



INTERCHANGE MODIFICATION STUDY
AND ENVIRONMENTAL REVIEW

PROJECT MEMORANDUM

PUBLIC INVOLVEMENT MEETING #1 – JUNE 28, 2018

To: Study Website

From: HR Green and KLJ

Date: July 30, 2018

June 28, 2018

Hartford Area Fire and Rescue Station

Hartford, SD

Public Information Meeting (page 2)

6:00 – 7:30 P.M.

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1:00 – 2:30 P.M.

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City of Hartford City Council Meeting Agenda

Minnehaha County Commission Meeting Agenda

Sioux Falls MPO Technical Advisory Committee

Public Information Meeting

6:00 – 7:30 P.M.

Meeting Notes

Submitted Comments Summary

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Public Information Meeting Notes

Question and Answer Session Following Presentation

Audience Questions

- *Study team response/discussion*

Will there be a full closure or a partial closure?

- Depends on several things, such as size and type of new interchange, alignment, and type of ramp terminal intersections.
- Will look at costs/benefits to traffic, existing infrastructure along detour routes, construction costs and schedule.
 - Full closure could speed up the time and cost, potentially up to 25%.

Does the school district get any money for the extra fuel costs when the bridge is closed? Concern about the increased travel time for kids.

- No, they would not.

Would there be a median (along Western Avenue)?

- Potentially, depending on the type and size of the cross section and need to control access and reduce conflict points.
- Very few driveways along Western Avenue, which are often a driver for medians.

If there is a full closure, would there be an increased fund for maintenance on the detour route on county roads?

- It depends on the official detour route; if the impacted route was identified as the official detour route, they would receive additional funds.
- Traffic could find its own way, and the SDDOT would work with the townships on the additional costs for maintaining the roadway.
- This could increase the cost of the full closure of the bridge.

Would you ever put traffic lights on Mickelson and Western? You sit there a long time.

- It's something we look at. Warrants to see if a signal would be required.
- Are you taking into account the future connection?
 - Warrants look at today's traffic, which will use counts collected in May. New counts may be beneficial following completion of the connection to gauge shifts in traffic.
- Likely any improvements to that intersection would be at cost to Hartford.

How long was the Dell Rapids construction and interchange bridge closure?

- One construction season. Could have been opened sooner, but girders were delivered later than anticipated.
- Bridge was removed in June, and interchange was open in November.
- Ramps were open during bridge/crossroad closure.

Mentioned you would flatten out the bridge, is that for sure or just an idea?

- It is a goal of the project to flatten out the bridge.
- If intersections are signalized, becomes less of an issue.

How far south would a turn lane end? Concern with turning left and people driving reckless as far south as 261st Street.

- Study area looks down to the 261st Street intersection. However, improvements outside of the SDDOT interchange footprint would be the responsibility of Minnehaha County.

If the elevation of I-90 is lowered, how much could it be lowered?

- Existing less than 16.5 feet clearance, SDDOT would like it to be 17 feet. So specifics are still to be determined.

Public Information Meeting Submitted Comments

Received five comments submittals related to the public meeting, summarized as follows:

- Two comments stated preference of maintaining access through the interchange during construction
 - Noted full closure would have negative effect on:
 - Local businesses along Western Avenue
 - Emergency services south of I-90
 - Those that need access across I-90 for their businesses (including agricultural-based business)
 - School bus route impacts
 - Noted residential growth, particularly families with kids, south of I-90
- Several requests to be added to the email/ mailing list

Public Information Meeting Handout



I-90 Exit 387 HARTFORD

INTERCHANGE MODIFICATION STUDY
AND ENVIRONMENTAL REVIEW

I-90 Exit 387 (Hartford) Interchange Modification Study and Environmental Review

Project Area: I-90 Exit 387 Interchange & Western Avenue
from Mickelson Road (260th Street) to 261st Street

Study Background

Because of numerous bridge strikes, the South Dakota Department of Transportation (SDDOT) has determined that the I-90 Exit 387 interchange will need to have a new overpass structure in the near future. This study will help determine what size of structure, other interchange improvements, and Western Avenue improvements will be needed to handle current and future traffic levels.

Planned Interchange Improvements: Federal Fiscal Year 2025

Today's Meeting Objectives

Following an introduction to the study, we are looking for your input on identifying issues and needs you see within the project area. Potential questions and topics to comment on include:

- **What is your preference for maintaining Exit 387 traffic during construction? Would a full or partial closure of the interchange and/or ramps be acceptable?**
- **Are there locations where you see concerns for motorist, bicyclist, or pedestrian safety or traffic operations issues?**
- **What multi-modal connections and features are needed along the Western Avenue corridor to improve bicycle and pedestrian mobility?**
- **What is your ultimate vision of the corridor and what improvements are needed to reach that vision?**
- **Do you see additional items for the Study Team's Draft Purpose and Need statement?**

This information will aid the project team in developing the initial interchange and crossroad Concepts, establishing screening criteria, and ultimately the screening and subsequent refinement of Build Options.

Please leave your comment form with us before leaving, submit a comment through the website, or email/mail comments to Jon Wiegand or Steve Gramm by July 12, 2018.

Study Schedule

April - June 2018:

Gather information and perform existing conditions analyses

Public Meeting #1 to assist in identifying issues and needs to address in conceptual design

July - August 2018:

Develop, evaluate, and screen interchange and crossroad Concepts

August - September 2018:

Refine screened Concepts to develop proposed Build Options & conduct environmental scan

October 2018 - September 2019:

Develop and Refine Interchange Study and Environmental documents

Public Meeting #2 to assist in screening Build Options and selection of Preferred Alternative

Identify Preferred Alternative

September 2019:

Project Completion

Study Contacts:

Jon Wiegand, PE, PTOE
Consultant Project
Manager
HR Green, Inc.
605-221-2656
jwiegand@hrgreen.com

Steve Gramm, PE
SDDOT Project Manager
South Dakota Department of
Transportation
605-773-6641
steve.gramm@state.sd.us

Study Website:

www.i90exit387study.com

Visit the project website for more information and project updates.



Stakeholder Meeting

1:00 – 2:30 P.M.

Meeting Notes

Submitted Comments

Meeting Agenda

Stakeholder Meeting Notes

Question to Stakeholders: How did the single lane closure during bridge repairs impact you?

- West Central bus drivers had to leave earlier to navigate around during full closure.
- Being able to go across a single lane was huge, quicker to wait for the light then to go up and around.
- Increased a lot of traffic along the gravel roads. That much traffic on a gravel road can be tough.
- During Rally week, one lane or full closure notably decreased traffic that would have used the interchange.
- Queues were experienced with the long signals.
- Good to keep traffic moving with the one lane.

Question to Stakeholders: Was there a drop in business? (single lane closure or complete closure versus completely open)

- Several businesses saw a drop in revenue (i.e. hotel, gas station, antique store), some by as much as 30-40 percent.
- Weight limits impacted the elevator. Trucks would go to a different elevator instead of going the extra 10 miles around the restricted interchange.

Stakeholder Question to Study Team: What if there is another bridge strike?

- If bridge is hit in the next 2-3 years, it would get repaired. If a bridge strike is a year out from rebuild, it would most likely be closed.

Stakeholder Question to Study Team: Could a temporary bridge be brought in?

- The state only has one temporary bridge, so that could be a possibility if it is available. However, it would be unlikely.
- Temporary bridge requires a lot of prep work and additional infrastructure to implement.

Stakeholder Comment: Interchange lighting would be good.

Bicycle Crossing

Question to Stakeholders: Thoughts on bicycle accommodations across bridge?

- Is it a 4-lane bridge?
 - Would be determined by traffic counts.
- City of Hartford representative thought there would be an increased need in the future due to potential development south of the interstate and continued build-out of the sidewalk network in the area.
- The connecting roads are currently dangerous for bikers.
 - After this comment a member of the public noted that people are currently biking on the roadways. The roads don't have to be dangerous for bikers in the future.
- As Sioux Falls expands, there will be more businesses and a lot of people riding bikes.
- With a lifespan of 75 years, a bike crossing would be nice in the future.
- People currently cross the bridge on bike.

Question to Stakeholders: Is there a need for a sidewalk?

- If you build it, they will come. There are also agricultural tractors that often cross the bridge making people have to wait. If you had two lanes, people wouldn't have to wait.

Stakeholder Comment and Question: One concern is you can't see traffic crossing the bridge until its right upon you. Could they design, so you can see the traffic coming over the bridge?

- The new bridge would be flatter, so you would be able to see across.

Traffic Questions

Stakeholder Question: Have you looked at all the daily traffic counts?

- Traffic counts were collected in May 2018.
- Daily and peak hour volumes are shown on display boards. Associated delay/traffic operations are also shown.

Stakeholder Question: At what point do you go from stop sign to traffic signal?

- Traffic signal warrants are based on existing traffic.
- Warrants will be assessed as part of this project.

Roundabout Questions

Question to Stakeholders: What do you think about roundabouts? Noted that some communities love roundabouts and others do not.

- Have you ever driven a semi through a roundabout?
 - Could be an issue for farmers.
 - SDDOT - some data shows it easier for semis. Slope pad is there for a truck driver and should not be avoided.
- Could a roundabout require more land than a traditional intersection?
 - Does not typically require more land if its less than 65 miles per hour posted speed limit.
- Worthington roundabout is similar to what would be used.
- How many acres would a roundabout require?
 - Could possibly fit in the footprint of an existing intersection.

Crashes

Question to Stakeholders: What do you see as safety concerns in the study area?

Stakeholder Comment: Exit 390 safety concerns

- 65 mph speed limit through the interchange.
- Hill limits sight at ramp terminals.

Stakeholder Comment: Large loads on I-90

- The big loads avoid bridge by exiting and entering the highway - windmill blade is what originally hit structure.

Stakeholder Comment: Safety concern areas

- At truck stop entrance, rear-end crash concern with people slowing down quickly and turning from a through lane. Motorists behind the turning vehicles sometimes can't stop soon enough.
- Sight distance at bridge.
 - High speeds coming over the bridge and conflicts with turning vehicles

Concept Development

Stakeholder Question to Study Team: What is the projected height, and how far back will the bridge go?

- Future clearance depends on structure design and type of bridge. Could increase height 6 inches or 4 feet. This study will answer that question.
- Study Team noted that existing clearance is less than 16.5 ft. Minimum requirement is 16 ft. but 17 ft. preferred.

Question to Stakeholders: Do you want ditches or curb and gutter?

- Stakeholder concern that ditch could lead to a rollover and existing slopes.
- Drainage concerns north of Diamond Trail.
- Noted that if a curb and gutter section was constructed, the ground would be flat behind the curb with a sidewalk.

Stakeholder Comments and Questions regarding whether I-90 goes above or below Western Avenue

- Stakeholder Question: Shouldn't we think we should raise the interstate to bring it over Western Avenue?
- Stakeholder Question: Do not want to be buried by the increased height of the roadway. What is the impact to the business and the cost that would be associated with it?
- Stakeholder Comment: Property impact concerns at interchange and along Western Avenue.
- Study Team Comment: Flipping I-90 and Western Avenue will be included as a concept. Questions noted above will be addressed as part of the concept development and screening phase.

Stakeholder Question to Study Team: Any visual representation of a bridge that is off alignment?

- Discussed Brandon I-90 Exit 406 interchange and presented an offset interchange design example.

Stakeholder Question to Study Team: Is this a 2-year project or 3 years?

- If we raise or lower the Interstate, it could be a 2-year project.

Study Team Comment to Stakeholders: Construction scenario that leaves the existing bridge open would be to offset the new alignment east or west during construction.

Stakeholder Comment: The corner that turns into the industrial park needs to be three lanes or have a turn lane. Water washes out the driveway that crosses that section.

Stakeholder Question to Study Team: Are you going to require more land under these three concepts?

- Right-of-way needs for each concept will be presented at the next stakeholder and public meetings in Fall 2018.

Stakeholder Comment: Extra turn lanes on this side of the interstate for people that are looking to turn into a business. Multiple lanes would be necessary.

Stakeholder Question to Study Team: If you get outside of the DOT right-of-way who is paying for it?

- SDDOT will pay for improvements they need at the interchange.
- Western Avenue costs beyond the interchange improvements would be the responsibility of City of Hartford or Minnehaha County.

Stakeholder Comment: One thing I would like to see is lighting at the interchange.

- Help with safety and visibility coming up to the bridge.
- Draw people to the exit (Tea exit noted as an example).

Stakeholder Comment: Bridge conditions become pretty bad during winter storms with ice and packed snow. Sometimes looks like nobody plows the bridge.

- Who's responsible for snow removal?
- SDDOT will follow-up on responsibility for upcoming winter.

Post-Meeting Discussion Items

- Emergency response across bridge and need for it to remain open because Hartford Fire and Rescue responsible for area south of I-90.
- Drainage issues into properties north of Diamond Trail.
- Description of internal circulation of truck stop: counter-clockwise travel for trucks using diesel pumps (enter via Diamond Trail to diesel pumps and exiting out driveway).

Stakeholder Meeting Submitted Comments

Received seven comments submittals related to the stakeholder meeting, summarized as follows:

- Four comments stated concerns for a full interchange (or Western Avenue) closure during construction, due to:
 - Emergency access south of I-90
 - Business impacts to those that depend on I-90 traffic
 - Business impacts to those that frequently cross I-90 via Western Avenue
 - Potential impact to near-term desirability of developable commercial properties knowing that there may be an upcoming summer where the interchange is closed
- If interchange is closed, request for dust control on 261st Street
- Preference stated for getting the project done as quickly as possible, but comment was still on the fence pending upcoming study findings and information
- Two comments supported an interchange design without roundabouts, based on:
 - The makeup (size of vehicle) of existing traffic (high volume of trucks)
 - Good standing safety history through the interchange
 - Future-year needs beyond the study projections (2050 Planning Horizon)
- Importance of the current southern driveway into/out of the fuel station. This serves as the 'Truck Exit' from the truck stop. Maintaining as full access is an important component of site circulation for the business.
- Two comments supporting 3 lanes on Western Avenue
- Preference for a 4-lane bridge over Western Avenue
- Preference for right-turn lanes onto Diamond Trail
- Preference to lowering I-90 as opposed to raising interchange (to meet vertical clearance goals)
- Preference for I-90 going over Western Avenue, based on the following considerations:
 - Safety and traffic operations improvements
 - Sight distance concerns with the existing bridge
 - Bridge strikes
 - Concern that Diamond Trail would need to be raised
- Recommend consideration to building out local intersections now due to traffic growth (Diamond Trail given as the example)
- Recommend that Western Avenue improvements beyond the interchange be coordinated with the interchange project

Stakeholder Meeting Agenda

I-90 Exit 387 Interchange Modification Study and Environmental Review Stakeholder Meeting Agenda June 28, 2018

Introductory Information

A. Introductions

B. Study Overview & History

C. Improvements (Construction) Timeline

- a. Interchange improvements planned for letting FY 2025
- b. I-90 reconstruction improvements planned for letting FY 2023 and 2024 (not part of this project)

D. Study Timeline

- a. April 2018 – September 2019

E. Project Area

- a. I-90 Exit 387 Interchange
- b. Western Avenue from Mickelson Road (260th Street) to 261st Street

F. Purpose of Today's Meeting

- a. Identify issues and needs within study area to assist in:
 - i. Development and evaluation of interchange improvements
 - ii. Development of Purpose and Need for Environmental Review

Group Discussion

G. Discussion of Project Purpose and Needs within Study Area (Examples)

- a. Western Avenue bridge crossing of I-90
- b. Hartford land use and growth
- c. Multi-modal travel along Western Avenue
- d. Traffic growth and operational needs
- e. Crash impacts
- f. Additional Design Considerations
 - i. Maintenance of traffic during construction
 - ii. Gateway to Hartford
 - iii. Design vehicles/large vehicle needs
 - iv. Vision for the interchange/corridor
 - v. Specific improvements?

Project Website: i90exit387study.com

Additional Outreach

City of Hartford City Council Meeting Agenda
Minnehaha County Commission Meeting Agenda
Sioux Falls MPO Technical Advisory Committee

Hartford City Council Meeting Presentation

Jon Wiegand and Becky Baker provided an introductory presentation to the Hartford City Council on June 19, 2018.

Hartford City Council meeting minutes related to the presentation:

Visitors:

- **John Wiegand:** John Wiegand with HR Green addressed the council. The State plans to reconstruct Exit 387 along Interstate 90 in 2025. HR Green is the project manager and consultant. Wiegand gave the council an overview of process. Currently they are doing a study to collect data and identifying needs. Once the study is done, they will review plans, develop a concept, evaluate alternatives and recommend a plan to the state. There is a public input meeting planned for 6pm on June 28th at the Hartford Fire Station and a future stakeholder meeting is also planned for those property owners that may be directly impacted by this project.

https://www.hartfordsd.us/vertical/sites/%7B0786574D-ED03-4822-A2DF-5DE2E3C986DE%7D/uploads/6-19-18_Minutes.doc.pdf

Question from City Council:

- Asked about aesthetic treatments and if that will be part of this study.

Minnehaha County Commission Meeting

Jon Wiegand and Becky Baker provided an introductory presentation to the Minnehaha County Commission on June 26, 2018.

Minnehaha County Commission minutes related to the presentation:

BRIEFING

Jon Wiegand, HR Green Inc. Consultant Project Manager, presented on the I-90 Exit 387 Interchange Modification Study and Environmental Review. Becky Baker, KLJ Consultant Environmental Lead, was present and available for questions.

<http://www.minnehahacounty.org/commission/meetingInfo/minutes/2018/180626.pdf>

Question from Commission:

- Clarifying question that the existing structure is safe.

Sioux Falls Metropolitan Planning Organization Technical Advisory Committee Meeting

Brad Remmich (SDDOT) provided a study introduction/update presentation to the committee as part of the regular agenda on July 12, 2018.

Technical Advisory Committee Agenda:

http://siouxfallsmop.org/files/9315/3064/5053/01_TACAgenda_071118.pdf

Comments from the committee:

- Consider doing a context sensitive design with nice aesthetics and maybe lights like what is being proposed on the Missouri River Bridge in Pierre.
- Consider installing over-height warning lights like what is at the RR bridge in Pierre.

