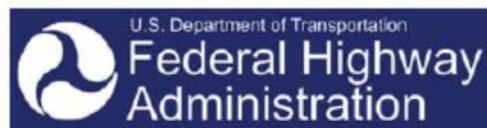
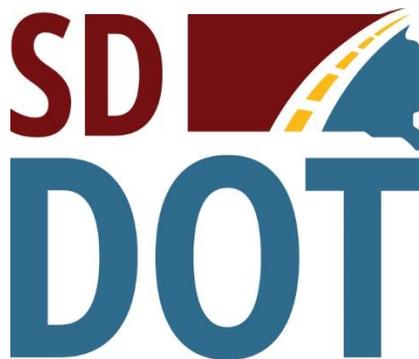


METHODS & ASSUMPTIONS

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

Office of Project Development

May 27, 2025



Stakeholder Acceptance Page:

The undersigned parties concur with the Methods and Assumptions for the Bryant Master Transportation Plan as presented in this document.

SDDOT:



Signature

Planning Squad leader

Title

June 6, 2025

Date

FHWA:

The South Dakota Division of FHWA has relinquished oversight of this study to the South Dakota Department of Transportation.

- (1) Participation on the Study Advisory Team and/or signing of this document does not constitute approval of the Bryant Master Transportation Plan's Final Report or conclusions.
- (2) All members of the Study Advisory Team will accept this document as a guide and reference as the study progresses through the various stages of development. If there are any agreed upon changes to the assumptions in this document a revision will be created, endorsed and signed by all the signatories.

I. Introduction and Project Description

Background Information:

The City of Bryant was founded in 1886 and laid out in 1887 after the completion of the Chicago, Milwaukee, and St. Paul rail roads. Bryant is a part of the Watertown, South Dakota Micropolitan Statistical Area, and was named after a local railroad official to acknowledge and embrace its origins. The unification of several of the railroads under the Chicago, Milwaukee, and St. Paul Railroad Company, boosted the midwestern economy and the growth of states such as Iowa, Minnesota, Michigan, and South Dakota, and led to the founding of Bryant. The population of Bryant grew rapidly in the 30 years following its founding and remained stable till the 1940's where the population peaked at 658. The population has since fluctuated, reaching a low in 1990, and beginning to recover in the last few decades. The 2020 US Census recorded the population at 471. Bryant's southwestern area is split from the rest of the town by State Highway SD-28, which extends to the Minnesota state line.

Location:

The area that this study is analyzing is Bryant's city limits and anticipated extraterritorial boundary, which is represented in Figure 1 of this document.

A. Need for Study

The City of Bryant has expressed a need for a Master Transportation Plan, seeking guidance in the steps the city can take to improve the safety and effectiveness of the city's transportation system. Growing levels of traffic on SD Highway 28 and agricultural traffic on Broadway Street has caused concern for the children and elderly in Bryant, as well as the lack of maintained or existing sidewalks. This section of the comprehensive plan does not include any long-term visions for the future of the transportation network, nor does it suggest solutions to the community generated suggestions or any issues currently present within Bryant. The current state of Bryant's infrastructure does provide opportunity for positive change.

B. Study Advisory Team Members:

Members	Organizations
Kristie Sikkink	City of Bryant
Ryan Sikkink	City of Bryant
Steve Gramm	SDDOT – Project Development
Katrina Burckhard	SDDOT – Project Development
Emalee Larson	SDDOT – Project Development

C. Study Schedule

March- April	Communities submit application and a community is selected
May:	Establish SAT Members Study Kickoff Meeting – identify problem areas Gather field inventory
June:	Gather field inventory Conduct stakeholder meetings Hold first public information meeting Initiate web-based survey
July:	Close public input, including survey Refine and consider transportation alternatives Deduce recommendations Produce draft plan document Hold public meeting presenting results
August:	Produce and publish final plan document

D. Facilities Affected by the Study:

The study will have no direct impact on any facilities in the study area, as the purpose of this study is to provide an inventoried analysis of Bryant’s transportation system. The findings of this study will provide examples of feasible projects through the identification of transportation related issues and/or deficiencies unique to Bryant.

E. Previous Studies:

The City of Bryant has no previous studies.

II. Study Area

The study area for the Bryant Master Transportation Plan is highlighted below in **Figure 1**. This study area encompasses Bryant's city limits and anticipated extraterritorial boundaries

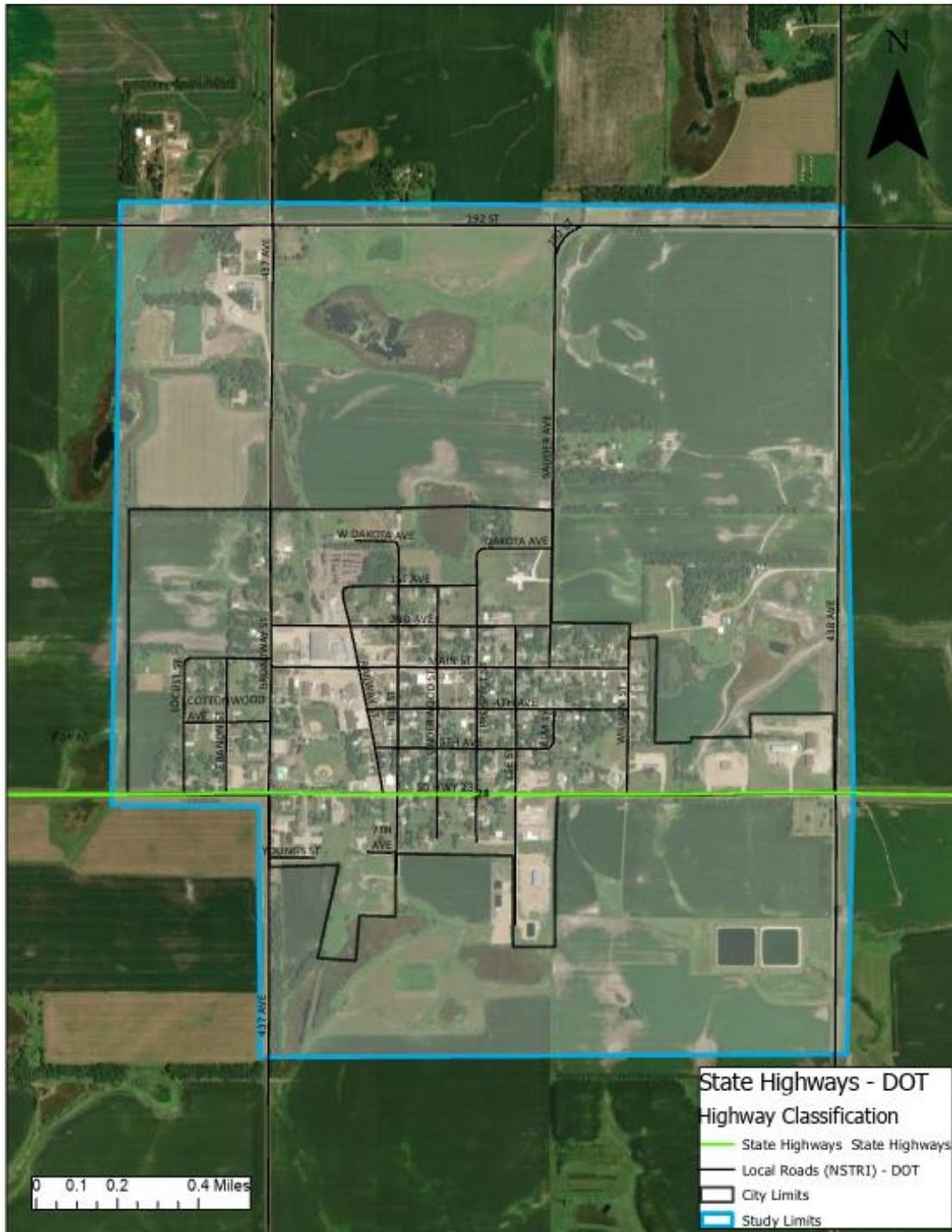


Figure 1 – Bryant Study Area

III. Analysis Years/Periods

Upon completion, the Bryant Master Transportation Plan will have a planning horizon of a minimum of 20 years. If at any point after the Master Transportation Plan is completed and data becomes invalid an interim year may be placed by members of the Study Advisory Team. The Master Transportation Plan incorporates peak usage periods as well as special events if applicable.

IV. Data Collection

Field Data:

Field data for this study will be collected through observational logging and inventory of transportation related infrastructure. More specifically, the state of the infrastructure, the performance of the system in relationship to safety, and the performance in relationship to ease of mobility.

Supplied Data:

Data supplied to SDDOT to complete this study includes Bryant’s municipal ordinances and future development plans. Additional data already supplied by SDDOT’s GIS database will be utilized to complete the study as well.

V. Travel Forecast

Traffic projections will be made using SDDOT growth factors for rural Hamlin County.

VI. Safety Issues

Crash data will be analyzed to identify areas that represent significant safety issues. In addition to crash data, a major safety issue that the study will address is the interaction between the children and elderly citizens in the community and the traffic associated with the busy SD Highway 28.

VII. Selection of Measures of Effectiveness (MOE)

No traffic level of service operations analysis is currently deemed necessary. Due to no traffic operation analysis being completed, there cannot be a MOE.

VIII. Deviations/Justifications

There are no known deviations from study standards at this time. If deviations are deemed necessary during the study process, these issues will be documented and presented to the Study Advisory Team.

IX. Conclusion

After the conclusion of the study process, the City of Bryant will receive a Master Transportation Plan that will be able to be used in the decision-making process.

The final document will accomplish the following:

- Provide baseline conditions.
- Document the public involvement process.
- Document the process used for the identification of future needs (Methods and Assumptions).
- Identify projects and solutions that will provide Bryant a defined trajectory for transportation planning moving forward.
- Describe and highlight enhancements to existing transportation facilities and future roadway segments using maps and photographs of similar improvements where applicable.
- Describe proposed solutions for known problem areas and additional problem areas that arise throughout the development of the plan.
- Identify and describe desirable projects that go beyond meeting future needs of the transportation system, including a planning-level cost estimate.
- Demonstrate (by the use of a matrix that evaluates project cost, need, potential impacts, and anticipated benefits) a methodology for prioritization of improvement projects.
- Prioritize projects and present a course of action.