



Public Meeting/

Open House

April 28, 2014

**PROJECT P-PH 0014(179)419 PCN 027B
BROOKINGS COUNTY**

**US 14 from Main Ave. to Medary Ave. & the
Intersection of US 14 & 12th Ave. in Brookings, SD**

**Grading, Curb & Gutter, Storm Sewer, Traffic
Signals, ADA, Sidewalk, Roadway Lighting & 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.



Public Meeting

US Highway 14 (6TH Street)
from Main Ave to Medary Ave
Urban Reconstruction Project
Brookings, SD
P-PH 0014(179)419 PCN 027B

Mark Leiferman
Chief Road Design Engineer

April 28, 2014

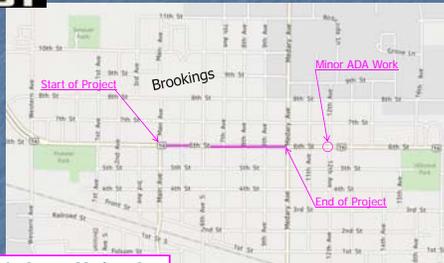


Why are we here?

- Involve You, the traveling Public
 - Discuss concerns, Exchange ideas
- Project Overview
 - Background Information
 - Proposed Project
 - Schedule



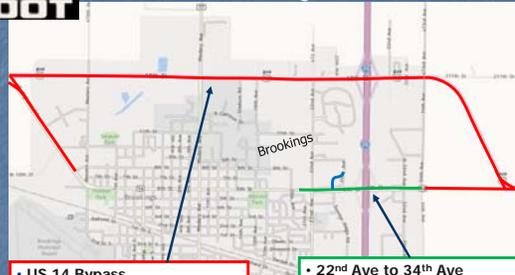
Project Limits



- Main Ave to Medary Ave
- 12TH Ave ADA Work
- 2017
- \$3 Million



Other Projects



- US 14 Bypass
- PCN 035U, 035T & 04D3
- Mill & Overlay, Widening & Exit 133 Ramp Modification
- 2015

- 22nd Ave to 34th Ave
- PCN 04TV & 546N
- Urban Reconstruction
- 2015 (04TV), 2016 (546N)



Background Information

- Main to Medary – Reconstructed in 1964
 - Joint & Spall Repair last done in 1997
- Current Average Daily Traffic (ADT) – 7,956 Year 2013
- Current Truck Traffic – 1.9%
- Projected ADT – 9,189 Year 2033



Crash History 2011 to 2013

Total Crashes:	45
<small>(23 are Rear End Crashes)</small>	
Fatal	0
Injuries	8
Property Damage	37

Weighted Accident Rate = 7.69 (2013)
State Average for Urban Minor Arterial = 2.58



Project Purpose

- Pavement Replacement (50+ Years Old)



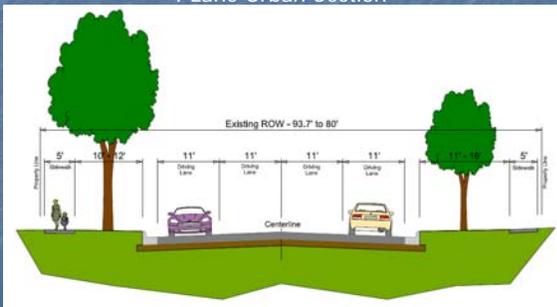
Project Scope

- Grading, Storm Sewer, Sidewalk, Roadway Lighting, Traffic Signals, ADA and PCCP Surfacing
 - Provide Two Way Left Turn Lane
 - Traffic Signals at 5th and 7th (not warranted)
 - Access Management
 - ADA Improvements (Including 12th Ave)
 - Upsize Storm Sewer (Master Drainage Plan)
- City Utility Project
 - Water, Sanitary Sewer



Existing Typical Section

4 Lane Urban Section*



*Main Ave to 5th Ave has 5 - 12' Lanes



Trees

- 39 Trees Were Identified Along the Project
 - Within existing ROW
- 9 are Elm and 5 are Ash Trees
 - Dutch Elm Disease and Emerald Ash Borer make these tree species less desirable
- Proximity of Trees to Construction Activity will cause too Much Root Damage to Save
 - Need at least 6' from proposed curb to tree
 - Compaction of soil bad for roots
 - Additional disturbance from underground utilities (storm sewer, sanitary, water)

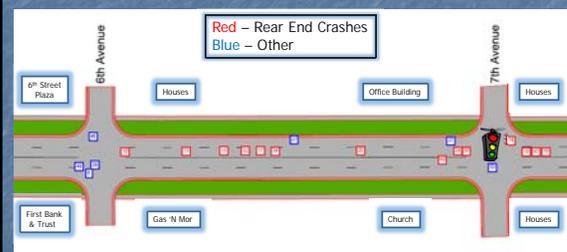


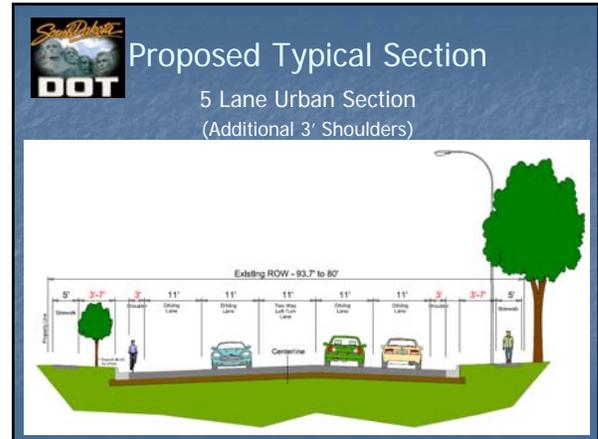
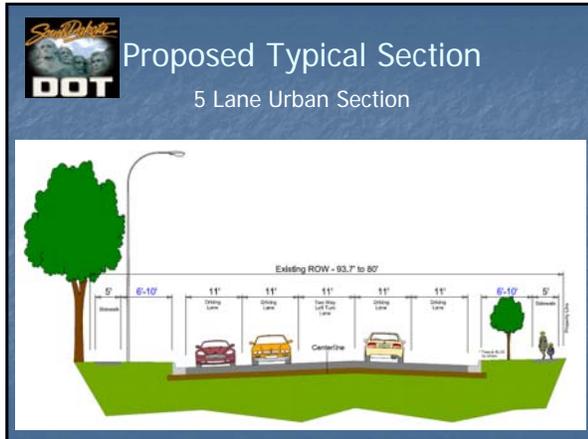
Alternatives Considered

- Existing lane configuration
 - Does not address crash history
- Widening to 5 lanes only where needed
 - Only 2 blocks along entire corridor would be 4 lane
 - Corridor continuity is an important safety factor
- 3 lane section (Similar to 8th Street South)
 - Would not meet capacity needs
 - Corridor continuity
 - Increased delay



Crash Locations 2011 to 2013





- ### Access Management
- To provide safe, efficient access to streets and highways
 - Limit number of direct accesses to major roadways
- See Handout

- ### Right-of-Way (ROW)
- Existing ROW Width
 - 93.7' from Main to 7th, down to 80' at Medary
 - Permanent Easements Needed
 - Curb Ramps
 - Roadway Lighting
 - Temporary Easements (as needed)
- See Handout

- ### Right-of-Way (ROW)
- Encroachments – Private property, such as signs, buildings or private utilities located within the public ROW
 - Federal Highway Regulations
 - Safety
 - Owners of encroachments will be contacted by Watertown Area Personnel
- See Handout

Environmental, Social & Economic Concerns

Section 4(f) Property
 Project action will include all possible planning to avoid and minimize harm to publicly owned parks, recreational areas, wildlife & waterfowl refuges, or public & private historical sites.

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. A portion of the project borders the Brookings Central Residential Historic District and the Brookings University Residential Historic District. The State Historic Preservation Officer (SHPO) has determined that this project will have No Adverse Effect on historic properties.

Contaminated Materials
 Project undertaking will take into account contaminated soils with relation to existing aboveground and underground storage tanks within or adjacent to project's area of potential effect.

See Handout



Environmental, Social & Economic Concerns

Threatened & Endangered Species

According to the U.S. Fish & Wildlife Service, the following species are known to occur in Brookings County:

- Topeka Shiner (fish)
- Western Prairie Fringed Orchid (plant)

Wetlands

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

See Handout



Construction Traffic Control

- 6th Street will be closed to traffic in phases
 - Similar to reconstruction of Western Ave. to Main Ave.
- Residences adjacent to the project will need to use side streets/alleys during construction
- Businesses will have accesses maintained throughout the construction process
- Main Ave and Medary Ave intersections will remain open during construction



Landowner Meetings

- Late Summer/Fall (2014)
- Held with individual landowners
 - Driveway Location/widths
 - Drainage
 - Trees
- Landowners will be contacted by SDDOT to schedule an appointment



Tentative Project Schedule

Dependent on Federal Funding

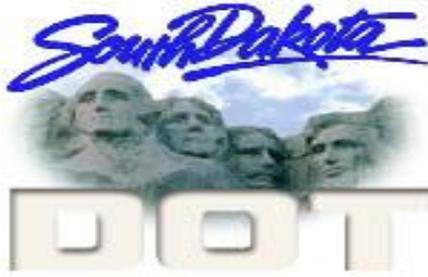
- Landowner Meetings (Summer/Fall 2014)
- Final Design (Spring 2015)
- ROW Acquisition Process (2015/2016)
- Letting – February 2017
- Construction – Begin Spring 2017

Questions or Comments?

Please Submit Questions or Comments by May 12, 2014 to:

Cary Cleland, Road Design Engineering Supervisor
Cary.Cleland@state.sd.us
South Dakota Department of Transportation
5316 W 60th St N
Sioux Falls, SD 57107

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



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:

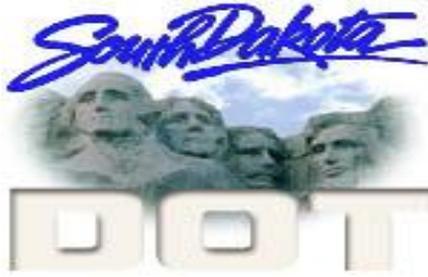
- Making sure that drivers can get in and out of businesses without being blocked by other traffic
- Making the highway more attractive by reducing congestion
- Extending the business' effective service area by reducing travel times

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. Sioux Falls, SD 57107
Phone: 605-367-4970 Ext. 2114; 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:

Ron Sherman, Area Engineer
SDDOT Watertown Area Office
PO Box 1446
Watertown, SD 57201
Phone: (605) 882-5166; E-Mail: Ron.Sherman@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 :

Terry Keller, Engineer Supervisor
SDDOT Project Development Office
700 E. Broadway Ave.
Pierre SD 57501
Phone: 605-773-3721; E-Mail: 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 Road Design Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone 605-773-3433; E-Mail: 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.

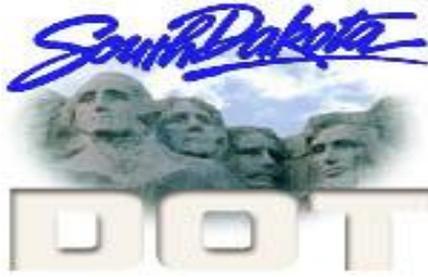
Name: _____

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.



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.

