

Public Information Meeting

NH 0212(165)224 PCN 039L

US212 (Garfield Ave) - Through Gettysburg

From West of the SDDOT Maintenance Shop to just East of the intersection of US212 & Nebraska St (~ 1.7 Miles)

Sonia Downs

SDDOT Transportation Planning Engineer

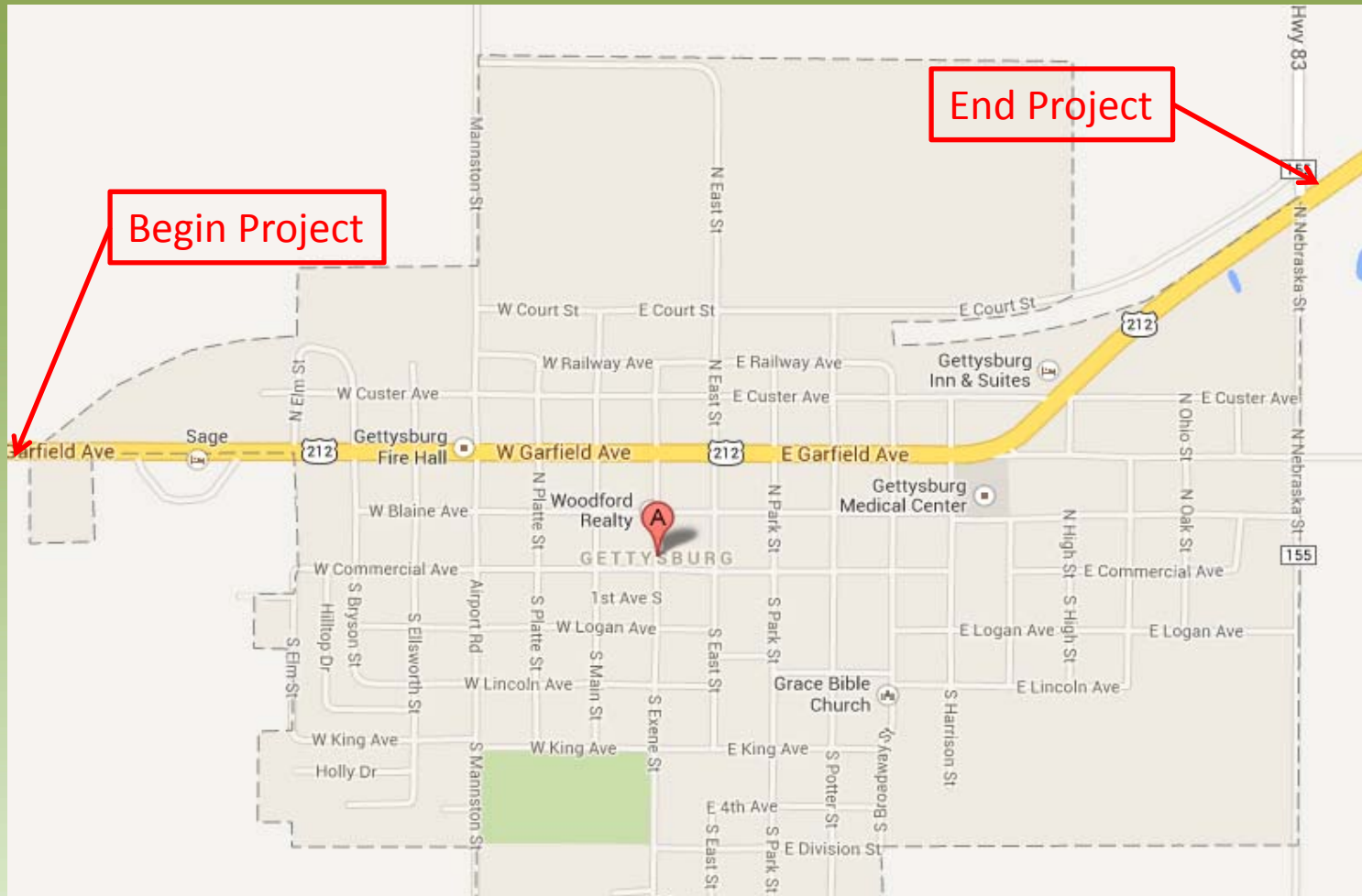
October 10, 2013

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

US212 - From West of the SDDOT Maintenance Shop to just East of the intersection of US212 & Nebraska St (~1.7 Miles)



Background Information

➤ Originally Constructed in 1971

- Last resurfaced in 2002

➤ Traffic

- 2012 Average Daily Traffic (ADT) = 2,056
- 2032 Projected ADT = 2,122
- 15.7% Average Truck Traffic

➤ 12 Crashes from 2010-2012

- 1 rear end crash
- 10 deer/vehicle collisions
- 1 left turning vehicle failed to yield to mainline traffic at a driveway access

Existing Typical Section

- 4 Lane Section
 - 4-12' Lanes w/curb and gutter
 - No right or left turn lanes
 - ROW – 150'
 - Sidewalk - Ellsworth St to Broadway St
- Asphalt Concrete Pavement



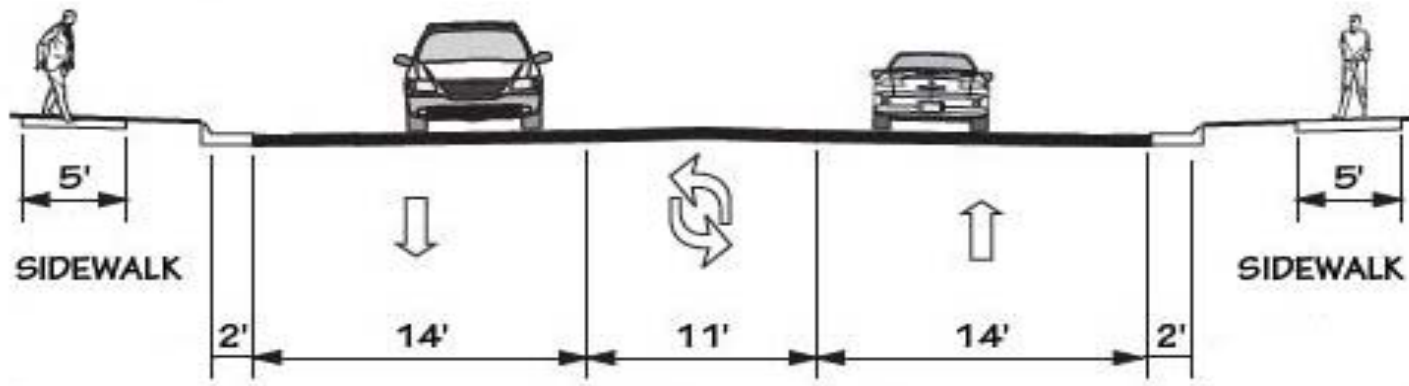
Project Improvement Needs

- Pavement Condition
- Subgrade/Drainage Issues
- Pedestrian/ADA Facilities
- Intersection Improvement
 - US212 & E Garfield Ave



Proposed Typical Section

- 3 Lane Section
 - 2-14' Outside Lane
 - 1 – 11' Two Way Left Turn Lane (TWLTL)
 - Curb & Gutter
- PCC Pavement
- Boulevard Sidewalk



Proposed Typical Section

➤ 3 Lane Typical Section

- Traffic analysis - Greatest benefit/cost ratio when compared to 2, 4, & 5 lane typical sections
- Capable of safely and efficiently handling up to 20,000+ vehicles/day
- Provides safe storage for left turning vehicles
- Reduces the number of conflict points for left turning vehicles and vehicles entering the roadway
- Reduces the speed differential between vehicles
- Traffic calming effect
- Reduces crossing width for pedestrians

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 = 150 Ft
- Permanent and temporary easements are anticipated.
- Minimal, if any permanent ROW is anticipated due to the existing 150 Ft width.

Right of Way (ROW)

- Encroachment – Private property located within the public ROW
 - Federal highway regulations
 - Safety
- Encroachment Examples
 - Signs, landscaping, parking lots
- Property owners with encroachments will be contacted

Utilities

- Adjusted or relocated as necessary
- Utility companies may negotiate easements with landowners
- Utility Companies
 - Montana Dakota Utilities
 - Cam-Wal Electric
 - Venture Communications
 - South Dakota Intrastate Pipeline
 - City of Gettysburg (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 the project during construction
- Accesses will be maintained, where possible during construction
- Construct $\frac{1}{2}$ of the roadway at a time with traffic maintained on the opposite side
- Temporary crossovers at entrances

Tentative Project Schedule

(Pending Federal Funding)

- Preliminary Design (Fall/Winter 2014)
- Landowner Meetings (Spring 2015)
- Final Design (Summer 2015/Summer 2016)
- ROW Process (Fall/Winter 2016)
- Bid Letting (Winter 2017/Spring 2018)
- Tentative Construction Begins (Spring 2018)
- Estimated Cost = \$7.33 Million

Questions or Comments?

Please send comment forms or letters by
October 24, 2013 to:

Sonia Downs

SDDOT

700 E Broadway Ave

Pierre, SD 57501

Sonia.Downs@state.sd.us

Public Meeting Information

<http://sddot.com/dot/publicmeetings/default.aspx>