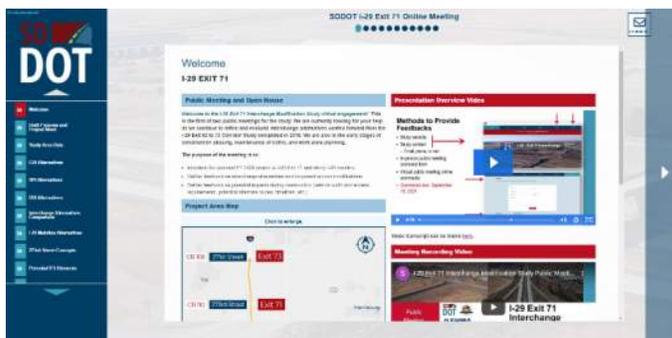




Public Involvement Meetings #1 Summary

I-29 Exit 71 Interchange Modification Study

Meeting Date: August 23, 2021



Lincoln County, SD

September 22, 2021





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Public Meeting Overview

In-person Public Meeting: Monday, August 23, 2021

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

Virtual (Online) Public Meeting and Comment Period: Monday, August 23 through Friday September 10, 2021

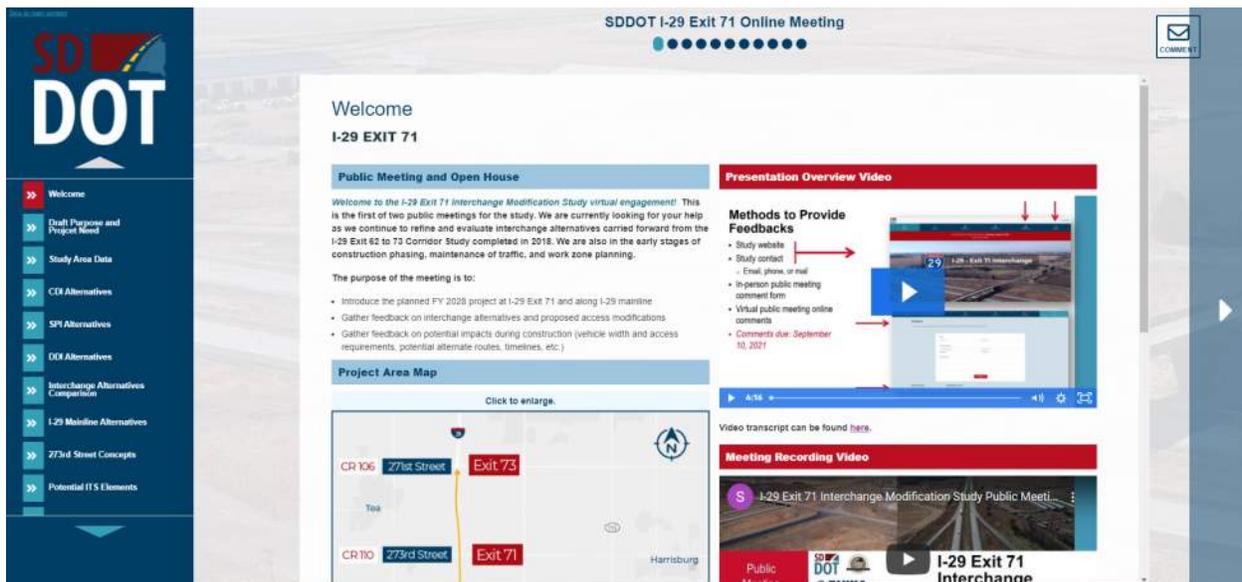
Study Website: <https://i29exit71.com/>

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

This public meeting was setup as a hybrid type meeting where there was an in-person component with presentation on August 23, 2021, and a virtual component that was open through September 10, 2021.

The following is a summary of available public involvement statistics:

- In-person public meeting attendance: 50+ (estimated from sign-in sheets)
- Virtual presentation views: 34 (unique viewers, includes livestream)
- Website-submitted comments: 8
- Comment card and email comments: 5





I-29 - Exit 71 Interchange

INTERCHANGE MODIFICATION STUDY

PROJECT OVERVIEW & OBJECTIVES

SDDOT plans to reconstruct the existing I-29 Exit 71 interchange as part of an anticipated 2028 construction project. Three interchange types have been carried forward from the I-29 Exit 62 to 73 Corridor Study completed in 2018:

- Compressed diamond interchange
- Single point interchange (SPI)
- Diverging diamond interchange (DDI)

The planned 2028 project will also reconstruct I-29 mainline to a 6-lane section (3 lanes in each direction) between I-29 Exit 71 and 73. The southern limits of this 6-lane reconstruction will be determined as part of the study.

The study is a collaborative effort between the South Dakota Department of Transportation (SDDOT), Federal Highway Administration (FHWA), Sioux Falls Metropolitan Planning Organization (MPO), Lincoln County, City of Tea, and City of Harrisburg.

PUBLIC MEETING:

Date: Monday, August 23, 2021

Time: 5:30 PM – 7:00 PM

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

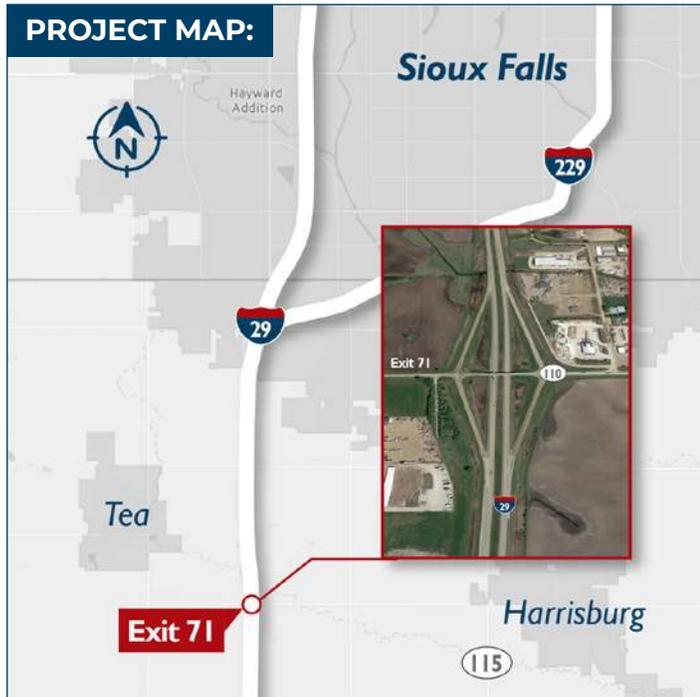
Tell us what you think: Input gathered will aid in refining and evaluating interchange alternatives as part of the study's next steps.

Questions and written comments will be accepted until September 10, 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:

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PROJECT SCHEDULE:



Written Comments

A summary of comments provided to the study team are included below. The method used to submit the comment and submittal date are noted in the heading.

Method: Comment card (8/23/2021)

Recommend widening to Lennox exit with having use the stretch from Exit 68 to Exit 73. Also recommend leaving enough room within any of the options for additional lanes on 273rd Ave. East and west to prevent major redo of exit if widening is needed.

Method: Comment card (8/23/2021)

Please check into drainage of creek to the south of exit 73 as well.

Method: Comment card (8/23/2021)

Informative meeting – prefer diverging diamond over 273.

Method: Comment card (8/23/2021)

Fuzzy

Method: Comment card (mail) (8/26/2021)

Compressed bridge over I-29 at exit 71 should be 5 lanes wide. Six lanes should be put in place to exit 68. Semi truck traffic is huge on I-29.

Method: email (8/24/2021)

After listening to the presentation and then visiting with the representatives from the Federal Transportation, HDR, and the State DOT, I feel that the "Compressed Diamond OVER I-29" would be my first choice with the "CD UNDER I-29" being the second choice. Reason being: CD Over is the cheapest and will hand the traffic flow starting with no traffic signals. Personally, I could care less whether the Interstate goes over or under CH 110. I would rather that decision be made by the DOT and HDR after the study is completed as to the effects of the Poer lines, water levels, and the airport runway Interference issues.

I also feel the six lanes added at the time of bridge rebuild is a great addition. Even today, merging into the heavy traffic flows at the AM commute time is tough with the short "on ramp" length and the forced merge at the bottom of the ramp with traffic at 80 mph! A "protected merge lane" is almost a necessity.

I don't like traffic signals any sooner than absolutely necessary and the other four options would require them immediately.

Thank you for the opportunity to hear about the project and issues and talk to those involved. If there is a mailing or email list, please include my contact information.



Method: study website (8/19/2021)

Good day, i believe the compressed diamond would work great but would also like to know of there is thoughts on adding a zipper lane and onramp off ramp for 85th street. Lots of building going on in that area and very difficult access. Would allow better commute and greater access to thousands on families and dozens of large businesses.

Method: study website (9/3/2021)

Thank you for taking the time to introduce the options for the changes to the I-29 Exit 71 interchange. From my point of view, the safest option would be the compressed diamond. I would like to see 273rd street widened at the interchange and under the interstate. I feel that would help with the local farm machinery; allowing for more room and relieving any site limitations. One of my concerns, regardless of the option selected, is the drainage in the area. There have been drainage issues since we moved here in 1994. They have been made worse by each construction project in the neighborhood. I would ask that the water issue be seriously and intentionally considered during this project. It would be wonderful if the improvements to exit 71 would not make water issue worse, but actually improve it! Thanks for your time.

Method: study website (8/15/2021)

It looks like Compressed Diamond Interchange Over Interstate would be most economical to build and will function well for a wile. Considering future Sioux Falls expansion a Partial Cloverleafs interchange Over Interstate is ideal, and it will give an easy way to convert to Full Cloverleaf Interchange in the future when traffic increases. (I don't know why it is not in the given options). Please do not build Diverging Diamond Interchange because it as very confusing a specially for older drivers, and has too many traffic stop lights. DDI is the worst design I ever seen.

Method: study website (9/5/2021)

Taking into consideration all of that history, and probabilities of future development and traffic increases, I suggest that the 3 lane width continue through the most Southern stretch of the study area to 276th St. Lennox is and will continue to be a bi-directional commuter town. Most people living in Lennox work in Sioux Falls, while most of the people employed in the various industries (approx. 800 jobs) in Lennox commute there from outside that city, primarily from the North of exit 68. A significant change in traffic on I-29 is easily noticeable at Exit 68.

In addition, I suggest the SPI Under Interstate design would work best at Exit 71 due to the nature of the surrounding land and existing land uses. It will also best accommodate future development to the East of the exit, which is inevitable. In addition, that design of interchange is also familiar to users of that stretch of Interstate.

Method: study website (9/2/2021)

Who is responsible for the condition of the pavement of the bridge and the road immediately adjoining the bridge on both sides between now and 6 years from now? It is already in poor condition as it is broken up with pot holes and a sharp ledge as you get on the bridge from both sides. Lots of big trucks and heavy equipment travel it every day. Thank you for your consideration.

Study Team Response to Questions: SDDOT is responsible for the bridge over I-29 and the interchange intersections. Lincoln County is responsible for the highway outside of the interchange footprint.

Method: study website (8/21/2021)

Interstate 29 needs an off ramp/Exit to 49th St. This would help alleviate some of the traffic off of 41st Street off-ramp

Method: study website (9/22/2021)

This is the exit that I primarily use. I am for a simple upgrade to the exit, which would be the compressed diamond over the interstate. If the traffic at this exit merits lights in the future, they could be added to the on/off ramps at that time. The traffic volume is no where near what it is in Sioux Falls and many of their exits are a diamond structure. I cannot see any benefit of spending more money than what is necessary to construct a simple upgrade to this exit.

Method: study website (8/24/2021)

After attending Monday's meeting in Tea, I would lean towards the Compressed Diamond with the County Road over. I would like to see three lanes (Or at least the grading for three) from 68 north, but a must would be a protected onramp lane from 71 like 73 north, so technically 4 lanes north from 71. I prefer this design because it could more easily expand, and could be built without traffic lights initially, but added later if needed. The other two designs would require signaling upon construction. Because of the area, I believe there would be large portions of the day that would not require signaling for the traffic volume. It seems to me that the DDI is overly complicated (and expensive) for that intersection. An SPI with CR over is confusing to me. I have never liked the one at I-229 and 10th in Sioux Falls. If an SPI was used, a CR under would be better (Like 73), but I would have a hard time justifying the benefit/cost ratio for changing the CR to going under. The presenters brought up an excellent point, I believe the SDDOT is very mindful of road grades that are threatened by flooding. Closing an Interstate highway is a serious matter. I would certainly encourage a raising of the roadbed to help mitigate that issue north of 71. Keeping I-29 under the CR at 71 may help with the issue of the powerline and the airport runway clearance.

As a sidebar... the DOT representative explained the issue of the business drive to the north of the CR east of I-29. That there is no road district controlling that industrial area. I understand there are legal issues and the like, but I really hope the State can come up with a compromise that allows for the construction of a paved approach from the industrial area to the CR (The drive would most likely need to be relocated to the east regardless) I mention this because that area has heavy truck traffic and during inclement weather, large amounts of debris, dirt and gravel are deposited on the CR. It is hazard for two wheel traffic, a sloppy mess to regular traffic, reduced stopping ability and hard on the paved surface. A paved extended approach from the industrial area which is not paved, only minimal gravel, should help some of the slop to be deposited there instead of on the paved portion of the CR.

Thanks so much for the opportunity to comment on your project.. Good luck with your planning.

Method: study website (9/4/2021)

The least expensive option seems to make the most sense considering the current economic climate especially when all options were said to be equally good for safety and for increased volume. The other considerations of wetlands, airport and powerline interference were addressed by keeping the highway over the interstate instead of raising the interstate.

Stakeholder Meeting Notes

Monday, August 23, 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 Meetings, August 23, 2021

Date: Thursday, August 26, 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)

Harvard Integrations comments

- Trucks/truck loads are 16' tall and 16' to 20' wide
- Routes head north and south on I-29
- Concerns:
 - Total interchange closure
 - What routes will be usable given the needs of their loads (both within area interchanges and along I-29 through the work zone)
 - Spring (time) closures

Tea Area 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)

Traffic Solutions comments (property along 273rd Street, between Ironworks Ave and Kenworth Pl)

- Ironworks/Kenworth access frontage road option concerns
 - Reduces employee parking area (part of current parking is on SDDOT ROW)
 - Distance between frontage road and building
 - Concrete trucks would constantly be driving in front of business
 - Can trucks make this turn? (HDR note: option shown accommodates a WB-67 design vehicle)
 - Blocking of access to Ironworks
- Discussed possibility of shifting 273rd Street south and how that could increase spacing between frontage road and:
 - Traffic Solutions building face
 - 273rd Street
 - HDR indicated an option can be developed to investigate further
- Discussed possibility of a connection at the back of the Traffic Solutions parcel (applicable to any parcel between 273rd Street and Nine Mile Creek)

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

- Were the radii for the proposed frontage/access roads designed for double trucks? (HDR note: option shown accommodates a WB-67 design vehicle)
- Ace Ready Mix can provide number of daily trucks if useful
 - Estimated at upwards of 100 per day during the summer
 - Noted that traffic counts collected in March likely didn't account for their seasonal volumes (HDR note: volumes were factored to a summer design season; future-year forecasts accounted for development/redevelopment in the area to grow traffic and thus may account for their summer season volumes)
- Trucks are primarily routed on I-29 NB going out and I-29 SB coming back in
 - This is advantageous to current access operations, where trucks are making a right turn onto 273rd Street when exiting and then a left turn from 273rd Street into the access when returning
- Saw loop circulation opportunities with proposed access road options
- Anticipates higher demand to the east on 273rd as Harrisburg grows, which will require a left turn onto 273rd Street

Northeast quadrant development roads (crossed across various topics/agenda items)

- NE quadrant roadways are all privately owned and maintained
- Currently no road district and a few businesses/property owners pay for all maintenance
- Kenworth Place is often used as a staging area for trucks to load and unload
- Ironworks Avenue is perceived as the busiest of the two access points by local stakeholders
 - Likely varies by time of year with the concrete plant using Ironworks Avenue
- Discussed future traffic patterns
 - Ironworks Avenue access will likely be within 'Control of Access' (COA) of new interchange layouts, would need to close
 - 'Extra travel distance' was often cited as a concern with the access closure
 - Future intersection safety and traffic operations were also discussed in relation to this interchange project is planning for the next 20+ years
 - Rural residential along east Smith Circle near 471st Avenue
 - Historically, industrial area traffic has refrained from using this access (an 'unwritten rule'; nothing formalized regarding this comment)
 - Stakeholders noted concern about the potential of this changing in the future
 - Natural rerouting of traffic to access points further away from interchange is likely if it becomes difficult to access 273rd Street, particularly for large trucks trying to turn left from Ironworks Ave or Kenworth PI access points
 - 8 AC +/- on north end of industrial park which could be developed in the future
 - Future development/redevelopment will contribute to changes in traffic patterns

Southeast quadrant

- Land will be developed at some point in the future
 - Owner indicated her dream is for a retirement community
- Discussed farm/ag access
 - Owners did not appear to be too concerned about ag equipment.
 - During construction: could cross I-29 at Exit 68
 - Post-construction: accommodate ag equipment widths to provide access through Exit 71
- City of Tea indicated extension of utilities to this area likely many years away

Northwest quadrant

- Question about whether the field access in northwest quadrant will be maintained
 - Noted challenges with grade further to the east towards the interchange

Ag equipment

- In general, stakeholders did not appear concerned about a potential closure of the I-29 crossroad during construction.
 - Indicated larger ag equipment already uses other crossing locations (often to the south) due to the existing 273rd Street bridge width