

APPENDIX C

**CITIZENS ADVISORY COMMITTEE MEETING NOTES
NOVEMBER 20, 2006**

Subject: Citizens Advisory Committee Meeting	
Client: South Dakota Department of Transportation (SDDOT)	
Project: US14B Rail Crossings through Pierre, SD	Project No: NH 2014(11)229
Meeting Date: November 20, 2006	Meeting Location: Transportation Commission Room
Notes by: HDR	

Attendees:			
Kevin Murphy – Public	Dalton Huber – Public	Andy Fuhrman – Public	Bill Newling – Public
Dale Bertsch – Public	Larry & Hazel Melvin – Public	Chuck Fergen – Public	Mark Rilling - Public
Joe Kelley - Public	Tom Parsons – Public	Rusty Westall – Public	Vicky Burns – Public
John Childs – City of Pierre	Todd Chambers – City of Pierre		Terry Keller – SDDOT
Tim Bjorneberg - SDDOT	Jody Page – HDR	Steve Hoff – HDR	

Topics Discussed:	Action/Notes:
General Meeting Overview	<p>This was the second meeting of the Citizens Advisory Committee (CAC). The primary goal was to discuss the options developed at the “S-Curve” location and Pierre Street. Also discussed was the feasibility of a grade separate crossing at Poplar Street, and the improvements required at each of the other railroad crossings to allow for whistle free crossings. The goal was to prepare for the upcoming Public Open House by discussing and eliminating non-feasible options from further discussion and refine the options that show potential.</p> <p>There were 7 options discussed for the “S-Curve” location (including the no-build option) and 3 options discussed at Pierre Street.</p>
Preliminary Alternatives – S-Curve	<p>A report along with 7 option layouts was discussed. The information provided included the plan and profile views for each option, a brief description of what each option entailed, and an Engineer’s estimate for construction. Included with the option description was a brief list of benefits and drawbacks for each of the options.</p> <p>The alignment alternatives developed were presented and discussion took place. Comments and questions that were shared include:</p> <p>Option 1:</p> <ul style="list-style-type: none"> This is the no-build option for a grade separated crossing and includes improvements necessary to provide a “whistle-free” crossing. Due to the skew of the road/rail intersection, a directional horn would be required for the whistle free crossing causing minimal impacts to the

businesses and homeowners in the vicinity of the crossing.

- This option will be carried forward.

Option 2:

- This option maintains the alignment of the S-Curve on the existing alignment and includes a 4-span bridge option. There were many concerns with this option including: impacts to adjacent businesses, poor vertical alignment of Washington Avenue south of Sioux Avenue, driveway impacts, and the center left turn lane impacts due to the structure type.
- This option has been eliminated from further discussion.

Option 3:

- This option shifts the alignment of the S-Curve east in an attempt to reduce impacts to property west of the S-Curve. The goal was partially attained as impacts to properties west of the curve were reduced, but not eliminated because of the deep cut in order to obtain the necessary clearance under the bridge.
- Property to the east of the curve is severely impacted including the removal of three buildings. The hospital would lose a significant amount of needed parking. Also the Washington/Sioux intersection would create additional traffic conflicts resulting in confusion resulting in an increase in traffic delays and possible accidents.
- This option has been eliminated from further discussion.

Option 4:

- This option shifts the alignment of the S-Curve west to reduce impacts to property east of the curve. This option impacts the least number of properties when comparing to Options 2 & 3. However, UBC is severely impacted by the shift. Two buildings will have to be removed because of construction of retaining walls. One of the buildings (outdoor storage) can be replaced following construction and could be located in a location that would allow for good vehicle circulation of the site.
- Checkers would lose one of the driveways and the second driveway would be relocated west to the property line.
- The cul-de-sac shown at Adams Avenue will be revised to reflect the layout as shown on Option 3. (Extending to the south and east and intersecting with Wells Avenue.)
- Due to the shift, a question was brought up regarding the excess land east of the alignment. The building currently leased by the State is lacking parking and could definitely use the additional land for parking. This would be considered during ROW negotiations.
- The 5-lane section is maintained through the S-Curve.
- There is a concern with snow removal through the underpass.
- This option will be carried forward for further discussing and presented to the public.

Option 5:

- This option relocates the S-Curve east to Monroe Avenue and would be an overpass instead of an underpass.
- The overpass is required due to the location of the DM&E rail yard and the limitations of constructing a temporary railroad shoo-fly.
- The elevations of Wells Avenue are beneficial to an overpass as the

	<p>elevation of Wells is higher than the tracks.</p> <ul style="list-style-type: none"> • Required clearance over the tracks is 23'-6" from top of rail to bottom of beams. • There is concern with the west bound traffic being able to make the left turn onto Wells Avenue. <i>Follow-up: HDR will review the turning radius and verify the radiuses are adequate.</i> • The businesses located from Jefferson Avenue east to the overpass would have reduced access and would be limited to access beginning at Jefferson Avenue east approximately 250'. From that point east, the elevation difference would be too great to allow access. • There would be no access to Sioux Avenue from Madison Avenue. • Additional ROW of approximately 10' either side of Sioux Avenue would be required to accommodate a 5-lane section. • The alignment of Washington Avenue from Sioux Avenue to Wells Avenue will be re-aligned to tie into Washington Avenue north. • This option will be carried forward for further discussion and presented to the public. <p>Option 6</p> <ul style="list-style-type: none"> • A benefit of this location is the elevation of Wells Avenue versus the railroad tracks which will shorten the construction limits to the east along Wells Avenue. • There is concern with the location of the Wells Avenue intersection with the Sioux/Wells S-Curve. The sight distance between the intersection and the proposed bridge is close and would pose problems. <i>Follow-up: HDR reviewed and revised the alignment of Wells west of the s-curve.</i> • A major concern of this option is that Harrison Avenue would be closed at Sioux Avenue. This is the primary route to the ball fields to the south and would cause a disruption. • This option has been eliminated from further discussion. <p>Option 6A</p> <ul style="list-style-type: none"> • The Wells/Polk/S-Curve intersection must be reviewed. Wells Avenue should be the primary roadway with Polk intersecting with Wells. <i>Follow-up: HDR has revised the layout of the Wells/Polk/S-Curve intersection.</i> • This option does require a longer bridge than other options due to location of the crossing is further into the rail yard. • This option would allow for Harrison Avenue to remain open following construction. • The City of Pierre prefers this crossing location over the Option 6 location. • A question was raised regarding the length of the bridge required and if this could be accomplished. <i>Follow-up: HDR has reviewed the bridge lengths and are confident a structure will be feasible. HDR is also has made contact with DM&E regarding horizontal clearance requirements in order to possibly shorten the bridge length.</i> • This option will be carried forward for further discussion and presented to the public.
<p>Preliminary Alternatives – Pierre Street</p>	<p>A report detailing 3 option layouts was provided and included the plan and profile views for each option. The report also included a brief description of</p>

	<p>what each option entailed along with an Engineer's estimate for construction. Also included with the option descriptions are identified benefits and drawbacks for each of the options.</p> <p>The initial goal of the options prepared was to obtain a vertical clearance of 16'-0". The current clearance is posted at 11'-3". However, current emergency vehicles utilized by the City of Pierre would be able to travel under the bridge if a clearance of 13'-0" was obtained.</p> <p>The alignment alternatives developed were presented and discussion took place. Comments and questions that were shared include:</p> <p>Option 1:</p> <ul style="list-style-type: none"> • This option maintained the existing horizontal alignment, but modifying the vertical alignment in order to meet a 16'-0" proposed vertical clearance. • Although this option does not require the purchase of right-of-way, impacts to the gas station is severe due to the amount of excavation required to meet the vertical clearance. The excavation requires the elimination of all driveways into the gas station. • The only remaining driveway maintained would be the current exit driveway from the car wash. • HDR will revise this option from a 16'-0" clearance at the bridge to a 13'-0" clearance. Depending on the reduced impacts, HDR will present Option 1 with a 13'-0" clearance at the Open House. <p>Option 2:</p> <ul style="list-style-type: none"> • This option increased the radius along the route in order to increase driver comfort. • The bridge option utilized for this option is a 4-Span structure requiring a center pier. The center pier will require some type of barrier for protection. • This option would eliminate all driveways into the gas station. This would most likely require a buy-out of the station. Because a buy-out would be required, there would be no increased benefits over Option 3. • This option should be eliminated from further discussion. <p>Option 3:</p> <ul style="list-style-type: none"> • This option has the most improved alignment through the area. • This option has the greatest impact to the gas station. • Pleasant Ave. can be extended east and tie into new alignment. • This option utilizes a 3-Span bridge • This option would be considered when the railroad replaces the existing bridge. • This option will be carried forward for further discussion and review.
<p>Poplar Avenue</p>	<p>Based on the impacts to adjacent landowners and businesses, it has been determined to not be feasible to pursue a grade separated crossing at this location.</p>
<p>Quiet Zone</p>	<p>There are primarily two types of improvements and the crossings through Pierre in order to create a "Quiet Zone".</p> <ul style="list-style-type: none"> • A 4-quadrant gate system, and • 2-quadrant gate system with raised medians. <p>Layouts of the required improvements at each of the crossings were presented</p>

	<p>and distributed.</p> <p>Currently, sidewalk gates are shown at one location. The gates can be added to any of the crossings that are considered to be high pedestrian traffic areas.</p> <p>Whistle Free improvements were added to the UPS road. The reason is that trains traveling east would be required to begin sounding their whistle at Sandwedge Drive and would eliminate the benefit of the improvements to Sandwedge Drive.</p> <p>A question was raised regarding the liability of the crossings. If the City makes these improvements, is the City off the hook for potential future lawsuits from accidents. <i>Follow-up: HDR will look into the answer of liability of crossings.</i></p>
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