



**Public Meeting/  
Open House  
January 28, 2014**

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**PROJECT NH 0034(160)386 PCN 02R6  
and  
PROJECT NH 0034(163)387 PCN 03TC  
LAKE COUNTY**

**SD Highway 34 in Madison  
(from the N US81 Jct to Washington Ave, and from NE 2<sup>nd</sup>  
Street to the beginning of the Divided Section)**

**Grading, Storm Sewer, Curb & Gutter, Sidewalk,  
Traffic Signals, Lighting, and PCC Surfacing**

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.

# SD Hwy 34 Public Meeting

Project NH 0034(160)386, PCN 02R6  
from the N US81 Jct. to Washington Avenue  
Project NH 0034(163)387, PCN 03TC  
from NE 2<sup>nd</sup> Street to the beginning of Divided Section

January 28, 2014

Bill Moran, PE  
HR Green, Inc.



## Why Are We Here?

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



## Project Map



## Background Information

### PCN 02R6 – 2<sup>nd</sup> Street

- Constructed in 1972
- 2012 ADT = 6644
- 2032 Projected ADT = 8464
- 5.7% Average Truck Traffic

### PCN 03TC – Washington Ave

- Constructed in 1978
- 2012 ADT = 7047
- 2032 Projected ADT = 8979
- 6.5% Average Truck Traffic



## Accident Data

### PCN 02R6 – 2<sup>nd</sup> Street

Jan 2010 through Dec 2012:

- 12 Total Crashes
  - 8 Failure to Yield
  - 2 Bicycle related
  - 2 Other

Weighted Accident Rate = 2.47

### PCN 03TC – Washington Ave

Jan 2010 through Dec 2012:

- 15 Total Crashes
  - 8 Failure to Yield
  - 1 Fixed Object
  - 6 Other

Weighted Accident Rate = 2.37

Statewide Crash Rate Average = 2.41  
(Urban Principal Arterial)



## Highway Deficiencies

- Deteriorated Pavement
- Drainage
- ADA Accessibility



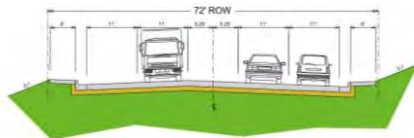
## Project Scope

- Grading
  - Curb and Gutter
  - Storm Sewer
  - PCC Surfacing
  - Intersection Improvements
  - Retaining Walls
  - Sidewalk
  - Lighting
  - Utility Coordination
- Not anticipating modifying Silver Creek box culvert that was reconstructed in 2008

## Signals

- PCN 02R6 – 2<sup>nd</sup> Street**
  - Intersection with Egan Ave
    - Install Pedestrian push button poles and countdown timers
  - Intersection with Washington Ave
    - Relocate signal pole in SE quadrant
  - Signed Pedestrian Crosswalks
- PCN 03TC – Washington Ave**
  - Railroad Crossing Signal
  - Signed Pedestrian Crosswalks

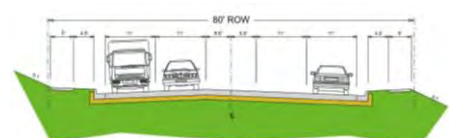
## Proposed Typical Section



**PCN 02R6 – 2<sup>nd</sup> Street**  
(Highland Ave to Blanche Ave)

- Two 11-foot lanes in each direction
- One 10.5-foot shared, center turn lane
- Attached 6-foot sidewalk

## Proposed Typical Section

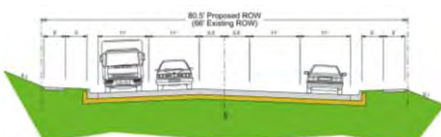


**PCN 02R6 – 2<sup>nd</sup> Street**  
(Blanche Ave to Washington Ave)

**PCN 03TC – Washington Ave**  
(2<sup>nd</sup> Street to 4<sup>th</sup> Street)

- Two 11-foot lanes in each direction
- One 11-foot shared, center turn lane
- 4.5-foot grass boulevard, 5-foot sidewalk

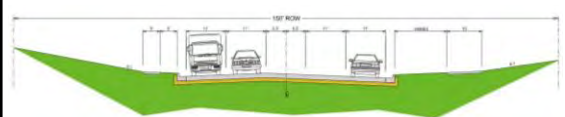
## Proposed Typical Section



**PCN 03TC – Washington Ave**  
(4<sup>th</sup> Street to 10<sup>th</sup> Street)

- Two 11-foot lanes in each direction
- One 11-foot shared, center turn lane
- 5-foot grass boulevard, 5-foot sidewalk

## Proposed Typical Section



**PCN 03TC – SD Highway 34**  
(Washington Ave to divided section)

- Two 11-foot lanes in each direction
- One 11-foot shared, center turn lane
- 5-foot grass boulevard, 5-foot sidewalk on north side
- Variable boulevard, 10-foot shared use trail on south side

## Right of Way

### PCN 02R6 – 2<sup>nd</sup> Street

- Existing Width
  - 72-feet from Highland Ave to Union Ave
  - Varies from 72-feet to 80-feet between Union Ave and Blanche Ave
  - 80-feet from Blanche Ave to Washington Ave
- Temporary Construction Easements
- Permanent Easements

### PCN 03TC – Washington Ave

- Existing Width
  - 80-feet from NE 2<sup>nd</sup> Street to 4<sup>th</sup> Street
  - 66-feet from 4<sup>th</sup> Street to 10<sup>th</sup> Street
    - Purchase 14.5-feet of ROW on SD34
  - 150-feet from Washington Ave to the beginning of the divided section
- Temporary Construction Easements
- Permanent Easements

## Encroachments

- Encroachments – Private Property located within the Public Right of Way
  - Federal Highway Regulations
  - Safety
  - Statewide Consistency
- Existing Encroachments
  - Signs
  - Landscaping
  - Fences
  - Trees
- Property Owners with Encroachments will be notified

## Construction Sequencing

- Maintain traffic head-to-head
- Constructed in phases
- Detour route for highway through traffic

## Environmental, Social & Economic Impacts

- Project will comply with all state and federal environmental regulations
  - Involves 4(f) / 6(f) with City Park property
- See Handout for more information

## Utility Coordination

- Existing utilities may need to relocate facilities
- Utility Companies would negotiate easements with landowners as needed
- City of Madison will be doing a concurrent project to replace water main and sanitary sewer

## 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

## Landowner Meetings

- Held with individual affected landowners
  - Driveway locations/widths
  - Fence
  - Drainage
  - Trees
  - Encroachments
  - Retaining walls
  - ROW needs
- Landowners will be contacted by SDDOT to schedule an appointment

## Tentative Project Schedule

Public Meeting	January 28, 2014	
	<b>PCN 02R6 - 2<sup>nd</sup> Ave</b>	<b>PCN 03TC - Washington Ave</b>
Preliminary Design	November 2013	Mar-Aug 2014
Landowner Meetings	April 2014	November 2014
Final Design	May-Oct 2014	Dec 2014-July 2015
ROW / Easement Acquisition	2015	2016
Construction	2016	2017

## Questions or Comments?

Please send Comment Forms or Letters by  
**February 11, 2014** to:

Bill Moran  
HR Green, Inc.  
431 North Phillips Ave, Suite 400  
Sioux Falls, SD 57501  
Email: [wmoran@hrgreen.com](mailto:wmoran@hrgreen.com)

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



## 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

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 Rapid City. His phone number is 605-394-1626. 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: Bill Moran  
HR Green, Inc.  
431 N Phillips Avenue, Suite 400  
Sioux Falls, SD 57104  
E-Mail Address: [wmoran@hrgreen.com](mailto:wmoran@hrgreen.com)