



Public Information

NH 0037(158)126, Beadle County, PCN 06A2

SD37 - From 9th St. S. to 3rd St. N. in Huron

**Urban Grading, PCC Surfacing, Storm Sewer,
Curb & Gutter, Sidewalk, Lighting, Signals**

Public Meeting Information @

<https://dot.sd.gov/projects-studies/projects/public-meetings>



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.

Online Public Meeting

NH 0037(158)126
PCN 06A2

SD37 from 9th St. South to 3rd St. North in Huron

Darin Johnson
Road Design Engineer

January 2021



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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



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Project Limits



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Background Information



- Original Construction –
 - 5th St. South to Market St. (1931)
 - Remainder of Project (1977 / 1978)
- Last Surface Improvement in 2010



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Traffic



- Current Average Daily Traffic (ADT) = 10,672 (Year 2019)
- Projected ADT = 12,539 (Year 2044)
- 5.8% Truck Traffic



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Crash History

- 27 Reported Crashes (2017 to 2019)
 - 8 Rear End Collision
 - 16 Angle Intersection
- Reported crash rate (5 Year Period) –
 - 2.03 (13th St. South to 5th St. South)
 - 4.30 (5th St. South to Market St.)
 - 0.93 (Market St. to 3rd St. North)
- Urban Principal Arterial
 - Statewide Weighted Crash Rate = 1.95 crashes per million vehicle miles of travel



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Highway Deficiency

➤ Pavement Condition



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Proposed Improvements

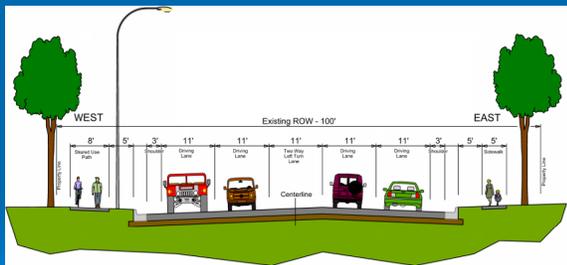
- New Portland Cement Concrete Surfacing
- Improved Pedestrian Facilities
 - 8' Shared Use Path – 9th St. South to 5th St. South on West Side of Roadway
 - 8' Shared Use Path – Market St. to 3rd St. North on East Side of Roadway
- New Storm Sewer
- Traffic Signals
- Roadway Lighting



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Proposed Typical Sections

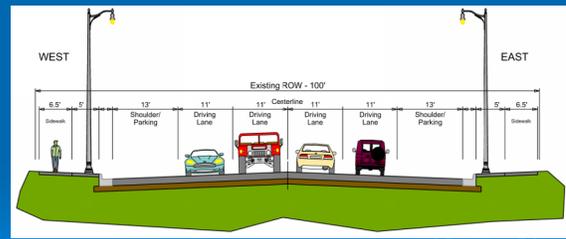
9th St. South to 5th St. South



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Proposed Typical Sections

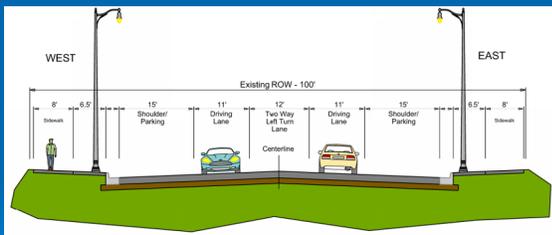
5th St. South to Market St. – Option A



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Proposed Typical Sections

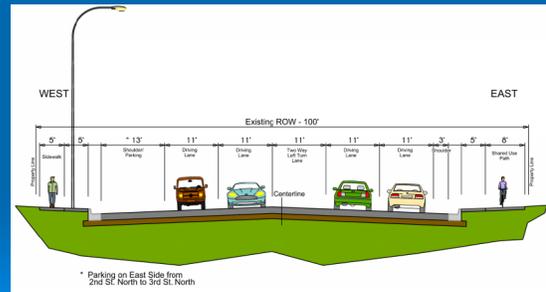
5th St. South to Market St. – Option B



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Proposed Typical Sections

Market St. to 3rd St. North



* Parking on East Side from 2nd St. North to 3rd St. North



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Proposed Typical Sections

5th St. South to Market St.

- Option A – 2-11' Lanes in each direction with no center turn lane
- Option B – 1-11' Lane in each direction with 1-12' center turn lane
- Requesting public input on preferred option for the downtown segment of the project



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Downtown Boulevards

- 4th St. South to 2nd St. South
- City is considering various enhancements (landscaping & hardscaping)
 - Landscaping – Above ground flower beds, other plantings
 - Hardscaping – Colored concrete, pavers, benches



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Roadway Lighting

- New Light Poles
 - 9th St. South to 5th St. South
 - Market St. to 3rd St. North



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Roadway Lighting

- Decorative Lighting (Under Consideration)
 - 5th St. South to Market St.



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Traffic Signals



- Replace Traffic Signals at Existing Locations
 - 5th St. South, 4th St. South, 3rd St. South, Market Ave.
- Traffic Signal at 9th St. South will be replaced with future project (2026)



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Access Management

- To provide safe, efficient access to streets and highways
- Limit number of direct accesses to major roadways
- Provide adequate spacing between driveways and cross-roads or signals

See Handout



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Right of Way (ROW)

- Existing Width - 100'
- Purchase additional ROW as needed at intersection corners
- Temporary Easements as needed for construction
- SDDOT proposes to acquire a 3' (+/-) permanent easement to allow for additional space for tree planting on the west side of SD37 from 9th St. South to 7th St. South
- Proposed permanent easement to be transferred to the City of Huron

See Handout



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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 will be Notified by the Huron Area Office

See Handout



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Utility Coordination

- Some Utilities may need to be relocated
- Utility Companies may negotiate easements with landowners as needed



Midcontinent Communications
Verizon
Northwest Energy
SDN
Century Link
City of Huron

See Handout



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Utility Coordination

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

See Handout



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Utility Coordination

- Underground Installations Within Highway ROW – 4th St. South to Market St.
 - Basements, Coal Chutes, Stairwells, Vaults
- Contact SDDOT if you have any information on these types of sites
- Utility Mapping Services (UMS)
 - Hired by SDDOT to identify locations
 - UMS is working to contact applicable property owners to conduct on site inspections

See Handout



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City Utility Project

- Project to be let in combination with State Project
- Water main replacement & associated service lines
- Sanitary sewer spot repairs
- Estimated Project Cost = \$700,000

See Handout



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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. **Awaiting a final determination but at this time there are two 4(f) properties that have been identified – Campbell Park Historic District and Campbell Park.**

Section 6(f) Property

The project was reviewed to determine potential impacts to Section 6(f) properties. Conversion of lands or facilities acquired with LWCF funds must be coordinated with the National Park Service. **Awaiting a final determination but at this time there is one 6(f) property that has been identified – Campbell Park**

See Handout



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Environmental, Social & Economic Concerns

Contaminated Materials

No contaminated materials have been identified along the project, to date. There are sites that have been previously utilized as service stations that will be monitored for contaminated material during construction. If you have information on contaminated materials, or underground/above ground storage tanks that could be encountered during construction, please let us know.

Section 106

Section 106 of the National Historic Preservation Act requires Federal actions to consider the effects of project undertakings on historic properties. **Section 106 consultation has been initiated with the Huron Historic District, the State Historic Preservation Office and applicable tribal organizations.**

Wetlands

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. If you are interested in creating or restoring wetlands on your property, please complete the Wetland Mitigation Registry Form in the handout. **Awaiting a final determination but at this time no impacts are anticipated to wetlands along the project.**

See Handout



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Environmental, Social & Economic Concerns

Threatened & Endangered Species

According to the U.S. Fish & Wildlife Service, the following species are known to occur in Beadle County:

- Birds: Whooping Crane and Red Knot
- Mammals: Northern Long Eared Bat

Awaiting a final determination but at this time no impacts are anticipated to these species by the project. There is one tree (located at 628 S. Dakota Ave.) that has been identified as a potential habitat for the Northern Long Eared Bat. This tree will be retained.

See Handout



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Trees

➤ 9th St. South to 5th St. South

- Due to construction activities, all boulevard trees will be removed



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Trees

➤ 9th St. South to 5th St. South

- Post Construction, trees will be allowed outside of the new shared use path and sidewalk – not in the boulevard
- SDDOT proposes to acquire a 3' (+/-) permanent easement to allow for additional space for tree planting on the west side of SD37 from 9th St. South to 7th St. South
- There will be available space for tree planting on the east side of SD37 within the highway ROW as well as within the limits of Campbell Park on the west side between 7th St. South and 5th St. South



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Trees

➤ 9th St. South to 5th St. South

- City of Huron will pay to furnish and install new trees
- Adjacent property owners will be asked to accept maintenance responsibility of the new trees



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Construction Traffic Control



- 9th St. South to Market St. – Roadway Closed
- Market St. to 3rd St. North – Construct ½ Roadway at a time



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Construction Traffic Control

- 9th St. South to Market St.
 - Closed to through traffic
 - Access to properties maintained
 - Constructed in two phases
 - 9th St. South to 5th St. South
 - 5th St. South to Market St.



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Construction Traffic Control

- 9th St. South to Market St.
 - Detour Route
 - 9th St. South, Kansas Ave. & 5th St. South during Closure of South 4 Blocks
 - 5th St. South, Kansas Ave. & Market St. during Closure of Downtown 4 Blocks
 - No Parking Allowed on Kansas Ave. from 9th St. South to 5th St. South while segment is utilized for detour.
 - Asphalt Concrete Overlay (2023) on Kansas Ave. in preparation for use as detour in 2024.



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Construction Traffic Control

- Market St. to 3rd St. North
 - Construct ½ of the roadway at a time
 - Traffic maintained on opposite side of roadway
 - A short duration full closure is possible to allow for replacement of the Railroad Crossing
 - Detour route would utilize Market Ave., Lincoln Ave. & US Hwy. 14.



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Future Project

- 21st St. South to 9th St. South
 - Scheduled for Construction in 2026
 - Urban Grading, PCC Surfacing, Curb & Gutter, Storm Sewer, Sidewalk, Lighting & Traffic Signals



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Landowner Meetings

- March 2021
 - Will be contacted by SDDOT to discuss project over the telephone or online (due to covid19)
- Held with individual landowners adjacent to the project
 - Driveway or access location/width
 - Sidewalk and Curb Ramps
 - Drainage
 - Trees
 - Temporary Easements and / or ROW acquisition

See Handout



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Tentative Project Schedule

Dependent on Federal Funding

Landowner Meetings	March 2021
Final Design	Summer / Fall 2021
ROW Acquisition Process	Spring 2022 thru Spring 2023
Construction	2024
Estimated Cost:	\$9.2 million



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Questions or Comments

Please Submit Questions or Comments by **February 5, 2021** to:

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

Telephone: 605-367-5680 Option 6

Public Meeting Information @
<https://dot.sd.gov/projects-studies/projects/public-meetings>



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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 crash rate by 11 to 18 percent on that highway segment. In rural areas, each added access point increases the annual crash rate by 7 percent. Overall, driveway-access crashes 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, please contact:

Access Management Engineer position is temporarily vacant. In the interim, please contact:
Darin Johnson
5316 W. 60th St. N.
Sioux Falls, SD 57107
Phone: 605-367-5680 Option 6
E-Mail: Darin.Johnson@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: <https://dot.sd.gov/inside-sddot/forms-publications/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.

- Permanent purchase and/or temporary use of your property.
- 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.

- 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?
- Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
- 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 (SDDOT) will 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.

SDDOT Staff will survey the project limits to identify all encroachments. Prior to the project being let to contract, landowners will be contacted by the SDDOT 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:

Brad Letcher
Area Engineer
SDDOT Huron Area Office
901 Dakota Ave. N.
Huron, SD 57350-0940
Phone: 605-353-7140; E-Mail: Brad.Letcher@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
 - US Forest Service
- For additional information, please contact:

Joanne Hight
Environmental Engineer Manager
SDDOT Administration 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:

Clint Freeman
Utility Coordinator
SDDOT Road Design Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone: 605-773-4426
E-Mail: Clint.Freeman@state.sd.us

