Attachment #6

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M E M O R A N D U M:

TO: Craig Smith, Director of Operations

FROM: Joseph Sestak, Access Management Engineer

DATE: June 15, 2022

SUBJECT: Transportation Commission Consideration of Control of Access Adjustments in Brown County for the project NH 0012(219)294, PCN 05HT for the reconstruction of US Highway 12.

SDDOT has been working with the Right of Way, Environmental, Legal, Design, Region, Access Management Engineer, Area, and Project Development staff to create agreements with the owners along the proposed construction project in Brown County where the DOT has determined changes to the existing Control of Access were necessary. The DOT has worked with the owners to provide adequate access to serve the properties while improving the density and safety of some of the existing access locations along this project. This plan will maintain the efficiency of the controlled access facility for the traveling public while providing access to the adjacent properties for the continued use.

The attached aerial view of the project includes the properties with changes to the control of access and access locations within this project. The following changes are proposed:

- Property number 1, move the break in control of access to the current access locations, net increase in breaks in control of access = 0
- Property number 2, remove the access closest to the intersection of 392nd Ave and add one near the west edge of the public access road, net increase in breaks in control of access = 1
- Property number 3, remove the break in control of access on the east end of the weigh scale site and add a break in control of access on the west end of the weigh scale site, move the break in control of access at the Agtegra entrance to the current access location, remove the break in control of access on the east edge of this property, net decrease in breaks in control of access = 1

- Property number 4, remove the access closest to the intersection of 392nd Ave and provide access through the adjacent properties, net decrease in breaks in control of access = 1
- Property number 5, construct a new approach, provide access to the adjacent properties, and add a break in control of access, net increase in breaks in control of access = 1
- Property number 6, reconstruct the approach and add a break in control of access, net increase in breaks in control of access = 1
- Property number 7, reconstruct the approach farther from the intersection of 393rd Ave, remove the existing and add a new break in control of access, net increase in breaks in control of access = 0
- Property number 13, reconstruct the approach farther from the intersection of 393rd Ave, remove the existing and add a break in control of access, net increase in breaks in control of access = 0
- Property number 8, reconstruct 2 approaches and move one break in control of access and add one break in control of access at the current access locations, net increase in breaks in control of access = 1
- Property number 9 and property number 10, construct a shared approach farther from 395th Ave and move the break in control of access to the new access location, net increase in breaks in control of access = 0
- Property number 11, maintain the approach on the east end of the property and move the break in control of access to the current access location, net increase in breaks in control of access = 0
- Property number 12, construct the approach farther from 395th Ave and move the break in control of access to the new access location, net increase in breaks in control of access = 0
- The total net increase in the number of breaks in control of access along the project is 2 and the total number of actual access locations is unchanged.
- Some of the access points are moved farther from the intersections to reduce conflicts with turning lanes and the intersection movements.
- The request for this area is consistent with the current uses of the agricultural, residential, and commercial properties. The changes in control of access, if granted, would allow the properties to continue to be used in the same manner as their current use.
- The DOT has successfully negotiated settlements to provide adequate access to serve the properties while improving the safety – pending Transportation Commission approval of these proposed changes to the existing controlled access facility.

This proposal has been discussed with the Right-of-Way Office, Project Development Office, Legal Office, Road Design Office, Aberdeen Region and Area Offices. All parties concur that the requests for the changes in control of access locations to maintain the current uses should be approved.

The Aberdeen Region Engineer supports the request for the change in the control of access locations. SDDOT Environmental has no concerns with the access locations. SDDOT Legal Office concurs with the proposed changes. The FHWA Division approves the changes in the control of access locations and has determined there is no need for any additional appraisals for the changes to the control of access.

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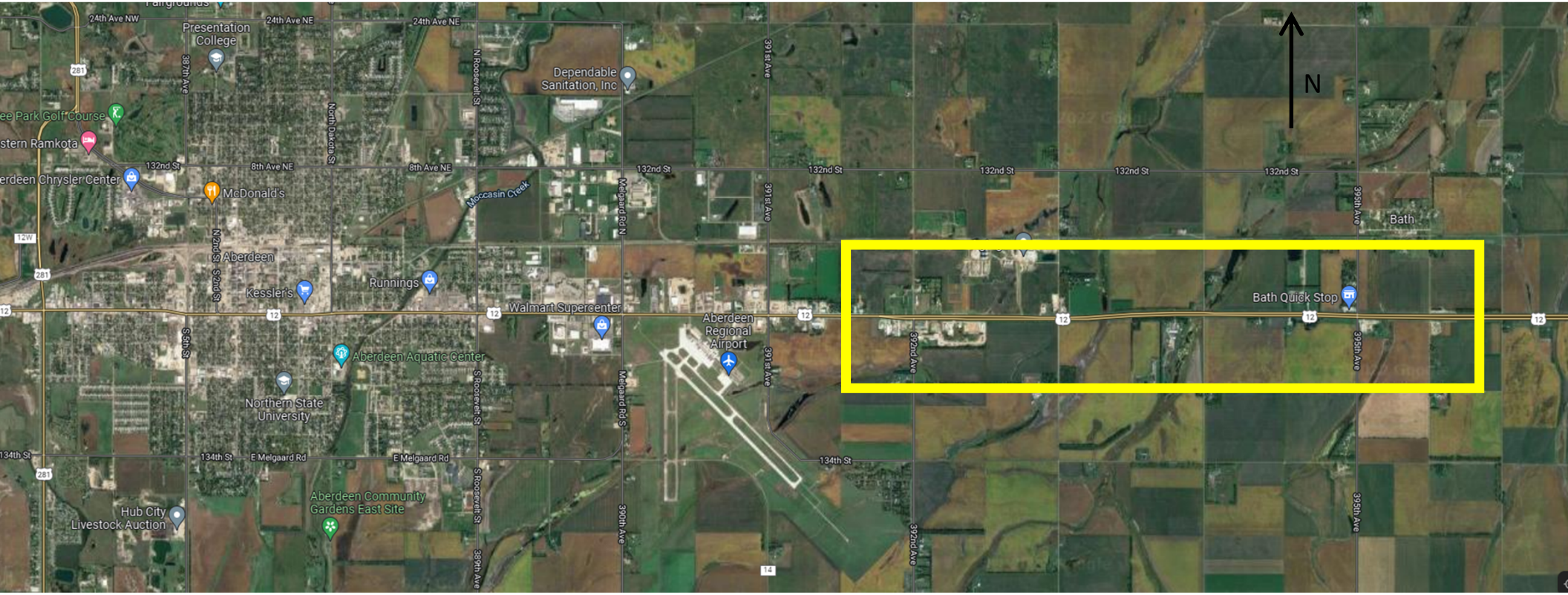
NH 0012(219)294 PCN 05HT Control of Access



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1A Reconstruct approach and create break in control of access
1B Eliminate break in control of access (no approach currently)
1C Reconstruct approach and maintain break in control of access
2A Construct approach and create break in control of access
2B Reconstruct approach and create break in control of access
2C Eliminate break in control of access (no approach currently)
2D Eliminate approach (no break in control of access currently)

3A Reconstruct approach and create break in control of access
3B Reconstruct approach (for scale site) and eliminate break in control of access
4A Eliminate approach and break in control of access
5A Construct approach and create break in control of access

X remove existing break in control of access
O create new break in control of access
X remove existing approach
O create new approach and break in control of access

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3C Reconstruct approach and create break in control of access
3D Eliminate break in control of access (no approach currently)
3E Eliminate break in control of access (shared approach currently)
6A Reconstruct approach and create break in control of access
7A Eliminate approach and break in control of access
7B Construct approach and create break in control of access

13A Construct approach and create break in control of access
13B Eliminate approach and break in control of access

X remove existing break in control of access
O create new break in control of access
X remove existing approach
O create new approach and break in control of access

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8A Reconstruct approach and create break in control of access
8B Reconstruct approach and create break in control of access
8C Eliminate break in control of access (no approach currently)

X remove existing break in control of access
O create new break in control of access
X remove existing approach
O create new approach and break in control of access

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9A Construct shared approach and create break in control of access
10A Construct shared approach and create break in control of access
10B Eliminate approach and break in control of access
11A Eliminate break in control of access (no approach currently)
11B Create break in control of access
12A Eliminate approach and break in control of access
12B Construct approach and create break in control of access

X remove existing break in control of access
O create new break in control of access
X remove existing approach
O create new approach and break in control of access