

TRANSPORTATION

A well-conceived transportation system is one of the most important features of a Comprehensive Land Use Plan. The transportation plan attempts to program road and street use to prevent congested and unsafe street design. Through long-term planning of designated street types, new developments can be coordinated and potential problems minimized.

COUNTY TRANSPORTATION SYSTEM

Hamlin County's transportation system is generally laid in a one-mile rectilinear grid system with a majority of the roads having sixty-six (66) foot right-of-ways. The public right-of-ways for County, State and Federal Highways with a bituminous or concrete surface generally exceed sixty-six (66) feet in right-of-way. The township highway system represents the largest road system within the county.

STREET CLASSIFICATION

Roads within the county support diverse volumes of traffic. Thus, before a transportation plan can be implemented, the determination and development of the County's existing road system according to classification must be undertaken. The development of these classifications will be specifically related to the function that the road is expected to perform. Developmental expectations are dependent upon the varying amount and type of traffic.

The following generally recognized hierarchy of road classifications would be used to assist in the development of intermediate and long range transportation needs.

Arterials - serve as primary circulation routes. These roads generally carry the majority of traffic volume within the county. Their basic function is to facilitate movement of medium and long distance, high-speed traffic between regions and communities with a minimum of impediments. Since arterials serve for traffic movement between regions and subareas, all direct access to abutting property should be restricted. Further, parallel service roads should be added, where appropriate, to maintain traffic carrying capabilities of the thoroughfare. South Dakota Highways 21, 22, 28, US Highway 81, and Interstate 29 are considered arterials.

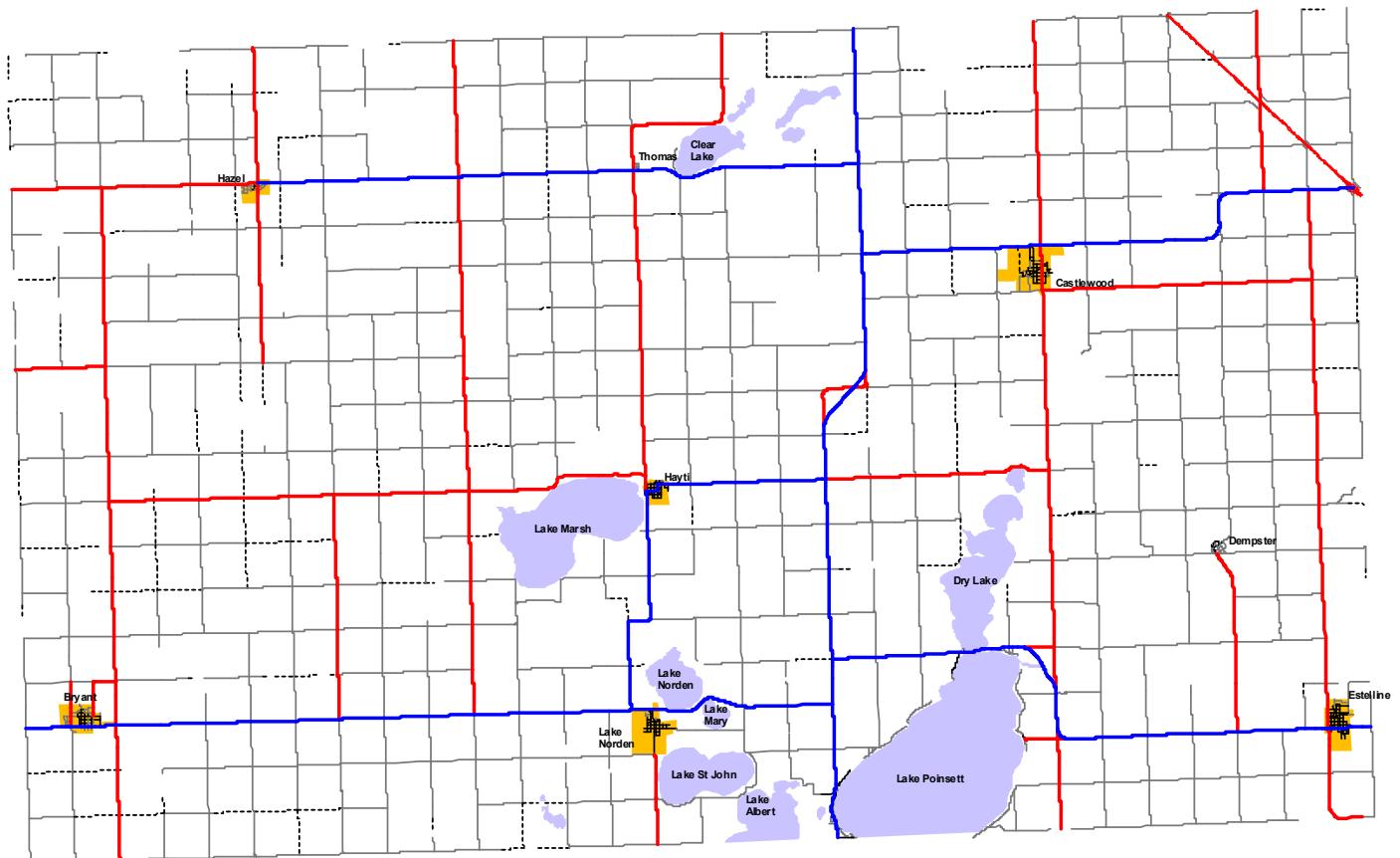
Collectors - form an intermediate category between arterial and local roads. Collectors serve as a link between arterial and local roads by "collecting" traffic from local roads and transferring it to arterial roads. Collectors may further be classified into major and minor collector categories. Presently, the Hamlin County Paved Highway System serves as collectors.

Local Streets - primarily provide access to abutting properties. They are not designed to carry large amounts of through traffic and are primarily characterized by short trip length and low traffic flow. County gravel and township gravel highway systems act as local streets.

MAJOR STREET PLAN

The Major Street Plan shown on Map 7 classifies roads as arterial, collector, or local. The plan is designed to effectively move traffic through the county and between major attraction points.

MAP 7
MAJOR STREET PLAN MAP



ARTERIAL
COLLECTOR
COUNTY & TOWNSHIP GRAVEL ROADS