



Public Meeting/

Open House

May 2, 2013

**PROJECT IM 0293(96)73 PCN 01QS
PROJECT IM 2292(90)0 PCN 020Q
PROJECT P1360(01) PCN 03YF
CIP NUMBER 515099**

LINCOLN & MINNEHAHA COUNTY

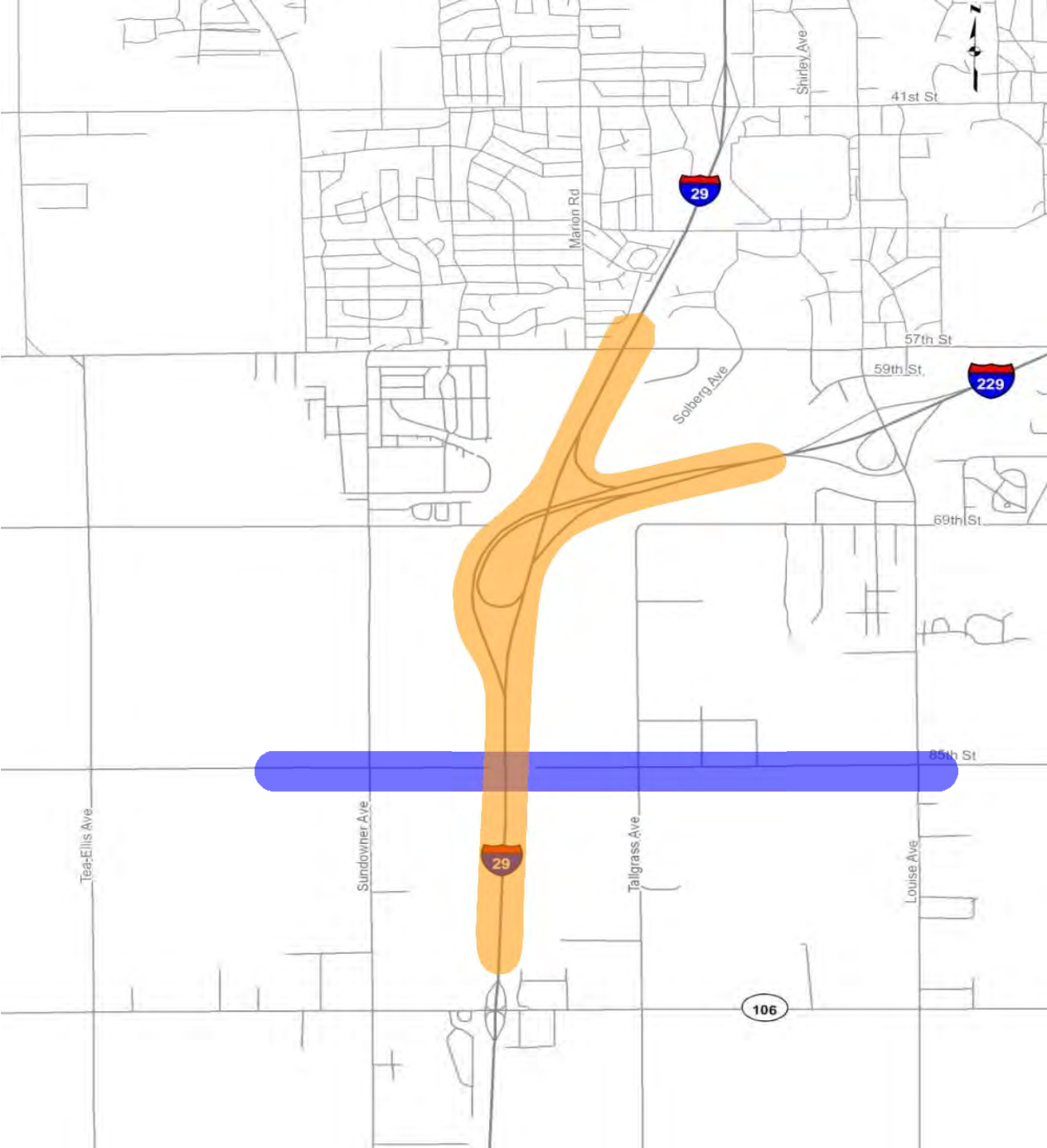
**I-29 from north of Exit 73 (Tea) to north of 57th St
I-229 from I-29 to Louise Ave
85th St from Louise Ave through Sundowner Ave**

**Grading, PCC Pavement, Asphalt Pavement,
Curb & Gutter, Storm Sewer, Lighting, Traffic
Signals, Permanent Signing and Structures**

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



I-29 and I-229 Reconstruction and 85th Street Urban System Project

Environmental Assessment
Preliminary Engineering



Meeting Agenda

- **Introductions**
- **Overview of the Information Meeting**
- **Information on the Proposed Project**
- **Introduce the Alternatives and Environmental Process**
- **Open House**



Project Area

- **I-29: North of Tea Interchange to North of 57th Street**
- **I-229: I-29 to Louise Avenue**
- **85th Street: Sundowner Avenue to Louise Avenue**
- **Crossing Connects Projects – Need to Coordinate**



Purpose of the Projects

- **I-29: Interstate Condition – Deteriorated (Recent Treatment has 5 Year Life)**
- **I-29: Changes Require Improvements be Made:**
 - Nearby Land Develops = More Traffic/ Congestion
 - Regional Traffic Growth = More Traffic/ Congestion
 - Design Standards have Changed
- **85th Street:**
 - Provide East-West Connectivity (MPO Primary Goal)
 - Increase Regional Capacity



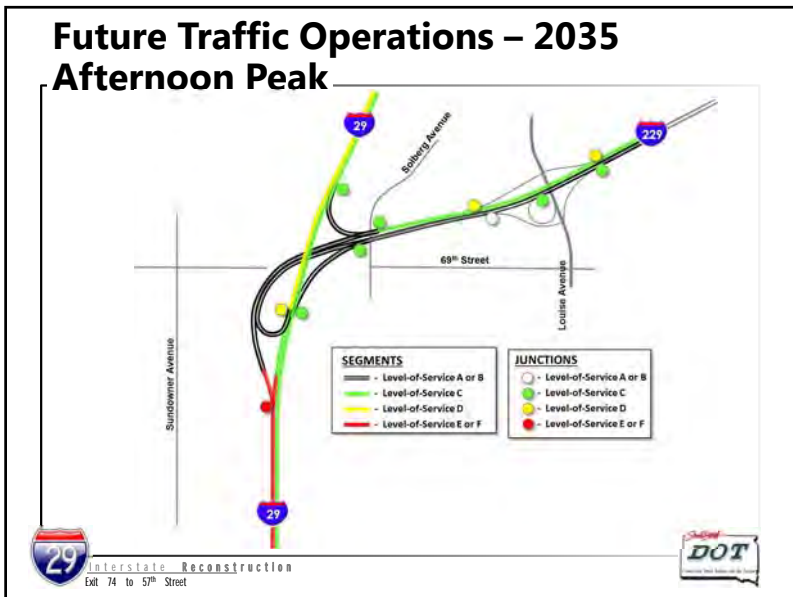
Current Traffic Operations - 2012



Future Traffic Operations – 2035 Morning Peak



Future Traffic Operations – 2035 Afternoon Peak



I-29 Improvement Elements

- I-29:
 - Auxiliary Lanes from Tea Interchange to North of 57th St.
 - Replace Bridges over I-229
 - Relocate Southbound I-29 to Northbound I-229 Loop



85th Street Extension

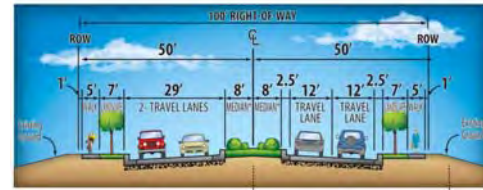
- **Create a Continuous Arterial South of 57th Street:**
 - Adds Access Across I-29
- **Four-lane, Median Divided Arterial (Louise to Sundowner)**
- **Future – Signalize:**
 - Tallgrass Ave/85th St
 - Sundowner Ave/85th St

Legend
 - Signalized Intersection
 - Partial Access Intersection
 - Full Access Intersection



85th Street Extension

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 - Tallgrass Ave/85th St
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85th Street Crossing – Option 1

I-29 Over 85th Street



85th Street Crossing – Option 2



85th Street Crossing – Option 3

85th Street Elevated Over I-29
(Southern Alignment)

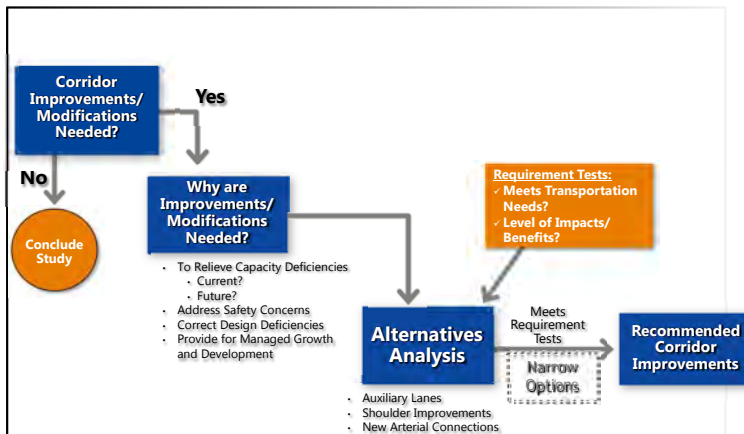


85th Street – Southern Alignment

- Four-lane, Median Divided Arterial (Louise to Sundowner)
- Reduces Impact to North Side Residential Properties
- Current 85th Street Retained as Frontage/Access Road



Environmental Review Process



Critical Evaluation Criteria

- **Traffic Operations**
 - Desirable of Level of Service C Operations
 - Goal - Meet in Current and Future
- **Safety**
- **Impacts on Adjacent Properties**
 - Residential
 - Historical/Cultural Properties
 - Farmland
 - Utilities
- **Wetland Impacts**
- **Meet Design Criteria**

Study Schedule

- **Today: Introduce Project/Environmental Process and Take Comments**
- **Spring 2013: Complete Analyses for Environmental Document**
- **Summer 2013: Select Recommended Alternative**
- **Summer/Fall 2013: Continuation of Design**
- **Fall/Winter 2013: Public Meeting to Present the Recommendations**
- **2015: Anticipate Bid Letting for Construction**



Opportunities for Input/ Information

- **Initial Public Input Meeting – Tonight**
- **Public Information Meeting: Fall/Winter 2013**
- **SDDOT Web Site:**
www.sddot.com/dot/publicmeetings
- **Email: i29reconstruction@urs.com**



Wrap Up

- **Information on the Key Steps**
- **Alternatives for I-29, I-229 and 85th Street**
- **Representatives from SDDOT, City and Design Team – Answer Questions**
- **Not FINAL Alignments (Preliminary)**
 - **To Be Assessed:**
 - Design Criteria
 - Traffic Operations
 - Environmental Criteria
- **No-Build/No-Action Is an Alternative**



Thanks for Coming

If You Have Any Questions, Please Contact:

Jim Kollbaum
URS Corporation
(402) 334-8181
i29reconstruction@urs.com

Cary Cleland - SDDOT
367-5680
cary.cleland@state.sd.us

Shannon Ausen – City of Sioux Falls
367-8601
sausen@siouxfalls.org





Environmental, Social & Economic Impacts

and

Advanced Utility Coordination

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

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



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

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 Pierre. His phone number is 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 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

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

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

