



Public Meeting
September 15, 2016

**P-PH 0046(60)346, Clay, Yankton County, PCN
04J5**

SD46 SD46 - Fm Irene to SD19A

Structure # 14-061-000, 14-065-000

**Shoulder Widening, Extend Culvert (RCBC), Pipe
Work**

Public Meeting Information @

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



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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

SD Highway 46 From Irene to SD19A Clay & Turner Counties

Cary Cleland
Road Design Supervisor

September 15, 2016



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**



Project Limits



Background Information

- Grading & Culverts in 1950 & 1952
- New Asphalt Surfacing in 2001
- Chip Seal in 2011
- Construction Year for Project is 2019



Traffic

- **2015 Average Daily Traffic (ADT) = 2592**
- **2040 Projected ADT = 3564**
- **14.2% Average Truck Traffic**



Crash History

- **3 Year Period from 2013 to 2015**
 - 27 Reported Crashes
 - 20 Animal Hit
 - 1 Fixed Object Off Road
 - 1 Angle-Intersection
 - 1 Rear End
 - 1 Overturn Off Road
 - 3 Other
 - 0 Fatalities
 - Reported Crash Rate = 1.18
- **Rural Minor Arterial**
 - Statewide Weighted Crash Rate = 1.69
crashes per million vehicle miles of travel



Highway Deficiencies

- Vertical Curves – Limited Sight Distance
- Narrow Shoulders – 2 feet – Safety Improvement
- Culverts

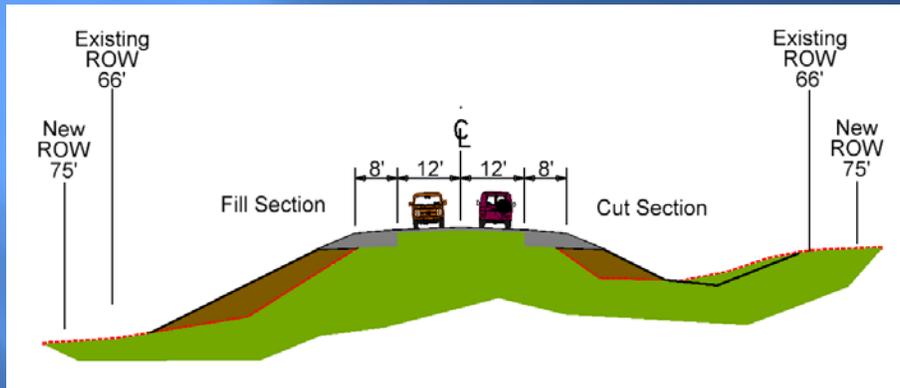


Proposed Improvements

- Widen Shoulders to 8 feet wide
- Spot Regrading (near 454th Ave) – Improve Passing Opportunities
- Flatten Inslopes to 4:1
- Purchase Additional Right-of-way (9 ft each side)
- Extend Box Culverts
- Replace or Extend Pipe Culverts
- Mill and Overlay (Including thru Irene)



Proposed Typical Section



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 Width - 132 feet**
- **Purchase additional ROW to 150 feet**
 - Approximately 9 ft on each side
 - Possibly reduced where buildings are close
- **Temporary Easements as needed for construction**

See Handout



Encroachments

- **Encroachments - Private Property Located Within the Public ROW**
 - Federal Highway Regulations
 - Safety
- **Examples of Encroachments**
 - Signs
 - Private Use (Parking)
 - Landscaping Items
- **Owners of Encroachments will be Notified by the Yankton Area Office**

See Handout



Utility Coordination

- **Some Utilities may need to be relocated**
- **Utility Companies may negotiate easements with landowners as needed**

Clay-Union Electric
Southeastern Electric
East River Electric
Fort Randall Telephone
SDN Communications

Vast Broadband
Midco Communications
Clay Rural Water
B-Y Rural Water

See Handout



Utility Coordination

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

See Handout



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

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 is being done with project.

Contaminated Materials

Project will take into account contaminated soils with relation to existing above ground and underground storage tanks within or adjacent to project's area of potential effect. If you have information on contaminated materials, or underground/above ground storage tanks that could be encountered during construction, please let us know.

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.

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



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 Clay and Turner Counties:

Birds

- Whooping Crane
- Rufa Red Knot
- Piping Plover
- Least Tern



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 Clay and Turner Counties:

Mammals

- Northern Long-eared Bat



Fish

- Topeka Shiner



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 Clay and Turner Counties:

Plants

- Western Prairie Fringed Orchid



Mussels

- Scaleshell Mussel



See Handout



Construction Traffic Control

- **Regrading area will be closed to through traffic during construction**
- **Local traffic and emergency vehicle access will be maintained at all times**



Landowner Meetings

- **Winter 2016**
 - Landowners will be contacted by SDDOT to schedule appointment
- **Held with individual landowners adjacent to the project**
 - Driveway location / widths
 - Fence
 - Drainage, Irrigation
 - Trees
 - Temporary Easements or ROW acquisition

See Handout



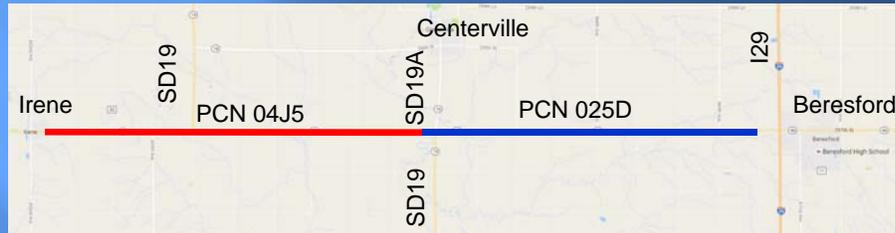
Tentative Project Schedule

Dependent on Federal Funding

Landowner Meetings	Winter 2016
Final Design	2017
ROW Acquisition Process	2017/2018
Construction	2019
Estimated Cost:	\$12.2 million



Other 2019 Project On SD46



From SD19 Intersection to Beresford
Minor Grading and Shoulder Widening
Also to be constructed in 2019
Public Meeting was held in 2014 in Beresford



Questions or Comments

Please Submit Questions or Comments by
September 29, 2016 to:

Cary Cleland
South Dakota Department of Transportation
5316 W 60th St North
Sioux Falls, SD 57107
Cary.Cleland@state.sd.us

Public Meeting Information @
<http://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. N, 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 may 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 John Keyes of the SDDOT Right of Way Program in Pierre. His phone number is 605-773-3746. 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/>



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.



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 W 31st St,
Yankton, SD 57078
Phone: 605-668-2929;
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.

