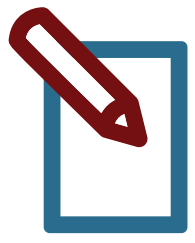
WELCOME!

We are pleased you are here to learn more about and provide feedback on the SDDOT S.D. Highway 38 and S.D. Highway 38P Traffic and Drainage Study.

How to Get the Most Out of This Meeting:

Review each display and talk with project team members to learn more and share your ideas.

Spend as much or as little time with us as you like.



Complete a comment form and drop it in the box.

Project Overview

The South Dakota Department of Transportation (SDDOT) is conducting a Traffic and Drainage Study for:

- **S.D. Highway 38 (S.D. 38):**
  From Burr Street to 413th Avenue
- **S.D. Highway 38P (S.D. 38P):**
  From Wallace Street to S.D. 38

The study addresses anticipated traffic growth through 2050 and seeks solutions to maintain safe and efficient traffic flow, improve bike and pedestrian facilities, and enhance drainage systems.

Key Needs and Priorities

From technical evaluations and projected traffic growth, the study has identified these priorities:

- **Safety and Operational Improvements:** S.D. 38 (Havens Avenue) from Burr Street to Foster Street.
- **Trail Enhancements:** S.D. 38 from Foster Street to S.D. 38P (1st Avenue).
- **Drainage Improvements & Multimodal Accommodations:** S.D. 38P from Wallace Street to S.D. 38.

Study Area

S.D. 38 Alternatives

Four-Lane to Three-Lane Configuration (Burr Street to Foster Street)

Existing (4-Lane Undivided)

- No dedicated lanes for turning traffic
- Sidewalk immediately adjacent to the highway

Proposed (3-Lane with Center Turn Lane)

- Two (2) travel lanes
- One (1) Two-Way Left Turn Lane (TWLTL)
- Typical capacity of a three-lane street: 10,000-15,000 vehicles per day
  (Source: Federal Highway Administration)
- Sidewalk separated from the highway

S.D. 38 Four-Lane to Three-Lane Configuration

S.D. 38 Traffic Volumes

- Existing: **5,500** vehicles per day
- Estimated Future (2050): **8,000** vehicles per day

Estimated Reconstruction Cost

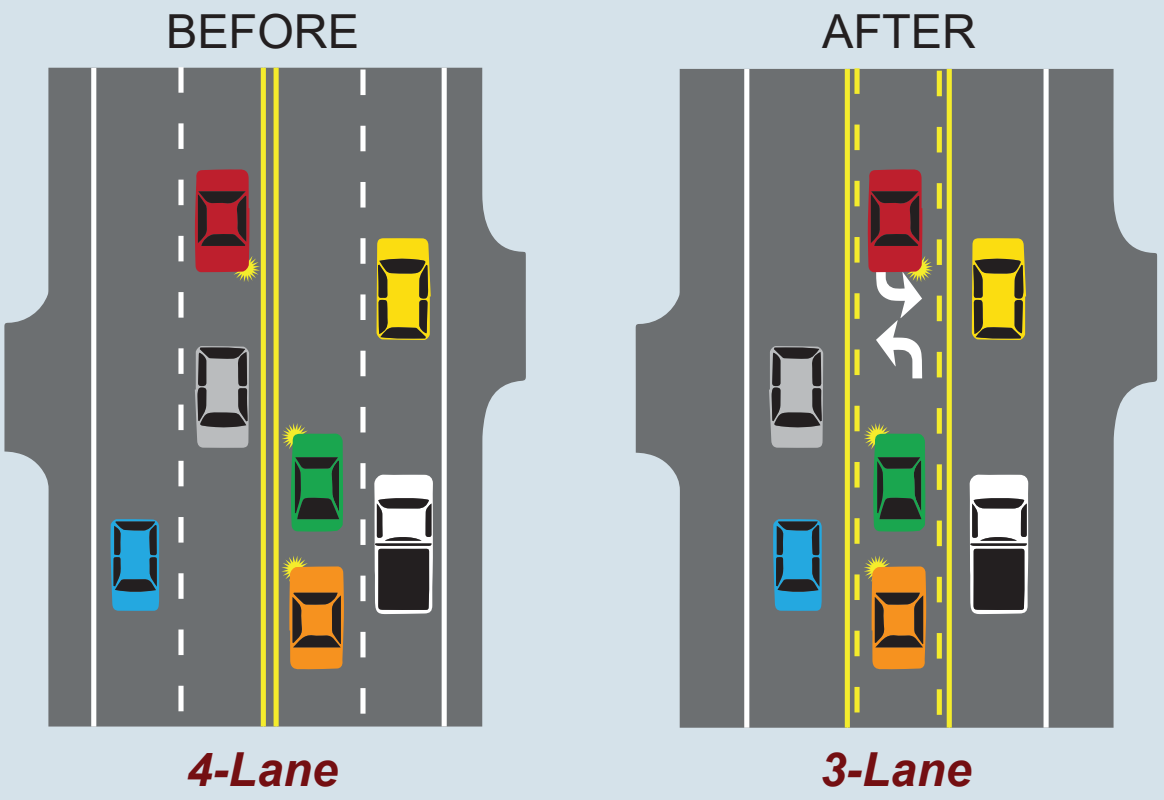
- Existing (4-lane Undivided): **$10,110,000**
- Proposed (3-lane w/ Center Turn Lane): **$9,190,000**

Right-of-Way (ROW) Needs

- None

Benefits of a 3-Lane Conversion

An undivided 4-lane street functions much like a 3-lane street.



4-Lane to 3-Lane Operations

- One lane of traffic removed
- One lane replaced with a two-way left-turn lane
- Traffic capacity and safety maintained or enhanced

Improved Safety

- A Federal Highway Administration study found that four-to-three lane conversions can reduce crashes by up to 29%, improving safety for drivers and pedestrians.
- Dedicated turn lanes reduce rear-end and sideswipe crashes caused by sudden lane changes.
- Fewer lanes to cross and slower speeds make it safer for pedestrians.
- Separating the sidewalk from the street enhances pedestrian safety.

Better Traffic Flow

- Center turn lanes make left turns smoother, reducing delays for through traffic.
- Uniform speeds improve traffic flow and predictability.

Proposed Trail: Foster Street to S.D. 38P

- ***Improves Multimodal Access***
- ***Enhances Pedestrian Safety***
- ***Estimated Cost: $1,510,000***
- ***ROW Needs: None***

SDDOT S.D. Highway 38 and S.D. Highway 38P Traffic and Drainage Study

S.D. 38P Alternative 1

West of Gale Road

Option 1

- Enclosed storm sewer both sides of road with curb and gutter
- Trail on south side

Estimated Cost: $6,160,000

ROW Needs: None

Option 2

- Enclosed storm sewer on both sides of the road with curb and gutter
- Sidewalk on the south side
- Shared (in-street) bike lanes

Estimated Cost: $6,350,000

ROW Needs: None

S.D. 38P Alternative 1

East of Gale Road

Option 1

- Open channel/ ditch on both sides of the road
- Trail on south side of the road between the road and ditch

Estimated Cost: $2,670,000

ROW Needs: None

Option 2

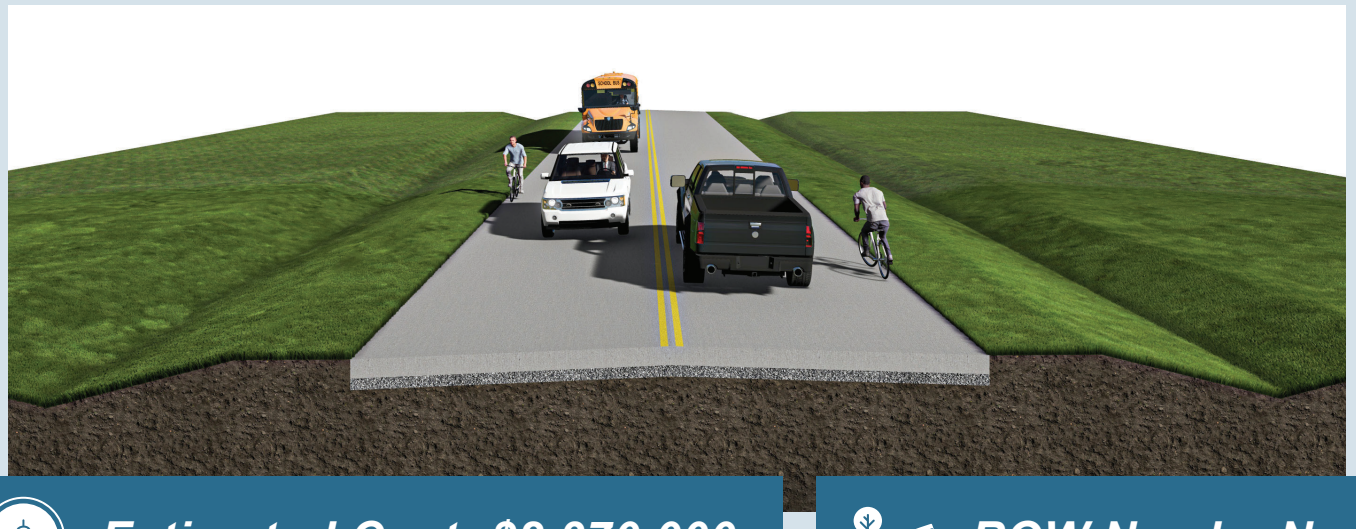
- Open channel/ ditch on both sides of the road
- Trail on south side of the road behind the ditch

Estimated Cost: $2,670,000

ROW Needs: None

Option 3

- Open channel/ ditch on both sides of the road
- Shared (in-street) bike lanes



Estimated Cost: $2,370,000

ROW Needs: None

S.D. 38P Alternative 2

Option 1

- Enclosed storm sewer on both sides of the road with curb and gutter
- Trail on south side of the road

Estimated Cost: $10,370,000

ROW Needs: None

Option 2

- Enclosed storm sewer on both sides of the road with curb and gutter
- Shared (in-street) bike lanes

Estimated Cost: $10,060,000

ROW Needs: None