



Public Meeting

August 29, 2016

P-PH 0015(77)155 & P-PH 0020(152)439, Deuel & Grant Counties, PCN 04K8 & 04UL

From the intersection of US212 & SD15 to 500' north of the junction of SD20/SD158

Grading, Interim Surfacing, Replace Bridges, Box Culverts, and Pipe Culverts

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.

Presentation Slides

DOT

PUBLIC MEETING

HIGHWAY SD15 / SD20
FROM US212 12 MILES NORTH
DEUEL AND GRANT COUNTIES

CARY CLELAND
ROAD DESIGN SUPERVISOR
AUGUST 29, 2016

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PROJECT LOCATION

SD15 From the intersection of US212 to 500' north of the junction with SD20/SD158

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WHY ARE WE HERE?

A little bit about our process
An overview of the project

- Why it's needed
- The plan
- The schedule

Gather public input

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WHAT ARE THE STEPS?

4 Phases:

- Planning
- Design
- Right-of-way Acquisition
- Construction

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PLANNING PHASE

Determine a plan by evaluating existing condition of roadways, Federal requirements, and available funds

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DESIGN PHASE

Create Design for a Roadway Based on:

- Traffic & Roadway Data
- Engineering Design Standards
- FHWA Guidance
- Public Input

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DESIGN PHASE

Landowner Meetings

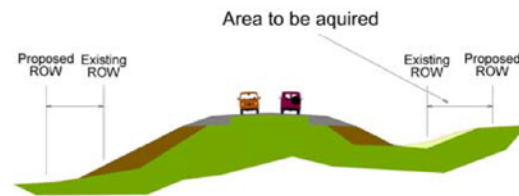
Your opportunity to:

- Learn how your property may be affected by a project
- Discuss special circumstances associated with your property
- Understand your rights and responsibilities

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RIGHT-OF-WAY ACQUISITION PHASE



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CONSTRUCTION PHASE

SDDOT engineering staff will be present on-site during construction



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BACKGROUND INFORMATION

Mill & Overlay 2010

Grading 1939 to 1941

Most structures built 1920 to 1941



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OPPORTUNITIES TO IMPROVE SAFETY

Vertical Curves (Hills and dips)
Narrow Shoulders



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CRASHES FROM 2011 TO 2015

Statewide Crash Rate Rural Minor Arterial = 1.78

SD20 Crash Rate = 0.729

SD15 Crash Rate = 3.66

4 Injury Crashes

6 Run off the Road Crashes

17 Total Crashes

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TRAFFIC

The amount and type of traffic determines design

2015 ADT SD20 = 1784
2040 Projected = 2364

2015 ADT SD15 = 1154
2040 Projected = 1241



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BRINGING ALL THE INFORMATION TOGETHER

This safety funded project was originally programmed due to:

- lack of shoulders
- high number of run off the road crashes

During the planning phase we also determined that:

- all pipe, bridges, and boxes need to be replaced
- hill flattening is needed to lengthen passing zones

Reconstruction will be best use of funds

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WHAT'S THE PLAN?

Full reconstruction of roadway

Replace all pipe culverts, box culverts, and bridges

Gravel surfacing with dust control treatment (final surfacing the following year)

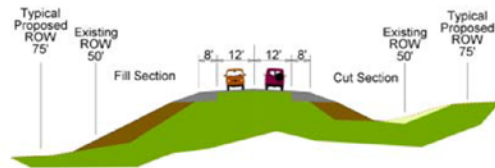
Widen shoulders



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PROPOSED ROADWAY



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ACCESS MANAGEMENT (ENTRANCES)

To provide safe, efficient access to streets and highways

Limit number of direct accesses to major roadways

Safe locations

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ENCROACHMENTS



What are they?

Examples:

- Signs
- Private Use (Parking)
- Landscaping

Regulations & Safety

Owners will be notified

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PUBLIC UTILITIES



Some may need to be relocated
Owners may be contacted by utility company

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PRIVATE UTILITIES?



Any known private utilities?
Contact SDDOT

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ENVIRONMENTAL, SOCIAL, AND ECONOMIC CONCERNS



NEPA (National Environmental Policy Act of 1969)

- Social
- Economic
- Environmental Concerns
- Public Involvement

Federal Funding Mandates Compliance

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ENVIRONMENTAL, SOCIAL, AND ECONOMIC CONCERNS



Section 4(f) Property

- Historic sites
- Parks and recreation
- Wildlife refuges

Section 106

- Historic & archaeological properties
- Cultural survey will be completed

Contaminated materials

- None identified to date

Any Known Locations?

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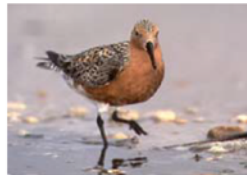
ENVIRONMENTAL, SOCIAL, AND ECONOMIC CONCERNS



Threatened and Endangered Species

- Mammals: Northern Long-eared Bat
- Birds: Rufa Red Knot
- Invertebrate: Poweshiek Skipperling, Dakota Skipper
- Fish: Topeka Shiners

Efforts to avoid adverse impacts



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ENVIRONMENTAL, SOCIAL, AND ECONOMIC CONCERNS



Wetlands

- Federal Regulations
- Consultant will Develop Wetland Impact Determination
- Wetland Mitigation Program
- Interested? Fill Out Wetland Mitigation Registry Form



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WHERE WILL TRAFFIC GO DURING CONSTRUCTION?

Road will be closed

Local traffic and emergency vehicle access maintained

Car traffic detoured on local roads

Truck traffic detoured to state highways

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TENTATIVE PROJECT SCHEDULE

Landowner Meetings	Summer 2017
Complete Design Phase	Spring 2018
ROW Acquisition Phase	Summer 2018
Construction Phase	Spring 2020
Final Surfacing	Spring 2021
Estimated Cost of Construction	\$19.331 Million
Estimated Cost of Final Surfacing	\$5.147 Million

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FUTURE PROJECT TO THE NORTH

Project Limits

SD15 From the junction with SD20/SD158 to Milbank



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QUESTIONS OR COMMENTS

Please Submit Questions or Comments by
September 12, 2016 to:

Megan Steever

South Dakota Department of Transportation
Sioux Falls Area Office
5316 West 60th Street North
Sioux Falls, SD 57107
Megan.Steever@state.sd.us

Public Meeting Information @

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



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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:

Brooke White, SDDOT Access Management Engineer, 5316 W. 60th St. N, Sioux Falls, SD 57107; Phone: 605-367-4970 Ext. 1802120; E-Mail: Brooke.White@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 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 John Keyes of the SDDOT Right of Way Program in Pierre. His phone number is 605-773-2911. 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 "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? If you have drain tile, do you have a tile map?
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:

Matt Brey, Area Engineer
SDDOT Watertown Area Office
5000 9th Ave SE
Watertown, SD 57201
Phone: (605) 882-5166; E-Mail: Matt.Brey@state.sd.us



Environmental, Social & Economic Impacts

Environmental, Social & Economic Impacts

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**

Section 4(f) refers to the original section within the USDOT of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. **At this juncture, the identification of any private historical sites that may be impacted by project will be of the most benefit to the local landowner.**

➤ **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, which will include districts, sites, structures, and objects of historic & archaeological significance. This will also include tribes that may attach religious or cultural importance to them. A cultural resources survey will be completed to ensure that historical landmarks will be preserved. Any information regarding the location of archaeological sites would be helpful. **The State Historic Preservation Office (SHPO) will make a Section 106 determination for this project.**

➤ **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 Grant and Deuel Counties:

- Mammals: Northern Long-eared Bat
- Birds: Rufa Red Knot
- Invertebrate: Poweshiek Skipperling, Dakota Skipper
- Fish: Topeka Shiners

Awaiting a final determination, but at this time no impacts to these species are anticipated.

➤ **Contaminated Materials**

No contaminated materials have been identified along the project, to date. If you have information on contaminated materials, or underground/above ground storage tanks that could be encountered during construction, please let us know.

➤ **Wetlands**

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. **Wetlands may be impacted by these projects.** If you are interested in creating or restoring wetlands on your property, please complete the Wetland Mitigation Registry Form in the handouts.



Environmental, Social & Economic Impacts

The 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

- For additional information, please contact :

Tom Lehmkuhl, Engineer Supervisor
SDDOT Project Development Office
700 E. Broadway Ave.
Pierre SD 57501

Phone: 605-773-3721; E-Mail: Tom.Lehmkuhl@state.sd.us



Wetland Mitigation Registry Form

When we fill in or impact a wetland, Federal regulations require that we create an equal or greater amount of wetlands to replace those impacted by constructed. This means that we must dig a hole to build a new wetland, restore a wetland that was previously drained, or add onto or enhance existing wetlands to make them more productive.

The South Dakota Department of Transportation (SDDOT) may share in the cost of wetland creation/restoration, if the wetland can be used to replace or recreate wetlands impacted by highway construction.

SDDOT will avoid wetland impacts when possible, but since we are widening the roadway by adding shoulders for safety we definitely will be impacting wetlands along this road. In order to make this road safer for you, we need your help in identifying and enhancing wetlands. Wetland issues can hold up a project for many years until suitable replacement sites are found.

If you are interested in creating or restoring wetlands on your property, please complete the attached form and mail to: Tom Lehmkuhl, 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.



Advanced Utility Coordination

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:

Levi Briggs, Utility Coordinator
SDDOT Road Design Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone 605-773-3433; E-Mail: Levi.Briggs@state.sd.us

Send to: Megan Steever, Road Design Engineer
E-Mail Address: Megan.Steever@state.sd.us
South Dakota Department of Transportation
5316 West 60th St. North
Sioux Falls, SD 57107