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

<table>
<thead>
<tr>
<th>Community</th>
<th>Current Average Daily Traffic (ADT)</th>
<th>Future Average Daily Traffic (ADT)</th>
<th>% Trucks</th>
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<tbody>
<tr>
<td>Eagle Butte</td>
<td>2017</td>
<td>2485</td>
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<tr>
<td>Gettysburg</td>
<td>2056</td>
<td>2122</td>
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<td>Sturgis</td>
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<td>12779</td>
<td>6.8</td>
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</table>
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 ½ 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

N Mannston St.

US 212

Existing ROW

The length of semi trailer used in the design is 53 ft long
Existing Truck Turning Movement

N Mannston St.

Existing ROW

US 212

The length of semi trailer used in the design is 53 ft long
Proposed Truck Turning Movement

The length of semi trailer used in the design is 53 ft long.
Questions or Comments?

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

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