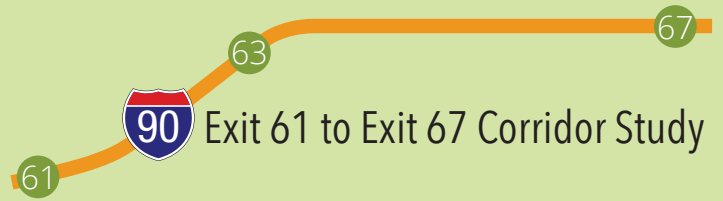
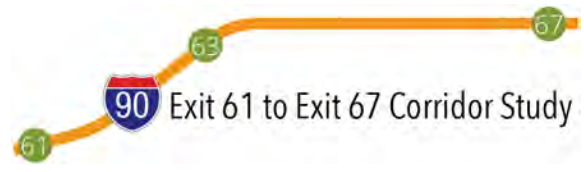


Open House | July 2016

Summary





Interstate 90 Exit 61 to Exit 67 Corridor Study

**July 2016
Public Meeting Summary**

List of Contents

- Public Meeting Overview and Comment Summary
- Sign-In Sheets
- Open House PowerPoint Presentation
- Open House Exhibits
- Meeting Handout
- Comment Sheets
- Letters/E-Mail Correspondence
- Advertisement / Communication



I-90 Exit 61 to 67 Corridor Study
Public Meeting #1
July 26, 2016

MEETING OVERVIEW AND COMMENT SUMMARY

Meeting Overview

Date: July 26, 2016, 5:30pm – 7:00pm
 Location: Black Hills State University, Box Elder, SD
 Attendance: Approximately 50 people, plus consultants, Study Advisory Team members and SDDOT representatives
 Purpose: Provide overview of project and gather public input on critical issues and alternatives
 Meeting Graphics: Meeting handout and 14 display boards
 Feedback: 16 comment sheets

Comments Summary

Comment Sheet Questions:

Please characterize your use of the I-90 Corridor:

Commuter	5
Resident of study area	11
Through traveler	0

As shown, most respondents were residents of the study area.

In the study area, how would you rate:

	Poor	Inadequate	Fair	Acceptable	Excellent
Efficiency of traffic flow?	0	7	3	5	0
Traffic safety?	3	5	6	1	0

Traffic safety was rated lower than operational efficiency of the corridor. Most indicated Inadequate to Fair safety levels. No excellent ratings given.



What traffic problems and/or safety concerns do you experience when traveling at or along:

a. I-90?

- Icy crosswind dangers
- Icy conditions at Elk Vale and ramp of exit 63 in winter
- I-90 closes at 61 in inclement weather as opposed to the base
- Merging is difficult (5)
- Right lane slower because of exiting at 63 (4)
- Careless drivers

b. County Highway 1416

- Slow moving
- People get confused and stop where there's no sign
- Crossing over lanes (3)
- Congestion at stop signs during peak hours (3)
- Too much traffic, not enough signs for safety
- Accidents at EB intersections/WB traffic congestion
- At Radar Hill Road, might need a traffic light
- Intersection of Radar Hill Road (2)
- Speeding, turning
- Radar Hill Road and S. Ellsworth dangerous intersections

c. Exit 63

- Not two-way exit; inability to go east (5)
- Base traffic backing up causing traffic
- Too spread out – WB on ramp curve – numerous “drive offs”
- People missing exit, slowing down and then traffic backs up
- Single lane slows way down for left turns
- The 4-way stop right before the ramp is a pain
- Failure to yield right of way

d. Other

- South gate experiences several “almost” accidents due to traffic set-up
- Traffic using wrong ramp at Exit 67 – eliminate Exit 67B
- Other ways in and out, but no one uses the Blvd.
- Box Elder Road and 1416 confusion at intersections; yield signs, stop signs
- 500 accidents in 5 years is a lot but what % is during winter?
- Drivers speeding

What criteria would you use to select the best option for the future of Exit 63 and I-90 corridor?

- Open up bridge at Radar Hill site
- Safety, displacement of people incapable of finding replacement housing. They will need options.
- Efficient movement with least amount of stops/intersections



- Cost
- Constructability
- Safety and traffic flow on CH1416
- Traffic safety and efficiency of traffic flow – look at options near South gate/Commercial
- Safety of travelers – need better option for AFB traffic
- Future traffic flow needs and safety; Something needs to be done with 1416 also – maybe non divided?
- Use the most cost-efficient, safest, simplest change. Less confusion- option “Radar Hill Diamond” would be best for the amount of traffic and way less confusing
- Traffic flow and safety concerns. Too many accidents
- Winter traffic safety should be #1 consideration when selecting the future Exit 63. It rains, freezes, then snows so less complicated stops, no hard/sharp (for winter) turns/corners.
- Convenience and use for the majority of the users of the exit. Right now traffic on Radar Hill Road is getting heavier and that divided highway makes crossing to go to the exit for the interstate dangerous.
- Most of the areas of concern are due to how the drivers are driving – it’s not so much an engineering calamity, but improvements in your study area will help.

General Comments:

- Very good presentation. Need to break out accidents due to weather. Road on Elk Vale should be lowered to alleviate some accidents during bad weather.
- How will any future exits improve EAFB accessibility that was affected when the exit was removed years ago?
- Traffic lights for Exit 61 and Cheyenne Blvd. need to be timed better for traffic flow.
- Personnel and growth for Box Elder Community with EAFB.
- I don’t believe having the exit at Radar Hill Road/Gumbo is the answer. I think another area should be looked at closer. I appreciate the meetings with the public and the advertisement for the meetings.
- I would suggest the Radar Hill Road diamond as most preferred option. RWO acquisition could be joint between DOT and Ellsworth Authority (already acquiring property). This would also align I-90 travelers with route to regional airport. Either option at westgate would be too strung out and in curve of I-90.
- Something needs to be done soon. Box Elder is growing and nothing is done for traffic safety or law enforcement.
- I would love for the new exit to be located at Radar Hill Road. The bonus would be that people going to and from the airport would have a nice, close exit to the interstate. Please, strongly consider Radar Hill Road for the location of Exit 63.
- Have had a few serious accidents where Mall Drive intersects N. Elk Vale Road. Due to speeds and the rise in the hill from N Elk Vale traveling south toward Mall Drive very poor visibility (rise needs cut down – cannot see small vehicles – very dangerous) especially with the new soccer field traffic and traffic from the Seger Drive area.



Interstate 90 Exit 61 to Exit 67 Corridor Study

**July 2016
Public Meeting Summary**

Sign-In Sheets

Name	Affiliation	Email	Address
Jeff Brosz	SDDOT	jeff.brosz@state.sd.us	Pierre SD
Steve Gramm	SDDOT	steve.gramm@state.sd.us	700 E Broadway Ave. Pierre
Karen Olson	SDDOT	Karen.olson@state.sd.us	700 E. Broadway Ave Pierre.
RON SPROSTY		BIGEYE1966@YAHOO.COM	606 WESTWIND DR BOX ELDER SD
MIKE K ROSE	QUALITY TRANSPORTATION	MIKE@equality-transportation.com	2108 EIK VALE RD.
Carl Meier	Home owner	Cmeier11@Comcast.net	624 Box Elder Rd W.
Theresa Mellen	BEVFD	thuckett68@yahoo.com	6016 Cardinal Dr
Doug Curry +1	Home owner	dougcurry64@gmail.com	22726 TAWNEY CT BE.
Bob Kunkin	Box Elder		
Valerie Reeves	Box Elder		
MARK HASTINGS	Rapid City	mandd.hastings@ASTBB.net	4925 Ave A RC, SD
Doreen Hastings	"	"	"
Brenda Degen-Whiting	Rapid City	degenranch@gmail.com	4000 N. Elk Vale Rd, RC SD
Robert Miller	Box Elder	rmilrtime@yahoo.com	Box ELDER, SD
Matt Schmahl	West River Electric	Matt.Schmahl@westriver.com	3250 EAST Highway 44, RC SD
Jon Gillam	Rapid City	jkgillam@edlisc.com	1002 E. Omaha St.
Bob Eben	Ellsworth AFB	robert.eben@us.af.mil	2125 Scott Dr., EAFB SD 57700
EUGENE MILLER	Box ELDER	eugenebohica@YAHOO	107 GUMBO #4 57719
Mike Carlson	SDDOT	mike.carlson@state.sd.us	
Jessica + Thomas Gluth	Box Elder/Ellsworth	tpgluth@hotmail.com	231 Vine St, EAFB SD 57706
Kammie Doud	Box Elder	kammie-doud@yahoo.com	4875 Bennett Rd RC SD 57701

Name	Affiliation	Email	Address
Todd Frisbie	FHV	todd.frisbie@fhveng.com	2112 N. Corona
SONIA DOWNS	SDDOT	sonia.downs@state.sd.us	700 E BROADWAY AVE PIERRE
Joanne Hight	SDDOT	joanne.hight@state.sd.us	700 E. Broadway Ave Pierre
BRAD REMMICH	SDDOT	bradley.remmich@state.sd.us	700 E Broadway Pierre
Marc Hoelscher	FWA	marc.hoelscher@dot.gov	116 E Dakota Ave Pierre
Joe Meier		Joefmeier@gmail.com	106 S. Gate Rd Box Elder
lexi chleborad		lexi.chleborad@yuno.com	106 S. Gate Rd Box Elder
Cody L Warren		CLWarren94@yahoo.com	106 Gumbo Dr Box Elder
Eileen Kueyell		eileenk@mail.com	244 Mockingbird Dr
Jo Ann Blackwelder			124 Johnson Dr
Kip Harrington	RCMPD	Kip.harrington@rcgov.org	306 W Street
Pat Medley			22437 Bennett Rd.
Ella Smith	Box Elder	ellabellsd@rap.midco.net	233 Mockingbird Dr
Shannon Tibbetts		GrannyPatti9@gmail.com	3190 County Rd RC
Tom Wilsey	Pennington Co. Hwy	Tom.wilsey@pennco.org	
Sherie Brost	Box Elder	msbrost@yahoo.com	327 Grandeur Ln Box Elder
TOOO SEAMAN	SDDOT	Todd.Seaman@state.sd.us	2300 E GUN S- RCSD.
Norris Leone	SDDOT	norris.leone@state.sd.us	2300 S
Todd Madson	Ditch Witch of SD	tmadsma@ditchwitchsd.com	2108 Elk Vale Rd. RC
Robert Heidgerken	Meade Co Commission	reheidgerken@gmail.com	22372 W. Mike Rd. RC
Carla Zuhlsdorf	Box Elder	cmz055@gmail.com	1148 Case Ct. Box Elder



Exit 61 to Exit 67 Corridor Study

Sign in
July 26, 2016

Name	Affiliation	Email	Address
CARLTON Peterson	Self	ANPRO @ AOL.COM	14860 MORNING VIEW DR
Leonard Liverson	USAF	leonard.liverson@us.af.mil	6140 Wildwood Dr. R.C.S.D
Jon Schmidt		Jonathan.Schmidt59@msn.com	620 Ziebach St R.C.S.D
Kathryn Caro	self	midnightkayak@yahoo.com	215 Wilder Ct.
Amanda Schanzenbach	self	Janbm5@msn.com	315 Ruhe Ln Box Elder
Kendra Hovingh	self	hovingh@rap.veidco.net	282 Eclelweiss Ln Box Elder
Mary McGuff	self		536 E HWY 1416 Box Elder



Interstate 90 Exit 61 to Exit 67 Corridor Study

**July 2016
Public Meeting Summary**

Open House PowerPoint Presentation



City of Box Elder
FHWA
Rapid City Area MPO



I-90 Corridor Exit 61 to Exit 67 Corridor Study

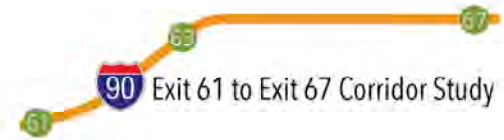
Public Meeting #1

July 26, 2016

BHSU Rapid City Center



City of Box Elder
FHWA
Rapid City Area MPO



Introduction

- Welcome
- Housekeeping Items
- Methods of Commenting
 - Comment Card tonight
 - Comment Card later
 - Conversation with project representatives
 - Correspondence after the meeting
- Comments due by August 10



City of Box Elder
FHWA
Rapid City Area MPO



Project Contacts

SDDOT Project Manager:

Steve Gramm, PE

Planning Engineer

Ph: (605)773-6641

steve.gramm@state.sd.us

FHU Project Managers:

Lyle DeVries

Todd Frisbie

Ph: (303)721-1440

lyle.devries@fhueng.com

Study Advisory Team Entities:

- Federal Highway Administration (FHWA)
- City of Box Elder
- Rapid City Area MPO
- Ellsworth AFB
- Ellsworth Development Authority
- SDDOT Departmental/Local Staff



City of Box Elder
FHWA
Rapid City Area MPO



Project Background

- Recommended in BESTPlan as a more focused study of important corridor
- Positioned to:
 - Answer key questions in advance of I-90 rehab/reconstruction (8 yrs. out)
 - Address future of Exit 63
- Collaborative effort among several entities



City of Box Elder
FHWA
Rapid City Area MPO



Study Goals:

Complete a list of transportation issues and needs facing the I-90 corridor within the study area

Develop feasible solutions to address those issues and needs that meet current design standards and/or traffic level of service expectations under both the current and predicted future traffic conditions while promoting a livable community that will enhance the economic and social well-being of all users of the corridor.

Two primary areas of need will be investigated in this study.

1. I-90 Corridor Capacity

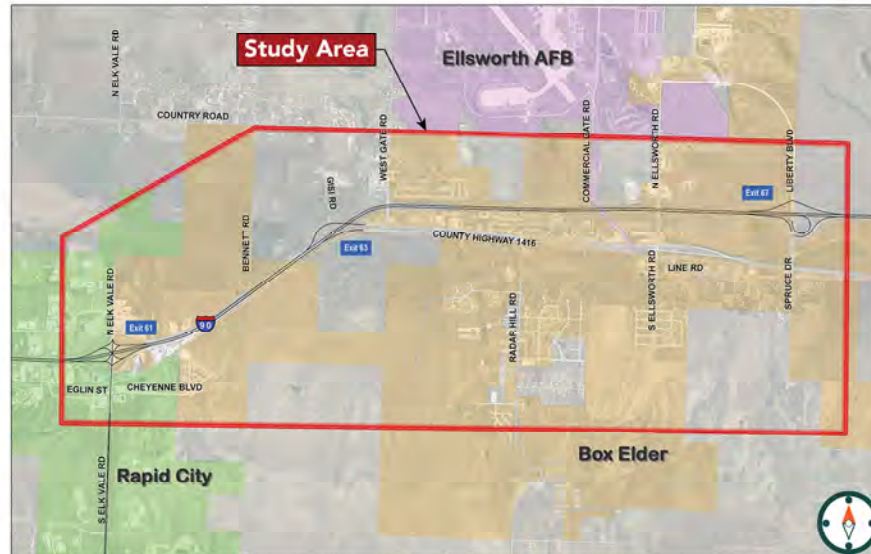
The need for I-90 and the surrounding roadway network to provide acceptable traffic operations and safety now and into the long range future.

Traffic counts, forecasts and analyses may support:

- The need for an additional travel lane along I-90 for all or part of the study corridor
- The need for particular regional roadway network improvements to accommodate vehicle-trips and support I-90
- The need for other multimodal mobility enhancements

2. Interchange Access

The current half movement interchange provides only for movements to and from the west, not in compliance with current Federal Highway Administration (FHWA) policy requiring that service interchanges provide for all movements. The study will investigate options to bring Exit 63 into compliance with FHWA policy.





City of Box Elder
FHWA
Rapid City Area MPO



Entity	Goals	Documents	I-90 Input
SDDOT	Safe and effective transportation system	<ul style="list-style-type: none"> 2000/2010 Decennial Interstate Corridor Study Involvement in Meade County, Pennington County and BESTPlan Transportation Plans 	<ul style="list-style-type: none"> Need for reconstruction/rehabilitation of pavement by 2023 Preserve opportunity for future widening Alternatives developed for Exit 63 interchange
Ellsworth Development Authority	Maintain the operational mission of EAFB while accommodating surrounding growth and economic development and protecting public health and safety	<ul style="list-style-type: none"> 2009 Moving Forward with Ellsworth Transportation Work Plan 2016 Ellsworth AFB Joint Land Use Study (JLUS) 	<ul style="list-style-type: none"> Prior documents support full interchange at West Gate Road as replacement for Exit 63 Interchanges should be located outside of protected zones
Ellsworth Air Force Base	Continuing success of operational mission		
City of Box Elder	Community vitality, sustainability, and financial health	<ul style="list-style-type: none"> 2014 BESTPlan Zoning regulations 	<ul style="list-style-type: none"> I-90 access instrumental to commercial viability, seek compatibility with local development
FHWA	Improve mobility through national leadership, innovation and program delivery	<ul style="list-style-type: none"> Design and planning standards for interstate facilities, procedural documents 	<ul style="list-style-type: none"> I-90 planning process should follow regulatory guidance, set stage for needed approvals and environmental document(s) Current Exit 63 not compliant with policy of all movements
Rapid City Area MPO	Focus on effective regional transportation planning/federal funding coordination	<ul style="list-style-type: none"> 2015 RapidTrip 2040, Regional Long Range Transportation Plan 	<ul style="list-style-type: none"> I-90 Growth forecasts in regional model Planning oversight/approvals
Pennington County	Repair, maintain and reconstruct county roads	<ul style="list-style-type: none"> Pennington County Master Transportation Plan (CHAPS) 	<ul style="list-style-type: none"> I-90 bisects county and connects to county roads, including County Highway 1416

South Dakota Decennial Interstate Corridor Study

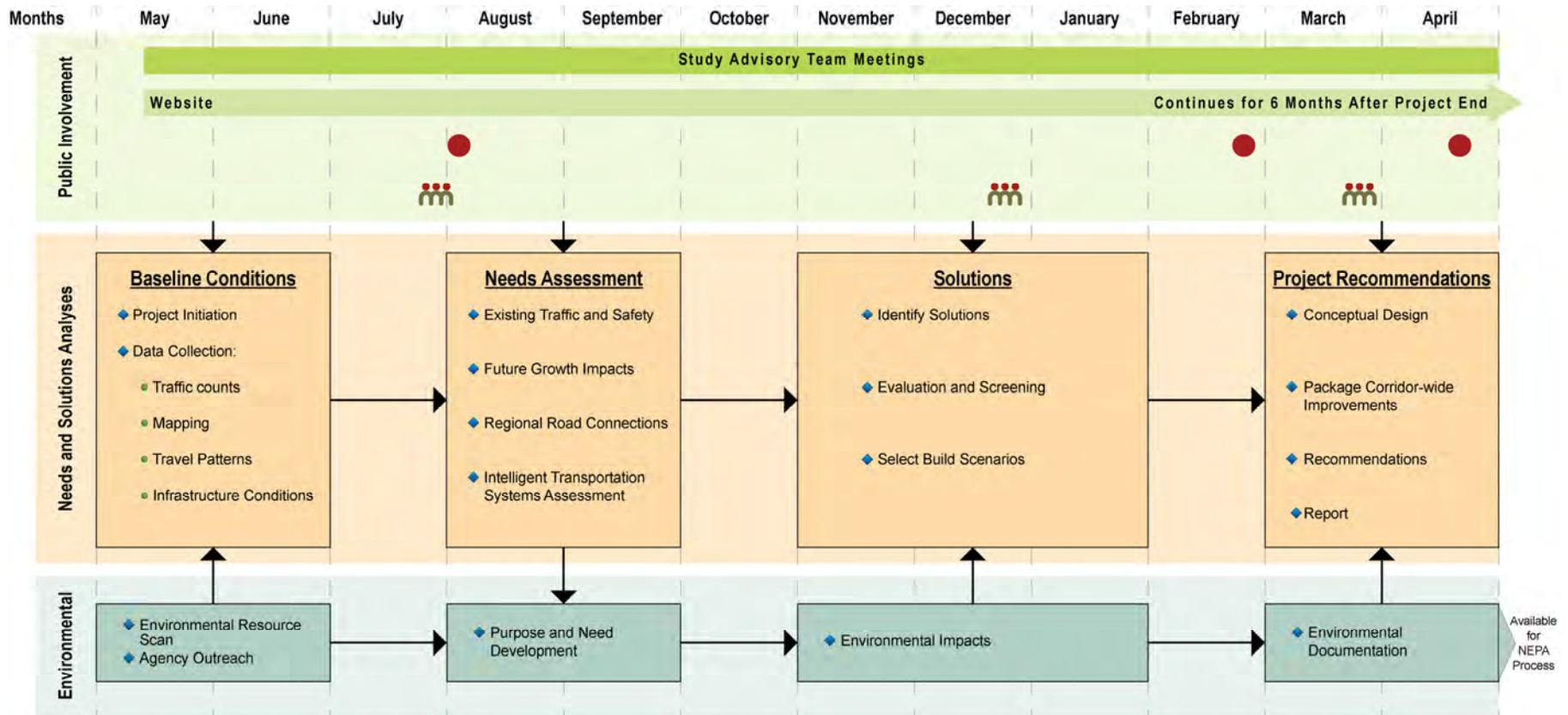
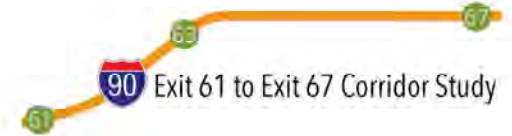
RAPIDTRIP 2040

RAPID CITY AREA MPO

December 2014

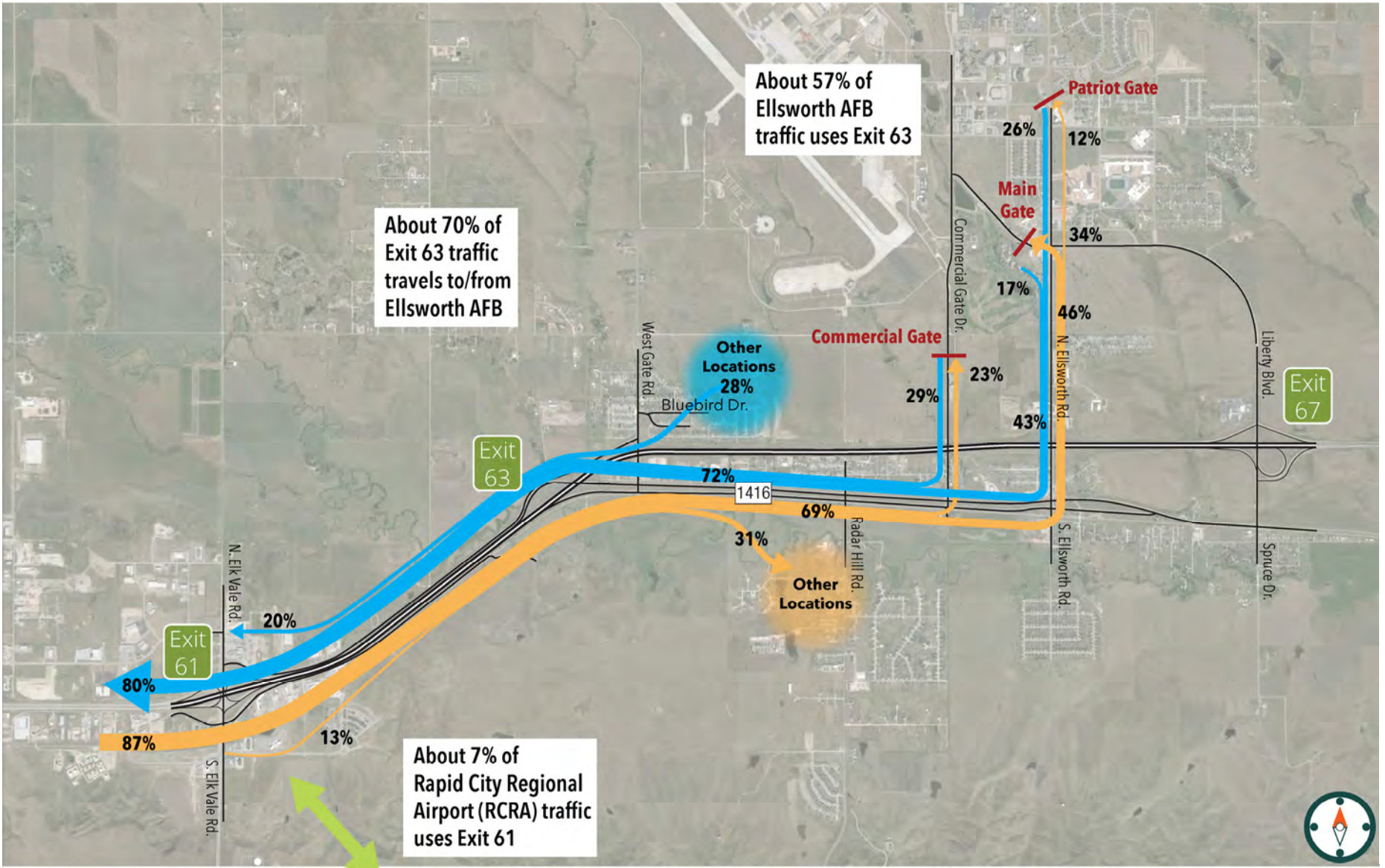


City of Box Elder
FHWA
Rapid City Area MPO



LEGEND Public Meeting Rapid City Area MPO Meeting (open to the public)

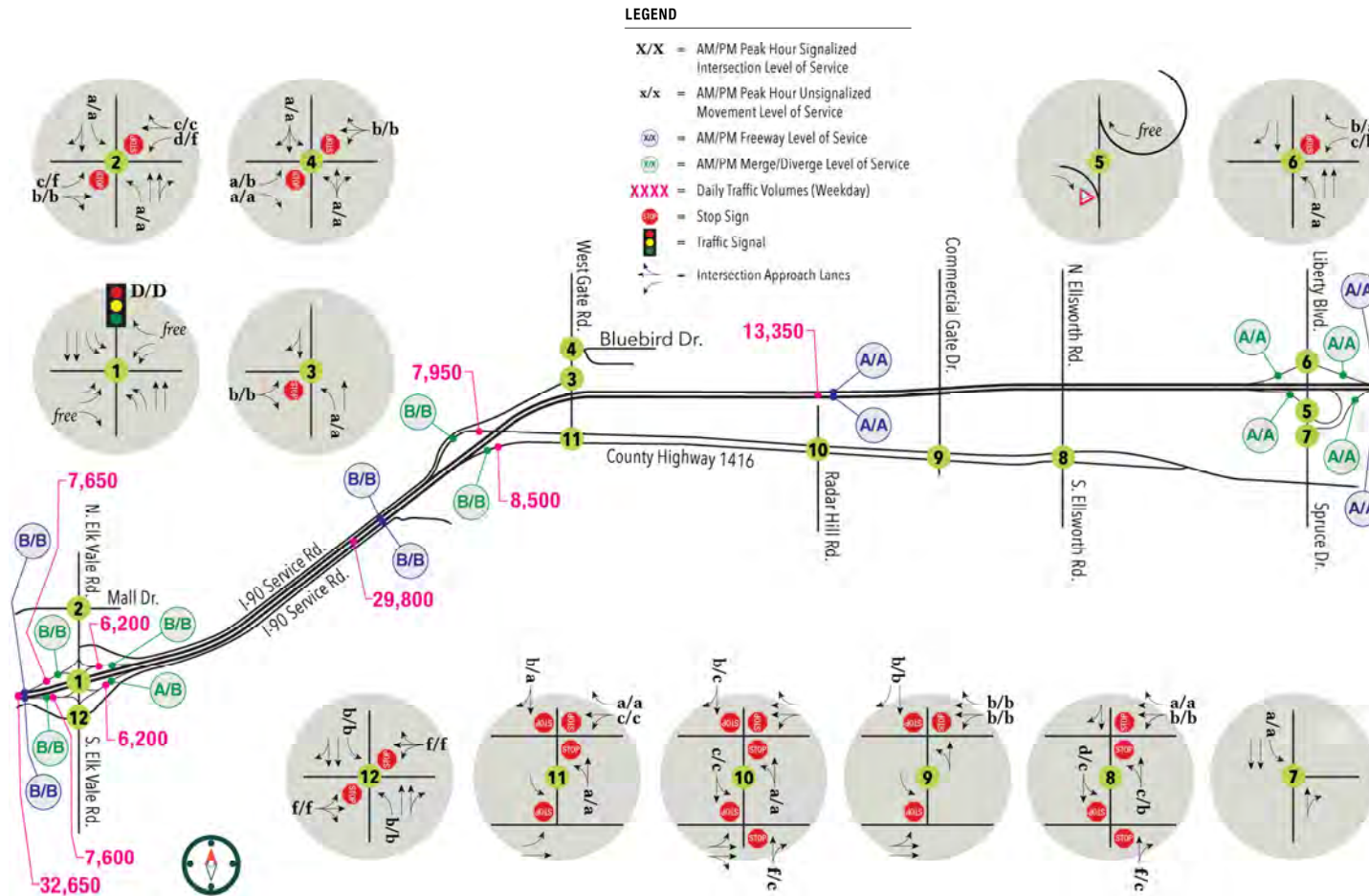
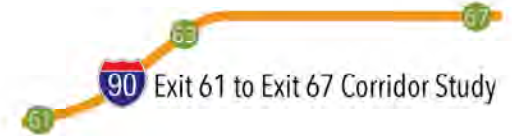






City of Box Elder
FHWA
Rapid City Area MPO

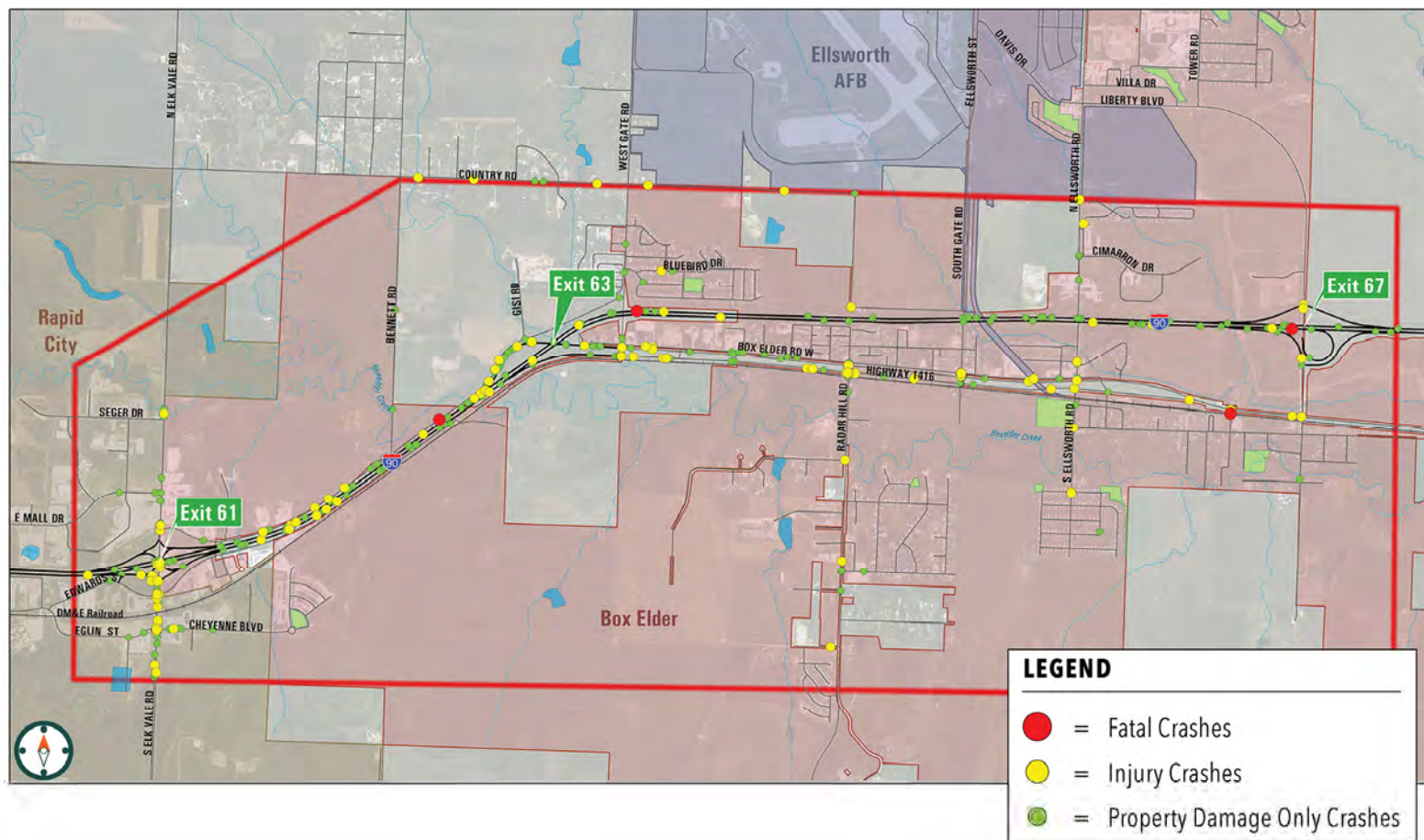
Current Traffic Volumes and Levels of Service





City of Box Elder
FHWA
Rapid City Area MPO

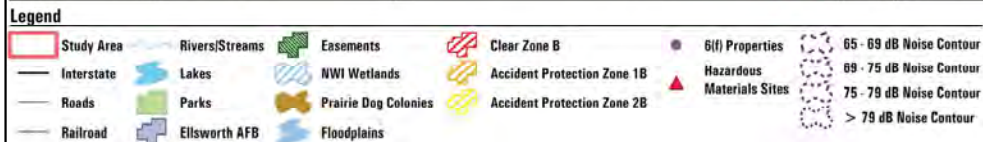
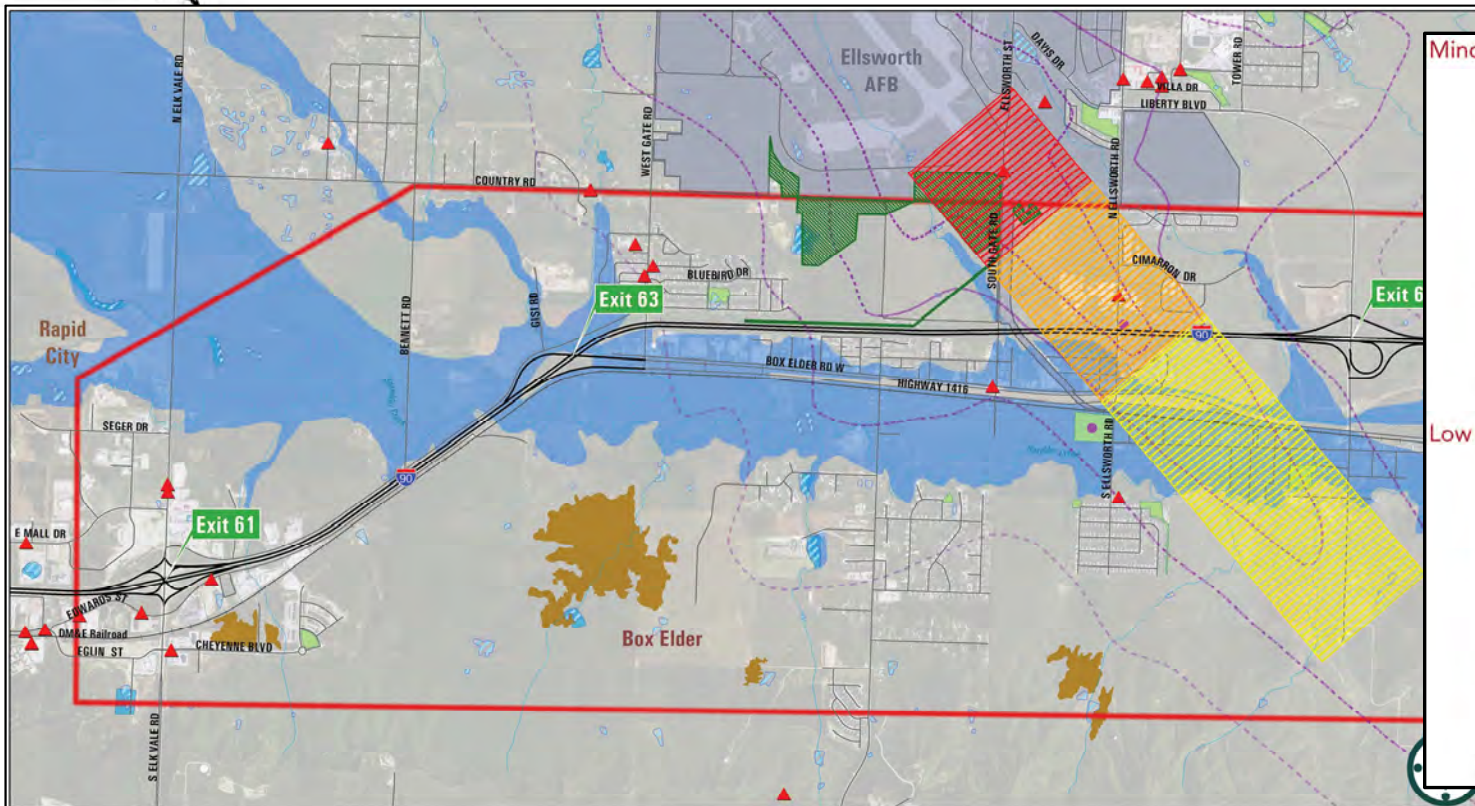
2011-2015 Corridor Crash History





City of Box Elder
FHWA
Rapid City Area MPO

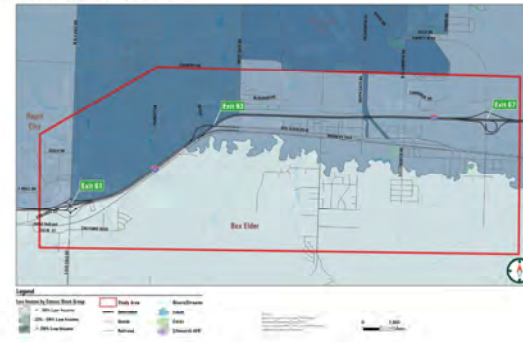
Environmental Resource Data



Minority Persons



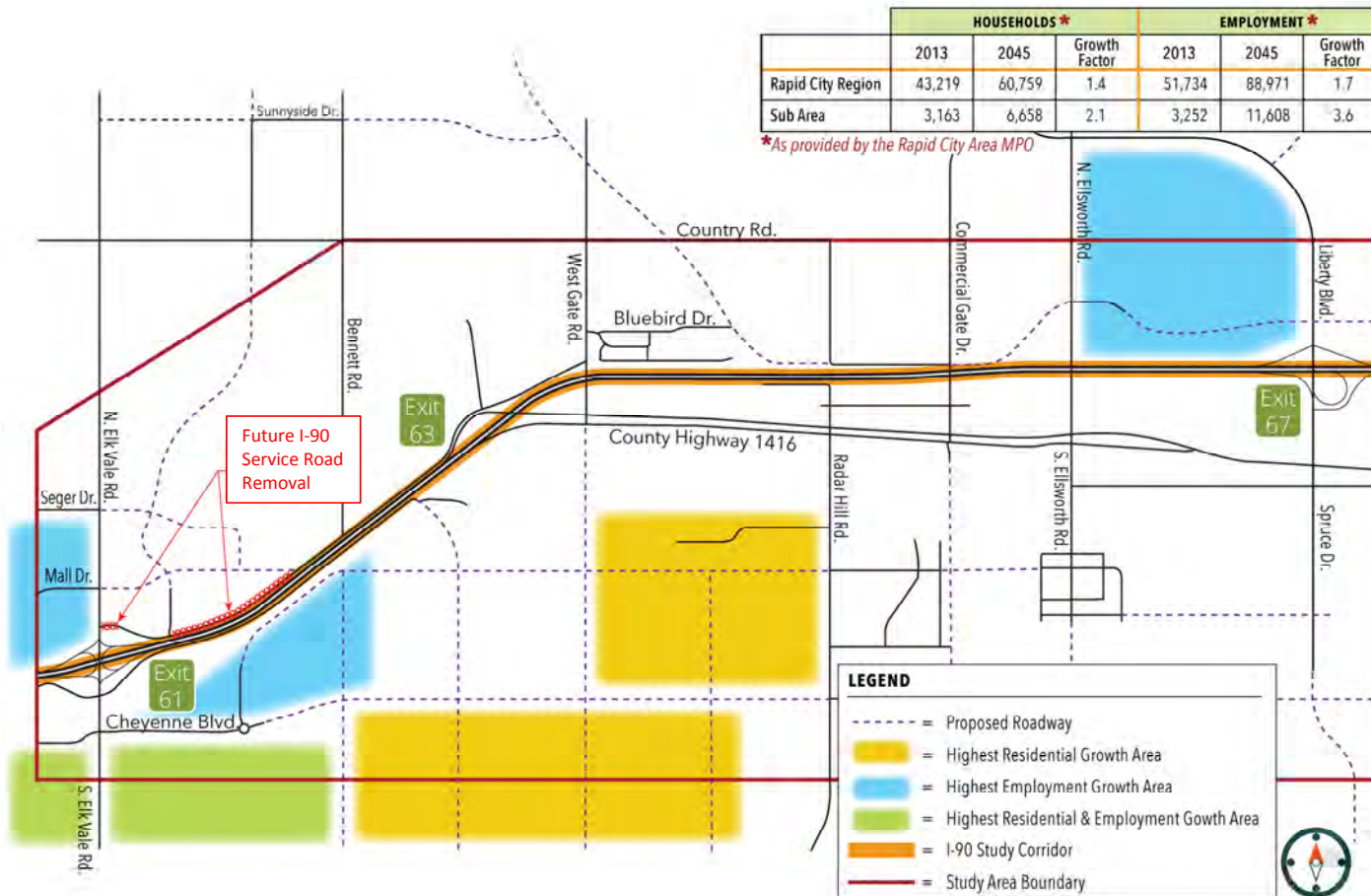
Low Income Persons





City of Box Elder
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Rapid City Area MPO

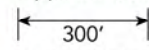
Future Growth and Roadway Network



Bridge Locations

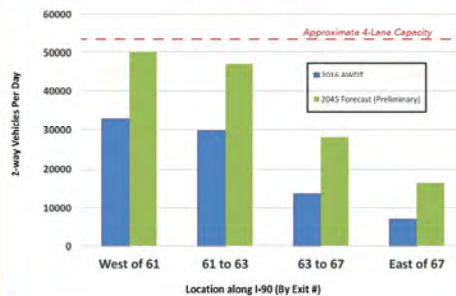
- 1 Elk Vale Road over I-90
- 2 I-90 & Service Road over Box Elder Creek
- 3 County Highway 1416 WB over I-90
- 4 West Gate Road over I-90
- 5 I-90 over Commercial Gate Road
- 6 I-90 over Abandoned RR Tracks
- 7 I-90 over Ellsworth Road
- 8 Liberty Boulevard over I-90

I-90 Characteristics:

Approximate

 Right-of-Way
 Through Corridor

4 Travel Lanes
 (2-WB, 2-EB)
 Separated by
 50' Depressed Median

Current and Forecast I-90 Weekday Traffic (Preliminary)



Typical I-90 Section



Significant Grade Differential



I-90 over Box Elder Creek



High Vertical Clearance





City of Box Elder
FHWA
Rapid City Area MPO

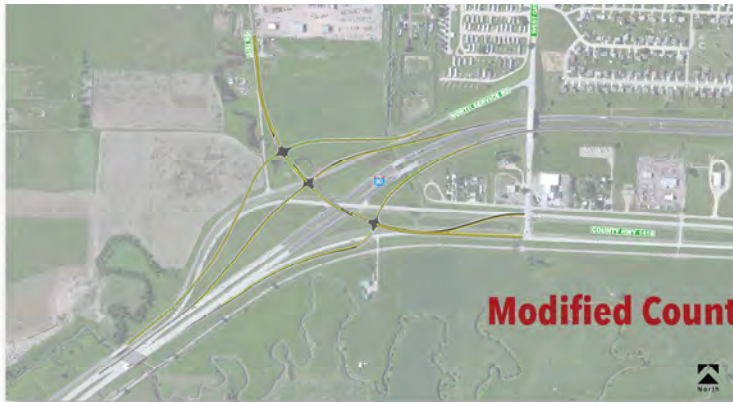
Prior Exit 63 Ideas



Radar Hill Road Diamond



West Gate Road Diamond



Modified County Hwy. 1416 Diamond





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DRAFT Solution Evaluation Criteria



- Traffic Flow
- Traffic Safety
- Construction Cost
- Environmental Impacts
- Right-of-Way Impacts
- Compatibility with EAFB/JLUS
- Compatibility with Development
- Constructability



City of Box Elder
FHWA
Rapid City Area MPO



I-90 Corridor Exit 61 to Exit 67 Corridor Study Open House Portion

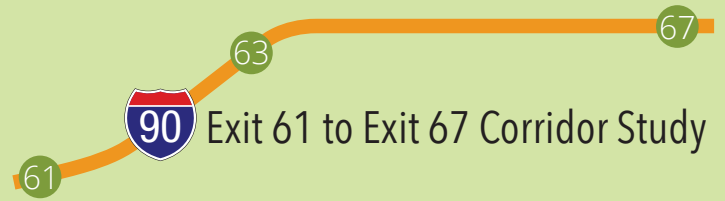


Interstate 90 Exit 61 to Exit 67 Corridor Study

**July 2016
Public Meeting Summary**

Open House Exhibits

WELCOME



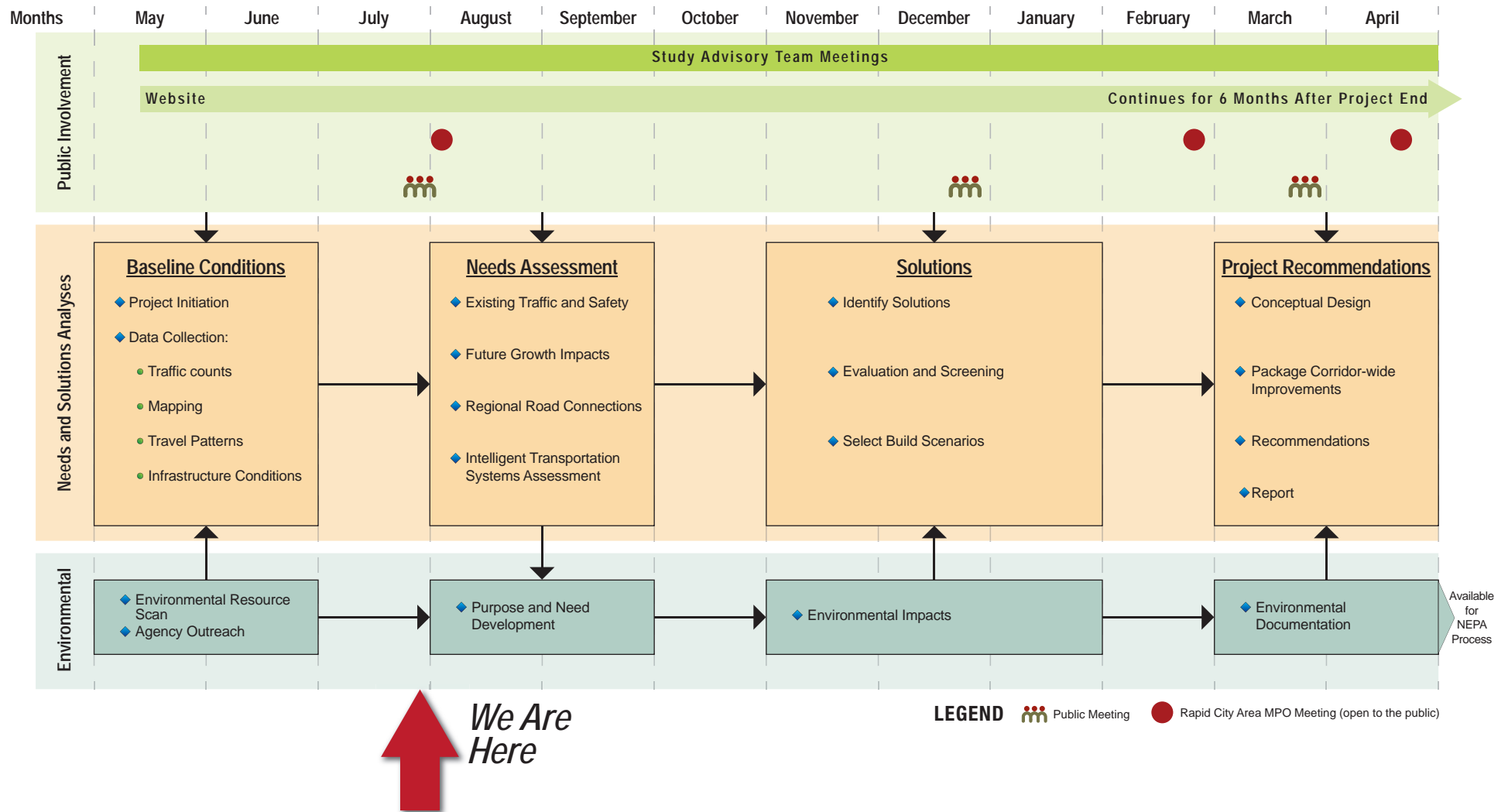
Please provide your views and ideas through discussions with study team members, and written comment sheets, and keep up to date with the project through: www.i90corridor61to67.com

Planning Context

The planning area for this project includes multiple entities, each with important input on the future of I-90 and its interchanges. Documented information about the goals and I-90 perspectives held by each agency is provided below:

Entity	Goals	Documents	I-90 Input
SDDOT	<i>Safe and effective transportation system</i>	<ul style="list-style-type: none"> 2000/2010 Decennial Interstate Corridor Study Involvement in Meade County, Pennington County and BESTPlan Transportation Plans 	<ul style="list-style-type: none"> Need for reconstruction/rehabilitation of pavement by 2023 Preserve opportunity for future widening Alternatives developed for Exit 63 interchange
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Schedule/Work Plan



Study Area & Project Goals & Needs

Study Goals:

Complete a list of transportation issues and needs facing the I-90 corridor within the study area

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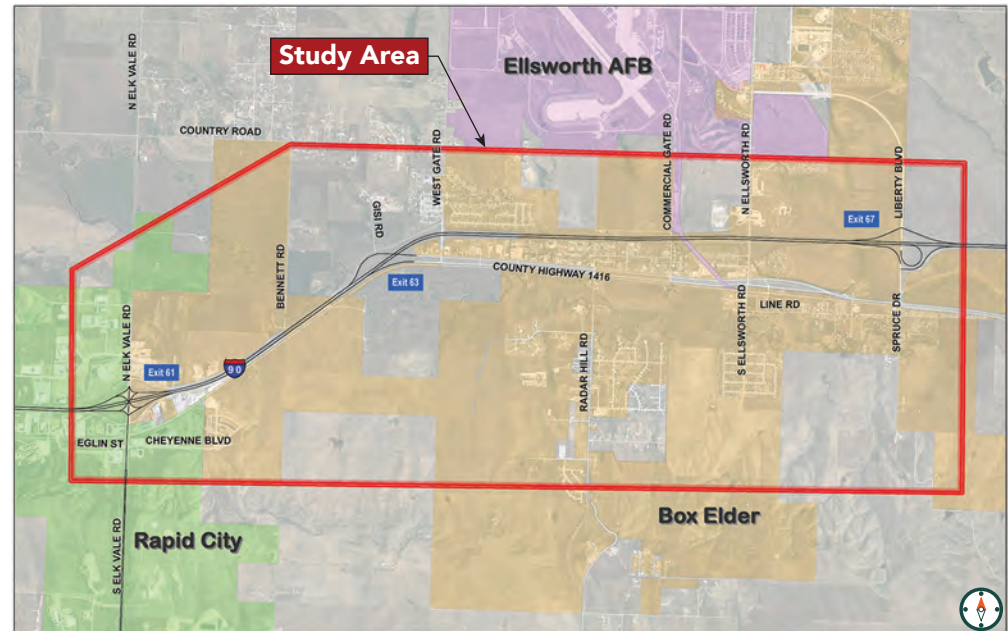
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2. Interchange Access

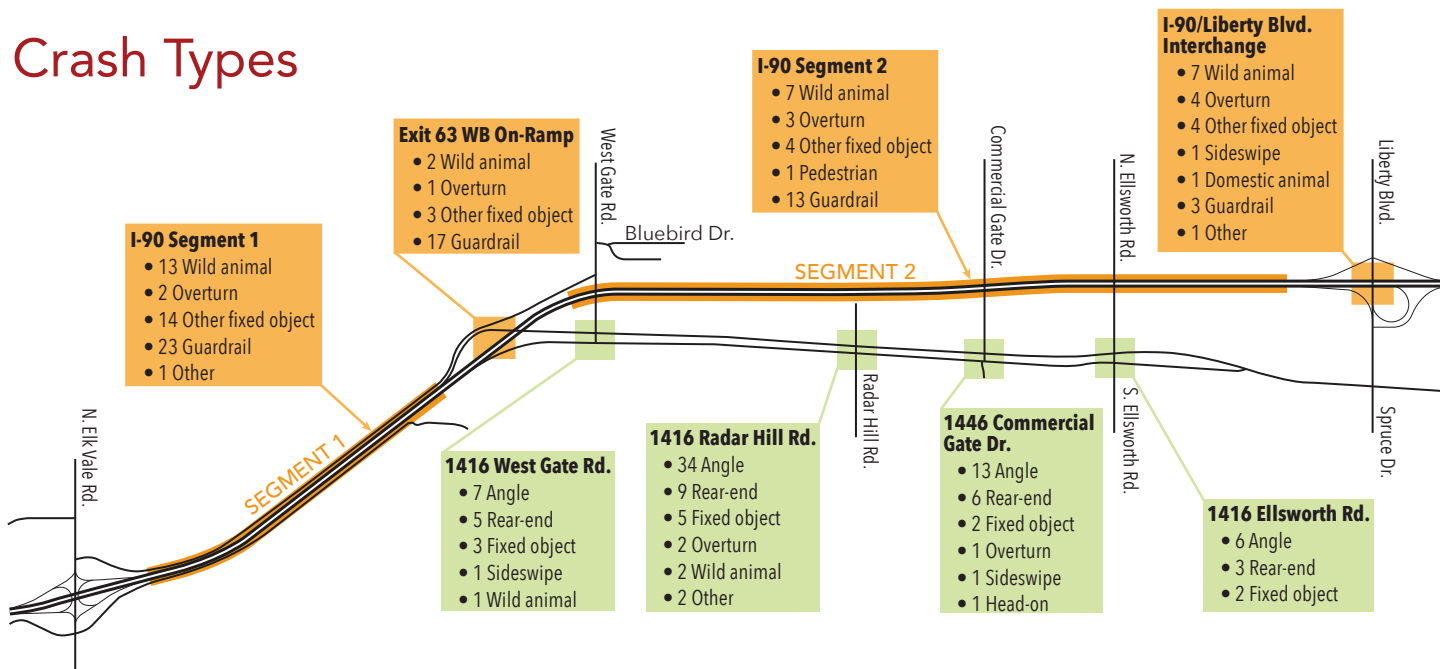
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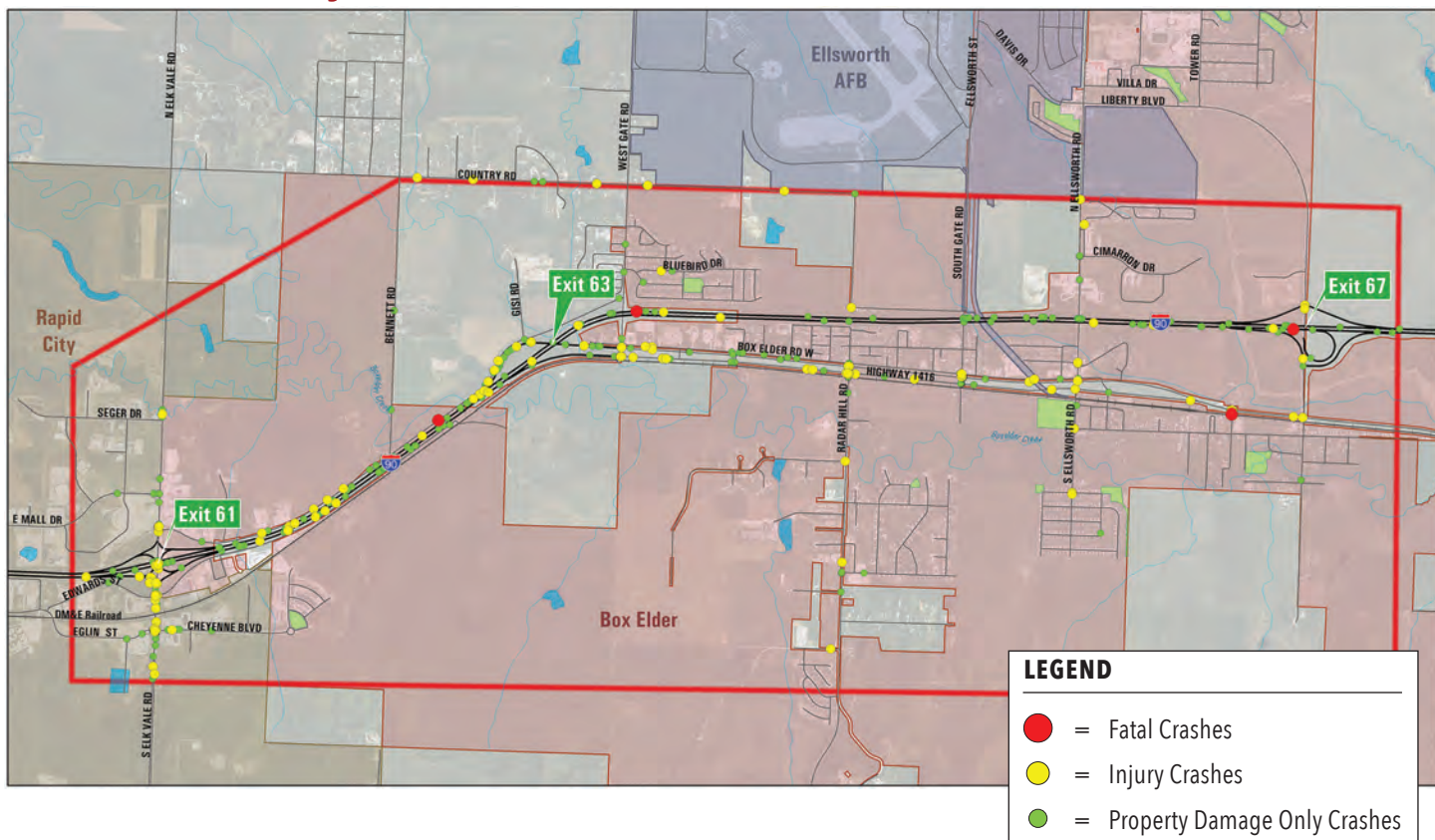
Safety History

Reported Crashes (2011-2015)

Crash Types






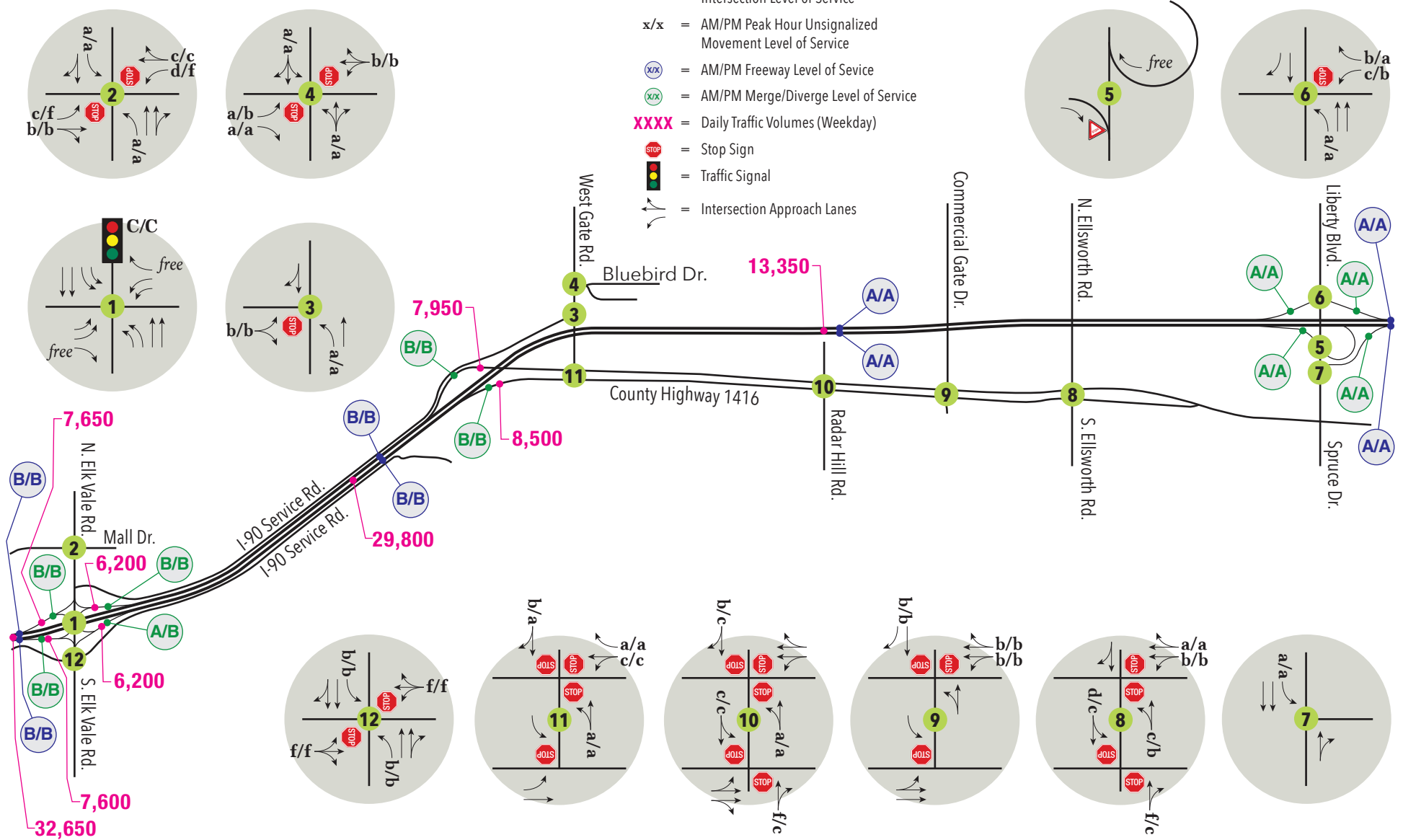
Crash Severity



Existing Traffic Conditions

LEGEND

- X/X** = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x** = AM/PM Peak Hour Unsignalized Movement Level of Service
- (X/X)** = AM/PM Freeway Level of Service
- (X/X)** = AM/PM Merge/Diverge Level of Service
- XXXX** = Daily Traffic Volumes (Weekday)
-  = Stop Sign
-  = Traffic Signal
-  = Intersection Approach Lanes



Level of Service Description

Level of Service	Description
A	Free flow with low volumes and high speeds
B	Reasonably free flow, but speeds beginning to be restricted by traffic conditions
C	In stable flow zone, but most drivers are restricted in the freedom to select their own speeds
D	Approaching unstable flow; drivers have little freedom to select their own speeds
E	Unstable flow; may be short stoppages
F	Unacceptable congestion; stop-and-go; forced flow

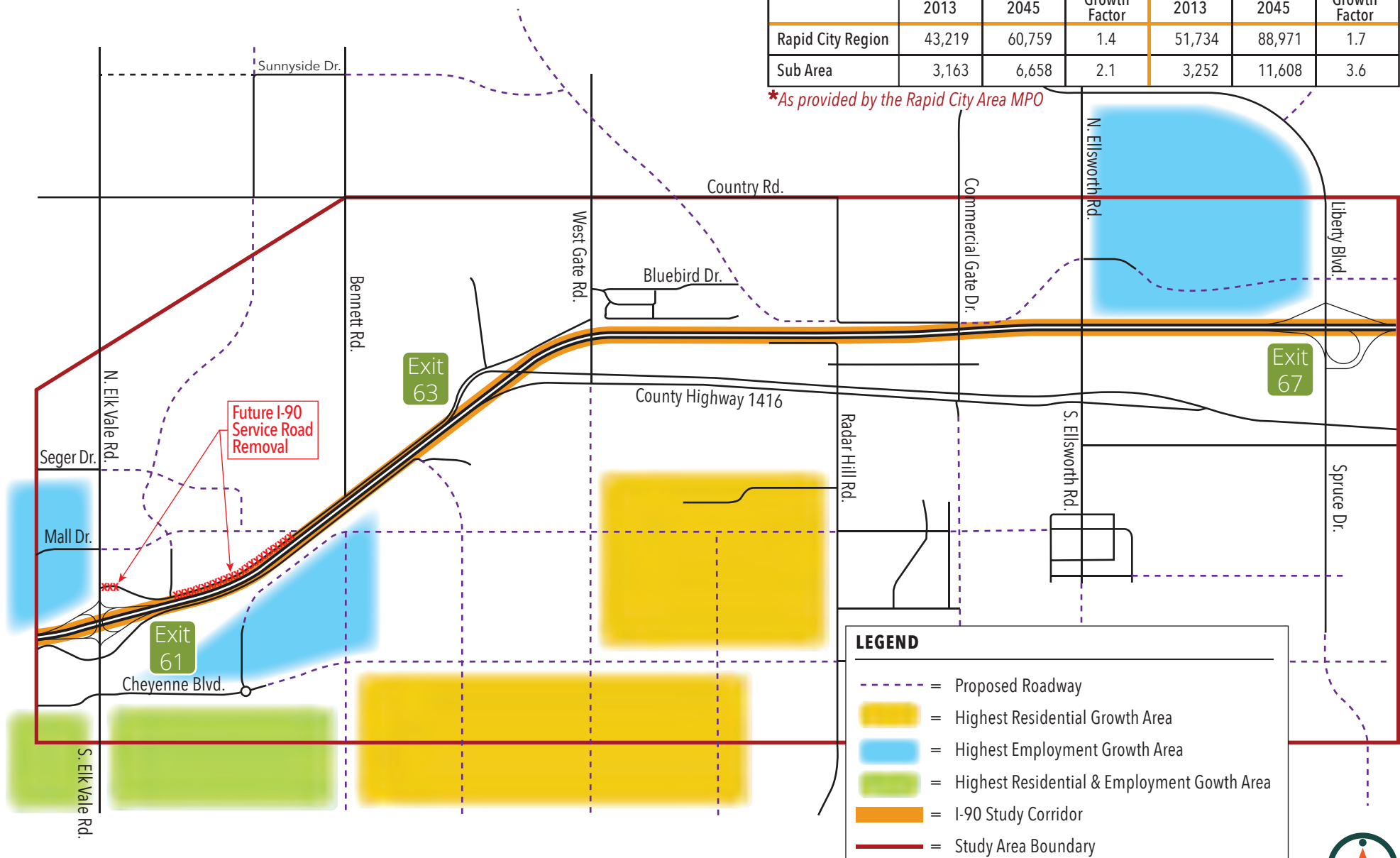
Source: Adapted from the AASHTO Green Book. 1 1995 Highway Capacity Manual (Special Report 209), Transportation Research Board, Washington, DC, Third Edition, updated 1994



Year 2045 Land Use Growth Forecasts

	HOUSEHOLDS *			EMPLOYMENT *		
	2013	2045	Growth Factor	2013	2045	Growth Factor
Rapid City Region	43,219	60,759	1.4	51,734	88,971	1.7
Sub Area	3,163	6,658	2.1	3,252	11,608	3.6

*As provided by the Rapid City Area MPO



Mainline I-90 Conditions

Bridge Locations

- 1 Elk Vale Road over I-90
- 2 I-90 & Service Road over Box Elder Creek
- 3 County Highway 1416 WB over I-90
- 4 West Gate Road over I-90
- 5 I-90 over Commercial Gate Road
- 6 I-90 over Abandoned RR Tracks
- 7 I-90 over Ellsworth Road
- 8 Liberty Boulevard over I-90

I-90 Characteristics:

Approximate
 300'
 Right-of-Way
 Through Corridor

4 Travel Lanes
 (2-WB, 2-EB)
 Separated by
 50' Depressed Median

Typical I-90 Section



Significant Grade Differential



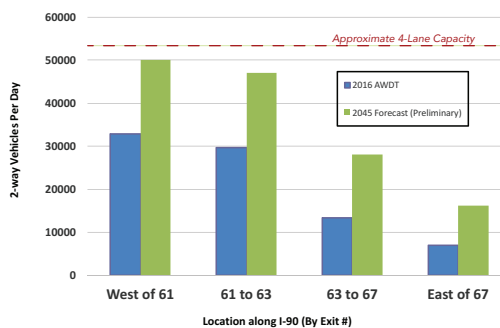
I-90 over Box Elder Creek



High Vertical Clearance



Current and Forecast I-90 Weekday Traffic (Preliminary)



Prior Exit 63 Ideas

Radar Hill Road Diamond

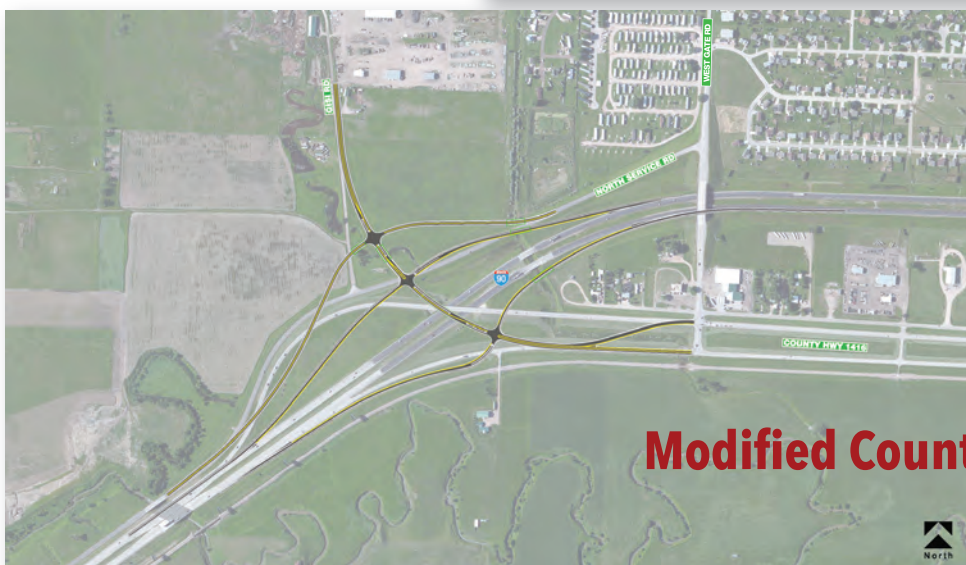


West Gate Road Diamond

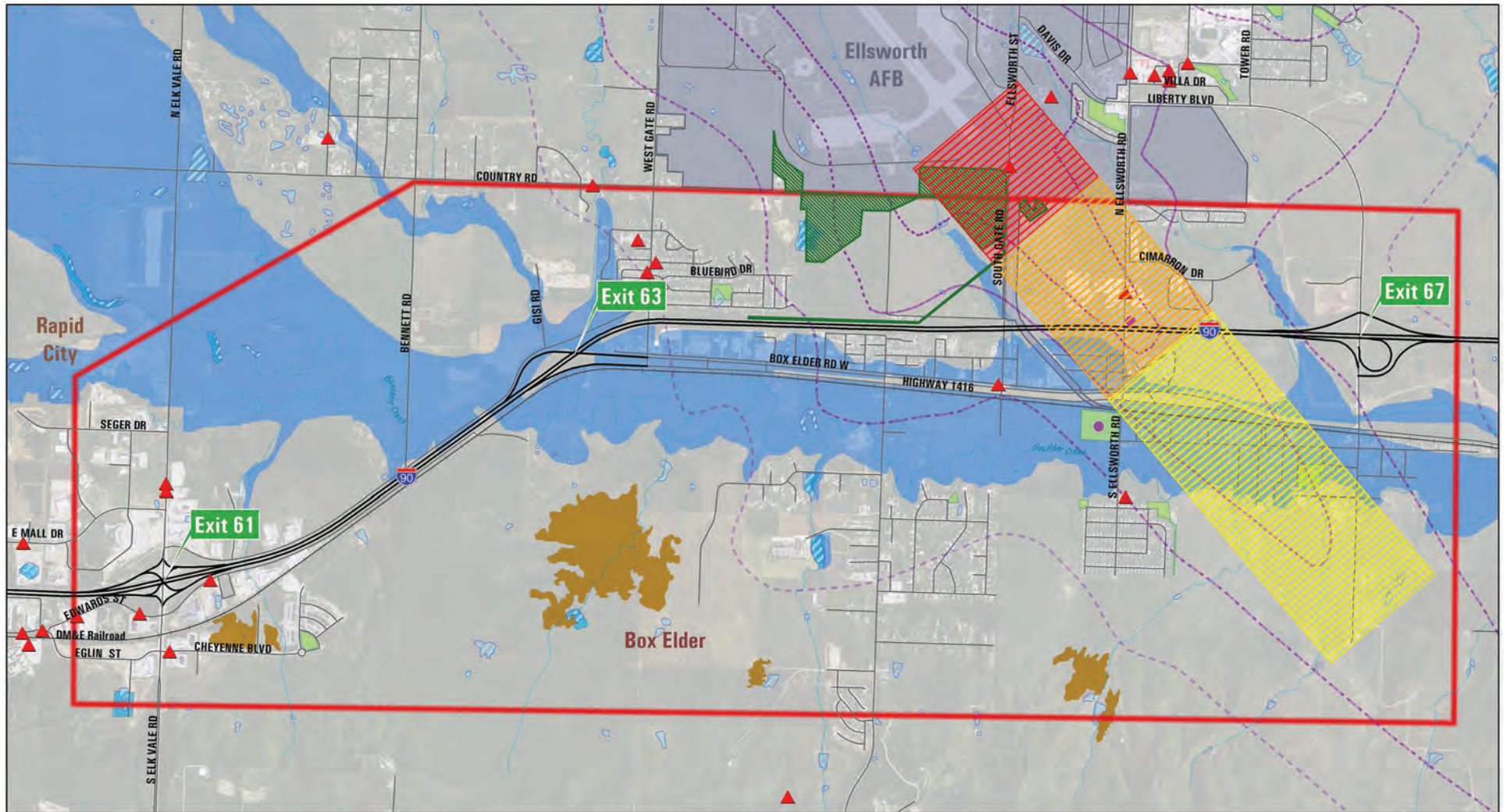


Other
Ideas
Welcome

Modified County Hwy. 1416 Diamond



Environmental Resource Data



Legend

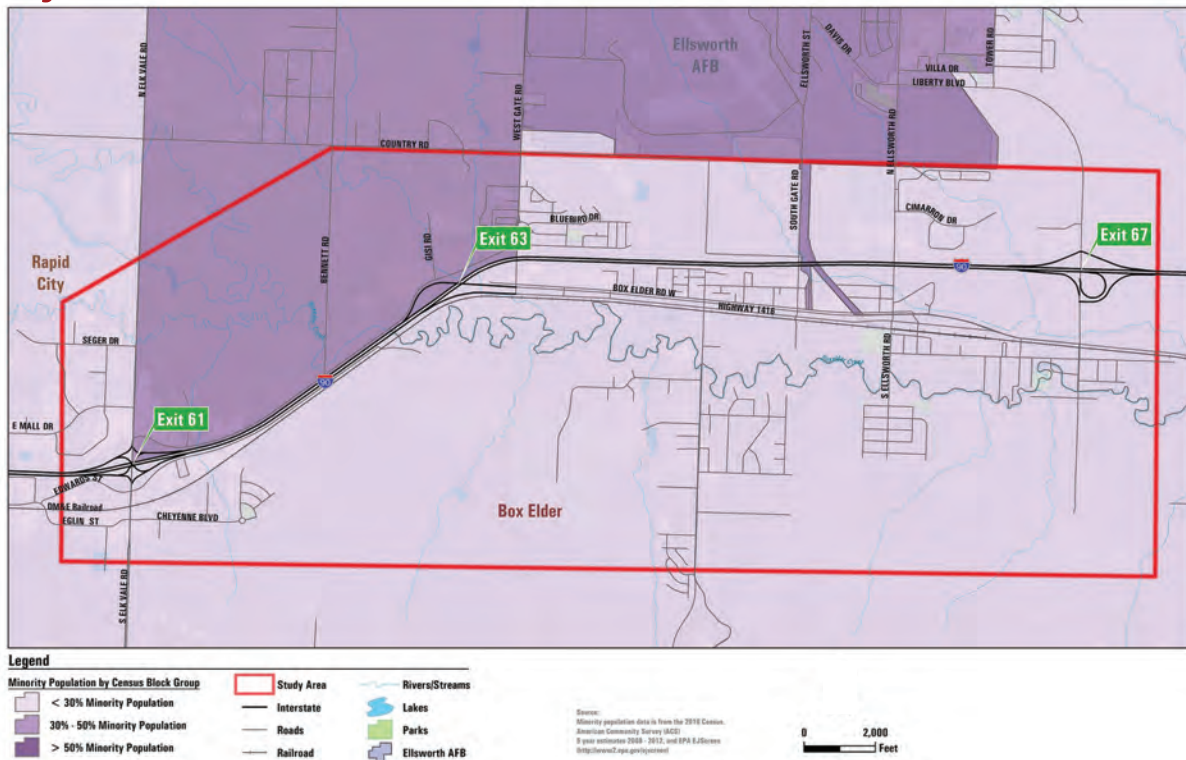
Study Area	Rivers/Streams	Easements	Clear Zone B	6(f) Properties	65 - 69 dB Noise Contour
Interstate	Lakes	NWI Wetlands	Accident Protection Zone 1B	Hazardous Materials Sites	69 - 75 dB Noise Contour
Roads	Parks	Prairie Dog Colonies	Accident Protection Zone 2B		75 - 79 dB Noise Contour
Railroad	Ellsworth AFB	Floodplains			> 79 dB Noise Contour

0 2,000
 Feet

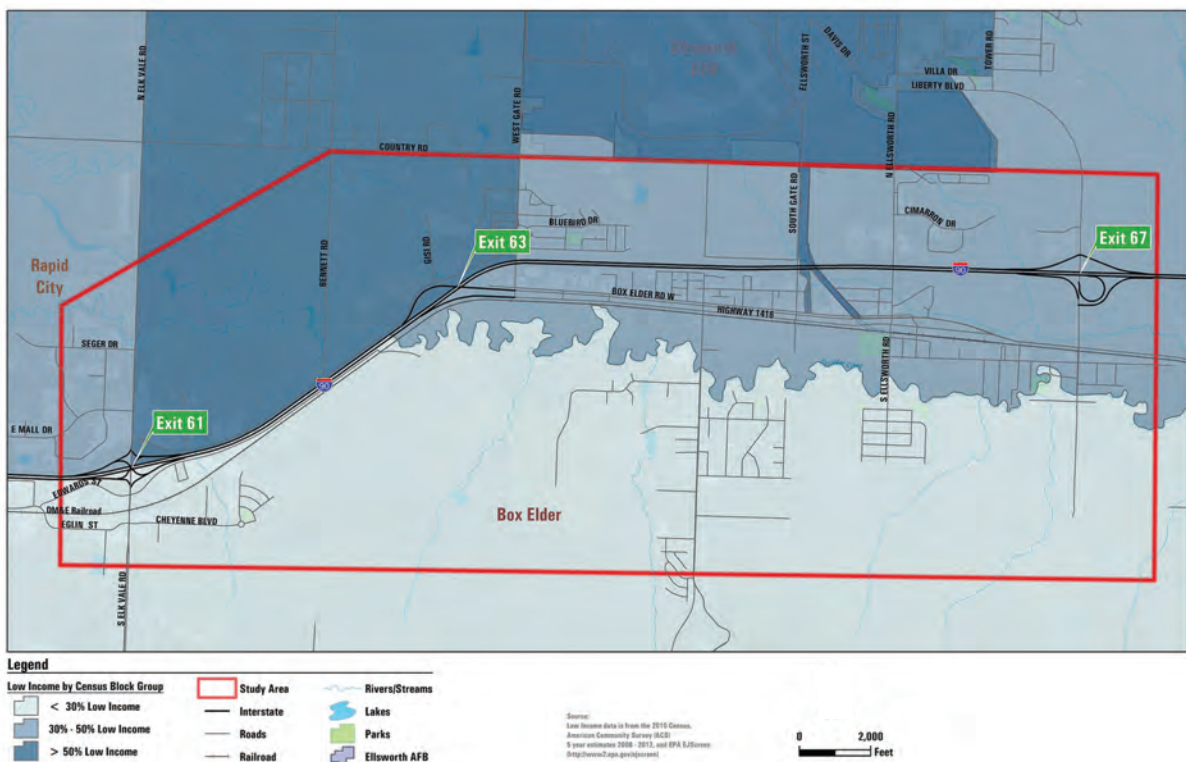


Environmental Justice Data

Minority Persons



Low Income Persons



Alternative Evaluation Criteria

- **Traffic Flow**
- **Traffic Safety**
- **Construction Cost**
- **Environmental Impacts**
- **Right-of-Way Impacts**
- **Compatibility with
Ellsworth Air Force Base/
Joint Land Use Study**
- **Compatibility with Development**
- **Constructability**



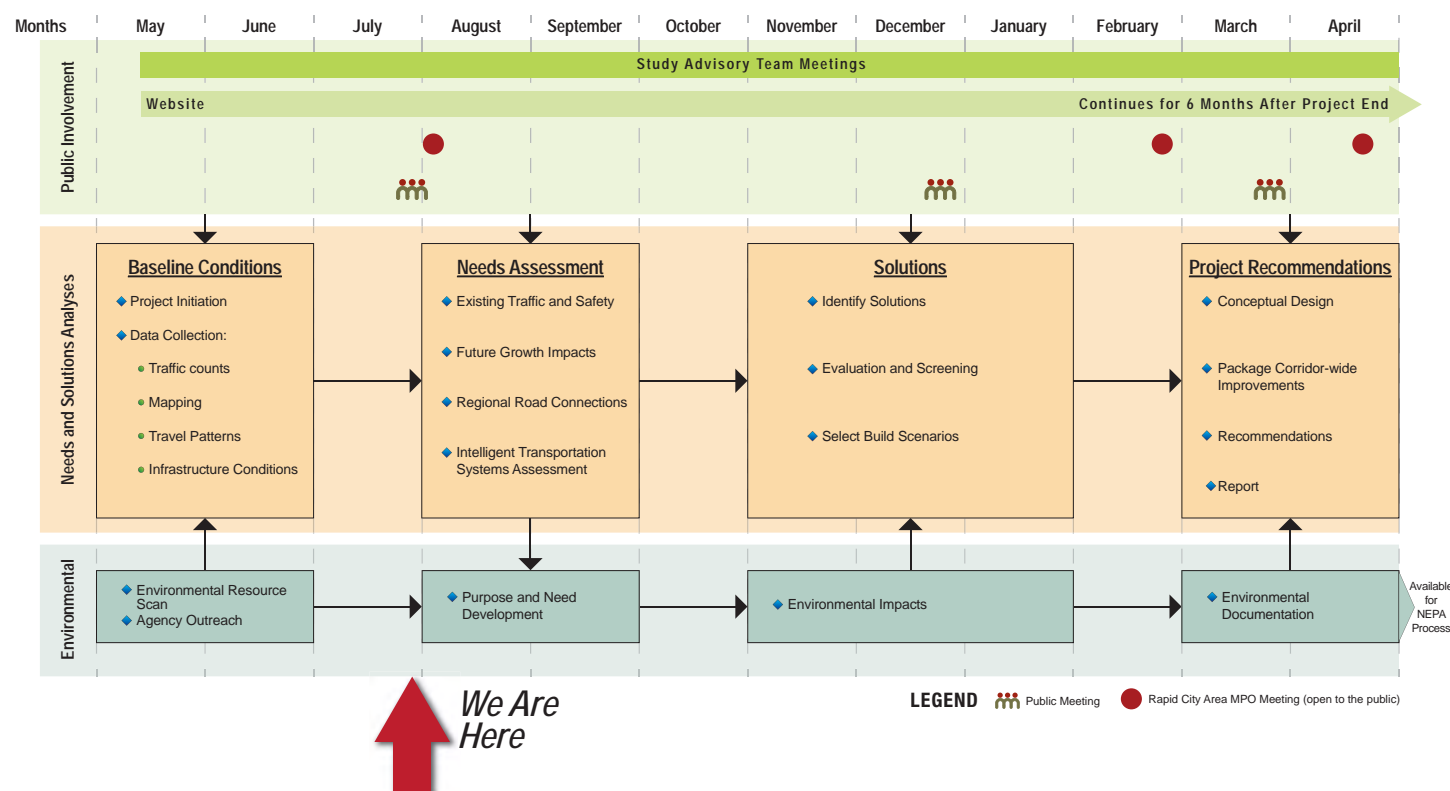
Interstate 90 Exit 61 to Exit 67 Corridor Study

**July 2016
Public Meeting Summary**

Meeting Handout



Schedule/Work Plan



City of Box Elder
FHWA
Rapid City Area MPO

Thank you for your interest in the



Next Steps

- ◆ Complete Analyses of Existing Conditions
- ◆ Refine Future Traffic Forecasts
- ◆ Develop I-90 Corridor and Exit 63 Alternatives

For more information, please contact:

Steve Gramm, PE - Planning Engineer
South Dakota Department of Transportation
(605)773-6641
steve.gramm@state.sd.us

Lyle DeVries - Consultant
Felsburg Holt & Ullevig
303.721.1440
lyle.devries@fhueng.com

Or visit the website:

www.i90corridor61to67.com

This handout includes some of the displays
from the July 26, 2016 Open House.

All displays may be viewed at
www.i90corridor61to67.com

We look forward to your involvement in this project!



Study Area & Project Goals & Needs

Study Goals:

Complete a list of transportation issues and needs facing the I-90 corridor within the study area

Develop feasible solutions to address those issues and needs that meet current design standards and/or traffic level of service expectations under both the current and predicted future traffic conditions while promoting a livable community that will enhance the economic and social well-being of all users of the corridor.

Two primary areas of need will be investigated in this study.

1. I-90 Corridor Capacity

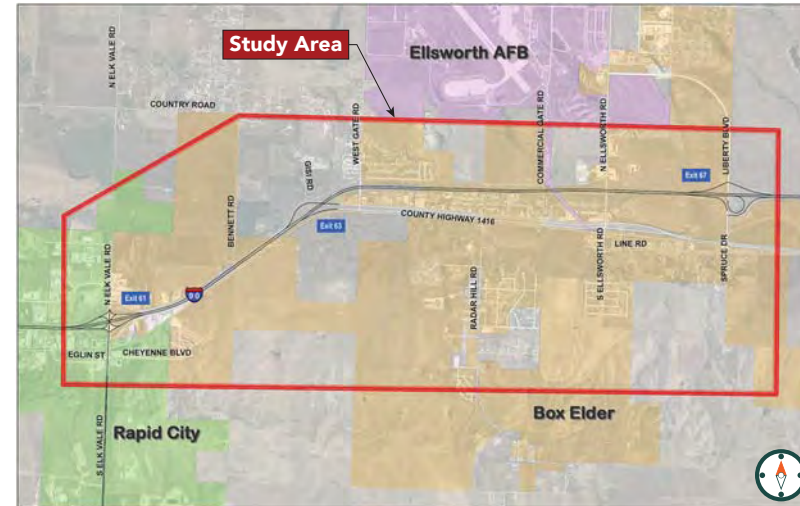
The need for I-90 and the surrounding roadway network to provide acceptable traffic operations and safety now and into the long range future.

Traffic counts, forecasts and analyses may support:

- The need for an additional travel lane along I-90 for all or part of the study corridor
- The need for particular regional roadway network improvements to accommodate vehicle-trips and support I-90
- The need for other multimodal mobility enhancements

2. Interchange Access

The current half movement interchange provides only for movements to and from the west, not in compliance with current Federal Highway Administration (FHWA) policy requiring that service interchanges provide for all movements. The study will investigate options to bring Exit 63 into compliance with FHWA policy.



Prior Exit 63 Ideas



Radar Hill Road Diamond

West Gate Road Diamond



Mainline I-90 Conditions

Bridge Locations

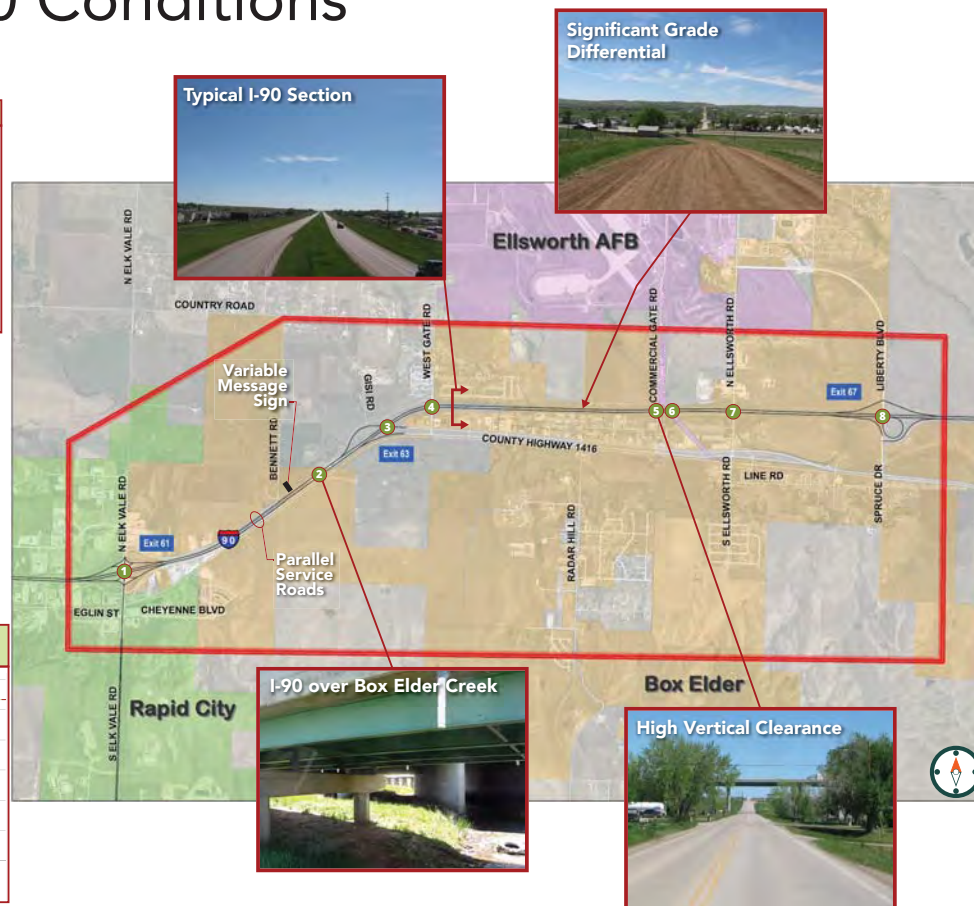
- 1 Elk Vale Road over I-90
- 2 I-90 & Service Road over Box Elder Creek
- 3 County Highway 1416 WB over I-90
- 4 West Gate Road over I-90
- 5 I-90 over Commercial Gate Road
- 6 I-90 over Abandoned RR Tracks
- 7 I-90 over Ellsworth Road
- 8 Liberty Boulevard over I-90

I-90 Characteristics:

Approximate
300'
Right-of-Way
Through Corridor

4 Travel Lanes
(2-WB, 2-EB)
Separated by
50' Depressed Median

Current and Forecast I-90 Weekday Traffic (Preliminary)



Typical I-90 Section



Significant Grade Differential

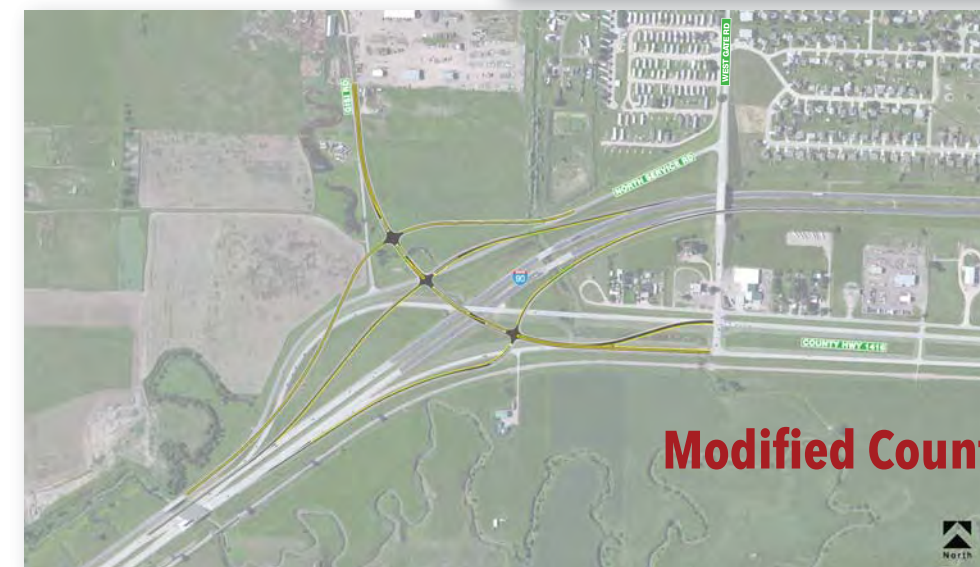


I-90 over Box Elder Creek

High Vertical Clearance



Modified County Hwy. 1416 Diamond





Interstate 90 Exit 61 to Exit 67 Corridor Study

**July 2016
Public Meeting Summary**

Comment Sheets

Comment Card

Please characterize your use of the I-90 Corridor (circle your answer):

- a. Commuter b. Resident of study area c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 3 4 5
2. Traffic safety? 1 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 Icy Crosswind dangers
- b. County Highway 1416 slow moving/cross traffic
- c. Exit 63 None
- d. Other? _____

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

Open up bridge at Radar Hill site.

GENERAL COMMENTS:

Very good presentation. Need to break out accidents due to weather. Road on Elkval should be lowered to eliminate some accidents during bad weather.

Project Contacts:

SDDOT Project Manager
Steve Gramm, PE
ph: (605) 773-6641
email: steve.gramm@state.sd.us

please email, mail or fax completed comments to:

Lyle DeVries, PE, PTOE
Felsburg Holt & Ullevig
ph: (303) 721-1440 fax: (303) 721-0832
6300 South Syracuse Way, Suite 600
Centennial, CO 80111
email: lyle.devries@fhueng.com

Comment Card

Please characterize your use of the I-90 Corridor (circle your answer):

- a. (a) Commuter b. Resident of study area c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 (3) 4 5
2. Traffic safety? 1 2 (3) 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 ice on exit 61 in inclement weather as opposed to the base
- b. County Highway 1416 _____
- c. Exit 63 not 2 way exit
- d. Other? _____

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

safety, displacement of people incapable of finding replacement housing - they will need options

GENERAL COMMENTS:

How will any future exits improve EXFB accessibility that was affected when the exit was removed years ago?

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SDDOT Project Manager
Steve Gramm, PE
ph: (605) 773-6641
email: steve.gramm@state.sd.us

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Comment Card

Please characterize your use of the I-90 Corridor (circle your answer):

- a. Commuter b. Resident of study area c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 3 4 5
2. Traffic safety? 1 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 OK
- b. County Highway 1416 at radar hill road might need a traffic light
- c. Exit 63 OK
- d. Other? _____

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

Efficient movement with least amount of stops/intersections
COST
Constructability

GENERAL COMMENTS:

Traffic lights for exit 61 and Cheyenne blvd need to
be timed better for traffic flow

Project Contacts:

SDDOT Project Manager
 Steve Gramm, PE
 ph: (605) 773-6641
 email: steve.gramm@state.sd.us

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Comment Card

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a. Commuter

b. Resident of study area

c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 3 4 5

2. Traffic safety? 1 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 none
- b. County Highway 1416 Major Congestion on most intersections at High Volume times
- c. Exit 63 Inability to head onto I-90 East
- d. Other? S. Gate North turn-off of 1416 East has a lot of Near-Miss due to single way stop on 1416 west

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

Alleviation of Best traffic from 1416 All-together, possibly look at S. Gate/Commercial gate - I-90 interchange.

GENERAL COMMENTS:

Thank you for involving the community and those affected by Study Area.

Project Contacts:

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ph: (605) 773-6641
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Comment Card

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- a. Commuter b. Resident of study area c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 3 4 5
2. Traffic safety? 1 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 _____
- b. County Highway 1416 intersection of Radar Hill Road.
- c. Exit 63 _____
- d. Other? _____

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

Safety and traffic flow on CH 1416

GENERAL COMMENTS:

Project Contacts:

SDDOT Project Manager
Steve Gramm, PE
ph: (605) 773-6641
email: steve.gramm@state.sd.us

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Comment Card

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a. Commuter

b. Resident of study area

c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 3 4 5

2. Traffic safety? 1 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 _____
- b. County Highway 1416 _____
- c. Exit 63 _____
- d. Other? _____

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

GENERAL COMMENTS:

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Comment Card

Please characterize your use of the I-90 Corridor (circle your answer):

- a. (a) Commuter b. Resident of study area c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 (2) 3 4 5
2. Traffic safety? 1 (2) 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 THE ON RAMP AT 63 AT TRAFFIC MERGE
- b. County Highway 1416 SPEEDING, TURNING, CROSS OVER
- c. Exit 63 NO EAST BOUND ON RAMP
- d. Other? _____

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

GENERAL COMMENTS:

EXIT 67 PLANNING DID NOT CONSIDER BOX ELDER SAFETY FOR POLICE & FIRE DEPARTMENT TO ALL AREAS OF BOX ELDER

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email: steve.gramm@state.sd.us

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Comment Card

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a. Commuter

b. Resident of study area

c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 3 4 5

2. Traffic safety? 1 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 ok
- b. County Highway 1416 Rader Rd Exdye - Dangerous Stillsworth - Dangerous
- c. Exit 63 ok
- d. Other? _____

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

Personnel & Growth for Box Elder Community w/ CAFIS

GENERAL COMMENTS:

Project Contacts:

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Comment Card

Please characterize your use of the I-90 Corridor (circle your answer):

a. Commuter

b. Resident of study area

c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 **2** 3 4 5

2. Traffic safety? **1** 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 yield/margining is difficult at high peak hours
- b. County Highway 1416 congestion at intersections during peak hours
- c. Exit 63 Inability to access I-90 east
- d. Other? State experiences several "all most" accidents due to traffic set-up.

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

Traffic safety & efficiency of traffic flow - look at options near State/commercial

GENERAL COMMENTS:

I don't believe having the exit at Radar Hill rd/crumbo is the answer. I think another area should be looked at closer. I appreciate the meetings with the public & the advertisement for the meetings

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email: steve.gramm@state.sd.us

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Comment Card

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- a. Commuter b. Resident of study area c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 3 4 5
2. Traffic safety? 1 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 Merging off of 63 + 61
- b. County Highway 1416 Worst Place Radar Rd for wrecks
- c. Exit 63 Base Traffic Backing Up Traffic Causing
- d. Other? wrecks At Radar Hill Rd Also

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

Safety of Travelers - Need better
option for AFB Traffic

GENERAL COMMENTS:

Project Contacts:

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Comment Card

Please characterize your use of the I-90 Corridor (circle your answer):

- a. Commuter b. Resident of study area c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 3 4 5
 2. Traffic safety? 1 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 Sometimes congestion westbound at Exit 63 on-ramp
 b. County Highway 1416 Accidents at EB intersections - WB traffic congestion
 c. Exit 63 Too Spread out - WB On Ramp curve - numerous "drive offs"
 d. Other? Traffic using incorrect ramp at Exit 67 - Eliminate Exit 67-B

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

Future traffic flow needs and safety

Something needs done with 14/16 also - Maybe non divided??

GENERAL COMMENTS:

I would suggest the Radar Hill Road Diamond as most preferred option
ROW Acquisition could be joint between DOT and Ellsworth Authority (Already Acquiring pro)
This also would align I-90 travelers with route to Regional Airport

* Either option at westgate would be too strung out and in curve of I-90

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Comment Card

Please characterize your use of the I-90 Corridor (circle your answer):

a. Commuter

b. Resident of study area

c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow?

1

2

3

4

5

2. Traffic safety?

1

2

3

4

5

poor

inadequate

fair

acceptable

excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- I-90 merging with traffic - People coming off ramp too slow
- County Highway 1416 Too much traffic - not enough signs for safety
- Exit 63 people missing it, then slowdown and traffic backs up fast
- Other? Other ways in and out but no one uses the new Blvd.

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

Use the most cost efficient, safest, simplest change. Less confusion - Option: Radar Hill Diamond would be best for the amount of traffic and WAY less confusing

GENERAL COMMENTS:

Something needs to happen soon, Box Elder is growing and nothing is done for traffic safety or law enforcement

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email: steve.gramm@state.sd.us

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Comment Card

Please characterize your use of the I-90 Corridor (circle your answer):

a. Commuter

b. Resident of study area

c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 3 4 5

2. Traffic safety? 1 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 merging into Traffic is real Tricky most of the time
- b. County Highway 1416 certain Times of day the stop signs take a long time to get through
- c. Exit 63 coming off interstate is fine
- d. Other? Box Elder Rd and 1416 confusion at intersections: yield signs, stop signs

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

traffic flow and safety concerns. Too many accidents

GENERAL COMMENTS:

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ph: (605) 773-6641
email: steve.gramm@state.sd.us

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Comment Card

Please characterize your use of the I-90 Corridor (circle your answer):

- a. Commuter b. Resident of study area *student* c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 3 4 5
2. Traffic safety? 1 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 *exit 61-63 right lane drastically slower b/c of people exiting at 63*
- b. County Highway 1416 *people get confused and stop where there's no sign*
- c. Exit 63 *single lane slows way down for left turns*
- d. Other? *500 accidents in Syrs is a lot but what % is during winter?*

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

winter Traffic safety should be #1 consideration when selecting the future exit 63. it rains, freezes, then snows so less complicated stops, no hard/ sharp (for winter) turns/corners.

GENERAL COMMENTS:

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Comment Card

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a. Commuter

b. Resident of study area

c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 2 3 4 5

2. Traffic safety? 1 2 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 None
- b. County Highway 1416 _____
- c. Exit 63 The 4-way stop right before the ramp is a pain.
- d. Other? It is very inconvenient when coming home from the east not to be able to exit off of exit 63 to go home.

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

Convenience & use for the majority of the users of this exit. Right now, traffic on Radar Hill Rd is getting heavier and that divided highway makes crossing to go to the exit for the interstate dangerous.

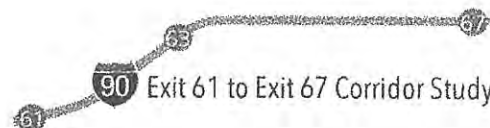
GENERAL COMMENTS:

I would LOVE for the new exit to be located at Radar Hill Rd. The bonus would be that people going to and from the airport would have a nice, close, exit to the interstate. Please, strongly consider Radar Hill Rd. for the location of Exit 63.

Project Contacts:

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email: steve.gramm@state.sd.us

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Comment Card

Please characterize your use of the I-90 Corridor (circle your answer):

- a. (a) Commuter b. Resident of study area c. Through traveler

In the Study Area, how would you rate:

1. Efficiency of traffic flow? 1 (2) $\xrightarrow{\text{to}}$ 3 4 5
2. Traffic safety? 1 (2) $\xrightarrow{\text{to}}$ 3 4 5

poor inadequate fair acceptable excellent

What traffic problems and/or safety concerns do you experience when traveling at or along:

- a. I-90 I have traveling this stretch from Exit 52-61 for 20+ years - (Many near misses due to drivers not looking)
- b. County Highway 1416 Cross-over lanes (drivers not clearing R/L before pulling out) (Speeds)
- c. Exit 63 SPEEDS 63 to 1416 (Failure to yield ROW)
- d. Other? EXIT 61 - TRAFFIC N. bound (speeding) EXIT 57 EB & TRAFFIC TRYING TO EXIT EB 058 ON-OFF Ramps - SAFETY ISSUES (ME 1st ATTITUDE) (Maybe Police Note)

What criteria would you use to select the best option for the future of Exit 63 and the I-90 Corridor?

MOST OF THE AREAS OF CONCERN ARE DO TO HOW THE DRIVERS ARE DRIVING, IT'S NOT SO MUCH AN ENGINEERING CLIMBLY AS (SPEED, INATTENTION, ATTITUDE, POOR DRIVING SKILLS, ETC.) ARE CAUSING PROBLEMS. BUT IMPROVEMENTS IN YOUR STUDY AREAS WILL HELP.

GENERAL COMMENTS: After they are upgraded track your safety statistics as the driving will probably never improve.

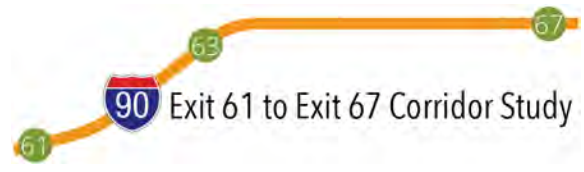
Have had a few serious accidents where Mall Dr. Intersects N Elk Vale Rd. Due to speeds & the rise in the hill from N Elk Vale Traveling South towards Mall Dr. very poor visibility (rise needs cut down - can not see small vehicles - very dangerous) especially w/ the new soccer field traffic & traffic from the Super Dr. area.

Project Contacts:

SDDOT Project Manager
Steve Gramm, PE
ph: (605) 773-6641
email: steve.gramm@state.sd.us

please email, mail or fax completed comments to:

Lyle DeVries, PE, PTOE
Felsburg Holt & Ullevig
ph: (303) 721-1440 fax: (303) 721-0832
6300 South Syracuse Way, Suite 600
Centennial, CO 80111
email: lyle.devries@fhueng.com



Interstate 90 Exit 61 to Exit 67 Corridor Study

**July 2016
Public Meeting Summary**

Letters/E-Mail Correspondence

Received email:

Mr. DeVries,

Thank you for the informative presentation on the I-90 corridor study. I appreciate you and the SDDOT involving the public in this process. I have attached a few comments which I thought about after attending the open house. Thank you for your consideration of my comments and concerns.

*Robert Miller
320 Ruhe Lane
Box Elder, SD 57719
605-431-5113*

Attached comments:

Comments to I-90 Exit 61 to Exit 67 Corridor Study Open House presentation:

The Safety History slide shows a large number of crashes along 1416, will this study give this area any attention with regard to safety?

There is also a high concentration of reported crashes just east of exit 61. I believe the cause of many of these crashes is the convergence of traffic with the through traffic (eastbound). Much of the through traffic is headed for exit 63, so they move to the left lane to allow traffic to merge from the exit 61 on ramp and then have trouble getting back over to the right lane prior to exit 63. This is compounded by traffic slowing to less than the speed limit well before exit 63. From my observations, many of these slower drivers are destined for a left turn at West Gate Road.

The Existing Traffic Conditions slide depicts intersections 8 and 10 incorrectly. At intersection 8, the northbound to westbound traffic is not required to stop. Also, the southbound to westbound traffic is required to yield, although this rarely happens. At intersection 10, the westbound traffic is not required to stop.

The Existing Traffic Conditions do not indicate the "frontage road" on the north side of 1416 or the railroad on the south side of 1416. I believe both of these contribute to traffic conditions along this corridor.

The Corridor Travel Patterns slide shows 70% of the traffic using exit 63 going to and from Ellsworth AFB. If exit 67 was constructed to replace the exit at Ellsworth Road (66?) why are travelers to the base not encouraged to use exit 67? Maybe this would reduce the number of reported crashes on 1416. Maybe there would not be a need for six lanes (including frontage road) of traffic on 1416 if the traffic volumes were reduced. Maybe a two or three lane road would be sufficient to serve the local traffic in this area. Maybe the remaining ROW could be sold or returned to adjacent landowners for redevelopment.

The Prior Exit 63 Ideas slide shows three options of which two would require significant acquisitions and relocations. The Modified County Hwy 1416 Diamond seems like a reasonable option, but why not connect 1416 to Seger Drive or Mall Drive to the west? This would provide an additional avenue for local traffic between Box Elder and Rapid City without entering and exiting I-90.

The Environmental Justice Data slide depicts a large area near the west end of the study area as “minority” and “low income.” Most of this area is undeveloped farm land or flood plain. How does it get this designation? Also it appears that Ellsworth AFB is designated “minority” and “low income” as well?

August 5, 2016

Re: Exit 61 to Exit 67 Corridor Study – East Mall Drive extension

Steve Gramm SD DOT

Lyle DeVries Felsburg Holt & Ullevig

Gentlemen,

I am writing this as a property owner within the defined study area. I am the owner of Ditch Witch of South Dakota at 2108 Elk Vale Rd. After attending the public meeting on July 26th I would like to share a concern that will affect my business significantly. The extension of East Mall Drive from Elk Vale Rd is a project that will change traffic flow both in and out of my property and also within the property lines of Ditch Witch and my neighbors.

I have had a couple of meetings with Stacy Bartlett and Michael Carlson of the SD DOT on this topic also. I do not have property that is directly part of the right of way acquisition process however I have a unique situation that will leave me tremendously affected. Ditch Witch, Excel Trucking, and Quality Transportation all share a common driveway and access point from Elk Vale Road and also share a common central area within all of our property lines giving all of us effective operating square footage for our customers far greater than our own property lines. I and my neighbors all have the need for space to handle semi-truck traffic for our customers. With the elimination of the Excel Building and the Quality Transportation building and the right of way property for the new road I will lose my access point and the shared square footage needed to be a viable location for and underground construction equipment business and its related customer traffic needs. This situation is difficult to see on paper but standing on site seeing the dynamics brings this to light.

As of this writing I am not standing in the way of the East Mall Drive extension project however I will need the state and the City of Box Elder to work with me to keep me viable moving forward. I will need East Mall Drive access across property that I do not currently own and any thought of Elk Vale Road access will not handle the semi-truck needs and any access point driveway will be very close to the future controlled intersection making it very unsafe. Realistically I will need to acquire the remaining Excel property to have enough yard square footage to handle the truck turn around needs of my business.

I look forward to discussions to work through options to coordinate and balance future road expansion and development with my need to be left with a viable site to continue to do business moving forward.

Regards,

A handwritten signature in black ink, appearing to read "Todd Madson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Todd Madson

President

Ditch Witch of South Dakota

DWSD Properties LLC.



Interstate 90 Exit 61 to Exit 67 Corridor Study

**July 2016
Public Meeting Summary**

Advertisements / Communication

The following display advertisement publicizing the meeting was published on July 10, 2016 and July 13, 2016 in the Rapid City Journal and on July 6, 2016 and July 13, 2016 in the Native Sun News.

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
NOTICE OF PUBLIC MEETING / OPEN HOUSE
FOR
THE I-90 CORRIDOR EXIT 61 to 67 STUDY**

Date: July 26, 2016

Time: 6:00 p.m. to 7:30 p.m.

Place: Black Hills State University Rapid City, Main Atrium

4300 Cheyenne Boulevard Rapid City, SD 57709

The South Dakota Department of Transportation (SDDOT) in cooperation with the City of Box Elder, the Rapid City Area Metropolitan Planning Organization (MPO) and the Federal Highway Administration (FHWA), will hold an open house style public meeting for the Interstate 90 (I-90) Exit 61 (Elk Vale Road) to 67 (Liberty Boulevard) Corridor Study. The study is being done to identify the recommended future configuration for mainline I-90 and the Exit 63 interchange. The purpose of this public meeting is to gather information on community needs and desires for the corridor as input into the study document that is being prepared. The open house will be informal, with one-on-one discussion available with SDDOT, FHWA, Rapid City Area MPO, City of Box Elder and consultant staff.

Between 6:00 p.m. and 7:30 p.m., public agency and consultant staff will be available with displays to discuss issues, answer your questions, and take your ideas and opinions regarding the study corridor. During this time, you will also have the opportunity to provide written comments. A short presentation will be given at approximately 6:15 p.m.

Notice is further given to individuals with disabilities that this public meeting is being held in a physically accessible place. Any individuals with disabilities who will require a reasonable accommodation in order to participate in the public meeting should submit a request to the department's ADA Coordinator at 605-773-3540 or 1-800-877-1113 (Telecommunication Relay Services for the Deaf). Please request the accommodations no later than 2 business days prior to the meeting in order to ensure accommodations are available.

All persons interested in the corridor study are invited to attend this open house meeting to share their views and concerns any time between 6:00 p.m. and 7:30 p.m. Those who cannot make the meeting are invited to visit the webpage: <http://www.i90corridor61to67.com>

For further information regarding the study, please contact Steve Gramm at (605) 773-6641 or by email at steve.gramm@state.sd.us

6300 S. Syracuse Way, Suite 600
Centennial, CO 80111
303.721.1440

www.fhueng.com



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