



**Public Meeting/**

**Open House**

**April 4, 2013**

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**PROJECT NH 0050(99)381  
PCN 6926  
YANKTON COUNTY**

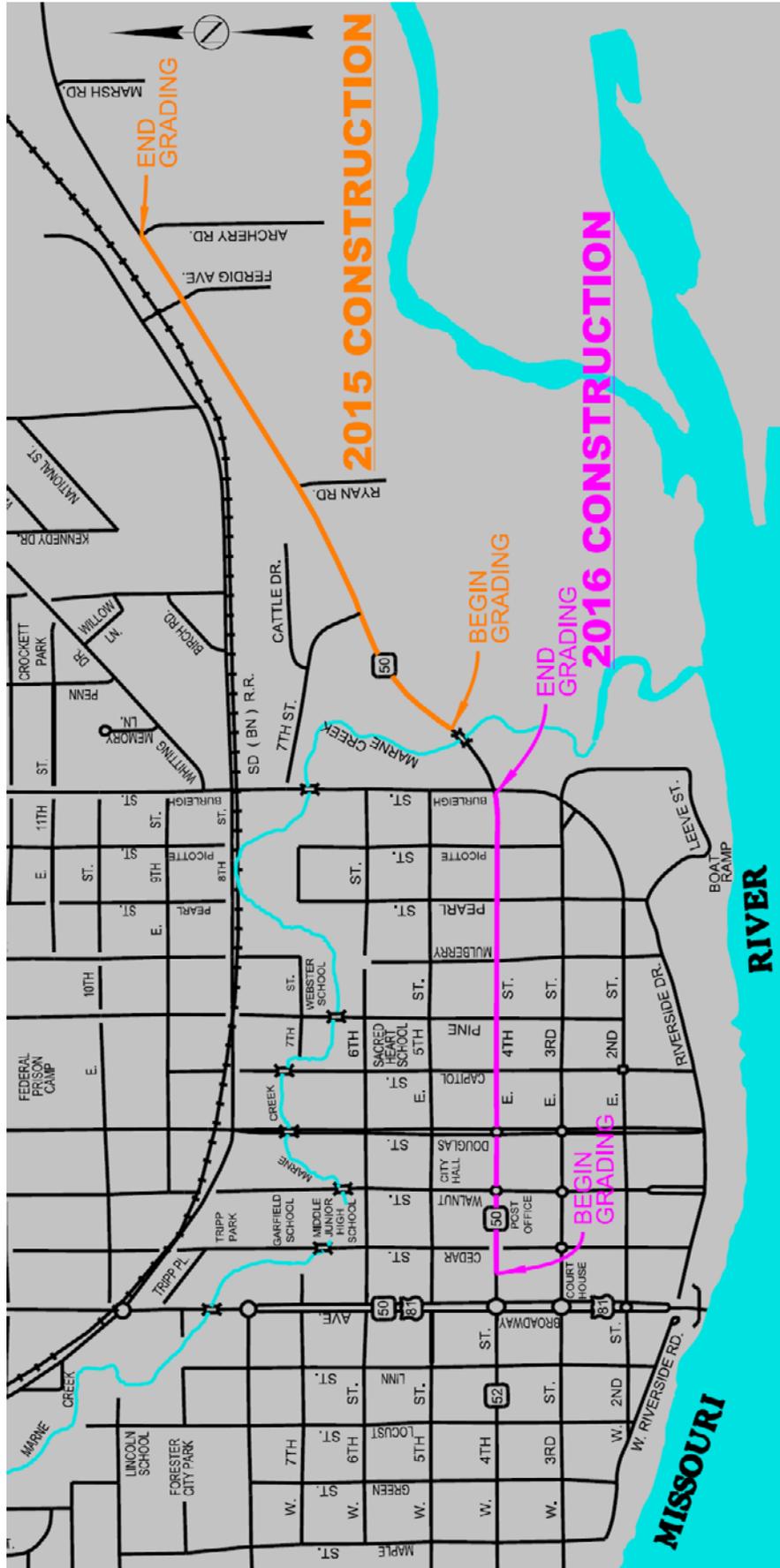
**SD HWY 50 (4<sup>th</sup> Street) from Broadway Ave to  
Archery Road in Yankton, SD**

**Grading, PCC Pavement, Asphalt Concrete  
Surfacing, Curb & Gutter, Storm Sewer, Lighting,  
Traffic Signals, Permanent Signing, & Structures**

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





## SD Highway 50 in Yankton (4<sup>TH</sup> Street) Reconstruction Project NH 0050(99)381 PCN 6926

By Josh Larson  
McLauri Engineering Inc.



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## Project Limits

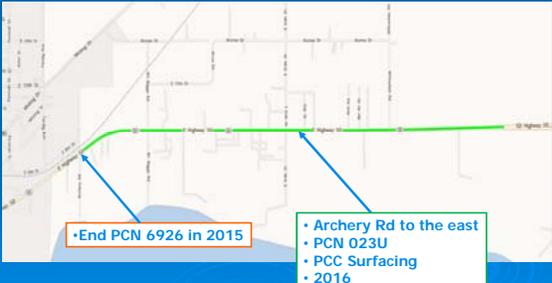


- SD 50 from Broadway to Burleigh and from Marne Creek to Archery Rd.
- Construction in **2015** and **2016**
- Estimated total project cost: **\$7.8 Million**

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## Future Projects



- End PCN 6926 in 2015
- Archery Rd to the east
  - PCN 023U
  - PCC Surfacing
  - 2016

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## Background Information

- SD Hwy 50 (Broadway Ave to East Side Dr.) Constructed in 1972
- SD Hwy 50 (Burleigh Street to Marne Creek) Reconstructed in 2003
  - Burleigh St intersection to Marne Creek not included in this project
- Broadway Ave Reconstructed in 2004
- Average Daily Traffic (ADT) – 8,994 Vehicles (2012)
- Truck Traffic – 4.3%
- Projected ADT – 11,540 Vehicles (2032)

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## Accident History 2010 thru 2012

- 27 Total Accidents from 2010 thru 2012
  - 0 Fatal
  - 12 Injuries – 1 due to left turn
  - 15 Property Damage – 3 due to left turn
- Accident Rate = 3.77 per million vehicle miles of travel
- Statewide Average = 2.23 (Urban Principal Arterial)

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## Project Purpose

- Pavement Replacement
  - Existing Roadway constructed in 1972
- Storm Sewer Replacement
- Improved Safety
- Added Traffic Capacity
- Update ADA facilities (Americans with Disabilities Act)

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## Project Scope

- 5 Lane Urban Section
  - Continuous Left Turn Lane
- Grading, Storm Sewer, Sidewalk, Roadway Lighting, Traffic Signals and PCC Surfacing
  - Update ADA compliant pedestrian facilities
  - Access Management
- City Utility Project
  - Water, Sanitary Sewer



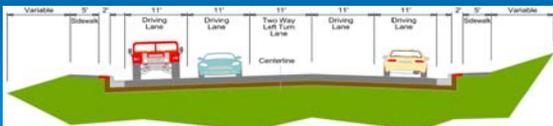
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## Project Scope Cont.

- 5 Lane Urban Section – West End from Broadway Ave to Burleigh Street
  - 2' Colored Concrete Boulevard
  - 5' Sidewalk both sides
  - Traffic Signals – Replace Signal at Douglas Intersection. Removal of existing signal at Walnut Intersection

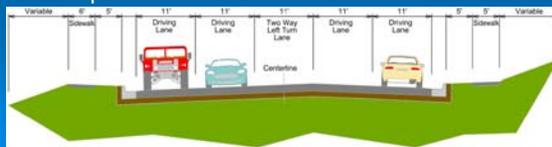






## Project Scope Cont.

- 5 Lane Urban Section – East End from Marne Creek to Ferdig Ave
  - 5' Grass Boulevard
  - 6' Sidewalk on north side replace in-kind where impacted and 5' Sidewalk on south



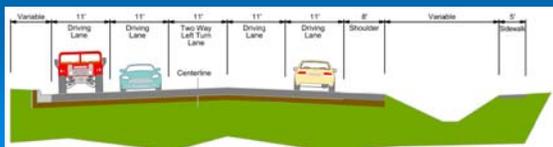
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## Project Scope Cont.

- 5 Lane Section – East End from Ferdig Ave to Archery Road
  - North side – Curb and Gutter, no sidewalk
  - South side - 8' Paved Shoulder with Ditch Section and Sidewalk







## ROW Needs

- Permanent Easement/ROW
  - Curb Ramps
  - Roadway Lighting
  - Utilities
- Temporary Easements for Construction

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## Encroachments

- Encroachments - Private Property Located Within the Public ROW
  - Federal Highway Regulations
  - Safety
- Existing Encroachments
  - Signs
  - Private Use
  - Buildings
- Property Owners of Encroachments will be Notified by the City of Yankton staff

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## Environmental, Social, & Economic Concerns

- Section 4(f) Property
  - Project action will include all possible planning to 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



## Environmental, Social, & Economic Concerns

- Contaminated Materials
  - There is the possibility of contaminated soils with relation to existing aboveground and underground storage tanks.



## Environmental, Social, & Economic Concerns



## Construction Traffic Control



- 4<sup>th</sup> Street will be closed to traffic in phases
  - Similar to reconstruction of Broadway Ave.
- Residences adjacent to the project will need to use side streets/alleys during construction
- Businesses will have accesses maintained as much as practical throughout the construction process
- 2<sup>nd</sup> St Detour option also being considered



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## Tentative Project Schedule



- Written Comments by April 18<sup>th</sup>, 2013
- Landowner Meetings – Spring 2013
- ROW Acquisition process with Landowners – Late 2013 thru 2014
- Letting – December 2014
- Construction – 2015 and 2016

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## Questions or Comments

Submit Comment Forms or Letters  
by April 18, 2013

Cary Cleland, Road Design Engineering Supervisor  
South Dakota Department of Transportation  
5316 W 60th St N  
Sioux Falls, SD 57107

[Cary.Cleland@state.sd.us](mailto:Cary.Cleland@state.sd.us)

[Public Meeting Information  
http://sddot.com/dot/publicmeetings/default.aspx](http://sddot.com/dot/publicmeetings/default.aspx)



## Environmental, Social & Economic Impacts

and

## Advanced Utility Coordination

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### 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](mailto:Terry.Keller@state.sd.us)

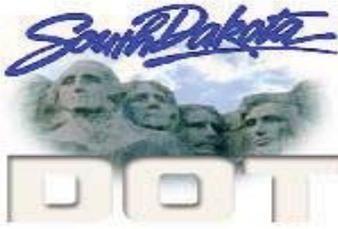
### Advanced Utility Coordination

- 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](mailto:Dave.Hausmann@state.sd.us)



## Cultural (Historic) Resources

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### Section 106

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#### What is Section 106?

Section 106 of the National Historic Preservation Act of 1966 requires Federal agencies to consider the effect of their actions on historic properties. The 1966 Act created the Advisory Council on Historic Preservation (ACHP), primarily to ensure the federal agencies consider historic preservation issues in project planning. The ACHP developed regulations to implement Section 106 which are outlined in 36 CFR 800.

Section 106 seeks to incorporate historic preservation values into project planning through consultation among government agencies and other parties with an interest in the effects of the undertaking on historic properties.

#### Who are Consulting Parties?

Required Consulting Parties:

- SD State Historic Preservation Office (SHPO)
- SD Department of Transportation (SDDOT)
- Federal Highway Administration (FHWA)

Invited Consulting Parties:

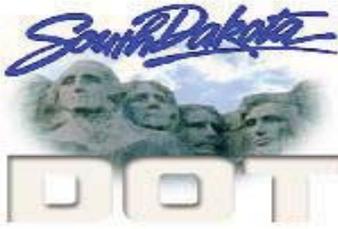
- Individuals, organizations, or other government agencies with a demonstrated interest in the effects of the undertaking on historic properties.

#### Requesting to be a Consulting Party...

If you know of an individual or organization that would like to be a consulting party they must complete the attached application form and submit to the SDDOT Environmental Office.

SDDOT, in conjunction with SHPO, will review all requests and applications to be considered a Section 106 Consulting Party. Submitting an application to be a consulting party does not guarantee you will be invited to participate in Section 106 Consultation.

Because consultation is a dynamic good-faith process of discussing options, considering multiple views, and seeking agreement among a variety of parties, the regular attendance, active participation, and constructive comments from all Section 106 Consulting parties will be expected throughout the process.



## Cultural (Historic) Resources

### Section 106

#### Application to be Considered a Section 106 Consulting Party for Historic Property Impacts

– Please Print –

<b>Organization:</b> _____
<b>Name:</b> _____
<b>Title:</b> _____
<b>Address:</b> _____ _____
<b>Phone #:</b> _____
<b>E-mail:</b> _____

Section 106 of the National Historic Preservation Act of 1966 requires Federal agencies to consider the effect of their actions on historic properties..

The Section 106 process also encourages the incorporation of historic preservation values into project planning through consultation among parties with an interest in the effects of the undertaking on historic properties. Because consultation is a dynamic good-faith process of discussing options, considering multiple views, and seeking agreement among a variety of parties, your regular attendance, active participation, and constructive comments from all Section 106 Consulting parties will be expected throughout the process.

*Please summarize your interests in historic properties related to this project.*

_____
_____
_____
_____
_____
_____
_____

Please mail or fax to:

SDDOT – Environmental Office, 700 E. Broadway, Pierre, SD 57501

Fax: (605) 773-6608

Attn: Terry Keller, Environmental Supervisor



## Wetland Mitigation Registry Form

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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.**

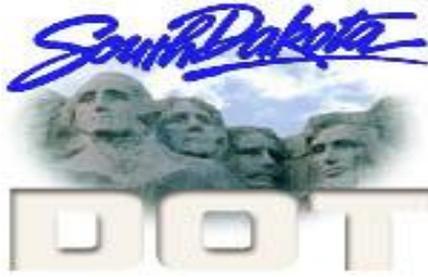
**Name:** \_\_\_\_\_

**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

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**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 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 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

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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.

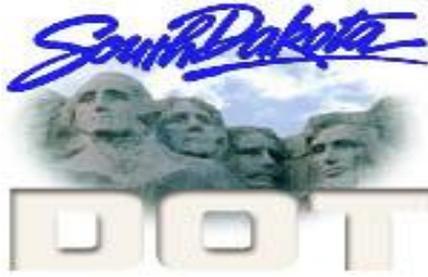
The goal of the SDDOT is to provide property owners located adjacent to the project with the access they need, and at the same time, enhance highway safety and reduce project costs. In some instances, the SDDOT may seek to combine duplicate entrances. For example, if your property has two or three entrances 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

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### 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. 60<sup>th</sup> St. Sioux Falls, SD 57107  
Phone: 605-367-4970 Ext. 2114; E-Mail: [Brooke.White@state.sd.us](mailto:Brooke.White@state.sd.us)

