US Highway 18
From I-29 to Canton

P 0018(157)438 PCN 6923

Public Meeting – March 3, 2020

Chad Hanisch, PE
Project Manager
Infrastructure Design Group, Inc.

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Meeting Agenda

- Project Overview
  - Background Information
- Project Design
  - Project Elements
  - Access
  - Alignments
- Schedule
- Table Discussions

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Project Overview

- Crash Data
  - Weighted Crash Rate – 1.53
  - State Average – 1.48
- Traffic Data
  - 2018 – 4,578 vpd (13.5% Trucks)
  - 25-Years – 9,956 vpd
  - 35-Years – 12,108 vpd
- Existing Pavement Life
  - Reconstruct
  - Meet current design standards
  - Build for future needs

Table 15-10 Estimated Number of Lanes

Total Number of Lanes	Total Design Year ADT (vpd)[1]	
	Rural Level	Urban
2	< 8,000	< 2,500
3	[2]	2,500 to 16,000
4	8,000 to 20,000[3]	[3]
5	[2]	16,000 to 30,000
6	> 20,000[4]	> 30,000[4]

1 Construction/Reconstruction projects are designed based on a typical 20 year ADT projection beyond the anticipated year of project construction.
2 Continuous left turn lanes may be considered based on left turn volumes and/or when intersections and/or approaches are closely spaced together.
3 Undivided sections may be used if left turn movements are low and there is no crash history, otherwise consider installing a median or 5 lane section.
4 Medians should be used.

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Project Overview

- Past Public Meeting held on February 8th, 2018
  - Impacts to Residential Properties
  - Median/Access

- Infrastructure Design Group, Inc.
  - Evaluated Alignments
  - Met with Residential Properties
  - Refined Alignments

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Project Elements

- 4-Lanes (2 through lanes in each direction)
- 8’ paved shoulder
  - Safe space for School, Postal Routes, Agricultural Equipment
- Median Section
  - Wider gutter section on the median curb and gutter - 4.67’ vs 2.67’ (standard curb and gutter width)
    - Assist with Snow Drifting
- Posted Speed is 65 mph, Design Speed of 70 mph
- Minimize ROW and Property Impacts

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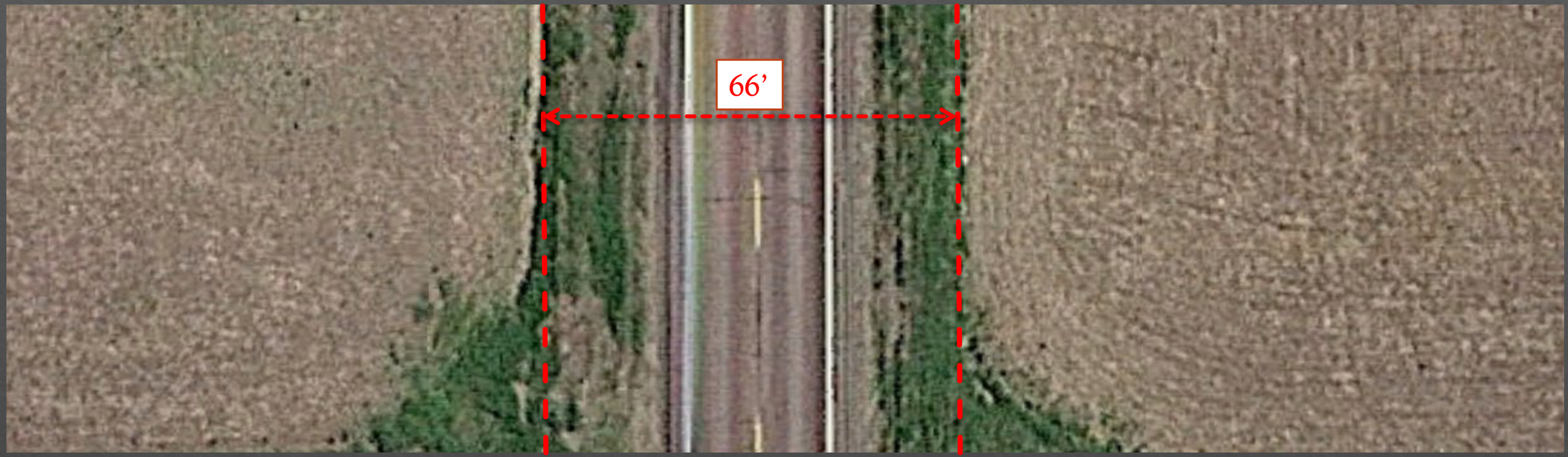
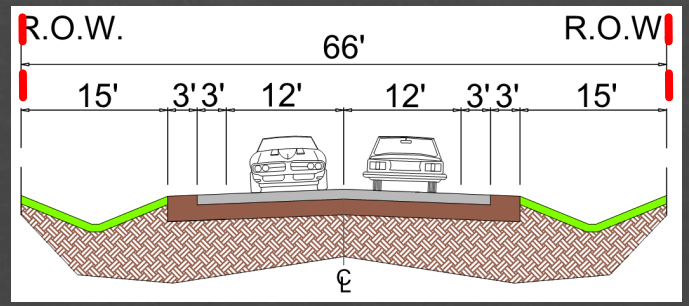
Project Elements – Existing Section





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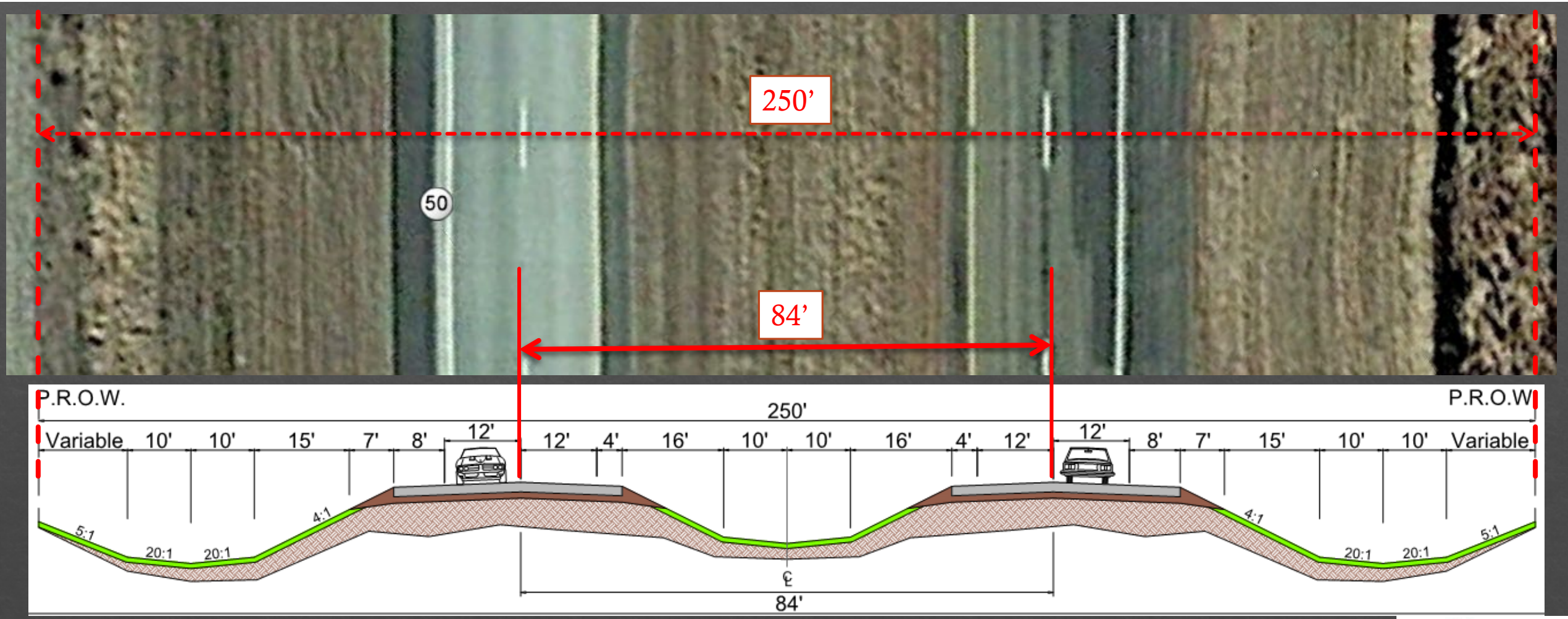
SD DOT Typical 4-Lane Divided Rural Section



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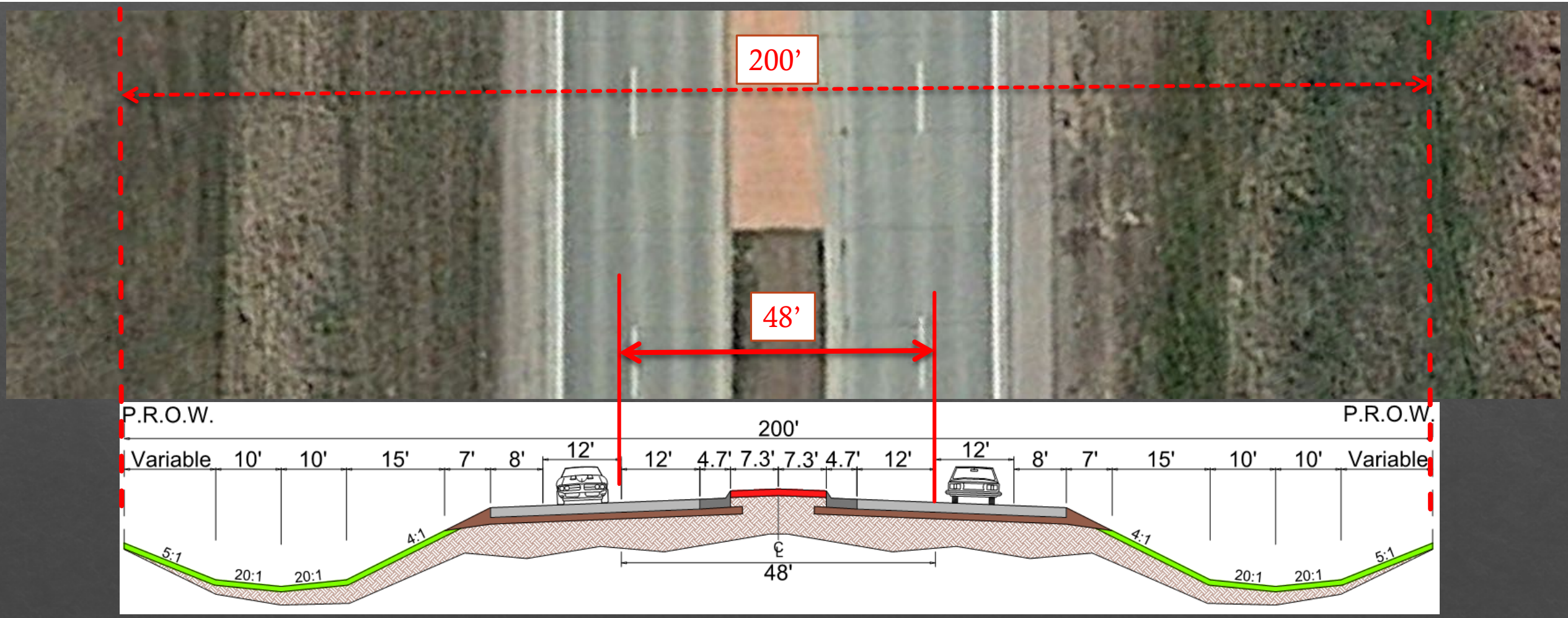
Project Elements – Typical Sections



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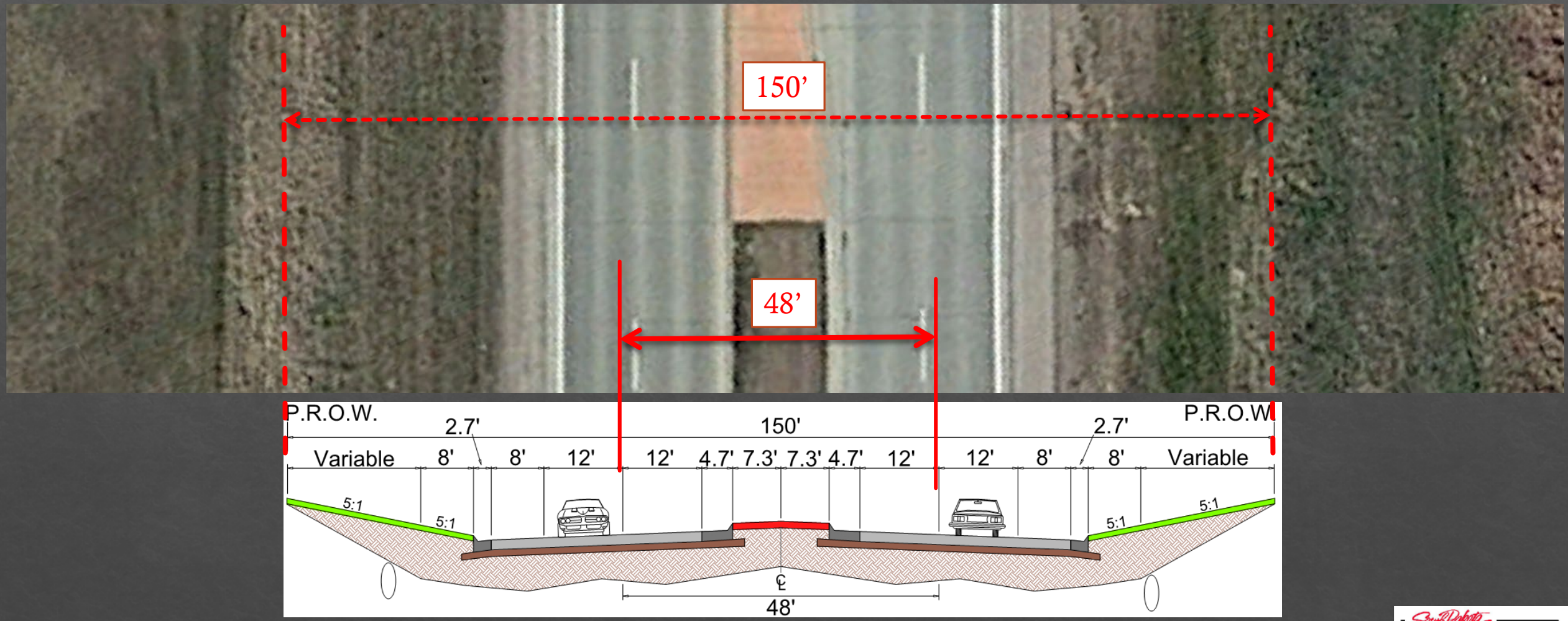
Project Elements – Typical Sections



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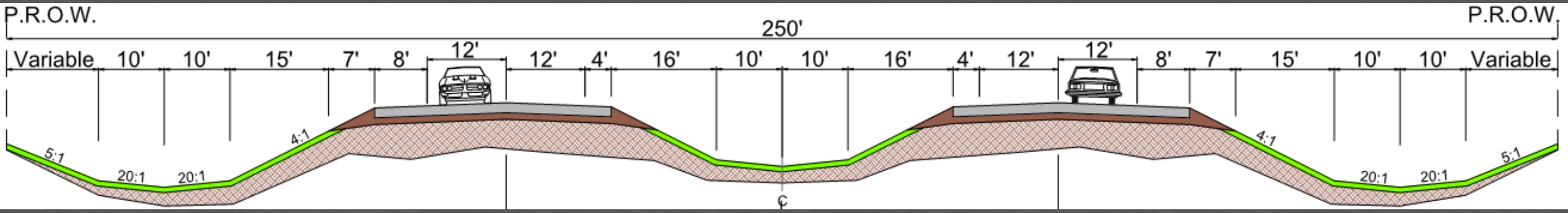

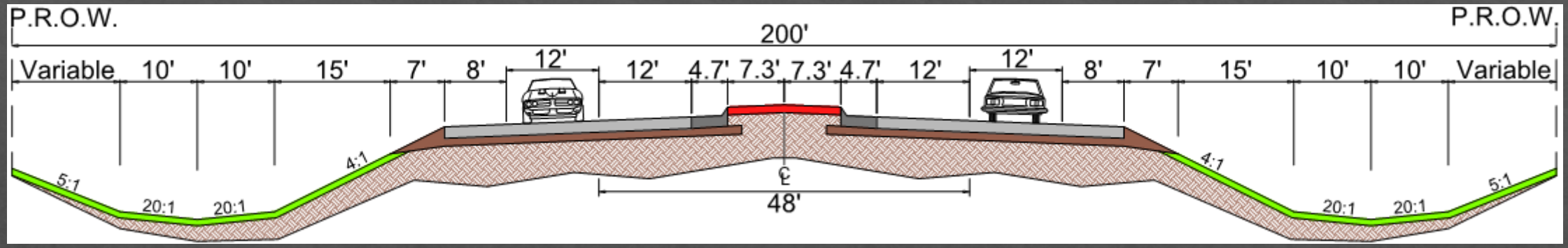

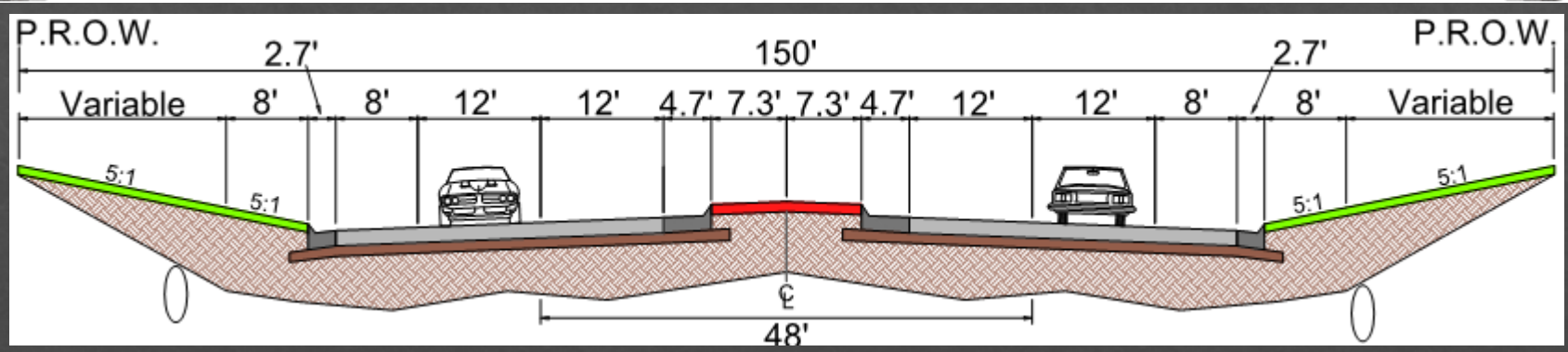

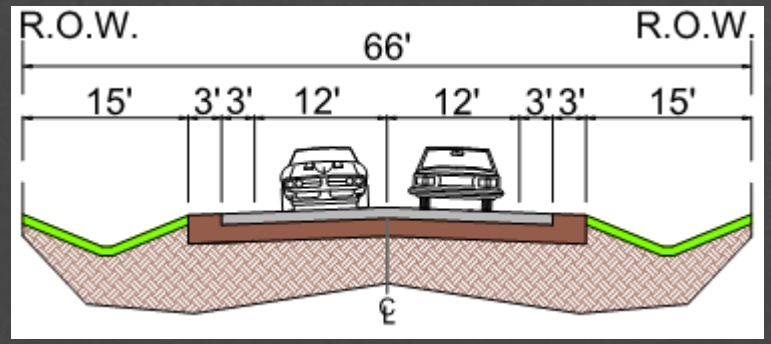

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Project Elements – Full Access

- Limit Left Turn Movements
  - Safety
  - Access at approximately middle of sections for cars and trucks
  - Access at section lines for cars

Project Elements – Full Access

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Project Elements – Full Access

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Project Elements – Access

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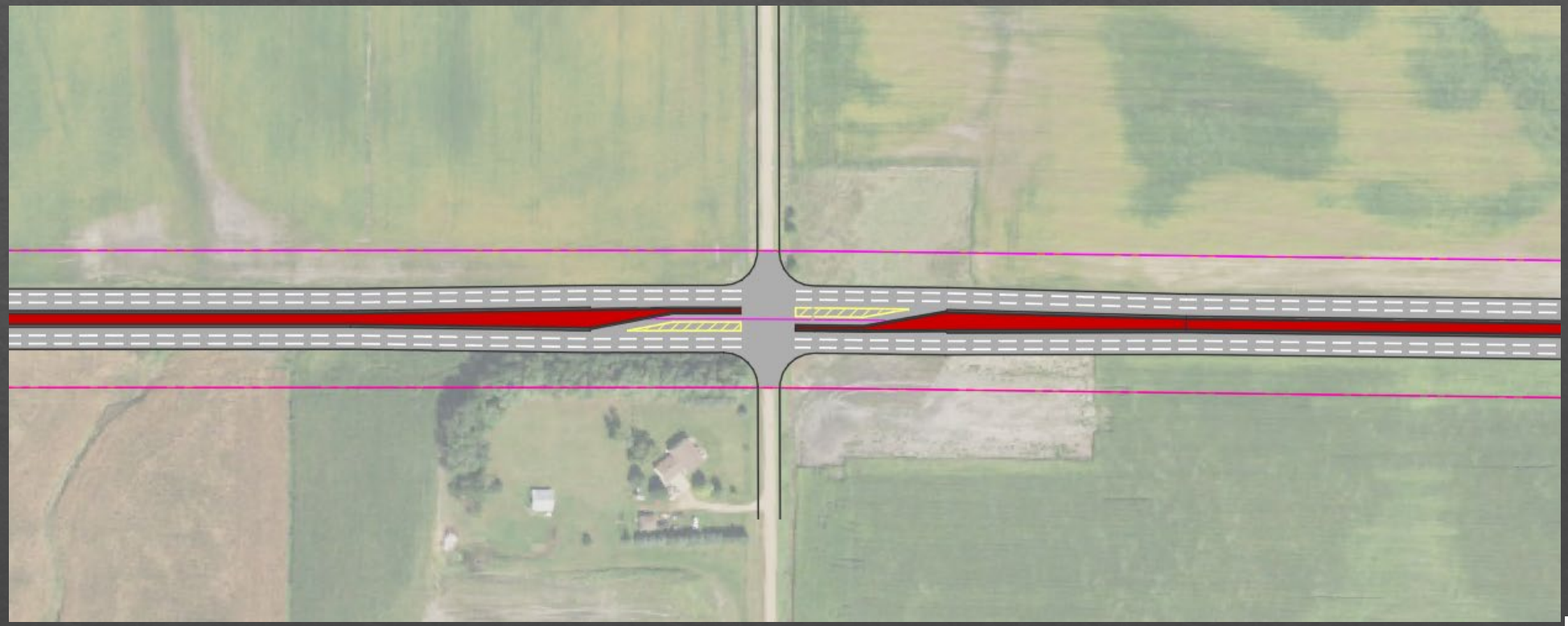
Project Elements – Access

- U-Turns for cars on section lines



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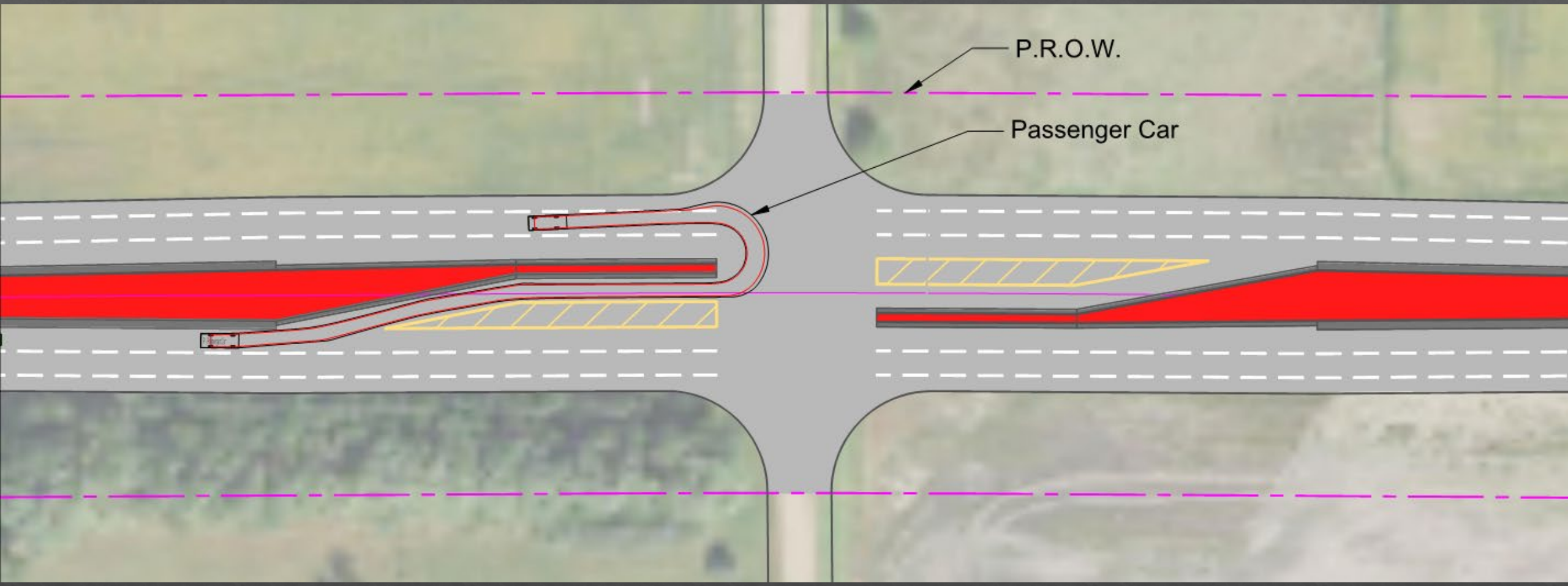
Project Elements – Access



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Project Elements – Access

- U-Turns for cars/trucks midway between section lines

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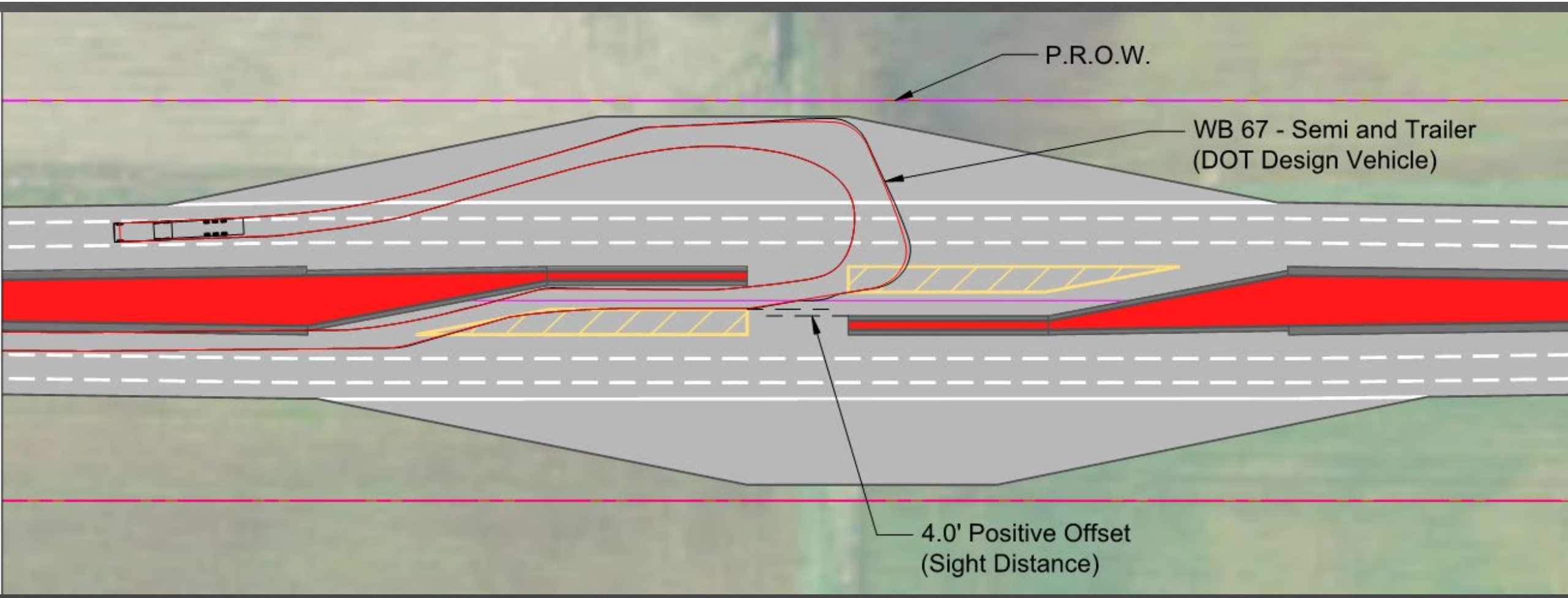
Project Elements – Access



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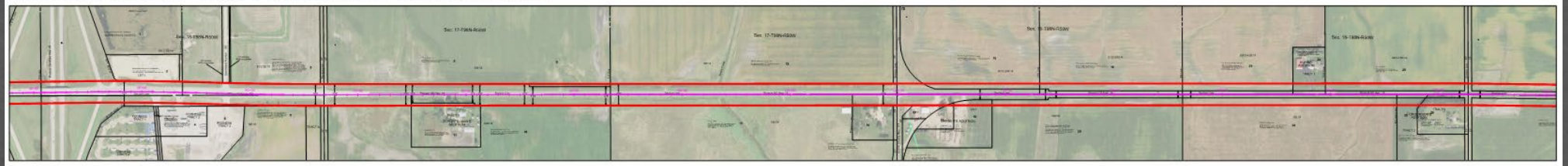
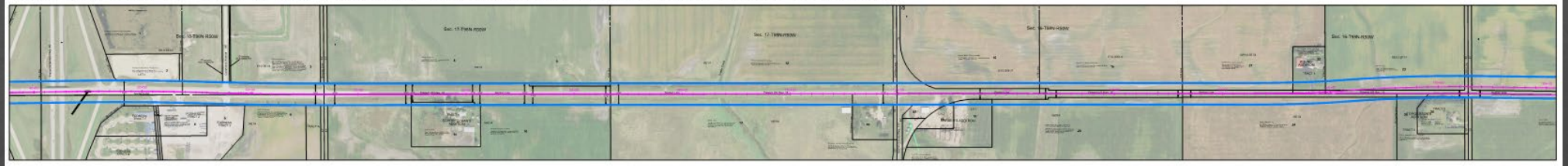
Project Elements – Alignments

ALTERNATIVE 1 - 200' P.R.O.W. ON SECTION LINE



ALTERNATIVE 2 - 200' P.R.O.W. WITH SDDOT ORIGINAL DESIGN

ALTERNATIVE 3 - 200' & 150' P.R.O.W. WITH MINIMAL HORIZONTAL CURVATURES



ALTERNATIVE 4 - 200' & 150' P.R.O.W. WITH HORIZONTAL CURVATURES TO MINIMIZE RESIDENTIAL IMPACT

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Project Elements – Alignments

- Preferred Alignment
  - Based on meetings and best fit
  - Hybrid of all the alternatives
  - Continue to make adjustments through final design

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Tentative Project Schedule

Landowner Meetings (All)	August 2020
Final Design	December 2020
ROW Acquisition / Relocation Process	2021-2022
Bid Project	Late 2022-Early 2023
Construction	2023-2024

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Future Landowner Meetings

- Held with individual landowners adjacent to the project
  - Driveway location / widths
  - Fence
  - Drainage
  - Trees
  - Discussion on Temporary Easements, Relocation or ROW acquisition (No Paperwork)

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Impacted Properties

- There are impacts with this project
- Appraisal: 6 - 9 months
- Based on fair market value of local area
- Relocation
  - Residential, business, commercial
    - Relocation Assistance Brochure (brown)
- Acquisitions: 6 - 12 months

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Project Construction

- Construction currently scheduled for 2023 and 2024
- Sequencing dependent on alignment
- Detours are likely
- Access to properties will be maintained

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Environmental Social & Economic Concerns

- Section 4(f) Property
  - Project action will include all possible planning to avoid and minimize harm to publicly owned parks, recreational areas, wildlife & waterfowl refuges, or public & private historical sites.
- Section 106
  - Section 106 of the National Historic Preservation Act requires Federal actions to take into account the effects of project undertakings on historic properties.
- Contaminated Materials
  - Project undertaking will take into account contaminated soils with relation to existing aboveground and underground storage tanks within or adjacent to project's area of potential effect.

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Environmental Social & Economic Concerns

- Wetlands
  - Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. If you are interested in creating or restoring wetlands on your property, please complete the Wetland Mitigation Registry Form in the handouts.
- Noise Study
  - A noise study will be completed when preliminary plans become available.
- Threatened and Endangered Species
  - The project will be reviewed to determine potential impacts to the following species:
    - Mammals – Northern Lon-Eared Bat
    - Bird – Red Knot
    - Fishes – Topeka Shiner
    - Flowering Plants – Western Prairie Fringed Orchid

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Utility Coordination

- Some utilities may need to be relocated
- Utility companies may require easements with landowners as needed
- Notify SDDOT of private utilities

Waterlines	Drainfields
Septic Tanks	Underground Storage Tanks
Underground Gas	Underground Power

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- Written Comments Due Tuesday, March 17th
  - Mail – 3241 E. Bison Trail, Sioux Falls, SD 57108
  - Email – ChadH@InfrastructureDG.com
  - Here – now

- Website (project information)
  - http://sddot.com/dot/publicmeetings

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