

## Summary of Public Input for the 2019-2022 Tentative STIP

**Aberdeen, SD** – 38 Attendees (41 Attendees in 2017, 53 Attendees in 2016, 23 Attendees in 2015, 31 Attendees in 2014)

4 Comments

**Structure Replacement on SD10 in Brown County, west of US281** – Asked about two bridges on SD10 being replaced and if there would be a traffic diversion or not, if both bridges will be constructed concurrently and how long will it take to construct the bridges? Public is concerned on the pressure traffic will be placing on the local road and highway system with SD10 closed for an extended time. Jeff Senst noted due to the grades in the area the best solution is to reroute traffic on a detour. However, the SDDOT enters into agreement with local entities to repair any designated detour route to the same as it was prior to the detour being established. Jeff noted it is ultimately up to the contractor but assumes both bridges will be constructed concurrently and should take one construction season or less.

1 Comments

**High Friction Surface Treatments** – Asked about the High Friction Treatments and whether or not the SDDOT is coming up with any repair ideas for when pieces of the treatment is worn off or “breaks off”, and if SDDOT was considering putting up signage to alert motorcycle operators of these surfaces. Mike Behm noted currently there is not a good repair method to fix pieces that are chipped out of the surface treatment but that the Department is looking at different possibilities. Mike also noted there is no signage planned currently but requested ideas from the motorcycle riding community for consideration. No ideas were provided at this meeting.

1 Comments

**Riprap along highways** – Asked what the long-term plan is for the riprap along those highways where the water now has receded. Have noticed some areas where the rock is being covered up and curious if the plan was to cover up all of the rock areas? Mike Behm noted there are locations where the water has receded and the Department tries to cover up the rock with dirt and get grass to grow to provide a “clear zone”, 10-30 feet (depending on the highway) of obstacle free area off of the roadway to lessen the impact to any vehicle leaving the roadway. Jeff Senst also noted it is much easier for Maintenance forces to maintain the roadway when it is grass versus rip rap. However, it is costly to get the rip rap covered up and grass growing so it does take time. Mike noted there is no long-term plan or projects in the tentative STIP to perform this work but the Department relies on the Region and Area Staff for recommendations when they see the water has been receded for some time.

1 Comments

**I29/US12 Exit near Summit** – A Representative from District 1 noted there has been an increase in traffic at the I29/US12 exit and one of his constituents lost a son to a traffic accident at this location. Many other constituents have contacted him about reducing the speed limit at this location. Asked about the process of reducing the speed limit on US12 near the I29 Summit Exit and near the truck stop. Jeff Senst noted the process to request a speed limit change is to contact the Region Engineers office and the Traffic Engineer will perform traffic counts and research the crash history on the route and make a recommendation to the Transportation Commission. Another way is for citizens or a local government entity to petition the Transportation Commission. The Representative noted SDDOT staff opened the meeting stressing about improving the safety of the state highway system and stressed this is a great location for reducing the speed limit and thereby increasing safety.

## 1 Comments

**SD10 Reconstruction through Sisseton** – A state representative requested information on the construction of SD10 and the roundabouts in Sisseton. There are businesses, an apartment building, a hospital and an assisted living center that needs to be accessed during construction of the highway. How will businesses on the south side near the roundabouts be accessed during construction? Will there be a frontage road? Requesting information to take back to his constituents. A frontage road was brought up last year but no information since then has been provided. Maybe another public meeting is needed to inform the public. Mike Behm noted traffic will be maintained throughout the construction of this project where half of the highway will be constructed at a time (whereas all traffic will be head to head on one side of the highway while the opposite side is constructed then head to head traffic will be switched to the newly constructed side and the other half will be constructed. Jeff Senst noted access to the businesses, hospital, apartments, etc. will be maintained throughout the construction. However, as with any highway construction project, there will be inconveniences but access will always be maintained throughout the construction. The Representative also asked if the Roundabouts have been tested at all with Semi-Trucks as this is most worrisome vehicle to maneuver through. Jeff Senst noted there has been to test sections set up, one in a gravel pit near Brookings and most recently in the Sioux Falls SDDOT shop area where multiple trucks with varying length of trailers and varying number of trailers successfully maneuvered through the Roundabout and most trailers barely got on the truck apron. One citizen asked if any of the intersecting streets would be realigned to create a better “T” intersection. Mike Behm and Jeff Senst noted yes some of the streets will be realigned to create a safer intersection and a “slow lane” will be added going up the hill going west from the RR crossing. Representative asked how wide will the lanes be on SD 10. Mike Behm noted he would have to get back to him as he could not recollect from memory.

## 1 Comment

**Texting and Driving** – A Representative asked if there are any clear statistics of whether or not distracted driving is on the rise or if there is anything legislature can do as far as stiffer fine and such. Mike Behm noted it is difficult for law enforcement to prove someone was using a handheld device while in a traffic accident. However, there are some safety innovation ideas the Department is trying, such as the Centerline Rumble strips to alert a distractive driver when they may be crossing the centerline. Mike also noted any ideas from the public to improve safety on the state highway system are more than welcome.

## 1 Comment

**Recycled Asphalt Pavement (RAP)** – Dirk Rogers, Brown County Highway Superintendent, asked what the best percentage of RAP the SDDOT has been using. Mike Behm noted, depending on the volume of traffic on the highway, the SDDOT is using around 10-20% RAP in most cases.

## 1 Comment

**Dollar Saving opportunities** – Dirk Rogers, Brown County Highway Superintendent, appreciated the fact the SDDOT was looking at performing maintenance and construction on what is needed and not just aesthetics, thereby stretching every dollar spent. Zone Painting of Bridges and adding passing lanes where needed rather than a full reconstruction are other good examples. Also mentioned was the bridges on the Interstate system and hearing the Department is discussing the number of bridges necessary. The Interstate system was designed in the 1950’s and 60’s and the cost to replace a bridge may not outweigh the benefit. Mike Behm noted every 10 years the Department analyzes the Interstate corridor bridges and will be discussing if any can be removed rather than rehabilitated or replaced. Mike thanked the public for being aware of this conversation because any structure closure could impact the County Road system.

1 Comment

**Solar Power on flashing beacons** – A Representative asked if the SDDOT is using solar power to operate any of the flashing beacons or speed alert signs. Mike Behm and Dan Martell noted yes solar power is used but many times a power line is installed for backup.

1 Comment

**Environmental Sensor Stations (511 Cameras)** – A Representative asked what the funding split is for the cameras installed along the highways throughout the State. Mike Behm responded these Environmental Sensor Stations help SDDOT's maintenance forces understand what the weather and highway conditions are to more efficiently treat the highways during winter conditions. The cameras also are a great tool for the traveling public to go online to see what the driving conditions are. Mike noted the funding split is approximately 80% Federal and 20% State match funded.

2 Comment

**Asphalt versus Concrete surfacing** – A Representative asked what is the process of determining whether an Asphalt Concrete Pavement is used versus a Portland Cement Concrete Pavement. Mike Behm noted based upon a research project performed jointly with the Asphalt Association and the Concrete Association and the traffic load on any specific corridor a life cycle comparison is performed and a pavement is then selected. Another question was "the more traffic volume, the greater chance Concrete pavement will be used?" Mike Behm noted not necessarily, there are many factors taken including traffic volume into consideration, i.e. soil samples, upcoming improvements in the next 40 years, etc.

1 Comment

**Thank you SDDOT** – Mayor of Redfield thanked the SDDOT for the construction on US281 and US212 through Redfield. The new bridge, ADA and Signal upgrades have been tremendous. He travels throughout the region for his job and for the most part thinks the State of South Dakota has great highways and bridges and just wanted to make a point to attend to say Thank You to the SDDOT for a tremendous job well done.

**Sioux Falls, SD – 61 Attendees (Mitchell Meeting: 39 Attendees in 2017, Sioux Falls Meetings: 47 Attendees in 2016, 46 Attendees in 2015, 41 Attendees in 2014)**

1 Comment

**Communication lacking** – A landowner asked about why his property is being impacted currently when no communication from SDDOT has been received. Sent an email and left multiple phone messages with Area Engineer and only received a generic email in response. Extremely disappointed in the lack of communication. Also does not want to see his property disturbed 5 years in a row like it seems will happen at this point. Mike Behm apologized for the lack of communication. The SD37 work is planned for next year and the SD50 work is not planned until 2023 at this time. Therefore work near his property should not be taking place 5 years in a row but asked the landowner to please visit with SDDOT staff after the meeting to see what can be found out about the power company replacing poles near his property as the landowner stated the power company is 40' within his property with no easements.

1 Comment

**SD115 from Harrisburg corner to 85<sup>th</sup> St in Sioux Falls** – Senator Bolin asked when this stretch of highway is planned to be constructed as many of his constituents are curious. Senator Boling noted he did not see it in the tentative STIP presented. Generally speaking, Senator Bolin thanked the SDDOT for a job well done. Mike Behm noted the reason it is not on the list of projects from 2019 to 2022 is because it is programmed as a Fiscal Year 2018 project. This means it is planned to be let prior to September 30th, 2018 but the construction will more or less not begin until 2019.

2 Comments

**SD37 Bypass / N Minnesota St Intersection in Mitchell** – Chief of Public Safety in Mitchell requests a signal be installed at this intersection. Even if it does not meet the warrants based on traffic volume, other consideration should be made with safety being number 1 concern. This intersection has a curve, a hill crest and the speed is too great for pedestrians and bicycles to cross safely, especially at peak times. Also, extremely difficult to make a left turning movement, especially during peak times. There is a K-12 School approximately 550 feet south of this intersection and Mitchell Middle School approximately 3500 feet south. Multiple professional businesses are located directly north of this intersection. Requests the SDDOT use Engineering discretion when analyzing the installation of a signal. Mike Behm noted SDDOT has received letters requesting an analysis of this intersection and the Department is actively working on a solution to fit the need at this location.

2 Comments

**SD42 Roundabout at the Wall Lake intersection** – One comment in opposition of the proposed Roundabout was recorded during the meeting. An additional discussion happened after the meeting, which was not recorded, when Craig Smith, Mitchell Region Engineer, provided some layouts to those present concerned about the Roundabout at this intersection.

10 Comments

**Divided Lanes on SD50 from SD37 to Tabor** – Do not remove these existing 4 lanes in exchange for a 2-lane facility with a center turning lane. Keep what is there, just make it safer. Citizens request the Speed Limit be reduced from 65mph to 55mph in Tyndall and Tabor. Mike Behm noted this particular project was moved out of the Construction STIP and into the Developmental STIP because the SDDOT is listening to the public comments and will be trying to find a solution that will work. Two Representatives encouraged the SDDOT to continue to listen to the citizens' concerns and work with them to find a suitable solution.

1 Comment

**US 81 from SD38 to SD42** – A Representative commented this stretch of US81 is extremely rough especially in a truck as it tears up tires and suspension. The worst piece is between I29 and SD38. Mitchell Area Engineer, Jay Peppel noted SDDOT is looking at this corridor and there is a Pavement Preservation project coming up.

1 Comment

**Commercial Vehicle Scale in Mitchell** – It was noted that it is extremely difficult to make a left turn movement to go back to I90 when leaving the scale with a loaded truck. Not complaining about the scale, only about the ability to make a turn left when leaving the scale. Traffic should be slowed down or a signal installed even if temporarily while the scale is open.

1 Comment

**US 81 north of Yankton around the Tabor and Utica intersections** – A Representative thanked the SDDOT for listening to the public for adding the intersection improvements to an upcoming project on US81 north of Yankton.

1 Comment

**US 81 and SD50 in Yankton** – A Representative requested adaptive traffic signals be installed in Yankton. She stated SDDOT continues to state they are working on it.

1 Comment

**I90/I229 northerly** – A Senator stated he has been in discussion with SDDOT Secretary and wanted to get on the record at this meeting to request the SDDOT take over and rebuild approximately 1 mile of road north of I90 and I229 interchange once the Veterans Cemetery is built which the City of Sioux Falls is donating the land for the Cemetery. Half of the route is County and half of it is Township road.

1 Comment

**SDDOT working with other State Agencies** – Does SDDOT work with the Department of Public Safety (DPS)? Some people should not be driving. Mike Behm noted, yes SDDOT does work with DPS and also reaches out to Emergency Medical Services and others to work together towards the mantra “Every Life Counts, Partnering to Save Lives”. SDDOT continues to work with other Departments to work on Education, Enforcement, Engineering and other disciplines to ensure the traveling public has safe highways to drive on.

1 Comment

**SD46 east and west of Irene** – Is there a need to include some passing lanes on SD46 east and west of Irene? The SDDOT is spending an incredible amount of money and there may be a need for passing lanes especially going east on Sunday and west on Friday. Mike Behm noted there is no plan to add passing lanes on this corridor. There will be some major roadway and geometrics improvements which will result in greater passing opportunities. Passing opportunities should be improved approximately 85%.

1 Comment

**Speed limit increase to 80mph on Interstates** – Has there been an increase in accidents on the Interstates since the legislature increased the speed limit to 80mph? Mike Behm noted he did not have the data in front of him but noted in talking with SDDOT safety engineers, there has been no significant increase in accidents.

1 Comment

**SD46 Reconstruction opposition** – One person stated “he would vote no” on reconstructing SD46 east and west of Irene. He has driven this stretch of road hundred’s of times and do not see spending multi-millions of dollars to reconstruct this stretch of highway. Mike Behm noted this corridor was last constructed many years ago and the Department looked at repaving or shoulder widening, but with the narrowness of the highway and the hills with not much passing opportunities the decision was made to reconstruct this highway to correct the vertical curves and widen the highway.

**Rapid City, SD – 50 Attendees, (49 Attendees in 2017, 28 Attendees in 2016, 33 Attendees in 2015, 51 Attendees in 2014)**

14 Comments (14 individuals in attendance)

**US385 / US18 Reconstruction in Hot Springs** – There needs to be a cantilever sidewalk along the River retaining wall for pedestrians, to preserve parking space and to keep vehicular traffic from getting any closer to the historic sandstone buildings as to lessen the vibration of the structures. The City is requesting SDDOT help pay for the cantilever sidewalk which is estimated to be approximately \$2 million (approximately 11% of the cost of the project). Also, the City and multiple business owners along this route are requesting that no parking spaces be lost due to the highway design. The City and multiple business owners requested the SDDOT consider performing much of the construction outside of the tourism season (winter months essentially). “Many new business have just opened within the past

year or two and others have interest in opening and the City and business owners feels there needs to be additional time for these businesses to establish themselves prior to the highway construction. The City requested the project be delayed by a year or two to ensure all these considerations may be discussed and evaluated. Mike Behm noted generally speaking, the weather in South Dakota can be difficult to plan much highway construction during the winter months but the Department can take a look at the project to see if there are any opportunities to perform part of the construction during the winter months. A Representative, whom sits on the Transportation Committee, noted this is the first time she has heard of this project and offered to meet with City Staff, business owners and concerned citizens to see if there is anything as a legislator that could be done. Also encouraged SDDOT to continue to work with the City of Hot Springs and citizens to find a suitable solution for all.

1 comment

**I90 Exit 46** – A City of Piedmont official requested a new interchange to be constructed as was previously planned. This interchange reconstruction was on the construction STIP in prior years but now it has dropped off. The Community would like to see this interchange be placed back in the STIP because the interchange bridge has a large “hump” and is extremely unsafe. There is now a new gas station in the northwest quadrant and the volume of traffic is increasing exponentially. Economic Development is waiting for a new and safe bridge to be constructed. It was noted that a State Trooper had to be called this year to direct traffic in order to clear vehicles off I90 over the 4<sup>th</sup> of July week. Mike Behm noted SDDOT staff continue to work through the issues and are working to get this project moved back into the STIP.

1 comment

**US85/SD34 intersection Traffic Signal in Belle Fourche** – The intersection of US85/SD34 improvement project is currently scheduled for 2021. The City is requesting to advance this project.

1 comment

**US85/Jackson St intersection in Belle Fourche** – The City is requesting a traffic signal at this intersection to replace the flashing amber light. There continues to be vehicles narrowly missing pedestrians and those on bicycles crossing US85.

1 comment

**US85/Summit St intersection in Belle Fourche** – The City requests a left turn signal SB to EB at this intersection. At different times of the day, one cycle of the light may not allow any left turn movements.

1 comment

**Speed Limit through Belle Fourche** – The Mayor of Belle Fourche thanked the SDDOT for the speed study and the reduction in the amount of the speed zones within the City of Belle Fourche.

1 comment

**Thank you** – A Representative thanked the SDDOT for working with her on the street lighting at US16 and Neck Yoke Rd Intersection.

2 comments

**US16 from Reptile Gardens up to Mystery Mountain** – A Representative asked the SDDOT to look at the entrance and exit of the Croell quarry. Semi-trucks pulling double trailers entering the highway on this big curve and on a hill can be extremely dangerous. The Rockerville Fire Chief told the Representative that having to “scrape” a victim off the highway is not a fun thing to do. School of Mines students have sat at the two intersections recording the traffic and have noted the dangerous situations occurring. The whole corridor on US16 From Reptile Gardens up to Mystery Mountain is one of the worst sections of highway for accidents and fatalities. Requested removing 2 of the 4 entrances to the east near Reptile Gardens.

1 comment

**Thank you** – A Representative requested that the SDDOT support her idea of having lifetime license plates rather than having to renew them every 5 years.

1 comment

**Information signs** – Noted concerned about the way SDDOT is allowing information signs to be placed. Would like to see more signage near the intersection of US16/US385. Multiple vehicles making turning movements at this intersection with vehicles also in and out of businesses near with limited to no signage. Would like to see more signage directing drivers to their destination of business as there has been some near misses of accidents as drivers maneuver through the intersection and entering and exiting the highway.

1 comment

**US16/SD44 Intersection in Rapid City** – A Representative asked if the timing on the traffic signal could be extended for the left turn movement on the US16 north bound to SD44 west bound. It seems at times only one or two vehicles can get through this left turn movement per signal cycle. Todd Seaman noted SDDOT can take another look at the timing but this signal is timed with the other signals on US16 and SD44 and coordinated with one another and therefore it can be difficult to have the timing perfect for every scenario.

1 comment

**State Responsibilities?** – A Representative asked if SDDOT has any influence on the possible proposal of turning Main St and St Joseph St into two lanes? Todd Seaman noted SDDOT does not have any influence on those streets owned and maintained by Rapid City other than to provide input on traffic studies and what the flow of traffic could be, etc.

**Pierre, SD – 38 Attendees (29 Attendees in 2017, 41 Attendees in 2016, 24 Attendees in 2015, 32 Attendees in 2014)**

3 Comments, 9 people attending in support

**SD47 from SD20 to US12 (Hoven north)** –

- It was noted this stretch of highway is extremely narrow and rough with steep ditches. A vehicle can drive no faster than 55mph and remain safe. A lot of truck traffic with a milk plant in Hoven and an elevator in Lebanon. A lot of grain trucks travel SD47 hauling grain from the elevator in Lebanon is trucked up to the Rail Road in Bowdle, therefore. The highway is narrow with no shoulders so if a vehicle drops off the pavement it is almost impossible to drive it back on the highway, therefore you wind up in the ditch or in an accident for overcorrecting the wheel. Trucks all too frequently go in the ditch for this same reason. The bridge approximately four miles north of SD20, near Swan Lake, is extremely narrow and two trucks cannot meet on that bridge without having a wreck. Requesting to build this project sooner than later. Mike Behm noted SDDOT is progressing forward with design and currently looking at 2023 for this project. SDDOT recently had a Preliminary Design Inspection approximately two weeks ago.
- It was noted on each side of the bridge approximately four miles north of SD20 there is an approximately 5”- 6” drop off. “Something needs to be done immediately if not sooner”. Recently to Semi-Trailers had an axle break off and go in the ditch. “It needs to be ground down or something”. Mike Behm noted John Villbrandt, Mobridge Area Engineer, was in the audience and both thought something could be done to repair this issue on near the bridge.

1 Comment

**Upgrades in Martin, SD** – “Are they going to upgrade the City of Martin”. Mike Behm noted the project through Martin is planned for Fiscal Year 2018 which is why it is not showing up on the list of projects provided at this meeting, Projects for Fiscal Years 2019-2022. However the construction is planned for summer of 2019.

1 Comment

**US18 - From E of Vetol to the Bennett/Todd County Line** – “What happened to this project, I thought construction was going to happen this year.” Mike Behm noted SDDOT was planning on doing the work on this stretch of highway in 2018, however SDDOT ran into some property acquisition issues and now plan on performing the work in 2019.

1 Comment

**US18 – from SD73N to E of Vetol** – “When will this stretch of highway be reconstructed?” A person was in a fatal accident approximately 3 miles east of Vetol just a week ago. Many wide loads, such as mining equipment going to Wyoming and houses being built in Yankton and moved to the Reservation, are traveling this route. There are no shoulders on this section of highway and therefore is very dangerous to meet these wide loads. This highway was built in 1948 and the approaches are difficult to exit and enter the highway pulling 53’ trailers. Mike Behm noted this was a Resurfacing project in last year’s STIP, however in January the SDDOT Commission approved a STIP revision to remove this section of highway from the resurfacing and add it as a reconstruction project. Currently SDDOT is looking at 2024 or 2025 for the reconstruction. Mike also noted it does take time to go through the design process so construction cannot happen immediately. Many issues have to be worked through during the design phase prior to being able to let a project. For example, survey, design work itself, Right-of-Way acquisition and Wetland mitigation are just a few items necessary to reconstruct a highway. Mike asked the audience if they themselves or if they knew anyone who might be interested in having some Wetland Mitigation on their property to please contact the SDDOT. Whenever a highway project impacts a Wetland the Department must replace a wetland in a 2:1 ratio. These types of issues take time to work through the process prior to letting any highway project.

**Webinar - 36 Live Viewers watching (49 Viewers in 2017), YouTube – 2 views as of 8/14/2017 (40 Views at this time in 2017)**

1 Written Comment, with three questions

**SD50 near Tyndall and Tabor** – Inquired about what work was being planned on SD50 near the Tyndall and Tabor area. Mike Behm noted a project for SD50 in this location is currently programmed in 2023 and therefore does not show up in the 4-year construction STIP. SDDOT wanted to wait to gather public testimony to help determine the best solution which will work.

**US81** – Inquired about work planned on US81 in the Yankton Area. Mike Behm noted US 81 has worked planned to improve some intersections and replace a structure approximately 4.1 miles north of the north SD50 junction over Beaver Creek and is currently planned in 2021.

**SD46** – Inquired about work planned on SD46 in the Yankton Area. Mike Behm noted SD46 from Irene to west of I29 construction is currently planned for 2020 and reconstructed from US81 to Irene in 2022 and.

**Planning District Meeting Comments**



## **Black Hills Council of Local Governments Meeting:**

George Kotti asked if we could provide a list of the Transportation Commission members. Dave Voeltz stated we did not have the information with us but a list of the Commission members could be found on the SDDOT website, [www.sddot.com](http://www.sddot.com)

**PCN 028Z & 03TH, US18 and US385 through Hot Springs** - George Kotti, Mayor of Hot Springs, is concerned and frustrated with the communication efforts between SDDOT and the City of Hot Springs with the design of the highway project through Hot Springs (PCN 028Z & 03TH) City's main concern is they desire the canti-lever sidewalk and allow more room for the business development along River Street. Recently there has been a revitalization of business along River St and does not want to see these new businesses dry up because of highway construction preventing customers from accessing the businesses while they get established. Mr. Kotti stressed the main concerns is the canti-lever sidewalk but also many other design considerations the City would like to have addressed. Mr. Kotti indicated the City has worked with a group from the School of Mines to identify some preliminary numbers and safety aspects of the canti-lever sidewalk. Mr. Kotti stated the City is willing to work with SDDOT on the design and funding issues but would like to see better communication between the two entities. Mr. Kotti stated he has sent at least two different letters to Secretary Bergquist and has received no follow up. Mike Stahl asked if it is possible to delay a project in order to resolve any design and funding issues if necessary. Mr. Stahl indicated if the County or City makes a comment on the design at a design meeting, then at the next design meeting no changes were made in respect to their comments and there are no answers or reasoning provided to the city of why there were no changes. Mr. Kotti feels there has been a real lack of communication with the SDDOT during the design phase of this project. SDDOT staff present encouraged Mr. Kotti to continue to communicate with Rich Zacher, Custer Area Engineer, as a direct conduit for design considerations and construction schedules. Also, Mr. Kotti was encouraged to attend the Public STIP meeting on July 12, 2018, in Rapid City at the Ramkota Hotel at 7pm MST.

George Kotti asked about the current construction schedule for PCN 028Z and 03TH through Hot Springs. The current schedule is construction beginning in 2021. Tom Horan indicated the project would last probably 2 years with the amount of work in such a narrow corridor. Mr. Kotti also asked if there are TAP funding available for the canti-lever sidewalk. Staff present provided information on TAP funding as money for alternative transportation projects such as "Safe Routes to School" or from point A to point B, not just any sidewalk. Mr Kotti was encouraged again to speak with Mr. Zacher or the Transportation Alternatives Engineer Logan Pickner for more detailed information on the TAP program.

**City or County sidewalks** – George Kotti asked if Safety money could be used for sidewalks and such for County or City streets and Roads. Tom Horan stated there is an analysis performed each year and if there is data to support an area where improvements can be made then yes. Mr. Kotti is encouraged to contact Andy Vandel, Safety Engineer, if there is a specific location a county or city would like the SDDOT to consider investing Safety money.

Dean Wagner asked if there would be more funding for the counties since SDDOT received a reapportionment of 25.7 million dollars at the end of 2017. Other County Commissioners echoed this question. SDDOT management will need to follow up to provide any information. Other County Commissioners from other Planning Districts also asked if there would be additional funding for bridges.

**SD79 too narrow and traffic is increasing** - Dean Wagner, Harding County Commissioner, asked if SD79 would be widened with the highway project PCN 05EU (Mill and Overlay project). Mr. Wagner stated there are 2-3 truck accidents from ND state line south per month because of the narrow roadway

and the steep drop offs. Also, with the Keystone Pipeline coming in soon the traffic volume will be dramatically increasing on SD79. We have seen traffic, especially truck traffic, multiply just this year on SD79 because of the bridge work on US85 happening this year. Tom Horan indicated there is no plan currently to widen this portion of SD79. Dave Voeltz offered there are other options available such as Rumble Strips. Mr. Wagner stated there are already Rumble Strips and they are so far on the edge because the highway is so narrow that by the time a vehicle, especially a truck, hears the rumble, it is too late and they are in the ditch. Encouraged Mr. Wagner to attend the public STIP meeting on July 12<sup>th</sup> in Rapid City.

**Keystone Pipeline Construction** – Dean Wagner, Harding County Commissioner, asked if SDDOT is taking the year of the Keystone Pipeline construction into consideration when programming the highway projects. Mr. Wagner recommended SDDOT should be as the highways and local roads will be under great stress during the construction of this pipeline. Dave Voeltz noted we have heard this same comment at the 3<sup>rd</sup> Planning District (especially US183 from US18 to I90).

Mike Stahl asked if the SDDOT uses the millings of asphalt on a Mill & AC surfacing project. Tom Horan offered yes, the millings are blended into the new asphalt mix and recycled.

Galan Niederwerder, Meade County Commissioner, asked if SDDOT pays for sewer when discussing the SD44 project (PCN027K) in Rapid City. Tom Horan explained this is a State Highway and therefore the SDDOT does pay for the Storm Sewer. However, the City of Rapid City will have a City Utility project let in conjunction to update the Sanitary Sewer and Water lines which will be paid for by the City.

**Snow fence in Spearfish** – Mike Harmon asked if the SDDOT would be willing to partner with the City of Spearfish on a permanent snow fence along I90 and the Spearfish Airport. Mike has already discussed this with Todd Seaman and received an answer “Todd would discuss with SDDOT management and get back to him”. Mr. Harmon has not heard anything else and would like to continue this discussion sooner rather than later to come to a consensus on options and on the participation level of each entity.

**BIG Grant** – Mike Stahl asked if the County is eligible for a BIG to construct a bridge on old US18 over the Mickelsen Trail. There is not much traffic, maybe 30 ADT. Also, if a grant is received by the County and they did not use all the funds granted, does the County keep the remaining dollars to use on other projects. Mr. Stahl stated he has spoken with Doug Kinniburg with SDDOT. Tom Horan was not sure but did not think a local government got to keep any remaining funds, if there is any, on a project that came in under budget. Mr. Stahl was encouraged to continue the dialogue with Doug Kinniburg for any BIG project considerations.

**Cold In Place** – Mike Stahl asked what Cold in Place meant. Dave Voeltz and Tom Horan provided a description of when the existing asphalt concrete surface is too brittle or weak or the base course under is too weak or thin, then the existing asphalt is ground up in place and mixed with the existing base course to provide a stronger base course. Then a new asphalt surface will be placed.

**Paved highway turned to a gravel road** – Mike Stahl asked if there is ever a time when the SDDOT turns a “hard top” highway into a gravel road. Tom Horan offered typically no, he could not think of an instance where the SDDOT would do this. Multiple county representatives offered examples where their budgets were nowhere near able to repave a “hard top” surface or there are no gravel pits in the area and therefore the cost to haul it in is not a viable option with the money available to the counties.

**Highway Project Prioritization** – Galen Niederwerder, Meade County Commissioner, asked how the SDDOT prioritized highway projects. Dave Voeltz provided information on the Pavement Management System used by the SDDOT which provide information to allow for data driven decisions on the prioritization of highway projects. Considerations include, but not limited to, life cycle of the pavement/roadway/bridge; budgeting within categories, i.e. Interstate, Major Arterial, Minor Arterial; Safety; Traffic Volume and Land Development in the area. Therefore, prioritization of SDDOT highway projects are as objective and are data driven.

### **Central SD Enhancement District Meeting:**

**Additional funds for bridges** – Ron VanDeBerg asked why not more money was being programmed for bridges since many existing bridges are deteriorating. Dave Voeltz noted the funding breakdown is divided by our various funding categories and the needs within each. Improvements identified on the State’s highway and bridges System are data driven. This is reviewed yearly and dollars adjusted as needed.

**US83 Projects south of Murdo Scheduling** – Krysti Barnes of Murdo asked for clarification of the US83 south of Murdo project schedules. John Forman stated there is a project expected to be let this August or September which is in the Federal Fiscal Year 2018 which is why it is not showing up in the report presented at this meeting. Construction is planned for 2019, however some work may take place yet this fall and winter on the new bridges. PCN 04E7 is the second grading project on US83 south of Murdo and is planned to be let in late summer early fall 2019 (Federal Fiscal Year 2019) but construction planned for 2020. Both of these projects will have an interim surface placed on it. A third project PCN 04E8 is planned to be let late summer or early fall 2020 (Federal Fiscal Year 2020) but actual work (AC Surfacing for both Grading projects) is planned for summer of 2021.

Krysti Barnes inquired how long after a paving project will there typically be a chip seal. Krysti has heard differing opinions. John Forman stated typically two years after paving operation there will be a Crack Seal project to seal any cracks and then the 3<sup>rd</sup> year will see a Chip Seal project to preserve the asphalt pavement. However recently, the asphalt pavement has been “holding up” longer and therefore may extend the time between a AC Pavement project and a follow up Chip Seal project.

Ron VanDeBerg asked if there is a Chip Seal project planned for US14 from Highmore to Miller. This is in the SDDOT Huron Area which no staff from that office was in attendance. After the STIP presentation, Dave Voeltz researched and found a Chip Seal project has been awarded recently for US14 from the Hughes/Hyde County line to Miller which is planned to be completed sometime summer of 2018 and notified Ron of that.

### **First District Meeting:**

**Roundabout testing** - Gary Jaeger, Deuel County Commission, asked if a truck pulling double trailers was tested to see if they could make it through the Roundabout currently being constructed at the intersection of US81 and SD20. Matt Brey (SDDOT – Watertown Area Engineer) responded, yes, a model of the roundabout was staked out and multiple trucks, including pulling doubles, was driven through to ensure they could maneuver through the roundabout safely.

**US212 surfacing project from SD15 to the Minnesota State line** – Gary Jaeger asked if this project will tie into where the previous surfacing job ended. Matt Brey replied “Yes”. Dave Voeltz explained the location description is a general description to hopefully allow most people to visualize the beginning and ending of a project.

**SD28 from the N Junction with US81 to the east city limits of Estelline** - Bryan Pedersen asked if some curves and bridges would be reconstructed with this project? Matt Brey informed this project is a Mill & AC Resurfacing project only and is planned for 2019. A reconstruction project to straighten out the curves and replace the bridges is being considered approximately 5-10 years after this Mill and AC Resurfacing project.

**PCN 03TC – SD34 through Madison (Washington Ave)** – Dave Fedeler, Lake County Highway Department, asked how far south of the 10 St intersection (where SD34 turns and runs east toward I29). After the meeting, Travis Dressen, Sioux Falls Area Engineer, was contacted for clarification. Mr. Dressen noted the construction will go 245’ south from the Radius point of the intersection. An agreement is being drafted where no cost to the County for the construction will be assessed. The County will be responsible for maintenance after the construction.

**PCN 04JY – shoulder widening on SD28 from west of Lake Norden to US81** – Bryan stated intersection improvements should be included because of all the truck traffic and anticipation of increased truck traffic with the milk factory expanding. Matt Brey noted there is spot grading included with the work with intersection improvements to be made.

**Signage and Delineation projects** – Bryan Pedersen asked why are there two Signage projects in his county, one scheduled for 2019 and another for 2020. SDDOT staff informed the group the first project is for paved roads only and the following project is for gravel roads only. Dave Fedeler stated the signage project in his county has been dragged out for 2-3 years because the townships originally did not want to participate. Then after the project was let, the townships decided to participate creating financial agreement issues and contractor change orders. Dave asked if these types of projects could be broken into County projects then township projects rather than paved only then gravel roads only projects. **SDDOT staff present stated they would have Andy Vandel, Safety Engineer contact Dave to discuss.**

**SD 15 from SD28 to Clear Lake** – Steve Rhody asked when “when will this stretch of highway be reconstructed?” “Seems like it has continually been pushed out.” Matt Brey noted this project was pushed out because it originally was scoped as a shoulder widening project. Then, because of the vertical curves (hills) and the age of the existing culverts and structures, it was decided to change the scope to a grading project. This decision created much more work in design and therefore pushed the project out further. Matt also mentioned there is a SD28 grading project from Estelline to SD15 tied with the SD15 project. It is planned one project will be constructed one year with the other the following year.

**After the meeting:**

**New I29 Interchange south of Exit 177 in Watertown** – Colin Paulsen, City of Watertown Engineering, stated the SDDOT should consider a new interchange approximately 1 mile south of the current exit 177 or maybe 2 or 3 miles south where there is an existing overpass structure and tie the interchange in with the SD20 bypass. There is anticipated to be a dramatic increase in traffic, especially truck traffic, due to the development of the new Terex plant and industrial park in southeast Watertown.

**Additional funds for bridges** – Joe Jensen, Kingsbury County Commissioner, would like to see more money budgeted towards bridge repair/reconstruction. Joe proposed one possibility could be approximately 10 cent increase in the gas tax for approximately 10 years to be able to “catch up” with the deteriorating bridges throughout the State.

### **North East Council of Governments meeting:**

**Public Transit Consolidation of Transit Authorities** – At our presentation of the Tentative STIP, Eric Senger, Director of the Northeast Council of Governments Planning District, stated he had heard through a different group he is associated with there may be a possibility of the 18-22 Transit Authorities within the State be consolidated down to 6-8. Eric asked if SDDOT could confirm this or provide any information. This question was forwarded to SDDOT Air, Rail & Transit Program Manager.

**Cold in Place recycling** – Tom Hansen asked how this process has been working because Beadle County has a similar project coming but also asked why and when should an entity perform this type of work rather than a Mill & AC Surfacing project. SDDOT staff present explained the difference between the two Improvement Types and Mr. Hansen thanked them.

**Signal upgrade in Northville** – NECOG staff asked what type of signal upgrade was going to happen in Northville. It was noted the project in question is a Railroad Crossing Signal upgrade.

### **South East Council of Governments meeting:**

**N 60<sup>th</sup> St Improvements between I229 and Minnesota Ave in Sioux Falls** – Randy Hartman asked if there was an improvement project planned for N 60<sup>th</sup> St, mainly between Minnesota Ave and Westport. Brad Remmich stated the Sioux Falls MPO has a Preliminary Engineering project planned to perform a study on this street to determine the most cost effective and best improvement to the street. Brad also stated SDDOT has a project for the I229/N 60<sup>th</sup> St overpass to replace the structure over I229 designed to be expanded in the future if necessary. Travis Dressen also mentioned there is a RR Crossing improvement project planned for 2019, PCN 064F

**Brandon Interchange on I90** - Kevin Smith asked what happened to the Brandon interchange project on I90. Travis Dressen stated there has been some recent changes with land/business development near this interchange and therefore this project was pushed out into the Developmental STIP to take a step back to study and determine the best improvement option. Kevin also asked how far north and south of the interchange does the SDDOT plan to go with the project. Travis stated approximately from Ash St to north of the interchange (undetermined) but would most likely include some intersection improvement work at the Hemlock Blvd and the entrance to Marmen Manufacturing. Travis also stated there are some Control of Access issues to work through. Travis stated there are some temporary work being looked at, for instance the east bound off ramp will be looked at to be widened to two lanes to prevent back up on the interstate.

**Bicycle lane on SD11 between Brandon and the Palisades (Garretson)** – Kevin Smith asked if a bicycle lane or striping for a bicycle lane from Brandon to Garretson would be considered with the resurfacing project on SD11 from north city limits of Brandon to the Minnesota State line, PCN 04EX. Brad Remmich and Travis Dressen discussed the shoulders would be surfaced and any rumble strips would be offset from the white line towards the driving lane rather than the shoulder. Therefore, allowing for a smooth ride for bicycles on the shoulder. Also, there has been discussion to sweep this stretch of highway 3-4 times per year rather than 1 time currently being performed.

**Rice St./Holly Blvd Corridor** - Kevin Smith asked if the Sioux Falls MPO has a study planned for the Rice St / Holly Blvd Corridor between Sioux Falls and Brandon? Brad Remmich, SDDOT MPO Coordinator, stated there is a study for some intersection improvements within this corridor.

### **Third District Meeting:**

**PCN 04HJ, SD37 from N of Springfield to SD50** – Brian McGinnis, Planning District III, asked when construction would start on this project. Rod Gall informed him this project is planned to begin in the spring of 2019. Brian thanked Rod and informed SDDOT that BY Water should have all the waterlines clear of the highway construction by then.

**PCN 04HK, SD52 from SD37 to SD50** – Brian McGinnis asked when this project is planned to start because BY water has a big waterline to move along this highway also. Rod Gall responded the construction on this project is planned to begin the spring of 2020.

**PCN 04J5 and 04X4** – Mike Healy, Yankton Chamber Transportation, asked when these projects would be constructed. Rod Gall noted the plan is to let the projects sometime in October 2019 through March 2020 so the construction could begin in spring of 2020. However, US18 is being constructed currently and is being considerably delayed because of heavy rain fall recently. US18 is planned to be the detour route for the SD46 construction. Therefore, the possibility of SD46 construction being delayed is a real possibility if US18 is not complete on time. Grading on US18 is planned to be complete by July 1, 2019, then surfacing complete by fall of 2019.

**4 lane Highway segments near Tyndall and Tabor** – Frank Kloucek submitted a Resolution from the Bon Homme County Commission showing support to keep the 4-lanes on SD50 near Tyndall and Tabor areas, however do not see signatures. Will need to verify the County Resolutions. Frank also submitted a petition signed by 40 individuals with eight (8) points being submitted. Please see the attached petition at the end of this document. Eight individuals in attendance showing support to keep the 4 lanes on SD50 near the Tyndall and Tabor Areas including other requested items. Wayne Schuurmans spoke in support to keep the 303 intersection with SD50. No accidents have occurred at this intersection. Whereas if it is closed would force traffic south past the Ford garage where it intersects with SD50 where multiple accidents have occurred. Wayne requested a traffic count be performed on 303. Nick Kniffen stated 90% of his grain is hauled across SD50 to Tyndall and must use the median approach to “cheat” to be off the highway. Otherwise there is not much time in between traffic to cross the highway. Eight individuals in attendance showing support to keep the 4 lanes on SD50 near the Tyndall and Tabor Areas including other requested items: Frank Koucek, Nick Kniffen, Richard Kloucek, Louie Ruman, Wayne Schuurmans, Jim Kniffen, Dennis Povondra and Sherry Povondra.

**4 lane highway west of Yanton** – Dallas Povondra stated he was traveling to this meeting today and was stuck behind a truck hauling hay and could not pass from Tabor to Yankton because of the debris from the trailer and the volume of oncoming traffic. Dallas felt the SDDOT should consider a 4-lane highway west of Yankton. Louis Ruman stated he lived in Germany for 2 years and their highways had 3 lanes with the center lane being a passing lane. SDDOT should consider this as an option if a 4 lane was not an option. Dallas mentioned there is much more traffic on SD50 since the bridge over the Missouri River in Springfield was completed with all the traffic from Nebraska traveling into SD.

**Rumble Strips** – Louie Ruman thanked the SDDOT for installing Centerline Rumble Strips west of Tabor as they have seemed to drastically help the traveling public remain in their own lanes with all their staring at their phones. Is the SDDOT planning on installing these on all highways in the state as he feels the state should? Nick Kniffen stated all highways in Alaska have these and they are nice. Rod Gall indicated they can sometimes be detriment to the asphalt as they collect moisture and this moisture can create the asphalt to deteriorate much faster than without them. Therefore, careful consideration

with multiple variables goes into the decision making process of when and where to install these rumble strips.

**4-lane highway through Wagner** – Richard Kloucek had heard the 4 lane SD46 through Wagner was being considered to be reduced to a 2 or 3 lane. Is this true? SDDOT present at this meeting was not sure and would follow up with him.

**SD25 from SD50 to Scotland** – Richard Kloucek would like to see this highway corridor widened. Rod Gall indicated he supports the widening of SD25 from SD50 to US18, however there is a lot of life in the current asphalt pavement on SD25 and therefore it may be 5-10 years from now before it is a good use of money to widen this stretch of highway.

**Keystone Pipeline vs PCN 05ED, US183 from US18 to I90** – Clinton Powell with Brosz Engineering asked about this project which is currently programmed for 2020. Clint asked if SDDOT considered the Keystone Pipeline construction in this area in 2020 or had coordinated with the Public Utilities Commission at all. Clint and the County does not want to see all the construction traffic, including trucks hauling material to the pipeline along with the local and over the road trucks, traveling and tearing up nearby County Gravel or paved roads because the SDDOT has US183 torn up in 2020. There are major County Gravel pits along US183 needing to haul gravel to the pipeline project also. Clint encouraged SDDOT to consider moving this project out a year or two. Also, Clint mentioned there is anticipation of big protests in this area during the construction of the pipeline which are anticipated to make the protests in ND on the Dakota Access pipeline look small.

**SD46/US81 intersection** – Mike Healy stated the lights from the weigh station west of this intersection makes it difficult to see the stop signs. Mike requested flashing lights be placed on the stop signs to help traffic see the stop signs and stop. Rod Gall stated the Mitchell Region Traffic Engineer is analyzing this intersection for potential improvements.

**Speed limits** – Jane Gramkow asked about who to speak with about reducing speed limits. The speed limit in Olivet should be looked at because of traffic slowing from 65mph to turn off the highway and now a campground is open and more traffic, including campers, are slowing to turn off the highway. Rod Gall asked she contact him to begin with and the Region Traffic Engineer can analyze the speeds in this location. Frank Kloucek suggested she write a letter to Secretary Bergquist about speed zones because then things seem to happen.

**Sand vs Chemical for winter Maintenance** – Frank Kloucek asked if SDDOT can go back to using sand rather than the liquid chemical currently being used for the deicing solution. Frank indicated SD46 was a “skating rink” this past winter. Rod Gall stated there are many variables in play when it comes to using sand versus chemical to treat the highways. Sand can blow off immediately with heavy truck traffic and then SDDOT has to come back much sooner to “retreat” the highway. Rod stated it is a difficult decision when it comes to what to use and when to use it during winter highway maintenance.

**Thank you** – Dave Mingo thanked Dave Voeltz (and Dewey in the past) for continually holding these meetings to allow for public input.

**Thank you SDDOT** – Richard Kloucek thanked the SDDOT for the great conditions of the State’s highways when comparing to surrounding States highways. South Dakota’s highways are in much better shape than surrounding States. However, winter maintenance could be improved.

## Written Comments Received by Mail and Email

1 resolution

### **Cheyenne River Sioux Tribe Resolution**

- Request to add a shoulder widening project on SD63 from North of the Moreau River to SD20.
- Extend highway lighting east and west on US212 in Eagle Butte.
- Add a center turn lane on US212 from the Coop Elevator to the No Heart Housing.

1 letter

### **Lack of Concrete paving projects in the STIP (submitted by SDACAP)**

1 letter from Mayor of Belle Fourche

1 public comment

- **US85/SD34 intersection Traffic Signal in Belle Fourche** – The intersection of US85/SD34 improvement project is currently scheduled for 2021. The City is requesting to advance this project.
- **US85/Jackson St intersection in Belle Fourche** – The City is requesting a traffic signal at this intersection to replace the flashing amber light. There continues to be vehicles narrowly missing pedestrians and those on bicycles crossing US85.
- **US85/Summit St intersection in Belle Fourche** – The City requests a left turn signal SB to EB at this intersection. At different times of the day, one cycle of the light may not allow any left turn movements.

Approximately 119 letters/emails and 156 petitions supporting HB 1284. Bon Homme County Commission Resolution of support to keep the 4-lane.

**Divided Lanes on SD50 from SD37 to Tabor** – Do not remove these existing 4 lanes in exchange for a 2-lane facility with a center turning lane. Keep what is there, just make it safer. Citizens request the Speed Limit be reduced from 65mph to 55mph in Tabor and 55 to 45 in Tyndall. Mike Behm noted this particular project was moved out of the Construction STIP and into the Developmental STIP because the SDDOT is listening to the public comments and will be trying to find a solution that will work for most. Two Representatives encouraged the SDDOT to continue to listen to the citizens' concerns and work with them to find a suitable solution.

2 written comment

**Divided Lanes on SD50 from SD37 to Tabor** – In support of the 2-lane highway and passing lane.

4 Written Comment

**US385 / US18 Reconstruction in Hot Springs** – There needs to be a cantilever sidewalk along the River retaining wall to retain parking spaces and keep the traveling public further away from the historic sandstone buildings and retain the wide sidewalk along the businesses to complete the vision of the business community of having sidewalk café's and merchandise displays.

3 Written Comment

**US385 / US18 Reconstruction in Hot Springs** – The sidewalk next to the businesses should NOT be narrower. The parking should remain as is today and does not think a sidewalk on the river side of the highway is necessary. The cantilever sidewalk is totally unnecessary.



1 Written Comment

**US81 through Freeman** – There is a safety issue along US81 in Freeman on the east side of town. There are approximately 25 businesses and a number of residences along this route and currently just 4 points of access. There should be a center turning lane through this entire stretch to greatly improve safety.

6 Written Comment

**SD42 / 463<sup>rd</sup> Ave (Wall Lake) Roundabout** – The proposed roundabout is a terrible idea and anyone living in the area feels it is unnecessary. Many Trucks, tractors, sprayers and combines frequent this area. There is an ethanol plant 10 miles south, an elevator 5 miles north, the landfill 3 miles from this intersection and Custom Touch moves homes through this intersection. Please do not put in a roundabout at this intersection.

1 Written Comment

**US81 from Yankton north 3 miles** – (reference PCN 04G5) Please consider constructing a 4 lane highway to increase safety on the approximate 3 mile segment of US81 from Yankton north.

1 Written Comment

**US14 from Sioux Ave to west of 1804 (Euclid Ave) in Pierre** – Do not support installation of roundabouts in residential areas. Concerned about the impact on neighborhood and safety for pedestrians. Also, feels it is time to restart negotiation with the City of Pierre to take over control and maintenance of Euclid in Pierre.

1 Written Comment

**SD47 from SD20 to US12 (North of Hoven)** – This stretch of highway is narrow with no shoulders which makes it extremely dangerous especially with all the truck traffic hauling grain, hay and dairy products up and down this stretch of highway. There has been multiple accidents with too many deaths because there is not enough width for two trucks to meet each other.

1 Written Comment

**SD46 west and east of Irene** – Encourage the Department to consider slow lanes or passing lanes when reconstruct this segment of highway.

1 Written Comment

**SD50 west of Yankton** – Request the Department to consider improving safety on SD50 west of Yankton to Tabor by constructing slow lanes or passing lanes or 4 lanes the entire length between Yankton and Tabor.

1 Written Comment

**Winter Maintenance** – Request the Department consider switching back to sand deicer rather than the liquid. The sand provides better traction.

1 Written Comment

**Interstate Speed Limit during night time** – Request the Department introduces a bill during the 2019 legislative session to reduce the speed limit on Interstate Highways during night time operations from 80mph to 70mph.