

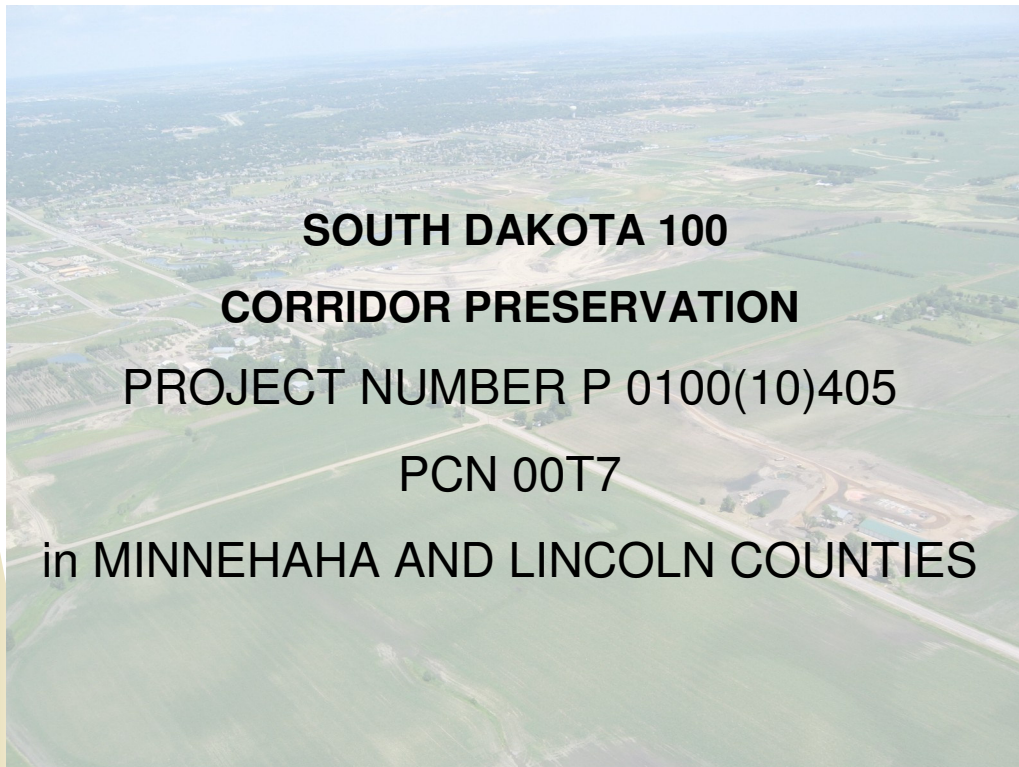
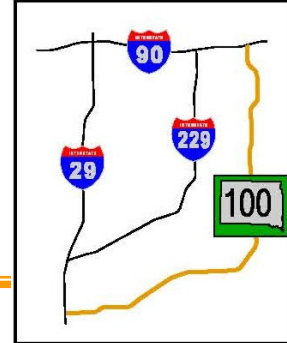
Public Hearing  
January 17, 2007



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**HDR**



**SOUTH DAKOTA 100  
CORRIDOR PRESERVATION  
PROJECT NUMBER P 0100(10)405  
PCN 00T7  
in MINNEHAHA AND LINCOLN COUNTIES**

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 SDCL20-13, 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.

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.

## About the Project

SD100 will be a 17 mile, limited-access principal arterial roadway with a 200 foot wide right-of-way corridor. The proposed typical roadway section will be a four to six lane divided section with a raised median and shared-use path. The lane configurations were determined based on year 2025 traffic projections. At-grade intersections will be spaced at one-mile intervals in the south portion and half-mile intervals along the east portion of the corridor. Based on projected traffic volumes, two interchange locations have been identified to be needed in the future. The locations are 57th Street and Benson Road. Also, the interchange at I-90 will have to be reconstructed.

The project begins just east of the recently reconstructed I-29 & Tea Interchange. The corridor then heads in a northeasterly direction until intersecting SD11 south of 57th Street. The alignment then turns north and nearly follows existing SD11/Powder House Road, continues in a northerly direction, and intersects I-90 just east of the existing Timberline interchange.

## Project History

- Eastside Corridor Study began in 1993
- Environmental Assessment approved in March 2003
- Began SD100 Corridor Preservation in October 2005
- SD100 Open House – February 2006 (comments, concerns and suggestions were evaluated and considered with design)
- Public Hearing – January 17, 2007

## Tentative Schedule

- Supplement to Environmental Assessment – Spring 2007
- Begin Right-of-Way Process – Summer/Fall 2007

## Corridor Preservation

Corridor preservation is a policy used by the SDDOT to get out ahead of development and acquire the land necessary to construct future roadway projects. This policy has been used on several future projects across the state and is intended to save taxpayers money. If the right-of-way is preserved prior to development, the SDDOT has more options to analyze and can determine the best option for the traveling public without attempting to avoid expensive real estate. Development pressures are occurring along the corridor and will play a role as to the schedule of right-of-way acquisition.

# Frequently Asked Questions

**Q: When will construction actually begin?**

A: Construction is scheduled to begin in 2008/2009 from 26th Street to Madison Street, a two-mile section that is currently being designed by the SDDOT and includes a reconstruction of a segment of SD Highway 42. As for the remainder of the 15-mile corridor, the answer is not clear. Funding will play a key role as to the schedule for construction. The SDDOT and City are currently meeting to discuss the project timing. The goal is to complete the corridor within the next 15 years.

**Q: Why was the original alignment changed?**

A: Based on comments received during the first open house held in February 2006, it was decided to take a closer look at the alignment. It was determined that with minor changes, the corridor could be a safer roadway for the traveling public with fewer direct impacts to existing homes. The curves were flattened out to allow for a more comfortable ride and the angles at major intersections were revised to allow for improved site visibility of intersecting roads.

**Q: Since the alignment has been changed and is still impacting me, can I get the alignment moved off my property?**

A: The proposed changes to the alignment do not significantly differ from the original alignment. The changes made were based on sound engineering practices and were in no way modified to benefit any one landowner. The changes were intended to improve the corridor for everyone that will travel along SD100 in the future. We are always open to comments and will review all reasonable requests.

**Q: Will this road ever become an interstate?**

A: No. South Dakota 100 is and always will be a limited access arterial. Being defined as a limited access arterial means that travelers will only be able to access SD100 at designated intersections (½ mile or 1 mile locations). Driveways to businesses/homes will not be allowed.

**Q: Why is there half-mile access spacing in some areas and only one-mile access spacing in others?**

A: Access was determined primarily by future land use and also through traffic projections. The vicinity between 26th Street and Madison is zoned for commercial; therefore, half-mile access will be needed. Access management practices were thoroughly considered to preserve traffic operations of this arterial corridor.

**Q: Will all major intersections (i.e. Minnesota Avenue and SD100) eventually become interchanges?**

A: Although we are not able to predict far into the future, a traffic study was performed to generate traffic projections for the year 2025 to identify access needs for this corridor. It was determined based on traffic operations, land use considerations, access management, and corridor preservation that interchanges would be effective in preserving traffic operations at 57<sup>th</sup> Street and Benson Road. All other intersections will be at-grade and will handle predicted traffic far into the future.

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## SDDOT Right of Way Information

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**Project Construction Plans:** After the project right of way plans have been prepared and the right of way limits have been established, your property will be appraised to determine the fair market value of that portion of your property that is needed for construction of the project. The amount established is the basis for the offer that the Right of Way Agent will make to you. If you feel that you cannot accept the State's offer, you have the right to have the amount of just compensation established by the courts.

**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. So as not to jeopardize your eligibility for payments, do not do anything until you have received a written relocation offer or have contacted Joel Gengler 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 also be reimbursed for various fair and reasonable incidental expenses that may be incurred during the transfer of property to the State.

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

## ACCESS MANAGEMENT

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

### What is Access Management?

*Access Management* is the process of providing safe, efficient ways of getting on and off our streets and highways. Consider that each access point added to an undivided highway in an urban or suburban area increases the annual accident rate by 11 to 18 percent on that highway segment. In rural areas, each added access point increases the annual accident rate by 7 percent.

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 seven-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.

Principles of SDDOT Access Management Policy:

- Protect the public's investment in the highway system by preserving its functional integrity through the use of modern access management practices.
- Coordinate with local jurisdictions to ensure that the state's access policy and criteria are addressed early in decisions affecting land use.
- Provide advocacy, educational and technical assistance to promote access management practices among local jurisdictions.
- Undertake proactive corridor preservation through coordinated state/local planning and selective investment in access rights.
- Provide consistent statewide management of the state highway system.
- Maintain and apply access criteria based upon best engineering practices to guide driveway location and design.

### Access Management Minimizes Cost:

Driveway-related accidents alone cost South Dakota approximately \$36.5 million each year.

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

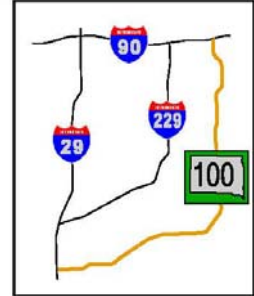
Rick Laughlin, SDDOT Access Management Specialist  
5316 W. 60th St.  
Sioux Falls, SD 57107  
Phone: 605-367-5680 E-Mail: [Rick.Laughlin@state.sd.us](mailto:Rick.Laughlin@state.sd.us)

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South Dakota  
Department of Transportation

SD100 Corridor Preservation  
Study of Proposed Eastside Corridor  
Sioux Falls, South Dakota  
P 0100(101)405 PCN 00T7



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Telephone: \_\_\_\_\_

Please return this comment form by February 28, 2007 via written comments or via email to the following: ATTN: Steve Hoff, HDR, 6300 So Old Village Place, Suite 100, Sioux Falls, SD 57108, Phone 605-977-7740, FAX 605-977-7747, email: Steve.Hoff@hdrinc.com