



Public Involvement Meetings #2 Summary

S.D. Highway 115 Corridor Study

Minnehaha County, SD

Meeting Dates:

- Tuesday, Oct. 21, 2025
- Wednesday, Oct. 22, 2025



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1.0 Introduction

As part of the S.D. Highway 115 Corridor Study, a series of public engagement events, hosted by the South Dakota Department of Transportation (SDDOT), City of Sioux Falls, City of Dell Rapids, City of Baltic, Minnehaha County, South Eastern Coalition of Governments (SECOG), and Federal Highway Administration (FHWA), were conducted to gather feedback from local stakeholders. This second round of public engagement included developing online and in-person materials to promote the corridor study and for public events as well as collecting input from the public. This report details all materials developed for the second round of stakeholder meetings and public open houses and summarizes feedback received through online and in-person engagement held in Sioux Falls and Dell Rapids, S.D.



2.0 Stakeholder and Public Meetings Overview

Public Meeting Open Houses

Outreach:

- Legal Advertisements: Friday, Oct. 3, 2025, and Friday, Oct. 10, 2025
 - Argus Leader
 - Dell Rapids
- Social Media
 - City of Sioux Falls – Friday, Oct. 10, 2025, and Monday, Oct. 20, 2025
 - City of Dell Rapids – Monday, Oct. 20, 2025
 - Minnehaha County Highway Department – Tuesday, Oct. 14, 2025
 - SDDOT – Friday, Oct. 10, 2025, and Monday, Oct. 20, 2025
- Direct Mailings
 - Postcards – sent to 1,672 addresses on Thursday, Oct. 9, 2025
- Partner Promotions
 - City of Dell Rapids Text Service

In-Person Engagement:

Dell Rapids Location: Tuesday, Oct. 21, 2025

- The Riverside (317 E. 4th St., Dell Rapids).
- 5-6:30 p.m.
- Attendees: 70

Sioux Falls Location:

- Special Olympics South Dakota (900 E. I-90 Ln., Sioux Falls)
- 5-6:30 p.m.
- Attendees: 60

Virtual (Online) Comment Period

- Friday, Oct. 3, 2025 – Friday, Nov. 7, 2025

Project Website Statistics (Friday, Oct. 3, 2025 – Friday, Nov. 7, 2025)

- Study Website: <https://www.sdhwy115.com>
- 678 total users
 - 40.9% desktop
 - 55.8% mobile
 - 3.2% tablet
- Recorded Study Presentation
 - 117 views
 - <https://hdr.wistia.com/medias/6styh99bo3>

Stakeholder Meeting Open Houses

Outreach:

- Direct Mailings

- Stakeholder letters – sent to 151 addresses on Friday, Oct. 10, 2025
- Email to SAT

In-Person Engagement:

Dell Rapids Location: Tuesday, Oct. 21, 2025

- The Riverside (317 E. 4th St., Dell Rapids).
- 3-4 p.m.
- Attendees: 4

Sioux Falls Location:

- Special Olympics South Dakota (900 E. I-90 Ln., Sioux Falls)
- 3-4 p.m.
- Attendees: 5

2.1 Overarching Themes and Feedback

Stakeholders and the public were invited to provide feedback on draft corridor concepts. Written and verbal feedback was cataloged, and the following section details the most common discussion and comment themes.

Overall Corridor Design Concepts:

- Comments showed a preference for three lanes over four lanes, with notes that increasing the number of lanes could increase the amount of truck traffic and traffic using Highway 115 instead of Interstate 29. One commentor noted that if traffic volumes increase significantly, exit/entrance ramps may be necessary.
- Overall, commentors agreed that design solutions are needed at intersections and suggested roundabouts, turn lanes, and traffic signals.
- Several comments were received that expressed concern over cost and land acquisition, requesting that both be kept to a minimum.
- When asked about medians, some commentor voiced support for raised or depressed medians, while others did not want to see either kind of median in certain areas (e.g., from Renner to Midway). In regard to medians, one common concern was the distance between U-turns.

Roundabouts

- Comments were received both in favor and not in favor of the use of roundabouts on this corridor.
- Some commentors expressed concern on whether the roundabouts would be able to support truck and agricultural traffic. Residents along the corridor also are concerned that trucks slowing down at roundabouts, potentially with the use of jake breaks, may cause more noise.
- Many comments received insisted that roundabouts would not be able to support the size of trucks and agricultural traffic that use this corridor.

- Some commentors expressed interest in roundabouts and preferred them to other intersection types due to the safety benefits of roundabouts, which help keep traffic moving while reducing speeds.
- Additional comments received detailed hesitation towards roundabouts because of unfamiliarity and concern for other drivers' behaviors.

Speed Limits and Speeding

- Many comments received shared concerns about the speed limit, requesting it be lowered. Comments suggested that lower speed limits would help reduce the number of intersection conflicts until more permanent solutions can be applied.
- Additionally, there seems to be a shared opinion among commentors that the speed limits are not enforced and that police officers are rarely traveling and monitoring this corridor. Commentors suggested that enforcing the speed limits now could reduce the intersection challenges until more permanent solutions can be applied.

Wildlife Crossing

- In general, suggestions of wildlife crossings were received favorably by commentors.

Driver Behavior

- Commentors often shared stories about accidents or near misses caused by driver behavior. Vehicles passing in no-passing zones seems to be a prevalent issue. Commentors shared stories about being passed, nearly colliding with passing vehicles, and similar driving concerns. Many commentors shared stories about being forced off the roadway by vehicles passing in no-passing zones.
- Additionally, concerns were shared about the prevalence of truck traffic. Commentors shared that open-bed semis often do not cover their loads, which can cause debris to fly out and damage passenger vehicles.

Pedestrian/Bicycle Infrastructure

- Generally, comments received were in favor of pedestrian and bicycle infrastructure.
- Comments were mixed on location of the shared-use path. Some comments requested the shared-use path be located on both sides of the road, while residents along the corridor preferred the path to be located on the opposite side from their homes.

School Bus Stops

- Multiple comments noted that school bus pick up and drop off along the corridor is often taking place in the dark. The intersection of Highway 115 and Old Hickory Street was mentioned as an area where street lighting.
- Additional concerns were shared that detailed traffic not stopping for students crossing the road.

W. 4th Street Intersection (Dell Rapids)

- Most comments received about this intersection expressed support for a roundabout, but there were some comments stated preference for a traffic signal.

Baltic Corner

- Many commentors noted that the sight distance and the speed of traffic at Baltic Corner create challenges for vehicles when turning or crossing lanes of traffic.
- Some commentors were in favor of a roundabout at this location, and some were not.

Midway Corner

- Some comments expressed concern about the potential for light pollution for residences if trees were removed during the construction process.
- Some commentors shared support for a roundabout, while others noted that there may be an increase in vehicle noise for residences, especially with trucks speeding up, slowing down, and potentially using jake brakes.

Renner Corner

- Comments received suggested general support for a roundabout at this location.
- Business owners near this intersection expressed concern over impacts from land acquisition and construction.

2.1.1 Comment Maps

In addition to leaving geo-located comments on an online map, in-person meeting attendees were encouraged to discuss their needs and write down comments for specific sections of the corridor using Post-It notes. Submissions to the online map comments are listed first, followed by the in-person meeting comments. Comments and their approximate locations are listed on the following page in **Table 1**.

Table 1: Online and In-Person Comment Map Submissions

Approximate Location	Comment
Online Comment Map Submissions	
Dell Rapids	Definitely need to install a roundabout at the Dell Rapids 4th Street location.
Dell Rapids	For the third section, it doesn't necessarily have to be four lanes all the way from CR 110 to the four-way stop, it could transition to three lanes at either Quartzite or Centennial.
Renner Corner	<p>The 115 corridor has a lot of commercial traffic due to businesses and the connected community.</p> <p>Roundabouts do not work well for Semi Truck and other commercial and large equipment. This is well known and documented. Large vehicles require more width to turn than roundabouts allow. And when the equipment passes over the curbs and or barriers it damages the equipment and the barriers. I do understand that in residential and city traffic that they are the safest intersection but this is not the only use on this road.</p> <p>Commercial businesses and buildings pay a healthy part of the tax collected!</p> <p>This option should not be chosen even though the federal payments may be more for that type of intersection than the traditional stoplight as it should be a road for all users passenger and commercial. If you want to save the money do not add the mixed use path.</p> <p>See link to news story on Roundabouts effecting commercial traffic. There are a lot more out there on this.</p> <p>https://youtu.be/2OmdMn3y7Vg</p>
254th Street Intersection	<p>We are concerned about the light pollution we would have with either of the choices for this corner. If the roundabout is put in, we would have more light from the vehicle going around. If they choose the other option, we would lose all of the trees that block the light from Midway. It would also increase the road noise with the loss of established trees. We are concerned, if the shared use path (sidewalk) is placed on the west side of the road we will have to deal with more littering, noise and lack of privacy.</p> <p>We chose to live in the country, so we don't have to deal with people walking by. We also have concerns with the increase of traffic noise if the roundabout gets put in. All the truck (semi's) will be using their jake brakes more frequently so they can slow down to go around the roundabout and then having to speed up again.</p>
254th Street Intersection	<p>We are concerned about the light pollution we would have with either of the choices for this corner. If the roundabout is put in, we would have more light from the vehicle going around. If they choice the other option, we would lose all of the trees that block the light from Midway. Concerned if the shared use path (sidewalk) is placed on the west side of the road we will have to deal with more littering, noise and lack of privacy. We chose to live in the country, so we did have to deal with people constantly walking</p>

Approximate Location	Comment
	<p>by. Currently we have trouble with drainage on the southwest corner of highway 115 & 254th St. The water is eroding the ground in the ditch and around our trees. We also have concerns with the increase of traffic noise if the roundabout gets put in. All the truck (semi's) will be using their jake brakes more frequently so they can slow down to go around the roundabout. We would like to suggest that some sort of enforcement be placed at the busier intersection to avoid the jake brake/straight pipe noise.</p>
254th Street Intersection	<p>We are concerned about the light pollution we would have with either of the choices for this corner. If the roundabout is put in, we would have more light from the vehicle going around. If they choice the other option, we would lose all of the trees that block the light from Midway. Concerned if the shared use path (sidewalk) is placed on the west side of the road we will have to deal with more littering, noise and lack of privacy. We chose to live in the country, so we did have to deal with people constantly walking by. Currently we have trouble with drainage on the southwest corner of highway 115 & 254th St. The water is eroding the ground in the ditch and around our trees. We also have concerns with the increase of traffic noise if the roundabout gets put in. All the truck (semi's) will be using their jake brakes more frequently so they can slow down to go around the roundabout. We would like to suggest that some sort of enforcement be placed at the busier intersection to avoid the jake brake/straight pipe noise.</p>
Baltic Corner	<p>The roundabout should be installed as soon as possible to help cut down on the traffic incidents happening at this intersection.</p>
Baltic Corner	<p>Baltic Corner is currently an unsafe intersection for many reasons.</p> <ol style="list-style-type: none"> 1. Approaching this intersection from the east: The white stop sign line is too close to the intersection. It's placement causes a west-facing stopped vehicle to be unable to see clearly to the south to identify fast-moving cars coming over the hill from the south. If this stop sign line was moved further back from the intersection (further east and back up the hill), west-facing drivers could see over the hill to the south and more accurately see approaching vehicles. As it is currently, it is also additionally difficult to see to the south at this intersection when the grass in the ditches along the highway have not been recently mowed. 2. Approaching this intersection from the west: When stopped at this intersection's stop line/stop sign, it is often very difficult to see cars approaching this intersection from the south. This is due to not only to the hill rising in the south, over which cars approach - but also very dangerous when vehicles parked in the Baltic Corner Bar parking lot further obstruct the view to the south. When this happens, it is nearly impossible to see over the hill to the south to identify approaching vehicles. When there are cars parked in the Baltic Corner Bar parking lot, a vehicle approaching this intersection from the west has to almost be IN the intersection in order to see clearly to the south. 3. Approaching this intersection from the north, intending to turn east:

Approximate Location	Comment
	<p>Scenario: When a driver at this intersection facing south, intending to turn east- ALSO encounters a vehicle coming from the south, waiting to turn west - the south-facing driver is UNABLE to see over the hill, past the waiting north-facing vehicle and UNABLE to see if there are additional cars approaching from the south. If the south-facing, east-signaling driver stays in the highway lane (as there is no turning lane here), then that driver ALSO risks behind rear-ended by 65-mile-an-hour vehicles also approaching from the north. Many times I have been in this situation, and the vehicle behind me either is not expecting me to be stopped in the driving lane (as I wait to be able to see clearly to turn east) -- or that southward vehicle simply passes me on the right going around me in the intersection - risking a crash with the north-facing vehicle waiting to turn west toward Baltic. This situation happens all the time! It is dangerous.</p> <p>We plead with you that something would be done to increase the traffic safety of Baltic Corner. Thank you for the opportunity to share our concerns!</p>
In-Person Comment Mapping Station Submissions	
Sioux Falls to Midway Section	Consider redoing speed limits down from 65mph (lower speed limit on MC Hwy coming off I-229 – 35 mph)
Sioux Falls to Midway Section	Reduce speed limit to 55 mph
Near Rhode Circle	25-30 homes here in future
Between Cedar Ridge Pl. and Pony Meadow Ct.	Make sure ped/bike crossings accommodate users coming east/west
Near 255th Street intersection	Consider RT lane or way to accommodate during veh (with extra lanes)
Sioux Falls to Midway Section	Quick passing movements between Midway Corner and 255th Street – have had to take ditch
Renner Corner	Prioritize Renner Corner improvements to maintain traffic flow on SD115 and MC Hwy 130
Renner Corner	Adjust flashing speed limit sign at Renner Corner to not flash under 45 mph
Renner Corner	Like the roundabouts
Renner Corner	Big fan of roundabouts. Would love to see safe & efficient infrastructure for pedestrians and cyclists to pass through in roundabout would be appreciated.
Renner Corner	Roundabouts do not work for semi trucks & farm equipment
Near E 90th Street North	Prefer continued intersection for heavy vehicles
Sioux Falls to Midway Section	Consider shared use paths on both sides along all of SD 115
Sioux Falls to Midway Section	Don't see much traffic @ north old trailer court access
Near intersection of Rhode Circle	Don't like raised median concept to limited access. Like frontage road.
Sioux Falls to Midway Section	Haven't observed a lot of turning traffic south of old trailer court access
Rhode Circle	Review access near Pony Meadows Court/Rhode Circle based on SF codes. Additional connecting opportunities to ½ mile intersections

Approximate Location	Comment
Sioux Falls to Midway Section	Potential access connection from Beverly Street neighborhood to 72 nd Street N (further south)
Renner Corner	Current west leg of roundabout would block Renner Labor delivery trucks Loss of business - ? median Help with further developing RC area
Intersection of Old Hickory Renner Corner	Add a light for bus pick up, concern for child safety @ 115/Old Hickory Review internal drivers and access changes in design Renner Apartments? – Road?
Renner Corner	Support for shared use path in Renner
Intersection of 67th Street N	No signal @ 67 th Street N
Intersection of 67th Street N	Make full intersection
Sioux Falls to Midway Section	Ped walkway, cars using
Intersection of 67th Street N	Right turn lane @ 67 th Street N
Intersection of 67th Street N	Immediate need to external turning lane at 67 th & reduce speed Dike to 84 th (school bus, safety issues)
Intersection of 72nd Street N	Conservation District: concern about cross-thru traffic from frontage road (near 72 nd St N) Good with 72 nd Street N primary access
Sioux Falls to Midway Section	Lower speed limits
Sioux Falls to Midway Section	Potential truck slowing noise w/ roundabouts (frequent slow downs)
Sioux Falls to Midway Section	Extent monarch Lane & to south as rearage road (possible on south lot line and center lot line of 4)
Intersection of Lindbergh Ave	Access connectivity option for Lindbergh Ave to Frederick Road
Intersection of Lindbergh Ave	Consider adding a NBLT lane @ Lindbergh Ave. NOW!
Renner Corner	Lower speed limit to 45 mph north of Renner
Sioux Falls to Midway Section	Hill on 115 N of North View sign distance. N end of Lindbergh driving issue, grader gets stuck
Near Intersection of Lindbergh Ave	Need NB LT lane at Lindbergh Ave. Rear end and angel crash occurred at intersection (significant)
Near Jademan Ct	Open to access option reconfiguration consolidation/frontage road to Jademan Ct
Near Jademan Ct	Would prefer full access at Rhode Cir and Jademan Ct.
Near Rhode Cir.	Road association maintains roads
Near Rhode Cir.	County is planning to straighten out north access to Jademan Ct. Direct pavement
Near Washington St.	They (homeowners) maintains these streets. School buses use these roads.
Sioux Falls to Midway Section	Township maintains Washington to Stoneway
Near 255th Street intersection	Minimal sight distance for turning out to head south
Near Jademan Ct.	Look into crash issues on curve
Near 122	Drainage issues on MC 122 SW corner

Approximate Location	Comment
Midway to Highway 110 Section	Can roundabouts handle semis that are carrying windmill blade? Yes
Midway to Highway 110 Section	What is the design speed of the roundabouts?
Midway to Highway 110 Section	Cut hill down to make better sight distance
Midway to Highway 110 Section	Mailboxes, will they move to other side?
248 th Street intersection	Farm Machinery 248 to Cotton – Conservation District equipment
248 th Street Intersection	Blowing snow 248 th to south ¾ mile
Intersection of 4 th and 115	I prefer roundabout – keeps traffic moving
Dell Rapids	Would love to see 4 th street become roundabout. Very difficult line of sight.
Near Big Sioux River bridge	Look at roundabout or other option for Centennial/Dells due to intersection geometry
Near Big Sioux River bridge	Do what needs to be done
Dell Rapids	Extending Dells Drive is a good idea
Near intersection of Dells Drive	Concerns with truck access

2.2 Written Comments

A summary of written comments from this round of engagement are included below. The method used to submit the comment is noted for each comment in **Table 2**. Copies of physical comment cards and digital emails received are included in Appendix D.

Table 2: Table: Written Comments Submissions

Channel	Comment
Public Meeting Open House Comment Card	What will be done at the Baltic corner to improve visibility of traffic coming from the south? As it is currently, there is very limited visibility if you are wanting to turn north and watching for traffic approaching from the south. In the past 3 years since we moved to Baltic, we have witnessed several accidents. I do prefer roundabouts over traffic lights to improve safety and keep traffic flowing. Definitely like the proposed bicycle/pedestrian path along the highway. My wife and I are avid bike riders.
Public Meeting Open House Comment Card	Preferred option -> Raised median & walking path to the east side Questions: mailboxes on east side now? Hill to the north of property makes u turn dangerous to get to driveway. Would you relocate driveway? Purchase additional property to west & north? We want to keep evergreen trees on the property
Public Meeting Open House Comment Card	Slow down the speed limit – at least 10 miles an hour! For the seven years before construction starts

Channel	Comment
Public Meeting Open House Comment Card	No roundabout at the Baltic corner No four way stop at the Baltic corner Farmers can't get through 60 people are speed Need cops to do their jobs and catch people speeding
Public Meeting Open House Comment Card	Marked location for potential wildlife crossing (near 249 th St.) seems to far south when looking at crash map with wildlife included. Looking at that, it seems like placing such a crossing – ½ miles north of 248 th St. would make more sense. Personally, seen considerably more carcasses between Quartzite St & 248 th St than between 248 th and 249 th St. I'm not a fan of roundabouts but I also realize that they're going to get put in regardless. While the statistics show major reductions in severe crashes, I question if they really reduce crashes as I've seen too many drivers not want to yield & force their way into the intersection. The only part of them on the drawings tonight that is that they'll be two long with "straight" option in both lanes, (4 th St in Dell Rapids option as single lane duly noted). I think the full four land option, the full length, is the better way to go.
Public Meeting Open House Comment Card	I really like the idea of multi-lane roundabouts. I actually avoid the corner at peak times 4 th & 115, I prefer roundabout, keeps traffic moving.
Public Meeting Open House Comment Card	Huge fan of roundabouts! Put them everywhere. Safety should be top priority, overspeed & getting cars through quickly. I'm encouraged to see the shared path for pedestrians & cyclists, though would prefer to see it offered on both sides. Also, I would like to see how pedestrian & cyclists' infrastructure is designed at intersections. As vulnerable road users, their safety should be prioritized. So much road & city infrastructure penalizes other modes of transportation as emphasis is placed on vehicles. I'd prefer to see 3-lane vs 4-lane. It uses less land, less materials, & as long as infrastructure is well thought out, traffic can move smoothly & effectively. I also really appreciate the consideration of wildlife crossings! <u>This needs to be more common</u> , especially on I-90 & I-29.
Public Meeting Open House Comment Card	Streetlights needed for child safety at Old Hickory for sure & probably other bus stops south of there on Hwy 115. Kids are getting on the bus in the dark 2-3 months a year, & sometimes it is pitch black when the bus stops at our corner, on the highway to get them
Emailed Comment	Please do not add another 3 Lane section south of Dell Rapids. You already have drivers not doing the speed limit and the turn makes it impossible to pass. Roundabouts need to accommodate semis hauling sidedumps with 2 trailers as well as big tractors with wagons hauling grain to elevator – (in Baltic)
Website Comment Form	Changes need to be made for public safety. Living in the Rock Ridge development and working in the area for 15 years, my wife and I have witnessed and experienced the dangers of driving on highway 115. Early morning and late day drivers using poor judgement exposing other drivers to risk. Example: passing in NO passing zones, passing on blind hills and intersections, passing on curves with no passing lanes marked. I was an accident victim by another driver passing on a hill while i was slowing to make a turn into my development and rear ended me on my motorcycle. I have witnessed "Nascar" style packs of cars (8-12 cars deep) heading into Sioux Falls early mornings with a car at the rear of the pack trying to pass the group.

Channel	Comment
	With all of the construction projects in Sioux Falls and surrounding area, the increase in semi-trucks hauling single and two up sidedump trailers has increased. Loads not tarped, resulting in my personal vehicles having broken and cracked windshields. Cars, trucks and motorcycles. The projects proposals for multiple lanes in both directions will increase traffic safety. The project needs to start sooner rather than later.
Website Comment Form	I live in Baltic and actively avoid turning at the 115 corner at peak times. I would suggest looking into round-abouts versus lowering a hill. It still has a lot of traffic at a high speed
Website Comment Form	I would suggest Round A Bouts at Renner corner, Midway corner, and Baltic corner. This would allow trucks and heavy pickups and trailers to slow and make the intersection or turn without needing to stop each time and regain acceleration. Would do 4 lane from Renner to Midway, but not a median. Right turn lanes and left turn lanes at key intersections. Would do a stop light in Dell Rapids at 4th street. Would keep the 3 lane bridges in Dell Rapids and the three lanes highway from Midway to 4th street in Dell Rapids. Do right turn lanes at key intersections (i.e. at Hefty corner).
Website Comment Form	We live on Highway 115, witnessing and experiencing many times turning into our neighborhood (and other neighborhoods) slowing down you can barely get turned into our entrance without going into the shoulder because people pass us on the left (sometimes even with cars coming at them as they are passing us going into the other lane) as we are turning. Also, going southbound turning left the same senario happens. This is so dangerous! This highway needs turn lane configurations and the speed limit needs lowered.The area is growing more and more, people are commuting between Dell Rapids and Sioux Falls whether it is for work or personal business. Witness every day cars, trucks and motorcyces speeding. Please patrol this highway more.
Website Comment Form	I have driven this stretch at least twice a day for the last 12 years... 1) Roundabouts are great; 2) School bus access. It's not uncommon to see Brandon, SF, Dell Rapids, and Baltic all within a mile to two stretch near Renner; 3) 254th to 248th. Prefer the Rural SxS, then Depressed Median. Raised Median seems unnecessary and more concrete to maintain; 4) Roundabout would be nice at SD115 and 4th Street in Dell Rapids; and 5) SD115 and 250th intersection, Baltic Corner. Improvements need to happen here sooner rather than later. It's just a matter of time before there's a really, really bad accident at this intersection.
Website Comment Form	I did make a comment at the meeting tonight regarding the safety of children getting picked up on HWY 115 at our intersection of Old Hickory. And hopefully a light can get put there, the sooner the better. But I also have a comment about the trees & growth that has taken place in the ditch at E. 67th St., the south east corner. It is still in SFcity limits, but it is a ditch so I'm not sure who's responsible but all those trees on that corner and in that ditch and the grass never being cut... When people are trying to walk on that sidewalk, it's disgraceful. Is there anything that can be done about it?
Website Comment Form	Personally, I dont think we need so many roundabouts on Hwy 115. We certainly dont need one in Dell Rapids at 4th St, and I dont think they are needed north of Renner. The highway should be wider at Co Hwy 110 / Colton Oil, Baltic Corner and Midway with turning lanes, but roundabouts are not necessary.
Website Comment Form	Because of our work schedules, we were not able to attend any of the meetings. We have lived on [REDACTED] for nearly 20 years. The plans that you have outlined look reasonable however; I think there are to many round abouts being considered. This road has a lot of farm vehicle traffic. Adding that many round abouts will make the farmers travel more difficult and may cause more traffic congestion. The other thing that I did not see referenced was: the cement median already in place from I 90 northward to almost N 67th St. This should be addressed as I think, in several spots, people are making up their own rules. Public safety is a real concern. Looking north-you have Circle K to your right and small casino to your left. There is a turning lane. I have seen people use that lane heading north to make a U-turn to head

Channel	Comment
	<p>south as well as people heading south make a U-turn to head north (to make a turn to get into the Circle K I would imagine) as well as, people using the turning lane and driving the wrong way (heading north on the south bound lane) on the road to get to their driveway. (there are 2 or 3 houses on the west side just north of the casino) I have also seen people completely drive over the median to get to where they want to go. Just a little bit up the road by Robur St. You have a handicapped crossing in the median. People are using that as an access point: to either, make a left turn to Robur or from Robur, drive completely over the median to make a left turn and head south on 115. Just a little bit further north you have Dike with a turn signal which works GREAT. The cement median running a little bit further north but ending before 67th St N, you have a business on the right. I have seen people make U-turns at the end of the median.</p> <p>The main problem with this 2 block area, is that there is a slight incline at the traffic signal, and your sight distance is limited. Traffic does not always slow down to the posted speed and you have these drivers making all these strange turns. In my opinion, as is, someone is going to get hurt or worse, killed. The other thing is, there is a big open field on the west side of the road. In the winter time, this area gets icy and drifts often. Other parts of the year, it can get really foggy in the low lying area of the field. Again, keeping a drivers sight distance to a minimum.</p> <p>Just past the cement median, the 2 lane road either begins or ends depending on which way you are going. Heading north, there is a turning lane to get onto 67th St N. I have seen people drive constantly on the shoulder of the road, to make the right hand turn. The shoulder is not wide enough for them to safely do this. Many have come very close to hitting the street light right before the turning lane starts.</p> <p>This 2 block cement median area and the short distance to 67th St N poses a real safety issue for everyone. It needs to be addressed and redesigned to meet todays traffic patterns. My suggestion would be to build the median higher and wider. Eliminate the handicap access point. (They can use the sidewalks and cross the street at the light.) Build in a longer turning lane and widen the lanes for bicycle traffic.</p>
<p>Website Comment Form</p>	<p>I am a Baltic resident and extremely grateful for this study. I have to cross Hwy 115 at Baltic daily and use Hwy 115 between Sioux Falls and Dell Rapids regularly. Improvements for safety are desperately needed. Please consider the following comments:</p> <ul style="list-style-type: none"> -I strongly support the idea of roundabouts at the major intersections including Baltic. It's too easy for drivers to ignore stop signs or lights. Roundabouts would keep traffic moving and create safe intersections. -I am worried about increasing semi-truck traffic on 115 if it becomes a 4-lane highway. If 115 becomes a 4-lane road from Sioux Falls to Midway, that will invite a lot more semis. In that case, I think it's important to continue the 4 lanes all the way to Dell Rapids to accommodate the increased and larger traffic. -If 115 becomes a 4-lane highway, it will become an appealing alternative to the interstate for many drivers. In that case, I think an overpass and exit/entrance ramps should be considered for the major intersections like Baltic and Renner. -While I know that construction is not planned until 2031 at the earliest, I urge the authorities to take immediate action to reduce traffic accidents on Hwy 115. I see ambulances at Baltic Corner with tragic frequency. In the interim, I strongly support slowing the speed down to 55 mph and making Baltic a 4-way stop like Renner and Dells. <p>Thanks again for this important study and the opportunity to comment.</p>
<p>Website Comment Form</p>	<p>First of all, I will go on the record that I do not believe this project is warranted at this time. The amount of traffic does not dictate the massive amount of funds being spent. I am a homeowner on the east side of 115 and would prefer the sidewalk be placed on the West side of the road. We have little space and our driveway/property would be encroached upon greatly and safety would be an issue. If this is truly about safety, why do we not have slower speed through Renner and why is there little law enforcement on 115 in Renner compared to Dell Rapids? Furthermore, has an environmental study</p>

Channel	Comment
	<p>been done on this project for the Renner area? We have a drainage area on our property that will be affected and multiple houses in our area have had water issues in the spring in prior years. I would like to see the environmental study that has been done for [REDACTED]. Please let me know when the environmental study will be made available. Thank you for your time.</p>
<p>Website Comment Form</p>	<p>The option that I would recommend is the "And finally, a suburban three lane corridor similar to the existing South Dakota Highway 115 corridor near Dell Rapids was considered between Minnehaha County Highway one ten and West fourth Street where the surrounding areas anticipated to urbanize and future additional lane capacity needs were not as prevalent."</p>
<p>Website Comment Form</p>	<p>I would prefer to have 2 lanes each way with a turn lane in the middle for this stretch of highway 115. This seems to give the best access to areas reached by gravel roads. I also DO NOT want to give more land to right of way considerations. Based on your presentation, that means I DON'T want the "rural 4 lane divided depressed median" option. Thanks for your consideration.</p>
<p>Website Comment Form</p>	<p>1) As a taxpayer I really question the expenditure of tax dollars (whether Federal or State) on a 4 lane limited access highway when there is an existing one 3 to 3 1/2 miles West that runs the entire length of this proposed project.</p> <p>2) The construction of a roundabout at Baltic Corner, Midway, and Renner Corner makes great sense. Particularly at Renner Corner when on numerous occasions when turning North on 115 from Eastbound on Co 130 one has to pull almost into Southbound lane of 115 traffic to see around vehicles parked at the Renner Corner blocking the view of oncoming traffic.</p> <p>3) If the posted speed limits of 65mph on 115, 55mph along 115 from North of Edgeview Ct to North of I90, and the 45 mph advisory speed limit by Safari & Renner Corner were even attempted to be enforced there would be far fewer accidents! If really interested in reducing accidents on 115, strict enforcement of posted speed limits would go a long way to that goal.</p> <p>4) Existing conditions with Edgeview Ct, Northview Dr and and Concord Dr being accessible to both Northbound and Southbound traffic leaves the 30 residences of Sorums Subdivision easy access. During my previous conversation with Paul Sanow, I was told the plan was to close Northview Dr and have Northbound access to our subdivision on Concord Dr and Edgeview Ct. Yet when I attended the 10/22/2025 public meeting, the plans were changed to ONLY allow Northbound access to our subdivision on Edgeview Ct!!! Currently possibly 2-3 neighbors drive by my house when leaving or returning home. Under your proposed Northbound access at only Edgeview Ct will increase traffic on Lindbergh Ave past my house to approximately 10-20 neighbors! This is a 335% to 1000% increase traffic on a narrow gravel road that barely supports the limited traffic it now has. Mapleton Township provides snow removal and blades the gravel road maybe a couple of times a year but they have provided very little in additional gravel.</p> <p>This design will certainly have a very negative effect on property values and will put the SDDOT in the position of having to improve Lindbergh Ave to withstand the increased traffic that they have forced on the road with this Design! Please note my estimate of increased traffic does allow for some of the neighbors South of me along Concord Dr to make a u turn in front of Southbound traffic on 115 and then exit West on Concord Dr. I seriously question how many if any will do that when faced with the speed Southbound 115 traffic will be driving.</p> <p>5) While talking to representatives from HDR, SDDOT and City of Sioux Falls, I was repeatedly told of how the 4 lane divided highway has a calming effect on drivers and they will not drive as fast as they do on a 2 lane highway! Maybe I misunderstood what they were saying. It may be a good company line, but it is not based on real world experience. Posted speed limits being the same, in my 60+ years of driving, I have never seen traffic drive slower on a 4 lane highway than on a 2 lane highway!</p>
<p>Website</p>	<p>Thank you for the opportunity to share our concerns and thoughts about Highway 115. If you have questions about my comments about Baltic Corner, or other issues, I'm</p>

Channel	Comment
Comment Form	happy to participate. Thank you for all your work!
Phone Call to Project Contact	In favor of option B3 rural passing lanes & multilane roundabouts Not in favor of occasional passing lanes & rural signalized intersections - Causes additional accidents & delays, backups.

Appendix

Appendix A: Informational Handout and Displays

Appendix B: Sign-in Sheets

Appendix C: Promotions

Appendix D: Scanned Comment Forms/Emails/Web Submittals

Appendix A: Informational Handout and Displays

Informational Handout

An ADA-accessible version of this document is available at www.sdhighway115.com.

S.D. HIGHWAY 115 CORRIDOR STUDY

Public Meeting Open House #2 | October 2025

The purpose of this public meeting open house is to present preliminary recommendations for the S.D. Highway 115 Corridor Study. These recommendations reflect a long-range vision for the corridor's number of lanes, intersection configurations, access, multi-modal features, and multi-lane elements.

The study team is looking for your feedback to further refine concepts, recommendations, and timelines prior to finalizing the study.

PROJECT BACKGROUND

This Highway 115 Corridor Study is a collaborative effort between South Dakota Department of Transportation (SDDOT), Federal Highway Administration (FHWA), Sioux Falls Metropolitan Planning Organization (MPO)/South Eastern Council of Governments (SECOG), City of Sioux Falls, City of Baltic, City of Dell Rapids, Minnehaha County, stakeholders, and the public to develop a comprehensive plan for the corridor. This study will serve as a long-range plan for the SDDOT and other agencies for future improvements to address needs along the corridor.

All public meeting open house materials are available on the project website.


STUDY GOALS

- Develop a long-range plan for the Highway 115 corridor including recommendations for access management, traffic and safety improvements, typical roadway sections, and bicycle and pedestrian facilities.
- Determine potential intersection configurations and the need for additional turning, passing, or through-lanes along the corridor.
- Create an environmental scan documentation of the corridor.
- Create final documents and products for study agencies to provide implementation guidance.

COMMENTS

We want to hear from you!



Please scan the QR code or go to the project website to provide your comments on the preliminary concepts!



<https://sdhighway115.com/>








Comments will be accepted in person and on the study website until Friday, Nov. 7, 2025.

STUDY AREA

The South Dakota Department of Transportation (SDDOT) is seeking public input to help guide the development of a long-range plan for the Highway 115 Corridor Study. The study will address transportation and infrastructure needs that are critical to the State of South Dakota and the quality of life for its citizens. The study will also address the needs of the communities along the corridor. The study will be a collaborative effort between SDDOT, FHWA, MPO/SECOG, City of Sioux Falls, City of Baltic, City of Dell Rapids, Minnehaha County, stakeholders, and the public. The study will serve as a long-range plan for the SDDOT and other agencies for future improvements to address needs along the corridor.


Any person who has questions concerning this study or wishes to file a communication, complaint, or request for information should contact the Department's Civil Rights Office at 605-773-3643.

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SDDOT Project Manager
605-773-6641
Katrina.Burckhard@state.sd.us

PAUL SANOW
HDR Consultant Project Manager
605-677-7756
Paul.Sanow@hdrinc.com

PROJECT WEBSITE:



Displays

An ADA-accessible version of this document is available at www.sdhighway115.com.

WELCOME!





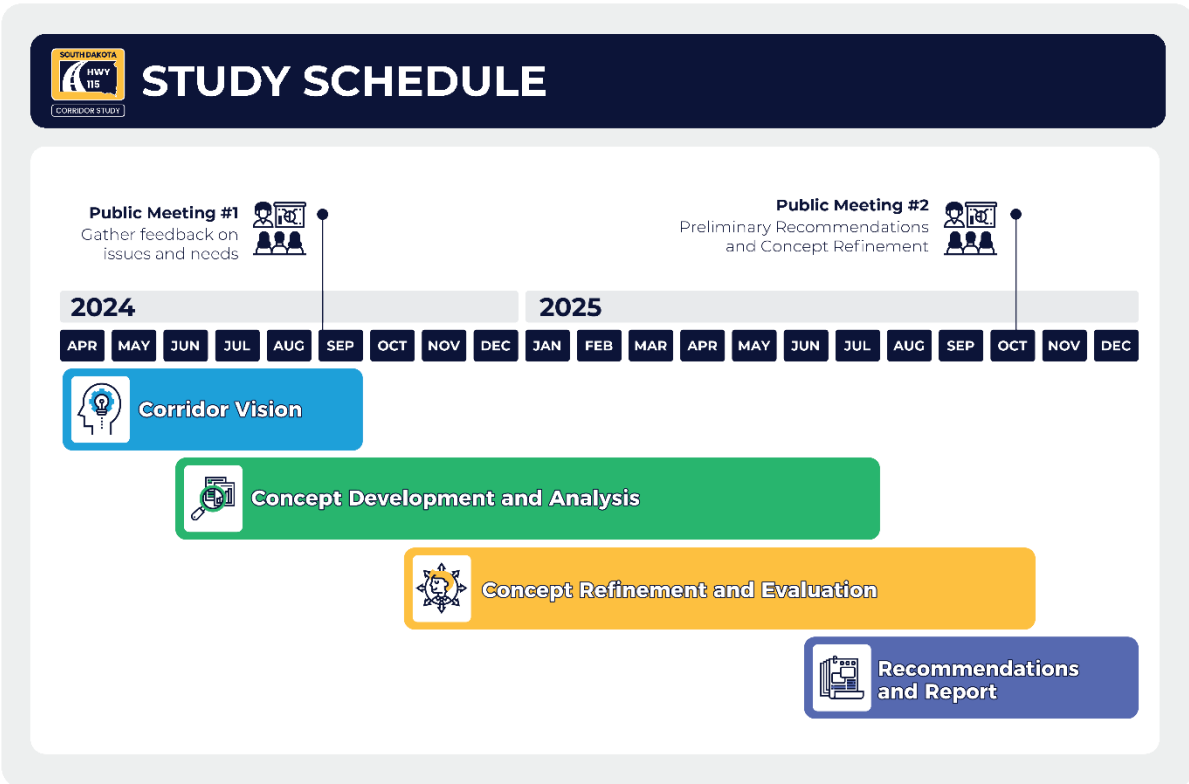
SD HIGHWAY 115 CORRIDOR STUDY

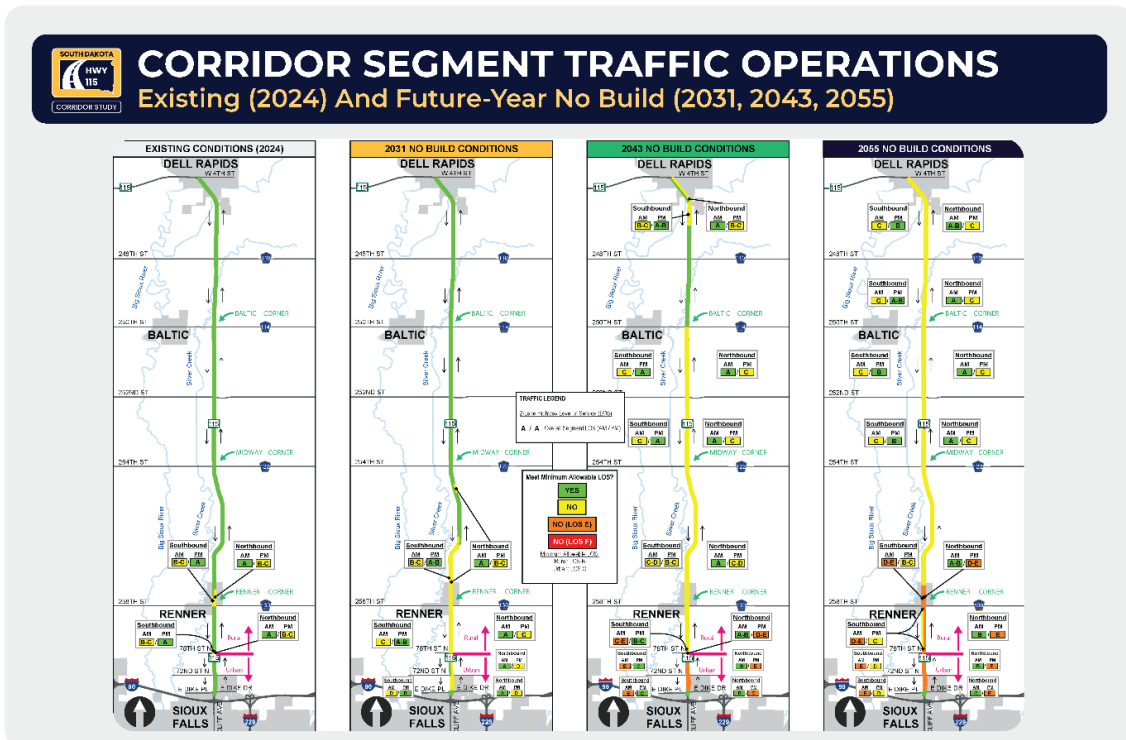
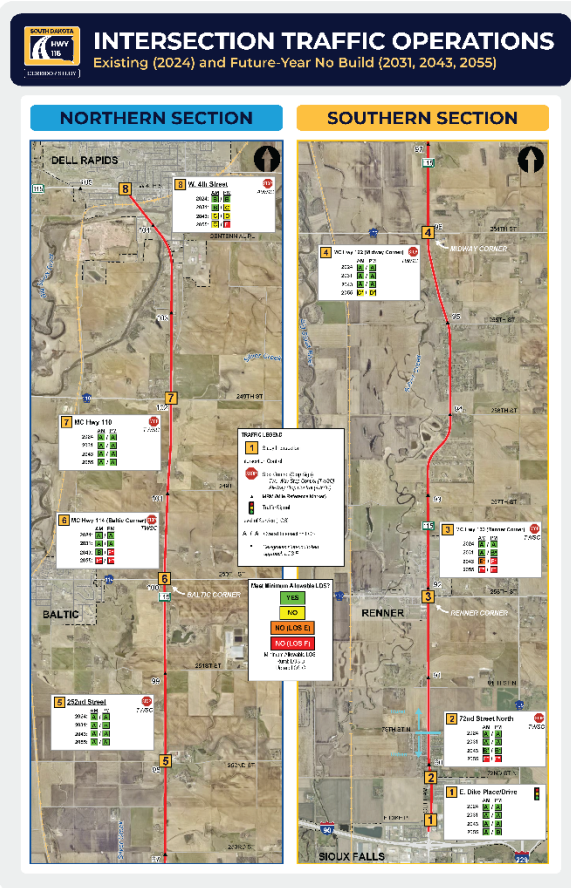


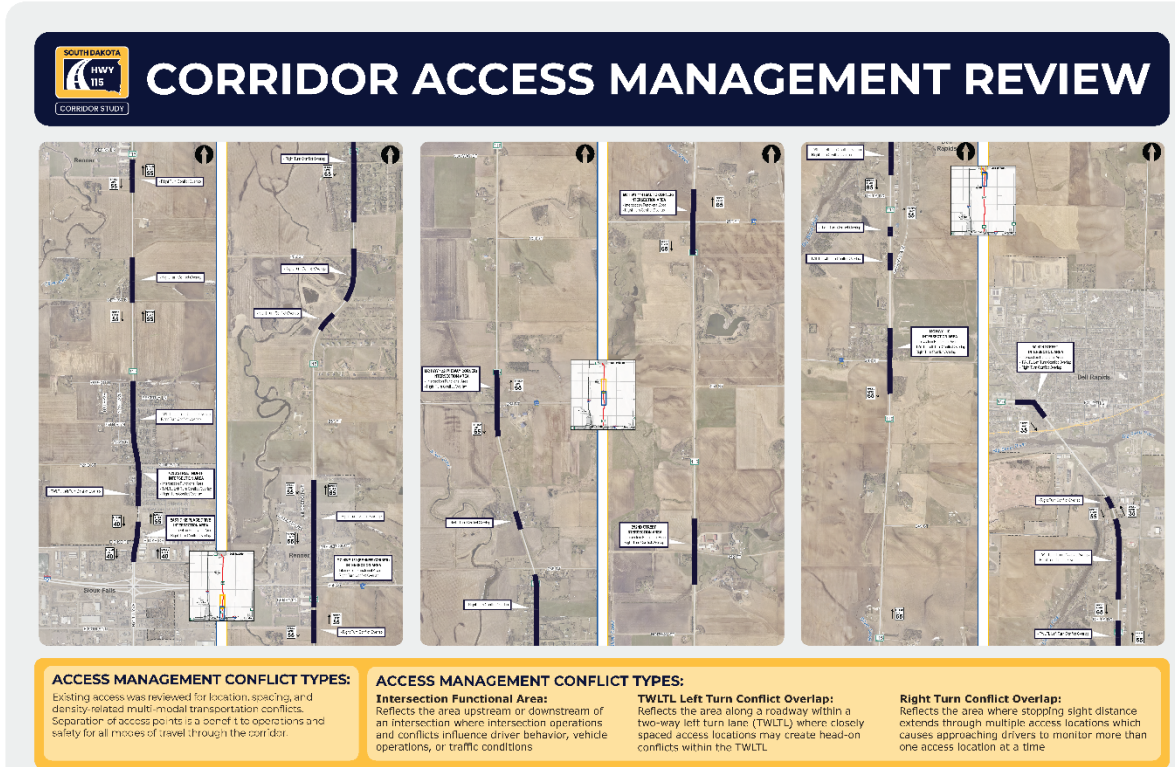
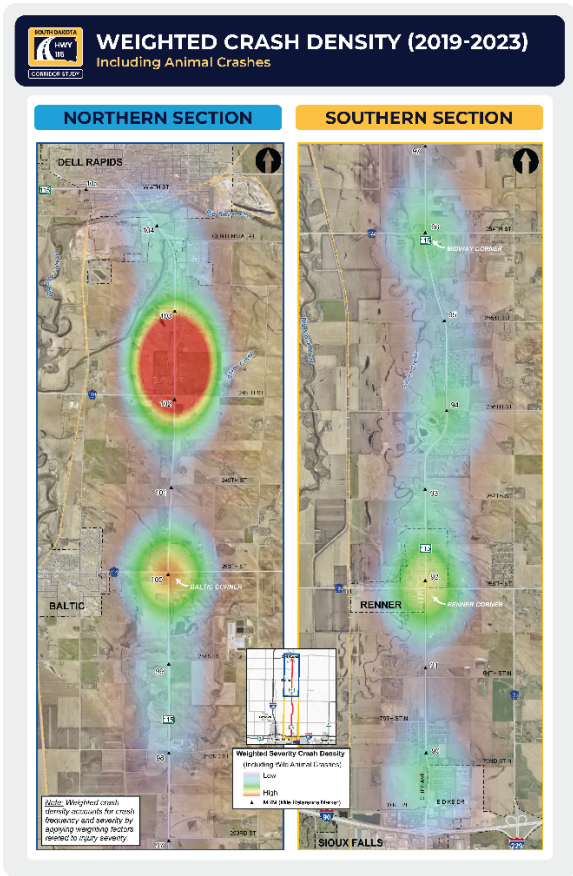
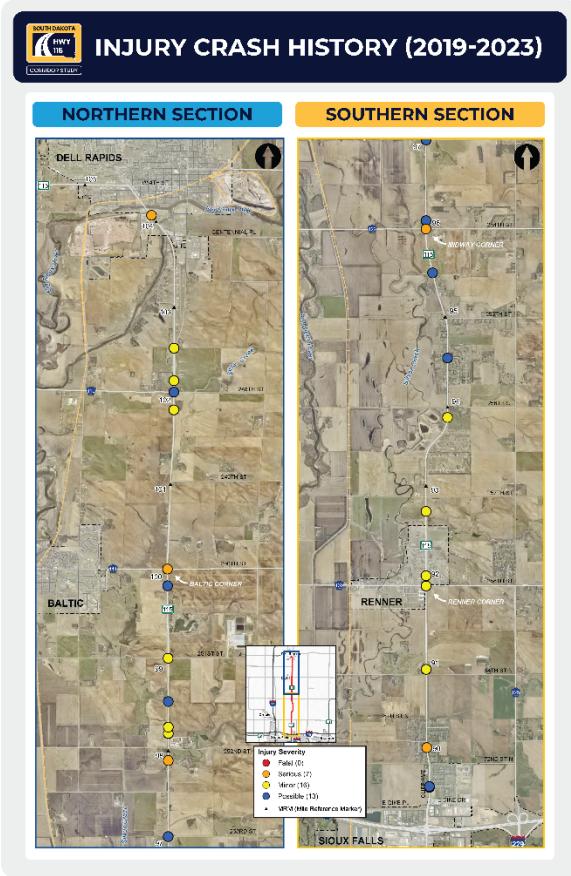




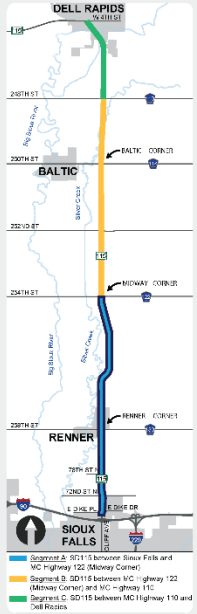




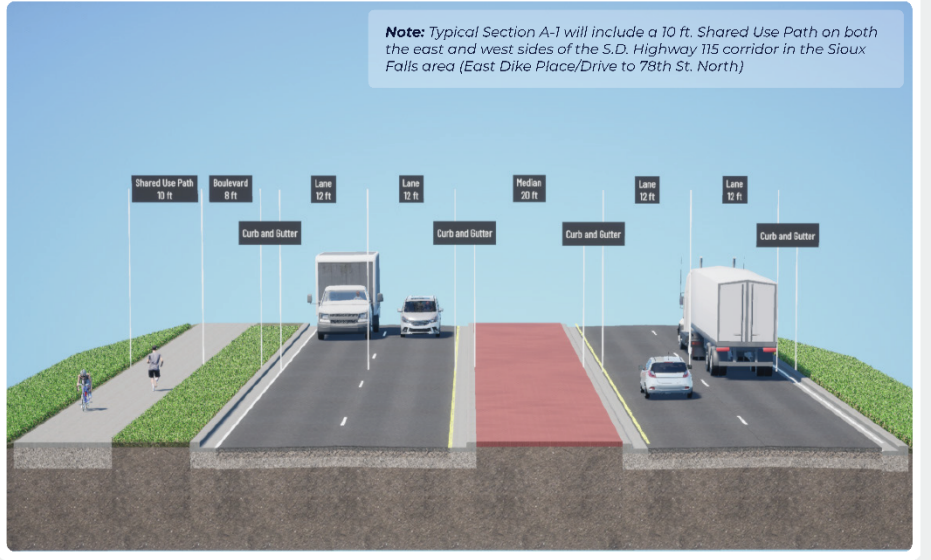




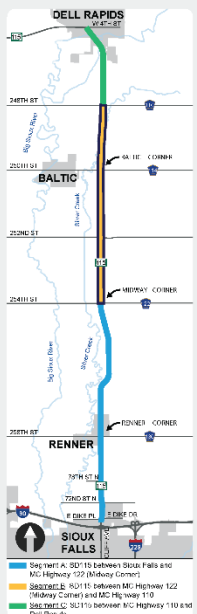
SOUTH DAKOTA HWY 115 CORRIDOR STUDY
S.D. HIGHWAY 115 CORRIDOR TYPICAL SECTIONS
Segment A: S.D. Highway 115 between Sioux Falls and Minnehaha County Highway 122 (Midway Corner)



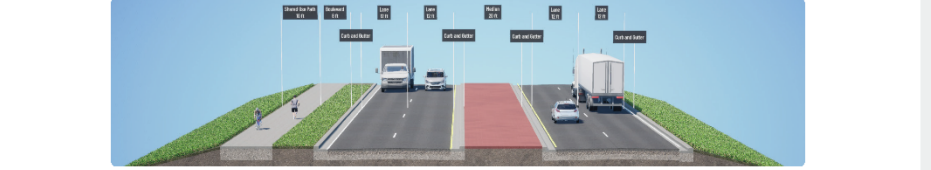
A-1: URBAN FOUR-LANE DIVIDED (RAISED MEDIAN) TYPICAL SECTION



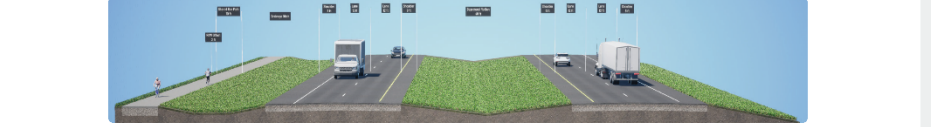
SOUTH DAKOTA HWY 115 CORRIDOR STUDY
S.D. HIGHWAY 115 CORRIDOR TYPICAL SECTIONS
Segment B: S.D. Highway 115 between Minnehaha County Highway 122 (Midway Corner) and Minnehaha County Highway 110



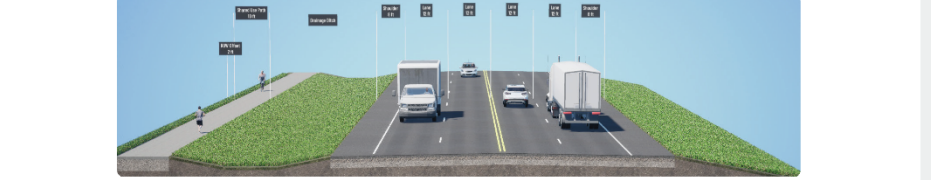
B-1: URBAN FOUR-LANE DIVIDED (RAISED MEDIAN) TYPICAL SECTION



B-2: RURAL FOUR-LANE DIVIDED (DEPRESSED MEDIAN) TYPICAL SECTION



B-3: RURAL SIDE-BY-SIDE PASSING LANES TYPICAL SECTION



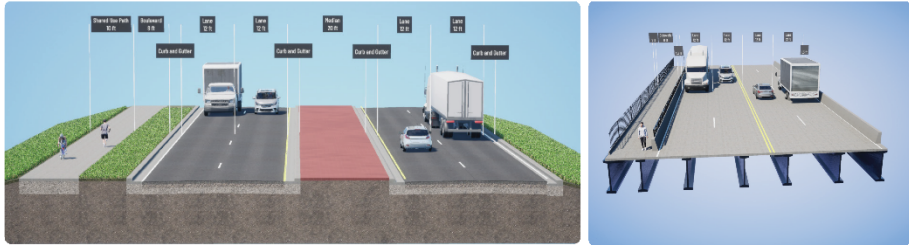


S.D. HIGHWAY 115 CORRIDOR TYPICAL SECTIONS

Segment C: S.D. Highway 115 between Minnehaha County Highway 110 and Dell Rapids



C-1: URBAN FOUR-LANE DIVIDED (RAISED MEDIAN) CORRIDOR & BRIDGE TYPICAL SECTIONS

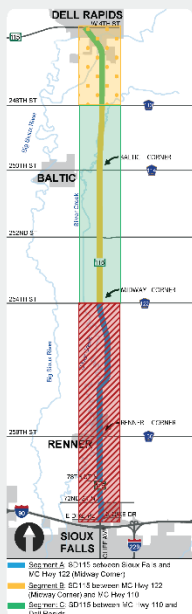


C-2: SUBURBAN THREE-LANE CORRIDOR & BRIDGE TYPICAL SECTIONS

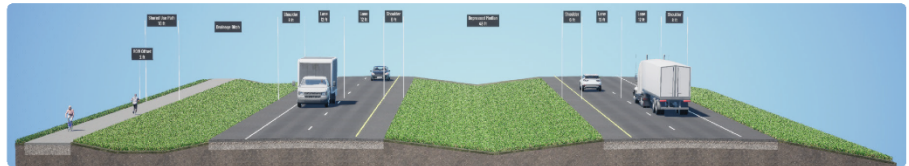


S.D. HIGHWAY 115 CORRIDOR TYPICAL SECTIONS

Segment B: S.D. Highway 115 between Minnehaha County Highway 122 (Midway Corner) and Minnehaha County Highway 110



RURAL FOUR-LANE DIVIDED (DEPRESSED MEDIAN) TYPICAL SECTION



RURAL FOUR-LANE DIVIDED (DEPRESSED MEDIAN) TYPICAL SECTION FEASIBILITY CONSIDERATIONS:

The feasibility of a rural four-lane divided (depressed median) corridor (as depicted above), was reviewed for the entire SD115 study corridor from Sioux Falls to Dell Rapids. While a strong traffic capacity need for multiple lanes exists along portions of the corridor, there are several constraints to implementing a wider rural four-lane divided (depressed median) typical section (as noted below).

SD115 between MC Highway 122 (Midway Corner) and MC Highway 110 (Segment B), was considered feasible for this typical section due to more consistent and available right-of-way (ROW) and corridor segment consistency with rural features.

FEASIBILITY LEGEND

Rural Four-lane Divided (Depressed Median) Typical Section

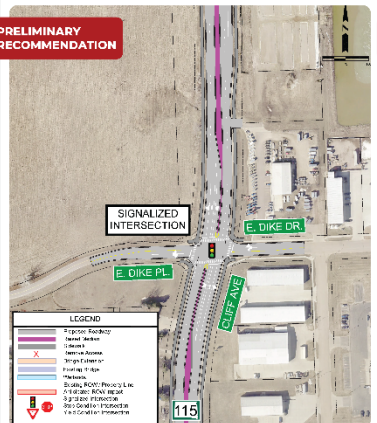
- Feasible
- Not Feasible
- No Identified 2055 Traffic Operations Need

FEASIBILITY LIMITATIONS OF THE RURAL FOUR-LANE DIVIDED (DEPRESSED MEDIAN) TYPICAL SECTION INCLUDE:

- Narrow, constrained existing ROW
- Potential private property impacts due to additional ROW needs
- Lack of available drainage ditch storage within existing ROW
- High access density in suburban neighborhoods where more narrow typical sections with raised medians would provide greater traffic operational and safety benefits
- Surrounding land use is anticipated to be more urban/suburban and/or falls into a municipality future growth area
- Lack of corridor consistency with adjacent segment (e.g., near Sioux Falls)

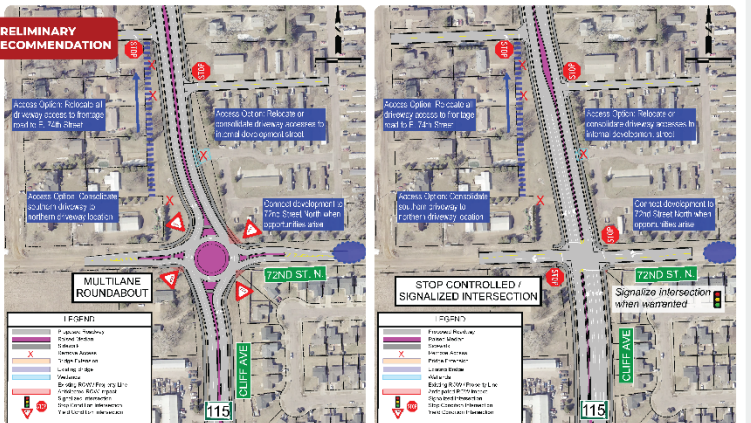
EAST DIKE PLACE/DRIVE & 72ND ST. NORTH Sioux Falls Area Study Intersection Concepts

SD115 / CLIFF AVENUE & EAST DIKE PLACE/DRIVE



URBAN FOUR-LANE DIVIDED (RAISED MEDIAN) CORRIDOR CONCEPTS

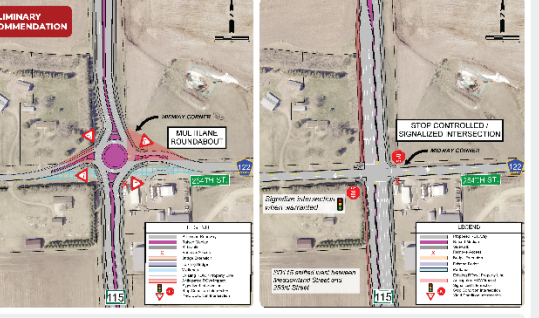
SD115 / CLIFF AVENUE & 72ND ST. NORTH



URBAN FOUR-LANE DIVIDED (RAISED MEDIAN) CORRIDOR CONCEPTS

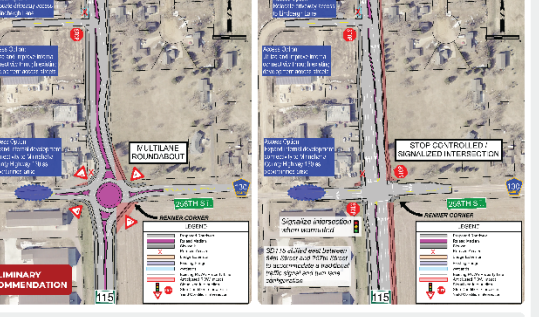
MC HIGHWAY 130 (RENNER CORNER) & MINNEHAHA COUNTY HIGHWAY 122 (MIDWAY CORNER) INTERSECTION CONCEPTS

S.D. HIGHWAY 115 & MC HIGHWAY 122 (MIDWAY CORNER)



URBAN FOUR-LANE DIVIDED (RAISED MEDIAN) CORRIDOR CONCEPTS

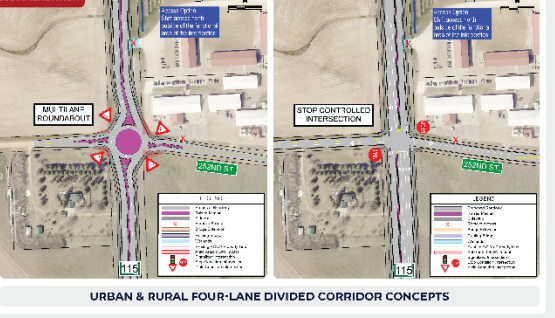
S.D. HIGHWAY 115 & MC HIGHWAY 130 (RENNER CORNER)



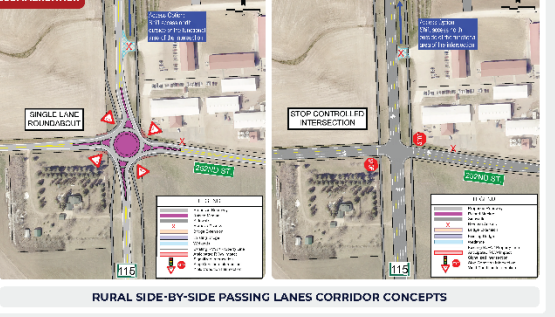
URBAN FOUR-LANE DIVIDED (RAISED MEDIAN) CORRIDOR CONCEPTS

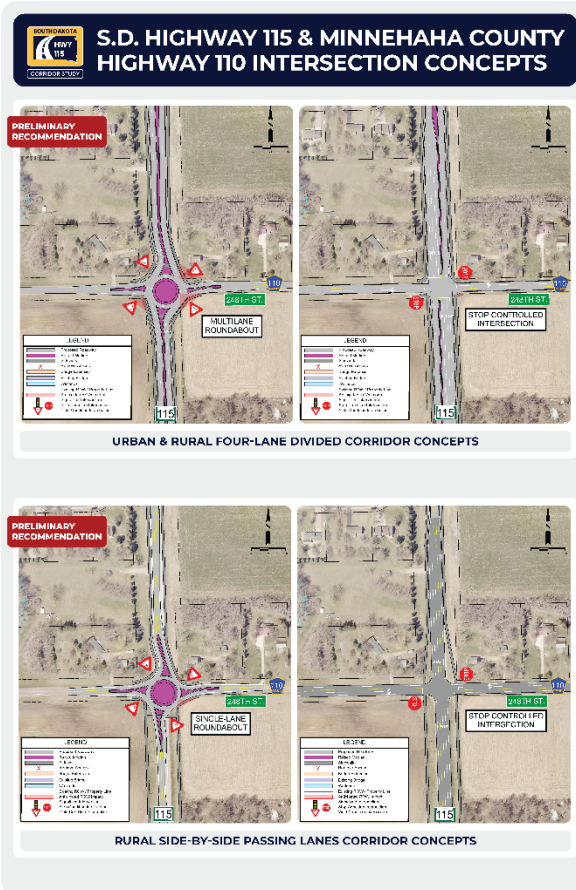
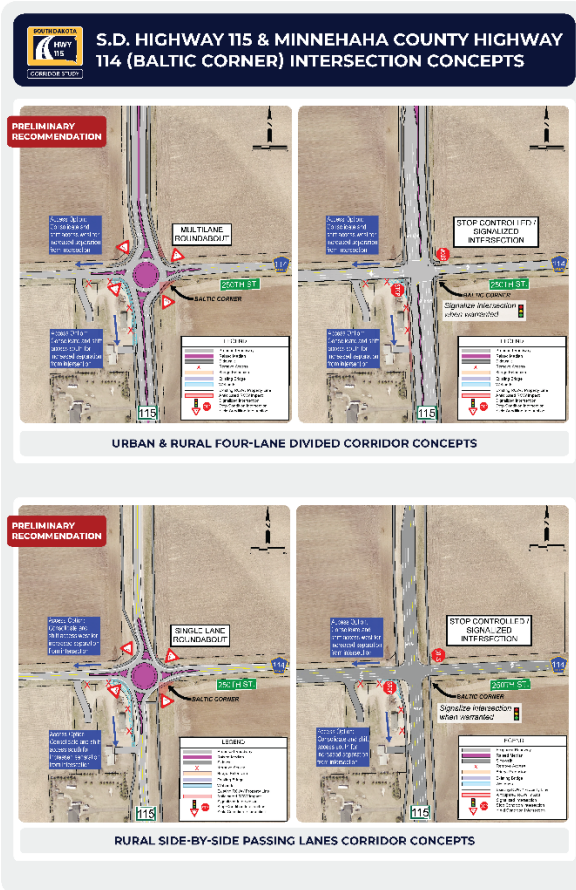
S.D. HIGHWAY 115 & 252ND STREET INTERSECTION CONCEPTS

URBAN & RURAL FOUR-LANE DIVIDED CORRIDOR CONCEPTS



RURAL SIDE-BY-SIDE PASSING LANES CORRIDOR CONCEPTS







ENVIRONMENTAL & DRAINAGE CONSIDERATIONS

The area in proximity to the S.D. Highway 115 corridor features wetlands, regulatory floodways, and 100-year floodplain, primarily located near the Big Sioux River and Silver Creek. These environmental resources will inform design and drainage decisions during future design projects. Future considerations regarding environmental and drainage-related constraints include:



Corridor Capacity Improvements (Number of Lanes)

Traffic analysis supports the need for additional through lanes, especially between Sioux Falls and MC Highway 122 (Midway Corner), to meet projected peak-hour demand through 2055. In this area, an Urban Four-Lane Divided section with a raised median is recommended to improve traffic flow, manage access, and support safety for all users, including bicyclists and pedestrians. While most of the required space is already within the current right-of-way, drainage facilities (such as storm drainage) may be necessary where space for drainage ditch storage is limited.



Future Development Considerations

Wetlands, floodways, and floodplain areas—primarily west of the corridor—will constrain future development.



Next Steps for Future Design

Future design projects that will follow after the completion of the study will develop specific drainage designs and recommendations related to the proposed recommended corridor typical sections based on the traffic, safety, and access needs.



DRAFT PURPOSE AND NEED

The project team drafted the following preliminary purpose statement that can be further developed as the study progresses. The intent of this statement is to:



- 1** Solicit your input to help the project team better understand corridor and intersection issues
- 2** Use the input to refine the final purpose and need statements to comply with the National Environmental Policy Act (NEPA)

PROJECT PURPOSE

To improve multi-modal traffic operations and safety and enhance corridor functionality through access management for the S.D. Highway 115 corridor between its intersection with East Dike Place/Drive and W. 4th St.

PROJECT GOALS

Desired project outcomes beyond the transportation issues identified in the Purpose and Need and balance environmental and transportation values.

- 1** Improve safety through corridor and intersection projects that reduce crashes resulting in injuries at intersections or roadway segments, reduce wild animal-related crashes, and reduce potential conflicts through access management treatments.
- 2** Accommodate the 2015 Sioux Falls MPO Bicycle Plan and incorporate a multi-modal facility for bicyclists and pedestrians.

PROJECT NEEDS

The primary “drivers” of the project reflecting the fundamental reasons why the project is being pursued.

TRAFFIC OPERATIONS

Forecasted traffic volumes indicate capacity needs along the S.D. Highway 115 corridor through the 2055 Planning Horizon. The identified need from the planning process is a capacity deficiency requiring that S.D. 115 corridor segments and intersections operate at least LOS “B” in rural areas and LOS “C” in urban areas. The expected 2055 traffic volumes will cause intersection and corridor operations to exceed these values.

ACCESS MANAGEMENT

Existing access locations and driveways along S.D. Highway 115 do not meet current SDDOT and City of Sioux Falls access spacing standards. This impacts overall traffic operations and safety of the corridor due to existing access conflicts with intersection functional area.

PAVEMENT CONDITION

SDDOT’s pavement management system indicates a future need for pavement replacement or reconstruction along the S.D. Highway 115 corridor to address the conditions of the existing pavement infrastructure. The need for pavement replacement or reconstruction will be a notable driver for the timing of the project. Future roadway reconstruction should reflect a typical section consistent with future traffic operational needs to maximize the lifecycle of new.



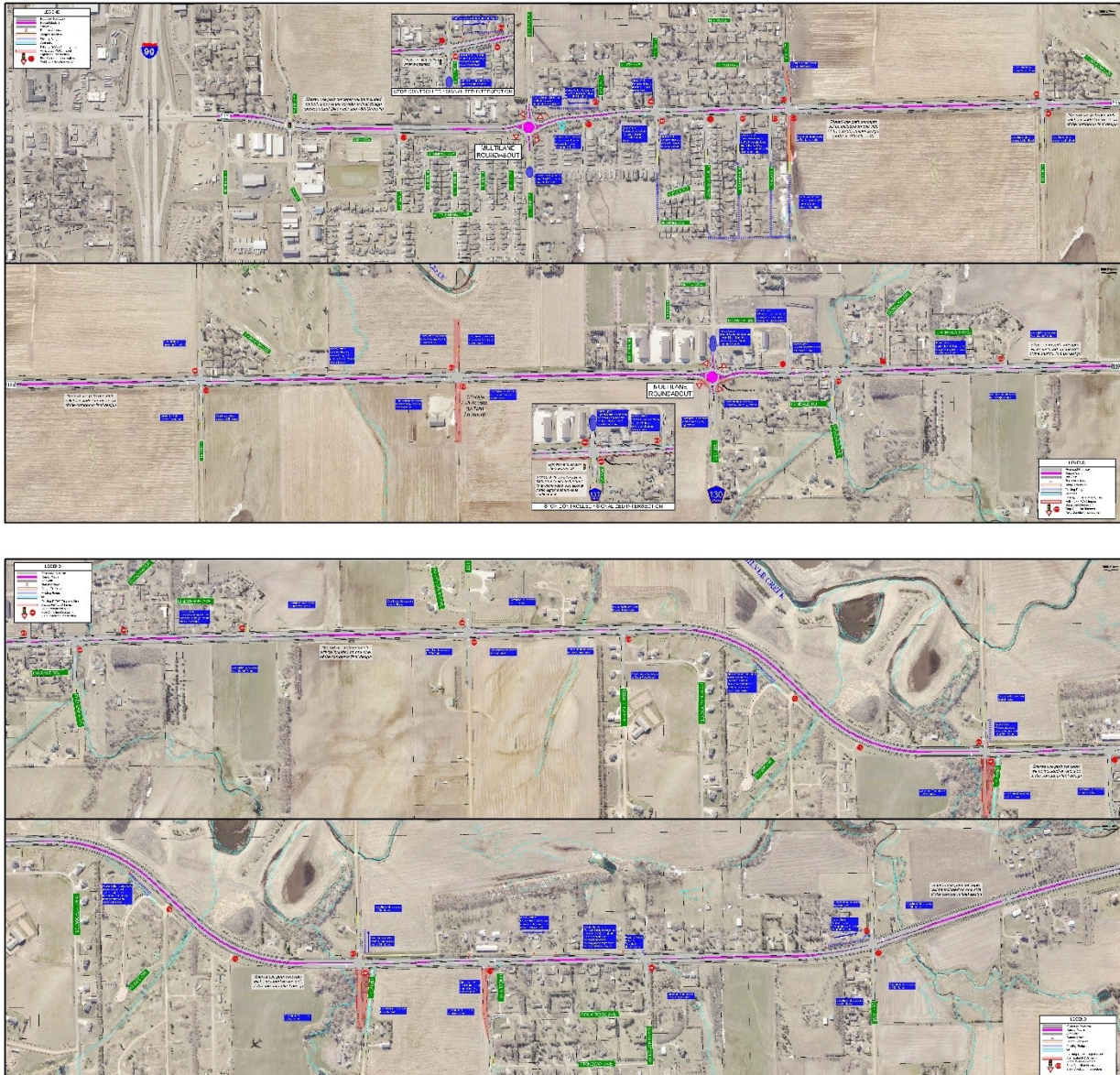
CORRIDOR STUDY

S.D. HIGHWAY 115 CORRIDOR
**SIoux FALLS
TO RENNER**



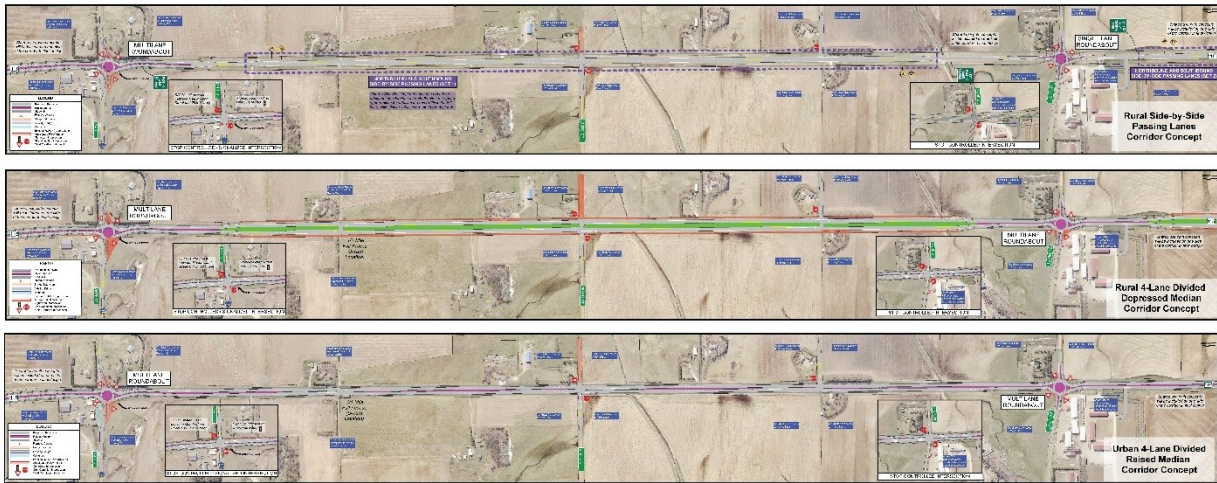
CORRIDOR STUDY

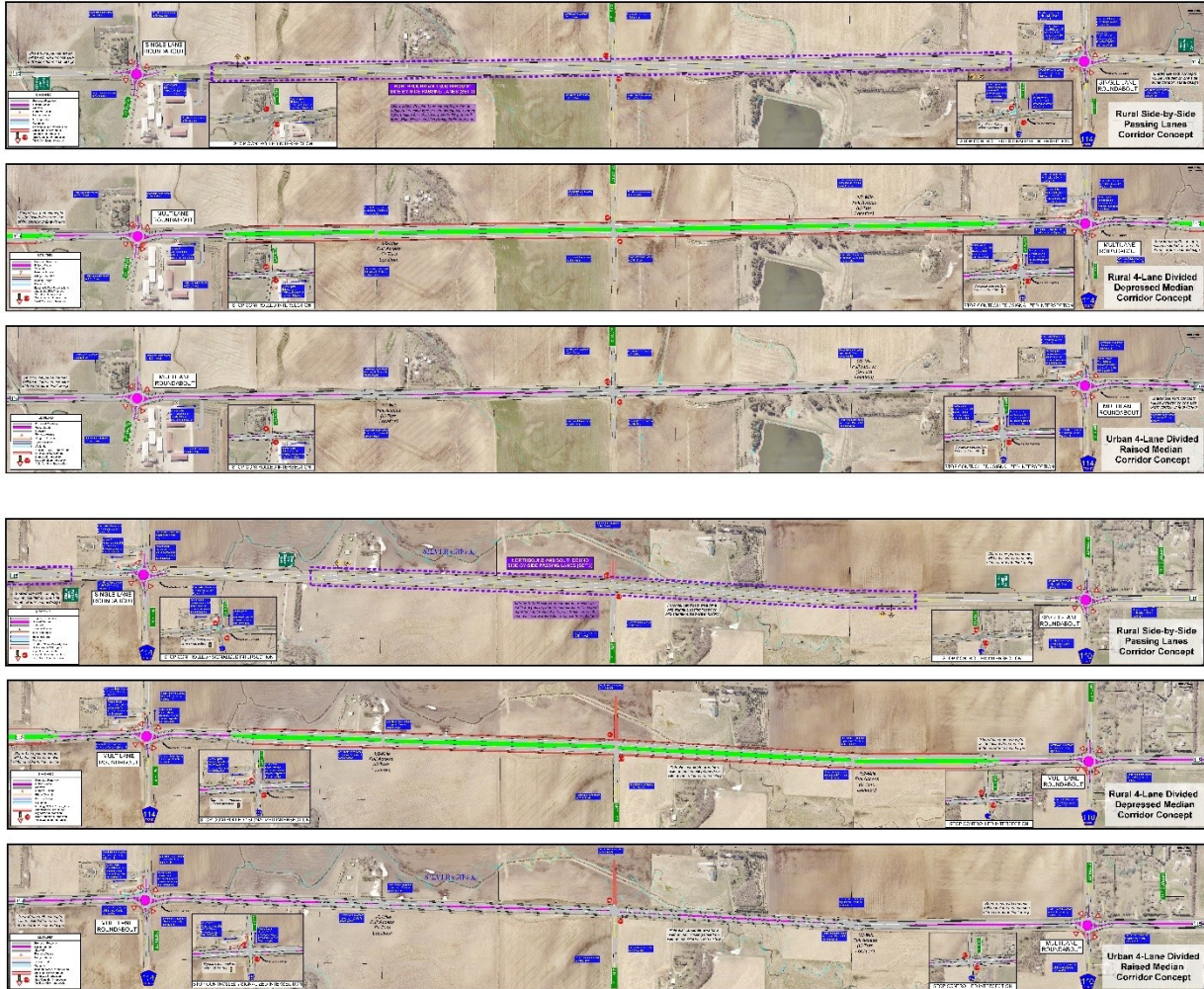
S.D. HIGHWAY 115 CORRIDOR
**RENNER
TO MIDWAY**





S.D. HIGHWAY 115 CORRIDOR MIDWAY TO BALTIC







S.D. HIGHWAY 115 CORRIDOR BALTIC TO DELL RAPIDS





S.D. HIGHWAY 115 CORRIDOR ALTERNATIVES EVALUATION MATRIX

CORRIDOR ALTERNATIVES			Compliance with Design Guidelines	Long-Range Traffic Operations	Safety	Access	Bicycle & Pedestrian	Environmental Impacts	ROW Impacts
Corridor	Intersection	Alt. ID							
SD115 Segment A: East Dike Place/Drive (Sioux Falls) to Minnehaha County Highway 130 (Renner Corner)									
Urban Four-lane Divided (Raised Median) Corridor <i>Multi-lane SD115 Corridor</i>	Standard Intersections (Stop signs or traffic signals)	A-1a	5	4	4	4	5	3	3
	Multi-lane (Hybrid) Roundabouts	A-1b	5	5	5	5	5	3	5
SD115 Segment B: Minnehaha County Highway 130 (Renner Corner) to Minnehaha County Highway 110									
Urban 4-Lane Divided (Raised Median) Corridor <i>Multi-lane SD115 Corridor</i>	Standard Intersections (Stop signs or traffic signals)	B-1a	5	4	4	4	5	3	3
	Multi-lane (Hybrid) Roundabouts	B-1b	5	5	5	5	5	3	5
Rural 4-Lane Divided (Depressed Median) Corridor <i>Multi-lane SD115 Corridor</i>	Standard Intersections (Stop signs or traffic signals)	B-2a	5	4	4	3	5	3	3
	Multi-lane (Hybrid) Roundabouts	B-2b	5	5	5	4	5	3	4
Rural Side-By-Side Passing Lanes Corridor <i>Two-Lane with Passing Lanes SD115 Corridor</i>	Standard Intersections (Stop signs or traffic signals)	B-3a	5	3	3	3	5	4	4
	Single Lane Roundabouts	B-3b	5	4	4	4	5	4	5
SD115 Segment C: Minnehaha County Highway 110 to W. 4th Street (Dell Rapids)									
Urban Four-lane Divided (Raised Median) Corridor <i>Multi-lane SD115 Corridor</i>	Standard Intersections (Stop signs or traffic signals)	C-1a	5	4	4	4	5	3	3
	Multi-lane (Hybrid) Roundabouts	C-1b	5	5	5	5	5	3	3
Suburban Three-Lane Corridor <i>Three-Lane SD115 Corridor</i>	Standard Intersections (Stop signs or traffic signals)	C-2a	5	4	3	3	5	5	5
	Single Lane Roundabouts	C-2b	5	5	4	4	5	4	4
No Build <i>Two-Lane / Three-Lane SD115 Corridor</i>	Standard Intersections (Stop signs or traffic signals)	Entire Corridor	3	2	2	2	2	5	5

Rating 2 or above indicates the proposed alternative reasonably meets or exceeds the corridor under study performance goals. ROW Impacts



ROUNDBABOUT BENEFITS

ROUNDBABOUT INTERSECTION CONCEPTS

Long-term traffic operations analysis through the 2055 Planning Horizon indicated a need for a roundabout or traffic signal at several study intersections. Roundabouts are a recommended strategy at intersections in the 2024 South Dakota Strategic Highway Safety Plan.

SINGLE-LANE & MULTI-LANE ROUNDBABOUTS

The addition of single-lane or multi-lane roundabouts will help to:

Ease traffic congestion, particularly during the morning and evening commute hours.

Improve traffic operational performance through the 2055 Planning Horizon compared to a traditional traffic signal

Increase multi-modal user comfortability by calming traffic which provides more opportunities for pedestrians and bicyclists and vehicles approaching from the side-street to navigate the intersection safely

Enhance safety. Roundabouts have been identified as a proven safety countermeasure by the Federal Highway Administration (FHWA) because of their ability to substantially reduce the types of crashes that result in injury or loss of life.

Minimize additional right-of-way (ROW) impacts near intersections due to the lack of additional turn lanes needed with traditional traffic signal intersections



BENEFITS OF ROUNDBABOUTS



Significantly reduces the risk of serious and fatal injury crashes



Allows drivers to travel more safely through the intersection



Provides greater traffic movement coordination for U-turns and direct access locations



ROUNDBABOUT SAFETY



ROUNDBABOUT NAVIGATION



ROUNDBABOUTS & OVERSIZED VEHICLE CONSIDERATIONS

Scan these QR Codes for additional information regarding safety background, general navigation, and oversized vehicle considerations for Single-Lane and Multi-Lane Roundabouts.



ACCESS CONCEPTS

Access concepts identified on the corridor concept roll plots are a benefit to long-term traffic operations and safety along the S.D. Highway 115 corridor. These concepts reduce potential access-related conflicts such as:

Intersection Functional Area Conflicts, the area upstream or downstream of an intersection, where drivers are reacting to vehicles in front of them, changing lanes, slowing down, or queuing

Two-way Left Turn Lane (TWLTL) Conflict Overlaps where closely spaced access locations can create head-on conflicts within the TWLTL

Right Turn Conflict Overlaps where stopping sight distance extends through multiple access locations which causes drivers to monitor more than one access location at a time

Access strategies incorporated into the S.D. Highway 115 concepts include:

- 1/4 mile (Urban) or 1/2 mile (Rural) full access intersections with available U-turn movements
- Consolidated access locations
- Relocated access locations outside of the major intersection functional area
- Raised medians with right-in right-out (RIRO) direct access movements



CORRIDOR CONCEPTS & FEEDBACK

Preliminary recommendations, presented in display boards and conceptual layouts, reflect potential long-range modifications to the following elements along the SD115 corridor:

 **Corridor number of lanes**

 **Roadway typical section elements**
(e.g., lane and shoulder widths, raised or depressed medians, etc.)

 **Intersection configurations**
(e.g., turn lanes, traffic control, etc.)

 **Driveway access**

 **Multi-modal features (bicycle and pedestrian)**
(e.g., crossing locations, preferred shared use path location on either the east or west side of the SD115 corridor)



Please provide your feedback on the preliminary recommendations and concepts developed for the SD115 corridor via physical comment forms or through the study website.
<https://sdhighway115.com/>



PLANNING LEVEL COST ESTIMATES

CORRIDOR SEGMENT RECOMMENDATIONS


ALTERNATIVES	CONSTRUCTION COST (2025 \$MIL)
S.D. Highway 115 Corridor Reconstruction (Segment A) <i>East Dike Place/Drive (Sioux Falls) to MC Highway 122 (Midway Corner) (~6.5 miles)</i>	
I-229 Exit 7 (Rice St.) Interchange Reconstruction <i>229 Interchange to Bahnsen Avenue</i>	\$40 - \$55
S.D. Highway 115 Corridor Reconstruction (Segment B) <i>MC Highway 122 (Midway Corner) to MC Highway 110 (~6.0 miles)</i>	
Rice St. Reconstruction: Four-lane Divided <i>East of Bonison Avenue to Veterans Parkway (~2.5 miles)</i>	\$35 - \$40
Rice St. Reconstruction: Four-lane Divided <i>Veterans Parkway to Six Mile Road (~1 mile)</i>	\$15
Holly Boulevard Reconstruction: Four-lane Divided <i>East of Six Mile Road to West of Sioux Boulevard (~2 miles)</i>	\$25 - \$30
S.D. Highway 115 Corridor Reconstruction (Segment C) <i>MC Highway 110 to W. 4th St. (Dell Rapids) (~2.5 miles)</i>	
Suburban Three-lane Corridor*	\$15 - \$20
Urban Four-lane Divided (Raised Median) Corridor	\$30 - \$35

*Costs do not include necessary engineering, construction engineering, or right-of-way/ easement acquisitions. *Final costs will be determined after final design and construction.*

INTERSECTION & OTHER RECOMMENDATIONS

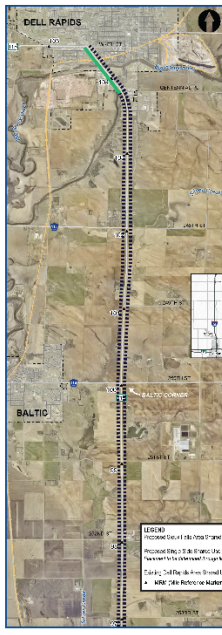
ALTERNATIVES	CONSTRUCTION COST (2025 \$MIL)
Major Intersection Options	
Single Lane Roundabout	\$4 - \$4.5
Single Lane Stop-Control / Signalized Intersection	\$3.5 - \$4.5
Multi-lane Corridor Roundabout	\$5.5 - \$6
Multi-lane Corridor Stop-Control / Signalized Intersection	\$6 - \$7
Big Sioux River Bridge Expansions (2 Bridges) <i>With Urban Four-lane (Raised Median) Corridor</i>	\$9 - \$10

*Costs do not include necessary engineering, construction engineering, or right-of-way/ easement acquisitions.

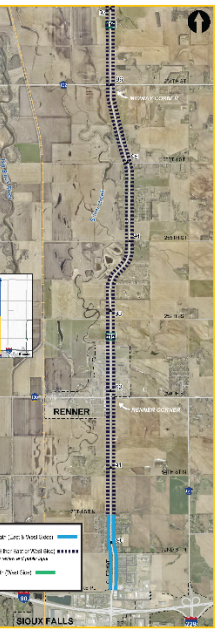


BICYCLE & PEDESTRIAN CONCEPTS

NORTHERN SECTION




SOUTHERN SECTION




BICYCLE & PEDESTRIAN CONCEPTS

Bicycle and pedestrian concepts detailed on the corridor conceptual plans include a 10' shared use path on one side (north of Dell Rapids or both sides within Sioux Falls from East Dike Place/Drive to 78th St. Corridor). This study team is seeking your feedback on which side of the S.D. Highway 115 corridor the shared use path facility should be placed between 78th St. north and Dell Rapids (east or west).



SD HIGHWAY 115 CORRIDOR STUDY



Scan this QR code to visit the **project website** and view the **PowerPoint online**

https://sdhighway115.com/

Appendix B: Sign-in Sheets

Dell Rapids Stakeholder Meeting

NAME	ADDRESS	EMAIL
Joseph Sestak	SDDOT - Yankton	
Corey Pinkley	SDDOT - Mitchell/Sioux Falls	
Trouse Drossin	SDDOT - Mitchell Region	
Steve Gramm	SDDOT-Pierre	
Eric Bass	Baltic School District	
Joyce Scholten	Dells	
Sharon Weckman	Dells	
Shannon Auser	CSF	
Hardy Meyer	Baltic School District	
Kathira Burkward		

Dell Rapids Public Meeting Open House

NAME	ADDRESS	EMAIL	NAME	ADDRESS	EMAIL
Chris Houl	Dell Rapids		Jerry/Pam Peterson		
Karen Koch	Rennet		Louise Karen Deem		
Tom Schmeckel	Dell Rapids		Ronald & Julie Wittrock		
Bruce Wilson	Rennet		Date Klein		
Kaitlyn Martine	Baltic		Drew Butler		
Roger Vreef			Randy Marsh		
Scott Nelson ^{Windy} NISD	Dell Rapids		Alex Longner		
Denise Pulzgard			Kevin Orr		
Wayne Krause			Don Down		
Doug/Judy Swartz					

NAME	ADDRESS	EMAIL	NAME	ADDRESS	EMAIL
Sean Hogg			Danna Marsh		
Carry & Pam Martin	Banner		Jon Hanson		
Ethel Graceta	Dells		Tom Pischke		
James Peilman	Dells	N/A	Jeff McNelly		
Tim Kolaczyn	Baltic		Steve Hoff		
Jamie Koletsky			Joseph Barnes		
Jesse, Jenni, Randy Hartman			Dean Meyerick		
Robert Fritsch (Bellefonte)	Dells		David Olson		
Carrie Bouze	Garrison, SD		Scott Koopman		
Maryna Bryson Bridleway			Chab Koopman		
Dean Hamner	Dell Rapids				
KURT PENDEL	DELL RAPIDS				
Anita Carotte	Dell Rapids				

Sioux Falls Stakeholder Meeting

NAME	ADDRESS	EMAIL
Steve Gramer		
Travis Dressen	SDDOT - Mitchell Region	
Don Ahlschlegel	Myrtle Township, Benson SD	
Sammy Spivack	Rommel Corners	
Paul Sorum *Sandi Sorum	Banner Corner + Safari Bar	
JASON GERMAN		

Sioux Falls Public Meeting Open House

NAME	ADDRESS	EMAIL	NAME	ADDRESS	EMAIL
Shannon Aasen			Karen Borchardt		
Carrie Eggert			Made Peterson		
Sean Heggs			Amanda Peterson		
Kathy Hegge			Aleah Clark		
Julie Erickson			Wanda Venunga		
Boris Kolesov			Linda Clauson		
John Peterson			Troy Nantke		
Leland & Janice Gibben			Tier Brechtbreitz		
Olav Johnson			Myrna Bos		
Lee Sun			Clarence Bos		
Mike Luzzier			John Parker		
Jimmy & Mary Ann			Minnesota Cons. Dist.		
Misty Wenzelach			Gaila Schreurs		
Debra & Dennis Howe			Laura Wagner		
Florence Lutzack			Pat Wagnal		
Tina Leebars			Jean Wold		
Scott Leebars			Kirk Olson		
Tim Guter			Bill Schildhauer		
Phil Trulshors			Debra Schildhauer		
			Wendy K...		

NAME	ADDRESS	EMAIL	NAME	ADDRESS	EMAIL
Bill Nordstrom			Connie Karl		
Cassandra Brewer			Mary Smith		
Lin Altermatt			Deane Spada		
STU HOESTED			Judy Woodard		
DEBRA WENZELACH			LEE KAFFAR		
Cathy Skotland			Sydney DeFrengr		
Bill Reinartz			Terry & Marsha		
Steve Conner			Denniston		
Michaela Carlson					

Appendix C: Promotions

Social Media

City of Sioux Falls - Municipal Government
October 20 · 🌐

Join us at a public meeting open house for the S.D. Highway 115 Corridor Study to share your feedback on preliminary recommendations! Meetings will be in Dell Rapids on... [See more](#)

PUBLIC MEETING OPEN HOUSE
S.D. Highway 115 Corridor Study

PROJECT WEBSITE: <https://sdhighway115.com/>

PUBLIC MEETING DATES: SIOUX FALLS & DELL RAPIDS

TUESDAY, OCT. 21, 2025
5-6:30 p.m. CT
THE RIVERSIDE
317 E. 4th St., Dell Rapids, SD

WEDNESDAY, OCT. 22, 2025
5-6:30 p.m. CT,
SPECIAL OLYMPICS SOUTH DAKOTA
800 E. Interstate 90 Ln., Sioux Falls, SD

Logos: SD DOT, FHWA, City of Sioux Falls, Baltic, Dell Rapids, Minnehaha County, SECOG.

2 3 shares

City of Sioux Falls - Municipal Government
October 10 · 🌐

Join us from 5 to 6:30 p.m. Wednesday, Oct. 22, 2025, from 5 – 6:30 p.m. at Special Olympics South Dakota, 800 East Interstate Lane. For those who cannot attend one of the public meetings, or desire additional information, public meeting materials are available on the study website at <https://sdhighway115.com/>.

PUBLIC MEETING OPEN HOUSE
HAPPENING SOON

SD DOT

South Dakota Department of Transportation
October 10 · 🌐

The South Dakota Department of Transportation (SDDOT), in collaboration with the City of Sioux Falls, the Sioux Falls Metropolitan Planning Organization (MPO), South Eastern Council of Governments (SECOG), the City of Baltic, the City of Dell Rapids, Minnehaha County, and the Federal Highway Administration (FHWA), will hold two in-person public meeting open houses to gather input from area residents on the preliminary recommendations from the S.D. Highway 115 corridor study.

The corridor being studied includes Highway 115 from the intersection with 4th Street in Dell Rapids to East Dike Place/Dike Drive in Sioux Falls. Open houses are scheduled for Tuesday, Oct. 21, 2025, from 5 – 6:30 p.m. at The Riverside, located at 317 E. 4th St. in Dell Rapids; and Wednesday, Oct. 22, 2025, from 5 – 6:30 p.m. at Special Olympics South Dakota, located at 800 E. Interstate Ln. in Sioux Falls.

Both meetings will include a short pre-recorded presentation that will be played on loop. Members of the study advisory team will be available to answer questions. For those who cannot attend one of the public meetings, or desire additional information, public meeting materials are available on the study website at <https://sdhighway115.com/>.

Written comments will be accepted at both public meetings and through the study website at <https://sdhighway115.com/> until Friday, Nov. 7, 2025.

#SDDOT #SDS11

1 share

South Dakota Department of Transportation
DOT October 20

The South Dakota Department of Transportation (SDDOT), in collaboration with the City of Sioux Falls, the Sioux Falls Metropolitan Planning Organization (MPO), South Ea... See more

PUBLIC MEETING OPEN HOUSE
S.D. Highway 115 Corridor Study

PROJECT WEBSITE: <https://sdhighway115.com/>

PUBLIC MEETING DATES:
SIOUX FALLS & DELL RAPIDS

TUESDAY, OCT. 21, 2025 5-6:30 p.m. CT	THE RIVERSIDE 317 E. 4th St., Dell Rapids, SD
WEDNESDAY, OCT. 22, 2025 5-6:30 p.m. CT	SPECIAL OLYMPICS SOUTH DAKOTA 800 E. Interstate 90 Ln., Sioux Falls, SD

Logos: SD DOT, FHWA, Sioux Falls, Minnehaha County, Dell Rapids, Baltic, SECOG

Map showing the S.D. Highway 115 corridor from Dell Rapids to Sioux Falls.

City of Sioux Falls - Municipal Government and 9 others 1 comment 2 shares

South Dakota Department of Transportation
DOT October 10

The South Dakota Department of Transportation (SDDOT), in collaboration with the City of Sioux Falls, the Sioux Falls Metropolitan Planning Organization (MPO), South Eastern Council of Governments (SECOG), the City of Baltic, the City of Dell Rapids, Minnehaha County, and the Federal Highway Administration (FHWA), will hold two in-person public meeting open houses to gather input from area residents on the preliminary recommendations from the S.D. Highway 115 corridor study.

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#SDDOT #SDS11

PUBLIC MEETING OPEN HOUSE
HAPPENING SOON

SD DOT

6 shares

City of Dell Rapids
October 20

Public Meeting Open House Announcement!

Join us for two public meeting open houses for the S.D. Highway 115 Corridor Study! The goal of this second round of public engagement is to gather input on preliminary recommendations for the corridor study. These layouts reflect potential, long-range modifications to lane configurations, intersection configurations, driveway access, and multi-modal features.

We want your input! Join us to share your feedback to help the project team refine these design concepts. The open houses will consist of a pre-recorded presentation and interactive activities. The pre-recorded presentation will be shown multiple times during each open house. Project representatives will be available with displays to discuss the study and answer questions. During this time, participants will have the opportunity to submit written comments.

Written comments will be accepted until Friday, Nov. 7, 2025, and may be submitted at the public meeting open houses, through the study website at <https://sdhighway115.com/>, or directly to one of the study contacts.

PUBLIC MEETING OPEN HOUSE
S.D. Highway 115 Corridor Study

PROJECT WEBSITE: <https://sdhighway115.com/>

PUBLIC MEETING DATES:
SIOUX FALLS & DELL RAPIDS

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WEDNESDAY, OCT. 22, 2025 5-6:30 p.m. CT	SPECIAL OLYMPICS SOUTH DAKOTA 800 E. Interstate 90 Ln., Sioux Falls, SD

Logos: SD DOT, FHWA, Sioux Falls, Minnehaha County, Dell Rapids, Baltic, SECOG

Map showing the S.D. Highway 115 corridor from Dell Rapids to Sioux Falls.

Like Comment Share 2 shares

Minnehaha County Highway Department
October 14

PUBLIC MEETING OPEN HOUSE
HAPPENING SOON

SD DOT

South Dakota Department of Transportation
DOT October 10

The South Dakota Department of Transportation (SDDOT), in collaboration with the City of Sioux Falls, the Sioux Falls Metropolitan Planning Organization (MPO), South Eastern Council of Governments (SECOG), the City of Baltic, the City of Dell Rapids, Minnehaha County, and the Federal Highway Administration (FHWA), will hold two in-person public meeting open houses to gather input from area residents on the preliminary recommendations from the S.D. Highway 115 corridor study.

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#SDDOT #SDS11

1 share

Legal Advertisement – Argus Leader

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION,
FEDERAL HIGHWAY ADMINISTRATION, SIOUX FALLS METROPOLITAN PLANNING ORGANIZATION/
SOUTH EASTERN COUNCIL OF GOVERNMENTS, CITY OF DELL RAPIDS, CITY OF BALTIC, CITY OF SIOUX FALLS, & MINNEHAHA COUNTY
NOTICE OF PUBLIC MEETING OPEN HOUSE FOR
S.D. HIGHWAY 115 CORRIDOR STUDY**

S.D. HIGHWAY 115 FROM EAST DIKE PLACE/DRIVE IN SIOUX FALLS, S.D., TO W. 4TH ST. IN DELL RAPIDS, S.D.

Open House #1
Date: Tuesday, Oct. 21, 2025
Time: 5-6:30 p.m. CT
Location: The Riverside
317 E. 4th St.,
Dell Rapids, SD

Open House #2
Date: Wednesday, Oct. 22, 2025
Time: 5-6:30 p.m. CT
Location: Special Olympics South Dakota
800 E. Interstate 90 Ln.,
Sioux Falls, SD

The South Dakota Department of Transportation (SDDOT), in collaboration with the Federal Highway Administration (FHWA), Sioux Falls Metropolitan Planning Organization (MPO)/South Eastern Council of Governments (SECOG), City of Sioux Falls, City of Baltic, City of Dell Rapids, and Minnehaha County, are hosting two public meeting open houses for the S.D. Highway 115 Corridor Study.


The purpose of these public meeting open houses is to present preliminary recommendations for the Highway 115 Corridor Study. These recommendations reflect a long-range vision for the corridor's number of lanes, intersection configurations, access, multi-modal features, and multi-lane elements.

Both meetings will include a short, pre-recorded presentation that will be played on loop. Members of the study advisory team will be available to answer questions. For those who cannot attend one of the public meetings, or desire additional information, public meeting materials are available on the study website at <https://sdhighway115.com/>.

Individuals needing assistance, pursuant to the Americans with Disabilities Act (ADA), should contact the SDDOT ADA Coordinator (605-773-3540) two business days prior to the meeting in order to ensure accommodations are available. For any in-person meeting, notice is further given to individuals with disabilities that the meeting is being held in a physically accessible location.

For questions related to the public meeting open houses, please contact Katrina Burckhard, with the SDDOT at 605-773-6641 (katrina.burckhard@state.sd.us), or Paul Sanow with HDR at 605-977-7756 (paul.sanow@hdrinc.com).

Written comments will be accepted until Friday, Nov. 7, 2025, and may be submitted at the public meeting open houses, through the study website, or directly to one of the study contacts. To learn more about the study and view open house materials, please visit the study website at <https://sdhighway115.com>.



Notice published October 3 & 10, 2025 at an approximate cost of \$75.81 and may be viewed free of charge at www.sdpublicnotices.com

SF-42684287

Legal Advertisement – Dells City Journal

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION,
FEDERAL HIGHWAY ADMINISTRATION, SIOUX FALLS METROPOLITAN PLANNING ORGANIZATION/ SOUTH EASTERN COUNCIL OF GOVERNMENTS, CITY OF DELL RAPIDS, CITY OF BALTIC, CITY OF SIOUX FALLS, & MINNEHAHA COUNTY
NOTICE OF PUBLIC MEETING OPEN HOUSE FOR
S.D. HIGHWAY 115 CORRIDOR STUDY**

S.D. HIGHWAY 115 FROM EAST DIKE PLACE/DRIVE IN SIOUX FALLS, S.D., TO W. 4TH ST. IN DELL RAPIDS, S.D.

Open House #1
Date: Tuesday, Oct. 21, 2025
Time: 5-6:30 p.m. CT
Location: The Riverside
317 E. 4th St.,
Dell Rapids, SD

Open House #2
Date: Wednesday, Oct. 22, 2025
Time: 5-6:30 p.m. CT
Location: Special Olympics South Dakota
800 E. Interstate 90 Ln.,
Sioux Falls, SD

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102778

Stakeholder Letter

SD HIGHWAY 115 CORRIDOR STUDY


October 6, 2025

Dear Stakeholder,

The South Dakota Department of Transportation (SDDOT), in conjunction with the Federal Highway Administration (FHWA), Sioux Falls Metropolitan Planning Organization (MPO)/South Eastern Council of Governments (SECOG), City of Sioux Falls, City of Baltic, City of Dell Rapids, and Minnehaha County, is hosting an in-person stakeholder meeting to present preliminary recommendations for the S.D. Highway 115 Corridor Study.

You are invited to an informal stakeholder meeting for businesses, property owners, and interested stakeholders along the study corridor to review preliminary conceptual layouts and recommendations. These layouts reflect potential, long-range modifications to lane configurations, intersection configurations, driveway access, and multi-modal (bicycle and pedestrian) features. Your feedback will help the study team refine these concepts and recommendations prior to finalizing the study.

We have identified two separate stakeholder groups based on proximity to the Sioux Falls/Renner and Dell Rapids/Baltic growth areas, and we invite you to attend the **Dell Rapids/Baltic** growth area stakeholder meeting from 3-4 p.m. on Tuesday, Oct. 21, 2025. The stakeholder meetings will begin at 3 p.m. and include a short presentation and opportunities to provide input and discuss the corridor with study team representatives.

Stakeholder Meeting Focus: Dell Rapids/Baltic Date: Tuesday, Oct. 21, 2025 Time: 3-4 p.m. CT Location: The Riverside, 317 E. 4 th St., Dell Rapids, SD	Alternate Meeting Focus: Sioux Falls/Renner Date: Wednesday, Oct. 22, 2025 Time: 3-4 p.m. CT Location: Special Olympics South Dakota, 800 E. Interstate 90 Ln., Sioux Falls, SD	RSVP 
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------

If you cannot attend your designated meeting, you are free to attend the alternate meeting on Wednesday, Oct. 22, 2025, in Sioux Falls (RSVP accordingly). However, if you are unable to attend either stakeholder meeting, there are several opportunities to stay involved with the study, including a public meeting open house and study website where you can learn about the project, provide comments, and ask questions. Written comments will be accepted at the stakeholder and public meetings and through the study website at <https://sdhighway115.com/> until Friday, Nov. 7, 2025.


Public Meeting Open House #1 Date: Tuesday, Oct. 21, 2025 Time: 5-6:30 p.m. CT Location: The Riverside, 317 E. 4 th St., Dell Rapids, SD	Public Meeting Open House #2 Date: Wednesday, Oct. 22, 2025 Time: 5-6:30 p.m. CT Location: Special Olympics South Dakota, 800 E. Interstate 90 Ln., Sioux Falls, SD
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SD HIGHWAY 115 CORRIDOR STUDY

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Your interest and participation in the Highway 115 Corridor Study are greatly appreciated and are key components in shaping the development of the long-range corridor plan. If you have any questions or comments related to the study, please contact me directly by phone (605-977-7756) or email (paul_sanow@hdrinc.com).

Sincerely,
HDR Engineering



Paul Sanow
HDR Consultant Project Manager

STUDY AREA



SD HIGHWAY 115 CORRIDOR STUDY


October 6, 2025

Dear Stakeholder,

The South Dakota Department of Transportation (SDDOT), in conjunction with the Federal Highway Administration (FHWA), Sioux Falls Metropolitan Planning Organization (MPO)/South Eastern Council of Governments (SECOG), City of Sioux Falls, City of Baltic, City of Dell Rapids, and Minnehaha County, is hosting an in-person stakeholder meeting to present preliminary recommendations for the S.D. Highway 115 Corridor Study.

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Stakeholder Meeting Focus: Sioux Falls/Renner Date: Wednesday, Oct. 22, 2025 Time: 3-4 p.m. CT Location: Special Olympics South Dakota, 800 E. Interstate 90 Ln., Sioux Falls, SD	Alternate Meeting Focus: Dell Rapids/Baltic Date: Tuesday, Oct. 21, 2025 Time: 3-4 p.m. CT Location: The Riverside, 317 E. 4 th St., Dell Rapids, SD	RSVP 
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------

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SD HIGHWAY 115 CORRIDOR STUDY

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Sincerely,
HDR Engineering



Paul Sanow
HDR Consultant Project Manager

STUDY AREA



Postcard



PUBLIC MEETING OPEN HOUSE

S.D. Highway 115 Corridor Study



Two in-person public meeting open houses will be held to gather input on the preliminary recommendations from the S.D. Highway 115 Corridor Study.

Both meetings will include a short pre-recorded presentation that will be played on loop. For those who cannot attend one of the public meetings, or desire additional information, public meeting materials are available on the study website at <https://sdhighway115.com/>.

Written comments will be accepted at both public meetings and through the study website until Friday, Nov. 7, 2025.

PUBLIC MEETING DATES: DELL RAPIDS & SIOUX FALLS


TUESDAY, OCT. 21, 2025
5-6:30 p.m. CT

THE RIVERSIDE
317 E. 4th St., Dell Rapids, SD

WEDNESDAY, OCT. 22, 2025
5-6:30 p.m. CT

SPECIAL OLYMPICS SOUTH DAKOTA
800 E. Interstate 90 Ln., Sioux Falls, SD

PROJECT WEBSITE
<https://sdhighway115.com/>








S.D. Highway 115 Corridor Study

c/o HDR
101 S. Phillips Ave., Suite 401
Sioux Falls, SD 57104

KATRINA BURCKHARD SDDOT Project Manager
605-773-6641 | Katrina.Burckhard@state.sd.us

PAUL SANOW HDR Consultant Project Manager
605-977-7756 | Paul.Sanow@hdtinc.com

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Appendix D: Scanned Comment Forms/Emails

Emailed Comments



Public Comments

S.D. Highway 115 Corridor Study
HP 5596(26) P
Sioux Falls to Dell Rapids, SD PD-08-24

Please do not add another 3 Lane section south of Dell Rapids. You already have drivers not doing the speed limit and the turn lane makes it impossible to pass.

Roundabouts need to accommodate semis hauling side dumps with 2 trailers as well as big tractors with wagons hauling grain to elevator - (in Baltic)



Written testimony will be included in the meeting record.

Please submit comments by **Friday, Nov. 7, 2025**, to:

Katrina Burckhard
South Dakota Department of Transportation
700 E. Broadway Ave.
Pierre, SD 57501
E-Mail Address: katrina.burckhard@state.sd.us

From: [Burckhard, Katrina](#)
To: [Becker Knecht, BryAnn](#)
Cc: [Titus, Ally](#); [Sanow, Paul](#)
Subject: SD115 // PIM#2 Comment for Records
Date: Friday, November 14, 2025 8:51:37 AM
Attachments: [image001.png](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

BryAnn,

I received a call from a community member in reference to the SD115 study a while back – my apologies for not getting it to you until now. Here are my notes:

- In favor of option B3 rural passing lanes & multilane roundabouts
- Not in favor of occasional passing lanes & rural signalized intersections
 - *Causes additional accidents & delays, backups.*

Please add this comment to your records for the October 21st & 22nd public meetings.

Thank you,
Kat



Katrina Burckhard | Planning Engineer
Office of Project Development | South Dakota Department of Transportation
Better Lives Through Better Transportation
700 E. Broadway Ave | Pierre, SD 57501
O: 605.773.6641 | dot.sd.gov

Scanned Comment Forms (From In-Person Meeting)



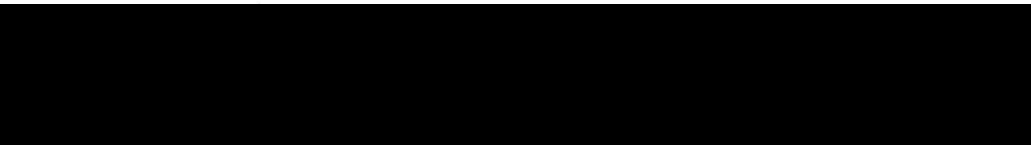
Public Comments

S.D. Highway 115 Corridor Study
HP 5596(26) P
Sioux Falls to Dell Rapids, SD PD-08-24

What will be done at the Baltic corner to improve visibility of traffic coming from the south? As it is currently there is very limited visibility if you are wanting to turn north and watching for traffic approaching from the south. In the past 3 years since we have moved to Baltic we have witnessed several accidents.

I do prefer roundabouts over traffic lights to improve safety and keep traffic flowing.

Definitely like the proposed bicycle/pedestrian path along the highway. My wife and I are avid bike riders.



Written testimony will be included in the meeting record.

Please submit comments by **Friday, Nov. 7, 2025**, to:

Katrina Burckhard
South Dakota Department of Transportation
700 E. Broadway Ave.
Pierre, SD 57501
E-Mail Address: katrina.burckhard@state.sd.us



Public Comments

S.D. Highway 115 Corridor Study
HP 5596(26) P
Sioux Falls to Dell Rapids, SD PD-08-24

Jesse & Jenni Hartman 25353 475th Ave
hartmanjennifer79@gmail.com Baltic SD 57003
jessehartmanpp@gmail.com

Preferred option → Raised median & walking path to the
~~west~~ east side

Questions: mailboxes on east side now?
Hill to the North of property makes U turn
dangerous to get to driveway
- Would you relocate Driveway? purchase additional
property to west & north?

We want to keep evergreen trees on the property



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* Guy who worked in town left *

NO roundabout @ Baltic corner

NO 4 way stop @ Baltic corner

Farmers can't get through bc people are speeding

Need cops to do their jobs & catch people speeding.

Name: _____ Date: _____

Address: _____

Telephone #: _____ and/or Cell #: _____

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Marked location for potential wild life crossing (near 249th St) seems too far South when looking at Crash map with wildlife included. Looking at that, it seems like placing such a crossing ~ 1/2 mile North of 248th St would make more sense. Personally, seen considerably more carcasses between ~~248th St~~ Quartzite St & 248th St than between 248th and 249th St.

I'm not a fan of round-a-bouts, but also realize that they're going to get put in regardless. While the statistics show major reductions in severe crashes, I question if they really reduces crashes as I've seen too many drivers not want to yield & force their way into the intersection. The only part of them on the drawings tonight is that they'll be two lanes with "straight" option in both lanes, (4th St in Dell Rapids option as single lane duly noted).



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Really like the idea of multi-lane roundabouts.
I actually avoided the corner at peak times.

4th + 115
I prefer roundabout
Keeps traffic
moving.
*4 other
people
agree

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Public Comments

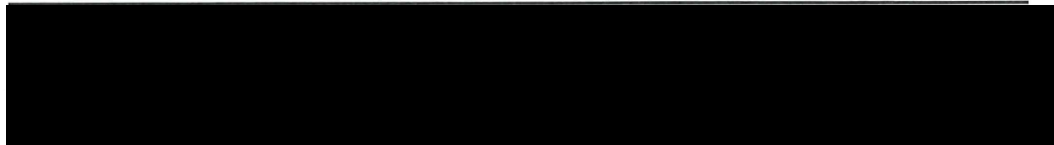
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huge fan of roundabouts! Put them everywhere. Safety should be top priority, over speed & getting cars through quickly.

I'm encouraged to see the shared path for pedestrians & cyclists, though would prefer to see it offered on both sides. Also would like to see how pedestrians & cyclists infrastructure is designed @ intersections. As vulnerable road users, their safety should be prioritized. So much road & city infrastructure penalizes these modes of transportation as emphasis is placed on vehicles.

I'd prefer to see 3-lane vs 4-lane. It uses less land, less materials, & as long as infrastructure is well thought out, traffic can move smoothly & efficiently.

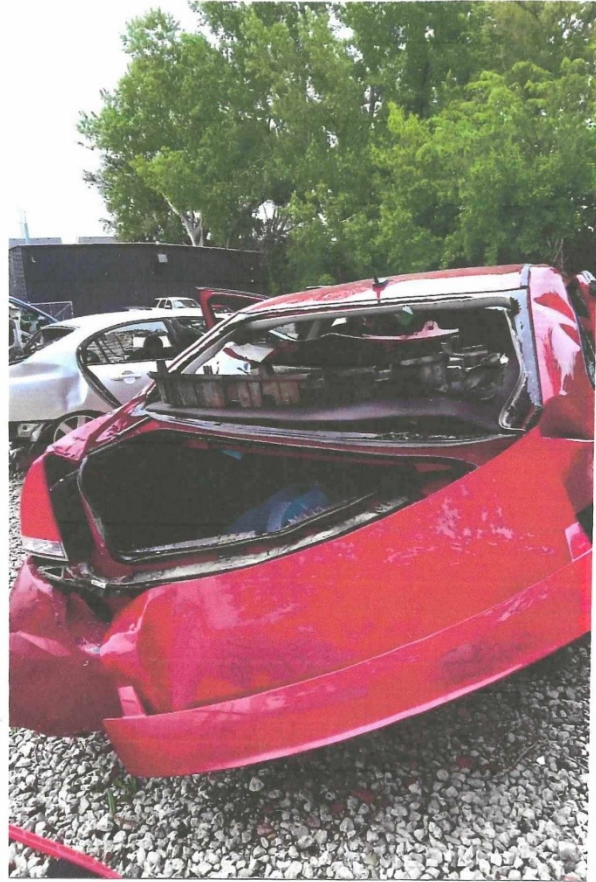
I also really appreciate the consideration of wildlife crossings! This needs to be more common, especially on I-90 & I-29.



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Back wheel





Public Comments

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Street lights needed for child safety at
Old Hickory - for sure & probably other bus
stops south of there on Hwy 115.

Kids are getting on bus in dark 2-3 months a year
& sometimes it is pitch black when the bus stops
at our corner, on the Hwy., to get them.

also the Hwy 115

Name: _____ Date: _____

Address: _____

Telephone #: _____ and/or Cell #: _____

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