



## **Public Meeting/ Open House**

**February 18, 2014**

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### **PROJECT NH PH 0018(180)420 PCN 036A Turner & Lincoln COUNTIES**

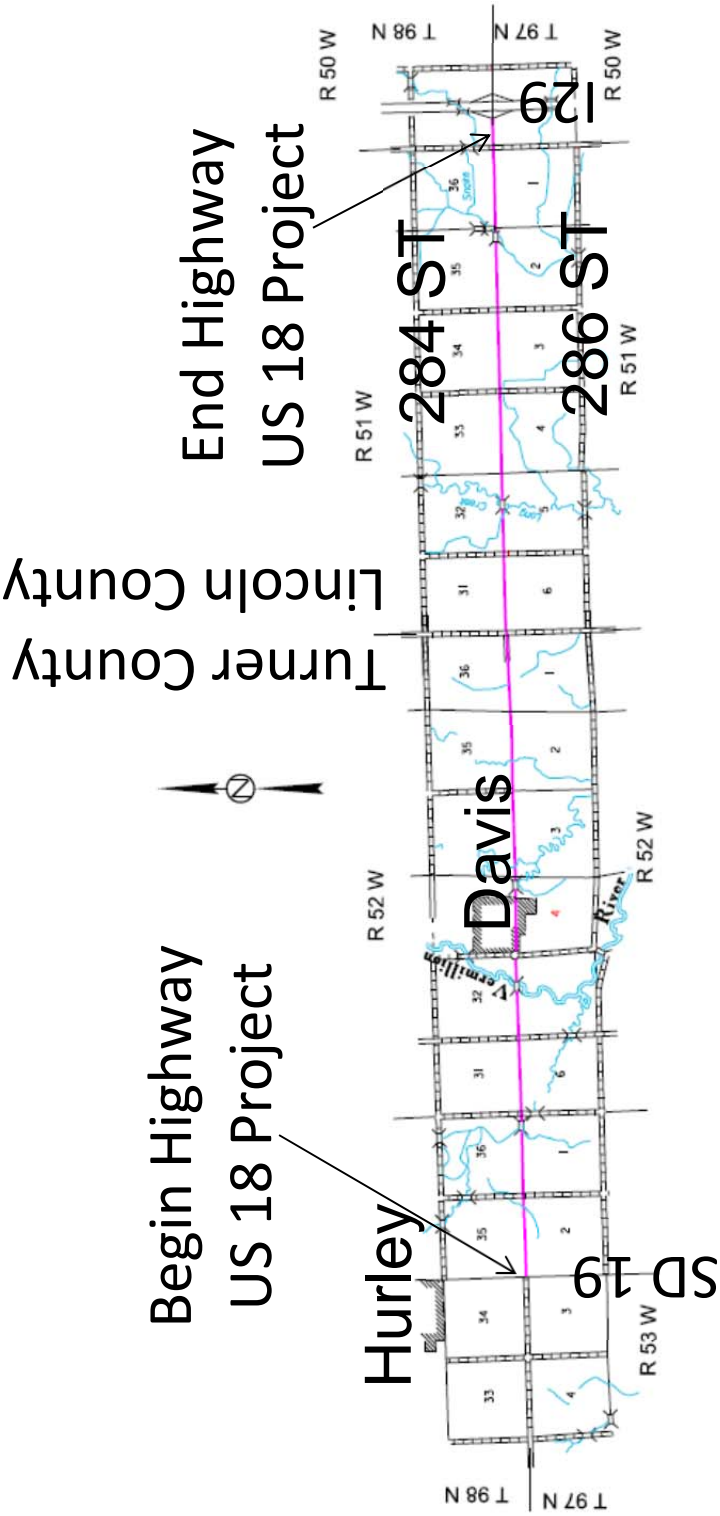
**US 18 from SD 19 to I29**

### **Shoulder Widening, Spot Grading, Structure Replacement, Culvert Repair, Erosion, Repair, & Cold Milling Asphalt Concrete**

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.

Project Location





# Public Meeting

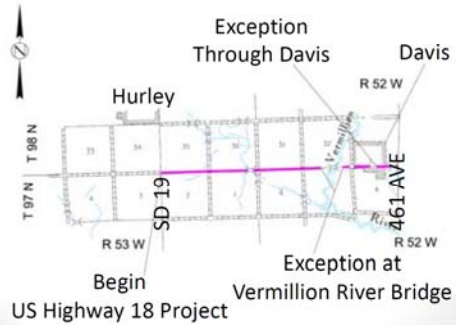
February 18, 2014

US Highway 18 from SD19 to I29  
Turner & Lincoln Counties  
NH-PH 0018(180)420 PCN 036A

Cary Cleland  
Engineering Supervisor Sioux Falls Road Design

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## Project Limits



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## Project Limits



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## Why are we here?

- Involve Public in Design Process
  - Exchange of Ideas
  - Discuss Concerns
- Review
  - Project Scope
  - Preliminary Project Layouts
  - Schedule

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## Background Information

### US 18 from SD 19 to Davis

- Constructed in 1949
- Last Surface Improvement – Overlay 2001
- Structure replacement – Vermillion River Bridge 2013

### US 18 from Davis to I29

- Constructed in 1953
- Last Surface Improvement – Overlay 1997

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## Background Information

### Traffic Data (ADT – Average Daily Traffic)

- Current (2012) 1,129
- Projected (2032) 1,697
- Trucks 17.3%

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## Crash History

2010 - 2012

Crash Type	Number of Crashes
Angled Intersection	3
Head-on	1
Fixed Object	5
Run-off-the-road	4
Sideswipe	2
Animal Strike	7
Total Crashes	22

Crash Rate = 3.75

Statewide Average (Rural Principal Arterial) = 1.73

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## Deficiencies

- Narrow roadway – 2' shoulders
- Bridges and box culverts nearing end of service life
- Deteriorated pavement
- Some culverts deteriorated

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## Proposed Project Improvements

- Shoulder Widening
- 12' Driving Lanes
- 6' Shoulders
- 2 grading segments to improve sight distance
- 2 grading segments at bridge approaches
- Mill and Asphalt Concrete Overlay (Includes Davis)
- Borrow sites will be needed

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## Proposed Project Improvements

- Replace structures
  - Retain structure 1300' West of Delaware Reformed Church
- Replace and/or extend pipe culverts
- Reconstruct approaches and replace approach pipe
- Review for Turn Lanes at 463<sup>rd</sup>

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## Proposed Project



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## Right-of-Way

- Additional Right-of-Way (ROW) will be acquired
  - Current 50' from centerline
  - Future 75' from centerline
- Reduced ROW width at farmsteads/homes/businesses will be reviewed
- Temporary Easements for construction

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See Handout

## Encroachments

- Private property located within public right-of-way
- Common Encroachments
  - Signs
  - Fence
  - Landscaping
- Property Owners of Encroachments will be notified by the SDDOT Sioux Falls Area Office

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See Handout

## Access Management

- Provide safe, efficient access to streets and highways
- Restricts number of direct access points to major roadways
- Provides adequate spacing for driveways and cross roads

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See Handout

## Utilities

- Some existing utilities will need to be relocated
- Utility Companies will negotiate easements as needed

Southeastern Electric  
Xcel Energy  
East River Electric Power Cooperative  
Knology  
AT&T  
Century Link  
Golden West Communications  
Midcontinent Communications  
T-M Rural Water  
South Lincoln Rural Water

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See Handout

## Environmental

- This project is being developed in accordance with applicable State and Federal environmental regulations
- In accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, coordination has been initiated with State & Federal resource agencies.

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See Handout

## Environmental

- A cultural resources survey will be conducted along the US18 project corridor
- The project is being reviewed to determine extent of wetland impacts
- Threatened Species – Topeka Shiner

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See Handout

## Construction Traffic Plan

### Phase 1—

- Shoulder Widening from SD 19 to 461<sup>st</sup> Avenue
- Local traffic maintained from Davis to I29
- Detour



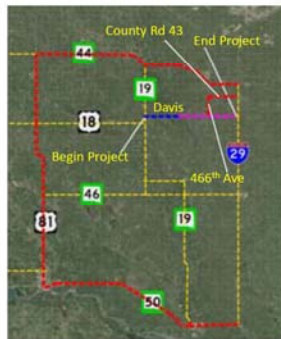
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## Construction Traffic Plan

### Phase 2 –

- Shoulder widening from 461<sup>st</sup> Avenue to I29
- Local traffic maintained from SD19 to Davis
- Detour



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## Construction Traffic Plan

### Phase 3 –

- Mill and AC Overlay from US81 to I29 (Separate Project in 2018)
- Traffic Maintained



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## Landowner Meetings

- Held with individual affected landowners
  - Driveway location/widths, fence, drainage, trees, etc.
- Summer 2014
- Landowners will be contacted by SDDOT

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See Handout

## Tentative Project Schedule

Public Meeting	February 18, 2014
Landowner Meetings	Summer 2014
Final Design Completed	Winter 2014
ROW Acquisition Process	2015
Letting	Winter 2016
Construction	2017
Mill and Asphalt Resurfacing	2018
(Separate Project – US 81 to I29, including Davis)	

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## Estimated Construction Costs

US 18 from SD19 to I29 (2017)  
\$6.851 Million

Asphalt Surfacing (Separate Project  
2018 - US81 to I29, including Davis)  
\$10.146 Million

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## Questions?

Please Submit Questions or Comments by  
**March 4, 2014 to:**

Megan Steever, Road Design Engineer  
**Megan.Steever@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>

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## 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.



## Encroachments in ROW

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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:

Travis Dressen, Area Engineer  
SDDOT Sioux Falls Area  
5316 W. 60<sup>th</sup> St. N  
Sioux Falls, SD 57107  
Phone 605-367-5680; E-Mail: [Travis.Dressen@state.sd.us](mailto:Travis.Dressen@state.sd.us)



## 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)

