



Public Meeting/ Open House

August 24, 2010

PROJECT # NH 0085(20)26 PCN 0555

LAWRENCE COUNTY

US85 - Fm US385 to Cemetery St in Deadwood

Grading, C&G & AC 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 SDCL20-13, 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.

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.

Deadwood Public Meeting

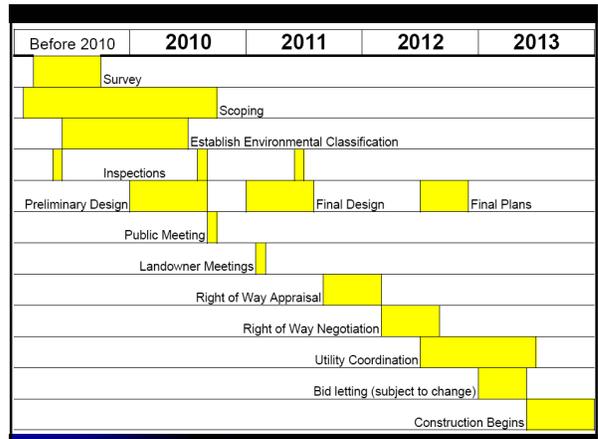
US Hwy 85
Grading, C&G, Storm Sewer, Roadway
Lighting & AC Surfacing

Mark Malone
SD DOT
Aug 24, 2010



Why are we here?

- To involve public in the design process
- To discuss vision for this route and what options for improving US 85 in Deadwood
- Exchange ideas – listen and discuss concerns



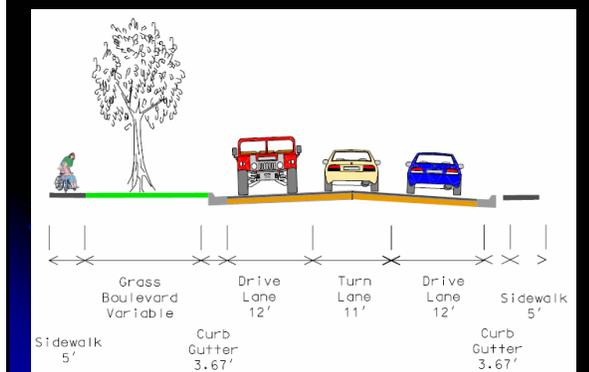
Existing Conditions

- Originally constructed in 1957
- 2 – 12' Lanes
- Reconstructed bridges in 1993
- 2008 ADT ~ 6,000
- Truck Traffic: 14.2 %
- Accident Rate of 0.80
 - Statewide average on this roadway classification is 1.75
 - 9 accidents in 3 years (no patterns to cause concern)

Proposed Improvements

- 2 – 12' Lanes; 1 – 11' Center turn lane
- Curb & Gutter
- Storm Sewer
- Sidewalk (where practical)
- Decorative Lighting (Where city chooses)
- Asphalt Surfacing
- Access Management

Typical Section



Advantages of 3 Lanes

- Improves Traffic Capacity
- Provide safe storage for left turning vehicles
- Reduce number of conflict points for left turn vehicles and vehicles entering the roadway
- Reduces Speed Differential

Grading Exception

- From Gulches of Fun to Burlington St - retain existing C&G, storm sewer, etc.
- Mill existing Asphalt Concrete and replace with 2"
- Upgrade Curb Ramps to ADA standards in this area as well as add sidewalk where practical

Parking

- Existing
 - On-Street - Scattered from Charles St to the NE project limits
- Proposed
 - Eliminate all On-Street Parking

Parking contd.

- Why??
 - Safety concerns with high traffic volumes
 - Reduces traffic congestion
 - Right of Way concerns
 - Eliminate Backing onto the highway
 - Remove hazards adjacent to the highway
 - Increase Sight Distance

Encroachments

- There are existing Encroachments
- Eliminate all encroachments within the public Right of Way
 - Federal Highway Regulations
 - Safety
 - Consistency Statewide
- Property Owners with encroachments will be notified

Right of Way

- The project will utilize existing ROW to the maximum extent feasible
- Block-outs and small acquisitions may be necessary as well as easements
 - This will be discussed in more detail at individual Landowner Meetings

Landowner Meetings

- Approximately 6-8 months from now
- Applicable to all affected Landowners
- You will be contacted by SDDOT
- Discuss your property in particular
 - Design details such as driveway location or width, fence, etc.

Right of Way Office

- Appraisals
 - Start in ~12 months
- Negotiations
 - Start in ~18 months

Construction

- Construction to begin in 2013
 - Pending Funding & Scheduling
 - Possibility of taking 2 construction seasons
 - SDDOT will obtain additional public comment
- Shut down 2 weeks for Sturgis Rally
- Mostly One-Way Traffic with pilot car

Questions?

Comments by Sept. 10, 2010

website for info...

http://www.sddot.com/pe/projdev/planning_pubmeet.asp



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; 2) wetland restoration - plugging an existing, drained wetland; or, 3) wetland enhancement.

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:

(East River) Brooke White, SDDOT Access Management Engineer, 5316 W. 60th St. Sioux Falls, SD 57107 Phone: 605-367-4970 Ext. 2114; E-Mail: Brooke.White@state.sd.us

(West River) 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

