



On-Line Public Meeting

May 9 – June 6, 2020

NH 0014(185)229, Hughes County, PCN 026Z

US14 (Euclid Avenue) - From Sioux Avenue to the Divided Highway W. of SD 1804 in Pierre

Urban Grading, Curb & Gutter, ADA Upgrades, Traffic Signals, Storm Sewer, Roadway Lighting, Surfacing

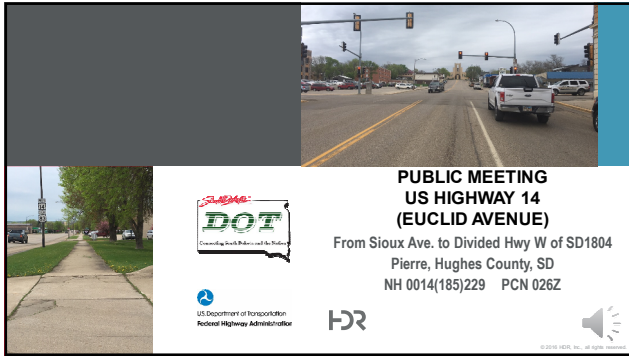
Public Meeting Information @

<http://sddot.com/dot/publicmeetings/default.aspx>



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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.



**PUBLIC MEETING
US HIGHWAY 14
(EUCLID AVENUE)**
From Sioux Ave. to Divided Hwy W of SD1804
Pierre, Hughes County, SD
NH 0014(185)229 PCN 026Z

SD DOT
South Dakota Department of Transportation
Federal Highway Administration

HDR

PURPOSE OF THE MEETING

- Involve the public in the design process
- Provide a Project Update – Post 2017 Project Study Public Meetings
 - Background Information
 - Proposed Project
 - Project Schedule
- Gather Input and Comments

PROJECT TEAM


- Contacts

Pete Longman, PE
SDDOT Consultant Manager

Dustin Hamilton, PE
Consultant (HDR) Project Manager

HDR

PROJECT LIMITS



Legend:
 - Proposed Area (Blue line)
 - Project Limits (Red dots)
 - Main Corridor (Red line)


BACKGROUND INFORMATION

- Grading Projects 1932, 1937
- Base Course and Asphalt Surface 1938
- Grading 1962
- Pavement Restoration/Overlay 1968
- Traffic Signals 1974, 1978
- Traffic Signal Interconnect 1982
- Resurfacing 1996
- Mill & Asphalt Resurfacing 2003
- Sioux Avenue Intersection 2005
- Study/Review in 2016/17

TRAFFIC

The traffic volumes and vehicle types are used to guide design decisions.

- Traffic forecasts have been updated since prior study
- Resulted in modifications to typical section and selected intersection controls as a result of updated traffic operations analysis




Legend:
 - 2015 Average Daily Traffic (ADT)
 - 2032 Average Daily Traffic (ADT)
 - 2042 Average Daily Traffic (ADT)

CRASH HISTORY

Reported from 2018 Planning Study Final Report (crashes 2011-2015)

- 25 Reported Segment Crashes
 - 0 fatal, 2 non-incapacitating injury, 2 possible injury, 21 PDO crashes
- 55 Reported Intersection Crashes
 - 0 fatal, 3 incapacitating injury, 7 non-incapacitating injury, 10 possible injury, 35 PDO crashes
- Crash trends noted at:
 - RCPE Bridge structure
 - Segment from Broadway to Capitol (sight distance noted as common factor)
 - Sioux Ave./Pierre Street – Ped. collisions




NEED FOR PROJECT

- Roadway Typical Section
- Intersection Controls
- Surfacing (existing surface 20+ years old)
- Pedestrian/Bike Needs (Lack of ADA accessibility)
- Storm Drainage (50 to 85+ years old)
- City Utilities (by City of Pierre)

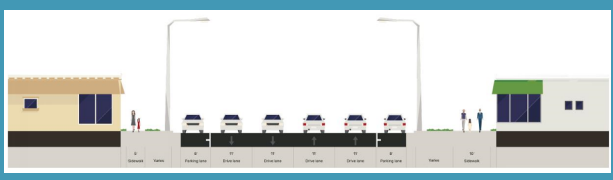


PROPOSED IMPROVEMENTS


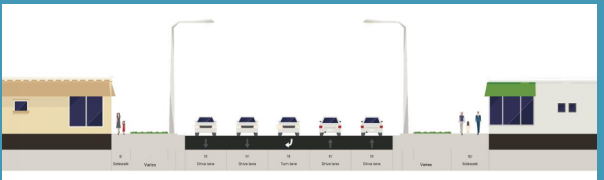
- Updated Cross-section - combination of 3, 4, and 5 lanes with parking where possible
- New traffic signals at Capitol, Broadway, Elizabeth
- Additional traffic signal at 4th Street
- ADA upgrades and shared 10' sidepath on east side, pedestrian push-buttons at Sioux Ave.
- Storm sewer system
- Surfacing and curb and gutter
- New roadway lighting
- Replacement of over-height detection system for RCPE structure





PROPOSED TYPICAL 3 LANE SECTION (SIOUX AVE. TO BROADWAY AVE.)

PROPOSED TYPICAL 4 LANE SECTION (WYNOKA AVE. TO ELIZABETH AVE.)

PROPOSED TYPICAL 5 LANE SECTION (ELIZABETH AVE. TO DIVIDED HIGHWAY)



ACCESS MANAGEMENT

- Provide safe, efficient access to highways
- Limit number of direct entrances to major highways
- Proposed changes will be discussed during landowner meetings



RIGHT OF WAY (ROW)

- Existing Width – Varies between 80 and 100 feet
- Purchase additional ROW – as needed in specific locations for ped ramps and intersection improvements
- Temporary Easements as needed for construction
- ROW and Temporary Easements will be discussed in more detail during Landowner Meetings



ENCROACHMENTS

- Encroachments – Private Property located within the Public ROW
 - Federal Highway Regulations Safety
- Examples of Encroachments
 - Signs
 - Private Use (Parking)
 - Landscaping Items
- Owners of encroachments will be notified by Pierre Area Office



UTILITY COORDINATION

- Some utilities may need to be relocated
- Utility companies may negotiate easements with landowners as necessary



UTILITY COORDINATION

- Any Known Private Utilities?
 - Waterlines
 - Drainfields
 - Septic Tanks
 - Underground Storage Tanks
 - Underground Power Lines
- Contact SDDOT



ENVIRONMENTAL, SOCIAL & ECONOMIC CONCERNS

- Cultural resources are being evaluated with no anticipated impacts (Historic Districts/Retaining Walls/Historic Structures)
- Possible wetland impacts (Hilgers Gulch)
- Threatened & Endangered Species – no anticipated impacts
- Section 4(f) & 6(f) - 4(f) impacts being reviewed for Hilgers Gulch and anticipating a *de-minimis* impact



Aerial Image Courtesy of Google Maps



Photos Courtesy of U.S. 14 Reconstruction Planning Study – SDDOT website



ENVIRONMENTAL, SOCIAL & ECONOMIC CONCERNS

- This project is being developed in accordance with applicable State and Federal environmental regulations.
 - National Environmental Policy Act of 1969 (NEPA), as amended
 - Coordination has been initiated with State and Federal resource agencies



CONSTRUCTION TRAFFIC CONTROL

- Construction Traffic Control Plans are being developed
- It is anticipated the road will be open during construction, reserving option for full block closures, where possible to expedite construction
- Delays should be expected when traveling through work zones
- Additional meetings on construction traffic control as design/plans progress



Photo Courtesy USDOT Website



LANDOWNER MEETINGS

- August 2020
 - Will be contacted by SDDOT to schedule appointment
- Held with individual landowners adjacent to the project
 - Driveway location/width
 - Fence
 - Drainage
 - Trees
 - Temporary easements or ROW acquisition



TENTATIVE PROJECT SCHEDULE

Task	Date
Landowner Meetings	August 2020
Final Design	Late 2020/Early 2021
ROW Process	2021
Construction	2023

- Estimated Cost : \$9.328 Million



OTHER PROJECTS IN THE AREA

FY	Status	PCN	Project #	Location	Description
2020	Programmed	06HX	NH 0014(220)239	US14 – Fm Approx 7 mi E of Pierre to N US83 Jct.	Crack & Seal PCCP, AC Resurfacing, Lighting
2021	Programmed	03WN	NH 0014(194)227	US14 – Missouri River Bridge at Pierre	Replace Structure (Bridge), Intersection Improvements, Preliminary Engineering
2021	Programmed	04XQ	NH 0014(208)230	US14 – Fm W of SD1804 to the US83 N Jct. (Blunt Jct.)	AC Surfacing, Pipe Work



QUESTIONS OR COMMENTS

Please submit Questions or Comments from May 9, 2020 through June 6, 2020 to:

Dustin Hamilton, PE
 HDR
 703 Main Street, Suite 200
 Rapid City, SD 57701
Dustin.Hamilton@hdrinc.com
 (605)-791-6103

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





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 highway entrances only at locations where they can be provided safely and efficiently.

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. Overall, driveway-access accidents 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:

Stacy Bartlett, SDDOT Access Management Engineer, 104 S Garfield Ave Bldg A Pierre, SD 57501; Phone 605-773-2268; E-Mail: Stacy.Bartlett@state.sd.us



Right of Way Information

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

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:

Dean VanDeWiele, Area Engineer
SDDOT Pierre Area Office
104 S. Garfield Bldg. A
Pierre, SD 57501
Phone: (605) 773-5294; E-Mail: Dean.VanDeWiele@state.sd.us



Environmental, Social & Economic Impacts and Advanced Utility Coordination

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
 - US Forest Service
- 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

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:

Bronson Blow, Utility Coordinator
SDDOT Road Design Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone 605-773-3433; E-Mail: Bronson.Blow@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.

