



**Public Meeting/  
Open House  
February 19, 2013**

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**PROJECT # NH 0115(48)76 PCN 0214  
LINCOLN COUNTY**

**From S of the Harrisburg corner (Co. Hwy 110) to  
85<sup>th</sup> St. in Sioux Falls**

**Reconstruct to 4 lane segment**

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 SDCL 20-13, 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, 1994.

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.

STATE OF SOUTH DAKOTA  
DEPARTMENT OF TRANSPORTATION  
PLANS FOR PROPOSED

PROJECT NH 0115(48)76  
SD HIGHWAY 115  
LINCOLN COUNTY

INDEX OF SECTIONS  
SECTION B: Grading Plans  
SECTION X: Cross Sections

Grading, Structures, PCC Pavement,  
Curb & Gutter, Asphalt Concrete Pavement  
Storm Sewer, Traffic Signals and Lighting

PCN 0214

Station 194+40.00 = 69.80 Feet South of  
the Northeast corner of Section 22 -  
Township 100 North - Range 50 West

The main plan view shows a section of Highway 115 running north-south. The project is identified as PCN 0214. The plan includes stationing from 194+40.00 to 224+00.00. Key features include:
 

- Section numbers 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34.
- Streets: 477 Ave, 476 Ave, 475 Ave, 474 Ave, 473 Ave, 472 Ave, 471 Ave, 271st St, 272nd St, 273rd St, 274th St.
- Water features: Spring, Nine Mile Creek, Little Nine Mile Creek.
- Structures: Harrisburg, Pop. 4,089.
- Grading and structures are indicated by hatched areas.

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Grading, Structures, PCC Pavement,  
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PCN 0214

Station 224+00.00 = 1486.03 Feet South of  
the Northeast corner of Section 3 -  
Township 100 North - Range 50 West

The main plan view shows a section of Highway 115 running north-south. The project is identified as PCN 0214. The plan includes stationing from 224+00.00 to 274+00.00. Key features include:
 

- Section numbers 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34.
- Streets: 477 Ave, 476 Ave, 475 Ave, 474 Ave, 473 Ave, 472 Ave, 471 Ave, 271st St, 272nd St, 273rd St, 274th St.
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Grading, Structures, PCC Pavement,  
Curb & Gutter, Asphalt Concrete Pavement  
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PCN 0214

Station 274+00.00 = 2240.00 Feet South of  
the Northeast corner of Section 3 -  
Township 100 North - Range 50 West

The main plan view shows a section of Highway 115 running north-south. The project is identified as PCN 0214. The plan includes stationing from 274+00.00 to 324+00.00. Key features include:
 

- Section numbers 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34.
- Streets: 477 Ave, 476 Ave, 475 Ave, 474 Ave, 473 Ave, 472 Ave, 471 Ave, 271st St, 272nd St, 273rd St, 274th St.
- Water features: Spring, Nine Mile Creek, Little Nine Mile Creek.
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SD HIGHWAY 115  
LINCOLN COUNTY

Grading, Structures, PCC Pavement,  
Curb & Gutter, Asphalt Concrete Pavement  
Storm Sewer, Traffic Signals and Lighting

PCN 0214

Station 324+00.00 = 2740.00 Feet South of  
the Northeast corner of Section 3 -  
Township 100 North - Range 50 West

The main plan view shows a section of Highway 115 running north-south. The project is identified as PCN 0214. The plan includes stationing from 324+00.00 to 374+00.00. Key features include:
 

- Section numbers 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34.
- Streets: 477 Ave, 476 Ave, 475 Ave, 474 Ave, 473 Ave, 472 Ave, 471 Ave, 271st St, 272nd St, 273rd St, 274th St.
- Water features: Spring, Nine Mile Creek, Little Nine Mile Creek.
- Structures: Harrisburg, Pop. 4,089.
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PROJECT NH 0115(48)76  
SD HIGHWAY 115  
LINCOLN COUNTY

Grading, Structures, PCC Pavement,  
Curb & Gutter, Asphalt Concrete Pavement  
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PCN 0214

Station 374+00.00 = 3240.00 Feet South of  
the Northeast corner of Section 3 -  
Township 100 North - Range 50 West

The main plan view shows a section of Highway 115 running north-south. The project is identified as PCN 0214. The plan includes stationing from 374+00.00 to 424+00.00. Key features include:
 

- Section numbers 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34.
- Streets: 477 Ave, 476 Ave, 475 Ave, 474 Ave, 473 Ave, 472 Ave, 471 Ave, 271st St, 272nd St, 273rd St, 274th St.
- Water features: Spring, Nine Mile Creek, Little Nine Mile Creek.
- Structures: Harrisburg, Pop. 4,089.
- Grading and structures are indicated by hatched areas.

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Curb & Gutter, Asphalt Concrete Pavement  
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PCN 0214

Station 424+00.00 = 3740.00 Feet South of  
the Northeast corner of Section 3 -  
Township 100 North - Range 50 West

The main plan view shows a section of Highway 115 running north-south. The project is identified as PCN 0214. The plan includes stationing from 424+00.00 to 474+00.00. Key features include:
 

- Section numbers 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34.
- Streets: 477 Ave, 476 Ave, 475 Ave, 474 Ave, 473 Ave, 472 Ave, 471 Ave, 271st St, 272nd St, 273rd St, 274th St.
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## SD HWY 115 PUBLIC MEETING SOUTH MINNESOTA AVENUE RECONSTRUCTION TO 4 LANE

NH 0115(48)76  
PCN 0214

Lucas A. Johnson, PE  
Johnson Engineering Company

## SD 115 Project Background

- Mid 1990s
  - Planning began
  - 4 Lane Rural Section w/ 110' of right-of-way L & R
  - Landowner concerns with right-of-way width
  - 4 Lane Urban Section w/ 70' of right-of-way L & R
- 2007 to 2008
  - 85<sup>th</sup> Street to 69<sup>th</sup> Street constructed
- Today
  - S of Harrisburg Corner to 85<sup>th</sup> Street

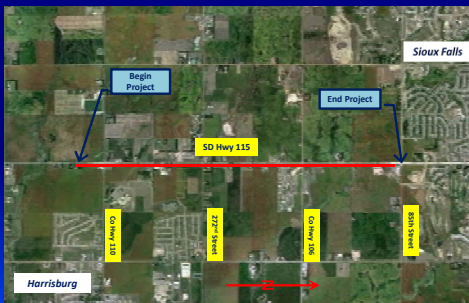
## Why Are We Here?

- Involve Public in Design Process
- Review
  - Project Scope
  - Current Layout
  - Schedule
- Gather Public Input
  - Questions
  - Comments

## Accident Data (2009 to 2011)

- Weighted Accident Rate – 2.28 (1.90 State Average)
- Total Crashes = 22 (9 Injury)
  - 6 Animal crashes
  - 12 Intersection crashes
    - 8 at Co Hwy 106
    - 3 at 272<sup>nd</sup> St.
    - 1 at Co Hwy 110

## Project Map



## Traffic Volumes

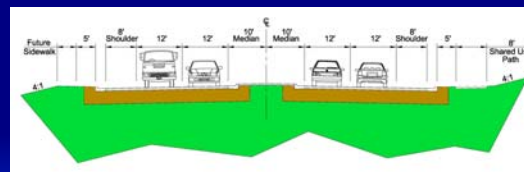
- 2011 ADT = 5394
- 2031 ADT = 6230
- Average Daily Truck Traffic = 4.8%



## SD 115 Project Scope

- *Grading*
- *Curb & Gutter*
- *Storm Sewer*
- *Drainage Structures*
- *Traffic Signals*
- *Lighting*
- *PCC Surfacing*

## Proposed Typical Section



## Traffic Signals

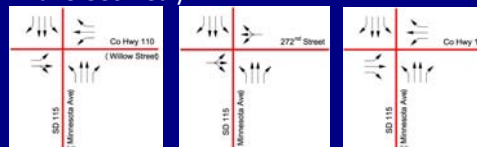
Signals will be installed at the following intersections:

- SD115 & Co Hwy 110
- SD115 & Co Hwy 106
- SD115 & 85<sup>th</sup> Street



## Intersections and Access

- Lane Geometry



- Future SD100
- Median openings
  - Every ¼ mile (exact locations to be flexible)

## Lighting

- Intersections of Co Hwy 110, 272<sup>nd</sup> Street, and Co Hwy 106
- Co Hwy 110 north ¼ mile to location of future school entrance
- From 85<sup>th</sup> Street South to West Anchor Lane

## Right Of Way

- ROW 70 ft. each side of centerline.
  - Aerial Photo layout shows limits
  - Width will vary in some areas
- Temporary Easements
- See Handout for more information.



## Encroachments

- Encroachments - Private Property Located Within the Public ROW
  - Federal Highway Regulations
  - Safety
  - Statewide Consistency
- Existing Encroachments
  - Signs
  - Private Use
  - Buildings
- Property Owners of Encroachments will be notified

## Landowner Meetings

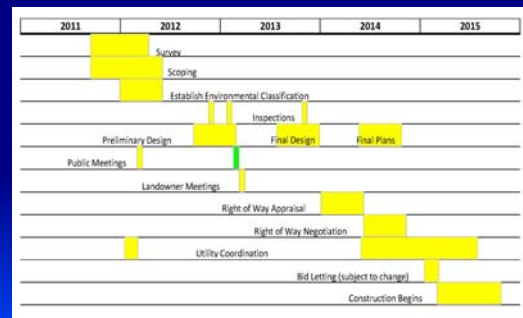
- Held with individual affected landowners
  - Driveway locations/widths, fence, building entrances, etc.
- March 6<sup>th</sup> and March 7<sup>th</sup>, 2013
- Sign up sheets in back



## Environmental, Social & Economic Impacts and Advanced Utility Coordination



## Tentative Project Schedule



## Access Management

- To provide safe, efficient access to streets and highways
- Restrict number of direct accesses to major surface streets
- Provides adequate spacing between driveways and cross roads or signals



## Traffic Control

- Thru Traffic
  - will not be maintained during construction
  - detour route to west on I29
- Local Traffic
  - Access to homes and businesses will be maintained
  - Phased Construction
  - Construction zone speed limits likely 35 mph or lower
  - Expect delays
  - Consider alternate routes

## Questions or Comments

- Send to:  
Sam Gilkerson, Consultant Manager Engineer  
South Dakota Department of Transportation  
700 East Broadway Avenue Pierre, SD 57501
- E-Mail Address:  
[Samuel.Gilkerson@state.sd.us](mailto:Samuel.Gilkerson@state.sd.us)
- Public Meeting Information  
<http://www.sddot.com/dot/publicmeetings/default.aspx>



## Environmental, Social & Economic Impacts

and

## Advanced Utility Coordination

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### Environmental, Social & Economic Impacts

- Project will comply with all state and federal environmental regulations
- 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
  - No splitting of neighborhoods will occur as a result of this project
- For additional information, please contact :

Terry Keller, Engineer Supervisor  
SDDOT Project Development Office  
700 E. Broadway Ave.  
Pierre SD 57501

Phone: 773-3721 E-Mail: [Terry.Keller@state.sd.us](mailto:Terry.Keller@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:

Dave Hausmann, Utility Coordinator  
SDDOT Project Development Office  
700 E. Broadway Ave.  
Pierre, SD 57501

Phone 605-773-6593; E-Mail: [Dave.Hausmann@state.sd.us](mailto:Dave.Hausmann@state.sd.us)



## Wetland Mitigation Registry Form

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Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Wetland mitigations may be from 1) wetland creation – typically, at a borrow pit; 2) wetland restoration – plugging an existing, drained wetland; or, 3) by small dam construction.

The South Dakota Department of Transportation (SDDOT) may participate in the cost of wetland creation/restoration, if the wetland can be used to mitigate wetland impacts caused by highway construction.

If you are interested in creating or restoring wetlands on your property, please complete the attached form and mail to: Terry Keller, 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 #:** \_\_\_\_\_

**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.





## Right of Way Information

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**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 will 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 Andrew J. 'Andy' Jackson of the SDDOT Right of Way Program in Pierre. His phone number is 773-2911. 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 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.



## Individual Landowner Meetings

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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.



## Access Management

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

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### 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:

Brooke White, SDDOT Access Management Engineer, 5316 W. 60<sup>th</sup> St. Sioux Falls, SD 57107  
Phone: 605-367-4970 Ext. 2114; E-Mail: [Brooke.White@state.sd.us](mailto:Brooke.White@state.sd.us)

Send to: Sam Gilkerson, Consultant Manager Engineer  
E-Mail Address: [Samuel.Gilkerson@state.sd.us](mailto:Samuel.Gilkerson@state.sd.us)  
South Dakota Department of Transportation  
700 East Broadway Avenue  
Pierre, SD 57501-2586