



Public Meeting/

Open House

October 10, 2013

**PROJECT NH 0212(165)224 PCN 039L
POTTER COUNTY**

US212 - Through Gettysburg

**(From West of the SDDOT Maintenance Shop to just East of
Nebraska St)**

**Urban Grading, PCC Surfacing, Curb and Gutter,
Sidewalk, Storm Sewer, & Roadway Lighting**

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 Information Meeting

NH 0212(165)224 PCN 039L

US212 (Garfield Ave) - Through Gettysburg

From West of the SDDOT Maintenance Shop to just East of the intersection of US212 & Nebraska St (~ 1.7 Miles)

Sonia Downs

SDDOT Transportation Planning Engineer

October 10, 2013

Background Information

- Originally Constructed in 1971
 - Last resurfaced in 2002
- Traffic
 - 2012 Average Daily Traffic (ADT) = 2,056
 - 2032 Projected ADT = 2,122
 - 15.7% Average Truck Traffic
- 12 Crashes from 2010-2012
 - 1 Rear end crash
 - 10 deer/vehicle collisions
 - 1 left turning vehicle failed to yield to mainline traffic at a driveway access

Purpose of this Meeting

- Involve the public in the planning and design process
- Inform the community of the planned improvements
- Gather input and comments
- Provide a project overview
 - Background Information
 - Proposed Project
 - Project Schedule

Existing Typical Section

- 4 Lane Section
 - 4-12' Lanes w/curb and gutter
 - No right or left turn lanes
 - ROW – 150'
 - Sidewalk - Ellsworth St to Broadway St
- Asphalt Concrete Pavement



Project Limits

US212 - From West of the SDDOT Maintenance Shop to just East of the intersection of US212 & Nebraska St



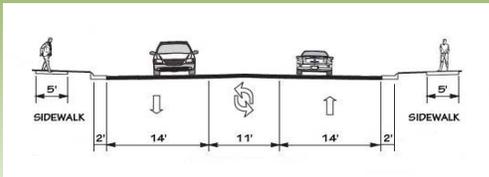
Project Improvement Needs

- Pavement Condition
- Subgrade/Drainage Issues
- Pedestrian/ADA Facilities
- Intersection Improvement
 - US212 & E Garfield Ave



Proposed Typical Section

- 3 Lane Section
 - 2-14' Outside Lane
 - 1 – 11' Two Way Left Turn Lane (TWLTL)
 - Curb & Gutter
- PCC Pavement
- Boulevard Sidewalk



Access Management

- Purpose – To provide safe and efficient access to streets and highways
- Limit the number of direct accesses to major roadways
- A handout is available with more information on access management

Proposed Typical Section

- 3 Lane Typical Section
 - Traffic analysis - Greatest benefit/cost ratio when compared to 2, 4, & 5 lane typical sections
 - Capable of safely and efficiently handling up to 20,000+ vehicles/day
 - Provides safe storage for left turning vehicles
 - Reduces the number of conflict points for left turning vehicles and vehicles entering the roadway
 - Reduces the speed differential between vehicles
 - Traffic calming effect
 - Reduces crossing width for pedestrians

Right of Way (ROW)

- Existing ROW width = 150 Ft
- Permanent and temporary easements are anticipated.
- Minimal, if any permanent ROW is anticipated due to the existing 150 Ft width.

Additional Proposed Improvements

- Storm Sewer
- Roadway Lighting
- Signing
- Sidewalk
- Access Management

Right of Way (ROW)

- Encroachment – Private property located within the public ROW
 - Federal highway regulations
 - Safety
- Encroachment Examples
 - Signs, landscaping, parking lots
- Property owners with encroachments will be contacted

Utilities

- Adjusted or relocated as necessary
- Utility companies may negotiate easements with landowners
- Utility Companies
 - Montana Dakota Utilities
 - Cam-Wal Electric
 - Venture Communications
 - South Dakota Intrastate Pipeline
 - City of Gettysburg (Water & Sanitary Sewer)

Tentative Project Schedule

(Pending Federal Funding)

- Preliminary Design (Fall/Winter 2014)
- Landowner Meetings (Spring 2015)
- Final Design (Summer 2015/Summer 2016)
- ROW Process (Fall/Winter 2016)
- Bid Letting (Winter 2017/Spring 2018)
- Tentative Construction Begins (Spring 2018)
- Estimated Cost = \$7.33 Million

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.
- 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.
- Endangered Species
- 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.

Questions or Comments?

Please send comment forms or letters by
October 24, 2013 to:

Sonia Downs
SDDOT
700 E Broadway Ave
Pierre, SD 57501
Sonia.Downs@state.sd.us

Public Meeting Information

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

Traffic Control

- Traffic will be carried through the project during construction
- Accesses will be maintained, where possible during construction
- Construct ½ of the roadway at a time with traffic maintained on the opposite side
- Temporary crossovers at entrances



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.

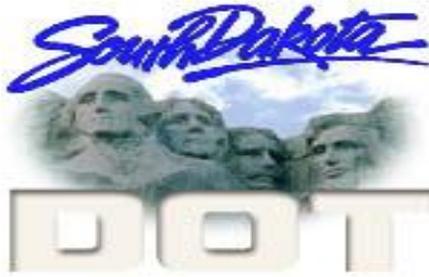
Name: _____

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.

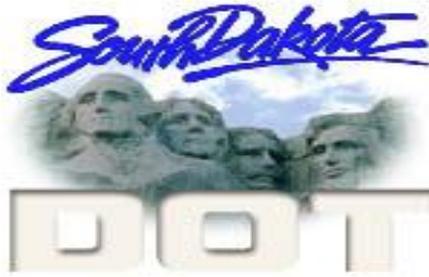
Property Acquisition Offer: After the project construction plans have been prepared and the right of way limits have been established, you will be contacted by an appraiser or negotiations agent to visit with you for that portion of your property that is needed for construction of the project. Your property 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 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

