



**Public Meeting/  
Open House  
March 3, 2020**

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**NH 0018(157)438, Lincoln County, PCN 6923**

**US18 - Fm I29 E to Just W of the W Jct of  
SD11**

**Grading, Interim Surfacing**

**Public Meeting Information @  
<http://sddot.com/dot/publicmeetings/default.aspx>**



The South Dakota Department of Transportation provides services without regard to race, color, gender, religion, national origin, age or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Department's Civil Rights Office at 605-773-3540.

## US Highway 18 From I-29 to Canton

P 0018(157)438 PCN 6923  
Public Meeting – March 3, 2020

Chad Hanisch, PE  
Project Manager  
Infrastructure Design Group, Inc.

## Meeting Agenda

- Project Overview
  - Background Information
- Project Design
  - Project Elements
  - Access
  - Alignments
- Schedule
- Table Discussions

## Project Overview

- Crash Data
  - Weighted Crash Rate – 1.53
  - State Average – 1.48
- Traffic Data
  - 2018 – 4,578 vpd (13.5% Trucks)
  - 25-Years – 9,956 vpd
  - 35-Years – 12,108 vpd
- Existing Pavement Life
  - Reconstruct
  - Meet current design standards
  - Build for future needs

Total Number of Lanes	Total Design Year ADT (vpd) <sup>1</sup>	
	Rural Level	Urban
2	< 8,000	± 2,500
3	?	2,500 to 15,000
4	8,000 to 20,000 <sup>2</sup>	?
5	?	15,000 to 30,000
6	> 20,000 <sup>2</sup>	> 30,000 <sup>2</sup>

<sup>1</sup> Construction/Reconstruction projects are designed based on a typical 20 year ADT projection beyond the anticipated year of project construction.  
<sup>2</sup> Continuous left turn lanes may be considered based on left turn volumes and/or when intersections and/or approaches are closely spaced together.  
<sup>3</sup> Undivided sections may be used if left turn movements are low and there is no crash history, otherwise consider installing a median or 5 lane section.  
<sup>4</sup> Medians should be used.

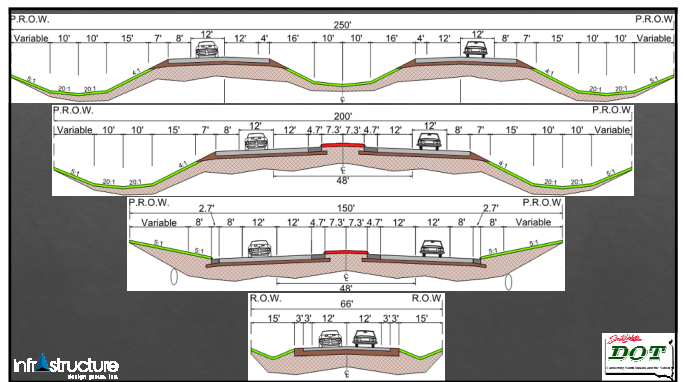
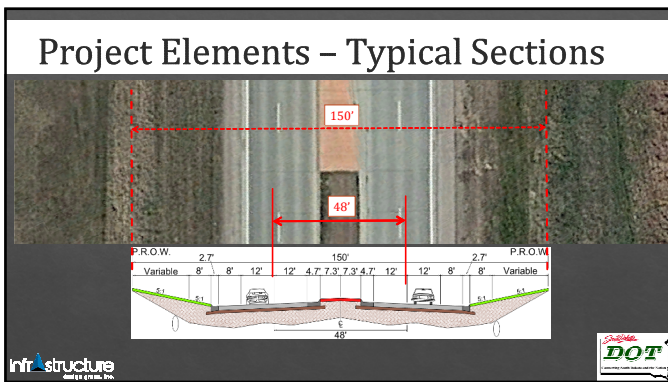
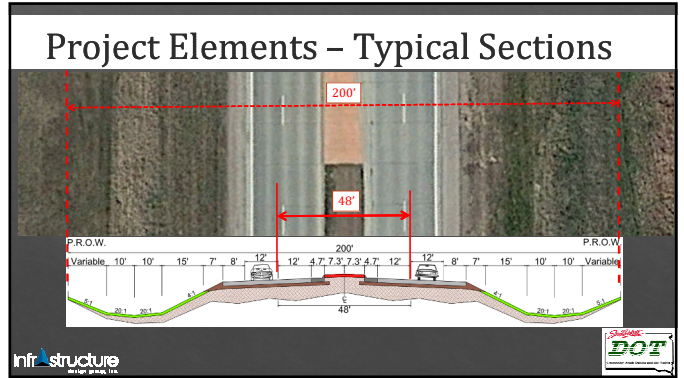
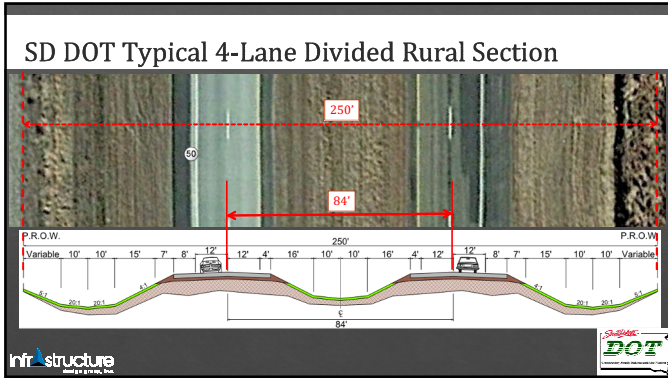
## Project Overview

- Past Public Meeting held on February 8<sup>th</sup>, 2018
  - Impacts to Residential Properties
  - Median/Access
- Infrastructure Design Group, Inc.
  - Evaluated Alignments
  - Met with Residential Properties
  - Refined Alignments

## Project Elements

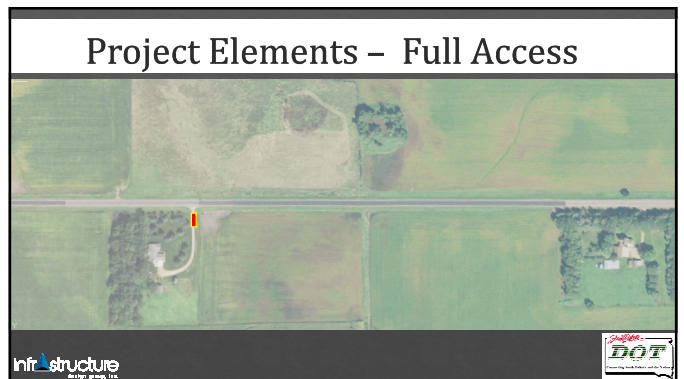
- 4-Lanes (2 through lanes in each direction)
- 8' paved shoulder
- Safe space for School, Postal Routes, Agricultural Equipment
- Median Section
  - Wider gutter section on the median curb and gutter - 4.67' vs 2.67' (standard curb and gutter width)
  - Assist with Snow Drifting
- Posted Speed is 65 mph, Design Speed of 70 mph
- Minimize ROW and Property Impacts

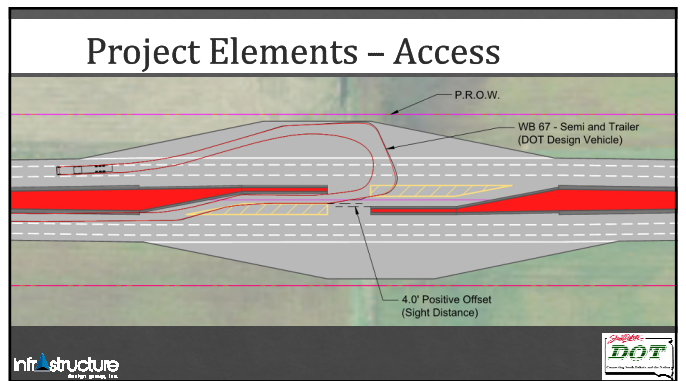
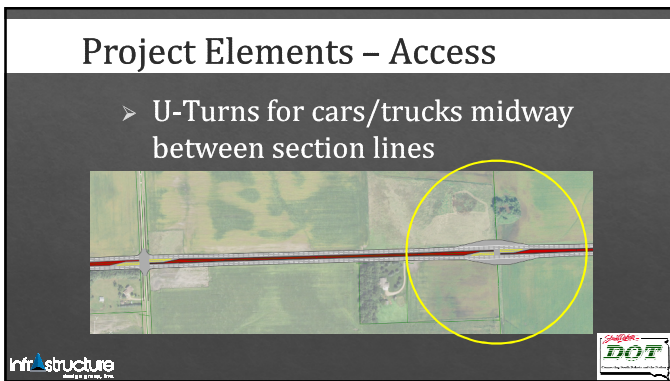
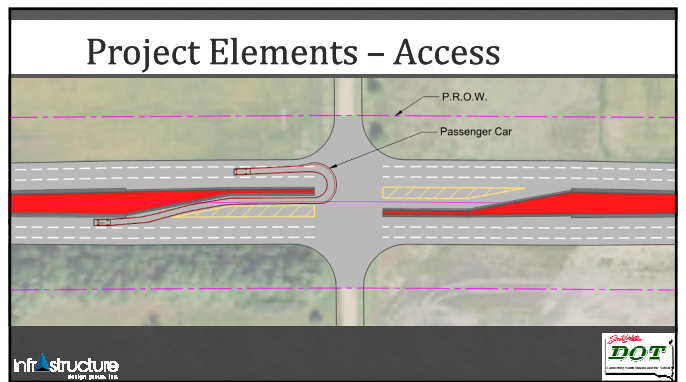
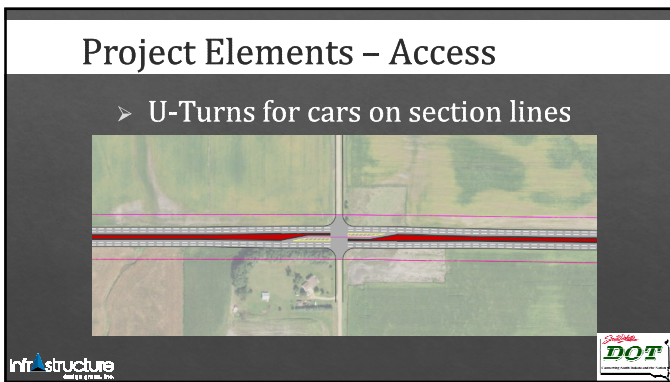
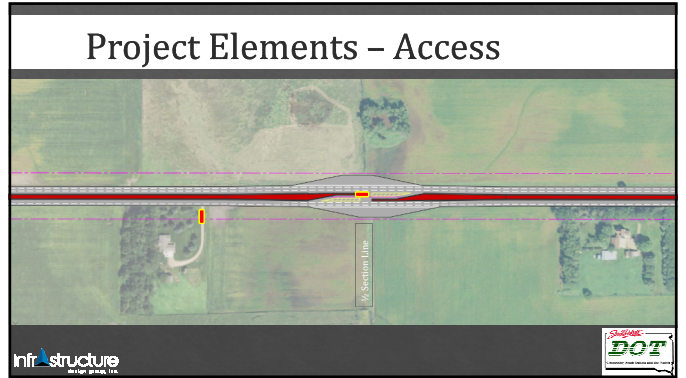
## Project Elements – Existing Section



### Project Elements – Full Access

- Limit Left Turn Movements
- Safety
- Access at approximately middle of sections for cars and trucks
- Access at section lines for cars





### Project Elements – Alignments

ALTERNATIVE 1 - 200' P.R.O.W. ON SECTION LINE

ALTERNATIVE 2 - 200' P.R.O.W. WITH SDOOT ORIGINAL DESIGN

ALTERNATIVE 3 - 200' & 150' P.R.O.W. WITH MINIMAL HORIZONTAL CURVATURES

ALTERNATIVE 4 - 200' & 150' P.R.O.W. WITH HORIZONTAL CURVATURES TO MINIMIZE RESIDENTIAL IMPACT

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### Project Elements – Alignments

- Preferred Alignment
  - Based on meetings and best fit
  - Hybrid of all the alternatives
  - Continue to make adjustments through final design

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### Tentative Project Schedule

<b>Landowner Meetings (All)</b>	<b>August 2020</b>
<b>Final Design</b>	<b>December 2020</b>
<b>ROW Acquisition / Relocation Process</b>	<b>2021-2022</b>
<b>Bid Project</b>	<b>Late 2022-Early 2023</b>
<b>Construction</b>	<b>2023-2024</b>

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### Future Landowner Meetings

- Held with individual landowners adjacent to the project
  - Driveway location / widths
  - Fence
  - Drainage
  - Trees
  - Discussion on Temporary Easements, Relocation or ROW acquisition (No Paperwork)

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### Impacted Properties

- There are impacts with this project
- Appraisal: 6 - 9 months
- Based on fair market value of local area
- Relocation
  - Residential, business, commercial
    - Relocation Assistance Brochure (brown)
- Acquisitions: 6 - 12 months

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### Project Construction

- Construction currently scheduled for 2023 and 2024
- Sequencing dependent on alignment
- Detours are likely
- Access to properties will be maintained

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## Environmental Social & Economic Concerns

- > Section 4(f) Property
  - > Project action will include all possible planning to avoid and minimize harm to publicly owned parks, recreational areas, wildlife & waterfowl refuges, or public & private historical sites.
- > Section 106
  - > Section 106 of the National Historic Preservation Act requires Federal actions to take into account the effects of project undertakings on historic properties.
- > Contaminated Materials
  - > Project undertaking will take into account contaminated soils with relation to existing aboveground and underground storage tanks within or adjacent to project's area of potential effect.

## Environmental Social & Economic Concerns



- > Wetlands
  - > Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. If you are interested in creating or restoring wetlands on your property, please complete the Wetland Mitigation Registry Form in the handouts.
- > Noise Study
  - > A noise study will be completed when preliminary plans become available.
- > Threatened and Endangered Species
  - > The project will be reviewed to determine potential impacts to the following species:
    - > Mammals - Northern Long-Eared Bat
    - > Bird - Red Knot
    - > Fishes - Topeka Shiner
    - > Flowering Plants - Western Prairie Fringed Orchid


## Utility Coordination

- > Some utilities may need to be relocated
- > Utility companies may require easements with landowners as needed
- > Notify SDDOT of private utilities



Waterlines	Drainfields
Septic Tanks	Underground Storage Tanks
Underground Gas	Underground Power

- > Written Comments Due Tuesday, March 17<sup>th</sup>
  - > Mail – 3241 E. Bison Trail, Sioux Falls, SD 57108
  - > Email – [ChadH@InfrastructureDG.com](mailto:ChadH@InfrastructureDG.com)
  - > Here – now



- > Website (project information)
- > <http://sddot.com/dot/publicmeetings>



## Access Management

South Dakota's Commitment to Safety and Smart Investment Decisions in Transportation

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### What is Access Management?

*Access Management* is the process of providing highway entrances only at locations where they can be provided safely and efficiently.

There is a direct correlation between the addition of access and the number of crashes a route will have going forward. Overall, driveway-access crashes alone cost South Dakota approximately \$36.5 million each year.

Each additional access point also contributes to congestion. The more driveways on a street the more places where people are slowing, changing lanes and turning. A five-lane street can quickly become a parking lot when there are many driveways in each block. When that happens, our valuable transportation investments are wasted and access to adjacent businesses is restricted.

**Controlled access facilities** are segments of highway where either no access or only limited access to the highway is allowed. Interstate highways are an example of controlled access facilities where no access to the highway is allowed.

Good access depends on the following:

- Limiting the number of conflict points (places where there is a potential for crashes)
- Separating conflict areas
- Reducing interference with through traffic
- Providing good on-site circulation and storage
- Properly spaced traffic signals

### How does Access Management affect businesses?

Studies have shown that access management can provide three benefits to businesses adjacent to highways:

- Making sure that drivers can get in and out of businesses without being blocked by other traffic
- Making the highway more attractive by reducing congestion
- Extending the business' effective service area by reducing travel times

These benefits come not from having many driveways, but by having well-planned, well-located, high-capacity access points on the highway.

Even skeptical business owners have found that proper access management results in an improved business climate, as customers can easily get in and out of their business establishment.

### For more information on Access Management, contact:

Brooke White, SDDOT Access Management Engineer, 5316 W. 60<sup>th</sup> St. N, Sioux Falls, SD 57107; Phone: 605-367-4970 Ext. 1802120; E-Mail: [Brooke.White@state.sd.us](mailto:Brooke.White@state.sd.us)



## Right of Way Information

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**Individual Landowner Meetings:** During the early stages of the project's design, SDDOT will schedule a meeting with individual landowners having property adjacent to the project. See the following page for an explanation of the landowner meeting.

**Property Acquisition Offer:** After the project construction plans have been prepared and the right of way limits have been established, you may be contacted by an appraiser or negotiations agent to visit with you for that portion of your property that is needed for construction of the project. Your property will be valued and a written offer presented to you by a negotiating agent who will contact you for an appointment to make the written offer.

**Relocation Assistance Program:** This program provides a variety of services and payments to owners and tenants who have personal property affected by the right of way being acquired for the project.

Relocation payments are in addition to payments made for the real property being acquired. To preserve your eligibility for payments, do not move property until you have received a written relocation offer or have contacted John Keyes of the SDDOT Right of Way Program in Pierre. His phone number is 605-773-3746. Anyone not satisfied with the relocation offer made to them may appeal using the procedures described in the Relocation Brochure.

The landowner may be reimbursed for various fair and reasonable incidental expenses that may be incurred during the transfer of property to the State depending on impacts to personal property and qualifications.

**Right of Way Information Brochures:** Two brochures "Better Roads Brochure" and "Relocation Assistance Brochure" have been prepared which explain the SDDOT's Right of Way process. They provide information on your rights regarding the acquisition of your property and the benefits available to you with regard to the Relocation Assistance Program. These brochures are available at this meeting on the "Sign-in" table. Please feel free to take a copy of each with you. These brochures are available at the following SDDOT website:

<http://www.sddot.com/resources/Brochures/>





## Individual Landowner Meetings

The purpose of this meeting is to provide you with an opportunity to comment on various issues pertaining to the design of this highway project as it relates to your property.

The following topics will be discussed at the meetings. Please note that not all topics will apply to every property owner.

1. Permanent purchase and/or temporary use of your property.
2. Locations and widths of entrances to your property: The standard South Dakota Department of Transportation (SDDOT) entrance-width for rural highways is 24 feet. Note: In general, existing entrance widths along rural State Highways are 24 feet or smaller. A maximum width of 40 feet is allowed at locations where it is deemed appropriate and necessary. Entrances in urban areas can vary from 16 feet to 40 feet.

The goal of the SDDOT is to provide property owners located adjacent to the project with the access they need, and at the same time, enhance highway safety and reduce project costs. In some instances, the SDDOT may seek to combine duplicate entrances. For example, if your property has two or three entrances to the same property that are located close to each other, we would ask you to assess your current entrance needs and consider one entrance location that will meet those needs.

3. Permanent fencing adjacent to the highway: SDDOT's fencing policy allows for the replacement of all disturbed fence with like-kind fence.

Two fence types are typically installed: **Type 2:** 4-strand barbed wire with 8-inch wire spacing, and **Type 6:** 32-inch woven wire with 1 strand of barbed wire on the bottom and 2 strands of barbed wire on the top. Page 12 of the "Better Roads Brochure" contains added discussion of your permanent fencing options. This brochure will be available at the meeting.

4. Temporary fencing adjacent to the highway: Do you anticipate having livestock in pastures located adjacent to the proposed project during highway construction activities?
5. Are you aware of any waterlines, drainfields, septic tanks, underground storage tanks, underground power lines, etc. that are located adjacent to the project and may be impacted by construction activities?
6. Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
7. Possible sites for gravel and additional fill material: Are you aware of potential material available for construction that might be located adjacent to the highway?
8. Temporary access during construction activities.

Please review your property and be prepared to discuss the above issues, as well as any other issues that you feel are unique to your property. No offers to acquire property will be made at these meetings since revisions to the plans may occur from your input.



## Encroachments in ROW

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Federal Regulations (CFR 23.1) require that the State Highway Department (SD DOT) shall be responsible for preserving such ROW free of all public and private installation, facilities, and encroachments.

No improvements shall be allowed to remain in the ROW unless they are deemed in the best interest of the public and will not impair the highway or interfere with the free and safe flow of traffic.

Encroachments are any private property or improvement in the public ROW that is not approved by permit such as:

- Landscaping Items
- Fence
- Signs
- Buildings
- Etc.

SD DOT Staff will survey the project limits to identify all encroachments. Prior to the project being let to contract, landowners will be contacted by the SD DOT or City Government regarding how each encroachment will be addressed or handled. If it is determined that the removal of an encroachment is required, it will be the landowner's responsibility to remove the encroachment.

➤ For additional information please contact:

Travis Dressen, Mitchel Region Engineer  
SDDOT Sioux Falls Area Office  
5316 West 60<sup>th</sup> Street North  
Sioux Falls, SD 57107  
Phone: 605-367-5680; E-Mail: [travis.dressen@state.sd.us](mailto:travis.dressen@state.sd.us)



## Environmental, Social & Economic Impacts

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### Environmental, Social & Economic Impacts

The National Environmental Policy Act of 1969 (NEPA) requires that federally funded projects be reviewed to determine the social, economic, and environmental consequences of the action. Public involvement is beneficial to the implementation of a project's NEPA process. This project is being developed in accordance with applicable State & Federal environmental regulations. Your input on the following will aid in the project's development and NEPA review:

➤ **Section 4(f) Property**

Section 4(f) refers to the original section within the USDOT of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. **At this juncture, the identification of any private historical sites that may be impacted by project will be of the most benefit to the local landowner.**

➤ **Section 106**

Section 106 of the National Historic Preservation Act requires Federal actions to take into account the effects of project undertakings on historic properties, which will include districts, sites, structures, and objects of historic & archaeological significance. This will also include tribes that may attach religious or cultural importance to them. A cultural resources survey will be completed to ensure that historical landmarks will be preserved. Any information regarding the location of archaeological sites would be helpful. **The State Historic Preservation Office (SHPO) will make a Section 106 determination for this project.**

➤ **Threatened & Endangered Species**

The U.S. Fish & Wildlife Service will review the project to determine if it will impact the following species that are known to occur in Yankton Counties:

- Mammals: Northern Long-eared Bat
- Birds: Red Knot
- Fishes: Topeka Shiner
- Flowering Plants: Western Prairie Fringed Orchid

**Awaiting a final determination, but at this time no impacts to these species are anticipated.**

➤ **Contaminated Materials**

**No contaminated materials have been identified along the project, to date.** If you have information on contaminated materials, or underground/above ground storage tanks that could be encountered during construction, please let us know.

➤ **Wetlands**

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. **At this time wetland impacts from the project are estimated to be less than 0.1 acre.** If you are interested in creating or restoring wetlands on your property, please complete the Wetland Mitigation Registry Form.

## **Environmental, Social & Economic Impacts**

- Project will comply with all state and federal environmental regulations
- No splitting of neighborhoods will occur as a result of this project
- Project will be coordinated with the following state and federal agencies:
  - SD Dept. of Environment & Natural Resources
  - SD Dept. of Game, Fish & Parks
  - US Fish & Wildlife Service
  - State Historic Preservation Office
- For additional information, please contact :

Joanne Hight, Engineer Supervisor  
SDDOT Project Development Office  
700 E. Broadway Ave.  
Pierre SD 57501

Phone: 605-773-3721; E-Mail: [Joanne.Hight@state.sd.us](mailto:Joanne.Hight@state.sd.us)



## Advanced Utility Coordination

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### Advanced Utility Coordination

- Highway projects may require adjustments or relocation of existing utilities located along or crossing the highway project. The SDDOT has an "Advanced Utility Coordinating Process" in place that addresses all existing utility involvement. This process involves meeting with the utility owner and project designers to **review** any conflicts and determine the most cost effective option of changing the design to avoid the existing utility or adjusting the utility. If the utility is required to relocate, all replacement utility easement acquisition and relocation work will be addressed and coordinated between the landowner and the utility company.
- For additional information please contact:

Kyle McKeever, Utility Coordinator  
SDDOT Road Design Office  
700 E. Broadway Ave.  
Pierre, SD 57501  
Phone 605-773-3433; E-Mail: [kyle.mckeever@state.sd.us](mailto:kyle.mckeever@state.sd.us)



## Wetland Mitigation Registry Form

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Examples of acceptable wetland mitigation include 1) wetland creation; 2) wetland restoration – plugging an existing, drained wetland; or, 3) by wetland enhancement - adding buffer around an existing wetland.

The South Dakota Department of Transportation (SDDOT) may participate in the cost of wetland creation/restoration/enhancement, if the wetland can be used to mitigate wetland impacts caused by highway construction.

If you are interested in creating, restoring, or enhancing wetlands on your property, please complete the attached form and mail to: Joanne Hight, Engineering Supervisor SDDOT, and 700 E. Broadway Ave., Pierre, SD 57501. Your name will be added to the SDDOT Wetland Mitigation Registry and a SDDOT representative will contact you with additional information.

**Yes, I am interested in assisting the SDDOT to mitigate wetland impacts by creating or restoring wetlands on my property.**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

\_\_\_\_\_

**Phone #:** \_\_\_\_\_ **Email:** \_\_\_\_\_

**Legal Description of property:** \_\_\_\_\_ **1/4 of Section** \_\_\_\_\_

**Township** \_\_\_\_\_, **Range** \_\_\_\_\_, **County** \_\_\_\_\_

**Please note:** Completion of this form does not commit either you or the SDDOT to a mitigation project. It is a statement of intent only.

