



Public Meeting/ Open House

June 12, 2013

Projects:

**P 0385(48)35 & NH 0018(184)39
PCNs 028Z & 03TH
Fall River County**

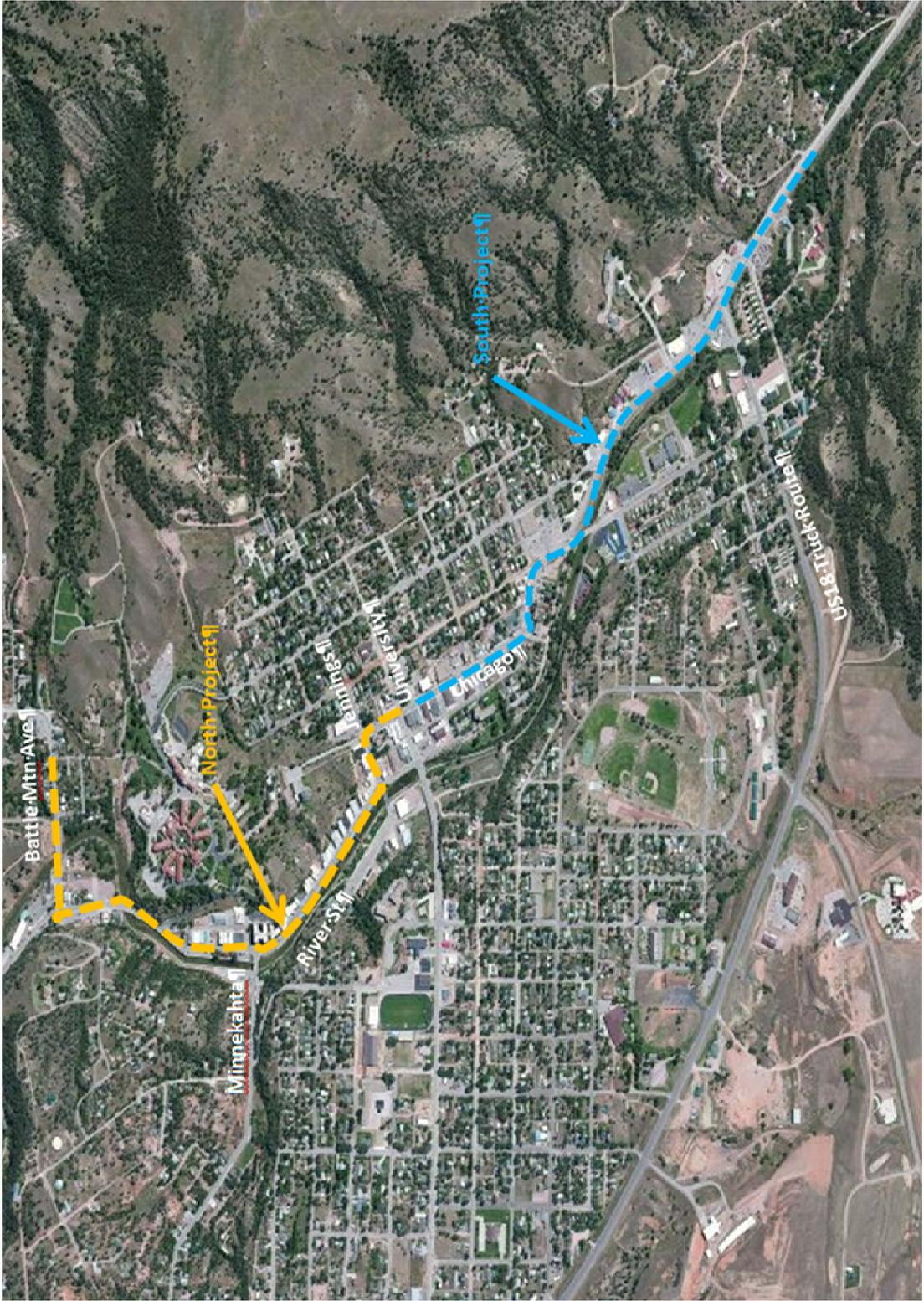
**US 385 from US 18 north to Summerville
Street & US 18 from US 385 to the south city
limits in the City of Hot Springs**

**Grading, PCC Surfacing, Curb & Gutter,
Storm Sewer, Signals, & 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.

Location of Projects

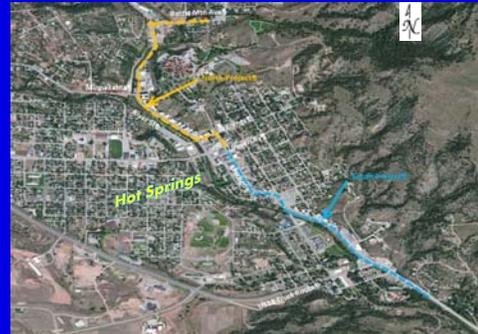


Hot Springs Public Meeting Reconstruction of US 18 & US 385



Paul Knofczynski, P.E.
Project Identification Coordinator
South Dakota Department of Transportation

Project Locations



Why are we here?

- Involve the public
- Discuss needs
- Exchange ideas or needs

Why do we need these projects?

- Pavement condition
- Capacity of the highway
- Safety



Existing Conditions

- Roadway section
- Sidewalk
- ROW width
- Roadway Lighting
- Traffic Signal
- Intersecting roads
- Current number of cars per day = 3,300 to 6,700
- Future number of cars per day = 3,900 to 7,900

Discussion Items:

- Scope of work
- Construction Timing
- Access: before, during, and after
- Crash History
- Parking/Roadway sections
- Pedestrian facilities
- Highway Route
- Intersecting Roadways

Scope of Work

Complete Urban Reconstruction

- Replace asphalt pavement with concrete
- Curb & gutter
- Update storm sewer
- Update lighting and traffic signal
- Improve pedestrian facilities
- Accommodate parking...



Access

Access to homes and businesses will be maintained in some fashion



Encroachments



Crashes



Crash Data

Data for 2010-2012

- No Fatal Crashes
- 12 Injury Crashes
- 43 Property Damage Crashes
- Crash rate ranges from 5.55 to 6.53
- Crash rate, statewide average = 2.41
(similar type highway in SD)

Types of Crashes

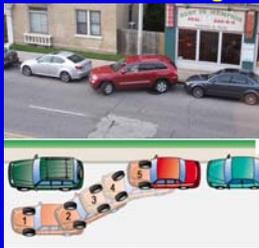
Crash Type	US 385	US18 (parking)	US 18 (non-parking)	% of Crashes
Hit Parked Car	7	1		15%
Parking Maneuver	6	4		19%
Approach Related	4	1	3	15%
Rear End	3	1	1	9%
Pedestrian/Crosswalk	2	3		9%
U Turn	1			2%
Tight corner		2		4%
Turning left on 4 Lane			1	2%

Parking



Different Types of Parking

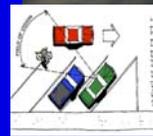
Parallel Parking



Diagonal Parking

Different Types of Parking

Reverse Diagonal Parking



Advantages
&
Disadvantages

Which type of parking is better?

Diagonal vs. Parallel

- Both affect traffic flow
- Can see approaching traffic
- Crash reduction

Diagonal vs. Reverse Diagonal

- Same parking movement, but backwards
- Driver has to back into a parking spot
- View of approaching traffic
- Reduces crashes

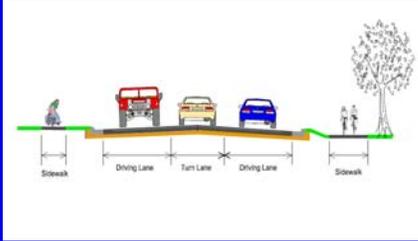
Parking Reviewed

Parking utilization was reviewed using a variety of methods and times



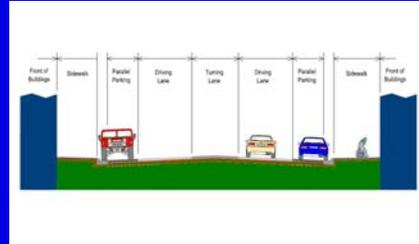
Typical Sections and Parking

Sections will vary throughout each project



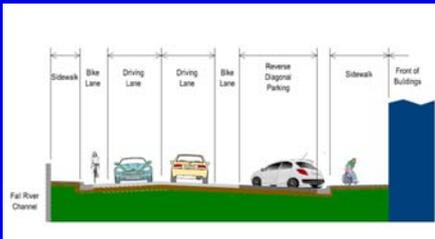
3 lane section with through lanes & a center left turn lane and no parking allowed

Typical Sections and Parking



2 lane section with turn lanes and parallel parking

Typical Sections and Parking



2 lane section with reverse diagonal parking and width available for commuting bicycles

Highway Realignment Considered



Intersecting Roadways



Intersecting Roadways



Right of Way (ROW)

- Will use existing ROW where feasible
- ROW needs will be discussed in more detail at individual Landowner Meetings
- DOT will meet with affected landowners 2 or more times regarding the project
- Appraisals
- Negotiations

Utilities

Utilities will be coordinated with construction



City Work to be Coordinated

City contract let in combination with the State contract

Work performed at same time as roadway work

Upgrades include both water and sewer facilities, and are still being reviewed. Upgrades will likely include several different locations.

Lane Capacity

2 lane section: up to 8,000 cars/day

3 lane section: up to 16,000 cars/day



Future ADT: 3,900 to 7,900

Costs

- Current programmed cost (2014 STIP):
 - \$ 6.647 M – US 385 (north project)
 - \$ 6.387 M – US 18 (south project)
- Programmed costs do not currently include:
 - Realignment of US 385
 - Structure replacement

Environmental, Social, and Economic Concerns

Section 4(f) property: parks, refuges, and historic sites



Section 106: National Historic Preservation Act

Environmental, Social, and Economic Concerns



Historic Districts

Environmental, Social, and Economic Concerns



Contaminated materials are always a concern

Summary of Changes

- Change pavement from asphalt to concrete
- Improved pedestrian facilities
- Parking modifications
- Modify lane configurations
- Realignment of US 385/move signal location
- Realignment of intersecting streets
- Modification of lighting
- Potential bridge modification
- Reduce crashes

Questions?



- Website
 - http://www.sddot.com/pe/projdev/planning_pubmeet.asp
- Submit Comments by:
 - Wednesday, June 26, 2013**
 - Leave in box on front table
 - Mail:
 - Paul Knofczynski
 - SDDOT
 - 700 E Broadway Ave
 - Pierre, SD 57501
 - Email: paul.knofczynski@state.sd.us



Environmental, Social & Economic Impacts and Advanced Utility Coordination

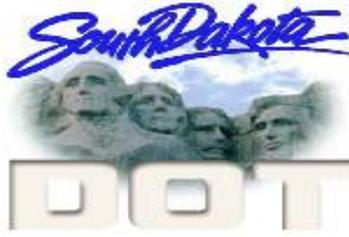
- Project will comply with all state and federal environmental regulations
- Project will be coordinated with the following state and federal agencies:
 - SD Dept. of Environment & Natural Resources
 - SD Dept. of Game, Fish & Parks
 - US Fish & Wildlife Service
 - State Historic Preservation Office
- 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 on the "Advanced Utility Coordinating Process", please contact:

Dave Hausmann, SDDOT Utility Coordinator, 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 mitigation 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, 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 living adjacent to the project. See the following page for an explanation of this meeting.

Property Acquisition Offer: After the project construction plans have been prepared and the right of way limits have been established, your property will be appraised to determine the fair market value of that portion of your property that is needed for construction of the project. The amount established is the basis for the offer that the Right of Way Agent will make to you. If you feel that you cannot accept the State's offer, you have the right to have the amount of just compensation established by the courts.

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. So as not to jeopardize your eligibility for payments, do not do anything 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 also be reimbursed for various fair and reasonable incidental expenses that may be incurred during the transfer of property to the State.

Right of Way Information Brochures: Two brochures have been prepared which explain the SDDOT's Right of Way process. They provide in-depth information on your rights with regard to the acquisition of your property and the benefits available to you with regard to the Relocation Assistance Program. These brochures are available at this hearing 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.

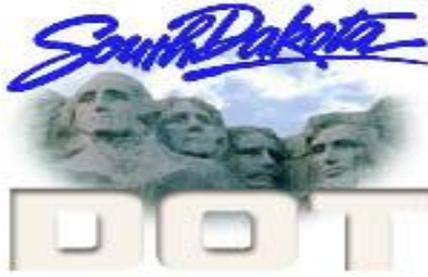
The goal of the SDDOT is to provide property owners located adjacent to the project with the access they need, and at the same time, enhance highway safety and reduce project costs. In some instances, the SDDOT may seek to combine duplicate entrances. For example, if your property has two or three entrances 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 9 of the "Better Roads Brochure" contains a more extensive 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 dirt: 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 will likely 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

