



Public Involvement Meetings #1 Summary

South Dakota Highway 115 Corridor Study

Minnehaha County, SD

Meeting Dates

Aug. 21-22, 2024

Oct. 28, 2024



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1.0 Introduction

A series of public engagement events, hosted by the South Dakota Department of Transportation, City of Sioux Falls, City of Dell Rapids, City of Baltic and Minnehaha County, were conducted to gather feedback from local stakeholders for the S.D. Highway 115 Corridor Study. This first 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 first round of stakeholder meetings, public open houses, and the additional Area Landowner and Resident Stakeholder Meeting and summarizes feedback received through both the online and in-person engagement. To capture the full length of the S.D. Highway 115 corridor, public open house events were held in both Sioux Falls and Dell Rapids, South Dakota.

2.0 Stakeholder and Public Meetings Overview

Public Meeting Open Houses

Outreach:

- First Public Notice: Aug. 31, 2024
 - Minnehaha County Messenger
 - Argus Leader
 - Dell Rapids
- Social Media
 - Minnehaha County
 - City of Sioux Falls
 - City of Dell Rapids
- Follow-Up Mailers
 - Amount: 1159
 - Mailed Date: August 30, 2024

In-Person Engagement

Sioux Falls Location: Wednesday, August 21, 2024

- Special Olympics South Dakota (900 E I-90 Ln, Sioux Falls, SD)
- 5:00 – 6:30 p.m.
- Attendees: 20

Dell Rapids Location: Thursday, August 22, 2024

- The Riverside (317 E 4th St., Dell Rapids, SD)
- 5:00 – 6:30 p.m.
- Attendees: 26

Virtual (Online) Comment Period

- July 31 - Nov. 11, 2024



Project Website Statistics (Jul. 29 – Dec. 31, 2024)

- Study Website: <https://www.sdhwy115.com>
- 824 total users
 - 37.7% desktop
 - 59.6% mobile
 - 2.7% tablet
- Recorded Study Presentation
 - 188 views
 - [S.D. Highway 115 Corridor Study - Public Meeting #1](#)

Stakeholder Meeting Open Houses

Outreach:

- Sioux Falls Meeting #1 Stakeholder Letter
 - Recipients: Project Stakeholders with addresses from East Dike Place/Drive in Sioux Falls to MC Highway 122 (Midway Corner).
 - Amount: 64
 - Mailed Date: Aug. 12, 2024
- Sioux Falls Meeting #1b Area Businesses and Landowners Meeting Stakeholder Letter
 - Recipients: All business and landowners from East Dike Place/Drive in Sioux Falls to MC Highway 122 (Midway Corner).
 - Amount: 2204
 - Mailed Date: Oct. 14, 2024
- Dell Rapids Meeting #1 Stakeholder Letter
 - Recipients: Project stakeholders with addresses from MC Hwy 122 (Midway Corner) to W. 4th Street in Dell Rapids
 - Amount: 102
 - Mailed Date: Aug. 12, 2024

In-Person Engagement:

Sioux Falls: Special Olympics South Dakota, Sioux Falls, SD

- Aug. 27, 2024
 - 3:00 – 4:00 p.m.
 - Attendees: 17
- Oct. 28, 2024
 - 5:00 – 6:30 p.m.
 - Attendees: 40

Dell Rapids: The Riverside, Dell Rapids, SD

- Aug. 28, 2024
 - 3:00 – 4:00 p.m.
 - Attendees: 18

2.1 Overarching Themes from Feedback

In conversations with attendees from all meetings, several common concerns arose, mainly dealing with visibility, speeding and intersection safety on the S.D. Highway 115 corridor.

- **Intersection Safety:** A significant concern highlighted was visibility at key intersections, such as the Baltic and Renner Corners, with requests for turn lanes, stoplights, and improved signage.
 - **Baltic Corner** was identified as a high-risk area with poor visibility and insufficient turning lanes. Residents recommended lowering the adjacent hill for improved sightlines and reducing speed limits.
 - **Renner Corner** was noted for its high traffic volume and history of accidents. Suggestions included a no-passing zone, turn lanes, and lowering the speed limit to 45 mph.
 - **Granite Valley Neighborhood** residents raised concerns about unsafe entry and exit points, advocating for extended turning lanes and reduced speed limits in residential zones.
- **Speed Limits:** Excessive speeding along the corridor was a major issue, with calls for lower speed limits in residential areas and high-traffic zones.
- **Traffic Flow:** Many participants emphasized the need for improved traffic flow through additional lanes, turning lanes, and better management of high-congestion areas.
- **Roadway Lighting:** Insufficient lighting, particularly in rural areas, was identified as a safety concern.
- **Drainage Issues:** Persistent flooding and poor water management were reported in specific areas, exacerbated by existing infrastructure challenges.
- **Wildlife Crossings:** Several participants advocated for solutions to reduce vehicle collisions with wildlife.
- **Access Management:** Concerns about safe access to homes, businesses, and agricultural fields were prevalent.

2.1.1 Issues Mapping Station

The most popular exhibit was the printed plot maps where attendees were encouraged to discuss their needs and write down comments for specific sections of the corridor using Post-It notes. Suggestions from participants included extending turning lanes and addressing specific intersection bottlenecks. The comments from this exercise are catalogued with location coordinates in **Appendix E**.

2.2 Written Comments

A summary of written comments from this round of engagement are included below. The method used to submit the comment and the comment date are noted for each comment. In general, comments for this project included thoughts such as the following:

- **Baltic Corner** – Many concerns about limited visibility due to the hill, dangerous turning conditions, and the need for turn lanes.
- **Renner Corner (MC Hwy 130/258th Street)**– A high-traffic area with frequent accidents, concerns about truck traffic, speed limits, and the need for intersection improvements.
- **248th Street Intersection** – Issues with turning lanes, truck maneuverability, and shoulder conditions.
- **255th Street Intersection** – Concerns about visibility, speeding, and traffic congestion.
- **Dike Road to golf course on SD 115** – Requests to lower the speed limit from 55 mph to 40 mph.
- **67th Street North & Granite Valley Neighborhood** – Comments about insufficient turning lanes and dangerous passing maneuvers.
- **Midway Corner (Minnehaha County 122/254th Street)** – Identified as a dangerous intersection needing improvements for turning lanes and traffic flow.
- **North Cliff Avenue & 74th Street** – Concerns about increased traffic and the need for an alternative corridor instead of widening SD 115.
- **E 84th Street & SD 115** – Hazardous turning conditions, rear-end crash risk, and concerns about drifting snow.
- **Ditch Road (Proposed Alternative Corridor)** – Suggested as an alternative to widening SD 115, potentially reducing congestion.

Comment Date	Channel	Comment
Public Open House	Comment Card	Slow speed down to 40 mph from Dike Road to Golf Course
Public Open House	Comment Card	Use wyoming snow fences for blowing snow. 115 needs a turn lane almost the whole way, with passing lanes occasionally (south of 252nd would work well). Potentially consider bypassing renner and connecting to I- 229, this would go over like a lead balloon though. Stoplights at 258th/CR130, 255TH/CR112, 250TH/CR114 AND 72ND N would solve a lot of issues. Adjusting /lengthening the 4-lane section by 67th N would help; currently, traffic drives on the shoulder to turn right going north. Signage at the south end needs to be improved. DOT and Sioux Falls need to come to an agreement about route signage through the city.
Public Open House	Comment Card	Cut down the hill at the Baltic Corner. Turning lanes so traffic can continue to flow.

Public Open House	Comment Card	We just had construction a few years ago when they gave us the turning lanes. We have a little outro traffic for an hour or so in the mornings but its certainly not that much of a problem. We would lose half of our font yards & big pine trees in front. There are a lot of sewer and water pipes in the ditch plus sprinkler systems. I know you could deal with all that but is it really necessary?
Public Open House	Comment Card	I live on the Colton Road corner 248th St with truck traffic and rural water location. The corner of 115 & 248th is a mess. The minimum shoulder has never been finished and [with] the mess that the co2 pipeline left[,] the finish on its shoulder very poor. It is a problem when I mow the ditch. Please take a look at this corner.
Public Open House	Comment Card	The Baltic Corner is dangerous, it is difficult for the dirver of a car on 114 to see traffic coming from the south on highway 115. (Maybe not a problem for a driver in a truck). I avoid this corner as much as possible. All major intersections should have adequate pavement for large trucks to turn without leaving the pavement and wearing down the ground near the road. (And for trucks to turn without endangering other traffic). The corner of 115 + Quartzite has a good example of this problem. Also 115 + 148.
Public Open House	Comment Card	Wider turning on Colton Road corner 248th St.
Public Open House	Comment Card	1) Cut down hill at Baltic Corner 2) Create a "music road" where rumble strips sing a song when you go the correct speed limit (look up music road on Google for examples) -> "music road" at sections of highway, not its entirety 3) right + left turn lanes
Public Open House	Comment Card	248th Street intersection needs a fourth bound Right turn lane with a larger radius turn so semi trucks can turn without slowing traffic.
Public Open House	Comment Card	Cut down highway @ Baltic exit (facing South) - hard to see vehicles coming over hill. Add all direction turning lanes at Baltic corner.
28-Oct-24	Online comment	I don't want this highway to be destructed.Look at what you've done to Harrisburg and tea.You completely destroyed them!! All you're going to do is bring more crime to this area appear by renner and further north. Look at what you've done to Southern Sioux Falls people getting hit on their heads or car.Stolen drive by shootings, burglaries and the list goes on.All you're going to do is ruin a quiet peaceful area, but every d*** thing you've done that to the South into the West.And now you gotta come up here to the North and ruin our peaceful life.Fu*!you guys stay the f**k away from us! All you're doing is destroying Sioux Falls a once nice.Peaceful safe city is now nothing but a shithead and turning into little chicago. But it's all about money.Isn't it the only thing that matters is money money so the people who owned this land anne runner corner continued to make on CASH!! YOU ARE NOT WELCOME HERE GO THE F*** AWAY YOU

		MONEY HUNGRY DEMONS FROM HELL!!!!!!
16-Sep-24	Online comment	<p>The speed limit going North of the street light at Dike Street is 55mph, I think it should be lowered to at least 40mph until you get North of 72nd or 74th Street for safety of people going into the Granite Valley neighborhood.</p> <p>Also the turning lane for 67th St N (Granite Valley neighborhood) going North should start at Dike Street all the way to 67th St North Granite Valley neighborhood, as a lot of people are passing on the Left and right due to the short turning lane and speed limit of 55mph right before you turn onto the street.</p>
10-Sep-24	Online comment	I feel strongly that there needs to be turning lanes at Baltic corner, and Midway corner. These intersections have had many deadly accidents.
9-Sep-24	Online comment	Regarding intersection of 115 and 255th St: dangerous to turn east. On end of curve and there are almost 20 homes in that first mile going east, lots of traffic. Possibly add turning lane as traffic always fast at that point. For 115 in general wondered if bypass lanes useful? Ok with slowing traffic to 60!
8-Sep-24	Online comment	<p>We need a stop light or 4 lanes of traffic for the housing development 1/2 mile north of the Renner corner. Its horrible to enter 115 from 630-8 am and 4-630 pm</p> <p>Cars pass you on the shoulder of the road as you wait to turn west</p>
6-Sep-24	Online comment	I did not receive the announcement study card until September. According to the post card, I missed both of the August meetings. I want to be contacted by photo, since I have many questions about how traffic at Granite Valley will be held up when construction begins. Will highway E. 72 be paved running West to East just north of our development?
4-Sep-24	Online comment	<p>Additions to the existing roadway that I believe would be an improvement for safety & smoother traffic flow is a south bound right hand turning lane at SD 115 & Minnehaha County 110 (248th Street), South bound left & right hand turning lanes at SD 115 & Minnehaha County 114 (250th Street, also known as Baltic Corner), addition of a south bound acceleration lane at this same intersection, and improve the striping and signage of the North bound right hand turning lane at SD 115 & Minnehaha County 122 (254th Street, also known as Midway Corner) that is clearly seen in the satellite view of the study area, yet doesn't seem to be as clear to many drivers.</p> <p>Of the turn lane additions listed above, my choice of priority would be the South bound left hand turning lane at SD 115 & Minnehaha County 114 as the way this intersection is currently</p>

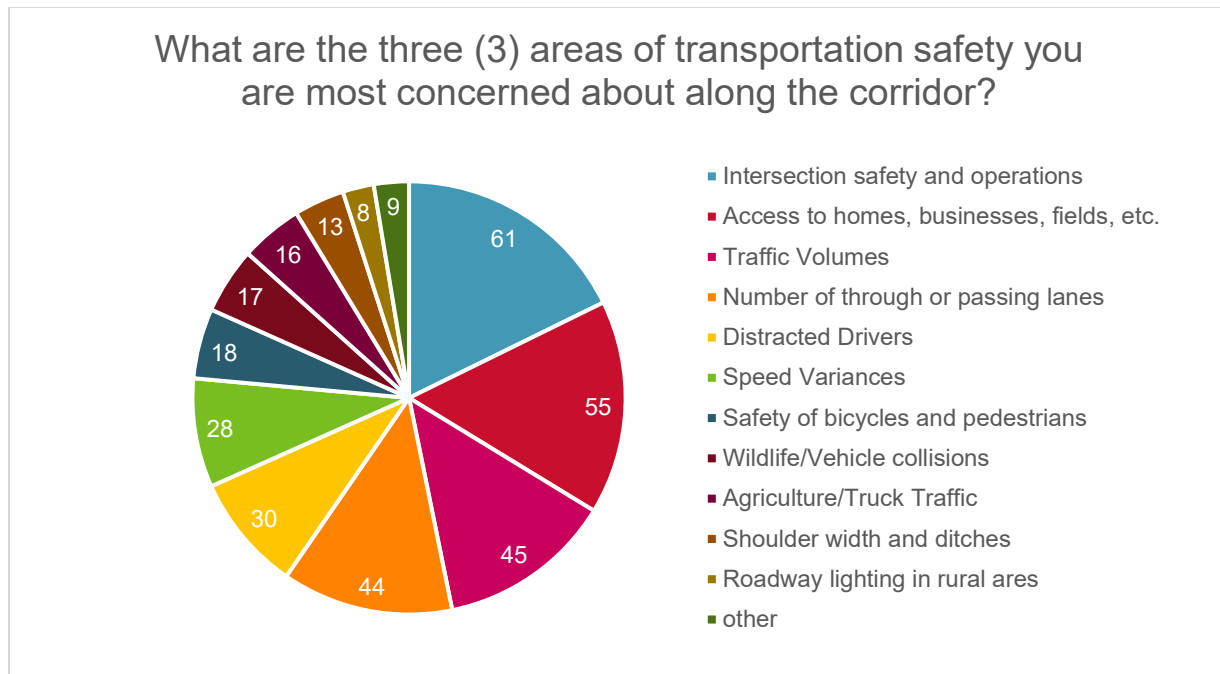
		<p>built and striped, a driver would stay in the main South bound driving lane waiting to make a left hand turn onto East bound Minnehaha County 114 and is unable to see any other approaching North bound traffic when there are/is a vehicle(s) in the North bound left hand turning lane wanting to go West bound on Minnehaha County 114. For safety reasons, many drivers wanting to turn East onto Minnehaha County 114 pull onto the striped section just to the North of the intersection to get a clearer view of North bound SD 115 traffic, for which even then it isn't always a clear view around multiple vehicles that are waiting in the North bound turning lane to go West while they wait for other South bound vehicles to clear the intersection.</p> <p>It would be nice if there was a way to "flatten" the section of SD 115 south of the intersection with Minnehaha County 114 to increase the southward line of sight at least a few hundred feet. Currently, when approaching this intersection from the East, I feel that the current line of sight is such that its difficult to get a good feeling that there isn't North bound traffic. I've experienced making a right hand turn onto North bound SD 115 with no observed vehicle(s) approaching from the South during daylight hours, only to find that after getting fully turned onto North bound SD 115 that there is a vehicle rapidly approaching me from the South while I'm still accelerating. I've figured out that at nighttime, it's best to wait until I don't see any hints of approaching headlights, even if they aren't clearly visible.</p> <p>My traveling on SD115 is primarily to/from West 4th Street in Dell Rapids and the intersection of Minnehaha County 130 (258th Street, also known as Renner Corner). Because of that I don't have much for comments on the remaining section of the study area South, other than I think it would be helpful for traffic flow if something like a frontage road could be added from roughly 78th Street N South toward East Dike Drive/East Dike Place.</p> <p>I liked the display board information made available. I found the vehicle counts and the crash history interesting, especially the chart including animal crashes. I knew that it was probably pretty heavy from the edge of Dell Rapids South to roughly Minnehaha County 110 (248th Street) based on the quantity of deer carcasses I've seen on/along the shoulder or in the ditch along that stretch over the last several years I've lived in Dell Rapids. So I could easily add that looking into wildlife crossing management would be a good thing, though I really don't have any ideas of what that may look like.</p>
4-Sep-24	Online comment	I got a postcard yesterday. Did I miss an invite to the Aug 21 meeting that was 2 weeks ago? I would have come!!! I'd love to spend some time with you explaining all the comments I put on the map. I-90 traffic has really grown these past few years
22-Aug-24	Online comment	The speed limit through Renner should not exceed 45 MPH because of the businesses and the housing and how busy the intersection of 115 and 258th St. is.
28-Oct-24	Public Open House	Our largest focus is turning safety

28-Oct-24	Public Open House	Something needs to be done - not just for now, but future. Concern is the impact to the property owners on 278 North which would be the development on the west side. We live on 7401 N Cliff at the intersection of 78 and 115
28-Oct-24	Public Open House	We live off of 115 Hwy. When turning onto E 84th going W can be quite hazardous with potential rear ending. A turn lane with access to E 84th would solve this problem. As for drifting snow, we see this every winter from E 78th to E 84th.
28-Oct-24	Public Open House	I currently live on Hwy 115. When it rains there are water flow issues where current poor drainage causes many/most properties to flood due to run off.
10/28/2024	Public Open House	We have lived at this address for over 40 years. Many accidents have occurred at Renner Corner. We hear truck horns and squealing tires often people trying to stop or miss going to run into others. Big trucks with two trailers of rock don't slow for the renner corner!! Please note!! Your proposed study and Hwy completion talked about on the info screen is too far out. We need something done or started in the next 5 years, not 20 years or more. 2055 is too far out! There will be people injured or killed in the mean time if this project is not implemented soon!!
10/28/2024	Public Open House	Lived at 25535 475th Ave since 1995. Have noticed increase of residential properties, doubled. Southbound from 255th street south to Renner corner, high residential in and out traffic. The hill just south of 255th Street has some blind spots for outgoing cars entering highway. I have witnessed Southbound road rage and high speed passing. I suggest no passing from Midway corner to Renner corner. Or speed reduction in the part of corridor (to 55 mph). Renner corner intersection is becoming high traffic area. Almost danger area. Have seen many accidents at this intersection
11/4/2024	Mailed comment	No raised curb, trees, or barriers between lanes. These are hazards at night, during snow, ice, fog, etc. conditions. Roundabouts are free for alls! Especially during snow falls when lane division painting is not visible.
11/5/2024	Phone call	Flooding issues persistent since corridor rebuild, basement regularly floods) Blames DOT for messing up the waterway Suggestion to add middle turning lane to corridor cross-section Please don't take more land! Aren't the ditches wide enough already? Generally, very concerned.
11/6/2024	Mailed comment	At Baltic corner, it needs to be made wider with turning lanes for all directions. The hill to the south needs to be lower so everyone has a chance to see better at that intersection. Speed limit of 45 mph. At midway and Renner corners, needs to be made wider and turning lanes for all directions with a 45 mph speed limit.

The Study Team appreciates your comments and will work to incorporate your feedback into future study efforts.

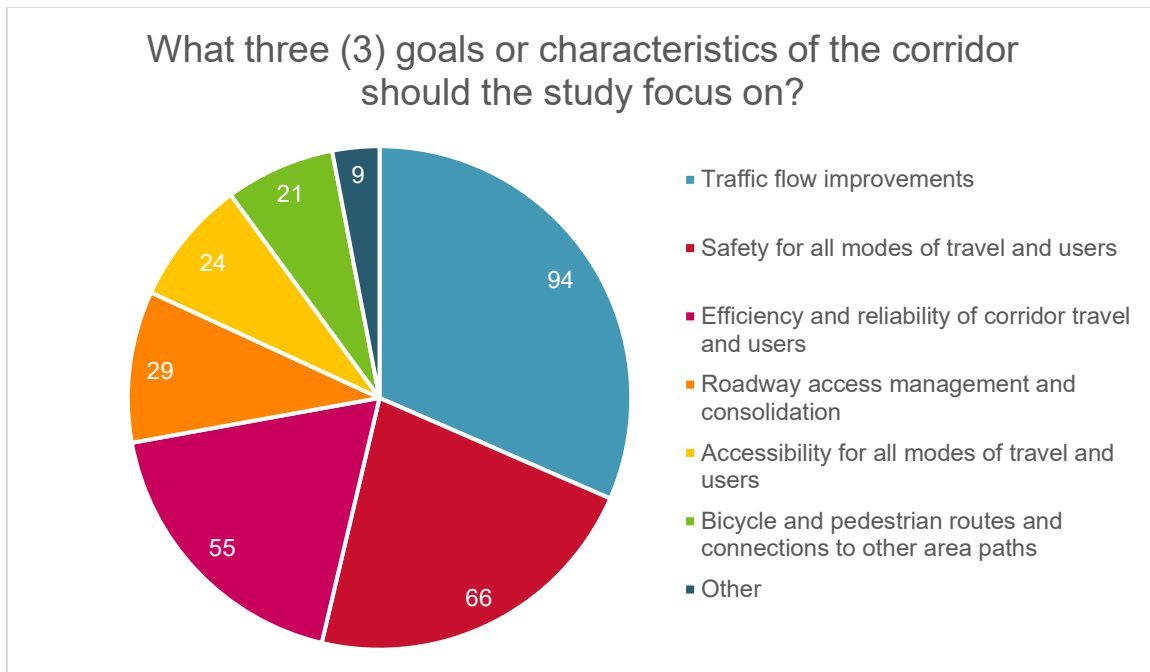
2.3 Travel Survey Summary

The aim of the traffic issues and needs survey was to be simple and short to earn a high response rate while still getting feedback on the most pertinent concerns along the corridor. The survey was launched with the project website and was live from July 31 to November 11, 2024. During this time, 117 total responses were recorded. Survey questions and responses are recorded below.



Other Entries:

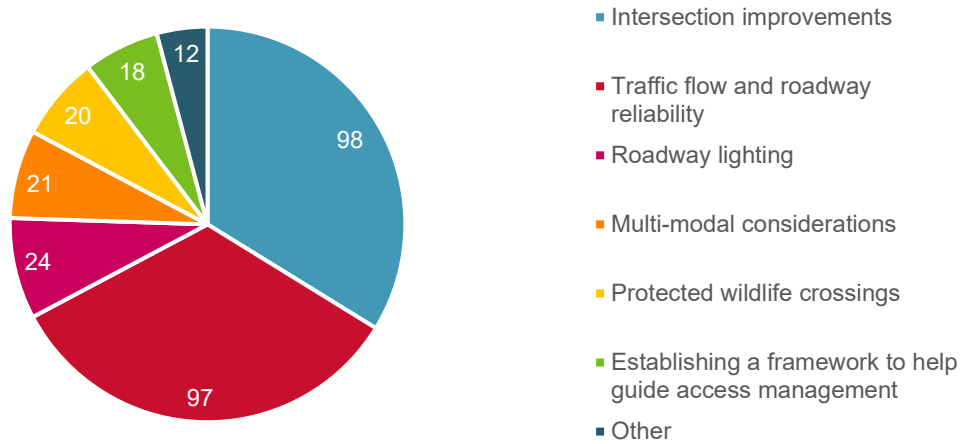
- You not putting this road through here because it will cause more cars, more accidents, and crime
- Speed limit should be 45 from town to 248th st. Save a lot of deer and safety for people walking biking turning on and off.
- Excess speeding on 115
- Noise and dumb concrete medians
- Vehicles passing on the right or in unsafe areas
- 4 way stops at Baltic corner and Midway
- Overall speed on this road. Many people are traveling at 75+ mph. The excessing passing in the turning lane from the Colton road north into Dells
- The right hand turning lane onto Gold Nugget should be extended further back.



Other Entries:

- Reducing deer collisions
- Speed and visibility at Baltic Corner
- Excessive speeds (speeding)
- Noise and light pollution
- Traffic lights off freeway do not stop at the red lights and we been almost hit many times
- Other routes is better use of Eros road for people accessing the east side of SF
- The right hand turning lane onto Gold Nugget should be extended further back
- Cost
- Wildlife Crossings

When considering the next 10-20 years, what do you believe are the top three priorities for transportation improvements along the corridor?



Other entries:

- Too much traffic will only cause problems and much more crime!!!!!!
- Reduce speed limit – should be less than 65
- Lower speed limits
- Reducing posted speed to 45mph (or less) starting at renner corner all the way south until the speed limit is reduced to 40 just north of the I-90 intersection
- I like the rural atmosphere of Renner—I don't want Sioux Falls to sprawl into us
- Reducing speed from Renner corner to midway corner to 55 mph
- The caution stop sign off the freeway so people know there is a stoplight they have to stop at.
- Safety, speeding is common, high traffic during commute times
- Slower speeds
- The right hand turning lane onto Gold Nugget should be extended further back
- Level the road near intersections for the line of sight – safety

Baltic Corner-Specific Comments

Topic	Comment	Latitude	Longitude
Safety	FIX BALTIC CORNER	43.761145512906836	-96.71135695540866
Safety	Site distance concerns at 65 mph hard to stop. Revise vertical profile of north of intersection and Baltic Corner	43.761529071394996	-96.71132476890048
Traffic	Field access on 250th very close to the intersection NE & NW	43.76137409856452	-96.71112092101535
Traffic	Increasing left turns from N bound traffic at Baltic Corner. Visibility issues caused by parking in Baltic corner lot. Visibility issues caused by vertical curve on S side of intersection.	43.76183749646961	-96.71184865843229
Traffic	Need left turn lane going south bound on 115 to east bound co 114. Do NOT slow down the speed limit.	43.76157404377709	-96.71217052351408
Safety	Sight distance to the South is bad.	43.76059770897719	-96.71251384626798
Safety	Difficult to see traffic coming from the south when crossing Baltic corner West to East. Dangerous to turn left (east) when traveling south. Sight to the south is totally obstructed when a north-bound car is waiting to turn west.	43.76013278204399	-96.71174137007169
Bicycle	Take snowmobiles into consideration	43.7620389595105	-96.71075431715421
Safety	Difficult to see northbound traffic when at stop sign facing west.	43.760070791513265	-96.71071140180997
Safety	Baltic corner is dangerous! Can't see traffic coming until it's too late.	43.76064420147181	-96.71045390974454
General	This would be a great place for a safe (lighted, cameras, possibly paved) carpool parking place. Could be combined with parking for a bike trail along this corridor.	43.76011591454429	-96.71025202349203
Safety	This intersection is dangerous. The hill to the	43.7611359758039	-96.71114054860159

	South makes it difficult to see the cars coming.		
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Southern Segment (East Dike Place, Sioux Falls to Baltic Corner)

Topic	Comment	Latitude	Longitude
Traffic	No sight to north from driveway when turning south--hill to south also a problem when going north	43.687565570273215	- 96.70685108060943
Safety	No passing zone; sight distance issue; lowered in 91 helped but still a big issue. Speed is causing road rage need to accelerate to not get in the way of thru traffic	43.68366117936219	- 96.70650200728255
General	Road turns into river. Possibility to help with flow of water with heavy rain?	43.682648659237735	- 96.70970992926436
Traffic	Move highway to section line--no more curves, no more hill 2nd!	43.678291912183504	- 96.70659316007638
General	Machmiller's -- access concern in the future. Do not remove!	43.67329447161192	- 96.70625293090846
General	Take out S curves	43.6670890792639	- 96.71158652150612
Traffic	Southbound traffic (mostly trucks have hard time slowing near Renner Corner. Lots of squealing tires and jake brakes.)	43.645351776564276	- 96.71127535858176
Traffic	Midway corner - northbound traffic at 65 mph leaving gas station have sight distance issues looking south (turning north)	43.703124561294004	- 96.71126512731422
General	Drainage issues all this water flows toward cliff ave.	43.62277422352143	- 96.70669672624348
Safety	Right-hand turn lane both directions from E Dike Place to E 78th Min.	43.61929061795654	-96.711499890543
Traffic	Speed limit to 45	43.616665304614855	- 96.71065231249429
Safety	Please do something about lack of drainage here--there is no culvert and if we lose the ditch we will flood!!!	43.61420136083592	- 96.71054954749134
General	Old driveway needs to be removed to make ditch go through for drainage.	43.613828510700834	- 96.71046371680286
General	Drainage issues all this water flows toward cliff ave.	43.62277422352143	- 96.70669672624348
Safety	Right-hand turn lane both directions from E Dike Place to E 78th Min.	43.61929061795654	-96.711499890543
Traffic	Speed limit to 45	43.616665304614855	- 96.71065231249429
Safety	Please do something about lack of drainage here--there is no culvert	43.61420136083592	- 96.71054954749134

	and if we lose the ditch we will flood!!!		
General	Old driveway needs to be removed to make ditch go through for drainage.	43.613828510700834	- 96.71046371680286
General	I can't see other people's comments on this thing. I don't want the state/county etc. to take anymore of our land. Between the 2 lanes and the wide shoulders on each side and the wide ditch there should be sufficient space to expand capability without taking more land from landowners. Thank you.	43.70295838839214	- 96.71156614550782
Safety	Daycare rear-end concerns, turn lane	43.69388132792034	- 96.70468348151937
Traffic	Turn lanes at residential developments	43.67618174231963	- 96.70378988862122
General	42 houses	43.6689845997272	- 96.70164201332864
Traffic	Need turning lanes, consolidate access points, coordinate w/ other side	43.66981389490728	- 96.71051154260668
Safety	Reduce to 55 mph, recommend bike path	43.665553725587955	- 96.71505281919036
General	26 houses	43.665034982934586	- 96.70653813827852
General	26 houses	43.66499861871569	- 96.70633180151663
General	476th St off of 229 N pave N to 257th Ave then pave W to 475th	43.65730571188914	- 96.69786269158172
General	476th St off of 229 N. pave M to 257th Ave then pave W to 475th	43.65753857495355	- 96.69741208046722
Traffic	Consider potential Renner bypass, connect to 476th/CR125 to I-229 (see inset)	43.65512061210146	- 96.70143132860602
Traffic	65 mph to the north ---> <---55 mph	43.65488695476833	- 96.70834706450863
Safety	Drainage overtopped 115 in 2019 (Spring)	43.64926682655577	- 96.71393081155284
Traffic	No jake brake	43.64555487914265	-96.7103023437916
Safety	45 mph, stop lights, roundabout	43.645451356981596	- 96.71235290158772
Traffic	Right-of-way discussions	43.64586883064875	- 96.71501030470468
General	General comment - need to have updated aerial if available	43.65218284867533	- 96.71805957631994
Traffic	Roundabout, yes please	43.645274590351455	- 96.71065898328425

Traffic	Mapleton Township - an asphalt apron leading up to highway would impact ability to maintain Township roads.	43.63006108469799	- 96.71254160484658
General	Drainage issues	43.625053024634376	- 96.70584494063158
Safety	Lower speed limit to 40, no Jake brakes - tree issues to be trimmed by SDDOT	43.61908928577876	- 96.71245557462434
Traffic	Bus stop -> school pickup/dropoff on cliff ave	43.61789359856678	- 96.70962618197605
Traffic	Acceleration-deceleration lanes	43.70322856656515	- 96.71389621845418
Traffic	School bus stop	43.69712117752074	- 96.70773042311636
General	Wittrock - quick freeze transition	43.66940887784855	- 96.71099101985837
General	Pinch point for drainage	43.66960495081536	- 96.71077568072823
General	Pinch point for drainage	43.66955838763467	- 96.71105463046578
Traffic	E 4th Street and 115 interchange. Big roundabout to accommodate semi's and DBL trailer	43.823507668701566	- 96.71966140763699
Traffic	Truck backup at Zero Street.	43.81912931455369	- 96.71591674770022
Traffic	Potential access concerns at Centennial and Quartzite, maybe consolidate or improve geometry.	43.81553474875957	- 96.71079102081912

Northern Segment (Baltic Corner to 246th St., Dell Rapids)

Topic	Comment	Latitude	Longitude
Safety	Northbound, it gets really scary if a person wants to turn into the gas station or the safari -- can't cross over into the southbound turn lane which creates the risk of getting rear ended	43.6456715950188	-96.71138931503015
Safety	Going northbound, people treat the shoulder as a lane for the next eastbound intersection - instead of a merge the right hand lane should become a right hand turn lane only	43.61164647635911	-96.71065977429295
Safety	Northbound traffic -- the right hand lane occupants want to race the left laners so they can beat the merge and get ahead of slower traffic	43.61062108936522	-96.71071341847325

Safety	It is easy to approach this intersection from the east at a high rate of speed --- better stop sign ahead markings are needed	43.61632664416421	-96.71060862150405
Traffic	There is a giant gas station being erected here? The concrete inset blvd is going to create a mess for traffic going in and out.	43.607789209028596	-96.71131811659646
General	There is noise ordinance enforcement in this area and there needs to be. The high volume of semitrucks are constantly using jake-brakes and it is very loud at night. Can you do anything to limit? This applies to all the offramps in the area.	43.60620406215828	-96.70974634211373
Traffic	Why are you blocking access at this intersection? People try and u-turn to the north and the next crossover is too tight for a u-turn, they drive through the casino parking lot instead	43.606833325185384	-96.71133420985055
Safety	This blvd inset is dangerous, it is too tight for a u-turn but most people try it with large vehicles	43.60735077604035	-96.71131043587324