

APPENDIX K

---

AUGUST 8, 2006 PUBLIC MEETING ITEMS

Subject: Public Open House/Meeting	
Client: South Dakota Department of Transportation	
Project: Watertown South Connector	Project No: 39319
Meeting Date: 08/08/06; 5:30 p.m.	Meeting Location: Watertown Event Center – Ramkota Swan Room

**Attendees:**

<u>HDR</u>	<u>SDDOT</u>	<u>City of Watertown</u>	<u>General Public</u>
Brian Goss	Terry Keller	David Petersen	49 people
Quinn Damgaard	Ron Sherman	Herb Blomquist	
Rebecca Banks	Curt Cady		
Kristen Gundvaldson			
James Unruh			

Project open house was held from 5:30 p.m. to 6:00 p.m. and from 6:30 p.m. to 7:00 p.m.

Project presentation was given by HDR from 6:00 p.m. to 6:30 p.m.

A brief team meeting was held following the public meeting. The purpose of the meeting was to:

- discuss comments and concerns voiced by the public
- strategize next steps

**Segment 1**

- It was noted that over 180 trucks per day are traveling in and out of the Glacial Lakes Ethanol Plant. This number is to double in the near future.
- The infiltration ponds along 11th Street SE and 20th Avenue S should not be an issue.
- Watertown Municipal Utilities has recently installed a new transmission power line along the north side of 20th Avenue South from 17th to 29th Street SE. The roadway alignment shown tonight would impact the new poles. According to a representative of Municipal Utilities, relocating the new poles would be cost prohibitive. Shifting the alignment to the south would impact one farmstead. *Follow-up: HDR to look at adjusting alignment to avoid poles.*

**Segment 2A**

- Option 2 is going right through the old city dump.
- The rail line running to the ethanol plant was just put in four years ago. *Follow-up: HDR to find information on that project.*
- A free right turn lane from eastbound 212 south would be highly beneficial for trucks if designed with a large truck turning radius.
- Constructability is an issue for options 3, 4, and 5 with the sandy soil, wetlands, and floodplain.
- Required long bridge span lengths for options 3, 4, and 5 would raise costs significantly.
- What happens to existing Broadway? It would likely tie into the South Connector.

**Segment 2B**

- Option 1 is appealing because it takes a straight shot to I-29, whereas Option 3 causes southbound truckers exiting or entering I-29 to back-track.

Attachments to meeting notes:

- Sign-in Sheets
- Comment forms returned 08/08/06 (No additional forms turned in by 8/25/06 deadline.)
- Graphic showing public meeting attendees.
- 2 photos of public meeting.
- Follow-up articles from 8/9/06 Watertown Public Opinion newspaper

**Watertown South Connector**  
**IM 0297(01) PCN 00Y**  
**Public Meeting/Open House Agenda**  
**8/08/06 (Tuesday), 5:30 to 7:00 p.m.**  
**@ Watertown Ramkota**

*Meeting purpose: To introduce the overall project to the public and to receive initial feedback from the public.*

- A. **Open house** from 5:30 to 6:00 (see below for displays and staffing)
- B. **Presentation** utilizing PowerPoint begins at 6:00 p.m. (James U. to lead presentation)
1. Project overview
  2. Segment by segment discussion (Study Area Map and Alignment Options as main graphics)
    - a. Segment 1
      - Limits
      - Typical Section & Design Speed
      - Alignment options
      - Critical issues
    - b. Segment 2A
      - Limits
      - Typical Section & Design Speed
      - Alignment options
      - Critical issues
    - c. Segment 2B
      - Limits
      - Typical Section & Design Speed
      - Alignment options
      - Critical issues
  3. Public Involvement
    - a. Public meeting schedule
    - b. Environmental Assessment schedule
  4. Site Investigations
  5. Conclusion
    - a. Specific questions taken at displays
    - b. Comment forms available for written comments
    - c. Project Team Introductions
      - SDDOT
      - City of Watertown
      - FHWA
      - HDR
- C. **Open house** from 6:20 p.m. to 7:00 p.m.
- D. **Displays/tables:**
1. Welcome table (staffed by Rebecca Banks of HDR and one SDDOT representative)
    - a. Sign in sheet (provided by HDR)
    - b. Comment forms (provided by HDR)
  2. Wall-mounted displays – 3 of each (provided by HDR, each display staffed by one HDR representative and one SDDOT and/or Watertown representative)
    - a. Study Area map
    - b. Alignment Options map
- E. **Project Team de-brief** from 7:00 to 7:20 p.m.

By now, most of you are aware that the City of Watertown is considering construction of a major roadway on the city's south side. The proposed roadway (referred to as the "South Connector") will extend from Highway 20 to I-29. For most of its length, the South Connector will go along 20<sup>th</sup> Avenue South. The foldout section of this brochure illustrates the project study area.

Here is the anticipated schedule:

- Summer 2006**
- Public input on the project begins with an August 8 public open house/meeting.
  - Site investigations will examine areas that may be impacted by the project.
  - Potential roadway alignments will be developed.
  - Social, environmental, and economic impacts of the project will be analyzed.

**Fall 2006**

- Draft Environmental Assessment (EA) for Segment 1 will be submitted to federal and state regulatory agencies and, after their review, will be released to the public.
- Public hearing will be held regarding the EA for Segment 1.
- Federal agency will issue environmental document approval for Segment 1.

**Winter 2006/2007**

- Draft Environmental Assessment (EA) for Segments 2A and 2B will be submitted to federal and state regulatory agencies and, after their review, will be released to the public.
- Public hearing will be held regarding the EA for Segments 2A and 2B.
- Federal agency will issue environmental document approvals for Segments 2A and 2B.
- Preparation of design plans for Segment 1 will begin.

**Spring 2007**

- Right-of-way acquisition for Segment 1 will begin.

**2008**

- Construction on Segment 1 will begin.

**2009**

- Construction on Segment 2A will begin.

*Notes: Construction of Segment 2B is not yet scheduled.  
Construction schedule may change depending on funding availability.*

Here are some likely questions about the South Connector project:

**Q. Why build another east-west road when we already have Highway 212?**

**A.** In 2005, the City and the South Dakota Department of Transportation updated the "Watertown Area Transportation Plan". According to the plan, the South Connector is needed to relieve congestion and reduce accidents on Highway 212. It is also needed to provide good access, especially for trucks, to the rapidly developing industrial area on the City's south side.

**Q. Who is paying for the new roadway?**

**A.** The South Dakota Department of Transportation will pay the initial design and construction costs. The roadway will then be turned over to the City of Watertown and will become a city street.

**Q. Will flooding on the Big Sioux River get worse because of the new roadway?**

**A.** The South Connector roadway will include a new crossing of the Big Sioux River. The existing 20<sup>th</sup> Avenue South bridge will be removed. The new bridge will be designed so there will be minimal or no rise in the flood level of the Big Sioux River upstream of the South Connector.

**Q. Will the site investigations damage my property or crops?**

**A.** Project staff will conduct a visual survey of the study area by walking in locations that may be impacted by the project. In areas of dense ground cover, small holes may be dug. These holes will be refilled and the vegetation replaced. It is intended that no damage be done to property or crops.

**Q. How many lanes will the South Connector have?**

**A.** Initially, a 2 or 3-lane roadway will be built. For segments 1 and 2B, the roadway will be designed to allow expansion to 4 or 5 lanes in the future.

**Q. Will additional property be needed for the South Connector?**

**A.** The right-of-way width for the new roadway will be between 100' and 150'. For Segments 1 and 2B, right-of-way will be purchased to preserve an area for the ultimate 4 or 5 lane roadway. Fair market value will be paid for purchased property. In addition, the roadway will be designed to minimize impacts to existing farmsteads, residences, wetlands, etc.

**If you have any other questions, please contact:**

Terry Keller, South Dakota Department of Transportation, 700 East Broadway Avenue, Pierre, SD 57501, (605) 773-3721, or Herb Blomquist, City of Watertown, 23 Second St. NE, Watertown, SD 57201, (605) 882-6204 or James Unruh, HDR, 6300 S. Old Village Place, Sioux Falls, SD 57108, (605) 977-7740

Present

Future

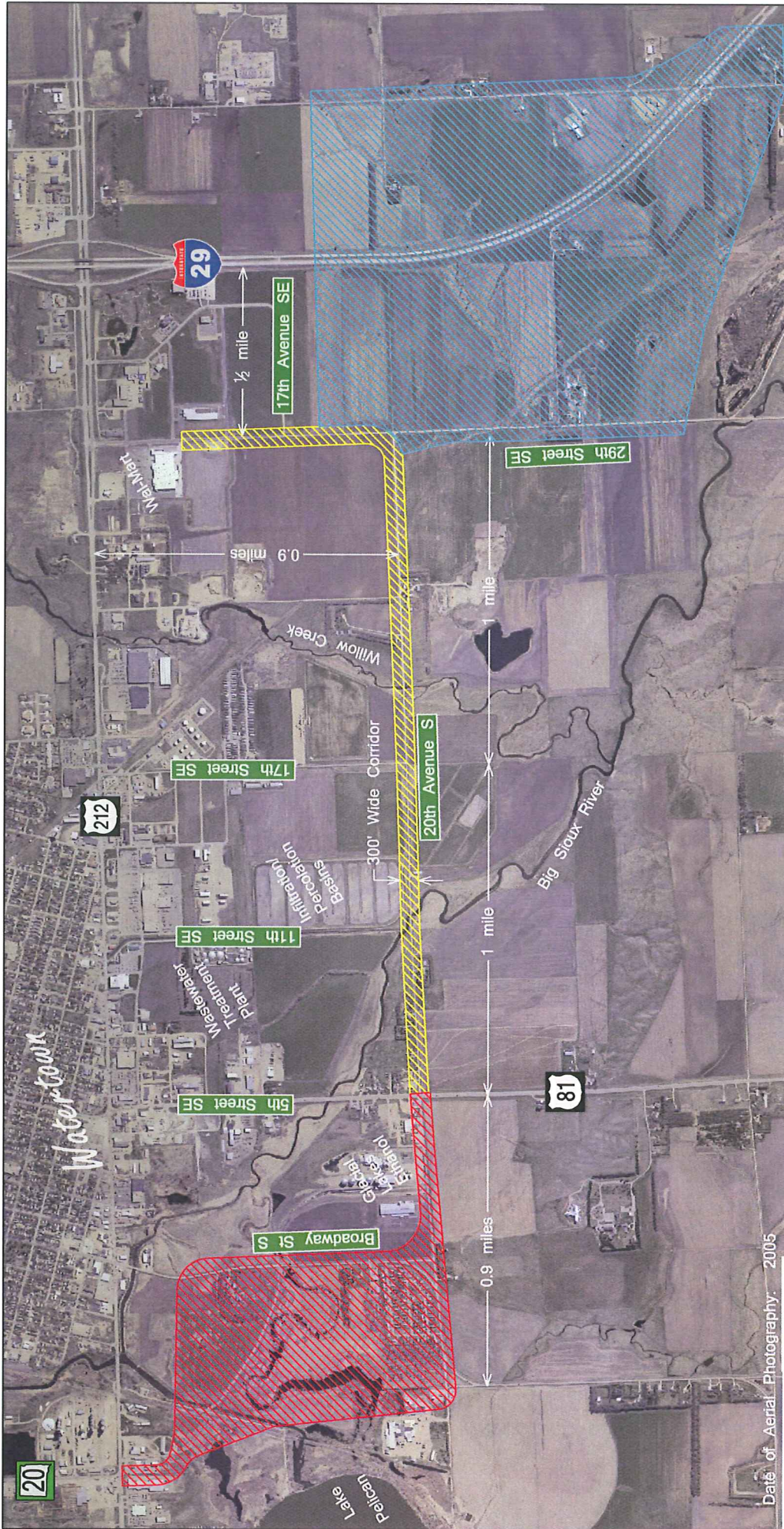
Watertown South Connector Project Informational Brochure






HDR

August 2006

South Dakota Department of Transportation  
ATTN: Terry Keller  
700 East Broadway Ave  
Pierre, SD 57501



Date of Aerial Photography: 2005

- Legend**
-  Segment 1 Study Area
  -  Segment 2A Study Area
  -  Segment 2B Study Area

# Watertown South Connector Study Area

## Project IM 0297(01) PCN 000Y

August 2006

**Watertown South  
Connector  
Roadway Project**



①

**August 8, 2006 5:30 pm  
Watertown Ramkota**

**Public Meeting/Open House  
Sign-in Sheet**

Name	Representing	Address	Phone #	Do you want to be on the mailing list for project mailings?
			Zip Code	
Terry Keller	SDDOT	700 E Broadway Pierre SD	605-773-3721 57501	YES
Herb Blangvist	City of Watertown	P.O. Box 910 Watertown, SD 57201	(605) 882-6204 x14 57201	Yes
Carl Cady	SDDOT	700 E. Broadway Pierre	(605) 773-2402 57501	YES
Steven West	Landowner	2530 57th St SE	605-882-7476 57201	YES
ROGER BAILLY	LANDOWNER	922 20th Ave SE	605-886-6322 57201-9185	YES
Martin Schwanke	Landowner	45250 Air Haven Rd	605-886-6622 57201	yes
Mary + Carl Rasmussen	Land owner	3801 20th Ave. SE	605-886-7507 57201-9125	yes
Mike Parath	Landowner	17245 458th Ave	605-882-7021 57201	yes
Don + Gloria Speck	landowner	2917 7th St SW	605-886-0067	yes
Rick Small	Codington Co	617 1st St. S.W.	605-881-6271	NO
Geoff Hartz	WTN MUN. UTILITIES	901 4th Ave SW	605-882-6233	YES
David Petersen	WTN Engr. Dept.	PO Box 910 Wtn.	605-882-6202 x28 57201	Yes
Matt Hank Wanta	self	1333 S. Bradley	605-886-3035	YES
Billy Downerhausen	self	70-70 Ave SW	605-886-4351	yes

**Watertown South  
Connector  
Roadway Project**



2

**August 8, 2006 5:30 pm  
Watertown Ramkota**

**Public Meeting/Open House  
Sign-in Sheet**

Name	Representing	Address	Phone #	Do you want to be on the mailing list for project mailings?
			Zip Code	
Don Perall		2128 Sioux Conifer Rd.	57201	
Todd Gottsteben	UBC	920 9th Ave. S.W.	886-2103 57201	
John Redlinger	WATERTOWN AREA CHAMBER OF COMMERCE	P.O. Box 1113 WATERTOWN, SD	886-5814 57201	
Lavern Margruff	Co. Co. Commission	16269-445 <sup>th</sup> Ave Florence	57235 758-2354	
Kary Kwendig	Land owner	706 9th AV SW	57201 605-886-9712	
Scott Munniff	Land owner	706 9th Ave SW	605-886-6036 57201	
Jack Thomas	County Commission	418 No Park	605-886-6606	
Al Koistinen	St Rep	1228 3rd St NE	886-7937	
Mike Nault	ME	137 17th St SW	57201 882-1740	
Michael Rye	CD	802 5th Ave	882-0760	
Kelly Toke	WT	2701 77th St SW	886 6239	
Jacquie Mahle	"	"	"	
John Wiles	Self	440 S Lake Dr.	886-4850 57201	
Rosann Padgett	Land owner	1335 16th St. NE	884-1360	

**Watertown South  
Connector  
Roadway Project**



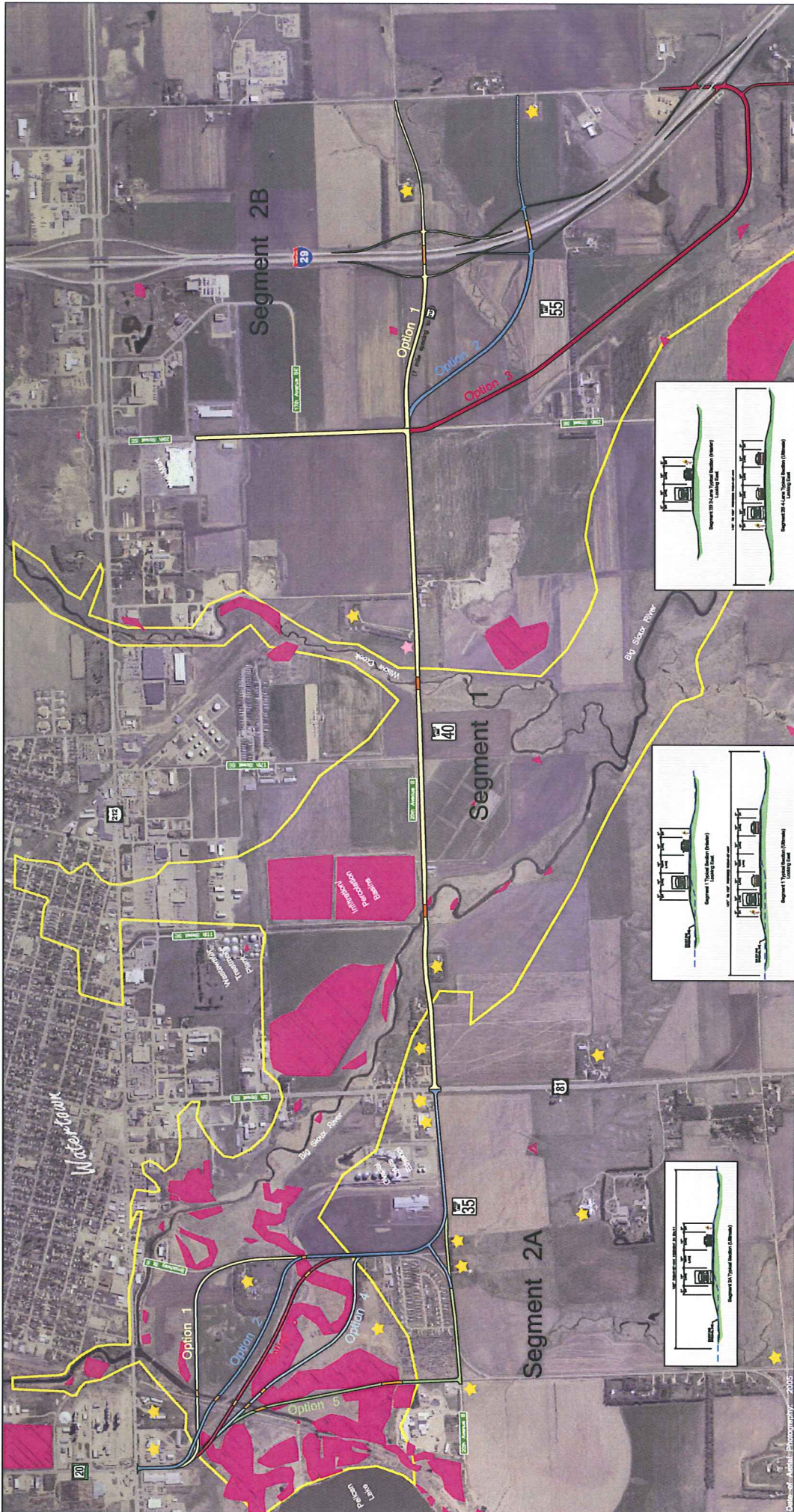
**August 8, 2006 5:30 pm  
Watertown Ramkota**

**Public Meeting/Open House  
Sign-in Sheet**

Name	Representing	Address	Phone #	Do you want to be on the mailing list for project mailings?
			Zip Code	
MARK ROBER	FocusWtn	PO BOX 10	57201 886-6901	
Cliff Aker	land owner	635 20 <sup>th</sup> Ave	886 3921	
Bill Johnson	Renter	2135 20 <sup>th</sup> AVE	881-5236	
A. Joyce Pritz	Mother of Red Monastery	110 28th Ave SE	882-6600	yes
D. Janice Swenson	Mother of Red Monastery	110 28th Ave SE	520-5818	yes
Francis Schumacher	"	"	882-6631	yes
Phyllis Fallon	"	"	882-6633	"
Jennifer Nielsen	Public Opinion	2 PO BOX 10	520-4610	
SHERMAN PEKSTAD	RD 000 WTN	44775 HWY 912	886 639-8	
Ronald Karrel	<del>City Council</del> City Council	510-957SE	886-4864	yes
August Johnson	NOG. Nomads	1823 9th St NE 14 <del>th</del> St NE	57201 886 8815	yes
Bill Schmitt		1905 5th St. SE	<del>886</del> -881-7741	Yes
Matthew Suedy Kranz	Landowner	2137 20th Ave. Wtn. 57201 SE.	881-9454	yes
Terry Aker				







**Legend**

- Option 1
- Option 2
- Option 3
- Option 4
- Option 5
- 100 Year Floodplain
- Wetlands (from National Wetland Inventory)
- MAPS

**Legend**

- ★ Lined
- ★ Linedwater Attendee August 8, 2008 Meeting
- ★ Rainer Attendee August 8, 2008 Meeting

**Legend**

- 
- 
- 
- 
- 

©2008 by City of Des Moines, IA  
 Prepared by: HOK Inc. / Des Moines, IA  
 August 8, 2008

**Public Meeting Attendees**  
 Watermain South Connector  
 Project No. 025107 PCN 0007

**HR**  
**DOT**

**- COMMENTS -**

**Watertown South Connector Project**

from SD20 to Interstate 29

August 8, 2006 Public Meeting/Open House

What are your thoughts about the project? What problems do you foresee? Which options do you like or dislike? Should any other options be considered? Please submit your comments before August 25, 2006 to:

HDR Engineering, Inc.  
Attn: James Unruh  
6300 S. Old Village Place, Suite 100  
Sioux Falls, SD 57108-2102

*I appreciate the effort made to inform the public. It was done remarkably well. I actually feel like I'm part of the project. Looking forward to working with all of you.*

Name: Sister Francis Schuman Address: 110 28th Ave SE #202  
Phone: 882-6631 Zip Code: 57201

1 options  
ur

HDR Engineering, Inc.  
Attn: James Unruh  
6300 S. Old Village Place, Suite 100  
Sioux Falls, SD 57108-2102

NO NORTH SOUTH CNN TO 212  
GO RIGHT TO I 29

**- CO**

**Waterto**  
from SD  
August 1

MAKES MORE SENCE RIGHT AWAY

Name: Sherman Dickhorn Address: 44775 Hwy 212  
Phone: 605 856 6328 Zip Code: 57201

What ar

do you like or dislike? Should any other options be considered? Please submit your comments before August 25, 2006 to:

HDR Engineering, Inc.  
Attn: James Unruh  
6300 S. Old Village Place, Suite 100  
Sioux Falls, SD 57108-2102

Needs to be done. Wide turns off West Hwy 212 south onto  
Connector (by Hwy 20) need (Free turn south lane).  
Start in 2007. Do segment 1 + 2A together.

*right*

Name: MARK ROBY Address: PO Box 10  
Phone: 886-6901 x134 Zip Code: 57201

**- COMMENTS-**

**Watertown South Connector Project**  
from SD20 to Interstate 29  
August 8, 2006 Public Meeting/Open House

*Wm*

What are your thoughts about the project? What problems do you foresee? Which options do you like or dislike? Should any other options be considered? Please submit your comments before August 25, 2006 to:

HDR Engineering, Inc.  
Attn: James Unruh  
6300 S. Old Village Place, Suite 100  
Sioux Falls, SD 57108-2102

1- Get it done 2- Delays 3- Opt. #5 in 2A  
4- of course

Name: John Wiles  
Phone: 886-4050

Address: 440 S Lake Dr  
Zip Code: 57201

What are your thoughts about the project? What problems do you foresee? Which options do you like or dislike? Should any other options be considered? Please submit your comments before August 25, 2006 to:

HDR Engineering, Inc.  
Attn: James Unruh  
6300 S. Old Village Place, Suite 100  
Sioux Falls, SD 57108-2102

**- COM**

**Watertown**  
from SD20  
August 8, 2

I'm concerned about being so close to  
the road with increase traffic noise ect.  
T Henke

What are y  
do you like  
comments

Name: Bill Thorne  
HD Phone: 881-5236  
Attn:  
6300 S. Old Village Place, Suite 100  
Sioux Falls, SD 57108-2102

Address: 2135 20<sup>th</sup> AVE SE  
Zip Code: \_\_\_\_\_

We are concerned about the distance from  
our home to the road plus the amount  
of traffic the by pass will generate (ie  
noise)

Name: W. Hauseng  
Phone: 886-4351

Address: 70-20 Ave SW  
Zip Code: 57201

**- COMMENTS-**

**Watertown South Connector Project**

from SD20 to Interstate 29

August 8, 2006 Public Meeting/Open House

What are your thoughts about the project? What problems do you foresee? Which options do you like or dislike? Should any other options be considered? Please submit your comments before August 25, 2006 to:

HDR Engineering, Inc.  
Attn: James Unruh  
6300 S. Old Village Place, Suite 100  
Sioux Falls, SD 57108-2102

*On the west end, I would recommend following close to the south side of the rail spur. On the other end, it makes the most sense to me to go as directly as possible to I-29.*

Name: Loren Marquardt  
Phone: 605-758-2354

Address: 16269-448<sup>th</sup> Ave, Florence  
Zip Code: 57235

**- COMMENTS-**

**Watertown South Connector Project**

from SD20 to Interstate 29

August 8, 2006 Public Meeting/Open House

What are your thoughts about the project? What problems do you foresee? Which options do you like or dislike? Should any other options be considered? Please submit your comments before August 25, 2006 to:

HDR Engineering, Inc.  
Attn: James Unruh  
6300 S. Old Village Place, Suite 100  
Sioux Falls, SD 57108-2102

*See 2A - options 3 or 5 only logical  
See 2B - option 1  
County Commissioner - Lifelong Resident*

Name: John Thomas  
Phone: 886-6608

Address: 418 No Park  
Zip Code: 57201



Photos from Watertown South Connector  
Public Open House/Meeting @ Ramkota  
August 8, 2006



Mostly cloudy  
Low Tonight: 64  
High Thursday: 83  
Watertown's Forecast on Page 2A

Inside  
Youth

Codington County Achievement Days judging teams. Page 9A

Let's make a deal...

The Codington County Board of County Commissioners plans to meet with two potential candidates for the position of negotiator to represent the county in union contract negotiations. See complete story...4A

Baseball - Page 1B  
Twins down Tigers.



# Watertown PUBLIC OPINION

Vol. 120 No. 188

Serving the Glacial Lakes Region of South Dakota and Minnesota since 1887

8/9/06

Price: 50 cent

www.thepublicopinion.com

## Southern bypass previewed

BY JENNIFER NIELSEN  
Public Opinion Staff Writer

Transportation officials presented an overview of the proposed southern bypass project Tuesday night during a public open house, calling for input and suggestions from Watertown and area residents.

Representatives with HDR Engineering Inc., the S.D. Department of Transportation and the City of Watertown hosted the public meeting to share preliminary plans and to talk about different alignment options being considered for the project.

"Don't think that anything here tonight is set in stone," HDR Project Manager James Unruh

said during a brief presentation. "It's our best ideas to this point, but we need the input from all of you folks."

The purpose of the bypass is to relieve congestion and reduce accidents on U.S. Highway 212 and to provide access to the developing industrial area. It will have a total length of about four and a half to five miles and is being planned in segments.

"Basically we have a corridor here that starts over at Highway 20 and goes over to the interstate," Unruh said.

The bypass is scheduled to be constructed in two phases. Phase one is scheduled to be done in 2008, and would construct the bypass from U.S. Highway 81,

east along 20th Avenue South to 29th Street East and north on 29th Street to Highway 212.

The second phase, which is scheduled for 2009, would construct the bypass from Highway 81, west along 20th Avenue South to Broadway and northwest to Highway 20.

A third segment of the project, which would connect 20th Avenue to the Interstate and create a new Interstate exchange, has not been scheduled.

"As always, we all know this very well, the construction schedule depends on funding availability ... But we have to have some schedule in mind as we Please see **BYPASS**, Back Page



Public Opinion Photo by Jennifer Nielsen  
Kristen Gundvaldson, right, an engineer in training with HDR Engineering Inc., helps explain preliminary plans for Watertown's proposed southern bypass Tuesday evening during a public open house at the Event Center.

### ■ BYPASS

Continued from Front Page

start this project, so this is the schedule that we're going to be going with," Unruh said.

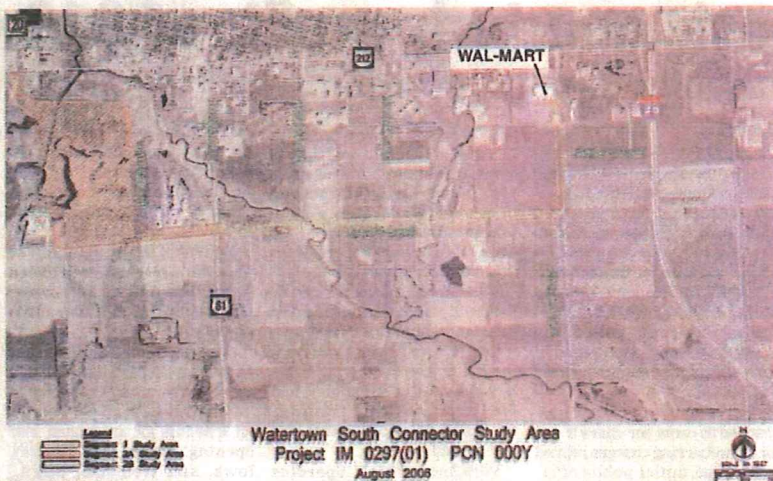
Each of the three segments will have its own environmental issues and constraints, from wetlands, channels and floodplains to railroad tracks, power lines and farmland.

"Hopefully we can avoid most of these issues if we pick the right alternative (for the road alignment), but that's what we need to look at," Unruh said.

Willow Creek and the Big Sioux River also will provide some challenges for the construction, but officials say the bridges will be designed so there will be minimal or no rise in the flood level upstream of the bypass.

Initially, the bypass will be built as a two- or three-lane roadway. It will be designed, however, to allow for future expansion to four or five lanes.

Officials with HDR, DOT and the City of Watertown welcome



questions and comments from the public related to the proposed project. A public hearing to discuss the environmental assessment of the project is planned for this fall.

# Opinions

## Project delay OK

8/9/06 Watertown Public



PUBLIC OPINION

Mark S. Roby, Publisher  
Jerry Steinley, Editor  
Kenneth Way, Publisher Emeritus

Serving the Glacial Lakes Region Since 1887



The state Department of Transportation is facing a problem every one of us is facing — rising costs. Last Friday the *Public Opinion* reported that officials with the Department of Transportation (DOT) have asked Watertown city leaders to “realign” the city’s transportation priorities and delay the northern bypass project.

The City of Watertown isn’t alone. Several cities in South Dakota are seeing road projects taken off the shelf as the DOT copes with the realities of rising energy costs and projects which were estimated before those costs increased as they have.

This certainly isn’t the best news we would like to hear from the DOT but it could be much worse.

Watertown will have to accept losing one scheduled project. And, looking at the projects which are still on schedule, delaying the northern bypass is the lesser of the evils.

### Editorial

#### Public Opinion

■ **At issue:** The state Department of Transportation is moving some road projects years down the road in response to increasing costs. Watertown has agreed to push back the northern bypass project which is, by far, the one that can be delayed.

**Monday, members of the Watertown City Council** agreed to the project delay during the regular council meeting. They also, however, asked city officials to continue to work with the DOT to accelerate at least one project schedule and consider adding another.

It is commendable how the state DOT worked with the city of Watertown on this matter rather than decide for us. Instead, the DOT took the approach of contacting Watertown officials to see which project was the top priority. Now, after the multiple meetings and conference calls, there’s agreement again on the part of our city and the DOT.

The northern bypass won’t be permanently put on the shelf nor should it be. As it stands now, the project could be slated for as early as 2012.

The main concern the state and the city are concentrating on is fixing Highway 212. And rightly so.

Highway 212 is the most pressing transportation problem facing this community. The road has become increasingly busy with traffic from ethanol plant development and the rapidly growing retail industry. What will future development bring? Who knows? But we do know that whatever development comes, it will bring traffic with it and further strain the overly-busy Highway 212.

So keeping the southern bypass project intact was the better of the choices the state DOT and the City of Watertown were facing. The southern bypass will shuttle traffic and, primarily, trucks, off of 212 and safely around the perimeter of the city. That bypass will significantly ease congestion on 212 and allow for a safer stretch of highway.

**The main concern** with the northern bypass delay was the impact it would have on the National Guard Armory. The armory is to be constructed on Highway 20 and the bypass would give the Guard easy access to Interstate 29. The DOT has assured city officials that while the northern bypass project would be years down the road, its absence wouldn’t affect the armory project.

That’s certainly the news the city needed to hear. The armory project is needed for the community and to jeopardize it at this stage of the game wouldn’t be acceptable. And while the armory won’t have immediate access to the bypass, the new location will still be much better than the old.

There are several projects slated for Watertown that aren’t affected by the DOT delay request: First Avenue North extension, the southern bypass, the highway 212/81 intersection realignment and the Highway 81 reconstruction from Highway 212 to Third Avenue North.

We might have lost the northern bypass for the time being but the most important transportation needs before the city are being met.

However, this pipe

# Tax cuts : for the 21

Jac  
Kem

Column

Twenty-five years ago, on Aug. 13, 1981, President Reagan signed what was called the largest tax cut in U.S. history. In actual point of fact, it was no larger than the Kennedy tax cuts of 1961-62. Both were designed to get America moving again, and both worked well as they lowered marginal tax rates about 25 percent across the board over three years.

In 1978, I had, along with my Senate colleague Bill Roth of Delaware, co-sponsored the Kemp-Roth Bill that advocated a 30 percent across-the-board tax rate cut. The top rate in the '70s was 70 percent, and the capital gains rate was 49 percent. I argued that lower tax rates on labor and capital would grow the economy and put an end to the Keynesian dilemma of simultaneous inflation coupled to recession.

What escaped the attention of both the conventional “left” and “right” was that tax rates at 70 percent on income and 49 percent on capital gains led to a slow growth or, even worse, a recession. Tax revenues were falling; thus a reduction in tax


finally got a n  
Enterprise Zo  
(Empowerme  
hoped, though  
be bolder and  
gains taxes or  
who would pu  
capital at risk  
lined” areas o  
the Gulf Coas  
and Mississip  
facto” red-lin  
urban Northe  
central Los A  
community w  
had a high lev  
ment, welfare

Today tax r  
high on labor  
prohibitively  
those low-inc  
women who v  
welfare to tak  
When a perso  
which is tax-f  
entry-level jol  
welfare paym

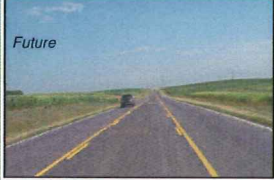





## South Connector Project Watertown, SD Public Open House/Meeting August 8, 2006

*Present*



*Future*

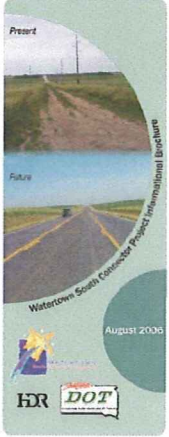


### Presentation Outline

1. Project Overview
2. Segment by segment discussion
3. Public Involvement Schedule
4. Questions at individual exhibits

Alignment options are very conceptual- We need your input!

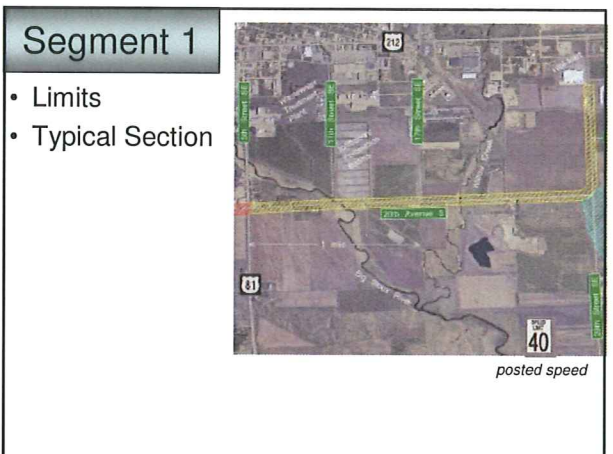
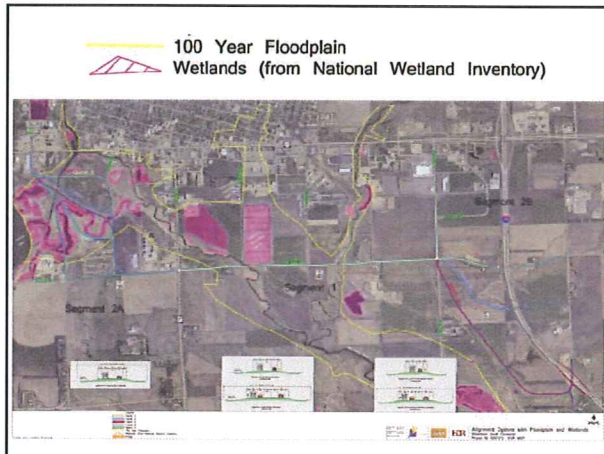
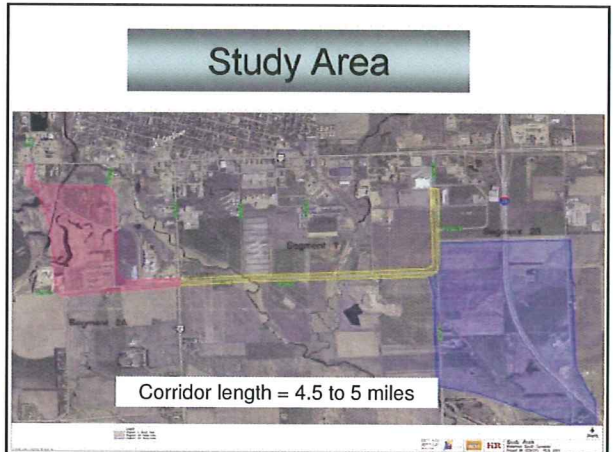
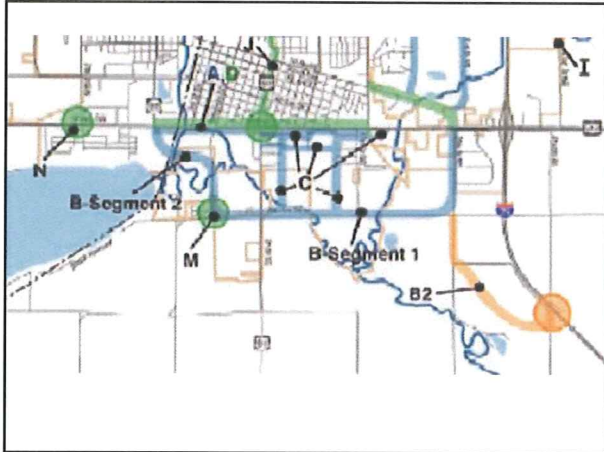


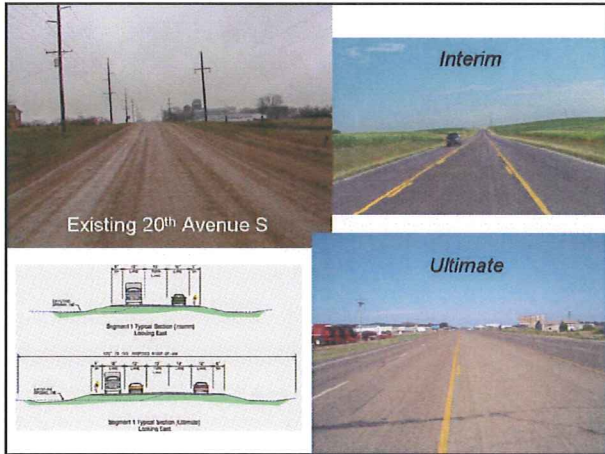
## Project Overview

The South Connector is needed to relieve congestion and reduce accidents on Highway 212. It is also needed to provide good access, especially for trucks, to the rapidly developing industrial area on the City's south side.

*(Source: Watertown Area Transportation Plan 2005)*



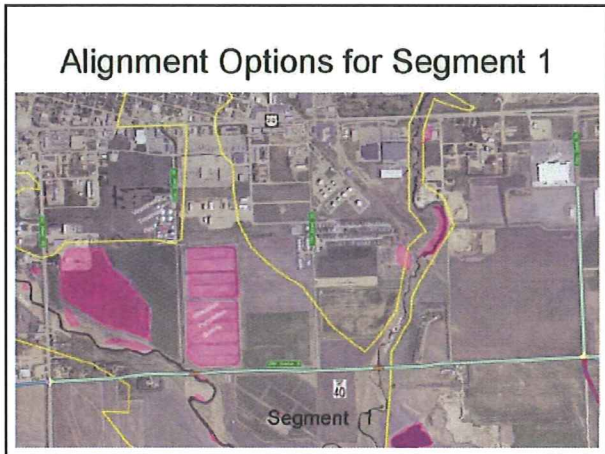




### Segment 1

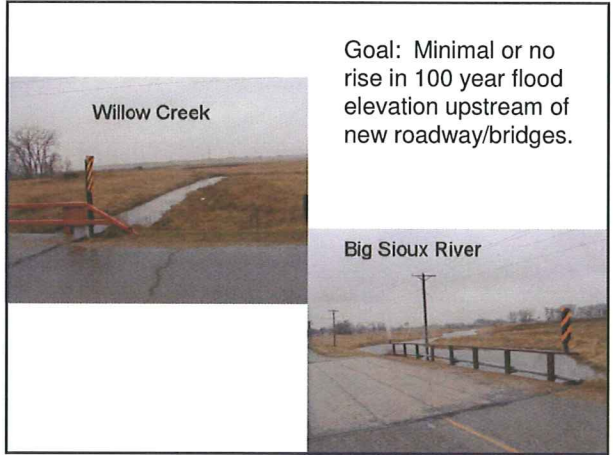
- Limits
- Typical Section
- Speed Limit
- Alignment Options

posted speed



## Segment 1

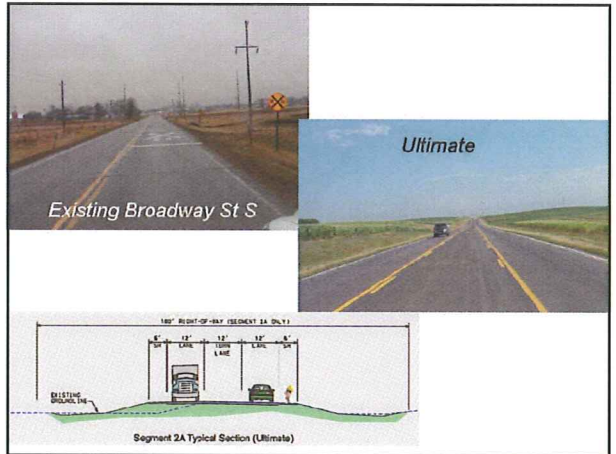
- Limits
- Typical Section
- Speed Limit
- Alignment Options
- Critical Issues/Impacts



Goal: Minimal or no rise in 100 year flood elevation upstream of new roadway/bridges.

## Segment 2A

- Limits
- Typical Section



## Segment 2A

- Limits
- Typical Section
- Speed Limit
- Alignment Options

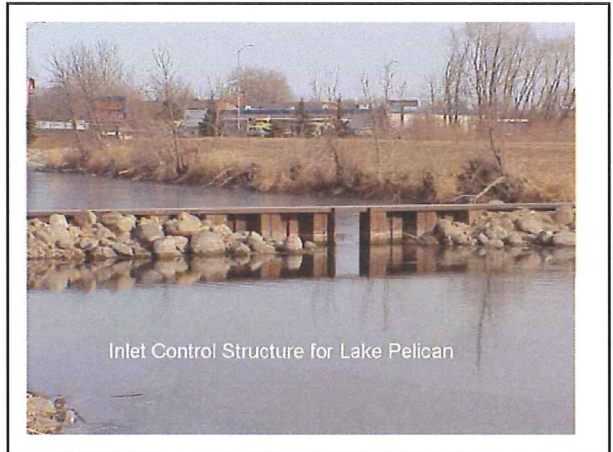


## Alignment Options for Segment 2A



## Segment 2A

- Limits
- Typical Section
- Speed Limit
- Alignment Options
- Critical Issues/Impacts





### Segment 2B

- Limits
- Typical Section

Interstate 29

Looking East from 20<sup>th</sup> Ave S

Segment 2B 2 Lane Typical Section (Interim)  
Looking East

Segment 2B 4 Lane Typical Section (Ultimate)  
Looking East

### Segment 2B

- Limits
- Typical Section
- Speed Limit
- Alignment Options

## Alignment Options for Segment 2B

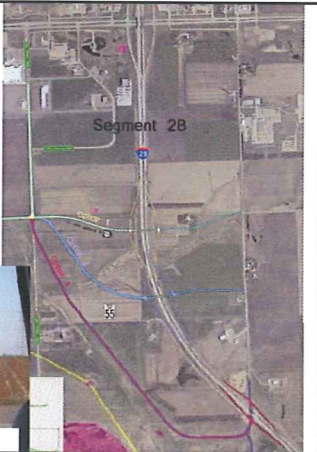


## Segment 2B

- Limits
- Typical Section
- Speed Limit
- Alignment Options
- Critical Issues/Impacts



## Interchange @ I-29



Looking west from I-29 @ 20<sup>th</sup> Ave

## Public Involvement

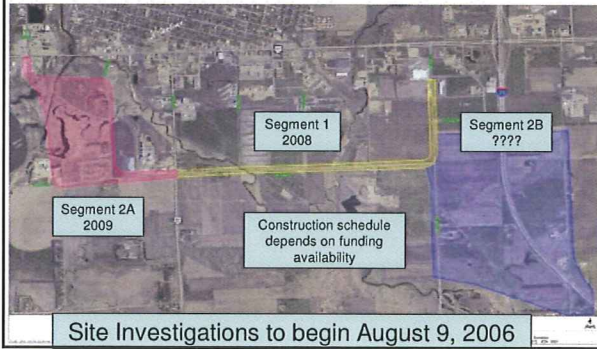
August 8 - Open House

Fall 2006 – Public Hearing on Segment 1 Environmental Assessment

Winter 2006/2007 – Public Hearing on Segments 2A and 2B Environmental Assessment

What is an Environmental Assessment?

## Construction Schedule



## Conclusion

Specific questions will be taken at individual graphics

Comment forms available for written comments

Project Team Introductions

- SDDOT
- City of Watertown
- Federal Highway Administration (FHWA)
- HDR

Please take home a brochure and have a nice night!

