

APPENDIX J

PROCESS TEAM MEETING/CONFERENCE CALL
NOTES

Subject: Project Kick-off Meeting	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 6/8/06; 1:30 p.m.	Meeting Location: SDDOT Watertown Area Office
Notes by: ju	Notes to: attendees

Attendees:

<u>HDR</u>	<u>SDDOT</u>	<u>SDDOT</u>	<u>Watertown</u>	<u>FHWA</u>
Brian Goss	Rick Laughlin	Joel Gengler	Dave Petersen	Mark Clausen
Quinn Damgaard	Rich Phillips	Jeff Senst	Herb Blomquist	
Rebecca Banks	Terry Keller	Tim Bjornberg		
Kristen Gundvaldson	Dave Graves	Ron Sherman		
James Unruh				

A. Meeting began with introductions

B. Segment by Segment Discussion

1. Segment 1

- a. **Limits** shown on Study Area Map (attached to meeting notes) are appropriate. Various roadway alignments can be shown under hatching at first public meeting.
- b. **Purpose and need statement** for EA should be based on statement in the Watertown Area Transportation Study. Traffic relief for US212 is the main purpose for the roadway. *Follow-up: Rick Laughlin will meet with HDR to discuss traffic model and projections.*
- c. Proposed **schedule** (attached to meeting notes) with June 2008 letting date is very aggressive but can be changed as the project progresses.
- d. **Typical section** will be:
 - 3-lane undivided interim,
 - 5-lane undivided ultimate,
 - 4-lane bridges will be constructed for interim and ultimate conditions.

HDR will examine ditch and curbed roadway sections. Right-of-way will be purchased for 5-lane section. Roadway will be a city street. Anticipated **posted speed limit** is 40 mph. Anticipated **right-of-way width** is 150 feet.
- e. **Alignment** will generally follow section line but may be shifted from side to side to minimize impacts to adjacent properties. Specific alignments may be shown under hatched corridor area at the public meetings.
- f. Other **critical issues** include:
 - Since area will be industrial, **sidewalk** is not necessary. Shoulders could be used for **bicycle traffic**.
 - Existing **power line on north side** of 20th Avenue is Northwestern Energy. Existing **power line on south side** is municipal power. Both entities are aware of roadway project.
 - A Corps of Engineers **communications cable** crosses 20th Avenue in the vicinity of the Big Sioux River.
 - A **natural gas line** crosses 29th Street north of 20th Avenue.
 - Crossing the **Big Sioux River and floodplain** will require significant hydraulic analysis. Various options of bridge configurations and design flows will need to be

examined. *Follow-up: Rich Phillips will provide most recent floodplain mapping and Corps of Engineers report to HDR. HDR will obtain other recent studies on Willow Creek and the Big Sioux River done by Aason Engineering and Banner Engineering. The City of Watertown will provide HDR with available GIS files of the project area.*

- **Topeka Shiner** may be a concern for this project. Corps of Engineers may comment on this in their response to the “Early Notification” letter.
 - **Waste water treatment facilities** in this area are no longer in operation.
 - City of Watertown owns **triangle piece of property** between Willow Creek and Big Sioux River south of 20th Avenue.
 - A development proposal for the northwest quadrant of the 29th Street/20th Avenue intersection had included **detention ponds**. This may affect the project.
- g. **Ground survey** has been completed by SDDOT Watertown area office. *Follow-up: Ron Sherman will send Microstation files directly to HDR on a CD.*

2. Segment 2A

- a. **Limits** shown on Study Area Map are appropriate. Various roadway alignments can be shown under hatching at first public meeting.
- b. **Purpose and need statement** would be the same as segment 1.
- c. Proposed **schedule** for EA is reasonable. This segment is tentatively programmed for 2009 letting.
- d. Ultimate **typical section** will likely be 3-lane, but 5-lane section may be warranted by traffic projections. Anticipated **posted speed limit** is 35 mph.
- e. Several **alignment options** have been previously considered. Herb Blomquist provided HDR with copies of alignment sketches. The only viable connection to US212 is at SD20. Businesses on south side of US212 at SD20 have been in favor of project. Broadway Avenue curve would be eliminated with this project. Specific alignments may be shown under hatched corridor area at the public meetings.
- f. Other **critical issues** include:
 - **BNSF rail line** runs north/south near Lake Pelican. An at-grade roadway crossing with signal lights would likely be adequate.
 - **Rail line to ethanol plant** will also be an at-grade crossing with signal lights. There is an old garbage dump on the north side of these tracks near the BNSF rail line. Any geotechnical work needed for the EA will be provided by SDDOT.
 - **Intersection at US81** may be signalized, if warranted. If turn lanes on US81 are needed, SDDOT would design and construct.
 - **Lake Pelican Watershed District** will be involved in this project. The channel from the Big Sioux River to Lake Pelican can flow either direction, depending on water levels.

3. Segment 2B

- a. **Limits** shown on Study Area Map should be extended further to the southwest.
- b. **Purpose and need statement** would be the same as segment 1.
- c. Proposed **schedule** for EA is reasonable. This segment is not yet programmed.
- d. Ultimate **typical section** will be 5-lane undivided although the center turn lane may not be necessary because there likely will be few access points in this segment. The **posted speed limit** will be 55 mph.
- e. **Alignment** options may be dictated by I-29 interchange spacing. An Interchange Justification Report is part of HDR’s contract for the project. Specific alignments may be shown under hatched corridor area at the public meetings.

- C. Agency Early Coordination Letter** will be submitted to Terry Keller for distribution to agencies the week of June 12. An addition **contact** will be Michelle Saxman of SD Division of Emergency Management. Jim Donahue and Watertown Area Transit will be removed from the contact list. Meetings with the agencies may also necessary. *Post-meeting follow-up: Electronic version of letter, revised contact list, and attachments were e-mailed to Terry Keller on June 13.*
- D. Public meetings** will be held at times proposed in the draft schedule. Meetings will be held at the Watertown Ramkota. Contact person at the Ramkota is Samantha Grogan (phone 886-6127). One-month advance notice is required. The format of the meetings will be a short presentation followed by an open house. Communication will be via radio and newspaper. Direct mailing invitations may also be considered. The source for landowner information is Ryan Hartley of the planning district (phone 882-5115).
- E. Process team meetings** may not be necessary. A determination on this will be made after the first public meeting. Project team (SDDOT, HDR, Watertown, FHWA) meetings will be held only if and when necessary, likely immediately prior to public meetings.
- F. Private property access approval** has already been obtained for properties along Segment 1 because of the SDDOT Area office's ground survey. *Follow-up: HDR will work with Terry Keller to obtain access approval for the properties along segments 2A and 2B.*

The meeting adjourned at 3:40 p.m.

Attachments to meeting notes:

- Revised Project Area Map
- Project schedule

Subject: Segment 1 Design and Draft Environmental Assessment Review by Process Team	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 11/30/06; 2:00 p.m. to 3:30 p.m.	Meeting Location: Conference call
Notes by: ju,bg (12/8/06 revisions)	Notes to: attendees

Attendees:

HDR		SDDOT	FHWA	Watertown
Brian Goss	Randy McCart	Rick Laughlin	Ginger Massie	Dave Petersen
Matt Redington	James Unruh	Ron Sherman	Mark Clausen	Herb Blomquist
Andrew Nordseth	Rebecca Banks	Terry Keller		Geoff Heig (Public Utilities)
				Steve Laner (Public Utilities)

A. Meeting began with introductions

B. Design Issues: Discussion, conclusions, and follow-up

1. 29th Street Southeast
 - a. Number of lanes: *Three lanes are adequate for interim and ultimate conditions as documented in traffic analysis.*
 - b. Typical section: *Urban section is adequate as proposed in EA.*
 - c. Right of way: *Acquisition to toe of fill slope is necessary as proposed in EA.*
 - d. East side power line: *Should not require relocation as noted in EA.*
 - e. City utilities (water main and sanitary sewer): *Proposed 12" water main is adequate; location should be in boulevard between street and sidewalk with one hydrant at the south end of the line (other hydrants could be added later). Watertown to determine necessity of and design for sanitary sewer line.*
 - f. Cost estimate: *Right-of-way costs to be increased to \$7,500 per acre.*
 - g. Funding source: *This was not identified in State Transportation Improvement Program (STIP). Watertown assumes 29th Street is included with 20th Avenue improvement funding. Terry Keller will provide clarification for next draft of EA.*
2. 20th Avenue South
 - a. Number of lanes: *Interim and ultimate lane configurations shown on design layout are adequate. This included a 2 lane section for the interim condition and a 4 lane section for the ultimate condition between the Big Sioux River and Willow Creek. The construction cost and EA reflected this configuration. City of Watertown concurred that a center turn lane between the Big Sioux River and Willow Creek is not necessary because of limited development opportunity in this area.*
 - b. Typical section: *Mostly rural with some curb and gutter as shown on design layout is adequate. HDR to take bike and rider figure off of typical sections; text to be modified accordingly.*
 - c. Alignment
 - At station 120 residence: *Adequate as shown on design layout.*

- At station 180 farmstead: *Leave text and graphics as per EA; house and at least 1 silo would be acquired, but the entire farmstead may be purchased.*
 - d. Right of way: *Adequate as shown on design layout and in EA. HDR will verify that text regarding compliance with relocation requirements is included in EA.*
 - e. Power line relocations
 - East River Electric Power Cooperative: *Relocation will be necessary as stated in EA and in the cost estimate. HDR to add recent letter to EA.*
 - Watertown Municipal Utilities: *Transmission power poles can be in ditch if the adjacent ground is not lowered by more than 1'. Higher ground level at the poles is permissible as long as overhead clearances are adequate. EA figures to note that gas lines on Big Sioux River and Willow Creek bridges will be relocated by Watertown prior to construction. HDR to add Magellan petroleum pipeline crossing of 29th Street to mapping; statement about possible need to lower the line will be added.*
 - f. Cost estimate: *Roadway costs are appropriate.*
 - g. Funding source (ROW and utility relocation) *Terry Keller will provide HDR with additional/modified text for EA.*
3. Big Sioux River Bridge
- a. Hydraulic analysis: *Options that do not increase flood levels are preferred by Watertown. SDDOT hydraulics office will review analysis.*
 - b. Channel modification: *FHWA expressed concern that channel straightening or realignment may be problematic for some of the resource agencies. SDDOT noted that USCOE and USFWS will express concern, even if realignment seems to occur in the old channel. FHWA and SDDOT to meet with the review agencies to discuss this item.*
 - c. Structure options: *See above.*
 - d. Cost estimate: *Bridge costs to be modified from \$110 to \$100 per sq. ft.*
4. Willow Creek Bridge
- a. Hydraulic analysis: *SDDOT hydraulics office will review analysis.*
 - b. Structure options: *Adequate as shown in EA.*
 - c. Cost estimate: *Bridge costs to be modified from \$110 to \$100 per sq. ft.*

C. Draft Environmental Assessment comments/questions

1. Chapter 1 – Purpose and Need: *FHWA recommended modification of terminology from “Segment 1, 2A, 2B” to “Phase 1, 2A, 2B”. FHWA and SDDOT will discuss and provide guidance to HDR.*
2. Chapter 2 – Alternatives: *SDDOT will provide revised text for Section 2.6.*
3. Chapter 3 – Affected Environment and Environmental Impacts: *FHWA noted some verbal comments, but will provide written comments after meeting with SDDOT.*
4. Chapters 4 & 5: *No discussion.*
5. Appendices: *Tribal coordination will be handled by FHWA with assistance by SDDOT. HDR to provide graphics for all segments to SDDOT for this purpose.*

D. Segment 1 schedule:

- *Process team to submit draft EA comments to HDR by December 8, 2006.*
- *HDR to provide Archeological Investigation report to SDDOT for submission to the State Historical Preservation Office (SHPO) along with accompanying text from EA.*
- *SDDOT and FHWA to meet with agencies to discuss project. This discussion may be within the context of a regularly scheduled agency/SDDOT/FHWA coordination meeting.*

- *HDR to revise EA based on comments received from Process Team and the results of the SDDOT/FHWA meeting with agencies.*
 - *The public hearing will be scheduled after the meeting with agencies. Herb Blomquist has been addressing calls from citizens about the project; he does not see a problem with delaying the public hearing until Feb/Mar 2007.*
- E. **Segments 2A and 2B schedule:** *FHWA recommended that Segments 2A and 2B be covered in a single EA. Schedule will be reviewed and revised after Segment 1EA is distributed for agency review. FHWA and SDDOT will discuss and provide guidance to HDR.*
- F. **Other:** For future submittals, FHWA and Watertown prefer at least one additional copy of EA than was provided with this submittal.

Subject: Segment 2A Design Layout Review by Process Team	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 01/11/07; 9:00 a.m. to 10:45 a.m.	Meeting Location: Conference call
Notes by: HDR (1/24/07 revisions)	Notes to: attendees

Attendees:

HDR		SDDOT	FHWA	City of Watertown	Focus Watertown
Brian Goss	Randy McCart	Rick Laughlin	Ginger Massie	Dave Petersen	Craig Atkins
Matt Redington	James Unruh	Ron Sherman	Mark Clausen	Herb Blomquist	
Kristen Gundvaldson	Rebecca Banks	Terry Keller		Mike Weir	
		Jeff Senst		Steve Laner (Public Utilities)	

A. Meeting began with introductions

B. Design Issues: Discussion, conclusions, follow-up, post-meeting follow-up

1. US 81 to Broadway Street

- a. Intersection configuration: *Adequate as shown.*
- b. Number of lanes
 - Interim with westbound right turn lane: *Adequate as shown.*
 - Ultimate: *Adequate as shown.*
- c. Access locations: *Since parcel at northwest corner has 2 driveways from US 81, the driveway from 20th Avenue can be eliminated. HDR will revise layout accordingly and note access change in EA. Rick Laughlin will conduct further review and recommend additional modifications if necessary. Post-meeting follow-up: Rick Laughlin suggested that the EA state that identified access point are not guaranteed to future developments but that access points will be re-evaluated based on development proposals.*
- d. Right of way: *Adequate as shown.*
- e. South side power line: *East River Electric line will need to be relocated. North side Watertown Municipal power line will not need to be relocated. HDR will correct typical section graphic.*
- f. City utilities (water main and sanitary sewer): *Existing sanitary sewer is along centerline of 20th Avenue; existing water main is along north side of 20th Avenue; natural gas line is in south ditch. Relocations of these utilities should not be required.*
- g. Alignment: *Craig Atkins and City of Watertown requested consideration of a smaller curve from 20th Avenue to Broadway Street. The curve shown impacts a large area of the parcel to the northeast of 20th Avenue/Broadway Street. This parcel is valuable as an industrial site. HDR to investigate a smaller curve which is still adequate for proposed 35 mile per hour posted speed limit. Super elevation of the roadway at the curve may be appropriate. Post-meeting follow-up: Jeff Senst recommended that a flatter curve be provided for safety purposes. The revised layout showed both a sharper curve and a flatter curve. SDDOT and Watertown will review.*

- h. Railroad: Rail line spur may expand across 20th Avenue in the future to serve a future industrial property; crossing would be at-grade. *Environmental Assessment (EA) to note this.*
2. Along Broadway Street
- a. Number of lanes: Adequate to rail spur crossing.
 - b. Access locations: Three driveways were shown to Hanten property on west side. *HDR to revise layout to show 1 driveway to Hanten property.* City of Watertown requested an additional access in the vicinity of station 57 for a recently constructed wetland on the east side of Broadway. *HDR to add east side access.*
 - c. Connecting roadways: Proposed stop condition at center of curves should be adequate.
 - d. Right of way: Adequate as shown.
 - e. Waterway crossing: Box culverts may be adequate similar to what was installed for the rail spur crossing. Ardell Aason of Aason Engineering conducted hydraulic analysis for the crossing. *HDR to consider bridge and box culvert options in EA.*
 - f. Railroad crossing: The layout showed signals and advance warning signs for the crossing. City of Watertown has analyzed this crossing and considers crossing arms warranted. All agreed that an overpass is not warranted. *HDR to show signal with crossing arms on layout and in EA.*
 - g. Power line impacts: East side East River Electric power line will need to be relocated. West side Watertown Municipal power line will not need to be relocated. *HDR will correct typical section graphic.*
 - h. Utilities: Existing water main is on east side of Broadway; existing gas line is on west side of Broadway. Relocation of these utilities should not be required.
3. Broadway Street to BNSF rail line
- a. Option 1 vs. Option 2: Herb Blomquist noted that Option 1 may act as a dam in the floodplain and cause increased flooding to the north; Option 2 would not have as severe floodplain impacts. *EA will note floodplain issues. Post-meeting follow-up: A section of Option 1 is within the Big Sioux River floodway. Shifting Option 1 out of the floodway would lead to acquisition of the Hanten farmstead.*
 - b. Options 3, 4, and 5: These options had been considered not viable because of wetland impacts, constructability, and cost; also it is believed all would impact the former landfill. Focus Watertown and the City of Watertown prefer these options over options 1 and 2, especially option 4. One distinct advantage of Options 3, 4, and 5 is that a single rail line crossing is needed versus three rail line crossings with Options 1 and 2. *EA to document wetland impacts, constructability issues, and costs for Options 3, 4, and 5. Additional detail on these options may or may not be needed in the EA. Post-meeting follow-up: The design layout has been revised to show more design information for Options 3, 4, and 5. The revised layout will be sent to Process Team members.*
 - c. Pelican Lake Outlet Channel crossing: Box culverts may be adequate similar to what was installed for the rail spur crossing. Ardell Aason of Aason Engineering conducted hydraulic analysis for the crossing. *HDR to*

consider bridge and box culvert options in EA. HDR to contact Aason Engineering for past analysis.

- d. Fish Road crossing: *Full access crossing of South Connector would be hazardous. Layout to be revised to show Fish Road connection only to the south. To the north, access is from US 212 so Fish Road can end at the electrical substation. Post-meeting follow-up: Rick Laughlin suggested that Fish Road be relocated to the west side of the BNSF tracks to provide additional space between the intersection and the channel crossing and to eliminate the Fish Road crossing of the BNSF tracks. This will be evaluated in the EA.*
 - e. BNSF crossing: *Switching mechanism for spur track may be located where Option 1 is shown. EA will note that the roadway alignment may need to be adjusted to avoid switching mechanism.*
 - f. Old landfill site: *Landfill was disturbed and material relocated when rail spur was constructed. City of Watertown will search for old aerial photos and other information to help determine limits of site.*
4. BNSF rail line to US 212
- a. Number of lanes: *Jeff Senst recommended that a 2/3 lane roadway may be adequate for the interim and ultimate conditions from south of US 212 to just south of the Broadway Street/rail spur crossing (approximately station 55+00). The reasons for this are:*
 - *Year 2025 traffic projections are borderline for justifying a 4/5 lane section.*
 - *There is limited potential for adjacent development because of the Big Sioux River floodplain. Therefore few, if any, high traffic volume access points will be located in this section of the roadway. A 2/3 lane roadway section should then be adequate. This roadway section would reduce project costs.*

HDR will modify Segment 2A Design layout accordingly.
 - b. Interim and ultimate conditions: *See discussion above.*
 - c. Proximity to adjacent properties and buildings: *A building owned by Sharp Chevrolet is located on the west side of the proposed roadway. Some of the loading docks on east side of the building may not be accessible with the new roadway. HDR or City of Watertown to discuss options directly with the building owner. United Building Center owns the property on the east side of the proposed roadway. One storage building would be impacted by the roadway. Herb Blomquist noted that both properties may be redeveloped after construction of the new roadway.*
 - d. US 212 intersection configuration: *It was agreed that a 5-lane roadway section is needed at the intersection as shown on the layout. The 5 lane section could be reduced to a 2 lane section at some point south of the intersection as noted in item 4a above.*
 - e. Power line impacts: *Mostly Watertown Municipal Utilities lines would be impacted in this section.*
 - f. Drainage: *There is an existing drainage ditch extending south from the US 212/SD 20 intersection. The proposed South Connector would go over this drainage ditch. The ditch would be replaced with an enclosed pipe which would outlet storm water into the existing ditch just south of the roadway.*

C. Segment 2A Draft EA submittal: *HDR has begun working on the EA. Completion of the draft EA should be within a month or two. It was noted that this was later than the schedule initially proposed. Terry Keller noted that SDDOT is not too concerned about the EA being behind schedule.*

D. Segment 1 EA Update

1. Revisions from Process Team comments: *HDR has incorporated Process Team comments and revised the draft EA.*
2. Big Sioux River hydraulic analysis revisions: *Due to concerns from SDDOT and FHWA, HDR has revised the hydraulic analysis and now does not propose realignment of the Big Sioux River channel at the 20th Avenue bridge crossing. However, grading below the 2-year flood elevation is still proposed for the recommended 365' long bridge option. A new 700' long bridge option is included in the revised hydraulic analysis. This option does not entail grading below the 2-year flood elevation. This option will likely be cost prohibitive but was added to provide a comparison to the options that call for grading below the 2-year flood elevation.*
3. Revised Draft EA release: *The revised draft EA is ready to be distributed to Process Team members. HDR to send 4 copies to the City of Watertown and 5 copies to Terry Keller. All other Process Team members will receive 1 copy.*
4. Agency Coordination: *Terry noted that a meeting is scheduled for the near future. The Watertown South Connector Project will be discussed at that meeting. Additional revised draft EA copies will be provided to Terry Keller. These copies can be provided to resource agencies when SDDOT and FHWA hold coordination meetings with the agencies. James Unruh will also provide copies of the archeological report and addendum to Terry Keller for submittal to the SHPO. It was noted that Brian Goss had provided Terry Keller and Ginger Massie with a draft submittal letter.*
5. Public Hearing: *Terry K. noted that the Public Hearing may be held in early March 2007.*

E. Other:

1. *Terry Keller noted that new project numbers have been assigned as follows:*
 - *Segment 1 – Project Number EM 4411(01) PCN 00RV*
 - *Segments 2A and 2B – Project Number EM 4020(01) PCN 00RW*
2. *Craig Atkins noted that the Glacial Lakes Rail Spur is actually the Watertown/Codington Regional Rail Authority. The exhibit will be revised and the EA will note the WCRRA.*

Revised Segment 2A Design Layout will be sent to
Process Team members by January 19, 2007.

Subject: Segment 2A Environmental Assessment Review by Process Team	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 04/02/07; 9:30 a.m. to 10:30 a.m.	Meeting Location: Conference call
Notes by: HDR; (4/09/07 revisions)	Notes to: attendees

Attendees:

HDR		SDDOT	FHWA	City of Watertown	Focus Watertown
Brian Goss	Randy McCart	Rich Phillips	Ginger Massie	Dave Petersen	Craig Atkins
Matt Redington	James Unruh	Ron Sherman	Mark Clausen	Herb Blomquist	
Kristen Gundvaldson	Rebecca Banks	Terry Keller		Geoff Heig (Public Utilities)	
		Jeff Senst		Steve Laner (Public Utilities)	

A. The meeting began with introductions

B. Segment 1 EA Update: Discussion/conclusions, follow-up

1. Summary of 3/19/07 agency coordination meeting: *Terry K. noted that there were no major comments from agencies about Segment 1; also, there has been no response from SHPO on the cultural resource report. Terry will provide written comments to HDR as he receives them from the agencies. Terry may need to send a reminder e-mail to the agencies.*
2. Unresolved comments:
 - *Ginger M. noted that FHWA comments have not yet been incorporated into the EA; several of the comments related to re-channelization of the Big Sioux River which is no longer proposed. Terry K. will forward 12/7/06 and 1/25/07 FHWA comments to HDR.*
 - *Rich P. had several comments regarding the hydraulics memo. Terry K. will pass along Rich's comments to HDR.*
 - *Herb B. suggested that a larger curve be used at the 29th Street/20th Avenue intersection. HDR will add discussion/note to EA regarding Herb's suggestion.*
 - *Terry noted that the 2008-2012 STIP is being prepared and that project costs could be updated.*
3. Next step(s): *The next draft of the EA will be issued after FHWA and agency comments are received and addressed.*
4. Public hearing schedule: *SDDOT and FHWA will establish a timeframe for the public hearing. It will likely be held in May 2007. Herb B. requested that an additional meeting be held during the afternoon of the public hearing day to discuss the South Connector project with Focus Watertown representatives.*

C. Segment 2A Draft EA

1. Chapter 1 – Purpose and Need: *Rich P. noted that the rail spur on Figure 1.1 is not shown correctly. HDR will modify the figure.*
2. Chapter 2 – Alternatives
 - a. Design issues: *James U. noted that 2 southbound lanes extended from the SD 20/US 212 intersection until past the roadway curve to the east before one of the lanes was dropped. Terry K. stated that an SDDOT reviewer concurred with the design as shown on the design layout.*

- b. BNSF/rail spur considerations: *Terry K. and Susan Tracy, SDDOT Rail/Highway Coordinator, had discussed the project. Susan was not sure that BNSF would accept replacing the very low traffic volume Fish Road/BNSF crossing with the relatively high traffic volume South Connector/BNSF crossing. Herb B. did not know of any other high volume roadway/BNSF crossings that could be closed. (BNSF has stated via e-mail that the proposed South Connector/BNSF at-grade crossing will not be allowed unless an existing roadway/rail crossing is closed.) Susan Tracy will work directly with BNSF on the proposed South Connector/BNSF crossing.*
 - c. Cost estimates: *Mark C. suggested that the structure costs for Options 3 and 4 seemed low as well as the re-channelization costs for Options 3 and 5. HDR will review the cost estimates and revise, if necessary.*
 - d. Options discussion:
 - Option 1: The City of Watertown and Rich P. view Option 1 as having a major impact on the Big Sioux River floodway. HDR will modify the EA text accordingly.*
 - Option 2: The City of Watertown considers this a viable option. The undesirable crossing angle of the rail spur could be improved by a shift in the alignment near Broadway Street. This alignment shift would potentially impact the Hanten farmstead. The City will be entering into discussions with the Hantens in the next few weeks about the future of the farmstead. The alignment could be shifted without jeopardizing the EA findings about Option 2.*
 - Options 3, 4, and 5: The City of Watertown requested that one of these options be selected for further evaluation in the EA, mainly because they are outside of the Big Sioux River floodway. Option 4 would be the most viable of the 3 options. SDDOT concurred. HDR will modify the EA accordingly by modifying the text in chapter 2 (Alternatives) and including discussion on Option 4 in chapter 3 (Affected Environment and Environmental Impacts).*
 - e. Preferred Option: *There was consensus that a preferred option not be identified in the EA at this time. HDR will modify the EA accordingly.*
3. Chapter 3 – Affected Environment and Environmental Impacts: *Rich P. had several comments. Terry K. will forward those comments to HDR.*
 4. Chapters 4, 5, and 6: *No discussion.*
 5. Appendices: *No discussion.*
 6. Agency coordination: *Segment 2A was discussed at the 3/19/07 SDDOT/FHWA/agency coordination meeting. There were no major issues identified by the agencies.*
 7. Next step(s): *Terry K. requested that an informational meeting on Segment 2A be held concurrently with the Public Hearing for Segment 1. There was concurrence that this would be appropriate. HDR will revise the EA and submit copies to the Process Team within the next few weeks. SDDOT and FHWA can then coordinate further with agencies regarding Segment 2A.*

D. Segment 2B Design Layout: *James U. noted that the Segment 2B EA will be delayed until funding has been allocated and a construction timeframe has been established. The preliminary design layout can then be used as a basis of the EA. Terry K. stated that an Interchange Justification Report will be prepared in conjunction with the EA. There was minimal discussion on the Segment 2B design options.*

Subject: Segment 2A and Segment 1 Process Team Meeting	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 06/12/07; 1:00 p.m. to 3:30 p.m.	Meeting Location: Watertown City Hall
Notes by: HDR, revisions per City of Watertown comments	Notes to: attendees

Attendees:

<u>HDR</u>	<u>SDDOT</u>	<u>FHWA</u>	<u>City of Watertown</u>	<u>Focus Watertown</u>	<u>BNSF</u>	<u>Glacial Lakes</u>
James Unruh	Rich Phillips	Mark Clausen	Dave Petersen	Craig Atkins	Lynn Leibfried	<u>Ethanol</u>
Rebecca Banks	Terry Keller		Herb Blomquist			Tom Branhan
	Mike Behm		Geoff Heig			
	Susan Tracy		Steve Lehner			
	Scott Rabern		Michael Rye			
	Matt Brey					

The meeting began with attendee introductions.

Terry Keller updated the group regarding the project schedule as follows:

- Segment 1: Fall 2008 bid letting with construction in 2009.
- Segment 2A: Early 2009 bid letting with construction in 2009. It was noted that access will need to be maintained to Glacial Lakes Ethanol either from the east or from the west during construction.
- Terry had discussed the project at an agency coordination meeting the week of June 4. No major concerns were raised by any agencies about the project.

A. Segment 2A EA Railroad Considerations: (Topic: Discussion/conclusions, follow-up, post meeting follow-up)

1. Train traffic volumes: Existing train volume on BNSF tracks = 2 to 3 trains per day average throughout the year with a peak volume of 4 to 5 trains per day. Existing train volume on WCRRA rail spur = 3 trains per week with 10 cars per train; after expansion of the ethanol plant, each train will consist of 20 to 30 cars.
2. BNSF/South Connector at-grade rail crossing:
 - BNSF policy of no new at-grade rail/roadway crossings remains in effect.
 - There was discussion of a grade separated crossing. This has not been analyzed in detail and is likely not a cost-effective option. Environmental impacts of a grade-separated crossing would likely be significant. It was noted that if an existing 'at grade crossing' can't be identified for closure, the BNSF may require an overpass. The feasibility of an overpass is undetermined but would have significant financial impact to the project.
 - The suggested closure of the existing at-grade crossing at Fish Road (average of 5 vehicles per day) in exchange for the South Connector crossing (projected 7100 vehicles per day) is not considered an equitable exchange. It was noted that relocation of Fish Road to the west side of the BNSF tracks to eliminate the at-grade crossing would result in wetland impacts within the Pelican Lake Game Production Area.
 - After field review of the BNSF line and existing roadway crossings by Susan Tracy and Lynn Leibfried, the group examined the potential closure of several crossings including the crossing at 1st Avenue NE. This crossing is close to the 3rd Avenue NE crossing and it appeared that the 1st Avenue NE crossing may be closed without disrupting traffic

significantly. *Follow-up: Herb Blomquist will discuss this option with city staff and council members. Lynn Leibfried will discuss the South Connector project with BNSF staff in Minneapolis. Post-meeting follow-up: Herb has discussed the closure of 1st Avenue N crossing with City Staff and elected officials. Closure is seen as difficult. The City of Watertown, the State of South Dakota, and BNSF need to have continued discussion on this issue.*

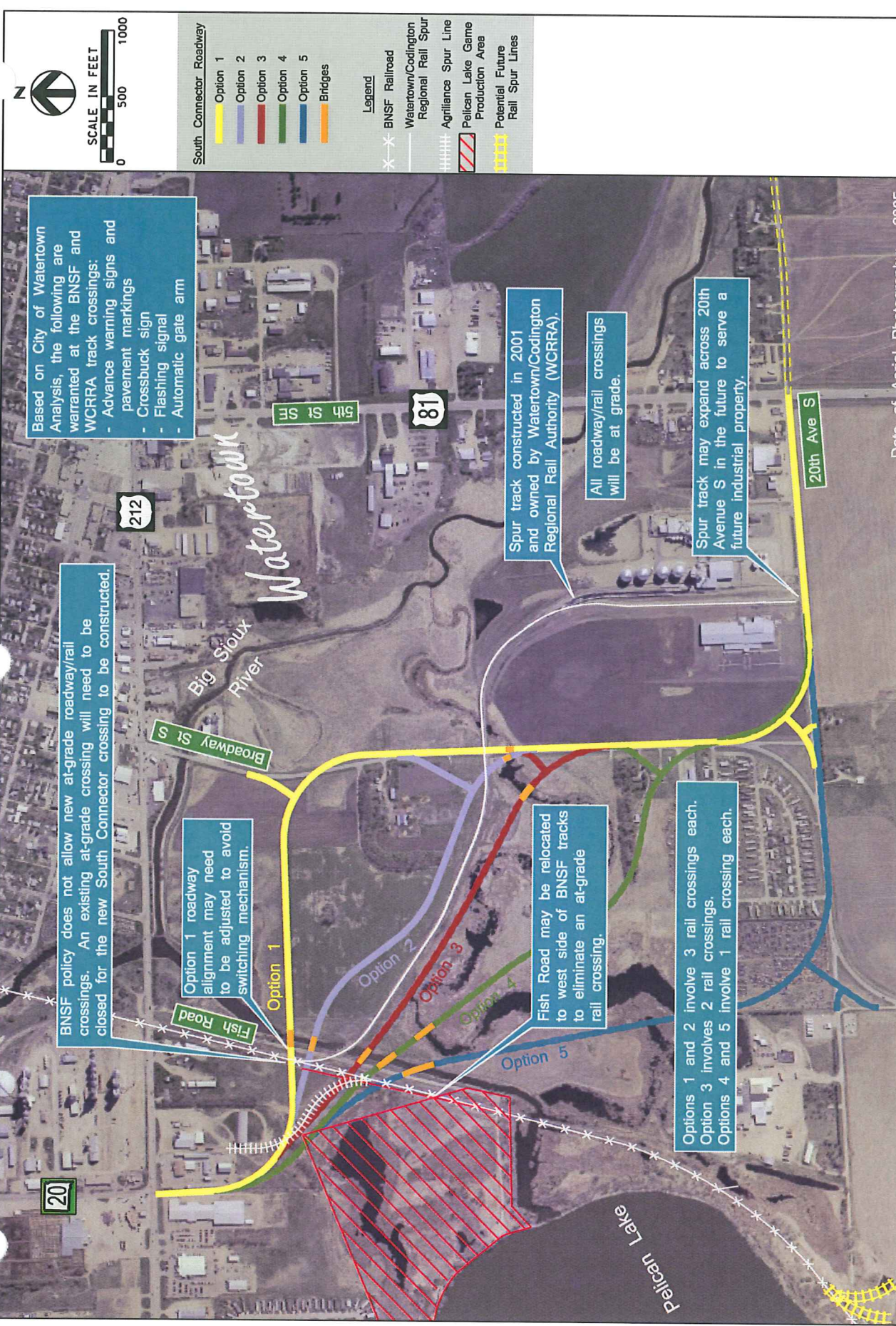
3. Agrilience Rail Spur: *A new fertilizer distribution facility is being planned for an area south of 20th Avenue. The City assumes the Agrilience Rail Spur would be abandoned if a new facility were constructed but that has not been formally agreed to or indicated in writing. Follow-up: Craig Atkins will provide HDR with a concept rail layout for the proposed fertilizer distribution facility. Post meeting follow-up: A revised graphic (Figure 2-6a) has been prepared illustrating the potential future rail layout for the fertilizer distribution facility. Figure 2-6 has also been revised. Both figures are attached to these meeting notes.*
4. Spur track switching mechanism: *There was concern that South Connector options 1 and 2 are located at the switching mechanism for the WCRRRA spur. Follow-up: HDR will examine available survey/as-built information to determine the exact location of the switching mechanism and adjust alignments, if necessary. Post meeting follow-up: Distances from switching mechanisms to options (measured from high-resolution aerial photography):*
 - *Option 1 – North edge of shoulder is 103 feet south of BNSF/WCRRRA switch.*
 - *Option 2 – North edge of shoulder is 225 feet south of BNSF/WCRRRA switch.*
 - *Option 3 – South edge of shoulder is 247 feet north of BNSF/Agrilience switch.*
 - *Option 4 – South edge of shoulder is 126 feet north of BNSF/Agrilience switch.*
 - *Option 5 – Roadway crosses BNSF/Agrilience switch.**All Options except Option 5 cross the tracks where there is some separation between the BNSF and spur track. It is concluded from this analysis that all option alignments can remain as previously shown. Option 5 is not considered a viable option anyway.*

C. Segment 2A Draft EA Resolution of 5/11/07 FHWA Comments

1. *Broadway Street use after South Connector (comment 4): From US 212 to the South Connector, Broadway Street will remain in-place as a local street and will continue to be called Broadway Street. A new name for the South Connector has not yet been determined.*
2. *Sidewalk/bike path considerations (comments 5 and 25): The 2005 Watertown Transportation Plan states that a multi-use trail is proposed within the South Connector Study Area. However, a trail or pedestrian path is not considered in the City's Master Plan within the Study Area. The group agreed that a pedestrian trail or path would not be appropriate along the South Connector.*
3. *Traffic projections for individual South Connector segments (comment 7): The group agreed that the traffic model will need to be re-calibrated and re-run to determine traffic projections for individual South Connector segments. Follow-up: HDR to determine how this can be accomplished. Post meeting follow-up: The traffic model can be re-run without the Segment 1 and Segment 2B links.*
4. *Identification of preferred alternative in EA (comments 13 and 38): The group agreed that a preferred alternative will not be identified until after the Public Information Meeting for Segment 2A.*
5. *Projected truck volumes (comment 15): Follow-up: SDDOT to provide US 212 truck counts to HDR. Post meeting follow-up: SDDOT did provide counts to HDR. The counts verified the truck projections for the South Connector listed in the EA.*
6. *Hanten farmstead (comment 16): The City has had informal discussions with the owners of the Hanten Farmstead related to the future southern connector project. However, no commitments have been made and no further action has been taken.*

7. Archeological survey for Hanten farmstead and Option 4 impacted properties (comment 17): *It was decided to wait until after the Public Information Meeting to pursue any additional archeological work.*
8. Salt from snow removal (comments 20 and 21): *The City of Watertown will likely plow snow into the ditches along the South Connector, thereby minimizing the possibility of salt contaminating the aquifer protection zone.*
9. Pelican Lake Game Production Area (GPA) noise impacts (comments 28 and 44): *Follow-up: FHWA will provide clarification on the proper Noise Area Classification for a game production area and how to analyze the noise impacts for this land use. Post meeting follow-up: FHWA recommended that GPA be analyzed as a recreational land use.*
10. Fish Road relocation (comment 33): *The City of Watertown continues to prefer and to push for the relocation of Fish Road so that the BNSF rail crossing at Fish Road can be closed. Depending on the BNSF ruling on this crossing, the proposed relocation of Fish Road may be dropped as an option.*
11. Wetland mitigation site constructed in 2006 (comment 37): *The site was constructed in 2006 by the City of Watertown as wetland mitigation for an FAA airport construction project.*
12. Option 1 floodway impacts (comment 45): *The City of Watertown and Rich Phillips (SDDOT) consider Option 1 to be non-viable because a portion of the alignment is within the Big Sioux River floodway. It was recommended that Option 1 be eliminated from the discussion in chapter 3 of the EA. A permit from the City of Watertown will be required for any floodplain impacts.*
13. Agency coordination update: *Terry Keller covered this in his introductory remarks.*
14. SHPO request for additional data re: Wickard farmstead: *Follow-up: HDR will take additional photos of the buildings on the Wickard farmstead and submit them to SHPO to satisfy a request made in a comment letter. Post meeting follow-up: Additional photos were taken following the meeting and submitted to SHPO.*
15. Public information meeting date: *Terry Keller anticipates a public information meeting in late June or early July 2007.*

D. Segment 1 EA: *Terry Keller anticipates a public hearing in late June or early July 2007. This will be held in conjunction with the public information meeting for Segment 2A. SDDOT and FHWA will coordinate to determine a date for the public hearing. FHWA is in the process of verifying that their comments have been addressed in the most recent draft of the EA which was submitted to FHWA and SDDOT on May 24, 2007. Craig Atkins requested that a meeting be held in the afternoon on the public hearing date to update Focus Watertown and other civic leaders on the South Connector project.*



Based on City of Watertown Analysis, the following are warranted at the BNSF and WCRRA track crossings:

- Advance warning signs and pavement markings
- Crossbuck sign
- Flashing signal
- Automatic gate arm

BNSF policy does not allow new at-grade roadway/rail crossings. An existing at-grade crossing will need to be closed for the new South Connector crossing to be constructed.

Option 1 roadway alignment may need to be adjusted to avoid switching mechanism.

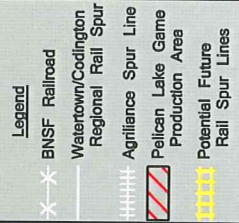
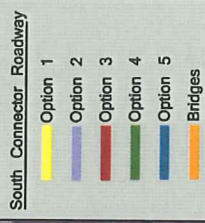
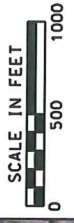
Fish Road may be relocated to west side of BNSF tracks to eliminate an at-grade rail crossing.

Options 1 and 2 involve 3 rail crossings each.
 Option 3 involves 2 rail crossings.
 Options 4 and 5 involve 1 rail crossing each.

Spur track constructed in 2001 and owned by Watertown/Codington Regional Rail Authority (WCRRA).

All roadway/rail crossings will be at grade.

Spur track may expand across 20th Avenue S in the future to serve a future industrial property.



Date of Aerial Photography: 2005

Drawn by: B. Miller
 Date: 03/06/07
 Checked by: J. Urun
 Date: 03/06/07
 Revision Date:
 April 2007
 June 25, 2007



Railroad Considerations
 Watertown South Connector - SD 20 to US 81
 Project EM 4020(01) PCN 00RW

Figure 2-6

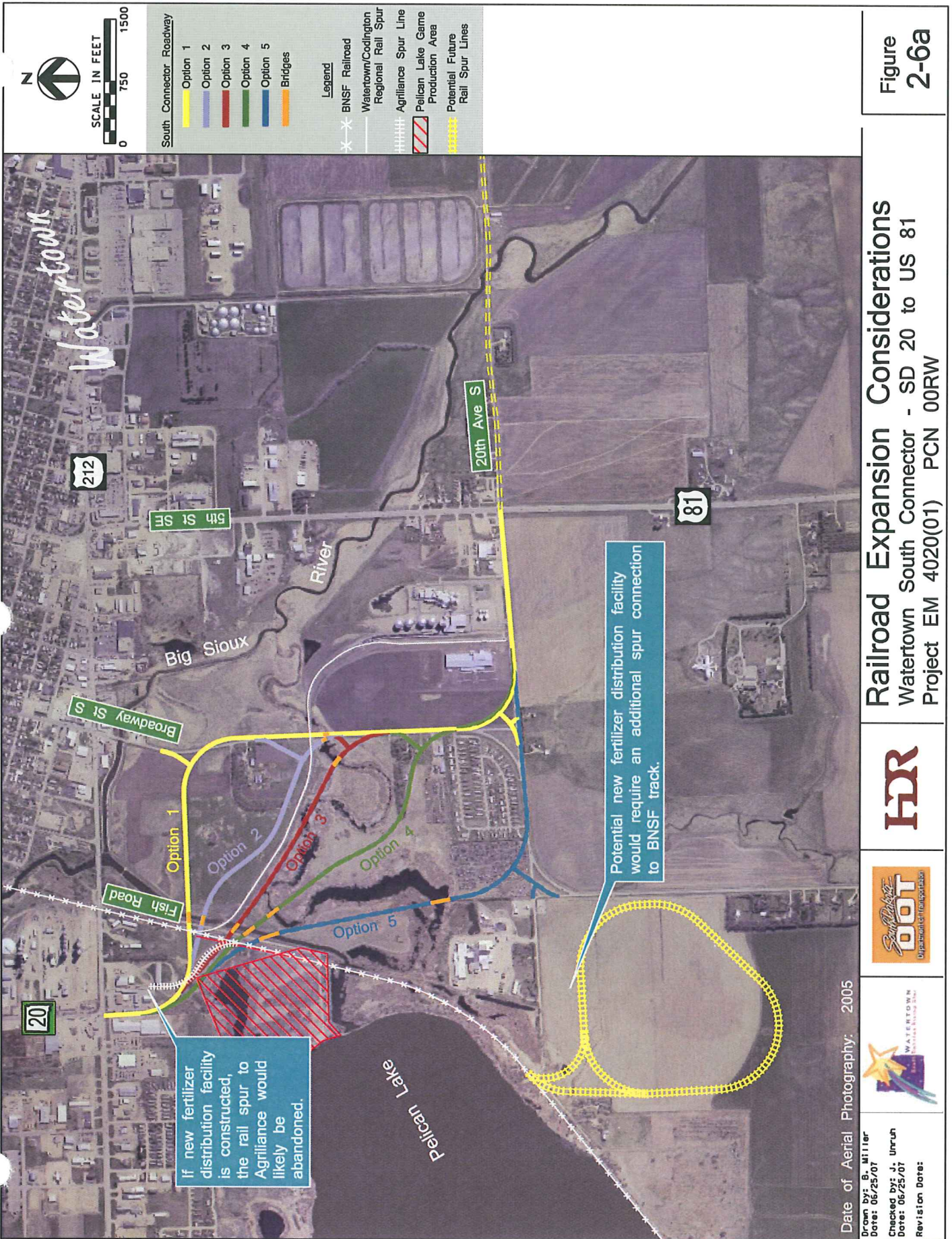


Figure 2-6a

Railroad Expansion Considerations
 Watertown South Connector - SD 20 to US 81
 Project EM 4020(01) PCN 00RW



Date of Aerial Photography: 2005

Drawn by: B. Miller
 Date: 06/25/07
 Checked by: J. Urcun
 Date: 06/25/07
 Revision Date:

Telephone Conversation Record



ONE COMPANY
Many SolutionsSM

Project Watertown South Connector – Segment 1

Project No. 39319

Time 1:00 p.m.

Date 6/19/07 (Tuesday)

Call to James Unruh

Phone No.

Call from Terry Keller, SDDOT

Phone No.

Copy to: HDR participants only
Discussion, Agreement and/or Action

PARTICIPANTS:

James Unruh, Rebecca Banks (HDR)
Rich Phillips, Terry Keller, Mike Behm (SDDOT)
Ginger Massie (FHWA)

Conference call was to coordinate next project steps. Items of discussion included:

1. Permit applications:

- To be submitted 6 months before anticipated September 2008 bid letting. That sets the permit application submittals at February 2008.
- Jurisdictional wetland determinations will be needed for permit applications.
- Hydraulic memos from EA have adequate technical analysis for permit submittals.
- Final design will need to have progressed to a point adequate to submit permits.
- *Follow-up: HDR to prepare cover letter and hydraulics package to solicit comments from Rick Schlecter of Watertown and Jim Oehlerking of Corps of Engineers.*

2. Final Design:

- Preferred bridge length option for Big Sioux River needs to be selected to proceed with final design.
- Public Hearing will need to be held before final design can commence.
- *FHWA to finish review of 5/24/07 Segment 1 draft EA and then coordinate Public Hearing date with SDDOT.*

3. Big Sioux River bridge crossing:

- There is concern with overbank grading. To alleviate the need for overbank grading, the 700' long bridge option would be necessary.
- There is also concern with filling in the floodway. To avoid this, an even longer bridge than 700' would be necessary.
- *Follow-up: HDR to prepare cover letter and hydraulics package to solicit comments from Rick Schlecter of Watertown and Jim Oehlerking of Corps of Engineers.*

4. Topeka Shiner impacts:

- *FHWA will provide comments on Topeka Shiner impacts.*

5. Game Production Area Noise Impacts

- *FHWA recommended that GPA should be treated as a recreational land use for the noise analysis.*

Subject: Site Investigation Meeting for Big Sioux River and Willow Creek Bridge Crossings	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 10/17/07; 10:30 a.m. to 12:30 p.m.	Meeting Location: SDDOT Watertown Area Office and project site
Notes by: HDR	Notes to: Attendees, Terry Keller

Attendees:

<u>HDR</u>	<u>SDDOT</u>	<u>FHWA</u>	<u>City of Watertown</u>
James Unruh	Rich Phillips	Mark Clausen	Dave Petersen
Kristen Gundvaldson	Steve Johnson		
Todd Lang	Ron Sherman		
	Nathan Morey		
	Matt Brey		

A. General Bridge Discussion:

1. SDDOT Office of Bridge Design prefers that the bridges be constructed with 2 driving lanes and 8' shoulders. The bridges should be designed to allow for future widening to 4 lanes with shoulders. Hydraulic analysis will be based on ultimate 4 lane bridges.
2. Traffic does not have to be maintained across Willow Creek and the Big Sioux River during construction of the new bridges.
3. Upcoming geotechnical analysis may recommend that the bridges be constructed without approach panels because of settlement potential.
4. It is likely that both bridges will utilize pre-stressed concrete girders.
5. Freeboard of 2' from 100 year flood elevation is to be provided.
6. Cross slope on bridges is to be 2%.
7. Longitudinal slopes shown on Site Investigation Layouts are adequate.
8. Horizontal alignments shown on Site Investigation Layouts are adequate.
9. Layouts to be modified to show 7' from back of abutment to edge of 2:1 bank slope.
10. Scour and erosion analysis will be needed.
11. There will likely be no seasonal construction limits for Topeka Shiner protection.
12. The existing channel bottom should be shown on the Site Investigation Layouts.

B. Big Sioux River Bridge Discussion:

1. Structure number will be 15-196-190.
2. Concrete columns will be utilized for the bridge piers rather than column walls.
3. The bridge layout may need to be moved slightly to the east to better line up with the existing bank of the Big Sioux River. The hydraulic analysis will need to be checked after this modification.
4. Because of the length of the bridge, deck drains will likely be needed.
5. The flow line shown on the Site Investigation Layout matches the FEMA hydraulic model.
6. Number of spans can likely be reduced to 4.

C. Willow Creek Bridge Discussion

1. Structure number will be 15-202-190.
2. Bridge profile may need to be raised by up to 9" to provide the desired free board.
3. Deck drains will likely not be needed.
4. The flow line shown on the Site Investigation Layout does not match the FEMA hydraulic model.
5. Middle pier shown on Site Investigation Layout can likely be eliminated.
6. The existing cattle access to Willow Creek southeast of the bridge may need to be maintained.

D. Schedule and Responsibilities

1. Type, Size, & Location (TS&L) memo and preliminary design plans to be completed by HDR within 2 to 3 weeks after this meeting (Between November 1 and 8).
2. SDDOT will conduct geotechnical investigation after the TS&L memo and preliminary design plans are submitted.
3. Preparation of final bridge plans by HDR will start after approval of the TS&L and the preliminary design plans.
4. Corps of Engineers 404 permit application to be submitted in February 2008.
5. Project letting date is currently set for September 2008.

Subject: Roadway Design Inspection Meeting	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 10/17/07; 1:30 p.m. to 3:30 p.m.	Meeting Location: SDDOT Watertown Area Office and project site
Notes by: HDR	Notes to: Attendees, Terry Keller

Attendees:

<u>HDR</u>	<u>SDDOT</u>	<u>City of Watertown</u>
James Unruh	Scott Rabern	Dave Petersen
Kristen Gundvaldson	Fred Leetch	Herb Blomquist
	Ron Sherman	
	Matt Brey	

A. Roadway Plans:

- Typical sections to be modified to show:
 - 5:1 back slope on ditches
 - Shoulders to use the same pavement section as the lanes.
 - 4' sidewalk on 29th Street SE (per City of Watertown direction)
- Plan/profile sheets to be checked for consistency with SDDOT format. HDR will consider utilizing color plans.
- General design of horizontal and vertical alignment is adequate.
- No access points to be shown on the west side of 29th Street SE at this time. Future development will affect access locations.
- Preferably, only one access will be provided to the mini-storage site in the northeast corner of the US81/20th Avenue intersection. *Critical follow-up: HDR to send a public meeting invitation to the landowner of this parcel. (Post meeting follow-up: Invitation sent on 10/18/07.)*
- SDDOT is pursuing possible borrow sites. *Critical follow-up: HDR to provide Scott R. with breakdown of borrow needs per portion of the project (US81 to Big Sioux River, Big Sioux River to Willow Creek, Willow Creek to 29th Street). (Post meeting follow-up: Borrow needs -*
 - 20th Avenue from US 81 to Big Sioux River = 31,000 c.y. (loose volume)*
 - Big Sioux River to Willow Creek = 45,000 c.y.*
 - Willow Creek to 29th Street = 27,000 c.y.*
 - 29th Street from 20th Ave to north end of project = 22,000 c.y.*
 - Total project = 125,000 c.y.*
- A gas pipeline crosses 29th Street just south of 17th Avenue. The profile of 29th Street was designed to avoid impacting the pipeline. *Post-meeting follow-up: HDR contacted Magellan pipeline. The 6" high-pressure line is not encased. Magellan requires 4' of cover over the pipe at the roadway and 3' of cover at a ditch. There may be enough slack in the line to allow for lowering the line 3' without having to shut down the line during construction.*

8. 20th Avenue and 29th Street may be closed to through traffic during construction. Because of low traffic volumes, detour routes are not considered necessary.
9. Street lighting is not considered necessary for 20th Avenue South and 29th Street SE.

B. Drainage and Utilities:

1. SDDOT specifies using 25 year design frequency for all roadway crossing culverts.
2. City of Watertown will provide HDR with drainage study that was done for the area northwest of the 20th Avenue/29th Street intersection.
3. Initial utility coordination has already been done by HDR and is documented in the EA. SDDOT will work directly with utility companies on relocation reimbursement.

C. Schedule

1. Public Meeting will be held on October 23 beginning at 5:30 p.m. HDR will prepare a presentation for the meeting.
2. At 3:00 p.m. on October 23, a meeting will be held with project stakeholders from the Watertown area. This meeting will essentially act as a preview to the public meeting in the evening.
3. It will be announced at the public meeting that individual landowner meetings will be held within one month of the public meeting (by Thanksgiving 2007).
4. Final right-of-way plans and plats will be submitted to SDDOT by the end of 2007. A draft set of these items will be submitted before this time.
5. Right-of-way acquisition will begin in early 2008. It was noted that right-of-way will be needed from approximately 6 private property owners. Right-of-way will also be needed from several parcels owned by the City of Watertown.
6. Corps of Engineers 404 permit application will be submitted in February 2008.
7. Bid letting is currently scheduled for September 2008.
8. Construction will take place in 2009.

Subject: Project Status Meeting	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 01/17/08; 10:00 a.m. to 11:10 a.m.	Meeting Location: HDR Conference Room
Notes by: HDR	Notes to: Attendees, City of Watertown, Matt Brey (SDDOT Watertown Area Office), Karen Olson and Steve Johnson (SDDOT), Mark Clausen and Ginger Massie (FHWA)

Attendees:

<u>HDR</u>	<u>SDDOT</u>	<u>FHWA</u>
James Unruh	Terry Keller	Mark Hoines
Rebecca Baker		
Kristen Gundvaldson		

A. Segment 1 (US 81 to 29th Street): (Topic: Discussion/conclusions, *follow-up*, *post meeting follow-up*)

1. Revised Big Sioux River CLOMR application:
 - *HDR had addressed all of Rich Phillips' review comments. HDR will send e-mail with comment responses to Terry Keller and Rich Phillips.*
 - *Electronic version of revised CLOMR application was submitted to Terry at the meeting. (The transmittal letter is attached to these meeting notes.)*
 - *HDR will assemble hard copy notebooks of the CLOMR application and send to SDDOT and Watertown. Terry will have Rich Phillips or Kevin Goeden sign the application and then submit the application to FEMA. Terry will also submit the \$4,400 application fee to FEMA; the check was to be available on 1/18/08. Notebooks were sent in 1/18/08 mail.*
 - *Landowner notification of CLOMR comes after initial FEMA review. Affected landowners are all south of US 212.*

2. Revised preliminary bridge plans, TS&L (Type, Size, and Location) memos, and hydraulic data sheets for Big Sioux River and Willow Creek:
 - *All of these items had been revised per Steve Johnson and Rich Phillips comments.*
 - *The electronic version of all items was submitted to Terry at the meeting. Terry will forward these items on to Steve Johnson and Rich Phillips.*
 - *Geotechnical investigation at the bridge can now commence. Terry will have the SDDOT Office of Bridge Design coordinate this work.*
 - *HDR will begin final design of the bridges after geotechnical recommendations are provided.*

3. Revised roadway construction plans:
 - *Plans had been revised per SDDOT comments at the 10/17/07 design inspection meeting and per comments received at the 11/15/07 landowner meetings.*
 - *The electronic version of the plans was submitted to Terry Keller. Terry will forward the plans to Karen Olson, the new SDDOT design coordinator for the project. The plans will then be placed on the SDDOT server.*
 - *It was noted that the plans do not include quantities or details at this point.*

- *HDR will prepare and submit an updated construction cost estimate to SDDOT for Segment 1.*
4. Right-of-way plans and plats:
 - *The electronic version of the plans and plats was provided to Terry Keller at the meeting. Terry will forward the items to Karen Olson and Sam Gilkerson (SDDOT right-of-way office). SDDOT can now begin the formal right-of-way acquisition process.*
 5. EA Update:
 - *HDR had generated an update memo for the EA. The memo discussed the comments received at the 10/23/07 public meeting and the roadway alignment shift that resulted from those comments.*
 - *The electronic and hard copy versions of the memo were submitted to Terry at the meeting. Terry will distribute and discuss the memo with other SDDOT staff and also with FHWA. The memo is attached to these meeting notes.*
 - *Terry had not received any comments from agencies on the EA. He will be meeting with the agencies on January 22 and will bring up the project.*
 6. Landowner meetings EA:
 - *The landowner meetings were held on 11/15/07. Herb Blomquist (Watertown), Matt Brey (SDDOT Watertown Area Office), Sam Gilkerson (SDDOT Right-of-way Office), and James Unruh (HDR) attended the meetings. There were no major negative comments or significant design changes resulting from the meetings.*
 7. Corps of Engineers 404 permit application:
 - *HDR to prepare a draft permit application by mid February 2008.*

C. Segment 2A (SD 20 to US 81)

1. Railroad crossing closure:
 - *Watertown has officially made a resolution to close an existing railroad crossing. This was done to satisfy a BNSF requirement that additional railroad crossing for the South Connector will not be allowed.*
 - *HDR will include the resolution in an Appendix to the EA and provide discussion in the section on railroad impacts.*
 - *Herb Blomquist to provide HDR with appropriate documentation for the EA.*
2. Alignment Option 6:
 - *HDR had generated a new alignment as requested by Focus Watertown. The new alignment goes through 2 salvage yards.*
 - *A hard copy of the Option 6 was reviewed, discussed, and submitted to Terry at the meeting. Terry will discuss Option 6 with SDDOT staff.*
 - *Terry will check with SDDOT staff regarding the costs associated with acquisition of the salvage yards.*
 - *HDR will generate a cost estimate for the Option 6 and update the impact summary tables in the EA.*
 - *HDR will submit Option 6 (including cost estimate and impact summary) to the Process Team in preparation for a team conference call.*
 - *A preferred option will be identified for the public release of the EA tentatively scheduled for March/April 2008.*

Attention: Terry Keller	Date: 01/17/08	Job No: 39319
To: SDDOT Office of Project Development 700 East Broadway Avenue Pierre, SD 57501		Phone:

Regarding: Watertown South Connector Segment 1 misc. items

We are sending you: **Attached** **Under separate cover via hand delivery the following items**

Shop drawings Prints Plans Samples Specifications
 Copy of letter Change Order Other CD

Copies	Date	No.	Description
1	Varies		CD with files: <ul style="list-style-type: none"> • Preliminary bridge plans and TS&L for Big Sioux River and Willow Creek • CLOMR application • Right-of-way plans • Roadway construction plans • EA update memo

These are transmitted as checked below:

For approval Approved as submitted Resubmit _____ copies for approval
 For your use Approved as noted Submit _____ copies for distribution
 As requested Returned for corrections Return _____ corrected prints
 For review/comment Other _____
 For bids due _____ Prints returned after loan to us

Remarks	
Copies to	Signed
James Unruh	

If enclosures are not as noted, please notify us at once

To: Watertown South Connector Process Team Members: SDDOT - Terry Keller (Office of Project Development) - Jeff Senst (Aberdeen Region Engineer) - Ron Sherman (Watertown Area Engineer) Watertown - Dave Peterson, City Engineer - Herb Blomquist, Director of Public Works FHWA - Ginger Massie	
From: HDR	Project: Watertown South Connector – EM 4411(01) PCN 00RV
Date: January 16, 2008	Job No: 39319

RE: Environmental Assessment Update

Public Meeting Comments

The public meeting for the Environmental Assessment was held on October 23, 2007. The only written or verbal comments received related to the proposed alignment of 20th Avenue from Willow Creek to 29th Street. The comments were from the owners of the land on the north and south side of 20th Avenue, Matt Kranz and Gene Kingslien, respectively. Both requested that a revised alignment be developed that minimizes the impact to the existing residences on both sides of 20th Avenue.

Landowner Meetings

A modified 20th Avenue alignment was developed and is shown in attached Figure 1. The modified alignment was shown to Matt Kranz and Gene Kingslien at the November 15, 2007 landowner meetings. Both were in favor of the modified alignment. Also in attendance at the landowner meetings were Bill and Laurie Ortmeier, the tenants of the mobile home on the Matt Kranz property, and Ron and Kaye Wickard

Noise Analysis Update

HDR re-calculated the noise levels at 2 receptors based on the **revised** roadway alignment.

Figure C-1 from the EA noise report is attached to this memo. The figure illustrates receptor locations 6 (north side of road) and 7 (south side of road).

Existing noise levels at each receptor were measured to be 46 dBA (noted on pages 6 and 7 of the noise impact report, also attached to this memo).

The future noise level at receptor 6 with the revised alignment remains at 65 dBA since the roadway alignment changed less than 10' at this location.

The future noise level at receptor 7 with the revised alignment will be 65 dBA instead of 69 dBA shown in the noise report since the roadway alignment was adjusted at this location.

Each of these noise levels is below the state standard of 67 dBA. However, there is more than a 15 dBA increase from existing noise levels, therefore each receptor experiences a "noise impact" according to SDDOT policy.

Mitigation of the noise impacts will not be cost-effective for either of these receptors since relocation, acquisition, or screening of the residences will exceed \$15,000. This is the SDDOT threshold for cost-feasible mitigation per receptor location.

At the landowner meetings, the residents on the north side of the roadway requested relocation of their trailer house. The owners of the residence on the south side of the roadway do not want the house relocated. Their preferences were noted but no promises were made at the meeting.



Filename: Revised - Segment 1 (300 scale).dgn

Drawn by: B. Miller
 Date: 11-09-07
 Checked by: J. Linn
 Date: 11-09-07
 Revision Date:



Revised 20th Avenue S Alignment - Willow Creek to 29th Street SE

Watertown South Connector, SD Project EM 4411(01) PCN 00RV

Figure
1



Date of Aerial Photography: 2005

Drawn by: B. Miller
 Date: 9-25-06
 Checked by: J. Unruh
 Date: 9-25-06
 Revision Date:



Noise Monitoring and Receptor Locations
 Watertown South Connector, Codington County, SD
 Project EM 4411(01) PCN 00RV

Figure
C-1

7.4 FIELD MEASUREMENT LOCATIONS AND RESULTS

Monitoring locations are shown on Figure 1 (page 2) and are as follows:

Site M1 – Residence: 1808 5th Street SE

Site M2 – Residence: 922 20th Avenue SE

Site M3 – Residence: Trailer home north of 20th Ave, just east of Willow Creek

Table 4 identifies the locations of each of the monitoring sites relative to the nearest roadway centerline and the respective noise levels measured at each location.

**Table 4
Noise Monitoring Results**

Measurement Location	Duration	Distance to Centerline (feet)	NAC (dBA)	Measured L _{eq} During Peak Hour
M1 (R)	15 min.	≈ 75	66	53 dBA
M2 (R)	15 min.	≈ 120	66	51 dBA
M3 (R)	15 min.	≈ 85	66	46 dBA

Note: (R) is residential receptor.

8.0 Traffic Noise Prediction

HDR used the FHWA Traffic Noise Model (TNM) Version 2.5 to evaluate future traffic noise levels at noise sensitive receptors within the limits of this Project. The predicted traffic noise levels reflect the elevation differences and the proposed roadway alignment in relation to the noise sensitive sites. Table 5 lists the NAC, existing Leq, and the future (2030) predicted Leq for both the “Build” and “No-build” alternatives.

Table 5
Predicted Noise Levels (Leq) at Receptors

Receptor ID	Land Use	NAC (dBA)	Hourly Leq(h) dBA			Difference Between Existing/Build	Approaches or Exceeds Standards in 2030 Build
			2006	2030			
			Existing	“No-build”	“Build”		
RECEIVER1	Residential	67	53	58	64	11	No
RECEIVER2	Residential	67	53	57	63	10	No
RECEIVER3	Residential	67	53	53	59	6	No
RECEIVER4	Residential	67	53	56	65	12	No
RECEIVER5	Residential	67	51	54	60	9	No
RECEIVER6	Residential	67	46	58	65 ¹	19	Yes
RECEIVER7	Residential	67	46	57	69 ²	23	Yes

Notes: ¹ Trailer house to be relocated further from road

² Home will be acquired or relocated on property as part of project

9.0 Noise Abatement Measures

Noise abatement measures are considered where predicted traffic noise levels approach or exceed the NAC or when the predicted traffic noise levels substantially exceed the existing noise levels. As shown in Table 6, two of the seven modeled receptors have predicted noise levels which exceed the NAC, however, one of the impacted receptors (Receiver 6) will be moved further from the roadway as part of the project and the other impacted receptor (Receiver 7) will be taken as part of the project. Therefore, noise abatement measures do not need to be evaluated.

10.0 Construction Noise and Vibration

Construction of the Project would result in temporary noise and vibration increases within the Project area. The evaluation and control of construction noise and vibration must be considered as well as traffic noise. This Project is bordered by scattered residential receptors and these receptors are also a concern for impacts caused by construction noise and vibration.

The following are basic categories for mitigation measures for construction noise. Due to the interrelatedness of construction noise and vibration, some of these measures will also apply for vibration resulting from construction activities.

Subject: Project Status	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 04/07/08, 3:45 pm to 5:10 pm	Meeting Location: Conference Call
Notes by: RB	

Attendees:

<u>HDR</u>	<u>SDDOT</u>
James Unruh	Terry Keller
Rebecca Baker	Karen Olson
	Neil Schochenmaier

A. Segment 1 (*Discussion, follow-up, post-meeting follow-up*)

1. CLOMR application
 - a. Submitted to FEMA on 2/1/08; receipt confirmation from FEMA on 2/15/08
 - b. FEMA requested HEC-RAS and mapping files on 3/27/08 - *HDR provided the files to FEMA.*
2. Construction plans
 - a. 90% plans submitted to SDDOT and Watertown on 3/24/08
 - b. Final plans completion - *Final plans completion tentatively set for June 2008; work order amendment was submitted to SDDOT on 4/4/08 with an extension of the work order completion date from 6/01/08 to 12/31/08. Karen to verify these dates and coordinate reviews of 90% plans as appropriate. Terry will follow up regarding the City of Watertown/SDDOT agreement for the project.*
3. Bridge plans
 - a. Final plans for Big Sioux River and Willow Creek are at 70% complete
 - b. Timeframe for geotechnical recommendations – *HDR will complete bridge design after the geotechnical report is received.*
4. Right-of-way plans and plats
 - a. Revised plans submitted to SDDOT and Watertown on 3/24/08 - *Signed and sealed plats will be completed by HDR after SDDOT ROW office has reviewed the revised plans and made initial contacts with landowners.*
5. 404 permit application
 - a. First draft submitted to SDDOT and Watertown on 3/24/08
 - *Rich Phillips has reviewed the 404 application. HDR will incorporate Rich's comments into the application as appropriate.*
 - *SDDOT environmental staff will be reviewing the application. Terry will provide HDR with comments. HDR will incorporate comments and resubmit the 404 application to SDDOT.*

6. EA update
 - a. Memo regarding alignment shift was submitted to SDDOT, Watertown, and FHWA on 1/29/08. *Terry will discuss with FHWA the requirements for the final approval of the EA (FONSI).*
7. Utility coordination
 - a. 90% plans submitted to utility companies on 3/26/08 - *Utility coordination with SDDOT thus far has taken place with Dave Hausman; utility coordination for final plans will be turned over to Darrell Dehne.*
8. Borrow Pit - *Karen will coordinate/follow up on soil borings/recommendations at the borrow pit.*

B. Segment 2A

1. Railroad crossing closure status
 - *Terry will coordinate with Herb Blomquist to obtain a copy of the formal closure resolution.*
 - *HDR will include the resolution in the Appendix of the EA. HDR will include a discussion of the 1st Avenue Northwest railroad crossing closure and the concurrent opening of the new crossing at the South Connector.*
2. Option 6
 - a. Information package submitted to SDDOT on 2/6/08 and to Watertown on 2/13/08
 - *Terry will have SDDOT review Option 6 and the revisions that have been made to the other options.*
 - *SDDOT will provide comments to HDR. HDR is available to participate in the SDDOT internal discussion via conference call.*
 - *HDR will re-submit a hard copy of the information package to Terry Keller to expedite the SDDOT review. Package was sent in 4/10/08 mail to Terry Keller and Herb Blomquist.*
 - b. Process team submittal and review
HDR will incorporate SDDOT comments into the Draft EA and submit copies of the revised EA to the Process Team.
 - c. Inclusion of preferred option
A preferred option will be determined by the SDDOT and HDR will incorporate into the Draft EA. The Process Team will review the preferred alternative presented in the Draft EA.
 - d. Schedule
Terry will submit the SDDOT comments to HDR within 10 days. HDR will revise the Draft EA and resubmit to the Process Team within 2 weeks. A public hearing could occur within 2-3 months.
 - e. Agency Coordination
On 2/22/08, HDR had provided Terry with draft letters requesting SHPO and GF&P concurrence. Terry had sent the SHPO concurrence request letter out on 3/17/08. Terry will check on the status of the GF&P concurrence request letter.

Subject: Segment 1 404 Permit Application	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 04/22/08; 4:00 p.m. to 5:00 p.m.	Meeting Location: Pierre Central Room 153 with video conference to Watertown Area office and Aberdeen Region office
Notes by: HDR	Notes to:

Attendees:

HDR

James Unruh

SDDOT

Terry Keller, Rich Phillips

Action steps will be as noted in 4/11/08 response memo to Rich Phillips comments except as noted below:

- 11"x17" plans will be submitted.
- Rich Phillips will be only signature on application.

Subject: Big Sioux River Bridge CLOMR Application	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 05/28/08; 2:45 p.m. to 3:30 p.m.	Meeting Location: Watertown City Hall
Notes by: HDR	Notes to: attendees

Attendees:

HDR	SDDOT	City of Watertown	Codington County
James Unruh	Matt Brey	Dave Petersen	Todd Kays
Rebecca Baker	Terry Keller	Herb Blomquist	
	Sam Wisegram	Rick Schlechter	

Meeting was held to determine follow-up steps for the Big Sioux River bridge CLOMR application. The application was submitted to FEMA in January 2008. Comments received from FEMA and *meeting discussion* on those comments were as follows:

- **April 18, 2008 – Formal letter with these main comments:**
 1. HEC-RAS model needed some minor refinements. *These model refinements have been made by HDR.*
 2. Structures survey and individual notices to affected property owners are needed. It was decided that:
 - *HDR will conduct the structures survey and complete the FEMA structure elevation certificates as an amendment to the current design services contract with SDDOT.*
 - *HDR will prepare a notification letter to affected property owners. The letter will request permission to conduct structure elevation survey where necessary.*
 - *City of Watertown will research property ownership and distribute letters via certified mail. The letters will be sent out on City of Watertown letterhead.*
 3. Topographic exhibit needs to be modified to show all areas of potential impact. *HDR has prepared a new graphic that shows the entire area of impact and also shows and labels all structures in the impacted areas. A reduced size of this graphic will be included with the landowner notification letter.*
- **April 30, 2008 – E-mail with these main comments:**
 1. Both City of Watertown and Codington County need to complete and sign the “Community Acknowledgement Form” for the CLOMR. *The original application only included a completed form from the City. Todd Kays signed an additional form for Codington County. HDR will submit the additional form to FEMA.*
 2. Roby Creek impacts will need to be included in the overall HEC-RAS analysis. *HDR has revised the model and topographic exhibit to include Roby Creek.*
 3. FEMA reviewer recommends changing the bridge design so there is a “no-rise” condition. *HDR has determined that by adding one span (or 91’) to the 365’ long bridge, a no-rise condition can be achieved. This is because:*
 - *The bridge piers in the final bridge design are narrower than were assumed in the preliminary hydraulic modeling*
 - *The channel geometry at the bridge ends has been refined and improved from what was used in the preliminary hydraulic modeling.**The cost of the additional 2-lane bridge span will be \$300,000 to \$350,000. The additional span will be implemented if the CLOMR is not approved. The design plans are set up to allow for relatively easy incorporation of the additional bridge span.*

Response to FEMA comments must be made within 90 days of comments.

Subject: Segment 1 Right-of-way Acquisition Issues	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 07/02/08; 10:00 a.m.	Meeting Location: Conference call
Notes by: HDR	Notes to: Attendees, Terry Keller, Matt Brey

Attendees:

<u>HDR</u>	<u>SDDOT</u>	<u>City of Watertown</u>
James Unruh	Karen Olson	Audrey Nelson (appraisals)
Kristen Gundvaldson	Sam Gilkerson	Ken Brilz (appraisals)
	Jennie Bucholz	Stan Fox (city attorney)
		Dave Petersen
		Herb Blomquist

The purpose of the conference call was to coordinate right-of-way acquisition activities.

City owned properties:

Right-of-way will need to be acquired from several parcels owned by the City of Watertown.

Follow-up:

- *HDR to revise plats for City owned parcels to dedication plats (per SDDOT Road Design Manual with verbiage and signature block for City). Post-meeting follow-up: Dedication plats for Watertown-owned parcels (4, 6, 7, 8, 9, 11, 14) were submitted to SDDOT on 7/3/08.*
- *SDDOT and City to review dedication plats.*
- *City to determine if specific council action is required for right-of-way dedication.*
- *Dedication plats to be signed/executed by October 1, 2008.*

City purchase option on Parcel 13 (Joan Endres property):

The City had previously secured a purchase option agreement for a portion of the Endres property.

Follow-up: SDDOT to investigate if City needs to file a quit claim on the purchase option.

Driveway locations at Cloud 9 Golf Course:

At the 11/15/07 landowner meeting, the owners of the property agreed that their existing 4 access points to 20th Avenue could be reduced to 3 access points (which are shown in the construction plans). Ownership of the property has since changed. No right-of-way or easement acquisition is needed from this parcel. The zoning classification of the parcel has also changed since the landowner meeting.

Follow-up: SDDOT to contact the new owners and determine if the proposed access points are acceptable.

Water main at 29th Street:

The City of Watertown intends to install a 10" water main (with hydrants and other appurtenances) in the 29th Street SE portion of the project. Design plans for the water main were prepared by HDR and included in the South Connector construction plan package. SDDOT prefers a separate plan set for the water main; however, the water main plan set can be packaged and bid with the roadway project.

Follow-up:

- *City to provide project number for water main plans.*
- *SDDOT to provide project control number (PCN) for water main plans.*
- *HDR to provide construction cost estimate for water main based on current design.*

City/State agreement:

The agreement is circulating at SDDOT. *Follow-up: Karen Olson will check on the status of the agreement.*

Earthwork borrow source:

Area landowners have been reluctant to provide/sell borrow sites for the project. The SDDOT Aberdeen Region materials engineer (Jeff Steen) continues to work on this.

Miscellaneous temporary easement/right-of-way concerns:

- The construction plans show 2 driveways with the construction limits extending to near the right-of-way line. No temporary easement was proposed. It was decided that temporary easement will not be needed at these locations. *Post-meeting follow-up: Additional review confirmed that an easement should not be necessary.*
- Does construction impact the existing flood protection dike around the Bailly acreage on the south side of 20th Avenue? It was noted that the dike will not be impacted and that flood levels will not increase because the property is on the downstream side of the new Big Sioux River bridge.
- Is parcel #1 impacted by the new Big Sioux River bridge via increased flood potential? It was noted that the currently proposed new bridge would increase the flood elevation by approximately ¼” to ½” inch at this parcel. This increase is being addressed via a Conditional Letter of (floodplain) Map Revision (CLOMR) which is currently under review at FEMA. Damage payments for additional flood risk have not yet been determined. If the CLOMR is denied, a longer bridge will be constructed that provides a “no-rise” condition for the Big Sioux River upstream of 20th Avenue.
- The plans show an existing well inside the existing right-of-way at station 172+60 left (Kranz property). The well was discussed at the landowner meeting and the location shown on the plans may not be correct.
Follow-up: SDDOT to verify well location and conduct right-of-way encroachment survey, if necessary.
- A large monument is partially on 20th Avenue right-of-way at the Matt Kranz property. It was noted that the landowner said (at the 11/15/07 landowner meeting) that he would move the monument prior to roadway construction.

Schedule items:

- Final right-of-way plans and plats were submitted to SDDOT on 6/20/08. Sam Gilkerson confirmed that his comments had been adequately addressed.
- Final construction plans were scheduled for completion mid to late June. Timeframe for submittal has been delayed due to:
 - Earthwork borrow site determination
 - CLOMR process and accompanying possibility of needing a longer bridge at the Big Sioux River.
- SDDOT office of right-of-way is beginning property appraisals. They anticipate beginning property owner negotiations around October 1.

Subject: Big Sioux River Bridge and CLOMR Application Status	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 07/21/08; 10:00 a.m.	Meeting Location: Conference call
Notes by: HDR	Notes to: Attendees, Matt Brey, Herb Blomquist

Attendees: HDR

James Unruh
Kristen Gundvaldson
Becky Baker

Matt Redington
Wade Hargreaves
Chris Werner

SDDOT

Karen Olson
Rich Phillips
Terry Keller
Steve Johnson
Kevin Goeden

CLOMR Application Status:

James and Terry reviewed the history of the CLOMR for this project. A supplemental package was submitted to FEMA on 7/10/08 that responded to FEMA comments. It is likely that the CLOMR will be denied since the building survey found multiple buildings within the affected floodplain area that have floor elevations below the existing 100 year flood elevation. Terry has been directed by SDDOT upper management to have the bridge design proceed with an additional 91' span that would result in a "no-rise" condition and eliminate the need for the CLOMR.

Bridge design features (based on review of revised layout with additional span on west end):

- With the longer bridge, **freeboard** would be reduced from 1.9' to 1.4' at the west end of the bridge. Rich considered this acceptable since the reduction is at the opposite end of the bridge from the main channel of the Big Sioux River. Therefore the roadway profile does not have to be modified.
- **Girder and deck designs** are not affected significantly with the added span. *Post-meeting follow-up: The girders are designed as a continuous span, not as simple spans as stated during the call.*

Construction Cost:

Bridge cost will increase by \$300,000 to \$350,000 with the longer bridge. Roadway costs will be reduced slightly. Right-of-way costs will increase slightly.

404 Permit Application:

Initial review comments (by the Corps of Engineers) were relatively minor. The revised design will need to be submitted when available. The longer bridge should be viewed favorably by the Corps of Engineers. *Post-meeting follow-up: Public notice for the individual permit for this project was posted on 7/22/08. Web site is: <https://www.nwo.usace.army.mil/html/od-rsd/pn/pn081484.pdf>*

EA/FONSI Update:

When the CLOMR decision is final, an update memo for the EA will need to be prepared and submitted.

Right-of-way Acquisition:

Addition right-of-way will be needed for the expanded overbank grading area that accompanies the longer bridge. The additional areas will be from parcels that already had some acquisition. The EA update may need to quantify the additional areas, depending on the increase.

Follow-up: Karen to request that ROW work on the 4 parcels around the Big Sioux River bridge be delayed until revised ROW plats are prepared. Post-meeting follow-up: Affected parcels are 1, 3, 5, and 6.

Schedule update:

- Bid letting has been changed from October 2008 to February 2009.
- Willow Creek bridge plans will be submitted to SDDOT at the beginning of August.
- Roadway plans will be submitted to SDDOT at the beginning of August.
- Big Sioux River plans (with additional span) should be ready to submit to SDDOT by end of August.

Subject: Project Status Update	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 09/05/08; 9:00 a.m.	Meeting Location: Conference call
Notes by: HDR	Notes to: Attendees, Herb Blomquist (Watertown)

Attendees:	HDR	SDDOT
James Unruh	Matt Redington	Karen Olson Steve Johnson
Kristen Gundvaldson	Rebecca Baker	Terry Keller Rich Phillips
		Neil Schochenmaier

Segment 1 Discussion Items:

Plan Submittals

Willow Creek bridge – The plan set was submitted to SDDOT on August 1. Plan review has not yet been completed.

Follow-up:

- *HDR will submit 5 recently revised sheets directly to Steve Johnson.*
- *Steve will provide comments to HDR after reviews have been completed.*

Roadway

- The plan set was submitted to SDDOT on August 18. Some initial comments were addressed and the revised plan sheets were submitted to SDDOT on August 26. Karen has requested comments from some reviewers but does not plan to circulate the plans for full department review until October 17 (based on a February 4, 2009 bid letting date). The plans will then include the bridge plans and the borrow pit information. *Follow-up: Karen will provide comments to HDR from initial reviews.*
- Plans were also submitted to the City of Watertown, Watertown Municipal Utilities, and East River Electric. *Follow-up: James to check with Watertown regarding review of the plans and with East River Electric regarding relocation of the south side power line.*

Big Sioux River bridge – Plans are nearly complete but have not yet been submitted to SDDOT. Timeframe for submittal depends on CLOMR application.

CLOMR Application:

Supplemental information package (including building elevation certificates) was submitted to FEMA on July 10. FEMA has carefully reviewed the package and suggested to HDR (via e-mail) that the hydraulic modeling could potentially be adjusted for: 1) contraction coefficient for the proposed conditions, and 2) ineffective flow area for the existing conditions. HDR made the model adjustments for the existing conditions and discovered that a “no-rise” condition can be attained with the 370’ long bridge. The group agreed that the building elevation surveys conducted by HDR would still be valid because the elevation certificates listed the 100 year flood elevation for proposed conditions, which did not change. Only the flood elevation for the existing conditions changed as a result of incorporating FEMA’s suggestion. The group agreed that the revision of the hydraulic model is justified because the suggestion came from FEMA. The bridge plans can be modified back to a shorter bridge if FEMA concurs with the “no-rise” condition.

Follow-up:

1. *HDR to submit the revised hydraulic model to FEMA with the anticipation that FEMA will concur with the “no-rise” condition. The CLOMR would then no longer be necessary.*
2. *If FEMA concurrence with “no-rise” condition is secured, then follow-up letters will need to be sent to landowners. HDR will draft the letters and the City of Watertown will distribute the letters.*

404 Permit Application:

The Corps of Engineers (COE) posted the public notice for the 404 Permit Application on July 22. The application was based on the 370' long bridge. Rich Phillips stated that the COE has been informed that a longer bridge may be utilized pending the outcome of the CLOMR process and they had no concerns about either bridge length. The COE received comments on the permit application from:

- Environmental Protection Agency regarding sequencing of the project. COE will address this comment.
- COE floodplain group in Omaha regarding the CLOMR. This is being addressed by HDR/SDDOT/FEMA.

Post-meeting follow-up: Rich P. discussed the CLOMR status with Jim Oehlerking (Corps of Engineers). The Corps will place the permit on hold until a final determination on bridge length is made. Otherwise, he is ready to issue the permit.

Right-of-Way Acquisition:

At Big Sioux River

Revised ROW plans and plats were submitted to SDDOT on August 1 for the longer bridge. James U. noted that the additional ROW required for the longer bridge is minimal. The group agreed that the ROW plans and plats would not be modified if the shorter bridge is actually used.

At Matt Kranz/Bill Ortmeier property

James U. stated that Bill Ortmeier had called him after an SDDOT appraiser or right-of-way agent met with Matt Kranz. (Bill lives in the mobile home located on Matt Kranz' property.) Bill was upset that SDDOT does not propose to relocate the mobile home. James sent Bill the project documentation regarding noise impacts. James had also submitted to Terry Keller and Karen Olson a telephone record of his conversation with Bill.

Borrow Sites

Karen O. stated that borrow sites have been identified pending results of soil analysis.

Segment 2A Discussion Items:

Environmental Assessment (EA):

In May 2008, HDR had revised the EA for Preferred Option 3. FHWA provided comments on the revised EA. On July 24, HDR submitted to Terry K. a response memo to FHWA comments and the text for the items that were revised. There were several comments that required a response from Terry.

Follow-up:

- ***Terry to determine status of EA via discussions with FHWA.***
- ***HDR to print 3 more copies of EA for SDDOT. Post-meeting follow-up: HDR is compiling a CD version of the EA for SDDOT and Watertown.***

Design:

Neil S. had some questions about the Micro station design files HDR had submitted to SDDOT. It was agreed that design should not progress too much further until FHWA releases the EA for public availability.

Follow-up: Neil to call James directly to discuss the design files.

Subject: Project Status Update	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 12/22/08; 1:30 p.m.	Meeting Location: Conference call
Notes by: HDR	Notes to: Attendees

Attendees:	<u>HDR</u>	<u>SDDOT</u>	<u>Watertown</u>
	James Unruh	Karen Olson	Herb Blomquist
	Kristen Gundvaldson	Terry Keller	Dave Peterson
	Rebecca Baker		Steve Lehner (Utilities)
			Todd Chambers (Utilities)

Segment 1 Discussion Items:

Final Plan Status

- Final construction plans were submitted to SDDOT on 12/15/08 and are now in the hands of SDDOT Office of Bid Letting. *Follow-up: HDR to submit CAD design files to SDDOT when appropriate.*
- City of Watertown comments on the plans have been addressed.

EA/FONSI

- HDR had prepared and submitted EA update memos to SDDOT on 1/29/08 and 10/27/08. *Follow-up: HDR to submit those memos directly to FHWA. Post-meeting follow-up: Items were submitted to Ginger Massie at FHWA on 12/22/08.*
- Final agency sign-off is required, specifically on the wetland mitigation plan. *Follow-up:*
 - *Terry Keller to schedule agency coordination meeting in January to secure agency sign-off.*
 - *Terry Keller to check with Nathan Morey (SDDOT) regarding applicability of the recent change in the Biological Opinion approval process.*

Corps of Engineers 404 Permit

- Terry Keller and Rich Philips have been in contact with the Corps. Agency sign-off may be needed similar to the FONSI. *Follow-up: Terry Keller to bring this subject up at the agency coordination meeting.*

Right-of-Way (ROW) Acquisition Status

- SDDOT ROW agent has been in contact with all landowners. Based on those contacts, no major problems are anticipated. One landowner has formally accepted the SDDOT offer. SDDOT will make offers on the rest of the properties in January 2009. *Post-meeting follow-up: Karen Olson confirmed that the ROW certification is due at the same time as final plans (12/15/08). Therefore, the project will not make a 2/4/08 letting and will need to be rescheduled.*
- SDDOT had submitted dedication plats to the City of Watertown. Dave Peterson confirmed receipt of the dedication plats but no action had been taken. *Post-meeting follow-up: Karen Olson recommended the following steps in the order listed:*
 - *City to sign the dedication statement on the plats and return the signed plats to HDR. (Dedication plats are provided with these meeting notes as a separate file.)*
 - *HDR land surveyor will sign the plats and return them to SDDOT ROW office.*
 - *SDDOT will file the plats.*
- The mobile home tenant (Bill Ortmeier) on the Matt Kranz property has requested to be relocated farther away from 20th Avenue. The noise report in the EA stated that the mobile home would be relocated but the EA Update Memo dated 1/29/08 stated that relocation would cost more than \$15,000 and was therefore not allowed per SDDOT policy on cost effectiveness. *Follow-up: Terry*

Keller will send a letter to the tenant stating that the mobile home will not be relocated as part of the South Connector project. Post-meeting follow-up: Terry sent the letter to Bill Ortmeier on 12/22/08.

- Watertown Municipal Utilities has hired a contractor to relocate the power line on the north side of 20th Avenue. Most of the relocated/new poles will be placed on new roadway ROW and therefore can not be installed until ROW is purchased. *Follow-up: SDDOT will keep Watertown Municipal Utilities updated on the progress of the ROW acquisition.*
- Status of East River Electric Cooperative power line relocation on the south side of 20th Avenue is unknown. *Post-meeting follow-up: Karen determined that the SDDOT Utilities office has a signed agreement with East River Electric regarding relocation of the power line. SDDOT Utilities office is attempting to secure agreements with 2 other utility companies.*

SDDOT/Watertown Cooperative Agreement

- The agreement is still in the finalizing stage at SDDOT and has not yet been submitted to Watertown. Herb noted that City Council action will be required before the agreement can be signed. *Follow-up: Terry will attempt to get the agreement finalized and sent to Herb Blomquist as soon as possible.*

Big Sioux River Floodplain CLOMR

- FEMA letter dated 9/30/08 served as the **Conditional** Letter of Map Revision and allowed construction of the 370' long Big Sioux River bridge. Final Letter of Map Revision will require:
 - As-built plans verifying that construction of the project was in conformance with the design.
 - Letter of notification to landowners of the final floodplain map revision.
 - Payment of \$4,800 fee to FEMA.

All of these tasks can be done after completion of project construction. James noted that HDR is not under contract with SDDOT for these tasks. Terry noted that these tasks will be the responsibility of the City of Watertown. *Follow-up: Terry will add language to the cooperative agreement regarding the responsibility for completion of these tasks. Post-meeting follow-up:*

- *The FEMA letter also stated that maintenance of the Big Sioux River channel and the bridge will be the responsibility of Watertown/Codington County. Terry should ensure that maintenance is also covered in the cooperative agreement.*
- *Karen confirmed that SDDOT does not prepare as-built plans for the roadway or for the structures.*

Segment 2A Discussion Items:

- Conference call on 10/21/08 listed the tasks that needed to be completed to address FHWA comments on the Environmental Assessment. (10/21/08 Conference call notes are attached.) Terry noted that, with the recent loss of an employee on the SDDOT environmental staff, progress has not been made on the tasks. *Follow-up: Terry will attempt to complete the tasks in January 2009.*

Subject: Segment 2A EA Status	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 10/21/08; 3:00 p.m.	Meeting Location: Conference call
Notes by: HDR	Notes to: Attendees

Attendees: **HDR** **SDDOT** **Watertown**
 James Unruh Becky Baker Terry Keller Herb Blomquist

FHWA comments on the May 2008 Segment 2A EA have mostly been addressed. Conference call discussion was on comments that Terry Keller needs to address. The July 24, 2008 FHWA comment response memo prepared by HDR served as the agenda for the conference call.

Comment #	Comment	Follow-up
3a	The last paragraph in Section 2.6 needs updating to reference the 2008-2012 STIP.	HDR modified text in EA.
3b	The project cost information in the next sentence also needs to be revised.	Terry has discussed this with Tim Bjornberg and will provide revised text to HDR.
6	The SHPO response to SDDOT's March 17, 2008 letter is missing.	Terry discussed this with SHPO. <ul style="list-style-type: none"> • File Seg 1 SHPO.pdf (attached to these conference call notes) contains SHPO's "No Adverse Effect" determination for Segment 1. • File Seg 2 SHPO.pdf (attached to these conference call notes) is the letter that was sent to SHPO regarding Segment 2A. Terry will verify if he received a response from SHPO.
7	Need correspondence from USFWS concurring with a No Effect Finding for Topeka shiner.	Terry will discuss with Nathan Morey and provide response.
8	I think we need to coordinate with the resource agencies to make sure the proposed channel changes are doable along with the wetland impacts for this alternative (i.e. could be a significant impact to proposed design/cost if channel changes are not allowed).	Terry will schedule meeting with agencies to discuss this issue and provide HDR with response or revised EA text.
9	Do we have correspondence from GF&P regarding the Pelican Lake GPA? Has there been discussion of impacts (temporary closure of Fish Road, 4(f) use of GPA, etc.)?	Terry to verify that 2/25/08 De Minimis coordination letter (attached to these conference call notes as file PelicanLakeGPA De Minimis 02 25 08.pdf) was submitted to GF&P. Terry to secure response/concurrence for inclusion in EA.
11	Do we have correspondence from the City concurring that the proposed changes to Fish Road will not adversely impact Hanten Park?	Herb had provided Terry with a letter from the City. Terry to provide HDR with a copy of the letter for inclusion in EA.