



## Appendix A – Public Meeting Summary Reports





# Public Meeting #1 Summary March 6, 2019

Southern Meade County Corridor Study

*Meade County*  
March 18, 2019



# Table of Contents

Public and Landowner Meeting Overview .....	2
Meeting Details.....	2
Study Website .....	2
Public Meeting Notes.....	3
Written Comments .....	9
Appendix A – Sign-in Sheets.....	
Appendix B – Scanned Comment Cards .....	

# Public and Landowner Meeting Overview

## Meeting Details

Date: Wednesday, March 6, 2019  
Time: 5:00 PM to 7:00 PM  
Location: Stagebarn Middle School  
12500 Sturgis Rd, Summerset, SD 57769

## Study Website

[www.SouthernMeadeCountyCorridorStudy.com](http://www.SouthernMeadeCountyCorridorStudy.com)

## Public Meeting Notes

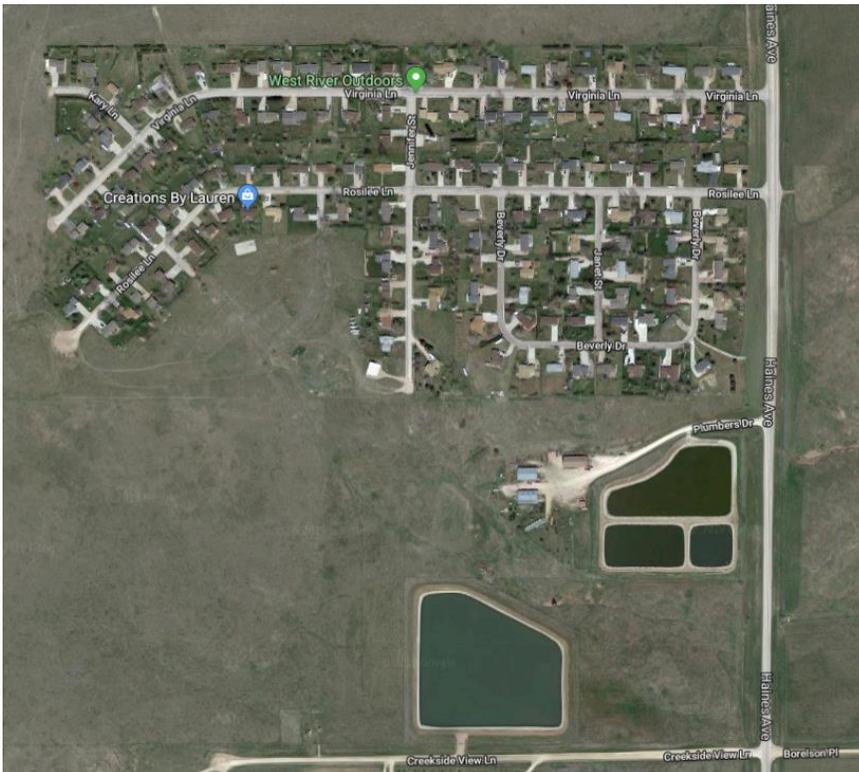
An attendance sheet for the public open house can be found in Appendix A.

A brief presentation began at 5:15 PM.

Following the presentation, one-on-one discussion was held near the posters and roll plots. There were several verbal comments as well as many questions.

Verbal comments received:

- There are poor soils within the study area that could cause issues with development. Jon Jordan said that his land has a lot of shale and he has considered letting his land have an open pit mine for this purpose. He also stated that there was a phase of homes that were meant to be built but never came to fruition due to not being able to sell enough homes and the extra expense of around \$35,000 of engineered soils to be brought in for subexcavation/backfill (at the Rosilee/Virginia Ln development). This development's lagoons also leak.



- A member of the public noted that when Fort Meade Way was built, he noticed a reduction of traffic on Erickson Ranch Rd.
- There is a road coming off of Erickson Ranch Rd where septage tanks apply the septage to the land just north of Bob Borgmeyer's property. Talbot said he had looked into it once when a landowner complained and the company does have permits with the SDDENR to do this.



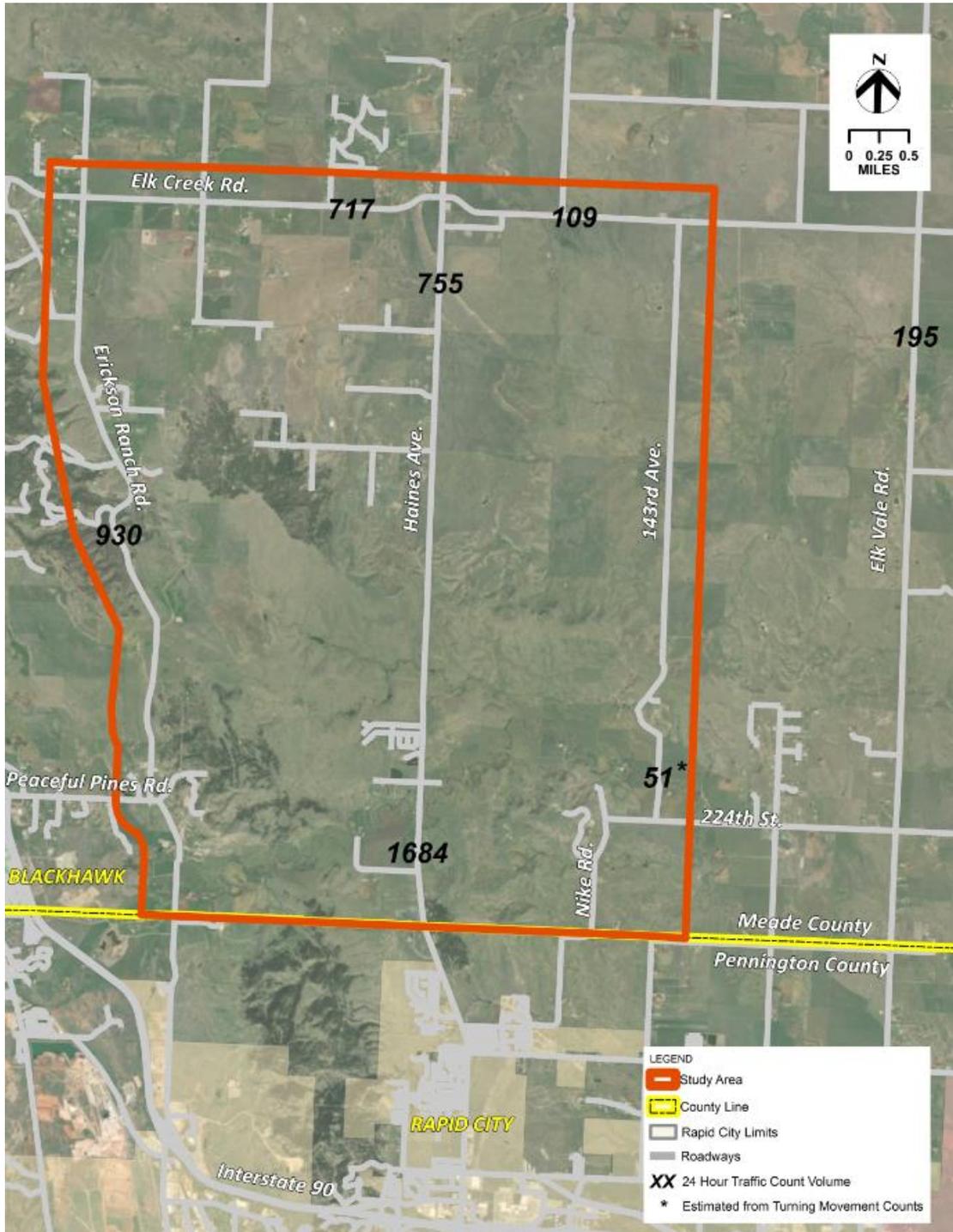
- A member of the public mentioned that he did not see the need for this project, but would love east-west connectors in other parts of the county, so he didn't have to drive so far out of the way to get to places.

The most frequently asked questions are listed below with responses in blue. These frequently asked questions were also added to the website following the meeting.

- What is a corridor study?
  - A corridor study is the first step in planning for the future of a transportation facility. It examines the existing and expected future conditions, defines the corridor's transportation needs, develops and analyzes different alternatives including a no-build option and build options, and offers recommendations based on study findings and public feedback. A corridor study does not involve acquiring right of way, putting together construction plans, identifying sources of funding for construction, or building a roadway.
- What is the purpose of this study?
  - Meade Moving Forward 2040, Meade County's Master Transportation Plan, identified a need for an east-west corridor in this area. The study area is likely to see development within the 20 year planning horizon. This corridor study will serve as a high level planning effort to start the process in preserving the

corridor. From a planning perspective, east-west corridors in this area are important for mobility and network connectivity.

- Where are the traffic count locations and what are the volumes?
  - Traffic count locations and associated 24 hour volumes are shown in the figure below. Traffic counts were performed on February 19<sup>th</sup>, 2019. Note that these will be adjusted with a seasonality factor since they were counted in the winter.

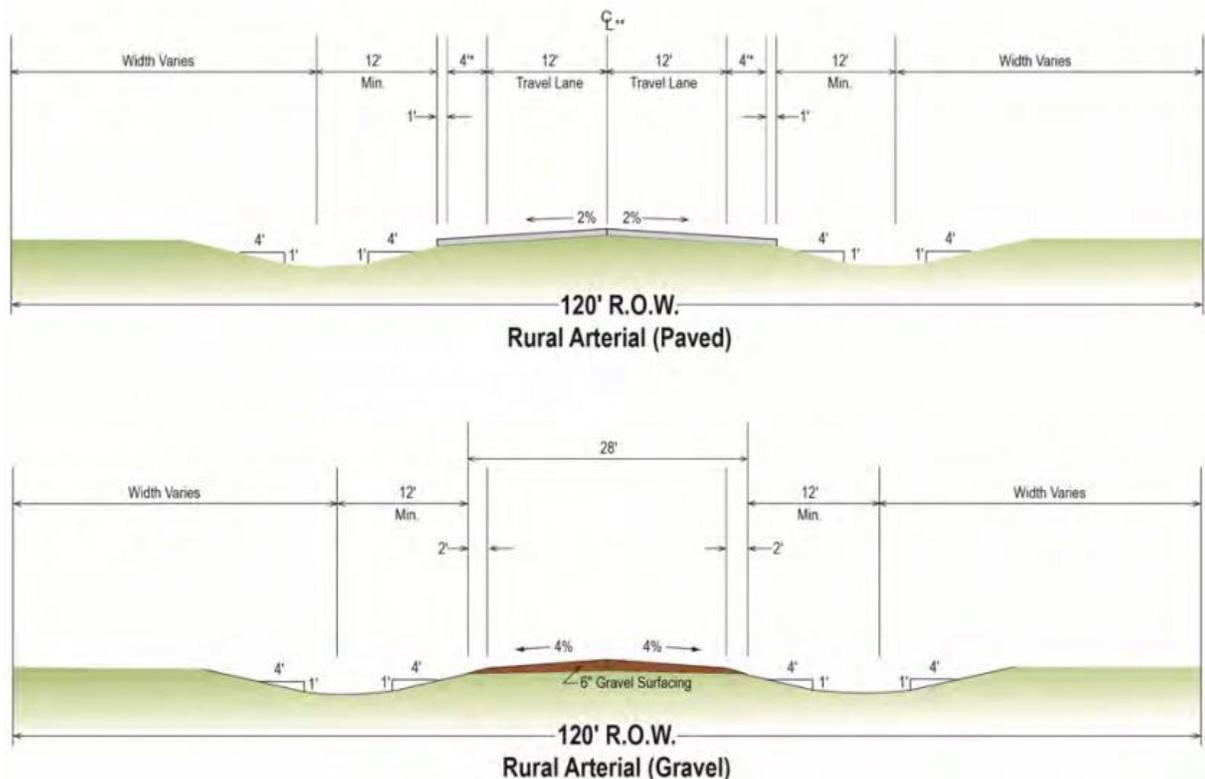




- Why is a future east-west connector being studied at this location?
  - In the Meade Moving Forward 2040, Meade County's Master Transportation Plan, a future east-west connector between Erickson Ranch Rd and 143<sup>rd</sup> Ave was identified as a need due to concerns from the public about increasing traffic volumes. The limits of the study area were determined from what was shown in this planning document.
- Why doesn't the study area extend to Elk Vale Road or over to I-90? Can the study area boundaries be changed at this point?
  - The scope of the project and subsequent study area have been set and previously determined as a result of the recommendations in the Meade Moving Forward Master Transportation Plan for this potential corridor. At this time, there are no foreseeable changes to the study area boundary.
- How will the study area grow? How will Rapid City's growth impact this area?
  - According to the Meade Moving Forward 2040 Master Transportation Plan, part of the study area is experiencing high growth (4%) and the rest of the study area is experiencing medium growth (2%). The growth is expected to continue into the foreseeable future.
  - Rapid City limits extend to about a mile south of the Study Area. However, Rapid City's 3-mile platting jurisdiction has not been exercised by Rapid City into Meade County.
- Who was involved in the Meade Moving Forward 2040 Master Transportation Plan?
  - Meade Moving Forward 2040 was a document prepared by a consultant, Felsburg Hot & Ullevig, in conjunction with Meade County. This master transportation plan solicited input from the public throughout the project. The transportation plan included an inventory of existing conditions, a future needs analysis, a long range transportation plan, development of standards, a list of recommended projects, and a plan for implementation.
- Does the study area of the Southern Meade County Corridor Study overlap with the study area of the East Rapid City Corridor Study?
  - No, they do not overlap. The study area of the East Rapid City Corridor Study is shown in blue in the figure below, while the study area for the Southern Meade County Corridor Study is shown in orange in the figure below.



- What happens if a landowner wants to build something on their property right now?
  - Right now there are no protections in place to preserve the corridor. After the Southern Meade Corridor Study report is finalized and potentially adopted by the Meade County Commission, building permits will go through the same process as they did before. However, the Meade County planning and zoning staff/board will verify that any future development occurring within the study area does not interfere with the major street plan prior to approving a building permit.
- Are there any utility plans within the corridor?
  - At this time, there aren't any known utility plans for water or sanitary sewer within the study area.
- How was the study funded?
  - The Rapid City Area Metropolitan Planning Organization paid for 81.95% leveraging Federal Planning funds and Meade County paid for 18.05%. No funding is coming from the City of Rapid City.
- What is the width of the right of way required for this future east-west connector?
  - Per the Meade Moving Forward 2040 Master Transportation Plan, an arterial roadway would typically have a 120' right-of-way. Note that right of way acquisition is not part of the corridor study process.



Source: (Meade Moving Forward 2040, 2016)



## Written Comments

Written comments were provided to the study team through the following method:

- Comment card (at meeting or following meeting)

### Method: comment card

Comments:

COST, BENEFIT, DOES NOT MAKE SENSE. THERE  
WOULD BE VERY LITTLE TRAFFIC. IT SEEMS TO  
ME THAT THE ONLY PEOPLE WHO WOULD BENEFIT  
ARE THE PEOPLE LOOKING TO DEVELOP THEIR LAND  
AT THE COST OF THE TAXPAYERS

### Method: comment card

Comments:

CAN WE GET COPY OF TRAFFIC COUNT.

### Method: comment card

Comments:

Rapid City, SD 57701  
Project website: [SouthernMeadeCountyCorridorStudy.com](http://SouthernMeadeCountyCorridorStudy.com)  
Plan ~~that~~ something before it is broken up into small parcels.  
then as it is developed 20 yrs from now the corridor  
would be preserved.

There is a study from 2009 from 142 to Box Elder.  
I currently ranch & will continue as long as I own the property.  
like to see traffic counts.



**Method: comment card**

Comments:

Look at Ellsworth AFB Joint Land use Study.  
They want to direct development away from base.

**Method: comment card**

Comments:

→ In the plans I have been involved with in the past, postcards were always mailed to each landowner in the study area for the first meeting. This goes a long way towards illustrating transparency in the process. Many of our neighbors were not aware of the meeting held.

→ Wed. nights are also a bad night for participation due to church obligations.

→ Does the County have a plan for improving 143? Should an alignment be identified? It is not in a condition to handle substantial (optional) traffic. Should development build a road access.



# Appendix A – Sign-in Sheets

Meade County  
Rapid City MPO  
Southern Meade County East-West Connector Corridor Study  
OPEN HOUSE ATTENDANCE  
March 6, 2019  
- PLEASE PRINT -

Name	Mailing Address	Email address
BOB BURNS	<i>Mailing and Email Addresses Redacted</i>	<i>Mailing and Email Addresses Redacted</i>
Rene Crane		
Bill R Rich		
Brad & Barb Morgan		
MIKE CHARNHOCA		
Robert Heidgerken		

Meade County  
Rapid City MPO  
Southern Meade County East-West Connector Corridor Study  
OPEN HOUSE ATTENDANCE  
March 6, 2019  
- PLEASE PRINT -

Name	Mailing Address	Email address
Phil Amlund	Mailing and Email Addresses Redacted	Mailing and Email Addresses Redacted
Jon + Nancy Jordan		
Doreen Creas		
Scott Tegethoff		
Frank & Linda Foster		
Tilbert Wierzbicki		

Meade County  
Rapid City MPO  
Southern Meade County East-West Connector Corridor Study  
OPEN HOUSE ATTENDANCE  
March 6, 2019  
- PLEASE PRINT -

Name	Mailing Address	Email address
Kottingham		
P Keegal	<i>Mailing and Email Addresses Redacted</i>	<i>Mailing and Email Addresses Redacted</i>
Mac Meyer		
DENNIS GORTON		
Galen Huebner		
Darius Khpperich		
Mikayla Prohalm		



## Appendix B – Scanned Comment Cards

### Southern Meade County East-West Connector Corridor Study

**WE WANT TO KNOW WHAT YOU THINK!** What are your specific areas of concern and issues you see within the corridor study's study area? What do you feel Meade County, Rapid City Area MPO and the consulting engineer need to take into account? Please submit your comments before April 6, 2019 to:

**Mail:** HDR Engineering, Inc.  
ATTN: Stacia Slowey, PE  
703 Main St, Ste 200  
Rapid City, SD 57701  
Project website: [SouthernMeadeCountyCorridorStudy.com](http://SouthernMeadeCountyCorridorStudy.com)

**E-mail:** [stacia.slowey@hdrinc.com](mailto:stacia.slowey@hdrinc.com)  
**Phone:** 605-791-6109

COST, BENEFIT, DOES NOT MAKE SENSE. THERE  
WOULD BE VERY LITTLE TRAFFIC. IT SEEMS TO  
ME THAT THE ONLY PEOPLE WHO WOULD BENEFIT  
ARE THE PEOPLE LOOKING TO DEVELOP THEIR LAND  
AT THE COST OF THE TAXPAYERS

(optional)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

### Southern Meade County East-West Connector Corridor Study

**WE WANT TO KNOW WHAT YOU THINK!** What are your specific areas of concern and issues you see within the corridor study's study area? What do you feel Meade County, Rapid City Area MPO and the consulting engineer need to take into account? Please submit your comments before April 6, 2019 to:

**Mail:** HDR Engineering, Inc.  
ATTN: Stacia Slowey, PE  
703 Main St, Ste 200  
Rapid City, SD 57701  
Project website: [SouthernMeadeCountyCorridorStudy.com](http://SouthernMeadeCountyCorridorStudy.com)

**E-mail:** [stacia.slowey@hdrinc.com](mailto:stacia.slowey@hdrinc.com)  
**Phone:** 605-791-6109

CAN WE GET COPY OF TRAFFIC COUNT.

(optional)

Name: JOAN JORDAN

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

### Southern Meade County East-West Connector Corridor Study

**WE WANT TO KNOW WHAT YOU THINK!** What are your specific areas of concern and issues you see within the corridor study's study area? What do you feel Meade County, Rapid City Area MPO and the consulting engineer need to take into account? Please submit your comments before April 6, 2019 to:

**Mail:** HDR Engineering, Inc.  
ATTN: Stacia Slowey, PE  
703 Main St, Ste 200  
Rapid City, SD 57701

**E-mail:** [stacia.slowey@hdrinc.com](mailto:stacia.slowey@hdrinc.com)

**Phone:** 605-791-6109

Plan Project website: [SouthernMeadeCountyCorridorStudy.com](http://SouthernMeadeCountyCorridorStudy.com)

~~Plan~~ something before it is broken up into small parcels then as it is developed 20 yrs from now the corridor would be preserved.

There is a study from 2009 from 142 to Box Elder. I currently ranch & will continue as long as I own the property. Like to see traffic counts.

(optional) Name: Robert Heidgerken

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

1

### Southern Meade County East-West Connector Corridor Study

**WE WANT TO KNOW WHAT YOU THINK!** What are your specific areas of concern and issues you see within the corridor study's study area? What do you feel Meade County, Rapid City Area MPO and the consulting engineer need to take into account? Please submit your comments before April 6, 2019 to:

**Mail:** HDR Engineering, Inc.  
ATTN: Stacia Slowey, PE  
703 Main St, Ste 200  
Rapid City, SD 57701  
Project website: [SouthernMeadeCountyCorridorStudy.com](http://SouthernMeadeCountyCorridorStudy.com)

**E-mail:** [stacia.slowey@hdrinc.com](mailto:stacia.slowey@hdrinc.com)

**Phone:** 605-791-6109

Look at Ellsworth AFB Joint Land use Study. They want to direct development away from base.

(optional) Name: Bob Heidgerken

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

2

## Southern Meade County East-West Connector Corridor Study

**WE WANT TO KNOW WHAT YOU THINK!** What are your specific areas of concern and issues you see within the corridor study's study area? What do you feel Meade County, Rapid City Area MPO and the consulting engineer need to take into account? Please submit your comments before April 6, 2019 to:

**Mail:** HDR Engineering, Inc.  
ATTN: Stacia Slowey, PE  
703 Main St, Ste 200  
Rapid City, SD 57701  
Project website: [SouthernMeadeCountyCorridorStudy.com](http://SouthernMeadeCountyCorridorStudy.com)

**E-mail:** [stacia.slowey@hdrinc.com](mailto:stacia.slowey@hdrinc.com)

**Phone:** 605-791-6109

→ In the plans I have been involved with in the past, postcards were always mailed to each landowner in the study area for the first meeting. This goes a long way towards illustrating transparency in the process. Many of our neighbors were not aware of the meeting held.

→ Wed. nights are also a bad night for participation due to church obligations.

→ Does the county have a plan for improving 143<sup>rd</sup> should an alignment be identified? It is not in a condition to handle substantial traffic. Should development build a road across.

(optional)  
Name: Fernik & Linda Foster

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_



# Public Meeting #2 and Landowner Meetings Summary July 24, 2019

Southern Meade County Corridor Study

*Meade County*

September 23, 2019



# Table of Contents

Public and Landowner Meeting Overview .....	2
Meeting Details.....	2
Study Website .....	2
Landowner Meeting Notes (1:00 PM to 5:00 PM) .....	3
Public Meeting Notes (6:00 PM to 7:30 PM) .....	6
Written Comments .....	7
Appendix A – Sign-in Sheets.....	
Appendix B – Scanned Comment Cards/Emails .....	

# Public and Landowner Meeting Overview

## Meeting Details

Date: Wednesday, July 24, 2019

Time: 1 PM to 5 PM (Landowner Meetings)  
6 PM to 7:30 PM (Public Meeting)

Location: Summerset Ramada, Stagestop Receptions  
7900 Stagestop Rd, Summerset, SD 57718

## Study Website

[www.SouthernMeadeCountyCorridorStudy.com](http://www.SouthernMeadeCountyCorridorStudy.com)

## **Landowner Meeting Notes (1:00 PM to 5:00 PM)**

An attendance sheet for the landowner meetings can be found in Appendix A.

### **Bob Borgmeyer (1:00 PM to 1:30 PM)**

Bob was most concerned about when right of way and easements would occur. Bob might be converting his estate to a trust within the next couple years. It was explained to him that Meade County would be in charge of right of way negotiations whenever the time came that the commission would like the roadway built.

He has a water well and a 6' deep trenching for his 2" water line that pumps water to his corrals near the southwest corner of his property (section 34). It was explained that if relocation of the waterline needed to occur, he would be compensated accordingly to pay for the relocation costs or the relocation would occur as part of the roadway construction project.

Bob does not have a strong preference for one alternative over the other. He did mention that the land to the north will have a higher market value due to the developable land. Alternative 4 would have the least disruption to his current cattle operation.

### **Larry and Shirley Smith (1:30 PM to 2:00 PM)**

Larry and Shirley's property will not be impacted by any of the corridor's alternatives. Larry did not have any issues with the alignments. Larry prefers these build alternatives to the alignments he has seen in previous planning documents.

### **Bob Heidgerken (2:00 PM to 2:30 PM)**

Bob does not believe the hill along 143<sup>rd</sup> Ave to the south of Bison Point Road is conducive to safe travel to Rapid City.

He has concerns with cattle crossing his property with where Alternative 4 and 5 currently cross. The large draw that Alternative 4 and 5 cross on his property is not a good location for cattle to cross.

Bob is concerned about his shallow drinking water well he uses at his residence. He believes the septic tanks in Meade County and the lagoons at Weston Heights are degrading the water quality. He believes a sanitary sewer line that centralizes and transports the wastewater to Rapid City or Box Elder from Summerset is the solution and thus the roadway alignment should take the utility planning component into account. It was explained to him that the transportation funds used for this planning study could not be used for utility planning.

Bob prefers the alignment that he had initially proposed when he was a county commissioner, that runs along the section line, immediately south of the three build alternatives presented. This is termed Alignment 3 in the preliminary alternative development screening memo dated May 23<sup>rd</sup> 2019.

**Travis and Judy Backman (2:30 PM to 3:00 PM)**

Travis brought some historical USGS maps with him to show the old roadways in the area. He noted that alignments for alternative 4 and 5 are similar to the old road alignments.

Travis and Judy mentioned that their property is co-owned with his sister, Karen Muller, who is located in Hot Springs. A phone call will be made to Karen to ask if she would like to have a meeting to show her the study alternatives.

Looking at the alignments, Travis and Judy didn't believe that any of the alignments would affect them very much. However, they prefer alternative 4 and 5. They own land north and south of Alternative 6, so this roadway alignment would divide their two parcels.

They would like to see a connection between 143<sup>rd</sup> Ave and 225<sup>th</sup> St into Rapid City.

**Darin Klapperich (3:00 PM to 3:30 PM)**

Darin stated that he likes alternative 4 and 5 better than the previous section line alignment (alternative 3) that was shown in previous planning documents. His son will be taking over his land at some point in the future, so he planned to send or bring his son to the public meeting later that night. After speaking to his son, Wyatt Klapperich, he is in agreement with his dad that the proposed build alternatives won't impact their operation. Darin is not an advocate for the road but likes the proposed build alternatives if a roadway had to eventually be built.

Darin mentioned that Robert Heidgerken accesses his land using Darin's land. They currently have a "gentleman's agreement" that assists Mr. Heidgerken in accessing his land from 143<sup>rd</sup> Avenue. Alternative 4 or 5 would provide direct access to Robert's land from the proposed roadway rather than going through Mr. Klapperich's land.

**Kirk Erickson (3:30 PM to 4:00 PM)**

Alternative 4 cuts through Kirk's bull pasture in half. Alignment 5 and 6 cuts through his summer pasture. Kirk prefers the no-build alternative. He said that this roadway would be detrimental to his cattle operation. His family has been ranching this land since the 1800's when his great great grandfather homesteaded the land. His owns the entire section and currently Erickson Ranch Road cuts through his property. He would like the Rapid City population to stay within the city limits and stop expanding to the north.

Kirk Erickson mentioned that there were some graves on his property, which are not registered them with the state historic preservation society. He did not state the location of the graves, but it was assumed that they were located on his property to the west of Erickson Ranch Road. HDR will follow up with him about the location of the graves.

**Jay McPherson (4:00 PM to 4:30 PM)**

Jay doesn't foresee the growth that would necessitate this connector road being built in the next 25+ years. The alignment split his pasture land up, which would affect his cattle operation. He would prefer the no-build option but if a roadway had to absolutely be built, alternative 5 would

have the least detrimental effects to his operation. He is worried about alternative 6 causing some issues with people dumping their trash in the draws and using the hillsides as a shooting range where alternative 6 crosses his property. He already has issues with this happening on his property along Haines Ave. Alternative 5 crosses over the flat part of his land and so he is less worried about people causing trouble in this area.

Jay is also concerned that the county does not have enough money to maintain their existing roadways as it is. He explained that even after the Meade County operators re-blade a road, it is worse than what it was before the blade came through. He believes that Meade County should spend their money on maintaining their existing roadways rather than spending money on a new roadway that they won't maintain.

### **Jon Jordan (4:30 PM to 5:00 PM)**

Jon Jordan would prefer the no-build alternative, specifically when it comes to segment B. He sees that the road could be split up into multiple segments and constructed in phases (Haines Ave to Erickson Ranch Road and Haines to 143<sup>rd</sup>). However, he does not see the need or reason for the section of the roadway east of the Haines segment at all.

If an alternative were to cross his land, he stated that the county should expect to pay a very high price for the land.

Jon was curious why the soils in the area were not taken into account when locating the roadway. He explained that the soils in this area require more expensive foundations to be built for residential developments. He does not believe anyone will build in this area because of the increased cost to deal with the poor soils.

Jon asked if there were any utility plans as part of this study or planned for the future of this roadway. It was explained to him that there were no utility plans at this point.

Jon indicated there was a SDDOT study from about 20 years ago that identified an alignment in this area. SDDOT has verified that they did not study the area for a route/corridor/alignment. He is possibly thinking of the 2008 Meade County Transportation Plan which the SDDOT was part of the study team, although that study did not identify an east/west corridor in the study area.

### **Karen Muller**

Karen lives in Hot Springs, South Dakota but co-owns land with Travis Backman. Karen Muller was contacted after the landowner meetings over the phone. A letter was also sent to her with additional information on the project and graphics presenting the different alignments. Karen provided her feedback over the phone. She does not believe the alignments significantly impact her land. However, she would prefer the no-build alternative. This undeveloped land has intrinsic value to her and her family. The house on the land can only be seen from the top of Bison Pass. Karen believes that the increased traffic near her land will make it feel less secluded.



**Landowner Summary**

<b>Landowner</b>	<b>Alternative Preference</b>
Bob Borgmeyer	No preference, but <b>Alternative 4</b> would be the least disruptive.
Larry Smith	No preference
Bob Heidgerken	Does not like any of the 3 build alternatives. <b>Alternative 6</b> would have least impact on his ranching operation.
Travis and Judy Backman/ Karen Muller	Prefers <b>No-build Alternative</b> , but <b>Alternative 4 or 5</b> would be the least disruptive. They own land to the north of the section line, so alternative 6 would cut off their two parcels from one another.
Darin Klapperich	No preference.
Kirk Erickson	Prefers the <b>No-build Alternative</b> . All build options would be detrimental to his cattle operation.
Jay McPherson	Prefers the <b>No-build Alternative</b> . <b>Alternative 5</b> would be his preference if a roadway has to be built.
Jon Jordan	Prefers the <b>No-build Alternative</b> . <b>Alternative 6</b> would have the least impact on his ranching operation.

**Public Meeting Notes (6:00 PM to 7:30 PM)**

An attendance sheet for the public open house can be found in Appendix A.

A brief presentation began at 6:15 PM.

Following the presentation, one-on-one discussion was held near the posters and roll plots. Many of the landowners voiced their same concerns and some additional feedback was provided by them. This information is summarized in the landowner meeting notes above.

Linda Foster was concerned about the integrity of 143<sup>rd</sup> Avenue. She is concerned about the existing conditions of the roadway near the steep hill just south of Bison Point Road. She said that it is in poor shape as it is and needs to be addressed prior to additional traffic utilizing the roadway. I explained that it is HDR’s recommendation to the county that 143<sup>rd</sup> Avenue would need to be reconstructed and upgraded if the roadway was not extended to Elk Vale Road. Her family owns and lives on one of the parcels along 143<sup>rd</sup> Ave just south of Bison Point Road. She took a look at the preliminary alignments that were shown in the preliminary alternatives development screening memo and did not have any concerns with what was shown. Her husband could not make it to the meeting, but she expects him to review the meeting materials and submit his own feedback.



# Written Comments

Written comments were provided to the study team through the following methods:

- Comment card (at meeting or following meeting)
- Email

## Method: comment card

Comments:

*you people need to take in account of the damage AND hardship you inflict on the landowners that are affected, I have a closed section line by me a if they wanted to open it I would say "STAY ON THE SECTION LINE" you should do this to this to this east-west connector or drop this program entirely.*

## Method: email (7/30/19), responses provided are in blue text

1. Did your firm develop the 2040 future land use map? Is it the most up to date? Who provided this information?

The 2040 future land use maps came from Meade County and the Rapid City Area Metropolitan Planning Organization. Within the Study Area, Meade County's future land use map only extends east of Haines Ave. The Rapid City Area MPO's future land use map was used west of Haines Ave. We used the most current future land use map that these organizations have. Rapid City Area MPO's land use maps can be found in the Rapid City Comprehensive Plan ([http://planrapidcity.com/images/uploads/documents/Rapid\\_City\\_Comprehensive\\_Plan\\_Adopted\\_April\\_2014\\_with\\_Maps\\_Appendices.pdf](http://planrapidcity.com/images/uploads/documents/Rapid_City_Comprehensive_Plan_Adopted_April_2014_with_Maps_Appendices.pdf)). The two applicable "neighborhood areas" include the Piedmont Valley Neighborhood Area (pg 162 of the PDF) and the Ellsworth Neighborhood Area (pg 150 of the PDF).

1. Did the traffic portion of study get expanded to include a connection to elk vale road?

You are correct - We performed traffic forecasting and operations out to Elk Vale Rd, even though it wasn't within the Study Area. As you know, Elk Vale Road is an important north/south corridor that has regional ties to an I-90 interchange and the US16 Bypass south of the study area. However, the 224th Street segment between 143rd Avenue and Elk Vale Road may serve as an eastward extension of a future east/west corridor to Elk Vale Road. Volumes for a potential corridor segment east of 143rd Avenue would be

applicable to the 224th Street segment, and provide an estimate of potential traffic increases along this existing segment if a new east/west corridor is constructed between Erickson Ranch Road and 143rd Avenue.

You can read more about the traffic forecasting, no build operations, and build operations analysis in the following memos linked on the About Section of the study webpage:

- Traffic Forecasts:

[http://www.southernmeadecountycorridorstudy.com/assets/documents/Memo\\_Traffic\\_Forecasts\\_050719.pdf](http://www.southernmeadecountycorridorstudy.com/assets/documents/Memo_Traffic_Forecasts_050719.pdf)

- Existing and 2045 No Build Traffic Operations:

[http://www.southernmeadecountycorridorstudy.com/assets/documents/Memo\\_No\\_Build\\_Traffic\\_Operations\\_050719.pdf](http://www.southernmeadecountycorridorstudy.com/assets/documents/Memo_No_Build_Traffic_Operations_050719.pdf)

- 2045 Build Traffic Operations:

[http://www.southernmeadecountycorridorstudy.com/assets/documents/DRAFT\\_Memo\\_2045\\_Build\\_Traffic\\_Operations\\_071219.pdf](http://www.southernmeadecountycorridorstudy.com/assets/documents/DRAFT_Memo_2045_Build_Traffic_Operations_071219.pdf)

There will be future question before I send in my review comments.

**Method: email (7/31/19), responses provided are in blue text**

1. Where did the peak august traffic numbers come from? Are all traffic studies based upon peak flow?

Because of the study's schedule, the traffic counts were taken in February of this year. We then converted it using a seasonality factor between February and August. August is typically the peak month in terms of traffic volumes for Rapid City, so that is why August was chosen over another month in the year. The seasonal factor used was 1.39, meaning that traffic is on average about 39% higher in the month of August than it is for the month of February. These factors came from the South Dakota Department of Transportation, who keeps records of average daily traffic for different types of roadway facilities year round.

Yes, most all traffic studies are based upon peak flow and more specifically, the peak hours of the day, on a typical weekday of a month when volumes are highest. Your peak hours can vary, but a typical intersection will have an AM peak hour between 7 AM and 9 AM and a PM peak hour between 4 PM to 6 PM. Sometimes you may have a mid-day peak as well depending on the surrounding land use (i.e. restaurants, etc)

2. What is the breakdown of land for our parcel 203611 north and south of alternative road 4 and 5? How much land does the two options require?

Alternative 4 (Brick Color)

North of alignment: ~171.3 Acres

South of alignment: ~ 140.8 Acres



Alternative 5 (Blue Color)  
North of alignment: ~ 136.7 Acres  
South of alignment: ~ 176.0 Acres

**Method: email (8/2/19), responses provided are in blue text**

1. What are the projected maintenance cost for the new asphalt/ gravel road?  
Annual maintenance should be done on the roadway after being built such as crack sealing, asphalt patching, chip seal, magnesium chloride applications, etc. Meade County currently does not keep track of their annual maintenance costs of asphalt or gravel roadways. Just for informational purposes only, in the 2018-2019 fiscal year, the SDDOT spent \$5,483 per mile per year for non-interstate highways for routine maintenance, mowing roadsides, and plowing snow.

The comparative cost estimates provided in the alternatives analysis memo does not include annual maintenance costs. These costs were left out of the total due to the fact that each of the alternatives would have very similar maintenance costs and would likely not add to the discussion of comparing the alternatives to one another.

2. Are any economic impact consideration going to be given to agriculture operations as a result of the road?  
This was not a consideration in the alternatives analysis, but after hearing from the landowners last week, the plan is to a section to that memo to include the qualitative impact of the different alternatives to the connectivity of the landowner's contiguous agricultural lands. It should also be noted that economic damages to the landowners will be negotiated with the landowner during the right of way negotiation process. This would happen in the future if and when Meade County decides to build the road.

**Method: email (8/21/19), responses provided are in blue text**

Here are my review comments to latest phase of project.

1. I find having a public meeting where public questions or comments are not allowed offensive. Please send me the contact for federal grant so I may personally air my complaint. Please reference which SDCL this meeting complied with.  
The public meeting held on July 24, 2019 was a presentation followed by a comment question period. If you have comments or concerns about the public meeting format for this study, please contact Mark Hoines with the Federal Highway Administration (FHWA). Mark is on the study advisory to provide guidance with regard to Federal processes for projects with Federal Funding such as the Southern Meade County Corridor Study. Mark can be reached at 605-776-1010.



2. If I understand you correctly the information provided to you for planning purposes was from Rapid City for an area west of Haines and Meade Co for an area east of Haines. I don't know how an industrial open pit mine, sewage lagoon system and flood plain could get missed. The lack of correct information may aid justification but hurts credibility. How can information get shown accurately?

I believe you are referring to the future land use – Meade County only has future land use mapped east of Haines Ave and the Rapid City Area MPO's future land use, developed in conjunction with Meade County, was used everywhere else within the study area.

Other data was gathered from a variety of sources including FEMA floodplain maps, SHPO cultural survey records, aerial imagery, hazmat records, USGS topography, etc. The sewage lagoon system for Weston Heights and the floodplain for Box Elder Creek was intentionally avoided with all of the build alternatives. One great benefit to the landowner meetings and the public meetings is that the folks that know the area best are able to provide us with additional information that may not show up in public survey records or be seen from an aerial photo. I am not aware of an industrial open pit mine. Could you please send me locations on the items you have noted and believe have not been identified?

3. Your estimate of land acquisition costs may not be based on proper state law. Please state SDCL number used.

Land acquisition costs were developed at a very high level using Meade County Data from the Equalization Office and are only meant to be used to compare the study alternatives against one another. As noted at the Landowner and Public Meetings, the purpose of a Corridor Study is not to acquire property nor construct a road. Should Meade County elect to move forward with a project in the future, land acquisition will follow the appropriate statutes.

4. I believe in response to a question asked in regard to impact of road options on livestock producers you stated some work will be done to estimate impact.

As stated in a previous email, a section will be added to the alternatives analysis technical memo describing the qualitative impacts the different alternatives have to the landowner's contiguous parcels. This discussion will summarize the feedback we received from the landowners during the landowner meetings.

5. The traffic estimate appear far different than other projections I have seen. I will attempt to work with Meade Co. where discrepancy exists. The D.O.T. factor of 1.39 means that if 100 cars in February, then 139 in August and visa versa. I have never seen peak over 1000 cars a day on North Haines in Meade County. I have seen 2000 cars on North Haines in country road area. In my opinion the traffic in that area and lack of east corridor in Pennington County during a \$163,000 fire fighting cost around 2012 gave way to original east west corridor study identification. The current study relocates the original corridor farther north. This is third generation of original road.
6. One new developing concept that surfaced is how the new road will consolidate development closer to Rapid City. I personally do not think unless Rapid City establishes a water line extension policy or other deep wells are established significant development will occur. Consolidation of development has already occurred on the Elk

Creek Road and will continue with the Elk Vale surfacing. Paving elk creek from North Haines to Elk Vale will change traffic patterns in my opinion. Elk Vale has a lot of advantages to access Rapid City and corridors around and south.

We appreciate being allowed to participate and comment.

# Appendix A – Sign-in Sheets

**LANDOWNER MEETINGS**

**Meade County  
Rapid City Area MPO  
Southern Meade County East-West Connector Corridor Study  
OPEN HOUSE ATTENDANCE  
July 24, 2019  
- PLEASE PRINT -**

Name	Mailing Address	Email address	Phone	Would you be interested in project updates and future participation?
Mark Hoines				Yes No
Kelly Brennan				Yes No
JACUA SOWEN				Yes No
Dustin Hamilton				Yes No
Bill Rich				Yes No
Bob Borkmeyer				<input checked="" type="radio"/> Yes No
Larry Smith				<input checked="" type="radio"/> Yes No
Robert Heidgerken				<input checked="" type="radio"/> Yes No
Tim Barb				<input checked="" type="radio"/> Yes No
Darin Klappich				<input checked="" type="radio"/> Yes No
Kirk Erickson				<input checked="" type="radio"/> Yes No
Jay McPherson				<input checked="" type="radio"/> Yes No
Jon Johnson				Yes No

**PUBLIC MEETING**

**Meade County  
Rapid City Area MPO  
Southern Meade County East-West Connector Corridor Study  
OPEN HOUSE ATTENDANCE  
July 24, 2019  
- PLEASE PRINT -**

Name	Mailing Address	Email address	Phone	Would you be interested in project updates and future participation?
Yashira Acosta FHWA Intern				Yes No
Talbot Wicczorek				Yes <input checked="" type="radio"/> No
Rhea Crane				<input checked="" type="radio"/> Yes No
Jess <del>Johnson</del>				Yes No
Galen Huebner				<input checked="" type="radio"/> Yes No
Kirk Erickson				Yes No
Dow Koschne				<input checked="" type="radio"/> Yes No
Wyatt Klapperich				<input checked="" type="radio"/> Yes No
Linda Foster				<input checked="" type="radio"/> Yes No
Larry Smith				Yes No
Jay Reynolds				Yes No
				Yes No
				Yes No

**PUBLIC MEETING**

**Meade County  
Rapid City Area MPO  
Southern Meade County East-West Connector Corridor Study  
OPEN HOUSE ATTENDANCE  
July 24, 2019  
- PLEASE PRINT -**

Name	Mailing Address	Email address	Phone	Would you be interested in project updates and future participation?
<i>Note the following SAT Members signed in during the landowner meeting sign-in but also attended the open house:</i>				Yes No
<i>Kelly Brennan</i>	<i>RCAMPO</i>			Yes No
<i>Kip Harrington</i>	<i>RCAMPO</i>			Yes No
<i>Bill Rich</i>	<i>Meade County</i>			Yes No
<i>Stacy Sloney</i>	<i>HDR</i>			Yes No
<i>Stacy Bartlett</i>	<i>SDDOT</i>			Yes No
<i>Mark Hines</i>	<i>FHWA</i>			Yes No
<i>Yashira Acosta</i>	<i>FHWA</i>			Yes No
<i>Jon Wiegand</i>	<i>HDR</i>			Yes No
<i>Dustin Hamilton</i>	<i>HDR</i>			Yes No
				Yes No
				Yes No
				Yes No

## Appendix B – Scanned Comment Cards/Emails

## Southern Meade County East-West Connector Corridor Study

**WE WANT TO KNOW WHAT YOU THINK!** What are your specific areas of concern and issues you see within the corridor study's study area? What do you feel Meade County, Rapid City Area MPO and the consulting engineer need to take into account? Please submit your comments before August 21, 2019 to:

**Mail:** HDR Engineering, Inc.  
ATTN: Stacia Slowey, PE  
703 Main St, Ste 200  
Rapid City, SD 57701  
Project website: [SouthernMeadeCountyCorridorStudy.com](http://SouthernMeadeCountyCorridorStudy.com)

**E-mail:** [stacia.slowey@hdrinc.com](mailto:stacia.slowey@hdrinc.com)

**Phone:** 605-791-6109

you people need to take in account of the damage and hardship you inflict on the landowners that are affected, I have a closed section line by me and if they wanted to open it I would say "STAY ON THE SECTION LINE". you should do this to this to this east west connector or drop this program entirely.

(optional)

Name: Donald J. Konecny

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

## Slowey, Stacia

---

**From:** Slowey, Stacia  
**Sent:** Monday, August 26, 2019 11:20 AM  
**To:** 'Nancy Jordan'  
**Cc:** mark.hoines@fhwa.dot.gov; kelly.brennan@rcgov.org  
**Subject:** RE: Corridor study Meade co

Jon,

Thanks for the additional feedback. I've got some answers to your questions below.

**Stacia Slowey**, PE  
D 605.791.6109

[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

---

**From:** Nancy Jordan  
**Sent:** Wednesday, August 21, 2019 7:42 AM  
**To:** Slowey, Stacia <Stacia.Slowey@hdrinc.com>  
**Subject:** Re: Corridor study Meade co

Here are my review comments to latest phase of project.

1. I find having a public meeting where public questions or comments are not allowed offensive. Please send me the contact for federal grant so I may personally air my complaint. Please reference which SDCL this meeting complied with.

The public meeting held on July 24, 2019 was a presentation followed by a comment question period. If you have comments or concerns about the public meeting format for this study, please contact Mark Hoines with the Federal Highway Administration (FHWA). Mark is on the study advisory to provide guidance with regard to Federal processes for projects with Federal Funding such as the Southern Meade County Corridor Study. Mark can be reached at 605-776-1010.

2. If I understand you correctly the information provided to you for planning purposes was from Rapid City for an area west of Haines and Meade Co for an area east of Haines. I don't know how an industrial open pit mine, sewage lagoon system and flood plain could get missed. The lack of correct information may aid justification but hurts credibility. How can information get shown accurately?

I believe you are referring to the future land use – Meade County only has future land use mapped east of Haines Ave and the Rapid City Area MPO's future land use, developed in conjunction with Meade County, was used everywhere else within the study area.

Other data was gathered from a variety of sources including FEMA floodplain maps, SHPO cultural survey records, aerial imagery, hazmat records, USGS topography, etc.

The sewage lagoon system for Weston Heights and the floodplain for Box Elder Creek was intentionally avoided with all of the build alternatives. One great benefit to the landowner meetings and the public meetings is that the folks that know the area best are able to provide us with additional information that may not show up in public survey records or be seen from an aerial photo. I am not aware of an industrial open pit mine. Could you please send me locations on the items you have noted and believe have not been identified?

3. Your estimate of land acquisition costs may not be based on proper state law. Please state SDCL number used.

Land acquisition costs were developed at a very high level using Meade County Data from the Equalization Office and are only meant to be used to compare the study alternatives against one another. As noted at the Landowner and Public Meetings, the purpose of a Corridor Study is not to acquire property nor construct a road. Should Meade County elect to move forward with a project in the future, land acquisition will follow the appropriate statutes.

4. I believe in response to a question asked in regard to impact of road options on livestock producers you stated some work will be done to estimate impact.

As stated in a previous email, a section will be added to the alternatives analysis technical memo describing the qualitative impacts the different alternatives have to the landowner's contiguous parcels. This discussion will summarize the feedback we received from the landowners during the landowner meetings.

5. The traffic estimate appear far different than other projections I have seen. I will attempt to work with Meade Co. where discrepancy exists. The D.O.T. factor of 1.39 means that if 100 cars in February, then 139 in August and visa versa. I have never seen peak over 1000 cars a day on North Haines in Meade County. I have seen 2000 cars on North Haines in country road area. In my opinion the traffic in that area and lack of east corridor in Pennington County during a \$163,000 fire fighting cost around 2012 gave way to original east west corridor study identification. The current study relocates the original corridor farther north. This is third generation of original road.

Comment noted.

6. One new developing concept that surfaced is how the new road will consolidate development closer to Rapid City. I personally do not think unless Rapid City establishes a water line extension policy or other deep wells are established significant development will occur. Consolidation of development has already occurred on the Elk Creek Road and will continue with the Elk Vale surfacing. Paving elk creek from North Haines to Elk Vale will change traffic patterns in my opinion. Elk Vale has a lot of advantages to access Rapid City and corridors around and south.

Comment noted.

We appreciate being allowed to participate and comment.

Jon Jordan

---

**From:** Slowey, Stacia <[Stacia.Slowey@hdrinc.com](mailto:Stacia.Slowey@hdrinc.com)>  
**Sent:** Friday, August 2, 2019 9:42 AM  
**To:** Nancy Jordan  
**Subject:** RE: Corridor study Meade co

Hi Jon,

1. What are the projected maintenance cost for the new asphalt/ gravel road?

Annual maintenance should be done on the roadway after being built such as crack sealing, asphalt patching, chip seal, magnesium chloride applications, etc. Meade County currently does not keep track of their annual maintenance costs of asphalt or gravel roadways. Just for informational purposes only, in the 2018-2019 fiscal year, the SDDOT spent \$5,483 per mile per year for non-interstate highways for routine maintenance, mowing roadsides, and plowing snow.

The comparative cost estimates provided in the alternatives analysis memo does not include annual maintenance costs. These costs were left out of the total due to the fact that each of the alternatives would have very similar maintenance costs and would likely not add to the discussion of comparing the alternatives to one another.

2. Are any economic impact consideration going to be given to agriculture operations as a result of the road?

This was not a consideration in the alternatives analysis, but after hearing from the landowners last week, I plan to add a section to that memo to include the qualitative impact of the different alternatives to the connectivity of the landowner's contiguous agricultural lands. It should also be noted that economic damages to the landowners will be negotiated with the landowner during the right of way negotiation process. This would happen in the future if and when Meade County decides to build the road.

Stacia Slowey, PE  
D 605.791.6109  
[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

-----Original Message-----

**From:** Nancy Jordan  
**Sent:** Friday, August 2, 2019 7:37 AM  
**To:** Slowey, Stacia <[Stacia.Slowey@hdrinc.com](mailto:Stacia.Slowey@hdrinc.com)>  
**Subject:** Re: Corridor study Meade co

Thank you for answers. Next question?

1. What are the projected maintenance cost for the new asphalt/ gravel road?

2. Are any economic impact consideration going to be given to agriculture operations as a result of the road?

Thank you

Jon Jordan

Sent from my iPad

> On Aug 1, 2019, at 5:25 PM, Slowey, Stacia <[Stacia.Slowey@hdrinc.com](mailto:Stacia.Slowey@hdrinc.com)> wrote:  
>  
> Hey Jon,  
>

> Sorry for misunderstanding your question. Here is the acreage you were wanting north and south of each alternative for parcel 203611.

>

> Alternative 4 (Brick Color)

> North of alignment: ~171.3 Acres

> South of alignment: ~ 140.8 Acres

>

> Alternative 5 (Blue Color)

> North of alignment: ~ 136.7 Acres

> South of alignment: ~ 176.0 Acres

>

> Stacia Slowey, PE

> D 605.791.6109

> [hdrinc.com/follow-us](http://hdrinc.com/follow-us)

>

>

> -----Original Message-----

> From: Nancy Jordan

> Sent: Thursday, August 1, 2019 9:47 AM

> To: Slowey, Stacia <[Stacia.Slowey@hdrinc.com](mailto:Stacia.Slowey@hdrinc.com)>

> Subject: Re: Corridor study Meade co

>

> In regards to question number two I would like to know what the breakdown of acres is on the north and south side of parcel 203611 for the alternative roads.

>

> Sent from my iPad

>

>> On Jul 31, 2019, at 4:12 PM, Slowey, Stacia <[Stacia.Slowey@hdrinc.com](mailto:Stacia.Slowey@hdrinc.com)> wrote:

>>

>> Hi Jon,

>>

>> I've answered your additional questions below.

>>

>> 1. Where did the peak august traffic numbers come from? Are all traffic studies based upon peak flow?

>>

>> Because of the study's schedule, the traffic counts were taken in February of this year. We then converted it using a seasonality factor between February and August. August is typically the peak month in terms of traffic volumes for Rapid City, so that is why August was chosen over another month in the year. I believe the seasonal factor used was 1.39, meaning that traffic is on average about 39% higher in the month of August than it is for the month of February. These factors came from the South Dakota Department of Transportation, who keeps records of average daily traffic for different types of roadway facilities year round.

>>

>> Yes, you are correct - most all traffic studies are based upon peak flow and more specifically, the peak hours of the day, on a typical weekday of a month when volumes are highest. Your peak hours can vary, but a typical intersection will have an AM peak hour between 7 AM and 9 AM and a PM peak hour between 4 PM to 6 PM. Sometimes you may have a mid-day peak as well depending on the surrounding land use (i.e. restaurants, etc)

>>

>> 2. What is the breakdown of land for our parcel 203611 north and south of alternative road 4 and 5? How much land does the two options require?

>>

>> Here is the breakdown for the three alternatives:

>> Alignment 4 R/W - 7.94 Acres

>> Alignment 5 R/W - 7.25 Acres

>> Alignment 6 R/W - 2.64 Acres

>>

>>

>> Stacia Slowey, PE  
>> D 605.791.6109 M 720.841.3677  
>> [hdrinc.com/follow-us](http://hdrinc.com/follow-us)

>> -----Original Message-----

>> From: Nancy Jordan  
>> Sent: Wednesday, July 31, 2019 6:44 AM  
>> To: Slowey, Stacia <[Stacia.Slowey@hdrinc.com](mailto:Stacia.Slowey@hdrinc.com)>  
>> Subject: Re: Corridor study Meade co

>> Thank you for the answers. Next questions.

>> 1. Where did the peak august traffic numbers come from? Are all traffic studies based upon peak flow?

>> 2 What is the breakdown of land for our parcel 203611 north and south of alternative road 4 and 5? How much land does the two options require?

>> Thank you

>> Sent from my iPad

>>> On Jul 30, 2019, at 12:13 PM, Slowey, Stacia <[Stacia.Slowey@hdrinc.com](mailto:Stacia.Slowey@hdrinc.com)> wrote:

>>> Hi Jon,

>>> Great questions - see responses below. Looking forward to your additional questions/feedback!

>>> 1 . Did your firm develop the 2040 future land use map? Is it the most up to date? Who provided this information?

>>> The 2040 future land use maps came from Meade County and the Rapid City Area Metropolitan Planning Organization. Within the Study Area, Meade County's future land use map only extends east of Haines Ave. The Rapid City Area MPO's future land use map was used west of Haines Ave. We used the most current future land use map that these organizations have.

>>> Rapid City Area MPO's land use maps can be found in the Rapid City Comprehensive Plan ([https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fplanrapidcity.com%2Fimages%2Fuploads%2Fdocuments%2FRapid\\_City\\_Comprehensive\\_Plan\\_Adopted\\_April\\_2014\\_with\\_Maps\\_Appendices.pdf&data=02%7C01%7CStacia.Slowey%40hdrinc.com%7Cb9b544c9d8f747fe0e5e08d7174e7690%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637003498080101207&data=tCCwyMxYiMt396taCe0OqT07pD9JpKO6rR%2F0c%2BzAjHM%3D&reserved=0](https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fplanrapidcity.com%2Fimages%2Fuploads%2Fdocuments%2FRapid_City_Comprehensive_Plan_Adopted_April_2014_with_Maps_Appendices.pdf&data=02%7C01%7CStacia.Slowey%40hdrinc.com%7Cb9b544c9d8f747fe0e5e08d7174e7690%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637003498080101207&data=tCCwyMxYiMt396taCe0OqT07pD9JpKO6rR%2F0c%2BzAjHM%3D&reserved=0)). The two applicable "neighborhood areas" include the Piedmont Valley Neighborhood Area (pg 162 of the PDF) and the Ellsworth Neighborhood Area (pg 150 of the PDF).

>>> 2. Did the traffic portion of study get expanded to include a connection to elk vale road?

>>> You are correct - We performed traffic forecasting and operations out to Elk Vale Rd, even though it wasn't within the Study Area. As you know, Elk Vale Road is an important north/south corridor that has regional ties to an I-90 interchange and the US16 Bypass south of the study area. However, the 224th Street segment between 143rd Avenue and Elk Vale Road may serve as an eastward extension of a future east/west corridor to Elk Vale Road. Volumes for a potential corridor segment east of 143rd Avenue would be applicable to the 224th Street segment, and provide an estimate of potential traffic increases along this existing segment if a new east/west corridor is constructed between Erickson Ranch Road and 143rd Avenue.

>>> You can read more about the traffic forecasting, no build operations, and build operations analysis in the following memos linked on the About Section of the study webpage:

>>> - Traffic Forecasts:

<https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.southernmeadecountycorridorstudy.com%2>

[Fassets%2Fdocuments%2FMemo\\_Traffic\\_Forecasts\\_050719.pdf&data=02%7C01%7CStacia.Slowey%40hdrinc.com%7Cb9b544c9d8f747fe0e5e08d7174e7690%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637003498080111195&sdata=b%2BP6tMf8eUoYwfk46IwU9mV6OCLlhqnmwsjkmI9fzk%3D&reserved=0](#)

>>> - Existing and 2045 No Build Traffic Operations:

[https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.southernmeadecountycorridorstudy.com%2Fassets%2Fdocuments%2FMemo\\_No\\_Build\\_Traffic\\_Operations\\_050719.pdf&data=02%7C01%7CStacia.Slowey%40hdrinc.com%7Cb9b544c9d8f747fe0e5e08d7174e7690%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637003498080111195&sdata=FTdSC19yRanL6aGZ4bfLP%2Fsszst5fwIfQT%2FYHfcVG40%3D&reserved=0](https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.southernmeadecountycorridorstudy.com%2Fassets%2Fdocuments%2FMemo_No_Build_Traffic_Operations_050719.pdf&data=02%7C01%7CStacia.Slowey%40hdrinc.com%7Cb9b544c9d8f747fe0e5e08d7174e7690%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637003498080111195&sdata=FTdSC19yRanL6aGZ4bfLP%2Fsszst5fwIfQT%2FYHfcVG40%3D&reserved=0)

>>> - 2045 Build Traffic Operations:

[https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.southernmeadecountycorridorstudy.com%2Fassets%2Fdocuments%2FDRAFT\\_Memo\\_2045\\_Build\\_Traffic\\_Operations\\_071219.pdf&data=02%7C01%7CStacia.Slowey%40hdrinc.com%7Cb9b544c9d8f747fe0e5e08d7174e7690%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637003498080111195&sdata=xPd%2Fbal%2FET3EgU%2FufIn0djLp8qDtxJ%2B6pe57FtnTWFk%3D&reserved=0](https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.southernmeadecountycorridorstudy.com%2Fassets%2Fdocuments%2FDRAFT_Memo_2045_Build_Traffic_Operations_071219.pdf&data=02%7C01%7CStacia.Slowey%40hdrinc.com%7Cb9b544c9d8f747fe0e5e08d7174e7690%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637003498080111195&sdata=xPd%2Fbal%2FET3EgU%2FufIn0djLp8qDtxJ%2B6pe57FtnTWFk%3D&reserved=0)

>>>

>>> Stacia Slowey, PE

>>> Transportation Engineer

>>> HDR

>>> 703 Main St, Suite 200

>>> Rapid City, SD 57701

>>> D 605.791.6109

>>> [stacia.slowey@hdrinc.com](mailto:stacia.slowey@hdrinc.com)

>>> [hdrinc.com/follow-us](https://hdrinc.com/follow-us)

>>>

>>> -----Original Message-----

>>> From: Nancy Jordan

>>> Sent: Tuesday, July 30, 2019 7:28 AM

>>> To: Slowey, Stacia <[Stacia.Slowey@hdrinc.com](mailto:Stacia.Slowey@hdrinc.com)>

>>> Subject: Corridor study Meade co

>>>

>>>

>>> Still trying to absorb all the information. A couple questions.

>>> 1 . Did your firm develop the 2040 future land use map? Is it the most up to date? Who provided this information?

>>>

>>> 2. Did the traffic portion of study get expanded to include a connection to elk vale road?

>>>

>>> There will be future question before I send in my review comments.

>>>

>>> Thanks Jon Jordan

>>> Sent from my iPad



# Public Meeting #3 Summary Nov 14, 2019

Southern Meade County Corridor Study

*Meade County*

December 26, 2019



# Table of Contents

Public Meeting # 3 Overview .....	2
Meeting Details.....	2
Study Website .....	2
Public Meeting Notes.....	3
Written Comments .....	4
Appendix A – Sign-in Sheets.....	
Appendix B – Scanned Comment Cards/Emails .....	

# Public Meeting # 3 Overview

## Meeting Details

Date: Thursday, November 14, 2019  
Time: 5 PM to 7 PM  
Location: Stagebarn Middle School  
12500 Sturgis Rd, Summerset, SD 57769

## Study Website

[www.SouthernMeadeCountyCorridorStudy.com](http://www.SouthernMeadeCountyCorridorStudy.com)



## Public Meeting Notes

An attendance sheet for the public open house can be found in Appendix A.

A brief presentation began at 5:15 PM.

Following the presentation, one-on-one discussion was held near the posters and roll plots.

Kirk Erickson expressed his concerns about the roadway having a significant impact on his current land operation. He leases his summer pasture to a company that distributes septage to his land. His lessee, who was unable to attend but relayed his thoughts to Kirk Erickson, also has strong concerns about the ability to maneuver his septage truck if there was a road constructed. Kirk Erickson is adamantly opposed to the county acquiring right of way across his property.

Jay McPherson and Jon Jordan shared similar concerns and stated that they don't see the need for the roadway.

There were several questions surrounding the background of the study and the role of Meade County and the Rapid City Area Metropolitan Planning Organization (RCAMPO). It was explained that Meade County is a member agency of the RCAMPO and has several representatives on their advisor committees. Meade County brought this project forward to the RCAMPO to request funding for the Corridor Study. Meade County's request was approved by the RCAMPO and Meade County's commissioners voted to approve their share of the Corridor Study's funding.

A study advisory team was then formed to facilitate the Southern Meade County Corridor Study. Five Meade County representatives sit on the study advisory team for the Corridor Study. The Rapid City Area Metropolitan Planning Organization paid for 81.95% leveraging Federal Planning funds and Meade County paid for 18.05%. No funding is coming from the City of Rapid City.



# Written Comments

Written comments were provided to the study team through the following methods:

- Comment card (at meeting or following meeting)
- Email

## Method: comment card

Comments:

We need to maintain our current roads

## Method: comment card

Comments:

It was said the traffic at this time that a road suggested is not necessary. With that said, it doesn't seem to me that, at least, the road from Haines Ave to 143<sup>rd</sup> Ave is not needed.

## Method: comment card

Comments:

This was the first time seeing the power point. Stacia went thru it so fast. It would have been nice to slow down a bit. Also - I had some questions along the way, but by the time she was done, had forgotten them. Perhaps allow for questions along the way. The sad part is, we know it's a done deal. Landowners are merely being placated with these info mtgs. Also - it looks good on paper/powerpoint that input from landowners is included in the plan.

(optional)  
Name: \_\_\_\_\_ Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

**Method: email (11/14/19)**

Comments:

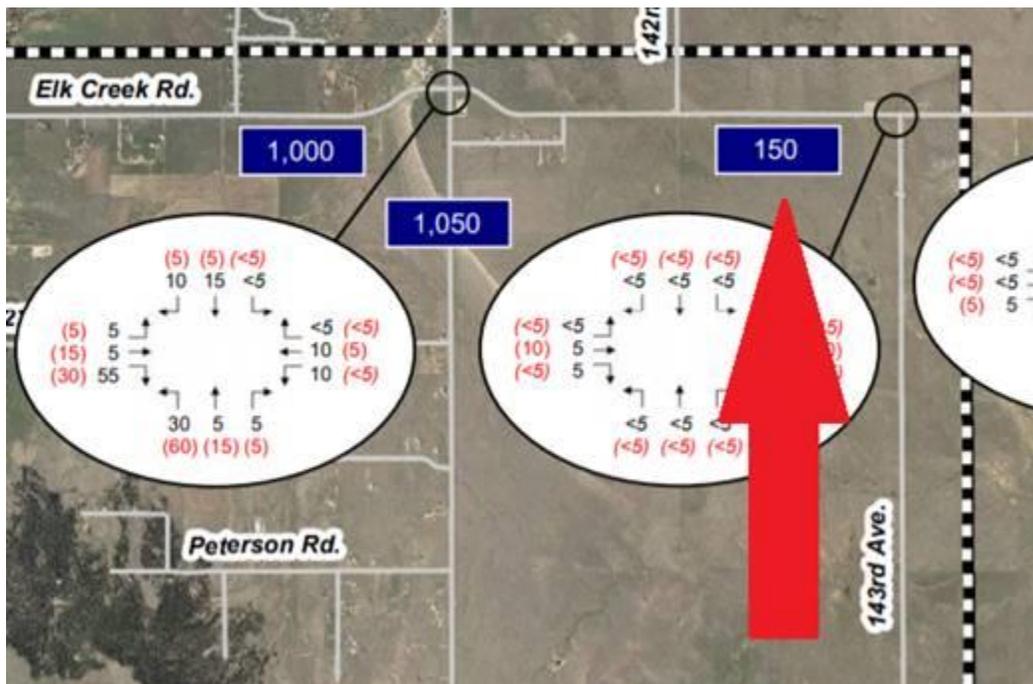
“Thank you for the presentation tonight. I have many concerns and will ask for your professionalism in understanding these are not meant as any form of personal attack, but rather are directed wholly at and within the draft report presented in brief tonight. The observations are based upon my education from the School and Mines, experience as a real estate developer and work as a professional consultant.

Firstly, I would have rather seen a format conducive to questions through some sort of cracker barrel town hall. A group can often better contribute to idea development than sole individuals. One's question, heard by the whole group, has the potential to spur ideas from other attendees. The format as presented felt designed to alienate questions and was truly a missed opportunity to hear and develop all points of view on the work presented. However, I will broadly present my biggest key points here in hopes to shape the final discussion.

In short, there are many flaws and shortcomings in this plan that need to be addressed before a proper final report can be released. From my experience as a developer, the delinquencies in the report border on misleading and unethical - especially considering the implications of the study.

**Ethically Invalid Traffic Study Information**

The provides traffic flow information from February 19, 2019 (Pg 14). The flow measured at Elk Creek Road and 143rd is reported as 150 cars per day:



(Draft Report at Page 24)

I live down Elk Creek Road and know for certain that this estimate is not just inaccurate, but is wholly misrepresentative. There is an identifiable community of 133 properties down Elk Creek Road and further agricultural accesses from hundreds of parcels identified down the 20 mile unpaved portion of Elk Creek Road. As a data scientist myself, I'm always asking questions to answer for irregular results in statistical surveys. I found that on the target date of the traffic study on February 19th a significant snow storm occurred that would have augmented this measurement ("February 15-17, 2019 Heavy Snow"). The National Weather Service reports up to twenty (20) inches of windblown snow inundated the county only hours prior. Similarly, observed data gathered from the National Oceanic and Atmospheric Association suggests that up to 6 inches may have fallen in Box Elder that same day (See Attachment). Elk Creek Road, like similar dirt roads in Meade County, is poorly maintained and becomes an unsafe mud path when acclimate weather events occur. My neighbors and I either stay home or carpool to town in these events. This would result in a disproportionately low traffic estimate on this road that won't be as severely under-reported as at other roads with better maintenance or covering.

A study that relies upon poor foundational data risks arriving at incorrect conclusions. When this concern was raised at the session tonight, I was told that the study considers seasonal variations in travel patterns; however, when prompted to explain this, the individual gentleman was unable to articulate any study, basis or otherwise formula to figure how those estimates are generated. Traffic studies are a very real data-driven field of study and the study needs to be able to stand on its findings. The gentleman, almost acknowledging this shortfall, defended it by saying that there is no way to know what the weather will be when studies are ordered and then attempted to sustain his point by stating that other traffic studies have been conducted on Elk Creek Road in the past with similar findings. Unfortunately to the kind gentleman who was clearly dancing at this point, the report contains no mention of any other traffic studies used to collaborate the data. I would be additionally interested in knowing how the weather (fresh powder which fell since the traffic count devices were installed) and the mushy muddy wet road surface impacts the accuracy of the count device. Does the equipment correctly register travel counts or does the compressed air line merely smash itself into the goo that is the road in these conditions? I was an instrument technician for a number of years and am genuinely curious.

In summary of this point, the problem that arises within this section of your report is that neither acknowledges the specific in situ travel conditions might have been a factor in the flow counts generated nor does it provide any proof that it collaborated its results with previous work to show the accuracy of the data presented. At a minimum, I would presume former traffic studies around the county contained a discussion on how mitigating factors might have impacted the reported findings. Rather, by excluding the details of the weather and possible technical limitations of the equipment in the reported conditions, the report risks establishes itself as a clearly impeached authority on the subject of traffic counts on Elk Creek Road. If the Elk Creek Road traffic count number is presumably frivolous, why would a discerning reader consider any of the remaining document as valid?

I was finally confronted by Kelly Brennan, who stated that the traffic count analysis was immaterial to the study. If so, as a Meade County taxpayer, I think it would be fair for the

County to ask for a refund on this unnecessary work and expense. Traffic studies aren't cheap. I've participated in many.

### **Complete Lack of GeoTechnical Input**

Considering the cost of this study, it can best be called robbery that no overview-level memorandum on the geotechnical challenges was provided. It would be unreasonable to request a full geotechnical study; however, a basic-level report covering soil types as they relate to construction costs would be wholly appropriate from the "35,000 foot level." My law firm hires experts all the time and the supplemental report that would be sufficient here could be budgeted for \$2,000. Otherwise, even as a layperson, I can identify that the western side of the proposed route contains thousands of acres of prairie dog colony (see the enlarged printouts of Page 43). My only layperson knowledge of prairie dog habitats provides an understanding that prairie dogs only burrow through soft "buttery" clays. Such soils will require extensive consideration in costings of a proposed roadway. In lack of consideration of this clearly visible detail, your report fails to even provide a local soils map one might find in a freely available ArcGIS layer. Similarly concerning is the frequency of slope failures indicative of poor soil structure along the proposed route. I own an airplane I keep at Sturgis and would invite you and any number of your colleagues for a flight along the selected corridor where these features may be very easily recognizable if it would be of assistance to the report.

When asked about cost estimates of each segment, the individual gentleman to whom I previously described my concerns with the traffic counts informed me that only a generic estimate was provided in the costings. He failed to provide that figure nor go into how it was calculated. However, from experience, constructing any road surface through soft buttery alluvial clays frequented by clearly visible structural geological issues will come at a significantly higher cost than one built through otherwise stable engineered soils.

Similarly, the report fails to discuss not only the construction costs, but also the ongoing maintenance costs of the roadway. It boldly recommends the western half of the road be built as a paved surface; however, the soft soils here will require not only an extensive road bed built up on engineered fills, but will also need to be regularly reviewed for fishers and sink holes more than other roads in the area. Please consider the challenges that have plagued the DOT with the ongoing maintenance of I-90 between Wasta and Wall. Without such a discussion in your report, it's under presenting the challenges that a reasonable person can expect to face if building a roadway in the location as described.

### **Roadway is not needed**

The study fails to make the argument for the road. Section 2.3 clearly states, "...traffic operations will likely not drive the need for this east-west connector." The report continues, "The no-build alternative does not encourage orderly, efficient land development. Likewise, it does nothing to discourage sprawl or leapfrog development." The report calls for the road as to attract prospective development, but speculation is hardly a reason to build a road. This road, as presented, fails at the most basic purpose for a new pathway. It does not connect any

resident with a need. If constructed, I can not image any reasonable person utilizing the road as a necessary mode.

As I reviewed the plan, I only see a potential for the roadway if it connects itself to I-90. Without such potential, the roadway's purpose is merely as an unnecessary speculative connector that will never serve an artery purpose in any future traffic flow analysis. As an American driver, I think in square shapes when planning my routes of travel. This road, as a connector, would require jig/jag route planning that neither saves me time nor distance in my drive. <NERD>In fact, as one evaluates the shortening longitudinal distances as one travels northward and assuming (albeit partially an incorrect assumption) that the State of South Dakota uses a spherically projected coordinate system, one could actually save distance by firstly traveling northward before traveling either east or west :).</NERD> Without a connection possibility to I-90, the road makes no sense in any future flow or growth analysis.

When questioned on this topic tonight, the answer provided by Kelly Brennan was that Meade County provided the demand for the study and it was not ordered in connection with any legitimately identified need. Your agency was merely doing the work it was compensated to complete - find a route for a new east/west corridor. The ethical question here is at what point would a professional engineering company be misleading a government agency by producing a report that seemingly recommends a roadway without a clear and fleshed out discussion that there is no demand for the road on any forecastable timeline. The report otherwise risks misleading government officials who owe a fiduciary duty to the tax payers to responsibly curate our tax dollars on projects with a clear need.

**Land in the vicinity of the selected corridor is not economically developable and therefore the corridor recommended does not serve the initial need sought**

A center point to any concluding recommendation is a validation of the purpose sought within the scope of the original question. In this case, the initial question was for the evaluation of a new east/west corridor that would spur economic development. Contrary to this original purpose outlined in the County's request, the study has reached this late hour without any market analysis on the prospects of development within the chosen corridor! The costs of land development are immense and even with this new road, it will never be economical to build houses in this region considering the unique soil and aquifer challenges alone. One must also consider the whole picture of water/sewer expansions, electrical utilities, cable/telecom and natural gas availability. Any development one would undertake in the study area would have to be sold above the market value of comparable properties to cover elevated costs. Residential development in the target area will remain a tough sell so long as Rapid Valley and Box Elder have nearly unlimited land to grow on. In short, there are many other areas around the region that are much better suited for economical residential development for the foreseeable future than the area presented in your report. As your study failed to talk to any prospective developers, it's again incomplete in this regard. As the central idea of the roadway is to spur development - the corridor fails to meet the very purpose for which it was sought. As a professional, I feel it's important that recommendations be made inside the scope of the totality

of the original question. "Where can a east/west corridor be established that will best spur economic development?" The question has not been answered.

### **Meade County has other economic needs elsewhere**

If Meade County wishes to develop a east/west corridor to further develop the county and to provide alternative and attractive residential housing areas beyond those in Pennington County, I would recommend looking at paving more of Elk Creek Road. Elk Creek Road contains an organized community indirectly referred to as a "leap frog" development at the junction of Elk Creek and Antelope Creek Roads. This community of 133 properties is growing towards becoming recognized as the unincorporated and reformed community of "Bend, SD." I challenge the presumption that Bend is a leapfrog development, but rather is a growing bedroom community with its own cultural identity derived from its remoteness. As an eager resident looking to the future of this growing community, the number one complaint we get from prospective buyers is the condition of the roads leading here. We have all of the utilities of any other town, but suffer with connectivity.

A story I witnessed was of a resident who became very sick and needed an ambulance. Due to the sloppy road conditions the night of the call, a helicopter was put on standby while an ambulance driver struggled to arrive from North Haines Dispatch and reportedly became stuck a few times. When the main roads into your community are so poorly maintained that it may become a factor in one's longterm healthcare, there is a problem. I can not blame those who tell me they are not comfortable building here because of the poor road connectivity.

Further, as a resident down Elk Creek Road, I can not ignore the costs only getting 20,000 miles or about 12 months driving life from my 60-80,000 mile premium tires (all with regular punctures due to poor rock), roughly two replacement windshields per year, extensive mag water corrosion to the underside of my vehicles and the near pointless yet never ending expenses in car washes between mud baths:

New Tires: \$1000/set/year

Flat Repairs: \$20/ea or about 1/mo or \$240/year

New Windshields: \$800/year

Car Washes: \$10/2-wk or \$260/year

Corrosion and increased mechanical maintenance from dust, etc: Priceless

In short, for each of my vehicles, I'm loosing over \$2000 as a direct expense to Meade County's poor road maintenance program. I own both a 2016 Subaru Outback and a 2013 Ford F-150. The sum over and above what one normally expects for maintenance for both vehicles can be fairly estimated in excess of \$4,000 per year. As such, I would not argue against a spike in my property taxes to accommodate the expenses of paving a significant portion of Elk Creek Road to the benefit of the Bend, SD residents.

If the foundational argument in your study is recommending what the county needs to do to spur development along an east/west corridor, there is a lot to be said about supporting those communities which have already established themselves in our County. I feel this is an important angle that needs to be addressed in your study to fully answer its purpose. Paving Elk Creek Road will do more to launch growth in proven and established communities than recommending the construction a newly paved road to nowhere.

### **Conclusion**

There are several prohibitive concerns I see with this late draft of your report. Considering not only the expense of such a composition, but also the implications it will serve to advising the direction of county planning, these concerns carry with them very real ethical considerations. Based upon many such and similar reports I have reviewed and authored myself over the years, this one is severely lacking in judgement and credibility.

To that end, if there is anything I may do to assist with the report, please don't hesitate to reach out to me. I myself am a professional consultant with a varied interdisciplinary background and see the value of this work being the best it can be.”

# Appendix A – Sign-in Sheets

**Meade County  
Rapid City Area MPO  
Southern Meade County East-West Connector Corridor Study  
OPEN HOUSE ATTENDANCE  
November 14, 2019**

*- PLEASE PRINT -*

Name	Mailing Address	Email address	Phone	Would you be interested in project updates and future participation?
Ellen Eucksm/HDR	<i>Mailing and Email Addresses Redacted</i>	<i>Mailing and Email Addresses Redacted</i>		Yes No
Jay McPherson			<u>Yes</u> No	
Kirk Erickson			Yes No	
Talbot Wierzbick			Yes No	
Jon + Nancy Jordan			Yes No	
Robert Heidgerken			<input checked="" type="radio"/> Yes No	
Tyrone			Yes No	
			Yes No	
	Yes No			

**Meade County  
Rapid City Area MPO  
Southern Meade County East-West Connector Corridor Study  
OPEN HOUSE ATTENDANCE  
November 14, 2019**

*- PLEASE PRINT -*

Name	Mailing Address	Email address	Phone	Would you be interested in project updates and future participation?
Mike Pauling	<i>Mailing and Email Addresses Redacted</i>	<i>Mailing and Email Addresses Redacted</i>		<input checked="" type="radio"/> Yes No
Brad Sison				Yes <input checked="" type="radio"/> No
Deann Kertzman				Yes <input checked="" type="radio"/> No
Tavis Backman				Yes <input checked="" type="radio"/> No
Karen Backman Muller				Yes <input checked="" type="radio"/> No
Joe Muller				Yes <input checked="" type="radio"/> No
Patrick Ealy				<input checked="" type="radio"/> Yes No
Brad & Barb Morgan				<input checked="" type="radio"/> Yes No
BOB BURNS				<input checked="" type="radio"/> Yes No
BOB MAHOW				<input checked="" type="radio"/> Yes No
				Yes No
				Yes No
	Yes No			

**Meade County  
Rapid City Area MPO  
Southern Meade County East-West Connector Corridor Study  
OPEN HOUSE ATTENDANCE  
November 14, 2019  
- PLEASE PRINT -**

Name	Mailing Address	Email address	Phone	Would you be interested in project updates and future participation?
JANIA SLOWEY	Mailing and Email Addresses Redacted	Mailing and Email Addresses Redacted		Yes No
Deb Holland				<input checked="" type="radio"/> Yes No
Bill Rich				Yes No
SARAH GILKERSON				Yes No
Kelly Brennan				Yes No
Kip Harrington				Yes No
Holly Phillips				<input checked="" type="radio"/> Yes No
				Yes No
	Yes No			

## Appendix B – Scanned Comment Cards/Emails

## Southern Meade County East-West Connector Corridor Study

**WE WANT TO KNOW WHAT YOU THINK!** What are your specific areas of concern and issues you see within the corridor study's study area? What do you feel Meade County, Rapid City Area MPO and the consulting engineer need to take into account? Please submit your comments before December 14, 2019 to:

**Mail:** HDR Engineering, Inc.  
ATTN: Stacia Slowey, PE  
703 Main St, Ste 200  
Rapid City, SD 57701  
Project website: [SouthernMeadeCountyCorridorStudy.com](http://SouthernMeadeCountyCorridorStudy.com)

**E-mail:** [stacia.slowey@hdrinc.com](mailto:stacia.slowey@hdrinc.com)

**Phone:** 605-791-6109

We need to maintain our current roads

(optional)

Name:

Holly Phillips

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

### Southern Meade County East-West Connector Corridor Study

**WE WANT TO KNOW WHAT YOU THINK!** What are your specific areas of concern and issues you see within the corridor study's study area? What do you feel Meade County, Rapid City Area MPO and the consulting engineer need to take into account? Please submit your comments before December 14, 2019 to:

**Mail:** HDR Engineering, Inc.  
ATTN: Stacia Slowey, PE  
703 Main St, Ste 200  
Rapid City, SD 57701  
Project website: [SouthernMeadeCountyCorridorStudy.com](http://SouthernMeadeCountyCorridorStudy.com)

**E-mail:** [stacia.slowey@hdrinc.com](mailto:stacia.slowey@hdrinc.com)

**Phone:** 605-791-6109

It was said the traffic at this time  
that a road suggested is not necessary.  
with that said, it doesn't seem to me  
that, at least, the road from Haines Ave  
to 143<sup>rd</sup> Ave is not needed.

(optional)  
Name: Travis Backman Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

### Southern Meade County East-West Connector Corridor Study

**WE WANT TO KNOW WHAT YOU THINK!** What are your specific areas of concern and issues you see within the corridor study's study area? What do you feel Meade County, Rapid City Area MPO and the consulting engineer need to take into account? Please submit your comments before December 14, 2019 to:

**Mail:** HDR Engineering, Inc.  
ATTN: Stacia Slowey, PE  
703 Main St, Ste 200  
Rapid City, SD 57701  
Project website: [SouthernMeadeCountyCorridorStudy.com](http://SouthernMeadeCountyCorridorStudy.com)

**E-mail:** [stacia.slowey@hdrinc.com](mailto:stacia.slowey@hdrinc.com)

**Phone:** 605-791-6109

This was the first time seeing the power point.  
Stacia went thru it so fast. It would have been  
nice to slow down a bit. Also - I had some questions  
along the way, but by the time she was done, had  
forgotten them. Perhaps allow for questions along the  
way. The sad part is, we know it's a done deal.  
Landowners are merely being placated with these info mtgs.  
Also - it looks good on paper/powerpoint that input from landowners  
is included in the plan.

(optional)  
Name: \_\_\_\_\_ Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ Email: \_\_\_\_\_



(Draft Report at Page 24)

I live down Elk Creek Road and know for certain that this estimate is not just inaccurate, but is wholly misrepresentative. There is an identifiable community of 133 properties down Elk Creek Road and further agricultural accesses from hundreds of parcels identified down the 20 mile unpaved portion of Elk Creek Road. As a data scientist myself, I'm always asking questions to answer for irregular results in statistical surveys. I found that on the target date of the traffic study on February 19th a significant snow storm occurred that would have augmented this measurement ("[February 15-17, 2019 Heavy Snow](#)"). The National Weather Service reports up to twenty (20) inches of windblown snow inundated the county only hours prior. Similarly, observed data gathered from the National Oceanic and Atmospheric Association suggests that up to 6 inches may have fallen in Box Elder that same day (**See Attachment**). Elk Creek Road, like similar dirt roads in Meade County, is poorly maintained and becomes an unsafe mud path when acclimate weather events occur. My neighbors and I either stay home or carpool to town in these events. This would result in a disproportionately low traffic estimate on this road that won't be as severely under-reported as at other roads with better maintenance or covering.

A study that relies upon poor foundational data risks arriving at incorrect conclusions. When this concern was raised at the session tonight, I was told that the study considers seasonal variations in travel patterns; however, when prompted to explain this, the individual gentleman was unable to articulate any study, basis or otherwise formula to figure how those estimates are generated. Traffic studies are a very real data-driven field of study and the study needs to be able to stand on its findings. The gentleman, almost acknowledging this shortfall, defended it by saying that there is no way to know what the weather will be when studies are ordered and then attempted to sustain his point by stating that other traffic studies have been conducted on Elk Creek Road in the past with similar findings. Unfortunately to the kind gentleman who was clearly dancing at this point, the report contains no mention of any other traffic studies used to collaborate the data. I would be additionally interested in knowing how the weather (fresh powder which fell since the traffic count devices were installed) and the mushy muddy wet road surface impacts the accuracy of the count device. Does the equipment correctly register travel counts or does the compressed air line merely smash itself into the goo that is the road in these conditions? I was an instrument technician for a number of years and am genuinely curious.

In summary of this point, the problem that arises within this section of your report is that neither acknowledges the specific *in situ* travel conditions might have been a factor in the flow counts generated nor does it provide any proof that it collaborated its results with previous work to show the accuracy of the data presented. At a minimum, I would presume former traffic studies around the county contained a discussion on how mitigating factors might have impacted the reported findings. Rather, by excluding the details of the weather and possible technical limitations of the equipment in the reported conditions, the report risks establishes itself as a clearly impeached authority on the subject of traffic counts on Elk Creek Road. If the Elk Creek Road traffic count number is presumably frivolous, why would a discerning reader consider any of the remaining document as valid?

I was finally confronted by Kelly Brennan, who stated that the traffic count analysis was immaterial to the study. If so, as a Meade County taxpayer, I think it would be fair for the County to ask for a refund on this unnecessary work and expense. Traffic studies aren't cheap. I've participated in many.

### **Complete Lack of GeoTechnical Input**

Considering the cost of this study, it can best be called robbery that no overview-level memorandum on the geotechnical challenges was provided. It would be unreasonable to request a full geotechnical study; however, a basic-level report covering soil types as they relate to construction costs would be wholly appropriate from the "35,000 foot level." My law firm hires experts all the time and the supplemental report that would be sufficient here could be budgeted for \$2,000. Otherwise, even as a layperson, I can identify that the western side of the

proposed route contains thousands of acres of prairie dog colony (*see the enlarged printouts of Page 43*). My only layperson knowledge of prairie dog habitats provides an understanding that prairie dogs only burrow through soft "buttery" clays. Such soils will require extensive consideration in costings of a proposed roadway. In lack of consideration of this clearly visible detail, your report fails to even provide a local soils map one might find in an freely available ArcGIS layer. Similarly concerning is the frequency of slope failures indicative of poor soil structure along the proposed route. I own an airplane I keep at Sturgis and would invite you and any number of your colleagues for a flight along the selected corridor where these features may be very easily recognizable if it would be of assistance to the report.

When asked about cost estimates of each segment, the individual gentleman to whom I previously described my concerns with the traffic counts informed me that only a generic estimate was provided in the costings. He failed to provide that figure nor go into how it was calculated. However, from experience, constructing any road surface through soft buttery alluvial clays frequented by clearly visible structural geological issues will come at a significantly higher cost than one built through otherwise stable engineered soils.

Similarly, the report fails to discuss not only the construction costs, but also the ongoing maintenance costs of the roadway. It boldly recommends the western half of the road be built as a paved surface; however, the soft soils here will require not only an extensive road bed built up on engineered fills, but will also need to be regularly reviewed for fishers and sink holes more than other roads in the area. Please consider the challenges that have plagued the DOT with the ongoing maintenance of I-90 between Wasta and Wall. Without such a discussion in your report, it's under presenting the challenges that a reasonable person can expect to face if building a roadway in the location as described.

### **Roadway is not needed**

The study fails to make the argument for the road. **Section 2.3** clearly states, "...traffic operations will likely not drive the need for this east-west connector." The report continues, "*The no-build alternative does not encourage orderly, efficient land development. Likewise, it does nothing to discourage sprawl or leapfrog development.*" The report calls for the road as to attract prospective development, but speculation is hardly a reason to build a road. This road, as presented, fails at the most basic purpose for a new pathway. It does not connect any resident with a need. If constructed, I can not image any reasonable person utilizing the road as a necessary mode.

As I reviewed the plan, I only see a potential for the roadway if it connects itself to I-90. Without such potential, the roadway's purpose is merely as an unnecessary speculative connector that will never serve an artery purpose in any future traffic flow analysis. As an American driver, I think in square shapes when planning my routes of travel. This road, as a connector, would require jig/jag route planning that neither saves me time nor distance in my drive. <NERD>In-fact, as one evaluates the shortening longitudinal distances as one travels northward and assuming (albeit partially an incorrect assumption) that the State of South Dakota uses a spherically projected coordinate system, one could actually save distance by firstly traveling northward before traveling either east or west :).</NERD> Without a connection possibility to I-90, the road makes no sense in any future flow or growth analysis.

When questioned on this topic tonight, the answer provided by Kelly Brennan was that Meade County provided the demand for the study and it was not ordered in connection with any legitimately identified need. Your agency was merely doing the work it was compensated to complete - find a route for a new east/west corridor. The ethical question here is at what point would a professional engineering company be misleading a government agency by producing a report that seemingly recommends a roadway without a clear and fleshed out discussion that there is no demand for the road on any forecastable timeline. The report otherwise risks misleading government officials who owe a fiduciary duty to the tax payers to responsibly curate our tax dollars on projects with a clear need.

## **Land in the vicinity of the selected corridor is not economically developable and therefore the corridor recommended does not serve the initial need sought**

A center point to any concluding recommendation is a validation of the purpose sought within the scope of the original question. In this case, the initial question was for the evaluation of a new east/west corridor that would spur economic development. Contrary to this original purpose outlined in the County's request, the study has reached this late hour without any market analysis on the prospects of development within the chosen corridor! The costs of land development are immense and even with this new road, it will never be economical to build houses in this region considering the unique soil and aquifer challenges alone. One must also consider the whole picture of water/sewer expansions, electrical utilities, cable/telecom and natural gas availability. Any development one would undertake in the study area would have to be sold above the market value of comparable properties to cover elevated costs. Residential development in the target area will remain a tough sell so long as Rapid Valley and Box Elder have nearly unlimited land to grow on. In short, there are many other areas around the region that are much better suited for economical residential development for the foreseeable future than the area presented in your report. As your study failed to talk to any prospective developers, it's again incomplete in this regard. As the central idea of the roadway is to spur development - the corridor fails to meet the very purpose for which it was sought. As a professional, I feel it's important that recommendations be made inside the scope of the totality of the original question. "Where can a east/west corridor be established that will best spur economic development?" The question has not been answered.

## **Meade County has other economic needs elsewhere**

If Meade County wishes to develop a east/west corridor to further develop the county and to provide alternative and attractive residential housing areas beyond those in Pennington County, I would recommend looking at paving more of Elk Creek Road. Elk Creek Road contains an organized community indirectly referred to as a "leap frog" development at the junction of Elk Creek and Antelope Creek Roads. This community of 133 properties is growing towards becoming recognized as the unincorporated and refound community of "Bend, SD." I challenge the presumption that Bend is a leapfrog development, but rather is a growing bedroom community with its own cultural identity derived from its remoteness. As an eager resident looking to the future of this growing community, the number one complaint we get from prospective buyers is the condition of the roads leading here. We have all of the utilities of any other town, but suffer with connectivity.

A story I witnessed was of a resident who became very sick and needed an ambulance. Due to the sloppy road conditions the night of the call, a helicopter was put on standby while an ambulance driver struggled to arrive from North Haines Dispatch and reportedly became stuck a few times. When the main roads into your community are so poorly maintained that it may become a factor in one's longterm healthcare, there is a problem. I can not blame those who tell me they are not comfortable building here because of the poor road connectivity.

Further, as a resident down Elk Creek Road, I can not ignore the costs only getting 20,000 miles or about 12 months driving life from my 60-80,000 mile premium tires (all with regular punctures due to poor rock), roughly two replacement windshields per year, extensive mag water corrosion to the underside of my vehicles and the near pointless yet never ending expenses in car washes between mud baths:

New Tires: \$1000/set/year

Flat Repairs: \$20/ea or about 1/mo or \$240/year

New Windshields: \$800/year

Car Washes: \$10/2-wk or \$260/year

Corrosion and increased mechanical maintenance from dust, etc: Priceless

In short, for each of my vehicles, I'm loosing over \$2000 as a direct expense to Meade County's poor road maintenance program. I own both a 2016 Subaru Outback and a 2013 Ford F-150. The sum over and above what one normally expects for maintenance for both vehicles can be fairly estimated in excess of \$4,000 per year. As such, I would not argue against a spike in my property taxes to accommodate the expenses of paving a significant portion of Elk Creek Road to the benefit of the Bend, SD residents.

If the foundational argument in your study is recommending what the county needs to do to spur development along an east/west corridor, there is a lot to be said about supporting those communities which have already established themselves in our County. I feel this is an important angle that needs to be addressed in your study to fully answer its purpose. Paving Elk Creek Road will do more to launch growth in proven and established communities than recommending the construction a newly paved road to nowhere.

## **Conclusion**

There are several prohibitive concerns I see with this late draft of your report. Considering not only the expense of such a composition, but also the implications it will serve to advising the direction of county planning, these concerns carry with them very real ethical considerations. Based upon many such and similar reports I have reviewed and authored myself over the years, this one is severely lacking in judgement and credibility.

To that end, if there is anything I may do to assist with the report, please don't hesitate to reach out to me. I myself am a professional consultant with a varied interdisciplinary background and see the value of this work being the best it can be.

Respectfully,

Patrick Ealy

### Record of Climatological Observations

**These data are quality controlled and may not be identical to the original observations.**

Current Location: Elev: 2900 ft. Lat: 44.2318° N Lon: -103.0345° W  
 Station: **BOX ELDER 8.0 NNE, SD US US1SDMD0001**

Generated on 11/14/2019

Observation Time Temperature: Unknown Observation Time Precipitation: Unknown

Year	Month	Day	Temperature (F)		At Observation	Precipitation				Evaporation		Soil Temperature (F)							
			24 Hrs. Ending at Observation Time			24 Hour Amounts Ending at Observation Time				At Obs. Time	24 Hour Wind Movement (mi)	Amount of Evap. (in)	4 in. Depth			8 in. Depth			
			Max.	Min.		Rain, Melted Snow, Etc. (in)	Flag	Snow, Ice Pellets, Hail (in)	Flag				Snow, Ice Pellets, Hail, Ice on Ground (in)	Ground Cover (see *)	Max.	Min.	Ground Cover (see *)	Max.	Min.
2019	02	01																	
2019	02	02																	
2019	02	03																	
2019	02	04																	
2019	02	05																	
2019	02	06																	
2019	02	07																	
2019	02	08																	
2019	02	09																	
2019	02	10																	
2019	02	11																	
2019	02	12																	
2019	02	13																	
2019	02	14																	
2019	02	15																	
2019	02	16																	
2019	02	17				0.07		1.5		6.0									
2019	02	18				T		T		6.0									
2019	02	19				0.00		0.0		6.0									
2019	02	20				0.01		0.3		6.0									
2019	02	21				0.00		0.0		4.0									
2019	02	22																	
2019	02	23																	
2019	02	24																	
2019	02	25																	
2019	02	26																	
2019	02	27																	
2019	02	28																	
Summary						0.08		1.8											

Empty, or blank, cells indicate that a data observation was not reported.

\*Ground Cover: 1=Grass; 2=Fallow; 3=Bare Ground; 4=Brome grass; 5=Sod; 6=Straw mulch; 7=Grass muck; 8=Bare muck; 0=Unknown

"s" This data value failed one of NCDC's quality control tests.

"T" values in the Precipitation or Snow category above indicate a "trace" value was recorded.

"A" values in the Precipitation Flag or the Snow Flag column indicate a multiday total, accumulated since last measurement, is being used.

Data value inconsistency may be present due to rounding calculations during the conversion process from SI metric units to standard imperial units.