Attachment #8

DEPARTMENT OF TRANSPORTATION

Division of Planning & Engineering
Office of Local Government
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Pierre, South Dakota 57501
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dot.sd.gov

MEMORANDUM

DATE: June 15, 2026

TO: Mike Behm, Director
Division of Planning and Engineering

FROM: Joanne Hight, Program Manager
Office of Administration

SUBJECT: Transportation Commission Meeting – June 25, 2026
Item for Consideration

Consideration of Five-Year County Highway and Bridge Improvement Plan Guide

Summary of Changes to 2027-2031 5-Year Plan Guide

- ✓ Date changes, formatting, and accessibility updates throughout the guide.

- ✓ Page 3: Definitions:
  - ADT (Average Daily Traffic) updated to align with usage and reference from recommendation of the 2027 BIG Procedure.

- ✓ Page 4: Definitions:
  - Updated definition of “Bridge” to match the definition as recommended in the 2027 BIG Procedure.

- ✓ Page 16: Inventory of Highways and Bridges:
  - Third line in the second paragraph added the reference of including the 8-digit SNBI structure number to be included with the inventory of the bridges.

- ✓ Page 19: Submittal of Plans and County Contact Information:
  - Removed the option to mail a hard copy of the plan to the SDDOT.

- ✓ Page 25: Checklist of Requirements for Plan:
  - Under “Inventory Lists; Bridges:”
    - Added the reference of including the 8-digit SNBI structure number.
    - Changed reference to “sufficiency rating” to “condition rating”.
  - Under “5-year Project List”
    - Added the reference of including the 8-digit SNBI structure number.

- ✓ Page 26: Checklist of Requirements for Annual Update:
  - Under "5-year Project List"
    - Added the reference of including the 8-digit SNBI structure number.

- ✓ Page 28-29: Updated sample maps.

cc: File

2027 – 2031

Five-Year County Highway and Bridge Improvement Plan Guide

SD DEPARTMENT OF TRANSPORTATION

Office of Local Government Assistance

June 25, 2026

Table of Contents

A. WHAT IS THE FIVE-YEAR COUNTY HIGHWAY AND BRIDGE IMPROVEMENT PLAN? 8

B. DEFINITIONS 9

C. STATE REQUIREMENTS 13

D. DEVELOPING AND UPDATING A TRANSPORTATION PLAN 14

E. WHAT TO INCLUDE IN THE TRANSPORTATION PLAN 15

1. Map(s) 15
2. Inventory of Highways and Bridges 16
3. Project Needs List (Optional) 17
4. Projected Revenue Available 20
5. Project List 22
6. Project Status List 23

F. PUBLIC INVOLVEMENT AND COORDINATION WITH OTHER AGENCIES 23

G. AMENDMENTS TO THE PLAN 24

H. SUBMITTAL OF PLANS AND COUNTY CONTACT INFORMATION 24

CHECKLIST OF REQUIREMENTS FOR PLAN 25

CHECKLIST OF REQUIREMENTS FOR ANNUAL UPDATE 26

SAMPLE TRANSPORTATION PLAN MAP(S) AND FORMS 27

SAMPLE ROADWAY CLASSIFICATION AND BRIDGE CONDITION MAP 28

SAMPLE SURFACE TYPE, BRIDGE CONDITION, AND ADT MAP 29

SAMPLE PROJECTS MAP 30

Project Needs List Error! Bookmark not defined.

Five-Year County Highway and Bridge Improvement Plan

A. What is the Five-Year County Highway and Bridge Improvement Plan?

The Five-Year County Highway and Bridge Improvement Plan, or TRANSPORTATION PLAN, is a short-range planning document that will be developed and updated annually based on needs and identified department policies. The plan will include roadway classifications, roadway and bridge inventory, a five-year list of the projected revenue for highway and bridge improvements, a five-year list of programmed highway and bridge projects based on the projected revenue and the status of programmed projects from the previous plan. Projects that cannot be funded with current revenues can be included in the prioritized project listing and brought into the funded program if funding becomes available.

The TRANSPORTATION PLAN should be used as a tool to assist the county in budgeting, planning and incorporating the needs and concerns of the public.

Transportation planning is a cooperative process designed to foster involvement by all users of the system, such as the business community, community groups, freight operators and the general public through a proactive public participation process conducted by the county. The planning process also fosters communication between local governments such as townships, towns and larger cities to jointly discuss transportation needs and coordinate improvements.

B. Definitions

ADT - Value of average daily traffic as the total traffic volume passing a point or segment of a road during a given time period (in whole days greater than 1 day and less than 1 year), divided by the number of days in that period. It is expressed as vehicles per day (vpd) and serves as a fundamental metric for roadway capacity, planning, and safety analysis. For Bridge Improvement Grants, the value used will be based on the data in the Specifications for the National Bridge Inventory (SNBI) Item B.H.09.

Accepted Plan – A plan which has been reviewed and accepted by the Department in accordance with Administrative Rule 70:12:02.

Amended Plan – Changes to the plan and plan sheets during the year which require a resolution signed by the appropriate governing entity. At a minimum, this includes a revised Project Listing and Revenue Sources Document.

Annual Update Plan – Submission of an annual update of the accepted plan, by an eligible applicant.

Bridge - As defined in the National Bridge Inspection Standards (NBIS), identified by the 8-digit National Bridge Inventory (SNBI) structure number: A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it includes multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening. (23 CFR 650.305) The measurement used will be based on the data in SNBI Item B.G.01. Refer to the following examples:

Report measurement A.

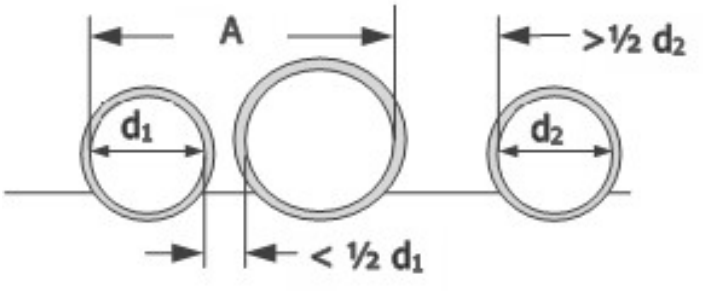
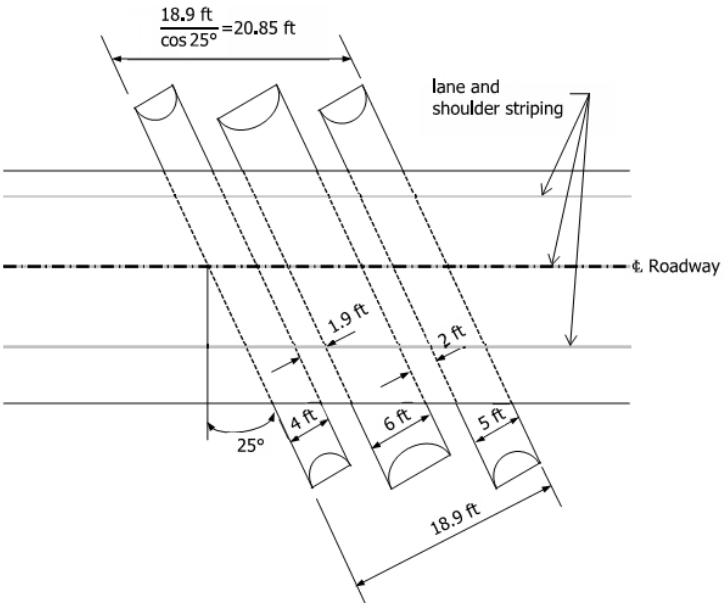
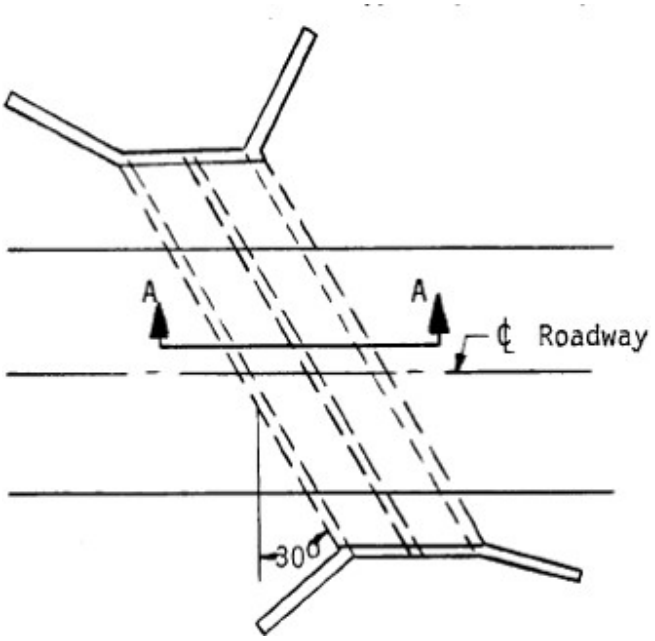


Figure 17. Profile view of a multi-pipe culvert under fill.



Multiple pipes may be considered a bridge if the distance between the pipes is less than half of the smallest opening and the structure length is greater than 20 feet. In the preceding illustration, the structure length is recorded as 20.85 feet.



Measurement for a skewed box under fill.

Report measurement A.

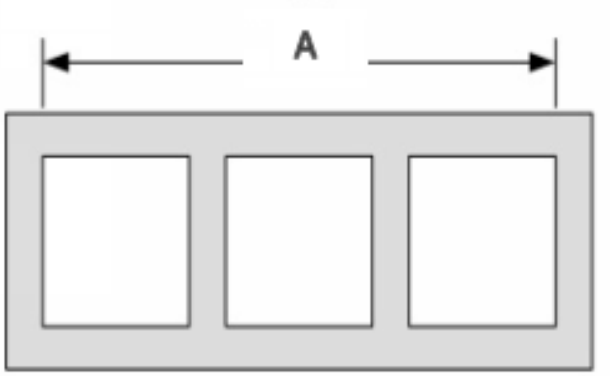


Figure 16. Profile view of a four-sided, multi-cell culvert under fill.

Report measurement A.

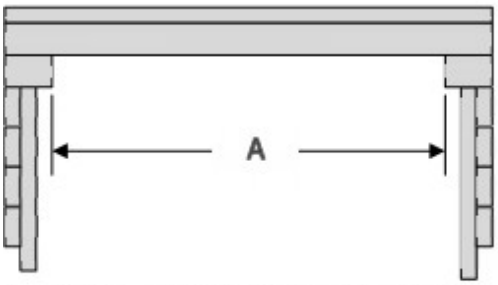


Figure 14. Profile view of a single span bridge with pile bent abutments.

Report measurement A.

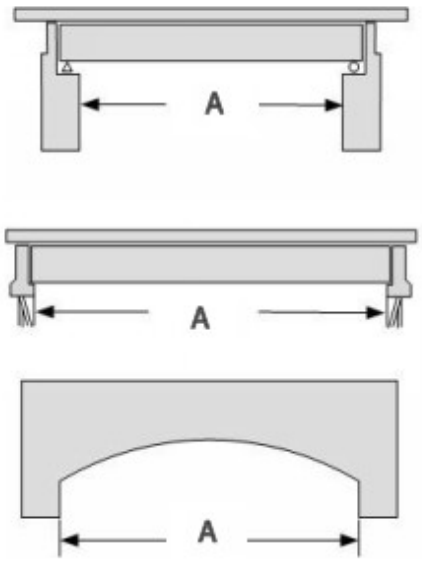


Figure 15. Profile views of various single span bridges.

Bridge Improvement Grant (BIG) – Grant available for structures meeting the definition of a bridge to Local Public Agency (LPA) for preliminary engineering, bridge preservation, structure replacement or major rehabilitation. BIG funds cannot be used towards match requirements for other grant programs or federal awards.

Bridge Preservation – Actions or strategies that prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their service life. Preservation actions shall focus on preventive maintenance and may be cyclic or condition driven.

- Cyclic maintenance includes activities such as clean/wash deck, superstructure, or substructure; clean and flush deck drains; clean deck joints; deck/parapet/rail sealing and crack sealing; or concrete sealing of superstructure or substructure.
- Condition-based maintenance activities are performed on bridge components or elements in response to known defects as identified through the inspection process. Examples of condition-based preservation work include repair or replacement of deck drains/joint seals/removal of deck joints; delamination repair; deck overlays; approach slab repair or replacement; concrete repair of superstructure or substructure/culvert concrete; bearing restoration; spot/zone/full painting of steel elements of superstructure or substructure; channel cleaning/debris removal; or scour countermeasures. For this program, complete deck replacements will be considered a condition-based maintenance activity however regarding precast units where deck and superstructure are combined, work shall be limited to a maximum of 30% full superstructure repair or replacement. If proposed work exceeds the 30% limit, the project is then considered to be a major rehabilitation project. Applications which replace 30% on a recurring basis for the same structure will not be considered.
- Routine maintenance activities are not eligible for preservation funding such as removal of trash/litter/dead animals/hazardous material/snow removal/or application of deicing chemicals. Storm or accident damage is also considered to be routine maintenance as well as asphalt patching or mastics application on concrete decks without membranes.

Bridge Rehabilitation – Major repair work that is not considered as preservation within this program such as girder repair/replacement, bent cap repair/replacement, encasing pile, abutment repair/replacement, etc.

Federal-aid System – A public highway eligible for assistance from the Federal Highway Administration other than a highway functionally classified as a local road or rural minor collector.

Preliminary Engineering–BIG – Grant available to perform preliminary engineering work, including but not limited to preservation/rehabilitation/replacement investigation studies, traffic data collection, surveys, bridge hydrologic/ hydraulic (H/H) studies, including the type, location and size recommendation, and foundations investigation.

Posted – Bridge is signed for less than legal loads. SNBI item B.PS.01 and the Controlling Legal Load Rating Factor in SNBI item B.LR.07.

Preservation BIG– Grant for minor repair/rehabilitation and preservation work valued at less than financial limits as set in Section III of the BIG Procedures. See definition of Bridge Preservation for examples.

Rehabilitation/Replacement BIG – Grant to perform a major repair/rehabilitation or replacement of the structure.

Rehabilitation Projects – Major repair/rehabilitation work or combination of minor preservation work valued greater than financial limits to be classified as rehabilitation/replacement work as set in Section III of the BIG Procedures. Extensive structural repair or replacement of the superstructure (with exception of deck replacements and up to 30% of precast units where deck and superstructure are combined) or substructure repair will be considered a major rehabilitation.

Replacement Projects – Total replacement of the structure.

Wheel Tax – Imposition of a tax by County ordinance as authorized in South Dakota Codified Law 32-5A on vehicles with a gross vehicle weight of over 6,000 pounds.

C. State Requirements

In 2015, the State of South Dakota established the local Bridge Improvement Grant fund by SDCL 32-11-38. To be eligible for the funding, the county must have imposed a wheel tax and have an adopted TRANSPORTATION PLAN in accordance with the rules promulgated by the Transportation Commission and Administrative Rule, Article 70:12. County Commission certification adopting the plan and a copy of the plan must be submitted to the South Dakota Department of Transportation (SDDOT) for approval by October 15 each year. The TRANSPORTATION PLAN must be updated and submitted to the SDDOT annually to maintain eligibility for the bridge grant funding.

D. Developing and Updating a TRANSPORTATION PLAN

Projects are generated from many sources including elected officials, studies, inventory management systems, local knowledge, staff members and other interested individuals and groups. In many cases, tools such as pavement management systems, bridge and culvert inventories, accident data, historical data and local knowledge are used to help identify potential new projects. Potential new projects must undergo a review of scope, priority, schedule and financing concepts.

Once the programmed project list is developed, a coordination meeting with townships and a public meeting should be held to provide an opportunity for public comment. Based on the results of the township coordination meeting, public meeting and comments from the county commission, a final version of the TRANSPORTATION PLAN is developed. This final version is then adopted by the commission. Commission certification adopting the plan and final document are to be submitted to the SDDOT for approval.

The annual TRANSPORTATION PLAN update starts with the previously adopted TRANSPORTATION PLAN. Projects in the previously adopted TRANSPORTATION PLAN are reviewed and those that have been completed, or because of changing conditions, are no longer needed, are removed from the TRANSPORTATION PLAN. The remaining projects carried over from the previous TRANSPORTATION PLAN are reviewed for changes to cost estimates, project funding, schedule or scope during the update process to ensure the most current information is presented in the TRANSPORTATION PLAN.

Updated projects from the previous TRANSPORTATION PLAN and new projects can be used to create an updated project needs list (optional). A financial plan is developed to identify available funding for highways and bridges. With the optional project needs list, or other method used to identify project needs, and the list of projected revenue available for highway and bridge use, a five-year programmed project list can be developed. The phasing and funding of these projects in the five-year project list is based on input from county elected officials, studies, inventory management systems, public, staff and local and historical knowledge.

E. What to Include in the TRANSPORTATION PLAN

The TRANSPORTATION PLAN should include, but is not limited to, the following information:

1. Map(s)

Create one or multiple maps to include classification of roadways. The maps are a tool to be used in the planning and public meeting process. They are available through the SDDOT. Since the maps are provided by the SDDOT, they do not need to be a part of the final submittal to the department. However, the plan submittal to the DOT should clearly state the maps were provided at the public meeting.

In addition, maps may include, if available, Average Daily Traffic (ADT), and an inventory of highways and structures. The classification map can either be the federal function classification map (SDDOT) or a local map showing the function of the roadway.

Roadway classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the role that any road or street should play in serving the flow of trips through a highway network.

Examples of roadway classification are:

Arterial – Roadways with higher traffic and a longer uninterrupted distance
Collector – Roadways that connect traffic from the local roads to the arterials
Local – Roadways that have little or no through movement and typically serve short travel distances

Design standards are tied to functional classification. Each class has a range of recommended lane widths, shoulder widths, curve radii, etc.

Map examples can be found on pages 27-28 and required GIS data files and maps are available from the SDDOT.

2. Inventory of Highways and Bridges

Create a list or map(s) that show an inventory of roads maintained by the county. The map(s) or list should identify the location and surface type (gravel, blotter, asphalt concrete, etc.). Optional items could include, if available: surface width, surface thickness, base thickness, year built, last year improved and type of improvement, shoulder type, shoulder width and culvert inventory. A highway map showing surface type can be used for the highway inventory.

Create a list or map(s) that shows an inventory of the bridges for which the county is responsible per SDCL 31-14-2. The list or map(s) will identify the location of the bridge and its 8-digit SNBI structure number, and whether the bridge is posted for load capacity along with the posted limit(s). Optional items include year built, last year improved and improvement type.

SAMPLE BRIDGE INVENTORY LISTING

	McPherson									
Structure Number	Custodian Code	SD Struct Type	Structure Length	Structure Width	Year Built	Year Reconstructed	Operating Status	Percent below Legal Load	Fed Suff Rating	Location
45010047	2	X028	32	0	1940		B	2	41.1	3.5W 7.3N Eureka
45380084	2	X028	26	0	1952		A	5	88.7	0.5E 6.6N of Leola
45460197	2	X020	92	28.3	1956		A	5	88.7	2.3N Wetonka
45470175	2	X031	32	19.7	1935		B	0	34.9	4.5N 1E Wetonka

3. Project Needs List (Optional)

To help with programming five years of projects, it may be beneficial to create a list of all the highway and bridge needs in the county. This list should include a project location, project description with an improvement type (reconstruction, maintenance, surfacing, structure replacement or rehabilitation) and a project estimate. Projects contained in the project needs list are organized according to project need based on input from LPA Officials, staff and the general public. The needs may be ranked as high, medium or low priority, or by a numbering system. The needs list should help show the public and elected officials the needs in the county and the programmed projects will show what projects can be done with the funding available.

When developing the list of needs, consideration should be given to traffic generators such as schools, grain terminals, large dairies, ethanol plants, etc. The impacts from the traffic generators may change the classification triggering a need to improve the roadway. Some of the traffic generators may exist in neighboring counties or states and should be considered in the decision-making process. Safety issues should also be considered. Examples of safety projects are narrow or non-existent shoulders, pavement markings, blind corners, sharp curves, steep side slopes and poor sight distance.

Some of the needs may be short-term, and some may be long-term. The long-term needs may require several projects to complete. Determining the timeframe of long-term and short-term needs can vary depending on the size or complexity of the project.

The needs should identify problems or deficiencies and explore possible solutions. The county may want to evaluate efficiency of the existing systems or reduce the frequency and severity of crashes in identified problem areas.

The system needs should also consider preservation of existing facilities. Preventive maintenance is typically applied to pavements in good condition having significant remaining service life. As a major component of pavement preservation, preventive maintenance is a strategy of extending the service life by applying cost-effective treatments to the surface or near-surface of structurally sound pavements. Examples of preventive treatments include asphalt crack sealing, chip sealing, slurry or micro-surfacing, thin and ultra-thin asphalt overlays, concrete joint sealing, diamond grinding, dowel-bar retrofit, and isolated, partial and/or full-depth repairs.

a) Project Types

The following are examples of projects not considered routine or corrective maintenance by the county. Examples include:

ROADWAY
New Route Construction
Reconstruction
Pavement Replacement
Overlays
Re-graveling of segment/route

Restoration of pavement drainage system
Chip Seals
Micro-surfacing
Blotters
Slope flattening
Pipe/Culvert Linings or Rehab
Surface Type Change (Gravel → Asphalt / Asphalt → Gravel, etc.)

STRUCTURE
New Bridge Construction
Bridge Replacement
Deck Replacement
Deck/Slab Repair
Deck Overlay
Girder Repair/Painting
Column, Cap, or Abutment Repair
Scour Counter Measures
Seal Coats
Epoxy Chip Seal
Bridge Painting
Elimination of open joints
Bearing repair
Remove and Reset Box Culverts

The following types of projects are considered routine or corrective maintenance, and it is optional to include them in the plan:

ROADWAY
Snow Removal
Pothole Patching/Repair
Gravel Blading
Crack Filling
Isolated Concrete/Asphalt Patching
Isolated Joint Replacement
Isolated / Spot Re-graveling

STRUCTURE
Bridge Deck Patching
Cleaning of Ditches and Structures
Cleaning of Debris around Structures
Pipe Cleanout

SDDOT's Local Government Assistance Office should be consulted about other activities not listed.

SAMPLE GRAVEL SURFACING SCHEDULE

Amount of Traffic	Average Daily Truck Traffic	Gravel Thickness Required	Blading Frequency
High	>50	12"	Every month
Medium	10-50	9"	Every 2 months
Low	<10	7"	Every 3 months

b) Project Costs

The Total Project Cost included in the TRANSPORTATION PLAN is based on varying levels of cost estimating. As the project moves from the planning level to a more detailed level of design, cost estimates are refined based on the more detailed information. The following defines the cost estimate types in order of increasing detail and certainty:

1. Conceptual Estimate (Project needs List): These conceptual estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.
2. Planning Level Estimate (Five-year programmed project list): These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited fieldwork and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the Conceptual Estimates.
3. Engineer's Estimate (Design phase): These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project.

County governments will decide which type of cost estimate best fits to help them make decisions. Cost estimates should be updated as part of the TRANSPORTATION PLAN update.

The DOT has the statewide average bid prices for informational purposes on its website at https://dot.sd.gov/doing-business/contractors/forms-documents/. Select Forms & Documents and then five years of price information is available through the Bid Item Price Reports.

SAMPLE TABLE OF PROJECT NEEDS LIST

Project Location	Project Description	Total Project Cost	Prioritization Ranking (optional)

4. Projected Revenue Available (Five-year budget projection for highway and bridge program)

The TRANSPORTATION PLAN projected revenue table identifies the amount of funds projected to be available for highway and bridge use over the next five years.

Non-confirmed but potential revenue sources should be identified. For example, grant funds applied for which confirmation has not yet been received.

Planned expenditures for each project are summarized into funding categories. The funding categories should reflect anticipated revenue sources. If they are different than what is listed below, the applicant should change the descriptions to best match the agency's terminology. Below are examples of funding categories that may be used in the TRANSPORTATION PLAN:

Revenue Sources – This includes the following types of funding categories (other formats are acceptable):

a. **Local Funds -** The taxes levied portion of the revenue estimates include a variety of funding sources including property tax, motor vehicle licenses, wheel tax, etc. Local funds also include the annual Surface Transportation Block Grant Program (STBGP) payout funds.
b. **Intergovernmental Revenue –** The Intergovernmental sources of revenue includes charges for services for townships and road districts.
c. **State Funds** - These are any revenues from the state for highway purposes including Bridge Improvement Grants (BIG), Agri-Business Grants, Pavement Marking projects, and State Match on SIB loans and STBGP projects, etc.
d. **Federal Funding** - Federal funding is available through various programs included in Federal transportation legislation. SDDOT administers most of these programs. They include Emergency Relief (ER), Federal Emergency Management Agency (FEMA), Surface Transportation Block Grant Program Funds, Highway Impact Program (HIP) Funds for Bridges, Transportation Alternative Program (TAP), Safety funds, County-Wide Signing Projects, etc.
e. **Other –** Miscellaneous funding sources include transfer of general funds, sale of surplus property, and others that do not fit into the categories above.

SAMPLE REVENUE SOURCES TABLE

Account Description	2027	2028	2029	2030	2031
Local Funds					
General Funds-property tax					
Motor Vehicle Licenses					
Wheel Tax					
Annual STBGP Payout Funds					
Intergovernmental Funds					
Township Services					
State Funds					
PE - BIG (planning to apply for)					
PE - BIG (awarded by DOT)					
Preservation - BIG (planning to apply for)					
Preservation - BIG (awarded by DOT)					
Rehab/Repl - BIG (planning to apply for)					
Rehab/Repl - BIG (awarded by DOT)					
Other (Match on STBGP Projects, Pavement Marking Prj.)					
Federal Funds					
TAP					
ER/FEMA					
OTHER (STBGP, Bridge, Signing, Hazard Elimination, SIB Loans)					
TOTAL					

5. Project List

Five-year programmed project list based on projected funding - Create a project list either by using the project needs list or another method and the projected revenue available for highway and bridge use. The projects must be selected based on projected revenue available. Include a project location, project description with an improvement type, funding source(s) and a planning level or engineers estimate. Projects contained in the project list are organized according to programmed year and are based on needs and input from public leaders, staff and the public. If there are no capital improvement projects planned for the next five years, this section may still have a project with the improvement “Maintenance” listed. A sample spreadsheet can be found on page 19.

Portions of a project may be unfunded. A portion of the project cost planned for the five years included in the TRANSPORTATION PLAN may include grant funding which has been or will be applied for but is not yet approved.

If it is anticipated that an application for Bridge Improvement Grant funds will be submitted, this must show up in the project list. Bridge Improvement Grants will include Preliminary Engineering Grants, Bridge Preservation Grants and Bridge Replacement/Rehabilitation Grants. Enter the proposed project in the year fund expenditure is anticipated. For Preliminary Engineering, that would be the year you anticipate hiring a consultant to do the survey, structure sizing, and hydraulic analyses. In most cases this will be the date at the top of the application form. For Bridge Preservation or Replacement/Rehabilitation projects, it is the planned construction year. If the project is expected to be let to bids in the fall, but the expenditure of funds will be in the following summer, use the year when most of the funds are anticipated to be spent.

Equipment is often a large portion of the Transportation budget and should also be considered when evaluating project selections.

6. Project Status List

Include the previous year's programmed projects list and descriptions from the previous TRANSPORTATION PLAN and explain the status of the projects. Some examples would be: completed, under design, planning, in-progress, deferred to a specific year, etc. Showing the status of the projects from the previous year's Plan (all five years), will give elected officials and the public an understanding of where the programmed projects stand.

SAMPLE TABLE OF PROJECT STATUS

Annual Listing of Programmed Projects

Project Location	Project Description	Year	Status

F. Public Involvement and Coordination with other Agencies

Once a project list is developed, the county will coordinate with the townships on the township road bridges and conduct a public meeting to provide an opportunity for public comment. While a separate public meeting is recommended, it can be held in conjunction with a regular commission meeting. Following the public and township coordination meetings, the commission will consider all comments and develop a final version of the TRANSPORTATION PLAN. The county commission will adopt the final TRANSPORTATION PLAN and submit the TRANSPORTATION PLAN, including the cover form and certification, to the South Dakota Department of Transportation for approval.

The TRANSPORTATION PLAN shall include a copy of the public meeting's notice, a copy of the coordination letter / letter of notice from the county to the township if a bridge on a township road is included, an attendance list from the public meeting and a summary of all public comments. Official meetings, notices, publications, and public participation of the Board of County Commissioners shall conform to the requirements of SDCL 1-25-1 through 1-25-1.6.

G. Amendments to the Plan

The TRANSPORTATION PLAN may be amended by the county commissions at any of their regular meetings. Amendments that impact a potential application for BIG funds should be sent to the SDDOT for their files to ensure that the BIG projects show up in the Plan prior to BIG applications being submitted.

H. Submittal of Plans and County Contact Information

The **TRANSPORTATION PLAN** shall be submitted to the Department of Transportation by October 15 each year.

The **TRANSPORTATION PLAN** shall include the Submittal and Certification Form as shown on page 20.

The method of submittal of the **TRANSPORTATION PLANS** is electronically in pdf format to DOT.LOCGOVASSISTOFFICE@state.sd.us . -

CHECKLIST OF REQUIREMENTS FOR PLAN

_____Certification Form

Maps

_____Map including roadway classification and bridge locations (if DOT unaltered maps are used at the public meeting and are not attached, check here _____)

_____Map showing Five-year programmed project locations from the Programmed Project listing

Inventory lists

_____Highways: include location and surface type (a map is acceptable; if DOT unaltered maps are used at the public meeting and are not attached, check here _____)

_____Bridges: include SNBI 8-digit structure number, location, condition rating, and actual load limits if posted.

_____Projected Revenue Available per year

_____5-year Project List (Programmed Projects – must include SNBI 8-digit structure number that bridge improvement grant will be for)

_____ Project Status List (not required for first time plan submittal)

_____Township coordination letters/notice (sample letter and mailing list is acceptable)

_____Attendance list from public meeting (all attendees – not just commission members)

_____Public Comments (if no comments are received, clearly indicate that in the plan submittal)

CHECKLIST OF REQUIREMENTS FOR ANNUAL UPDATE

_____Certification Form

_____Projected Revenue Available per year

_____5-year Project List (Programmed Projects – must include SNBI 8-digit structure number that bridge improvement grant will be for)

_____Project Status List

_____Township coordination letters/notice (sample letter and mailing list is acceptable)

_____Attendance list from public meeting (all attendees – not just commission members)

_____Public Comments (if no comments are received, clearly indicate that in the plan submittal)

CERTIFICATION FORM

The following Form shall be included at the front of the County Highway and Bridge Improvement Plan:

Certification: As approved this ____ day of _____, 202__
_____ County Commission

By: _____
County Commission Chairperson

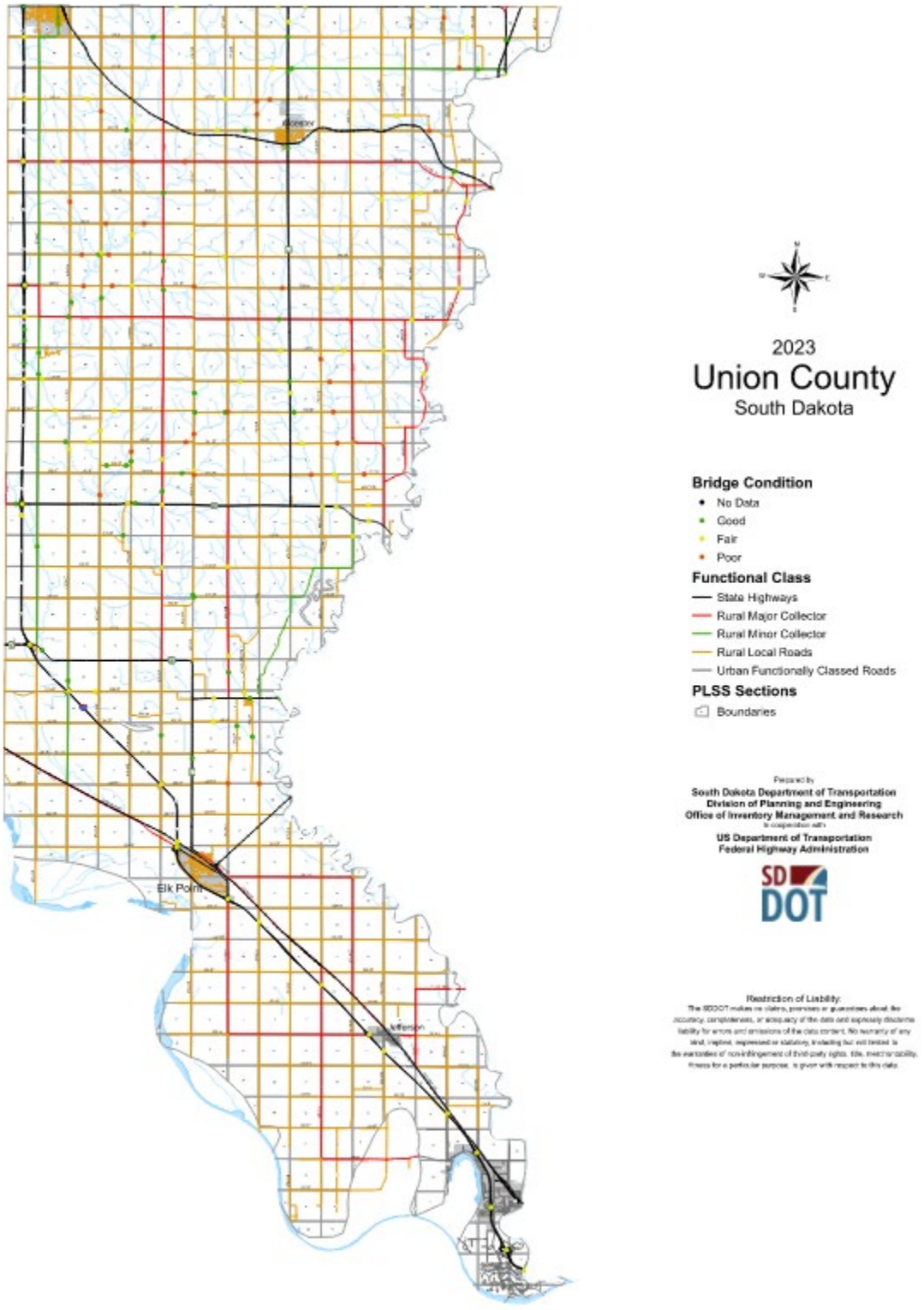
Attest:

_____
County Auditor or Clerk

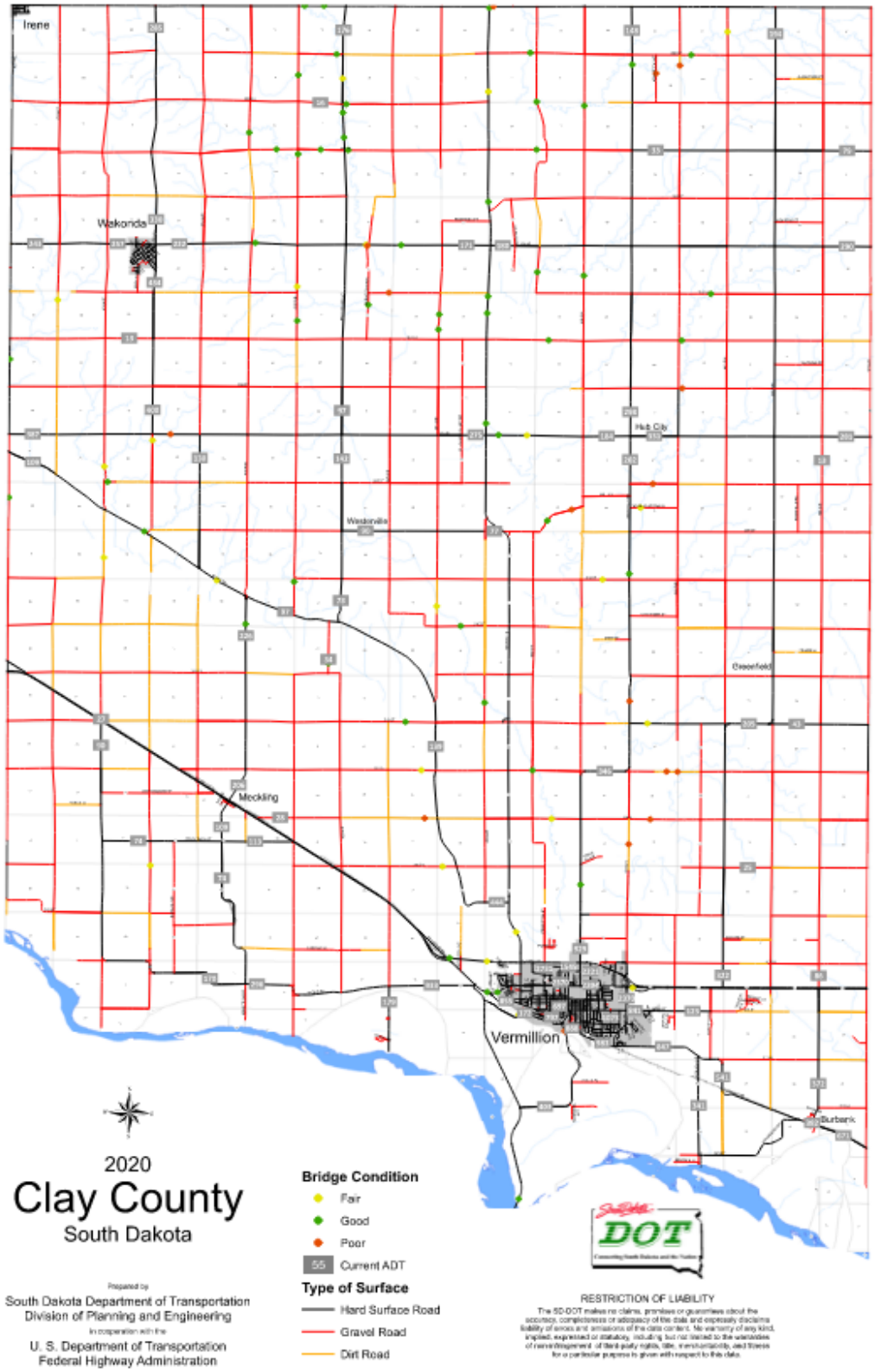
County Contact Person: _____
Phone Number: _____
Email Address: _____

Received by SDDOT on _____
Approved by SDDOT on _____

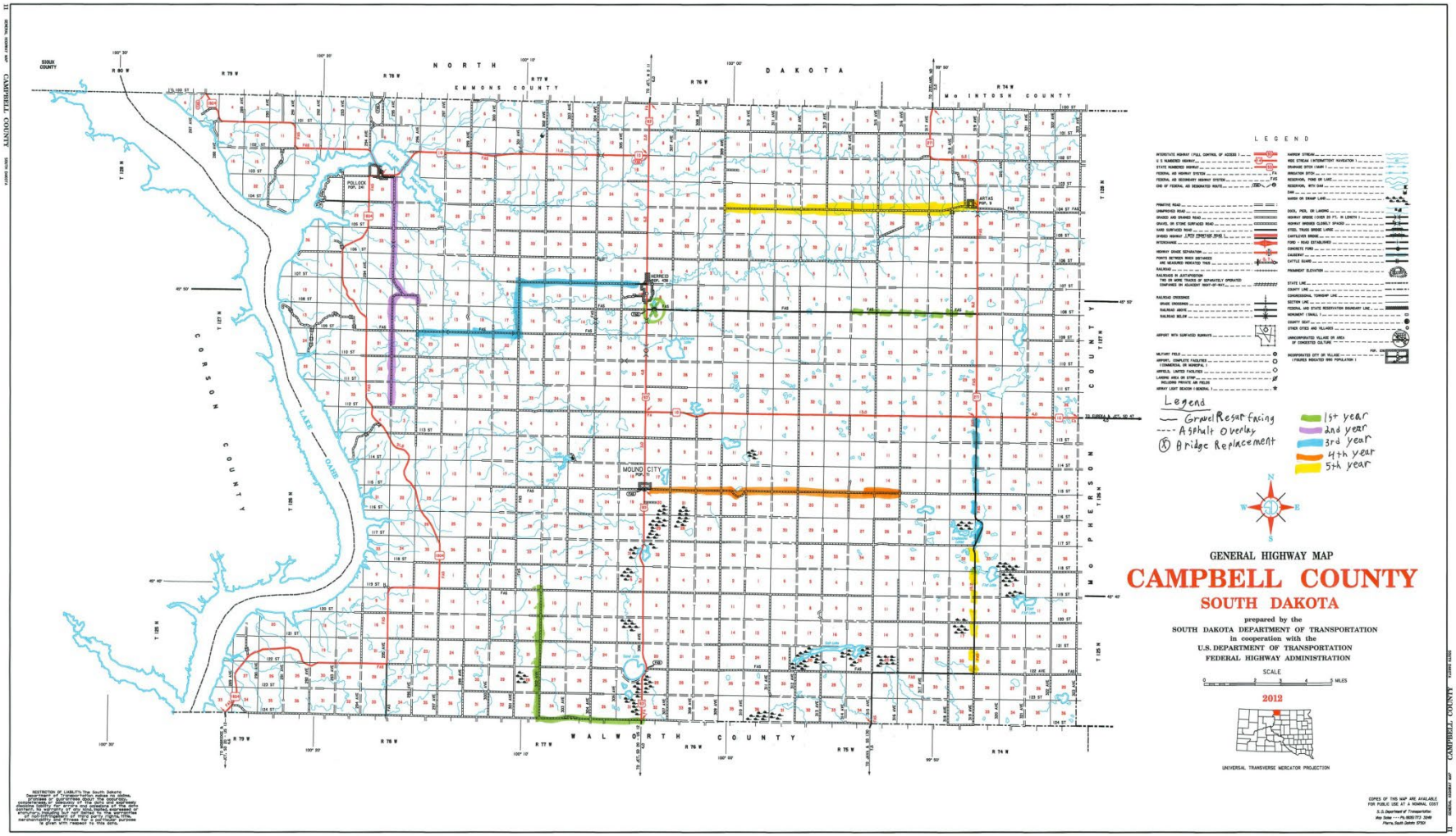
SAMPLE ROADWAY CLASSIFICATION AND BRIDGE CONDITION MAP



SAMPLE SURFACE TYPE, BRIDGE CONDITION, AND ADT MAP



SAMPLE PROJECTS MAP



06/25/26

Project Needs List

Project Location	Project Description	Total Project Cost	Prioritization Ranking (Optional)

REVENUE SOURCES TABLE **(Show amounts in thousands of dollars)**

Account Description	2027	2028	2029	2030	2031
Local Funds					
General Funds-property tax					
Motor Vehicle Licenses					
Wheel Tax					
Annual STBGP Payout Funds					
Intergovernmental Funds					
Township Services					
State Funds					
PE - BIG (planning to apply for)					
PE - BIG (awarded by DOT)					
Preservation - BIG (planning to apply for)					
Preservation - BIG (awarded by DOT)					
Rehab/Repl - BIG (planning to apply for)					
Rehab/Repl - BIG (awarded by DOT)					
Other (Match on STBGP Projects, Pavement Marking Prj.)					
Federal Funds					
TAP					
ER/FEMA					
OTHER (STBGP, Bridge, Signing, Hazard Elimination, SIB Loans)					
TOTAL					

Note:

- For State and Federal Funds, only enter the applicable amount (i.e. 80% of total project cost).
- Include both BIG funds awarded and BIG funds that will be applied for but not yet received.

FIVE-YEAR PROGRAMMED PROJECT LISTING

Project Location	Project Description	Year	Proposed Five-Year Project Funding Information (in thousands of dollars)						Total Project Cost
			Local Funding	Federal Funding	State Funding	Unfunded	Anti-cipated Grant	Total Funding	

Local Funding Includes: Match on BIG funding, traditional BRO & BRF projects, TAP projects, etc., and some shortfalls/balances on misc. projects. Also, STBGP Payout funds.

Federal Funding Includes: 100% of Signing & Delineation projects, and approx. 82% of STBGP, BRO, BRF, and TAP projects. Federal portion of ER/FEMA projects.

State Funding Includes: Up to 80% of awarded BIG projects, and approx. 18% match on STBGP projects.

Anticipated Grant (BIG): Up to 80% of total

PROJECT STATUS LIST

Annual Listing of Programmed Projects

Project Location	Project Description	Year	Status

PUBLIC INVOLVEMENT DOCUMENTATION

Include copies of any invitations sent to townships or road districts.

A public meeting was held on (DATE) to solicit public input into the proposed 5-year plan prior to adoption by the COMMISSION. (#) attended the meeting.