



## **Public Meeting/ Open House**

**June 11, 2013**

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### **IM – 1902(61)0 PCN 1162 PENNINGTON COUNTY**

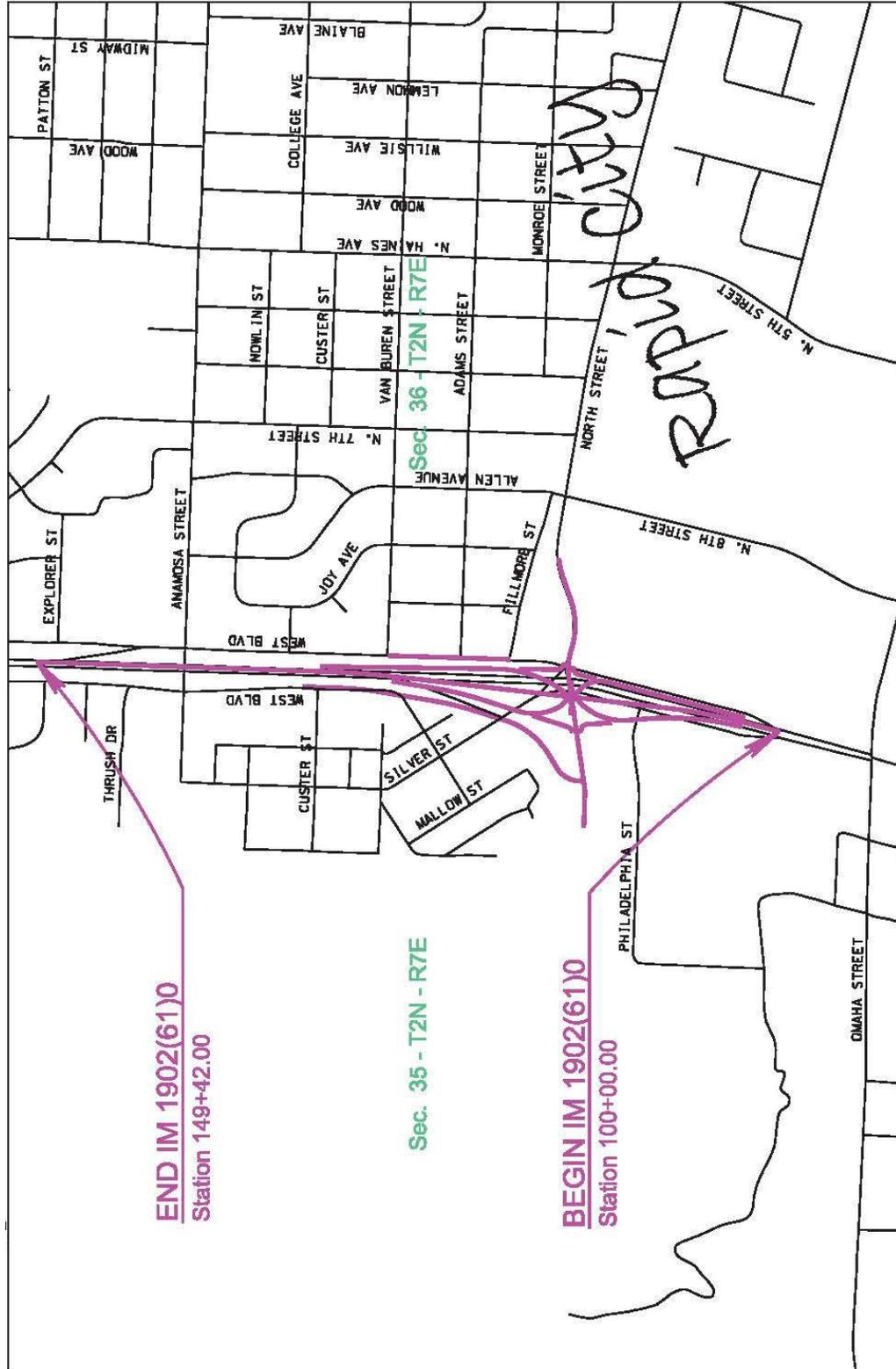
#### **Interstate 190 / Silver Street Interchange Reconstruction**

#### **Grading, Structures, Curb & Gutter, Storm Sewer, AC & PCC Pavement, Pavement Markings, Lighting, Signals, Permanent Signing**

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






## Interstate 190 Silver Street Interchange Reconstruction Project IM 1902(61)0 PCN 1162

**Public Meeting  
June 11, 2013**




## Project Team

- Planning and Environmental Assessment  
Steve Gramm & Tom Lehmkuhl, SDDOT  
Rick Laughlin & Becky Baker, HDR Engineering
- Final Design  
Neil Schochenmaier, SDDOT  
Todd Peckosh, City of Rapid City  
Steve Hoff & Jody Page, HDR Engineering

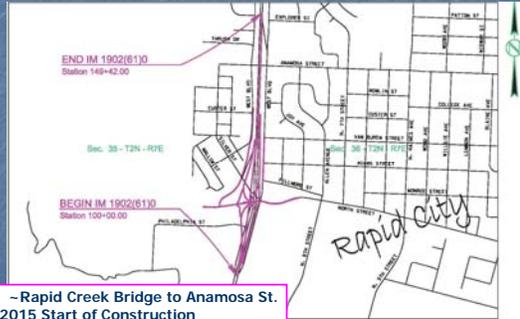


## Presentation Overview

- Project Background
- Purpose and Need
- Development of Alternatives
- Preliminary Layout
- Landowner Meeting
- What's Next?



## Project Limits



- ~Rapid Creek Bridge to Anamosa St.
- 2015 Start of Construction



## Background Information

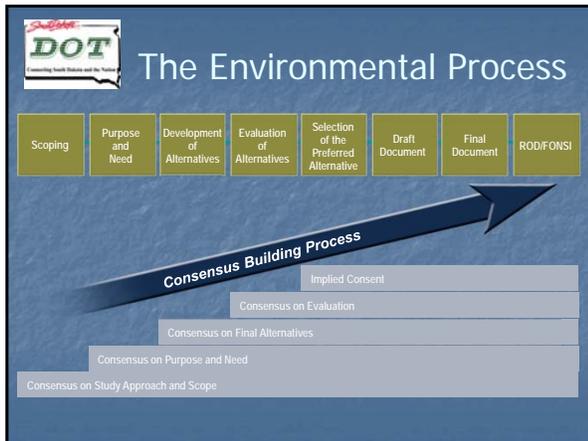
- I-190 pavement was originally constructed in 1960
- I-190 pavement maintenance projects were completed in 1981 & 2006
- Current Average Daily Traffic (ADT) – 18,704 Year 2010
- Current Truck Traffic – 8.3%
- Projected ADT – 21,921 Year 2030




## Project Scope



- Grading, Structure, Curb & Gutter, Storm Sewer, PCC Pavement, Asphalt Pavement, Pavement Markings, Signals, Lighting, Permanent Signing, Retaining Walls, ROW
  - \$12.12 Million Estimated construction cost
- City Utility Project
  - Water, Sanitary Sewer



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## Project Purpose and Need

### Project Need

- Structural Deficiencies
- Geometric Deficiencies
- Transportation Demand
- System Linkage
- Safety

Scoping | Purpose and Need | Development of Alternatives | Evaluation of Alternatives | Selection of the Preferred Alternative | Draft Document | Final Document | ROD/FONSI

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## Project Purpose and Need

The Purpose of the Project is:

- to reconstruct the interchange to meet current design standards
- to improve the safety and mobility of the traveling public
- to implement Rapid City's long-range plan to provide improved connectivity of the local transportation system.

Scoping | Purpose and Need | Development of Alternatives | Evaluation of Alternatives | Selection of the Preferred Alternative | Draft Document | Final Document | ROD/FONSI

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## Development of Alternatives

- No Build Alternative
- Build Alternatives
  - Total of 8 were evaluated
    - Full Diamond Interchange
    - Single Point Diamond Interchange
    - Hybrid Single Point Diamond Interchange
    - Interchange with Loop

Scoping | Purpose and Need | Development of Alternatives | Evaluation of Alternatives | Selection of the Preferred Alternative | Draft Document | Final Document | ROD/FONSI

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## Alternative Evaluation Factors

- Purpose and Need
- Section 4(f)
- Relocations
- Environmental Justice
- Noise

Scoping | Purpose and Need | Development of Alternatives | Evaluation of Alternatives | Selection of the Preferred Alternative | Draft Document | Final Document | ROD/FONSI

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## Alternative 2a

### Section 4(f)

Executive Golf Course  
*De Minimis* Finding

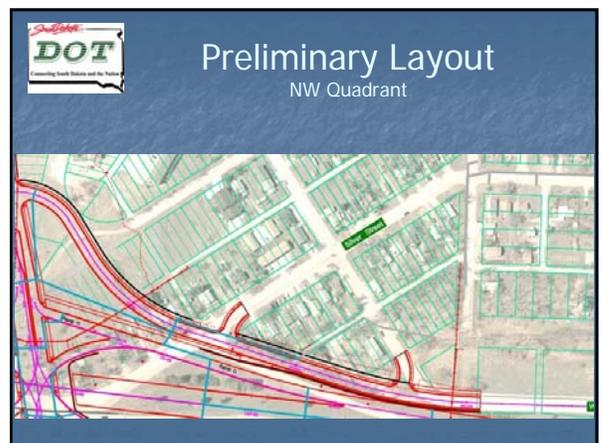
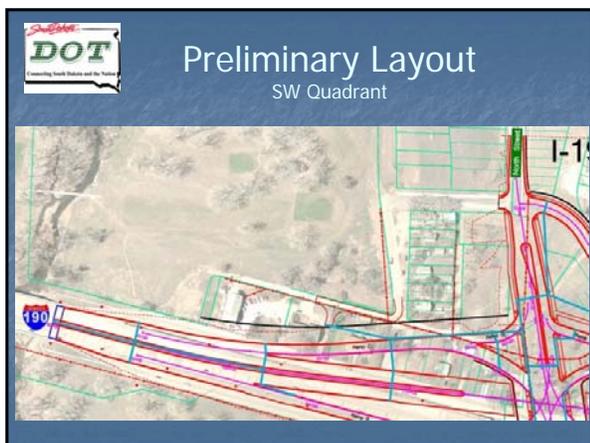
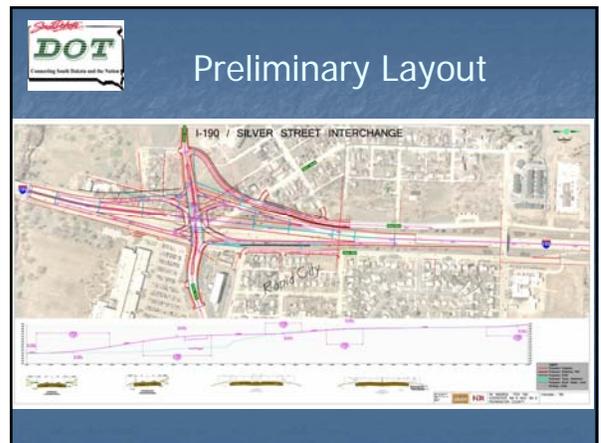
Map showing project area with legend: Right-of-Way, Wetlands, Section 4(f) Resources, Relocations, Environmental Justice, Noise, and Section 4(f) Resources. Includes a scale in feet and a north arrow.



**Document Available for Review**

- EA and Section 4(f) *De Minimis* Finding Available at:
  - SDDOT Central Office
  - SDDOT Region Office
  - Rapid City City/School Administration Center
  - The document is also available for download from <http://www.sddot.com/transportation/highways/planning/specialstudies/i190/default.aspx>

Scoping	Purpose and Need	Development of Alternatives	Evaluation of Alternatives	Selection of the Preferred Alternative	Draft Document	<b>Final Document</b>	<b>RODFONSI</b>
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## Preliminary Layout

NE Quadrant

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## Preliminary Layout

SE Quadrant

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## City Utility Project

- Water Main
  - New water main & services
  - Service interruptions
- Sewer Main
  - New sewer main & services

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## Utility Replacement Project Preliminary Layout

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## Landowner Meetings

- Permanent Easement/ROW
- Temporary Easements for Construction
- Temporary access
- Water/Sewer service
- ROW Appraisals Process

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## Construction Traffic Control

- Traffic & Access will be maintained through Construction
  - I-190 & City Streets in the project area will be maintained with a minimum of one lane in each direction
  - Public Meeting to be held with detailed plans after final design
- Maintain access for mail, emergency services, customers & delivery trucks



## What's Next?

- Written Comments by June 23<sup>rd</sup>, 2013
- Final Decision on EA- July 1<sup>st</sup>, 2013
- Landowner Meetings – Fall 2013
- ROW Appraisals and Negotiations with Landowners – Begin Spring 2014
- 2<sup>nd</sup> Public Meeting (Construction Phasing & Traffic Control)– November 2014
- Bid Letting – December 2014
- Construction – Summer 2015

• Tentative Dates

## Questions or Comments

Please Submit Questions or Comments to:

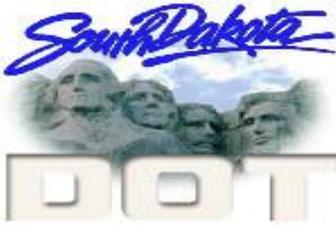
Neil Schochenmaier, Road Design Engineering Supervisor  
[Neil.Schochenmaier@state.sd.us](mailto:Neil.Schochenmaier@state.sd.us)  
South Dakota Department of Transportation  
700 E. Broadway Ave.  
Pierre, SD 57501

or

Jody Page, Project Manager  
[Jody.Page@hdrinc.com](mailto:Jody.Page@hdrinc.com)  
HDR Engineering  
3820 Jackson Blvd, Ste 1  
Rapid City, SD 57702

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

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## Environmental, Social & Economic Impacts and Advanced Utility Coordination

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- 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

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



## 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 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

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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. 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?
4. Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
5. Are there Retaining Walls or Vaults on your property?
6. Temporary water and sewer service interruptions during construction activities.
7. 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

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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:

Dan Staton, SDDOT Access Management Engineer, 2300 Eglin St, Rapid City, SD 57709 Phone:  
Office - 605-394-2244, Cell – 605-381-2806; E-Mail: [Daniel.Staton@state.sd.us](mailto:Daniel.Staton@state.sd.us)

