



Division of Secretariat
Office of Legal Counsel
700 East Broadway Avenue
Pierre, South Dakota 57501
O: 605.773.4396 | dot.sd.gov

MEMORANDUM

TO: Joel Jundt

FROM: Karla L. Engle

DATE: July 15, 2025

RE: July 24, 2025 Commission Meeting

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

- 70:01:02:44 – Lincoln 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. A memo from the Department's Mitchell Region traffic engineer, explaining the purpose and effect of the proposed changes; and
4. A petition for rulemaking received from Jenny Albers, Secretary Jundt's response to the petition, and a written comment received from Gary and Joy Griesse.

Any additional written comments that are timely received will be provided to the Commission at the meeting on July 24, 2025.

Thank you.

KLE
Enclosures

70:01:02:44. Lincoln County. The following are the maximum speeds on certain highways in Lincoln County:

(1) U.S. Highway 18 beginning 1.42 miles west of West Street in Canton, then east to West Street, ~~45~~ forty-five miles per hour; then east to Blair Street, ~~35~~ thirty-five miles per hour; then east to Milwaukee Street, ~~25~~ twenty-five miles per hour; then east to Lawler Street, ~~35~~ thirty-five miles per hour; then east to a location ~~100~~ one hundred feet east of North Noid Street Road, ~~45~~ forty-five miles per hour; then east ~~2.51 miles~~ to the Iowa border, ~~55~~ fifty-five miles per hour;

~~(2) State Trunk Highway 44 beginning 0.19 mile west of the intersection of Lincoln County Highway 117, then easterly through Worthing for 0.63 mile, 35 miles per hour;~~

~~(3)~~ State Trunk Highway 46 beginning 0.45 mile west of the centerline of Interstate Highway 29, then east for 0.3 mile, ~~45~~ forty-five miles per hour; then east for 0.65 mile, ~~35~~ thirty-five miles per hour; then east for ~~1~~ one mile through Beresford to ~~E. East 13th St. Street~~ (~~472 Ave.~~ 472nd Avenue), ~~30~~ thirty miles per hour; then east for 0.25 mile, ~~45~~ forty-five miles per hour;

~~(4)~~(3) State Trunk Highway 17 beginning at the intersection with State Trunk Highway 44, then north for 1.4 miles ~~past Lennox~~, ~~45~~ forty-five miles per hour;

~~(5)~~(4) State Trunk Highway 115 beginning at a point 0.53 mile south of Lincoln County Road 110 (Harrisburg corner), then north ~~4.25~~ 3.53 miles to ~~a point 0.28 mile south of the intersection with 69th 85th Street in Sioux Falls,~~ ~~55~~ fifty-five miles per hour; ~~then north to the Lincoln County Line at 57th Street in Sioux Falls, 40 miles per hour;~~

~~(6)~~(5) State Trunk Highway 44 beginning 0.25 mile west of the centerline of Interstate 29, then east 0.5 mile, ~~40~~ forty miles per hour;

~~(7)(6)~~ The crossroad over Interstate Highway 29 at Exit 50 beginning at a point 0.25 mile west of the centerline of Interstate Highway 29, then east 0.5 mile, ~~30~~ thirty miles per hour;

~~(8)(7)~~ The crossroad over Interstate Highway 29 at Exit 53 beginning at a point 0.2 mile west of the centerline of Interstate Highway 29, then east 0.4 mile, ~~25~~ twenty-five miles per hour;

~~(9)(8)~~ The crossroad over Interstate Highway 29 at Exit 56 beginning at a point 0.2 mile west of the centerline of Interstate Highway 29, then east 0.4 mile, ~~40~~ forty miles per hour;

~~(10)(9)~~ U.S. Highway 18 and the Lincoln County road over Interstate Highway 29 at Exit 59 beginning at a point 0.25 mile west of the centerline of Interstate Highway 29, then east 0.1 mile, ~~45~~ forty-five miles per hour; then east 0.4 mile, ~~35~~ thirty-five miles per hour;

~~(11)(10)~~ U.S. Highway 18 over Interstate Highway 29 at Exit 62 beginning at a point 0.17 mile west of the centerline of Interstate Highway 29, then east 0.53 mile, ~~55~~ fifty-five miles per hour;

~~(12)(11)~~ The crossroad over Interstate Highway 29 at ~~Exist~~ Exit 68 beginning at a point 0.15 mile west of the centerline of Interstate Highway 29, then east 0.3 mile, ~~25~~ twenty-five miles per hour;

~~(13)(12)~~ The crossroad over Interstate Highway 29 at Exit 71 beginning at a point 0.15 mile west of the centerline of Interstate Highway 29, then east 0.3 mile, ~~25~~ twenty-five miles per hour;

~~(14)(13)~~ The crossroad over Interstate Highway 29 at Exit 73 beginning at a point 0.15 mile west of the centerline of Interstate Highway 29, then east 0.3 mile, ~~25~~ twenty-five miles per hour;

~~(15)~~(14) State Trunk Highway 44 at Lennox beginning 1.05 miles west of the junction with State Trunk Highway 17 at Lennox, then east for 0.55 mile to a point ~~200~~ two hundred feet west of Elm Street, ~~45~~ forty-five miles per hour; then east for 0.5 mile, ~~30~~ thirty miles per hour; then south for 0.28 mile, ~~45~~ forty-five miles per hour;

~~(16)~~(15) State Trunk Highway 11 beginning ~~0.95 mile~~ 1.82 miles south of the ~~Minnehaha~~ Lincoln County Minnehaha-Lincoln county line, then north ~~for 0.95 mile~~ to the ~~Minnehaha~~ Lincoln County Minnehaha-Lincoln county line, ~~55~~ fifty-five miles per hour.

Source: SL 1975, ch 16, § 1; 5 SDR 91, effective April 29, 1979; 6 SDR 109, effective May 29, 1980; 7 SDR 1, effective July 20, 1980; 8 SDR 154, effective May 26, 1982; 13 SDR 52, effective November 6, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 15 SDR 185, effective June 4, 1989; 16 SDR 169, effective April 25, 1990; 17 SDR 127, effective March 3, 1991; 19 SDR 30, effective August 30, 1992; 20 SDR 183, May 9, 1994; 22 SDR 165, effective June 2, 1996; 26 SDR 44, effective October 4, 1999; 26 SDR 85, effective December 29, 1999; 28 SDR 24, effective August 29, 2001; 30 SDR 171, effective May 11, 2004; 33 SDR 43, effective September 19, 2006; 33 SDR 125, effective January 29, 2007; 37 SDR 182, April 20, 2011; 44 SDR 65, effective October 16, 2017; 47 SDR 58, effective November 30, 2020.

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 **June 26, 2025**
- Date of public hearing **July 24, 2025**
- Date proposed rules and supporting documents submitted to the LRC and the Bureau of Finance and Management **June 30, 2025**
 - any publication incorporated by reference;
 - the fiscal note;
 - the impact statement on small business; and
 - the notice of hearing.
- Date and name of newspapers in which the notice of public hearing was published:
 - Date **7/2/2025** Newspaper **Sioux Falls Argus Leader**
 - Date **7/2/2025** Newspaper **Mitchell Republic**
 - Date **7/3/2025** Newspaper **Pierre Capital Journal**
 - Date **7/3/2025** Newspaper **Sioux Valley News**
- Summary of how, when, and number of interested persons, if any, were contacted.

On June 30, 2025, copies of the hearing notice and proposed rules were e-mailed to the individuals or entities who have requested e-mail notification of rulemaking. On the same date, copies of the hearing notice and proposed rules were mailed to the individuals or entities who have requested mail notification of rulemaking. Also on June 30, 2025, copies of the hearing notice and proposed rules were mailed to the sheriff of Lincoln County.

- Page numbers in the minutes where the agency considered amendments, data, opinions, or arguments regarding the proposed rules, along with any changes and final action.

- For any rule implementing a bill from a preceding session, the number of the bill:

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



Department of Transportation

Mitchell Office

1300 South Ohlman

Mitchell, South Dakota 57301

PHONE: 605/995-8129

DATE: June 10, 2025

TO: Jon Suomala
Operations Traffic Engineer

FROM: Corey Pinkley
Mitchell Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
State Trunk Highway 11

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on State Trunk Highway 11 through Shindler

PROPOSED AMENDMENT:

70:01:02:44. Lincoln County. The following are the maximum speeds on certain highways in Lincoln County:

(16) State Trunk Highway 11 beginning ~~0.95~~ 1.82 mile miles south of the Minnehaha - Lincoln County line, then north for ~~0.95~~ 1.82 mile miles to the Minnehaha - Lincoln County line, 55 miles per hour.

COST

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

Relocate sign: 3 @ \$80.00 per sign = \$ 240.00

- To relocate the existing SPEED LIMIT 55, SPEED LIMIT 65, and Reduced Speed Limit Ahead (55) signs

TOTAL: \$ 240.00

EXPLANATION OF THE PROPOSAL:

The existing speed limits are being adjusted to slow vehicles down through Shindler and 270th St. This is being proposed due to crash issues. Two locations were studied. The first location was in the middle of Shindler. The speed limit setting tool suggested using the round down 85th percentile which would be 60 mph due to the crash data. It also suggested using the round down 85th percentile due to 3' shoulders combined with traffic volumes. Due to all the accesses, narrow shoulders, and trees along this stretch it felt crowded and driving 55 mph felt most comfortable. The second location studied was at REC Storage between 270th St. and 271st St. The speed limit setting tool suggested using the round down 85th percentile speed of 60 mph due to the 3' shoulders and traffic volumes. The speed limit setting tool did not suggest a speed limit change based on crash data for this section. Driving this section of roadway also felt more rural and tougher to drive at a 55 mph. In approximately 2030 there will be a grading project in which shoulders will be widened through both sections. With wider shoulders the speed limit setting tool would not suggest lowering the speed limit for the section between 270th St. and 271st St. The tool would still suggest lowering the speed limit through Shindler due to the crash data. The crash data, including crash volumes and crash types, suggests our problem section is through Shindler. Therefore, my recommendation is to extend the 55-mph speed limit that currently ends just south of 69th St. to the south through Shindler and 270th St. I'm not recommending we follow the speed limit setting tool because I believe we will get better compliance by not following the speed limit setting tool rather than following it and raising the speed limit to 60 mph for a mile segment and then raising the speed limit to 65 mph. I'm not recommending we follow the speed limit setting tool between 270th and 271st St. due to the geometric improvements that will be made and lack of crashes.

The speed limit changes were initially requested by Jenny Albers, a concerned citizen. The Mitchell Region Traffic Engineer along with the speed and safety management board concur that the speed limit should be reduced through 270th St. but do not concur that the speed limit should be reduced through 271st St.

Captain Robert Mayer of the SD Highway Patrol and Sheriff Steve Swenson of Lincoln County concur with the changes.

SPEED STUDY:

Two speed studies were conducted on May 28, 2025. The first speed study was conducted near Julie Rd. in Shindler. The second speed study was conducted at REC Storage between 270th St. and 271st St,

Speed Study Results:

Location 1, Julie Rd. in Shindler:

Number of Vehicles Checked:	110
Average Speed (mph):	55
Percent Exceeding Speed Limit:	5.5%
Percent Exceeding Speed Limit By More Than 5 mph:	0%
Percent Exceeding Speed Limit By More Than 10 mph:	0%
85th Percentile Speed (mph):	62
50th percentile/Median Speed (mph):	55
Ten Mile Pace (mph):	51-60
Percent Within the Pace:	58%
Fastest Speed Recorded (mph):	70
Slowest Speed Recorded (mph):	37

Location 2, REC Storage between 270th St. and 271st St.:

Number of Vehicles Checked:	100
Average Speed (mph):	55
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%
85th Percentile Speed (mph):	63
50th percentile/Median Speed (mph):	55
Ten Mile Pace (mph):	51-60
Percent Within the Pace:	56%
Fastest Speed Recorded (mph):	70
Slowest Speed Recorded (mph):	43

CRASH DATA:

Through Schindler:

2020-2024

17 crashes with 7 injuries and 10 property damage only

5 Rear End

4 Run Off Road

4 Angle Driveway

3 Angle Intersection

1 Other

3.62 Weighted Crash Rate

270th St. to 271st St:

2020-2024

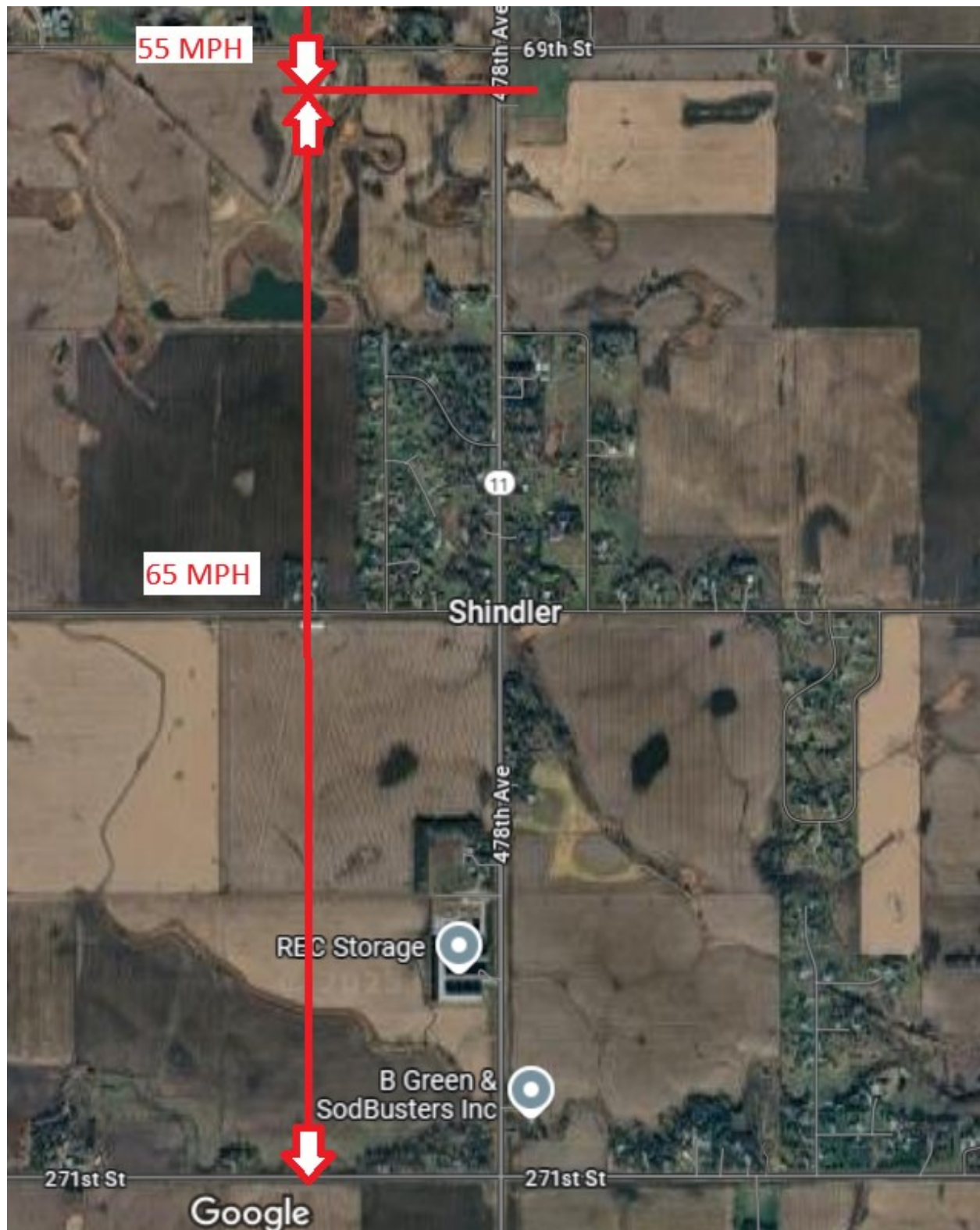
3 crashes with 1 injury and 2 PDO

2 Run Off Road

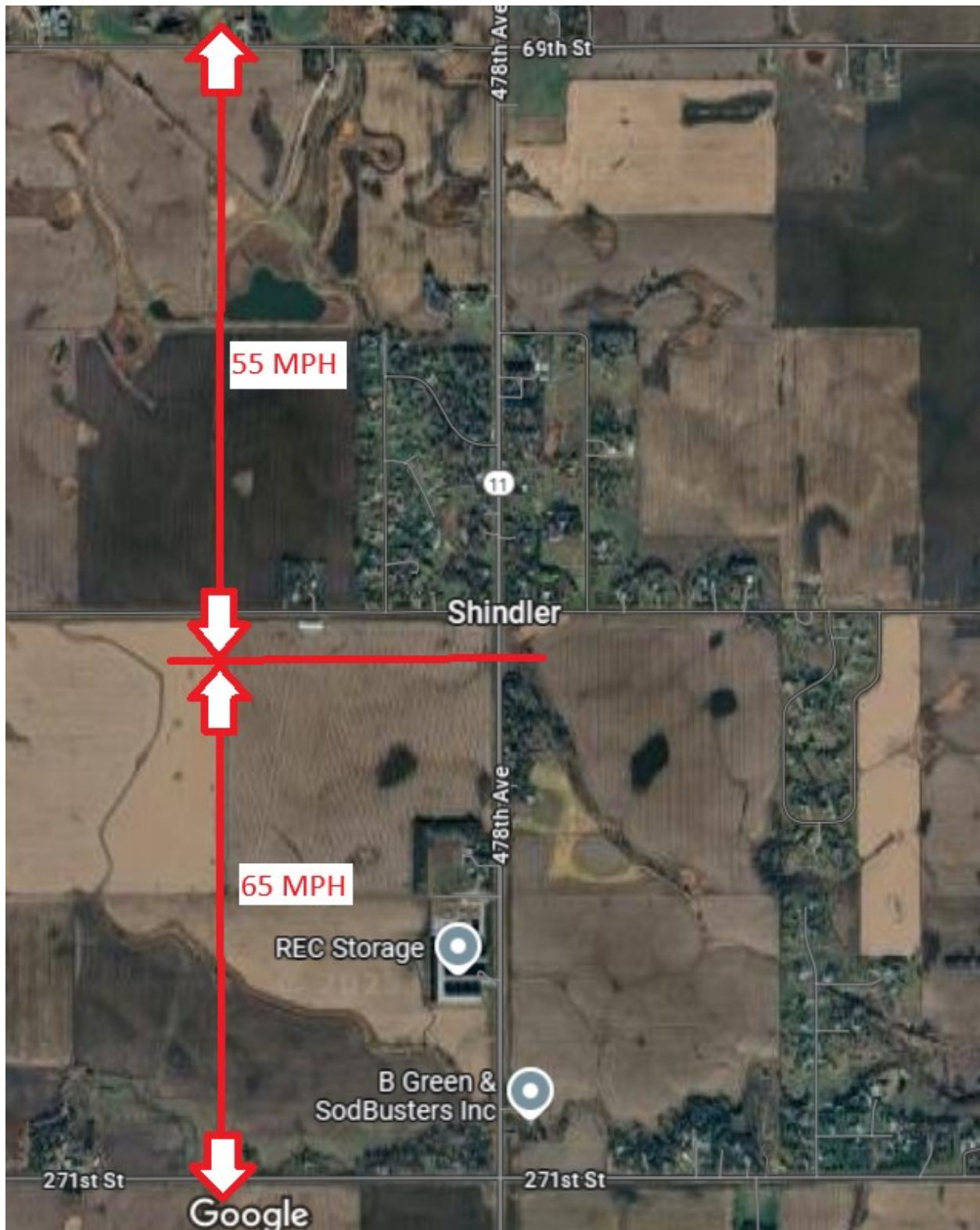
1 Rear End

0.58 Weighed Crash Rate

EXISTING



PROPOSED



From: Jenny Albers <jennyaalbers@yahoo.com>

Sent: Thursday, May 15, 2025 11:20 AM

To: Kroll, Kari <Kari.Kroll@state.sd.us>

Subject: [EXT] Letter of Concern Regarding South Dakota Highway 11

Dear Members of the South Dakota Transportation Commission,

I understand that you oversee a variety of state road transportation issues including speed limits and other road safety measures, therefore I am writing to request changes to portions of South Dakota Highway 11 (SD 11) that currently cause safety threats.

I am requesting your consideration in implementing lower speed limits and establishing no passing zones on Hwy 11 in Lincoln County between 69th Street and 271st Street, with changes ideally being implemented south of 271st as well. As a resident of this area and a frequent traveler on this route, I am deeply concerned about the safety risks posed by current traffic conditions.

Daily, I witness serious risks such as near-miss accidents, limited visibility, and drivers' refusal to slow down behind the many vehicles that turn off Hwy 11 onto county roads, into neighborhoods, or into driveways. Increased traffic in this area adds to the problems mentioned above, and traffic will continue to increase. This is on top of the reckless driving and street racing that commonly takes place on this stretch of Hwy 11, extending to other portions of the highway.

Due to rapid growth in this area, including new schools, new homes and housing developments, new business developments, and new healthcare facilities, along with rapid overall population growth, the current speed limit of 65 is too high due to increased traffic and increased need for traffic to slow down to allow for turning vehicles.

While there is a no passing zone starting around 69th Street going north on Hwy 11, this also needs to be implemented south of 69th Street as there are many homes along this stretch of highway. It has become common to see near-head-on collisions when drivers pass a vehicle without realizing there are vehicles turning onto the highway from neighborhoods and driveways. Additionally, those who must turn off Hwy 11 are commonly almost hit when slowing down to turn, even when giving ample warning with blinkers. Additionally, busses stop at Hwy 11 and Julie Drive, and the children who get on and off the bus here are at risk due to driving conditions on Hwy 11.

In speaking with others who live and commute near and on this stretch of highway, it is clear that driving conditions are of great concern and do in fact put the lives of many at risk on a daily basis due to speed limits that are too high and lack of no passing zones.

I respectfully ask that you take this information into consideration and implement change quickly, especially with the continued rapid growth of Sioux Falls and Harrisburg. Lives are truly at risk.

I have also attached this letter as a Word Document should that be needed.

Thank you for your consideration,

JENNY ALBERS

26964 Elmen Place

Sioux Falls, SD 57108

605-390-0398

jennyaalbers@yahoo.com



Division of Secretariat
Office of the Secretary
700 E. Broadway Avenue
Pierre, South Dakota 57501
605.773.5105
dot.sd.gov | sd511.org

June 9, 2025

Jenny Albers
jennyaalbers@yahoo.com

Sent via e-mail only

Re: Letter of Concern Regarding South Dakota Highway 11

Dear Jenny Albers:

I am writing in response to your email to the South Dakota Department of Transportation, dated May 15, 2025, outlining your concerns about safety on Highway 11 in and around Shindler in Lincoln County. First, I want to thank you for reaching out and expressing your concerns. Public input is an important way for the department to be alerted to safety issues and promptly address them. Second, in response to your letter, the department has conducted two speed studies on Highway 11 between 69th Street and 271st Street. As a result of these studies, the department will initiate rulemaking to lower the speed limit south of Shindler. We propose to extend the existing 55 miles per hour speed limit from 69th Street south through 270th Street. However, after studying the segment south of 270th Street to 271st Street, we concluded the existing 65 mph speed limit should remain in place. The crash rate is lower on this segment and the rural nature of this stretch of highway means drivers would be less likely to comply with a lowered speed limit. As far as changes to the roadway itself, the segment of Highway 11 from 69th St. to the Harrisburg Corner is currently planned for reconstruction in 2030, so safety modifications will be considered as part of the road design and construction process.

The process to lower the speed limit includes a hearing before the South Dakota Transportation Commission. I expect the process will begin within the next month or two. You will be notified by e-mail when the proposed rule changes will be heard by the South Dakota Transportation Commission. You will have the opportunity to weigh in on the department's proposed rule changes should you wish to do so. You may submit written comments before the rules hearing or testify at the hearing by phone or in person. You are welcome to offer all your thoughts and concerns about the speed limit, which may include your opinion that the reduced speed limit should be extended further southward than the department is proposing.

If you wish to visit more about your safety concerns, I invite you to contact Corey Pinkley, the department's Mitchell Region Traffic Engineer. He can be reached at 605-770-7401 or Corey.Pinkley@state.sd.us. Finally, I wish to thank you again for taking the time to make suggestions to enhance safety on our highways.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'Joel Jundt'.

Joel M. Jundt
Secretary

cc: Travis Dressen
Karla Engle
Corey Pinkley

South Dakota Department of Transportation
South Dakota Transportation Commission
Notice of Public Hearing to Adopt Rules

To Whom it may concern:

I write to you this day to address Administrative Rule of South Dakota 70:01:02:44 Lincoln County speed zone rule as a resident of said Lincoln County and a person/family that has lived along Highway 11 since November 1987. As a reference my address is 27330 SD Highway 11, Harrisburg, SD 57032 in-which I have seen many changes with Sioux Falls growing increasingly towards my residence. Therefore, I ask you to think about a 55 mph. speed limit as you ponder my reasoning in this regard.

Back in the day one could let pets run free and I could even cross the road to personally retrieve one's RFD mail. I'd wave to my neighbors walking or running along the highway to stay fit for the upcoming National Guard yearly physical. Once 500 vehicles a week is now 4100 vehicles a week. Thus, those days are gone. Today, if we're waiting to turn in our driveways off the highway, we are passed on the right shoulder as though laws don't exist. We continually warn our families when they are waiting on the highway in their vehicles for on-coming traffic not to turn your wheels until you can clearly make the turn. Everybody in this area, remembers the husband just next door, who was watching his wife turn into their driveway. Her last screaming words were, "Why did you hit me," Yes she was rearended by a pickup truck and pushed into oncoming traffic. She died in his arms as her two children watched.

Fear overcomes me when my neighbor to the north tells me of my wife's near miss by the corner north of us, as she was going to Harrisburg for groceries. Several times a week we hear of these near misses from our families, neighboring farmers moving equipment and even First-Responders in danger too, telling the same. Your departments have records of the many accidents on this stretch of highway to Highway 18 going to Canton.

As an example: My residence is ¼ mile south of the Harrisburg intersection on Highway 11 and ¾ from the gravel road to the south. So, I have a clear sight in both directions as far as traffic goes. If I'm wishing to turn onto the highway and proceed north and a vehicle is just at the south road traveling at 65 mph, I will be overtaken halfway to the north corner or within an 1/8th of a mile. I consider my vehicle and driving habits to be normal. But suppose the vehicle is a tractor or a combine, or even a service vehicle. The speed limit of 65 is too fast. I have waited in my vehicle at the end driveway for over 4 minutes waiting for the safe opening when Canton end of workday traffic is going North and Sioux Falls end of workday traffic is coming south. Don't count the children in buses being let out on the highway or the many construction vehicles who are trying to get out the last load before quitting time. I have been to the highway 11 studies so graciously presented by the South Dakota Dot. The numbers per week are not getting any less as you already know. Please consider a more rational speed limit of 55 mph on highway 11 from Sioux Falls to highway 18 by Canton. This 10 mph decrease from 65 mph could give all drivers a better chance to react to road and driving conditions. Lessening the speed also increases the surface life of the concrete.

And just one more thing. Make it all the way 55mph and not 35 mph then 45 mph then 55 mph then 65 mph then back to 45 mph. I know sometimes it's unavoidable. Former educator with extensive MS studies in human behavior, simplicity and establishing habits is paramount. Plus, you don't need so many speed limit signs.

Respectfully Submitted

Gary and Joy Griesse