



South Dakota
LTAP
Local Transportation Assistance Program



What SD LTAP Provides

Technical Assistance

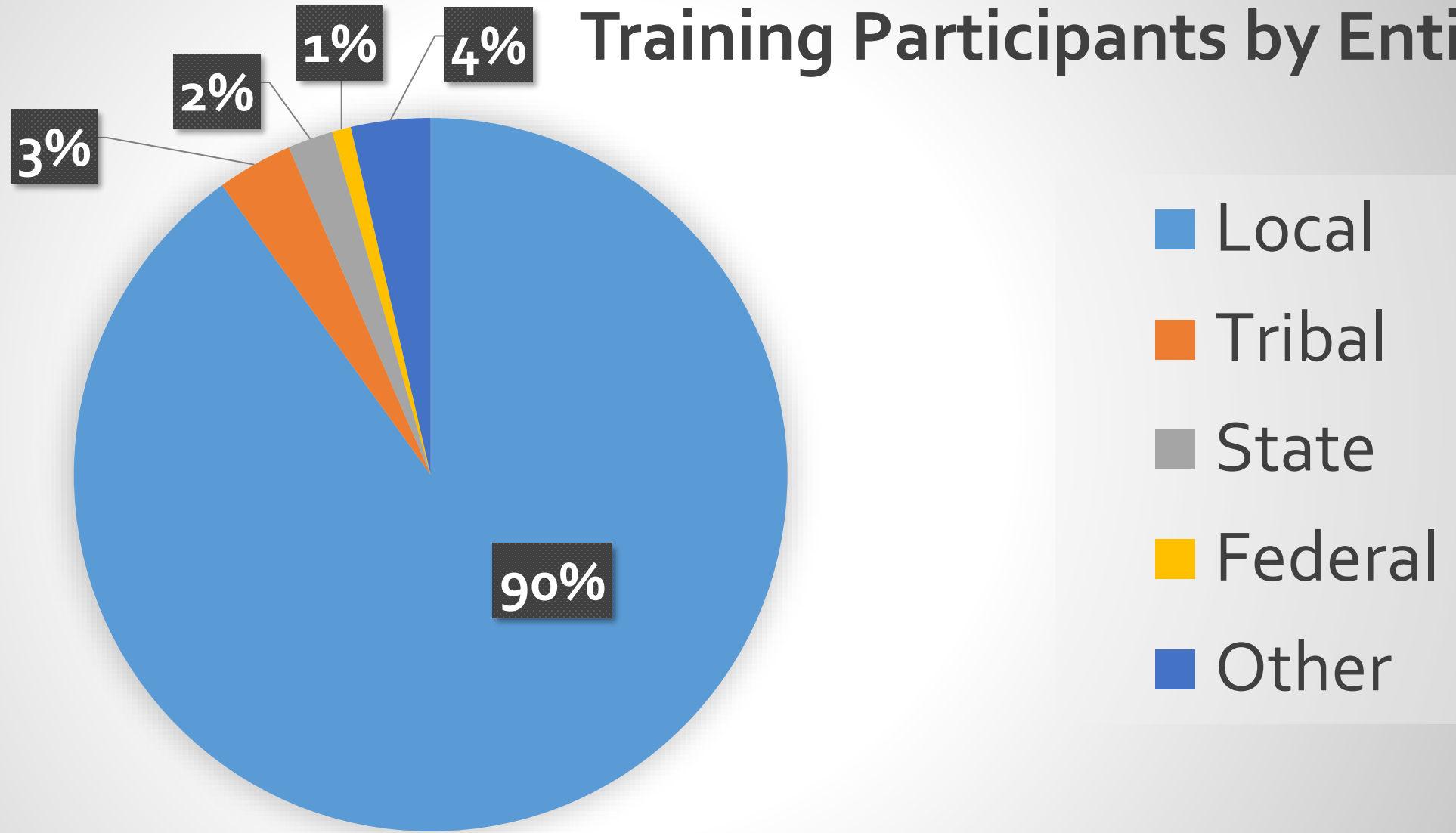
- Culverts & Small Structures
- Gravel Road Reshapes
- Agribusiness Access
- Materials
- Soft Spots
- Pavement Maintenance
- Stabilization & Dust Control
- Signing



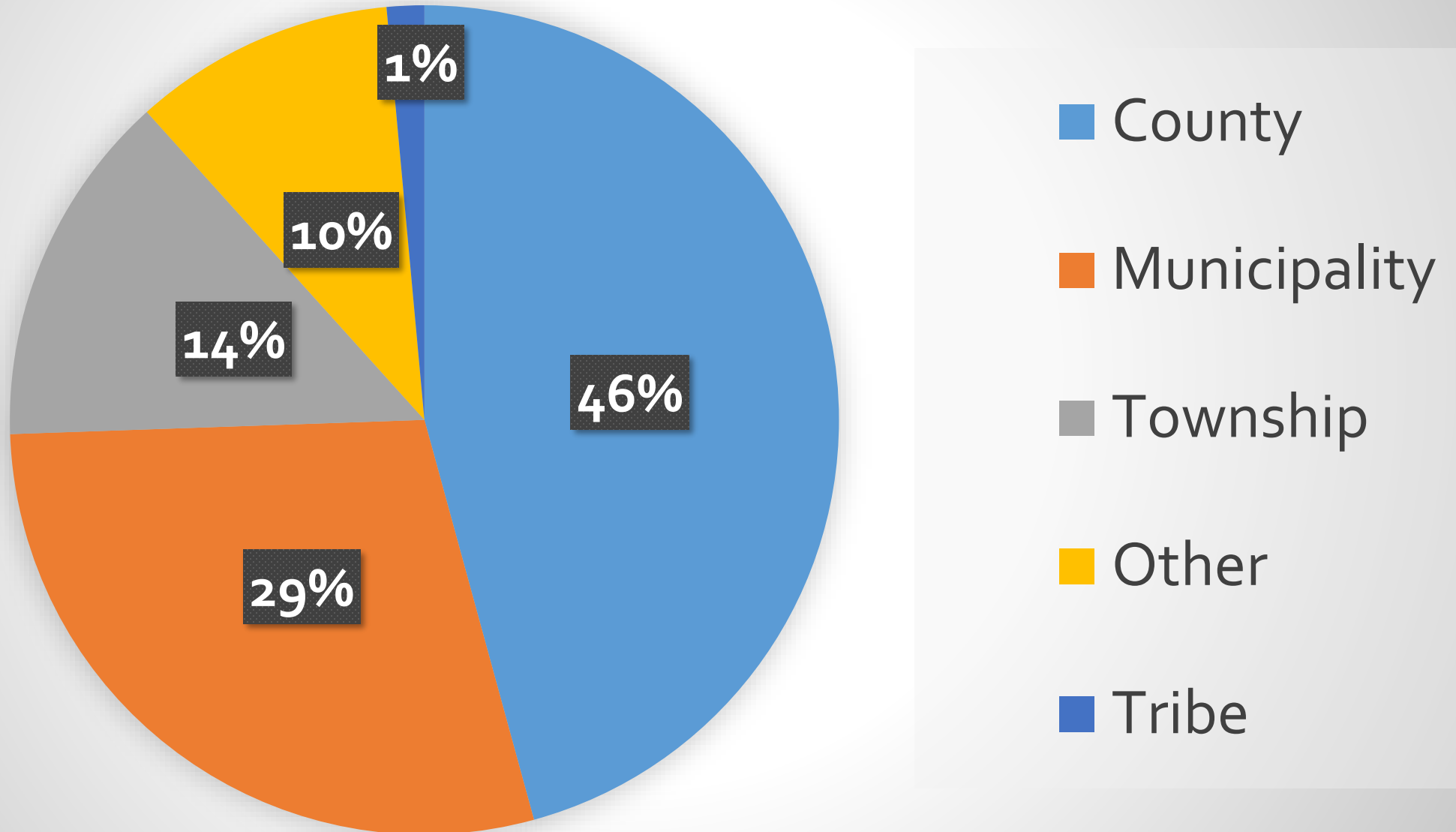
Training

- Supervisor
- Operators
- Elected Officials
- Training Material and Handouts

Training Participants by Entity



Technical Assistance by Entity



Inflationary Data

Gravel Roadways

<i>Cost Comparison</i>	<i>2012</i>	<i>2022</i>	<i>% Increase</i>
<i>Royalty Cost</i>	<i>\$.75</i>	<i>\$1.32</i>	<i>76%</i>
<i>Crushing Costs</i>	<i>\$2.84</i>	<i>\$4.32</i>	<i>52%</i>
<i>Hauling Gravel</i>	<i>\$.24/ ton mile</i>	<i>\$.38/ton mile</i>	<i>58%</i>
<i>Laydown of gravel</i>	<i>\$56/hour</i>	<i>\$84/hour</i>	<i>39%</i>
<i>Chloride Treatment</i>	<i>\$.72/Sq yard</i>	<i>\$1.12/Sq yard</i>	<i>55%</i>

Inflationary Costs

Asphalt Material

<i>Cost Comparison</i>	<i>2012</i>	<i>2022</i>	<i>% Increase</i>
<i>Class 1 Asphalt</i>	<i>\$50/ton</i>	<i>\$79.50/ton</i>	<i>59%</i>
<i>Cover Aggregate</i>	<i>\$3.40</i>	<i>\$6.55/ton</i>	<i>92%</i>
<i>CSS – 1H Fog</i>	<i>\$459</i>	<i>\$1250/ton</i>	<i>172%</i>
<i>MC3000 Oil</i>	<i>\$531</i>	<i>\$919</i>	<i>73%</i>
<i>Hot Mix Asphalt</i>	<i>\$55</i>	<i>\$93</i>	<i>87%</i>

Inflationary Costs

Equipment Cost

<i>Cost Comparison</i>	<i>2012</i>	<i>2022</i>	<i>% Increase</i>
<i>Truck Chassis</i>	<i>\$81,700</i>	<i>\$152,900</i>	<i>87%</i>
<i>Motor Grader</i>	<i>\$234,000</i>	<i>\$425,000</i>	<i>81.6%</i>
<i>Street Sweeper</i>		<i>\$386,000</i>	
<i>Wheel Loader</i>	<i>\$166,000</i>	<i>\$339,000</i>	<i>104%</i>

Inflationary Costs Corrugated Metal Pipe

2012

- 18" \$11.89
- 24" \$13.71
- 36" \$28.87
- 60" \$70.05
- 72" \$83
- 96" \$111
- 108" \$125.21

2022

- 18" \$24.25
- 24" \$31.35
- 36" \$59.40
- 60" \$102.66
- 72" \$125.28
- 96" \$226.20
- 108" \$254.05

County Challenges

- Funding shortfall for rise in costs
- Employee retention and the ability to hire
- Large projects are becoming unaffordable
- Loading and speed on the roadways exceed the safety and design of many current roadways
- Wind – Dairy – Feeding Operations and Large Commercial access
- Deferring maintenance will cost \$6 for every \$1 not spent
- Using reserve and general fund \$ to supplement road and bridge budget



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