

Public Meeting/

Open House

March 10, 2014

PROJECT P 0044(167)44 PCN: 027K

PROJECT P 0231(13)79 PCN: 03CP

Pennington County

**SD44 (Omaha St.) from Mountain View Rd to
Divided Lanes East of 12th St**

SD231 from Sheffer St. to Mountain View Rd

**Grading, Curb & Gutter, Sidewalks, Storm Sewer,
Lighting, Signals, Structure Widening, 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.

Project Location



SD Hwy. 231 from Sheffer St. to Mountain View Rd. and SD Hwy. 44 from Mountain View Rd. to 12th St.

Public Open House – March 10th, 2014

PROJECTS P 0044(167)44 PCN: 027K & PROJECT P 0231(13)79 PCN: 03CP
 City/School Administration Building
 300 Sixth Street
 Rapid City, South Dakota



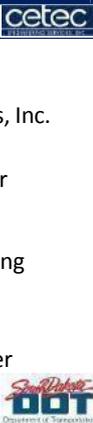
Purpose of this Meeting

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



Contacts

SDDOT	CETEC
Sam Gilkerson Project Manager 605-773-6588	Engineering Services, Inc. Rich Marsh Project Manager 341-7800
City of Rapid City Michelle Schweitzer Project Manager 394-4154	Ferber Engineering Company, Inc. Dave Muck Project Manager 343-3311



Project Location



LOCATION MAP

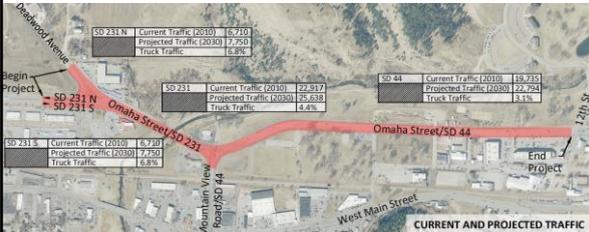


Background Information

- Pavement Constructed in 1960
- Bridge constructed in 1974
- Various Pavement Repair Projects
- Pavement is in poor condition throughout
- At end of useful life



Background Information - Traffic



Segment	Current Traffic (2010)	Projected Traffic (2030)	Truck Traffic (%)
SD 231 N	16,710	17,250	6.8%
SD 231 S	22,917	25,638	4.4%
SD 44	15,735	12,764	3.1%

CURRENT AND PROJECTED TRAFFIC



Accident History

Location	Fatal Accidents	Injury Accidents	Property Damage	Accident Rate
SD 231 N	0	1	1	0.88
SD 231	0	6	20	1.56
SD 44	0	18	13	3.10
SD 231 S	0	3	2	1.49

- Accident rate state average is 2.58
 - Weighted Accident rate per million vehicle miles
- Most Accidents occur at Deadwood Ave. and Mountain View Rd. intersections

Project Improvements

- Replace deteriorating concrete pavement
- Increase traffic capacity for future
- 3' shoulder for bicycle accommodation
- Design for ADA compliance
- Improve storm drainage and storm water quality
- New roadway lighting and traffic signals
- Upgrade City Utility Infrastructure
- Access management
- Bridge widening

Proposed Design – Bicycles /Pedestrians

- Bicycles
 - 3' shoulder for bicycle accommodation on both sides of road
- Pedestrians
 - Sidewalk on South Side from Sheffer St. to Deadwood Ave.
 - Sidewalk on both sides from Deadwood Ave. to Mountain View Rd.
 - Sidewalk on south side from Mountain View Rd. to 12th Street
 - 5' sidewalk with 5'-8' grass/landscape boulevard
 - 6' curbside sidewalk

Proposed Design - Signals

- Signals will be added at Cross Street and 12th Street
 - 12th Street signals are part of a separate project to be constructed in 2014
- Signals will be replaced at Deadwood Ave. and Mountain View Rd. intersections

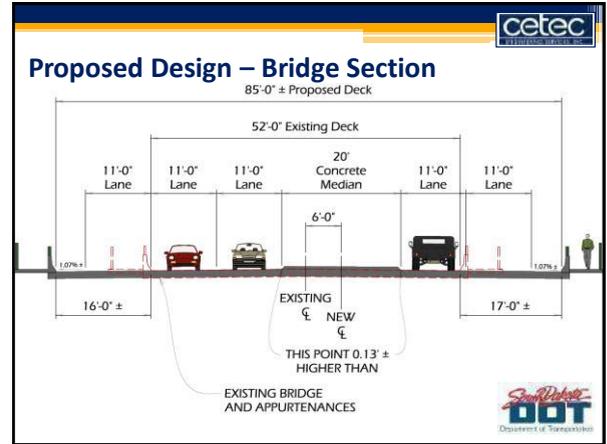
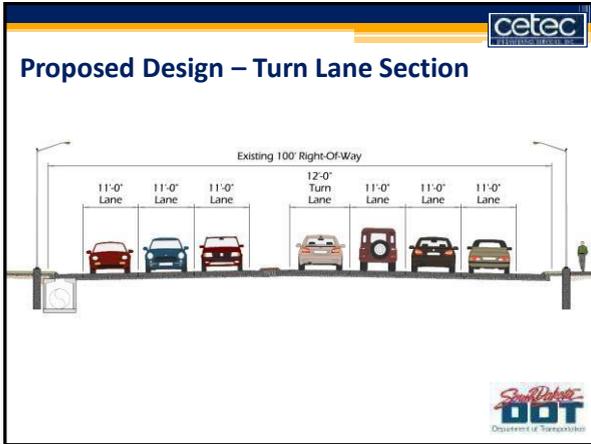
Proposed Design – Typical Section

- General Considerations
 - Medians 20'± in width
 - 8' median with 12' turn lanes
- Number of Lanes
 - 4 lanes (2 each direction) from Sheffer Street to Deadwood Ave. intersection
 - 5 lanes (3 west and 2 east) from Deadwood Ave. to Mountain View intersection
 - 6 lanes (3 each direction) from Mountain View intersection to 12th Street

Proposed Design – Typical Section

Existing 100' Right-Of-Way

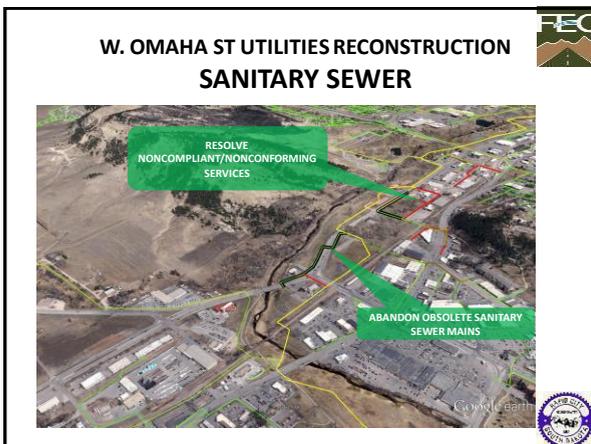
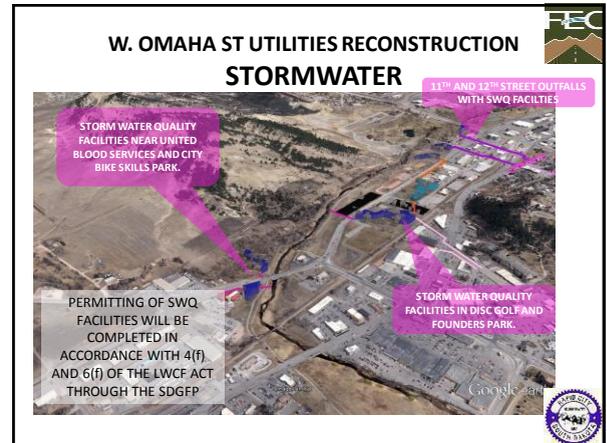
11'-0" Lane | 11'-0" Lane | 11'-0" Lane | 20'-0" Landscape Median | 11'-0" Lane | 11'-0" Lane | 11'-0" Lane



W. OMAHA ST UTILITIES RECONSTRUCTION CITY PROJECT 16-2099 OVERVIEW

- GENERAL SCOPE:**
 - WATER MAIN RECONSTRUCTION** TO IMPROVE FIRE FLOWS AND RESOLVE NONCONFORMING/NONCOMPLIANT SERVICES
 - SANITARY SEWER RECONSTRUCTION** TO UPGRADE FACILITIES AND RESOLVE NONCONFORMING/NONCOMPLIANT SERVICES
 - DRAINAGE IMPROVEMENTS** TO IMPROVE REGIONAL DRAINAGE SYSTEM AND TO IMPROVE STORMWATER QUALITY ENTERING RAPID CREEK
- CITY PROJECT EXTENTS:**
 - WEST BOULEVARD TO SHEFFER STREET BETWEEN RAPID CREEK AND WEST MAIN STREET
- FOUR CONSTRUCTION PROJECTS BETWEEN 2015 AND 2018:**
 - UTILITY AND DRAINAGE IN CONJUNCTION WITH DOT PROJECT (2017-2018)
 - DISC GOLF COURSE STORMWATER QUALITY ENHANCEMENT (2015-2016)
 - W. RAPID ST, CANAL ST AND OSHKOSH STREET UTILITY IMPROVEMENTS (2015)
 - 11TH AND 12TH STORMWATER OUTFALLS (2015-2016)

FEC
SOUTH DAKOTA DOT



Right of Way

- Existing Right of Way (ROW)
 - Typically 100' wide
 - Will need 105' to 110'; acquisition will be necessary
- General Considerations
 - Temporary construction easements will be needed
 - Additional ROW may be needed for turn lanes, sidewalks, and ADA ramps

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

Utility Coordination

- Utility company coordination to relocate utilities is in progress

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. An evaluation of possible project effects on Founders Park, Mountain View Soccer Field, Omaha Street Disc Golf Course, and the Rapid City Biking Trail is being done with project.

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.

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.

ENVIRONMENTAL, SOCIAL, & ECONOMIC CONCERNS

Air Quality

Project occurs within the boundaries of the Rapid City Area Quality Control Zone and will comply with the Rapid City and the Pennington County Air Quality Ordinances.

Wetlands

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Project is being reviewed to determine avoidance, minimization, and mitigation of impacts to wetlands.

Construction

- Phased
- Access maintained
- Future meetings for traffic sequencing

Landowner Meetings

- Held separately with affected landowners
 - Driveway locations/widths
 - Encroachments
 - ROW needs
 - Drainage concerns
- Landowners will be contacted by SDDOT/CETEC to schedule an appointment
- CORC questionnaire and additional property owner meetings

Tentative Project Schedule

Public Meeting	March 10 th , 2014
Landowners Meetings	Spring 2014
Final Plans for ROW	Fall 2014
ROW/Easement Process	December 2014 – Fall 2015
Bid Letting	Fall 2016
Construction	Fall 2016 – Summer 2017

Questions & Comments

Comment Forms or Letter to:

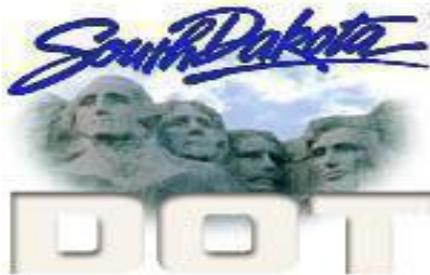
Rich Marsh, P.E.
CETEC Engineering Services, Inc.
1560 Concourse Drive
Rapid City, SD 57703

richm@cetecengineering.com

<http://sddot.com/dot/publicmeetings/default.aspx>

Please provide comments by March 24th, 2014

Meeting handouts and presentation will be on SDDOT website in two days



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: _____

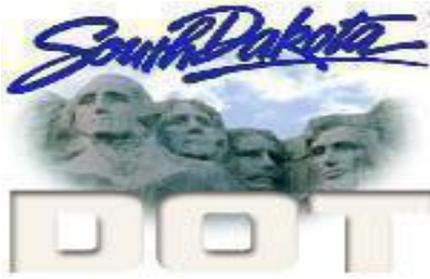
Address: _____

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.



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:

Mr. Gary Engel, P.E.
S.D. Dept. of Transportation
Rapid City Area Office
2300 Eglin Street
P.O. Box 1970
Rapid City, SD 57709-1970
605-394-2244
Gary.Engel@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 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:

Dan Staton, SDDOT Access Management Engineer, 2300 Eglin St. Rapid City, SD 57703
Mailing Address: PO Box 1970 57709; E-Mail: Daniel.Staton@state.sd.us

