



**Western Minnesota
Municipal Power Agency**

TORONTO POWER PLANT
SOCIAL AND ECONOMIC
IMPACT STUDY



Toronto power Plant social and Economic Impact Study –
June 30, 2025

ADOPTED BY THE LOCAL REVIEW COMMITTEE ON JUNE 30, 2025

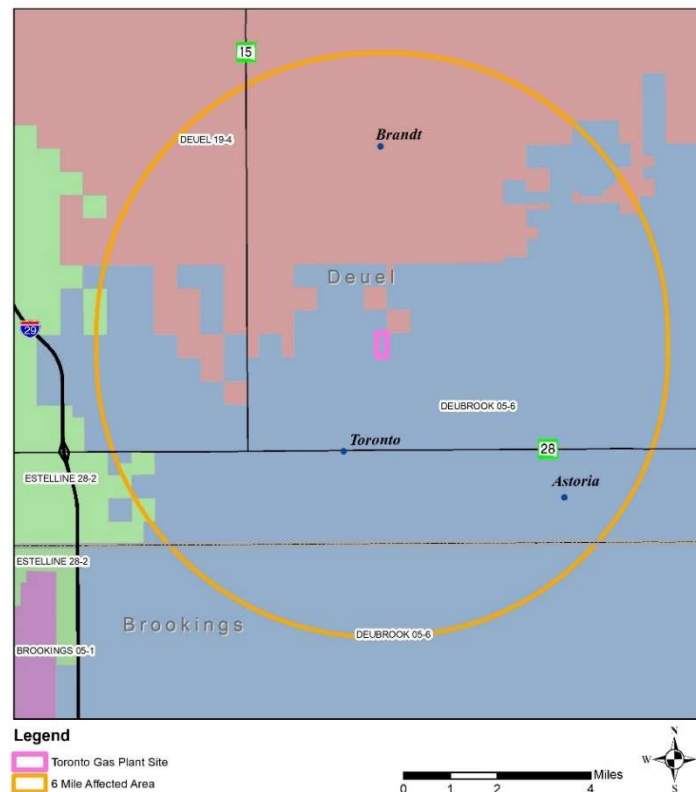
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Executive Summary

Western Minnesota Municipal Power Agency (WMMPA) proposes to construct, own and operate an energy conversion facility consisting of four combustion turbine (CT) gensets at around 36 MW each with an estimated total project cost of \$378,000,000. The CT gensets will be housed inside of a turbine hall approximately 80 feet wide by 212 feet long, and 40 feet tall with an attached office facility measuring 68 feet wide and 104 feet long. The expected generation is approximately 144 megawatts of power during periods of high energy demand. Associated facilities will include natural gas piping anticipated to be less than 450 feet and a 345 kV transmission line to connect with the Astoria 345 kV substation. The energy conversion facility, known as the Toronto Power Plant (Project), is proposed to be located in the SE ¼ of Section 7, Township 113N, Range 48W in Toronto Township, Deuel County, approximately 3 miles north of Toronto, South Dakota. The following map shows the Project's location and the six-mile study area.

Map 1 – Toronto Power Plant Location and 6-Mile Study Area



The purpose of this Social and Economic Impact Study is to aid the Local Review Committee in addressing the impact the proposed Project will have in the 12 areas identified in South Dakota Codified Law 49-41B-7 within the six-mile study area as defined by the South Dakota Public Utilities Commission. While mitigation measures have been proposed in five of the 12 study areas, the recommended mitigation measures will not create a significant impact within the study area.

Recommended mitigation measures can be addressed by sharing project information before the start of construction, developing agreements with local governments, or by securing required federal, state, and local permits prior to the start of construction.

Operational staffing is expected to consist of 4-6 new employees while construction staffing is expected to peak at about 200 employees. Construction is expected to last approximately 20 months and start in the spring of 2027. Commercial operation is expected to begin in the spring of 2029.

The methodology for this study includes a description of existing conditions within a study area, assessing future conditions during project construction and operation, and identifying any measures that may need to be implemented to mitigate negative impacts. Impacts are based upon construction activities and the number of additional workers that the study area will likely need to serve and whether the existing conditions can absorb the anticipated demand created by the Project.

If the existing conditions can absorb the anticipated demand created by the Project, then a determination of ‘no significant impact’ is made and no mitigation measures are proposed. If the existing conditions cannot absorb the anticipated demand created by the Project, then a determination of ‘mitigation recommended’ is made and mitigation measures are proposed. Table 1 summarizes the determinations made for each study area.

Table 1 – Determinations

Study Area	Determination
1 – Housing Supplies	No Significant Impact
2 – Educational Facilities and Manpower	Mitigation Recommended – Safety Coordination with Bus Drivers and Student Traffic
3 – Waste Supply and Distribution	No Significant Impact
4 – Wastewater Treatment and Collection	Mitigation Recommended – Wastewater Permits
5 – Solid Waste Disposal and Collection	No Significant Impact
6 – Law Enforcement	Mitigation Recommended – Informational Meetings with Law Enforcement
7 – Transportation	Mitigation Recommended – Dust Mitigation, Haul Road Agreements, and Transportation Permits
8 – Fire Protection	Mitigation Recommended – Annual Training for Fire Protection
9 – Health	Mitigation Recommended – Responder Training for Hospitals and Ambulance Services
10 – Recreation	No Significant Impact
11 – Government	Mitigation Recommended – Acquire State and Local Government Permits
12 - Energy	No Significant Impact

Based upon the contents of this Social and Economic Impact Study, it is the professional opinion of the First District Association of Local Governments that the construction and operation of the Project will have no significant impact on the social and economic environment within the SDPUC defined six-mile study area after informational meetings have been held, dust mitigation measures have been adopted, haul road agreements are executed, and all required permits are secured.

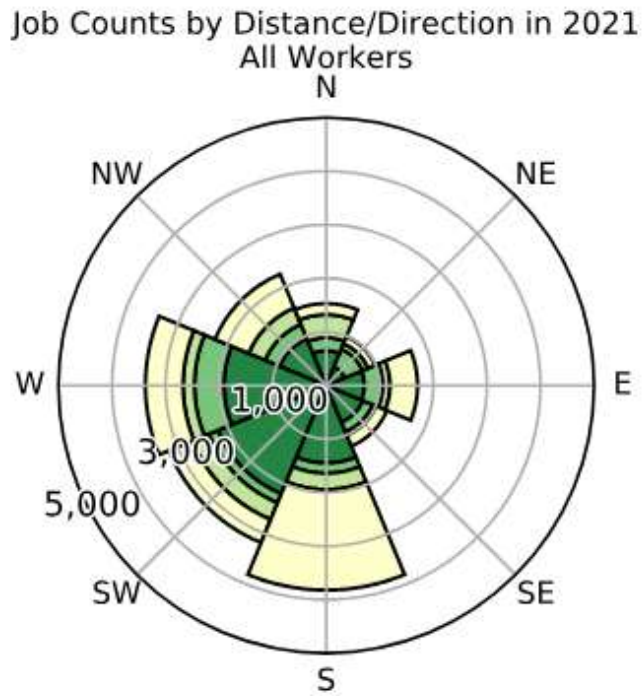
1 – Housing Supplies

While it is reasonable to assume that some of the Project’s employees and construction workers will seek housing within the six-mile study area, it is highly unlikely that all of the estimated 4-6 operational employees and 200 construction workers needed during peak construction will seek housing only within the six-mile study area. Therefore, a larger commuting area will be used to determine the impact on housing supplies for operational and construction workers. This analysis is based on 2021 U.S. Census data for Brookings County and Deuel County.

According to 2021 U.S. Census data, 7,544 of the 18,064 employees working in Brookings County commute to work from another county and 4,815 employees experience a commuting distance greater than 50 miles. In Deuel County 743 of the 1,459 employees working in Deuel County commute to work from another county and 287 employees experience a commuting distance greater than 50 miles. Based upon this information Brookings (22,056 population – 2020 Census) and Watertown (21,482 population – 2020 Census) are within commuting distance of the project site.

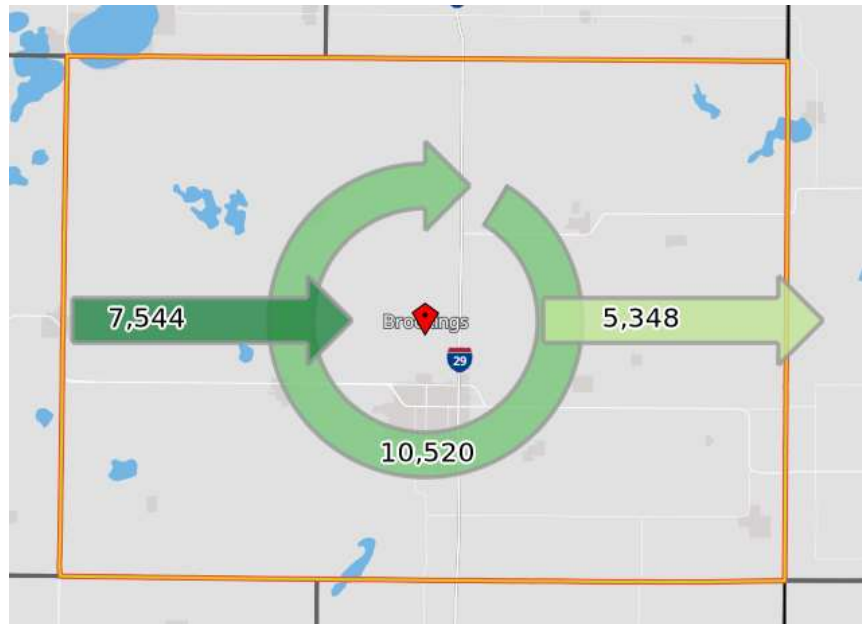
The following data analysis will identify where the Project’s workers are likely to seek housing, how many homes and rental units are available within the Project’s commuting area, and if the existing inventory of available homes and rental units can absorb the increased demand created by approximately 200 workers required during peak construction and 4-6 permanent operational workers moving into the area.

Chart 1 – Job Counts by Distance/Direction – Brookings County



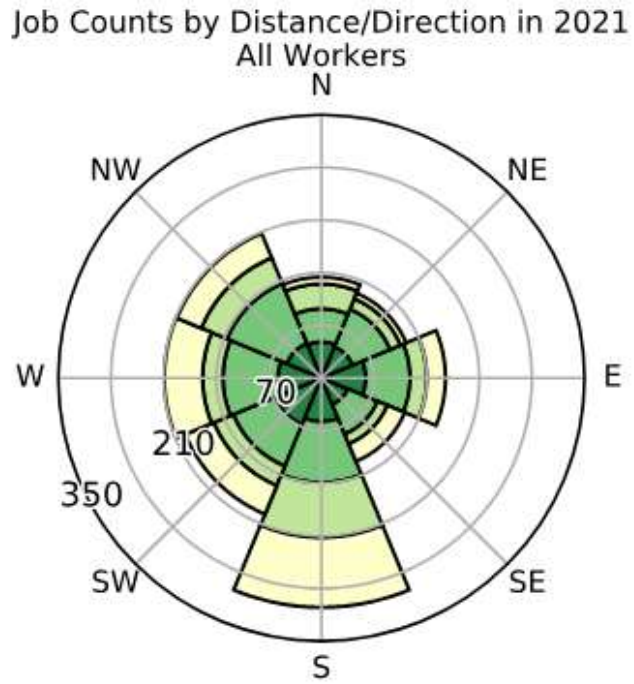
Source: <https://onthemap.ces.census.gov/>

Map 2 – Brookings County Employee Inflow/Outflow Map



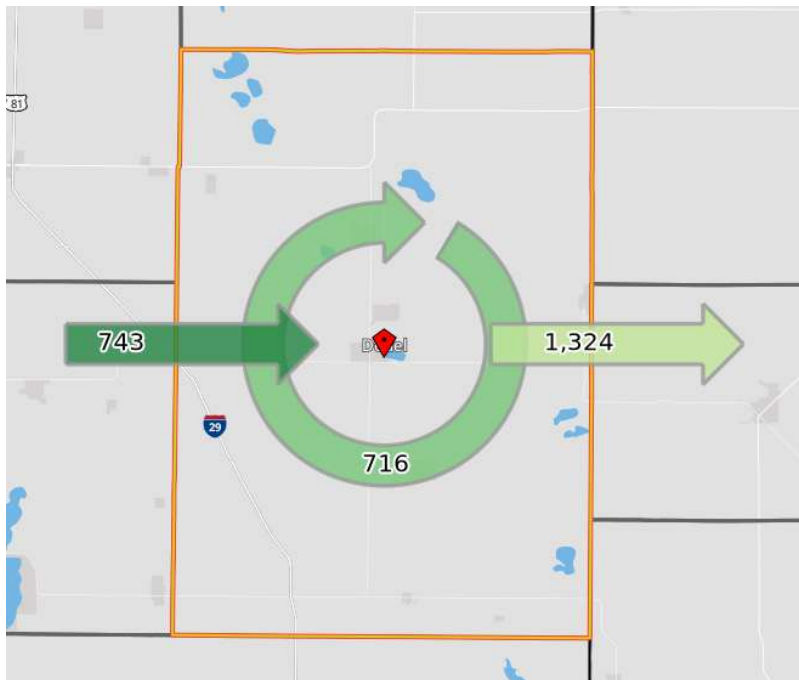
Source: <https://onthemap.ces.census.gov/>

Chart 2 – Job Counts by Distance/Direction – Deuel County



Source: <https://onthemap.ces.census.gov/>

Map 3 – Deuel County Employee Inflow/Outflow Map



Source: <https://onthemap.ces.census.gov/>

To address the housing inventory issue for construction and operational workers, housing supplies within the following geographies have been examined: Brookings and Deuel counties, and Astoria, Brandt, Toronto, Brookings and Watertown. The following charts track owner-occupied and renter-occupied information within a 50-mile commuting area of the Project’s site.

Table 2 – Available Vacant Housing Units

Location	Occupied Housing Units	Vacant Housing Units
Town of Astoria	63	5
Town of Brandt	44	5
Town of Toronto	93	11
Brookings County	13,120	1,729
Deuel County	1,132	346
City of Brookings	8,861	1,170
City of Watertown	10,878	979
Totals	34,191	4,245

Source: <https://data.census.gov/>

The three municipalities within the six-mile study area (Astoria, Brandt and Toronto) have 21 vacant housing units. There are a total of 4,245 available housing units within a 50-mile commuting radius from the project site. This existing supply of available housing units is more than sufficient to meet the demands of 200 temporary construction workers and 4-6 new operational workers.

Labor Force

The Project site is located approximately 2 miles northeast of Toronto, South Dakota, in Deuel County. The labor source identified in this section includes workers in Deuel County and the four South Dakota counties that border Deuel County: Brookings, Codington, Grant, and Hamlin Counties.

The labor force in those five counties consists of 46,606 workers and includes 2,265 construction, extraction, and maintenance workers as well as 1,692 management, professional, and related workers. Approximately 200 construction workers (8.8% of area construction, extraction, and maintenance workers) are expected to be working at the project site during peak construction. Approximately 4-6 operational workers (0.296% of area management, professional, and related workers) are expected to work at the Project’s facility after construction is complete and operation of the facility commences.

Based upon current labor force and resident occupations, there appears to be a sufficient number of workers within the area to meet the construction and operational workforce demands created by the Project. Construction will require a workforce with a variety of skills including, but not limited to, general carpenters, iron workers, millwrights, and electricians. It is expected that a portion of the construction workforce will be hired locally. Recruitment of additional construction personnel from outside the affected area will usually include specialists and supervisory personnel who will temporarily relocate to the area.

Table 3 – August 2024 County Labor Force

Area	Labor Force	Employment	Unemployment	Rate
Brookings County	19,104	18,648	456	2.4%
Deuel County	2,429	2,378	51	2.1%
Codington County	16,626	16,329	297	1.8%
Grant County	4,573	4,480	93	2.0%
Hamlin County	3,874	3,817	57	1.5%

Source: <http://dlr.sd.gov/lmic/lbtables/countyjf.aspx>

Table 4 – August 2024 County Labor Supply

Area	Unemployed	Underemployed	Discouraged Workers	Total Labor Supply
Brookings County	456	1,525	20	1,995
Deuel County	51	160	15	225
Codington County	297	1,395	15	1,705
Grant County	95	265	15	375
Hamlin County	57	230	10	295

Source: <http://dlr.sd.gov/lmic/lbtables/laborsupply.aspx>

Table 5 – 2023 Occupational Breakdown – Brookings, Codington, Deuel, Grant and Hamlin Counties

	Custom Region	Pct. of Total
Employed civilian pop. 16 years and over	15,173	100
Management, professional, and related	1,692	11.15%
Service	452	2.98%
Sales and office	4,281	28.21%
Farming, fishing, and forestry	711	4.69%
Construction, extraction, and maintenance	2,265	14.93%
Production, transportation, and material moving	5,772	38.04%

Source: <https://analyst.lightcast.io/>

Determination: No Significant Impact

2 – Educational Facilities and Workforce

There are three school districts within the study area:

- Deubrook 05-6
- Deuel 19-4
- Estelline 28-2

Deubrook School District

The 2022-2023 enrollment in the Deubrook School District was 398 students and their previous peak enrollment reached 391 in 2021-2022. A reduction of seven students would need to occur to reach previous peak enrollment numbers.

Table 6 – Deubrook 2022 Payable 2023 Taxable Valuations

Agricultural	\$308,202,512
Owner Occupied	\$103,940,312
Other Non-Ag/Utilities	\$70,997,410
Total	\$483,140,234

Source: SD Department of Education (Appendix A)

Table 7 – Deubrook 2022 Payable 2023 Levy per Thousand

Agricultural	\$1.525
Owner Occupied	\$3.413
Other Non-Ag/Utilities	\$7.063
Special Education	\$1.599
Capital Outlay	\$3.000
Bond Redemption	\$0.000
Pension Fund	\$0.000

Source: SD Department of Education (Appendix A)

The Project will be constructed within the boundaries of the Deubrook School District and will have a positive impact on the taxable valuation of the school district.

According to Dr. Kimberly Kludt, Deubrook School District Superintendent, it is not known what impact the Project would create on the Deubrook School District during construction or operational phases.

Deuel School District

The 2022-2023 enrollment in the Deuel School District was 510 students and their previous peak enrollment was 547 in 2010-2011. 37 new students would need to be added to the district to reach previous peak enrollment numbers.

Table 8 – Deuel 2022 Payable 2023 Taxable Valuations

Agricultural	\$451,285,680
Owner Occupied	\$159,833,339
Other Non-Ag/Utilities	\$115,664,212
Total	\$726,783,231

Source: S.D. Department of Education (Appendix B)

Table 9 – Deuel 2022 Payable 2023 Levy per Thousand

Agricultural	\$1.362
Owner Occupied	\$3.048
Other Non-Ag/Utilities	\$6.308
Special Education	\$1.016
Capital Outlay	\$2.212
Bond Redemption	\$0.000
Pension Fund	\$0.000

Source: SD Department of Education (Appendix B)

According to Deuel School District Superintendent Chad Schiernbeck, the Project would create no impact on the Deuel School District during construction or operational phases.

Estelline School District

The 2022-2023 enrollment in the Estelline School District was 265 students and their previous peak enrollment 271 in 2020-2021. 6 new students would need to be added to the district to reach previous peak enrollment numbers.

Table 10 – Estelline 2022 Payable 2023 Taxable Valuations

Agricultural	\$208,218,961
Owner Occupied	\$90,997,844
Other Non-Ag/Utilities	\$110,118,428
Total	\$409,336,233

Source: SD Department of Education (Appendix C)

Table 11 – Estelline 2022 Payable 2023 Levy per Thousand

Agricultural	\$1.902
Owner Occupied	\$4.256
Other Non-Ag/Utilities	\$8.809
Special Education	\$1.599
Capital Outlay	\$0.932
Bond Redemption	\$0.000
Pension Fund	\$0.000

Source: SD Department of Education (Appendix C)

According to Dr. Paul Von Fischer, Estelline School District Superintendent, the Project would create no impact on the Estelline School District during construction or operational phases.

Total additional student capacity of the three school districts within the study area: 36.

According to the 2020 Census, the average size of the U.S. household unit is approximately 2.53 members per household unit. The .53 represents the average number of children per household unit.

Based upon the assumption that each member of the projected construction labor force peak of approximately 200 new workers would fall within the parameter of .53 children per household unit, the projected maximum number of additional new students would peak at approximately 106 new students during the construction phase of this project. However, nearby school districts experienced no significant increase in enrollment during construction of the nearby Astoria Station power plant.

Based upon the assumption that each member of the operational labor force peak of 4-6 new workers would fall within the parameter of .53 children per household unit, the projected maximum number of additional new students would be approximately 3 new students after the construction phase of this project is complete and the operational stage begins.

This figure is below the additional student capacity of 36 new students identified to reach peak enrollment of the school districts within the study area.

Determination: No Significant Impact

3 – Waste Supply and Distribution

Construction Waste

Waste generated during construction activities will be disposed of at a properly permitted waste site in accordance with the laws of South Dakota. Construction waste disposal will be the responsibility of the prime construction contractor responsible for construction of the Project under the direction of WMMPA.

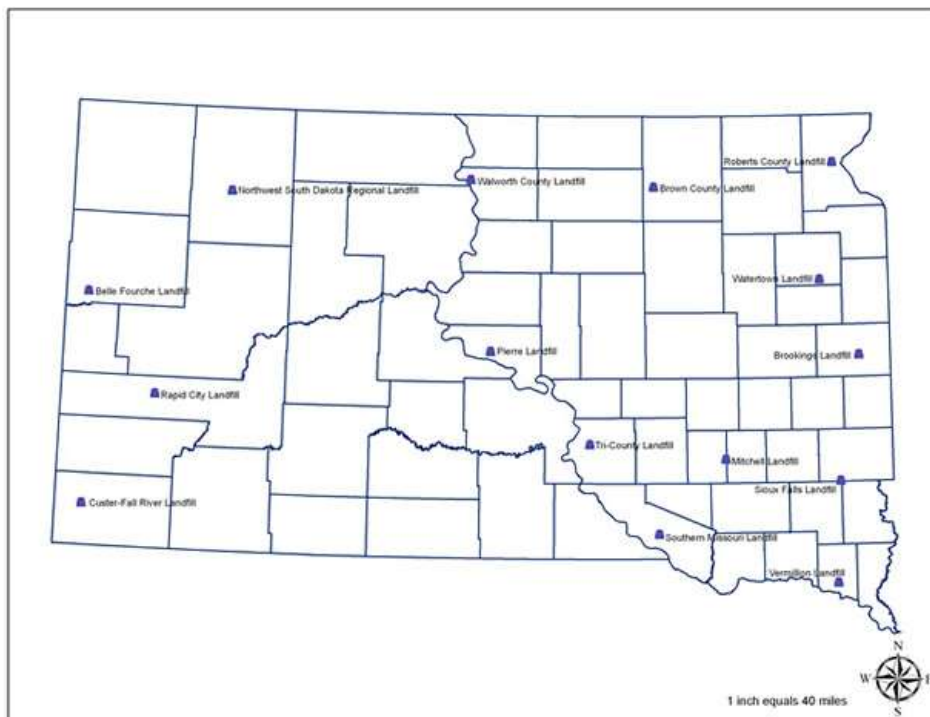
Operational Waste

Waste generated during operational activities will be disposed of at a properly permitted waste site in accordance with the laws of South Dakota. Operational waste disposal will be the responsibility of WMMPA and will likely be handled by a private waste collection and disposal company.

Landfill Sites

While there are no properly permitted waste sites within the six-mile project area, there are two municipal solid waste landfill sites located nearby. The Brookings Landfill and the Watertown Landfill are both within approximately 30 minutes of the Project. Map 4 shows the locations of municipal solid waste landfill permitted by the State of South Dakota.

Map 4 – Permitted Municipal Solid Waste Landfills in South Dakota



Source: <https://denr.sd.gov/des/wm/landfillmaps/lfstate.aspx>
<http://www.epa.gov/cleanenergy/energy-and-you/affect/sw-generation.html> - According to the U.S. Environmental Protection Agency:

Some electricity generation technologies result in the creation of solid waste. In some cases, this waste is disposed of in landfills. In other cases, this waste may contain toxic and hazardous elements and materials that require special handling, treatment, and disposal, as described below. Certain electricity generation technologies, however, produce no solid waste, or very insubstantial amounts. The specific solid waste impacts for each energy generation technology are described below.

Coal

The burning of coal creates solid waste, called ash, which is composed primarily of metal oxides and alkali. On average, the ash content of coal is 10%. Solid waste is also created at coal mines when coal is cleaned and at power plants when air pollutants are removed from the stack gas. Much of this waste is deposited in landfills and abandoned mines, although some amounts are now being recycled into useful products, such as cement and building materials.

Oil

Oil refining produces wastewater sludge and other solid waste that can contain high levels of metals and toxic compounds. Also, when oil is burned at power plants, residues that are not completely burned can accumulate, forming another source of solid waste that must be disposed.

Nuclear Energy

Every 18 to 24 months, nuclear power plants must shut down to remove and replace the "spent" uranium fuel. This spent fuel has released most of its energy because of the fission process and has become radioactive waste.

Combined, nuclear power plants in the U.S. produce about 2,000 metric tons per year of radioactive waste. Currently, the radioactive waste is stored at the nuclear plants at which it is generated, either in steel-lined, concrete vaults filled with water or in above-ground steel or steel-reinforced concrete containers with steel inner canisters. In addition to the fuel waste, much of the equipment in the nuclear power plants becomes contaminated with radiation and will become radioactive waste after the plant is closed. These wastes will remain radioactive for many thousands of years.

Uranium processing produces radioactive wastes that must be adequately stored and isolated to minimize the risk of radioactive release. The management, packaging, transport, and disposal of this waste is strictly regulated and carefully controlled by the U.S. Nuclear Regulatory Commission and the U.S. Department of Transportation.

Municipal Solid Waste (MSW)

The burning of MSW in boilers creates a solid waste called ash, which can contain any of the elements that were originally present in the waste. MSW power plants reduce the need for landfill capacity because disposal of MSW ash requires less land area than does unprocessed MSW. However, because ash and other residues from MSW operations may contain toxic materials, the power plant wastes must be tested regularly to assure that the wastes are safely contained to prevent toxic substances from migrating into groundwater supplies. Under current regulations, MSW ash must be sampled and analyzed regularly to determine if it is hazardous. Hazardous ash must be managed and disposed of as hazardous waste. Non-hazardous ash may be disposed of in an MSW landfill or recycled for use in roads, parking lots, or daily covering for sanitary landfills.

Natural Gas

The use of natural gas to create electricity does not produce substantial amounts of solid waste.

The above waste generation summaries from the U.S. Environmental Protection Agency leads to the following conclusion: the natural gas-powered Toronto Power Plant will not produce substantial amounts of solid waste as it operates to generate electricity.

Determination: No Significant Impact

4 – Wastewater treatment and collection

The Project's operational workers are anticipated to consume less than one gallon per minute of potable water during normal operations of the facility. The source of potable water at the site will originate from either an on-site groundwater well or Brookings-Deuel Rural Water. Both sources are anticipated to have sufficient water supply and distributional capacities to meet the projected potable water usage needs.

While operating, the Project is expected to consume water at a rate of 40 gallons per minute during periods of warm ambient temperatures. The source of process water at the site will originate from either an on-site groundwater well or Brookings-Deuel Rural Water. Brookings-Deuel Rural Water cannot currently supply the anticipated volume of water via pipeline without costly improvements to their distribution system. Therefore, it is anticipated that water from an on-site well supplied by ground water, or trucking of water off-site from Brookings-Deuel Rural Water, will be utilized to meet the operational needs of the project. If an on-site well is used, it is anticipated that water will be transferred into a 200,000-gallon water firefighting storage tank at a rate of up to 100 gallons per minute.

As previously stated, 4-6 new operational workers are projected to work at the Project. The average family size in the U.S. is 2.53 persons (2020 Census). If 6 new operational employees move into the area with average sized families then 13 new inhabitants will increase water usage by approximately 39,000 gallons per month. This figure is calculated using the US Geological Survey estimate of 100 gallons per person per day as an average for individual water usage (source: <https://water.usgs.gov/edu/qa-home-percapita.html>).

Approximately 200 construction workers are projected to work at the Toronto Power Plant facility during peak construction. The average family size in the US is 2.53 persons (2020 Census). If 200 construction workers move into the area with average-sized families, then 506 new inhabitants will temporarily increase water usage by approximately 1,518,000 gallons per month. This figure is calculated using the U.S. Geological Survey estimate of 100 gallons per person per day as an average for individual water usage (source: <https://water.usgs.gov/edu/qa-home-percapita.html>).

Increases in residential water usage will result in corresponding increases in wastewater volumes where workers live during construction and operation of the Project. The communities of Brookings (2020 Census Population 23,377) and Watertown (2020 Census Population 22,655) are within commuting distance of the project site, and an increase of 506 persons will increase their total populations by approximately 1.195%. This increase does not represent a significant population expansion that would adversely impact municipal wastewater collection and treatment systems at either location.

Wastewater generated by the Project's operation from process and potable water is anticipated to be treated entirely on-site. Any off-site disposal of wastewater will be completed in accordance with state law. The following wastewater treatment and collection permits for the Project may be issued by the South Dakota Department of Agriculture and Natural Resources (DANR):

1. National Pollution Discharge Elimination System (NPDES)/Surface Water Discharge
2. On-site Septic System
3. Storm Water Discharge

- **NPDES/Surface Water Discharge**

No process water is anticipated to be discharged. Presently the Project plans to utilize ground water that will undergo treatment by a mobile demineralizer. By having the supplier perform off-site regeneration to remove the undesirable salts/minerals that occur naturally, this enables the Project to operate in a zero-discharge mode for process water.

Should circumstances change such that the process water would be required to be disposed or discharged, the project would arrange for off-site disposal.

- **On-site Septic Systems**

There will be an on-site wastewater septic system that incorporates a drain field. The water will originate from sinks, showers, toilets etc.-no process water will flow into this system.

- **Storm Water Discharge**

There will be a storm water pond to collect rainfall/snowmelt etc. from the areas that are paved or impacted by the facility. A Storm Water Discharge Permit will be acquired prior to the construction of the pond. Should storm water accumulate in the pond, the water will be sampled, analyzed, and discharged according to the permit's parameters.

Determination: Mitigation Recommended – wastewater permits must be acquired from the DANR before construction begins. Links to the surface water discharge permits available at: <https://danr.sd.gov/officeofwater/surfacewaterquality/swdpermitting/IndustrialWW.aspx>

5 – Solid Waste Disposal and Collection

Construction Waste

Waste generated during construction activities will be disposed of at a properly permitted municipal solid waste landfill site in accordance with the laws of South Dakota. Construction waste disposal will be the responsibility of the prime construction contractor responsible for construction of the Project under the direction of WMMPA.

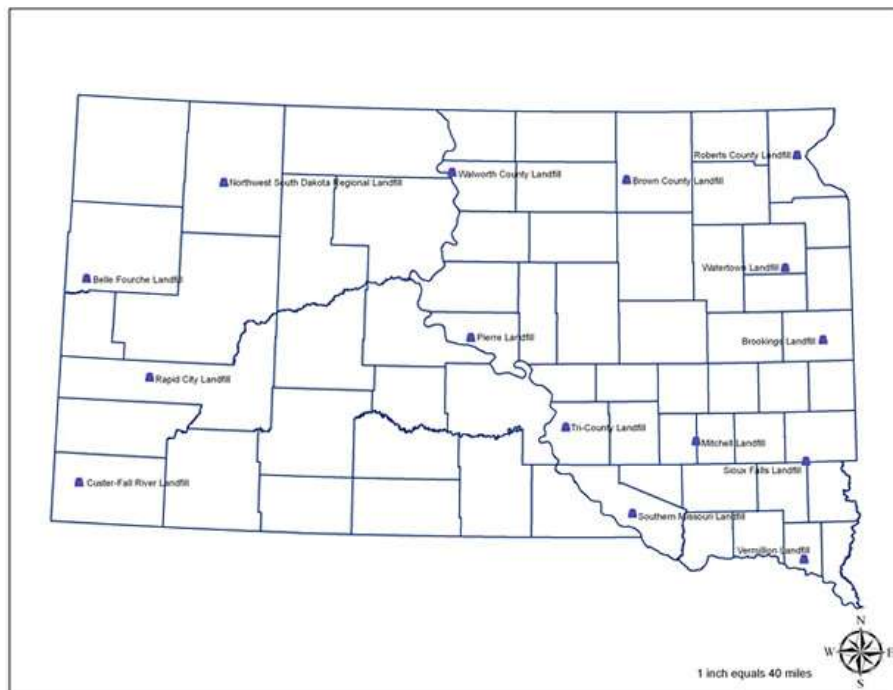
Operational Waste

Waste generated during operational activities will be disposed of at a properly permitted solid waste landfill site in accordance with the laws of South Dakota. Arrangements for operational waste collection and disposal will be the responsibility of WMMPA and will likely be handled by a private waste collection and disposal company.

Landfill Sites

While there are no properly permitted waste sites within the six-mile project area there are two municipal solid waste landfill sites located nearby. The Brookings Landfill and the Watertown Landfill are both within approximately 30 minutes of the Project. Map 5 shows the locations of municipal solid waste landfill permitted by the State of South Dakota.

Map 5 – Permitted Municipal Solid Waste Landfills in South Dakota



Source: <https://denr.sd.gov/des/wm/landfillmaps/lfstate.aspx>

Determination: No Significant Impact

6 – Law Enforcement

Two law enforcement agencies, the Brookings County Sheriff’s Department and the Deuel County Sheriff’s Department, are located within the six-mile project area, and were contacted to provide Project. Sheriff Marty Stanwick was in office during the construction of the Deer Creek Station facility in Brookings County and the nearby Astoria Station facility that is located east of the Project site. Sheriff Cory Borg was in office during the construction of the nearby Astoria Station facility that is located east of the Project site.

Brookings County, South Dakota Sheriff’s Department

Marty Stanwick, Sheriff.....605-696-8300

Full Time Officers – 16

Part Time Officers – 1

24-hour protection – yes

Dispatch location – City of Brookings

Capacity to handle existing caseload – yes

Any problems associated with Deer Creek Station – yes (dust, detours, speeding and reckless driving)

Any problems associated with Astoria Station - no

Any perceived impacts resulting from the Toronto Power Plant project – none

Deuel County, South Dakota Sheriff’s Department

Cory Borg, Sheriff605-874-8212

Full Time Officers – 5

Part Time Officers – 0

24-hour protection – yes

Dispatch location – City of Watertown

Capacity to handle existing caseload – yes

Any problems associated with Astoria Station – yes (traffic, assault reports, and drug offenses)

Any perceived impacts resulting from the Toronto Power Plant project – none

Total Number of Full- and Part-Time Law Enforcement Officers, by Agency

Brookings County Sheriff’s Department	17	
Deuel County Sheriff’s Department	6	
Total South Dakota County Full- and Part-Time Law Enforcement Officers in the Two Surveyed Law Enforcement Agencies		23

Brookings County Sheriff Stanwick noted that his office received multiple traffic-related complaints from within the Deer Creek Station project area relating to dust created by people driving on gravel roads, high amounts of traffic on roads used for detours, and construction workers either speeding or driving recklessly on rural roads and that he was not aware of any complaints received by his department during the construction of the Astoria Station Facility.

Deuel County Sheriff Borg noted that his office received traffic-related complaints, an increase in the number of reported assaults, and an increase in drug-related offenses during the construction of the Astoria Station facility. There were also two wind turbine projects under construction while the Astoria Station facility was being built and some of the increased caseload experienced by his office could be traced back to wind turbine project workers. He did not anticipate significant adverse impacts resulting from the construction or operation of the Project.

While neither law enforcement agency anticipated any significant adverse impacts resulting from the construction or operation of the Project, effective communications between all parties impacted by the project would be the most effective means to avoid potential conflicts before they arise. Prior to the commencement of construction of the Deer Creek Station and Astoria Station facilities the project developers invited local law enforcement agencies to participate in a preconstruction meeting to familiarize them with the projects and to facilitate communications between all parties. A similar meeting prior to the start of construction on the Project would be beneficial to all parties.

Determination: Mitigation Recommended – Informational Meetings with Law Enforcement

7 – Transportation

The primary mode of transportation used to bring shipments of construction equipment, workers and materials as well as operational workers to the Project’s site will be via state highway and township roads. Construction-related traffic to the site and operational-related traffic will travel to the site primarily on S.D. Highway 28 and gravel roads maintained by Scandinavia Township. A secondary traffic route impacts both Scandinavia Township and Deuel County roads. No roads maintained by Brookings County are likely to be impacted by the Project.

SD Highway 28

Approximately 12 miles of S.D. Highway 28, from just west of the intersection of S.D. Highway 15 and S.D. Highway 28 to the border of South Dakota and Minnesota, falls within the study area. Shipments trucked to the site are expected to travel on S.D. Highway 28 prior to entering the road network maintained by Scandinavia Township.

S.D. Highway 28 carries a six-inch thick bituminous surface that is 26 feet in width except for approximately one half of a mile of surface that is 54 feet wide located within the corporate boundaries of Toronto. Detailed surface information can be found on pages 111 and 112 of the South Dakota Department of Transportation (SDDOT) Surfacing Log (Appendix D)

There is one bridge, located at MRM 375.67 on S.D. Highway 28 within the study area.

Table 12 – Bridge Information

Structure Number	MRM	ADT	Fed Sufficiency Rating
20201280	375.67	478	79.9

Source: SDDOT State Owned Structures Report (Appendix E)

Data from two traffic count segments on S.D. Highway 28 provides average daily traffic information broken down by total traffic volume and total truck volume. One of the traffic count segments is from the S.D. Highway 15 and S.D. Highway 28 intersection east to Toronto and the other is located between Toronto and the South Dakota and Minnesota border. Traffic count information was taken from the South Dakota Traffic Flow Map (Appendix F).

- Average daily traffic between the intersection of S.D. Highway 15 and S.D. Highway 28 and Toronto
 - 1,013 – Total traffic volume
 - 158 – Total truck volume
- Average daily traffic from Toronto and the South Dakota and Minnesota border
 - 478 – Total traffic volume
 - 168 – Total truck volume

S.D. Highway 15

Approximately seven miles of S.D. Highway 15, from the intersection of S.D. Highway 15 and S.D. Highway 28 then north two miles, falls within the study area. No construction shipments trucked to the site are anticipated to travel over S.D. Highway 15. Construction and operational workers may utilize S.D. Highway 15 to access the site.

S.D. Highway 15 carries a 6.8-inch thick bituminous surface that is 24 feet in width. Detailed surface information can be found on page 47 of the SDDOT Surfacing Log (Appendix D). There are no bridges on S.D. Highway 15 within the study area (Appendix E).

Data from one traffic count segment on S.D. Highway 15 provides average daily traffic information broken down by total traffic volume and total truck volume. Traffic count information was taken from the 2016 South Dakota Traffic Flow Map (Appendix F).

- Average daily traffic from the intersection of S.D. Highway 15 and S.D. Highway 28 then north two miles
 - 1,257 – Total traffic volume
 - 221 – Total truck volume

Deuel County Roads

Approximately two and a half miles of the Deuel County road system may see the greatest increase in usage because of the Project. The county road on 479th Avenue from S.D. Highway 28 north approximately 2.5 miles is likely to be used as the primary route for construction and operational workers to access the Project's site. There are no bridges on the above-mentioned Deuel County road.

Township Roads

Approximately three miles of the township road system may see an increase in usage because of the Project. 192nd Street from SD Highway 15 east to 479th Avenue may be used by construction workers as a route to get to and from the Project site. Two miles of this stretch of 192nd Street are located in Blom Township and one mile is located in Scandinavia Township. There are no bridges on the above-mentioned township roads.

South Dakota Department of Motor Carrier Services Permits

Single-Trip Permits

Temporary Licensing - Single-trip commercial license, temporary fuel, or temporary PUC (single state registration) permits.

Oversize / Overweight - Allows for the movement on state highways of a vehicle transporting a non-divisible load that exceeds size, weight, or size and weight limitations.

Over 80K on the interstate - Single-trip permits that allow a motor vehicle to exceed 80,000 pounds when traveling on the interstate highways. The permit does not allow a motor vehicle to exceed its legal axle weight, legal tire weight, or the weight as allowed by the Bridge Gross Weight Formula.

Movement to scale site - Single-trip permit to allow a motor vehicle to move to the nearest available public or private scale to determine whether a load is properly placed on the motor vehicle. Before a single-trip permit is requested, the operator moving a load in question must obtain approval from the private scale operator to weigh the vehicle and its load. A motor vehicle operator issued a permit to move to a weigh scale may not leave the scale site unless his load conforms to all legal weight limits, or he obtains an overweight permit.

Books of 10 – Self-issue books of permits for over 80k on the interstate, single-trip commercial licensing, telephonic coupons, and construction plate permits.

Extended Length Permits

Booster Axle - Allows the movement on state trunk highways of a cement truck equipped with an overweight booster axle (not a variable load or lift axle) before July 1, 1996, whose loaded weight exceeds that allowed by SDCL 32-22-21 but does not exceed 600 pounds per inch of tire width.

Non-divisible Loads - Allows for the movement of a non-divisible oversize but not overweight load being hauled on a single unit or combination of two units up to a width of 14 feet 6 inches. Side overhang may not exceed 3 feet 3 inches. Total combined front and rear overhang may not exceed 30 feet. Total length of a single unit is limited to 60 feet, including load overhang. Total length for a two-unit combination is limited to 85 feet, including load overhang, and the second unit's wheelbase may not exceed 43 feet. The vehicle operator must keep a trip log. Trip authorization is required if the load exceeds a width of 12 feet.

Lift Axle/ Variable Load Axle - Allows a motor vehicle to be overweight when making a turn due to the lifting of a lift axle or variable load axle to make the turn. This permit allows the raising of the lift axle 100 feet before beginning a turn provided the axle is lowered within 100 feet after completing the turn. Not available for trailers.

Oversize Trailer - Allows for the movement of a semi-trailer manufactured for moving oversize equipment up to 10 feet wide and up to 110 feet long, but not over height or overweight. Can be assigned to a trailer or the power unit.

Overlength semi-trailer - Allows for the movement of a semitrailer manufactured before July 1, 1998, over 53 feet long but not longer than 60 feet. The overall length of the tractor and semitrailer may not exceed 80 feet.

Slow on Interstate - This permit is valid only when no parallel route is available. Allows the movement of a vehicle that cannot maintain a speed of 40 miles per hour on interstate highways. The vehicle must display flashing warning lights and must be driven as far to the right as possible.

Deuel County Road Agreements

Deuel County requires the execution of a haul road agreement between the county and the contractor prior to the beginning of construction. The haul road agreement identifies haul roads, the condition of haul roads prior to construction, and sets forth the responsibilities of the contractor to make road-related improvements or to restore roadbeds and appurtenances to the condition they were in prior to the start of construction.

The Project will not be the first construction project within the study area to require a haul road agreement with Deuel County. The County has developed previous haul road agreements for wind and natural gas electrical generation projects and can use those agreements when developing a haul road agreement for the Project.

Construction Traffic

The impact of construction traffic will be addressed in permits issued by the State of South Dakota and by Haul Road Agreements issued by Brookings County and Deuel County. The greatest impact of construction traffic will be experienced on Deuel County roads because they are not designed for the amount of heavy traffic that will occur during the construction of the Project. This issue will be addressed in the Deuel County Haul Road Agreement and will require pre-and post-construction inspections to be completed to determine what must be done to improve haul roads prior to construction and what must be done to return haul roads to preconstruction conditions.

Dust mitigation measures should also be implemented on 192nd Street if dust resulting from construction traffic becomes an issue for residents. These measures could include applying water, calcium chloride, magnesium chloride, or another type of dust suppressant.

Operational Traffic

The impact of operational traffic will be minimal as it will consist largely of motor vehicle traffic to and from the facility. The expected 4 to 6 employees will have no significant impact on traffic patterns or traffic safety. No mitigation is recommended for operational traffic.

Determination: Mitigation Recommended – Dust Mitigation, Haul Road Agreements, and Transportation Permits

8 – Fire Protection

There are three fire departments located in Astoria, Brandt and Toronto that provide fire protection services within the six-mile study area. All three are staffed exclusively by volunteer firefighters. A total of 60 volunteer firefighters provide fire protection services within the survey area. All three fire departments have mutual aid agreements that allow neighboring firefighters to respond to events should the need arise.

Astoria, South Dakota

Fire Chief – Jason Landmark (605-690-0923)

Assistant Fire Chief – Sheldon Crooks (605-832-3351)

Volunteer Fire Department Staff 20 Firefighters

Community Fire Rating “Rural Rating”

Equipment:

- 2 Pumper (1 @ 1,000 gpm and 1 @ 800 gpm)
- 1 Tanker (1,800 gallons)
- 1 Grass Rig (250 gallons/200 gpm)
- 1 One-Ton Chevrolet 4 x 4

Ambulance Service: Hendricks, Minnesota, Gary, and Clear Lake, South Dakota

Brandt, South Dakota

Fire Chief – Andrew Johnson (605) 695-1781

Assistant Fire Chief – Marty Brown (605-520-3675)

Volunteer Fire Department Staff 17 Firefighters

Community Fire Rating “Rural Rating”

Equipment:

- 1 Pumper (1,000 gallons)
- 2 Tanker (1 @ 1,000 gallons, 1 @ 1,200 gallons and 1 @ 750 gallons)
- 3 Grass Rig (all @ 250 gallons/200 gpm)

Ambulance Service: Hendricks, Minnesota, Gary, and Clear Lake, South Dakota

Toronto, South Dakota

Fire Chief – Doyle Trooien (605-794-2921)

Volunteer Fire Department Staff23 Firefighters

Community Fire Rating “Rural Rating”

Equipment:

- 2 Pumper (1 @ 1,200 gpm and 1 @ 1,000 gpm)
- 2 Brush Rig (all 300 gallons @ 200 gpm)
- 1 Rescue Van

Ambulance Service: Hendricks, Minnesota, Gary, and Clear Lake, South Dakota

The South Dakota State Fire Marshal’s office was contacted and asked to share their thoughts about the Project’s impact to area fire departments. They suggested that local fire departments should be contacted by WMMPA prior to the start of construction to provide early education and response training to impacted fire departments and to determine the capacities of each department to respond to a fire call at the Project’s site.

Cory Borg, Deuel County Emergency Manager, was also contacted and asked to share his thoughts about the Project. He echoed the recommendations of the State Fire Marshall to provide early education and response training to impacted fire departments and to determine the capacities of each department to respond to a fire call at the project site. He also expressed the importance of effective communication between WMMPA and the fire departments during planning, construction and operation of the Project.

He noted that none of the area fire departments should experience any significant adverse impacts as a result of this proposed project.

Determination: Mitigation Recommended – Annual Training for Fire Protection

9 – Health

There are no healthcare facilities located within the six-mile study area. The construction and operation of the Project will have no impact on area healthcare facilities.

Determination: No Significant Impact

10 – Recreation

Existing recreational facilities that will be impacted by the construction and operation of the Project are located inside of the city limits of the three municipalities that fall within the six-mile study area. A summary of the impact to recreational facilities from the Astoria Station Social and Economic Impact Study can be found below.

Astoria

Existing Recreational Opportunities:

- City park with picnic tables, gazebo, and playground equipment
- Lighted softball complex

Existing Camper Hook-ups (both privately owned and operated):

- Crooks Family Site – 7 hook-ups north of Astoria
- Hulsebus Family Site – 6 hook-ups south of Astoria
- The Astoria Station project has had no adverse impact on existing recreational facilities.

Brandt

Existing Recreational Opportunities:

- City park with picnic tables, playground equipment, and restrooms
- Lighted softball complex

Camper Hook-ups:

- Brandt has discussed installing camper hook-ups in the past. Available municipally owned property to the south of the city park could be developed for this purpose at a reasonable cost.
- The Astoria Station project has had no adverse impact on existing recreational facilities.

Clear Lake

Existing Recreational Opportunities

- City Park with picnic tables, playground equipment, and restrooms

Camper Hook-ups:

- Clear Lake owns and operates two camper hook-up areas. One in town with 18 sites and one at the lake with 24 sites

Estelline

Existing Recreational Opportunities

- City Park with picnic tables, playground equipment, and restrooms

Camper Hook-ups:

- Estelline owns and operates one camper hook-up areas with 6 sites.

Toronto

Existing Recreational Opportunities:

- City park with picnic shelter, playground equipment and restrooms
- Lighted softball complex
- Tennis courts

Camper Hook-ups:

- Toronto owns and operates four camper hook-ups at the city park.
- The Astoria Station project had no adverse impact on existing recreational facilities.

One of the only noticeable impacts to recreational facilities associated with the construction of the Astoria Station project was a temporary increase in the demand for camper hook-ups. Many Astoria Station construction workers utilized campers as their means of housing during the duration of project construction. This resulted in existing camper hook-up sites within commuting distance of the construction site being occupied for extended periods of time.

A portion of the Project's construction workers are likely to occupy camper hook-up sites for the duration of project construction. This will create a short-term increase in the demand for camper hook-up sites. The anticipated 13-month long construction timeframe will not result in a long-term impact to recreational facilities within the project area.

Determination: No Significant Impact

11 – Government

Governmental entities located within the six-mile study area (Appendix G)

- Brookings County
- Deuel County
- Town of Astoria
- Town of Brandt
- Town of Toronto
- Deubrook School District 19-4
- Deuel School District 05-6
- Estelline School District 28-2

Governmental Entity Permits Summary

The proposed project site is located outside of any municipal boundaries and Deuel County will be the primary governmental entity impacted by the Project for permitting purposes. WMMPA will need to work closely with Deuel County officials to ensure compliance with all ordinances pertaining to the construction of the Project.

Deuel County zoning ordinances must be followed to obtain building permits for the Project. Meeting Deuel County’s noise ordinance requirements, adopted in 2024, must be addressed as part of the overall design of the Project (Appendix H).

Executing haul road agreements with Brookings County and Deuel County may be necessary if any of the construction materials needed to construct the Project are offloaded from rail and trucked to the project site meet or exceed the requirements of the impacted counties.

Executing a haul road agreement with Deuel County to ensure that the roads impacted by project construction are returned to a condition that meets or exceeds the condition of the impacted roads before the start of construction.

Governmental Entity Taxation Summary

The governmental entities that the Astoria Station facility project construction and operation impacted had either no impact or a positive impact to taxation within their jurisdiction. No perceived negative impacts on taxation were experienced by the Astoria Station project and no negative impacts on taxation are anticipated from the Toronto Power Project.

Sales Tax

WMMPA would be eligible for sales/tax relief for the project under South Dakota’s Reinvestment Payment Program. Applications approved under the program allow project owners to receive a reinvestment payment that does not exceed the sales/use tax paid on project costs. If WMMPA applies for sales/tax relief the application will be reviewed by the South Dakota Board of Economic Development.

Land Values

Land values within the platted property improved by the Toronto Power Plant project will increase substantially. It is expected that property taxes paid on the Project will be in excess of \$1 million per year and may be similar to that of Astoria Station, once the facility is fully operational and 100% of property taxes are being collected.

Land values outside of the platted property improved by the Project are not expected to increase or decrease noticeably. Adjacent properties are agricultural in nature and use, and are located within the agricultural zoning district. Land values of properties located near the Astoria Station facility have not been adversely impacted and the same outcome is expected as a result of the construction and operation of the Project.

Property Tax Impacts

Property tax rates and revenues are set in accordance with South Dakota State Law and can be changed by changes to the tax base or changes to the tax rates. Local governments are allowed to collect property tax revenue at a rate equal to the previous year's revenue plus an adjustment for inflation. This increase can be no more than the lesser of three percent or the Consumer Price Index (CPI). Construction of the Project will result in an increased total taxable valuation and tax rates automatically adjust to prevent exceeding the increase defined in State Law. This will result in property tax rates stabilizing for other landowners within the taxable boundaries of the Project.

Property tax rates for the Project were not known at the time this study occurred. The Astoria Station property was used as a comparable facility to provide an estimate of potential tax revenues to the various tax collecting local government entities impacted by the Project. The information below is not meant to be reflective of the Project and the figures in Table 12 may vary significantly from actual taxes generated by the Project.

Table 13 – Astoria Station Property Tax Information

Tax Year/Year Paid	Tax Rate	Deuel County	Deubrook School	Scandinavia Township	East Dakota Water	Rural Fire	Total Taxes Paid Each Year
2026/27	Discretionary Year 5-100%	\$284,124.29	\$1,035,006.07	\$92,162.60	\$1,930.57	\$11,482.63	\$1,424,706.16
2025/26	Discretionary Year 4-80%	\$187,491.28	\$644,261.48	\$60,044.69	\$1,259.67	\$7,592.83	\$900,649.96
2024/25	Discretionary Year 3-60%	\$123,723.95	\$401,034.23	\$39,119.61	\$821.92	\$5,020.72	\$569,720.43
2023/24	Discretionary Year 2-40%	\$816,44.42	\$249,632.26	\$25,486.75	\$536.29	\$3,319.92	\$360,619.64
2022/23	Discretionary Year 1-20%	\$420,77.08	\$151,404.74	\$13,631.88	\$285.62	\$1,700.74	\$209,100.06
2021/22	Construction	\$131,980.55	\$491,667.9	\$37,744.20	\$951.88	\$5,131.89	\$667,476.42
2020/21	Construction	\$64,921.20	\$241,938.53	\$18,763.96	\$487.65	\$2,501.86	\$328,613.20

Source: Deuel County Auditor's Office

Property Tax Discretionary Formula

WMMPA could pursue a phasing in of property taxes known as a discretionary formula. The projected annual property taxes are expected to be approximately \$1 million once the discretionary formula period ends.

Determination: Mitigation Recommended – Local Government Permits

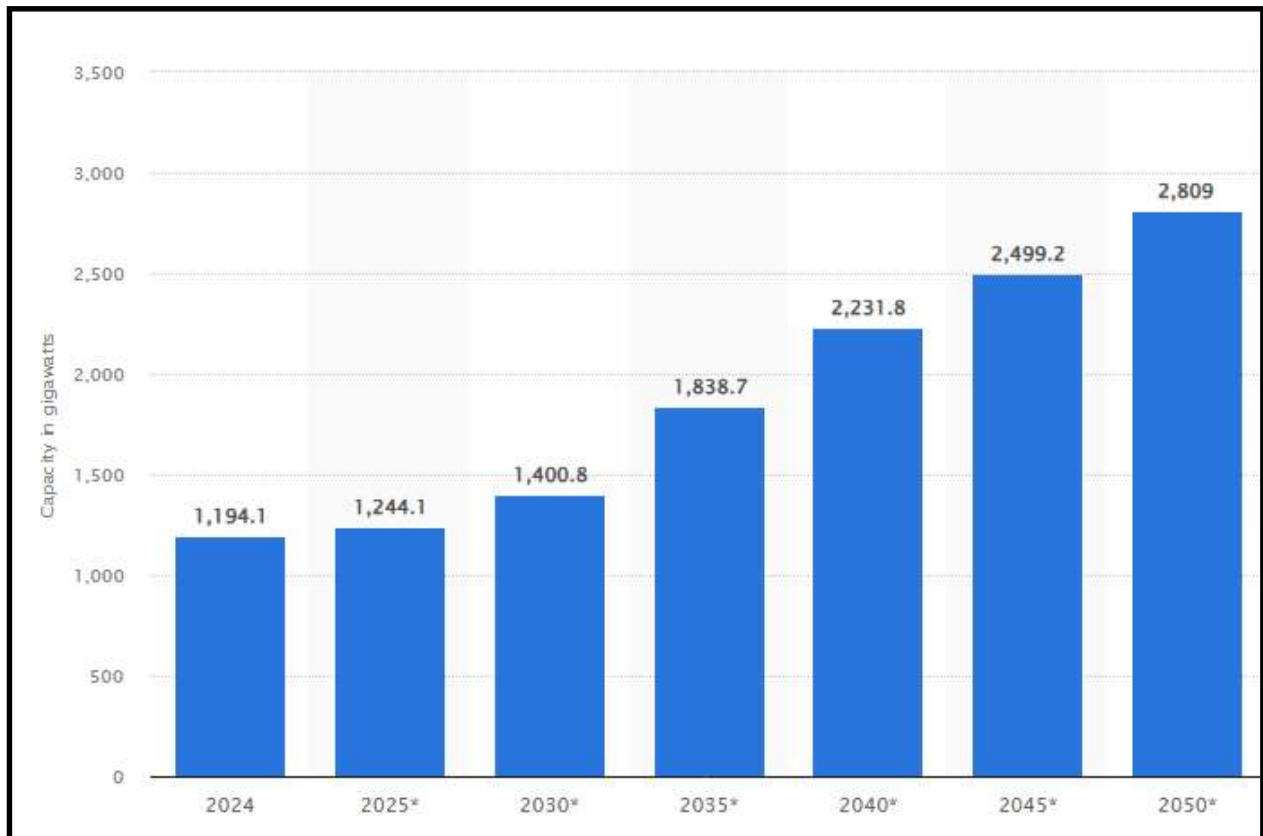
12 – Energy

Projected increases in the consumption of electricity creates a corresponding demand for the development of new power plants. Sources of electrical generation include coal, natural gas, nuclear, renewables and petroleum. Natural gas provides a reliable and affordable source of domestically sourced power that does not produce a significant adverse to the environment.

According to the Statista Research Department, May 19, 2025: “The net summer capacity of the electric power sector in the United States was estimated at 1.2 terawatts in 2024. This figure is expected to increase by more than 97 percent in the coming three decades, reaching almost three terawatts by 2050.”

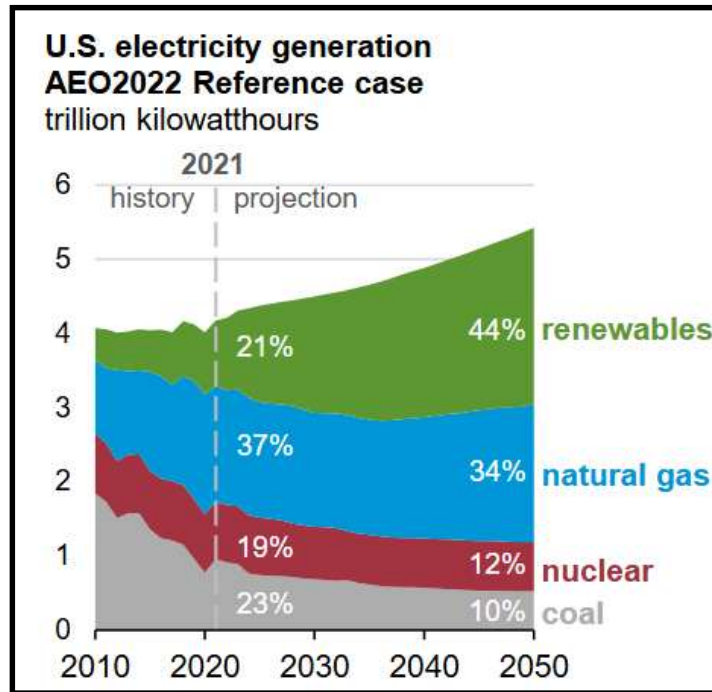
The following charts show electricity capacity and natural gas generation projections to 2050.

Chart 3: U.S. Electricity Capacity Outlook to 2050



Source: [U.S. electricity capacity outlook 2050](#) | Statista

Chart 4: U.S. Net Energy Generation from Select Fuels



Source: U.S. Energy Information Administration – Annual Energy Outlook 2022

Chart 5: U.S. Natural Gas Consumption for Electricity Generation

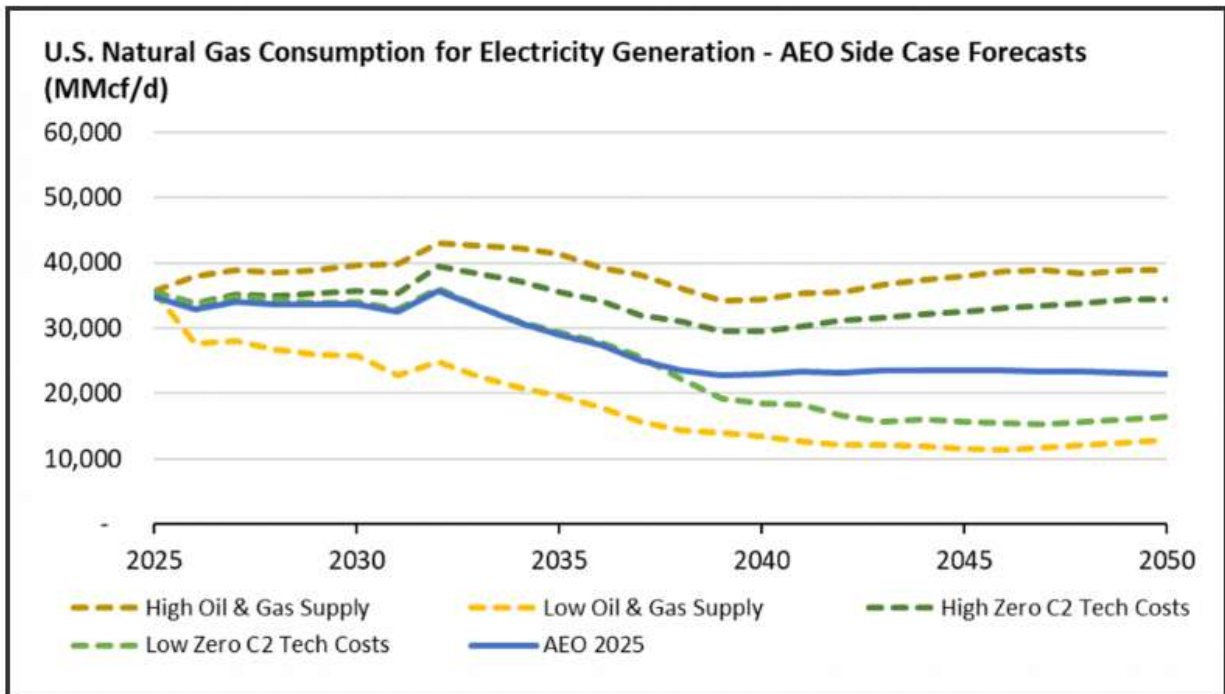


Figure 3: U.S. Energy Information Administration, Annual Energy Outlook, 2025.

Source: U.S. Energy Information Administration – Annual Energy Outlook 2025

The proposed Project will increase the area's capacity to generate electricity while not producing emissions that would have negatively impact the environment. WMMPA has chosen a project site that can be developed without significant disturbance to adjacent properties because the site is approximately a quarter of a mile from electrical distribution infrastructure as well as a site that intersects an existing natural gas pipeline. It would be difficult to locate a more ideal site for the development of a natural gas-fired power plant than the site chosen for the development of the Toronto Power Plant facility.

Determination: No Significant Impact

List of Appendices

Appendix A – 2022-2023 Profile of Deubrook Area School District 05-6

Appendix B – 2022-2023 Profile of Deuel School District 19-4

Appendix C – 2022-2023 Profile of Estelline School District 28-2

Appendix D – SD DOT Surfacing Log

Appendix E – SD DOT State Owned Structures

Appendix F –SD Traffic Flow Map

Appendix G – SD PUC Amended Order Designating Affected Area and Designating LRC

Appendix H – Deuel County Noise Ordinance

Appendix I – US Energy Information Administration – Annual Energy Outlook 2017

Appendix J – Local Review Committee Meeting Minutes

Appendix A – 2022-2023 Profile of Deubrook Area School District 05-6



as of 1/8/2024

2022-2023 Profile of Deubrook Area School District 05-6

100 School Ave, White, SD 57276

Home County: Brookings

Area in Square Miles: 251

Student Data	Teaching Staff Data	American College Test (ACT) *
Fall 2022 PK-12 Enrollment	Average Teacher Salary	English
423	\$48,395	21.0
Fall 2022 K-12 Fall Enrollment	Avg Years of Experience	Math
398	11.0	23.7
Fall 2022 State Aid Fall Enrollment	% with Advanced Degrees	Reading
399.00	18.2%	23.0
Open Enrolled Students Rec'd	Certified Instructional Staff	Science
110	31.0	22.0
December 2022 Federal Child Count*	Classroom Staff	Composite Score
58	0.0	22.6
% Special Needs Students*		Number Tested
13.7%		22
% Eligible for Free/Reduced Lunch**		
13.8%		
District Dropout Rate		
0.0%		
District Attendance Rate		
94.7%		
Student to Staff Ratio		
13.6		
Number of Graduates		
35		

* Child Count data not displayed when student count <10.

** No Free/Red. Lunch Eligible data are displayed when > 90%.

*No ACT data displayed when less than ten students are reported.

State Aid
Teacher Compensation
Average Teacher Compensation
\$62,364

Enrollment Data	State Aid Funding	Ending Fund Balance
Average Daily Attendance	General Aid	General
Average Daily Membership	\$1,127,785	\$1,823,267
PK	Special Education	Capital Outlay
23.542	\$0	\$2,290,118
KG-8	Sparsity	Special Education
269.966	\$0	\$894,137
9-12	Extraordinary Cost Fund*	Impact Aid
103.076	\$0	\$0
Total	Total State Aid	
396.584	\$1,127,785	

* Represents approved amount paid to district.

Cost per ADM*	
Educational Funds	\$11,013

* Includes selected expenditures from General, Capital Outlay, and Special Education

2022 Payable 2023 Taxable Valuations	
Agricultural	\$308,202,512
Owner Occupied	\$103,940,312
Other Non-Ag/Utilities	\$70,997,410
Total	\$483,140,234

2022 Payable 2023 Levy per Thousand	
Agricultural	\$1.525
Owner Occupied	\$3.413
Other Non-Ag/Utilities	\$7.063
Special Education	\$1.599
Capital Outlay	\$3.000
Bond Redemption	\$0.000

* District has an opt out of general fund levy.

Deubrook Area School District 05-6

Revenue by Fund				Other Fund Data		
	General	Capital Outlay	Special Education		Revenue	Expenditures
Local	\$1,589,437	\$1,495,766	\$801,989	Impact Aid	\$0	
County	\$21,592	\$0	\$0	Bond Redemption	\$0	\$0
State	\$1,907,598	\$0	\$0	Capital Projects	\$199	\$280,299
Federal	\$215,995	\$67,020	\$430	Food Service	\$238,934	\$236,457
Total	\$3,734,623	\$1,562,785	\$802,419	Other Enterprise	\$30,464	\$57,671

Expenditure by Fund			
	General	Capital Outlay	Special Education
K-12 Instruction	\$1,944,333	\$201,967	\$472,181
PK Instruction	\$0	\$0	\$7,899
Adult Instruction	\$0	\$0	\$0
Student/Staff Services	\$287,530	\$6,700	\$45,357
Administration Services	\$306,749	\$0	\$29,399
Fiscal Services	\$106,233	\$7,148	\$0
Fac./Acquis./Const. Services	\$0	\$93,660	\$0
Operation/Maint. Services	\$639,552	\$3,137	\$0
Transportation Services	\$289,689	\$0	\$0
Other Support Services	\$0	\$1,871	\$0
Community Services	\$0	\$0	\$0
Non-Programmed	\$0	\$0	\$0
Debt Service	\$0	\$367,350	\$0
Co-Curricular	\$154,772	\$35,899	\$0
Total Expenditures	\$3,728,858	\$717,732	\$554,836

Expenditure by Object Categories*						
	Salary	Benefit	Purchased Service	Supply	Property	Other
K-12 Instruction	\$1,729,732	\$545,802	\$42,287	\$298,952	\$0	\$1,708
PK Instruction	\$34,954	\$12,439	\$7,899	\$116	\$0	\$0
Adult Instruction	\$0	\$0	\$0	\$0	\$0	\$0
Student/Staff Services	\$204,091	\$53,775	\$72,647	\$7,082	\$1,991	\$0
Administration Services	\$238,717	\$77,059	\$14,001	\$2,532	\$0	\$3,840
Fiscal Services	\$65,422	\$34,154	\$1,620	\$11,145	\$0	\$1,040
Fac./Acquis./Const. Services	\$0	\$0	\$6,559	\$14,319	\$353,081	\$0
Operation/Maint. Services	\$117,563	\$53,521	\$315,208	\$93,207	\$0	\$63,190
Transportation Services	\$0	\$0	\$289,689	\$0	\$0	\$0
Other Support Services	\$58,491	\$19,251	\$5,125	\$149,905	\$0	\$5,555
Community Services	\$8,100	\$1,106	\$0	\$957	\$0	\$0
Non-Programmed	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	\$0	\$0	\$0	\$0	\$0	\$367,350
Co-Curricular	\$89,325	\$10,437	\$34,408	\$33,912	\$18,965	\$3,625
Total Expenditures	\$2,546,395	\$807,542	\$789,442	\$612,128	\$374,038	\$446,309

*Expenditure category data in the above table includes the sum of ALL K-12 funds operated by the district.

Appendix B – 2022-2023 Profile of Deuel School District 19-4



as of 1/8/2024

2022-2023 Profile of Deuel School District 19-4

410 5th St W, Clear Lake, SD 57226

Home County: Deuel

Area in Square Miles: 474

Student Data	Teaching Staff Data	American College Test (ACT) *
Fall 2022 PK-12 Enrollment	Average Teacher Salary	English
544	\$49,745	18.9
Fall 2022 K-12 Fall Enrollment	Avg Years of Experience	Math
510	13.6	18.7
Fall 2022 State Aid Fall Enrollment	% with Advanced Degrees	Reading
510.00	24.4%	20.3
Open Enrolled Students Rec'd	Certified Instructional Staff	Science
23	38.6	20.7
December 2022 Federal Child Count*	Classroom Staff	Composite Score
80	1.0	19.9
% Special Needs Students*		Number Tested
14.7%		30
% Eligible for Free/Reduced Lunch**		
16.7%		
District Dropout Rate		
0.0%		
District Attendance Rate		
94.6%		
Student to Staff Ratio		
13.7		
Number of Graduates		
39		

* Child Count data not displayed when student count <10.

** No Free/Red. Lunch Eligible data are displayed when > 90%.

*No ACT data displayed when less than ten students are reported.

State Aid Teacher Compensation
Average Teacher Compensation \$62,399

Enrollment Data	State Aid Funding	Ending Fund Balance
Average Daily Attendance	General Aid	General
Average Daily Membership	\$1,381,947	\$1,218,852
PK	Special Education	Capital Outlay
33.841	\$0	\$6,936,370
KG-8	Sparsity	Special Education
337.715	\$0	\$462,566
9-12	Extraordinary Cost Fund*	Impact Aid
149.067	\$0	\$0
Total	Total State Aid	
520.623	\$1,381,947	

* Represents approved amount paid to district.

Cost per ADM*	2022 Payable 2023 Taxable Valuations	2022 Payable 2023 Levy per Thousand
Educational Funds	Agricultural	Agricultural
\$10,209	\$451,285,680	\$1.362
	Owner Occupied	Owner Occupied
	\$159,833,339	\$3.048
	Other Non-Ag/Utilities	Other Non-Ag/Utilities
	\$115,664,212	\$6.308
	Total	Special Education
	\$726,783,231	\$1.016
		Capital Outlay
		\$2.212
		Bond Redemption
		\$0.000

* Includes selected expenditures from General, Capital Outlay, and Special Education

Deuel School District 19-4

Revenue by Fund				Other Fund Data		
	General	Capital Outlay	Special Education		Revenue	Expenditures
Local	\$2,385,246	\$1,679,241	\$719,245	Impact Aid	\$0	
County	\$28,093	\$0	\$0	Bond Redemption	\$0	\$0
State	\$2,167,046	\$0	\$0	Capital Projects	\$88,087	\$7,097,298
Federal	\$363,539	\$69,758	\$0	Food Service	\$305,903	\$410,038
Total	\$4,943,924	\$1,748,999	\$719,245	Other Enterprise	\$10,950	\$11,421

Expenditure by Fund			
	General	Capital Outlay	Special Education
K-12 Instruction	\$2,294,649	\$138,655	\$715,566
PK Instruction	\$68,063	\$0	\$8,154
Adult Instruction	\$0	\$0	\$0
Student/Staff Services	\$274,560	\$63,344	\$54,611
Administration Services	\$462,917	\$0	\$911
Fiscal Services	\$176,219	\$16,110	\$0
Fac./Acquis./Const. Services	\$0	\$263,151	\$0
Operation/Maint. Services	\$596,113	\$65,101	\$0
Transportation Services	\$354,844	\$142,364	\$470
Other Support Services	\$47,071	\$4,728	\$40
Community Services	\$0	\$0	\$0
Non-Programmed	\$0	\$0	\$0
Debt Service	\$0	\$115,498	\$0
Co-Curricular	\$266,745	\$34,347	\$0
Total Expenditures	\$4,541,181	\$843,299	\$779,752

Expenditure by Object Categories*						
	Salary	Benefit	Purchased Service	Supply	Property	Other
K-12 Instruction	\$2,267,234	\$660,539	\$8,662	\$223,486	\$0	\$0
PK Instruction	\$48,692	\$19,164	\$8,154	\$578	\$0	\$0
Adult Instruction	\$0	\$0	\$0	\$0	\$0	\$0
Student/Staff Services	\$203,402	\$50,638	\$57,815	\$74,427	\$4,538	\$1,695
Administration Services	\$283,532	\$112,075	\$47,558	\$8,821	\$0	\$11,842
Fiscal Services	\$110,164	\$51,057	\$8,812	\$19,118	\$0	\$3,177
Fac./Acquis./Const. Services	\$0	\$0	\$0	\$0	\$7,360,449	\$0
Operation/Maint. Services	\$151,635	\$42,302	\$291,563	\$105,434	\$23,627	\$46,653
Transportation Services	\$170,032	\$23,712	\$65,787	\$85,063	\$142,364	\$10,719
Other Support Services	\$116,758	\$56,475	\$15,874	\$272,048	\$0	\$722
Community Services	\$0	\$0	\$0	\$0	\$0	\$0
Non-Programmed	\$0	\$0	\$0	\$0	\$0	\$0
Debt Service	\$0	\$0	\$0	\$0	\$0	\$115,498
Co-Curricular	\$157,314	\$20,711	\$72,695	\$48,200	\$0	\$2,172
Total Expenditures	\$3,508,764	\$1,036,674	\$576,921	\$837,175	\$7,530,978	\$192,478

*Expenditure category data in the above table includes the sum of ALL K-12 funds operated by the district.

Appendix C – 2022-2023 Profile of Estelline School District 28-2



as of 1/8/2024

2022-2023 Profile of Estelline School District 28-2

708 Davis Ave E, Estelline, SD 57234

Home County: Hamlin

Area in Square Miles: 174

Student Data	Teaching Staff Data	American College Test (ACT) *
Fall 2022 PK-12 Enrollment	Average Teacher Salary	English
274	\$50,251	19.8
Fall 2022 K-12 Fall Enrollment	Avg Years of Experience	Math
265	11.9	20.7
Fall 2022 State Aid Fall Enrollment	% with Advanced Degrees	Reading
267.13	33.3%	22.6
Open Enrolled Students Rec'd	Certified Instructional Staff	Science
39	23.3	22.6
December 2022 Federal Child Count*	Classroom Staff	Composite Score
52	0.0	21.5
% Special Needs Students*		Number Tested
19.0%		10
% Eligible for Free/Reduced Lunch**		
24.5%		
District Dropout Rate		
1.7%		
District Attendance Rate		
94.7%		
Student to Staff Ratio		
11.8		
Number of Graduates		
17		
	State Aid Teacher Compensation	
	Average Teacher Compensation	
	\$65,243	

* Child Count data not displayed when student count <10.

** No Free/Red. Lunch Eligible data are displayed when > 90%.

*No ACT data displayed when less than ten students are reported.

Enrollment Data	State Aid Funding	Ending Fund Balance
Average Daily Attendance	General Aid	General
Average Daily Membership	\$800,845	\$1,465,549
PK	Special Education	Capital Outlay
8.286	\$0	\$891,222
KG-8	Sparsity	Special Education
177.016	\$0	\$101,060
9-12	Extraordinary Cost Fund*	Impact Aid
74.156	\$0	\$0
Total	Total State Aid	
259.458	\$800,845	
	* Represents approved amount paid to district.	
Cost per ADM*	2022 Payable 2023 Taxable Valuations	2022 Payable 2023 Levy per Thousand
Educational Funds	Agricultural	Agricultural
\$13,821	\$208,219,961	\$1.902
* Includes selected expenditures from General, Capital Outlay, and Special Education	Owner Occupied	Owner Occupied
	\$90,997,844	\$4.256
	Other Non-Ag/Utilities	Other Non-Ag/Utilities
	\$110,118,428	\$8.809
	Total	Special Education
	\$409,336,233	\$1.599
		Capital Outlay
		\$0.932
		Bond Redemption
		\$0.000
		* District has an opt out of general fund levy.

Estelline School District 28-2

Revenue by Fund				Other Fund Data		
	General	Capital Outlay	Special Education		Revenue	Expenditures
Local	\$1,948,682	\$403,942	\$664,526	Impact Aid	\$0	
County	\$11,428	\$59	\$98	Bond Redemption	\$0	\$0
State	\$904,142	\$0	\$0	Capital Projects	\$0	\$0
Federal	\$243,117	\$18,966	\$0	Food Service	\$174,157	\$201,912
Total	\$3,107,369	\$422,967	\$664,624	Other Enterprise	\$2,425	\$3,582

Expenditure by Fund			
	General	Capital Outlay	Special Education
K-12 Instruction	\$1,689,936	\$17,046	\$452,804
PK Instruction	\$31,452	\$0	\$5,566
Adult Instruction	\$0	\$0	\$0
Student/Staff Services	\$211,281	\$23,725	\$77,557
Administration Services	\$342,343	\$0	\$1,289
Fiscal Services	\$115,919	\$0	\$0
Fac./Acquis./Const. Services	\$0	\$81,323	\$0
Operation/Maint. Services	\$405,217	\$85,892	\$0
Transportation Services	\$177,606	\$88,072	\$71,554
Other Support Services	\$523	\$0	\$3,925
Community Services	\$0	\$0	\$0
Non-Programmed	\$37,034	\$0	\$0
Debt Service	\$0	\$3,926	\$0
Co-Curricular	\$155,490	\$47,179	\$0
Total Expenditures	\$3,166,801	\$347,164	\$612,696

Expenditure by Object Categories*						
	Salary	Benefit	Purchased Service	Supply	Property	Other
K-12 Instruction	\$1,323,474	\$377,788	\$135,804	\$312,181	\$6,750	\$3,789
PK Instruction	\$23,616	\$3,739	\$5,566	\$4,097	\$0	\$0
Adult Instruction	\$0	\$0	\$0	\$0	\$0	\$0
Student/Staff Services	\$132,264	\$30,464	\$106,701	\$18,172	\$23,725	\$1,238
Administration Services	\$208,998	\$75,378	\$32,853	\$18,833	\$0	\$7,570
Fiscal Services	\$67,269	\$29,305	\$3,101	\$15,240	\$0	\$1,004
Fac./Acquis./Const. Services	\$0	\$0	\$0	\$0	\$81,323	\$0
Operation/Maint. Services	\$84,800	\$25,783	\$178,428	\$68,142	\$83,021	\$50,934
Transportation Services	\$93,657	\$16,038	\$63,410	\$50,924	\$88,072	\$25,130
Other Support Services	\$49,456	\$26,136	\$3,824	\$116,878	\$0	\$10,065
Community Services	\$2,550	\$252	\$0	\$780	\$0	\$0
Non-Programmed	\$7,200	\$551	\$0	\$0	\$0	\$29,283
Debt Service	\$0	\$0	\$0	\$0	\$0	\$3,926
Co-Curricular	\$83,835	\$9,585	\$31,699	\$39,060	\$31,365	\$7,126
Total Expenditures	\$2,077,119	\$595,019	\$561,386	\$644,307	\$314,257	\$140,065

*Expenditure category data in the above table includes the sum of ALL K-12 funds operated by the district.

Appendix D – SD DOT Surfacing Log
 South Dakota Department of Transportation
 Transportation Inventory Management & Research

Highway	Beg MRM	Beg Disp	End MRM	End Disp	Length	Project Number	Width	Layer Year	CL	Course Thick	AC Type	AC %	Percent RAP	Percent Total Oil	Base Thck	Base -or- Sub Base	Year Seal	Year CRSL
Deuel																		
015	128.23	0.000	138.00	0.944	10.515	ES 0012(154)	24	1950	AF3	3.0		0	0	0	6.0	BC	2013	2012
							24	1978	AD3	1.3	AC 2.5	6.5	0	0				
							24	1988	AD3	1.0	AC 10	6.0	0	0				
							24	2010	AJ3	1.5	PG 58-28	4.5	20	5.4				
015	138.00	0.944	139.35	0.372	0.777	ES 0012(154)	28	1994	AG3	2.0	AC 10	6.0	0	0	7.0	SALV AC/B	2013	2012
							28	1994	AG3	1.0	AC 10	6.0	0	0				
							28	2010	AJ3	1.5	PG 58-28	4.5	20	5.4				
015	139.35	0.372	140.42	0.015	0.750	ES 0012(154)	24	1950	AF3	3.0		0	0	0	6.0	BC	2013	2012
							24	1978	AD3	1.3	AC 2.5	6.5	0	0				
							24	1988	AD3	1.0	AC 10	6.0	0	0				
							24	2010	AJ3	1.5	PG 58-28	4.5	20	5.4				
015	140.42	0.015	140.75	0.040	0.354	P 0015(74)140	40	1994	AG3	2.0	AC 10	6.4	0	0	7.0	SALV AC/B	2017	2017
							40	1994	AG3	1.0	AC 10	6.4	0	0				
							40	2014	AJ3	2.0	PG 58-34	4.1	0	5.4				
015	140.75	0.040	141.19	0.029	0.444	P 0015(74)140	56	1936	AF3	2.5		0.0	0	0	4.0	BC	2017	2017
							56	1958	AF3	3.0		0.0	0	0				
							56	2014	AJ3	2.0	PG 58-34	4.1	0	5.4				
015	141.19	0.029	141.42	0.034	0.242	P 0015(74)140	40	1991	AG3	3.0	AC 10	6.4	0	0	14.0	BC	2017	2017
							40	2014	AJ3	2.0	PG 58-34	4.1	0	5.4				
015	141.42	0.034	146.00	0.386	4.944	P 0015(74)140	28	1940	AF3	2.0		0.0	0	0	5.0	BC	2017	2017
							28	1958	AF3	3.0		0.0	0	0				
							28	1986	AD3	1.0	AC 5	6.5	0	0				
							28	2014	AJ3	2.0	PG 58-34	4.1	0	5.4				
015	146.00	0.386	147.00	0.177	0.797	P 0015(74)140	24	1966	AG3	3.5		0.0	0	0	11.0	BC	2017	2017
							24	1986	AD3	1.0	AC 5	6.5	0	0				
							24	2014	AJ3	2.0	PG 58-34	4.1	0	5.4				
015	147.00	0.177	149.00	0.861	2.640	P 0015(74)140	28	1940	AF3	2.0		0.0	0	0	5.0	BC	2017	2017
							28	1958	AF3	3.0		0.0	0	0				
							28	1986	AD3	1.0	AC 5	6.5	0	0				
							28	2014	AJ3	2.0	PG 58-34	4.1	0	5.4				
015	149.00	0.861	150.50	0.000	0.684	P 0015(74)140	24	1971	AE3	4.0		0.0	0	0	0		2017	2017
							24	1971	AE3	3.0		0.0	0	0				

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South Dakota Department of Transportation
 Transportation Inventory Management & Research

Highway	Beg MRM	Beg Disp	End MRM	End Disp	Length	Project Number	Width	Layer Year	CL	Course Thick	AC Type	AC %	Percent RAP	Percent Total Oil	Base Thck	Base -or- Sub Base	Year Seal	Year CRSL
Deuel																		
							24	1971	AG3	1.5		0.0	0	0				
							24	1990	AG3	1.5		0.0	0	0				
							24	2014	AJ3	2.0	PG 58-34	4.1	0	5.4				
015	155.30	0.000	158.30	0.000	3.011	P 0015(84)155	28	2022	AK3	2.0	PG 58-34	4.4	17	5.5	12.0	SALV AC/B		
							28	2022	AK3	2.5	PG 58-34	4.4	17	5.5				
022	360.63	0.000	360.71	0.242	0.329	P 0022(72)348	24		AA3	2.8		0.0	0	0	8.0	BC		2023
							24	1975	AG3	1.5		0.0	0	0				
							24	2000	AM3	1.0	PG 58-34	5.6	0	0				
							24	2021	AJ3	2.0	PG 58-34	4.1	20	5.2				
022	360.71	0.242	370.00	0.350	9.406	P 0022(70)360	24	1980	AF3	2.0		0.0	0	0	14.0	BC		1987
							24	1981	AD3	0.5	AC 5	6.5	0	0				
							24	2002	AM3	1.3	PG 64-28	6.2	0	0				
							24	2002	AM3	0.5	PG 64-28	6.2	0	0				
							24	2022	AK3	2.0	PG 58-34	4.0	21	5.7				
022	370.00	0.350	370.57	0.000	0.222	P 0022(70)360	24	1955	AF3	1.5		0.0	0	0	9.0	BC		1972
							24	1981	AD3	0.5	AC 5	6.5	0	0				
							24	2002	AM3	1.3	PG 64-28	6.2	0	0				
							24	2002	AM3	0.5	PG 64-28	6.2	0	0				
							24	2022	AK3	2.0	PG 58-34	4.0	21	5.7				
022	370.57	0.000	381.00	0.415	10.776	P 0022(63)370	28		AA3	1.2		0.0	0	0	9.0	BC		2023 2022
							28	1955	AF3	1.5		0.0	0	0				
							28	1983	AD3	1.5	AC 5	6.6	0	0				
							28	2001	AL3	1.0	PG 58-34	5.8	0	0				
							28	2020	AJ3	2.0	PG 58-34	4.0	21	5.3				
022	381.00	0.415	381.36	0.302	0.512	P 0022(63)370	48	2020	AJ3	2.5	PG 58-34	4.0	21	5.3	12.0	SALV AC/B		2023 2022
							48	2020	AJ3	2.5	PG 58-34	4.0	21	5.3				
022	381.36	0.302	383.92	0.000	2.045	P 0022(63)370	28		AA3	1.2		0.0	0	0	9.0	BC		2023 2022
							28	1955	AF3	1.5		0.0	0	0				
							28	1983	AD3	1.5	AC 5	6.6	0	0				
							28	2001	AL3	1.0	PG 58-34	5.8	0	0				
							28	2020	AJ3	2.0	PG 58-34	4.0	21	5.3				
028	355.52	0.000	356.51	0.221	1.229	ES 0012(154)	26	1959	AE3	3.0		0	0	0	7.0	BC		2013 2012

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South Dakota Department of Transportation Transportation Inventory Management & Research

Highway	Beg MRM	Beg Disp	End MRM	End Disp	Project Length	Project Number	Width	Layer Year	CL	Course Thick	AC Type	AC %	Percent RAP	Percent Total Oil	Base Thck	Base -or- Sub Base	Year Seal	Year CRSL
Deuel																		
							26	1972	AE4	1.5	AC 5	6.6	0	0				
							26	1991	AE2	0.5	AC 10	6.5	0	0				
							26	2010	AJ3	1.5	PG 58-28	4.5	20	5.4				
028	356.51	0.221	357.02	0.277	0.550	ES 0012(154)	34	2004	AE3	2.0	PG 64-28	6.0	0	0	12.0	SALV AC/B	2013	2012
							34	2004	AE3	1.0	PG 64-28	6.0	0	0				
							34	2010	AJ3	1.5	PG 58-28	4.5	20	5.4				
028	357.02	0.277	360.48	0.300	3.485	ES 0012(154)	26	1959	AE3	3.0		0	0	0	7.0	BC	2013	2012
							26	1972	AE4	1.5	AC 5	6.6	0	0				
							26	1991	AE2	0.5	AC 10	6.5	0	0				
							26	2010	AJ3	1.5	PG 58-28	4.5	20	5.4				
028	360.48	0.300	361.00	0.190	0.410	ES 0012(154)	26	1943	TG6	0.8		0	0	0	6.0	BC	2013	2012
							26	1952	AD3	1.5		0	0	0				
							26	1972	AE4	1.5	AC 5	6.6	0	0				
							26	1991	AE2	1.0	AC 10	6.5	0	0				
							26	2010	AJ3	1.5	PG 58-28	4.5	20	5.4				
028	361.00	0.190	361.68	0.207	0.681	ES 0012(154)	24	1972	AG3	3.0	AC 5	6.5	0	0	8.0	BC	2013	2012
							24	1993	AG3	0.5	AC 5	6.6	0	0				
							24	2010	AJ3	1.5	PG 58-28	4.5	20	5.4				
028	361.68	0.207	365.36	0.000	3.631	ES 0012(154)	26		AA	0.5		0	0	0	6.0	BC	2013	2012
							26	1943	TG6	0.8		0	0	0				
							26	1950	AF3	3.0		0	0	0				
							26	1952	AD3	1.5		0	0	0				
							26	1978	AD3	1.3	AC 2.5	6.5	0	0				
							26	1987	AD3	1.0	AC 10	6.0	0	0				
							26	1987	AD3	1.0	AC 10	6.0	0	0				
							26	2010	AJ3	1.5	PG 58-28	4.5	20	5.4				
028	365.36	0.000	365.36	0.291	0.291	P 0028(41)365	26	1956	AF3	1.5		0.0	0	0	11.0	BC	1968	2023
							26	1983	AD3	1.5	AC 2.5	6.3	0	0				
							26	1987	AD3	1.0	AC 10	6.0	0	0				
							26	2002	AL3	1.0	PG 58-28	5.3	0	0				
							26	2021	AJ3	2.0	PG 58-34	4.0	21	5.2				
028	365.36	0.291	367.38	0.000	1.463	P 0028(41)365	26		AA3	1.0		0.0	0	0	11.0	BC	1968	2023

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South Dakota Department of Transportation

Transportation Inventory Management & Research

Highway	Beg MRM	Beg Disp	End MRM	End Disp	Length	Project Number	Width	Layer Year	CL	Course Thick	AC Type	AC %	Percent RAP	Percent Total Oil	Base Thck	Base -or- Sub Base	Year Seal	Year CRSL
Deuel																		
							26	1956	AF3	1.5		0.0	0	0				
							26	1983	AD3	1.5	AC 2.5	6.3	0	0				
							26	2002	AL3	1.0	PG 58-28	5.3	0	0				
							26	2021	AJ3	2.0	PG 58-34	4.0	21	5.2				
028	367.38	0.000	367.88	0.000	0.402	P 0028(19)365	54		AA3	1.0		0.0	0	0	11.0	BC	2013	2004
							54	1956	AF3	1.5		0.0	0	0				
							54	1983	AD3	1.5	AC 2.5	6.3	0	0				
							54	2002	AL3	2.0	PG 58-28	5.3	0	0				
028	367.88	0.000	377.06	0.000	9.277	P 0028(41)365	26		AA3	1.0		0.0	0	0	11.0	BC	1968	2023
							26	1956	AF3	1.5		0.0	0	0				
							26	1983	AD3	1.5	AC 2.5	6.3	0	0				
							26	2002	AL3	1.0	PG 58-28	5.3	0	0				
							26	2021	AJ3	2.0	PG 58-34	4.0	21	5.2				
029 N	148.84	0.000	151.31	0.371	2.734	IM 0295(31)141	26	2009	CD1	11.0	Quartzite	20.0	0	0	5.0	SALV AC/B		
029 N	151.31	0.371	164.53	0.000	12.990	IM-BRF 29-6 (15)151	26	2005	CC1	10.0	Granite/Quartzite Mixture	99.9	0	0	5.0	BC		
029 S	148.84	0.000	151.22	0.470	2.803	IM00295 22	26	2007	CC1	10.5	Quartzite	99.9	0	0	5.0	SALV AC/B		
029 S	151.22	0.470	164.53	0.000	12.931	IM00296 21	26	2003	CC3	10.0	Quartzite	99.9	0	0	10.0	BC		
101	85.50	0.000	88.49	0.000	2.796	P 0022(63)370	28		AA3	1.2		0.0	0	0	5.0	BC	2023	2022
							28	1955	AF3	1.5		0.0	0	0				
							28	1983	AD3	1.5	AC 5	6.6	0	0				
							28	2001	AL3	1.0	PG 58-34	5.8	0	0				
							28	2020	AJ3	2.0	PG 58-34	4.0	21	5.3				
101	88.49	0.000	88.72	0.000	0.252	P 0022(63)370	44	1955	AF3	2.0		0	0	0	12.0	BC	2023	2022
							44	2001	AL3	1.0	PG 58-34	5.8	0	0				
							44	2020	AJ3	2.0	PG 58-34	4.0	21	5.3				
212	388.45	0.000	389.89	0.078	1.757	NH 0212(162)380	28	1985	CP1	8.5	Natural Aggregate of all others	15.0	0	0	5.0	BC		
							28	2017	CD1	7.0	Quartzite	12.0	0	0				
212	389.89	0.078	397.00	0.275	7.301	NH 0212(171)389	28	1985	CP1	8.5	Natural Aggregate of all others	15.0	0	0	6.0	BC		
							28	2017	CD1	7.0	Quartzite	12.0	0	0				

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South Dakota Department of Transportation Transportation Inventory Management & Research

Highway	Beg MRM	Beg Disp	End MRM	End Disp	Length	Project Number	Width	Layer Year	CL	Course Thick	AC Type	AC %	Percent RAP	Percent Total Oil	Base Thck	Base -or- Sub Base	Year Seal	Year CRSL
Detuel																		
212	397.00	0.275	412.45	0.000	14.754	NH 0212(173)397	28	1971	AE3	4.0		0.0	0	0	0			
							28	1973	AE2	3.0		0.0	0	0				
							28	1973	AE2	1.0		0.0	0	0				
							28	1990	AG3	1.0	AC 20 R	5.7	0	0				
							28	2019	CD1	8.0	Granite	14.0	0	0				

Appendix E – SD DOT State Owned Structures

SDDOT State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
02000135	370 AVE	0	I090	AURORA & BRULE CO LINE	75	92.7
02014137	I090 W	293.52	PLATTE CK	3.2 W WHITE LAKE INTERCH	3565	97.8
02014138	I090 E	293.52	PLATTE CK	3.2 W WHITE LAKE INTERCH	3565	97.8
02018140	FAS COUNTY RD	0	I090	2.6 W WHITE LAKE INTERCH	295	99.8
02040149	I090 P	296.72	I090	WHITE LAKE INTERCHANGE	215	95
02070155	377 AVE	0	I090	3.0 E WHITE LAKE INTERCH	25	99
02100155	380 AVE (FAS)	0	I090	6.0 E WHITE LAKE INTERCH	48	99
02140155	384 AVE	0	I090	2.0 W PLANKINTON INTERCH	35	99
0215C158	SD258	277.05	I090	PLANKINTON INTERCHANGE	810	86.6
02180013	US281	85.89	FIRESTEEL CK	1.3 S N COUNTY LINE	945	86.5
0218006B	US281	79.94	WEST BR FIRESTEEL CK	8.5 N I 90 INTERCH	950	87.8
02180165	US281	70.33	I090	US 281 INTERCHANGE	1087	93
02220165	392 AVE	0	I090	2 W EAST CO LINE	38	98
02220166	I090 WF (392 AVE)	290.02	CK	4 E I90 & US 281 INTERCH	38	99.8
03100133	US014	327.69	CAIN CK	2 NW OF WOLSEY	1815	93
03239216	SD037 S	124.22	STONY RUN CK	3.5 S JCT US 14	1471	98.6
03239257	SD037 S	120.06	CAIN CK	4.4 N SANBORN CO LINE	1471	98.6
03240050	SD037	140.95	JAMES RV	4.9 S SPINK CO LINE	2070	72
03240216	SD037 N	124.22	STONY RUN CK	3.5 S JCT US 14	1471	98.6
03240257	SD037 N	120.06	CAIN CK	4.4 N SANBORN CO LINE	1471	98.6
03246179	US014 WF	346.22	RAVINE LK	0.5 E JCT SD 37	50	49.3
03246180	US014 W	346.22	RAVINE LK	0.5 E JCT SD 37	2485	89.1
03246181	US014 E	346.22	RAVINE LK	0.5 E JCT SD 37	2485	78.4
03253180	US014	346.97	JAMES RV	1.3 E JCT SD 37	3520	76.9
03254180	COMMERCIAL ROUTE	0	US014	1.4 E JCT SD 37	600	87
06184044	I029 S	144.44	BR NORTH DEER CK	4.4 S DEUEL CO LINE	3565	97.2
06184050	I029 S	143.8	201 ST	3 N SD 30 INTERCH	3565	97.8
06184074	I029 S	141.45	CK	0.6 N SD 30 INTERCH	3565	96.5
06184139	I029 S	134.94	SIX MILE CK	1.1 N US14 BY-PASS	4355	96.5
06184169	I029 S	131.89	PRIVATE RD, D M & E RR	0.9 S US 14 INTERCH	5420	74.7
06184218	I029 S	127.05	MEDARY CK	2.2 N MOODY CO LINE	6005	77.6
06185010	I029 N	147.8	197 ST	1 S DEUEL CO LINE	3565	95.8
06185031	I029 N	145.85	NORTH DEER CK	3.1 S DEUEL CO LINE	3565	97.7
06185044	I029 N	144.44	BR NORTH DEER CK	4.4 S DEUEL CO LINE	3565	97.2

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
06185050	I029 N	143.8	201 ST	3 N SD 30 INTERCH	3565	97.8
06185074	I029 N	141.45	CK	0.6 N SD 30 INTERCH	3565	96.5
06185110	207 ST	0	I029	3 S SD 30 INTERCH	146	98.8
06185130	209 ST	0	I029	2 N US14 BY PASS	83	99
06185139	I029 N	134.94	SIX MILE CK	1.1 N US14 BY-PASS	4355	96.5
06185150	US014 B	421.34	I029	US14 BY-PASS INTERCHANGE	2450	88.3
06185159	US014 W	421.97	I029	US 14 & I 29 INTERCHANGE	2350	88.3
06185160	US014 E	421.97	I029	US 14 & I 29 INTERCHANGE	2350	88.3
06185169	I029 N	131.89	PRIVATE RD, D M & E RR	0.9 S US 14 INTERCH	5420	74.7
03359180	US014	357.51	PEARL CK	2.8 E OF CAVOUR	1915	91.5
03393180	US014	360.8	MIDDLE PEARL CK	2.7 W OF IROQUOIS	1915	91.5
04190180	SD073	9.72	LITTLE WHITE RV	3 S OF MARTIN	330	93.8
04197215	SD073	6.28	LAKE CK	6.3 S JCT US 18	330	81.7
05029110	IRR SD050	343.64	DRY CHOTEAU CK	2.1 W OF AVON	1145	80.7
05030060	IRR SD046	298.53	DRY CHOTEAU CK	WEST CO LINE	665	80
05100104	SD037	26.08	CK	1.6 N JCT SD 50	870	76.4
05100118	SD037	24.7	CK	0.3 N JCT SD 50	870	81.6
05103120	SD050	351.24	WEST BR EMANUEL CK	0.3 E JCT SD 37 NORTH	2560	80.5
05112210	SD037	9.25	EMANUEL CK	2.8W & .2N OF SPRINGFIELD	545	98.6
05130120	SD050	353.94	EMANUEL CK	1.0 W JCT SD 37 SOUTH	2560	78.3
05131060	SD046	308.68	EMANUEL CK	3.1 E JCT SD 37	530	94.6
05198180	SD052	320.87	SNATCH CK	6.0 E JCT SD 37	820	94.4
05199135	SD050	361.16	SNATCH CK	3.3 NW JCT SD 25	2335	81.2
05230017	SD025	20.23	DAWSON CK	SE CORNER SCOTLAND	788	53.5
06116150	US014 W	414.6	BIG SIOUX RV OVERFLOW	1.7 MI EAST OF VOLGA	3645	99.8
06116151	US014 E	414.6	BIG SIOUX RV OVERFLOW	1.7 E OF VOLGA	3645	89.5
06119150	US014 W	415.13	BIG SIOUX RV	1.9 MI EAST OF VOLGA	3645	99.8
06119151	US014 E	415.13	BIG SIOUX RV	1.9 E OF VOLGA	3645	89.5
06124150	US014 W	415.31	BIG SIOUX RV OVERFLOW	2.4 MI EAST OF VOLGA	3645	99.8
06124151	US014 E	415.31	BIG SIOUX RV OVERFLOW	2.4 E OF VOLGA	3645	89.5
06126150	US014 W	415.45	BIG SIOUX RV OVERFLOW	2.5 MI EAST OF VOLGA	3645	99.8
06126151	US014 E	415.45	BIG SIOUX RV OVERFLOW	2.5 E OF VOLGA	3645	89.5
06185080	SD030	358.53	I029	SD 30 INTERCHANGE	801	99
06139150	US014 W	416.84	NORTH DEER CK	3.9 MI EAST OF VOLGA	3645	99.8

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
06139151	US014 E	416.84	NORTH DEER CK	3.9 E OF VOLGA	3645	89.5
06141150	US014 W	417.08	NORTH DEER CK OVERFLOW	4.1 MI EAST OF VOLGA	3645	99.8
06141151	US014 E	417.08	NORTH DEER CK OVERFLOW	4.1 E OF VOLGA	3645	89.5
06154150	US014 W	418.23	US014 B	1N 1.6W BROOKINGS	2100	100
06154153	US014 E	418.4	WEST BR SIX MILE CK	0.2 SE JCT US 14 BY-PASS	2100	99.9
06155153	US014 W	418.44	WEST BR SIX MILE CK	0.2 SE JCT US 14 BY-PASS	2100	99.9
06158158	US014 E	419.11	SIX MILE CK	1 SE JCT US 14 BY-PASS	1910	99.9
06159158	US014 W	419.15	SIX MILE CK	1 SE JCT US 14 BY-PASS	1910	85.9
06166150	US014 B	419.47	SIX MILE CK	2.0 W I 29 INTERCH	5128	99.3
06169150	US014 B	419.85	EAST BR SIX MILE CK	1.6 W I 29 INTERCH	10256	98.6
06178080	SD030	357.71	BR NORTH DEER CK	0.8 W I 29 INTERCH	555	88.2
06184010	I029 S	147.8	197 ST	1 S DEUEL CO LINE	3565	96.8
06184031	I029 S	145.85	NORTH DEER CK	3.1 S DEUEL CO LINE	3565	97.7
06185190	215 ST	0	I029	3 S US 14 INTERCH	410	86.9
06185210	SD324	357.54	I029	SD 324 INTERCHANGE	1020	89.3
06185218	I029 N	127.05	MEDARY CK	2.3 N MOODY CO LINE	6005	78.6
06185230	219 ST	0	I029	1 N MOODY CO LINE	95	98
06189211	SD324	357.88	MEDARY CK OVERFLOW	0.4 E I 29 INTERCH	1020	98.7
06193211	SD324	358.37	MEDARY CK	0.8 E I 29 INTERCH	1020	98.2
06194160	US014	422.54	WEST BR DEER CK	0.9 E I 29 INTERCH	4635	97
06196156	US014 B	422.86	DEER CK	1.4 E I 29 INTERCH	2450	99.5
06201160	US014	423.53	CK	1.6 E I 29 INTERCH	4055	97.8
06204160	US014	423.85	DEER CK	1.9 E I 29 INTERCH	4055	97.8
06219080	SD030	361.95	SIX MILE CK	3.4 E I 29 INTERCH	740	90.4
10130416	SD034	14.29	FALSE BOTTOM CK	0.5 NW LAWRENCE CO LINE	2789	95.1
06320198	SD013	127.08	MEDARY CK	0.8 S JCT US 14	1132	80.1
07001346	US012	278.45	SNAKE CK	0.1 E EDMUNDS CO LINE	3100	90.7
07041150	SD010	273.44	NORTH BR WILLOW CK	5.8 W JCT US 281	598	91.1
07071150	SD010	276.45	ELM RV	2.9 W JCT US 281	598	69.1
07093331	US012 W	287.89	FOOT CK	0.7 W JCT US 281 S	2973	99.9
07093332	US012 E	287.89	FOOT CK	0.7 W JCT US 281 S	2973	99.9
07099342	US281 SF	193.08	FOOT CK	1.5 S US 12	3109	80
07100086	US281	220.67	MAPLE RV	3.5 N JCT SD 10 E	1624	66.2
07100188	US281	210.44	ELM RV	3.7 S JCT SD 10 W	2165	66.5

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State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
07100328	US281	194.47	BNSF RAILROAD	0.2N JCT US12	10514	77.4
07100342	US281	193.08	FOOT CK	1.1 S JCT US 12	8900	99.6
07100397	US281 S	187.65	MOCCASIN CK	6.7 S JCT US 12	1565	99.9
07100418	US281 S	185.44	MOCCASIN CK	8.8 S JCT US 12	1240	98.9
07101397	US281 N	187.65	MOCCASIN CK	6.7 S JCT US 12	1565	99.9
07101418	US281 N	185.44	MOCCASIN CK	8.8 S JCT US 12	1240	99.9
07125330	US012	291.42	MOCCASIN CK	1.4 E JCT US 281 N	53344	72.9
07222329	US012 W	301.2	JAMES RV	11 E JCT US 281 N	2515	99.7
07222330	US012 E	301.22	JAMES RV	11 E JCT US 281 N	2515	91.8
07223120	SD010	294.54	JAMES RV	2.7 W OF HOUGHTON	535	81.8
07267329	US012 W	305.76	BURLINGTON NORTHERN RR	3.2 W JCT SD 37	2515	81.8
07267330	US012 E	305.88	BNSF RR	3.2 W JCT SD 37	2515	98.9
07300169	SD037	224.6	CROW CK DITCH	7.0 S JCT SD 10	748	84.8
07300353	SD037	206.08	ANTELOPE CK	2.3 S JCT US 12	1401	77.6
07300375	SD037	203.93	MUD CK	4.4 S JCT US 12	1401	77.7
07300405	SD037	201.01	CK	7.4 S JCT US 12	977	80
07300451	SD037	196.31	CK	2.9 N OF VERDON	977	71.8
08061094	I090	263.29	MO. RV (FRANCIS CASE LK)	CHAMBERLAIN BRIDGE	7830	92.9
08065095	I090	263.53	MAIN ST, SO DAK OWNED RR	CHAMBERLAIN INTERCHANGE	7830	96.9
08066095	I090 WB OFF RAMP	263.91	MAIN ST, SO DAK OWNED RR	CHAMBERLAIN INTERCH	462	99.9
08068084	I090 L	263.86	MO. RV (FRANCIS CASE LK)	AT CHAMBERLAIN	2090	63.6
08069103	I090 WB OFF RAMP	265.39	I090	0.9 SE CHAMB INTERCHANGE	421	99
08074081	SD050	231.45	AMERICAN CK	0.5 N JCT I 90 LOOP	2836	95.3
08074087	SD050	232.44	SOUTH DAKOTA OWNED RR	2.7 N I 90 INTERCH	8100	76.5
08080112	SD050	235.22	I090	E CHAMBERLAIN INTERCHANGE	3310	99
08120125	348 AVE	0	I090	2.5 W SD 50 INTERCH	25	96.1
08145124	SD050	241.61	I090	PUKWANA INTERCHANGE	250	95
08150166	SD050	245.88	NELSON CK	4.6 S I 90 INTERCH	250	98.3
08200125	I090 W	278.16	356 AVE	5.5 E SD 50 INTERCH	3910	95.8
08200126	I090 E	278.16	356 AVE	5.5 E SD 50 INTERCH	3910	95.8
08230130	I090 W	281.13	251 ST	2.9 W SD 45 N INTERCH	3910	97.8
08230131	I090 E	281.13	251 ST	2.9 W SD 45 N INTERCH	3910	95.8
08240031	SD045	68.16	SMITH CK	3.1 S BUFFALO CO LINE	452	96.3
09060089	IRR SD047	89.7	SOLDIER CK	0.3 NE BIG BEND DAM	916	88.2

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Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
08250069	SD045	64.05	BR SMITH CK	7 S BUFFALO CO LINE	543	90
08258135	I090 W	284.06	SD045	SD45N KIMBALL INTERCHANGE	3915	96
08258136	I090 E	284.06	SD045	SD45N KIMBALL INTERCHANGE	3915	96
08290135	365 AVE	0	I090	2.0 W SD 45 S INTERCH	41	99
08310135	SD045	51.61	I090	SD 45 SOUTH INTERCHANGE	778	95.3
09094080	IRR SD034	272.07	CAMPBELL CK	2.8 W JCT SD 50 S	570	79.4
09120141	IRR SD050	217.97	WOLF CK	6.1 S JCT SD 34	975	85.5
09126149	IRR SD050	219.03	CROW CK	7.2 S JCT SD 34	975	98.4
09208080	IRR SD034	283.65	ELM CK	8.2 W JCT SD 45	416	98.2
09284080	SD034	291.15	CROW CK	0.7 W JCT SD 45	416	98.2
09290063	SD045	82.77	BR CROW CK	1.8 N JCT SD 34	380	87.8
09290087	SD045	80.33	CROW CK	0.6 S JCT SD 34	457	93.7
09290157	SD045	73.41	CROW CK	2.2 N BRULE CO LINE	452	93.7
10055397	SD034	5.76	HAY CK	4.2 W JCT US 85	995	85.6
10060396	SD034	6.22	HAY CK	3.7 W JCT US 85	995	83.9
10097382	US085	55.02	HAY CK	0.8 N JCT SD 34	22400	52.8
10098371	US085	56.24	BELLE FOURCHE RV	0.4 S JCT US 212	15000	56.3
10100347	US085	58.47	CROW CK	2 N OF BELLE FOURCHE	1335	83.6
10103367	US212	14.1	BELLE FOURCHE RV	0.3 E JCT US 85 @ B. F.	1642	96.3
10105261	US085	67.37	OWL CK	10.8 N OF BELLE FOURCHE	1335	96
10114411	SD034	12.81	REDWATER RV	2.0 NW LAWRENCE CO LINE	2789	95.1
10146229	US085	72.59	INDIAN CK	16 NE JCT US 212	865	61.1
10156360	US212	19.59	BELLE FOURCHE RV	5.7 E JCT US 85	1790	96
10249129	US085	87.8	BATTLE CK	12.7 S HARDING CO LINE	855	87.3
10249135	US085	87.18	EAST BR ANTELOPE CK	13.3 S HARDING CO LINE	750	90.7
10250060	US085	94.69	MOREAU RV	5.8 S HARDING CO LINE	855	88
10250086	US085	92.04	FOUR MILE CK	8.4 S HARDING CO LINE	855	88
10286370	US212	33.81	OWL CK	2.3 W JCT SD 79	1139	74.6
10309368	US212	36.42	HORSE CK	0.3 N JCT SD 79 S	2500	84.5
10310215	SD079	145.58	NORTH WILLOW CK	4.9 S JCT SD 168	430	93.1
10310242	SD079	142.9	SOUTH WILLOW CK	10 N NEWELL & JCT 212 E	665	91.3
10310304	SD079	136.65	DRY CK	3.7 N NEWELL & JCT 212 E	665	92.3
10310399	SD079	127.15	BELLE FOURCHE RV	2.0 N MEADE CO LINE	1700	94.5
10310416	SD079	125.42	COTTONWOOD CK	0.5 N MEADE CO LINE	1630	76.8

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
10324337	US212	40.63	DRY CK	1.5 NE OF NEWELL	635	89.6
10357312	US212	44.91	WILLOW CK	5.7 NE OF NEWELL	635	88.6
10386067	SD079	166.55	SOUTH FORK MOREAU RV	0.4 N OF HOOVER	360	99.5
10496208	US212	62.15	SULPHUR CK	5.2 SW MEADE CO LINE	635	89.6
11104026	SD010	183.36	LAKE POCASSE LK	1.0 E OF POLLOCK	370	90.4
11200084	US083	232.24	SPRING CK	1.0 S OF HERREID	1055	94.7
11330041	SD271	197.93	SPRING CK	0.2 S OF ARTAS	160	99.7
12085080	SD044	291.59	MO. RV (FRANCIS CASE LK)	GREGORY - CHARLES MIX CO	905	74.8
12166120	SD1804	114.3	PLATTE CK	5.9 S JCT SD 44 & 50	130	99.3
12170132	SD1804	113.04	CK	7.1 S JCT SD 44 & 50	130	98.7
12207080	SD044	303.54	PLATTE CK	2.4 W JCT SD 45 N	1474	81.4
12230047	SD045	30.24	PLATTE CK	3.2 N OF PLATTE	1125	96.4
12300132	SD050	295.46	PEASE CK	5.3 S JCT SD 44 E	560	86
12300211	SD050	303.34	PEASE CK	4.1 S OF GEDDES	589	88.3
12300213	SD050	303.58	PEASE CK	4.3 S OF GEDDES	589	93.3
12301250	SD1804	87.73	SPRING CK	2.1 S JCT SD 50	60	99
12387289	IRR US018	333.72	SAINT FRANCIS BAY	0.8 N OF PICKSTOWN	1540	77.1
12485180	IRR US018	356.35	CK	0.5 E JCT US 281	300	93.2
12514180	IRR US018	359.31	CHOTEAU CK	3.4 E JCT US 281	300	87.2
12523290	IRR SD046	290.8	CHOTEAU CK	1.3 E OF WAGNER	1555	90.3
15215150	US081	161.64	I029	3 N US 212 INTERCHANGE	960	98
15215163	I029 N	179.64	WILLOW CK	1.7 N US 212 INTERCH	3155	97.6
15215180	I029 N	177.96	US212	US 212 & I 29 INTERCHANGE	3155	98
15216078	I029 N	188.17	CK, BURLINGTON NOR RR	4.8 S SD 20 INTERCH	3285	97.8
15216100	I029 N	185.95	164 ST (FAS 6287)	8 N US 212 INTERCHANGE	3225	98
15220199	I029 N	175.93	458 AVE	2.3 SE US 212 INTERCH	3655	97
15220200	I029 S	175.93	458 AVE	2.3 SE US 212 INTERCH	3655	97
15240220	176 ST	0	I029	2.9 N HAMLIN CO LINE	220	99.8
16026001	IRR SD073	252.86	BURLINGTON NORTHERN RR	0.1 S NORTH DAKOTA LINE	255	100
16066010	IRR US012	105.64	BR HAY CK	6.0 E PERKINS CO LINE	505	77.3
16072011	IRR US012	106.34	HAY CK	6.7 E PERKINS CO LINE	505	84.6
16083011	IRR US012	107.55	BURLINGTON NORTHERN RR	7.9 E PERKINS CO LINE	505	76.8
16154005	IRR US012	114.46	HAY CK	1.3 E OF MORRISTOWN	405	79.5
16280326	IRR SD065	199.03	FIRESTEEL CK	0.4 N DEWEY CO LINE	230	93.7

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Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
14092199	SD050	407.18	SD 50 WL, SO DAK OWNED R	2 NW OF VERMILLION	6600	99.1
14100001	SD019	25.25	VERMILLION RV	0.1 S JCT SD 46	721	93.8
14100018	SD019	23.5	VERMILLION RV	1.9 S JCT SD 46	721	99.1
14100041	SD019	21.2	VERMILLION RV	4.2 S JCT SD 46	721	93.8
14100061	SD019	19.22	VERMILLION RV OVERFLOW	6.2 S JCT SD 46	850	99
14100065	SD019	18.87	VERMILLION RV	6.5 S JCT SD 46	850	98.9
14100088	SD019	16.56	VERMILLION RV OVERFLOW	8.9 S JCT SD 46	850	99
14100200	SD050	407.97	VERMILLION RV	1 NW OF VERMILLION	6600	99.1
14101207	SD019	4.3	VERMILLION RV	0.8 W JCT SD 19 N	4475	100
14102000	SD046	356.69	VERMILLION RV	0.2 E JCT SD 19 S	1705	79.6
14103206	SD019	4.34	SOUTH DAKOTA OWNED RR	0.6 W JCT SD 19 N/SD 50L	4475	100
14104249	SD019	0.36	MISSOURI RV	4.1 S. OF VERMILLION	1020	89.4
14107194	SD019	5.64	VERMILLION RV	1.2 N JCT SD 50	1545	97.1
26284073	US012	388.5	CK	0.6 W JCT SD 15	1845	70
14131205	SD050 E	411.22	SD050 L	EAST EDGE OF VERMILLION	1855	87
15156143	IRR SD020	395.64	LAKE KAMPESKA OUTLET	1.3 SE JCT SD 139	9808	75.2
15181180	US212	376.59	BIG SIOUX RV	0.7 W JCT US 81	35000	64
15190186	US081	155.4	BIG SIOUX RV	0.7 S JCT US 212	10400	79.8
15203180	US212	378.61	WILLOW CK	1.4 E JCT US 81	35152	67.8
15214163	I029 S	179.64	WILLOW CK	1.7 N US 212 INTERCH	3155	96.6
15214180	I029 S	177.96	US212	US 212 & I 29 INTERCHANGE	3155	98
15215030	SD020	418.77	I029	I 29 & SD 20 INTERCHANGE	1030	100
15215070	161 ST	0	I029	4 S SD 20 INTERCH	77	99
15215078	I029 S	188.17	CK, BURLINGTON NOR RR	4.8 S SD 20 INTERCH	3285	97.7
15215100	I029 S	185.95	164 ST (FAS 6287)	8 N US 212 INTERCHANGE	3225	98
15215120	166 ST	0	I029	6 N US 212 INTERCH	73	99
16323181	IRR SD065	214.65	GRAND RV	15 N DEWEY CO LINE	230	50.1
16328018	IRR US012	132.45	BURLINGTON NORTHERN RR	0.2 W JCT SD 65 S	565	66
16328073	IRR SD065	226.46	WHITE SHIRT CK	5.3 S JCT US 12	228	91.8
16329127	IRR SD065	220.95	HUMP CK	10.6 S JCT US 12	230	93.8
16578202	IRR SD063	240.5	GRAND RV	11.3 S OF MCLAUGHLIN	420	95.9
16580075	IRR SD063	253.6	OAK CK	1.8 N OF MCLAUGHLIN	854	89.5
16580084	IRR SD063	252.78	CK	0.9 N OF MCLAUGHLIN	854	96.5
16617132	IRR US012	164.79	CK	5.5 SE OF MCLAUGHLIN	435	93

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Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
16665200	IRR US012	173.4	GRAND RV	8.2 NW JCT SD 20	990	89.6
16666216	IRR US012	174.92	DEEP BANK CK	6.6 NW JCT SD 20	990	89.6
16732234	IRR SD1806	367.64	BURLINGTON NORTHERN RR	3.0 N JCT US 12	705	98.6
16689259	IRR US012	180.08	SNAKE CK	1.5 NW JCT SD 20	990	89.6
16720217	IRR SD1806	370.35	OAK CK	5.7 N JCT US 12	432	83.8
16725271	IRR US012	183.82	CLAYMORE CK	2.4 W WALWORTH CO LINE	1383	57.1
16737253	IRR SD1806	365.72	OAHE LK (GRAND RV)	0.4 N JCT US 12	705	81.5
17206211	SD089	40.12	CK, ABANDON LINE RR	6.8 N FALL RIVER CO LINE	575	97.2
17211208	SD089	40.56	DRY RUN CK	7.2 N FALL RIVER CO LINE	575	99.3
17214079	US016	25.09	FRENCH CK	1.3 W JCT US 385 S	3645	78.2
17221074	US016	26.11	FRENCH CK	0.3 W JCT US 385 S	7290	64.2
17226073	US016	26.47	FRENCH CK	0.1 E JCT US 385 S	21400	65.7
17254067	US016A	25.01	FRENCH CK	1.8 E JCT SD 89 N	2305	82.4
17256066	US016A	25.22	FRENCH CK	2.0 E JCT SD 89 N	2305	82.4
21148201	IRR SD063	186.38	MOREAU RV	13 N JCT US 212	580	94.9
21411226	IRR US212	186.54	VIRGIN CK	0.6 W OF LAPLANT	630	95.1
21424228	IRR US212	187.76	VIRGIN CK	0.6 E OF LAPLANT	580	95.3
22145080	SD044	327.42	ANDES CK	0.5 W JCT US 281 N	1147	86.7
17289107	SD087	53	FRENCH CK	4.9 S JCT US 16A	469	78.4
17332066	US016A	34.93	GRACE COOLIDGE CK	4.4 E JCT SD 87 N	1120	96.7
17358065	US016A	39.04	GRACE COOLIDGE CK	0.1 N JCT SD 36 E	370	98.3
17359068	US016A	38.91	GRACE COOLIDGE CK	0.2 W JCT SD 36	1120	96.7
17367246	SD079S	35.56	BEAVER CK	2.7 N FALL RIVER CO LINE	1495	95.7
17368246	SD079N	35.56	BEAVER CK	2.7 N FALL RIVER CO LINE	1495	80.9
17396022	SD040	43.56	BATTLE CK	4.4 W JCT SD 79	191	99.9
17399131	SD079S	48	FRENCH CK	11.5 S JCT SD 36 W	1495	92.9
17400131	SD079N	48	FRENCH CK	11.5 S JCT SD 36 W	1495	92.9
17404025	SD040	44.48	BATTLE CK	2.6 W OF HERMOSA	191	88.8
17408029	SD040	45.61	BATTLE CK	2.4 W JCT SD 79	191	87.8
17411027	SD040	45.68	BATTLE CK	1.5 W OF HERMOSA	191	99.9
17417035	SD036	43.38	GRACE COOLIDGE CK	1.8 W JCT SD 79	690	99.4
17430024	SD079	60.13	BATTLE CK	1.6 S PENNINGTON CO LINE	6380	84.8
17441020	SD040	48.97	BILLOVER CK	1.1 E JCT SD 79	266	92.9
17577099	IRR AR SD040	65.57	BATTLE CK	17.5 SE OF HERMOSA	266	78.7

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
17584135	IRR SD040	69.47	CHEYENNE RV	23 SE HERMOSA	266	99.8
18010105	395 AVE	0	I090	1.0 E AURORA CO LINE	115	98.3
18030105	397 AVE (FAS)	0	I090	MT VERNON INTERCHANGE	672	96
18050105	399 AVE	0	I090	2.0 E MT VERNON INTERCH	85	98.4
18070105	401 AVE	0	I090	4.0 E MT VERNON INTERCH	40	98.5
18090105	403 AVE (FAS)	0	I090	6 E MT VERNON INTERCHANGE	653	99
18120105	406 AVE (FAS)	0	I090	2.3 W SD 37 N INTERCH	590	94.4
18140107	SD037	73.12	I090	SD 37 N INTERCHANGE	7860	91.1
18141093	SD037	74.5	4TH AVE, SD DAK OWNED RR	0.8 N JCT I 90 LOOP E	8552	81
18149043	SD037 S	80.18	MORRIS CK	4.6 S SANBORN CO LINE	1600	98.9
18150043	SD037 N	80.18	MORRIS CK	4.6 S SANBORN CO LINE	1600	98.9
18150075	SD037 S	77.04	LAKE MITCHELL SPILLWAY	2.7 N JCT I 90 LOOP	2100	80.8
18150107	I090 W	331.43	SOUTH ROWLEY ST	0.8 W SD 37 S INTERCH	4635	93.8
18150108	I090 E	331.43	SOUTH ROWLEY ST	0.8 W SD 37 S INTERCH	4635	93.8
18151075	SD037 N	77.04	LAKE MITCHELL SPILLWAY	2.7 N JCT I 90 LOOP	2100	84.6
18157107	I090 W	332.19	SD037	EXIT 332 SD37S INTERCH	4805	79.1
18157108	I090 E	332.19	SD037	SD 37 S INTERCHANGE	4805	79.3
18160107	I090 W	332.42	SOUTH DAKOTA OWNED RR	0.2 E SD 37 S INTERCH	4805	97.1
18160108	I090 E	332.42	SOUTH DAKOTA OWNED RR	0.2 E SD 37 S INTERCH	4805	97.1
18177100	SD038	302.57	FIRESTEEL CK	0.3 W HANSON CO LINE	2050	99.7
18180100	SD038	302.93	JAMES RV	DAVISON-HANSON CO LINE	2050	92.7
19070046	SD027	208.37	CK	4.7 S MARSHALL CO LINE	450	99.2
19070089	SD027	204.05	MUD CK	8.9 S MARSHALL CO LINE	450	99.2
20014180	I029 S	162.15	184 ST	2.5 SE SD 22 INTERCH	3680	97.7
20015180	I029 N	162.1	184 ST	2.5 SE SD 22 INTERCH	3680	97.8
20015280	SD028	357.02	PEG MUNKY RUN CK	1.5 E HAMLIN CO LINE	1073	92.6
20027207	I029 S	159.21	PRIVATE RD, HIDEWOOD CK	5.5 SE SD 22 INTERCH	3680	93.1
20028207	I029 N	159.16	PRIVATE RD, HIDEWOOD CK	5.5 SE SD 22 INTERCH	3680	93.7
20029211	I029 S	158.74	469 AVE (FASC 6373)	6 SE SD 22 INTERCH	3680	95.2
20030211	I029 N	158.74	469 AVE (FASC 6373)	6 SE SD 22 INTERCH	3680	96.5
20034220	I029 S	157.63	188 ST (FASC 6308)	6.9 NW SD 28 INTERCHANGE	3690	98
20035220	I029 N	157.63	188 ST (FASC 6308)	6.9 NW SD 28 INTERCHANGE	3690	97
20049248	I029 S	154.5	471 AVE	3.5 NW SD 28 INTERCH	3690	95.8
20050248	I029 N	154.5	471 AVE	3.5 NW SD 28 INTERCH	3690	95.8

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
20060271	I029 S	151.85	PEG MUNKY RUN CK	0.9 N SD 28 INTERCH	3690	97.7
20061271	I029 N	151.85	PEG MUNKY RUN CK	0.9 N SD 28 INTERCH	3690	97.8
20061280	SD028	361.61	I029	SD 28 INTERCHANGE	1633	100
20100171	SD015	139.35	HIDEWOOD CK	1.1 S JCT SD 22	1430	96.2
20105160	SD022	371.19	HIDEWOOD CK	0.6 E JCT SD 15	935	82.5
20187160	SD022	379.32	COBB CK	8.7 E JCT SD 15	935	77.3
20193160	SD022	379.91	COBB CK	9.3 E JCT SD 15	935	88.6
20194030	US212	410.27	TIMBER CK	1.6 W MINNESOTA LINE	1527	95
20201280	SD028	375.67	CK	1.5 W MINNESOTA LINE	381	86.6
20211165	SD022	382.1	COBB CK	11.4 E JCT SD 15	664	81.9
21021307	IRR US212	143.96	LITTLE BEAR CK	1.8 E ZIEBACH CO LINE	1125	54.5
22213080	SD044	334.1	CHOTEAU CK	3.5 E JCT US 281 S	1150	85.4
22228179	IRR US018	360.75	CK	0.1 W CHARLES MIX CO LINE	300	82.1
22232180	IRR US018	360.99	BR CHOTEAU CK	0.1 E CHARLES MIX CO LINE	445	90.3
22292180	US018	367.09	OAK HOLLOW CK	0.8 W HUTCHINSON CO LINE	445	93
23186100	US012	248.51	BNSF RR	0.5 E OF ROSCOE	1668	90.1
23398100	US012	269.88	PREACHERS RUN CK	6.7 E OF IPSWICH	2540	92.4
23465105	US012	276.75	BURLINGTON NORTHERN RR	AT MINA	2436	89.3
23466090	SD134	276.65	PARMLEY LK	1.5 W BROWN CO LINE	175	38.5
23474090	SD134	277.58	PARMLEY LK	1 N 2 E JCT US 12	175	40.1
24114117	US018	12.37	CHEYENNE RV	AT EDMONT	1890	92.8
24116116	US018	12.57	BURLINGTON NOR RR, CO RD	NE EDGE OF EDMONT	1890	92
24116133	SD471	27.29	COTTONWOOD CK	1.3 S OF EDMONT	240	86.7
24118119	US018 P	13.4	CHEYENNE RV	0.2 N OF EDMONT	110	71.9
24134099	US018	15.07	RED CANYON CK	3 NE OF EDMONT	2000	98
24145072	US018	18.12	DRAW	6 NE OF EDMONT	2000	98
24162058	US018	20.53	DRAW	3 S JCT US 18 & SD 89	2000	97.4
27105075	SD044	279.79	CK	5.3 E JCT SD 47	525	87.4
27120276	SD047	7.29	PONCA CK	5.3 S JCT US 18 BURKE	450	94
27120321	SD047	2.8	CK	2.8 N NEBRASKA STATE LINE	450	81.7
27299221	SD1806	23.68	WHETSTONE CK	8.0 N JCT US 18	185	98.7
24201297	SD071	3.21	HAT CK	4.0 S JCT SD 471	190	59.8
24202282	SD071	4.84	DUCK CK	2.5 S JCT SD 471	190	99.6
24236163	SD071	19.68	HAT CK	15 S OF HOT SPRINGS	117	93.1

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
24248119	SD071	24.5	CHEYENNE RV	10 S OF HOT SPRINGS	117	99.8
24251099	SD071	26.81	CASCADE CK	8 S OF HOT SPRINGS	214	97.7
24291032	US018	39.6	GARDEN ST	0.2 W JCT US 385	2809	88.9
24290027	US385	36.37	FALL RV	0.5 N JCT US 18W	5795	96.3
24292026	US385	36.59	FALL RV	0.8 N JCT US 18 W	3385	86.6
24292032	US018	39.65	FALL RV	0.1 W JCT US 385	2809	97.6
24294024	US385	36.92	CK	1.4 N JCT US 18 W	2405	93.2
24298038	US018 B	40.46	FALL RV	0.1 W JCT US 385	4027	75.3
24324051	US018	43.74	FALL RV	1.0 W JCT SD 79 N	4370	53.5
24326052	US018	43.93	FALL RV, CO RD (FR 79F)	0.8 W JCT SD 79 N	4301	53.5
24329064	US018	45.85	CHEYENNE RV	1 S JCT SD 79	2900	60.7
24381153	US018	56.28	HORSEHEAD CK	6 N JCT US 385 S	2523	63.3
24420250	US385	8.02	HORSEHEAD CK	5.0 S JCT US 18 E	1550	58.3
24420273	US385	5.64	BLAIR CK	7.3 S JCT US 18 E	1550	72
24421200	US018	62.82	HORSEHEAD CK	0.6 E JCT US 385 S	715	79.1
24475200	US018	68.2	SOUTH FORK BLACKTAIL CK	6 E JCT US 385 S	715	89.9
25210144	US212	266.15	SOUTH FORK SNAKE CK	1 W OF FAULKTON	615	95.2
25270049	SD020	295.63	CK	0.8 S JCT SD 45N	435	98
25270136	SD045	149.67	SOUTH FORK SNAKE CK	1 N JCT US 212	695	95
25298060	SD020	299.51	NORTH FORK SNAKE CK	2.8 E JCT SD 45	580	80.6
25357240	US212	290.21	DRY RUN CK	7.0 E JCT SD 45 S	630	61.2
26084040	IRR I029 S	204.06	146 ST	2 S ROBERTS CO LINE	2865	96.9
26085040	IRR I029 N	204.06	146 ST	2 S ROBERTS CO LINE	2865	96.9
26085070	IRR I029 S	201.05	149 ST (FAS 6266)	6.2 S US 12 INTERCHANGE	3115	84
26085100	I029 S	197.96	152 ST	2 N CODINGTON CO LINE	3115	95.9
26086070	IRR I029 N	201.05	149 ST (FAS 6266)	6.2 S US 12 INTERCHANGE	3115	97
26086100	I029 N	197.96	152 ST	2 N CODINGTON CO LINE	3115	95.9
26282072	US012	388.27	BURLINGTON NORTHERN RR	0.9 W JCT SD 15	1845	51.8
26290014	SD015	180.98	NORTH FORK WHETSTONE RV	6.0 N JCT US 12	1420	88
26290038	SD015	178.68	BR WHETSTONE RV	3.6 N JCT US 12	1420	87.1
26290068	SD015	175.68	SOUTH FORK WHETSTONE RV	0.7 N JCT US 12	2289	98.3
26290109	SD015	171.4	NORTH FORK YELLOW BANK R	3.6 S JCT US 12	2085	71.4
26290144	SD015	167.89	CK	0.5 N JCT SD 20	2085	60.4
26290158	SD020	440.05	CK	0.9 S JCT SD 158	1361	52.4

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State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
26290165	SD020	440.8	CK	1.6 S JCT SD 158	1361	80.8
26290174	SD020	441.67	CK	2.5 S JCT SD 158	1361	68.4
26327220	SD020	449.75	CK	3.7 E JCT SD 15	325	85.8
26332220	SD020	450.23	CK	4.1 E JCT SD 15	325	89.9
26369027	US012	398.56	WHETSTONE RV	0.6 SW JCT SD 109	3141	84.5
26373023	SD109	153.56	BURLINGTON NORTHERN RR	0.1 N JCT US 12	1010	98.1
26379024	US012	399.66	WHETSTONE RV DIV CHANNEL	0.6 E JCT SD 109	4154	77.4
27015080	SD044	270.97	BULL CK	1.4 E TRIPP CO LINE	410	98.5
27029080	SD044	272.44	LONE TREE CK	2.1 W JCT SD 47	410	67.2
27032080	SD044	272.6	DIXON CK	1.9 W JCT SD 47	410	97.2
29099150	SD028	332.91	DOLPH CK	3.7 W JCT SD 21 N	875	84.4
27050102	SD047	29.48	CK	2.2 S JCT SD 44	903	75.7
27050216	SD251	13.29	PONCA CK	2.6 S JST US 18	460	100
28035151	IRR SD034	123.87	CHEYENNE RV	ZIEBACH CO LINE	370	74.9
28122513	US014	136.81	CK	1.1 NE JACKSON CO LINE	905	89.8
28131503	US014	138.2	CK	2.5 NE JACKSON CO LINE	905	87.3
28162490	US014	141.65	NORTH FORK BAD RV	1.0 SW OF PHILIP	905	98.9
28171492	SD073	92.29	BAD RV	0.6 S JCT US 14	530	89.9
28170459	SD073	95.52	GRINDSTONE CK	2.5 N JCT US 14	971	86.4
28195480	US014	145.16	GRINDSTONE CK	2.6 E OF PHILIP	750	83.6
28212477	US014	146.88	BELCHER CK	4.3 E OF PHILIP	750	83.4
28231240	SD034	148.77	WEST PLUM CK	7.1 E JCT SD 73 S	389	82.2
28234477	US014	149.03	WILBURN CK	6.4 E OF PHILIP	750	83.6
28331260	SD034	159.92	NORTH PLUM CK	9.1 W STANLEY CO LINE	307	66.2
28392038	SD063	144.32	HERMAPHRODITE CK	0.5 S ZIEB-HAAK CO LINE	320	98.5
28415260	SD034	168.5	PLUM CK	0.5 W STANLEY CO LINE	307	87.6
28423469	SD063	96.57	BAD RV	0.3 S JCT US 14	250	70.5
28430462	US014	169.26	MITCHELL CK	0.6 E OF MIDLAND	700	80.5
28437430	US014	173.06	LONE TREE CK	3.2 S STANLEY CO LINE	700	82.4
29151149	SD028	338.1	LAKE NORDEN OUTLET	1.5 E JCT SD 21 N	1364	87.6
29213140	SD028	345.23	LAKE POINSETT INLET	3.3 E JCT US 81	620	92.6
29222050	SD022	352	BIG SIOUX RV	3.2 E JCT US 81	1005	93.2
29227144	SD028	346.94	LAKE POINSETT OUTLET	5.0 E JCT US 81	620	86.5
29260000	I029 S	170.23	462 AVE	NORTH COUNTY LINE	3655	94.5

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State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
29261000	I029 N	170.23	462 AVE	NORTH COUNTY LINE	3655	95.5
29264050	SD022	356.32	STRAY HORSE CK	7.4 E JCT US 81	1110	88.4
29271012	I029 S	168.59	STRAY HORSE CK	4 NW OF SD 22 INTERCH	3655	97.8
29272012	I029 N	168.59	STRAY HORSE CK	4 NW OF SD 22 INTERCH	3655	97.8
29277160	SD028	353.53	BIG SIOUX RV	2.3 W DEUEL CO LINE	956	86
29280020	464 AVE (FAS)	0	I029	2.8 NW SD 22 INTERCH	66	100
29299040	I029 S	164.65	SD022	SD 22 & I 29 INTERCHANGE	3680	96.4
29300040	I029 N	164.58	SD022	SD 22 & I 29 INTERCHANGE	3680	86
30132080	SD026	250.09	SHAEFER CK	2.8 W JCT SD 45	120	82.9
30160442	SD045	93.02	CROW CK	3.9 N BUFFALO CO LINE	380	93.4
30218090	SD026	259.79	NORTH WOLF CK	5.9 E JCT SD 45	137	99.4
31001106	I090 W	334.54	JAMES RV, SO DAK OWNED R	AT DAVISON CO LINE	4805	90.8
31001107	I090 E	334.54	JAMES RV, SO DAK OWNED R	AT DAVISON CO LINE	4805	90.8
31010106	I090 W	335.43	SD038 P	3.2 E SD 37 S INTERCHANGE	4355	97
31010107	I090 E	335.43	SD038 P	3.2 E SD 37 S INTERCHANGE	4805	97
31013210	SD042	305.12	GIDLE CK	1.2 E DAVISON CO LINE	372	88.2
31017210	SD042	305.57	NORTH BR TWELVE MILE CK	1.7 E DAVISON CO LINE	372	82.9
32423471	SD079	178.08	MOREAU RV	21.4 S JCT SD 20	264	99.4
31040105	416 AVE (FAS)	0	I090	4 E DAVISON CO LINE	185	97.9
31070122	I090 W	341.98	419 AVE	2.1 W SD 262 INTERCH	4355	96.5
31070123	I090 E	341.98	419 AVE	2.1 W SD 262 INTERCH	4355	97.8
31074214	SD042	311.4	JAMES RV	7.5 E DAVISON CO LINE	320	83.8
31090126	SD262	356.13	I090	SD 262 INTERCHANGE	2095	88.1
31094210	SD042	313.47	BLOOM CK	9.5 E DAVISON CO LINE	320	91.4
31103210	SD042	314.21	BLOOM CK	10.4 E DAVISON CO LINE	320	91.7
31120126	424 AVE	0	I090	3 E SD 262 INTERCH	60	99
31150125	SD025	59.22	I090	SD 25 INTERCHANGE	281	89.8
31160125	428 AVE	0	I090	1 E SD 25 INTERCH	35	99
31170125	I090 W	352.14	WOLF CK	0.9 W MCCOOK CO LINE	4445	97.8
31170126	I090 E	352.14	WOLF CK	0.9 W MCCOOK CO LINE	4445	97.8
31176100	SD038	320.56	WOLF CK	0.6 W MCCOOK CO LINE	933	99.7
32043278	SD020	4.26	LITTLE MISSOURI RV	4.2 E MONTANA STATE LINE	210	75.5
32051277	SD020	5.02	VALLEY CK	5.0 E MONTANA STATE LINE	210	77.3
32215255	SD020	24.24	BRUSH CK	3.5 W OF BUFFALO	210	93.4

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State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
32242255	SD020	26.86	RUSH CK	0.9 W OF BUFFALO	210	93.4
32250257	US085	126.03	SOUTH FORK GRAND RV	0.2 S JCT SD 20 W	1145	74.2
32250300	US085	121.82	BUFFALO CK	2.9 S JCT SD 20 E	875	77.6
32250411	US085	110.72	NORTH BR MOREAU RV	10 N BUTTE CO LINE	855	96.5
32250478	US085	103.97	SAND CK	17 S JCT SD 20 E	855	95.4
32257223	US085	129.75	SHEEP CK	3.6 N OF BUFFALO	985	76.6
32280182	US085	135.09	JONES CK	8.9 NE OF BUFFALO	985	67.9
32305144	US085	139.92	BULL CK	13.6 NE OF BUFFALO	985	70
32327097	US085	145.07	BIG NASTY CK	9.7 S NORTH DAKOTA LINE	900	72.1
32330029	US085	151.99	CROOKED CK	2.9 S NORTH DAKOTA LINE	880	83
32339272	SD020	38.19	CLARKS FORK CK	8.8 E JCT US 85	175	97.6
32395284	SD020	44.01	SIoux CK	14.8 E JCT US 85	175	91.5
32451284	SD020	49.68	GAP CK	2.1 W JCT SD 79 S	140	81.3
32517215	SD079	210.59	SOUTH FORK GRAND RV	6.5 N JCT SD 20	200	86.1
32518145	SD079	217.65	BIG NASTY CK	13.7 N JCT SD 20	200	99.6
32520136	SD079	218.51	CK	14.2 S NORTH DAKOTA LINE	200	99.6
32520166	SD079	215.52	CK	11.6 N JCT SD 20	200	94.7
32531001	SD079	232.25	NORTH FORK GRAND RV	0.1 S NORTH DAKOTA LINE	225	92.5
33100118	US014	228.35	MISSOURI RV	HUGHES - STANLEY CO LINE	12068	38.8
33156135	SD034	214.76	DRY RUN CK	5.1 E JCT US 14 & 83	665	89.9
33178141	SD034	217.04	MUSH CK	7.3 E JCT US 14 & 83	665	91.9
33245152	SD034	223.87	DAKOTA, MINN & EASTERN R	14.2 E JCT US 14 & 83	665	93.1
33246153	SD034	223.98	MEDICINE KNOLL CK	14.3 E JCT US 14 & 83	665	85.7
33286020	US014	250.47	CK	0.4 W OF BLUNT	1944	88.4
33302015	US014	252.35	NORTH MEDICINE CK	1.4 NE OF BLUNT	1450	91
33322176	SD034	232.23	CHAPELLE CK	22.5 E JCT US 14 & 83	608	98.3
33327010	US014	254.76	SOUTH MEDICINE CK	3.5 E OF BLUNT	1450	84.9
34001180	US018	367.99	CK	0.1 E DOUGLAS CO LINE	564	86.1
34005080	SD044	343.24	PONY CK	0.5 E DOUGLAS CO LINE	1220	80.7
34017080	SD044	344.43	PONY CK	1.7 E DOUGLAS CO LINE	1220	83.1
34031180	US018	370.91	CK	3.0 W JCT SD 37	564	90.5
34048080	SD044	347.42	PONY CK	1.2 W JCT SD 37	1220	86.9
34057080	SD044	348.24	PONY CK	0.2 W JCT SD 37	1220	89.9
34116080	SD044	354.25	NORTH BR DRY CK	5.6 E JCT SD 37	859	89.8

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State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
34125080	SD044	355.11	NORTH BR DRY CK	6.5 E JCT SD 37	859	89.8
34151080	SD044	357.62	DRY CK	9.1 E JCT SD 37	859	89.8
34207073	SD044	363.56	JAMES RV	15 E JCT SD 37	915	90.7
34217180	US018	389.39	LONETREE CK	1.6 E JCT SD 25	710	44
34226180	US018	390.27	JAMES RV	0.6 E OF OLIVET	710	95.1
34258070	SD044	368.66	WOLF CK	9 W JCT US 81	915	90.2
35110447	IRR SD034	258	WEST FORK ELM CK	0.9 S JCT SD 47 N	760	88.4
36067016	US014	123.83	COTTONWOOD CK	0.7 E PENNINGTON CO LINE	880	90
36071076	I090 W	125.53	WHITEWATER CK	6.3 NW SD 240 S INTERCH	2770	97.9
36071077	I090 E	125.53	WHITEWATER CK	6.3 NW SD 240 S INTERCH	2770	97.9
36090088	I090 E	127.75	COUNTY RD	3.6 NW SD 240 INTERCHANGE	2770	98
36088190	SD044	120.5	JOHNSON CK	1 E OF INTERIOR	657	67.8
36090087	I090 W	127.73	COUNTY RD	3.6 NW SD 240 INTERCHANGE	2770	98
36105210	IRR SD044	123.68	WHITE RV	2.2 E 1.7 S OF INTERIOR	441	98.3
36105212	IRR SD044	123.89	LOST DOG CK	4.4 SE OF INTERIOR	441	43.8
36112021	US014	128.44	COTTONWOOD CK	5.3 E PENNINGTON CO LINE	880	90
36119118	SD240	164.6	BIG BUFFALO CK	1 S CACTUS FLAT	724	90.1
36120107	SD240	165.78	I090	CACTUS FLAT INTERCHANGE	1046	71.9
36135110	I090 W	132.86	BIG BUFFALO CK	1.0 E SD 240 S INTERCH	2705	97.9
36135111	I090 E	132.86	BIG BUFFALO CK	1.0 E SD 240 S INTERCH	2705	97.9
36136111	SD248	145.06	BIG BUFFALO CK	1 E OF CACTUS FLATS	72	84
36145015	US014	131.97	LONE TREE CK	3.8 SW HAAKON CO LINE	845	86.7
36170110	I090 W	136.35	COUNTY RD	7.0 W SD 73 N INTERCH	2705	96.9
36170111	I090 E	136.35	COUNTY RD	7.0 W SD 73 N INTERCH	2705	96.9
36171317	IRR SD044	139.26	BEAR IN THE LODGE CK	8.5 W OF WANBLEE	544	72.2
36200110	I090 W	139.3	COUNTY RD	4.0 W SD 73 N INTERCH	2705	96.9
36200111	I090 E	139.3	COUNTY RD	4.0 W SD 73 N INTERCH	2705	96.9
36240110	I090 W	143.3	SD073, CK	SD 73 N INTERCHANGE	3095	96
36240111	I090 E	143.3	SD073, CK	SD 73 N INTERCHANGE	3095	96
36270110	I090 W	146.26	COUNTY RD	3 E SD 73 N INTERCH	3095	96.9
36270111	I090 E	146.26	COUNTY RD	3 E SD 73 N INTERCH	3095	95.9
36295110	I090 W	148.74	WHITE WILLOW CK	1.3 W KADOKA INTERCH	3095	97.9
36295111	I090 E	148.74	WHITE WILLOW CK	1.3 W KADOKA INTERCH	3095	97.9
36296111	SD248	160.96	WHITE WILLOW CK	1.4 W OF KADOKA	72	95

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
36309106	SD073	71.3	I090	SD 73 S INTERCHANGE	688	99
36309168	IRR SD073	64.99	WHITE RV	6 S OF KADOKA	680	93.6
36320338	IRR SD073	46.03	SITTING UP CK	5.0 S JCT SD 44	495	79.2
36330100	I090 W	152.42	SD248 P	2.2 E SD 73 S INTERCHANGE	3120	97
36330101	I090 E	152.42	SD248 P	2.2 E SD 73 S INTERCHANGE	3120	97
36360098	I090 W	155.44	COUNTY RD	5.2 E SD 73 S INTERCH	3045	95.9
36360099	I090 E	155.44	COUNTY RD	5.2 E SD 73 S INTERCH	3045	95.9
36361298	IRR SD044	160.52	PASS CK	5.2 E JCT SD 73	325	98.9
36366300	IRR SD044	161.05	CK	5.7 E JCT SD 73	325	98.9
36421109	SD248	173.81	BRAVE BULL CK	1.7 W OF BELVIDERE	135	73.7
36400102	I090 W	159.42	COUNTY RD	3.8 W SD 63 S INTERCH	3045	94.9
36400103	I090 E	159.42	COUNTY RD	3.8 W SD 63 S INTERCH	3045	95.9
36436105	I090 W	163.04	SD063	SD 63 S INTERCHANGE	2965	97
36436106	I090 E	163.04	SD063	SD 63 S INTERCHANGE	2965	97
36441108	SD248	175.9	BRAVE BULL CK	0.4 E OF BELVIDERE	68	74.6
36447138	IRR SD063	72.84	WHITE RV	3.6 S I 90 INTERCH	75	99.7
36450105	I090 W	164.43	COUNTY RD	1.4 E SD 63 S INTERCH	2965	93.9
36450106	I090 E	164.43	COUNTY RD	1.4 E SD 63 S INTERCH	2965	93.9
36480090	I090 W	167.84	COUNTY RD	2.5 SW SD 63 N INTERCH	2965	96.9
36480091	I090 E	167.83	COUNTY RD	2.5 SW SD 63 N INTERCH	2965	67.8
36501078	I090 W	170.32	SD063	SD 63 N INTERCHANGE	3000	96
36501079	I090 E	170.32	SD063	SD 63 N INTERCHANGE	3000	97
36520067	I090 W	172.49	COUNTY RD	2.3 E SD 63 N INTERCHANGE	3000	97
36520068	I090 E	172.5	COUNTY RD	2.3 E SD 63 N INTERCHANGE	3000	97
37011080	SD034	295.85	BR CROW CK	1.1 E BUFFALO CO LINE	445	84.7
37038080	SD034	298.59	BR CROW CK	3.8 E BUFFALO CO LINE	445	93.4
37102080	SD034	304.93	SMITH CK	7.6 W WESSINGTON SPRINGS	445	85.7
37111080	SD034	305.79	EAST BR SMITH CK	6.8 W WESSINGTON SPRINGS	1130	82.6
37226090	SD034	317.22	FIRESTEEL CK	1.4 W JCT US 281	1130	83
37239014	US281	103.86	SAND CK	1.3 S BEADLE CO LINE	1100	69.4
38030185	256 AVE (FAS)	0	I090	6.2 W OKATON INTERCHANGE	23	72
38060185	I090 W	180.48	259 AVE	3.2 W OKATON INTERCH	2885	96.9
38060186	I090 E	180.48	259 AVE	3.2 W OKATON INTERCH	2885	96.9
38088194	I090 E	183.48	262 AVE	OKATON INTERCHANGE	2885	97

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
38088193	I090 W	183.48	262 AVE	OKATON INTERCHANGE	2885	97
38110195	I090 W	185.69	264 AVE	2.2 E OKATON INTERCH	2880	95.9
38110196	I090 E	185.69	264 AVE	2.2 E OKATON INTERCH	2880	95.9
38113200	SD248	198.5	SOUTH DAKOTA OWNED RR	6.8 W JCT US 83 S	64	80
38114195	I090 W	186.12	SOUTH DAKOTA OWNED RR	2.6 E OKATON INTERCH	2880	97.9
38114196	I090 E	186.11	SOUTH DAKOTA OWNED RR	2.6 E OKATON INTERCH	2880	97.9
38166196	SD248	203.8	I090	MURDO INTERCHANGE	549	69
38180198	US083	67.84	I090	US 83 S INTERCHANGE	1532	98.8
38192284	US083	58.86	HORSE CK	3.1 N MELLETTE CO LINE	1664	81.3
38200190	I090 W	194.81	242 ST	2.2 E US 83 S INTERCH	3160	93.8
38200191	I090 E	194.81	242 ST	2.2 E US 83 S INTERCH	3160	93.8
38240178	I090 W	199.16	277 AVE	2 W DRAPER INTERCH	3160	96.9
38240179	I090 E	199.16	277 AVE	2 W DRAPER INTERCH	3160	96.9
38260178	I090 W	201.13	279 AVE (FAS)	DRAPER INTERCHANGE	3160	98
38260179	I090 E	201.13	279 AVE (FAS)	DRAPER INTERCHANGE	3160	98
38290178	I090 W	204.13	282 AVE	3 E DRAPER INTERCH	2795	96.9
38290179	I090 E	204.13	282 AVE	3 E DRAPER INTERCH	2798	96.9
38302173	SD248	218	MEDICINE CK	4.9 W LYMAN CO LINE	194	56.4
38312173	SD248	219	MEDICINE CK	3.9 W LYMAN CO LINE	194	61.5
38319174	SD248	219.83	MEDICINE CK	3.1 W LYMAN CO LINE	194	78.2
38322178	I090 W	207.36	CK	5.5 W US 83 N INTERCH	2795	85.8
38322179	I090 E	207.36	CK	5.5 W US 83 N INTERCH	2798	97.8
38330175	SD248	220.84	MEDICINE CK	2.1 W LYMAN CO LINE	194	58.8
38330178	I090 W	208.11	286 AVE (FAS)	4.7 W US 83 N INTERCHANGE	2795	96
38330179	I090 E	208.11	286 AVE (FAS)	4.7 W US 83 N INTERCHANGE	2798	96
38348174	SD248	222.7	MEDICINE CK	0.2 W LYMAN CO LINE	194	61.5
39177117	US014	381.69	CK	3.1 E JCT SD 25	2030	92.2
40142144	SD034 W	389.39	PARK CK	0.4 NW JCT SD 19	2625	99.8
40142145	SD034 E	389.39	PARK CK	0.4 NW JCT SD 19	2625	99.8
41015041	I090 W	1.71	CROW CK	1.7 E WYOMING LINE	2555	97.9
41015042	I090 E	1.71	CROW CK	1.7 E WYOMING LINE	2555	97.9
41020041	I090 W	2.25	SCHENK LANE	2 E WYO. LN, INTERCHANGE	2555	98
41020042	I090 E	2.25	SCHENK LANE	2 E WYO. LN, INTERCHANGE	2555	97
41061056	I090 W	7.02	FAS COUNTY RD	3 W US 85 INTERCH	2565	97.2

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State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
41061057	I090 E	7.02	FAS COUNTY RD	3 W US 85 INTERCH	2565	97.2
41063178	US014A	24.46	SPEARFISH CK	4.8 N CHEYENNE XING	591	99.6
41077137	US014A	17.74	HOMESTAKE FLUME	7.2 S OF SPEARFISH	935	99.4
41080057	I090 W	8.96	OLD BELLE RD	1.3 W US 85 INTERCHANGE	2565	96.9
41080058	I090 E	8.96	OLD BELLE RD	1.3 W US 85 INTERCHANGE	2565	96.9
42079004	LOUISE AVE	0	I229	LOUISE AVE INTERCHANGE	24586	100
42140063	SD011	63.16	NINE MILE CK	6 S MINNEHAHA CO LINE	2200	87.4
42140115	SD011	57.94	BEAVER CK	2.5 N JCT US 18	2200	87.4
41091057	I090 WF	9.86	SPEARFISH CK	0.4 W US 85 INTERCH	50	98
41091058	I090 W	10.08	SPEARFISH CK	0.3 W US 85 INTERCH	3885	97.6
41091059	I090 E	10.08	SPEARFISH CK	0.3 W US 85 INTERCH	3885	97.6
41091213	US085	16.13	SPEARFISH CK	0.2 W CHEYENNE XING	650	92.7
41092058	I090 WB ON RAMP	9.86	SPEARFISH CK	0.3 W US 85 INTERCH	962	98.3
41092059	I090 EB OFF RAMP	10.13	SPEARFISH CK	0.3 W US 85 INTERCH	1110	99.9
41094010	US085 S	50.15	REDWATER RV	AT BUTTE CO LINE	3500	94.2
41094059	US085 S	44.81	I090	US 85 N INTERCHANGE	3250	99
41095010	US085 N	50.15	REDWATER RV	BUTTE CO LINE	3500	94.8
41095059	US085 N	44.81	I090	US 85 N INTERCHANGE	3250	99
41099096	US014A	11.8	SPEARFISH CK	2.9 W & S I 90 EXIT 14	2730	94.9
41101077	JACKSON BLVD	0	I090	SPEARFISH INTERCHANGE	5588	97
41110085	I090 W	13.61	SANDSTONE DR	0.7 W US 14A INTERCH	8195	96.6
41110086	I090 E	13.61	SANDSTONE DR	0.7 W US 14A INTERCH	8195	96.6
41116088	US014A	8.86	I090	US 14A INTERCHANGE	7920	99
41126087	I090 W	15.33	FALSE BOTTOM CK	1 E US 14A INTERCH	7025	97.7
41126088	I090 E	15.33	FALSE BOTTOM CK	1 E US 14A INTERCH	7025	97.7
41140088	I090 W	16.67	N RAINBOW RD	1.5 W US 85 S INTERCH	7025	96.7
41140089	I090 E	16.67	N RAINBOW RD	1.5 W US 85 S INTERCH	7025	97.7
41148163	US014AEF	39.11	DEADWOOD CK	0.3 E OF CENTRAL CITY	50	100
41154087	US085 S	36.92	I090	US 85 S INTERCHANGE	3300	99
41155087	US085 N	36.92	I090	US 85 S INTERCHANGE	3300	100
41156169	US085	26.11	WHITEWOOD CK	0.1 NE JCT US 385	5805	96.3
41156176	US385	121.65	WHITEWOOD CK	0.5 S OF PLUMA	1985	94.2
58240300	SD037	157.93	CK	6 S JCT US 212	665	89.4
41158166	US085	26.67	WHITEWOOD CK	0.6 NE JCT US 385	5805	96.3

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State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
41159165	US085	26.84	WHITEWOOD CK	0.8 NE JCT US 385	5805	97.3
41160083	I090 W	18.84	ST ONGE OIL RD (FAS)	0.7 E US 85 S INTERCH	6050	97.6
41160084	I090 E	18.84	ST ONGE OIL RD (FAS)	0.7 E US 85 S INTERCH	6050	95.6
41161082	I090 W	19.09	POLO CK	1 E US 85 S INTERCH	6050	97.7
41161096	US085 S	35.63	POLO CK	1 S I 90 INTERCH	3300	99.8
41161156	US014A, PINE ST	41.03	WHITEWOOD CK	AT JCT US 85 S	20200	64.7
41162082	I090 E	19.09	POLO CK	1 E US 85 S INTERCH	6050	97.7
41162096	US085 N	35.6	POLO CK	1 S I 90 INTERCH	3300	98.8
41185086	COUNTY RD	0	I090	2.2 W SD 34 N INTERCH	260	89.8
41200088	I090 W	22.98	DAKOTA, MINN & EASTERN R	0.8 W SD 34 N INTERCH	6050	96.7
41200089	I090 E	22.98	DAKOTA, MINN & EASTERN R	0.8 W SD 34 N INTERCH	6050	97.7
41207092	SD034	27.37	I090	SD 34 W INTERCHANGE	2607	96.9
41214098	I090 W	24.85	WHITEWOOD CK	1.0 SE SD 34 N INTERCH	6085	97.7
41214099	I090 E	24.85	WHITEWOOD CK	1.0 SE SD 34 N INTERCH	6085	97.7
41226107	WELLS RD	0	I090	2.4 SE SD 34 N INTERCH	195	99
41229111	I090 W	26.74	SPRING CK	3 SE SD 34 N INTERCH	6085	96.7
41229112	I090 E	26.74	SPRING CK	3 SE SD 34 N INTERCH	6085	97.7
41233142	US014A	49.57	BEAR BUTTE CK	2.9 W I 90 INTERCH	4529	83
41234145	US014A	49.33	BEAR BUTTE CK	3.5 W I 90 INTERCH	4529	96.6
42011110	SD044	405.36	LONG CK	0.9 W JCT SD 17	1128	97.6
42016170	US018	430.34	LONG CK	0.5 W JCT SD 17	1150	89
42064030	I029 S	73.38	271 ST - COUNTY RD 106	2.1 S I229 INTERCHANGE	15545	95.3
42064093	I029 S	67.13	BEAVER CK	2.7 N SD 44 INTERCH	8900	75.5
42064115	I029 S	64.91	SOUTH DAKOTA OWNED RR	0.6 N SD 44 INTERCH	8900	97.6
42064166	I029 S	59.74	SNAKE CK	0.4 N US 18 W INTERCH	8735	96.9
42064197	I029 S	56.68	SADDLE CK	2.6 S US 18 W INTERCH	8330	97.6
42065030	I029 N	73.38	271 ST - COUNTY RD 106	2.1 S I229 INTERCHANGE	15545	95.3
42065050	273 ST (FAS)	0	I029	4.1 S I229 INTERCHANGE	1291	81.3
42065080	276 ST (FAS 116)	0	I029	4.0 N SD 44 INTERCHANGE	1999	99.1
42065093	I029 N	67.13	BEAVER CK	2.7 N SD 44 INTERCH	8900	75.5
42065100	278 ST	0	I029	2 N SD 44 INTERCH	55	83.1
42065115	I029 N	64.91	SOUTH DAKOTA OWNED RR	0.6 N SD 44 INTERCH	8900	97.6
42065120	SD044	411.84	I029	SD 44 INTERCHANGE	994	84.9
42065130	281 ST	0	I029	1 N US 18 E INTERCH	25	53.1

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State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
42065140	US018 W	438.28	I029	US 18 E INTERCHANGE	1465	57.3
42065141	US018 E	438.28	I029	US 18 E INTERCHANGE	1465	74.3
42065160	284 ST	0	I029	1 N US 18 W INTERCH	25	90.1
42065166	I029 N	59.74	SNAKE CK	0.4 N US 18 W INTERCH	8735	96.9
42065170	US018	435.25	I029	US 18 W INTERCHANGE	1192	97.3
42065197	I029 N	56.68	SADDLE CK	2.6 S US 18 W INTERCH	8330	94.9
42065200	288 ST (FAS)	0	I029	3 S US 18 W INTERCHANGE	227	98.8
42065230	291 ST (FAS)	0	I029	6 N SD 46 INTERCHANGE	256	98.8
42065260	294 ST (FAS)	0	I029	3 N SD 46 INTERCHANGE	621	98.8
42066006	I029 S	75.5	I229 S & I029 S OFF RAMP	I 29 & I 229 INTERCHANGE	15805	69
42067006	I029 N	75.5	I229 S & I029 S OFF RAMP	I 29 & I 229 INTERCHANGE	15805	81
42162140	US018	447.9	BEAVER CK	0.7 W OF CANTON	12318	84
43014188	SD248	224.32	MEDICINE CK	1.0 W JCT US 83	194	67.1
43018330	SD053	68.97	WHITE RV	MELLETTTE CO LINE	85	97.9
47048461	I090 W	34.81	I090 WF & BH NAT CEM RD	BH NATL CEM INTERCHANGE	9060	95
47048462	I090 E	34.81	I090 EF & BH NAT CEM RD	BH NATL CEM INTERCHANGE	9060	94
47060329	SD079	121.73	COTTONWOOD CK	3.3 S BUTTE CO LINE	1700	71.1
47060383	SD079	116.37	SPRING CK	5.2 N JCT SD 34	1700	68.3
47061480	PLEASANT VALLEY RD	0	I090	3.2NW TILFORD INTERCHANGE	433	97.7
47069510	TILFORD RD	0	I090	TILFORD INTERCHANGE	392	99
47070420	SD079	112.31	BEAR BUTTE CK	1.2 N JCT SD 34	1995	95
47079535	I090 EF	42.81	ELK CK	1.8 NW N PIEDMONT INTERCH	50	99
47080534	I090 W	42.81	ELK CK	1.8 NW N PIEDMONT INTERCH	7910	74.6
47080535	I090 E	42.81	ELK CK	1.8 NW N PIEDMONT INTERCH	7910	74.6
47080539	I090 EF	43.5	CK	1.2 NW N PIEDMONT INTERCH	50	62.1
47081421	SD034	40.58	VOLUNTEER CK	1.7 NE JCT SD 79 N	807	79.8
47084546	I090 EF	44.1	LITTLE ELK CK	0.5 NW N PIEDMONT INTERCH	50	70
43026195	US083	87.36	I090	US 83 N INTERCHANGE	2055	99
43031324	SD053 NF	70.02	WILLIAMS CK	0.8 N MELLETTE CO LINE	60	37
43040195	I090 W	214.15	293 AVE	1.3 E US 83 N INTERCHANGE	3340	98
43040196	I090 E	214.15	COUNTY RD	1.3 E US 83 N INTERCHANGE	3340	98
43063195	I090 W	216.39	COUNTY RD	3.6 E US 83 N INTERCH	3260	95.8
43063196	I090 E	216.39	COUNTY RD	3.6 E US 83 N INTERCH	3260	95.8
43100201	I090 W	220.31	300 AVE	7.5 E US 83 N INTERCHANGE	3260	93.4

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
43100202	I090 E	220.31	300 AVE	7.5 E US 83 N INTERCHANGE	3260	85.7
43114200	SD248	234.77	TIN PAN CK	4.6 W JCT US 183	310	86.8
43130205	I090 W	223.39	COUNTY RD	3 W US 183 S INTERCH	3180	95.8
43130206	I090 E	223.39	COUNTY RD	3 W US 183 S INTERCH	3180	95.8
43150205	I090 W	225.38	305 AVE	W PRESHO INTERCHANGE	3180	97
43150206	I090 E	225.38	305 AVE	W PRESHO INTERCHANGE	3180	96
43160205	I090 W	226.41	US183	US 183 INTERCHANGE	3335	86.2
43160206	I090 E	226.41	US183	US 183 INTERCHANGE	3335	85.5
43160339	US183	61.53	WHITE RV	TRIPP & LYMAN CO LINE	460	62.6
43180205	I090 W	228.39	COUNTY RD	2 E US 183 INTERCH	3335	95.8
43180206	I090 E	228.39	COUNTY RD	2 E US 183 INTERCH	3335	95.8
43200205	I090 W	230.39	COUNTY RD	4 E US 183 INTERCH	3335	95.8
43200206	I090 E	230.39	COUNTY RD	4 E US 183 INTERCH	3335	95.8
43216034	IRR SD1806	145.31	STRAIGHT CK	6.7 NW JCT SD 273	180	99.7
43218036	IRR SD1806	145.02	CEDAR CK	6.4 NW JCT SD 273	180	99.7
43220205	I090 W	232.32	COUNTY RD	6 E US 183 INTERCH	3335	95.8
43220206	I090 E	232.39	COUNTY RD	6 E US 183 INTERCH	3335	95.8
43250204	IRR AR SD273	61.69	MEDICINE CK	0.2 N I 90 @ KENNEBEC	550	100
43250206	I090 W	235.43	SD273	KENNEBEC INTERCHANGE	3100	96.7
43250207	I090 E	235.43	SD273	KENNEBEC INTERCHANGE	3100	85
43290219	I090 W	239.66	COUNTY RD	4.3 E KENNEBEC INTERCH	3100	96.9
43290220	I090 E	239.66	COUNTY RD	4.3 E KENNEBEC INTERCH	3100	96.9
43313220	I090 W	241.9	COUNTY RD	LYMAN INTERCHANGE	3100	98
43313221	I090 E	241.9	COUNTY RD	LYMAN INTERCHANGE	3100	98
43340224	I090 W	244.75	COUNTY RD	4 W RELIANCE INTERCH	3190	96.8
43340225	I090 E	244.75	COUNTY RD	4 W RELIANCE INTERCH	3190	96.8
43380227	I090 W	248.79	SD248	RELIANCE INTERCHANGE	3420	97.8
43380228	I090 E	248.79	SD248	RELIANCE INTERCHANGE	3420	98
43401237	I090 W	251.09	SD047	SD 47 INTERCHANGE	3715	70.8
43401238	I090 E	251.09	SD047	SD 47 INTERCHANGE	3715	86.8
43403308	SD047	60.44	WHITE RV	7.3 S I 90 INTERCH	680	92.7
43422370	SD047	52.73	BULL CK	5.3 S JCT SD 49	337	89.2
43428240	I090 W	253.9	I90 EF	2.8 E SD 47 INTERCH	3715	93.8
43428241	I090 E	253.9	I90 EF	2.9 E SD 47 INTERCH	3715	93.7

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State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
43466261	I090 W	258.37	BIG CK, I90 WF	2.2 W OACOMA INTERCH	3715	93.8
43466262	I090 E	258.37	BIG CK, I 90 WF	2.2 W OACOMA INTERCH	3715	93.8
43467261	I090 WF	258.4	BIG CK	2.1 W OACOMA INTERCH	85	96.8
43475267	I090 W	259.52	COUNTY RD	1 W OACOMA INTERCH	3715	96.8
43475268	I090 E	259.52	COUNTY RD	1 W OACOMA INTERCH	3715	95.8
43476268	I090 W	259.6	AMERICAN CROW CK	0.9 W OACOMA INTERCH	3715	96.5
43476269	I090 E	259.6	AMERICAN CROW CK	0.9 W OACOMA INTERCH	3715	97.2
43477268	I090 WF	259.6	AMERICAN CROW CK	0.9 W OACOMA INTERCH	2622	85.3
43479269	I090 WF	259.84	SOUTH DAKOTA OWNED RR	0.7 W OACOMA INTERCH	2622	86.3
43479270	I090 W	259.88	SOUTH DAKOTA OWNED RR	0.6 W OACOMA INTERCH	3715	97.7
43479271	I090 E	259.9	SOUTH DAKOTA OWNED RR	0.6 W OACOMA INTERCH	3715	95.5
43485272	I090 W	260.49	I090 L	OACOMA INTERCHANGE	3915	97.7
43485273	I090 E	260.49	I090 L	OACOMA INTERCHANGE	3915	97.2
44005177	SD262	367.44	WOLF CK	0.7 SE HANSON CO LINE	563	97.7
44010126	431 AVE (FAS)	0	I090	4.0 E SD 25 INTERCHANGE	874	95.2
44030210	SD042	324.88	WOLF CK	2.9 W JCT SD 262	582	94.8
44050127	435 AVE (FAS)	0	I090	6.0 W US 81 INTERCHANGE	148	96
44080125	COUNTY RD	0	I090	3.0 W US 81 INTERCH	65	91.9
44095090	SD038	330.81	WEST FORK VERMILLION RV	1.5 W JCT US 81	975	77.7
44104125	I090 W	363.48	WEST FORK VERMILLION RV	0.6 W US 81 INTERCH	4680	78.7
44104126	I090 E	363.48	WEST FORK VERMILLION RV	0.6 W US 81 INTERCH	4680	78.7
44110125	US081	57.89	I090	US 81 INTERCHANGE	1390	98.9
44110156	US081	54.7	WEST FORK VERMILLION RV	3.2 S I 90 INTERCH	1310	97.1
44128210	SD042	334.77	WEST FORK VERMILLION RV	1.7 E JCT US 81	772	99
44130125	I090 W	366.06	COUNTY RD	2 E US 81 INTERCH	4970	96.8
44130126	I090 E	366.06	COUNTY RD	2 E US 81 INTERCH	4970	96.8
44150126	445 AVE (FAS)	0	I090	4 E US 81 INTERCHANGE	328	98
44170126	COUNTY RD	0	I090	6 E US 81 INTERCH	25	96.7
44210126	451 AVE (FAS)	0	I090	MONTROSE INTERCHANGE	592	88
44214107	SD038	343.19	EAST FORK VERMILLION RV	2.9 NW MINNEHAHA CO LINE	953	88.2
44219125	I090 W	374.95	EAST FORK VERMILLION RV	2.1 W MINNEHAHA CO LINE	5405	78.7
44219126	I090 E	374.95	EAST FORK VERMILLION RV	2.1 W MINNEHAHA CO LINE	5405	78.7
44222210	SD042	344.18	EAST FORK VERMILLION RV	1.9 W MINNEHAHA CO LINE	737	99.1
44230125	I090 W	376.03	COUNTY RD	1 W MINNEHAHA CO LINE	5405	97.7

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
44230126	I090 E	376.03	COUNTY RD	1 W MINNEHAHA CO LINE	5405	96.7
45394150	SD010	260.74	FOOT CK	1.4 E JCT SD 45 S	662	83.1
45447150	SD010	265.94	NORTH BR WILLOW CK	6.6 E JCT SD 45 S	662	86
46065100	SD010	316.7	DRAINAGE DITCH	4.6 W JCT SD 27 S	1235	79.9
46079230	SD027	214.54	DRY RUN CK	0.3 E OF LANGFORD	1032	98
46110123	SD027	228.45	CROW CK	2.3 S JCT SD 10	1032	92.9
46170055	SD027	241.16	WILD RICE CK	4.5 N JCT SD 10	620	88.1
46276174	SD025	209.7	ROY LK INLET	2.5 S JCT SD 10	416	81.2
47002437	US014A	50.68	BEAR BUTTE CK	0.1 E LAWRENCE CO LINE	4861	97
47015426	I090 W	29.84	BEAR BUTTE CK	0.4 W US 14A INTERCH	6085	90.7
47015427	I090 E	29.84	BEAR BUTTE CK	0.4 W US 14A INTERCH	6085	90.7
47018428	I090 W	30.28	US014A	EXIT 30 US14A/SD34 INTERC	6085	79
47018430	I090 E	30.28	US014A	EXIT 30 US14A INTERCHANGE	6085	79
47019430	I090 W	30.48	DAKOTA, MINN & EASTERN R	0.2 SE US 14A INTERCH	6955	97.7
47019431	I090 E	30.48	DAKOTA, MINN & EASTERN R	0.2 SE US 14A INTERCH	6955	96.7
47024438	I090 W	31.5	COUNTY RD	0.9 NW STURGIS INTERCH	6955	95.5
47024439	I090 E	31.5	COUNTY RD	0.9 NW STURGIS INTERCH	6955	96.5
47028443	I090 W	32.04	DEADMAN GULCH	0.3 NW STURGIS INTERCH	6955	91.6
47028444	I090 E	32.04	DEADMAN GULCH	0.3 NW STURGIS INTERCH	6955	91.6
47030443	I090 W	32.27	SALES RING RD, DM&E RR	0.1 NW STRGS INTERCHANGE	6955	93.7
47030444	I090 E	32.27	SALES RING RD, DM&E RR	0.1 NW STRGS INTERCHANGE	6955	93.7
47033444	I090 W	32.41	JUNCTION AVE - STURGIS	STURGIS INTERCHANGE	9060	97.6
47033445	I090 E	32.41	JUNCTION AVE - STURGIS	STURGIS INTERCHANGE	9060	97.6
47085545	I090 W	44.1	LITTLE ELK CK	0.5 NW PIEDMONT INTERCH	7910	72.6
47085546	I090 E	44.1	LITTLE ELK CK	0.5 NW PIEDMONT INTERCH	7910	75.6
47088550	I090 W	44.66	DEER VIEW RD	N PIEDMONT INTERCHANGE	7910	56.7
47088551	I090 E	44.66	DEER VIEW RD	N PIEDMONT INTERCHANGE	7910	61.7
47098563	ELK CK RD (FAS)	0	I090	S PIEDMONT INTERCHANGE	2392	67.6
47110394	SD034	44.85	BEAR BUTTE CK	6.0 NE JCT SD 79 N	807	78.9
47111580	STAGE STOP RD	0	I090	3.1 NW SD 231 INTERCHANGE	3739	97.7
47128603	I090 W	51.49	SD231 N, DAK MINN & E RR	SD 231 INTERCHANGE	9935	88
47128604	I090 E	51.49	SD231 N, DAK MINN & E RR	SD 231 INTERCHANGE	9390	75.8
47130604	I090 W	51.63	SD 231 RAMP	0.1 SE SD231 INTERCHANGE	9390	85.5
47130605	I090 E	51.63	SD 231 RAMP	0.1 SE SD231 INTERCHANGE	9390	85.5

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
47135610	COUNTY RD	0	I090	1.0 NW PENN CO LINE	33	87.8
47136612	I090 W	52.44	BLACKHAWK CK	0.9 NW PENN CO LINE	10220	92.6
47136613	I090 E	52.44	BLACKHAWK CK	0.9 NW PENN CO LINE	10220	92.6
47142386	SD034	48.26	SPRING CK	9.4 NE JCT SD 79 N	807	82
47215363	SD034	56.57	BELLE FOURCHE RV	17.6 NE JCT SD79 N	769	96.7
47230373	SD034	58.26	FOUR MILE CK	19.5 NE JCT SD 79 N	769	84.8
50175230	41ST ST	0	I029	41ST INTERCHANGE	31921	99
50176010	I029 N	99.49	COUNTY RD	1 N SD 115 INTERCH	6745	96.7
50176060	I029 N	94.49	FAS COUNTY RD	BALTIC INTERCHANGE	8490	96
50176100	I029 N	90.49	COUNTY RD	6.3 N I 90 INTERCH	8490	93.6
50176207	I029 N	79.54	ELLIS AND EASTERN RR	0.3 N 12TH ST INTERCH	19460	97.1
50176210	I029 N	79.26	W 12TH ST (OLD SD042)	EXIT 79	23450	92.8
50176219	I029 N	78.38	SKUNK CK	0.9 S 12TH ST INTERCH	23450	96.9
50177130	COUNTY RD	0	I029	3.3 N I 90 INTERCH	160	96
50177196	PEDESTRIAN BR	0	I029	0.6 S OF RUSSELL ST	0	0
50177199	I029 S	80.29	MADISON ST	1 N 12TH ST INTERCHANGE	19460	93
50178191	RUSSELL ST	0	I029	2.0 S SD 38 E INTERCHANGE	9627	92
50178199	I029 N	80.29	MADISON ST	1 N 12TH ST INTERCHANGE	19460	93
50179130	I029 NF	87.45	CK	1.9 E OF CROOKS	193	98.7
50179191	MAPLE ST	0	29 ONRAMP A - RUSSELL ST	2.1 MI S OF SD38 INTERCH	700	91
50180140	258 ST (FAS)	0	I029	2.2 N I 90 INTERCHANGE	2906	96.8
50180155	I029 S	84.92	BURLINGTON NORTHERN RR	0.8 N I 90 INTERCH	9330	97.6
50180162	I090 W	396.55	I029, DRAINAGE DITCH	I 90 & I 29 INTERCHANGE	9330	97
50180163	I090 E	396.55	I029, DRAINAGE DITCH	I 90 & I 29 INTERCHANGE	9330	96
50180170	WEST 60TH ST	0	I029	WEST 60TH ST INTERCHANGE	11350	98
50180180	I029 S	82.41	BENSON RD	1.0 S 60TH ST INTERCHANGE	16515	85.9
47338361	SD034	69.17	ELM CK	12 SW OF UNION CENTER	769	69.4
47382348	SD034	73.91	EAST ELM CK	7.5 W OF UNION CENTER	769	81.3
47755203	SD073	154.91	CHERRY CK	8.8 N JCT SD 34	480	86.2
48000077	IRR AR SD063	69.71	BLACK PIPE CK	0.1 SE JACKSON CO LINE	75	99.7
48013210	IRR AR SD044	171.99	CORN CK	0.6 W JCT SD 63	325	98.9
48021125	IRR AR SD063	64.15	SIMMS CK	10 N JCT SD 44	75	99
48022211	SD044	172.81	BLACK PIPE CK	0.3 E JCT SD 63	310	99.1
48023189	IRR AR SD063	56.33	BLACK PIPE CK	2.3 N JCT SD 44 E	75	96.7

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State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
48035280	SD063	45.6	BLACK PIPE CK	1.8 E OF NORRIS	321	85.7
48227205	SD044	194.9	PINE CK	2.3 W JCT US 83	366	98.3
48243210	SD044	196.51	LITTLE WHITE RV	0.7 W JCT US 83	366	97.2
48250185	US083	46.83	LITTLE WHITE RV	2 N OF WHITE RIVER	1709	55.7
48256262	IRR AR US083	38.8	HORSE HEAD CK	3.1 S JCT SD 44 E	2251	75.3
48258254	IRR AR US083	39.62	CK	2.3 S JCT SD 44 E	2251	88
48283108	US083	55.65	WHITE RV	JONES-MELLETT CO LINE	1709	85.2
48440253	SD053	50.71	BUTTE CK	0.6 N JCT SD 44	85	99.7
48485271	SD044	225.44	OAK CK	2.7 W TRIPP CO LINE	344	99.6
49021130	SD034	352.07	CK	2.1 E SANBORN CO LINE	1126	51.9
49053130	SD034	355.29	CK	5.2 E SANBORN CO LINE	1126	29.4
49089205	SD025	75.45	ROCK CK	7.5 S JCT SD 34	449	94.6
49168130	SD034	366.83	WEST FORK VERMILLION RV	6.3 W JCT US 81	2586	90.4
50020141	I090 W	379.66	SD019	SD 19 INTERCHANGE	5710	76
50020142	I090 E	379.66	SD019	SD 19 INTERCHANGE	5710	75.4
50030065	SD019	80.78	BR SKUNK CK	6.5 S LAKE CO LINE	1315	74.1
50030149	COUNTY RD	0	I090	1.2 E SD 19 INTERCH	85	98
50050164	COUNTY RD	0	I090	3.8 E SD 19 INTERCH	64	98
50070165	COUNTY RD	0	I090	4.8 W SD 38 INTERCH	20	99
50090165	FAS COUNTY RD	0	I090	2.8 W SD 38 INTERCHANGE	3545	81.6
50114165	I090 W	389.89	CK	0.4 W SD 38 INTERCH	6160	78.3
50114166	I090 E	389.89	CK	0.4 W SD 38 INTERCH	6160	78.2
50119165	I090 W	390.28	SD038	SD 38 & I 90 INTERCHANGE	6460	95.7
50119166	I090 E	390.28	SD038	SD 38 & I 90 INTERCHANGE	6460	97.7
50125168	SD038	360.22	SKUNK CK	0.6 SE I90 & SD38 INTERCH	4025	100
50126165	I090 W	391.05	SKUNK CK	0.8 E SD 38 INTERCH	6460	97.7
50126166	I090 E	391.05	SKUNK CK	0.8 E SD 38 INTERCH	6460	79.6
50140165	I090 W	392.47	COUNTY RD, DRAINAGE	2.2 E SD 38 INTERCH	6460	77.3
50140166	I090 E	392.47	COUNTY RD, DRAINAGE	2.2 E SD 38 INTERCH	6460	77.6
50144165	I090 W	392.9	CK	2.6 E SD 38 INTERCH	6460	97.4
50144166	I090 E	392.9	CK	2.6 E SD 38 INTERCH	6460	97.7
50152165	I090 W	393.64	WILLOW CK	3 W I 29 INTERCH	6460	97.4
50152166	I090 E	393.64	WILLOW CK	3 W I 29 INTERCH	6460	97.7
50160166	FAS COUNTY RD	0	I090	2.1 W I 29 INTERCH	1285	93.8

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
50163165	I090 W	394.72	CK	1.9 W I 29 INTERCH	6460	92.5
50163166	I090 E	394.72	CK	1.9 W I 29 INTERCH	6460	92.8
50170164	N MARION RD	0	I090	1.1 W I 29 INTERCH	340	99.3
50172240	57TH ST	0	I029	INTERSECTION 57TH & I029	10000	78.3
50173235	49TH ST	0	I029	0.5 SW 41ST INTERCH	11280	81
50175010	I029 S	99.49	COUNTY RD	1 N SD 115 INTERCH	6745	96.7
50175020	SD115	107.54	I029	SD 115 & I29 INTERCHANGE	2971	78
50175040	COUNTY RD	0	I029	2 S SD 115 INTERCH	260	99
50175060	I029 S	94.49	FAS COUNTY RD	BALTIC INTERCHANGE	8490	96
50175100	I029 S	90.49	COUNTY RD	6.3 N I 90 INTERCH	8490	93.6
50175207	I029 S	79.54	ELLIS AND EASTERN RR	0.3 N 12TH ST INTERCH	19460	97.1
50175210	I029 S	79.26	W 12TH ST (OLD SD042)	EXIT 79	23450	92.8
50175219	I029 S	78.38	SKUNK CK	0.9 S 12TH ST INTERCH	23450	96.9
50175222	26TH ST	0	I029	26TH ST INTERCHANGE	15441	94.2
50181155	I029 N	84.92	BURLINGTON NORTHERN RR	0.8 N I 90 INTERCH	9330	97.6
50181180	I029 N	82.41	BENSON RD	1.0 S 60TH ST INTERCHANGE	16515	85.7
50185163	COUNTY RD	0	I090	0.5 E I 29 INTERCH	193	94.1
50188239	I229 S	1.88	BIG SIOUX RV	0.2 SW WESTERN AV INTERCH	17860	96.2
50189163	I090 W	397.45	BURLINGTON NORTHERN RR	0.9 E I 29 INTERCH	9330	97.1
50189164	I090 E	397.45	BURLINGTON NORTHERN RR	0.9 E I 29 INTERCH	9330	97.6
50189239	I229 N	1.88	BIG SIOUX RV	0.2 SW WESTERN AV INTERCH	17860	96.2
50191238	WESTERN AVE	0	I229	WESTERN AVE INTERCHANGE	16825	100
50191239	I229 NF (WESTERN)	2	BIG SIOUX RV	0.1 S I 229 INTERCH	754	99.8
50193164	I090 W	397.86	BIG SIOUX RV, LOCAL RD	1.3 E I 29 INTERCH	9330	93.5
50193165	I090 E	397.86	BIG SIOUX RV, LOCAL RD	1.3 E I 29 INTERCH	9330	93.5
50200166	I090 W	398.49	SILVER CK	1.1 W SD 115 INTERCH	9330	97.6
50200167	I090 E	398.49	SILVER CK	1.1 W SD 115 INTERCH	9330	97.6
50200233	I229 S	3.12	MINNESOTA AVE	MINNESOTA AVE INTERCHANGE	21690	87.8
50201166	I090 W	398.69	PRIVATELY OWNED RR	0.8 W SD 115 INTERCH	9330	97.6
50201167	I090 E	398.69	PRIVATELY OWNED RR	0.8 W SD 115 INTERCH	9330	97.6
50201233	I229 N	3.12	MINNESOTA AVE	MINNESOTA AVE INTERCHANGE	21690	87.8
50203017	SD115	104.57	CK	0.1 W OF DELL RAPIDS	3555	99
52256401	US016	42.64	SPRING CK	1.2 E OF HILL CITY	5925	92.5
52239411	PRIVATE DR/US16 F	39.93	SPRING CK	0.5M S & 0.5M W HILL CITY	10	76.9

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State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
52244404	US016	41.32	SPRING CK	0.3E & 0.3N HILL CITY	4530	95.1
52243404	US016	41.15	SPRING CK	200' EAST NEWTON ST	4530	95.1
50206020	SD115	104.26	BIG SIOUX RV	0.2 S OF DELL RAPIDS	3555	73.9
50208022	SD115	103.99	SOUTH FORK SIOUX RV	0.5 S OF DELL RAPIDS	3555	74.8
50210167	I090 W	399.56	CLIFF AVE	CLIFF AVE INTERCHANGE	10315	75
50210168	I090 E	399.56	CLIFF AVE	CLIFF AVE INTERCHANGE	10315	75
50210230	I229 S	4.16	CLIFF AVE	CLIFF AVE INTERCHANGE	21690	85.8
50211230	I229 N	4.16	CLIFF AVE	CLIFF AVE INTERCHANGE	21690	85.8
50216220	26TH ST	0	I229	26TH ST INTERCHANGE	18267	97
50217217	I229 S	5.7	SE AVE, SO DAK OWNED RR	0.4 NE 26 ST INTERCH	17370	96.2
50217219	I229 S	5.52	BIG SIOUX RV	0.2 NE 26 ST INTERCH	17370	97.2
50218192	I229 S	8.28	BIG SIOUX RV	0.4 N RICE ST INTERCH	16205	95.2
50218197	I229 S	7.84	RICE ST, BUR NOR RR	RICE ST INTERCHANGE	16380	95.2
50218217	I229 N	5.7	SE AVE, SO DAK OWNED RR	0.4 NE 26 ST INTERCH	17370	97.2
50218219	I229 N	5.52	BIG SIOUX RV	0.2 NE 26TH ST INTERCH	17370	97.2
50219180	BENSON ROAD	0	I229	BENSON RD. INTERCHANGE	16048	100
50219192	I229 N	8.28	BIG SIOUX RV	0.4 N RICE ST INTERCH	16205	95.2
50219197	I229 N	7.84	RICE ST, BUR NOR RR	RICE ST INTERCHANGE	16380	95.2
50219205	6TH ST	0	I229	6TH ST OVERHEAD	13170	98
50219208	10TH ST	367.96	I229	10TH & I229 INTERCHANGE	31768	100
50219210	12TH ST	0	I229	12TH ST OVERHEAD	7195	100
50219215	18TH ST	0	I229	18TH ST OVERHEAD	6500	88.5
50221166	I090 W	400.6	I229	I 90 & I 229 INTERCHANGE	10495	94.5
50221167	I090 E	400.6	I229	I 90 & I 229 INTERCHANGE	10495	97.5
50221170	COUNTY RD	0	I229	0.3 S I 90 INTERCH	385	69
50240165	FAS COUNTY RD	0	I090	2 E I 229 INTERCHANGE	2533	90.1
50266224	SD042	373.23	BIG SIOUX RV	5.3 E I 229 INTERCH	6435	91.9
50270205	SD011	76.58	SPLIT ROCK CK	0.2W & 3S BRANDON	2990	80.6
50275165	I090 W	406.12	BURLINGTON NORTHERN RR	0.5 W SD 11 INTERCH	9095	77.1
50275166	I090 E	406.12	BURLINGTON NORTHERN RR	0.5 W SD 11 INTERCH	9095	77.7
50280113	SD011	86.08	WEST PIPESTONE CK	5.2 N I 90 INTERCH	2855	77.8
50280136	SD011	83.89	WEST PIPESTONE CK	2.9 N I 90 INTERCH	3735	78.8
50280139	SD011	83.65	SPLIT ROCK CK	2.7 N I 90 INTERCH	3735	68.6
50280152	SD011	82.22	SPLIT ROCK CK	1.2 N I 90 INTERCH	3735	95

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
50280165	SD011	80.89	I090	SD 11 & I 90 INTERCHANGE	8000	81.5
50284165	I090 W	406.99	SPLIT ROCK CK	0.4 E SD 11 INTERCH	7160	80.6
50284166	I090 E	406.99	SPLIT ROCK CK	0.4 E SD 11 INTERCH	7160	77.6
50288100	SD011	88.18	WEST PIPESTONE CK	7.2 N I 90 INTERCH	2855	73.5
50300166	COUNTY RD	0	I090	2 E SD 11 INTERCH	115	98
50308100	SD011	90.15	SPLIT ROCK CK	1.2 S OF GARRETSON	2855	95
50310093	SD011	91.03	SPLIT ROCK CK	0.4 S OF GARRETSON	2855	83
50312012	SD011	99.15	PIPESTONE CK	3.4 SW MINNESOTA LINE	2110	88.7
50320166	486 AVE (FAS)	0	I090	4.0 E SD 11 INTERCHANGE	808	94.2
50328165	I090 W	411.41	LONE ROCK CK	1.2 W MINNESOTA LINE	6265	96.4
50328166	I090 E	411.41	LONE ROCK CK	1.2 W MINNESOTA LINE	6265	94.6
51065010	I029 S	123.84	BIG SIOUX RV	1 S BROOKINGS CO LINE	6005	90.5
51065030	I029 S	121.83	233 ST (FAS)	7 N SD 32 INTERCHANGE	6215	96
51065050	COUNTY RD	0	I029	5 S BROOKINGS CO LINE	69	98.8
51065080	I029 S	116.84	COUNTY RD	8 S BROOKINGS CO LINE	6215	95.7
51065120	I029 S	112.83	COUNTY RD	3 N SD 34 INTERCH	6155	93.7
51066010	I029 N	123.84	BIG SIOUX RV	1 S BROOKINGS CO LINE	6005	90.5
51065130	I029 S	111.84	COUNTY RD	2 N SD 34 INTERCH	6155	93.7
51065150	SD034	406.56	I029	SD 34 INTERCHANGE	4951	70
51065180	I029 S	106.83	COUNTY RD	3 S SD 34 INTERCH	6415	95.7
51065188	I029 S	106.02	BACHELOR CK	3.8 S SD 34 INTERCH	6415	78.6
51065200	FAS COUNTY RD	0	I029	5 S SD 34 INTERCHANGE	2300	92.3
51065210	COUNTY RD	0	I029	3.2 N MINNEHAHA CO LINE	85	96
51065230	I029 S	101.81	COUNTY RD	1.2 N MINNEHAHA CO LINE	6745	95.7
51066030	I029 N	121.83	233 ST (FAS)	7 N SD 32 INTERCHANGE	6215	96
51066080	I029 N	116.84	COUNTY RD	8 S BROOKINGS CO LINE	6215	95.7
51066100	SD032	414.24	I029	SD 32 INTERCHANGE	1770	96.6
51066120	I029 N	112.83	COUNTY RD	3 N SD 34 INTERCH	6155	93.7
51066130	I029 N	111.84	COUNTY RD	2 N SD 34 INTERCH	6155	93.7
51066180	I029 N	106.83	COUNTY RD	3 S SD 34 INTERCH	6415	95.7
51066188	I029 N	106.04	BACHELOR CK	3.8 S SD 34 INTERCH	6415	78.6
51066230	I029 N	101.81	COUNTY RD	1.2 N MINNEHAHA CO LINE	6745	95.7
51110143	SD034	411.31	SQUAW CK	4.5 SW JCT SD 13 N	1700	99.2
51129130	SD034	413.8	BIG SIOUX RV	2.1 W JCT SD 13	1658	92.2

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
51135101	SD032	421.32	BIG SIOUX RV	1.7 W JCT SD 13	3300	99.5
51150049	SD013	113.28	SPRING CK	4.9 S BROOKINGS CO LINE	1732	86.6
51150051	SD013	112.97	SPRING CK	5.2 S BROOKINGS CO LINE	1732	86.6
51150082	IRR SD013	109.93	BIG SIOUX RV	2.0 N OF FLANDREAU	1732	90.1
51150099	SD013	108.13	BIG SIOUX RV	0.3 N OF FLANDREAU	1732	87.6
51151041	SD013	114.02	SPRING CK	4.1 S BROOKINGS CO LINE	1732	86.6
52261428	SD244	27.09	PALMER GULCH	3.2 E JCT US 385 & 16	1285	94.6
52273394	US016	45.16	SPRING CK	0.2 E JCT US 385	5500	85.9
52279390	US385 NF	85.25	SPRING CK	0.8 NE JCT US 16 E	5	85
52283387	US385 NF	86.75	SPRING CK	1.3 NE JCT US 16 E	5	100
52308411	US016AW	59.46	US016 E	KEYSTONE INTERCHANGE	1750	97
52308412	US016AE	59.44	US016AW	KEYSTONE INTERCHANGE	1750	94
52310446	US016A	54.71	US016A,	0.9 S JCT SD 244	320	82.7
52311444	US016A	54.97	GRIZZLY BEAR CK	0.7 S JCT SD 244	320	99.4
52311454	US016A	53.02	US016A,	2.7 S JCT SD 244	310	82
52312448	US016A	54.16	DRAW	1.7 S JCT SD 244	320	55.4
52312449	US016A	54.09	US016A,	1.8 S JCT SD 244	320	82
52313449	US016A	54.01	DRAW	1.9 S JCT SD 244	320	86
52317433	US016A	56.88	BATTLE CK	2.7 S JCT US 16	6498	89.1
52317436	US016AEF	56.4	GRIZZLY BEAR CK	AT KEYSTONE	1993	81
52318312	SD044 WF	33.07	RAPID CK	7.4 SE JCT US 385	50	83
52320430	SD040	32.66	BATTLE CK	0.7 E JCT US 16A	615	98.5
52322427	SD040	32.98	BATTLE CK	1.0 E JCT US 16A	615	84.4
52327427	SD040	33.38	BATTLE CK	1.4 E JCT US 16A	615	67.3
52328428	SD040	33.73	BATTLE CK	1.6 E JCT US 16A	615	86.5
52329430	SD040	33.85	BATTLE CK	1.7 E JCT US 16A	718	98.5
52332431	SD040	34.13	BATTLE CK	2.2 E JCT US 16A	718	99.5
52337433	SD040	34.65	BATTLE CK	2.6 E JCT US 16A	718	99.5
52357446	SD040	37.33	IRON CK	5.3 E JCT US 16A	718	99.5
52362449	SD040	38.06	BATTLE CK	0.1 E OF HAYWARD	718	99.5
52361447	SD040	37.8	BATTLE CK	5.8 E JCT US 16A	718	99.5
52362451	SD040	38.26	BATTLE CK	0.3 E OF HAYWARD	718	99.5
52369321	SD044	39.79	RAPID CK	4.2 SW JCT SD 79	4380	79.6
52371320	SD044	39.94	RAPID CK	4.1 SW JCT SD 79	9110	67

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
52374318	SD044	40.42	CLEGHORN CANYON	3.6 SW JCT SD 79	9110	55
52377268	SD231	84.58	BOXELDER CK	0.8 S MEADE CO LINE	7600	95.4
52389311	SD044	42.15	RAPID CK	1.9 SW JCT SD 79	30000	68.3
52383263	I090 W	53.93	BOXELDER CK	0.6 SE MEADE CO LINE	10220	97.5
52383264	I090 E	53.93	BOXELDER CK	0.6 SE MEADE CO LINE	10220	79.4
52390278	SD445	76.59	I090	DEADWOOD AVE INTERCHANGE	15155	93
52393365	US016 W	61.63	SPRING CK	2.3 S JCT US 16B	2910	82.8
52393366	US016 E	61.63	SPRING CK	2.3 S JCT US 16B	2910	82.8
52394297	SD231 N	80.42	DAK MINN & E RR, DRAINAG	0.3 W JCT SD 445	7245	100
52394298	SD231 S	80.42	DAK MINN & E RR, DRAINAG	0.3 W JCT SD 445	7245	100
52399299	SD231	79.98	RAPID CK	0.1 E JCT SD 445	55530	70.2
52409294	I190 S	0.43	SILVER ST	1.2 S I 90 INTERCHANGE	8985	63
52409298	I190	0.12	RAPID CK	0.1 N JCT SD 44	17970	94.4
52410285	I190	1.46	I090	I 90 & I 190 INTERCHANGE	9600	85.3
52410290	ANAMOSA ST	0	I190	0.5 S I 90 INTERCH	9000	94.1
52410294	I190 N	0.43	SILVER ST	1.2 S I 90 INTERCHANGE	8985	74
52410318	SKYLINE DRIVE	0	US016	1.9 S JCT SD 44 E	600	87
52415285	I090 W	58.3	HAINES AVE	HAINES AVE INTERCHANGE	16420	92
52415286	I090 E	58.31	HAINES AVE	HAINES AVE INTERCHANGE	16420	92
52420285	I090 W	58.8	MAPLE AVE	0.5 E HAINES AVE INTERCH	15660	93.2
52420286	I090 E	58.8	MAPLE AVE	0.5 E HAINES AVE INTERCH	15560	93.2
52424285	LACROSSE ST	0	I090	LACROSSE ST INTERCHANGE	20680	98
52424301	SD044	46.21	RAPID CK	0.8 W JCT US 16B	40686	91.1
52430314	SD079NF	69.38	ST JOSEPH ST, D M & E RR	1.2 S JCT SD 44	23179	80.9
52430330	US016 B (SE CONN)	67.66	SD079	US16B & SD79 INTERCHANGE	8000	96.1
52433330	US016 B (SE CONN)	67.89	DM&ERR	0.3E SD79	8000	86.9
52435288	I090 W	60.48	CITY ST	SD 16T & I 90 INTERCHANGE	13475	95.7
52435289	I090 E	60.48	CITY ST	SD 16T & I 90 INTERCHANGE	13475	91.7
52436393	SD079	68.36	SPRING CK	6.6 N CUSTER CO LINE	11800	84.7
52443319	US016 B (SE CONN)	69.69	RAPID CK	SOUTHEAST CONNECTOR	8000	93.8
52446311	US016 B (SE CONN)	70.4	SD044, SD RR (ABAND)	SOUTHEAST CONNECTOR	14850	92.8
52450287	US016 B (SE CONN)	73	I090	US16 B INTERCHANGE	11145	87.3
52450290	US016 B (SE CONN)	72.85	DAKOTA, MINN & EASTERN R	0.2 S I 90 INTERCH	25000	89.3
52462279	I090 WF	63.42	BOXELDER CK	1.6 E ST PAT STR INTERCH	6684	69.2

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
52463280	I090	63.42	BOXELDER CK	1.6 E ST PAT STR INTERCH	23030	95.9
52467276	I090 WB ON RAMP	63.1	I090	2.0 E SD 437 INTERCHANGE	2654	79.8
52469275	I090 W	63.96	CK	2.1 E ST PAT STR INTERCH	8560	95.7
52469276	I090 E	63.96	CK	2.1 E ST PAT STR INTERCH	8560	95.7
52469277	I090 WB ON RAMP	62.94	CHANNEL CK	2.9 W OF BOX ELDER	2654	89.3
52470276	I090 WF	0	I090	2.3 E ELK VALE INTERCH	3690	84.7
52485275	I090 W	65.69	EAFB ENTRANCE, CK	0.6 W BOX ELDER INTERCH	8560	88.6
52485276	I090 E	65.69	EAFB ENTRANCE, CK	0.6 W BOX ELDER INTERCH	8560	88.6
52486275	I090 W	65.76	DAK, MINN & E SPUR RR	0.5 W BOX ELDER INTERCH	8560	88.6
52486276	I090 E	65.76	DAK, MINN & E SPUR RR	0.5 W BOX ELDER INTERCH	8560	88.6
52490275	I090 W	66.17	OLD EAFB MAIN ENTRANCE	1.0 WEST OF EXIT 67	8560	98
52490276	I090 E	66.17	OLD EAFB MAIN ENTRANCE	1.0 WEST OF EXIT 67	8560	97
55060047	IRR SD025	236.78	UPPER LITTLE MINNESOTA R	0.3 N JCT SD 106	393	95
55068060	IRR SD106	334.32	LITTLE MINNESOTA RV	3.2 W JCT SD 127	512	92.5
52500275	LIBERTY BLVD.	0	I090	EXIT 67	7957	96
52510274	I090 W	68.15	COUNTY RD, DRAW	1.0 E. OF EXIT 67	4775	78.7
52510275	I090 E	68.15	COUNTY RD, DRAW	1.9 E BOX ELDER INTERCH	4775	78.7
52639400	SD044	70.31	CK	6.3 SE OF FARMINGDALE	1344	88.9
52540275	COUNTY RD	0	I090	5.0 E BOX ELDER INTERCH	150	75.9
52580284	I090 W	75.31	COUNTY RD	3.0 W NEW UNDRWD INTERCH	4775	97.8
52580285	I090 E	75.31	COUNTY RD	3.0 W NEW UNDRWD INTERCH	4775	96.8
52595389	SD044	65.68	DRAW	0.7 SE OF FARMINGDALE	2024	87.2
52610285	161 AVE (FAS)	0	I090	NEW UNDERWOOD INTERCHANGE	886	89.3
52640285	COUNTY RD	0	I090	3.0 E NEW UNDRWD INTERCH	45	98.8
52662416	SD044	73.47	SWINE HART CK	9.3 SE OF FARMINGDALE	1344	88.9
52670285	DUNCAN RD	0	I090	6.0 E NEW UND INTERCHANGE	83	97.1
52676419	SD044	74.9	RAPID CK	10.8 SE OF FARMINGDALE	1344	86.6
52690285	I090 W	86.23	COUNTY RD, DRAW	8.0 E NEW UNDRWD INTERCH	3635	78.8
52690286	I090 E	86.23	COUNTY RD, DRAW	8.0 E NEW UNDRWD INTERCH	3635	77.8
5270842A	SD044	78.23	CHEYENNE RV	14.2 SE OF FARMINGDALE	1344	76.4
52710283	171 AVE	0	I090	10 E NEW UND INTERCHANGE	65	98.4
52730285	I090 W	90.25	173 AVE (FAS)	8 W WASTA INTERCHANGE	3650	72.7
52730286	I090 E	90.25	173 AVE (FAS)	8 W WASTA INTERCHANGE	3650	69.5
52750284	I090 W	92.23	COUNTY RD	6 W WASTA INTERCH	3705	93.2

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
52750285	I090 E	92.23	COUNTY RD	6 W WASTA INTERCH	3705	95.2
52767517	SD044	89.53	BEAR CK	1.7 E OF SCENIC	390	100
52800310	I090 W	98.14	ELM ST, DAK MINN & E RR	WASTA INTERCHANGE	3705	96
52800311	I090 E	98.14	ELM ST, DAK MINN & E RR	WASTA INTERCHANGE	3705	96
52803312	I090 W	98.45	CHEYENNE RV	0.3 E WASTA INTERCH	3585	80.8
52803313	I090 E	98.45	CHEYENNE RV	0.3 E WASTA INTERCH	3585	80.8
52830310	JENSEN RD	0	I090	3.1 E WASTA INTERCHANGE	101	99
52831309	I090 W	101.4	BULL CK	3.3 E WASTA INTERCH	3560	77.6
52831310	I090 E	101.4	BULL CK	3.3 E WASTA INTERCH	3560	77.6
52880346	CEDAR BUTTE RD	0	I090	1.9 NW W WALL INTERCHANGE	104	96.1
52900360	SD240	126.32	I090	WEST WALL INTERCHANGE	515	98.8
52905364	I090 W	110.55	DAKOTA, MINN & EASTERN R	0.5 W SD 240 INTERCH	3395	97.8
52905365	I090 E	110.55	DAKOTA, MINN & EASTERN R	0.5 W SD 240 INTERCH	3395	97.8
52910365	I090 W	110.98	SD240	SD240 & WALL INTERCHANGE	3395	97
52910366	I090 E	110.98	SD240	SD240 & WALL INTERCHANGE	3395	96
52925365	US014 WB OFF/90 E2	112.21	I090	US 14 & I 90 INTERCHANGE	8	91
52926366	US014 E	112.96	I090	US 14 & I 90 INTERCHANGE	525	90
52953400	I090 E	116.94	COUNTY RD	4.4 SE US 14 INTERCHANGE	3070	95.9
52954400	I090 W	116.94	COUNTY RD	4.4 SE US 14 INTERCHANGE	3070	96.9
52A00419	I090 W	121.98	BIG FOOTE RD (FAS)	9.4 SE US 14 INTERCHANGE	2655	98
52A00420	I090 E	121.98	BIG FOOTE RD (FAS)	9.4 SE US 14 INTERCHANGE	2655	98
53149209	SD075	221.82	SOUTH FORK GRAND RV	7.9 N JCT SD 20	195	98.2
53150046	SD075	238.75	NORTH FORK GRAND RV	5.5 N OF LODGEPOLE	370	78.8
53380119	SD073	230.77	FLAT CK	1 N OF SHADEHILL	520	93
53380131	SD073	229.6	GRAND RV	0.3 S OF SHADEHILL	468	93.3
53383397	SD073	202.78	THUNDER BUTTE CK	4.7 S JCT SD 20 E	286	93.1
53392521	SD073	190.11	MOREAU RV	11.5 N MEADE CO LINE	286	62.5
53410597	SD073	182.02	FLINT ROCK CK	3.4 N MEADE CO LINE	286	81.9
54056158	IRR US212	208.53	MISSOURI RV (OAHE LK)	DEWEY - POTTER CO. LINE	430	36
54091126	SD1804	311.36	CHEYENNE CK	3.7 N JCT US 212	125	94.1
54160224	US083	167.73	ARTICHOKE CK	1.6 N SULLY CO LINE	1120	93.2
55084433	IRR I029 S	206.82	BURLINGTON NORTHERN RR	0.6 S US 12 INTERCH	2865	97.9
55085429	IRR US012	366.4	I029	US 12 & I 29 INTERCHANGE	1984	100
55085433	IRR I029 N	206.82	BURLINGTON NORTHERN RR	0.6 S US 12 INTERCH	2865	97.9

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
55085440	IRR COUNTY RD	0	I029	GRANT CO LINE	452	98.9
55089380	IRR I029 S	212.24	FASC 6127 RD	1.6 SW SD 15 INTERCH	2450	94.9
55090380	IRR I029 N	212.24	FASC 6127 RD	1.6 SW SD 15 INTERCH	2450	94.9
55093190	IRR SD010	359.66	CK	0.7 W JCT SD 127 N	4888	89.9
55100164	IRR SD127	216.66	LITTLE MINNESOTA RV	2.7 N JCT SD 10	780	88.9
55100367	IRR SD015	206.62	I029	I 29 & SD 15 INTERCHANGE	599	98
55101181	IRR SD127	214.9	BR LITTLE MINNESOTA RV	0.9 N JCT SD 10	780	78.8
55108350	IRR I029 S	215.79	COUNTY RD	1.9 NE SD 15 INTERCH	2315	95.9
55109350	IRR I029 N	215.79	COUNTY RD	1.9 NE SD 15 INTERCH	2315	95.9
55114241	IRR I029 S	226.84	COUNTY RD, GOODWILL CK	5.1 S SD 10 INTERCH	2070	95.9
55114252	IRR I029 S	225.78	AGENCY CK	1.8 N PEEVER INTERCH	2070	96.5
55115220	IRR COUNTY RD	0	I029	3 S SD 10 INTERCH	68	99
55115241	IRR I029 N	226.84	COUNTY RD, GOODWILL CK	5.1 S SD 10 INTERCH	2070	96.9
55115252	IRR I029 N	225.78	AGENCY CK	1.8 N PEEVER INTERCH	2070	97.5
55115256	IRR I029 S	225.38	BR HINES CK	1.4 N PEEVER INTERCH	2070	97.5
55115270	IRR I029 S	224.02	127 ST (FAS)	PEEVER INTERCHANGE	2315	98
55115290	IRR COUNTY RD	0	I029	2 S PEEVER INTERCH	254	98.6
55115330	IRR COUNTY RD	0	I029	4 N SD 15 INTERCH	68	98.7
55116190	IRR SD010	361.77	I029	SD 10 & I29 INTERCHANGE	3120	92.5
55116256	IRR I029 N	225.38	BR HINES CK	1.4 N PEEVER INTERCH	2070	97.5
55116270	IRR I029 N	224.02	127 ST (FAS)	PEEVER INTERCHANGE	2315	98
55118183	IRR I029 S	232.76	LITTLE MINNESOTA RV	0.8 N SD 10 & I29 INTERCH	2300	97.9
55119183	IRR I029 N	232.76	LITTLE MINNESOTA RV	0.8 N SD 10 & I29 INTERCH	2300	97.9
55124170	IRR COUNTY RD	0	I029	2.0 N SD 10 & I29 INTERCH	16	98
55132190	IRR SD010	363.63	LITTLE MINNESOTA RV	1.7 E JCT I 29	3120	83.4
55139140	IRR I029 S	237.42	DRAINAGE DITCH	5.5 NE SD 10 INTERCH	2300	97.9
55140140	IRR I029 N	237.42	DRAINAGE DITCH	5.5 NE SD 10 INTERCH	2300	97.9
55144130	IRR COUNTY RD	0	I029	6.5 NE SD 10 INTERCH	79	100
55160100	IRR I029 S	242.02	110 ST (FAS)	4.4 S SD 127 INTERCHANGE	2300	98
55161100	IRR I029 N	242.02	110 ST (FAS)	4.4 S SD 127 INTERCHANGE	2300	98
55169360	SD015	199.83	NORTH FORK WHETSTONE RV	1.2 W JCT SD 123	841	77.7
55175040	IRR COUNTY RD	0	I029	2.0 N SD 127 INTERCH	68	97
55175055	IRR I029 S	247.03	SOO LINE RR	0.5 N SD 127 INTERCH	2545	97.9
55175060	IRR I029 S	246.44	SD127	SD 127 & I29 INTERCHANGE	2545	98

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
55176055	IRR I029 N	247.03	SOO LINE RR	0.5 N SD 127 INTERCH	2545	97.9
55176060	IRR I029 N	246.44	SD127	SD 127 & I29 INTERCHANGE	2545	98
55180010	IRR I029 S	251.5	COUNTY RD	1.0 S NORTH DAKATO LINE	2545	96.9
55181010	IRR I029 N	251.5	COUNTY RD	1.0 S NORTH DAKATO LINE	2545	97.9
55195360	SD015	197.34	NORTH FORK WHETSTONE RV	1.4 E JCT SD 123	999	88.1
55290047	IRR SD127	246.61	BIG SLOUGH CK	4.7 S NORTH DAKOTA LINE	295	94.7
56061043	SD037 S	111.59	SAND CK	3.3 S JCT SD 224	1110	99.9
56062043	SD037 N	111.59	SAND CK	3.3 S JCT SD 224	1110	99.9
56118127	SD034 W	338.03	JAMES RV	0.9 SE OF FORESTBURG	1203	99.9
56118128	SD034 E	338.03	JAMES RV	0.9 SE OF FORESTBURG	1203	99.9
56149176	SD037 S	91.07	JAMES RV	4.6 MILE SOUTH JNCT SD34	1185	99.9
56150176	SD037 N	91.07	JAMES RV	4.6 S JCT SD 34	1185	97.5
62100399	SD053	14.09	WILLOW CK	12.8 S JCT US 18	105	98
62115270	US018	244.06	COTTONWOOD CK	0.5 E JCT US 183N	1932	89
62149270	US018	247.43	BIG HOLLOW CK	3.9 E JCT US 183	1932	89.1
57026360	IRR US018	76.66	BLACK TAIL CK	1.8 E FALL RIVER CO LINE	685	95.7
57096359	IRR US018	83.84	SLIM BUTTE CK	9 E FALL RIVER CO LINE	685	96.5
57107360	IRR US018	84.9	WHITE RV	10 E FALL RIVER CO LINE	1125	90.2
57133360	IRR US018	87.52	WHITE CLAY CK	12.7 E FALL RIVER CO	1461	86.4
57169389	IRR US018	92.35	WHITE CLAY CK	11.2 NW OF PINE RIDGE	2090	86.3
57206426	IRR US018	97.96	WHITE CLAY CK	5.6 NW OF PINE RIDGE	2090	86.3
58021060	SD020	313.69	SNAKE CK	2.1 E FAULK CO LINE	675	91.4
58033060	SD020	314.97	SNAKE CK	3.3 E FAULK CO LINE	675	88.4
58043060	SD020	315.95	SNAKE CK	4.3 E FAULK CO LINE	675	88.4
58047290	SD026	275.37	TURTLE CK	4.3 W JCT US 281	395	99.7
58079060	SD020	319.56	BIG SLOUGH CK	2.1 W JCT US 281	867	83.1
58086251	US212	306.15	TURTLE CK	0.3 NW JCT US 281 S	1665	64.6
58095249	US281	154.45	TURTLE CK	0.5 N JCT US 212	5490	67.9
58100197	US281	159.71	SNAKE CK	5.8 N JCT US 212	2230	94.1
58101321	US281	146.39	SOUTH DAKOTA OWNED RR	3.9 S JCT SD 26	1481	97.2
58183250	US212	315.66	JAMES RV	1.7 W OF FRANKFORT	1480	90.4
58152060	SD020	326.87	JAMES RV	5.2 E JCT US 281	795	92.4
58214420	SD028	281.5	JAMES RV	2.6 W JCT SD 37	320	72.3
58222420	SD028	282.25	CK	1.8 W JCT SD 37	320	62.3

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
58231060	SD020	334.72	CK	6.8 W JCT SD 37	535	70.9
58242240	US212	321.92	TIMBER CK	0.1 W JCT SD 37 S	1330	96.6
58260420	SD028	285.99	FOSTER CK	2.0 E JCT SD 37	412	80.3
58281060	SD020	339.67	TIMBER CK	1.8 W JCT SD 37	535	87.3
58300011	SD037	192.31	TIMBER CK	1.1 S BROWN CO LINE	1010	86.4
58300043	SD037	189.14	TIMBER CK	1.8 N JCT SD 20 W	1010	77.8
58300068	SD020	342.39	TIMBER CK	0.8 S JCT SD 20 W & 37	999	83.1
58300109	SD037	182.66	CK	1.8 S JCT SD 20 E	543	79.8
58300124	SD037	181.02	BR FOSTER CK	3.4 S JCT SD 20 E	543	79.8
58300163	SD037	177.29	FORDHAM CK	7.7 N JCT US 212	500	89.1
58300176	SD037	175.86	BR FORDHAM CK	6.4 N JCT US 212	500	73.7
58300217	SD037	171.77	BR TIMBER CK	2.3 N JCT US 212	500	85.9
58344090	SD020	349.02	DRY RUN CK	1.6 W CLARK CO LINE	581	83.5
58356420	SD028	295.58	BR SHUE CK	0.4 W CLARK CO LINE	412	87.7
59020322	US014	185.67	COTTONWOOD CK	4.2 S JCT SD 34	730	81.9
59020358	US014	182.28	PRAIRIE DOG CK	7.8 S JCT SD 34	730	86.7
59020402	US014	177.73	LITTLE PRAIRIE DOG CK	1.9 N HAAKON CO LINE	730	90.8
59021402	US014 EF	177.73	LITTLE PRAIRIE DOG CK	1.9 N HAAKON CO LINE	50	66.4
59023299	US014	188.15	PLUM CK	1.9 S JCT SD 34	730	84.5
59025286	US014	189.45	CK	0.6 S JCT SD 34	730	77.9
59078280	US014	195.21	FROZENMAN CK	0.3 E OF HAYES	1015	92.8
59328274	US014	220.39	WILLOW CK	7.9 W JCT US 83	1300	91.2
59398295	US083	118.5	BAD RV	WITHIN FORT PIERRE	3683	66.4
59493328	SD1806	170.23	ANTELOPE CK	11.2 SE JCT US 83	215	99.6
60130188	SD1804	269.66	OKOBOJO CK	5.2 N HUGHES CO LINE	480	98.4
61182044	IRR US018	197.33	LITTLE WHITE RV	9.2 W JCT US 83 N	1000	95.6
61300061	IRR US083	21.82	ANTELOPE CK	0.1 S JCT US 18	5600	53
61485010	IRR US018	230.44	WHITE HORSE CK	3.8 W TRIPP CO LINE	1220	78.5
62093230	SD044	238.67	COTTONWOOD CK	1.7 W JCT US 183	377	99.5
62183274	US018	250.86	DOG EAR CK	1.4 W OF WINNER	8000	62.4
62215274	SD044	255.07	WEST BR THUNDER CK	1.6 E JCT US 18	1254	97.2
62215291	US018	254.73	WEST BR THUNDER CK	2 SE OF WINNER	1840	99.1
62233315	US018	257.65	CK	5 SE OF WINNER	1840	99.1
62235518	US183	2.23	KEYA PAHA RV	2.2 N NEBRASKA LINE	235	99.2

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
62238270	SD044	257.4	THUNDER CK	4 E JCT US 18	1254	98.5
62280133	SD049	41.1	MOCCASIN CK	1 S OF HAMILL	433	99.6
62283124	SD049	42.23	MOCCASIN CK	4.3 SW LYMAN CO LINE	433	94.5
62283191	SD049	35.32	CK	7 S OF HAMILL	645	99.4
62308092	SD049	46.56	BLACK DOG CK	0.3 SW LYMAN CO LINE	375	94.6
62346270	SD044	268.22	WEST BR BULL CK	14.5 E OF WINNER	410	96.5
63108070	SD044	389.91	SOUTH DAKOTA OWNED RR	3.3 W JCT SD 19	1515	97.5
63112070	SD044	390.17	WEST FORK VERMILLION RV	2.9 W JCT SD 19	2012	96.2
63129072	SD044	391.85	WEST FORK VERMILLION RV	1.3 W JCT SD 19	1633	94.9
63140034	SD019	57.96	EAST FORK VERMILLION RV	3.7 N JCT SD 44 WEST	990	98
63140062	SD019	55.13	WEST FORK VERMILLION RV	0.9 N JCT SD 44 WEST	990	97
63142180	US018	418.08	TURKEY RIDGE CK	1.7 W JCT SD 19	812	93.5
63160202	SD019	40.16	TURKEY RIDGE CK	2.1 S JCT US 18 WEST	1129	87.4
63174090	SD044	397.24	VERMILLION RV	1.4 E JCT SD 19	795	97.8
63179170	US018	422.68	HURLEY CK	1.9 E JCT SD 19	1045	78.3
63186270	SD019A	30.89	CK	2.7 E JCT SD 19	575	99.2
63196170	US018	424.39	VERMILLION RV	3.5 E JCT SD 19	1045	55.8
63204270	SD019A	28.95	TURKEY RIDGE CK	4.6 E JCT SD 19	575	99.8
63209170	US018	425.62	CK	4.8 E JCT SD 19	1045	78.8
63210270	SD019A	28.4	VERMILLION RV	5.2 E JCT SD 19	575	99.2
63220288	SD019A	25.65	VERMILLION RV	0.3 N JCT SD 46	720	98
64005050	I029 S	42.31	302 ST (FAS)	5 S SD 46 INTERCHANGE	5675	97
64005164	I029 S	30.92	CK	0.4 S SD 48 INTERCH	5265	92.8
64006000	SD046	365.1	I029	SD 46 INTERCHANGE	5701	100
64006010	COUNTY RD	0	I029	1 S SD 46 INTERCH	95	97.8
64006030	COUNTY RD	0	I029	3 S SD 46 INTERCH	115	97.7
64006050	I029 N	42.31	FAS COUNTY RD	5 S SD 46 INTERCHANGE	5675	97
64006090	306 ST (FAS)	0	I029	9.0 S SD 46 INTERCHANGE	270	98.3
64006100	COUNTY RD	0	I029	10 S SD 46 INTERCH	25	83
64006120	COUNTY RD	0	I029	4 N SD 48 INTERCH	20	95.1
64006160	SD048	371.92	I029	SD 48 INTERCHANGE	675	83.8
64006164	I029 N	30.92	CK	0.4 S SD 48 INTERCH	5265	93.2
64008205	SD050	416.93	I029	SD 50 INTERCHANGE	1115	89.3
64012207	SD050	417.45	CK	0.5 E I 29 INTERCH	1115	83.5

SDDOT
State Owned Structures

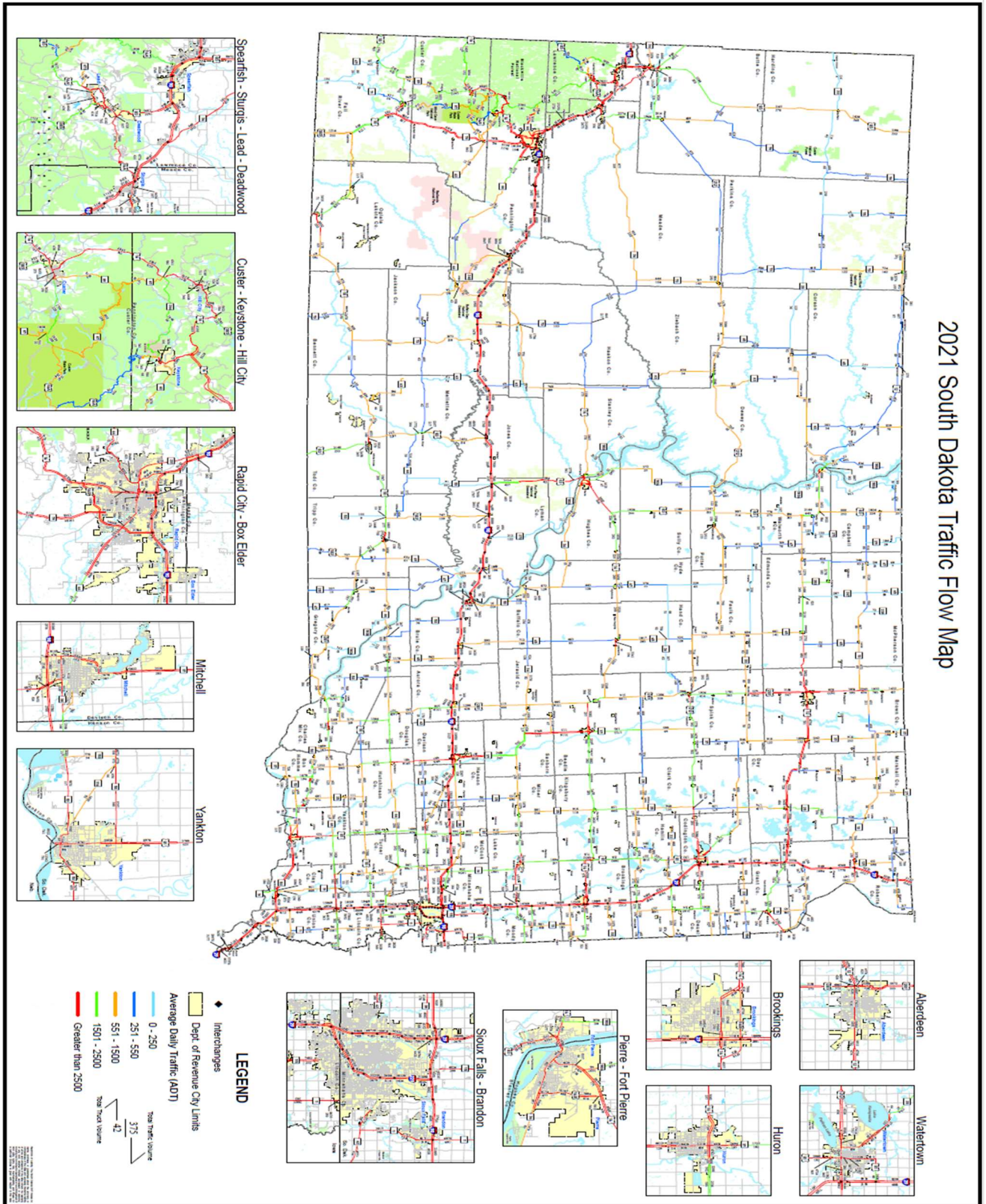
Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
64020220	COUNTY RD	0	I029	2.2 SE SD 50 INTERCH	250	88.5
64039159	SD048	375.38	BRULE CK	3.5 E I 29 INTERCH	700	93.3
64043159	SD048	375.64	CK	3.8 E I 29 INTERCH	700	93.3
64050250	COUNTY RD	0	I029	6.2 SE SD 50 INTERCH	30	99
64054000	SD046	369.98	WEST BRULE CK	3.7 E OF BERESFORD	2042	70.3
64055268	I029 S	18.49	SOUTH DAKOTA OWNED RR	0.2 N OF W ELK POINT	5285	78
64055269	I029 S	18.31	I029 L	W ELK POINT INTERCHANGE	5285	96
64056268	I029 N	18.49	SOUTH DAKOTA OWNED RR	0.2 N OF W ELK POINT	5285	77
64056269	I029 N	18.31	I029 L	W ELK POINT INTERCHANGE	5285	98
64060241	SD011	12.41	DRAINAGE DITCH	1.9 S JCT SD 50	930	99.3
64067223	SD050	424.28	BRULE CK	2.1 W IOWA LINE	1130	85.9
64070287	I029 L	6.53	I029	E ELK POINT INTERCHANGE	2100	76.3
64080296	COUNTY RD	0	I029	1.3 SE OF ELK POINT	65	98
64090005	SD011	38.97	EAST BRULE CK	0.5 S JCT SD 46	1217	98.2
64090124	SD011	27.04	WEST UNION CK	12.4 S JCT SD 46	390	82.3
64096000	SD046	374.11	EAST BRULE CK	7.9 E OF BERESFORD	1366	74.4
64100315	FAS COUNTY RD	0	I029	2.2 NW JEFFERSON INTERCH	150	92.5
64101160	SD048	381.63	WEST UNION CK	2.5 W IOWA STATE LINE	1448	81.6
64105161	SD048	382.07	EAST UNION CK	2.1 W IOWA STATE LINE	1448	79.4
64115166	SD048	383.27	DRAINAGE DITCH	0.9 W IOWA STATE LINE	1448	77.4
64115330	SD105	11.11	I029	JEFFERSON INTERCHANGE	504	87
64120336	COUNTY RD	0	I029	0.5 SE JEFFERSON INTERCH	195	91.5
64122170	SD048	384.24	BIG SIOUX RV	SD/IA BORDER - AKRON	1448	98.4
64140355	COUNTY RD	0	I029	3.4 NW N SCITY INTERCH	240	96
64149367	I029 P	4.4	I029	1.9 N NSCITY INTERCHANGE	1930	80.3
64154385	I029 S	2.48	RIVER DRIVE	N SIOUX CITY INTERCHANGE	10270	94
64155385	I029 N	2.48	RIVER DRIVE	N SIOUX CITY INTERCHANGE	10270	94
64158399	DAKOTA DUNES BLVD	0	I029	1.6 S NSCITY INTERCHANGE	5584	82
64164405	I029 S	0.05	BIG SIOUX RV	AT IOWA STATE LINE	14855	97.3
64165405	I029 N	0.05	BIG SIOUX RV	AT IOWA STATE LINE	14855	80.1
65000020	IRR US012	187.15	MISSOURI RV (OAH LK)	CORSON - WALWORTH CO LN	1675	27.5
65005025	IRR AR US012	187.36	BURLINGTON NORTHERN RR	0.3 E CORSON CO LINE	1675	65.4
65072059	SD1804	349.13	BLUE BLANKET CK	2.5 S JCT US 12	100	85.9
65200197	US083	195.56	SWAN CK	4.3 N POTTER CO LINE	770	93.5

SDDOT
State Owned Structures

Str No	Highway	MRM	Feature Intersected	Location	ADT	Fed Sufficiency Rating
65210063	US012	210.47	BURLINGTON NORTHERN RR	0.2 S JCT SD 130 E	2061	100
69105289	IRR US212	126.36	BEAR CK	1 W OF REDELM	800	83.9
65248059	SD130	196.64	BURLINGTON NORTHERN RR	3.6 E OF SELBY	435	99.7
65330201	SD047	207.57	SWAN LAKE CK	3.9 N JCT SD 20	445	78
68052212	SD052	336.3	CK	4.1 S JCT SD 50	2075	79.4
68057208	SD052	336.8	CK	4.7 S JCT SD 50	2075	79.4
68103060	SD046	332.82	JAMES RV	1.8 W JCT US 81	752	99.6
68107180	SD050	381.15	MARNE CK	1.3 W JCT US 81	3535	94.5
68120077	US081	13.66	JAMES RV	1.7 S JCT SD 46	3465	92.7
68120139	US081	7.43	BEAVER CK	6.7 N JCT SD 50	3900	67.6
68120203	US081	1.08	MARNE CK	0.4 N JCT SD 50	35240	82.9
68122210	US081	0.26	MISSOURI RV, CITY ST.	AT YANKTON	7000	36.3
68129205	SD050	384.66	MARNE CK	0.8 E JCT US 81	19076	67.4
68168060	SD046	339.59	CLAY CK	4.7 E JCT US 81	1750	83.2
68180199	SD050 W	390.05	JAMES RV	6.2 E JCT US 81	2190	99.9
68180200	SD050 E	390.05	JAMES RV	6.2 E JCT US 81	2190	96
68221060	SD046	344.71	TURKEY CK	1.9 W TURNER-CLAY LINE	1860	83.2
69194290	IRR US212	135.49	BEAR CK	0.5 W OF DUPREE	890	81.6
69195060	IRR SD020	130.58	IRISH CK	7.5 E OF GLAD VALLEY	93	99.5
69220289	IRR SD065	164.2	BEAR CK	0.2 N JCT US 212	265	91.7
69249183	IRR SD065	176.84	MOREAU RV	12.8 S JCT SD 20	265	94.1
69260092	IRR SD065	186.43	RED EARTH CK	3.1 S JCT SD 20	265	91.7
69383519	IRR SD063	146.47	DUPREE CK	1.7 N HAAKON CO LINE	320	84
69390535	IRR SD063	144.83	CHEYENNE RV	ZIEBACH-HAAKON CO LINE	320	91.7

Appendix F –SD Traffic Flow Map

2021 South Dakota Traffic Flow Map



**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF SOUTH DAKOTA**

IN THE MATTER OF THE FILING BY)	AMENDED)
WESTERN MINNESOTA MUNICIPAL)	ORDER DESIGNATING)
POWER AGENCY, THROUGH ITS)	AFFECTED AREA AND)
AGENT MISSOURI RIVER ENERGY)	DESIGNATING LOCAL REVIEW)
SERVICES, REGARDING ITS)	COMMITTEE)
NOTIFICATION OF INTENT TO APPLY)	
FOR A PERMIT FOR AN ENERGY)	
CONVERSION FACILITY)	EL24-021

This Amended Order corrects the original order by including the company representative as part of the below list of members of the local review committee. This correction makes the Order consistent with the applicable statute and the vote of the Commission at the July 2, 2024, meeting.

On June 3, 2024, the South Dakota Public Utilities Commission (Commission) received a Notice of Intent from Western Minnesota Municipal Power Agency (WMMPA), through its agent Missouri River Energy Services (MRES) to submit an application for a permit for an energy conversion facility. WMMPA proposes to construct, own and operate an energy conversion facility consisting of seven or eight reciprocating internal combustion engines, a concrete engine hall building, diesel fuel truck unloading facilities, and other associated facilities. The expected generation is approximately 145 megawatts of power during periods of high energy demand. Associated facilities will include natural gas piping anticipated to be less than 450 feet and a 345 kV generation-tie transmission line to connect with the Astoria 345 kV substation. The energy conversion facility, known as Toronto Power Plant, is proposed to be located in the SE ¼ of Section 7, Township 113N, Range 48W in Toronto Township, Deuel County, approximately 3 miles north of Toronto, South Dakota. WMMPA filed a map showing the anticipated affected siting area that is within ten miles of the proposed energy conversion facility.

On June 20, 2024, the Commission electronically transmitted notice of the filing and the intervention deadline of July 8, 2024, to interested persons and entities on the Commission's PUC Weekly Filings electronic listserv. As of the date of this order, no petitions to intervene have been filed. On June 28, 2024, PUC Staff filed a letter regarding designation of Affected Area and exhibits. On July 2, 2024, James Moore filed a Notice of Appearance on behalf of Western Minnesota Municipal Power Agency.

The Commission has jurisdiction over this matter pursuant to SDCL Chapter 49-41B, specifically SDCL 49-41B-5 and 49-41B-6, as well as ARSD 20:10:22:01. Pursuant to SDCL 49-41B-6, the Commission is required to designate the affected area relative to this filing and also designate a local review committee within thirty days after the filing of the notification of intent.

At its regularly scheduled meeting on July 2, 2024, the Commission considered this matter. The Commission voted unanimously to designate the affected area as a six-mile radius from the proposed energy conversion facility. In accordance with SDCL 49-41B-6, the Commission voted unanimously to designate the local review committee which shall be comprised of the following individuals, ex officio:

- | | |
|---|---|
| (1) Affected South Dakota Counties
(Chair of County Commissioners) | Deuel
Brookings |
| (2) Affected SD Municipalities
(Mayor) | Toronto
Astoria
Brandt |
| (3) Affected SD School Districts
(President of Board of Education) | Deuel 19-4
Deubrook 05-6
Estelline 28-2 |
| (4) A representative of WMMPA | |

Any person on the committee who ceases to hold such office or appointment shall be replaced on the committee by its successor, who shall promptly notify the Commission of such succession. It is therefore

ORDERED, that for the purpose of this energy conversion facility, the affected area shall be a six-mile radius from the proposed energy conversion facility. It is further

ORDERED, that the local review committee shall be compromised of the above referenced individuals, serving ex officio, and that any person on the committee who ceases to hold such office or appointment shall be replaced on the committee by his or her successor, who shall promptly notify the Commission of such succession.

Dated at Pierre, South Dakota, this 9th day of July 2024.

<p>CERTIFICATE OF SERVICE</p> <p>The undersigned hereby certifies that this document has been served today upon all parties of record in this docket, as listed on the docket service list, electronically or by mail.</p> <p>By: <u><i>[Signature]</i></u></p> <p>Date: <u>9 July 2024</u></p>
--

BY ORDER OF THE COMMISSION:

Kristie Fiegen
KRISTIE FIEGEN, Chairperson

Gary Hanson
GARY HANSON, Commissioner

Chris Nelson
CHRIS NELSON, Commissioner

49-41B-6. Designation of affected area by commission after notification of intent filed--Local review committee designated, composition.

Within thirty days after the filing of the notification of intent to apply for a permit for the construction of an energy conversion facility or AC/DC conversion facility, the Public Utilities Commission shall designate the affected area and a local review committee composed of:

- (1) The chair of the tribal council of each affected reservation;
- (2) The president of the board of education of each affected school district;
- (3) The chair of the county commissioners of each affected county;
- (4) The mayor of each affected municipality; and
- (5) A representative of the applicant utility designated by the utilities.

Source: SL 1977, ch 390, § 10; SL 2006, ch 242, § 3.

<https://sdlegislature.gov/api/Statutes/49-41B-6.html?all=true>

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49-41B-7. Assessment by local review committee--Factors included.

The local review committee shall meet to assess the extent of the potential social and economic effect to be generated by the proposed facility, to assess the affected area's capacity to absorb those effects at various stages of construction, and formulate mitigation measures. The assessment of the local review committee shall include consideration of the temporary and permanent alternatives in the following areas:

- (1) Housing supplies;
- (2) Educational facilities and manpower;
- (3) Water supply and distribution;
- (4) Waste water treatment and collection;
- (5) Solid waste disposal and collection;
- (6) Law enforcement;
- (7) Transportation;
- (8) Fire protection;
- (9) Health;
- (10) Recreation;
- (11) Government; and
- (12) Energy.

Source: SL 1977, ch 390, § 12; SL 2010, ch 226, § 5.

<https://sdlegislature.gov/api/Statutes/49-41B-7.html?all=true>

1/1

49-41B-8. Employment of personnel by committee--Expenses--Information furnished by commission.

The local review committee may employ such persons as determined by the Public Utilities Commission which may be required to carry out the provisions of § 49-41B-7 and the expenses of said staff shall be paid from the initial filing fee. The commission shall furnish copies of the application to the members of the local review committee and all other information which the commission determines that the committee should receive.

Source: SL 1977, ch 390, § 14.

<https://sdlegislature.gov/api/Statutes/49-41B-8.html?all=true>

1/1

49-41B-9. Financing of committee expenses.

Expense payments and other authorized payments to members of the local review committee for their service on the committee shall be financed by the unit of government or utility which they represent.

Source: SL 1977, ch 390, § 11.

<https://sdlegislature.gov/api/Statutes/49-41B-9.html?all=true>

1/1

49-41B-10. Final report of committee.

Within seven months after the application is filed the local review committee shall file a final report with the Public Utilities Commission which includes the recommendations of the committee as to mitigation measures and minority reports.

Source: SL 1977, ch 390, § 13.

<https://sdlegislature.gov/api/Statutes/49-41B-10.html?all=true>

1/1

49-41B-20. Final report heard by commission at final hearing--Decision on application--Adoption of committee's report.

The final report shall be heard by the Public Utilities Commission at the final hearing wherein the commission makes its decision on the application for a permit. The local review committee report may be adopted in whole or in part, at the discretion of the commission.

Source: SL 1977, ch 390, § 13.

June 11, 2024

Ms. Patricia Van Gerpen, Executive Director
South Dakota Public Utilities Commission
Capitol Building, 1st Floor
500 East Capitol Avenue
Pierre, SD 57501-5070

RE: Notification of Intent to Apply for a Permit for Construction of an Energy Conversion Facility — the Proposed Toronto Power Plant Project

Dear Ms. Van Gerpen:

Western Minnesota Municipal Power Agency (WMMPA), through its agent Missouri River Energy Services (MRES), is filing this Notification of Intent (NOI) to submit a permit application for an Energy Conversion Facility pursuant to SDCL 49-41B-5 and ARSD 20:10:22:02.

Description of the Size and Type of Proposed Facility [ARSD 20:10:22:02(1)]

WMMPA is proposing to construct, own, and operate an energy conversion facility consisting of seven or eight reciprocating internal combustion engines (RICE), a concrete engine hall building, diesel fuel truck unloading facilities, and other associated facilities (collectively referred to as the Toronto Power Plant).

Depending on final design, the facility is expected to generate approximately 145 megawatts (MW) of power during periods of high energy demand. The Toronto Power Plant's associated facilities include natural gas piping to connect to the Northern Border Pipeline (anticipated to be less than 450 feet of new piping), located along the southwest side of the proposed site and a 345-kilovolt (kV) generation-tie to connect with the Astoria 345 kV substation.

Water use will be needed for plant operations and fire protection. An on-site well and/or the local rural water supply will be considered to provide all process and potable water.

Estimate of the Total Cost of Construction of the Proposed Facility [ARSD 20:10:22:02(2)]

WMMPA estimates the total construction cost of the proposed project at \$354 million, including transmission interconnection and escalation costs.

Identification of the Location of the Proposed Plant Site and General Description of the

Anticipated Affected Area [ARSD 20:10:22:02(3)]

The proposed energy conversion facility site is in the SE ¼ of Section 7, Township 113N, Range 48W in Toronto Township, Deuel County, approximately 3 miles north of Toronto, South Dakota; the property northwest of the intersection of County Road 315 (479th Ave) and 192nd Street. This location consists of tilled land with a shelterbelt on the southeast corner. The anticipated affected area is an approximately 71-acre area. WMMPA has entered into an option to purchase agreement for the property. Exhibit 1 shows the anticipated affected siting area within ten miles of the proposed energy conversion facility, pursuant to SDCL 49-41B-2.



Brief Statement on Social and Economic Impact of the Proposed Facility [ARSD 20:10:22:02(4)]

It is anticipated that construction of the Toronto Power Plant will provide considerable economic benefits to the local community and the State of South Dakota due to the contractor expenditures in the area, local project purchases of materials and services, and long-term employment and operation in the area. We are in the process of contracting with First District Association of Local Governments in Watertown, SD, to perform a Social and Economic Impact Study for the construction and operation of the proposed facility.

Project construction will require a broad workforce, including general carpenters, iron workers, millwrights, and electricians. A portion of the construction work force will be hired locally from the Brookings and Deuel County area. It is anticipated that five to six full-time employees will operate the Toronto Power Plant and potentially serve as a regional hub to support other WMMPA assets in the region.

Anticipated Permit Authorization Date, Construction Schedule, and Commercial Operation Schedule [ARSD 20:10:22:02(5)]

The current schedule anticipates permit authorization from the South Dakota Public Utilities Commission by December 2025. This will allow the project to commence detailed engineering and equipment procurement throughout 2024-2026. Construction is anticipated to start in spring 2027, lasting approximately 24 months. Commercial operation is anticipated to occur in spring 2029 provided the Midcontinent Independent System Operator (MISO) transmission interconnection process is completed within the MISO published time frame.

List of the Names and Addresses of All Chairmen of Tribal Councils, Presidents of School Boards, Chairmen of County Commissions, and Mayors of Municipalities in the Anticipated Affected Area Identified [ARSD 20:10:22:02(6)]

A list is set forth in Table 1.

Table 1. Chairperson or President of the Tribes, President of the School Board, Chairperson of the County Commission, and Mayor of the Municipality

Chairperson or President of Tribes

Apache Tribe of Oklahoma
PO Box 1330
Anadarko, OK 73005

Cheyenne and Arapaho Tribe, Oklahoma
700 Black Kettle Blvd
Concho, OK 73022

Flandreau Santee Sioux Tribe
PO Box 283
Flandreau, SD 57028

Matthew Tselee, Chairman
matthew.tselee@apachetribe.org

Reggie Wassana, Governor
rwassana@c-a-tribes.org
Max Bear, THPO
mbear@cheyenneandarapaho-nsn.gov

Anthony Reider, Chairperson
anthony.reider@fsst.org
Garrie Kills-A-Hundred
garrie.killsahundred@fsst.org



Chairperson or President of Tribes

Fort Belknap Indian Community of Montana
656 Agency Main Street
Harlem, MT 59526

Lower Brule Indian Community in MN
39527 Reservation Highway 1
Morton, MN 56270

Prairie Island Indian Community in MN
5636 Sturgeon Lake Road
Welch, MN 55089

Santee Sioux Nation in NE
108 Spirit Lake Avenue West
Niobrara, NE

Spirit Lake Tribe in ND
PO Box 198
Fort Totten, ND 58335

Upper Sioux Community in MN
5722 Travers Lane
Granite Falls, MN 56241

Cheyenne River Sioux Tribe
PO Box 590
Eagle Butte, SD 57625

Crow Creek Sioux Tribe
PO Box 50
Ft. Thompson, SD 57339

Lower Brule Sioux Tribe
PO Box 187
Lower Brule, SD 57548

Oglala Sioux Tribe
PO Box 2070
Pine Ridge, SD 57770

Rosebud Sioux Tribe
PO Box 430
Rosebud, SD 57570

Sisseton Wahpeton Oyate
PO Box 509
Agency Village, SD 57262

Jeffery (Jeff) Stiffarm
jeffery.stiffarm@ftbelknap.org
Michael Blackwolf, THPO
mblackwolf@ftbelknap.org

Robert Larsen, President
robert.larsen@lowersioux.com
Cheyanne St. John
cheyanne.stjohn@lowersioux.com

Johnny Johnson, President
sbartell@piic.org
Noah White, THPO
noah.white@piic.org

Rodger Trudell, Chairman
rtrudell@santeedakota.org
Misty Fraizer, THPO
ssn.thpo@gmail.com

Douglas Yankton, Chair
www.spiritlakenation.com
Kenneth Craywater, Interim Director THPO
kgraywater@spiritlakenation.com

Kevin Jensvold, Chairman
kevinj@uppersiouxcommunity-nsn.gov
Samantha Odegard, THPO
samanthao@uppersiouxcommunity-nsn.gov

Ryman LeBeau, Chair
www.sioux.org
Steve Vance, THPO
steve.vance@crstmail.com

Peter Lengkeek, Chair
Merle Marks, THPO
cchistory@midstatesd.net

Clyde Estes, Chair
ClydeEstes@lowerbrule.net
Boyd Gourneau, Cultural Resources

Frank Star Comes Out
oglaiajakotanation.info
Justin Poirier
j.poirier@oglaia.org

Scott Herman, President
www.rosebudsiouxtribe-nsn.gov
Ione Quigley, THPO
ione.quigley@rst-nsn.gov

J. Carret Renville
chairman@sws-nsn.gov
Dianne Desrosiers



Chairperson or President of Tribes

Standing Rock Sioux Tribe
PO Box D
1 Standing Rock Ave
Ft. Yates, ND 58538

Iowa Tribe of Kansas and Nebraska
3345 B Thrasher Rd.
White Cloud, KS 66094

Blackfeet Tribe
PO Box 850
Browning, MT 59417

Crow Nation
PO Box 159
Crow Agency, MT 59022

Fort Peck Assiniboine & Sioux Tribes
PO Box 1027
Poplar, MT 59255

Northern Cheyenne Tribe
PO Box 128
Lame Deer, MT 59043

Omaha Tribe of Nebraska
P.O. Box 368
Macy, NE 68039

Ponca Tribe of Nebraska
PO Box 288
Niobrara, NE 68760

Winnebago Tribe
PO Box 687
Winnebago, NE 68701

Three Affiliated Tribes
404 Frontage Road
New Town, ND 58763

Turtle Mountain Band of Chippewa
PO Box 900
Belcourt, ND 58316

DianneD@swo-nsn.gov

Janet Alkire, Chair
www.standingrock.org
Jon Eagle, THPO
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City of Brandt
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342 W Main
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Description of All Permits [ARSD 20:10:22:02(8)]

Depending on final design and studies conducted as part of the Energy Conversion Facility permit application process, the permits or approvals that may be required for construction and operation of the proposed project are outlined in Table 2.

Table 2. State, Local, and Federal Permits

Government Level	Agency	Permits/Approvals/Consultations	Timing
Federal	U.S. Army Corp of Engineers	Clean Water Act Section 404	Prior to Construction
Federal	U.S. Fish and Wildlife Service	Federal Threatened and Endangered Species Review, Section 10	Prior to Construction
Federal	Federal Aviation Administration	Form 7460-1 Notice of Proposed Construction or Alteration	Prior to Construction
Federal	U.S. Environmental Protection Agency (EPA)	Spill Prevention, Control and Countermeasure Plan	Prior to Operations
Federal	EPA	Title IV Acid Rain Permit	Prior to Operations
State	South Dakota Public Utilities Commission	Permit for Energy Conversion Facility and Associated Transmission Facilities	Prior to Construction
State	South Dakota Department of Agriculture and Natural Resources (SDDANR)	Non-PSD Construction	Prior to Construction
State	SDDANR	Title V (Part 70) Sources Air Permit	Prior to Operation
State	SDDANR	Water Right Permit for Non-irrigation Use	Prior to Construction
State	SDDANR	General Permit Authorizing Stormwater Discharges Associated with Construction Activities (General Permit)	Prior to Construction
State	SDDANR	Industrial Stormwater Discharge Permit	Prior to Construction
State	SDDANR	Clean Water Act Section 401 Certification	Prior to Construction
State	South Dakota Game Fish and Parks (SDGFP)	State-listed Endangered Species Review	Prior to Construction
State	State Historic Preservation Office	Cultural and Historic Resources Review	Prior to Construction



Government Level	Agency	Permits/Approvals/Consultations	Timing
Local	Deuel County	Zoning Change or Special Exemption/Variance	Prior to Construction
Local	Deuel County	Building Permit	Prior to Construction
Local	Deuel County	Conditional Use Permit	Prior to Construction
Local	Deuel County	Transportation Agreement	Prior to construction

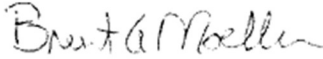
Questions or Requests Concerning the Proposed Facility, including a Request for a Prefiling Conference, which a Utility May Wish to Address to the Commission [ARSD 20:10:22:02(7)]
WMMPA requests a prefiling conference during 3rd Quarter 2024 pursuant to SDCL 49-41B-5.

Summary

The addition of this natural gas generation will provide a dispatchable, reliable, economic, and environmentally responsible source of energy to South Dakota and the Upper Midwest.

If you have any questions on this NOI or the Toronto Power Plant project, please feel free to contact me at 605.330.6969 or via email at brent.moeller@mreenergy.com.

Sincerely,



Brent A. Moeller, P.E.
Director of Generation Resources
Missouri River Energy Sources

Enclosure



Appendix H – Deuel County Noise Ordinance

ORDINANCE NO. B2022-01-07

#B2022-01-07, AN ORDINANCE AMENDING ORDINANCE B2022-01, AN ORDINANCE ESTABLISHING ZONING REGULATIONS FOR DEUEL COUNTY, SOUTH DAKOTA, AND PROVIDING FOR THE ADMINISTRATION, ENFORCEMENT, AND AMENDMENT THEREOF, IN ACCORDANCE WITH THE PROVISIONS OF CHAPTERS 11-2, 1967 SDCL, AND AMENDMENTS THEREOF, AND FOR THE REPEAL OF ALL RESOLUTIONS AND ORDINANCES IN CONFLICT HEREWITH.

BE IT FURTHER ORDAINED by the Board of County Commissioners of Deuel County, South Dakota: that Article II, "Definitions" adopted by Ordinance B2022-01, as amended, of the Zoning Ordinance of Deuel County be amended by adding language in bold and underline and removing strikeout language:

Utility ~~(in reference to Wind Energy Systems)~~. Any entity engaged in this state in the generation, transmission or distribution of electric energy including, but not limited to, a private investor-owned utility, cooperatively owned utility, and a public or municipal utility.

BE IT ORDAINED by the Board of County Commissioners of Deuel County, South Dakota: that Article XII, "General Requirements," adopted by Ordinance B2022-01, as amended, of the Zoning Ordinance of Deuel County be amended by adding language in bold and underline and removing strikeout language:

Section 1247. Public and Private Utilities:

Section 1247.01. Applicability.

The requirements of these regulations shall apply to all Public and Private Utilities facilities.

Section 1247.02 Federal and State Requirements.

All Public and Private Utilities shall meet or exceed standards and regulations of the South Dakota State Statutes and any other agency of federal or state government with the authority to regulate Public and Private Utilities.

Section 1247.03. General Provisions.

1. Mitigation Measures

a. Roads

i. Public Roads. Prior to commencement of construction, the permittees shall identify all state, county or township "haul roads" that will be used for the Public and Private Utilities project and shall notify the state, county or township governing body having jurisdiction over the roads to determine if the haul roads identified are acceptable. The governmental body shall be given adequate time to inspect the haul roads prior to use of these haul roads. Where practical, existing roadways shall be used for all activities associated with the Public and Private Utilities. Where practical, all-weather roads shall be used to deliver cement or concrete, and all other heavy components to and from the Public and Private Utilities sites.

ii. The permittees shall, prior to the use of approved haul roads, make satisfactory arrangements with the appropriate state, county or township governmental body having

due to transportation of equipment and Public and Private Utilities components. The permittees shall notify the County of such arrangements upon request of the County.

2. Setback

Noise.

a. Noise level for residences shall not exceed 45 DBA, average A-Weighted Sound pressure. The noise level is to be measured at the perimeter of existing residences. The property owners shall have the right to waive the respective setback requirements, the waiver needs to

Annual Energy Outlook 2017

with projections to 2050



#AEO2017

January 5, 2017
www.eia.gov/aeo



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Overview/key takeaways

EIA's Annual Energy Outlook provides modeled projections of domestic energy markets through 2050, and includes cases with different assumptions of macroeconomic growth, world oil prices, technological progress, and energy policies. With strong domestic production and relatively flat demand, the United States becomes a net energy exporter over the projection period in most cases.



The Annual Energy Outlook provides long-term energy projections for the United States

- Projections in the *Annual Energy Outlook 2017* (AEO2017) are not predictions of what will happen, but rather modeled projections of what may happen given certain assumptions and methodologies.
- The AEO is developed using the National Energy Modeling System (NEMS), an integrated model that aims to capture various interactions of economic changes and energy supply, demand, and prices.
- Energy market projections are subject to much uncertainty, as many of the events that shape energy markets and future developments in technologies, demographics, and resources cannot be foreseen with certainty.
- More information about the assumptions used in developing these projections is available shortly after the release of each AEO.
- The AEO is published pursuant to the Department of Energy Organization Act of 1977, which requires the U.S. Energy Information Administration (EIA) Administrator to prepare annual reports on trends and projections for energy use and supply.



What is the Reference case?

- The Reference case projection assumes trend improvement in known technologies, along with a view of economic and demographic trends reflecting the current central views of leading economic forecasters and demographers.
- It generally assumes that current laws and regulations affecting the energy sector, including sunset dates for laws that have them, are unchanged throughout the projection period.
- The potential impacts of proposed legislation, regulations, or standards are not reflected in the Reference case.
- EIA addresses the uncertainty inherent in energy projections by developing side cases with different assumptions of macroeconomic growth, world oil prices, technological progress, and energy policies.
- Projections in the AEO should be interpreted with a clear understanding of the assumptions that inform them and the limitations inherent in any modeling effort.



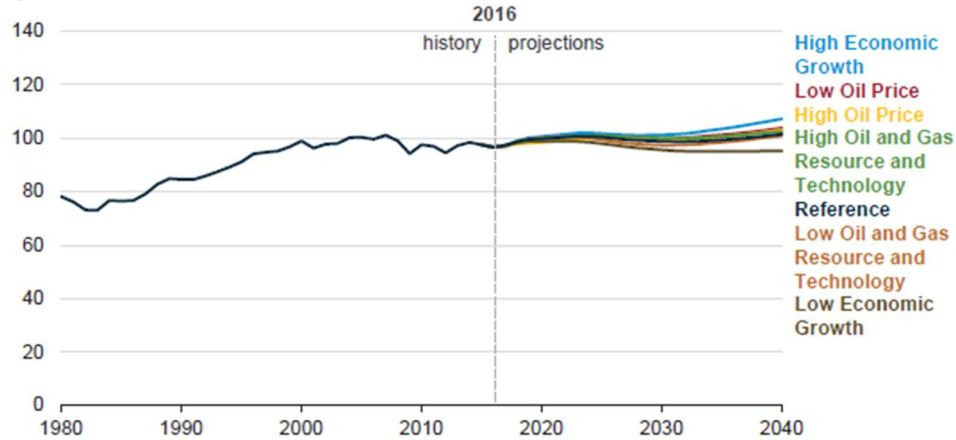
What are the side cases?

- Oil prices are driven by global market balances that are mainly influenced by factors external to the NEMS model. In the High Oil Price case, the price of Brent crude in 2016 dollars reaches \$226 per barrel (b) by 2040, compared to \$109/b in the Reference case and \$43/b in the Low Oil Price case.
- In the High Oil and Gas Resource and Technology case, lower costs and higher resource availability than in the Reference case allow for higher production at lower prices. In the Low Oil and Gas Resource and Technology case, more pessimistic assumptions about resources and costs are applied.
- The effects of economic assumptions on energy consumption are addressed in the High and Low Economic Growth cases, which assume compound annual growth rates for U.S. gross domestic product of 2.6% and 1.6%, respectively, from 2016–40, compared with 2.2% annual growth in the Reference case.
- A case assuming that the Clean Power Plan (CPP) is not implemented can be compared with the Reference case to show how the absence of that policy could affect energy markets and emissions.



Energy consumption varies minimally across all AEO cases—

Total energy consumption
quadrillion British thermal units



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—bounded by the High and Low Economic Growth cases

- In the Reference case, total energy consumption increases by 5% between 2016 and 2040.
- Because a significant portion of energy consumption is related to economic activity, energy consumption is projected to increase by approximately 11% in the High Economic Growth case and to remain nearly flat in the Low Economic Growth case.
- Although the Oil and Gas Resource and Technology cases affect the production of energy, the impact on domestic energy consumption is less significant.
- In all AEO cases, the electric power sector remains the largest consumer of primary energy.
- Projections of total energy consumption (and supply) are sensitive to the conversions used to represent the primary energy content of noncombustible energy resources. AEO2017 uses fossil-equivalence to represent the energy content of renewable fuels.

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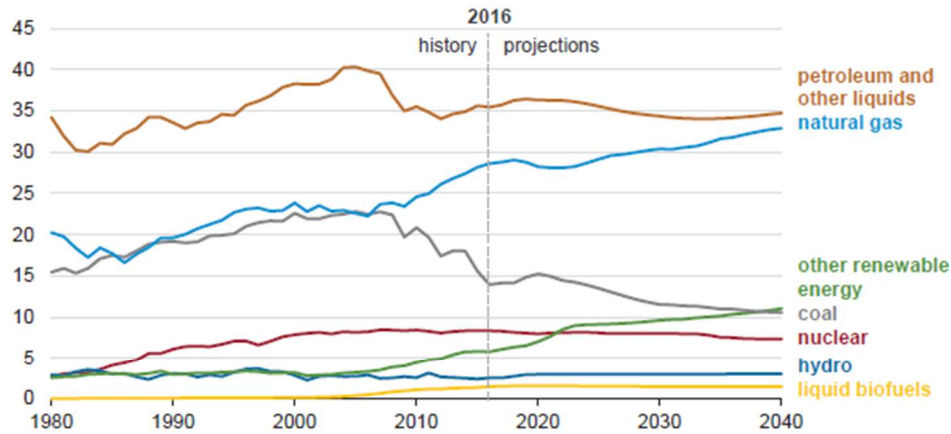
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Domestic energy consumption remains relatively flat in the Reference case—

Energy consumption (Reference case)
quadrillion British thermal units



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—but the fuel mix changes significantly

- Overall U.S. energy consumption remains relatively flat in the Reference case, rising 5% from the 2016 level by 2040 and somewhat close to its previous peak. Varying assumptions about economic growth rates or energy prices considered in the AEO2017 side cases affect projected consumption.
- Natural gas use increases more than other fuel sources in terms of quantity of energy consumed, led by demand from the industrial and electric power sectors.
- Petroleum consumption remains relatively flat as increases in energy efficiency offset growth in the transportation and industrial activity measures.
- Coal consumption decreases as coal loses market share to natural gas and renewable generation in the electric power sector.
- On a percentage basis, renewable energy grows the fastest because capital costs fall with increased penetration and because current state and federal policies encourage its use.
- Liquid biofuels growth is constrained by relatively flat transportation energy use and blending limitations.

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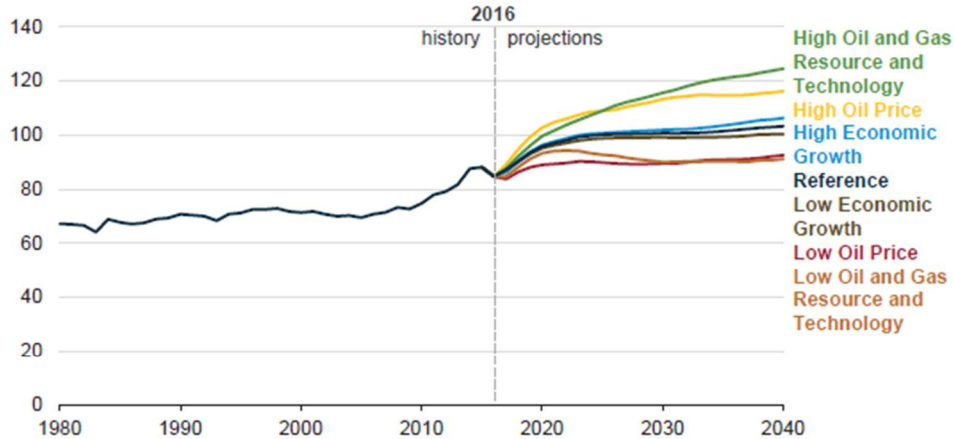
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Energy production ranges from nearly flat in the Low Oil and Gas Resource and Technology case—

Total energy production
quadrillion British thermal units



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—to continued growth in the High Resource and Technology case

- Unlike energy consumption, which varies less across AEO2017 cases, projections of energy production vary widely.
- Total energy production increases by more than 20% from 2016 through 2040 in the Reference case, led by increases in renewables, natural gas, and crude oil production.
- Production growth is dependent on technology, resources, and market conditions.
- The High Oil and Gas Resource and Technology case assumes higher estimates of unproved Alaska resources; offshore Lower 48 resources; and onshore Lower 48 tight oil, tight gas, and shale gas resources than in the Reference case. This case also assumes lower costs of producing these resources. The Low Oil and Gas Resource and Technology case assumes the opposite.
- The High Oil Price case illustrates the impact of higher world demand for petroleum products, lower Organization of the Petroleum Exporting Countries (OPEC) upstream investment, and higher non-OPEC exploration and development costs. The Low Oil Price case assumes the opposite.

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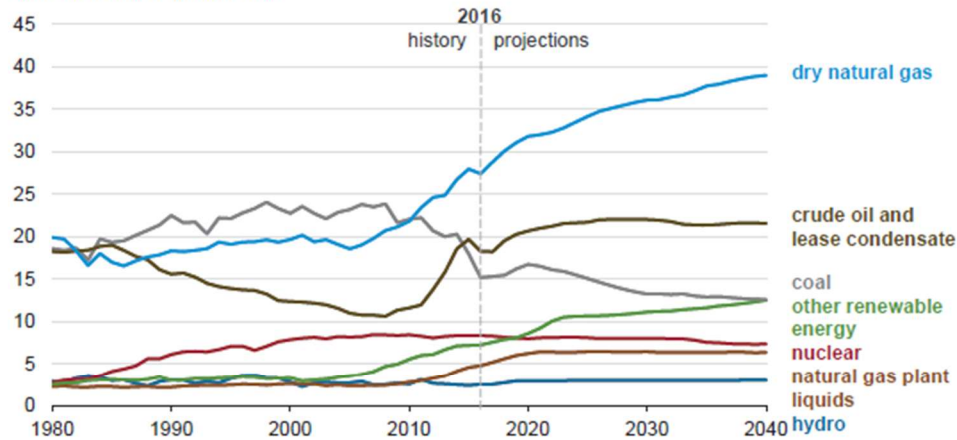
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U.S. energy production continues to increase in the Reference case—

Energy production (Reference case)
quadrillion British thermal units



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—led by growth in natural gas and renewables

- Natural gas production accounts for nearly 40% of U.S. energy production by 2040 in the Reference case. Varying assumptions about resources, technology, and prices in alternative cases significantly affect the projection for U.S. production.
- Crude oil production in the Reference case increases from current levels, then levels off around 2025 as tight oil development moves into less productive areas. Like natural gas, projected crude oil production varies considerably with assumptions about resources and technology.
- Coal production trends in the Reference case reflect the domestic regulatory environment, including the implementation of the Clean Power Plan, and export market constraints.
- Nonhydroelectric renewable energy production grows, reflecting cost reductions and existing policies at the federal and state level that promote the use of wind and solar energy.
- Nuclear generation declines modestly over 2017–40 in the Reference case as new builds already being developed and plant uprates nearly offset retirements. The decline in nuclear generation accelerates beyond 2040 as a significant share of existing plants is assumed to be retired at age 60.

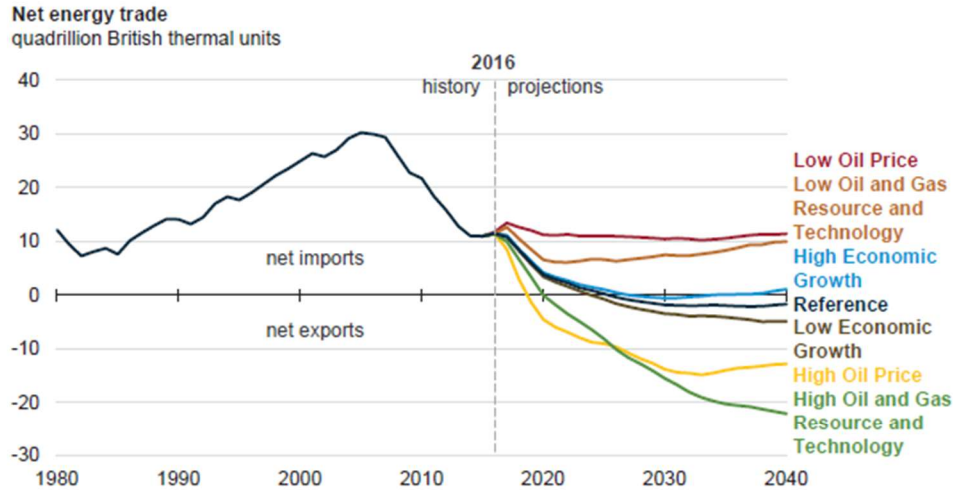
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The United States becomes a net energy exporter in most cases—



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15



—and under high resource and technology assumptions, net exports are significantly higher than in the Reference case

- The United States is projected to become a net energy exporter by 2026 in the Reference case projections, but the transition occurs earlier in three of the AEO2017 side cases.
- Net exports are highest in the High Oil and Gas Resource and Technology case as favorable geology and technological developments combine to produce oil and natural gas at lower prices.
- The High Oil Price case includes favorable economic conditions for producers, but consumption is lower in response to higher prices. Without substantial improvements in technology and more favorable resource availability, U.S. energy production declines in the 2030s.
- In the Low Oil Price and Low Oil and Gas Resource and Technology cases, the United States remains a net importer over the analysis period.
- In the Low Oil and Gas Resource and Technology case, the conditions are unfavorable for U.S. crude oil production at levels that support exports.
- In the Low Oil Price case, prices are too low to provide a strong incentive for high U.S. production.

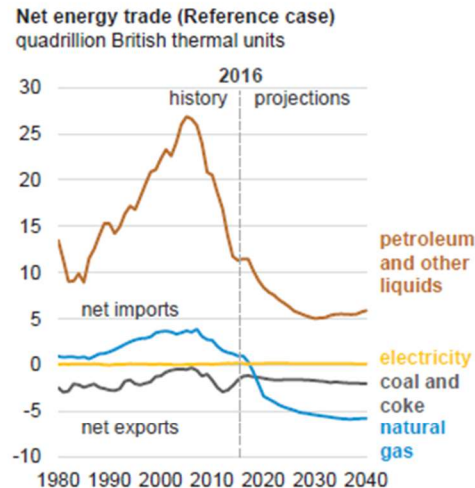
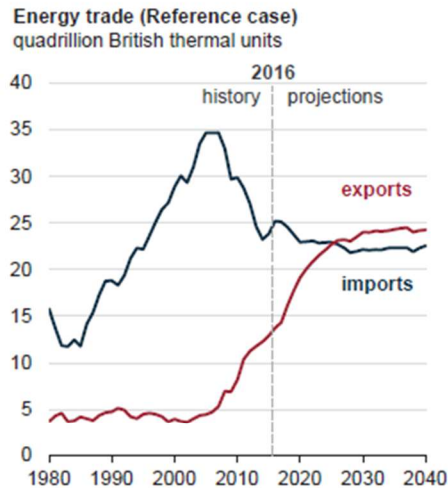
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The United States becomes a net energy exporter in the Reference case—



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—as natural gas exports increase and net petroleum imports decrease

- The United States has been a net energy importer since 1953, but declining energy imports and growing energy exports make the United States a net energy exporter by 2026 in the Reference case projection.
- Crude oil and petroleum products dominate U.S. energy trade. The United States is both an importer and exporter of petroleum liquids, importing mostly crude oil and exporting mostly petroleum products such as gasoline and diesel throughout the Reference case projection.
- Natural gas trade, which has historically been mostly shipments by pipeline from Canada and to Mexico, is projected to be increasingly dominated by liquefied natural gas exports to more distant destinations.
- The United States continues to be a net exporter of coal (including coal coke), but its exports growth is not expected to increase significantly because of competition from other global suppliers closer to major markets.

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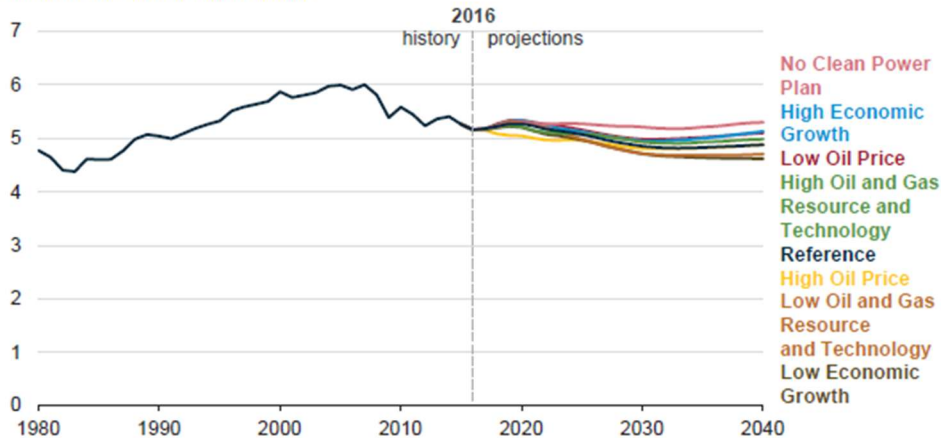
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Energy-related carbon dioxide emissions decline in most AEO cases—

Energy-related carbon dioxide emissions
billion metric tons of carbon dioxide



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—with the highest emissions projected in the No Clean Power Plan case

- The electric power sector accounted for about 40% of the U.S. total energy-related carbon dioxide (CO₂) emissions in 2011, with a declining share in recent years.
- The Clean Power Plan (CPP), which is currently stayed pending judicial review, requires states to develop plans to reduce CO₂ emissions from existing generating units that use fossil fuels.
- Combined with lower natural gas prices and the extension of renewable tax credits, the CPP accelerates a shift toward less carbon-intensive electricity generation.
- The Reference case includes the CPP and assumes that states select the mass-based limits on CO₂ emissions. An alternative case in AEO2017 assumes that the CPP is not implemented.
- AEO2016 included extensive analysis of the CPP and presented several side cases that examined various compliance options available to states.

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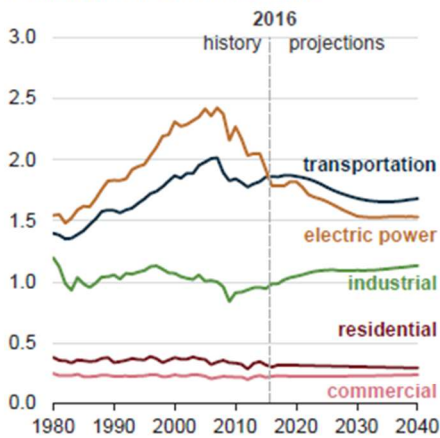
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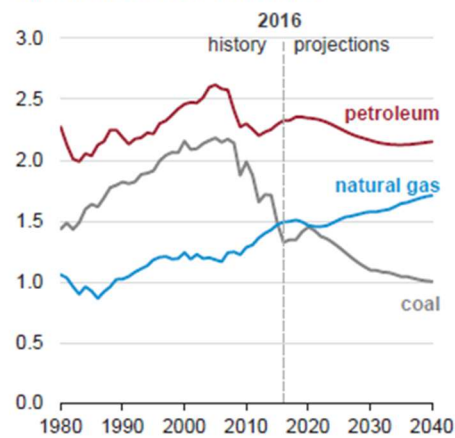
Reference case energy-related carbon dioxide emissions fall—

U.S. energy-related carbon dioxide emissions (Reference case)

billion metric tons of carbon dioxide



billion metric tons of carbon dioxide



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—but at a slower rate than in the recent past

- From 2005 to 2016, energy-related carbon dioxide (CO₂) emissions fell at an average annual rate of 1.4%. From 2016 to 2040, energy-related CO₂ emissions fall 0.2% annually in the Reference case.
- In the industrial sector, growth in domestic industries, such as bulk chemicals, leads to higher energy consumption and emissions.
- In the electric power sector, coal-fired plants are replaced primarily with new natural gas, solar, and wind capacity, which reduces electricity-related CO₂ emissions.
- Direct emissions in the residential and commercial building sectors are largely from space heating, water heating, and cooking equipment. The CO₂ emissions associated with the use of electricity in these sectors exceed the direct emissions from these sectors.
- Energy-related CO₂ emissions from the transportation sector surpassed those from the electric power sector in 2016. Transportation CO₂ emissions remain relatively flat after 2030 as consumption and the carbon intensity of transportation fuels stay relatively constant.

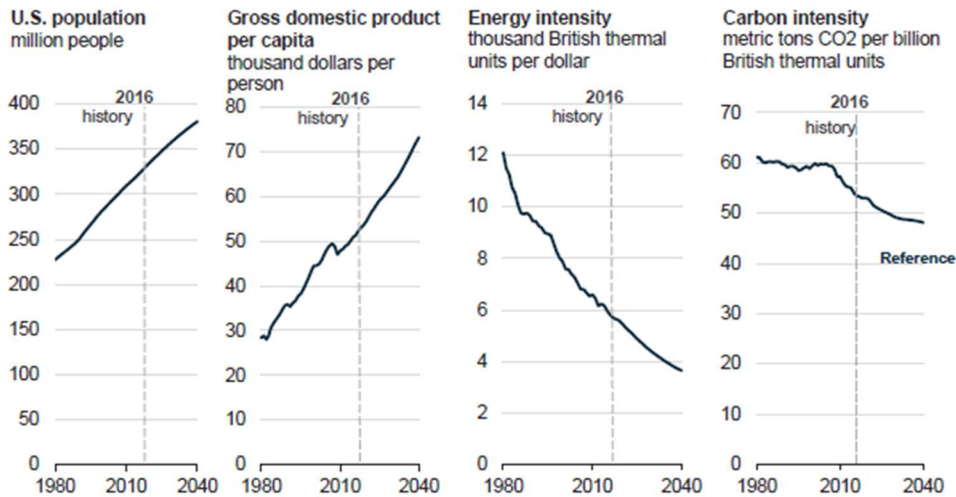
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Although population and economic output per capita are assumed to continue rising—



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—energy intensity and carbon intensity are projected to continue falling in the Reference case

- In the United States, the amount of energy used per unit of economic growth (energy intensity) has declined steadily for many years, while the amount of CO₂ emissions associated with energy consumption (carbon intensity) has generally declined since 2008.
- These trends are projected to continue as energy efficiency, fuel economy improvements, and structural changes in the economy all lower energy intensity.
- Carbon intensity declines largely as a result of changes in the U.S. energy mix that reduce the consumption of carbon-intensive fuels and increase the use of low- or no-carbon fuels.
- By 2040, energy intensity and carbon intensity are 37% and 10% lower than their respective 2016 values in the Reference case, which assumes only the laws and regulations currently in place.

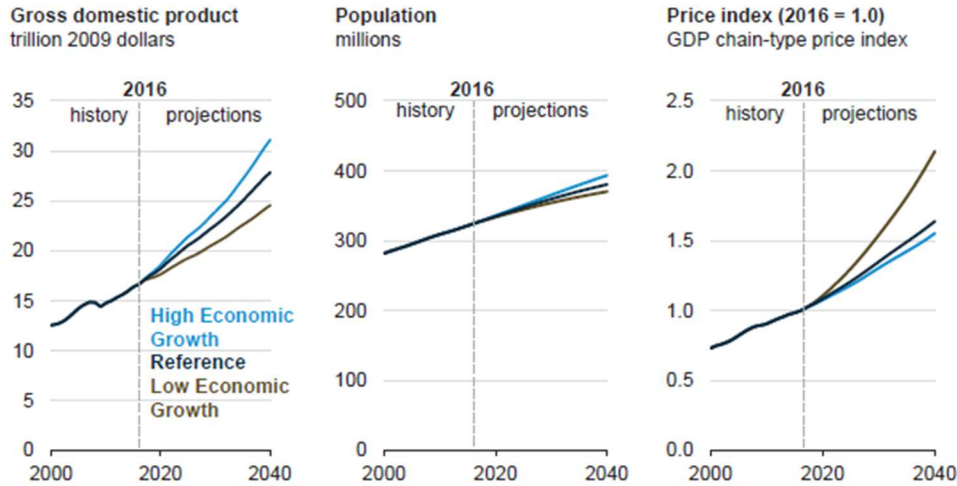
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Different macroeconomic assumptions address the energy implications of the uncertainty—



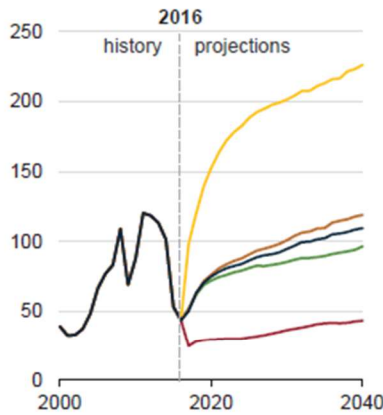
—surrounding future economic trends

- The Reference, High Economic Growth, and Low Economic Growth cases illustrate three possible paths for U.S. economic growth. The High Economic Growth case assumes higher annual growth and lower annual inflation rates (2.6% and 1.9%, respectively) than in the Reference case (2.2% and 2.1%, respectively), while the Low Economic Growth case assumes lower growth and higher inflation rates (1.6% and 3.2%, respectively).
- In general, higher economic growth (as measured by gross domestic product) leads to greater investment, increased consumption of goods and services, more trade, and greater energy consumption.
- Differences among the cases reflect different expectations for growth in population, labor force, capital stock, and productivity. These changes affect growth rates in household formation, industrial activity, and amounts of travel, as well as investment decisions for energy production.
- All three cases assume smooth economic growth and do not anticipate business cycles or large economic shocks.

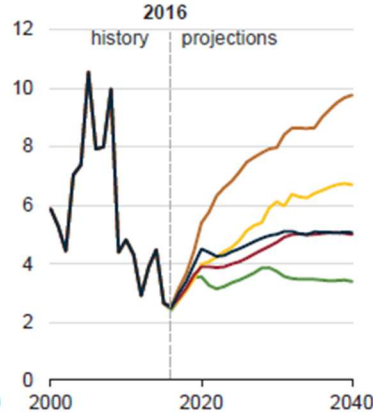


Reference case oil prices rise from current levels while natural gas prices remain relatively low—

North Sea Brent oil price
2016 dollars per barrel



Henry Hub natural gas price
2016 dollars per million Btu



Low Oil and Gas Resource and Technology
High Oil Price Reference
Low Oil Price
High Oil and Gas Resource and Technology



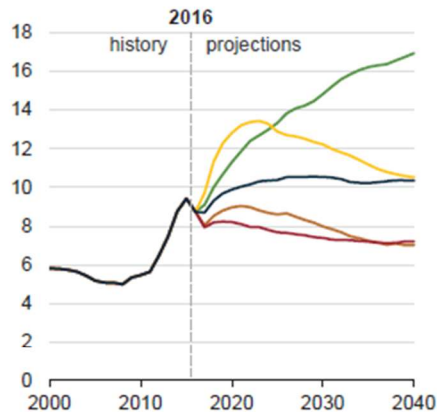
—price paths in the side cases are very different from those in the Reference case

- In real terms, crude oil prices in 2016 (based on the global benchmark North Sea Brent) were at their lowest levels since 2004, and natural gas prices (based on the domestic benchmark Henry Hub) were the lowest since prior to 1990. Both prices are projected to increase over the projection period.
- Crude oil prices in the Reference case are projected to rise at a faster rate in the near term than in the long term. However, price paths vary significantly across the AEO2017 side cases that differ in assumptions about U.S. resources and technology and global market conditions.
- Natural gas prices in the Reference case also rise and then remain relatively flat at about \$5 per million British thermal units (MMBtu) over 2030–40, then rise again over the following decade (not shown on the graph). Projected U.S. natural gas prices are highly sensitive to assumptions about domestic resource and technology explored in the side cases.

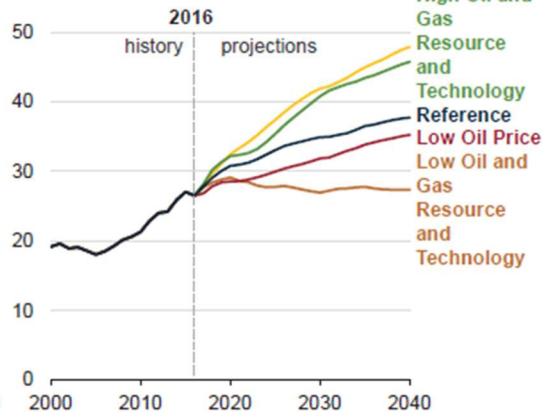


United States crude oil and natural gas production depends on oil prices—

Crude oil production
million barrels per day



Dry natural gas production
trillion cubic feet



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—as well as resource availability and technological improvements

- Projections of tight oil and shale gas production are uncertain because large portions of the known formations have relatively little or no production history, and extraction technologies and practices continue to evolve rapidly. Continued high rates of drilling technology improvement could increase well productivity and reduce drilling, completion, and production costs.
- In the High Oil and Gas Resource and Technology case, both crude oil and natural gas production continue to grow.
- Crude oil prices affect natural gas production primarily through changes in global natural gas consumption/exports, as well as increases in natural gas production from oil formations (associated gas).
- In the High Oil Price case, the difference between the crude oil and natural gas prices creates more incentive to consume natural gas in energy-intensive industries and for transportation, and to export it overseas as liquefied natural gas, all of which drive U.S. production upward. Without the more favorable resources and technological developments found in the High Oil and Gas Resource and Technology case, U.S. crude oil production begins to decline in the High Oil Price case, and by 2040, production is nearly the same as in the Reference case.

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Critical drivers and uncertainty

Various factors influence the model results in AEO2017, including: new and existing laws and regulations, updated data, changing market conditions, and model improvements since AEO2016.



New laws and regulations reflected in the Reference Case

- California state law SB-32, which was passed in 2016, requires statewide greenhouse gas emissions to be 40% below the 1990 level by 2030. This law has cross-cutting effects in California, particularly on electricity and transportation emissions, and also has national implications because of the size of California's energy market.
- The second phase of Federal Greenhouse Gas and Fuel Efficiency standards for medium- and heavy-duty vehicles was issued in 2016. These standards, which ramp up through model year 2027, reduce energy consumption in the transportation sector in the midterm.



Significant data updates

- Data from the 2012 Commercial Buildings Energy Consumption Survey (CBECS) were released in 2016, leading to revised estimates of commercial building mix and energy consumption.
- Updated data on lower battery costs increased EIA's outlook for sales of battery electric vehicles and plug-in hybrid electric vehicles.



Model improvements

- This AEO is the first projection to include model results through 2050, which are available on the [AEO page of the EIA website](#). The graphics in this presentation focus on projections through 2040.
- AEO2017 better captures the dynamics of well productivity that occur when tight oil development moves into less productive areas and as tighter well spacing in established areas diminishes the productivity of each well.
- In contrast to prior AEOs, the AEO2017 Reference case does not assume all nuclear plants that operate through the end of a 60-year period (a 40-year initial operating license plus a 20-year license renewal period) will apply for and receive a subsequent license renewal (SLR) and operate for an additional 20 years. Instead, 25% of reactors reaching age 60 are assumed to retire.



Changing market conditions

- Continuing the trend in previous AEOs, demand for crude oil imports weakens as Lower 48 onshore tight oil development continues to be the main driver of total U.S. crude oil production, accounting for about 60% of cumulative domestic production between 2016 and 2040 in the Reference case.
- Policy-driven economic incentives accelerate renewable generation. With a continued (but reduced) tax credit, solar capacity growth continues throughout the projection period, while tax credits provided for plants entering service until, but no later than 2024, provide incentives for new wind capacity in the near term.
- With solar energy's declining capital costs and solar electricity output that is highest during times of high (on-peak) demand, solar capacity is anticipated to grow throughout the projection period.



EIA will continue to update and refine the market dynamics and technologies in future AEOs, especially with the projection extended to 2050. Ongoing work aims to:

Electric Power

- Energy storage: Improve the representation of energy storage to accommodate multiple grid services including spinning reserve and renewables integration.
- Renewable generation: Include improved representation of intermittent generation resources such as wind and solar. Examine the potential for transmission enhancements to mitigate regional effects of high levels of wind and solar generation. Develop higher resolution time-of-day and seasonal value and operational impact of wind.
- Utility rate structure: Estimate the impact of high levels of distributed photovoltaic generation on utility rate structure.
- Generator retirement: Assess the vintage of the electric generation fleet and potential for future retirements and life extension for all technologies, including existing nuclear, coal, natural gas, and renewable fleets.



EIA will continue to update and refine the market dynamics and technologies in future AEOs, especially with the projection extended to 2050. Ongoing work aims to:

Liquid Fuels

- Natural gas plant liquids: Re-examine and improve natural gas plant liquids production to allow for changing proportions in produced natural gas over time.
- Technology: Update biofuels and emerging technological assumptions for gas-to-liquids, coal-to-liquids, and carbon sequestration. Improve feedstock curves for all biofuel technologies.

Natural Gas

- Transmission: Improve representation of natural gas market flows with a redesigned NEMS module, allowing for increased flexibility to respond to changing market dynamics (i.e., changing regional flows/bi-directional flow). Improve regional and temporal granularity.



EIA will continue to update and refine the market dynamics and technologies in future AEOs, especially with the projection extended to 2050. Ongoing work aims to:

Transportation

- Technology: Add autonomous vehicle technologies in the transportation sector and consider their implications for on-road fuel economy and total travel demand. Develop the capability to evaluate scenarios where commercial delivery vehicles can operate without human operators and do not require occupant protection features.
- Behavior: Examine the impact of ridesharing programs on travel behavior, including the amount of travel and vehicle choice decisions.
- Fleet mix: Examine determinants of the evolution of the light-duty vehicle fleet mix, which can affect fuel use given the different fuel economy standards for passenger cars and light trucks.



EIA will continue to update and refine the market dynamics and technologies in future AEOs, especially with the projection extended to 2050. Ongoing work aims to:

Buildings

- **Distributed generation:** Conduct further research and enhance building representation of distributed generation such as photovoltaic, including battery technologies.
- **Technology:** Review the spread of light emitting diodes and other efficient technologies in buildings. Investigate the adoption of sensor technologies for lights and heating/air conditioning in buildings.

Industrial

- **Technology:** Incorporate technological change into the industrial model. Apply ongoing technology assessment research in metal-based durables and bulk chemicals to revise energy-intensity projections in those industries.
- **Environment:** Research the feasibility of carbon capture and storage and implement for carbon-intensive industries such as bulk chemicals, steel, and cement.

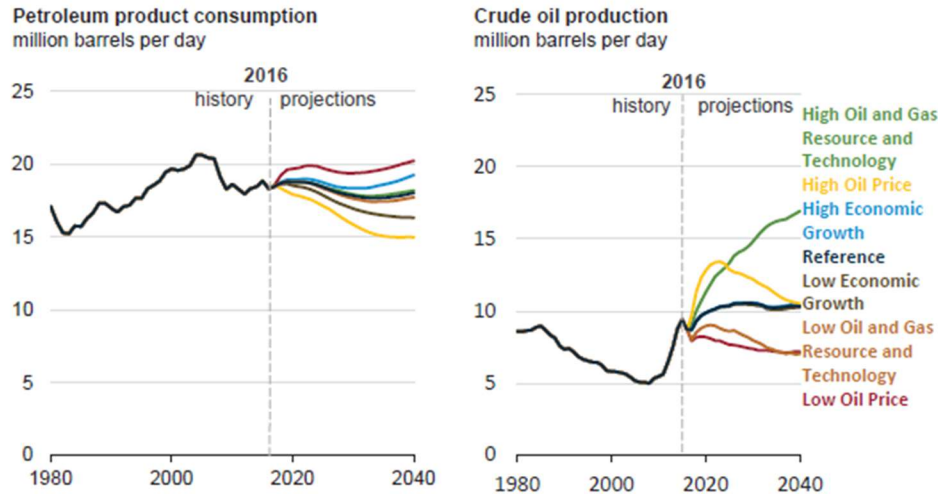


Petroleum and other liquids

U.S. crude oil production rebounds from recent lows, driven by continued development of tight oil resources. With consumption flat to down compared to recent history, net crude oil and petroleum product imports as a percentage of U.S. product supplied decline across most cases.



U.S. petroleum product consumption remains below 2005 levels through 2040 in most AEO2017 cases—



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—while crude oil production rebounds from recent declines

- In all cases, U.S. petroleum consumption is projected to remain below the 2005 level, the highest recorded to date, through 2040.
- Low oil prices result in increased domestic consumption in the Low Oil Price case. Simultaneously, low prices drive down domestic production, resulting in generally higher import levels.
- The domestic wellhead price does not change significantly in the economic growth cases, resulting in consumption that is similar to the Reference case level.
- Reference case U.S. crude oil production is projected to recover from recent declines, as upstream producers increase output because of the combined effects of the rise in prices from recent lows and cost reductions.
- In the Reference case, higher refinery inputs in the near term absorb higher forecast levels of U.S. crude oil production, limiting changes to imports. Eventually, net crude oil imports increase because domestic crude production does not keep pace with refinery inputs as domestic refiners expand product exports.

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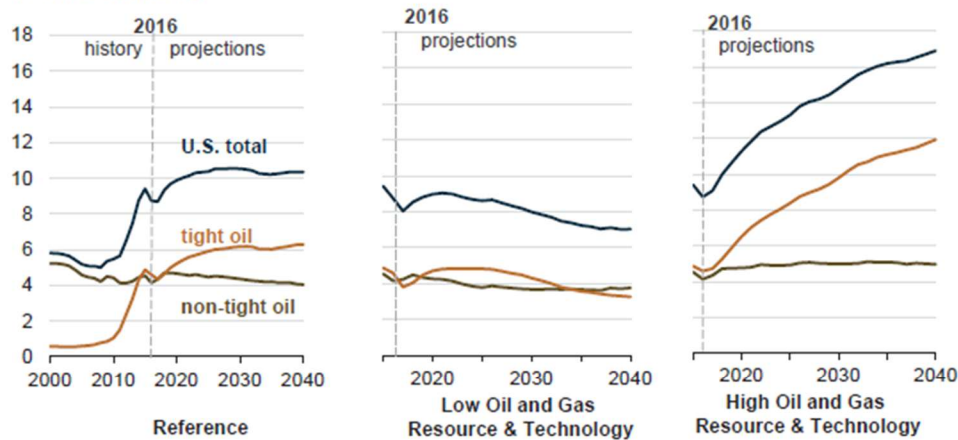
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Tight oil dominates U.S. production in the Reference case—

Crude oil production
million barrels per day



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—but other types of oil production continue to yield significant volumes

- Despite rising prices, Reference case U.S. crude oil production levels off between 10 and 11 million barrels per day as tight oil development moves into less productive areas and as well productivity gradually decreases.
- Lower 48 onshore tight oil development continues to be the main driver of total U.S. crude oil production, accounting for about 60% of the total cumulative domestic production in the Reference case domestic between 2016 and 2040.
- Announced discoveries in deepwater Gulf of Mexico lead to production increases in the Lower 48 states offshore through 2020. Reference case offshore production then declines until 2034, with the rate of decline slowing through 2040 as production from new discoveries offset declines in legacy fields.
- In the High Oil and Gas Resource and Technology case, higher well productivity reduces development and production costs per unit, resulting in more resource development than in the Reference case. These assumptions are based on higher initial estimated ultimate recovery per well, larger volumes of onshore Lower 48 tight oil and shale gas resources, and higher rates of long-term technology improvement.

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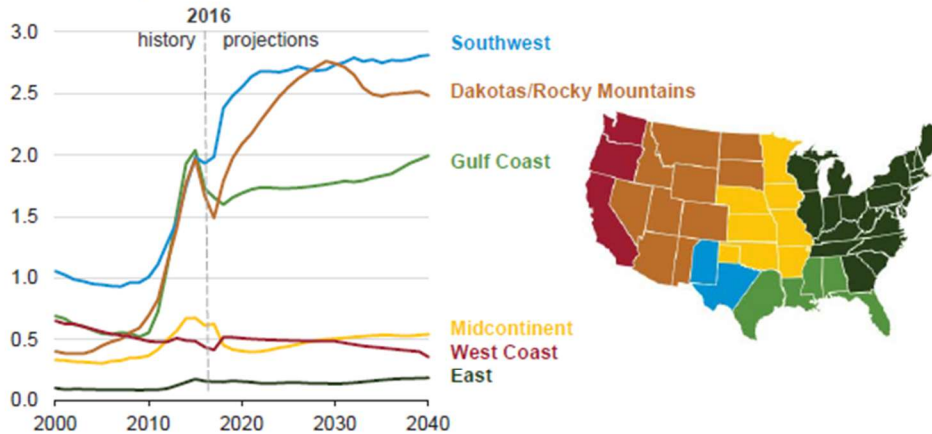
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The Southwest and Dakotas/Rocky Mountains regions lead growth in tight oil production in the Reference case—

Lower 48 onshore crude oil production by region (Reference case)
million barrels per day



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—and the Gulf Coast region remains an important contributor to overall production levels

- Growth in Lower 48 onshore crude oil production is projected to occur mainly in the Southwest, Dakotas/Rocky Mountains, and Gulf Coast regions.
- Growth in crude oil production in the Southwest is supported by increases in the Permian basin, which includes both tight and non-tight formations.
- Growth in the Dakotas/Rocky Mountains crude oil production is driven by increased production from the Bakken play, which is exclusively tight oil.
- Production in the Gulf Coast region, primarily from the Eagle Ford and Austin Chalk plays, increases throughout most of the projection period.

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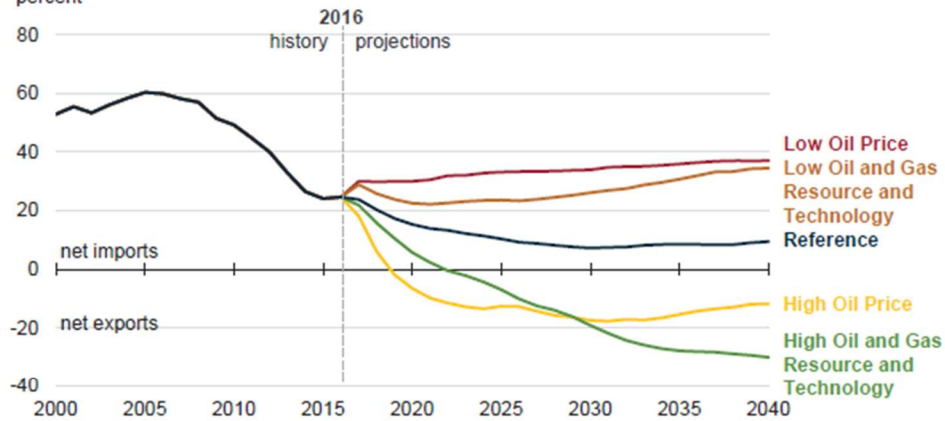
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In most cases, the United States remains a net petroleum importer—

Petroleum net imports as a percentage of products supplied
percent

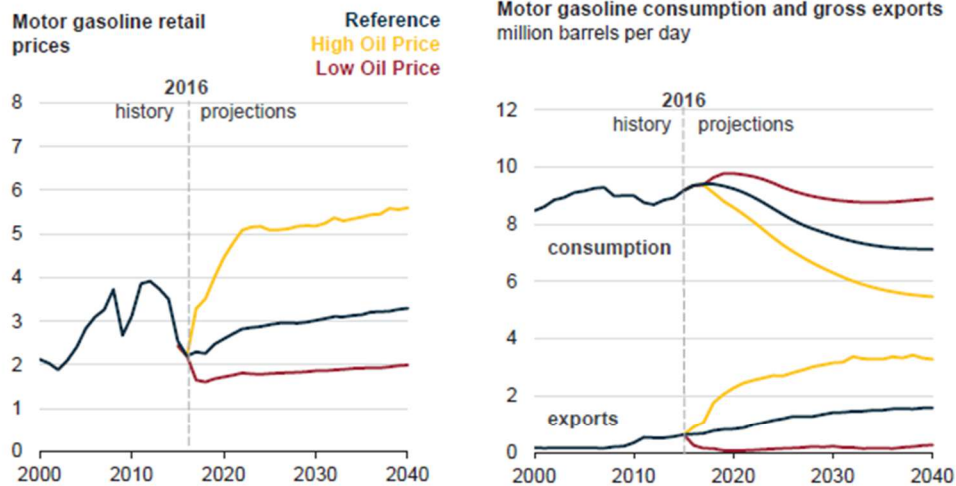


—but in the High Oil Price and the High Oil and Gas Resource and Technology cases, the United States becomes a net exporter

- In the Reference case, net crude oil and petroleum product imports as a percentage of U.S. product supplied fall through 2030.
- The Low Oil Price case results in lower U.S. crude oil production because of the lack of economic incentive for producers to drill in higher-cost tight oil formations and offshore crude oil reserves. Relatively lower prices in this case result in higher domestic product demand that promotes higher crude oil and petroleum product imports.
- In the High Oil Price case, high crude oil prices lead to increased U.S. crude oil production from higher-cost production areas and result in lower domestic petroleum product demand, which leads to lower product imports.
- In the High Oil and Gas Resource and Technology case, U.S. crude oil and petroleum liquids exports are higher compared with the Reference case.



U.S. motor gasoline consumption and exports are sensitive to changes in prices—



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—although efficiency improvements result in declining consumption across all cases

- U.S. average retail prices for motor gasoline are driven largely by changes in crude oil prices because crude oil is the main input used to produce motor gasoline.
- Improvements in vehicle fuel efficiency contribute to falling U.S. motor gasoline consumption, while high levels of refinery output result in continued growth of motor gasoline exports through 2040.
- In the Low Oil Price case, greater domestic motor gasoline consumption and lower domestic crude oil production results in lower exports of motor gasoline.
- The High Oil Price case results in lower domestic motor gasoline consumption and greater exports, reflecting the domestic gasoline demand response to higher prices as well as the U.S. refining industry's competitive advantage.

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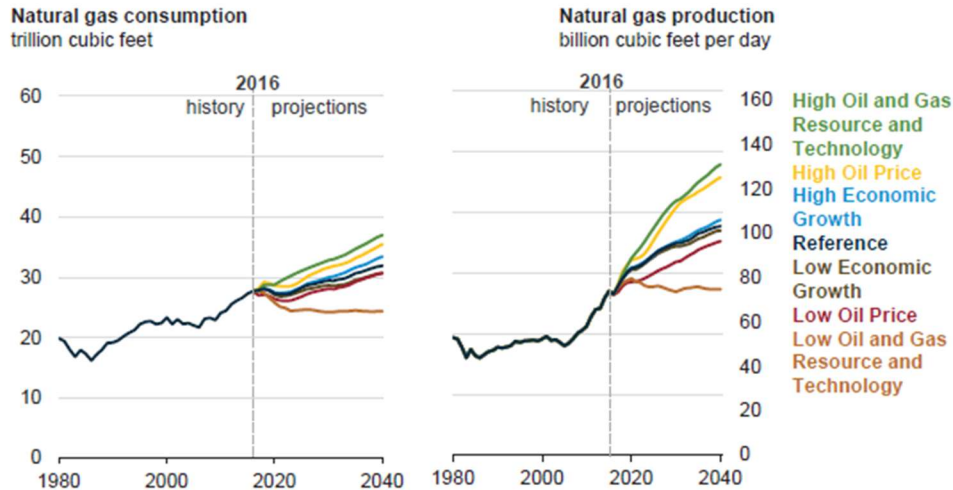


Natural gas

Across most cases, natural gas production increases despite relatively low and stable natural gas prices, supporting higher levels of domestic consumption and natural gas exports. Projections are sensitive to resource and technology assumptions.



U.S. natural gas consumption increases across most cases through most of the projection period—



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—and in combination with growing net exports, supports production growth

- In the Reference case, natural gas production over the 2016–20 period is projected to grow at about the same rapid rate (nearly 4% annual average) as it has since 2005. Since 2005, technologies to more efficiently produce natural gas from shale and tight formations have driven prices down, spurring growth in consumption and net exports.
- Beyond 2020, natural gas production in the Reference case is projected to grow at a lower rate (1.0% annual average) as net export growth moderates, domestic natural gas use becomes more efficient, and prices slowly rise. Rising prices are moderated by assumed advances in oil and natural gas extraction technologies.
- Near-term production growth is supported by large, capital-intensive projects, such as new liquefaction export terminals and petrochemical plants, built in response to low natural gas prices.
- Despite decreasing in the near term, in all cases, other than the Low Oil and Gas Resource and Technology case, U.S. natural gas consumption is expected to increase during much of the projection period.

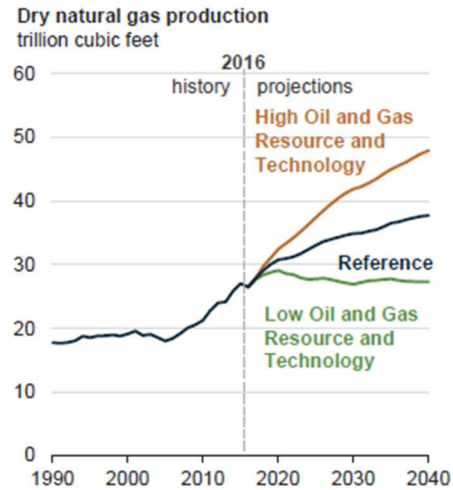
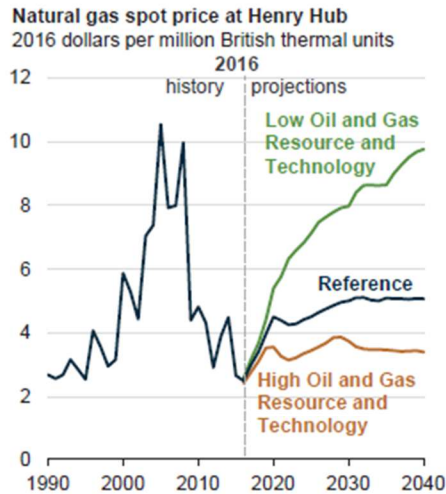
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Natural gas prices are projected to increase—



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—and are sensitive to the availability of new technology and resources

- The range of projected Henry Hub natural gas prices depends on the assumptions about the availability of oil and natural gas resources and drilling technology.
- In the Reference case, the natural gas spot prices at the U.S. benchmark Henry Hub in Louisiana rise because of increased drilling levels, production expansion into less prolific and more expensive-to-produce areas, and demand from both petrochemical and liquefied natural gas export facilities.
- Reference case prices rise modestly from 2020 through 2030 as electric power consumption increases; however, natural gas prices stay relatively flat after 2030 as technology improvements keep pace with rising demand.
- In the High Oil and Gas Resource and Technology case, lower costs and higher resource availability allow for increased levels of production at lower prices, increasing domestic consumption and exports.
- In the Low Oil and Gas Resource and Technology case, prices near historical highs drive down domestic consumption and exports.

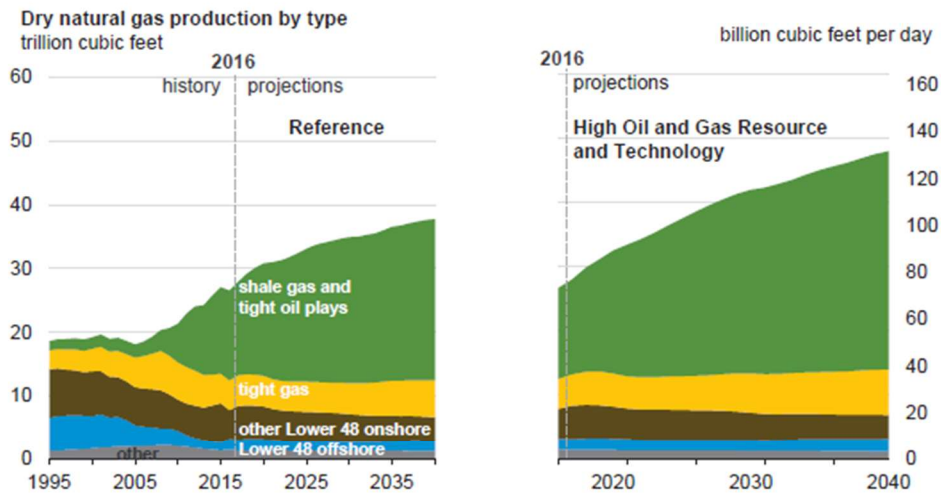
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U.S. natural gas production growth is the result of continued development of shale gas and tight oil plays—



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—which account for nearly two-thirds of natural gas production by 2040

- Production from shale gas and associated gas from tight oil plays is the largest contributor to natural gas production growth, accounting for nearly two-thirds of total U.S. production by 2040 in the Reference case.
- Tight gas production is the second-largest source of domestic natural gas supply in the Reference case, but its share falls through the late-2020s as the result of growing development of shale gas and tight oil plays.
- As new discoveries offset declines in legacy fields, offshore natural gas production in the United States increases over the projection period.
- Production of coalbed methane generally continues to decline through 2040 because of unfavorable economic conditions for producing that resource.

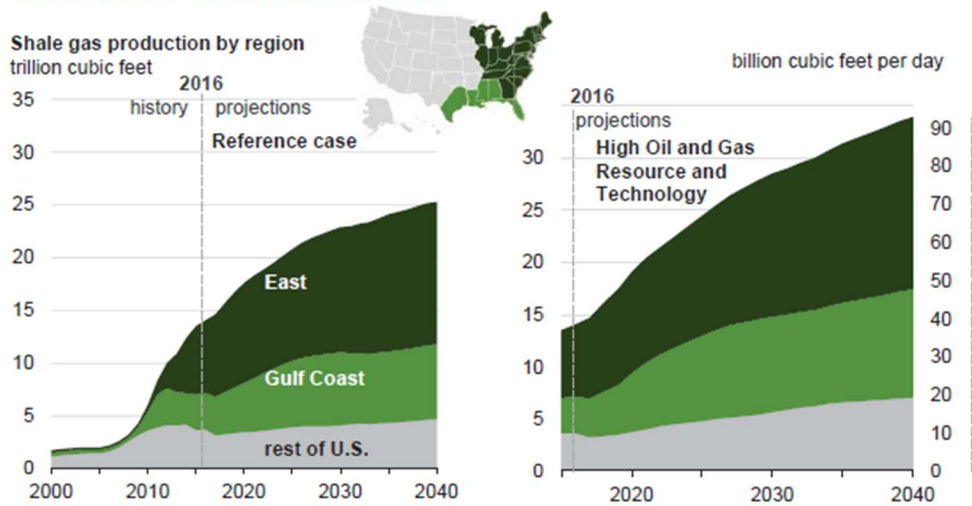
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Plays in the East lead production of U.S. natural gas from shale resources in the Reference case—



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—but Gulf Coast onshore production also grows

- Continued development of the Marcellus and Utica plays in the East is the main driver of growth in total U.S. shale gas production and the main source of total U.S. dry natural gas production.
- Production from the Eagle Ford and Haynesville plays along the Gulf Coast is a secondary contributor to domestic dry natural gas production, with production largely leveling off in the 2030s.
- Continued technological advancement and improvement in industry practices is expected to lower costs and to increase the expected ultimate recovery per well. These changes have a significant cumulative effect in plays that extend over wide areas and have large undeveloped resources (Marcellus, Utica, and Haynesville).

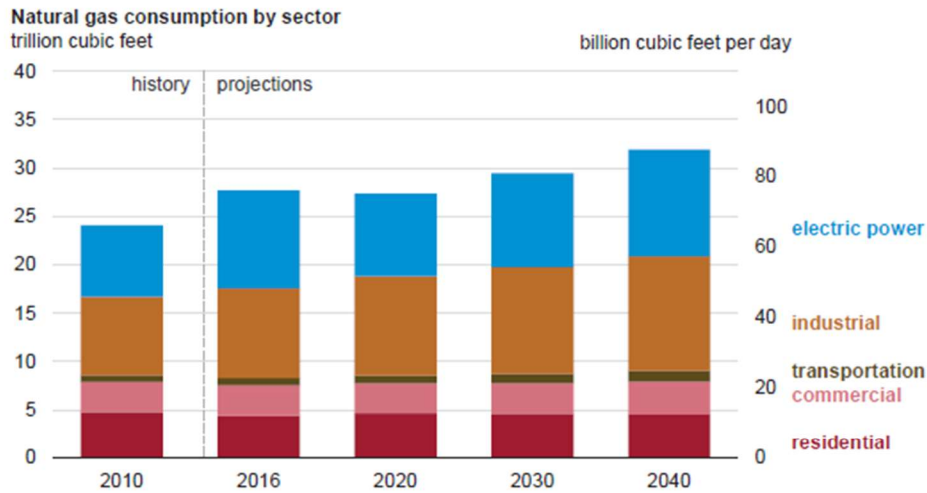
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Increasing demand from industrial and electric power markets drive rising domestic consumption of natural gas in the Reference case—



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—with comparatively little growth in the residential and commercial sectors

- The industrial sector is the largest consumer of natural gas during most years in the Reference case projections. Major natural gas consumers include the petrochemical industry (where natural gas is used as a feedstock in the production of methanol, ammonia, and fertilizer), other energy-intensive industries that use natural gas for heat and power, and liquefied natural gas producers.
- After a brief near-term decline attributable to strong growth in renewables generation and price competition with coal, natural gas used for electric power generation generally increases after 2020. In particular, the Clean Power Plan (CPP) and the scheduled expiration of renewable tax credits in the mid-2020s result in an increase in the electric power sector's natural gas use. Natural gas consumption in the electric power sector is about 6% higher in the Reference case in 2040 than the No CPP case.
- Natural gas consumption in the residential and commercial sectors remains largely flat as a result of efficiency gains that balance increases in the number of housing units and commercial floor space.
- Although natural gas use rises in the transportation sector, it remains a small share of both total natural gas consumption and transportation fuel demand.

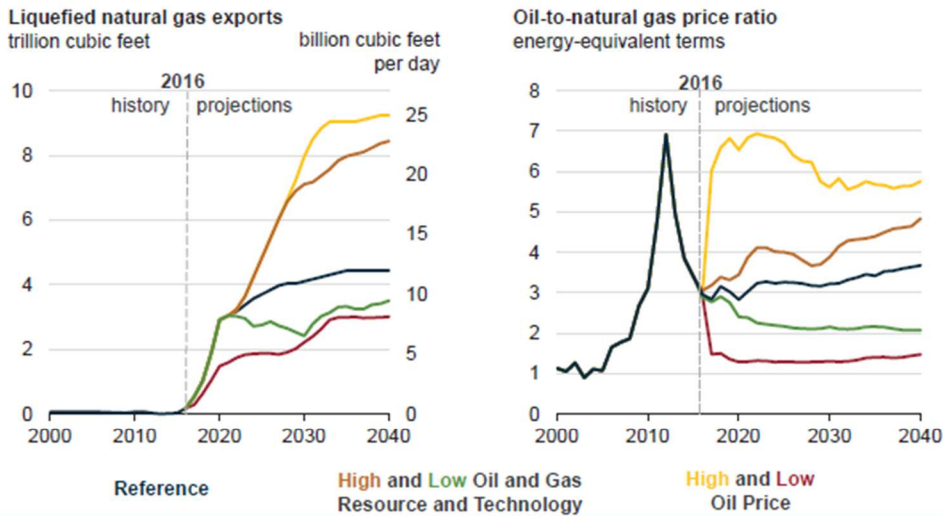
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U.S. LNG export levels vary across cases and reflect both the level of global demand—



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—and the difference between domestic and global natural gas prices, with the latter more heavily influenced by oil prices

- Currently, most liquefied natural gas (LNG) is traded under oil price-linked contracts, in part because oil can substitute for natural gas in industry and for power generation. However, as the LNG market expands, contracts are expected to change, weakening their ties to oil prices.
- When the oil-to-natural gas price ratio is highest, as in the High Oil Price case, U.S. LNG exports are at their highest levels. Demand for LNG generally increases as consumers move away from petroleum products, and LNG produced in the United States has the advantage of domestic spot prices that are less sensitive to global oil prices than supplies from other sources. In the Low Oil Price case, LNG exports from the United States are at their lowest levels throughout the projection period.
- In the High Oil and Gas Resource and Technology case, low U.S. natural gas prices make U.S. LNG exports competitive relative to other suppliers. Conversely, higher U.S. natural gas prices in the Low Oil and Gas Resource and Technology case result in lower U.S. LNG exports.

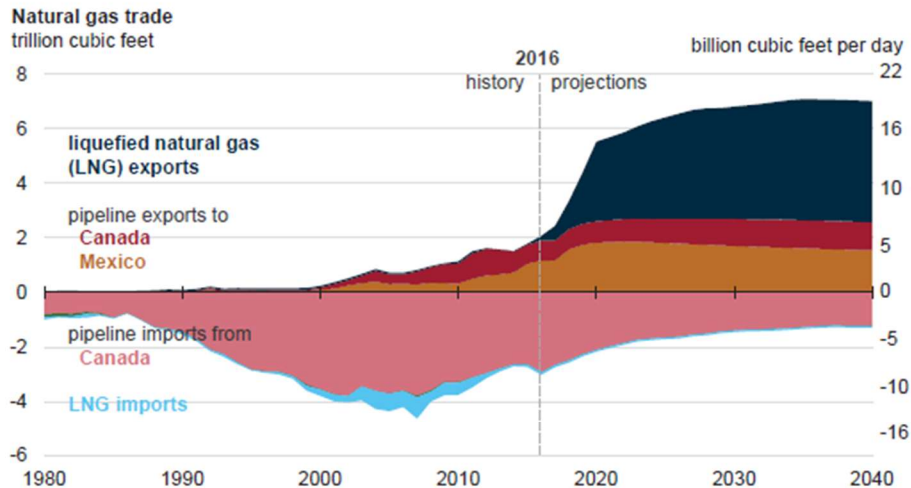
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Increased natural gas trade is dominated by liquefied natural gas exports in the Reference case—



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—while pipeline imports into the United States continue to decline

- In the Reference case, liquefied natural gas (LNG) is projected to dominate U.S. natural gas exports by the early-2020s. The first LNG export facility in the Lower 48, Sabine Pass, began operations in 2016, and four more LNG export facilities are scheduled to be completed by 2020.
- After 2020, U.S. exports of LNG grow at a more modest rate as U.S.-sourced LNG becomes less competitive in global energy markets.
- U.S. natural gas exports to Mexico continue to rise in the short term as pipeline infrastructure currently under development allows for rising exports to meet Mexico's increased demand for natural gas to fuel electric power generation.
- U.S. imports of natural gas from Canada, primarily from the West where most of Canada's natural gas is produced, continue to decline, while U.S. exports to Canada—primarily to the East—continue to increase because of Eastern Canada's proximity to abundant natural gas resources in the Marcellus basin.

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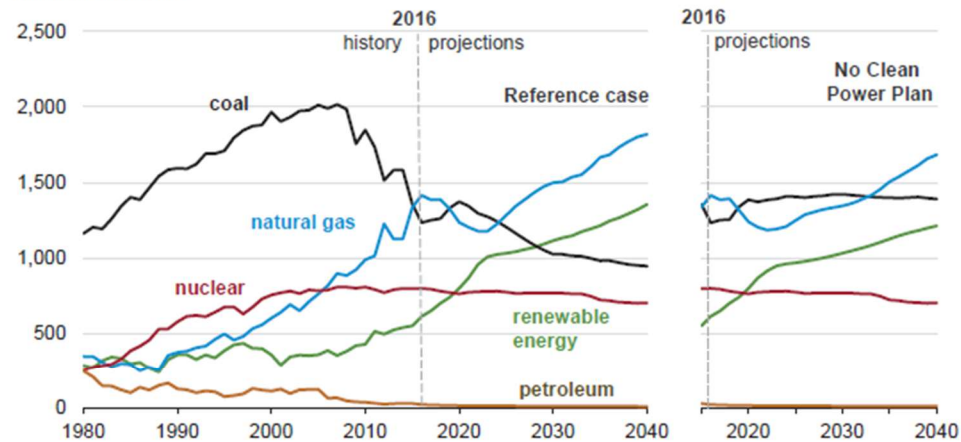
Electricity

As demand grows modestly, the primary driver for new capacity in the Reference case is the retirement of older, less efficient fossil fuel units—largely spurred by the Clean Power Plan (CPP)—and the near-term availability of renewable energy tax credits. Even if the CPP is not implemented, low natural gas prices and the tax credits result in natural gas and renewables as the primary sources of new generation capacity. The future generation mix is sensitive to the price of natural gas and the growth in electricity demand.



Fuel prices and current laws and regulations drive growing shares of renewables and natural gas in the electricity generation mix—

U.S. net electricity generation from select fuels
billion kilowatthours



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—as coal’s share declines over time in the Reference case

- Fuel prices drive near-term natural gas and coal shares. As natural gas prices rebound from their 20-year lows which occurred in 2016, coal regains a larger generation share over natural gas through 2020.
- Federal tax credits drive near-term growth in renewable generation, displacing growth in natural gas.
- In the longer term, policy (Clean Power Plan, renewables tax credits, and California’s SB32) and unfavorable economic conditions compared with natural gas and renewables result in declining coal generation and growing natural gas and renewables generation in the Reference case.

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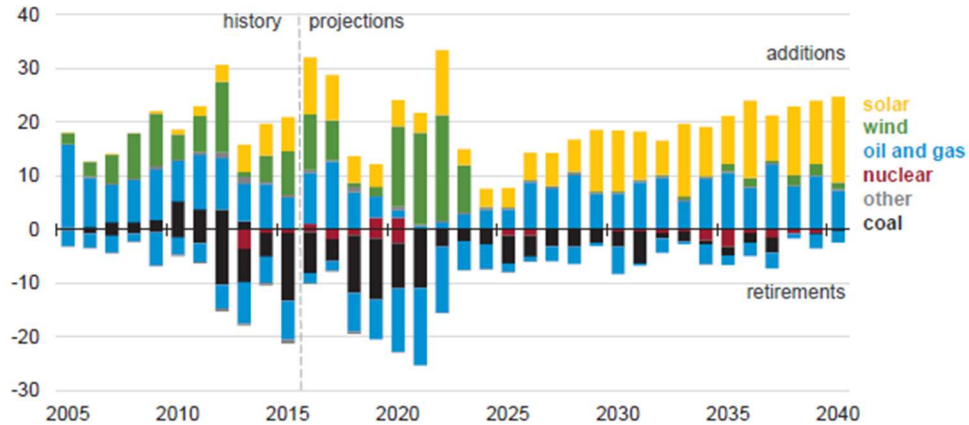
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Lower capital costs and the availability of tax credits boost near-term wind additions and sustain solar additions—

Annual electricity generating capacity additions and retirements (Reference case)
gigawatts



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—whereas coal-fired unit retirements in the Reference case are driven by low natural gas prices and the Clean Power Plan

- In the Reference case, nearly 70 gigawatts (GW) of new wind and solar photovoltaic (PV) capacity is added over 2017–21, encouraged by declining capital costs and the availability of tax credits.
- Most of the wind capacity used to comply with the Clean Power Plan (CPP) is built prior to the scheduled expiration of the production tax credit for wind plants coming online by the end of 2023, although wind is still likely to be competitive without the tax credits.
- Continued retirements of older, less efficient fossil fuel units under the CPP support a consistent market for new generating capacity throughout the projection period.
- After 2030, new generation capacity additions are split primarily between solar and natural gas, with solar capacity representing more than 50% of new capacity additions in the Reference case between 2030 and 2040.

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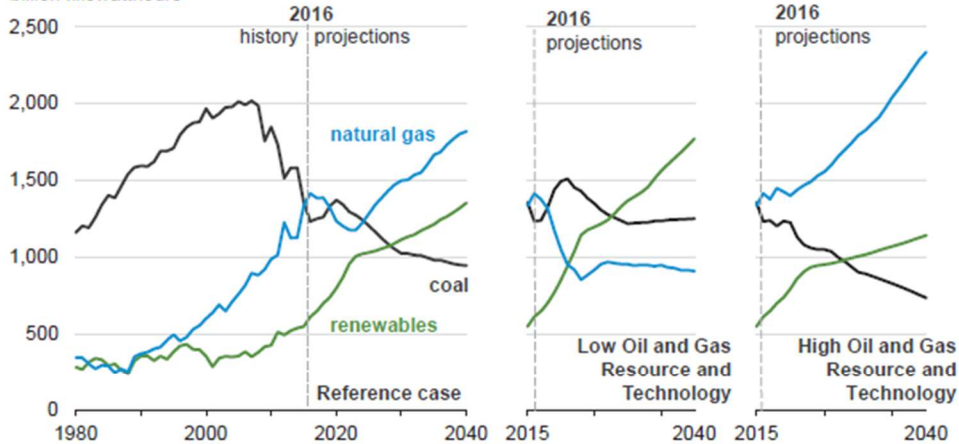
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Natural gas resource availability affects prices that plays a critical role in determining the mix of coal, natural gas, and renewable generation—

Electricity generation from selected fuels
billion kilowatthours



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—as seen in the resource and technology cases

- Lower natural gas prices, which occur in the High Oil and Gas Resource and Technology case, lead to natural gas-fired electricity generation displacing coal-fired generation. In this case, and relative to the Reference case, natural gas maintains its market-share lead over coal through 2040, and it displaces some renewables market share relative to the Reference case.
- Higher natural gas prices, which occur in the Low Oil and Gas Resource and Technology case, favor growth of renewables. Relative to the Reference case, coal-fired generation regains market share from natural gas in the near term, but because of carbon emission limits imposed by the Clean Power Plan, renewables ultimately gain a larger market share.

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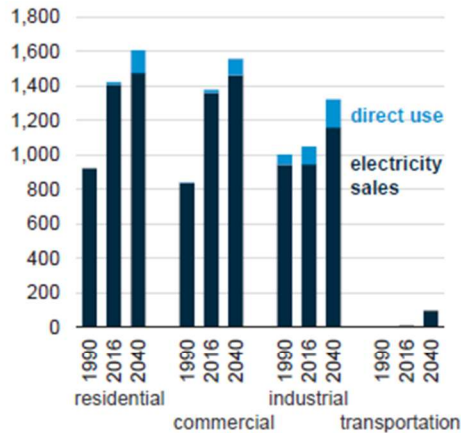
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Electricity use continues to increase—

Electricity use by end-use demand sector
billion kilowatthours



Electricity use growth rate
percent growth (three-year rolling average)



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—but the rate of growth remains lower than historic averages in the Reference case

- In recent history, the growth in electricity demand has slowed as older equipment was replaced with newer, more efficient stock, as efficiency standards were implemented and technology change occurred, particularly in lighting and other appliances. The demographic and economic factors driving this trend included slowing population growth and a shifting economy toward less energy-intensive industries.
- While growth in the economy and electricity demand remain linked, historically the linkage has continued to shift toward much slower electricity demand growth relative to economic growth.
- Growth in electricity demand, while relatively low historically, begins to rise slowly across the projection period as demand for electric services is only partially offset by regulatory compliance and efficiency gains in electricity-using equipment.
- Growth in direct use generation above growth in sales is primarily the result of the adoption of rooftop photovoltaic (PV) and natural gas-fired combined heat and power (CHP).

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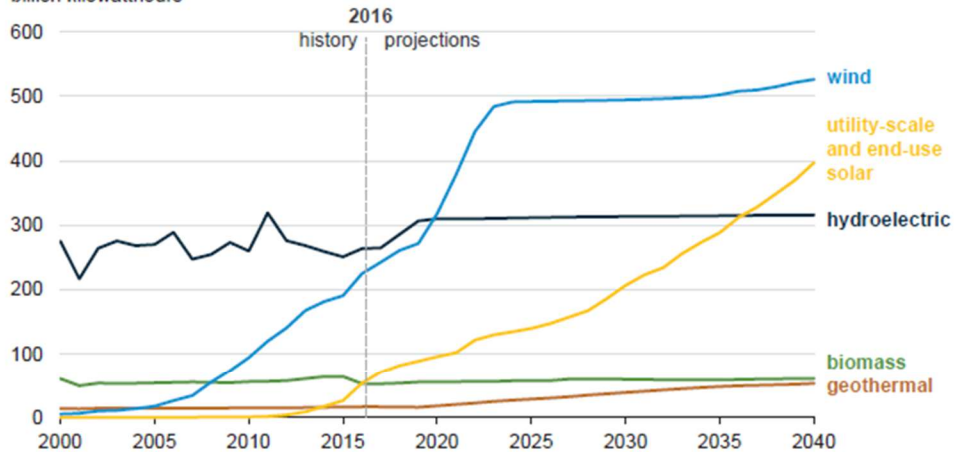
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Wind and solar generation become the predominant sources of renewable generation in the Reference case—

Renewable electricity generation (Reference case)
billion kilowatthours



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—with each surpassing hydroelectric generation

- The Clean Power Plan (CPP) and state-defined Renewable Portfolio Standards (RPS) increase demand for wind and solar electricity generation throughout the projection period.
- The scheduled expiration of production tax credits encourages an increase in wind capacity additions ahead of CPP implementation. While many wind projects would be economic without the tax credits, most of the profitable wind capacity will be added to take advantage of the tax credits prior to their expiration.
- Substantial cost reductions, performance improvements, and a permanent 10% investment tax credit support solar generation growth throughout the projection period.
- Some geothermal resources are also competitive sources of new generation, but these lowest-cost resources are geographically limited and are only expected to be exploited slowly.

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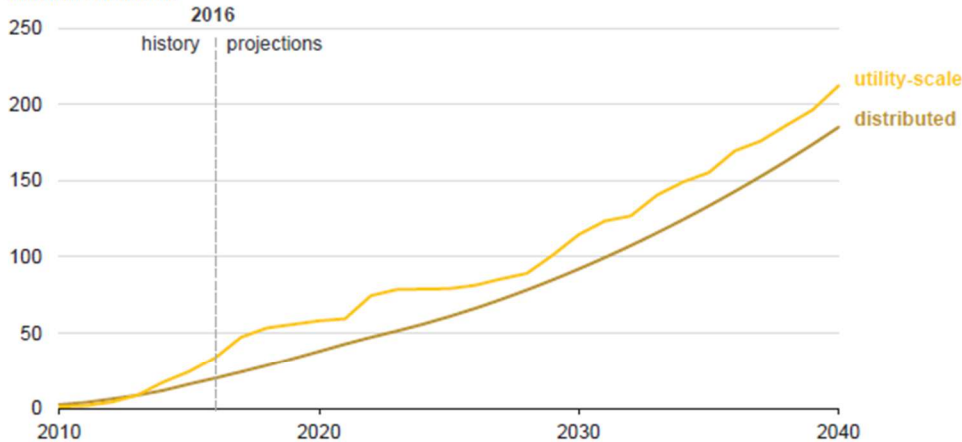
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Most electric generation from solar resources comes from utility-scale installations—

Solar electricity generation (Reference case)
billion kilowatthours



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—but generation from distributed photovoltaics is a significant contributor

- Although utility-scale photovoltaic (PV) generation typically costs less than distributed PV, in some circumstances distributed PV remains economically attractive. Distributed PV competes against higher retail electricity prices, which do not necessarily reflect time-of-day or seasonal variation in the cost of electricity.
- With a continued (but reduced) tax credit, declining costs, and on-peak generation profile, both utility and distributed solar builds occur throughout the projection period.
- AEO2017 projections include higher time-of-day and seasonal resolution of both utility-scale and distributed solar output as compared to AEO2016, as well as higher geographic resolution (at the ZIP code level) of distributed solar. The net result of these model changes is to reduce projected utility-scale solar generation and increase distributed solar generation, although not to the same degree.

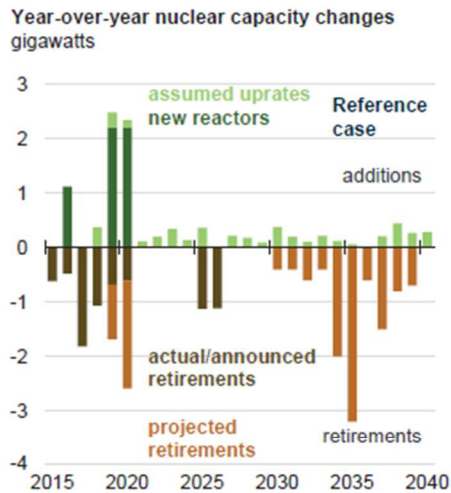
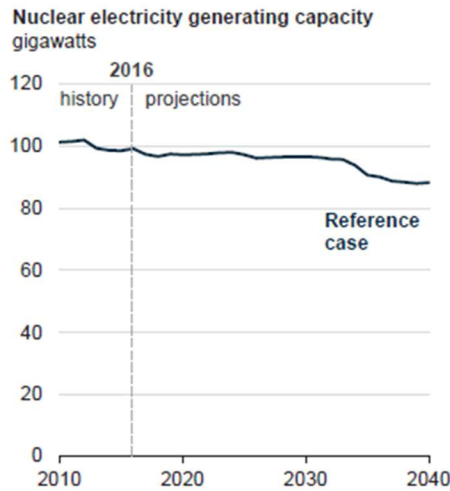
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Assumptions about license renewals in AEO2017 increase nuclear retirements—



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—leading to net nuclear capacity decreases

- No new, unannounced nuclear capacity is added in the Reference case over the projection period because of the combination of low natural gas prices, higher renewables penetration, low electricity load growth, and relatively high capital costs.
- New capacity additions are limited to reactors under construction from 2017 onward and to projected uprates at existing reactors. From 2018 through 2040, 4.7 gigawatts (GW) of additional capacity at existing units is projected to come online, based on an assessment of the remaining uprate potential.
- A significant reduction in nuclear capacity occurs because of 6.4 GW of total announced retirements; 3.0 GW of projected retirements in 2019–20 to address near-term, market uncertainty; and approximately 10.6 GW of long-term retirements through 2040 to address the uncertainty of reactors achieving a subsequent license renewal. As many nuclear plants reach the 60-year subsequent license renewal decision after 2040, retirements continue, with another 11.7 GW of nuclear capacity projected to retire by 2050.
- All nuclear plant retirements other than those already announced were modeled as capacity reductions for the regional nuclear fleets (i.e., as generic derates), rather than as retirements of specific plants.

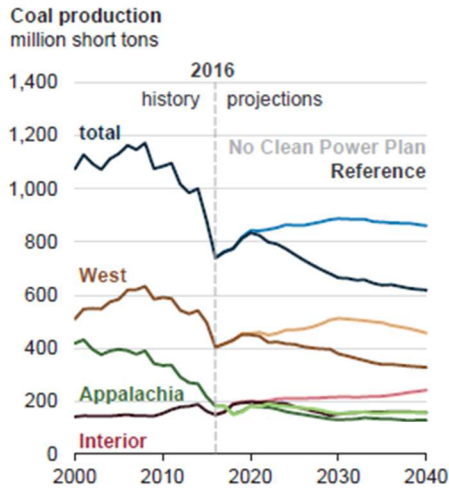
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Coal production decreases—



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—primarily in the Western region

- The impacts of the Clean Power Plan (CPP) are not shared equally across the major coal supply regions because of differences in coal quality, regional natural gas and coal prices, and how the electricity markets served by each region are affected with respect to coal retirements and renewables penetration.
- Coal production increases through 2020 to more than 800 million short tons in the Reference case as a projected rise in natural gas prices improves the competitiveness of existing coal generating units.
- After 2020, coal production in the Reference case declines, reaching nearly 620 million short tons per year in 2040, which is lower than the over 850 million short tons per year projected to be produced in 2040 in the No CPP case.
- The Interior region market share grows from 20% of U.S. coal production in 2016 to 26% by 2040, with Appalachia and Western production losing market share in both the Reference and No CPP cases.
- Coal production declines gradually after 2030 in the Reference case as retiring nuclear capacity is replaced, in part, by natural gas-fired electricity generation, requiring a reduction in existing carbon-emitting generation to maintain the CPP emission cap.

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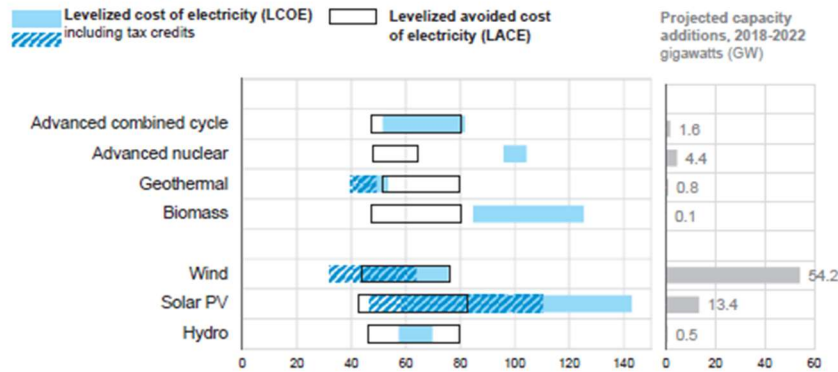
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Including available federal tax credits, wind and solar units will be among the most competitive sources of new generation in 2022—

Levelized cost projections by technology, 2022
2016 dollars per megawatthour



Source: U.S. Energy Information Administration, *Levelized Cost and Levelized Avoided Cost of New Generation Resources in the Annual Energy Outlook 2017*

Note: Capacity additions include planned and unplanned additions.

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—when levelized costs of electricity and levelized avoided costs of electricity are considered

- Comparisons of levelized cost of electricity (LCOE) across technologies can be misleading as different technologies serve different market segments.
- Levelized avoided cost of electricity (LACE) can be used to compare the cost (LCOE) of an electricity generation resource against the value (LACE) of the electricity generation and capacity that it displaces.
- Wind plants entering service in 2022 that started construction in 2018 will receive an inflation-adjusted \$14/MWh federal production tax credit; solar plants entering service in 2022 will receive a 26% investment tax credit, assuming a two-year construction lead time.
- See more information in [EIA's LACE/LCOE report](#) on EIA's website.

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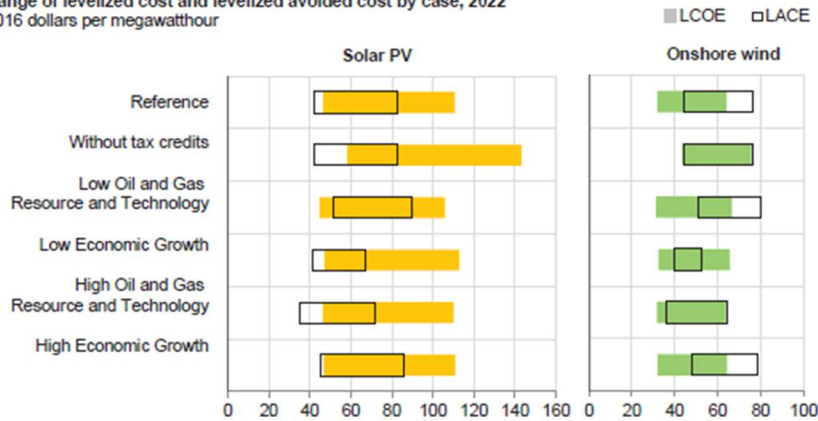
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The value of energy (LACE) for wind and solar is more sensitive to differences in policy and market assumptions than the cost (LCOE)—

Range of levelized cost and levelized avoided cost by case, 2022
2016 dollars per megawatt-hour



—particularly assumptions that affect natural gas price projections

- The availability of tax credits affects the effective cost of generation from solar and wind, but other policies may affect value.
- High or low natural gas prices, as respectively reflected in the Low and High Oil and Gas Resource and Technology cases, affect the cost of generation that wind or solar displaces, and thus play a big role in determining the value of these resources to the electric grid.
- Faster demand growth under high macroeconomic growth conditions increases the value of new generation resources. Slower macroeconomic growth, leads to relatively flat demand growth and less demand for new generation.

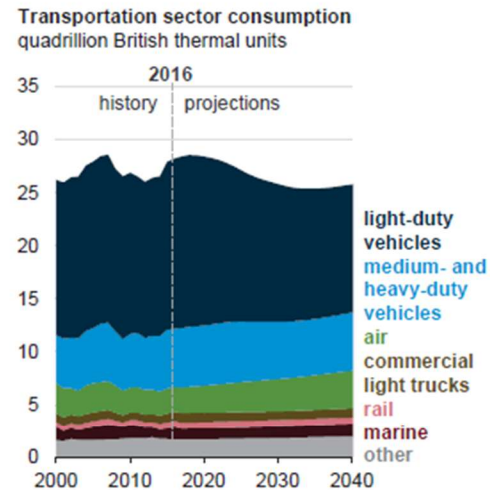
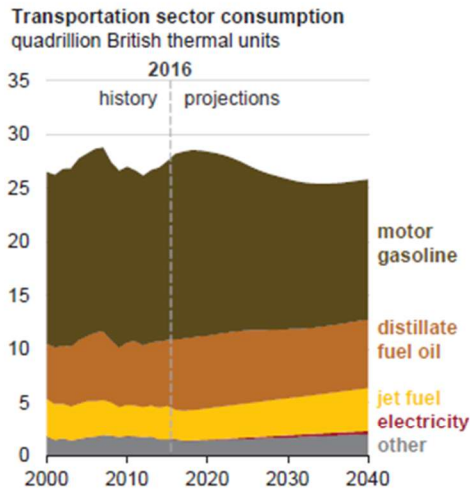


Transportation

Transportation energy consumption peaks in 2018 in the Reference case because rising fuel efficiency outweighs increases in total travel and freight movements throughout the projection period.



Transportation energy use declines between 2018 and 2034 in the Reference case—



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—driven by improvements in fuel economy

- Total transportation-related energy consumption peaks in 2018 in the Reference case and then declines through 2034 even as total travel and freight movement increases.
- Similarly, despite increases in light-duty travel, light-duty vehicle energy use also peaks in 2018 and then declines through 2040 as a result of higher fuel efficiency.
- Because the increase in freight travel demand is offset by rising fuel economy standards, heavy-duty vehicle energy consumption is approximately the same in 2040 as it was in 2016.
- Demand for air transport rises over the projection period, leading to an increase in energy used by air travel despite efficiency improvements.

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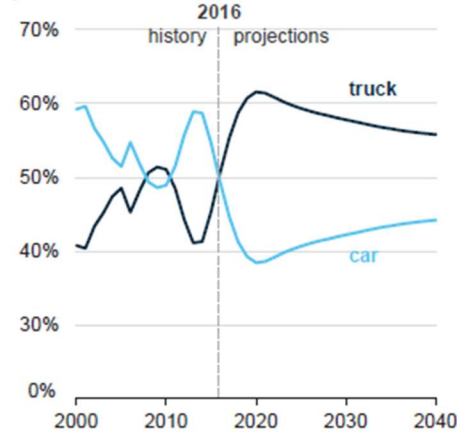


Average light-duty fuel economy improves in the Reference case—

Light-duty stock fleet fuel economy
miles per gallon



Light-duty vehicle sales shares
percent



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—even as the share of light-duty trucks increases

- Light-duty stock fuel economy is projected to rise from 22.2 miles per gallon (mpg) in 2016 to 34.6 mpg in 2040 in the Reference case. Current regulations require annual increases in fuel economy and reductions in greenhouse gas emissions through model year 2025, leading to a significant decrease in gasoline consumption.
- The sales share of light-duty trucks, which have lower fuel economy compared with passenger vehicles, limits the increase of the average fuel economy of the light-duty fleet.
- The shift toward light-duty trucks is driven by lower fuel costs and a changing preference for pickup trucks and sport utility vehicles rather than cars.
- Light-duty truck sales decrease after 2018 with the rise in popularity of front-wheel drive crossover vehicles that are classified as passenger cars.

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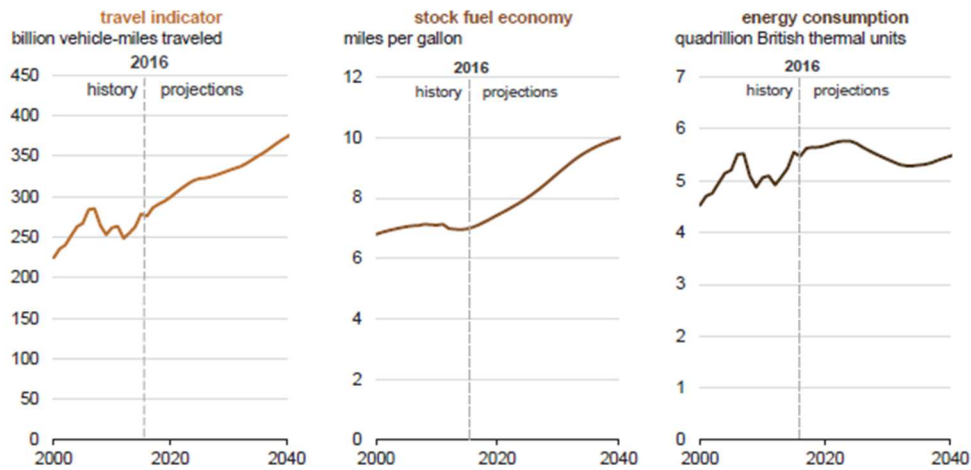
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With the second phase of fuel efficiency regulations, medium- and heavy-duty vehicle energy consumption declines over 2023–33—

Medium- and heavy-duty vehicle metrics



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—despite continued increase in miles traveled

- The second phase of the fuel efficiency and greenhouse gas regulations for medium- and heavy-duty vehicles takes full effect in 2027.
- Fuel economy of new medium- and heavy-duty vehicles increases by 38% from 2016–32 before leveling off, but stock fuel economy continues to increase through 2040 as less fuel efficient vehicles retire.
- Energy consumption from medium- and heavy-duty vehicles decreases from 2023 through 2033 before increasing in the Reference case, where fuel economy standards for trucks do not increase beyond 2027.
- Diesel remains the dominant fuel for trucks despite increasing use of alternative fuels.

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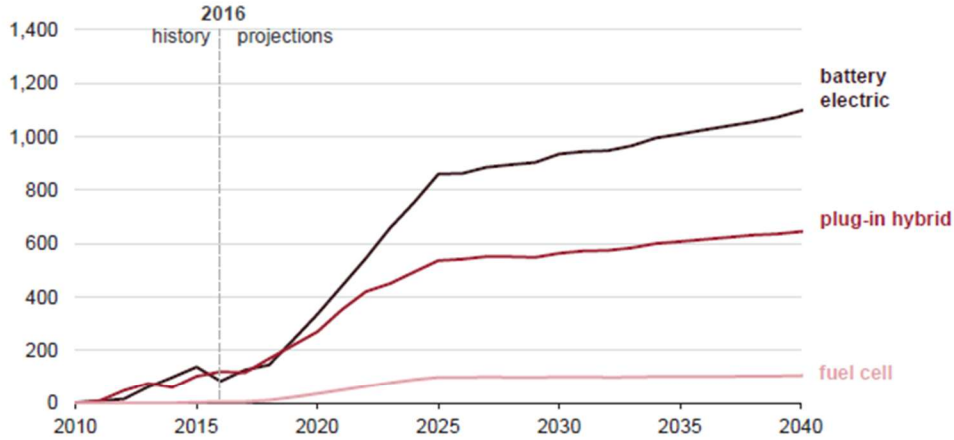
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Sales of battery electric, plug-in electric hybrid, and fuel cell vehicles increase in the Reference case—

New light-duty vehicle sales
thousands of vehicles



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—because of lower projected battery costs and existing state policies

- Battery electric vehicles (BEV) sales increase from less than 1% to 6% of total light-duty vehicles sold in the United States over 2016–40, and plug-in hybrid electric vehicle (PHEV) sales increase from less than 1% to 4% over the same period. Hydrogen fuel cell vehicle (FCV) sales grow to approximately 0.6% of sales by 2040.
- In 2025, projected sales of light-duty battery electric, plug-in hybrid electric, and hydrogen fuel cell vehicles reach 1.5 million, about 9% of projected total sales of light-duty vehicles.
- Regional programs such as California's Zero-Emission Vehicle regulation, which has been adopted by nine additional states, and California's SB-32, which requires a reduction in greenhouse gas emissions, spur alternative vehicle sales, especially electric and fuel cell vehicles.
- Updated data that indicate lower battery costs have increased EIA's outlook for BEV and PHEV sales.

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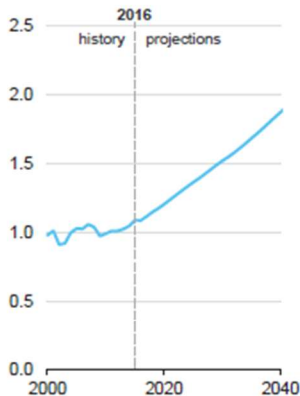
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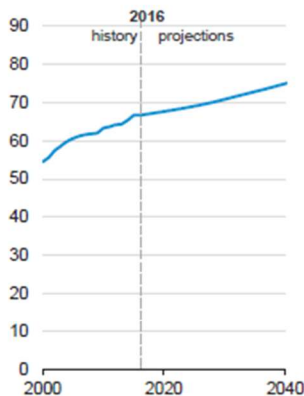


Even with improving commercial aircraft efficiency—

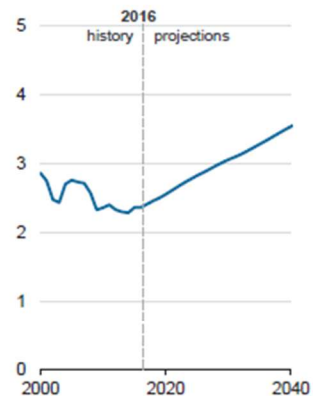
Air transportation metrics
travel indicator
trillion seat-miles available



stock fuel economy
seat-miles per gallon



jet fuel consumption
quadrillion British thermal units



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—jet fuel use rises in the Reference case with increased travel

- Jet fuel consumption increases more than 40% between 2016 and 2040 in the Reference case, as demand for air travel more than offsets projected efficiency gains in aircraft.
- With slow fleet turnover, aircraft stock efficiencies rise more than 12% between 2016 and 2040, as measured by seat-miles per gallon.
- U.S. load factors (fraction of filled seats and cargo space) for domestic and U.S. international routes, which increased significantly over 1995–2010, are projected to remain relatively flat over 2016–40.
- Even with the rise in aircraft efficiency, U.S. seat-miles more than double and freight revenue ton-miles nearly double through 2040, yielding a net increase in jet fuel consumption in the transportation sector.

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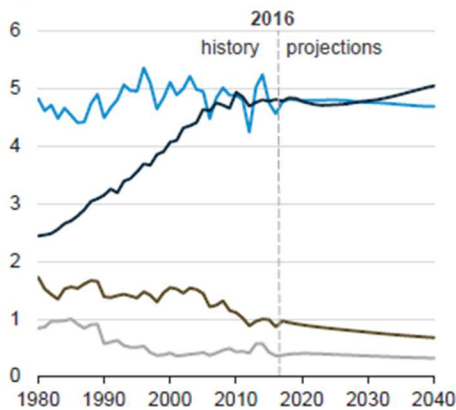
Buildings

Despite growth in the number of households and the amount of commercial floorspace, improved equipment and efficiency standards contribute to residential and commercial consumption remaining relatively flat or declining slightly from 2016 to 2040 in the Reference case.

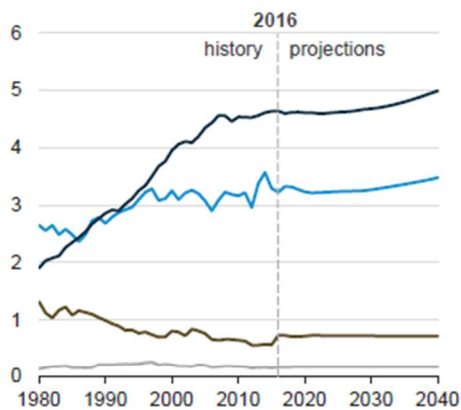


Residential and commercial fuel consumption are relatively stable in the Reference case—

Residential sector delivered energy consumption
quadrillion British thermal units



Commercial sector delivered energy consumption
quadrillion British thermal units



electricity natural gas petroleum and other liquids other

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—as energy efficiency and other factors offset growth in end-use energy service demand

- Laws and regulations to introduce and update appliance standards and building codes have continued to increase energy efficiency in the residential and commercial sectors.
- Electricity demand in both sectors has been relatively flat in recent years, and it continues to be flat in the near term. Eventually, the increased adoption and saturation of new uses not currently covered by appliance standards increases consumption.
- Continued population shifts toward warmer parts of the country tend to lower heating demand and increase cooling demand. More energy is used for heating, so the result is a decrease in net delivered energy.
- Consumption of natural gas, used primarily for space heating, water heating, and cooking, has historically grown slower than electricity, and this trend generally continues through the projection.
- Use of petroleum-based fuels such as propane and heating oil continues to decline in the residential sector and remains relatively flat in the commercial sector.

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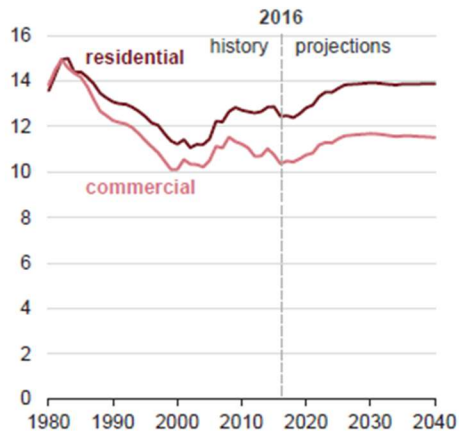
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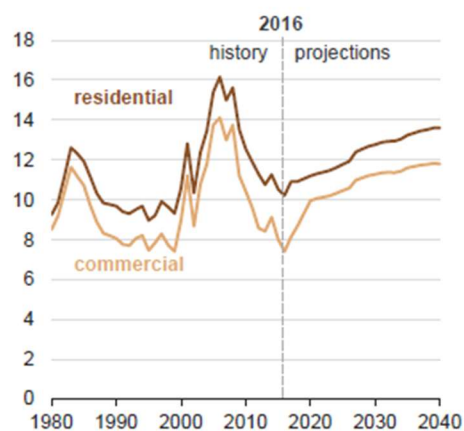


Gradual increases in electricity and natural gas prices—

Electricity prices
2016 cents per kilowatthour



Natural gas prices
2016 dollars per thousand cubic feet



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—affect residential and commercial energy consumption

- Following modest price increases from 2016 to 2030 in both residential and commercial sectors, electricity prices stabilize after 2030.
- As electricity prices flatten from 2030 to 2040, along with factors such as geographic population shifts and floorspace growth, electricity consumption rises at an increased rate in both sectors.
- Residential natural gas consumption is relatively stable, despite steadily increasing residential natural gas prices.
- Commercial natural gas prices increase in the near term, while commercial natural gas consumption remains flat; in the longer term, as price increases slow after 2030, commercial natural gas consumption begins to increase.

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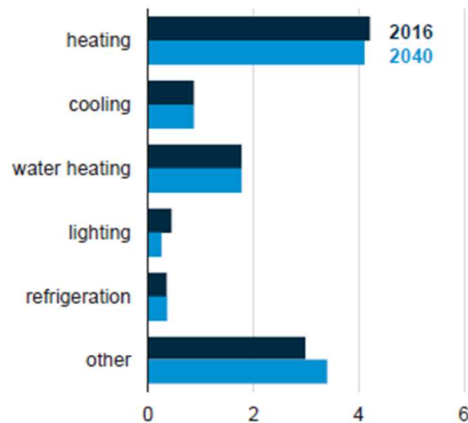
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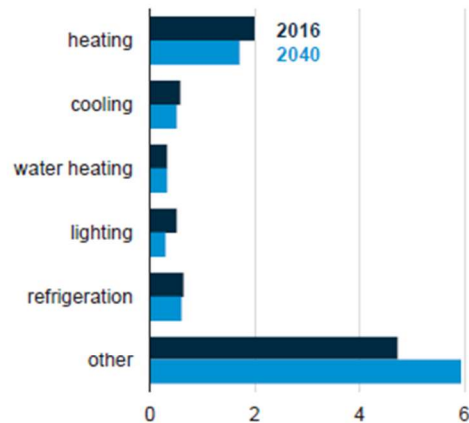


Energy consumption decreases for most major end uses in the residential and commercial sectors—

Residential sector delivered energy consumption quadrillion British thermal units



Commercial sector delivered energy consumption quadrillion British thermal units



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—with improved equipment efficiency and standards in the Reference case

- Energy consumption for lighting declines in the residential and commercial sectors as light-emitting diodes and compact fluorescent lamps continue to replace incandescent lamps and other bulb types.
- Energy consumption most residential and commercial applications either remains flat or declines slightly from 2016 to 2040 in the Reference case, despite growth in the number of households and the amount of commercial floorspace.
- Utility rebates contribute to a decrease in energy consumption. These rebates are expected to increase with the implementation of the Clean Power Plan (CPP) because energy efficiency programs are one of the available compliance strategies, and they are expected to grow more than they would in the absence of the CPP.
- In the residential sector, most of the growth in the *Other* category comes from increasing market penetration of smaller electric devices, most of which are not covered by efficiency standards.
- In the commercial sector, increased energy consumption for *Other* primarily reflects an increase in non-building uses such as telephone and technology networks.

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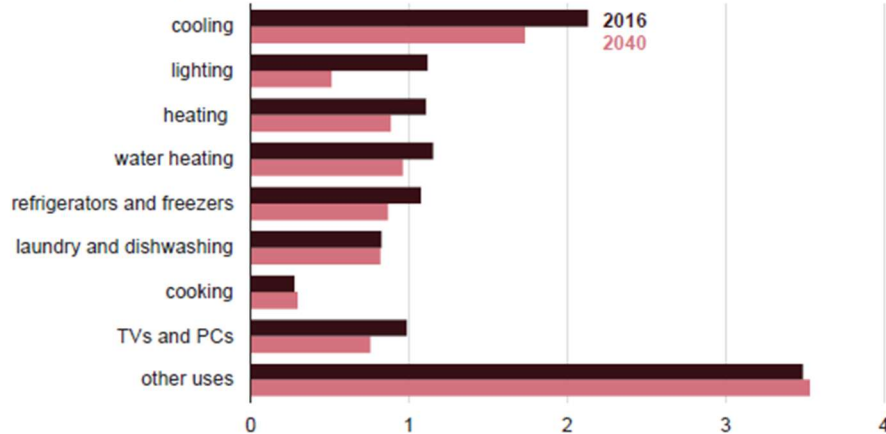
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Per-household electricity use continues to decline in the Reference case—

Residential electricity use per household
thousand kilowatthours per household



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—led by efficiency improvements in lighting, cooling, and heating

- Electricity use per household continues to decrease in the Reference case, as household growth exceeds growth in residential electricity use.
- By 2040, the average household uses less than half as much electricity for lighting as they did in 2016, as customers replace incandescent bulbs with more energy efficient light-emitting diodes (LEDs) and compact fluorescent lamps (CFLs).
- Space cooling consumption for the average household declines by nearly 20%, as energy efficiency improvements more than offset the increased demand for space cooling.
- Per household electricity use by miscellaneous loads, a category that encompasses a wide range of equipment such as small electronic devices, home security systems, and pool pumps, increases slightly as efficiency improvements only partially offset the increased adoption and market penetration of new devices.
- Residential on-site electricity generation, mostly from photovoltaic solar panels, lowers total purchased delivered electricity from the electric grid.

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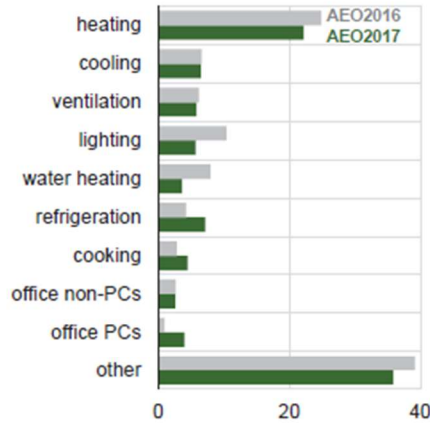
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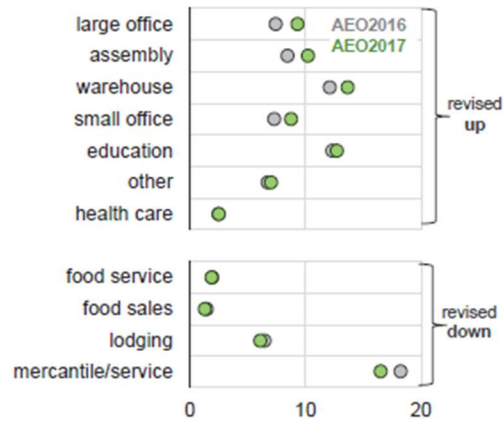


AEO2017 includes new data from EIA's Commercial Buildings Energy Consumption Survey—

Commercial energy intensities, 2016
thousand British thermal units per square foot



Commercial floorspace by type, 2016
million square feet



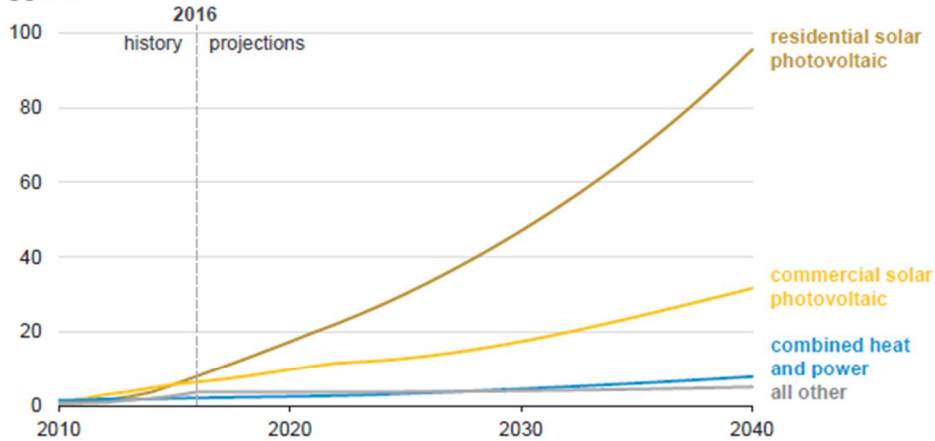
—leading to revisions in commercial building mix and energy consumption

- AEO2017 is based on the latest Commercial Buildings Energy Consumption Survey (CBECS), which was released during 2015 and 2016 and is the first update to be included in the AEO since AEO2007. The sample of buildings surveyed was drawn from the set of commercial buildings as of 2012.
- The latest CBECS provides a better understanding of the makeup of the commercial sector as well as the energy consumption associated with different end uses.
- Overall commercial floorspace is larger than previous estimates, especially for large offices and assembly buildings.
- Some end uses, particularly lighting and water heating, have changed significantly since the previous CBECS, which was based on the set of commercial buildings as of 2003 and did not consider as many building types as the latest CBECS.
- Categorization of some end uses in commercial buildings has changed. For instance, the category of office personal computers (PCs) now includes data center servers and all video screens; this equipment was previously categorized as *other end-uses*.



On-site electricity generation in residential and commercial buildings increases in the Reference case—

Buildings sector on-site electric generating capacity
gigawatts



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—reflecting declining technology costs and the continued availability of incentives for solar technologies to all sectors through 2021

- Solar photovoltaic (PV) systems account for most of the growth in buildings-sector on-site (or distributed) electricity generation in the AEO2017.
- Solar PV adoption grows from a 2010 base of less than 2 gigawatts (GW) in the residential and commercial sectors to more than 125 GW of capacity in 2040 in the Reference case.
- Other technologies such as small wind and combined heat and power, mostly in the commercial sector, grow more slowly and reach about 13 GW of capacity by 2040.
- Federal investment tax credits for solar technologies currently cover 30% of installed cost through 2019, dropping to 26% in 2020 and to 22% in 2021. In 2022, residential tax credits expire, and commercial credits are reduced to 10%.
- The differences from AEO2016 come from expected technology cost declines and changes in the way that EIA projects buildings will employ solar PV over time (adoption modeling). Additionally, EIA's new residential PV adoption projection uses econometric modeling of ZIP code-level solar resources, electricity rates, and financial metrics.

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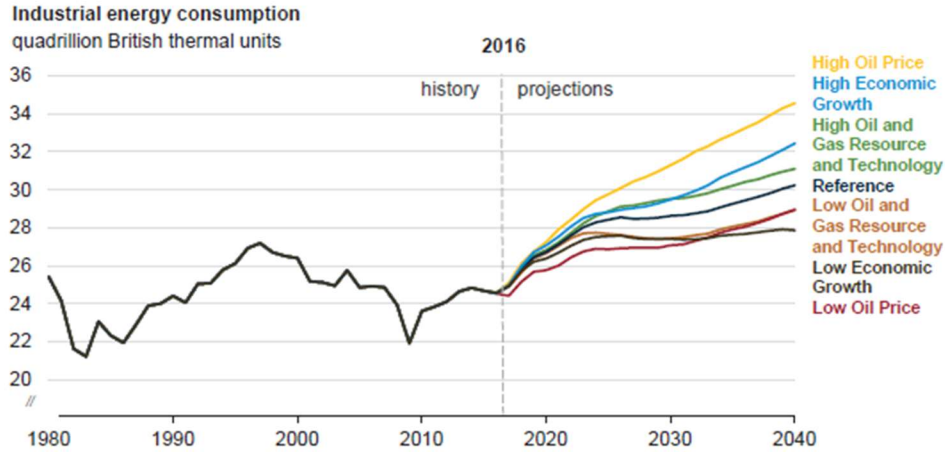


Industrial

With economic growth and relatively low energy prices, energy consumption in EIA's three industrial sub-sectors (energy-intensive manufacturing, non-energy-intensive manufacturing, and nonmanufacturing) increases during the projection period across all cases. Energy intensity declines across all cases as a result of technological improvements.



Industrial delivered energy consumption grows in all cases—



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—but is highest in the High Oil Price case and the High Economic Growth cases over most of the projection

- Reference case industrial energy consumption is projected to grow more than 25%, from 26 to 32 quadrillion British thermal units between 2016 and 2040.
- Industrial energy consumption is greatest in the High Oil Price case. Although industrial energy use grows in all cases, more energy is used to produce steel, fabricated metal products, and machinery in the High Oil Price case than the Reference case because of greater demand for these products.
- Combined heat and power (CHP) generation in the High Oil Price case is about 26%, or about 53 billion kilowatthours, above the Reference case by 2040 largely because of higher CHP generation for coal-to-liquids and gas-to-liquids. Coal-to-liquids and gas-to-liquids are economical in the High Oil Price case in the mid-2020s and after.

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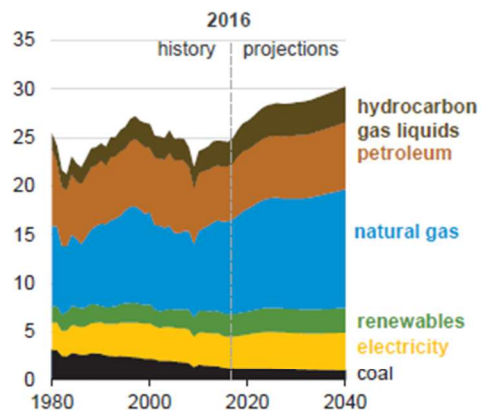
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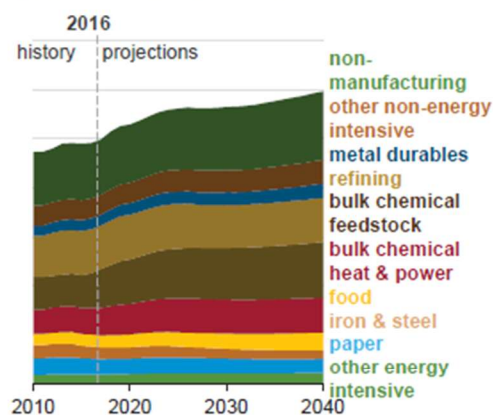


Industrial sector energy consumption grows faster than in other demand sectors in the Reference case—

Industrial energy consumption
quadrillion British thermal units



Industrial energy consumption
quadrillion British thermal units



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—led by increases in petroleum and natural gas consumption

- Driven by economic growth and supported by relatively low energy prices, industrial energy consumption in EIA's three main industrial sub-sectors (nonmanufacturing, energy-intensive manufacturing, and non-energy-intensive manufacturing) increases during the projection period across all cases.
- Natural gas (used for heat and power in many industries) and petroleum (a feedstock for bulk chemicals) make up the majority of delivered industrial energy consumption, followed by purchased electricity, renewables, and coal.
- Total industrial energy consumption growth averages nearly 1% per year from 2016–40 in the Reference case, the highest growth rate of any demand sector, as economic growth exceeds efficiency gains.
- Industrial coal usage declines by 24% over the projection period as its use in combined heat and power (CHP) is largely replaced by lower-cost natural gas.
- Hydrocarbon gas liquids (HGL) such as ethane, propane, and butane are largely produced by processing liquids from wet natural gas wells. HGL, which are widely used as feedstock in chemical processes, are a major source of growth in overall industrial use of petroleum.

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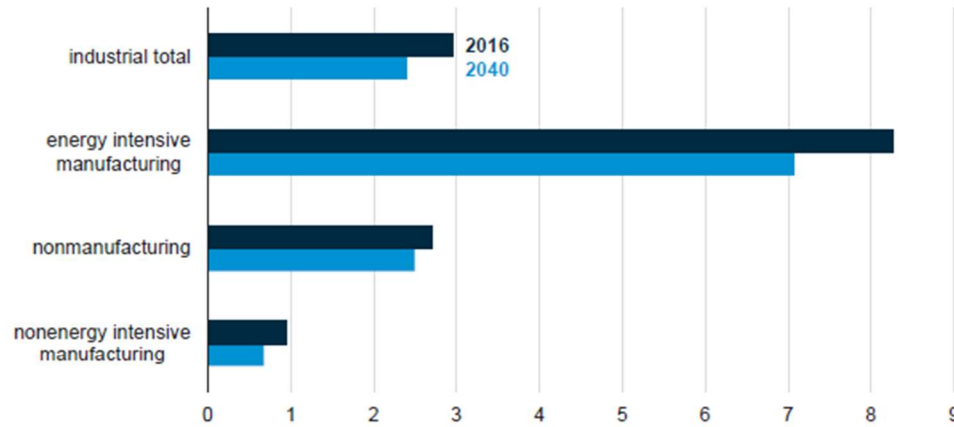
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Industrial energy intensity declines across all subsectors—

Industrial energy intensity (Reference case)
trillion British thermal units per billion dollars of shipments



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—moderating energy consumption increases

- Overall industrial energy intensity, measured as energy consumption per industrial shipment, declines by approximately 0.9% per year from 2016 to 2040 in the Reference case, consistent with historic trends.
- Manufacturing energy intensity declines as a result of continued efficiency gains in industrial equipment as well as a shift in the share of shipments from energy-intensive manufacturing industries to other industries.
- Energy-intensive industries, which include food, paper, bulk chemical, glass, cement, iron and steel, and aluminum products, dominate overall industrial energy use consumption, accounting for less than 25% of industrial shipments but more than 60% of industrial energy use.

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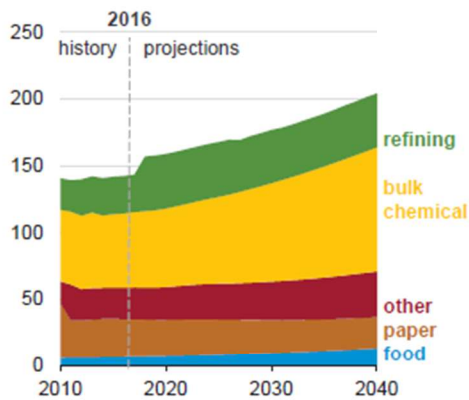
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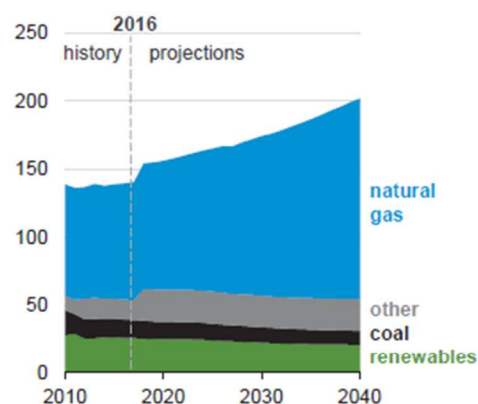


Industrial combined heat and power use grows in the Reference case—

Combined heat and power output
billion kilowatthours



Combined heat and power output
billion kilowatthours



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—as bulk chemicals and food are the fastest growing industries through 2040

- Natural gas is the most common fuel used in combined heat and power (CHP), but renewables are used in the paper industry. Specialty fuels such as blast furnace gas and still gas are used in the iron and steel industry and the refining industry, respectively.
- Industrial CHP is most commonly found in large, steam-intensive industries, such as bulk chemicals, refining, paper, and food.
- The median size of an industrial sector CHP facility is 30 megawatts (MW), and an average size of 65 MW. CHP offsets approximately 0.5 quadrillion British thermal units (Btu) of purchased electricity in 2016 and 0.7 quadrillion Btu in 2040.

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References



Contacts

AEO Working Groups

<https://www.eia.gov/outlooks/aeo/workinggroup/>

AEO Analysis and Forecasting Experts

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Topic	Subject matter expert contact information		
General questions	Angelina LaRose	202-588-8135	angelina.larose@eia.gov
Carbon dioxide emissions	Perry Lindstrom	202-588-0934	perry.lindstrom@eia.gov
Coal supply and prices	David Fritsch	202-287-8538	david.fritsch@eia.gov
Commercial demand	Kimberly Klaiman	202-588-1678	kimberly.klaiman@eia.gov
Economic activity	Vipin Arora	202-588-1048	vipin.arora@eia.gov
Electricity generation, capacity	Jeffrey Jones	202-588-2038	jeffrey.jones@eia.gov
Electricity generation, emissions	Laura Martin	202-588-1494	laura.martin@eia.gov
Electricity prices	Lori Aniti	202-588-2867	lori.aniti@eia.gov
Ethanol and biodiesel	Sean Hill	202-588-4247	sean.hill@eia.gov
Industrial demand	Kelly Perl	202-588-1743	eia-oceaindustrialteam@eia.gov
International oil demand	Linda Doman	202-588-1041	linda.doman@eia.gov
International oil production	Laura Singer	202-588-4787	laura.singer@eia.gov
National Energy Modeling System	Daniel Skelly	202-588-1722	daniel.skelly@eia.gov
Nuclear energy	Michael Scott	202-588-0253	michael.scott@eia.gov
Oil and natural gas production	Terry Yen	202-588-8185	terry.yen@eia.gov
Oil refining and markets	William Brown	202-588-8181	william.brown@eia.gov
Renewable energy	Chris Namovicz	202-588-7120	chris.namovicz@eia.gov
Residential demand	Kevin Jarzowski	202-588-3208	kevin.jarzowski@eia.gov
Transportation demand	John Maples	202-588-1757	john.maples@eia.gov
Wholesale natural gas markets	Kathryn Dyl	202-287-5862	kathryn.dyl@eia.gov
World oil prices	Laura Singer	202-588-4787	laura.singer@eia.gov



For more information

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Short-Term Energy Outlook | www.eia.gov/steo

Annual Energy Outlook | www.eia.gov/aeo

International Energy Outlook | www.eia.gov/ieo

Monthly Energy Review | www.eia.gov/mer

Today in Energy | www.eia.gov/todayinenergy

Appendix G – Local Review Committee Minutes



First District Association of Local Governments

418 18th Ave NE ■ PO Box 1207 ■ Watertown, SD 57201

Phone: (605) 882-5115 Fax: (605) 882-5049

Serving counties and communities for over 53 years

August 5, 2024

Jay Grabow, Chairman
Deuel County Commission
P.O. Box 616
Clear Lake, SD 57226

RE: Toronto Power Plant Project Local Review Committee Meeting

Dear Mr. Grabow,

My name is Todd Kays, and I am the Executive Director of the First District Association of Local Governments (First District) located in Watertown, South Dakota. On July 24, 2024 you should have received a letter from Brent A. Moeller, Director of Generation Resources, Missouri River Energy Services(MRES) informing you that you had been designated by the South Dakota Public Utility Commission to be a member of the Local Review Committee (LRC) regarding the Toronto Power Plant Project (Project). The letter also referenced a Social and Economic Impact Study (Study) for the Energy Conversion Facility Permit application.

The First District has entered into a contract with MRES to facilitate the development of the Study. The goal of the study will be to determine what adverse impacts, if any, would be experienced as a result of the construction and operation of the Toronto Power Plant facility. Through this planning process, the First District will research and provide the LRC with information regarding the twelve social and economic areas included in the study and outlined in South Dakota Codified Law 49-41B-7. The First District will meet with the LRC three to four times between now and the end of November 2024.

The LRC Kickoff meeting is scheduled for **August 26, 2024 at 6:30 p.m.** The meeting will be held at the **Deubrook Elementary School Gym** located at **695 Palisades Avenue, Toronto, South Dakota**

I should note that if you are unable to attend, please send a representative from your organization.

Thank you and we hope to see you on the 26th.

Sincerely

A handwritten signature in blue ink that reads "Todd A. Kays".

Todd A. Kays
Executive Director



First District Association of Local Governments

418 18th Ave NE ■ PO Box 1207 ■ Watertown, SD 57201
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Serving counties and communities for over 53 years

August 5, 2024

Larry Jensen, Chairman
Brookings County Commission
520 3rd St., Ste. 210
Brookings, SD 57006

RE: Toronto Power Plant Project Local Review Committee Meeting

Dear Mr. Jensen,

My name is Todd Kays, and I am the Executive Director of the First District Association of Local Governments (First District) located in Watertown, South Dakota. On July 24, 2024 you should have received a letter from Brent A. Moeller, Director of Generation Resources, Missouri River Energy Services (MRES) informing you that you had been designated by the South Dakota Public Utility Commission to be a member of the Local Review Committee (LRC) regarding the Toronto Power Plant Project (Project). The letter also referenced a Social and Economic Impact Study (Study) for the Energy Conversion Facility Permit application.

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Executive Director



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August 5, 2024

Brad Knutson, Mayor
Town of Toronto
P.O. Box 333
Toronto, SD 57268

RE: Toronto Power Plant Project Local Review Committee Meeting

Dear Mr. Knutson,

My name is Todd Kays, and I am the Executive Director of the First District Association of Local Governments (First District) located in Watertown, South Dakota. On July 24, 2024 you should have received a letter from Brent A. Moeller, Director of Generation Resources, Missouri River Energy Services(MRES) informing you that you had been designated by the South Dakota Public Utility Commission to be a member of the Local Review Committee (LRC) regarding the Toronto Power Plant Project (Project). The letter also referenced a Social and Economic Impact Study (Study) for the Energy Conversion Facility Permit application.

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Todd A. Kays
Executive Director



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August 5, 2024

Dewayne Tesch, President
Town of Brandt
P.O. Box 253
Brandt, SD 57218-0253

RE: Toronto Power Plant Project Local Review Committee Meeting

Dear Mr. Tesch,

My name is Todd Kays, and I am the Executive Director of the First District Association of Local Governments (First District) located in Watertown, South Dakota. On July 24, 2024 you should have received a letter from Brent A. Moeller, Director of Generation Resources, Missouri River Energy Services(MRES) informing you that you had been designated by the South Dakota Public Utility Commission to be a member of the Local Review Committee (LRC) regarding the Toronto Power Plant Project (Project). The letter also referenced a Social and Economic Impact Study (Study) for the Energy Conversion Facility Permit application.

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Todd A. Kays
Executive Director



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418 18th Ave NE ■ PO Box 1207 ■ Watertown, SD 57201

Phone: (605) 882-5115 Fax: (605) 882-5049

Serving counties and communities for over 53 years

August 5, 2024

Erika Hall, President
Town of Astoria
PO Box 3
Astoria, SD 57213-0003

RE: Toronto Power Plant Project Local Review Committee Meeting

Dear Mrs. Hall,

My name is Todd Kays, and I am the Executive Director of the First District Association of Local Governments (First District) located in Watertown, South Dakota. On July 24, 2024 you should have received a letter from Brent A. Moeller, Director of Generation Resources, Missouri River Energy Services (MRES) informing you that you had been designated by the South Dakota Public Utility Commission to be a member of the Local Review Committee (LRC) regarding the Toronto Power Plant Project (Project). The letter also referenced a Social and Economic Impact Study (Study) for the Energy Conversion Facility Permit application.

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Todd A. Kays
Executive Director



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418 18th Ave NE ■ PO Box 1207 ■ Watertown, SD 57201

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August 5, 2024

Danay Nielson, Chairperson
Deuel 19-4 School District
410 5th St. West
PO Box 770
Clear Lake, SD 57226

RE: Toronto Power Plant Project Local Review Committee Meeting

Dear Mrs. Nielson,

My name is Todd Kays, and I am the Executive Director of the First District Association of Local Governments (First District) located in Watertown, South Dakota. On July 24, 2024 you should have received a letter from Brent A. Moeller, Director of Generation Resources, Missouri River Energy Services(MRES) informing you that you had been designated by the South Dakota Public Utility Commission to be a member of the Local Review Committee (LRC) regarding the Toronto Power Plant Project (Project). The letter also referenced a Social and Economic Impact Study (Study) for the Energy Conversion Facility Permit application.

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Todd A. Kays
Executive Director



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August 5, 2024

Amy Otten, President
Deubrook 05-6 School District
100 School Ave
P.O. Box 346
White, SD 57276

RE: Toronto Power Plant Project Local Review Committee Meeting

Dear Mrs. Otten,

My name is Todd Kays, and I am the Executive Director of the First District Association of Local Governments (First District) located in Watertown, South Dakota. On July 24, 2024 you should have received a letter from Brent A. Moeller, Director of Generation Resources, Missouri River Energy Services(MRES) informing you that you had been designated by the South Dakota Public Utility Commission to be a member of the Local Review Committee (LRC) regarding the Toronto Power Plant Project (Project). The letter also referenced a Social and Economic Impact Study (Study) for the Energy Conversion Facility Permit application.

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Todd A. Kays
Executive Director



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Serving counties and communities for over 53 years

August 5, 2024

Chris Verhoek, President
Estelline 28-2 School District
708 Davis Ave
Estelline, SD 57234

RE: Toronto Power Plant Project Local Review Committee Meeting

Dear Mr. Verhoek,

My name is Todd Kays, and I am the Executive Director of the First District Association of Local Governments (First District) located in Watertown, South Dakota. On July 24, 2024 you should have received a letter from Brent A. Moeller, Director of Generation Resources, Missouri River Energy Services (MRES) informing you that you had been designated by the South Dakota Public Utility Commission to be a member of the Local Review Committee (LRC) regarding the Toronto Power Plant Project (Project). The letter also referenced a Social and Economic Impact Study (Study) for the Energy Conversion Facility Permit application.

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Thank you and we hope to see you on the 26th.

Sincerely

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Todd A. Kays
Executive Director

**Missouri River Energy Services
Toronto Power Plant (Project)
Local Review Committee
1st Meeting
August 26, 2024 - 6:30 p.m.
Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota
Agenda**

- 1. Welcome and Introductions – Todd Kays, First District Association of Local Governments (FDALG)**
- 2. Project Description – Missouri River Energy Services**
- 3. Social and Economic Effect/Impact Study Overview – Ted Haeder**
- 4. LRC Organization**
 - a. Elect Chairperson**
 - b. Set second meeting date**
- 5. Adjourn**

August 26, 2024 Minutes

The Toronto Power Plant Project Local Review Committee Meeting met at 6:30 on August 26, 2024 at the Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota. In attendance were Todd Kays (First District) Ted Haeder (First District), Mason Weidenbach (First District), Harry Mewherter (Deuel County), Jay Grabow (Deuel County), Amy Otten (Deubrook School District), Larry Jensen (Brookings County), and Brent Moeller (MRES)

First District Association of Local Governments Executive Director welcomed the group and facilitated the meeting.

Brent Moeller (MRES) provided a PowerPoint presentation with an overview of the project.

Ted Haeder (First District) provided an overview of the Social and Economic Effect/Impact study that would be conducted regarding the Toronto Power Plant Project. Haeder provided information regarding the SDCL required elements of the study.

Discussion was held regarding the various components to be reviewed. Specifically noise, zoning, and taxes were brought up.

The LRC members present determined that a quorum was present and elected Jay Grabow to be the Chair. It was decided that a 2nd meeting would be held in October to discuss the initial draft of the report.

Meeting Adjourned

Missouri River Energy Services
Toronto Power Plant (Project)
Local Review Committee
Kickoff Meeting
August 26, 2024 - 6:30 p.m.
Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota

Sign in Sheet

Name	Representing	Email address
Harry Mawharter	Deuel County Comm	h.mawharter@gmail.com
Larry Jensen	Brookings County Comm	ljensen@brookingscounty.sd.gov
Brent Moeller	MRES	brent.moeller@mrenergy.com
TED HAEDER	GREATER HURON/FDALS	tedhaeder@gmail.com
Mason Weidenbach	1st District	mason@1stdistrict.org
Tyler Fogelson	MRES	tyler.fogelson@mrenergy.com
Amy Otten	Deubrook School District	amy.otten@hendrickshosp.org
Todd Kass	1 st Dist	todd@1stdistrict.org
Jay Grabow	Deuel County	grabowconstruction@gmail.com



First District Association of Local Governments

418 18th Ave NE ■ PO Box 1207 ■ Watertown, SD 57201

Phone: (605) 882-5115 Fax: (605) 882-5049

Serving counties and communities for over 53 years

|
September 30, 2024

Jay Grabow, Chairman
Deuel County Commission
P.O. Box 616
Clear Lake, SD 57226

RE: Toronto Power Plant Project Local Review Committee (LRC) Meeting

Dear Mr. Grabow,

The LRC will be meeting on Monday **October 14, 2024 at 6:30 p.m.** The meeting will be held at the **Deubrook Elementary School Gym** located at **695 Palisades Avenue, Toronto, South Dakota**

I should note that if you are unable to attend, please send a representative from your organization.

Thank you and we hope to see you on the 14th.

Sincerely

A handwritten signature in blue ink that reads "Todd A. Kays". The signature is fluid and cursive, with the first name being the most prominent.

Todd A. Kays
Executive Director



First District Association of Local Governments

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Serving counties and communities for over 53 years

September 24, 2024

Larry Jensen, Chairman
Brookings County Commission
520 3rd St., Ste. 210
Brookings, SD 57006

RE: Toronto Power Plant Project Local Review Committee Meeting

Dear Mr. Jensen,

The LRC will be meeting on Monday **October 14, 2024 at 6:30 p.m.** The meeting will be held at the **Deubrook Elementary School Gym** located at **695 Palisades Avenue, Toronto, South Dakota**

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Serving counties and communities for over 53 years

September 24, 2024

Brad Knutson, Mayor
Town of Toronto
P.O. Box 333
Toronto, SD 57268

RE: Toronto Power Plant Project Local Review Committee (LRC) Meeting

Dear Mr. Knutson,

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September 24, 2024

Dewayne Tesch, President
Town of Brandt
P.O. Box 253
Brandt, SD 57218-0253

RE: Toronto Power Plant Project Local Review Committee (LRC) Meeting

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September 24, 2024

Erika Hall, President
Town of Astoria
PO Box 3
Astoria, SD 57213-0003

RE: Toronto Power Plant Project Local Review Committee (LRC) Meeting

Dear Ms. Hall,

The LRC will be meeting on Monday **October 14, 2024 at 6:30 p.m.** The meeting will be held at the **Deubrook Elementary School Gym** located at **695 Palisades Avenue, Toronto, South Dakota**

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September 24, 2024

Danay Nielson, Chairperson
Deuel 19-4 School District
410 5th St. West
PO Box 770
Clear Lake, SD 57226

RE: Toronto Power Plant Project Local Review Committee (LRC) Meeting

Dear Mrs. Nielson,

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September 24, 2024

Amy Otten, President
Deubrook 05-6 School District
100 School Ave
P.O. Box 346
White, SD 57276

RE: Toronto Power Plant Project Local Review Committee (LRC) Meeting

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Serving counties and communities for over 53 years

September 24, 2024

Chris Verhoek, President
Estelline 28-2 School District
708 Davis Ave
Estelline, SD 57234

RE: Toronto Power Plant Project Local Review Committee (LRC) Meeting

Dear Mr. Verhoek,

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Todd A. Kays
Executive Director

**Missouri River Energy Services
Toronto Power Plant (Project)
Local Review Committee
2nd Meeting
October 14, 2024 - 6:30 p.m.
Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota
Agenda**

- 6. Welcome and Introductions – Todd Kays, First District Association of Local Governments (FDALG)**
- 7. Approval of August 26 2024 Minutes**
- 8. Social and Economic Effect/Impact First Draft Review – Ted Haeder**
- 9. Discussion**
- 10. Adjourn**

October 14, 2024 Minutes

The Toronto Power Plant Project Local Review Committee Meeting met at 6:30 on October 14, 2024 at the Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota. In attendance were Todd Kays (First District) Ted Haeder (First District), Harry Mewherter (Deuel County), Jay Grabow (Deuel County), Lance Gerth (Brandt), Kelly VanderWal (Brookings County), Erika Hall (Astoria), and Brent Moeller (MRES)

First District Association of Local Governments Executive Director welcomed the group and facilitated the meeting.

August 26th minutes were approved with one correction (Brent Moeller instead of Doug Moeller)

Ted Haeder (First District) provided an overview of the First Draft of the of the Social and Economic Effect/Impact study for the Toronto Power Plan Project. Haeder noted that several sections were still in development but would have information in a final draft prior to the next meeting.

Discussion was held regarding the various information provided. It was determined that each entity should take their copy of the draft report and review it and provide Haeder with comments and be prepared to discuss at next meeting. Haeder stated that the final draft should be delivered 7 to 10 days prior to the next meeting.

It was decided that a 3rd meeting would be held on November 18, 2024 to discuss the final draft of the report and possibly recommend approval of the report and forwarding it to the SDPUC

Meeting Adjourned

**Missouri River Energy Services
Toronto Power Plant (Project)
Local Review Committee
Second Meeting
October 14, 2024 - 6:30 p.m.
Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota**

Sign in Sheet

Name	Representing	Email address
Brent Moeller	MRES	brent.moeller@mresenergy.com
Erika Hall	City of Astoria	erika.hall1987@gmail.com
TED HAEDER	FIRST DISTRICT	tedhaeder@gmail.com
Todd Kees	First District	



First District Association of Local Governments

418 18th Ave NE ■ PO Box 1207 ■ Watertown, SD 57201

Phone: (605) 882-5115 Fax: (605) 882-5049

Serving counties and communities for over 53 years

November 8, 2024

Jay Grabow, Chairman
Deuel County Commission
P.O. Box 616
Clear Lake, SD 57226

RE: Toronto Power Plant Project Local Review Committee (LRC) Meeting

Dear Mr. Grabow,

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6. Adjourn

I should note that if you are unable to attend, please send a representative from your organization.

Thank you and we hope to see you on the 18th.

Sincerely

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Todd A. Kays
Executive Director



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Larry Jensen, Chairman
Brookings County Commission
520 3rd St., Ste. 210
Brookings, SD 57006

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Toronto, SD 57268

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PO Box 3
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White, SD 57276

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November 8, 2024

Chris Verhoek, President
Estelline 28-2 School District
708 Davis Ave
Estelline, SD 57234

RE: Toronto Power Plant Project Local Review Committee (LRC) Meeting

Dear Mr. Verhoek,

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AFFIDAVIT OF PUBLICATION

STATE OF SOUTH DAKOTA
COUNTY OF DEUEL

Ken Reiste being first duly sworn, on oath says: That he is publisher of the Clear Lake Courier, a weekly newspaper published in the City of Clear Lake, Deuel County, South Dakota; that he has full and personal knowledge of all facts herein stated; that said newspaper is a legal newspaper as defined in SDCL 17-2-2.1 through 17-2-2.4 inclusive; that said newspaper has been published within the said County of Deuel and State of South Dakota, for at least one year next prior to the first publication of the attached public notice

**South Dakota Public Utilities
Toronto Plant
Informational Meeting**

paper in which the same was published, and which is hereto attached and made a part of this affidavit, was published in said newspaper for one successive week(s) to wit:

November 6, 2024

That the full amount of the fee charged for publication of the attached public notice insures to the sole benefit of the publisher; that no agreement or understanding for the division thereof has been made with any other person, and that no part thereof has been agreed to be paid to any person whomsoever; that the fees charged for the publication thereof are: **\$11.36**

Ken Reiste
Ken Reiste

Subscribed and sworn to before me

this 6th day of November, 2024

K.M.
Notary Public, South Dakota
My commission expires: 09-27-2027



Public notice

**South Dakota Public Utilities
Commission Appointed Local
Review Committee
Toronto Power Plant
Informational Meeting**

Notice is hereby given that the Local Review Committee (LRC), established by the South Dakota Public Utilities Commission, will be holding an "Informational Meeting" regarding the Missouri River Energy Services Toronto Power Plant Project. The meeting will be held on Monday November 18, 2024 at 6:30 p.m. at the Deubrook Elementary School Gym located at 695 Palisades Avenue, Toronto, South Dakota.

The LRC will review and discuss the Social and Economic Effect /Impact Study (Study) conducted by the First District Association of Local Government. The LRC may approve forwarding the Study to the South Dakota Public Utilities Commission. The public is invited to attend.

Published once at the approximate cost of \$11.36. (39-1/32)

This notice may be viewed free of charge at sdpublicnotices.com maintained pursuant to § 17-2-1.

**Missouri River Energy Services
Toronto Power Plant (Project)
Local Review Committee
3rd Meeting
November 18, 2024 - 6:30 p.m.
Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota
Agenda**

- 1. Welcome and Introductions – Todd Kays, First District Association of Local Governments (FDALG)**
- 2. Approval of October 14, 2024 Minutes**
- 3. Project Description – Missouri River Energy Services**
- 4. Social and Economic Effect/Impact Study Overview – Ted Haeder**
- 5. LRC Discussion**
- 6. LRC action on forwarding Social and Economic Effect/Impact Study to SDPUC**
- 7. Adjourn**

November 18, 2024 Minutes

The Toronto Power Plant Project Local Review Committee Meeting met at 6:30 on November 18, 2024 at the Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota. In attendance were Todd Kays (First District) Ted Haeder (First District), Harry Mewherter (Deuel County), Jay Grabow (Deuel County), Lance Gerth (Brandt), Larry Jensen (Brookings County), Erika Hall (Astoria), MRES Representatives: Brent Moeller, Tim Blodgett, Tyler Fogelson, Valerie Larson Holmes, Kersten Johnson; Public attendance: Gary Stave, Tony Chmeler, Kathy Kurtenbach, Wayne Kurtenbach, Sheila and Bryon Monnier, Dennis Kanengieter, Royce Harringa, Michael Crooks, Lee Crooks, Tony Quail, Allen Klappenoff, Jane Moore, Al Moore, Troy Lenning, Riley Monnier, Steve Oberde, Austin Eide, Eric Offdahl, Michelle Offdahl, Doyle Trooien, and others that did not sign in.

First District Association of Local Governments Executive Director Todd Kays welcomed the group and facilitated the meeting.

Chair Grabow and the LRC board members introduced themselves to the public

Brent Moeller (MRES) provided a power point presentation of the project for the public.

Ted Haeder (First District) provided an overview of the Final Draft of the Social and Economic Effect/Impact study for the Toronto Power Plan Project. Haeder reviewed the required SDCL elements contained within the report

Chair Grabow addressed the public and informed them they had the opportunity to address the LRC with questions and comments. All questions would be answered after hearing all public comments.

Tony Quale stated that his property, while not immediately adjacent to the project site, is home to threatened flora and fauna and he has concerns regarding impact of the project of animals and plants within the area.

Gary Stava asked whether or not there was potential for groundwater pollution

Steve Oberde asked about the noise generated from the facility

Sheila Monnier had questions and concerns regarding possible explosions and blast radius.

Michelle Offdahl asked whether the board not only look at the decibel readings of noise but the frequency as well.

Eric Offdahl had questions regarding training of fire departments and what the expectations of the facility were in regard to fire suppression.

Doyle Trooien wanted to know what the project will do to adjoining property values.

Tony Chmeler stated that the project may be constructed while SD Highway 28 may be either under construction or just being completed and had concerns that Highway 28 could be damaged.

Al Moor asked questions on where the project will obtain their water and how much water do they need.

Roy Negard (spelling) asked about the horsepower of the engines, how much diesel would be used and whether or not it would drain diesel supplies within the region.

Troy Lenning asked how often will the plant be in operation.

Chair Grabow had Todd Kays review the questions with Brent Moeller from MRES. Moeller provided the following responses:

Regarding impact to flora, fauna and animals – MRES will be conducting an environmental review of their 71-acre site.

Regarding groundwater – The site is designed to be a zero-discharge facility.

Regarding noise – The project will follow the County's noise ordinance.

Regarding fire department response and training – the project will have fire suppression measures as part of its design and will provide training opportunities to local fire departments.

Regarding impact to property values – Kays and Haeder stated that their research of similar projects in Deuel County and Brookings County have not shown a decline in property values.

Regarding Highway 28 and other roads – The project will have haul road agreements as part of its local and State permits.

Regarding water – The project may dig wells, but their water needs will be very limited. Primarily need water for on-site water tanks for fire suppression.

Regarding impact on Diesel in the area. Diesel usage should be in the months of January and February where it does not conflict with planting and harvesting. There should be plenty of diesel available at either Watertown or Sioux Falls facilities.

Regarding how often the plant will be running. It will depend on need. Do not expect it to be running more than 50 percent of the time. Probably 10 to 20% of the time.

Discussion was held regarding the various information provided. The LRC elected to amend the draft report to include mitigation activities related to transportation and school bus traffic; Response training for hospitals and ambulance services, and a statement regarding a recommendation for the SDPUC to include high voltage electric fields from transmission lines and impact on health in their review. The LRC set December 10, 2024 as the next meeting to review the final draft of the report and possibly recommend approval of the report and forward it to the SDPUC

Meeting Adjourned

Missouri River Energy Services
 Toronto Power Plant (Project)
 Local Review Committee
 Third Meeting
 November 18, 2024 - 6:30 p.m.

Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota

Sign in Sheet

Name	Representing	Email address
GARY STAVA	DEVELCO IZAAS WALTON	
Tony Chmielec	Self / City of Toronto Board Member	antony_chmielec@hotmail.com
Brent Moeller	MRES	brent.moeller@mreenergy.com
Larry Jensen	County Commission Proxy	Same
Kathy Kurtenbach	self	
Walter Kurtenbach		
Sheila Monnier & Bryan	SELF	Sheila.monnier@gmail.com
Denise Leckner-experte	SELF	
Royce Harringer	self	
Tim Blodgett	MRES	timblodgett@mreenergy.com
Tyler Fogelson	MRES	tyler.fogelson@mreenergy.com
Valerie Larson-Holmes	MRES	vholmes@mreenergy.com
Kerstin Johnson	MRES	kerstin.johnson@mreenergy.com
Michael Crooks	SELF	m-mcrooks@hotmail.com
Boy Meggard	self	
Lee Crooks	SELF	
Tony Quail	SELF	Equil@it-tel.com
Allen Klippnack		
Blaze		
Jane Moore	self	
Al Moore	self	
Riley Manning	Self	
Riley Monnier		



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First District Association of Local Governments

418 18th Ave NE ■ PO Box 1207 ■ Watertown, SD 57201

Phone: (605) 882-5115 Fax: (605) 882-5049

Serving counties and communities for over 53 years

December 1, 2024

Chris Verhoek, President
Estelline 28-2 School District
708 Davis Ave
Estelline, SD 57234

RE: Toronto Power Plant Project Local Review Committee (LRC) Meeting

Dear Mr. Verhoek,

Attached you will find the final draft of the Social and Economic Effect/Impact Study for the proposed Toronto Power Plant. Please take the time to review this document as we will be discussing it at our meeting on Tuesday **December 10, 2024 at 6:30 p.m.** at the ~~Deubrook~~ **Deubrook** Elementary School Gym located at **695 Palisades Avenue, Toronto, South Dakota.**

The following is the tentative Agenda.

1. Welcome and Introductions – Todd Kays, First District Association of Local Governments (FDALG)
2. Approval of Agenda
3. Approval of October 14th and November 18th Minutes
4. Social and Economic Effect/Impact Study Overview – Ted Haeder
5. LRC Discussion
6. LRC action on forwarding Social and Economic Effect/Impact Study to SDPUC
7. Adjourn

I should note that if you are unable to attend, please send a representative from your organization.

Thank you and we hope to see you on the 10th.

Sincerely

A handwritten signature in blue ink, appearing to read "Todd A. Kays".

Todd A. Kays
Executive Director

Response letters from Deubrook School District, Estelline School District and Town of Brandt concurring with Study.

Re: Study and Appendices - Wrong Date - Meeting to be held on Tuesday not Monday

LG Lance Gerth <lancegerth@outlook.com>
To: ● Todd Kays
You replied to this message on 12/6/2024 2:17 PM.

Wed 12/4/2024 7:49 PM

I will not be at the meeting. I believe the city of Brandt's interests have been satisfied. If you think I may be missing something please let me know, your opinion is of value to me. I am still waiting for your list of pros and cons of city zoning. Any help in this area is appreciated. Thank you, Lance

From: Todd Kays <todd@1stdistrict.org>
Sent: Monday, December 2, 2024 8:17 AM
To: hmewherter@gmail.com <hmewherter@gmail.com>; ljensen@brookingscountysd.gov <ljensen@brookingscountysd.gov>; amy.otten@hendrickshosp.org <amy.otten@hendrickshosp.org>; grabowconstruction@gmail.com <grabowconstruction@gmail.com>; erica.hall1987@gmail.com <erica.hall1987@gmail.com>; toronto@itctel.com <toronto@itctel.com>; brandtsd@itctel.com <brandtsd@itctel.com>; danay.nielsen@daktronics.com <danay.nielsen@daktronics.com>; paul.vonfischer@k12.sd.us <paul.vonfischer@k12.sd.us>; Verhoek, Chris <Chris.Verhoek@k12.sd.us>; lancegerth@outlook.com <lancegerth@outlook.com>
Cc: Tyler Fogelson <Tyler.Fogelson@mrenergy.com>; Brent Moeller <Brent.Moeller@mrenergy.com>; Valerie Larson-Holmes <Valerie.Larson-Holmes@mrenergy.com>; Suzie Zirbel <suzie@1stdistrict.org>; Ted Haeder <ted@huronsd.com>; Mason Weidenbach <mason@1stdistrict.org>
Subject: RE: Study and Appendices - Wrong Date - Meeting to be held on Tuesday not Monday

Greetings – Please ignore the date from yesterday's email

The meeting will be held on Tuesday, December 10, 2024 at 6:30 p.m. at the Deubrook Elementary School Gym located at 695 Palisades Avenue, Toronto, South Dakota.

RE: Study and Appendices

DN Danay Nielsen <Danay.Nielsen@daktronics.com>
To: ● Todd Kays
You replied to this message on 11/8/2024 9:53 AM.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

Fri 11/8/2024 9:12 AM

Hello Todd,
Thank you for sending an email out about this. I have reviewed and sent to my other board members. Due to the limited impact to the Deuel school district, I don't see a need for us to attend and provide anymore insight at the upcoming meeting unless you see the need for us to attend. I did let the other board members know that if they are interested in attending to let me know and I would share that with you, but I'm not sure that they will. Will that be an acceptable approach for now?
Thank you,

Danay Nielsen
CORPORATE AND PERSONNEL OPERATIONS SUPERVISOR, DAKTRONICS
TEL 605-692-0200 ext 57207 | MOBILE 605-695-2987
Danay.Nielsen@daktronics.com | www.daktronics.com

The linked image cannot be displayed. The file may have been moved, renamed, or deleted. Verify that the link points to the correct file and location.

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Re: Study and Appendices - Wrong Date - Meeting to be held on Tuesday not Monday

AO Amy Otten <Amy.Otten@hendrickshosp.org>
To: ● Todd Kays
Cc: ○ Tyler Fogelson; ○ Brent Moeller; ○ Valerie Larson-Holmes; ○ Suzie Zirbel; ○ Ted Haeder; ○ Mason Weidenbach
You replied to this message on 12/11/2024 9:10 AM.

Tue 12/10/2024 6:56 PM

Hey Todd. So sorry I forgot to email earlier. The HS concert is tonight. I have no objections to the current document.

Thanks,
Amy

From: Todd Kays <todd@1stdistrict.org>
Sent: Monday, December 2, 2024 8:17:32 AM
To: hmewherter@gmail.com <hmewherter@gmail.com>; ljensen@brookingscountysd.gov <ljensen@brookingscountysd.gov>; Amy Otten <Amy.Otten@hendrickshosp.org>; grabowconstruction@gmail.com <grabowconstruction@gmail.com>; erica.hall1987@gmail.com <erica.hall1987@gmail.com>; toronto@itctel.com <toronto@itctel.com>; brandtsd@itctel.com <brandtsd@itctel.com>; danay.nielsen@daktronics.com <danay.nielsen@daktronics.com>; paul.vonfischer@k12.sd.us <paul.vonfischer@k12.sd.us>; Verhoek, Chris <Chris.Verhoek@k12.sd.us>; lancegerth@outlook.com <lancegerth@outlook.com>
Cc: Tyler Fogelson <Tyler.Fogelson@mrenergy.com>; Brent Moeller <Brent.Moeller@mrenergy.com>; Valerie Larson-Holmes <Valerie.Larson-Holmes@mrenergy.com>; Suzie Zirbel <suzie@1stdistrict.org>; Ted Haeder <ted@huronsd.com>; Mason Weidenbach <mason@1stdistrict.org>
Subject: RE: Study and Appendices - Wrong Date - Meeting to be held on Tuesday not Monday

**Missouri River Energy Services
Toronto Power Plant (Project)
Local Review Committee
4th Meeting
December 10, 2024 - 6:30 p.m.
Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota
Agenda**

- 1. Welcome and Introductions – Todd Kays, First District Association of Local Governments (FDALG)**
- 2. Approval of Agenda**
- 3. Approval of October 14th and November 18th Minutes**
- 4. Social and Economic Effect/Impact Study Overview – Ted Haeder**
- 5. LRC Discussion**
- 6. LRC action on forwarding Social and Economic Effect/Impact Study to SDPUC**
- 7. Adjourn**

December 10, 2024 Minutes

The Toronto Power Plant Project Local Review Committee Meeting met at 6:30 on December 10, 2024 at the Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota. In attendance were Todd Kays (First District) Ted Haeder (First District), Harry Mewherter (Deuel County), Jay Grabow (Deuel County), Larry Jensen (Brookings County), MRES Representatives: Brent Moeller, Tim Blodgett, Tyler Fogelson, Public attendance: Corey Borg.

Chair Grabow called meeting to order.

Motion to approve Agenda: Motion by Jensen, 2nd by Mewherter – Motion approved

First District Association of Local Governments Executive Director Todd Kays welcomed the group and facilitated the meeting.

Motion to approve October 14, 2024 minutes - Motion by Mewherter, 2nd by Jensen – Motion approved

Motion to approve November 18, 2024 minutes - Motion by Jensen, 2nd by Mewherter – Motion approved

Ted Haeder (First District) provided an overview of the changes incorporated into the final draft since the November 18, 2024 meeting.

Discussion was held on the information provided.

Kays informed the LRC that he had received emails from LRC board members Amy Otten representing Deubrook School District, Lance Gerth representing Town of Brandt, and Danay Nielson representing Estelline School District stating, The emails stated that they would not be in attendance but were all comfortable with the final draft.

Brent Moeller (MRES) stated to the Board that while MRES is party to the draft and the LRC – he would not be voting on the final draft.

Motion to approve the final draft of the Social and Economic Effect/Impact Study for the Toronto Power Plant and have the First District Association of Local Governments forward the study to the SDPUC subject to an application being submitted by MRES: Motion by Jensen, 2nd by Mewherter – Motion approved.

Meeting adjourned.

Missouri River Energy Services
Toronto Power Plant (Project)
Local Review Committee
Fourth Meeting
December 10, 2024 - 6:30 p.m.
Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota

Sign in Sheet

Name	Representing	Email address
Todd Kas	1st D.D. 2	
Brent Moeller	MRES	brent.moeller@mreenergy.co
Tyler Fogelson	MRES	tyler.fogelson@mreenergy.com
Larry Jensen	Brookings Co. Commission	LJensen@brookingscounty.sds.gov
Cory Borg	Deuel Sheriff	cborg@itafel.com
Jari Grabow	Deuel Commission	grabowconstruction@gmail.com
Henry Mewharter	Deuel County Com	hmewharter@gmail.com

Todd Kays
To: hmewherter@gmail.com; grabowconstruction@gmail.com; ljensen@brookingscountysd.gov; erica.hall1987@gmail.com; brandtsd@itctel.com; Lance Gerth; toronto@itctel.com; Chris.Verhoek@k12.sd.us; Vonfischer, Paul E; amy.otten@hendrickshosp.org; danay.nielsen@daktronics.com
Cc: Brent Moeller; Ted Haeder; Ted Haeder
You replied to this message on 6/16/2025 10:58 AM.

Greetings,

While Missouri River Energy Services (MRES) has yet to submit their application to the SDPUC, the First District Association of Local Governments (First District) was informed that MRES received bids on their gensets, and the total project cost has come in higher than expected. They have made the decision to use four (4) smaller 36 MW combustion turbines (CT) as the driver for the gensets in place of the reciprocating internal combustion engines. The intent is to place these CTs inside a building to help mitigate noise and provide protection during cold weather. As a result of this change, MRES we will need to revise the Local Review Committee's report to reflect this change. The First District has been contracted by MRES to facilitate this change. We are looking at scheduling a meeting on Monday, June 30, 2025, at 6:00 p.m. in the Deubrook elementary school. At this meeting, MRES will provide a project status update and description of the proposed change in engines to be used with the project. The First District does not anticipate this meeting lasting more than hour. Once the Local Review Committee (LRC) hears the information from MRES, The LRC will hear a short report from Ted Haeder regarding the need for any changes to the original report other than description of the engines to be used.

Please let me know if the date and time of the proposed meeting will not work for your schedule. I would appreciate hearing from you no later June 6, 2025, as we will need to publish a notice in the newspaper the week of June 16th.

If you have any questions, please do not hesitate to contact me.

Sincerely,

[Handwritten signature of Todd A. Kays]

Todd A. Kays
Executive Director
418 18th Ave NE, Watertown, SD 57201
First District Association of Local Governments

Microsoft Word ribbon: File, Message, Help. Includes icons for Delete, Archive, Report, Reply, Reply All, Forward, Share to Teams, All Apps, Quick Steps, Move, Assign Policy, Categorize, Follow Up, Editing, Immersive, Language, Zoom, Find Time, Add-in.

RE: Toronto Power Plant Social and Economic Impact Analysis - Project Modification and Progress Report

Todd Kays
To: hmewherter@gmail.com; grabowconstruction@gmail.com; ljensen@brookingscountysd.gov; erica.hall1987@gmail.com; brandtsd@itctel.com; Lance Gerth; toronto@itctel.com; Chris.Verhoek@k12.sd.us; Vonfischer, Paul E; amy.otten@hendrickshosp.org; danay.nielsen@daktronics.com
Cc: Brent Moeller; Ted Haeder; Ted Haeder
Attachments: Toronto Power Plant Social and Economic Impact Study - June 30 2025.docx (769 KB), MRES LRC Mtg 5 Agenda.docx (22 KB)

Greetings,

Just a reminder that the Local Review Committee for the MRES Toronto Power Plant project will be meeting on Monday, June 30, 2025, at 6:00 p.m. in the Deubrook elementary school. At this meeting, MRES will provide a project status update and description of the proposed change in engines to be used with the project. The First District does not anticipate this meeting lasting more than hour. Once the Local Review Committee (LRC) hears the information from MRES, The LRC will hear a short report from Ted Haeder regarding the need for any changes to the original report other than description of the engines to be used.

Attached is a draft copy of the revised study for June 2025. You will note the following changes in the updated draft.

Cover Page - Updated date

Page 2 - executive summary updated to reflect the change from RICE engines to turbines.

Original language

Western Minnesota Municipal Power Agency (WMMPA) proposes to construct, own and operate an energy conversion facility consisting of seven or eight reciprocating internal combustion engines, a concrete engine hall building, diesel fuel truck unloading facilities, and other associated facilities. The expected generation is approximately 145 megawatts of power during periods of high energy demand. Associated facilities will include natural gas piping anticipated to be less than 450 feet and a 345 kV transmission line to connect with the Astoria 345 kV substation. The energy conversion facility, known as the Toronto Power Plant (Project), is proposed to be located in the SE 1/4 of Section 7, Township 113N, Range 48W in Toronto Township, Deuel County, approximately 3 miles north of Toronto, South Dakota. The following map shows the Project's location and the six-mile study area.

New Language

Western Minnesota Municipal Power Agency (WMMPA) proposes to construct, own and operate an energy conversion facility consisting of four combustion turbine (CT) gensets at around 36 MW each. The CT gensets will be housed inside of a turbine hall approximately 80 feet wide by 212 feet long, and 40 feet tall with an attached office facility measuring 68 feet wide and 104 feet long. The expected generation is approximately 144 megawatts of power during periods of high energy demand. Associated facilities will include natural gas piping anticipated to be less than 450 feet and a 345 kV transmission line to connect with the Astoria 345 kV substation. The energy conversion facility, known as the Toronto Power Plant (Project), is proposed to be located in the SE 1/4 of Section 7, Township 113N, Range 48W in Toronto Township, Deuel County, approximately 3 miles north of Toronto, South Dakota. The following map shows the Project's location and the six-mile study area.

AFFIDAVIT OF PUBLICATION

STATE OF SOUTH DAKOTA
COUNTY OF DEUEL

Ken Reiste being first duly sworn, on oath says: That he is publisher of the Clear Lake Courier, a weekly newspaper published in the City of Clear Lake, Deuel County, South Dakota; that he has full and personal knowledge of all facts herein stated; that said newspaper is a legal newspaper as defined in SDCL 17-2-2.1 through 17-2-2.4 inclusive; that said newspaper has been published within the said County of Deuel and State of South Dakota, for at least one year next prior to the first publication of the attached public notice

**South Dakota Public Utilities
Toronto Power Plant**

paper in which the same was published, and which is hereto attached and made a part of this affidavit, was published in said newspaper for one successive week(s) to wit:

June 18, 2025

That the full amount of the fee charged for publication of the attached public notice insures to the sole benefit of the publisher; that no agreement or understanding for the division thereof has been made with any other person, and that no part thereof has been agreed to be paid to any person whomsoever; that the fees charged for the publication thereof are: **\$13.85**



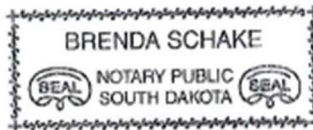
Ken Reiste

Subscribed and sworn to before me

this th 18 day of June
2025



Notary Public, South Dakota
My commission expires: 9.21.27



Public notice

**South Dakota Public Utilities
Commission Appointed Local
Review Committee
Toronto Power Plant
Project Modification &
Status Update**

Notice is hereby given that the Local Review Committee (LRC), established by the South Dakota Public Utilities Commission, will be holding a meeting to hear a "Project Modification & Status Update" report from Missouri River Energy Services (MRES) regarding the MRES Toronto Power Plant Project. The meeting will be held on Monday, June 30, 2025, at 6:00 p.m. at the Deubrook Elementary School Gym located at 695 Palisades Avenue, Toronto, South Dakota.

The LRC will review and discuss the "Project Modification" (Change to use four (4) smaller 36 MW combustion turbines (CT) as the driver for the gensets in place of the original reciprocating internal combustion engines). The LRC may modify the original Social and Economic Effect/Impact, approved on December 10, 2024, to accommodate the proposed project modification. The public is invited to attend.

Published once at the approximate cost of \$13.85. (19-1/39)

This notice may be viewed free of charge at sdpublicnotices.com maintained pursuant to § 17-2-1.

Missouri River Energy Services
 Toronto Power Plant (Project)
 Local Review Committee
 Fifth Meeting
 June 30, 2025 - 6:00 p.m.

Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota

Sign in Sheet

Name	Representing	Email address
Larry Jensen	Brookings County	ljensen@brookingscounty.sd.gov
Brent Moeller	MRES	brent.moeller@mresenergy.com
David Glaeser	Toronto Self	
Reed Andries	BDRWS	
Anthony Chmielec		anthony.chmielec@hotmail.com
Rebecca Chmielec		
Clark Rogness	self	
STEVE JANUARY	SELF	STEVEJ@IETEL.COM
GARY STAVA	INAAK WASTON LLC	
Dennis Karsenquist	Astoria	
Nancy Hart	Self	nancyhart@hotmail.com
Kara Schaufeld	self	aks@ietel.com
Todd Hanne	Self	
Tham Tsoo		
Poy Megard	Self	
Wayne Krutson	self	krutsonw@ietel.com
Chad Grimbie	Self	
Jacob Monier	Self	
Andrew Munder	Self	

**Missouri River Energy Services
Toronto Power Plant (Project)
Local Review Committee
5th Meeting
June 30, 2025 - 6:00 p.m.
Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota**

Agenda

- 1. Welcome and Introductions – Todd Kays, First District Association of Local Governments (FDALG)**
- 2. Approval of Agenda**
- 3. Project Status Update and Description of proposed change to site layout and change of RICE engines to Internal Combustion engines as drive technology to the gensets**
- 4. Impact of proposed change on the previously approved Social and Economic Effect/Impact Study – Ted Haeder**
- 5. LRC Discussion**
- 6. LRC action on forwarding amended Social and Economic Effect/Impact Study to SDPUC**
- 7. Approve June 30, 2025 minutes**
- 8. Adjourn**

**Missouri River Energy Services
Toronto Power Plant (Project)
Local Review Committee (LRC)
5th Meeting**

June 30, 2025 - 6:00 p.m.

Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota

June 30, 2025 Minutes

The Toronto Power Plant Project Local Review Committee Meeting met at 6:00 p.m. on June 30, 2025 at the Deubrook Elementary School Gym, 695 Palisades Avenue, Toronto, South Dakota. In attendance were Todd Kays (First District) Ted Haeder (First District), LRC Board members Harry Mewherter (Deuel County), and Larry Jensen (Brookings County)

MRES Representatives: Brent Moeller, Tyler Fogelson, Valerie Larson Holmes, Kersten Johnson;

Public attendance: Approximately 30 in attendance – the following signed in: Dave Glazier, Reed Andries, Gary Stave, Anthony Chmeler, Rebecca Chmeler, Clark Rogness, Steve January, Gary Stava, Nancey Harlest, Kara Shoenfeld, Todd Hanne, Thome Troom, Roy Megaard, Wayne Knutson, Chad Grimlie, Jacob Monnie, Anrew Monnier, Daniel Kanengieter, Dennis Kanengieter

Harry Mewherter, Deuel County Commissioner, called the meeting to order.

First District Association of Local Governments Executive Director Todd Kays welcomed the group and facilitated the meeting. Kays stated that the original draft was approved in December 2024 but due to the minor changes to the project scope, the LRC was meeting to address the proposed changes

Motion by Jensen, 2nd by Mewherter to approve agenda.

Brent Moeller provided a project Status Update and Description of proposed change to site layout and change of RICE engines to Internal Combustion engines as drive technology to the gensets

Ted Haeder (First District) provided an overview of the revised Final Draft of the of the Social and Economic Effect/Impact study for the Toronto Power Plan Project including proposed changes made to the December 10, 2025 draft regarding changes described by Moeller and updates to Section 12 Energy.

The public was invited to ask questions regarding the changes to the scope of the project and the proposed project in general.

LRC discussion was held regarding the various information provided:

1. Cover Page Date
2. Executive Summary – Project Description, Cost
3. Section 12 Energy - updated with more recent information about electricity and natural gas projections.
4. Section 4 - Water Tank Capacity
5. Table 13 – 2027 Deubrook School Tax

Motion by Mewherter, 2nd by Jensen to approve the amendments to the December 10, 2024 draft of Social and Economic Effect/Impact Study and forward said study to the SDPUC upon application by MRES. Mewherter stated that LRC Chair Jay Grabow had contacted him prior to the meeting and due to a scheduling conflict, he would vote yes “in absentia”. Amy Otten sent an email prior to the meeting stating that “she had nothing to add”. Motion approved unanimously

Motion approved unanimously.

Minutes of the June 30, 2024 Local Review Committee meeting were read by Kays

Motion to approve June 30, 2024 minutes by Jensen 2nd by Mewherter. Motion approved unanimously.

Meeting Adjourned

Re: Toronto Power Plant Social and Economic Impact Analysis - Project Modification and Progress Report

 Amy Otten <Amy.Otten@hendrickshosp.org>
To:  Todd Kays
Cc:  Brent Moeller;  Ted Haeder;  Ted Haeder
 You replied to this message on 7/2/2025 10:35 AM.

  Reply  Reply All  Forward  

Mon 6/30/2025 5:35 PM

Hey Todd. I'm not going to be able to make it tonight. Sorry for the late notice! I don't think o have anything additional to add.

Thanks,
Amy

From: Todd Kays <todd@1stdistrict.org>
Sent: Thursday, June 26, 2025 9:15:19 AM
To: hmewherter@gmail.com <hmewherter@gmail.com>; grabowconstruction@gmail.com <grabowconstruction@gmail.com>; ljensen@brookingscountysd.gov <ljensen@brookingscountysd.gov>; erica.hall1987@gmail.com <erica.hall1987@gmail.com>; brandtsd@itctel.com <brandtsd@itctel.com>; Lance Gerth <lancegerth@outlook.com>; toronto@itctel.com <toronto@itctel.com>; Chris.Verhoek@k12.sd.us <Chris.Verhoek@k12.sd.us>; Vonfischer, Paul E <paul.vonfischer@k12.sd.us>; Amy Otten <Amy.Otten@hendrickshosp.org>; danay.nielsen@daktronics.com <danay.nielsen@daktronics.com>
Cc: Brent Moeller <Brent.Moeller@mrenergy.com>; Ted Haeder <ted@huronsd.com>; Ted Haeder <tedhaeder@gmail.com>
Subject: RE: Toronto Power Plant Social and Economic Impact Analysis - Project Modification and Progress Report

EXTERNAL EMAIL. Proceed with caution. If you suspect phishing use the Report Phishing button or forward this email to phish@avera.org

Greetings,

Just a reminder that the Local Review Committee for the MRES Toronto Power Plant project will be meeting on **Monday, June 30, 2025, at 6:00 p.m. in the Deubrook elementary school** . At this meeting, MRES will provide a project status update and description of the proposed change in engines to be used with the project. The First District does not anticipate this meeting lasting more than hour. Once the Local Review Committee (LRC) hears the information from MRES, The LRC will hear a short report from Ted Haeder regarding the need for any changes to the original report other than description of the engines to be used.

Attached is a draft copy of the revised study for June 2025. You will note the following changes in the updated draft.