



DIMOCK MASTER TRANSPORTATION PLAN 2026



Town of Dimock Master Transportation Plan

South Dakota Department of Transportation

Town of Dimock

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Prepared by

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Introduction

Project

Under the Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021, a percentage of the federal transportation funds received by South Dakota must be designated for transportation planning and research activities through the State Planning and Research Program (SPR). Historically, the South Dakota Department of Transportation (SDDOT) used a portion of the SPR funds for transportation planning studies for counties and Class 1 cities (>5000) not within a Metropolitan Planning Area.

Transportation Alternatives (TA) is authorized by the Infrastructure Investment and Jobs Act (IIJA) and is a set-aside of Surface Transportation Block Grant (STBG) program funding. TA includes the Safe Routes to School, Scenic Byways and Recreation Trails Programs. These set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program (TAP), encompassing a variety of smaller scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historical preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

It became apparent during the first round of TAP applications that many of the small communities applying for the grant funds are lacking an overall community transportation plan. The absence of a community transportation plan may be a detriment in obtaining TAP and other transportation-related funds. It may also be a detriment to the community as a while as it grows and changes. Not only will a community transportation plan be a benefit in many funding situations, but it will also help aid a community in developing a transportation network that

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provides better access to schools, business districts, residential districts, agricultural and industrial facilities, parks and recreation attractions.

With that in mind, the SDDOT started dedicating a portion of its SPR funds to establish the Small Community Transportation Planning Program in 2014. The Town of Dimock was selected as the 2026 project for this program. The Town of Dimock Master Transportation Plan intends to lay out a vision and set the direction for how people and goods move throughout the community. The transportation planning process has been a collaborative effort between the Town of Dimock and the SDDOT. The Plan's study team has worked with the Dimock community to identify the expectations and goals of citizens, system stakeholders, and local officials for their multi-modal transportation system. The Plan addresses the study area in **Figure 1**. The Transportation Plan report provides the Town of Dimock with a blueprint for achieving its vision for the transportation system through a series of recommended projects, programs, and policies.

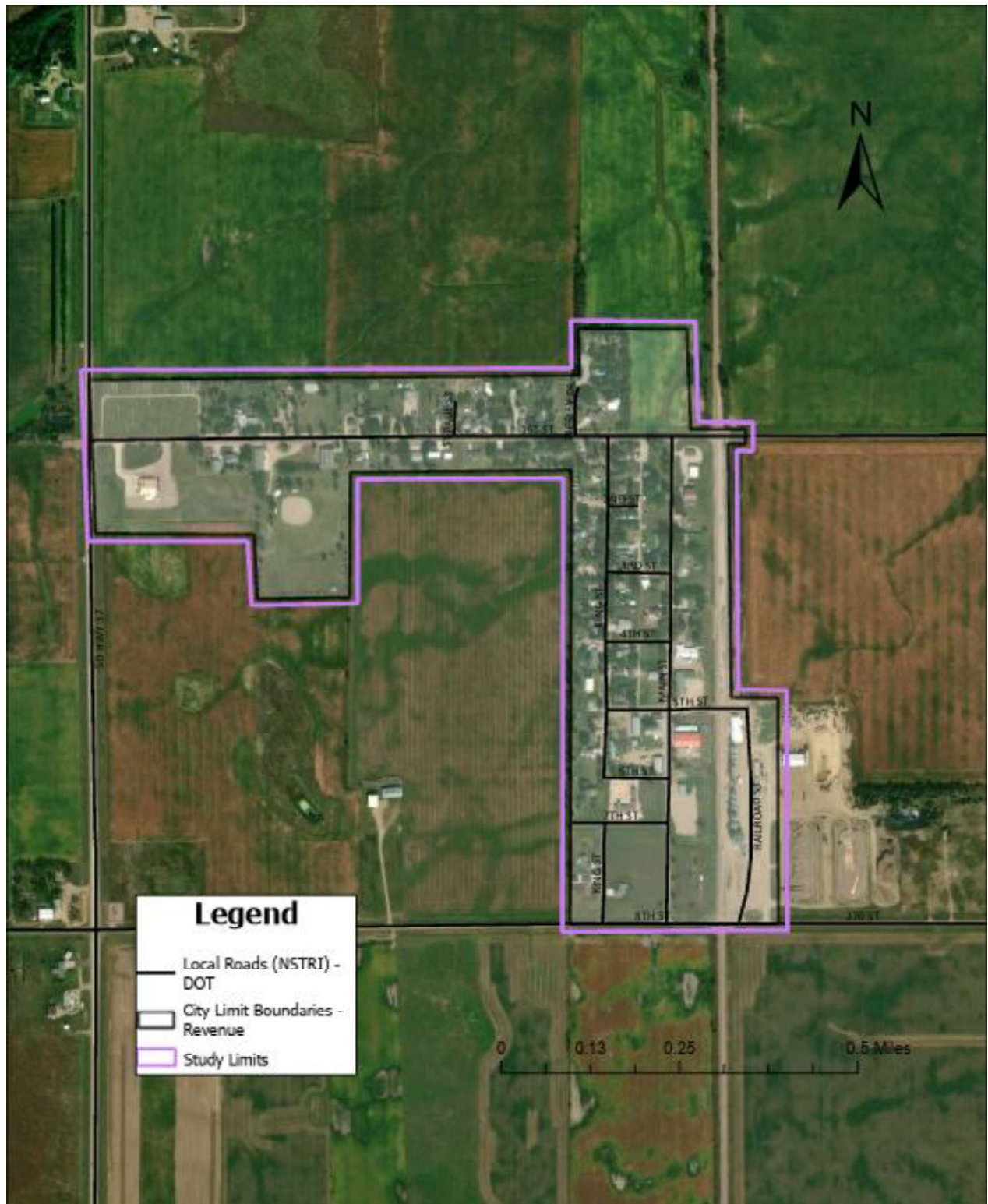


Figure 1. Study Area Map

Historical Context

The area was settled in 1879 by farmers. The Town of Dimock (See Figure 1) was laid out in 1909 and named after a railroad surveyor. Dimock is located just 18 miles south of Mitchell and is a part of the Mitchell, South Dakota Micropolitan Statistical Area. The population of Dimock has remained stable, with small declines in the 1980 and 2010 census reports. The population recovered in both following census reports a decade later. Dimock is located directly off of SD Highway 37, which connects the town to Mitchell to the North and Parkston to the South.

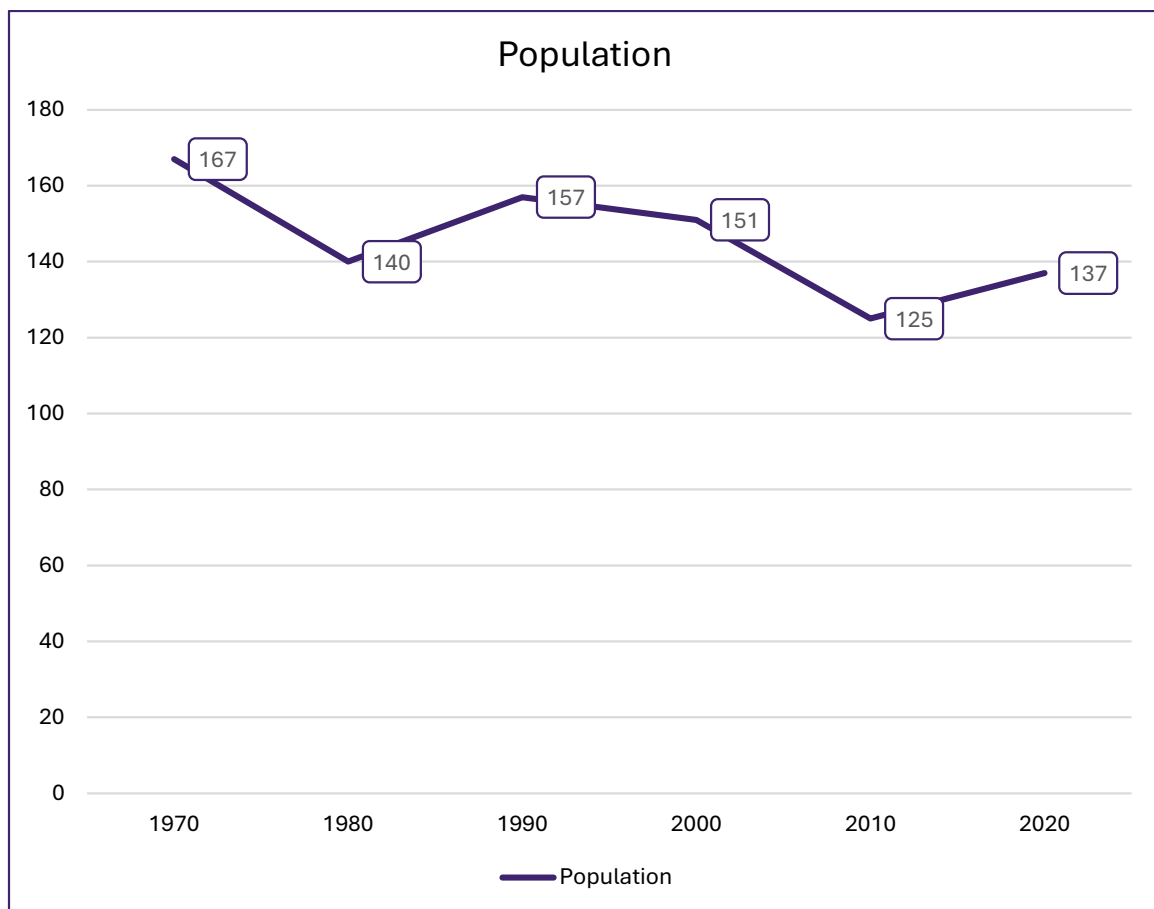


Figure 2. Historic Population Change for Dimock

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The age structure of Dimock is diverse (see Figure 3), with community members of all age groups. This means that Dimock’s transportation system must strive to adequately serve all members of the community safely, with a diverse age structure in mind. Other factors for the community of Dimock are truck traffic on residential roads and workers commuting to Mitchell and Parkston for work.

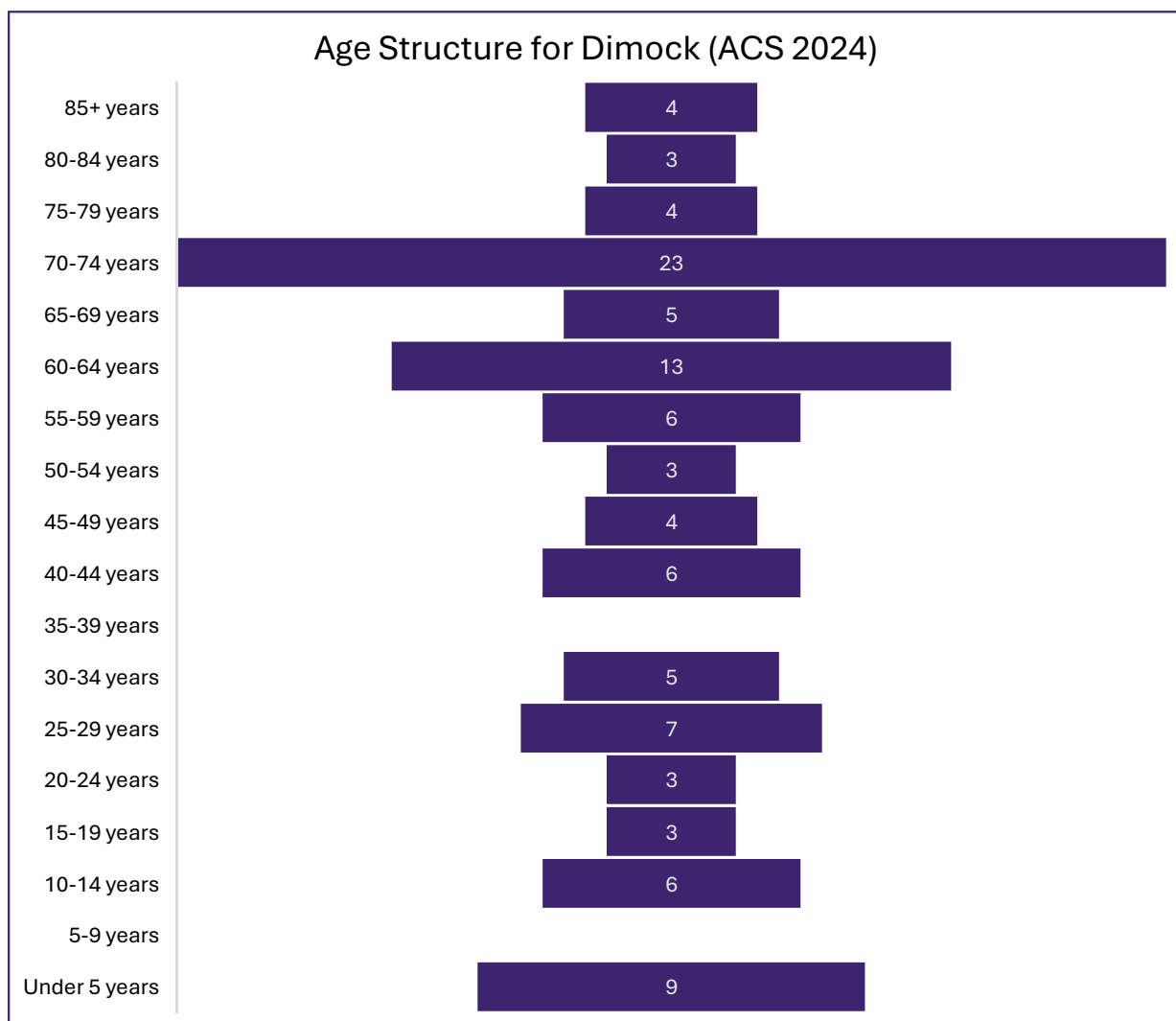


Figure 3. Age Structure for Dimock (ACS 2024)

Geographical Context

Dimock is located in the Southeastern area of South Dakota. With Mitchell located within 20 miles of Dimock, it appears to be well connected to cities that contain amenities that are not available in Dimock. Several more Class 1 Cities are located within 100 miles of Dimock, Sioux Falls, Huron, and Yankton. Figure 4 displays Dimock's geographical context to other major cities in South Dakota as well as relevant cities in Iowa and Nebraska.

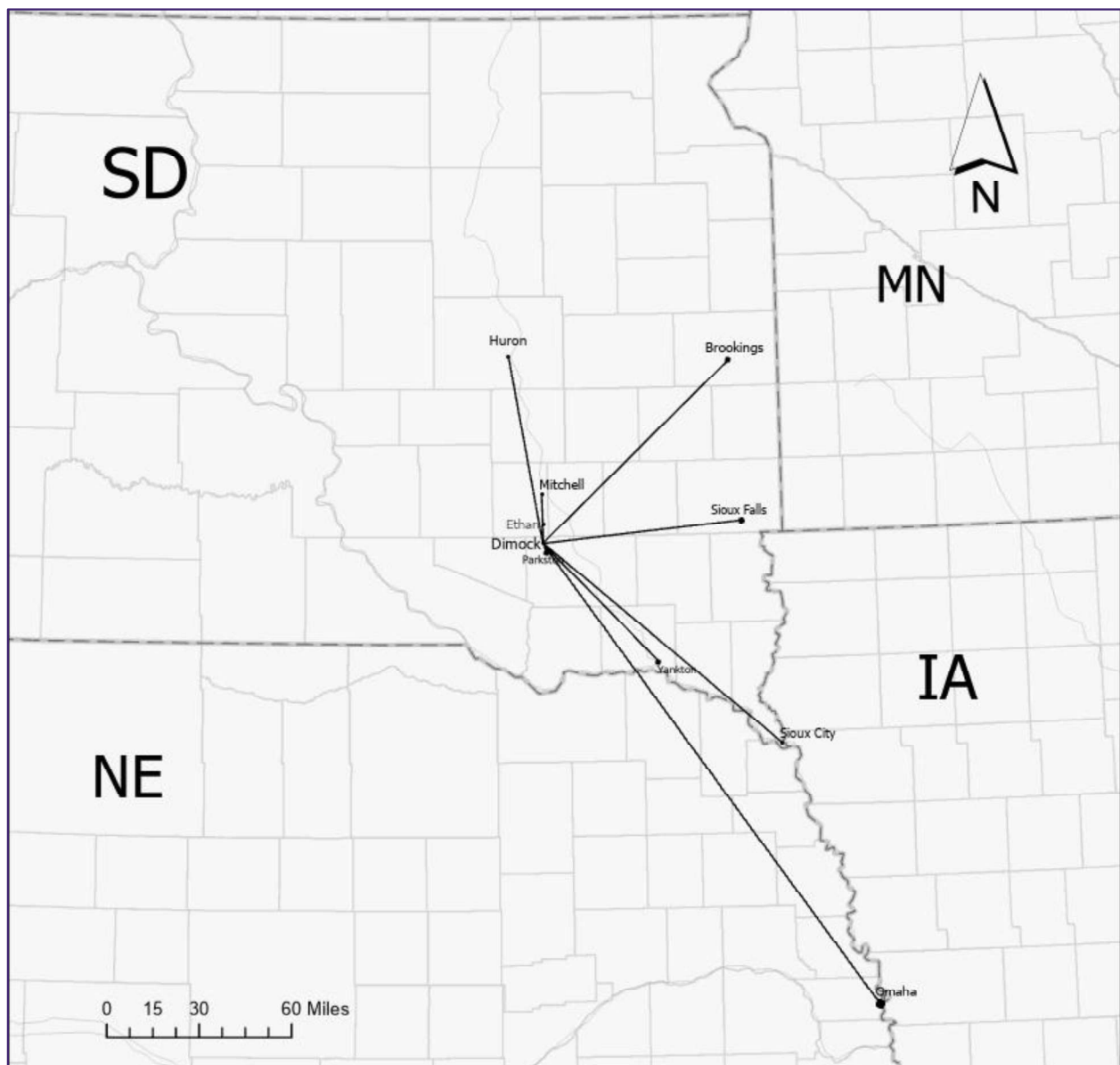


Figure 4. Geographical Context

Method and Process

Moving forward, the Town of Dimock's need for a transportation plan will intensify as the Town's trajectory continues to change and develop. The central purpose of this transportation master plan is to provide recommendations that the Town of Dimock could implement to address identified issues, concerns, and needs. The methodology behind this study is embedded in a data driven process that revolves around the inventoried analysis of data within the study area, public input, and historical data maintained by SDDOT (see Figure 5).

First, to achieve an in-depth understanding of how the transportation system operates and performs as is; data was collected to create an inventory of information representing Dimock. This data gathering created a database of baseline information on the study area that was utilized to assess and understand the transportation system in conjunction to meeting with the public and getting input. Specific data that was collected during this stage includes: sidewalk connectivity and quality, pedestrian crosswalk locations, traffic sign locations, historical crashes, road quality and type, speed limits, American Disabilities Act (ADA) compliance, and average daily (including projected future) traffic flows.

The next step in understanding the transportation system in Dimock was perhaps the most important. This was gathering public input and direction on how the public uses the transportation system and any issues that they have with it. To do this, the study used an online survey that contained closed and open-ended questions pertaining to the transportation system

that the public was encouraged to complete. In addition to the survey, two public meetings with open discussions were held where the public was encouraged to attend and contribute. At the first meeting, there was a brief presentation on the study itself and what the purpose was, which then opened the floor to the public for an open discussion on Dimock's transportation system. The second meeting was used to present the preliminary findings and recommendations to the public and then getting to provide feedback on possible projects and alternatives to issues identified by the study in Dimock.

After these major steps, the final part in the process of this study was to blend all the information produced and gathered in this study. This stage curated analysis utilizing public input and inventoried data, which together produced the data-driven results of this study. From the results of this synthesizing stage, different alternatives and projects were finalized for the Town of Dimock. These alternatives and projects represent the recommendations at the heart of this transportation plan.

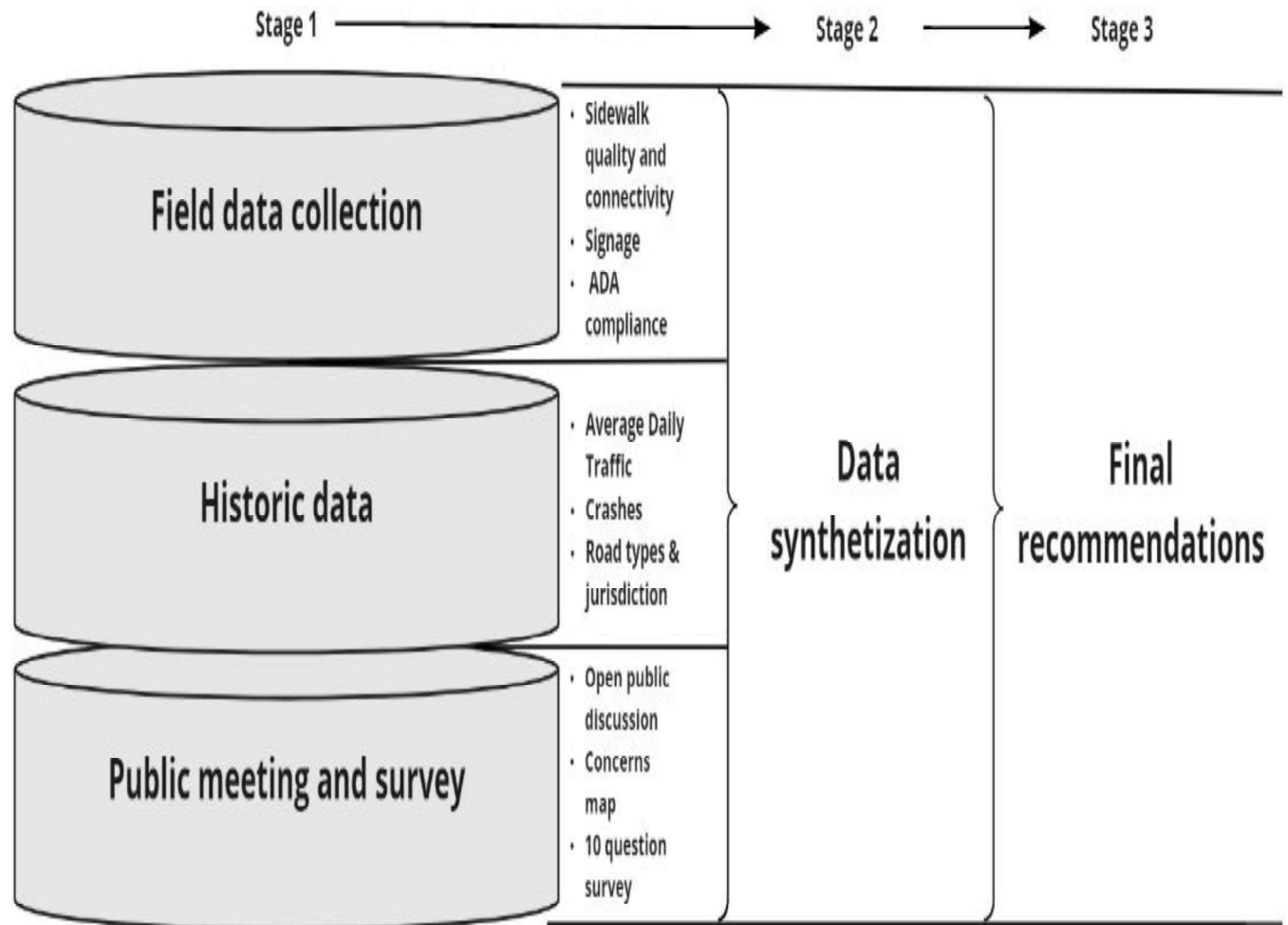


Figure 5. Research Methodology

Goals and Objectives

The goals and their respective objectives (see Figure 6) are central to the motivation of this study. As mentioned in the methods section, the central purpose of this study is to provide recommendations for the Town of Dimock to implement, that are recognized as solutions to improve and provide a plan for their transportation system through the identification of distinct opportunities and issues. To achieve this central purpose, a set of goals with objectives were established that were based off the visions and concerns of Dimock's residents and the data acquired the inventory stage of this study. In practice, goals and objectives create the combination of broad arching visions and the methods that will be used to get there



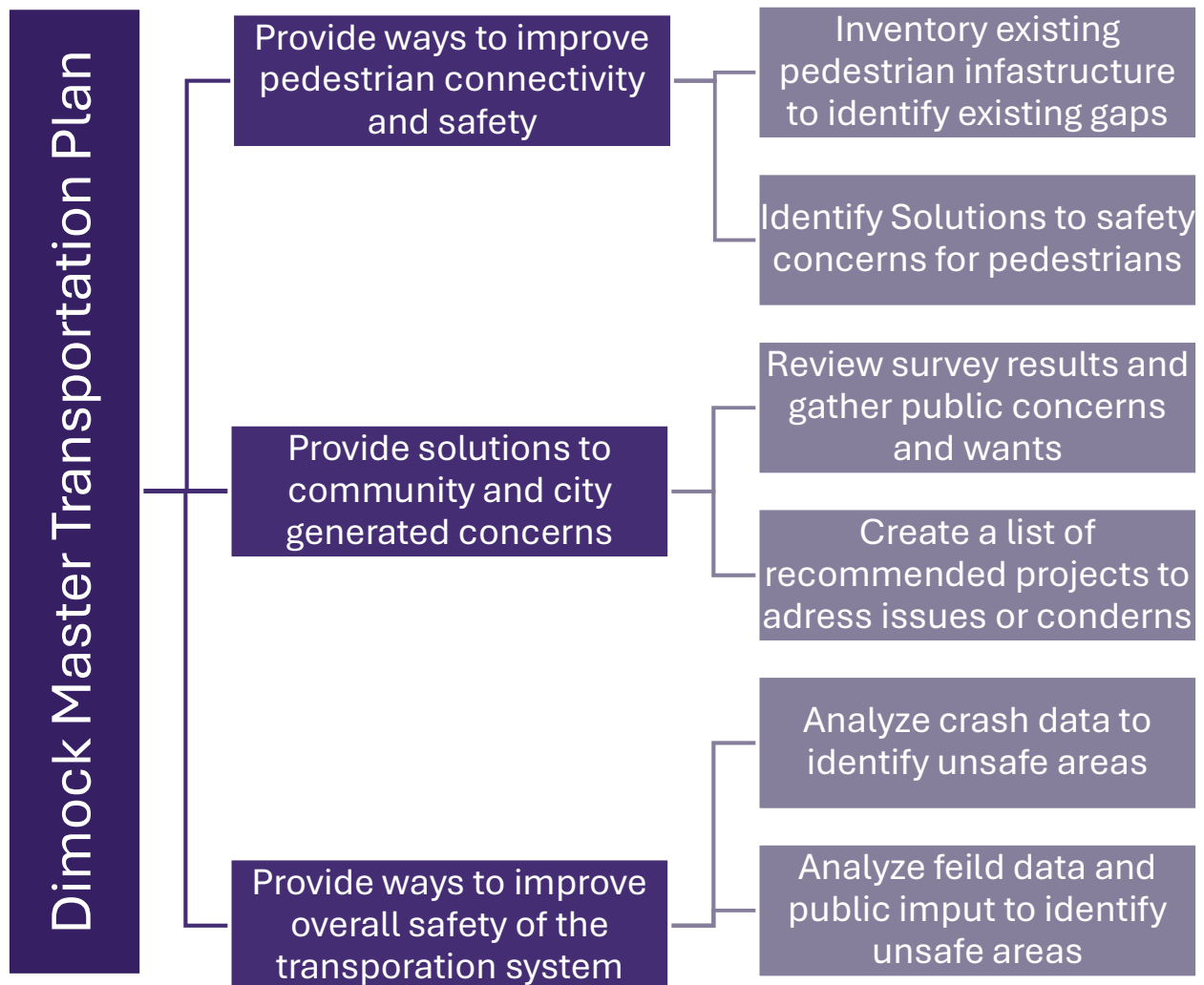


Figure 6. Goals and Objectives

Inventory of Existing Conditions

Transportation System

The Town of Dimock's existing transportation system serves as the baseline source of information for this study from which we determine actions, policies, and improvements that might be desirable to the community and best from increasing the system's overall performance. The issues identified that currently create problems for the transportation system that are impetus for future transportation system improvements in Dimock.

The primary traffic route in Dimock is SD Highway 37. The Highway on the West edge of town is by far the most travelled road in Dimock. The city streets mostly follow a grid, with a few dead-end streets throughout town. Main Street and 1st Street are other important roads in Dimock. Main Street is the truck route until it intersects with 5th Street. Due to the elevator and veterinary business located in the southeast corner of town, truck and livestock trailer traffic have been noticeably traveling on residential streets. This has led to concerns surrounding the way that traffic moving through Dimock interacts with the community.

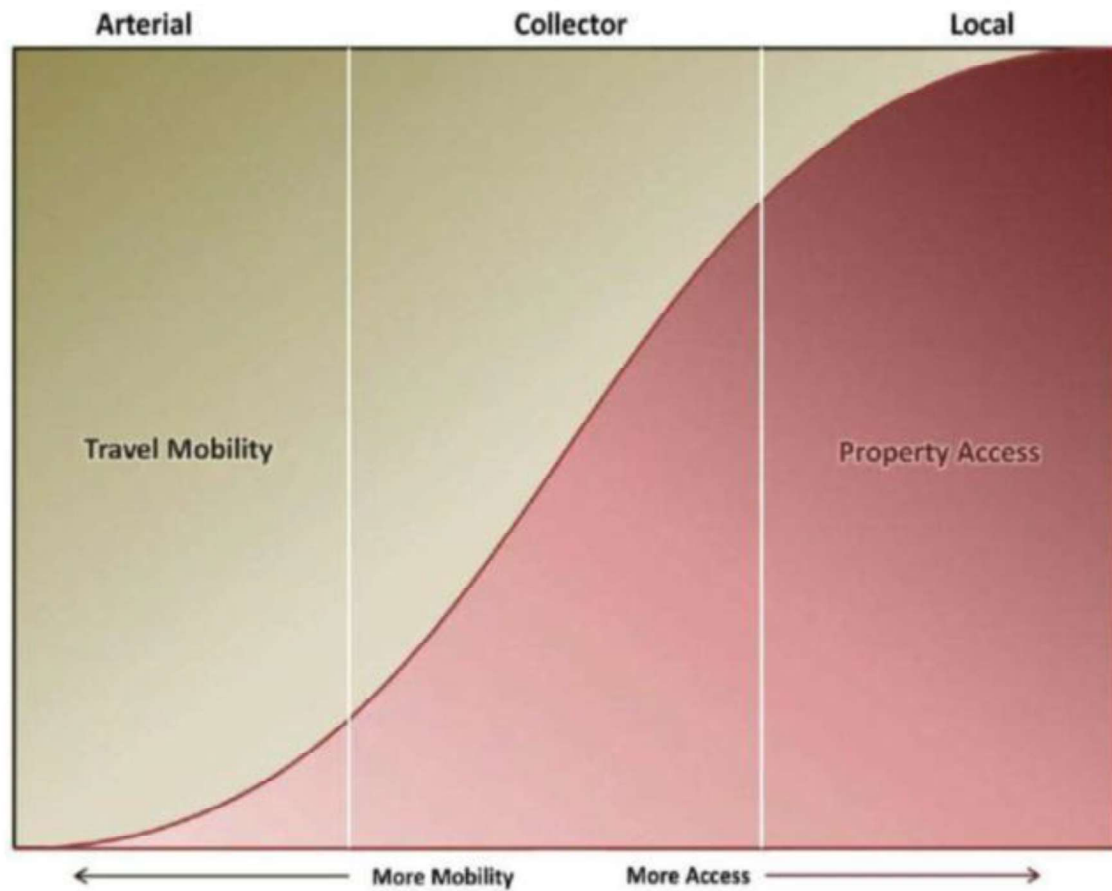


Figure 7. Travel Mobility

The mobility and access of the types of roads and how they measure up compared to each other based on their classification is graphically represented in Figure 7. Figure 7 shows that local roads provide more property access and less travel mobility whereas arterial and collector roads offer more travel mobility and less property access. The types of roads in Dimock and who has jurisdiction over them are displayed in the following two maps below (see Figure 8 and Figure 9).

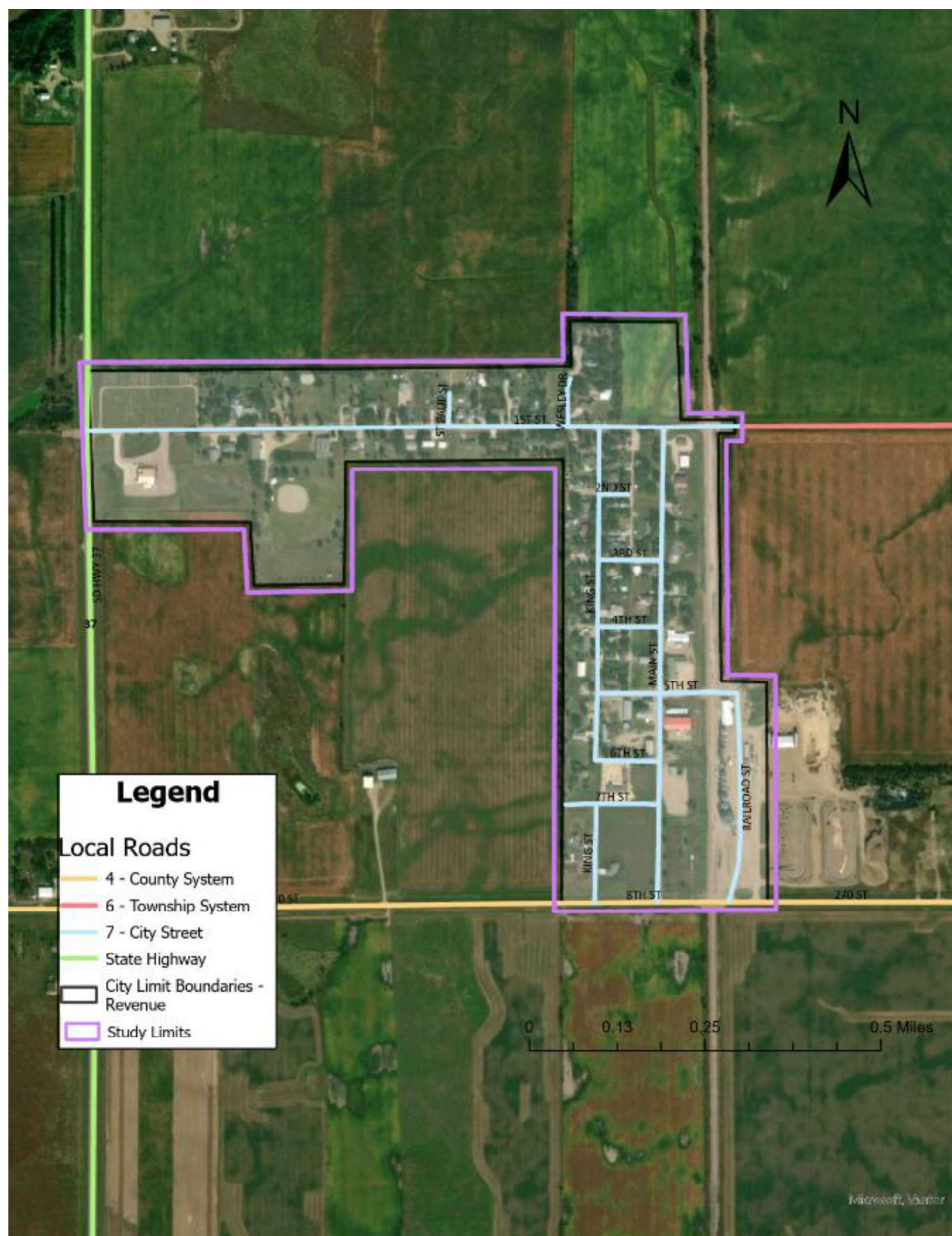


Figure 8. Road Jurisdiction Map

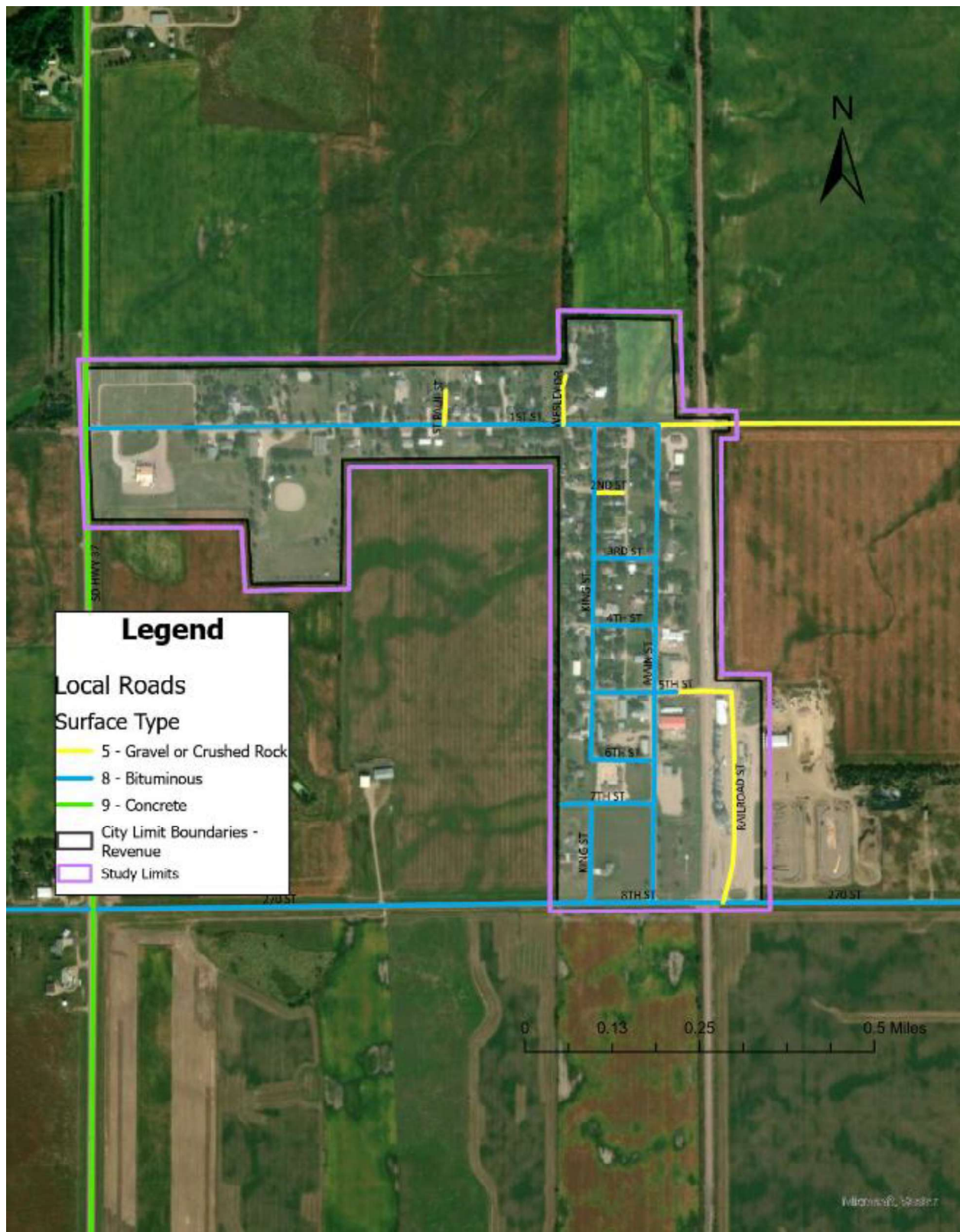


Figure 9. Road Surface Map

The distribution of jurisdiction and road surface types in Dimock is alternatively displayed in figures 10 and 11. These two figures demonstrate the dynamic at play for the roads within Dimock and the study area. A majority of the roads in Dimock are controlled by the city, however, SD Highway 37, which is controlled by the state, and 8th Street, under the control of Hutchinson County, plays a key role in Dimock's transportation system. Projects will require a greater degree of planning and cooperation to accomplish some improvements if they include state owned roads.

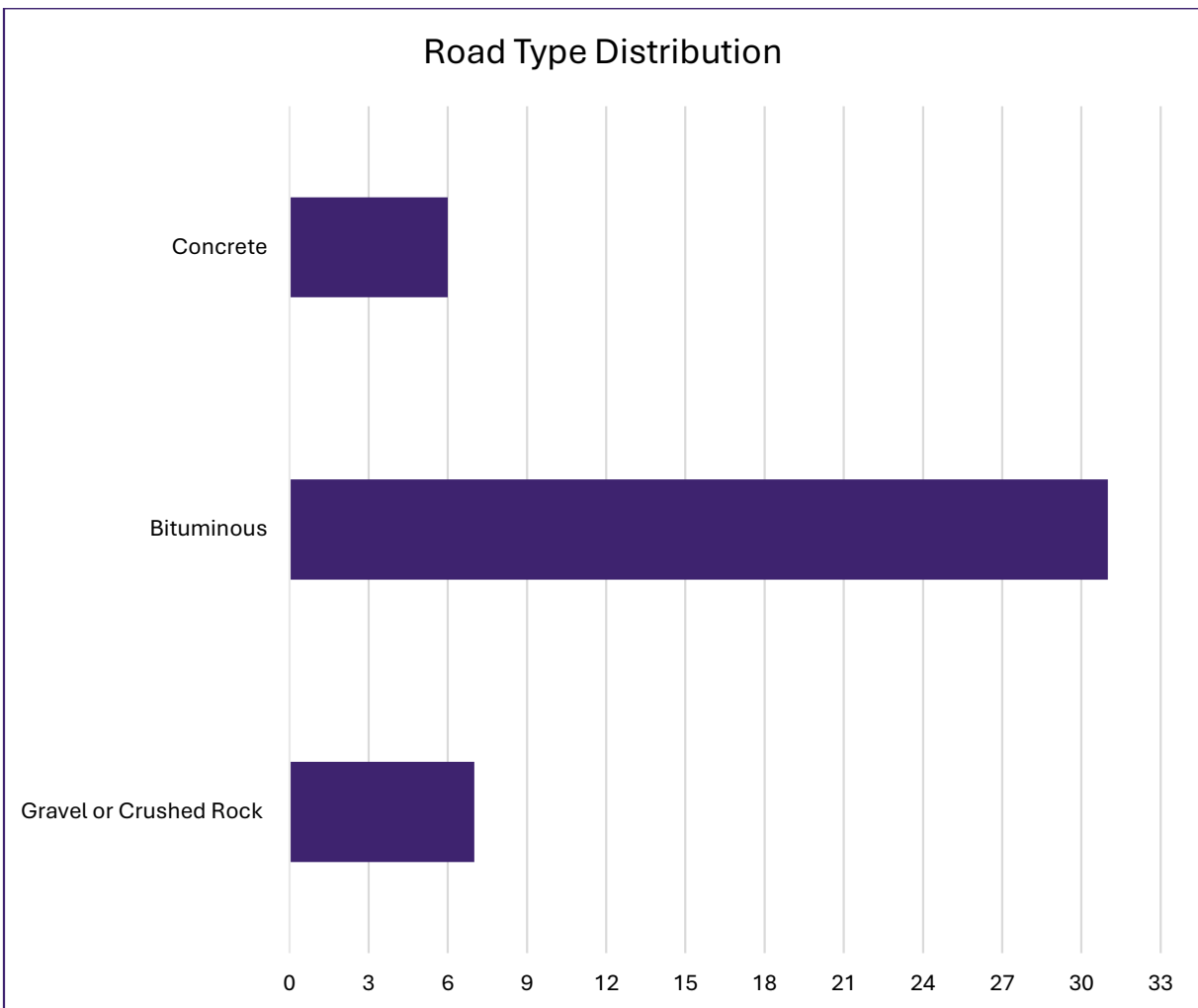


Figure 10. Road Type Distribution

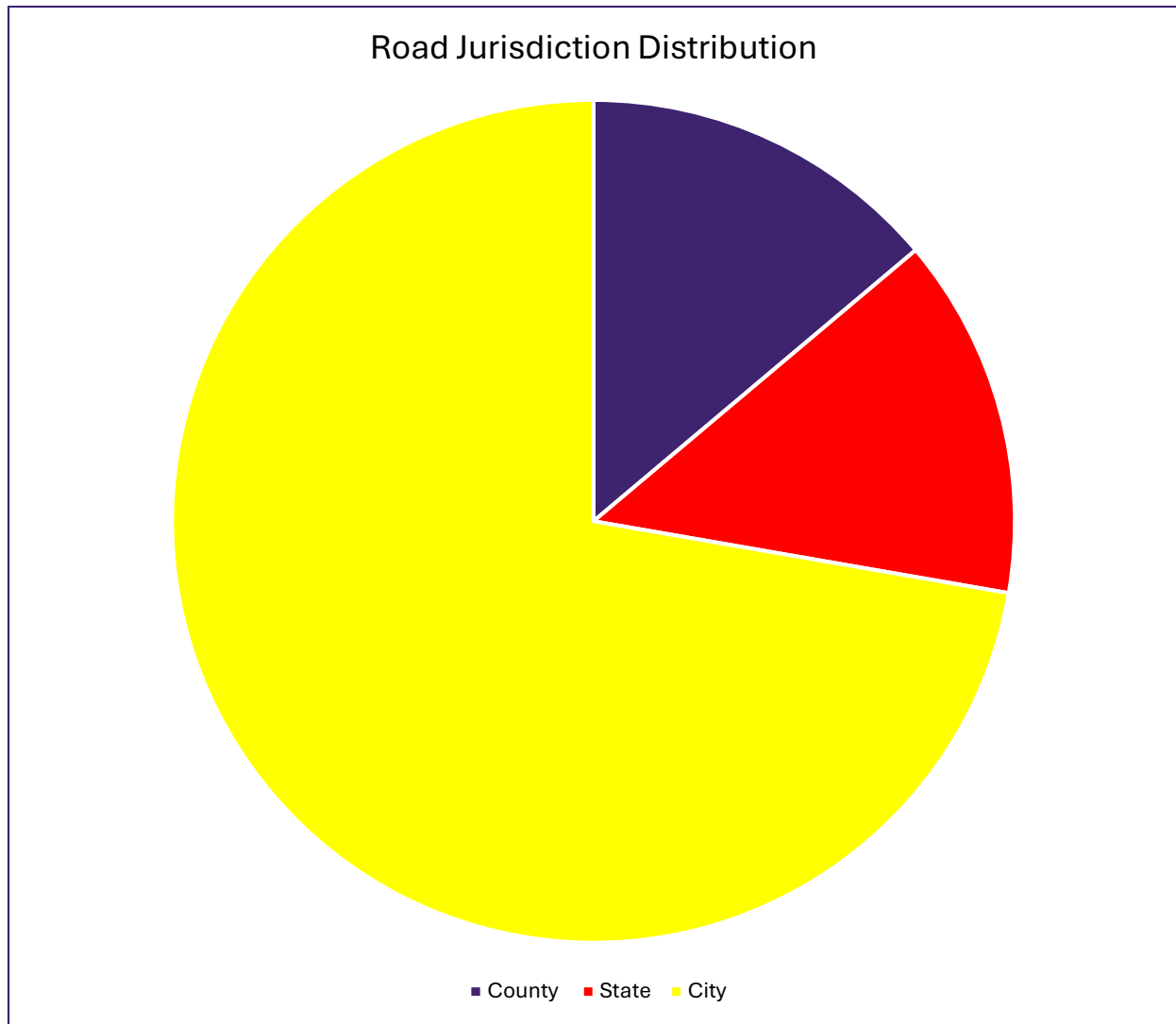


Figure 11. Road Jurisdiction Distribution Within Study Area

While the majority of the roads within the study area are local roads, the most frequently traveled road in terms of Daily Average Traffic (ADT) is by far SD Highway 37. Traffic counts are not available for local city streets in the study area; however, SD Highway 37 and 8th Street do have traffic counts available. SD Highway 37 is estimated to have 3030 vehicles traveling on it each day. 8th Street between Main Street and Railroad Street is estimated to have 365 vehicles traveling on it each day.

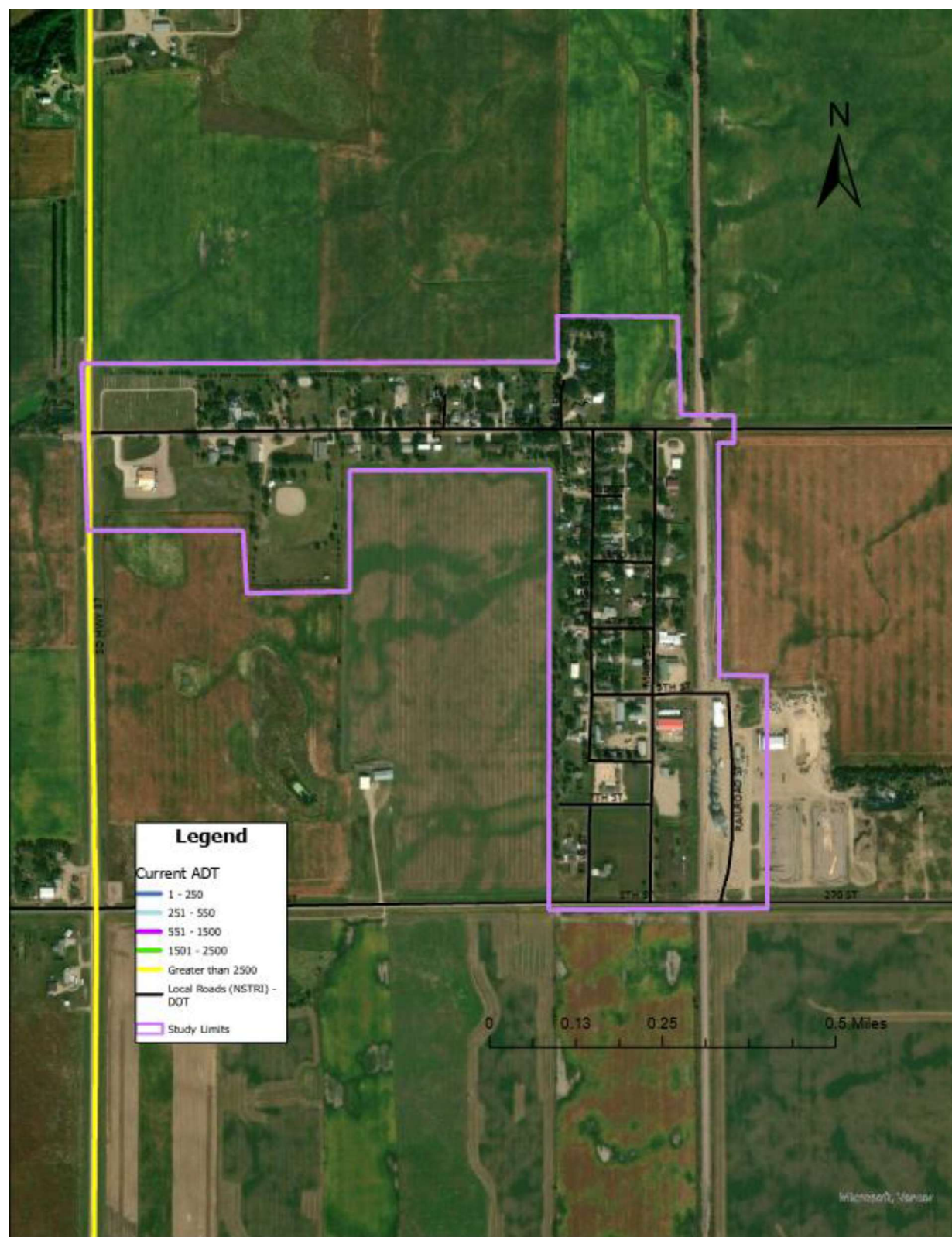


Figure 12. Average Daily Traffic

Analysis of Traffic Safety

To analyze traffic safety for motorists in the Town of Dimock, crash data was analyzed from 2022 to the most up to date records in 2026 at the time of this report's creation. In this 4-year span there were 4 crashes reported (see Figure 13) within the study area. Majority were non-injury crashes, with one wild animal hit.

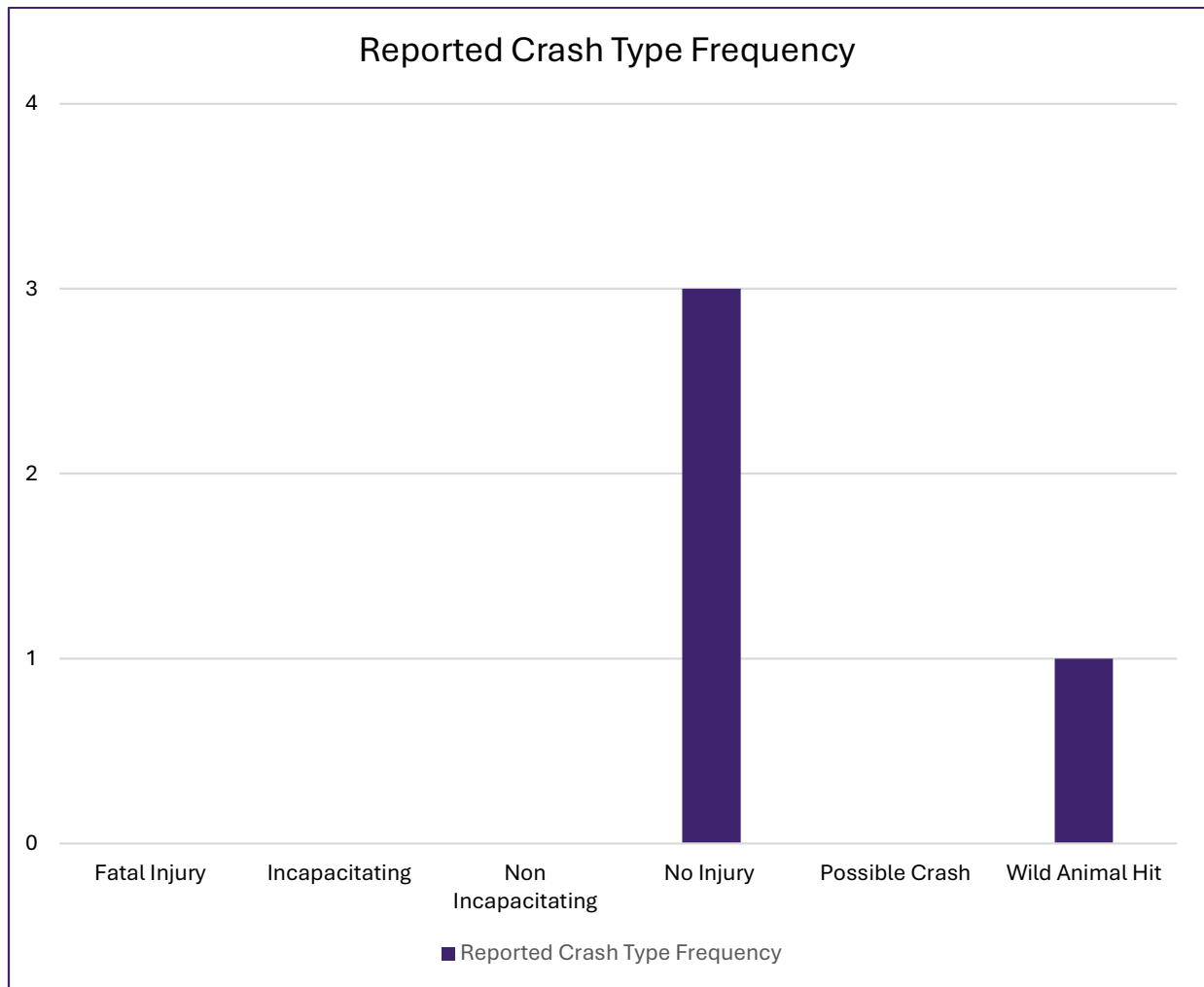


Figure 13. Reported Crash Type Frequency Within Study Area

City streets had the highest frequency of crashes within the study area (see Figure 14). These crashes were typically minor crashes resulting in no injuries. These crashes are not concentrated at any specific area and are mostly no injury crashes. County roads had no crashes.

An important caveat to this crash data is that these numbers only represent reported crashes. This means that there could have been more crashes that happened but were not reported to authorities or the crashes were determined not to meet the minimum property damage amount required to be reported to the South Dakota Department of Public Safety. It is common for minor crashes to occur, like running off the road driving during inclement weather or crashes with no property damage, where authorities are not contacted.

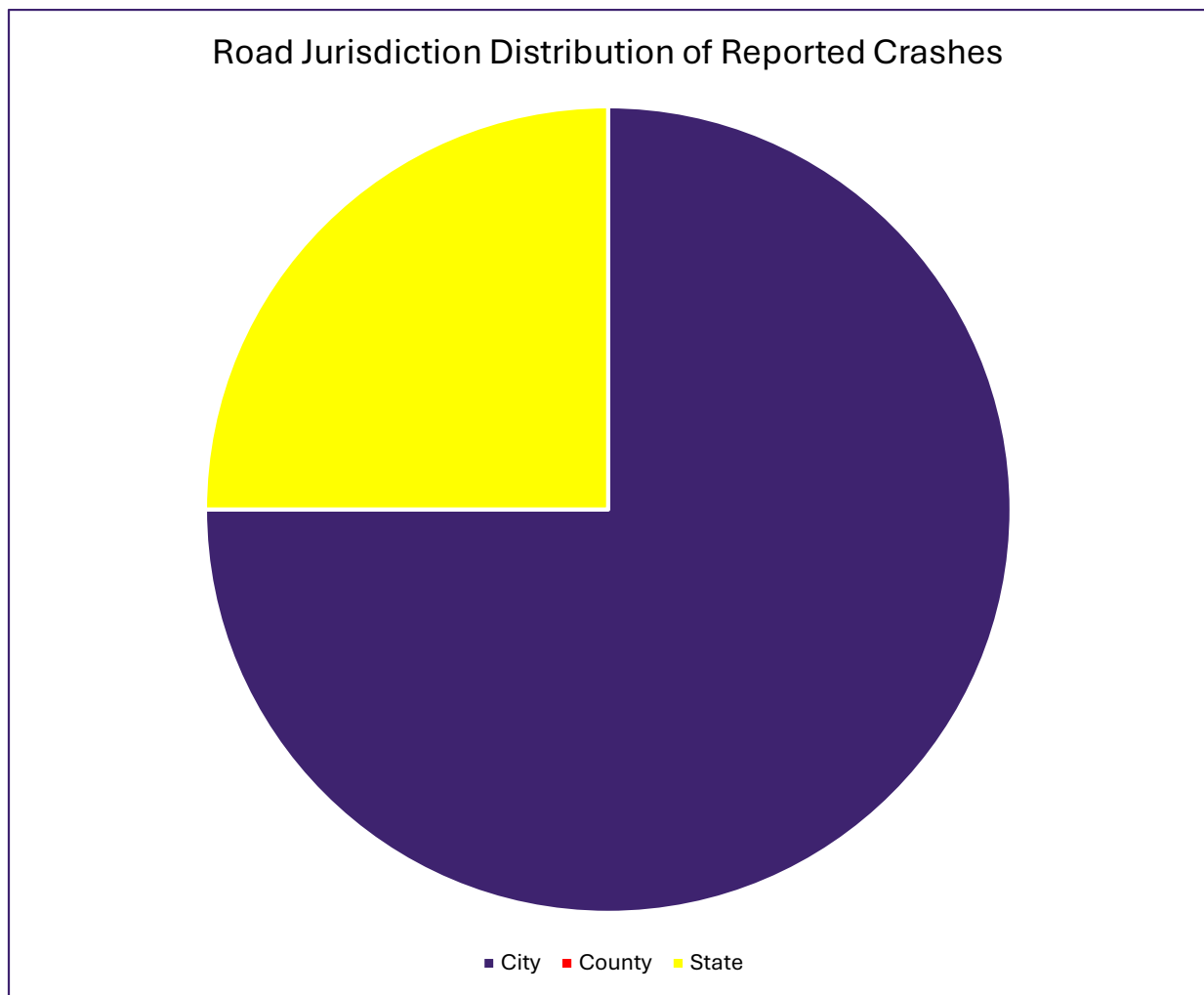


Figure 14. Road Jurisdiction Distribution of Reported Crashes Within Study Area

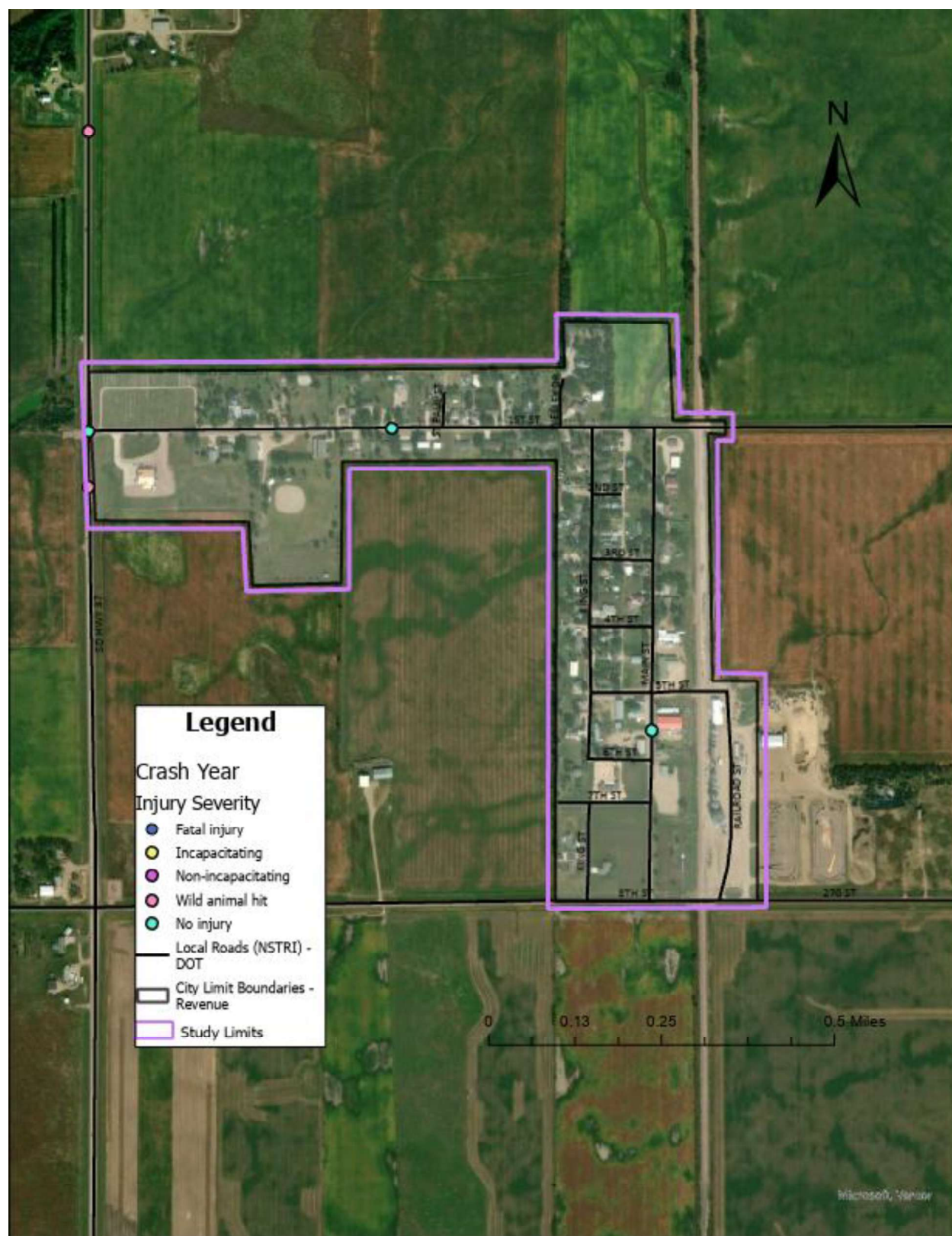


Figure 15. Crash Map

Assessment of Pedestrian Infrastructure

Sidewalks

The ability for pedestrians to safely move through any transportation system is vital to its performance, as everyone at some point is a pedestrian in their community. Safe crossings and maintained sidewalks that are connected in a cohesive and consistent manner to major community resources are key to high pedestrian mobility and safety. This is especially important in communities like the Town of Dimock where there is a high percentage of elderly residents. The assessment began by identifying every section of public sidewalk within the city limits of Dimock to create an inventory of the current extent of the network. After identifying the current network, the entire network was walked to refine the data on location as well as to assess condition. A map and corresponding chart were created displaying the results from rating the entire sidewalk network in Dimock (See Figure 16 and Figure 17)

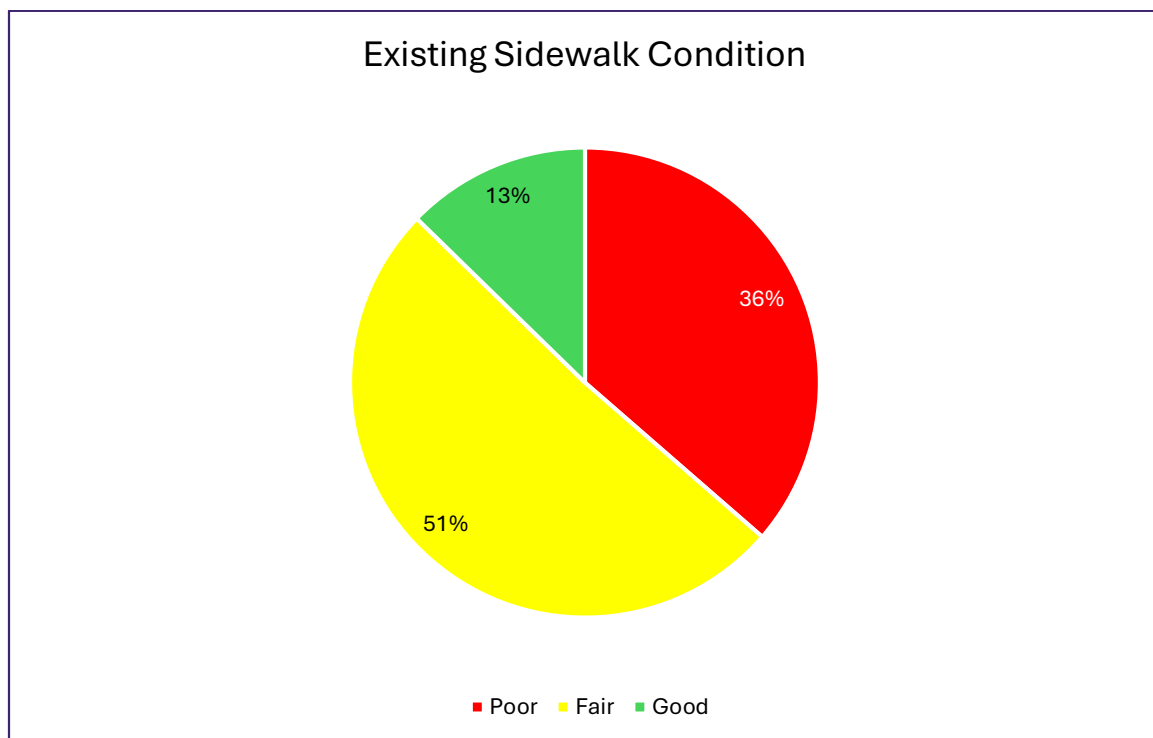


Figure 16. Existing Sidewalk Condition Distribution

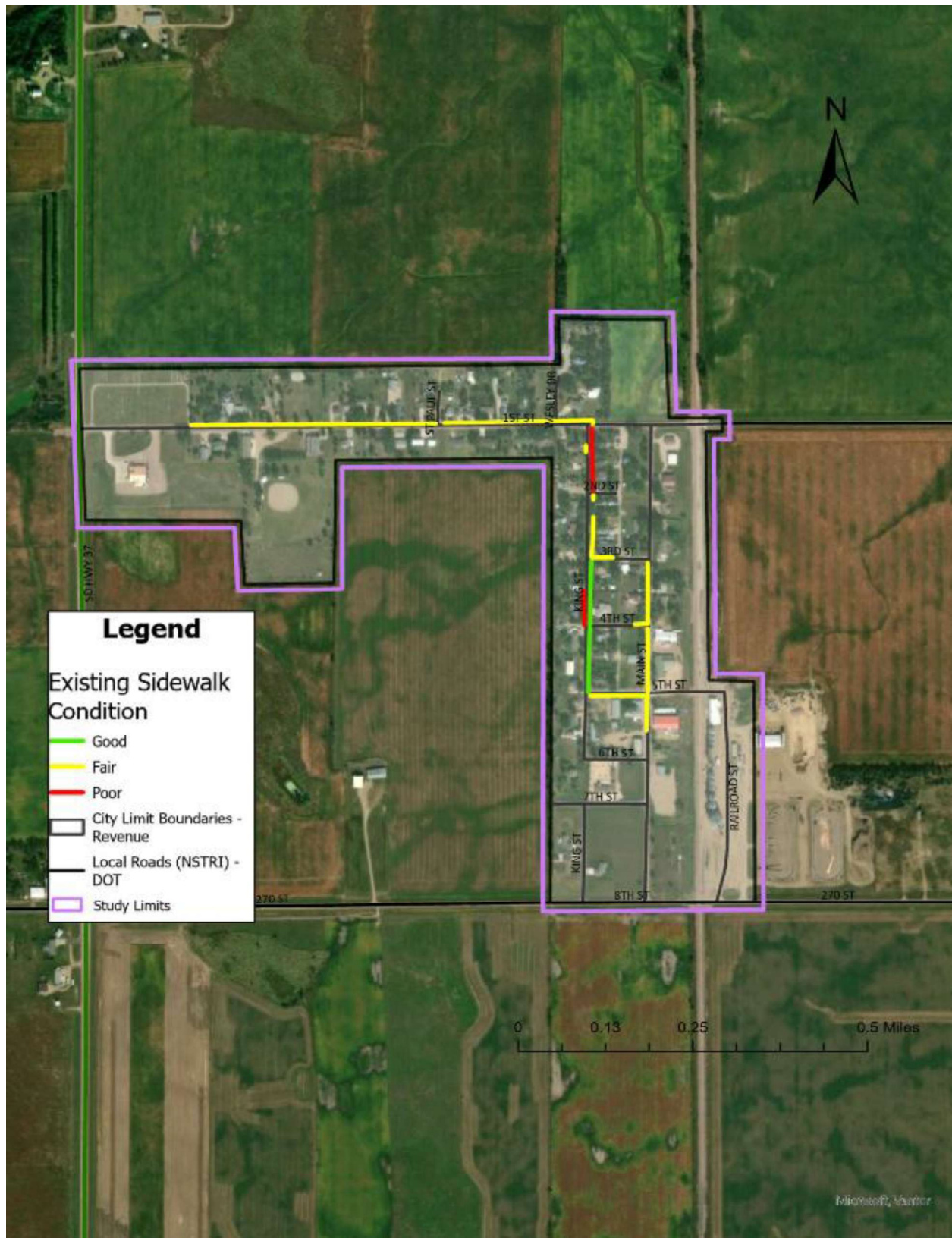


Figure 17. Existing Sidewalk Condition Map

This map demonstrates the relatively limited sidewalk network in Dimock, and the gaps within the network. The existing network was observed to be poorly maintained with very few sidewalks being easily traversed and adequately serving residential areas. It should be noted for purposes of this report, that Dimock has no ordinances that pertain to sidewalk maintenance.

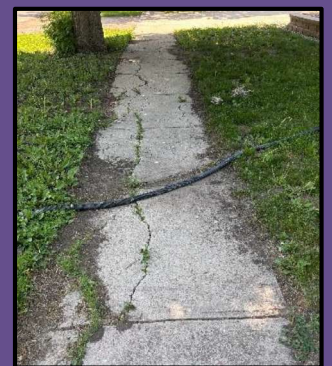
- 1) Good (13%) – Appears to be in compliance with or in close to the standards set by the American with Disabilities Act (ADA) All panels are in new or slightly worn conditions. Easily traversable.



- 2) Fair (51%) – Some Maintenance required to meet ADA standards. Some panels are starting to distress, crack, or heave. Maintenance issues are not enough to prevent most people from using sidewalk, albeit with some extra effort.



- 3) Poor (36%) – Does not comply with ADA standards in almost any category. Many panels are severely distressed, cracked, or heaved. The best maintenance option would likely be replacement of more, if not all, of the sidewalk. Traversal is difficult.





Deteriorated Panel



Blocked Sidewalk



Tripping Hazard

Curb Ramps

Curb ramps are a vital part of ensuring that all areas of the city are accessible to all users by giving pedestrians an easy and accessible way to reach street level and to cross the street. The assessment of these curb ramps was a similar process to the sidewalks with minor differences in rating. Curb ramps were rated as Good, No ADA warning panel, No Ramp, and Dangerous. An explanation for these ratings is below. The map and corresponding chart display these results.

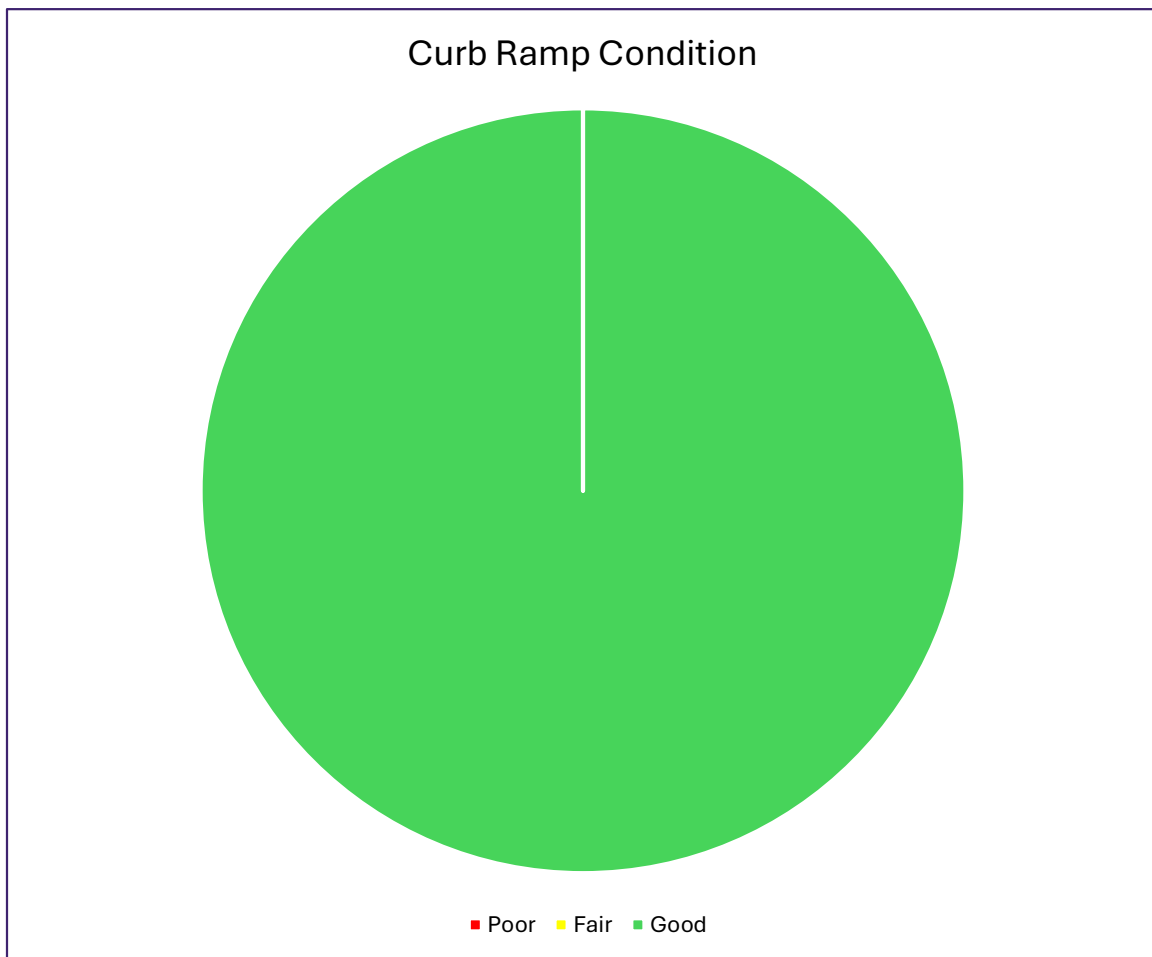


Figure 18. Curb Ramp Condition Distribution

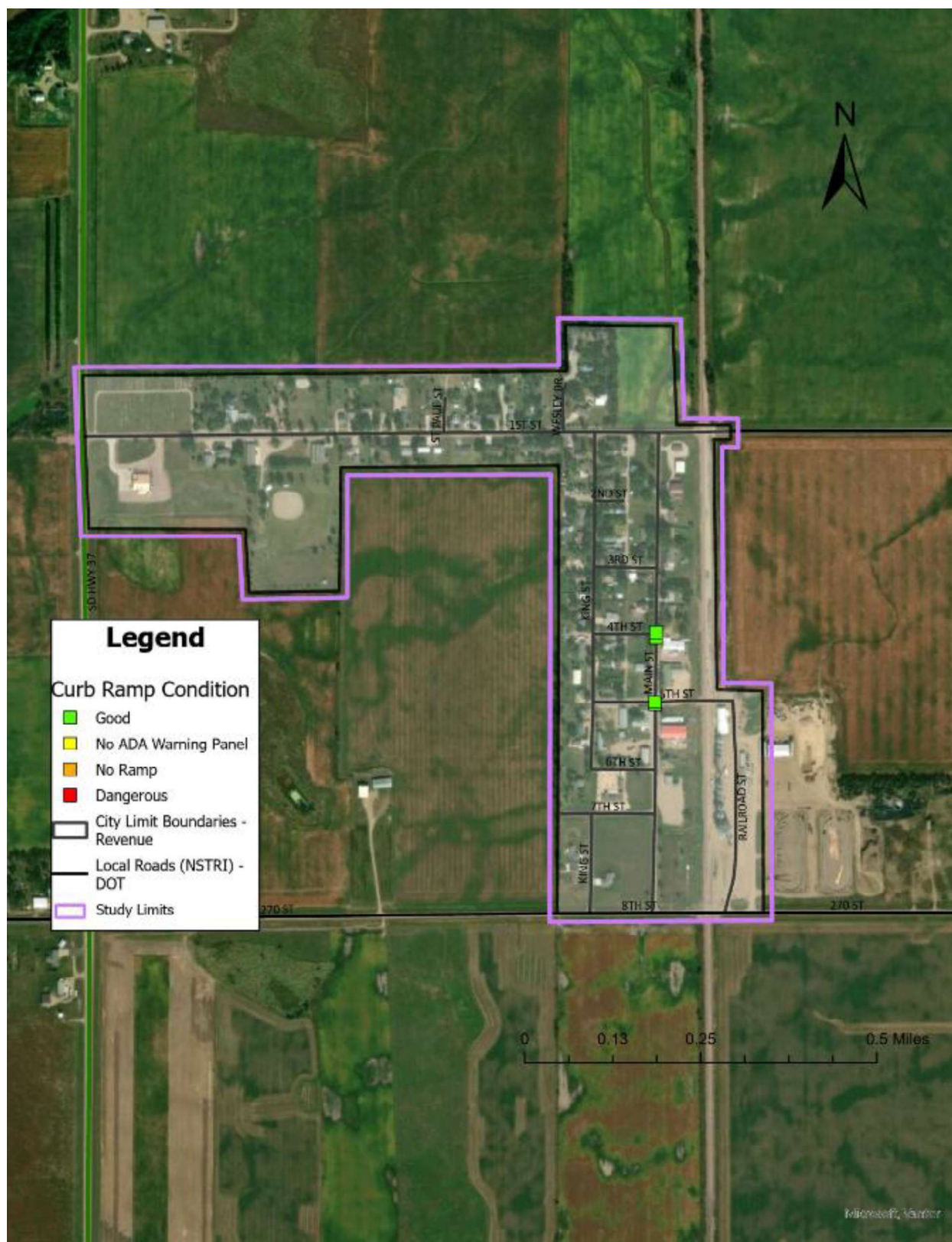


Figure 19. Curb Ramp Condition Map

Drainage System

The drainage system in Dimock is responsible for efficiently handling stormwater flows and keeping sitting water off the transportation system. Much of Dimock lacks a paved curb and gutter system, with relatively few of the paved roads in town having a curb and gutter system, as seen on Figure 21. The overall quality of this system reflects the sidewalk network, as seen in Figure 20, with a majority of fairly maintained curb and gutter. The areas of concern also contribute to concerns for drainage that negatively affect the quality and accessibility of roads in town.

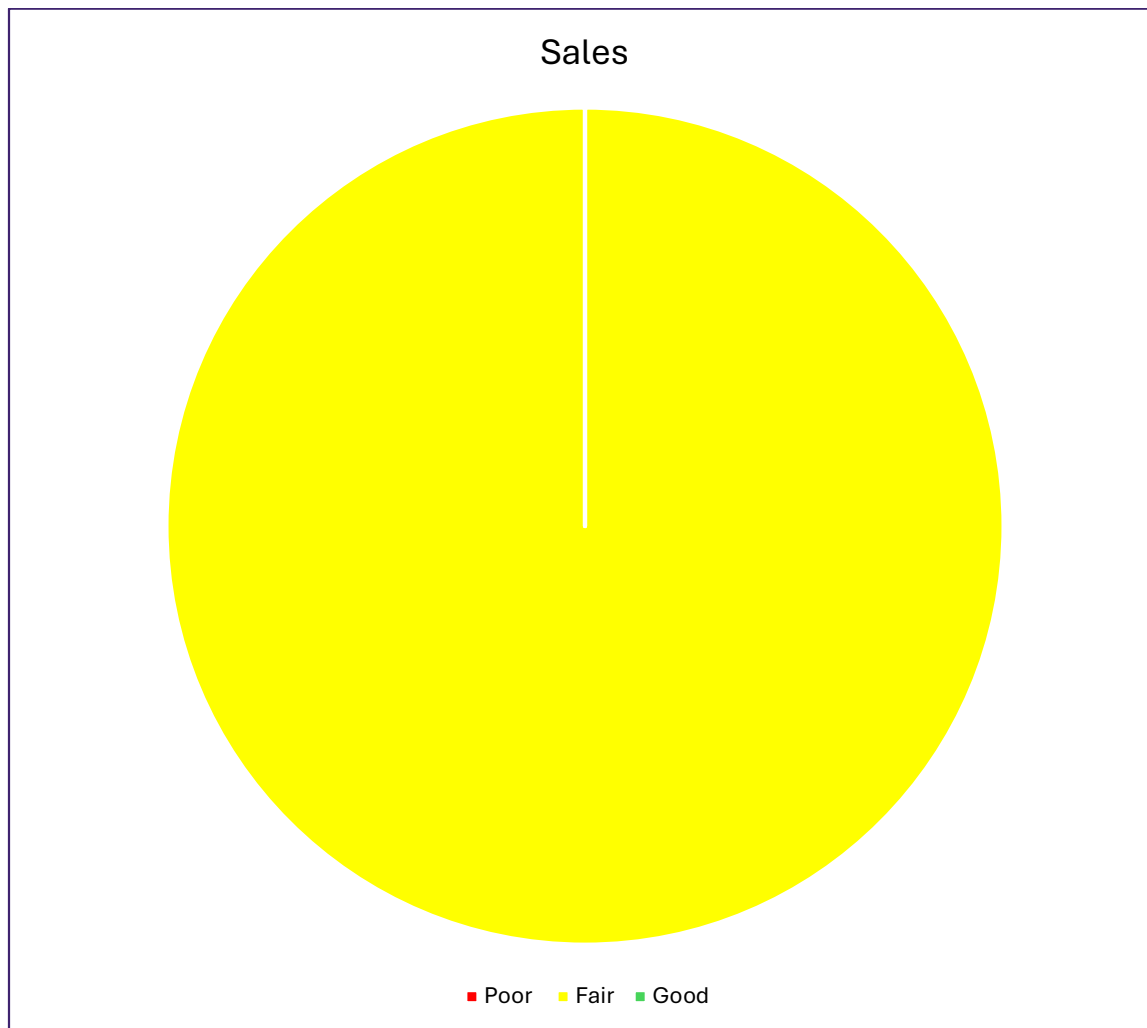


Figure 20. Curb and Gutter Condition Distribution

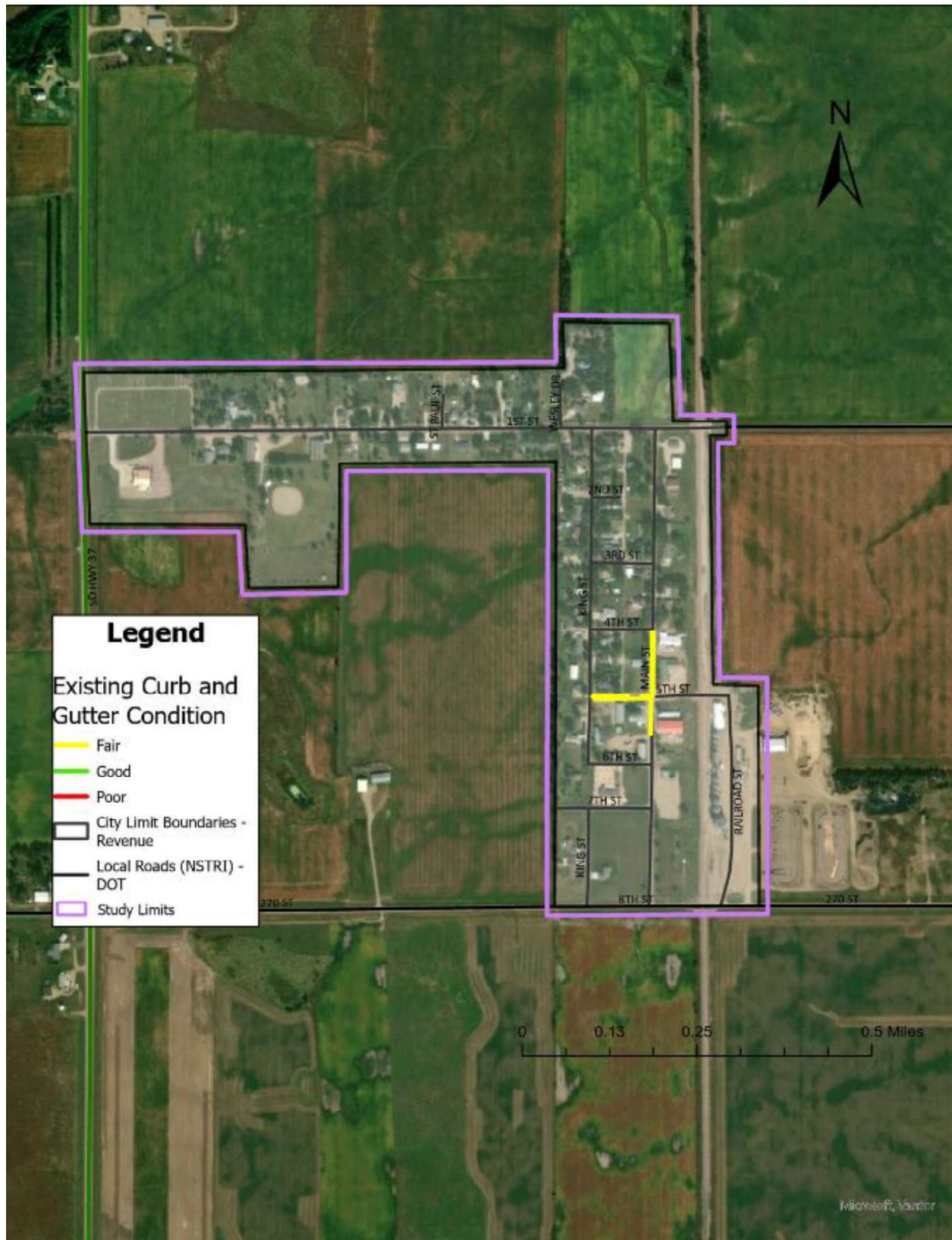


Figure 21. Curb and Gutter Condition Map

Signage

Signs are an important aspect of municipal transportation systems, as they contribute heavily to how the transportation system is interpreted and operated within. Signs are equally important to the usual operators of the transportation system as they are to travelers moving through the area.

The Manual of Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration (FHWA), is the American standard for specifications regarding signage, signals, and other traffic control devices. These specifications include height, distance from roadway and intersection, size, color, light reflectivity, and more. It is important that all roadways follow the same specifications so that motorists are more readily aware of their surroundings and can make safer traffic decisions. An integral part of this report was an inventory and analysis of the current signage in the Town of Dimock. This was done by walking and driving through the city and marking locations on the map showing what signs were where. See Figure 22.

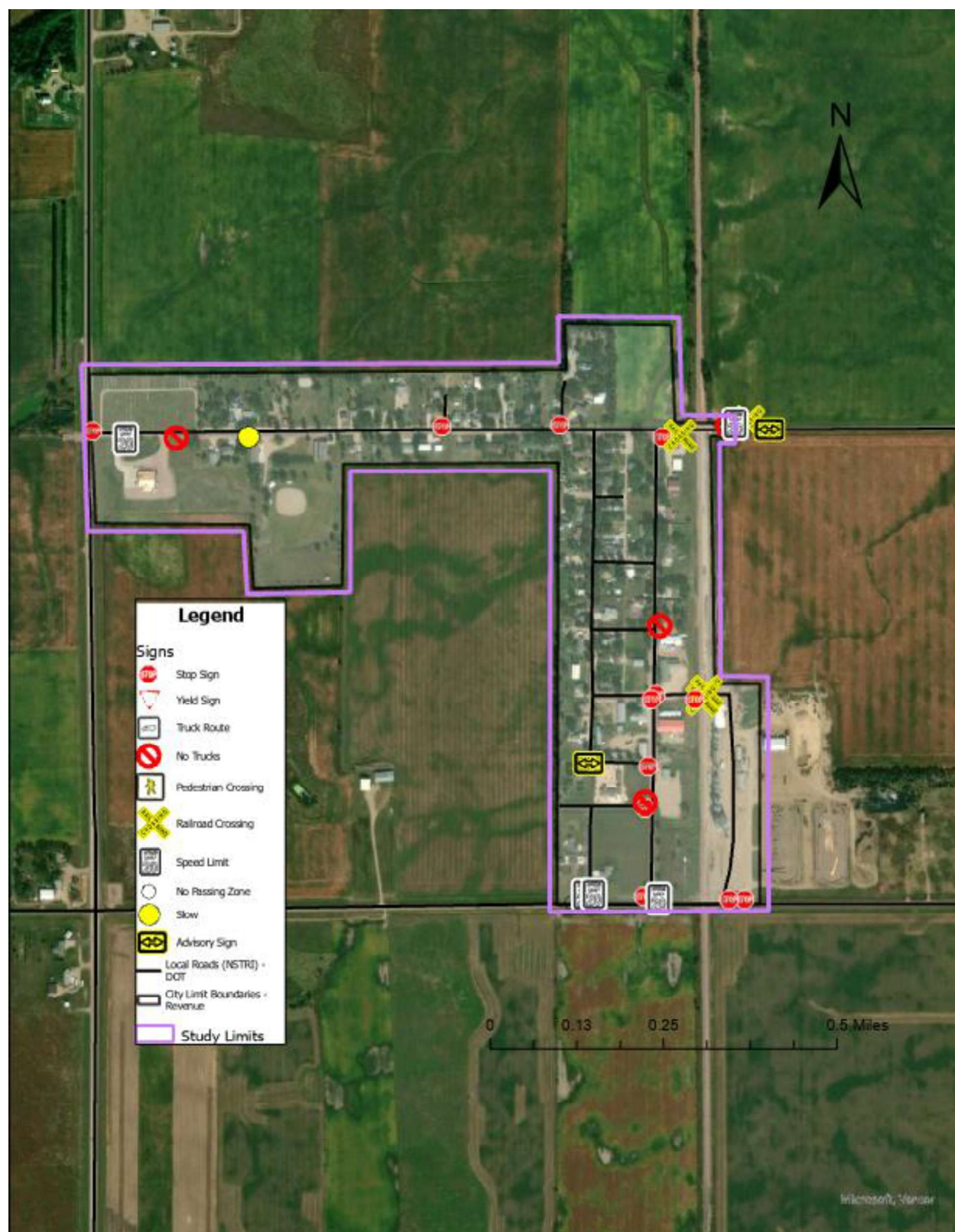


Figure 22. Signage Map

Public Participation

When creating a master transportation plan, public engagement and meeting with community stakeholders is of the utmost importance as these groups can provide valuable insight into the day-to-day conditions of the transportation system in the community. The community knows the roads best as they experience these roads day in and day out. To engage with the public and collect information about Dimock's transportation system from their point of view, the SAT held an open house and created an online survey. The open house was a public meeting that gave the members of the community an introduction to the project and a brief overview of the inventory of the current conditions of Dimock's transportation system. The public meetings were also used as a source to pinpoint issues within Dimock. Members of the community added to the data by voicing concerns and giving members of the SAT a view of driver behavior which is not able to be measured when collecting inventory. They were given the opportunity to submit a comment sheet that could be mailed in.

At the first public meeting, issues that were brought into the discussion by members of the community were categorized into 3 major topics: Roadway, pedestrian infrastructure, and ordinance/ policy. Roadway concerns, such as truck and trailer traffic on residential roads, were the forefront of discussion at the public meetings.

Survey Results

The survey was created and provided online on the Dimock Master Transportation Plan webpage which was on the SDDOT's website during the study. The survey asked a series of questions to gain a better understanding of how citizens travelled in Dimock and look for feedback and impressions of the transportation system. A total of 2 unique responses were received from Dimock area residents during the period. The study team recognizes that this is not a statistically significant sampling of the entire Dimock population, but rather it provides an additional means of gathering input from Dimock's citizens. The rest of this section summarizes survey responses. Some questions were written response only and most of the multiple-choice questions gave the option to provide comments. These comments and written answer responses are compiled in Part 2 of the appendix.

Means of Transportation

Figure 23. shows the respondents selected means of transportation. Multiple answers were allowed: Thus, the total is greater than 2.

What methods of transportation do you currently use in Dimock at any time? (select all that apply)

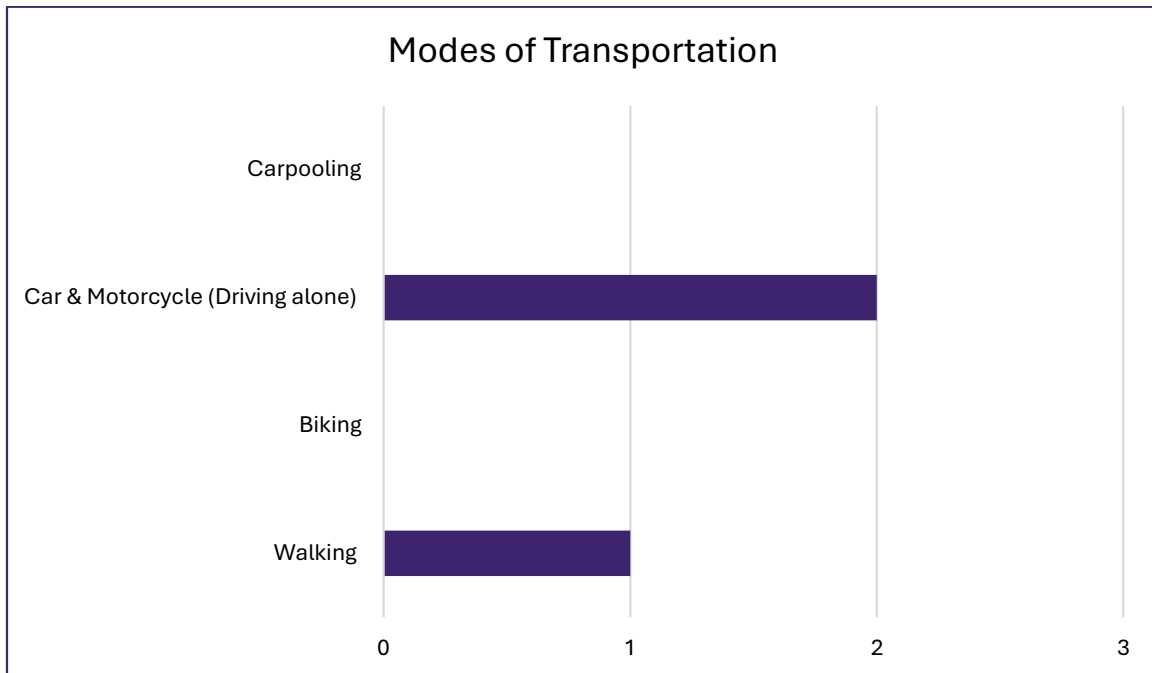


Figure 23. Modes of Transportation Survey Results

Views of Existing Issues

Figure 24 shows how respondents feel about traffic safety in Dimock at the time of this report.

How do you rate traffic safety in Dimock?

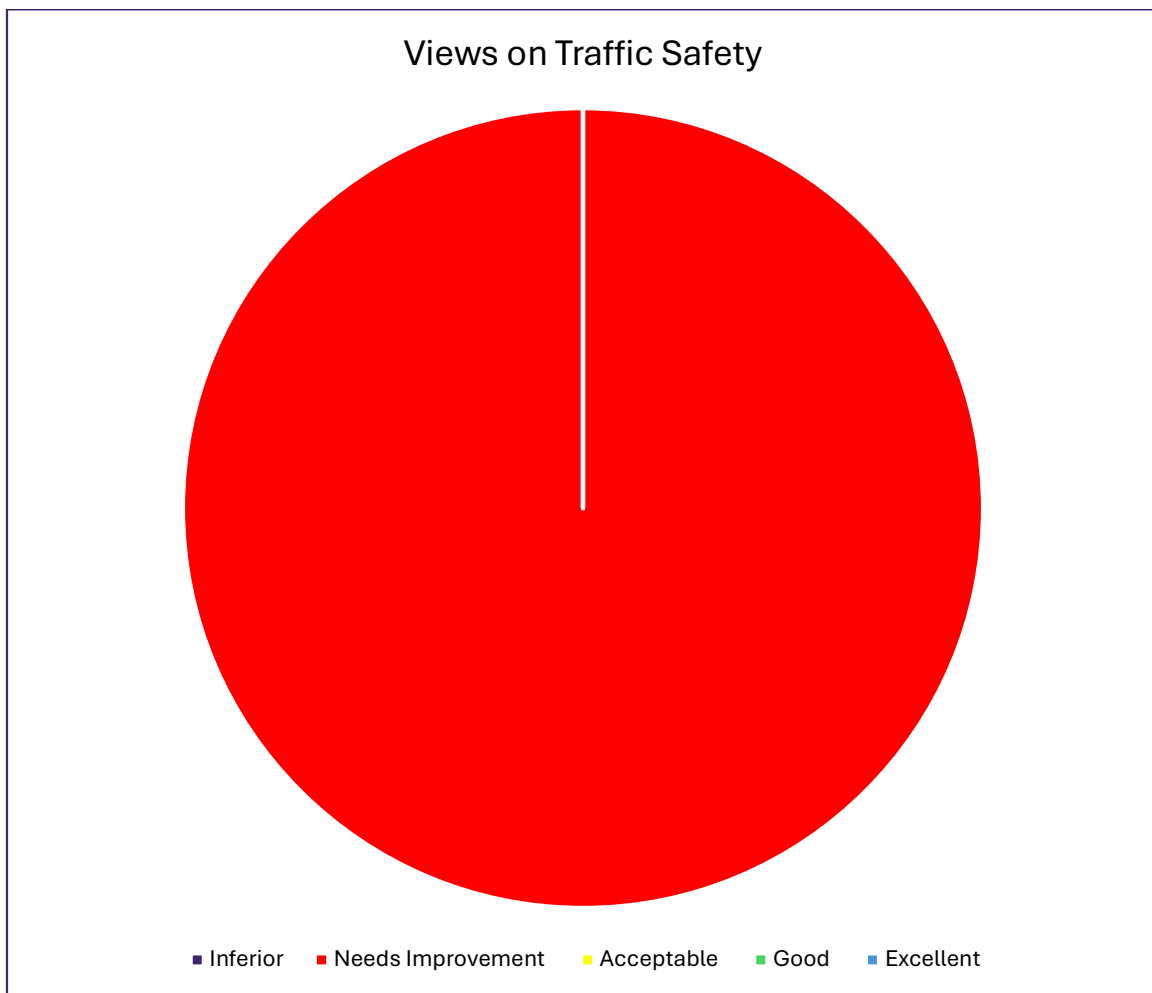


Figure 24. Views on Traffic Safety Survey Results

The results of this question reveal that majority of survey respondents feel that traffic safety in Dimock is in need of improvement.

Evaluation of Multimodal Infrastructure

Figure 25 shows how survey respondents rated the availability and quality of safe walking and bike facilities in Dimock.

How would you rate the availability and safety of walking and biking facilities (Ex. Sidewalks, Bike Paths, Pedestrian Crosswalks etc.)

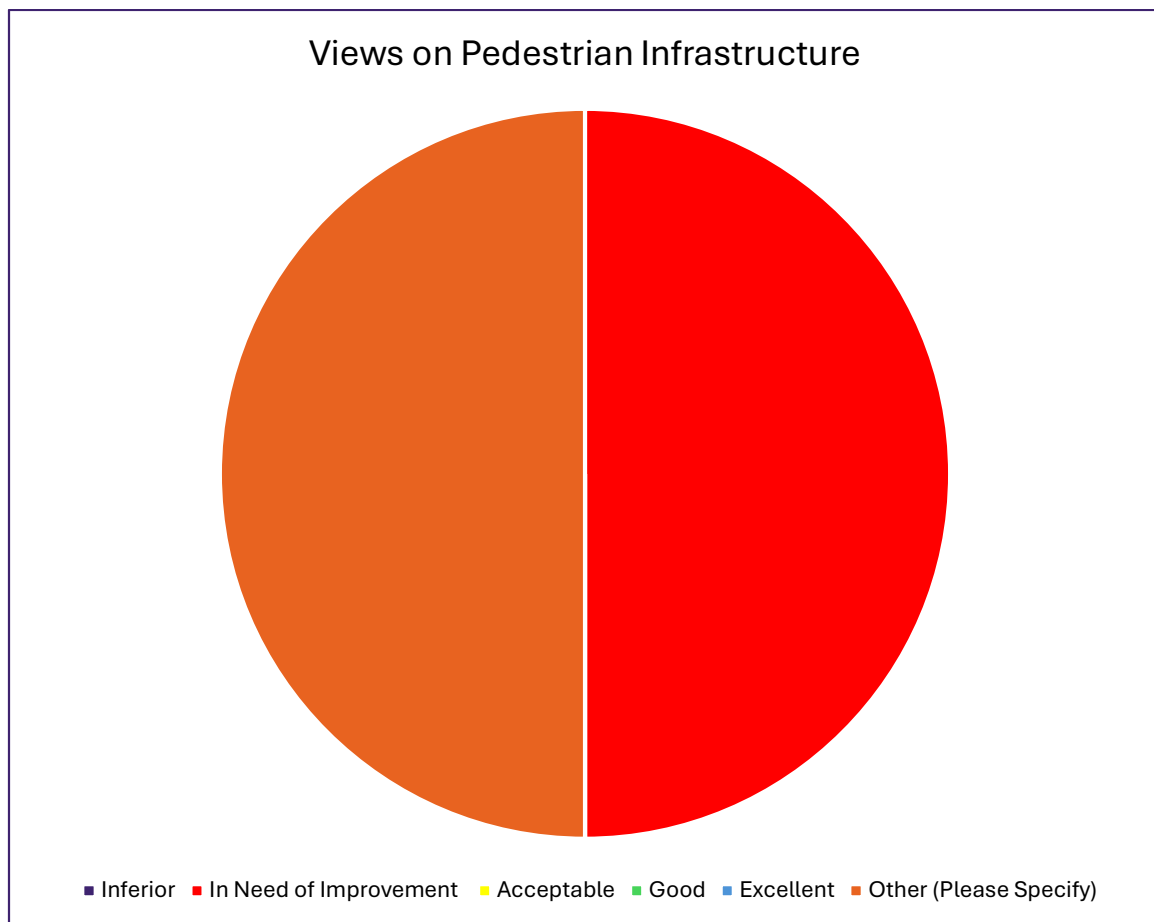


Figure 25. Views on Pedestrian Infrastructure

The respondent that indicated ‘other’ specified that he or she felt specifically unsafe while transversing the sidewalk system at night and during winter due to lack of sidewalk maintenance, lack of lighting, and icy conditions.

Most Important Transportation Priorities to Address

Figure 26 shows what survey respondents placed as a top priority to be addressed in Dimock’s transportation system.

Which of the following would you place as a top priority for Dimock’s transportation system?

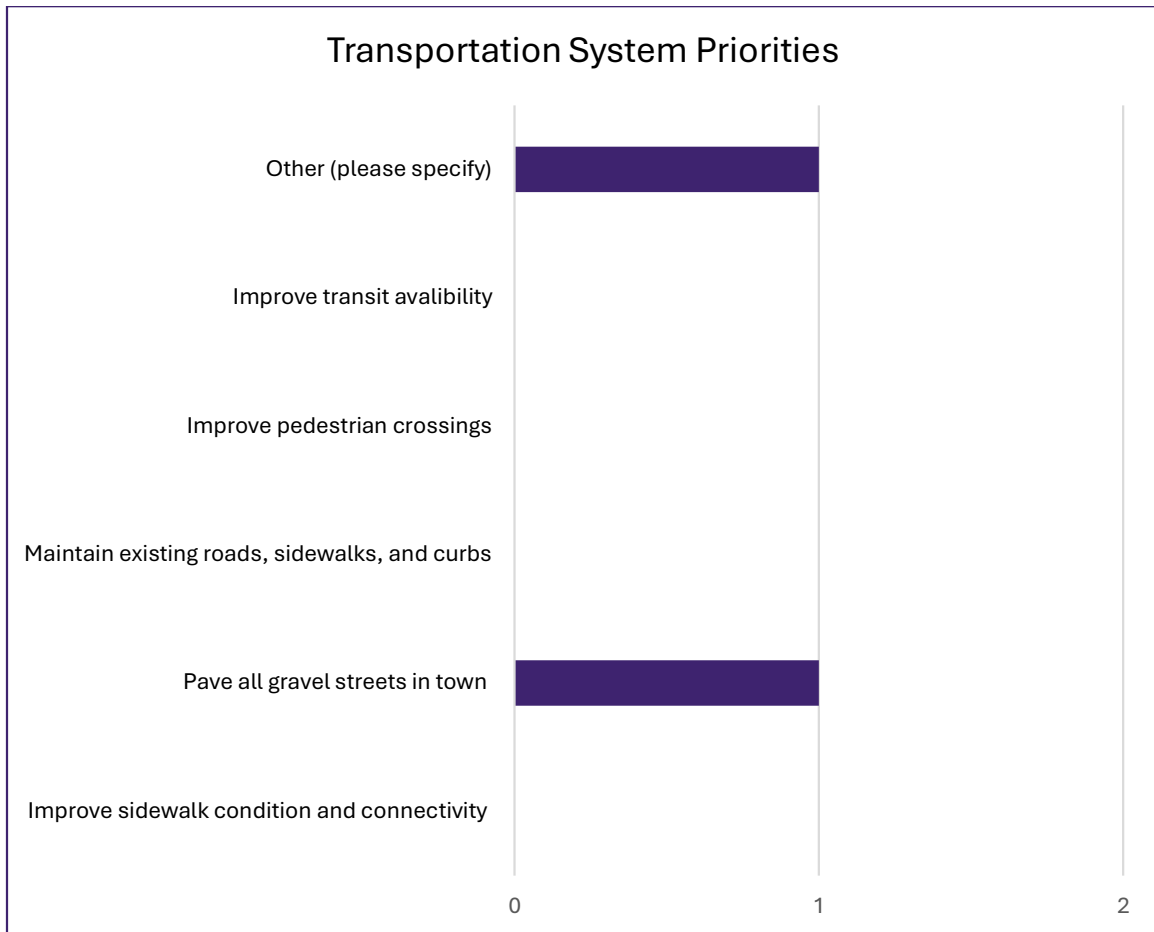


Figure 26. Transportation System Priorities Survey Results

The result of this question reveals that paving all gravel streets in town is the highest priority for survey respondents. The respondent that chose ‘other’ indicated that debris blocking the curb system cause drainage issues in Dimock.

Support of Local Funding for Projects

Figure 27 shows how respondents feel about an increase in local taxes to support transportation projects in Dimock.

Would you support a slight increase in local taxes for transportation in order to achieve the changes that matter most to you?

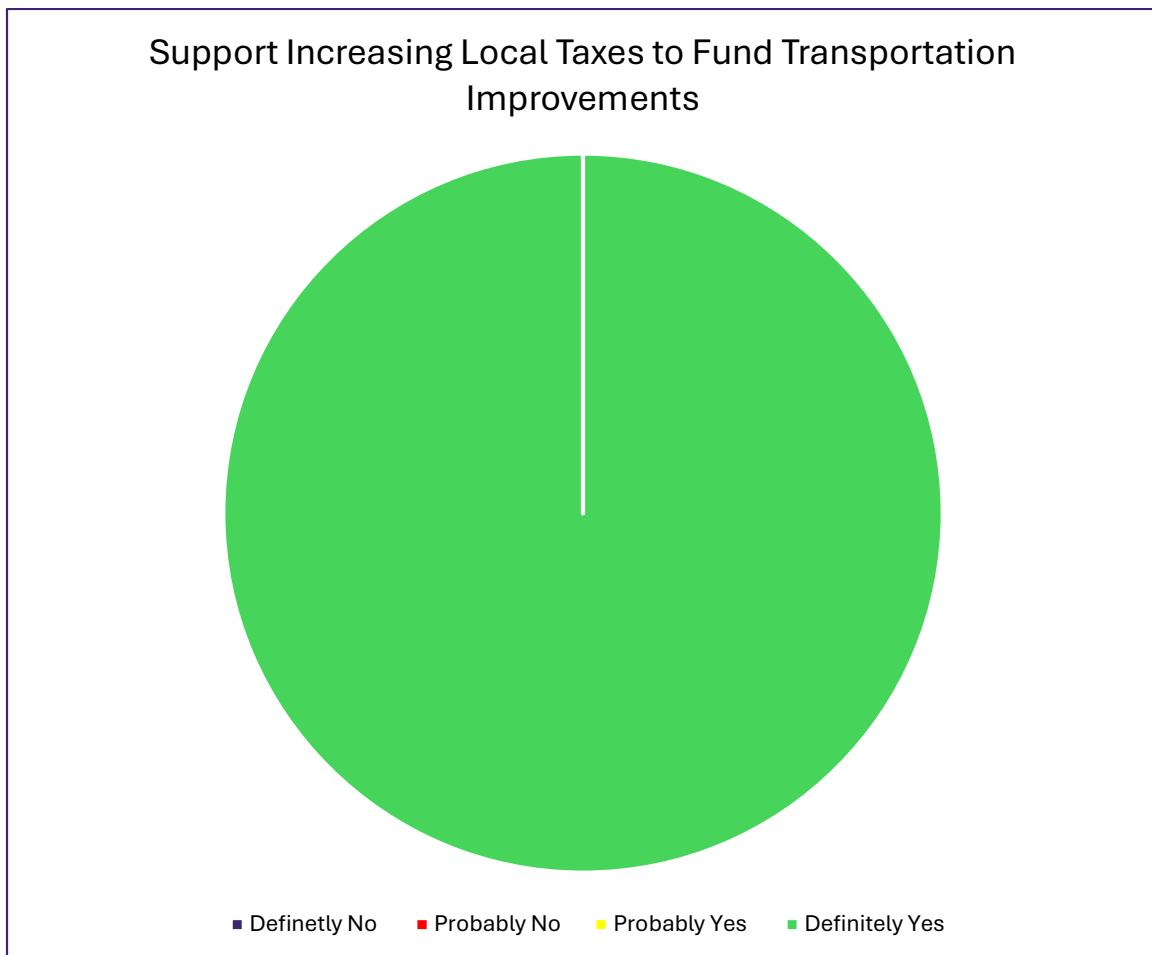


Figure 27. Support Increasing Taxes to Fund Transportation Improvements Survey Results

The results of this question show that respondents would support an increase in taxes to fund the transportation projects they wish to see implemented in Dimock.

Future Conditions

An important aspect of the following recommendations is to take future conditions into account. Dimock's transportation system is adequately maintained but needs improved connectivity to help it improve.

This report used all information collected from the inventory of current conditions, input from the public, and all of the documents provided by Dimock, including zoning maps and other city documents, when creating the final list of transportation alternatives and recommendations for Dimock. Not mentioned in this report are any projects that the city is, at the time of writing this report, currently in the early planning phases or waiting on SDDOT for installation.

Recommended System Projects

Proposed projects in this section have been organized first by major category and then by area of effect and suggested time of completion. Cost estimates and funding of these alternatives are covered in sections following the recommendations.

Transportation- Roadway

The following projects are for road safety, improvement, and maintenance. An option that is possible but is not recommended in this section is taking “No Action” This is not recommended due to the citizen desire to increase the overall safety of the Dimock transportation system, and the increasing cost of fully rehabilitating pavement rather than having multiple smaller interventions.

- Short Term (0-5 years)
 - **Project 1A:** Develop a Road Priority Plan. Members of the community have expressed that paving all gravel roads is a high priority. Having a plan for future projects will help the city budget and provide a timeline for specific projects going into the future. An example plan is included in a later section, with cost estimates for example projects.
 - **Project 1B:** Decide to either abandon or maintain alley connecting 3rd and 4th St. The alley connecting 3rd and 4th Street visibly lacks the maintenance the rest of the existing alleyways in town receive. The town should officially decide to either maintain the alley, and take the actions necessary to do so, or abandon the alley.

- Mid-Term (5-10 years)
 - **Project 1C: Pave all gravel streets in town.** The public survey indicated that paving all the gravel roads in town is a high priority for members of the community. The town should work to pave all existing gravel roads to improve the connectivity of its transportation system, and also eliminate potential issues caused by runoff from the gravel.

Transportation- Pedestrian

The following projects are for pedestrian infrastructure, safety, and maintenance. An option that is possible but is not recommended in this section is taking “No Action”. This is not recommended due to the citizen’s desire to improve sidewalk connectivity and condition, as well as pedestrian accessibility in Dimock.

- Short Term (0-5 years)
 - **Project 2A:** Develop Sidewalk Pavement Priority Plan. Members of the community have expressed a widespread interest in improving sidewalk condition and connectivity through both public meetings and the public survey. Having a plan for future projects will help the city budget and provide a timeline for future projects. An example plan with cost estimates will be included in a later section of this report.
 - **Project 2B:** Raised Crosswalk across 1st street leading to park Creating raised crosswalks that connect the North and South sides of 1st Street improves overall connectivity of pedestrian infrastructure while creating a clear location for pedestrians to cross the street to and from the park. The raised crosswalks also act as a slight speed bump and will slow traffic entering the town from SD Highway 37.
- Mid-Term (5-10 years)
 - **Project 2C:** Raised Crosswalks across 1St street leading to church. Creating raised crosswalks that connect the North and South sides of 1st Street improves overall connectivity of pedestrian infrastructure while creating a clear location for pedestrians to cross the street to go to and from the church.

The raised crosswalks also act as a slight speed bump and will slow traffic entering the town from SD Highway 37.

- Long Term (10-20 years)
 - **Project 2D:** Prioritize repairing and creating sidewalks on all city streets. The public survey indicated that improving Dimock's sidewalk condition and connectivity is a top priority for members of the community. The city should work to replace or create ADA compliant sidewalks on all city streets to improve sidewalk condition and connectivity for residents. This project should be completed over a period of short-term to long-term (0-20 years) as city budget and funding allows. This project could be eligible for SDDOT TA program.
 - **Project 2E:** Repair or create curb ramps on all new and existing sidewalks. An area for improving the connectivity of sidewalks includes ADA accessible curb ramps. The addition of ramps will improve the safety and accessibility of Pedestrian infrastructure for all residents in Dimock. This project can be completed in time with **Project 2D**.

Ordinance and Policy

Projects in this category will affect the town's ordinances and policies. These projects will be less visible to the public and will take longer to impact the quality of the transportation system and the vision of the town moving forward.

- Short Term (0-5 years)
 - **Project 3A:** Draft City ordinances pertaining to line of sight and sidewalk installation, obstruction, and maintenance. This will ensure that, if properly enforced, all intersections have a clear line of sight established for all motorists traveling in all directions, increasing the overall safety of city streets. In addition to line of sight, establishing sidewalk ordinances will allow the city and residents to provide a clean, unobstructed walkway for pedestrians. The city can use existing ordinances such as from Mitchell or Parkston as references when completing this project.
 - **Project 3B:** Adopt Road Design Standards. The town is currently in the process of writing and publishing ordinances. The city should formally accept design criteria and draft ordinances to reflect this change to make the standards clear to both citizens and prospective contractors. This update may require changes to any existing design guidelines to better reflect Dimock's needs. The design guidelines should not be accepted without first reviewing and potentially revising the standards. These design standards also contain references to sidewalk design, so this project could aid in the completion of **Project 3A.**

- Mid Term (5-10 years)
 - **Project 3C: Develop Pavement Preservation Plan**. A pavement preservation program can help improve roads while also cutting down on maintenance costs. Developing this plan will require an inventory of current road conditions as well as ensuring that roads never become too degraded before work begins on them. Currently, Dimock's road conditions are fair and basing a preservation plan to ensure that roads are on a rotating schedule would be best. This program could be based on the current age of the road surface, should the town have access to all that information for every city owned road, Otherwise the town should set up a geographic system where all roads in one section of town are done at the same time and rotate which sections are done every year.

Example Priority Plans

As referenced in the previous section, prioritizing different paving projects to ensure the greatest benefit to the community while also ensuring the city can still maintain its roads to a high standard and improving pedestrian accessible routes are a high priority to members of the public. Below are example prioritization plans for road paving and sidewalk connections. Note that while these were created with input from members of the community and the SAT, these prioritizations plans should not be considered binding recommendations, but instead a starting point for the city to develop their own final plan if they deem it necessary. It should also be noted that any priority plans the city makes should be flexible and able to change as situations may change.

Example Road Paving Priority Plan

- Short Term (0-5 years)
 - **Project 4A: 5th Street.** 5th Street is a gravel road connecting Main Street and Railroad Street. Sections of the road are paved, while others remain gravel. Much of the concern with paving streets is to prevent runoff from the gravel potentially impeding travel or drainage along the paved streets.
 - **Project 4B: 2nd Street.** 2nd Street is a gravel road that connects King Street to the alley. This project will add new road connecting the end of 2nd Street to Main Street to the East. Making 2nd Street and through road will increase connectivity of the transportation system and prevent runoff from the gravel potentially impeding travel or drainage along the paved streets.

- Mid-Term (5-10 years)
 - **Project 4C: St. Paul St.** St. Paul Street is a gravel road that branches off 1st Street. Much of the concern with paving these streets is to prevent runoff from the gravel potentially impeding travel or drainage along paved streets.
 - **Project 4D: Railroad St.** Railroad Street connects 5th street to 8th Street and carries truck traffic to the elevator. Much of the concern with paving these streets is to prevent runoff from the gravel potentially impeding travel or drainage along paved streets. Note that at the time of this report, information confirming the plated route of Railroad Street was not available. The town should confirm the route before paving the road.
- Long Term (10-20 years)
 - **Project 4E: Wesley Dr.** Wesley Drive is a gravel road branching off 1st Street. Much of the concern with paving these streets is to prevent runoff from the gravel potentially impeding travel or drainage along paved streets. This area is not as high of a priority as previously mentioned projects.

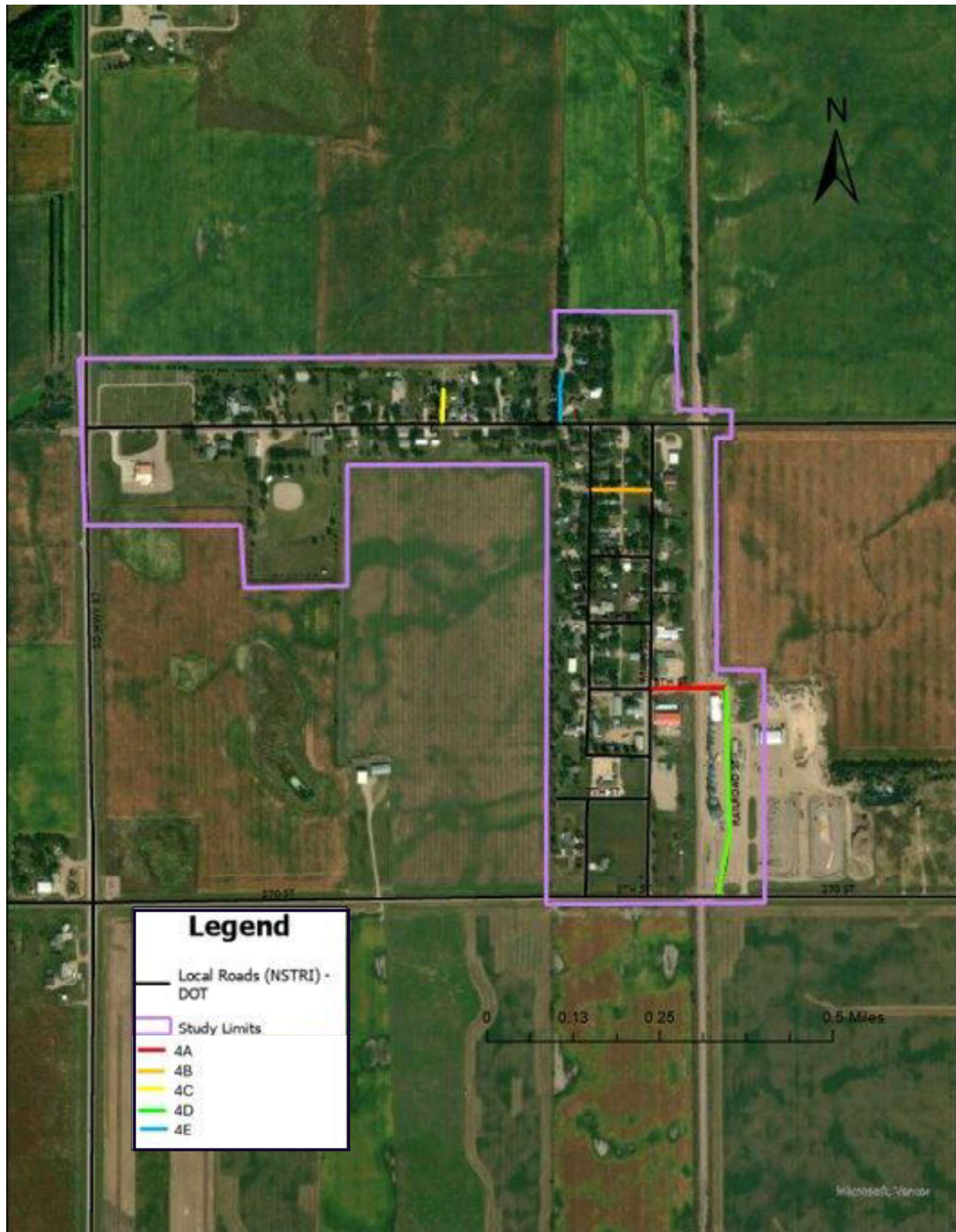


Figure 28. Example Road Pavement Priority Plan

Example Sidewalk Paving Priority Plan

- Short Term (0-5 years)
 - **Project 5A: Main St.** Main Street is a central route in Dimock. The installation of sidewalk along Main Street will bring greater access to other areas of town for pedestrians. This project holds less priority than the previously listed projects, so it can be completed later.
 - **Project 5B: King St. Pt 1.** King Street is a main residential road in Dimock. The installation of sidewalk will bring greater access to other areas of town for pedestrians. This project holds less priority than the previously listed projects, so it can be completed later.
- Mid-Term (5-10 years)
 - **Project 5C: King St. Pt 2.** The installation of sidewalk along King Street will bring greater access to other areas of town for pedestrians and improve overall sidewalk connectivity. This project holds less priority than the previously listed projects, so it can be completed later.
 - **Project 5D: 1st Street South side.** The installation of sidewalk will bring greater access to the park and ball field for pedestrians as well as improving the connectivity existing sidewalk. This project holds less priority than the previously listed projects, so it can be completed later.
- Long Term (10-20 years)
 - **Project 5E: 6th Street.** Creating sidewalk on 6th Street connects King Street and Main Street, which provides more pedestrian access to other areas of town.

- **Project 5F: 7th Street.** Creating sidewalk on 7th Street connects King Street and Main Street, which provides more pedestrian access to other areas of town.

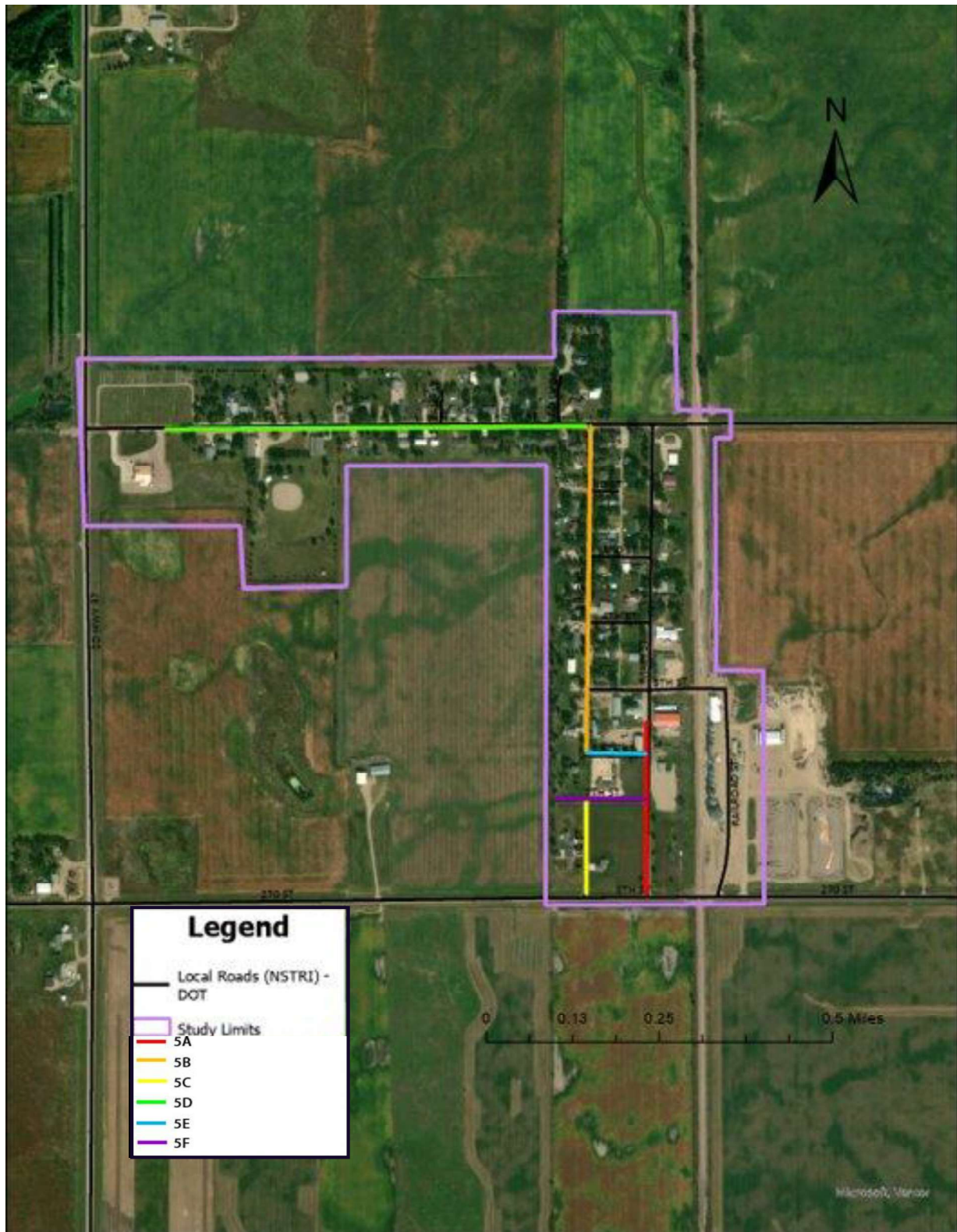


Figure 29. Example Sidewalk Pavement Priority Plan

Cost Estimates for Recommended Projects

The Tables shown below, detailed cost estimates for each project recommended in the plan. The tables show total costs and depending on the project, are not necessarily intended to be entirely completed immediately or at one time. Additionally, the costs are capital improvement costs only and may not necessarily represent a total cost estimate. Other expenses such as engineering consultation or design fees, utilities, and right of way may increase the total cost to the city. However, the city may be able to lessen expenses by using an area cost with the availability to implement the projects at lower rates than SDDOT estimates. All cost estimates are based on per mile costs from previous SDDOT projects and do not include cost of design or any right of way purchases that may be needed to complete projects.

Projects with an asterisk () indicate that there are funding programs available.*

Short Term (0-5 years)

Description	Treatment	Estimated Cost
Project 1A: Develop a Road Priority Plan.	Documentation	0\$
Project 1B: Decide to either abandon or maintain alley connecting 3rd and 4th St.	Documentation	0\$
Project 2A: Develop Sidewalk Pavement Priority Plan	Documentation	0\$
*Project 2B: Raised Crosswalk across 1st street leading to park	Create raised crosswalks across 1 st Street leading to the church.	~\$8,000

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Project 3A: Draft City ordinances pertaining to line of sight and sidewalk installation, obstruction, and maintenance.	Documentation	0\$
Project 3B: Adopt Road Design Standards.	Documentation	0\$
*Project 4A: 5 th Street.	Pave existing gravel road, 24' wide asphalt, ~580' of asphalt road	~\$48,000
Project 4B: 2 nd Street.	Pave existing gravel road, 24' wide asphalt, ~480' of asphalt road	~\$39,000
Project 5A: Main St.	Create new 6' wide sidewalk, ~1,280' of sidewalk	~\$36,000 per side of the road
Project 5B: King St. Pt 1	Create new 6' wide sidewalk, ~2,500' of sidewalk	~\$70,000 per side of the road

Mid-Term (5-10 years)

Description	Treatment	Estimated Cost
Project 1C: Pave all gravel streets in town	Pave existing gravel road, 24' wide asphalt, ~3,500' of asphalt road	~\$271,000
*Project 2C: Raised Crosswalks across 1 st street leading to church	Create raised crosswalks across 1 st Street leading to the church.	~\$8,000
Project 3C: Develop Pavement Preservation Plan.	Documentation	0\$

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Project 4C: St. Paul St	Pave existing gravel road, 24' wide asphalt, ~480' of asphalt road	~\$39,000
Project 4D: Railroad St	Pave existing gravel road, 24' wide asphalt, ~1,580' of asphalt road	~\$131,000
Project 5C: King St. Pt 2	Create new 6' wide sidewalk, ~750' of sidewalk	~\$21,000 per side of the road
*Project 5D: 1st Street South side	Create new 6' wide sidewalk, ~3230' of sidewalk	~\$90,000

Long Term (10-20 years)

Description	Treatment	Estimated Cost
*Project 2D: Prioritize repairing and creating sidewalks on all city streets	Create new 6' wide sidewalk, ~23,000' of sidewalk	~\$650,000
*Project 2E: Repair or create curb ramps on all new and existing sidewalks	Create new curb and repair damaged or blocked areas of the drainage system	Construct in tandem with sidewalk
Project 4E: Wesley Dr.	Pave existing gravel road, 24' wide asphalt, ~370 of asphalt road	~\$31,000
Project 5E: 6th Street	Create new 6' wide sidewalk, ~460' of sidewalk	~\$13,000 per side of the road
Project 5F: 7th Street	Create new 6' wide sidewalk, ~680' of sidewalk	~\$19,000 per side of the road

Funding Availability

Financial planning is a vital component of the Transportation Plan. The availability of funding, designations of funds and future financial planning will often be the elements that make or break the implementation of the projects identified in this transportation plan. Therefore, it is just as important to identify the financial needs for the future as it is to identify the transportation needs of the community. South Dakota transportation projects are generally funded with federal, state, or local funds. Funding for transportation may come from federal and state fuel tax, local general funds, wheel tax, vehicle registration fees, or property tax. SDDOT has special programs for community access, industrial park roads, and transportation alternatives or non-motorized transportation networks. Other programs from multiple agencies exist within South Dakota that have programs for electric vehicle charging stations, recreational trails, and a wide variety of helpful studies.

As the city budgets for transportation projects, it is important to know the priorities of the community. Although these priorities should be evaluated from time to time, the long-term goals of the community will develop the long-range plan needed to budget for large projects in the distant future as well as small, annual transportation projects that either maintain the existing system or accomplish a large-scale project built in a series of phases.

Potential local funding sources for city transportation network projects may include:

- Sales tax funds
- Property tax funds
- Assessment of adjacent property owners
- Funds raised through local fundraising efforts, including private or corporate donations

In addition, the city may apply for a variety of grants or special program funding administered by the State of South Dakota or the Federal Government (primarily through the USDOT). It should be noted that many of these programs are reimbursement programs, so the

- Foundational Bicycle and Pedestrian Grants for bike and pedestrian transportation related projects. Many are available and fund projects at various levels. Some examples include.
 - American Hiking Society <https://americanhiking.org/>
 - The Conservation Alliance <https://conservationalliance.com/>
 - The Walmart Foundation <https://www.walmart.org/how-we-give/grant-eligibility>
 - Community Change <https://americawalks.org/programs/community-change-grants/>
- Transportation Economic Development Grant funds, for cities less than 5000 in population, for the construction or reconstruction of major streets, such as roads to the school or elevator (SDDOT)

Information on each individual grant is available at <https://dot.sd.gov/doing-business/localgovernments/transportaion-economic-development-grants/>.
- Transportation Alternatives Program funds for non-motorized transportation projects including safe routes to school, safe routes for non-drivers, shared use paths and others. (SDDOT. Further information available at <http://dot.sd.gov/programs-services/programs/transportation-alternatives/>

- USDOT Grant Programs. The USDOT has numerous grant opportunities for a variety of transportation projects ranging from planning to construction and for a variety of modes. A list of all USDOT grants is at <http://www.transportation.gov/grants/dashboard>. Note: *Most USDOT grants are reimbursement programs.*
- Walking Audit Grants, Active Transportation, and other healthy lifestyle related grants for the development of transportation networks supporting walking, biking and other active transportation facilities. (SDDOH)