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 7:00 to 7:20 p.m.
Here are some likely questions about the South Connector project:

Q. Why is the city building this road?
A. The City of Watertown is considering expanding the roadway to address growth and traffic issues in the city's south side. The proposed roadway, referred to as the South Connector, will provide good access, especially for trucks, to the rapidly developing industrial area on the city's south side.

Q. What's happening with the roadway construction?
A. The project is currently under construction. The roadway will include a new south connector highway, providing a new route to the city for 200 Avenue South. The roadway alignment will be impacted by the project.

Q. Will the project affect my property?
A. The project will impact the lots closest to the roadway. Please contact the city's Public Works Department for more information.

Q. When will the project be completed?
A. The project is expected to be completed in late 2007.

Q. What is the project's cost?
A. The project's estimated cost is $5 million.

Q. Will the roadway be affected by the project?
A. The roadway alignment will be impacted by the project.

Q. What is the current status of the project?
A. The project is currently under construction. The roadway will include a new south connector highway, providing a new route to the city for 200 Avenue South. The roadway alignment will be impacted by the project.

Q. Will the project affect my property?
A. The project will impact the lots closest to the roadway. Please contact the city's Public Works Department for more information.

Q. When will the project be completed?
A. The project is expected to be completed in late 2007.

Q. What is the project's cost?
A. The project's estimated cost is $5 million.

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A. The roadway alignment will be impacted by the project.

Q. What is the current status of the project?
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<table>
<thead>
<tr>
<th>Name</th>
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<th>Address</th>
<th>Phone #</th>
<th>Zip Code</th>
<th>Do you want to be on the mailing list for project mailings?</th>
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<tr>
<td>Terry Keller</td>
<td>SDOT</td>
<td>700 E Broadway Pierre SD</td>
<td>605-773-3721 57501</td>
<td>YES</td>
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<tr>
<td>Herb Bangquist</td>
<td>City of Watertown</td>
<td>P.O. Box 910 Watertown SD 57201</td>
<td>(605) 882-6201 x14 57201</td>
<td>YES</td>
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<tr>
<td>Curt Cody</td>
<td>SDOT</td>
<td>450 E. Broadway Pierre</td>
<td>1604 773-2902 57501</td>
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<tr>
<td>Steven West</td>
<td>Landowner</td>
<td>9550 5745 S.E.</td>
<td>605-882-9496 57901</td>
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<tr>
<td>Roger Bailey</td>
<td>Landowner</td>
<td>922 20th Ave S.E.</td>
<td>605-882-6327 57201-4185</td>
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<tr>
<td>Marvin Schmidt</td>
<td>Landowner</td>
<td>45230 Air Haven Rd</td>
<td>605-882-6622 57201</td>
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<tr>
<td>Mary Carol Durr</td>
<td>Landowner</td>
<td>3801 30th Ave E</td>
<td>605-882-7507 57201-9195</td>
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<tr>
<td>Mike Borch</td>
<td>Landowner</td>
<td>17245-15th Ave</td>
<td>605-882-7021 57201</td>
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<tr>
<td>Don Eric Bjork</td>
<td>Landowner</td>
<td>9117 7th Ave SW</td>
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<tr>
<td>Rick Small</td>
<td>Codington Co</td>
<td>612 1st St SEW</td>
<td>605-881-6271</td>
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<tr>
<td>Geoff Haug</td>
<td>W.T.N. Utilities</td>
<td>901 W 4th Av SW 57201</td>
<td>605-882-6233</td>
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<tr>
<td>David Peterson</td>
<td>W.T.N. Engr. Dept.</td>
<td>Po Box 910 Watertown</td>
<td>605-882-6202 K-28 57201</td>
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<tr>
<td>Melinda Hamatsu</td>
<td>Self</td>
<td>1353 S. Bailey</td>
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<tr>
<td>Susan Donaldson</td>
<td>Self</td>
<td>70-70 Ave S.W.</td>
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<tr>
<td>Don Pearson</td>
<td>2128 S 79th Ave.</td>
<td>57101</td>
<td>605-876-2103</td>
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<tr>
<td>Todd Cottleson</td>
<td>UBC</td>
<td>920 8th Ave. SW</td>
<td>605-876-2103</td>
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<tr>
<td>John Pearson</td>
<td>Watertown Area Chamber of Commerce</td>
<td>P.O. Box 1113, Watertown, SD</td>
<td>605-876-5814</td>
<td>57201</td>
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<tr>
<td>Laverne Spearman</td>
<td>Watertown Area Chamber of Commerce</td>
<td>1629 S 4th Ave.</td>
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<tr>
<td>Kay Heuver</td>
<td>Land owner</td>
<td>706 S 4th Ave. SW</td>
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<tr>
<td>Frank Massey</td>
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<tr>
<td>Jack Thomas</td>
<td>County Commissioner</td>
<td>411 N Hwy. Park</td>
<td>605-876-2103</td>
<td>57201</td>
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<tr>
<td>Al Kristensen</td>
<td>St Rep</td>
<td>1228 3rd St. NE</td>
<td>605-876-2103</td>
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<tr>
<td>Mike Davis</td>
<td>Me</td>
<td>137 1st St. SW</td>
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<tr>
<td>Michael Rice</td>
<td>Cty</td>
<td>802 54th Ave.</td>
<td>605-876-2103</td>
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<tr>
<td>Kelly Holtz</td>
<td>NE</td>
<td>2701 77th St. S</td>
<td>605-876-2103</td>
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<tr>
<td>Jackie Marks</td>
<td>II</td>
<td>11</td>
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<tr>
<td>John Whitehead</td>
<td>440 S Lake Dr.</td>
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<tr>
<td>Russian Podgett</td>
<td>Landowner</td>
<td>1555 16th St. NE</td>
<td>605-876-2103</td>
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## Watertown South Connector Roadway Project
### Public Meeting/Open House
#### Sign-in Sheet

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<tr>
<td>Mark Ropple</td>
<td>FocusWtn</td>
<td>PO Box 10</td>
<td>57201</td>
<td>888-6901</td>
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<tr>
<td>Claire Peters</td>
<td>Land Owner</td>
<td>655 20th Ave</td>
<td>881-3921</td>
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<tr>
<td>Bill Ostman</td>
<td>Tenant</td>
<td>2135 20th Ave</td>
<td>881-3236</td>
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<tr>
<td>J. Joyce Pitz</td>
<td>Mother of</td>
<td>110 28th Ave SE</td>
<td>888-6600</td>
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<tr>
<td>Donnie Swenson</td>
<td>Land Owner</td>
<td>110 28th Ave SE</td>
<td>882-6631</td>
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<tr>
<td>Francis Schumacher</td>
<td>&quot;</td>
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<tr>
<td>Patricia Fellon</td>
<td>&quot;</td>
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<td>&quot;</td>
<td>882-6633</td>
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<tr>
<td>Jennifer Nielson</td>
<td>&quot;</td>
<td>2 P.O Box 10</td>
<td>888-4010</td>
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<tr>
<td>Sherman Pickering</td>
<td>Wtn</td>
<td>41775 NWY Dr</td>
<td>886-6998</td>
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<tr>
<td>Carol Marshall</td>
<td>1823 9th Ave NE</td>
<td>886-8888</td>
<td>57201</td>
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<tr>
<td>August Sheehan</td>
<td>Nominee</td>
<td>1905 10th Ave SE</td>
<td>886-88884</td>
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<tr>
<td>Bill Schmidt</td>
<td>&quot;</td>
<td>2137 20th Ave Wtn 5720 SE</td>
<td>881-9984</td>
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<tr>
<td>Terry Albert</td>
<td>&quot;</td>
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### Public Meeting/Open House Sign-in Sheet

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<tr>
<td>Mueller</td>
<td>City</td>
<td>Wtn</td>
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<tr>
<td>Johanna Schmucker</td>
<td>Wtn</td>
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<tr>
<td>Lara Schmidt</td>
<td>Wtn</td>
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<tr>
<td>Mark and Roger Toep</td>
<td>Watertown</td>
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<tr>
<td>Karla Wex</td>
<td>Wtn</td>
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<tr>
<td>James Uruch</td>
<td>HDR</td>
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<tr>
<td>Kristen Goodhalen</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 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]
Address: 110 25th Ave SE #32
Phone: 882-6631
Zip Code: 57109

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

NO NORTH SOUTH EN TO 9.12
GO RIGHT TO 1.99

- CO -

Watertown from SD
August 4

Name: [Signature]
Address: 14725 Navy 312
Phone: 605-336-6398
Zip Code: 57701

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

Needs to be done. Wide turn at 202 North 212 South onto connector (by Hwy 20) needs to be free turn south lane.

Start in 2007. 2A Segment 1 + 2A together.

Name: Mark Roby
Address: PO Box 10
Phone: 886-6901 x 134
Zip Code: 57201
Watertown South Connector Project
from SD20 to Interstate 90
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: John Wiles  
Phone: 686-6650

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: BillUnfortunately
Phone: 686-5230

We are concerned about the distance from our house to the need plus the amount of traffic the by pass will generate.

Name: John Houseley
Phone: 686-4351

Thank you.
- 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]
Address: [Address]
Phone: [Phone Number]
Zip Code: [Zip Code]

---

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]
Address: [Address]
Phone: [Phone Number]
Zip Code: [Zip Code]
Photos from Watertown South Connector
Public Open House/Meeting @ Ramkota
August 8, 2006
Southern bypass previewed

By Jennifer Nelson
Public Opinion Staff Writer

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 Jamee 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 212 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 starts over at Highway 20 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 in 2008, and would construct the bypass from U.S. Highway 81 east along 20th Avenue South to 25th Street East and north on 28th Street to Highway 212.

The second phase, which is scheduled for 2009, would construct the bypass from Highway 81, west along 30th Avenue South to Broadway and northwest to Highway 20.

A third segment of the project, which would connect 20th 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," Unruh said. "But we have to have some schedule in mind as we please see 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 these 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 overly-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 212/81 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.

Tax cuts a for the 21st Century

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 Keen-Roth Bill that advocated a 36 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, a recession. Tax revenues were falling; thus a reduction in tax finally got a n Enterprise Zone (Empowerme hoped, though be bolder and gains taxes on who who would pu capital at risk lined areas c the Gulf Coas and Mississip facto red-line urban North the central Los A community w had a high lev ment, welfare Today tax n high on labor prob than those low-inc low who welfare to tak When a perso which is tax-f entry-level job welfare paym
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

Existing Broadway St S

Ultimate

Segment 2A Typical Section (Ultimate)
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

*Looking East from 20th Ave S*

*Existing Broadway St S*

*Interstate 29*

*Wetland Impacts*
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?
Construction Schedule

Specific questions will be taken at individual graphics

Comment forms available for written comments

Project Team Introductions
- SDDOT
- City of Watertown
- Federal Highway Administration (FHA)
- HDR

Conclusion
Please take home a brochure and have a nice night!

Site Investigations to begin August 9, 2006