



**Public Meeting/
Open House
January 14, 2016**

SD Hwy 37

PH 0037(139)11 Bon Homme County PCN 04HJ
From North of Springfield to SD Hwy 50
Shoulder Widening, Culvert Extensions, Pipe
Repair, Replace Str (RCBC)

SD Hwy 52

PH 0052(05)315 Bon Homme County PCN 04HK
From SD Hwy 37 to SD Hwy 50
Grading, Interim Surfacing, Replace Str (RCBC)

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



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.

Public Meeting

Bon Homme County

SD Highway 37

From Springfield to
SD Hwy 50

PH 0037(139)11

PCN 04HJ

SD Highway 52

From SD Hwy 37 to
SD Hwy 50

PH 0052(05)315

PCN 04HK

Lucas A. Johnson, PE
Johnson Engineering Company
January 14, 2016

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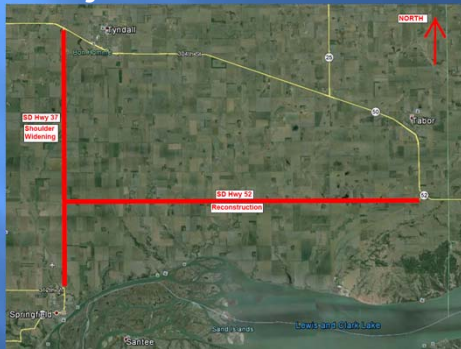
Purpose of the Meeting

- Involve the public in the planning and design process
- Provide a Project Overview
 - Background Information
 - Proposed Project
 - Project Schedule
- Gather Input and Comments

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Project Limits/Location



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Background Information

- SD Highway 37
 - Grading in 1942
 - Resurfaced in 2004
 - Rumble strips in 2010
- SD Highway 52
 - Grading in the early 1950s
 - Resurfaced in 1999
 - Structure replacements in 2005

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Traffic

- 2014 Average Daily Traffic (ADT)
 - SD Hwy 37 = 1527
 - SD Hwy 52 = 876
- 2040 Projected ADT
 - SD Hwy 37 = 2062
 - SD Hwy 52 = 1182
- Average Truck Traffic
 - SD Hwy 37 = 11.5% (176)
 - SD Hwy 52 = 14.3% (125)

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Crash History – 2010 to 2012

SD HWY 37

Weighted Accident Rate = 1.38

Statewide Average for Rural Minor Arterial = 1.77
(crashes per million vehicle miles of travel)

Accident Types

- 11 Animal collisions
- 2 Left roadway – hit object off road or rollover
- 2 Rollovers in the ditch
- 1 Medical related
- 1 Trailer turned over due to wind
- 1 Weather related

0 Fatality Accidents

4 Injury Accidents

SD HWY 52

Weighted Accident Rate = 3.14

Statewide Average for Major Collector = 2.18
(crashes per million vehicle miles of travel)

Accident Types

- 19 Animal Collisions
- 5 Rollovers in the ditch
- 4 Hit object off road
- 1 Weather related

0 Fatality Accidents

4 Injury Accidents

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Highway Deficiencies

- Narrow Roadway and Shoulders (24' SD Hwy 37 & 22' SD Hwy 52)
- Vertical Curves on SD Hwy 52 have insufficient sight distance
- Steep inslopes

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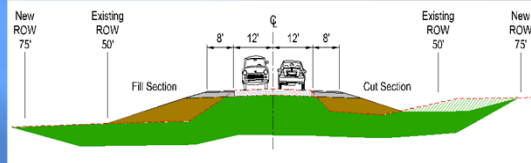
Proposed Improvements

- Widen Roadways – 6 ft (Hwy 52) or 8 ft (Hwy 37) shoulders and flattened inslopes
- Reconstruction of vertical curves on SD Hwy 52 due to lack of sight distance
- Replace or Extend Culverts
- Replace fence
- Left turn lane added for southbound SD Hwy 37 traffic turning onto eastbound SD Hwy 52

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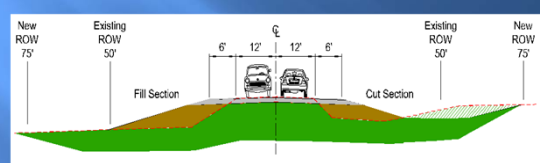
Proposed Typical Section SD Highway 37



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Proposed Typical Section SD Highway 52



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Access Management

- To provide safe, efficient access to streets and highways
- Limit number of direct accesses to major roadways
- Provide adequate spacing between driveways and cross roads
- Will be discussed further at Landowner Meetings

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See Handout



Right of Way (ROW)

- Existing Width
 - SD Hwy 37 - 100 ft.
 - SD Hwy 52 – Typically 99 ft.
- Purchase additional ROW
 - 150 ft. is desired width – may be restricted in some locations (buildings, existing improvements, etc.)
 - Will accommodate finished shoulder and standard ditch section
- Temporary Easements as needed for construction

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See Handout



Encroachments

- **Encroachments - Private Property Located Within the Public ROW**
 - Federal Highway Regulations
 - Safety
- **Examples of Encroachments**
 - Signs
 - Private Use (Parking)
 - Landscaping Items
- **Encroachment surveys completed in 2014**

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See Handout



Utility Coordination

- **Some Utilities may need to be relocated**
- **Utility Companies may negotiate easements with landowners as needed**
 - ❖ East River Electric Coop.
 - ❖ Bon Homme – Yankton Electric Assoc.
 - ❖ B-Y Water District
 - ❖ Golden West Communications
 - ❖ Century Link Communications
 - ❖ Ft. Randall Telephone Co.
 - ❖ Coop Farmers Inc.

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Utility Coordination

- **Any Known Private Utilities?**
 - Waterlines
 - Drainfields
 - Septic Tanks
 - Underground Storage Tanks
 - Underground Power Lines
- **Contact SDDOT**

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Environmental, Social & Economic Concerns

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

The project was reviewed to determine potential impacts to Section 4(f) properties, i.e. publicly owned parks, recreational areas, wildlife & waterfowl refuges, or public & private historical sites. **A determination of any Section 4(f) properties along the route is yet to be determined.**

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.

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See Handout



Environmental, Social & Economic Concerns

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. No historic properties were identified during a cultural resources survey of the project. **A Section 106 determination will be made by the State Historic Preservation Office (SHPO) if any historic sites along the routes will be affected.**

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.

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See Handout



Environmental, Social & Economic Concerns

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 Bon Homme County:

- Birds: Whooping Crane, Least Tern, Rufa Red Knot
- Mammals: Northern Long-eared Bat
- Fish: Topeka Shiners, Pallid Sturgeon

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

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Construction Traffic Control

SD Hwy 37

- Road to remain open during construction
- Traffic to be controlled with signs, flaggers, and pilot car

SD Hwy 52

- Closed to thru traffic
- Detour route along Hwy 50 and Hwy 37

Resurfacing Hwy 37 & Hwy 52

- Thru traffic controlled with flaggers and pilot cars

Access will be maintained

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Landowner Meetings

- **Summer 2016**
 - Will be contacted to schedule appointment
- **Held with individual landowners adjacent to the project**
 - Driveway location / widths
 - Fence
 - Drainage
 - Trees
 - Temporary Easements or ROW acquisition

See Handout

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Tentative Project Schedule

Dependent on Federal Funding

Landowner Meetings	Summer 2016
Final Design	2016
ROW Acquisition Process	2017
Construction	2019 - Hwy 37 2020 - Hwy 52
Final Surfacing	2021
Estimated Cost:	Hwy 37 - \$6.5 mil Hwy 52 - \$14.6 mil Surfacing - \$8.6 mil

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Questions or Comments

Please Submit Questions or Comments by
January 28, 2016 to:

Neil Schochenmaier
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, SD 57501
Neil.Schochenmaier@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. North, Sioux Falls, SD 57107 Phone: 605-367-4970 Ext. 2120; 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 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 "**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/>



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:

Rod Gall, Area Engineer
SDDOT Yankton Area Office
1306 West 31st
Yankton, SD 57078
Phone: (605)668-2929 ext. 101; E-Mail: rod.gall@state.sd.us



Environmental, Social & Economic Impacts and Advanced Utility Coordination

Environmental, Social & Economic Impacts

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

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



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: 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.



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?
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.

