

Public Meeting

US Highways 18 & 281

and

SD Highway 50

From Douglas County Line to SD46

Charles Mix County

Cary Cleland

Road Design Engineering Supervisor

January 17, 2017

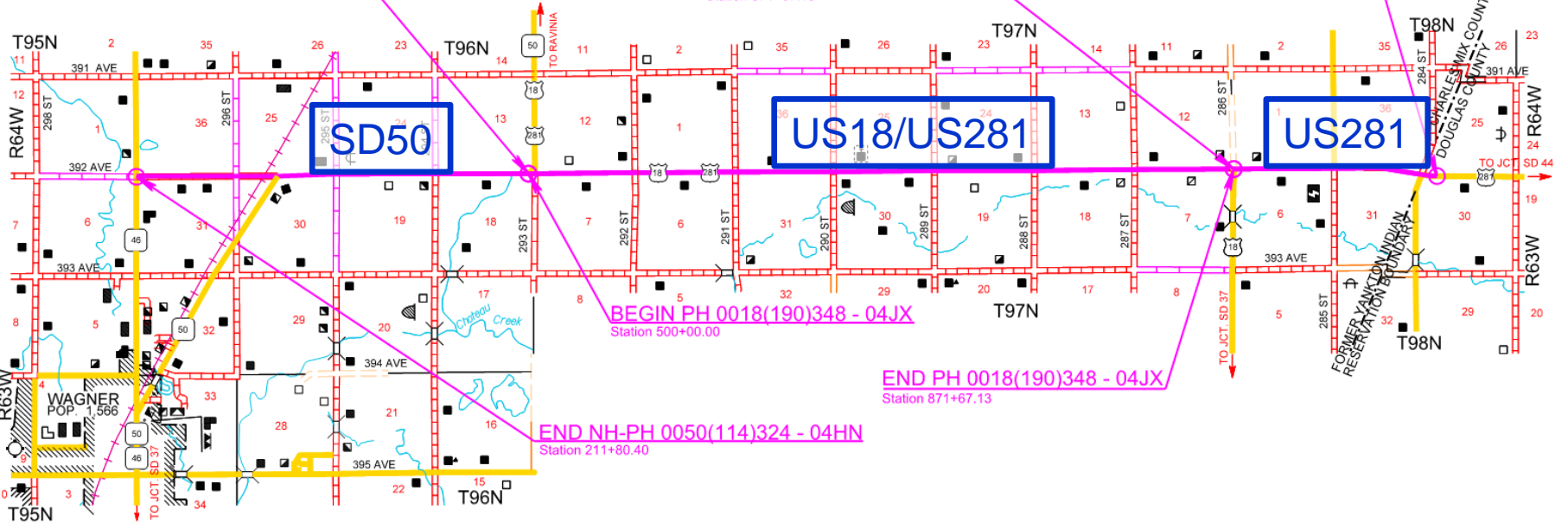


Project Limits

BEGIN NH-PH 0050(114)324 - 04HN
Station 0+00.00

BEGIN PH 0281(108)35 - 04JE
Station 871+67.13

END PH 0281(108)35 - 04JE
Station 980+05.80



Purpose of the Meeting

- **Involve the public in the planning and design process**
- **Provide a Project Overview**
 - Background Information
 - Proposed Project
 - Project Schedule
- **Gather Input and Comments**

Background Information

- Grading & Structures in 1942 (SD50) & 1952 (US18/US281)
- Resurfaced in 2001 (SD50) & 2010 (US18/US281)
- Chip Seal in 2013 (SD50) & 2012 (US18/US281)

Traffic

SD50

2015 Average Daily Traffic=1348

2040 Projected ADT = 2089

Average Truck Traffic = 6.6%

US18

2015 Average Daily Traffic (ADT) = 1202

2040 Projected ADT = 1863

Average Truck Traffic = 14.6%

US281

2015 Average Daily Traffic (ADT) = 1571

2040 Projected ADT = 2435

Average Truck Traffic = 16.2%



Crash History

US18 - Crash Rate = 0.84

Year 2011-2015

- 1 Fixed Object Off Road
- 1 Overturn Off Road
- 2 Sideswipe
- 1 Animal Hit
- 2 Other

US281 - Crash Rate = 1.82

Year 2011-2015

- 1 Angle Intersection
- 1 Fixed Object Off Road
- 1 Overturn Off Road
- 2 Animal Hit
- 2 Other

SD50 - Crash Rate = 1.80

Years 2011-2015

- 2 Overturn Off Road (1 Fatal Crash – 2 Deaths)
- Fatal Crash was on the gravel section
- 2 Animal Hits

Year 2016 (Within the horizontal curve being realigned)

- 1 Fixed Object Off Road
- 1 Overturn Off Road (Fatal)
- 1 Angle No Intersection

Rural Major Arterial

Statewide Crash Rate 1.48 crashes per million vehicle miles travel



Project Purpose and Need

Correct Roadway Deficiencies

- Design standards (width, sight distance)
- Deteriorated pavement
- Aging culverts

Improve Safety

- Horizontal curve on SD50
- Inadequate shoulder widths



Proposed Improvements

- Total Reconstruction on SD50
- Shoulder Widen on US18 and US281
- Entire Roadway will have 8 ft shoulders
- Purchase Right-of-way to provide 150 ft corridor
- Replace Drainage Culverts
- Realign SD50

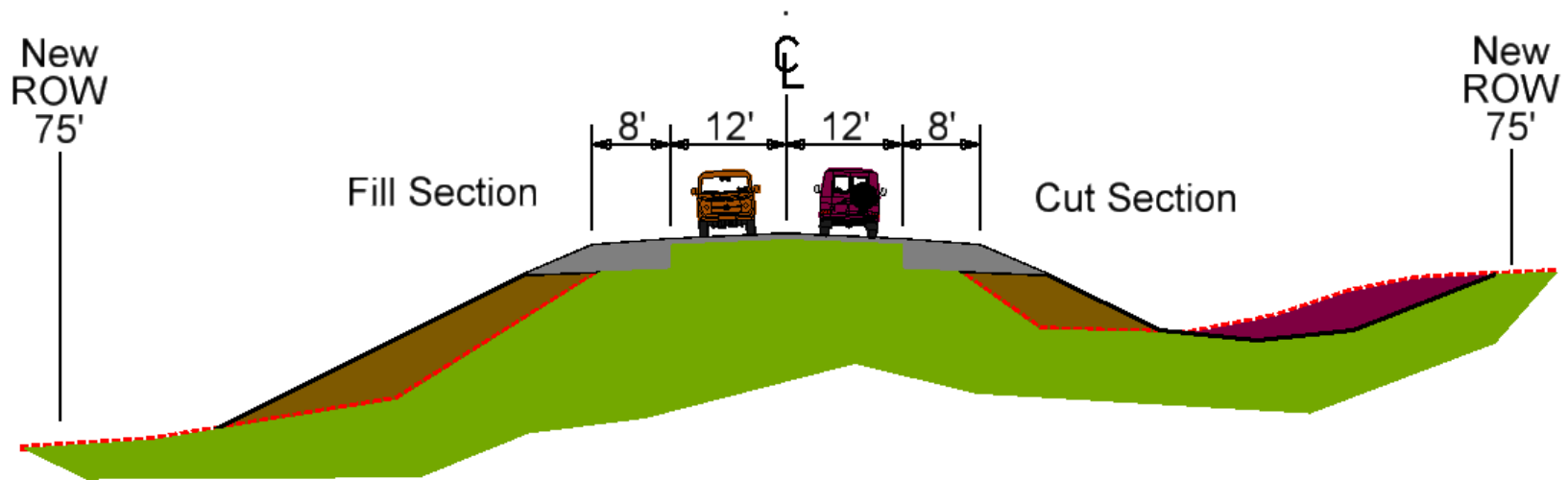
Benefits of SD50 Realignment

- Eliminate crashes on curve
- Eliminate possible property buyout
- Reduce State highway mileage
- Reduce County highway mileage
- Reduce traffic by Lake Wagner
- Reduce turning movements at existing SD50/SD46 intersection
- Reduce pedestrian conflict potential at existing SD50/SD46 intersection



Proposed Typical Section

TYPICAL GRADING SECTION



Access Management

- To provide safe, efficient access to streets and highways
- Limit number of direct accesses to major roadways

See Handout



Right of Way (ROW)

- Existing Width varies from 100-150 feet
- Purchase needed ROW to provide - 150 feet on corridor.
 - < 150 feet possible near houses
- Temporary Easements as needed for construction

See Handout



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 the Mitchell Area Office**

See Handout



Utility Coordination

- **Some Utilities may need to be relocated**
- **Utility Companies may negotiate easements with landowners as needed**

East River Electric
Northwestern Energy
Charles-Mix Electric
Golden West Communications

Fort Randall Telephone
Randall Community Water
Douglas Electric
TM Rural Water

See Handout



Utility Coordination

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

- **Contact SDDOT**

See Handout



Environmental, Social & Economic Concerns

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

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. An evaluation of possible project effects is being done with project.

Contaminated Materials

Project will take into account contaminated soils with relation to existing above ground and underground storage tanks within or adjacent to project's area of potential effect. If you have information on contaminated materials, or underground/above ground storage tanks that could be encountered during construction, please let us know.

See Handout



Environmental, Social & Economic Concerns

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.

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.

See Handout



Environmental, Social & Economic Concerns

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 Charles Mix County:

Birds

- Whooping Crane
- Rufa Red Knot
- Piping Plover
- Least Tern



See Handout

Environmental, Social & Economic Concerns

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 Charles Mix County:

Mammals

- Northern Long-eared Bat



Fish

- Pallid Sturgeon

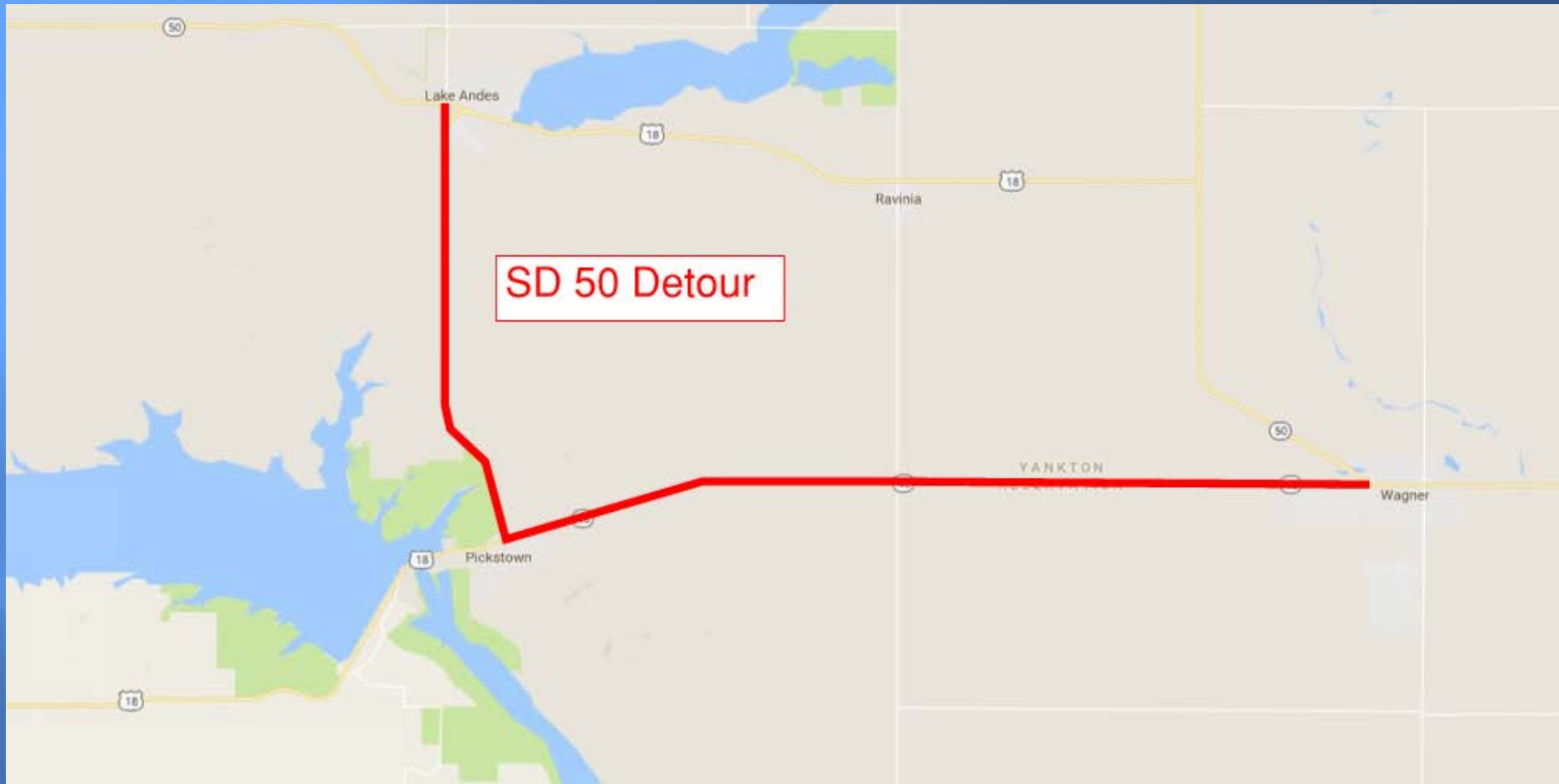


See Handout

Construction Traffic Control

- **Shoulder widen area will remain open to through traffic.**
- **Regrading area will be closed to through traffic during construction**
 - **Local traffic and emergency vehicle access will be maintained at all times**

Detour Route for SD50



Landowner Meetings

➤ Spring 2017

- Landowners will be contacted by SDDOT to schedule appointment

➤ Held with individual landowners adjacent to the project

- Driveway location / widths
- Fence
- Drainage
- Trees
- Temporary Easements or ROW acquisition

See Handout



Tentative Project Schedule

Dependent on Federal Funding

Landowner Meetings	Spring 2017
Final Design	2017-2018
ROW Acquisition Process	2018-2019
Construction	2020
Final Surfacing	2020 or 2021
Estimated Cost:	\$15.9 million

Questions or Comments

Please Submit Questions or Comments by
January 31, 2017 to:

Cary Cleland
South Dakota Department of Transportation
5316 West 60th Street North
Sioux Falls, SD
Cary.Cleland@state.sd.us

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

