

## STIP BOOK REVISION 18-SB-001

Due to the finalization of the rules regarding performance goals and how the states plan to meet those goals, the following revision is requested for the Approved 2018-2021 Statewide Transportation Improvement Program Book.

Replace the text:

*“All projects listed in the STIP support LRTP and national performance goals and the South Dakota Department of Transportation strives to maximize the funding to achieve these goals.”*

which is found in the last paragraph on the LONG-RANGE TRANSPORTATION PLANNING segment located on Page 9 of the Approved 2018-2021 Statewide Transportation Improvement Program book with the following text:

*“The projects contained in this STIP that improves the pavement condition of the NHS including the Interstate have been selected from a prioritization list developed by the Department’s Pavement Management System that considers investment priorities that optimizes surface condition to meet the pavement performance targets established by the Department.*

*The Bridge Projects contained in this STIP have been selected from a prioritization list developed by the Department’s Bridge Management System that considers investment priorities that optimizes bridge condition to meet the bridge performance targets established by the Department.*

*The multi-modal projects contained in this STIP will help meet the system reliability and freight reliability by improving travel time reliability and preventing future travel time delays. SDDOT is monitoring system reliability and programming projects to address identified travel time issues. In addition, the Department conducts corridor studies and interchange studies which also helps us to address travel time reliability and meet our established targets.*

*South Dakota safety investments have been identified and programmed and will construct effective countermeasures to reduce traffic fatalities and serious injuries. Projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. The South Dakota DOT continues to utilize a systemic safety improvement process rather than relying on “hot spot” safety improvements.”*

This updated narrative will also be incorporated into the 2019-2022 STIP book as it is updated this upcoming summer.

Submitted: 05/17/2018

By: Levi Briggs, STIP Coordinator

FHWA Approval: