



Public Meeting/Open House

NH 0042(80)371, Minnehaha County, PCN 06YP

**SD 42 From Willow Run entrance to just W of SD 11
Structure # 50-266-224**

**Grading, Storm Sewer, Curb & Gutter, PCC Surfacing,
Structure Widening, Signals & Lighting**

Public Meeting Information @

<https://dot.sd.gov/projects-studies/projects/public-meetings>



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.

SD Highway 42 From Willow Run Golf Course to Hwy 11

NH 0042(80)371 PCN 06YP
Virtual - Public Meeting

Krista May, PE
Project Engineer

infrastucture
design group, inc.

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Meeting Agenda

- Project Overview
 - Background Information
- Project Design
- Schedule

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Project Team

infrastucture > Infrastructure Design Group, Inc.

- Roadway design
- Public involvement

HDR > HDR, Inc.

- Traffic analysis
- Drainage analysis
- Environmental

KIRKHAM MICHAEL > Kirkham Michael

- Bridge design

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design group, inc.

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Contact Information

infrastucture > Infrastructure Design Group, Inc.

Krista May
3241 E. Bison Trail
Sioux Falls, SD 57108
Phone: 605-271-5527 Ext 110
E-Mail Address: KristaM@infrastructureDG.com

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design group, inc.

SDDOT
Stacy DuChene
5316 W 60th Street North
Sioux Falls, SD 57107
605-367-5680 Ext 1802148
E-Mail Address: stacy.duchene@state.sd.us

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Other Projects in the Area

ARROWHEAD PARKWAY
CORRIDOR IMPROVEMENTS

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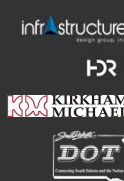
Project Overview

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Crash Data

- o SD Highway 42 – 42 reported crashes (2014-2018)
 - o 18 animal/vehicle crashes
 - o 9 snow/icy conditions
 - o 4 improper turns/failure to obey signage at 26th Street
 - o 2 following too closely
 - o 4 careless driving
 - o 2 overdriving conditions
 - o 3 unrelated
- o Weighted Crash Rate – 2.99
- o State Average Urban Principal Arterial – 2.00



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Traffic Data

- Traffic Data
 - o 2018 – 7,233 vpd (7.3% Trucks)
 - o 25-Years – 11,934 vpd
 - o 35-Years – 12,875 vpd




Table 15-10 Estimated Number of Lanes

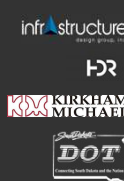
Total Number of Lanes	Rural Level	Urban
2	< 8,000 ¹	< 2,500
3	"	2,500 to 16,000
4	8,000 to 20,000 ²	"
5	"	16,000 to 30,000
6	> 20,000 ³	> 30,000 ⁴

¹ Construction/reconstruction projects are designed based on a typical 20 year ADT projection beyond the anticipated year of project construction.
² Continuous full turn lanes may be considered based on left turn volumes and/or when reconstruction and/or approaches are closely spaced together.
³ Unidirectional sections may be used if full turn movements are rare and there is no crash history. Otherwise, construction including a median or 0 lane section.
⁴ Medians should be used.

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Existing Pavement Section

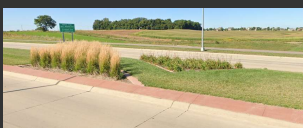

- Asphalt Roadway
 - o 8.5" - 9" ACC
 - o 14" Base Course
 - o Mill and Overlay project in 2000
 - o Widening for 26th Street intersection auxiliary lanes



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Project Elements



- 4-Lanes (2 through lanes in each direction)
- Raised median Section
- Posted Speed is 55 mph, Design Speed of 65 mph
- Urban storm sewer system
- Roadway lighting

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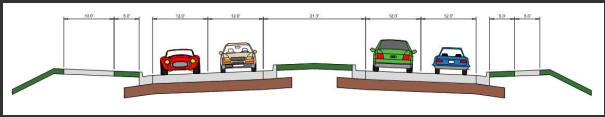
Project Elements

- Pedestrian accommodations
- Bridge widening
- Signalized intersection at 26th Street
 - Realigned with Willow Ridge Place





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Proposed Typical Section

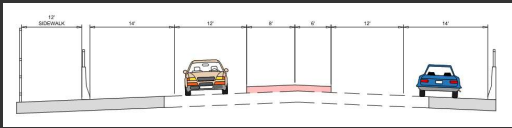


- Urban section with PCC surfacing
- 12' travel lanes
- Sidewalk on both sides
- Raised median



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Proposed Typical Section



- Widen both sides of bridge
- 12' sidewalk on north side of bridge
- Raised median

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Proposed Typical Section

- Dual left turn lanes from SD42 to 26th Street



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Right of Way (ROW)

- H-lots for minor impacts
- Temporary easements as needed for construction

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Future Landowner Meetings

- Held with individual landowners adjacent to the project
 - Access
 - Drainage
 - Trees
 - Utilities / Septic Systems
 - Discussion on Temporary Easements, Relocation or ROW acquisition (No Paperwork)

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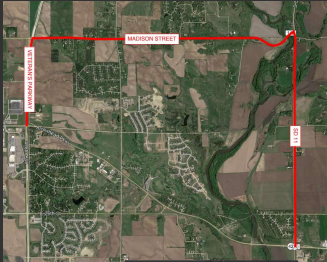
Project Construction

- Construction currently scheduled for 2023
- Detour will be in place during construction
- Access to properties will be maintained

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Detour Route







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Environmental Social & Economic Concerns





- Section 4(f) of the USDOT Transportation Act of 1966
 - Project action will include all possible planning to avoid and minimize harm to publicly owned parks, recreational areas, wildlife & waterfowl refuges, or public & private historical sites.
 - Places of note: Mary Jo Wegner Arboretum, Arrowhead Park, Perry Nature Reserve
- Section 404 of the Clean Water Act - Wetlands
 - Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. If you are interested in creating or restoring wetlands on your property, please complete the Wetland Mitigation Registry Form in the handouts.
- Title 23 of the US Code of Federal Regulations Part 772 - Noise
 - Required when through or auxiliary lanes are added to the roadway.

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Environmental Social & Economic Concerns



- Section 106 of the National Historic Preservation Act
 - Requires Federal actions to take into account the effects of project undertakings on historic properties.
 - Place of note: Historical marker turnout
- Contaminated Materials
 - Project undertaking will consider contaminated soils with relation to existing aboveground and underground storage tanks within or adjacent to project's area of potential effect.
- Section 7 of the Endangered Species Act
 - The project will be reviewed to determine potential impacts to the following species:
 - Mammals – Northern Long-Eared Bat
 - Fishes – Topeka Shiner







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Tentative Project Schedule

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



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- Written Comments Due Wednesday, June 4th
 - Mail – 5316 W. 60th Street North, Sioux Falls, SD 57107
 - Email – stacy.duchene@state.sd.us
 - Website
- Handout available on the website
- Website (project information)
 - <http://sddot.com/dot/publicmeetings>

Comments encouraged!






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Access Management

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

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 crash rate by 11 to 18 percent on that highway segment. In rural areas, each added access point increases the annual crash rate by 7 percent. Overall, driveway-access crashes 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, please contact:

Brooke White
Access Management Engineer
5316 W. 60th St. N.
Sioux Falls, SD 57107
Phone: 605-367-4970 Ext. 1802120
E-Mail: Brooke.White@state.sd.us



Right of Way Information

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 may 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 605-773-3746. 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: <https://dot.sd.gov/inside-sddot/forms-publications/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.

- Permanent purchase and/or temporary use of your property.
- 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.

- 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.

- Temporary fencing adjacent to the highway: Do you anticipate having livestock in pastures located adjacent to the proposed project during highway construction activities?
- Are you aware of any waterlines, drain fields, septic tanks, underground storage tanks, underground power lines, etc. that are located adjacent to the project and may be impacted by construction activities?
- Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
- 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?
- 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

Federal Regulations (CFR 23.1) require that the State Highway Department (SDDOT) will 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.

SDDOT Staff will survey the project limits to identify all encroachments. Prior to the project being let to contract, landowners will be contacted by the SDDOT 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:

Krista May
Project Engineer
Infrastructure Design Group, Inc.
3241 E. Bison Trail
Sioux Falls, SD 57108
Phone: 605-271-5527 Ext 110; E-Mail: KristaM@InfrastructureDG.com



Environmental, Social & Economic Impacts and Advanced Utility Coordination

Environmental, Social & Economic Impacts

- 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
 - State Historic Preservation Office
 - US Forest Service
- For additional information, please contact:

Joanne Hight
Environmental Engineer Manager
SDDOT Administration Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone: 605-773-3721
E-Mail: Joanne.Hight@state.sd.us

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:

Clint Freeman
Utility Coordinator
SDDOT Road Design Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone: 605-773-3433
E-Mail: Clint.Freeman@state.sd.us



Wetland Mitigation Registry Form

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Examples of acceptable wetland mitigation include:

- Wetland creation
- Wetland restoration – plugging an existing, drained wetland
- Wetland enhancement - adding buffer around an existing wetland.

The South Dakota Department of Transportation (SDDOT) may participate in the cost of wetland creation/restoration/enhancement, if the wetland can be used to mitigate wetland impacts caused by highway construction.

If you are interested in creating, restoring, or enhancing wetlands on your property, please complete the attached form and mail to:

Joanne Hight
Environmental Engineer Manager
SDDOT Administration Office
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 with additional information.

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

Name: _____

Address: _____

Phone #: _____ **Email:** _____

Location 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 interest only.

