Hot Springs Public Meeting
Reconstruction of US 18 & US 385

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South Dakota Department of Transportation
Project Locations
Why are we here?

- Involve the public
- Discuss needs
- Exchange ideas or needs
Why do we need these projects?

- Pavement condition
- Capacity of the highway
- Safety
Existing Conditions

- Roadway section
- Sidewalk
- ROW width
- Roadway Lighting
- Traffic Signal
- Intersecting roads

- Current number of cars per day = 3,300 to 6,700
- Future number of cars per day = 3,900 to 7,900
Discussion Items:

- Scope of work
- Construction Timing
- Access: before, during, and after
- Crash History
- Parking/Roadway sections
- Pedestrian facilities
- Highway Route
- Intersecting Roadways
Scope of Work

Complete Urban Reconstruction

- Replace asphalt pavement with concrete
- Curb & gutter
- Update storm sewer
- Update lighting and traffic signal
- Improve pedestrian facilities
- Accommodate parking...
## Construction Timing

Currently Scheduled for 2017 and 2018

South project first, then north project

Timeline is being reviewed

(Pending any unforeseen issues)
Access

Access to homes and businesses will be maintained in some fashion
Crashes
Crash Data

Data for 2010-2012

- No Fatal Crashes
- 12 Injury Crashes
- 43 Property Damage Crashes

- Crash rate ranges from 5.55 to 6.53
- Crash rate, statewide average = 2.41
  (similar type highway in SD)
## Types of Crashes

<table>
<thead>
<tr>
<th>Crash Type</th>
<th>US 385</th>
<th>US18 (parking)</th>
<th>US 18 (non-parking)</th>
<th>% of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hit Parked Car</td>
<td>7</td>
<td>1</td>
<td></td>
<td>15%</td>
</tr>
<tr>
<td>Parking Maneuver</td>
<td>6</td>
<td>4</td>
<td></td>
<td>19%</td>
</tr>
<tr>
<td>Approach Related</td>
<td>4</td>
<td>1</td>
<td>3</td>
<td>15%</td>
</tr>
<tr>
<td>Rear End</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>9%</td>
</tr>
<tr>
<td>Pedestrian/Crosswalk</td>
<td>2</td>
<td>3</td>
<td></td>
<td>9%</td>
</tr>
<tr>
<td>U Turn</td>
<td>1</td>
<td></td>
<td></td>
<td>2%</td>
</tr>
<tr>
<td>Tight corner</td>
<td></td>
<td>2</td>
<td></td>
<td>4%</td>
</tr>
<tr>
<td>Turning left on 4 Lane</td>
<td></td>
<td></td>
<td>1</td>
<td>2%</td>
</tr>
</tbody>
</table>
Parking
Different Types of Parking

Parallel Parking

Diagonal Parking
Different Types of Parking

Reverse Diagonal Parking

Advantages & Disadvantages
Which type of parking is better?

Diagonal vs. Parallel
• Both affect traffic flow
• Can see approaching traffic
• Crash reduction

Diagonal vs. Reverse Diagonal
• Same parking movement, but performed in opposite order
• Driver has to back into a parking spot
• View of approaching traffic
• Reduces crashes
Parking Reviewed

Parking utilization was reviewed using a variety of methods and times
Typical Sections and Parking

Sections will vary throughout each project

3 lane section with through lanes & a center left turn lane and no parking allowed
Typical Sections and Parking

2 lane section with turn lanes and parallel parking
Typical Sections and Parking

2 lane section with reverse diagonal parking and width available for commuting bicycles.
Highway Realignment Considered
Intersecting Roadways
Intersecting Roadways
Right of Way (ROW)

- Will use existing ROW where feasible
- ROW needs will be discussed in more detail at individual Landowner Meetings
- DOT will meet with affected landowners 2 or more times regarding the project
- Appraisals
- Negotiations
Utilities

Utilities will be coordinated with construction
City Work to be Coordinated

City contract let in combination with the State contract

Work performed at same time as roadway work

Upgrades include both water and sewer facilities, and are still being reviewed. Upgrades will likely include several different locations.
**Lane Capacity**

2 lane section: up to 8,000 cars/day

3 lane section: up to 16,000 cars/day

**Future ADT:** 3,900 to 7,900
Costs

- Current programmed cost (2014 STIP):
  - $6.647 M – US 385 (north project)
  - $6.387 M – US 18 (south project)

- Programmed costs do not currently include:
  - Realignment of US 385
  - Structure replacement
Environmental, Social, and Economic Concerns

Section 4(f) property: parks, refuges, and historic sites

Section 106: National Historic Preservation Act
Environmental, Social, and Economic Concerns

Historic Districts
Environmental, Social, and Economic Concerns

Contaminated materials are always a concern.
Summary of Changes

- Change pavement from asphalt to concrete
- Improved pedestrian facilities
- Parking modifications
- Modify lane configurations
- Realignment of US 385/move signal location
- Realignment of intersecting streets
- Modification of lighting
- Potential bridge modification
- Reduce crashes
Questions?
Website

Submit Comments by:
- Wednesday, June 26, 2013
- Leave in box on front table
- Mail:
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