APPENDIX K

AUGUST 8, 2006 PUBLIC MEETING ITEMS

1) Public Meeting Notes
2) Public Meeting Agenda
3) Informational Brochure
4) Attendee sign-in sheet
5) Map showing Public Meeting attendee home/business locations
6) Completed comment forms
7) Photos from Public Meeting
8) 8/9/06 Watertown Public Opinion article and editorial
9) PowerPoint presentation slides
Subject: Public Open House/Meeting

Client: South Dakota Department of Transportation

Project: Watertown South Connector

Project No: 39319

Meeting Date: 08/08/06; 5:30 p.m.
Meeting Location: Watertown Event Center – Ramkota Swan Room

Attendees:
HDR
Brian Goss
Quinn Damgaard
Rebecca Banks
Kristen Gundvaldsen
James Unruh

SDDOT
Terry Keller
Ron Sherman
Curt Cady

City of Watertown
David Petersen
Herb Blomquist

General Public
49 people

Project open house was held from 5:30 p.m. to 6:00 p.m. and from 6:30 p.m. to 7:00 p.m.

Project presentation was given by HDR from 6:00 p.m. to 6:30 p.m.

A brief team meeting was held following the public meeting. The purpose of the meeting was to:

- Discuss comments and concerns voiced by the public
- Strategize next steps

Segment 1

- It was noted that over 180 trucks per day are traveling in and out of the Glacial Lakes Ethanol Plant. This number is to double in the near future.
- The infiltration ponds along 11th Street SE and 20th Avenue S should not be an issue.
- Watertown Municipal Utilities has recently installed a new transmission power line along the north side of 20th Avenue South from 17th to 29th Street SE. The roadway alignment shown tonight would impact the new poles. According to a representative of Municipal Utilities, relocating the new poles would be cost prohibitive. Shifting the alignment to the south would impact one farmstead. Follow-up: HDR to look at adjusting alignment to avoid poles.

Segment 2A

- Option 2 is going right through the old city dump.
- The rail line running to the ethanol plant was just put in four years ago. Follow-up: HDR to find information on that project.
- A free right turn lane from eastbound 212 south would be highly beneficial for trucks if designed with a large truck turning radius.
- Constructability is an issue for options 3, 4, and 5 with the sandy soil, wetlands, and floodplain.
- Required long bridge span lengths for options 3, 4, and 5 would raise costs significantly.
- What happens to existing Broadway? It would likely tie into the South Connector.

Segment 2B

- Option 1 is appealing because it takes a straight shot to I-29, whereas Option 3 causes southbound truckers exiting or entering I-29 to back-track.

Attachments to meeting notes:
- Sign-in Sheets
- Comment forms returned 08/08/06 (No additional forms turned in by 8/25/06 deadline.)
- Graphic showing public meeting attendees.
- 2 photos of public meeting.
- Follow-up articles from 8/9/06 Watertown Public Opinion newspaper
Watertown South Connector
IM 0297(01) PCN 00Y
Public Meeting/Open House Agenda
8/08/06 (Tuesday), 5:30 to 7:00 p.m.
@ Watertown Ramkota

Meeting purpose: To introduce the overall project to the public and to receive initial feedback from the public.

A. Open house from 5:30 to 6:00 (see below for displays and staffing)
B. Presentation utilizing PowerPoint begins at 6:00 p.m. (James U. to lead presentation)
   1. Project overview
   2. Segment by segment discussion (Study Area Map and Alignment Options as main graphics)
      a. Segment 1
         • Limits
         • Typical Section & Design Speed
         • Alignment options
         • Critical issues
      b. Segment 2A
         • Limits
         • Typical Section & Design Speed
         • Alignment options
         • Critical issues
      c. Segment 2B
         • Limits
         • Typical Section & Design Speed
         • Alignment options
         • Critical issues
   3. Public Involvement
      a. Public meeting schedule
      b. Environmental Assessment schedule
   4. Site Investigations
   5. Conclusion
      a. Specific questions taken at displays
      b. Comment forms available for written comments
      c. Project Team Introductions
         • SDDOT
         • City of Watertown
         • FHWA
         • HDR
C. Open house from 6:20 p.m. to 7:00 p.m.
D. Displays/tables:
   1. Welcome table (staffed by Rebecca Banks of HDR and one SDDOT representative)
      a. Sign in sheet (provided by HDR)
      b. Comment forms (provided by HDR)
   2. Wall-mounted displays – 3 of each (provided by HDR, each display staffed by one HDR representative and one SDDOT and/or Watertown representative)
      a. Study Area map
      b. Alignment Options map
E. Project Team de-brief from 7:06 to 7:20 p.m.
Introduction

By now, most of you are aware that the City of Watertown is considering construction of a major roadway on the city’s south side. The proposed roadway (referred to as the “South Connector”) will extend from Highway 20 to I-29. For most of its length, the South Connector will go along 20th Avenue South. The foldout section of this brochure illustrates the project study area.

Here is the anticipated schedule:

Summer 2006
- Public input on the project begins with an August 8 public open house/meeting.
- Site investigations will examine areas that may be impacted by the project.
- Potential roadway alignments will be developed.
- Social, environmental, and economic impacts of the project will be analyzed.

Fall 2006
- Draft Environmental Assessment (EA) for Segment 1 will be submitted to federal and state regulatory agencies and, after their review, will be released to the public.
- Public hearing will be held regarding the EA for Segment 1.
- Federal agency will issue environmental document approval for Segment 1.

Winter 2006/2007
- Draft Environmental Assessment (EA) for Segments 2A and 2B will be submitted to federal and state regulatory agencies and, after their review, will be released to the public.
- Public hearing will be held regarding the EA for Segments 2A and 2B.
- Federal agency will issue environmental document approvals for Segments 2A and 2B.
- Preparation of design plans for Segment 1 will begin.

Spring 2007
- Right-of-way acquisition for Segment 1 will begin.
- Construction on Segment 1 will begin.
- Construction on Segment 2A will begin.

Notes: Construction of Segment 2B is not yet scheduled.

Construction schedule may change depending on funding availability.

Questions

Here are some likely questions about the South Connector project:

Q. Why build another east-west road when we already have Highway 212?
   A. In 2005, the City and the South Dakota Department of Transportation updated the “Watertown Area Transportation Plan”. According to the plan, the South Connector is needed to relieve congestion and reduce accidents on Highway 212. It is also needed to provide access, especially for trucks, to the rapidly developing industrial area on the City’s south side.

Q. Who is paying for the new roadway?
   A. The South Dakota Department of Transportation will pay the initial design and construction costs. The roadway will then be turned over to the City of Watertown and will become a city street.

Q. Will flooding on the Big Sioux River get worse because of the new roadway?
   A. The South Connector roadway will include a new crossing of the Big Sioux River. The existing 20th Avenue South bridge will be removed. The new bridge will be designed so there will be minimal or no rise in the flood level of the Big Sioux River upstream of the South Connector.

Q. Will the site investigations damage my property or crops?
   A. Project staff will conduct a visual survey of the study area by walking in locations that may be impacted by the project. In areas of dense ground cover, small holes may be dug. These holes will be filled and the vegetation replaced. It is intended that no damage be done to property or crops.

Q. How many lanes will the South Connector have?
   A. Initially, a 2 or 3-lane roadway will be built. For segments 1 and 2B, the roadway will be designed to allow expansion to 4 or 5 lanes in the future.

Q. Will additional property be needed for the South Connector?
   A. The right-of-way width for the new roadway will be between 100’ and 150’. For Segments 1 and 2B, right-of-way will be purchased to preserve an area for the ultimate 4 or 5 lane roadway. Fair market value will be paid for purchased property. In addition, the roadway will be designed to minimize impacts to existing farmlands, residences, wetlands, etc.
# Watertown South Connector Roadway Project

## Public Meeting/Open House Sign-in Sheet

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
<th>Address</th>
<th>Phone #</th>
<th>Zip Code</th>
<th>Do you want to be on the mailing list for project mailings?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terry Keller</td>
<td>SD DOT</td>
<td>700 E Broadway Pierre SD</td>
<td>605-773-3721</td>
<td>57501</td>
<td>YES</td>
</tr>
<tr>
<td>Herb Bangquist</td>
<td>City of Watertown</td>
<td>P.O. Box 910</td>
<td>(605) 882-6204 x 14</td>
<td>57201</td>
<td>YES</td>
</tr>
<tr>
<td>Curt Cody</td>
<td>SD DOT</td>
<td>700 E. Broadway Pierre</td>
<td>1602-772-2402</td>
<td>57501</td>
<td>YES</td>
</tr>
<tr>
<td>Steven Miles</td>
<td>South Dakota Co</td>
<td>9530 S 474 ST SE</td>
<td>605-882-7496</td>
<td>57901</td>
<td>YES</td>
</tr>
<tr>
<td>Robert Ball</td>
<td>Landowner</td>
<td>3772 20th Ave SE</td>
<td>605-886-4382</td>
<td>57901</td>
<td>YES</td>
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<tr>
<td>Marvin Schmidt</td>
<td>Landowner</td>
<td>45250 High Haven Rd</td>
<td>605-886-2622</td>
<td>57201</td>
<td>YES</td>
</tr>
<tr>
<td>Manoel Duque</td>
<td>Landowner</td>
<td>3801 30th Ave, LE</td>
<td>605-840-5750</td>
<td>57201</td>
<td>YES</td>
</tr>
<tr>
<td>Mike Smith</td>
<td>Landowner</td>
<td>17045 158th Ave</td>
<td>605-882-7001</td>
<td>57201</td>
<td>YES</td>
</tr>
<tr>
<td>Don &amp; Elise Lendowen</td>
<td></td>
<td>9777 7th Ave NW</td>
<td>605-886-0067</td>
<td>57201</td>
<td>YES</td>
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<tr>
<td>Rick Smull</td>
<td>Carlson Co</td>
<td>619 1st St. SW</td>
<td>605-882-6911</td>
<td>57201</td>
<td>NO</td>
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<tr>
<td>Geoff Hall</td>
<td>WSA</td>
<td>961 4th Ave SW</td>
<td>605-882-6233</td>
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<td>YES</td>
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<tr>
<td>David Peterson</td>
<td>WSD Engineering Deo</td>
<td>PO Box 910 Am.</td>
<td>605-882-6102 x 28</td>
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<td>YES</td>
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<tr>
<td>New York Weather</td>
<td>self</td>
<td>1335 S. Bridge</td>
<td>605-886-2035</td>
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<tr>
<td>Tina Lamson</td>
<td>self</td>
<td>20-20 Am. SW</td>
<td>605-886-4851</td>
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<tr>
<td>Don Pearson</td>
<td></td>
<td>1228 Story Compo. Rd.</td>
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<tr>
<td>Todd Gottstein</td>
<td>UBC</td>
<td>920 94th Ave. S. W.</td>
<td></td>
<td>681-2103</td>
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<tr>
<td>John Redlinon</td>
<td>Watertown Area Chamber of Commerce</td>
<td>826 4th Ave. S. W.</td>
<td></td>
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<tr>
<td>Laverne Mangum</td>
<td>Cali-Bismarck Hoa.</td>
<td>400 9th Ave. S. W.</td>
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<td>522-01</td>
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<tr>
<td>Ken Hewendy</td>
<td>Land owner</td>
<td>206 9th Ave. S. W.</td>
<td></td>
<td>685-9715</td>
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<tr>
<td>Fred Woodard</td>
<td></td>
<td>206 9th Ave. S. W.</td>
<td></td>
<td>52201</td>
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<tr>
<td>Jack Thomas</td>
<td>County Commissioner</td>
<td>414 9th Ave. S. W.</td>
<td></td>
<td>685-8810-6606</td>
<td></td>
</tr>
<tr>
<td>Al Kristensen</td>
<td>St. Rep.</td>
<td>1228 3rd St. NE</td>
<td></td>
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<tr>
<td>Mike Davis</td>
<td>ME</td>
<td>137 11th St. W.</td>
<td></td>
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<tr>
<td>Mike Roe</td>
<td>Cal.</td>
<td>805 54th Ave.</td>
<td></td>
<td>682-0790</td>
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<tr>
<td>Lucy Yoder</td>
<td></td>
<td>2701 7745 5th St.</td>
<td></td>
<td>686-6239</td>
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<tr>
<td>Jackie Mahler</td>
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<tr>
<td>John Wissel</td>
<td></td>
<td>440 5th Ave. N.</td>
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<td>686-4050</td>
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<tr>
<td>Don Davidson</td>
<td></td>
<td>1835 16th St. N.</td>
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<td>682-1360</td>
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### Watertown South Connector Roadway Project

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<tr>
<td>Mary Rose</td>
<td>FocusWtn</td>
<td>PO Box 10</td>
<td></td>
<td>622-1257</td>
<td>yes</td>
</tr>
<tr>
<td>Cliff Olson</td>
<td>Land Title</td>
<td>655 30th Ave</td>
<td>881-3827</td>
<td></td>
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<tr>
<td>Bill Olson</td>
<td>Center</td>
<td>2135 26th Ave</td>
<td>881-5236</td>
<td></td>
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<tr>
<td>A. Joyce Roth</td>
<td>Mother of Luis</td>
<td>110 28th Ave SE</td>
<td>881-6600</td>
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<tr>
<td>Lowell Johnston</td>
<td>Mother of Luis</td>
<td>110 28th Ave SE</td>
<td>520-5818</td>
<td>882-6631</td>
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<tr>
<td>Sheryl Schmacher</td>
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<tr>
<td>Amanda Allen</td>
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<td>882-6633</td>
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<tr>
<td>Jennifer Nielsen</td>
<td>Public Opinion</td>
<td>PO Box 10</td>
<td></td>
<td>500-6610</td>
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<tr>
<td>Sherman Rickett</td>
<td>WTN</td>
<td>41775 NW 95th Ave</td>
<td>886-6324</td>
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<tr>
<td>Raleigh W. Brown</td>
<td>City Council</td>
<td>1823 9th St SE</td>
<td>881-4864</td>
<td>51201</td>
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<tr>
<td>August H. Keen</td>
<td>M.O. Gr.</td>
<td>1423 6th St NE</td>
<td>888-8815</td>
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<tr>
<td>Bill Schmidt</td>
<td></td>
<td>1905 5th St SE</td>
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<tr>
<td>Larry Swedlund</td>
<td>Landowner</td>
<td>2137 20th Ave W</td>
<td>881-9464</td>
<td>881-9464</td>
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<tr>
<td>Jerry Alker</td>
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<td>Johanna</td>
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<td>Kasse Smith</td>
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<td>Mark Noonkeef</td>
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<td>Karla West</td>
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<td>James Armuch</td>
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<td>HDR</td>
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<tr>
<td>Kristen Goldston</td>
<td></td>
<td>HDR</td>
<td></td>
<td>605-977-7740</td>
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</table>
- COMMENTS -

*Watertown South Connector Project*

from SD20 to Interstate 85
August 8, 2006 Public Meeting/Open House

What are your thoughts about the project? What problems do you foresee? Which options do you like or dislike? Should any other options be considered? Please submit your comments before August 25, 2006 to:

*HDR Engineering, Inc.*
Attn: James Unruh
6300 S. Old Village Place, Suite 100
Sioux Falls, SD 57108-2102

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I approve of the effort made to inform the public. It works very well. I actually feel like I'm part of the project. Thank you for working with all of us.

Name: Jeff Schuman
Phone: 883-6631

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HDR Engineering, Inc.
Attn: James Unruh
6300 S. Old Village Place, Suite 100
Sioux Falls, SD 57108-2102

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- CO -

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Watertown
from SD
August

Name: ________________
Phone: ________________
Address: ________________
Zip Code: ________________

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Attn: James Unruh
6300 S. Old Village Place, Suite 100
Sioux Falls, SD 57108-2102

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Needs to be done. Wide turns at I-29 Hwy 312 south onto connector (by Hwy 20) needed (Free turn south lane).
start in 2007, D: Segment 1 + 2A together.

Name: ________________
Phone: ________________
Address: ________________
Zip Code: ________________
Watertown South Connector Project
from SD20 to Interstate
August 8, 2006 Public Meeting/Open House

What are your thoughts about the project? What problems do you foresee? Which options do you like or dislike? Should any other options be considered? Please submit your comments before August 25, 2006 to:

HDR Engineering, Inc.
Attn: James Unruh
6300 S. Old Village Place, Suite 100
Sioux Falls, SD 57108-2102

1-Get Home 2-Delays 3-Cost 4-Safety

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Sioux Falls, SD 57108-2102

- COMMENTS -

Watertown South Connector Project
from SD20 to Interstate
August 8, 2006 Public Meeting/Open House

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Attn: James Unruh
6300 S. Old Village Place, Suite 100
Sioux Falls, SD 57108-2102

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HDR Engineering, Inc.
Attn: James Unruh
6300 S. Old Village Place, Suite 100
Sioux Falls, SD 57108-2102

- COM

Watertown
from SD20
August 8, 2

What are y
do you like
comments

Name: Bill Oldham
Address: 2135 20 1/2 AVE SE
Phone: 381-5330
Zip Code: 

Name: Lisa Pitric
Address: 70-20 Lane SW
Phone: 886-4850
Zip Code: 57201

We are concerned about the distance from our home to the proposed bypass. The amount of traffic the bypass will generate is

We are concerned about the distance from our home to the proposed bypass. The amount of traffic the bypass will generate is
- COMMENTS -

Watertown South Connector Project
from SD20 to Interstate 29
August 8, 2006 Public Meeting/Open House

What are your thoughts about the project? What problems do you foresee? Which options do you like or dislike? Should any other options be considered? Please submit your comments before August 25, 2006 to:

HDR Engineering, Inc.
Attn: James Unruh
6300 S. Old Village Place, Suite 100
Sioux Falls, SD 57108-2102

On the west end, I would recommend following close to the south side of the road again. On the other end, it makes the most sense to me to go directly as possible to T-29.

Name: [Signature]
Phone: 605-758-2354

- COMMENTS -

Watertown South Connector Project
from SD20 to Interstate 29
August 8, 2006 Public Meeting/Open House

What are your thoughts about the project? What problems do you foresee? Which options do you like or dislike? Should any other options be considered? Please submit your comments before August 25, 2006 to:

HDR Engineering, Inc.
Attn: James Unruh
6300 S. Old Village Place, Suite 100
Sioux Falls, SD 57108-2102

Name: [Signature]
Phone: 886-4408

Dec 29: Option 3 or 5 only logical
Dec 28: Option 1
County Commissioner - Lifelong Resident

Address: 418 No Park
Zip Code: 57201
Photos from Watertown South Connector
Public Open House/Meeting @ Ramkota
August 8, 2006
Southern bypass previewed

Transportation officials presented an overview of the proposed southern bypass project Tuesday night during a public open house, calling for input and suggestions from Watertown and area residents.

Representatives with HDR Engineering Inc., the S.D. Department of Transportation and the City of Watertown hosted the public meeting to share preliminary plans and to talk about different alignment options being considered for the project.

"Don't think that anything here tonight is set in stone," HDR Project Manager James Unruh said during a brief presentation. "It's our best ideas to this point, but we need the input from all of you folks."

The purpose of the bypass is to relieve congestion and reduce accidents on U.S. Highway 321 and to provide access to the developing industrial area. It will have a total length of about four and a half to five miles and is being planned in segments.

"Basically we have a corridor here that runs over at Highway 30 and goes over to the interstate," Unruh said.

The bypass is scheduled to be constructed in two phases. Phase one is scheduled to be done by 2003, and would construct the bypass from U.S. Highway 321 east along 38th Avenue South to 17th Street East and north on 30th Street to Highway 212.

The second phase, which is scheduled for 2005, would construct the bypass from Highway 212 east along 38th Avenue South to Basin Avenue and northwest to Highway 30.

A third segment of the project, which would connect 30th Avenue to the interstate and create a new Interstate exchange, has not been scheduled.

"As always, we all know this very well, the construction schedule depends on funding availability. But we have some schedule in mind as we Phase 2 and Bypass, Back Page."
Project delay OK

The state Department of Transportation is facing a problem every one of us is facing — rising costs. Last Friday the Public Opinion reported that officials with the Department of Transportation (DOT) have asked Watertown city leaders to “realign” the city’s transportation priorities and delay the northern bypass project.

The City of Watertown isn’t alone. Several cities in South Dakota are seeing road projects taken off the shelf as the DOT copes with the realities of rising energy costs and projects which were estimated before those costs increased as they have.

This certainly isn’t the best news we would like to hear from the DOT but it could be much worse.

Watertown will have to accept losing one scheduled project. And, looking at the projects which are still on schedule, delaying the northern bypass is the lesser of the evils.

Monday, members of the Watertown City Council agreed to the project delay during the regular council meeting. They also, however, asked city officials to continue to work with the DOT to accelerate at least one project schedule and consider adding another.

It is commendable how the state DOT worked with the city of Watertown on this matter rather than decide for us. Instead, the DOT took the approach of contacting Watertown officials to see which project was the top priority. Now after the multiple meetings and conference calls, there’s agreement again on the part of our city and the DOT.

The northern bypass won’t be permanently put on the shelf nor should it be. As it stands now, the project could be slated for as early as 2012.

The main concern the state and the city are concentrating on is fixing Highway 212. And rightly so.

Highway 212 is the most pressing transportation problem facing this community. The road has become increasingly busy with traffic from ethanol plant development and the rapidly growing retail industry. What will future development bring? Who knows? But we do know that whatever development comes, it will bring traffic with it and further strain the already-busy Highway 212.

So keeping the southern bypass project intact was the better of the choices the state DOT and the City of Watertown were facing. The southern bypass will shuttle traffic and, primarily, trucks, off of 212 and safely around the perimeter of the city. That bypass will significantly ease congestion on 212 and allow for a safer stretch of highway.

The main concern with the northern bypass delay was the impact it would have on the National Guard Armory. The armory is to be constructed on Highway 20 and the bypass would give the Guard easy access to Interstate 29. The DOT has assured city officials that while the northern bypass project would be years down the road, its absence wouldn’t affect the armory project.

That’s certainly the news the city needed to hear. The armory project is needed for the community and to jeopardize it at this stage of the game wouldn’t be acceptable. And while the armory won’t have immediate access to the bypass, the new location will still be much better than the old.

There are several projects slated for Watertown that aren’t affected by the DOT delay request: First Avenue North extension, the southern bypass, the highway 212/61 intersection realignment and the Highway 81 reconstruction from Highway 212 to Third Avenue North.

We might have lost the northern bypass for the time being but the most important transportation needs before the city are being met.

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Tax cuts a for the 21

Twenty-five years ago, on Aug. 13, 1981, President Reagan signed what was called the largest tax cut in U.S. history. In actual point of fact, it was no larger then the Kennedy tax cuts of 1961-62. Both were designed to get America moving again, and both worked well as they lowered marginal tax rates about 25 percent across the board over three years.

In 1978, I had, along with my Senate colleague Bill Roth of Delaware, co-sponsored the Kemp-Roth Bill that advocated a 30 percent across-the-board tax rate cut. The top rate in the ‘70s was 70 percent, and the capital gains rate was 49 percent. I argued that lower tax rates on labor and capital would grow the economy and put an end to the Keynesian dilemma of simultaneous inflation coupled to recession.

What escaped the attention of both the conventional “left” and “right” was that tax rates at 70 percent on income and 49 percent on capital gains led to a slow growth or, even worse, recession. Tax revenues were falling; thus a reduction in tax finally got a name: Enterprise Zone. (Empowerment hoped, thought be bolder and gains taxes on those who paid capital at risk lined” areas of the Gulf Coast and Mississippi.)

Red-line urban Northeast central Los Angeles area community was a high lev-

ment, welfare

Today tax rates high on labor prohibitive for all. Low-income women who want to welfare to take

When a person which is tax f entry-level job welfare paym
South Connector Project
Watertown, SD
Public Open House/Meeting
August 8, 2006

Project Overview
The South Connector is needed to relieve congestion and reduce accidents on Highway 212. It is also needed to provide good access, especially for trucks, to the rapidly developing industrial area on the City's south side.

(Source: Watertown Area Transportation Plan 2005)
Segment 1
- Limits
- Typical Section
- Speed Limit
- Alignment Options

Alignment Options for Segment 1

Shifted around properties
Segment 1

- Limits
- Typical Section
- Speed Limit
- Alignment Options
- Critical Issues/Impacts

Goal: Minimal or no rise in 100 year flood elevation upstream of new roadway/bridges.

Segment 2A

- Limits
- Typical Section

Ultimate

Existiao Broadway St S
Segment 2A

- Limits
- Typical Section
- Speed Limit
- Alignment Options

Alignment Options for Segment 2A

Segment 2A

- Limits
- Typical Section
- Speed Limit
- Alignment Options
- Critical Issues/Impacts

Inlet Control Structure for Lake Pelican
Segment 2B

- Limits
- Typical Section

Segment 2B

- Limits
- Typical Section
- Speed Limit
- Alignment Options
Alignment Options for Segment 2B

Segment 2B
- Limits
- Typical Section
- Speed Limit
- Alignment Options
- Critical Issues/Impacts

Interchange @ I-29

Public Involvement
August 8 - Open House
Fall 2006 – Public Hearing on Segment 1 Environmental Assessment
Winter 2006/2007 – Public Hearing on Segments 2A and 2B Environmental Assessment
What is an Environmental Assessment?
Conclusion

Specific questions will be taken at individual graphics

Comment forms available for written comments

Project Team Introductions
  • SDDOT
  • City of Watertown
  • Federal Highway Administration (FHWA)
  • HDR

Please take home a brochure and have a nice night!