



**Public Meeting/
Open House**

January 27, 2009

PROJECTS

P 0044(149)40 & P 0042(129)42

PCN 6925 & 00X9

PENNINGTON COUNTY

JACKSON BOULEVARD (SD 44)

MOUNTAIN VIEW ROAD TO CHAPEL LANE

**GRADING, CONCRETE PAVEMENT, STORM
SEWER, ROADWAY LIGHTING AND
TRAFFIC SIGNALS**

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 SDCL20-13, 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.

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

PUBLIC MEETING/OPEN HOUSE

January 27, 2009

**Jackson Boulevard (SD 44)
Mountain View Road to Chapel Lane in Rapid City**

**Grading, Concrete Pavement, Storm Sewer,
Roadway Lighting and Traffic Signals**

Mark Leiferman

Jackson Boulevard BACKGROUND INFORMATION

- Originally constructed in 1963
- Concrete Pavement repairs in 1992 and 1999.
- Pavement in poor condition throughout
- Current Traffic (in 2007):
 - 11,000 vehicles/day west end
 - 21,000 vehicles/day east of Sheridan Lake Road
- Projected Traffic (2027): 15,000 and 29,000 vehicles/day
- Truck Traffic: 4.3 %
- Posted Speed Limit 35 mph

Jackson Boulevard
ACCIDENT HISTORY
(2005 – 2007)

<u>Total Accidents:</u>	70
Rear End Accidents	20
Angled Intersection Accidents	28
Fixed Object Accidents	3
Animal Strike Accidents	8
Other	11

Jackson Boulevard
PROPOSED DESIGN
2 PROJECTS

- Two projects proposed for complete reconstruction:
 - From Rapid Creek east to Mountain View Road
Scheduled for 2011
P 0042(129)42
 - From Rapid Creek west to Chapel Lane
Beyond 2013 (long range project)
P 0044(149)40

Jackson Boulevard PROPOSED DESIGN Project Locations



Jackson Boulevard Project Improvements

- Increase lane widths from 10' to 11'
- Replace deteriorating concrete pavement
- Improve storm sewer drainage
- Increase the capacity at the intersection of Sheridan Lake Rd. and Jackson Blvd.
- Improved pedestrian accessibility
- Access alterations to improve safety

Jackson Boulevard
**PROPOSED DESIGN –
Lane configurations**

- Concrete 11-ft. lanes
- Curb and gutter
- 5 lanes wide with one exception area
- Exception area - 6 lanes wide east of
Sheridan Lake Road
 - 2 lanes eastbound
 - 2 lanes westbound
 - 2 westbound to southbound turn lanes



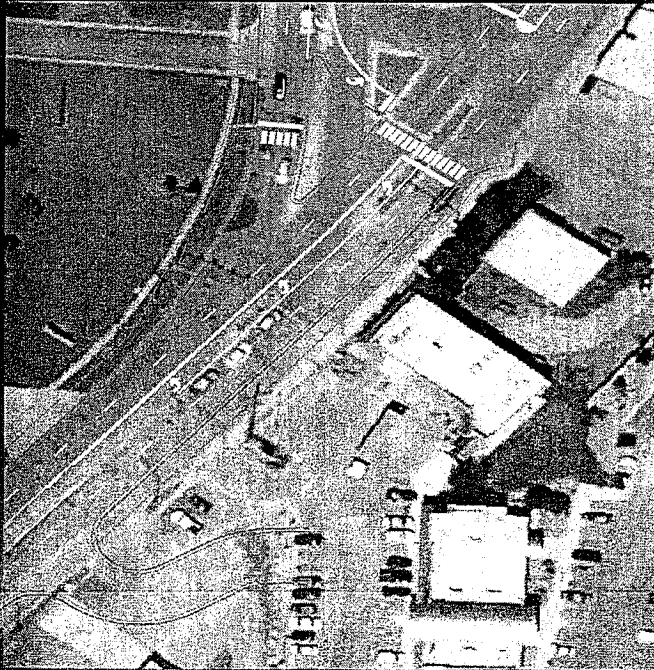
**Jackson Boulevard
PROPOSED DESIGN**



Angle Improvement at Park Drive

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**Jackson Boulevard
PROPOSED DESIGN
Intersection
with
Mountain View North**



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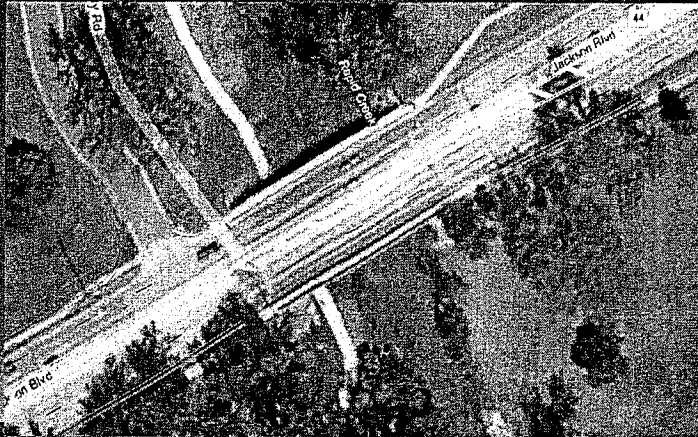
Jackson Boulevard
**PROPOSED DESIGN –
Pedestrians and Bicycles**

- 8' wide curbside sidewalk on most of project
- 5' wide curbside sidewalk in areas to minimize impact to adjacent property

Jackson Boulevard
**PROPOSED DESIGN –
Right of Way**

- Minimal Right of Way impacts
 - Most of the highway will be built within the existing right of way
 - A few locations will require purchasing right of way
 - Temporary construction easements will be needed
 - Access Management will be used to improve the safety and efficiency of the highway

**Jackson Boulevard
PROPOSED DESIGN
The Rapid Creek Bridge will not be
reconstructed**



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**Jackson Boulevard
PROPOSED DESIGN
Storm Drainage**

- Storm Sewer outfalls designed with recognition of Rapid City's proposed drainage plan



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Jackson Boulevard

ADVANTAGES OF PROPOSED DESIGN

- 11' lanes vs. typical 12' lanes
 - narrower lanes "calm" traffic without affecting safety
 - less impact to private property
 - saves taxpayer money
- Dual westbound turn lanes at Sheridan Lake Rd will improve efficiency of the intersection during hours of peak traffic volumes
- Improved storm drain system will remove water from the road more efficiently
- Outletting the storm water into green space in the park land vs. outletting into Rapid Creek is more environmentally friendly

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Jackson Boulevard

Estimated Total Cost

Rapid Creek to Mountain View (2011)

\$ 7.0 Million

Chapel Lane to Rapid Creek (beyond 2013)

\$ 6.7 Million

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Jackson Boulevard

Anticipated Schedule – Mountain View Rd. to Rapid Creek

Landowners Meeting	Spring 2009
Land appraisal/ negotiation	Late 2009 - 2010
Construction	2011

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Jackson Boulevard

QUESTIONS?

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Environmental, Social & Economic Impacts

- Project will comply with all State and Federal environmental regulations.

- Project is being coordinated with the following resource agencies:
 - SD Dept. of Environment & Natural Resources
 - SD Dept. of Game, Fish & Parks
 - US Fish & Wildlife Service
 - State Historic Preservation Office

- No splitting of neighborhoods or adverse economic impacts are anticipated to occur as a result of this project.



Wetland Mitigation Registry Form

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Wetland mitigation may be from 1) wetland creation - typically, at a borrow pit; 2) wetland restoration - plugging an existing, drained wetland; or, 3) by small dam construction.

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

If you are interested in creating or restoring wetlands on your property, please complete the attached form and mail to: Terry Keller, Environmental Engineer, SDDOT, 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 #: _____

Legal Description of property: _____ 1/4 of Section _____
Township _____, Range _____, County _____

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



Right of Way Information

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

Property Acquisition Offer: After the project construction plans have been prepared and the right of way limits have been established, your property will be appraised to determine the fair market value of that portion of your property that is needed for construction of the project. The amount established is the basis for the offer that the Right of Way Agent will make to you. If you feel that you cannot accept the State's offer, you have the right to have the amount of just compensation established by the courts.

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. So as not to jeopardize your eligibility for payments, do not do anything until you have received a written relocation offer or have contacted Andrew J. 'Andy' Jackson of the SDDOT Right of Way Program in Pierre. His phone number is 773-2911. Anyone not satisfied with the relocation offer made to them may appeal using the procedures described in the Relocation Brochure.

The landowner may also be reimbursed for various fair and reasonable incidental expenses that may be incurred during the transfer of property to the State.

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



Individual Landowner Meetings

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

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

1. Permanent purchase and/or temporary use of your property.
2. The goal of the SDDOT is to provide property owners located adjacent to the project with the access they need, and at the same time, enhance highway safety and reduce project costs. In some instances, the SDDOT may seek to combine duplicate entrances. For example, if your property has two or three entrances to the same property that are located close to each other, we would ask you to assess your current entrance needs and consider one entrance location that will meet those needs.
3. 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?
4. Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
5. 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 will likely occur from your input.



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

Each additional access point also contributes to congestion. The more driveways on a street, the more places where people are slowing, changing lanes and turning. A seven-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.

Business owners adjacent to access management projects have expressed concern that the projects will adversely affect their operations. Most have found, however, that the projects have been beneficial.

For more information on Access Management, contact:

Dan Staton, SDDOT Access Management Specialist, 2300 Eglin St. Rapid City, SD 57703 Mailing Address: PO Box 1970 57709; E-Mail: Dan.Staton@state.sd.us

