

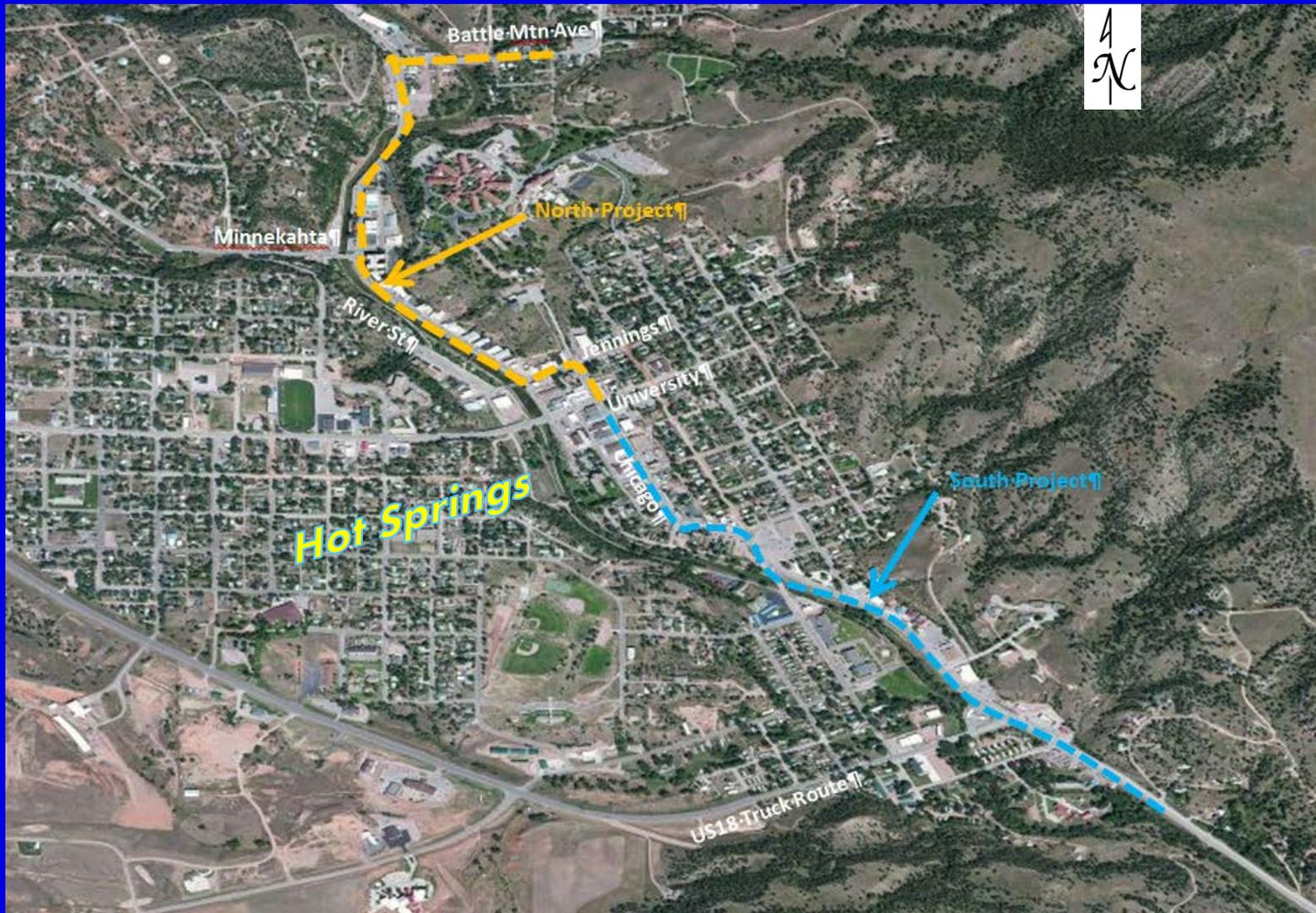
Hot Springs Public Meeting

Reconstruction of US 18 & US 385



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Project Identification Coordinator
South Dakota Department of Transportation

Project Locations

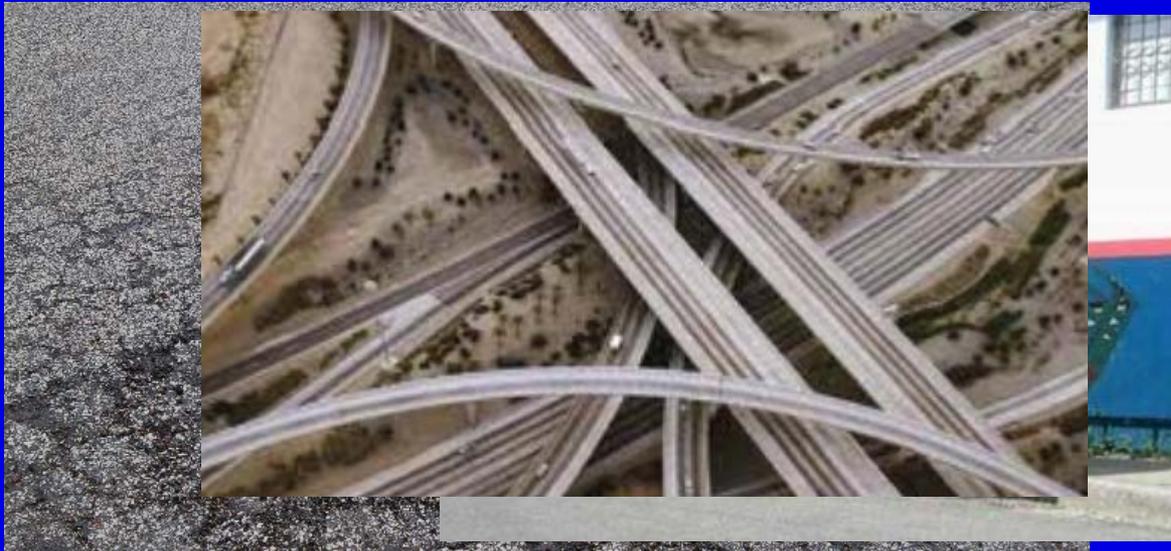


Why are we here?

- 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...

January

February

March

April

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 1 2 3 4 5 6 7
 8 9 10 11 12 13 14
 15 16 17 18 19 20 21
 22 23 24 25 26 27 28
 29 30 31

S M T W T F S
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Construction Timing

Currently Scheduled for 2017 and 2018

May

June

July

August

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South project first, then north project

Timeline is being reviewed

(Pending any unforeseen issues)

September

October

November

December

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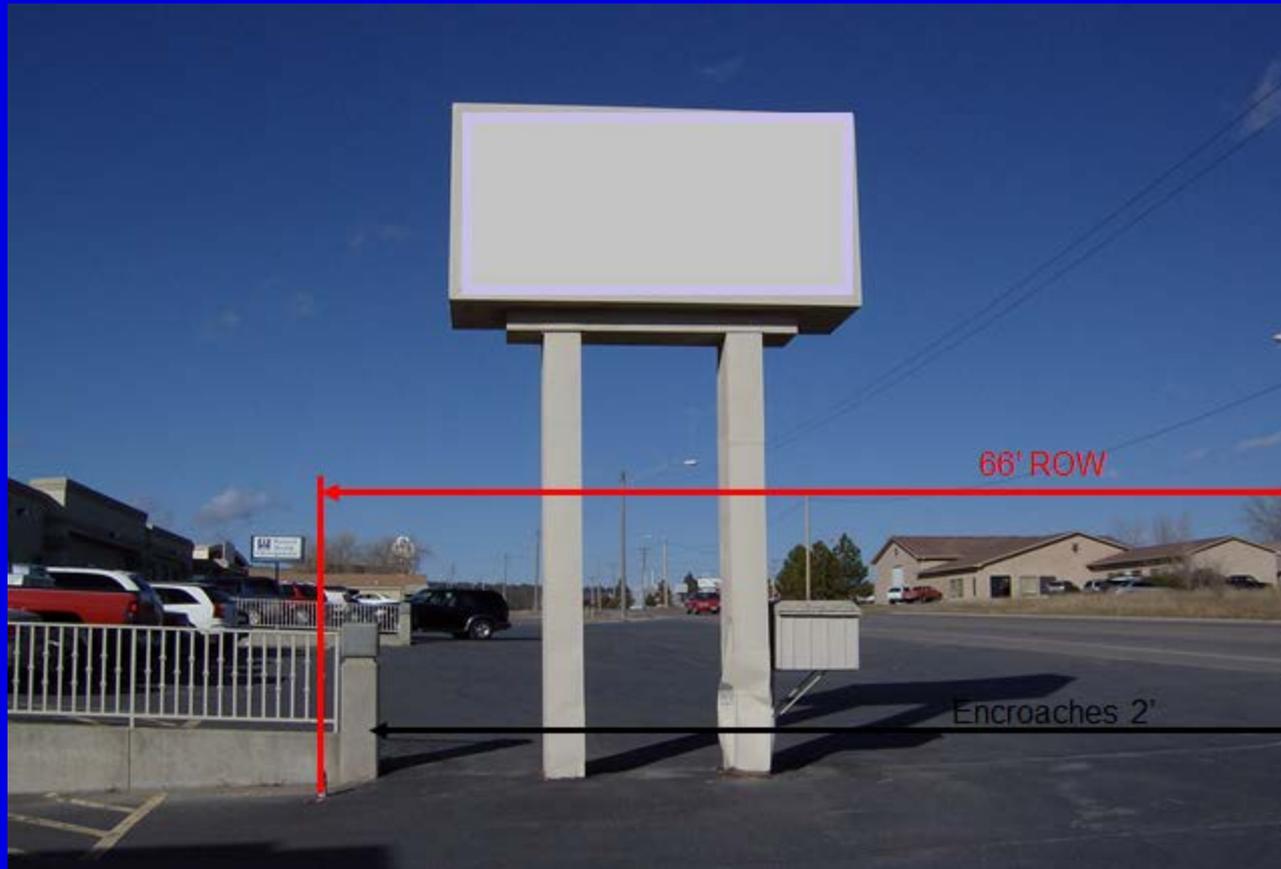
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Access

Access to homes and businesses will be maintained in some fashion



Encroachments



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

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

Parking



Different Types of Parking

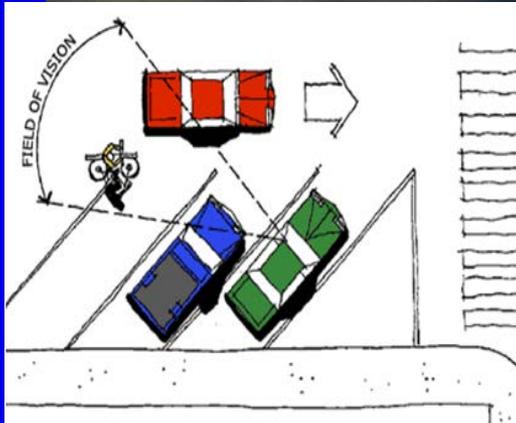
Parallel Parking



Diagonal Parking

Different Types of Parking

Reverse Diagonal Parking



Advantages
&
Disadvantages

Which type of parking is better?

Diagonal vs. Parallel

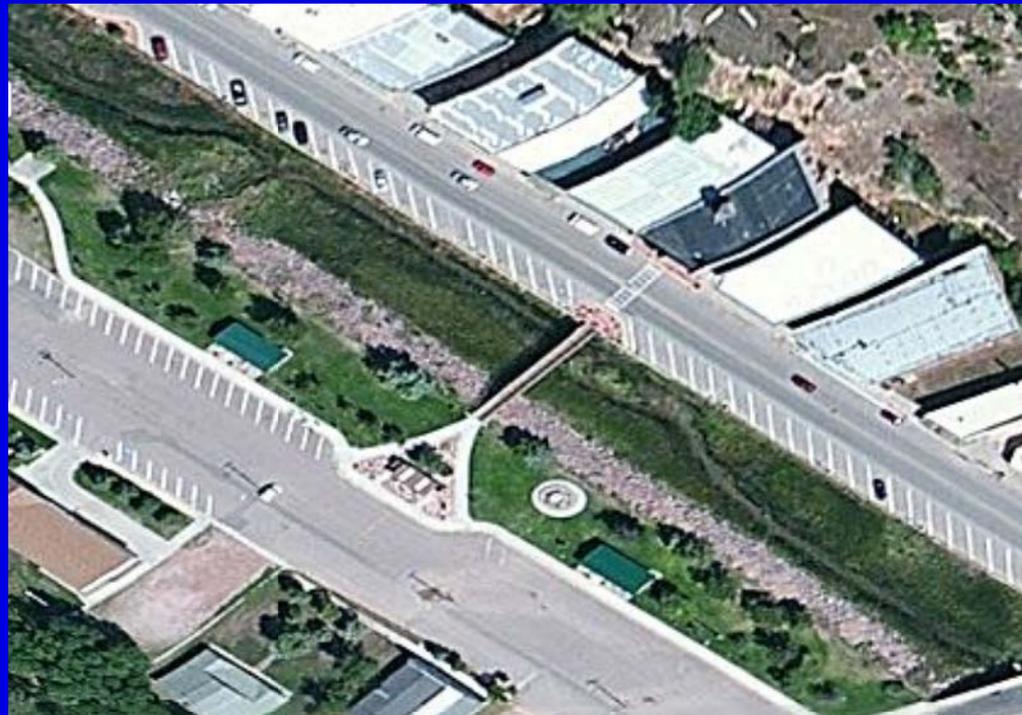
- Both affect traffic flow
- Can see approaching traffic
- Crash reduction

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

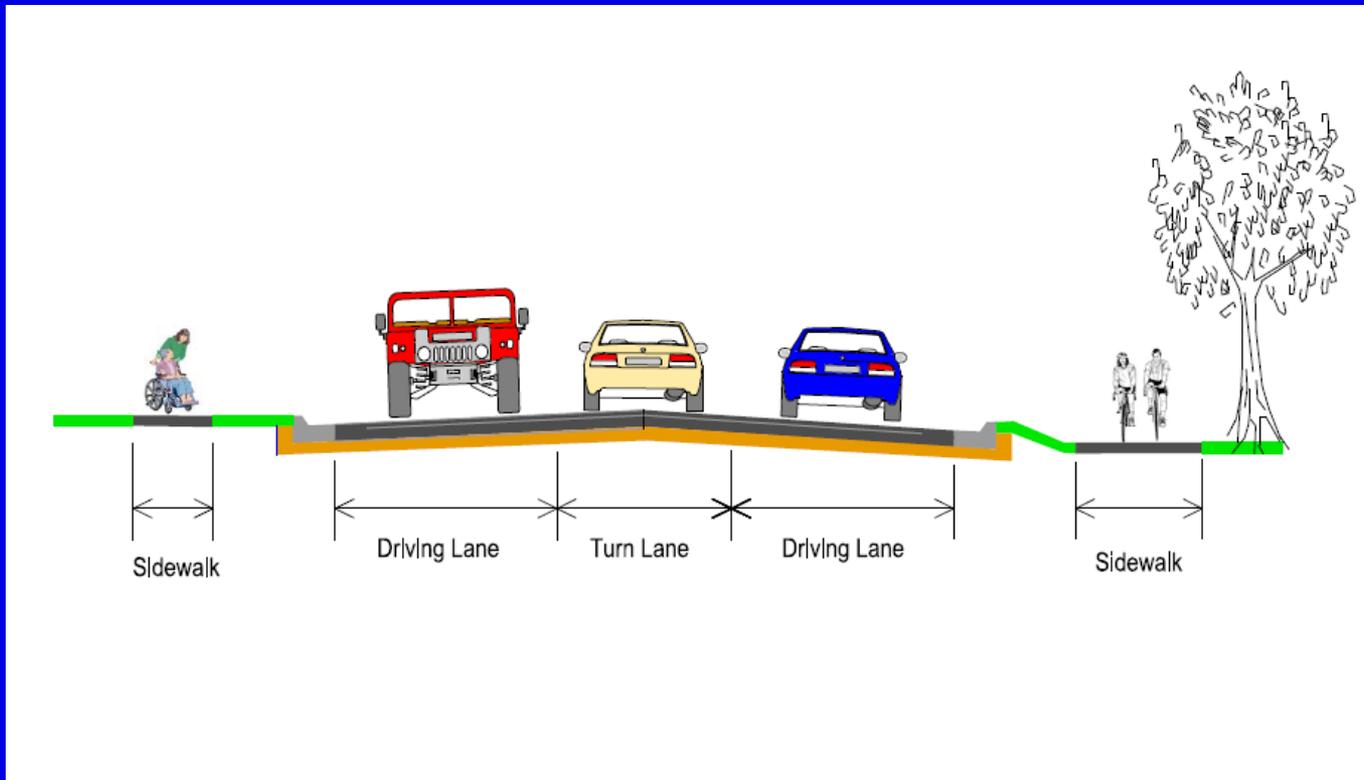
Parking Reviewed

Parking utilization was reviewed using a variety of methods and times



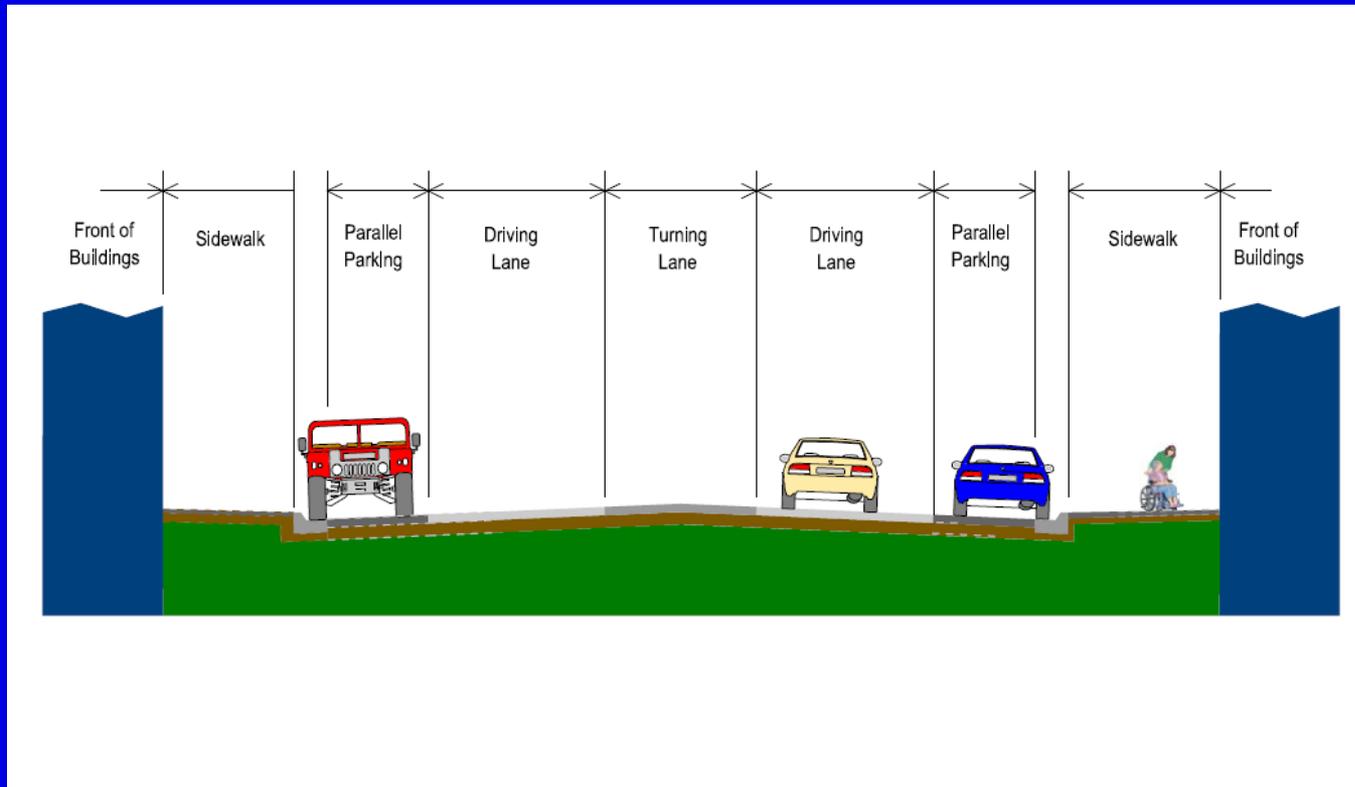
Typical Sections and Parking

Sections will vary throughout each project



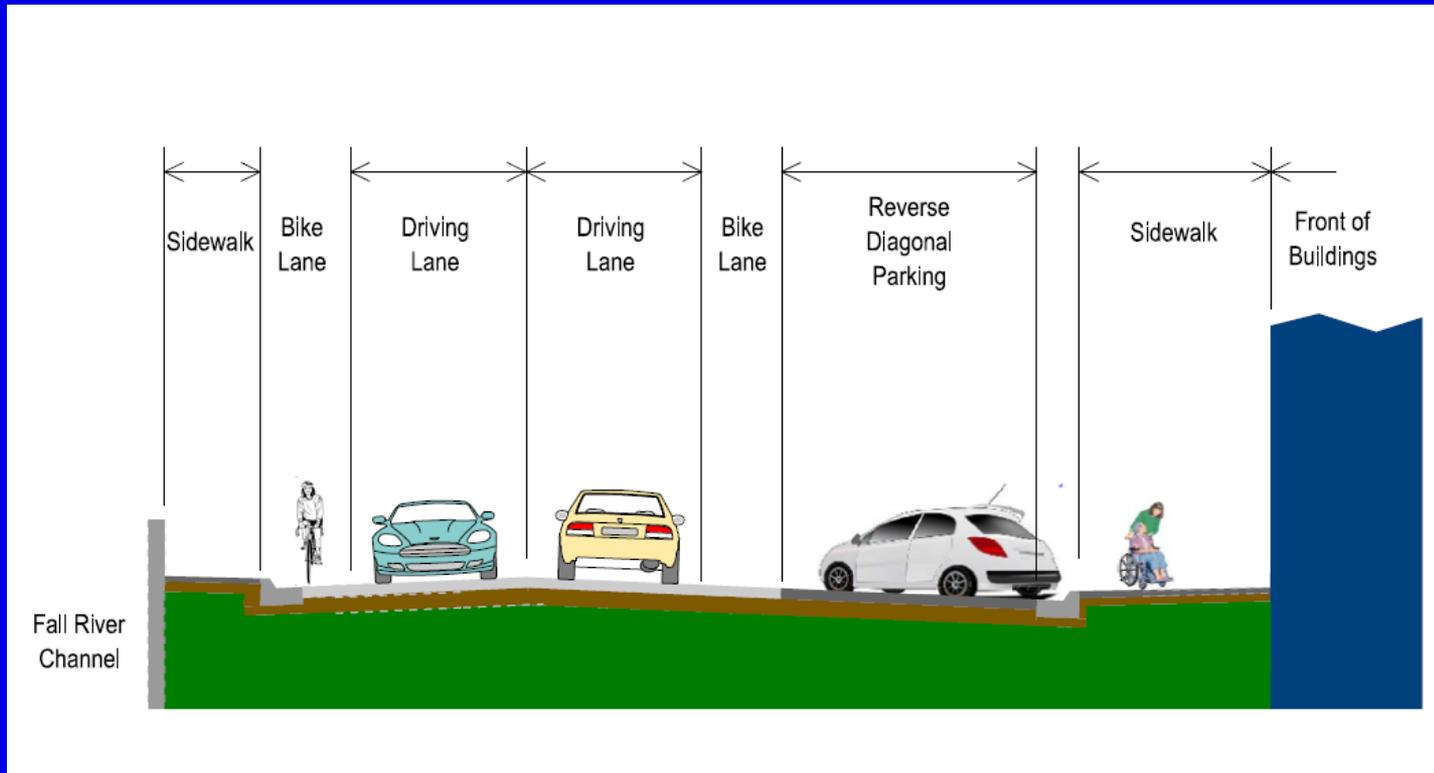
3 lane section with through lanes & a center left turn lane and no parking allowed

Typical Sections and Parking



2 lane section with turn lanes and parallel parking

Typical Sections and Parking

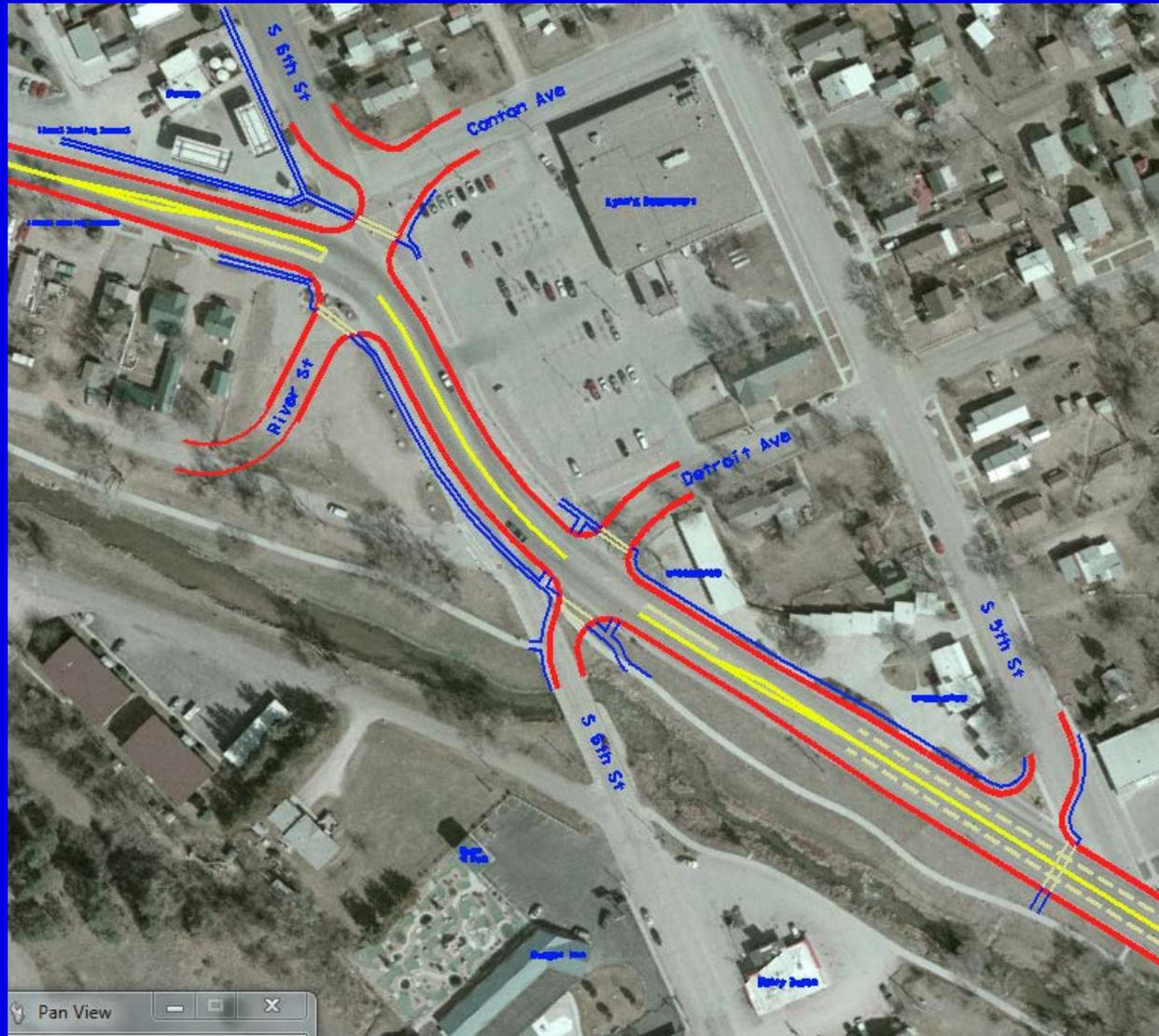


2 lane section with reverse diagonal parking and width available for commuting bicycles

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

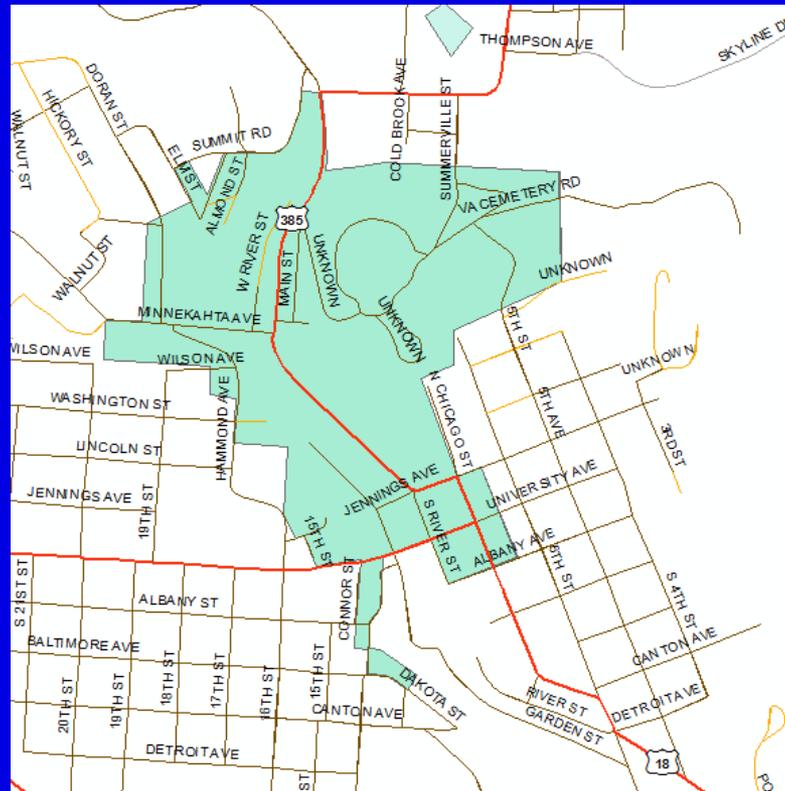
Environmental, Social, and Economic Concerns

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

- http://www.sddot.com/pe/projdev/planning_pubmeet.asp

- Submit Comments by:

- Wednesday, June 26, 2013**

- Leave in box on front table

- Mail:

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