



**DEPARTMENT OF  
TRANSPORTATION**

**Public Information**

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**NH-PH-B 0016(91)60, Pennington County, PCN 06X3**

**Intersection of U.S. Highway 16 & Neck Yoke Road  
Structure # 52-393-365 & 52-393-366**

**Grading, Asphalt Surfacing, Replace Bridge**

**Public Meeting Information @**

[https://dot.sd.gov/projects-studies/projects/public-meetings#listItemLink\\_1824](https://dot.sd.gov/projects-studies/projects/public-meetings#listItemLink_1824)



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 wishes to file a discrimination complaint should contact the Department's Civil Rights Office at 605-773-3540.

## Public Meeting

**U.S. Highway 16**  
**At the Intersection with Neck Yoke Road**  
**Pennington County**

**NH-PH-B 0016(91)60 PCN 06X3**

**Mark Malone, PE**  
**Road Design Engineering Supervisor**


**Tuesday, Nov. 22, 2022**



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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


- Grading in 1962 / 1964 / 1966  
Structures in 1964
- Resurfaced in 2010 / 2013
- Last surface Improvement in 2013 / 2016



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## Traffic


- 2026 Average Daily Traffic (ADT) = 16,000 East of Neck Yoke Road  
= 14,000 West of Neck Yoke Road
- 2050 Projected ADT = 20,500 East of Neck Yoke Road  
= 18,000 West of Neck Yoke Road
- 3.0% Average Truck Traffic



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## Crash History

- 24 Reported Crashes
  - 13 Animal Hit
  - 4 Fixed Object Off Road
  - 3 Angle-Intersection
  - 2 Sideswipe Overtake
  - 1 Angle No-Intersection
  - 1 Other
- 4 Injury  
1 Fatality
- 5 Year Period from 2017 to 2021 for EB & WB
- Reported Crash Rate = 2.06 for EB  
= 1.26 for WB
- Statewide Weighted Crash Rate = 1.46 (crashes per million vehicle miles of travel)
- Rural Principal Arterial



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## Areas for Improvement

- High severity crash rate
- Multiple, closely-spaced driveways
- Narrow median
- Bridges near end of service life

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## Proposed Improvements

- Construct a reduced conflict intersection at Neck Yoke Road
- Replace bridges over Spring Creek
- Extend roadway lighting
- Add right turn lanes

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## Reduced Conflict Intersection

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## Reduced Conflict Intersection

Red car also drops a left turn from the sub-street

<https://www.youtube.com/watch?v=c5p8nuu1Cno>

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## Access Management

Provide safe, efficient access to streets and highways

By limiting the number of direct accesses to major roadways

See Handout

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## Right of Way (ROW)

- Existing width varies from 300 to 328 feet
- Purchase additional ROW as needed
- Temporary easements as needed for construction

See Handout

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## Encroachments

Private Property in Public ROW

Federal Highway Regulations for Safety

Examples

- Signs
- Private Use (Parking)
- Landscaping Items

Notification

Owners of Encroachments will be notified by the Rapid City Area Office

See Handout

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## Utility Coordination

Some Utilities may need to be relocated

- Black Hills Electric Cooperative
- Montana Dakota Utilities
- Bluepeak (Formerly Vast Broadband)
- SDN Communications
- Midcontinent Communications
- Lumen (Formerly Century Link)
- SDDOT

Utility Companies negotiate easements with landowners

See Handout

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## Utility Coordination

Any Known Private Utilities?

- Water Lines
- Drain Fields
- Septic Tanks

Contact SDDOT

- Underground Storage Tanks
- Underground Power Lines

See Handout

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## Environmental, Social and Economic Concerns

This project is being developed in accordance with applicable State and Federal environmental regulations.

- National Environmental Policy Act of 1969 (NEPA), as amended.**
- Section 106 of the National Historic Preservation Act** (No historic or archaeological sites are anticipated to be impacted by the project)

See Handout

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## Environmental, Social and Economic Concerns

- Section 404 of the Clean Water Act** (There may be impacts to wetlands with the replacement of structures over Spring Creek. Any permanent wetland impacts would be mitigated and would require permitting under Section 404 of the Clean Water Act from the United States Army Corps of Engineers. It is assumed that the permit effort would be limited to a Section 404 Nationwide Permit.)
- Section 4(f) of the USDOT Transportation Act of 1966** (No Section 4(f) resources will be impacted by the project.)

See Handout

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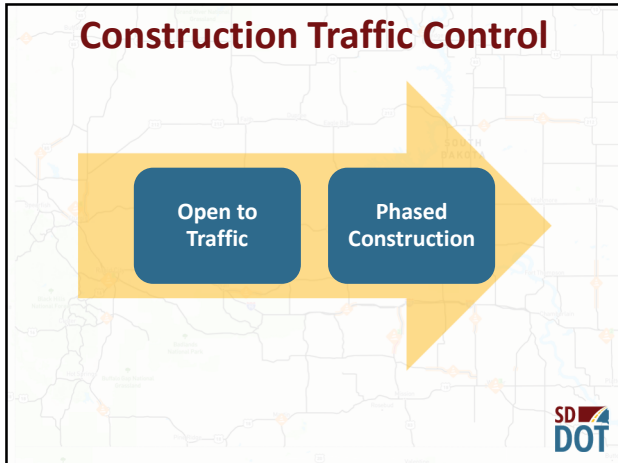
## Environmental, Social and Economic Concerns

- Section 7 of the Endangered Species Act**  
The U.S. Fish and Wildlife Service will review the project to determine if it will impact the following species that are known to occur in Pennington County:
  - Birds: Red Knot
  - Mammals: Northern Long-Eared Bat
  - Insects: Monarch Butterfly

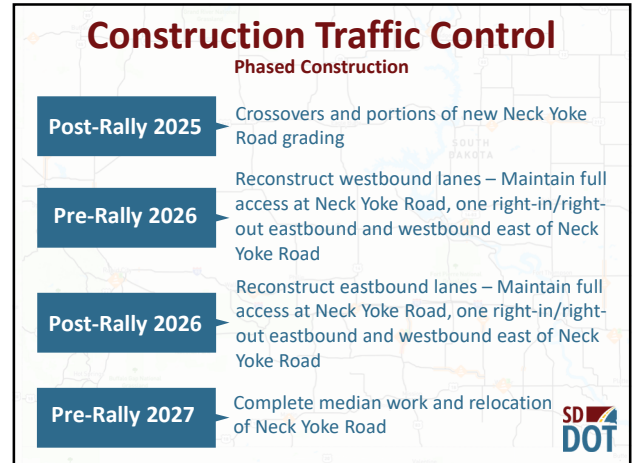
No impacts are anticipated to these species by the project.

See Handout

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## Landowner Meetings

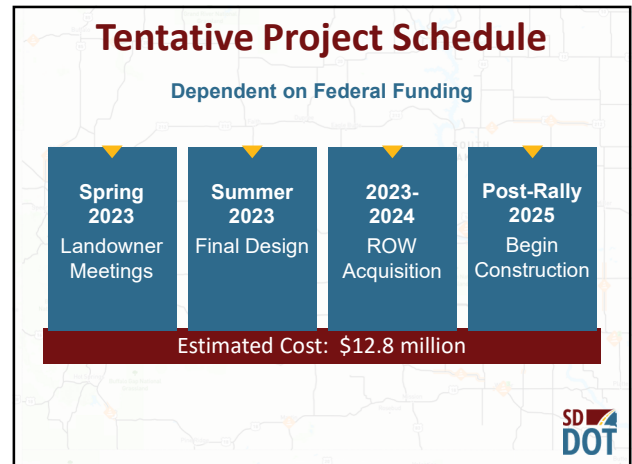
**Spring 2023**  
Landowners adjacent to the project will be contacted individually by SDDOT to schedule a meeting

**Discussion Items**  
 Driveway locations/widths  
 Fences  
 Drainage  
 Trees  
 Temporary Easements or ROW acquisition

See Handout

**SD DOT**

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## Questions or Comments

by: **Friday, Dec. 9, 2022**

submit to: Mark Malone  
 Office of Road Design  
 South Dakota Department of Transportation  
 700 East Broadway Ave.  
 Pierre, South Dakota 57501  
[Mark.Malone@state.sd.us](mailto:Mark.Malone@state.sd.us)

website:  
[https://dot.sd.gov/projects-studies/projects/public-meetings#listitemLink\\_1824](https://dot.sd.gov/projects-studies/projects/public-meetings#listitemLink_1824)

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## DEPARTMENT OF TRANSPORTATION

# 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 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:

Mike Carlson  
Area Engineer - SDDOT Rapid City Area Office  
2300 Eglin St  
Rapid City, SD 57703  
Phone: 605.394.2248  
E-Mail: [Mike.Carlson@state.sd.us](mailto:Mike.Carlson@state.sd.us)



## DEPARTMENT OF TRANSPORTATION

## 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: <https://dot.sd.gov/inside-sddot/forms-publications/brochures>



## DEPARTMENT OF TRANSPORTATION

# 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.

- 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.

- 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.

- Temporary fencing adjacent to the highway: Do you anticipate having livestock in pastures located adjacent to the proposed project during highway construction activities?
- 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?
- 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?
- 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.





## DEPARTMENT OF TRANSPORTATION

## Encroachments in ROW

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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:

Mike Carlson  
Area Engineer  
SDDOT Rapid City Area Office  
2300 Eglin St  
Rapid City, SD 57703  
Phone: 605.394.2248  
E-Mail: [Mike.Carlson@state.sd.us](mailto:Mike.Carlson@state.sd.us)



## DEPARTMENT OF TRANSPORTATION

# 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 because 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:

Chad Babcock  
Environmental Manager  
SDDOT Office of Administration  
700 E. Broadway Ave.  
Pierre, SD 57501  
Phone: 605-773-3309  
E-Mail: [Chad.Babcock@state.sd.us](mailto:Chad.Babcock@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 Office of Road Design  
700 E. Broadway Ave.  
Pierre, SD 57501  
Phone: 605-773-3433  
E-Mail: [Clint.Freeman@state.sd.us](mailto:Clint.Freeman@state.sd.us)



## DEPARTMENT OF TRANSPORTATION

## Wetland Mitigation Registry Form

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Examples of acceptable wetland mitigation include:

- Wetland creation
- Wetland restoration – plugging an existing, drained wetland
- 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:

Chad Babcock  
Environmental Manager  
SDDOT Office of Administration  
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:** \_\_\_\_\_

**Location 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 interest only.

