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Executive Summary

INTRODUCTION

The Walworth County Master Transportation Plan (MTP) will serve as a vital planning document that will guide transportation investment, policy, and financing options through the year 2045. This plan is the first such plan that has been undertaken by Walworth County. The MTP was a collaboration between stakeholders, agency partners, community members, and County staff. The MTP provides guidance for the transportation system based on the County's stated goals and strategies as a foundation.

The MTP considers multiple modes of transportation to meet the County's needs and to support stewardship of the County's existing transportation assets. This MTP considers a range of project recommendations and financing options to address the community's transportation needs.

COUNTY COMMISSION CONSIDERATIONS

Throughout the process of crafting The Walworth County MTP, serious financial shortfalls were discovered regarding highway maintenance. The current system does not adequately meet the County's road maintenance needs. The funding that the highway department receives is spent in a reactionary fashion, addressing needs as they arise until money runs out. This "worst first" policy makes it impossible to plan for a system-wide annual maintenance schedule.

To fully fund highway maintenance in the County and to provide for a planned system-wide approach, this MTP proposes raising levies for both the primary County highway system and the secondary highway system. County commissioners are encouraged to earnestly consider increasing revenues (including levies) in order to adequately fund highway maintenance and to provide for a sustainable maintenance schedule. Specific levy recommendations are provided starting on page ES-5 and in Chapter 5 of the full report.

PUBLIC ENGAGEMENT

Public Input Meetings (PIMs) were held to engage stakeholders and the public. Two PIM series were hosted during the planning process. Separate stakeholder meeting opportunities were also provided during the PIM meeting days. The consultant team organized and coordinated promotion, activities, and materials for these events.

Public Involvement Meetings (PIM)

Two public meetings were held to both inform and educate as well as offer a platform for public feedback. The first public meeting was held on April 14, 2022 at the Selby High School and focused on identifying the current issues of the existing transportation systems.

The second public meeting was held on November 29, 2022 at the Selby High School and included a review of the transportation systems analysis, programming, and prioritization elements of the draft MTP, investment strategies, and previous issues brought to light through the public involvement process. Chapter 2 incorporates input received from that meeting, which focused mainly on needed changes to the primary and secondary road systems, possible jurisdictional responsibilities changes for maintenance, and the need for more money to support project needs.

Study Advisory Team (SAT)

Development of the Walworth County MTP was guided by the SAT, which was formed at the onset of the planning process. The SAT played a central advisory role throughout the planning process by providing direction at key decision points and helping to assure that the plan was reflective of the County's transportation vision. SAT members included staff and representatives from the County and SDDOT. The SAT met on six occasions throughout the planning process.

BASELINE CONDITIONS

Baseline conditions were analyzed to evaluate existing conditions relative to all modes of travel. The baseline conditions analysis included a review of population trends within the County, roadway conditions, traffic and crash data, culvert and bridge conditions, freight considerations, and multimodal facilities.

Population within the County has been stable or slowly declining for decades with modest loss between Census 2020 and 2010. Generally speaking, there are no traffic capacity issues within the County, with the possible exception of isolated intersection capacity issues. Crash data indicates that the high frequency crash sites are occurring along the US highways in the County, especially at junctions between them and within the City of Mobridge. The primary multimodal needs were identified as shared use paths that would serve the communities of Mobridge, Selby, and Java. The County's 16 bridges are considered to be in good or fair condition.

PROJECTED CONDITIONS

Projected conditions were performed for the County traffic volumes. Projected conditions were not undertaken on road surface conditions as there was not sufficient data. In general, projected traffic volumes do not present any future capacity concerns. Projected traffic volumes can be seen in Table ES-1 and Table ES-2.

Table ES-1 – Projected 2045 US and State Segment Traffic Volumes

Highway	Segment Length (Miles)	ADT 2019	2045 Traffic Projection	Map ID Number
US 12	1.0	5331	5464	1
US 83	6.0	841	862	2
SD 47	0.6	400	410	3
SD 144	3.0	168	172	4
SD 130	6.1	338	346	5
SD 1804	4.6	213	218	6
US 83	15.9	959	983	7
US 12	6.3	1246	1277	8
SD 20	7.0	161	165	9
SD 1804	1.8	434	445	10
US 12	8.0	1982	2032	11
US 12	2.3	2167	2221	12
US 12	5.0	1306	1339	13
SD 1804	7.9	126	129	14
US 12	2.3	2145	2199	15
US 12	2.9	2705	2773	16
US 12	0.2	3843	3939	17
SD 1804	0.5	1179	1208	18
US 12	0.3	6171	6325	19
SD 20	0.7	611	626	20
SD 271	7.3	122	125	21
US 12	5.5	1522	1560	22
US 12	5.1	1470	1507	23
SD 1804	27.0	203	208	24
SD 47	13.4	383	393	25
SD 130	1.0	420	431	26
US 12	3.3	2294	2351	27
SD 271	4.0	112	115	28
SD 1804	0.2	993	1018	29
SD 20	0.9	569	583	30
US 83	7.9	970	994	31
SD 20	5.1	77	79	32
US 12	0.2	5585	5725	33
US 12	1.0	3354	3438	34
US 12	0.3	6032	6183	35

Table ES-2: County Road Projected 2045 Traffic Volumes

Station	Description	Latest Count	2045 Traffic Projection
165037	300 AVE: BTWN 129 ST & 130 ST – RR XING 393-879W	79	81
165035	MAIN ST: BTWN PACIFIC AVE & RAILWAY AVE – RR XING 393-858D – JAVA	202	207
165057	140 ST: BTWN 307 AVE & 310 AVE	9	9
165058	143 ST: BTWN 310 AVE & 312 AVE	41	42
165059	317 AVE: BTWN 140 ST & KIESZ RD	14	14
165060	144 ST: BTWN 320 AVE & 321 AVE	33	34
165051	288 AVE: BTWN US12 & INDIAN CREEK COMPLEX	187	192
165038	GLENHAM RD: BTWN 130 ST & RAILWAY ST – RR XING 393-885A	104	107
165036	MAIN ST: BTWN RAILWAY RD & N RAILWAY ST – RR XING 393-870K – SELBY	165	169
165042	146 ST: BTWN 322 AVE & 323 AVE	135	138
165061	130 ST: BTWN 317 AVE & 319 AVE	47	48
165062	312 AVE: BTWN 129 ST & SD130	37	38
165055	293 AVE: BTWN 127 ST & US12	45	46
165056	146 ST: BTWN 300 AVE & 301 AVE	24	25
165054	20 TH ST E: BTWN ROSE AVE & 3 RD AVE W	1101	1129
165040	4 TH AVE E: BTWN LAKE FRONT DR & RAILROAD ST E – RR XING 393-892K – MOBRIDGE	459	470
165052	SOUTH MAIN LOOP: BTWN LAKE FRONT DR & W RAILWAY ST	249	255
165041	REVHEIM RD: BTWN LAKE FRONT DR & E REVHEIM RD N – RR XING 393-891D	220	226
165039	295 AVE: BTWN 129 ST & 1 AVE – RR XING 393-882E	104	107
165005	143 ST: BYWN VANHORNE AVE & 310 AVE – LOWRY	45	46
165044	314 AVE: BTWN US12 & 136 ST	40	41
165045	139 ST: BTWN 303 AVE & 302 AVE	64	66
165046	142 ST: BTWN SWAN CREEK RD & TRIPLE U RD	83	85
165047	131 ST: BTWN 308 AVE & US12	181	186
165048	309 AVE: BTWN 129 ST & SD130	137	140
165049	130 ST: BTWN 306 AVE & US12	131	134
165050	GLENHAM RD: BTWN 124 ST & 125 ST	165	169
165043	140 ST: BTWN 317 AVE & 318 AVE	45	46
165066	131 ST: BTWN SD1804 & GLENHAM RD	79	81
165067	132 ST: BTWN 297 AVE & 299 AVE	12	12
165068	300 AVE: BTWN 133 ST & 134 ST	130	133
165069	135 ST: BTWN 297 AVE & 299 AVE	100	103
165070	297 AVE: BTWN 135 ST 7 137 ST	35	36
165053*	AIRPORT RD: BTWN 12 TH ST E & 127 ST	518	531
165064*	127 ST: BTWN SD1804 & AIRPORT RD	11	11
165065*	127 ST: EAST OF 287 AVE	8	8

FINANCIAL ANALYSIS

Background

This plan seeks to establish a working financial plan, as well as project needs for the County based on an analysis of historic transportation funding and expenditures. At the onset of this study, the County auditing reports lacked clarity. This made it difficult to determine how much money had been spent within a variety of transportation categories. The financial documentation reported within this chapter of the report should be considered as averages based on interpretation of financial information that was provided by County staff.

As is common to most counties, transportation project costs in Walworth County far outpace available known funding, including local, state, and federal funding sources. Currently, the County's highway department maintains roads each year by responding to issues until funding runs out. This financial analysis initially used the prior three years of highway revenue and expenditures as the basis for creating annual project costs as well as annual project funds.

County Highway Revenues

Walworth County Highway Department revenue is generated from numerous funding sources. The average annual revenue from 2018-2021 has been approximately \$1.8 million for transportation purposes.

County Highway Expenditures

The County's highway budget (2022) was about \$1.9 million, a slight increase over recent revenues of \$1.8 million. The majority, (52% or about \$1 million annually) of the County's three-year average expenditure is currently used for maintenance and repair of existing roads. The remaining 48% percent is used for employee wages/benefits, office and highway equipment. Walworth County's relatively high number of road miles for its large geographic area and low population density makes it difficult to make a significant impact to any one given area of the transportation system.

A review of recent years road expenditures provided the following:

- Assumes a cost of \$26,000 per mile for paved maintenance
 - o Based on estimate from County staff
 - o This includes significant inputs in time and materials from the County to reduce costs
 - o Assuming 1/3 of the County's paved roads are "maintained" each year, this comes at a cost of \$520,000 annually (20 miles maintained on a once every 3 years cycle)
- Approximately \$7,000 per mile for gravel maintenance (assumes spot graveling over time)
 - o Based on desirable gravel road maintenance costs for heavily traveled gravel roads
 - o This amount cannot cover the entirety of the County's non-paved system
 - o The County currently reacts to gravel needs instead of planning ahead
 - o About \$480,000 is annually spent on the gravel road system.
 - o Assuming 466 miles of maintained gravel roads within Walworth County, expenditures on the maintained gravel roads equal \$1030/mile (assumes no money spent on rest of non-paved system (260 miles)

The current process of using County resources and materials may not be feasible under a future highway superintendent.

Financial Scenarios

Based on existing Walworth County Highway Department revenue, three scenarios were developed to allocate resources to meet system wide transportation needs on paved roads. These include:

- Convert selected paved roads to gravel
- Maintain "Status Quo" on paved roads using current method
- Use a 2" Overlay with 26' width with adequate subsurface and patching

To pay for scenario two or three, the County would need to raise additional funds.

Levy Considerations

Annual County highway revenues are approximately \$1.8 million and the County's highway budget (2022) was about \$1.9 million. The County can raise additional funds by assessing levies, both on the County Secondary Highway System and on the County Highway Primary System. A levy for the County Secondary System would be needed to pay for additional expenditures needed to maintain roads on that system (mostly gravel), while a levy for the County Primary System would be needed to pay for roads on the Primary System (mostly paved plus some gravel).

A levy for the County Highway Primary System would be unprecedented in South Dakota; however, the ability to place a levy for Primary system roads was recently authorized under Senate Bill 1. Taxable land in the County (outside of any city limits) is valued at approximately \$617 million. Potential paved and non-paved maintenance scenarios, along with corresponding levy amounts for the primary and secondary systems are included below.

Paved Road Maintenance Scenarios

1. Convert selected paved roads to gravel

- Convert existing paved roads to gravel.
- Cost approximately \$10,000 per mile and could be paid for with the current budget.
- Maintenance costs on gravel roads would increase.
- Savings in paved road maintenance would be substantial.

2. Maintain "Status Quo" on paved roads using current method

- Continue practice of laying down blotter and recycled roadway materials in place the County.
- Cost approximately \$100,000 per mile or \$1.9 million annually.
- This new estimate accounts for likely costs if the work was done by a contractor without significant costsaving input in materials from the County.
- The County would need to consider a levy on primary system roads at a value of \$3.08/\$1000 of County land outside towns and cities.
- Move paved County Secondary System roads to the County Primary System.

3. Use a 2" Overlay with 26' width with adequate subsurface and patching

- Raise County paved roads up to a higher standard
- Significant overlay and standardized width, as well as the addition of adequate subsurface material to increase loading conditions.
- Estimated to cost approximately \$310,000 per mile or \$3.8 million annually.
- The County would need to consider a levy of \$6.15 per \$1000 of County land.
- This scenario also assumes moving paved County Secondary System roads to the County Primary System.

Non-Paved Road Maintenance Scenarios

Only one scenario was developed for non-paved roads and involves extending the current County 2022 budget into the future:

- Current budget has \$480,000 for non-paved road maintenance
- Expand with secondary roads levy to include:
 - o Ditch cleaning
 - Culvert Replacements
 - o Regrading
 - Increased Blading
 - o Equipment Maintenance
 - o Raise a levy similar to the primary system
 - \$1.62 per \$1000 land value for a total of \$1 million

PROJECT DEVELOPMENT, IDENTIFICATION, AND PRIORITIZATION

County Highway Primary and Secondary Highway Systems

As part of the project identification process, the planning process sought to clarify and simplify the existing County Primary and Secondary roadway systems. As the separate systems use separate funding mechanisms, it is important to carefully navigate placing a road from one system to another. In general, roads are planned to move from one system to another under the following conditions:

County Primary to County Secondary

Roads that are currently on the County Primary System but were identified from field visits to have a surface consisting of either no visible road, low maintenance road, a two-track trail, or other primitive surface. Candidates for moving from the primary to secondary system can be seen in Table ES-3.

Road Name	Begin	End	Length (miles)
128 St	313 Ave	314 Ave	0.8
146 St	US 83	310 Ave	3.9
146 St	300 Ave	296 Ave	3.0
141 St	297 Ave	East 0.5 miles	0.5
318 Ave	133 St	131 St (Angled)	3.5
397 Ave	132 St	135 St	3.0
	Total		14.7

Table ES-3: Proposed Roads to Move from County Primary to County Secondary

County Secondary to County Primary

Roads that are currently on the County Secondary System but are paved are suggested to move to the primary system. Working with Walworth County staff and the SDDOT, this plan suggests moving paved secondary roads to the primary system in all cases except those near Mobridge where a future jurisdictional transfer may be in order. Candidate roads for transfer from secondary to primary can be seen in Table ES-4. All candidate roads for transfer can be seen in Figure ES-1 and Figure ES-2.

Table ES-4: Proposed Roads to Move from County Secondary to County Primary

Road Name	Begin	End	Length (miles)
Fourth Ave (in Java)	Main St	SD 271	0.4
142 St	295 Ave	297 Ave	1.9
River View Rd	SD 1804	Riverview Dr	0.7
288 Ave	US 12	Indian Creek Entrance	1.1
Revheim Rd	US 12	Revheim Bay Entrance	1.0
Lake Front Dr	4 th Ave E	Revheim Rd	1.1
2 nd St E	12 th Ave E	Revheim Rd	0.5
17 th Ave E	Mobridge City Limits	2 nd St E	0.1
13 th Ave E	Mobridge City Limits	2 nd St E	0.1
3 rd St E	2 nd St E	13 th Ave E	0.1
6 th St E	8 th Ave E	9 th Ave E	0.1
12 th St	5 th Ave E	Airport Rd	0.9
127 St	Airport Rd	End of Road	1.5
Main St	20 th St	Mobridge City Limits	0.3
3 rd Ave W	20 th St	Mobridge City Limits	0.3
20 th St W	US 12	End of Road	0.4
	Total		10.5

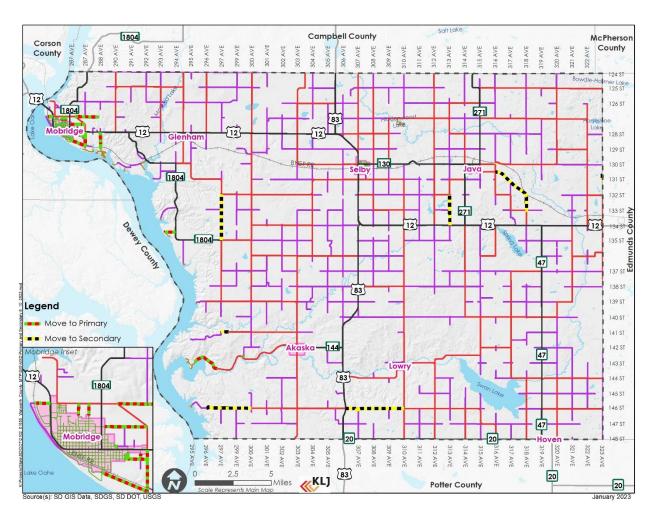


Figure ES-1: Primary and Secondary System Road Changes

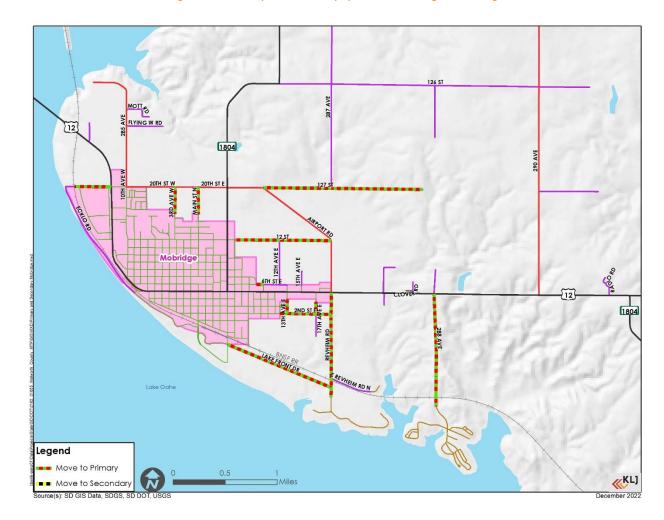


Figure ES-2: Primary and Secondary System Road Changes - Mobridge

Jurisdictional Transfer

This plan already suggests moving paved secondary system roads to the primary system, including those in the vicinity of Mobridge and other county towns. In addition to that reclassification, the County may wish to pursue jurisdictional transfer. Should jurisdictional transfer prove unsuccessful, this plan still suggests to move the paved secondary roads to the primary system.

Jurisdictional transfer is one possibility to move roads such as those in the vicinity of Mobridge to being city streets and fully Mobridge's responsibility. To transfer jurisdiction, all parties must agree to a memorandum of understanding and submit it to SDDOT for review and approval. Any transfer of roads from the County system to any other system must undergo this process.

Paved Roadway Projects

The roadway recommendations list reflects improvements that have been identified as necessary for a corridor to meet the needs of the County in terms of its growth and connectivity or to ensure maintenance of a functioning system. Projects were included regardless of their initial feasibility and are presented here with cost estimates based on three potential scenarios.

Short-Term Paved Projects

Short-Term projects were created from County input. It is assumed that these will remain the County's priority in the short term. These projects were created without fiscal restraint; however, they are presented here with cost scenarios developed during the financial analysis portion of this plan. Short-term projects are listed with a location, brief description, and costs under each of three scenarios where applicable. Short-term projects are listed first in Table ES-5 and then in Table ES-6 with associated costs and are mapped in Figure ES-3.

Table ES-5: Short Term Paved Priority Projects

Project Name	Begin	End	Length (miles)
Glenham Road - Overlay	SD Hwy 12 North	Campbell/ Walworth Co Line	4
CR 233 - Rehab, Mill/Fill & Leveling	SD Hwy 12 South	SD Hwy 1804	2.5
146 St - Road Widening, Slope Flattening, Mill/Fill & Leveling	320 Ave	323 Ave	3
CR 323 -Overlay	SD Hwy 12 South	135 st on 300 Ave	7
Co Rd 231/229 - Overlay, Reconstruction through city limits in Akaska	North 141 Street	South of Akaska Drainage	1.5
Co Rd 109 - Study/Evaluate	SD Hwy 12	314 Ave South	6
Riverview Rd SW - Overlay	135 Street	134 Street	0.7
City of Mobridge Planning and Zoning jurisdiction	Various	Various	3.7
Cahill Rd (127 St) -Overlay	Co Rd 314 East	End	1.5

Table ES-6: Short Term Paved Priority Projects — Cost Scenarios

Project Name	Cost to Convert to Gravel @ \$10k/mile	Maintain "Status Quo" @ \$100k/mile	Cost for 2" (26' width) Mill & Fill @ \$310k/mile
Glenham Road - Overlay	\$40,000	\$400,000	\$1,240,000
CR 233 - Rehab, Mill/Fill & Leveling	\$25,000	\$250,000	\$775,000
146 St - Road Widening, Slope Flattening, Mill/Fill & Leveling	\$30,000	\$300,000	\$930,000
CR 323 -Overlay	\$70,000	\$700,000	\$2,170,000
Co Rd 231/229 - Overlay, Reconstruction through city limits in Akaska	\$15,000	\$150,000	\$465,000
Co Rd 109 - Study/Evaluate			
Riverview Rd SW - Overlay	\$7,000	\$70,000	\$217,000
City of Mobridge Planning and Zoning jurisdiction	\$30,000	\$300,000	\$930,000
Cahill Rd (127 St) -Overlay	\$15,000	\$150,000	\$465,000
Totals	\$232,000	\$2,320,000	\$7,192,000

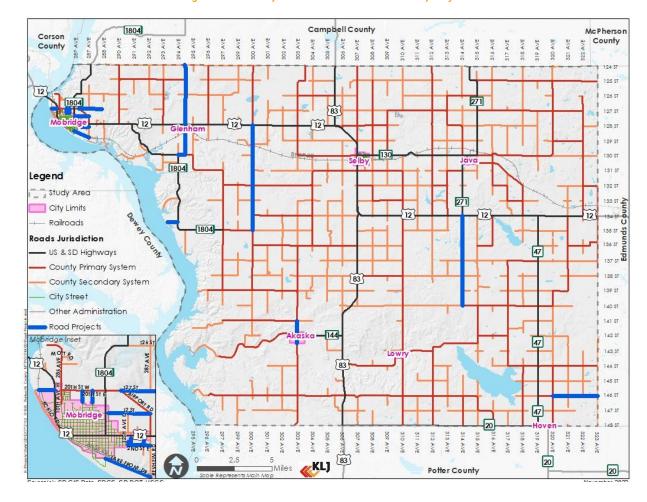


Figure ES-3: County Short-Term Paved Road Priority Projects

Short Term Non-Paved Projects

Walworth County's current funding is mostly dedicated to their paved road system, leaving only enough budget to allow standard grading operations throughout their non-paved roadway system. Recent requests received by the County Highway Department indicate that with additional funds, projects could include ditch and culvert cleaning projects, roadway cross section restoration projects, placement of new gravel surfacing, among others.

It is recommended that the Highway Department continue standard grading operations on their non-paved system as their primary maintenance activity until additional funding is found. Other, non-typical improvements to address road failures and other critical needs should be addressed on a case-by-case basis.

Truck Routes

In addition to state and US highways, existing County freight corridors on County system roads were identified with County staff and SAT members. These routes often serve as bypass routes or shortcuts. These routes are not necessarily prioritized for road maintenance to accommodate truck traffic. County Truck Routes include:

- 134th St/300th Ave
- Airport Rd around Mobridge
- 130th St/320 Ave east and north of Java
- Glenham Rd

Bike/Pedestrian Projects

This plan proposes to continue to try and develop the previously identified trail that would extend the already existing Mobridge riverfront trail into the Revheim Bay Recreation Area. See Figure ES-4. Previous efforts involving the City of Mobridge attempt for grant funding via the South Dakota Recreational Trails Program was unsuccessful. This MTP encourages the County to support the City of Mobridge in any future efforts to make this connection.

In addition to efforts at Mobridge, public engagement raised the need for better connection to the school in Selby and a potential trail connection along SD 130 from Selby to Java. Although much of the town of Selby is served by an existing sidewalk network, connections immediately surrounding the school are a safety concern. The town had previously planned to address this issue; however, it has not been able to secure the necessary funding. This plan recommends the County support the efforts of the town of Selby with bike and pedestrian access. See Figure ES-5.

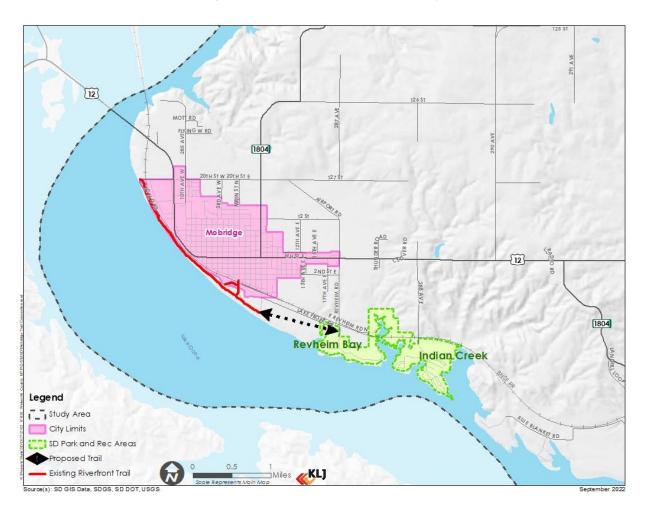


Figure ES-4: Bike/Ped Connection to Revheim Bay

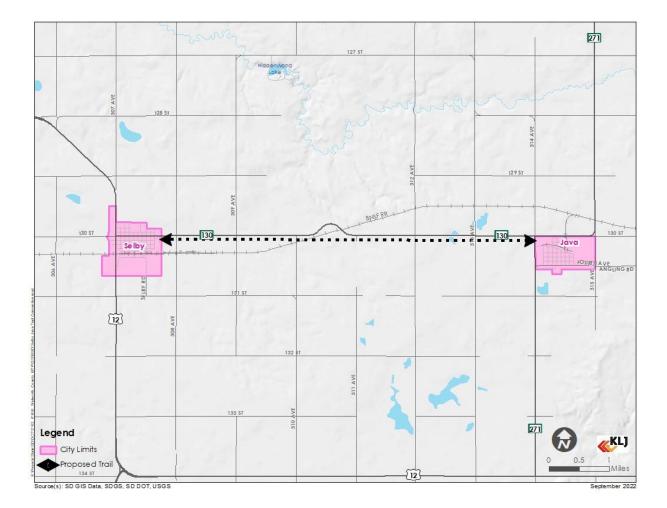


Figure ES-5: Bike Project Selby-Java

BRIDGE PROJECTS

Bridge project priorities were developed using Bridge Improvement Grant (BIG) scoring criteria, as well as other factors for the 16 County bridges/culverts. Overall, the bridges in Walworth County are in fair to good condition. The bridge scoring does not indicate that any significant bridge projects need to be programmed within the near future. Walworth County should continue their program for bridge inspections and observe regular maintenance as recommended in the bridge inspection reports.

ROADWAY STANDARDS

As part of the MTP, this plan updates the County's typical sections as well as provides guidance for access spacing. Updates to typical sections include:

- Urban Collector
 - o 120' ROW reduced to 80'
 - o Right of Way (ROW) width subject to approval of Walworth County
- Rural Collector (Paved)
 - o 80 to 120' ROW
 - o ROW width subject to approval of Walworth County

- Rural Collector (Gravel)
 - o 80 to 120' ROW
 - o ROW width subject to approval of Walworth County
- Rural Local (Paved)
 - o Nearside ditch width changed from 11' to 12'
- Rural Local (Gravel)
 - o 28' feet total for travel lanes optionally narrowed to 24' to provide room for ditch
 - o ROW may be increased to accommodate ancillary lanes (i.e. ATV/bike)
- Local with Curb and Gutter
 - o ROW may be increased to accommodate ancillary lanes (i.e. ATV/bike)
- Rural Arterial (Paved)
 - o In addition to center left turn lane, a right turn lane may be provided as needed
- Arterial with Curb and Gutter
 - o In addition to center left turn lane, a right turn lane may be provided as needed

Chapter 1: Introduction

PURPOSE

The Walworth County Master Transportation Plan (MTP) is a comprehensive transportation planning document that will guide transportation investment and policy for the County through the year 2045. This plan serves as the first Walworth County MTP and paves the way for future transportation planning efforts. The MTP was a collaborative effort involving stakeholders, agency partners, community members, and provides a blueprint for development of the transportation system using the County's goals and priorities as a foundation.

The Walworth County MTP emphasizes a balanced approach to meeting future transportation demands. A focus on improving sustainable transportation options such as a preservation first strategy that addresses pavements, bridges, and gravel road maintenance. The MTP supports stewardship of the County's natural resources and maximizes the use of limited funding availability; and considers a conservative range of project recommendations to address the community's unique rural transportation needs.

BACKGROUND

Walworth County is in the north central portion of the state. The County is responsible for approximately 785 miles of the 982 miles of roadways located within the County. This includes 59.6 miles of paved roadways comprised of both Primary and Secondary County Highways. Walworth County is also responsible for 16 bridges located throughout the County. The purpose of the County transportation system is to move people and goods in a safe and efficient manner. A variety of travel needs must be considered to fulfill this purpose, including travel within the County, trips that pass through the County, and trips between rural parts of the County and between the County's towns. The County roadway system is a critical component of the transportation system, serving much of the travel needs outside town limits.

Walworth County has a relatively low population, with a 2020 population of 5,315, a 2.3% loss since 2010. Like most of its neighboring counties, Walworth County has seen steady population counts or slow decline throughout the latter half of the 20th century into the 21st century. With little population growth, funding and maintaining a road system with County taxes proves challenging.

With population shifts and the development of rural subdivisions outside of Mobridge, traffic levels and patterns are changing and will continue to do so over time. As such, the South Dakota Department of Transportation (SDDOT) and Walworth County have recognized a need to establish baseline conditions, categorize and prioritize roadways, and determine future County transportation improvements.

Funding availability for transportation maintenance and upgrades within Walworth County historically has been limited and the County's ability to meet future transportation funding needs is uncertain. It is anticipated that this plan will provide needed guidance regarding the availability and use of funding to meet the growing transportation needs within the County.

PLANNING PROCESS

The Walworth County MTP is a collaborative effort between Walworth County and the SDDOT undertaken to identify needs and establish priorities with respect to the Walworth County transportation system. The plan addresses existing issues and anticipated concerns for traffic growth, safety, access, connectivity, maintenance, and financing. The planning process involved collaboration between multiple jurisdictions, key stakeholders and citizens, and was designed to create an open dialogue within the County on transportation.

Study Advisory Team (SAT)

The Walworth County MTP includes the guidance of a Study Advisory Team (SAT), which was formed at the onset of the planning process. The SAT served in an advisory role throughout the planning process by providing direction at

key decision points and helping to ensure that the plan was reflective of the County's transportation vision. SAT members included staff and representatives from the County and SDDOT. The SAT met on six occasions throughout the planning process. SAT meeting presentations and summaries can be found in Appendix A. SAT members included:

- Daryl Thompson
- Eva Cagnones
- John Dady
- Scott Schilling
- Larry Dean
- Gary Byre
- Noel Clocksin
- Steve Zabel

- Deb Kahl
- Logan Gran
- Ryan Enderson
- Steve Gramm

Eric Stroeder

STUDY AREA

The study area for the project includes the entirety of Walworth County. Transportation facilities under jurisdiction of the County are the central focus of this plan. However, the relationship and connectivity of the County system to other transportation systems including municipal, state, and federal have also been considered and incorporated throughout the planning process. The project study area is shown in Figure 1.1.

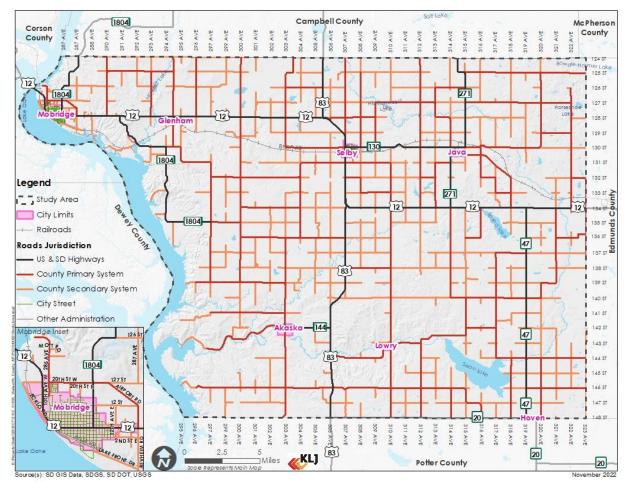


Figure 1.1 - Walworth County MTP Study Area

POLICY FRAMEWORK

The Walworth County MTP policy framework serves as the plan's policy foundation and charts a course for future transportation investment within the study area. The framework is designed to be long-range, comprehensive, reflect the transportation system as a whole, and incorporate the community's priorities to support current and future residents.

The framework was developed in close coordination with the SAT, local governments and stakeholders throughout the County, and the SDDOT. It incorporates input collected through the community engagement process, as well as the policy direction put forth in local and regional planning documents.

The policy framework consists of three elements: Vision, Goals, and Strategies.

Vision: The transportation vision communicates the aspirations and priorities that will guide the County's transportation investments in order to achieve its desired future.

Goals: Goals are broad statements that describe a desired end state. The goals represent key priorities for desired outcomes for the transportation system, and for the wellbeing and prosperity of the County. Goals are visionary statements that reflect key priority areas.

Strategies: Strategies are specific statements that support the achievement of goals. Strategies "operationalize" the goals: they refine goals into discrete, policy-based actions that are used to guide decision making towards achievement of the vision. There are multiple strategies for each goal.

Transportation Vision

The transportation vision will serve as an anchor for future development of the Walworth County transportation system. The transportation vision is as follows:

Walworth County will maintain a fiscally responsible program that provides a transportation system that supports multi-modal safety, the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes the preservation of the existing transportation system.

Goals and Strategies

The project team defined six goal areas in collaboration with the SAT, stakeholders, and the public. In addition, the goal areas presented in SDDOT's 2045 Long Range Transporation Plan¹ (LRTP) served as a basis for the MTP goal areas. These statewide goal areas were used to develop the final set of six MTP goals.

The public involvement process was fundamental in establishing the MTP goal areas. Input collected during engagement events allowed for the project team to craft a set of goals that closely reflect the needs, preferences, and priorities of the community.

The six goal areas shown in Table 2.1 outlines how Walworth County MTP goal areas align with the majority of those presented in the SDDOT 2045 LRTP goals. The goal areas, as presented here, do not imply an order of priority.

Walworth County MTP Goal AreaSDDOT 2045 LRTP GoalsSafetyImprove Transportation Safety and Security for all Modes of TransportationSystem PreservationPreserve and Maintain the Transportation SystemMobility, Reliability, & AccessibilityImprove Mobility, Reliability and AccessibilityEconomic VitalitySupport Economic Growth and DevelopmentEnvironmental SustainabilityPromote Environmental StewardshipWorkforce SustainabilityN/A

Table 1.1 - Walworth County MTP Goal Areas

The goal areas were used to define the final set of six MTP goals. For each goal, objectives are defined. Goals and objectives are used as the foundation of the project development and prioritization process.

¹ https://dot.sd.gov/media/documents/FinalSDLRTP.pdf

1. Safety

Goal – Incorporate safety and security throughout all modes, for all users.

- Support the mission of South Dakota's Strategic Highway Safety Plan to save lives and reduce serious injuries
- Reduce the incidence of all motor and non-motor vehicle crashes, with an emphasis on serious injury and fatal crashes
- Enhance crash data integration and analysis to support decision making and issue identification

2. System preservation

Goal – Preserve and maintain existing transportation system infrastructure.

- Develop and employ a road maintenance plan to inventory road conditions, prioritize projects, and allocate investment based on need
- Employ a systematic process to support decisions on when and where to perpetuate paved roadways
- Prioritize cost-effective preventative maintenance projects to reduce the need for more costly structural improvements
- Develop and maintain a capital improvement program that implements the project recommendations developed and prioritized within the Walworth County MTP

3. Mobility, Reliability, & Accessibility

Goal – Optimize mobility and connectivity for minimal travel times and delays.

- Implement a consistent approach for investment, design, connectivity, and maintenance of pedestrian and bicycle facilities
- Identify and consider accessibility and connectivity needs on improvement projects for roads, paths, and sidewalks
- Utilize the development review process to require new developments to provide adequate pedestrian and bicycle access to essential services, amenities, and destinations
- When improving sections of street, upgrade existing pedestrian and bicycle facilities or construct such facilities if none are present

4. Economic Vitality

Goal – Understand current financial and funding conditions within the County and strategically plan use of funds.

- Develop and maintain accurate and defensible revenue and expenditure reporting to be used in capital improvement planning
- Identify alternative transportation funding sources and develop strategies on how to incorporate them into future funding scenarios

5. Environmental Sustainability

Goal – prioritize environmental stewardship in development and maintenance of the transportation system.

- Encourage sustainability in all aspects of the transportation system to meet the needs of the present and ensure that future generations enjoy equal or improved opportunities
- Incorporate a planning process that integrates and coordinates transportation planning with land use, water, and natural resource conservation
- Foster positive working relationships with resource agencies and stakeholders through early coordination and consultation

6. Workforce Sustainability

Goal – Preserve eligible workforce for maintaining the County's transportation system.

- Create and maintain wellness and positive work environment programs to keep workforce healthy and happy
- Offer competitive salaries and benefit packages at maintain existing workforce and attracts new workforce
- Create an apprenticeship program to promote and encourage County road maintenance positions

Chapter 2: Public Engagement

INTRODUCTION

Meaningful public engagement involves two-way communication with project stakeholders. As a cornerstone of the planning process, public engagement provides access to project information, addresses questions and concerns raised by community members and project partners and helps define the study priorities. Public engagement should have a measurable effect on the study outcomes. Developing a sense of ownership among stakeholders is vital for implementation of the plan's recommendations over time.

The Walworth County MTP public engagement process is designed to engage with participants in a way that is open and respectful, while collecting input that is useful to the development of the project. The objectives are to educate stakeholders on the planning process and its importance; provide multiple, flexible opportunities for feedback; empower stakeholders to take an active role in shaping the plan and incorporate stakeholder input to guide recommendations.

STAKEHOLDERS

Walworth County residents represent a variety of perspectives, interests, and priorities with respect to local and regional transportation needs. The public engagement approach was designed to target a diverse stakeholder group throughout the County, including community members, local governments, neighborhoods, underserved populations, and business owners, among others.

Key project stakeholders included:

- Study Advisory Team (SAT)
- Walworth County Commission
- Walworth County residents and businesses

METHODS AND ACTIVITIES

Public Input Meetings

Two public meetings were held to both inform and educate as well as offer a platform for public feedback. The first public meeting was held on April 14, 2022 at the Selby High School and focused on identifying the current issues of the existing transportation systems. Comments and input included the following:

- General Comments:
 - o Some gravel roads should receive prioritized attention for maintenance due to the heavy truck traffic. Steve Grabill responded that many of the asphalt roads were cored and have less than an inch of asphalt. Both gravel road priorities and upgrading for paved roads will be looked at.
 - o Transition to a Township Road system should be considered. Significant discussion followed. Some were opposed and some thought this could be a good source of additional revenue for the transportation system. It was explained that a board would be needed to govern decisions for the Township. Some townships could choose to organize while others could choose not to organize.
- Comments on Map Displays:
 - o A truck scale sign blocks the view for drivers at the Intersection of US 12 and US 83.
 - o There was an accident where eastbound 131st Street intersects with US 12. Foggy conditions led to running through the intersection. Suggestion for rumble strips was made.
 - o 134th Street west of US 83 experiences heavy truck traffic
 - O A school bus got stuck due to wet weather and bad road shoulder conditions on 310th Avenue north of Lowry.

o Some gravel roads should receive prioritized attention for maintenance due to the heavy truck traffic

The second public meeting was held on November 29, 2022 at the Selby High School. It provided a review of the transportation systems analysis, programming, and prioritization elements of the draft MTP, investment strategies, and previous issues brought to light through the public involvement process.

The presentations, sign-in sheets, and meeting summaries from both public meetings are included in Appendix B. Input from the meeting focused mainly on needed changes to the primary and secondary road systems, possible jurisdictional responsibilities changes for maintenance, and the need for more money to support project needs.

Project Website

The website played a key role in the public engagement effort, acting as a repository for project resources and providing convenient opportunities for the public to share input. The website remained active throughout the project lifecycle. All public meeting presentations and draft plan documents were made available for download from the website.

Input received through the project website aided in the development of plan recommendations. Visitors to the site were encouraged to identify transportation needs using an online interactive map, or if they preferred, send comments to the project team by email. The website hosted an interactive map, public meeting information project documents, and contact information. The project website URL is: https://klj.mysocialpinpoint.com/walworth-County-transportation-plan

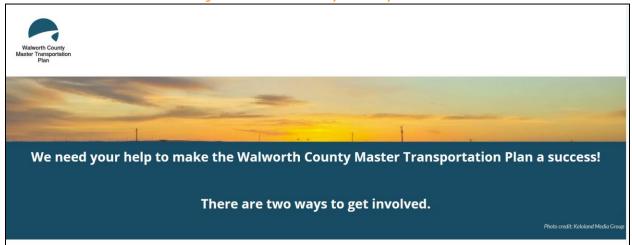


Figure 2.1 - Walworth County MTP Study Website

Interactive Issues Map

An interactive map of Walworth County served as the backdrop for users where they could leave a comment targeted at road condition, traffic safety, bridge condition, bike and pedestrian, or other needs or existing issues. The website received 178 unique users among 503 total visits.

Visitors to the map were able to explore the study area, add location and issue-specific comments, view and discuss comments left by others, and react to others' comments with an "up vote" or "down vote". In total, 178 stakeholders interacted with the map, leaving 3 comments and 1 reaction to others' comments. The three comments were related to bike and pedestrian issues within the town of Selby, as well as a concern over road safety. Public comments can be found in Appendix B.

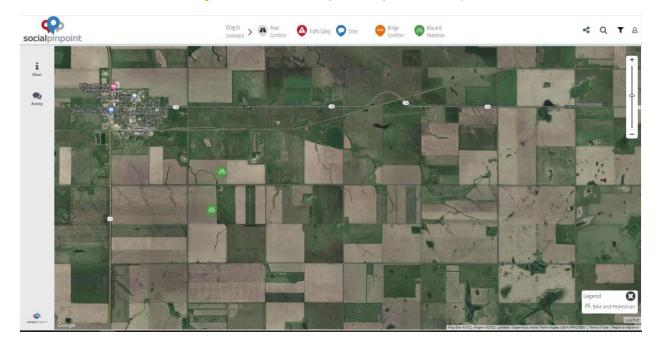


Figure 2.2: Walworth County MTP Study Interactive Map

Advertising

The public meeting information was posted online and in news outlets. Meeting invitations were posted 7-17 days in advance with the following news outlets:

- Mobridge Tribune
- Selby Record
- The Hoven Review
- Bowdle Pride of the Prairie

Chapter 3: Baseline Conditions

INTRODUCTION

Meeting the goals of the of the Walworth County MTP depends upon the region's ability to move people and goods from place to place through a quality comprehensive transportation system. An analysis of the existing transportation network is important in helping understand the system's current strengths, weaknesses, and opportunities for improvement. Similarly, evaluation of population totals, distributions, and historical population trends is necessary to anticipate where transportation investment can best future system preservation.

The Baseline Conditions element presents an inventory of data associated with Walworth County's existing transportation system and its users. This inventory considers the physical condition of the roadways as well as its operations. The following sections are included in this chapter:

- **Population Trends**
- **Roadway Conditions**
- Traffic and Safety Conditions
- Bridges, Freight and Multimodal Facilities

POPULATION TRENDS

Walworth County's population has slowly declined in recent decades. The County peaked in 1930 with 8,791 residents. By 2000, that number had fallen to 5,974, by 2010 to 5,438 and by 2020 to 5,315. The population decreased by 2.3% (123 people) between 2010 and 2020. Walworth County's growth history can be seen in Figure 3.1.

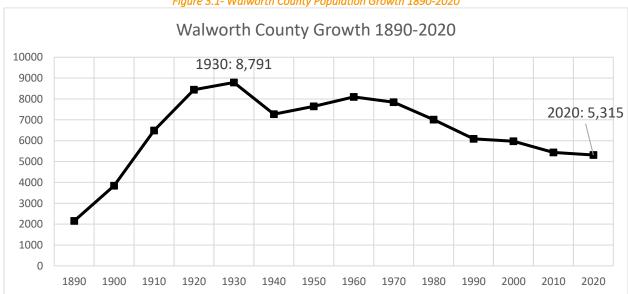


Figure 3.1- Walworth County Population Growth 1890-2020

Of the 66 counties in South Dakota, 33 lost population between 2010 and 2020 and 33 gained population, while 19 South Dakota counties had a greater population loss than Walworth County in the same period. Compared to neighboring counties, Walworth County is similar in terms of population loss/gain. Neighboring County growth rates from 2010-2020 can be seen in Figure 3.2.

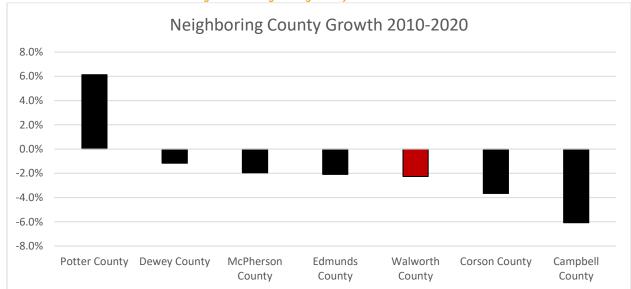


Figure 3.2 - Neighboring County Growth 2010-2020

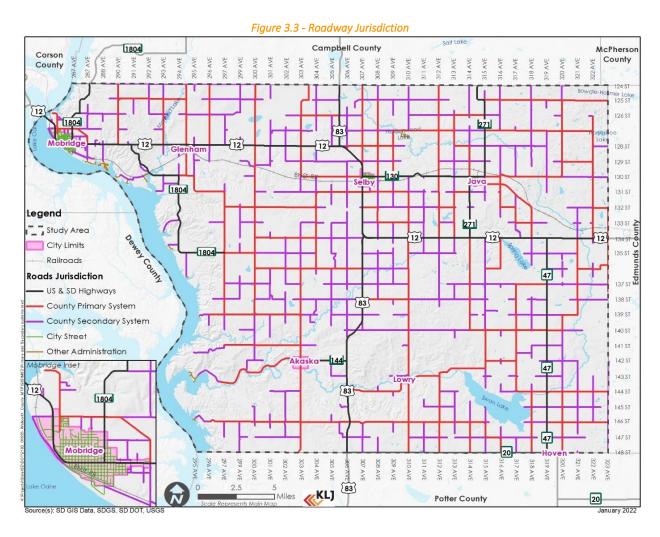
Future Growth Areas

Future growth areas in Walworth County will be difficult to predict as the population as a whole has been declining. Development in and around Mobridge is possible, although the city proper lost population from 2010-2020. Other potential growth areas include year-round residents along the shores of Lake Oahe and the likely driver of growth in neighboring Potter County. It is important the County recognize the needs of County residents around Mobridge while balancing the needs of residents in the more rural parts of the County.

ROADWAY CONDITIONS

Existing Primary and Secondary Roads

There are 982.6 total miles of roads in Walworth County, approximately 785.6 of these are on the County system. The County's road system is separated into primary and secondary systems. There are 338.5 miles on the primary system and 446.2 miles on the secondary system. Approximately 80% of the County lies within one mile of the County's primary system or near a state or federal highway. The primary and secondary systems can be seen in Figure 3.3.

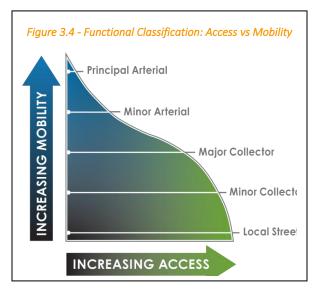


Functional Classification

Overview

The operation of a County's transportation network is supported by the functional classification of its roadway system. This classification defines the role that each road segment is intended to play in serving the flow of traffic through the study area. By defining a functional classification system, the operation of traffic can be conducted in a logical and efficient manner. The FHWA organizes roadways into a hierarchy of five general functional classifications. Figure 3.4 demonstrates the relationship between access and mobility for each functional classification.

Most streets and highways have one of two predominant functions: either they provide the motorist with access to abutting land, or they promote optimum mobility through an area. Traffic that provides access to abutting land is considered "local," while all other traffic is considered "through." Through traffic neither originates nor



terminates within a designated area, but simply traverses it. Conversely, local traffic has origins or destinations within a designated area.

A general definition for each of the FHWA functional classifications is provided below.

Principal Arterials - Principal Arterials provide for regional and interstate transportation of people and goods. This is done by designing facilities to accommodate high speeds and long, uninterrupted trips. In urban areas, Principal Arterials constitute high-volume corridors with a large portion of regional trips.

The FHWA specifies three subcategories within the Principal Arterial classification:

- <u>Interstates</u> are the highest classification of Arterials, designed for high-speed, long-distance travel.
- Other Freeways & Expressways, while not included in the Interstate system, operate similarly to Interstate roadways. Roads in this classification generally have directional travel lanes that are separated by a physical barrier, with access points limited to on- and off-ramp locations or a limited number of at-grade intersections.
- Other Principal Arterials serve major metropolitan areas and can also provide mobility through rural areas. Unlike their access-controlled counterparts, Other Principal Arterials occasionally directly serve abutting land uses.

Minor Arterials - Minor Arterial routes within the street system provide connections and support the Principal Arterial system. Trips using these facilities are generally shorter and spread out over a smaller geographic area. Minor Arterials allow more access than their Principal Arterial counterparts.

Major and Minor Collectors - Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors.

The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length, have higher access control, have higher speed limits, have higher annual average traffic volumes, and may have more travel lanes than Minor collectors. In general, Major Collectors offer more mobility, while Minor Collectors provide more access.

Local Streets - Local streets provide basic access to residential, commercial, and industrial properties. These streets have slower speeds and often include traffic calming measures. Local streets are the largest element in the public road network in terms of mileage.

In October 2008, the FHWA added a new designation to all functional classifications: urban or rural. This designation reflects the particular characteristics of a roadway with respect to its surrounding urban/rural development patterns. A detailed description of urban and rural characteristics for each functional classification can be found in FHWA's Highway Functional Classification Concepts, Criteria and Procedures.²

Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. At present, roads functionally classified as a "rural major" or "urban minor" collector or higher are eligible for Federal assistance – these are referred to as "Federal-aid Highways".

Functional Classification within the Study Area

The existing Functional Classification system within the study area were analyzed and the mileages summed. FHWA created recommendations for the approximate appropriate number of miles of the various class levels within a jurisdiction based on its rural/urban characteristics. Walworth County falls under a rural designation.

As part of the County signing project, roadways that were either mere two-track trails or had no visible road, were identified. There were approximately 239 miles of two-track trails, no visible road, or otherwise primitive surfaces. The vast majority of these are classified as local roads.

² https://dot.sd.gov/media/documents/HwyFunctionalClassification.pdf

Functional classification of all roads in the County can be seen in Figure 3.5. Of these, approximately 545 miles are actively maintained by the County. FHWA recommended miles and the existing miles in Walworth County can be seen in Table 3.1. Interstate miles are included in the table for illustrative purposes only. According to FWHA recommendations, the County has too many miles of principal arterials and too few miles of local roads. All principal arterials within the County are US highways which are unlikely to change.

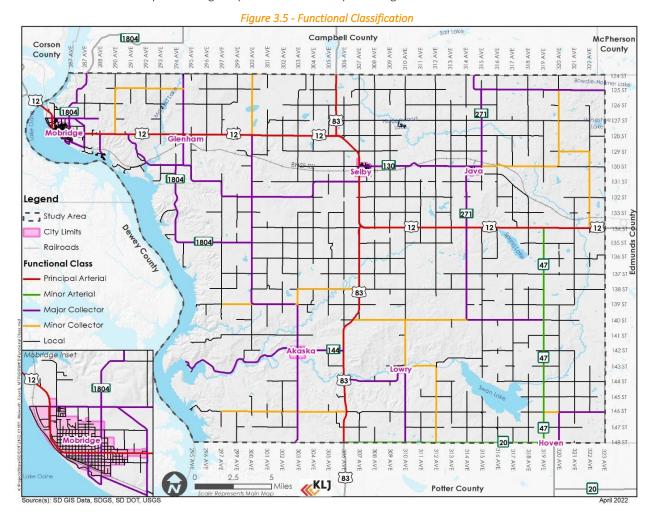


Table 3.1 - Roadway Functional Classification Mileage

FHWA FC	FHWA Recommendation	Current Miles	Current % of Total	Within Range (Currently)
Interstate	1%-3%	0	0	No
Principal Arterial	2%-6%	65.3	6.6%	No
Minor Arterial	2%-6%	27.7	2.8%	Yes
Major Collector	8%-19%	136.3	13.9%	Yes
Minor Collector	3%-15%	63.9	6.5%	Yes
Local Streets*	62%-74%	689.3	70.1%	Yes
Total		982.6	100%	

^{*}Includes Primitive Non-Paved Roads

Functionally Classed Primitive Roads

As part of the Walworth County Signing Project, three functionally classed roads were identified with minimum maintenance signage. The three roads appear to be maintained gravel and they are all minor collectors. They are:

- 138th St from US 83 west to 303rd Ave 4 miles
- 146th St from US 83 west to 303rd Ave 3 miles
- 140th St from 310 Ave to 313 Ave 3 miles

In addition to roads with minimum maintenance signage, three other roads which are functionally classified and were deemed by visual inspection to be primitive road surfaces include:

- 297 Ave from 139th St approximately 1 mile south
- 140th St from 300th Ave to 296th Ave 2.5 miles
- 297th Ave from 140th St to 146th to 147th St 1 mile

Primary and Secondary Road Classifications

In addition to the functional classification systems that exist for roadways, most roads in Walworth County are classified as either on the County Highway Primary System or County Secondary Highway System. Currently, approximately 338 miles of County roads are on the Primary System, and 446 miles of County roads are on the Secondary System.

County Highway roads have maintenance funded through the County's general fund, whereas County Secondary roads are funded through a secondary mill levy. However, South Dakota Senate Bill 1 authorizes counties to raise a levy for primary systems.

This plan seeks to change classification of some primary/secondary roads to the other system for the purposes of simplification and funding. More on these changes is discussed in Chapter 6.

Roadway Surface and Pavement Management

Existing County Roads

The County maintains approximately 785 miles of roads. The County's roadway surface type is shown in Figure 3.6. The County's existing system is majority gravel surfaced. Approximately 59.6 miles is paved; this represents 7.2% of County system roads. This planning effort undertook a surface conditions assessment as part of a County-wide signing project. Many roads on the County system were incorrectly attributed in the publicly available SDDOT roads Geographic Information System (GIS) mapping data. The signing project collected appropriate surface data on County roads; mileages of the various County road surface types in this report reflect that effort. A table of County system road surface types is available in Table 3.2 and Figure 3.7.

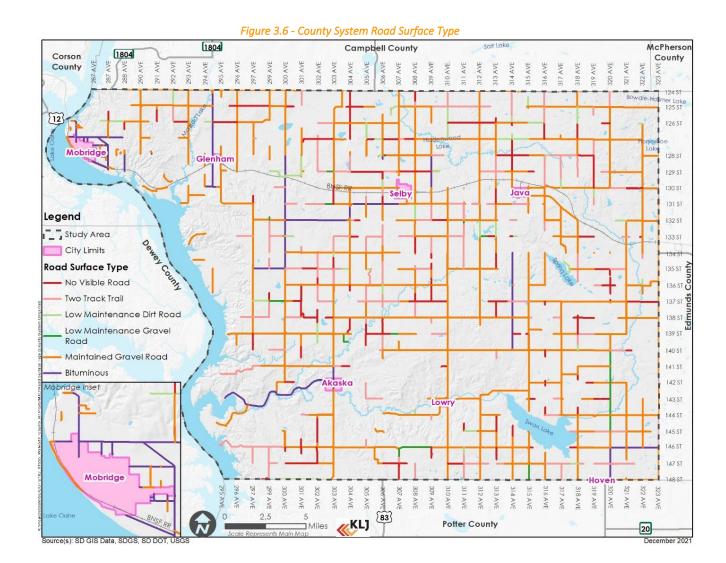
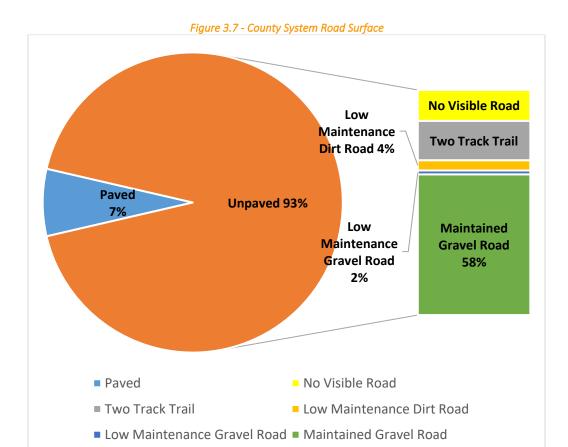


Table 3.2 - County System Roads by Surface Type

Surface Type	Miles	% of Total
Paved	59.6	7.6%
No Visible Road	93.6	11.9%
Two Track Trail	122.6	15.6%
Low Maintenance Dirt Road	30.5	3.9%
Low Maintenance Gravel Road	12.7	1.6%
Maintained Gravel Road	466.6	59.4%
Total	785.6	100%



Coring Samples

Some of the County's paved roads were assessed using regularly spaced coring samples. There were 63 coring locations. Four locations were skipped as these roads were found to be gravel. These samples, while not comprehensive to the entire County paved system, can be used to gather planning-level assumptions of the County's paved system. Many of the County's paved surfaces are believed to be an accumulation of blotter and chip seal, rather than a thicker asphalt surface. Through this method, the County has paved several roads in its jurisdiction. A map of the coring locations is provided in Figure 3.8 with the corresponding Table 3.3. Coring samples did not measure on County roads in the immediate vicinity of Mobridge and a few other rural County roads.

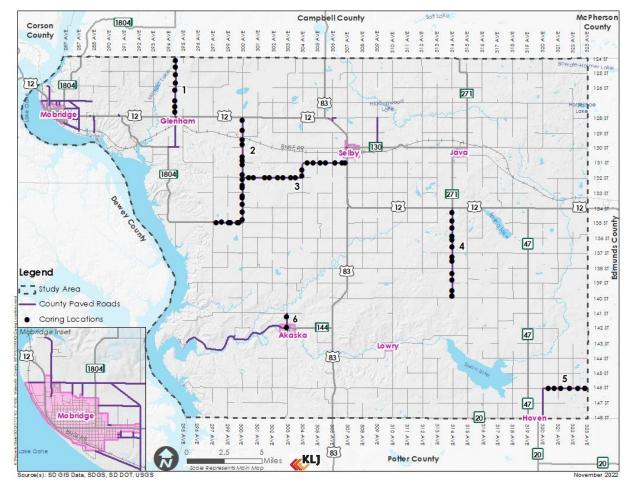


Figure 3.8 - Asphalt Coring Sample Locations

Table 3.3 - County System Paved Roads Coring Data

Road	Road name Alternate	Average Surface Depth	Average Base Depth	Total Length (Miles)	Number of Core Locations	Current ADT
135 St	CR 240	1.84	6.78	2.0	4	100
300 Ave	CR 323	0.80	11.73	7.0	14	130
Glenham Rd	CR 325	0.63	12.11	4.0	8	165
303 Ave	CR 231	1.25	10.00	1.0	2	NA
146 St	CR 226	2.00	8.67	3.0	6	135
314 Ave	CR 109	1.56	10.42	5.9	12	40
131/132 St	CR 318	1.15*	11.50	7.8	17	181

^{*}One outlier core sample measured 5.5 inches deep.

With average pavement depths of 1.2 inches, these County paved roads are vulnerable to frost heaving and other damage and likely need continuous maintenance. The County imposes load restrictions during spring thaw to reduce the likelihood of heavy vehicles damaging roads. These load limits are the same on all County roads. Annual Daily Traffic (ADT) counts on these roads are low; And vehicle split/truck traffic data is not available; however, is important to understand the value of paved roads for increasingly large agricultural trucks and other users. More detailed coring data can be found in Appendix D.

Gravel Roadway Maintenance

Currently, the County maintains its gravel system with no formal plan with County staff indicating difficulty in maintaining staffing levels for annual maintenance. The gravel system currently operates under a budget of approximately \$400,000 plus an additional \$250,000 for expenses on the secondary system. Gravel roads are graded and maintained as needed, often with input from residents.

The County prioritizes its paved roads even though approximately 93% of the County system roads are non-paved. This prioritization causes gravel roads to be maintained on an as-needed basis. When issues or complaints arise, the County does what it can to respond and maintain gravel roads. This worst first method of roadway management forces the County to constantly react to greatest demand rather than planning for future needs.

Paved Roadway Maintenance

Paved roads provide several advantages over gravel roads, including more dependable winter surfaces, increased safety from enhanced signage and delineation, higher skid resistance, a smoother surface that increases user satisfaction and reduces vehicle maintenance costs, redistribution of traffic away from gravel roads, and an increased tax base on adjacent property.

The decision to maintain a paved roadway requires the consideration of several factors. The County's current approach to determining which paved roads to maintain is to address those roads which are obviously the most distressed each year, (worst first strategy). The County fixes and maintains paved roads as much as possible with a minimum of materials and expense until funding runs out for the year. With this largely reactive rather than proactive process, it is impossible for the County to keep up with paved road maintenance needs.

However, the County is averse to converting pavement to gravel as roadways users prefer a paved surface for many of the reasons listed above. As of the writing of this plan, no existing County gravel roads are under consideration for paving.

TRAFFIC AND SAFETY CONDITIONS

Segment Volumes

Average Daily Traffic (ADT) volumes show how many vehicles travel on the road on an average day. The project team assembled traffic volume information provided by SDDOT for County roadway segments within the study area. Traffic count data is generally current, with most count locations providing counts from 2019, and three locations providing counts from 2014.

The highest recorded traffic volumes are along US Highway 12 (US 12) through Mobridge and US 12/83 through Selby. Only one County-maintained facility carries more than 1,000 vehicles per day (ADT) at any recorded location. Most County system traffic counts outside of the Mobridge area are below 200 ADT. The heaviest traveled gravel-surfaced road is 130th St just west of the town of Selby and carries 130 vehicles per day. Traffic count locations and recorded volumes are shown in Figure 3.9.

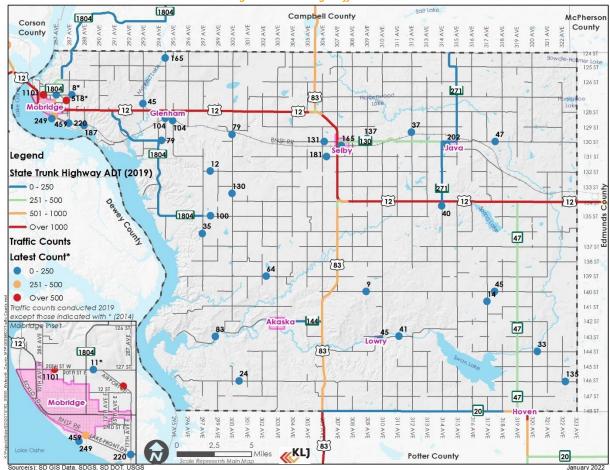


Figure 3.9 - Existing Traffic Counts

Crash and Safety Analysis

An examination of transportation safety is an essential component of the transportation planning process. Improving transportation safety requires more than just fixing a road or increasing police patrols. To be most effective, safety improvements need to consider the "four Es" of transportation safety: Education, Enforcement, Engineering, and Emergency Services. The objective of the safety analysis is to improve the safety of all users of the transportation system and work towards achieving the mission of the South Dakota Strategic Highway Safety Plan (SHSP): save lives and reduce serious injuries.

Study Area Crash Trends

The South Dakota Department of Public Safety (SDDPS) manages crash records in South Dakota. The law enforcement departments of the respective agencies around the state are responsible for reporting crashes to the SDDPS. Five years of crash records from January 1, 2016 through December 31, 2020 were provided by the SDDPS to aid in the analysis of traffic crash trends within the study area. During the five-year analysis period, 334 crashes were reported in Walworth County.

The high-level trends from this data are discussed below, with more detailed information provided later in the section.

- Six crashes resulted in a fatality and Seven crashes resulted in an incapacitating injury
- Three crashes involved a pedestrian, of which two were serious injury type crashes
- About 26 percent of crashes occurred within cities in Walworth County, (Cities comprise only about 0.6 percent of the County's area)
- Approximately 24-percent of crashes were intersection related

- Roughly 59-percent of crashes occurred along US Highways, 45% along US 12 and 14% along US 83
- Total crashes declined from their 2016 peak and slowly declined through to 2020
- Total fatal and injury crashes also decreased over the analysis period from 54 in 2016 to 20 in 2020

Crash data analyzed included spatial records which were mapped to understand patterns of motorized vehicular crashes and identify high-risk areas, or "hot-spots". This was done through a hot-spot analysis which identifies clusters of dense accident occurrence, as shown in Figure 3.10.

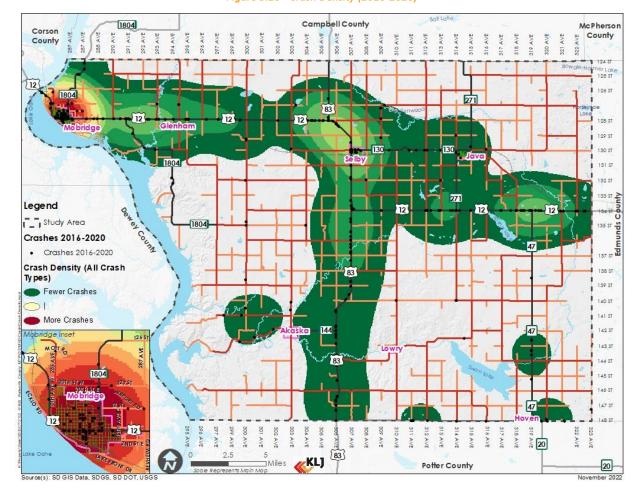


Figure 3.10 - Crash Density (2016-2020)

Crash Severity

Consideration of crash severity is important for understanding the current safety conditions of the system and developing recommendations to address specific problem areas. The SDDOT crash data categorizes reported crashes by the following severity levels:

- Fatal
- Incapacitating Injury
- Non-Incapacitating Injury
- Minor Injury
- Property Damage Only (PDO)

Crash severity is categorized based on the most severe injury of the crash. For example, if a crash involved two vehicles that resulted in one serious injury and two possible injury crashes, the crash is reported as a suspected serious injury crash. A suspected serious injury crash is defined as an injury, other than fatal which prevents the injured individual

from walking, driving, or normally continuing the activities they could perform before the injury. There were six crashes reported that resulted in death, 33 crashes that resulted in an injury (seven Incapacitating, 26 non-incapacitating, and 31 possible injuries. Figure 3.11 shows crash locations by injury severity from 2016 through 2020.

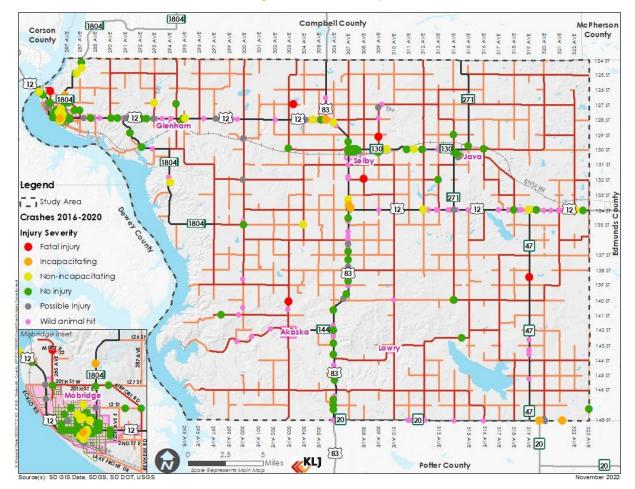


Figure 3.11 - Crash Severity

Crash Type

Analyzing crash type aids in the understanding of conditions that contribute to injury and fatality crashes; and supports in the development of countermeasure development to mitigate or minimize these conditions. During the analysis period, single vehicle-related accidents were the most predominant crash types in the County at 248 crashes. Figure 3.12 features crashes by type during the five-year analysis period from 2016-2020.

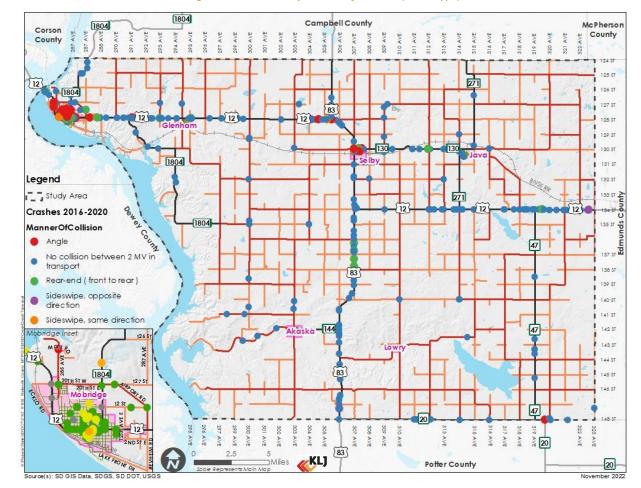


Figure 3.12 - Crashes by Manner of Collision (Crash Type)

<u>Crash Occurrence Period</u>

Crash occurrence statistics assist in refining enforcement patrol deployment decisions. Typically, traffic varies significantly by time of day and day of the week, particularly during weekday peak hours (7:00 - 9:00 AM and 4:00-6:00 PM) crash data for the study area was evaluated based on the period of occurrence on the crash with respect to the month of the year. The crash frequency by the month of the year during the five-year analysis period is shown in Figure 3.13.

There are more total crashes during fall and winter months. Of the 334 crashes analyzed, 155 (46%) occurred from October to January. This could be due to winter weather factors and increased danger during harvest times. October, November, and December are also the months with the highest animal-involved crashes with 48% of animal crashes.

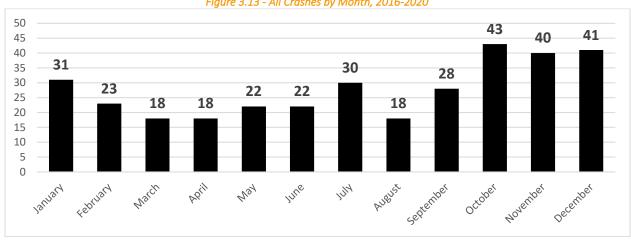


Figure 3.13 - All Crashes by Month, 2016-2020

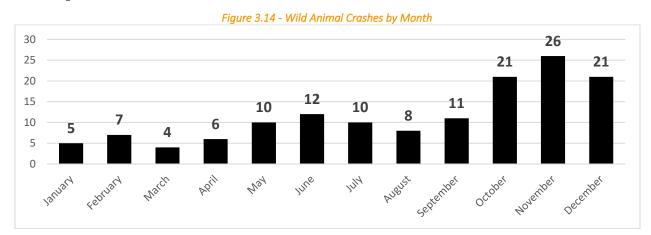
Crashes Involving Impaired Drivers

From 2016 to 2020, there were 18 crashes that involved impaired drivers. This corresponds to 5.3 percent of all crashes in Walworth County. The statewide average crashes involving impaired drivers during the same time frame was 5.5 percent. Two of the six fatal crashes were alcohol related, one third of all fatal crashes in Walworth County over the analysis period. The statewide average fatal crashes involving impaired drivers during the same time frame was 43 percent.

Crashes Involving Wild Animals

From 2016 to 2020, there were 139 crashes that involved wild animals that corresponds to an average of nearly 28 such crashes per year. This is likely understated as many animal-vehicle collisions go unreported if the crash does not involve property damage or injury. South Dakota is the fourth-ranked state in the Nation for insurance claims from a collision with an animal (Table 3.4). Walworth County sees the highest number of wild animal-related crashes in November (Figure 3.14), which is in line with the deer breeding season that runs from October and into December (peaking in mid-November). Of the animal-vehicle collisions within the study area, the majority occurred on high-volume, high-speed roadways, with over 78% occurring on US Highways 12 and 83. Wild animal crash locations can be seen in Figure 3.15.

Table 3.4 - Top Five States for Claims from a Collision with an Animal (2020)3 Rank State West Virginia 1 2 Montana Pennsylvania 3 4 South Dakota 5 Michigan



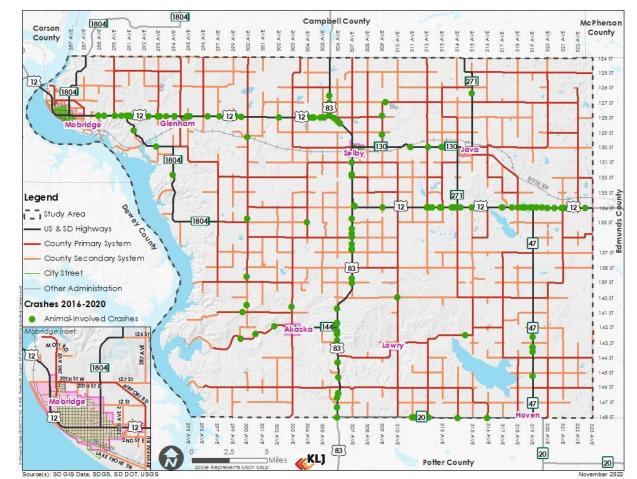


Figure 3.15 - Wild Animal Crashes

Bicycle and Pedestrian Crashes

From 2016 to 2020, there were three crashes that involved pedestrians. Pedestrian crashes included one serious injury type crash; there were no bicyclist crashes recorded. The crashes involving pedestrians and are shown in Figure 3.16. All three crashes involving a pedestrian are located in or near the City of Mobridge.

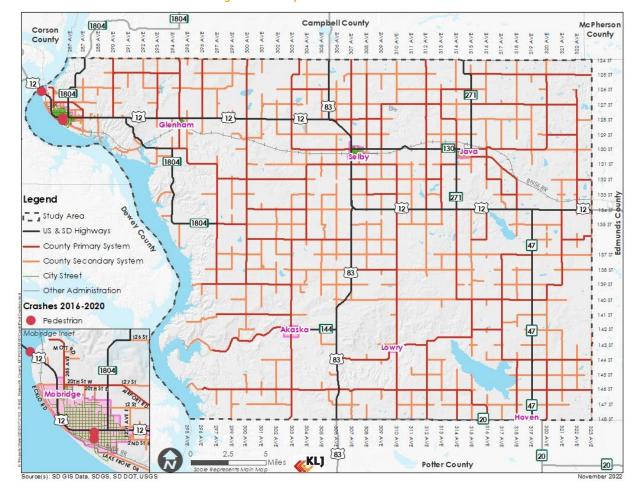


Figure 3.16 - Bicycle and Pedestrian Crashes

BRIDGES, FREIGHT AND MULTIMODAL FACILITIES

Bridges and Culverts

Culverts and bridges are important supporting components of a transportation system. Culverts allow a roadway to cross minor waterways and irrigation ditches, whereas bridges allow a roadway to cross more significant features such as other roads, railroads, and major waterways. Walworth County currently manages 16 structures (5 bridges and 11 culverts) for which it is responsible for maintenance.

The National Bridge Inventory (NBI), lists any structure over 20 feet in length, measured in the direction of travel along the roadway. The term "bridge" is used for any structure that meets this criterion. Bridges over 20 feet are mandated for bi-annual inspections with all reporting data being maintained by SDDOT and FHWA. If the bridge is less than 20 feet, it is the local jurisdiction's responsibility for routine inspections, maintenance and data keeping.

To evaluate Walworth County bridge condition, the NBI was obtained from InfoBridge, an online FHWA database of all current nationwide bridge inspection inventories. The NBI contains a unified database for bridges including the identification information, bridge types and specifications, operational conditions, and bridge data including geometric data, functional description, inspection data, etc.

Bridge and Culvert Condition

Federal law requires all states to inspect public road bridges and to report their findings to FHWA. This information permits FHWA to characterize the existing condition of bridges as good, fair, or poor. A bridge is considered in good condition if the deck, superstructure, and substructure are rated at least 7 on a 0-to-9 scale. If any of these bridge elements is rated 5 or 6, a bridge is considered in fair condition. A bridge is considered in poor condition if any element is rated 4 or less.

Walworth County's 16 County-system bridges are in mostly in fair shape structurally according to their national bridge inventory ratings. These ratings summaries can be seen in Table 3.5 and more detailed breakdown in Table 3.6. County-owned bridges and culverts are mapped in Figure 3.17

Table 3.5 – Walworth County Bridge Conditions

Bridge Condition Rating	Number of Bridges/Culverts	Percentage
Good	5	31%
Fair	11	69%
Poor	0	0%
Total	16	100%

Table 3.6 – Detailed Walworth County Bridge Conditions

Bridge ID	Crossing Feature	Facility	Location	NBI Condition Rating
65-145-150	Pero Creek	139th Street	3N & 2.5W of Akaska	Good
65-166-080	Creek	132nd Street	2S & 4.4W of Selby	Fair
65-170-165	Reiger Creek	303rd Avenue	1.5N of Akaska	Fair
65-170-185	Swan Creek	303rd Avenue	0.5S of Akaska	Fair
65-170-226	Creek	303rd Avenue	4.6S of Akaska	Fair
65-172-080	Creek	132nd Street	2S & 3.8W of Selby	Fair
65-180-063	Creek	304th Avenue	3W & 0.3S of Selby	Good
65-180-077	Creek	304th Avenue	3W & 1.7S of Selby	Fair
65-210-003	Hiddenwood Creek	307th Avenue	5.7N of Selby	Fair
65-210-004	Hiddenwood Creek	307th Avenue	5.6N of Selby	Fair
65-231-030	Hiddenwood Creek	127th Street	3N & 2.1E of Selby	Fair
65-240-184	Trib to Swan Creek	310th Avenue	0.7N of Lowry	Good
65-240-188	Swan Creek	310th Avenue	0.3N of Lowry	Good
65-270-037	Hiddenwood Creek	313th Avenue	1W & 2.3N of Java	Fair
65-320-160	Creek	140th Street	1.7W & 8N of Hoven	Fair
65-357-140	Swan Lake Creek	138th Street	10N & 1.7E of Hoven	Good

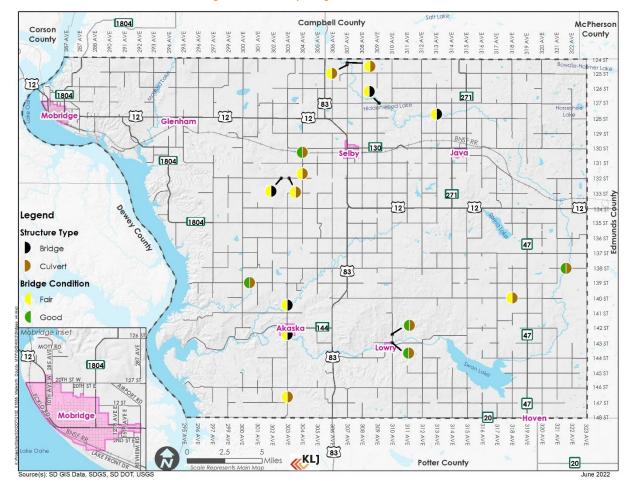


Figure 3.17 - County Bridge and Culverts Condition

Freight Systems

Trucks

Most of the freight travel through Walworth County occurs along the Preferential Truck Network routes of US-12 and US-83. US-12 is a National Highway System (NHS) route running east to west from its eastern border where it joins with US-83 south of Selby and through the City of Mobridge. US-83 is an NHS roadway passing through the County's southern border extending through the norther portion.

The U.S. highway facilities mentioned above constitute the NHS within Walworth County. NHS routes are designated as such because of the critical role they serve in national defense, mobility, and economic activity. The importance of NHS roadways is underscored by the priority they are given for federal funding, including funding available through the Infrastructure Investment and Jobs Act's largest formula program, the National Highway Performance Program (NHPP). Given the large dependence on its agricultural industry, the county will continue to rely on the NHS as the backbone of its freight infrastructure.

Freight travel also occurs along state highways through Walworth County including SD 47, 130, 144, 271, and 1804. County highways play an important role in circulating freight traffic to and from destinations within the County, which are mainly agricultural destinations.

Additionally, members of the public and County staff noted 134th Street, 300th Ave, Glenham Rd, 130th Street and other County gravel roads experience heavy truck traffic at times and that this type of traffic is creating concerns for

congestion, premature road ware, dust, and safety issues. These routes have been recognized as needing a more strategic maintenance plan.

Airports

Walworth County is home to two municipal airports. The Hoven Municipal is a public use airport located in the southeast corner of the County, approximately 1.5 miles NW of Hoven. The airport has one paved 3,700' x 60' runway and is owned and operated by the City of Hoven. Hoven airport is categorized by the State of South Dakota as a Small General Aviation Airport and by the FAA as a Basic Airport. The 2020 South Dakota State Aviation System Plan identities that the runway at 9F8 needs to be widened to 75' to accommodate larger (Airplane Design Group ADG-II) aircraft which regularly use the airport. In 2021, the State of South Dakota updated the Pavement Condition Index (PCI) for airports and for 9F8 found the following: Runway = 80; Taxiway = 86; Apron = 90; and Taxilanes = 76. These are all acceptable PCI levels. There is no freight movement from this airport.

Walworth County is also home to Mobridge Municipal Airport, which is located east of the City of Mobridge just off US-12. The airport has one paved 4,410' x 75' runway and one turf 2,399' x 250' runway and is owned and operated by the City of Mobridge. Mobridge airport is categorized by the State of South Dakota as a Medium General Aviation Airport and by the FAA as a Local Airport. The 2020 South Dakota State Aviation System Plan identifies that MBG has few deficiencies to meet state goals except ownership of Runway Protection Zones. In 2021, the State of South Dakota updated the Pavement Condition Index (PCI) for airports and for MBG found the following: Runway = 99; Taxiway = 91; Apron and Taxilanes had an asphalt overlay in 2021. These are all acceptable PCI levels. MBG has weekday service by Alpine Air to carry packages for UPS to and from Sioux Falls with a Beechcraft 1900. There is no other cargo service at MBG. Both municipal airports should continue to be maintained and should carry out other improvements as demand dictates and to meet prescribed Federal Aviation Administration standards.

Walworth County's major freight corridors and airports are shown in Figure 3.18.

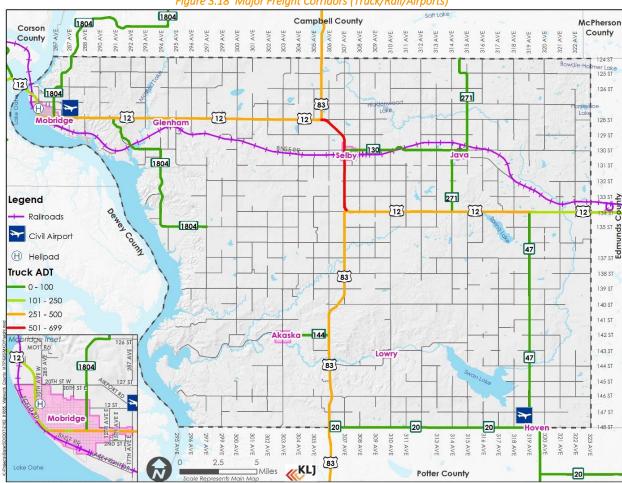


Figure 3.18 Major Freight Corridors (Truck/Rail/Airports)

<u>Rail</u>

Railroads are critical to the state's agricultural industry and overall economy. Railroads move South Dakota agricultural products including ethanol to U.S. and global markets. Walworth County has a long history of railroads starting with the Milwaukee Railroad beginning in early 1900. Currently the Burlington Northern/Santa Fe (BNSF) rail line runs east to west from the eastern County line near Bowdle to Java, Selby, and Mobridge as can also be seen in Figure 3.18.

Freight locations within the County make use of County and non-County roads to bring grain to rail loading facilities. Major freight locations include:

- Grain Elevators in the County and nearby towns including:
 - Glenham
 - Selby 0
 - Java
 - Hoven 0
 - Bowdle
- The livestock market in Mobridge

Multimodal Facilities

Transit

Walworth County is served by Standing Rock Public Transit, a demand response (dial-a-ride) transit service with 13 established routes running year round. Several connections from Standing Rock stop in Mobridge. One route runs through Mobridge and Selby and continues to Pierre; this route runs Mondays and Thursdays. Mobridge is also served by an in-town bus route also operated by Standing Rock Public Transit. According to a rider survey conducted as part of the most recent transit plan, 12% of riders reside in Walworth County. Standing Rock routes that include Walworth County can be seen in Figure 3.19.

During public input sessions, members of the public noted a need for a strong demand response service in the county. While existing routes serve portions of the county, demand response would potentially serve all county residents.

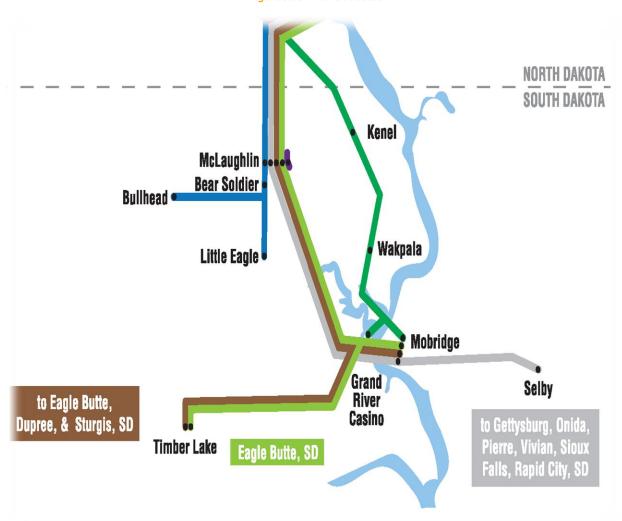


Figure 3.19 - Transit Routes

Bicycle and Pedestrian

Walworth County bicycle and pedestrian facilities are mostly limited to the towns within the County. Mobridge and Selby both have extensive sidewalk networks, and Mobridge has a bike path running parallel to Lake Oahe for about 2.5 miles. The towns of Glenham, Java, Akaska, and Lowry have less extensive to non-existent sidewalk networks. Public schools in the County are in Mobridge and Selby. All are served by existing sidewalks.

There are seven state recreation areas along the shores of lake Oahe and one along Hiddenwood Creek within Walworth County. None are served by paved sidewalks or paths either within or connecting to other parts of the County. The rural subdivision at the end of Riverside Rd does not have sidewalks either.						

Chapter 4: Projected Conditions Analysis

INTRODUCTION

A projected conditions analysis helps determine the nature and location of future transportation issues. The scope of the Walworth County MTP projected conditions analysis considered recent traffic data and historical traffic growth factors to determine where, and by how much, traffic volumes will grow in the future. The project team conducted the projected conditions analysis in coordination with the SAT, County staff, and SDDOT.

SEGMENT VOLUMES

The project team gathered segment volumes from available SDDOT traffic counts. Existing county road traffic volumes were gathered mainly in 2019, with some count locations recorded in 2014. State trunk highways have their volumes tallied more often than County and other local roads.

Current volumes are low on County system roads throughout the County, where counts are available. Count locations are highest on roads within the vicinity of Mobridge including 20th St and Airport Rd.

Traffic projections were calculated for all count locations with a 25-year growth factor of 1.025 (2.5%) based on SDDOT projections used. Traffic growth is greatest along US and State Highways and within Mobridge. Most County roads maintain low ADTs even after factoring growth, with existing facilities likely able to maintain adequate levels of service. Two tables of count locations and their 2045 projections are shown in Table 4.1 and Table 4.2 and in Figure 4.1 and Figure 4.2.

PROJECTED CONDITIONS FINDINGS

Traffic growth on the county road system is anticipated to be negligible, except for isolated locations where a development or industry decides to locate. In cases of new development or industry, the County should be very cautious regarding requests to take on site access construction or maintenance. This could further limit the ability of the County to maintain existing facilities.

Analysis of future financial conditions is addressed in the next section of this report. It is worth noting that the future conditions of Walworth County's transportation system are directly tied to the funding and staffing available to address the ongoing transportation needs within the County.

Table 4.1 – County Road Projected 2045 Traffic Volumes

		2045	
Station	Description	Latest Count	2045 Traffic Projection
165037	300 AVE: BTWN 129 ST & 130 ST – RR XING 393-879W	79	81
165035	MAIN ST: BTWN PACIFIC AVE & RAILWAY AVE – RR XING 393-858D – JAVA	202	207
165057	140 ST: BTWN 307 AVE & 310 AVE	9	9
165058	143 ST: BTWN 310 AVE & 312 AVE	41	42
165059	317 AVE: BTWN 140 ST & KIESZ RD	14	14
165060	144 ST: BTWN 320 AVE & 321 AVE	33	34
165051	288 AVE: BTWN US12 & INDIAN CREEK COMPLEX	187	192
165038	GLENHAM RD: BTWN 130 ST & RAILWAY ST – RR XING 393-885A	104	107
165036	MAIN ST: BTWN RAILWAY RD & N RAILWAY ST — RR XING 393-870K — SELBY	165	169
165042	146 ST: BTWN 322 AVE & 323 AVE	135	138
165061	130 ST: BTWN 317 AVE & 319 AVE	47	48
165062	312 AVE: BTWN 129 ST & SD130	37	38
165055	293 AVE: BTWN 127 ST & US12	45	46
165056	146 ST: BTWN 300 AVE & 301 AVE	24	25
165054	20 TH ST E: BTWN ROSE AVE & 3 RD AVE W	1101	1129
165040	4 TH AVE E: BTWN LAKE FRONT DR & RAILROAD ST E – RR XING 393-892K – MOBRIDGE	459	470
165052	SOUTH MAIN LOOP: BTWN LAKE FRONT DR & W RAILWAY ST	249	255
165041	REVHEIM RD: BTWN LAKE FRONT DR & E REVHEIM RD N – RR XING 393-891D	220	226
165039	295 AVE: BTWN 129 ST & 1 AVE – RR XING 393-882E	104	107
165005	143 ST: BYWN VANHORNE AVE & 310 AVE – LOWRY	45	46
165044	314 AVE: BTWN US12 & 136 ST	40	41
165045	139 ST: BTWN 303 AVE & 302 AVE	64	66
165046	142 ST: BTWN SWAN CREEK RD & TRIPLE U RD	83	85
165047	131 ST: BTWN 308 AVE & US12	181	186
165048	309 AVE: BTWN 129 ST & SD130	137	140
165049	130 ST: BTWN 306 AVE & US12	131	134
165050	GLENHAM RD: BTWN 124 ST & 125 ST	165	169
165043	140 ST: BTWN 317 AVE & 318 AVE	45	46
165066	131 ST: BTWN SD1804 & GLENHAM RD	79	81
165067	132 ST: BTWN 297 AVE & 299 AVE	12	12
165068	300 AVE: BTWN 133 ST & 134 ST	130	133
165069	135 ST: BTWN 297 AVE & 299 AVE	100	103
165070	297 AVE: BTWN 135 ST 7 137 ST	35	36
165053*	AIRPORT RD: BTWN 12 TH ST E & 127 ST	518	531
165064*	127 ST: BTWN SD1804 & AIRPORT RD	11	11
165065*	127 ST: EAST OF 287 AVE	8	8

*Location Most Recently Counted 2014. All Other Locations 2019

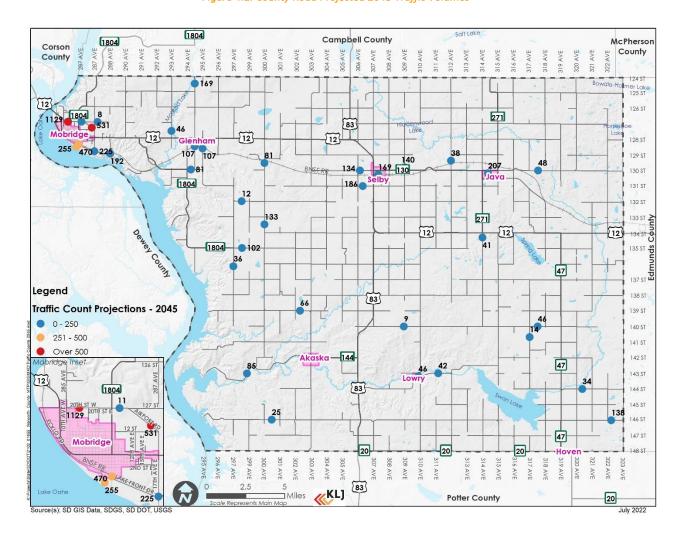


Figure 4.1: County Road Projected 2045 Traffic Volumes

Table 4.2 below corresponds with map ID numbers shown in Figure 4.2.

Table 4.2 – Projected 2045 US and State Segment Traffic Volumes

Highway	Segment Length (Miles)	ADT 2019	tate Segment Traffic Volume 2045 Traffic Projection	Map ID Number
US 12	1.0	5331	5464	1
US 83	6.0	841	862	2
SD 47	0.6	400	410	3
SD 144	3.0	168	172	4
SD 130	6.1	338	346	5
SD 1804	4.6	213	218	6
US 83	15.9	959	983	7
US 12	6.3	1246	1277	8
SD 20	7.0	161	165	9
SD 1804	1.8	434	445	10
US 12	8.0	1982	2032	11
US 12	2.3	2167	2221	12
US 12	5.0	1306	1339	13
SD 1804	7.9	126	129	14
US 12	2.3	2145	2199	15
US 12	2.9	2705	2773	16
US 12	0.2	3843	3939	17
SD 1804	0.5	1179	1208	18
US 12	0.3	6171	6325	19
SD 20	0.7	611	626	20
SD 271	7.3	122	125	21
US 12	5.5	1522	1560	22
US 12	5.1	1470	1507	23
SD 1804	27.0	203	208	24
SD 47	13.4	383	393	25
SD 130	1.0	420	431	26
US 12	3.3	2294	2351	27
SD 271	4.0	112	115	28
SD 1804	0.2	993	1018	29
SD 20	0.9	569	583	30
US 83	7.9	970	994	31
SD 20	5.1	77	79	32
US 12	0.2	5585	5725	33
US 12	1.0	3354	3438	34
US 12	0.3	6032	6183	35

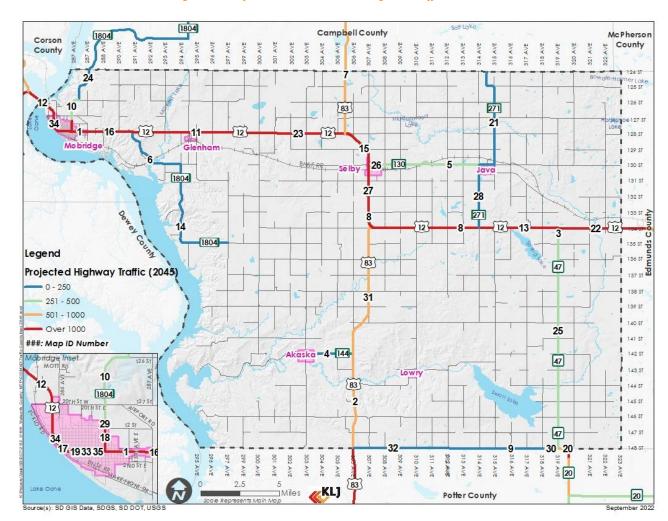


Figure 4.2: Projected 2045 US and State Segment Traffic Volumes

Chapter 5: Financial Analysis

BACKGROUND

This plan seeks to establish a working financial plan, as well as project needs for the County based on a historic transportation funding/expenditure analysis. At the onset of this study, the County auditing reports lacked clarity. This made it difficult to determine how much money had been spent within a variety of transportation categories. The financial documentation reported within this chapter of the report should be considered as averages based on interpretation of financial information that was provided by County staff.

As is common to most counties, transportation project costs in Walworth County far outpace available known funding, including local, state, and federal funding sources. Currently, the County's highway department maintains roads each year by responding to issues until funding runs out. This financial analysis initially used the prior three years of highway revenue and expenditures as the basis for creating annual project costs as well as annual project funds.

County Highway Revenues

Walworth County Highway Department revenue is generated from numerous funding sources including local taxes; intergovernmental grants and taxes; public works reimbursements, miscellaneous, and other proceeds, and interest. The average annual revenue from 2018-2021 has been approximately \$1.8 million for transportation purposes as detailed in Figure 5.1. Most revenue (78%) is formed from a collection of various intergovernmental funding sources including: motor vehicle licensing, Surface Transportation Block Grant Program, State Highway Fund, Secondary Roads MV remittances, Port of Entry Fees, and various federal and state grants.

Transportation funding sources are comprised of a complex network of various funding sources. SDDOT has prepared an infographic to assist with identifying potential funding sources and how they relate to on another in Figure 5.2.

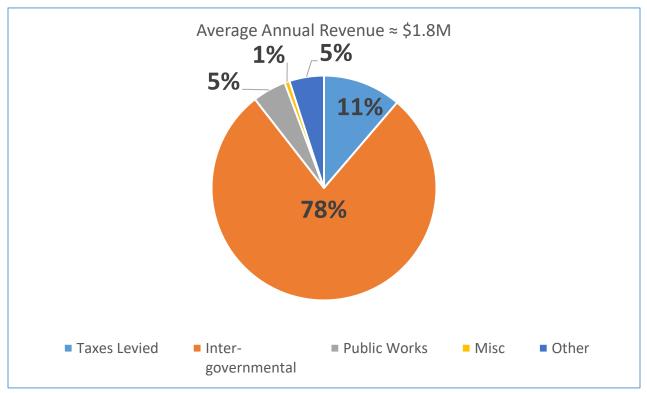
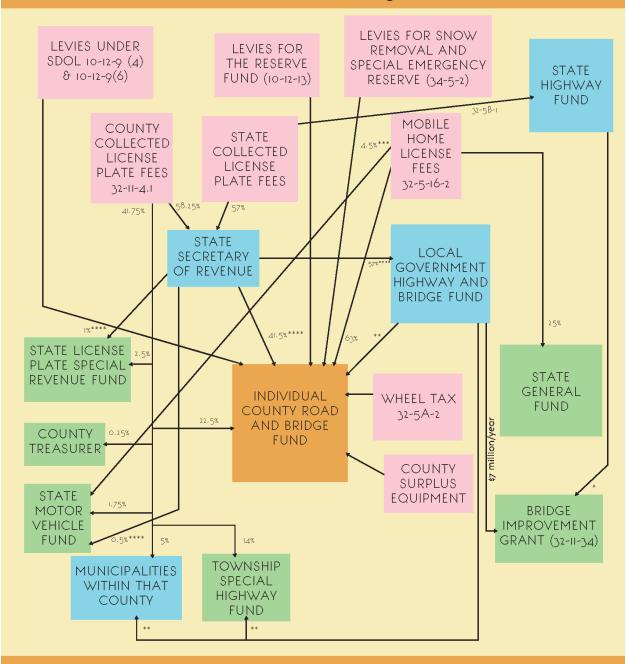


Figure 5.1- Walworth County Average Annual Revenue 2018-2021

Figure 5.2: Local Government Highway and Bridge Project Funding Sources

LOCAL GOVERNMENT HIGHWAY AND BRIDGE PROJECTS



^{*} Not written into law but SDDOT commitment to add \$8 million/year by 2019
** Formula Distribution as per SDOL 32-11-35
*** Initial Registration only
**** Balance of funds not already spoken for with the 41.5% distributed statewide to each county based on 25% by population, 25% by registered trucks, 50% by total road miles.

County Highway Expenditures

The County's highway budget (2022) is \$1.9 million, a slight increase over recent revenues of \$1.8 million. The majority, (52% or about \$1 million annually) of the County's three-year average expenditure is currently used for maintenance and repair of existing roads as shown in Figure 5.3. The remaining 48% percent is used for employee wages/benefits, office supplies and highway equipment. Walworth County's relatively high number of road miles for its large geographic area and low population density makes it difficult to make significant impact to any one given area of the transportation system.

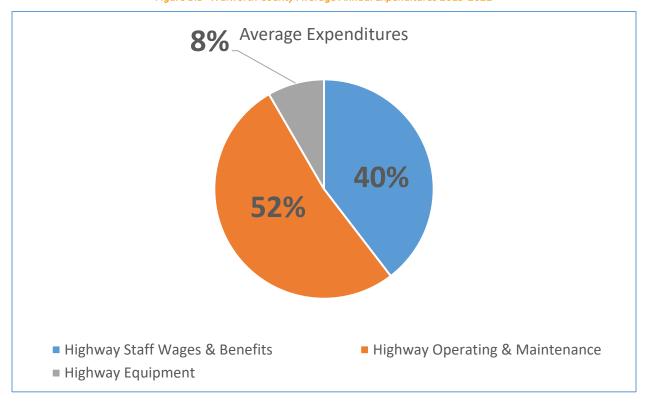


Figure 5.3- Walworth County Average Annual Expenditures 2019-2021

A review of recent years road expenditures provided the following:

- Assumes a cost of \$26,000 per mile for paved maintenance
 - o Based on estimate from County staff
 - o This includes significant inputs in time and materials from the County to reduce costs
 - Assuming 1/3 of the County's paved roads are "maintained" each year, this comes at a cost of \$520,000 annually (20 miles maintained on a once every 3 years cycle)
- Approximately \$7,000 per mile for gravel maintenance (assumes spot graveling over time)
 - o Based on desirable gravel road maintenance costs for heavily traveled gravel roads
 - o This amount cannot cover the entirety of the County's non-paved system
 - o The County currently reacts to gravel needs instead of planning ahead
 - o About \$480,000 is annually spent on the gravel road system.
 - o Assuming 466 miles of maintained gravel roads within Walworth County, expenditures on the maintained gravel roads equal \$1030/mile (assumes no money spent on rest of non-paved system (260 miles)

Recent years' maintenance projects assume significant input from County staff as well as other resources and materials, keeping costs low. The current process of using County resources and materials may not be feasible under a future highway superintendent. Keeping the system as-is may not be possible with a new superintendent and/or increased costs per mile. Potential costs per mile for maintenance to adequately cover the whole system are presented in the next section.

As it is, the current system does not meet the County's full needs and the highway department merely spends whatever funding it receives. For example, to maintain just the County's paved system with adequate standards would require more than the \$1.9 million annually spent by the highway department. This is almost double the budget of \$1 million being spent annually to maintain County roads.

FINANCIAL SCENARIOS

Based on existing Walworth County Highway Department revenue, three scenarios were developed to allocate resources to meet system wide transportation needs on paved roads. These include:

- Convert selected paved roads to gravel
- Maintain "Status Quo" on paved roads using current method
- Use a 2" Overlay with 26' width with adequate subsurface and patching

To pay for scenario two or three, the County would need to raise additional funds.

Levy Considerations

Annual County highway revenues are approximately \$1.8 million and the County's highway budget (2022) is \$1.9 million. The County can raise additional funds by assessing levies, both on the County Secondary Highway System and on the County Highway Primary System. A levy for the County Secondary System would be needed to pay for additional expenditures needed to maintain roads on that system (mostly gravel), while a levy for the County Primary System would be needed to pay for roads on the Primary System (paved plus some gravel).

A levy for the County Highway Primary System would be unprecedented in South Dakota; however, the ability to place a levy for Primary system roads was recently authorized under Senate Bill 1. Taxable land in the County (outside of any city limits) is valued at approximately \$617 million. Potential paved and non-paved maintenance scenarios, along with corresponding levy amounts for the primary and secondary systems are included below.

Paved Road Maintenance Scenarios

1. Convert selected paved roads to gravel

This scenario would take existing paved roads and convert them to gravel. This would cost approximately \$10,000 per mile and could be paid for with the current budget. Maintenance costs on gravel roads would increase in subsequent years due the increase in gravel road mileage on some of the more highly traveled roads within the County; however, the savings in paved road maintenance would be substantial.

2. Maintain "Status Quo" on paved roads using current method

This scenario perpetuates the current rehabilitation strategy of laying down blotter and recycled roadway materials in place the County. This scenario applies an estimate of \$100,000 per mile or \$1.9 million annually. This figure is nearly identical to the entirety of the highway department's current annual spending on all roads, reflecting the need for increases in revenue. This figure is also substantially greater than what the County estimates it is currently spending per mile, this new estimate accounts for likely costs if the work was done by a contractor without significant cost-saving input in materials from the County.

To pay for the status quo, the County would need to consider a levy on primary system roads at a value of \$3.08/\$1000 of County land outside towns and cities. This levy would only serve to keep the paved roads maintained using a similar process to the one that County currently uses involving recycling of material.

This would also necessarily involve moving any paved County Secondary System roads to the County Primary System. More information on changes to the primary to secondary systems is presented in the next chapter.

3. Use a 2" Overlay with 26' width with adequate subsurface and patching

This scenario considers raising County paved roads up to a higher standard and would move past the status quo. It involves a significant overlay and standardized width, as well as the addition of adequate subsurface material to increase loading conditions. This scenario is estimated to cost approximately \$310,000 per mile or \$3.8 million annually. In order to pay for such a scenario, the County would need to consider a levy of \$6.15 per \$1000 of County land. This scenario also assumes moving paved County Secondary System roads to the County Primary System.

Non-Payed Road Maintenance Scenarios

Only one scenario was developed for non-paved roads and involves extending the current County 2022 budget into the future:

- Current budget has \$480,000 for non-paved road maintenance
- Expand with secondary roads levy to include:
 - o Ditch cleaning
 - o Culvert Replacements
 - Regrading
 - Increased Blading
 - o Equipment Maintenance
 - o Raise a levy similar to the primary system
 - \$1.62 per \$1000 land value for a total of \$1 million

Chapter 6: Project Development, Identification, and Prioritization

INTRODUCTION

The project identification process was used to define roadway maintenance and rehabilitation projects. This process is outlined below:

- 1. Needs were assessed both by working with the County and using roadway data wherever possible
- 2. Short term projects were created with input from the County
- 3. In addition to project needs and financial analysis, roadways were considered for placement or removal from the primary and secondary road systems as needed
- 4. The set of projects was refined by working closely with stakeholders and staff

COUNTY HIGHWAY PRIMARY AND SECONDARY HIGHWAY SYSTEMS

As part of the project identification process, the planning process sought to clarify and simplify the existing County Primary and Secondary roadway systems. As the separate systems use separate funding mechanisms, it is important to carefully navigate placing a road from one system to another. In general, roads are planned to move from one system to another under the following conditions:

County Primary to County Secondary

Roads that are currently on the County Primary System but were identified from field visits to have a surface consisting of either no visible road, low maintenance road, a two-track trail, or other primitive surface were recommended to be moved from the primary system to the secondary system.

Currently there are approximately:

- 276.7 miles of gravel roads on the primary system
- 10.4 miles of low maintenance or otherwise primitive roads on the primary system

In areas where it is planned to move a road segment from primary to secondary, logical connections and adjoining segments will also be moved to the secondary system, regardless of their maintenance condition, so as to move one cohesive road from one system to another. Candidates for moving from the primary to secondary system can be seen in Table 6.1.

Road Name	Begin	End	Length (miles)
128 St	313 Ave	314 Ave	0.8
146 St	US 83	310 Ave	3.9
146 St	300 Ave	296 Ave	3.0
141 St	297 Ave	East 0.5 miles	0.5
318 Ave	133 St	131 St (Angled)	3.5
397 Ave	132 St	135 St	3.0
	Total		14.7

Table 6.1: Proposed Roads to Move from County Primary to County Secondary

County Secondary to County Primary

Roads that are currently on the County Secondary System but are paved are suggested to be moved to the primary system. Working with Walworth County staff and the SDDOT, this plan suggests moving paved secondary roads to the primary system in all cases except those near Mobridge where a future jurisdictional transfer may be in order. This will have the effect of having all paved County roads on one system, with implications for financing. Candidate roads for transfer from secondary to primary can be seen in Table 6.2. All candidate roads for transfer can be seen in Figures 6.1 and 6.2.

Table 6.2: Proposed Roads to Move from County Secondary to County Primary

Road Name	Begin	End	Length (miles)
Fourth Ave (in Java)	Main St	SD 271	0.4
142 St	295 Ave	297 Ave	1.9
River View Rd	SD 1804	Riverview Dr	0.7
288 Ave	US 12	Indian Creek Entrance	1.1
Revheim Rd	US 12	Revheim Bay Entrance	1.0
Lake Front Dr	4 th Ave E	Revheim Rd	1.1
2 nd St E	12 th Ave E	Revheim Rd	0.5
17 th Ave E	Mobridge City Limits	2 nd St E	0.1
13 th Ave E	Mobridge City Limits	2 nd St E	0.1
3 rd St E	2 nd St E	13 th Ave E	0.1
6 th St E	8 th Ave E	9 th Ave E	0.1
12 th St	5 th Ave E	Airport Rd	0.9
127 St	Airport Rd	End of Road	1.5
Main St	20 th St	Mobridge City Limits	0.3
3 rd Ave W	20 th St	Mobridge City Limits	0.3
20 th St W	US 12	End of Road	0.4
	Total		

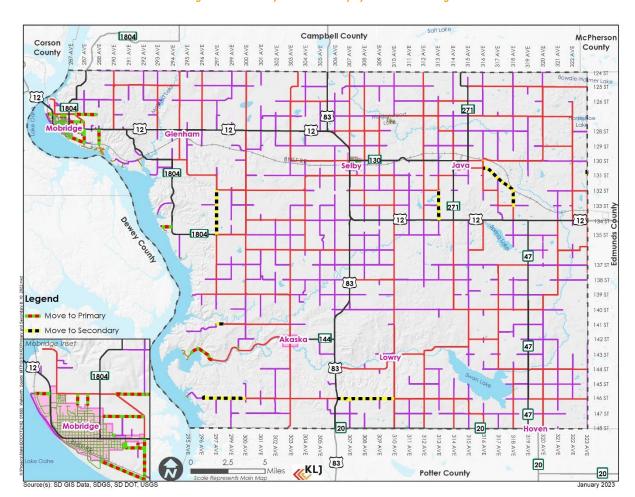


Figure 6.1: Primary and Secondary System Road Changes

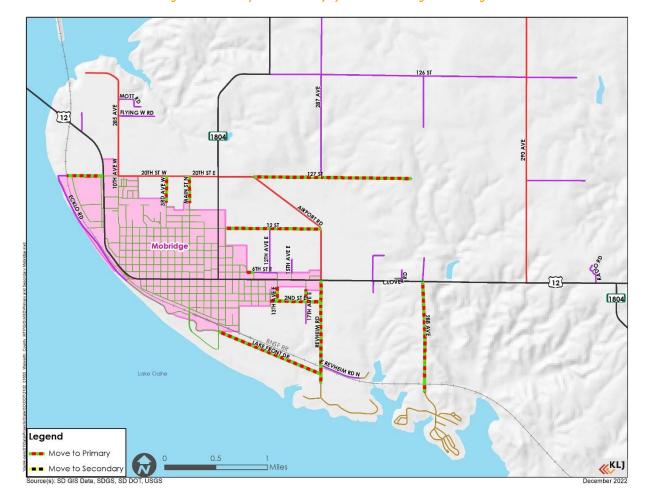


Figure 6.2: Primary and Secondary System Road Changes - Mobridge

JURISDICTIONAL TRANSFER

A major point of concern for the County is the existence of several paved County roads around Mobridge and other county towns. These roads are the County's responsibility; however, they serve residents who wish to live just outside of the county, but likely commute into town regularly. In the case of Mobridge, many of these roads are also within Mobridge's zoning jurisdictional area beyond city limits as shown in Figure 6.3. One primary system road that runs into the City of Mobridge (10th Ave W) is currently maintained by the city. Further, at least some of these roads will require expensive maintenance projects due to utilities (valves and manholes) located within the traveled surface, as well as poor drainage and possible transition to an urban road section.

This plan already suggests moving paved secondary system roads to the primary system, including those in the vicinity of Mobridge and other county towns. In addition to that reclassification, the County may wish to pursue jurisdictional transfer, with some roads becoming the responsibility of the city or town in the future. Should jurisdictional transfer prove unsuccessful, this plan still suggests moving the paved secondary roads adjacent to Mobridge or other county towns to the primary system.

Jurisdictional transfer is one possibility to move roads currently maintained by the county to become the responsibility pf a city or town. To transfer jurisdiction, all parties must agree to a memorandum of understanding and submit it to the SDDOT for review and approval. Any transfer of roads from the County system to any other system must undergo this process. An example memorandum of understanding is provided in Appendix C.

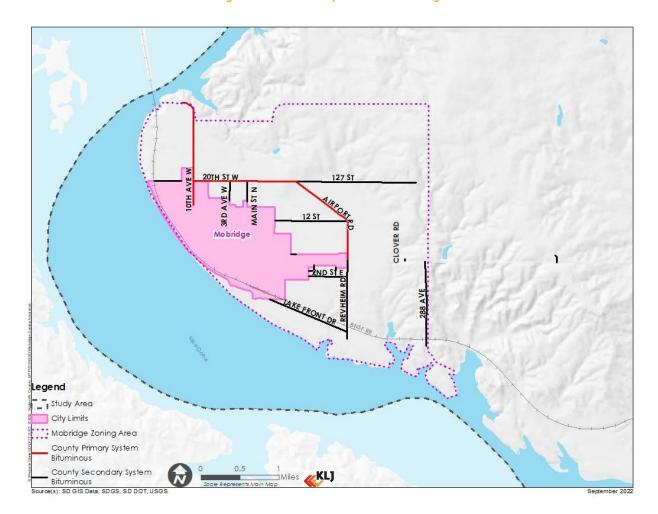


Figure 6.3: Paved County Roads Near Mobridge

PAVED ROADWAY PROJECTS

The roadway recommendations list reflects improvements that have been identified as necessary for a corridor to meet the needs of the County in terms of its growth and connectivity or to ensure maintenance of a functioning system. Recommended projects on this list include larger corridor-level investments such as infrastructure upgrades, major overlay, and rehabilitation projects.

Short-Term Paved Projects

Short-Term projects were created from County input and include projects expected to be completed within the next 5 years. These projects were created without fiscal restraint; however, they are presented here with cost scenarios developed during the financial analysis portion of this plan. Short-term projects are listed with a location, brief description, and costs under each of three scenarios where applicable. In general, the cost to do these projects (outside of the gravel option) would likely be prohibitively expensive for the County unless additional funding is found. Short-term projects are listed first in Table 6.2 and then in Table 6.3 with associated costs. Projects have been mapped in Figure 6.4.

Table 6.3: Short Term Paved Priority Projects

Project Name	Begin	End	Length (miles)
Glenham Road - Overlay	SD Hwy 12 North	Campbell/ Walworth Co Line	4
CR 233 - Rehab, Mill/Fill & Leveling	SD Hwy 12 South	SD Hwy 1804	2.5
146 St - Road Widening, Slope Flattening, Mill/Fill & Leveling	320 Ave	323 Ave	3
CR 323 -Overlay	SD Hwy 12 South	135 St on 300 Ave	7
Co Rd 231/229 - Overlay, Reconstruction through city limits in Akaska	North 141 Street	South of Akaska Drainage	1.5
Co Rd 109 - Study/Evaluate	SD Hwy 12	314 Ave South	6
Riverview Rd SW - Overlay	135 Street	134 Street	0.7
City of Mobridge Planning and Zoning jurisdiction	Various	Various	3.7
Cahill Rd (127 St) -Overlay	Co Rd 314 East	End	1.5

Table 6.4: Short Term Paved Priority Projects – Cost Scenarios

Project Name	Cost to Convert to Gravel @ \$10k/mile	Maintain "Status Quo" @ \$100k/mile	Cost for 2" (26' width) Mill & Fill @ \$310k/mile
Glenham Road - Overlay	\$40,000	\$400,000	\$1,240,000
CR 233 - Rehab, Mill/Fill & Leveling	\$25,000	\$250,000	\$775,000
146 St - Road Widening, Slope Flattening, Mill/Fill & Leveling	\$30,000	\$300,000	\$930,000
CR 323 -Overlay	\$70,000	\$700,000	\$2,170,000
Co Rd 231/229 - Overlay, Reconstruction through city limits in Akaska	\$15,000	\$150,000	\$465,000
Co Rd 109 - Study/Evaluate			
Riverview Rd SW - Overlay	\$7,000	\$70,000	\$217,000
City of Mobridge Planning and Zoning jurisdiction	\$30,000	\$300,000	\$930,000
Cahill Rd (127 St) -Overlay	\$15,000	\$150,000	\$465,000
Totals	\$232,000	\$2,320,000	\$7,192,000

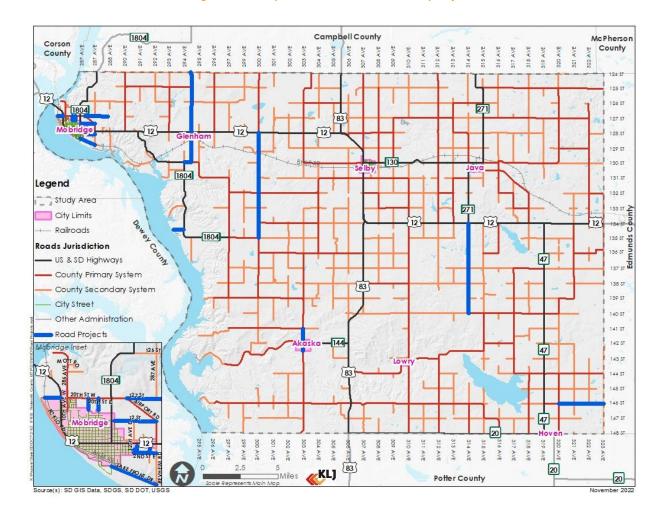


Figure 6.4: County Short-Term Paved Road Priority Projects

SHORT TERM NON-PAVED PROJECTS

Walworth County's current funding is mostly dedicated to their paved road system, leaving only enough budget to allow standard grading operations to occur throughout their non-paved roadway system on a limited basis. Recent requests received by the County Highway Department indicate that with additional funds, projects could include ditch and culvert cleaning projects, roadway cross section restoration projects, placement of new gravel surfacing, among others.

It is recommended that the Highway Department continue standard grading operations on their non-paved system as their primary maintenance activity until additional funding is found. Other, non-typical improvements to address road failures and other critical needs should be addressed on a case-by-case basis.

TRUCK ROUTES

In addition to State and US highways, existing County freight corridors on County system roads were identified by County staff and SAT members. These routes often serve as locations of heavy truck traffic, bypass routes or shortcuts. They require thicker road sections, wider turning radii, and heightened maintenance to keep them from deteriorating. These routes have not necessarily been prioritized in the past for road maintenance to accommodate truck traffic. County Truck Routes include:

- 134th St/300th Ave
- Airport Rd around Mobridge
- 130th St/320 Ave east and north of Java
- Glenham Rd

These truck routes can be seen in Figure 6.5.

1804 Campbell County McPherson Corson County 321 AVE County 125 ST 196 ST 1804 271 83 12 12 128 ST 129 ST 130 ST 1804 132 ST Legend 271 - Railroads 12 12 12 County Freight Corridors 1804 Civil Airport Edmu 47 (H) Helipad 137 81 Truck ADT 83 0 - 100 101 - 250 140 ST 251 - 500 501 - 699 143 31 12 47 83 1804 144 ST 145 ST 322 AVE 300 AVE 301 AVE 321 304 AVE 323 302 305 83 Miles Potter County 20

Figure 6.5: Truck Routes

BIKE/PEDESTRIAN PROJECTS

Bike and pedestrian infrastructure were studied throughout the County including those located in Walworth County's cities and towns (especially outside of Mobridge). While sidewalks and trails within cities/towns is not the County's responsibility, this plan sought to identify needs so that the County can simply support projects as they come up within each town and city. Analysis found few areas of the County that were truly lacking in sidewalks or other trails. Schools in the County seem to be well connected to surrounding neighborhoods with sidewalks.

This plan proposes to continue to try and develop the previously identified trail that would extend the already existing Mobridge riverfront trail into the Revheim Bay Recreation Area. See Figure 6.6. Previous efforts involving the City of Mobridge attempt for grant funding via the South Dakota Recreational Trails Program was unsuccessful. This MTP encourages the County to support the City of Mobridge in any future efforts to make this connection.

In addition to efforts at Mobridge, public engagement raised the need for better connection to the school in Selby and a potential trail connection along SD 130 from Selby to Java. Although much of the town of Selby is served by an existing sidewalk network, connections immediately surrounding the school are a safety concern. The town had previously planned to address this issue; however, it has not been able to secure the necessary funding. This plan recommends the County support the efforts of the town of Selby with bike and pedestrian access. See Figure 6.7.

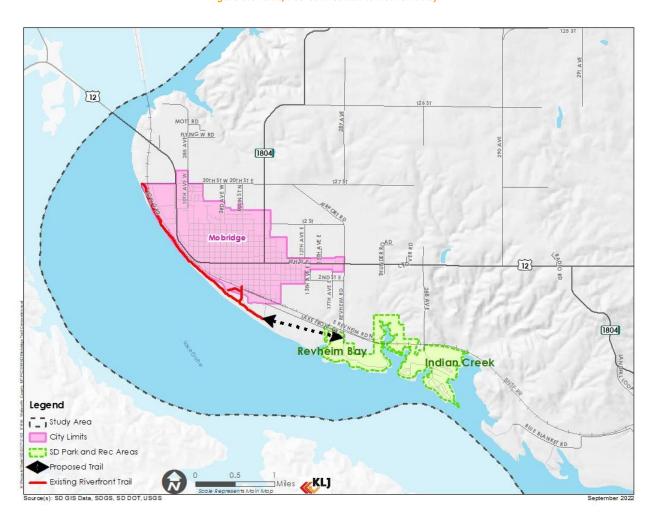


Figure 6.6: Bike/Ped Connection to Revheim Bay

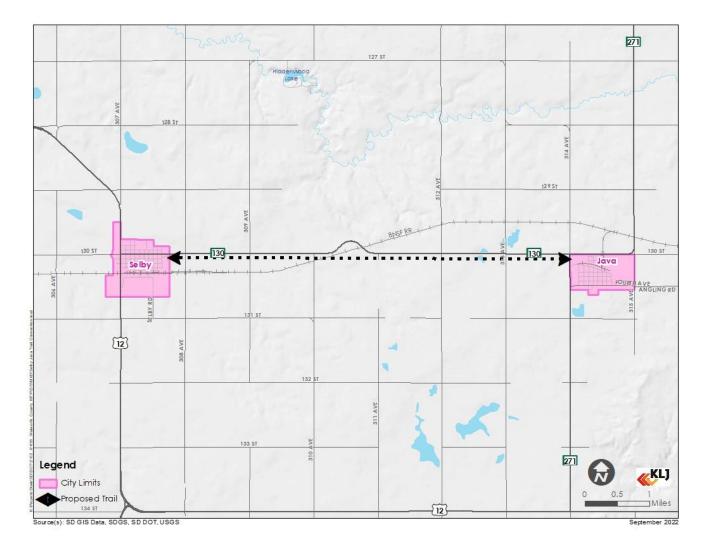


Figure 6.7: Bike/Ped Connection - Selby to Java

BRIDGE PROJECTS

Bridge project priorities were developed using Bridge Improvement Grant (BIG) scoring criteria, as well as other factors for the 16 County bridges/culverts. Cost estimates for bridge replacement were produced to aid in planning for bridge project priorities. Bridge project scorings are listed in Table 6.5. The KLJ ranking denotes a review of the bridge condition scores, with the top ranking applied to the bridge with the poorest identified condition score.

Overall, the bridges in Walworth County are in fair to good condition. The bridge scoring does not indicate that any significant bridge projects need to be programmed within the near future. Walworth County should continue their program for bridge inspections and observe regular maintenance as recommended in the bridge inspection reports.

Table 6.5: Bridge Project Scoring

KLJ Ranking	Bridge Number	Rural Collector	Single Access	Struct. Deficient	Load Posted	Daily Traffic	Low Condition	B.I.G. Score	Budgetary Replacement Cost
1	65-270-037				х	33	6	13.0	\$1,092,000
2	65-231-030				х	28	6	13.7	\$1,306,000
3	65-166-080	Х				129	6	9.3	\$903,000
4	65-170-165	Х				112	5	3.2	\$1,113,000
5	65-180-077	Х				180	6	6.1	\$644,000
6	65-172-080	Х				134	6	4.5	\$518,000
7	65-170-185	Х				85	6	2.4	\$1,113,000
8	65-145-150					166	7	6.1	\$324,000
9	65-170-226	Х				99	6	0.3	\$538,000
10	65-320-160	Х				73	6	1.3	\$460,000
11	65-240-188					41	7	5.3	\$481,000
12	65-240-184					41	7	5.3	\$313,000
13	65-210-003					52	6	1.6	\$496,000
14	65-210-004					52	6	1.6	\$510,000
15	65-180-063					33	7	1.0	\$379,000
16	65-357-140					15	7	0.9	\$319,000

Chapter 7: Roadway Standards

INTRODUCTION

This chapter defines County standards for roadway cross-sections. It also discusses access management standards. The transportation system principles and standards included in this MTP create the foundation for developing the transportation system, evaluating effectiveness, determining future system needs, and implementing strategies to fulfill the goals and objectives identified.

TYPICAL ROADWAY CROSS-SECTIONS

This MTP reviewed and provided recommendations to the functional classification systems, both Federal and County. Functional classification is relevant to establishing standards for roadways that fall within each functional classification. This section of the report provides updated recommendations for roadway cross sections with the various functional classification designations.

Roadway cross-sections are essential for understanding the function, capacity, and speed; as well as the road's look and feel. Geometric design standards are directly related to a roadway's functional classification and the amount of traffic that the roadway is designed to carry.

For both Arterials and Collectors there are different cross-sections shown for roads in urban and rural areas. Urban cross-sections, for both Arterial and Collectors, include curbs, gutters, and sidewalks adjacent to the travel lanes, while rural cross-sections may have paved shoulders but no curb, gutter or sidewalk. Cross sections are also provided for rural unpaved (gravel) arterial and collector roadways. These are typical cross-sections; however, particular road segment cross-sections may vary depending on specific intersection improvements, topographical and environmental features, or roadside constraints.

Table 7.1 presents the typical cross-section standards for roadways in Walworth County. The application of these standards is up to the judgment of the County Highway Superintendent.

		Arterials		Collectors	Hwy	
Road Classification	Rural	Urban	Rural	Urban	Service Road	Local
Surface Material	Gravel	Paved	Gravel	Paved	Gravel	Gravel
Surface Width	24'	24'	24'	24'	24'	24'
Minimum Lane Widths	12'	12'	12'	12'	12'	12'
Shoulder Material	Gravel	Paved	Gravel	Paved	Gravel	Gravel
Shoulder Widths (A)	2'	4'	2'	2'	2'	2'
Min ROW	100'	100'	80'	80'	66' ^(B)	66' ^(B)
Max Grade No more than 10% on any portion of road, and 12% for mountainous roads						
Max Degree of Curvature	Shall not exceed 21%					
Min Crown Rate	4%	2.5% for Asphalt, and 2% for Concrete	4%	2.5% for Asphalt, and 2% for Concrete	4%	4%
Max Super Elevation Rate	Must meet current AASHTO Standards					

Table 7.1: Typical Cross-Section Standards for Roadways in Walworth County

A. If the truck traffic exceeds 40%, the Minimum Shoulder Width shall be 4.0' (feet) from the edge of the road.

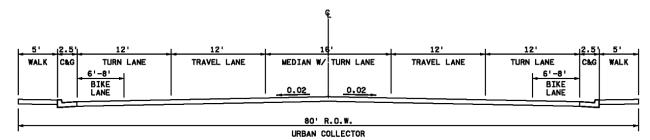
B. 50' dedicated public ROW is acceptable for roads within a High-Density Multi-Family-Residential subdivision

Updates to Typical Sections

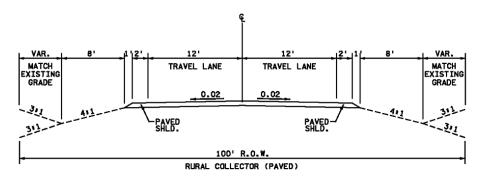
Working with Walworth County, typical sections were produced which were based from the existing typical sections included in County Ordinance 10 with some key changes.

- Urban Collector
 - o 120' ROW reduced to 80'
 - o Right of Way (ROW) width subject to approval of Walworth County
- Rural Collector (Paved)
 - o 80 to 120' ROW
 - o ROW width subject to approval of Walworth County
- Rural Collector (Gravel)
 - o 80 to 120' ROW
 - o ROW width subject to approval of Walworth County
- Rural Local (Paved)
 - o Nearside ditch width changed from 11' to 12'
- Rural Local (Gravel)
 - o 28' feet total for travel lanes optionally narrowed to 24' to provide room for ditch
 - o ROW may be increased to accommodate ancillary lanes (i.e. ATV/bike)
- Local with Curb and Gutter
 - o ROW may be increased to accommodate ancillary lanes (i.e. ATV/bike)
- Rural Arterial (Paved)
 - o In addition to center left turn lane, a right turn lane may be provided as needed
- Arterial with Curb and Gutter
 - o In addition to center left turn lane, a right turn lane may be provided as needed

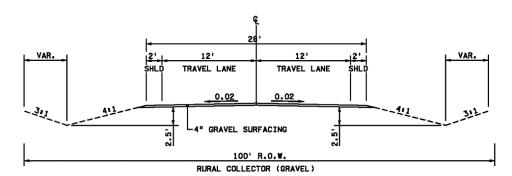
Updated typical sections are provided in the figures below:



RIGHT-OF-WAY WIDTH SUBJECT TO APPROVAL OF WALWORTH CO.

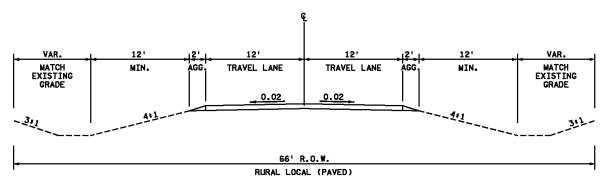


RIGHT-OF-WAY WIDTH MAY BE INCREASED TO ACCOMODATE ACCILLARY LANES (I.E. ATV/BIKE) OR TURN LANES RIGHT-OF-WAY WIDTH SUBJECT TO APPROVAL OF WALWORTH CO.

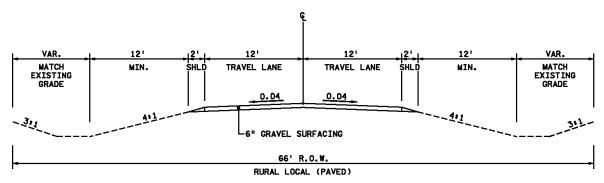


MAXIMUM SLOPE IS 4 TO 1, CURRENT STANDARD OF S.D. DEPARTMENT OF TRANSPORTATION. STEEPER SLOPES SUBJECT TO APPROVAL OF WALWORTH CO.

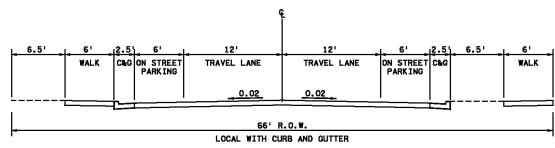
RIGHT-OF-WAY WIDTH SUBJECT TO APPROVAL OF WALWORTH CO.



RIGHT-OF-WAY WIDTH MAY BE INCREASED TO ACCOMODATE ACCILLARY LANES (I.E. ATV/BIKE) OR TURN LANES

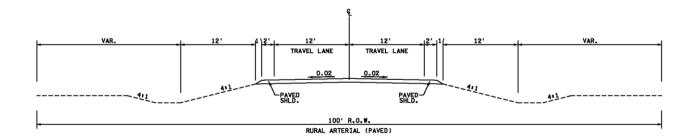


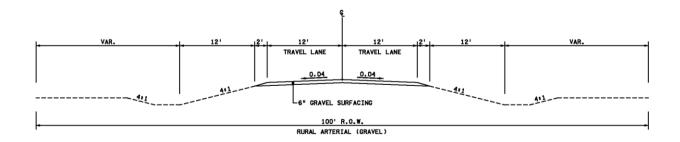
RIGHT-OF-WAY WIDTH MAY BE INCREASED TO ACCOMODATE ACCILLARY LANES (I.E. ATV/BIKE) OR TURN LANES

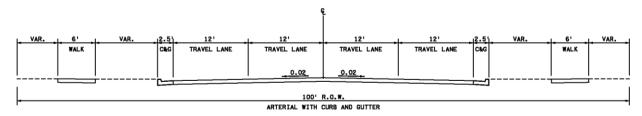


MAXIMUM SLOPE IS 4 TO 1, CURRENT STANDARD OF S.D. DEPARTMENT OF TRANSPORTATION. STEEPER SLOPES SUBJECT TO APPROVAL OF WALWORTH CO.

RIGHT-OF-WAY WIDTH MAY BE INCREASED TO ACCOMODATE ACCILLARY LANES (I.E. ATV/BIKE) OR TURN LANES







SHOULDER WIDTH DEPENDS ON ALTERNATE MODE DEMAND

CENTER LEFT TURN LANE AND OR RIGHT TURN LANE TO BE PROVIDED AS NEEDED

MAXIMUM SLOPE IS 4 TO 1, CURRENT STANDARD OF S.D. DEPARTMENT OF TRANSPORTATION.
STEEPER SLOPES SUBJECT TO APPROVAL OF WALWORTH CO.

ACCESS SPACING

The SDDOT's Road Design Manual includes access management standards. For rural roadways, the standard number of accesses is five per side per mile, or accesses spaced approximately 1,000 feet apart. This is an appropriate standard for Walworth County's rural roads as well. Many sections of the Walworth County Road system already meet the standard. It is appropriate for urbanized roads to allow for shorter access spacing on low volume access points.

Access management policies and spacing guidelines are developed to maintain traffic flow on the roadway network so each roadway can provide its individual functional duties while providing adequate access for private properties to the transportation network. The degree of mobility depends on many factors, including the ability of the roadway system to perform its functional duty, the capacity of the roadway, and the operational level of service on the roadway system. Access is the relationship between adjacent land use and the transportation system.

Highway volume access locations may become signalized in the future as traffic grows. Traffic signal spacing is typically recommended to be 1/8 to 1/2-mile apart. as population and commerce continue to grow in Walworth County, access requests will increase, and County standards should be expanded to include recommended spacing of accesses along roadways of various classifications. The following table presents the Walworth County Access Spacing Guidelines, including direction for signal spacing, intersection spacing, driveway access density, and direct property access.

Table 7.2: Walworth County Access Spacing Guidelines

Road C	lass	Cross Street	Signal	Access Density	Direct Access
	Rural	1,000	1/4-mile	5 per mile	Exception Only
Arterial	Urban	2,640 Full 1,320 Partial	1/2-mile	1/4-mile	Exception Only
Collector	Rural	1,000	1/4-mile	5 per mile	Yes
Collector	Urban	1,320	1/4-mile	5 per mile	Yes
Local	Local	Not Applicable			

Access management guidelines and practices should generally be implemented at the County and local levels (cities and townships with active land use planning programs) as these agencies are typically involved at the planning stages of development proposals. However, effective access management requires mutual support and effective communication at all governmental levels. Therefore, it is important to consider how access management guidelines are implemented as part of County planning and development review procedures.

...

Appendix A

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION WALWORTH COUNTY

Notice of Public Open House & Informational Meeting Walworth County Master Transportation Plan The South Dakota Department of Transportation (SDDOT) in conjunction with Walworth County will hold an open house and public input meeting to discuss and receive public comment on the development of a Master Transportation Plan (MTP). The purpose of this public meeting is to gather information on community needs and desires as input into a long-range, multi-modal plan to address future transportation needs of Walworth County. The MTP is developed through a funding partnership with SDDOT to develop a long range (20- year) plan for current and projected transportation needs. Information will be available at the meeting documenting the existing condition of transportation systems in Walworth County. Public comment will be solicited on the needs of the public and interested persons on transportation issues throughout Walworth County. The public open house and informational meeting is planned for the following: April 14, 2022 Selby High School 108 E Dakota St. - Selby, SD 5:30 to 7:00 PM CST Staff from Walworth County, SD-DOT and their consultant will be available to discuss the Walworth County MTP. All persons interested in transportation issues

are invited to attend the meeting to share their views and concerns. Public and written comments will be taken as part of the public input meeting specific to the Walworth County MTP. Written comments should be sent to the attention of KLJ, Attn: Walworth MTP, 330 Knollwood Drive, Rapid City, SD 57701, or by email to steve.grabill@kljeng.com. Written public comment will be accepted on the Walworth County MTP through April 20, 2022. For more information regarding the Walworth County MTP contact KLJ Project Manager, Steve Grabill at 605.872.5021. Information about the Walworth County MTP is available online at https://klj.mysocialpinpoint.com/ walworth-county-transportation-plan. An interactive issue and needs survey are available on the website to provide input into transportation issues in Walworth County. Notice is further given to individuals with disabilities that this open house meeting is being held in a physically accessible place. Any individuals with disabilities who will require a reasonable accommodation in order to participate in the open house should submit a request to the department's ADA Coordinator at 605-773-3540 or 1-800-877-1113 (Telecommunication Device for the Deaf). Please request accommodations no later than 2 business days prior to the meeting to ensure accommodations are available.

Notice published once at the total approximate cost of \$\$23.10 at .02 cents per reader.

PUBLIC NOTICE

SOUTH DAKOTA
DEPARTMENT OF
TRANSPORTATION
WALWORTH COUNTY
Notice of Public Open House &
Informational Meeting
Walworth County Master
Transportation Plan

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Published once at the total approximate cost of \$32.06. (March 30, 2022).

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION WALWORTH COUNTY

Notice of

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Notice published twice at the total approximate cost of \$432.00.

10 Thursday, March 24, 2022 Selby Record

Master Transportation Plan meeting set for April 14

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION WALWORTH COUNTY Notice of

Public Open House & Informational Meeting Walworth County Master Transportation Plan

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Published twice at the total approximate cost of \$83.71 Published in the Selby Record March 24, March 31, 2022



Meade County Master Transportation Plan County Commission Presentation #1 October 26, 2021 9:30 - 10:00 A.M. MST

Meeting Discussion Points

Meeting Attendees

- Meade County Commission
- o Bill Rich

- Nick Broyles
- Steve Grabill
- Commission Meeting Audience

Meeting Presentation

- o Steve Grabill provided a self-introduction
- Steve Grabill gave a brief overview of the project background and need.
- Steve Grabill summarized the input received from the public and stakeholders in September. He said he was seeking early input from the Commission

Commissioner Comments

- New Underwood Road should be a State Highway. It has already received millions of dollars of funding from the County and the State should take it over.
- The study should review the large subdivisions north of Elk Creek Road. Many of them
 are single access and need better access and better roads. Golden Valley and
 Timberland Park were named.
- Need a new corridor extending north from Tilford Road.
- Resources should be placed on roads with higher consistent ADT's rather than on Fort Meade Way. Brosz did environmental when Fort Meade Way was upgraded and NEPA requirements may have been met. The Commissioners felt that there were higher priorities within the County than paving Fort Meade Way, plus they felt that the State should take over Fort Meade Way.
- Developments are increasing costs faster than they are providing revenues. Should consider impact fees, such as a one-time fee on platted lots. The Commission expressed significant concern over the ability to maintain infrastructure for existing and future developments.
- A commissioner who attended the Piedmont Public Meeting highlighted the need for the County, Summerset, and the Road District to work together to resolve issues with Quaal Road.
- o If frontage roads are installed along I-90, the State should take the lead on them. It might make more sense for the county to extend roads $\frac{1}{2}$ -1 mile back from I-90.



Walworth County Master Transportation Plan Public Input Meeting #1 April 14, 2022 5:30 - 7:00 P.M. MST

Meeting Discussion Points

Meeting Attendees

See attached

Welcome & Presentation

- Steve Grabill welcomed attendees to the meeting.
- Steve Grabill provided a PowerPoint presentation and gave an overview of what a
 Master Transportation Plan is for, that it has a 20-year planning horizon, and will
 respond to the changing needs within Walworth County. He said the plan will provide
 goals and project recommendations to address current and future needs.
- Steve Grabill reviewed the schedule for the project, noting that another public meeting is scheduled for August or September to present draft plan recommendations and receive further input. He also noted that a Study Advisory Team comprised of State and County officials and staff were providing key direction for the study.
- The presentation covered baseline conditions, including traffic, crash data, bridge and culvert conditions, road surface conditions, functional classification, primary and secondary road systems, transit service, financial analysis, vision, goals, and objectives. Attendees were directed to provide comments verbally, through a printed comments sheet, via email, and the website.

Public Comments

- Following the presentation, Steve Grabill led a discussion of transportation needs and issues within Walworth County.
- Attendee comment: Some gravel roads should receive prioritized attention for maintenance due to the heavy truck traffic. Steve Grabill responded that many of the asphalt roads were cored and have less than an inch of asphalt. Both gravel road priorities and upgrading for paved roads will be looked at.
- Attendee comment: Transition to a Township Road system should be considered. Significant discussion followed. Some were opposed and some thought this could be a good source of additional revenue for the transportation system. It was explained that a board would be needed to govern decisions for the Township. Some townships could choose to organize while others could choose not to organize.



After the formal presentation was completed, members of the public joined staff and reviewed map displays. Comments that were received were noted on the maps. These include:

- Attendee comment: A truck scale sign blocks the view for drivers at the Intersection of US 12 and US 83.
- Attendee comment: There was an accident where eastbound 131st Street intersects with US 12. Foggy conditions led to running through the intersection. Suggestion for rumble strips was made.
- o Attendee comment: 134th Street west of US 83 experiences heavy truck traffic
- Attendee comment: A school bus got stuck due to wet weather and bad road shoulder conditions on 310th Avenue north of Lowry.
- Attendee comment: Some gravel roads should receive prioritized attention for maintenance due to the heavy truck traffic



Thursday, April 14, 2022

Name	Organization/Business/Address/Email
	700 E. Broadway Av
Steve Gramm	JODOT PIETE SD Stew grancesty, 100 E. Bruadway Aue, Pierre SD/
Logan Fran	Sopot / Logan Gran astate sdays
6.ARY 134,2LE	WALWORTH CU HWY DEPT.
Jim Houck	Wolnorth Conf Commission
Carlyle H. Bieser	Walworth
Leonard Schroeder	Selby Area School Dist
Ervin Horstenson	
Eric Stroeder	3903 Marin Or- Solby 29302 125th St Ghinham
Steve Srabil	KUJ-Rapid City
Kevin Hoffmann	SDGFP - Mobridge
JEST JEWSEN	Warworth Co Emengeny Managemen-
Steve Zabel	Walnoth CO. resident



Thursday, April 14, 2022

Name	Organization/Business/Address/Email
DUAUZ BABEL	Zebel Bros Farm 24bellros@contintemalet 30248 134th St Selby
Dawson Zabel	Zabel Bros
Jost Schilling	Schilling Excadating
Salar Mak	6703 15+ Am Selly
Jagon Walker	13950 304 11 Ave
John Heye	12763 309th Ave
Desi Sprisis	Bankwest
Scott Simani	Simono Indurance
Deblie Lake	Walworth County
X Kon Welter	Selby





Thursday, April 14, 2022

Name	Organization/Business/Address/Email
Kateg K. Waller	Selby
	t.
	\$ 6

Public Input Meeting Existing Conditions, Issues and Needs

April 2022

ENGINEERING, REIMAGINED

SINCE 1938

KLJENG.COM



Agenda



1. Introduction

2. Baseline Conditions

3. Vision, Goals & Objectives

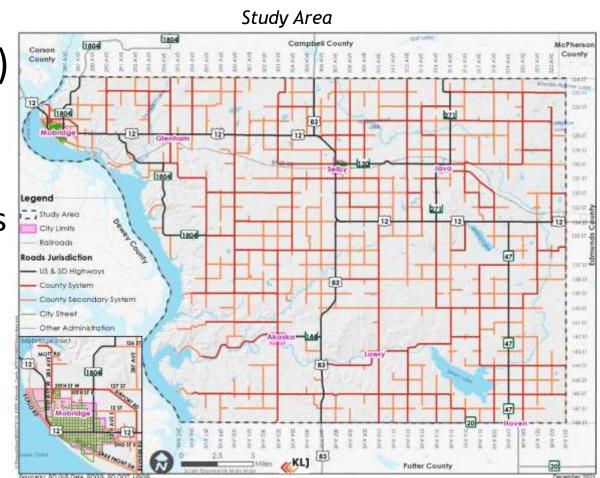
4. Issues Discussion



Introduction



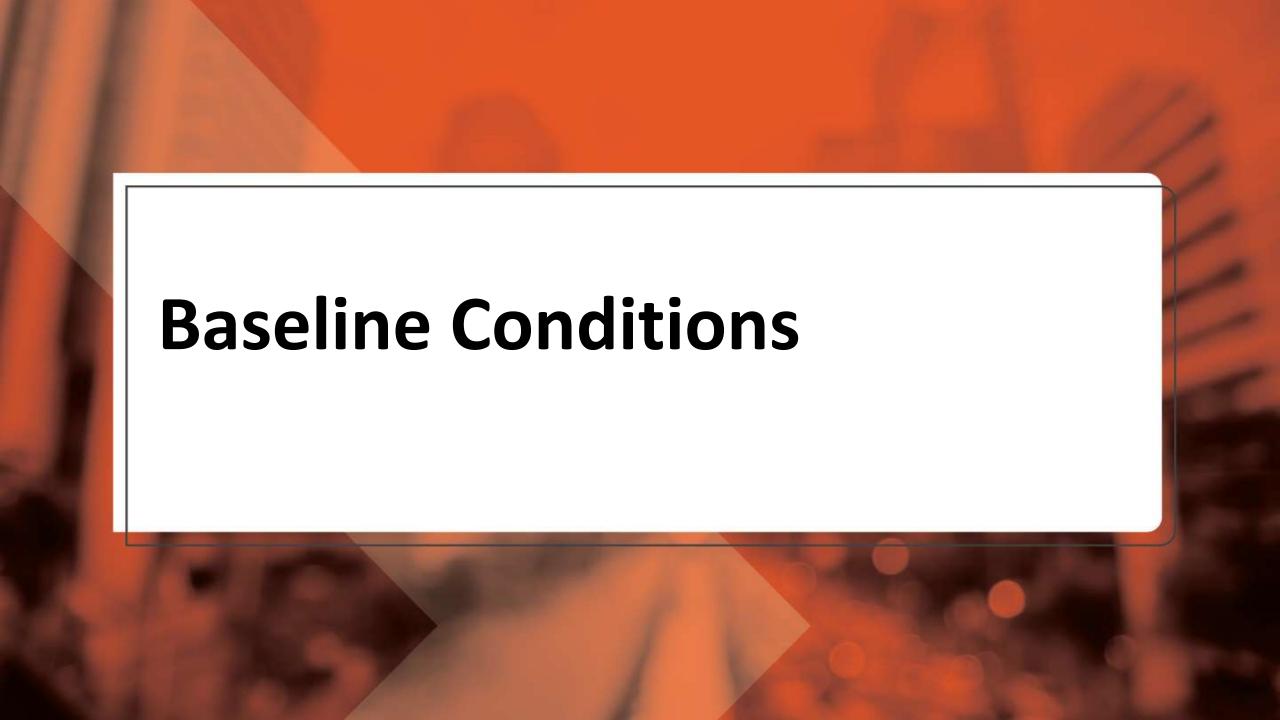
- Walworth County in process of preparing its MTP (20-year horizon)
- MTP responds to changing needs within Walworth County
 - Changing travel patterns and volumes
 - Changes in funding
 - Changes in rural use
- MTP provides goals and project recommendations which address current and future needs



Introduction



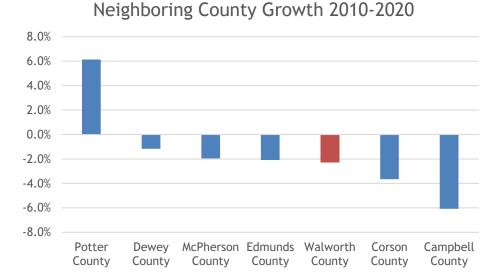




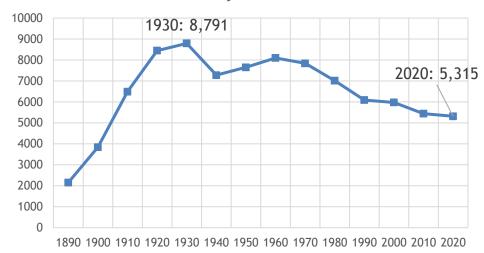
Population Trends



- Walworth → Population loss 2010-2020. Of 66 SD counties, 33 had loss while 33 gained.
- Population declined by 123 (-2.3%) during last decade
- Population growth slowly declining or stable since 1930 peak
- Traffic Implications?







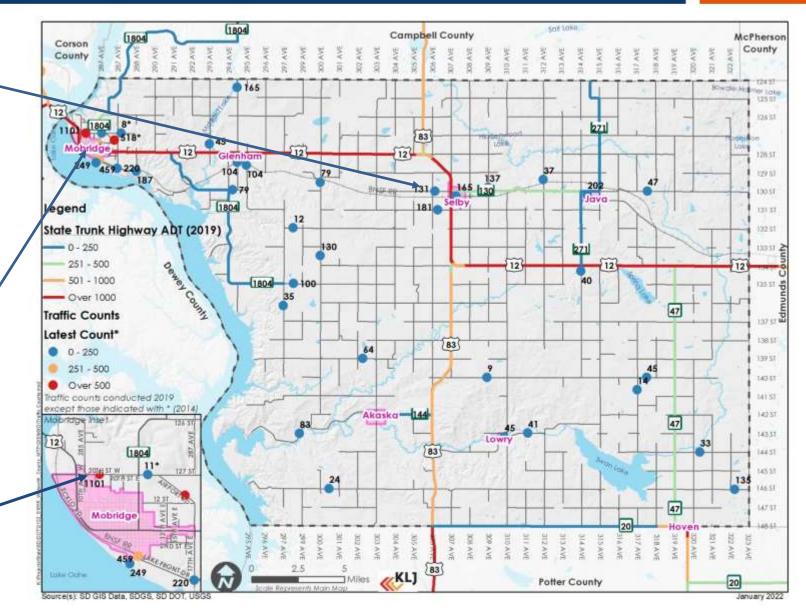
Roadway: Traffic Volumes



Highest ADT on gravel road: ADT 131 west of Selby

Highest volumes in and around Mobridge (US 12)

Highest ADT on County System 20th
St just north of Mobridge (ADT 1,101
- 2019)



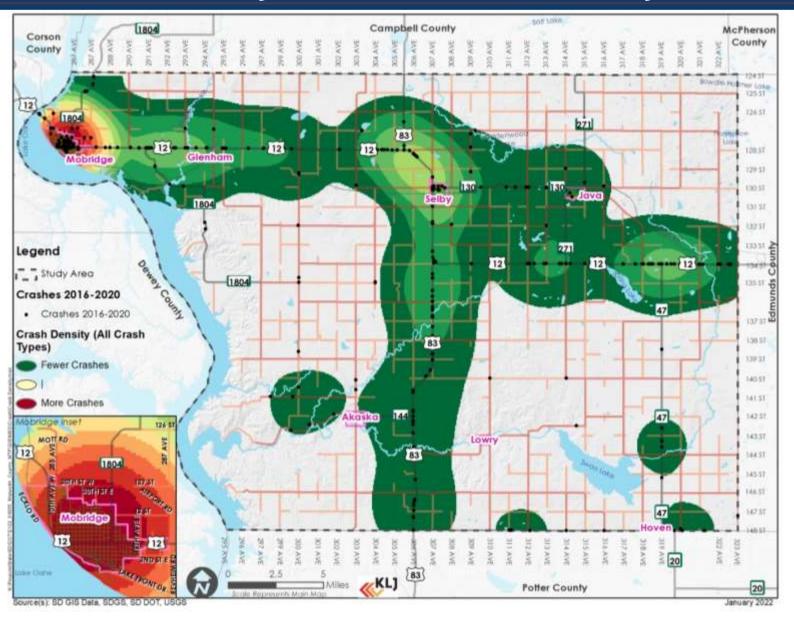
Roadway: Crash and Safety Overview



- Five years of crash data analyzed (2016-2020)
- 334 crashes occurred during analysis period
- High-level trends:
 - 6 Fatal Crashes;
 - 7 Incapacitating Injury Crashes
 - 3 Crashes involving Pedestrian; Two serious-injury crashes
 - About 26% of crashes occurred within cities (cities comprise roughly 0.6 % of County area)
 - About 41% of crashes occurred along US 12
 - About 16% of crashes occurred along US 83

Roadway: Crash Density

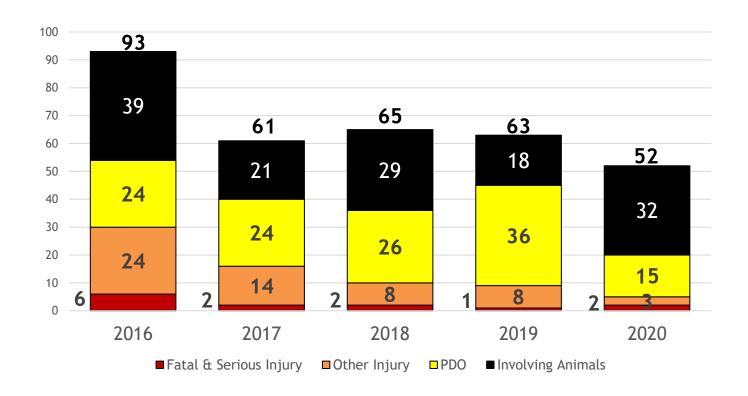




Roadway: Crash Severity

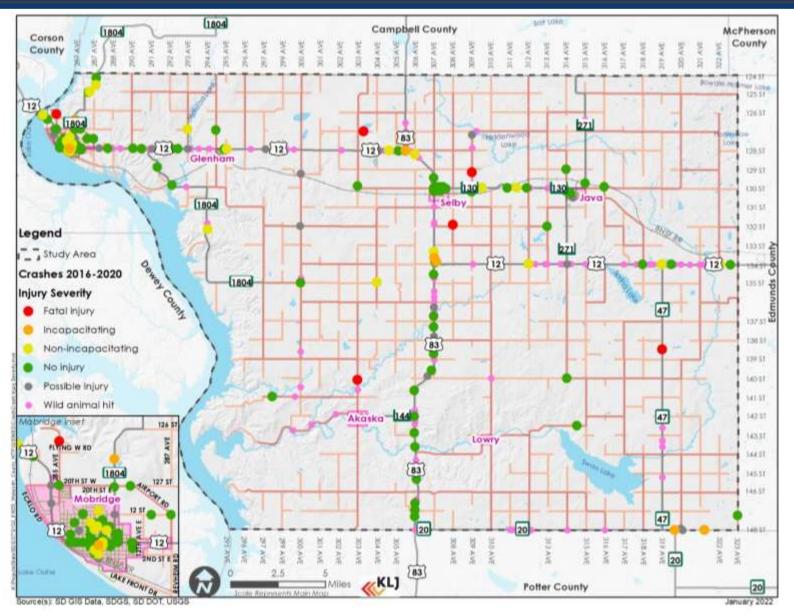


- Fatal and Serious Injury Crashes Decreased
- Total crashes decreased by 32% from 2016 to 2019 and 17% from 2019 to 2020



Roadway: Crash Severity

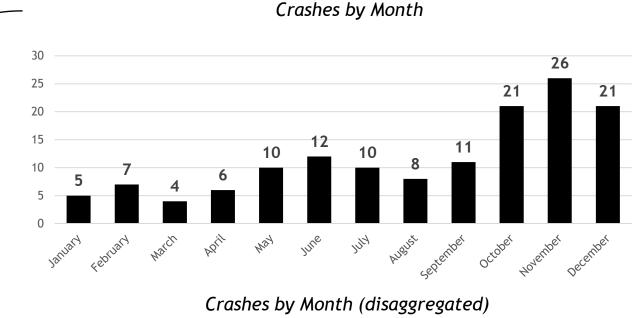




Roadway: Crash Occurrence



- Highest number of crashes occur between October and December (48%)
- Adverse weather and road surface conditions are important factors





Roadway: Impaired Drivers



- There were 18 crashes involving impaired drivers – 5.3% of all crashes during the analysis period
- Statewide average for crashes involving impaired drivers during the same period: 5.5%
- Two of six fatal crashes were alcohol related



Roadway: Wild Animal Crashes

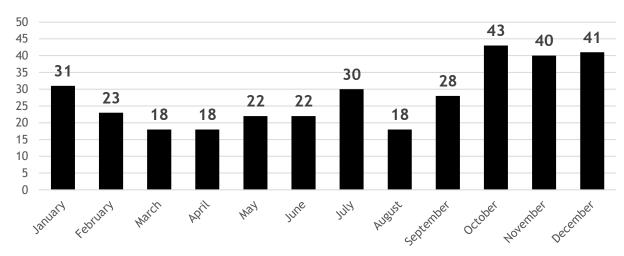


- There were 139 crashes (42%) involving a wild animal during the analysis period
- Highest animal crashes during November
 - Deer breeding season runs from October-December, peaking in mid-November

Top Five States for Claims from an Animal Collision (2020)

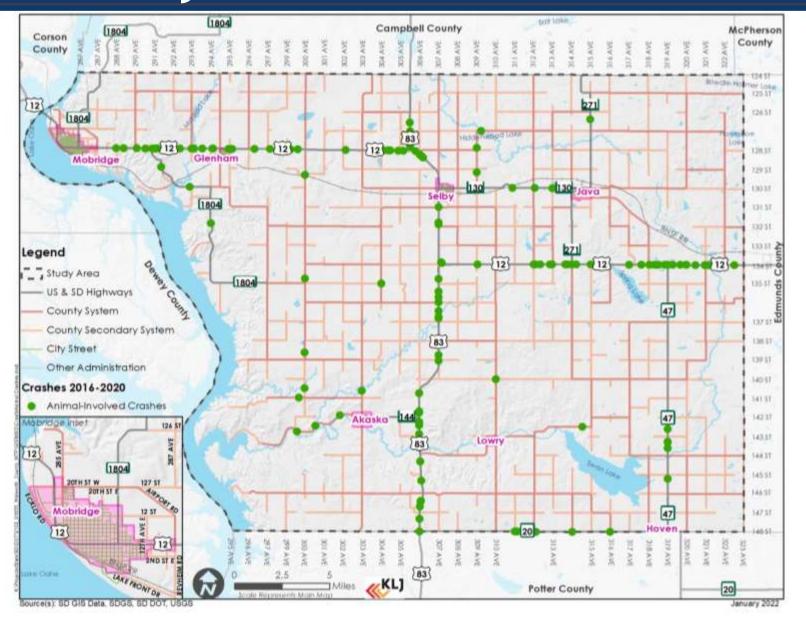
Rank	State
1	West Virginia
2	Montana
3	Pennsylvania
4	South Dakota
5	Michigan

Wild Animal Crashes by Month



Roadway: Wild Animal Crashes

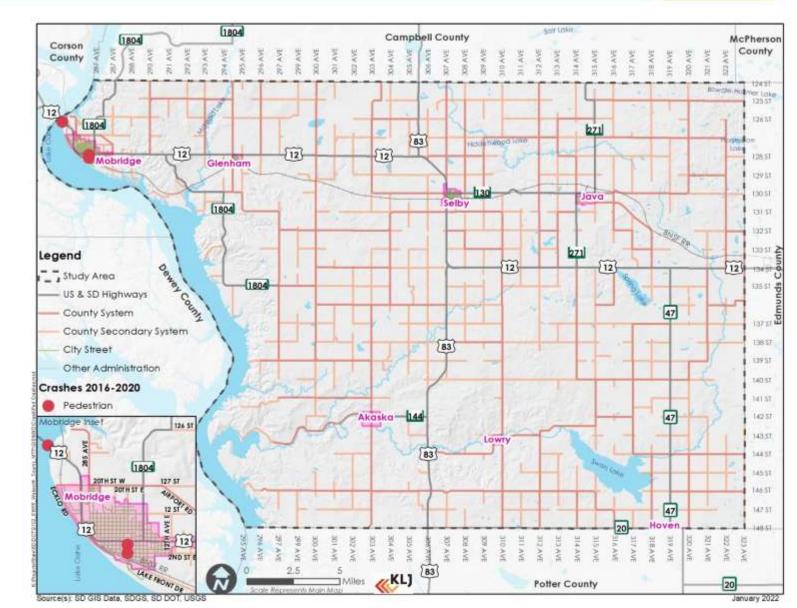




Roadway: Pedestrian Crashes



- There were 3 crashes(<1%) involving pedestrians during the analysis period
- All 3 were in or near Mobridge, on a US Highway or City Street

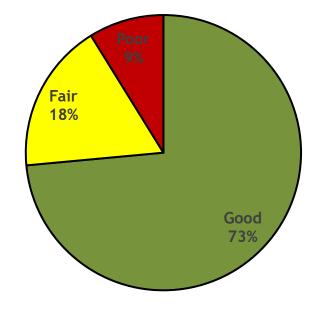


Bridges and Culverts



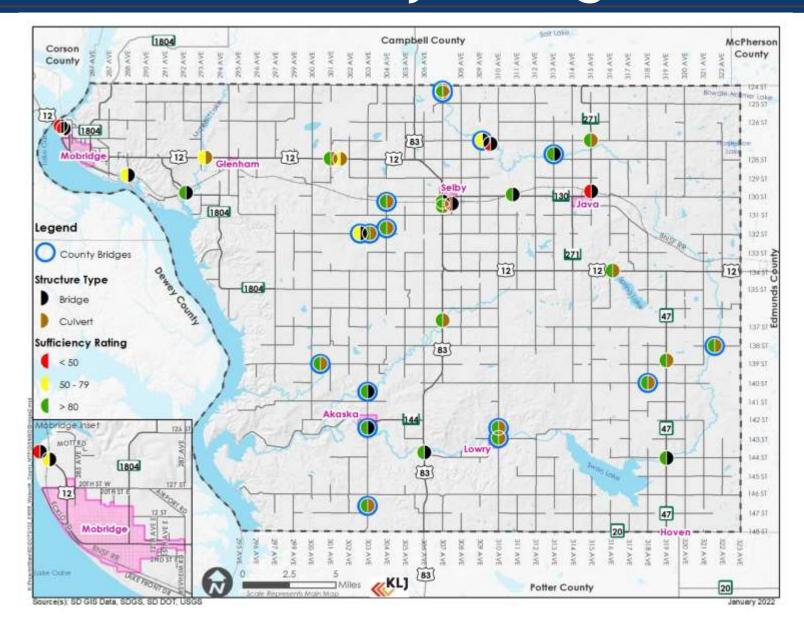
- 35 Total (19 Bridges and 16 Culverts)
 - 16 County Owned (5 Bridges and 11 Culverts)
- Sufficiency rating measures overall condition based on regular required inspections
 - Rating > 80: Good condition
 - Rating 50 79: Fair condition (eligible for federal funding to rehabilitate or refurbish)
 - Rating 0 49: Poor condition (eligible for federal funding to replace)
- 73% of County-maintained bridges and culverts are in good condition

Sufficiency Rating (All Bridges and Culverts)



Roadway: Bridges and Culverts



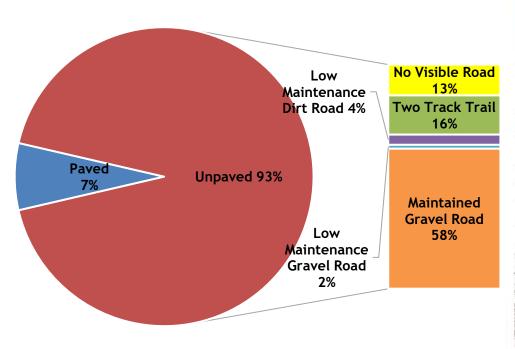


- Prioritization process
 - BIG Project Priorities
 - Funding match an issue

Roadway: Surface Management

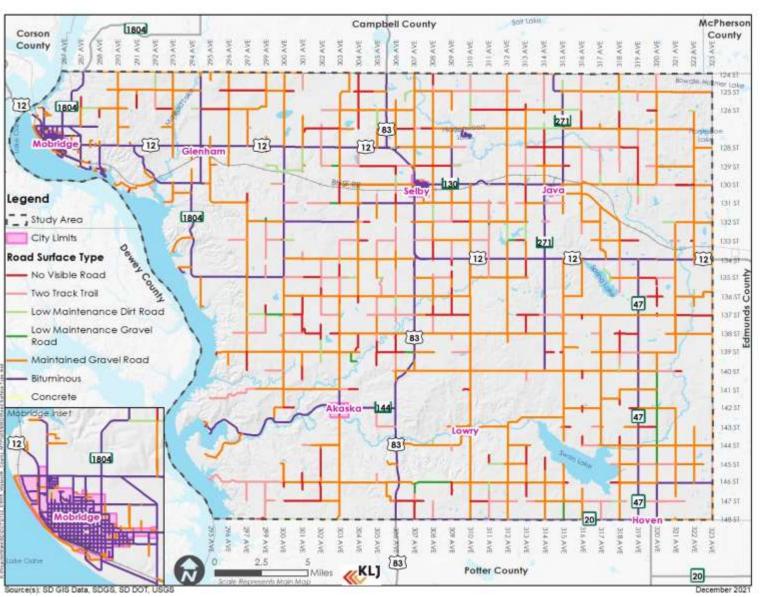


Road Surface Types County System Only









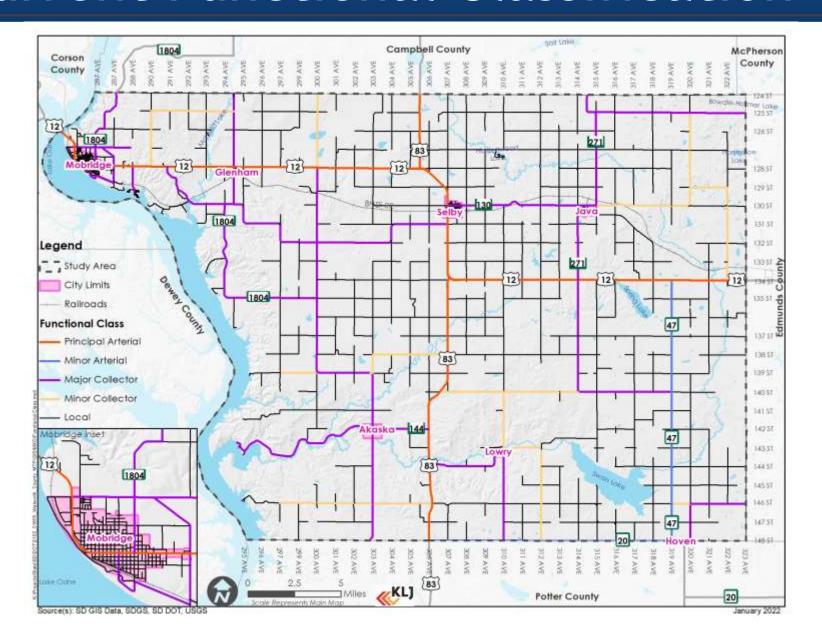
Roadway: Surface Management



- County Roads were visually assessed to determine their actual surface type
- Surface Management Priority Criteria:
 - Traffic safety
 - Daily traffic volumes and type of traffic
 - Continuity and functional classification of the roadway
 - Tendency of drivers to divert from gravel surfaces and onto paved surfaces
 - Stormwater drainage
 - Public opinion
 - Accommodation of non-motorized modes

Current Functional Classification

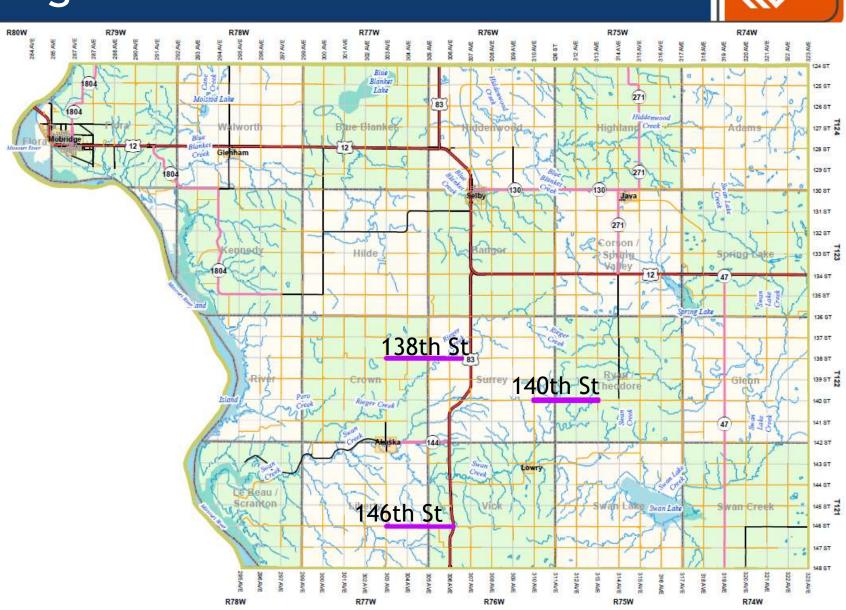




Minor Collectors Signed Minimum Maintenance

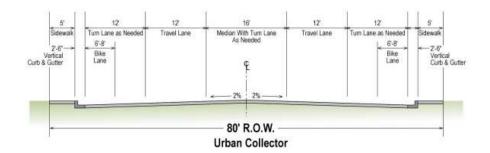


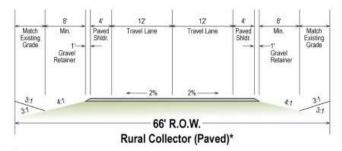
- Shown are Minor Collectors currently signed Minimum Maintenance
- Roads appear to be maintained gravel



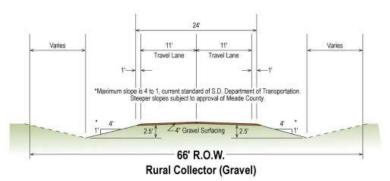
Typical Sections

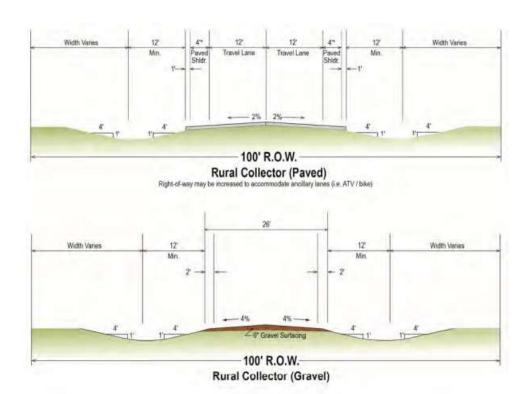


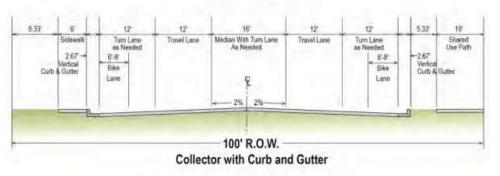




^{*}Right-of-way may be increased to accommodate ancillary lanes (i.e. ATV / bike)







Existing Transit Service



- Walworth County served by Standing Rock Public Transit
- Connections Include:
 - Various Stops on Standing Rock Reservation
 - Mobridge
 - Selby
 - Pierre —

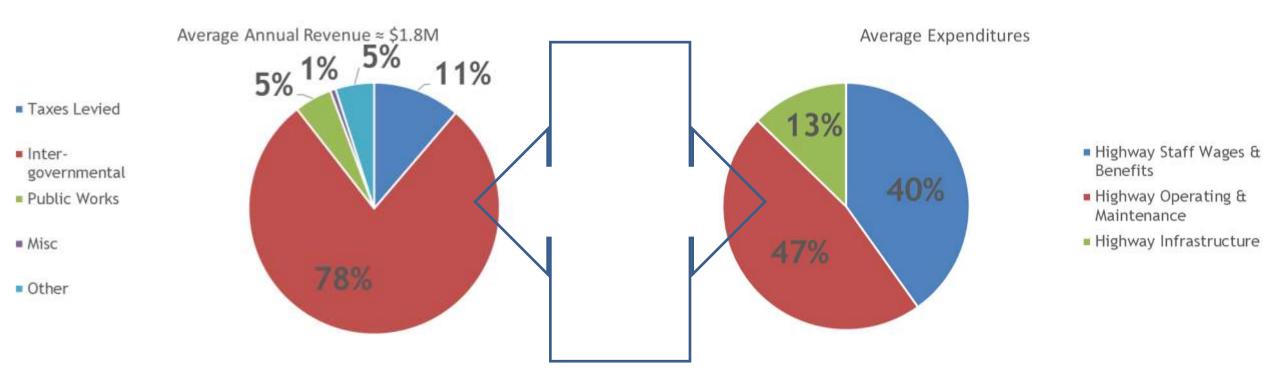


Route #6 Mondays and Thursdays	Departure Time	Route #6 Mondays and Thursdays	Departure Time
Pierre	10:00 AM	Bismarck	9:30 AM
Onida	10:30 AM	Fort Yates	10:55 AM
Gettysburg	11:00 AM	McLaughlin	11:20 AM
Selby	11:40 AM	Mobridge	12:10 PM
Mobridge	12:10 PM	Selby	12:50 PM
McLaughlin	12:35 PM	Gettysburg	1:30 PM
Fort Yates	1:00 PM	Onida	2:10 PM
Bismarck	Arrives 2:30 PM	Pierre	Arrives 2:40 PM

Existing Finances



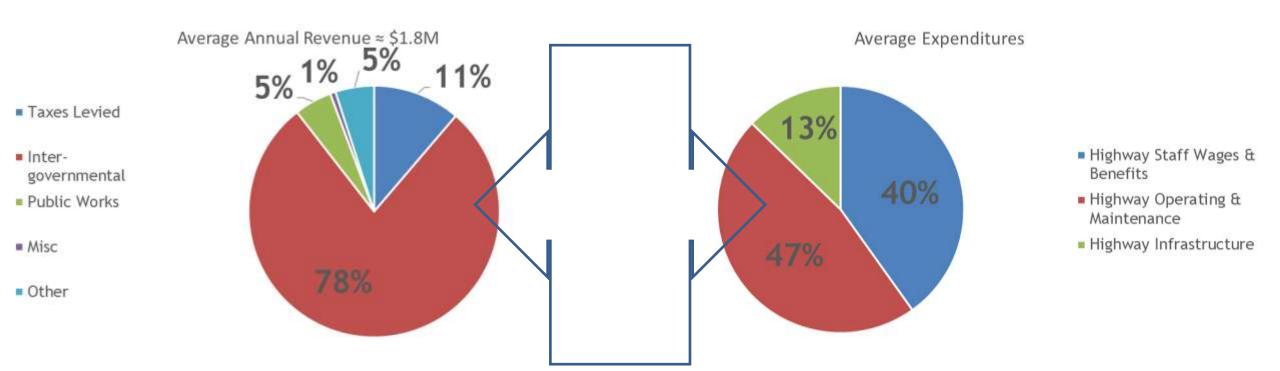
- Existing Finances are Difficult to Track
- Walworth County Revenues (2018-2021) and Expenditures Studied (2019-2020)
- Highway Budget Currently Covering Expenses on Paper
 - Budget Falls Short of Existing Needs
- Majority of Funding is Intergovernmental
- Largest Share of Expenditures is Operating & Maintenance



Finances -Where do we go from here?



- Annualize Maintenance of Paved System
- Annualize Maintenance of Gravel System
- Consider Funding Needs for Staff Retention
- Guidance to County for Highway Department Funding





Goals and Objectives



- Proposed Goal Areas
 - Informed by draft SDDOT 2045 LRTP
 - Refined through public engagement process
 - Support project prioritization (later in planning process)

Safety	System Preservation	Mobility, Reliability, & Accessibility	Economic Vitality	Environmental Sustainability	Workforce Sustainability
Incorporate safety and security throughout all modes, for all users	Preserve and maintain existing transportation system infrastructure	Optimize mobility and connectivity for minimal travel times and delays	Understand current financial and funding conditions within the County and strategically plan future use of funds	Prioritize environmental stewardship in development and maintenance of the system	Preserve eligible workforce for maintaining the county's highway system



Issues Discussion



- What transportation needs exist in Walworth County?
 - ➤ Is the county system adequately serving users?
 - ➤ Is travel to/from certain locations difficult because of road condition or capacity?
 - ➤ What routes could be improved?
 - ➤ Does bike/ped travel feel convenient and safe?
 - ➤ Do current transit services meet your needs?

Social Pinpoint Overview





Webpage

Interactive Map Survey





Drop comments on a map

https://klj.mysocialpinpoint.com/walworth-county-transportation-plan













Walworth County Master Transportation Plan

Public Input Meeting Existing Conditions, Issues and Needs

April 2022

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Walworth County Master Transportation Plan Study Advisory Team Meeting 1 December 6, 2021 1:00 - 3:00 P.M. CST 12:00 - 2:00 MST

Meeting Discussion Points

Meeting Attendees:

- Steve Gramm
- Larry Dean
- Logan Gran
- Noel Clocksin
- Gary Byre
- Ryan Enderson

- Deb Kahl
- LaDean Moak
- Eric Stroeder
- Daryl Thompson
- Steve Zabel

- Steve Grabill -KLJ
- Dave Wiosna -KLJ

1. Welcome & Introductions

- Steve Grabill welcomed attendees to the meeting and self-introductions were made.
 Steve Grabill gave an overview of the agenda and the timeline of the project. Main points of contact were established. Coordination with the County Board will be through Scott Schilling, who sits on the Board but was unable to attend the meeting.
- Steve Grabill noted that Social Pinpoint would be used for the internet survey.

2. Issues and Needs

- Steve Grabill sought input and discussion from the group on transportation issues and needs within the County.
 - Revenue sources and expenditures were brought up as a concern. Steve Grabill stated that he would need help from Walworth County to identify historic revenues and expenditures. Deb Kahl said that Walworth County has not levied for roads since the freeze in 1998, and only an opt-out can change this.
 - It was noted that existing roads were built to standards many years ago but impacts due primarily to the number and size of heavy vehicles are more severe now.
 - Questions were raised as to the availability of roadway funding from Game and Fish.
 - The SAT discussed the need to evaluate which county roads should be on the primary system and which should be on the secondary system.
 - It was noted that there are spring load restrictions on asphalt roads with some exceptions.



- One identified safety issue was that there is support from residents to combine mailbox locations. Some mailboxes are also fixed objects within the clear zone.
- A high level of pedestrian activity was identified along a highway near Mobridge.
- The Town of Akaska has a two-way stop condition with complaints about north-south traffic, speeds and stop sign disobedience.
- Steve Grabill noted that many of the gravel road conditions in the county are well-documented from the signing project recently completed by KLJ.
- Steve Grabill noted that recommendations, once made, will be put before the county board for their consideration.

3. Methods and Assumptions (M&A)

- Steve Grabill presented the draft Methods and Assumptions Document for SAT review.
- There will be 6 SAT meetings. Since Stakeholders have been selected to sit on the SAT, no additional Stakeholder meetings will be held. However, input from other stakeholders will be sought, including School representatives,
- 2 public input meetings
 - To be held in Selby school from 5:30-7:00 with availability online
- Steve Grabill noted that all public meeting materials will be posted to the website
- Steve Grabill suggested that any of the 8 additional tube counts could be recommended by the county
- Traffic growth rates will be based on the SDDOT traffic projection table for Walworth County. It was noted that the M&A Document will show a Level of Service (LOS) threshold of LOS B for existing and future conditions.
- Steve Grabill suggested perhaps two financial scenarios with the county given an option of which one to move forward with. One option will reflect historical expenditures for the Highway Department, and the other will reflect recent proposed reductions in funding. The implications of each scenario will be explored. Inflation percentages will be changed to, "Percentages to be determined".
- Steve Grabill will submit a revised M&A Document based on this input received from the SAT.

4. Next Steps

• Steve Grabill anticipated the next SAT meeting to be held in early February, with Public Input Meeting #1 to be held in late February.

Walworth County Area Master Transportation Plan

Study Advisory Team Meeting #1
Project Kickoff

December 6th, 2021

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Agenda



- 1. Welcome & Introductions
- 2. Discuss Study Expectations
- 3. Review Draft Methods & Assumptions (M&A) Document
- 4. Discuss Revisions and Approval of M&A Document
- 5. Next Steps

Study Advisory Team



Study Advisory Team				
John Badgeley, Walworth County Citizen	• LaDean Moak, Walworth County Citizen			
Gary Byre, Walworth County Highway	Scott Schilling, Walworth County Commission			
Noel Clocksin, SDDOT - Administration	Eric Stroeder, SDDOT - Mobridge Area			
• Larry Dean, SDDOT - Project Development	Daryl Thompson, Walworth County Citizen			
 Ryan Enderson, City of Mobridge - Street Department 	Steve Zabel, Walworth County Citizen			
• Steve Gramm, SDDOT - Project Development	• Deb Kahl, Walworth County - Equalization			
Logan Gran, SDDOT - Project Development				

Project Management



- Main points of contact
 - KLJ Steve Grabill
 - SDDOT Steve Gramm
 - County Gary Byre

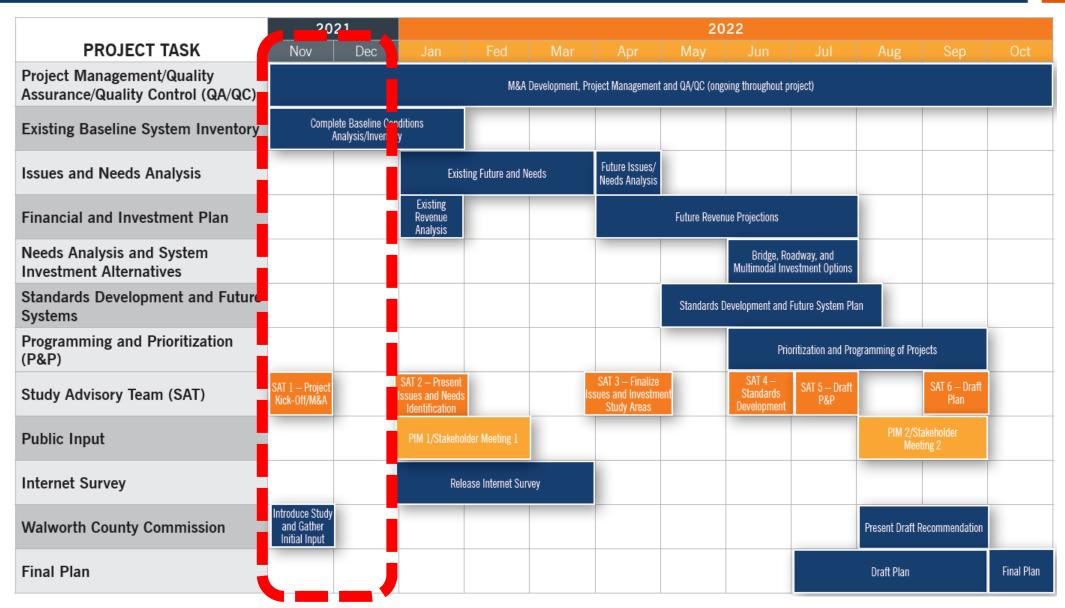
- County Board Updates
 - How does the County Board want to be involved?

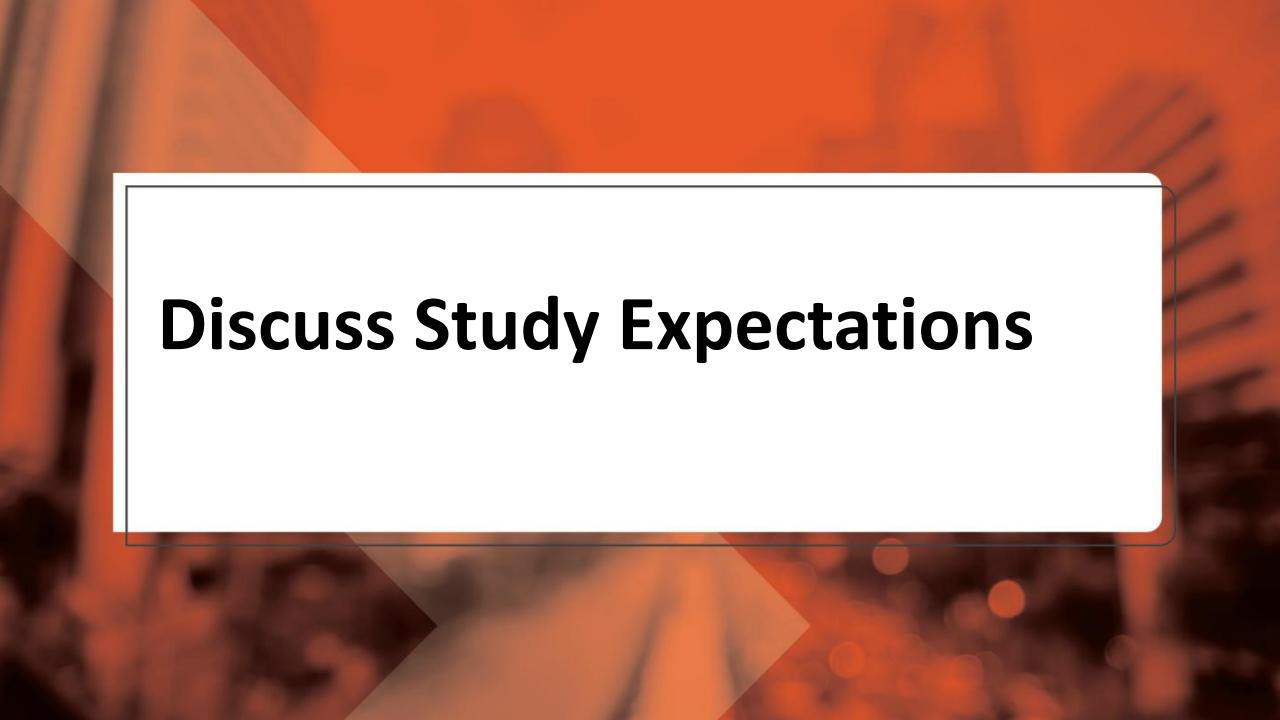


- Monthly detailed progress report
 - To SDDOT Monthly

Study Schedule







Discuss Study Expectations



SAT #1 Roundtable (Issues and Needs)

What are the principal issues and needs facing Walworth County?



Review Draft M&A Document

Study Advisory Team (SAT)



SAT Meeting #1

- Kick-off
- Confirm expectations
- Finalize work plan

SAT Meeting #2

- Existing conditions
- Issues and needs

SAT Meeting #3

- Future conditions
- Universe of project recommendations

SAT Meeting #4

- Standards development
- Preliminary review of project recommendations

SAT Meeting #5

 Refinement of project recommendations

SAT Meeting #6

- Final project recommendations
- Implementation plan
- Draft plan

Public Input Meetings



- Two Public Input Meetings (PIMs)
 - PIM #1 (Feb.): Present baseline conditions, gather input on issues and needs
 - → PIM #2 (Sept.): Present draft plan
- Location
 - Selby or Mobridge
- Hybrid virtual/in-person



Public Notices



- County Publication Requirements
- Two (2) notices 17 and 10 days prior to meeting
 - Mobridge Tribune
 - Selby Record
- Additional Publication
- One (1) notice 7 days prior to meeting
 - Hoven Review
 - Bowdle Pride of the Prairie



All proofs reviewed in advance by SDDOT; affidavit required for reimbursement

Stakeholder Meetings



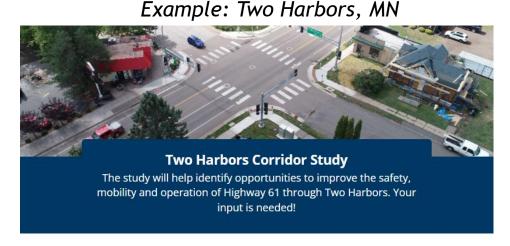
- Additional Stakeholder Meetings Needed?
- One stakeholder meeting to be held in tandem (i.e. same day) with each Public Input Meeting?
- Small Group Meeting Format?
 - Hybrid virtual vs. in-person
 - Develop ahead of PIMs
- Stakeholder Identification
 - City of Mobridge
 - City of Selby
 - Town of Akaska
 - Town of Glenham
 - Town of Java
 - Town of Lowry
 - Others?



Project Website



- Walworthcounty.transportationplan. net
 - Technical reports approved for public viewing
 - Project schedule and regular project updates
 - Public input meeting materials
 - An interactive map tool



Share Your Ideas



Interactive Map

Shape the future of the Highway 61 Corridor by adding your ideas and concerns to the map!



Transportation Survey

Weigh in on the issues and challenges affecting the Highway 61 Corridor!

See Project Map

Take the Survey

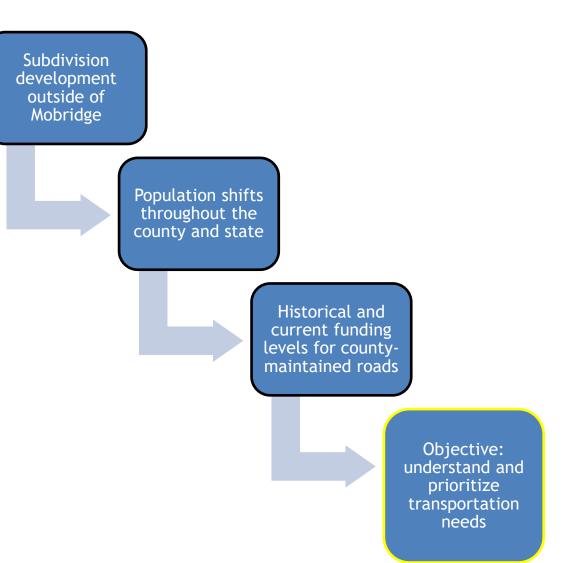
Background



Changing conditions within Walworth County highlight the need for a Master Transportation Plan

Plan purpose:

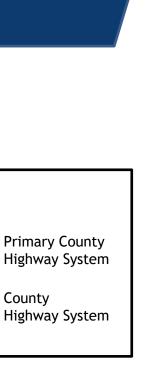
- Assess and document existing conditions
- Explore and evaluate transportation needs, including funding
- Update primary, secondary, and functional classification systems
- Develop specific project and policy recommendations

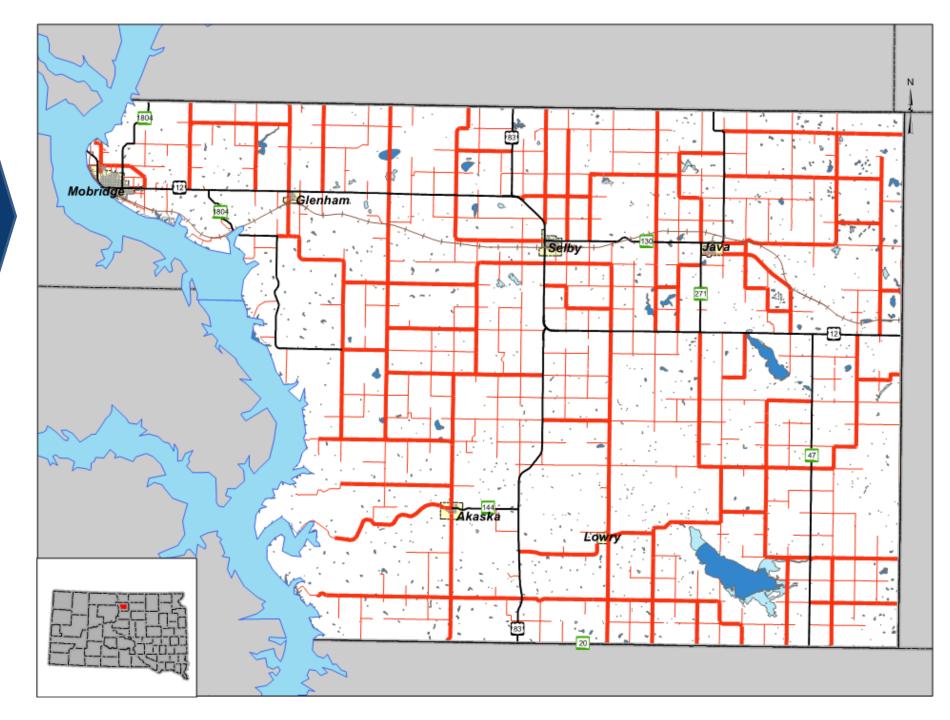


Study Area

Legend

County





Analysis Years/Periods



- Existing Conditions (2022):
 - Peak hour volumes will be determined on a per-location basis
 - Traffic data to include SDDOT AADTs, counts collected by KLJ
 - § 8 locations to be determined proposed during SAT meeting 2
- Future Conditions (2045):
 - A linear growth rate will be assumed to calculate year 2045 traffic volumes
 - Forecast methodology will reflect expected changes in land use
- Financial Assumptions:
 - Budget resources to be provided by the County
 - Revenue forecasts will use inflation rates decided in cooperation with the SAT

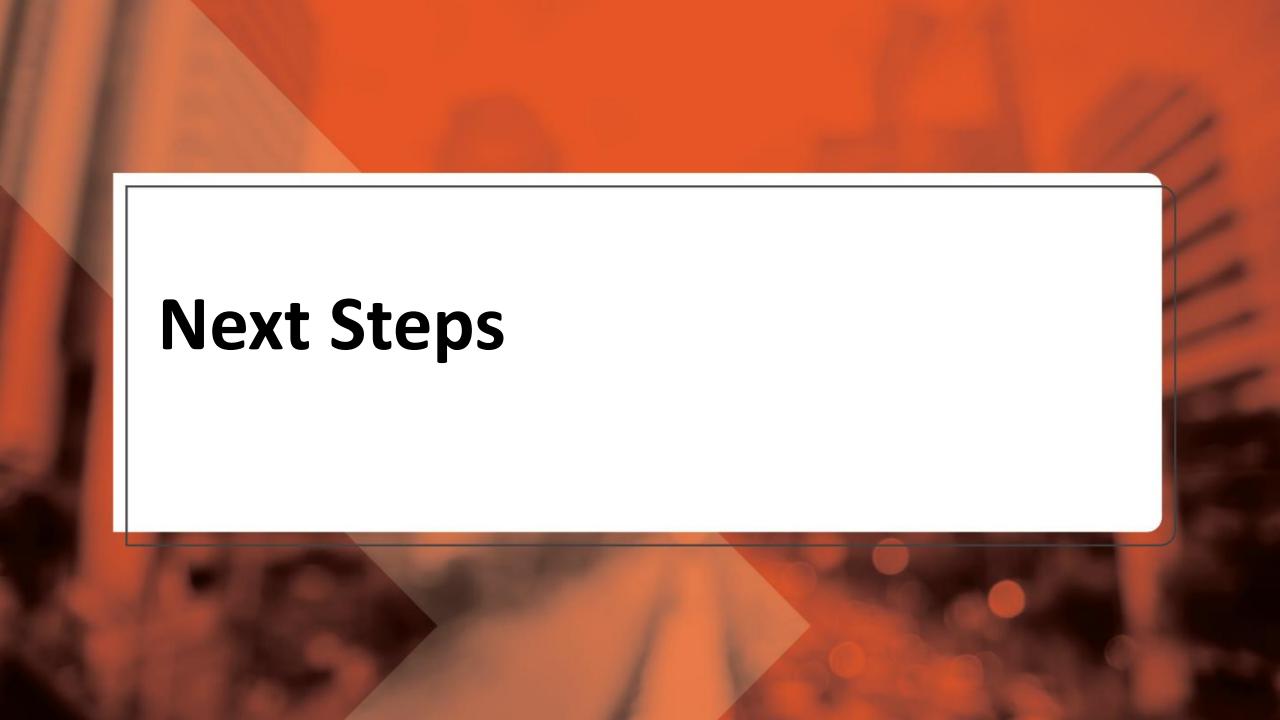
Discuss Revisions and Approval of M&A Document

Revisions and Approval of M&A Document Williams



Items to add to M&A document?

Items to remove from M&A document?



Next Steps



 Steve and Gary to conduct site visits following SAT Meeting #1

Tentatively Schedule SAT Meeting #2 - Early February?

PIM #1 - Late February?



Walworth County Master Transportation Plan Study Advisory Team Meeting 2 February 1, 2022 1:00 - 3:00 P.M. MST 2:00 - 4:00 P.M. CST

Meeting Discussion Points

Meeting Attendees:

- Steve Gramm
- Larry Dean
- Logan Gran
- Noel Clocksin
- Gary Byre
- Ryan Enderson

- Deb Kahl
- LaDean Moak
- Eric Stroeder
- Steve Zabel
- Steve Grabill KLJ
- Dave Wiosna -KLJ
- Chris DeVerniero
- Oz Khan KLJ

- KLJ

1. Welcome & Introductions

Steve Grabill welcomed attendees to the meeting and self-introductions were made.
 Steve Grabill reviewed the agenda for the meeting.

2. Baseline Report

- Steve Grabill reviewed Walworth County population trends. Despite a downward trend, it was decided that future traffic growth will be shown using SDDOT growth factor for Walworth County.
- Steve Grabill said that analysis of financials is still a work in progress and that it would be premature to present any results at this SAT meeting. He said KLJ would be meeting with County staff to examine the data in a separate meeting. No meeting date has been yet established.
- Steve Grabill presented traffic data, including vehicle miles traveled by SD county and Walworth Average Daily Traffic. Walworth staff indicated that future traffic counts will be desired at new locations in the future. These locations will need to be provided to the SDDOT by Walworth staff. A needed color correction to the traffic volume map was identified.
- Steve Grabill presented numerous slides pertaining to the analysis of crash data. Crash trends in Walworth County are in generally a positive down-trend for frequency and severity. No clear crash issue locations were identified.
- Steve Grabill presented bridge and culvert analysis information. Most county bridges are in good condition.



• Steve Grabill provided an update on the road surface management data. He said the GIS information from the County signing project has provided good information.

3. Goals and Objectives

- Steve Grabill provided an overview of the purpose for goals and objectives and how they would be examined in the planning process.
- Steve presented the proposed set of five Plan Goal Areas. The SAT concurred with the five, and added a sixth called, Workforce Sustainability.

4. Issues Identification

- Steve Grabill reviewed input and discussion from the group on transportation issues and needs within the County from SAT meeting #1.
 - Financial analysis is a critical component of the study
 - Existing roads were built to standards many years ago but impacts due primarily to the number and size of heavy vehicles are more severe now.
 - Need to evaluate which county roads should be on the primary system and which should be on the secondary system.
 - o Some mailboxes act as fixed objects within the clear zone.
- Steve Grabill reviewed analysis of the Functional Classification system. This has been mapped and compared to recommended percentages.
- Steve Grabill showed that 3 minimum maintenance roads are currently shown as Minor Collectors. They are 138th Street, 140th Street, and 146th Street. He will need guidance on whether they should remain as minimum maintenance roads or be reclassified. Larry Dean said that section line highways are typically considered public roads, so even if they are two-track roads they should generally be considered as local roads.
- Example typical sections were reviewed. It was the consensus that both rural and urban typical sections were beneficial for the county to have.

5. Public Input Meeting (PIM) 1 Framework

- Steve gave an overview of planned public engagement activities. He discussed the Plan website and Social Pinpoint interactive map survey, as well as the upcoming public input meeting.
- Steve said stakeholders would be contacted over the next month or so to obtain their input.
- PIM #1 is scheduled for end of February (location, date, and time to be confirmed).

6. Next Steps

• Steve Grabill anticipated the next SAT meeting to be held in April, with Public Input Meeting #1 to be held in late February or early March.



• Steve Grabill will meet with Walworth Staff to address the financial plan in the coming month. He also hoped to send out a draft of the Baseline Conditions Chapter for SAT review.

Walworth County Master Transportation Plan

Study Advisory Team Meeting #2
Existing Conditions, Issues and Needs

February 1, 2022

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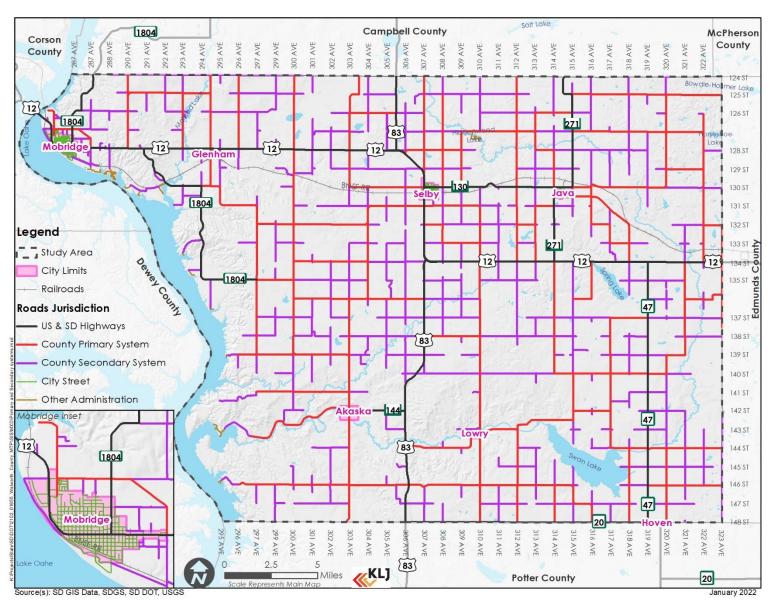
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Agenda



- 1. Baseline Report
- 2. Goals & Objectives
- 3. Issues Identification Discussion
- 4. PIM #1 Framework
- 5. Next Steps





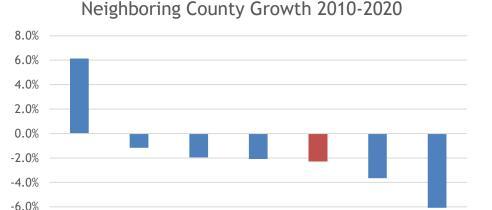
Population Trends

-8.0%



Campbell

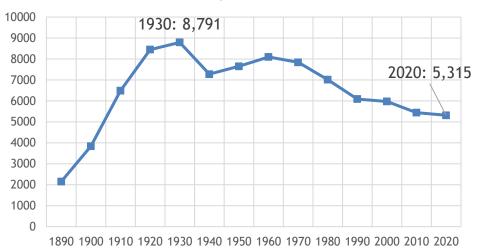
- Walworth → Population loss 2010-2020. Of 66 SD counties, 33 had loss while 33 gained.
- Population declined by 123 (-2.3%) during last decade
- Population growth slowly declining or stable since 1930 peak
- Traffic Implications?



Walworth County Growth 1890-2020

McPherson Edmunds Walworth County

County



Financials



Page:

IN PROGRESS

Fund: 201 Opt #73 - 2

WALWORTH COUNTY DEPARTMENTAL ESTIMATED REVENUE FOR YEAR 2022 -----ROAD & BRIDGE FUND------

Actual Actual Actual Actual Estimated Estimated Revenue Revenue Revenue Revenue Revenue Revenue 2018 2019 2020 2021 2021 2022 Account Description Prior Yr-2 Prior Yr-1 Prior Yr Current Year Current Yr **Budget Year** 361.10 HIGHWAY PENALTY INTEREST .00 .00 .00 .00 .00 .00 362.00 RENT .00 .00 .00 .00 .00 REFUND OF PRIOR YRS EXPENSE 831.76 1,523.64 2,787.66 .00 1,000.00 1,000.00 MISCELLANEOUS OTHER .00 .00 .00 .00 .00 .00 TOTAL MISCELLANEOUS REVENUE 10,993.75 17,835.07 18,498,48 3,919.88 13,000.00 8,000.00 371.00 TRANSFERS IN .00 .00 .00 .00 .00 .00 CAPITAL LEASES .00 .00 .00 .00 .00 .00 INSURANCE PROCEEDS 8.036.47 .00 .00 .00 .00 .00 SALE OF SURPLUS PROPERTY 157,545.00 .00 25,947.25 .00 166,760.45 .00 TOTAL OTHER FINANCING SOURCES 165,581.47 .00 25,947.25 166,760.45 .00 .00 RESIDUAL EQUITY TRANSFERS IN .00 .00 .00 .00 .00 .00 TOTAL OTHER FINANCING SOURCES .00 .00 .00 .00 .00 .00

GRAND TOTAL:

2,429,545.15

2,143,839.41

2,202,709.52

1,923,018.35

1,971,109.40

1,529,640.00

SD Vehicle Miles of Travel By County



Local Highway System										
	Federal Aid		Non-Federal Aid			ay oystem	RURAL TOTAL LOCAL			
	Major Collector (7)		Minor Collector (8)		Local Raods (9)		HIGHWAY SYSTEM		TOTAL ALL RURAL	
County	Miles	VMT	Miles	VMT	Miles	VMT	Miles	VMT	Miles	VMT
Aurora	185.383	8,434,785	83.193	1,214,720	913.332	8,137,675	1,181.908	17,787,180	1,246.656	110,025,201
Beadle	269.080	14,357,640	109.865	1,929,755	1,562.675	12,829,020	1,941.620	29,116,415	2,033.504	97,373,882
Bennett	126.394	9,551,685	119.561	1,824,635	389.142	2,261,175	635.097	13,637,495	706.273	35,426,744
Bon Homme	114.518	10,499,955	49.527	1,066,165	794.559	10,725,890	958.604	22,292,010	1,070.710	70,691,733
Brookings	197.638	40,193,435	108.585	3,866,810	1,062.873	15,361,025	1,369.096	59,421,270	1,461.071	206,560,449
Brown	407.956	35,610,495	110.730	5,054,155	2,173.327	18,241,970	2,692.013	58,906,620	2,853.337	183,431,803
Brule	129.627	9,733,820	118.327	1,329,330	810.982	6,199,525	1,058.936	17,262,675	1,151.093	123,761,637
Buffalo	90.402	3,382,455			192.880	1,064,340	283.282	4,446,795	349.243	19,278,629
Butte	162.484	5,877,595	88.074	990,975	501.529	3,731,760	752.087	10,600,330	924.140	83,776,916
Campbell	87.684	2,290,740	96.811	3,075,125	670.929	3,581,380	855.424	8,947,245	962.071	24,103,390
Charles Mix	210.819	13,822,915	111.644	1,945,450	1,386.419	11,098,920	1,708.882	26,867,285	1,851.708	83,356,245
Clark	182.774	8,657,070	132.125	2,538,210	1,124.182	7,517,540	1,439.081	18,712,820	1,553.548	60,505,110
Clay	124.413	12,525,705	58.820	3,113,085	544.264	7,417,895	727.497	23,056,685	792.005	93,776,303
Codington	187.358	25,419,695	89.875	2,464,845	842.182	7,894,585	1,119.415	35,779,125	1,203.423	145,001,615
Corson	218.735	6,791,190	120.178	1,535,190	885.677	4,336,200	1,224.590	12,662,580	1,416.890	47,835,663
Custer	163.006	8,449,750	94.841	2,677,640	484.804	6,987,925	742.651	18,115,315	949.457	151,138,698
Davison	153.667	24,357,545	37.053	1,027,110	577.921	6,228,725	768.641	31,613,380	803.789	108,689,007
Day	199.944	16,215,855	203.524	4,412,485	1,090.979	8,444,275	1,494.447	29,072,615	1,583.011	95,592,579
Deuel	150.357	12,392,845	57.540	1,045,725	785.566	6,217,410	993.463	19,655,980	1,105.914	115,242,202
Dewey	189.412	7,117,135	87.958	1,325,680	512.431	2,294,390	789.801	10,737,205	934.844	50,865,175
Douglas	122.657	8,084,750	45.068	1,229,320	627.839	5,101,240	795.564	14,415,310	848.478	41,774,810
Edmunds	219.835	9,102,370	78.984	999,005	1,107.144	5,250,890	1,405.963	15,352,265	1,516.899	70,565,020
Fall River	100.662	4,512,130	125.559	1,950,925	498.507	4,317,585	724.728	10,780,640	881.621	96,397,807
Walworth	97.521	3,513,490	63.921	728,540	689.310	4,735,510	850.752	8,977,540	978.934	48,882,278

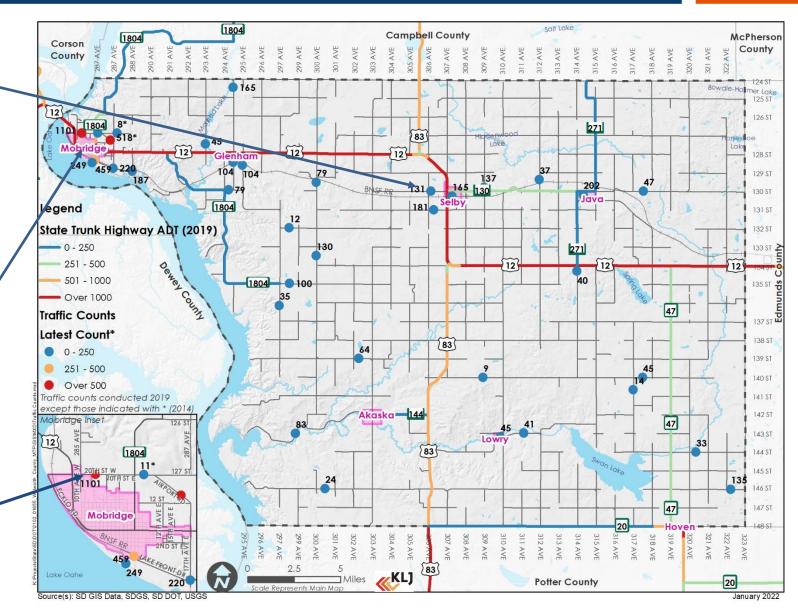
Roadway: Traffic Volumes



Highest ADT on gravel road: ADT 131 west of Selby

Highest volumes in and around Mobridge (US 12)

Highest ADT on County System 20th
St just north of Mobridge (ADT 1,101
- 2019)



Roadway: Crash and Safety Overview

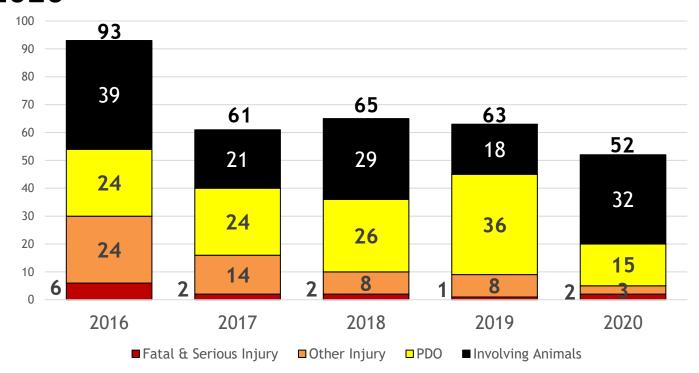


- Five years of crash data analyzed (2016-2020)
- 334 crashes occurred during analysis period
- High-level trends:
 - 6 Fatal Crashes;
 - 7 Incapacitating Injury Crashes
 - 3 Crashes involving Pedestrian; Two serious-injury crashes
 - About 26% of crashes occurred within cities (cities comprise roughly 0.6 % of County area)
 - About 41% of crashes occurred along US 12
 - About 16% of crashes occurred along US 83

Roadway: Crash Severity

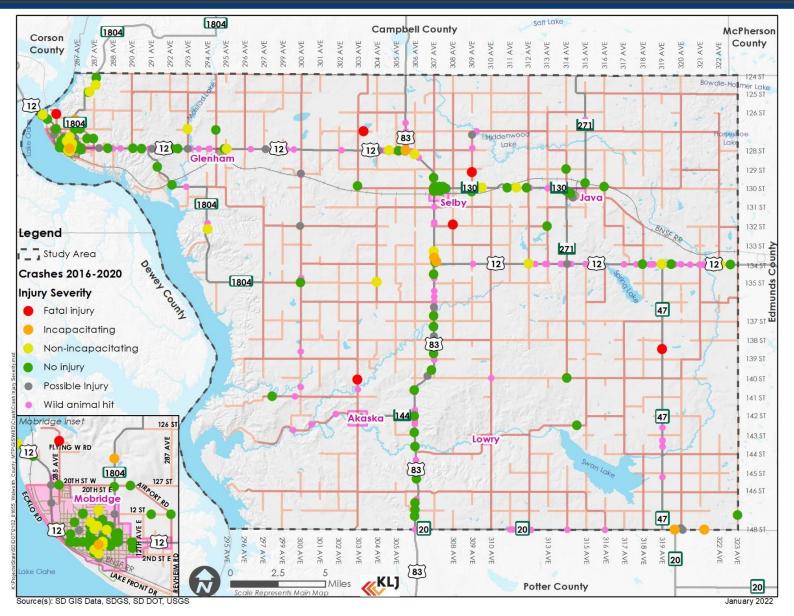


- Fatal and Serious Injury Crashed Decreased
- Despite effects of COVID-19, 2020 total in line with downward trend beginning in 2017
 - Total crashes decreased by 32% from 2016 to 2019 and 17% from 2019 to 2020



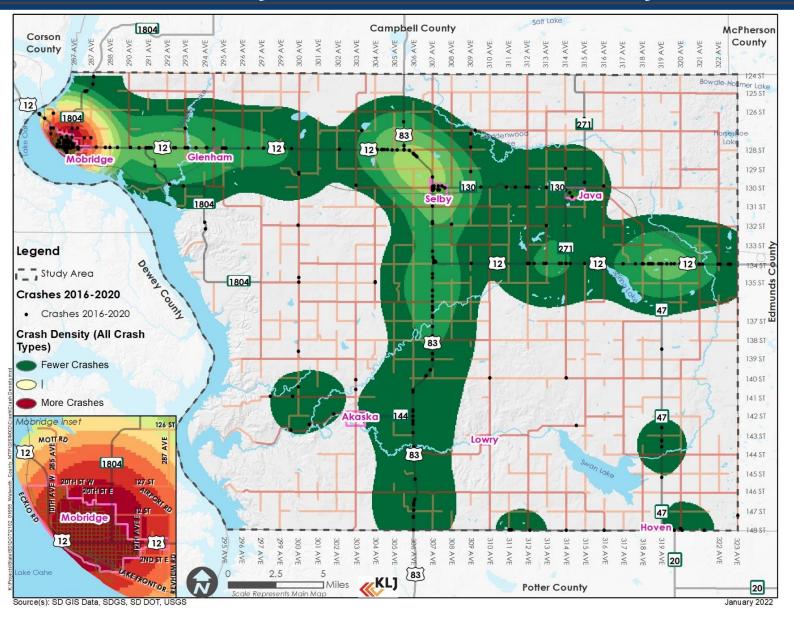
Roadway: Crash Severity





Roadway: Crash Density

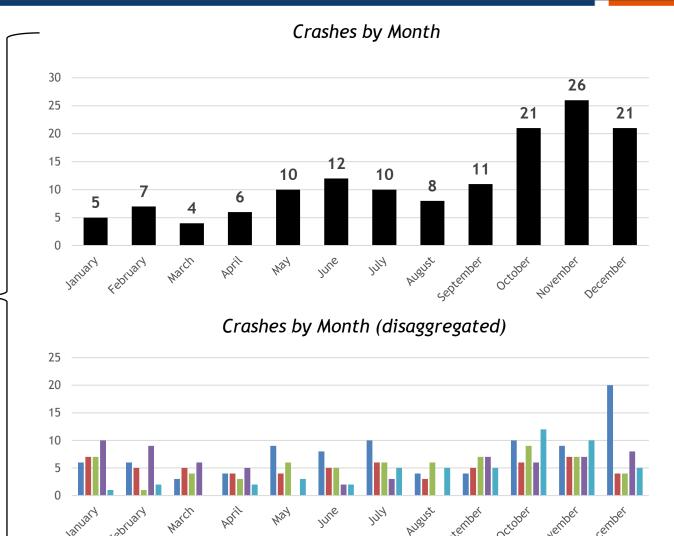




Roadway: Crash Occurrence



- Highest number of crashes occur between October and December (48%)
- Adverse weather and road surface conditions are important factors



Roadway: Impaired Drivers



- There were 18 crashes involving impaired drivers – 5.3% of all crashes during the analysis period
- Statewide average for crashes involving impaired drivers during the same period: 5.5%
- Two of six fatal crashes were alcohol related



Roadway: Wild Animal Crashes

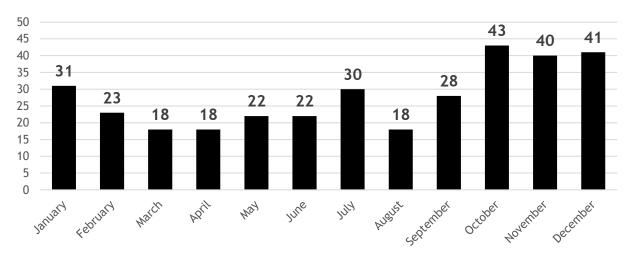


- There were 139 crashes (42%) involving a wild animal during the analysis period
- Highest animal crashes during November
 - Deer breeding season runs from October-December, peaking in mid-November

Top Five States for Claims from an Animal Collision (2020)

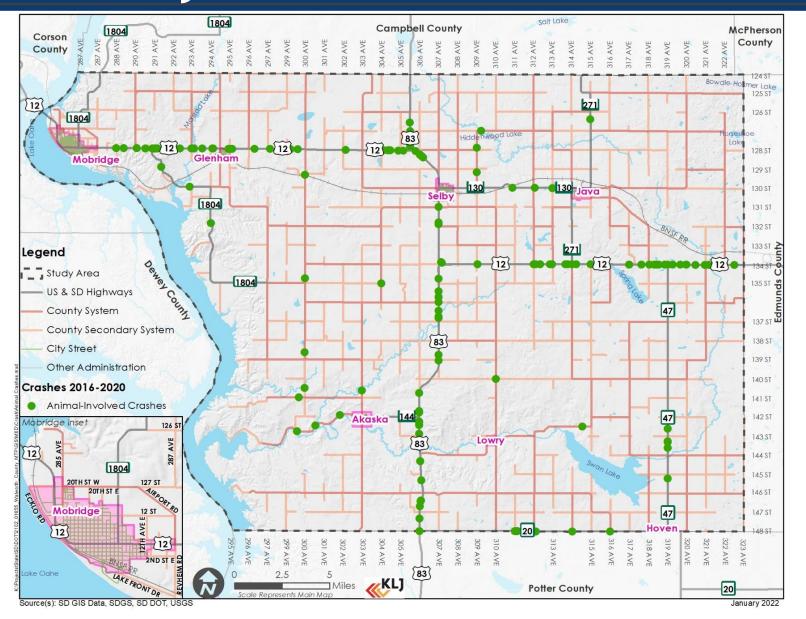
Rank	State		
1	West Virginia		
2	Montana		
3	Pennsylvania		
4	South Dakota		
5	Michigan		

Wild Animal Crashes by Month



Roadway: Wild Animal Crashes

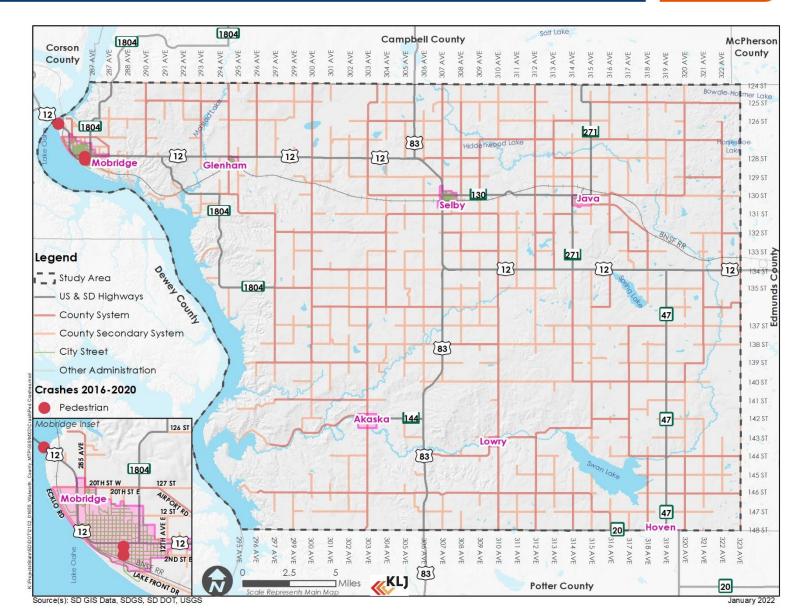




Roadway: Pedestrian Crashes



- There were 3 crashes(<1%) involving pedestrians during the analysis period
- All 3 were in or near Mobridge, on a US Highway or City Street

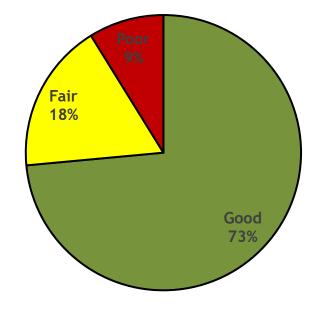


Bridges and Culverts



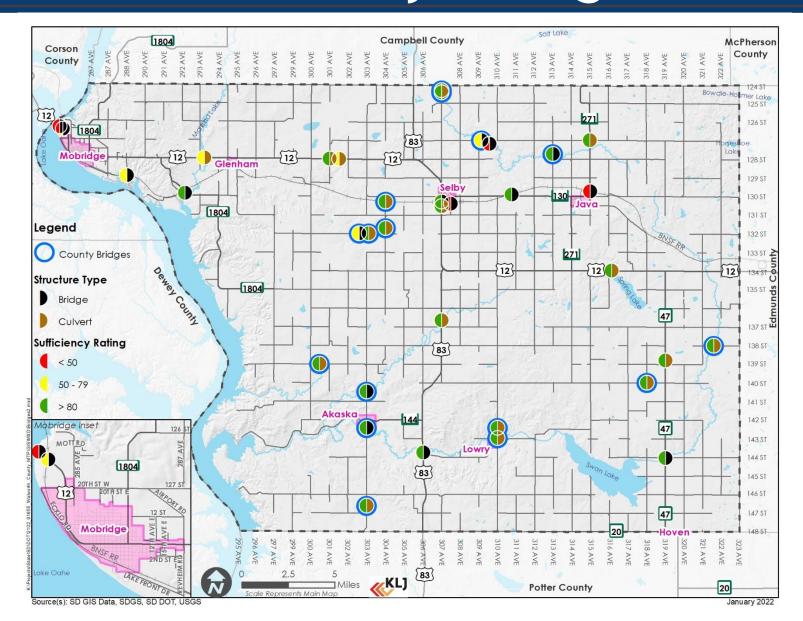
- 35 Total (19 Bridges and 16 Culverts)
 - 16 County Owned (5 Bridges and 11 Culverts)
- Sufficiency rating measures overall condition based on regular required inspections
 - Rating > 80: Good condition
 - Rating 50 79: Fair condition (eligible for federal funding to rehabilitate or refurbish)
 - Rating 0 49: Poor condition (eligible for federal funding to replace)
- 73% of County-maintained bridges and culverts are in good condition

Sufficiency Rating (All Bridges and Culverts)



Roadway: Bridges and Culverts



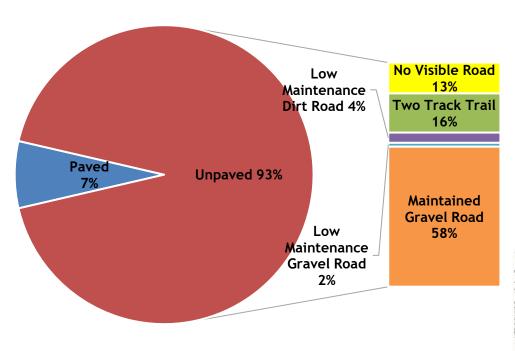


- Prioritization process
 - BIG Project Priorities
 - Local/County or Sell to Landowner

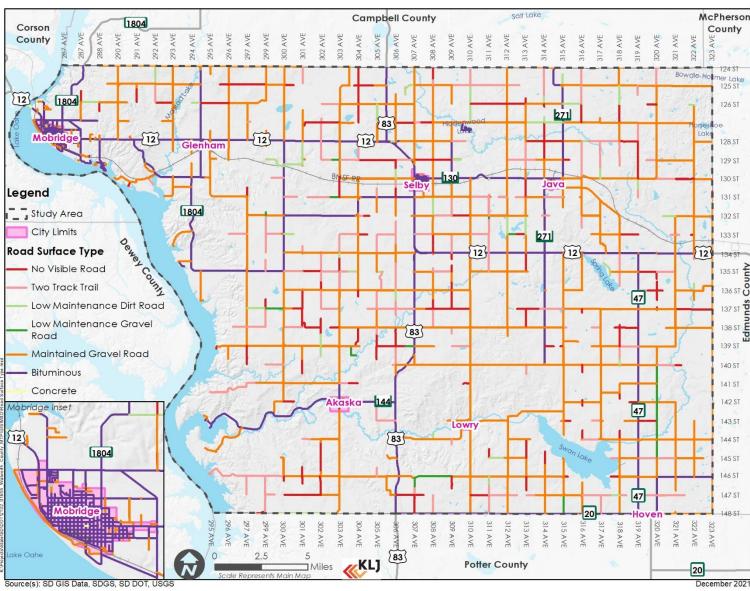
Roadway: Surface Management



Road Surface Types County System Only







Roadway: Surface Management



- During the Walworth County Signing Project, County Roads were visually assessed to determine their actual surface type
 - Many roads in the county listed in state GIS databases differ in their surface type on the ground
- Future Surface Management:
 - Daily traffic volumes and type of traffic
 - Continuity and functional classification of the roadway
 - Tendency of drivers to divert from gravel surfaces and onto paved surfaces
 - Traffic safety
 - Stormwater drainage
 - Public opinion
 - Accommodation of non-motorized modes





- Vision
 - Aspirational statement outlining a desired future
- Goals:
 - Broad statements that describe a desired end state
 - Represent key priorities
 - Visionary in nature
- Strategies
 - Specific actions → support the achievement of goals

General

Specific



- Proposed Goal Areas
 - Informed by draft SDDOT 2045 LRTP
 - Refined through public engagement process
 - Support project prioritization (later in planning process)

Safety

 Incorporate safety and security throughout all modes, for all users

System Preservation

 Preserve and maintain existing transportation system infrastructure

Mobility, Reliability, & Accessibility

 Optimize mobility and connectivity for minimal travel times and delays

Economic Vitality

 Understand current financial and funding conditions within the County and strategically plan future use of funds

Environmental Sustainability

Prioritize
 environmental
 stewardship in
 development
 and
 maintenance
 of the system



- Project Prioritization
 - Recommend projects supported by goals
 - Goals assessed by county through public engagement
 - Highest-ranked goals have more weight in prioritization process
 - Goals only one component of project prioritization

Example: Kalispell Move 2040

Criterion	Methodology				
Goal 1: Safety and Security					
CRASH FREQUENCY	Project addresses at least one of the top 15 crash locations				
CRASH SEVERITY	Project addresses at least one of the severe crash locations				
Goal 2: Congestion Reduction					
CORRIDOR CONGESTION	Project addresses a corridor with 2017 V/C equal to or greater than LOS D				
INTERSECTION CONGESTION	Project address an intersection with LOS D or worse				
Goal 3: Infrastructure Condition					
IMPROVEMENT OF INFRASTRUCTURE WITHIN THE STUDY AREA	Project is within the Kalispell urban boundary and/or Evergreen CDP boundary				
Addressing Future Growth					
FUTURE CORRIDOR CONGESTION	Project addresses a corridor with 2040 V/C equal to or greater than LOS D				
FUTURE INTERSECTION CONGESTION	Project address an intersection with 2040 LOS D or worse				
POPULATION AND ECONOMIC GROWTH	Project serves an identified 2040 High Growth Area				
Bonus Points					
PUBLIC INPUT	Project was specifically highlighted during public engagement				
REGIONAL SIGNIFICANCE	Project has been designated as having specific regional significance				



Discussion point!

Safety

System Preservation

Mobility, Reliability, & Accessibility

Economic Vitality

Environmental Sustainability



Additional Goal Areas?



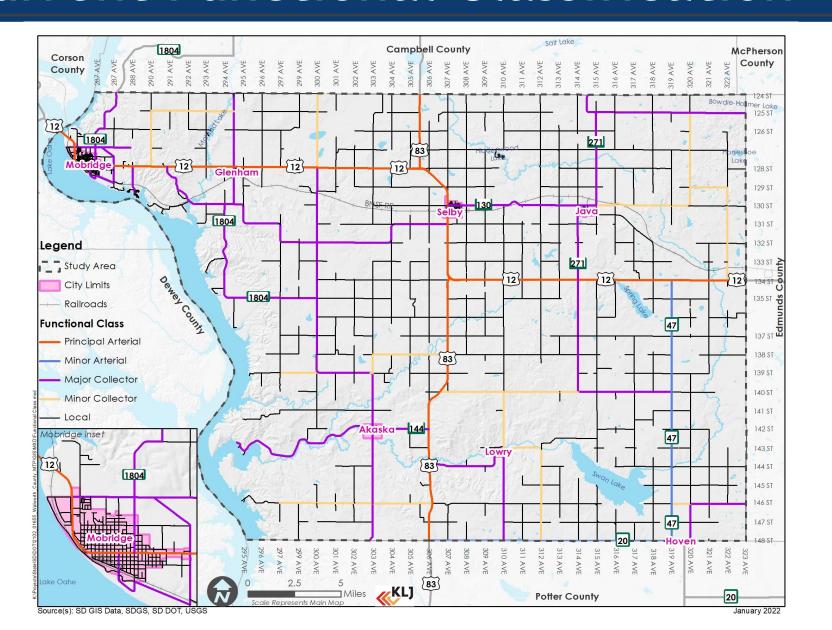
What We Heard at SAT #1



- Financial Analysis is a Critical Component
 - Document revenues and expenditures
 - · Provide recommendations and implications of future funding
- Propose Road Standards
 - Existing roads impacted by higher volumes of large trucks
 - Need typical sections for future classified roads
- Update Needed for Primary and Secondary Road Systems
- Mailboxes Acting as Fixed Objects Pose Safety Concern
 - Ideal to move outside clear zone, combine mailbox locations

Current Functional Classification





Current Functional Classification



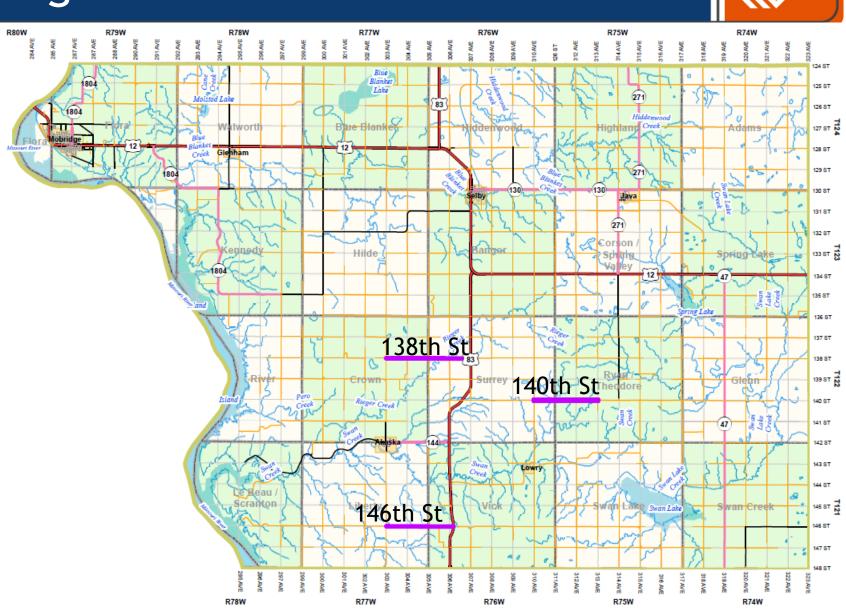
- 704.27 total miles of roadway within Walworth County
 - 572.31 miles maintained by County
- Two track trails and no visible roads did not contribute to the total miles

FHWA FC	FHWA Recommendation	Current Miles	Current % of Total	Within Range (Current)
Interstate	1% - 3%	0	0%	No
Principal Arterial	2% - 6%	65.7	11.5%	No
Minor Arterial	2% - 6%	27.2	4.8%	Yes
Major Collector	8% - 19%	140	24.5%	No
Minor Collector	3% - 15%	65.05	11.4%	Yes
Local Streets	62% - 74%	274.36	47.9%	No
Total		572.31	100%	

Minor Collectors Signed Minimum Maintenance



- Shown are Minor Collectors currently signed Minimum Maintenance
- Roads appear to be maintained gravel



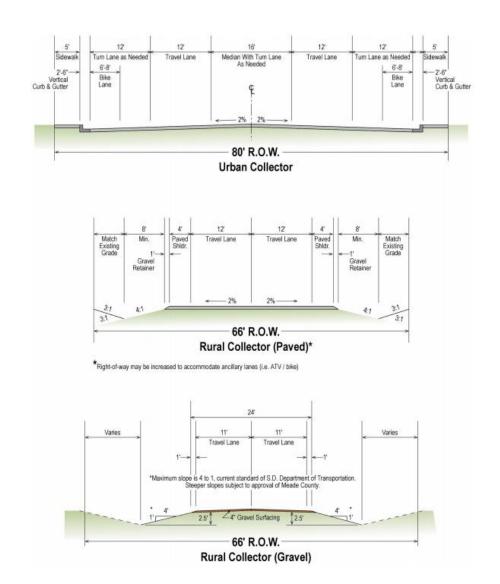
Road Questions

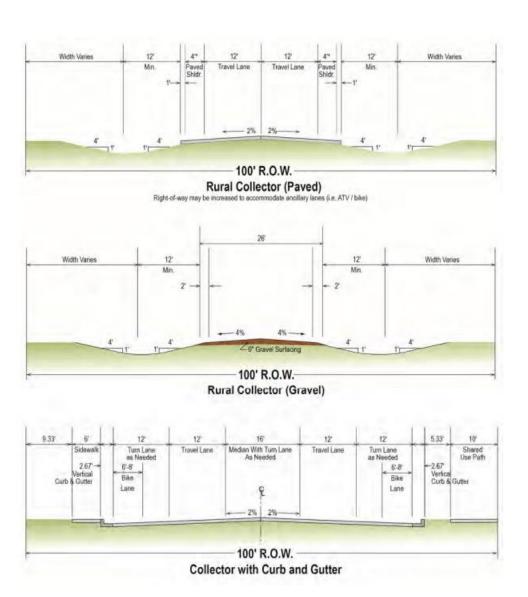


- Are Two Track Trails and No Visible Roads considered local roads?
- Does the County need urban typical sections or just rural typical sections?

Typical Sections









Social Pinpoint Overview





https://Meadecounty.transportationplan.net

https://klj.mysocialpinpoint.com/walworth-county-transportation/plan

Webpage

Interactive Map Survey











Stakeholder Meetings



Conduct Phone Interviews

Stakeholders

School Principals

Other School Personnel

Area Transit

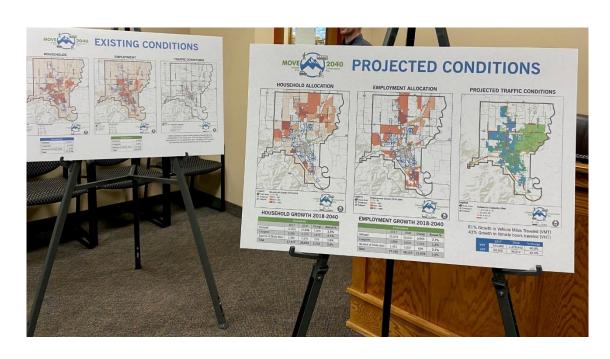
Emergency Responders



Public Input Meeting #1

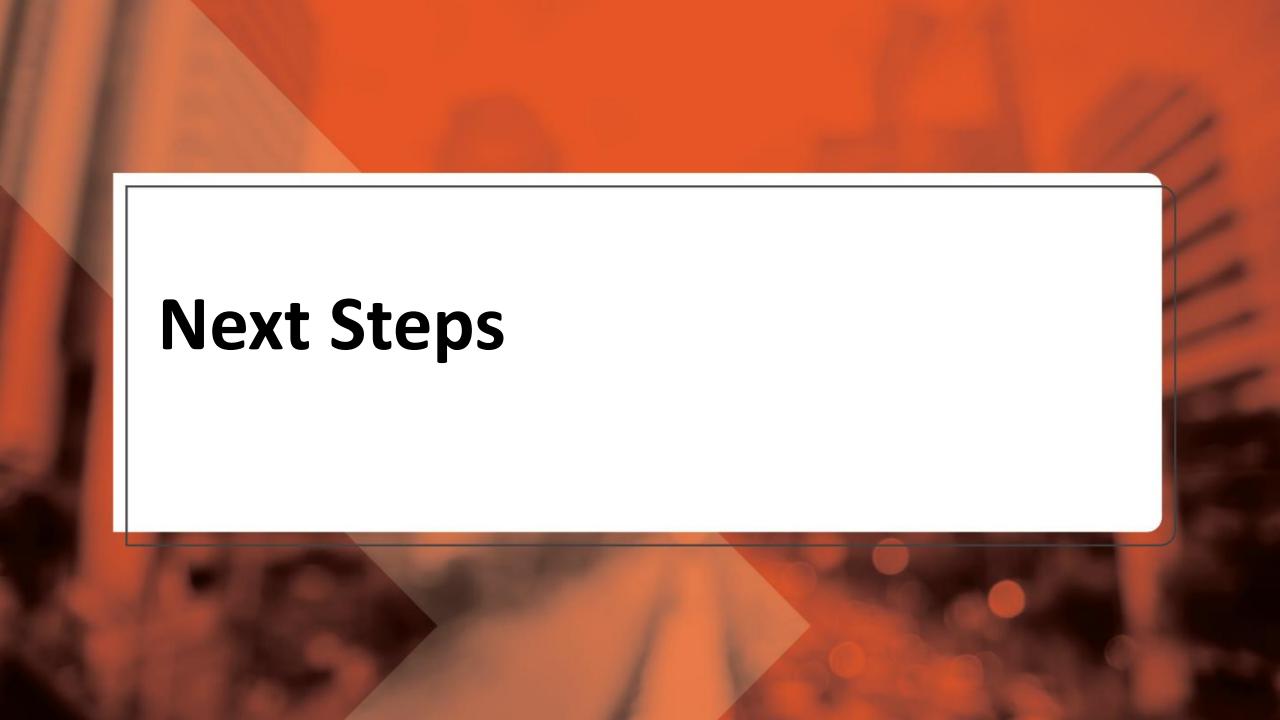


- Late February / Early March
- Selby School
- 5:30 to 7:00 PM
- Short Presentation + Open House
- **Draft PIM Materials to SAT for review 2/8**



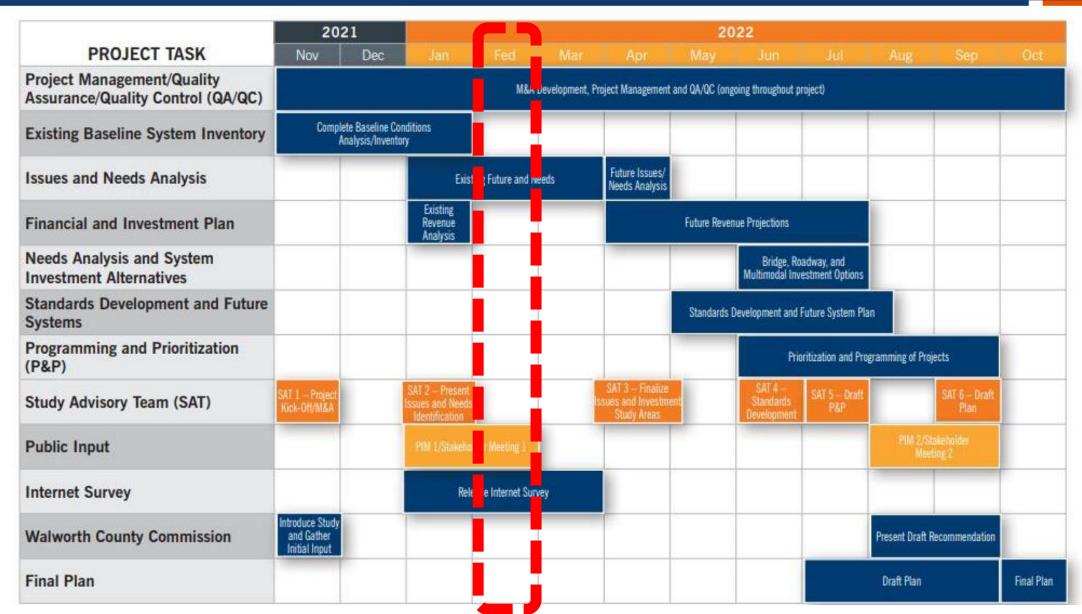
Notices/Ads

Mobridge Tribune
Selby Record
Hoven Review
Bowdle Pride of the Prairie
** Proofs to SDDOT - Next week!**



Study Schedule





Next Steps



> PIM #1

Meet with Walworth Staff to Address Financial Plan

- Comments on Baseline Conditions Chapter requested from SAT members by March 1st
- SAT #3 will tentatively be held in April



Walworth County Master Transportation Plan Study Advisory Team Meeting 3 April 19, 2022 1:00 - 3:00 P.M. MST

1:00 - 3:00 P.M. MST 2:00 - 4:00 P.M. CST

Meeting Discussion Points

Meeting Attendees:

- Steve Gramm
- Larry Dean
- Logan Gran
- Noel Clocksin
- Gary Byre

- Daryl Thompson
- Ryan Enderson
- Deb Kahl
- Eric Stroeder
- Steve Zabel

- Steve Grabill -
 - KLJ
- Dave Wiosna -KLJ

1. Welcome & Introductions

Steve Grabill welcomed attendees to the meeting and self-introductions were made.
 Steve Grabill reviewed the agenda for the meeting.

2. Public Input Meeting (PIM) 1 Results

- Steve Grabill gave an overview of the public meeting, held the week before. There
 were 24 attendees. Attendees were told that there were multiple ways to provide
 input, including comment forms at the meeting, email, phone, and the project
 website that was posted on the forms and in the presentation. Comments from the
 public included identification of the following issues:
 - Transition to Township Road Systems Steve Grabill noted that there was both support and opposition for this idea. Some believed that this would increase the amount of funding for transportation within the County.
 - Gravel Roads Prioritized for Trucks Steve Grabill said truck traffic continues to be a concern raised by both the public and the SAT.
 - Isolated Safety Issues Mentioned Steve Grabill said that some safety issues were outlined after the formal presentation while the public reviewed the display boards with staff.
 - Heavy Truck Traffic Along 134th Street
 - E-W Route 4 miles south of Selby



 Some Routes on Maps Don't Exist - Steve Gramm said the public said that some routes shown on the display boards do not exist. Steve Grabill asked SAT members to let him know of any locations they are aware of where this is the case.

3. County Transportation Issues

Steve Grabill said the primary item on this SAT agenda was to review the primary County transportation issues. Primary transportation issues included the following:

- Deficient Pavements
 - Most have 2" or less of Asphalt, under 1" in numerous locations
 - Gary asked what the criteria were for needing a paved road. Noel recalled a table from LTAP that provided thresholds based on ADT and said she would provide it.
- Deficient Bridges
 - No plan for replacing deficient bridges
 - Gary asked what happened to the Highway Bridge Reserve (HBR) as a funding source? It was noted that this got rolled into the Bridge Improvement Grant (BIG) program.
- Uncertain Gravel Maintenance Program
 - Staff reductions
 - Larry said some counties are looking at changes in road level of service based on minimum maintenance vs. no maintenance. He said he would look into it for KLJ.
- Isolated Corridor and Intersection Safety
- Truck Traffic Impacts
- Primary and Secondary System Updates Needed
- Policies that Impact System Maintenance
 - Use of Highway Dept. Resources on Unimproved Section Line Roads
- Funding
 - Unclear Past Revenues and Expenditures
 - Unclear Future Funding Needs
 - Need for Alternative Funding Sources
 - Funding scenarios could include impact on level of service if funding drops

Preliminary tables that reflected a first effort to track County revenues and expenditures were shared with the SAT. Steve Grabill said that he would work with County staff to modify and improve the accuracy of the tables.



4. Next Steps

- Update Website
 - SAT Meeting Summaries & PowerPoints
 - PowerPoint & PIM 1 Summary
 - Monitor for Comments
 - Steve Gramm suggested the website link be posted on Facebook. Gary and Deb indicated the County Website could be used as well. Ryan said Mobridge could post the link as well.
- Continue to Develop Financial Plan
 - o Explore Road and Bridge Preservation Priorities and Costs
- Advance Standards and Policy Development
- SAT #4 will be held in June

With no further business, the meeting was adjourned at 2:30 MST.

Walworth County Master Transportation Plan

Study Advisory Team Meeting #3
Finalize Issues and Investment Needs

April 19, 2022

ENGINEERING, REIMAGINED

SINCE 1938

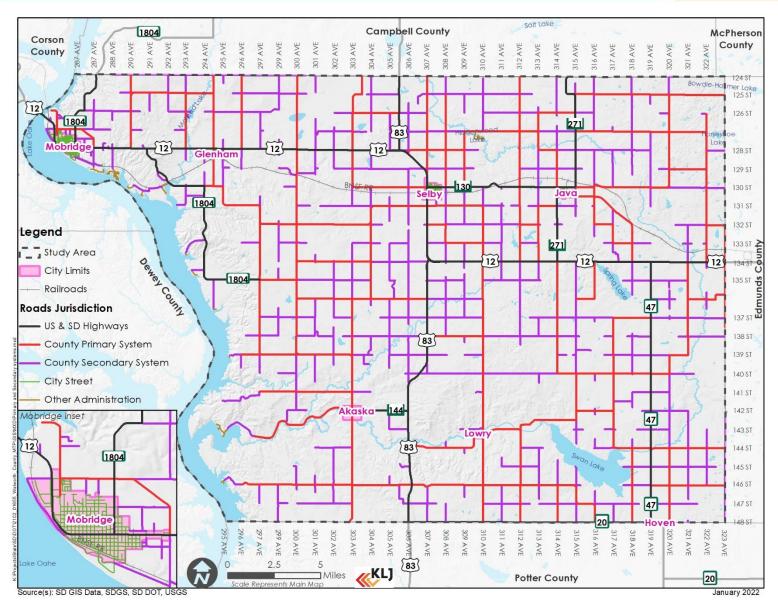
KLJENG.COM

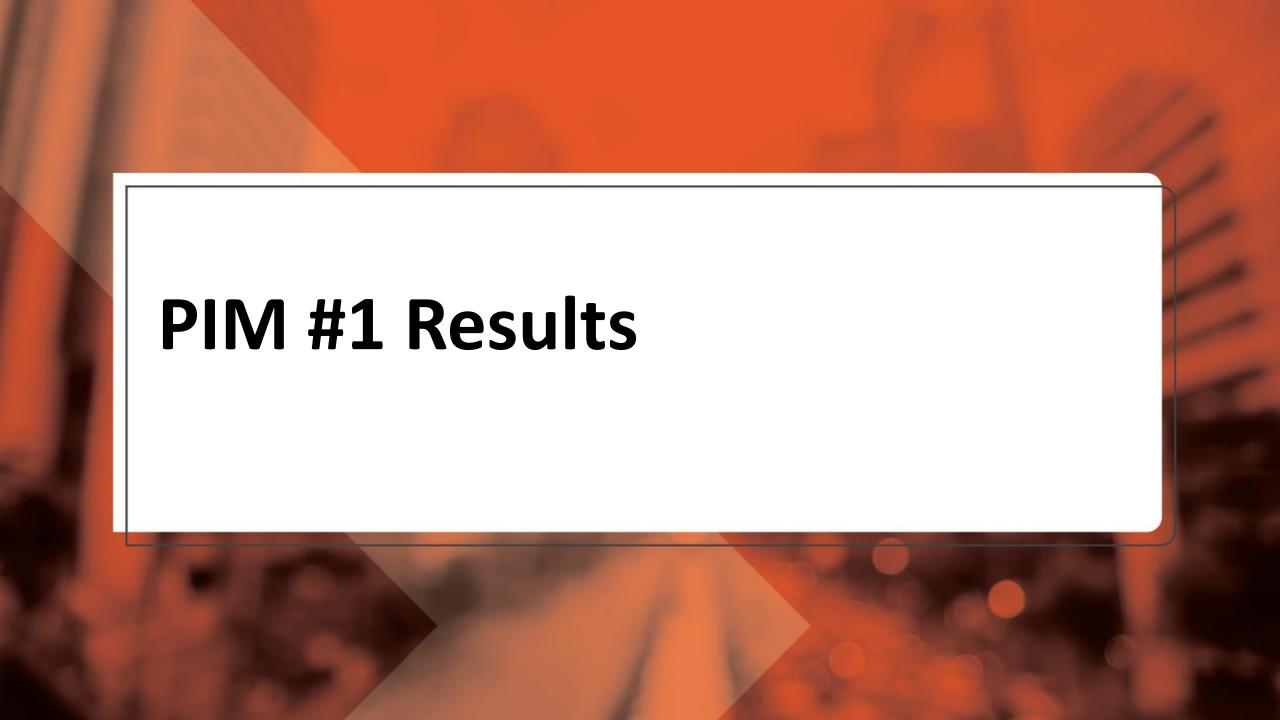


Agenda



- 1. Public Meeting Results
- 2. Issues Identification Discussion
- 3. Next Steps

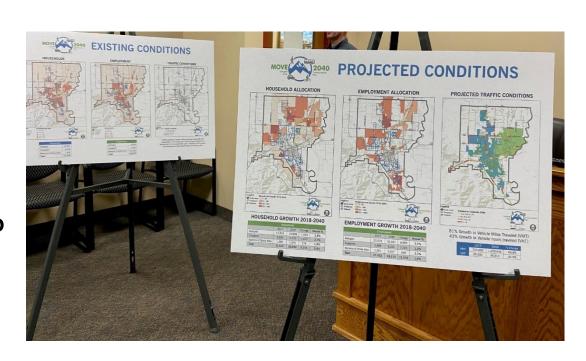




Public Input Meeting #1



- 24 Attendees
- Issues Identified
 - Transition to Township Road Systems?
 - Gravel Roads Prioritized for Trucks?
 - Isolated Safety Issues Mentioned
 - Heavy Truck Traffic Along 134th Street
 - E-W Route 4 miles south of Selby
 - Some Routes on Maps Don't Exist



Website to be Updated





We need your help to make the Walworth County Master Transportation Plan a success!

There are two ways to get involved.







Drop comments on a map

https://klj.mysocialpinpoint.com/walworth-county-transportation-plan











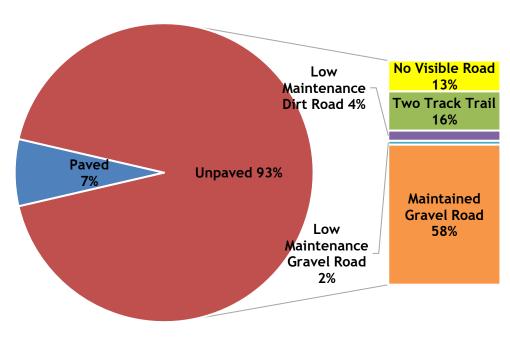




Roadway System Maintenance

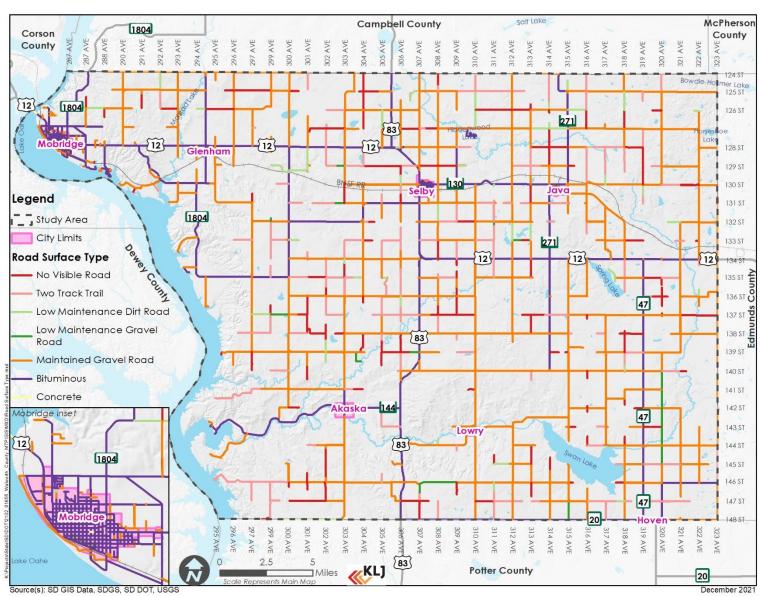


Road Surface Types County System Only







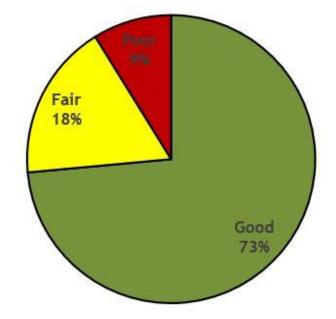


Primary County Transportation Issues



- Deficient Pavements
 - Most have 2" or less of Asphalt, under 1" in numerous locations
- Deficient Bridges
 - No plan for replacing deficient bridges
- Uncertain Gravel Maintenance Program
 - Staff reductions
- Isolated Corridor and Intersection Safety
- Truck Traffic Impacts

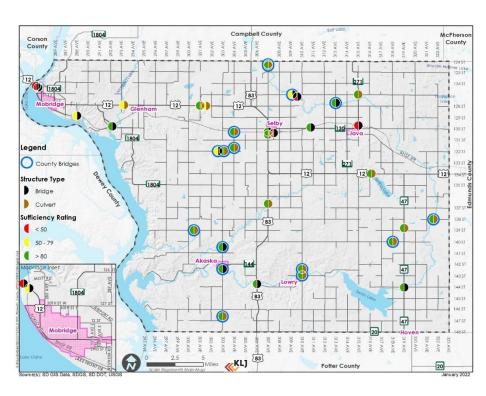
Sufficiency Rating (All Bridges and Culverts)



Primary County Transportation Issues



- Primary and Secondary System Updates Needed
- Policies that Impact System Maintenance
 - Use of Highway Dept. Resources on Unimproved Section Line Roads
- Funding
 - Unclear Past Revenues and Expenditures
 - Unclear Future Funding Needs
 - Need for Alternative Funding Sources



2018-2021 Walworth Revenues



														Walwe	orth County					
TAXES LEVIED						INTERGOVERNMENTAL														
Current Property Taxes	Property Tax MH on Re Advance	Delinqu Taxes	10000	Penalties and Interest	Wheel Tax	Federal Grants	7.000	A Grant Asst Fed	F+-+2	e Grants	Community Access Grant	STP	Bank Franchise Tax	Motor Vehicle Licenses	State Highway Fund	Prorate/Port of Entry Fees	63.75% of 4% Mobile Home	Secondary Road MV Remittances	F	&B Motor Fuel Tax
\$ 26,666.31	\$ 5.71	\$ 271	.23	\$ 94.70	\$ 192,558.00	\$ -	\$		\$	95	\$ 94,873.68	\$487,475.74	\$ 566.80	\$833,510.56	\$32,079.40	\$ 39,399.19	\$ 6,636.53	\$ 246,267.26	\$	4,107.15
\$ 27,327.26	\$ 2.21	\$ 144	.67	\$ 46.75	\$ 187,642.33	\$ -	\$	*	\$	18	\$ -	\$ 248,881.68	\$ 560.07	\$832,852.76	\$32,079.40	\$ 39,399.99	\$ 5,329.27	\$ 208,837.05	\$	4,107.15
\$ 28,401.67	\$ 7.15	\$ 289	.74	\$ 83.81	\$ 189,495.63	\$ -	\$ 8	4,562.61	\$ 1	1,366.81	\$ -	\$ 203,600.62	\$ 697.91	\$842,793.43	\$32,079.40	\$ 40,205.29	\$ 1,858.93	\$ 212,109.92	\$	4,116.49
\$ 17,192.55	\$ 2.31	\$ 70).96	\$ 15.80	\$ 141,383.61	\$ 3,132.52	\$	5,642.91	\$	** 32	\$ -	\$ 220,388.56	\$ 636.68	\$ 628,256.46	\$ -	\$ 44,025.75	\$ 9,057.40	\$167,576.02	\$	4,123.09
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2019 and 2020 Expenditures



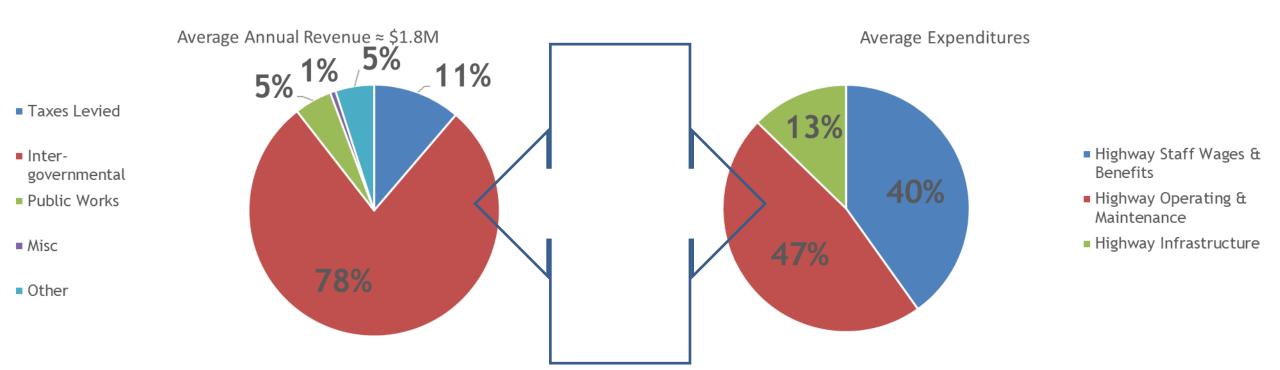
	Account Description	Tot	al Budget	Ex	pensed	Rem	aining Budget
9080	Highway Salary	\$	402,000.00	\$	472,558.35	\$	(70,558.35)
ν ₀	Highway OASI	\$	25,000.00	5	27,509.27	\$	(2,509.27)
986	Highway Medicare	\$	5,900.00	\$	6,433.61	5	(533.61)
3 5	Highway Retirement	\$	24,500.00	5	26,610.92	\$	(2,110.92)
/ Staff V Benefits	Highway Workers Comp	\$	17,000.00	\$	15,925.86	\$	1,074.14
Be Be	Highway Health Insurance	\$	124,000.00	\$	126,224.51	\$	(2,224.51)
Highway Staff Wages & Benefits	Highway Vac & Sick	\$	-	\$	3 - 5	\$	8 - 8
Ξ.	Sub Total	\$	598,400.00	\$	675,262.52	\$	(76,862.52)
	Highway Insurance	\$	17,000.00	\$	19,982.16	\$	(2,982.16)
a	Highway Services & Fees	\$	5,000.00	\$	27,989.89	\$	(22,989.89)
E	Highway Publishing	\$	500.00	\$	2,695.92	\$	(2,195.92)
E .	Highway Rentals	\$	7,000.00	\$	13,698.14	\$	(6,698.14)
Ē	Highway Repairs & Maintenance	\$	20,000.00	\$	236,233.23	\$	(216,233.23)
ž	Highway Supplies & Materials	\$	450,000.00	\$	300,950.06	\$	149,049.94
ණ	Highway Travel & Conference	\$	2,300.00	\$	989.83	\$	1,310.17
Ē	Highway Utilities	\$	25,000.00	5	24,161.70	\$	838.30
2	Highway Other	\$	301,968.30	\$	309,494.17	\$	(7,525.87)
0	Snow Expense	\$	40,000.00	\$	373	\$	40,000.00
EA	HBR Expense	\$	15,000.00	\$	123	\$	15,000.00
Highway Operating & Maintenenace	Secondary Road Expense	\$	150,000.00	\$	3.53	\$	150,000.00
	Sub Total	\$:	1,033,768.30	\$	936,195.10	\$	97,573.20
	Highway Land	\$	- 2	\$	107	\$	187
2	Highway Buildings	\$		\$	353	\$	352
è 3	Highway Improvements (Other)	\$	8.	\$		\$	
Highway rastructu	Highway Furniture & Equipment	\$		\$	0.79	\$	250
Highway Infrastructure	Highway Auto & Major Equipment	\$	350,000.00	\$	118,000.00	\$	232,000.00
28.53	Sub Total	\$	350,000.00	\$	118,000.00	\$	232,000.00
	Grand Total	\$:	1,982,168.30	\$	1,729,457.62	\$	252,710.68

	Account Description	Tot	al Budget	Exp	ensed	Remaining Budget		
	Highway Salary	\$	548,000.00	\$	506,785.08	\$	41,214.92	
Highway Staff Wages & Benefits	Highway OASI	\$	34,000.00	\$	28,598.28	\$	5,401.72	
	Highway Medicare	\$	8,000.00	\$	6,688.31	\$	1,311.69	
	Highway Retirement	\$	30,000.00	\$	28,250.21	\$	1,749.79	
	Highway Workers Comp	\$	16,500.00	\$	21,357.39	\$	(4,857.39)	
	Highway Health Insurance	\$	150,000.00	\$	142,497.33	\$	7,502.67	
	Highway Vac & Sick	\$		\$	-	\$	20.00	
	Sub Total	\$	786,500.00	\$	734,176.60	\$	52,323.40	
	Highway Insurance		22,202.00	\$	22,375.78	\$	(173.78)	
9	Highway Services & Fees	\$	5,000.00	5	174,290.90	\$	(169,290.90)	
2	Highway Publishing	\$	950.00	\$	1,136.03	\$	(186.03)	
e Be	Highway Rentals	\$	7,000.00	\$	3,366.20	\$	3,633.80	
Ē	Highway Repairs & Maintenance	\$	40,000.00	\$	25,483.63	\$	14,516.37	
Z	Highway Supplies & Materials	\$	400,000.00	\$	386,925.24	\$	13,074.76	
₩	Highway Travel & Conference	\$	2,072.00	\$	353	\$	2,072.00	
i i	Highway Utilities	\$	27,000.00	\$	21,462.10	\$	5,537.90	
<u>a</u>	Highway Other	\$	200.00	\$	1075	\$	200.00	
0	Snow Expense	\$	40,000.00	\$	21,087.22	\$	18,912.78	
2	HBR Expense	\$	15,000.00	\$	1,850.91	\$	13,149.09	
Highway Operating & Maintenenace	Secondary Road Expense	\$	150,000.00	\$	61,494.09	\$	88,505.91	
	Sub Total	\$	709,424.00	\$	719,472.10	\$	(10,048.10)	
Highway	Highway Land	\$		\$	353	\$	273	
	Highway Buildings	\$	(a)	\$	9.2%	\$	923	
	Highway Improvements (Other)	\$		\$	1989	\$	1992	
	Highway Furniture & Equipment	\$	*	\$	-	\$	2.00	
	Highway Auto & Major Equipment	\$	350,000.00	\$	329,226.00	\$	20,774.00	
	Sub Total	\$	350,000.00	\$	329,226.00	\$	20,774.00	
	Grand Total	\$	1,845,924.00	\$	1,782,874.70	\$	63,049.30	

Existing Finances



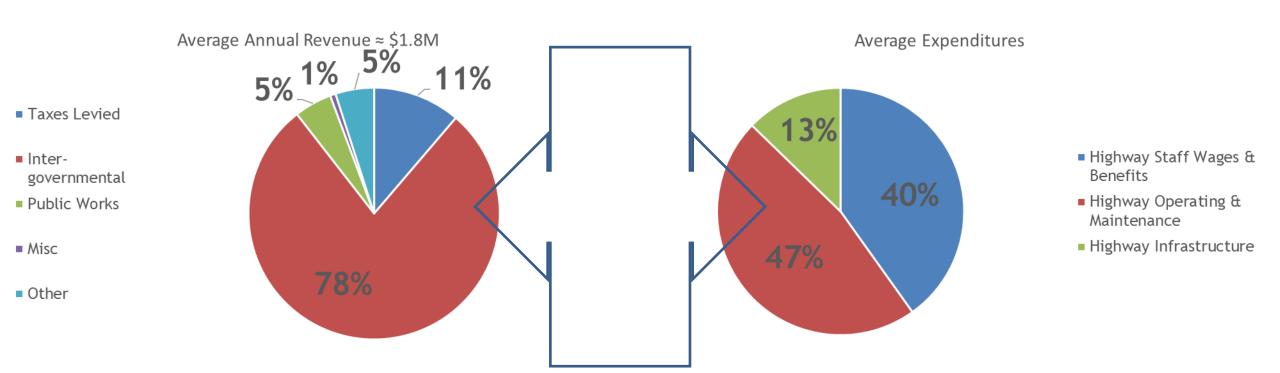
- Existing Finances are Difficult to Track
- Walworth County Revenues (2018-2021) and Expenditures Studied (2019-2020)
- Highway Budget Currently Covering Expenses on Paper
 - Budget Falls Short of Existing Needs
- Majority of Funding is Intergovernmental
- Largest Share of Expenditures is Operating & Maintenance

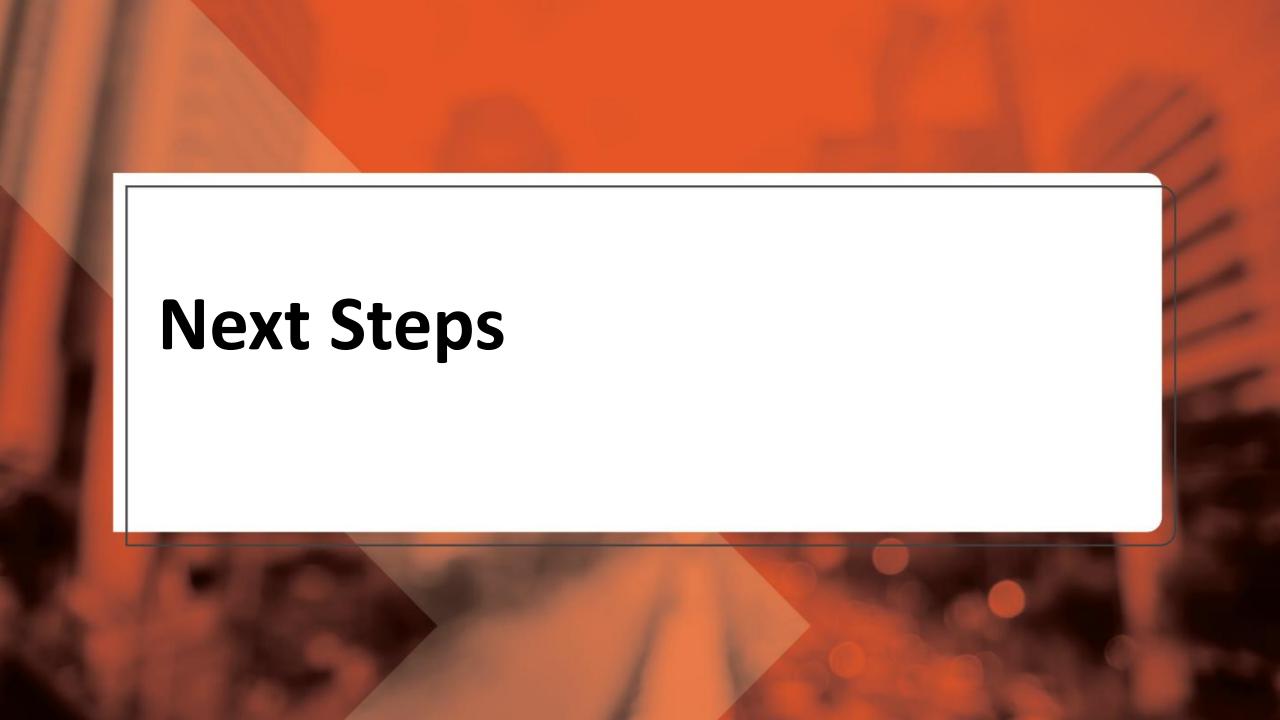


Finances -Where do we go from here?



- Annualize Maintenance of Paved System
- Annualize Maintenance of Gravel System
- Consider Funding Needs for Staff Retention
- Guidance to County for Highway Department Funding





Introduction





Next Steps



- Update Website
 - SAT Meeting Summaries & PowerPoints
 - PowerPoint & PIM 1 Summary
 - Monitor for Comments
- Continue to Develop Financial Plan
 - Explore Road and Bridge Preservation Priorities and Costs
- Advance Standards and Policy Development
- SAT #4 will be held in June



Walworth County Master Transportation Plan Study Advisory Team Meeting 4 June 23, 2022 1:00 - 3:00 P.M. MDT

2:00 - 4:00 P.M. CDT

Meeting Discussion Points

Meeting Attendees:

- Steve Gramm
- Larry Dean
- Logan Gran
- Noel Clocksin
- Gary Byre

- Daryl Thompson
- Deb Kahl
- Eric Stroeder
- John Dady

Steve Grabill -

KLJ

• Dave Wiosna -

KLJ

1. Welcome & Introductions

• Steve Grabill welcomed attendees to the meeting and self-introductions were made. Steve Grabill reviewed the agenda for the meeting.

2. Goals and Strategies

- Steve Grabill presented goals and strategies in detail and sought feedback from the SAT. The goals and strategies touched on more general goals but also specific needs that had been brought up in earlier feedback:
 - Safety
 - System Preservation
 - Mobility, Reliability, & Accessibility

- Economic Vitality
- Environmental Sustainability
- Workforce Sustainability

No changes to the proposed goals and strategies were requested.

3. Small Structure Funding

- During the discussion on goals, SAT members discussed small structure funding:
 - Noel indicated that counties must have a highway plan submitted by August 1st to apply for funding.
 - Larry indicated that he has been working with county primary and secondary systems. In Walworth County, KLJ performed the inventory. Roads on the primary system do not qualify for small structure funding, therefore, it may be prudent for some structures on the primary system to be moved to the secondary system.



4. System Needs and Standards

Steve Grabill presented information on existing conditions including:

Bike/Ped Infrastructure

- o Good networks in Mobridge and Selby including a shared use path
- SAT members noted that the City of Mobridge had pursued grant money to connect the existing shared use path to Revheim and/or Indian Creek State Recreation Areas, however the grant may have failed as its intended use was school-related. KLJ will try to determine whether this path can be supported in the MTP.

System Maintenance and Staffing

- Steve Grabill noted that most focus has been on the county's paved system, however, maintaining the gravel system is vital to the county's needs as well.
- Gary noted that grader operator positions have had good recent applicants and two new people have been hired.
- SAT members discussed the need for succession planning to plan for retirement of the highway superintendent.
- Noel noted that some counties have assistant superintendents which helps with succession planning.

Major Freight Corridors

- SAT members agreed with 300/134 corridors as having high truck traffic.
- Glenham Rd was identified as a high truck traffic corridor as it provides a straighter connection to SD 1804.
- Airport Rd was also identified as a sort of bypass around the City of Mobridge for truck traffic.
- 130 St east of Java was also identified as a high truck traffic route.
- Steve Grabill presented example typical sections
 - The SAT noted that some roads are 100' ROW for federal aid, but most are 66'.
 Typical sections will be modified to fit within these two ROW criteria.
 - Gary prefers 28" width for a typical section as the ideal although conceded that he is aware of potential cost increases.

5. County Paved Road Analysis

- Steve Grabill presented the findings of the recent coring data.
- Gary noted that Glenham Rd has had 3" of gravel base added.
- Steve presented the three scenarios for maintaining county paved roads: Turn back to gravel, Status quo, and 2" overlay.
- Steve Gramm noted that conversion to gravel would come with its own increase in gravel maintenance costs.
- Gary said he would provide data from recent work on 134th St as an example.
- Funding Issues:



- Gary wondered what year wheel tax increased. At that time, \$200k-\$300K of county general fund was no longer supplied to the highway department.
- o According to Gary, highway department had been funded via wheel tax.
- Deb Kahl said she would provide more specific budget figures to reduce confusion with funding sources.
- Deb also noted we are missing opportunities by not opting out of secondary road levy.
- The county has no organized townships, and there has been talk of organizing townships for the purposes of funding. This goes against the trend in South Dakota of dissolving townships in order to pool resources.
- Steve Grabill noted a need for short and long range projects lists. He said he would be seeking short- and long-range priorities from County staff.
- Gary stated that the primary system is essentially subsidizing the secondary system
 and that most county residents are unaware that the highway budget has been cutting
 back for years.

6. Next Steps

Steve Grabill presented current progress on the project and proposed a new schedule which the SAT approved and was met with unofficial approval from members of DOT. Steve will submit a formal request for a time extension to the end of the year for DOT approval.

Next steps included:

- Continue development of projects and costs
- Begin development of draft report
- Schedule public meeting

With no further business, the meeting was adjourned at 4:00 CDT.

Walworth County Master Transportation Plan

Study Advisory Team Meeting #4
Standards Development and System Analysis

June 23, 2022

ENGINEERING, REIMAGINED

SINCE 1938

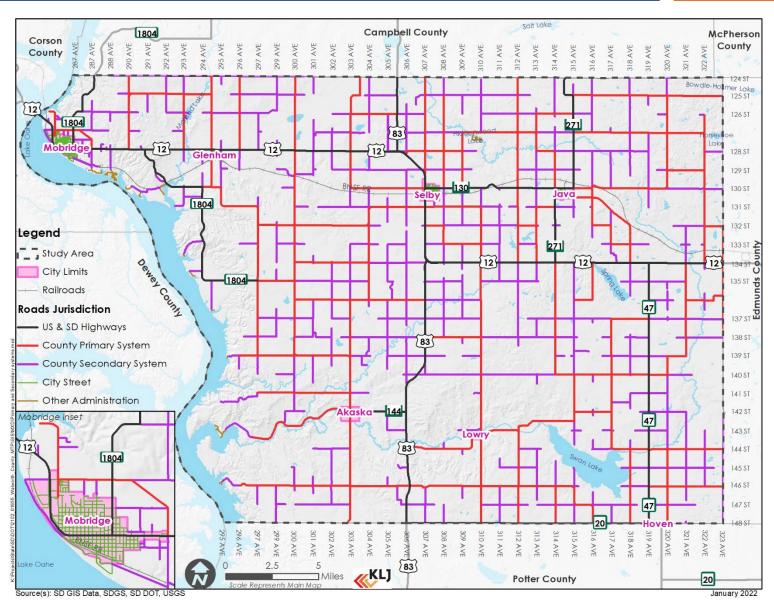
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Agenda



- 1. Vision/Goals & Strategies
- 2. Baseline Conditions
- 3. Next Steps





Walworth County MTP Vision



Walworth County will maintain a fiscally responsible program that provides a transportation system that supports multi-modal safety, the economic vitality of the area, protects the environment, promotes efficient system management and operation, and emphasizes the preservation of the existing transportation system.

Goals & Strategies



Safety

Goal – Incorporate safety and security throughout all modes, for all users.

- Support the mission of South Dakota's Strategic Highway Safety Plan to save lives and reduce serious injuries.
- Reduce the incidence of all motor and non-motor vehicle crashes, with an emphasis on serious injury and fatal crashes.
- Enhance crash data integration and analysis to support decision making and issue identification.

System Preservation

Goal – Preserve and maintain existing transportation system infrastructure.

- Develop and employ a road maintenance plan to inventory road conditions, prioritize projects, and allocate investment based on need.
- Employ a systematic process to support decisions on when and where to perpetuate paved roadway.
- Prioritize cost-effective preventative maintenance projects to reduce the need for more costly structural improvements.
- Develop and maintain a capital improvement program that implements the project recommendations developed and prioritized within the Walworth County MTP.

Goals & Strategies



Mobility, Reliability, & Accessibility

Goal – Optimize mobility and connectivity for minimal travel times and delays.

- Implement a consistent approach for investment, design, connectivity, and maintenance of pedestrian and bicycle facilities.
- Identify and consider accessibility and connectivity needs on improvement projects for roads, paths, and sidewalks.
- Utilize the development review process to require new developments to provide adequate pedestrian and bicycle access to essential services, amenities, and destinations.
- When improving sections of street, upgrade existing pedestrian and bicycle facilities or construct such facilities if none are present.

Economic Vitality

Goal – Understand current financial and funding conditions within the County and strategically plan future use of funds.

- Develop and maintain accurate and defensible revenue and expenditure reporting to be used in capital improvement planning.
- Identify alternative transportation funding sources and develop strategies on how to incorporate them into future funding scenarios.

Goals & Strategies



Environmental Sustainability

Goal – prioritize environmental stewardship in development and maintenance of the transportation system.

- Encourage sustainability in all aspects of the transportation system to meet the needs of the present and ensure that future generations enjoy equal or improved opportunities.
- Incorporate a planning process that integrates and coordinates transportation planning with land use, water, and natural resource conservation.
- Foster positive working relationships with resource agencies and stakeholders through early coordination and consultation.

Workforce Sustainability

Goal – Preserve eligible workforce for maintaining the county's transportation system.

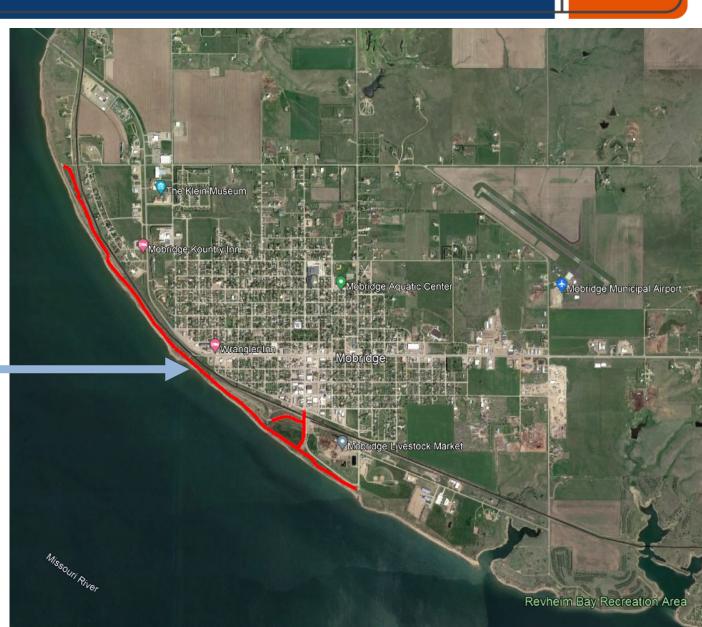
- Create and maintain wellness and positive work environment programs to keep current workforce healthy and happy.
- Offer competitive salaries and benefit packages at maintain existing workforce and attracts new workforce.
- Create an apprenticeship program to promote and encourage county road maintenance positions.

System Needs and Standards

Existing Bike/Ped Infrastructure



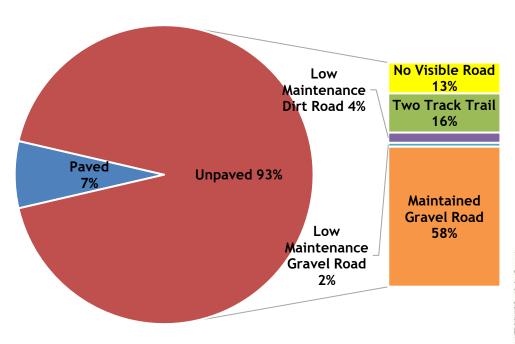
- Extensive sidewalk networks in Mobridge and Selby
- Fewer to non-existent sidewalks in other towns in county
- Schools in Mobridge and Selby connected by sidewalk
- 2.5-mile shared use path along Lake Oahe in Mobridge
- No sidewalks in lakeside rural subdivision
- No sidewalks in state recreation areas

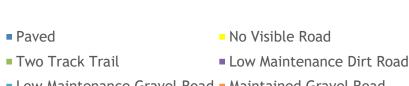


Roadway System Maintenance

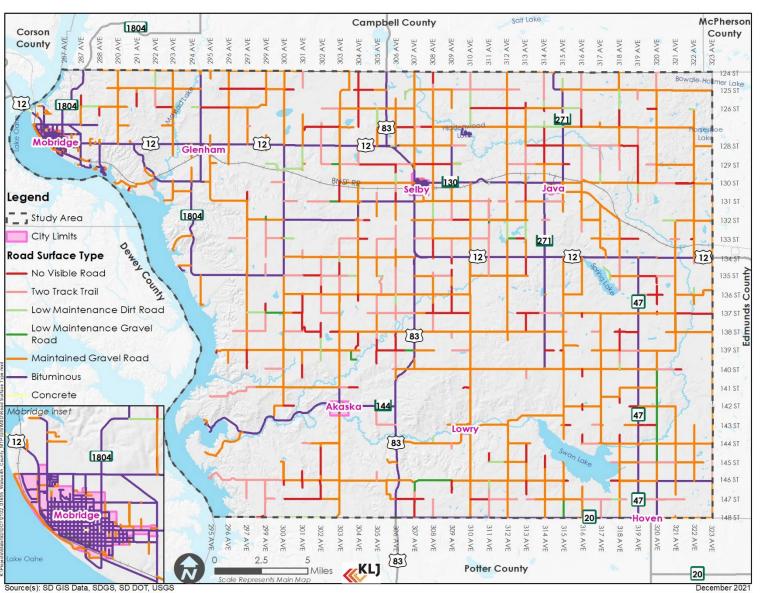


Road Surface Types County System Only







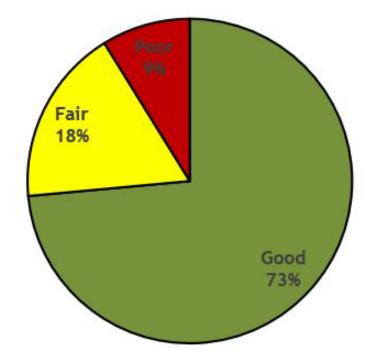


County Transportation Issues Summary



- Deficient Pavements
 - County maintains about 58 miles of paved roads
 - Most have 2" or less of Asphalt, under 1" in numerous locations
- Deficient Bridges
 - No plan for replacing deficient bridges
- Uncertain Gravel Maintenance Program
 - Grading, drainage and section needs
 - Staff reductions
- Isolated Corridor and Intersection Safety
- Truck Traffic Impacts

Sufficiency Rating (All Bridges and Culverts)



Thoughts on Staffing

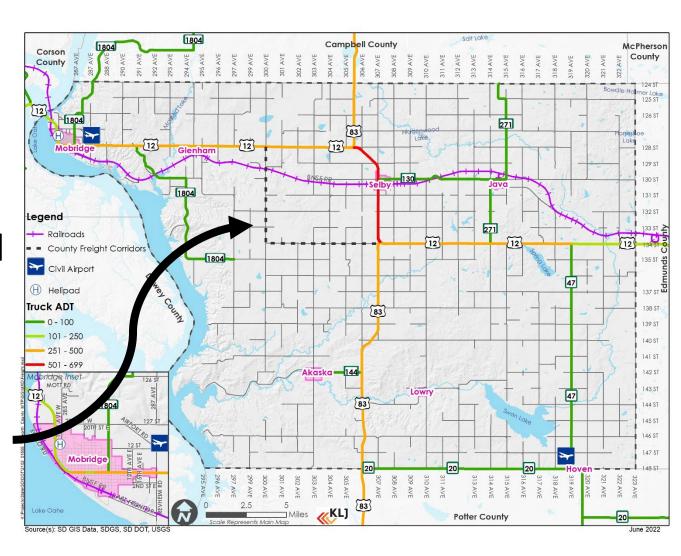


- Blader Operators
 - Operators nearing retirement
 - Reduction to two operators appears insufficient
- Highway Superintendent
 - Pending Retirement
- Possible County Directives
 - Alternative blading plans based on number of operators
 - Succession planning
 - Timelines for new hires

Major Freight Corridors

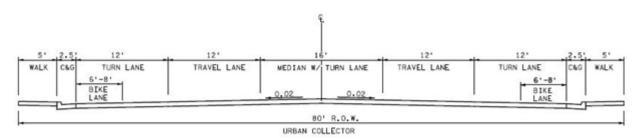


- One RR line through county with about 6 trains per day @ Mobridge (2018)
- SDDOT maintains truck traffic counts on state roads
- High truck ADT on US Hwy 12 and US Hwy 83
- Much lower counts on SD Highways
- Public identified 134th St. & 300th Ave. as high truck traffic
- Are there others?

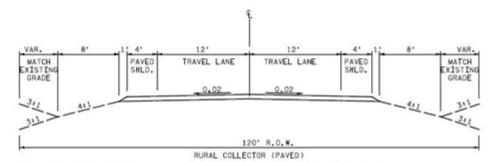


Example Typical Sections

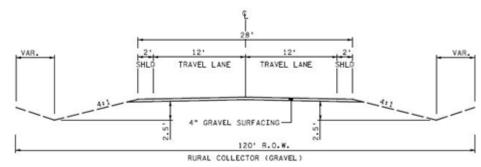




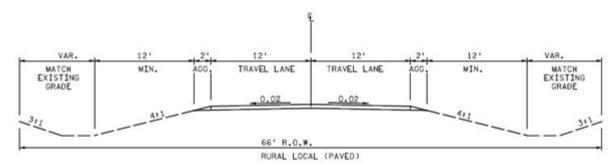
RIGHT-OF-WAY WIDTH SUBJECT TO APPROVAL



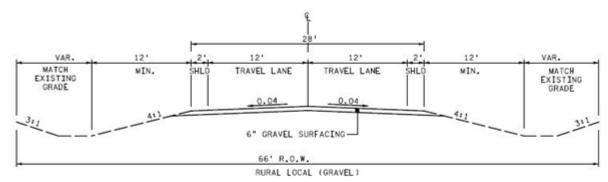
RIGHT-OF-WAY MAY BE INCREASED TO ACCOMMENTE ACCILLARY LANES (I.E. ATV/BIKE) OR TURN LANES RIGHT-OF-WAY WIDTH SUBJECT TO APPROVAL



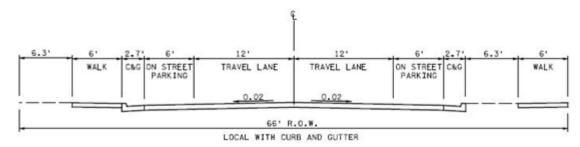
MAXIMUM SLOPE IS 4 TO 1, CURRENT STANDARD OF S.D. DEPARTMENT OF TRANSPORTATION. STEEPER SLOPES SUBJECT TO APPROVAL OF MEADE CO.
RIGHT-OF-WAY WIDTH SUBJECT TO APPROVAL



RIGHT-OF-WAY MAY BE INCREASED TO ACCOMODATE ACCILLARY LANES (I.E. ATV/BIKE) OR TURN LANES



RIGHT-OF-WAY MAY BE INCREASED TO ACCOMPDATE ACCILLARY LANES (I.E. ATV/BIKE) OR TURN LANES

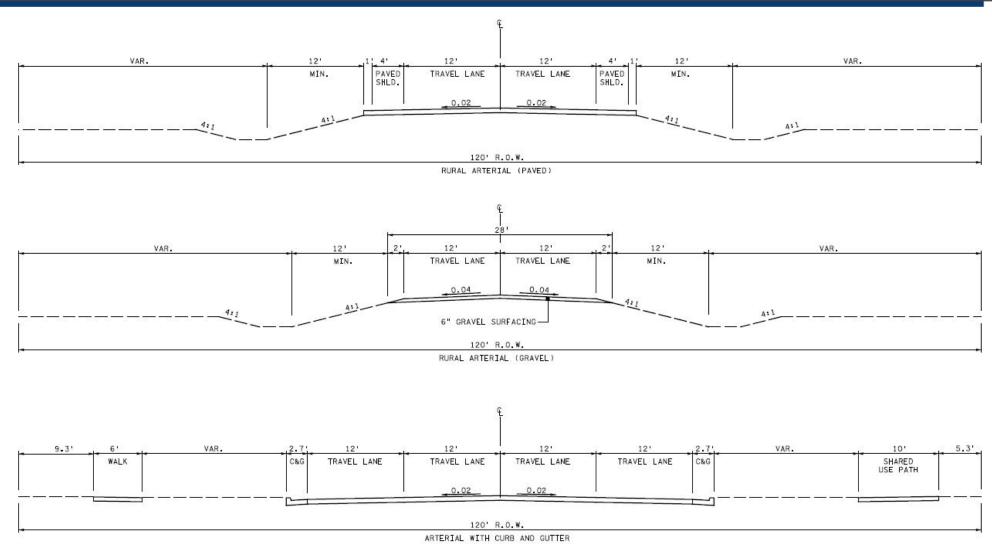


MAXIMUM SLOPE IS 4 TO 1, CURRENT STANDARD OF S.D. DEPARTMENT OF TRANSPORTATION. STEEPER SLOPES SUBJECT TO APPROVAL

RIGHT-OF-WAY MAY BE INCREASED TO ACCOMODATE ACCILLARY LANES (I.E. ATV/BIKE) OR TURN LANES

Example Typical Sections





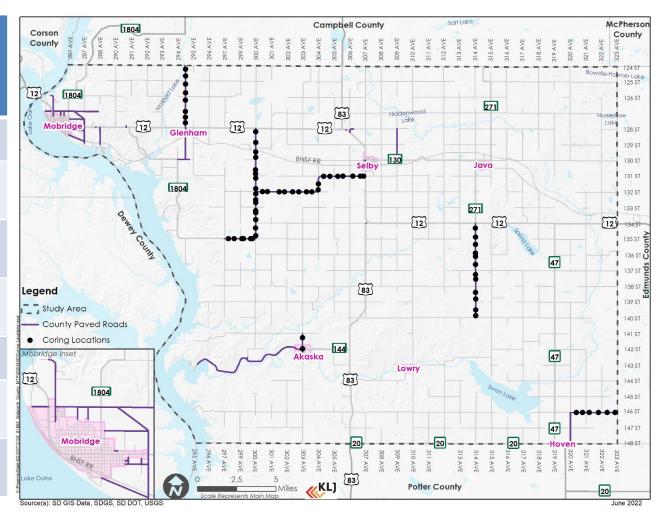


Existing Asphalt Condition



Asphalt Core Samples Taken on Select County Roads

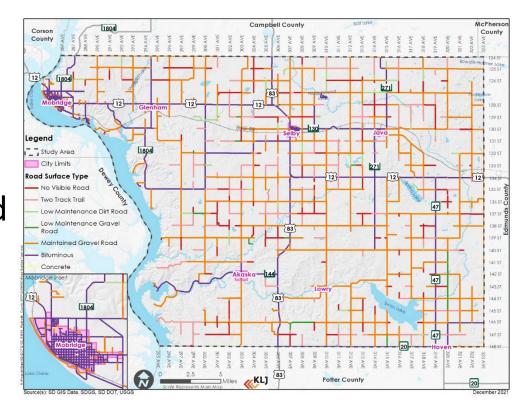
Road	Average Surface Depth (in.)	Average Base Depth (in.)	Total Length (Miles)	Number of Core Locations	Current ADT
135 St	1.84	6.78	2.0	4	100
300 Ave	0.80	11.73	7.0	14	130
Glenham Rd	0.63	12.11	4.0	8	165
303 Ave	1.25	10.00	1.0	2	NA
146 St	2.00	8.67	3.0	6	135
314 Ave	1.56	10.42	5.9	12	40
131/132 St	1.15*	11.50	7.8	17	181



Paved Roads Maintenance Alternatives



- Three Alternatives were developed to estimate costs for paved road maintenance
 - 1. Convert select paved roads to gravel
 - 1. Est. \$10,000/mile
 - 2. Maintain "Status Quo" on existing paved system using current method
 - 1. Est. \$100,000/mile
 - 3. 2" Overlay @ 26' width with adequate subsurface and patching
 - 1. Est. \$310,000/mile



List of County Paved Roads 1



	Road	Name Alternate	Terminus 1	Terminus 2	Total Length (Miles)	ADT	Cost to Convert to Gravel @ \$10k/mile	Maintain "Status Quo" @ \$100k/mile	Cost for 2" (26' width) Mill & Fill @ \$310k/mile
SIS	135 St	CR 240	297 Ave	300 Ave	1.98	100	19,800	198,000	609,200
Roads	300 Ave	CR 323	135 St	US Hwy 12	7.01	130	70,100	701,300	2,158,000
	Glenham Rd	CR 325	US Hwy 12	Campbell County Line	3.97	165	39,700	397,300	1,222,500
Data 1	303 Ave	CR 231	141 St	Akaska South City Limit Line	1.00	NA	10,000	100,000	307,900
Coring	146 St	CR 226	320 Ave	Edmunds County Line	3.00	135	30,000	300,000	923,300
ori	314 Ave	CR 109	140 St	US Hwy 12	5.95	40	59,500	594,700	1,830,000
Ŭ	131/132 St	CR 318	US Hwy 12	300 Ave	7.85	181	78,500	785,000	2,415,500
	320 Ave/148 St	CR 245	146 St	SD Hwy 20 in Hoven	2.26	NA	22,600	225,800	695,000
142	2 St/Swan Creek Rd	CR 238	303 Ave	Swan Creek Rec Area Entrance	8.15	83	81,500	815,200	2,508,500
	309 Ave	CR 316	SD Hwy 130	128 St	2.00	137	20,000	200,200	616,100
Glenhar	m Rd/Harrison St/130 St	CR 233	US Hwy 12	130 St	2.23	104	22,300	222,900	685,800
	130 St	CR 235	SD Hwy 1804	East to end of Pavement	0.50	79	5,000	49,700	152,900
	128 St	CR 316	US Hwy 12	128 St	0.39	NA	3,900	39,000	119,900
	10TH AVE W		15th St W	Mobridge City Limits	0.48	NA	4,800	48,500	149,200
	12 ST		Mobridge City Limits	Airport Rd	0.93	NA	9,300	92,700	285,400
	126 ST	CR 314	285 Ave (10th Ave W)	West to end of Pavement	0.05	NA	500	5,500	16,900

List of County Paved Roads 2



Road	Name Alternate	Terminus 1	Terminus 2	Total Length (Miles)	ADT	Cost to Convert to Gravel @ \$10k/mile	Maintain "Status Quo" @ \$100k/mile	Cost for 2" (26' width) Mill & Fill @ \$310k/mile
127 ST		SD Hwy 1804	East to end of Road	1.88	11	18,800	188,300	579,600
13TH AVE E		Mobridge City Limits	2nd St E	0.14	NA	1,400	14,200	43,800
17TH AVE E		Mobridge City Limits	2nd St E	0.12	NA	1,200	12,000	37,000
20TH ST (E/W)	CR 314	10th Ave W	SD Hwy 1804	0.97	1101	9,700	97,300	299,400
20TH ST (E/W)	CR 314	BNSF RR Tracks	US Hwy 12	0.35	NA	3,500	35,400	109,100
285 AVE	CR 314	Mobridge City Limits	Beginning of 126 St	0.87	NA	8,700	87,000	267,800
288 AVE 2ND ST E	Indian Creek Rd	US Hwy 12 12th Ave E	Indian Creek Rec Area Entrance Revheim Rd	1.08 0.49	187 NA	10,800 4,900	108,000 49,300	332,300 151,600
3RD AVE W		15th St W	20th St W	0.26	NA	2,600	25,700	79,100
3RD ST E		12th Ave E	13th Ave E	0.07	NA	700	6,800	21,000
6TH ST E		7th St E	9th Ave E	0.07	NA	700	6,900	21,100
AIRPORT RD	CR 314	US Hwy 12	20th St E	1.33	518	13,300	132,900	409,000
LAKE FRONT DR	CR 214	W Railway St	Revheim Rd	1.08	NA	10,800	108,000	332,400
MAIN ST N		Mobridge City Limits	20th St	0.26	NA	2,600	26,000	80,100
RADIO RD		US Hwy 12	North to end of Pavement	0.10	NA	1,000	9,900	30,300
REVHEIM RD	CR 314	US Hwy 12	Revheim Bay Rec Area Entrance	1.00	220	10,000	100,500	309,100

Maintenance Alternatives Costs



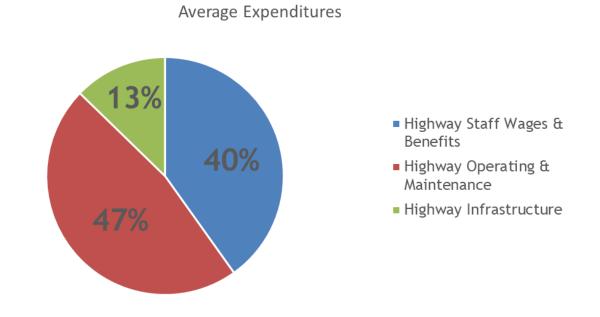
- Convert select paved roads to gravel
 - Estimated 1 time cost < 1.0 million
- Maintain "Status Quo" on existing paved system using current method
 - Estimated resurfacing every 3 years
 - Estimated annualized cost \$1.9 million
- 2" Overlay @ 26' width with adequate subsurface and patching
 - Assumed regular crack sealing prior to seal coats
 - Seal coats every 7-10 years
 - 1 additional overlay every 20 years
 - Estimated cost of 1st time overlay \$17.8 million
 - Estimated annualized cost overlay (20 yrs) \$3.8 million

Roadway Funding Gap



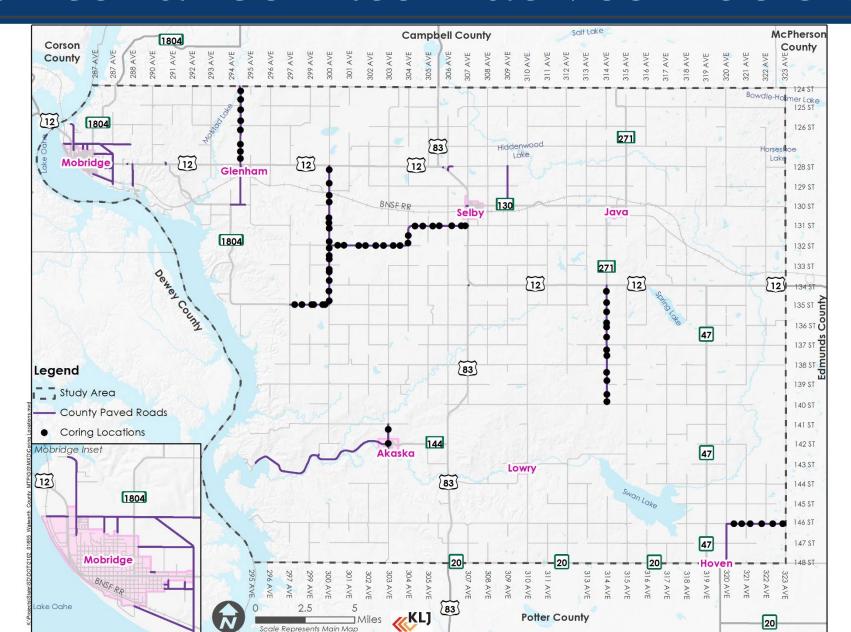
- Walworth County Revenues (2018-2021) Average \$1.80M
- Expenditures Studied (2019-2020) Average \$1.75M
- 47% is being spent on Highway Operating & Maintenance
 - ♦ \$827,000 Average Highway Operating & Maintenance Total
 - \$237,000 Average for Highway Repairs & Maintenance, and Supplies & Materials (28%)





Maintenance Alternatives Decisions

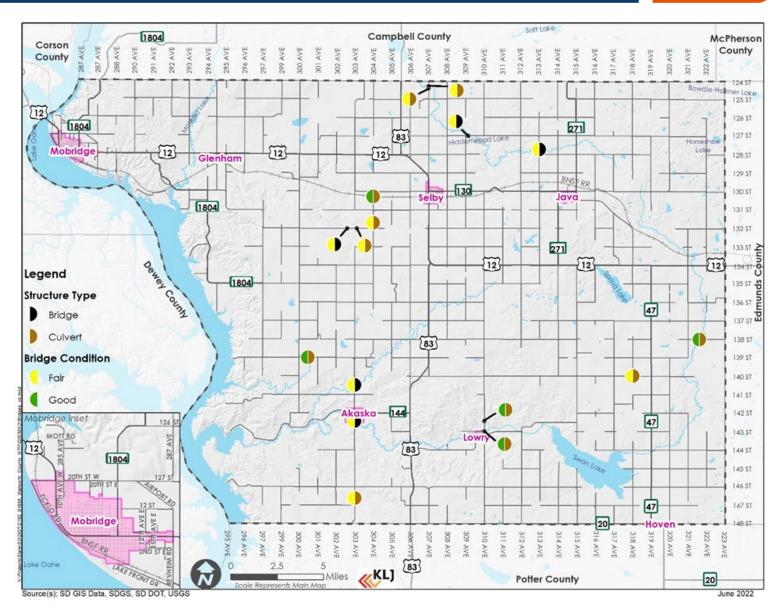




County Bridge Condition



- 16 County bridges and culverts
- NBI condition ratings:
 - 5 in good condition
 - 11 in fair condition
- Recommend normal maintenance per inspection reports



What's Missing?



- Costs for Highway Department Function
- Costs for Gravel System Maintenance
- Primary/secondary Road System Recommendations
 - Coordination with Gary Byre and Larry Dean
- Others?



Schedule





Schedule



Walworth MTP

SAT 4 – Standards Development June 23

Independence Day
 July 4

• SAT 5 – Projects and Priorities July 19

Draft Plan – submit to SAT for review August 1

• SAT 6 – comments on Draft Plan August 18

PIM 2 September 1

• Labor Day September 5

Final Plan to SAT September 14

Receive SAT comments on Final plan September 28

Final plan submittal October 10

Walworth Commission approval October 18

Completion date October 31

Next Steps



- 1. Continue development of projects and costs
- 2. Begin development of draft report
- 3. Schedule public meeting September 1?



Walworth County Master Transportation Plan Study Advisory Team Meeting 5 August 11, 2022 9:00 - 10:00 P.M. MDT 10:00 - 11:30 P.M. CDT

Meeting Discussion Points

Meeting Attendees:

- Steve Gramm
- Larry Dean
- Logan Gran
- Noel Clocksin
- Gary Byre
- Deb Kahl

- John Dady
- Ryan Enderson
- Schott Schilling
- Steve Zabel
- Steve Grabill -

KLJ

- Dave Wiosna KLJ
- Cassidy Trapp -KLJ

1. Welcome & Introductions

• Steve Grabill welcomed attendees to the meeting and self-introductions were made. Steve Grabill reviewed the agenda for the meeting.

2. Primary and Secondary Roads

- Steve Grabill presented the findings of collaboration with SDDOT on primary and secondary highway systems within the County.
- Gary noted that a few roads which are listed as secondary in the state's Non-State
 Trunk Road Inventory (NSTRI) are treated by the County as primary
 - Revheim Rd from US 12 to Revheim Bay
 - Lakefront Dr
- SDDOT noted that although the County may treat these roads as primary, they are in fact still secondary system roads.
 - To change them to the primary system would require a resolution through the county commission.
 - This would also essentially acknowledge that these roads (which are in the vicinity of Mobridge) are truly the county's responsibility.
 - DOT noted that in order to make road jurisdiction changes official, they need to be in writing and submitted to DOT and that these changes would best be done after adoption of the Master Transportation Plan
- Some SAT members felt that Mobridge should take over paved roads within the city's zoning jurisdictional area.



- It was noted that the city of Mobridge has been maintaining the portion of 20th.
 St. in front of the hospital already a road listed under county jurisdiction
- SAT members listed Indian Creek Rd should be primary system south of US 12
- SAT members noted that 2 years ago there was an agreement in place to share costs on 288 Ave (Indian Creek Rd)
- Gary noted that the ambiguity of ownership/jurisdiction and maintenance responsibilities needs to be corrected between the County and Mobridge

3. Bike/Ped and Freight Recommendations

- Steve Grabill presented bike/ped recommendations, namely, to continue to support Mobridge's plans to connect lakefront trail with an additional trail to Revheim Bay
- SAT members agreed with KLJ's freight/truck routes and suggested the route east of Java continue north to 320 Ave.
 - o DOT suggested this should change to major collector as well.

4. Financial Analysis & Projects and Priorities

Steve Grabill presented information on financial analysis including:

- Past road maintenance program using budget/revenue information from the county
- Gary noted that much of the county's current maintenance cost is absorbed by the
 county by using its own materials as much as possible. SAT members noted that the
 cost to maintain the system would be much greater if performed by an outside
 contractor.
- Gary noted that KLJs assessment of chip sealing 20 miles of paved surface in a single year has never been achieved and that the county can only maintain as many miles as they can afford.
- SAT members noted that by moving paved roads from the secondary to the primary system, funding for the remaining secondary system would be alleviated.
- Using property value information, Steve Grabill presented potential levy scenarios for both the primary and secondary systems.
 - County auditor noted that the \$617million figure that KLJ had been using was only for property outside of city limits
 - It was decided that KLJ would need property value for the entire county.
- SAT members asked about HBR funds and SBI levy considerations
- Gary noted that the truck routes would be need to reconsidered in order to provide gravel project priorities

5. Next Steps

Steve Grabill presented current progress on the project and provided a date for upcoming public meetings. SAT members discussed the optimal timeframe for a public meeting to avoid



low turnout due to hunting season, harvest, and the potential unavailability of a meeting space in Selby. They proposed the public meeting not be held until late November.

Next steps included:

- Continue development of projects and costs, especially the gravel system
- Finish draft report
- Schedule public meeting

With no further business, the meeting was adjourned at 11:30 CDT.

Walworth County Master Transportation Plan

Study Advisory Team Meeting #5
Projects and Priorities

August 11, 2022

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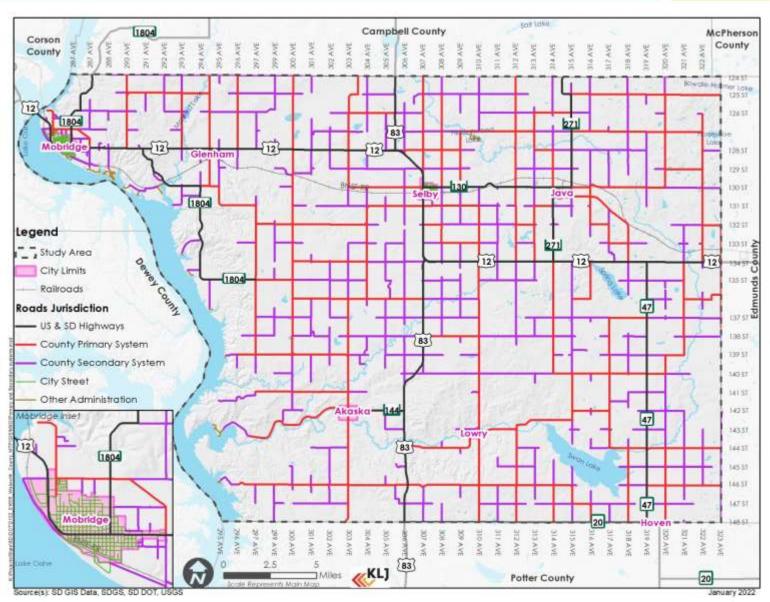
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Agenda



- 1. Primary and Secondary Roads
- 2. Financial Analysis
- 3. Projects and Priorities
- 4. Next Steps





Primary and Secondary Roads

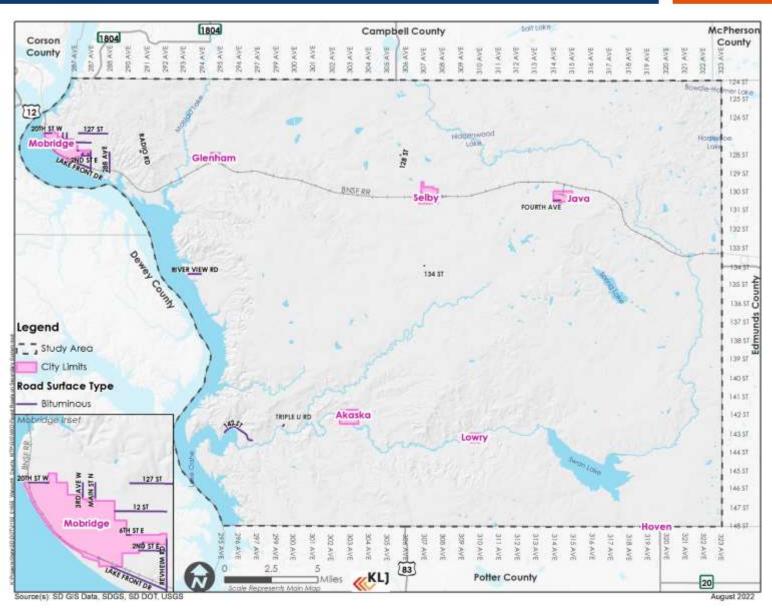


- SDDOT provided guidance on primary and secondary roads
- Recommend all paved roads on primary system
 - Move paved roads on secondary system over to primary
- Move some non-paved primary roads over to secondary system
- Address Funding Implications

Paved Roads on Secondary System



- Approximately 10
 miles of Paved Roads
 on Secondary System
- Move to Primary?



Paved County Roads Near Mobridge



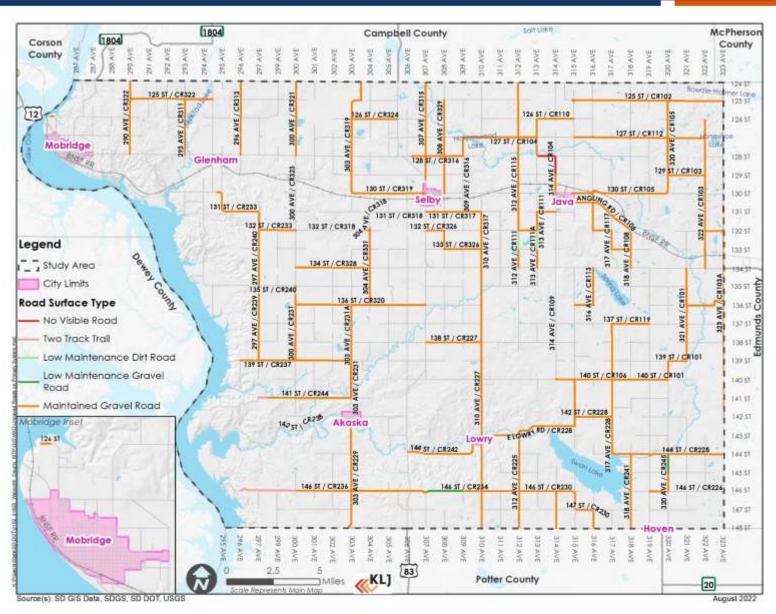
 Over 3 miles of paved county secondary system roads within Mobridge zoning area



Unpaved Roads on Primary System



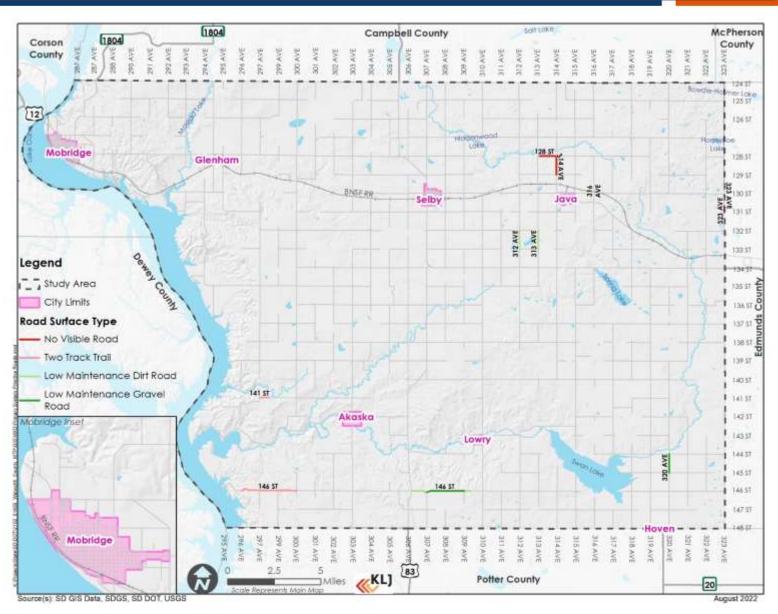
- Approximately 290 miles of Unpaved Roads on Primary System
- Most are Maintained Gravel Roads



"Primitive" Roads on Primary System



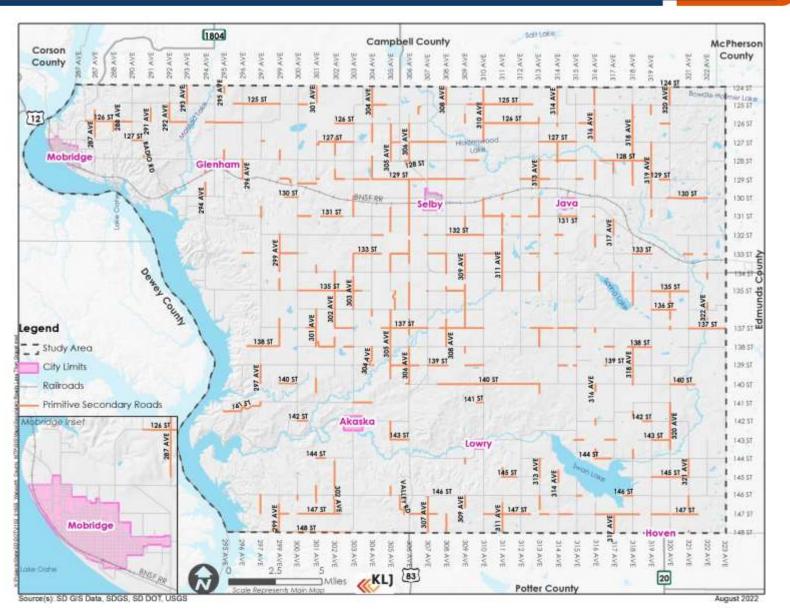
- Approximately 12 miles of Primitive Roads on Primary System
- Move to Secondary System



"Primitive" Secondary System Roads



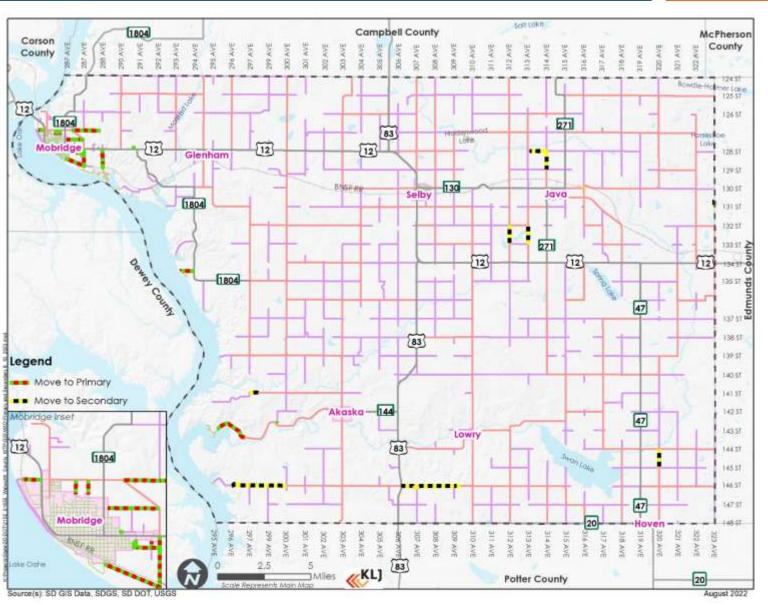
Approximately 250
miles of Primitive,
Two-Track Trail, or
Drained Earth Roads
on Secondary System



Proposed System Changes



- Move Paved Secondary System Roads over to Primary System
- Move "Primitive" Primary System Roads to the Secondary System

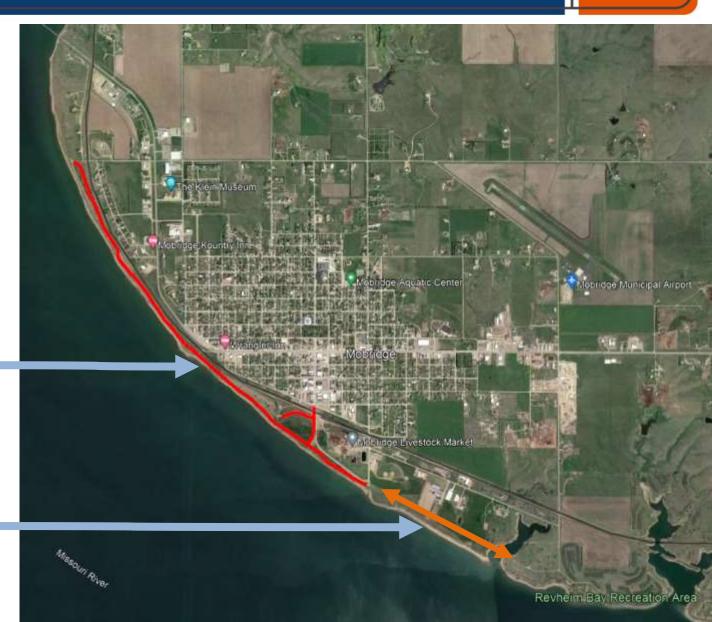




Existing Bike/Ped Infrastructure



- Schools in Walworth County well connected
- 2.5-mile shared use path along Lake Oahe in Mobridge
- Proposed Trail to Connect to Revheim Previously Submitted as Grant



Major Freight Corridors



- Added Freight Routes
 Based on Previous SAT
 Meeting
 - Airport Road around Mobridge
 - 130 St East of Selby
 - Glenham Rd North





Past Road Maintenance Program



Project Name	Length	Cost/Mile	Estimated Cost	
Asphalt Road Maintenance - Year 1	20	\$ 26,000	\$ 520,000	
Asphalt Road Maintenance - Year 2	20	\$ 26,000	\$ 520,000	
Asphalt Road Maintenance - Year 3	20	\$ 26,000	\$ 520,000	
Asphalt Road Maintenance - Year 1	20	\$ 26,000	\$ 520,000	
Asphalt Road Maintenance - Year 2	20	\$ 26,000	\$ 520,000	
Gravel Road - Year 1	100	\$ 3,000	\$ 300,000	
Gravel Road - Year 2	100	\$ 3,000	\$ 300,000	
Gravel Road - Year 3	100	\$ 3,000	\$ 300,000	
Gravel Road - Year 4	100	\$ 3,000	\$ 300,000	
Gravel Road - Year 5	100	\$ 3,000	\$ 300,000	
		Total	\$ 4,100,000	

Levy Considerations



- Annual County Revenues of ~\$1.8 million
- Highway Budget ~\$1.9 million
- Taxable Land Value in the County: \$617 million
- County may consider levy to support secondary (gravel) system
- In addition, County may consider levy on primary system
 - Walworth would likely be first county to impose a primary system levy

Maintenance Alternatives Costs



- Convert select paved roads to gravel
 - Estimated 1 time cost < 1.0 million
- Maintain "Status Quo" on existing paved system using current method
 - Estimated resurfacing every 3 years
 - Estimated annualized cost \$1.9 million
- 2" Overlay @ 26' width with adequate subsurface and patching
 - Assumed regular crack sealing prior to seal coats
 - Seal coats every 7-10 years
 - 1 additional overlay every 20 years
 - Estimated cost of 1st time overlay \$17.8 million
 - Estimated annualized cost overlay (20 yrs) \$3.8 million

Paved Roads Maintenance Alternatives



- Three Alternatives were developed to estimate costs for paved road maintenance
 - 1. Convert select paved roads to gravel
 - 1. Est. \$10,000/mile
 - 2. Pay thru current budget
 - 2. Maintain "Status Quo" on paved roads using current method
 - 1. Est. \$100,000/mile = \$1.9 Million Annually
 - 2. Primary System Levy \$3.08/\$1000 ag value
 - 3. 2" Overlay @ 26' width with adequate subsurface and patching
 - 1. Est. \$310,000/mile = \$3.8 Million Annually
 - 2. Primary System Levy \$6.15/\$1000 ag value

Non-Paved Roads Maintenance Alternatives



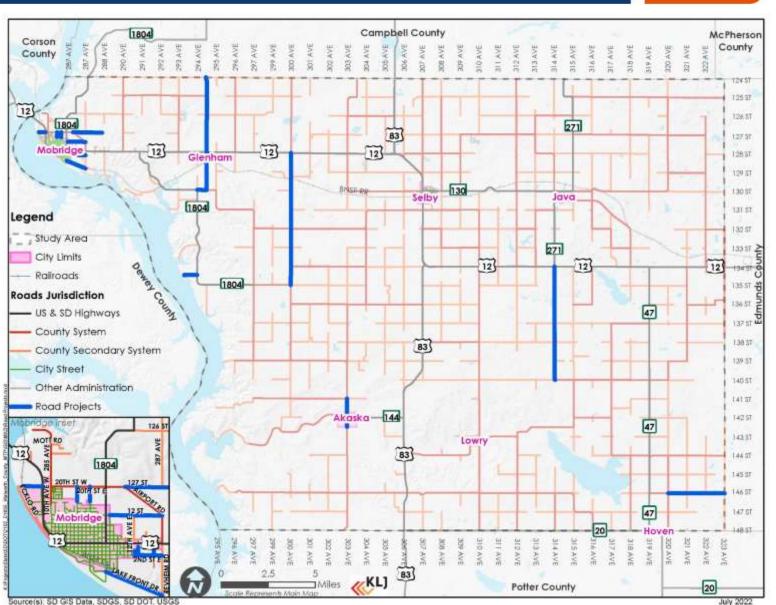
- Extend Current County 2022 Budget into the Future
 - 1. \$400,000(Supplies/Mat) + \$250,000(Second. Road Exp.)
 - 2. Expand with Secondary Roads Levy
 - 1. Ditch Cleaning
 - 2. Culvert Replacements
 - 3. Regrading
 - 4. Increased blading
 - 5. Equipment Maintenance
 - 3. Apply same formulas as Primary System Levy
 - 1. \$1.62 per \$1,000 ag land value = \$1.0 Million



Short Term Paved Priority Projects



- Short Term Paved
 Project Priorities
 - Guidance from County
 - About 30 total miles



Short Term Paved Priority Projects



Project Name	Begin	End	Length
Glenham Road - Overlay	SD Hwy 12 North	Campbell/ Walworth Co Line	4
CR 233 - Rehab, Mill/Fill & Leveling	SD Hwy 12 South	SD Hwy 1804	2.5
146 St - Road Widening, Slope Flattening, Mill/Fill & Leveling	320 Ave	323 Ave	3
CR 323 -Overlay	SD Hwy 12 South	135 st on 300 Ave	7
Co Rd 231/229 - Overlay, Reconstruction through city limits in Akaska	North 141 Street	South of Akaska Drainage	1.5
Co Rd 109 - Study/Evaluate	SD Hwy 12	314 Ave South	6
Riverview Rd SW - Overlay	135 Street	134 Street	0.7
City of Mobridge Planning and Zoning jurisdiction	Various	Various	3.7
Cahill Rd (127 St) -Overlay	Co Rd 314 East	End	1.5

Short Term Paved Priority Projects



Project Name	Cost to Convert to Gravel @ \$10k/mile	Maintain "Status Quo" @ \$100k/mile	Cost for 2" (26' width) Mill & Fill @ \$310k/mile
Glenham Road - Overlay	\$40,000	\$400,000	\$1,240,000
CR 233 - Rehab, Mill/Fill & Leveling	\$25,000	\$250,000	\$775,000
146 St - Road Widening, Slope Flattening, Mill/Fill & Leveling	\$30,000	\$300,000	\$930,000
CR 323 -Overlay	\$70,000	\$700,000	\$2,170,000
Co Rd 231/229 - Overlay, Reconstruction through city limits in Akaska	\$15,000	\$150,000	\$465,000
Co Rd 109 - Study/Evaluate			
Riverview Rd SW - Overlay	\$7,000	\$70,000	\$217,000
City of Mobridge Planning and Zoning jurisdiction	\$30,000	\$300,000	\$930,000
Cahill Rd (127 St) -Overlay	\$15,000	\$150,000	\$465,000
Totals	\$232,000	\$2,320,000	\$7,192,000

Short Term Non-Paved Roads Projects



Discussion?

Long Term Roads Projects

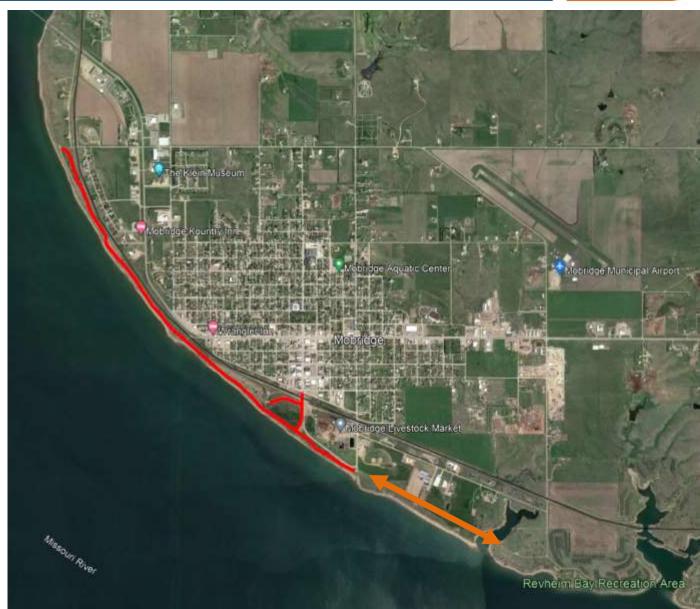


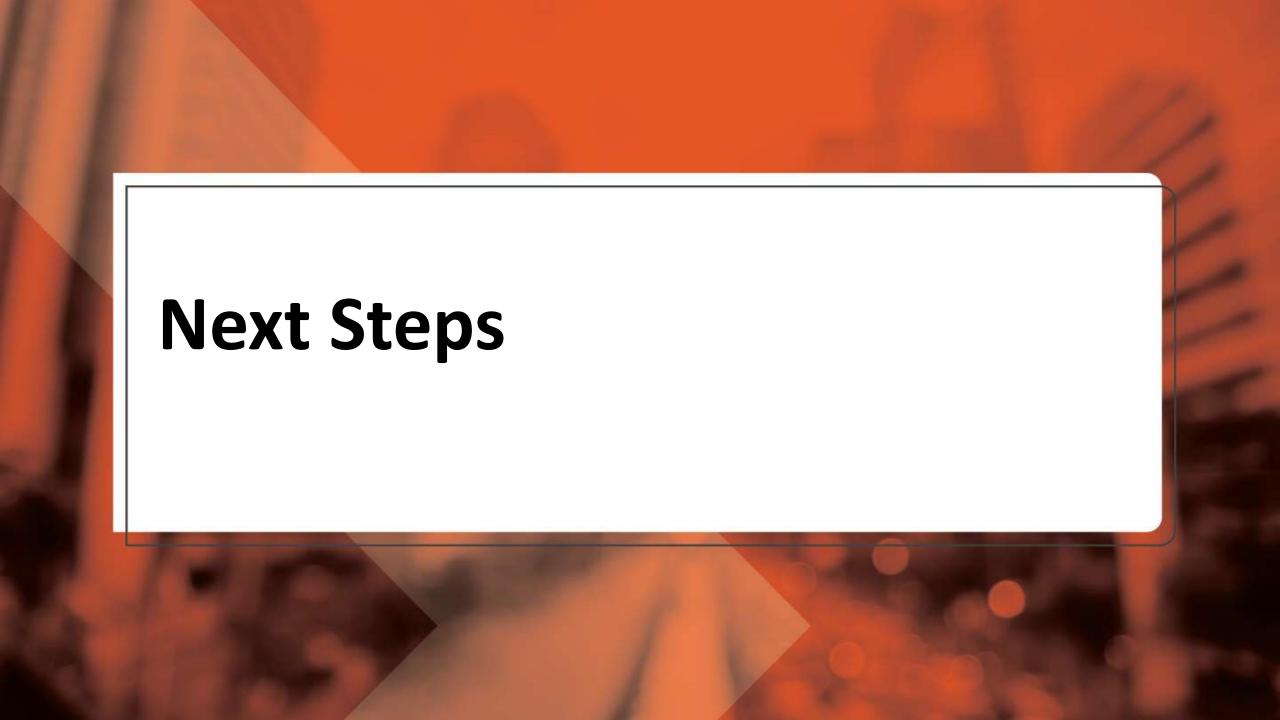
Discussion?

Bike/Ped Projects



- One identified project:
 Pursue Trail Connection to
 Revheim Bay
 - Checking on Cost





Schedule



Walworth MTP

SAT 5 – Projects and Priorities

Labor Day

Draft Plan – submit to SAT for review

SAT 6 – comments on Draft Plan

PIM 2

Final Plan to SAT

Receive SAT comments on Final plan

Final plan submittal

Walworth Commission approval

Completion date

August 11

September 5

September 8

October 6

November 3

November 14

November 28

December 10

December 18

December 31

Next Steps



- 1. Submit draft report for SAT review September 8
- 2. SAT 6 review of draft Report October 6
- 3. Schedule public meeting November 3



Walworth County Master Transportation Plan Study Advisory Team Meeting 6 November 30, 2022 7:30 - 9:30 A.M. MST 8:30 - 10:30 A.M. CST

Meeting Discussion Points

Meeting Attendees:

- Steve Gramm
- Larry Dean
- Noel Clocksin
- Gary Byre
- Deb Kahl

- Schott Schilling
- Steve Zabel
- Daryl Thompson
- Eric Stroeder
- Steve Grabill -
 - KLJ
- Dave Wiosna KLJ

1. Welcome & Introductions

Steve Grabill welcomed attendees to the meeting and self-introductions were made.
 Steve Grabill said the agenda for the meeting was to review the public feedback received from the previous nights' public meeting and to receive further comment from the SAT on the draft MTP.

2. Public Involvement Meeting 2 (PIM2) Summary

- Steve Grabill summarized the PIM 2 meeting which was held the day before in Selby,
 SD. About 25 people were in attendance including five Walworth County
 Commissioners. Comments from the public touched on expected topics including jurisdictional transfer of roads around Mobridge.
- Steve Grabill noted the plan's remaining timeline including a comment period until December 15, 2022.

3. Report Review

- SAT members noted a need for more emphasis on transit in the report.
- SAT members also noted minor editorial issues with portions of the report including figures and graphics and to include data about the airport.

4. Conclusions and Implementation



- SAT members debated whether the plan should continue to recommend transferring paved secondary roads in the vicinity of Mobridge to the primary system. After significant discussion, it was determined that the recommendation should stand.
 - Members also commented on the likely difficulty of potentially transferring some of these roads to the city of Mobridge.
 - It was noted that while Mobridge has planning and zoning authority within its 3-mile radius, the county has no authority in this same area while still retaining responsibility to maintain county roads.
 - Steve Gramm noted that Mobridge is unique in that its extra territorial area is not a "joint" jurisdiction with the County as most are.
 - SAT members agreed to keep discussion of jurisdictional transfers in the report and urged that the language be modified to reflect all cities in Walworth County, not just Mobridge.
 - Larry Dean noted that at least one South Dakota County adopted a resolution requiring a city to assume responsibility for any roads which would be covered in an annexation.
- SAT members wondered if Airport Rd should be designated as a truck route. Other
 members pointed out that the road essentially already acts as a truck route by
 carrying significant truck traffic, and that the MTP merely identifies this fact.
- Members discussed the viability of community access grants.
- SAT members discussed the list of short term paving projects and conjectured that the "short term" list may in fact be more of a long term list from the county's point of view, as funding would not allow for the projects to be done in a short time frame.
- DOT members brought up examples of other counties' approaches to similar funding issues as Walworth County:
 - Davison County used results from its MTP to advocate for a wheel tax.
 - John Cleggett, a Davison County Commissioner, was instrumental in advocating for that county's need and could be a valuable resource for Walworth County.
 - Neighboring counties have always had a secondary levy.
 - Walworth County once had a secondary levy and lost it permanently when the county dropped the levy to zero during a year of budget surplus, only to have that rate locked in by state statue which barred counties from increasing levy amounts in 1997 or 1998.
 - Edmunds County has organized townships which fund some of their own roads. Gary Byre is hesitant to pursue organizing townships for this purpose in Walworth County.
 - Steve Gramm noted that the secondary system levy is a substitute for townships maintaining their own roads.
- Several SAT members noted the lack of transparency in the county's revenues and that the lack of a base revenue number would impede efforts to ask county residents for increased taxes for road maintenance.



- Noel Clocksin noted that SD Law 10-12-16 requires that any money which goes into a county's road and bridge reserve fund cannot come back out.
- SAT members discussed whether separating levies into one levy for the primary system and one levy for the secondary system would be an easier "sell" to the public than proposing a single levy. It was also repeated that a levy on the primary system has never been done but is allowed by State Statute.
 - Noel provided that **Greg Vavra** with SD Local Transportation Assistance Program is an excellent resource to help explain levies to counties.

4. Next Steps

- The SAT is going to continue to remain active and to provide assistance in pursuing discussions regarding new levies and jurisdictional transfers.
- Steve Grabill said he would incorporate input into the draft MTP and meet with Gary Byre to correct inaccuracies with the County budget numbers.
- Once the MTP has been fully updated, a link to the revised document will be sent to the SAT for one last look before it goes to the County Commission for acceptance.

Walworth County Master Transportation Plan

Public Input Meeting Study Recommendations

November 2022

ENGINEERING, REIMAGINED

SINCE 1938

KLJENG.COM



Welcome and Introduction



- Welcome and Introduction
 - > My contact information

Steve Grabill

c/o KLJ Engineering

330 Knollwood Drive

Rapid City, SD 57701-0644

(605) 872-5021

Steve.Grabill@kljeng.com



County contact information

Gary Byre

County Highway Superintendent

PO Box 242

Selby, SD. 57472

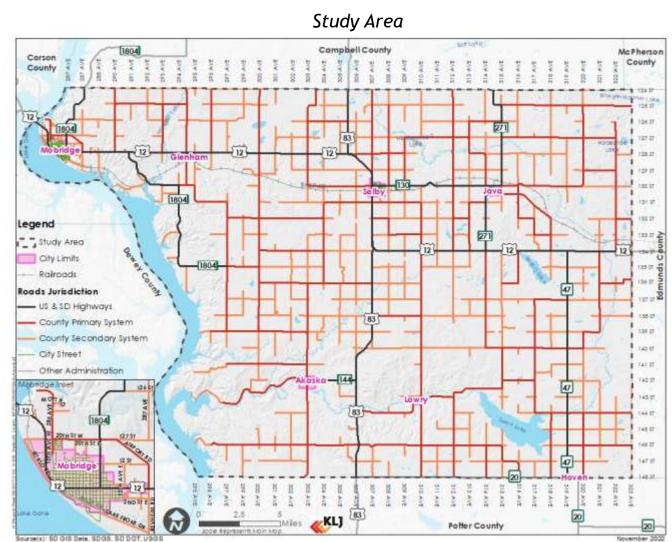
(605) 649-7982

walcohwy@venturecomm.net

Introduction



- Walworth County is completing its MTP (20-year horizon)
- Prepared in Conjunction with County Staff and Study Advisory Team (SAT)
- Update responds to changing conditions within Walworth County
 - Limited financial resources
 - Changing travel patterns and volumes
- Plan set of goals and project recommendations which address current and future needs

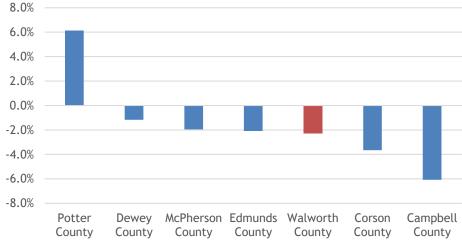


Background: Population Trends

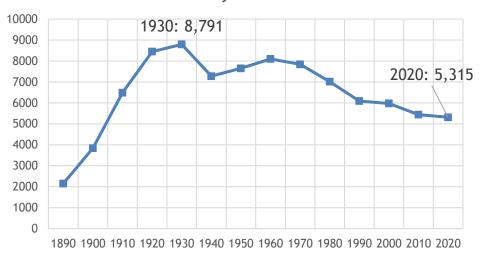


- Walworth → Population loss 2010-2020. Of 66 SD counties, 33 had loss while 33 gained.
- Population declined by 123 (-2.3%) during last decade
- Population slowly declining or stable since 1930 peak





Walworth County Growth 1890-2020



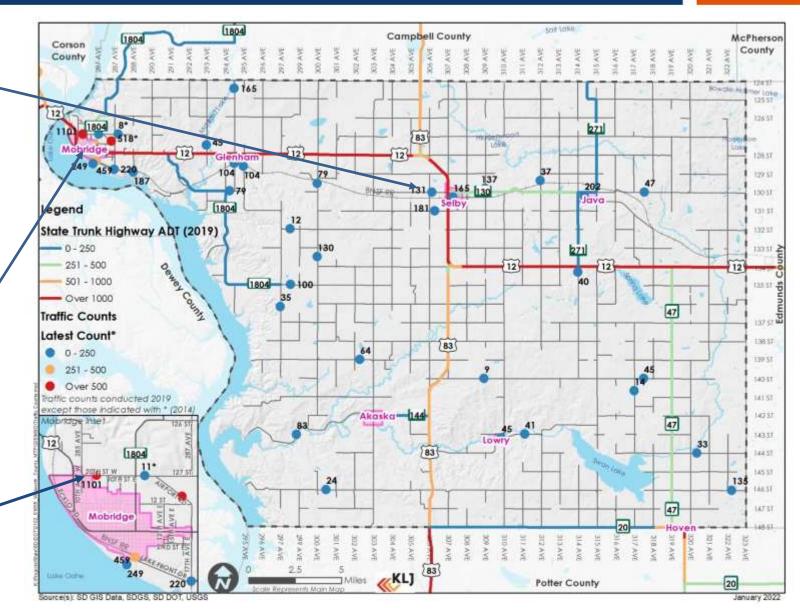
Roadway: Existing Traffic Volumes



Highest ADT on gravel road: ADT 131 west of Selby

Highest volumes in and around Mobridge (US 12)

Highest ADT on County System 20th
St just north of Mobridge (ADT 1,101
- 2019)



Roadway: Projected Traffic Volumes

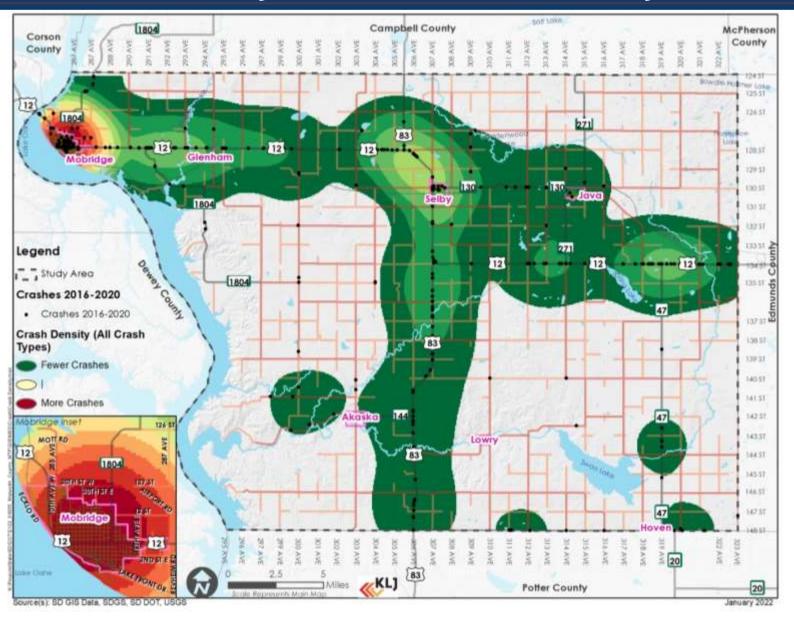


- Traffic was projected using SDDOT-provided growth rates
- Projected traffic volumes likely do no present capacity concerns
- Projected volumes on top 10 busiest county roads

Station	Location Description	Latest Count	2045 Traffic Projection
165054	20TH ST E: BTWN ROSE AVE & 3RD AVE W	1101	1129
165053*	AIRPORT RD: BTWN 12TH ST E & 127 ST	518	531
165040	4TH AVE E: BTWN LAKE FRONT DR & RAILROAD ST E - RR XING 393-892K - MOBRIDGE	459	470
165052	SOUTH MAIN LOOP: BTWN LAKE FRONT DR & W RAILWAY ST	249	255
165041	REVHEIM RD: BTWN LAKE FRONT DR & E REVHEIM RD N - RR XING 393-891D	220	226
165035	MAIN ST: BTWN PACIFIC AVE & RAILWAY AVE - RR XING 393-858D - JAVA	202	207
165051	288 AVE: BTWN US12 & INDIAN CREEK COMPLEX	187	192
165047	131 ST: BTWN 308 AVE & US12	181	186
165036	MAIN ST: BTWN RAILWAY RD & N RAILWAY ST - RR XING 393-870K - SELBY	165	169
165050	GLENHAM RD: BTWN 124 ST & 125 ST	165	169

Roadway: Crash Density

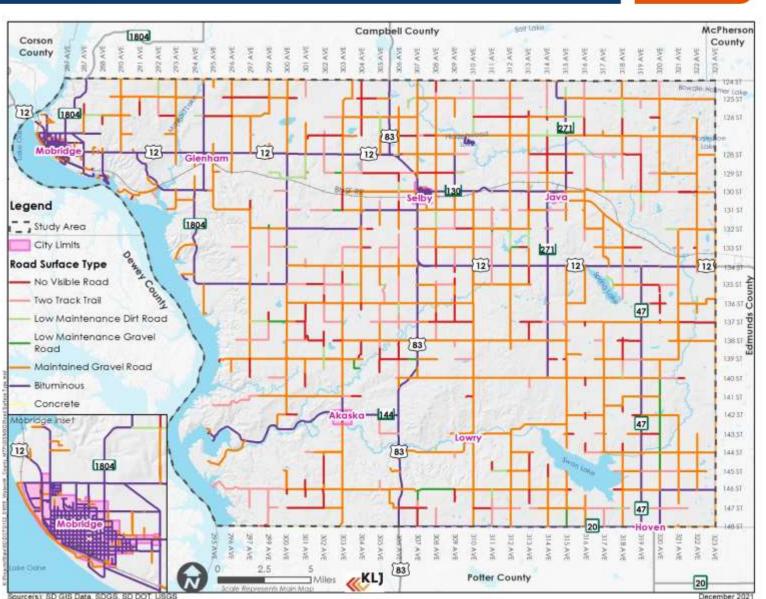




Roadway: Surface Management



- County Maintains
 Approximately 785 Miles
 of Roads
- ~60 miles are paved
- Remainder of System is Gravel/Unpaved

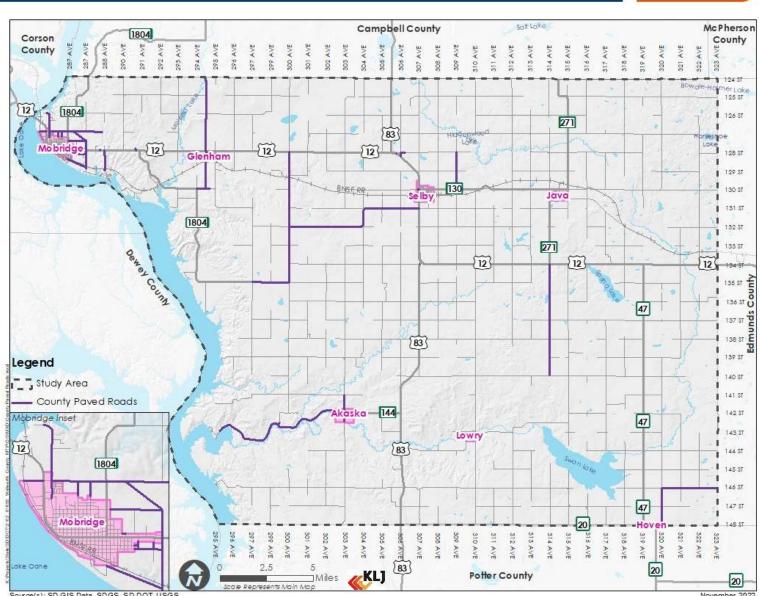


Roadway: Surface Management



- County paved roads
- Pavement coring conducted on some rural county roads
- Many county paved roads are relatively thin
- Existing
 maintenance
 on paved roads
 largely reactive
 instead of
 proactive

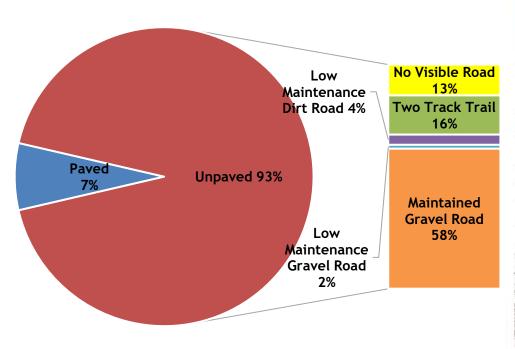




Roadway: Surface Management

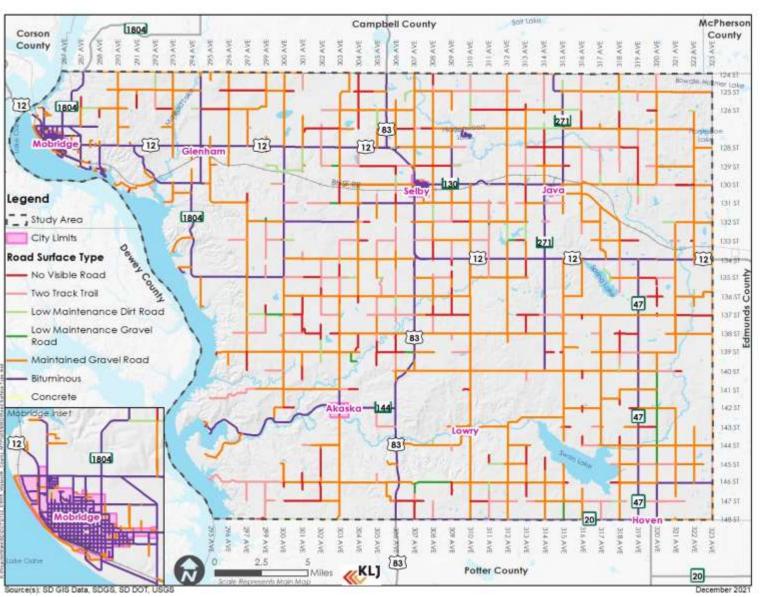


Road Surface Types County System Only









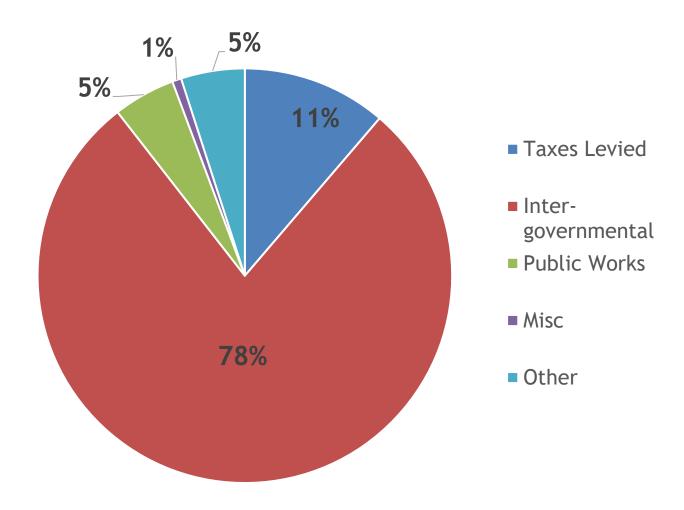


Financial Analysis - Revenue



 Walworth County Average Annual Revenue Approximately \$1.8 Million

 Revenue From Multiple Sources



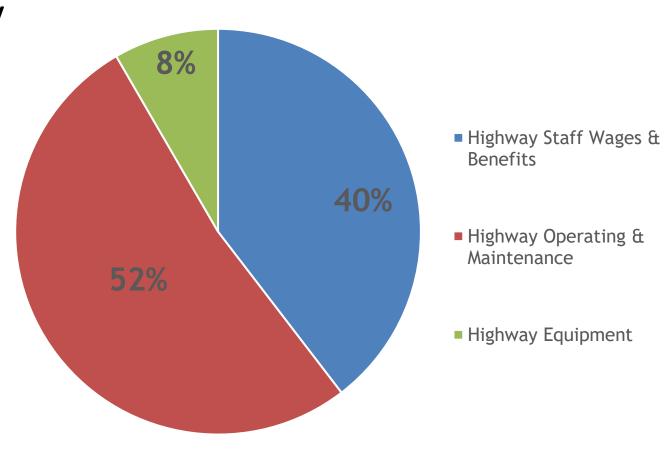
Financial Analysis - Expenditures



 Walworth County Highway Budget Approximately \$1.9 Million (2022)

 52% of Expenditures go towards maintenance and repair of existing roads

Current budget already exceeds revenues



Financial Analysis - Paved Road Maintenance



- What to Do?
- Levy Considerations
 - In order to pay for new pavement management strategies, County could assess levies on:
 - Primary highway system Currently unprecedented but possible under SD law
 - Secondary highway system

Financial Analysis - Paved Road Maintenance



- Three Pavement Management Scenarios:
- 1 Convert select paved roads to gravel
 - Can be done using existing budget
- 2 Maintain "Status Quo" on paved roads with current method
 - Required levy on primary system of \$3.08/\$1000 of land outside towns and cities, also moves all paved roads onto primary system
- 3 Use 2" Overlay with 26' width on paved roads
 - Higher standards with significantly higher costs, \$6.15/\$1000 levy

Non-Paved Road Maintenance



One scenario developed for non-paved roads

Extend 2022 budget (\$480,000) into future

- Expand with Secondary System levy
 - \$1.62/\$1000 for a total of \$1 Million annually

Project Development



- Short-term paving projects
- Developed in conjunction with county
- Approximately 30 miles

Project Name	Begin	End	Length (miles)
Glenham Road - Overlay	SD Hwy 12 North	Campbell/ Walworth Co Line	4
CR 233 - Rehab, Mill/Fill & Leveling	SD Hwy 12 South	SD Hwy 1804	2.5
146 St - Road Widening, Slope Flattening, Mill/Fill & Leveling	320 Ave	323 Ave	3
CR 323 -Overlay	SD Hwy 12 South	135 st on 300 Ave	7
Co Rd 231/229 - Overlay, Reconstruction through city limits in Akaska	North 141 Street	South of Akaska Drainage	1.5
Co Rd 109 - Study/Evaluate	SD Hwy 12	314 Ave South	6
Riverview Rd SW - Overlay	135 Street	134 Street	0.7
City of Mobridge Planning and Zoning jurisdiction	Various	Various	3.7
Cahill Rd (127 St) -Overlay	Co Rd 314 East	End	1.5

Project Development



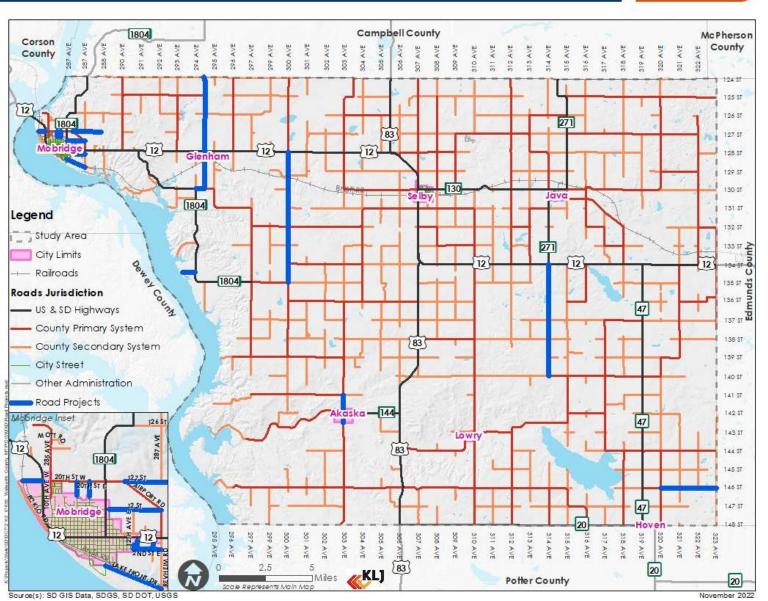
 Short-term paving project costs

Project Name	Cost to Convert to Gravel @ \$10k/mile	Maintain "Status Quo" @ \$100k/mile	Cost for 2" (26' width) Mill & Fill @ \$310k/mile
Glenham Road - Overlay	\$40,000	\$400,000	\$1,240,000
CR 233 - Rehab, Mill/Fill & Leveling	\$25,000	\$250,000	\$775,000
146 St - Road Widening, Slope Flattening, Mill/Fill & Leveling	\$30,000	\$300,000	\$930,000
CR 323 -Overlay	\$70,000	\$700,000	\$2,170,000
Co Rd 231/229 - Overlay, Reconstruction through city limits in Akaska	\$15,000	\$150,000	\$465,000
Co Rd 109 - Study/Evaluate			
Riverview Rd SW - Overlay	\$7,000	\$70,000	\$217,000
City of Mobridge Planning and Zoning jurisdiction	\$30,000	\$300,000	\$930,000
Cahill Rd (127 St) -Overlay	\$15,000	\$150,000	\$465,000
Totals	\$232,000	\$2,320,000	\$7,192,000

Project Development



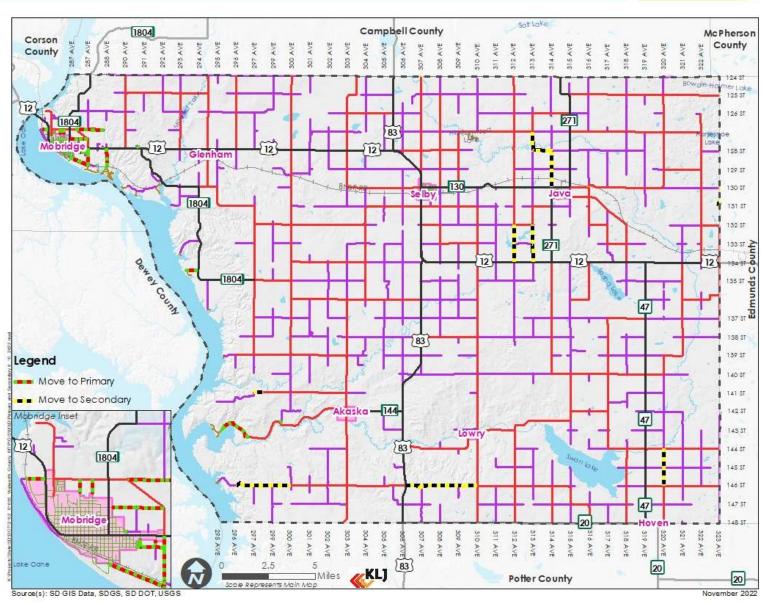
 Identified Shortterm paving projects



System Changes



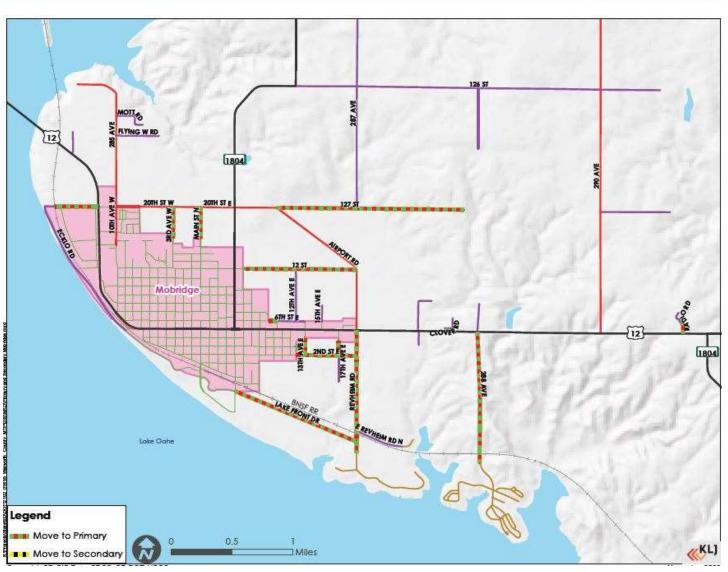
- All County roads are on either the Primary System or Secondary System
- MTP proposes:
 - Move all paved roads to Primary System
 - Move any primitive roads on Primary System to Secondary System



System Changes



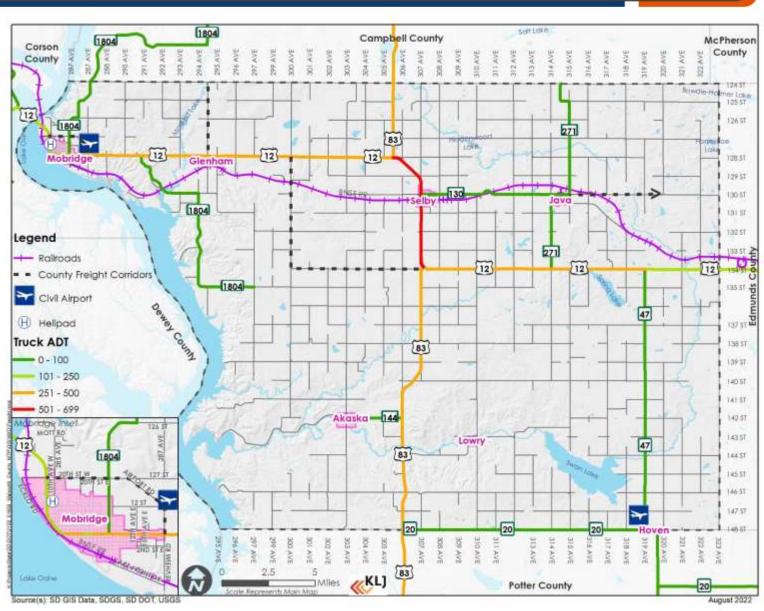
- Jurisdictional Transfers
 - Mobridge vicinity county roads
 - All parties must agree (Memorandum of Understanding (MOU)
 - SDDOT review and approval



Truck Routes



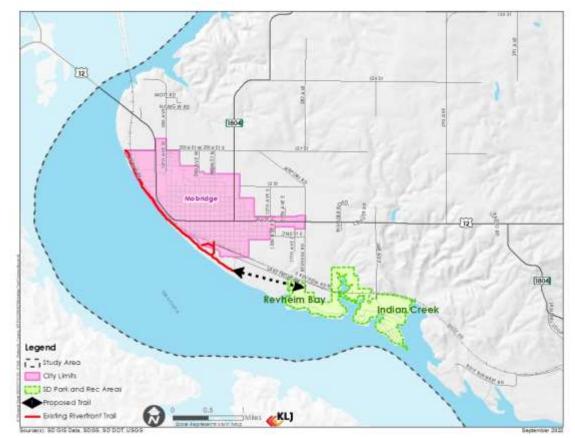
- Majority of freight needs in county served by US and State Routes
- MTP identifies four truck routes
 - 134th St/300th Ave
 - Airport Rd around Mobridge
 - 130th St/320 Ave east and north of Java
 - Glenham Rd

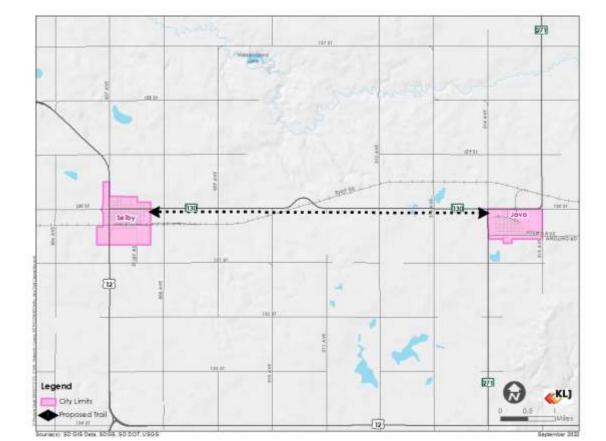


Bike/Ped Projects



- MTP proposes 2 bike/ped projects
 - Support trail from Mobridge to Revheim Bay
 - Support trail from Selby to Java









Walworth County Master Transportation Plan

Tuesday, November 29, 2022

Name	Organization/Business/Address/Email
Steve Grabill	Steve.grabilla KLJEKS. COM
Steve Gramm	Stere. gramm @ State. sd. us
Eric Stronder	eric, stroeder@ state, sdius
Duane Mohr	Wal, Co. Commissioner
Kevin Holgard	Walworth Co Commissioner
Leo Vojta	farmer
Danne Schloner	Farmer
Scott Khilling	Conim.
John J. Ayord	Molitge Regional Magnital
Jim Hovek	County Com.
Ladean Mog/2	,
Delibie Kahl	County Employee



Walworth County Master Transportation Plan

Tuesday, November 29, 2022

Name	Organization/Business/Address/Email
Corinne Jelson	County Employee
Tom Redler	selby
MarkStiegelmeier	Selby
Michael Vander Vorse	Allegua
Day Holl	AKaska
Pat Starks	Selly
Herm Forther	County employee
I SA	Ahasha
Lorry Dean	SDDOT - Larry dean@state.gd.45
JOP JENSEN	Covaly EMP
Dary Sharyon	Akasta
Justin Jangwith	Mobilde so



Walworth County Master Transportation Plan Public Input Meeting #2 November 29, 2022 5:30 - 7:00 P.M. CST

Meeting Discussion Points

Meeting Attendees

See attached

Welcome & Presentation

- Steve Grabill welcomed attendees to the meeting. Members of the County Commission and the Study Advisory Team that were in attendance were asked to stand and be recognized. He thanked them for their roles in providing guidance to the development of the plan. He provided special recognition to Walworth County Highway Superintendent Gary Byre for being a champion of the plan and for his support throughout the planning process.
- Steve Grabill provided a PowerPoint presentation and gave an overview of what a
 Master Transportation Plan is for, that it has a 20-year planning horizon, and will
 respond to the changing needs within Walworth County. He said the plan provides
 goals and project recommendations to address current and future needs.
- Steve Grabill reviewed the schedule for the project, noting that this was the final public meeting to review and receive comments on the plan. He said the goal was to complete the plan by the end of the year. He added that comments would be received through December 15, 2022. Attendees were directed to provide comments verbally, through a printed comments sheet, via email, and the website.
- The presentation covered baseline conditions, including population trends, traffic and crash data, and road surface conditions. Significant time was spent discussing the financial analysis and other report findings and recommendations.
- Paved road maintenance scenarios included converting paved roads to gravel, maintaining status quo requiring a new levy on primary system roads, and use of a 2" overlay to bring roads to higher standards, which also required a new levy on primary system roads.
- Non-paved road maintenance scenarios included extending the 2022 budget (\$480,000) into the future or expanding the budget with a secondary roads system levy for a total of \$1 million annually.
- A list of 9 short term paving projects totaling \$7.2 million was provided for review



- Proposed system changes included moving all paved roads to the Primary System and moving any primitive roads on the Primary System onto the Secondary System. The potential for jurisdictional transfers, primarily around Mobridge was discussed.
- The MTP proposed four new truck routes.
- Two proposed bike/ped projects were listed, one south of Mobridge and another between Selby and Java.

• Public Comments

- Following the presentation, Steve Grabill led a to receive comments on the Walworth County Master Transportation Plan presentation.
- Attendee comment: What is the MTP doing to address the needs for public transportation within the County? Mr. Grabill responded that to date, the draft plan had highlighted the availability of a transit route provided by the Standing Rock Indian Tribe. However, he said the final plan will also recognize that public transit in the form of demand-response services is recommended to be provided to meet needs throughout Walworth County. It was noted from the attendee that many private service providers are looking to provide public transportation services. Mr. Grabill encouraged him to send any information he had so that it could be further addressed within the Report.
- Attendee comment: When was traffic data collected, and did it address the increase in traffic during harvest? Mr. Grabill said that most traffic data was collected from 2019 and probably was not collected in the fall.
- Attendee comment: There was significant discussion regarding the potential for a jurisdictional transfer of some county roads near Mobridge to the town of Mobridge. Questions were raised regarding how the process would work. Mr. Grabill stated that if the County wanted to pursue this, it would be advisable that they meet with Mobridge to discuss this, and any other issues of road maintenance near Mobridge. If the road was on the Primary System, once both the County and Mobridge agreed to a jurisdictional transfer, this would have to be sent to the SDDOT for final approval. Jurisdictional transfer of Secondary System roads did not need to be sent to the SDDOT for approval.
- Attendee comment: Why is Airport Road recommended to be included as a truck route? Is the purpose for truck routes to encourage more truck traffic? Mr. Grabill responded that Airport Road was recommended as a truck route in response to the high amount of truck traffic that was present. He said this is the case for all recommended truck routes. Mr. Grabill said that if a road is designated as a truck route, the expectation is that this is considered when improvements are made. Those routes may need a thicker pavement section and larger turn radii at intersections.
- Attendee comment: There was general discussion on the need for more money to support maintenance of roads within the County. Some attendees commented that



more maintenance was needed and that funding should be found to improve road conditions within Walworth County.

After the formal presentation was completed, members of the public joined staff and reviewed map displays. At the end of the meeting, Mr. Byre announced his intention to retire from his position as County Highway Superintendent in June.

Appendix B

Created on	Туре	Threads	Comment The city of Selby & Department Selby Area School have looked for a safe and maintained bike/pedestrian/no motorized facility. Right now State Highway 130 that runs through Selby to java is used for walking, biking, running and school curriculum activities. The construction of the trail would provide a bike/pedestrian facility in a safe environment free of motorized traffic. The trail starts in city park, extends on right of ways and school property that has given a verbal consent to
4/19/2022	17:16 Bike and Pedest	rian Bike and Pedestrian-1	this project.
4/19/2022	17:26 Bike and Pedest	rian Bike and Pedestrian-1-child	Sorry, but our bike symbol is not on Selby where we wanted to put it. The city of Selby really needs a safe walking/biking path for both adults to exercise and children to ride bikes (for fun and a safe route to school). We had started a plan but did not come up with in kind funds. We had a verbal agreement with the school to incorporate school property as it is next to city property. Would like to
4/20/202	2 8:07 Bike and Pedest	rian Bike and Pedestrian-2	be considered in your plan! Someone is going to get injured on these roads. I am a land owner, and my renters at certain times cannot even get to the land to farm and always have to worry
	14:30 Road Condition 14:31 Road Condition	Road Condition-1 Road Condition-2	about damaging equipment traveling to the fields. Very dangerous here.

Up Votes Down	Email	Phone	Postcode	Custo	Firstname	Lastname	Reply Replied Summary	Reviewed
	0.510	605 045 6560				- 1 .	54165	54165
1	0 gcfah@venturecomm.net	605-845-6569	5/4/2-0061		Carol	Fahrni	FALSE	FALSE
0	0 gcfah@venturecomm.net	605-845-6569	57472-0061		Carol	Fahrni	TRUE Comment:	FALSE
	dvwitlock@venturecomm.ne	<u>.</u>						
0	0 t	16058456923	57472	!	Vivian	Witlock	FALSE	FALSE
0	0 lylerl@abe.midco.net	6058458885	57601	_	Lyle	Lindeman	FALSE	FALSE
0	0 lylerl@abe.midco.net	6058458885			Lyle	Lindeman		FALSE
J	o Tyreri@abe.illidco.llet	003043000	, 3/001	-	Lyie	Lindellian	IALJL	IALSL

Reviewed at Moderate	Moderated	Project	Receipt	Latitude	Longitude	Photo URL	IP Address
FALSE		Walworth County Transportation Plan	BA4EC9	45.494104	-100.008545		208.53.227.2
FALSE		Walworth County Transportation Plan	E26AE2	45.494104	-100.008545		208.53.227.2
FALSE		Walworth County Transportation Plan	FDEF58	45.486977	-100.01128		208.53.227.196
FALSE		Walworth County Transportation Plan	B5D667	45.594876	-100.3305		192.63.72.194
FALSE		Walworth County Transportation Plan	5F2DBF	45.589831	-100.324968		192.63.72.194

Visit IP Referrer Referring Domain

208.53.227.2
208.53.227.2

https://www.klj.mysocialpinpoint.com

208.53.227.196 / www.klj.mysocialpinpoint.com

192.63.72.194

Landing Page	Browser	Device	Country	Region	City
https://klj.mysocialpinpoint.com/walworth-county-transportation-plan	Chrome	Desktop	United State	s South Dakot	a Onida
https://klj.mysocialpinpoint.com/walworth-county-transportation-plan	Chrome	Desktop	United State	s South Dakot	a Onida
https://klj.mysocialpinpoint.com/walworth-county-transportation-					
plan/map	Microsoft Edge	Desktop	United State	s South Dakot	a Tolstoy
	_				
	Samsung			_	
https://klj.mysocialpinpoint.com/walworth-county-transportation-plan	Browser	Tablet	United State		Mission
https://klj.mysocialpinpoint.com/walworth-county-transportation-plan	Samsung	Tablet	United State	s rexas	Mission

utm_sourc utm_mediu utm_ter utm_conten utm_campaig

View on map	Sentimen	t Route
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https://klj.mysocialpinpoint.com/walworth-county-transportation-plan/map#/marker/296168	MIXED	NONE
https://klj.mysocialpinpoint.com/walworth-county-transportation-plan/map#/marker/360332		NONE
https://klj.mysocialpinpoint.com/walworth-county-transportation-plan/map#/marker/360333		NONE

walworth county master transportation plan

Appendix C

MEMORANDUM OF UNDERSTANDING BETWEEN WALWORTH COUNTY

AND [City/Township name here]

for the Jurisdictional Transfer of [Road Name]

- 1) **Parties.** This Memorandum of Understanding (hereinafter "MOU") for the jurisdictional transfer of [Road Name] is made and entered into by and between Walworth County (hereinafter "County") [insert county address] and [City/Township name here] (hereinafter "City/Township"), [insert City/Township address] which may be referred to individually as "party" or collectively as "parties".
- 2) **Term.** The provisions in this MOU will commence upon execution of all necessary signature and shall remain in effect in perpetuity. The MOU may be terminated with the mutual written agreement of the County and the [City/Township].
- 3) **Purpose.** Establishing clear boundaries of ownership and maintenance are important when there is a jurisdictional transfer of [Road Name]. This MOU pertains to the maintenance and ownership of [Road Name] within the jurisdiction of the [County] and transferring that ownership and maintenance to the [City/Township]. The jurisdictional transfer of [Road Name] is necessary because [insert reasoning behind jurisdictional transfer].
- 4) Limits of Jurisdictional Transfer. This Agreement expressly includes x,xxx feet of [Road Name] between [point on road] and [point on road] and any all related property, responsibilities, obligations which were previously considered to be the responsibilities and obligations of the [County].
- 5) Financial Requirements. [This section is used if financial compensation is part of the jurisdictional transfer] The [City/Township] agrees to accept the following payment schedule: [describe any financial payments agreed by the two parties]. If for any reason financial requirements are not met within [x] years, maintenance obligations and responsibilities shall revert back to the [County] immediately.
- 6) Required Documentation for Jurisdictional Transfer. The parties agree that the following requirements were satisfied and that the transfer of ownership of [Road Name] is authorized:
 - a. A memo stating the reasons for the requested change.
 - b. A survey plan set, signed by a registered Professional Land Surveyor, that shows the limits of the jurisdictional transfer. The point of beginning of the survey shall be the nearest section corner. Included in this MOU as Exhibit 1.

- c. A public notice sent to all directly affected landowners, responses from the landowners, and any resolutions that were required from the public notice period. Included in this MOU as Exhibit 2.
- d. Notification to franchise utilities affected, contact information for each franchise utility, and any as-built drawings for existing infrastructure. Included in this MOU as Exhibit 3.
- e. The as-builts of [Road Name], if available. Included in this MOU as Exhibit 4.
- f. [Modify this section to only include relevant utilities] Storm, sanitary, and water utilities within and along [Road Name] that are being transferred with this MOU shall have as-builts drawings, if available (Included in this MOU as Exhibit 5). The general location and size of these public utilities explained below:
 - i. [Insert general explanation of any utilities that are being fully transferred as part of the MOU, make sure to separate different utilities into a new bullet point]
- g. [Modify this section to only include relevant utilities] Storm, sanitary, and water utilities within and along [Road Name] that are <u>NOT</u> being transferred shall require an easement agreement to ensure proper maintenance (Included in this MOU as Exhibit 6). The general location and size of these public utilities is explained below:
 - i. [Insert general explanation of any utilities that will require an easement as part of the MOU, make sure to separate different utilities into a new bullet point]
- h. Other pertinent information to the jurisdictional transfer of [Road Name] needed for this MOU is listed below:
 - i. [Insert any other information required not already covered by this MOU]
- 7) South Dakota Department of Transportation (SDDOT) Transmittal. All information included as part of this agreement shall be submitted to the SDDOT in the form of a signed resolution. Contact SDDOT Office of Project Development for guidance on current laws and policies. Advanced notice may be required.
- 8) **Amendments.** Either party may request changes in this MOU. Any changes, modifications, revisions, or amendments to this MOU which are mutually agreed upon shall be incorporated by written instrument, executed, and signed by all parties to this MOU.
- 9) Assignment. Without prior written consent of the other party, neither party may assign this MOU. This MOU shall inure to the benefit of, and be binding upon, permitted successors and assigns of the parties.

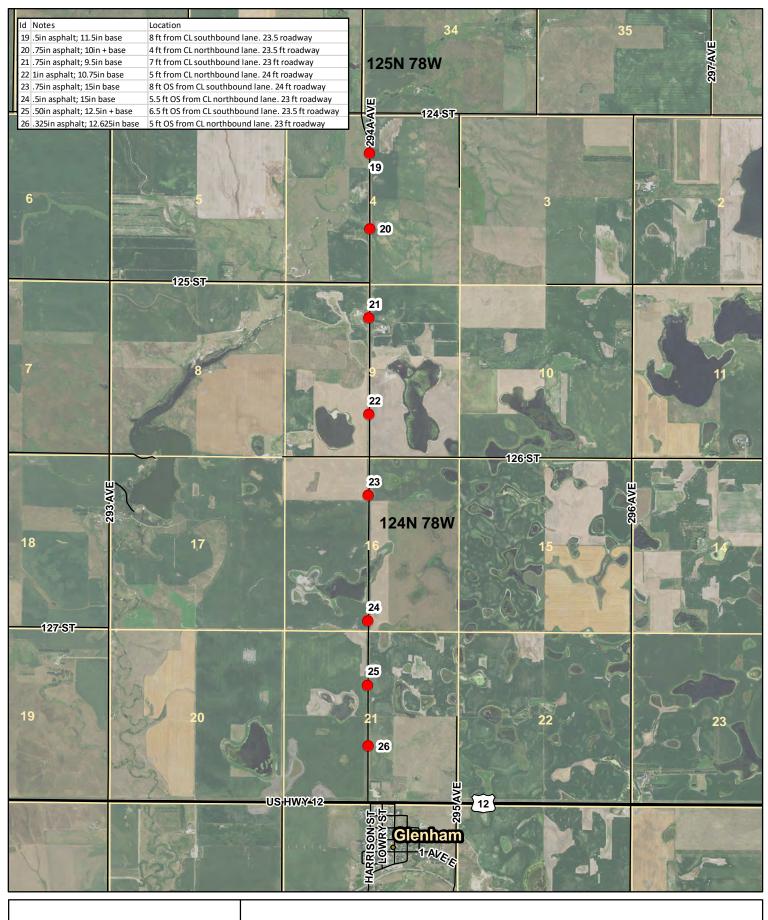
- 10) **Entirety of MOU.** This MOU represents the entire and integrated MOU between the parties and supersedes all prior negotiations, representations and MOUs, whether written or oral.
- 11) **Sovereign Immunity.** The County and the [City/Township] do not waive their sovereign or governmental immunity by entering into this MOU, and fully retains all immunities and defenses provided by law with respect to any action based on or occurring as a result of this MOU.
- 12) **Indemnification.** Neither party shall indemnify, defend, or hold harmless the other for any cause of action, or claim or demand arising out of this MOU. Each party shall be responsible for their own negligent actions or omissions.
- 13) **Interpretation.** The construction, interpretation, and enforcement of this MOU shall be governed by the laws of the State of South Dakota. The courts of the State of South Dakota shall have jurisdiction over any arising out of this MOU and over the parties and the venue shall be the [Location and District of Court], South Dakota.
- 14) **Third Part Beneficiary Rights.** The parties do not intend to create in any other individual or entity the status of third part beneficiary, and this MOU shall not be construed so as to create such status. The rights, duties, and obligations contained in this MOU shall operate only between the parties to this MOU and shall inure solely to the benefit of the parties to this MOU. The provisions of this MOU are intended only to assist the parties in determining and performing their obligations under this MOU. The parties to this MOU intend and expressly agree that only parties signatory to this MOU shall have any legal or equitable right to seek to enforce this MOU, to seek any remedy arising out of a party's performance or failure to perform any term or condition of this MOU, or to bring an action for the breach of this MOU.
- 15) **Legal Authority.** Each party to this MOU warrants that it possesses the legal authority to enter into this MOU and that it has taken all actions required by its regulations, procedures, bylaws, and/or applicable law to exercise that authority and to lawfully authorize its undersigned signatory to execute this MOU and to bind it to its terms. The person(s) executing this MOU on behalf of a party warrant(s) that such person(s) have full authorization to execute this MOU.
- 16) **Signatures.** In witness whereof, the parties to this MOU through their duly authorized representatives have executed this MOU on the days and dates set out below, and certify that they have read, understood, and agreed to the terms and conditions of this MOU as set forth herein.

APPROVED BY:	
Union County	
Signature	Date
Name	
Title	
C'A-/T	
[City/Township Name]	
Signature	Date
Signature	Buce
Name	
Title	

Appendix D

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38 1.500 12.500 CR 109 5.5 Northbound 23.5 1995731.959 5 39 1.250 11.250 CR 109 5.5 Southbound 23 1995753.696 5 40 1.250 10.500 CR 109 4 Northbound 22.5 1995784.587 5 41 1.750 11.000 CR 109 8 Southbound 23.5 1995681.699 5	570452.9747
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40 1.250 10.500 CR 109 4 Northbound 22.5 1995784.587 5 41 1.750 11.000 CR 109 8 Southbound 23.5 1995681.699 5	563793.4772
41 1.750 11.000 CR 109 8 Southbound 23.5 1995681.699 5	560106.3081
	558200.1564
42 1.750 9.750 CR 109 5 Northbound 23.5 1995718 105.5	578035.3142
11 30 31. 30 31. 100 0 1. 101. 1100 10. 10. 10. 100 10. 10	575380.4403
43 1.500 10.000 CR 109 6.5 Northbound 23 1995697.029 5	579182.9021
44 1.750 9.750 CR 109 5 Southbound 23.5 1995690.167 5	582141.6849
45 1.500 8.250 CR 109 5.5 Northbound 23.5 1995717.548 5	584573.8231
46 1.500 9.500 CR 109 4.5 Southbound 23.5 1995638.994 5	587590.3132
47 1.250 12.000 CR 318 4 Eastbound 23.5 1923993.797 5	599848.2024
48 1.250 11.500 CR 318 7 Westbound 24 1925683.856 5	599868.3043
	599796.5738
50 1.000 9.500 CR 318 6 Eastbound 24 1934180.638 5	599769.6681
51 1.000 9.500 CR 318 7 Westbound 24 1940595.926 5	599779.1881
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53 0.500 10.750 CR 318 6 Eastbound 24 1944604.983 6	605023.0316

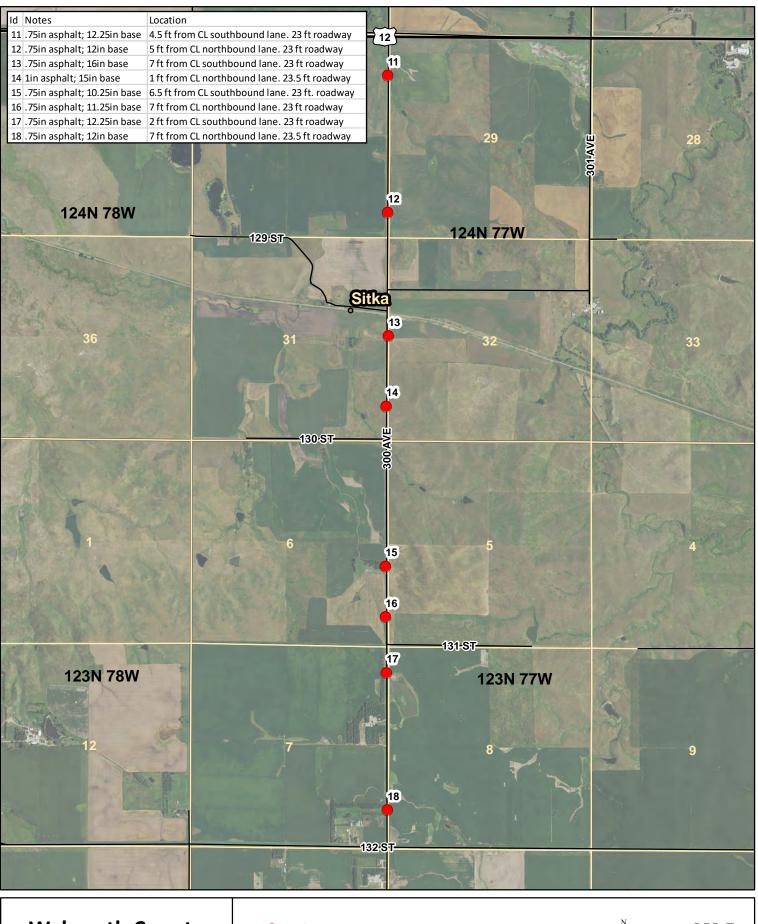
ld	Surface Depth	Base Depth	Location	O/S From CL	Lane	Road Width	Х	Υ
	(ln)	(ln)		(Ft)		(Ft)		
54	0.750	10.250	CR 318	10	Eastbound	24	1949334.088	605000.1254
55	0.750	11.250	CR 318	5	Westbound	23.5	1951083.615	605031.7592
56	0.750	13.000	CR 318	5	Eastbound	24	1954424.667	605039.4787
57	5.500	10.000	CR 318	2	Westbound	23.5	1956950.193	605057.1742
58	0.500	11.500	CR 318	7.5	Eastbound	23	1958052.088	605031.8196
59	0.500	15.000	CR 318	8.5	Westbound	24	1946708.037	605024.8741
60	0.500	14.000	CR 318	7.5	Southbound	23.5	1942802.503	602474.2391
61	1.000	11.500	CR 318	7	Westbound	23.5	1938854.339	599787.6989
62	0.750	11.500	CR 318	6	Westbound	23.5	1936203.976	599791.3616
63	1.000	11.500	CR 318	2.5	Westbound	23.5	1931398.119	599804.8018





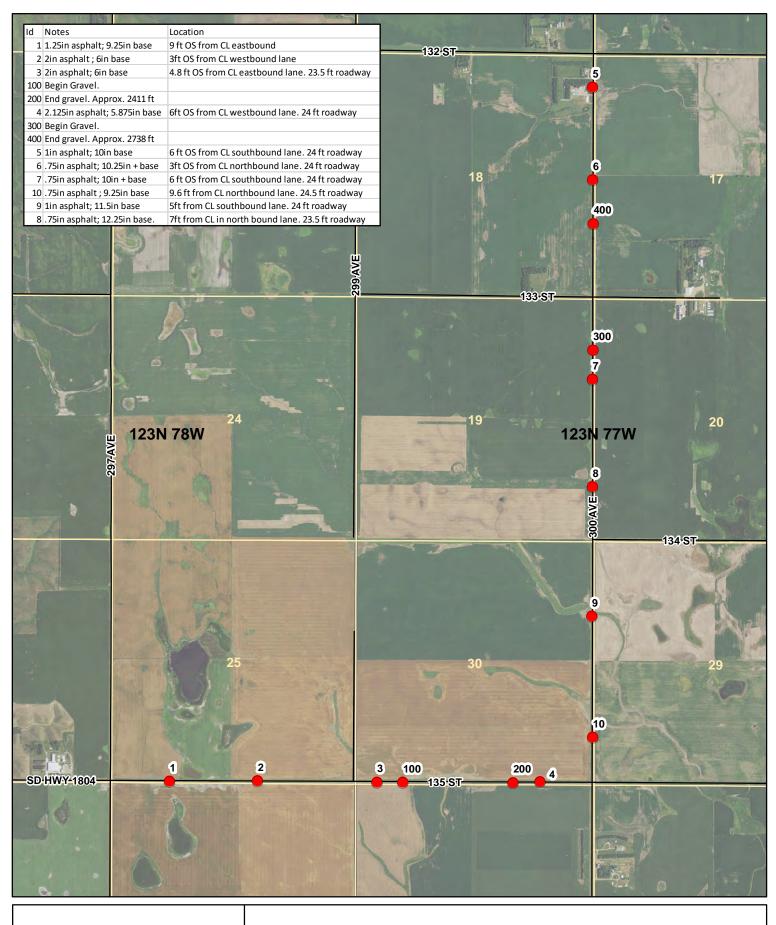






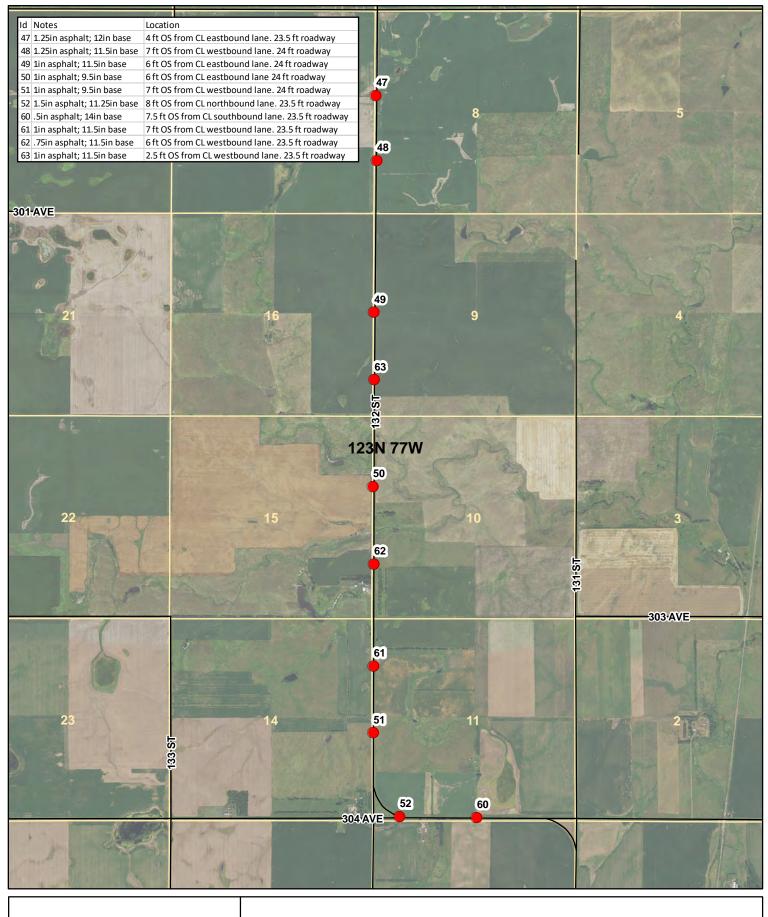










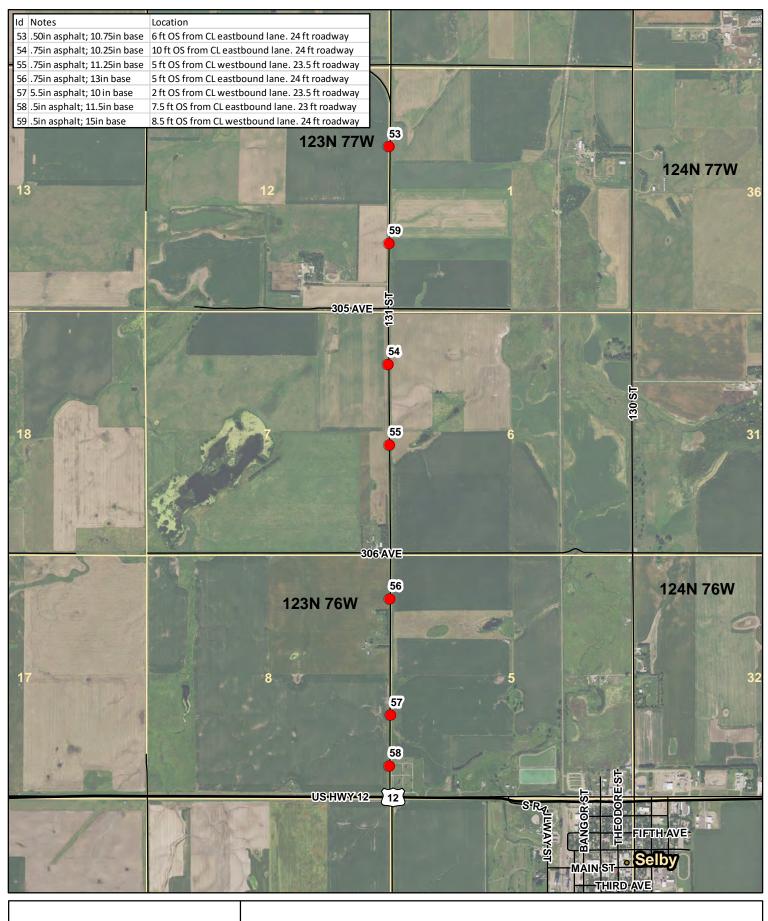


Coring Locations

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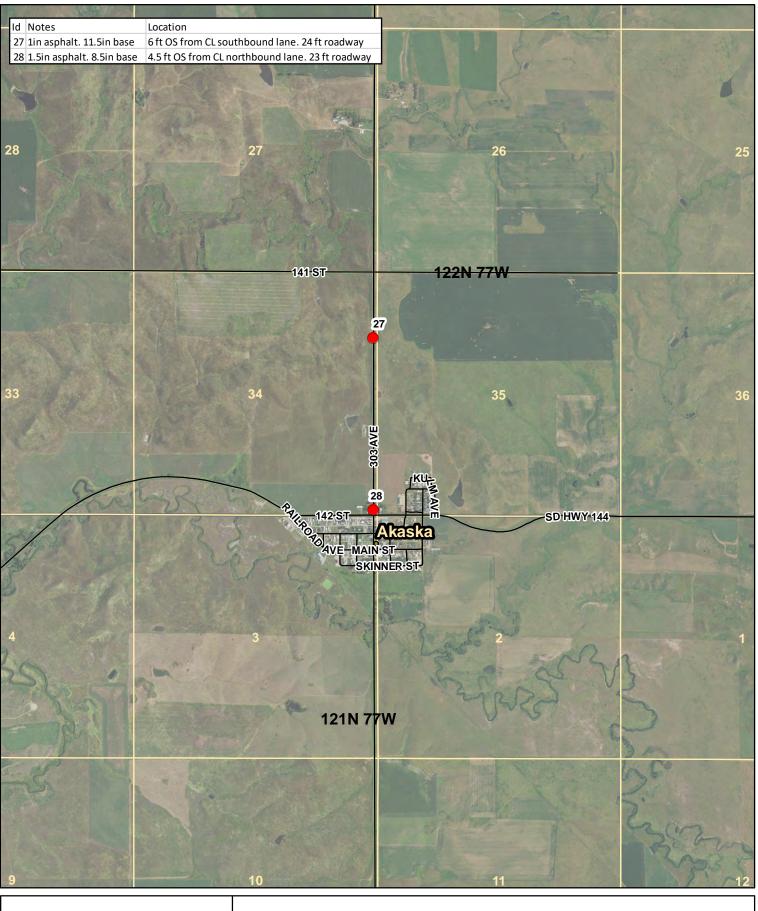


Coring Locations

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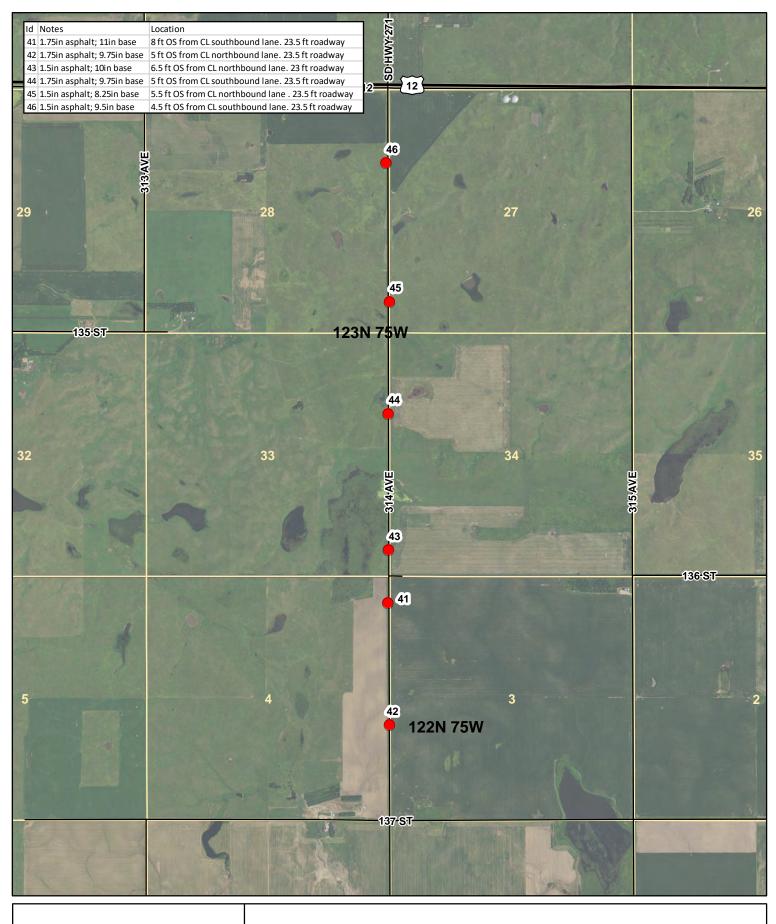






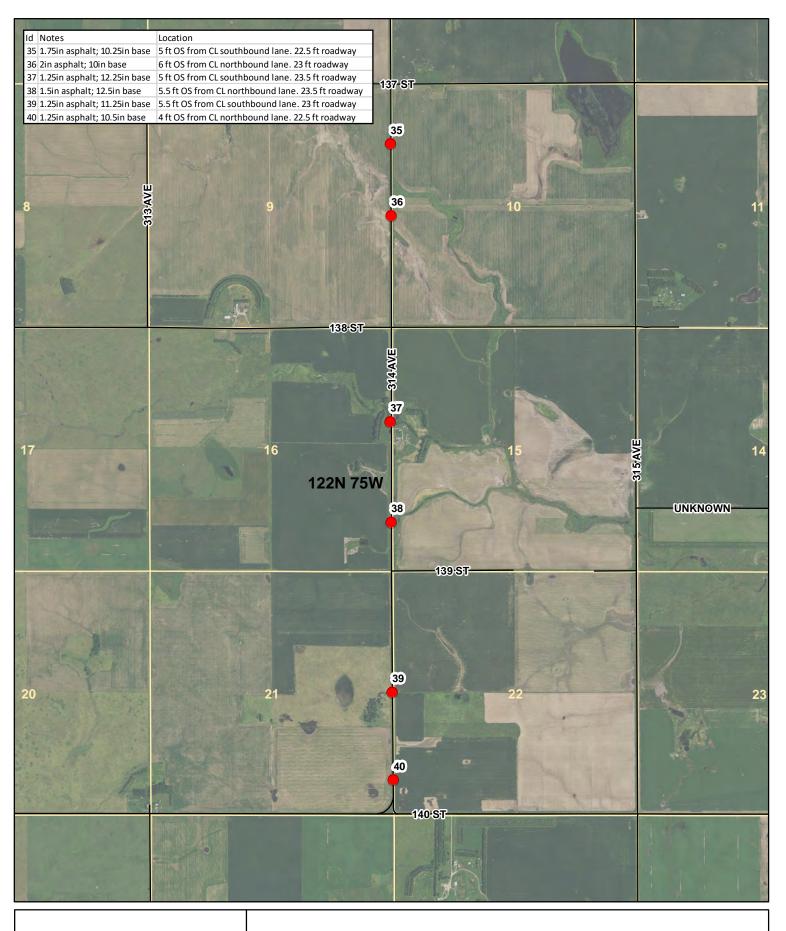










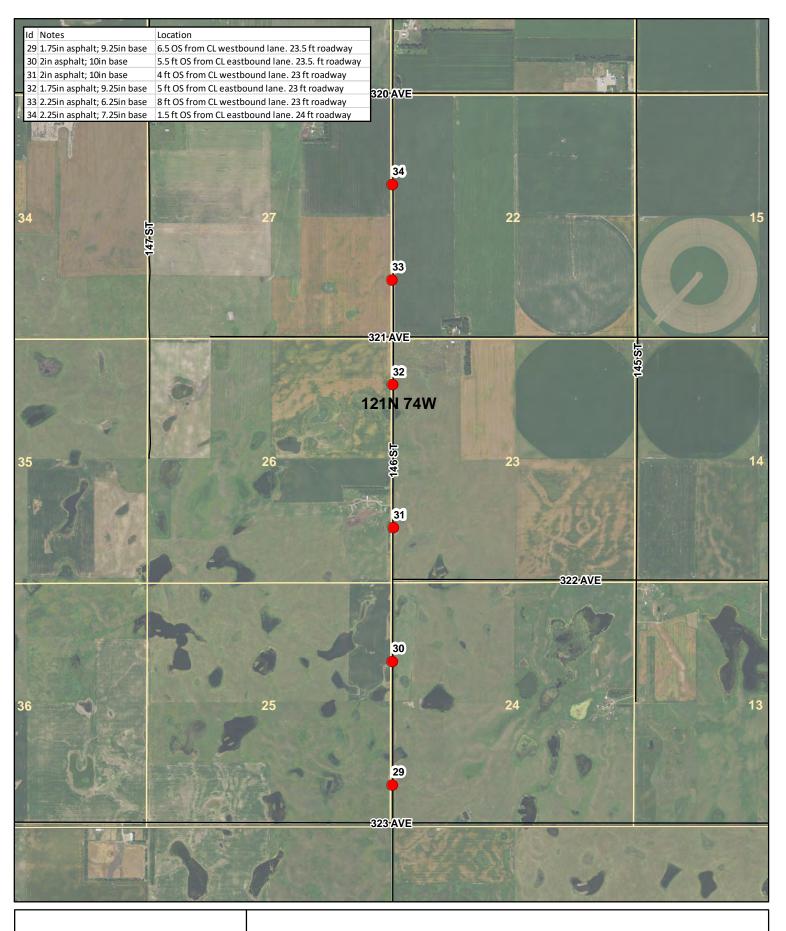


Coring Locations

0 1,320 2,640 5,280 Fee







Coring Locations

0 1,320 2,640 5,280 Fe



