Public Meeting/

Open House

March 6, 2014

PROJECT: PH 0083(70)0 PCN: 03B2
TODD COUNTY

U.S. Highway 83
From the Nebraska state line to three miles north of Olsonville

Shoulder Widening, Spot Grading & AC Surfacing on Shoulders

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.

Public Meeting

U.S. Highway 83
from the Nebraska state line to three miles north of Olsonville
Todd County
PH 0083(70)0 PCN 03B2

Mark Leiferman
Chief Road Design Engineer

March 6, 2014

Why are we here?

- **Involve You, the traveling Public**
  - Discuss concerns, Exchange ideas
- **Project Overview**
  - Background Information
  - Proposed Project

Project Limits

Background Information

- **Constructed in 1951**
- **Last Surfaced 2004**
- **Last Sealed 2007**

Background Information

- **2013 Average Daily Traffic (ADT) = 2,122**
- **2033 Projected ADT = 3,287**
- **20.3% Average Truck Traffic**

Crash History

- **January 2011 through December 2013:**
  - **8 Reported Crashes (4 injury)**
    - 1 Animal Hit
    - 1 Rear End
    - 1 Head On
    - 2 Fixed Objects
    - 3 Overturn

Reported Crash Rate = 0.55

Statewide Crash Rate Average = 1.73
(Rural Principal Arterial)

Highway Deficiencies

- Narrow roadway – 3′ Shoulders
- Vertical Curves – Sight Distance

Proposed Project Improvements

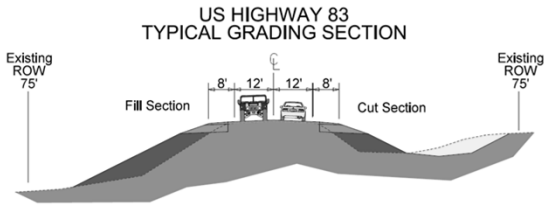
- Widen shoulders to 8 feet
- Regrade vertical curves with sight distance issues
- Construct ditches to current standards

Proposed Project Improvements

- Extend or replace pipe under highway
- Reconstruct approaches and replace approach pipe
- Asphalt Concrete (AC) on shoulders and on areas of regrade
- Replace all Fence

Estimated Cost: $7 million

Proposed Project



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
  - 75 feet from centerline (fences generally at 76 ft)
- Temporary Easement (as needed)

See Handout

Right-of-Way (ROW)

- **Encroachments – Private property, such as signs, buildings or private utilities located within the public ROW**
  - Federal Highway Regulations
  - Safety
- **Owners of encroachments will be contacted by Winner Area Personnel**

See Handout

Utility Coordination

- **Some of the existing utilities may need to relocate.**
- **Utility Companies may negotiate easements with landowners as needed.**

Sicangu Village Waterline
Cherry-Todd Electric
Golden West Communications
Century Link

See Handout

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.

See Handout

Environmental, Social & Economic Concerns

Threatened & Endangered Species

According to the U.S. Fish & Wildlife Service, the following species are known to occur in Todd County:

- Whooping Crane (bird)
- Black-Footed Ferret (mammal)
- Western Prairie Fringed Orchid (plant)
- American Burying Beetle (insect)

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

Construction Traffic Control

- **Road open to through traffic**
- **Use flaggers and pilot cars during daytime – there will be some delays**
- **Open to 2 way traffic at night**
- **Traffic diversions at some culvert replacement locations**

Landowner Meetings

- **Spring 2014**
- **Held with individual landowners**
  - **Driveway location / widths**
  - **Fence**
  - **Drainage**
  - **Trees**
- **Landowners will be contacted by SDDOT to schedule an appointment**

See Handout

Tentative Project Schedule

Dependent on Federal Funding

- Landowner Meetings (Spring 2014)
- Final Design (Fall 2014)
- ROW Acquisition Process (2015)
- Construction (2016)

Questions?

Please Submit Questions or Comments by March 20, 2014 to:

Neil.Schochenmaier@state.sd.us
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, SD 57501

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:

Dan Staton, SDDOT Access Management Engineer
2300 Eglin St.
Rapid City, SD 57703
Mailing Address:
PO Box 1970
Rapid City, SD 57709
E-Mail: Daniel.Staton@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, "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 also available at the following SDDOT website: sddot.com/resources/brochures

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 pubic 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:

Brad Norrid, Engineering Supervisor
SDDOT Winner Area Office
1200 East S.D. 44
PO Box 771
Winner, SD 57580
Phone: 605-842-0810; E-Mail: Brad.Norrid@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
- Coordination with the Rosebud Sioux Tribe has been initiated
- 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 :

  Terry Keller, Engineer Supervisor
  SDDOT Project Development Office
  700 E. Broadway Ave.
  Pierre SD 57501
  Phone: 605-773-3721; 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 Road Design Office
  700 E. Broadway Ave.
  Pierre, SD 57501
  Phone 605-773-3433; 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**.

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.

PUBLIC COMMENTS

Project: PH 0083(70)0
PCN: 03B2 Todd County
Location: US83 from the Nebraska state line to three miles north of Olsonville

Name: _____ Date: _____
Address: _____
_____

Written testimony will be included in the meeting record. Please submit comments by March 20, 2014

Send to: Neil Schochenmaier, Road Design Engineering Supervisor
E-Mail Address: Neil.Schochenmaier@state.sd.us
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, SD 57501-2586