

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)

Brace Prouty

SDDOT Engineering Supervisor – Project Development

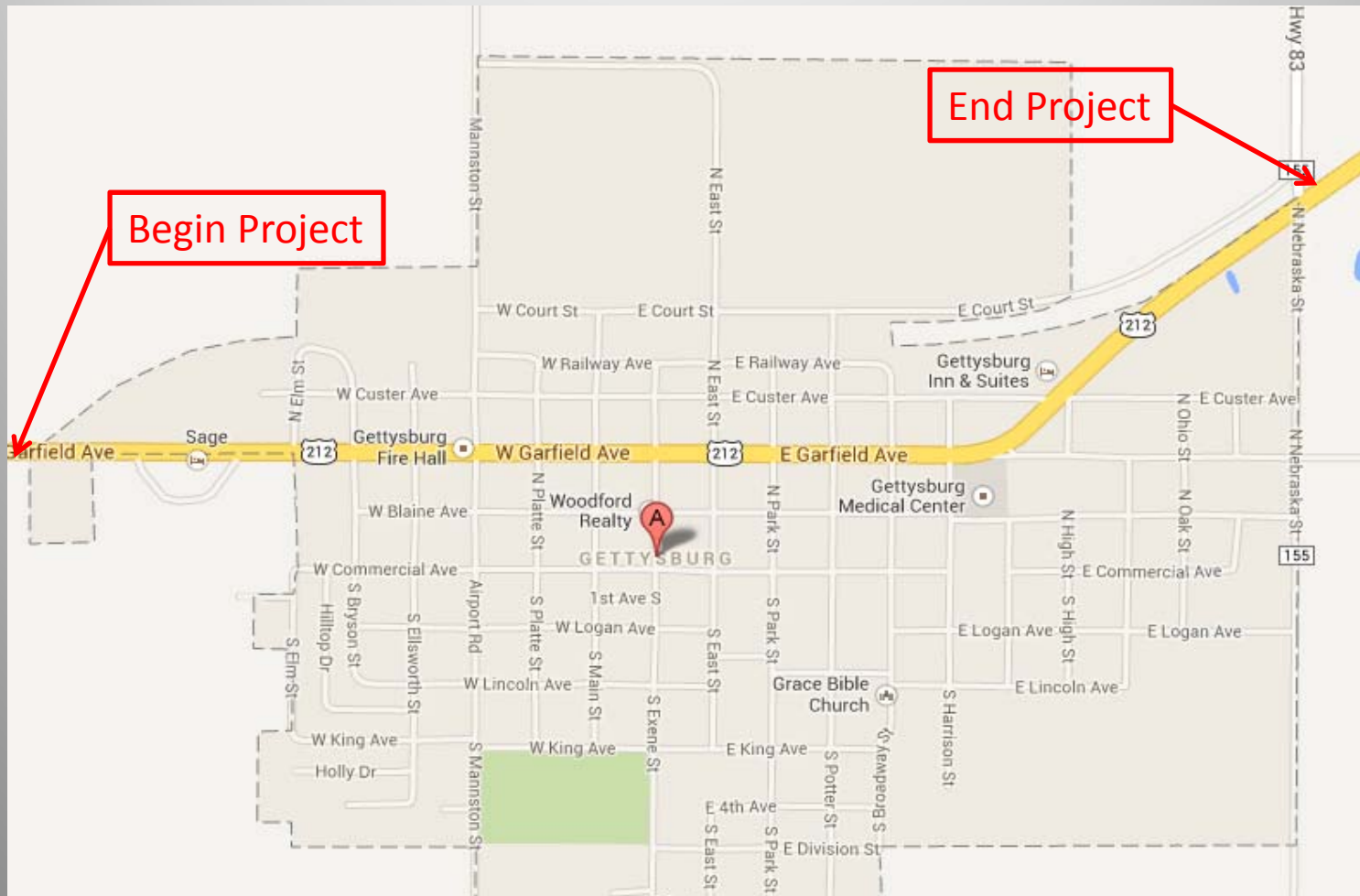
May 1, 2014

Purpose of this Meeting

- Review the information presented at the October 2013 Public Meeting
- Discuss comments/questions received from the previous Public Meeting
- Gather additional comments and concerns

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 Future 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

Project Improvement Needs

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



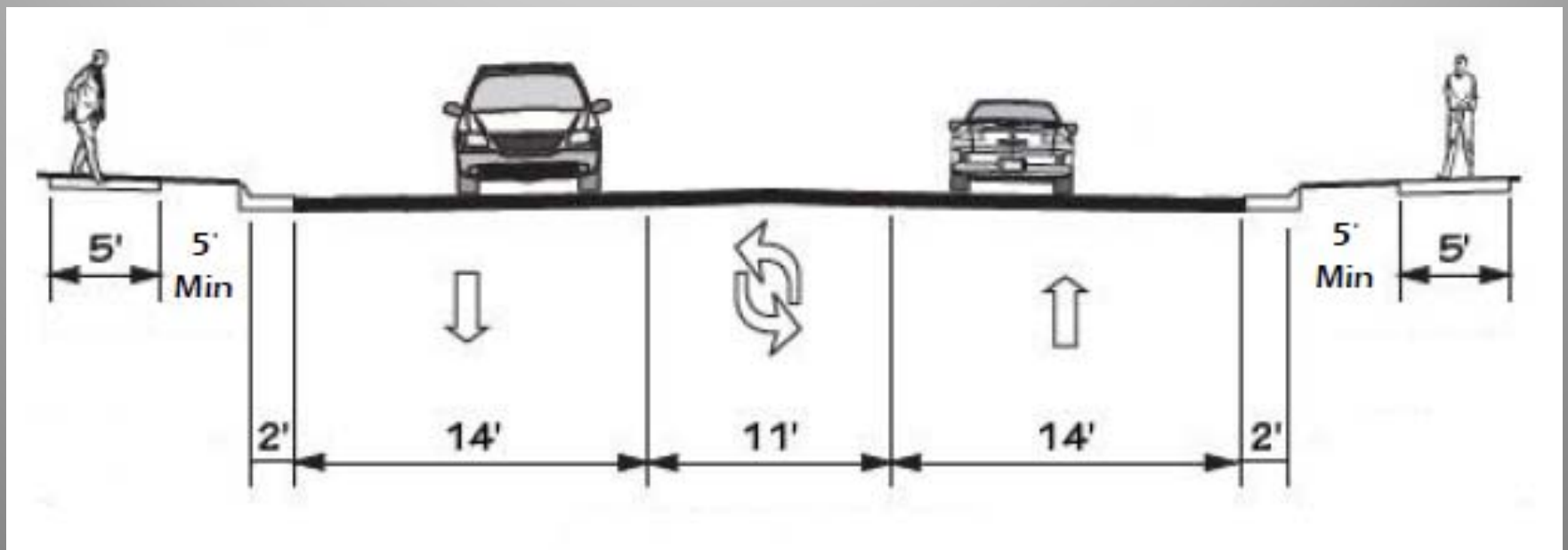
Existing Typical Section

- 4 Lane Section (48' Wide)
 - 4-12' Lanes w/curb and gutter
 - No right or left turn lanes
 - ROW – 150'
 - Sidewalk - Ellsworth St to Broadway St
 - Asphalt Surfacing

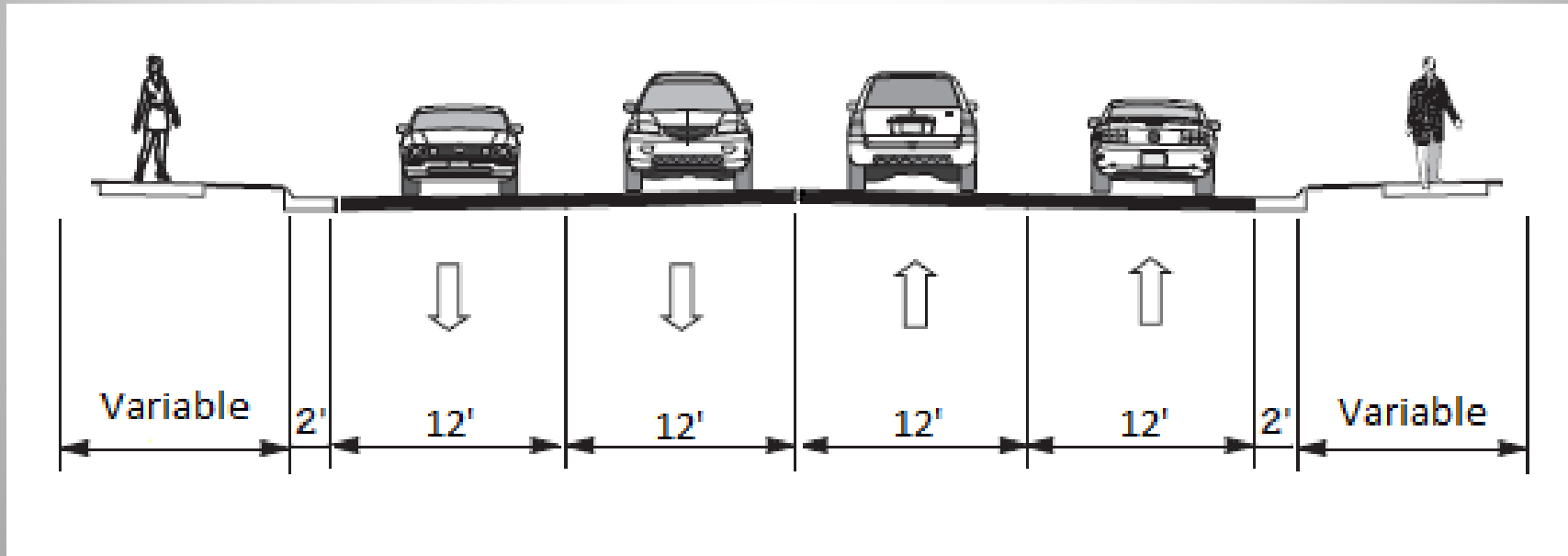


Proposed Typical Section

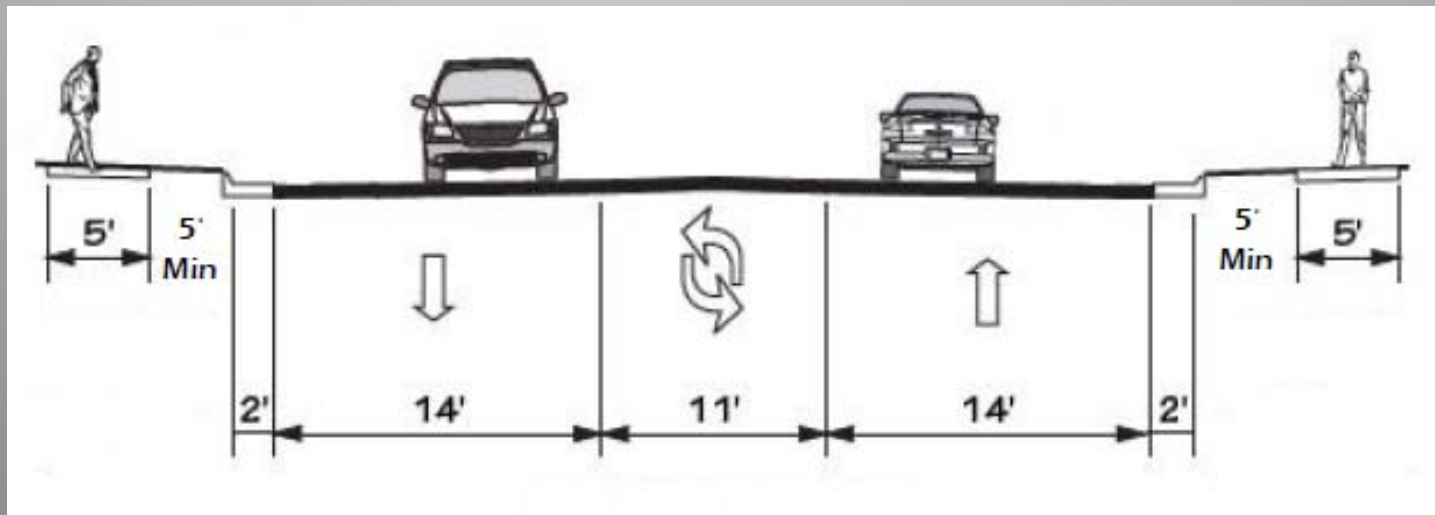
- 3 Lane Section (39' Wide)
 - 2-14' Outside Lane
 - 1 – 11' Two Way Left Turn Lane (TWLTL)
 - Curb & Gutter
 - Concrete Surfacing



Existing Typical Section



Proposed Typical Section



Advantages of a 3 Lane Typical Section

- Traffic analysis - Greatest benefit/cost ratio
 - Additional initial cost of \$730,000 for a 4 lane facility
- 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

Other Communities with a 3 Lane Typical Section

Community	Current Average Daily Traffic (ADT)	Future Average Daily Traffic (ADT)	% Trucks
Eagle Butte	2017	2485	11.1
Gettysburg	2056	2122	15.7
Ipswich	2505	3101	25.2
Huron	2603	3142	12.3
Miller	3953	4166	15.9
Fort Pierre	4418	7754	12.9
Milbank	5046	5934	7.1
Sturgis	8729	12779	6.8

Additional Proposed Improvements

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

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 = \$7.930 Million

Questions/Comments Received

- Why are crashes and safety being used as justification when 10 of 12 crashes were animal/vehicle collisions?
- Are seasonal traffic counts being considered?
 - (Monthly factors were used to adjust the Annual Average Daily Traffic (AADT) for seasonal variations.)

Questions/Comments Received

- Delay behind slow moving vehicles
 - (Speed limit = 35 MPH, Difference in speed: 25 MPH = 1.17 minutes , 20 MPH =2.19 minutes, 15 mph = 3.89 minutes from one end of town to the other)
- Who is paying for the project?
 - Federally funded / State match
 - Additional initial construction of \$730,000 for a 4 lane facility

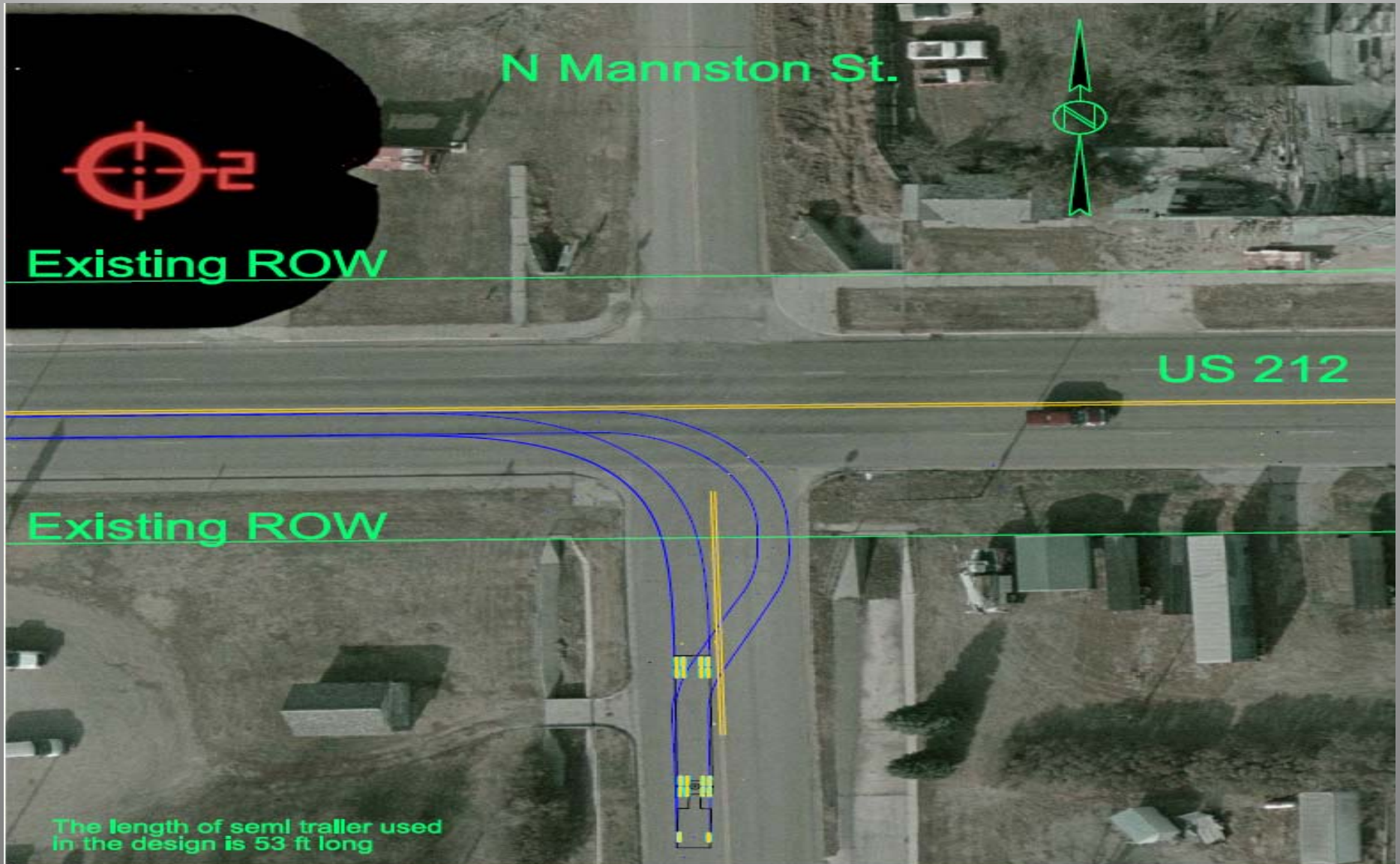
Questions/Comments Received

- Does sidewalk have to be installed?
 - Provide a facility for all modes of transportation, not just vehicles
- How are people going to cross safely in the N/S direction?
 - Crossing width is narrowed
 - Traffic calming effect
 - No hidden vehicles

Questions/Comments Received

- Are driveway/accesses going to be cut-off or removed?
 - Access management standards
- How will big trucks negotiate turns with less width?
 - Improved truck turning radii at specific locations
 - Possibility of improving the truck route

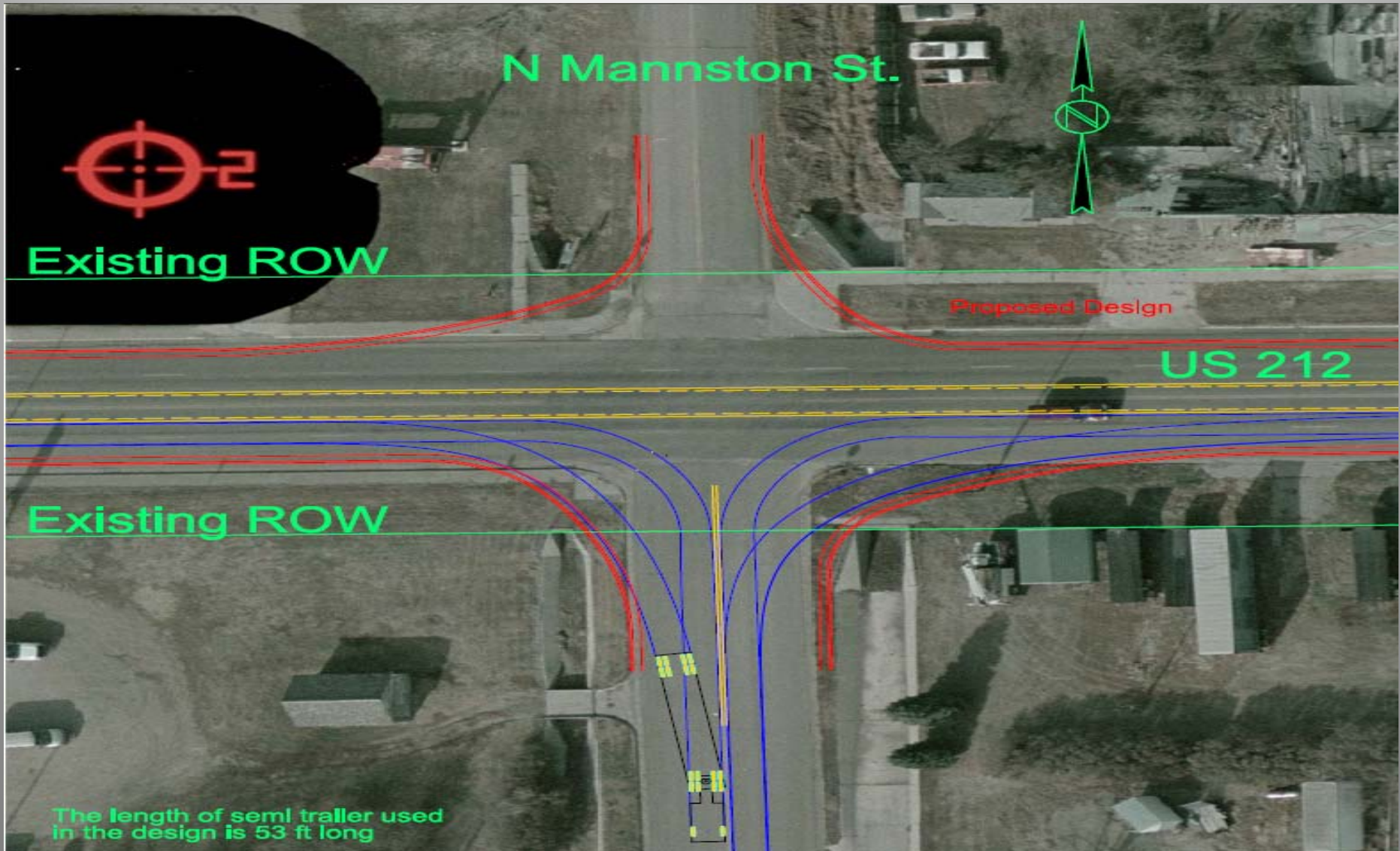
Existing Truck Turning Movement



Existing Truck Turning Movement



Proposed Truck Turning Movement



Questions or Comments?

Please send comment forms or letters by
May 15, 2014 to:

Sonia Downs

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Public Meeting Information

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