Brookings Public Meeting

US14 Reconstruction
(6th Street from 22nd Ave to 34th Ave)

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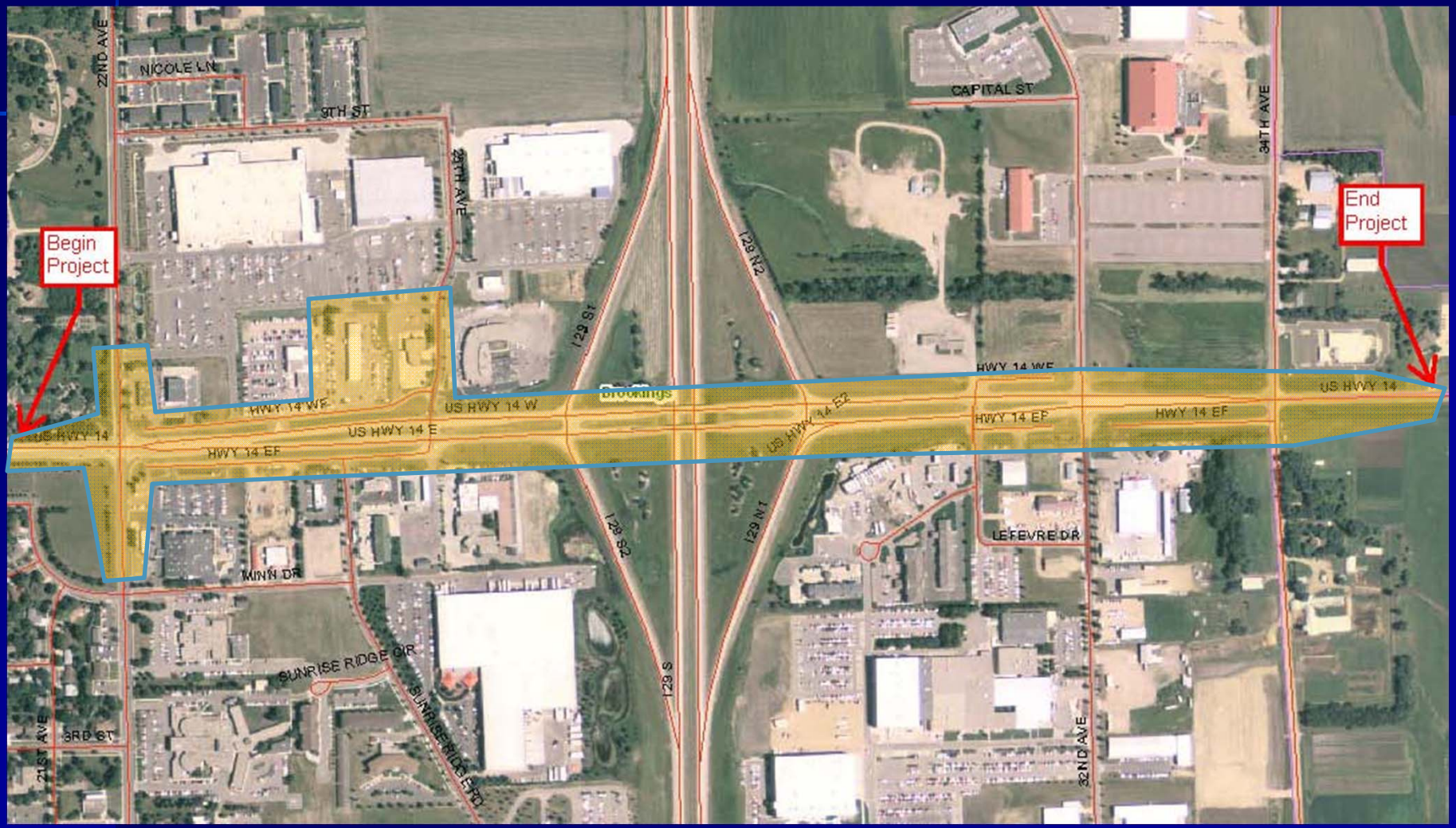
South Dakota Department of Transportation

Why are we here?

- To involve public in the design process
- To discuss the status for improving US 14 (6th Street)
- Exchange ideas – listen and discuss concerns you may have

Project Limits



Why do we need a Project?

- **Surface Condition**
  - Existing Pavement is in poor condition
  - Concrete Pavement has a 40 year design life
    - (Current pavement is approx. 45 years old)
- **Structures**
  - The structures cannot be upgraded.
- **Capacity**
  - Added lanes in select locations
- **Safety**
  - Raised Median
  - Signals
  - Lighting
  - Sidewalk/ADA
  - Intersection improvements needed

Existing Conditions

- 4 – 12’ Concrete Lanes with a wide depressed grassed median
- Sidewalk is not available
- ROW width = varies 200’-350’
- Roadway Lighting
- Signals (varying ages)
- Current ADT = 16,000
- Future ADT = 18,500

Accident Data

Data for 2009-2011

- 1 Fatality
- 18 Injury Accidents
- 57 Property Damage Accidents

- Accident rate for US14 = 6.98
- Accident rate, statewide average = 2.23
  (Urban principal arterial in SD)
- Current accident rate is 313% of statewide average

What are we doing?

- Complete Urban Reconstruction
  - Remove and replace concrete pavement, curb & gutter, and storm sewer
  - Change to a raised concrete median
  - Add sidewalk/pedestrian paths
  - Update traffic signals
  - Replace lighting
  - New structure over I29

Encroachments

- Encroachments within the public Right of Way need to be addressed prior to Construction
  - Federal Highway Regulations
  - Safety
  - Statewide Consistency
- The City of Brookings is responsible for encroachment enforcement
  - Maintenance & Encroachment Agreement

Right of Way

- The project will utilize existing ROW where feasible
- ROW needs will be discussed in more detail at individual Landowner Meetings & will include:
  - Design/Access details such as driveway location or width, fence, etc.
  - Encroachment issues
  - Right of Way needs
- Appraisals
- Negotiations

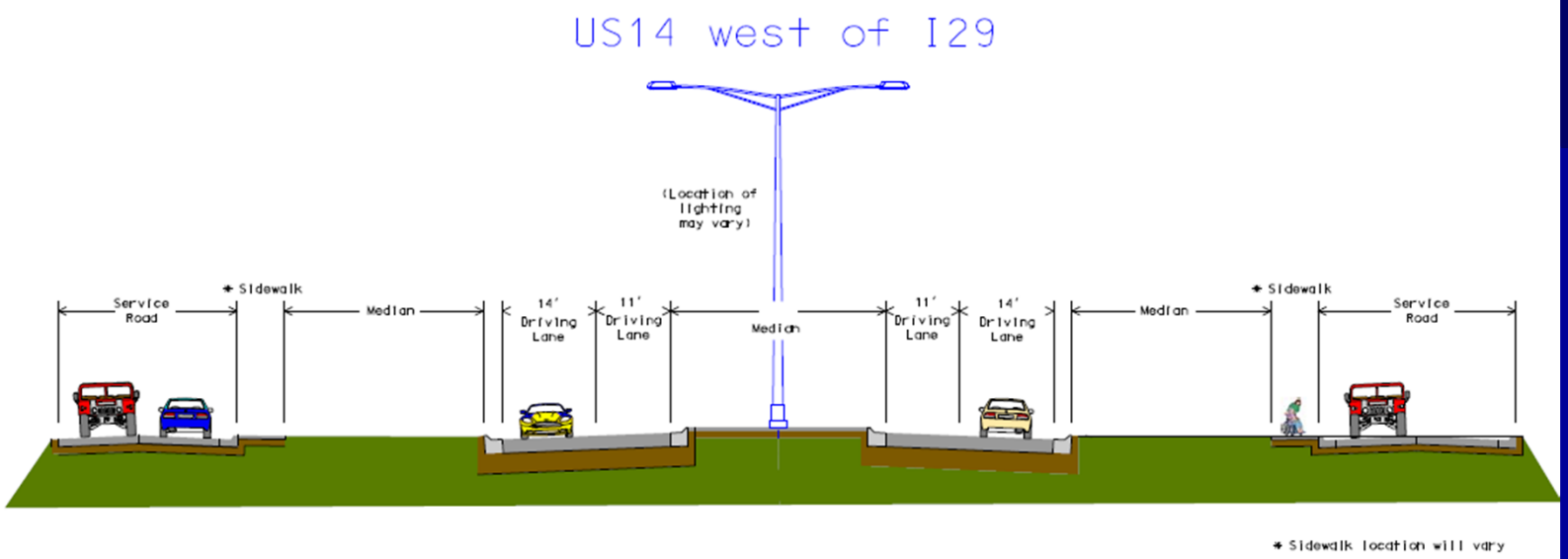
Construction

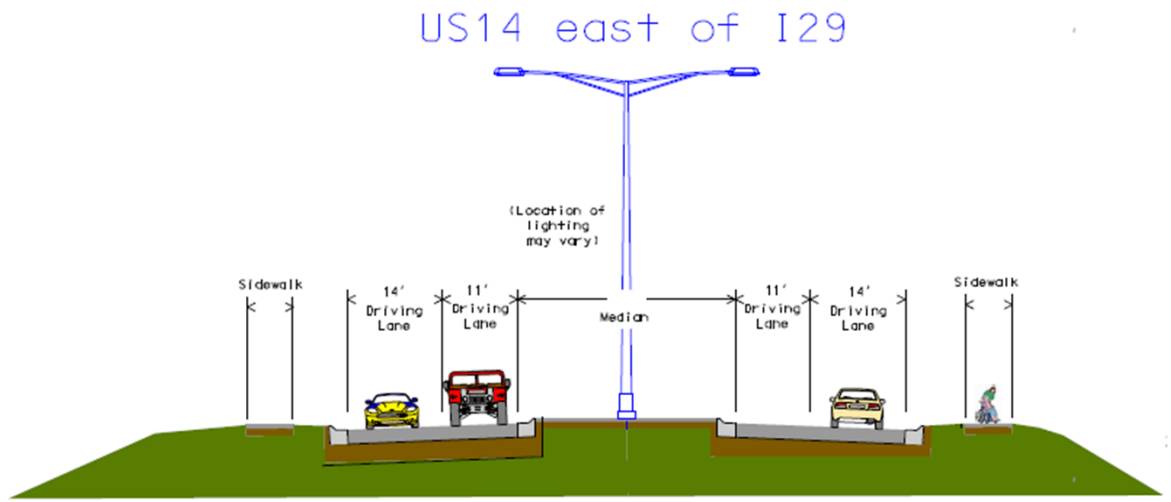
- Construction currently scheduled for 2015
  - Pending Funding & Time for Design
  - Subject to change...
  - Construction completed in one construction season (depends on letting date)
- Two-way traffic will be maintained during construction
- Access maintained to businesses

Significant Changes

- Add turn lanes at the intersection of US14/22nd Ave.
- Relocate signal from 25th Ave to Sunrise Ridge Road
- Modify access at 25th Avenue
- Extend Sunrise Ridge Road north
- Median narrowed and changed to a raised median
- Add pedestrian facilities throughout
- Elimination of some service roads
- Relocation of access for some businesses
- Replace structures over I29

Typical Section





4 Lane Divided Section

- 2 lanes of traffic can handle up to 3,200 vehicles/hour (Highway Capacity Manual)
- SDDOT Design Manual: a 5 lane section will support 16,000 to 30,000 ADT (Average Daily Traffic)
- Future ADT is estimated at 18,500

Why a Raised Center Median?

- Vehicles
  - Provide safe haven for left turning vehicles
  - Eliminates the ‘uncontrolled storage’ areas
  - Reduce number of conflict points
  - Keeps through traffic moving
- Pedestrians
  - Reduced crossing distance
  - Provides safe crossing locations
  - Reduced conflict points
- General
  - Reduced maintenance (mowing)
  - Roadway consistency

Costs

- Reconstruction cost of US14: $ 7.2 M
- Structure Cost: Replace both structures with single structure: $3.2 M
- Cost for city streets will depend on the final configuration.
- Total Estimated Project Cost: $11.4 M

- Website
  - http://www.sddot.com/pe/projdev/planning_pubmeet.asp
- Submit Comments by Friday, August 31, 2012
  - Mail:

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Questions?