

Other Public Comments To the Tentative STIP

Comments Received During the Planning District Meeting

Comments Received at the Planning District Meetings

US281/SD20 intersection near Mellette – Concerned that people were killed at this intersection. Should the speed limit be lowered? Is there anything else could be done? Dave noted that street lighting was installed to increase visibility at night and he would pass this along to the Safety Engineer.

Redfield Ethanol Turnoff North of Redfield - Would like to see the speed limit lowered due to truck turning movements.

US212 Falk County Shoulder Widening Project (PCN 03RQ) in 2018 – Will ROW be needed for this project? And if so, where? Will someone in Road Design call Trevor (he did not sign the attendance sheet apparently) at 605-949-9507 and let him know?

Center Line Rumble Stripes - Discussion concerning the use of center line rumble strips. Are they used in other parts of the state? If so, are there any issues with them?

US14/I29 Reconstruction at Brookings (PCN 546N/04TW) in 2017 - Will the structure(s) be replaced on this project? Or will they be left and repaired? Mike Bartlett would like someone to call him at (605) 961-9910 and let him know. Also noted that the roundabout had been deleted from the work due to public pressure

US81/20th Avenue Southeast Intersection (South Connector) in Watertown (PCN 04YQ) in 2018 - The use of a roundabout was discussed. Commissioner Roby noted that demonstrations of the use of a roundabout had occurred both in Brookings and Watertown and the demonstrations were very successful in showing their functionality. Attendees were supportive of roundabouts but felt the public needs to be better educated about their use. Also expressed concern that this project should not occur at the same time the US 212 reconstruction from SD20 to US81 through Watertown occurs as it would diminish west/east movements through town.

GF&P Projects - Questioned if the Department of Transportation will be increasing the funding to GF&P so they can better maintain their access roads.

US212 PCC Surfacing from Watertown to the Goodwin Road (PCN 03RN) in 2016 - Myron Johnson of the Codington County Commission questioned when this project would start. The county will be allowing the state to use a county road for detours and the staff would like to know when this will occur. He has left messages with the area engineer but has not heard back from him. They know the project is let and should be starting soon but would like to know when. He will continue to try to reach the area engineer.

US212/BNSF Railroad Crossing Improvement in Watertown (PCN 04CA) in 2017 - Questioned the timing of the railroad crossing improvement. Since this section of road is schedule for reconstruction in 2019, could the work be completed then or does it conflict with the remainder of the project?

Status of a 2014 Approach Application on US212 west of Watertown - Brenda Hanten with the Codington County Commission question the status of an application for an approach on US12 west of Discount Seeds west of Watertown. She said the county owns property there and put in an application in the spring of 2014 and haven't heard anything back about it. The county was interested in building a criminal justice facility there and wanted to pursue it

The BIG program Selection Criteria - What criteria goes into selecting projects? Gary Jaeger, Deuel County Commissioner would like a better explanation how project are selected. Deuel County enacted the maximum wheel tax to enhance their ability to get their projects selected. They submitted four applications and receive nothing while another nearby county with a smaller wheel tax got 4 of their 6 projects selected. They felt it was unfair since they enacted the maximum tax and still receive no funding

Capitol Street and 8th Street RR Crossings in Yankton - Dave Mingo, City of Yankton, asked about the coordination of the Capitol Street and 8th Street RR Crossings in Yankton (PCNs 05MA & 05MC). He wanted to know if they will be contacted by the SDDOT on that project. It was explained that Lance Birger will contact the City when he begins the process.

BIG Funding - Brian Gustad, Yankton Co. Highway, asked if more bridge funding will come to the counties. SDDOT explained the BIG program. Brian also thanked the DOT for PCN 05F7 which adds turn lanes to US81 at 304th and 303rd Streets. He expressed the turn lanes are badly needed.

SD50/Deer Boulevard west of Yankton - Deb Bodenstedt, Yankton County Commission, expressed the need for a turn lane at SD50 and Deer Blvd where Dakota Plains Ag is located. She explained they met with Secretary Bergquist and were promised a turn lane for the trucks to turn into the grain terminal. They have a concern about safety and didn't see a project in the 2017-2020 tentative STIP.

Rumble Strips - Mike Healy, Yankton Chamber Highway, expressed support for centerline rumble strips especially on US81 north of Yankton. He would also like to see the SD46 widening project moved into the 4 year program.

SD50 Approaches Near Vermillion - Jose Dominguez, City of Vermillion, asked if SDDOT is removing or combining field entrances on SD50 projects in Vermillion (PCN 023L, 037D & 02CL). He has safety concerns if we don't remove or combine accesses or keep the field entrances as roadway accesses when development happens.

I90 Reconstruction Between Draper and Murdo - Jones County asked when PCN 00GL I-90 EBL from Draper to Murdo was going to be let?

Thanks for the projects in the Highmore area - Vikki Day, City of Highmore, complimented SDDOT on the reconstruction project through Highmore. They had drainage problems before the reconstruction and haven't had any since the completion of the project.

Rochford Road - Brandon Flannagan, Lawrence County, asked about the Pennington County Rochford Road project and the concern about the segment of road from the north end of the Rochford project to the Lawrence county line that will not be reconstructed and will remain a gravel surfaced segment for about 1 mile or so. SDDOT explained these are county selected projects and the limits are determined by the counties. That concern will have to be addressed to Pennington County officials.

Bid Prices - Dean Wagner, Harding County, asked if we were seeing lower bids this year and if so, what is being done with the extra funding. SDDOT explained we over program projects each year anticipating that some projects will be delayed. Thankfully few delays are occurring and the savings are being used to fund those projects.

Freight Corridor - Blaise Emerson, BHCOG, asked what roadways the SDDOT are going to request to add to the freight corridor because he would suggest US85 from Belle Fourche to ND State Line. SDDOT explained we are in the process of starting the freight plan and LRTP update and also are looking at the roadways SDDOT will request to be added to the FHWA freight corridor.

Comments Regarding SD50 From Tyndall to Yankton

Voeltz, Dave

From: Debra Bodenstedt <bodenstedtd@gmail.com>
Sent: Wednesday, July 06, 2016 11:59 PM
To: Voeltz, Dave
Subject: Turning Lane at Hwy 50-437th Ave.

Dave,

It was nice to meet you today, and thank you for the very informative meeting.

As I mentioned, there is a strong need for a turning lane on Hwy 50 at the 437th Avenue intersection. There is a grain terminal being built 2 miles north of that intersection, and plans are for grain to be accepted for this fall's harvest.

In the spring of 2015, several of us from Yankton, along with Toby Morris from Dougherty & Co of Pierre, met with Secretary Bergquist to discuss the Yankton County Napa Junction project. This had been a long languishing project, and we were excited to update the Secretary on the progress. We discussed the plan for an improved road to the site, and the need for a turning lane off Hwy 50. Secretary Bergquist stated that the State would cover the cost of the turning lane.

Subsequently, a traffic analysis has been completed on the intersection.

The county has just completed purchase of the ROW property along 437 and 307, with plans for construction to begin soon.

The need for a turning lane is a safety concern. Already, heavy equipment and concrete trucks are turning north without a turnout causing an unsafe condition for following traffic. And with Dakota Plains Ag plan to take delivery of grain this fall, it will only get worse.

It is imperative that this project be added to the STIP for 2016 or 2017 at the latest. Thank you for taking this issue forward.

Sincerely,

Debra Bodenstedt
Yankton County Commissioner

**September 11, 2015
Governor Dennis Daugaard
500 East Capitol
Pierre, SD 57501**

Dear Governor:

Enclosed is a petition with approximately 570 signers supporting keeping the 5 four lane highway bypasses intact in Bon Homme County. The petition also supports implementation of safety measures for Highway 50 at these intersections and others to increase public safety.

The majority of signers were Bon Homme County residents. Residents of Yankton, Charles Mix and Hutchinson counties and many others signed this petition. Anything that you can do to help on this issue would be great. Thanks for trying to do what is in the best interest of our county on this issue and the many other issues you face.

Sincerely.



**Frank Kloucek
29966 423rd ave.
Scotland SD 57059
phone 605 583 4468**

Petition of Support Hwy 50 Four Lanes

This is a nonbinding petition supporting current Hwy 50 four lane roads in Bon Homme County. We also support speed reduction and other safety measures in the areas of concern. We strongly oppose the elimination of County Hwy 303 access road to Hwy 50 northwest of Country Ford dealership. This petition is not a legal document and can be signed by anyone of any age from anywhere. We will submit the petitions to South Dakota DOT before the deadline for comments. You do not have to be a registered voter to sign. Contact Frank Kloucek 583 4468 or Terry Schuurmans 464 1113 Lee Wittmeier 464 1937 if the petitions have not been picked up by August 17th.

	Name [print only]	Address	[optional email for updates]
1	Susan Becker	127 Frontier Lane	Yankton SD
2	Dennis Plihal	411463 300st	Tyndall SD
3	Kevin Cuka	42234 302st	Tyndall S.D.
4	LARRY CARDA	42786 306	TABOR SD.
5	Chris Schueh	42142 303 rd st	Tyndall SD
6	Jenna Neumayer	PO Box 112 Tabor, SD	
7	Arissa Neumayer	PO Box 112 Tabor, SD	
8	Leah Rempfer	43618 294th St	Yankton SD
9	Jessica Schaeffer	117 W. Yankton St	Tabor SD
10	Wita Fedas	Box 7	Tabor - SD.

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Name [print only]	Address	[optional email for updates]
1 Laverne Schieffler	145 Hahl St. - Tabor	
2 Gerald & Hoffmann	249 N Bon Homme Ave Tabor	
3 Joe Perham	30440 426 AVE Tabor	
4 Robert Felber	327 W Yankton Tabor	
5 Joe Renner	335 S. Hahl Ave, Tabor	
6 DARRELL BERAN	126 South Wyborny St Tabor	
7 Ben Kotalik	30878 429th Ave Tabor	
8 Mike Appelhof	805 East 16th YANKTON	
9 Jeff Bickett	5504 E Tabor St. Sioux Falls	
10 Tom Rubtong	204 E Chicago ST #3 Tabor	
11 Joey P. Co	30421 425th Ave Tabor	

Yankton Truck Bypass Petition of Support

This is a nonbinding petition supporting the concept of a Bypass route around Yankton. It is not a legal document and can be signed by anyone of any age from anywhere that supports a bypass. We will submit the petitions to the South Dakota DOT before the August 3 2015 deadline for comments on statewide road projects. You do not have to be a registered voter to sign. Contact Frank Kloucek 583 4468 if the petitions have not been picked up by July 30th.

Name [print only]	Address	[optional email for updates]
1 Joey P Cap	30421 425 th Ave. Tabor, SD 57063	
2 Joe CAP	155 S Bon Homme Tabor, S. Dak 57063	
3 Mark Wintersteen	Olivet, SD	
4 Roland Marguerite	Yankton, SD Akre, SD	
5 Mary Mikkelsen		
6 Glen Danelse	Veborg, S.D.	
7 Bradley Kraft	Mission Hill, SD	
8		
9		
10		
11		

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24th.

Name [print only]	Address	[optional email for updates]
1	ALLEN Rohu Kerk B-893 Tyndall	
2	Michelle Pecka Tyndall S.D. 57066	
3	Jeff Pearson Avon SD 57315	
4	Ken Reznice 42927 307 th ST TABOR, SC	
5		
6		
7		
8		
9		

Comments Regarding SD46 Near Hudson

Voeltz, Dave

From: Smith, Craig
Sent: Friday, March 25, 2016 10:21 AM
To: Representative Anderson, David
Cc: Behm, Michael; Gall, Rod; Jansen, Scott; Voeltz, Dave; russ.hazel@poet.com
Subject: RE: SD Hwy 46

Rep. Anderson,

As Mr. Voeltz indicated we appreciate your comments and providing us feedback on safety concerns you observe. As you noted the Department has a project to improve the intersection of SD11 & SD46 in 2017 to improve the safety at this location. During the public meetings on this project there was concern voiced about the safety of the intersection in the interim, prior to construction in 2017. In response the Department analyzed the benefits and impacts of both sign mounted flashing beacons and advanced rumble strips. It was determined that the sign mounted beacons would provide a benefit and additional notification to drivers approaching the stop condition on both northbound and southbound SD11. The flashing beacons were installed in the fall of 2015. One factor we consider prior to installation of rumble strips is the impact to residence near the intersection. Rumble strips are designed to create noise and vibration to alert drivers, unfortunately this can have an adverse effect on those living close to the location. Based on the review and potential noise impact to the residence near the intersection it was determined that the flashing beacons will provide an added level of awareness to the driver and rumble strips would not be installed.

If you have any questions or concerns please let me know.

Craig Smith, PE Region Engineer
South Dakota Department of Transportation
PO Box 1206
Mitchell, SD 57301-1206
605.995.8129 (Office)
605.201.5535 (Cell)

From: Voeltz, Dave
Sent: Thursday, March 24, 2016 9:32 AM
To: Representative Anderson, David; russ.hazel@poet.com
Cc: Behm, Michael; Smith, Craig; Gall, Rod; Voeltz, Dave
Subject: RE: SD Hwy 46

Representative Anderson:

Thank you for your comments concerning the future improvements on SD46 and intersection improvements at the junction of SD11/SD46. I have CC:ed Region Engineer Craig Smith and Yankton Area Engineer Rod Gall as well as Planning and Engineering Division Director Mike Behm on this email so they are aware of Mr. Hazel's concerns. As the potential SD46 project progresses, there will be a number of meetings discussing the details of the project as well as individual outreach to affected adjacent land owners. We also welcome and encourage public input at our yearly STIP meetings and hope you and Mr. Hazel are able to attend our meeting in Sioux Falls on July 13th at 7 pm at the Ramkota.

If I or any of the SDDOT staff can be of further assistance, do not hesitate to contact us.

Dave Voeltz

Dave Voeltz
SD Dept. of Transportation - Project Development

**--Don't Let the Disappointments of Today
Cloud the Opportunities of Tomorrow**

From: Representative Anderson, David
Sent: Thursday, March 24, 2016 9:18 AM
To: Voeltz, Dave
Cc: russ.hazel@poet.com
Subject: SD Hwy 46

Hi Dave:

Thanks for the info on your future plans for Hwy 46. I called back to the Hudson Poet plant and visited with Russ Hazel. They would be concerned if the plan was to detour traffic to the "Centerville-Hudson" County road due to it being so narrow. Some farmers refuse to drive that road with their farm trucks. I personally use that road to take my corn to the ethanol plant. It is dangerous. There is no shoulder and the ditches are steep in most areas. Not a good situation if all of the traffic from 46 would be re-routed there. The Hudson Poet plant gets 100-150 semis a day. Mr. Hazel will try to attend your meeting in Sioux Falls this summer.

Regarding the work scheduled for 2017 on the intersection of 46 and 11, putting in some rumble strips on Hwy 11 might help alert drivers that there is a stop sign approaching. It is my understanding that there has been two fatal accidents at that corner. In both cases the north-bound vehicle failed to stop and struck a west-bound vehicle. It was not a line-of-sight issue in either of these cases. Clearly, the north-bound driver was not paying attention and some rumble strips might help.

Thanks again for the conversation this morning. Please let me know if there is anything I can do to help with projects in District 16.

Rep. Dave Anderson

Comments Regarding US18 & US385 at Hot Springs

Voeltz, Dave

From: Nolan Schroeder <Nolan.Schroeder@hs-sd.org>
Sent: Monday, July 11, 2016 5:23 PM
To: Voeltz, Dave
Subject: 2017-2020 SDDOT STIP Comments

Importance: High

Good afternoon Dave,

I would like to formally comment re. the tentative 2017-2020 STIP presented on Thursday, July 7 at the Black Hills Council of Local Governments meeting in Rapid City.

The City of Hot Springs has two projects on this list, one in 2018 and the other for 2020. The 2018 project is critical for our community as we are seeing more vehicle and pedestrian traffic in this area with the new hospital, nursing home, ambulance building, businesses, and the Boulder Falls housing addition. Combining this growth with the existing businesses, including the Mammoth Site, it is imperative this project continue as planned. We have fielded multiple concerns from adjacent business owners about safety of pedestrians that walk on the shoulders to access their businesses or cross this highway to get from one business (hotel) to another (tourist attraction, restaurant). Ideally the 2018 project would actually occur in calendar year 2017, FY 2018 for the state.

On to the big one, the 2020-2021 reconstruction of 385 through Hot Springs is critical it remain where it is currently positioned in the STIP. Delaying this project any further will only hurt our tourism economy as businesses are looking ahead to when the road is safer, more navigable, and has sidewalks for pedestrian access on both sides. The city is currently working on enhancing this project through incorporating LID design, and further developing it with architectural lighting, stamped concrete, and other improvements to transform our downtown to be a mutli-modal, attractive space to shop, dine and recreate.

If you have any questions please do not hesitate to contact me. I will not be able to attend the formal meeting as I am in Pierre that night for meetings the next day.

Thank you for your time.



Nolan Schroeder

City Administrator
City of Hot Springs
303 North River Street
Hot Springs, SD 57747
nolan.schroeder@hs-sd.org
605-890-0095

Comments Regarding US85 & SD34 at Belle Fourche



CITY OF BELLE FOURCHE

511 6TH AVENUE
BELLE FOURCHE, SOUTH DAKOTA 57717

PHYSICAL LOCATIONS:

CITY HALL/FINANCE OFFICE

511 6TH AVENUE
605/892-2494
FAX: 605/892-2784
E-MAIL: finance@bellefourche.org

ENGINEERING

511 6TH AVENUE
605/892-3006
FAX: 605/723-0897
E-MAIL: engineer@bellefourche.org

CITY SERVICES

511 6TH AVENUE
605/892-2674
FAX: 605/892-2784

POLICE DEPARTMENT

1010 8TH AVENUE
605/892-4354
FAX: 605/892-4504

FIRE DEPARTMENT

605 NATIONAL STREET
605/892-6237
FAX: 605/892-2784

BELLE FOURCHE AIRPORT

HIGHWAY 85 NORTH
605/892-6345
FAX: 605/892-2784

COMMUNITY CENTER

1111 NATIONAL STREET
605/892-2467
FAX: 605/892-3536
E-MAIL: bfacc@bellefourche.org

COMMUNITY HALL

508 6TH AVENUE
605/892-2467
FAX: 605/892-3536

LIBRARY

905 5TH AVENUE
605/892-4407
FAX: 605/892-2784
E-MAIL: bfplib@yahoo.com

PACKAGE LIQUOR STORE

1845 5TH AVENUE
605/892-4125
FAX: 605/892-2784

PUBLIC WORKS

220 6TH AVENUE
605/892-3414
FAX: 605/723-0145
E-MAIL: pubworks@bellefourche.org

LANDFILL

61 NORTH 8TH AVENUE
605/892-3530
FAX: 605/723-0145

PINESLOPE CEMETERY

170 WEST HWY 34
605/892-3735
FAX: 605/723-0145

TRI-STATE MUSEUM

415 5TH AVENUE
605/723-1200
FAX: 605/892-2784
E-MAIL: tristalemuseum@rushmore.com

July 19, 2016

Darin Bergquist, Secretary
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, SD 57501-2586

Dear Mr. Bergquist:

Thank you for this opportunity to provide comments pertaining to the 2017 – 2020 Statewide Transportation Improvement Plan on behalf of the City of Belle Fourche.

1. The City of Belle Fourche requests that a traffic signal at the intersection of US Highway 85 and Highway 34 be installed as soon as possible.

With the new 60,000 square foot Runnings store opening this summer the increased traffic will be a safety issue. A traffic study was completed by Interstate Engineering for this intersection. This study was submitted to DOT for review.

The City of Belle Fourche has passed a TIFF District for infrastructure improvements in this area which includes City funding for traffic lights on this intersection. TIFF funding is available and must be expended within five years from the date the TIFF was approved last year. With an accident at the Runnings store entrance two weeks ago we feel that the Traffic Light and other issues need to be addressed before we have a serious accident.

2. The City of Belle Fourche requests that a speed study be considered for reducing the speed of US Highway 85 from approximately Wood Road, north to the intersection with Highway 34. This area has new growth in business and homes. The traffic turning and trying to get onto the highway would be much safer with the speed limit reduced.
3. The City of Belle Fourche requests and recommends that a project for installation of a traffic signal at the intersection of US Highway 85 Jackson Street.

Jackson Street serves as an important connection between the state's US Highway 85 and the City's network of local streets. It is noteworthy as well that Belle Fourche's Police Department is located on Jackson Street just 2 blocks east of US Highway 85. Jackson Street also serves as a direct route for users of Helmer Park including participants and guests of the community and regional events hosted there. Jackson Street is very difficult to enter onto the highway when a left-hand turn is required. During highway reconstruction this intersection was made all way stop and really help traffic flow at this intersection.

US Highway 85 has a small center island on the highway with a pedestrian-actuated flashing yellow light. Unfortunately, this has not provided for safe pedestrian passage across the highway as intended. It seems that not all drivers of automobiles and large trucks yield to pedestrians crossing the highway even when the yellow flashing lights have been actuated to alert them that a pedestrian is crossing the highway. I have heard of numerous vehicle-pedestrian 'near miss' incidents from the public. Vehicles in all lanes driving in either direction fail to yield to pedestrians desiring to cross the highway.

For the reasons of pedestrian safety and better access the City of Belle Fourche requests and recommends that a traffic signal at the intersection of US Highway 85 and the City of Belle Fourche's Jackson Street be included in the 2017 – 2020 STIP.

4. Lefthand turns from Ziebach Street onto US Highway 85, and lefthand turns from US Highway 85 onto Ziebach Street, are becoming virtually impossible. Ziebach Street is listed as a minor arterial on Belle Fourche's major street plan. It serves as a primary east-west corridor for local neighborhood traffic, a local health care clinic and nursing home, and the Belle Fourche School District's Middle School on 13th Avenue. We understand that a signal at this location may be unlikely due to the intersection's proximity to the intersection of SD Highway 34 and US Highway 85. Therefore, the City seeks SDDOT's assistance in developing 8th Avenue from Ziebach Street south SD Highway 34. We believe placing this route into service would reduce the traffic congestion and vehicular conflicts due to lefthand turning movements at the intersection of US Highway 85 and Ziebach Street.
5. The City of Belle Fourche would like to take this opportunity to voice our support of the continuing development of the north/south corridor of the Theodore Roosevelt Expressway. The four lanes of Highway 85 north of I-90 to Belle Fourche have provided a good starting point on the Theodore Roosevelt Expressway.

We respectfully request your Department's consideration of the above-mentioned comments for incorporation into the 2017 – 2020 Statewide Transportation Improvement Plan.

Sincerely,
City of Belle Fourche



Gloria Landphere, Mayor

Comments Regarding SD47 From Hoven to US12

WRITTEN TESTIMONY
(Please Print or Type)

Concerning the TENTATIVE 2017-2020 SDDOT STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM (STIP)

Dear Sir,

Hwy 47. from Hoven, SD to Hwy
12 is a 14.5 mile stretch that is the
only stretch of Hwy 47 across SD
without a shoulder.

The other day when we were hauling
Round Bales home we had to get over to
meet a semi and most of the Bales
rolled off the tractor. We had to block
traffic as we retrieved the Bales ~~to~~
reloaded them on the tractor. There has
been many-many deaths on that Hwy. The

road needs a total rebuild with a shoulder
and soon!!

NAME: Vern Ruesch DATE: 7-23-16
ADDRESS: 14831 Hereford Rd
CITY: Hoven, SD 57450 STATE: SD

Written testimony will be included in the meeting record. Comments should be submitted by
August 4, 2016 to:

Darin Bergquist, Secretary
South Dakota Department of Transportation
700 East Broadway Ave
Pierre, South Dakota 57501-2586

Or e-mail your comments along with your address to:

dave.voeltz@state.sd.us

July 21, 2016

Darin Bergquist, Secretary
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, South Dakota 57501-2586

Re: *South Dakota Highway 47*
Walworth County

Dear Mr. Bergquist:

The County Commissioners unanimously recommended the widening of Highway 47 from Highway 20 to Highway 12. This is a fourteen (14) mile stretch of road. It is not scheduled to be widened until 2026. This is the stretch of Highway 47 in the State of South Dakota that does not have a shoulder and has a 55 MPH speed limit. There have been many fatalities on this stretch of highway since it was resurfaced in 2009, making the shoulder of the road inadequate and unsafe. There have been two fatalities this year.

This road is beneficial to both Walworth County and Potter County, and particularly to the Hoven area residents. The widening of the road would allow for more traffic to be diverted from Highway 12. It would increase the flow of traffic on Highway 20 and provide better north and south access and use of Highway 212. The Commissioners support the inclusion of the widening of Highway 47 between Highway 20 and Highway 12 to be included in the four (4) year plan.

William D. Dush
Chairman
Potter County Commissioners

RECEIVED
AUG 01 2016
SECRETARY OF
TRANSPORTATION

July 21, 2016

Darin Bergquist, Secretary
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, South Dakota 57501-2586

*Re: South Dakota Highway 47
Walworth County*

Dear Mr. Bergquist:

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Chairman

 County Commissioners

RECEIVED
AUG 01 2016
SECRETARY OF
TRANSPORTATION

July 28, 2016

Darin Bergquist, Secretary
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, South Dakota 57501-2586

Re: South Dakota Highway 47
Walworth County

Dear Mr. Bergquist,

The American Legion Post 159 in Hoven, South Dakota highly recommended the widening of Highway 47 from Highway 20 to Highway 12. This is a fourteen mile stretch of road. It is not scheduled to be widened until 2026. This Highway 47 had another death this year of a 28 year old male again. We have been having a death it seen every year because of this road with no shoulders and sharp drop off on the shoulders. There is a drop of 12 inches from the outside white line 12 inches. This is the main trouble. Also the south end of Highway 47 and Highway 20 is very narrow. When a semi trailers are turning north on Highway 47, any vehicle driving south has to stop 100 feet back to let them make the corner. We have many semi trailer traveling on Highway 47 to the Cheese factory in Hoven, farmers delivering grain to Bowdle railroad terminal, farmers delivering to the Hoven terminal, and Fuel and propane to the Hoven Co-op bulk plant.

The Road is highly beneficial to the City of Hoven and area residents. Please see if this project can be included in the four year plan! Thank You.

Sincerely,



Francis R. Karst
Commander Post 159

RECEIVED
AUG 01 2016
SECRETARY OF
TRANSPORTATION

July 21, 2016

Darin Bergquist, Secretary
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, South Dakota 57501-2586

Re: *South Dakota Highway 47*
Walworth County

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Chairman
FAULK County Commissioners

RECEIVED
AUG 04 2016
SECRETARY OF
TRANSPORTATION

August 2nd, 2016

Darin Berquist, Sec.

S.D. Dept of Transportation

Pierre S.D.

RE: S.D. Hwy 47 in Walworth County

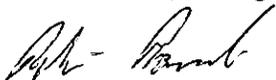
Dear Mr. Berquist,

Recently I and a number of other citizens from Hoven attended a highway planning meeting held in Pierre to express our concerns over Highway 47 going north from Hoven to Highway 12. This road is currently a narrow 55 mph road with very little shoulder on either side. It is also a very dangerous road with numerous accidents and several deaths in the last 10 years. Most of these accidents were caused by the sudden dropoff of the existing narrow shoulder and the drivers attempting to pull their vehicle back on the road, overcorrecting and ending up rolling the vehicle.

I am currently the manager of the Hoven Equity Exchange, a grain elevator in Hoven which probably ships 85% of our grain over this road to the Rail loading facilities along Highway 12. This amounts to over 3 million bushels a year going out on that road. That is not counting the bushels shipped by the elevator in Lebanon which ships all of their grain to Bowdle SD over the same road. Between the two elevators thousands of loads a year go over Highway 47 not including what farmers haul with their trucks on that same road.

It is my understanding that the 14 miles from Hoven to Highway 12 is currently not scheduled for rebuilding until 2023. As dangerous as this highway is we will probably see more accidents and deaths in the next 7 years. Therefore I would like to request that you would reassess your highway plan and attempt to get this widening of Highway 47 done in the next 2 to 3 years. Thank you.

Robert Rausch, Manager



Hoven Equity Exchange

Hoven S.D.

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AUG 04 2016
SECRETARY OF
TRANSPORTATION

EDMUNDS COUNTY
BOARD OF COMMISSIONERS

210 2nd Avenue
PO Box 97
Ipswich SD 57451-0097

Phone: (605) 426-6762
FAX: (605) 426-6164



July 21, 2016

Darin Bergquist, Secretary
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, South Dakota 57501-2586

*Re: South Dakota Highway 47
Walworth County*

Dear Mr. Bergquist:

The County Commissioners unanimously recommended the widening of Highway 47 from Highway 20 to Highway 12. This is a fourteen (14) mile stretch of road. It is not scheduled to be widened until 2026. This is the stretch of Highway 47 in the State of South Dakota that does not have a shoulder and has a 55 MPH speed limit. There have been many fatalities on this stretch of highway since it was resurfaced in 2009, making the shoulder of the road inadequate and unsafe. There have been two fatalities this year.

This road is beneficial to both Walworth County and Potter County, and particularly to the Hoven area residents. The widening of the road would allow for more traffic to be diverted from Highway 12. It would increase the flow of traffic on Highway 20 and provide better north and south access and use of Highway 212. The Commissioners support the inclusion of the widening of Highway 47 between Highway 20 and Highway 12 to be included in the four (4) year plan.

Chairman
Edmunds County Commissioners

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AUG 04 2016

SECRETARY OF
TRANSPORTATION

CITY OF HOVEN
PO Box 157
Hoven, SD 57450

Telephone: 605-948-2257
Fax: 605-948-2257

July 28, 2016

Darin Bergquist, Secretary
South Dakota Department of Transportation
700 East Broadway Avenue
Pierre, South Dakota 57501-2586

Re: South Dakota Highway 47
Walworth County

Dear Mr. Bergquist:

A number of interested citizens of Hoven, South Dakota, recently attended a highway planning meeting. The purpose of the group was to attempt to get SD Highway 47 north of Hoven to US Highway 12, a 14-mile stretch, widened. Currently, Highway 47 is a narrow 55 mph road with virtually no shoulders. The last time it was repaved, it actually increased the angle of the drop off at the edges of the pavement.

It is an extremely dangerous highway. There have been at least four deaths and a number of other accidents involving injuries since 2004. Most of those accidents were caused by the fact that the highway has a sudden drop off when a vehicle goes off the pavement and with no shoulder, the driver over corrects and rolls the vehicle.

It is our understanding that the 14-mile stretch of Highway 47 in question is currently not scheduled for improvement until 2026. That is a 10-year span and with the dangerousness of the highway, it will undoubtedly cause more deaths and injuries. Considering this road is extremely dangerous and the only paved north-south road out of town, it has major importance to the businesses, residents, and visitors to the City of Hoven. The Hoven City Council, therefore, requests that the Department

reassess its highway plan and widened Highway 47 in the next two to three years. Please consider and act on our request. Thank you.

Respectfully submitted,
Jack Feldmeier Mayor
Jack Feldmeier, Mayor

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AUG 04 2016
SECRETARY OF
TRANSPORTATION

WRITTEN TESTIMONY
(Please Print or Type)

Concerning the TENTATIVE 2017-2020 SDDOT STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM (STIP)

MR. Bergquist.

I Am writing to you today to request that the widening of Hwy 47, from SD20 to SD12, be moved up into your 4 year Project Scope.

I, Travis Jost, Represent the Lebanon, SD Branch of North Central Farmers Elevator. In a normal year, this Branch Alone Handles about 3.5 million bushels of grain, 90% will eventually travel over this hwy. Our facility only has 800,000 bu of Capacity, so when the trucks are moving, there are many.

A Rough Estimate is around 2150-2200 loaded trucks heading down that hwy in Any given year, plus a return trip home empty.

Both My Trucks, and 3rd party trucks we hire Strive for Safety. we have not had an incident on this road in the 7 years I have managed the Lebanon location. However, I strongly urge you to Consider moving this projects time line up the list.

Safety is always a top priority for us, and the DOT. South Dakota's infrastructure is always in need of Repair, And every project is important. But locally, one of our biggest threats to loss of life in the future is going to be this highway. Please give us your Consideration in helping us to secure safe transportation Sooner.

Thank You!

NAME: Travis Jost
ADDRESS: 31517 155th St
CITY: Gettysburg SD 57442

DATE: 8-1-16
STATE: SOUTH DAKOTA

Written testimony will be included in the meeting record. Comments should be submitted by August 4, 2016 to:

Darin Bergquist, Secretary
South Dakota Department of Transportation
700 East Broadway Ave
Pierre, South Dakota 57501-2586

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AUG 04 2016

Or e-mail your comments along with your address to:

dave.voeltz@state.sd.us
SECRETARY OF TRANSPORTATION

Comments Regarding US85 From Spearfish to Deadwood

From: scott K [mailto:deadwoodpicker@gmail.com]
Sent: Wednesday, July 27, 2016 6:50 AM
To: Seaman, Todd (DOT)
Subject: pull offs on hwy 85 polo loop intersec down

Hi Todd I grew up in Lead and have used the hwy from Spearfish to Deadwood for 50+ years and over the years well years ago there were pull offs on the right as you came up the hill blow the polo loop intersection . Now there is a miles long guard rail so if it is slick or if you are tired you could pull over now when someone is not doing well in the winter or car trouble in the summer you can't get off of the highway ? I was wondering why when the DOT redid that they did away with those ? The great big flat area's are still there they just are not usable . Seems like a waste to me . I used to work in Gillette and drove back on my days off and many times I took a nap at pull offs they have along side instate in wyo ? Why does wyo maintain pull offs and Sodak acts like they don't want anyone to have a safe place to pull over like we are going to do something wrong while there ? Thanks Scott kucera Deadwood

On Mon, Aug 1, 2016 at 10:10 AM, Seaman, Todd (DOT) <Todd.Seaman@state.sd.us> wrote:

Scott,

Sorry for the slow reply.

I am not sure why the pull offs on Hwy 85 were eliminated during the reconstruction. I assume the pull offs were for slow moving vehicles to pull over and let people pass. With the new 4 lane roadway the need for the pull outs was eliminated.

There is a pull out on Hwy 85 just south of Exit 17. There is also Preacher Smith pull out.

I hope the answers your question.

Please call if you would like to discuss further.

Todd Seaman

SDDOT Rapid City

[605.394.1620](tel:605.394.1620)

From: scott K [mailto:deadwoodpicker@gmail.com]
Sent: Monday, August 01, 2016 12:25 PM
To: Seaman, Todd (DOT)
Subject: Re: pull offs on hwy 85 polo loop intersec down

Hi Todd it is not slow moving traffic that is the problem it is people who cant make the hill in the snow .. I really think it would be for your benefit and the gen public if you were to go look first hand . Ideally in the middle of a blizzard . It seems like cars have enough momentum to make it about 1/2 way up the hill to the preacher smith turnout not quite to polo loop turn off. . When they cant make the hill they are generally sitting in the slow lane then across all lanes when they turn around and head back down hill there is a probably 4 miles stretch of solid guardrail so that you cant even get to the shoulder if you have a flat?? . . The 2 areas that used to be accessible are big you could have picnic tables and a place to take 5 . I see people all the time at the preacher smith with there lunches out standing beside there cars because there is no place to sit . I just feel it would be a more user friendly and SAFER highway with the small changes . I hope it doesn't take a death I know I came upon a rear end accident on the hill when a pickup rear ended a stranded car because the car was in the slow lane and the driver that hit him wasn't paying attention and never even braked before impact.Thanks for your time and I would happily meet you out there any time . Scott kucera 639-9046 life long lead/deadwood resident.

Comments Regarding Elk Vale Road from I90 South

Darin Bergquist
Secretary
South Dakota Dept of Transp.
700 Broadway Ave.
Pierre, S. DAK 57501

8.1.16
Written Testimony

I am writing you this letter in regards to the high heavy traffic on N. Elk Vale Road. In the past few years it has grown out there with housing development, business. When pedestrians having to walk, walk along the eastside of the road with that traffic. Which there have been vehicle pedestrian accidents.

I am asking you to please put up a walkway that would go along the eastside of the hill. I ~~we~~ would like to see it start from Homestead/Timmons Rd. (Don's Valley market) ^{starting point.} going north down to Cheyenne Blvd. (McDonald's).
map enclosed.

Thank You,
Stephanie Guitron
Stephanie Guitron
715 Sitting Bull St.
Rapid City, S. D 57101



Homestead Street, Rapid City, SD 57703 to Cheyenne Boulevard, Rapid City, SD 57703

Drive 1.8 miles, 4 min



Imagery ©2016 Google, Map data ©2016 Google 2000 ft

via Elk Vale Rd
3 min without traffic

*Redevelop
Accidents*

4 min
1.8 miles

Comments Regarding US81 From Yankton to SD46

Voeltz, Dave

From: Dan Klimisch <danklimisch@hotmail.com>
Sent: Monday, July 25, 2016 9:50 PM
To: Voeltz, Dave
Subject: STIP Input

Mr. Voeltz,

I hope that you would consider upgrading US Highway 81 from Yankton to Highway 46 to a four lane road. I have heard that in the past that traffic counts have not justified the construction, however I would recommend that the traffic counts be updated and at least some of the counts be conducted on a Saturday / weekend in the summer instead of a normal week day. The Lewis and Clark Lake is the second most visited tourist traction in the state, next to the Black Hills. There is a tremendous amount of traffic of this road during the weekend that I don't think the SD DOT is aware of. I drive this road every day and from my observations it has more traffic than HW 50, especially on the weekends. This includes large campers, boats tractor trailers as well as large farming equipment.

I also believe that HW 81 is becoming less safe because of its increased traffic and only two lanes. I turn on and off of 300 ST. (Yankton County) daily and have had several near miss accidents from having to come to a complete stop to turn west from HW 81. Many times there are 6-8 cars and truck that are stopped behind me while I wait to turn. Unfortunately, they don't always stop. About one year ago, while turning west I had one truck pass on the left, while another swerved and went through the ditch on my right at 65 mph. This is only one of many similar instances that I have heard from family and friends who travel HW 81 daily. I believe that it is only a matter of time before someone is injured or even killed on this heavily traveled road.

I ask that before you make any final decision on road projects that you at least consider upgrading HW 81.

Thank you

Dan Klimisch

Sent from [Mail](#) for Windows 10

Comments Regarding US83 Shoulders from the North Dakota State Line to Near Herried

Voeltz, Dave

From: Andrew Van Kuren <campbellecodev@yahoo.com>
Sent: Wednesday, July 27, 2016 11:21 AM
To: Voeltz, Dave
Cc: Dean Schwartz; Lisa Schaeftbauer
Subject: Written Testimony - SDDOT STIP
Attachments: Email SDDOT STIP 7-27-16.docx

Dave,

I have attached and included in the body of this email written testimony for the SDDOT Statewide Transportation Improvement Program (STIP). My address and contact information are listed below the testimony. Please feel free to contact me if you need further clarification or information.

Thank You

The following is for written testimony regarding STIP:

Several concerned Campbell County citizens have voice their opinions to me (Andrew Van Kuren – Campbell County Economic Development Coordinator) regarding the U.S. Route 83 shoulder areas. The shoulder sections which warrant work stem from the North Dakota / South Dakota border running south approximately seven miles to the outskirts of Herreid. Then Route 83 from the southern outskirts of Herreid to the split off of State Route 10 (to Eureka). Both shoulders on the north and south bound lanes are very narrow and have disintegrated to the point where even the rumble strips are fragmenting. As a result there are safety concerns for oversized vehicles, commercial trucks and pedestrian walkers / cyclists.

It is ironic U.S Route 83 has wide, paved shoulders through North Dakota, and then after the Route 10 split off intersection to Eureka, the shoulders are wide again. Oversized truck loads, commercial truck traffic and even touring cyclists have safe wide shoulders to travel on until they reach the points in question, then after the dangerous stretches which warrant repair there are wide shoulders for literally hundreds of miles. I encourage South Dakota Department of Transportation to include the aforementioned stretch of highway in the 2017 – 2020 Statewide Transportation Improvement Program (STIP) and to schedule the necessary repairs for the sake of public safety.

Thank You

Mr. Andrew Van Kuren
Campbell County Economic Development Coordinator P. O. Box 607
308 Tower St. NW
Herreid, SD 57632
Office Phone: 605-437-2338
Cell Phone: 607-341-2330
Website: www.ccedg.org
LinkedIn: <https://www.linkedin.com/in/andrew-van-kuren-5197aa7>
Facebook: <https://www.facebook.com/CampbellCountySDcodev/>

Comment regarding the
perceived bias in not using
asphalt paving for
reconstruction projects.

Mr. Darin Bergquist
Secretary, South Dakota Department of Transportation
Becker-Hansen Building
700 E. Broadway Ave.
Pierre, SD 57501

Mr. Joel Jundt
Director, Division of Planning and Engineering

RE: South Dakota 2017-2020 Transportation Improvement Program (Tentative); Public Comment

August 4, 2016

Dear Darin:

After attending the recent public meetings presenting the draft STIP and reviewing the document, we have the following comments regarding the tentative program:

We repeat our belief that the program again shows a bias against asphalt pavement from an investment standpoint. Although the out years, 2017-2020, show an increase in physical tonnages for asphalt concrete (AC) pavements, the majority of the projects look symptomatically at rehabilitating other pavement options. I believe several of these projects could be revised economically to good effect providing a permanent or 30-year resurfacing option.

As I mentioned last year, the SDDOT has we believe wisely incorporated Superpave mix design pavements, Performance Graded (PG) Binders, recycled asphalt pavement (RAP), developed and utilized Class S stone matrix asphalt (SMA) wearing courses, assimilated warm mix asphalt (WMA) technology and assimilated QC/QA (20th anniversary) as standards for producing and constructing asphalt pavements. This has resulted in many miles of high quality asphalt pavement structures produced and placed economically with the least amount of construction delays, highway user and employee risks and motorist impacts compared to other pavement options.

According to and projecting the findings of SDDOT Research Report 2011-8, *Improved Performance of Reclaimed Asphalt Pavement Mixes*, the SDDOT's utilization of RAP has saved the state of South Dakota approximately \$60 million since its incorporation in 2007. Without these savings, it unlikely that many of the "big ticket" projects completed by the SDDOT in the last ten-years (e.g. Mt. Rushmore Road & Jackson Blvd. in Rapid City, SD 100 segments in the Sioux Falls metro area, or numerous new and/or reconstructed interchanges to name a few) could have been completed while maintaining the entire network in in its current condition.

According to SDDOT data presented at the Public Hearings and Legislative briefings prior to the passage of Senate Bill 1 (SB1) addressing transportation funding in SD in 2014, the highlights of the SDDOT improvements for AC pavements noted above have increased the average surface condition index (SCI) for asphalt pavements by more than 26% at 13-years of pavement age and extended the life of asphalt pavements by 4.5 years. This is a huge accomplishment by the SDDOT and industry in utilizing taxpayer dollars wisely and addressing all needs on the state highway system. However, these facts seem to have only extended the bias for reconstruction with asphalt.

As we have noted the last several years, and will again this year, the trend continues in that of the 3,738 miles of roadway improvements reflected in the draft four year program representing almost \$1.5 billion in investment, the asphalt market represents less than 36% of the investment total while carrying the workman-like load of over 65% of the miles of pavement that will be addressed in the 4-year program. While asphalt continues to be pavement of choice for preservation, very rarely is it selected based and/or designed on perpetual pavement or reconstruction/new construction protocol. There are many asphalt pavements around SD that were built more than 50-years ago and are still operating in serviceable condition. The average age according to our analysis of the SDDOT roadway data base (Needs Data) indicates that the average age of AC pavements, with original layers still in place, is **38.4 years**. They have obviously received preservation treatments and/or overlays to accommodate the extended service they have provided, but the original pavements were not built with today's technology or construction protocol provided by QC/QA and are long past their design loadings. On a contrarian note, in the proposed 4-year program portland cement concrete (PCC) investments total around 22% of the investment total while addressing only 6% of the miles of pavement addressed in the 2017-2020 STIP.

To obtain and maintain the network pavement management performance goal SCI's of 4.20/4.00/3.80/3.60 for Interstate/Major Arterial/Minor Arterial/State Secondary systems in South Dakota it appears that the current investment strategy is not sustainable and will result in rapidly eroding system condition after the year 2022. Other important investments in urban capacity, safety improvements (as the amount of grading in the proposed STIP indicates) and non-pavement infrastructure including bridges on the State Highway System will either suffer or scavenge pavement resources and accelerate this digression. Weakening of the federal highway program (since over 80% of the construction program is leveraged with federal funds), short term weakening of other funding sources (e.g. excise, state gas tax), or hyper construction inflation for short term periods could exacerbate this situation prior to 2022.

The following projects of note we would ask that you consider for evaluation:

- 1) FY 2018, I 90 WBL, Kadoka-Belvidere, *10.8 miles, \$19.3 million* investment; PCN 03W6
The successful in place pavements to the east of this project on I-90 show the excellent performance and proven cost savings of a full asphalt reconstruction including edge drains, rubblization and placement of SD Q4 AC with a Class S wearing course. Approximately **\$5.3 million** could be saved and the project completed much quicker than current performance demonstrates on the EBL.
- 2) FY 2018, SD 37 NB/SB, Mitchell North, *4.0 miles, \$10.2 million* investment; PCN 023F
The 11.0 mile section to the north of this project successfully utilized asphalt on this divided highway portion. A crack/break & seat, edge drain installation, and a stage constructed asphalt surface would save close to **\$3.8 million** and shorten construction time considerably.
- 3) FY 2018, I 29 SBL, Sisseton (Peever) North, *15.0 miles, \$17.3 million* investment; PCN 021V
This remove and replace option comes on the heels of major CPR investments made on this section in the last 10-years. The proven performance provided by rubblization, edge drain installation, and asphalt pavement section construction including Class S wearing course would provide a far more economical and shorter time to construct with associated impacts on traffic. The NDDOT is currently constructing the adjoining section of I 29 from the state line 11.932 miles north in 2016 including crack/break and seat, asphalt pavement including the Class S SMA wearing course idea proven and "stolen" from the SDDOT. The total project cost (NDDOT Project PCN 20309 IM-8-029(159)000 Bid Date 11-13-15) was \$10.248 million (21% below Engr. Est.) or \$859,000/Mile. The structure work is similar and obviously the traffic and site conditions are about as equal for comparison as you can get. Savings based on this site specific data are **\$4.4 million**.

4) FY 2019, I 29 SBL, Sisseton to ND State Line, *14.3 miles, \$14.9 million* investment; PCN 04D6
See Item (3) above. This adjoining project is a remove and replace option that again comes on the heels of major CPR investments made on this section in the last 10-years. The proven performance provided by rubblization, edge drain installation, and asphalt pavement section construction including Class S wearing course would provide a far more economical and shorter time to construct with associated impacts on traffic. Savings based on site specific data are **\$2.6 million**.

5) FY 2020, I 29 NBL, Sisseton (Peever) North, *13.0 miles, \$14.9 million* investment; PCN 03W5
Companion project for 3) above in NBL. Savings of **\$3.7 million**.

We are assuming there is another companion project for 4) above for the NBL in the Development STIP or 2021. The savings for programming this project as a crack/seal, AC overlay would be estimated at \$2.6 million. **In total, the I-29 sections from Peever north to the ND state line alone represent \$13.3 million of savings that could be obtained and invested on other system needs in the 2018-2021 time frame.** Or perhaps, instead of impacting traffic for four consecutive years, the entire section could be rebuilt at approximately the same investment in two-years, 2019 and 2020.

In closing, the changes noted above would extend the 2016-2019 STIP by over \$22 million. This certainly adds some flexibility for the SDDOT in dealing with the demands on the transportation network and meeting performance goals. Reconstructing SD Highway 47 north of Hoven to the intersection of US-12 and capacity and safety improvements on the US 12 corridor west of Aberdeen appeared to be identified needs from citizens at the public meetings. The savings of \$22 million we believe could handle both needs without sacrificing current priorities. Recent pavement failures, seasonal damage, and emergency repairs and the publicity they invoke we think prove the efficacy of remaining flexible and fiscally conservative in pavement selection.

Thank you for your time and for the public meeting forum on the STIP. As always, I'm available to discuss these items or associated items at your discretion.

Sincerely,

Ken Swede

Ken Swede
Exec. Director, Dakota Asphalt Pavement Association