



**South Dakota Department
of Transportation**

Tripp County Master Transportation Plan (MTP)

Project Location: Tripp County 4-H Center

Project Number: HP 5510 (23) P

Date: December 10, 2025

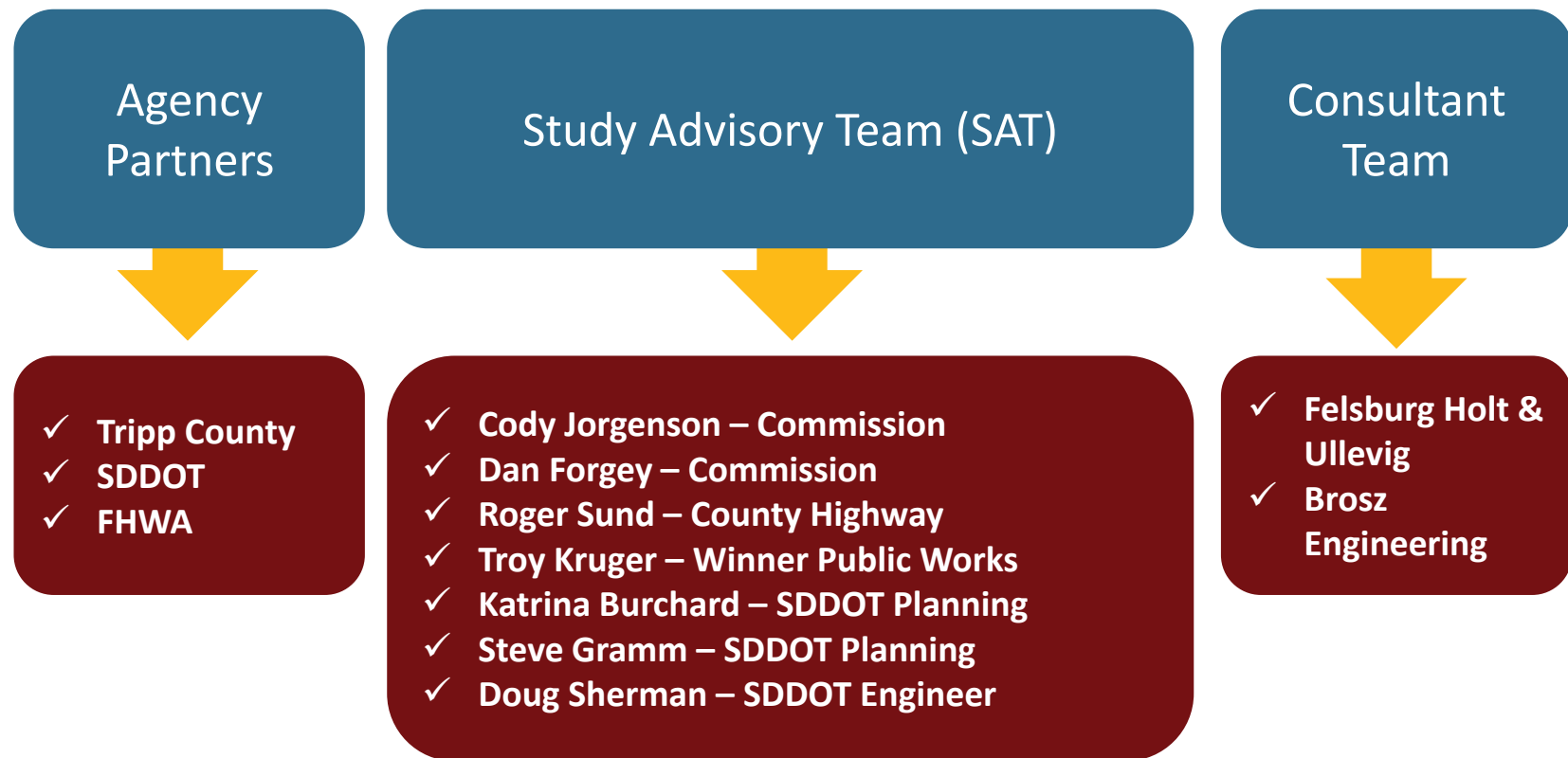
Presenter Name: Jesse Poore

Presenter Job Title: Planner

Tripp County MTP Meeting Agenda

- Introductions, Background, and Purpose
- Public Feedback Summarized
- Issues and Needs Summarized
- Functional Classifications
- Jurisdiction Assignments
- Master Roads Plan
- Standards of Design & Maintenance
- Implementation
- Next Steps

Tripp County MTP Study Participants



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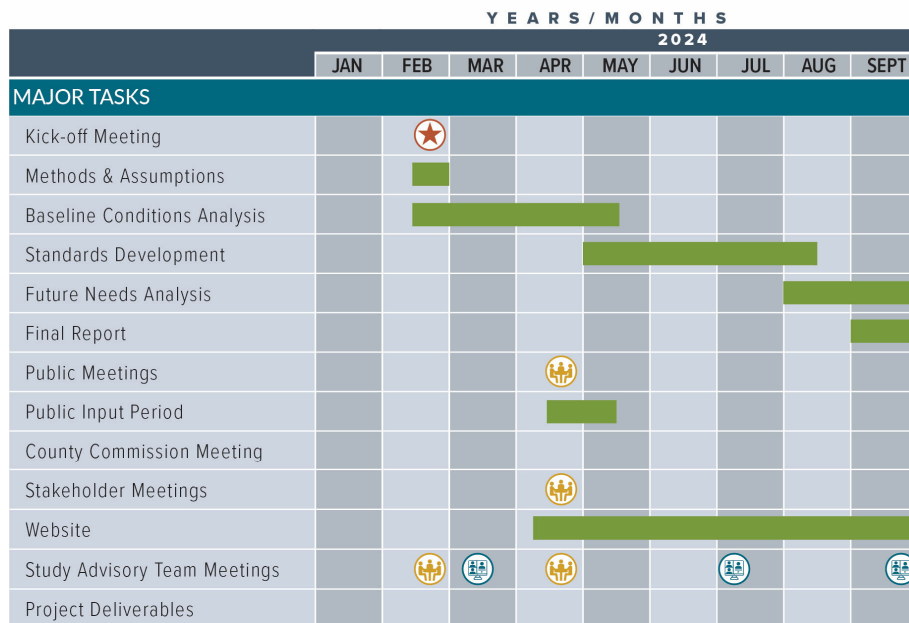
Background and Purpose

- A 20 – year planning document that will serve as a guide for the County's future transportation network for all modes of travel.
- The MTP examines the following:
 - Safety
 - Infrastructure
 - Operations
 - Functional Classifications



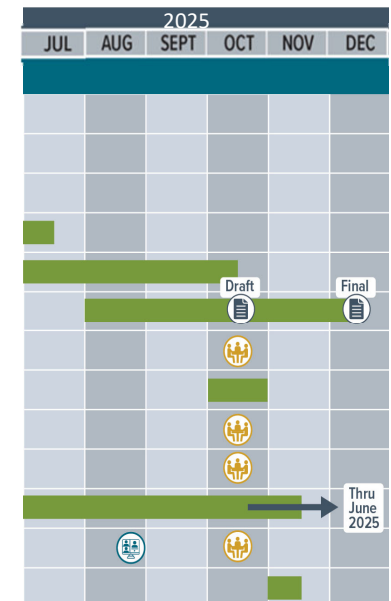
Tripp County MTP Project Schedule & Extensions

- The project was organized to be completed by December 2024.
- Project extended to December 2025. +



KEY 👤 In-Person Meeting 🖥️ Virtual Meeting

Functional
Classifications
Alternatives
Development Gap



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Public Survey Input and Feedback

- **Public Meeting #1:** April 23, 2024
- **Internet Survey:**
 - April 9-May 7, 2024
 - 191 Response
 - 48% reach by word of mouth
- **Stakeholders:** Information gathering
- **Commissioners:** Inputs on priorities
- **What we heard...**

“These maps are not accurate. Some of these jurisdictions are not correctly shown.”

“This plan is important. It is needed to bring more accountability for maintaining our roads and bridges.”



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Survey Results - Importance



The transportation network is important, but importance reflects a roadway's purpose to the County or to a township.

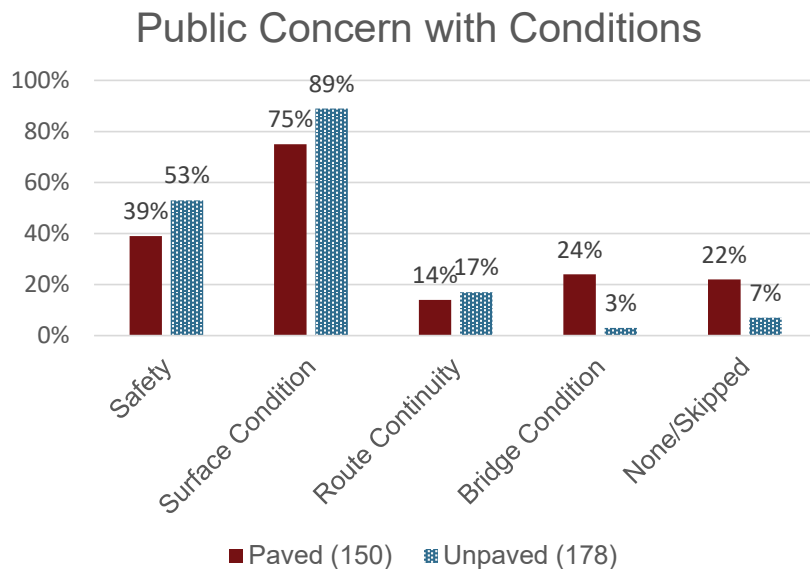
- Countywide greatest importance
 - US Highways and County Paved Roads
- Township greatest importance
 - County Unpaved Roads and County Paved Roads
- **What we heard...**

“Some township roads are okay, others are not.”

“Some days it is difficult to get to work and school.”

“There's not enough money in the township to keep up on the township roads.”

Tripp County MTP Survey Results - Condition



Concerns are heavily weighted toward surface conditions. Route continuity was less of a concern than anticipated for the study.

- Paved Roads
 - Degraded condition of aging asphalt roads
 - Narrow shoulders/steep drop-offs
- Unpaved Roads
 - Lacking maintenance standards/routines
 - Poor subgrades, drainage, and materials
- **What we heard...**

“Poorly maintained paved surfaces make driving unsafe.”

“Actually, determine road conditions.”

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Survey Results – Funding Priority



- Top Priorities
 - Apply higher maintenance standard
 - Apply consistent State Design standard
- Moderate Priorities
 - Intersection safety projects
 - Corridor safety projects
- Lowest Priorities
 - Consolidating Unpaved Roadways
 - Alternative Transportation Options
- **What we heard...**
 - “Keep paved roads paved.”
 - “What gravel road maintenance standards does County follow?”

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County Priorities

Eight key issues were prioritized by County Commissioners and four shown in **RED** reflect the issues of highest importance for transportation that directly support four priorities shown in **BLUE**.

Highest Priorities

- Funding Amounts and Sources
- Local Funding Generated
- Priorities for Roadway Projects
- Priorities for Bridge Projects



Additional Priorities

- Roadway Standards for Vehicles and Freight
- Transportation Safety
- Economy and Adaptability to Market
- Public Services – Transit, Emergency, Mail

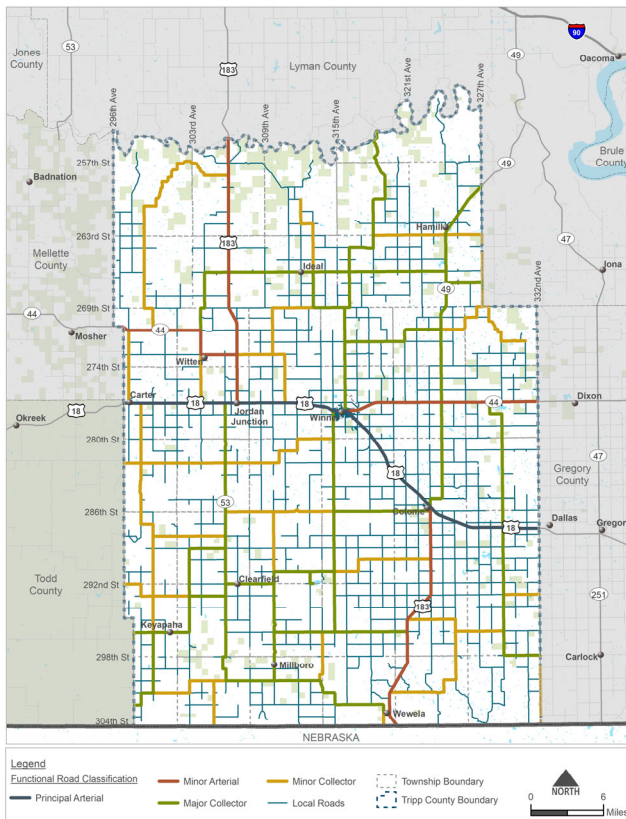
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Issues and Needs Summary

Eight key issues were prioritized by County Commissioners and four shown in red reflect the issues of highest importance for transportation.



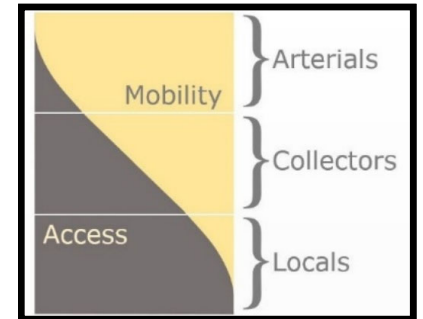
Tripp County MTP Functional Classifications



- **Existing Classifications**
 - State records don't currently match County priorities for management.
- **Rationale for Changes**
 - Maintenance, Design, and Function are inconsistent.
 - Stakeholders and Public desire consistency.
 - Revised classifications can better support low volume rural roads.

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Classification Alternatives



	Functional Road Classification	Total Lanes Miles	% of ALL Roads	% of LOCAL Classification
Existing Assignments	Principal Arterials	40	2.1	8.2
	Minor Arterial	69	3.7	
	Major Collectors	245	23.6	33.4
	Minor Collectors	198		
	Local Roads	1,323	70.6	-
Alt A: Highest Standard Alternative	Principal Arterials	40	2.1	10.6
	Minor Arterial	69	3.7	
	Major Collectors	451	39.5	72.3
	Minor Collectors	290		
	Local Roads	1,025	54.7	-
Alt B: Balanced Standard Alternative	Principal Arterials	40	2.1	8.4
	Minor Arterial	69	3.7	
	Major Collectors	310	25	36.1
	Minor Collectors	158		
	Local Roads	1,298	69.2	-

• Existing Classifications

- Proportion of Collectors meet federal standards and guidelines administered by SDDOT.

• Alternative A – Highest Standard

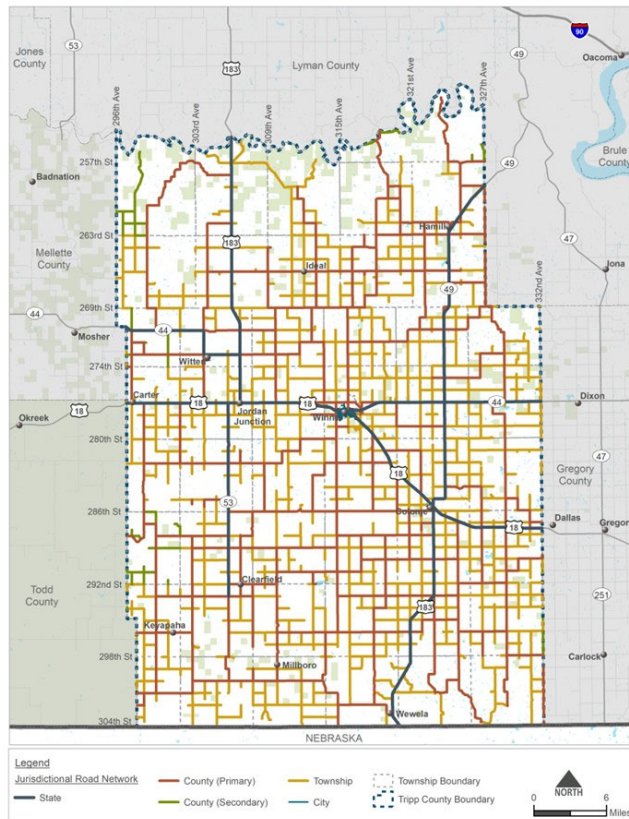
- Commission priorities assigned Major/Minor Collector, remaining assigned Local.
- Proportions of Collectors were too high.

• Alternative B – Balanced Standard

- Retain existing Major Collectors, balance Major and Minor for route continuity where possible. All remaining segments assigned Local.
- Collector ratios are acceptable.

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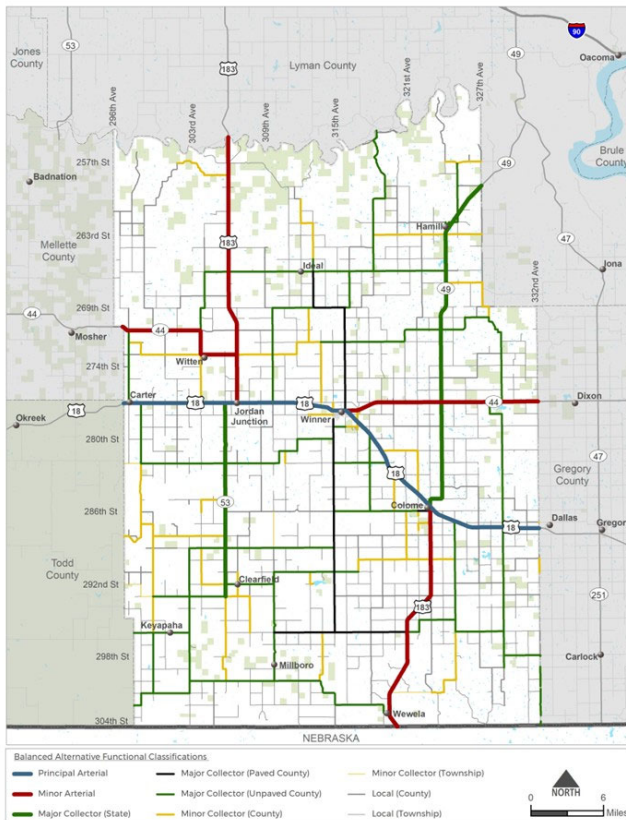
Jurisdictional Assignments



- **Jurisdiction “Swap”**
 - Change from one to another jurisdiction
 - Must follow SDDOT Policy and Procedure
- **Rationale for Changing Jurisdictions**
 - Commissioners, stakeholders and public identified current errors.
 - Functional Classification changes would benefit from consistent jurisdiction for corridors in some cases.
 - Design and maintenance standards can apply to County and township roads.

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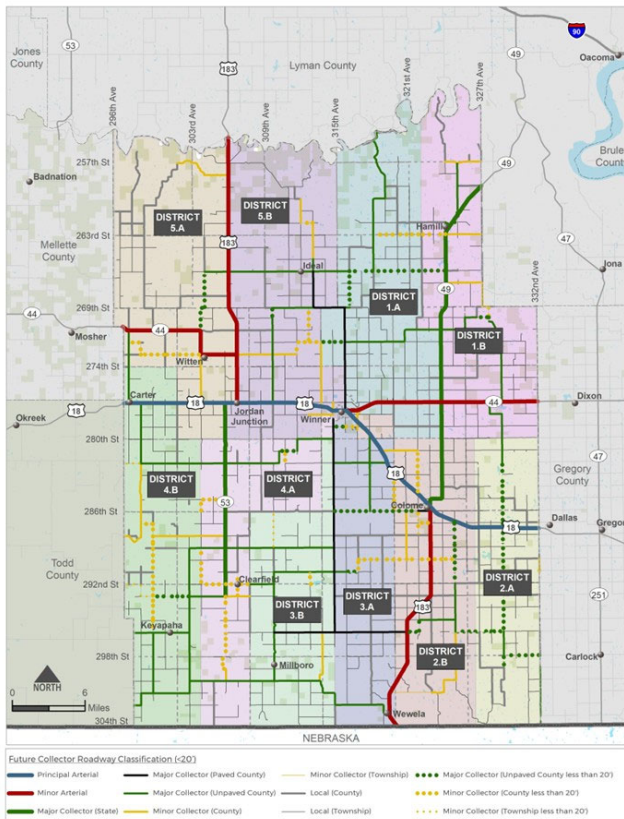
Function + Jurisdiction



- **Consolidate referenced information**
 - Single figure combines Functional Classes with recommended jurisdiction assignments.
- **Recommended until approved**
 - State routes thickest lines. No changes.
 - County jurisdiction mid-thickness lines.
 - Major Collectors (**Paved** and **Unpaved**)
 - Minor Collectors (**Unpaved**)
 - Local (Unpaved)
 - Township jurisdiction thinnest lines.
 - Minor Collector (**Unpaved**)
 - Local (**Unpaved**)

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Maintenance Alternatives



- **Status Quo – All Districts Every Year**
 - Estimate up to 11 miles per District annually.
- **Rotation Standards - Proposed**
 - Excellent – Fair Condition: Not recommended
 - Good – Good Condition: Recommended
- **Good Condition Surface Rating**
 - Dust under dry conditions. Moderate loose aggregate. Slight washboarding. Recently regraded. Good crown and drainage throughout. Adequate gravel for traffic. Routine grading and dust control may be needed.

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Major Roads Plan - Classifications

Greatest Mobility

Rural Major Access

- Most support of regional connectivity, greater traffic volume, public services, consolidate farm to market vehicle traffic.

Rural Minor Access

- Similar economic purpose as Rural Major Access with less connectivity, lower traffic volume, and less public service use.

Local Access

- Primarily serves the fewest vehicles and can support limited economic purposes with reduced cross section in most cases.

State Routes

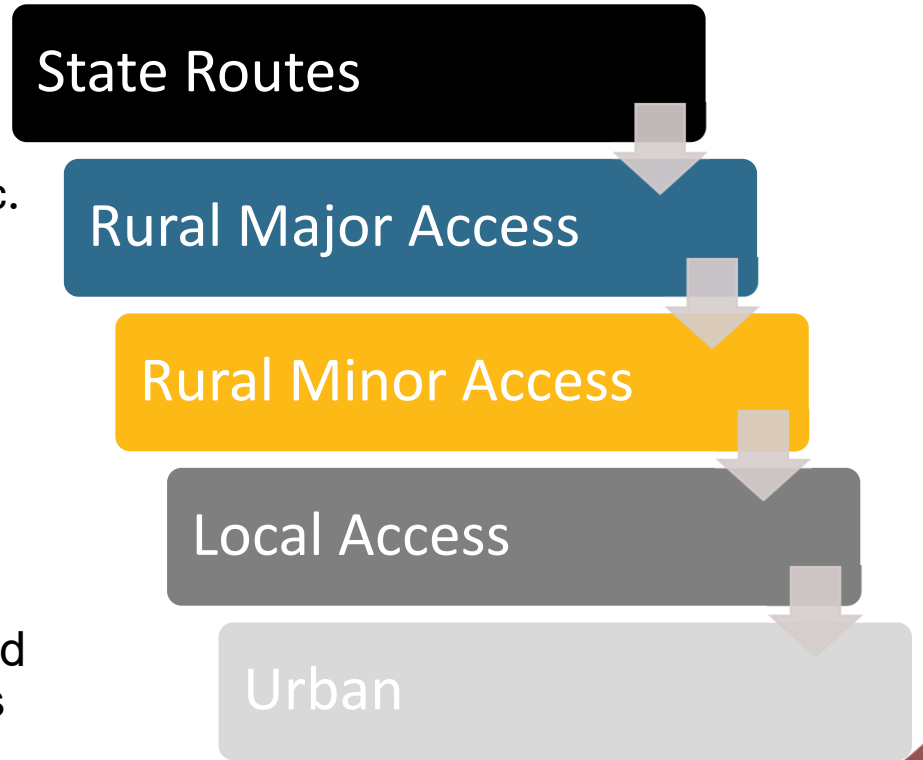
Rural Major Access

Rural Minor Access

Local Access

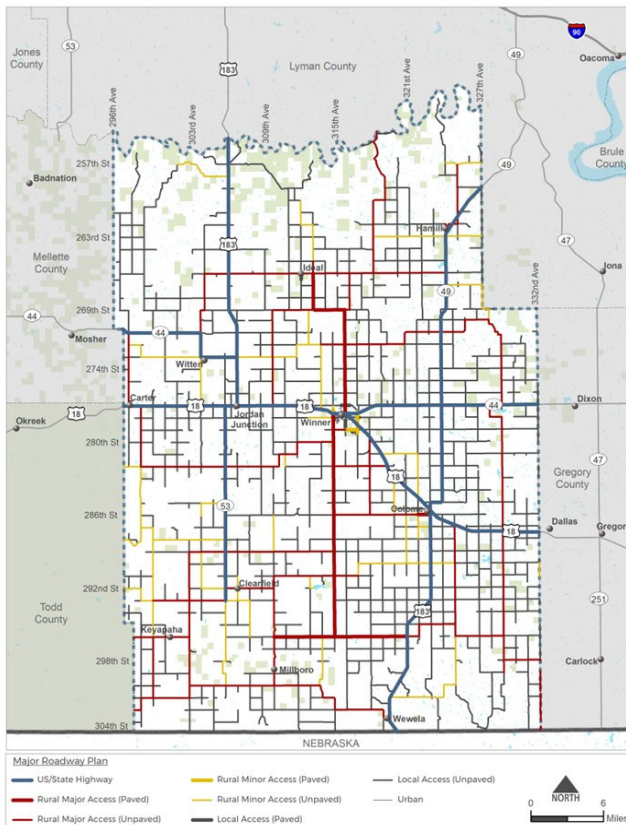
Urban

Greatest Access



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Major Roads Plan - Map



Greatest Mobility

State Routes

Rural Major Access

Rural Minor Access

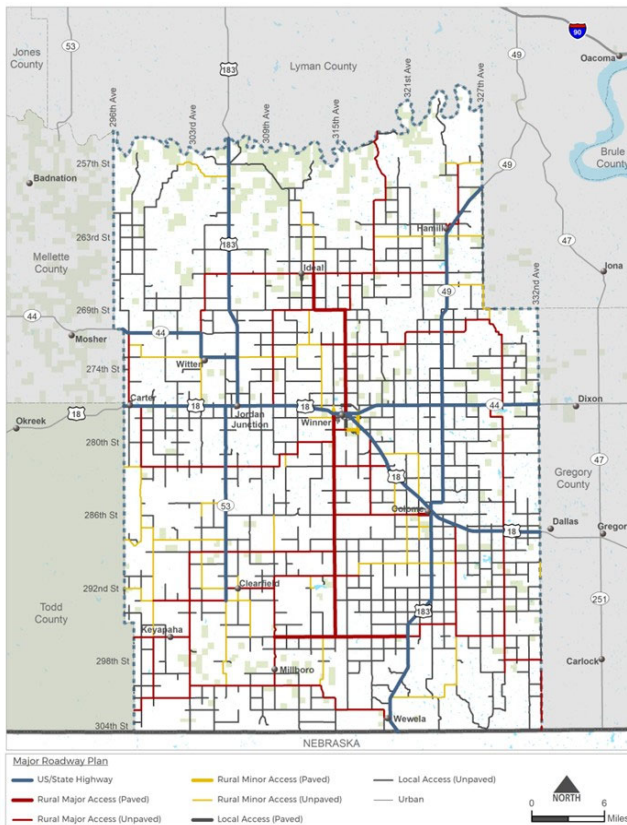
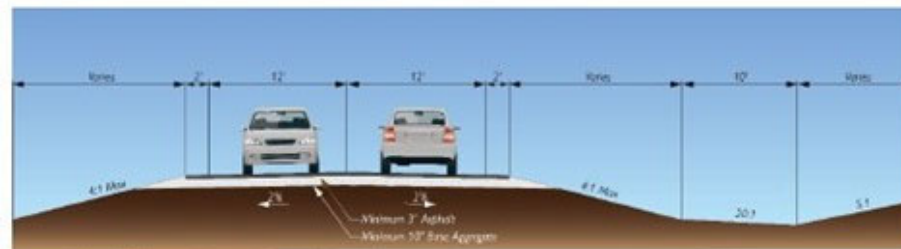
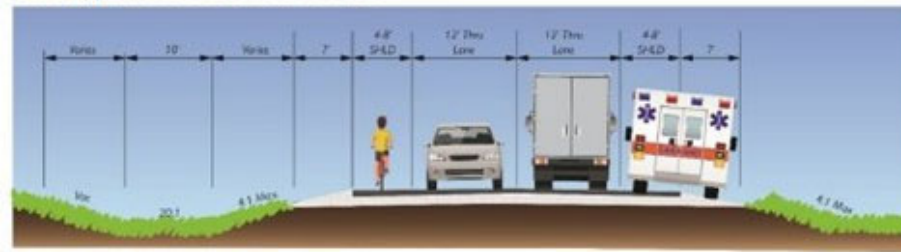
Local Access

Urban

Greatest Access

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Major Roads Plan - Paved Sections



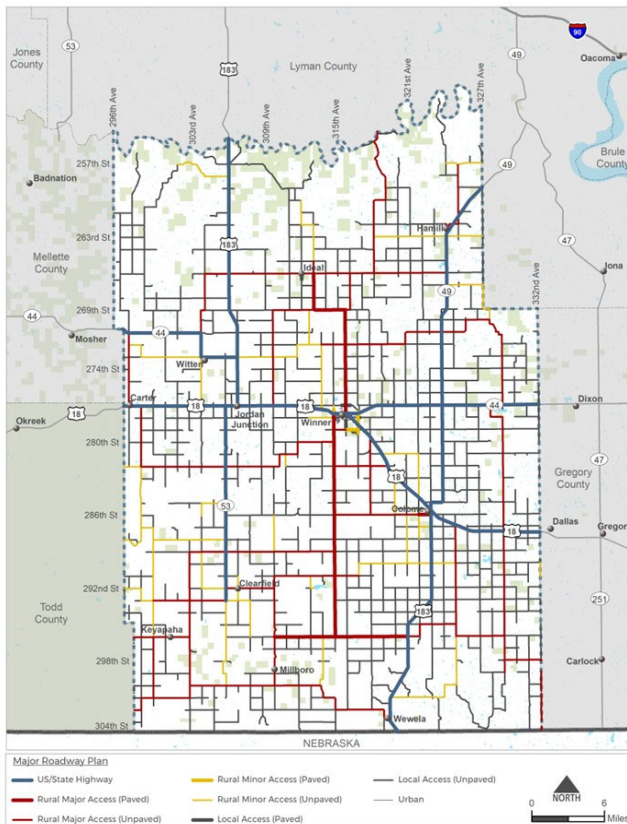
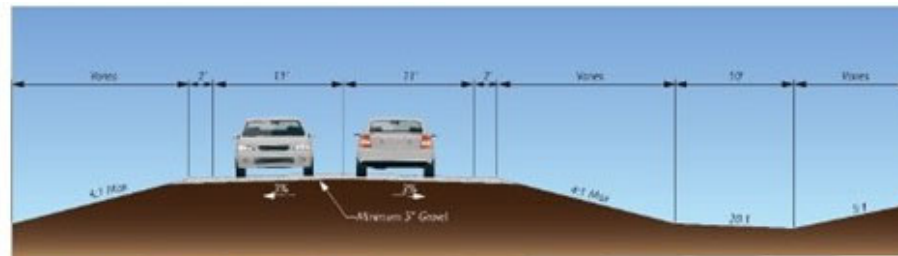
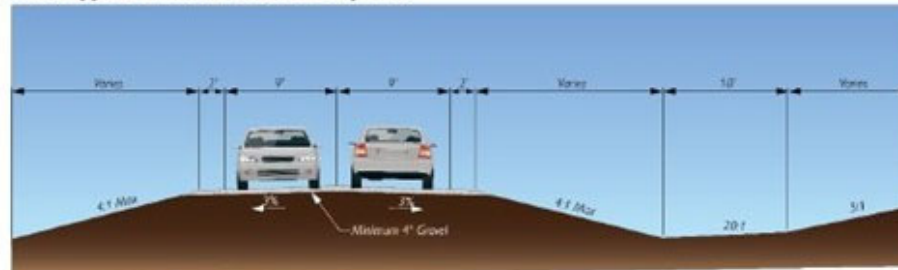
Rural Major Access

Rural Minor Access

Rural Major Access

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Major Roads Plan - Unpaved Sections



Rural Major Access

Rural Minor Access

Local Access

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Major Roads Plan – Maintenance Types

Preventive (Routine)

Routine practices used to prevent minor issues with roadways from compounding into major concerns that may require restoration or reconstruction.

Rehabilitation (Cyclical)

Cyclical practices used to return a roadway to its previous cross section and surface condition without full reconstruction.

Reconstruction (Life Cycle)

Life cycle practice used to replace a roadway cross section and surface material.

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Major Roads Plan – Preventive

Preventive (Routine)

Routine practices used to prevent minor issues with roadways from compounding into major concerns that may require restoration or reconstruction.

Paved

Applicable to newly reconstructed roadways within first 6-years.

Typical: Chip Seal

Unpaved

Ongoing countywide effort with priority for increased frequency given to Rural Major and Rural Minor Access over Local Access roads.

Typical: Motor grader blading 4-10 times per year and limited spot gravel placement.

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Major Roads Plan – Rehabilitation

Rehabilitation (Cyclical)

Cyclical practices used to return a roadway to its previous cross section and surface condition without full reconstruction.

Paved

Approximately 20-years for bituminous surfaces; longer with Preventive Maintenance.

Typical: Mill and Overlay

Unpaved

Recommended 8-year rotation to return cross section and drainage to previous best condition*.

Typical: Reshape cross section, repair road surface material, compact, reestablish shoulder areas, and possibly the foreslope and ditches.

***Avg 91.5 miles annually**

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Major Roads Plan – Reconstruction

Reconstruction (Life Cycle)

Life cycle practice used to replace a roadway cross section and surface material.

Paved

Approximately 50-60 years for bituminous surfaces; less with older design standards.

Typical: Remove existing surface and subsurface course, improve cross section, reconstruct new.

Unpaved

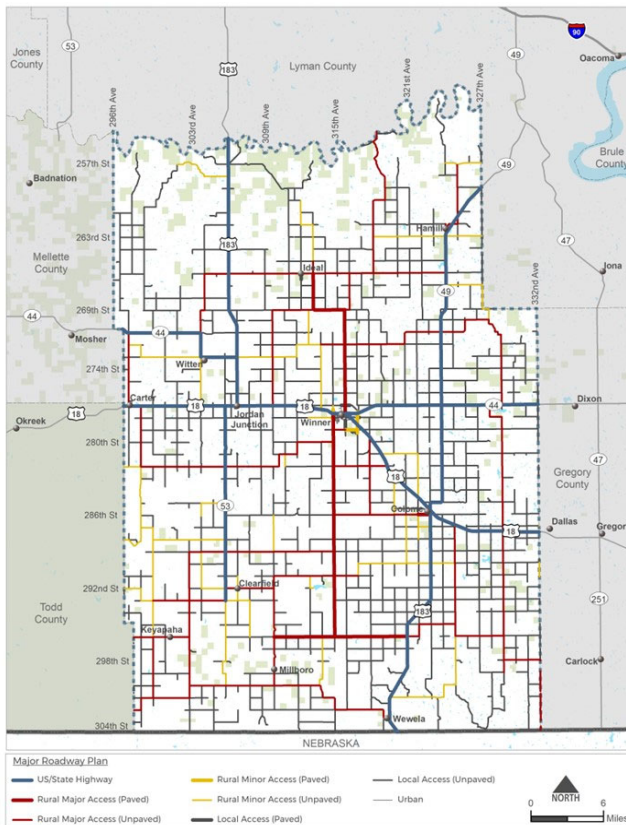
Recommended for deficient cross-sections during rotation*.

Typical: Reshape and widen cross section over new base course, restore road surface material, compact, reestablish the foreslope and ditches.

*Avg 12.5 miles annually

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Maintenance – Paved Roads

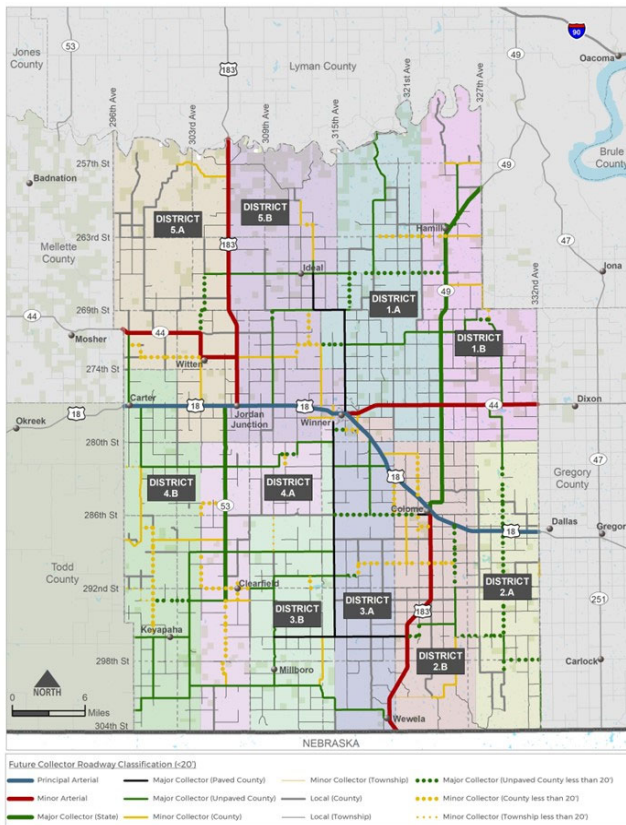


County Priority (miles)	City Adjacent (miles)	Economic Catalyst (miles)
Reconstruct – 18.8	Reconstruct – 0.5	Reconstruct – 3.1
Restoration – 17.7	Restoration – 0.8	
	AC to Gravel – 0.5	
\$ 44.7 Million	\$ 2.8 Million	\$ 5.3 Million



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Maintenance – Unpaved Roads

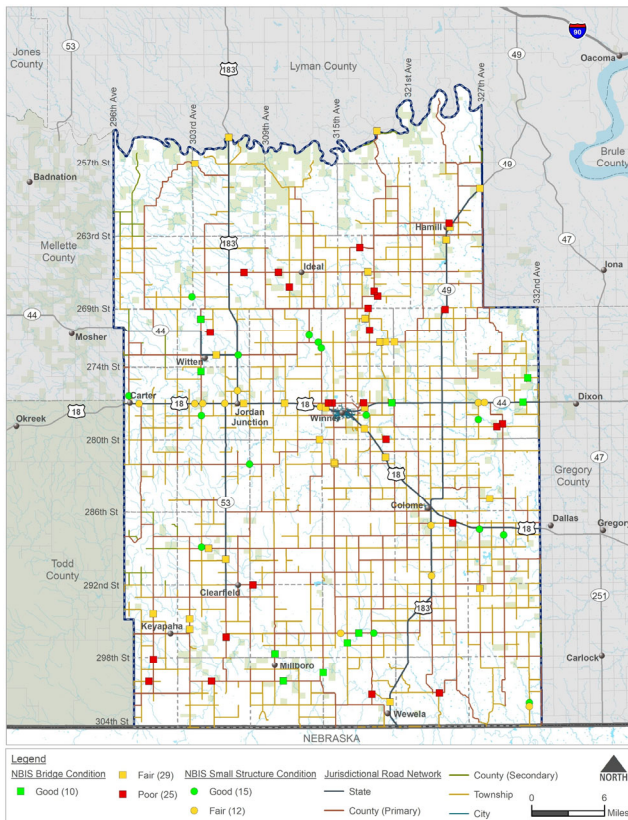


Year 1-8 Average (miles)	Year 9-16 Average (miles)	Year 17-20 Average (miles)
Reconstruct – 12.4	Reconstruct – 12.7	Reconstruct – 23.5
Restoration – 79.1	Restoration – 78.8	Restoration – 71.2
\$ 2.6 Million	\$ 3.2 Million	\$ 4.0 Million



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Maintenance – Structures



Design Needed to Estimate Construction	Design Funded with Construction Estimate	Totals
11 Structures	5 Structures	16 Structures
Average BIG Scores 42.1	Average BIG Scores 48.7	
\$ 1.0 Million	\$ 6.1 Million	\$ 7.1 Million

Continue to use Bridge Improvement Grant Rating method for prioritizing structures for design and construction funding requests.



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Next Steps

- **Draft Plan Review:** November - December
- **Final Comments:** Wednesday, December 24
- **Plan Acceptance:** County Commission January 2026

Tripp County Master Transportation Plan

Identifying transportation opportunities



Questions or Comments

- Deadline: Wednesday, Dec 24, 2025
- Submit To:
 - Jesse Poore, FHU Project Manager
 - 200 S. 21st St., Lincoln, NE 68510
 - Jesse.Poore@fhueng.com
 - Katrina Burckhard, SDDOT Project Manager
 - South Dakota Department of Transportation
 - 700 E. Broadway Ave., Pierre, SD 57501
 - Katrina.Burckhard@state.sd.us
- On-line Website
 - www.TrippCountyMTP.com

