APPENDIX H

PROCESS TEAM MEETING/CONFERENCE CALL NOTES

1) 6/8/06 Project Kick-off Meeting Notes
2) 1/11/07 Design Layout Review Conference Call Notes
3) 4/2/07 Draft Environmental Assessment Review Conference Call Notes
4) 6/12/07 BNSF, Glacial Lakes Ethanol, and Focus Watertown Meeting Notes
5) 4/22/08 SDDOT Preferred Option Meeting Notes
6) 5/28/08 Preferred Option Discussion with FHWA, City of Watertown, Focus Watertown, and Codington County Meeting Notes
7) 6/11/08 Preferred Option Discussion with City of Watertown and Focus Watertown Conference Call Notes
8) 4/7/09 Preliminary Design Inspection Meeting Notes
9) 9/25/09 EA Status Discussion with FHWA and City of Watertown Conference Call Notes

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Meeting Notes

Subject:	Project Kick-off Meeting
Client:	South Dakota Department of Transportation
Project:	Watertown South Connector
Project No:	39319
Meeting Date:	6/8/06; 1:30 p.m.
Meeting Location:	SDDOT Watertown Area Office
Notes by:	ju
Notes to:	attendees

Attendees:

HDR	SDDOT	SDDOT	Watertown	FHWA
Brian Goss	Rick Laughlin	Joel Gengler	Dave Petersen	Mark Clausen
Quinn Damgaard	Rich Phillips	Jeff Senst	Herb Blomquist	
Rebecca Banks	Terry Keller	Tim Bjornberg		
Kristen Gundvaldson	Dave Graves	Ron Sherman		
James Unruh				

A. Meeting began with introductions

B. Segment by Segment Discussion

1. Segment 1

a. **Limits** shown on Study Area Map (attached to meeting notes) are appropriate. Various roadway alignments can be shown under hatching at first public meeting.

b. **Purpose and need statement** for EA should be based on statement in the Watertown Area Transportation Study. Traffic relief for US212 is the main purpose for the roadway. *Follow-up: Rick Laughlin will meet with HDR to discuss traffic model and projections.*

c. Proposed **schedule** (attached to meeting notes) with June 2008 letting date is very aggressive but can be changed as the project progresses.

d. **Typical section** will be:

- 3-lane undivided interim,
- 5-lane undivided ultimate,
- 4-lane bridges will be constructed for interim and ultimate conditions.

HDR will examine ditch and curbed roadway sections. Right-of-way will be purchased for 5-lane section. Roadway will be a city street. Anticipated **posted speed limit** is 40 mph. Anticipated **right-of-way width** is 150 feet.

e. **Alignment** will generally follow section line but may be shifted from side to side to minimize impacts to adjacent properties. Specific alignments may be shown under hatched corridor area at the public meetings.

f. Other **critical issues** include**:**

- Since area will be industrial, **sidewalk** is not necessary. Shoulders could be used for **bicycle traffic**.
- Existing **power line on north side** of 20th Avenue is Northwestern Energy. Existing **power line on south side** is municipal power. Both entities are aware of roadway project.
- A Corps of Engineers **communications cable** crosses 20th Avenue in the vicinity of the Big Sioux River.
- A **natural gas line** crosses 29th Street north of 20th Avenue.
- Crossing the **Big Sioux River and floodplain** will require significant hydraulic analysis. Various options of bridge configurations and design flows will need to be

examined. *Follow-up: Rich Phillips will provide most recent floodplain mapping and Corps of Engineers report to HDR. HDR will obtain other recent studies on Willow Creek and the Big Sioux River done by Aason Engineering and Banner Engineering. The City of Watertown will provide HDR with available GIS files of the project area.*

- **Topeka Shiner** may be a concern for this project. Corps of Engineers may comment on this in their response to the "Early Notification" letter.
- **Waste water treatment facilities** in this area are no longer in operation.
- City of Watertown owns **triangle piece of property** between Willow Creek and Big Sioux River south of 20th Avenue.
- A development proposal for the northwest quadrant of the 29th Street/20th Avenue intersection had included **detention ponds**. This may affect the project.

g. **Ground survey** has been completed by SDDOT Watertown area office. *Follow-up: Ron Sherman will send Microstation files directly to HDR on a CD.*

2. ***Segment 2A***
   a. **Limits** shown on Study Area Map are appropriate. Various roadway alignments can be shown under hatching at first public meeting.
   b. **Purpose and need statement** would be the same as segment 1.
   c. Proposed **schedule** for EA is reasonable. This segment is tentatively programmed for 2009 letting.
   d. Ultimate **typical section** will likely be 3-lane, but 5-lane section may be warranted by traffic projections. Anticipated **posted speed limit** is 35 mph.
   e. Several **alignment options** have been previously considered. Herb Blomquist provided HDR with copies of alignment sketches. The only viable connection to US212 is at SD20. Businesses on south side of US212 at SD20 have been in favor of project. Broadway Avenue curve would be eliminated with this project. Specific alignments may be shown under hatched corridor area at the public meetings.
   f. Other **critical issues** include**:**
      - **BNSF rail line** runs north/south near Lake Pelican. An at-grade roadway crossing with signal lights would likely be adequate.
      - **Rail line to ethanol plant** will also be an at-grade crossing with signal lights. There is an old garbage dump on the north side of these tracks near the BNSF rail line. Any geotechnical work needed for the EA will be provided by SDDOT.
      - **Intersection at US81** may be signalized, if warranted. If turn lanes on US81 are needed, SDDOT would design and construct.
      - **Lake Pelican Watershed District** will be involved in this project. The channel from the Big Sioux River to Lake Pelican can flow either direction, depending on water levels.

3. ***Segment 2B***
   a. **Limits** shown on Study Area Map should be extended further to the southwest.
   b. **Purpose and need statement** would be the same as segment 1.
   c. Proposed **schedule** for EA is reasonable. This segment is not yet programmed.
   d. Ultimate **typical section** will be 5-lane undivided although the center turn lane may not be necessary because there likely will be few access points in this segment. The **posted speed limit** will be 55 mph.
   e. **Alignment** options may be dictated by I-29 interchange spacing. An Interchange Justification Report is part of HDR's contract for the project. Specific alignments may be shown under hatched corridor area at the public meetings.

C. Agency Early Coordination Letter will be submitted to Terry Keller for distribution to agencies the week of June 12. An addition **contact** will be Michelle Saxman of SD Division of Emergency Management. Jim Donahue and Watertown Area Transit will be removed from the contact list. Meetings with the agencies may also necessary. *Post-meeting follow-up: Electronic version of letter, revised contact list, and attachments were e-mailed to Terry Keller on June 13.*

D. Public meetings will be held at times proposed in the draft schedule. Meetings will be held at the Watertown Ramkota. Contact person at the Ramkota is Samantha Grogan (phone 886-6127). One-month advance notice is required. The format of the meetings will be a short presentation followed by an open house. Communication will be via radio and newspaper. Direct mailing invitations may also be considered. The source for landowner information is Ryan Hartley of the planning district (phone 882-5115).

E. Process team meetings may not be necessary. A determination on this will be made after the first public meeting. Project team (SDDOT, HDR, Watertown, FHWA) meetings will be held only if and when necessary, likely immediately prior to public meetings.

F. Private property access approval has already been obtained for properties along Segment 1 because of the SDDOT Area office's ground survey. *Follow-up: HDR will work with Terry Keller to obtain access approval for the properties along segments 2A and 2B.*

The meeting adjourned at 3:40 p.m.

Attachments to meeting notes:

- Revised Project Area Map
- Project schedule

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Conference Call Notes

Subject:	Segment 2A Design Layout Review by Process Team
Client:	South Dakota Department of Transportation
Project:	Watertown South Connector — Project No: 39319
Meeting Date:	01/11/07; 9:00 a.m. to 10:45 a.m. — Meeting Location: Conference call
Notes by:	HDR (1/24/07 revisions) — Notes to: attendees

Attendees:

HDR		SDDOT	FHWA	City of Watertown	Focus Watertown
Brian Goss	Randy McCart	Rick Laughlin	Ginger Massie	Dave Petersen	Craig Atkins
Matt Redington	James Unruh	Ron Sherman	Mark Clausen	Herb Blomquist	
Kristen Gundvaldson	Rebecca Banks	Terry Keller		Mike Weir	
		Jeff Senst		Steve Laner (Public Utilities)	

A. Meeting began with introductions

B. Design Issues: ***Discussion, conclusions, follow-up, post-meeting follow-up***

1. US 81 to Broadway Street
   a. Intersection configuration: *Adequate as shown.*
   b. Number of lanes
      - Interim with westbound right turn lane: *Adequate as shown.*
      - Ultimate: *Adequate as shown.*
   c. Access locations: *Since parcel at northwest corner has 2 driveways from US 81, the driveway from 20th Avenue can be eliminated. HDR will revise layout accordingly and note access change in EA. Rick Laughlin will conduct further review and recommend additional modifications if necessary. Post-meeting follow-up: Rick Laughlin suggested that the EA state that identified access point are not guaranteed to future developments but that access points will be re-evaluated based on development proposals.*
   d. Right of way: *Adequate as shown.*
   e. South side power line: *East River Electric line will need to be relocated. North side Watertown Municipal power line will not need to be relocated. HDR will correct typical section graphic.*
   f. City utilities (water main and sanitary sewer): *Existing sanitary sewer is along centerline of 20th Avenue; existing water main is along north side of 20th Avenue; natural gas line is in south ditch. Relocations of these utilities should not be required.*
   g. Alignment: *Craig Atkins and City of Watertown requested consideration of a smaller curve from 20th Avenue to Broadway Street. The curve shown impacts a large area of the parcel to the northeast of 20th Avenue/Broadway Street. This parcel is valuable as an industrial site. HDR to investigate a smaller curve which is still adequate for proposed 35 mile per hour posted speed limit. Super elevation of the roadway at the curve may be appropriate. Post-meeting follow-up: Jeff Senst recommended that a flatter curve be provided for safety purposes. The revised layout showed both a sharper curve and a flatter curve. SDDOT and Watertown will review.*

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h. Railroad: *Rail line spur may expand across 20th Avenue in the future to serve a future industrial property; crossing would be at-grade. Environmental Assessment (EA) to note this.*

2. Along Broadway Street
   a. Number of lanes: *Adequate to rail spur crossing.*
   b. Access locations: *Three driveways were shown to Hanten property on west side. HDR to revise layout to show 1 driveway to Hanten property. City of Watertown requested an additional access in the vicinity of station 57 for a recently constructed wetland on the east side of Broadway. HDR to add east side access.*
   c. Connecting roadways: *Proposed stop condition at center of curves should be adequate.*
   d. Right of way: *Adequate as shown.*
   e. Waterway crossing: *Box culverts may be adequate similar to what was installed for the rail spur crossing. Ardell Aason of Aason Engineering conducted hydraulic analysis for the crossing. HDR to consider bridge and box culvert options in EA.*
   f. Railroad crossing: *The layout showed signals and advance warning signs for the crossing. City of Watertown has analyzed this crossing and considers crossing arms warranted. All agreed that an overpass is not warranted. HDR to show signal with crossing arms on layout and in EA.*
   g. Power line impacts: *East side East River Electric power line will need to be relocated. West side Watertown Municipal power line will not need to be relocated. HDR will correct typical section graphic.*
   h. Utilities: *Existing water main is on east side of Broadway; existing gas line is on west side of Broadway. Relocation of these utilities should not be required.*

3. Broadway Street to BNSF rail line
   a. Option 1 vs. Option 2: *Herb Blomquist noted that Option 1 may act as a dam in the floodplain and cause increased flooding to the north; Option 2 would not have as severe floodplain impacts. EA will note floodplain issues. Post-meeting follow-up: A section of Option 1 is within the Big Sioux River floodway. Shifting Option 1 out of the floodway would lead to acquisition of the Hanten farmstead.*
   b. Options 3, 4, and 5: *These options had been considered <u>not</u> viable because of wetland impacts, constructability, and cost; also it is believed all would impact the former landfill. Focus Watertown and the City of Watertown prefer these options over options 1 and 2, especially option 4. One distinct advantage of Options 3, 4, and 5 is that a single rail line crossing is needed versus three rail line crossings with Options 1 and 2. EA to document wetland impacts, constructability issues, and costs for Options 3, 4, and 5. Additional detail on these options may or may not be needed in the EA. Post-meeting follow-up: The design layout has been revised to show more design information for Options 3, 4, and 5. The revised layout will be sent to Process Team members.*
   c. Pelican Lake Outlet Channel crossing: *Box culverts may be adequate similar to what was installed for the rail spur crossing. Ardell Aason of Aason Engineering conducted hydraulic analysis for the crossing. HDR to*

consider bridge and box culvert options in EA. HDR to contact Aason Engineering for past analysis.

d. Fish Road crossing: *Full access crossing of South Connector would be hazardous. Layout to be revised to show Fish Road connection only to the south. To the north, access is from US 212 so Fish Road can end at the electrical substation. Post-meeting follow-up: Rick Laughlin suggested that Fish Road be relocated to the west side of the BNSF tracks to provide additional space between the intersection and the channel crossing and to eliminate the Fish Road crossing of the BNSF tracks. This will be evaluated in the EA.*

e. BNSF crossing: *Switching mechanism for spur track may be located where Option 1 is shown. EA will note that the roadway alignment may need to be adjusted to avoid switching mechanism.*

f. Old landfill site: *Landfill was disturbed and material relocated when rail spur was constructed. City of Watertown will search for old aerial photos and other information to help determine limits of site.*

4. BNSF rail line to US 212

a. Number of lanes: *Jeff Senst recommended that a 2/3 lane roadway may be adequate for the interim and ultimate conditions from south of US 212 to just south of the Broadway Street/rail spur crossing (approximately station 55+00). The reasons for this are:*

- *Year 2025 traffic projections are borderline for justifying a 4/5 lane section.*
- *There is limited potential for adjacent development because of the Big Sioux River floodplain. Therefore few, if any, high traffic volume access points will be located in this section of the roadway. A 2/3 lane roadway section should then be adequate. This roadway section would reduce project costs.*

HDR will modify Segment 2A Design layout accordingly.

b. Interim and ultimate conditions: *See discussion above.*

c. Proximity to adjacent properties and buildings: *A building owned by Sharp Chevrolet is located on the west side of the proposed roadway. Some of the loading docks on east side of the building may not be accessible with the new roadway. HDR or City of Watertown to discuss options directly with the building owner. United Building Center owns the property on the east side of the proposed roadway. One storage building would be impacted by the roadway. Herb Blomquist noted that both properties may be redeveloped after construction of the new roadway.*

d. US 212 intersection configuration: *It was agreed that a 5-lane roadway section is needed at the intersection as shown on the layout. The 5 lane section could be reduced to a 2 lane section at some point south of the intersection as noted in item 4a above.*

e. Power line impacts: *Mostly Watertown Municipal Utilities lines would be impacted in this section.*

f. Drainage: *There is an existing drainage ditch extending south from the US 212/SD 20 intersection. The proposed South Connector would go over this drainage ditch. The ditch would be replaced with an enclosed pipe which would outlet storm water into the existing ditch just south of the roadway.*

C. Segment 2A Draft EA submittal: *HDR has begun working on the EA. Completion of the draft EA should be within a month or two. It was noted that this was later than the schedule initially proposed. Terry Keller noted that SDDOT is not too concerned about the EA being behind schedule.*

D. Segment 1 EA Update

1. Revisions from Process Team comments: *HDR has incorporated Process Team comments and revised the draft EA.*
2. Big Sioux River hydraulic analysis revisions: *Due to concerns from SDDOT and FHWA, HDR has revised the hydraulic analysis and now does not propose realignment of the Big Sioux River channel at the 20th Avenue bridge crossing. However, grading below the 2-year flood elevation is still proposed for the recommended 365' long bridge option. A new 700' long bridge option is included in the revised hydraulic analysis. This option does not entail grading below the 2-year flood elevation. This option will likely be cost prohibitive but was added to provide a comparison to the options that call for grading below the 2-year flood elevation.*
3. Revised Draft EA release: *The revised draft EA is ready to be distributed to Process Team members. HDR to send 4 copies to the City of Watertown and 5 copies to Terry Keller. All other Process Team members will receive 1 copy.*
4. Agency Coordination: *Terry noted that a meeting is scheduled for the near future. The Watertown South Connector Project will be discussed at that meeting. Additional revised draft EA copies will be provided to Terry Keller. These copies can be provided to resource agencies when SDDOT and FHWA hold coordination meetings with the agencies. James Unruh will also provide copies of the archeological report and addendum to Terry Keller for submittal to the SHPO. It was noted that Brian Goss had provided Terry Keller and Ginger Massie with a draft submittal letter.*
5. Public Hearing: *Terry K. noted that the Public Hearing may be held in early March 2007.*

E. Other:

1. *Terry Keller noted that new project numbers have been assigned as follows:*
   - *Segment 1 – Project Number EM 4411(01) PCN 00RV*
   - *Segments 2A and 2B – Project Number EM 4020(01) PCN 00RW*
2. *Craig Atkins noted that the Glacial Lakes Rail Spur is actually the Watertown/Codington Regional Rail Authority. The exhibit will be revised and the EA will note the WCRRA.*

Revised Segment 2A Design Layout will be sent to Process Team members by January 19, 2007.

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Conference Call Notes

Subject:	Segment 2A Environmental Assessment Review by Process Team
Client:	South Dakota Department of Transportation
Project:	Watertown South Connector — Project No: 39319
Meeting Date:	04/02/07; 9:30 a.m. to 10:30 a.m. — Meeting Location: Conference call
Notes by:	HDR; (4/09/07 revisions) — Notes to: attendees

Attendees:

HDR		SDDOT	FHWA	City of Watertown	Focus Watertown
Brian Goss	Randy McCart	Rich Phillips	Ginger Massie	Dave Petersen	Craig Atkins
Matt Redington	James Unruh	Ron Sherman	Mark Clausen	Herb Blomquist	
Kristen Gundvaldson	Rebecca Banks	Terry Keller		Geoff Heig (Public Utilities)	
		Jeff Senst		Steve Laner (Public Utilities)	

A. The meeting began with introductions

B. Segment 1 EA Update: *Discussion/conclusions, follow-up*

1. Summary of 3/19/07 agency coordination meeting: *Terry K. noted that there were no major comments from agencies about Segment 1; also, there has been no response from SHPO on the cultural resource report. Terry will provide written comments to HDR as he receives them from the agencies. Terry may need to send a reminder e-mail to the agencies.*
2. Unresolved comments:
   - *Ginger M. noted that FHWA comments have not yet been incorporated into the EA; several of the comments related to re-channelization of the Big Sioux River which is no longer proposed. Terry K. will forward 12/7/06 and 1/25/07 FHWA comments to HDR.*
   - *Rich P. had several comments regarding the hydraulics memo. Terry K. will pass along Rich's comments to HDR.*
   - *Herb B. suggested that a larger curve be used at the 29th Street/20th Avenue intersection. HDR will add discussion/note to EA regarding Herb's suggestion.*
   - *Terry noted that the 2008-2012 STIP is being prepared and that project costs could be updated.*
3. Next step(s): *The next draft of the EA will be issued after FHWA and agency comments are received and addressed.*
4. Public hearing schedule: *SDDOT and FHWA will establish a timeframe for the public hearing. It will likely be held in May 2007. Herb B. requested that an additional meeting be held during the afternoon of the public hearing day to discuss the South Connector project with Focus Watertown representatives.*

C. Segment 2A Draft EA

1. Chapter 1 – Purpose and Need: *Rich P. noted that the rail spur on Figure 1.1 is not shown correctly. HDR will modify the figure.*
2. Chapter 2 – Alternatives
   a. Design issues: *James U. noted that 2 southbound lanes extended from the SD 20/US 212 intersection until past the roadway curve to the east before one of the lanes was dropped. Terry K. stated that an SDDOT reviewer concurred with the design as shown on the design layout.*

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b. BNSF/rail spur considerations: *Terry K. and Susan Tracy, SDDOT Rail/Highway Coordinator, had discussed the project. Susan was not sure that BNSF would accept replacing the very low traffic volume Fish Road/BNSF crossing with the relatively high traffic volume South Connector/BNSF crossing. Herb B. did not know of any other high volume roadway/BNSF crossings that could be closed. (BNSF has stated via e-mail that the proposed South Connector/BNSF at-grade crossing will not be allowed unless an existing roadway/rail crossing is closed.) Susan Tracy will work directly with BNSF on the proposed South Connector/BNSF crossing.*

c. Cost estimates: *Mark C. suggested that the structure costs for Options 3 and 4 seemed low as well as the re-channelization costs for Options 3 and 5. HDR will review the cost estimates and revise, if necessary.*

d. Options discussion:
***Option 1**: The City of Watertown and Rich P. view Option 1 as having a major impact on the Big Sioux River floodway. HDR will modify the EA text accordingly.*

***Option 2**: The City of Watertown considers this a viable option. The undesirable crossing angle of the rail spur could be improved by a shift in the alignment near Broadway Street. This alignment shift would potentially impact the Hanten farmstead. The City will be entering into discussions with the Hantens in the next few weeks about the future of the farmstead. The alignment could be shifted without jeopardizing the EA findings about Option 2.*

***Options 3, 4, and 5**: The City of Watertown requested that one of these options be selected for further evaluation in the EA, mainly because they are outside of the Big Sioux River floodway. Option 4 would be the most viable of the 3 options. SDDOT concurred. HDR will modify the EA accordingly by modifying the text in chapter 2 (Alternatives) and including discussion on Option 4 in chapter 3 (Affected Environment and Environmental Impacts).*

e. Preferred Option: *There was consensus that a preferred option not be identified in the EA at this time. HDR will modify the EA accordingly.*

3. Chapter 3 – Affected Environment and Environmental Impacts: *Rich P. had several comments. Terry K. will forward those comments to HDR.*
4. Chapters 4, 5, and 6: *No discussion.*
5. Appendices: *No discussion.*
6. Agency coordination: *Segment 2A was discussed at the 3/19/07 SDDOT/FHWA/agency coordination meeting. There were no major issues identified by the agencies.*
7. Next step(s): *Terry K. requested that an informational meeting on Segment 2A be held concurrently with the Public Hearing for Segment 1. There was concurrence that this would be appropriate. HDR will revise the EA and submit copies to the Process Team within the next few weeks. SDDOT and FHWA can then coordinate further with agencies regarding Segment 2A.*

D. Segment 2B Design Layout: *James U. noted that the Segment 2B EA will be delayed until funding has been allocated and a construction timeframe has been established. The preliminary design layout can then be used as a basis of the EA. Terry K. stated that an Interchange Justification Report will be prepared in conjunction with the EA. There was minimal discussion on the Segment 2B design options.*

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Meeting Notes

Subject:	Segment 2A and Segment 1 Process Team Meeting
Client:	South Dakota Department of Transportation
Project:	Watertown South Connector — Project No: 39319
Meeting Date:	06/12/07; 1:00 p.m. to 3:30 p.m. — Meeting Location: Watertown City Hall
Notes by:	HDR, revisions per City of Watertown comments — Notes to: attendees

Attendees:

HDR	SDDOT	FHWA	City of Watertown	Focus Watertown	BNSF	Glacial Lakes Ethanol
James Unruh	Rich Phillips	Mark Clausen	Dave Petersen	Craig Atkins	Lynn Leibfried	Tom Branhan
Rebecca Banks	Terry Keller		Herb Blomquist			
	Mike Behm		Geoff Heig			
	Susan Tracy		Steve Lehner			
	Scott Rabern		Michael Rye			
	Matt Brey					

The meeting began with attendee introductions.

Terry Keller updated the group regarding the project schedule as follows:

- Segment 1: Fall 2008 bid letting with construction in 2009.
- Segment 2A: Early 2009 bid letting with construction in 2009. It was noted that access will need to be maintained to Glacial Lakes Ethanol either from the east or from the west during construction.
- Terry had discussed the project at an agency coordination meeting the week of June 4. No major concerns were raised by any agencies about the project.

A. Segment 2A EA Railroad Considerations: (Topic: *Discussion/conclusions, follow-up, post meeting follow-up*)

1. Train traffic volumes: *Existing train volume on BNSF tracks = 2 to 3 trains per day average throughout the year with a peak volume of 4 to 5 trains per day. Existing train volume on WCRRA rail spur = 3 trains per week with 10 cars per train; after expansion of the ethanol plant, each train will consist of 20 to 30 cars.*
2. BNSF/South Connector at-grade rail crossing:
   - *BNSF policy of no new at-grade rail/roadway crossings remains in effect.*
   - *There was discussion of a grade separated crossing. This has not been analyzed in detail and is likely not a cost-effective option. Environmental impacts of a grade-separated crossing would likely be significant. It was noted that if an existing 'at grade crossing' can't be identified for closure, the BNSF may require an overpass. The feasibility of an overpass is undetermined but would have significant financial impact to the project.*
   - *The suggested closure of the existing at-grade crossing at Fish Road (average of 5 vehicles per day) in exchange for the South Connector crossing (projected 7100 vehicles per day) is not considered an equitable exchange. It was noted that relocation of Fish Road to the west side of the BNSF tracks to eliminate the at-grade crossing would result in wetland impacts within the Pelican Lake Game Production Area.*
   - *After field review of the BNSF line and existing roadway crossings by Susan Tracy and Lynn Leibfried, the group examined the potential closure of several crossings including the crossing at 1st Avenue NE. This crossing is close to the 3rd Avenue NE crossing and it appeared that the 1st Avenue NE crossing may be closed without disrupting traffic*

significantly. Follow-up: Herb Blomquist will discuss this option with city staff and council members. Lynn Leibfried will discuss the South Connector project with BNSF staff in Minneapolis. Post-meeting follow-up: Herb has discussed the closure of 1st Avenue N crossing with City Staff and elected officials. Closure is seen as difficult. The City of Watertown, the State of South Dakota, and BNSF need to have continued discussion on this issue.

3. Agriliance Rail Spur: *A new fertilizer distribution facility is being planned for an area south of 20th Avenue. The City assumes the Agriliance Rail Spur would be abandoned if a new facility were constructed but that has not been formally agreed to or indicated in writing. Follow-up: Craig Atkins will provide HDR with a concept rail layout for the proposed fertilizer distribution facility. Post meeting follow-up: A revised graphic (Figure 2-6a) has been prepared illustrating the potential future rail layout for the fertilizer distribution facility. Figure 2-6 has also been revised. Both figures are attached to these meeting notes.*

4. Spur track switching mechanism: *There was concern that South Connector options 1 and 2 are located at the switching mechanism for the WCRRA spur. Follow-up: HDR will examine available survey/as-built information to determine the exact location of the switching mechanism and adjust alignments, if necessary. Post meeting follow-up: Distances from switching mechanisms to options (measured from high-resolution aerial photography):*
   - *Option 1 – North edge of shoulder is 103 feet south of BNSF/WCRRA switch.*
   - *Option 2 – North edge of shoulder is 225 feet south of BNSF/WCRRA switch.*
   - *Option 3 – South edge of shoulder is 247 feet north of BNSF/Agriliance switch.*
   - *Option 4 – South edge of shoulder is 126 feet north of BNSF/Agriliance switch.*
   - *Option 5 – Roadway crosses BNSF/Agriliance switch.*

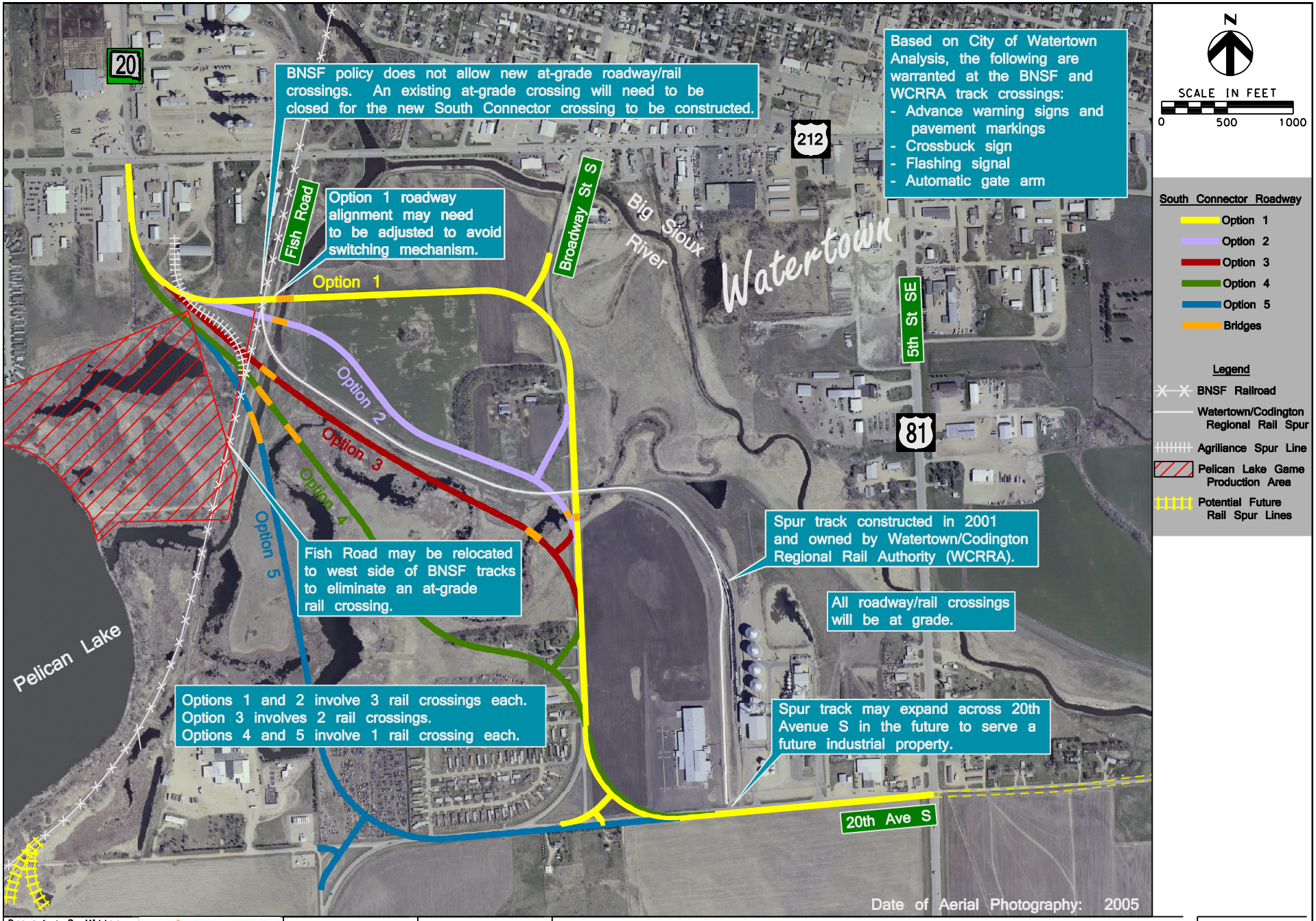
   All Options except Option 5 cross the tracks where there is some separation between the BNSF and spur track. It is concluded from this analysis that all option alignments can remain as previously shown. Option 5 is not considered a viable option anyway.

C. Segment 2A Draft EA Resolution of 5/11/07 FHWA Comments

1. Broadway Street use after South Connector (comment 4): *From US 212 to the South Connector, Broadway Street will remain in-place as a local street and will continue to be called Broadway Street. A new name for the South Connector has not yet been determined.*
2. Sidewalk/bike path considerations (comments 5 and 25): *The 2005 Watertown Transportation Plan states that a multi-use trail is proposed within the South Connector Study Area. However, a trail or pedestrian path is not considered in the City's Master Plan within the Study Area. The group agreed that a pedestrian trail or path would not be appropriate along the South Connector.*
3. Traffic projections for individual South Connector segments (comment 7): *The group agreed that the traffic model will need to be re-calibrated and re-run to determine traffic projections for individual South Connector segments. Follow-up: HDR to determine how this can be accomplished. Post meeting follow-up: The traffic model can be re-run without the Segment 1 and Segment 2B links.*
4. Identification of preferred alternative in EA (comments 13 and 38): *The group agreed that a preferred alternative will not be identified until after the Public Information Meeting for Segment 2A.*
5. Projected truck volumes (comment 15): *Follow-up: SDDOT to provide US 212 truck counts to HDR. Post meeting follow-up: SDDOT did provide counts to HDR. The counts verified the truck projections for the South Connector listed in the EA.*
6. Hanten farmstead (comment 16): *The City has had informal discussions with the owners of the Hanten Farmstead related to the future southern connector project. However, no commitments have been made and no further action has been taken.*

7. Archeological survey for Hanten farmstead and Option 4 impacted properties (comment 17): *It was decided to wait until after the Public Information Meeting to pursue any additional archeological work.*
8. Salt from snow removal (comments 20 and 21): *The City of Watertown will likely plow snow into the ditches along the South Connector, thereby minimizing the possibility of salt contaminating the aquifer protection zone.*
9. Pelican Lake Game Production Area (GPA) noise impacts (comments 28 and 44): *Follow-up: FHWA will provide clarification on the proper Noise Area Classification for a game production area and how to analyze the noise impacts for this land use. Post meeting follow-up: FHWA recommended that GPA be analyzed as a recreational land use.*
10. Fish Road relocation (comment 33): *The City of Watertown continues to prefer and to push for the relocation of Fish Road so that the BNSF rail crossing at Fish Road can be closed. Depending on the BNSF ruling on this crossing, the proposed relocation of Fish Road may be dropped as an option.*
11. Wetland mitigation site constructed in 2006 (comment 37): *The site was constructed in 2006 by the City of Watertown as wetland mitigation for an FAA airport construction project.*
12. Option 1 floodway impacts (comment 45): *The City of Watertown and Rich Phillips (SDDOT) consider Option 1 to be non-viable because a portion of the alignment is within the Big Sioux River floodway. It was recommended that Option 1 be eliminated from the discussion in chapter 3 of the EA. A permit from the City of Watertown will be required for any floodplain impacts.*
13. Agency coordination update: *Terry Keller covered this in his introductory remarks.*
14. SHPO request for additional data re: Wickard farmstead: *Follow-up: HDR will take additional photos of the buildings on the Wickard farmstead and submit them to SHPO to satisfy a request made in a comment letter. Post meeting follow-up: Additional photos were taken following the meeting and submitted to SHPO.*
15. Public information meeting date: *Terry Keller anticipates a public information meeting in late June or early July 2007.*

D. Segment 1 EA: T*erry Keller anticipates a public hearing in late June or early July 2007. This will be held in conjunction with the public information meeting for Segment 2A. SDDOT and FHWA will coordinate to determine a date for the public hearing. FHWA is in the process of verifying that their comments have been addressed in the most recent draft of the EA which was submitted to FHWA and SDDOT on May 24, 2007. Craig Atkins requested that a meeting be held in the afternoon on the public hearing date to update Focus Watertown and other civic leaders on the South Connector project.*



Drawn by: B. Miller
Date: 03/06/07

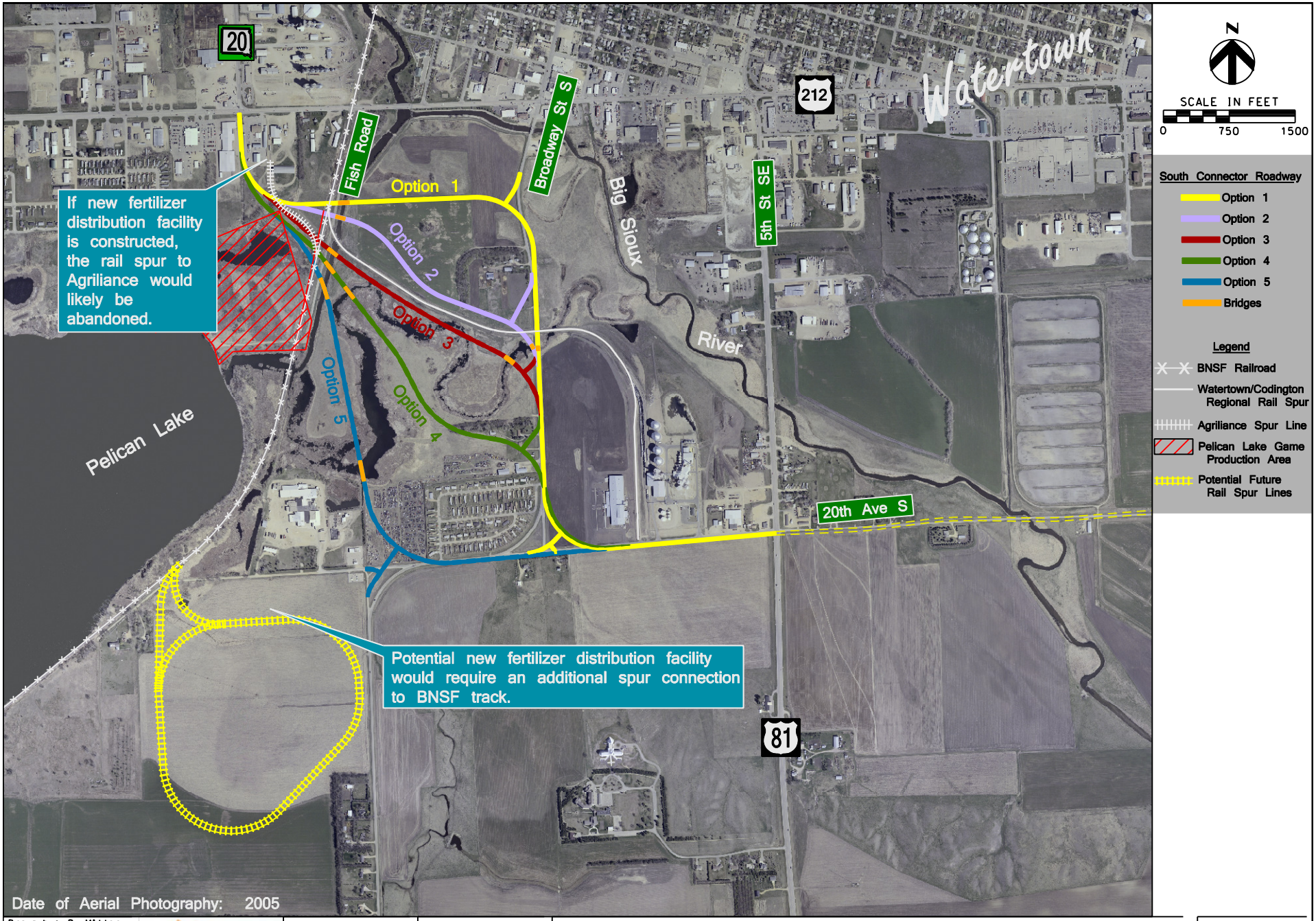
Checked by: J. Unruh
Date: 03/06/07

Revision Date:
April 2007
June 25, 2007

Railroad Considerations

Watertown South Connector - SD 20 to US 81
Project EM 4020(01) PCN 00RW

Figure
2-6



Drawn by: B. Miller
Date: 06/25/07

Checked by: J. Unruh
Date: 06/25/07

Revision Date:

Railroad Expansion Considerations

Watertown South Connector - SD 20 to US 81
Project EM 4020(01) PCN 00RW

Figure 2-6a

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Meeting Notes

Subject:	Segment 2A SDDOT Preferred Option Selection
Client:	South Dakota Department of Transportation
Project:	Watertown South Connector — Project No: 39319
Meeting Date:	04/22/08; 3:00 p.m. to 4:00 p.m. — Meeting Location: Pierre Central Room 153 with video conference to Watertown Area office and Aberdeen Region office
Notes by:	HDR, revised 5/5/08 — Notes to: Attendees, Herb Blomquist (Watertown)

Attendees:

HDR	SDDOT (Pierre)		SDDOT (Watertown)	SDDOT (Aberdeen)
James Unruh	Rich Phillips	Mark Lieferman	Matt Brey	Jeff Senst
	Terry Keller	~~Herb Blomquist~~	Ron Sherman	
	Mike Behm	Rich Phillips		
	Susan Tracy	Dean VanDeWiele		
	Joel Gengler	Cliff Reuer		
	Dave Hausman	Neil Schochenmaier		

Terry Keller and James Unruh briefly reviewed the 6 options developed for Segment 2A. The major points of discussion for each option were as follows:

Option 1 (farthest north option)

A portion of this option is in the Big Sioux River floodway. Because of historic flooding in the immediate vicinity of this option, the City of Watertown does not support this option.

Option 2 (follows along north side of rail spur to ethanol plant)

Positives:

- The crossing angle of BNSF RR tracks is favorable.
- Minimal wetland impacts or channel realignment.
- No residential property acquisitions.

Negatives:

- The crossing angle of the ethanol plant rail spur is not desirable.
- Train cars from ethanol plant rail spur cross Broadway Avenue multiple times each day and would potentially block traffic on this option for extended periods of time.
- Impacts parcel in northeast quadrant of existing Broadway Avenue/20th Avenue intersection. Focus Watertown views this area as prime industrial development property and does not want the size of the parcel reduced.

Option 3 (follows along south side of rail spur to ethanol plant)

Positives:

- The crossing angle of BNSF RR tracks is favorable.
- The roadway does not cross the ethanol plant rail spur.
- The roadway parallels the ethanol plant rail spur embankment and therefore would likely not disrupt the hydraulic characteristics of the area.
- No residential property acquisitions.
- Generally fulfills purpose and need of project because it has minimal number of curves.
- Alignment could be shifted slightly to the south to minimize impacts to the electrical transmission line.

Negatives:

- Impacts wetlands (2.6 acres); wetland impacts could likely be mitigated within the City-owned parcel south of the ethanol plant rail spur.
- Has most channel realignment of all options (800 feet).
- Impacts parcel in northeast quadrant of existing Broadway Avenue/20th Avenue intersection. Focus Watertown views this area as prime industrial development property and does not want the size of the parcel to be reduced.

Option 4 (cuts diagonally across open area south of rail spur to ethanol plant)

Positives:

- The roadway does not cross the ethanol plant rail spur.
- No channel realignment necessary.

Negatives:

- The crossing angle of BNSF RR tracks is less favorable than options 2, 3, or 6.
- Less desirable for fulfilling purpose and need of project (truck bypass of US212) because it has multiple curves.
- Impacts wetlands (2.3 acres); wetland impacts could likely be mitigated within the City-owned parcel south of the ethanol plant rail spur.
- Three (3) residential property acquisitions.
- Impacts parcel in northeast quadrant of existing Broadway Avenue/20th Avenue intersection. Focus Watertown views this area as prime industrial development property and does not want the size of the parcel to be reduced.

Option 5 (most westerly of all options)

Positives:

- The roadway does not cross the ethanol plant rail spur.
- Generally fulfills purpose and need of project because it has minimal number of curves.
- Does not impact industrial development parcel in northeast quadrant of existing Broadway Avenue/20th Avenue intersection.

Negatives:

- The crossing angle of BNSF RR tracks is the least favorable of all options.
- Impacts wetlands (3.1 acres); wetland impacts could likely be mitigated within the City-owned parcel south of the ethanol plant rail spur.
- Two (2) residential property acquisitions.
- Approximately 600 feet of channel realignment necessary.
- Costs approximately $1 million more than options 1, 2, 3, or 4.
- Impacts one (1) salvage yard.

Option 6 (hybrid of options 4 and 5)

Positives:

- Suggested by Focus Watertown at October 2007 meeting.
- The roadway does not cross the ethanol plant rail spur.
- Does not impact industrial development parcel in northeast quadrant of existing Broadway Avenue/20th Avenue intersection.

Negatives:

- Impacts wetlands (3.4 acres); wetland impacts could likely be mitigated within the City-owned parcel south of the ethanol plant rail spur.
- Two (2) residential property acquisitions.
- Approximately 300 feet of channel realignment necessary.

- Costs approximately $1 million more than options 1, 2, 3, or 4.
- Impacts two (2) salvage yards.
- Less desirable for fulfilling purpose and need of project (truck bypass of US212) because it has multiple curves.

Preferred Option

The group agreed that Option 3 would be the SDDOT preferred option. The main reasons were (in general order of importance):

- No residential property acquisitions.
- The roadway does not cross the ethanol plant rail spur.
- The crossing angle of BNSF RR tracks is favorable.
- The roadway parallels the ethanol plant rail spur embankment and therefore would likely not disrupt the hydraulic characteristics of the area.
- Generally fulfills purpose and need of project because it has minimal number of curves.

Next Steps

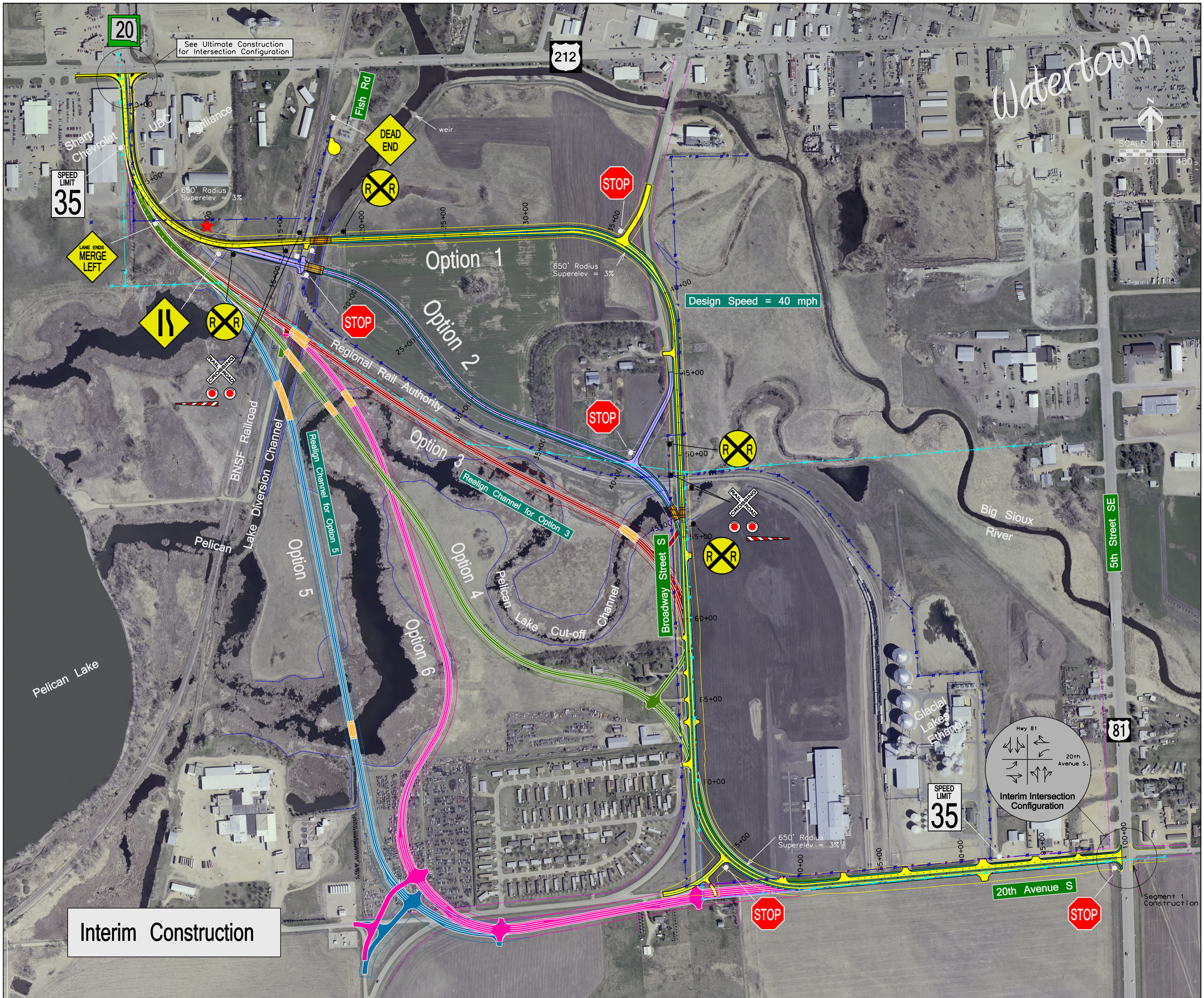
- Terry Keller will notify City of Watertown of preferred option.
- HDR will update EA and show Option 3 as preferred.
- Updated EA will be distributed to Process Team.
- Process Team conference call will be held to receive comments on updated EA.
- Public meeting will be scheduled after FHWA releases EA for public availability.

Other discussion items

Trailer park impacts – There were suggestions of taking an alignment through the trailer park in the northwest quadrant of the existing Broadway Avenue/20th Avenue intersection. Likely 10 to 20 residential units would be impacted and environmental justice would become an issue.

Agriliance RR spur track – Susan Tracy recommended that the Agriliance RR spur track be eliminated, if possible. It was noted that the EA has detailed discussion about this spur track.

BNSF/Watertown rail issues – BNSF had required that the City of Watertown must close an existing at-grade crossing of the BNSF tracks in order to add the South Connector at-grade crossing. The City has recently resolved that issue. This has been the main reason for the delay in the project moving forward.



Date of Aerial Photography: 2005

Filename: Layout - Segment 2A (400 scale).dgn

Drawn by: B. Miller
Date: 12-28-06

Checked by: J. Unruh
Date: 12-28-06

Revision Date: 01-18-07

Segment 2A Options - 20th Avenue South from SD20 to US81

Watertown South Connector Project EM 4020(01) PCN 00RW

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Meeting Notes

Subject:	**Segment 2A Preferred Option Discussion**
Client:	South Dakota Department of Transportation
Project:	**Watertown South Connector** — Project No: 39319
Meeting Date:	05/28/08; 1:15 p.m. to 2:45 p.m. — Meeting Location: Watertown City Hall
Notes by:	HDR — Notes to: attendees

Attendees:

HDR	SDDOT	FHWA	City of Watertown	Focus Watertown	Codington County
James Unruh	Matt Brey	Ginger Massie	Dave Petersen	Craig Atkins	Todd Kays
Rebecca Baker	Terry Keller		Herb Blomquist	Mark Roby	
	Sam Wisegram		Geoff Heig		
			Steve Lehner		
			Paul Fox (mayor)		
			Rick Schlechter		

Terry Keller and James Unruh gave a project update (on Segment 2A) as follows:

- April 2007 - First draft of EA was issued to Process Team
- June 12, 2007 - Meeting was held with BNSF. The new South Connector crossing would be allowed only if an existing rail crossing is closed. City of Watertown is currently in the process of finalizing an agreement with BNSF on the crossing closure issue.
- October 23, 2007 – Public meeting was held regarding all segments of the South Connector project. Focus Watertown requested that an additional alignment option be developed that would go through the salvage yards and provide direct access to the potential industrial development areas south of 20th Avenue and west of Broadway Street.
- February 2008 – HDR submitted to SDDOT and Watertown the updated design layout, impact analysis summary, and cost estimates for 5 original options plus Option 6.
- April 22, 2008 – SDDOT held in-house meeting to select a preferred option.

Terry Keller and James Unruh summarized the key benefits and drawbacks of each of the 6 alignment options as discussed at the April 22, 2008 SDDOT meeting. The key points were as follows:

- Option 1 **is not preferred** because it crosses the Big Sioux River floodway.
- Option 2 **is not preferred** because it crosses the rail spur to the ethanol plant.
- Option 3 **is preferred** because:
  - It requires no residential property acquisitions,
  - There are fewer curves in the alignment than most of the other options, thus more completely fulfilling the project "purpose and need" aspect of diverting truck traffic from US 212.
- Option 4 **is not preferred** because:
  - It requires 3 residential property acquisitions,
  - To avoid impacts to the drainage channel and to the mobile home park, the alignment contains several relatively sharp reverse curves.

- Option 5 **is not preferred** because:
    - It crosses one existing salvage yard,
    - It requires 2 residential property acquisitions,
    - Cost is 10% to 20% higher than other options,
    - Potential contaminated soils in salvage yards could add significant expense and delay the project.
- Option 6 **is not preferred** because:
    - It crosses 2 existing salvage yards,
    - It requires 2 residential property acquisitions,
    - Cost is 10% to 20% higher than other options,
    - Potential contaminated soils in salvage yards could add significant expense and delay the project.

Focus Watertown prefers either Option 5 or 6 because:

- Direct access is provided to the potential major industrial development area south of 20th Avenue and west of Broadway Street.
- The size of the potential industrial development area northeast of the 20th Avenue/Broadway Street intersection is not reduced.

Other items of discussion included:

- If Option 3 was selected, then 20th Avenue could be upgraded from Broadway Street to the west. This would provide good access to the potential industrial development(s) south of Broadway Street. The 20th Avenue upgrade project west of Broadway Street is not currently funded either by the City or as part of the South Connector project.
- Terry Keller noted that while economic development is always an important consideration for SDDOT to promote, it is secondary to the purpose and need for this project.
- Options 5 and 6 would require additional analysis for soil contamination which may delay the 2010 bid letting for the project.
- There was some confusion over federal funding available for the project. Following the meeting, Terry Keller did some research to clarify the project funding as follows: The Congressional Earmark for this entire project (Segment 1 and Segment 2A) totals $3.6 million, which is only $3.2 million due to obligation limitation. The balance of the project costs must be funded additionally with Federal, State and local dollars. The current cost projection is nearly 300% of the Congressional Earmark and a portion of the additional funds needed must come from other planned or programmed projects in the STIP."

Next project steps include:

- Conference call will be held at 10 a.m. on Friday June 6 with SDDOT, the City of Watertown, and Focus Watertown to discuss a preferred option.
- Mid June - Updated draft EA will be issued to Process Team members (SDDOT, City of Watertown, and FHWA) (pending selection of preferred option).
- July/August – Draft EA will be released for public availability (pending selection of preferred option).
- Public meeting will be scheduled after release of draft EA.
- Issue a finding of No Significant Impact (FONSI) in August/September

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Conference Call Notes

Subject:	Segment 2A Preferred Option Discussion
Client:	South Dakota Department of Transportation
Project:	Watertown South Connector
Project No:	39319
Meeting Date:	06/11/08; 10:00 a.m. to 10:30 a.m.
Meeting Location:	Conference call
Notes by:	HDR
Notes to:	attendees

Attendees:

HDR	SDDOT	City of Watertown	Focus Watertown
James Unruh	Terry Keller	Dave Petersen	Craig Atkins
Brenda Miller	Ron Sherman	Herb Blomquist	
	Tim Bjornberg	Mayor Paul Fox	
	Matt Brey		

Herb Blomquist and James Unruh gave an update on the CLOMR progress (for the Segment 1 Big Sioux River bridge) as follows:

- January 2008 – CLOMR application was submitted to FEMA
- April 18 and 30 – Comments received from FEMA that required a survey of all buildings within the affected floodplain area.
- June 3 – City of Watertown sent out notification letters and graphic to 70+ affected property owners.
- June 5 – HDR surveyors began contacting property owners (with buildings) to get permission to measure the bottom floor elevation of each building. Survey work began on June 6.
- Survey and Elevation Certificates should be completed the week of June 16.
- Elevation Certificates can be provided to property owners.
- The only building with a basement surveyed thus far was the Super 8 Motel along US 81. It is not known yet if the basement elevation is below the 100 year flood elevation.
- If we are not successful in securing a CLOMR, we can go to a longer bridge with an additional cost to the project of $300k to $350k.

Craig Atkins gave the following update from Focus Watertown:

- Darin Bergquist (SD Transportation Secretary) and Richard Benda (SD Tourism and State Development Secretary) had discussed the Segment 2A options for the project and they will be having another discussion soon.
- No decision has been reached on the potential large development project south of 20th Avenue and west of US 81.
- Option 3 (SDDOT preferred option) may be acceptable to Focus Watertown if a connection is constructed to the west along 20th Avenue to serve the development area south of 20th Avenue.

Tim Bjornberg and Terry Keller gave the following update from SDDOT:

- SDDOT will be meeting with resource agencies within the next 2 weeks. A decision on a preferred Segment 2A option is desired by that meeting.
- Draft EA will be released to the public after FHWA review and approval for release.
- Public meeting on Segment 2A would be held in July, at the earliest.
- Federal funding would likely still be available (but not guaranteed) if the Segment 2A bid letting is delayed one year or more. Current bid letting is scheduled for 2010.

- The funding source for the west roadway extension along 20th Avenue will determine the level of environmental analysis needed. The Segment 2A EA does not address the roadway extension.

Herb Blomquist gave the following update from Watertown regarding the rail crossing closure for 1st Avenue NW:

- The City has signed the crossing closure agreement and submitted it to BNSF. Timeframe for BNSF signature/final approval is unknown.
- The City is preparing a request to SDDOT (via Susan Tracy) for funding assistance for the rail crossing closure.

Department of Transportation
Division of Planning/Engineering
Office of Road Design
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3433 Fax: 605/773-6608

04/17/09

Mark Leiferman
Chief Road Design Engineer
SD Department of Transportation
Pierre, South Dakota 57501

Re: P 4020(01), Codington County, PCN 00RW
New Street fm SD20 to US81 Segment 2 of the South Connector at Watertown
Structure #'s 15-179-183 (Diversion Channel) & 15-184-186 (Cutoff Channel)
Grading, Structures, Surfacing & Signals

A preliminary design inspection was held on the above referenced project on 04/07/09 with the following persons in attendance: Matt Brey, Brooke White, Neil Schochenmaier, Sam Gilkerson, Dave Hausmann, Steve Ryan, Christina Bennett, Tom Lehmkuhl, Kevin Marton, Rich Phillips, John Fuglsang and Ryan Huber representing the Department of Transportation and Dave Petersen representing the City of Watertown.

A meeting with the Utility companies was held during the preliminary design inspection. The Project Development Office will provide notes from that meeting in a separate letter. Office of Bridge Design staff also conducted a drainage inspection and will provide their memo in a separate letter. Separate meetings with Game, Fish and Parks and with CHS (Agriliance) were also held the day before the preliminary inspection. A summary of the discussion and persons in attendance is found near the end of this document.

Revisions/recommendations to the preliminary plans are as follows along with items of general discussion. Plans as provided at the preliminary inspection are linked below for your reference.

General discussion on entrances/access. At intersections on either end of project DOT will apply standard access management practices. On the rest of the project, City was agreeable to having DOT manage access to try to keep access to a minimum of what is needed. Some modification to access plan may then be needed based on landowner input. The City needs to be represented at the Landowners meeting so they can provide input on access decisions.

Borrow haul may be an issue. There will be 80,000-100,000 cubic yards of borrow needed. Current thought is that borrow will be coming from same area as it is being acquired on PCN 00RV

(1/2 mile east and ¾ miles south of intersection of 20th Ave. and Hwy 81). Haul across the 2 areas which will require structures (Bridge or RCBC) will be an issue since there is no existing crossing in those areas. Borrow could also have to be hauled across the railroad tracks. Further thought and discussion will be needed on this.

Hanten Industrial Park Drainage Master Plan - This was a study the City had done by a consultant. The area of the study was south of 20th Ave. S. and west of US Hwy 81. There are two pipe on this project which are in the study area- one at 82+55 (DA 119 Ac-existing pipe size 2-18" rcp) and the other at 99+96 (DA 72 Ac-existing pipe size 18" rcp). Currently the land contained within the drainage areas of these pipe is undeveloped and appears to be pasture land and farm ground. The study considers the impact that land development (namely Industrial Development) will have on these pipe and gives recommendations for pipe sizes. For the pipe at 82+55 the recommendation is a 5 - 7' X 3' RCBC along with a detention pond. At 99+96 the recommendation is a 6' X 3' RCBC along with a detention pond. According to the City, the current property owner who owns most of the land within these drainage areas has shown no interest in having the property developed and the City has no time frame available for when any development could take place here. Because of this these sites will be designed considering only minor development in the area. Once a preliminary design of these pipe is done that information will be made available. See below for additional information on these sites.

Utility corridors-Dave Hausmann will be providing information for the location and size of these. Design to provide Project Development with AutoCAD files of design to be used by utility companies to aid in their design for utility relocation.

City is considering replacing waterline under Broadway Ave. Design will need to coordinate with City and also need to determine if waterline project will be let in combination with State project. Other areas of waterline and sanitary sewer will only be upgraded if impacted by design. Currently there does not appear to be any impacts.

Discussion with City regarding signing of South Connector as a truck route and whether through trucks would be required to take South Connector. As of now City plans on having signing which tells all thru trucks to use this route.

Discussion on traffic signal at intersection of 20th Ave. and US 81. Currently this intersection does not meet warrants for a signal so one is not planned to be installed with this project. In order to reduce future impacts, the design of the intersection will consider the potential that signals may be installed in the future.

Neither City nor Area staff are aware of any existing areas that have problems with snow drifting.

FEMA 100 year elevation is approximately 1717.0 for this area. See published FEMA Flood Insurance Rate Maps (FIRM) for specific sites. Minimum finished centerline elevation for the project has been set at 1718.5. An exception to this is where route will need to tie into railroad tracks around 29+00. The rail elevation is 1717.8.

Regraded sections of intersecting roads at 56+42-L (Broadway Ave) and at 75+70-R (20th Ave S) will have a 28' wide finished asphalt surface. The existing road width is 26' at both locations.

There is an existing storm sewer outlet at 10+20-10'R. The current size of the pipe at the outlet is 24" rcp. During the inspection the end of the outlet pipe was nearly submerged under water due to the outlet channel being silted in (image). There are 3 separate storm sewer mains which tie into this outlet pipe. One comes from approximately 1000' north on SD 20, one from 400' east on US 212 and one from 600' west on US 212. In each case the drainage area contributing to the first drop inlet comes from a significant distance farther. Each of these mains is currently an 18" rcp. Design has not yet been done for these but there is potential that they all may need to be upsized, particularly the one coming from north on SD 20. A particular issue with the system on SD 20 is that we are currently proposing to begin work about 400' north of US 212, while the storm sewer itself goes north for another 600'. The storm sewer outlet pipe runs into a manmade outlet channel which runs to the south eventually into a wetland at 21+10-270' R. The new roadway will cover up this ditch so a storm sewer outlet pipe will have to be installed which will outlet into the ditch at approximately 17+20-50' R. The size of this new outlet pipe should consider the drainage area of the 3 previously mentioned storm sewer mains which will probably lead to a pipe which is larger than the existing 24" rcp. It appears that the outlet channel should be cleaned out from the end of the new storm sewer outlet (17+20) to 21+10. The outlet pipe and drainage channel will be on a very flat gradient. The flowline of the current outlet pipe is 1711.9 while the current elevation of the drainage channel 2000' south of here where it outlets into a wetland is 1711.5. At the time of the survey the water elevation in the wetland was also 1711.5. Whose responsibility it will be to maintain the outlet channel should be designated by agreement.

Discussion on Wetland Mitigation Plan. The draft Environmental Assessment indicates 2.6 acres of wetlands are affected with the current design. DOT will investigate locations to mitigate wetlands for this project. There is an existing City wetland mitigation site which is located on the east side of Broadway Ave at 59+00-59+00-L. This existing site currently has small trees planted around its perimeter. The City stated that they plan to slightly expand this site to mitigate for another ongoing City project. Another possible location would be on City property along the Pelican Lake cutoff channel in the 33+00-56+00-R area. Regardless of where the mitigation site is located, there are some new Corp of Engineers 404 permit requirements which are currently being finalized which deal with how to permanently record the mitigation site. Road Design will have to work with the Right-of-Way office to make sure that we follow the new requirements.

Design speed for this roadway is 40 mph. The draft Environmental Assessment document states that the proposed posted speed limit is 35 mph. The City is currently envisioning this roadway as posted for 40 mph. The two most northern horizontal curves on this project have radii of 900'. The southern most curve is proposed to have a radius of 650'. The EA shows a proposed radius of 900' for the southern curve, however this has a significant impact on the existing property and the adjacent industrial property. According to the Urban Low Speed superelevation table in the Road Design Manual the 900' radius curves would not need any superelevation. For the 900' horizontal curve near the intersection of US 212/ SD 20 no superelevation is proposed. Due to the possible high number of trucks which could be taking this route and the suburban to rural environment along some segments, 2% superelevation is being proposed for the other 900' curve. The 650' radius horizontal curve will also have a 2% superelevation rate which is what the Urban Low Speed table calls for.

In areas where there is curb and gutter (intersection of US 212/SD 20 north, east, 400' west and 1900' south and then intersection of South Connector and US 81 750' west on north side only) use Type B curb and gutter. Type B can be used when speed limit is 40 mph or less.

Intersection of US 212/SD 20 will be reconstructed and new signals will be installed. Existing raised islands on north side will be removed with new design. Lane widths in area of intersection will be 12' wide. Current lane width on US 212 in this area is 10'. Coming from north on SD 20 is a 4 lane section with 12' lanes. Reconstruct US212 to the west to the end of the existing curb and gutter (380' west of US 212/SD 20 int) which is also where existing lanes are currently 12' wide, to the north reconstruct SD20 through the left turn storage and then taper (total 380') to 4-12' lanes, to the east reconstruct US212 through the left turn storage and then taper (total 300') to 5-10' lanes. To the south on South Connector will be 5-12' lanes in area of intersection with the rest of the route having a varying number of lanes with a width of 12'.

Following are some of the issues considered when setting the horizontal alignment and also discussion on typical sections. The 5 lane section at the intersection of the South Connector and US 212 will taper down to 2 lanes by 24+00. It will remain a 2 lane section until the intersection with Broadway St (56+42). The alignment from approximately 20+00 to 50+00 has been set to minimize impacts to wetlands, the Pelican Lake Game Production Area and the Pelican Lake Cutoff Channel. The alignment in this area is still being reviewed to see if there could be some benefits to adjusting the alignment south. From the Broadway St. intersection (56+42) to 100+12 (end of project) there will be a 12' center turn lane. Broadway St. will also have a northbound right turn lane constructed with this project. The ultimate section from the Broadway St. int. to 100+12 is 5-12' lanes with 8' shoulders. Between Broadway St. and 20th Ave the alignment has been shifted to the east to minimize impacts to the utilities on the west side of road and also to accommodate for an extra lane on the west side. Extra Right-of-Way will be purchased on east side to accommodate for the future extra lane addition. At 75+70-R (int. w/ 20th Ave. S.) current design does not have a south bound right turn lane. From entrance at 83+30 to 100+12 there are 2 westbound lanes with the outside lane to function as a right turn lane. From 91+65 (entrance location) to 100+12-L there is curb and gutter on the north side. Shoulders will not be included on the left side where there will be curb and gutter. The alignment along 20th St. S. has been shifted south to minimize impacts to utilities in the north ditch. Extra Right-of-Way will be purchased on the south side to accommodate for the future extra lane addition. Refer to Section B plans to see all of the typical sections.

From 79+00 to 100+12-L, the current plan is to retain existing approach pipe. The Exception to this could be the approach pipe at 79+62-L which could need to be upsized depending on what action is taken with the cross pipe at 82+45. See discussion later in this document for further information.

Surfacing on US 212 will be PCCP and it will also be PCCP on South Connector thru the curb radii. Rest of South Connector will be AC. On SD 20 surfacing will be PCCP through curb radii. Design to check will Materials and Surfacing on what the rest of SD 20 should be surfaced with.

Curb ramps will be installed in all quadrants of the US212/SD20 intersection, however no other sidewalk is currently proposed to be installed. Currently it is not expected that sidewalk will be needed to the west and south. It is expected that sidewalk will be installed in the future to the

north and the east. At the time that sidewalk is installed in those areas it can be tied into the curb ramps being constructed on this project.

As is typical with 5 lane PCCP roadways, US 212 will have the roadway crown shifted 6' left (north). This is the same side as was done at the intersection of US 212/US 81 on PCN 6716. Propose that this crown shift be done over a length of 50' in the AC section to the west of the PCCP on the west end of US 212. AC would start at 1+30.

0+76-R (US 212): Propose to eliminate 36' wide entrance.

1+48-R (US 212): Propose to eliminate 32' wide entrance.

2+71-L (US 212): Propose to move entrance from 3+31 to help gain maximum separation from signalized intersection.

4+76-L (US 212): Propose to eliminate entrance. This is the entrance located in the curb radius of the northwest quadrant of the US 212/SD 20 intersection. This entrance provides for ease of access to diesel pumps. Road Design will check turning movement to see how site would operate with access eliminated. If it is determined that this entrance is to remain, it will be shifted west enough to get it out of the new curb radius.

8+40-R (US 212): Propose to move entrance from 8+17 to help gain maximum separation from signalized intersection.

5+45: Location of drop inlets. Propose to start construction and begin roadway width taper here. Currently starting at 5+25.

7+28-R: Propose to move entrance from 8+01 to help gain maximum separation from signalized intersection. Had considered combining entrances at 6+70 and 8+01 into a single entrance on the property line at 7+00. However, this would have required the relocation of a transmission power line pole and quite possibly the adjustment of 2 others and the relocation of a telephone pedestal. The estimated cost of these utility adjustments is approximately $60,000. It was the consensus of the group that this cost would not be worth the benefit.

7+45-36' R: Existing area drain. Topog file says 8" PVC pipe drains this into sanitary sewer manhole located in northwest quadrant of US 212/SD 20. If entrance is moved to 7+28 it will remove this area drain. Road Design to review if area drain is needed here. It appears to be very close to not needing one. Some additional gravel in parking lot could help it drain to SD 20. Consult with landowner. If area drain is removed abandon in-place 8" PVC pipe.

7+67-L: Propose to eliminate entrance to gain maximum separation from signalized intersection. Entrance at 6+87 also serves this property and it also appears to serve property to the north although it is almost entirely located on this parcel.

9+18-50'R: Manhole located in landing of proposed curb ramp is an existing junction box for the traffic signal. It can be easily moved.

10+73-3'R: Existing 18" CMP outlets into existing drainage channel. Not sure where it comes from. Check with landowner. If it is an active line it will have to be tied into storm sewer system.

10+50 to 16+ L: New roadway fill covers up part of asphalt parking lot. Fill height varies from 2.5' to 4.5'. Current design has 5:1 inslopes. Consider 3:1 inslopes to reduce impact to parking lot. This could save from 5' to 10' of parking lot. 11+80-L is a drainage way in the asphalt lot which currently drains into the existing drainage channel which is being covered up by the new road. We will need to pick this water up here either with a pipe or an area drain. Much of the rest of lot drains to the southwest to a swale in the asphalt lot at 16+06-L. Road Design to review whether to pick up water here or run it in a ditch to the south to the cross pipe at 22+45. Make sure to discuss these issues with landowner and also check with landowner on how much Right-of-Way to buy. A 270' X 14' metal storage building is in the work limits here and will have to be removed.

10+50 to 16+ R: Large metal building. Not sure if currently occupied. The west side of the building which fronts new roadway has 2 separate areas of elevated overhead doors which may be difficult to access due to new roadway and fill (image-you can clearly see 2 most northerly doors on left side of image, left of them is other elevated door which is partially visible). A retaining wall to hold back roadway fill could be a possibility here. Appears to be low spot at 13+50 where may need to pick up water. Also ½ of roof outlets to this side and will need to be accounted for. Need to find out what floor elevations of building are. Filling in the area between the curb and building could be an option in this area. Will need to work with landowner to decide what best course of action is here.

10+75 and 16+75: Current sag points in vertical alignment design. Currently appears that these are only areas which require drop inlets. However, for purposes of cleaning out the storm sewer trunk line install another drop inlet between these locations. It is expected that the pipe outlet could require frequent cleaning to keep from silting in.

19+50: Current design has entrances located here on left and right. Need to check with landowners to see if these are needed. Ending c & g at 19+50.

27+88: 24" CMP under railroad spur line has been plugged. This pipe will have to be extended right. Transition to RCP. In talking with property owners (CHS) they plugged this pipe because when Pelican Lake is high its backwater backs up onto their property. A control gate on the outlet end of the pipe could be a possibility. Another possibility is moving the pipe which is under the rail spur back to 23+00-L which appears to be the natural low area. Will need more investigation and discussion with landowner before deciding what to do here.

28+/- to 29+/-: Railroad crossing with Agriliance rail spur and BNSF mainline. DOT Railway Engineer is working with BNSF to determine if a curb barrier at centerline is needed here. Also see notes towards end of this document regarding meeting held with Agriliance. Road Design to check into whether a street light is needed here.

29+26: Area between BNSF tracks and Fish Road. Proposing to not install a pipe here. Drainage area is 1 acre. Water would eventually flow south but there is a depression and water has to get 2.5' deep before it would flow.

29+83: Existing crossing with Fish Road. On left (north) side Fish Road will not have access onto South Connector. Propose to leave road in place from Watertown/Codington Regional Rail Authority (WCRRA) rail spur line north. This will provide access for people to fish along channel. Obliterate road between edge of South Connector roadway and WCRRA rail spur. Right (south) side has ongoing issues which are being investigated. See notes towards the end of this document from a meeting held with Game, Fish and Parks personnel.

31+00 to 58+00: Lowland/wetland area. Note that road has 0% grade.

33+10, 45+30 & 51+10-L: These are all areas where there are existing crossings across WCRRA rail spur line. Some of these appear to be used to move cattle across the tracks. City believes that owner north of WCRRA rail spur may lease some of the City land on the south side of the spur as cattle pasture. With South Connector being built it would appear that these will not be needed any more. Appears that Herbert Hanten owns the property north of rail spur. Make sure to talk to him about this during public hearing and/or landowners meeting.

36+00 -37+00-R: Roadway fillslope gets into bottom of diversion channel. According to Digital Terrain Model this area is so flat that no channel reconstruction is needed. See 36+00 and 37+00 cross sections.

46+50 – 48+50-L: There is a small area of the existing cutoff channel that is remaining on the left side of the new roadway. Propose to leave area as currently designed and not put a pipe under roadway. This area will function as a small wetland.

56+42-L: Broadway St. Intersection-12' center left turn lane starts here and continues until end of project. Also has a northbound right turn lane. Should not have many large trucks here so radii can be standard (35' radius).

56+42-R: These plans had a new entrance here. There is also an entrance shown to same parcel of property at 61+70-R. Does not appear there is a reason to have both entrances. One possibility is to put this entrance across from entrance at 60+99-L. However, this could result in impacting utilities. Further discussion with City will be needed to determine best location for this entrance.

59+88-L: Location of existing entrance which will have to be relocated due to alignment change. Survey indicated that existing concrete approach pipe was in good shape. Discussed whether it would be worth salvaging pipe. Area Office decided it would not be worth trying to salvage.

61+04-L-Propose to put 40' entrance on property line to serve both parcels. This would eliminate entrance at 66+85-L.

63+86-R: No existing pipe in farm entrance. Appears one is needed so provide one.

65+50-R: No existing pipe in farm entrance. Appears one is needed so provide one.

66+85-R: No existing pipe in farm entrance. Appears one is needed so provide one. This entrance and the entrances at 63+86-R and 65+50-R all serve the same parcel of land although

there are 2 houses and a commercial building all on this parcel. Discuss with landowner possibility of eliminating 1 entrance.
66+00 to 74+00-L: Discussed whether to put a ditch along road in this area. Existing ground slopes away from roadway to the east and north. A ditch would be shallow and only pick up water that falls on the roadway and the ditch. Decided it was not worth disturbing the ground for this shallow ditch so a ditch will not be constructed here.

69+46-R: Install new approach pipe in entrance.

72+30-81' R to 73+90-800' R: Obliterate old road.

73+05-76' R to 75+40-250' R: Obliterate old road.

75+70-R: Intersecting road has left turn lane, no right turn lane. Design turn movement for WB-67. Need to rework surface of 20th Avenue S, back far enough to the west to remove the superelevation which will no longer be needed. This appears to be 10+50. Intersecting road alignment stationing currently runs from east to west, reverse alignment stationing so that it runs from west to east.

77+40-100'R to 77+85-72' R: Obliterate old road. There are 2 existing entrances which provide access to two separate properties located on the south side of existing 20th Ave. S. in this area. The area to be obliterated is from the east edge of the eastern entrance and the South Connector work limits located east of there. The existing road located between the two approaches would be left in place. The proposed plan is to have an entrance at 1+80 on the south side of the intersecting road (located at 75+70-R) which will provide access to both of these entrances which will be left in place.

82+55: Mainline pipe location. The size of this pipe has not been determined. During the inspection standing water approximately 1.5' deep was noted on the inlet (south) side. At its current location water flows to the north through the pipe and then goes to the west in the existing ditch and passes through an approach pipe at 79+62-L. It then goes north in a manmade ditch until eventually flowing into the Pelican Lake Diversion Channel. When designing this site Road Design will consider moving the pipe to the west to approximately 79+00. This would line the pipe up with the outlet channel and would also have the advantage of not having this drainage pass through the approach pipe. Due to the ditch and channel gradients being relatively flat some modification to the manmade ditch channel may be of benefit. It may also be that the gradients are so flat that this area will continue to have drainage issues. Additional survey along the ditch will be required to determine this. Road Design will check into the need here for a drainage easement for the outlet ditch. See previous discussion on Hanten Industrial Park Drainage Master Plan for more information on this site.

85+00: There has been some previous discussion that railroad tracks on the north side of the road could be extended to the south across the road at some point in the future. Discussion with WCRRA indicate that while they have discussed the possibility of this happening, they have no plans to do this. Approximate existing rail elevation is 1720.4. Current roadway centerline elevation here is 1721.2. Proposed new roadway centerline elevation is 1722.5.

91+94-L: Existing entrance for Glacial Lakes Energy ethanol plant. They also have access at 87+15-L. Entrance at 91+94 provides direct access to weight scale. This entrance is currently very wide (90') where it abuts 20th Ave. S. Road Design will try to reduce entrance size while still maintaining access for WB-67 trucks. Will discuss access to this property with owner at Landowner's meeting to see if any improvements or reductions in access points can be made in this area.

92+74-L: Existing entrance for Mack Steel. They also have an entrance off of US Hwy 81. There has been some discussion with combining the entrance at 92+74 with the ethanol plant entrance at 91+74 due to their close proximity. There are issues with utilities (power pole with line running to the north) which appear to make this not very feasible.

94+95-L: Propose 40' entrance at this location which could serve as access to 3 different parcels of property. Access easements may be needed here for this to work. Further discussion at Landowner's meeting will be needed.

96+91-L: Propose to eliminate this access. Access to this property would be from the entrance at 94+95 as noted above. Further discussion Landowner's meeting will be needed.

99+40-L: When new building was recently constructed in the northwest quadrant of the intersection of 20th Ave. S and US Hwy 81 the owner agreed to eliminate the entrance off of 20th Ave. S. (approximate location 99+40). Currently there are a few metal posts across the old access with a chain strung between them which act to keep this from being used as an entrance. Put an "eliminate entrance" note on plan sheet and install curb and gutter through radius to help delineate that there is no longer an access here.

99+96: Cross pipe under South Connector (west ditch of US 81) flows north. Difficult to tell were water goes from there. It appears to go under the 2 approaches located just north of intersection. It would appear that it then would have to pond before eventually flowing to the northwest through a building site/gravel parking area. See previous discussion on Hanten Industrial Park Drainage Master Plan for more information on this site.

100+14-93' R: Existing light pole will have to be relocated due to overhead power line relocation. Make sure to coordinate the light poles location with utility companies.

Meeting with GFP

On 04/06/09 previous to the inspection, Neil, Dave and John met with Mary Clawson and Doug Alvine representing the Game, Fish and Parks to discuss issues with Fish Road which is currently located at 29+83. GFP said that Fish Road in its current location is utilized by fishermen who fish along the diversion channel. Fish Road in its current location is located on BNSF Railway Right-of-Way and it is located approximately 20' from the end of the proposed bridge over the Pelican Lake Diversion Channel. This causes interference problems with the road and bridge end protection. There was discussion on the possibility of relocating Fish Road to the west side of the BNSF tracks. Part of the property in this area is owned by CHS Inc. (Agriliance) and the rest of it is owned by GFP. For much of the area where the road would be relocated to there is an existing berm which could be utilized for the road. There are some large trees located at the north end where Fish

Road would tie into the South Connector. Fish Road would either go through these trees or be routed to the west around them. Either way would result in some impacts to wetlands but routing it to the west would have more impacts than going through the trees. GFP's biggest concern is ensuring that anglers would still have access to the diversion channel so they could fish. Continued dialogue and investigation will be needed to determine the course of action to take here.

Meeting with CHS (Agriliance)

Following the meeting with GFP we also met with CHS (Agriliance) who were represented by Chuck Schwede (Facilities Manager) and Terry Nelson (Terminal Manager). The intent of the meeting was to discuss the railroad spur line which services their property. They said that approximately 200 rail cars per year delivery fertilizer to the facility and that the rail line itself is owned by BNSF, even though it is located on CHS property (Susan Tracy is going to verify this-this could affect who will do the rail crossing work). We told them that our desire would be to eliminate the spur line. They said that would not be possible. We did discuss a couple of other options which would modify the location of the rail spur. Road Design will do some cost estimates to see if any of these options is worth investigating further. Additional comments provided by CHS included they would like vehicle access off of South Connector which will have to be discussed more at the Landowners meeting. They also said that the 24" cmp located under the spur line at approximately 28+00-L was plugged by them to keep water from backing up onto their property.

Additional survey requested:

Need underground utilities on SD 20 for a distance of approximately 700' north of the intersection of US 212/SD 20.

Additional ground survey of drainage ditch located at 79+00-L for a distance of 1500' north of 20th Ave. S.

16+50: Tree belt symbology in reverse direction.

22+00: Topog file has symbol for tree belt in reverse direction. West side of slough has symbology in reverse direction.

23+00-L: Slough symbology in reverse direction.

35+00 to 50+00: Northern edge of slough symbology in reverse direction.

53+50: West edge of slough symbology in reverse direction.

77+20-260'R: Trailer house has been removed.

99+68-83' L: Current symbology shows a light pole. Appears to be a combination light pole/power pole.

Based on the preceding revisions/recommendations from the preliminary design inspection there are no recommended changes regarding the current project Scope.
Following are comments to consider when estimating preliminary cost-

GENERAL:
Make sure that intersection work at US 212/SD 20 gets included.
GRADING:
Don't forget approximately 1400' for intersecting roads.
HYDRAULIC:
Storm Sewer outlet from 10+00 to 16+75 will have to be designed to accommodate the 3 smaller storm sewer systems which tie into it. Design not done yet but pipe size could be as large as 36"-42". There will also be some storm sewer costs east and west on US 212 and north on SD 20.
RAILROAD:
Agriliance crossing will be longer due to severe skew angle.
RIGHT OF WAY:
Possible elimination of gas station entrance in northwest quadrant of US 212/SD 20 could add cost.

The Scope Lead will forward any information regarding the scope in a separate document as necessary for approval.

Letting Date: 08/18/2010

Activity Comments: Goal is Public Hearing in June, Landowner meeting in July.

John Fuglsang
Road Design Engineer

Attachments: Title @ U:\rd\prj\codn00RW\00RW_SectionA.pdf
Grading @ U:\rd\prj\ codn00RW\00RW_SectionB.pdf
Cross Sections @ U:\rd\prj\ codn00RW\00RW_SectionX.pdf

City of Watertown can download plans @
ftp://ftp.state.sd.us/DOT/rd/prj/codn00RW

cc: Jeff Senst, Aberdeen Region Engineer
Ron Sherman, Watertown Area Engineer
Matt Brey, Watertown Area Engineering Supervisor
Mike Behm, Assistant P/E Division Director
Steve Johnson and Rich Phillips, Bridge Design
Brian Raecke and Kevin Griese, Materials & Surfacing
Dean VanDeWiele, Tom Lehmkuhl, Terry Keller, Susan Tracy, and
Dave Hausmann, Project Development
Joel Gengler and Fred Leetch, Right Of Way
Pete Longman, Road Design Traffic Squad
Brooke White, Access Management Specialist
Dave Petersen, Watertown City Engineer

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Conference Call Notes

Subject:	Segment 2A Environmental Assessment Final Items
Client:	South Dakota Department of Transportation
Project:	Watertown South Connector – SD20 to US81
Project No:	4020(01) PCN 00RW
Meeting Date:	09/25/09; 9:30 a.m. to 10:30 a.m.
Meeting Location:	Conference call
Notes by:	HDR
Notes to:	Attendees, SDDOT Area Engineer

Attendees:

HDR	SDDOT	FHWA	City of Watertown	
Rebecca Banks	Tom Lehmkuhl	Ginger Massie	Geoff Heig (Public Works)	Tracy Turbak (Finance)
James Unruh	Terry Keller	Mark Clausen	Gary Williams (Mayor)	Sara Caron (Engineering)
	Neil Schochenmaier			

A. The meeting began with introductions

B. EA Status (latest draft was May 2009) *Discussion/conclusions, follow-up, post-meeting follow-up*

1. Agency coordination
    a. 9/8/09 coordination meeting
        - *Neither Terry K. nor Ginger M. had received any follow-up comments from the agencies. From response at the meeting, it appeared that agencies had a good understanding of the project and specifically Option 3.*

    b. Game Production Area (GPA) noise impacts
        - *Game, Fish and Parks has formally concurred with the de minimis impact finding regarding noise impacts at the GPA.*
        - *Ginger M. noted that de minimis impact concurrence may not have been necessary. The impact analysis contained in the 9/4/09 memo was adequate.*
        - *HDR will incorporate 9/4/09 noise memo contents and de minimis impact concurrence into the EA.*

    c. Water quality impacts/sedimentation basins
        - *Proposed sedimentation basins adequately address concerns regarding water quality impacts.*
        - *Watertown is aware that long term maintenance of the basin will be their responsibility.*
        - *HDR will incorporate contents of 9/9/09 sedimentation basin memo into the EA.*

    d. "No Effect Finding" for Threatened and Endangered Species
        - *Letter was sent to Fish and Wildlife Service on 9/9/09 requesting "No Effect Finding".*
        - *Terry K. to contact FWS to urge timely response.*

    e. Option 3 concurrence
        - *Letters were sent to all agencies after the 9/8/09 coordination meeting requesting concurrence with Option 3 as the preferred option. Response by 9/25/09 was requested.*
        - *Ginger M. stated that responses from DENR, FWS, and GFP are necessary.*
        - *Terry K. to contact these agencies to encourage a timely response.*
        - *The City of Watertown concurs with Option 3 and with findings of the Environmental Assessment.*

    f. Di Minimis Impacts
        - *FHWA needs to sign the de minimis impact finding for the project.*

6300 So Old Village Place
Suite 100
Sioux Falls, SD 57108
Phone (605) 977-7740
Fax (605) 977-7747
www.hdrinc.com

- *Terry K. and HDR to prepare statement for FHWA signature.*

2. BNSF coordination
    a. New track crossing at South Connector
        - *BNSF and the City of Watertown had executed an agreement for closure of the 1st Avenue NW at-grade crossing. The agreement implied but did not specifically include an obligation from BNSF to allow an at-grade crossing of the BNSF tracks for the South Connector roadway. In phone conversations, BNSF indicated a preference to write a letter of obligation rather than execute a new agreement. Ginger M. stated that SDDOT needs to be comfortable with a letter of obligation from BNSF in lieu of a separate agreement.*
        - *Terry K. and Susan Tracy (SDDOT railroad coordinator) to continue to work with BNSF to secure a letter.*
    b. 1st Avenue NW closure status
        - *The City of Watertown continues to support the closure of the 1st Avenue NW railroad crossing in conjunction with the new South Connector rail crossing.*
3. Fish Road relocation
    - *SDDOT Office of Bridge Design has determined that box culverts (rather than a bridge) can be installed at the South Connector crossing of the Pelican Lake Diversion Channel. This will alleviate the need to relocate Fish Road. Ginger M. stated that the EA should **not** include the relocation of Fish Road as a viable option.*
    - *HDR to modify the EA accordingly.*
4. Landowner concerns
    - *None of the conference call participants had received specific landowner concerns about the project since the public meeting in 2007.*
5. Power Pole relocations
    - *Per the preliminary design inspection meeting held in April 2009, Watertown Municipal Utilities and East River Electric concurred with the power pole relocations required for Option 3.*

C. Environmental Assessment Release for Public Availability

1. *When the issues discussed in the conference call and in recent FHWA comments (dated 7/21/09 and 9/17/09) are resolved, the next step in the process is to release the EA for public availability. FHWA concurs with printing only the EA chapters and placing the appendices on a CD.*

D. Public Meeting

1. *Potential dates for the Public Meeting include 10/26, 11/4, 11/9, and 11/18. Date will be selected after release of the EA.*
2. *Post-meeting follow-up: the EA must be available to the public for 15 days prior to the public meeting.*
3. *The meeting will be held at the Watertown Events Center like the previous public meetings.*
4. *Timeframe will be from 5:30 p.m. to 7:00 p.m.*
5. *There will be a meeting at 4:00 p.m. for City officials and Focus Watertown representatives.*
6. *HDR to contact the Events Center regarding availability.*
7. *HDR will review and update the invite list from the previous public meetings and will add tribal entities, Pelican Lake Water Project representatives, and BNSF.*
8. *Geoff H. will provide HDR with names of current elected officials for inclusion on the invite list.*
9. *SDDOT will post the invitation on their web site.*
10. *HDR will send notices to Watertown media outlets.*

E. Landowner meetings and Final Design Inspection Meeting.

1. *These will be scheduled to occur within approximately 2 weeks after the public meeting.*