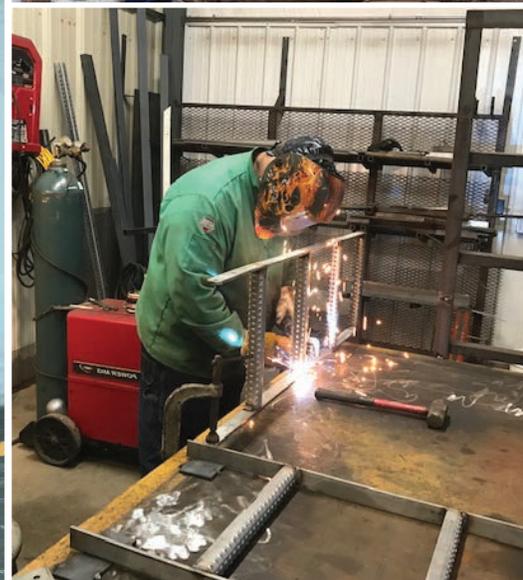
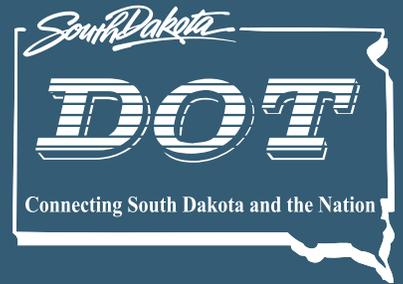


South Dakota  
Department of  
Transportation

**ANNUAL  
REPORT  
2019-2020**



**MOVING FORWARD—TOGETHER**

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# Building Better Lives Through Better Transportation

## SECRETARY'S MESSAGE

For all of us in South Dakota, 2019 and 2020 were years like no others. During natural disasters and times of uncertainty such as the COVID-19 pandemic, our transportation system must still get us home safe and healthy every day. Despite these challenges, the past two years have been a period of significant progress and innovation at the South Dakota Department of Transportation (SDDOT).

This progress wouldn't have been possible without the collaboration of our entire workforce—from planners and designers in central and regional offices to engineering and maintenance crews on the ground. We also owe much of our success to our partners in local government and to the taxpayers whose funding makes our work possible. We call this united effort to confront any challenge and continually improve “**moving forward—together.**”

The positive impacts of statewide collaboration can be seen in SDDOT's accomplishments in 2019 and 2020. For example, we exceeded our goals for both Interstate and other highways, which were rated at 93 percent and 87 percent in good to excellent condition, respectively. Ninety-eight percent of our state highway bridges were rated in fair or better condition.

Collaboration and innovation were also key to protecting travelers in 2019 and 2020. In the face of extreme flooding and winter storms, SDDOT and local highway departments worked quickly to clear and reopen roads. Meanwhile, safety improvements like high friction surface treatments and centerline and shoulder rumble strips helped our state achieve its lowest-recorded number of traffic fatalities in 2019. But we still have room for improvement, especially in seat belt use and impaired driving, as we saw fatalities rise in 2020.

Our continued growth requires bridging gaps between people and services and implementing measures that benefit all South Dakotans. Working toward these goals, SDDOT oversaw the consolidation of rural transit agencies in 2019—South Dakota's largest transit reorganization in 25 years. This effort has helped bring access to critical services like health care and employment to rural communities across the state. We also enhanced South Dakota's economic prospects by rehabilitating and selling two state-owned short line railroads to the private sector in 2020. New grain elevators, infrastructure upgrades, and increased freight traffic on these lines will especially benefit South Dakota's agricultural industry.

As we continue moving forward together, SDDOT remains committed to providing the safest, most effective, and best transportation system possible.

Sincerely,

Darin P. Bergquist, Former Secretary  
Joel Jundt, Interim Secretary



Former Secretary Darin P. Bergquist



Interim Secretary Joel Jundt

## SDDOT'S MISSION AND VISION

Every year, we develop a strategic plan outlining a shared vision of where to focus our strengths and resources to overcome challenges and meet the needs of our customers and workforce. Five strategic objectives form the heart of the plan and guide our path forward as we build better lives through better transportation.

Throughout this report, icons highlight various strategic objectives and accomplishments met in 2019–2020.

### OUR MISSION

To efficiently provide a safe and effective public transportation system.

### OUR VISION

Better lives through better transportation by being the best.



#### Provide excellent services

SDDOT recognizes the importance of listening to customer and stakeholder concerns and reacting to their needs.



#### Value all team members

SDDOT is a service organization: engaging, training, developing, and retaining our workforce are our greatest opportunities to be a top employer.



#### Continually improve

As a highly visible public agency with regulated funding, SDDOT processes must operate as innovatively, efficiently, and effectively as possible.



#### Everyone home safe and healthy every day

SDDOT aims to improve safety by decreasing highway crashes and reducing workplace accidents and employee injuries.



#### Provide the best transportation system

SDDOT diligently maintains and manages South Dakota's pavements and bridges, the assets with the highest financial value and greatest public impact.

# Investing in Our Transportation Future Today

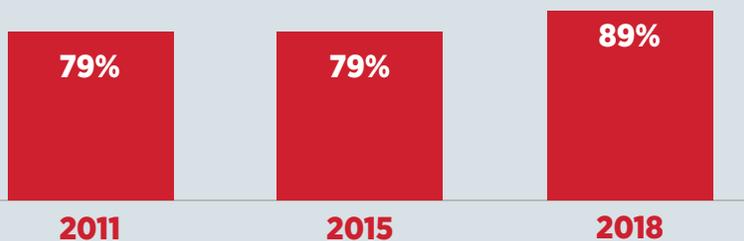
## PROGRESS ON STRATEGIC OBJECTIVES

Over the past two years, SDDOT made steady progress toward its strategic objectives and carrying out its core duties. The figures and statistics on the following pages highlight this progress and identify areas for continued improvement.



### PROVIDE EXCELLENT SERVICES

Percent of customers satisfied with SDDOT's information reporting\*



SDDOT's traveler information system allows customers to access current road and weather conditions over the phone or online—**89 percent of users are satisfied** with the information.

\* In 2011 and 2015, a customer satisfaction survey asked if SDDOT reporting is accurate, and in 2018 it asked if the public was satisfied by SDDOT reports.

Customer satisfaction with SDDOT's delivery of services

**73 percent of customers are satisfied** with SDDOT's overall delivery of services. SDDOT is working toward an 85 percent overall satisfaction rate.

#### External communications

In November 2020, SDDOT published a **strategic external communication plan** to better communicate with its customers.



SDDOT's new tow plow fleet improves winter operations, a key customer service.



*In an organization as big as SDDOT, every employee must understand our mission and what we are trying to achieve. With that understanding comes the ability to work together, align our objectives, and arrive at the same finish line to deliver a product we are all proud of.*

— Kellie Beck,  
Director of Finance and Management

## VALUE ALL TEAM MEMBERS

Employees' understanding of how their jobs contribute to the SDDOT strategic plan, on a scale of 1 to 6



Nearly all employees are knowledgeable about the Department's strategic plan objectives and understand the critical role they play in achieving them.

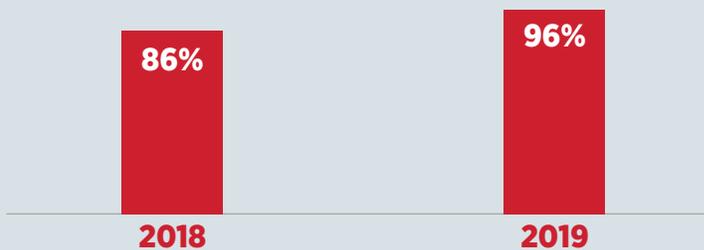
**Employee engagement at work**  
71 percent of employees felt engaged at work in 2019.

### New employee satisfaction

Improvements to SDDOT onboarding processes helped increase new employee satisfaction. In 2019, **87 percent of new employees recommended SDDOT as a good place to work.**

## CONTINUALLY IMPROVE

Percent of contractors agreeing that SDDOT provides quality construction plans



In one year, the percent of contractors satisfied with SDDOT's clarity on project descriptions increased by 10 percent.

### Projects completed on time

SDDOT completed **93 percent of state resurfacing and reconstruction projects** planned for FY2020 within the fiscal year.

### Construction project quality improvements

Through training, process improvements, and a strong emphasis on meeting expectations, SDDOT improved construction quality by **reducing material deficiencies and non-compliant work by 16 percent** from 2017 to 2019.



## EVERYONE HOME SAFE AND HEALTHY EVERY DAY

### Number of fatal crashes per year



Fatal crashes decreased by **20 percent** from 2018 to 2019, achieving SDDOT's strategic goal for reductions of this crash type.

### Winter-related crashes

SDDOT helped steadily **reduce the number of winter-related crashes** by more than **20 percent** from FY2017 to FY2020.

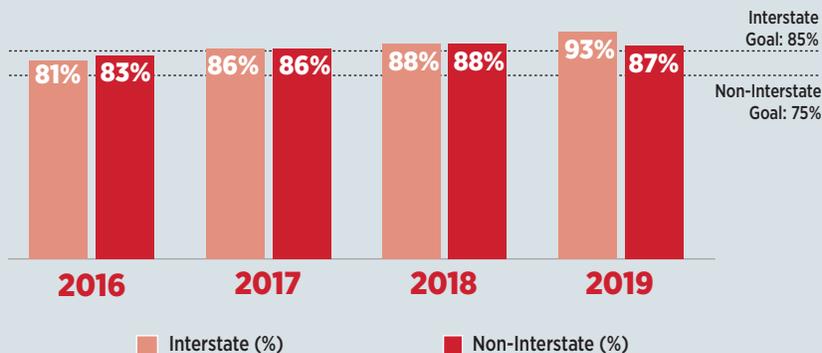
### SDDOT vehicle-related crashes

From FY2019 to FY2020, SDDOT **reduced crashes of Department vehicles by 54 percent**.



## PROVIDE THE BEST TRANSPORTATION SYSTEM

### Percent of pavements in good or excellent condition



Since 2016, SDDOT has met its strategic goals to maintain both Interstate and non-Interstate pavements in good or excellent condition.

### State-owned bridge conditions

Nearly **98 percent** of state-owned **bridges are in fair or better condition**. SDDOT continues to meet its strategic goal of 95 percent.

### State-owned sign status

**92 percent of signs exceed minimum criteria**, surpassing our strategic goal of 90 percent.

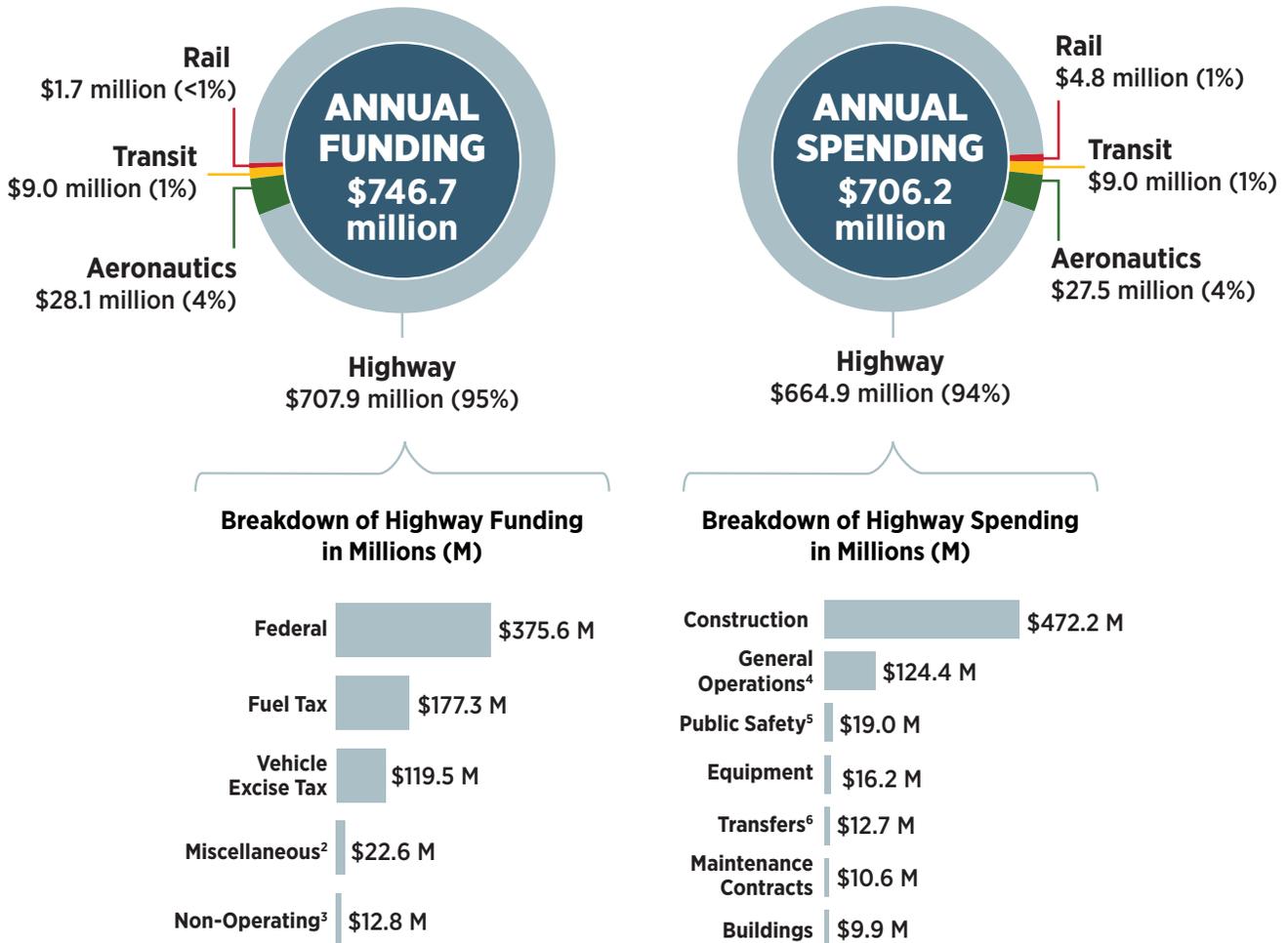
*We've deployed a number of innovative roadway safety treatments over the past several years in an effort to get everyone home safe and healthy every day. We'll continue to challenge ourselves to find new and better ways to make progress toward that goal.*

*— Mike Behm,  
Director of Planning and Engineering*



# FUNDING

As a public agency, SDDOT relies on various funding sources to support its work each year. We recognize that moving forward would not be possible without the financial contributions of taxpayers. SDDOT is committed to making responsible investments that achieve the greatest benefit for all residents and visitors. The figure below shows where our average annual funds came from and where we invested them in fiscal years 2019 and 2020. Funding levels from each source and expenditures in each category were essentially the same in both years.<sup>1</sup> Differences between funding and spending levels are due to the variability of cash flow timing.



<sup>1</sup> The numbers in the figures above reflect a simple average of the data from 2019 and 2020. The numbers in the figures may not sum due to rounding.

<sup>2</sup> Miscellaneous funding includes licenses, permits, and fees; interest, dividends, and rent; charges for sales and services; and administered program revenues.

<sup>3</sup> Non-operating funding includes funding transfers from other state agencies for SDDOT to administer, surplus property sales, and insurance recoveries.

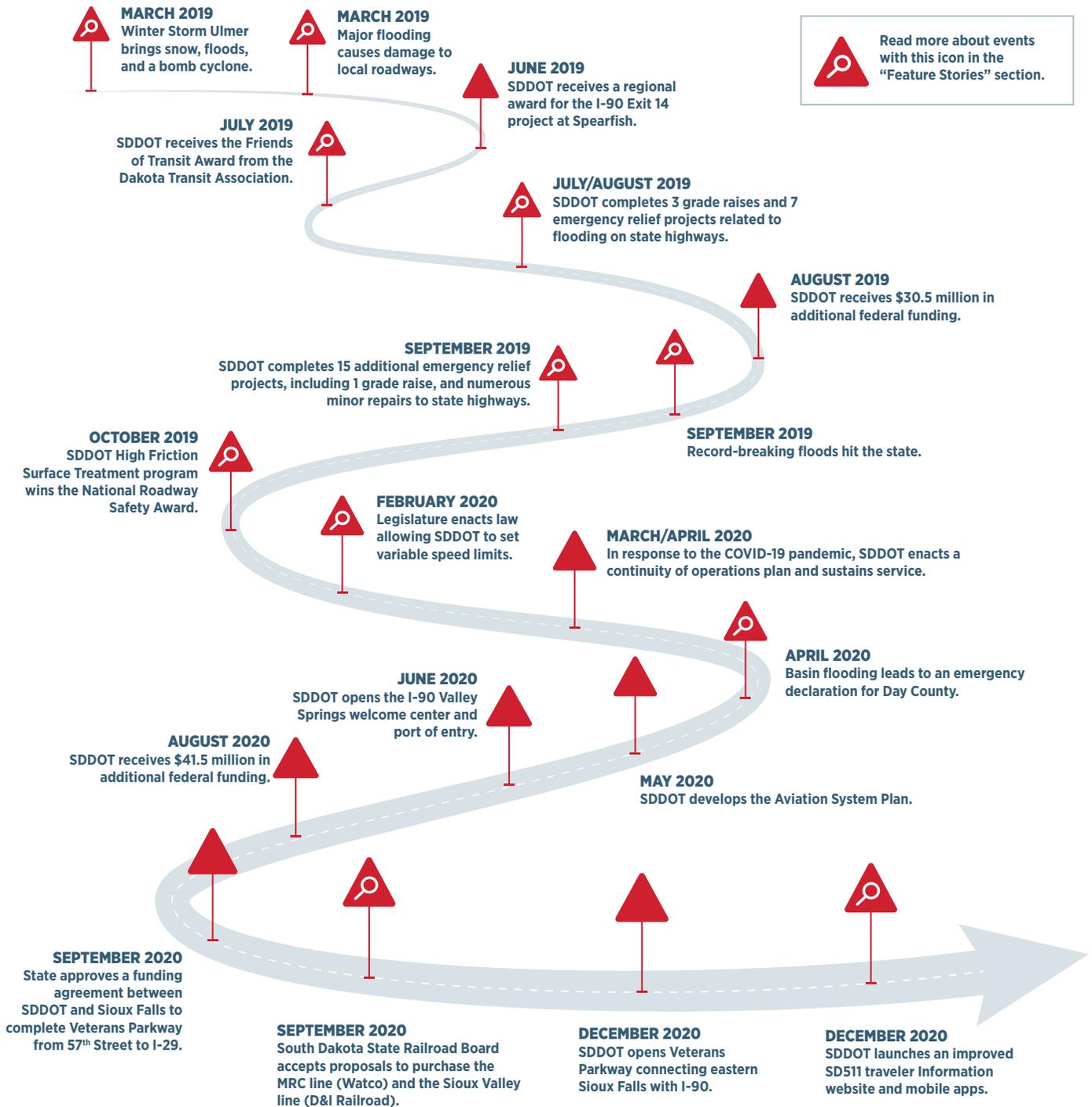
<sup>4</sup> General operations spending includes employee salaries and benefits, supplies, contractual services, equipment, fuel, power and utilities, etc.

<sup>5</sup> Public safety spending refers to funds that SDDOT transfers to other agencies to administer highway patrol, radio communications, and other programs that keep roads safe.

<sup>6</sup> Transfer spending covers funds that SDDOT receives but transfers to another state agency to administer.

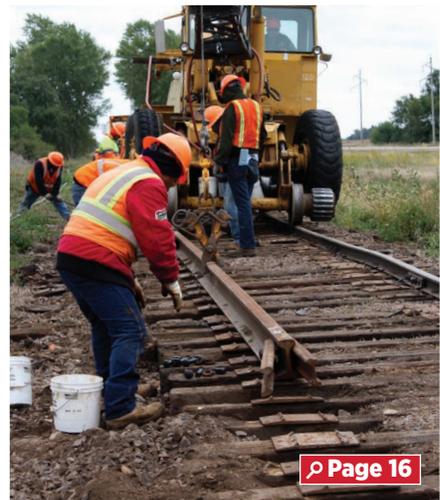
# Achieving Excellence Through Ingenuity

## MAJOR EVENTS AND ACCOMPLISHMENTS IN 2019 AND 2020



# FEATURE STORIES

South Dakota faced unprecedented challenges in 2019 and 2020, including record-breaking floods and unexpected winter storms. Through dedication and hard work, SDDOT's workforce and partners in local government faced these challenges head on. The feature stories on the following pages highlight these and other crucial events that characterized the past two years at SDDOT. These stories exemplify the efforts of SDDOT staff and partners to collaboratively tackle anything that comes their way.



*Last Saturday I was driving to the Dakota State football game in Madison. As I was driving in the light rain, I was impressed by how smooth Highway 34 was all the way from the Minnesota state line. Congratulations for having an excellent and safe road!*

*— Bradley R. Koenig, South Dakota Resident*

## Nothing Is Impassable: SDDOT Plows Through Winter Storms

Extreme winter storms in March and April 2019 brought heavy snow, high winds, freezing rain, and significant flooding that impacted travel in South Dakota, requiring SDDOT to act fast to clear roads, detour traffic, and keep travelers safe.



SERVICE



SAFETY

South Dakotans are no strangers to winter weather, but few could have predicted the historic storms the state would experience in 2019 when Winter Storm Ulmer in March and Winter Storm Wesley in April brought travel to a grinding halt. SDDOT's quick response proved that not even a bomb cyclone could stop the Department's dedicated maintenance crews from protecting travelers statewide.

The impacts of these storms can't be overstated. The Ulmer bomb cyclone brought high winds, blizzard conditions, and deep snow drifts, not to mention heavy rains that flooded roadways. Only a month later, the Wesley blizzard brought compacted snow and ice, blowing snow, harsh winds, and low visibility. I-90 between Wall and the Wyoming border, I-90 from Mitchell to Sioux Falls, and I-29 from Sioux Falls to Brookings were among the major roadways closed due to these storms.

Despite these conditions, SDDOT was undeterred. In the early morning hours after both storms, the Department's snowplows were out in full force clearing roads and snow drifts. Elsewhere, maintenance crews worked long hours to construct barriers, mark flooded highways, and clear culvert outlets. During both events, SDDOT's efforts allowed most state highways to reopen in a matter of days.



Pierre area engineer Dean VanDeWiele stands atop a 7-foot snow drift on SD1806 near Fort Pierre.



*The response of DOT employees was incredible throughout these unprecedented weather events. Their efforts—working 24 to 36 hours straight and dealing with unpredictable conditions—protected drivers from flooded roadways and treacherous winter conditions.*

— Craig Smith,  
Director of Operations

### 2019 Late Winter Storm Conditions

#### Winter Storm Ulmer (March)

- » Bomb cyclone
- » 90+ mph winds
- » 18+ inches of snow
- » 7+ foot snow drifts 200 feet long
- » Heavy rain

#### Winter Storm Wesley (April)

- » Compacted snow and ice
- » Blowing snow
- » 50+ mph winds
- » Very poor visibility

## Creating Higher Ground: How SDDOT Managed Flooding on I-90

While the stretch of I-90 between Sioux Falls and Mitchell looks like a regular highway today, most of us will never forget the flood that closed the road in September 2019. Quick action from SDDOT ensured it wasn't closed for long.



September 11, 2019, was the start of record-breaking rainfall in eastern South Dakota, where some residents experienced more than 12 inches of rain in 24 hours. Flash flooding damaged critical bridges and culverts and rendered many roads impassable—including a mile-long section of I-90.

Initially, SDDOT had no choice but to close the affected roadway and divert Interstate traffic along a 200-mile detour on US14 to the north—an unsustainable solution. But thanks to SDDOT's committed workforce, one lane of Interstate traffic reopened in just three days as flaggers worked around the clock to safely guide travelers through 6 inches of flowing water.

In the meantime, SDDOT quickly constructed a portable berm, built a diversion channel, and plugged several culverts along I-90. This innovative solution allowed the water to flow back through a nearby ramp and around the Interstate, rather than over it. By September 19, all lanes were dry, and customers could travel unimpeded. A few months later, the staff involved received the SDDOT Team Impact Award, recognizing their outstanding effort to develop a change that improved the efficiency, quality, and timeliness of DOT services.

### SDDOT Responds to Major Flooding in 2019–2020

#### Highway 48 Near Iowa State Line

- » Flooded from March to mid-July 2019.
- » SDDOT repaired pipe and shoulders and resurfaced asphalt.

#### Highway 18 East of Lake Andes

- » Flooded in March and September 2019.
- » SDDOT raised the highway grade and installed cable guardrail.

#### Highway 81 South of Arlington

- » Flooded in July 2019.
- » SDDOT raised the highway grade and installed cable guardrail.

#### Emergency Declarations for State Highways

- » Five emergency disaster declarations were issued statewide in 2019 and 2020.
- » SDDOT secured emergency relief funds for 25 different sites.



Maintenance crews install a temporary barrier to hold back flood waters on I-90 near Bridgewater, SD.

## Bridging Transportation Gaps for Rural South Dakotans

By helping rural transit agencies merge their services, SDDOT makes sure that communities in South Dakota receive vital transportation services.



In a state where more than half the population lives in rural areas, it's no surprise that a major objective for SDDOT is ensuring that South Dakota's rural residents have access to health care, employment, public services, education, shopping, and recreation. In pursuit of this objective, the Department's Transit Office examined rural transit operations in 2016 to identify opportunities to bring public transportation to new communities while saving taxpayer dollars. The solution was to merge some rural transit agencies, beginning the largest change to South Dakota's rural transit services in 25 years.

The Transit Office's initial goal was to help consolidate five of the state's 23 rural transit agencies within five years. Through close collaboration with SDDOT's finance, audits, and legal offices and with cabinet leadership, the Transit Office far exceeded this goal by overseeing the consolidation in just three years, from 23 rural transit agencies initially to 13 operating as of 2019.

Public transportation has now expanded to previously unserved areas in Faulk, Kingsbury, Lake, and Union counties. The transit consolidation has eliminated duplicate administrative, resource, and operating costs, stretching federal grant funds and resulting in annual savings of nearly \$200,000 per agency. Cost savings are expected to continue in upcoming years.



Transit providers serve riders of all ages and abilities. Source: Brookings Area Transit Authority.



Thanks to its efforts to consolidate rural transit agencies, SDDOT received the Dakota Transit Association's Friends of Transit Award in July 2019.

### Benefits of Consolidating Rural Transit

- » Eliminated duplicate administrative and routing software costs for SDDOT and transit providers.
- » Saved costs when training transit staff.
- » Improved management and internal controls.
- » Allowed agencies to solve issues with shared staff and resources.
- » Increased efficiency of vehicles in use.

In 2019–2020, South Dakotans took

**1,554,334**  
transit rides.



## Saving Lives and Breaking Records

Thanks to SDDOT's aggressive efforts to improve safety statewide, South Dakota experienced record-low traffic fatalities in 2019. Crash numbers rose in 2020, however, pointing to the need for SDDOT to remain vigilant and continually improve.



Reducing fatal and serious injuries on public roadways is a top priority for SDDOT. In a state that gets battered by harsh winters, and where nearly 96 percent of roadways cross rural terrain, SDDOT must continually take innovative measures to get all South Dakotans home safe and healthy every day. The Department realized the fruits of its labor in 2019, as South Dakota recorded the lowest number of traffic fatalities in the recent history.

SDDOT's standout safety countermeasures included high friction surface treatments, centerline rumble strips, and shoulder rumble strips. High friction surface treatments provide better traction and help motorists maintain control on bridges and at horizontal curves. SDDOT was the first DOT in the nation to test this treatment to prevent winter-related crashes, and now other northern states are following suit. Centerline and shoulder rumble strips deter crashes caused by vehicles crossing the centerline and departing the road, respectively. Where these safety treatments have been used, safety has improved dramatically.

But SDDOT's efforts don't end there—especially since fatalities rose again in 2020. From deploying low-cost improvements like better signage to higher-cost measures like widened shoulders, SDDOT will apply innovations that best promote the safety of travelers and work with other state and local agencies to encourage safe driving behavior.

High friction surface treatment on more than 30 horizontal curves reduced winter road condition crashes by



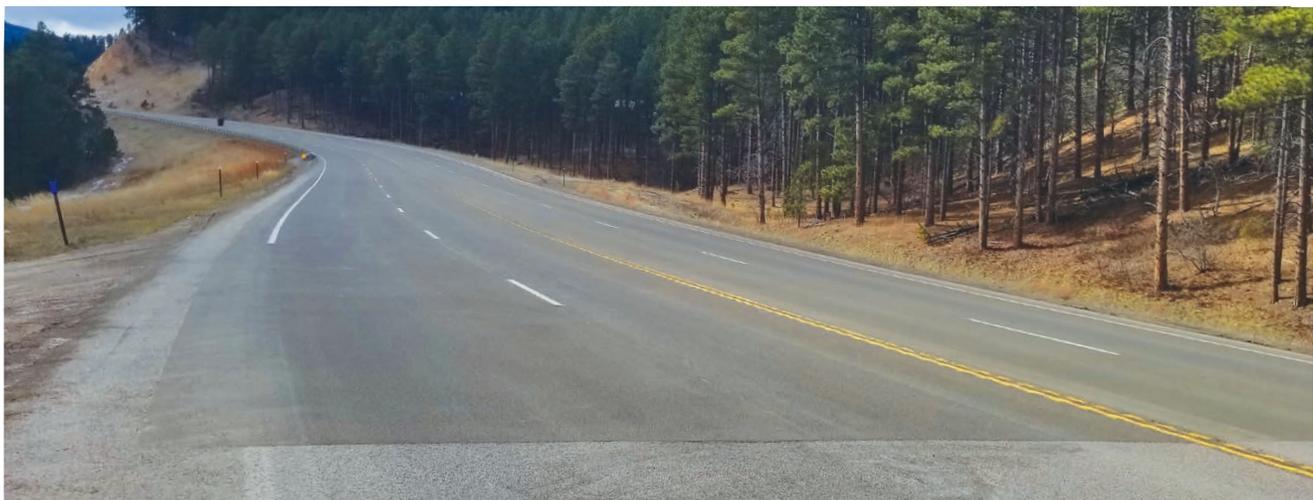
300 miles of shoulder rumble strips on two-lane county and tribal roads reduced road departure crashes by



350 miles of centerline rumble strips reduced on two-lane rural roadways reduced fatal/injury crashes by



reduced cross-centerline crashes by



Stretch of US85 featuring high friction surface treatment before an upcoming curve.

## Technology and Innovation Drive SDDOT

Moving our transportation system forward requires continual innovation. Such was the case in 2019–2020, as SDDOT upgraded its traveler information system, enhanced commercial vehicle operations, and secured legislation to innovate future traffic operations.



### SD511 Traveler Information System Upgrades

SDDOT is committed to providing convenient, reliable, and accurate information for travelers to ensure the safest trips possible all year long, especially in winter. The new SD511 (formerly Safe Travel USA) website, SDDOT 511 mobile apps, and legacy phone-based 511 Travel Information Service are helping SDDOT achieve this goal. These technologies provide free, up-to-date information on road and weather conditions, road closures, construction work zones, traffic incidents, and commercial vehicle restrictions.

With the latest upgrades, the website and mobile apps feature a new map, access to camera images from more than a hundred roadside locations throughout the state, and additional features like rest areas and traffic speeds. The phone-based 511 now includes voice recognition, allowing for hands-free operation. The apps are free and work on any recent mobile Android or iOS device.



SD511.org and SDDOT 511 mobile apps present vital road and weather information for travelers.

### Commercial Vehicle Operation Innovations

The trucking industry is vitally important to a rural state like South Dakota. Nearly everything produced or consumed in the state depends on trucking for at least part of its trip. To make trucking as safe and efficient as possible, SDDOT adopted the following regulatory and technological changes:

1. Enabled by federal legislation advocated by South Dakota's congressional delegation, SDDOT expanded the state's **longer combination vehicle network** to give trucks carrying double or triple trailers direct access to more cities in South Dakota—saving miles, time, fuel, and costs for shippers and customers.



Longer combination vehicles create efficiencies by hauling two or three trailers at a time.



*On behalf of the South Dakota Trucking Association membership, I want to thank all parties involved in this change to the list of South Dakota's LCV approved routes. This cooperative effort took nearly two decades to accomplish but the result was a monumental change that brought greater efficiency and economic benefits to the state.*

*— Myron Rau,  
Executive Director, SD Trucking Association*

- In cooperation with the SD Highway Patrol's Motor Carrier Services unit, SDDOT provides a **statewide automated permitting system** that allows carriers to apply for and obtain permits online and automatically find suitable routes for oversized/overweight loads.
- Electronic screening systems** at six weigh stations identify approaching trucks and check their weight and registration, fuel tax, and safety status. Compliant trucks can proceed past weigh stations without stopping, saving delay and operational costs. At the I-90 Valley Springs and I-29 Jefferson ports of entry, SDDOT installed in-pavement sensors that detect uninflated and underinflated tires and thermal brake sensors that check brakes on moving trucks—advanced technologies that help ensure truck safety.

### New Initiatives

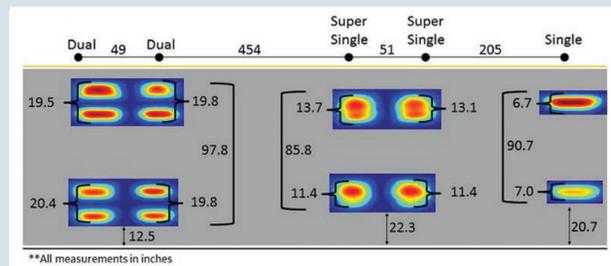
In addition to these innovations, SDDOT is also planning ahead. The Department has secured state legislation enabling innovations that will improve future safety and efficiency on South Dakota highways.

For example, the 2020 legislature authorized SDDOT to use **variable speed limits** to improve winter driving safety on Interstate highways. Electronic speed limit signs will display values appropriate to weather, visibility, and road conditions detected by roadside sensors. Reducing average traffic speed and the variability among vehicles driving slow and fast is expected to decrease winter crashes and fatalities by as much as half on road segments equipped with this technology. First installations on I-29 and I-90 are planned for 2022 and 2023.

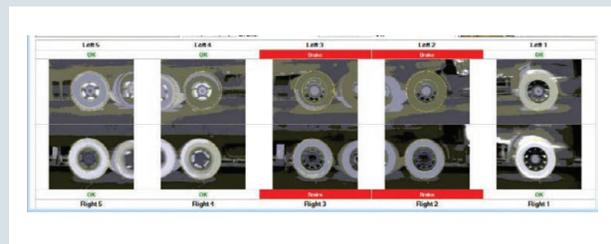
In addition, **the 2019 legislature authorized truck platooning** by qualified drivers on Interstate highways. Platooning allows a second truck to closely follow a lead truck, using radar and vehicle-to-vehicle communication to maintain constant spacing and avoid collisions. Because of improved aerodynamics, both trucks save fuel and emit less exhaust.



In-pavement sensors detect tire inflation at 75 mph.

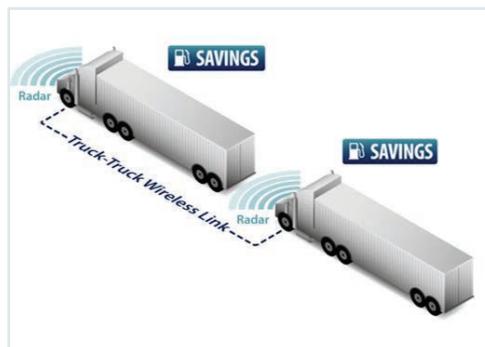


This display shows that the right front tire of an 18-wheeler is underinflated.



Thermal images show which brakes are not operating properly.

Source: International Road Dynamics



Left: Lead vehicles in truck platoons can save 5 percent of fuel, while following vehicles can save about 10 percent (source: Peloton Technology). Right: Variable speed limit signs can help reduce winter crashes.

## When Emergencies Strike, Local Governments Rise to the Challenge

Major flooding in 2019 and 2020 severely damaged county roads and bridges in South Dakota. With help from SDDOT and federal relief funds, local governments worked quickly to repair and rehabilitate hundreds of locations.



### Responding to Flooding

While SDDOT manages Interstate and state highways in South Dakota, its partners in local government are responsible for maintaining county highways and local roads. So, when major floods hit the state in 2019 and 2020, local governments also had to grapple with severe damage to roads, bridges, and culverts. Despite resources and staff capacity being stretched thin, South Dakota's county highway departments persevered, coordinating closely with SDDOT to leverage federal aid and prioritize repairs at hundreds of locations.

Impacts from four flood events in March, May, June, and September 2019 were severe enough for counties across the state to receive emergency relief funds from the Federal Highway Administration (FHWA), administered by SDDOT. With these funds, counties were able to repair approximately **\$11.4 million** of damage on federal aid routes at **182 project locations**. The damage flooding had caused to local infrastructure meant these funds couldn't have come at a better time.

### Repairing Bridges

Local governments also received \$17.3 million in FHWA highway infrastructure funds in 2019 to replace and rehabilitate bridges in poor condition. In 2020, this number increased to \$25.9 million, which SDDOT used to initiate the Local Federal Bridge Replacement Program. The program will replace 49 county structures across the state in 2023/2024. Coordinated efforts like these between SDDOT and county governments help ensure an integrated, safe, and efficient transportation system.



A bridge on 406<sup>th</sup> Avenue in Davison County was completely washed away by flooding.



Embankment washout on 272<sup>nd</sup> Street in Hutchinson County.



2020 FHWA EMERGENCY RELIEF FUNDS  
helped Day County repair nearly  
**\$1.9 million**  
in extensive flood damage at  
**7 project locations.**

## From Defunct to In Demand: SDDOT Sells State Rail Lines

When a major railroad bankruptcy threatened to derail South Dakota's economy in 1980, the state stepped in to buy its vital rail lines. Years of rehabilitation and investment have now led to the sale of two state-owned lines back to the private sector.



Today, nearly 2,000 miles of rail line provide vital economic services to freight operations, rail companies, and citizens in South Dakota. But a major bankruptcy filing and embargo by the privately owned Milwaukee Road in 1980 once threatened South Dakota's rail industry, halting service to 50 percent of the state's rail mileage.

Faced with deteriorating tracks, dwindling freight traffic, and possible abandonment of the lines, the state knew it had to act quickly to ensure its future economic growth. So, after identifying embargoed lines that were vital to South Dakota's economy, the state purchased many of those lines with plans to eventually return them to the private sector.

Restoration of the lines since the '80s hasn't been easy, and SDDOT had to make major investments in their rehabilitation. In the past four years, SDDOT stepped up efforts to restore the Mitchell to Rapid City (MRC) and Sioux Valley lines. As of 2019, with the help of federal grants, the Department had allocated \$67.4 million in state and federal funding to reconstruct two sections of the MRC line and \$30 million to reconstruct the Sioux Valley line. Improvements included upgrading rail to modern standards, replacing broken and damaged ties, and repairing bridges and culverts to increase their load capacity.

These investments have paid off significantly. Four major agribusinesses have invested millions to build grain elevators next to the MRC line alone. In 2020, SDDOT accepted offers to sell the MRC line (\$13 million) and Sioux Valley line (\$10 million) to Watco and the Dakota and Iowa Railroad, respectively. These purchases will foster significant investments in track maintenance and structural improvements and open opportunities for further development. Economic benefits to farmers, ranchers, shippers, and the state's economy will far exceed the public's capital investments in the lines.

### Benefits of Railroad Sales

- » Improve freight operations across the state.
- » Streamline agriculture logistics by linking grain elevators to shipping lines.
- » Encourage further economic development, bringing competition and jobs to the state.



The MRC line west of Chamberlain before (top) and after (bottom) rehabilitation.



In 2019–2020 SDDOT sold  
**335 miles of rail**  
**for \$23 million.**

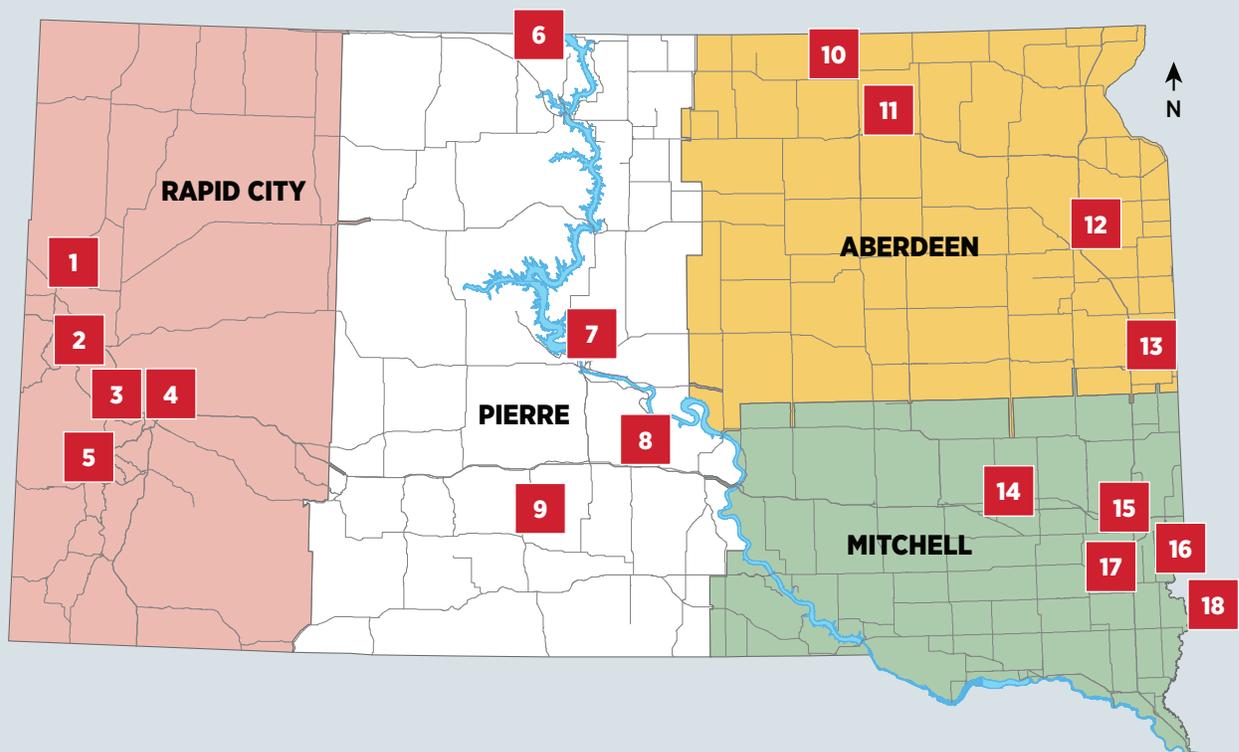
# Fostering Progress Across the State

## HIGHLIGHTS FROM THE REGIONS

Moving SDDOT’s mission forward wouldn’t be possible without the Pierre, Aberdeen, Mitchell, and Rapid City Region and Area Offices’ concentrated efforts to provide high-quality services to all South Dakotans. Whether you’re traveling through South Dakota’s Black Hills and Badlands, low hills and prairies, or towns and cities, you can rest assured that SDDOT’s regional workforces are ready to face any challenge confronting our state’s transportation system.

### Map of Highway Construction Highlights by Region

Numbers indicate projects that are described in the upcoming pages.



## RAPID CITY REGION



1



2



3



4



5

- 1. Belle Fourche area roads resurfaced.** Upgraded more than 130 miles of highway with a Belle Fourche area record 433,000 tons of asphalt hot mix. The work improved 41 miles of US212 and 49 miles of US85 north of Belle Fourche.
- 2. US14A realigned between Cheyenne Crossing and Lead.** Performed earthwork to flatten a curve and reduce crashes on a 1.5-mile stretch of the highway.
- 3. High friction surface treatment used throughout Rapid City region.** Added more than 19,000 linear feet of treatment to road surfaces on sections of I-90 and SD44 to increase traction during adverse weather conditions.
- 4. East Boulevard and East North Street reconstructed.** Replaced significantly deteriorated surfacing to increase smoothness and safety. Added medians with landscaping and decorative lighting to improve aesthetics on just over 1 mile of the route.
- 5. Curb ramps upgraded on US16A in Keystone.** Resurfaced approximately 1.25 miles of pavement through Keystone. Upgraded crosswalk locations and curb ramps to comply with the Americans with Disabilities Act, improving the access and safety of pedestrians as well as the flow of tourist traffic.

## PIERRE REGION



**6. US12 rehabilitated near McLaughlin.** Milled, overlaid, and installed rumble strips to improve ride quality and safety along 15 miles of highway. Rehabilitated culverts and bridge approaches and upgraded curb ramps at intersections in McLaughlin to comply with the Americans with Disabilities Act.

**7. US14 rehabilitated west of Ft. Pierre.** Replaced three box culverts and nine pipe culverts and cleaned and repaired more than 30 other culverts to ensure function in heavy rains. Milled and overlaid 12 miles with 35,000 tons of new asphalt concrete.

**8. I-90 paved from Belvidere to Presho.** Installed several bridge surface enhancements that provide smooth transitions on and off the bridges and a safer and more comfortable ride for travelers. Removed the aged concrete surface and recycled it into the new roadway to stabilize the roadbed.

**9. US83 reconstructed and resurfaced near White River.** Constructed three new bridges, including one over the White River to prevent flooding during springtime ice jams. Modern design standards include a smoother, flatter road and new shoulders that enhance safety and driving comfort.

## ABERDEEN REGION



**10. SD10 bridges replaced near US281.** Restored deteriorated bridges over the Elm River and Dry Run Creek with new prestressed girders.

**11. US281 resurfaced near Aberdeen.** Micro-milled and resurfaced deteriorated asphalt concrete to improve ride for customers.

**12. US212 reconstructed in Watertown.** Upgraded drainage structures and added a new sidewalk to the roadway footprint. Built a new bridge to replace the aging one over the Big Sioux River.

**13. US14 upgraded through Brookings.** Improved drainage, upgraded storm sewers, and reconstructed the road through the city center.

## MITCHELL REGION



**14. SD262 emergency grade raise installed near Alexandria.** Raised the existing grade and installed high-tension guardrails after more than 36 inches of flood water overtopped the roadway.

**15. SD42 improved west of Sioux Falls.** Placed edge-line rumble strips to reduce roadway departures and centerline rumble strips to reduce centerline crashes. Added four turn lanes to improve the intersection.

**16. Veterans Parkway linked to I-90 at Sioux Falls.** Constructed a major urban highway east of the city to ease congestion on I-229 and provide new freight access to industrial areas. The new roadway will improve travel times for both local passenger and freight traffic.

**17. SD115 upgraded between Sioux Falls and Harrisburg.** Converted the rural, two-lane highway into an urban, four-lane divided highway with a raised concrete median. Addressed pavement condition, improved traffic capacity, and increased safety along the important connection.

**18. SD46 reconstructed near Iowa border.** Graded, widened, and resurfaced the roadway to improve smoothness and increase safety along the corridor. Reconstructed the bridge over Vermillion River and replaced three box culverts.



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