



South Dakota Forest Highway Long Range Transportation Plan

A transportation policy plan to coordinate the South Dakota Forest Highway Program into the future

2011 - 2030

February 2012

Prepared by:



Prepared in partnership
with:



South Dakota Forest Highway Long Range Transportation Plan

2011-2035

A transportation policy plan to advance the
Forest Highway Program in South Dakota into the future

Prepared in partnership with:



Prepared by:

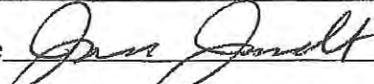


South Dakota Forest Highway Long Range Transportation Plan Concurrence

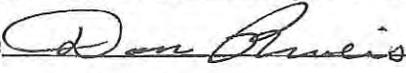
The South Dakota Forest Highway Long Range Transportation Plan (LRTP) is a policy plan that will be used to guide the development of the Forest Highway Program in South Dakota over the next 20 years. This 20-year plan identifies long term goals for the program and ensures that future decision-making is driven by a mutually agreed upon set of program goals and objectives. This LRTP is a living document that will be updated consistent with statewide planning cycles, or as needed to meet the Forest Highway Program needs. Modifications of this plan will require agreement and concurrence by each of the Tri-Agencies.

By signing below, each Tri-Agency representative endorses and approves the program policies and further implementation of the South Dakota Forest Highway LRTP.

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Abbreviations and Acronyms

CFLHD	FHWA, Central Federal Lands Highway Division
CFR	Code of Federal Regulations
FH	Forest Highway
FHWA	Federal Highway Administration
LRTP	Long-Range Transportation Plan
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act of 1969
NFS	National Forest System
OVN	Over Night
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SDDOT	South Dakota Department of Transportation
STIP	Statewide Transportation Improvement Program
STP	Statewide Transportation Plan
TEA-21	Transportation Efficiency Act for the 21 st Century
TIP	Transportation Improvement Program
TMP	Travel Management Plan
U.S.	United States
USC	United States Code
USFS	U.S. Department of Agriculture, Forest Service

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Executive Summary

This 24-year transportation plan describes the South Dakota Forest Highway (FH) Program and identifies the long range goals for the program. One purpose of this plan is to ensure that transportation priorities and funding decisions are guided by long range goals and objectives so that projects that are most beneficial to the overarching vision and goals of the South Dakota FH Program are supported and implemented. Because funding is limited, it is essential to assess conditions, set project priorities, and efficiently manage and leverage funds from a variety of sources to meet transportation needs.

Audience

This long range transportation plan (LRTP) is written to help transportation planners, transportation professionals, forest professionals, community representatives, and citizens who have an interest in improving FHs understand the Program, thereby helping them understand the types of projects eligible for program funding as well as how to participate in the planning and decision-making processes. This plan may also be used as a springboard for forest supervisors to partner with outside agencies and discuss project needs of mutual interest.

South Dakota at a Glance

5 National Forests and Grasslands

All forest highways are located in Black Hills National Forest

2.8 million acres of National Forest Lands

223 miles of paved roads

89% are in good or fair condition

54 miles of unpaved roads

100% are in good or fair condition

54 bridge structures

87% are in good condition

Planning Coordination and Stakeholders

The process for coordinated planning and decision making among the partner agencies involved in the South Dakota FH Program is described in Chapter 2. The plan is the product of the Tri-Agency partnership, which consists of representatives from the South Dakota Department of Transportation (SDDOT); the United States (U.S.) Department of Agriculture, Forest Service (USFS), Region 2; and the Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD). Each agency has specific roles and responsibilities as part of the planning and implementation of FH projects.

Funding and Investment Strategies

Differences in funding need and availability of funding create gaps in the FH Program's ability to fully maintain and support the South Dakota transportation network. Gaps are therefore present when transportation needs exceed the availability of funding. Limiting the impact of these gaps is a concern for the FH Program and the long-term sustainability of the FH transportation network.

This LRTP evaluates two future funding scenarios and the associated gap in funding. The two scenarios include one that assumes the current fiscal year allocation of \$1.6 million over the next 24 years, and another assuming a 20 percent increase in current funding over the 24-year period. The next federal authorization may not match either one of these scenarios; however, these

scenarios illustrate that methodology that was used in analyzing the needs versus the available funding.

The gap analysis reveals that under the fiscal year 2011 funding scenario, the South Dakota FH Program will see a \$34 million funding gap over the next 24 years to improve even the worst 25 percent of the system, as shown in Table 1. Under the 20 percent increase funding scenario, these same improvements would result in a \$26 million gap in funding. Additional improvements to the worst 50 percent would result in more significant shortages.

Table 1
Funding Gap Analysis Summary

Improvement Level	Estimated Improvement Cost (in millions)*	FY 11 Scenario \$38M (in millions)	20% Increase Scenario \$46M (in millions)
Worst 25%	\$72.7	(\$34.7)	(\$26.7)
Worst 50%	\$121.2	(\$83.2)	(\$75.2)

Project Selection Process

This LRTP also establishes a formalized project selection process, which is achieved through issuing a call for projects using a standardized project application. This process was designed to be objective, transparent, and capable of ranking projects that serve the program goals. Specific criteria were identified to provide a measure of how well a particular project meets the FH Program's goals, as established in Chapter 1. Points assigned to each goal category are a function of the relative importance that the Tri-Agency places on achieving a particular goal category relative to the mission of the FH Program. Table 2 lists the FH Program goals and project selection criteria with the points assigned to each goal category.

The result of project selection is a list of prioritized projects that can be brought before the Tri-Agency partners for informed discussion and funding approval for inclusion in the FH Program and advancement into project development.

Table 2
Forest Highway Program Transportation Goals and Selection Criteria

Goals/Project Selection Criteria	Points
Access and Mobility	30
<ul style="list-style-type: none"> Provide and maintain recreational, commercial, administrative, and other access to NFS lands by funding improvements for transportation facilities. 	
<ul style="list-style-type: none"> Provide a reliable transportation network connecting the National Forest System (NFS) lands with local communities and major highway systems. 	
<ul style="list-style-type: none"> Consider mode choice opportunities to improve mobility and access to and through the national forests. 	
Safety and Condition	40
<ul style="list-style-type: none"> Identify risks to traveler safety and take measures to reduce them. 	
<ul style="list-style-type: none"> Restore or improve the condition of the transportation facilities to accommodate the intended road use. 	
<ul style="list-style-type: none"> Reduce long-term maintenance costs and consider the ability of the cooperator to maintain the FH. 	
Funding and Economic Development	15
<ul style="list-style-type: none"> Create partnerships with other agencies or programs to provide additional funding to extend the benefits of the FH Program. 	
<ul style="list-style-type: none"> Support economic development in terms of tourism and use of natural resources in support of Forest Plans and Travel Management Plans. 	
Natural Resource Protection	15
<ul style="list-style-type: none"> Use transportation facilities as a tool to improve the health of the NFS lands. 	
<ul style="list-style-type: none"> Reduce the impacts of transportation facilities to natural and cultural resources. 	

A call for projects was issued by the Tri-Agency in March 2011, with applications due April 29, 2011. From this solicitation, three project applications were received:

- FH 17 Hill City-Lead – 13.6 miles 3R (\$7.6 million)
- FH 24 Rochford Road – 11.6 miles 4R (\$29 million)
- FH 25 Nemo Road – 6.25 miles 3R (\$4.4 million)

A Tri-Agency workshop was held in May 2011 to discuss scores and prioritize among the three submitted projects. Field validation was conducted, and on June 15, 2011, the FH 17 Hill City-Lead 3R project was programmed for the first phase of construction in fiscal year 2013. The remaining two projects are part of the South Dakota FH unconstrained list of project needs, and may re-apply for consideration in the next call for projects.

Recommendations for Future Activities

During the development of the South Dakota FH LRTP several action items were identified:

- Improve data collection and monitoring
- Set performance objectives for FH Program
- Update LRTP every five years
- Evaluate project selection process
- Annual programming flexibility



Chapter 1: Introduction

This 24-year transportation plan describes the South Dakota Forest Highway (FH) Program and identifies the long-range goals for the program. One purpose of this document is to help transportation planners, transportation professionals, forest professionals, community representatives, and citizens who have an interest in improving FHs understand the FH Program, thereby helping them understand the types of projects eligible for program funding as well as how to participate in the planning and decision-making processes.

This plan describes the process for coordinated planning and decision making among the partner agencies involved in the South Dakota FH Program. The plan is the product of the Tri-Agency partnership, which consists of representatives from the South Dakota Department of Transportation (SDDOT); the United States (U.S.) Department of Agriculture, Forest Service (USFS), Region 2; and the Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD). Each agency has specific roles and responsibilities as part of the planning and implementation of FH projects (see Appendix A). This long-range plan is intended to help the Tri-Agency make investment decisions for planning, safety management, preservation, and construction on FHs in South Dakota. Because funds are limited, it is essential to assess needs, set priorities, and efficiently manage and leverage funds from a variety of sources to meet transportation needs.

1.1 What Are Forest Highways?

FHs are simply a subset of South Dakota's road system, representing approximately 277 miles of roadway in South Dakota, all located within or adjacent to the Black Hills National Forest, as shown in Figure 1 and Figure 2. Established by the passage of the Federal Highway Act of 1921, specific roadways in national forests across the United States were designated as FHs due to the benefits they provide to the national forest, states, and local communities. For more information on how FHs were designated, please see Appendix B, Forest Highway Background. FHs are intended to provide safe and efficient transportation access to and through the National Forest System (NFS) for visitors, recreationists, resource users, and others. FHs also assist rural and community economic development, and promote tourism and travel.

1.2 How Are Forest Highways Defined?

The term "Forest Highway" refers to a forest road under the jurisdiction of, and maintained by, a public authority and open to public travel. A public authority other than FHWA, such as SDDOT, USFS, or a local government, typically has jurisdiction of a FH. A FH may be comprised of several segments, each managed by a different authority. FH maintenance and improvement projects can also receive funding from several sources. In general, FHs must be in or adjacent to the NFS; be necessary for access to protect, administer, use, and develop national forest resources; open to public travel; and provide a connection to other transportation systems (such as public roads).

The list of designated FHs is not fixed. Routes can be added or removed at any time with the concurrence of the Tri-Agency. FH route designation may be requested by SDDOT, USFS, or by a County through coordination with SDDOT. The CFLHD Division Engineer approves designation with concurrence of the USFS and State. Figure 1 shows currently designated FHs in

South Dakota. Figure 2 shows the Black Hills National Forest FH network. Further information regarding FH eligibility and designation is discussed in Chapter 5, Designation and De-designation, and provided in Appendix B.

1.3 Why Are Forest Highways Important?

Accessing our NFS lands is part of our heritage, our culture, and our economy. The FH Program addresses the needs for safe and efficient transportation access to and within NFS lands for tourism, recreation, resource use, and other uses. Other transportation programs do not specifically address those needs. FHs aid rural and community economic development and promote tourism and travel. Meanwhile, South Dakota's population has increased, placing more people closer to NFS and other federal lands. In addition, development outside of federal lands is placing greater pressure on existing transportation infrastructure and resources.

1.4 What is the South Dakota Forest Highway Program?

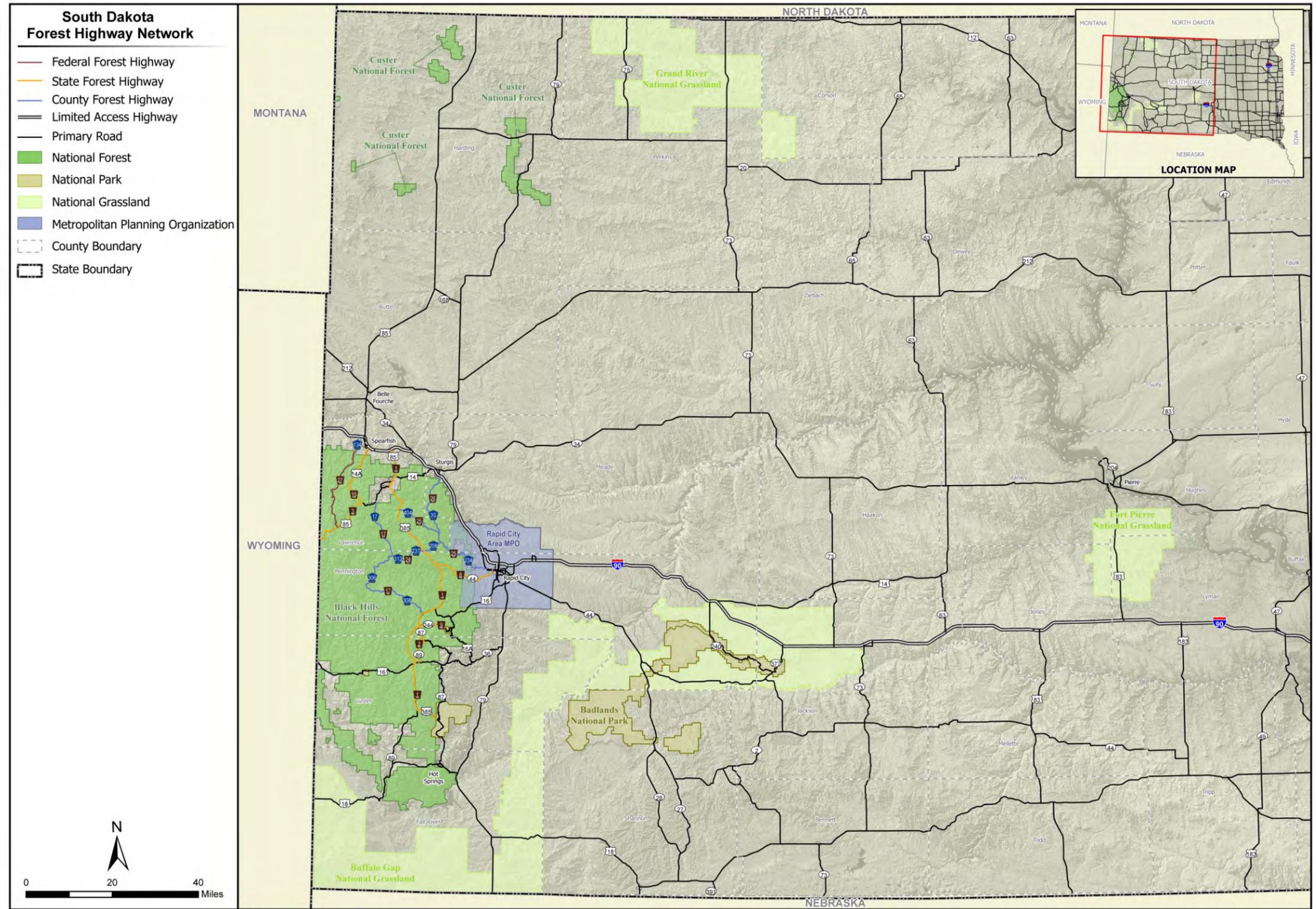
Because FHs provide a multitude of economic, cultural, and environmental services to state residents and visitors, we need to understand the existing and long-term demands on the roadway system to meet current and future needs. The South Dakota FH Program was developed to address those needs by providing funding for improvements to FHs. Through the federal tax on gasoline, the South Dakota FH Program provides approximately \$1.6 million of federal transportation funding to South Dakota each year.

The South Dakota FH Program is, by law, a partnership of SDDOT, USFS, and CFLHD (the Tri-Agency). Roles of the Tri-Agency are defined in Appendix A.



Black Hills National Forest

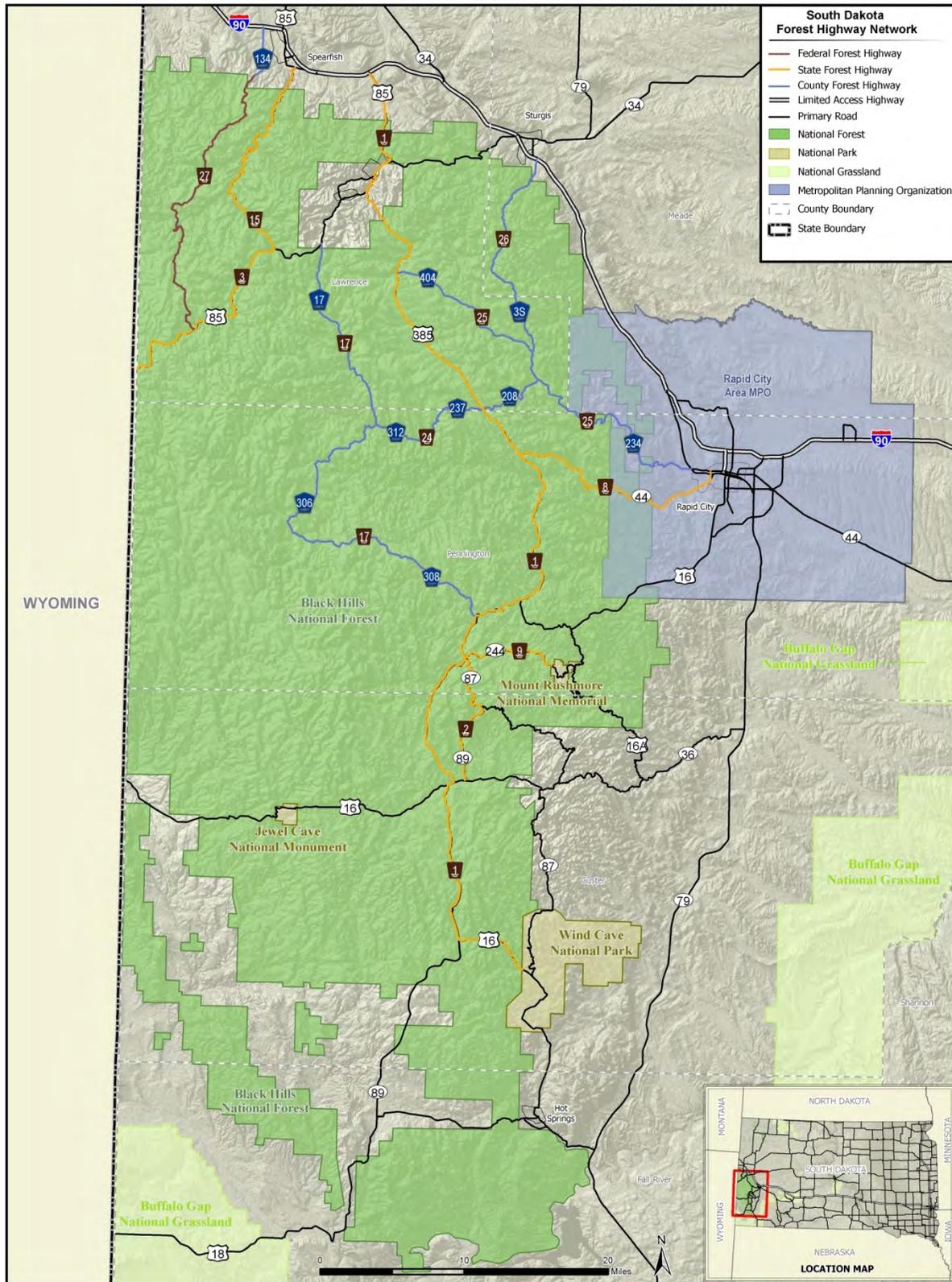
Figure 1
South Dakota Forest Highway Network



Source: FHWA Road Inventory Program, 2008

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**Figure 2
Black Hills Forest Highway Network**



Source: FHWA Road Inventory Program, 2008

1.5 *What are the Vision, Mission, and Goals of the South Dakota Forest Highway Program?*

The vision, mission, goals, and objectives presented in this document are intended to guide the process for ranking and selecting projects for the South Dakota FH Program. Through a cooperative effort, the Tri-Agency partners developed these foundational statements specifically for this LRTP, using the requirements set forth in 23 Code of Federal Regulations (CFR) §660, Subpart A – Forest Highways (see Appendix C). These guiding principles shape the development of this plan, the project selection process, conclusions, and recommendations of this LRTP. Nevertheless, each state and federal partner has specific vision, mission, and goals that are of unique interest to that particular agency. The individual statements of the three partnering agencies are provided in Appendix D.

Vision

The vision of the FH Program in South Dakota is to advance the FH network in an efficient manner that facilitates responsible care for the land, while providing access for users to experience the National Forests.

Mission

The mission of the FH Program in South Dakota is to work in partnership with CFLHD, SDDOT, USFS, and local communities to provide a safe and efficient FH network within the state.

Goals and Objectives

There are four goals of the FH Program in South Dakota: access and mobility, safety and condition, funding and economic development, and natural and cultural resource protection. Each goal has specific objectives that are intended to support and enhance the purpose of that goal. The goals and objectives are listed with a description of the purpose of each objective.

Access and Mobility: Provide sustainable access to and within the national forests for use and enjoyment of the land and its resources.

Objective 1: Provide and maintain recreational, commercial, administrative, and other access to NFS lands by funding improvements for transportation facilities.

Objective 2: Provide a reliable transportation network connecting the NFS lands with local communities and major highway systems.

Objective 3: Consider mode choice opportunities to improve mobility and access to and through the national forests.

Safety and Condition: Ensure a safe and reliable transportation network to and within the national forests.

Objective 1: Identify risks to traveler safety and take measures to reduce them.

Objective 2: Restore or improve the condition of the transportation facilities in order to accommodate the intended road use.

Objective 3: Reduce long-term maintenance costs and consider the ability of the cooperator to maintain the FH.

Funding and Economic Development: Use innovative partnerships to fund FH projects and to support economic development opportunities at the local, regional, and national level.

Objective 1: Create partnerships with other agencies or programs to provide additional funding to extend the benefits of the FH Program.

Objective 2: Support economic development in terms of tourism and use of natural resources in support of Forest Plans and Travel Management Plans.

Natural and Cultural Resource Protection: Maintain leadership in protecting and enhancing the natural and cultural environment.

Objective 1: Use transportation facilities as a tool to improve the health of NFS lands.

Objective 2: Reduce the impacts of transportation facilities to natural and cultural resources.

As mentioned previously, the goals are based upon the criteria established in 23 CFR §660; however, the CFR criteria were modified to more clearly state the intent of project selection for the FH Program. Table 3 summarizes the relationship between the FH Long Range Transportation Plan (LRTP) goals and the criteria established in 23 CFR §660.

**Table 3
LRTP Goals and Related CFR Criteria**

Related 23 CFR §660 Criteria	LRTP Goal
<ul style="list-style-type: none"> • Development, use, protection, and administration of the NFS and its resources. • Continuity of the transportation network serving the NFS and its dependent communities. • Mobility of the users of the transportation network and the goods and services provided. 	<p>Access and Mobility: Provide sustainable access to and within the national forests for use and enjoyment of the land and its resources.</p>
<ul style="list-style-type: none"> • Result for FHs from the pavement, bridge, and safety management systems. 	<p>Safety and Condition: Ensure a safe and reliable transportation network to and within the national forests.</p>
<ul style="list-style-type: none"> • Enhancement of economic development at the local, regional, and national level, including tourism and recreational travel. • Improvement of the transportation network for economy of operation and maintenance and the safety of its users. 	<p>Funding and Economic Development: Use innovative partnerships to fund FH projects and to support economic development opportunities at the local, regional, and national level.</p>
<ul style="list-style-type: none"> • Protection and enhancement of the rural environment associated with the USFS and its resources. 	<p>Natural and Cultural Resource Protection: Maintain leadership in protecting and enhancing the natural and cultural environment.</p>

1.6 Why Do We Need Long-Range Transportation Planning?

FH long-range transportation planning is necessary to define the vision and goals for the FH network that will serve the public into the future. Long-range planning also provides a mechanism to objectively set priorities for implementing projects while working toward the ultimate vision for the FH network that the Tri-Agency is trying to achieve. To accomplish these tasks, planners and decision makers must consider a complex balance among transportation effectiveness, human safety, and environmental care. They must do so collaboratively to effectively manage and implement the South Dakota FH Program.

The FH Program requires long-range transportation planning; that is, a planning process that is consistent, that involves the partner agencies, that is compatible with other transportation planning processes, and that clearly defines and offers opportunities for public input. The key objective of such a planning process is to develop and maintain a coordinated, “seamless” transportation system for public use, even though various segments of the system are under different jurisdictions. Coordinated planning will also help ensure that the most critical projects receive funding and are implemented, so that the infrastructure remains in place to access South Dakota’s forest resources and communities.



Black Hills National Forest Greenview Estates

Some general requirements for coordinated FH planning are set forth in 23 CFR §660, Subpart A – Forest Highways, which is provided in Appendix C of this document.

1.7 What is the South Dakota Forest Highway Long Range Transportation Plan?

The Tri-Agency prepared this LRTP to describe how the FH Program operates and to identify the long-range goals for the program for the next 24 years. As funding has become more scarce and demand on the FH transportation system continues to increase, it has become increasingly important for the Tri-Agency to work together to assess needs, set priorities, and implement projects that provide public benefits, while meeting fundamental program goals.

This LRTP describes the process and provides guidance for coordinated planning and decision making among the Tri-Agency. Such coordination is the key to wisely investing South Dakota FH funds. This LRTP is intended to help the partners make investment decisions for planning, safety management, preservation, and construction on FHs in South Dakota.

While funding for maintenance and capital improvements to FHs can come from many sources, such as cities, counties, and states, this LRTP focuses specifically on the types of projects eligible for funding through the FH Program over the next 24 years. It also provides guidance on how FH projects are selected for the FH Program (see Chapter 6, Project Selection Process).

1.8 What Is Included in This Plan?

This LRTP is presented in seven chapters, including this Introduction. An explanation of the contents of each chapter follows.

Chapter 2, Agency and Planning Coordination, describes the long-range plans that are particularly related to South Dakota's FHs, including USFS national forest plans and SDDOT's Statewide Transportation Plan (STP). Chapter 2 also describes other factors and regulations that influence FH planning, and describes the public involvement process for this FH LRTP.

Chapter 3, Existing Conditions and Trends, summarizes the current state of FH transportation infrastructure in terms of type, condition, use, and jurisdiction. Chapter 3 also presents recent trends in population change, forest visitation, and recreational trips to South Dakota's forests.

Chapter 4, Funding and Investment Strategies, summarizes the recent investment history for South Dakota FH projects, identifies reasonably expected funding through 2035, and discusses the funding gap between available funds and needed improvements to the FH network. Chapter 4 also identifies additional opportunities for funding through partnerships with other agencies.

Chapter 5, Designation and De-Designation, summarizes the recent designation and de-designation process that was completed on the FH network in South Dakota including the outreach to national forests and counties, as well as the revised FH network based on this outreach.

Chapter 6, Project Selection Process, describes the process for selecting projects that will receive FH Program funds. It provides a step-by-step account of the Tri-Agency call for projects and the rationale for why this process is necessary for the FH Program.

Chapter 7, Plan Implementation, summarizes how this LRTP will be implemented by the Tri-Agency and includes recommended actions for the Tri-Agency. Recommendations include ongoing system monitoring and issuing a call for projects in upcoming years.

Chapter 2: Agency and Planning Coordination

This LRTP is intended to link partner agencies' long-range planning efforts related to FHs. Each agency prepares its own long-range plans for managing the resources under its jurisdiction. The long-range plans related to South Dakota's FHs include USFS National Forest Plans and SDDOT's LRTP. This chapter discusses those plans, describes other factors and regulations that influence FH planning, and describes the public involvement process for this FH LRTP.

2.1 USFS National Forest Plans

The USFS has prepared a Land and Resource Management Plan (commonly referred to as a "Forest Plan") for every national forest in the country. The Forest Plans are updated periodically. In general, each Forest Plan evaluates the existing conditions of the forest lands and resources within a specific national forest, defines desired future conditions, evaluates and sets standards for visual quality (e.g., along roads and rivers), and provides direction for managing the forest resources. Forest Plans also provide direction for maintaining and preserving visual quality along scenic byways, wild and scenic rivers, and wilderness areas.

Forest Plans provide the framework in which project decisions can be made on a case-by-case and site-specific basis. In relation to transportation planning, forest plans identify the types of travel that are suitable to particular parcels of land based on desired future conditions and other



Black Hills National Forest Campground

plan designations. Transportation decisions are directly related to the stated management objective for specific areas. If the management objective for a certain area changes, site-specific plans for road and trail management must be made separately from the forest plan to bring travel into compliance. Decisions about specific roads and trails are made through project-level analysis and decision documents in accordance with the National Environmental Policy Act (NEPA) of 1969. Appendix E contains a summary of the functions and limitations of a forest plan. The following forest plans have been completed in South Dakota to date:

- *Black Hills National Forest – 1997 Revised Plan of Land and Resource Management*
- *Buffalo Gap National Grasslands – 2009 Updated Land and Resource Management Plan*
- *Custer National Forest and Grasslands – Record of Decision Forest Plan*
- *Dakota Prairie National Grasslands – 2002 Land and Resource Management Plan*
- *Fort Pierre National Grasslands – 2009 Updated Land and Resource Management Plan*

The USFS also develops Travel Management Plans (TMP). These are transportation-specific plans developed to help ensure that specific transportation corridors meet forest plan guidelines. TMP planning provides opportunities for the public and other key stakeholders to engage in discussions with the USFS about transportation issues in specific areas of national forests. TMPs address only roads under USFS jurisdiction, not roads under state or county jurisdiction. The following TMPs have been completed in South Dakota:

- *Black Hills National Forest – 2010 TMP Record of Decision*
- *Buffalo Gap National Grasslands – 2009 Travel Management Draft Environmental Impact Statement*
- *Custer National Forest – 2010 Motorized Travel Management Monitoring Plan*
- *Grand River National Grasslands – 2007 Grand and Cedar River National Grasslands TMP*
- *Fort Pierre National Grassland – 2008 Route Designation Project Environmental Assessment (EA)*

2.2 South Dakota Statewide Long Range Transportation Plan

The South Dakota LRTP is SDDOT's vision and policy document for South Dakota's transportation system, including airports, railroads, bicycle and pedestrian facilities, state highways, and transit. It is a 20-year (2010 to 2030) multimodal transportation plan that's mission is to provide a safe, efficient, and effective transportation system. The plan prioritizes limited available resources to maintain, improve, and expand transportation infrastructure. Required by South Dakota and federal statutes, the LRTP guides development and investment in the transportation system. The LRTP also includes SDDOT's strategy that begins identifying tough choices to maintain the existing transportation system under the demands placed on the current system, given funding shortfalls.

The LRTP's goals, policies, strategies, and implementation framework respond to the challenges facing South Dakota's transportation system. The LRTP goals are to:

- Preserve and maintain South Dakota's transportation system
- Promote transportation safety
- Support access and connectivity to important facilities like grain elevators, ethanol plants, pipeline terminals, wind energy facilities, airports, freight terminals, large employment and retail generators, and intermodal facilities
- Promote transportation efficiencies within and among all transportation modes
- Promote transportation facility enhancements within our authority and financial constraints
- Support economic growth and tourism
- Provide mobility and transportation choices
- Preserve South Dakota's quality of life
- Promote transportation security

2.3 Consistency with Other Plans

This FH LRTP is intended to integrate with and inform future state, county, and forest plans. Consistency between plans helps identify projects with multiple-agency benefits and potential for partnerships. Furthermore, documenting FH long-range vision, mission, and goals as well as individual projects will continue to assist local and regional planning in areas near FH routes.

In addition, this FH LRTP provides a means to enhance the consideration of environmental issues and impacts within the long range transportation planning process. As part of the FH application, project sponsors are asked to provide information regarding the need for proposed projects and potential environmental impacts. Project sponsors are also asked to document any pre-project coordination with resource agencies or the public. The analysis conducted during the planning stage will impart great benefits to the project, if selected, when it moves forward through the NEPA-level analysis as part of project development.

2.4 Other Factors that Influence Forest Highway Planning

Several factors have been influencing the federal FH Program over the last 10 years. Some of those factors are changing areas of emphasis for the program. These include inflation of construction costs, multi-modal considerations, and economic development opportunities.

2.4.1 Inflation of Construction Costs

Road and highway construction costs have shown volatility in recent years, but, overall, costs have continued to rise. From 2006 to 2008, the cost of rehabilitating some roadways increased at a rate greater than U.S. core inflation. In addition, the amount of road rehabilitation that is deferred each year has been growing as a result of funding limitations and deteriorating infrastructure conditions.

The South Dakota FH Program is affected by rising costs of construction and is simply unable to deliver as many miles of road construction today as 10 years ago. Construction cost is a factor that must be considered when deciding how South Dakota FH funds will be invested. Specifically, planners and decision makers should consider how available funds can provide more miles of improved road or more road deficiencies/conditions improved. Potential for combining or matching funds from various sources should also be evaluated.

2.4.2 Multi-Modal Considerations

States, metropolitan planning organizations (MPO), and federal land management agencies consider alternative transportation solutions in their transportation plans. Likewise, the South Dakota FH Program must consider alternative transportation modes when evaluating and developing proposed projects. Alternative transportation modes can be solutions for managing demand, providing access, and enhancing environmental quality, among other issues. Alternative transportation solutions may also provide additional funding opportunities. The Sarbanes Transit in Parks program funded through the Federal Transit Administration provides grant-based assistance for alternative transportation projects on Federal lands. This funding program is discussed on page 34 of this document.

2.4.3 Economic Development Opportunities

The economic impacts of tourism and recreation on federal lands have been studied in various contexts relating to impacts at the regional level; impacts to industry and recreational activities; and studies of individual parks, forests, tribal lands, and wildlife refuges. Relative to other states, South Dakota contains a small number of national forests and FHs, and minimal areas of national forest land. In South Dakota:

- There are approximately 2.8 million acres of national forest lands in South Dakota
- There are five National Forests and Grasslands
- Tourism is the second largest industry behind agriculture
- Visitors spent nearly \$865 million across the state in 2006

2.5 Public Involvement

Public involvement occurs throughout the transportation planning process, and while FH public involvement and planning are unique, they are linked to existing long-range and short-term planning efforts of SDDOT, the counties, and the national forests in South Dakota. FH planning builds upon, and is integrated with other planning efforts for consistency among the partner agencies' planning and public involvement activities, thereby providing multiple opportunities for public involvement.

Public involvement during transportation planning is perhaps best explained by distinguishing “policy level,” “plan level,” and “project level” public involvement opportunities. “Policy level” public involvement occurs during the development of a long-range transportation plan, such as the South Dakota STP, regional transportation plans (RTP), forest plans, and this FH LRTP. Such long-range policy plans provide guidance and direction for a transportation program. In short, they address “the big picture.” “Plan level” public involvement occurs during development of shorter-term plans like the Statewide Transportation Improvement Program (STIP), MPO transportation improvement programs (TIP), and the Federal Lands Highway TIP that list specific desired improvements and often include prioritized lists of projects to be implemented over the plan’s timeframe. “Project level” public involvement occurs when specific projects are being developed through the process used to evaluate and assess projects under NEPA.

Public involvement continues to be an integral part of the planning process for this LRTP. As such, the Tri-Agency has conducted initial outreach including the development of a FH website that provides current information, by state, for each FH LRTP (<http://www.cflhd.gov/LRTP/index.cfm>).

The result of the project selection process outlined in this LRTP (a list of approved projects for the FH program) will be included in South Dakota’s STIP, which is subject to South Dakota’s public involvement process associated with the STP. Because these plans include statewide lists of projects proposed for implementation, public input is used to inform the process of project selection. Therefore, there is some project-specific input at the plan level of public involvement.

The public will have further opportunity to provide input on specific proposed projects through the process used to evaluate and assess projects under NEPA. All projects that include federal funding, such as FH projects, must comply with the NEPA process. The NEPA process requires public outreach at several stages: project scoping (to present the proposed project and identify potential issues), public review of the draft environmental document (environmental assessment or environmental impact statement), and public review of the final environmental impact statement. Additional public involvement opportunities are often provided, such as public meetings at various stages of project development.

Chapter 3: Existing Conditions and Trends

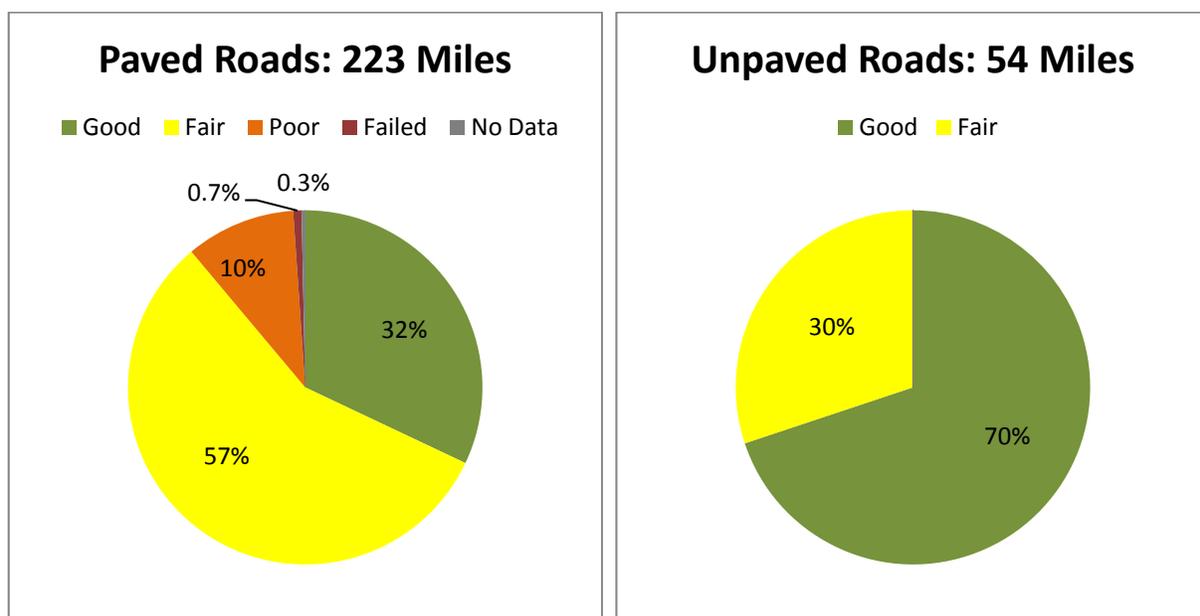
Understanding the current state of FHs is a prerequisite for planning future transportation projects. The dynamics of use, condition, and visitation are therefore considered in transportation funding decisions. Furthermore, this FH LRTP considers changes that are likely to occur in the future, such as increased traffic and visitation due to population increases. As is the nature of LRTPs, the intent is to identify future needs and plan for them proactively. The data in this chapter was used to validate data provided on project applications when evaluating projects during the project selection process, as described in Chapter 6. Note that projects will be selected based on a combination of information provided in applications and existing data, not existing data alone.

This chapter offers a summary of the current state of FH transportation infrastructure in terms of type, condition, use, and jurisdiction. Indicators of future trends include population change, visitation, and resource extraction activities.

3.1 Facility Inventory and Conditions

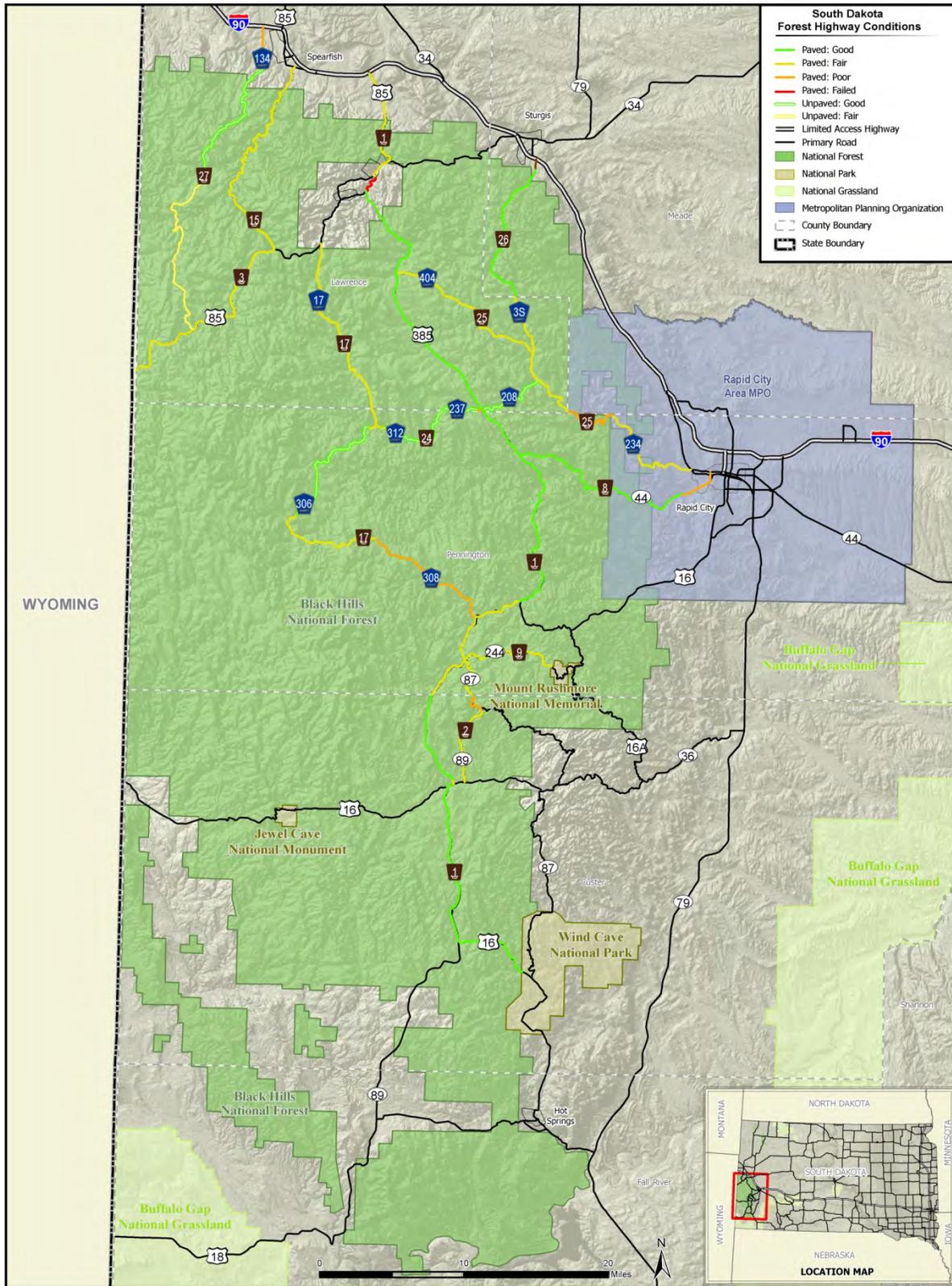
Currently, CFLHD collects information on road conditions through the Road Inventory Program every two years. Based on the data, it was determined there are 11 routes and 277 miles of FH roads in South Dakota. Of these, 223 miles (81 percent) are paved and 54 miles (19 percent) are unpaved. Figure 3 summarizes the condition of the roadway network by surface type. Road conditions are also shown in Figure 4. The figures show that the majority of FH roads in South Dakota (61 percent) are in less than Good condition. As the network continues to age and traffic volumes increase, more of these roads will deteriorate to Poor or Failed conditions. Surface condition is an important factor to consider when selecting projects to construct as part of the LRTP, as it has a direct effect on FH operations and safety.

**Figure 3
Roadway Condition**



Source: FHWA Road Inventory Program, 2008

Figure 4
South Dakota Forest Highway Conditions



Source: FHWA, 2008

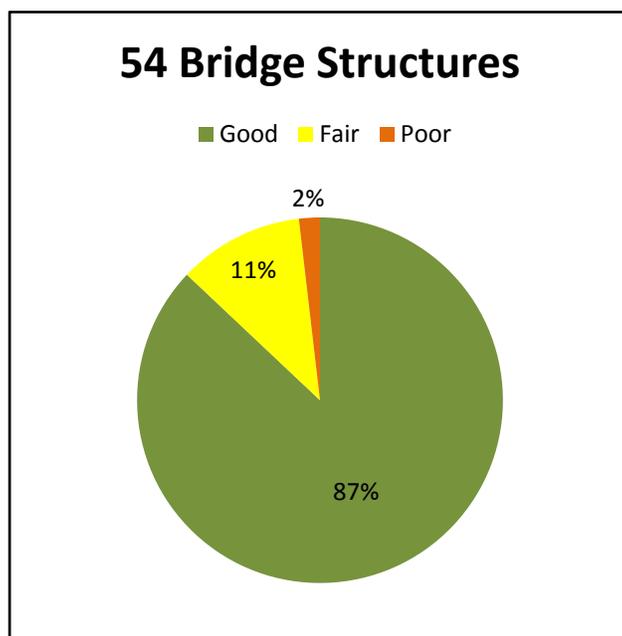


There are 54 bridges on the FH road network in South Dakota. Of these bridges, one is classified as functionally obsolete and three are classified as structurally deficient. The structurally deficient bridges include:

- FH 8 at MP 40.5 (Cleghorn Canyon)
- FH 17 at MP 30.2 (Rapid Creek)
- FH 25 at MP 8.1 (Boxelder Creek)

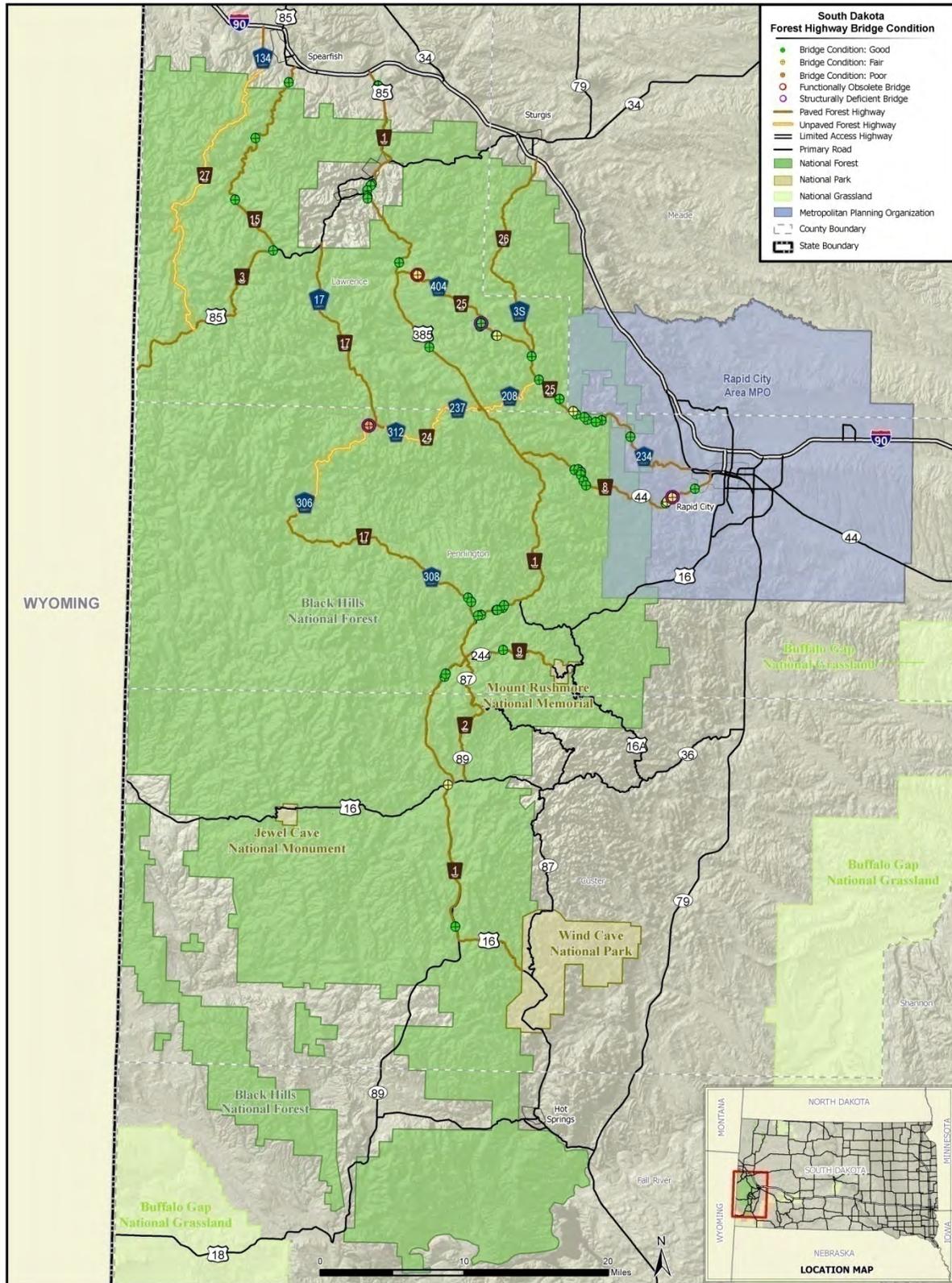
A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges include those that have sub-standard geometric features such as narrow lanes, narrow shoulders, or inadequate vertical clearances. A bridge is considered structurally deficient if it has a Poor general condition rating for the deck, superstructure, substructure, or culvert. Figure 5 summarizes qualitative bridge structure sufficiency ratings. The location and conditions of these bridges are shown in Figure 6. For the most updated condition information, refer to <http://www.cflhd.gov/FHRoadInv/index.cfm> and select the South Dakota report.

Figure 5
Bridge Structure Sufficiency Rating



Source: FHWA Road Inventory Program, 2008

Figure 6
South Dakota Forest Highway Bridge Condition



Source: FHWA, 2008



FHs in South Dakota share 3 routes and 36 miles with designated state routes and 3 routes and 102 miles with U.S. routes. State and U.S. routes typically carry higher traffic volumes than other routes, as they serve multiple trip purposes in addition to forest visitation and resource extraction. In addition, 114 miles of FH roads are shared county routes and the remaining 25 miles are classified federal routes. Because these routes are either designated U.S. or state routes, there is a greater chance to leverage funds to improve these roads. They may qualify for other funding sources that could be used to complete FH projects. Such routes have a better chance of being selected for improvements because of their potential ability to leverage outside funds.

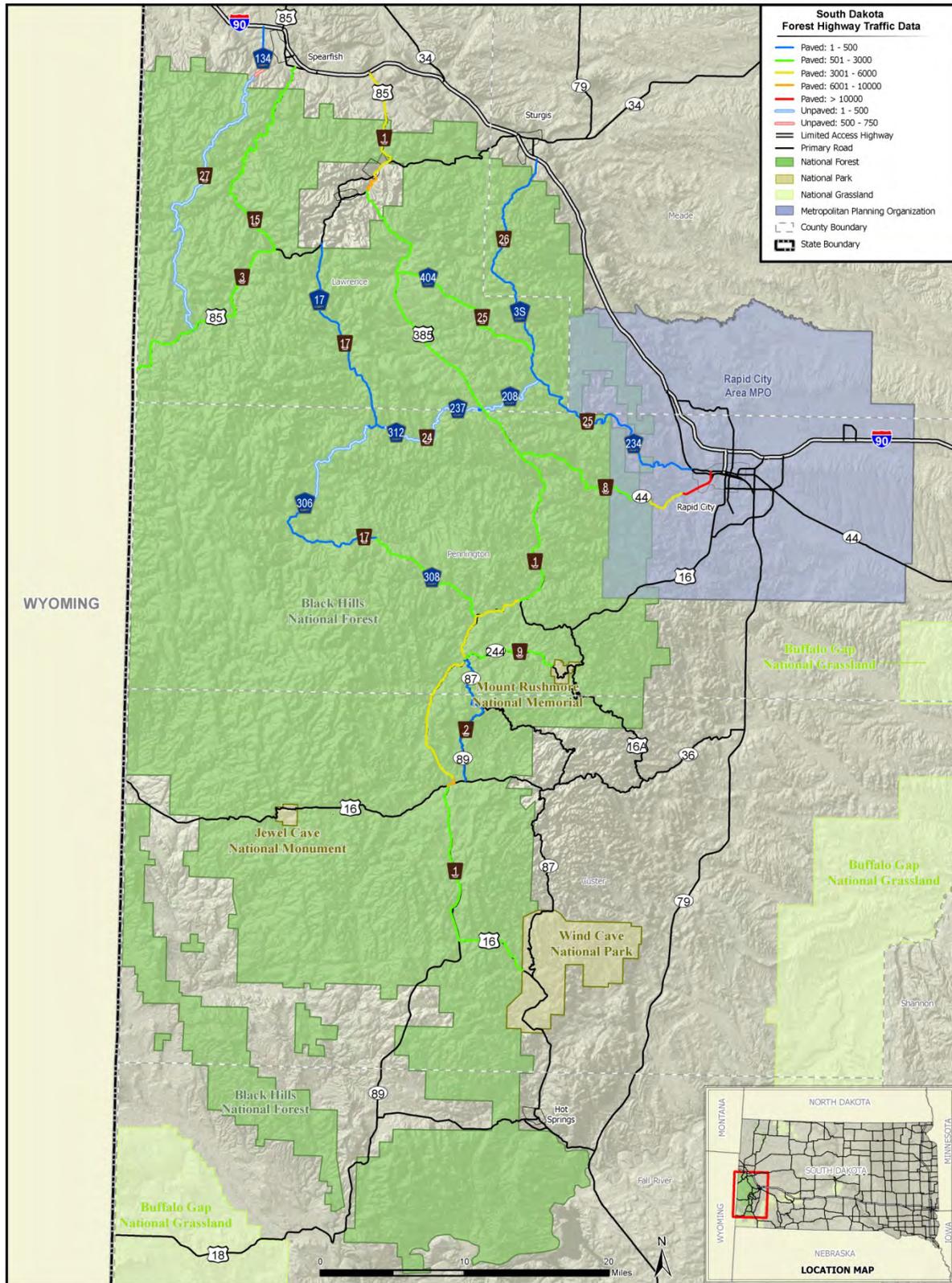
An important factor when selecting a project is whether the county or state, as public road authorities, is willing to accept the road preservation responsibilities once the project is completed. If a public road authority is unable or unwilling to accept these duties, a project will decrease its odds of being selected. The project selection process must consider such agreements between all project partners.

Surface and structure conditions are important on routes with higher average daily traffic due to the increased exposure to the traveling public. Routes with higher traffic volume will deteriorate faster than those with lower volume in most cases; therefore, priority should be given to routes that have both poor conditions and high traffic volumes. The overall average daily traffic data are displayed in Figure 7.

Some of the FHs are also designated as national or state scenic byways. This is an important distinction, as scenic byways are eligible for additional funding and should therefore receive higher priority in the project selection process. FHs collocated on scenic byway routes are shown in Figure 8 and are listed below:

- Peter Norbeck National Scenic Byway (FH 2, FH 9)
- Spearfish Canyon National Forest Scenic Byway (FH 15)

Figure 7
South Dakota Forest Highway Traffic Data



3.2 National Forest Trends in South Dakota

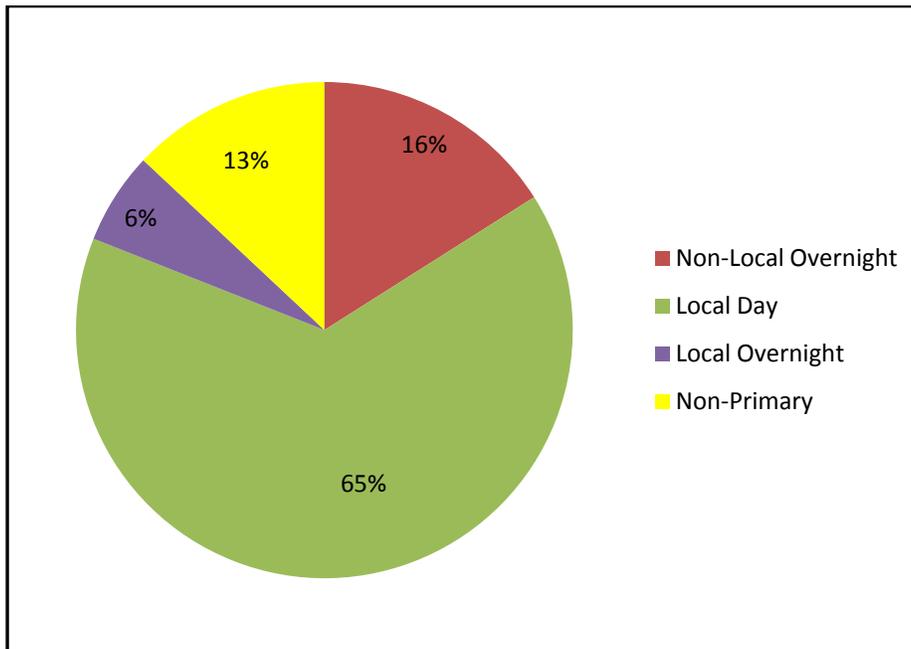
The population of South Dakota has increased 7.9 percent from 2000 to 2010 (U.S. Census). Pennington, Custer, Lawrence, Butte and Ziebach Counties are the top five in population growth from 2000 to 2010 but only Pennington, Custer, and Lawrence intersect a national forest. Ziebach County overlaps the Grand River National Grassland, which currently has no FHs, and Butte County does not contain any national forests. Growth in these five counties ranged from 11 percent to 15 percent. Population change between 2000 and 2010 is illustrated in Figure 8.

Figure 8 shows that populations in counties surrounding Custer National Forest decreased, while counties in proximity to the Black Hills National Forest generally increased. According to the U.S. Census Bureau, South Dakota is anticipated to increase in population by 1.8 percent from 2010 to 2030.

Visitation to South Dakota's national forests has also increased in recent years. The Black Hills National Forest had 1,681,000 site visits in 2006. The Custer National Forest had 845,000 visits, although this data includes visits to the entire facility, not only those made within South Dakota. The 2006 report, *Spending Profiles for National Forest Recreation Visitors by Activity* (Stynes & White), provides the basis for the recreational visitation. Figure 9 summarizes the 2006 segment shares for recreation visits to this site. Forests serving local visits, such as Black Hills, are likely to be affected by the changes in local population, as discussed above and illustrated in Figure 10.

South Dakota FHs are not used exclusively for recreational trips. Many of the trips on South Dakota FHs are commuting trips to and from work and school. In addition, other non-recreation trips may be associated with timber harvesting such as in the Norbeck Wildlife Preserve. This preserve is located within Custer State Park on the southeastern edge of the Black Hills National Forest. The *Black Hills National Forest FY2008 Monitoring and Evaluation Report* includes a monitoring goal related to allowable sale quantities of timber within this area. FH trips may also be associated with activities associated with forestry research, such as in the Black Hills Experimental Forest, located off US 385/FH 1. According to the USFS 2008 *South Dakota's Forest Resources* (USFS, 2008), the USFS owns 55 percent of the forest land in the state. There are no forest highways in South Dakota's national grasslands.

Figure 9
2006 Recreational Visits to the Black Hills National Forest



Source: USFS

Note: Local visitors were defined as living within 50 miles of the recreation site. The uses are defined as follows:

- **Non-local day trips:** Non-local residents on day trips
- **Non-local over night (OVN)-national forest:** Non-local resident staying overnight on the national forest
- **Non-local OVN:** Non-local residents staying overnight on the national forest
- **Local day trips:** Local residents on day trips
- **Local OVN-national forest:** Local residents staying overnight on the national forest
- **Local OVN:** Local residents staying overnight on the national forest
- **Non-Primary:** Visits where recreating on the national forest is not the primary trip purpose

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Chapter 4: Funding and Investment Strategies

Funding for the South Dakota FH Program is anticipated to change with the new transportation authorization. However, the degree to which funding levels will increase or decrease is yet unknown. In addition, given the initiatives, challenges, and changes in local funding and inflation, a long-term funding and investment strategy is critical to the FH Program's success.

This chapter summarizes the recent investment history for South Dakota FH projects, identifies reasonably expected funding through the planning horizon, and illustrates the funding gap between projected funding levels and anticipated need for FH improvements, based on current road and bridge inventory.

4.1 Recent Forest Highway Investments

Since 2002, the South Dakota FH Program has funded five individual construction projects totaling \$7.7 million. These projects include a combination of 4R (repair, resurfacing, rehabilitation, and reconstruction), 3R (repair, resurfacing, and rehabilitation) and shoulder improvements for the system. Table 4 summarizes these projects by project category. The Tri-Agency recognizes the need to provide a better balance between the types of projects in the program. Program balancing will enable the Tri-Agency to improve a wider range of needs throughout the state, while remaining consistent with the intent of the stated mission and goals of the FH Program. The project selection process, described in Chapter 6, Project Selection Process, describes the manner in which similar type projects will be compared against each other to ensure better program balancing.

Table 4
South Dakota Forest Highway Project History

Project Name	Forest Unit	County	Description	Year Constructed	Award Amount (in millions)
FH 26 Nemo-Sturgis, Vanocker Canyon Road	Black Hills	Meade	0.5 miles of new construction to connect the route to the I-90 interchange at exit 32	FY 2004	\$1.4
FH 27-1(1) Iron Creek-Spearfish	Black Hills	Lawrence	2.2 miles from Exit 8 on I-90 to Oliver Road	FY 2007	\$3.6
FH 17-1(6) Hill City-Lead	Black Hills	Pennington	Reconstruction to improve the horizontal alignment	FY 2009	\$3.1
TOTAL					\$8.1

4.2 Funding Assumptions

Funding for the South Dakota FH Program is likely to change with the authorization of new transportation legislation. The annual allocation may remain at current levels or may experience minor increases in the next 20 years. With the initiatives, challenges, and changes in local funding and inflation, a funding and investment strategy is critical to the program's success through the planning horizon.

In fiscal year 2010, the South Dakota FH program was allocated approximately \$1.6 million through the Federal Lands Highway Program, which was the maximum allocation under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Because it is unknown at this time how much the next transportation authorization will allocate to the South Dakota FH program, two financial scenarios were developed to illustrate the gap between the needs of the network and the available funding. As shown in Table 5, the two scenarios include one that assumes the current fiscal year allocation of \$1.6 million over the next 24 years, and another assuming a 20 percent increase in current funding over the 24-year period, beginning in fiscal year 2011. It is understood that the next authorization may not match either one of these scenarios; however, these scenarios illustrate methodology that will be used in analyzing the needs versus the available funding.

**Table 5
Anticipated Funding Scenarios through the Horizon Year (2035)**

Forecast Scenario	Annual Allocation (in millions)	24-Year Estimate (in millions)
Fiscal Year 11 Estimate	\$1.6	\$38
20 Percent Increase	\$1.9	\$46

4.3 Funding Needs for Stated Goals

Meeting the stated goals and objectives of the FH Program will require wise decisions regarding the program’s investment strategy. In order to achieve the goal of maintaining access to and within the national forest by maintaining and improving the condition of the transportation facilities, funding level expectations must be established. For illustration purposes, one possible strategy used to achieve this goal would be to base project programming and prioritization decisions on the worst condition roads and bridges.

This strategy analyzed the funding that would be needed to improve portions of the FH network that are in less than good condition. Based on current road condition data, nearly 168 out of a total of 277 miles of the roads in the South Dakota FH system are rated in fair or worse condition. Therefore, this analysis assumes that some level of improvement could be made to most road segments in the system.



Cascade Spring Falls Entrance

Table 5 summarizes the funding required to improve the worst 25 percent (\$62 million) and worst 50 percent (\$110 million) of the rated roads in the South Dakota FH system, based on an estimated fiscal year 2011 improvement cost per mile.

Table 6
Estimated Funding Required to Improve the
South Dakota Forest Highway Road Network

Rated Roads	Total Miles	Mileage Covered by Improvement Type				Estimated Improvement Cost		Cost to Improve
		Percentage	Paved	Unpaved	Total	Paved	Unpaved	
Worst 25%	277.0	25			69.3			\$62,385,000
Failed	1.7	100.0	1.7	0.0	1.7	\$2,500,000	\$2,100,000	\$4,250,000
Poor	22.4	100.0	22.4	0.0	22.4	\$1,400,000	\$1,100,000	\$31,360,000
Fair	143.2	31.5	29.1	16.1	45.2	\$700,000	\$400,000	\$26,775,000
Worst 50%	277.0	50			138.5			\$110,860,000
Failed	1.7	100.0	1.7	0.0	1.7	\$2,500,000	\$2,100,000	\$4,250,000
Poor	22.4	100.0	22.4	0.0	22.4	\$1,400,000	\$1,100,000	\$31,360,000
Fair	143.2	79.9	98.3	16.1	114.4	\$700,000	\$400,000	\$75,250,000



A similar analysis was conducted for improving the FH bridges. Table 7 summarizes the fiscal year 2011 estimated cost for improving bridges throughout the system. Relative to other states, South Dakota’s bridges are in good condition and only 13 percent are in less than good condition. As shown in the table, it would cost more than \$10 million to improve the failing and poor bridges in the FH network.

**Table 7
Estimated Funding Required to Improve South Dakota Forest Highway Bridges**

Rated Bridges	Total Number of Rated Bridges	Bridges Covered by Improvement	Total Bridge Square Feet	Estimated Improvement Cost per Square Foot	Cost To Improve
Worst 13%	54	7	20,610	\$500	\$10,305,000

**Bridge improvements only considered for the seven FH bridges rated poor or fair.*

4.4 Gap Analysis

A gap analysis was performed to show the disparity between funds needed to make wholesale improvements in the FH system and what funding from known sources is likely to be available to make these improvements under either of the two funding scenarios shown in Table 5. Under the fiscal year 2011 funding scenario, the South Dakota FH Program will see a \$34 million funding gap over the next 24 years to improve even the worst 25 percent of the system. Under the 20 percent increase funding scenario, these same improvements would result in a \$26 million gap in funding. Additional improvements would result in significant shortages. Table 8 summarizes the anticipated funding gaps under the two different scenarios.

**Table 8
Anticipated Funding Gap through Planning Horizon Year for Asphalt Road Miles (2035)**

Improvement Level	Estimated Improvement Cost (in millions)*	FY 11 Scenario \$38M (in millions)	20% Increase Scenario \$46M (in millions)
Worst 25%	\$72.7	(\$34.7)	(\$26.7)
Worst 50%	\$121.2	(\$83.2)	(\$75.2)

4.5 Additional Funding/Partnering Opportunities

In addition to the funding provided through the Federal Lands Highway Program, other sources have been used for transportation improvements in past years through partnering with state and local agencies. Much of the federal funding that may be applied to FHs is available at the state and local level, which is why partnering is critical to addressing the recognized funding gap. The following funding categories address specific conditions or factors relevant to a particular project:

- Federal sources
- State sources
- Local sources

Federal Funding

SAFETEA-LU provides \$193.2 billion for highway transportation improvements. This funding is administered to states based on a formula, and is administered through the state departments of transportation. This funding focuses on transportation issues of national significance, while giving state and local transportation decision makers more flexibility in solving transportation problems. A large portion of the past federal funding has been through the Surface Transportation Program. Additional federal funding opportunities have included the Transportation Enhancements Program, High Priority Project Program, the Public Lands Highway – Discretionary Program, the Sarbanes Transit in Parks Program, and the National Scenic Byways Program. The following discussions provide additional information on these programs.

Transportation Enhancements

Transportation enhancement activities offer funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible transportation enhancement activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. Transportation enhancement projects must relate to surface transportation and qualify under one or more of the 12 eligible categories.

High Priority Project Program

The High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of the transportation legislation. This program can provide 80 percent of total project cost. The 20-percent match must come from non-federal sources. Federal land management agencies may provide the non-high priority projects' cost for projects on federal or Indian lands using Federal Lands Highway Program and/or federal land management agency appropriated funds.

Public Lands Highway – Discretionary Program

Public Lands Highway – Discretionary Program funds are available for transportation planning, research, engineering, and construction of highways, roads, parkways, and transit facilities within federal public lands. These funds are also available for operation and maintenance of transit facilities located on federal public lands. Historically, funding has been provided for projects designated by Congress. In 2011, a call for projects was issued for this program. Applications were submitted through State DOTs for state, local, and FLMA projects. Federal Lands Highway headquarters, along with agency partners made project selection decisions. Eligible projects may include:

- Transportation planning for tourism and recreational travel, including National Forest Scenic Byways, Bureau of Land Management Back Country Byways, National Trail System, and similar federal programs
- Adjacent vehicle parking areas
- Interpretive signs

- Acquisition of scenic easements and scenic or historic sites
- Provision for pedestrians and bicycles

Sarbanes Transit in Parks Program

The Sarbanes Transit in Parks Program is administered by the Federal Transit Administration in conjunction with the Department of the Interior and USFS (http://www.fta.dot.gov/funding/grants/grants_financing_6106.html). It is a competitive grant program open to the National Wildlife Refuge System, the National Park Service, Bureau of Land Management, Bureau of Reclamation, and USFS. The program funds capital and planning expenses for alternative transportation systems such as shuttle buses and bicycle trails. The goals of the program are to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities. In addition, 10 percent of the annual allocation is available for technical assistance in alternative transportation planning where project proposals are not already well-developed. The total allocation for the Alternative Transportation for Parks and Public Lands program has been \$20 to \$27 million each year.

National Scenic Byways Program

The National Scenic Byways Program is funded through FHWA to help recognize, preserve, and enhance designated roads throughout the U.S. Designation is awarded to certain roads based on one or more archeological, cultural, historic, natural, recreational, and scenic qualities. SAFETEA-LU allocated \$175 million in funding over six years for byways-related projects. FHWA awards funds competitively each year covering 80 percent of project cost, with the requirement that the remaining 20 percent be matched by local, state, other federal or in-kind means.

Aquatic Organism Passage

Aquatic Organism Passage is a subcategory of FH funding, created by SAFETEA-LU. This program authorizes \$10 million per year under the FH Program to facilitate the passage of aquatic species beneath the roads in the National Forest System, including the cost of constructing, maintaining, replacing, or removing culverts and bridges, as appropriate. Although this program represents an excellent example of the type of leveraging opportunity that should be considered when identifying matching funds for FH projects, it is uncertain if this particular program will be included in the new transportation authorization, and thus would not continue through the life of this LRTP.

State Funding

South Dakota's STIP is a five-year capital improvement program of multi-modal transportation projects both on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP programming is updated every year and must be approved by the Governor and FHWA. The programming cycle begins with a needs analysis, followed by South Dakota Transportation Commission adoption of the fund estimate. At this time, nearly all of the projects identified on South Dakota's STIP are funded through Federal funding sources.

Local Funding

South Dakota's Regional TIP consists of a capital listing of all transportation projects proposed over a three-year period for each transportation planning region. County Transportation Commissions have the responsibility under South Dakota law of proposing county projects. FHs under county jurisdiction may fall into this program. Other local sources include local funds or in-kind donations such as right-of-way donation, utility relocation, and/or traffic control as part of the project implementation.



*Peter Norbeck Scenic Byway
Photograph by: Stephen Keegan*

Chapter 5: Designation and De-designation

Recognizing that the FH network has not been updated since FHs were originally designated following the passage of the Federal Highway Act of 1921, the South Dakota Tri-Agency established a process and conducted analysis to determine whether the existing FH routes still met the FH criteria and if there were additional routes that should be added to the FH network. This chapter discusses the process that was followed for the designation and de-designation of FHs in South Dakota.

5.1 Forest Highway Criteria

The FHWA, in consultation with the USFS, SDDOT, and other cooperators where appropriate, is responsible for designating or de-designating FHs. In order for a route to be considered for designation as a FH, the USFS, SDDOT, or a county through SDDOT must nominate the route for designation. The FHWA then makes a determination whether the subject route meets certain criteria promulgated in Title 23 of the United States Code (USC), section 101 and Title 23 of CFR, section 660. FHs must meet the following criteria:

1. Located wholly or partially within, or adjacent to, and serving the NFS (23 USC §101).
2. Necessary for the protection, administration, and use of the NFS (23 USC §101).
3. Necessary for the use and development of NFS resources (23 USC §101).
4. Generally, it is under the jurisdiction of a public authority and open to public travel, or a cooperator has agreed, in writing, to assume jurisdiction of the facility and to keep the road open to public travel once improvements are made (23 CFR §660.105).
5. It provides a connection between adequate and safe public roads and the resources of the NFS, which are essential to the local, regional, or national economy, and/or the communities, shipping points, or markets which depend upon those resources (23 CFR §660.105).
6. It serves (23 CFR §660.105):
 - a. Traffic of which a preponderance is generated by use of the NFS and its resources;
 - b. NFS-generated traffic volumes that have a substantial impact on roadway design and construction; or
 - c. Other local needs such as schools, mail delivery, commercial supply, and access to private property within the NFS.

CFLHD maintains a net-zero mileage guideline when reviewing designation and de-designation nominations to preserve the formula used for generating FH funding, part of which is dependent on the miles of FHs in each state. Therefore, when new routes are nominated for designation, other routes will need to be analyzed to determine whether they can be de-designated to offset the nominated route.

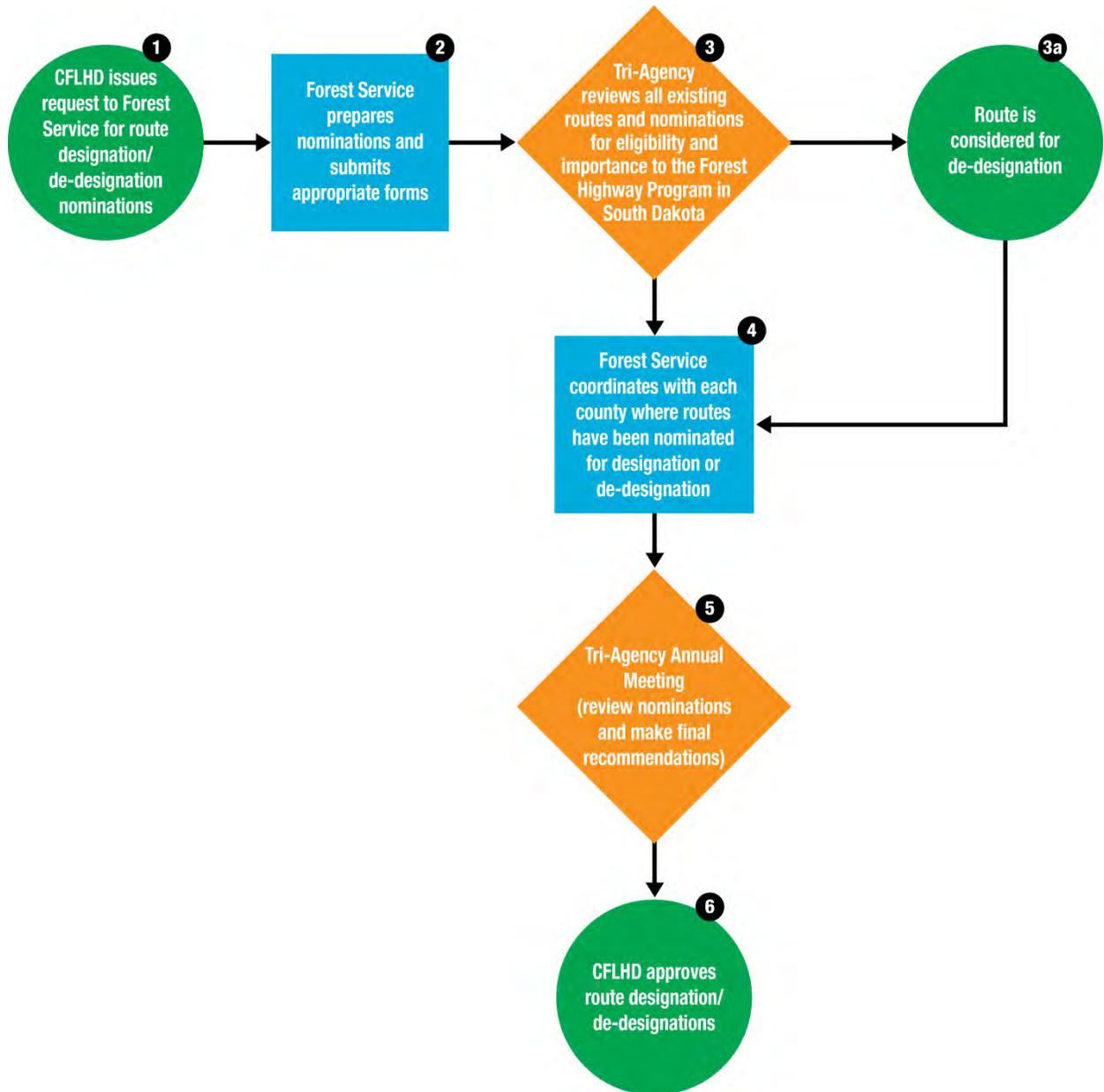
5.2 Designation and De-designation Process

Through a step-wise process, shown in Figure 11, the USFS and SDDOT representatives solicited input, in conjunction with the call for projects, from their respective agencies and counties within South Dakota to collect data to inform this analysis. The following steps describe the process:

1. CFLHD distribute letters to each forest supervisor in South Dakota, including Black Hills and Custer National Forests, and Grand River, Fort Pierre, and Buffalo Gap National Grasslands, requesting information related to the above criteria for each of the existing FHs. In addition, requests for new route designations were solicited.
2. Forest supervisors prepare nomination and submit appropriate forms complete with information pertaining to FH eligibility criteria.
3. Tri-Agency reviews data obtained from forest supervisors, and make a determination whether new routes meet above criteria or if existing ones no longer meet criteria. Route proposals are also evaluated based on importance to the overall FH Program in South Dakota.
4. FS sends letters to each county where new FH routes have been proposed or existing routes proposed to be removed to provide comments on the designation/de-designation determined by the forest supervisors. FS then follows up with counties one-on-one to provide supplemental information about designation/de-designation.
5. Tri-Agency reviews designation/de-designation nominations and makes final recommendations at annual program meeting.
6. CFLHD approves route designations and de-designations.

This process initiated fruitful coordination with state and local agencies to provide education about the FH program and highway network. However, this initial request for route designations and de-designations did not bring forth any new FH routes for Tri-Agency consideration. The Tri-Agency will continue conversations with these agencies to extend route designations and de-designations requests, as the need arises.

Figure 11
Designation and De-designation Process



Chapter 6: Project Selection Process

Traditionally, the FH Program project selection has been a subjective process, conducted by the Tri-Agency partners during its annual programming meetings. This LRTP establishes a formalized project selection process, which is achieved through issuing a call for projects using a standardized project application. The Tri-Agency evaluates completed applications based on how well each proposed project meets agreed upon goals, objectives, and selection criteria. The result of project selection is a list of prioritized projects that can be brought before the Tri-Agency partners for informed discussion and funding approval for inclusion in the FH Program and advancement into project development. This process is intended to be used as a guide for programming future projects. The Tri-Agency may alter the process as needed to be responsive to changes in the funding allocations and other urgent programming needs. This is a separate process than the designation/de-designation process discussed in Chapter 5. The process described in Chapter 5 is used to determine which routes within the state are eligible to receive FH funding, while the process described in this chapter is used to select specific projects to be included in the FH seven-year plan.

This project selection process is designed to be objective, transparent, and capable of ranking projects that serve the program goals, stated in Chapter 1. As part of the project selection process, projects compete equally based on individual merit in meeting FH Program goals, regardless of project scope. Project applications that articulate how they would address several of the investment guidelines would generally compete better for funds. With limited funding available for projects, and anticipation of potential changes to the way South Dakota FH Program is funded, the South Dakota Tri-Agency is committed to selecting projects that offer the greatest possible value to access and mobility, system performance, funding and economic development, and natural and cultural resource protection.

The ideal project for the South Dakota FH Program is defined as the project that:

- Provides sustainable access to and within the national forests for use and enjoyment of the land and its resources.
- Ensures a safe and reliable transportation network to and within the national forests.
- Uses innovative partnerships to fund FH projects and to support economic development opportunities at the local, regional, and national level.
- Maintains leadership in protecting and enhancing the natural and cultural environment.

6.1 Forest Highway Call Process

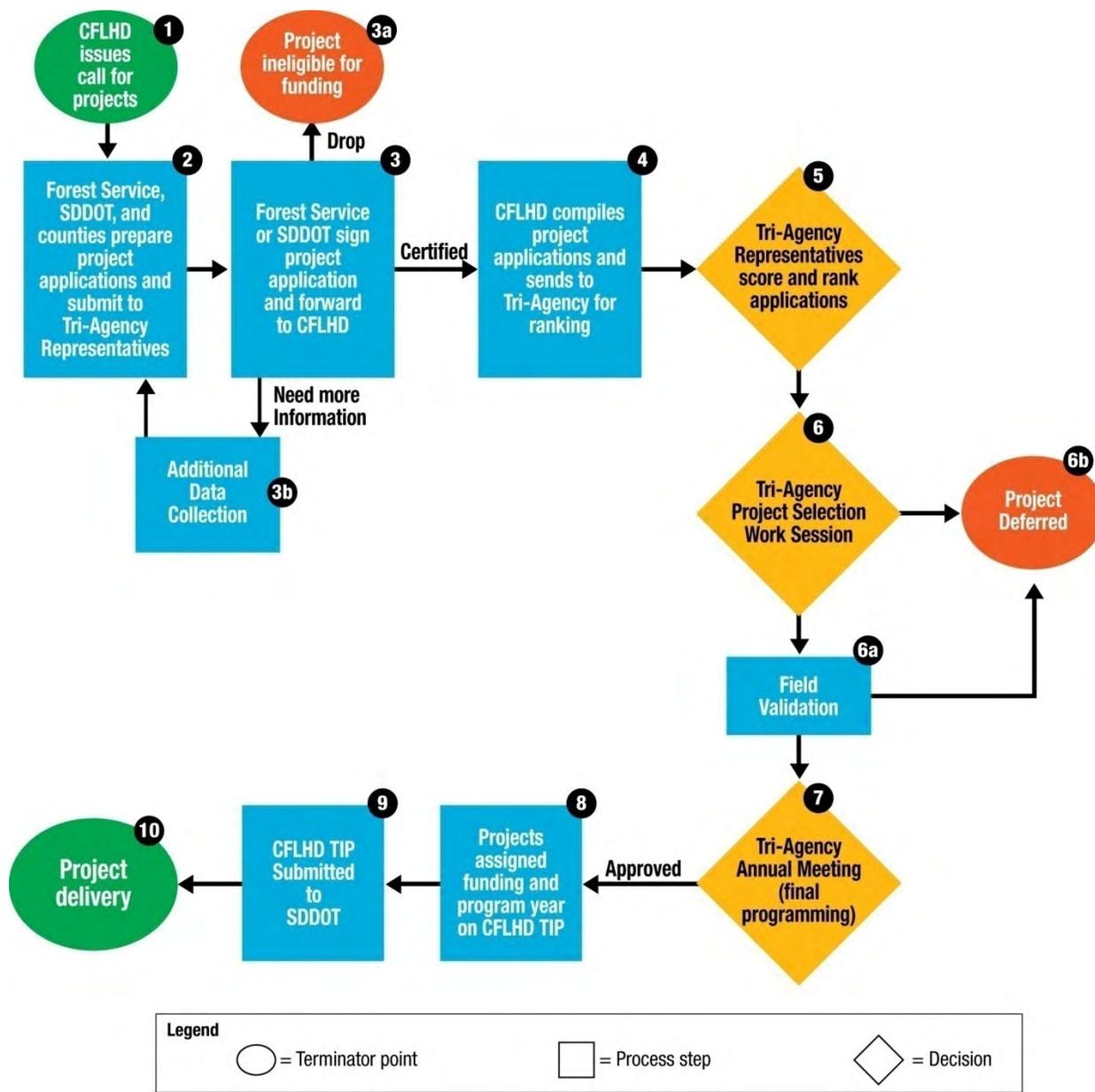
On an annual basis, the Tri-Agency will determine if a call is needed to generate projects for the FH Program. In some instances, there may be some variance from this schedule if, for example, larger corridors have been previously programmed for construction over a number of years. The process consists of the following steps and is shown in Figure 12:

- Call for Projects – USFS, SDDOT, and/or counties submit applications to the Tri-Agency.

- Project Selection – Tri-Agency ranks project proposals and selects projects for programming.
- Programming – Tri-Agency includes projects in the 7-Year FH Program, assigns a program year and program amount, and then projects are added to the STIP.

This process was followed by a call for projects that was completed in early 2011, concurrent with the development of this LRTP. The following sections describe each of these steps in more detail and how they were applied to the call process.

Figure 12
Project Call and Selection Process



6.1.1 Call for Projects

The purpose of this process is to generate candidate projects when there is a need or opportunity in the program of a particular state. The South Dakota Tri-Agency determined that a one to three year cycle would be used, as needed to meet program needs. Each of the proposed candidate projects will be consistent with and/or support the vision, mission, and goals of the long range transportation plan for the Forest Highway program in the state. The following steps discuss the call process and project applications in more detail.

Step 1: CFLHD issues call for project

Each local USFS office, SDDOT, and county with a FH will receive the call packet. The call packets will be made available electronically and will have instructions on how to complete the application. The call packet will also include the details on the goals of the FH program that are used to score each project. A complete call packet example is included in Appendix G.

Step 2: USFS, SDDOT, and counties prepare project applications and submit to Tri-Agency Representatives

Once the USFS, SDDOT, and counties receive their packets, it is their responsibility to complete the project applications to the best of their ability. It is the responsibility of the entity proposing a project to supply the necessary information to complete the project application. It is understood that data may not be available for all of the project application questions, but the agency may use anecdotal information as a substitute. Project applicants should coordinate with the Forest about their project prior to submitting an application. Any projects proposed by a county government must have the project application submitted through the SDDOT to certify that the application is complete.

In subsequent call cycles, if desired, project sponsors of projects unprogrammed from the previous call cycle may re-submit applications for funding consideration. Sponsors of these projects will have the opportunity to provide updated information at that time, if needed.

Step 3: USFS or SDDOT sign project application and forward to Tri-Agency

The USFS and SDDOT complete their project applications and the SDDOT reviews applications proposed by counties for completeness. Depending on the outcome of this review, a project may proceed in one of three ways:

- Drop – project is ineligible for Forest Highway funding
- Need more information – additional information is collected before approval can be given
- Certification – all eligible project applications submitted to CFLHD

Step 4: CFLHD compiles all project applications and sends to Tri-Agency for ranking

CFLHD compiles all project applications submitted and distributes to Tri-Agency representatives for their review. Each representative of the Tri-Agency will review all project applications. The applications were sent to the Tri-Agency with the Evaluation Criteria and assigned points, as agreed upon earlier in the process. A summary table was included to ensure consistent formatting for the scoring of applications. A copy of this table is included in Appendix G.

6.1.2 Project Selection

Once project applications are received, CFLHD distributes the information to the Tri-Agency partners for review of all materials and independent ranking of projects based upon established selection criteria.

Title 23 CFR §660 established a list of seven criteria (listed in Table 3) for the Tri-Agency to jointly select the projects that will be included in the FH Program. As discussed in Chapter 2, Agency and Planning Coordination, these criteria relate directly to the goals and objectives used in this LRTP. While these criteria are presented in the national regulations, the Tri-Agency has latitude to apply more weight to one or more criteria, and to develop additional guidance for the types of projects that will rank higher.

As this is a 24-year long-range planning document, the needs of the system may change during this extended time. To address any changes in needs, the Tri-Agency may establish, through cooperation with the counties and USFS office, a varied weighting scheme or perhaps a set aside portion of the funding dollars to address these issues.

Consistent with the objectives developed in Chapter 1, Introduction, specific criteria were identified that will provide a measure of how well a particular project meets the FH Program’s goals. Total points assigned to each goal category are a function of the relative importance that the Tri-Agency places on achieving a particular goal category relative to the mission of the FH Program. FH transportation goals and selection criteria are summarized in Table 9.

After meetings with Tri-Agency partners and comments received from counties and local USFS offices, it was determined that the Safety and Condition and Access and Mobility goals were the two most important goals, with regard to project selection. Once the points for the remaining goals were assigned, points were assigned to each performance measure based on the importance of the measure to partnering agencies.

**Table 9
Forest Highway Program Transportation Goals and
Selection Criteria Used for Project Ranking**

Goals/Project Selection Criteria	Points
Access and Mobility	30
<ul style="list-style-type: none"> Provide and maintain recreational, commercial, administrative, and other access to NFS lands by funding improvements for transportation facilities. 	
<ul style="list-style-type: none"> Provide a reliable transportation network connecting the NFS lands with local communities and major highway systems. 	
<ul style="list-style-type: none"> Consider mode choice opportunities to improve mobility and access to and through the national forests. 	
Safety and Condition	40
<ul style="list-style-type: none"> Identify risks to traveler safety and take measures to reduce them. 	
<ul style="list-style-type: none"> Restore or improve the condition of the transportation facilities to accommodate the intended road use. 	
<ul style="list-style-type: none"> Reduce long-term maintenance costs and consider the ability of the cooperator to maintain the FH. 	



Table 9
Forest Highway Program Transportation Goals and
Selection Criteria Used for Project Ranking

Goals/Project Selection Criteria	Points
Funding and Economic Development	15
<ul style="list-style-type: none"> • Create partnerships with other agencies or programs to provide additional funding to extend the benefits of the FH Program. • Support economic development in terms of tourism and use of natural resources in support of Forest Plans and Travel Management Plans. 	
Natural Resource Protection	15
<ul style="list-style-type: none"> • Use transportation facilities as a tool to improve the health of the NFS lands. • Reduce the impacts of transportation facilities to natural and cultural resources. 	

Step 5: Tri-Agency Representatives score and rank applications

Tri-Agency representatives score and rank project applications based on the established weighting criteria. Projects will be evaluated on the content of the project application. Tri-Agency representatives assemble one score per project per agency for discussion at a Tri-Agency workshop.

Each member of the Tri-Agency scores projects based on the selection criteria in Table 9. Once each project is scored, each member of the Tri-Agency must rank the projects depending on the scope. For example, small safety projects will be ranked among other small safety projects, and large reconstruction projects will be ranked among other large reconstruction projects, and so forth. This is done because the overall program has \$1.6 million per year and programming will have to be flexible to allow for a mix of large reconstruction projects, bridge replacements, spot improvements, and resurfacing projects to balance the program.

Projects that do not meet the FH program criteria or those with insufficient information may be removed from the project list at this time. After review of project applications from the 2011 call for projects, no projects were dropped from further consideration.

Step 6: Tri-Agency Project Selection Work Session

A planning work session is scheduled for the Tri-Agency to discuss the merits of each project proposal based on the established weighted criteria. Depending on the outcome of discussion, a project may proceed in one of two ways:

- Field validation—high scoring projects are scheduled for field validation. If field validation confirms that the project is a good candidate for the program, it is brought forward for programming. If the project is not a good candidate, it is deferred (Step 6b)
- Deferred—lower scoring projects are added to the unconstrained list of projects in the LRTP

Step 7: Tri-Agency Annual Meeting (final programming)

Following the field validation, the Tri-Agency reconvened to make final programming decisions for the 7-Year FH Program. **The project selection process described in this chapter will not alter currently programmed project obligations.**

In extreme cases, situations may arise that require action be taken to address urgent and immediate needs within the FH system. The Tri-Agency retains the authority to re-prioritize and re-allocate funds to projects that must be completed to address urgent needs of the program.

6.1.3 Programming

The efforts of this process culminate in a recommended list of projects to advance to the Tri-Agency program meeting for inclusion in the 7-Year FH Program. Once the Tri-Agency has approved the project list and prioritization, each project will advance to Step 8.

Step 8: Projects assigned funding and program year on CFLHD TIP

Each approved project is assigned a program year and budget, based on funding availability and other programming considerations. As mentioned previously, there is only \$1.6 million per year, and programming will need to be flexible by having a mix of projects with different sizes and scopes of work.

Step 9: CFLHD TIP submitted to SDDOT

After funding and program years are assigned, the list of projects is sent to SDDOT for inclusion in the STIP.

Step 10: Project delivery

The final step for each project is project delivery. CFLHD prepares engineering drawings, conducts appropriate NEPA action, constructs the project, and turns it over to the agency with jurisdiction.

6.2 Process Outcomes

A call for projects was issued by the Tri-Agency in March 2011, with applications due April 29, 2011. From this solicitation, three project applications were received:

- FH 17 Hill City-Lead – 13.6 miles 3R, with one curve correction spot improvement for \$7.6 million
- FH 24 Rochford Road – 11.6 miles 4R, asphalt paving of existing gravel surface road for \$29 million
- FH 25 Nemo Road – 6.25 miles 3R with shoulder widening for \$4.4 million

A Tri-Agency workshop was held in May 2011 to discuss scores and prioritize among the three submitted projects. Field validation was conducted, and on June 15, 2011, the FH 17 Hill City-Lead 3R project was programmed for the first phase of construction in fiscal year 2013. The remaining two projects, shown in Table 10, are part of the South Dakota FH unconstrained list of project needs, and may re-complete for consideration in the next call for projects.

**Table 10
Unconstrained Forest Highway Need**

Project Name	Project Type	Scope of Work	Miles	Applicant/Jurisdiction	National Forest	County	Cost Estimate
FH 24 Rochford Road	4R	Asphalt surfacing of existing gravel road	11.6	County	Black Hills	Pennington Lawrence	\$29M
FH 25 Nemo Road	3R	Mill/overlay plus shoulder	6.25	County	Black Hills	Pennington	\$4.4M

Chapter 7: Recommendations for Future Plan Activities

This FH LRTP establishes a formalized project selection process, which is achieved through issuing a call for projects, establishing project application materials, and using agreed upon goals, objectives, and selection criteria to evaluate and rank projects. The result of project selection is a list of prioritized projects that can be brought before the Tri-Agency partners for informed discussion and funding approval for inclusion in the FH Program and advancement into project development. Several action items have been identified during the development of the South Dakota LRTP. These items are summarized in Table 11.

Table 11
Long Range Transportation Plan Action Items

No.	Action Item	Description
1	Improve data collection and monitoring	In addition to the Road Inventory Program (RIP), additional data, such as average daily traffic and crash data, should be collected to monitor all FHs, specifically on county and USFS routes where current data is not available. Data for resource extraction should also be collected. Typically, vehicles used for resource extraction are larger and heavier vehicles that cause more damage to the roadway. Average daily traffic and crash data are also important to determine the amount of traffic using a FH and the associated crash rates with that FH. The data gathered during these monitoring efforts may then be used in future LRTP updates to change how projects are ranked, or how project selection is determined based on the needs and performance of the FH network.
2	Set performance objectives for FH program	The Tri-Agency should create performance measures and quantifiable targets to assist in ranking and selecting projects. Targets for each goal area should be established in 3-5 year strategic plans. The partner agencies will use those targets to evaluate how well the South Dakota FH Program is achieving the goals.
3	Update LRTP every five years	This LRTP is intended to be a living document that will require some changes over time and will need to be updated in order to reflect changes in project selection, goals and objectives, or any other items that may affect the project selection process. It is anticipated that the update cycle will be every five years. The LRTP updates will take into account the current FH network, existing conditions based on road inventory data, and the list of programmed projects.
4	Evaluate project selection process	Once the initial call for projects was complete, the Tri-Agency evaluated the project selection process and identified areas of improvement as well as modifications to the process. It was concluded that an online application process, with the ability to upload pictures, maps, etc, would be desired.
5	Annual programming flexibility	The Tri-Agency should consider programming smaller safety, facility enhancement, and minor improvement projects in addition to major route projects. Additionally, developing smaller projects allows for programming flexibility when bids come in low on a major route project. A standing agenda item should be added to the annual FH programming meeting to solicit any new safety, facility enhancement, or minor improvement needs.

APPENDIX A

Appendix A: Tri-Agency Roles

FH planning requires the involvement of federal, state, and local governments to ensure suitable outcomes for all organizations involved. The three primary agencies involved in FH planning (SDDOT, USFS, and CFLHD) have very specific roles and responsibilities as part of the planning and implementation of FH projects as listed in the following table. South Dakota counties also play a vital role in the FH Program by assuming the role of operator and maintainer of many FHs following project construction. In many cases, counties obtain right-of-way and handle utility relocations for projects on their roads, as part of their funding contribution. Typically, counties work through SDDOT during most of the project planning and design. SDDOT represents all counties as part of their role in the Tri-Agency.

Agency Roles in Forest Highway Project Development

Role/Responsibility	SDDOT/County	USFS	CFLHD
Proposes routes for FH designation	X	X	
Approves proposed routes for FH designation			X
Coordinates with local governments on proposed FH routes and projects	X	X	
Proposes projects for the FH Program	X	X	
Selects/approves projects for FH program	X	X	X
Enters in project agreement	X	X	X
Concurs with project plans and estimates*	X	X	
Inspects and approves final construction	X	X	X
Contributes cooperative funding for projects	X	X	
Obtains right of way and assumes maintenance responsibility	X		
Administers FH program funds			X
Advertises, awards, and administers construction contract			X

*CFLHD develops project plans and estimates

APPENDIX B

Appendix B: South Dakota Forest Highway Program Background

Forest Highway History

In 1891, Congress authorized the creation of Forest Reserves, now called National Forests. Forests were to be conserved to assure a permanent national timber supply; to preserve scenic and wilderness areas for recreational use by the public; and to safeguard the steady flow of streams that supplied water for domestic, farm, and industrial use.

Federal participation in forest road construction began when Congress passed the Federal-Aid Road Act in 1916. This act appropriated \$10 million (\$1 million per year for 10 years) for the "[...] survey, construction, and maintenance of roads and trails within or only partly within the national forests when necessary for the use and development of resources upon which communities within and adjacent to the national forests are dependent."

It was not until the passage of the Federal Highway Act of 1921 that two types of forest roads were defined:

- Forest Development Roads¹ - those forest roads that are needed primarily for management of the national forests
- Forest Highways (FH) - those forest roads which must serve the national forests and also serve the communities within and adjacent to the national forests

During the first 50+ years of the program, most of the funds were expended on routes which were of primary importance to the States, Counties, or communities within or adjacent to the National Forests. Most of those routes were of statewide importance and were then, or later became, State Primary Highways.

The 1978 Surface Transportation Assistance Act changed the direction of the Forest Highway Program by redefining Forest Roads, Forest Development Roads, and Forest Highways:

- "The term "forest road or trail" means a road or trail wholly or partly within, or adjacent to, and serving the National Forest system and which is necessary for the protection, administration, and utilization of the National Forest system and the use and development of its resources.
- "The term "forest development road and trail" means a forest road or trail under the jurisdiction of the Forest Service."
- "The term "Forest Highway" means a forest road under the jurisdiction of, and maintained by, a public authority, and open to public travel."

A primary effect of these new definitions was increased Forest Highway Program emphasis on local roads with less emphasis on State Highways. This was possible because requirements that

¹ The historic term Forest Development Road has changed to National Forest System Road per 36 CFR §212.1, amended July 2009.

such routes be “[...] of primary importance to the States, Counties, or communities [...], and on the Federal-Aid System” had been eliminated.

Although many miles of roads have met the requirements of South Dakota Forest Highway designation, funding for their improvement has remained in short supply. Congress had authorized an amount of \$33 million for each year from 1955 to 1982. These funds were made available to Federal Highway Administration (FHWA) for expenditure in the various States according to an apportionment formula based on the area and value of the national forests in each State.

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) combined the Forest Highway Program and Public Lands under the Public Lands Highway Program. Sixty-six (66) percent of these Public Lands funds were allocated for use on Forest Highways using the same formula as applied in FY 1987 to FY 1991. This formula used the Area/Value formula for 66 percent of the funding and the FHWA/USFS relative needs formula for the remaining 34 percent.

The 1998 TEA-21 did not alter any of the allocation formulas for 66 percent of the Public Lands funds but did increase the amount of funding for Forest Highways. The Forest Highway funds available are as follows:

Year	Total Forest Highway Funds
1998	\$129.4 Million
1999	\$162.4 Million
2000	\$162.4 Million
2001	\$162.4 Million
2002	\$162.4 Million
2003	\$162.4 Million
2004	\$162.4 Million
2005	\$171.6 Million
2006	\$184.8 Million
2007	\$184.8 Million
2008	\$191.4 Million
2009	\$198.0 Million

Allocations for the South Dakota Forest Highway Program, from 2004 to 2010, were as follows:

<i>Year</i>	<i>South Dakota Forest Highway Allocations</i>
<i>2004</i>	<i>\$1.7 Million</i>
<i>2005</i>	<i>\$1.3 Million</i>
<i>2006</i>	<i>\$1.4 Million</i>
<i>2007</i>	<i>\$1.3 Million</i>
<i>2008</i>	<i>\$1.6 Million</i>
<i>2009</i>	<i>\$1.5 Million</i>
<i>2010</i>	<i>\$1.6 Million</i>
<i>Annual Average 2004-2010</i>	<i>\$1.5 Million</i>

TEA-21 also legislated the following program changes:

- Allowed Public Lands funds to be used for the State/local share for Federal-Aid Highway funded projects.
- Reduced the administrative takedown to 1.5 percent.
- Placed an annual limitation on Public Land's funds.
- Provided full obligation limitation for future fiscal year carryover funds.
- Authorized funds, which exceed the obligation limitation for FY 1998 to 2003, to be distributed to the States as Surface Transportation Program funds. These funds lose their funding designation and are not available for obligation by Federal Land Management agencies.

Because of the legislative and regulatory changes over the past decade, there is now more county involvement in the program as the forest needs generally are on those local roads connecting the Forest to the main State highways. With these changes, the objective of the Forest Highway Program has been clarified, i.e., to construct or improve roads serving the national forest and its resources and which connect the national forest to the main State transportation network.

Forest Highway Designation

Forest Highways are designated as such if they meet certain criteria. The list of designated forest highways is not fixed. Routes can be added or removed at any time. Forest Highway route designation may be requested by the South Dakota Department of Transportation, the USFS or by a County through the State. Routes are designated by Central Federal Lands Highway (CFLHD) Division Engineer with concurrence of the USFS and State. Routes do not have to be designated before a project can be proposed, but a route must be designated before Forest Highway funds are expended on it.

Route designation proposals must contain information on the criteria listed below and must be coordinated with the local USFS representatives who can provide information on USFS use of the proposed route. USFS support for the proposed designation is very important.

The Forest Service Manual Chapter 7700

7741.1 - Route Designation: Forest highways are a special classification of forest roads. They are specifically designated State or local government roads that meet the criteria listed in 23 CFR 660.105. The designation of forest highways is not intended to form a "system" of roads. Instead, the purpose of the designation is to identify State and local government roads that qualify for construction and reconstruction funding under the forest highway program.

The challenge is that the Forest Highway Routes in South Dakota are not by themselves a “system” of roads, but are part of state and county road systems. Many roads in the State of South Dakota will meet the definition of a Forest Highway, the key is what roads need all or part of the Forest Highway Program to truly meet the needs of accessing the National Forests.

To be designated as a Forest Highway, a route must:

1. Be wholly or partially within, or adjacent to, and serving the National Forest System (NFS) (23 USC §101).
2. Be necessary for the protection, administration, and utilization of the NFS (23 USC §101).
3. Be necessary for the use and development of NFS resources (23 USC §101).
4. Be under the jurisdiction of a cooperator and open to public travel (23 CFR §660.105).
5. Provide a connection between NFS resources and one of the following (23 CFR §660.105):
 - a. A safe and adequate public road
 - b. Communities
 - c. Shipping points
 - d. Markets dependent on these resources
6. Serve one of the following (23 CFR §660.105):
 - a. Local needs such as schools, mail delivery, commercial supply
 - b. Access to private property within the NFS
 - c. A preponderance of NFS generated traffic
 - d. NFS generated traffic that has a significant impact on road design or construction.

APPENDIX C

Appendix C: 23 CFR 660, Subpart A—Forest Highways

Authority:

16 USC §§1608–1610; 23 USC §§101, 202, 204, and 315; 49 CFR 1.48.

Source:

59 FR 30300, June 13, 1994, unless otherwise noted.

§660.101 Purpose.

The purpose of this subpart is to implement the Forest Highway (FH) Program which enhances local, regional, and national benefits of FHs funded under the public lands highway category of the coordinated Federal Lands Highway Program. As provided in 23 U.S.C. 202, 203, and 204, the program, developed in cooperation with State and local agencies, provides safe and adequate transportation access to and through National Forest System (NFS) lands for visitors, recreationists, resource users, and others which is not met by other transportation programs. Forest highways assist rural and community economic development and promote tourism and travel.

§660.103 Definitions.

In addition to the definitions in 23 U.S.C. 101(a), the following apply to this subpart:

Cooperator means a non-Federal public authority which has jurisdiction and maintenance responsibility for a FH.

Forest highway means a forest road under the jurisdiction of, and maintained by, a public authority and open to public travel.

Forest road means a road wholly or partly within, or adjacent to, and serving the NFS and which is necessary for the protection, administration, and utilization of the NFS and the use and development of its resources.

Jurisdiction means the legal right or authority to control, operate, regulate use of, maintain, or cause to be maintained, a transportation facility, through ownership or delegated authority. The authority to construct or maintain such a facility may be derived from fee title, easement, written authorization, or permit from a Federal agency, or some similar method.

Metropolitan Planning Organization (MPO) means that organization designated as the forum for cooperative transportation decision making pursuant to the provisions of part 450 of this title.

Metropolitan Transportation Plan means the official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

National Forest System means lands and facilities administered by the Forest Service (FS), U.S. Department of Agriculture, as set forth in the Forest and Rangeland Renewable Resource Planning Act of 1974, as amended (16 U.S.C. 1601 note, 1600–1614).

Open to public travel means except during scheduled periods, extreme weather conditions, or emergencies, open to the general public for use with a standard passenger auto, without restrictive gates or prohibitive signs or regulations, other than for general traffic control or restrictions based on size, weight, or class of registration.

Public authority means a Federal, State, county, town, or township, Indian tribe, municipal or other local government or instrumentality with authority to finance, build, operate, or maintain toll or toll-free facilities.

Public lands highway means: (1) A forest road under the jurisdiction of and maintained by a public authority and open to public travel or (2) any highway through unappropriated or unreserved public lands, nontaxable Indian lands, or other Federal reservations under the jurisdiction of and maintained by a public authority and open to public travel.

Public road means any road or street under the jurisdiction of and maintained by a public authority and open to public travel.

Renewable resources means those elements within the scope of responsibilities and authorities of the FS as defined in the Forest and Rangeland Renewable Resource Planning Act of August 17, 1974 (88 Stat. 476) as amended by the National Forest Management Act of October 22, 1976 (90 Stat. 2949; 16 U.S.C. 1600–1614) such as recreation, wilderness, wildlife and fish, range, timber, land, water, and human and community development.

Resources means those renewable resources defined above, plus other nonrenewable resources such as minerals, oil, and gas which are included in the FS's planning and land management processes.

Statewide transportation plan means the official transportation plan that is: (1) Intermodal in scope, including bicycle and pedestrian features, (2) addresses at least a 20-year planning horizon, and (3) covers the entire State pursuant to the provisions of part 450 of this title.

§660.105 Planning and route designation.

(a) The FS will provide resource planning and related transportation information to the appropriate MPO and/or State Highway Agency (SHA) for use in developing metropolitan and statewide transportation plans pursuant to the provisions of part 450 of this title. Cooperators shall provide various planning (23 U.S.C. 134 and 135) information to the Federal Highway Administration (FHWA) for coordination with the FS.

(b) The management systems required under 23 U.S.C. 303 shall fulfill the requirement in 23 U.S.C. 204(a) regarding the establishment and implementation of pavement, bridge, and safety management systems for FHs. The results of bridge management systems and safety management systems on all FHs and results of pavement management systems for FHs on

Federal-aid highways are to be provided by the SHAs for consideration in the development of programs under §660.109 of this part. The FHWA will provide appropriate pavement management results for FHs which are not Federal-aid highways.

(c) The FHWA, in consultation with the FS, the SHA, and other cooperators where appropriate, will designate FHs.

(1) The SHA and the FS will nominate forest roads for FH designation.

(2) The SHA will represent the interests of all cooperators. All other agencies shall send their proposals for FHs to the SHA.

(d) A FH will meet the following criteria:

(1) Generally, it is under the jurisdiction of a public authority and open to public travel, or a cooperator has agreed, in writing, to assume jurisdiction of the facility and to keep the road open to public travel once improvements are made.

(2) It provides a connection between adequate and safe public roads and the resources of the NFS which are essential to the local, regional, or national economy, and/or the communities, shipping points, or markets which depend upon those resources.

(3) It serves:

(i) Traffic of which a preponderance is generated by use of the NFS and its resources; or

(ii) NFS-generated traffic volumes that have a substantial impact on roadway design and construction; or

(iii) Other local needs such as schools, mail delivery, commercial supply, and access to private property within the NFS.

§660.107 Allocations.

On October 1 of each fiscal year, the FHWA will allocate 66 percent of Public Lands Highway funds, by FS Region, for FHs using values based on relative transportation needs of the NFS, after deducting such sums as deemed necessary for the administrative requirements of the FHWA and the FS; the necessary costs of FH planning studies; and the FH share of costs for approved Federal Lands Coordinated Technology Implementation Program studies.

§660.109 Program development.

(a) The FHWA will arrange and conduct a conference with the FS and the SHA to jointly select the projects which will be included in the programs for the current fiscal year and at least the next 4 years. Projects included in each year's program will be selected considering the following criteria:

- (1) The development, utilization, protection, and administration of the NFS and its resources;
 - (2) The enhancement of economic development at the local, regional, and national level, including tourism and recreational travel;
 - (3) The continuity of the transportation network serving the NFS and its dependent communities;
 - (4) The mobility of the users of the transportation network and the goods and services provided;
 - (5) The improvement of the transportation network for economy of operation and maintenance and the safety of its users;
 - (6) The protection and enhancement of the rural environment associated with the NFS and its resources; and
 - (7) The results for FHs from the pavement, bridge, and safety management systems.
- (b) The recommended program will be prepared and approved by the FHWA with concurrence by the FS and the SHA. Following approval, the SHA shall advise any other cooperators in the State of the projects included in the final program and shall include the approved program in the State's process for development of the Statewide Transportation Improvement Program. For projects located in metropolitan areas, the FHWA and the SHA will work with the MPO to incorporate the approved program into the MPO's Transportation Improvement Program.

§660.111 Agreements.

- (a) A statewide FH agreement shall be executed among the FHWA, the FS, and each SHA. This agreement shall set forth the responsibilities of each party, including that of adherence to the applicable provisions of Federal and State statutes and regulations.
- (b) The design and construction of FH projects will be administered by the FHWA unless otherwise provided for in an agreement approved under this subpart.
- (c) A project agreement shall be entered into between the FHWA and the cooperator involved under one or more of the following conditions:
- (1) A cooperator's funds are to be made available for the project or any portion of the project;
 - (2) Federal funds are to be made available to a cooperator for any work;
 - (3) Special circumstances exist which make a project agreement necessary for payment purposes or to clarify any aspect of the project; or
 - (4) It is necessary to document jurisdiction and maintenance responsibility.

§660.112 Project development.

(a) Projects to be administered by the FHWA or the FS will be developed in accordance with FHWA procedures for the Federal Lands Highway Program. Projects to be administered by a cooperator shall be developed in accordance with Federal-aid procedures and procedures documented in the statewide agreement.

(b) The FH projects shall be designed in accordance with part 625 of this chapter or those criteria specifically approved by the FHWA for a particular project.

§660.113 Construction.

(a) No construction shall be undertaken on any FH project until plans, specifications, and estimates have been concurred in by the cooperator(s) and the FS, and approved in accordance with procedures contained in the statewide FH agreement.

(b) The construction of FHs will be performed by the contract method, unless construction by the FHWA, the FS, or a cooperator on its own account is warranted under 23 U.S.C. 204(e).

(c) Prior to final construction acceptance by the contracting authority, the project shall be inspected by the cooperator, the FS, and the FHWA to identify and resolve any mutual concerns.

§660.115 Maintenance.

The cooperator having jurisdiction over a FH shall, upon acceptance of the project in accordance with §660.113(c), assume operation responsibilities and maintain, or cause to be maintained, any project constructed under this subpart.

§660.117 Funding, records and accounting.

(a) The Federal share of funding for eligible FH projects may be any amount up to and including 100 percent. A cooperator may participate in the cost of project development and construction, but participation shall not be required.

(b) Funds for FHs may be used for:

- (1) Planning;
- (2) Federal Lands Highway research;
- (3) Preliminary and construction engineering; and
- (4) Construction.

(c) Funds for FHs may be made available for the following transportation-related improvement purposes which are generally part of a transportation construction project:

- (1) Transportation planning for tourism and recreational travel;
- (2) Adjacent vehicular parking areas;

- (3) Interpretive signage;
 - (4) Acquisition of necessary scenic easements and scenic or historic sites;
 - (5) Provisions for pedestrians and bicycles;
 - (6) Construction and reconstruction of roadside rest areas including sanitary and water facilities; and
 - (7) Other appropriate public road facilities as approved by the FHWA.
- (d) Use of FH funds for right-of-way acquisition shall be subject to specific approval by the FHWA.
- (e) Cooperators which administer construction of FH projects shall maintain their FH records according to 49 CFR part 18.
- (f) Funds provided to the FHWA by a cooperator should be received in advance of construction procurement unless otherwise specified in a project agreement.

APPENDIX D

Appendix D: Partner Agency Mission and Goals

Although the vision, mission, and goals were developed collaboratively between Tri-Agency partners, each agency retains vision, mission, or goals that are of unique interest to the individual agency. The interests of individual Tri-Agency partners are summarized below.

SDDOT

The mission of SDDOT is to provide a safe, efficient and effective transportation system. This mission is supported through nine goals. The goals include:

- Preserve and maintain South Dakota's transportation system
- Promote transportation safety
- Support access and connectivity to important facilities like grain elevators, ethanol plants, pipeline terminals, wind energy facilities, airports, freight terminals, large employment and retail generators, and intermodal facilities
- Promote transportation efficiencies within and among all transportation modes
- Promote transportation facility enhancements within our authority and financial constraints
- Support economic growth and tourism
- Provide mobility and transportation choices
- Preserve South Dakota's quality of life
- Promote transportation security

U.S. Forest Service

The USFS mission is to sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations. USFS goals include:

- Effective public service – Ensure the acquisition and use of an appropriate corporate infrastructure to enable the efficient delivery of a variety of uses.
- Multiple benefits to people – Provide a variety of uses, values, products, and services for present and future generations by managing within the capability of sustainable ecosystems.
- Ecosystem health – Promote ecosystem health and conservation using a collaborative approach to sustain the nation's forests, rangelands, and watersheds.

Federal Lands Highway

The Federal Lands Highway mission is to continually improve transportation access to and through federal and tribal lands through stewardship of Federal Land Highway programs by providing balanced, safe, and innovative roadways that blend into or enhance the existing environment, and by providing technical services to the transportation community. The goals include:

- Safety – Continually improve highway safety.
- Mobility – Continually improve access and condition of transportation.



- Productivity – Continually improve economic efficiency.
- Human and Natural Environment – Protect and enhance the natural environment and communities affected by highway transportation.

APPENDIX E

Appendix E: Forest Plan Functions

The following table summarizes the functions and limitations of National Forest Land and Resource Management Plans (Forest Plans) related to a variety of topics.

What a Forest Plan Does and Does Not Do

<i>Topic</i>	<i>The Forest Plan</i> does...	<i>The Forest Plan</i> does not...
Laws, regulations, and policies	Use guidance provided by the Forest Service Handbook, Forest Service Manual, and other federal regulations and policies to create an over-arching management plan for the National Forest.	Make law, regulations, or policy. The Revised Forest Plan is not a policy-making document; it reflects agency policy and goals.
Budget for local Forest Service operations	Consider the financial feasibility of implementing Plan goals and objectives.	Determine funding levels for the National Forest (budget allocations are determined in other ways).
Travel management	Identify what kinds of travel are suitable to particular parcels of land, based on desired future conditions (DFCs) and other designations. This can vary by season.	Make the decision to open, close, or otherwise restrict use of a specific road or trail to certain modes of travel (such as ATVs or mountain bikes). If the management objective for certain parcels changes, site-specific plans for road and trail management will have to be made separately from the Forest Plan to bring travel into compliance. Decisions about specific roads and trails are made through project-level NEPA analysis and decision documents.
Timber harvests	Identify sustainable annual yields. Identify which lands are suitable for timber harvests for various objectives, including timber production.	Identify individual areas that will be offered for sale.
Timber sales	Provide direction and standards to determine where and how sales can take place, based on goals and objectives.	Approve any site-specific timber sale.
Grazing allotments	Analyze and disclose which lands are suitable for grazing. Describe the parameters or standards grazing practice shall attain.	Make decisions about what to do with vacant allotments or allotment management plans and permit renewals.



<i>Topic</i>	<i>The Forest Plan</i> does...	<i>The Forest Plan</i> does not...
Land exchanges	Identify values and considerations to be evaluated in potential exchange of land parcels. Identify landscapes where opportunities to consolidate landownership patterns should or should not be pursued to meet DFCs and objectives.	Identify or prioritize specific parcels for exchanges. Guidance for required analyses for land exchanges is in Forest Service manuals and handbooks.
Ski areas	Identify which lands have DFCs, objectives, standards, and suitability that emphasize ski-based resorts.	Approve creation of any additional infrastructure such as lifts, runs, or snowmaking facilities.
Endangered species	Provide DFCs, objectives, and standards to ensure sustainable habitat conditions for species that have been listed for protection under the Endangered Species Act.	Decide which species will be protected under the Endangered Species Act. These decisions are made by the U.S. Fish and Wildlife Service (USFWS).
Hunting and wildlife management	Describe desired conditions, objectives, and standards for managing the habitat for many game and non-game species.	Set hunting seasons, designate areas as open or closed to hunting, or set harvest levels or hunting fees. Seasons and limits are set by South Dakota Game & Fish Department (except for migratory birds, which are set by USFWS.)
Wilderness	Recommend to Congress those areas that are capable and suitable for designation as wilderness. Allocate land to area designations that are managed for wilderness values.	Create or designate lands as Wilderness.
Wild, scenic and recreational rivers	Identify river segments eligible for further study as wild, scenic, or recreational under the nation's Wild and Scenic Rivers Act. Allocate land to river corridors that must be managed to maintain the values that provide eligibility for wild, scenic, and/or recreational rivers.	Designate those rivers as wild, scenic, or recreational. A finding of eligibility does not automatically launch further study.
Law enforcement	Emphasize cooperative partnerships and collaborative activities with stakeholder groups, local communities, and governments.	Include directives about law enforcement, specify enforcement staffing, or budget for those operations.

Source: http://www.fs.fed.us/emc/nfma/2008_planning_rule.html



APPENDIX F

Shared Forest Highways Routes

Forest Highway	State Route	Beginning Milepost	Ending Milepost	Length (miles)	National Forest
1	US-385	49.20	66.74	17.54	Black Hills
	US-385/16	26.46	44.58	18.12	
	US-385	85.51	95.25	9.74	
	US-385	102.33	113.37	11.04	
	US-85	26.04	36.49	10.45	
2	SR-89	58.51	64.45	5.94	Black Hills
	SR-87	73.40	79.19	5.79	
3	US-85	0.00	16.25	16.25	Black Hills
8	SR-44	26.90	43.95	17.05	Black Hills
9	SR-244	24.00	31.34	7.34	Black Hills
15	US-14A	29.15	47.70	18.55	Black Hills

Source: RIP data, 2008

APPENDIX G

Do you have a designated
Forest Highway route under your
jurisdiction **in need of improvement?**

The South Dakota Forest Highway Tri-Agency is now accepting project applications.

The enclosed packet of materials includes the following items for your review and use in submitting a project to the South Dakota Forest Highway Tri-Agency for consideration of inclusion in the 7-Year Forest Highway Program for funding:

- Description of the Forest Highway Program Project Selection Process
- Map of Designated Forest Highways
- Forest Highway Application Instructions
- Forest Highway Application Signature Page
- Forest Highway Project Application
- Forest Highway Program Project Selection Criteria
- Forest Highway Inventory Form

If you are interested or intend to submit a project application, please contact the Forest Highway Program Manager at the Central Federal Lands Highway Division with any questions or to obtain assistance with completing your application.

Don't delay!
Project applications are due
April 29, 2011.



South Dakota Forest Highway Project Selection Process

Background:

The Forest Highway Program was established with the passage of the Federal Highway Act of 1921. Over the history of the program, each state containing National Forests has designated Forest Highways under the direction of the Federal Land Highway Division that provide public access to National Forests and benefit the forest, states, and local communities. Currently, there are approximately 277 miles of roadway in South Dakota designated as Forest Highways.

Purpose:

The purpose of this process is to generate candidate projects when there is a need or opportunity in the program of a particular state. Each of the proposed candidate projects will be consistent with and support the vision, mission, and goals of the long range transportation plan for the Forest Highway program in the state.

Process:

Step 1: Central Federal Lands Highway Division issues call for projects

Each local U.S. Forest Service office, South Dakota Department of Transportation, and county with a Forest Highway will receive the call packet. The call packets will be available electronically and will have instructions on how to complete the application. The call packet will also include the details on the goals of the Forest Highway Program used to score each project.

Step 2: U.S. Forest Service, South Dakota Department of Transportation, and counties prepare project applications and submit to Tri-Agency Representatives

Once the U.S. Forest Service, South Dakota Department of Transportation, and counties receive their packets, it is their responsibility to complete the project applications to the best of their ability. It is the responsibility of the entity proposing a project to supply the necessary information to complete the project application. It is understood that data may not be available for all of the project application questions, but the agency may use anecdotal information as a substitute. Project applicant should coordinate with the Forest about their project prior to submitting an application. Any projects proposed by a county government must have the project application submitted through the South Dakota Department of Transportation to certify that the application is complete.

Step 3: U.S. Forest Service or South Dakota Department of Transportation sign project application and forward to Tri-Agency

After the U.S. Forest Service or South Dakota Department of Transportation complete their project applications and the South Dakota Department of Transportation reviews applications proposed by counties for completeness. Depending on the outcome of this review, a project may proceed in one of three ways:

- Drop – Project is ineligible for Forest Highway funding
- Need more information – Additional information is collected before approval can be given
- Certification – All eligible project applications submitted to Central Federal Lands Highway Division

Step 4: Central Federal Lands Highway Division compiles all project applications and sends to Tri-Agency for ranking

Central Federal Lands Highway Division compiles all project applications submitted and distributes to Tri-Agency representative for their review. Each representative of the Tri-Agency will review all project applications.

Step 5: Tri-Agency Representatives score and rank applications

Tri-Agency representatives score and rank project applications based on the established weighted criteria. Projects will be evaluated on the content of the project application. Tri-Agency representatives assemble one score per project per agency for discussion at the Tri-Agency Annual Meeting.

South Dakota Forest Highway Project Selection Process

Step 6: Tri-Agency Annual Meeting (project ranking and programming)

A planning work session is scheduled for the Tri-Agency to discuss the merits of each project application based on the established weighted criteria. Depending on the outcome of discussion, a project may proceed in one of three ways:

- Drop - Project receives no further consideration
- Need more information - Additional information is collected before a program decision is made
- Approved - Project is programmed

Step 7: Projects assigned funding and program year on Central Federal Lands Highway Division Transportation Improvement Program

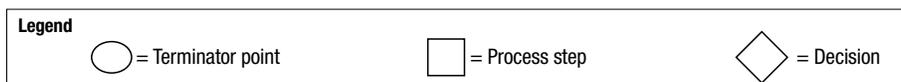
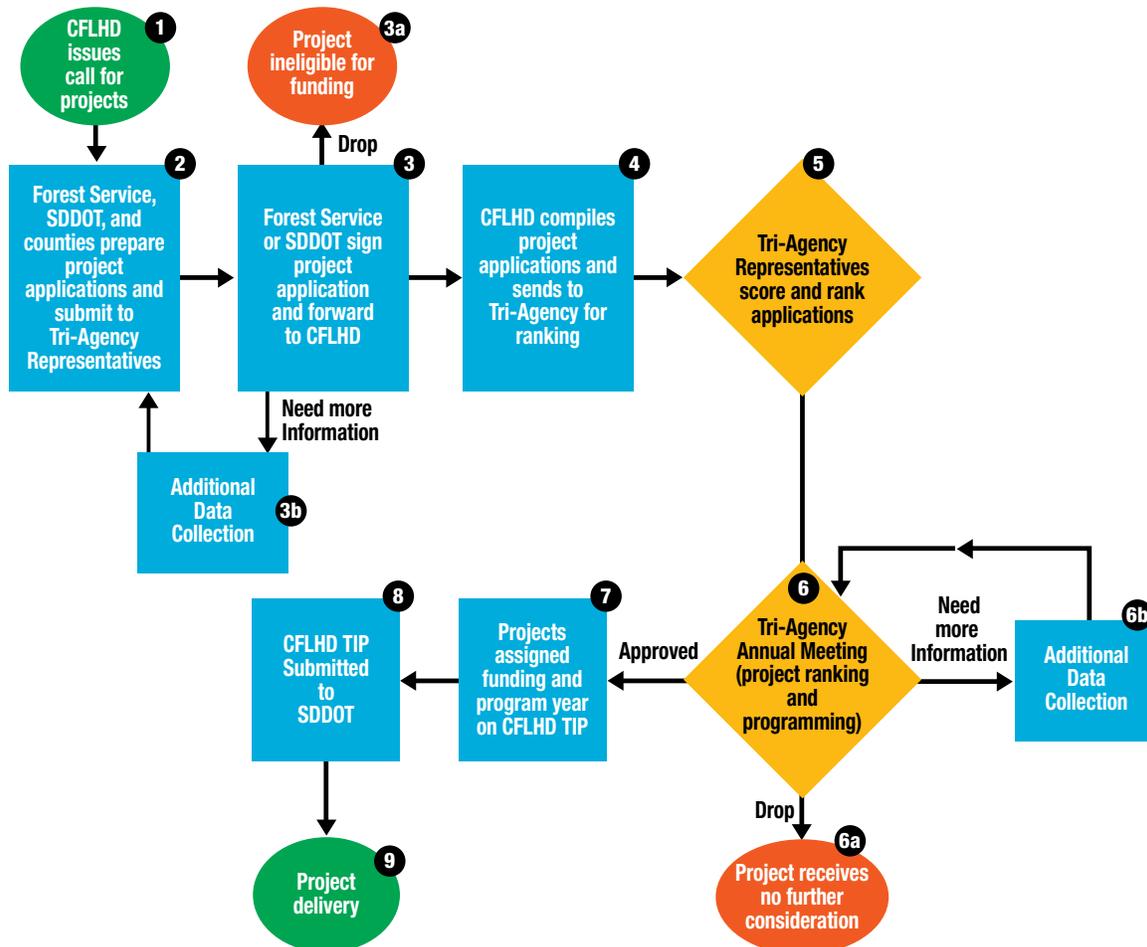
Each approved project is assigned a program year and budget, based on funding availability and other programming considerations. The Forest Highway Program in South Dakota has only \$1.5 million per year; programming will need to be flexible by having a mix of projects of different sizes and scopes of work.

Step 8: Central Federal Lands Highway Division Transportation Improvement Program submitted to South Dakota Department of Transportation

After funding and program years are assigned, the list of projects is sent to South Dakota Department of Transportation for inclusion in the Statewide Transportation Improvement Program.

Step 9: Project delivery

The final step for each approved project is project delivery. Central Federal Lands Highway Division prepares engineering drawings, constructs the project, and turns it over to the agency with jurisdiction.



South Dakota Forest Highway Project Application Instruction Sheet

General Information:

The Tri-Agency (U.S. Forest Service, South Dakota Department of Transportation, Central Federal Lands Highway Division) will review project applications and rank them based on weighted selection criteria developed as part of the South Dakota Long Range Transportation Plan. The selection criteria are directly related to the goals and objectives developed for the long range transportation plan. The projects will be discussed at the annual Tri-Agency program meeting to develop an approved project list to be funded through the Forest Highway Program.

It is important to note that the top ranked project is not guaranteed funding and the approved list of projects will be agreed upon by the Tri-Agency. Project approval resides with the Tri-Agency. The Tri-Agency will select a balanced program made up of some large projects with smaller projects used to fill in the gaps. Typically forest highway funds are for construction or reconstruction and are not intended for routine maintenance (chipseal, potholes, etc.) projects.

All projects must be submitted by the U.S. Forest Service or the South Dakota Department of Transportation. For projects on county-owned routes, applications must be submitted through the South Dakota Department of Transportation. All applications must have the appropriate signatures in order to be considered. By signing the application, signees certify the completeness of the application and support of the project application; this does not indicate the approval of the project.

All project proposals must be submitted using the South Dakota Forest Highway Project Application form. Additional information may be provided, as necessary. However, applications must be received by April 29, 2011 to be considered. Only applications that are completed in their entirety and include the required signatures will be considered. Incomplete applications, or those submitted without the required signatures will not be considered. The following information is intended to aid in filling out the application.

Item 1:

Central Federal Lands Highway Division will complete all design, National Environmental Policy Act clearance, and construction of the selected projects, except as otherwise agreed by Tri-Agency.

Cooperator – A State or local government agency that has jurisdiction over and maintenance responsibility for forest highways.

Functional classification: <http://www.sddot.com/pe/projdev/docs/FunctClassMap.pdf>

Please note that due to federal funding requirements, right-of-way acquisition must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and is the responsibility of the Cooperator.

Utility relocation must comply with South Dakota Statute 31-26-23.

<http://legis.state.sd.us/statutes/DisplayStatute.aspx?Statute=31-26-23&Type=Statute>

Item 2:

This estimate will be used to compare approximate construction cost relative to other projects. Projects will not be ranked based on cost.

3R –Resurfacing, Rehabilitation, and Restoration

Projects include some application or road rehabilitation (scarification, pulverization, etc. of existing Asphalt Concrete Pavement (ACP)), addition of supplemental aggregate surface course, and the placement of ACP. Minor guardrail, signing, and other appurtenances included on a case-by-case basis.

4R –Resurfacing, Rehabilitation, Restoration, and Reconstruction

Light 4R – Projects typically include minor widening off the roadway bench. Primarily regarding the road template and resurfacing. Projects do not include walls but can include minor guardrail, signing, and other appurtenances.

South Dakota Forest Highway Project Application Instruction Sheet

Medium 4R – Projects include work elements in Light 4R plus some walls. Projects will also include earthwork to address some vertical or horizontal alignment deficiencies. Guardrail, signing, and other appurtenances are included.

Heavy 4R – Projects include work elements in Medium 4R inclusive of major widening along a route including heavy use of cut and/or fill walls. Typical work includes major earthwork operations to address some vertical/horizontal alignment deficiencies. Work also includes aggregate surface course and ACP. Guardrail, signing, and other appurtenances included.

Item 3:

Average Daily Traffic – The average number of vehicles on a road during the day. To calculate the average daily traffic, take the total traffic volume during a given time period (in 24-hour periods) and divide it by the number of days in that time period. This data should not be collected during the peak season.

Seasonal Average Daily Traffic – The average number of vehicles on a road during a typical day in the peak season

% Forest Generated Traffic – The percent of traffic traveling to/from the National Forest.

% Non-Forest Generated Traffic – The percent of traffic traveling through a National Forest with a separate destination.

Item 5:

In the project description, include items such as existing and proposed roadway width, surface type, structures, approximate design speed, and any work affecting drainage structures.

Item 11:

Consider whether this project fills in gaps or missing links in the transportation network or whether travel restrictions, bottlenecks, and/or load limits that prevent all-weather travel are alleviated by this project improvement.

Item 13:

Identify deficient or lacking road features that contribute to safety hazards. Include engineering analysis if available. Also include crash data, animal/vehicle collisions, reported incidents, or anecdotal information that can be used to identify a safety issue.

Item 14:

Standard pavement condition ratings are available from Central Federal Lands Highway Division at <http://www.cflhd.gov/FHRoadInv/index.cfm>

Bridge condition information can be found from the National Bridge Inventory <http://nationalbridges.com/>

Item 17:

To identify whether your forest highway route is on a designated National Scenic Byway, click on the following link. www.byways.org

Item 18:

To identify potential threatened & endangered species in your project area, click on the following link. <http://www.fws.gov/Endangered>

South Dakota Forest Highway Designation Criteria

Forest highways are specifically designated State or local government roads that meet the criteria listed in 23 CFR 660.105 as follows:

d) A Forest Highway will meet the following criteria:

(1) Generally, it is under the jurisdiction of a public authority and open to public travel, or a cooperator has agreed, in writing, to assume jurisdiction of the facility and to keep the road open to public travel once improvements are made.

(2) It provides a connection between adequate and safe public roads and the resources of the National Forest System, which are essential to the local, regional, or national economy, and/or the communities, shipping points, or markets which depend upon those resources.

(3) It serves:

(i) Traffic of which a preponderance is generated by use of the National Forest System and its resources; or

(ii) National Forest System-generated traffic volumes that have a substantial impact on roadway design and construction; or

(iii) Other local needs such as schools, mail delivery, commercial supply, and access to private property within the National Forest System.

The designation of Forest Highways is not intended to form a “system” of roads. Instead, the purpose of the designation is to identify State and local government roads that qualify for funding under the Forest Highway program.

Traffic on Forest Highways is generated by a preponderance of use of the National Forest System and its resources. Preponderance is not rigidly defined as a percentage of total traffic. It is intended to address situations where National Forest System traffic constitutes a significant portion of the road use, such as in a major resort or ski area.

Interstate, major intra-state or regional highways are not typically designated as forest highways. Federal-aid primary routes typically do not qualify for designation as forest highways unless the route clearly provides a vital service to the use and development of the National Forest System. Designation of any route is only appropriate if it is possible to assign or distribute the investments in some measure to the National Forest System.

A Forest Highway provides safe and adequate transportation access to and through National Forest System (NFS) lands for visitors, recreationists, resource users, and others which is not met by other transportation programs. Forest highways assist rural and community economic development and promote tourism and travel.

Forest Highway designations should be designed so that the Forest Highway related traffic gets all the way to the primary highway. The termini for the Forest Highway should be with a route that has the next highest functional level classification and with major Forest Service arterials or Public Forest Service Roads. The goal is to designate logical routes that are seamless to the Forest related traffic.

Generally the goal is to avoid duplication of access to similar areas of the Forest. Does the Forest Highway route have duplicate access? Is there more than one designated Forest Highway access to the same location of the Forest? What other public roads serve the same or area designation? Are both routes providing valuable access to the Forest?

South Dakota Forest Highway Designation Criteria

Definitions.

- **Cooperator** means a non-Federal public authority which has jurisdiction and maintenance responsibility for a Forest Highway.
- **Forest highway** means a forest road under the jurisdiction of, and maintained by, a public authority and open to public travel.
- **Public Forest Service Road** is a Forest road that has been identified by the FS as a candidate for public jurisdiction.
- **Forest road** means a road wholly or partly within, or adjacent to, and serving the NFS and which is necessary for the protection, administration, and utilization of the NFS and the use and development of its resources.
- **Jurisdiction** means the legal right or authority to control, operate, regulate use of, maintain, or cause to be maintained, a transportation facility, through ownership or delegated authority. The authority to construct or maintain such a facility may be derived from fee title, easement, written authorization, or permit from a Federal agency, or some similar method.
- **Open to public travel** means except during scheduled periods, extreme weather conditions, or emergencies, open to the general public for use with a standard passenger auto, without restrictive gates or prohibitive signs or regulations, other than for general traffic control or restrictions based on size, weight, or class of registration.
- **Public authority** means a Federal, State, county, town, or township, Indian tribe, municipal or other local government or instrumentality with authority to finance, build, operate, or maintain toll or toll-free facilities.

2011 South Dakota Forest Highway Route Inventory Form

Route Identification

Forest Highway Name:	Forest Highway Number:
Route Number(s) (State, County, FS, or local agency):	
Name(s) (commonly given to identify the route):	
County(s):	
SDDOT District:	
Forest(s):	FS Region Number:
Termini (mileposts): Beginning: Ending:	Length of route (miles):
Route Description:	
Owner/maintenance responsibility/jurisdictional authority (Check all that apply): <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Forest Service <input type="checkbox"/> Other: _____ Beg MP _____ Beg MP _____ Beg MP _____ Beg MP _____ End MP _____ End MP _____ End MP _____ End MP _____	
Is route formally designated a "public road" by the jurisdictional authority? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Portion of route adjacent to public lands (miles):	
Portion of route adjacent to private lands (miles):	
Acres of National Forest accessed by this route:	
Other "public roads" serving this same area:	
Route is a designated (check all that apply): <input type="checkbox"/> National Scenic Byway <input type="checkbox"/> All-American Road <input type="checkbox"/> State Scenic Byway <input type="checkbox"/> Other: Scenic Byway Name:	
Functional classification (as designated by the State): <input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local	

2011 South Dakota Forest Highway Route Inventory Form

Use and Access

Traffic Data:

Current Average Daily Traffic (ADT): _____

Current Seasonal Average Daily Traffic (SADT): _____

Percentage of traffic that is National Forest related: _____

Percentage of forest-related traffic on this route attributed to:

Recreational use: _____ Mining activity: _____ Natural gas production: _____

Oil production: _____ Timber activities: _____ Grazing activities: _____

Other activities (describe): _____

Projected future traffic (20 year): _____

Percentage of future traffic that is National Forest related: _____

Route provides primary access to the following (check all that apply and list):

Scenic Byways: _____

Wild and Scenic Rivers: _____

Wilderness Areas: _____

National Recreational Trails: _____

Communities: _____

Other Federal Lands: _____

Facilities (such as campgrounds, trailheads, ski areas, resorts, boat ramps, historic sites, parks, etc.):

Other: _____

Route provides primary access for the following other users (check all that apply and list):

Schools: _____

Commercial supply: _____

Emergency services: _____

Non-FS in holdings: _____

Mail delivery: _____

Other: _____

South Dakota Forest Highway Project Application Signature Page

All projects must be submitted by the U.S. Forest Service or the South Dakota Department of Transportation. For projects on county-owned routes, applications must be submitted through the South Dakota Department of Transportation.

All applications must have the appropriate signatures in order to be considered. By signing the application, signees certify the completeness of the application and support of the project application; this does not indicate the approval of the project.

Project Contact Person

The contact name below is the individual from the sponsoring agency who will serve as the agency representative for this project, and has direct knowledge of the information contained within this Forest Highway project application.

Name: _____

Address: _____

City: _____ State: _____

Phone: _____ Fax: _____

E-mail: _____

Authorized Signature

By signing the application, cooperators certify the completeness of the application and support of the project application from the sponsoring agency and authorizes the Tri-Agency to consider this project for approval in the Forest Highway program in South Dakota.

Signature: _____

Printed Name: _____

Title: _____

Agency/Organization: _____

Date: _____

For Internal Use Only:

Tri-Agency Certification

This application is CERTIFIED TO BE COMPLETE. By signing below, the Tri-Agency representative (Forest Service or South Dakota Department of Transportation) will forward this application to the Forest Highway program for project consideration.

Signature: _____

Printed Name: _____

Title: _____

Agency/Organization: _____

Date: _____

2011 South Dakota Forest Highway Route Inventory Form

Management Plans

Route is identified in the following (check all that apply and list):

- System transportation plan: _____
- Land management plan: _____
- County comprehensive plan: _____

Route is included in the following pavement management system:

Condition of roadway pavement: Good Fair Poor

Route is included in the following safety management system:

Route is included in an area receiving special management consideration for the following (water quality, wildlife security, connectivity, other . . .):

Roadway and Bridges

Number of lanes:	Roadway width, including shoulders, (feet):
Type of roadway surface: <input type="checkbox"/> Paved, Length (miles):	<input type="checkbox"/> Unpaved, Length (miles):
Paved roadway width, (feet):	
Number of Bridges and lengths (feet):	

Submitted By:

National Forest:	Date:
Name (print):	
Signature:	
Title:	
E-mail:	Telephone:
Additional Point of Contact: Name (print):	
Title:	
E-mail:	Telephone:

South Dakota Forest Highway Project Application

General Information:

The Tri-Agency (U.S. Forest Service, South Dakota Department of Transportation, Central Federal Lands Highway Division) will review project applications and rank them based on weighted selection criteria developed as part of the Long Range Transportation Plan for Forest Highways in South Dakota. The selection criteria are directly related to the goals and objectives developed for this plan. The projects will be discussed at the annual Tri-Agency program meeting to develop an approved project list to be funded through the Forest Highway program.

It is important to note that the top ranked project is not guaranteed funding and the approved list of projects will be agreed upon by the Tri-Agency. Project approval resides with the Tri-Agency. The Tri-Agency will select a balanced program made up of some large projects with smaller projects used to fill in the gaps. Typically, Forest Highway funds are intended for design, construction, or reconstruction and are not intended for routine maintenance (chipseal, potholes, etc.) projects.

Eligibility Requirements:

Is the project on the Forest Highway Network or does this project meet the Forest Highway designation criteria?

Is the project supported by the Forest?

Forest Contact Name: _____ Phone: _____

 *If both boxes are not checked, proceed no farther; your project is not eligible.*

Instructions:

Applications must be received by April 29, 2011 to be considered.

1. All project applications must be submitted using the South Dakota Forest Highway Project Application form. Complete the project application to the best of your ability. It is the responsibility of the entity proposing a project to supply the necessary information to complete the project application. It is understood that data may not be available for all of the project application questions, but the agency may use anecdotal information as a substitute. Only complete applications including the required signatures will be considered.
2. Complete Project Application Signature Page.
3. Complete Forest Highway Inventory Form.
4. Contact the appropriate Tri-Agency representative to submit completed applications for certification.

U.S. Forest Service applicants:

Transportation Group Leader – Gene Baker
USDA-FS Region 2
740 Simms Street
Golden, CO 80401
303-275-5181
gmbaker@fs.fed.us

County or South Dakota Department of Transportation applicants:

South Dakota Department of Transportation
Project Development – Craig McIntyre
700 East Broadway Avenue
Pierre, SD 57501
605-773-3268
Craig.mcintyre@state.sd.us

South Dakota Forest Highway Project Application

Checklist of Requirements for certification:

- Signature sheet
- Forest highway inventory form
- Forest-level map
- Project-level map indentifying termini
- Up to 5 photos of project location

If you are considering this application for your project and would like assistance in completing this form, contact:

Forest Highway Program Manager – Rick Simansons
Central Federal Lands Highway Division
12300 West Dakota Ave
Lakewood, CO 80228
Phone: 720-963-3626
Rick.simansons@dot.gov

Additional information on the Forest Highway program is located at <http://www.cflhd.gov/LRTP/>

South Dakota Forest Highway Project Application

(Place cursor over green underlined words for additional information related to the specific item)

General Project Information

The first nine questions are to provide general information and will also be used for project consideration.

1. Project Identification

Forest Highway Route #:	Local Route #:
Forest Highway Inventory Name:	
Other (local) Road Names/Designator (if any):	
Agency with Jurisdiction (authority to control traffic):	
Agency currently maintaining roadway:	
<u>Cooperator:</u>	
<u>Functional Classification:</u> <input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road	
Termini (mileposts or landmarks): Begin: _____ End: _____	
Project Length: _____	Miles

Key Items of work (check all that apply):

- | | | |
|---|--|--|
| <input type="checkbox"/> Paving | <input type="checkbox"/> Road base or Surface Course | <input type="checkbox"/> Major Concrete Structures |
| <input type="checkbox"/> Drainage Improvements | <input type="checkbox"/> Safety Enhancements | <input type="checkbox"/> Earthwork |
| <input type="checkbox"/> Bridges | <input type="checkbox"/> Road stabilization | |
| <input type="checkbox"/> Other (specify): _____ | | |

Right-of-Way Acquisition:

Is right-of-way acquisition required? Yes No *If "no" then proceed to Utilities item*

Classification of right-of-way required for project:

- Extensive (5 or more owners) Minor (1-5 owners)

How does the Cooperator plan to acquire and pay for right-of-way?

How long do you anticipate it will take to acquire right-of-way, based on following federal requirements?

Utilities: Identify utilities in the roadway corridor.

Would relocation be required? Yes No

Is relocation on the Forest required? Yes No *If "no" then proceed to [Cost Estimate](#) item*

How does the Cooperator plan to pay for utility relocation?

How long will it take to coordinate or relocate utilities?

South Dakota Forest Highway Project Application

2. Construction Cost Estimate: Fill in amount for appropriate scope items given the Central Federal Lands unit cost listed after each item. Unit cost is based on a two-lane asphalt road. Check all that apply. Detailed project estimates can be attached to the application.

- Bridge replacement
Square Feet (SF) of Bridge: _____ x \$500/SF = \$ _____
- In-place recycling
Number of Miles: _____ x \$200k/mile = \$ _____
- 3R (i.e., Mill and overlay)
Number of New Asphalt Miles: _____ x \$700k/mile = \$ _____
Number of Aggregate Miles: _____ x \$400k/mile = \$ _____
- Light 4R (i.e., Regrade Road Template)
Number of New Asphalt Miles: _____ x \$1.4M/mile = \$ _____
Number of Aggregate Miles: _____ x \$1.1M/mile = \$ _____
- Medium 4R (i.e., Widening, Minor Wall Work)
Number of New Asphalt Miles: _____ x \$2.5M/mile = \$ _____
Number of Aggregate Miles: _____ x \$2.2M/mile = \$ _____
- Heavy 4R (i.e., Major Widening, Major Wall Work)
Number of New Asphalt Miles: _____ x \$3.5M/mile = \$ _____
Number of Aggregate Miles: _____ x \$3.2M/mile = \$ _____
- Right-of-way (unit: _____)
Number of Units: _____ x \$ _____ /unit = \$ _____
- Utilities (unit: _____)
Number of Units: _____ x \$ _____ /unit = \$ _____
- Other: _____
Number of Units: _____ x \$ _____ /unit = \$ _____

ESTIMATED TOTAL COST OF PROPOSED PROJECT: \$ _____
Transfer this number to [page 8](#)

3. Provide any available traffic data from recent counts or other documented sources (list sources):

	Current	20-Year Projection	Data Source
<u>Average Daily Traffic</u>			
<u>Seasonal Average Daily Traffic</u> <i>(specify season)</i>			
% Trucks	%	%	
<u>% Forest Generated Traffic</u>	%	%	
<u>% Non-Forest Generated Traffic</u>	%	%	

Note: If no data (i.e., counts) are available, please estimate range. (< 200, 200-500, 500-1000, > 1000 vehicles per day)

South Dakota Forest Highway Project Application

4. **Problem Statement:** Summarize the need for this project. What purpose does this roadway serve? List physical and functional deficiencies, anticipated changes in road use, or known safety problems. Describe consequences and actions that will be taken if Forest Highway funding is not received.

5. **Description of proposed work:** Provide a summary of the work required to complete this project.

6. **Describe any other improvements** planned or programmed on this Forest Highway currently or in the next 20 years. What, if any improvements have been made in the past 10 years on this road? Indicate when, if known. Identify funding sources, if known.

7. **Who are the key partners in this project?** What role have these partners played on this project to date? Describe the support or opposition that this proposed project may receive from outside organizations or the public. Also, include Forest Service, State, Congressional or political involvement, and community coordination efforts completed to date.

8. **Describe any coordination that has occurred with Forest Service resource specialists**, regulatory, or other land management agencies (e.g., *Army Corps of Engineers, Fish and Wildlife Service, State Game, Fish & Parks, State Lands, Tribal Lands, State Historic Preservation Office*) with regard to specific resource concerns.

South Dakota Forest Highway Project Application

9. **Describe how or why this project is consistent** with each approved plan as applicable. (e.g., *Forest Land Management Plan, Local Comprehensive Plan, Regional Transportation Plan, State Regional Tourism Plan, Scenic Byway, or other Corridor Management Plan*)

Evaluation Criteria

Provide your responses to the following questions related to each of the Forest Highway program evaluation criteria. Your responses should be 1-2 paragraphs in length. Although the previous questions were to provide general information, they will also be used for project consideration.

Access and Mobility

10. **List the type** (e.g., recreation, mining, resource management, local commuting) and amount of use accessed by this route. Who are the primary users? Does the road provide the only access to the area? What is the major traffic generator along this route?
11. **How will the proposed project improve the continuity of the transportation network?** How does this project improve or change the access or utilization of major destinations along this route in the National Forest System?
12. **To what extent does this project improve or provide linkages to alternative modes?** Explain in detail. Alternative mode improvements could include transit, bicycles, pedestrians, equestrians, park-and-rides, etc.
Note: This will not apply to most projects.

South Dakota Forest Highway Project Application

Safety and Condition

13. How will this project improve safety?

14. **Provide existing road condition.** Consider surface condition, geometry, standard pavement condition ratings, surface drainage, etc. Describe suitability of road surface type and width as it relates to the intended use of the facility. Describe sub-standard conditions. Standard pavement condition ratings are available at <http://www.cflhd.gov/FHRoadInv/index.cfm>

List structure(s) and condition included in this improvement project, if any (bridge condition information can be found at <http://nationalbridges.com/>):

National Bridge Inventory Structure #	Bridge Dimension <i>Length x Width</i>	Bridge Inventory Sufficiency Rating <i>(1-100)</i>	Structurally Deficient?	Functionally Obsolete?

15. **Describe current maintenance practices.** To what extent will this project decrease user or maintenance cost?

South Dakota Forest Highway Project Application

Funding and Economic Development

16. Proposed Contribution to Project (include cost sharing and in-kind donations): (Cost share, leveraging commitment to build adjacent project, etc.) What year are these contributions committed?

- | | | |
|--|------------------|------------|
| <input type="checkbox"/> Surface Transportation Program | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> Safety set-aside | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> Bridge Set-Aside Program | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> Scenic Byway Program | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> State/Local
(including local bonds, or partnerships through MPOs) | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> Earmark | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> Enhancement | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> Community Access Road Grant | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> Industrial Park Road Grant | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> Agri-Business Road Grant | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> In-kind donations (including ROW donations,
utility relocation, traffic control, etc.) | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> Other: _____ | Amount: \$ _____ | Year _____ |
| <input type="checkbox"/> Other: _____ | Amount: \$ _____ | Year _____ |

Estimated Total Contribution to Supplement Project: \$ _____ **(A)**

Estimated Total Project Construction Cost *(from page 4)*: \$ _____ **(B)**

Estimated Percentage Leveraged Funds: _____ % **((A/B) x 100)**

17. Describe how the project supports economic development at the local, regional, or state level

(Temporary economic development, i.e., construction employment will not be counted). What is the proposed nearby land use? Identify the breadth of industries that would benefit from this project. (*Consider industries such as tourism/recreation, forest management, mining, energy development, etc.*) How is the local economy tied to the transportation network near this project? How will the proposed project improve the transportation network and support the community's economic goals and needs? Is the project located on a designated scenic byway? If yes, identify the scenic byway.

South Dakota Forest Highway Project Application

Natural and Cultural Resource Protection

18. Identify all natural or cultural resource issues associated with this project from the list below.

Check all that apply.

Negative Impact	Positive Impact	Resource
<input type="checkbox"/>	<input type="checkbox"/>	Wetlands/Water Resources
<input type="checkbox"/>	<input type="checkbox"/>	<u>Threatened & Endangered Species</u>
<input type="checkbox"/>	<input type="checkbox"/>	Sensitive Species
<input type="checkbox"/>	<input type="checkbox"/>	Other biological resources (fisheries, wildlife, species of concern, etc)
<input type="checkbox"/>	<input type="checkbox"/>	Wild & Scenic River
<input type="checkbox"/>	<input type="checkbox"/>	Non-attainment areas (air quality)
<input type="checkbox"/>	<input type="checkbox"/>	Historic & archaeological resources
<input type="checkbox"/>	<input type="checkbox"/>	Native American areas/concerns
<input type="checkbox"/>	<input type="checkbox"/>	Wilderness or roadless areas
<input type="checkbox"/>	<input type="checkbox"/>	Parks & recreation areas/wildlife refuge (Section 4(f)/6(f))
<input type="checkbox"/>	<input type="checkbox"/>	Hazardous materials
<input type="checkbox"/>	<input type="checkbox"/>	Other: _____

Provide narrative for each resource explaining the extent of potential impacts or improvements resulting from the proposed project on all the following environmentally sensitive resources that apply (e.g., project will replace historic bridge, project goes through critical habitat, project involves a unique wetland complex, etc.)

19. Describe any opportunities to address existing environmental concerns (*reduction in road-related sedimentation, fish passage improvements, dust abatement, managing visitor access, directing vehicles away from sensitive natural resources, etc.*)

20. Other Remarks:

South Dakota Forest Highway Project Evaluation Criteria

For Information Purposes Only – To Be Completed by the Tri-Agency

	<i>Points</i>	<i>Additional Comments</i>
<p>Access and Mobility – Provide sustainable access to and within the national forests for use and enjoyment of the land and its resources.</p> <p>Objective 1: Provide and maintain recreational, commercial, administrative, and other access to NFS lands by funding improvements for transportation facilities.</p> <p>How well does this project meet this objective? Fully meets the objective - 14 Partially meets the objective - 7 Does not meet the objective - 0</p> <p>Objective 2: Provide a reliable transportation network connecting the NFS lands with local communities and major highway systems.</p> <p>How well does this project meet this objective? Fully meets the objective - 14 Partially meets the objective - 7 Does not meet the objective - 0</p> <p>Objective 3: Consider mode choice opportunities to improve mobility and access to and through the national forests.</p> <p>How well does this project meet this objective? Fully meets the objective - 2 Partially meets the objective - 1 Does not meet the objective - 0</p>	30	
<p>Safety and Condition – Ensure a safe and reliable transportation network to and within the national forests.</p> <p>Objective 1: Identify risks to traveler safety and take measures to reduce them.</p> <p>How well does this project meet this objective? Fully meets the objective - 20 Partially meets the objective - 10 Does not meet the objective - 0</p> <p>Objective 2: Restore or improve the condition of the transportation facilities to accommodate the intended road use.</p> <p>How well does this project meet this objective? Fully meets the objective - 10 Partially meets the objective – 5 Does not meet the objective – 0</p> <p>Objective 3: Reduce long-term maintenance costs and consider the ability of the cooperator to maintain the FH.</p> <p>How well does this project meet this objective? Fully meets the objective - 10 Partially meets the objective – 5 Does not meet the objective – 0</p>	40	

South Dakota Forest Highway Project Evaluation Criteria

	<i>Points</i>	<i>Additional Comments</i>
<p>Funding and Economic Development – Use innovative partnerships to fund FH projects and to support economic development opportunities at the local, regional, and national level.</p> <p>Objective 1: Create partnerships with other agencies or programs to provide additional funding to extend the benefits of the FH Program.</p> <p>How well does this project meet this objective? Fully meets the objective - 10 Partially meets the objective – 5 Does not meet the objective – 0</p> <p>Objective 2: Support economic development in terms of tourism and use of natural resources in support of Forest Plans and Travel Management Plans.</p> <p>How well does this project meet this objective? Fully meets the objective - 5 Partially meets the objective – 3 Does not meet the objective – 0</p>	15	
<p>Natural Resource Protection – Maintain leadership in protecting and enhancing the natural and cultural environment.</p> <p>Objective 1: Use transportation facilities as a tool to improve the health of the NFS lands.</p> <p>How well does this project meet this objective? Fully meets the objective - 5 Partially meets the objective – 3 Does not meet the objective – 0</p> <p>Objective 2: Reduce the impacts of transportation facilities to natural and cultural resources.</p> <p>How well does this project meet this objective? Fully meets the objective - 10 Partially meets the objective – 5 Does not meet the objective – 0</p>	15	

APPENDIX H

29-Sep-2011

**REVISED 2011 FOREST HIGHWAY PROGRAM
SOUTH DAKOTA
SEVEN-YEAR-PLAN**

APPENDIX H

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PROJECT	ROUTE NAME	TYPE OF WORK	FISCAL YEAR	FY11	FY12	FY13	FY14	FY15	FY16	FY17
			ALLOCATION	\$1,626,828	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
			*ACTUAL/PROP. BAL BORROW/(LOANS)							
			**ACTUAL LOANS or (REPAYMENTS)							
			CARRYOVER & ROLLUP	\$1,357,591	\$236,914	\$1,306,914	\$6,914	\$1,406,914	\$6,914	\$1,356,914
			TOTAL AVAILABLE	\$2,984,419	\$1,736,914	\$2,806,914	\$1,506,914	\$2,906,914	\$1,506,914	\$2,856,914
ALL ROUTES ALL ROUTES SD PFH 17-1(7) SD PFH 27-1(1) SD PFH 26 ALL ROUTES	STATEWIDE STATEWIDE HILL CITY-LEAD (DEERFIELD RD) IRON CREEK SPEARFISH VANOCKER RD. STATEWIDE	PE-11 & Planning LRTP CE-11 SPOT SAFETY CONSTRUCTION DEOBLIGATION Payback to SDDOT for Constr. Cost Increase CONTINGENCIES		\$147,369 \$176,881 \$2,261,854 (\$11,280) \$172,681 \$0						
ALL ROUTES ALL ROUTES STATEWIDE	STATEWIDE STATEWIDE ALL ROUTES	PE-12 CE-12 CONTINGENCIES			\$210,000 \$120,000 \$100,000					
ALL ROUTES ALL ROUTES SD PFH 17-1(8) STATEWIDE	STATEWIDE STATEWIDE HILL CITY-LEAD (DEERFIELD RD) ALL ROUTES	PE-12 CE-12 3R w/ SPOT SAFETY IMPROVEMENT CONTINGENCIES				\$100,000 \$200,000 \$2,400,000 \$100,000				
ALL ROUTES ALL ROUTES STATEWIDE	STATEWIDE STATEWIDE ALL ROUTES	PE-13 CE-13 CONTINGENCIES					\$50,000 \$0 \$50,000			
ALL ROUTES ALL ROUTES SD PFH 17-1(9) STATEWIDE	STATEWIDE STATEWIDE HILL CITY-LEAD (DEERFIELD RD) ALL ROUTES	PE-14 CE-14 3R w/ SPOT SAFETY IMPROVEMENT CONTINGENCIES						\$50,000 \$200,000 \$2,600,000 \$50,000		
ALL ROUTES ALL ROUTES STATEWIDE	STATEWIDE STATEWIDE ALL ROUTES	PE-15 CE-15 CONTINGENCIES							\$100,000 \$0 \$50,000	
ALL ROUTES ALL ROUTES TBD STATEWIDE	STATEWIDE STATEWIDE TBD ALL ROUTES	PE-16 CE-16 TBD CONTINGENCIES								\$100,000 \$250,000 \$2,400,000 \$100,000
**ACTUAL LOANS or (REPAYMENTS): Assume No Borrow/Loans Available			TOTAL SPENT	\$2,747,505	\$430,000	\$2,800,000	\$100,000	\$2,900,000	\$150,000	\$2,850,000
CARRYOVER->			\$1,357,591 FY10	\$236,914 FY11	\$1,306,914 FY12	\$6,914 FY13	\$1,406,914 FY14	\$6,914 FY15	\$1,356,914 FY16	\$6,914 FY17