# TORONTO POWER PLANT SOCIAL AND ECONOMIC IMPACT STUDY

**A study conducted by the First District Association of Local Governments for the benefit of the Toronto Power Plant Local Review Committee - June 30, 2025**

**ADOPTED BY THE LOCAL REVIEW COMMITTEE ON JUNE 30, 2025**

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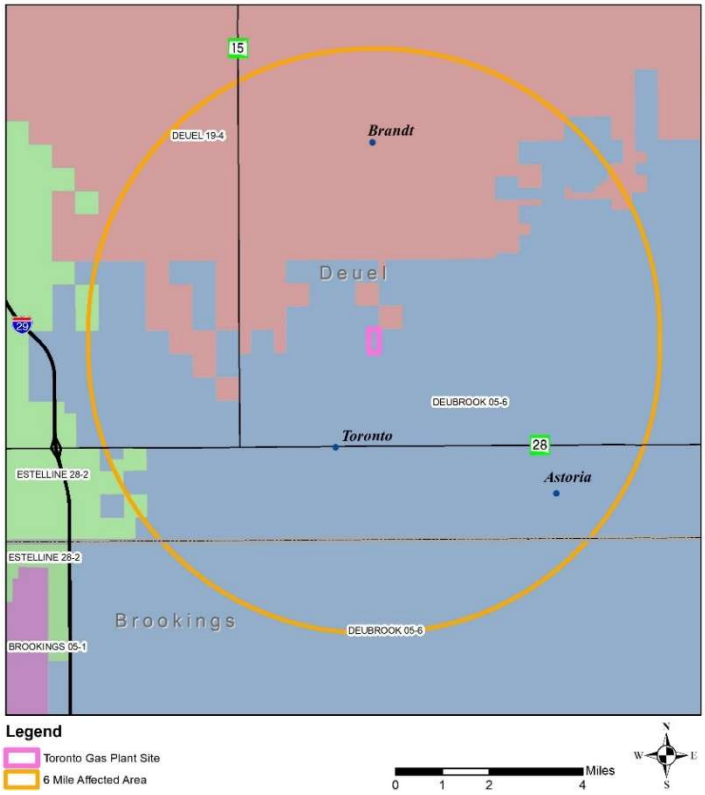
## Executive Summary

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




Source: First District Association of Local Governments

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.

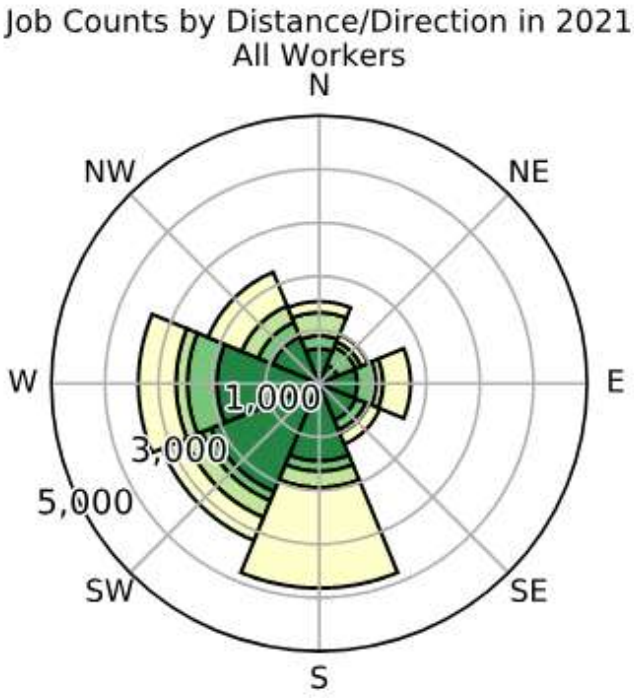
## 1 – Housing Supplies

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.

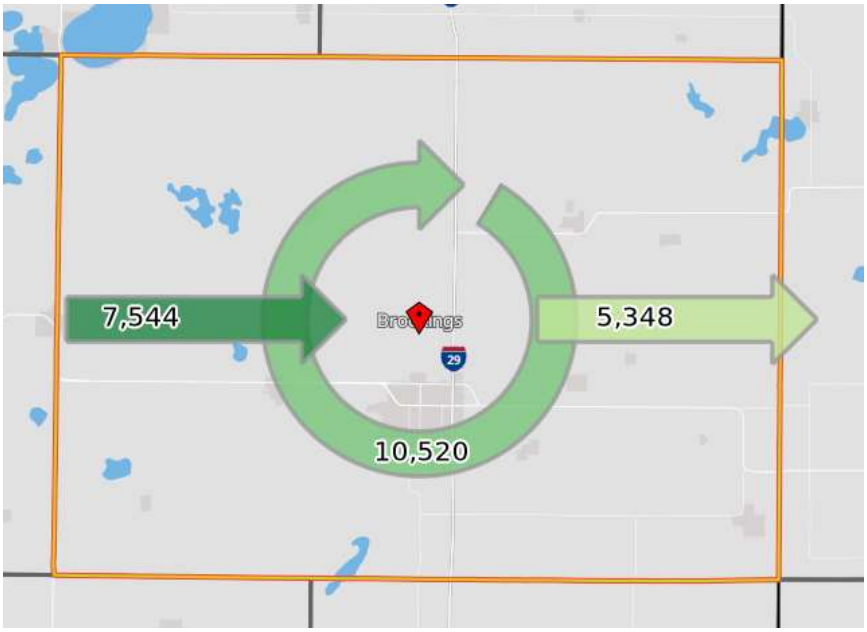
The following data analysis will identify where the Project's workers are likely to seek housing, how many homes and rental units are available within the Project's commuting area, and if the existing inventory of available homes and rental units can absorb the increased demand created by approximately 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



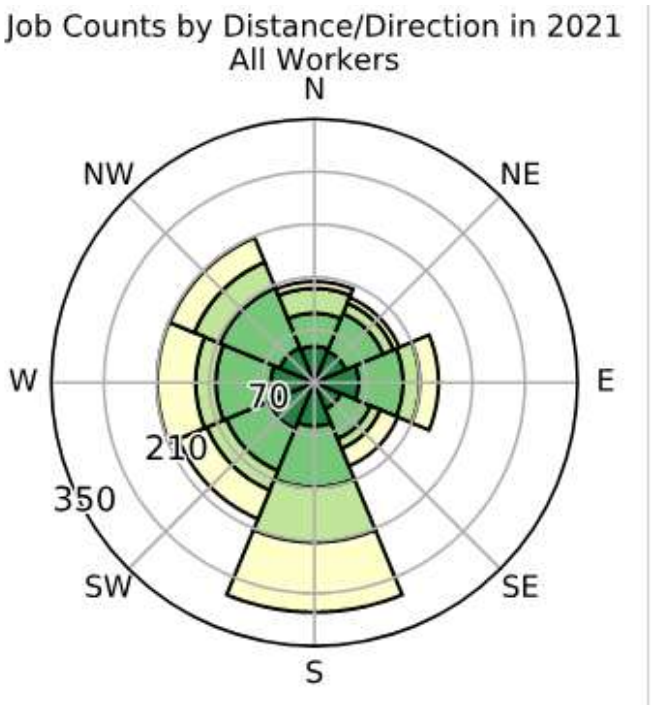

Source: https://onthemap.ces.census.gov/

Map 2 – Brookings County Employee Inflow/Outflow Map



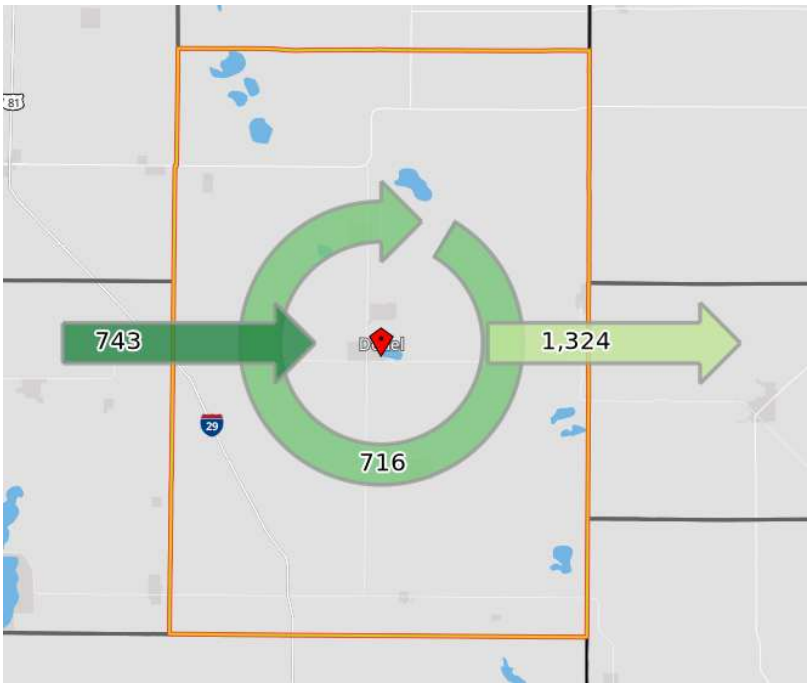

Source: https://onthemap.ces.census.gov/

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/countylf.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.

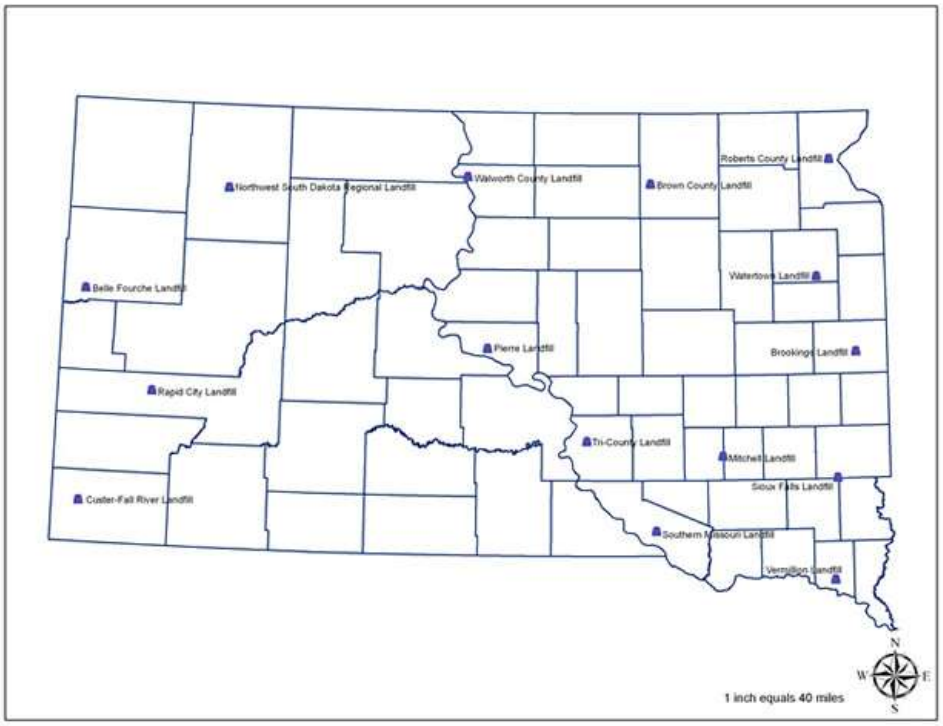
### Operational Waste

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.

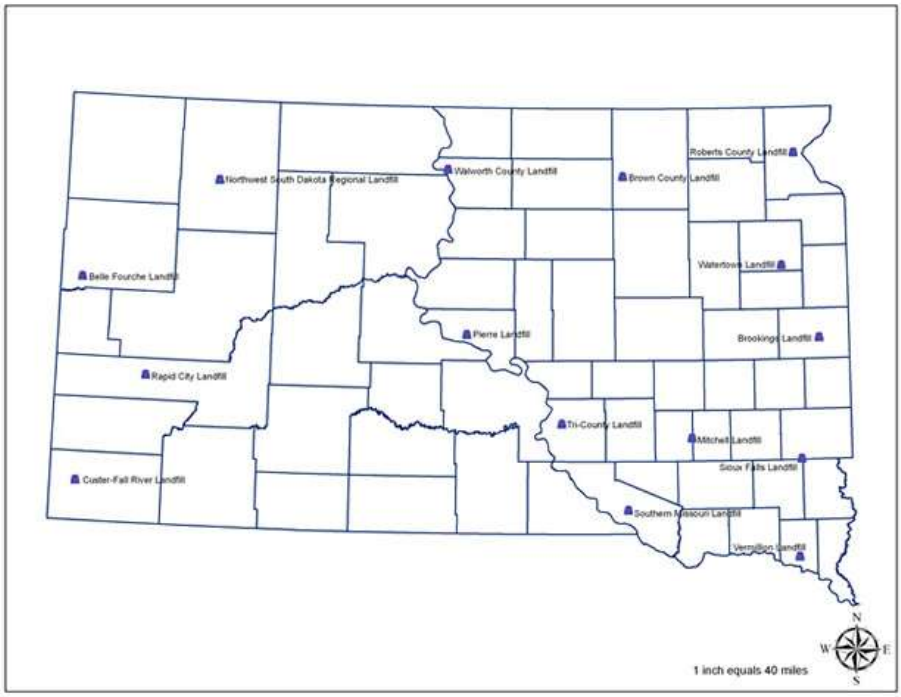
### Operational Waste

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, Sheriff .....605-874-8212

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**

<u>Single-Trip Permits</u>

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 Staff .....23 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 Projeft 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 caper 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

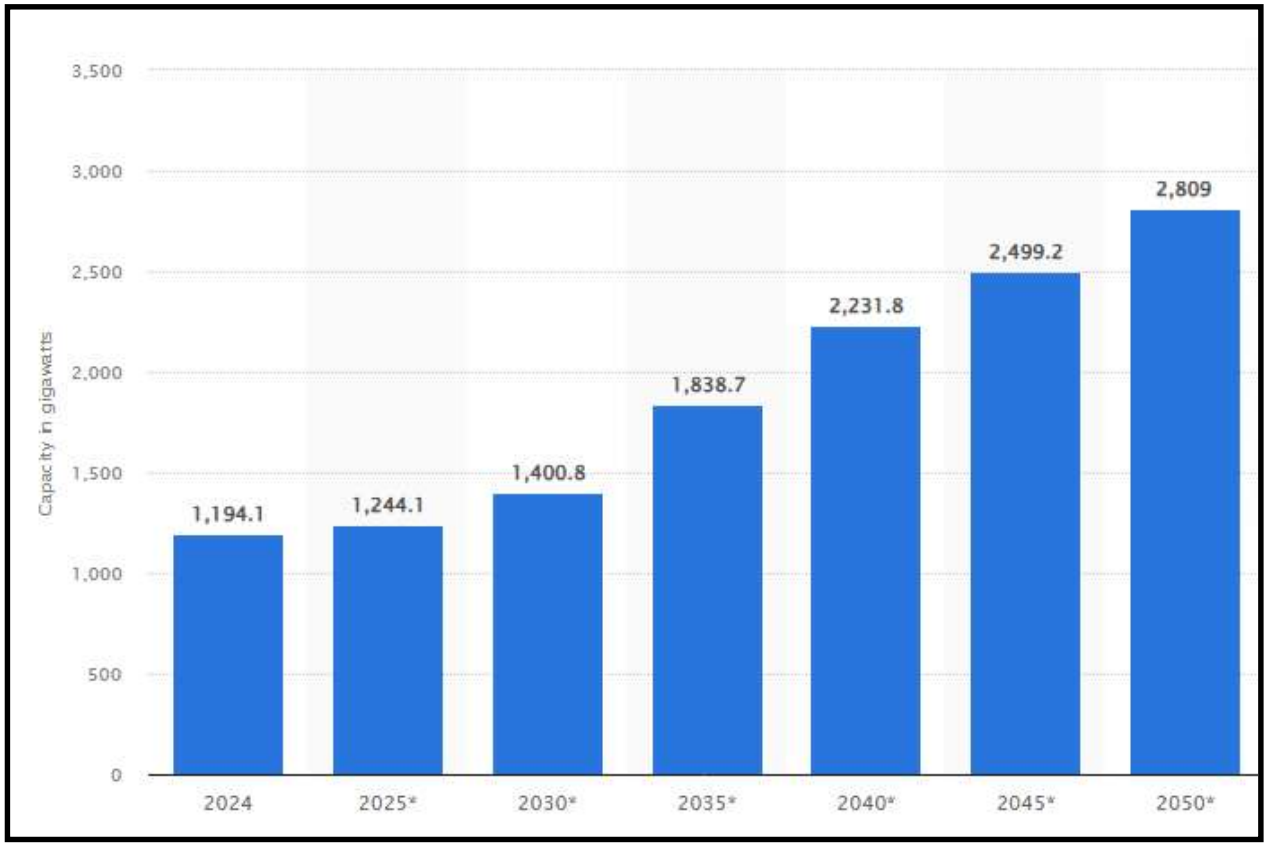
## 12 – Energy

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."

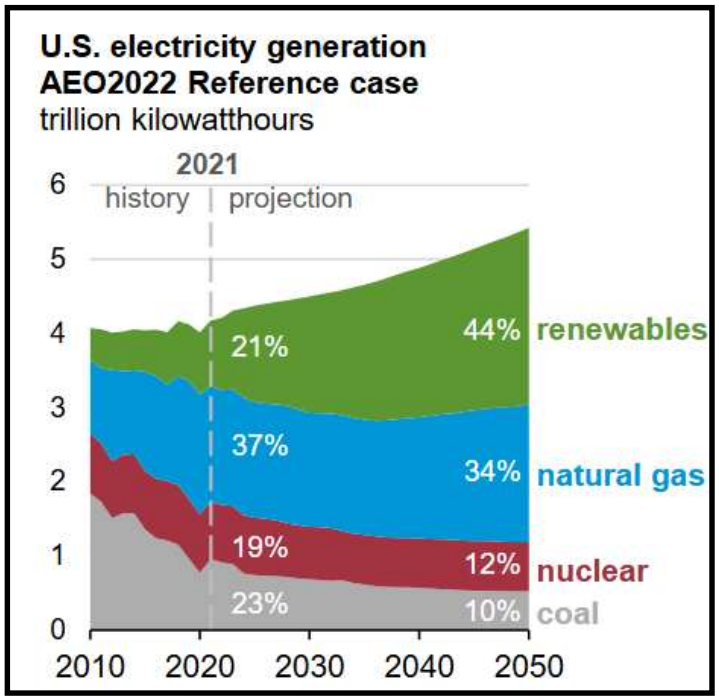
The following charts show electricity capacity and natural gas generation projections to 2050.

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

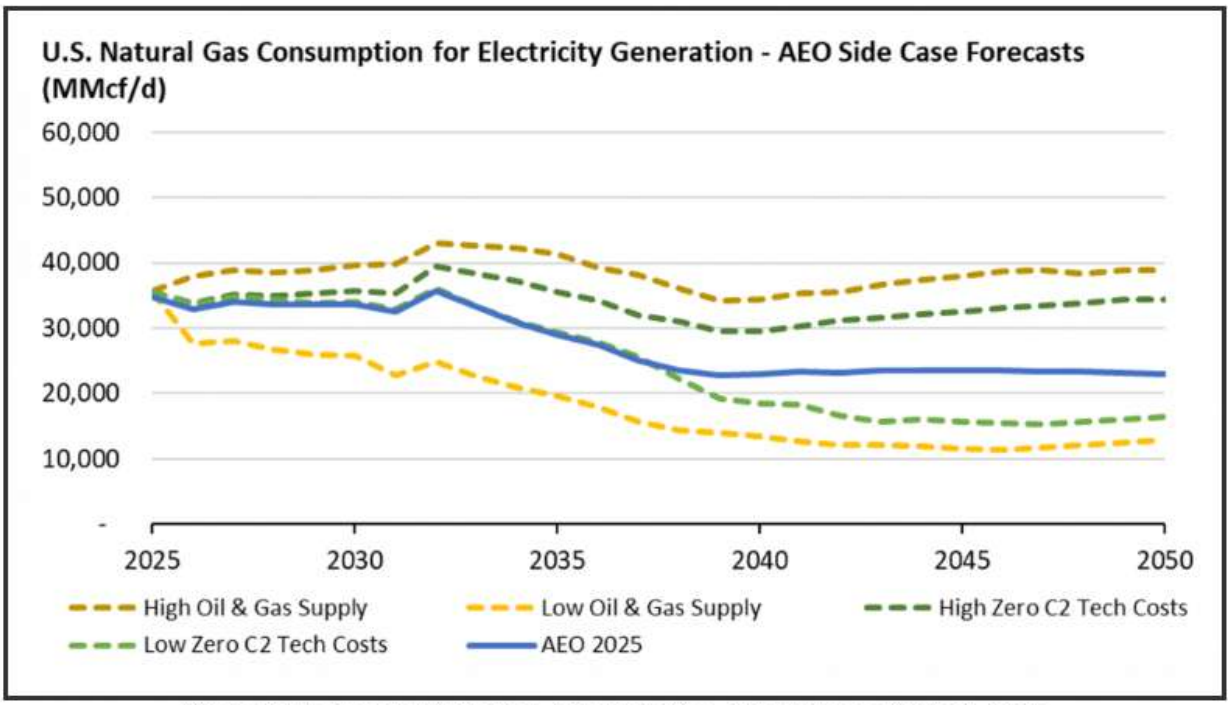



*Figure 3: U.S. Energy Information Administration, Annual Energy Outlook, 2025.*

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

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# 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

| | |
|---|---|
| Fall 2022 PK-12 Enrollment | 423 |
| Fall 2022 K-12 Fall Enrollment | 398 |
| Fall 2022 State Aid Fall Enrollment | 399.00 |
| Open Enrolled Students Rec'd | 110 |
| December 2022 Federal Child Count* | 58 |
| % Special Needs Students* | 13.7% |
| % 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%.

### Teaching Staff Data

| | |
|---|---|
| Average Teacher Salary | $48,395 |
| Avg Years of Experience | 11.0 |
| % with Advanced Degrees | 18.2% |
| Certified Instructional Staff | 31.0 |
| Classroom Staff | 0.0 |

### American College Test (ACT) *

| | |
|---|---|
| English | 21.0 |
| Math | 23.7 |
| Reading | 23.0 |
| Science | 22.0 |
| Composite Score | 22.6 |
| Number Tested | 22 |

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

### State Aid Teacher Compensation

Average Teacher Compensation $62,364

### Enrollment Data

| | Average Daily Attendance | Average Daily Membership |
|---|---|---|
| PK | 23.542 | 25.073 |
| KG-8 | 269.966 | 283.429 |
| 9-12 | 103.076 | 110.510 |
| **Total** | **396.584** | **419.012** |

### State Aid Funding

| | |
|---|---|
| General Aid | $1,127,785 |
| Special Education | $0 |
| Sparsity | $0 |
| Extraordinary Cost Fund* | $0 |
| **Total State Aid** | **$1,127,785** |

* Represents approved amount paid to district.

### Ending Fund Balance

| | |
|---|---|
| General | $1,823,267 |
| Capital Outlay | $2,290,118 |
| Special Education | $894,137 |
| Impact Aid | $0 |

### 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

| | General | Capital Outlay | Special Education |
|---|---|---|---|
| Local | $1,589,437 | $1,495,766 | $801,989 |
| County | $21,592 | $0 | $0 |
| State | $1,907,598 | $0 | $0 |
| Federal | $215,995 | $67,020 | $430 |
| **Total** | **$3,734,623** | **$1,562,785** | **$802,419** |

### Other Fund Data

| | Revenue | Expenditures |
|---|---|---|
| Impact Aid | $0 | |
| Bond Redemption | $0 | $0 |
| Capital Projects | $199 | $280,299 |
| Food Service | $238,934 | $236,457 |
| 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.

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# 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

| | |
|---|---|
| Fall 2022 PK-12 Enrollment | 544 |
| Fall 2022 K-12 Fall Enrollment | 510 |
| Fall 2022 State Aid Fall Enrollment | 510.00 |
| Open Enrolled Students Rec'd | 23 |
| December 2022 Federal Child Count* | 80 |
| % Special Needs Students* | 14.7% |
| % 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%.

### Teaching Staff Data

| | |
|---|---|
| Average Teacher Salary | $49,745 |
| Avg Years of Experience | 13.6 |
| % with Advanced Degrees | 24.4% |
| Certified Instructional Staff | 38.6 |
| Classroom Staff | 1.0 |

### American College Test (ACT) *

| | |
|---|---|
| English | 18.9 |
| Math | 18.7 |
| Reading | 20.3 |
| Science | 20.7 |
| Composite Score | 19.9 |
| Number Tested | 30 |

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

### State Aid Teacher Compensation

| | |
|---|---|
| Average Teacher Compensation | $62,399 |

### Enrollment Data

| | Average Daily Attendance | Average Daily Membership |
|---|---|---|
| PK | 33.841 | 35.728 |
| KG-8 | 337.715 | 353.237 |
| 9-12 | 149.067 | 161.320 |
| **Total** | **520.623** | **550.285** |

### State Aid Funding

| | |
|---|---|
| General Aid | $1,381,947 |
| Special Education | $0 |
| Sparsity | $0 |
| Extraordinary Cost Fund* | $0 |
| **Total State Aid** | **$1,381,947** |

* Represents approved amount paid to district.

### Ending Fund Balance

| | |
|---|---|
| General | $1,218,852 |
| Capital Outlay | $6,936,370 |
| Special Education | $462,566 |
| Impact Aid | $0 |

### Cost per ADM*

| | |
|---|---|
| Educational Funds | $10,209 |

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

### 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** |

### 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 |

## Deuel School District 19-4

### Revenue by Fund

| | General | Capital Outlay | Special Education |
|---|---|---|---|
| Local | $2,385,246 | $1,679,241 | $719,245 |
| County | $28,093 | $0 | $0 |
| State | $2,167,046 | $0 | $0 |
| Federal | $363,539 | $69,758 | $0 |
| **Total** | **$4,943,924** | **$1,748,999** | **$719,245** |

### Other Fund Data

| | Revenue | Expenditures |
|---|---|---|
| Impact Aid | $0 | |
| Bond Redemption | $0 | $0 |
| Capital Projects | $88,087 | $7,097,298 |
| Food Service | $305,903 | $410,038 |
| 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.

south dakota
DEPARTMENT OF EDUCATION
Learning. Leadership. Service.

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

| | |
|---|---|
| Fall 2022 PK-12 Enrollment | 274 |
| Fall 2022 K-12 Fall Enrollment | 265 |
| Fall 2022 State Aid Fall Enrollment | 267.13 |
| Open Enrolled Students Rec'd | 39 |
| December 2022 Federal Child Count* | 52 |
| % Special Needs Students* | 19.0% |
| % 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 |

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

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

### Teaching Staff Data

| | |
|---|---|
| Average Teacher Salary | $50,251 |
| Avg Years of Experience | 11.9 |
| % with Advanced Degrees | 33.3% |
| Certified Instructional Staff | 23.3 |
| Classroom Staff | 0.0 |

### American College Test (ACT) *

| | |
|---|---|
| English | 19.8 |
| Math | 20.7 |
| Reading | 22.6 |
| Science | 22.6 |
| Composite Score | 21.5 |
| Number Tested | 10 |

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

### State Aid Teacher Compensation

| | |
|---|---|
| Average Teacher Compensation | $65,243 |

### Enrollment Data

| | Average Daily Attendance | Average Daily Membership |
|---|---|---|
| PK | 8.286 | 9.000 |
| KG-8 | 177.016 | 185.295 |
| 9-12 | 74.156 | 79.884 |
| **Total** | **259.458** | **274.179** |

### State Aid Funding

| | |
|---|---|
| General Aid | $800,845 |
| Special Education | $0 |
| Sparsity | $0 |
| Extraordinary Cost Fund* | $0 |
| **Total State Aid** | **$800,845** |

* Represents approved amount paid to district.

### Ending Fund Balance

| | |
|---|---|
| General | $1,465,549 |
| Capital Outlay | $891,222 |
| Special Education | $101,060 |
| Impact Aid | $0 |

### Cost per ADM*

| | |
|---|---|
| Educational Funds | $13,821 |

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

### 2022 Payable 2023 Taxable Valuations

| | |
|---|---|
| Agricultural | $208,219,961 |
| Owner Occupied | $90,997,844 |
| Other Non-Ag/Utilities | $110,118,428 |
| **Total** | **$409,336,233** |

### 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 |

* District has an opt out of general fund levy.

## Estelline School District 28-2

### Revenue by Fund

| | General | Capital Outlay | Special Education |
|---|---|---|---|
| Local | $1,948,682 | $403,942 | $664,526 |
| County | $11,428 | $59 | $98 |
| State | $904,142 | $0 | $0 |
| Federal | $243,117 | $18,966 | $0 |
| **Total** | **$3,107,369** | **$422,967** | **$664,624** |

### Other Fund Data

| | Revenue | Expenditures |
|---|---|---|
| Impact Aid | $0 | |
| Bond Redemption | $0 | $0 |
| Capital Projects | $0 | $0 |
| Food Service | $174,157 | $201,912 |
| 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 | | | | |

# 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 | 1960 | AF3 | 2.0 | | 0.0 | 0 | 0 | 14.0 | BC | 1967 | |
| | | | | | | | 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 |

# 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 | 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 |

# 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 | | | | |

# 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** | | | | | | | | | | | | | | | | | | |
| 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 |

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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 |

SDDOT
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 |

SDDOT
State Owned Structures

| 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 |

SDDOT
State Owned Structures

| 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 |

SDDOT
State Owned Structures

| 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 EDGEMONT | 1890 | 92.8 |
| 24116116 | US018 | 12.57 | BURLINGTON NOR RR, CO RD | NE EDGE OF EDGEMONT | 1890 | 92 |
| 24116133 | SD471 | 27.29 | COTTONWOOD CK | 1.3 S OF EDGEMONT | 240 | 86.7 |
| 24118119 | US018 P | 13.4 | CHEYENNE RV | 0.2 N OF EDGEMONT | 110 | 71.9 |
| 24134099 | US018 | 15.07 | RED CANYON CK | 3 NE OF EDGEMONT | 2000 | 98 |
| 24145072 | US018 | 18.12 | DRAW | 6 NE OF EDGEMONT | 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 |

SDDOT
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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|---|---|---|---|---|---|---|
| 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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|---|---|---|---|---|---|---|
| 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 |

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| 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 |

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|---|---|---|---|---|---|---|
| 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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| 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 |

SDDOT
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 |

SDDOT
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 | MELLETTE 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 |

SDDOT
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 231INTERCHANGE | 9935 | 88 |
| 47128604 | I090 E | 51.49 | SD231 N, DAK MINN & E RR | SD 231INTERCHANGE | 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 |

SDDOT
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-MELLETTE 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 |

SDDOT
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 |

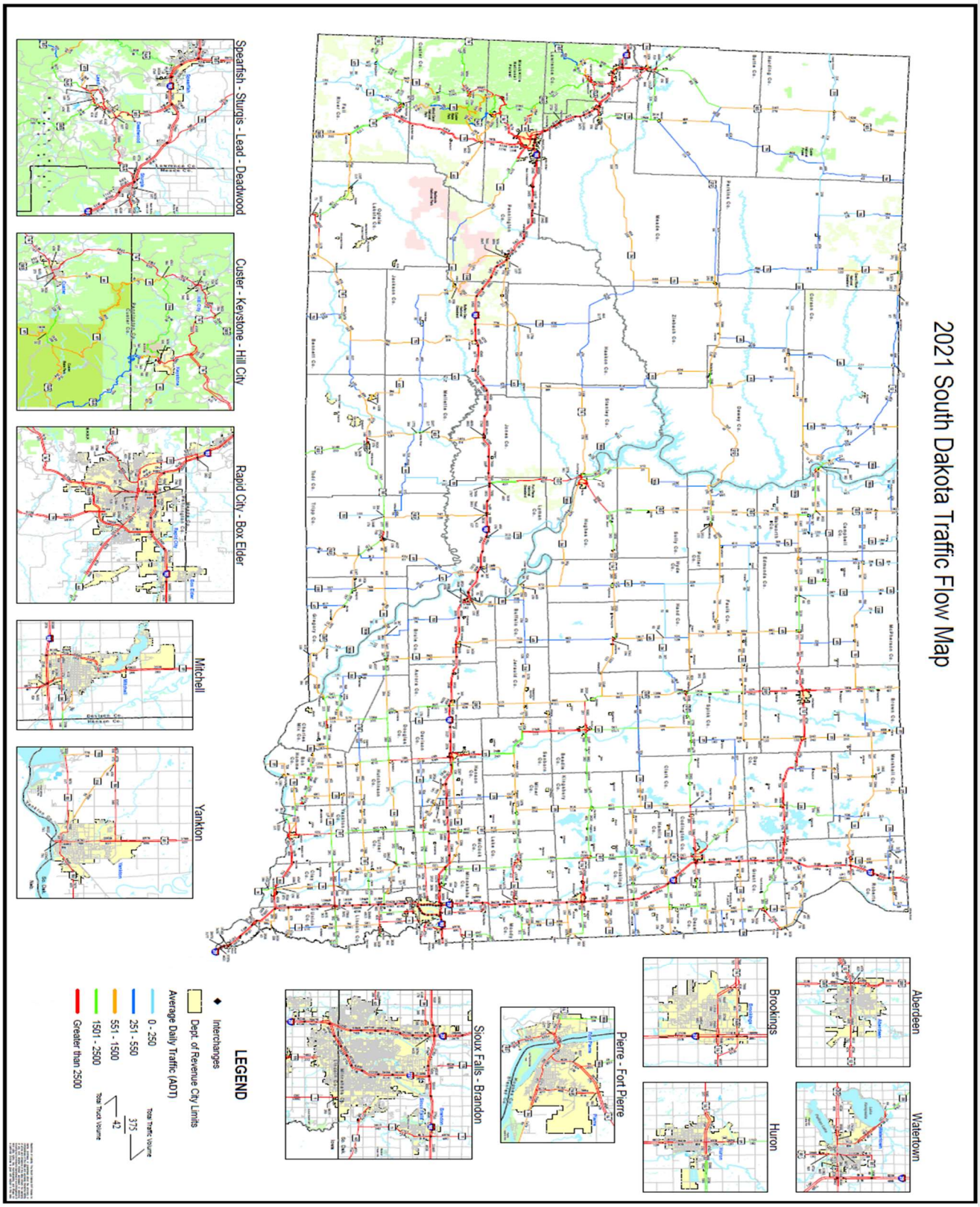
SDDOT
State Owned Structures

| 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 (OAHE 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 5O | 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



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

| | |
|---|---|
| IN THE MATTER OF THE FILING BY WESTERN MINNESOTA MUNICIPAL POWER AGENCY, THROUGH ITS AGENT MISSOURI RIVER ENERGY SERVICES, REGARDING ITS NOTIFICATION OF INTENT TO APPLY FOR A PERMIT FOR AN ENERGY CONVERSION FACILITY | AMENDED ORDER DESIGNATING AFFECTED AREA AND DESIGNATING LOCAL REVIEW COMMITTEE<br><br>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 compromised of the following individuals, ex officio:

| | |
|---|---|
| (1) Affected South Dakota Counties (Chair of County Commissioners) | Deuel<br>Brookings |
| (2) Affected SD Municipalities (Mayor) | Toronto<br>Astoria<br>Brandt |
| (3) Affected SD School Districts (President of Board of Education) | Deuel 19-4<br>Deubrook 05-6<br>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.

**CERTIFICATE OF SERVICE**

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.

By: Kristie Fiegen

Date: 9 July 2024

BY ORDER OF THE COMMISSION:

Kristie Fiegen

KRISTIE FIEGEN, Chairperson

Gary Hanson

GARY HANSON, Commissioner

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.





**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.





**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.

**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.





**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.





**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<br>PO Box 1330<br>Anadarko, OK 73005 | Matthew Tselee, Chairman<br>matthew.tselee@apachetribe.org |
| Cheyenne and Arapaho Tribe, Oklahoma<br>700 Black Kettle Blvd<br>Concho, OK 73022 | Reggie Wassana, Governor<br>rwassana@c-a-tribes.org<br>Max Bear, THPO<br>mbear@cheyenneandarapaho-nsn.gov |
| Flandreau Santee Sioux Tribe<br>PO Box 283<br>Flandreau, SD 57028 | Anthony Reider, Chairperson<br>anthony.reider@fsst.org<br>Garrie Kills-A-Hundred<br>garrie.killsahundred@fsst.org |

| Chairperson or President of Tribes | |
|---|---|
| Fort Belknap Indian Community of Montana<br>656 Agency Main Street<br>Harlem, MT 59526 | Jeffery (Jeff) Stiffarm<br>jeffery.stiffarm@ftbelknap.org<br>Michael Blackwolf, THPO<br>mblackwolf@ftbelknap.org |
| Lower Brule Indian Community in MN<br>39527 Reservation Highway 1<br>Morton, MN 56270 | Robert Larsen, President<br>robert.larsen@lowersioux.com<br>Cheyanne St. John<br>cheyanne.stjohn@lowersioux.com |
| Prairie Island Indian Community in MN<br>5636 Sturgeon Lake Road<br>Welch, MN 55089 | Johnny Johnson, President<br>sbartell@piic.org<br>Noah White, THPO<br>noah.white@piic.org |
| Santee Sioux Nation in NE<br>108 Spirit Lake Avenue West<br>Niobrara, NE | Rodger Trudell, Chairman<br>rtrudell@santeedakota.org<br>Misty Fraizer, THPO<br>ssn.thpo@gmail.com |
| Spirit Lake Tribe in ND<br>PO Box 198<br>Fort Totten, ND 8335 | Douglas Yankton, Chair<br>www.spiritlakenation.com<br>Kenneth Graywater, Interim Director THPO<br>kigraywater@spiritlakenation.com |
| Upper Sioux Community in MN<br>5722 Travers Lane<br>Granite Falls, MN 56241 | Kevin Jensvold, Chairman<br>kevinj@uppersiouxcommunity-nsn.gov<br>Samantha Odegard, THPO<br>samanthao@uppersiouxcommunity-nsn.gov |
| Cheyenne River Sioux Tribe<br>PO Box 590<br>Eagle Butte, SD 57625 | Ryman LeBeau, Chair<br>www.sioux.org<br>Steve Vance, THPO<br>steve.vance@crstmail.com |
| Crow Creek Sioux Tribe<br>PO Box 50<br>Ft. Thompson, SD 57339 | Peter Lengkeek, Chair<br>Merle Marks, THPO<br>cchistory@midstatesd.net |
| Lower Brule Sioux Tribe<br>PO Box 187<br>Lower Brule, SD 57548 | Clyde Estes, Chair<br>ClydeEstes@lowerbrule.net<br>Boyd Gourneau, Cultural Resources |
| Oglala Sioux Tribe<br>PO Box 2070<br>Pine Ridge, SD 57770 | Frank Star Comes Out<br>oglalalakotanation.info<br>Justin Pourier<br>j.pourier@oglala.org |
| Rosebud Sioux Tribe<br>PO Box 430<br>Rosebud, SD 57570 | Scott Herman, President<br>www.rosebudsiouxtribe-nsn.gov<br>Ione Quigley, THPO<br>ione.quigley@rst-nsn.gov |
| Sisseton Wahpeton Oyate<br>PO Box 509<br>Agency Village, SD 57262 | J. Garret Renville<br>chairman@swo-nsn.gov<br>Dianne Desrosiers |

**Chairperson or President of Tribes**

| | |
|---|---|
| | DianneD@swo-nsn.gov |
| Standing Rock Sioux Tribe<br>PO Box D<br>1 Standing Rock Ave<br>Ft. Yates, ND 58538 | Janet Alkire, Chair<br>www.standingrock.org<br>Jon Eagle, THPO<br>j.eagle@standingrock.org |
| Iowa Tribe of Kansas and Nebraska<br>3345 B Thrasher Rd.<br>White Cloud, KS 66094 | Tim Rhodd, Chair<br>iowatribeofkansasandnebraska.com<br>Lance Foster, THPO<br>lfoster@iowas.org |
| Blackfeet Tribe<br>PO Box 850<br>Browning, MT 59417 | John Murray, Cultural Resources<br>jmflysdown@gmail.com |
| Crow Nation<br>PO Box 159<br>Crow Agency, MT 59022 | Alvin Not Afraid, Jr.<br>www.crowtribe.com<br>Aaron Brien, Cultural Resources<br>aaron.brien@crow-nsn.gov |
| Fort Peck Assiniboine & Sioux Tribes<br>PO Box 1027<br>Poplar, MT 59255 | Floyd Azure, Chair<br>www.fortpecktribe.org<br>Dyan Youpee<br>d.youpee@fortpecktribes.net |
| Northern Cheyenne Tribe<br>PO Box 128<br>Lame Deer, MT 59043 | Donna Marie Fisher, Tribal President<br>www.cheyennenation.com<br>Teanna Limpy, THPO<br>teanna.limpy@cheyennenation.com |
| Omaha Tribe of Nebraska<br>P.O. Box 368<br>Macy, NE 68039 | Everett Baxter Jr.<br>omaha-nsn.gov<br>Tom Parker, THPO<br>tparker@omahatribe.com |
| Ponca Tribe of Nebraska<br>PO Box 288<br>Niobrara, NE 68760 | Larry Wright Jr.<br>www.poncatribe-ne.org<br>Theresa Foley<br>tfoley@poncatribe-ne.org |
| Winnebago Tribe<br>PO Box 687<br>Winnebago, NE 68701 | Victoria Kitcheyan, Chair<br>www.winnebagotribe.com<br>Sunshine Thomas Bear, Cultural Resources<br>thpo@winnebagotribe.com |
| Three Affiliated Tribes<br>404 Frontage Road<br>New Town, ND 58763 | Mark Fox, Chair<br>www.mhanation.com<br>Allen Demaray, THPO<br>ademaray@mhanation.com |
| Turtle Mountain Band of Chippewa<br>PO Box 900<br>Belcourt, ND 58316 | Jamie Azure, Chair<br>tmbci.org<br>Jeffrey Desjarlais, THPO<br>desjarlaisjr.jeffrey@yahoo.com |

| Chairperson or President of Tribes | |
|---|---|
| Pawnee Nation of Oklahoma<br>PO Box 470<br>Pawnee, OK 74058 | Walter Echo-Hawk, President<br>www.pawneenation.org<br>Matt Reed, THPO<br>jreed@pawneenation.org |
| Eastern Shoshone Tribe<br>PO Box 538<br>Fort Washakie, WY 82514 | Vernon Hill, Chair<br>vhill@easternshoshone.org<br>Joshua Mann, THPO<br>jmann@easternshoshone.org |
| Northern Arapaho Nation<br>PO Box 396<br>Fort Washakie, WY 82514 | Lee Spoonhunter, Chair<br>www.northernarapaho.com<br>Ben Ridgley, THPO<br>Benridgley007@gmail.com |
| **President of School Board** | |
| Deuel School District<br>410 5th Street West<br>PO Box 770<br>Clear Lake, SD 57226 | Danay Nielsen<br>danay.nielsen@daktronics.com<br>605-695-2987 |
| Deubrook Area School District 05-6<br>100 School Avenue<br>PO Box 346<br>White, SD 57276 | Dr. Kimberly Kludt<br>kim.kludt@k12.sd.us |
| **Chairpersons of County Commissions** | |
| Deuel County Commissioners<br>408 4th Street West, PO Box 616<br>Clear Lake, SD 57226 | Judith Homan<br>djhoman@itctel.com<br>605-880-9860 |
| Brookings County Commissioners<br>520 3rd Street, Suite 210<br>Brookings, SD 57006 | Larry Jensen<br>ljensen@brookingscountysd.gov<br>605-592-6500 |
| **Mayor of Municipality** | |
| City of Toronto<br>404 Mail Avenue<br>Toronto, SD 57268 | Brad Knutson, Mayor |
| City of Clear Lake<br>125 Third Avenue South, PO Box 107<br>Clear Lake, SD 57226-0107 | Lisa Lundberg, Mayor |
| City of Brandt<br>PO Box 145<br>Bryant, SD 57221 | |
| City of Astoria<br>342 W Main<br>Astoria, SD 57213 | |

**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@mrenergy.com.

Sincerely,

Brent A Moeller

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 jurisdiction over approved haul roads for construction of the Public and Private Utilities for the maintenance and repair of the haul roads that will be subject to extra wear and tear**

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 notexceed 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 be in writing and filed with the Zoning Office.

BE IT FURTHER ORDAINED by the Board of County Commissioners of Deuel County, South Dakota: that Article XI, "Zoning Districts," Section 1102 "CI" Commercial/Industrial District, Section 1102.04 Conditional Uses, adopted by Ordinance B2022-01, as amended, of the Zoning Ordinance of Deuel County be amended by by adding language in bold and underline language:

7. Public and Private Utilities~~,~~ provided they meet the requirements of Section 1247;

This ordinance shall become effective upon the date of publication of this notice in the official newspaper, thereby repealing all ordinances or parts thereof in conflict herewith unless a referendum in timely involved prior thereto.

1st Reading: September 16, 2024
2nd Reading: October 1, 2024
Adopted: October 1, 2023
Published: October 9, 2023
Effective: October 29, 2024

# *Annual Energy Outlook* 2017

## with projections to 2050

eia Independent Statistics & Analysis U.S. Energy Information Administration

#AEO2017

January 5, 2017
www.eia.gov/aeo

## Table of contents


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.
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## 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.

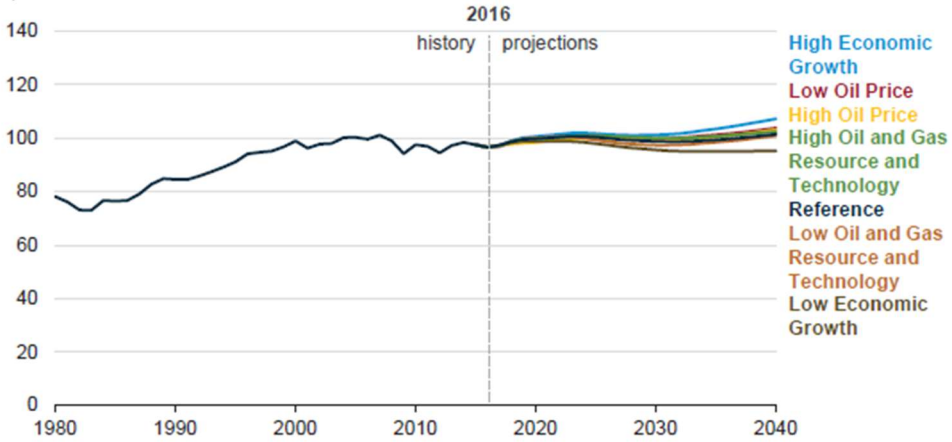


## What are the side cases?

- 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

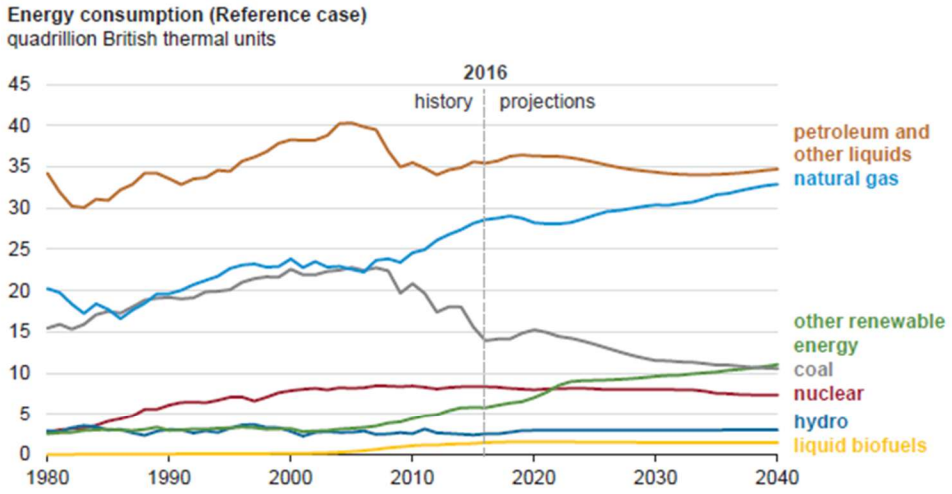





## —bounded by the High and Low Economic Growth cases

- 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.

## Domestic energy consumption remains relatively flat in the Reference case—

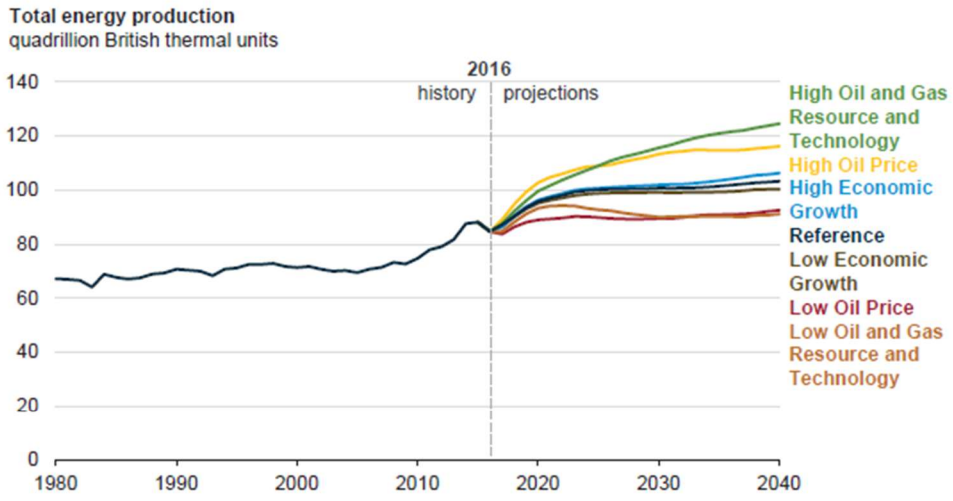





## —but the fuel mix changes significantly

- 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.

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

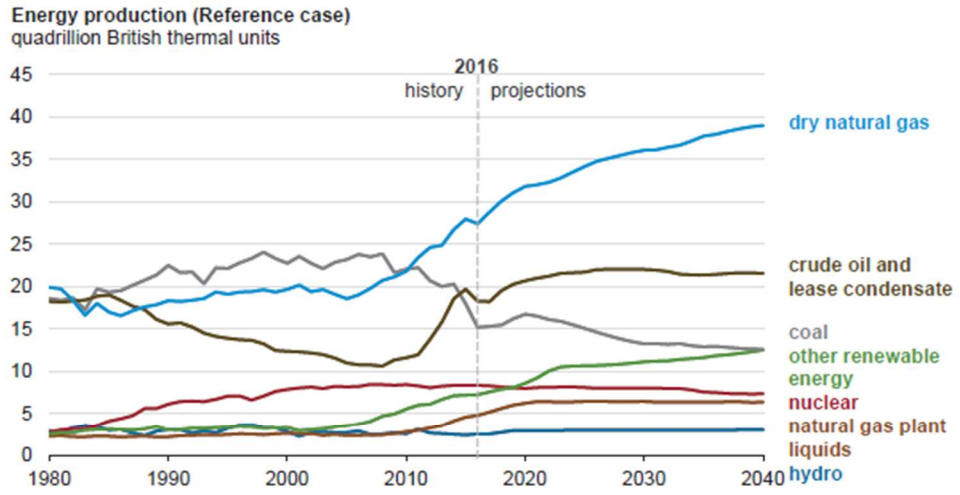





## —to continued growth in the High Resource and Technology case

- 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.

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

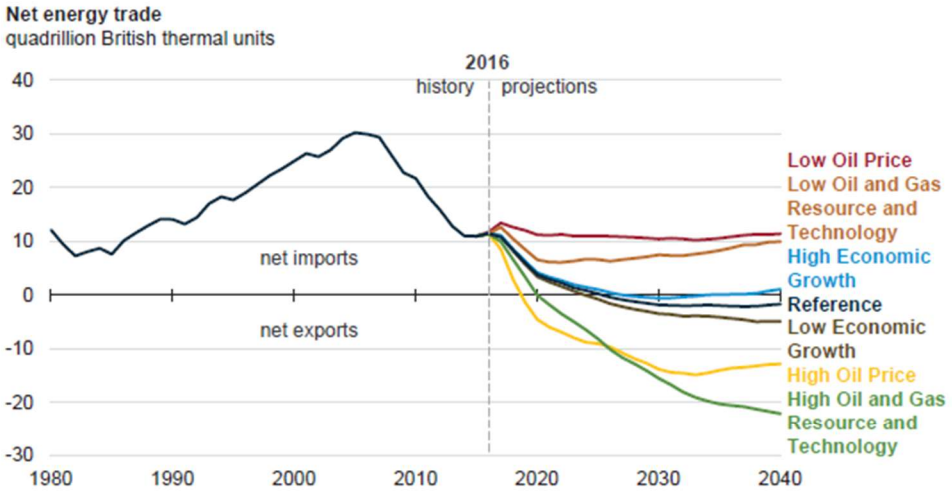





## —led by growth in natural gas and renewables

- 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.

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

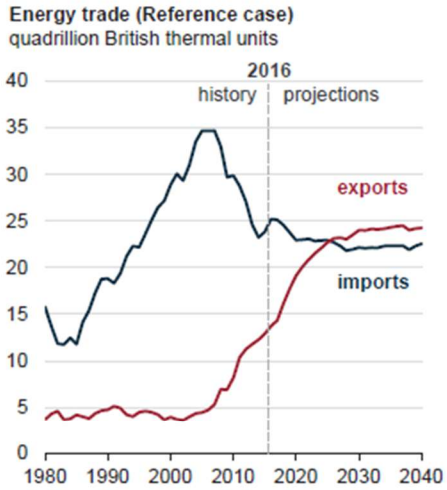


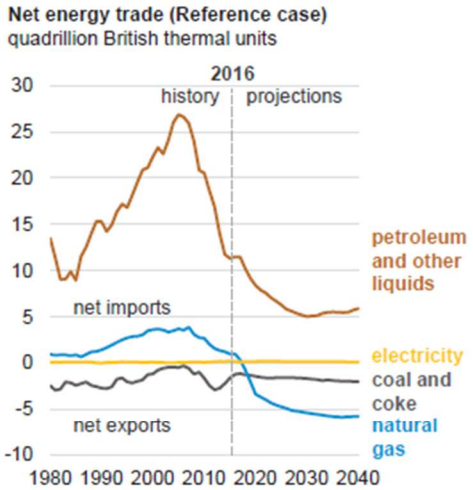



## —and under high resource and technology assumptions, net exports are significantly higher than in the Reference case

- 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.

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



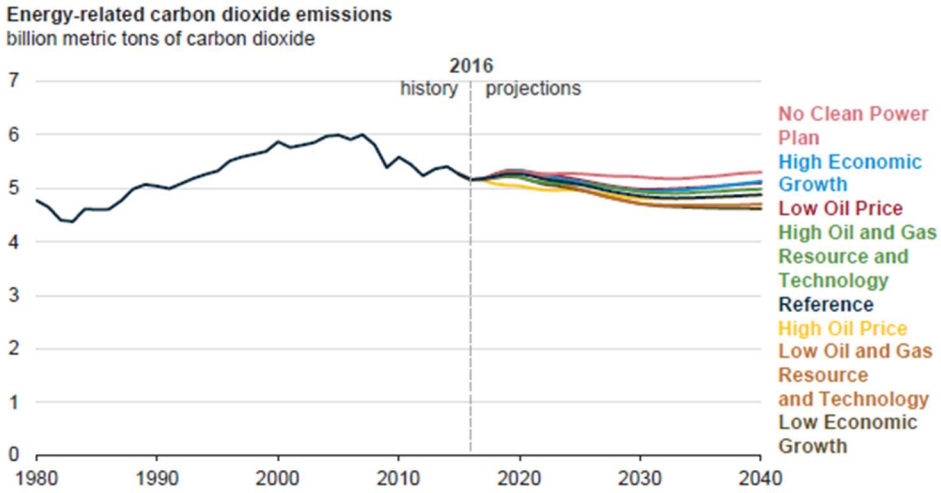






## —as natural gas exports increase and net petroleum imports decrease

- 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.

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





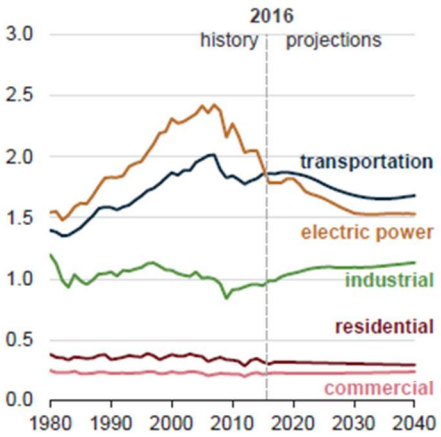

## —with the highest emissions projected in the No Clean Power Plan case

- 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.

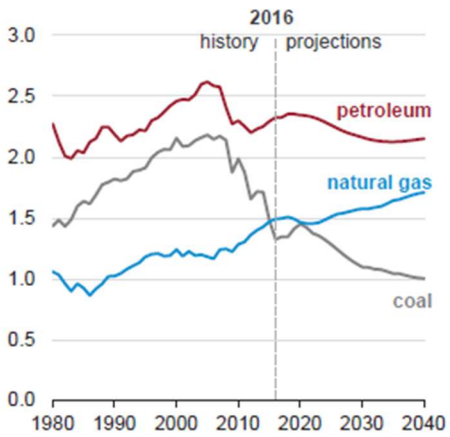
## Reference case energy-related carbon dioxide emissions fall—

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

billion metric tons of carbon dioxide




billion metric tons of carbon dioxide

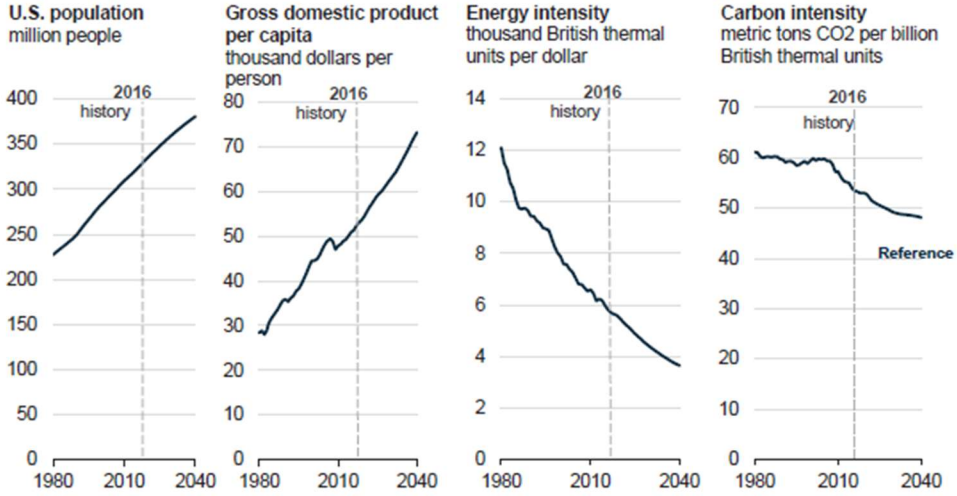





## —but at a slower rate than in the recent past

- From 2005 to 2016, energy-related carbon dioxide ($CO_2$) emissions fell at an average annual rate of 1.4%. From 2016 to 2040, energy-related $CO_2$ 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 $CO_2$ emissions.
- Direct emissions in the residential and commercial building sectors are largely from space heating, water heating, and cooking equipment. The $CO_2$ emissions associated with the use of electricity in these sectors exceed the direct emissions from these sectors.
- Energy-related $CO_2$ emissions from the transportation sector surpassed those from the electric power sector in 2016. Transportation $CO_2$ emissions remain relatively flat after 2030 as consumption and the carbon intensity of transportation fuels stay relatively constant.

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

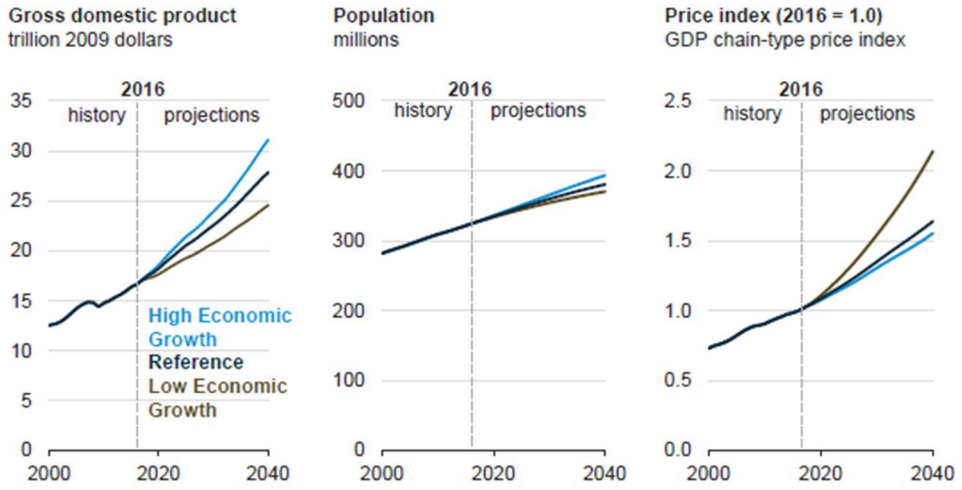





## —energy intensity and carbon intensity are projected to continue falling in the Reference case

- 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.

## Different macroeconomic assumptions address the energy implications of the uncertainty—

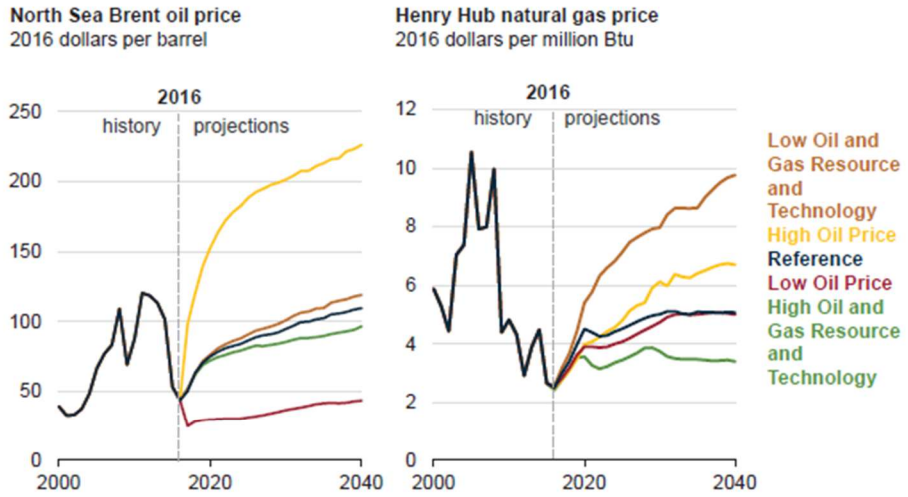





## —surrounding future economic trends

- 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—

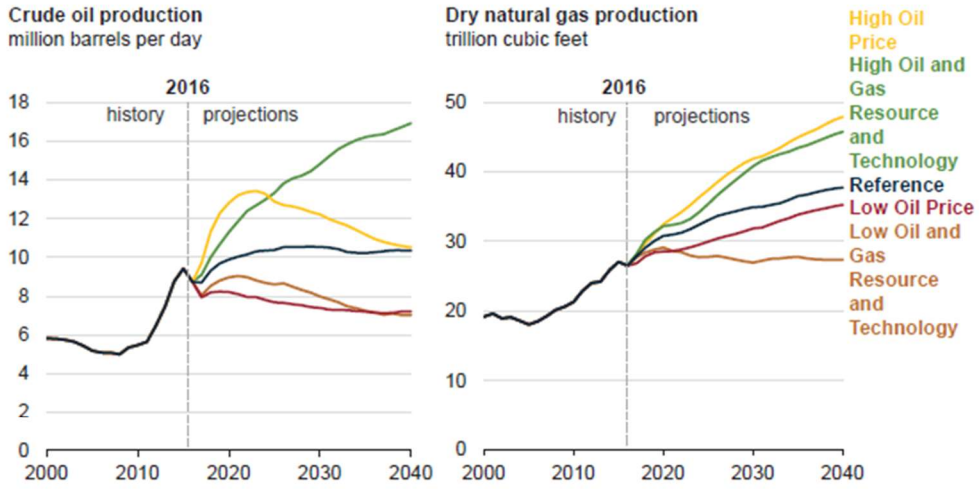





## —price paths in the side cases are very different from those in the Reference case

- 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—






## —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.


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.
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## 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

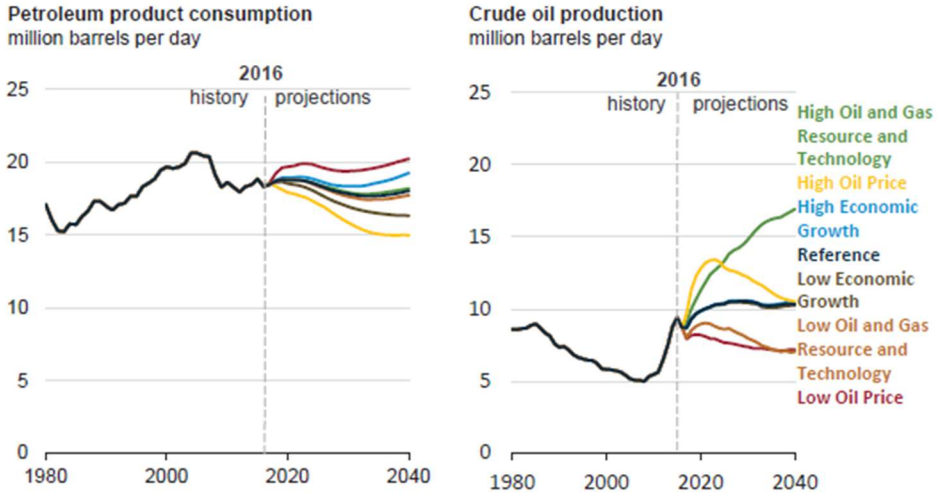
- Technology: Incorporate technological change into the industrial model. Apply ongoing technology assessment research in metal-based durables and bulk chemicals to revise energy-intensity projections in those industries.
- Environment: Research the feasibility of carbon capture and storage and implement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

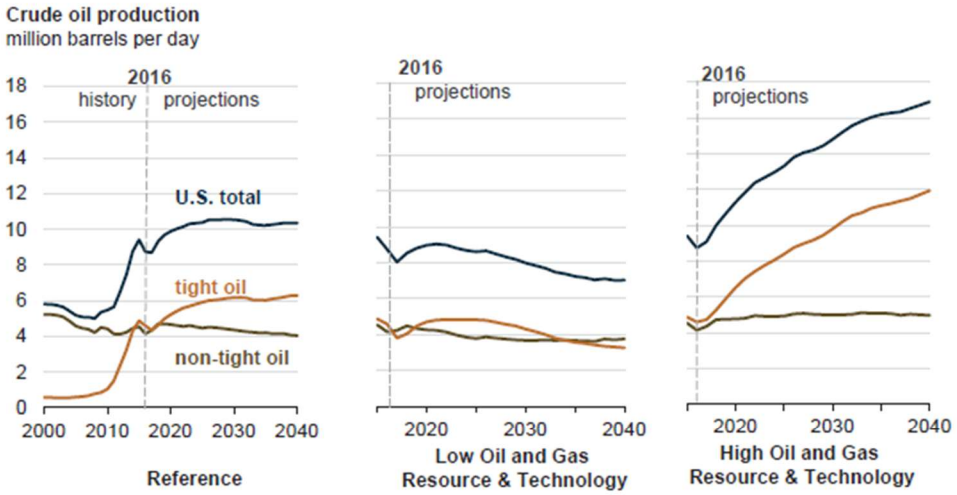





## —while crude oil production rebounds from recent declines

- 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.

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



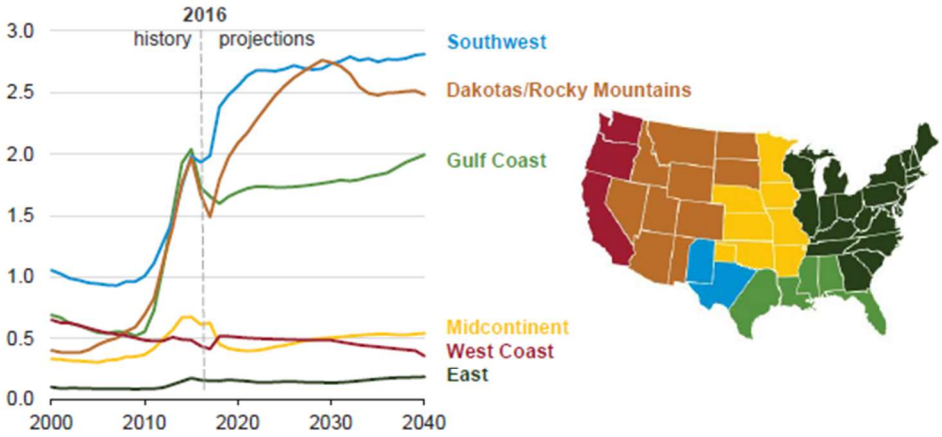



## —but other types of oil production continue to yield significant volumes

- 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.

## 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

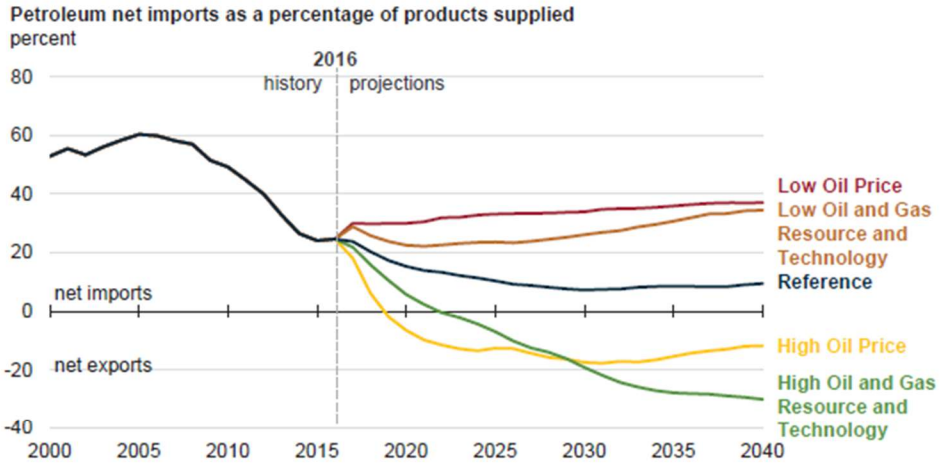





## —and the Gulf Coast region remains an important contributor to overall production levels

- 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.

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

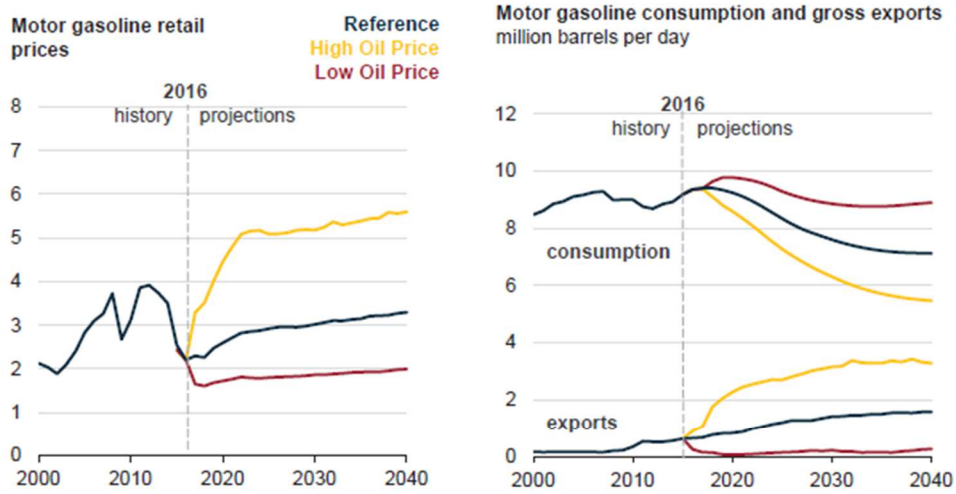





## —but in the High Oil Price and the High Oil and Gas Resource and Technology cases, the United States becomes a net exporter

- 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.

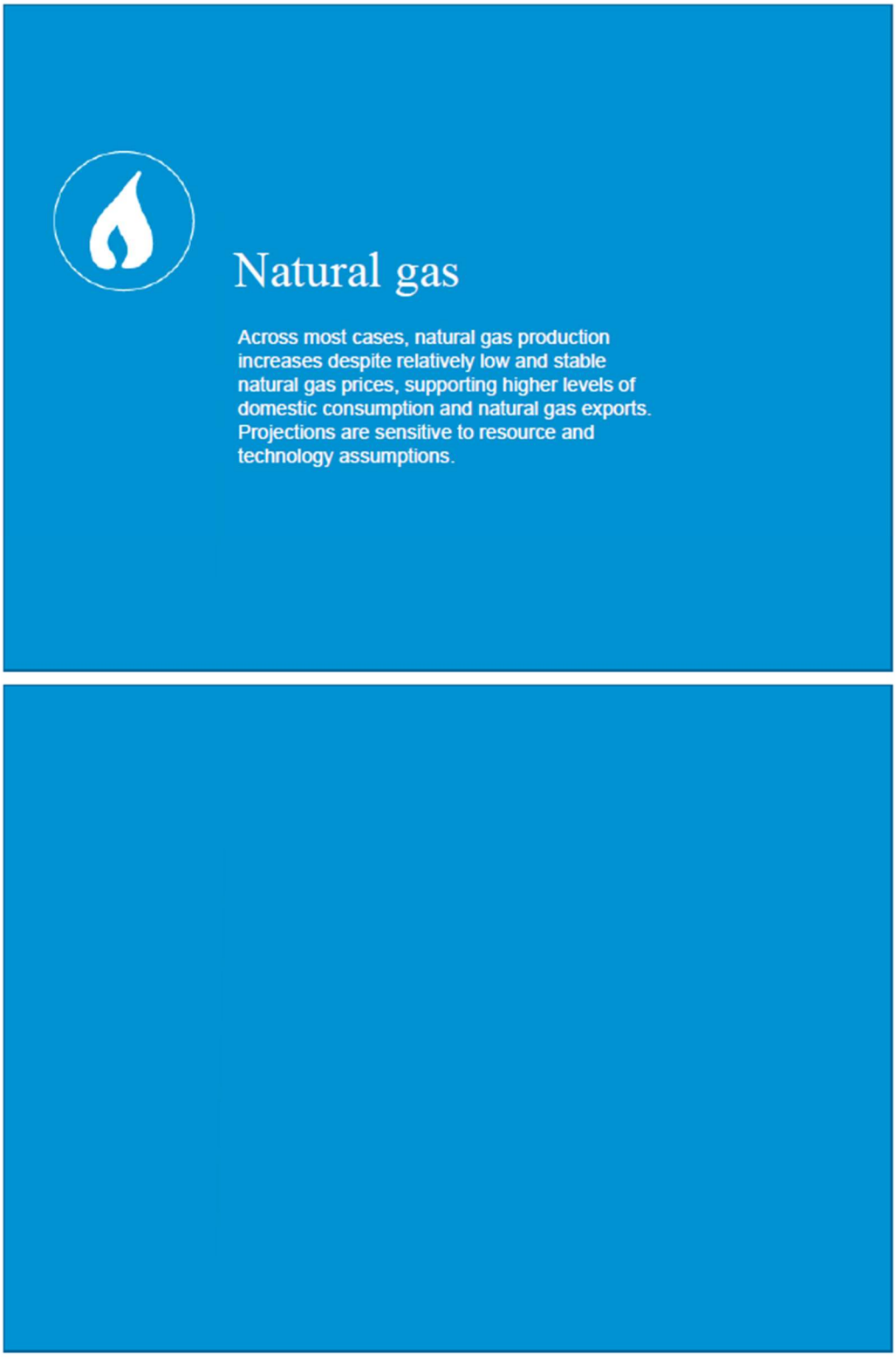
## U.S. motor gasoline consumption and exports are sensitive to changes in prices—



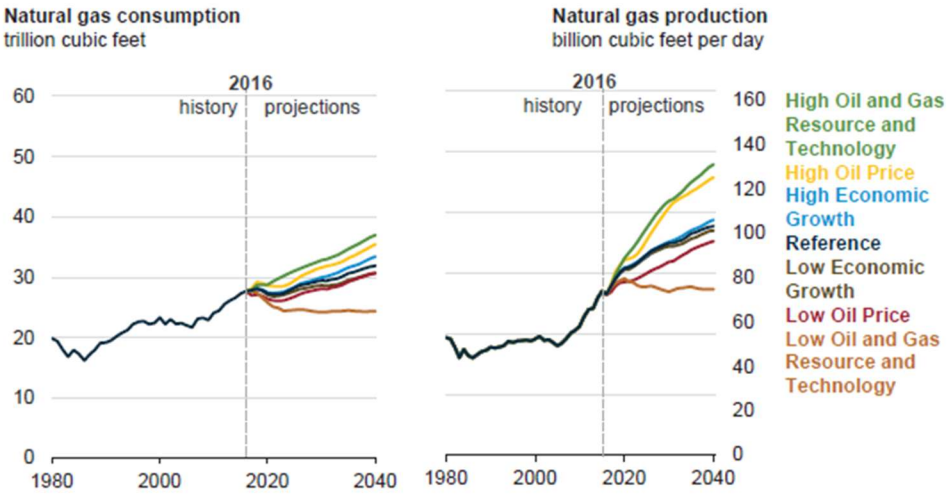



## —although efficiency improvements result in declining consumption across all cases

- 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.


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—

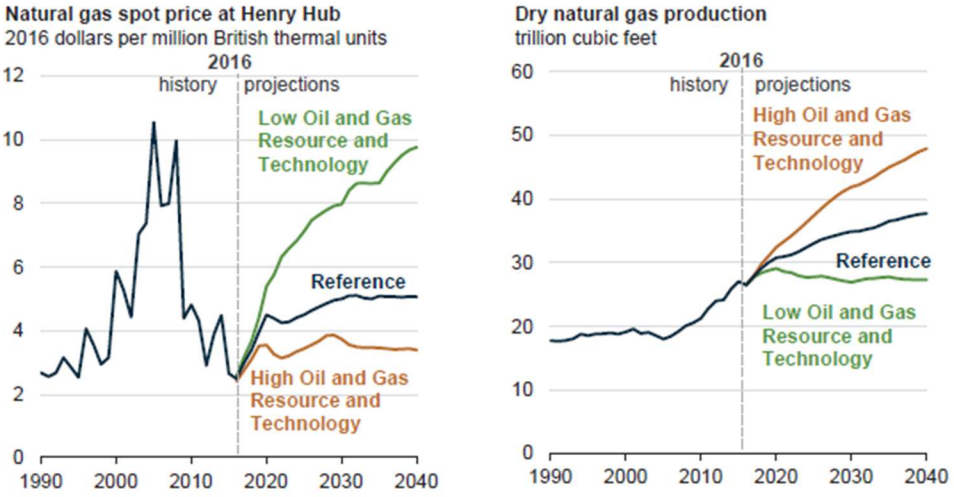





## —and in combination with growing net exports, supports production growth

- 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.

## Natural gas prices are projected to increase—

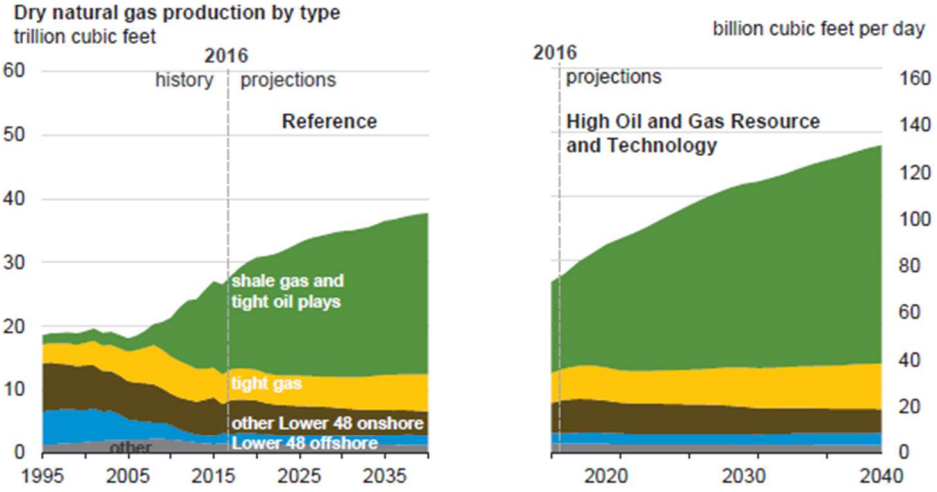





## —and are sensitive to the availability of new technology and resources

- 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.

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

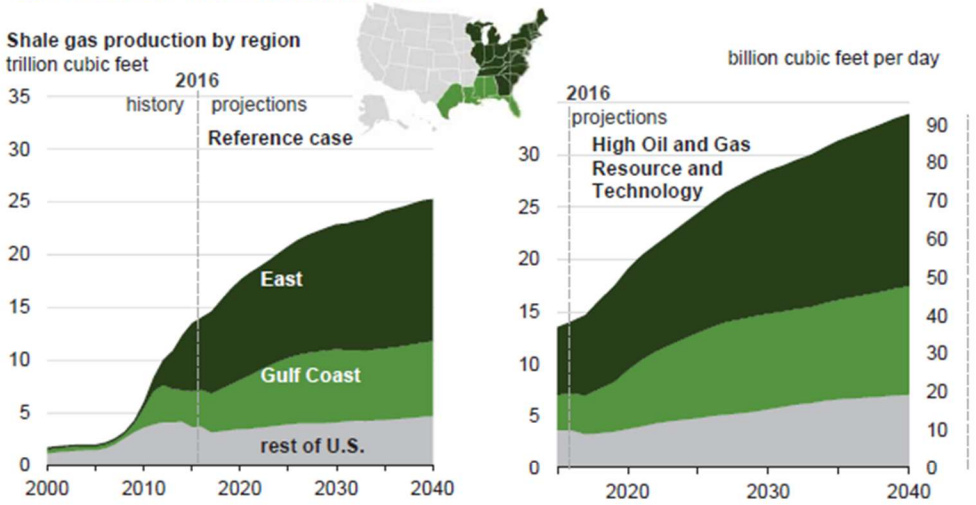





## —which account for nearly two-thirds of natural gas production by 2040

- 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.

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

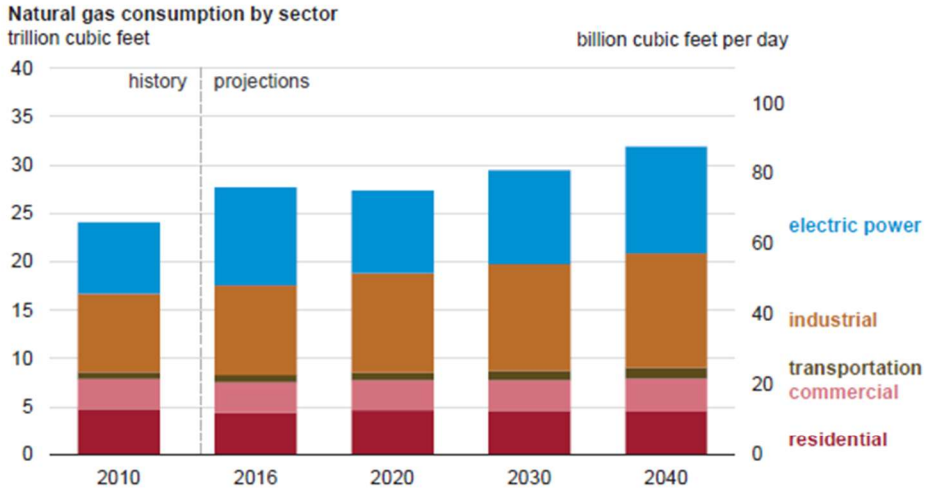





## —but Gulf Coast onshore production also grows

- 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).

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

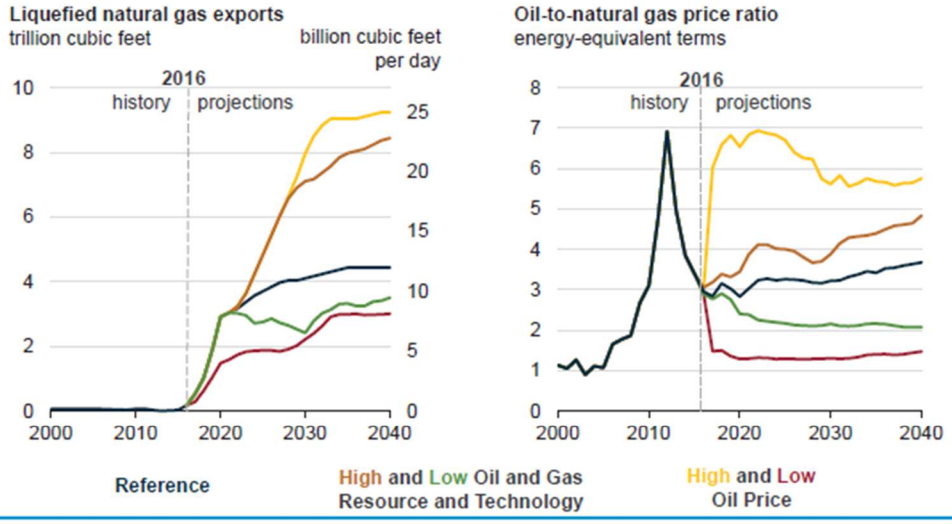





## —with comparatively little growth in the residential and commercial sectors

- 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.

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

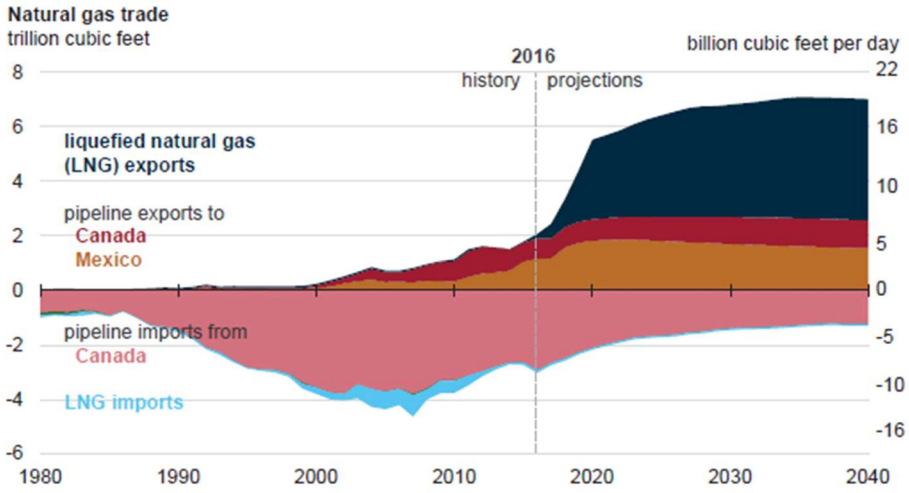





## —and the difference between domestic and global natural gas prices, with the latter more heavily influenced by oil prices

- 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.

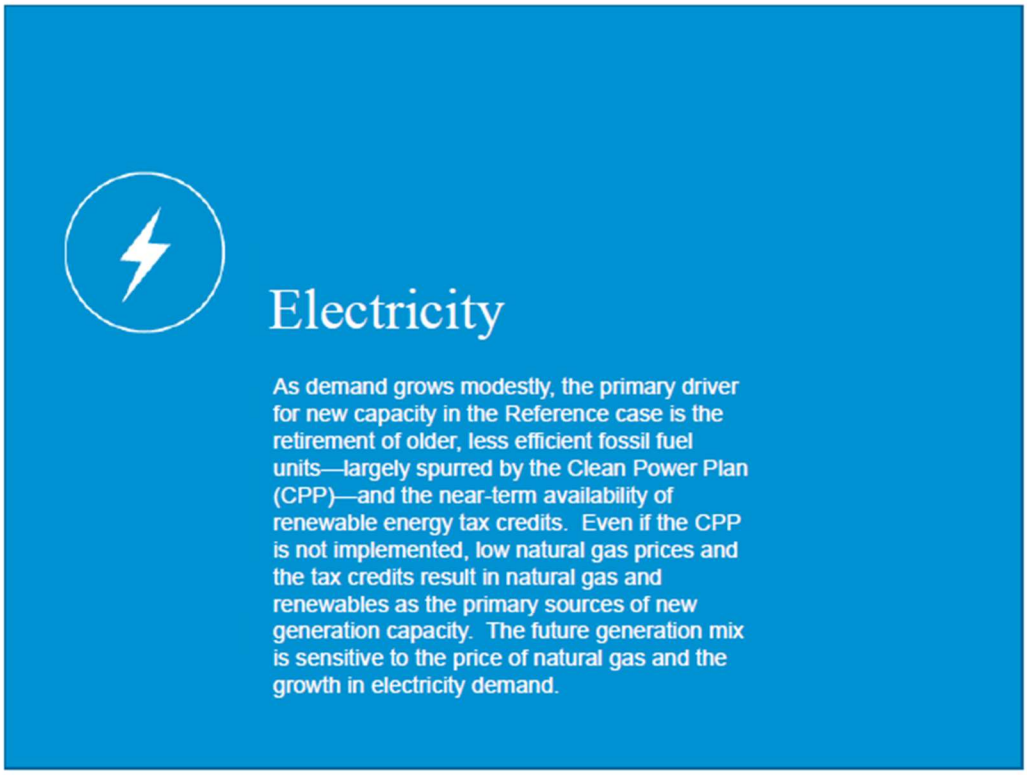
## Increased natural gas trade is dominated by liquefied natural gas exports in the Reference case—





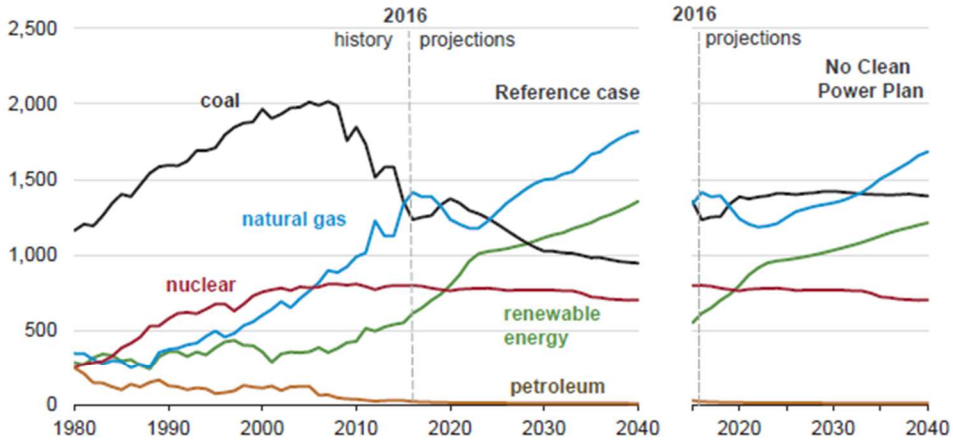

## —while pipeline imports into the United States continue to decline

- 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.


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



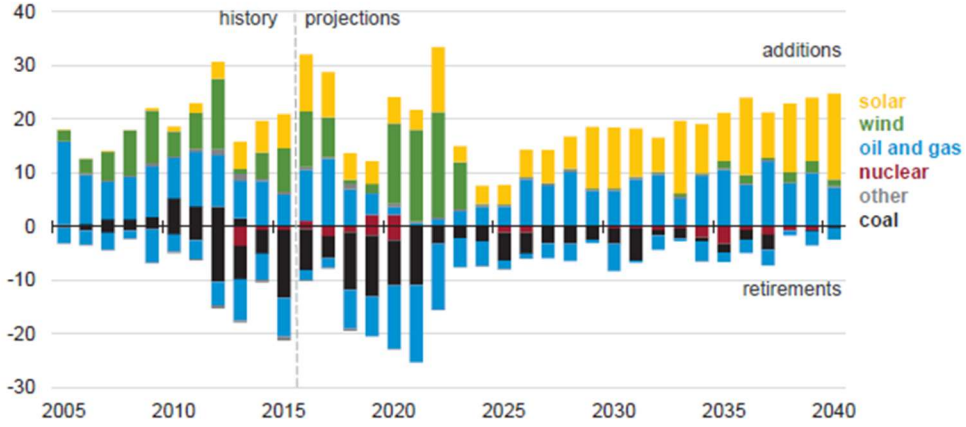



## —as coal's share declines over time in the Reference case

- 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.

## 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

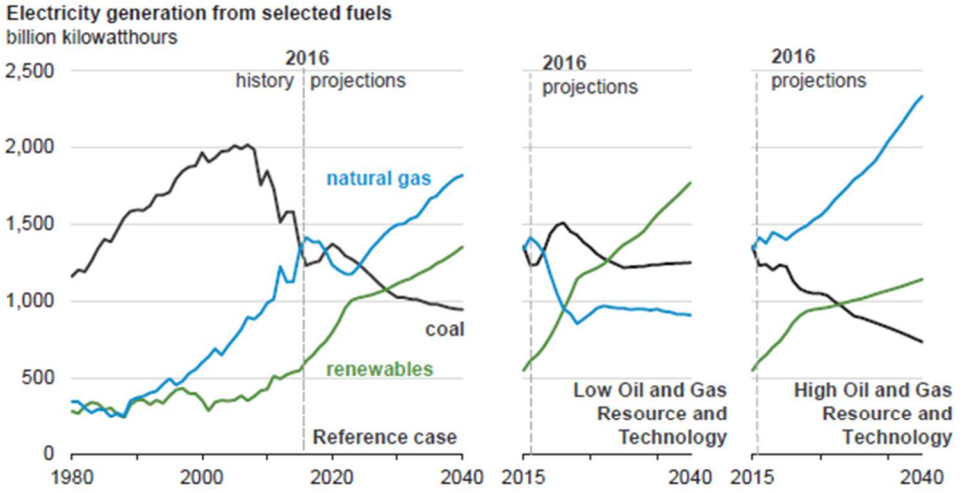





## —whereas coal-fired unit retirements in the Reference case are driven by low natural gas prices and the Clean Power Plan

- 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.

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



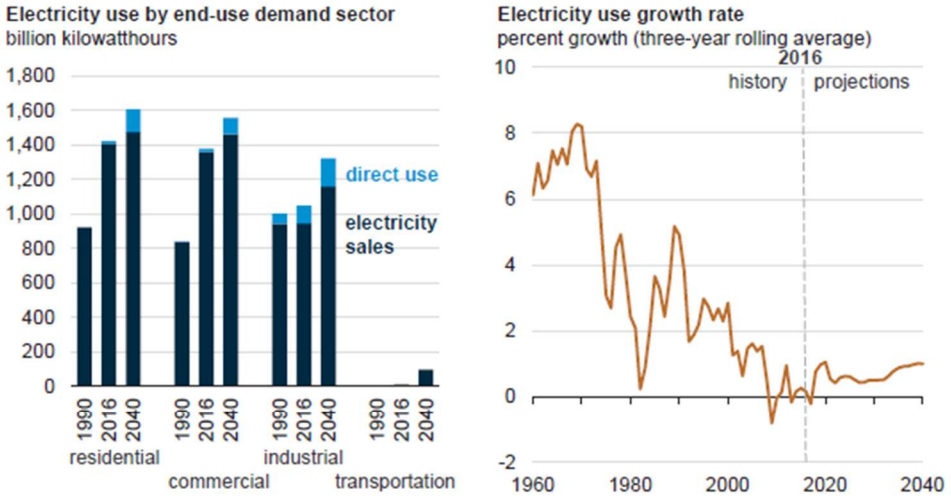



## —as seen in the resource and technology cases

- 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.

## Electricity use continues to increase—

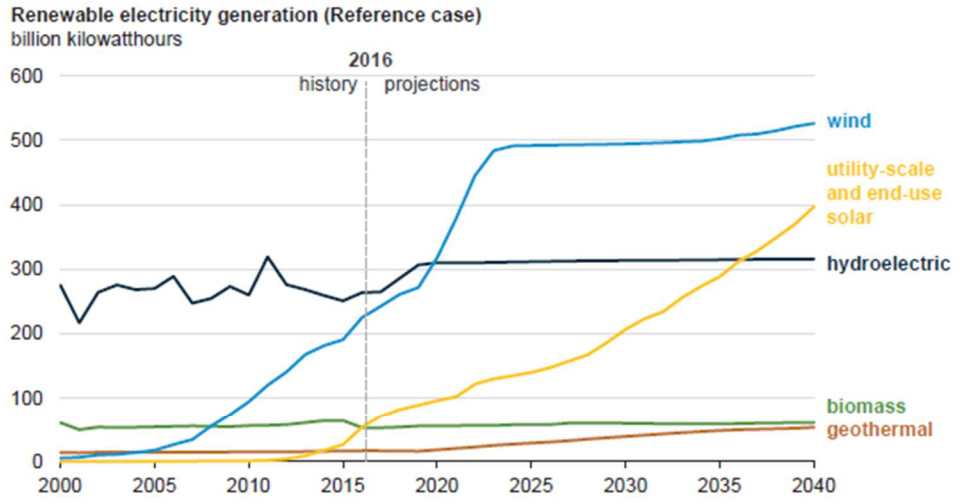





## —but the rate of growth remains lower than historic averages in the Reference case

- 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).

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

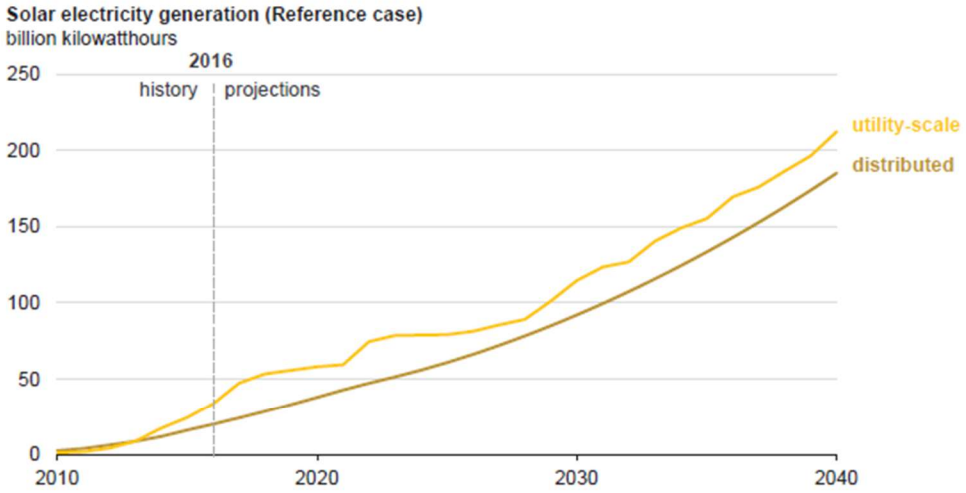





## —with each surpassing hydroelectric generation

- 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.

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

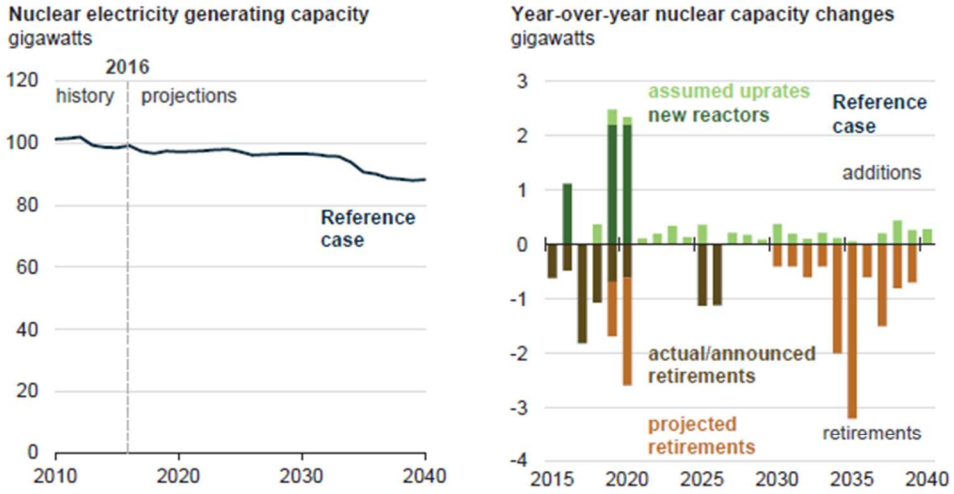





## —but generation from distributed photovoltaics is a significant contributor

- 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.

## Assumptions about license renewals in AEO2017 increase nuclear retirements—

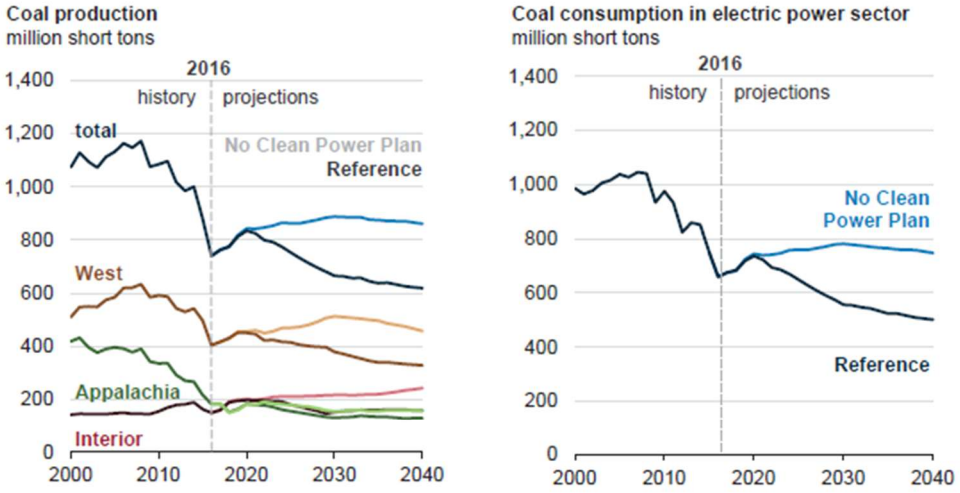





## —leading to net nuclear capacity decreases

- 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.

## Coal production decreases—



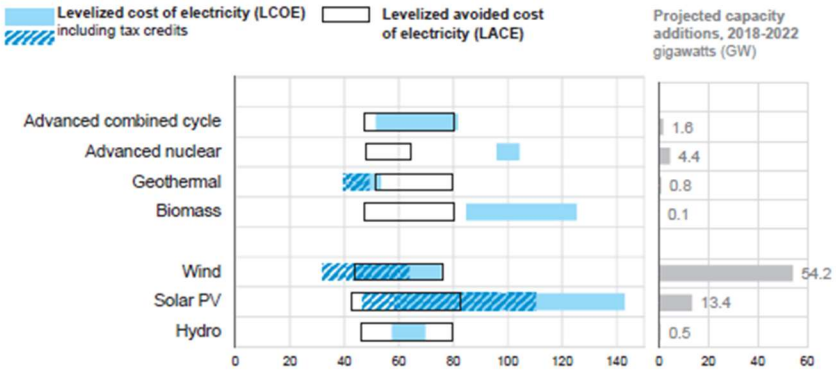



## —primarily in the Western region

- 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.

## 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



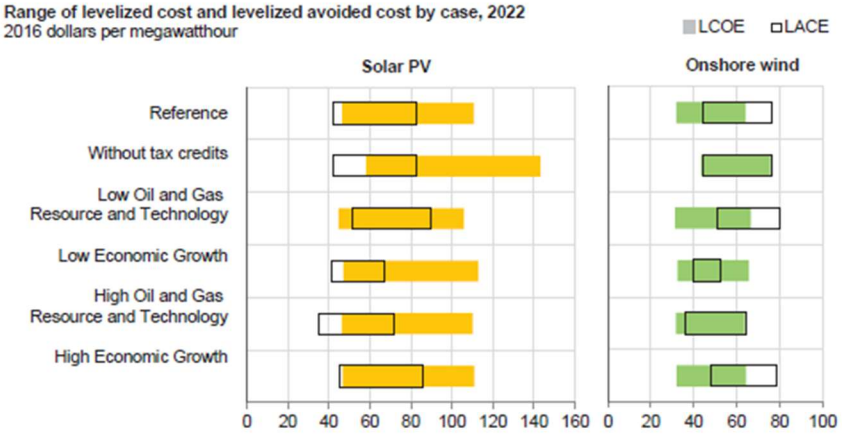

*Source: U.S. Energy Information Administration, Levelized Cost and Levelized Avoided Cost of New Generation Resources in the Annual Energy Outlook 2017*
*Note: Capacity additions include planned and unplanned additions.*



## —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.

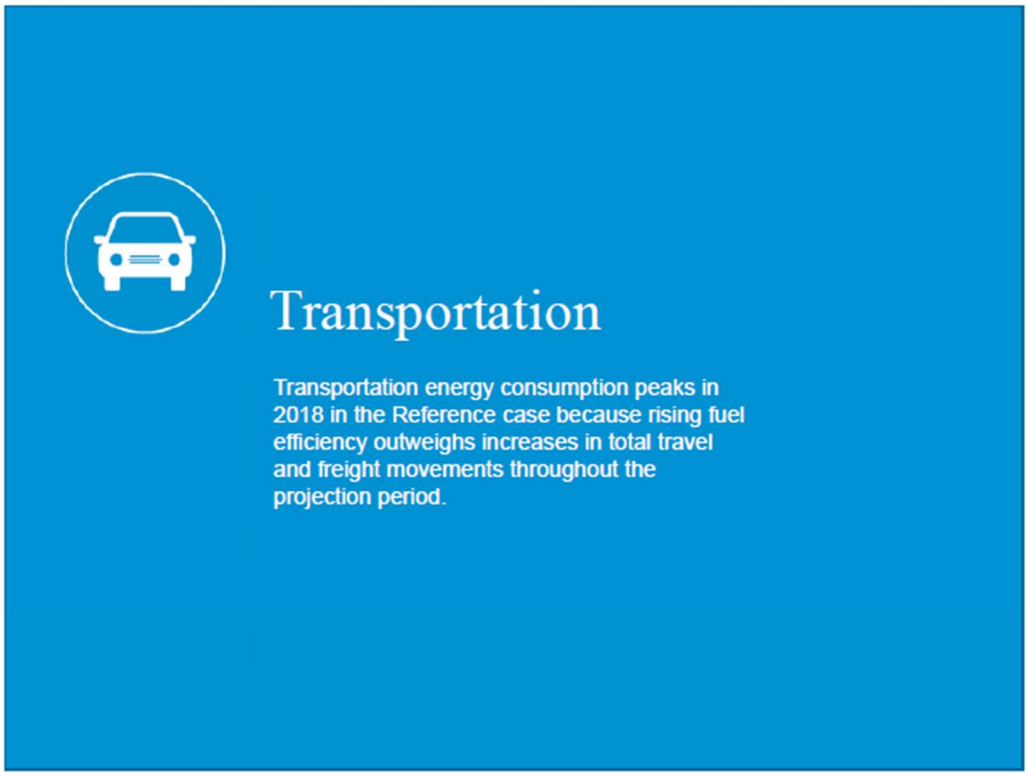
## The value of energy (LACE) for wind and solar is more sensitive to differences in policy and market assumptions than the cost (LCOE)—



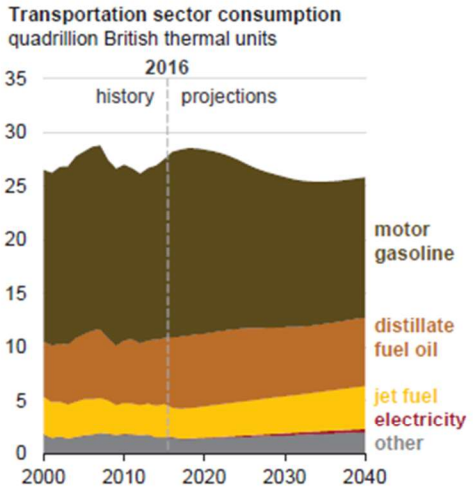


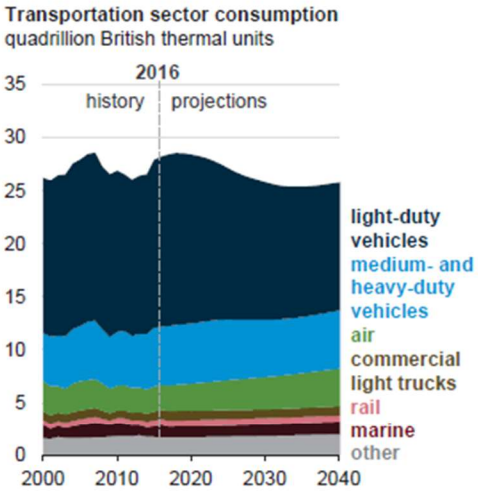

## —particularly assumptions that affect natural gas price projections

- 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—



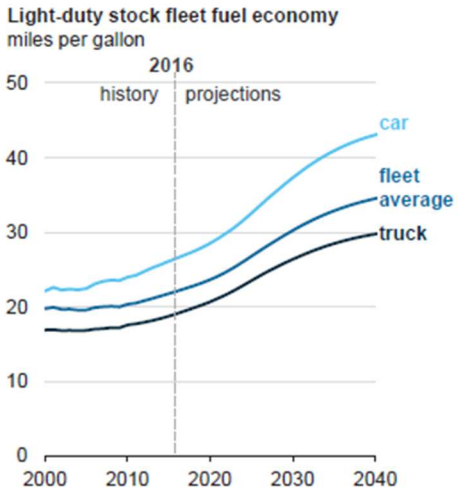



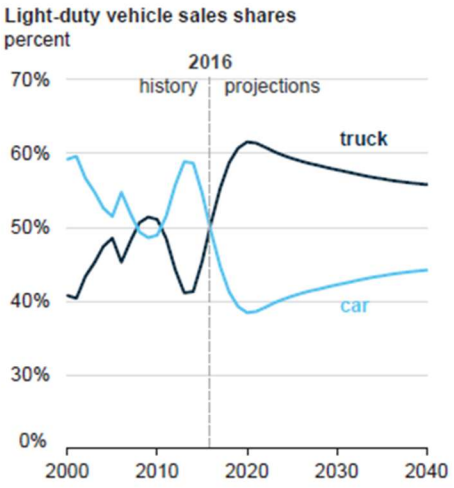



## —driven by improvements in fuel economy

- 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.

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



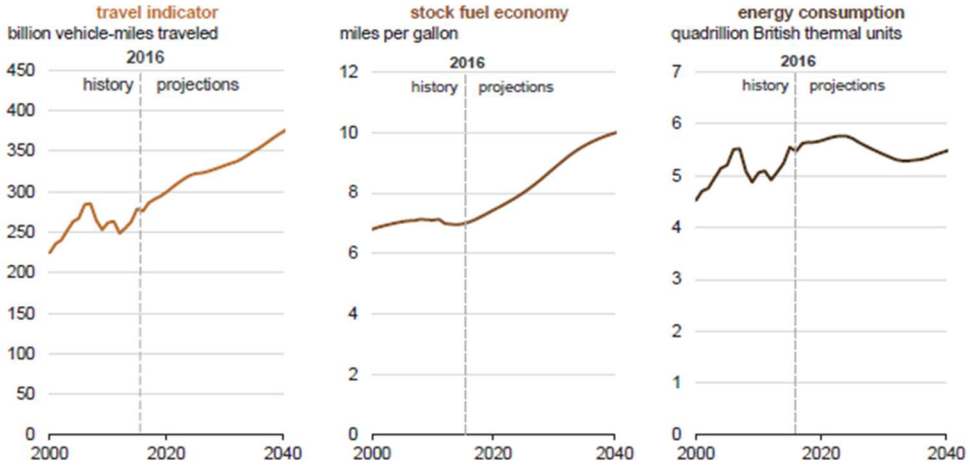



## —even as the share of light-duty trucks increases

- 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.

## 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**

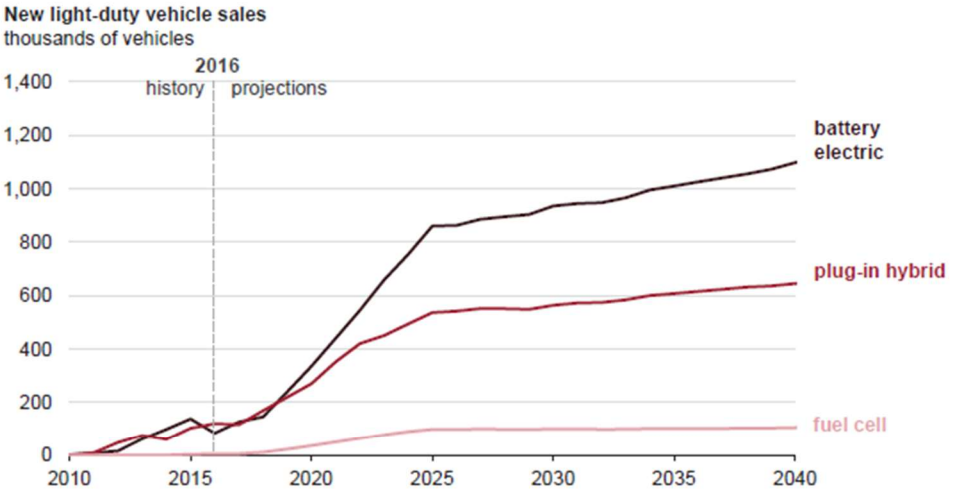





## —despite continued increase in miles traveled

- 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.

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

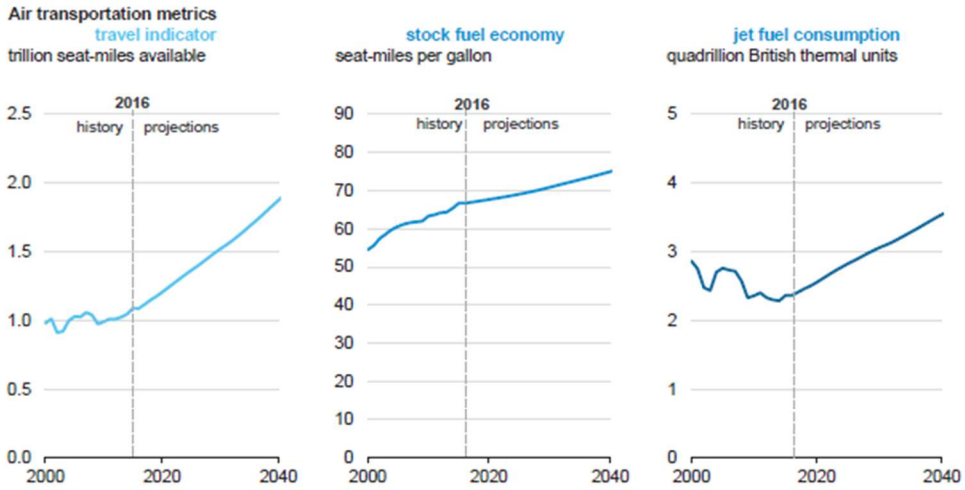





## —because of lower projected battery costs and existing state policies

- 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.

## Even with improving commercial aircraft efficiency—





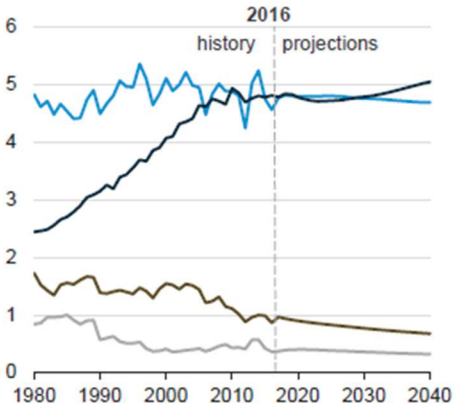

## —jet fuel use rises in the Reference case with increased travel

- 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.

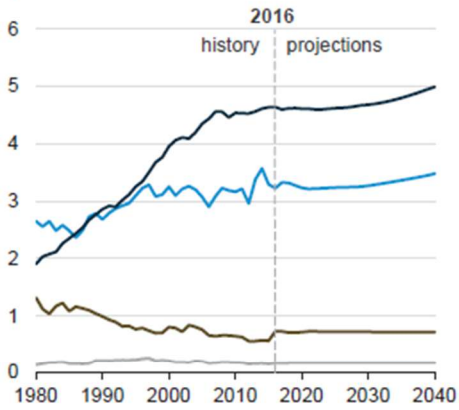

Buildings
Despite growth in the number of households and the amount of commercial floorspace, improved equipment and efficiency standards contribute to residential and commercial consumption remaining relatively flat or declining slightly from 2016 to 2040 in the Reference case.

## 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

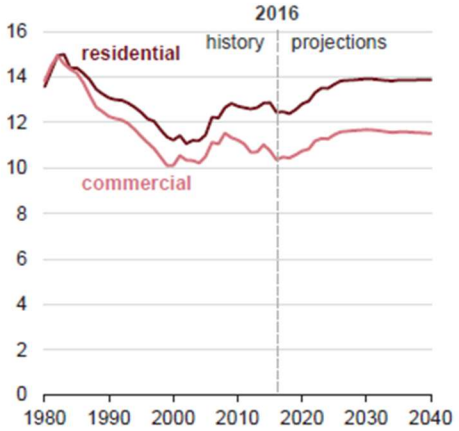


## —as energy efficiency and other factors offset growth in end-use energy service demand

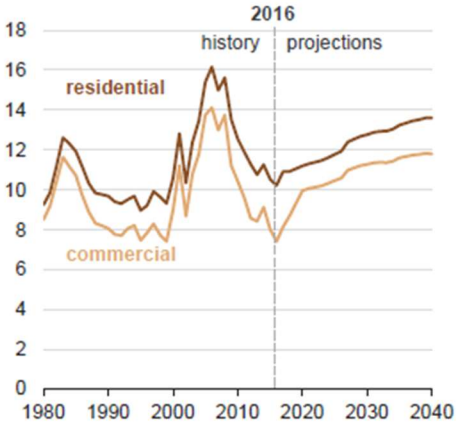
- Laws and regulations to introduce and update appliance standards and building codes have continued to increase energy efficiency in the residential and commercial sectors.
- Electricity demand in both sectors has been relatively flat in recent years, and it continues to be flat in the near term. Eventually, 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.

## Gradual increases in electricity and natural gas prices—

**Electricity prices**
2016 cents per kilowatthour




**Natural gas prices**
2016 dollars per thousand cubic feet



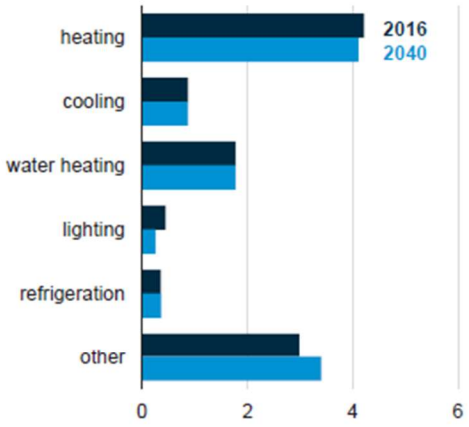



## —affect residential and commercial energy consumption

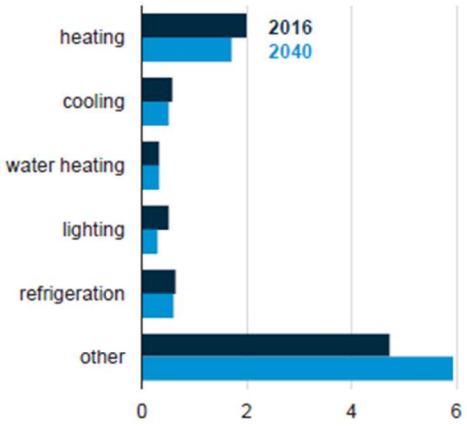
- Following modest price increases from 2016 to 2030 in both residential and commercial sectors, electricity prices stabilize after 2030.
- As electricity prices flatten from 2030 to 2040, along with factors such as geographic population shifts and floorspace growth, electricity consumption rises at 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.

## 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



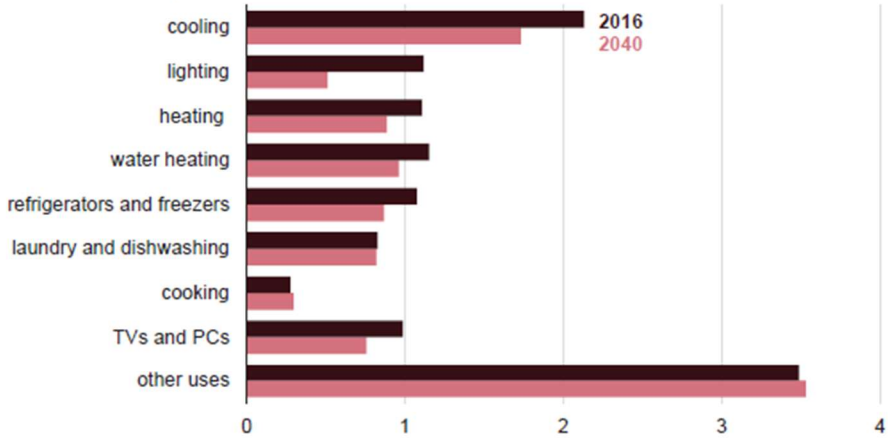



## —with improved equipment efficiency and standards in the Reference case

- 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.

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

**Residential electricity use per household**
thousand kilowatthours per household



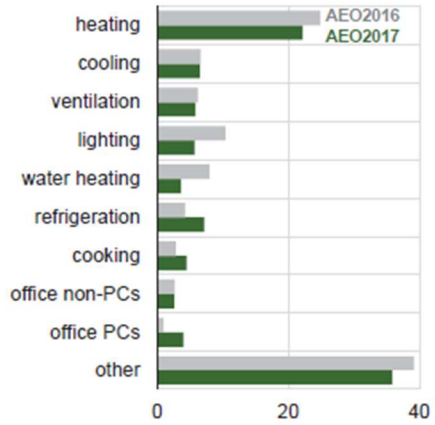



## —led by efficiency improvements in lighting, cooling, and heating

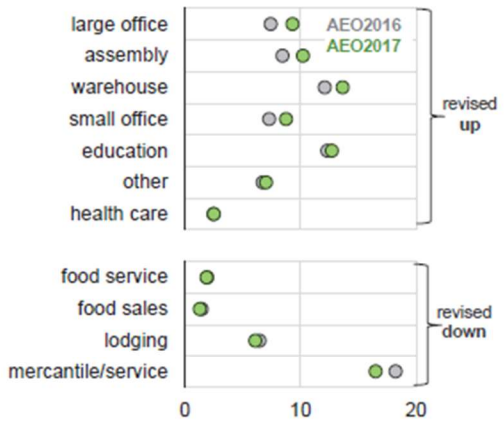
- Electricity use per household continues to decrease in the Reference case, as household growth exceeds growth in residential electricity use.
- By 2040, the average household uses less than half as much electricity for lighting as they did in 2016, as customers replace incandescent bulbs with more 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.

## 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

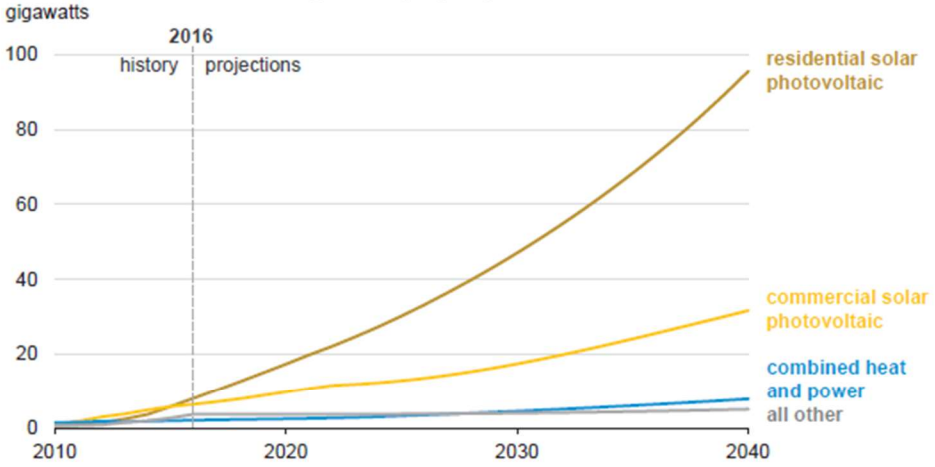





## —leading to revisions in commercial building mix and energy consumption

- 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—



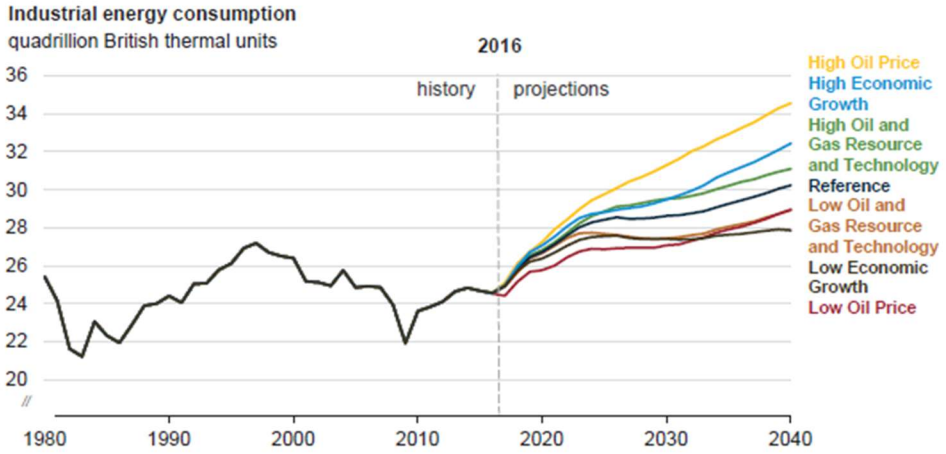



## —reflecting declining technology costs and the continued availability of incentives for solar technologies to all sectors through 2021

- 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.


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—

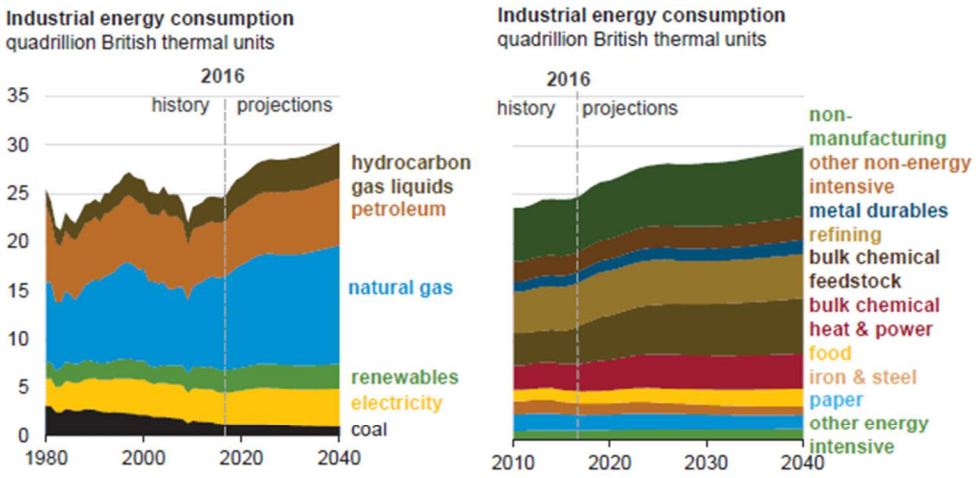





## —but is highest in the High Oil Price case and the High Economic Growth cases over most of the projection

- 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.

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



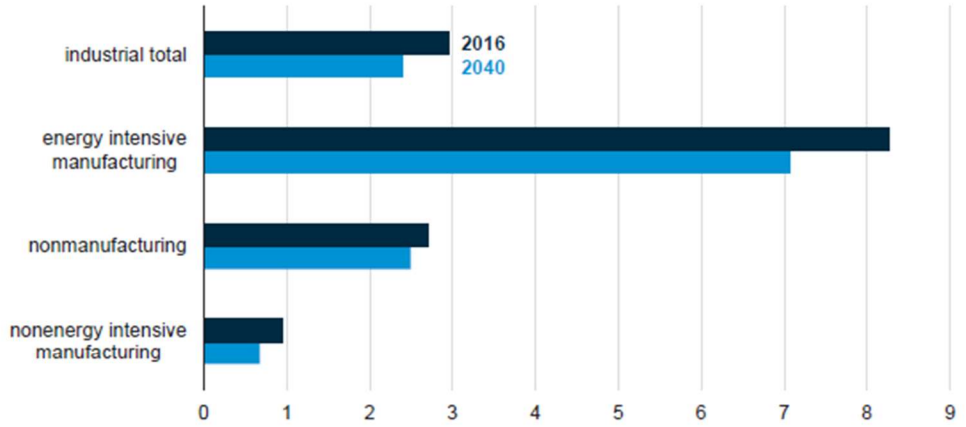



## —led by increases in petroleum and natural gas consumption

- 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.

## Industrial energy intensity declines across all subsectors—

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

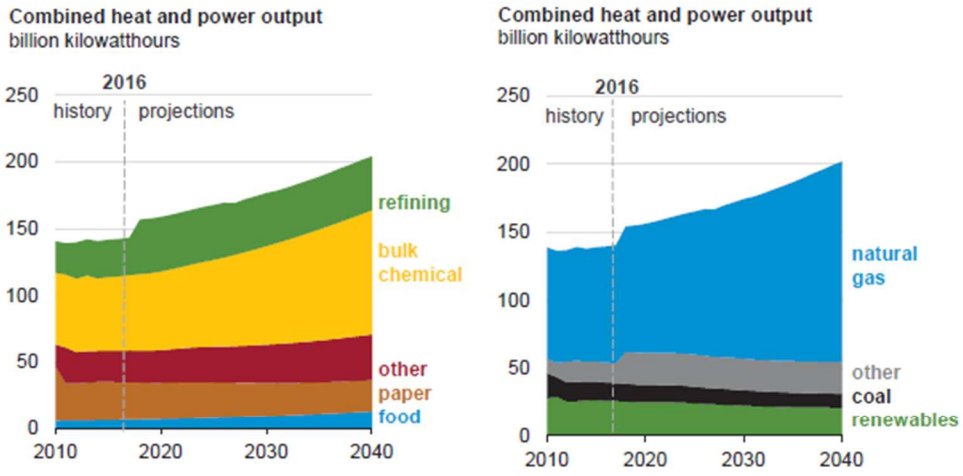





## —moderating energy consumption increases

- 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.

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






## —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.


References
Contacts
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AEO Analysis and Forecasting Experts
https://www.eia.gov/about/contact/forecasting.php#longterm
U.S. Energy Information Administration
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126

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| Coal supply and prices | David Fritsch | 202-287-6538 | david.fritsch@eia.gov |
| Commercial demand | Kimberly Klaiman | 202-586-1678 | kimberly.klaiman@eia.gov |
| Economic activity | Vipin Arora | 202-586-1048 | vipin.arora@eia.gov |
| Electricity generation, capacity | Jeffrey Jones | 202-586-2038 | jeffrey.jones@eia.gov |
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| Electricity prices | Lori Aniti | 202-586-2867 | lori.aniti@eia.gov |
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| International oil demand | Linda Doman | 202-586-1041 | linda.doman@eia.gov |
| International oil production | Laura Singer | 202-586-4787 | laura.singer@eia.gov |
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| Wholesale natural gas markets | Kathryn Dyl | 202-287-5862 | kathryn.dyl@eia.gov |
| World oil prices | Laura Singer | 202-586-4787 | 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

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

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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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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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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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.

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

Todd A. Kays
Executive Director

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

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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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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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,

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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,

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Sincerely

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 and overview of the Social and Economic Effect/Impact study that would be conducted regarding the Toronto Power Plan 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 Mewherter | Deuel County Comm | hmewherter@gmail.com |
| Larry Jensen | Brookings County Com. | LJensen@brookingscountysd.gov |
| Brent Moeller | MRES | brent.moeller@mrenergy.com |
| TED HAEDER | GREATER HURON/FDALG | 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 | 1st Dist | todd@1stdistrict.org |
| Jay Grabow | Deuel County | grabowconstruction@gmail.com |
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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

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

Todd A. Kays
Executive Director

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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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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,

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

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

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

Dear Mr. Tesch,

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

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,

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

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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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@mrenergy.com |
| Erika Hall | City of Astoria | erika.nall1987@gmail.com |
| TED HARDER | FIRST DISTRICT | tedharder@gmail.com |
| Todd Kays | First District | |
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**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 |
|---|---|---|
| Harry Mewherter | Deuel County Commissioner | |
| Joy Grabow | Deuel County Commissioner | |
| Lance Gerth | Bradley City Council | lancegerth@outlook.com |
| Kelly VanderWal | Brookings County Commissioner | kvanderwale brookingssd.gov |
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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,

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 Monday **November 18, 2024 at 6:30 p.m.** at the **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. Project Description – Missouri River Energy Services
3. Social and Economic Effect/Impact Study Overview – Ted Haeder
4. LRC Discussion
5. LRC action on forwarding Social and Economic Effect/Impact Study to SDPUC
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

Todd A. Kays
Executive Director

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November 8, 2024

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

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November 8, 2024

Frank James, Mayor
Town of Toronto
P.O. Box 333
Toronto, SD 57268

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

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November 8, 2024

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November 8, 2024

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

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

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November 8, 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**

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5. LRC action on forwarding Social and Economic Effect/Impact Study to SDPUC
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

Todd A. Kays
Executive Director

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

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**

Dear Mrs. Otten,

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 Monday **November 18, 2024 at 6:30 p.m.** at the **Deubrook Elementary School Gym** located at **695 Palisades Avenue, Toronto, South Dakota.**

The following is the tentative Agenda.

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2. Project Description – Missouri River Energy Services
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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,

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 Monday **November 18, 2024 at 6:30 p.m.** at the **Deubrook Elementary School Gym** located at **695 Palisades Avenue, Toronto, South Dakota.**

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Todd A. Kays
Executive Director

**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 lease 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

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

KELSEY MONNIER
SEAL NOTARY PUBLIC SEAL
SOUTH DAKOTA

**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 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 | DEUEL CO IZAAK WALTON | |
| Tony Chmelar | Self / City of Toronto Board Member | anthony_chmelar@hotmail.com |
| Brent Moeller | MRES | brent.moeller@MREnergy.com |
| Lenny Jensen | County Commission Brookings | Same |
| Kathy Kurtenbach | Self | |
| Wayne Kurtenbach | | |
| Sheila Monnier of Bryon | Self | Sheila.monnier@gmail.com |
| Dennis Lee Konenpieter | Self | |
| Royce Harringa | self | |
| Tim Blodgett | MRES | timblodgett@mrenergy.com |
| Tyler Fogelson | MRES | tyler.fogelson@mrenergy.com |
| Valerie Larson-Holmes | MRES | vholmes@mrenergy.com |
| Kersten Johnson | MRES | kersten.johnson@mrenergy.com |
| Michael Crooks | Self | m-mcrooks@hotmail.com |
| Roy Meggard | Self | |
| Lee Crooks | SELF | |
| Tony Quail | Self | tquail@itctel.com |
| Allen Kleppe | | |
| | | |
| Jane Moore | self | |
| Al Moore | self | |
| Riley Hennings | Self | |
| Riley Monnier | | |

**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 |
|---|---|---|
| Harry Meulherter | County (Deuel) Commissioner | |
| LANCE GERTH | TOWN OF GRANDT | |
| Amy Otten | Deubrook School | |
| Larry Jensen | Brookings County Commissioner | |
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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

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,

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 Elementary School Gym** located at **695 Palisades Avenue, Toronto, South Dakota.**

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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

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December 1, 2024

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

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

Dear Mr. Jensen,

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 Elementary School Gym** located at **695 Palisades Avenue, Toronto, South Dakota.**

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December 1, 2024

Frank James, Mayor
Town of Toronto
P.O. Box 448
Toronto, SD 57268

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

Dear Mr. James,

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 Elementary School Gym** located at **695 Palisades Avenue, Toronto, South Dakota.**

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December 1, 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**

Dear Mr. Tesch,

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December 1, 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,

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December 1, 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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Deubrook 05-6 School District
100 School Ave
P.O. Box 346
White, SD 57276

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

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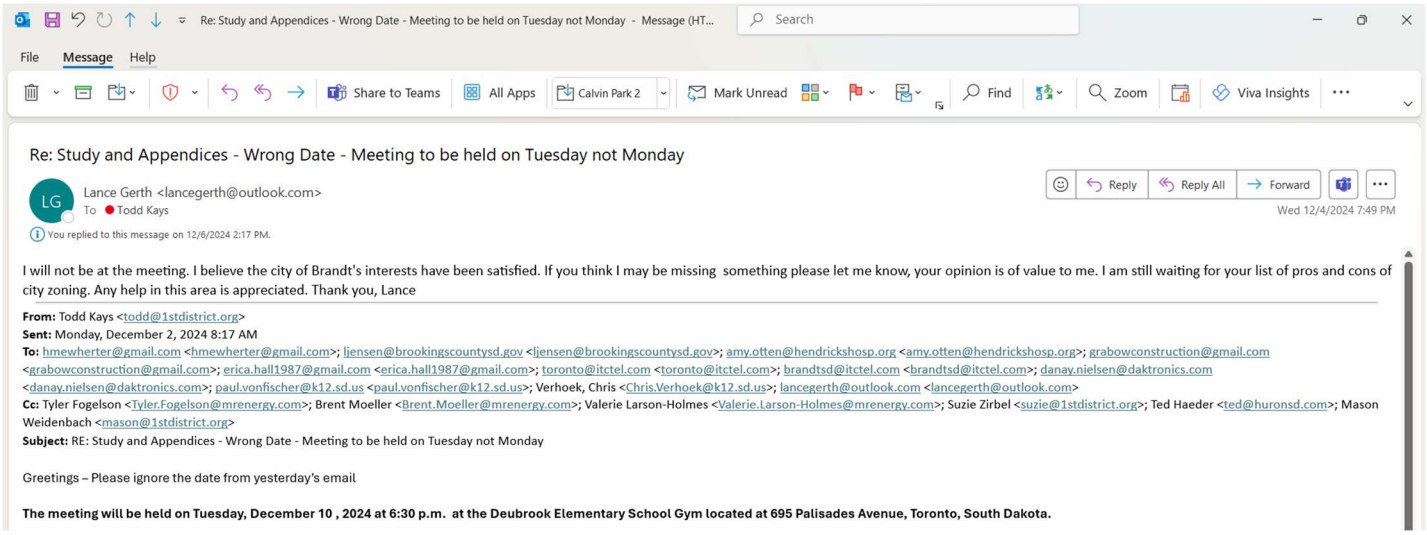
Executive Director

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 - Message (HT...

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

Lance Gerth <lancegerth@outlook.com>
To Todd Kays

Reply | Reply All | Forward

Wed 12/4/2024 7:49 PM

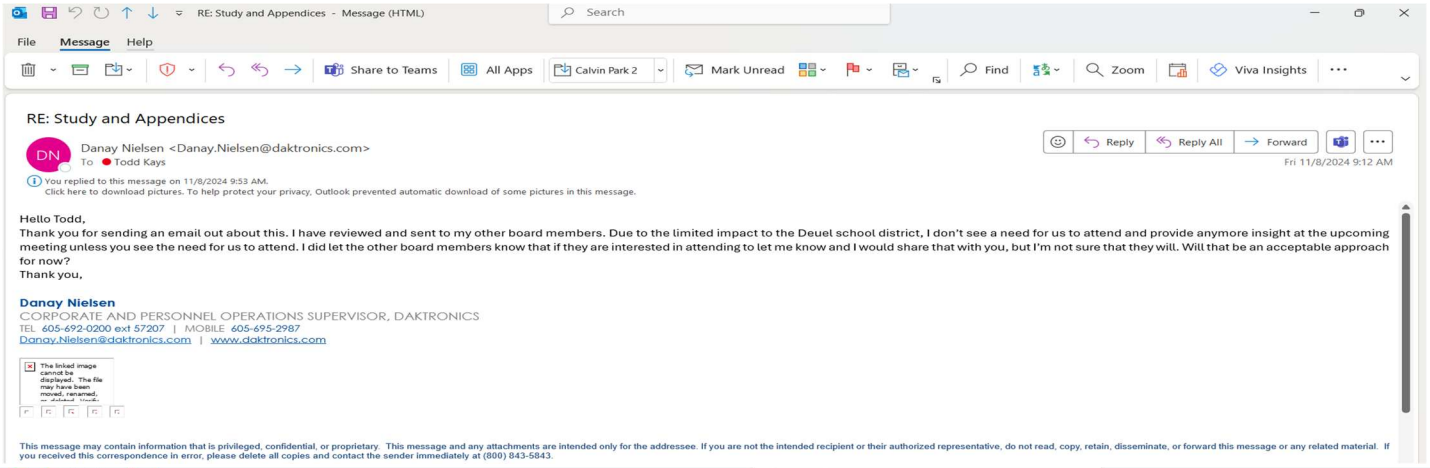
You replied to this message on 12/6/2024 2:17 PM.

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 - Message (HTML)

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RE: Study and Appendices

Danay Nielsen <Danay.Nielsen@daktronics.com>
To Todd Kays

Reply | Reply All | Forward

Fri 11/8/2024 9:12 AM

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.

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

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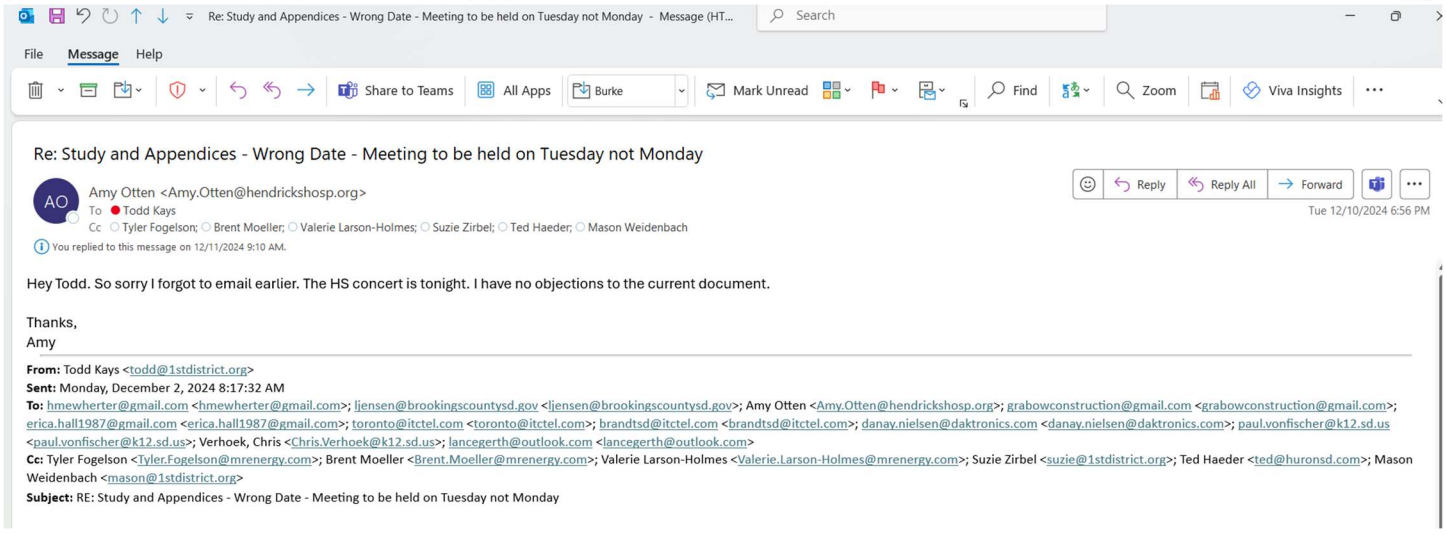

Re: Study and Appendices - Wrong Date - Meeting to be held on Tuesday not Monday - Message (HT...

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

Amy Otten <Amy.Otten@hendrickshosp.org>
To Todd Kays
Cc Tyler Fogelson; Brent Moeller; Valerie Larson-Holmes; Suzie Zirbel; Ted Haeder; Mason Weidenbach

Reply | Reply All | Forward

Tue 12/10/2024 6:56 PM

You replied to this message on 12/11/2024 9:10 AM.

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 Kays | 1st D.d. 2 | |
| Brent Moeller | MRES | brent.moeller@mreenergy.co |
| Tyler Fogelson | MRES | tyler.fogelson@mreenergy.com |
| Larry Jensen | Brookings Co. Commission | LJensen@brookingscountysd.gov |
| Cory Borg | Deuel Sheriff | cborg@itctel.com |
| Jay Grabow | Deuel Commissioner | grabowconstruction@gmail.com |
| Heather Mewherter | Deuel County Com | hmewherter@6mail.com |
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## Toronto Power Plant Social and Economic Impact Analysis - Project Modification and Progress Report

Reply | Reply All | Forward

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

Tue 5/27/2025 8:54 AM

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,

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

RE: Toronto Power Plant Social and Economic Impact Analysis - Project Modification and Progress Report - Message (HT...

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

Reply | Reply All | Forward

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

Thu 6/26/2025 9:15 AM

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 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.

**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 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.

**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 lease 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 18th day of June, 2025

Brenda Schake
Notary Public, South Dakota
My commission expires: 9.21.27

BRENDA SCHAKE
SEAL NOTARY PUBLIC SOUTH DAKOTA SEAL

**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@brookingscountysd.gov |
| Brent Moeller | MRES | brent.moeller@mrenergy.com |
| David Glazier | Toronto Self | |
| Reed Andries | BDRWS | |
| Anthony Chmelar | | anthony.chmelar@hotmail.com |
| Rebecca Chmelar | | |
| Clark Rogness | Self | |
| STEVE JANUARY | SELF | STEVEJ@ITCTEL.COM |
| GARY STAVA | IBEW LOCAL 426 | |
| Dennis Karenguiete | Astoria | |
| Nancy Hartleroff. Clerk | Self. | nan-hart@hotmail.com |
| Kara Schoenfeld | self | aks@itctel.com |
| Todd Hanne | Self | |
| Thane Tsou | | |
| TROY MEGAARD | Self | |
| Wayne Knutson | self | knutsonw@itctel.com |
| Chad Grimlie | Self | |
| Jacob Monier | Self | |
| Andrew Monier | Self | |
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**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 |
|---|---|---|
| Daniel Kanengiser | myself - | danielkanengiser@yahoo.com |
| TED HAEDER | FIRST DISTRICT | ted@huronsd.com |
| Todd Kays | " | todd@1stdistrict.org |
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**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

AO 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.