



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: September 16, 2025
RE: September 23, 2025 Commission Meeting

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

- 70:01:02:04 – Beadle County speed zone rule;
- 70:01:02:09 – Lawrence County speed zone rule;
- 70:01:02:27 – Fall River County speed zone rule;
- 70:01:02:32 – Hamlin County speed zone rule;
- 70:01:02:34 – Hanson County speed zone rule; and
- 70:01:02:41 – Jones 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; and
3. Memos from the Department's region traffic engineers, explaining the purpose and effect of the proposed changes.

Any written comments that are timely received will be provided to the Commission at the meeting on September 23, 2025. Thank you.

KLE
Enclosures

70:01:02:04. Beadle County. The following are the maximum speeds on certain highways in Beadle County:

(1) U.S. Highway 14 beginning in Wolsey ~~at Mile Reference Marker 330.051~~ 0.2 miles south of the junction of U.S. Highway 14 and Section Line Road then south for ~~0.18~~ 0.2 mile, ~~45~~ forty-five miles per hour; then south for ~~0.769~~ 0.8 mile, ~~35~~ thirty-five miles per hour; then south for ~~0.18~~ 0.5 mile, ~~45~~ forty-five miles per hour;

(2) U.S. Highway 14 beginning ~~0.32~~ 0.3 mile west of the east city limits of Cavour, then east for ~~0.36~~ 0.4 mile, ~~45~~ forty-five miles per hour;

(3) U.S. Highway 14 beginning ~~at the northwest corner of section 6, township 111 north, range 65 west of the fifth principal meridian~~ 0.4 mile east of mile reference marker 316 in Wessington, then east for 1,800 feet, ~~45~~ forty-five miles per hour;

(4) U.S. Highway 14 beginning ~~2.76~~ 2.8 miles west of the junction of U.S. Highway 14 and State Trunk Highway 37 in Huron, then east for ~~1.73~~ 1.7 miles, ~~55~~ fifty-five miles per hour; then east for ~~2.24~~ 2.2 miles, ~~45~~ forty-five miles per hour; then east ~~1.0~~ for one mile, ~~55~~ fifty-five miles per hour;

(5) State Trunk Highway 28 beginning ~~0.75~~ 0.8 mile west of the junction of State Trunk Highway 28 and Spink County Road 13, then east for ~~0.81~~ 0.8 mile, ~~40~~ forty miles per hour;

(6) State Trunk Highway 37 beginning ~~2.05~~ two miles north of the junction of U.S. Highway 14 and State Trunk Highway 37 in Huron, then south for ~~0.85~~ 0.9 mile, ~~55~~ fifty-five miles per hour; then south for ~~0.66~~ 0.7 mile, ~~35~~ thirty-five miles per hour; then south for ~~1.83~~ 1.8 miles, ~~30~~ thirty miles per hour; then south for ~~0.81~~ 0.8 mile, ~~35~~ thirty-five miles per hour; then south for ~~0.53~~ 0.8 mile, ~~45~~ forty-five miles per hour; then south for ~~0.20~~ 0.2 mile, ~~55~~ fifty-five miles per hour; then south to the ~~Sanborn County~~ Beadle-Sanborn county line, ~~70~~ seventy miles per hour.

Source: SL 1975, ch 16, § 1; 6 SDR 109, effective May 29, 1980; 7 SDR 25, effective September 22, 1980; 13 SDR 77, effective December 28, 1986; 13 SDR 116, effective March 1, 1987; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 22 SDR 165, effective June 2, 1996; 26 SDR 161, effective June 11, 2000; 32 SDR 53, effective October 10, 2005; 36 SDR 27, effective August 23, 2009.

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

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

70:01:02:09. Lawrence County. The following are the maximum speeds on certain highways in Lawrence County:

(1) State Trunk Highway 34 beginning at the west ~~platted~~ limits of St. Onge Township, then southeasterly for 0.4 mile ~~to the south-platted limits,~~ 40 forty miles per hour;

(2) U.S. Highway 14A beginning at the junction with East Colorado Boulevard ~~just east of the east in~~ Spearfish ~~city limits,~~ then southerly for ~~approximately 19~~ 18.5 miles to the junction with U.S. Highway 85 at Cheyenne Crossing, ~~35~~ thirty-five miles per hour;

(3) U.S. Highway 14A beginning at the junction with U.S. Highway 85 at the north edge of Deadwood, then easterly for ~~0.09~~ 0.1 mile, ~~35~~ thirty-five miles per hour; then easterly for ~~0.45~~ 0.5 mile, ~~50~~ fifty miles per hour; then easterly for ~~6.16~~ 5.8 miles, ~~55~~ fifty-five miles per hour; then easterly for ~~2.09~~ 2.1 miles to the ~~Meade County Line~~ Lawrence-Meade county line, ~~45~~ forty-five miles per hour;

(4) U.S. Highway 85 beginning at the junction with U.S. Highway 14A near the north city limits of Deadwood, then northerly for ~~1.19~~ 1.2 mile, ~~45~~ forty-five miles per hour; then northerly for ~~2.71~~ 2.7 miles, ~~55~~ fifty-five miles per hour;

(5) State Trunk Highway 34 beginning 0.4 mile north of the centerline of Interstate Highway 90 at Exit 23, then southerly for ~~0.15~~ 0.1 mile, ~~45~~ forty-five miles per hour; then southerly for ~~0.37~~ 0.3 mile, ~~30~~ thirty miles per hour;

(6) U.S. Highway 14A beginning at the junction of U.S. Highway 85 at Cheyenne Crossing, then northeast for 0.2 mile, forty-five miles per hour; then northeast for 4.3 4.1 miles, ~~55~~ fifty-five miles per hour; then northeast for ~~2.91~~ 2.9 miles, ~~40~~ forty miles per hour; then northeast for ~~0.49~~ 0.5 mile to the junction of U.S. Highway 85 in Lead, ~~25~~ twenty-five miles per hour;

(7) U.S. Highway 85 beginning at the west city limits of Lead, then east for 0.8 mile, ~~25~~ twenty-five miles per hour; then easterly for 0.5 mile, ~~20~~ twenty miles per hour; then easterly for 0.8 mile, ~~25~~ twenty-five miles per hour; then easterly to the junction with U.S. Highway 385, ~~Pluma junction, 35~~ thirty-five miles per hour;

(8) U.S. Highway 385 beginning at the junction with U.S. Highway 85 in Deadwood, then southeasterly ~~1.0~~ one mile, ~~35~~ thirty-five miles per hour; then southeasterly 3.82 miles, ~~55~~ fifty-five miles per hour; then southeasterly ~~2.05~~ two miles, ~~45~~ forty-five miles per hour; then southeasterly ~~12.92~~ 12.9 miles to the ~~Pennington County~~ Lawrence-Pennington county line, ~~55~~ fifty-five miles per hour;

(9) U.S. Highway 85 beginning at the junction of U.S. Highway 385 in the City of Deadwood, then northeasterly for ~~1.04~~ 1.1 miles, ~~25~~ twenty-five miles per hour; then northeasterly for ~~0.8~~ 0.7 mile to the intersection of U.S. Highway 14A, ~~20~~ twenty miles per hour;

(10) U.S. Highway 85 beginning at the Wyoming state line, then northeasterly for ~~6.91~~ 6.9 miles, ~~55~~ fifty-five miles per hour; then northeasterly for ~~9.38~~ 9.1 miles, fifty miles per hour; then northeasterly for 0.2 mile to the junction with U.S. Highway 14A at Cheyenne Crossing, ~~50~~ forty-five miles per hour;

(11) U.S. Highway 14A beginning at the junction with U.S. Highway 85 in Lead, then north for ~~0.36~~ 0.3 mile, ~~25~~ twenty-five miles per hour; then northeasterly for ~~0.24~~ 0.3 mile, ~~35~~ thirty-five miles per hour; then northeasterly for ~~3.13~~ 3.1 miles, ~~45~~ forty-five miles per hour; then northeasterly for ~~0.68~~ 0.7 mile to the junction of Main Street, ~~25~~ twenty-five miles per hour; then northeasterly for ~~0.79~~ 0.8 mile to the junction of U.S. Highway 85 at the north edge of Deadwood, ~~35~~ thirty-five miles per hour;

~~(12) Truck speed for eastbound trucks with dual tires on the driver axle on U.S. Highways 85 and 14A beginning at a point 4.3 miles east of the junction of these two highways at Cheyenne Crossing, then east for a distance of 2.32 miles to the Terry Peak Road, 35 miles per hour;~~

~~(13)~~ Truck speed for northbound trucks with dual tires on the driver axle on U.S. Highway 385 beginning at a point 3.5 miles south of the junction with U.S. Highway 85 in Pluma, then north for a distance of 2.5 miles, ~~25~~ twenty-five miles per hour;

~~(14)~~(13) U.S. Highway 14A beginning at the junction of East Colorado ~~Street and Spearfish Canyon Road on the east side of Boulevard in~~ Spearfish, then east for ~~1.57~~ 1.6 miles to the south ramp terminals of Interstate 90 at Exit 14, ~~45~~ forty-five miles per hour;

~~(15) U.S. Highway 14 eastbound loop beginning at the south end of the bridge over Interstate 90 at Exit 10, then south for 0.92~~ 0.5 ~~mile, 45 miles per hour; and U.S. Highway 14 westbound loop beginning 0.92~~ 0.5 ~~mile south of the south end of the bridge over Interstate 90 at Exit 10, then north for 0.92~~ 0.5 ~~mile, 45 miles per hour;~~

~~(16)~~(14) Northbound U.S. Highway 85 ~~N~~ beginning at the south end of the bridge over Interstate 90 at Exit 10, then north for 0.5 mile, ~~45~~ forty-five miles per hour; and southbound U.S. Highway 85 ~~S~~ beginning 0.5 mile north of the south end of the bridge over Interstate 90 at Exit 10, then south for 0.5 mile, ~~45~~ forty-five miles per hour;

~~(17)~~(15) State Highway Maintenance Route 473 beginning at the junction of U.S. Highway ~~14A/85~~ 14A and U.S. Highway 85 southwest of Lead, then westerly for ~~1.58~~ 1.6 miles, ~~40~~ forty miles per hour; then westerly for ~~1.55~~ 1.6 miles, ~~30~~ thirty miles per hour.

Source: SL 1975, ch 16, § 1; 6 SDR 85, effective February 24, 1980; 9 SDR 7, effective July 27, 1982; 11 SDR 22, effective August 12, 1984; portion of subdivision (3) transferred to subdivision 70:01:02:49(10), 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 111,

effective February 28, 1988; 15 SDR 158, effective April 26, 1989; 17 SDR 127, effective March 3, 1991; 17 SDR 151, effective April 8, 1991; 19 SDR 30, effective August 30, 1992; 21 SDR 97, effective November 27, 1994; 21 SDR 171, effective April 2, 1995; 22 SDR 165, effective June 2, 1996; 22 SDR 183, effective June 30, 1996 ; 23 SDR 132, effective February 27, 1997; 26 SDR 124, effective April 2, 2000; 31 SDR 62, effective November 7, 2004; 34 SDR 279, effective May 8, 2008; 37 SDR 58, effective September 27, 2010; 44 SDR 95, effective December 5, 2017; 44 SDR 184, effective June 25, 2018; 45 SDR 9, effective July 30, 2018.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:27. Fall River County. The following are the maximum speeds on certain highways in Fall River County:

(1) U.S. Highway 18 beginning at the junction with U.S. Highway 385 in Hot Springs, then westerly for 0.4 mile, thirty-five miles per hour; then westerly for 0.5 mile, forty-five miles per hour; then westerly for ~~0.6~~ 0.7 mile, fifty miles per hour; then westerly for ~~0.2~~ 0.3 mile to the junction with University Avenue, forty miles per hour;

(2) State Trunk Highway 71 beginning at the Nebraska state line, then north for ~~1.11~~ 1.2 miles, fifty-five miles per hour; then northerly for 0.9 mile, forty miles per hour; then northeasterly for ~~32.8 miles to 0.4 mile south of the intersection with U.S. Highway 18~~, fifty-five miles per hour; then northeasterly for ~~0.34~~ 0.4 mile to the intersection of U.S. Highway 18, forty-five miles per hour;

(3) State Trunk Highway 471 beginning at its intersection with State Trunk Highway 71, then northwesterly for ~~13.24~~ 13.2 miles, fifty-five miles per hour; then northwesterly for ~~0.59~~ 0.6 mile, thirty-five miles per hour; then northerly for ~~6.48~~ 6.5 miles, fifty-five miles per hour; then northerly for ~~0.63~~ 0.6 mile, thirty-five miles per hour; then northerly to the intersection with U.S. Highway 18, twenty-five miles per hour;

(4) U.S. Highway 18 beginning ~~3.0~~ 2.9 miles west of the junction with University Avenue at the west edge of Hot Springs, then east for ~~2.8~~ 2.7 miles, fifty-five miles per hour; then east for 0.2 mile, thirty-five miles per hour;

(5) U.S. Highway 18 beginning at the junction with State Trunk Highway 79, then westerly for ~~1.68~~ 1.7 miles, fifty-five miles per hour; then westerly for ~~2.11~~ 2.2 miles, fifty miles per hour; then westerly to the junction with U.S. Highway 385, thirty-five miles per hour;

(6) U.S. Highway 385 beginning at the junction with U.S. Highway 18 in Hot Springs, then northerly for ~~2.13~~ 2.1 miles, twenty-five miles per hour; then northerly for ~~0.47~~ 0.5 mile, thirty-five miles per hour; then northerly for ~~0.19~~ 0.2 mile, forty-five miles per hour;

(7) U.S. Highway 385 beginning at the Nebraska border, then north to a point ~~0.69~~ 0.7 mile south of the junction with U.S. Highway 18, seventy miles per hour ~~for those segments of highway that are four-lane divided sections~~; then north to the junction with U.S. Highway 18, fifty-five miles per hour;

(8) U.S. Highway 18 beginning at the junction with U.S. Highway 385 near Oelrichs, then westerly for ~~0.15~~ 0.3 mile, fifty-five miles per hour; then westerly to a point ~~0.26~~ 0.6 mile south of the intersection with State Trunk Highway 79, seventy miles per hour ~~for those segments of highway that are four-lane divided sections~~; then north to the junction with State Trunk Highway 79, fifty-five miles per hour;

(9) State Trunk Highway 79 beginning at the junction with U.S. Highway 18, then north for ~~0.35~~ 0.6 mile, fifty-five miles per hour; then north to the Custer County line, seventy miles per hour ~~for those segments of highway that are four-lane divided sections~~;

(10) U.S. Highway 18 beginning ~~0.60~~ 0.7 mile west of the junction with State Trunk Highway 471, then east ~~0.74~~ 0.8 mile, fifty-five miles per hour;

(11) U.S. Highway 18P beginning at its west junction with U.S. Highway 18, then easterly to the west junction with State Trunk Highway 471 in Edgemont, twenty-five miles per hour; and

(12) U.S. Highway 18P beginning at its east junction with U.S. Highway 18, then westerly for 0.4 mile, forty-five miles per hour, then westerly to the east junction with State Trunk Highway 471 in Edgemont, twenty-five miles per hour.

Source: SL 1975, ch 16, § 1; 6 SDR 5, effective July 30, 1979; 6 SDR 109, effective May 29, 1980; 11 SDR 112, effective February 25, 1985; 12 SDR 7, effective July 28, 1985; 12 SDR 138, effective February 23, 1986; 13 SDR 9, effective August 3, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 111, effective February 28, 1988; 16 SDR 102, effective December 20, 1989; 22 SDR 165, effective June 2, 1996; 23 SDR 132, effective February 27, 1997; 24 SDR 165, effective May 31, 1998; 25 SDR 108, effective March 1, 1999; 32 SDR 109, effective December 26, 2005; 44 SDR 95, effective December 5, 2017; 48 SDR 39, effective October 3, 2021; 50 SDR 42, effective October 11, 2023.

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

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

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

(1) State Trunk Highway 28 beginning 0.2 mile west of State Trunk Highway 21, then east 0.8 mile, forty-five miles per hour; then east 1.54 miles, 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, forty-five miles per hour; then west for 0.57 mile, thirty-five miles per hour; then west for 0.2 mile, 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, forty-five miles per hour; then east 0.83 mile, thirty-five miles per hour; then east 0.2 mile, forty-five miles per hour;

(4) U.S. Highway 81 beginning at the Hamlin and Brookings county line, then north for 1.25 miles, 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~~ five miles to a point one thousand five hundred feet south of Main Avenue in Hayti, fifty-five miles per hour; then north one thousand feet, forty-five miles per hour; then north to Main Avenue, twenty-five miles per hour; then east to Fourth Street, twenty-five miles per hour; then north to Redbird Avenue, twenty-five miles per hour; then east ~~nine hundred feet~~ one thousand six hundred feet, twenty-five miles per hour; then east one thousand feet, 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, 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, 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, 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; 51 SDR 52, effective November 11, 2024.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:34. Hanson County. The following are the maximum speeds on certain highways in Hanson County:

(1) State Trunk Highway 262 beginning 0.2 mile northwesterly of Hanson County Highway 8, then southeasterly 0.2 mile, ~~45~~ forty-five miles per hour; then southeasterly 0.75 mile through Emery, ~~30~~ thirty miles per hour; then southeasterly for 0.2 mile, ~~45~~ forty-five miles per hour;

(2) State Trunk Frontage Road ~~38EF~~ 38P beginning at State Trunk Highway 38 ~~1~~ one mile east of the west Hanson County line, then south, ending at the south ramps of the Interstate Highway 90 and Riverside Road interchange, ~~50~~ fifty miles per hour;

(3) State Trunk Highway 262 beginning at the intersection with the ~~south~~ ramps on the north side of Interstate Highway 90, then south to Tenth Street in Alexandria, ~~45~~ forty-five miles per hour; then south and southeasterly to Walnut Street, ~~30~~ thirty miles per hour; then southeasterly 0.2 mile, ~~45~~ forty-five miles per hour.

Source: SL 1975, ch 16, § 1; 4 SDR 20, effective October 3, 1977; 13 SDR 129, 13 SDR 134, effective July 1, 1987.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

70:01:02:41. Jones County. The following are the maximum speeds on certain highways in Jones County:

(1) State Trunk Highway 248 ~~and Interstate Highway 90 Business Loop~~ beginning 0.2 mile east of ~~the section line common to sections 12 and 7, township 2 south, range 28 east of the Black Hills meridian~~ Kennedy Avenue in Murdo, then west for 0.9 mile, ~~35~~ thirty-five miles per hour; then west for ~~0.15~~ 0.2 mile, ~~40~~ forty miles per hour, then west to Jones-Jackson county line, fifty-five miles per hour;

(2) U.S. Highway 83 ~~and Interstate Highway 90 Business Loop~~ beginning at its junction with State Trunk Highway 248 in Murdo, then south for 0.4 mile, ~~35~~ thirty-five miles per hour, then south for 0.2 mile, forty-five miles per hour;

(3) ~~State Trunk Highway 248 beginning at the Jones-Jackson county line, then east to 0.2 mile east of the section line common to sections 12 and 7, township 2 south, range 28 east of the Black Hills meridian in Murdo, 55 miles per hour;~~

(4) State Trunk Highway 248 beginning 0.2 mile east of ~~the section line common to sections 12 and 7, township 2 south, range 28 east of the Black Hills meridian~~ Kennedy Avenue in Murdo, then east to 0.15 mile east of ~~the section line common to sections 32 and 33, township 1 south, range 30 east of the Black Hills meridian~~ 279th Avenue, ~~55~~ fifty-five miles per hour, then east for 0.5 mile, ~~45~~ forty-five miles per hour; then east to the Jones-Lyman county line, ~~55~~ fifty-five miles per hour.

Source: SL 1975, ch 16, § 1; 3 SDR 75, effective May 1, 1977; 7 SDR 25, effective September 22, 1980; 10 SDR 93, effective March 5, 1984; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 22 SDR 165, effective June 2, 1996; 39 SDR 32, effective September 4, 2012.

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 **August 11, 2025**
- Date of public hearing **September 23, 2025**
- Date proposed rules and supporting documents submitted to the LRC and the Bureau of Finance and Management **August 27, 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 **8/30/2025** Newspaper **Aberdeen News** and **Black Hills Pioneer**
 - Date **8/31/2025** Newspaper **Sioux Falls Argus Leader**
 - Date **9/3/2025** Newspaper **Hamlin County Herald-Enterprise**
 - Date **9/4/2025** Newspaper **Huron Plainsman, The Special (Alexandria) Murdo Coyote, Hot Springs Star, and Pierre Capital Journal.**
- Summary of how, when, and number of interested persons, if any, were contacted.

On August 27, 2025, copies of the hearing notice and proposed rules were e-mailed or mailed to the individuals or entities who have requested notification of rulemaking. Also on August 27, 2025, copies of the hearing notice and proposed rules were mailed to the mayors and finance officers of Huron, Wolsey, Hot Springs, Hayti, Alexandria, and Murdo and the sheriffs of Beadle, Lawrence, Fall River, Hamlin, Hanson, and Jones counties. On August 27, 2025, information about this rulemaking was also posted on DOT's website and on the Open SD website. On September 3, 2025, information about the hearing was posted on DOT's social media platforms, namely Facebook, X (formerly Twitter), Linked In, and Instagram.

- 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

Aberdeen Region Office

PO BOX 1767

Aberdeen, South Dakota 57401

PHONE: 605/626-7879

CELL: 605/380-9011

DATE: August 13, 2025

TO: Jon Suomala
Operations Traffic Engineer

FROM: Matt Dorfschmidt
Aberdeen Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
SD37

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on SD 37 in the divided highway section south of Huron in front of the Walmart and Runnings. The rest of the minor changes are distance corrections to the nearest tenth of a mile.

PROPOSED AMENDMENT:

70:01:02:04. Beadle County. The following are the maximum speeds on certain highways in Beadle County:

(6) State Trunk Highway 37 beginning ~~2.05~~ **2.0** miles north of the junction of U.S. Highway 14 and State Trunk Highway 37 in Huron, then south for ~~0.85~~ **0.9** mile, 55 miles per hour; then south for ~~0.66~~ **0.7** mile, 35 miles per hour; then south for ~~1.83~~ **1.8** miles, 30 miles per hour; then south for 0.81 mile, 35 miles per hour; then south for ~~0.53~~ **0.8** mile, 45 miles per hour; then south for 0.2 mile, 55 miles per hour; then south to the Sanborn County line, 70 miles per hour.

COST

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

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

- To relocate the existing SPEED LIMIT 45 (1), 55 (2) & 70 (1) signs

TOTAL: \$ 320.00

EXPLANATION OF THE PROPOSAL:

The proposed speed limit would extend the current 45 mph speed limit an additional 0.3 miles, past the south entrance to Runnings in Huron. In recent years, there has been multiple serious injury crashes at this intersection along with one fatal.

Two studies were conducted on September 19th, 2024 at the east intersection of SD37 and 33rd St. – in both eastbound and westbound directions. Each study involved over 200 vehicles and was conducted under dry conditions. The existing speed limit at this location is 70 mph.

At this location, the 85th percentile speed was 63 mph, with average speeds ranging from 55 to 57 mph. Most vehicles were traveling in the 54-63 mph range.

The department classified this segment of highway as a developed suburban principal arterial for analyzation using the NCHRP 17-76 Speed Limit Setting Tool. This tool advises that speed limits in these settings should not exceed 55 mph. Although speed studies show that the 85th percentile speeds are around 63 mph, the engineering judgment supported by national standards prioritizes road context and safety over matching prevailing speeds.

The speed study was requested by the Aberdeen Region Engineer as a result of concerns raised by Highway Patrol and concerned citizens that use the highway in this location. The Aberdeen Region Engineer concurs with the recommendation.

Captain Randi Erickson, District 1 of the South Dakota Highway Patrol, Sheriff Chad Schlotterbeck, and Hamlin County Sheriff have been contacted and concur with the recommended speed reduction.

SPEED STUDY RESULTS:

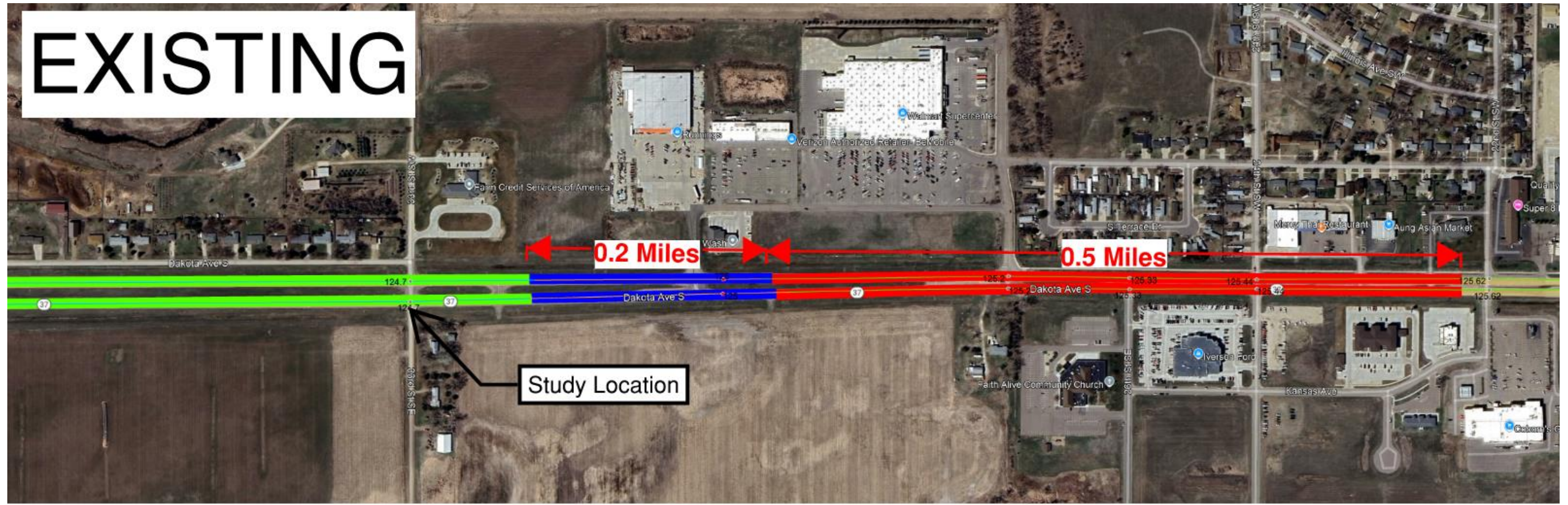
DATE	9-19-24	TIME	10AM - 2:10PM
DAY	Thursday	LOCATION	SD37 & 33rd St
ROUTE	SD37	SURFACE	Asphalt
COUNTY	Beadle	CONDITION	Dry/Clean
DIRECTION	NB		
EXISTING SPEED LIMIT MILES PER HOUR	70		

MPH	TOTAL VEHICLES
NUMBER OF VEHICLES CHECKED	220
AVERAGE SPEED MPH	57
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	63.0
TEN MILE PACE MPH	54.0 TO 63.0
PER CENT WITHIN THE PACE	56.4
MEDIAN SPEED MPH	55.0
FASTEST SPEED RECORDED MPH	70.0
SLOWEST SPEED RECORDED MPH	40.0

DATE	9-19-24	TIME	10AM - 2:10PM
DAY	Thursday	LOCATION	SD37 & 33rd St
ROUTE	SD37	SURFACE	Asphalt
COUNTY	Beadle	CONDITION	Dry/Clean
DIRECTION	SB		
EXISTING SPEED LIMIT MILES PER HOUR	70		

MPH	TOTAL VEHICLES
NUMBER OF VEHICLES CHECKED	220
AVERAGE SPEED MPH	58
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	63.0
TEN MILE PACE MPH	54.0 TO 63.0
PER CENT WITHIN THE PACE	63.9
MEDIAN SPEED MPH	57.0
FASTEST SPEED RECORDED MPH	74.0
SLOWEST SPEED RECORDED MPH	42.0

EXISTING



70 MPH

55 MPH

45 MPH



PROPOSED





Department of Transportation

Aberdeen Office

PO BOX 1767

Aberdeen, South Dakota 57401

PHONE: 605/626-7879

CELL: 605/380-9011

DATE: 8/13/25

TO: Jon Suomala
Operations Traffic Engineer

FROM: Matt Dorfschmidt
Aberdeen Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
US 14

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on US 14 on the south edge of Wolsey (1). The rest of the changes are distance corrections to the nearest tenth of a mile or clarifying starting locations, (6) has been left off this list as it is addressed with a separate memo.

PROPOSED AMENDMENT:

70:01:02:04. Beadle County. The following are the maximum speeds on certain highways in Beadle County:

- (1) U.S. Highway 14 beginning in Wolsey ~~at Mile Reference Marker 330.051~~ **0.2 miles south of the junction of U.S. Highway 14 and 287th Avenue** then south for ~~0.18~~ **0.2** mile, 45 miles per hour; then south for ~~0.769~~ **0.8** mile, 35 miles per hour; then south for ~~0.18~~ **0.5** mile, 45 miles per hour;
- (2) U.S. Highway 14 beginning ~~0.32~~ **0.3** mile west of the east city limits of Cavour, then east for ~~0.36~~ **0.4** mile, 45 miles per hour;
- (3) U.S. Highway 14 beginning ~~at the northwest corner of section 6, township 111 north, range 65 west of the fifth principal meridian~~ **0.4 miles east of MRM 316.00** in Wessington, then east for 1,800 feet, 45 miles per hour;

(4) U.S. Highway 14 beginning ~~2.76~~ **2.8** miles west of the junction of U.S. Highway 14 and State Trunk Highway 37 in Huron, then east for ~~1.73~~ **1.7** miles, 55 miles per hour; then east for ~~2.24~~ **2.2** miles, 45 miles per hour; then east 1.0 mile, 55 miles per hour;

(5) State Trunk Highway 28 beginning ~~0.75~~ **0.8** mile west of the junction of State Trunk Highway 28 and Spink County Road 13, then east for ~~0.81~~ **0.8** mile, 40 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 45 sign, SPEED LIMIT 65 sign and one Reduced Speed Limit Ahead (45) sign

TOTAL: \$ 240.00

EXPLANATION OF THE PROPOSAL:

The proposed speed limit would extend the current 45 mph speed limit an additional 0.3 miles south past the intersection with 206th Street. 12-15 homes have been built that utilize 206th Street to access their property. Currently that intersection is in the 65 mph zone.

Two studies were conducted on May 28, 2025 at the east intersection of 206th St and US14 – in both northbound and southbound directions. Each study involved over 200 vehicles and was conducted under dry conditions.

At this location, the 85th percentile speed was 59 mph, with average speeds of 53 mph. Most vehicles were traveling in the 50-59 mph range.

With the newer housing development, the department classified this segment of highway as a developed rural principal arterial for analyzation using the NCHRP 17-76 Speed Limit Setting Tool. This tool advises that speed limits in these settings should not exceed 55 mph. Although speed studies show that the 85th percentile speeds are around 59 mph, the engineering judgment supported by national standards prioritizes road context and safety over matching prevailing speeds.

The speed study was requested by the Huron Area Engineer as a result of concerns raised concerned citizens that use the highway in this location. The Aberdeen Region Engineer concurs with the recommendation.

Captain Randi Erickson, District 1 of the South Dakota Highway Patrol, has been contacted and concur with the recommended speed reduction.

SPEED STUDY:

A speed study was conducted on May 28, 2025 at the intersection of US 14 and 206th Street.

Speed Study Results:

DATE	5-28-25	TIME	
DAY	Wednesday	LOCATION	US14 & 206th St.
ROUTE	US14	SURFACE	Asphalt
COUNTY	Beadle	CONDITION	Dry/Clean
DIRECTION	NB(WB)		
EXISTING SPEED LIMIT	MILES PER HOUR	65	
NUMBER OF VEHICLES CHECKED		200	
AVERAGE SPEED MPH		54	
PER CENT EXCEEDING SPEED LIMIT		2.5	
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		59.0	
TEN MILE PACE MPH	50.0 TO	59.0	
PER CENT WITHIN THE PACE		67.6	
MEDIAN SPEED MPH		53.0	
FASTEST SPEED RECORDED MPH		68.0	
SLOWEST SPEED RECORDED MPH		40.0	

DATE	5-28-25	TIME	
DAY	Wednesday	LOCATION	US14 & 206th St.
ROUTE	US14	SURFACE	Asphalt
COUNTY	Beadle	CONDITION	Dry/Clean
DIRECTION	SB(EB)		
EXISTING SPEED LIMIT	MILES PER HOUR	65	
NUMBER OF VEHICLES CHECKED		200	
AVERAGE SPEED MPH		54	
PER CENT EXCEEDING SPEED LIMIT		4.0	
PER CENT EXCEEDING LIMIT BY MORE THAN 5 MPH		1.0	
PER CENT EXCEEDING LIMIT BY MORE THAN 10 MPH		0.0	
85th PERCENTILE SPEED MPH		59.0	
TEN MILE PACE MPH	50.0 TO	59.0	
PER CENT WITHIN THE PACE		72.5	
MEDIAN SPEED MPH		53.0	
FASTEST SPEED RECORDED MPH		74.0	
SLOWEST SPEED RECORDED MPH		44.0	



35 MPH

45 MPH

45 MPH





Department of Transportation

Rapid City Office

2300 Eglin St.

Rapid City, South Dakota 57702

PHONE: 605/394-2244

FAX: 605/394-1904

DATE: 8-25-25

TO: Jon Suomala
Operations Traffic Engineer

FROM: Jesse Nelson
Rapid City Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
70:01:02:09

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

PROPOSED AMENDMENT:

70:01:02:09. Lawrence County. The following are the maximum speeds on certain highways in Lawrence County:

(1) State Trunk Highway 34 beginning at the west ~~platted~~ limits of St. Onge township, then southeasterly for 0.4 mile ~~to the south-platted limits,~~ 40 forty miles per hour;

(2) U.S. Highway 14A beginning at the junction with East Colorado Boulevard ~~just east of the east in~~ Spearfish ~~city limits~~, then southerly for ~~approximately 19~~ 18.5 miles to the junction with U.S. Highway 85 at Cheyenne Crossing, ~~35 thirty-five~~ miles per hour;

(3) U.S. Highway 14A beginning at the junction with U.S. Highway 85 at the north edge of Deadwood, then easterly for ~~0.09~~ 0.1 mile, ~~35 thirty-five~~ miles per hour; then easterly for ~~0.45~~ 0.5 mile, ~~50 fifty~~ miles per hour; then easterly for ~~6.16~~ 5.8 miles, ~~55 fifty-five~~ miles per hour; then

easterly for ~~2.09~~ 2.1 miles to the ~~Meade County Line~~ Lawrence-Meade county line, ~~45~~ forty-five miles per hour;

(4) U.S. Highway 85 beginning at the junction with U.S. Highway 14A near the north city limits of Deadwood, then northerly for ~~1.19~~ 1.2 mile, ~~45~~ forty-five miles per hour; then northerly for ~~2.71~~ 2.7 miles, ~~55~~ fifty-five miles per hour;

(5) State Trunk Highway 34 beginning 0.4 mile north of the centerline of Interstate Highway 90 at Exit 23, then southerly for ~~0.15~~ 0.1 mile, ~~45~~ forty-five miles per hour; then southerly for ~~0.37~~ 0.3 mile, ~~30~~ thirty miles per hour;

(6) U.S. Highway 14A beginning at the junction of U.S. Highway 85 at Cheyenne Crossing, then northeast for 0.2 mile, forty-five miles per hour; then northeast for ~~4.3~~ 4.1 miles, ~~55~~ fifty-five miles per hour; then northeast for ~~2.91~~ 2.9 miles, ~~40~~ forty miles per hour; then northeast for ~~0.49~~ 0.5 mile to the junction of U.S. Highway 85 in Lead, ~~25~~ twenty-five miles per hour;

(7) U.S. Highway 85 beginning at the west city limits of Lead, then east for 0.8 mile, ~~25~~ twenty-five miles per hour; then easterly for 0.5 mile, ~~20~~ twenty miles per hour; then easterly for 0.8 mile, ~~25~~ twenty-five miles per hour; then easterly to the junction with U.S. Highway 385, ~~Pluma junction,~~ 35 thirty-five miles per hour;

(8) U.S. Highway 385 beginning at the junction with U.S. Highway 85 in Deadwood, then southeasterly 1.0 mile, ~~35~~ thirty-five miles per hour; then southeasterly 3.82 miles, ~~55~~ fifty-five miles per hour; then southeasterly ~~2.05~~ two miles, ~~45~~ forty-five miles per hour; then southeasterly ~~12.92~~ 12.9 miles to the ~~Pennington County~~ Lawrence-Pennington county line, ~~55~~ fifty-five miles per hour;

(9) U.S. Highway 85 beginning at the junction of U.S. Highway 385 in the City of Deadwood, then northeasterly for ~~1.04~~ 1.1 miles, ~~25~~ twenty-five miles per hour; then northeasterly for ~~0.8~~ 0.7 mile to the intersection of U.S. Highway 14A, ~~20~~ twenty miles per hour;

(10) U.S. Highway 85 beginning at the Wyoming state line, then northeasterly for ~~6.91~~ 6.9 miles, ~~55~~ fifty-five miles per hour; then northeasterly for ~~9.38~~ 9.1 miles, fifty miles per hour; then northeasterly for 0.2 mile to the junction with U.S. Highway 14A at Cheyenne Crossing, ~~50~~ forty-five miles per hour;

(11) U.S. Highway 14A beginning at the junction with U.S. Highway 85 in Lead, then north for ~~0.36~~ 0.3 mile, ~~25~~ twenty-five miles per hour; then northeasterly for ~~0.24~~ 0.3 mile, ~~35~~ thirty-five miles per hour; then northeasterly for ~~3.13~~ 3.1 miles, ~~45~~ forty-five miles per hour; then northeasterly for ~~0.68~~ 0.7 mile to the junction of Main Street, ~~25~~ twenty-five miles per hour; then northeasterly for ~~0.79~~ 0.8 mile to the junction of U.S. Highway 85 at the north edge of Deadwood, ~~35~~ thirty-five miles per hour;

~~(12) Truck speed for eastbound trucks with dual tires on the driver axle on U.S. Highways 85 and 14A beginning at a point 4.3 miles east of the junction of these two highways at Cheyenne Crossing, then east for a distance of 2.32 miles to the Terry Peak Road, 35 miles per hour;~~

~~(13)~~ Truck speed for northbound trucks with dual tires on the driver axle on U.S. Highway 385 beginning at a point 3.5 miles south of the junction with U.S. Highway 85 in Pluma, then north for a distance of 2.5 miles, ~~25~~ twenty-five miles per hour;

~~(14)(13)~~ U.S. Highway 14A beginning at the junction of East Colorado ~~Street and Spearfish Canyon Road Boulevard in on the east side of~~ Spearfish, then east for ~~1.57~~ 1.6 miles to the south ramp terminals of Interstate 90 at Exit 14, ~~45~~ forty-five miles per hour;

~~(15) U.S. Highway 14 eastbound loop beginning at the south end of the bridge over Interstate 90 at Exit 10, then south for 0.92 0.5 mile, 45 miles per hour; and U.S. Highway 14 westbound loop beginning 0.92 0.5 mile south of the south end of the bridge over Interstate 90 at Exit 10, then north for 0.92 0.5 mile, 45 miles per hour;~~

~~(16)~~(14) Northbound U.S. Highway 85-~~N~~ beginning at the south end of the bridge over Interstate 90 at Exit 10, then north for 0.5 mile, ~~45~~ forty-five miles per hour; and southbound U.S. Highway 85-~~S~~ beginning 0.5 mile north of the south end of the bridge over Interstate 90 at Exit 10, then south for 0.5 mile, ~~45~~ forty-five miles per hour;

~~(17)~~(14) State Highway Maintenance Route 473 beginning at the junction of U.S. Highway ~~14A/85~~ 14A and U.S. Highway 85 southwest of Lead, then westerly for ~~1.58~~ 1.6 miles, ~~40~~ forty miles per hour; then westerly for ~~1.55~~ 1.6 miles, ~~30~~ thirty miles per hour.

Source: SL 1975, ch 16, § 1; 6 SDR 85, effective February 24, 1980; 9 SDR 7, effective July 27, 1982; 11 SDR 22, effective August 12, 1984; portion of subdivision (3) transferred to subdivision 70:01:02:49(10), 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 111, effective February 28, 1988; 15 SDR 158, effective April 26, 1989; 17 SDR 127, effective March 3, 1991; 17 SDR 151, effective April 8, 1991; 19 SDR 30, effective August 30, 1992; 21 SDR 97, effective November 27, 1994; 21 SDR 171, effective April 2, 1995; 22 SDR 165, effective June 2, 1996; 22 SDR 183, effective June 30, 1996 ; 23 SDR 132, effective February 27, 1997; 26 SDR 124, effective April 2, 2000; 31 SDR 62, effective November 7, 2004; 34 SDR 279, effective May 8, 2008; 37 SDR 58, effective September 27, 2010; 44 SDR 95, effective December 5, 2017; 44 SDR 184, effective June 25, 2018; 45 SDR 9, effective July 30, 2018.

General Authority: SDCL 32-25-7.

Law Implemented: SDCL 32-25-7.

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 the 2 existing TRUCK SPEED LIMIT 35 signs

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

- To relocate the existing SPEED LIMIT 50 sign at Cheyenne Crossing
- To relocate the existing SPEED LIMIT 55 sign at Cheyenne Crossing

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

- To install two SPEED LIMIT 45 signs

TOTAL: \$ 470.00

EXPLANATION OF THE PROPOSAL:

Rule 6 and 10 are modified to change the speed limit from 50 mph to 45 mpg for a distance of 0.2 miles west of Cheyenne Crossing, and from 55 mph to 45 mph for a distance of 0.2 miles east of Cheyenne Crossing based on a speed study. The study showed an 85th percentile speed of 48 mph heading westbound and 44 mph heading eastbound. The Speed Limit Setting Tool recommended a rounded down 85th percentile speed based on the above average number of approaches in this segment.

Rule 12, truck speed limit on US85, was removed after consultation with Captain Bader of the Highway Patrol. The truck speed limit of 35 is close enough to the regular speed limit of 40 at this location that it is an unnecessary differentiation between vehicle types.

Rule 13, truck speed limit on US385 was reviewed and deemed to still be necessary due to the residential section at the bottom of the hill. There was concern that without the truck speed limit, trucks would struggle to slow from 55 mph to 35 mph at the bottom of the hill.

Rule 15 seems to be redundant with Rule 16.

And the remainder of the changes are correcting measurements and converting to 10th of a mile instead of 100th of a mile.

SITE MAPS:





Department of Transportation

Rapid City Office

2300 Eglin St.

Rapid City, South Dakota 57702

PHONE: 605/394-2244

FAX: 605/394-1904

DATE: 8-25-25

TO: Jon Suomala
Operations Traffic Engineer

FROM: Jesse Nelson
Rapid City Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
70:01:02:27

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

PROPOSED AMENDMENT:

70:01:02:27. Fall River County. The following are the maximum speeds on certain highways in Fall River County:

(1) U.S. Highway 18 beginning at the junction with U.S. Highway 385 in Hot Springs, then westerly for 0.4 mile, thirty-five miles per hour; then westerly for 0.5 mile, forty-five miles per hour; then westerly for ~~0.6~~ 0.7 mile, fifty miles per hour; then westerly for ~~0.2~~ 0.3 mile to the junction with University Avenue, forty miles per hour;

(2) State Trunk Highway 71 beginning at the Nebraska state line, then north for ~~1.14~~ 1.2 miles, fifty-five miles per hour; then northerly for 0.9 mile, forty miles per hour; then northeasterly ~~for 32.8 miles to 0.4 mile south of the intersection with U.S. Highway 18,~~ fifty-five miles per hour;

then northeasterly for ~~0.34~~ 0.4 mile to the intersection of U.S. Highway 18, forty-five miles per hour;

(3) State Trunk Highway 471 beginning at its intersection with State Trunk Highway 71, then northwesterly for ~~13.24~~ 13.2 miles, fifty-five miles per hour; then northwesterly for ~~0.59~~ 0.6 mile, thirty-five miles per hour; then northerly for ~~6.48~~ 6.5 miles, fifty-five miles per hour; then northerly for ~~0.63~~ 0.6 mile, thirty-five miles per hour; then northerly to the intersection with U.S. Highway 18, twenty-five miles per hour;

(4) U.S. Highway 18 beginning ~~3.0~~ 2.9 miles west of the junction with University Avenue at the west edge of Hot Springs, then east for ~~2.8~~ 2.7 miles, fifty-five miles per hour; then east for 0.2 mile, thirty-five miles per hour;

(5) U.S. Highway 18 beginning at the junction with State Trunk Highway 79, then westerly for ~~1.68~~ 1.7 miles, fifty-five miles per hour; then westerly for ~~2.11~~ 2.2 miles, fifty miles per hour; then westerly to the junction with U.S. Highway 385, thirty-five miles per hour;

(6) U.S. Highway 385 beginning at the junction with U.S. Highway 18 in Hot Springs, then northerly for ~~2.13~~ 2.1 miles, twenty-five miles per hour; then northerly for ~~0.47~~ 0.5 mile, thirty-five miles per hour; then northerly for ~~0.19~~ 0.2 mile, forty-five miles per hour;

(7) U.S. Highway 385 beginning at the Nebraska border, then north to a point ~~0.69~~ 0.7 mile south of the junction with U.S. Highway 18, seventy miles per hour ~~for those segments of highway that are four-lane divided sections~~; then north to the junction with U.S. Highway 18, fifty-five miles per hour;

(8) U.S. Highway 18 beginning at the junction with U.S. Highway 385 near Oelrichs, then westerly for ~~0.15~~ 0.3 mile, fifty-five miles per hour; then westerly to a point ~~0.26~~ 0.6 mile south of the intersection with State Trunk Highway 79, seventy miles per hour ~~for those segments of~~

~~highway that are four-lane divided sections~~; then north to the junction with State Trunk Highway 79, fifty-five miles per hour;

(9) State Trunk Highway 79 beginning at the junction with U.S. Highway 18, then north for ~~0.35~~ 0.6 mile, fifty-five miles per hour; then north to the Custer County line, seventy miles per hour ~~for those segments of highway that are four-lane divided sections~~;

(10) U.S. Highway 18 beginning ~~0.60~~ 0.7 mile west of the junction with State Trunk Highway 471, then east ~~0.74~~ 0.8 mile, fifty-five miles per hour;

(11) U.S. Highway 18P beginning at its west junction with U.S. Highway 18, then easterly to the west junction with State Trunk Highway 471 in Edgemont, twenty-five miles per hour; and

(12) U.S. Highway 18P beginning at its east junction with U.S. Highway 18, then westerly for 0.4 mile, forty-five miles per hour, then westerly to the east junction with State Trunk Highway 471 in Edgemont, twenty-five miles per hour.

Source: SL 1975, ch 16, § 1; 6 SDR 5, effective July 30, 1979; 6 SDR 109, effective May 29, 1980; 11 SDR 112, effective February 25, 1985; 12 SDR 7, effective July 28, 1985; 12 SDR 138, effective February 23, 1986; 13 SDR 9, effective August 3, 1986; 13 SDR 129, 13 SDR 134, effective July 1, 1987; 14 SDR 111, effective February 28, 1988; 16 SDR 102, effective December 20, 1989; 22 SDR 165, effective June 2, 1996; 23 SDR 132, effective February 27, 1997; 24 SDR 165, effective May 31, 1998; 25 SDR 108, effective March 1, 1999; 32 SDR 109, effective December 26, 2005; 44 SDR 95, effective December 5, 2017; 48 SDR 39, effective October 3, 2021; 50 SDR 42, effective October 11, 2023.

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

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

COST

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

Relocate sign: 5 @ \$80.00 per sign = \$ 400.00

- To relocate the two existing SPEED LIMIT 55 signs north of Maverick Junction
- To relocate the two existing SPEED LIMIT 55 AHEAD signs north of Maverick Junction
- To relocate the existing SPEED LIMIT 70 sign north of Maverick Junction

TOTAL: \$ 400.00

EXPLANATION OF THE PROPOSAL:

Rule 2 wording has been changed to clarify the location of the speed limit change.

Rule 7 and 9 have the language “for those segments of highway that are four-lane divided sections” removed because there are no undivided pieces in these sections.

Rule 8 changed the distances to reflect the locations that the speed limit signs are currently placed.

Rule 9 moved the location of the speed change from 55 mph to 70 mph to 0.25 miles north of the current location based on a speed study. The study showed an 85th percentile speed of 56 mph heading northbound and 60 mph heading southbound. The Speed Limit Setting Tool recommended a rounded down 85th percentile speed based on an above average crash rate at this location.

And the remainder of the changes are correcting measurements and converting to 10th of a mile instead of 100th of a mile.

SITE MAPS:

Maverick Junction location change





Department of Transportation

Aberdeen Office

PO BOX 1767

Aberdeen, South Dakota 57401

PHONE: 605/626-7879

CELL: 605/380-9011

DATE: 8/12/25

TO: Jon Suomala
Operations Traffic Engineer

FROM: Matt Dorfschmidt
Aberdeen Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
SD 21

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on SD 21 on the east edge of Hayti (5) the rest of the changes to the rule are distance corrections to the tenth of a mile.

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 0.2 mile west of State Trunk Highway 21, then east 0.8 mile, forty-five miles per hour; then east ~~1.54~~ **1.5** miles, 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, forty-five miles per hour; then west for ~~0.57~~ **0.6** mile, thirty-five miles per hour; then west for 0.2 mile, forty-five miles per hour;

(3) State Trunk Highway 28 beginning ~~0.35~~ **0.4** mile west of the junction with South Broadway Street in Bryant, then east 0.2 mile, forty-five miles per hour; then east ~~0.83~~ **0.8** mile, thirty-five miles per hour; then east 0.2 mile, forty-five miles per hour;

(4) U.S. Highway 81 beginning at the Hamlin and Brookings county line, then north for ~~1.25~~ **1.3** miles, 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 one thousand five hundred feet south of Main Avenue in Hayti, fifty-five miles per hour; then north one thousand feet, forty-five miles per hour; then north to Main Avenue, twenty-five miles per hour; then east to Fourth Street, twenty-five miles per hour; then north to Redbird Avenue, twenty-five miles per hour; then east ~~nine hundred feet~~ **one thousand six hundred feet**, twenty-five miles per hour; then east one thousand feet, 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, fifty-five miles per hour;

(7) State Trunk Highway 22 beginning ~~0.38~~ **0.4** mile west of the junction of State Trunk Highway 22 and County Road "C", then east for ~~0.59~~ **0.6** mile, 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~~ **0.5** mile, fifty-five miles per hour.

COST

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

Relocate sign: 5 @ \$80.00 per sign = \$ 400.00

- To relocate the existing SPEED LIMIT 25 sign, 2x SPEED LIMIT 45 signs, SPEED LIMIT 65 sign and one Reduced Speed Limit Ahead (45) sign

TOTAL: \$ 400.00

EXPLANATION OF THE PROPOSAL:

The proposed speed limit would extend the current 25 mph speed limit an additional 700' from the east side of Hayti to the DOT Maintenance Yard. The town of Hayti has grown with a subdivision going in on the east side of town. Currently these homes are in the 45 mph speed zone and children have been seen crossing the road in this location.

Two studies were conducted on July 29, 2024 and August 15, 2024 at the east intersection of 7th St and SD21 – in both eastbound and westbound directions. Each study involved over 200 vehicles and was conducted under dry conditions. Usually both directions are studied in one day but in order to observe over 200 vehicles in each direction, a separate trip was necessary.

At this location, the 85th percentile speed was 46 mph, with average speeds of 42 mph. Most vehicles were traveling in the 35-49 mph range.

With the newer housing development, the department classified this segment of highway as a developed rural minor arterial for analyzation using the NCHRP 17-76 Speed Limit Setting Tool. This tool advises that the current 45 mph speed limit in these settings should be lowered to 40 mph. Although speed studies show that the 85th percentile speeds are around 46 mph, the engineering judgment supported by national standards prioritizes road context and safety over matching prevailing speeds.

The main factor for a recommend lower than the 85th percentile is based on the residential development on the east side of Hayti to extend the residential area speed limit of 25 mph.

The speed study was requested by the Hamiln County Sheriff's Office and the City of Hayti. The Aberdeen Region Traffic Engineer concurs with the recommendation.

Captain Randi Erickson, District 1 of the South Dakota Highway Patrol, Sheriff Chad Schlotterbeck, and Hamlin County Sheriff have been contacted and concur with the recommended speed reduction.

SPEED STUDY:

A speed study was conducted on June 29th and August 15th of 2024 at the east leg of 7th St. The reason for the separate days was due to the low volume of the roadway, it took more than one day to collect 200+ cars in each direction.

Speed Study Results:

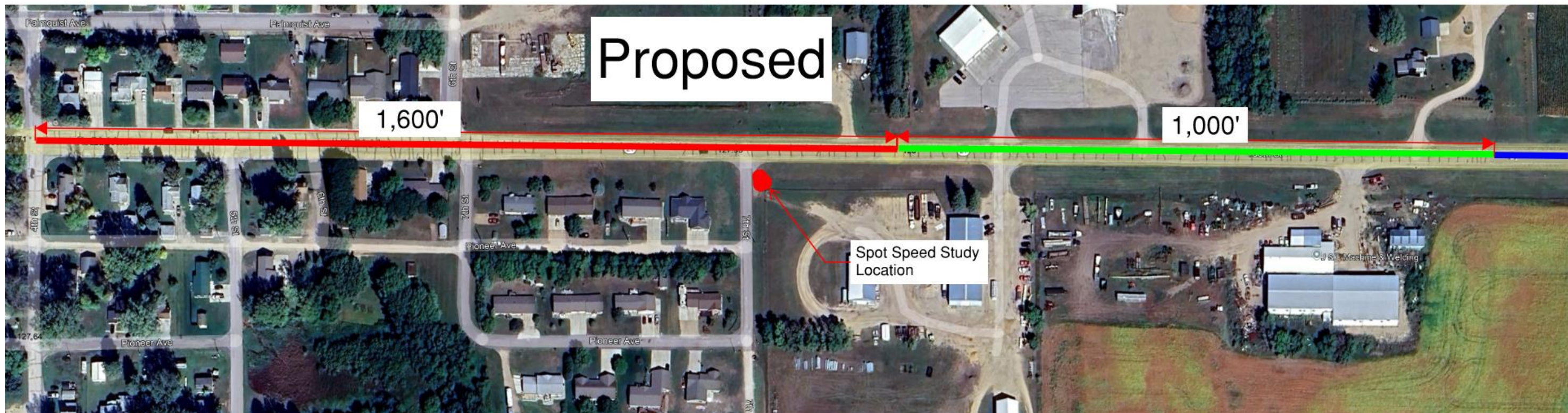
DATE	7/29/24 & 8/15/24	TIME	
DAY		LOCATION	7th St & SD 21
ROUTE	SD 21	SURFACE	Asphalt
COUNTY	Hamlin	CONDITION	
DIRECTION	WB		
EXISTING SPEED LIMIT MILES PER HOUR	45		
NUMBER OF VEHICLES CHECKED			204
AVERAGE SPEED MPH			41
PER CENT EXCEEDING SPEED LIMIT			18.6
PER CENT EXCEEDING LIMIT BY MORE THAN 5 MPH			2.5
PER CENT EXCEEDING LIMIT BY MORE THAN 10 MPH			0.5
85th PERCENTILE SPEED MPH			45.0
TEN MILE PACE MPH	36.0 TO		45.0
PER CENT WITHIN THE PACE			70.3
MEDIAN SPEED MPH			41.0
FASTEST SPEED RECORDED MPH			58.0
SLOWEST SPEED RECORDED MPH			30.0
DATE	7/29/24 & 8/15/24	TIME	
DAY		LOCATION	7th St & SD 21
ROUTE	SD 21	SURFACE	Asphalt
COUNTY	Hamlin	CONDITION	
DIRECTION	EB		
EXISTING SPEED LIMIT MILES PER HOUR	45		
NUMBER OF VEHICLES CHECKED			225
AVERAGE SPEED MPH			43
PER CENT EXCEEDING SPEED LIMIT			36.4
PER CENT EXCEEDING LIMIT BY MORE THAN 5 MPH			7.6
PER CENT EXCEEDING LIMIT BY MORE THAN 10 MPH			0.4
85th PERCENTILE SPEED MPH			47.0
TEN MILE PACE MPH	40.0 TO		49.0
PER CENT WITHIN THE PACE			74.4
MEDIAN SPEED MPH			43.0
FASTEST SPEED RECORDED MPH			56.0
SLOWEST SPEED RECORDED MPH			34.0



— 25 MPH

— 45 MPH

— 65 MPH





Department of Transportation

Mitchell Office

1300 South Ohlman

Mitchell, South Dakota 57301

PHONE: 605/995-8129

DATE: 08/13/2025

TO: Jon Suomala
Operations Traffic Engineer

FROM: Corey Pinkley
Mitchell Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
State Trunk Highway 262

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on State Trunk Highway 262 at the interchange of Interstate 90

PROPOSED AMENDMENT:

70:01:02:34. Hanson County. The following are the maximum speeds on certain highways in Hanson County:

(3) State Trunk Highway 262 beginning at the intersection with the ~~south~~ ramps on the north side of Interstate Highway 90, then south to Tenth Street in Alexandria, 45 miles per hour; then south and southeasterly to Walnut Street, 30 miles per hour; then southeasterly 0.2 mile, 45 miles per hour.

COST

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

Install new sign: 1 @ \$125.00 per sign = \$ 125.00

- To install one SPEED LIMIT 45 sign

There does not need to be removal of 65 mph signs because there are no 65 mph signs existing for the short segment

TOTAL: \$ 125.00

EXPLANATION OF THE PROPOSAL:

The existing speed limit in this area is being revised to improve safety through the interchange and to correct an inconsistency in the current speed rule.

The Mitchell Region Traffic Office conducted a speed study of vehicles traveling on SD Highway 262, across the structure over Interstate 90 at Exit 344. The 85th-percentile speed was 55 mph. Entering the speed study data into the speed limit setting tool used by the department, the suggested posted speed limit was 55 mph, based on roadway and roadside context and crash history.

However, sight distance limitations at this interchange indicates a need for a lower speed for safe operations. Engineering review shows 45 mph is the appropriate speed to provide adequate sight distance. Often, in a case like this, we may use an advisory speed plaque with an intersection warning sign in lieu of posting a lower speed limit over the interchange. But in this case, a 45-mph speed zone already exists from the south interchange ramps to the first intersection in Alexandria. Extending the 45-mph speed zone north through the interchange provides consistency and addresses the limited sight distance.

The speed limit changes were initially requested by Sheriff Wingert of Hanson County. The Mitchell Region Traffic Engineer along with the speed and safety management board concur that the speed limit should be reduced through the interchange.

Captain Robert Mayer of the SD Highway Patrol and Sheriff Brandon Wingert of Hanson County concur with the changes.

SPEED STUDY:

A speed study was conducted on June 12, 2025. The speed study was conducted near the truck stops.

Speed Study Results:

Over structure

Number of Vehicles Checked:	100
Average Speed (mph):	48
Percent Exceeding Speed Limit:	0%
Percent Exceeding Speed Limit By More Than 5 mph:	0%
Percent Exceeding Speed Limit By More Than 10 mph:	0%

85th Percentile Speed (mph):	55
50th percentile/Median Speed (mph):	48
Ten Mile Pace (mph):	43-52
Percent Within the Pace:	61%
Fastest Speed Recorded (mph):	64
Slowest Speed Recorded (mph):	31

CRASH DATA:

Near truck stops and interchange:
2021-2025
1 crashes property damage only
1 Rear End (PDO)

EXISTING



PROPOSED





Department of Transportation

Pierre Region Traffic Office

104 S Garfield Ave, Building A

Pierre, South Dakota 57501

PHONE: 605/773-3464

DATE: 08/12/2025

TO: Jon Suomala
Operations Traffic Engineer

FROM: Hannah Covey
Pierre Region Traffic Engineer

SUBJECT: Proposed Speed Limit Administrative Rule Change
US Highway 83

Attached for the Transportation Commission's consideration is a speed limit administrative rule change on US Highway 83 just South of the Murdo City Limits.

PROPOSED AMENDMENT:

70:01:02:41. Jones County. The following are the maximum speeds on certain highways in Miner County:

(1) State Trunk Highway 248 ~~and Interstate Highway 90 Business Loop~~ beginning 0.2 mile east of Kennedy Avenue ~~of the section line common to sections 12 and 7, township 2 south, range 28 east of the Black Hills meridian~~ in Murdo, then west for 0.9 mile, 35 miles per hour; then west for ~~0.15~~ 0.2 mile, 40 miles per hour, then west to Jones-Jackson county line, 55 miles per hour.

(2) U.S. Highway 83 ~~and Interstate Highway 90 Business Loop~~ beginning at its junction with State Trunk Highway 248 in Murdo, then south for 0.4, 35 miles per hour, then south 0.2 mile, 45 miles per hour;

~~(3) State Trunk Highway 248 beginning at the Jones-Jackson county line, then east to 0.2 mile east of the section line common to sections 12 and 7, township 2 south, range 28 east of the Black Hills meridian in Murdo, 55 miles per hour;~~

(4) State Trunk Highway 248 beginning 0.2 mile east of Kennedy Avenue ~~the section line common to sections 12 and 7, township 2 south, range 28 east of the Black Hills meridian~~ in Murdo, then east to 0.15 mile east of 279th Avenue ~~the section line common to sections 32 and~~

~~33, township 1 south, range 30 east of the Black Hills meridian~~, 55 miles per hour, then east for 0.5 mile, 45 miles per hour; then east to the Jones-Lyman county line, 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 the existing Reduced Speed Limit Ahead (35) signs

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

- To relocate the 2 existing SPEED LIMIT 35 mph signs
- To relocate the 2 existing 65 mph SPEED LIMIT signs

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

- To install 1 Reduced Speed Limit Ahead (45) signs, 2 SPEED LIMIT 45 signs

TOTAL: \$ 755.00

EXPLANATION OF THE PROPOSAL:

This speed limit change is to address a non-compliant speed limit transition zone along US Highway 83 as it enters Murdo. It is common practice to not lower a speed limit by more than 20 mph in a transition zone. The current change goes from 65 mph to 35 mph. This change will allow for a 0.2 mile transition zone bringing traffic down to 45 mph before they need to be at 35 mph.

Along with the speed limit change and update, this proposal takes out the dual naming for US Highway 83. It takes away the second name of "Interstate Highway 90 Business Loop" as this is redundant and all maps recognize US83 before they recognize the business loop language.

This update also brings Rules 1 and 4 into common language instead of the former legal land description.

This update also removes Rule (3) as it stated the 55 mph zone runs simultaneously with the 40 and 35 mph zones. The portion of the 55 mph zone that is correct, West to the Jones-Jackson County line was added to Rule (1).

This change was initiated by the SDDOT Operations Support office and the Pierre Region Traffic office.

SPEED STUDY:

No official speed study was taken at this location. This addition of a transition zone is to bring this area into compliance with the rest of the state transition zone practices.



Figure 1: Current Murdo Speed Limit

Figure 2: Proposed Murdo Speed Limit



Figure 3: Existing Signage



Figure 4: Proposed Signage