

SD Department of Transportation  
Public Meeting/Open House  
July 15, 2020 to August 7, 2020

NH 0073(73)62, Jackson County, PCN 05HV  
SD 73 From South of the White River to Kadoka  
Structure # 36-301-184  
Grading, Interim Surfacing, Replace Structure (RCBC) & Lighting

A Virtual Public Meeting was held because of COVID-19 precautions. The material was made available to the public on July 15, 2020. The meeting notice was published twice in the Kadoka Press and Pioneer Review on July 16 and July 23, 2020, as well as in the Profit on July 14 and July 21, 2020.

Two written comment letters were received. (See attached letters/emails.) An acknowledgement of receipt has been sent. All comments will be reviewed by the Department for consideration in the design process.



## Public Information

**NH 0073(73)62, Jackson County, PCN 05HV**

**SD73 - Fm S of the White River to Kadoka  
Structure # 36-301-184**

**Grading, Interim Surfacing, Replace Str (RCBC)**

**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.


# Virtual Public Meeting

SD Highway 73  
From South of the White River to Kadoka  
Jackson County

NH 0073(73)62 PCN 05HV

Mark Malone, PE  
Road Design Engineering Supervisor

July 15, 2020



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# Project Limits




Total Project Length = 8.7 miles



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# Purpose of the Meeting

- Involve the public in the planning and design process
- Provide a Project Overview
- Gather Input and Comments





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# Why are we here?

Highway deficiencies

- Horizontal Curves
- Vertical Alignment (Hills and Valleys)
- Narrow Shoulders – 2 feet




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# Proposed Improvements

- Reconstruct Roadway
- Widen Shoulders – 6 feet
- Retain Bridge over the White River
- Replace Fence and Culverts




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# Background Information

- Grading & Structures in 1955
- White River Bridge Replacement in 1995
- Last Resurfaced in 2008



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## Traffic

- 2019 Average Daily Traffic (ADT) = 1,013
- 2044 Projected ADT = 1,165
- 19.7% Average Truck Traffic



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## Crash History

- 5 Year Period from 2012 to 2016
  - 19 Reported Crashes
    - 7 Animal Hit
    - 3 Run off the Road
    - 4 Injury
  - 0 Fatalities
- Rural Principal Arterial
  - Reported Crash Rate = 2.04
  - Statewide Weighted Crash Rate = 1.47 (crashes per million vehicle miles of travel)



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## Proposed Roadway



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## Right of Way (ROW)

- Existing Width - 150 feet
- Temporary and Permanent Easements as needed for construction



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## Access Management

- To provide safe, efficient access to streets and highways
- Limit number of direct accesses to major roadways
  - Relocate to section line roads
  - Share entrances on property lines

See Handout



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## Encroachments

- Encroachments - Private Property Located Within the Public ROW
  - Federal Highway Regulations Safety
- Examples of Encroachments
  - Signs
  - Private Use (Parking)
  - Landscaping Items
- Owners of Encroachments will be Notified by the Winner Area Office

See Handout



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## Utility Coordination

- **Some Utilities may need to be relocated**
- **Utility Companies may negotiate easements with landowners as needed**

|                                    |                |
|------------------------------------|----------------|
| Mni Wiconi Water Treatment Plant   | Century Link   |
| West Central Electric Cooperative  | City of Kadoka |
| Kadoka Telephone Company           |                |
| Golden West Communications         |                |
| West River Lyman/Jones Rural Water |                |

See Handout

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## Utility Coordination

- **Any Known Private Utilities?**
  - Waterlines
  - Drainfields
  - Septic Tanks
  - Underground Storage Tanks
  - Underground Power Lines
- **Contact SDDOT**

See Handout

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## Environmental, Social & Economic Concerns

This project is being developed in accordance with applicable State and Federal environmental regulations.

- **National Environmental Policy Act of 1969 (NEPA), as amended.** Coordination has been initiated with State & Federal resource agencies.

See Handout

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## Environmental, Social & Economic Concerns

- A cultural resources survey will be conducted.
- The project is being reviewed to determine extent of wetland impacts.
- **Endangered and Threatened Species:**
  - Mammals: Northern Long-Eared Bat
    - Due to tree removal

See Handout

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## Construction Traffic Control

- Traffic maintained throughout the project
  - 1 lane with pilot car & flaggers at work areas
- Slower traffic anticipated – expect delays
- Width restriction
- Inclement Weather – Only open to local traffic and emergency vehicles
- A traffic diversion will be utilized to construct the Box Culvert to the South of the Bridge

See Handout

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## Tentative Project Schedule

Dependent on Federal Funding

|                         |             |
|-------------------------|-------------|
| Landowner Meetings      | Fall 2020   |
| Final Design            | Spring 2021 |
| ROW Acquisition Process | Summer 2022 |
| Construction            | 2024        |

Estimated Cost: \$8.7 million

Final Surfacing is planned for 2025

See Handout

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## Landowner Meetings

- **Fall 2020**
  - Affected Landowners will be contacted by SDDOT to schedule appointment
- **Held with individual landowners adjacent to the project to discuss:**
  - Driveway location / widths
  - Fence
  - Drainage
  - Trees
  - Temporary Easements or ROW acquisition

See Handout



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## Questions or Comments

Please Submit Questions or Comments by **August 7, 2020** to:

Mark Malone  
South Dakota Department of Transportation  
700 East Broadway Avenue  
Pierre, SD 57501  
[Mark.Malone@state.sd.us](mailto:Mark.Malone@state.sd.us)

Public Meeting Information @  
<https://dot.sd.gov/projects-studies/projects/public-meetings>



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## Access Management

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

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### What is Access Management?

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

Consider that each access point added to an undivided highway in an urban or suburban area increases the annual 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:

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



## Right of Way Information

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### **Individual Landowner Meetings**

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

### **Property Acquisition Offer**

After the project construction plans have been prepared and the right of way limits have been established, you 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, drainfields, 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

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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:

Doug Sherman  
Area Engineer  
SDDOT Winner Area Office  
1200 E SD44  
Winner, SD 57580  
Phone: 605-842-8401; E-Mail: [Doug.Sherman@State.SD.US](mailto:Doug.Sherman@State.SD.US)



## Environmental, Social & Economic Impacts and Advanced Utility Coordination

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### 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](mailto: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](mailto: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.



**From:** Chuck & Janet VanderMay <[chuckv@gwtc.net](mailto:chuckv@gwtc.net)>  
**Sent:** Monday, July 27, 2020 10:38 AM  
**To:** Malone, Mark <[Mark.Malone@state.sd.us](mailto:Mark.Malone@state.sd.us)>  
**Subject:** [EXT] HWY 73 project

**Contacting**

Mark Malone

**Name**

Janet VanderMay

**Email**

[chuckv@gwtc.net](mailto:chuckv@gwtc.net)

**Phone**

Charles 488-0182, Luke 415-7493, Janet 488-0102

**Question/Comment**

We are contacting you in regards to the Highway 73 reconstruction project.

We are the land owners on the east side of the highway section 18 & 7 parcels as well as holding the Forrest Service permit in those parcels.

We are inquiring as to the intent of fencing. We use that pastures for our summer grazing.

Will there be a temporary fence inside of the existing fence line? If so will there be access?

How long is the temporary fence to be in place and who is responsible to remove the temporary fence?

Will the existing fence be replaced and if so at whose expense?

In the process the right of way will be disturbed, which in turn exposes the event of explosion of noxious weeds.

Hopefully that is addressed within this project scope as well and control measures are put in force.

We work diligently to control noxious weeds on our properties.

Thank you for addressing our concerns.

Janet VanderMay

25602 SD Highway 73

Kadoka, SD 57543

Mark Malone called Janet back and discussed the impacts to her land with the project, as well as discussing how temporary fence and easement would be used. A follow up email was sent with links to the DOT website and the specific project information.



**From:** Steve Livermont <[slivermont4dist27@yahoo.com](mailto:slivermont4dist27@yahoo.com)>  
**Sent:** Monday, July 20, 2020 8:12 AM  
**To:** Malone, Mark <[Mark.Malone@state.sd.us](mailto:Mark.Malone@state.sd.us)>  
**Subject:** [EXT] Re-construction of Hwy 73

**Contacting**

Mark Malone

**Name**

Steve Livermont

**Email**

[Slivermont4dist27@yahoo.com](mailto:Slivermont4dist27@yahoo.com)

**Comment**

I strongly support this project as it is a stretch of road with little or no shoulder. I advocate for any highway in the state that has considerable traffic, to have at least three or more feet of shoulder and have this set as a minimum statewide.

Thanks for your attention. Rep. Steve Livermont District 27

**Mark Malone responded to Steve's email thanking him for his input.**