



**Public Meeting /
Open House
October 29, 2018**

P-PH 0046(66)334, Yankton County, PCN 04X4

SD46 - From US81 to Irene

**Grading & Interim Surfacing, Replace Structure
(RCBC), Replace Structure (Bridge), Intersection
Lighting at US81/SD46**

**Public Meeting Information @
<http://sddot.com/dot/publicmeetings/default.aspx>**



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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

SD Highway 46
From US81 to Irene
Yankton County

P-PH 0046(66)334 PCN 04X4

Darin Johnson
Road Design Engineer

October 29, 2018



Purpose of the Meeting

- Involve the public in the planning and design process
- Provide a project overview
 - Background information
 - Proposed project
 - Project schedule
- Gather input and comments



Project Limits



Background Information

- Grading & Structures in 1953
- Resurfaced in 2010
- Asphalt Crack Seal in 2011
- Chip Seal in 2012



Traffic

- 2016 Average Daily Traffic (ADT) = 2159
- 2041 Projected ADT = 3130
- 13.2% Average Truck Traffic



Crash History

- 5 Year Period from 2013 to 2017
 - 37 Reported Crashes
 - 1 Fatal Crash (2 Fatalities)
 - 6 Injury
 - 18 Animal Hits
 - Weighted Crash Rate = 1.22
- Rural Minor Arterial
 - Statewide Weighted Crash Rate = 1.74 crashes per million vehicle miles of travel



Highway Deficiencies

- Vertical Grades / Curves
- Narrow Shoulders – 4 feet



Bridges

- Current bridge locations - Clay Creek & Turkey Creek
- Nearing end of service life



Proposed Improvements

- Widen Roadway – 8 ft. Shoulders
- Improve Vertical Grades / Curves
 - Improve Sight Distance and Expand Passing Opportunities
- Replace Bridges and Reinforced Concrete Box Culverts
- Replace Fence and Culverts
- Asphalt Concrete Surfacing (Final Surfacing 2023)
- Lighting at US81 / SD46 Intersection



Proposed Typical Section



Horizontal Alignment

- Centered on existing highway right-of-way – US81 to 451st Ave. (11 Miles)
- Beginning at 451st Ave., shifted to the south to avoid impacts to cemetery
 - 18' shift at cemetery
- Match with existing alignment 300' west of Till Ave.

See Handout



Vertical Alignment

- 444th Ave. (Mayfield) to Irene – significant proposed grade change
 - 12' cut (grade lowering) at hill east of Clay Creek
 - 18' fill (grade raise) in valley at Turkey Creek
 - All proposed vertical grades to be 4% or less (except at Irene)
 - 5% proposed vertical grade immediately west of Irene

See Handout



Borrow / Waste

- **Borrow (additional) material needed at the following locations:**
 - West end of project near US81
 - Mud Creek
 - Turkey Creek
- **Waste (excess) material at the following location:**
 - Clay Creek
- **Contact Keith Long – Mitchell Region Materials Engineer (605) 995-3320**

See Handout



Intersecting Roads

- **Due to proposed vertical grade changes along SD46, portions of the following intersecting roads will require reconstruction:**
 - 445th Ave. (7 Miles W. of Irene)
 - 448th Ave. (4 Miles W. of Irene)
 - 449th Ave. - North (3 Miles W. of Irene)
 - 450th Ave. (2 Miles W. of Irene)
 - 451st Ave. (1 Mile W. of Irene)

See Handout



Left Turn Lanes

- **Left turn lanes are proposed for SD46 at the following intersecting roads:**
 - 444th Ave. (8 Miles W. of Irene)
 - 446th Ave. (6 Miles W. of Irene)
 - 448th Ave. (4 Miles W. of Irene)

See Handout



Access Management

- **To provide safe, efficient access to streets and highways**
- **Limit number of direct accesses to major roadways**
 - Relocate to section line roads
 - Combine entrances in close proximity to each other
 - Share 40' entrances at property lines

See Handout



Right of Way (ROW)

- **Existing width - 150 feet (+/-)**
- **Purchase additional ROW**
 - Locations with high fill / embankment that extend beyond 75'
 - Locations with high cut / excavation that extend beyond 75' (landowner option)
 - Alignment shift at east end of project to provide 65' width on north side at cemetery near Irene
- **Temporary easements as needed for construction**

See Handout



Encroachments

- **Encroachments - Private Property Located Within the Public ROW**
 - Federal Highway Regulations
 - Safety
- **Examples of Encroachments**
 - Signs
 - Private Use (Parking)
 - Landscaping Items
- **Owners of Encroachments have been Notified by the Yankton Area Office**

See Handout



Utility Coordination

- Some utilities will need to be relocated
- Utility companies may negotiate easements with landowners as needed

Bon Homme Yankton Electric	Southeastern Electric
Midcontinent Communications	B-Y Rural Water
Vast Broadband	SDN Communications
City of Irene	Century Link

See Handout



Utility Coordination

- Any Known Private Utilities?
 - Waterlines
 - Drainfields
 - Septic Tanks
 - Underground Storage Tanks
 - Underground Power Lines
- Contact SDDOT

See Handout



Environmental, Social & Economic Concerns

The National Environmental Policy Act of 1969 (NEPA) requires that federally funded projects be reviewed to determine the social, economic, and environmental consequences of the action. Public involvement is beneficial to the implementation of a project's NEPA process. This project is being developed in accordance with applicable State & Federal environmental regulations. **Your input** on the following will aid in the project's development and NEPA review.

Section 4(f) Property

The project was reviewed to determine potential impacts to Section 4(f) properties, i.e. publicly owned parks, recreational areas, wildlife & waterfowl refuges, or public & private historical sites. **No Section 4(f) properties have been identified along the project.**

Contaminated Materials

No contaminated materials have been identified along the project, to date. If you have information on contaminated materials, or underground/above ground storage tanks that could be encountered during construction, please let us know.

See Handout



Environmental, Social & Economic Concerns

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.

A cultural resources survey will be conducted on the project to determine if historic / archaeological resources will be impacted by the project.

Wetlands

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. **Wetland impacts have not been determined yet for this project.** If you are interested in creating or restoring wetlands on your property, please complete the Wetland Mitigation Registry Form in the handouts.

See Handout



Environmental, Social & Economic Concerns

Threatened & Endangered Species

The U.S. Fish & Wildlife Service will review the project to determine if it will impact the following species that are known to occur in Yankton County:

- Birds: Least Tern, Piping Plover, Whooping Crane, Red Knot
- Mammals: Northern Long-eared Bat
- Fish: Pallid Sturgeon, Topeka Shiners
- Clams: Higgins Eye, Scaleshell Mussel
- Plants: Western Prairie-Fringed Orchid

Awaiting a final determination but at this time no impacts are anticipated to these species by the project.

See Handout



Construction Traffic Control

- Road will be closed to through traffic during construction
- Local traffic and emergency vehicle access will be maintained



Construction Traffic Control

- Detour route for Highway SD 46 traffic during construction



Landowner Meetings

- **Early 2019**
 - Will be contacted by SDDOT to schedule appointment
- **Held with individual landowners adjacent to the project**
 - Driveway location / widths
 - Fence
 - Drainage
 - Trees
 - Temporary easements or ROW acquisition

See Handout



Tentative Project Schedule

Dependent on Federal Funding

Landowner Meetings	Early 2019
Final Design	2019
ROW Acquisition Process	2020 / 2021
Construction	2022
Estimated Cost:	\$17.9 million

Final surfacing is planned for 2023



Projects in the Area



Questions or Comments

Please Submit Questions or Comments by **November 14, 2018** to:

Cary Cleland
 South Dakota Department of Transportation
 5316 West 60th St. North
 Sioux Falls, SD 57107
Cary.Cleland@state.sd.us

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:

Brooke White, SDDOT Access Management Engineer, 5316 W. 60th St. N, Sioux Falls, SD 57107; Phone: 605-367-4970 Ext. 1802120; E-Mail: Brooke.White@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 may 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 John Keyes of the SDDOT Right of Way Program in Pierre. His phone number is 605-773-3746. 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 available at the following SDDOT website:

<http://www.sddot.com/resources/Brochures/>



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.



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 public 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:

Rod Gall, Area Engineer
SDDOT Yankton Area Office
1306 W. 31st St.
Yankton, SD 57078-9662
Phone: 605-668-2929; E-Mail: Rod.Gall@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
- 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 :

Joanne Hight, Engineer Supervisor
SDDOT Project Development Office
700 E. Broadway Ave.
Pierre SD 57501
Phone: 605-773-3721; E-Mail: Joanne.Hight@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:

Bronson Blow, Utility Coordinator
SDDOT Road Design Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone 605-773-3433; E-Mail: Bronson.Blow@state.sd.us



Wetland Mitigation Registry Form

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Examples of acceptable wetland mitigation include 1) wetland creation; 2) wetland restoration – plugging an existing, drained wetland; or, 3) by wetland enhancement - adding buffer around an existing wetland.

The South Dakota Department of Transportation (SDDOT) may participate in the cost of wetland creation/restoration/enhancement, if the wetland can be used to mitigate wetland impacts caused by highway construction.

If you are interested in creating, restoring, or enhancing wetlands on your property, please complete the attached form and mail to: Joanne Hight, Engineer 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 #: _____ **Email:** _____

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.

