



**Public Meeting/
Open House**

November 30, 2010

**PROJECT EM-PH 2090(21)332 PCN 010Q
DAVISON COUNTY**

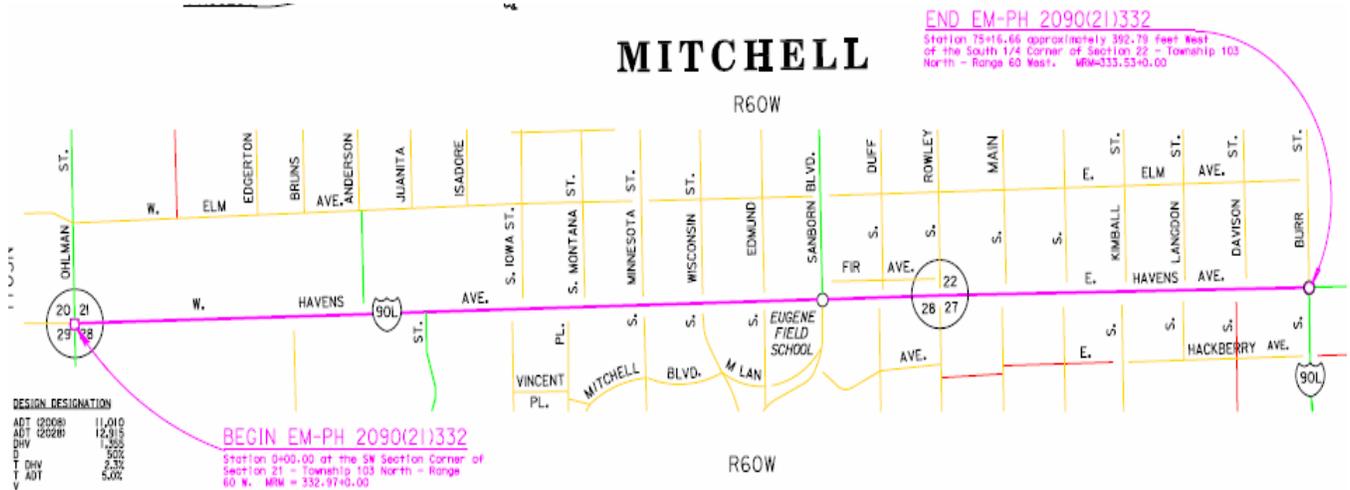
**I90L (Havens Ave.) from Ohlman St. to Burr
St. in Mitchell**

**Pavement Restoration, Asphalt Concrete
Overlay, Curb Ramp Upgrades, Signals,
Lighting, and Reconstruct Intersection of
Havens Ave. and Rowley St.**

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.

Project Location



I90 Loop (Havens Avenue) from Ohlman Street to Burr Street in Mitchell

PUBLIC MEETING/OPEN HOUSE
November 30, 2010

EM-PH 2090(21)332, PCN 010Q
Havens Avenue (I90 Loop)
Ohlman Street to Burr Street in Mitchell

**Pavement Restoration, Asphalt Concrete Overlay,
Curb Ramp Upgrades, Signals, Lighting, and
Reconstruct Intersection at Rowley Street**

Karen Olson, Road Design Engineering Supervisor

Project Limits

Havens Ave. (I90 Loop) from Ohlman St. to Burr St.



Background Information

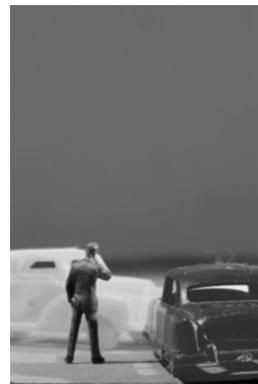
- Originally constructed in 1964
- Pavement last restored in 2000
- Average Daily Traffic (ADT)
 - Current Year 2008 – 11,010
 - Proposed Year 2028 – 12,915
- Current Truck Traffic – 5.0%

Accident History

January 1, 2005 to December 31, 2009

Fatal	0
Injury	37
Property Damage	137
Total	<hr/> 174

Majority are left-turn accidents



Needs

Restore existing pavement

- Constructed in 1964
- Replace deteriorated concrete panels

Intersection of Havens Ave. & Minnesota St.

- Increase radius in NE corner to accommodate turning trucks

Intersection of Havens Ave. & Rowley St.

- Align south leg with north leg
- New traffic signals

Upgrade curb ramps

Upgrade lighting to current standards

Traffic Signals



Right-of-Way Needs

- Mainly Temporary Easements for construction
- Permanent Easements for roadway lighting and some permanent signing
- Purchase Right-of-Way for some ramps and permanent signing

Project Scope

- Pavement Restoration
- Asphalt Concrete Overlay
- Curb Ramp Upgrades
- Signals
- Lighting
- Permanent Signing
- Realign Intersection of Havens Ave. and Rowley St.

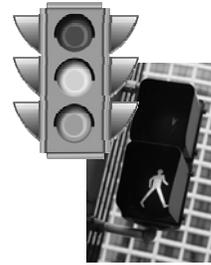


Realign Intersection of Havens Ave. and Rowley St.



Traffic Signals and Lighting

- New pedestrian push buttons
- Relocate signal pole in NE corner of Minnesota St. and NW corner of Burr St.
- New traffic signals at Havens Ave. and Rowley St.
- New roadway lighting to be installed on North side of Havens Ave.



Utilities

- No water or sanitary sewer line replacement
- Fire hydrants disturbed by project will need to be relocated by the City
- Minor storm sewer work
 - New drop inlets at realigned Rowley St.



Access Management

- Provide safe, efficient access to streets and highways
- Restrict number of direct access points to major surface streets
- Provide adequate spacing between driveways and cross roads

Encroachments

- Encroachments are privately owned items, such as signs and landscaping, that are located on public highway right-of-way.
- SDDOT Area Office has conducted an encroachment survey and will review any encroachments.



Construction Traffic Plan

- Tentative
- Traffic will be maintained through the project
- Access to businesses and adjacent property will be maintained



Associated Projects

- NH 0037(102) – PCN 01BA
 - SD37 NB and SB Lanes (Burr St.) from I90 South and SD37 from N City Limits to N Urban Boundary in Mitchell – Pavement Restoration
 - Estimated Cost - \$382,000
- P 090L(1)332 – PCN 01BC
 - I90 EB and WB Loop (Burr St.) from I90 N to Havens Ave. in Mitchell – Pavement Restoration
 - Estimated Cost - \$251,000
- EM-PH 2090(21)332 – PCN 010Q
 - Estimated Cost - \$3,943,000

Total Estimated Cost
\$4,576,000



What's Next?

- Written comments by December 13, 2010
- Right-of-way negotiations
- Letting – anticipated July 2011
- Anticipate starting construction fall 2011

QUESTIONS?



Questions or Comments

Please submit comments or questions to:

Karen Olson, Road Design Engineering Supervisor
Karen.Olson@state.sd.us
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, SD 57501-2586

[Public Meeting Information](http://www.sddot.com/pe/projdev/planning_pubmeet.asp)
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 - 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.



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:

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

