Public Information Meeting

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US18 & SD44 (2\textsuperscript{nd} Street) - Through Winner

US18 - From west of the bridge over Dog Ear Ck to 7\textsuperscript{th} St
SD44 – From the intersection with US18 to west of Sale Barn Rd/317\textsuperscript{th} Ave

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SDDOT Transportation Planning Engineer

March 31, 2015
Purpose of this Meeting

- Involve the public in the planning and design process
- Inform the community of the planned improvements
- Gather input and comments
- Provide a project overview
  - Background Information
  - Proposed Project
  - Project Schedule
Project Limits

Phase #1 (2020) : US18 – From W of Monroe St to 7th St
Project Limits

Phase #2 (2021) : US18 – From W of the bridge over Dog Ear Ck to W of Monroe St
Project Limits

Phase #2 (2021) : SD44 – From the US18-SD44 Intersection to west of Sale Barn Rd/317th Ave
Background Information


- US18 Traffic
  - 2014 Average Daily Traffic (ADT) = 3,592 – 7,674
  - 2034 Projected ADT = 3,987 – 8,519
  - 12.4% Average Truck Traffic
  - Last resurfaced in 2007 (microsurfacing)

- SD44 Traffic
  - 2014 Average Daily Traffic (ADT) = 2,910
  - 2034 Projected ADT = 3,230
  - 2.3% Average Truck Traffic
  - Last resurfaced in 2010 (microsurfacing)
19 Crashes from 2012-2014

- 2 pedestrian/vehicle collisions
- 2 animal/vehicle collisions
- 5 rear-end crashes
- 5 failure to yield crashes
- 5 other miscellaneous crashes
- No significant crash patterns or safety issues were identified
Proposed Typical Section

US18 - From the west end of the project to Iowa St

- Retain 4 Lane Section
  - Shoulder Width – Decrease from 10’ to 4’
  - Boulevard Sidewalk - Install on south side of US18 only

- Concrete Pavement

- Note: Changes to existing typical section shown in red
Proposed Typical Section
US18 - From Iowa St to S County Rd

- Retain 4 Lane Section
  - Boulevard Sidewalk – Install on both sides of US18
  - Left turn lane for EB to NB vehicles to be retained at County Road

- Concrete Pavement
Proposed Typical Section
US18 – S County Rd east to Washington St

- 5 Lane Section
  - Boulevard Sidewalk – Install on both sides of US18

- Concrete Pavement
Proposed Typical Section

US18 – From Washington St east through 5th Street

- 5 Lane Section
  - Addition of an 11’ Two Way Left Turn Lane (TWLTL)
  - Left turn lane for NB to WB vehicles to be installed at 5th St

- Concrete Pavement
Proposed Typical Section
US18 – From 5th Street to 7th Street

- 4 Lane Section
  - Boulevard Sidewalk – South side of US18 only
- Concrete Pavement

[Diagram of proposed typical section with 4 lanes, sidewalk, and Boulevard Sidewalk on the south side of US18]
Proposed Typical Section
SD44 – From US18 to the east end of the project

- 3 Lane Section
  - Rural section with varying shoulder widths
- Concrete Pavement (Asphalt Shoulders)
- Retain bike path along the north side

![Typical Section Diagram]
Project Improvement Needs

- Pavement Condition
- Drainage Issues
- Pedestrian/ADA Facilities
- Intersection Alterations
  - US18 – SD44
  - Monroe St
  - Main St
  - 5<sup>th</sup> St – Shopko Entrance
Proposed US18-SD44 Intersection

- Conventional T-Intersection
Proposed Monroe & Main St Intersections

• Remove Traffic Signal at Monroe St
• Install Traffic Signal at Main St
  – Side Street Actuation
  – Emergency Vehicle Access
  – ADA/Pedestrian Accommodations
Proposed 5\textsuperscript{th} St – Shopko Entrance

• The east approach at 5\textsuperscript{th} St (also functions as the Shopko entrance) is to be shifted to the north approximately 60’ to align with the west approach at 5\textsuperscript{th} St.
Additional Proposed Improvements

- Storm Sewer
- Roadway Lighting
- Signing
- Access Management
Access Management

- **Purpose** – To provide safe and efficient access to streets and highways
- Limit the number of direct accesses to major roadways
- Additional information is available in the handout
Right of Way (ROW)

- Existing ROW width varies from 100’ to 200’
- Temporary easements are anticipated
- Minimal, if any permanent ROW is anticipated due to the existing width
Right of Way (ROW)

- Encroachment – Private property located within the public ROW
  - Federal highway regulations
  - Safety
- Encroachment Examples
  - Signs, landscaping, parking lots, etc.
- Property owners with encroachments will be contacted by the Winner Area Office by mail
Sign
Landscaping
Building
Utilities

- Adjusted or relocated as necessary
- Utility companies may negotiate easements with landowners as needed

Utility Companies

- Golden West Communications
- Midcontinent Communications
- Winner Municipal Electric
- City of Winner (Water & Sanitary Sewer)
Environmental, Social & Economic Concerns

- **Section 4(f) Property**
  - Project action will include all possible planning to avoid and minimize harm to publicly owned parks, recreational areas, wildlife & waterfowl refuges, or public & private historical sites.

- **Section 106**
  - Section 106 of the National Historic Preservation Act requires Federal actions to take into account the effects of project undertakings on historic properties.

- **Contaminated Materials**
  - Project undertaking will take into account contaminated soils with relation to existing aboveground and underground storage tanks within or adjacent to project’s area of potential effect.

- **Endangered Species**

- **Wetlands**
  - Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. If you are interested in creating or restoring wetlands on your property, please complete the Wetland Mitigation Registry Form in the handouts.
Traffic Control

- Traffic will be carried through most of the project during construction
- Construct ½ of the roadway at a time with traffic maintained on the opposite side
- Possibly close US18 from 3rd St to 7th St during grading operations. Detours may be needed on other routes. Still to be determined.
- Businesses will have access maintained throughout the construction process
- Temporary crossovers at entrances
Tentative Project Schedule
(Pending Federal Funding)

- Preliminary Design (Fall/Winter 2016)
- Landowner Meetings (Spring 2017)
- Final Design (Summer 2017/Summer 2018)
- ROW Process (Fall/Winter 2018)
- Bid Letting (Winter 2019/Spring 2020)
- Tentative Construction Begins (Spring 2020)
- Tentative Construction Ends (Fall 2021)
- Estimated Cost = $12.56 Million
Questions or Comments?

Please send comment forms or letters by April 10, 2015 to:

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Public Meeting Information
http://sddot.com/dot/publicmeetings/default.aspx