



**Public Meeting**  
**January 17<sup>th</sup>, 2017**

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**NH-PH 0050(114)324, Charles Mix County, PCN 04HN**  
**SD50 - From E Jct of US18 to SD46**  
**Grading and Interim Surfacing**

**PH 0018(190)348, Charles Mix County, PCN 04JX**  
**US18 - From the E Jct of SD50 to US281**  
**Shoulder Widening, Pipe Work**

**PH 0281(108)35, Charles Mix, Douglas County, PCN 04JE**  
**US281 - From US18 to the Charles Mix/Douglas County Line**  
**Shoulder Widening**

**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

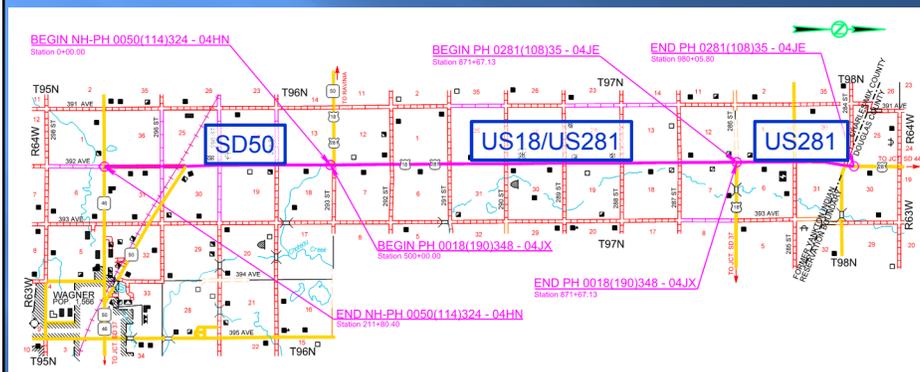
## US Highways 18 & 281 and SD Highway 50 From Douglas County Line to SD46 Charles Mix County

Cary Cleland  
Road Design Engineering Supervisor

January 17, 2017



# Project Limits



# 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**



# Background Information

- **Grading & Structures in 1942 (SD50) & 1952 (US18/US281)**
- **Resurfaced in 2001 (SD50) & 2010 (US18/US281)**
- **Chip Seal in 2013 (SD50) & 2012 (US18/US281)**



# Traffic

## SD50

2015 Average Daily Traffic=1348  
2040 Projected ADT = 2089  
Average Truck Traffic = 6.6%

## US18

2015 Average Daily Traffic (ADT) = 1202  
2040 Projected ADT = 1863  
Average Truck Traffic = 14.6%

## US281

2015 Average Daily Traffic (ADT) = 1571  
2040 Projected ADT = 2435  
Average Truck Traffic = 16.2%



# Crash History

## US18 - Crash Rate = 0.84

Year 2011-2015

- 1 Fixed Object Off Road
- 1 Overturn Off Road
- 2 Sideswipe
- 1 Animal Hit
- 2 Other

## US281 - Crash Rate = 1.82

Year 2011-2015

- 1 Angle Intersection
- 1 Fixed Object Off Road
- 1 Overturn Off Road
- 2 Animal Hit
- 2 Other

## SD50 - Crash Rate = 1.80

Years 2011-2015

- 2 Overturn Off Road (1 Fatal Crash – 2 Deaths)
- Fatal Crash was on the gravel section
- 2 Animal Hits

Year 2016 (Within the horizontal curve being realigned)

- 1 Fixed Object Off Road
- 1 Overturn Off Road (Fatal)
- 1 Angle No Intersection

## Rural Major Arterial

Statewide Crash Rate 1.48 crashes per million vehicle miles travel



# Project Purpose and Need

## Correct Roadway Deficiencies

- › Design standards (width, sight distance)
- › Deteriorated pavement
- › Aging culverts

## Improve Safety

- › Horizontal curve on SD50
- › Inadequate shoulder widths



# Proposed Improvements

- › Total Reconstruction on SD50
- › Shoulder Widen on US18 and US281
- › Entire Roadway will have 8 ft shoulders
- › Purchase Right-of-way to provide 150 ft corridor
- › Replace Drainage Culverts
- › Realign SD50



## Benefits of SD50 Realignment

- Eliminate crashes on curve
- Eliminate possible property buyout
- Reduce State highway mileage
- Reduce County highway mileage
- Reduce traffic by Lake Wagner
- Reduce turning movements at existing SD50/SD46 intersection
- Reduce pedestrian conflict potential at existing SD50/SD46 intersection



## Realignment of SD50





## Right of Way (ROW)

- Existing Width varies from 100-150 feet
- Purchase needed ROW to provide - 150 feet on corridor.
  - < 150 feet possible near houses
- 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 will be Notified by the Mitchell Area Office

See Handout



# Utility Coordination

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

East River Electric  
Northwestern Energy  
Charles-Mix Electric  
Golden West Communications

Fort Randall Telephone  
Randall Community Water  
Douglas Electric  
TM Rural Water

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

Project action will include all possible planning to avoid and minimize harm to publicly owned parks, recreational areas, wildlife & waterfowl refuges, or public & private historical sites. An evaluation of possible project effects is being done with project.

## Contaminated Materials

Project will take into account contaminated soils with relation to existing above ground and underground storage tanks within or adjacent to project's area of potential effect. 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.

## 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 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 Charles Mix County:

### Birds

- Whooping Crane
- Rufa Red Knot
- Piping Plover
- Least Tern



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 Charles Mix County:

### Mammals

- Northern Long-eared Bat



### Fish

- Pallid Sturgeon



See Handout



# Construction Traffic Control

- Shoulder widen area will remain open to through traffic.
- Regrading area will be closed to through traffic during construction
  - Local traffic and emergency vehicle access will be maintained at all times



# Detour Route for SD50



# Landowner Meetings

- **Spring 2017**
  - Landowners 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*

<b>Landowner Meetings</b>	<b>Spring 2017</b>
<b>Final Design</b>	<b>2017-2018</b>
<b>ROW Acquisition Process</b>	<b>2018-2019</b>
<b>Construction</b>	<b>2020</b>
<b>Final Surfacing</b>	<b>2020 or 2021</b>
<b>Estimated Cost:</b>	<b>\$15.9 million</b>



# Questions or Comments

Please Submit Questions or Comments by  
**January 31, 2017** to:

Cary Cleland  
South Dakota Department of Transportation  
5316 West 60<sup>th</sup> Street North  
Sioux Falls, SD  
[Cary.Cleland@state.sd.us](mailto: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

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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. N, Sioux Falls, SD 57107; Phone: 605-367-4970 Ext. 1802120; E-Mail: [Brooke.White@state.sd.us](mailto:Brooke.White@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 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

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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:

Jay Peppel, Area Engineer  
SDDOT Mitchell Area Office  
1300 S Ohlman St,  
Mitchell, SD 57301  
Phone: 605-995-8129  
E-Mail: [Jay.Peppel@state.sd.us](mailto:Jay.Peppel@state.sd.us)



## 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
- 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 :

Tom Lehmkuhl, Engineer Supervisor  
SDDOT Project Development Office  
700 E. Broadway Ave.  
Pierre SD 57501

Phone: 605-773-3721; E-Mail: [Tom.Lehmkuhl@state.sd.us](mailto:Tom.Lehmkuhl@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:

Levi Briggs, Utility Coordinator  
SDDOT Road Design Office  
700 E. Broadway Ave.  
Pierre, SD 57501

Phone 605-773-3433; E-Mail: [Levi.Briggs@state.sd.us](mailto:Levi.Briggs@state.sd.us)



## Wetland Mitigation Registry Form

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: Tom Lehmkuhl, 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.

