



INTERCHANGE MODIFICATION STUDY  
AND ENVIRONMENTAL REVIEW

**PROJECT MEMORANDUM**

**PUBLIC INVOLVEMENT MEETINGS #2 –  
NOVEMBER 26, 2018**

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To: Study Advisory Team

From: HR Green and KLJ

Date: 12/18/18

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**November 26, 2018**

**Hartford Area Fire and Rescue Station**

**Hartford, SD**

**Public Information Meeting (page 2)**

6:00 – 7:30 P.M.

Meeting Notes

Submitted Comments

Sign-in Sheets

Meeting Handout

**Stakeholder Meeting (page 19)**

1:00 – 2:30 P.M.

Meeting Notes

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**Additional Outreach (page 164)**

City of Hartford City Council Meeting Agenda

## **Public Information Meeting**

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## Public Information Meeting Notes

### Question and Answer Session Following Presentation

#### **Audience Question**

- **Study team response/discussion**

How much longer does the approach need to be on Western Avenue for the roundabouts?

- It would be slightly bigger footprint; a few slivers of property would need to be purchased for ROW.

What if the public would rather have Options 5-9?

- You are welcome to write in a different option.

Where does the proposed shift of Western Avenue start and end? What would be the cost share?

- The shift starts on the north end around the Coffee Cup access and ends to the south of the bridge. The cost share would also be separated this way.

Roundabouts – can tractors pulling grain go through?

- Yes. Roundabouts are traffic calming devices and would slow vehicles down. Posted speed limit would be less than existing. Roundabouts have yield signs.

Do you have a preferred option?

- No.

What is the traffic capacity of Option 4?

- Using 2050 traffic projections, Option 4 would meet anticipated traffic capacity.

For Options 3 & 4, are there any weight restrictions for shifting Western Avenue?

- None were mentioned by structural engineers. Anticipate no weight restrictions but could be width restrictions during construction.

Will there be any money put forward for any township roads for those not taking detour roads?

- There would be discussions between SDDOT and townships.

For Options 1 & 3, is there a center turning lane?

- Yes, there would be 3 lanes through the entire stretch of the bridge.

How far past Mickelson Road would the construction be?

- Construction would go just past the church.

What is the SDDOT recommended alternative?

- SDDOT does not have one. We are asking for the public to comment on their preference. After this meeting, comments will be reviewed by Study Advisory Team and an alternative would be recommended. A preferred alternative would be selected upon the approval of the IMJR and Categorical Exclusion.

How long will construction take?

- 6 months for full closure and 8 months for partial closure.

What is the life expectancy of the bridge?

- 75 years

How often do you have to replace the aprons?

- Replacement would be similar to standard pavement.

Is the roundabout smaller in the videos that was shown?

- The roundabouts shown in the videos have slightly larger diameters. It appears the roundabouts in the Nebraska video may be similar to what is proposed for this interchange.

How far will the gas station be from roundabout?

- Same as distance from intersection.

What is the traffic projection on Western Ave today versus 2050?

- North of the interchange is 6000 to 10000 in 2050.

Farmers use a lot of trucks with pups driving through this area.

- Comment noted.

Wind turbines use west bound lane.

- Comment noted.

## Public Information Meeting Submitted Comments

**Received Date: November 26, 2018**

**Submittal: from SDDOT survey sheet**

**Comment #1:**

Would Favor the roundabout, either option

**Comment #2:**

We believe #9 would increase revenue for the City significantly

**Comment #3:**

Option #9 would provide long-range best solution. Similar to re-do at I-29/12<sup>th</sup> St. Extra cost would definitely be beneficial

**Comment #4:**

#3 or #4

## Public Information Meeting Submitted Comments

**Received Date: November 26, 2018**

**Submittal: Comments box at public meeting**

**Comment #1:**

Prefer Option #3. Shift Western Ave west and have 2 lanes open during construction. This will allow traffic to and from town and minimize response of emergency vehicles.

**Comment #2:**

Option #4 to shift the lane west and have roundabouts for increased safety. It would be awful for all those that live down south of I-90 to have to drive 8 miles east or west to cross, so it really should shift the lane so residents can continue using it. #9 to run Western under I-90 would be the absolute best option for generating additional revenue for the City. The gas stop is not visible to travelers.

**Comment #3:**

I don't think this is being looked at for the future long enough – traffic, town growth, type of trade traffic.

**Comment #4:**

Option #3

**Comment #5:**

I'm in favor of either Option #3 or #4 shifting west so we have access to Hartford for the most part.

**Comment #6:**

Option #3 or #4 with Western Ave shifted. It is important to maintain as much access to Hartford during construction as possible.

**Comment #7:**

Would like to see minimal bridge closures and minimal street detours. All recommended detour routes are considered out of the way. Option #4

**Comment #8:**

Option #8

**Comment #9:**

Would like to see a turn lane from 261<sup>st</sup> St north to I-90

**Email**

**Comment #1:**

I attended the meeting in Hartford concerning the Exit 387 project. I found the meeting to be very informative. I have been through the roundabout by Watertown and it is very easily navigated because it is very wide and the traffic moves quite smoothly. However, the ones proposed for Hartford aren't nearly as wide and I don't believe they would be a good fit for this project. I believe Option 1 or 3 would work the best.




**Email**

**Comment #2:**

Would like to see 1 or 2 lanes of the existing bridge to remain open along with accesses to and from I-90 during the construction period. The option that includes the two roundabouts is most favorable.

**Public Information Meeting Handout**

 <p><b>I-90 Exit 387</b> HARTFORD INTERCHANGE MODIFICATION STUDY AND ENVIRONMENTAL REVIEW</p>	<p><b>I-90 Exit 387 (Hartford) Interchange Modification Study and Environmental Review</b></p> <p>Project Area: I-90 Exit 387 Interchange &amp; Western Avenue from Mickelson Road (260th Street) to 261st Street</p>
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**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 update on the study progress, we are looking for your input on the remaining interchange and corridor alternative layouts. Potential topics to comment on include:

- **Interchange and Corridor alternatives analyzed**
- **Interchange and Corridor alternatives carried forward**
- **Bridge Construction Phasing**
- **Access During Construction**
- **Detour Routes**

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 Ben White or Steve Gramm by December 10, 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 - November 2018:

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

November 2018 - September 2019:

Develop and Refine Interchange Study and Environmental documents

*Public Meeting #2 to assist in selection of Preferred Alternative*

Identify Preferred Alternative

September 2019:

Project Completion

**Study Contacts:**

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**Study Website:**

[www.i90exit387study.com](http://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  
Sign-in Sheets  
Meeting Agenda

## **Stakeholder Meeting Notes**

### **Question to Stakeholders: Do you prefer one or two lanes across the bridge during construction?**

- Drop in business on the south side of the interchange was significant during previous closures
- Several stakeholders expressed the desire to keep traffic open during construction

### **Question to Stakeholders: Which of Options 1 thru 4 do you prefer?**

- Attendees were encouraged to mark their preference on comment cards provided

### **Stakeholder Question to Study Team: Does SDDOT reimburse businesses for lost income during construction?**

- Response: No reimbursements are issued

### **Stakeholder Question to Study Team: What if we prefer one of the alignments shown in Options 5 thru 9?**

- Response: Please mark your preference down on a comment card and the SAT will take all comments into consideration

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

- If bridge is hit in the next 2-3 years, the girder more than likely would be replaced, resulting in partial closure to full closure during repair.

### **Stakeholder Question to Study Team: Is the Watertown roundabout similar size to those proposed at Exit 387?**

- Follow Up clarification: The roundabout near Watertown is larger due to its future conversion to a multi-lane roundabout. Those proposed at Exit 387 are single lane roundabouts.

**Stakeholder Comment:** Thank you for planning for multi modal transportation. We appreciate the multi-use trail design

## **Post-Meeting Discussion Items**

## Stakeholder Meeting Submitted Comments

### Comment #1:

Concept #1 or #3. No roundabouts. This bridge has a lot of farm equipment crossing it. Includes combines. A lot of grain trailers pulling doubles as well.

### Comment #2:

My preference is to maintain the access across I90. My personal opinion for roundabouts represents my comfort level with those types of roadways and building in future traffic flow without the need for signals. Incorporating the bike trail and sidewalk into this design is also much appreciated.

### Comment #3:

Thank you for incorporating bike lanes in all the design options. I strongly urge you to maintain the bike lanes options in the final design.

### Comment #4:

Would like to see Option #4. Keep open 2 lanes during construction because of the length of time and season. Businesses at this location include: Fast Tax Income Tax Service (open 7 days/week), ABR Antique Mall (open 7 days/week), Hair Solutions (open 5 days/week), Ideal Weight Solutions (7 days/week), AK Video Plus (open 7 days/week). Farmers need to cross the interchange during construction as well.

### Comment #5:

Would like to see Option #3 where there is always an open lane to get across and no roundabouts. Businesses and residents south of the interchange need to get across for banking, groceries, doctor visits, and pharmaceuticals many times per day.

### Comment #6:

I have been thru the roundabout by Watertown and it is very easily navigated because it is very wide and the traffic moves quite smoothly. However the ones proposed for Hartford aren't nearly as wide and I don't believe they would be a good fit for this project. I believe Options 1 or 3 would work the best.

### Comment #7:

Please perform staged construction and not a full closure. The interchange needs to be kept open to help reduce the economic harm on the area retail businesses. The design should allow for traffic to enter businesses from southbound and northbound lanes of Western Avenue and also allow cars to leave the businesses and turn south or north. Avoid right in, right out scenarios. Because the interchange has a variety of traffic, mixed use zoning, and because the design shown would consist

of 2 roundabouts, we do not support the roundabout options. One roundabout might be workable for this mixed use. However a series of roundabouts, in close proximity to the other and a bridge seems to be an unnecessarily complex scenario at the interchange.

**Comment #8:**

I am in favor of Option #3. I don't feel there is enough room for 2 roundabouts. Roundabouts are a good idea when all arterials can be tied in to the same circle, not the case here. Most importantly, the north – south route should remain open throughout the project. All things considered, \$200,000 to \$400,000 additional construction costs would be a bargain compared to the hardships the community would experience. Emergency vehicles responding to emergencies south of I-90 and traffic not using designated detours should be factored in as well.

## **Stakeholder Meeting Agenda**

### **I-90 Exit 387 Interchange Modification Study and Environmental Review Stakeholder Meeting Agenda November 26, 2018**

#### **Introductory Information**

**A. Introductions**

**B. Study Overview & Progress**

**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 (260<sup>th</sup> Street) to 261<sup>st</sup> Street

**F. Discussion Items**

- a. Interchange and Corridor Alternatives analyzed
- b. Interchange and Corridor Alternatives carried forward
- c. Bridge construction phasing
- d. Access During Construction
- e. Detour Routes
- f. Traffic growth and operational needs
- g. Crash Impacts

**Project Website: [i90exit387study.com](http://i90exit387study.com)**

## **Additional Outreach**

City of Hartford City Council Meeting



## Hartford City Council Meeting Presentation

Ben White provided a project update to the Hartford City Council on November 20, 2018.

Hartford City Council meeting minutes related to the presentation:

**VISITORS:**

- **Ben White of HRGreen:** Ben White, who is the project manager on the I-90 Exit 387 Interchange project, was present to discuss the project with the council and answer any questions. There will be a public meeting on Nov 26<sup>th</sup> 6pm-7:30pm at the Hartford Fire Station. Different layout options for the interchange will be presented and public input will be gathered. This SD DOT project is scheduled for 2025.

[https://www.hartfordsd.us/vertical/sites/%7B0786574D-ED03-4822-A2DF-5DE2E3C986DE%7D/uploads/11-20-18\\_Minutes.pdf](https://www.hartfordsd.us/vertical/sites/%7B0786574D-ED03-4822-A2DF-5DE2E3C986DE%7D/uploads/11-20-18_Minutes.pdf)

Question from City Council:

- Asked if roundabouts would fit within existing ROW
  - Response: Small swaths of additional ROW would be required