

APPENDIX C- Public Meeting Summary

Sign In Sheets

**Environmental Assessment and Draft Section 4(f) Evaluation
 South Rochford Road, Pennington County, South Dakota
 Project # P-BRF 6403(6) PCN # 00CL**

**PUBLIC INFORMATION MEETING/OPEN HOUSE
 Hill City High School, Commons Area
 April 20, 2016 - 5:00 pm to 7:00 pm**

SIGN IN SHEET

Name	Address	Phone Number	Email Address
Jessica Brisbois	6300 S. Old Village Pl. Suite 100 Sioux Falls, SD 57107	(605) 782- 9118	Jessica. Brisbois@hdrinc. com
Sharon & Gary Frohne	22942 S Rochford Rd Hill City SD 57745	(605) 584 9044	s.frohne@wildblue net
Reverly Howey	10940 W. Deerfield Hill City SD	574-2361	
Valerie Howey	10940 W Deerfield Rd Hillcity S.D	5742361	
Don & Barb Brown	500 4th St Ellicott, IA 51532	712-767- 2426	
Liz Whitford SDDOT	200 E Broadway Pierre		
Marla Sebade	21989 N. Rochford Rd 21989 N. Rochford Rd	605-390-6579	mksebade@vastbb.net
LARRY V. CHILSTROM	10526 ASHWOOD CT RC 57702	6053904407	WADITIBH@ CENTURYLINK.NET
Thomas Dolney	4002 Ridge Heights Ct Rapid City, SD 57701	605-651-2711	Tom.dolney@ centurylink.net
Dallas Alexander	11748 Deerfield Rd Hill City SD 57745	605 381 7270	Dallas Alexander @westoffice.net

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SIGN IN SHEET

Name	Address	Phone Number	Email Address
LINDA KRAMER	23120 S Rochford Rd	574-4746	lindakramer.borderlands@gmail.com
Lisa Sabers	— Shodford Rd	719-9192	lsabers@rushmore.com
DAN RICHER	Twin Springs	574-2265	wdwd2@OUTLOOK.COM
CAROL PITTS	+ Rochford 1018 5 th St Bluff	605 6955770	pitts@brookings.net
Lyle Venhuizen	Rochford Rapid City	605 484-7620	
JASON STEELE	22744 Hill City S. Rochford Rd	605 584-9073	js3dantkde@gmail.com
OHOR SUMMERS	22896 S ROCHFORD	605 575-2627	
MARK Schock	5301 Dealer Dr Rapid City 57703	605 394-2166	MARKS@pennco.org
PAUL LARSON	22894 S. Rochford Rd Hill City, S.D.	605 574-3938	
Charles Piper	Hill City	574-2017	

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Name	Address	Phone Number	Email Address
Wayne & Sally Oatman	PO Box 157 Camisota SD 57012 (22602 S Rochford Rd)	605-359-8223	sallyo@unitel.sd.com
Wade Dahl	700 E. Broadway Pierre, SD 57501	605-773-3576	wade.dahl@state.sd.us
Wes Trethter	3608 Cambell Street Rapid City SD 57701	394-2166	west@pennco.org
Carolyn Stanley	22762 So. Rochford Rd	584-4808	None

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SIGN IN SHEET

Name	Address	Phone Number	Email Address
Marion Barber	Pierre, SD	605 774 1012	marion.barber@dot.gov
Charlie Vig	Deadwood	605-578-2267	

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Name	Address	Phone Number	Email Address
Aaron Fajerness	723 MAIN ST, RAPID CITY	605.791.6100	aaron.fajerness@kdrcinc.com
BRYAN HARVEY	22750 South Rochford Road PO BOX 17 CUSTER SD 57730	605-673-4571	wharvb@gwtc.net
JEFF WILLET	22598 TELEGRAPH GULCH RD ROCHFORD 57745	209 858 8824	SDJEFFWILLET@GMAIL.COM
Vanessa Alexander	23180 S. Rochford Road Hill City 57245	574-2814	
Cheryl Chapman	14 St Joe RC, SD	464-0334	cchapman@louisburgu.com
BRANDON MATISON	3901 PARKRIDGE DRIVE RAPID CITY, SD	605-431-2171	

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Name	Address	Phone Number	Email Address
JODY PAGE	703 MAIN STREET RAPID CITY SD 57701	791-6120	jody.page@hdsinc.com
Mary Kenner	4903 Pierre St Rapid City SD	718-2276	mkenner@louisberger.com

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Name	Address	Phone Number	Email Address
Roe & Pat Eidsness	11630 Bangor Loop Rochford SD 57745	584-0028	eidsnessrp@gmail.com
RICH ZACHER	P.O. Box 431 CUSTER SD	673-4948	rich.zacher@state.sd.us
Mary Helen Alexander	231805 Rochford Rd H.C.S.D 57745	574-2935	
Ben Phoad	PO Box 846 Hill City, S.D. 57746	605-393-7329	brhoad@e ya hoo.com
Joe Colombe	23046 S. Rochford Rd, Hill City, S.D.	605-828-5163	

Public Meeting Presentation

WELCOME

Public Information Meeting
South Rochford Road
Environmental Assessment
Pennington County, South Dakota
April 20, 2016



Project Team

- South Dakota Department of Transportation
- Pennington County Highway Department
- Federal Highway Administration
- U.S. Forest Service
- Consultants
 - HDR
 - Louis Berger
 - Interstate
 - QSI



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Presentation Overview

- Meeting Purpose
- Overview of the NEPA Process
- Alternatives
- Environmental Assessment
- Rapid Creek Bridge
- Next Steps



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Project Schedule

Notice of Intent Published	January 30, 2012
Public Input Meeting	March 1, 2012
Tribal Perspectives Meeting	March 15, 2012
Agency Scoping Meeting	April 19, 2012
Public Scoping Meeting	April 19, 2012
Tribal Perspective Meeting	July 19, 2012
Draft Tribal Coordination Plan	March 2013
Landowner Meeting	April 5, 2013
Agency Update	August 29, 2013
TCP Survey and Report	Fall 2013 to Spring 2014
Onsite Meeting with Forest Service	May 5, 2014
Public Information Meeting	July 21, 2014
Public Steering Committee Meeting	July 22, 2014
Rescission of NOI	December 17, 2015
EA for Public Availability	March 31, 2016
Public Meeting	April 20, 2016



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Meeting Purpose

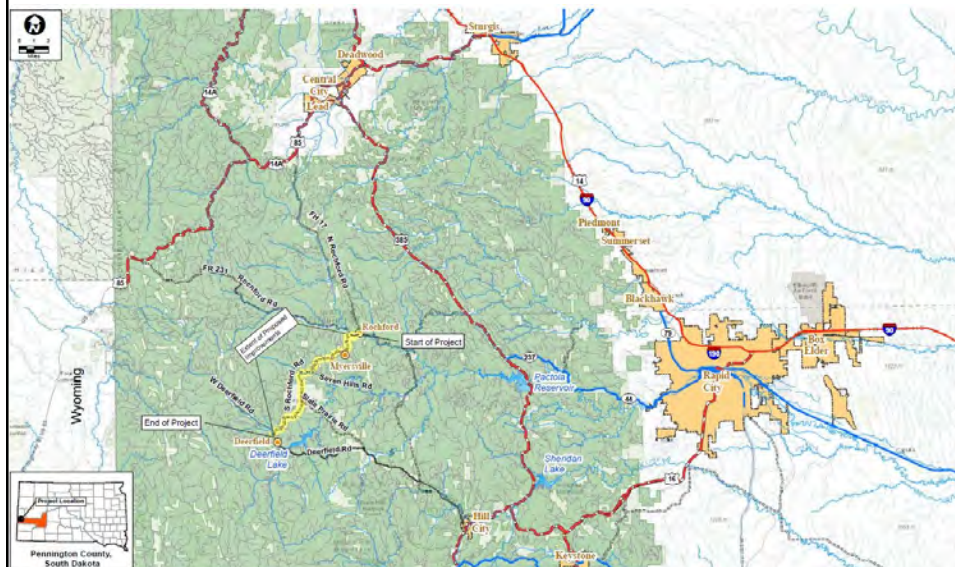
The purpose of this meeting is to update the public on the Project and to gain input on:

- The Environmental Assessment
- The project-related environmental impacts
- The recommended preferred alternative



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Where is the Project?



Study Area



South Rochford Road Environmental Assessment ♦ Public Information Meeting

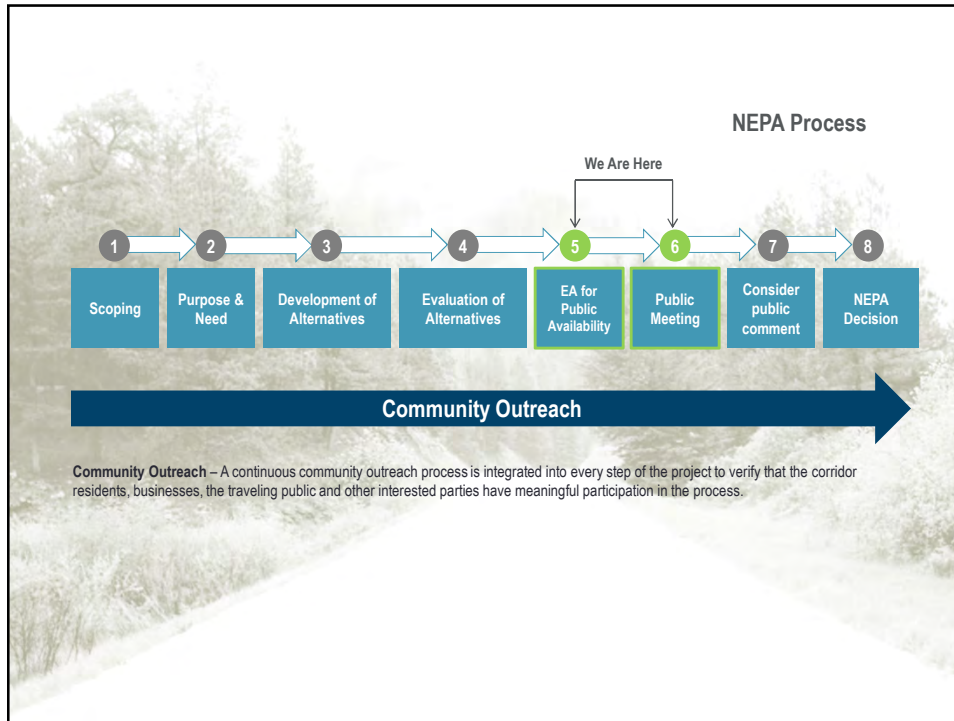
Why an EA instead of an EIS?

Modifications to the roadway design standards led to the:

- Minimization of historic property impacts
- Minimization of wetland impacts
- Preservation of sensitive plant species



South Rochford Road Environmental Assessment ♦ Public Information Meeting



Public Involvement

- Public Input Meeting - March 1, 2012
- Public Scoping Meeting - April 19, 2012
- Landowner Meeting - April 5, 2013
- Public Information Meeting - July 21, 2014
- Public Steering Committee Meeting - July 22, 2014
- EA for Public Availability - March 31, 2016
- Public Meeting - April 20, 2016
- NEPA Decision - June 2016



Tribal Consultation

Tribes Invited to Participate	
Cheyenne River Sioux Tribe*^	Ponca Tribe of Indians of Oklahoma
Chippewa Cree Tribe (Rocky Boys)	Ponca Tribe of Nebraska
Confederated Salish and Kootenai Tribes	Prairie Island Indian Community
Crow Creek Sioux Tribe*^	Rosebud Sioux Tribe*^
Crow Nation*^	Sac and Fox Nation
Eastern Shoshone Tribe	Sac and Fox Nation of Missouri and Kansas*
Flandreau Santee Sioux Tribe	Sac and Fox Tribe of Mississippi
Fort Peck Assiniboine and Sioux Tribes*	Santee Sioux Tribe of Nebraska
Iowa Tribe of Kansas and Nebraska*	Sisseton-Wahpeton Oyate*^
Iowa Tribe of Oklahoma	Southern Ute Indian Tribe
Lower Brule Sioux Tribe	Spirit Lake Tribe
Lower Sioux Indian Community	Standing Rock Sioux Tribe*^
Northern Arapaho Tribe*^	Three Affiliated Tribes*
Northern Cheyenne Tribe*^	Upper Sioux Community
Oglala Sioux Tribe*^	Ute Mountain Ute Tribe
Omaha Tribe of Nebraska*	Yankton Sioux Tribe*^
Otoe-Missouria Tribe of Indians	

* Indicates consulting tribes by formal request and/or participation of some or all meetings, including the TCP Survey
 ^ Indicates consulting tribes that participated in TCP Survey



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Agency Coordination

- Cooperating Agencies
 - U.S. Army Corps of Engineers
 - U.S. Forest Service
 - Advisory Council on Historic Preservation
- Participating Agencies
 - U.S. Environmental Protection Agency
 - Bureau of Indian Affairs, Great Plains Regional Office
 - U.S. Fish and Wildlife Service
 - U.S. Department of Agriculture, Natural Resources Conservation Service
 - U.S. Department of Homeland Security, Federal Emergency Management Agency, Region VIII
 - U.S. Geological Survey
 - South Dakota Department of Environment and Natural Resources
 - South Dakota Department of Tourism
 - South Dakota Division of Emergency Management
 - South Dakota State Historical Preservation Office
 - City of Hill City
 - Pennington County Conservation District
 - Rochford and Hill City Fire Departments



South Rochford Road Environmental Assessment ♦ Public Information Meeting

What is the Project Purpose?

The purpose of this Project is to correct the roadway deficiencies in order for the County to sustain year-round roadway transportation along South Rochford Road and provide linkage of the local and regional transportation system.



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Why is the Project Needed?

- High Maintenance Costs
- Structural Deficiency
- Clear Zones, Horizontal Curves, and Vertical Curves
- Roadway System Linkage
- Legislative Intent



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Alternatives Screening Process



Does the Alternative meet the Purpose and Need?

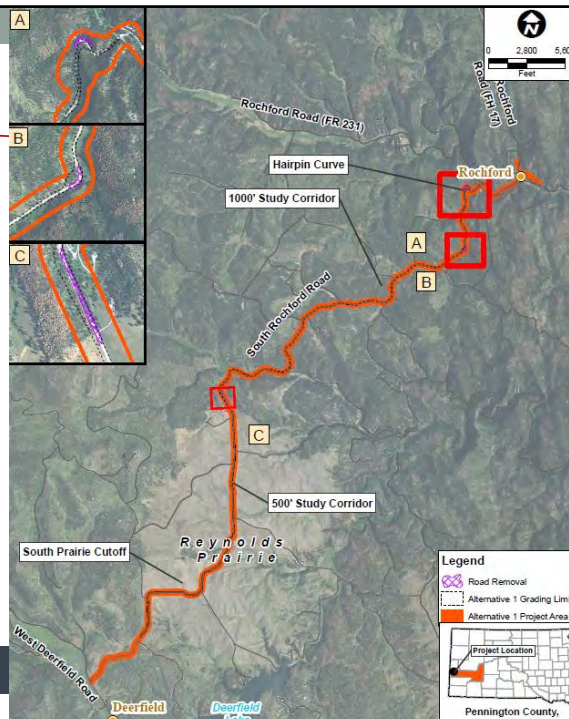
- Reduce maintenance costs?
- Correct structural deficiencies?
- Correct roadway deficiencies?
- Provide regional and local transportation link?
- Fulfill the legislative intent?



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Alternative 1

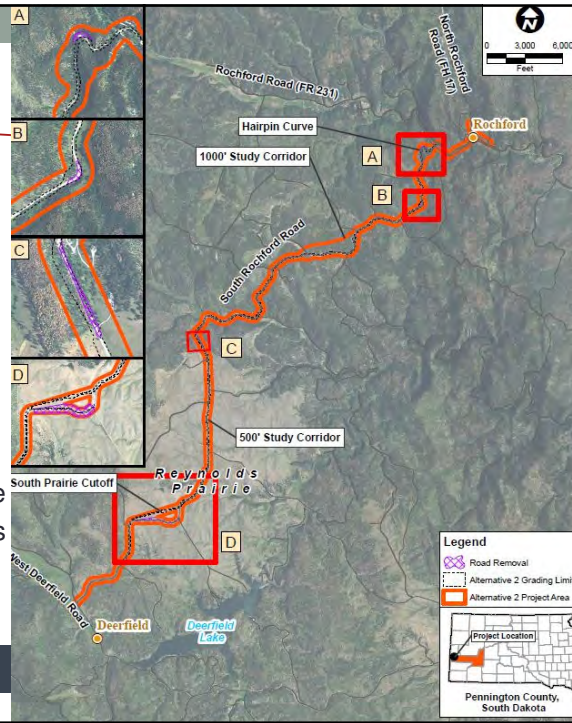
- Existing Alignment
- Improvements
 - All-weather surface
 - Correct ditch slopes
 - Improved sight distance
 - Correct drainage issues



Pennington County, Tennessee

Alternative 2

- Existing Alignment with Modifications
- All-weather surface
- Improvements
 - Improved curves
 - All-weather surface
 - Correct ditch slopes
 - Improved sight distance
 - Correct drainage issues



Resource Considerations

Existing and Future Land Uses	Relevant State, Regional and Local Plans	Parks and Recreational Facilities
Farmland and Timberlands	Community Character and Cohesion	Relocations
Environmental Justice	Utilities and Emergency Services	Traffic, Transportation, and Pedestrians and Bicycle Facilities
Facilities Visual/Aesthetics	Cultural Resources	Section 4(f)
Floodplain	Water Quality and Storm Water Runoff	Geology/Paleontology/ Soils/Topography
Hazardous Waste Materials	Air Quality	Noise
Energy	Natural Communities	Wetlands and Other Waters
Threatened and Endangered Species	Invasive Species	Wildlife and Plant Species

Section 4(f) Resources

- Required by law to avoid unless no feasible and prudent avoidance alternative exists.
- Identified Section 4(f) in the Project Area
- Impacts Analyzed



South Rochford Road Environmental Assessment ♦ Public Information Meeting

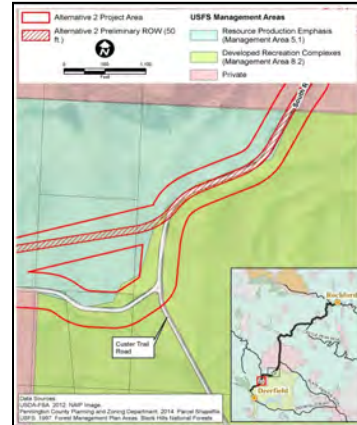
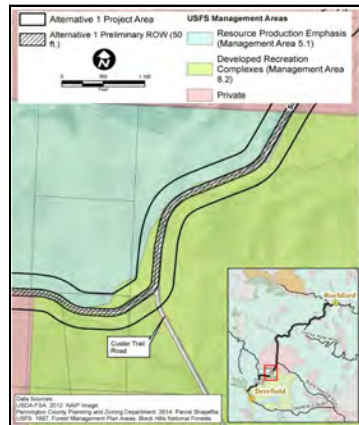
Section 4(f)- Mickelson Trail

- Avoided- No Use
 - A traffic control plan during construction to allow continuous use of Mickelson Trail would be prepared.
 - Coordination with SDGFP during final design to identify special events concerning Mickelson Trail.



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Section 4(f)- Deerfield Reservoir Complex



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Section 4(f)- Archeological and Historic Sites

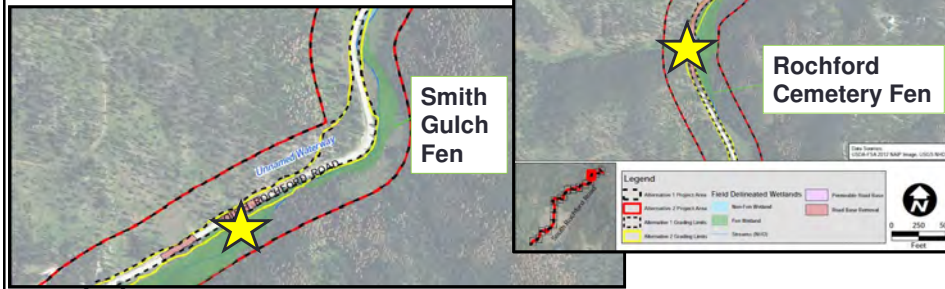
- Eligible for National Register of Historic Places
 - Traditional Cultural Properties
 - Archaeological and Historic Sites
 - Historic Structures
- Adverse Effect
- Memorandum of Agreement (MOA) prepared
- SHPO and ACHP jurisdiction



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Wetlands- Avoidance, Minimization, and Mitigation

- Wetlands and Other Waters of the U.S.
 - Avoided where possible in design
 - Replacement of road bed material
 - Restoration of Rochford Cemetery Fen
 - Potential mitigation on site



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Other Mitigation

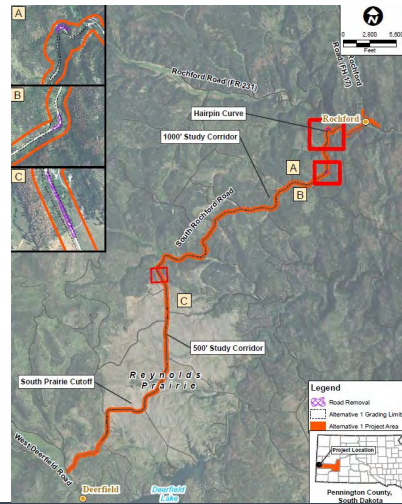
- Community Character and Cohesion
 - Rumble Strips Outside of Rochford
 - Gateways or Entry treatments



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Recommended Preferred Alternative

- Alternative 1
- Existing Alignment
- Improvements
 - All-weather surface
 - Correct ditch slopes
 - Improve sight distance
 - Correct drainage issues



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Rapid Creek Bridge NEPA Review

- CatEx approved on December 8, 2015
- Replace existing bridge with a concrete arch
- Construction planned for 2017



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Next Steps in the EA Process

EA Available to Public.....March 31, 2016
Public Meeting.....April 20, 2016
Comment Period Complete.....May 16, 2016
NEPA Decision.....June 2016



South Rochford Road Environmental Assessment ♦ Public Information Meeting

Ways to Provide Comments

- Return the comment card either at this meeting or through the mail
- Written letters mailed to:
HDR - South Rochford Road EA
703 Main Street, Suite 200
Rapid City, SD 57701
- Email comments to:
EAComments@southrochfordroad.com
- Website: www.southrochfordroad.com
- Please provide comments by May 16, 2016



South Rochford Road Environmental Assessment ♦ Public Information Meeting

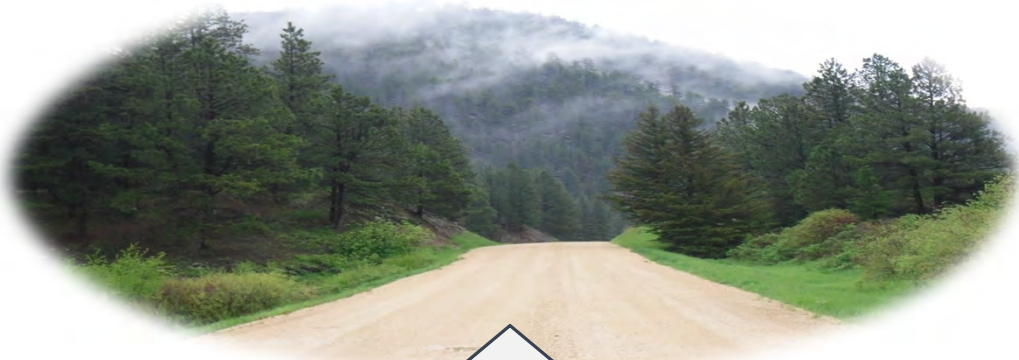
Public Meeting Boards

WELCOME

Public Meeting

Environmental Assessment South Rochford Road

April 20, 2016



- ✓ *Provide an update on the Project*
- ✓ *Outline the steps forward*

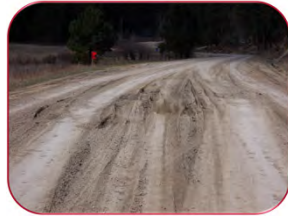


- ✓ *Share information with agency representatives*
- ✓ *EA available for public review and comment*

Why is the Proposed Project Needed?



*Improper Conveyance
of Drainage*



Frost Heaves



Legislature Intent



*Clear Zones,
Horizontal Curves, and
Vertical Curves*

Purpose of the Project

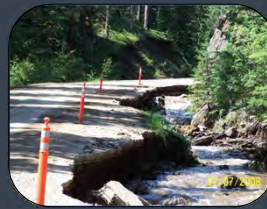
The purpose of this Project is to correct the roadway deficiencies in order for the County to sustain year-round roadway transportation along South Rochford Road and provide linkage of the local and regional transportation system.



Does the Alternative meet the Purpose and Need?

PURPOSE and NEED

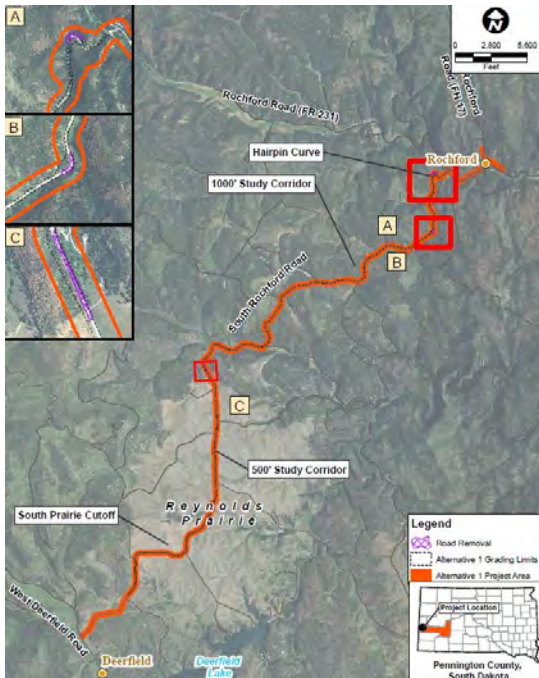
- Correct roadway deficiencies?
- Sustain year-round transportation?
- Provide regional transportation link?
- Reduce maintenance costs?
- Fulfill the legislative intent?



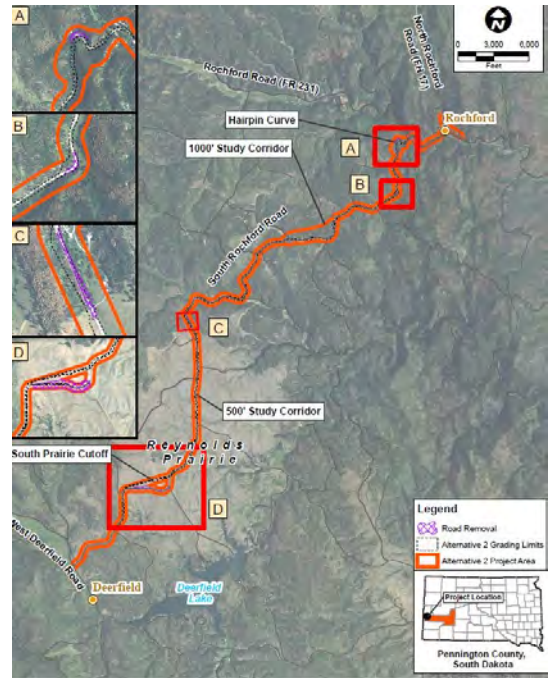
Criteria	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
Correct Roadway Deficiencies	Yes	Yes	Yes	Yes	No
Sustain Year-Round Transportation	Yes	Yes	No	No	No
Provide regional transportation link	Yes	Yes	Yes	Yes	No
Reduce maintenance costs	Yes	Yes	No	No	No
Fulfill the legislative intent	Yes	Yes	No	No	No



Alternatives Carried Forward for Further Analysis



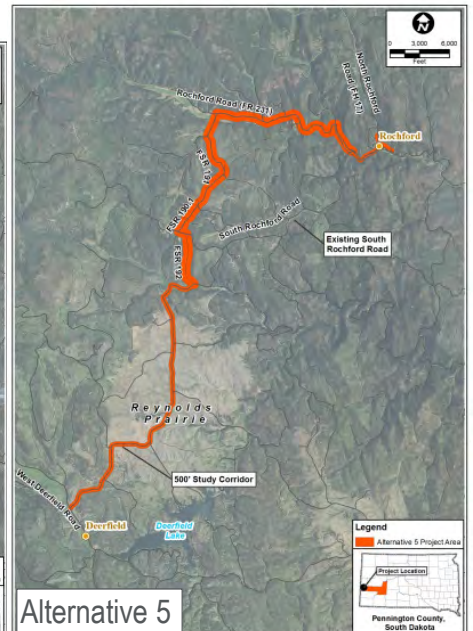
Alternative 1- Recommended Preferred Alternative



Alternative 2



Alternatives considered but discarded from further analysis



Steps of the NEPA Process

Notice of Intent Published-----	January 30, 2012
Public Input Meeting-----	March 1, 2012
Tribal Perspectives Meeting-----	March 15, 2012
Agency Scoping Meeting-----	April 19, 2012
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NEPA Decision-----	June 2016

Comments

Please complete a comment card, contact us through email, or submit a comment through the website at www.southrochfordroad.com



Cultural Resources Analysis in the NEPA Process

Why consider Cultural Resources?

Cultural resources include physical assets such as archeological resources and historic structures, as well as oral traditions and interpretations. For this Project, cultural resources were considered by the lead agencies to comply with all regulations, including Section 106. Section 106 requires agencies to take into account the effects of their Projects on cultural resources.

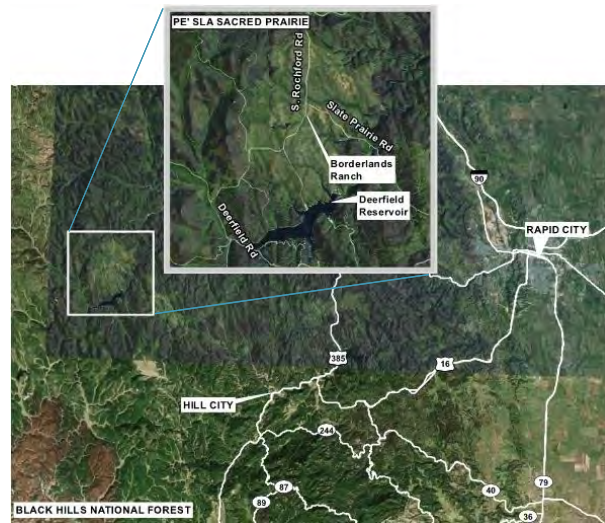
Which cultural resources were considered?

Traditional Cultural Properties are considered to be properties that are eligible for the National Register of Historic Places (NRHP) based on their association with the cultural practices or beliefs of a community, rather than the property type. A Traditional Cultural Properties Survey was conducted by the Tribes. The survey focused on sites important to the Tribes, as well as Pe' Sla, a site of Tribal significance. Pe' Sla is a sacred place to the Tribes as a part of their creation story.

Archaeology and Historic includes the discovery of artifacts, biofacts, and structures that are vital to understanding the past human activities in the area. Understanding the archeological resources are important to understanding the Project's effects on the area's culture.

What mitigation and commitments were incorporated into the Project?

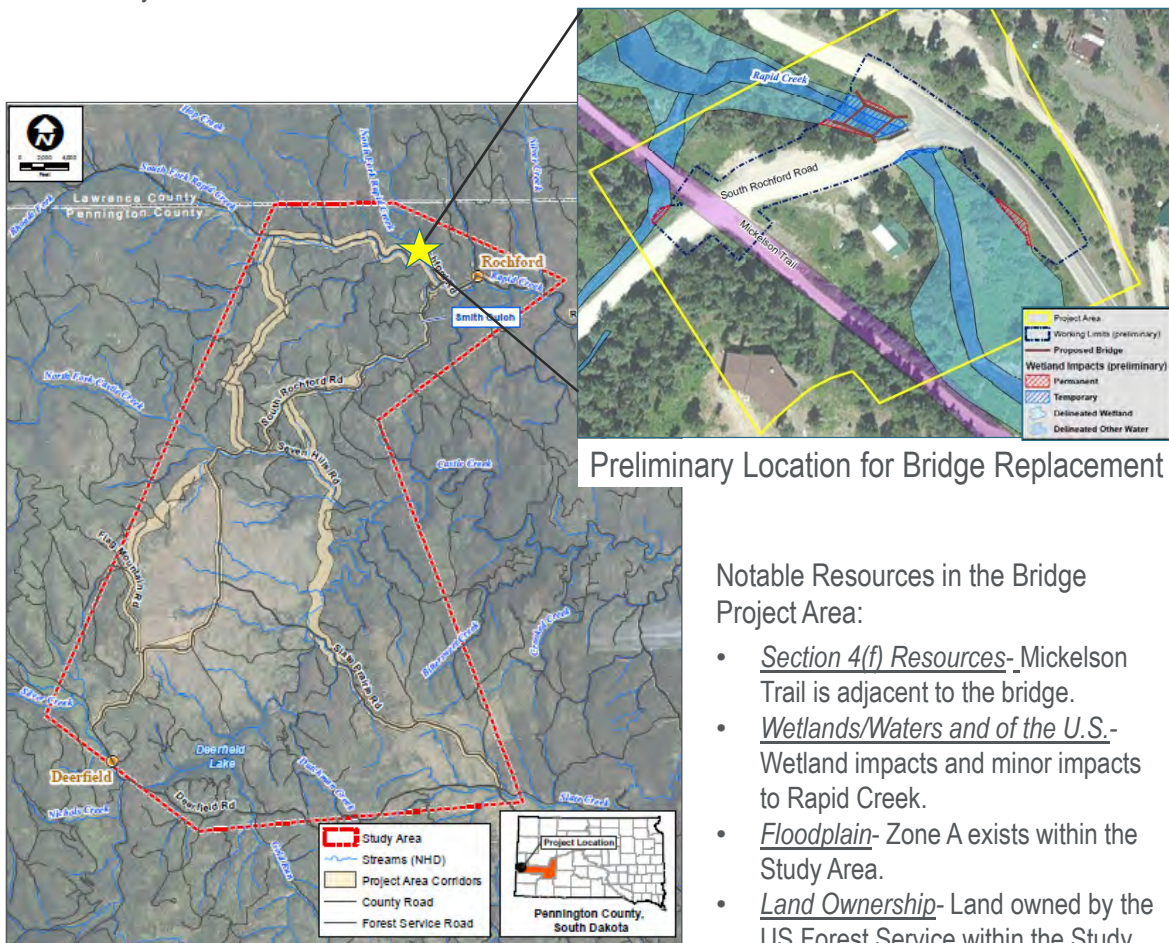
The preliminary design for Alternative 1 was updated by reducing the roadway width by four feet, from 32 feet to 28 feet wide, which resulted in the avoidance of 11 cultural sites, all of which are eligible for listing in the NRHP. Stipulations were developed as part of the Memorandum of Agreement (MOA) that includes the commitments to mitigation measures for this Project. All stipulations in the MOA will be carried out if Alternative 1 is selected as the preferred alternative.



Focusing on the Reconstruction of the Rapid Creek Bridge

Investigating the Need to Expedite Reconstruction of Rapid Creek Bridge

- A Categorical Exclusion (CatEx) was completed to allow the bridge to be replaced as soon as possible.
- The two build alternatives being evaluated in this EA cross Rapid Creek in the same location. Therefore construction of the bridge will not influence the final NEPA decision regarding South Rochford Road.
- The CatEx allows Pennington County to replace the bridge at an expedited schedule to ensure a safe roadway for drivers.



Notable Resources in the Bridge Project Area:

- Section 4(f) Resources- Mickelson Trail is adjacent to the bridge.
- Wetlands/Waters and of the U.S.- Wetland impacts and minor impacts to Rapid Creek.
- Floodplain- Zone A exists within the Study Area.
- Land Ownership- Land owned by the US Forest Service within the Study Area.



Section 4(f) Resources

What is Section 4(f)?

Section 4(f) stipulates that FHWA and other DOT agencies cannot approve the use of land from Section 4(f) properties which are:

- publicly owned parks,
- recreational areas,
- wildlife and waterfowl refuges, or
- public and private historical sites

If impacted, FHWA and DOT agencies must show during the alternative analysis that:

- No other feasible alternative is available for the Project
- The Project includes all possible planning to minimize all harm to the Section 4(f) property.

Section 4(f) Properties in the Project Areas

• Mickelson Trail

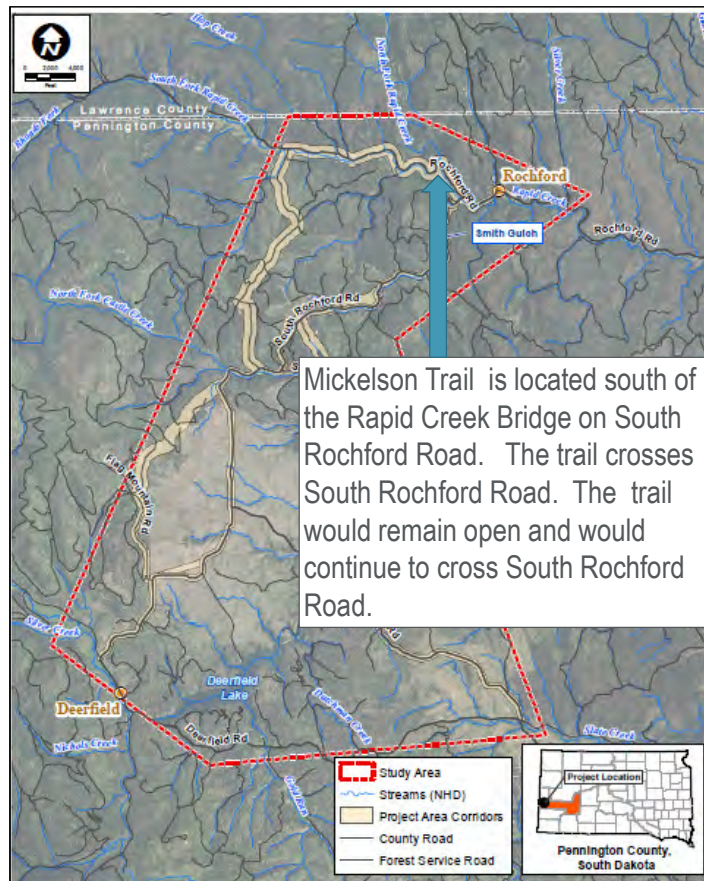
The George S. Mickelson Trail is a packed gravel trail that is 109 miles long, which starts northeast of Deadwood and extends south to Edgemont. The trail can be used by cyclists, pedestrians, cross country skiers, and horseback riders.

• Forest Service Management Area 8.2

Considered by the Forest Service to be developed recreational complex, and is utilized for recreational uses and open to the public.

• Cultural Resources

These sites will include significant historical properties that are on or eligible for the NRHP.



Avoidance, Minimization, and Mitigation Measures

Community Character and Cohesion

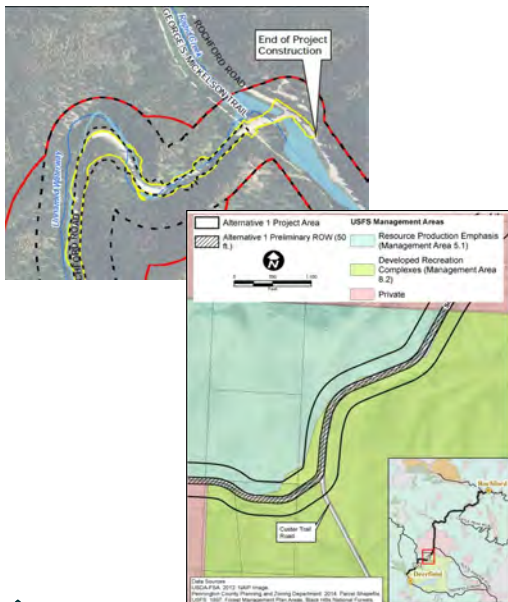
- Rumble Strips- The County would install rumble strips to provide advanced warning to vehicles prior to entering Rochford. These warning devices would be installed east and west of Rochford on Rochford Road and just north of town on North Rochford Road. To minimize the noise impacts as a result of the rumble strips, the rumble strips would be placed outside the Rochford community. The distance would be determined through coordination between Rochford and the County.
- Gateways or Entry Treatments- Gateways or entry treatments are proposed in conjunction with rumble strips. A sign noting that traffic was entering the limits of Rochford and/or painted pavement markings would alert drivers to reduce their speed. The entry treatment could be a sign or signage to alert drivers of the presence of pedestrians within the roadway.



Source: Minnesota Department of Transportation (MnDOT)



Sources: Signs by Benchmark (Right) and Black Hills and Badlands (Top)



Section 4(f) Resources

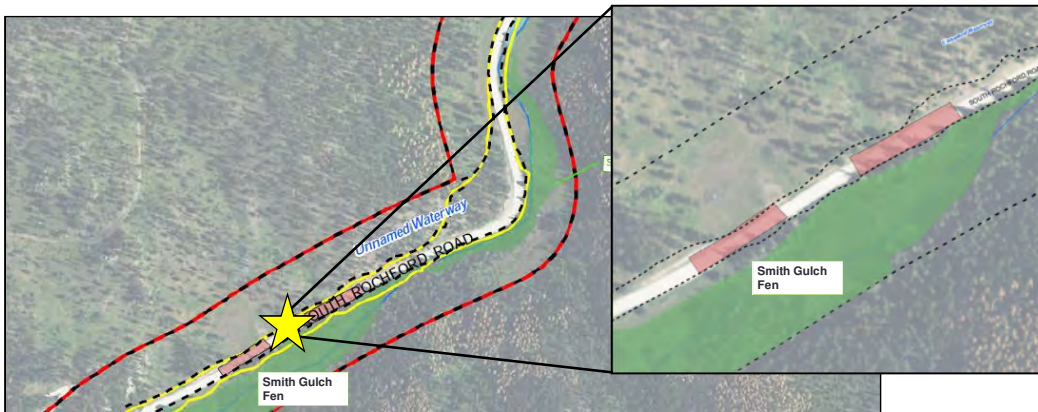
- Mickelson Trail-
 - Vehicle access maintained by phasing construction.
 - A traffic control plan during construction
 - Coordination with SDGFP during final design
- Forest Service Management Area 8.2-
 - Construction of the Project would be phased.
 - Access to Custer Trail Campground maintained with phased construction.
- Archeological and Historic Sites-
 - Reduced roadway width from 32 feet wide to 28 feet wide
 - Stipulations and commitments identified in the Memorandum of Agreement (MOA)



Avoidance, Minimization, and Mitigation Measures

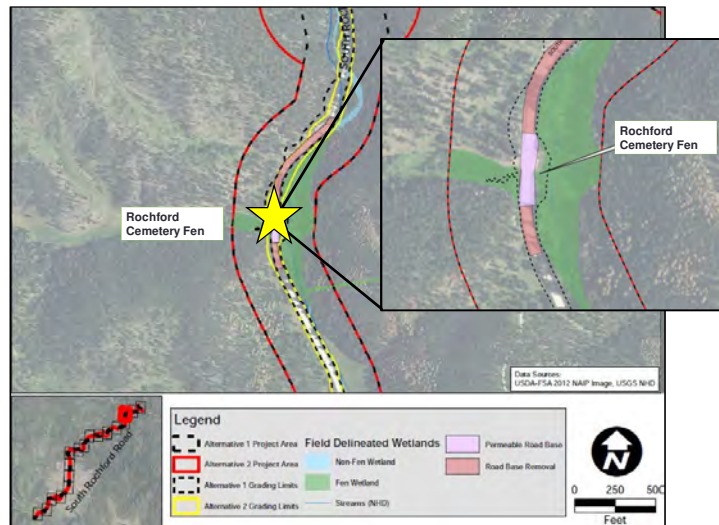
Wetlands and Other Waters of the U.S.

- Replacement of the Rochford Cemetery Fen culvert crossing with a permeable base roadway layer
- During final design, a mitigation plan would be completed and included in the Section 404 permit application that would be coordinated with USACE.



Permeable Road Base

- Both build alternatives would include the replacement of the Rochford Cemetery Fen culvert crossing with a permeable base roadway layer
- A design memo was completed that analyzes options for final design of the Rochford Cemetery Fen crossing and identified that a permeable base layer would reduce impacts to fens caused by the current roadway by improving groundwater movement under the roadway.



Written Comment Cards, Letters, and Emails

Alternative 1 includes design improvements starting approximately at the intersection of South Rochford Road and Rochford Road, to the southern terminus, approximately one mile north of the intersection of South Rochford Road and West Deerfield Road. This alternative includes all-weather surfacing of the existing South Rochford Road, with horizontal and vertical curve changes mainly within the existing ROW along with improvements to drainage in select locations. Where possible, the ditch slopes would be constructed to a 4 to 1 horizontal to vertical ratio to flatten the current slope. This is the Recommended Preferred Alternative, however, the Joint Lead Agencies will determine the Preferred Alternative after public comment on the EA.

Alternative 2 would provide minor alignment adjustments within the existing ROW similar to Alternative 1. However, more substantial alignment shifts requiring ROW were considered as described in the EA, including the shortening of South Rochford Road by improving a horizontal curve at the south end of Reynolds Prairie.

Name: BRYAN HARVEY
Street Address: P.O. BOX 17
City: CUSTER State: SD Zip Code: 57736
Email: wharvb@gwtc.net
Organization You Represent (if any): _____

WE WANT TO HEAR FROM YOU!

Provide us with any comments you have on:

- Alternatives selected for detailed study
- Mitigation and avoidance measures
- Recommended Preferred Alternative

COMMENTS:

The highway sup. says
the road will be designed
for 55 mph.
Could the speed limit be
posted lower, like 45.
I own property thru which
the road passes

Please attach additional pages as needed.

Brisbois, Jessica

From: Margaret Hustad-Perrin <perrindavid1@icloud.com>
Sent: Sunday, May 01, 2016 7:46 AM
To: EAccomments@southrochfordroad.com
Subject: Support of the option chosen

We support the option chosen through the EA process as it will make the road safer and solve a major dust problem we experience constantly. We have a home along the right of way and wish to see the project move forward as soon as possible.

David Perrin and Margaret Hustad-Perrin
22904 South Rochford Road
Hill City, SD. 57745

Sent from my iPad

May 3, 2016
22732 S Rochford Rd
Hill City, SD 57745

Alice Whitebird
SD DOT
700 E Broadway
Pierre, SD 57501

Ms Whitebird,

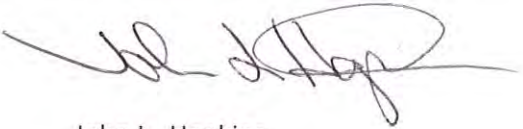
As you can tell from my return address, I live on South Rochford Road and therefore, has some legitimacy to back my comments.

This road has been in existence for over 100 years and minor changes now must certainly have minimal impacts at this point.

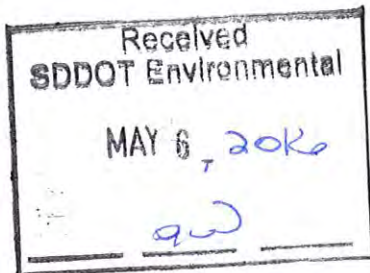
Paving the existing road will only help in all aspects; dust reduction, maintenance costs reduction, improved surface providing a better ride and less vehicle destruction.

I am, therefore, backing Plan 1.

Thank you,



John L. Hopkins



Alternative 1 includes design improvements starting approximately at the intersection of South Rochford Road and Rochford Road, to the southern terminus, approximately one mile north of the intersection of South Rochford Road and West Deerfield Road. This alternative includes all-weather surfacing of the existing South Rochford Road, with horizontal and vertical curve changes mainly within the existing ROW along with improvements to drainage in select locations. Where possible, the ditch slopes would be constructed to a 4 to 1 horizontal to vertical ratio to flatten the current slope. This is the Recommended Preferred Alternative, however, the Joint Lead Agencies will determine the Preferred Alternative after public comment on the EA.

Alternative 2 would provide minor alignment adjustments within the existing ROW similar to Alternative 1. However, more substantial alignment shifts requiring ROW were considered as described in the EA, including the shortening of South Rochford Road by improving a horizontal curve at the south end of Reynolds Prairie.

 Name: _____
 Street Address: _____
 City: _____ State: _____ Zip Code: _____
 Email: _____
 Organization You Represent (if any): _____

WE WANT TO HEAR FROM YOU!

Provide us with any comments you have on:

- Alternatives selected for detailed study
- Mitigation and avoidance measures
- Recommended Preferred Alternative

RECEIVED

DATE: 4/26/16

COMMENTS:

I am not money needs to be spent on to. To be that a be best, why not put a think mit that is less dusty? Or, put it on Nuptin Rd. - they have there traffic due to the Nuptie truck yard, and the dust is worse. Also, is there to benefit the valley water "cycles"? The Kelly Chasen Hill City Main Street = the Native people can't get groceries or gas during the majority of the day for the duration of the valley. They should be deal with them and listen to them in our own homes or for food etc. Leave it as is - the Hill City need they have "improvement" on wild life or environment. We notice don't want it up here either!

Please attach additional pages as needed.

Wayne & Sally Ortman

PO Box 157 Canistota SD 57012 sallyo@unitelsd.com

April 28, 2016

South Rochford Road Project

Since the 1st meeting in the Hill City Senior Citizens building 2008, over ½ of the attendees have moved away, seem uninterested as they think the project will never happen, or have died. We know this compounds the issue as many have not anticipated the results of tests and possible options based on those tests and now they speak up. We do appreciate the work done and await, with so much anticipation, the road work to start (especially the bridge as we were in on the initial plans and gave land so we hope to be included in the final plans for the road and ditch work. When the huge flood occurred, it was the road that left us in a mess, not Rapid Creek. We were told that about half of the existing road would belong to us (in exchange for the bridge land.) and we anxiously await the time we can complete our landscaping and live without the dust.

Rumble strips for Rochford....PLEASE NO..... everyone in the area chose the location to enjoy the peace and quiet that comes with Hills living.....No one would appreciate that racket and we know that signage is the answer without the noise.

We hope the slow progress will have the road and bridge projects completed while we can enjoy it.

We would like you to thank Cheryl Chapman for the professional way she handled the meeting.

Sincerely,

Wayne Ortman

Sally Ortman

Wayne & Sally Ortman

RECEIVED

BY: _____
DATE: 5/2/16

Brisbois, Jessica

From: BlueMail@bluehost.com
Sent: Tuesday, May 10, 2016 9:46 PM
To: EAComments@southrochfordroad.com
Subject: Message from BlueMail

Your BlueMail form has been completed, following are the results:

Field	Value
--------------	--------------

FirstName	Lisa
-----------	------

LastName	Sabers
----------	--------

Organization	
--------------	--

Address	5136 Pinedale Hts. Drive
---------	--------------------------

AptSuite	
----------	--

City	Rapid City
------	------------

State	SD
-------	----

Zip	57702
-----	-------

Email	lsabers@rushmore.com
-------	--

Phone	605719912
-------	-----------

Comment	Issues from the people are not really discussed, comment cards do not allow the people involved to obtain face to face answers to their questions... Why if a chip seal is being considered wasn't this covered in the EA? I don't believe the need to reduce the maintenance cost for present roadway accurately is represented in the EA. The damage through Ice Box Canyon was due to a unpredictable high amount of rain in short time. This section of road will always have the frost heaves, curves ect. whether it is paved or not. Will county sand or use chemicals on new surface in the winter months on icy areas? How will this effect the environment (fens, wildlife, plants)? This is not covered in the EA. Could improvements for drainage be done without making the road an all weather surface?
---------	---

Submit	Submit
--------	--------

From: [Sue](#)
To: EAComments@southrochfordroad.com
Subject: Rochford Road Comment
Date: Tuesday, April 26, 2016 10:10:58 PM

My apologies for not being able to attend the meeting on 4/20 but I am still in Illinois completing the course to become an EMT for the Rochford Volunteer Department. I have spoken to some of the attendees and wanted to offer my comments. The S Rochford Rd project has been a long and arduous journey. However, I think the process has been very in depth and has evaluated all the alternatives and researched all the impacts. As someone who lives in Rochford and owns property on South Rochford Road, I fully support the paving of the road. The road is in terrible condition and no amount of "band-aiding" will provide a long term solution. Sue Schwaneke

PS I tried to submit the comment from the website, but it wouldn't go through.

Sent from [Mail](#) for Windows 10

Brisbois, Jessica

From: Margaret Hustad-Perrin <perrindavid1@icloud.com>
Sent: Saturday, May 14, 2016 7:51 AM
To: EAccomments@southrochfordroad.com
Subject: Support of alternative #1

I support the selection of alternative #1 as a landowner who will be directly impacted. I request adoption of that alternative with construction to begin as soon as possible.

Dave Perrin
22904 South Rochford Road
Hill City, SD 57745

Sent from my iPad

From: [Brent Cox](#)
To: EAComments@southrochfordroad.com
Subject: Road reconstruction
Date: Sunday, April 10, 2016 9:47:02 AM

If the cost of maintenance of this ten miles is 80,000 a year and you're proposing a nine million cost to rebuild, then the 80 thousand a year cost would cover 112 years of maintenance and this does not include the fact that you will still have to maintain the road. Our Federal government is so deep in debt now why would this Conservative county spend this federal money for this little used road. It seems to be a great waste of taxpayers' money. The locals refuse to pay taxes on their roads and bridges, as indicated in their refusal on the wheel tax, but they certainly don't seem to mind the rest of the American taxpayer shelling out this 9 million on their behalf. Perhaps we need a referendum to stop this rebuild. Although I doubt that any county resident would vote to stop it as only 1 330 millionth of the cost would be assessed to them. This road should remain the same as it has provided service over the last century. Time to stop wasting taxpayer's money just because it comes from the Feds.

Also I have driven that road for the last 50 years and appreciate the fact the it is not a straightened paved road. The fact that it is not paved makes it a special drive that will be lost if you complete this project. Sometimes it is better to make a drive just a little more difficult and remote. What you plan to do here is to spend taxpayers money to turn this into just another motorcycle route for the rally tourists.

Please leave this road just as it is. This drive makes that portion of our Black Hills special.

Brent Cox

Sturgis.

From: [Carol A. Pitts](mailto:Carol.A.Pitts)
To: EAComments@southrochfordroad.com; [Barber, Marion \(FHWA\)](mailto:Barber_Marion@FHWA); Alice.Whitebird@sd.state.us;
Rebecca.Baker@hdrinc.com; Jessica.Brisbois@hdrinc.com; Jody.Page@hdrinc.com; mkenner@louisberger.com
Cc: pitts@brookings.net
Subject: South Rochfor Road Comments Concerning Environmental Assessment/Proposed roadway improvements.
Date: Sunday, May 15, 2016 12:16:08 PM
Attachments: [South Rochford Road Project August 2014 letter resubmitted May 15,2016.docx](#)

DATE: 15 May 2016

TO: SDDOT and FHWA: South Rochford Road

FROM: Carol A. Pitts, 11660, 11668, 11664 and 11666 Rochford Road, Rochford SD.
And, mailing address: 1018 5th St., Brookings SD 57006 . Phone number 605 695 5770 and email at pitts@brookings.net.

RE: Comments, by this writer, on Proposed roadway improvements on South Rochford Road due by May 16, 2016 per HDR postcard notification received by this writer for the 20 April 2016 Public meeting.

I also attended the Public meeting on 20 April and provided verbal comments about the project for public record.

ATTACHMENT: This writer's written comments submitted August 2014 also in response to request for comments. I would like this letter re-submitted as it is still current for my comments.

I respectfully submit these following comments as well as the verbal comments from the 20 April 2016 meeting, verbal comments from the previous 2 Public meetings attended and the above attached letter from August 2014:

I have reviewed the South Rochford Road Project Number EM-BRF 6403(06), PCH OOCL dated February 2016. In the report I find subjective data on roadway maintenance and limited specific data on actual costs in relation to miles and cars using the roadway in comparison to other gravel roads. Section 1.2 is limited in the reasons for:

1. the "need to reduce the County's roadway maintenance costs". All counties must prioritize funding and be specific in why one road is chosen over other priorities. The recent experiments in mag water on gravel roads into Rochford have shown that it can be effective. There haven't been any specific fact sheets showing the cost of the proposed improvements and then the long term maintenance of that type of road. If an actual, current cost, specific cost fact sheet shows substantiated savings above quality maintenance of the current gravel road, then that is a good thing.
2. the " need to correct geometric deficiencies along the roadway" has indicated the road is unsafe in certain spots. I am not sure this is totally substantiated but if it is, it should also include the approach to the Rochford Bridge which is noted during public meetings to be a dangerous hill during the winter. I didn't hear at the meetings that this area of the road would be directly impacted by the south Rochford road improvements. Again, if it is, then that is a good thing, too.

3. the "need to provide roadway system linkage".....I have not seen any documented reasons by elected public officials in response to public outcry to have a paved road for South Rochford Road, with all the expenses, etc. therein, to provide for a linkage road.

A Side Bar on page 1-1 of the 1.1 Section indicates "provide full disclosure of impacts". I do believe the data presented has done much in providing environmental impacts that may occur next to the road construction BUT it has done absolutely nothing to disclose the impacts that happen past the Rapid Creek Bridge where the actual construction project ends. These impacts will be felt by the local property owners as a potential increase in cars (which is apparently the purpose of the project) flows into Rochford, a tiny unincorporated hamlet in Pennington Co. Rochford has no elected officials and is represented by the Pennington County Commission. It is important that all county commissioners become fully aware of all the ramifications for such a tiny, historical component of the Black Hills. The only item that has been offered as a 'help' to this tiny, hoping to be preserved, ghost town, is "rumble strips" to alert the children and adults of the community to oncoming lumber trucks, cars, other vehicles and to alert the vehicle driver of 'something' coming up. This is a ludicrous and unacceptable way to approach the safety for the Rochford community members of proposed increased traffic. And, actually, even currently, the speed limit should be decreased to protect those walking on the Rochford Road.....the Reason any and all of us walk on the Rochford road is that there is no other alternative. If there are more cars, there will be more walking on the road because people will stop to enjoy the pristine beauty of the area.....hence a public safety domino effect.....(a potential way to slow down traffic even now is to use one of the flashing lights that alerts a motorist to how fast they are going in relation to the speed limit. The speed limit should be 15 miles/hour as drivers round the curve from the bridge into Rochford due to the road also being the sidewalk).

There have been comments made by the county highway dept and some others noted in this process that paving of South Rochford Road is important to motorcyclists and this, when really listened to, is a VERY subjective statement. Motorcyclists that I have specifically visited with and also observed anytime during the summer and also during the Rally, have no problem with knowing that South Rochford Road is gravel. Motorcyclists that take it serious, know how to drive the roads. And, long term motorcyclists are adamant about maintaining the integrity of the Rochford area. The real issue is the remoteness of the Rochford area for any assistance with accidents and this won't change with paving a road. It is this exact remoteness that is so vital to those that visit and love the Rochford area. It brings people to the area who appreciate the beauty of the Hills, which in itself is a very 'quiet' tourist area and wishes to remain in this realm. But, again, if the road is paved...It MUST include a Rochford community plan Made By Rochford Property Owners, Community Members and the County Commissioners, as our elected representatives.

On other notes:

Section 1.4.1.2.....I don't necessarily know a lot about frost heaves, although as a previous county commissioner myself, I do know that paved roads may also have issues and would encourage that to be very much considered if the road is paved. Any pot hole can be dangerous.

Section 1.4.4.....last paragraph appears to indicate that the current road is not an all weather road. It does appear to me that the gravel road coming into Rochford from Rapid City is gravel and is all

winter/weather long.

Section 2.2.1....It is noted that an FHWA project requires "Be usable and be a reasonable expenditure of public funds even if no additional transportation improvements in the area are made". It could be a stretch to call this a reasonable use of federal funds given the dollar amount and that upkeep of the road may entail as much county funding as the gravel road?

Again, if paving South Rochford road is proven as a good idea with documented cost facts (gravel maintenance vs. paved maintenance including cost of building the road) and documented not with just the currently noted narratives, then that may be a good thing.....BUT, lets be sure there is a plan for the unintended consequences that will Absolutely happen for the Rochford Community.

Thank you for your consideration of my comments. And, thank you to everyone who has worked on this Environmental Assessment and Evaluation over the past several years.

Best regards,

Carol

Carol A. Pitts,

Property owner and year round cabin/home owner....

and speaking for my family of 4 children, 6 grandchildren 3 great grandchildren and my 6 siblings who have property ownership and ties to Rochford for over 70 years. As a family we became a part of the Rochford community in the 1940s when my grandfather bought our first Rochford cabin property. He and several other local Rochford citizens were instrumental in the 1970s in assisting Rochford to become a townsite and several locals to have deeded property.

P.S.....when will the South Rochford Road new bridge over Rapid Creek be accomplished? It had been pulled out of the South Rochford Road project so it could be completed by 2016. It now appears to not be on the radar for this year? Is there another Steering Committee meeting planned?.....Thank you, Carol

South Rochford Road:

Comments from Carol A. Pitts

As a long term member of the Rochford community via all season visits, a granddaughter of Roy Armstrong who bought our original Rochford family/hunting cabin in ~1945 and who later assisted in Rochford becoming a town site, and as a current property owner on 4 contiguous lots on the west edge of the Rochford that are highly impacted by drive by traffic, I respectively submit my comments about the South Rochford Road (SRR) project. Admittedly, I am not only a Rochford landowner but also a former Brookings County Commission, a school board member and a legislator from District 7 and, in trying to review all aspects of this project, I try to keep the importance of public policy and future improvements in my comments. It is not always easy to gather adequate data and questions/concerns from the public about public projects. I do sincerely appreciate the opportunity this project provides to send you my concerns and challenges with the Rochford Road Project.

General comments:

1. I have not seen or heard any input from city leaders in Hill City or Deadwood/Lead at the 2 public meetings I have attended nor read their comments, as yet, in the project and meetings notes. In visiting with residents and visitors around and in Rochford, no one has indicated a desire for Rochford to be a thoroughfare for/from Hill City/Deerfield to Lead/Deadwood. It is inappropriate for Rochford, a long term and well respected ghost town, to be changed forever by using it as a thoroughfare for more traffic. There are already paved roads to these larger towns and Rochford businesses have not indicated any desire for economic outside of existing business already available in the unincorporated townsite. Once travelers reach Rochford from SRR, there is still another gravel road that goes to Rapid City. A 'loop' as such for the Sturgis Rally, if that is an acceptable reason for a multi million dollar road, still puts Rochford at a very major risk of losing its historic roots as the ghost town that it is. It is this quiet unincorporated, ghost town 'flavor of Rochford' that visitors from the Michelson Trail, families, tourists, bikers, etc. so enjoy.
2. I have not seen current, substantiated costs of maintaining South Rochford Road as a well maintained gravel road. I have always found it important to have current, substantiated, costs and suggest the project obtain current and auditable costs from the county, with independent DOT assistance, that provide costs to maintain South Rochford road in the way that the county used to maintain it. From comments at the public meetings, it appears SSR maintenance was downgraded at about the same time that this project came on the radar. Rightfully so, it appears that the residents of the SRR area favor much improved dust control of this gravel road. This is a reaction that we all have. It has been

noted at the public meetings that dust control was better in the past when the county maintained the road adequately for dust. It is unclear why this didn't continue.

3. I have been at 2 public meetings. Sometimes it appears that building the paved road is the only thing being considered and not considering the no build option or comparing costs of the 2 build alternatives to how the road was maintained prior to the SRR project. The costs of patrolling, upkeep of the paved road, frost heaves of a paved road, impact on Rochford and other costs could be part of the discussion and graphed along side the costs of excellent maintenance of a gravel road.

Dust and the upgrading of the curves that are a winter problem near the Rochford bridge are the 2 problems that I have heard at the meetings and in talking with Rochford area residents.

4. The area of the SRR project that I have heard area landowners discuss at meetings and in person as a big problem is: wintertime and the curves just before the Rochford bridge. And, in listening at the meetings, I am not convinced that either build alternative adequately addresses this verbalized concern by landowners in the area. It appears an adequate solution to this winter time problem is largely in the hands of the county and outside of this project.

5. There hasn't been any discussion at public meetings and no qualitative or quantitative studies on what increased traffic, if this road increases traffic, will do to the unincorporated Rochford town site or the impact upon the safety of the residents therein.

The Rochford town site effect is listed as a component of the project and has not been adequately or measurably addressed. I would suggest much more research on the short and long term effects to Rochford and that it become an important, researchable topic.

6. I visited with a Rochford Road area rancher in mid August as he was driving by my cabin and stopped to visit. He very much noted to me that he is not in favor of the paving of the road, nor did he think many in Hill City were in favor either. But, he would like to see the road maintenance back to what it used to be.
7. The traffic/road safety of my family including 4 grown children, 6 grandchildren and 3 great grandchildren, as well as extended family and friends is a very big concern for me in the family cabins. There are no sidewalks, guard rails, etc. as cars drive around from the SRR bridge into Rochford. The landscape of the area has not allowed for this nor am I asking to have the landscape changed in any way. A fact is that all my family property is directly alongside the road and family members, friends and members of the Rochford community walk along the road on a daily basis and several times during the day. It is currently and can be an even bigger safety risk with traffic, much less with more traffic. And,

widening the road, adding sidewalks and all the 'usual' ways of improving safety are very limited given Rapid Creek on one side and my extended property lines on the other side of the existing roadway.

8. Historically, there is much to be lost in the rock wall along the Rochford creek side and along 2 of my cabins. These rock walls have been there for approximately 100 years to the best of my estimation. The result of the SRR project can only negatively impact these walls.

At this time, we have not had any information on how the county would re-do the road through Rochford. My suggestion would be to have that plan discussed fully as part of the SRR plan so that we know upfront how the road will change through Rochford. I haven't seen any information being presented from the bridge, which is where it is noted that the project 'ends', to the Rochford church and to the Lawrence Co. line. I do believe that this should be discussed as part of the studies of the SRR project.

I do want to thank all those who are in the midst of studying the SRR project alternatives and thank them for the opportunity to submit my personal thoughts on the project. I do hope that the outcomes of the SRR studies serve the people of the SRR area well and take us into the future in the best way possible.



May 16, 2016

Marion Barber
Environmental Engineer
Federal Highway Administration
South Dakota Division
116 East Dakota Ave, Suite A
Pierre, SD 57501

VIA EMAIL

Re: Tribal Commentary on the Draft Historic Property Monitoring for Discoveries and Treatment Plan for South Rochford Road

Dear Ms. Barber:

On behalf of the Rosebud Sioux Tribe, Shakopee Mdewakanton Sioux Community, Crow Creek Sioux Tribe, and the Standing Rock Sioux Tribe that co-own and jointly manage Pe Sla as a sacred site, we submit these comments in response to the correspondence dated March 29, 2016, which requested commentary on the Draft Monitoring for Discovery and Treatment Plan for South Rochford Road (“Draft Plan”).

Background Information

The Rosebud Sioux Tribe, the Shakopee Mdewakanton Sioux Community, the Crow Creek Sioux Tribe, and the Standing Rock Sioux Tribe (“the Tribes”) co-own and jointly manage approximately 2,022 acres of land known as Pe Sla as a traditional sacred site of the Lakota, Nakota, Dakota Oyate. The 2,022-acre property is legally described as follows:

T. 1 N., R. 2 E., Black Hills Meridian, Pennington County, South Dakota,
Section 12, E $\frac{1}{2}$

Section 13, N $\frac{1}{2}$ NE $\frac{1}{4}$; and

T. 1 N., R. 3 E., Black Hills Meridian, Pennington County, South Dakota,
Section 4, SW $\frac{1}{4}$ SW $\frac{1}{4}$

Section 5, SW $\frac{1}{4}$, W $\frac{1}{2}$ SE $\frac{1}{4}$, and the S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$

Section 7, Government Lots 1, 2, 3, E $\frac{1}{2}$ W $\frac{1}{2}$, NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, including Lot A in the SE $\frac{1}{4}$ NW $\frac{1}{4}$ and also in the SW $\frac{1}{4}$ NE $\frac{1}{4}$ as shown on the plat filed in Plat Book 3,

Marion Barber

May 16, 2016

Page 2

Page 40; that portion of the SE¹/₄SE¹/₄ lying east of the county road (commonly referred to as S. Rochford Road)

Section 8, N¹/₂, N¹/₂S¹/₂, SE¹/₄SW¹/₄, and S¹/₂SE¹/₄; SW¹/₄SW¹/₄

Section 9, W¹/₂NW¹/₄ and NW¹/₄SW¹/₄, containing 2,022.66 acres, more or less.

The Tribes, along with the Cheyenne River Sioux Tribe, jointly own and co-manage an additional 437 acres of land of Pe Sla land legally described as follows:

T.1N., R.3E., Black Hills Meridian, Pennington County, South Dakota,
Section 6, Lots 6 and 7; NE¹/₄SW¹/₄; SE¹/₄SW¹/₄; SE¹/₄, LESS ROW
consisting of approximately 321.99 acres.

HES #236 LESS Lot A and ROW consisting of approximately 111.90 acres,
Lot A of HES #236 consisting of approximately 3.68 acres, Township 1 North,
Range 3 East of the Black Hills Meridian, Pennington County, South Dakota.
Also known as the Reynolds Ranch & Home site consisting of approximately
437.57 acres, house, and improvements.

With this background in mind, we submit the following comments related to the Draft Plan on behalf of the Tribes.

Much of the South Rochford Road project runs directly through the above described properties. For this reason, the Rosebud Sioux Tribe has provided extensive input related to the construction corridor and experts affiliated with the Rosebud Tribal Historic Preservation Office helped identify archeological sites and TCPs within the project area.

We believe that the TCPs on and near Pe Sla are very important and significant because they reflect the culture, traditions and history of the Lakota, Nakota, Dakota Oyate in this area. Accordingly, we urge you to do everything possible to protect and preserve Tribal Traditional Cultural Properties on and near Pe Sla. Under your plan, we understand that you and the State of South Dakota Historic Preservation Office will consult with the Tribal Historic Preservation Offices concerning the possible disturbance of TCPs. The main concern is the potential for inadvertent discoveries wherever there is any sub-surface disturbance and the THPOs should be the first to be notified.

On March 10, 2016, the Department of the Interior issued its decision to take the first referenced 2,022 acres of land at Pe Sla into Indian trust status. The State of South Dakota has appealed that decision, yet based on the state's initial comment, we believe that there is a strong possibility that the United States will take the land into trust prior to completion of construction on the road. If so, we believe that the Rosebud Sioux Tribe Historic Preservation Office should have the lead on the protection of TCPs at Pe Sla, and that your Environmental Plan should be modified to reflect the lead role of the Rosebud THPO in the area. The Rosebud THPO can then be counted upon to coordinate with the SHPO and the other THPOs regarding the Tribal Cultural Properties in the area.

Marion Barber

May 16, 2016


Page 2

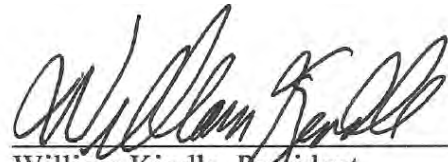
As to the work on the road, we believe that the less intrusive approach of simply upgrading the road along the existing right of way is the preferred approach over straightening, widening and fully paving the road. Under your plan, we understand that it is the less intrusive method that you are planning to follow. We are in the process of reintroducing buffalo to Pe Sla, so we recommend that the project include warning signs for buffalo and buffalo grates at the entrances and exits to the main areas of the property including the ranch house site.

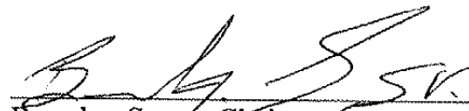
As part of the BIA Land Into Trust process, we consulted extensively with Pennington County and entered into a Right-of-Way agreement with the County concerning cooperative use of South Rochford Road through Pe Sla. We intend to honor our agreement and so we will be consulting with Pennington County if the project goes forward.


Thank you for your assistance in this matter. Please do not hesitate to call upon us if we can be of assistance.

Sincerely,


Charlie Vig, Chairman
Shakopee Mdewakanton Sioux Community


William Kindle, President
Rosebud Sioux Tribe


Brandon Sazue, Chairman
Crow Creek Sioux Tribe


Dave Archambault II, Chairman
Standing Rock Sioux Tribe

From: Barber, Marion (FHWA)
To: [Barber, Marion \(FHWA\)](mailto:Barber.Marion@FHWA)
Subject: FW: Rochford Road Proposed Roadway Improvements - Environmental Assessment
Date: Tuesday, June 28, 2016 10:38:00 AM

From: Fischer/Sivage [<mailto:bcbbi@gwtc.net>]
Sent: Tuesday, May 17, 2016 8:58 AM
To: Kenner, Mary A. <mkenner@louisberger.com>
Subject: Rochford Road Proposed Roadway Improvements - Environmental Assessment

As Rochford road residents, we were unable to attend the April meeting. We were told the project is dead. Is that true?

Thank you, to bad. It was a good safe healthy project.

Charlotte Fischer/Bonnie Sivage