

# Technical Memo

Date: October 16, 2020  
Project: Decennial Interchange Corridor Study – Phase One  
To: Study Advisory Team  
From: Felsburg Holt & Ullevig  
Subject: Truck Parking Assessment

## Background

Most freight moves across the United States by truck, rail, air, and pipeline. Facilitating freight movement is critical for state and local economies, as it takes products to market and brings goods produced elsewhere into communities for consumption. In August 2017, the South Dakota Department of Transportation (SDDOT) completed the South Dakota Freight Plan in association with the United States Department of Transportation<sup>1</sup>. The report indicates that most freight in South Dakota (by weight and by value) traveled by truck in 2015, and this mode share is expected to continue through 2045<sup>2</sup>. Trucks were estimated to carry over \$67.5 billion in goods in 2015, with that number expected to grow to \$94.2 billion by 2045. To support these trucks, South Dakota has identified a preferential truck network, including approximately 4,700 miles of National Highway System (NHS) routes across the state<sup>3</sup>. The 678-mile interstate network forms a key backbone in this preferred truck network. Rural segments of I-29 and I-90 have been shown to carry upwards of 3,600 trucks per day, representing over 25 percent of the total interstate traffic stream<sup>4</sup>. The total truck volumes are higher in urban areas (reaching 6,500 trucks per day), but the percentage of the total traffic stream is smaller as there is more automobile traffic in these areas. Because of South Dakota's reliance on trucking, truck freight movements and accommodations have been incorporated into the 2020 Decennial Interstate Corridor Study (ICS).

As noted in the 2019 South Dakota State Highway Safety Plan (SHSP)<sup>5</sup>, the state has an established goal to save lives and reduce serious injuries. The SHSP took a comprehensive look at crashes statewide and offers recommendations to further this goal. Although freight safety is not an explicit emphasis area in the

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<sup>1</sup> *Final South Dakota Freight Plan*, South Dakota Department of Transportation, Project Development Office in association with the United States Department of Transportation, Pierre, SD, August 2017.

<sup>2</sup> *Ibid*, Table 2-9 and Table 2-10, page 2-9.

<sup>3</sup> *Ibid*, page 3-1.

<sup>4</sup> *2018 South Dakota Traffic Flow Map*, South Dakota Department of Transportation, Pierre, SD, 2017.

<sup>5</sup> *South Dakota State Highway Safety Plan*, South Dakota Department of Transportation, Pierre, SD, 2019.

SHSP, the study notes that heavy vehicle crashes are increasing<sup>6</sup>. The study also notes that “distracted and drowsy driving” may become an emphasis area in future versions of the SHSP<sup>7</sup>.

In parallel, the Federal Motor Carrier Safety Administration (FMCSA) estimated that drowsy driving is a factor in between 7 percent to 18 percent of commercial motor vehicle (CMV) crashes<sup>8</sup>. Based on this finding, the FMCSA has enacted hours of service (HOS) regulations. These regulations have been extensively refined over many years and reflect economic, safety, and environmental inputs. These rules require CMV operators to take defined breaks to minimize drowsy driving. They may drive 11 hours after 10 consecutive hours off duty and may drive only 8 consecutive hours before taking a 30-minute rest break<sup>9</sup>. There are also requirements for 34-hour weekly breaks. For long-haul drivers that do not return to their home base each day, parking areas are required for these breaks. Truckers often desire amenities when they take these breaks, including fuel, food, and adequate security.

The SDDOT has acknowledged the importance of providing parking areas and provides both rest areas and truck parking areas across the interstate network. The most recent comprehensive South Dakota Interstate Rest Area study<sup>10</sup> looked at seven rest areas across the interstate network and made improvement recommendations. However, some of these recommendations have not been implemented due to site or funding constraints. More recently, the SDDOT completed a rest area and truck pullout analysis<sup>11</sup>, which looked at 31 sites across the interstate network with a focus on truck parking. This more recent effort identified existing and future (year 2040) needs at 10 sites and provided conceptual designs for these locations. The results of both previous efforts are reflected in this memo as appropriate.

Given this background, SDDOT has asked the Decennial ICS study team to evaluate truck parking opportunities along South Dakota’s interstate network. This assessment includes finding locations where trucks are parking along the interstate corridors, grouping these facilities by type, and examining utilization both now and in the future. Based on these efforts, recommendations have been made for truck parking improvements that can be coupled with other elements of the ICS.

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<sup>6</sup> Ibid, Supplemental Data 4: Crash Analysis Results – Emphasis Areas, Table 2, page 5.

<sup>7</sup> Ibid, Supplemental Data 4: Crash Analysis Results – Emphasis Areas, page 6.

<sup>8</sup> *2010–2011 Hours of Service Rule Regulatory Impact Analysis (RIN 2126-AB26)*, Analysis Division, Federal Motor Carrier Safety Administration, US Department of Transportation, December 2011, page ES-1.

<sup>9</sup> The Federal HOS regulations were being revised during preparation of this memo. Although these changes may modify the HOS rules presented here, the need for truck parking is not expected to change significantly.

<sup>10</sup> *The Interstate Rest Areas Study: Along the I-29 and I-90 Corridors*, South Dakota Department of Transportation, Pierre, SD, September 2014.

<sup>11</sup> *SDDOT Rest Area and Truck Pullout Truck Parking Analysis*, South Dakota Department of Transportation, Pierre, SD, December 2018.

## Truck Data

The project team used truck movement data collected from the trucks themselves to complete this effort. These data are collected continuously by the American Transportation Research Institute (ATRI), a non-profit research organization that conducts transportation research with an emphasis on the trucking industry's role in the nation's transportation system<sup>12</sup>. The data are based on GPS transponders mounted in each truck that is part of ATRI's system. ATRI anonymizes these data and uses them for various research and mobility projects.

The ATRI data for the ICS effort were collected for a 1-year period between October 1, 2018, and September 30, 2019. The data were limited to a 1-mile buffer surrounding the interstate (1/2 mile on each side of the highway), reflecting how far an interstate trucker may drive from the highway to find parking. Only GPS points where the instantaneous truck speed was below 40 mph were used in the analysis. It is assumed that vehicles traveling faster than this speed were moving through the area and not parked or accessing truck parking facilities.

Because not all trucks are included in the transponder dataset, ATRI develops expansion factors to allow the data collected to represent the entire truck fleet. For this project, ATRI developed spring and fall expansion factors at nine locations that correspond to existing SDDOT permanent count stations. These expansion factors are shown in **Table I**. As can be seen, the ATRI data typically capture between 15 percent and 20 percent of the trucks in the traffic stream. The average of the spring and fall expansion factors at each site was used to expand the truck data at parking facilities near the count station.

**Table I. ATRI Expansion Factors**

Route	Mile Marker	Count Station	Percent Trucks Captured		Average Percent Trucks Captured	Expansion Factor
			May 2019	Sept. 2019		
I-29	MRM 13	ATR 809	18.42%	16.82%	17.62%	5.7
I-29	MRM 85	ATR 806	14.30%	11.42%	12.86%	7.8
I-29	MRM 184	ATR 195	16.01%	10.79%	13.39%	7.5
I-29	MRM 235	ATR 910	15.94%	15.93%	15.94%	6.3
I-90	MRM 39	ATR 901	15.48%	11.98%	13.73%	7.3
I-90	MRM 116	ATR 181	16.96%	18.47%	17.72%	5.6
I-90	MRM 211	ATR 805	18.43%	15.38%	16.91%	5.9
I-90	MRM 281	ATR 186	26.30%	25.51%	25.90%	3.9
I-90	MRM 343	ATR 807	17.86%	12.97%	15.42%	6.5
<b>Average</b>			<b>17.75%</b>	<b>15.47%</b>	<b>16.61%</b>	<b>6.0</b>

<sup>12</sup> [www.truckingresearch.org/about-atr/](http://www.truckingresearch.org/about-atr/), accessed March 31, 2020.

The initial ATRI dataset consisted of approximately 80 million individual GPS records over the 1-year analysis period. Each record contains the GPS location, a numeric / anonymized truck ID, an instantaneous speed, and a date / time stamp. It should be noted that the data collected by ATRI reflect many minor inaccuracies, as the GPS used is typically accurate to only several feet, satellites may be obscured by weather, and the maintenance of individual GPS units cannot be guaranteed. ATRI performed error checks before providing the data to the study team to filter out inaccurate data, and the filtered data were used in determining expansion factors. The resulting data were evaluated in two efforts: (1) to determine where trucks parked across the interstate network and (2) to determine utilization at each identified site. Details of these tasks are described below.

## Parking Locations

The initial effort in the Decennial ICS truck parking assessment was to determine where trucks are parking along the interstate corridors using the ATRI data. This effort consisted of several steps, including development of truck parking facility type definitions, site identification, and an inventory of the identified sites.

## Types of Truck Parking Facilities

Four broad types of truck parking facilities have been considered in the truck parking evaluation. Each is generally described below.

### Shipper / Receiver

Shipper / receiver facilities typically represent the endpoints of a driver's trip. Trucks parked at these facilities are usually loading / unloading or being stored between trips. Trucks that are being stored between trips are typically unoccupied. Common examples include warehouses, manufacturing facilities, and retail outlets such as big box stores or supermarkets. These sites are typically under private ownership.

### Public Facilities

Public facilities are sites operated by state or local agencies that are intended for motorist rest breaks. They include rest areas, scenic overlooks, weigh stations, ports of entry, and similar facilities and are typically publicly owned. These sites may cater more to automobile travelers (scenic overlooks) or truckers (weigh stations, ports of entry) or may provide services to all drivers (rest areas). Limited amenities may be provided such as restrooms, vending machines, trash cans, and picnic tables.

## Private Facilities

Private facilities are operated by private entities to serve the motoring public and typically provide robust amenities. Some sites are designed and marketed as truck stops and emphasize truck-related amenities such as diesel fueling, showers / restrooms, and running repairs in addition to truck parking for HOS breaks. Other sites are more auto oriented and provide only a limited number of trucker amenities such as diesel fuel and restrooms. Many sites also provide a convenience store with limited grocery shopping to allow truckers to stock up before returning to the road. Hotels and motels also fall into this category, as they provide an alternative to the sleeper berths in many long-haul trucks.

## Unauthorized Parking

There is a wide range of potential unauthorized truck parking sites. The most common unauthorized parking sites are typically the shoulders of freeway on-ramps and off-ramps. Other sites include weigh stations, inactive or closed rest areas, crossovers and turnarounds, on-street parking in commercial or residential areas, and (in extreme cases) the shoulder of the interstate. Most of these sites are along public rights-of-way and are patrolled by either the South Dakota Highway Patrol or local law enforcement.

## Site Identification Process

To capture as many locations as possible, a data-driven approach using the ATRI GPS location data was used. As one year of data were collected, it is assumed that day-of-week and monthly / seasonal variations have been reflected in the evaluation. This approach also eliminates bias surrounding the type of truck or type of site—if trucks parked in an area, the site has been captured.

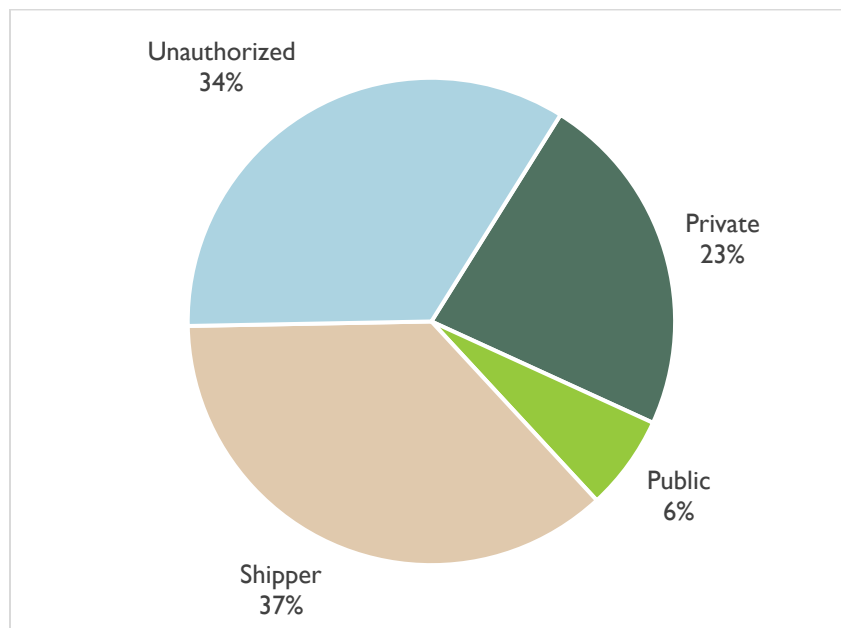
The first step consisted of using one month of data to identify GPS locations where trucks had an instantaneous speed of 5 mph or less. Each GPS location was mapped in GIS, and a visual inspection was made using aerial photography to determine where each truck was stopped. A polygon was drawn surrounding each identified parking facility (typically including multiple individual GPS locations). In this first pass, many major sites became quickly evident. Several subsequent passes through the data were then performed until the entire one-year dataset was evaluated. In each subsequent pass, additional months of data were included, and GPS locations within previously defined facilities were excluded from the site location process. At the end of this effort, over 650 unique truck parking sites were identified.

## Existing Conditions Inventory

As each site was identified, general identifying information was compiled, including interstate corridor, type of site (public / private / shipper / unauthorized), nearest interstate exit and mile reference marker (MRM), facility name, and adjacent municipality. The results of this process are summarized in **Table 2** and on **Figure 1**.

**Table 2. Total Number of Identified Truck Parking Sites**

Route	Number of Sites				Total
	Private	Public	Shipper	Unauthorized	
I-29	52	12	97	79	<b>240</b>
I-90	96	31	117	139	<b>383</b>
I-190	1	0	1	1	<b>3</b>
I-229	4	0	26	7	<b>37</b>
<b>Total</b>	<b>153</b>	<b>43</b>	<b>241</b>	<b>226</b>	<b>663</b>



**Figure 1 – Truck Parking Sites by Type**

It should be noted that the number of shipper sites was highest (37 percent). This is reasonable based on a review of the data, as shipper site reflected deliveries at retail establishments, producers of goods, several industrial parks, and utility providers.

Due to the proprietary nature of shipper-specific data, the shipper sites were excluded from further analysis. For the truck parking analysis, this is reasonable since vehicles from the general trucking population would not be allowed to park at a shipper site for HOS requirements unless the truck was specifically associated with a shipper site. This removed approximately one-third of the identified sites, allowing the project team to better focus on sites used for HOS breaks.

The public, private, and unauthorized truck parking sites were inventoried to determine basic characteristics of each site. This included breaking the initial locational data down further into subcategories as follows:

- Public Facilities were separated into rest areas, parking areas, and ports of entry.
- Private Facilities were separated by the type of amenities provided—fuel, restaurants, lodging, and truck parking. Sites with several of these amenities were assigned each available amenity. Sites designed and marketed as truck stops were coded as such.
- Unauthorized Facilities were separated by their location—on the shoulder of an interstate or interstate ramp, on a local arterial or street, or in a private facility designated for other uses.

These breakdowns are summarized in **Table 3**. A full list of the 422 sites is attached to this memo.

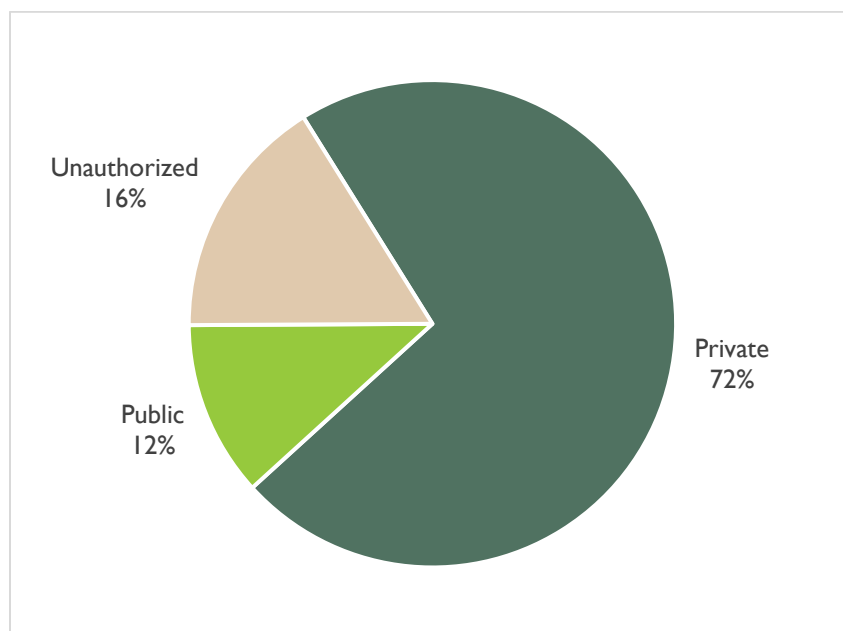
**Table 3. Facility Type Breakdowns**

Facility Type	Number of Facilities
<b>Private</b>	<b>153</b>
Fueling Station	9
Fueling Station, Hotel	7
Fueling Station, Hotel, Restaurant	1
Fueling Station, Restaurant	5
Fueling Station, Truck Parking	16
Hotel	57
Hotel, Restaurant	10
Hotel, Truck Parking	3
Parking Lot	9
Restaurant	3
Retail, Truck Parking	3
Truck Stop	30
<b>Public</b>	<b>43</b>
Parking Lot	20
Rest Area	19
Weigh Station	4
<b>Unauthorized</b>	<b>226</b>
On-Street	68
Parking Lot	8
Shoulder	150
<b>Grand Total</b>	<b>422</b>

During this process, the number of available truck parking spaces was counted or estimated based on aerial photography. This has been used to define the existing truck parking capacity of each site. This process was simple for paved sites with defined truck parking spaces, but estimates were required for locations without defined spaces. The estimates were based on the typical size of truck parking stalls at facilities where truck parking stalls could be evaluated, with allowances for onsite circulation. The available parking spaces are summarized in **Table 4** and on **Figure 2**.

**Table 4. Available Truck Parking Spaces**

Route	Number of Spaces			Total
	Private	Public	Unauthorized	
I-29	1,052	163	302	<b>1,517</b>
I-90	2,042	339	357	<b>2,738</b>
I-190	4	0	1	<b>5</b>
I-229	6	0	37	<b>43</b>
<b>Total</b>	<b>3,104</b>	<b>502</b>	<b>697</b>	<b>4,303</b>



**Figure 2 – Available Truck Parking Spaces**

As shown in **Table 4** and on **Figure 2**, unauthorized parking represents approximately 16 percent of the identified parking spaces along the interstate network. However, many of these sites are small, while many of the private sites are large, accommodating many trucks at once. The average number of spaces by facility is summarized in **Table 5**.

**Table 5. Average Truck Parking Spaces**



Route	Average Truck Parking Spaces per Site			
	Private	Public	Unauthorized	Total
I-29	20.2	13.6	3.8	<b>6.3</b>
I-90	21.3	10.9	2.6	<b>7.1</b>
I-190	4.0	--	1.0	<b>1.7</b>
I-229	1.5	--	5.3	<b>1.2</b>
<b>Average</b>	<b>20.3</b>	<b>11.7</b>	<b>3.1</b>	<b>6.5</b>

As can be seen, the private facilities are typically the largest (accommodating an average of over 20 trucks per site), while the unauthorized sites are typically the smallest (averaging about three spaces per site).

## Parking Utilization

As noted previously, the inventory found that there are almost 4,400 available truck parking spaces in 442 sites adjacent to the South Dakota interstate network. This inventory considers only the supply side of truck parking. For a complete picture of truck parking, the parking utilization must also be considered.

Once each site was identified, the parking utilization for the various sites was calculated. Each truck that entered a given site was evaluated based on length of stay to determine if it parked for an HOS break, if it was there for a shorter period of time (less than 4 hours – potentially a food / fuel break), or if it was there for a longer period of time (more than 48 hours – potentially broken down or stored). Out of the 442 non-shipper sites, 332 sites or 75 percent had utilization within the 4-hour to 48-hour timeframe. The trucks using the site for HOS breaks were compiled based on arrival and departure times to calculate occupancy in 15-minute intervals.

It should be noted that the use of expansion factors can result in facilities that are “over capacity” under existing conditions. Since the expansion factors are applied regionally and are not site-specific, the calculations can result in a computed demand that exceeds the number of available spaces at a given location. Also, the inventories (particularly for sites without defined / striped truck parking spaces) are based on engineering judgment, and they may not reflect how drivers park their trucks within a given site. Although these uncertainties are present in the utilization calculations, they are applied consistently across the network and, therefore, provide a reasonable representation of areas with low demand and high demand when compared to available parking supplies in an area.

At this point, the truck parking study was divided into two related but separate utilization efforts. For public and private facilities, a detailed evaluation of current and future utilization was conducted to determine existing and forecasted shortfalls. For unauthorized sites, a review of the sites to determine frequency of use and relationship to identified public and private shortfalls was conducted. These tasks are described below.

## Public and Private Site Utilization

Out of the 196 public and private sites shown in **Table 2**, 190 were classified as truck parking locations with HOS-related parking (i.e., 4-hour to 48-hour parking duration). The resulting occupancies were increased using the expansion factors outlined earlier to determine overall utilization at each site. It was recognized that parking utilization fluctuates over the course of the year and can increase or decrease significantly for a short time if there is an incident that affects interstate travel near a specific site. Hence, both average utilization and peak utilization values were calculated.

- The “average utilization” was the average 15-minute utilization over the course of the analysis year.
- The “peak utilization” was assumed to be the 90th percentile of utilization over the course of the analysis year. Use of the 90th percentile eliminates anomalies caused by highway closures and construction, while representing a reasonable maximum for analysis purposes.

The average and peak utilization presents a snapshot of current truck parking conditions across the South Dakota interstate network. For planning purposes, it is also helpful to know how the truck parking demand is forecasted to change over time. The project team used data obtained from the national Freight Analysis Framework (FAF) developed by the Federal Highway Administration and the Bureau of Transportation Statistics to develop forecast factors for the truck parking analysis. The current FAF dataset (version 4)<sup>13</sup> provides estimates for tonnage, value, and ton-miles by regions, commodity type, and mode. The FAF dataset provides historic data from 1997 and forecasts through 2045 in 5-year increments. The project team compared existing year (2018) truck movement data to the 2045 mid-range estimates to develop growth rates for each South Dakota interstate segment defined in the FAF dataset. These rates were used to develop growth factors for the truck parking assessment reflecting the ICS study’s 2019 to 2050 analysis period. The existing average and peak utilizations were multiplied by these growth factors to arrive at average and peak future year demand for each site. Because this calculation was not limited by current parking capacity, it reflects projected increases in parking demand regardless of available capacity to accommodate that demand.

The following observations were made during the existing condition evaluation:

- About 47 percent of the sites exhibited over capacity conditions under average utilization, and about 67 percent of the sites exhibited over capacity conditions under peak utilization.
- The top 10 most used sites were small facilities, with two truck parking spaces or less.
- Eight of the top 10 sites that were over capacity were hotels and motels.
- Five of the top 10 sites that were over capacity were in Sioux Falls.

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<sup>13</sup> <https://faf.ornl.gov/fafweb/Default.aspx>, accessed August 31, 2020.

- The lowest utilization typically appeared in the winter months while the highest utilization typically occurred in the summer months.
- The lowest utilization typically occurred on weekends (with Sundays being lowest) and higher utilization typically occurred on weekdays (with Mondays being the highest).

The following observations were made regarding projected future conditions:

- About 66 percent of the sites exhibited over capacity conditions under average utilization, and about 81 percent of the sites exhibited over capacity conditions under peak utilization.
- The top 10 most used sites were small facilities, with two truck parking spaces or less.
- Eight of the top 10 sites that were over capacity were hotels and motels.
- Four of the top 10 sites that were over capacity were in Sioux Falls, and another four were along I-90 between Spearfish and Rapid City.

Many of the smaller private sites (4 spaces or less) are hotels / motels. Trucks can park at these sites only when the driver has a hotel reservation, so they are not available to random users and are subject to capacity limitations of the number of rooms in the hotel. It is not reasonable to assume that the hotels will expand their available rooms (and related truck parking) to provide additional capacity for the trucking industry; instead, new facilities would be built. Hence, these small hotel sites were not individually evaluated. However, they were considered as part of overall utilization at a given interchange when appropriate.

Existing and projected future conditions at the public and private sites (excluding small hotels / motels) were reviewed to determine areas where shortfalls may occur. These evaluations are summarized below.

## I-29 Corridor

- One private fueling site at I-29 Exit 2 in North Sioux City exhibited average and peak usage above capacity under existing and future conditions. This site does not appear to be trucker-focused and does not provide significant truck parking. One additional site at this interchange exhibited peak usage above capacity under future conditions. Average usage at other sites was well below capacity. No changes are recommended in the short term or the long term.
- One site at I-29 Exit 9 in North Sioux City exhibited peak usage slightly above capacity under future conditions. No changes are recommended in the short term or the long term.
- One site at I-29 Exit 15 in North Sioux City exhibited peak usage slightly above capacity under existing conditions, which would further exceed capacity in the future. Since this site has an adjacent dirt parking area that could be used to accommodate overflow parking, no changes are recommended in the short term or the long term.

- One private site at I-29 Exit 26 in Junction City experienced peak usage slightly over capacity in the future year but was otherwise within capacity. The SDDOT Homestead Rest Area was within capacity under existing and future conditions. The 2014 SDDOT study recommended that the Homestead facility be renovated but did not recommend additional parking<sup>14</sup>. There is also an unauthorized parking lot at this interchange. Improvements that may be necessary if the status of the unauthorized parking changes are discussed in the unauthorized parking section of this memo.
- Two private sites at I-29 Exit 47 in Beresford exhibited average and peak usage above capacity under both existing and future conditions. A larger facility slightly further from the highway exhibited average usage well within capacity and peak usage below capacity. The SDDOT truck parking area on southbound I-29 at MRM 41 exhibited average usage below capacity under existing conditions but exhibited existing peak usage and future average and peak usage above capacity. Neither previous SDDOT study evaluated this site. Signing modifications may help distribute average truck parking demand to facilities with available capacity under both existing and future conditions.
- One private site at I-29 Exit 62 in Worthington exhibited existing average and peak usage and future existing usage below capacity. Future peak usage was slightly above capacity. No changes are recommended.
- One private site at I-29 Exit 73 in Tea exhibited existing average and peak usage below capacity. Future peak usage was at capacity. No changes are recommended.
- One private truck stop along I-29 in Sioux Falls (at Exit 79) exhibited existing average usage below capacity, existing peak and future average usage at capacity, and future peak usage above capacity. A second private truck stop along I-29 in Sioux Falls (at Exit 83) exhibited existing and future usage (average and peak) above capacity. Several sites along I-90 at Exit 399 exhibited average and peak usage above capacity in both existing and future years. Multiple hotels along I-29 and I-90 in Sioux Falls also exhibited average or peak utilization above capacity. Expansion of existing private facilities or additional capacity along the W 60<sup>th</sup> Street N corridor could help address these shortfalls.
- One private site at I-29 Exit 94 in Baltic exhibited existing average and peak usage below capacity. Future average and peak usage were at capacity. Since this site has an adjacent dirt parking area that could be used to accommodate overflow parking, no changes are recommended.
- The northbound and southbound SDDOT truck parking area at Dell Rapids (I-29 MRM 103) exhibited average usage (existing and future) below capacity but existing and future peak usage were above capacity. These sites were not evaluated in the previous SDDOT studies. Both sites should be expanded to provide 2 to 4 additional spaces each.

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<sup>14</sup> Opcit., *The Interstate Rest Areas Study: Along the I-29 and I-90 Corridors*, page 26.

- Two private sites at I-29 Exit 109 in Colman exhibited peak usage above capacity in the future year but average future usage below capacity. Existing conditions average and peak usage at both sites were also below capacity. No changes are recommended in the short term, and future peak capacity could be addressed through the recommended improvements at Dell Rapids.
- The SDDOT Ward Rest Area (I-29 MRM 121) exhibited peak usage above capacity, but usage was at or below capacity under average conditions. Both average and peak usage were over capacity in the future year. The 2018 SDDOT study recommended that the Ward facility be expanded to add 11 spaces.<sup>15</sup> This expansion would accommodate existing peak usage and future average usage. No further recommendations have been made for the future peak condition.
- One private fueling site at I-29 Exit 132 in Brookings exhibited average and peak usage above capacity under existing and future conditions. This site does not appear to be trucker-focused and does not provide significant truck parking. The larger truck-focused site in Brookings exhibited average and peak usage below capacity in both existing and future years. A vacant lot in the northwest quadrant of the interchange used to be an auto-oriented use but is now vacant. This site is being used for truck parking and exhibited average and peak usage below capacity in both existing and future years. No changes are recommended in the short term or long term, but the vacant lot should be monitored for redevelopment. If the new development is not truck oriented, additional capacity should be provided in the interchange area.
- The SDDOT truck parking areas at Hidewood (I-29 MRM 160) exhibited existing average usage below capacity in both directions. However, existing peak usage and future (average and peak) usage were over capacity. The 2014 SDDOT study recommended additional capacity<sup>16</sup>, but that was before this site was converted from a rest area to a truck parking area. The 2018 SDDOT study did not make further recommendations, showing both directions operating at roughly half of capacity under existing conditions<sup>17</sup>. Based on the results of the ICS evaluation, truck parking improvements are recommended, like the 2014 analysis. It is recommended that 14 spaces be added in each direction to meet future peak demand, for a total of 22 spaces in each direction. This is similar to the 2014 study, which recommended 24 spaces northbound and 19 spaces southbound.
- The private site at I-29 Exit 177 in Watertown exhibited existing average usage below capacity. Existing peak usage and future (average and peak) usage were over capacity. However, there is an existing truck repair business (classified as a shipper) that is adjacent to the truck stop that appears to provide overflow parking in a dirt lot. Hence, no changes are recommended.
- The private site at I-29 Exit 207 in Summit exhibited future peak usage above capacity, but the existing (average and peak) and future average usage were below capacity. Since this site has an

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<sup>15</sup> Opcit., *SDDOT Rest Area and Truck Pullout Truck Parking Analysis*, page 60 and Appendix B.

<sup>16</sup> Opcit., *The Interstate Rest Areas Study: Along the I-29 and I-90 Corridors*, pages 27-28.

<sup>17</sup> Opcit., *SDDOT Rest Area and Truck Pullout Truck Parking Analysis*, pages 37-38.

adjacent dirt parking area that could be used to accommodate overflow parking, no changes are recommended.

- The SDDOT information center at Wilmot (I-29 MRM 213) exhibited existing average usage below capacity. Existing peak usage and future (average and peak) usage were over capacity. Although this site is mentioned in the 2018 SDDOT study<sup>18</sup>, it was not evaluated in detail in that study. Aerial photography indicates that the addition of four to six spaces would be feasible to meet existing peak demand and future average demand, but site constraints preclude adding the 12 spaces needed to meet peak future peak demand.
- The small private site at I-29 Exit 224 in Peever exhibited existing and future usage (average and peak) above capacity. Given under capacity conditions at Exit 232 to the north, no changes are recommended.
- The SDDOT Port of Entry at Sisseton (I-29 MRM 235) exhibited future peak usage above capacity but was below capacity under existing (average and peak) conditions. It appears that a 2- to 4-space expansion would be reasonable in the future, which might be possible through restriping the existing parking area.
- The SDDOT Glacial Lakes Rest Area (I-29 MRM 250) exhibited peak usage above capacity (existing and future) but was below capacity under average conditions (existing and future). The 2018 SDDOT study recommended a two-space expansion<sup>19</sup>. This would meet existing peak demand but would not meet future peak demand. Hence, the ICS recommends an 8-space expansion.

## I-90 Corridor

- One private hotel site at I-90 Exit 14 in Spearfish exhibited existing average usage below capacity. Existing peak usage and future (average and peak) usage were over capacity. Two additional hotel sites exhibited average and peak usage above capacity (existing and future). Unauthorized parking was observed on local streets in the interchange area, and the interchange supports multiple shipper sites. Additional capacity in the interchange area could address these shortfalls.
- One private site at I-90 Exit 17 in Spearfish exhibited average usage near capacity (existing and future) and peak usage above capacity (existing and future). This facility opened within the last five years and is auto oriented. Additional private truck parking capacity could be provided at Exit 14 to address this shortfall.
- One private site at I-90 Exit 32 in Sturgis exhibited average and peak usage above capacity. This facility is also auto oriented. Two additional hotel sites at Exit 30 and at Exit 32 exhibited average

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<sup>18</sup> Ibid, page 5.

<sup>19</sup> Opcit., *SDDOT Rest Area and Truck Pullout Truck Parking Analysis*, page 60 and Appendix B.

and peak usage above capacity (existing and future). Given shortfalls identified at SDDOT facilities to the east, additional private truck parking capacity could be provided at Exit 32.

- The SDDOT Tilford Port of Entry (I-90 MRM 39) exhibited existing average usage below capacity. Existing peak usage and future (average and peak) usage were over capacity. This site was not included in either the 2014 or the 2018 SDDOT studies. Additional private capacity is recommended at Exit 32 and additional public capacity is recommended at the SDDOT truck parking areas to the east.
- The SDDOT truck parking areas at Tilford (I-90 MRM 41) exhibited existing average usage below capacity. Existing peak usage and future (average and peak) usage were over capacity. The 2014 SDDOT study recommended that the Tilford rest areas be renovated and that additional truck parking be provided<sup>20</sup>. The rest area amenities (restrooms, tables, etc.) were subsequently removed. The 2018 SDDOT study did not identify truck parking shortfalls at the westbound site, and the eastbound site was under construction at the time of the study<sup>21</sup>. Given the truck parking shortfalls identified in the 2014 SDDOT study and the ICS analyses, additional capacity is recommended. The 2014 study recommended 9 additional spaces eastbound and 4 additional spaces westbound. Based on the ICS evaluation, 12 spaces should be added in each direction. Given the removal of the rest area amenities, both sites should be able to accommodate the 12-space expansion, and it is recommended.
- There are multiple sites in the Rapid City area along I-90 and I-190. One private site at I-90 Exit 55 on the west side of Rapid City exhibited peak usage above capacity in the future year, but the existing usage (average and peak) and the future average usage were below capacity. An existing detention parking area at Exit 55 exhibited average and peak usage well below capacity. Several hotel sites (including I-90 Exits 59 and 61 and a site at I-190 Exit 1C) exhibited average or peak usage above capacity. Three private truck-oriented facilities exist at I-90 Exit 61 on the east side of Rapid City, and all operate under capacity in the existing year (average and peak). One of the sites also operates below capacity in the future year, one operates above capacity in the future peak, and the third operates above capacity in both future year scenarios (average and peak). Given that the overall average usage for the truck-oriented facilities was below capacity across Rapid City, no changes are recommended.
- One private site at I-90 Exit 67 in Box Elder exhibited existing average usage below capacity. Existing peak usage and future (average and peak) usage were over capacity. Although capacity exists to the west under average conditions, there are no significant truck-oriented facilities between this exit and Wall, over 40 miles to the east. This is assumed to be the reason that this facility is operating near capacity. No changes are recommended at this interchange, but improvements are recommended to the east.

<sup>20</sup> Opcit., *The Interstate Rest Areas Study: Along the I-29 and I-90 Corridors*, pages 29-30.

<sup>21</sup> Opcit., *SDDOT Rest Area and Truck Pullout Truck Parking Analysis*, pages 10-11.



- The westbound SDDOT truck parking area at Box Elder (I-90 MRM 69) exhibited existing average usage below capacity. Existing peak usage and future (average and peak) usage were over capacity. The eastbound parking area exhibited existing (average and peak) usage at capacity and future (average and peak) usage above capacity. The 2018 SDDOT study noted significant usage of the westbound facility by wind turbine blade convoys<sup>22</sup>. However, neither facility was identified for improvements. The ICS results indicate needs at both facilities. Although it appears that there are right-of-way constraints, it may be feasible to add 2 to 4 spaces in each direction. This would provide adequate capacity for the eastbound site through the future year, but the westbound site would still have shortfalls, particularly if wind turbine blade convoys continue.
- One private site at I-90 Exit 78 in New Underwood exhibited existing (average and peak) usage near capacity and future (average and peak) usage above capacity. Since this site is small, not truck-oriented, and almost ½ mile from the interstate, no changes are recommended.
- The SDDOT Wasta Rest Area (I-90 MRM 99) exhibited average and peak usage in existing and future years above capacity in both directions. The 2018 SDDOT study recommended capacity increases at both the eastbound and westbound sites, including 9 spaces eastbound and 4 spaces westbound<sup>23</sup>. These improvements would not meet the peak ICS demand in either direction. The westbound design could be modified to increase that concept to 9 new spaces. However, these sites are significantly limited by topography and right-of-way, and further increases may not be feasible. The ICS recommends 9 new spaces in each direction at this site, using the design concepts from the 2018 study.
- One private truck-oriented site at I-90 Exit 110 in Wall exhibited average and peak usage below capacity in both existing and future years. Several truck parking lots associated with downtown retailers in Wall generally exhibit average and peak usage well below capacity, but these sites are less likely to be used of HOS breaks as they are more than ¼ mile from the interstate. There are plans for a new private truck stop on the south side of I-90 at this interchange, which should alleviate capacity issues for trucks headed to and from the west, where existing SDDOT facilities are at or over capacity and there is limited right-of-way for expansion.
- The eastbound SDDOT Cactus Flats truck parking area (I-90 MRM 129) exhibited peak usage above capacity in the future year, but the existing usage (average and peak) and the future average usage were below capacity. The westbound scenic area (which includes some truck parking) at MRM 138 exhibited average and peak usage above capacity in the existing and future years. The 2018 SDDOT study did not recommend capacity increases at either site<sup>24</sup>. The ICS analyses indicate that both sites should provide 15 total spaces in 2050, which is an increase of 2 spaces eastbound and 12 spaces westbound. The eastbound improvements could be constructed

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<sup>22</sup> Ibid, page 4.

<sup>23</sup> Ibid, page 59.

<sup>24</sup> Ibid, page 58.



relatively easily, but the westbound improvements would require significant rework of the existing scenic overlook.

- The private truck stop at I-90 Exit 150 in Kadoka exhibited average and peak usage below capacity in both existing and future years. The private truck stop at I-90 Exit 152 exhibited average usage well below capacity and peak usage below capacity. One of the hotels at Exit 150 exhibited average and peak usage below capacity (existing and future years), while the other exhibited average and peak usage above capacity (existing and future years). Given that there is overall capacity available in the area into the future, no changes are recommended.
- The SDDOT Belvidere Rest Area (I-90 MRM 166) exhibited existing average usage below capacity in both directions. Existing peak usage and future (average and peak) usage were over capacity in both directions. The 2018 study identified design issues with both the eastbound and westbound sites but only proposed additional capacity in the westbound direction (3 spaces)<sup>25</sup>. Based on the 2050 forecasts in the ICS, a minimum of 3 spaces (to meet future average demand) and a maximum of 10 spaces (to meet future peak demand) should be added in both directions. There is available capacity in Belvidere to the west, allowing design flexibility within available right-of-way and topography.
- The eastbound SDDOT Okaton truck parking area (I-90 MRM 188) exhibited average and peak usage (existing and future) below capacity. The westbound truck parking area exhibited average usage (existing and future) below capacity but exhibited peak usage (existing and future) above capacity. The 2018 SDDOT study did not identify needs at these sites<sup>26</sup>. However, shortfalls to the east in Murdo could benefit from increased capacity at this location. It may be feasible to remove the existing raised islands in the parking areas and restripe the lots to provide 2 to 4 additional spaces at a relatively low cost.
- The private truck stop and gas station in Murdo at I-90 Exit 192 both exhibited average and peak usage above capacity. The larger facility was upgraded and expanded 6 to 9 years ago, so further expansion is not likely. One hotel also exhibited average and peak usage above capacity in the future year, while the other exhibited average and peak usage below capacity in both the existing and future years. Unauthorized parking was also observed on ramps at both Exit 191 and Exit 192 and in an unauthorized lot south of Exit 192 (refer to the unauthorized parking discussion for details). The SDDOT truck parking areas to the east also exhibit peak usage over capacity. Hence, a public or private investment in more truck parking in the Murdo area is recommended.
- The eastbound SDDOT Murdo truck parking area (I-90 MRM 194) exhibited average and peak usage above capacity in both existing and future years. The westbound truck parking area exhibited average and peak usage below capacity in both existing and future years. The 2018

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<sup>25</sup> Ibid, page 59 and Appendix B.

<sup>26</sup> Ibid, pages 20-21.

SDDOT study did not identify needs at these sites<sup>27</sup>. However, shortfalls to the west in Murdo could benefit from increased capacity at these sites. Although it appears that there are right-of-way constraints, it may be feasible to add 2 to 4 spaces in each direction using a design similar to the DOT truck parking areas at Tilford.

- The private site at I-90 Exit 212 in Vivian exhibited average usage below capacity and peak usage above capacity in both existing and future years. It appears that existing dirt areas adjacent to this site could be used for overflow parking if needed, so no changes are recommended.
- The SDDOT Presho Rest Area (I-90 MRM 218 / MRM 221) exhibited average usage below capacity under existing conditions but at or above capacity in future conditions (both directions). The rest area exhibited peak usage above capacity in existing and future conditions (both directions). The 2018 SDDOT study recommended an additional 10 spaces (23 total spaces) in the westbound direction<sup>28</sup>, which was the site with larger capacity issues identified in the ICS. Given the additional needs identified in the eastbound direction, the ICS recommends expansion of both sites to provide 23 spaces (7 spaces eastbound, 10 spaces westbound).
- The private site at I-90 Exit 225 in Presho exhibited existing (average and peak) usage below capacity, future average usage below capacity, and peak usage above capacity. Since this site is small and almost ½ mile from the interstate via either Exit 225 or Exit 226, no changes are recommended.
- The small private site at I-90 Exit 235 in Kennebec exhibited average and peak usage (existing and future) above capacity. It appears that existing dirt areas adjacent to this site are being used for overflow parking as needed, so no changes are recommended.
- The private sites in Oacoma (I-90 Exit 261) exhibited average and peak usage (existing and future) below capacity. No changes are recommended.
- The SDDOT Chamberlain Rest Area (I-90 MRM 264) exhibited peak usage (existing and future) above capacity but was below capacity under average conditions (existing and future). The 2018 SDDOT study provided several design options to create an additional 14 spaces<sup>29</sup>. These improvements would meet the future peak demand from the ICS. Hence, the 2018 study recommendations are appropriate for the ICS.
- The two private sites at I-90 Exit 265 in Chamberlain exhibited average and peak usage below capacity. No changes are recommended.
- One private site in Kimball (I-90 Exit 284) exhibited average and peak usage (existing and future) below capacity. The other private site appears to be an old truck stop that is being used for truck parking, and it operates well below the original capacity in both average and peak conditions

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<sup>27</sup> Ibid, pages 22-23.

<sup>28</sup> Ibid, page 59 and Appendix B.

<sup>29</sup> Ibid, page 59 and Appendix B.

(existing and future). If this site is closed to truck parking, additional parking should be provided elsewhere in the interchange area. Otherwise, no improvements are recommended.

- The SDDOT White Lake truck parking area (I-90 MRM 292) exhibited average and peak usage below capacity in both directions. The 2018 SDDOT study also concluded that the site is operating below capacity.<sup>30</sup> No improvements are recommended.
- The SDDOT White Lake Rest Area (I-90 MRM 301) exhibited average usage below capacity under existing conditions but above capacity in future conditions (both directions). The rest area exhibited peak usage above capacity in existing and future conditions (both directions). The 2018 SDDOT study recommended an additional 2 spaces in the eastbound direction and 4 spaces in the westbound direction<sup>31</sup>. These improvements would meet average future demand from the ICS but would not meet peak demand (existing or future). The improvements identified in the 2018 study should be expanded to provide 6 additional spaces in each direction.
- The private truck stop in Mitchell (I-90 Exit 332) exhibited average and peak usage (existing and future) below capacity. Two hotels in Mitchell exhibited average and peak usage (existing and future) above capacity, but remaining hotels in Mitchell exhibited average and peak usage below capacity. Hence, no private facility improvements are recommended in the Mitchell area.
- The eastbound SDDOT Mitchell truck parking area (I-90 MRM 337) exhibited existing usage (average and peak) below capacity and future usage (average and peak) above capacity. The westbound truck parking area exhibited existing and future usage (average and peak) above capacity. The 2018 SDDOT study did not recommend improvements at this site<sup>32</sup>. Although it appears that there are right-of-way constraints, it may be feasible to add 2 spaces in each direction. This would address the eastbound needs but would not address the westbound needs. For westbound, the existing private facility at I-90 Exit 332 has available capacity, and signing should be provided for this parking opportunity.
- The private site at I-90 Exit 344 in Alexandria exhibited average and peak usage above capacity (existing and future). Since unauthorized parking was observed at this interchange and at Exit 350 to the east, and the westbound SDDOT truck parking area at MRM 337 is over capacity, a private investment at this interchange may be appropriate.
- The private site at I-90 Exit 353 in Spencer exhibited existing average usage below capacity. Existing peak usage and future (average and peak) usage were over capacity. Since additional capacity is proposed at Exit 344 and the existing average usage was below capacity, no improvements are recommended.

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<sup>30</sup> Ibid, pages 27-28.

<sup>31</sup> Ibid, page 60 and Appendix B.

<sup>32</sup> Ibid, pages 31-32.

- The SDDOT Salem Rest Area (I-90 MRM 362) exhibited existing average usage below capacity and future average usage above capacity. Existing and future peak usage were over capacity. The 2018 SDDOT study identified capital improvements for 10 additional spaces to address westbound shortfalls and recommended restriping to add one space eastbound<sup>33</sup>. Based on ICS results, the addition of 10 spaces in each direction would address existing peak usage and future average usage but would leave a shortfall eastbound. Given site constraints, it would not be feasible to further expand the eastbound site.
- The private site at I-90 Exit 379 in Humboldt exhibited average and peak usage (existing and future) above capacity. Additional capacity is proposed at Exit 387, so no improvements are recommended at this interchange.
- The private truck stop at I-90 Exit 387 in Hartford exhibited average and peak usage (existing and future) below capacity. It appears that an existing dirt area adjacent to this site could be used for overflow parking if needed. The private truck stop at Exit 390 exhibited average and peak usage above capacity. Since unauthorized parking was observed at Exit 387 and the sites at Exits 379 and 390 were above capacity, a private investment at Exit 387 may be appropriate.
- The private site at I-90 Exit 406 in Brandon exhibited average usage (existing and future) and existing peak usage below capacity. Future peak usage was over capacity. Additional capacity is proposed in Sioux Falls, so no improvements are recommended at this interchange.
- The westbound SDDOT Valley Springs Rest Area and Port of Entry (I-90 MRM 412) exhibited average and peak usage (existing and future) above capacity. The eastbound Valley Springs Rest Area exhibited average usage (existing and future) below capacity and peak usage (existing and future) above capacity. The 2014 SDDOT study identified building improvements for the eastbound rest area but no truck parking upgrades<sup>34</sup>. The same study identified capacity issues for the westbound site and recommended a full replacement of the facility<sup>35</sup>. It did not specify how many spaces should be provided in the new facility. This Port of Entry project was constructed in 2020, and 22 spaces (10 Rest Area and 12 Port of Entry) have been provided. This is anticipated to meet future peak demand for westbound truck traffic. Based on the ICS evaluations, an additional 10 eastbound spaces should be added to the existing rest area.

No HOS-related parking facilities were identified along I-229.

Based on the evaluations above, the recommendations have been summarized in **Table 6**.

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<sup>33</sup> Ibid, page 60 and Appendix B.

<sup>34</sup> Opcit, *The Interstate Rest Areas Study: Along the I-29 and I-90 Corridors*, page 24.

<sup>35</sup> Ibid, page 25.

**Table 6. Public / Private Facility Recommendations**

Location	Recommendation
I-29 Exit 26 – Junction City	None, but refer to unauthorized parking evaluation.
I-29 Exit 47 – Beresford	Improve signing to redistribute truck parking demand.
I-29 and I-90 – Sioux Falls	Expand existing private facilities or construct additional private capacity along the W 60 <sup>th</sup> Street N corridor between I-29 Exit 83 and I-90 Exit 399.
I-29 MRM 103 – Dell Rapids Truck Parking	Expand both northbound and southbound sites by 2 to 4 spaces.
I-29 MRM 121 – Ward Rest Area	Expand by 11 spaces in accordance with 2018 SDDOT study.
I-29 Exit 132 – Brookings	Monitor existing vacant lot being used for truck parking. If lot is closed, support private investment for replacement capacity.
I-29 MRM 160 – Hidewood Truck Parking	Expand both northbound and southbound sites by 14 spaces each, similar to 2014 study recommendations.
I-29 MRM 213 – Wilmot Information Center	Expand site by 6 spaces.
I-29 MRM 235 – Sisseton Port of Entry	Restripe parking area to gain 2 to 4 spaces.
I-29 MRM 250 – Glacial Lakes Rest Area	Expand site by 8 spaces, similar to 2018 study recommendations.
I-90 Exit 14 – Spearfish	Support private investment to address shortfalls at Exit 14 and Exit 17.
I-90 Exit 32 – Sturgis	Support private investment to address shortfalls at Exit 32 and at mainline facilities to the east.
I-90 MRM 41 – Tilford Truck Parking	Expand both eastbound and westbound sites by 12 spaces each, similar to 2014 study recommendations.
I-90 MRM 69 – Box Elder Truck Parking	Expand both eastbound and westbound sites by 2 to 4 spaces.
I-90 MRM 99 – Wasta Truck Parking	Expand both eastbound and westbound sites by 9 spaces, similar to 2018 study recommendations.
I-90 Exit 110 – Wall	Support planned private investment that could relieve shortfalls to the west.
I-90 MRM 129 – Eastbound Cactus Flats Truck Parking	Expand eastbound site by 2 spaces.
I-90 MRM 138 – Westbound Cactus Flats Scenic Area	Expand westbound scenic overlook by 12 spaces.
I-90 MRM 166 – Belvidere Rest Area	Redesign and expand both eastbound and westbound sites by 3 to 12 spaces, similar to 2018 study recommendations.
I-90 MRM 188 – Okaton Truck Parking	Reconfigure existing facilities to expand capacity by 2 to 4 spaces in both directions.
I-90 Exit 191 / Exit 192 – Murdo	Support private investment to address shortfalls in Murdo and at adjacent SDDOT truck parking areas.
I-90 MRM 194 – Murdo Truck Parking	Expand existing facilities to expand capacity by 2 to 4 spaces in both directions.
I-90 MRM 218 / MRM 221 – Presho Rest Area	Expand existing facility to increase capacity by 7 spaces eastbound and 10 spaces westbound.

**Table 6. Public / Private Facility Recommendations**

Location	Recommendation
I-90 MRM 264 – Chamberlain Rest Area	Expand existing facility to increase capacity by 14 spaces, in accordance with the 2018 study recommendations.
I-90 MRM 301 – White Lake Rest Area	Expand existing facility to increase capacity by 6 spaces in each direction, similar to the 2018 study recommendations.
I-90 MRM 337 – Mitchell Truck Parking	Expand both eastbound and westbound sites by 2 spaces; improve signing related to nearby facilities for westbound truckers.
I-90 Exit 344 – Alexandria	Support private investment to address shortfalls in Alexandria and Spencer and at adjacent DOT truck parking areas.
I-90 MRM 362 – Salem Rest Area	Expand existing facility to increase capacity by 10 spaces in each direction, similar to the 2018 study recommendations.
I-90 Exit 387 – Hartford	Support private investment to address shortfalls in Humboldt and Hartford and to provide supplemental capacity at the edge of Sioux Falls.
I-90 MRM 412 – Eastbound Valley Springs Rest Area	Expand existing eastbound facility to increase capacity by 10 spaces.

In summary, improvements were identified at 30 locations, including 9 locations for private investment and 21 locations for public investment. One identified private investment is already planned; SDDOT should encourage others as opportunities arise. The public investments include minor striping revisions within existing facilities, guide signing modifications, minor expansions within existing site footprints, and major site reconstructions. Nine of the public investments were identified in previous SDDOT studies. One full site reconstruction recommended in the previous studies has been implemented and the new facility is expected to open this fall.

## Unauthorized Truck Parking

Given that over 200 unauthorized sites were identified in the inventory, some additional information regarding these facilities has been developed. The unauthorized sites were separated into three groups: on-street, parking lots, and shoulder. Based on these groupings, data regarding utilization and potential needs were developed. These evaluations are described below.

### Types of Unauthorized Truck Parking

The study team identified three types of unauthorized truck parking in the project data set. Unauthorized on-street parking occurs on local streets in various communities and can be a quality of life issue for those areas. Unauthorized parking in parking lots occurs when truckers use lots designated for other uses, potentially reducing the ability of the owner to use the site as intended. Unauthorized shoulder parking occurs when trucks pull off the interstate or an interstate ramp and park, potentially creating a hazard for passing motorists and damaging the shoulder. Data summarizing the types of unauthorized parking are shown in **Table 7**, and detailed descriptions follow.

**Table 7. Unauthorized Truck Parking Site Data**

Location	Sites	Spaces	Average Spaces per Site
On-Street	68	334	4.9
Parking Lot	8	202	25.3
Shoulder	150	161	1.1
<b>Totals</b>	<b>226</b>	<b>697</b>	<b>3.1</b>

## On-Street Parking

The on-street truck parking sites identified in the inventory are concentrated in the urbanized areas of South Dakota, including Rapid City and Sioux Falls. Some sites are in commercial areas surrounding hotels, restaurants, and fueling stations. On-street truck parking in these areas can be attributed to truckers using these amenities when the amenity either does not provide truck parking or the available on-site truck parking is full. This has been further evaluated as part of the utilization efforts discussed later in this memorandum. Some sites are roadways in industrial areas and business parks. On-street truck parking in these areas can be attributed to lack of detention within shipper sites. In this scenario, a truck arrives at a shipper for a pickup or delivery, but the shipper does not have adequate space to bring the truck onto the shipper’s site and/or to a loading dock. The truck may need to park on the street until another truck leaves the facility. Truck parking on local streets can affect emergency service responses and may pose a perceived security issue in the community.

Several sites were identified on the shoulder of rural roadways near interstate interchanges. Although these could be characterized in the shoulder parking group, these sites were considered to be far enough from the interstate that they would not be monitored by the South Dakota Highway Patrol and they could raise some of the community concerns identified above.

## Parking Lots

Parked trucks were identified at several parking areas where truck parking is prohibited. These sites are generally dirt lots in rural areas, and several of the sites were identified as unsecured department of transportation maintenance yards. Since these lots are generally large, they could accommodate multiple trucks. Again, these sites have been further evaluated as part of the utilization efforts discussed later in this memorandum.

## Shoulder Parking

Shoulder parking sites were identified across the ICS network. Most of the locations are on interstate ramps, but several locations along the interstate mainline were also identified. Truckers may use these locations when their HOS requirements do not allow them to continue to the next available site with



amenities. Usage can be the result of poor planning by drivers (not knowing where upcoming facilities are in comparison to their remaining drive time), incidents that delay truckers not allowing them to reach planned stops, and trips that have been forced to pass by existing facilities that are full and could not accommodate additional trucks. Truck parking utilization has been further evaluated and is discussed later in this memorandum.

Although breakdowns are not considered parking, trucks experiencing mechanical difficulties will park at the first available location that their mechanical issue will allow. This could be the interstate shoulder, a ramp, or a cross-street near an interchange. These trucks could not be separated from the project dataset and may also be included as unauthorized parking.

## Unauthorized Site Utilization

Out of the 226 unauthorized sites shown in **Table 2**, 142 were classified as unauthorized truck parking locations with HOS-related parking (i.e., 4-hour to 48-hour parking duration). The truck parking data were summarized for each site to determine the utilization by trucks within the ATRI dataset. However, since many of these sites are constrained and are used only occasionally, applying an expansion factor and/or growth factor resulted in unreasonable results. For example, an unauthorized parking location along an interstate ramp may be long enough for one or two trucks to park on the ramp. Applying the expansion factors could easily result in an existing conditions utilization of 7 or 8 trucks, which is unreasonable for an area that is only a few hundred feet long and may be used only once a month. However, expansion factors were considered for the parking lots being used for unauthorized truck parking.

Instead of measuring utilization through expansion and growth factors, the project team looked at the number of times each identified site was used over the course of the year. Many of the sites were shown to be occupied only once within the 1-year dataset, indicating intermittent use. This could be due to construction at nearby facilities, an incident along the interstate, or a truck breakdown. Of more value to the truck parking study is the location of these sites and their relationship to nearby public and private facilities. If areas with significant shoulder or on-street unauthorized parking are near over-capacity public and private facilities, the unauthorized parking points to a need for more public and/or private truck parking infrastructure in the area. Although single-use sites were considered when conditions at nearby interchanges were evaluated, no detailed evaluation of the single use sites was performed. The unauthorized sites that showed repeated use were evaluated for potential improvements. The evaluation was performed separately for on-street / shoulder parking and for unauthorized parking lots.

## On-Street and Shoulder Unauthorized Parking Evaluation

Those sites identified as on-street or shoulder parking were evaluated based on their relationship to other facilities in the area. This evaluation is presented in **Table 8**, and locations with recommendations (public or private) are highlighted.



**Table 8. Unauthorized On-Street and Shoulder Parking Evaluation**

Exit Number / Location	Spaces / Type	Times Used	Comments
<b>I-29</b>			
Exit 2 – North Sioux City	1 on-street site 1 space	2	On-street parking adjacent to hotel. Average utilization in North Sioux City is below capacity; no action.
Exit 26 – Vermillion / Yankton	2 shoulder sites 1 space each	2 / 3*	Private investment recommended; refer to unauthorized parking lot evaluation at this Exit.
Exit 38 – Volin	1 shoulder site 1 space	2	Northbound ramp parking – southbound parking provided by SDDOT at Beresford truck parking facility. Due to multiple northbound single use sites at Exit 38 and Exit 42, recommend new public northbound facility.
Exit 59 – Davis	1 shoulder site 2 spaces	2	Average utilization in Beresford is at or below capacity; no action.
Exit 71 – Harrisburg / Tea	1 on-street site 4 spaces	7	On-street site adjacent to large shipper; no action.
Exit 77 – 41 <sup>st</sup> Street, Sioux Falls	1 on-street site 36 spaces	227	Significant on-street parking along Carolyn Avenue adjacent to hotels and shippers. Consider private truck parking / detention lot.
Exit 81 – Russell Street, Sioux Falls	2 on-street sites 32 spaces	2 / 12*	On-street parking adjacent to hotels and shippers; no action.
Exit 83 – 60 <sup>th</sup> Street North, Sioux Falls	1 on-street site 20 spaces	58	Private investment recommended; refer to public / private parking evaluation at this Exit.
Exit 127 – Elkton / Sinai	1 shoulder site 2 spaces	4	No public / private facilities at this location, but average utilization at Brookings is below capacity; no action.
Exit 132 – Brookings	4 on-street sites 12 spaces	2 / 9 / 8 / 4*	Multiple on-street sites adjacent to hotels and shippers. Average utilization in Brookings is below capacity; no action.
Exit 177 – Watertown	2 on-street sites 36 spaces	6 / 26*	Multiple on-street sites adjacent to hotels and shippers. Average utilization in Watertown is below capacity; no action.
Exit 185 – Waverly	1 shoulder site 1 space	2	No public / private facilities at this location, but average utilization in Watertown is below capacity; no action.
<b>I-90</b>			
Exit 14 – 27 <sup>th</sup> Street, Spearfish	1 on-street site 1 space	7	On-street parking adjacent to two hotels; no action.
Exit 30 – Lazelle Street, Deadwood / Lead	2 on-street sites 5 spaces	2 / 2*	On-street parking adjacent to hotels and shippers. Private investment recommended; refer to public / private parking evaluation at Exit 32.
Exit 59 – LaCrosse Street, Rapid City	1 on-street site 5 spaces	8	On-street site adjacent to three hotels. Average utilization in Rapid City is below capacity; no action.
Exit 61 – Elk Vale Road, Rapid City	2 on-street sites 17 spaces	3 / 6	On-street sites adjacent to shippers and hotels. Average utilization in Rapid City is below capacity; no action.
Exit 67 – Liberty Boulevard, Box Elder	1 on-street site 10 spaces	60	On-street and ramp sites adjacent to truck stop operating near capacity. Public improvements recommended at Box

**Table 8. Unauthorized On-Street and Shoulder Parking Evaluation**

Exit Number / Location	Spaces / Type	Times Used	Comments
			Elder truck parking areas; refer to public / private parking evaluation.
Exit 110 – Wall / Badlands Loop	4 on-street sites 11 spaces & 1 shoulder site 1 space	2 / 5 / 2 / 5 & 2*	Support planned private investment at this interchange; refer to public / private parking evaluation at this Exit.
Exit 143 – Philip	1 on-street site 2 spaces	2	On-street parking at dead end; no action.
MRM 166 – Belvidere Rest Area	1 shoulder site 3 spaces	2	Site along entrance ramp from westbound Belvidere Rest Area. Public rest area improvement recommended; refer to public / private parking evaluation.
Exit 191 – Murdo	1 shoulder site 2 spaces	2	Site along eastbound entrance ramp. Private investment recommended; refer to public / private parking evaluation in Murdo.
Exit 192 – Murdo / White River	1 on-street site 3 spaces	6	Site adjacent to fueling station. Private investment recommended; refer to public / private parking evaluation in Murdo.
Exit 241 – Lyman	1 shoulder site 1 space	2	Site along eastbound exit ramp. No identified public / private shortfalls; no action recommended.
Exit 350 – Emery / Farmer	1 shoulder site 1 space	3	Site along eastbound exit ramp. Private investment recommended at Exit 344 to the west.
Exit 374 – Montrose	1 shoulder site 1 space	2	Site along westbound entrance ramp. Due to limited demand, no action recommended.
Exit 395 – Marion Road, Sioux Falls	1 on-street site 20 spaces	5	On-street site adjacent to shippers. Site is within 1 mile of identified private investment along W 60th Street North corridor.
Exit 399 – Cliff Avenue, Sioux Falls	2 on-street sites 8 spaces	3 / 2*	On-street sites adjacent to truck stop and hotel. Both sites are within 1 mile of identified private investment along W 60th St North.
Exit 406 – Brandon	1 on-street site 30 spaces	34	On-street site adjacent to shippers, detention lot, and truck stop. Expand current private detention facility at this exit.

\* - Locations with an asterisk reflect multiple nearby parking sites in one location; values reflect usage of individual sites within the grouping.

In summary, improvements were identified at 14 locations, including 11 sites for private investment and 3 locations for public investment. One identified private investment is already planned; SDDOT should encourage others as opportunities arise. The public investments include 2 existing site expansions and 1 new site.

## Parking Lot Unauthorized Parking Evaluation

Sites identified as unauthorized parking lot parking were evaluated in more detail as they may serve an identified truck parking need even though the inventory categorized them as unauthorized. As noted in **Table 7**, there were eight unauthorized parking lots identified in the inventory. The site identified in Wasta was used only once during the analysis year by one truck and was not considered further. Each of the remaining seven sites are described briefly below, and potential improvements are identified. The results of this process are shown in **Table 9** and locations with recommendations (public or private) are highlighted.

- I-29 Exit 26 (Yankton / Vermillion), northwest quadrant – This dirt lot appears to be an overflow lot for the private truck stop across the street and SDDOT’s Homestead Rest Area across I-29. A review of the Union County assessor website indicated that the site is owned by the same private entity as the truck stop across the street. However, aerial photography indicates that the facility has multiple stockpiles of dirt and aggregate that would typically indicate that the site is being used by a roadway authority as a maintenance yard. The facility was estimated to accommodate approximately 32 trucks, depending on levels of stockpiled material in the lot. The ATRI data indicate an existing average count of 4 trucks and a peak count of 12 trucks, and that the site was used 120 times over the analysis year. Based on the project’s expansion and growth factors, this translates to existing average usage below capacity and future average usage at capacity. Both existing and future peak usage were above capacity. However, the use of expansion factors may not be representative, as the site is not signed as truck parking and has no amenities. As noted in the public / private evaluation, the other sites at this interchange operate at or below capacity under existing and future years. This unauthorized parking lot appears to fill a truck parking need during peak conditions. If it is closed to truck parking use, additional capacity should be provided in the interchange area.
- I-29 Exit 80 (Madison Street, Sioux Falls), W. H. Lyons Fairgrounds – This paved lot is the main parking lot for fairground events, and the ATRI data indicate that it accommodates average and peak counts of 6 trucks. The site was used only 7 times during the analysis year. Parking spaces in the lot are striped for several hundred automobiles, but several dozen trucks could easily be accommodated if the striping is ignored. There are no nearby public or private truck parking facilities, but there are multiple shipper sites at both I-29 Exit 79 and I-29 Exit 81. Since this lot is not easily accessible from the highway, does not have nearby truck amenities such as food or fuel, and is used infrequently, no further action is recommended as part of the ICS.
- I-90 Exit 61 (Elk Vale Road, Sioux Falls) – This vacant dirt lot is in a new subdivision in the northwest quadrant of the I-90 / Elk Vale Road interchange. It is across the street from the newly constructed Black Hills Visitor Center. The facility was estimated to accommodate 4 trucks. It had average and peak counts of 1 in the analysis year and was used 4 times in the analysis year. A new truck-oriented fuel station and convenience store recently opened next to this vacant lot. The

adjacent Visitor's Center is not intended to accommodate truck parking but provides 15 RV spaces that could be used by trucks during periods of maximum demand. There is a full-service truck stop east of Elk Vale Road that typically operates at below capacity, and another one south of I-90 that typically operates well below capacity. Both truck stops operate over capacity during periods of peak demand. It is assumed that the regular usage of the site can be accommodated by the nearby truck stops.

- I-90 Exit 143 (Philip) – This dirt lot appears to be a roadway authority maintenance facility. The facility was estimated to accommodate over 50 trucks, depending on levels of stockpiled material in the lot. The ATRI data indicate that it had an average count of 2 and a peak count of 3. The site was used 29 times in the analysis year. There are no public or private facilities at this interchange. The nearest private facilities are at I-90 Exit 150 (Kadoka), 7 miles to the east. The nearest public facility is the westbound SDDOT Cactus Flats Scenic Area, at MRM 138, 5 miles to the west. The ATRI data also identified an unauthorized ramp parking area on the eastbound I-90 entrance ramp at this interchange and an unauthorized on-street parking area on SH 73 just south of the interchange. The private facilities in Kadoka generally operate under capacity in average and peak conditions. The Cactus Flats scenic area is over capacity, as is the eastbound Cactus Flats truck parking area at MRM 129. Given the amount of unauthorized parking at this interchange and the capacity concerns at the Cactus Flats facility, it is recommended that both Cactus Flats facilities be expanded. Signing should be provided at Exit 143 to direct truck to nearby amenities.
- I-90 Exit 192 (Murdo / White River) – There are two unauthorized parking lots at Murdo. The first is the existing SDDOT Murdo Maintenance Shop in the southwest quadrant of the Exit 192 interchange. Although the site is secured, it could accommodate approximately 20 trucks given its size. The ATRI data indicate that the site had an average count of 3 trucks, a peak count of 4 trucks, and was used 7 times in the analysis year. Since government vehicles are not included in the ATRI dataset, it was decided to reflect this utilization as unauthorized parking. The second site is the existing dirt Murdo Rec Center parking lot, approximately ¼ mile north of I-90 in downtown Murdo. The facility was estimated to accommodate 10 trucks. It had an average count of 2, a maximum count of 3 trucks, and was used 4 times in the ATRI analysis year. Unauthorized on-street parking along Kennedy Avenue between I-90 and the Rec Center was also observed in the ATRI data. There are also several private facilities at this interchange. The existing truck stop operates over capacity under average and peak conditions (existing and future), and several other sites are also over capacity. SDDOT operates two truck parking areas along I-90 (one eastbound, one westbound) just east of Murdo at MRM 194. The eastbound site operates over capacity under existing and future conditions, while the westbound site operates below capacity under existing and future conditions. Given the multiple sites that are operating over capacity in this interchange area, it is recommended that additional capacity be provided through public or private investment and that the unauthorized sites be closed to truck parking when that capacity becomes available.

- I-90 Exit 251 (Gregory / Winner) – This dirt lot appears to be a turn-around in the southwest quadrant of the interchange related to a roadway authority maintenance facility to the east. The turn-around was estimated to accommodate about 6 trucks. It had an average count and peak count of 1 and was used twice in the analysis year. There was also a I-space unauthorized shoulder parking area on the I-90 westbound exit ramp in the interchange. There are no other public or private facilities at this interchange. There is an existing truck stop in Oacoma (at Exit 260) that operates below capacity under average and peak conditions. Although it falls outside the 1-mile interstate corridor buffer used in the truck parking evaluation, there is also a facility in Reliance (at I-90 Exit 248) that provides truck-related services. Hence, it is recommended that signing for nearby facilities be increased at this location to deter unauthorized truck parking.

**Table 9. Unauthorized Truck Parking Lot Recommendations**

Location		ICS Recommendation
Route & Exit	Description	
I-29 Exit 26	Maintenance Yard	Retain as-is. If lot is closed or redeveloped, replace capacity elsewhere at interchange.
I-29 Exit 80	W.H. Lowy Fairgrounds	No change.
I-90 Exit 61	Vacant lot	Allow lot to be closed and developed for other uses by existing owner; do not replace capacity.
I-90 Exit 143	Maintenance Yard	Close and replace capacity at Cactus Flats public facilities; provide signing at Exit 143 regarding nearby parking.
I-90 Exit 192	Maintenance Yard Rec Center	Close and provide additional private capacity elsewhere at this interchange.
I-90 Exit 251	Maintenance Yard	Close and provide public signing regarding facilities at adjacent interchanges

In summary, improvements were identified at three locations, including one location for private investment and two locations for public investment. The public investments include guide signing modifications, minor site expansions within existing site footprints, and major site reconstructions.

## Conclusions and Recommendations

The results of the truck parking evaluations described previously are shown in **Table 6**, **Table 8**, and **Table 9**. These tables are based on different analyses but reflect overlapping geographic areas and truck parking needs. They have been compiled into a final recommendation matrix (**Table 10**). Improvements likely requiring SDDOT investments have been shaded.

**Table 10. Compiled Truck Parking Facility Recommendations**

Location	Recommendation
<b>I-29</b>	
Exit 26 – Junction City	Private investment to replace lost capacity recommended if existing unauthorized parking lot is closed; otherwise no action.
Between Exit 38 and Exit 42	Construct new public facility northbound to complement existing southbound facility. Available right-of-way may exist at approximately MRM 40.
Exit 47 – Beresford	Improve signing to redistribute truck parking demand.
Exit 77 – 41 <sup>st</sup> Street, Sioux Falls	Support private investment in truck parking / detention lot northeast of the interchange.
Exit 83 – 60 <sup>th</sup> Street North, Sioux Falls	Expand existing private facilities or construct additional private capacity along the W 60 <sup>th</sup> Street N corridor between I-29 Exit 83 and I-90 Exit 399.
MRM 103 – Dell Rapids Truck Parking	Expand both northbound and southbound sites by 2-4 spaces.
MRM 121 – Ward Rest Area	Expand by 11 spaces.
Exit 132 – Brookings	Monitor existing vacant lot being used for truck parking. If lot is closed, support private investment for replacement capacity.
MRM 160 – Hidewood Truck Parking	Expand both northbound and southbound sites by 14 spaces each.
MRM 213 – Wilmot Information Center	Expand site by 6 spaces.
MRM 235 – Sisseton Port of Entry	Restripe parking area to gain 2 to 4 spaces.
MRM 250 – Glacial Lakes Rest Area	Expand site by 8 spaces.
<b>I-90</b>	
I-90 Exit 14 – Spearfish	Support private investment to address shortfalls at Exit 14 and Exit 17.
I-90 Exit 32 – Sturgis	Support private investment to address shortfalls at Exit 32 and at mainline facilities to the east and unauthorized parking at Exit 30.
MRM 41 – Tilford Truck Parking	Expand both eastbound and westbound sites by 12 spaces each.
MRM 69 – Box Elder Truck Parking	Expand both eastbound and westbound sites by 2 to 4 spaces to address shortfalls at each site and unauthorized parking at Exit 67.
MRM 99 – Wasta Truck Parking	Expand both eastbound and westbound sites by 9 spaces.
Exit 110 – Wall	Support planned private investment that could relieve shortfalls to the west.

**Table 10. Compiled Truck Parking Facility Recommendations**

Location	Recommendation
MRM 129 – Eastbound Cactus Flats Truck Parking	Expand eastbound site by 2 spaces.
MRM 138 – Westbound Cactus Flats Scenic Area	Expand westbound scenic overlook by 12 spaces.
Exit 143 - Philip	Close existing unauthorized parking; provide signing to nearby facilities.
MRM 166 – Belvidere Rest Area	Redesign and expand both eastbound and westbound sites by 3 to 12 spaces.
MRM 188 – Okaton Truck Parking	Reconfigure existing facilities to expand capacity by 2 to 4 spaces in both directions.
Exit 191 / Exit 192 – Murdo	Support private investment to address shortfalls in Murdo, at adjacent SDDOT truck parking areas, and unauthorized on-street parking. Close unauthorized parking lots once private investment is available.
MRM 194 – Murdo Truck Parking	Expand existing facilities to expand capacity by 2 to 4 spaces in both directions.
MRM 218 / MRM 221 – Presho Rest Area	Expand existing facility to increase capacity by 7 spaces eastbound and 10 spaces westbound.
Exit 251 – Gregory / Winner	Close existing unauthorized parking lot and provide signing regarding facilities at adjacent interchanges.
MRM 264 – Chamberlain Rest Area	Expand existing facility to increase capacity by 14 spaces.
MRM 301 – White Lake Rest Area	Expand existing facility to increase capacity by 6 spaces in each direction.
MRM 337 – Mitchell Truck Parking	Expand both eastbound and westbound sites by 2 spaces; improve signing related to nearby facilities for westbound truckers.
Exit 344 – Alexandria	Support private investment to address shortfalls in Alexandria and Spencer, at adjacent DOT truck parking areas, and to address unauthorized parking at Exit 350.
MRM 362 – Salem Rest Area	Expand existing facilities to increase capacity by 10 spaces in each direction.
Exit 387 – Hartford	Support private investment to address shortfalls in Humboldt and Hartford and to provide supplemental capacity at the edge of Sioux Falls.
Exit 399 – Cliff Avenue, Sioux Falls	Expand existing private facilities or construct additional private capacity along the W 60th Street N corridor between I-29 Exit 83 and I-90 Exit 399. Also addresses unauthorized on-street parking at Exit 395 and Exit 399.
Exit 406 - Brandon	Expand current private detention facility to address unauthorized on-street parking.
I-90 MRM 412 – Eastbound Valley Springs Rest Area	Expand existing eastbound facility to increase capacity by 10 spaces.

As **Table 10** shows, recommendations were made at 36 locations, including 12 sites for private investment and 24 locations for public investment.



Truck Parking Facilities						
Exit / MRM	City	Facility Name	Designation	Type	Spaces	
I-29						
Exit 2, MRM 2.49	North Sioux City	Casey's General Store	Private	Truck Stop	22	
Exit 2, MRM 2.49	North Sioux City	Zort's Prime Time & Casino	Private	Parking Lot	9	
Exit 2, MRM 2.49	North Sioux City	Clark, Freeway Express	Private	Fueling Station	2	
Exit 2, MRM 2.49	North Sioux City	On Street - Sodrac Dr	Unauthorized	On Street	1	
Exit 2, MRM 2.50	North Sioux City	Goode To Go	Private	Truck Stop	33	
Exit 2, MRM 2.50	North Sioux City	Days Inn, Red Carpet Inn, Super 8	Private	Hotel	10	
Exit 2, MRM 2.50	North Sioux City	On Street - N Derby Ln	Unauthorized	On Street	1	
Exit 2, MRM 2.60	North Sioux City	On Street - Mallard Ave	Unauthorized	On Street	3	
Exit 9, MRM 9.44	Jefferson	BP	Private	Fueling Station, Truck Parking	7	
Exit 15, MRM 13.00	Elk Point	SDDOT Parking Area	Public	Parking Lot	25	
Exit 13, MRM 13.00	Jefferson	029009ZN, shoulder parking	Unauthorized	Shoulder	1	
Exit 13, MRM 13.55	Jefferson	SDDOT Port of Entry - Jefferson	Public	Weigh Station	19	
Exit 15, MRM 15.80	Elk Point	Kum & Go	Private	Truck Stop	10	
Exit 18, MRM 18.10	Elk Point	On Street - Unnamed Road	Unauthorized	On Street	1	
Exit 26, MRM 26.52	Vermillion	SDDOT Rest Area - Homestead	Public	Rest Area	27	
Exit 26, MRM 26.60	Junction City	029026QS, shoulder parking	Unauthorized	Shoulder	1	
Exit 26, MRM 26.71	Junction City	BP, Coffe Cup Fuel Stop	Private	Truck Stop	121	
Exit 26, MRM 26.71	Junction City	Local Maintenance Yard	Unauthorized	Parking Lot	32	
Exit 26, MRM 26.80	Junction City	029026A, shoulder parking	Unauthorized	Shoulder	1	
Exit 26, MRM 26.80	Junction City	029026A, shoulder parking	Unauthorized	Shoulder	1	
Exit 31, MRM 31.20	Spink	029031C, shoulder parking	Unauthorized	Shoulder	1	
Exit 31, MRM 31.40	Spink	029031A, shoulder parking	Unauthorized	Shoulder	1	
Exit 38, MRM 38.40	Junction City	029038A, shoulder parking	Unauthorized	Shoulder	1	
Exit 38, MRM 38.40	Junction City	029038A, shoulder parking	Unauthorized	Shoulder	1	
Exit 41, MRM 40.80	Beresford	SDDOT Parking Area	Public	Parking Lot	8	
Exit 42, MRM 42.29	Beresford	029042B, shoulder parking	Unauthorized	Shoulder	1	
Exit 42, MRM 42.30	Beresford	029042A, shoulder parking	Unauthorized	Shoulder	1	
Exit 42, MRM 42.30	Beresford	029042A, shoulder parking	Unauthorized	Shoulder	1	
Exit 44, MRM 44.20	Beresford	029042ZS, shoulder parking	Unauthorized	Shoulder	1	
Exit 47, MRM 46.9	Beresford	On Street - W Main St	Unauthorized	On Street	1	



Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 47, MRM 46.9	Beresford	On Street - S 17th St	Unauthorized	On Street	1
Exit 47, MRM 47.30	Beresford	Conoco, Truck Towne Plaza	Private	Truck Stop	58
Exit 47, MRM 47.30	Beresford	Jet Truck Plaza	Private	Truck Stop	8
Exit 47, MRM 47.30	Beresford	Super 8	Private	Hotel	12
Exit 47, MRM 47.30	Beresford	Crossroads Motel	Private	Hotel	4
Exit 47, MRM 47.30	Beresford	BP, Burger King	Private	Fueling Station, Restaurant	2
Exit 50, MRM 50.50	Beresford	029050A, shoulder parking	Unauthorized	Shoulder	1
Exit 59, MRM 59.30	Beresford	029059A, shoulder parking	Unauthorized	Shoulder	2
Exit 62, MRM 62.30	Worthington	Shell, Countryside Convenience	Private	Truck Stop	47
Exit 64, MRM 64.50	Worthington	029064A, shoulder parking	Unauthorized	Shoulder	1
Exit 68, MRM 68.35	Lennox	029068A, shoulder parking	Unauthorized	Shoulder	1
Exit 68, MRM 68.35	Lennox	029068B, shoulder parking	Unauthorized	Shoulder	1
Exit 68, MRM 68.35	Lennox	029068C, shoulder parking	Unauthorized	Shoulder	1
Exit 71, MRM 71.50	Harrisburg	On Street - Kenworth Pl	Unauthorized	On Street	4
Exit 73, MRM 71.65	Harrisburg	029071D, shoulder parking	Unauthorized	Shoulder	1
Exit 73, MRM 73.40	Tea	Sinclair, Marlin's Family Restaurant	Private	Truck Stop	32
Exit 77, MRM 76.72	Sioux Falls	Fairfield Inn/Residence Inn	Private	Hotel	1
Exit 77, MRM 77.25	Sioux Falls	Courtyard, SpringHills Suites	Private	Hotel	4
Exit 77, MRM 77.35	Sioux Falls	Comfort Suites	Private	Hotel	4
Exit 77, MRM 77.35	Sioux Falls	Wyndham	Private	Hotel	4
Exit 77, MRM 77.59	Sioux Falls	Holiday Inn Express, Morrie's Steakhouse	Private	Hotel, Restaurant	6
Exit 77, MRM 77.60	Sioux Falls	Microtel Inn	Private	Hotel	2
Exit 77, MRM 77.60	Sioux Falls	On Street - Carolyn Ave	Unauthorized	On Street	36
Exit 77, MRM 77.80	Sioux Falls	Days Inn	Private	Hotel	2
Exit 77, MRM 77.80	Sioux Falls	Red Roof Inn, La Quinta Inn, American Inn, Perkins	Private	Hotel, Restaurant	12
Exit 77, MRM 78.00	Sioux Falls	Clubhouse Hotel & Suites, Jonny Carino's	Private	Hotel, Restaurant	2
Exit 78, MRM 78.12	Sioux Falls	On Street - Edna Ave	Unauthorized	On Street	1
Exit 79, MRM 79.30	Sioux Falls	Ramada	Private	Hotel	3
Exit 79, MRM 79.30	Sioux Falls	On Street - Unnamed Road	Unauthorized	On Street	2
Exit 79, MRM 79.55	Sioux Falls	Cenex, Cubby's	Private	Truck Stop	22
Exit 79, MRM 79.55	Sioux Falls	On Street - W 9th St	Unauthorized	On Street	1

Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 80, MRM 80.30	Sioux Falls	Fairground Parking Lot	Unauthorized	Parking Lot	50
Exit 81, MRM 81.00	Sioux Falls	Motel 6	Private	Hotel	2
Exit 81, MRM 81.00	Sioux Falls	On Street - W Russell St	Unauthorized	On Street	1
Exit 81, MRM 81.50	Sioux Falls	Best Western Plus	Private	Hotel	15
Exit 81, MRM 81.50	Sioux Falls	On Street - Maple St	Unauthorized	On Street	2
Exit 81, MRM 81.65	Sioux Falls	On Street - Innovation St	Unauthorized	On Street	30
Exit 83, MRM 83.15	Sioux Falls	029082C, shoulder parking	unauthorized	Shoulder	1
Exit 82, MRM 83.20	Sioux Falls	029082B, shoulder parking	Unauthorized	Shoulder	1
Exit 83, MRM 83.45	Sioux Falls	Flying J's Travel Center	Private	Truck Stop	166
Exit 83, MRM 83.50	Sioux Falls	WET Rhino Truck Wash	Private	Truck Stop	2
Exit 83, MRM 83.50	Sioux Falls	On Street - N Granite Ln	Unauthorized	On Street	20
Exit 83, MRM 83.50	Sioux Falls	On Street - N Granite Ct	Unauthorized	On Street	4
Exit 83, MRM 83.70	Sioux Falls	Quality Inn & Suites	Private	Hotel	4
Exit 86, MRM 86.40	Sioux Falls	029086A, shoulder parking	Unauthorized	Shoulder	1
Exit 94, MRM 94.50	Baltic	Clark, Friendly Fuel Stop	Private	Fueling Station, Truck Parking	10
Exit 94, MRM 94.60	Sioux Falls	029094A, shoulder parking	Unauthorized	Shoulder	1
Exit 98, MRM 98.40	Sioux Falls	029098B, shoulder parking	Unauthorized	Shoulder	1
Exit 98, MRM 98.50	Brookings	029098C, shoulder parking	Unauthorized	Shoulder	1
Exit 98, MRM 98.60	Sioux Falls	029098A, shoulder parking	Unauthorized	Shoulder	1
Exit 102, MRM 102.55	Dell Rapids	SDDOT Parking Area	Public	Parking Lot	15
Exit 103, MRM 103.20	Colman	SDDOT Parking Area	Public	Parking Lot	10
Exit 109, MRM 109.80	Colman	Shell, Crossroads Truck Stop	Private	Fueling Station, Truck Parking	26
Exit 109, MRM 109.80	Colman	Sinclair, Prairie Junction Truck Stop	Private	Fueling Station, Truck Parking	23
Exit 114, MRM 114.80	Sioux Falls	029114B, shoulder parking	Unauthorized	Shoulder	1
Exit 114, MRM 114.90	Sioux Falls	029114A, shoulder parking	Unauthorized	Shoulder	1
Exit 120, MRM 119.70	Sioux Falls	029114ZN, shoulder parking	Unauthorized	Shoulder	1
Exit 121, MRM 121.60	Brookings	029121C, shoulder parking	Unauthorized	Shoulder	1
Exit 121, MRM 121.70	Brookings	029121C, shoulder parking	Unauthorized	Shoulder	1
Exit 121, MRM 121.80	Brookings	029121B, shoulder parking	Unauthorized	Shoulder	1
Exit 121, MRM 122.00	Ward	SDDOT Rest Area - Ward	Public	Rest Area	16
Exit 127, MRM 127.65	Brookings	029127C, shoulder parking	Unauthorized	Shoulder	2

Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 132, MRM 132.00	Brookings	On Street - Prince Dr (Daktronics)	Unauthorized	On Street	2
Exit 132, MRM 132.65	Brookings	Super 8	Private	Hotel	4
Exit 132, MRM 132.70	Brookings	Cenex, Zip Trip	Private	Fueling Station	1
Exit 132, MRM 132.70	Brookings	Hampton Inn, Applebee's	Private	Hotel, Restaurant	2
Exit 132, MRM 132.70	Brookings	On Street - Lefevre Dr (Hampton Inn)	Unauthorized	On Street	2
Exit 132, MRM 132.75	Brookings	BP	Private	Fueling Station, Truck Parking	14
Exit 132, MRM 132.75	Brookings	Quality Inn	Private	Hotel	2
Exit 132, MRM 132.75	Brookings	On Street - Minnesota Dr	Unauthorized	On Street	1
Exit 132, MRM 133.00	Brookings	Econo Lodge Inn & Suites	Private	Hotel	4
Exit 132, MRM 133.00	Brookings	My Place Hotel	Private	Hotel	4
Exit 132, MRM 133.00	Brookings	NA (former CarQuest site)	Private	Parking Lot	12
Exit 132, MRM 133.10	Brookings	On Street - Capitol Street	Unauthorized	On Street	6
Exit 132, MRM 133.15	Brookings	Comfort Suites	Private	Hotel	3
Exit 132, MRM 133.15	Brookings	On Street - Wilbert Ct	Unauthorized	On Street	2
Exit 132, MRM 133.65	Brookings	029132C, shoulder parking	Unauthorized	Shoulder	1
Exit 133, MRM 134.10	Brookings	On Street - 32nd Avenue	Unauthorized	On Street	2
Exit 133, MRM 137.00	Brookings	029133ZN, shoulder parking	Unauthorized	Shoulder	1
Exit 140, MRM 140.80	Brookings	029140A, shoulder parking	Unauthorized	Shoulder	2
Exit 150, MRM 150.90	Watertown	On Street - SD 28	Unauthorized	On Street	1
Exit 150, MRM 150.90	Watertown	On Street - SD 28	Unauthorized	On Street	1
Exit 150, MRM 151.00	Watertown	029150A, shoulder parking	Unauthorized	Shoulder	1
Exit 157, MRM 157.60	Brookings	029157B, shoulder parking	Unauthorized	Shoulder	2
Exit 157, MRM 160.65	Hidewood	SDDOT Parking Area	Public	Parking Lot	8
Exit 164, MRM 161.00	Hidewood	SDDOT Parking Area	Public	Parking Lot	8
Exit 177, MRM 177.50	Watertown	On Street - 15th Ave SE	Unauthorized	On Street	30
Exit 177, MRM 177.65	Watertown	Days Inn	Private	Hotel	2
Exit 177, MRM 178.00	Watertown	Quality Inn & Suites	Private	Hotel	2
Exit 177, MRM 178.00	Watertown	Country Inn & Suites, IHOP	Private	Hotel, Restaurant	2
Exit 177, MRM 178.00	Watertown	On Street - 15th Ave SE	Unauthorized	On Street	6
Exit 177, MRM 178.10	Watertown	Stone's Truck Stop	Private	Truck Stop	97
Exit 180, MRM 180.80	Watertown	029180C, shoulder parking	Unauthorized	Shoulder	1

Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 185, MRM 186.20	Watertown	029185A, shoulder parking	Unauthorized	Shoulder	1
Exit 193, MRM 192.85	South Shore	029193B, shoulder parking	Unauthorized	Shoulder	2
Exit 193, MRM 193.00	South Shore	029193A, shoulder parking	Unauthorized	Shoulder	1
Exit 193, MRM 193.00	South Shore	029193C, shoulder parking	Unauthorized	Shoulder	1
Exit 193, MRM 193.15	South Shore	029193A, shoulder parking	Unauthorized	Shoulder	1
Exit 193, MRM 199.50	South Shore	029193ZN, shoulder parking	Unauthorized	Shoulder	1
Exit 201, MRM 201.00	Twin Brooks	029201D, shoulder parking	Unauthorized	Shoulder	1
Exit 207, MRM 207.05	Summit	Cenex, Coffe Cup Travel Plaza	Private	Truck Stop	100
Exit 207, MRM 213.40	Summit	029207ZN, shoulder parking	Unauthorized	Shoulder	1
Exit 213, MRM 213.88	Summit	SDDOT Rest Area - Wilmot	Public	Rest Area	9
Exit 213, MRM 214.50	Summit	029213ZN, shoulder parking	Unauthorized	Shoulder	1
Exit 213, MRM 222.00	Summit	029213ZN, shoulder parking	Unauthorized	Shoulder	1
Exit 224, MRM 224.00	Peever	I-29 Food & Fill	Private	Fueling Station	4
Exit 232, MRM 232.20	Sisseton	Cenex, Dakota Connection Casino & Travel Center	Private	Truck Stop	40
Exit 235, MRM 234.80	Sisseton	SDDOT Port of Entry - Sisseton	Public	Weigh Station	8
Exit 242, MRM 242.00	New Effington	029242A, shoulder parking	Unauthorized	Shoulder	3
Exit 246, MRM 246.50	New Effington	029246A, shoulder parking	Unauthorized	Shoulder	1
Exit 250, MRM 250.60	New Effington	SDDOT Rest Area - Glacial Lakes	Public	Rest Area	10
Exit 1 (ND), MRM 1.00	Hankinson	Cenex	Private	Fueling Station, Truck Parking	12
Exit 1 (ND), MRM 1.00	Hankinson	Dakota Magic Casino	Private	Hotel, Restaurant	60
I-90					
Exit 1, MRM 1.00	Spearfish	SDDOT Rest Area - Northern Hills	Public	Rest Area	25
Exit 1, MRM 1.35	Spearfish	090001ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 2, MRM 1.95	Spearfish	090002D, shoulder parking	Unauthorized	Shoulder	1
Exit 2, MRM 2.20	Spearfish	090002D, shoulder parking	Unauthorized	Shoulder	1
Exit 2, MRM 2.60	Spearfish	090002A, shoulder parking	Unauthorized	Shoulder	1
Exit 10, MRM 10.35	Spearfish	090010A, shoulder parking	Unauthorized	Shoulder	1
Exit 12, MRM 11.80	Spearfish	Days Inn	Private	Hotel	1
Exit 14, MRM 13.60	Spearfish	Holiday Inn Convention Center, Lucky's 13 Pub	Private	Hotel, Restaurant	10
Exit 14, MRM 14.50	Spearfish	Quality Inn, Hampton Inn	Private	Hotel	4
Exit 14, MRM 14.50	Spearfish	Fairfield Inn & Suites	Private	Hotel	2

Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 14, MRM 14.50	Spearfish	On Street - Unnamed Road	Unauthorized	On Street	1
Exit 14, MRM 14.80	Spearfish	Super 8	Private	Hotel	1
Exit 14, MRM 14.80	Spearfish	On Street - Unnamed Road	Unauthorized	On Street	2
Exit 14, MRM 14.80	Spearfish	On Street - Seaton Cir	Unauthorized	On Street	1
Exit 17, MRM 18.00	Spearfish	Elkhorn Ridge Travel	Private	Fueling Station	8
Exit 19, MRM 19.40	Spearfish	090017ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 23, MRM 23.75	Whitewood	090023QE, shoulder parking	Unauthorized	Shoulder	1
Exit 30, MRM 30.25	Sturgis	BJ's Country Store, Days Inn	Private	Fueling Station, Hotel	3
Exit 30, MRM 30.30	Sturgis	Holiday Inn Express	Private	Hotel	1
Exit 30, MRM 30.30	Sturgis	On Street - 14th St	Unauthorized	On Street	4
Exit 30, MRM 30.50	Sturgis	On Street - 14th St	Unauthorized	On Street	1
Exit 30, MRM 31.00	Sturgis	On Street - 6th St	Unauthorized	On Street	1
Exit 32, MRM 32.27	Sturgis	Exxon, Common Cents, Best Western	Private	Fueling Station, Hotel	2
Exit 32, MRM 32.50	Sturgis	Big D's	Private	Fueling Station	4
Exit 34, MRM 34.35	Piedmont	090034A, shoulder parking	Unauthorized	Shoulder	1
Exit 37, MRM 39.00	Tilford	SDDOT Port of Entry - Tilford	Public	Weigh Station	8
Exit 41, MRM 41.27	Tilford	SDDOT Parking Area	Public	Parking Lot	9
Exit 41, MRM 41.66	Tilford	SDDOT Parking Area	Public	Parking Lot	9
Exit 40, MRM 43.00	Piedmont	090040ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 44, MRM 44.00	Piedmont	On Street - Sidney Stage Rd	Unauthorized	On Street	1
Exit 46, MRM 45.98	Piedmont	Mobile, Valley Market	Private	Truck Stop	36
Exit 54, MRM 54.20	Rapid City	090052ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 55, MRM 55.45	Rapid City	Black Hills Vendor Park	Private	Parking Lot	172
Exit 55, MRM 55.60	Rapid City	Pilot Travel Center	Private	Truck Stop	93
Exit 56, MRM 56.80	Rapid City	090055ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 57, MRM 57.60	Rapid City	090057QW, shoulder parking	Unauthorized	Shoulder	1
Exit 58, MRM 58.00	Rapid City	America's Best Value Inn	Private	Hotel	12
Exit 58, MRM 58.00	Rapid City	Various Retail	Private	Parking Lot	4
Exit 59, MRM 59.00	Rapid City	Best Western, Minervas	Private	Hotel, Restaurant	8
Exit 59, MRM 59.00	Rapid City	Fair Value Inn, Foothills Inn, Grand Gateway Hotel	Private	Hotel	20
Exit 59, MRM 59.20	Rapid City	Econo Lodge, Serena Inn, Holiday Inn Express	Private	Hotel	8

Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 59, MRM 59.20	Rapid City	Hampton Inn	Private	Hotel	1
Exit 59, MRM 59.20	Rapid City	On Street - Latrobe Ave	Unauthorized	On Street	5
Exit 59, MRM 59.38	Rapid City	Quality Inn & Suites	Private	Hotel	4
Exit 60, MRM 59.60	Rapid City	Staybridge Suites	Private	Hotel	3
Exit 60, MRM 60.10	Rapid City	On Street - Camden Dr	Unauthorized	On Street	1
Exit 60, MRM 60.10	Rapid City	On Street - Camden Dr	Unauthorized	On Street	1
Exit 61, MRM 61.20	Rapid City	Cabela's	Private	Parking Lot	18
Exit 61, MRM 61.20	Rapid City	Black Hills Visitor Center	Public	Rest Area	15
Exit 61, MRM 61.20	Rapid City	On Street - Cabelas Dr	Unauthorized	On Street	1
Exit 61, MRM 61.20	Rapid City	Local Maintenance Yard	Unauthorized	Parking Lot	4
Exit 61, MRM 61.25	Rapid City	Cambria Hotel, MainStay Suites	Private	Hotel	4
Exit 61, MRM 61.50	Rapid City	On Street - Dakota Craft Dr	Unauthorized	On Street	2
Exit 61, MRM 61.80	Rapid City	Sinclair, Big D Travel Center	Private	Truck Stop	8
Exit 61, MRM 61.80	Rapid City	Comfort Suites, Dakotah	Private	Hotel, Restaurant	5
Exit 61, MRM 61.80	Box Elder	La Quinta, Fairfield Inn, Watiki Indoor Waterpark	Private	Hotel	12
Exit 61, MRM 61.80	Box Elder	Baymont	Private	Hotel	3
Exit 61, MRM 61.80	Box Elder	Sleep Inn	Private	Hotel	4
Exit 61, MRM 61.82	Rapid City	Floyd's Truck Center	Private	Truck Stop	64
Exit 61, MRM 61.82	Rapid City	On Street - N Turbine Dr	Unauthorized	On Street	15
Exit 61, MRM 62.00	Box Elder	Flying J's Travel Center	Private	Truck Stop	181
Exit 66, MRM 66.00	Box Elder	090063ZV, shoulder parking	Unauthorized	Shoulder	1
Exit 67, MRM 66.80	Box Elder	090067A, shoulder parking	Unauthorized	Shoulder	1
Exit 67, MRM 67.00	Box Elder	Love's Travel Stop	Private	Truck Stop	74
Exit 67, MRM 67.00	Box Elder	On Street - Reagan Ave	Unauthorized	On Street	10
Exit 67, MRM 67.10	Box Elder	090067C, shoulder parking	Unauthorized	Shoulder	1
Exit 68, MRM 68.80	Box Elder	SDDOT Parking Area	Public	Parking Lot	6
Exit 68, MRM 68.80	Box Elder	SDDOT Parking Area	Public	Parking Lot	6
Exit 78, MRM 78.30	New Underwood	090078B, shoulder parking	Unauthorized	Shoulder	1
Exit 78, MRM 78.32	New Underwood	BJ's, Harry's Restaurant	Private	Fueling Station, Hotel, Resta*	6
Exit 84, MRM 84.00	New Underwood	090084D, shoulder parking	Unauthorized	Shoulder	1
Exit 90, MRM 90.25	Wasta	090090B, shoulder parking	Unauthorized	Shoulder	1

Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 97, MRM 97.50	Wasta	090090ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 98, MRM 97.80	Wasta	Local Maintenance Yard	Unauthorized	Parking Lot	10
Exit 99, MRM 98.57	Wasta	SDDOT Rest Area - Wasta	Public	Rest Area	7
Exit 99, MRM 98.79	Wasta	SDDOT Rest Area - Wasta	Public	Rest Area	7
Exit 101, MRM 101.00	Wasta	090101D, shoulder parking	Unauthorized	Shoulder	1
Exit 107, MRM 107.90	Wall	090107D, shoulder parking	Unauthorized	Shoulder	1
Exit 107, MRM 107.90	Wall	090107B, shoulder parking	Unauthorized	Shoulder	1
Exit 109, MRM 109.81	Wall	090109D, shoulder parking	Unauthorized	Shoulder	1
Exit 109, MRM 110.00	Wall	On Street - W South Blvd	Unauthorized	On Street	1
Exit 110, MRM 110.50	Wall	Wall Drug	Private	Retail, Truck Parking	33
Exit 110, MRM 110.50	Wall	Wall Drug	Private	Retail, Truck Parking	4
Exit 110, MRM 110.50	Wall	Wall Drug	Private	Retail, Truck Parking	10
Exit 110, MRM 110.80	Wall	On Street - Norris St	Unauthorized	On Street	2
Exit 110, MRM 110.80	Wall	On Street - Norris St	Unauthorized	On Street	1
Exit 110, MRM 110.90	Wall	090110D, shoulder parking	Unauthorized	Shoulder	1
Exit 110, MRM 110.90	Wall	090110C, shoulder parking	Unauthorized	Shoulder	1
Exit 110, MRM 111.00	Wall	Conoco, Wall Auto Livery	Private	Fueling Station, Truck Parking	27
Exit 110, MRM 111.00	Wall	Best Western	Private	Hotel	2
Exit 110, MRM 111.00	Wall	On Street - Glenn St	Unauthorized	On Street	4
Exit 110, MRM 111.00	Wall	On Street - South Blvd	Unauthorized	On Street	4
Exit 110, MRM 111.00	Wall	On Street - Glenn St	Unauthorized	On Street	1
Exit 114, MRM 114.50	Wall	090112ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 115, MRM 115.50	Wall	090112ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 116, MRM 116.25	Wall	090112ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 116, MRM 117.00	Wall	090116C, shoulder parking	Unauthorized	Shoulder	1
Exit 121, MRM 121.80	Wall	090121C, shoulder parking	Unauthorized	Shoulder	1
Exit 121, MRM 121.80	Wall	090121D, shoulder parking	Unauthorized	Shoulder	1
Exit 127, MRM 127.60	Wall	090127B, shoulder parking	Unauthorized	Shoulder	1
Exit 129, MRM 129.50	Wall	SDDOT Parking Area - Cactus Flats	Public	Parking Lot	13
Exit 131, MRM 131.30	Phillip	Conoco, Badlands Trading Post	Private	Fueling Station	12
Exit 131, MRM 132.00	Phillip	On Street - SD 240	Unauthorized	On Street	1



Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 133, MRM 133.40	Wall	090131ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 134, MRM 133.60	Kadoka	090131ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 138, MRM 137.31	Kadoka	SDDOT Parking Area - Cactus Flats	Public	Parking Lot	3
Exit 139, MRM 139.15	Wall	090131ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 143, MRM 143.30	Kadoka	Local Maintenance Yard	Unauthorized	Parking Lot	70
Exit 143, MRM 143.30	Kadoka	On Street - SH 73	Unauthorized	On Street	2
Exit 143, MRM 143.30	Kadoka	090143B, shoulder parking	Unauthorized	Shoulder	2
Exit 150, MRM 150.20	Kadoka	Sinclair, Discount Fuels	Private	Truck Stop	80
Exit 150, MRM 150.20	Kadoka	Sundowner Motor Inn	Private	Hotel, Truck Parking	11
Exit 150, MRM 150.20	Kadoka	America's Best Value Inn	Private	Hotel, Truck Parking	18
Exit 150, MRM 150.75	Kadoka	Club 27 Steakhouse	Private	Restaurant	2
Exit 152, MRM 152.42	Kadoka	Badland's Travel Stop	Private	Truck Stop	66
Exit 152, MRM 152.42	Kadoka	On Street - CR 4	Unauthorized	On Street	1
Exit 157, MRM 157.25	Kadoka	090152ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 163, MRM 163.00	Belvidere	Belvidere Store, JR's Bar & Grill	Private	Restaurant	10
Exit 163, MRM 163.00	Belvidere	Dakota Trail Gas Mart	Private	Fueling Station, Truck Parking	45
Exit 165, MRM 165.00	Belvidere	SDDOT Rest Area - Belvidere	Public	Rest Area	12
Exit 166, MRM 166.40	Belvidere	090163ZW, shoulder parking	Unauthorized	Shoulder	3
Exit 166, MRM 166.50	Belvidere	SDDOT Rest Area - Belvidere	Public	Rest Area	12
Exit 166, MRM 166.85	Belvidere	090163ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 170, MRM 170.30	Midland	1880 Town Customer Parking	Private	Parking Lot	26
Exit 172, MRM 172.20	Midland	090172C, shoulder parking	Unauthorized	Shoulder	1
Exit 173, MRM 173.45	Midland	090172ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 177, MRM 177.50	Okaton	090177D, shoulder parking	Unauthorized	Shoulder	1
Exit 177, MRM 177.55	Okaton	090177B, shoulder parking	Unauthorized	Shoulder	1
Exit 183, MRM 183.40	Okaton	090183C, shoulder parking	Unauthorized	Shoulder	1
Exit 187, MRM 186.75	Murdo	090183ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 187, MRM 187.75	Murdo	SDDOT Parking Area - Okaton	Public	Parking Lot	8
Exit 188, MRM 188.55	Murdo	SDDOT Parking Area - Okaton	Public	Parking Lot	8
Exit 189, MRM 189.70	Murdo	090183ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 191, MRM 191.00	Murdo	090191QW, shoulder parking	Unauthorized	Shoulder	1



Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 191, MRM 191.20	Murdo	090191B, shoulder parking	Unauthorized	Shoulder	2
Exit 192, MRM 192.20	Murdo	Best Western	Private	Hotel	3
Exit 192, MRM 192.20	Murdo	Range Country Lodging	Private	Hotel	9
Exit 192, MRM 192.40	Murdo	090192A, shoulder parking	Unauthorized	Shoulder	1
Exit 192, MRM 192.50	Murdo	Local Maintenance Yard	Unauthorized	Parking Lot	20
Exit 192, MRM 192.55	Murdo	American Inn Express, Rusty Spur	Private	Hotel, Restaurant	6
Exit 192, MRM 192.60	Murdo	Country Mart, Pioneer Auto Museum, Cafe, Super 8	Private	Fueling Station, Hotel	25
Exit 192, MRM 192.60	Murdo	Sinclair	Private	Fueling Station	5
Exit 192, MRM 192.60	Murdo	On Street - Kennedy Ave	Unauthorized	On Street	3
Exit 192, MRM 192.60	Murdo	Murdo Rec Center	Unauthorized	Parking Lot	10
Exit 192, MRM 192.65	Murdo	Pilot Travel Center	Private	Truck Stop	45
Exit 194, MRM 193.80	Draper	090192ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 194, MRM 194.30	Murdo	SDDOT Parking Area	Public	Parking Lot	10
Exit 194, MRM 194.30	Murdo	SDDOT Parking Area	Public	Parking Lot	10
Exit 194, MRM 194.40	Murdo	090192ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 198, MRM 198.50	Draper	090192ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 201, MRM 201.10	Draper	090201A, shoulder parking	Unauthorized	Shoulder	1
Exit 208, MRM 208.45	Vivian	090208A, shoulder parking	Unauthorized	Shoulder	1
Exit 212, MRM 212.80	Vivian	Coffee Cup Fuel Stop	Private	Fueling Station, Truck Parking	40
Exit 214, MRM 214.20	Presho	090214A, shoulder parking	Unauthorized	Shoulder	1
Exit 218, MRM 218.40	Presho	SDDOT Rest Area - Presho	Public	Rest Area	16
Exit 221, MRM 221.50	Presho	SDDOT Rest Area - Presho	Public	Rest Area	13
Exit 225, MRM 225.90	Presho	Sinclair, Hutch's Cafe	Private	Fueling Station, Truck Parking	12
Exit 226, MRM 226.40	Presho	090226B, shoulder parking	Unauthorized	Shoulder	1
Exit 235, MRM 234.80	Kennebec	Clark	Private	Fueling Station, Truck Parking	2
Exit 235, MRM 235.40	Kennebec	The 605 Restaurant, Outlaw RV Park	Private	Restaurant	16
Exit 235, MRM 235.40	Kennebec	090235B, shoulder parking	Unauthorized	Shoulder	1
Exit 241, MRM 241.70	Lyman	090241D, shoulder parking	Unauthorized	Shoulder	1
Exit 241, MRM 241.90	Lyman	090241C, shoulder parking	Unauthorized	Shoulder	1
Exit 243, MRM 243.60	Lyman	090241ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 244, MRM 244.20	Lyman	090241ZW, shoulder parking	Unauthorized	Shoulder	1

Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 245, MRM 245.20	Lyman	090241ZV, shoulder parking	Unauthorized	Shoulder	1
Exit 248, MRM 248.80	Reliance	090248C, shoulder parking	Unauthorized	Shoulder	1
Exit 251, MRM 251.00	Oacoma	Local Maintenance Yard	Unauthorized	Parking Lot	6
Exit 251, MRM 251.10	Oacoma	090251A, shoulder parking	Unauthorized	Shoulder	1
Exit 260, MRM 260.40	Oacoma	Quality Inn	Private	Hotel	2
Exit 260, MRM 260.50	Oacoma	Phillips 66	Private	Fueling Station, Truck Parking	45
Exit 260, MRM 260.60	Oacoma	Econo Lodge	Private	Hotel	1
Exit 260, MRM 261.10	Oacoma	Al's Oasis, Baymont	Private	Fueling Station, Hotel	8
Exit 260, MRM 261.20	Oacoma	Al's Oasis, Baymont	Private	Fueling Station, Hotel	15
Exit 263, MRM 263.20	Chamberlain	River View Inn	Private	Hotel	8
Exit 263, MRM 263.50	Chamberlain	Sinclair	Private	Fueling Station	2
Exit 263, MRM 264.21	Chamberlain	SDDOT Rest Area - Chamberlain	Public	Rest Area	16
Exit 265, MRM 265.20	Chamberlain	Cenex	Private	Fueling Station, Truck Parking	16
Exit 265, MRM 265.20	Chamberlain	Vet's Whoa N' Go Fuel Stop	Private	Fueling Station, Truck Parking	11
Exit 272, MRM 272.55	Kimball	090272QW, shoulder parking	Unauthorized	Shoulder	1
Exit 272, MRM 272.65	Kimball	090272A, shoulder parking	Unauthorized	Shoulder	1
Exit 274, MRM 273.80	Kimball	090272ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 284, MRM 284.00	Kimball	Conoco, Ditty's Dinner	Private	Truck Stop	34
Exit 284, MRM 284.00	Kimball	Westwood Inn & Suites	Private	Hotel	3
Exit 284, MRM 284.00	Kimball	On Street - Kiote Rd	Unauthorized	On Street	4
Exit 284, MRM 284.10	Kimball	Dakota Winds	Private	Hotel	1
Exit 284, MRM 284.10	Kimball	Unknown truck stop	Private	Parking Lot	40
Exit 284, MRM 284.10	Kimball	090284B, shoulder parking	Unauthorized	Shoulder	1
Exit 289, MRM 289.00	Kimball	090289D, shoulder parking	Unauthorized	Shoulder	1
Exit 289, MRM 292.60	White Lake	SDDOT Parking Area	Public	Parking Lot	10
Exit 296, MRM 292.60	White Lake	SDDOT Parking Area	Public	Parking Lot	10
Exit 296, MRM 296.55	White Lake	090296D, shoulder parking	Unauthorized	Shoulder	1
Exit 296, MRM 296.60	White Lake	090296D, shoulder parking	Unauthorized	Shoulder	1
Exit 299, MRM 299.45	White Lake	090296ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 300, MRM 301.22	White Lake	SDDOT Rest Area - White Lake	Public	Rest Area	9
Exit 301, MRM 301.60	White Lake	SDDOT Rest Area - White Lake	Public	Rest Area	9

Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 308, MRM 308.00	Plankinton	090308C, shoulder parking	Unauthorized	Shoulder	1
Exit 308, MRM 308.25	Plankinton	Roadside / Sinclair, Smart Choice Inn	Private	Fueling Station, Hotel	10
Exit 309, MRM 309.50	Plankinton	090308ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 310, MRM 310.50	Plankinton	Sinclair, Coffee Cup Fuel Stop	Private	Truck Stop	77
Exit 312, MRM 312.00	Plankinton	090310ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 319, MRM 319.50	Mt Vernon	090319D, shoulder parking	Unauthorized	Shoulder	1
Exit 322, MRM 322.25	Mitchell	090319ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 325, MRM 325.42	Mitchell	090325A, shoulder parking	Unauthorized	Shoulder	1
Exit 328, MRM 328.75	Mitchell	090325ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 329, MRM 328.80	Mitchell	090325ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 330, MRM 330.40	Mitchell	Cenex, Cubby's	Private	Truck Stop	44
Exit 330, MRM 330.40	Mitchell	Motel 6, Rodeway Inn	Private	Hotel	8
Exit 330, MRM 330.50	Mitchell	Local Weigh Station	Public	Weigh Station	12
Exit 332, MRM 331.70	Mitchell	Quality Inn	Private	Hotel	8
Exit 332, MRM 331.70	Mitchell	AmericInn	Private	Hotel	5
Exit 332, MRM 331.92	Mitchell	Cabela's Truck Parking	Private	Parking Lot	80
Exit 332, MRM 332.00	Mitchell	I-90 Travel Center, Thunderbird Lodge	Private	Truck Stop	110
Exit 332, MRM 332.10	Mitchell	090332D, shoulder parking	Unauthorized	Shoulder	1
Exit 332, MRM 332.20	Mitchell	Shell, Comfort Inn	Private	Fueling Station, Hotel	2
Exit 332, MRM 332.20	Mitchell	Super 8	Private	Hotel, Truck Parking	22
Exit 332, MRM 332.20	Mitchell	Rondees Camground	Private	Parking Lot	12
Exit 332, MRM 332.25	Mitchell	090332B, shoulder parking	Unauthorized	Shoulder	1
Exit 335, MRM 334.88	Mitchell	On Street - SD 38	Unauthorized	On Street	1
Exit 337, MRM 336.35	Mitchell	SDDOT Parking Area	Public	Parking Lot	8
Exit 337, MRM 336.65	Mitchell	SDDOT Parking Area	Public	Parking Lot	8
Exit 344, MRM 344.00	Alexandria	Sinclair, Joe's Cafe	Private	Fueling Station, Restaurant	4
Exit 344, MRM 344.00	Alexandria	090344B, shoulder parking	Unauthorized	Shoulder	1
Exit 379, MRM 348.90	Humboldt	Sinclair, Big J's Roadhouse	Private	Fueling Station, Restaurant	4
Exit 379, MRM 348.90	Humboldt	On Street - CR 19	Unauthorized	On Street	1
Exit 350, MRM 350.00	Alexandria	090350B, shoulder parking	Unauthorized	Shoulder	1
Exit 351, MRM 351.50	Spencer	090350ZW, shoulder parking	Unauthorized	Shoulder	1

Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 353, MRM 353.98	Spencer	Fuel Mart	Private	Fueling Station, Truck Parking	15
Exit 357, MRM 358.00	Spencer	090357B, shoulder parking	Unauthorized	Shoulder	1
Exit 360, MRM 360.20	Salem	090357ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 357, MRM 361.60	Salem	090357ZW, shoulder parking	Unauthorized	Shoulder	1
Exit 361, MRM 362.20	Salem	SDDOT Rest Area - Salem	Public	Rest Area	16
Exit 362, MRM 362.70	Salem	SDDOT Rest Area - Salem	Public	Rest Area	16
Exit 368, MRM 367.55	Salem	090368C, shoulder parking	Unauthorized	Shoulder	1
Exit 368, MRM 368.00	Salem	090368A, shoulder parking	Unauthorized	Shoulder	1
Exit 368, MRM 368.00	Salem	090368C, shoulder parking	Unauthorized	Shoulder	1
Exit 368, MRM 368.90	Salem	090368D, shoulder parking	Unauthorized	Shoulder	1
Exit 370, MRM 369.88	Montrose	090368ZW, should parking	Unauthorized	Shoulder	1
Exit 370, MRM 370.50	Montrose	090368ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 374, MRM 374.00	Montrose	090374D, shoulder parking	Unauthorized	Shoulder	1
Exit 387, MRM 387.30	Hartford	090387C, shoulder parking	Unauthorized	Shoulder	1
Exit 387, MRM 387.40	Hartford	BP, Coffee Cup Fuel Stop	Private	Truck Stop	40
Exit 387, MRM 387.46	Hartford	America Inn, Dakota Plains Event Center	Private	Hotel	4
Exit 390, MRM 390.40	Hartford	Buffalo Ridge Country Store	Private	Fueling Station	5
Exit 394, MRM 394.00	Hartford	090390ZE, shoulder parking	Unauthorized	Shoulder	1
Exit 395, MRM 395.20	Sioux Falls	On Street - W 62nd St N	Unauthorized	On Street	20
Exit 399, MRM 399.46	Sioux Falls	Love's Travel Stop	Private	Truck Stop	68
Exit 399, MRM 399.46	Sioux Falls	Get'N'Go	Private	Fueling Station, Truck Parking	4
Exit 399, MRM 399.46	Sioux Falls	Days Inn	Private	Hotel	2
Exit 399, MRM 399.46	Sioux Falls	Econo Lodge	Private	Hotel	6
Exit 399, MRM 399.46	Sioux Falls	On Street - Unnamed Road	Unauthorized	On Street	6
Exit 399, MRM 399.46	Sioux Falls	On Street - E 61st St	Unauthorized	On Street	2
Exit 399, MRM 399.50	Sioux Falls	Cloud 9 Motel	Private	Hotel	2
Exit 399, MRM 399.50	Sioux Falls	Super 8	Private	Hotel	6
Exit 399, MRM 399.60	Sioux Falls	On Street - N National Ave	Unauthorized	On Street	2
Exit 402, MRM 402.30	Sioux Falls	090402C, shoulder parking	Unauthorized	Shoulder	1
Exit 406, MRM 405.80	Brandon	On Street - W 1st Ave	Unauthorized	On Street	1
Exit 406, MRM 406.10	Brandon	On Street - E Willow St	Unauthorized	On Street	1

Truck Parking Facilities					
Exit / MRM	City	Facility Name	Designation	Type	Spaces
Exit 406, MRM 406.30	Brandon	On Street - 9th Ave	Unauthorized	On Street	30
Exit 406, MRM 406.45	Brandon	Quality Inn, Holiday Inn Express	Private	Hotel	3
Exit 406, MRM 406.50	Brandon	BP, Coffee Cup Fuel Stop	Private	Truck Stop	25
Exit 406, MRM 406.50	Brandon	Holiday, McDonald's	Private	Fueling Station, Restaurant	3
Exit 406, MRM 406.50	Brandon	Local, El Tapitio	Private	Fueling Station, Restaurant	2
Exit 410, MRM 410.38	Beaver Creek (MN)	090410D, shoulder parking	Unauthorized	Shoulder	1
Exit 412, MRM 412.10	Brandon	SDDOT Rest Area - Valley Springs; Port of Entry - Sioux Falls	Public	Rest Area	7
Exit 412, MRM 412.10	Brandon	SDDOT Rest Area - Valley Springs	Public	Rest Area	21
I-190					
Exit 2, MRM 00.00	Rapid City	On Street - Canal St	Unauthorized	On Street	1
Exit 1C, MRM 00.35	Rapid City	Holiday Inn	Private	Hotel	4
I-229					
Exit 1, MRM 00.90	Sioux Falls	Holiday Inn Express	Private	Hotel	2
Exit 1, MRM 00.90	Sioux Falls	Comfort Inn & Suites	Private	Hotel	1
Exit 1, MRM 00.90	Sioux Falls	Hilton Garden Inn	Private	Hotel	2
Exit 2, MRM 2.25	Sioux Falls	On Street - S West St	Unauthorized	On Street	1
Exit 3, MRM 2.70	Sioux Falls	On Street - W Venture Pl	Unauthorized	On Street	2
Exit 6, MRM 6.65	Sioux Falls	On Street - S Sneve Ave	Unauthorized	On Street	1
Exit 6, MRM 6.70	Sioux Falls	Super 8	Private	Hotel	1
Exit 6, MRM 6.70	Sioux Falls	On Street - N Chapel Hills Rd	Unauthorized	On Street	1
Exit 9, MRM 9.17	Sioux Falls	On Street - N Lewis Ave (various)	Unauthorized	On Street	30
Exit 9, MRM 9.74	Sioux Falls	On Street - N Potsdam Ave	Unauthorized	On Street	1
Exit 9, MRM 9.74	Sioux Falls	On Street - N Hainje Ave	Unauthorized	On Street	1