



# Public Meeting

October 22, 2018

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**P 0047(111)203, Walworth County, PCN 00XM**

**SD 47 From SD20 to US12**

**Grading, Interim Surfacing, Replace Bridges,  
Box Culverts, and Pipe Culverts**

Public Meeting Information @  
<http://sddot.com/dot/publicmeetings/default.aspx>



The South Dakota Department of Transportation provides services without regard to race, color, gender, religion, national origin, age or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Department's Civil Rights Office at 605-773-3540.

## PUBLIC MEETING


Highway SD47 from SD20 to US12

Steve Grabill  
KLJ  
10/22/18




ENGINEERING. REIMAGINED.

## PROJECT LOCATION




➤ SD 47 from SD20 to US12

## WHY ARE WE HERE?

- Involve the public in the design process
- Provide a project overview
  - Background information
  - Proposed project
  - Proposed Schedule
- Gather Public Input and Comments

## BACKGROUND INFORMATION

- Grading in 1952 and 1953
- Resurfaced in 2004



## HOW IS THE PUBLIC INVOLVED?

- Phases
  - Planning (Completed)
  - Design (In-progress)
  - Right-of-Way Acquisition (Future)
  - Construction (Future)

## TRAFFIC

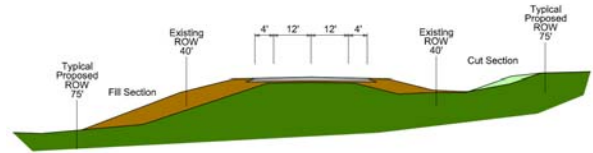
- The amount and type of traffic determines design
  - 2016 ADT SD47 = 417
  - 2036 (Projected) = 427
  - Truck Traffic = 23.3%

## CRASHES FROM 2010 TO 2014

- > SD47 Crash Rate = 0.79
  - > State average = 1.56 crashes per million vehicles miles of travel
- > 0 Fatalities
- > 1 Injury Crash
- > 8 Total Crashes
  - > 2 single vehicle left roadway
  - > 6 were animal related



## PROPOSED ROADWAY



## OPPORTUNITIES TO IMPROVE SAFETY

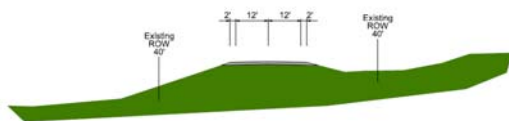
- > Vertical curves
- > Narrow shoulders
- > Structures and guardrail
- > Access Management



## PROPOSED IMPROVEMENTS

- > Full reconstruction
- > Replace pipe culverts, box culverts, cattle pass, and bridges
- > Widen Shoulders
- > Remove NB right turn lane at US12
- > Year 1 Interim Asphalt Surface Treatment
- > Year 2 Final Surfacing

## EXISTING ROADWAY



## ACCESS MANAGEMENT (ENTRANCES)

- > To provide safe, efficient access to streets and highways
- > Limit number of direct accesses to major roadways
- > Safe locations



## ENCROACHMENTS

- What are they?
  - Signs
  - Private use (hay bales, farming, fences)
  - Landscaping
- Regulations & safety
- Owners will be notified

## LANDOWNER MEETINGS

- Landowners will be contacted in Spring of 2019 to schedule appointment
- Your opportunity to:
  - Learn how your property may be affected by the project
  - Discuss special circumstances associated with your property
  - Provide input related to your property

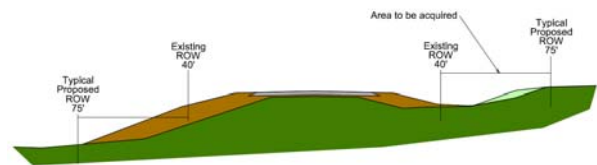


## PUBLIC UTILITIES

- Some utilities may need to be relocated
- Owners may be contacted by utility company



## RIGHT OF WAY ACQUISITION



## PRIVATE UTILITIES?

- Any known private utilities?
  - Drain tile
  - Water lines
  - Underground sewer/power/septic
- Contact Bronson Blow at SDDOT Office of Road Design

## ENVIRONMENTAL, SOCIAL, AND ECONOMIC CONCERNS

- NEPA (National Environmental Policy Act of 1969)
  - Social
  - Economic
  - Environmental concerns
  - Public involvement
- Federal funding mandates compliance
- See handout for more information

### ENVIRONMENTAL, SOCIAL, AND ECONOMIC CONCERNS

- > Wetlands
  - Federal regulations
  - Wetland impact determination
  - Wetland mitigation program
  - If you have an area that has been drained, disturbed, or is difficult to farm due to water, contact us!! Our specialists can take a look at the area and let you know your options
    - Interested? Contact Kevin Cummings at KLJ at 701-271-4856



### WHERE WILL TRAFFIC GO DURING CONSTRUCTION?

- > Road will be closed
- > Local traffic and emergency vehicle access maintained at all times
- > Traffic detoured to state highways



### ENVIRONMENTAL, SOCIAL, AND ECONOMIC CONCERNS

- > Section 4(f) Property
  - Historic sites
  - Parks and recreation
  - Wildlife refuges
- > Section 106
  - Historic & archaeological properties
- > Cultural survey will be completed
- > Contaminated materials
  - None identified to date
- > Any Known Locations?

### TENTATIVE PROJECT SCHEDULE

- > Landowner meetings April 2019
- > Wetland Site Approval October 2019
- > Complete design October 2019
- > ROW acquisition 2020-2021
- > Construction 2023
- > Construction final surfacing 2024
- > Estimated cost of construction \$23 Million
- > Estimated cost of final surfacing \$3.2 Million

What's  
Next?

### ENVIRONMENTAL, SOCIAL, AND ECONOMIC CONCERNS

- > Threatened and endangered species
  - Mammals
  - Birds
  - Invertebrate
  - Fish
- > Efforts to avoid adverse impacts

### QUESTIONS OR COMMENTS

- > Please Submit Questions or Comments by November 21, 2018 to:

Steve Grabill, KLJ  
330 Knollwood Drive  
Rapid City, SD 57701  
[Steve.Grabill@kljeng.com](mailto:Steve.Grabill@kljeng.com)

- > Public Meeting Information@ <http://sddot.com/dot/publicmeetings/default.aspx>





## Access Management

South Dakota's Commitment to Safety and Smart Investment Decisions in Transportation

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### What is Access Management?

*Access Management* is the process of providing highway entrances only at locations where they can be provided safely and efficiently.

Consider that each access point added to an undivided highway in an urban or suburban area increases the annual accident rate by 11 to 18 percent on that highway segment. In rural areas, each added access point increases the annual accident rate by 7 percent. Overall, driveway-access accidents alone cost South Dakota approximately \$36.5 million each year.

Each additional access point also contributes to congestion. The more driveways on a street the more places where people are slowing, changing lanes and turning. A five-lane street can quickly become a parking lot when there are many driveways in each block. When that happens, our valuable transportation investments are wasted and access to adjacent businesses is restricted.

**Controlled access facilities** are segments of highway where either no access or only limited access to the highway is allowed. Interstate highways are an example of controlled access facilities where no access to the highway is allowed.

Good access depends on the following:

- Limiting the number of conflict points (places where there is a potential for crashes)
- Separating conflict areas
- Reducing interference with through traffic
- Providing good on-site circulation and storage
- Properly spaced traffic signals

### How does Access Management affect businesses?

Studies have shown that access management can provide three benefits to businesses adjacent to highways:

- Making sure that drivers can get in and out of businesses without being blocked by other traffic
- Making the highway more attractive by reducing congestion
- Extending the business' effective service area by reducing travel times

These benefits come not from having many driveways, but by having well-planned, well-located, high-capacity access points on the highway.

Even skeptical business owners have found that proper access management results in an improved business climate, as customers can easily get in and out of their business establishment.

### For more information on Access Management, contact:

Stacy Bartlett, SDDOT Access Management Engineer, 104 S Garfield Building A, Pierre, SD 57501; Phone: 605-773-2268 E-Mail: [Stacy.Bartlett@state.sd.us](mailto:Stacy.Bartlett@state.sd.us)



## Right of Way Information

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**Individual Landowner Meetings:** During the early stages of the project's design, SDDOT will schedule a meeting with individual landowners having property adjacent to the project. See the following page for an explanation of the landowner meeting.

**Property Acquisition Offer:** After the project construction plans have been prepared and the right of way limits have been established, you will be contacted by an appraiser or negotiations agent to visit with you for that portion of your property that is needed for construction of the project. Your property will be valued and a written offer presented to you by a negotiating agent who will contact you for an appointment to make the written offer.

**Relocation Assistance Program:** This program provides a variety of services and payments to owners and tenants who have personal property affected by the right of way being acquired for the project.

Relocation payments are in addition to payments made for the real property being acquired. To preserve your eligibility for payments, do not move property until you have received a written relocation offer or have contacted John Keyes of the SDDOT Right of Way Program in Pierre. His phone number is 605-773-2911. Anyone not satisfied with the relocation offer made to them may appeal using the procedures described in the Relocation Brochure.

The landowner may be reimbursed for various fair and reasonable incidental expenses that may be incurred during the transfer of property to the State depending on impacts to personal property and qualifications.

**Right of Way Information Brochures:** Two brochures "Better Roads Brochure" and "Relocation Assistance Brochure" have been prepared which explain the SDDOT's Right of Way process. They provide information on your rights regarding the acquisition of your property and the benefits available to you with regard to the Relocation Assistance Program. These brochures are available at this meeting on the "Sign-in" table. Please feel free to take a copy of each with you. These brochures are available at the following SDDOT website:

<http://www.sddot.com/resources/Brochures/>



## Individual Landowner Meetings

The purpose of this meeting is to provide you with an opportunity to comment on various issues pertaining to the design of this highway project as it relates to your property.

The following topics will be discussed at the meetings. Please note that not all topics will apply to every property owner.

1. Permanent purchase and/or temporary use of your property.
2. Locations and widths of entrances to your property: The standard South Dakota Department of Transportation (SDDOT) entrance-width for rural highways is 24 feet. Note: In general, existing entrance widths along rural State Highways are 24 feet or smaller. A maximum width of 40 feet is allowed at locations where it is deemed appropriate and necessary. Entrances in urban areas can vary from 16 feet to 40 feet.

The goal of the SDDOT is to provide property owners located adjacent to the project with the access they need, and at the same time, enhance highway safety and reduce project costs. In some instances, the SDDOT may seek to combine duplicate entrances. For example, if your property has two or three entrances to the same property that are located close to each other, we would ask you to assess your current entrance needs and consider one entrance location that will meet those needs.

3. Permanent fencing adjacent to the highway: SDDOT's fencing policy allows for the replacement of all disturbed fence with like-kind fence.

Two fence types are typically installed: **Type 2:** 4-strand barbed wire with 8-inch wire spacing, and **Type 6:** 32-inch woven wire with 1 strand of barbed wire on the bottom and 2 strands of barbed wire on the top. Page 12 of the "Better Roads Brochure" contains added discussion of your permanent fencing options. This brochure will be available at the meeting.

4. Temporary fencing adjacent to the highway: Do you anticipate having livestock in pastures located adjacent to the proposed project during highway construction activities?
5. Are you aware of any waterlines, drainfields, septic tanks, underground storage tanks, underground power lines, etc. that are located adjacent to the project and may be impacted by construction activities? If you have drain tile, do you have a tile map?
6. Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
7. Possible sites for gravel and additional fill material: Are you aware of potential material available for construction that might be located adjacent to the highway?
8. Temporary access during construction activities.

Please review your property and be prepared to discuss the above issues, as well as any other issues that you feel are unique to your property. No offers to acquire property will be made at these meetings since revisions to the plans may occur from your input.





## Encroachments in ROW

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Federal Regulations (CFR 23.1) require that the State Highway Department (SD DOT) shall be responsible for preserving such ROW free of all public and private installation, facilities, and encroachments.

No improvements shall be allowed to remain in the ROW unless they are deemed in the best interest of the public and will not impair the highway or interfere with the free and safe flow of traffic.

Encroachments are any private property or improvement in the public ROW that is not approved by permit such as:

- Landscaping Items
- Fence
- Signs
- Buildings
- Etc.

SD DOT Staff will survey the project limits to identify all encroachments. Prior to the project being let to contract, landowners will be contacted by the SD DOT or City Government regarding how each encroachment will be addressed or handled. If it is determined that the removal of an encroachment is required, it will be the landowner's responsibility to remove the encroachment.

➤ For additional information please contact:

John Villbrandt, Area Engineer  
SDDOT Mobridge Area Office  
2311 W. Highway 12  
Mobridge, SD 57601  
Phone: (605) 845-4623; E-Mail: [John.Villbrandt@state.sd.us](mailto:John.Villbrandt@state.sd.us)



## Advanced Utility Coordination

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### Advanced Utility Coordination

- Highway projects may require adjustments or relocation of existing utilities located along or crossing the highway project. The SDDOT has an "Advanced Utility Coordinating Process" in place that addresses all existing utility involvement. This process involves meeting with the utility owner and project designers to **review** any conflicts and determine the most cost effective option of changing the design to avoid the existing utility or adjusting the utility. If the utility is required to relocate, all replacement utility easement acquisition and relocation work will be addressed and coordinated between the landowner and the utility company.
- For additional information please contact:

Bronson Blow, Utility Coordinator  
SDDOT Road Design Office  
700 E. Broadway Ave.  
Pierre, SD 57501  
Phone 605-773-4097; E-Mail: [Bronson.Blow@state.sd.us](mailto:Bronson.Blow@state.sd.us)



## Environmental, Social & Economic Impacts

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### Environmental, Social & Economic Impacts

The National Environmental Policy Act of 1969 (NEPA) requires that federally funded projects be reviewed to determine the social, economic, and environmental consequences of the action. Public involvement is beneficial to the implementation of a project's NEPA process. This project is being developed in accordance with applicable State & Federal environmental regulations. Your input on the following will aid in the project's development and NEPA review:

➤ **Section 4(f) Property**

Section 4(f) refers to the original section within the USDOT of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. **At this juncture, the identification of any private historical sites that may be impacted by project will be of the most benefit to the local landowner.**

➤ **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, which will include districts, sites, structures, and objects of historic & archaeological significance. This will also include tribes that may attach religious or cultural importance to them. A cultural resources survey will be completed to ensure that historical landmarks will be preserved. Any information regarding the location of archaeological sites would be helpful. **The State Historic Preservation Office (SHPO) will make a Section 106 determination for this project.**

➤ **Threatened & Endangered Species**

The U.S. Fish & Wildlife Service will review the project to determine if it will impact the threatened and endangered species that are known to occur in Walworth Counties:

➤ **Contaminated Materials**

**No contaminated materials have been identified along the project, to date.** If you have information on contaminated materials, or underground/above ground storage tanks that could be encountered during construction, please let us know.

➤ **Wetlands**

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. **Wetlands may be impacted by these projects.** If you are interested in creating or restoring wetlands on your property, please complete the Wetland Mitigation Registry Form in the handouts.



## Environmental, Social & Economic Impacts

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The project will comply with all state and federal environmental regulations

- No splitting of neighborhoods will occur as a result of this project
- Project will be coordinated with the following state and federal agencies:
  - SD Dept. of Environment & Natural Resources
  - SD Dept. of Game, Fish & Parks
  - US Fish & Wildlife Service
  - Archeological Research Center
  - State Historic Preservation Office
  - Tribal Entities
  
- For additional information, please contact :

Joanne Hight, Engineer Supervisor  
SDDOT Office of Administration  
700 E. Broadway Ave.  
Pierre SD 57501  
Phone: 605-773-3180; E-Mail: [Joanne.Hight@state.sd.us](mailto:Joanne.Hight@state.sd.us)



## Wetland Mitigation Registry Form

When we fill in or impact a wetland, Federal regulations require that we create an equal or greater amount of wetlands to replace those impacted by constructed. This means that we create a new wetland, restore a wetland that was previously drained, or add onto or enhance existing wetlands to make them more productive.

The South Dakota Department of Transportation (SDDOT) may share in the cost of wetland creation/restoration, if the wetland can be used to replace or recreate wetlands impacted by highway construction.

SDDOT will avoid wetland impacts when possible, but since we are widening the roadway by adding shoulders for safety we definitely will be impacting wetlands along this road. In order to make this road safer for you, we need your help in identifying and enhancing wetlands. Wetland issues can hold up a project for many years until suitable replacement sites are found.

If you are interested in creating or restoring wetlands on your property, please complete the attached form and mail to: Joanne Hight, Engineer Supervisor - SDDOT Office of Administration 700 E. Broadway Ave. Pierre, SD 57501 . Your name will be added to the SDDOT Wetland Mitigation Registry and a SDDOT representative will contact you.

**Yes, I am interested in assisting the SDDOT to mitigate wetland impacts by creating or restoring wetlands on my property.**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone #:** \_\_\_\_\_

**Legal Description of property:** \_\_\_\_\_ 1/4 of Section \_\_\_\_\_  
**Township** \_\_\_\_\_, **Range** \_\_\_\_\_, **County** \_\_\_\_\_

**Please note:** Completion of this form does not commit either you or the SDDOT to a mitigation project. It is a statement of intent only.

## What is wetland mitigation banking?

Wetland mitigation is the replacement of lost wetland functions that result from the wetland being filled or drained. Mitigation can be achieved through restoration, enhancement, creation, or (in exceptional circumstances) preservation of wetlands.

A wetland bank functions similarly to a financial bank - "credits" are placed in the bank in the form of restoration, creation, enhancement or preservation of wetlands. When unavoidable impacts to wetlands occur through construction of roadway projects, those impacts are then "debited" from the wetland bank. Bank credits can be roughly defined as the net increase in wetland area and/or ecological function provided by a bank site.



# Wetland Mitigation Banking



Wetlands provide important ecological functions and services to our state including wildlife habitat, flood attenuation and water storage, groundwater recharge, sediment retention, and nutrient cycling. The South Dakota Department of Transportation's (SDDOT) mitigation banking program seeks to meet wetland mitigation requirements and replace functions lost from impacts occurring as part of their transportation projects.

SDDOT is required to mitigate impacts to wetlands and other waters resulting from transportation projects and is often a condition to complying with Section 404 of the Clean Water Act. SDDOT is in the process of developing wetland mitigation bank sites across the state of South Dakota. Wetland mitigation banking enables SDDOT to efficiently use agency resources by reducing permitting time, mitigating wetland loss from multiple projects in one location, and reduces the uncertainty whether mitigation will be successful in offsetting project impacts.

### Additional Information

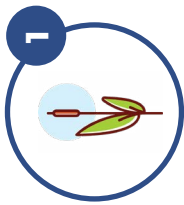
For more information on SDDOT's wetland mitigation banking program or to find out if your property would be suitable for wetland mitigation, you can visit the SDDOT website or call one of the numbers below.

[sddot.com/business/environmental/wetland/default.aspx](http://sddot.com/business/environmental/wetland/default.aspx)

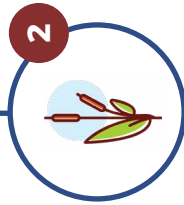


**SDDOT**  
700 E. Broadway Ave.  
Pierre, SD 57501  
605.773.4336

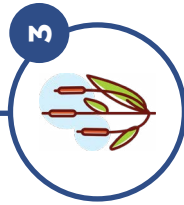
## Mitigation Banking Process



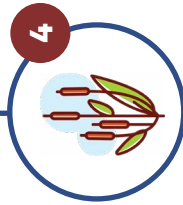
1 SDDOT **identifies a site** through a variety of ways including contact from a landowner, resource agency, or during public involved meetings. SDDOT may also self-identify properties from agency resources and reach out to the landowner.



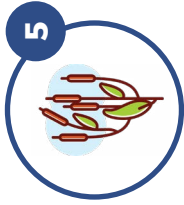
2 Prior to purchasing any property, SDDOT would get **preliminary approval** from the USACE to determine whether the site would be considered for a wetland banking site.



3 SDDOT would begin working with the landowner to **purchase the site** fee title or acquire an easement.



4 A prospectus would be developed that allows the USACE and various resource agencies to **review the general mitigation development plan**.

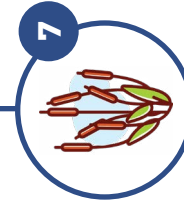


5 A **Site Development Plan** would be **drafted** that will describe:

- ownership of the mitigation bank site;
- proposed operation of the bank;
- baseline conditions of the site;
- proposed construction, restoration, monitoring, management, and long-term management plans;
- quantifiable performance standards related to vegetation, hydrology, and other factors;
- draft financial assurance document and draft conservation easement.



6 After approval of the Site Development Plan, **final design of the site** would occur and construction may begin.



7 **Monitoring of the site** would occur for 5 to 10 years after construction.

## Frequently Asked Questions

### Who pays for wetland mitigation?

SDDOT is responsible for all aspects of planning, developing, and maintaining the wetland mitigation site. This includes purchasing property or restrictive easements, construction, and monitoring.

### What kind of sites are suitable for wetland mitigation banking?

Land that was formerly a wetland (perhaps drained, dredged, ditched or filled) that can be restored to a healthy, self-sustaining wetland is the most cost-effective type of land and has the best chance for success. SDDOT will evaluate all inquiries, but prefer tracks with potential to restore 30 acres of wetland or more in order to improve efficiency and the improve the ecological viability of the wetland site.

### How does SDDOT protect the wetland mitigation site?

SDDOT will either buy the property outright (fee title) or can place a perpetual easement on the property that will remain in the name of the landowner but will have various encumbrances. Compensation for the property is based on fair market value of the land, which will be appraised prior to any negotiations.

### What is the duration of the easement what type of encumbrances would be included in an easement?

Wetland easements are perpetual. Typical activities prohibited within the wetland mitigation easement area include:

- Construction or placement of structures
- Removal of soil, excavating, farming or mining
- Building of roads or paths for vehicular use
- Cutting of trees or plants, or spraying, except for maintenance purposes
- Operation of motorized vehicles on the easement (except for maintenance).

### Could I still graze or hay within the easement?

Grazing and haying may be allowed as part of a maintenance plan, but it would be at the discretion of the U.S. Army Corps of Engineers and SDDOT.

### Is hunting allowed within the easement?

Hunting is still permitted within the easement area as long as any easement encumbrances are still adhered to (for example, no motorized vehicles).



