

YANKTON COUNTY – 2019 ROAD TASK FORCE

FINAL REPORT – November 19, 2019

Purpose

The Yankton County Commissioners are concerned that available highway funding is insufficient to maintain all of the currently paved roads in the county. This task force was developed to evaluate the creation of “corridor” roads in order to prioritize funding dollars and to identify roads which may be reverted back to a gravel surface.

Members

Bob Cap, Vice Chair, Utica, organized	Cheri Loest, Chair, Central, unorganized
Roger Fahrenholz, Ziskov (south), unorganized	Tim McManus, Marindahl, organized
Daniel Grant, Volin, organized	Kent Mettler, Odessa, unorganized
Don Kettering, Utica (south), unorganized	Mike Sedlacek, Highway Superintendent

Meetings (see Appendix for minutes)

July 01, 2019 – Organizational meeting

July 15, 2019 – Guest Charles “Chuck” Fromelt (South Dakota Local Transportation Assistance Program, SDLTAP)

August 05, 2019 – Mayfield Bar & Grill public input meeting

August 19, 2019 – Lesterville Fire Hall public input meeting

August 26, 2019 – Working session

September 09, 2019 – Gayville Community Hall public input meeting

September 23, 2019 – Guest Andrew Peterson (SDLTAP)

September 30, 2019 – Final working session and recommendations

Definitions

County *primary* road – a road (paved or gravel) under county jurisdiction

County *secondary* road – a road in an *unorganized township* under county jurisdiction

“A” Road – The intent is to maintain a five-year maintenance rotation (patch, chip, crack, off, off). These roads have the potential to receive asphalt overlays or other processes to *improve* the road if outside resources are made available (federal/state grants, road tax opt-outs, etc.)

“B” Road – The intent is to maintain a five-year maintenance rotation (patch, chip, crack, off, off). These roads would only be further improved if all “A” roads are in excellent condition and further funding is made available.

“C” Road – The intent is to maintain a longer maintenance rotation (i.e. eight-year rotation for chip sealing) with the potential to revert to gravel should the road deteriorate beyond patching and chip seal repair.

“C Gravel” Road – These are “C” roads that will be or have already been converted to gravel. The intent is to leave these reclaimed roads gravel for the foreseeable future.

Goals

Identify A, B, C and C Gravel roads using the following criteria:

- Utilize feedback from Mayfield, Lesterville and Gayville meetings
- Evaluate current condition
- Utilize traffic flow (number of vehicles, type of vehicles, directions)
- Evaluate proximity to State roads
- Utilize the status of bridges on each road
- Evaluate redundancy of pavement (too close/too far to next paved road)
- Understand if this is a destination road
- Investigate alternative routes
- Discuss spring load limits and the value of gravel road outlets
- Understand the connection to neighboring counties
- Evaluate how traffic flows to small towns and the City of Yankton

The task force did not evaluate any county gravel roads or any secondary gravel roads. We did not evaluate any roads that may be converted to no maintenance or minimum maintenance.

Findings

History

On July 15, 2015, the Yankton County Commission passed a \$0.900/\$1,000 road tax levy effective on taxes payable in 2016. This action was petitioned to a public vote, where it failed 70% to 30% on September 29, 2015. Voter turnout was 24%. As a result in January 2016, the Commission appointed a task force to investigate options.

At the April 26, 2016, Yankton County Commission meeting, the following findings were presented by Don Kettering (chair of the task force) per meeting minutes:

- Objective
 - To review the current condition of the roads and bridges and to evaluate possible solutions in maintaining or improving the areas.
- Recommendations
 - Move road and bridge maintenance to higher priority in the budgeting process.
 - Establish criteria for improvement and maintenance in the County Five Year Plan.
 - Track expenses and revenues of unorganized townships to determine actual costs.
 - Inform and educate the public concerning county issues involving roads and bridges.
 - Implement a combination of \$0.300/\$1,000 tax levy and \$1 wheel tax increase (maximum 4 wheels) or implement a \$0.600/\$1,000 tax levy. A sunset clause of five years was suggested.

The County Commission placed this discussion point on their regular agendas for June 9, June 21 and July 5. No public input was recorded in the minutes, but commissioners did show interest in applying the wheel tax to more than four wheels (maximum is 12). They scheduled a special meeting for July 15, 2016, where “several residents” commented but no specific remarks were recorded. At this meeting, the County Commissioners passed both of the following:

- **Resolution 16-2.** Implements a property tax of \$0.45/\$1,000 for tax year 2016 payable in 2017, effective for five years and placed in the Yankton County Highway and Bridge Reserve Fund. Vote: 5-0 in favor.
- **Ordinance 22.** Increases the wheel tax to \$5 per wheel with a maximum of sixty dollars per vehicle, effective for five years and commencing in 2017. Vote: 5-0 in favor.

Both the resolution and ordinance were petitioned to a vote as allowed under South Dakota Codified Law. The Commissioners allowed public comment in the following meetings: September 6 and 20, October 4 and 18 and November 1. No public comments were recorded in any of these minutes.

On Nov 8, 2016, the general election had a 72% voter turnout and produced the following results:

- Property tax levy failed 58% to 42%
- Wheel tax failed 53% to 47%

On June 04, 2019, the County Commissioners moved to form a task force to evaluate the creation of corridor roads. At their meeting on June 18, 2019, Commissioners appointed the five community members recorded in the *members* section above.

Facts

Yankton County is responsible for:

- Paved – 253 miles
- County gravel – 68 miles
- Secondary gravel – 184.5 miles (Townships: Central, Lesterville, Mission Hill (South), Odessa, Utica (South), Ziskov (North), Ziskov (South))

Data considered (see Appendix):

- **Current road conditions** as evaluated by Highway Superintendent Mike Sedlacek.
- **Traffic counts.** This data was retrieved from the May 2015 Yankton County Master Transportation Plan.
- **Federal Aid Secondary Highway system roads.** These roads were identified cooperatively by State and local officials as farm-to-market, rural mail and public school roads. They have the potential to receive federal dollars allocated for this system of roads.
- **Road information for other counties.** This data was used to evaluate if Yankton County is “over” or “under” paved in comparison to counties of similar population. A key statistic is the “paved miles per square miles” as not all counties are of equal size.
- **Yankton County Master Transportation Plan (2015).** This document was a source of factual information and also outlined a methodical approach for identifying priority roads.

Key Public Input

Mayfield Bar & Grill meeting, August 05, 2019

- North-south
 - 444th Ave – It was the favored road but is challenged by the Old 50 bridge limits.
 - 446th Ave – This road is avoided by trucks because of bridge limitations and the town of Mission Hill.
 - 448th Ave – Some challenges with flooding and any improvements may encourage trucks to bypass the port at the junction of Highways 81 and 46.
- East-west

- 294th St – There was great support for having this road paved as it is the only east-west paved route through Mayfield and Turkey Valley townships.
- 301st St – Reclamation was considered a success as it responded well to the spring flooding.
- Paved to gravel conversion
 - 303rd St – There was some logic voiced that having paved roads every two miles is redundant.
 - 449th Ave – This road also reflects redundancy of pavement.
- Funding
 - Definite timeline of one to two years must be enforced and then the additional tax levy would end.
 - A specific project must be identified.
 - The normal highway budget would not be reduced.
- Notes
 - The county line roads and 305th St (Volin Road) were not discussed.
 - It was mentioned to end pavement on Old 50 at 448.

Lesterville Fire Hall meeting, August 19, 2019

- North-south
 - 430th Ave (Lesterville Road) – Considered an essential road, but the curves through and south of Lesterville are a challenge for trucks.
 - 431st Ave (Stone Church) – With 430th Ave, this road connects Lesterville and Menno and is used for school and emergency vehicles.
 - 435th Ave (Utica Road) – This road is used often as a bypass to Lewis and Clark Lake. There is a bridge limit to the north of Utica along with a challenging hill.
- East-west
 - 306th St (Tabor Road) – This is heavily used to avoid HWY 50 during rush hour, and it may eventually serve as a main road to the Napa development site.
 - 300th St (Lesterville Road) – Used fairly often.
- Note: There was no benefit seen for a gravel road out of Lesterville or Utica for spring truck traffic.

Gayville Community Hall meeting, September 09, 2019

- North-south
 - 451st St (south of HWY 50) – There was concern that this was listed as a “C” or “C gravel” road. A request was made to change this to “B”.
- East-west
 - 309th St (Old 50) – A request was made to list this as an “A” road versus the “C” label it was given. At a later meeting, this same request was made based on current road base and the traffic counts were high.

These are only main points. Complete minutes for all meetings are listed in the Appendix.

General Approach

Maintaining a road system is imperative for transporting agricultural products to market and for allowing the public to access small towns. With a majority of employed people working in the City of

Yankton, it is essential to maintain routes that direct traffic flow to the State highway system and “A” corridor roads.

“A” roads were given priority as farm-to-market routes. Improving these roads to reduce the need for load limits during spring thaw was of high consideration. In reality, Yankton County will struggle with completely removing load limits, but improving “A” roads may allow for a less restrictive limit to be used. These routes are also lengthy segments that mostly span the entire county.

“B” roads were considered medium traveled roads which need to be maintained for the long-term development of the county. These roads were not considered critical truck routes and instead are meant to funnel traffic to either state roads or “A” roads.

“C” roads were identified via current condition, traffic counts, length of segments and proximity to another paved road.

Discussion

The map titled “**Yankton County: Road Task Force Categories**” on the following page outlines the priority assignments for each paved road. Following the map, “**Rating Criteria**” (**Table 1**) lists each road segment along with the positive aspects and challenges that were used for evaluation. In the table, Federal Aid Secondary Highway System roads are noted as FASHS.

There was lengthy discussion on the value of having a gravel road connected to small towns that house grain elevators. An argument can be made that, in normal years, spring load limits would not apply to gravel roads, which gives an unrestricted haul route to elevators. In the end, consensus was that upgrading smaller segments to minimize load restrictions is a better approach to address this challenge. Specifically, discussion surrounded the Lesterville and Utica locations.

The task force briefly discussed a new product called “Replay”. Like a chip seal, it is applied to the road surface to seal cracks and prevent water penetration. It is promoted as penetrating the asphalt deeper than other products, helping to reduce oxidation and improving skid resistance. A representative visited Yankton County and inspected a few of our paved surfaces. Our roads were considered “too old”. This product performs best when applied to newer asphalt.

YANKTON COUNTY

ROAD TASK FORCE CATEGORIES

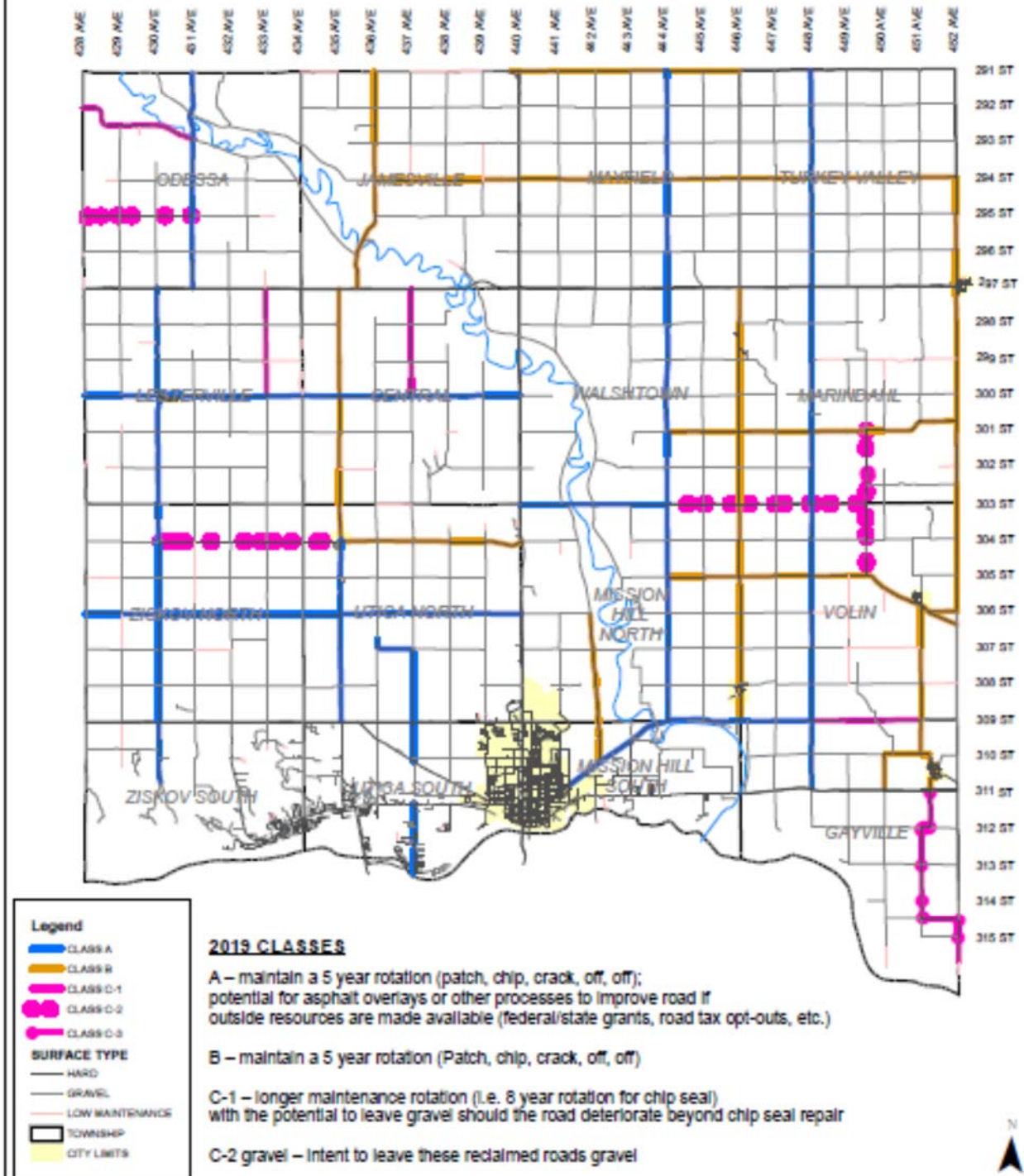


TABLE 1. Rating Criteria. *Federal Aid Secondary Highway System is noted as FASHS.*

ROAD	MILES	RATING	POSITIVES	CHALLENGES
WEST Side of County – East/West Roads				
SWJRR	3.5	C	<ul style="list-style-type: none"> • leads to Scotland • paved in Bon Homme • FASHS • Provides detour when Stone Church bridge is closed 	<ul style="list-style-type: none"> • <i>bridges</i>: one limited 19T/32T (not on 5-year plan) • <i>current status</i>: needs maintenance soon • low travel, especially when Stone Church Bridge is open
294 th St	4	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: none 	<ul style="list-style-type: none"> • not a through road
295 th St	3	C gravel	<ul style="list-style-type: none"> • <i>bridges</i>: none • paved in Bon Homme 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2019 • in really poor shape and needs reclaimed
300 th St (Lester-ville Rd)	12	A	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • paved in Bon Homme • ties to HWY 81 and HWY 25 • FASHS 	<ul style="list-style-type: none"> • HWY 46 three miles to the north • hills to cross between 436th & 437th • no gravel road out of Lesterville during spring load limits
304 th St (west of Utica)	5	C	<ul style="list-style-type: none"> • <i>bridges</i>: none • ties Joe's Substation to Utica • FASHS • leaving gravel would allow trucks to leave Utica during spring load limits 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2019
304 th St (East of Utica)	5	B	<ul style="list-style-type: none"> • <i>bridges</i>: one, not restricted • bridge okay for gravel pit loads; ties Utica to 81 • FASHS 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon
306 th St (Tabor Rd)	12	A	<ul style="list-style-type: none"> • <i>bridges</i>: none • heavily used to avoid HWY 50 • may become a main road for NAPA complex • FASHS 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon
WEST Side of County – North/South Roads				
430 th Ave (Lester-ville Rd)	14	A	<ul style="list-style-type: none"> • <i>bridges</i>: one, not restricted • <i>current status</i>: good condition • considered an essential road • FASHS 	<ul style="list-style-type: none"> • tight turns in Lesterville • curve south of Lesterville • no gravel road out of Lesterville during spring load limits

431 st Ave	6	A	<ul style="list-style-type: none"> • <i>current status</i>: good condition • connects to Menno • used by school, etc • FASHS 	<ul style="list-style-type: none"> • <i>bridges</i>: Stone Church Bridge limited 11T/13T (slated for replacement 2023 depending on BIG grants)
433 rd Ave	3	C	<ul style="list-style-type: none"> • <i>bridges</i>: none • bypass for hill north of Utica 435th 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon • not a destination road
435 th Ave (Utica Rd) North of Utica	7	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • leads to Lewis & Clark Lake • FASHS 	<ul style="list-style-type: none"> • <i>bridges</i>: one north of Utica limited 21T/36T (scheduled preservation 2020, will <u>not</u> change load limits) • hill north of Utica very steep
435 th Ave (Utica Rd) South of Utica	5	A	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: one south of Utica limited 18T/30T (scheduled replacement 2020) • leads to Lewis & Clark Lake • FASHS 	<ul style="list-style-type: none"> •
436 th Ave	6	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • paved in Hutchinson • used when water over 431st Ave (Stone Church) • FASHS 	<ul style="list-style-type: none"> • <i>bridges</i>: Jamesville Bridge is limited 24T/31T (ranked 3rd or 4th for JR bridge replacements)
437 th Ave (south of HWY 46)	3	C	<ul style="list-style-type: none"> • <i>bridges</i>: none 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon • not a destination road
437 th Ave (NAPA RD)	3.25	A	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • serves the NAPA complex • concrete 	<ul style="list-style-type: none"> •
Deer Blvd (south of HWY 50)	1	B	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • serves several residences • low speed limit • no thru trucks 	<ul style="list-style-type: none"> •
Deer Blvd (south of HWY 52)	1.5	A	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • serves large number of residences • low speed limit 	<ul style="list-style-type: none"> •

			<ul style="list-style-type: none"> no thru trucks 	
Various Residential Streets	12	B	<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition serves several residences low speed limit no thru trucks 	<ul style="list-style-type: none">
EAST Side of County – East/West Roads				
291 st St	6	B	<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition FASHS Turner County maintains pavement to the east Connects to Viborg 	<ul style="list-style-type: none">
294 th St (Midway)	12	B	<ul style="list-style-type: none"> <i>bridges</i>: two, no limits 	<ul style="list-style-type: none"> <i>current status</i>: disrepair, slated for reclamation 2020
301 st St	8	B	<ul style="list-style-type: none"> <i>bridges</i>: one, no limits <i>current status</i>: good condition 	<ul style="list-style-type: none">
303 rd St (Johnson Bridge)	4	A	<ul style="list-style-type: none"> crosses James River FASHS 	<ul style="list-style-type: none"> <i>bridges</i>: Johnson Bridge over James River is limited 24T/32T (ranked 3rd or 4th for JR bridge replacements) <i>current status</i>: needs maintenance soon
303 rd St (east of 444 th Ave)	5.5	C gravel	<ul style="list-style-type: none"> <i>bridges</i>: one, no limits 	<ul style="list-style-type: none"> <i>current status</i>: reclaimed leave gravel
305 th St (to Volin)	7	B	<ul style="list-style-type: none"> <i>bridges</i>: two, no limits (includes bridge southeast side of Volin) <i>current status</i>: good condition connects Volin to 81 FASHS 	<ul style="list-style-type: none">
306 th St	0.75	B	<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition FASHS 	<ul style="list-style-type: none">
Bluff Rd	1	B	<ul style="list-style-type: none"> <i>bridges</i>: one, no limits 	<ul style="list-style-type: none"> <i>current status</i>: disrepair; slated for reclamation 2019
Old 50 309 th St (Whiting)	7	A	<ul style="list-style-type: none"> highly traveled old State highway so base is good 	<ul style="list-style-type: none"> <i>bridges</i>: old 50 bridge limited 24T/33T and narrow (currently slated #2 for

Dr to 448 th)			<ul style="list-style-type: none"> FASHS 	James River Bridge replacements) <ul style="list-style-type: none"> <i>current status:</i> needs maintenance soon
Old 50 309 th St east of 448 th	3	C	<ul style="list-style-type: none"> <i>bridges:</i> none used by Gayville, Volin and Clay county residents FASHS 	<ul style="list-style-type: none"> <i>current status:</i> needs maintenance soon
310 th St	1	B	<ul style="list-style-type: none"> <i>current status:</i> good condition 	<ul style="list-style-type: none">
EAST Side of County – North/South Roads				
SWJRR	4	B	<ul style="list-style-type: none"> <i>current status:</i> good condition <i>bridges:</i> none gravel pit on this road 	<ul style="list-style-type: none"> not a destination road
Walshtown 444 th Ave	18	A	<ul style="list-style-type: none"> <i>bridges:</i> one, no limits (north of HWY 46) highly used FASHS 	<ul style="list-style-type: none"> <i>current status:</i> needs maintenance soon bypass for weigh station
446 th Ave	12	B	<ul style="list-style-type: none"> <i>current status:</i> good condition FASHS (only the south 4 miles) 	<ul style="list-style-type: none"> <i>bridges:</i> one limited 18T/30T (replacement 2024)
448 th Ave	20	A	<ul style="list-style-type: none"> <i>current status:</i> good condition (south of HWY 46) <i>bridges:</i> two no limit (south of HWY 46) FASHS direct route between HWY 46 and 50 allows for bypass of downtown Yankton if heading to Nebraska funnels truck traffic over HWY 50 bridges 	<ul style="list-style-type: none"> <i>current status:</i> needs maintenance soon (north of HWY 46) <i>bridges:</i> one limited 21T/36T (north of HWY 46, replacement 2022) bypass for weigh station
449 th Ave	4	C gravel	<ul style="list-style-type: none"> <i>bridges:</i> none 	<ul style="list-style-type: none"> <i>current status:</i> disrepair, slated for reclamation 2019
450 th Ave	1	B	<ul style="list-style-type: none"> <i>current status:</i> good condition <i>bridges:</i> none direct access to HWY 50 for ag businesses on north end 	<ul style="list-style-type: none">
451 st Ave (north of 50)	5	B	<ul style="list-style-type: none"> <i>current status:</i> good condition <i>bridges:</i> one no limit FASHS 	<ul style="list-style-type: none"> <i>bridges:</i> one limit 21T/36T (replacement 2020)

			<ul style="list-style-type: none"> connects Volin to Gayville and HWY 50 	
451 st Ave (south of 50)	6	C	<ul style="list-style-type: none"> <i>bridges</i>: none only local truck traffic only paved road in this area 	<ul style="list-style-type: none"> <i>current status</i>: disrepair not a destination road low traffic
452 nd Ave (north of Irene)	3	B	<ul style="list-style-type: none"> <i>bridges</i>: none FASHS Turner County maintains pavement to the north 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon
452 nd Ave (south of Irene)	9	B	<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition FASHS shared with Clay County 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon (north of Irene)

Funding

The county is authorized by South Dakota Codified Law (SDCL) to implement:

- **Property Tax Levy (SDCL 10-12-13).** Counties with valuations over two billion may levy a property tax up to \$0.600/\$1,000 valuation to be placed in the County Highway and Bridge Reserve Fund.
- **Wheel Tax (SDCL32-5A-1).** Counties may tax up to \$5 per wheel, with a maximum \$60 per unit. *Yankton County currently collects \$4/wheel on up to four wheels (maximum \$16/unit).*

South Dakota Local Transportation (SDLTAP) indicated several counties have attempted or are currently attempting to pass tax levies as county highway budgets across the State are struggling to keep up with the rising costs. They have provided guidance for these counties and public information sessions for their citizens.

It is also noted that Bridge Improvement Grants require a county to levy a wheel tax. Extra points are awarded to counties having the maximum wheel tax of \$5. It is known that some counties are being creative and increasing their fee to \$5, but decreasing the number of wheels to which it applies in order to maintain their current wheel tax income.

Lastly, the Safety Center debt expires in December 2025. The following payments are scheduled:

2019 – \$615,415
 2020 – \$613,395
 2021 – \$614,947.50
 2022 – \$619,680
 2023 – \$618,280
 2024 – \$621,100
 2025 – \$283,250

The 2020 tax levy for this debt is estimated as 0.304. After this debt is paid, citizens may be open to investing these funds into road upgrades.

The task force did not discuss details or strategies for how to proceed with these funding options, as it was not a core assignment.

Specific recommendations

The Road Task Force recommends the Yankton County Commissioners take the following actions:

1. Adopt the “**Yankton County: Road Task Force Categories**” map as presented.
2. Utilize this map
 - a. to develop the Yankton County Five Year Highway Plan (updated yearly)
 - b. to allocate unanticipated federal or state funding
 - c. to prioritize bridge replacement or elimination
 - d. to respond to natural disasters
3. If the County Commission determines that collecting additional funds from taxpayers is justified in order to upgrade an “A” road, we recommend these restrictions be implemented:
 - a. A very specific project is identified, including complete cost estimation.
 - b. Funding collection is limited to one, two or three years, depending on the size of the project.
 - c. This additional funding (tax levy and/or wheel tax) expires at the end of this project.
 - d. No part of the normal highway budget is altered.
4. The task force recommends the first “A” road project to receive consideration for upgrade is 444th Ave (Walshtown Road).
5. The corridor road map should be reviewed every five to ten years to ensure it aligns with business development and addresses changes in funding sources.

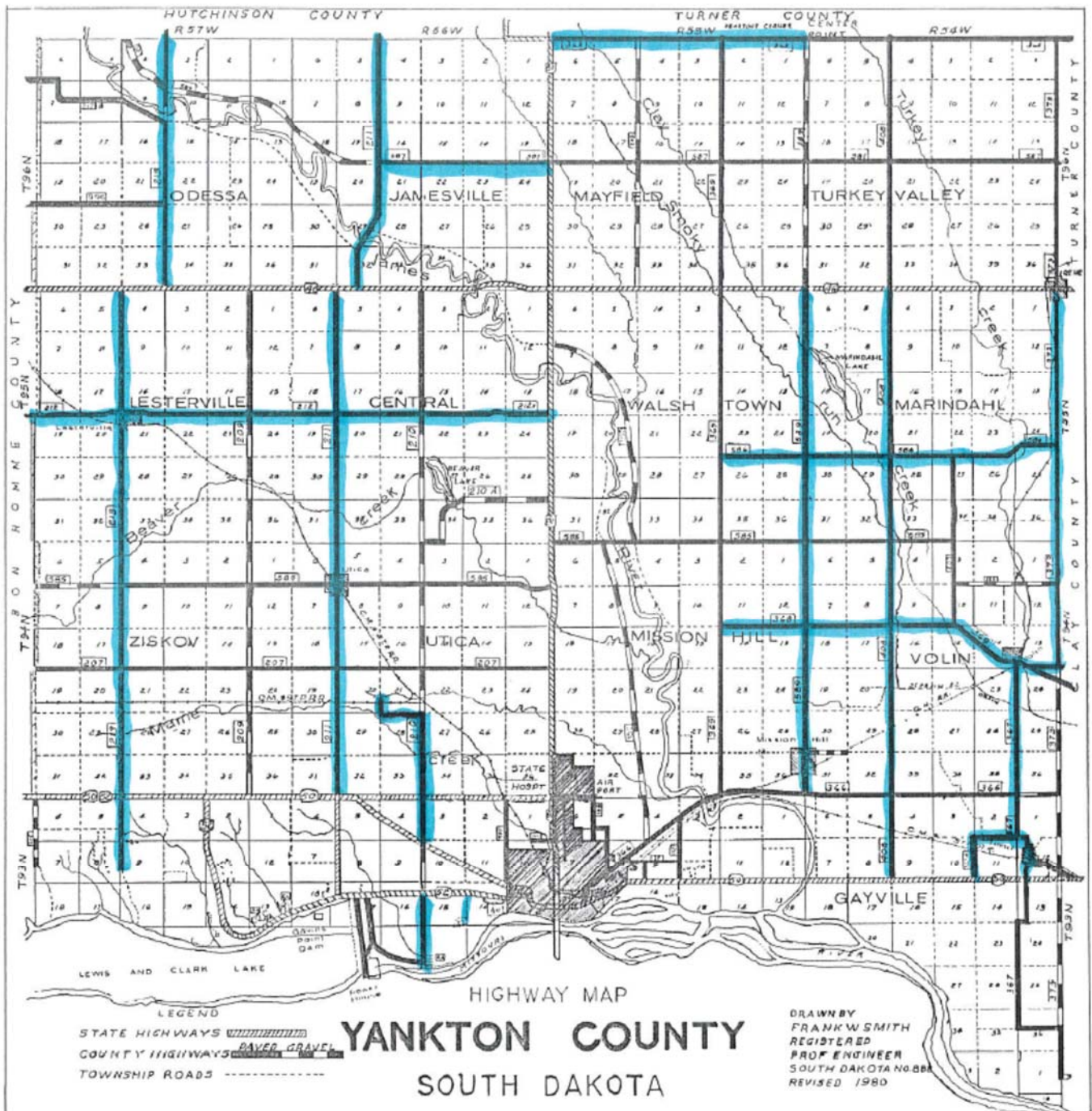
Appendix

- Current road conditions as evaluated by Highway Superintendent Mike Sedlacek (three pages)
- Traffic counts May 2015 Yankton County Master Transportation Plan
- Federal Aid Secondary Highway System Roads in Yankton County
- Road information for other counties
- Minutes August 05, 2019 – Mayfield Bar & Grill public input meeting
- Minutes August 19, 2019 – Lesterville Fire Hall public input meeting
- Minutes August 26, 2019 – Working session
- Minutes September 09, 2019 – Gayville Community Hall public input meeting
- Minutes September 23, 2019 – Guest Andrew Peterson (SDLTAP)
- Minutes September 30, 2019 – Final working session and recommendations

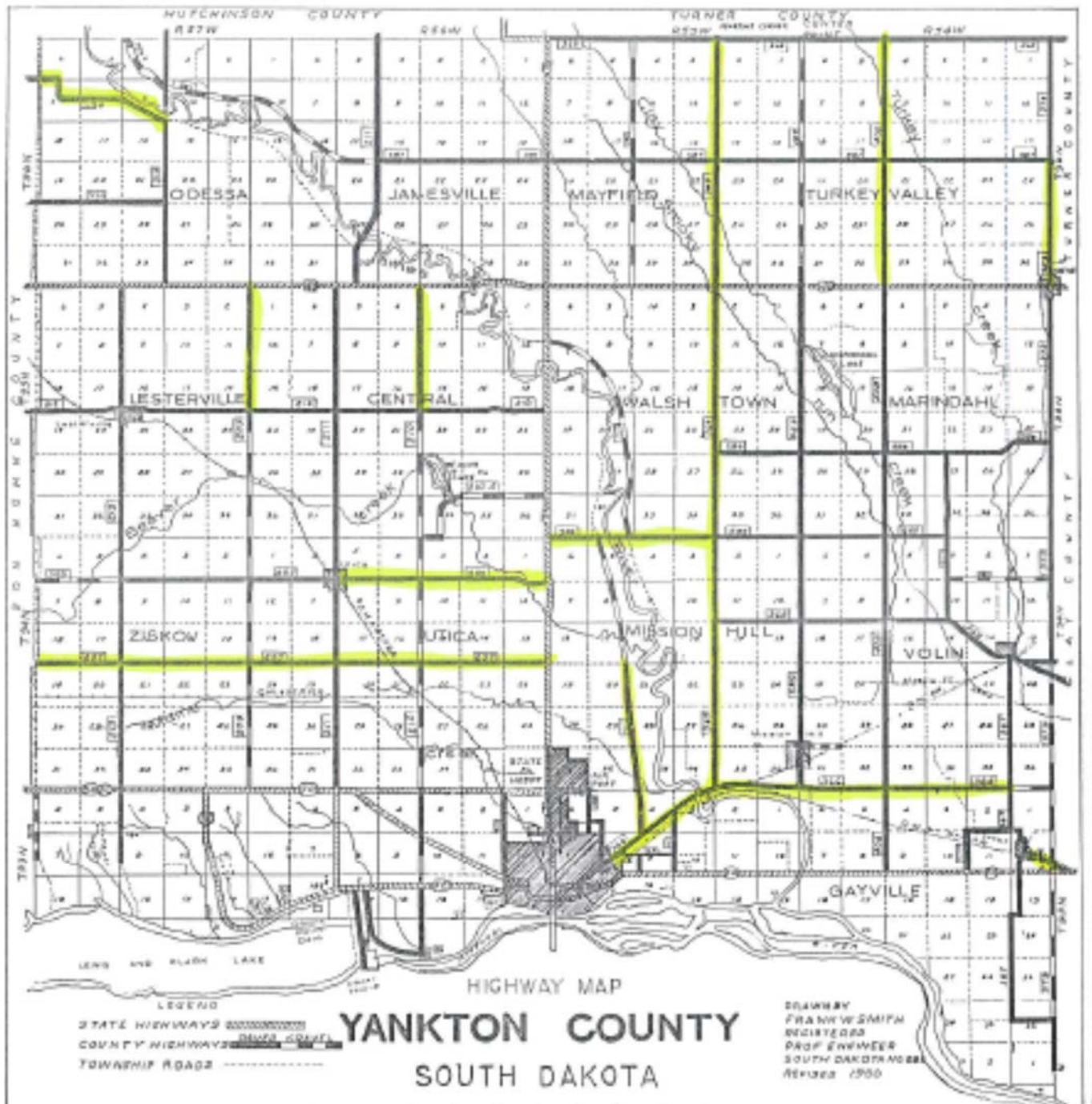
Not included in the Appendix

- Yankton County website. (2019). Yankton County Master Transportation Plan (May 2015). Retrieved October 30, 2019 from <https://templator-admin.azurewebsites.net/Uploads/documents/25/2014%20Road%20Corridor%20Plan.pdf>

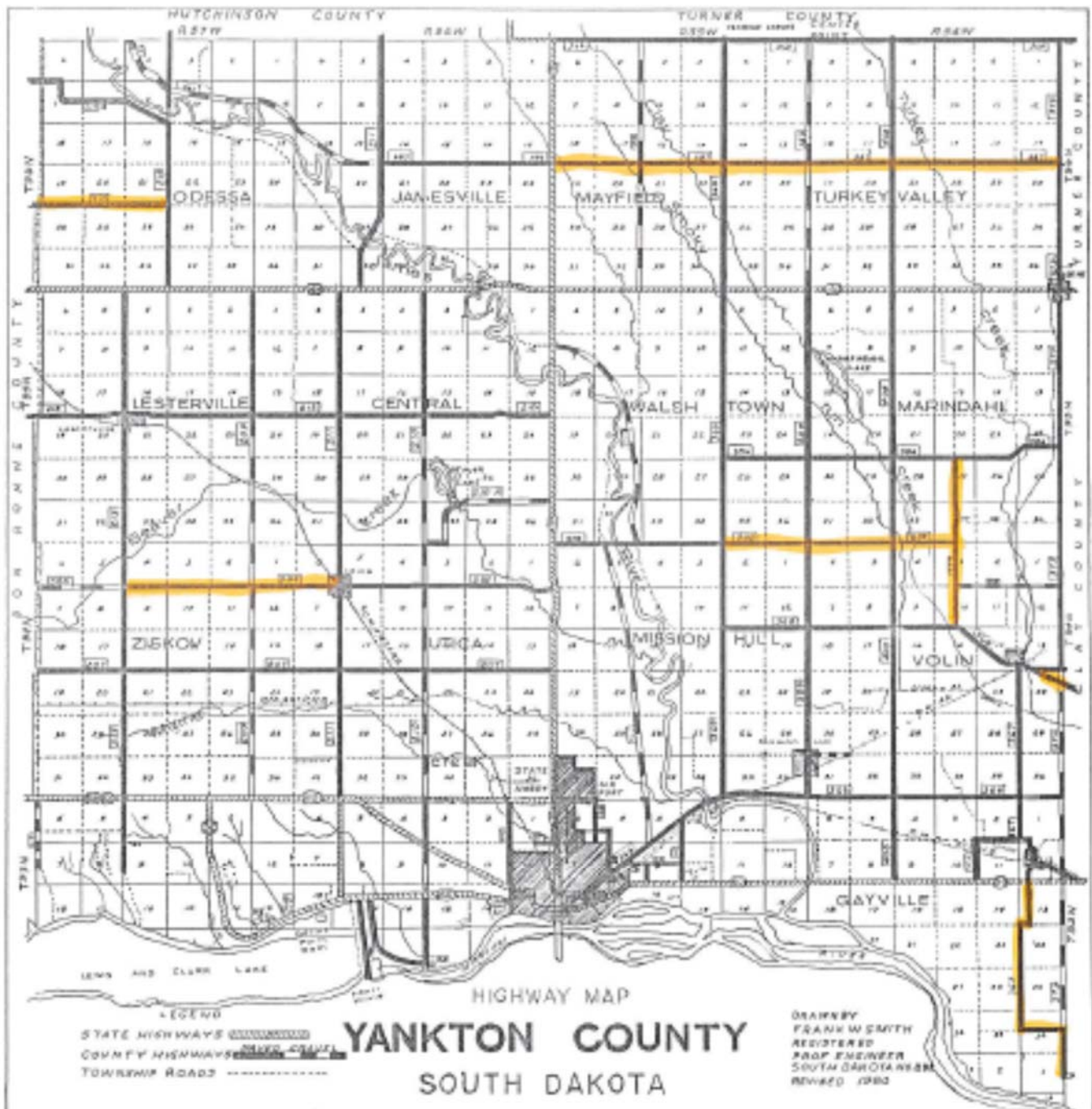
 - Good Condition

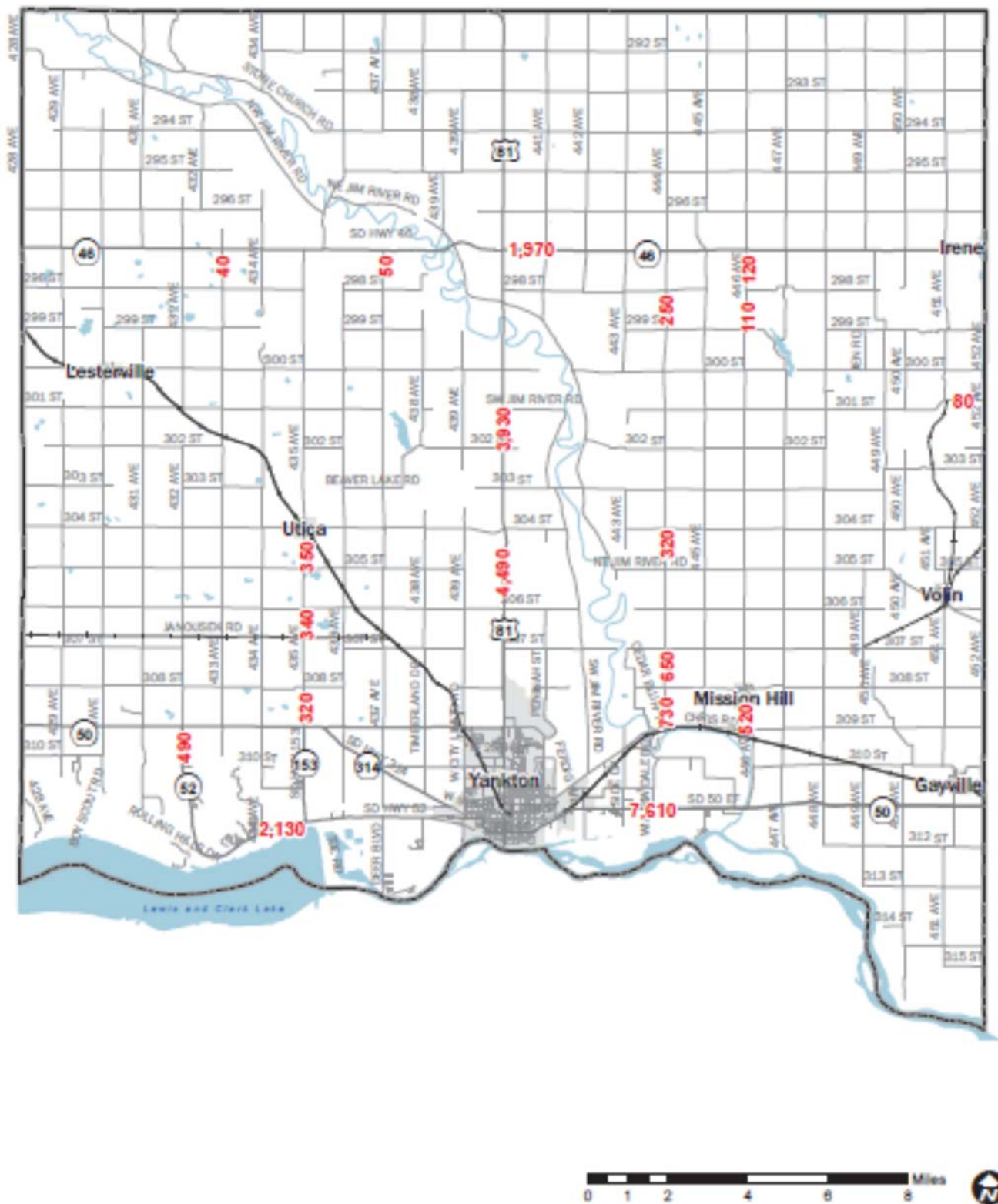


- Need Maintenance soon or will be in disrepair



- In disrepair or milled







COUNTY PRIMARY ROADS

From: 2018 Mileage Reports - Primary County Highway System Mileage by Surface Type (SCOTT website)

	Mileage	Lincoln	Brown	Brookings	Codington	Yankton	Davison	Beadle	Highway	Union	Clay	Turner	Hutchinson	Sanborn
Population	19,287	58,307	39,316	35,232	24,015	22,809	19,790	18,283	17,650	15,619	14,041	8,424	7,380	6,980
Square Miles	309	578	1,713	794	688	522	436	1,259	741	460	412	617	813	563
Primitive	0	0	0	1	0	0	0	2	0	0	0	0	0	0
Unimproved	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Graded	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bricks	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gravel	2	44	269	135	173	66	153	351	206	35	55	63	254	124
Bituminous	341	266	387	239	210	228	170	213	25	177	174	248	225	143
Concrete	3	1	1	4	0	2	5	0	0	5	0	0	1	1
Total	346	311	657	379	383	295	328	566	232	216	230	311	479	268
Total Paved	344	267	388	243	210	230	175	213	25	181	175	248	225	144
	9.9%	8.6%	5.9%	6.4%	5.5%	7.8%	5.3%	3.8%	1.1%	8.4%	7.6%	8.0%	4.7%	5.4%
Paved/mile	238	102	23	44	41	44	45	15	24	34	34	14	9	12
Paved/total mile	558	189	60	93	73	77	60	33	76	72	61	27	15	26
Paved/asphalt mile	561	221	101	145	134	100	113	89	698	86	80	34	33	48
Paved miles/as mile	0.42	0.46	0.23	0.31	0.30	0.44	0.40	0.17	0.03	0.39	0.42	0.40	0.28	0.26

WHO:	Yankton County Road Task Force Bob Cap (UN), Roger Fahrenholz (ZS), Daniel Grant (V), Tim McManus (Mar), Kent Mettler (O), Don Kettering (US), Cheri Loest (C), HWY Supt Mike Sedlacek
WHAT:	Minutes
WHERE:	Commission Chambers
WHEN:	Monday July 1, 2019, at 7:10PM

- Called to Order by Cheri Loest
- Nominate chair and vice-chair
 - Chair Cheri Loest & Vice Chair Bob Cap
- Distributed information:
 - Contact information
 - 2016 Task force minutes and Strengths/Weaknesses/Opportunities/Threats analysis
 - Part of the 2018 Transportation report was distributed in printed form. The full report is on the county's website (Highway dept)
 - List of possible discussion points (Cheri)
- Define goals and set deadlines
 - Create a corridor complex system
 - Adequate budget available
 - Bottom end of road system (criteria for identifying)
 - Serve the whole county
 - Our current flooding conditions make this different now
 - Emergency vehicle/ambulance, schools, US postal service must be considered
 - Taxes...raising yes/no....how?
 - All "No thru" truck signs – Do we need to give a warning for educational purposes? Portable scales?
 - Continue this conversation at next meeting
- Identify needed information
 - Split Ag v non-Ag valuations
 - Unorganized township income and expenses
 - Number of roads
 - Maps of pavement
 - Boarder control of roads
 - 2013-20018 HWY budget
 - Percent of County budget spent on HWY
 - Recommendation from Mike of roads unsuitable for normal construction process
 - Outside source for base testing
 - Major businesses on roads
 - Salaries of HWY department
 - Do other counties have corridor system?
 - Compare miles of paved roads to other counties
- Public participation: how best to do this?
 - Possibly hold satellite meetings for input
- Proposed future meetings:
 - July 15 – SDLTAP
 - Aug 5?
 - Aug 19?
 - Others?
- Adjournment –9:00 pm

WHO:	Yankton County Road Task Force Bob Cap (UN), Roger Fahrenholz (ZS), Daniel Grant (V), Tim McManus (Mar), Kent Mettler (O), Don Kettering (US), Cheri Loest (C), HWY Supt Mike Sedlacek
WHAT:	Minutes
WHERE:	Commission Chambers
WHEN:	Monday July 15, 2019, at 7:05PM

- Call to Order
- Distributed information:
 - July 1, 2019 minutes
 - Updated contacts
 - Township financials (seven years organized and four years unorganized)
 - Highway budget 2013-2018
 - Highway staff: employees and pay from various counties
 - Estimation of 2020 Value Distribution, Ag vs Non Ag
 - Estimation of 2020 Value Distribution, Urban vs Rural
 - Maps of: **“need maintenance soon”**, **“good condition”** and **“disrepair or milled condition”**
- Charles “Chuck” Fromelt from SDLTAP (South Dakota Local Transportation Assistance Program)
 - Grinding/milling process:
 - Day County was one of the first (1995) to do this process (Chuck was HWY Supt)
 - Average daily traffic numbers (ADT) remained about the same after road turned to gravel
 - Considerations: ADT and maintenance invested in the road over the last 3-5 years
 - Most of the 17 counties Chuck oversees are looking to reduce their paved road miles
 - Ideally need +8” of base for normal traffic and 12” for loaded semi-trailer traffic (6” of gravel base = 1” asphalt). Also need good drainage.
 - Mike Sedlacek indicated that for 301st project, they dug out the soft spots and used millings and fabric plus 12-18” of gravel over the fabric to address the soft spots
 - Type of gravel is important depending on your project. Are you leaving gravel or will you repave?
 - Chuck would not place gravel over a paved road and leave it. Should avoid graveling paved roads to be milled more than six months before grinding.
 - Leaving the road one year for settling is key. Then identify soft spots and repair them. No need for two years.
 - Putting millings into the base makes a better final road surface
 - If no money to mill, what do you do?
 - Marshall County mixes mag water into their gravel for winter patching
 - Corridor systems:
 - No other counties have really done a formal process to create a corridor system
 - Chuck indicated Day county had 170 miles of paved roads and Brown was 450 (need to verify)
 - Items to consider for corridors: neighboring counties, businesses, schools, ambulance, fire
 - Are farm-to-market roads better as gravel?
 - Challenge is bedroom communities
 - If roads are identified as “low priority”, they should be utilized through their life before milling to permanent gravel surfaces
 - Chuck suggested that generally paved roads shouldn’t be closer than 6 miles to each other

- The three maps noted above **in bold** were reviewed:
 - Pleasantly surprised at the number of “good condition” roads
 - Generally thought that those in “disrepair or milled condition” would not make the top corridor designation
 - Discussed that those needing maintenance meant crack sealing and chip seal would be needed within two years in order to keep them from falling apart
 - How many miles of roads do we want paved (253 right now)
 - There are a number of State roads already present in the lake area west of Yankton
 - Also, we have State highways that are spaced well across the county (81, 46, 50, 52). These should be included in a strategy to provide a paved road within 3-4 miles drive time
 - James River bridges need to be part of the discussion
- It was suggested to use prisoner labor for crack sealing
- Suggested to hold satellite meetings in Lesterville and Mayfield to get a better feel for the area’s needs
- Also suggested to do an online survey to get input as well
- Proposed future meetings:
 - July 01 – organization
 - July 15 – SDLTAP
 - Aug 5 – planning for Mayfield
 - Aug 19 – planning for Lesterville
 - Others?
- Adjournment 8:45 pm

WHO: Yankton County Road Task Force

Bob Cap (UN), Roger Fahrenholz (ZS), Daniel Grant (V), Tim McManus (Mar),
Kent Mettler (O), Don Kettering (US), Cheri Loest (C), HWY Supt Mike Sedlacek

WHAT: Minutes**WHERE: Mayfield Bar & Grill****WHEN: Monday August 5, 2019, at 7:05PM**

- Call to Order
- Distributed information:
 - July 15, 2019 minutes
 - County comparison data
- Open discussion with the public
 - Very good attendance
 - A large map was used to identify roads currently in good, fair, and poor conditions. This provided a visual overview of how roads tie into Yankton County towns and potentially funneling truck traffic to State highways.
 - Farm-to-market roads are critical
 - Main focus was the east side of the county
 - Discussed the advantage of reducing total number of paved roads to a number where we can chip and crack seal every 5-7 years using our current budget.
 - North-South:
 - 444th Ave
 - Leads to Old HWY 50 Bridge and funnels lots of traffic into Yankton's east side.
 - Downside is that the Old HWY 50 Bridge is not currently rated for loaded trucks. Fixing this bridge will be the most costly of all the James River Bridges.
 - 448th Ave
 - Runs north as a route to Marion and south to HWY 50.
 - It would direct truck traffic over the State's HWY 50 bridges versus the County's Old HWY 50 Bridge (near Fleeg's).
 - Improving it could encourage trucks to bypass the port-of-entry at 46/81 intersection.
 - Lots of truck and car traffic currently on it.
 - It is straighter for emergency services.
 - Floods during heavy rainfall.
 - 446th Ave
 - Is avoided by trucks as it runs through Mission Hill.
 - No attendee felt it would serve well as a corridor road.
 - Bridges too light.
 - East-West:
 - 294th St (Midway Road)
 - It's a main east-west corridor for upper part of the county. They have no other east-west paved road running through Mayfield and Turkey Valley townships.
 - Much concern was raised over its current condition. Many requested we post travel advisories and reduce the speed limit.
 - 301st St
 - Reclamation was considered a success. It held up well considering the unfavorable spring.
 - Roads to consider leaving gravel:

- 303rd St is currently ground. This road is bordered by 301 and 305, which are both paved. There was some logic mentioned in leaving these 5.5 miles as gravel.
 - 449th Ave is currently covered with gravel and will be ground. With 448 just 1.5 miles to the west, there was some logic seen in leaving this 4 miles gravel.
 - 451st Ave was discussed. There were no citizens from this southeastern section of Gayville Township. With that, it was mentioned that these almost 6 miles could be turned back to gravel
 - In total, about 15.5 miles were identified as potentially being converted to gravel long-term.
- Discussion was open to utilizing tax opt-out levies as long as:
 - Definite timeline (1-2 years) is enforced
 - Specific project outlined
 - Normal highway budget would not be reduced or affected in any way
 - Once complete, the levy goes away. If successful, another levy could be proposed for a second project, and so forth.
- Not discussed in-depth:
 - North county line. Viborg road.
 - East county line. Irene road.
 - 305th St. Volin road.
 - Possibly ending pavement on 309th St (Old 50) at 448. Thus, Old 50 between 448 and 452 could be converted to gravel in order to funnel folks to New HWY 50. (4 miles)
- Misc.
 - Need to clean out ditches to improve drainage.
 - Bridge loadings also key for creating truck routes. Discussion did not focus on this challenge. This needs to be part of another meeting.
- Proposed meetings:
 - July 01 – organization
 - July 15 – SDLTAP
 - Aug 5 –Mayfield
 - Aug 19 –Lesterville Fire Hall 7pm
 - ?
- Adjournment 9:15 pm

WHO:	Yankton County Road Task Force Bob Cap (UN), Roger Fahrenholz (ZS), Daniel Grant (V), Tim McManus (Mar), Kent Mettler (O), Don Kettering (US), Cheri Loest (C), HWY Supt Mike Sedlacek
WHAT:	Minutes
WHERE:	Lesterville Fire Hall
WHEN:	Monday August 19, 2019, at 7:05PM

- Call to Order
- Distributed information:
 - Aug 5, 2019 minutes
- Open discussion with the public
 - Lower attendance than Mayfield
 - Converting paved to gravel:
 - Concern that this would end with a poor road surface, like township gravel roads.
 - All were encouraged to drive on 303rd St, on the east side of the county. These roads end with a much larger base than standard township gravel roads.
 - Mike indicated he has a goal to add gravel with more binder on the surface to improve stability and ride quality.
 - Discussion around traffic flow and rating roads:
 - NW Jim River Road – leads to Scotland; lane is washing out; Mike intending to install more drain tile this year – C
 - 294th St – not a through road with low use; in very good shape – B
 - 295th St – very poor shape; leads to a paved road in Bon Homme County – C
 - 300th St (E-W Lesterville Road) – used fairly often – A
 - 304th St (E-W Utica Road) – not heavily traveled; west end slated for reclamation this year – C
 - 306th St (Tabor Road) – heavily used to avoid HWY 50 during “rush hour”; mentioned that it may become a main road to the NAPA development site – A
 - 430th Ave (Lesterville Road) – considered essential road; curves through Lesterville and south of Lesterville are a challenge for trucks – A
 - 431st Ave (Stone Church bridge) – route to Menno; Hutchinson will keep paved – A
 - 433rd Ave – short 3 mile section used to bypass hill north of Utica – C
 - 435th Ave (N-S Utica Road) – leads to lake; in good shape; hill north of Utica is a challenge – A
 - 436th Ave (Jamesville bridge) – question if Hutchinson will continue paving their portion; used when water is over 431st (Stone Church) – A/B?
 - 437th Ave – short 3 mile section used to bypass hill north of Utica – C
 - 437th Ave, 307th St into 436th Ave – 3.25 mile concrete road to NAPA site – not discussed
 - No attendee felt the need for a gravel road out of Lesterville or Utica to serve trucks during spring load limits (task force needs to seek further input here)
 - Did not discuss bridges
- Proposed meetings:
 - July 01 – organization
 - July 15 – SDLTAP
 - Aug 5 – Mayfield Bar & Grill
 - Aug 19 – Lesterville Fire Hall
 - Aug 26 – Commission Chamber – evaluate public input
- Adjournment 8:15 pm

WHO:	Yankton County Road Task Force Bob Cap (UN), Roger Fahrenholz (ZS), Daniel Grant (V), Tim McManus (Mar), Kent Mettler (O), Don Kettering (US), Cheri Loest (C), HWY Supt Mike Sedlacek
WHAT:	Minutes
WHERE:	Commission Chambers
WHEN:	Monday August 26, 2019, at 7:00PM

- Call to Order
- Distributed information:
 - Aug 19, 2019 minutes
- Open discussion with the task force and three public attendees
- Definitions:
 - A – maintain a 5 year rotation (patch, chip, crack, off, off); potential for asphalt overlays or other processes to improve road
 - B – maintain a 5 year rotation (Patch, chip, crack, off, off)
 - C – longer maintenance rotation (i.e. 8 year rotation) with the potential to leave gravel should the road deteriorate beyond chip seal repair
 - C gravel – intent to leave these reclaimed roads gravel
- Goal to identify A, B, C roads per criteria:
 - Use feedback from Mayfield and Lesterville meetings
 - Current condition
 - Traffic flow (number of vehicles, type of vehicles, directions)
 - Proximity to State roads
 - Status of bridges
 - Redundancy of pavement (too close/too far to next paved road)
 - Destination road
 - Alternative routes
 - Spring load limits and the value of gravel road outlets
 - Connecting to neighboring counties
 - Funneling traffic to small towns and the City of Yankton

Road	Miles	Rating	Positives	Challenges
WEST SIDE OF COUNTY – EAST/WEST ROADS				
SWJRR	3.5	C	<ul style="list-style-type: none"> • leads to Scotland • paved in Bon Homme • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: one limited 19T/32T (not on 5-year plan) • <i>current status</i>: needs maintenance soon • low travel, especially when Stone Church Bridge is open
294 th St	4	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: none 	<ul style="list-style-type: none"> • not a through road
295 th St	3	C gravel	<ul style="list-style-type: none"> • <i>bridges</i>: none • paved in Bon Homme 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2019 • in really poor shape and needs reclaimed

300 th St (Lesterville Rd)	12	A	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • paved in Bon Homme • ties to HWY 81 and HWY 25 • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • HWY 46 three miles to the north • hills to cross between 436th & 437th • no gravel road out of Lesterville during spring load limits
304 th St (west of Utica)	5	C	<ul style="list-style-type: none"> • <i>bridges</i>: none • ties Joe's Substation to Utica • Federal Aid Secondary HWY System • leaving gravel would allow trucks to leave Utica during spring load limits 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2019
304 th St (East of Utica)	5	C	<ul style="list-style-type: none"> • <i>bridges</i>: one, not restricted • bridge okay for gravel pit loads; ties Utica to 81 • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon
306 th St (Tabor Rd)	12	A	<ul style="list-style-type: none"> • <i>bridges</i>: none • heavily used to avoid HWY 50 • may become a main road for NAPA complex • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon
WEST SIDE OF COUNTY – NORTH/SOUTH ROADS				
430 th Ave (Lesterville Rd)	14	A	<ul style="list-style-type: none"> • <i>bridges</i>: one, not restricted • <i>current status</i>: good condition • considered an essential road • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • tight turns in Lesterville • curve south of Lesterville • no gravel road out of Lesterville during spring load limits
431 st Ave	6	A	<ul style="list-style-type: none"> • <i>current status</i>: good condition • connects to Menno • used by school, etc • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: Stone Church Bridge limited 11T/13T (slated for replacement 2023 depending on BIG grants)
433 rd Ave	3	C	<ul style="list-style-type: none"> • <i>bridges</i>: none • bypass for hill north of Utica 435th 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon • not a destination road
435 th Ave (Utica Rd)	12	A	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: one south of Utica limited 18T/30T (scheduled replacement 2020) • leads to Lewis & Clark Lake • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: one north of Utica limited 21T/36T (scheduled preservation 2020, will <u>not</u> change load limits) • hill north of Utica very steep
436 th Ave	6	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • paved in Hutchinson 	<ul style="list-style-type: none"> • <i>bridges</i>: Jamesville Bridge is limited 24T/31T (ranked 3rd or 4th for JR bridge replacements)

			<ul style="list-style-type: none"> used when water over 431st Ave (Stone Church) Federal Aid Secondary HWY System 	
437 th Ave (south of HWY 46)	3	C	<ul style="list-style-type: none"> <i>bridges</i>: none 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon not a destination road
437 th Ave (NAPA RD)	3.25	A	<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition serves the NAPA complex concrete 	<ul style="list-style-type: none">
Deer Blvd	3		<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition serves several residences low speed limit no thru trucks 	<ul style="list-style-type: none">
Residents	12		<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition serves several residences low speed limit no thru trucks 	<ul style="list-style-type: none">
EAST SIDE OF COUNTY – EAST/WEST ROADS				
291 st St	6	B	<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition Federal Aid Secondary HWY System 	<ul style="list-style-type: none">
Midpoint 294 th St	12	B	<ul style="list-style-type: none"> <i>bridges</i>: two, no limits 	<ul style="list-style-type: none"> <i>current status</i>: disrepair, slated for reclamation 2020
301 st St	8	B	<ul style="list-style-type: none"> <i>bridges</i>: one, no limits <i>current status</i>: good condition 	<ul style="list-style-type: none">
303 rd St (Johnson Bridge)	4	A	<ul style="list-style-type: none"> crosses James River Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>bridges</i>: Johnson Bridge over James River is limited 24T/32T (ranked 3rd or 4th for JR bridge replacements) <i>current status</i>: needs maintenance soon
303 rd St (east of 444 th Ave)	5.5	C gravel	<ul style="list-style-type: none"> <i>bridges</i>: one, no limits 	<ul style="list-style-type: none"> <i>current status</i>: reclaimed leave gravel
305 th St (to Volin)	7	B	<ul style="list-style-type: none"> <i>bridges</i>: two, no limits (includes bridge southeast side of Volin) <i>current status</i>: good condition connects Volin to 81 Federal Aid Secondary HWY System 	<ul style="list-style-type: none">
306 th St	1		<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition Federal Aid Secondary HWY System 	<ul style="list-style-type: none">

Bluff Rd	1		<ul style="list-style-type: none"> • <i>bridges</i>: one, no limits 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair
Old 50 309 th St (include Whiting Dr)	7	A	<ul style="list-style-type: none"> • highly traveled • old State highway so base is good • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: old 50 bridge limited 24T/33T and narrow (currently slated #2 for James River Bridge replacements) • <i>current status</i>: needs maintenance soon
Old 50 309 th St east of 448	3	C	<ul style="list-style-type: none"> • <i>bridges</i>: none • lower travel • used by Clay county residents • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon
310 th St	1	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition 	<ul style="list-style-type: none"> •
EAST SIDE OF COUNTY – NORTH/SOUTH ROADS				
SWJRR	4	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: none • gravel pit on this road 	<ul style="list-style-type: none"> • not a destination road
Walshtown 444 th Ave	18	A	<ul style="list-style-type: none"> • <i>bridges</i>: one, no limits (north of HWY 46) • highly used • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon • bypass for weigh station
446 th Ave	12	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: one no limit • Federal Aid Secondary HWY System (only the south 4 miles) 	<ul style="list-style-type: none"> • <i>bridges</i>: one limited 18T/30T (replacement 2024)
448 th Ave	20	A	<ul style="list-style-type: none"> • <i>current status</i>: good condition (south of HWY 46) • <i>bridges</i>: two no limit (south of HWY 46) • Federal Aid Secondary HWY System • direct route between HWY 46 and 50 • allows for bypass of downtown Yankton if heading to Nebraska • funnels truck traffic over HWY 50 bridges 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon (north of HWY 46) • <i>bridges</i>: one limited 21T/36T (north of HWY 46, replacement 2022) • bypass for weigh station
449 th Ave	4	C gravel	<ul style="list-style-type: none"> • <i>bridges</i>: none 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2019
450 th Ave	1	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: none • direct access to HWY 50 for ag businesses on north end 	<ul style="list-style-type: none"> •
451 st Ave (north of 50)	5	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: one no limit • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: one limit 21T/36T (replacement 2020)

			<ul style="list-style-type: none"> connects Volin to Gayville and HWY 50 	
451 st Ave (south of 50)	6	C	<ul style="list-style-type: none"> <i>bridges</i>: none only local truck traffic 	<ul style="list-style-type: none"> <i>current status</i>: disrepair not a destination road low traffic
452 nd Ave (north of Irene)	3	B	<ul style="list-style-type: none"> <i>bridges</i>: none Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon
452 nd Ave (south of Irene)	9	B	<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition Federal Aid Secondary HWY System shared with Clay County 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon (north of Irene)

- Meetings:
 - July 01 – organization
 - July 15 – SDLTAP
 - Aug 5 – Mayfield Bar & Grill
 - Aug 19 – Lesterville Fire Hall
 - Aug 26 – Commission Chamber
 - Sep 9 – Gayville Community Hall
- Adjournment 8:35 pm

WHO:	Yankton County Road Task Force Bob Cap (UN), Roger Fahrenholz (ZS), Daniel Grant (V), Tim McManus (Mar), Kent Mettler (O), Don Kettering (US), Cheri Loest (C)
WHAT:	Minutes
WHERE:	Gayville Community Center
WHEN:	Monday September 09, 2019, at 7:00PM

- Call to Order
- Distributed information:
 - Aug 26, 2019 minutes
- Open discussion with the task force and several public attendees. A history of past meetings was given:
 - A current status of roads
 - The difference between A, B and C road designations and which C roads may or may not be candidates for long-term gravel
 - A rationale for the different ratings was discussed along with previous feedback during the Mayfield and Lesterville meetings
 - Questions on spring load limits were clarified
 - Changes proposed to the current map:
 - 451st south of HWY 50, change to B road (previous proposal was C)
 - 309th (old 50) between 448 and 451 should be A (previous proposal was C)
 - Question was asked about Gayville to Valley Ag
 - Question about Bluff road east of Volin
- Definitions (***maintained from previous meeting minutes***):
 - A – maintain a 5 year rotation (patch, chip, crack, off, off); potential for asphalt overlays or other processes to improve road
 - B – maintain a 5 year rotation (Patch, chip, crack, off, off)
 - C – longer maintenance rotation (i.e. 8 year rotation) with the potential to leave gravel should the road deteriorate beyond chip seal repair
 - C gravel – intent to leave these reclaimed roads gravel
- Goal to identify A, B, C roads per criteria (***maintained from previous meeting minutes***):
 - Use feedback from Mayfield and Lesterville meetings
 - Current condition
 - Traffic flow (number of vehicles, type of vehicles, directions)
 - Proximity to State roads
 - Status of bridges
 - Redundancy of pavement (too close/too far to next paved road)
 - Destination road
 - Alternative routes
 - Spring load limits and the value of gravel road outlets
 - Connecting to neighboring counties
 - Funneling traffic to small towns and the City of Yankton
- ***The following table contains feedback from ALL public meetings to date:***

Road	Mil es	Ratin g	Positives	Challenges
WEST SIDE OF COUNTY – EAST/WEST ROADS				
SWJRR	3.5	C	<ul style="list-style-type: none"> • leads to Scotland • paved in Bon Homme 	<ul style="list-style-type: none"> • <i>bridges</i>: one limited 19T/32T (not on 5-year plan)

			<ul style="list-style-type: none"> Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon low travel, especially when Stone Church Bridge is open
294 th St	4	B	<ul style="list-style-type: none"> <i>current status</i>: good condition <i>bridges</i>: none 	<ul style="list-style-type: none"> not a through road
295 th St	3	C gravel	<ul style="list-style-type: none"> <i>bridges</i>: none paved in Bon Homme 	<ul style="list-style-type: none"> <i>current status</i>: disrepair, slated for reclamation 2019 in really poor shape and needs reclaimed
300 th St (Lesterville Rd)	12	A	<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition paved in Bon Homme ties to HWY 81 and HWY 25 Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> HWY 46 three miles to the north hills to cross between 436th & 437th no gravel road out of Lesterville during spring load limits
304 th St (west of Utica)	5	C	<ul style="list-style-type: none"> <i>bridges</i>: none ties Joe's Substation to Utica Federal Aid Secondary HWY System leaving gravel would allow trucks to leave Utica during spring load limits 	<ul style="list-style-type: none"> <i>current status</i>: disrepair, slated for reclamation 2019
304 th St (East of Utica)	5	C	<ul style="list-style-type: none"> <i>bridges</i>: one, not restricted bridge okay for gravel pit loads; ties Utica to 81 Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon
306 th St (Tabor Rd)	12	A	<ul style="list-style-type: none"> <i>bridges</i>: none heavily used to avoid HWY 50 may become a main road for NAPA complex Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon
WEST SIDE OF COUNTY – NORTH/SOUTH ROADS				
430 th Ave (Lesterville Rd)	14	A	<ul style="list-style-type: none"> <i>bridges</i>: one, not restricted <i>current status</i>: good condition considered an essential road Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> tight turns in Lesterville curve south of Lesterville no gravel road out of Lesterville during spring load limits
431 st Ave	6	A	<ul style="list-style-type: none"> <i>current status</i>: good condition connects to Menno used by school, etc Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>bridges</i>: Stone Church Bridge limited 11T/13T (slated for replacement 2023 depending on BIG grants)
433 rd Ave	3	C	<ul style="list-style-type: none"> <i>bridges</i>: none bypass for hill north of Utica 435th 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon not a destination road

435 th Ave (Utica Rd)	12	A	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: one south of Utica limited 18T/30T (scheduled replacement 2020) • leads to Lewis & Clark Lake • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: one north of Utica limited 21T/36T (scheduled preservation 2020, will <u>not</u> change load limits) • hill north of Utica very steep
436 th Ave	6	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • paved in Hutchinson • used when water over 431st Ave (Stone Church) • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: Jamesville Bridge is limited 24T/31T (ranked 3rd or 4th for JR bridge replacements)
437 th Ave (south of HWY 46)	3	C	<ul style="list-style-type: none"> • <i>bridges</i>: none 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon • not a destination road
437 th Ave (NAPA RD)	3.25	A	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • serves the NAPA complex • concrete 	<ul style="list-style-type: none"> •
Deer Blvd	3		<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • serves several residences • low speed limit • no thru trucks 	<ul style="list-style-type: none"> •
Residents	12		<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • serves several residences • low speed limit • no thru trucks 	<ul style="list-style-type: none"> •
EAST SIDE OF COUNTY – EAST/WEST ROADS				
291 st St	6	B	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> •
Midpoint 294 th St	12	B	<ul style="list-style-type: none"> • <i>bridges</i>: two, no limits 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2020
301 st St	8	B	<ul style="list-style-type: none"> • <i>bridges</i>: one, no limits • <i>current status</i>: good condition 	<ul style="list-style-type: none"> •
303 rd St (Johnson Bridge)	4	A	<ul style="list-style-type: none"> • crosses James River • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: Johnson Bridge over James River is limited 24T/32T (ranked 3rd or 4th for JR bridge replacements) • <i>current status</i>: needs maintenance soon
303 rd St (east of 444 th Ave)	5.5	C gravel	<ul style="list-style-type: none"> • <i>bridges</i>: one, no limits 	<ul style="list-style-type: none"> • <i>current status</i>: reclaimed • leave gravel

305 th St (to Volin)	7	B	<ul style="list-style-type: none"> • <i>bridges</i>: two, no limits (includes bridge southeast side of Volin) • <i>current status</i>: good condition • connects Volin to 81 • Federal Aid Secondary HWY System 	•
306 th St	1	???	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • Federal Aid Secondary HWY System 	•
Bluff Rd	1	???	• <i>bridges</i> : one, no limits	• <i>current status</i> : disrepair
Old 50 309 th St (include Whiting Dr)	7	A	<ul style="list-style-type: none"> • highly traveled • old State highway so base is good • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: old 50 bridge limited 24T/33T and narrow (currently slated #2 for James River Bridge replacements) • <i>current status</i>: needs maintenance soon
Old 50 309 th St east of 448	3	A or C ???	<ul style="list-style-type: none"> • <i>bridges</i>: none • lower travel • used by Clay county residents • Federal Aid Secondary HWY System 	• <i>current status</i> : needs maintenance soon
310 th St	1	B	• <i>current status</i> : good condition	•
EAST SIDE OF COUNTY – NORTH/SOUTH ROADS				
SWJRR	4	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: none • gravel pit on this road 	• not a destination road
Walshtown 444 th Ave	18	A	<ul style="list-style-type: none"> • <i>bridges</i>: one, no limits (north of HWY 46) • highly used • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon • bypass for weigh station
446 th Ave	12	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: one no limit • Federal Aid Secondary HWY System (only the south 4 miles) 	• <i>bridges</i> : one limited 18T/30T (replacement 2024)
448 th Ave	20	A	<ul style="list-style-type: none"> • <i>current status</i>: good condition (south of HWY 46) • <i>bridges</i>: two no limit (south of HWY 46) • Federal Aid Secondary HWY System • direct route between HWY 46 and 50 • allows for bypass of downtown Yankton if heading to Nebraska • funnels truck traffic over HWY 50 bridges 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon (north of HWY 46) • <i>bridges</i>: one limited 21T/36T (north of HWY 46, replacement 2022) • bypass for weigh station

449 th Ave	4	C gravel	<ul style="list-style-type: none"> • <i>bridges</i>: none 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2019
450 th Ave	1	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: none • direct access to HWY 50 for ag businesses on north end 	<ul style="list-style-type: none"> •
451 st Ave (north of 50)	5	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: one no limit • Federal Aid Secondary HWY System • connects Volin to Gayville and HWY 50 	<ul style="list-style-type: none"> • <i>bridges</i>: one limit 21T/36T (replacement 2020)
451 st Ave (south of 50)	6	B Or C ???	<ul style="list-style-type: none"> • <i>bridges</i>: none • only local truck traffic • only paved road in this area 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair • not a destination road • low traffic
452 nd Ave (north of Irene)	3	B	<ul style="list-style-type: none"> • <i>bridges</i>: none • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon
452 nd Ave (south of Irene)	9	B	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • Federal Aid Secondary HWY System • shared with Clay County 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon (north of Irene)

- Meetings:
 - July 01 – organization
 - July 15 – SDLTAP
 - Aug 5 – Mayfield Bar & Grill
 - Aug 19 – Lesterville Fire Hall
 - Aug 26 – Commission Chamber
 - Sep 9 – Gayville Community Hall
 - Sep 23 – Commission Chamber
- Adjournment 8:20 pm

WHO:	Yankton County Road Task Force Bob Cap (UN), Roger Fahrenholz (ZS), Daniel Grant (V), Tim McManus (Mar), Kent Mettler (O), Don Kettering (US), Cheri Loest (C), HWY Supt Mike Sedlacek
WHAT:	Minutes
WHERE:	Yankton County Commission Chambers
WHEN:	Monday September 23, 2019, at 7:00PM

- Call to Order
- Distributed information:
 - Sept 09, 2019 minutes
- “Replay” road treatment. Mike Sedlacek met with the company representative around 2:30pm. They drove the Tabor (306th) and Utica (435th). Points:
 - It’s best applied to new asphalt. It soaks in to keep oil in place.
 - It doesn’t fill cracks like a chip seal.
 - Possible crack seal then apply but not sure if it is compatible with the chip seal product we have used.
 - The bike path on Deer Blvd may be a possible application area. We received a grant to put asphalt over this area.
 - Residential areas may also be a candidate.
 - Chip/fog seal is best done at temps above 70F. This product can be applied in the 50F range. It’s not heated when they apply it.
 - There is another process (micro surfacing) available which the State is doing on 46 between Tabor and Tyndall. It fills some shallow wheel ruts a bit. \$40,000/mile, 9-11 year without chip seal.
- Open discussion with the task force and six public attendees:
 - Discussion about having a gravel road out of Lesterville (430th Ave to North).
 - Positive: ensures a route during spring load limits
 - Negative: can’t guarantee the gravel surface won’t be impassible during flood events
 - Preferred: make this stretch 7 ton/axle with 96,000 lbs total load, leave other roads at 6 ton/axle and 80,000 lbs total load
 - Mentioned the difference between A, B and C road designations and which C roads may or may not be candidates for long-term gravel
 - Reviewed feedback from the Gayville meeting and gave final designation to each road.
 - **Changes proposed to map after Gayville meeting:**
 - **451st south of HWY 50:** C (5-year plan has a chip seal in 2022; long-term it may possibly be gravel depending on its wear through 2030)
 - **309th (old 50) between 448th and 451st:** C (5-year plan has a chip seal in 2020; long-term it may possibly be gravel depending on its wear through 2028; if truck traffic is deterred, this road will last longer)
 - **435th north of Utica:** B (this section has a load limited bridge and sees limited truck traffic because of this; bridge is receiving a BIG preservation grant in 2019)
 - **SWJRR 3.5 miles (to Scotland):** C (5-year plan has a chip seal in 2020; long-term it may possibly be gravel depending on its wear through 2028; this road is used as a bypass when the Stone Church bridge is closed)
 - Once A set, need core samples to evaluate what work is needed to improve them
 - Need traffic counts on Bluff Rd
 - **Next meeting:**
 - How package for the public?

- Would like Greg Vavra (SDLTAP) at next meeting, a rep from each small town and our legislators
- What is the cost between A, B and C?
- Definitions (***maintained from previous meeting minutes***):
 - A – maintain a 5 year rotation (patch, chip, crack, off, off); potential for asphalt overlays or other processes to improve road if outside resources are made available (federal/state grants, road tax opt-outs, etc.)
 - B – maintain a 5 year rotation (Patch, chip, crack, off, off)
 - C – longer maintenance rotation (i.e. 8 year rotation for chip seal) with the potential to leave gravel should the road deteriorate beyond chip seal repair
 - C gravel – intent to leave these reclaimed roads gravel
- Goal to identify A, B, C roads per criteria (***maintained from previous meeting minutes***):
 - Use feedback from Mayfield and Lesterville meetings
 - Current condition
 - Traffic flow (number of vehicles, type of vehicles, directions)
 - Proximity to State roads
 - Status of bridges
 - Redundancy of pavement (too close/too far to next paved road)
 - Destination road
 - Alternative routes
 - Spring load limits and the value of gravel road outlets
 - Connecting to neighboring counties
 - Funneling traffic to small towns and the City of Yankton
- ***The following table contains feedback from ALL public meetings to date:***

Road	Miles	Rating	Positives	Challenges
WEST SIDE OF COUNTY – EAST/WEST ROADS				
SWJRR	3.5	C	<ul style="list-style-type: none"> • leads to Scotland • paved in Bon Homme • Federal Aid Secondary HWY System • Provides detour when Stone Church bridge is closed 	<ul style="list-style-type: none"> • <i>bridges</i>: one limited 19T/32T (not on 5-year plan) • <i>current status</i>: needs maintenance soon • low travel, especially when Stone Church Bridge is open
294 th St	4	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • <i>bridges</i>: none 	<ul style="list-style-type: none"> • not a through road
295 th St	3	C gravel	<ul style="list-style-type: none"> • <i>bridges</i>: none • paved in Bon Homme 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2019 • in really poor shape and needs reclaimed
300 th St (Lesterville Rd)	12	A	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • paved in Bon Homme • ties to HWY 81 and HWY 25 • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • HWY 46 three miles to the north • hills to cross between 436th & 437th • no gravel road out of Lesterville during spring load limits
304 th St (west of Utica)	5	C	<ul style="list-style-type: none"> • <i>bridges</i>: none • ties Joe's Substation to Utica 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2019

			<ul style="list-style-type: none"> Federal Aid Secondary HWY System leaving gravel would allow trucks to leave Utica during spring load limits 	
304 th St (East of Utica)	5	B	<ul style="list-style-type: none"> <i>bridges</i>: one, not restricted bridge okay for gravel pit loads; ties Utica to 81 Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon
306 th St (Tabor Rd)	12	A	<ul style="list-style-type: none"> <i>bridges</i>: none heavily used to avoid HWY 50 may become a main road for NAPA complex Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon
WEST SIDE OF COUNTY – NORTH/SOUTH ROADS				
430 th Ave (Lesterville Rd)	14	A	<ul style="list-style-type: none"> <i>bridges</i>: one, not restricted <i>current status</i>: good condition considered an essential road Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> tight turns in Lesterville curve south of Lesterville no gravel road out of Lesterville during spring load limits
431 st Ave	6	A	<ul style="list-style-type: none"> <i>current status</i>: good condition connects to Menno used by school, etc Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>bridges</i>: Stone Church Bridge limited 11T/13T (slated for replacement 2023 depending on BIG grants)
433 rd Ave	3	C	<ul style="list-style-type: none"> <i>bridges</i>: none bypass for hill north of Utica 435th 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon not a destination road
435 th Ave (Utica Rd) North of Utica	7	B	<ul style="list-style-type: none"> <i>current status</i>: good condition leads to Lewis & Clark Lake Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>bridges</i>: one north of Utica limited 21T/36T (scheduled preservation 2020, will <u>not</u> change load limits) hill north of Utica very steep
435 th Ave (Utica Rd) South of Utica	5	A	<ul style="list-style-type: none"> <i>current status</i>: good condition <i>bridges</i>: one south of Utica limited 18T/30T (scheduled replacement 2020) leads to Lewis & Clark Lake Federal Aid Secondary HWY System 	
436 th Ave	6	B	<ul style="list-style-type: none"> <i>current status</i>: good condition paved in Hutchinson used when water over 431st Ave (Stone Church) Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>bridges</i>: Jamesville Bridge is limited 24T/31T (ranked 3rd or 4th for JR bridge replacements)

437 th Ave (south of HWY 46)	3	C	<ul style="list-style-type: none"> • <i>bridges</i>: none 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon • not a destination road
437 th Ave (NAPA RD)	3.25	A	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • serves the NAPA complex • concrete 	<ul style="list-style-type: none"> •
Deer Blvd	3	B?	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • serves several residences • low speed limit • no thru trucks 	<ul style="list-style-type: none"> •
Various Residential Streets	12	B?	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • serves several residences • low speed limit • no thru trucks 	<ul style="list-style-type: none"> •
EAST SIDE OF COUNTY – EAST/WEST ROADS				
291 st St	6	B	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • Federal Aid Secondary HWY System • Turner County maintains pavement to the east • Connects to Viborg 	<ul style="list-style-type: none"> •
294 th St (Midpoint)	12	B	<ul style="list-style-type: none"> • <i>bridges</i>: two, no limits 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2020
301 st St	8	B	<ul style="list-style-type: none"> • <i>bridges</i>: one, no limits • <i>current status</i>: good condition 	<ul style="list-style-type: none"> •
303 rd St (Johnson Bridge)	4	A	<ul style="list-style-type: none"> • crosses James River • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: Johnson Bridge over James River is limited 24T/32T (ranked 3rd or 4th for JR bridge replacements) • <i>current status</i>: needs maintenance soon
303 rd St (east of 444 th Ave)	5.5	C gravel	<ul style="list-style-type: none"> • <i>bridges</i>: one, no limits 	<ul style="list-style-type: none"> • <i>current status</i>: reclaimed • leave gravel
305 th St (to Volin)	7	B	<ul style="list-style-type: none"> • <i>bridges</i>: two, no limits (includes bridge southeast side of Volin) • <i>current status</i>: good condition • connects Volin to 81 • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> •
306 th St	0.75	B?	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> •
Bluff Rd	1	B?	<ul style="list-style-type: none"> • <i>bridges</i>: one, no limits 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair

Old 50 309 th St (Whiting Dr to 448 th)	7	A	<ul style="list-style-type: none"> highly traveled old State highway so base is good Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>bridges</i>: old 50 bridge limited 24T/33T and narrow (currently slated #2 for James River Bridge replacements) <i>current status</i>: needs maintenance soon
Old 50 309 th St east of 448 th	3	C	<ul style="list-style-type: none"> <i>bridges</i>: none lower travel used by Clay county residents Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon
310 th St	1	B	<ul style="list-style-type: none"> <i>current status</i>: good condition 	<ul style="list-style-type: none">
EAST SIDE OF COUNTY – NORTH/SOUTH ROADS				
SWJRR	4	B	<ul style="list-style-type: none"> <i>current status</i>: good condition <i>bridges</i>: none gravel pit on this road 	<ul style="list-style-type: none"> not a destination road
Walshtown 444 th Ave	18	A	<ul style="list-style-type: none"> <i>bridges</i>: one, no limits (north of HWY 46) highly used Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon bypass for weigh station
446 th Ave	12	B	<ul style="list-style-type: none"> <i>current status</i>: good condition <i>bridges</i>: one no limit Federal Aid Secondary HWY System (only the south 4 miles) 	<ul style="list-style-type: none"> <i>bridges</i>: one limited 18T/30T (replacement 2024)
448 th Ave	20	A	<ul style="list-style-type: none"> <i>current status</i>: good condition (south of HWY 46) <i>bridges</i>: two no limit (south of HWY 46) Federal Aid Secondary HWY System direct route between HWY 46 and 50 allows for bypass of downtown Yankton if heading to Nebraska funnels truck traffic over HWY 50 bridges 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon (north of HWY 46) <i>bridges</i>: one limited 21T/36T (north of HWY 46, replacement 2022) bypass for weigh station
449 th Ave	4	C gravel	<ul style="list-style-type: none"> <i>bridges</i>: none 	<ul style="list-style-type: none"> <i>current status</i>: disrepair, slated for reclamation 2019
450 th Ave	1	B	<ul style="list-style-type: none"> <i>current status</i>: good condition <i>bridges</i>: none direct access to HWY 50 for ag businesses on north end 	<ul style="list-style-type: none">
451 st Ave (north of 50)	5	B	<ul style="list-style-type: none"> <i>current status</i>: good condition <i>bridges</i>: one no limit Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>bridges</i>: one limit 21T/36T (replacement 2020)

			<ul style="list-style-type: none"> connects Volin to Gayville and HWY 50 	
451 st Ave (south of 50)	6	C	<ul style="list-style-type: none"> <i>bridges</i>: none only local truck traffic only paved road in this area 	<ul style="list-style-type: none"> <i>current status</i>: disrepair not a destination road low traffic
452 nd Ave (north of Irene)	3	B	<ul style="list-style-type: none"> <i>bridges</i>: none Federal Aid Secondary HWY System Turner County maintains pavement to the north 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon
452 nd Ave (south of Irene)	9	B	<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition Federal Aid Secondary HWY System shared with Clay County 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon (north of Irene)

- Meetings:
 - July 01 – organization
 - July 15 – SDLTAP
 - Aug 5 – Mayfield Bar & Grill
 - Aug 19 – Lesterville Fire Hall
 - Aug 26 – Commission Chamber
 - Sep 9 – Gayville Community Hall
 - Sep 23 – Commission Chamber
 - Sep 30 – Commission Chamber

WHO:	Yankton County Road Task Force Bob Cap (UN), Roger Fahrenholz (ZS), Daniel Grant (V), Tim McManus (Mar), Kent Mettler (O), Don Kettering (US), Cheri Loest (C), HWY Supt Mike Sedlacek
WHAT:	Minutes
WHERE:	Yankton County Commission Chambers
WHEN:	Monday September 30, 2019, at 7:00PM

- Call to Order
- Distributed information:
 - Sept 23, 2019 minutes
- Guest: Andrew Peterson (South Dakota Local Transportation Assistance Program, SDLTAP)
- Open discussion with the task force and around eight public attendees:
 - **Andrew mentioned these items are being taken by other counties:**
 - Lowering services
 - Reducing inventory
 - Seeing double digit cost increases in aggregate with only minimal increases in budget available
 - Cheaper to maintain good pavement versus letting pavement go and then trying to refurbish
 - Chip sealing: 5-7 year cycle; 8 year is a stretch
 - Eventually roads need reconstruction even when properly chip sealed
 - Need a solid 5 year plan; realistic approaches; maps
 - Successful opt-outs: specific projects, timeframe
 - Failed opt-outs: no plan, just needed revenue increased, folks feel dollars may be transferred to the general fund instead
 - Tripp County \$400,000 failed this year
 - Big Grants: need wheel tax (\$5/wheel maximum and \$60 total maximum) and 5-year plan
 - Yankton: \$4/wheel applied to 4 wheels (max \$16)
 - Some counties are trying micro-surfacing to evaluate cost effectiveness
 - **Old 50 (309th St)**
 - The last traffic counts show the three miles between 448th Ave and 451st Ave hosts 529 vehicles/day; the Volin Road 670; 660 at Mission Hill turnoff
 - Reasoning behind making this three miles a “C” road:
 - Folks heading into Volin from Clay County can stay on 306th St (B) as it curves to 305th St (B), turn south on 448th Ave (A) and then turn west onto Old 50 (A). This funnels traffic to the “A” roads.
 - Folks from Volin can stay on 451st St and head south to new 50 by staying on 451st St through Gayville or turning west onto 310th St and then south onto 450th Ave. These are all “B” roads.
 - Argument was also made that Old 50 should have a really good base since it was once a State highway. Maintaining it should be easier in the long term and therefore “A” or “B” status is warranted.
 - General consensus of the task force was to leave this a “C” road
 - **Gravel road costs:**
 - Audience member asked what it costs per year to maintain a gravel road. Bob discussed Utica TWP’s costs:
 - 30 miles costs about \$2500
 - Try to grade once per month March to November

- However, if possible, they try for 6-8 weeks to minimize costs
- **If we receive federal, state or opt-out dollars, which “A” road would be first to improve?**
 - General consensus was 444th Ave (Walshtown Rd) would be the first project.
 - Need to get core samples, consider what work needs to be done, calculate overall costs, determine opt-out amount and what length of time is reasonable to collect the dollars.
 - It was mentioned that the Safety Center bond will be paid in full 2025. This could be used as a transfer of dollars to roads versus Safety Center debt (about \$600,000 yearly).
 - Outside contractor versus in-house:
 - Depends on other projects we take on each year.
 - Contractor would benefit from bulk pricing and work would be done quicker as they have the needed equipment for efficiency.
 - Question was posed: What do you do if you are over or under budget with the levy? Dollars must be dedicated to highway funding.
- **Next meeting:**
 - Consensus that no further meetings are needed.
 - Cheri will type up a final report and submit to the task force for review.
 - If acceptable, report to be submitted to the County Commissioners in November.
- **Definitions (***maintained from previous meeting minutes***):**
 - A – maintain a 5 year rotation (patch, chip, crack, off, off); potential for asphalt overlays or other processes to improve road if outside resources are made available (federal/state grants, road tax opt-outs, etc.)
 - B – maintain a 5 year rotation (Patch, chip, crack, off, off)
 - C – longer maintenance rotation (i.e. 8 year rotation for chip seal) with the potential to leave gravel should the road deteriorate beyond chip seal repair
 - C gravel – intent to leave these reclaimed roads gravel
- **Goal to identify A, B, C roads per criteria (***maintained from previous meeting minutes***):**
 - Use feedback from Mayfield and Lesterville meetings
 - Current condition
 - Traffic flow (number of vehicles, type of vehicles, directions)
 - Proximity to State roads
 - Status of bridges
 - Redundancy of pavement (too close/too far to next paved road)
 - Destination road
 - Alternative routes
 - Spring load limits and the value of gravel road outlets
 - Connecting to neighboring counties
 - Funneling traffic to small towns and the City of Yankton
- ***The following table contains feedback from ALL public meetings to date:***

Road	Miles	Rating	Positives	Challenges
WEST SIDE OF COUNTY – EAST/WEST ROADS				
SWJRR	3.5	C	<ul style="list-style-type: none"> • leads to Scotland • paved in Bon Homme • Federal Aid Secondary HWY System • Provides detour when Stone Church bridge is closed 	<ul style="list-style-type: none"> • <i>bridges</i>: one limited 19T/32T (not on 5-year plan) • <i>current status</i>: needs maintenance soon • low travel, especially when Stone Church Bridge is open
294 th St	4	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition 	<ul style="list-style-type: none"> • not a through road

			<ul style="list-style-type: none"> • <i>bridges</i>: none 	
295 th St	3	C gravel	<ul style="list-style-type: none"> • <i>bridges</i>: none • paved in Bon Homme 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2019 • in really poor shape and needs reclaimed
300 th St (Lesterville Rd)	12	A	<ul style="list-style-type: none"> • <i>bridges</i>: none • <i>current status</i>: good condition • paved in Bon Homme • ties to HWY 81 and HWY 25 • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • HWY 46 three miles to the north • hills to cross between 436th & 437th • no gravel road out of Lesterville during spring load limits
304 th St (west of Utica)	5	C	<ul style="list-style-type: none"> • <i>bridges</i>: none • ties Joe's Substation to Utica • Federal Aid Secondary HWY System • leaving gravel would allow trucks to leave Utica during spring load limits 	<ul style="list-style-type: none"> • <i>current status</i>: disrepair, slated for reclamation 2019
304 th St (East of Utica)	5	B	<ul style="list-style-type: none"> • <i>bridges</i>: one, not restricted • bridge okay for gravel pit loads; ties Utica to 81 • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon
306 th St (Tabor Rd)	12	A	<ul style="list-style-type: none"> • <i>bridges</i>: none • heavily used to avoid HWY 50 • may become a main road for NAPA complex • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon
WEST SIDE OF COUNTY – NORTH/SOUTH ROADS				
430 th Ave (Lesterville Rd)	14	A	<ul style="list-style-type: none"> • <i>bridges</i>: one, not restricted • <i>current status</i>: good condition • considered an essential road • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • tight turns in Lesterville • curve south of Lesterville • no gravel road out of Lesterville during spring load limits
431 st Ave	6	A	<ul style="list-style-type: none"> • <i>current status</i>: good condition • connects to Menno • used by school, etc • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: Stone Church Bridge limited 11T/13T (slated for replacement 2023 depending on BIG grants)
433 rd Ave	3	C	<ul style="list-style-type: none"> • <i>bridges</i>: none • bypass for hill north of Utica 435th 	<ul style="list-style-type: none"> • <i>current status</i>: needs maintenance soon • not a destination road
435 th Ave (Utica Rd) North of Utica	7	B	<ul style="list-style-type: none"> • <i>current status</i>: good condition • leads to Lewis & Clark Lake • Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> • <i>bridges</i>: one north of Utica limited 21T/36T (scheduled preservation 2020, will <u>not</u> change load limits) • hill north of Utica very steep

435 th Ave (Utica Rd) South of Utica	5	A	<ul style="list-style-type: none"> • <i>current status:</i> good condition • <i>bridges:</i> one south of Utica limited 18T/30T (scheduled replacement 2020) • leads to Lewis & Clark Lake • Federal Aid Secondary HWY System 	•
436 th Ave	6	B	<ul style="list-style-type: none"> • <i>current status:</i> good condition • paved in Hutchinson • used when water over 431st Ave (Stone Church) • Federal Aid Secondary HWY System 	• <i>bridges:</i> Jamesville Bridge is limited 24T/31T (ranked 3 rd or 4 th for JR bridge replacements)
437 th Ave (south of HWY 46)	3	C	<ul style="list-style-type: none"> • <i>bridges:</i> none 	<ul style="list-style-type: none"> • <i>current status:</i> needs maintenance soon • not a destination road
437 th Ave (NAPA RD)	3.25	A	<ul style="list-style-type: none"> • <i>bridges:</i> none • <i>current status:</i> good condition • serves the NAPA complex • concrete 	•
Deer Blvd (south of HWY 50)	1	B	<ul style="list-style-type: none"> • <i>bridges:</i> none • <i>current status:</i> good condition • serves several residences • low speed limit • no thru trucks 	•
Deer Blvd (south of HWY 52)	1.5	A	<ul style="list-style-type: none"> • <i>bridges:</i> none • <i>current status:</i> good condition • serves large number of residences • low speed limit • no thru trucks 	•
Various Residential Streets	12	B	<ul style="list-style-type: none"> • <i>bridges:</i> none • <i>current status:</i> good condition • serves several residences • low speed limit • no thru trucks 	•
EAST SIDE OF COUNTY – EAST/WEST ROADS				
291 st St	6	B	<ul style="list-style-type: none"> • <i>bridges:</i> none • <i>current status:</i> good condition • Federal Aid Secondary HWY System • Turner County maintains pavement to the east • Connects to Viborg 	•
294 th St (Midpoint)	12	B	<ul style="list-style-type: none"> • <i>bridges:</i> two, no limits 	• <i>current status:</i> disrepair, slated for reclamation 2020
301 st St	8	B	<ul style="list-style-type: none"> • <i>bridges:</i> one, no limits • <i>current status:</i> good condition 	•

303 rd St (Johnson Bridge)	4	A	<ul style="list-style-type: none"> crosses James River Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>bridges</i>: Johnson Bridge over James River is limited 24T/32T (ranked 3rd or 4th for JR bridge replacements) <i>current status</i>: needs maintenance soon
303 rd St (east of 444 th Ave)	5.5	C gravel	<ul style="list-style-type: none"> <i>bridges</i>: one, no limits 	<ul style="list-style-type: none"> <i>current status</i>: reclaimed leave gravel
305 th St (to Volin)	7	B	<ul style="list-style-type: none"> <i>bridges</i>: two, no limits (includes bridge southeast side of Volin) <i>current status</i>: good condition connects Volin to 81 Federal Aid Secondary HWY System 	<ul style="list-style-type: none">
306 th St	0.75	B	<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition Federal Aid Secondary HWY System 	<ul style="list-style-type: none">
Bluff Rd	1	B	<ul style="list-style-type: none"> <i>bridges</i>: one, no limits 	<ul style="list-style-type: none"> <i>current status</i>: disrepair
Old 50 309 th St (Whiting Dr to 448 th)	7	A	<ul style="list-style-type: none"> highly traveled old State highway so base is good Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>bridges</i>: old 50 bridge limited 24T/33T and narrow (currently slated #2 for James River Bridge replacements) <i>current status</i>: needs maintenance soon
Old 50 309 th St east of 448 th	3	C	<ul style="list-style-type: none"> <i>bridges</i>: none lower travel used by Clay county residents Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon
310 th St	1	B	<ul style="list-style-type: none"> <i>current status</i>: good condition 	<ul style="list-style-type: none">
EAST SIDE OF COUNTY – NORTH/SOUTH ROADS				
SWJRR	4	B	<ul style="list-style-type: none"> <i>current status</i>: good condition <i>bridges</i>: none gravel pit on this road 	<ul style="list-style-type: none"> not a destination road
Walshtown 444 th Ave	18	A	<ul style="list-style-type: none"> <i>bridges</i>: one, no limits (north of HWY 46) highly used Federal Aid Secondary HWY System 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon bypass for weigh station
446 th Ave	12	B	<ul style="list-style-type: none"> <i>current status</i>: good condition <i>bridges</i>: one no limit Federal Aid Secondary HWY System (only the south 4 miles) 	<ul style="list-style-type: none"> <i>bridges</i>: one limited 18T/30T (replacement 2024)
448 th Ave	20	A	<ul style="list-style-type: none"> <i>current status</i>: good condition (south of HWY 46) <i>bridges</i>: two no limit (south of HWY 46) 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon (north of HWY 46) <i>bridges</i>: one limited 21T/36T (north of HWY 46, replacement 2022)

			<ul style="list-style-type: none"> Federal Aid Secondary HWY System direct route between HWY 46 and 50 allows for bypass of downtown Yankton if heading to Nebraska funnels truck traffic over HWY 50 bridges 	<ul style="list-style-type: none"> bypass for weigh station
449 th Ave	4	C gravel	<ul style="list-style-type: none"> <i>bridges</i>: none 	<ul style="list-style-type: none"> <i>current status</i>: disrepair, slated for reclamation 2019
450 th Ave	1	B	<ul style="list-style-type: none"> <i>current status</i>: good condition <i>bridges</i>: none direct access to HWY 50 for ag businesses on north end 	<ul style="list-style-type: none">
451 st Ave (north of 50)	5	B	<ul style="list-style-type: none"> <i>current status</i>: good condition <i>bridges</i>: one no limit Federal Aid Secondary HWY System connects Volin to Gayville and HWY 50 	<ul style="list-style-type: none"> <i>bridges</i>: one limit 21T/36T (replacement 2020)
451 st Ave (south of 50)	6	C	<ul style="list-style-type: none"> <i>bridges</i>: none only local truck traffic only paved road in this area 	<ul style="list-style-type: none"> <i>current status</i>: disrepair not a destination road low traffic
452 nd Ave (north of Irene)	3	B	<ul style="list-style-type: none"> <i>bridges</i>: none Federal Aid Secondary HWY System Turner County maintains pavement to the north 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon
452 nd Ave (south of Irene)	9	B	<ul style="list-style-type: none"> <i>bridges</i>: none <i>current status</i>: good condition Federal Aid Secondary HWY System shared with Clay County 	<ul style="list-style-type: none"> <i>current status</i>: needs maintenance soon (north of Irene)

- Meetings:
 - July 01 – organization
 - July 15 – SDLTAP
 - Aug 5 – Mayfield Bar & Grill
 - Aug 19 – Lesterville Fire Hall
 - Aug 26 – Commission Chamber
 - Sep 9 – Gayville Community Hall
 - Sep 23 – Commission Chamber
 - Sep 30 – Commission Chamber
- Adjournment 8:35 pm