0.29~~ 0.8 mile, ~~50~~ forty-five miles per hour; then east 1.54 miles, ~~55~~ fifty-five miles per hour;

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

(3) State Trunk Highway 28 beginning 0.35 mile west of the junction with South Broadway Street in Bryant, then east 0.2 mile, ~~45~~ forty-five miles per hour; then east 0.83 mile, ~~35~~ thirty-five miles per hour; then east 0.2 mile, ~~45~~ forty-five miles per hour;

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

(5) State Trunk Highway 21 beginning at the junction of State Trunk Highway 21 and State Trunk Highway 28, then north 5.0 miles to a point ~~1,500~~ one thousand five hundred feet south of ~~Third Avenue~~ Main Avenue in Hayti, ~~55~~ fifty-five miles per hour; then north ~~1,000~~ one thousand feet, ~~45~~ forty-five miles per hour; then north to ~~Third~~ Main Avenue, ~~25~~ twenty-five miles per hour; then east ~~on Third Avenue~~ to Fourth Street, ~~25~~ twenty-five miles per hour; then north ~~on Fourth Street from Third Avenue~~ to ~~First~~ Redbird Avenue, ~~25~~ twenty-five miles per hour; then east ~~on First Avenue~~ ~~900~~ nine hundred feet, ~~25~~ twenty-five miles per hour; then east ~~1,000~~ one thousand feet, ~~45~~ forty-five miles per hour;

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

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

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

Source: SL 1975, ch 16, § 1; 4 SDR 26, effective October 31, 1977; 6 SDR 109, effective May 29, 1980; 7 SDR 25, effective September 22, 1980; 7 SDR 117, effective June 21, 1981; 11 SDR 73, effective November 29, 1984; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 20 SDR 45, effective October 4, 1993; 22 SDR 165, effective June 2, 1996; 24 SDR 56, effective November 3, 1997; 28 SDR 24, effective August 29, 2001; 28 SDR 181, effective July 4, 2002; 33 SDR 63, effective October 18, 2006; 38 SDR 8, effective August 3, 2011; 38 SDR 58, effective October 18, 2011; 44 SDR 184, effective June 25, 2018; 46 SDR 64, effective November 25, 2019.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:63. Walworth County. The following are the maximum speeds on certain highways in Walworth County:

(1) ~~All roads within the limits of the Indian Creek Park, 35 miles per hour or 20 miles per hour, as posted;~~

~~(2)~~ State Trunk Highway 1804 beginning at the west junction with U.S. Highway 12 in Mobridge, then north for 0.5 mile, ~~25~~ twenty-five miles per hour; then north for 0.3 mile, ~~40~~ forty miles per hour; then north 3.9 miles to the Walworth-Campbell county line, ~~55~~ fifty-five miles per hour;

~~(3)~~(2) U.S. Highway 12 beginning 0.76 mile north of the junction with State Trunk Highway 130, then south for 0.2 mile, ~~45~~ forty-five miles per hour; then south for 0.94 mile, ~~35~~ thirty-five miles per hour; then south for 0.2 mile, ~~45~~ forty-five miles per hour;

~~(4)~~(3) State Trunk Highway 130 beginning at the junction with U.S. Highway 12 in Selby, then east for 0.7 mile, ~~25~~ twenty-five miles per hour; then east for 0.15 mile, ~~35~~ thirty-five miles per hour; then east to its junction with State Trunk Highway 271, ~~55~~ fifty-five miles per hour;

~~(5)~~(4) U.S. Highway 12 ~~and State Trunk Highway 20~~ in Mobridge beginning at the junction with ~~County Road 314~~ 287th Avenue, then west for 0.5 mile, ~~40~~ forty miles per hour; then west for 1.3 miles, ~~30~~ thirty miles per hour; then northwest for 1.6 miles, ~~45~~ forty-five miles per hour; then northwest for 1.5 miles, ~~55~~ fifty-five miles per hour;

~~(6)~~(5) State Trunk Highway 271 in Java beginning at its junction with State Trunk Highway 130, then east 0.1 mile, ~~55~~ fifty-five miles per hour; then east 0.5 mile, ~~45~~ forty-five miles per hour; then north to the Walworth-Campbell county line, ~~55~~ fifty-five miles per hour;

~~(7)~~(6) State Trunk Highway 1804 beginning at its east intersection with U.S. Highway 12, then south 12.48 miles, ~~55~~ fifty-five miles per hour;

~~(8)(7)~~ State Trunk Highway 271 beginning at its junction with U.S. Highway 12, then north 4.0 miles to its junction with State Trunk Highway 130, ~~55~~ fifty-five miles per hour;

~~(9)(8)~~ State Trunk Highway 47 beginning ~~0.7 mile east of at~~ its west junction with State Trunk Highway 20, then ~~north to its junction with U.S. Highway 12,~~ ~~55~~ east 0.4 mile, fifty-five miles per hour;

~~(10)(9)~~ State Trunk Highway 20 beginning at its junction with U.S. Highway 83, then east to its west junction with State Trunk Highway 47, ~~55~~ fifty-five miles per hour; and

~~(11)(10)~~ State Trunk Highway 144 beginning at its junction with 303rd Avenue, also referred to as Riley Avenue, in Akaska, then east 0.27 mile, ~~25~~ twenty-five miles per hour; then east 0.51 mile, ~~45~~ forty-five miles per hour.

Source: SL 1975, ch 16, § 1; 3 SDR 75, effective May 1, 1977; 5 SDR 91, effective April 29, 1979; 6 SDR 5, effective July 30, 1979; 7 SDR 25, effective September 22, 1980; 11 SDR 112, effective February 25, 1985; 13 SDR 36, effective October 5, 1986; 13 SDR 77, effective December 28, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 18 SDR 134, effective February 24, 1992; 19 SDR 89, effective December 21, 1992; 22 SDR 165, effective June 2, 1996; 23 SDR 132, effective February 27, 1997; 25 SDR 48, effective October 4, 1998; 36 SDR 27, effective August 23, 2009; 47 SDR 109, effective April 26, 2021; 49 SDR 31, effective October 3, 2022.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:04:02:23. Trailblazing signs. A trailblazing sign ~~shall~~ must be installed if the route to the business requires a direction change, ~~or~~ if there is a question as to which roadway to follow, or if additional guidance is needed. A trailblazing sign is not allowed on a state highway if:

- (1) The business is visible from the roadway and the business's access is readily apparent;
- (2) ~~If a~~ The business is eligible for a tourist-oriented directional sign in accordance with ~~ARSD~~ chapter 70:04:07;
- (3) The business is currently signed with an on-right-of-way or off-right-of-way directional sign; or
- (4) The trailblazing sign is not constructed and installed in accordance with the ~~2009 edition of the~~ Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition.

Source: 40 SDR 102, effective December 3, 2013.

General Authority: SDCL 31-29-80.1.

Law Implemented: SDCL 31-29-80.1.

Reference: "Signs," Part ~~H~~ 2, **Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, December 2023,** Federal Highway Administration, U.S. Department of Transportation, ~~2009~~. Copies may be ~~obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Cost \$22~~ viewed and printed free of charge at: https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf.

70:04:05:04. Criteria for aerial facilities. The design criteria for aerial facilities are as follows:

(1) Ground-mounted supports for aerial facilities and other appurtenances ~~shall~~ must be located as near to the right-of-way line as possible and ~~shall~~ must provide a clear zone in accordance with the American Association of State Highway and Transportation Officials "Roadside Design Guide," Fourth Edition. In curb and gutter roadway sections, ground-mounted supports and other appurtenances ~~shall~~ must be located a minimum of ~~6~~ six feet beyond the back side of the curb;

(2) Ground-mounted supports or other protruding appurtenances within the clear zone ~~shall~~ must be constructed with a breakaway feature or be protected in accordance with the American Association of State Highway and Transportation Officials "Roadside Design Guide," Fourth Edition, when the speed limit is over ~~30~~ thirty miles per hour;

(3) Aerial facilities ~~shall~~ must completely span the highway. If there is a median over ~~80~~ eighty feet wide, a supporting structure may be placed in the median if a clear zone can be maintained in accordance with the American Association of State Highway and Transportation Officials "Roadside Design Guide," Fourth Edition;

(4) The minimum vertical clearance for power and communication lines above the highway and the lateral and vertical clearance from the bridges ~~shall~~ must conform to the "2023 National Electrical Safety Code," ~~1987 edition~~;

(5) Breakaway supports or guide rails are not required when the support or appurtenance is located beyond deep drainage ditches, approaches, retaining walls, and other protected locations; and

(6) In urban areas, a ~~five-foot~~ five-foot minimum walkway ~~shall~~ must be ~~maintained~~ clear to facilitate travel by the visually impaired and the handicapped.

Source: SL 1975, ch 16, § 1; transferred from § 70:01:08:08, 11 SDR 112, effective February 25, 1985; transferred from § 70:01:08:25, effective November 1, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989.

General Authority: SDCL 31-26-22.

Law Implemented: SDCL 31-26-3, 31-26-5, 31-26-22.

References: ~~"Roadside Design Guide,"~~ Roadside Design Guide, Fourth Edition, 2011, American Association of State Highway and Transportation Officials ~~(AASHTO), 1989.~~ Copies may be obtained ~~from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, N.W., Suite 225, Washington, D.C. 20001 at~~ <https://store.transportation.org/item/collectiondetail/105>. Cost ~~\$35:~~ \$267.

~~"National Electrical Safety Code,"~~ 2023 National Electrical Safety Code, Institute of Electrical and Electronics Engineers, ~~Inc., 1987 Edition~~ Standards Association. Copies may be obtained ~~from the Institute of Electrical and Electronics Engineers, Inc., Standards Association, 345 East 47th Street, New York, New York 10017 at~~ https://store.accuristech.com/ieee/standards/ieee-c2-2023?product_id=2254672. Cost ~~\$31:~~ \$214.

70:04:05:06. Criteria for underground pipeline facilities. The design criteria and installation standards for underground pipeline facilities are as follows:

(1) Longitudinal installations must be located as near the right-of-way line as possible. In curb and gutter highway sections, the installation may be placed under the parking lanes or, if none, the outside driving lane when it cannot be placed beyond the curb. The region engineer may grant an exception to this requirement if the utility is tying into existing pipelines;

(2) Installations must be in as straight a line as possible. Installations must indicate crossings and longitudinal occupation by means of markers or manholes ~~which must be~~ placed as shown on the approved utility permit;

(3) Crossings of paved surfaces must be made by boring or jacking, unless the region engineer determines diminished pavement condition, existing pipelines or other mitigating conditions make boring or jacking unnecessary. Boring or jacking must be continuous from toe of inslope to toe of inslope or back of curb to back of curb. Crossings of gravel or unpaved surfaces may be made by open trench. ~~Justified unusual cases, such as tying into existing pipelines on roadways with older surfacing and other similar cases, may be made by open cut installations;~~

(4) Pipeline crossings carrying hazardous materials, rural pipeline crossings carrying nonhazardous materials, pipeline crossings with diameters of ~~6~~ six inches or more, and pipeline crossings operating at pressures of ~~80 psig~~ eighty pounds per square inch gauge or more must be encased. However, welded steel pipeline crossings may be installed without encasement provided that ~~they~~ the crossings meet the following requirements:

- (a) Have increased wall thickness or higher strength steel or both;
- (b) Have increased depth of cover;

(c) Are marked in accordance with subdivision (2) of this section; and

(d) Are designed to withstand internal design pressures and the superimposed loads of the roadway and traffic, including that of construction machinery;

(5) Pipelines carrying hazardous materials must conform with 49 C.F.R. ~~Part 192,~~ ~~"Transportation of Natural and Other Gas by Pipeline: Minimum Federal Safety Standards" §§ 192.1 et seq. (November 1, 1983 August 15, 2024),~~ or 49 C.F.R. ~~Part 195,~~ ~~"Transportation of Hazardous Liquids by Pipelines Pipeline," §§ 195.0 et seq. (November 1, 1983 August 15, 2024),~~ as applicable;

(6) The minimum depth of cover over the installations to the surface is four feet under rural roadway sections, two feet under curb and gutter roadway sections, and three feet under other areas within the right-of-way;

(7) Open cut installations must be performed in compliance with the "Open Cut Method of Utility Installation or Repair," ~~as revised April 1, 1989. See pursuant to~~ Appendix A ~~at the end~~ of this chapter; and

(8) ~~Location~~ The location of manholes and longitudinal pipelines must be in accordance with ~~"A the Guide for Accommodating Utilities Within Highway Right-of-way within Highways and Freeways," 1981 First Edition.~~

Source: SL 1975, ch 16, § 1; 11 SDR 22, effective August 12, 1984; transferred from § 70:01:08:10, 11 SDR 112, effective February 25, 1985; transferred from § 70:01:08:27, effective November 1, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989; 21 SDR 61, effective September 19, 1994.

General Authority: SDCL 31-26-22.

Law Implemented: SDCL 31-26-22.

Reference: ~~"A Guide for Accommodating Utilities Within Highway Right-of-Way~~ **Guide for Accommodating Utilities within Highways and Freeways,**" First Edition, June 14, 2024, American Association of State Highway and Transportation Officials (~~AASHTO~~), 1981. Copies may be obtained ~~from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, N.W., Suite 225, Washington, D.C. 20001~~ at <https://store.transportation.org/Item/CollectionDetail?ID=262>. Cost: ~~\$2~~ \$86.

70:04:05:11. Construction, relocation, and maintenance -- Traffic control. Utilities shall plan construction, relocation, and maintenance activities to minimize hazards and inconvenience to the traveling public. Utilities shall provide traffic control and signing in accordance with the requirements of Part ~~VI 6~~ of the ~~Manual on Uniform Traffic Control Devices~~ **Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, 1985, as amended and in effect on January 24, 1989.**

Source: SL 1975, ch 16, § 1; 11 SDR 22, effective August 12, 1984; transferred from § 70:01:08:06, 11 SDR 112, effective February 25, 1985; transferred from § 70:01:08:32, effective November 1, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989.

General Authority: SDCL 31-26-22.

Law Implemented: SDCL 31-26-3, 31-26-22.

Reference: "~~Work Zone Temporary~~ Traffic Control ~~Standards and Guidelines~~," Part ~~VI 6~~, **Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, December 2023**, Federal Highway Administration, U. S. Department of Transportation, ~~1985, as amended by revisions dated March 9, 1987, and January 24, 1989.~~ Copies may be ~~obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402. Cost \$44~~ viewed and printed free of charge at:
https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf.

70:04:05:14. Application for utility permit. ~~The owner of a utility shall submit an application to the applicable region engineer for a utility permit for the installation, relocation, and expansion of utility facilities on a state highway within the right-of-way~~ In order to install, relocate or expand utility facilities on a state highway within the right-of-way, the utility owner must submit an application to the applicable regional engineer. Each permit application ~~shall~~ must contain a description, including dimensions, of the proposed utility installation and a detailed plan or sketch showing the physical placement of the utility with relation to highway features. For complex installations ~~which that~~ appreciably affect traffic patterns, a detailed traffic control plan showing the proposed signing and delineation layout is required. Traffic control, in accordance with Part ~~VI 6~~ of the Manual on Uniform Traffic Control Devices for Streets and Highways, 1985, as amended and in effect on January 24, 1989 Eleventh Edition, must be provided. An approved utility permit allows for the maintenance of a utility installation, ~~although provided~~ the utility ~~must notify notifies~~ the nearest department maintenance unit before repairs are made within the right-of-way.

Source: SL 1975, ch 16, § 1; 11 SDR 22, effective August 12, 1984; transferred from § 70:01:08:19, 11 SDR 112, effective February 25, 1985; transferred from § 70:01:08:35, effective November 1, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989.

General Authority: SDCL 31-26-22.

Law Implemented: SDCL 31-26-22.

Reference: "Work Zone Temporary Traffic Control ~~Standards and Guidelines~~," Part ~~VI 6~~, **Manual on Uniform Traffic Control Devices** for Streets and Highways, Eleventh Edition, December 2023, Federal Highway Administration, U. S. Department of Transportation, ~~1985, as~~

~~amended by revisions dated March 9, 1987, and January 24, 1989. Copies may be obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402.~~

~~Cost \$44 viewed and printed free of charge at:~~

~~https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf.~~

DEPARTMENT OF TRANSPORTATION
OPEN CUT METHOD OF UTILITY
INSTALLATION OR REPAIR

Chapter 70:04:05

APPENDIX A

SEE: § 70:04:05:06

Source: 15 SDR 185, effective June 4, 1989.

APPENDIX A
OPEN CUT METHOD OF
UTILITY INSTALLATION OR REPAIR

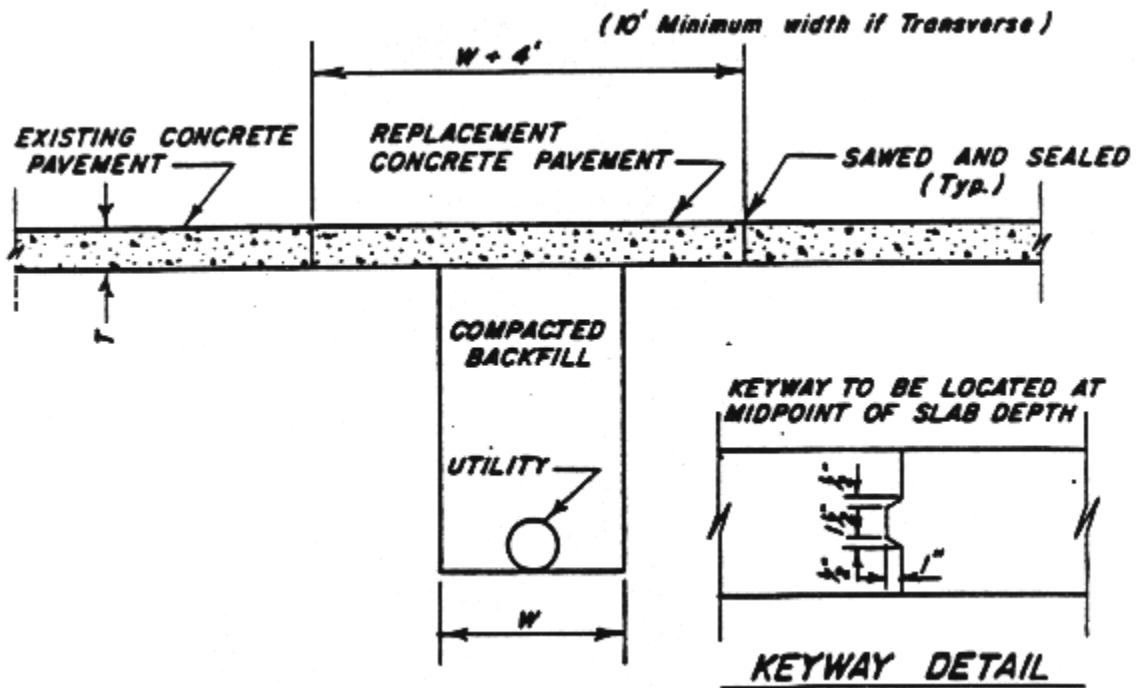
~~ISSUED 12/7/76~~

~~REVISED 4/1/89~~

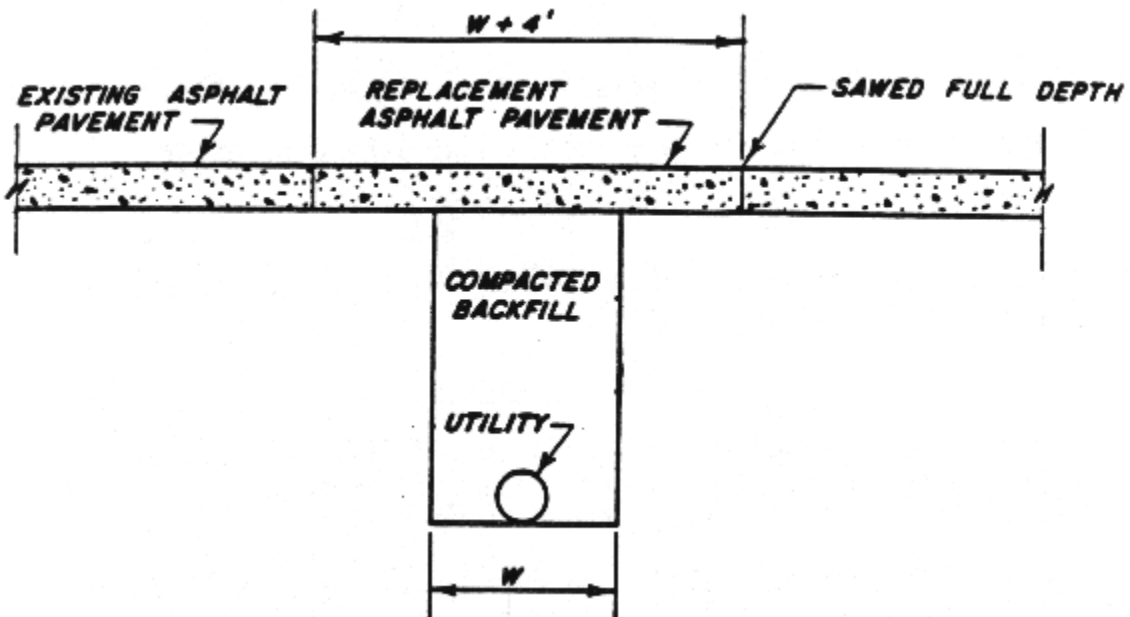
The open cut method of installation or repair of utilities under asphalt or concrete pavements will be allowed when, in the opinion of the region engineer, jacking, boring, tunneling, or similar methods are not feasible or practical.

The open cut method shall be accomplished in accordance with the following:

TYPICAL SECTION FOR CONCRETE PAVEMENT



TYPICAL SECTION FOR ASPHALT PAVEMENT



TRAFFIC CONTROL

Signing and safety devices ~~shall~~ must be utilized in accordance with requirements of Part ~~VI~~ 6 of the **Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition.**

PAVEMENT REMOVAL

Concrete

The opening in the existing pavement ~~shall~~ must be made by sawing full depth.

On longitudinal occupancy, the pavement ~~shall~~ must be removed full panel width.

On transverse occupancy, the pavement ~~shall~~ must be removed a minimum of ~~10~~ ten feet wide. If the pavement is within ~~10~~ ten feet of a joint, ~~it shall~~ the pavement must be removed to ~~2~~ two feet beyond the joint.

Deformed dowel bars ~~shall~~ must be installed prior to replacing the concrete in accordance with the attached details.

All contraction and longitudinal joints ~~shall~~ must be replaced at the original location and sealed with a low modulus silicone sealant.

When the concrete has an asphalt overlay, the asphalt ~~shall~~ must be removed at least ~~6~~ six inches beyond the concrete removal.

For small, disturbed areas and other unique situations, the region engineer may approve deviations from the above requirements.

The concrete removed ~~shall~~ must be disposed of by the contractor.

Asphalt

The opening in the existing pavement ~~shall~~ must be made by sawing full depth.

The asphalt removed ~~shall~~ must be disposed of by the contractor.

EXCAVATION

All unstable material, as determined by the region engineer, ~~shall~~ must be removed and disposed of by the contractor.

BACKFILL

The excavated material may be used for backfill unless found to be unsuitable by the region engineer. Any other material proposed for backfill must be approved by the region engineer before being used.

The backfill material ~~shall~~ must be placed in layers not to exceed ~~6~~ six inches in loose depth. Each layer ~~shall~~ must be uniformly compacted to a minimum of ~~95~~ ninety-five percent of maximum dry density before successive lifts are placed. The backfill material ~~shall~~ must be compacted at a moisture content of no less than ~~4~~ four percentage points below the optimum moisture content.

The ~~Maximum Dry Density and Optimum Moisture Content shall~~ maximum dry density and optimum moisture content must be determined by ~~Test No. S.D. 104 (AASHTO T99) T 99, Standard Method of Test for Moisture-Density Relations of Soils Using a 2.5-kg (5.5-lb) Rammer and a 305-mm (12-in.) Drop, 2022 edition.~~ The requirement for compliance with density and moisture specifications may be waived at the option of the region engineer.

SURFACING REPLACEMENT

Granular Material

Granular material ~~shall~~ must be replaced to the previous depth with in-kind material or material which must be approved by the region engineer before being used.

Materials ~~shall~~ must be satisfactorily compacted as approved by the region engineer.

Concrete Pavement

If the area abuts an existing joint, the joint ~~shall~~ must be formed with styrofoam or other material approved by the region engineer to provide for contraction and expansion.

The concrete used for replacement ~~shall~~ must contain ~~650 lbs.~~ six hundred fifty pounds of cement per cubic yard.

If the concrete is replaced in more than one pour, a keyway, as shown in the detail drawing at the beginning of the Appendix, ~~shall~~ must be installed between each pour.

The concrete ~~shall~~ must be thoroughly vibrated, struck off to blend with the surrounding surface, and given the appropriate finish.

Immediately after finishing the surface, white pigmented curing compound ~~shall~~ must be applied at a maximum rate of ~~150~~ one hundred fifty square feet per gallon of curing compound. Other means of curing may be allowed upon receiving approval by the region engineer.

Traffic ~~shall~~ must not be allowed on the newly placed concrete for a minimum of ~~24~~ twenty-four hours after placing or longer as determined by the region engineer.

Asphalt Pavement

The asphalt pavement ~~shall~~ must be replaced to the previous depth with in-kind material or material approved by the region engineer.

Pavement ~~shall~~ must be satisfactorily compacted as approved by the region engineer.

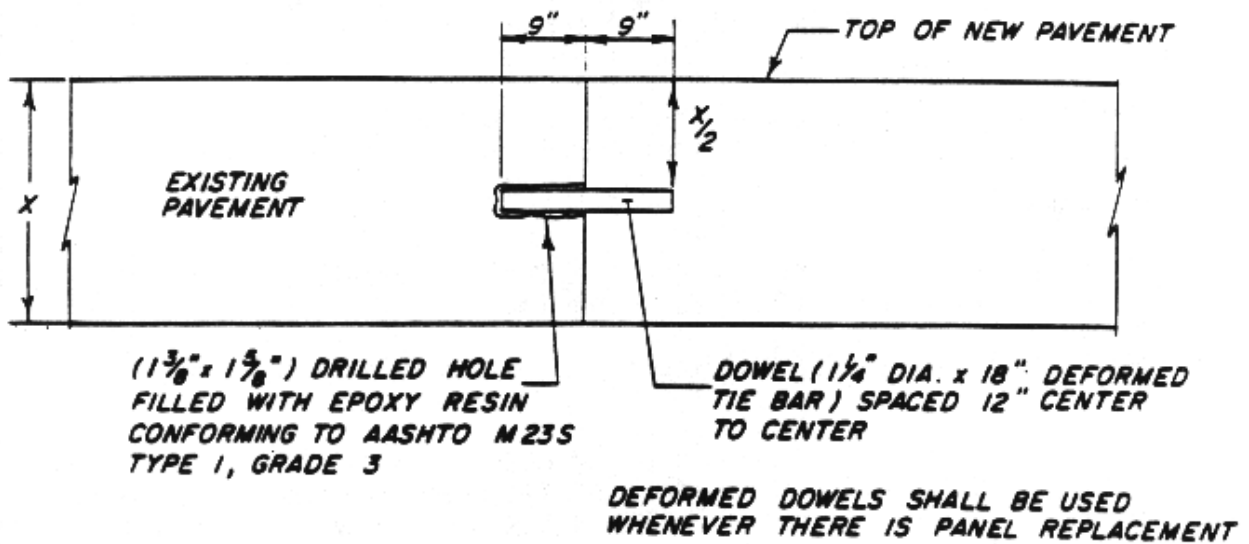
References: "~~Work Zone Temporary~~ Traffic Control ~~Standards and Guidelines,~~" Part ~~VI~~ 6 of the Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, December 2023, Federal Highway Administration, U.S. Department of Transportation, ~~1985, as amended by revisions dated March 9, 1987 and January 24, 1989.~~ Copies may be ~~obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.~~

Cost \$44 viewed and printed free of charge at:

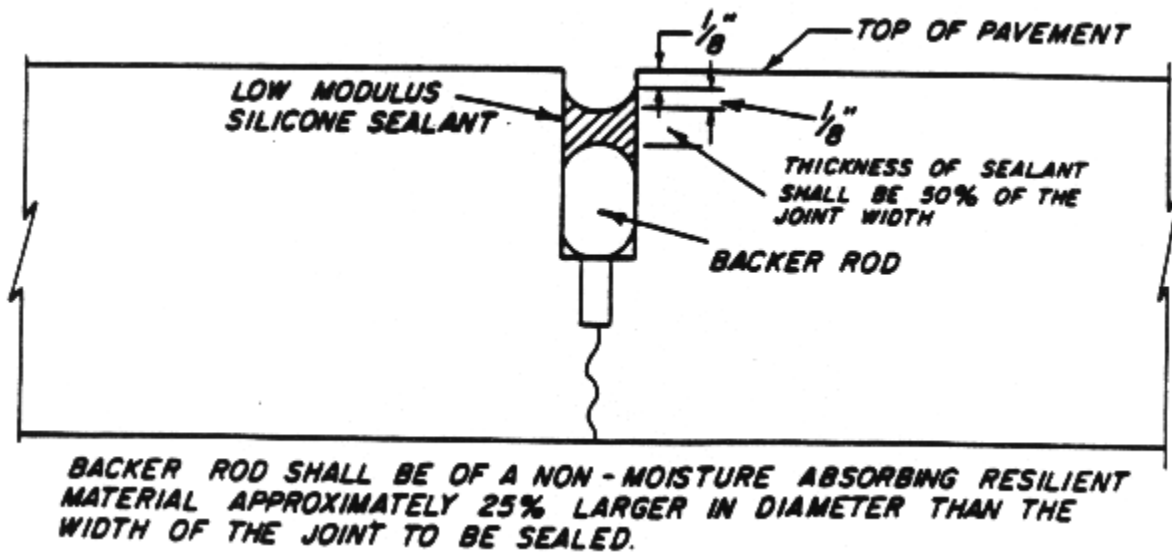
https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf.

"Methods of Sampling and Testing, T99," Part II, **Materials, Tests, T 99, Standard Method of Test for Moisture-Density Relations of Soils Using a 2.5-kg (5.5-lb) Rammer and a 305-mm (12-in.) Drop, 2022 edition,** American Association of State Highway and Transportation Officials, ~~dated August 1986~~. Copies may be obtained ~~from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, N.W. Suite 225, Washington, D.C. 20001~~ at <https://store.transportation.org/Item/PublicationDetail?ID=4778>. Cost ~~\$75~~: \$105.

DETAILS OF DOWEL EMBEDMENT



DETAILS FOR LOW MODULUS SILICONE SEALANT ON IN PLACE P.C.C.P. JOINTS



70:04:05.01:02. Applicable standards. In addition to the requirements in § 70:04:05.01:01, the standards in §§ 70:04:05:01; 70:04:05:03; ~~70:04:05:08 to 70:04:05:08.03, inclusive; 70:04:05:09; 70:04:05:11 to 70:04:05:17, inclusive; and subdivisions~~ 70:04:05:04(1) to (5), inclusive; 70:04:05:05(3) to (5), inclusive; 70:04:05:06(3) to (5), inclusive; ~~70:04:05:08 to 70:04:05:08.03, inclusive; 70:04:05:09; 70:04:05:11 to 70:04:05:17, inclusive,~~ and in "~~A Policy on the Accommodation of Utilities Within Freeway Right-of-Way~~ the Guide for Accommodating Utilities within Highways and Freeways, February 1989 First Edition, apply to construction and maintenance of all public and private utility installations on interstate rights-of-way.

Source: 15 SDR 185, effective June 4, 1989; 20 SDR 159, effective April 3, 1994.

General Authority: SDCL 31-26-22.

Law Implemented: SDCL 31-26-22.

Reference: ~~"A Policy on the Accommodation of Utilities Within Freeway Right-of-Way,"~~ Guide for Accommodating Utilities within Highways and Freeways, First Edition, June 14, 2024, American Association of State Highway and Transportation Officials, ~~1989~~. Copies may be obtained ~~from the American Association of State Highway and Transportation Officials, 444 North Capitol Street, N.W., Suite 225, Washington, D.C. 20001~~ at <https://store.transportation.org/Item/CollectionDetail?ID=262>. Cost: \$~~386~~.

70:04:07:07. Specific requirements for signs. The design, style, and size of lettering; arrangement and size of signs; advance signing; and sign locations ~~shall~~ must conform to requirements in ~~the 2009 edition of the Manual on Uniform Traffic Control Devices for Streets and Highways~~ Part 2 of the Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition.

Source: 20 SDR 96, effective December 29, 1993; 39 SDR 120, effective January 13, 2013.

General Authority: SDCL 31-29-80.1.

Law Implemented: SDCL 31-29-80.1.

Reference: "Signs," Part ~~H 2~~, Manual on Uniform Traffic Control Devices **for Streets and Highways, Eleventh Edition, December 2023**, Federal Highway Administration, U. S. Department of Transportation, ~~2009~~. Copies may be ~~obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402~~ viewed and printed free of charge at: https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf. Cost \$44.

70:04:07:10. Symbols on tourist-oriented directional signs. A tourist-oriented business may request a symbol to be placed on the sign depicting the type of business advertised by the sign. Any symbol ~~shall~~ must be generic in nature, and may not contain the logo of specific businesses. General service sign symbols and the symbols for recreational and cultural interest area signs allowed by the ~~2009 edition of the~~ Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, are allowed for use on tourist-oriented directional signs. Any symbol not specifically allowed by the Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, ~~shall~~ must be reviewed and approved by the ~~transportation commission~~ Transportation Commission prior to use.

Source: 39 SDR 120, effective January 9, 2013.

General Authority: SDCL 31-29-80.1.

Law Implemented: SDCL 31-29-80.1.

Reference: Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition, December 2023, Federal Highway Administration, U.S. Department of Transportation. Copies may be viewed and printed free of charge at: https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf.

70:09:01:01. Definitions. Terms used in this ~~title~~ article mean:

(1) "Area engineer," the department engineer exercising administrative supervision over a geographical region of the state in accordance with the organizational structure of the department;

(2) "Department," the South Dakota Department of Transportation;

(3) "Engineering study," an evaluation of the operational and safety characteristics of a transportation facility using techniques, standards, and guidelines presented in the ~~Manual on Uniform Traffic Control Devices, 2000 edition, A Policy on Geometric Design of Streets and Highways, 1994 edition, the Traffic Engineering Handbook, fifth edition, the Manual of Transportation Engineering Studies, 1994 edition, and Trip Generation, 6th edition~~ Manual on Uniform Traffic Control Devices for Streets and Highways, Eleventh Edition; A Policy on Geometric Design of Highways and Streets, Seventh Edition; the Manual of Transportation Engineering Studies, Second Edition; the Trip Generation Manual, Eleventh Edition; and the Access Management Manual, Second Edition;

(4) ~~"Peak hour trip," the movement of one vehicle to or from a point during the hour of a typical day containing the maximum vehicular volume on the street;~~

~~(5)~~ "Permittee," any land owner or land owner's agent possessing an access permit approved by the department;

~~(6)~~(5) "Secretary," the secretary of the South Dakota Department of Transportation;

~~(7)~~(6) "Traffic impact study," an evaluation of the traffic effects related to a particular land use, using techniques, standards, and guidelines common among traffic engineering professionals, including those published in the reference for the definition of engineering study; and

~~(8)(7)~~ "Urban," any incorporated area and its fringe development areas.

Source: 29 SDR 66, effective November 18, 2002.

General Authority: SDCL 11-3-12.2.

Law Implemented: SDCL 11-3-12.2.

References: **Manual on Uniform Traffic Control Devices for Streets and Highways, 2000-edition Eleventh Edition, December 2023, Government Printing Office, Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954, Cost: \$145**

~~(<http://mutcd.fhwa.dot.gov/knomillennium.htm>)~~ Federal Highway Administration, U.S.

~~Department of Transportation. Copies may be viewed and printed free of charge at:~~

~~https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf.~~

A Policy on Geometric Design of Highways and Streets, 1994-edition Seventh Edition, 2018,

~~American Association of State Highway and Transportation Officials, P.O. Box 96716,~~

~~Washington, DC 20090-6716, Copies may be obtained at:~~

~~<https://store.transportation.org/Item/CollectionDetail?ID=180>. Cost: ~~\$120~~ \$342.~~

~~**Traffic Engineering Handbook, 5th-edition, Institute of Transportation Engineers, 1099 14th St., NW, Suite 300 West, Washington, DC 20005-3438, Cost: \$110.**~~

Manual of Transportation Engineering Studies, 1994 Second Edition, 2010, Institute of

~~Transportation Engineers, 1099 14th St., NW, Suite 300 West, Washington, DC 20005-3438,;~~

~~Copies may be obtained at: <https://ecommerce.ite.org/imis/ItemDetail?iProductCode=TB-012A>.~~

~~Cost: ~~\$99~~ \$140.~~

Trip Generation Manual, 6th-edition Eleventh Edition, September 2021, Institute of

~~Transportation Engineers, 1099 14th St., NW, Suite 300 West, Washington, DC 20005-3438,;~~

Copies may be obtained at: <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=IR-016L>.

Cost: ~~\$250~~ \$1,395.

Access Management Manual, Second Edition, 2014, Transportation Research Board of the

National Academies of Sciences, Engineering, and Medicine. Copies may be obtained at:

<https://www.trb.org/Publications/AMM14.aspx>. Cost: \$120.

70:09:01:07. Traffic impact study requirement. The area engineer may require a traffic impact study with any application for access to a property that will generate ~~100~~ one hundred or more peak hour trips. A peak hour trip means the movement of one vehicle to or from a point during the hour of a typical day containing the maximum vehicular volume on the street. The area engineer shall determine the scope of the study, considering probable operational and safety impacts to the general street system. The study ~~shall~~ must determine what improvements may be necessary to maintain arterial level of service "C", as defined ~~by Exhibit 15-2~~ in the ~~Highway Capacity Manual Highway Capacity Manual, 2000 edition~~ Seventh Edition, under the traffic conditions expected with the proposed development under consideration. A professional engineer with specific experience in traffic operations analysis shall perform the study. The study ~~shall~~ must be sealed by a South Dakota registered professional engineer. The study ~~shall~~ must examine the functional relationships among existing, planned, and potential access points and ~~shall~~ must use policies and design manual standards and guidance jointly determined by the department and the applicant.

Source: 29 SDR 66, effective November 18, 2002.

General Authority: SDCL 11-3-12.2.

Law Implemented: SDCL 11-3-12.2.

Reference: ~~Highway Capacity Manual, edition 2000~~ Highway Capacity Manual, Seventh Edition, 2022, Transportation Research Board of the National Academies of Sciences, Engineering, and Medicine ~~Lockbox 289, Washington, D.C. 20055, (202) 334-3213,~~ Copies may be obtained at: <https://nap.nationalacademies.org/catalog/26432/highway-capacity-manual-7th-edition-a-guide-for-multimodal-mobility>. Cost: ~~\$120~~ \$250.

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 August 9, 2024
- Date of public hearing September 24, 2024
- Date proposed rules and supporting documents submitted to the LRC and the Bureau of Finance and Management August 26, 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 8/27/2024 Newspaper Corsica Globe
 - Date 8/28/2024 Newspaper Hoven Review
 - Date 8/28/2024 Newspaper Hamlin County Herald Enterprise
 - Date 8/28/2024 Newspaper Mobridge Tribune
 - Date 8/30/2024 Newspaper Aberdeen American News
 - Date 8/30/2024 Newspaper Sioux Falls Argus Leader
 - Date 8/31/2024 Newspaper Rapid City Journal
- Summary of how, when, and number of interested persons, if any, were contacted.

On August 26, 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 August 26, 2024, copies of the hearing notice and proposed rules were mailed to the mayors and finance officers of Corsica, Lake Norden and Hoven and the sheriffs of Douglas, Hamlin, and Walworth counties.

- 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:

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



Department of Transportation

Aberdeen Region Office

PO Box 1767

Aberdeen, South Dakota 57401

PHONE: 605/626-2244

FAX: 605/626-7875

DATE: July 24, 2024

TO: Jon Suomala
Operations Traffic Engineer

FROM: Matt Dorfschmidt
Aberdeen Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
SD Highway 28

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on SD 28 through Lake Norden.

PROPOSED AMENDMENT:

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

(1) State Trunk Highway 28 beginning ~~0.33~~ 0.2 mile ~~east~~ west of State Trunk Highway 21; then east ~~0.29~~ 0.8 mile, ~~50~~ 45 miles per hour; then east 1.54 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: 3 @ \$30.00 per sign = \$ 90.00

- To remove 2 existing SPEED LIMIT 50 signs and 1 Reduced Speed Limit Ahead (50)

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

- To relocate the existing SPEED LIMIT 65 sign

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

- To install 1 Reduced Speed Limit Ahead (45) signs and 3 SPEED LIMIT 45 signs

TOTAL: \$ 670.00

EXPLANATION OF THE PROPOSAL:

The proposed speed limit would change the existing 50-mph speed zone to 45 mph and extend it to the west end of the turn lane for the eastbound SD 21/Jay Headley Ave intersection. The east end of the 45-mph speed zone will remain east of the entrances for Hamlin Building Center and Lake Norden Farmers Elevator east of Burlington St on the east side of Lake Norden.

NCHRP Research Report 966 Posted Speed Limit Setting Procedure and Tool was used for this analysis. This procedure comes up with a suggested speed limit of either the 85th percentile speed rounded to the closest 5-mph increment, the 85th percentile speed rounded down to the nearest 5-mph increment, the 50th percentile speed rounded to the closest 5-mph increment, or the 50th percentile speed rounded down to the nearest 5-mph increment. Which of these is chosen as the suggested speed limit is based on the roadway context, roadway type, speed limit setting group, crash rate compared to the crash rate for similar road sections in the jurisdiction, average interchange spacing, AADT, design speed, grade, outside shoulder width, inside shoulder width, number of lanes, directional design-hour truck volume, density of access points, median type, lane width, bicyclist activity in or adjacent to the roadway, sidewalk presence, sidewalk width, sidewalk buffer, pedestrian activity, on-street parking activity, and on-street parking type. In this instance, this procedure and tool recommend a speed limit of 50 mph.

The main factor for recommending a speed limit lower than the 85th percentile speed on SD 28 through Lake Norden is the intersection configurations through the town and the number of near misses at these. The main factor for recommending a speed limit lower than the 50th percentile speed is because the AASHTO Green Book, which is the national standard for the geometric design of highways and streets, recommends the speed limit to not exceed 45 mph on two-way continuous left turn lane roadways.

The speed change was requested by the city of Lake Norden and Aberdeen Region Traffic.

Captain Randi Erickson, District 1 of the South Dakota Highway Patrol and Chief of Police Tony Aas, Lake Norden Police Department, have been contacted and concur with the recommended speed reduction.

SPEED STUDY:

A speed study was conducted on June 3, 2024, at Dakota Street in Lake Norden.

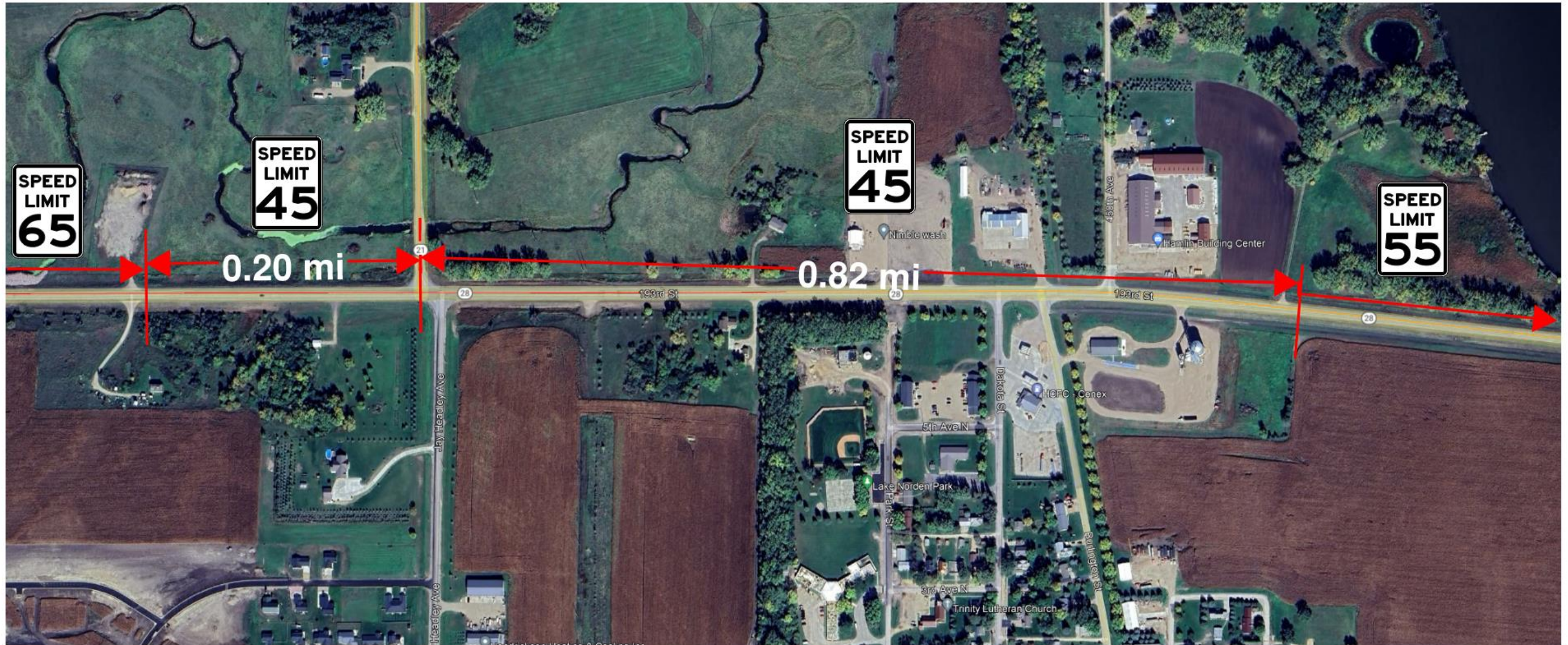
Speed Study Results:

NUMBER OF VEHICLES CHECKED		205
AVERAGE SPEED MPH		46
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		51.0
TEN MILE PACE MPH	42.0 TO	51.0
PER CENT WITHIN THE PACE		71.3
MEDIAN SPEED MPH		45.0
FASTEST SPEED RECORDED MPH		60.0
SLOWEST SPEED RECORDED MPH		30.0

Lake Norden - Existing



Lake Norden - Proposed



NCHRP 17-76 Speed Limit Setting Tool			
Input Cells	Description	Output Cells	
Site Description Data		Color-Coding Legend	
Urban	Roadway context		Aqua = basic input cell
Minor arterial	Roadway type		Denim = basic input cell with drop-down menu
Yes	Are crash data available?		Orange = optional input cell (not needed for calculations)
DLM	Analyst		Green = optional input cell (use if data for agency & region are available, leave blank otherwise)
06/06/2024	Date		Rose = intermediate calculations
SD28	Roadway name		Purple = final analysis results
Lake Norden	Description		
50	Current speed limit (mph)		
	Notes		Note: The "Test macros" button provides a message to verify proper macro operation.
Analysis Results		Advisory, Calculated, or Warning Messages	
	Speed limit setting group	Developed	
Suggested speed limit (mph)		45	This value is determined by the maximum speed limit.
Speed Data		Advisory, Calculated, or Warning Messages	
45	Maximum speed limit (mph)		
51	85th-percentile speed (mph)		
46	50th-percentile speed (mph)		
Site Characteristics		Advisory, Calculated, or Warning Messages	
0.6	Segment length (mi)		
2,450	AADT (two-way total) (veh/d)		
2	Number of lanes (two-way total)		
42	Directional design-hour truck volume (trk/hr)		
0	Number of interchanges		6 miles between interchanges
≤ 55 mph	Design speed (mph)		
0	Grade (%)		
8	Outside shoulder width (ft)		
	Inside shoulder width (ft)		Rounded-Down 85th
Undivided	Median type		
0	Number of traffic signals		0 signals / mi
13	Number of access points (total of both directions)		21.67 access points / mi
Not high / Any type	Bicyclist activity / bike lane type		
None	Sidewalk presence / width		
Not present	Sidewalk buffer		This variable is not shown when the sidewalk presence / width variable is set to 'None'.
Negligible	Pedestrian activity		Rounded-Down 85th
Not high	On-street parking activity		
No	Parallel parking permitted?		
No	Angle parking present?		
Undivided	Median type		
13	Number of access points (total of both directions)		Rounded-Down 85th
12	Lane width (ft)		
8	Shoulder width (ft)		
TWLT	Median type		
0	Number of traffic signals		0 signals / mi
13	Number of access points (total of both directions)		21.67 access points / mi
Not high / Any type	Bicyclist activity / bike lane type		
None	Sidewalk presence / width		
Present	Sidewalk buffer		This variable is not shown when the sidewalk presence / width variable is set to 'None'.
Negligible	Pedestrian activity		
Not high	On-street parking activity		
No	Angle parking present?		
No	Adverse alignment present?		
Crash Data		Advisory, Calculated, or Warning Messages	
3	Number of years of crash data		
2,450	Average AADT for crash data period (veh/d)		
No	Is the segment a one-way street?		
4	All (KABCO) crashes for crash data period		Observed KABCO crash rate = 248.5 crashes / 100 MVMT
2	Fatal & injury (KABC) crashes for crash data period		Observed KABC crash rate = 124.25 crashes / 100 MVMT
	Average KABCO crash rate (crashes / 100 MVMT)		HSIS average KABCO crash rate = 263.17 crashes / 100 MVMT
	Average KABC crash rate (crashes / 100 MVMT)		HSIS average KABC crash rate = 67.32 crashes / 100 MVMT
	1.3 x average KABCO crash rate (crashes / 100 MVMT)	342.1	
	1.3 x average KABC crash rate (crashes / 100 MVMT)	87.5	
	Critical KABCO crash rate (crashes / 100 MVMT)	504.6	
	Critical KABC crash rate (crashes / 100 MVMT)	204.8	



Department of Transportation

Mitchell Region Office

P.O. Box 1206

Mitchell, South Dakota 57301-7206

PHONE: 605/995-8129

DATE: 07/30/2024

TO: Jon Suomala
Operations Traffic Engineer

FROM: Corey Pinkley
Mitchell Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
US 281

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on US 281 at the north end of Corsica, SD.

PROPOSED AMENDMENT:

70:01:02:25. Douglas County. The following are the maximum speeds on certain highways in Douglas County:

(1) U.S. Highway 281 beginning 0.46 mile south of Main Street in Corsica, then north for 0.25 mile, 45 miles per hour; then north for ~~0.36~~ 0.53 mile, 35 miles per hour; then north for ~~0.45~~ 0.28 mile, 45 miles per hour;

COST

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

Relocate sign: 2 @ \$80.00 per sign = \$ 160.00

- To relocate the existing SPEED LIMIT 45 sign

TOTAL: \$ 160.00

EXPLANATION OF THE PROPOSAL:

The existing speed limits are being extended to encompass the remaining portion of what feels like town. Currently the 35 mph zone ends approximately 740' south of 273rd St. This section of roadway is similar geometrics wise and when driving it feels very similar to the heart of town to the south of the community park. Also 273rd St. Functions as a main roadway as part of the town. From a functionality standpoint the current location of the 35 mph to 45 mph transition doesn't make sense. 35 mph is within 5 mph of the 50th percentile which make sense to use based on the roadway geometrics and roadway context.

The proposed speed rule will extend the existing 35 to 45 mph transition on the north end of town from its existing location adjacent to the community park to the proposed location just north of 273rd St.

Sheriff Lau with the Douglas County Sheriffs Office and the City of Corsica have requested this speed rule change. Mitchell Region Traffic Office supports the amendment to the speed rule.

SPEED STUDY:

A speed study was conducted on June 12, 2024 Between 273rd St. and the city park in Corsica SD.

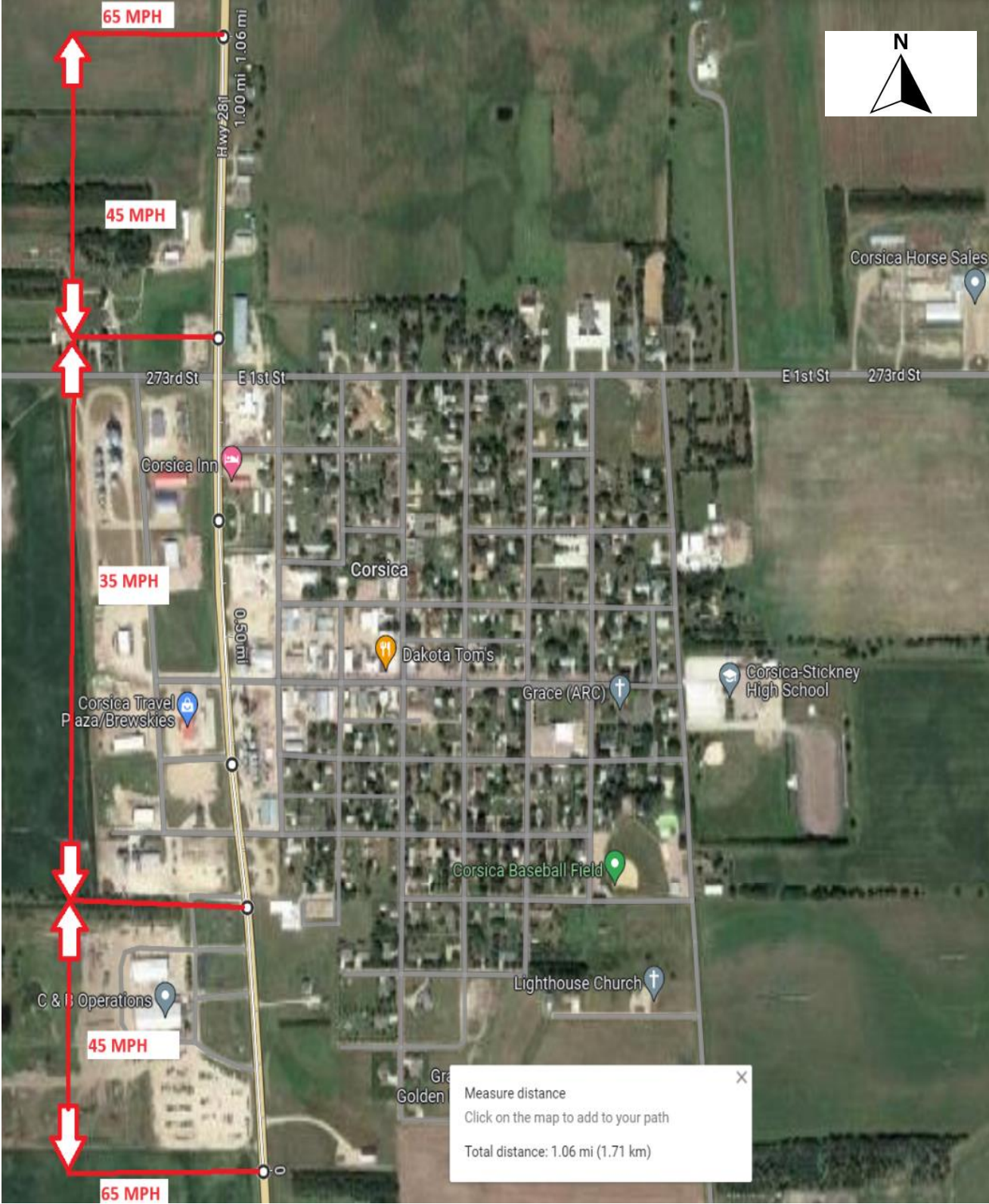
Speed Study Results:

Number of Vehicles Checked:	227
Average Speed (mph):	39
Percent Exceeding Speed Limit:	8%
Percent Exceeding Speed Limit By More Than 5 mph:	0%
Percent Exceeding Speed Limit By More Than 10 mph:	0%
85 th Percentile Speed (mph):	44
Ten Mile Pace (mph):	33-42
Percent Within the Pace:	68.7%
50 th percentile/Median Speed (mph):	39
Fastest Speed Recorded (mph):	50
Slowest Speed Recorded (mph):	25

EXISTING



PROPOSED





Department of Transportation

Pierre Region Office
104 S. Garfield Ave.
Pierre, South Dakota 57501
PHONE: 605/773-5291
FAX: 605/773-6215

DATE: August 7, 2024

TO: Jon Suomala
Operations Traffic Engineer

FROM: Hannah Covey
Pierre Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Amendment
SD Highway 47 west of Hoven

Attached for the Transportation Commission's consideration is a speed limit administrative rule amendment on SD47 west of Hoven.

PROPOSED AMENDMENT:

70:01:02:63. Walworth County. The following are the maximum speeds on certain highways in Walworth County:

(9) State Trunk Highway 47 beginning ~~0.7 mile east of its at the~~ west junction with State Trunk Highway 20, then ~~north east to its 0.4 mile junction with U.S. Highway 12~~, 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 55 signs on SD47 north of SD20

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

- To install 2 new SPEED LIMIT 65 signs on SD47 between the junctions with SD20 and US12
- To install 2 new SPEED LIMIT 55 signs on SD47 between the west junction with SD20 and the 30 MPH speed zone at Hoven (existing)

TOTAL: \$ 560.00

EXPLANATION OF THE PROPOSAL:

SD47 between the west junction with SD20 and US12 was recently reconstructed. This reconstruction has upgraded this South Dakota Highway to the standards necessary for a 65 miles per hour roadway. Upon completion of the reconstruction project, the Pierre Region Traffic Office did a speed study, which supported the change to match the new design speed.

Pierre Region Traffic is in support of the proposed change. Captain Randi Erickson, South Dakota Highway Patrol, is in support of the proposed speed rule.

SPEED STUDIES:

A speed study was conducted on July 30th, 2024 along SD47 just North of Hoven (currently a 55 mph zone). The study ran for 3 hours (minimum 2 hours or 100 vehicles).

Speed Study Results:

Number of vehicles checked:	36
Average speed (mph):	57
Percent exceeding speed limit:	56
85 th percentile speed:	63
Ten mile pace:	65
Percent within the pace:	75.3
Median speed (mph):	57
Fastest speed recorded (mph):	66
Slowest speed recorded (mph):	46

A speed study was conducted on August 1st, 2024 along SD20 just West of Hoven.

Speed Study Results:

NUMBER OF VEHICLES CHECKED	64
AVERAGE SPEED MPH	49
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
85 th PERCENTILE SPEED MPH	59.0
TEN MILE PACE MPH	50.0 TO 59.0
PER CENT WITHIN THE PACE	41.7
MEDIAN SPEED MPH	51.0
FASTEST SPEED RECORDED MPH	72.0
SLOWEST SPEED RECORDED MPH	30.0

The 85th percentile speed of daily travelers is 59 miles per hour. Therefore, it is assumed that travelers may believe the speed limit is already 55 miles per hour and are comfortable driving the roadway at that speed. Below please see a map of the area currently under no specific administrative rule that is being proposed for the 55 miles per hour rule.

