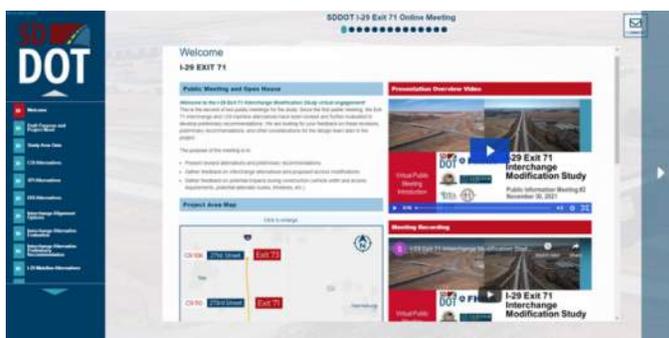




Public Involvement Meeting #2 Summary

I-29 Exit 71 Interchange Modification Study

Meeting Date: November 30, 2021



Lincoln County, SD

December 30, 2021





Table of Contents

Table of Contents 1

Public Meeting Overview 2

Written Comments 3

Stakeholder Meeting Notes 7

Appendix A: Informational Handout A

Public Meeting Overview

In-person Public Meeting: Tuesday, November 30, 2021

- Tea City Hall, Tea, SD
- 5:30 – 7:00 p.m.

Virtual (Online) Public Meeting and Comment Period: Tuesday, November 30, through Friday, December 17, 2021

Study Website: <https://i29exit71.com/>

Virtual (Online) Public Meeting Website: <https://i29exit71.com/onlinemeeting2/>

This public meeting was setup as a hybrid type meeting where there was an in-person meeting with presentation on November 30, 2021, and a self-guided virtual component that was available on the study website from November 30 through December 17, 2021.

The following is a summary of available public involvement statistics:

- In-person public meeting attendance: ~35 plus Study Advisory Team
- Study website users: 418 (November 23 – December 20, 2021)
- Virtual public meeting website users: 204
- Study website access:
 - Direct: 293
 - Search: 74 Google, 4 Bing
 - Other websites: 9 dot.sd.gov, 27 Facebook
- Devices used to access virtual public meeting website:
 - Desktop: 189
 - Mobile: 229
 - Tablet: 14
- Virtual public meeting presentation views: 58 (unique viewers, includes livestream)
- Website-submitted comments: 7
- Comment card and email comments: 3

Written Comments

A summary of comments provided to the study team are included below. Personal or identifiable information has been omitted. The method used to submit the comment and submittal date are noted in the heading.

Method: Comment card (11/30/2021)

Consideration should be given to ability to widen bridge once 273rd Street needs to eventually be a 4+ laned road down the road.

Study Team response: Thank you for the comment. The Compressed Diamond and Single Point Interchange alternatives were all developed to accommodate future bridge widening should future traffic volumes beyond the current planning horizon warrant additional lanes on 273rd Street. The Diverging Diamond Interchange alternatives include bridges that accommodate multiple lanes but could also be widened if additional lanes are needed at some point beyond the current planning horizon. For the Compressed Diamond interchange alternatives, the layouts were developed to widen to the opposite side of the shared-use path.

Method: Comment card (11/30/2021)

Make improvements to Exit #71 a very high priority. Traffic will only get heavier. This is critical to safety and traffic flow in the Harrisburg area.

Study Team response: Thank you for the comment.

Method: Comment card (11/30/2021)

Prefer option with 80 ft. S.

Study Team response: Thank you for the comment.

Method: Study Website (11/30/2021)

Hello,

I have lived in Tea and worked in Canton since 2003, driving this section of interstate almost every day. I think its great that this upgrade is taking place as its will very likely be needed to support the traffic growth. My main reason for commenting is exit 71 has become very dangerous. With the combination of population increases in Tea and Harrisburg, combined with the construction at exit 73, there has been a significant increase in traffic at exit 71 over the last two years. When I'm driving home from work in the evening, I take exit 71 and need to take a left turn (west) onto 273rd street. Its not possible to see if there is a car coming unless the car is already part way onto the bridge. If that vehicle is going the posted speed limit its not an issue, you still have to hustle a bit to get your left turn made, but it can be done. The issue with the bridge is I see so many drivers speeding, maybe going 35-40mph, which is easy to do, and its only a matter of time before there is a bad accident. I would be curious to see the accident data on that exit over the last two years as the 2012-2016 data in the study didn't show any issues. There is also a significant amount of traffic from the east that makes it even more difficult to take a left turn. I would imagine anyone coming from Sioux Falls, taking exit 71, and going left (west) to Harrisburg would have the same issue, maybe even worse than what I experience. Is there anything that can be done in the short term to help to reduce the safety issue? Maybe a set of temporary stop lights? I think something needs to be done with that interchange before 2028, even if its a temporary work around. I won't be able to make the public meeting tonight but I can be reached by email or phone if you would like to discuss further.

Thanks,

Study Team response: Thank you for the comment. The reduction in posted speed on 273rd Street through the interchange appears to have helped reduce crashes, particularly the high severity crashes which were occurring at the interchange, when reviewing crash history between 2016-2020 (which was presented for this study). The posted speed better aligns with sight-distance limitations at the interchange which you note in your comment. However, as you also note, traffic traveling at speeds higher than the posted speed still present a potential safety issue for traffic trying to turn onto 273rd Street. The SDDOT is monitoring crash data at this interchange and additional measures could be considered through additional review and analysis. Typically, intersection traffic control such as traffic signals and stop signs are not implemented as traffic calming measures as research has found that they can increase crashes (and crash severity) when implemented incorrectly in isolated areas.

In 2021, there have been 3 reported crashes at the southbound ramp terminal intersection (2 angle and 1 sideswipe crashes) and one at the northbound ramp terminal intersection (rear end crash). All four crashes were property damage only crashes (no reported injuries).

The Federal Highway Administration Office of Safety has several resources on intersection safety and traffic calming measures:

<https://safety.fhwa.dot.gov/>

<https://safety.fhwa.dot.gov/intersection/>

https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Method: email (12/4/2021)

Very good presentation on 11-30-21. I was very pleased that the most likely scenario is the Compressed Diamond with the Interstate going under, the same basic set-up as it is today. It was good to hear of the issues and reasoning behind the decisions made relative to the airport, the hi-power lines, environmental, etc, leading to the ultimate decision. The difference in cost to the other options at this time are just not warranted in my opinion.

As to the bridge off-set, I certainly understand the various reasons (with a big one that would effect me) being the ability to use the bridge while constructing the new one. However, if the decision is made primarily due to the Cement plant, I can give you a couple of examples in Sioux Falls (I dealt with personally) that concessions were made for very large trees (the neighbors said "Oh my, we just CAN'T cut down these beautiful trees") Those complainants are either deceased or moved away, AND the trees have since died yet we still have the compromised roadway that remains today!! Please feel free to contact me and I will cite two prime examples. I can just see offsetting the bridge for the concrete plant and then in five years having them move or go out of business and we are stuck with a road with a "goofy jog" in it for many years to come. I did explain my feelings at length with Harry Johnson(?). Nice guy and was very pleasant to visit with. He said he could certainly understand my feeling.

On a side note, the approaches to both sides of the current bridge are deteriorating very fast with the ever increasing heavy truck traffic that I have witnessed in the past two years. The current road surface is "alligatoring", cracking in many places and come next spring will be nothing but one big pothole. Thanks for your efforts in the project,. 2028 will be here before you know it!

Study Team response: Thank you for the comment.

With regard to the asphalt surfacing on either side of the existing Exit 71 bridge, the SDDOT has indicated: With the deteriorated condition of the existing asphalt, the SD DOT Sioux Falls Maintenance crews plan to overlay the asphalt surfacing on either side of the Exit 71 interchange structure in the Spring of 2022. Crews will continue to monitor the pavement condition through the winter and address surfacing needs as they arise.

Method: study website (12/10/2021)

Simply a "thank you" for the time and effort SDDOT is putting in to inform the public, but especially the representatives who gave their patience and time to answer all the questions put to them after the presentation. In my view, they are excellent representatives of SDDOT.

Study Team response: Thank you for the comment.

Method: study website 12/15/2021)

I agree with the decision to eliminate the two options that have been eliminated. It makes the most sense. Looking forward to having this done. I just wish it wasn't going to be so long!

Study Team response: Thank you for the comment.

Method: study website (12/15/2021)

The road has to remain open during construction.

Closing Iron Works is unacceptable without providing another route out, just moving traffic over to Kenworth will not work. It would create a bottle neck.

Study Team response: Thank you for the comment.

Method: study website (12/16/2021)

Single Point Interchange
6 lanes, 3 north and 3 south to Exit 68

Study Team response: Thank you for the comment.

Method: study website (12/16/2021)

Hello, as a neighbor and adjacent land owner to this interchange, I have a couple concerns and questions about certain aspects of the project. My main concern is related to the exit/bridge remaining open during construction. I fully support keeping the exit open, but I have been informed that the way you intend to do so involves moving the highway south. I am concerned.

My other comment would be towards the design of the interchange. I would prefer that the interstate remain under the bridge. I feel this offers several safety benefits, as well as cutting down on traffic noise in the surrounding area, of which there's plenty. Having the interstate, which is the bulk of the traffic, flow under the bridge allows line-of-sight visibility, and keeps the highway flat, which is a benefit in winter driving conditions, windy conditions, and even fuel mileage. Having fast-moving traffic decelerating up-hill vs. down-hill is obviously safer and smarter. The same holds true for accelerating traffic. Also, when a person is approaching the interchange, with intent to join interstate traffic from above, you can look down the line to see the traffic coming & get an idea for how to merge. Joining traffic from below is a disadvantage for both sides of traffic. Thank you for your time, I look forward to hear from you, & to see how this project develops.

Study Team response: Thank you for the comment. The three offset 273rd Street alignment options presented at the public meeting construct the new bridge south of the existing bridge to maintain traffic during construction. The 6' offset is the minimum feasible separation to construct a new bridge next to the existing bridge. This alternative does not provide spacing for a frontage road connecting Kenworth Place and Ironworks Avenue on the north side of 273rd Street, thus necessitating a rearage road connection. The other two offset alignment options (55' and 80' offset from the existing bridge) were developed to provide enough space for a frontage road between Kenworth Place and Ironworks Avenue. The potential need for a 55' or 80' offset is dependent on the need for a frontage road connecting Ironworks Avenue and Kenworth Place. If a frontage road is not required, the 6' offset option exhibits less impact to adjacent property while still maintaining traffic across I-29 during construction.

Stakeholder Meeting Notes

Tuesday, November 30, 2021

Tea City Hall, Tea, SD

'West of I-29' stakeholders: 1:00 p.m.

'East of I-29' stakeholders: 3:00 p.m.

The following are meeting minutes from the two stakeholder meetings.

Meeting Minutes

Project: I-29 Exit 71 Interchange Modification Study

Subject: Stakeholder Meeting #2, November 30, 2021

Date: Friday, December 03, 2021

Location: Tea City Hall, Tea, SD

Attendees: See sign-in sheets (Appendix)

Stakeholder Meeting #1

Focus area: Businesses and properties west of I-29 (1:00-2:30 pm)

Tea School District comments

- Buses cross I-29 twice daily on 273rd Street
- Would appreciate maintaining traffic across I-29 during construction, during school year

Northwest quadrant property owner comment

- Main concern was regarding access to/from 273rd Street and their property
- HDR noted access is relocated to Ponderosa Circle intersection, reflecting the balance of short-term access and long-term access management
- No additional ROW is anticipated from the northwest quadrant (possibly construction easement, but no acquisition anticipated)

Lennox School District comment

- School district boundaries cross I-29.
- One bus route would need to be re-routed if 273rd street is closed

Stakeholder Meeting #2

Focus area: Businesses and properties east of I-29 (3:00-4:30 pm)

General discussion themes:

Pavement type for frontage road, rearage connection, and/or Kenworth Place between 273rd Street and a rearage road

- SDDOT indicated they would build frontage road or rearage road, not both
- SDDOT would look at pavement type needs and overall extent (i.e., does Kenworth Place need to be improved with additional traffic due to a rearage road) as part of design

Need for multiple access points

- Concern about going down to a single access point, with the only other access option being through a residential area on Smith Circle
 - Stakeholders noted current delay in AM peak hour
 - Stakeholders noted they would not like to increase traffic along houses
- HDR noted that with two closely spaced intersections, one intersection is likely to meter the downstream intersection during peak hours
 - Minimal operational benefit
 - Likely safety impacts
- Providing a southbound left turn and right turn lanes would be important so a left turning vehicle is not holding everyone up

Kenworth Place traffic signal

- Traffic volumes not likely to meet warrants in the foreseeable future

Tallgrass Avenue connection

- Large support from stakeholders to provide a connection east to Tallgrass Avenue
 - HDR noted the scope of this project is not to address development access/traffic issues completely unrelated to the interchange project.
 - However, an access to Tallgrass Avenue can be an option if it is associated with access management within the interchange footprint.

Tight Diamond interchange alternative

- 2018 I-29 Exit 62 to 73 Corridor Study
- Tight Diamond was eliminated from consideration at some point during the study
- SAT will follow-up regarding that alternative

NE Quadrant Road Ownership

- Continued discussion on ownership of roads in NE quadrant.

Traffic Solutions comments

- Concerned about traffic volumes at intersection and traffic increases on Kenworth Place
- Supports connection over to Tallgrass Avenue
- Asked about tight diamond interchange alternative reviewed during previous study
- See general discussion themes for other topics

L.G. Everist, Inc. (Ace Ready Mix)

- Proponent of multiple access options – or –
 - Frontage road and rearage road combination
 - This would allow incoming trucks to go north to the rearage road, loop around, and then exit at Kenworth Place; thus, creating some separation of traffic flows
 - Maintain Ironworks Ave and Kenworth Place intersections
- Like 273rd Street offset options, but concerned about turn movements and would like to avoid 180 degree turn movements (not good for trucks and tires)
- Indicated they would look and see whether they have additional requirements beyond a 'Rocky Mountain Double' type truck



Appendix A: Informational Handout



I-29 - Exit 71 Interchange

INTERCHANGE MODIFICATION STUDY

MEETING OVERVIEW & OBJECTIVES

This is the second of two public meetings for the study. Since the first public meeting, the Exit 71 interchange and I-29 mainline alternatives have been revised and further evaluated to develop preliminary recommendations. We are looking for your feedback on these revisions, preliminary recommendations, and other considerations for the design team later in the project.

The purpose of this meeting is to:

- Present revised alternatives and preliminary recommendations
- Gather feedback on interchange alternatives and proposed access modifications
- Gather feedback on potential impacts during construction (vehicle width and access requirements, potential alternate routes, timelines, etc.)



PUBLIC MEETING:

Date: Tuesday, November 30, 2021

Time: 5:30 PM – 7:00 PM

Location: Tea City Hall – Council Room
600 E 1st Street
Tea, SD 57064

Tell us what you think: Input gathered will aid in additional revision and evaluation of alternatives prior to determining a final recommendation.

Questions and written comments will be accepted until December 17, 2021, and may be submitted at the public meeting, through the website, or directly to one of the project contacts.

A virtual component of the public meeting will also be available at the study website starting the day of the public meeting.

LEARN MORE:

www.i29exit71.com

PROJECT CONTACTS:

Jon Wiegand, P.E., PTOE

Consultant Project Manager (HDR)

605-782-8105

jonathan.wiegand@hdrinc.com

Steve Gramm, P.E.

SDDOT Project Manager

605-773-3281

steve.gramm@state.sd.us



PROJECT SCHEDULE:

