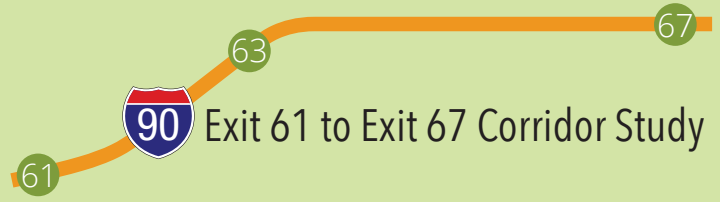


Open House | July 2016

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 Driver 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	SDDDT	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		BTGEYE1966@YAHOO.COM	606 WESTWIND DR BOX ELDER SD
MENN K ROST	QUALITY TRANSPORTATION	MENN@quality-transportation.com	2108 EIK VALE RD.
Carl Meier	Home owner	CMEIER11@AOL.COM	624 Box Eldon Rd W.
Theresa Mellen	BEVFD	thucketles@yahoo.com	6016 Cardinal Dr
Doug Curry +1	Home owner	dougcurry64@gmail.com	22726 TAWNEY CT BE.
Bob Kaufman	Box Elder		
Valerie Reeves	Box Elder		
MARK HASTINGS	Rapid City	manddastastings@ASTBB.net	4925 Ave A RC, SD
Doreen Hastings	"	"	"
Brenda Degen-Whiting	Rapid City	degenranch@gmail.com	4000 N. EIK Vale Rd RC SD
Robert Miller	Box ELDER	rmilrtime@yahoo.com	Box ELDER, SD
Matt Schmachl	West River Electric	Matt.Schmachl@westriver.coop	3250 EAST Highway 44, RC SD
Jan Gillam	Rap 1 City	jkgillam@edlicstr.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	SD DOT	mike.carlson@state.sd.us	
Jessica + Thomas Gluth	Box Elder/Ellsworth	tpgluth@hotmail.com	231 Vine St, EAFB SD 57706
Kamm: Doud	Box Elder	kammidoud@yahoo.com	4875 Bennett Rd RC SD 57701



Sign in

July 26, 2016

Name	Affiliation	Email	Address
Todd Frisbie	FHU	todd.frisbie@fhueny.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
JoAnn Blackwelder Kip Harrington	RCMPD	Kip.harrington@rc90.org	124 Johnson Dr 3006th 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 Wilson	Pennington Co. Hwy	Tom.Wilson@pennco.org	
Sherie Brost	Box Elder	msbrost@yahoo.com	327 Grandeur Ln Box Elder
TOOO SEAMAN	SDDOT	Todd.Seaman@state.sd.us	2300 E Guv St RCSD.
Norris Leone	SDDOT	norris.leone@state.sd.us	2300 S 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



Sign in

July 26, 2016

Name	Affiliation	Email	Address
CARLTON Peterson	Self	ANPRO @ AOL.COM	14860 MORNING VIEW DR
Leonard Liverson	UISAF	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

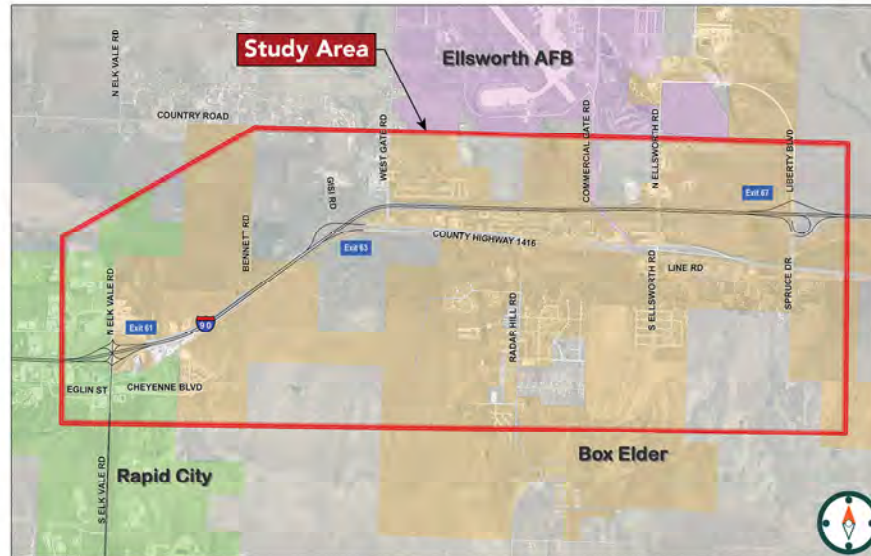
The need for I-90 and the surrounding roadway network to provide acceptable traffic operations and safety now and into the long range future.

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

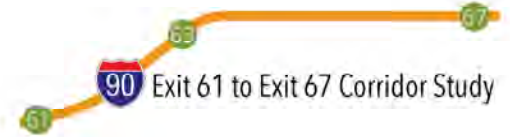
2. Interchange Access

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

BESTPLAN

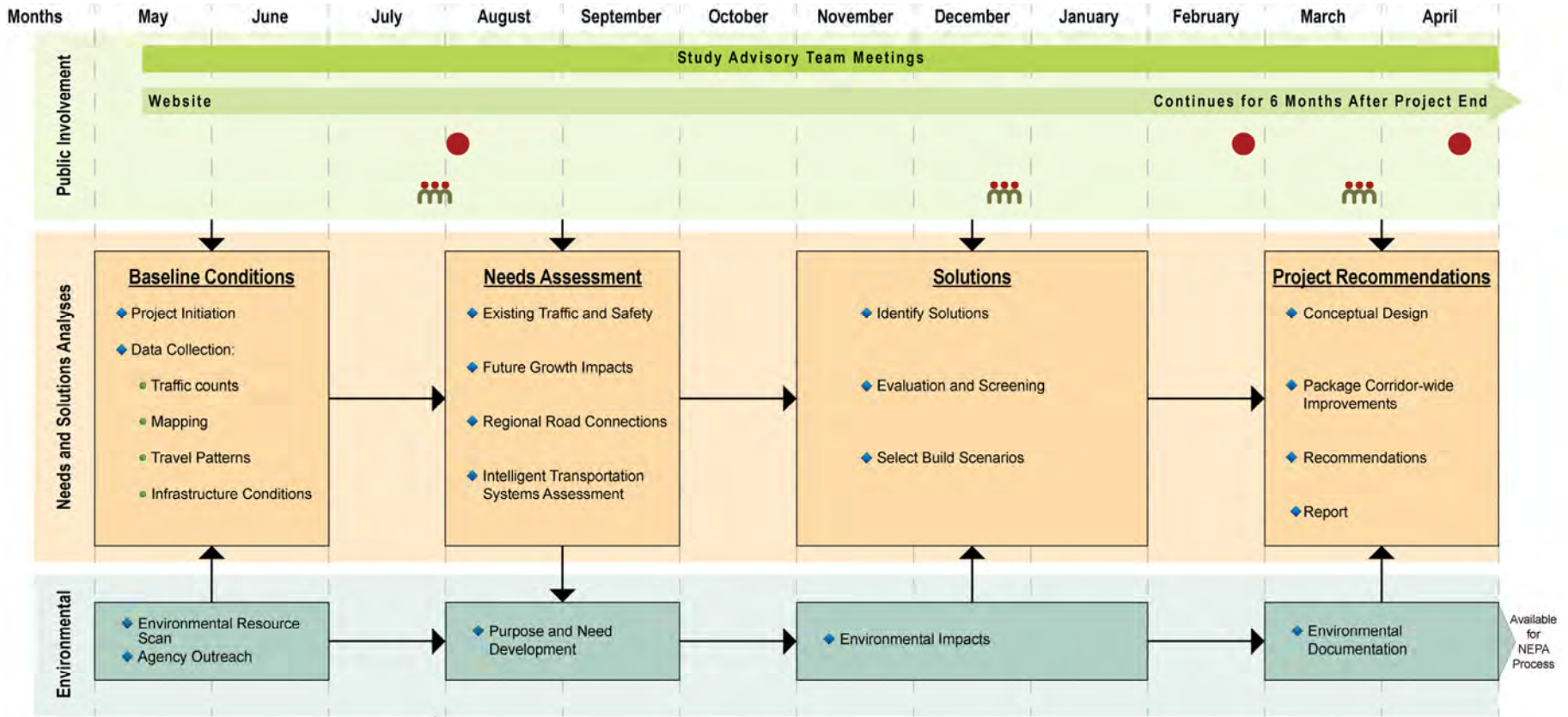
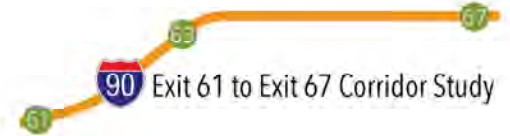
Box Elder Strategic Transportation Plan

December 2014

Connecting Hills and Plains Study



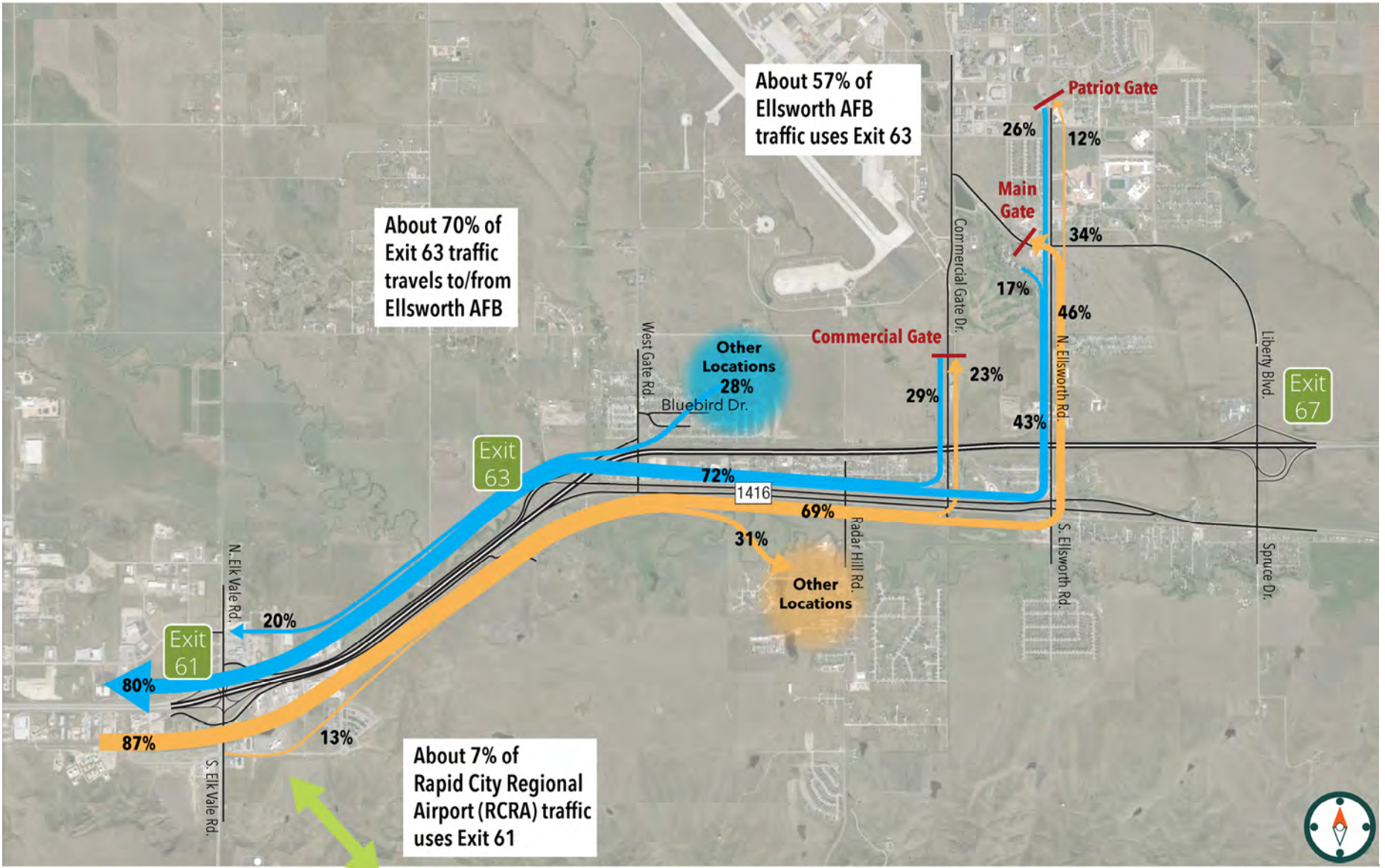
City of Box Elder
 FHWA
 Rapid City Area MPO



We Are Here

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

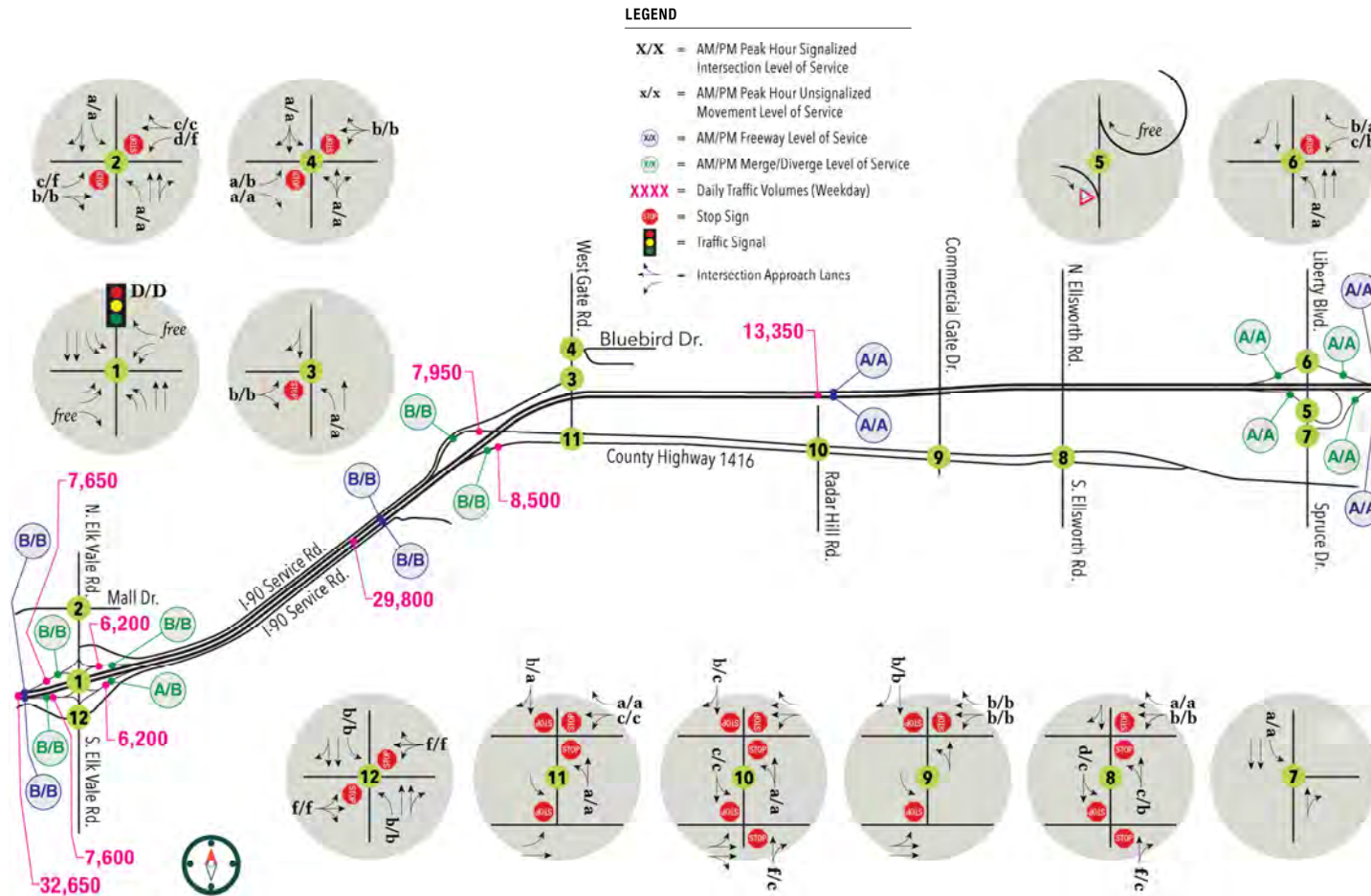
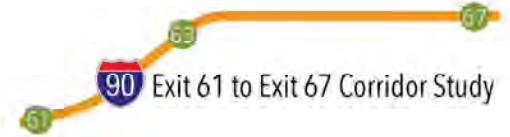






City of Box Elder
FHWA
Rapid City Area MPO

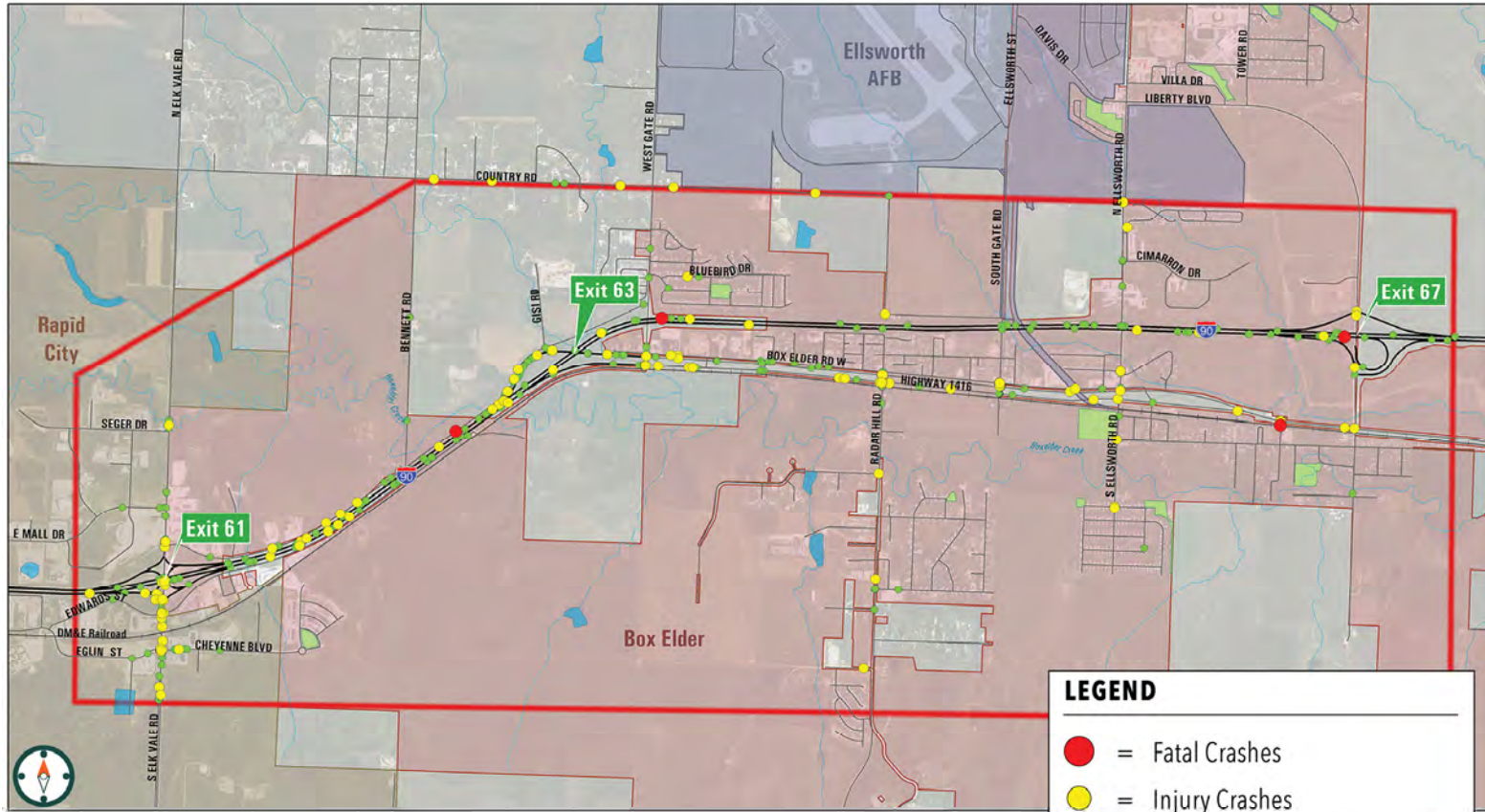
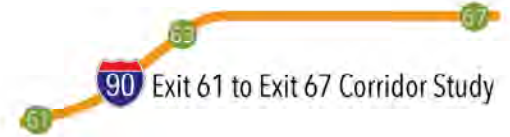
Current Traffic Volumes and Levels of Service





City of Box Elder
FHWA
Rapid City Area MPO

2011-2015 Corridor Crash History



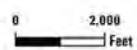
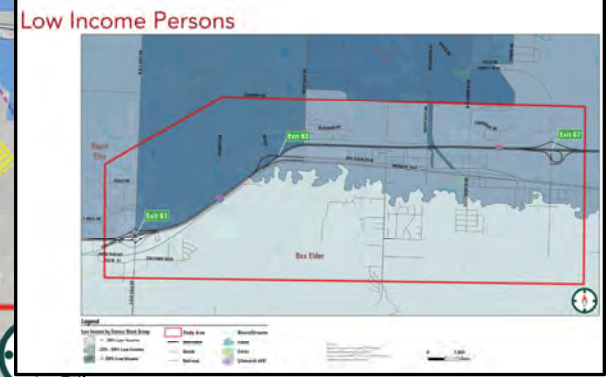
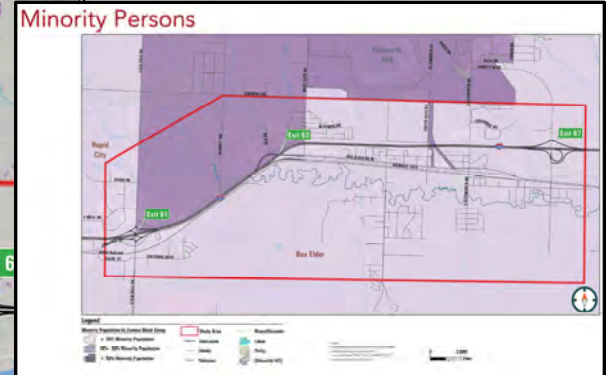
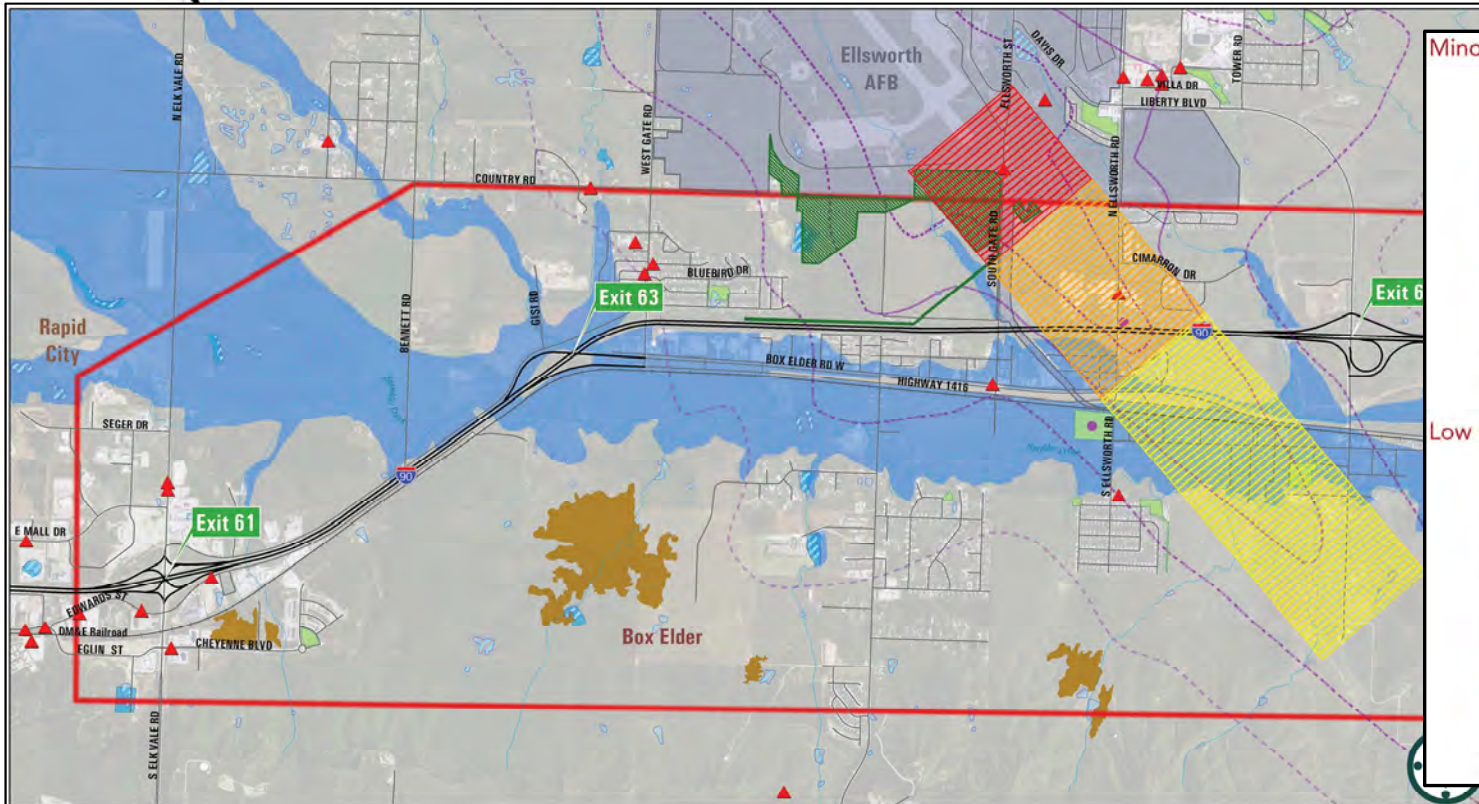
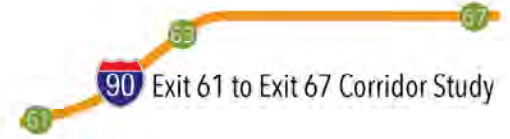
LEGEND

- = Fatal Crashes
- = Injury Crashes
- = Property Damage Only Crashes



City of Box Elder
FHWA
Rapid City Area MPO

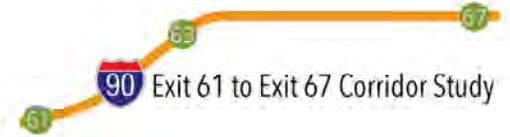
Environmental Resource Data





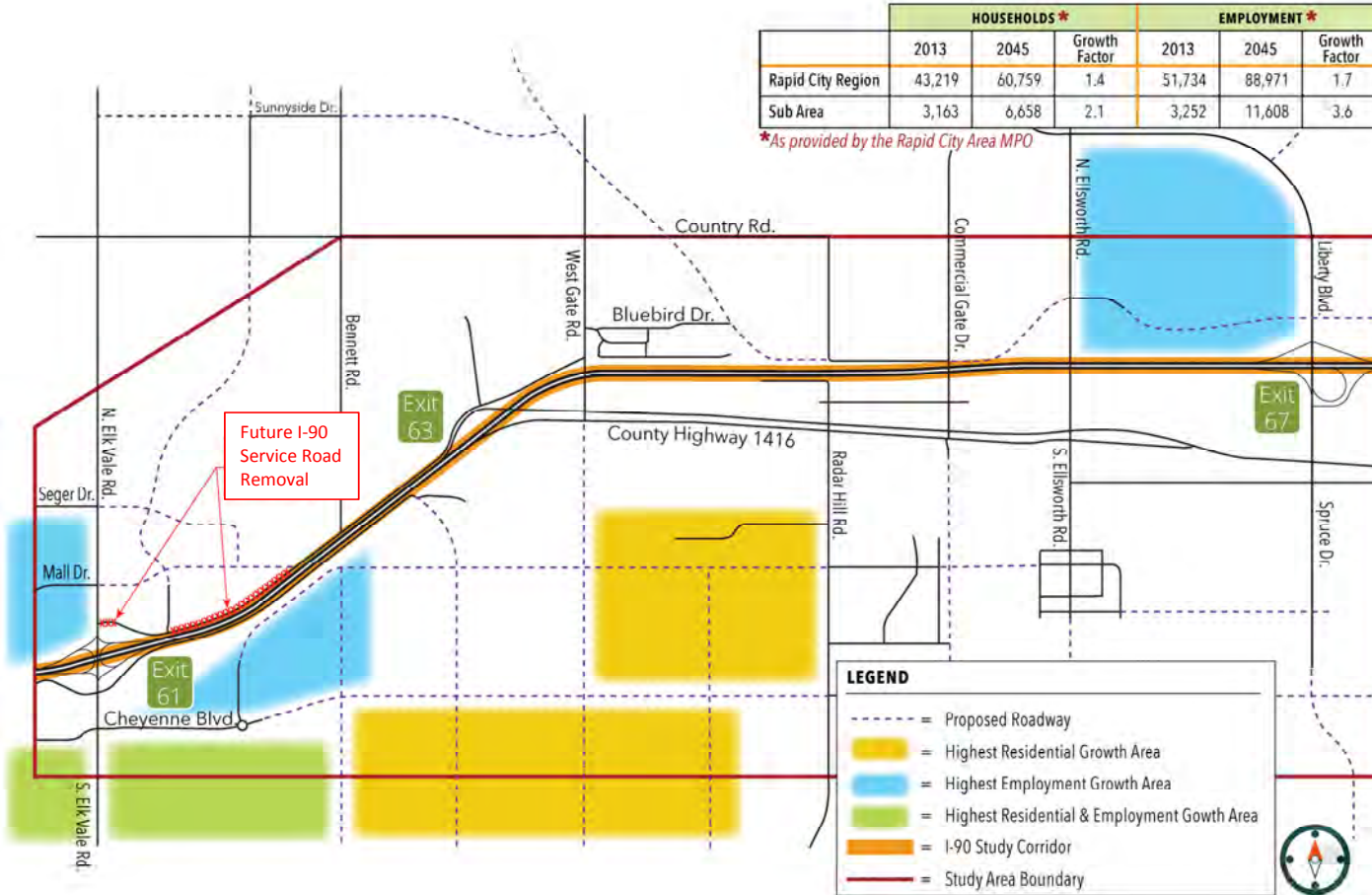
City of Box Elder
 FHWA
 Rapid City Area MPO

Future Growth and Roadway Network



	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

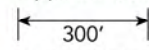
*As provided by the Rapid City Area MPO



Bridge Locations

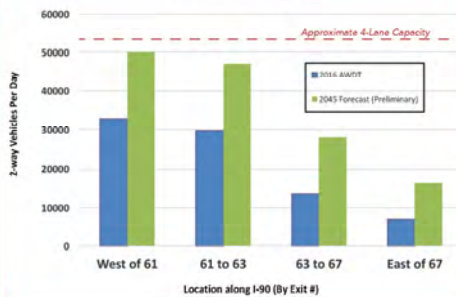
- 1 Elk Vale Road over I-90
- 2 I-90 & Service Road over Box Elder Creek
- 3 County Highway 1416 WB over I-90
- 4 West Gate Road over I-90
- 5 I-90 over Commercial Gate Road
- 6 I-90 over Abandoned RR Tracks
- 7 I-90 over Ellsworth Road
- 8 Liberty Boulevard over I-90

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



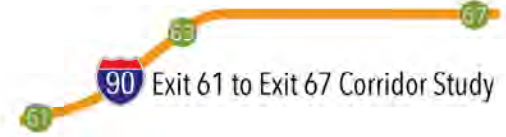
High Vertical Clearance





City of Box Elder
FHWA
Rapid City Area MPO

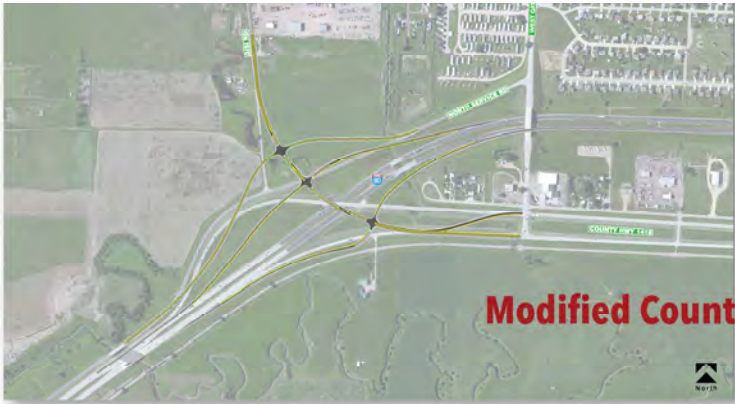
Prior Exit 63 Ideas



Radar Hill Road Diamond



West Gate Road Diamond



Modified County Hwy. 1416 Diamond





City of Box Elder
FHWA
Rapid City Area MPO

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



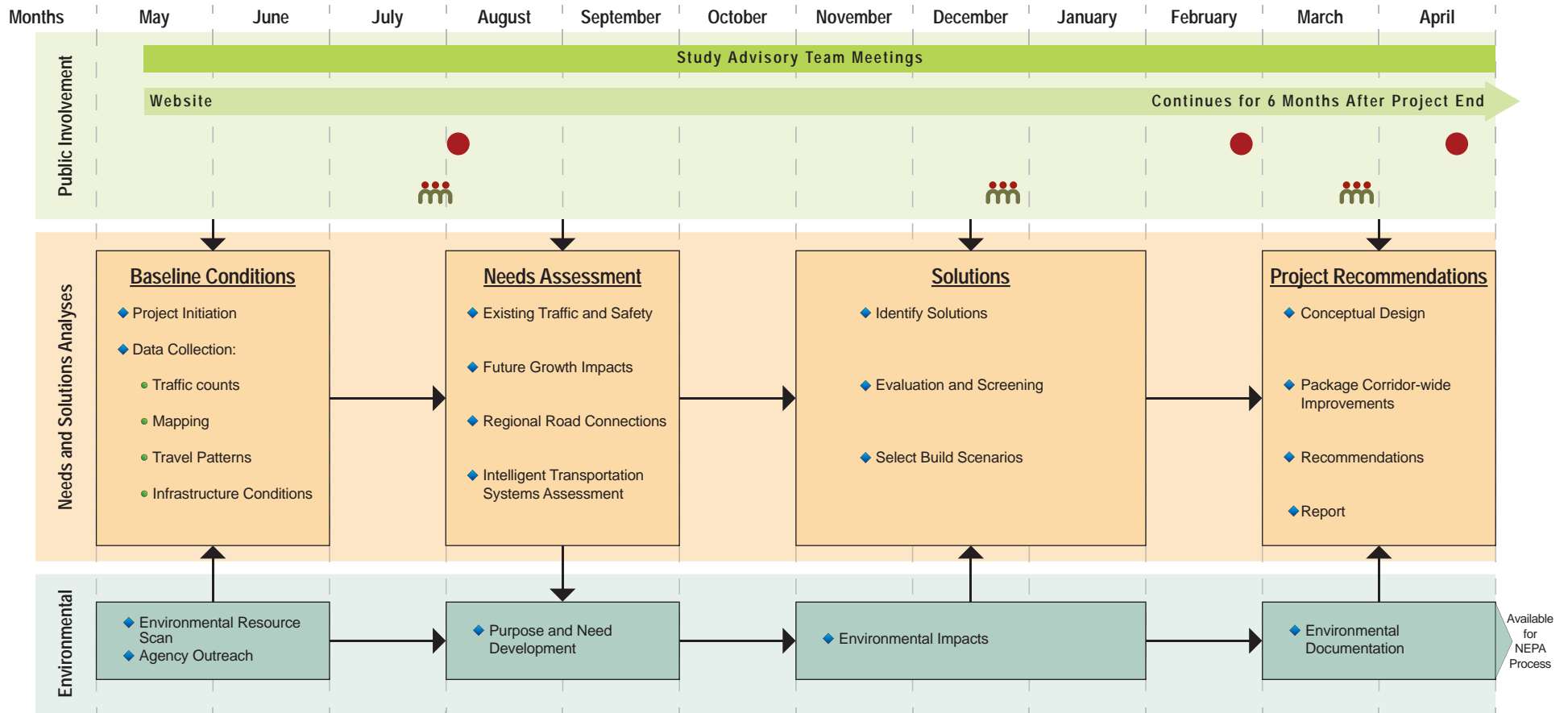
Please provide your views and ideas through discussions with study team members, and written comment sheets, and keep up to date with the project through: www.i90corridor61to67.com

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
Ellsworth Development Authority	<i>Maintain the operational mission of EAFB while accommodating surrounding growth and economic development and protecting public health and safety</i>	<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	<i>Continuing success of operational mission</i>		
City of Box Elder	<i>Community vitality, sustainability, and financial health</i>	<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	<i>Improve mobility through national leadership, innovation and program delivery</i>	<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	<i>Focus on effective regional transportation planning/federal funding coordination</i>	<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	<i>Repair, maintain and reconstruct county roads</i>	<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

Schedule/Work Plan



We Are Here



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

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

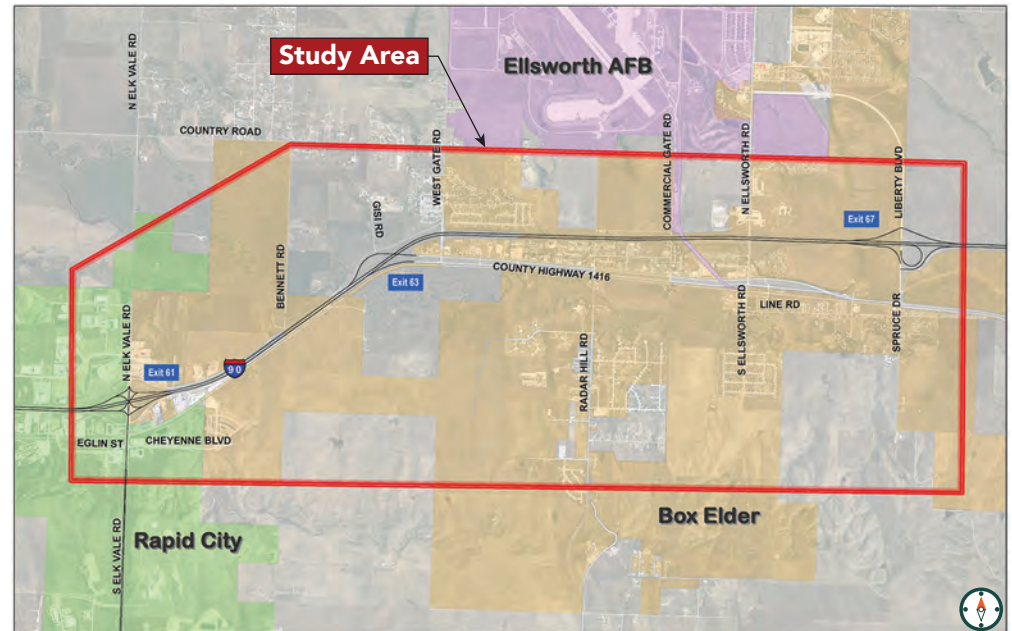
The need for I-90 and the surrounding roadway network to provide acceptable traffic operations and safety now and into the long range future.

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

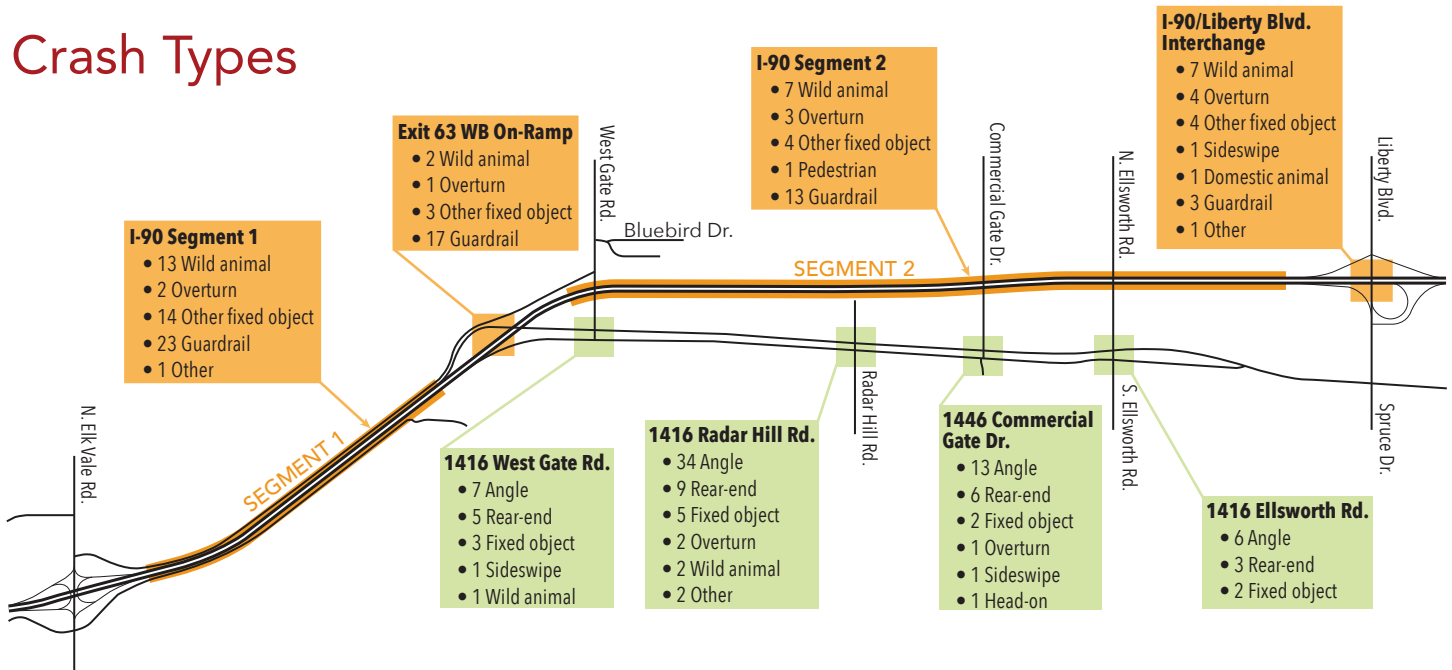
The current half movement interchange provides only for movements to and from the west, not in compliance with current Federal Highway Administration (FHWA) policy requiring that service interchanges provide for all movements. The study will investigate options to bring Exit 63 into compliance with FHWA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



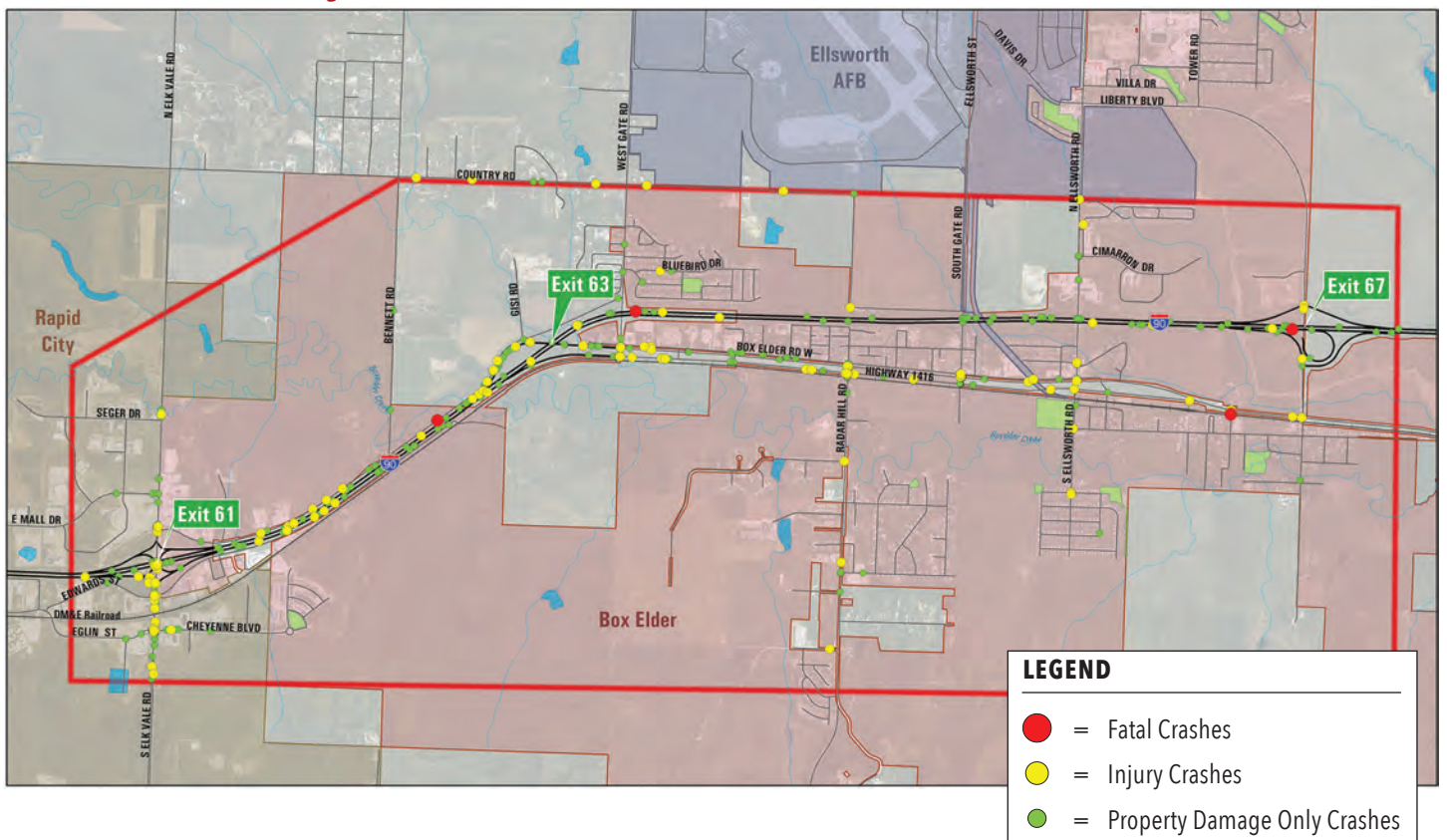
Safety History


Reported Crashes (2011-2015)

Crash Types






Crash Severity

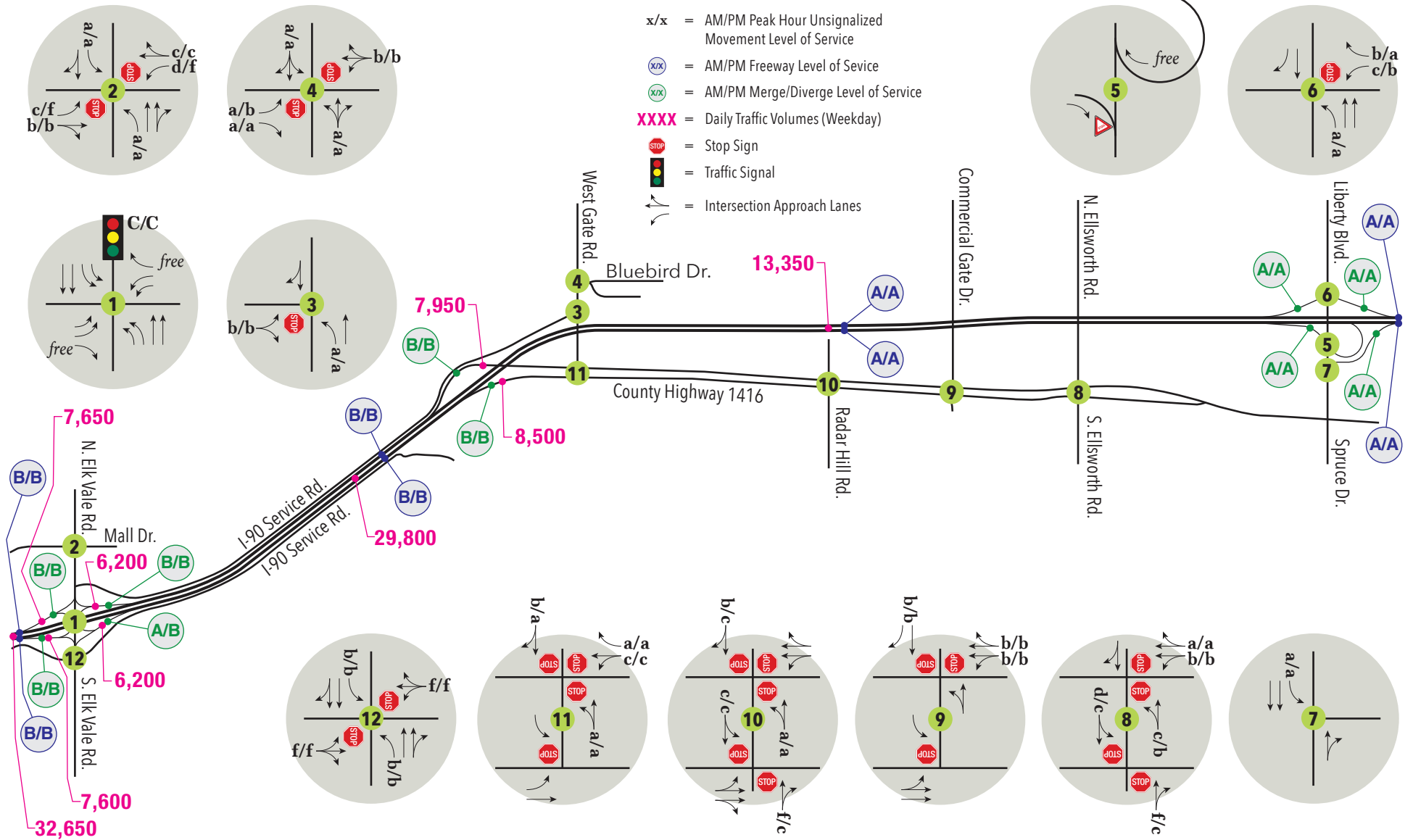


61  Exit 61 to Exit 67 Corridor Study 67

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
- XXX** = AM/PM Freeway Level of Service
- XXX** = AM/PM Merge/Diverge Level of Service
- XXXX** = Daily Traffic Volumes (Weekday)
-  = Stop Sign
-  = Traffic Signal
-  = Intersection Approach Lanes

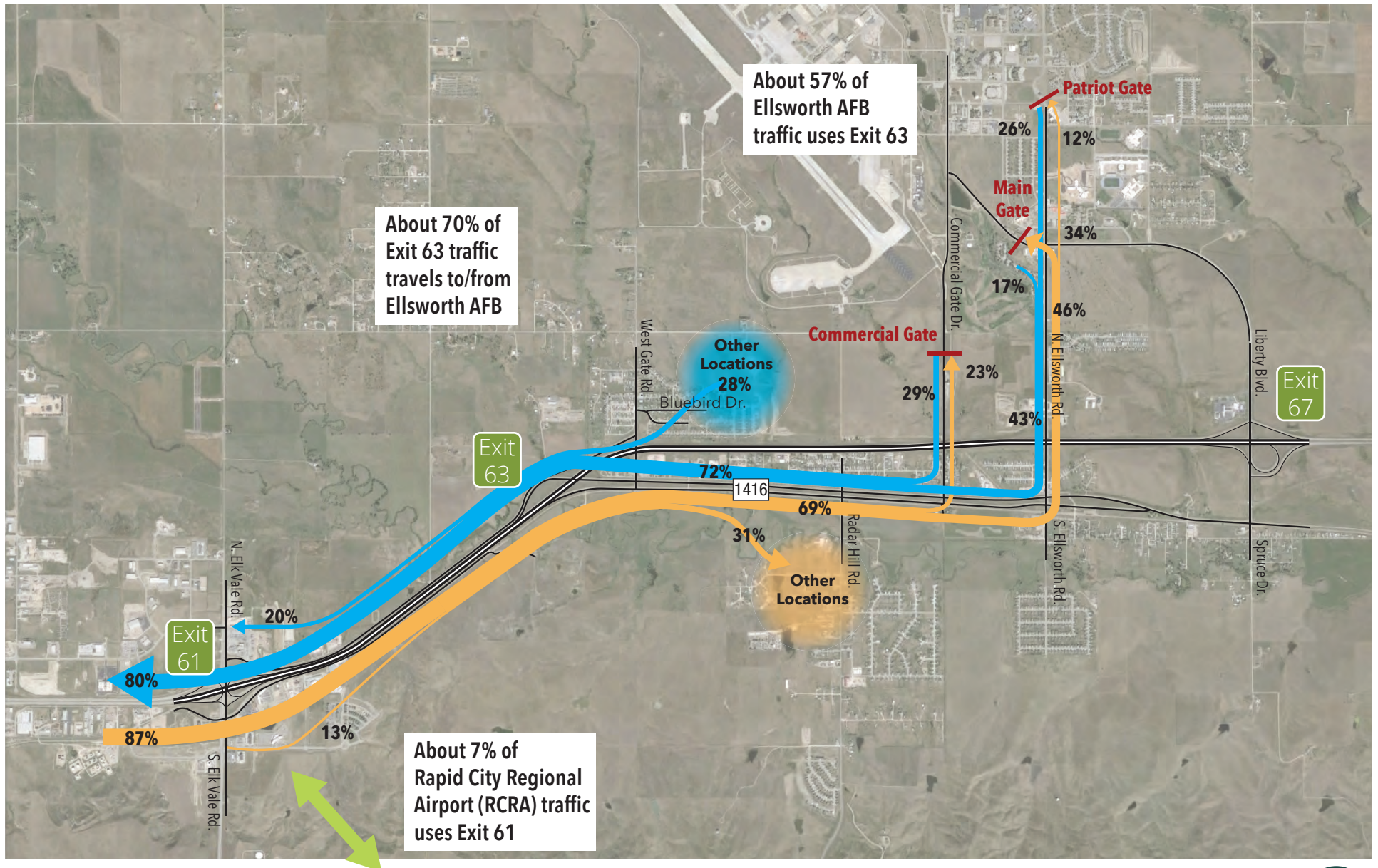


Level of Service Description

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

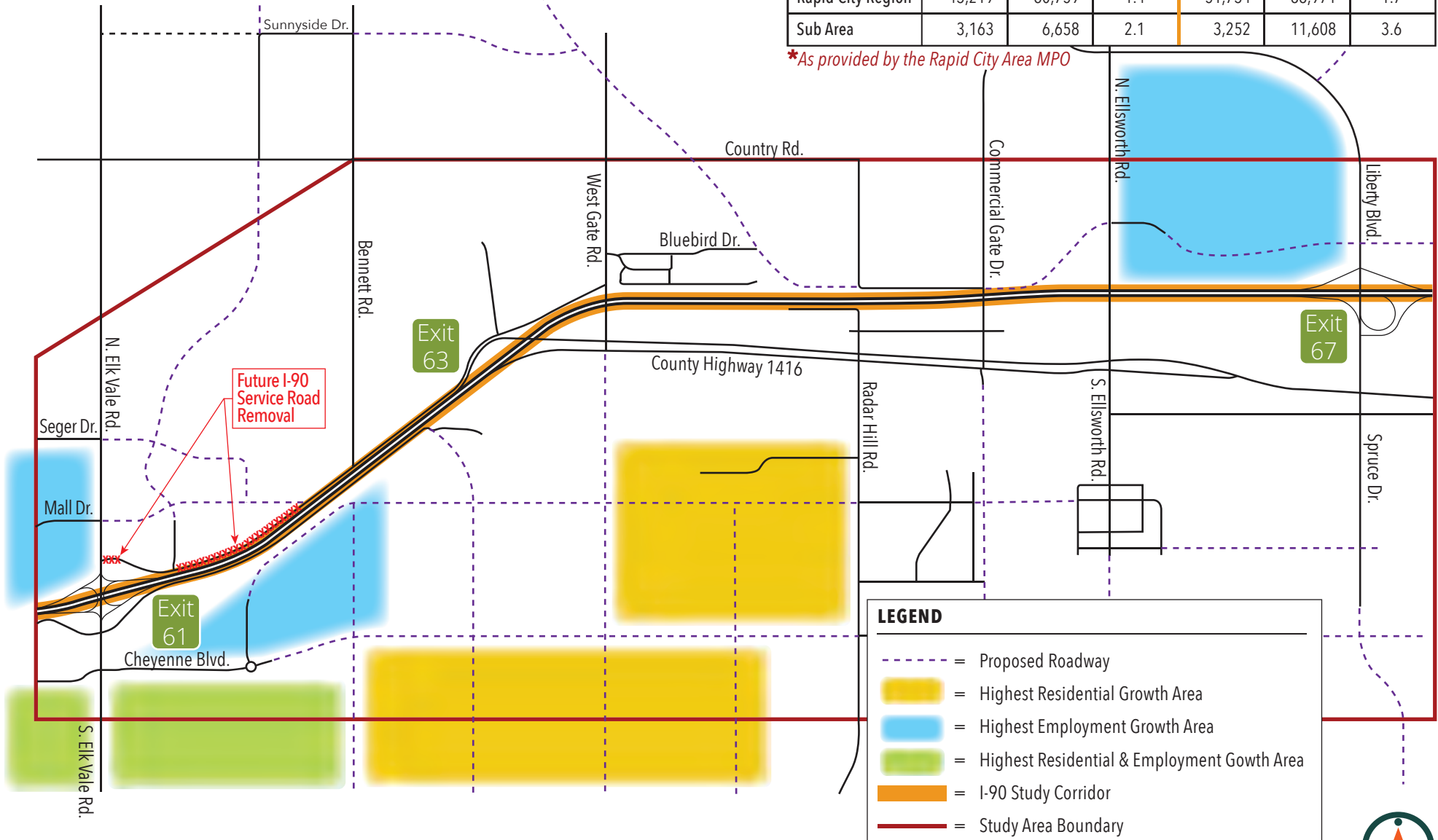
Corridor Travel Patterns



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

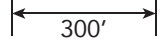
*As provided by the Rapid City Area MPO



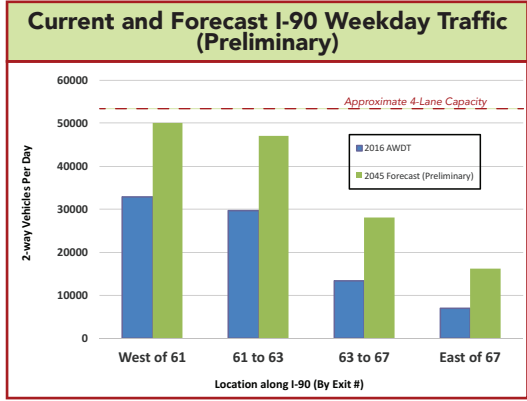
Mainline I-90 Conditions

- 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

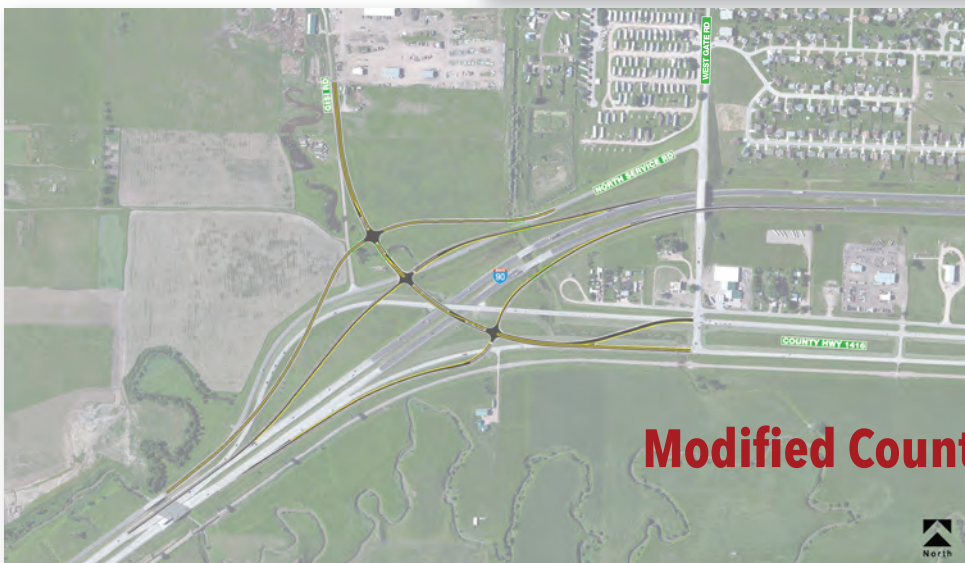


Prior Exit 63 Ideas

Radar Hill Road Diamond

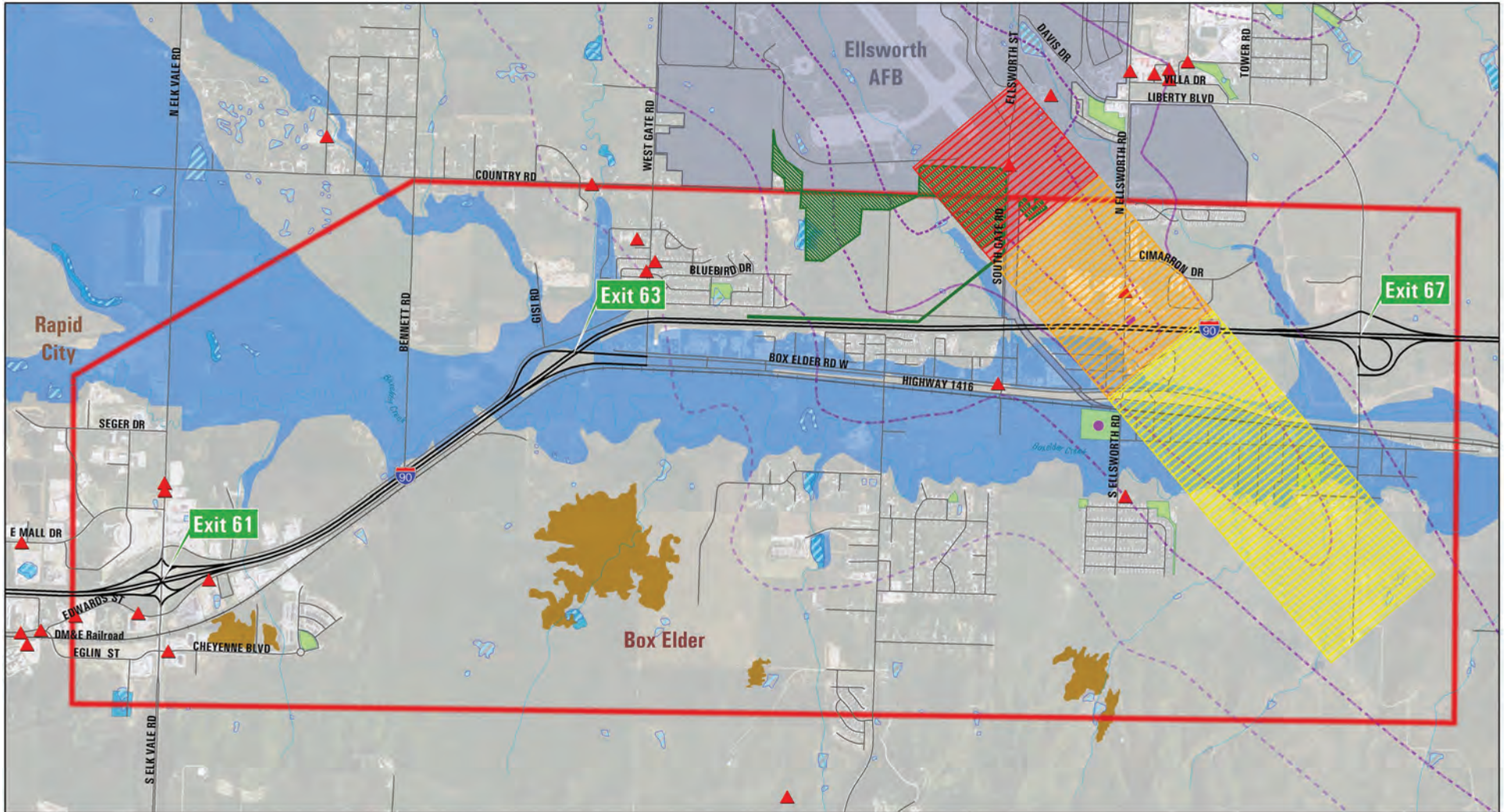


West Gate Road Diamond



Modified County Hwy. 1416 Diamond

Environmental Resource Data



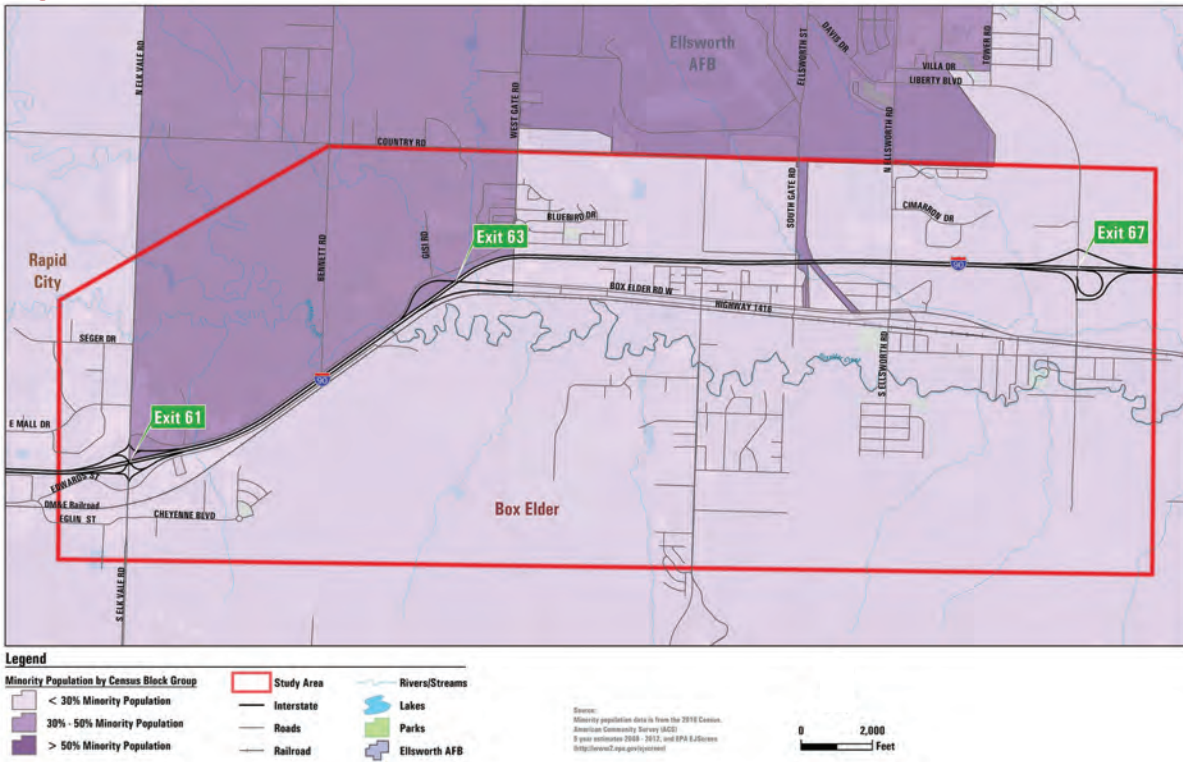
Legend

 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

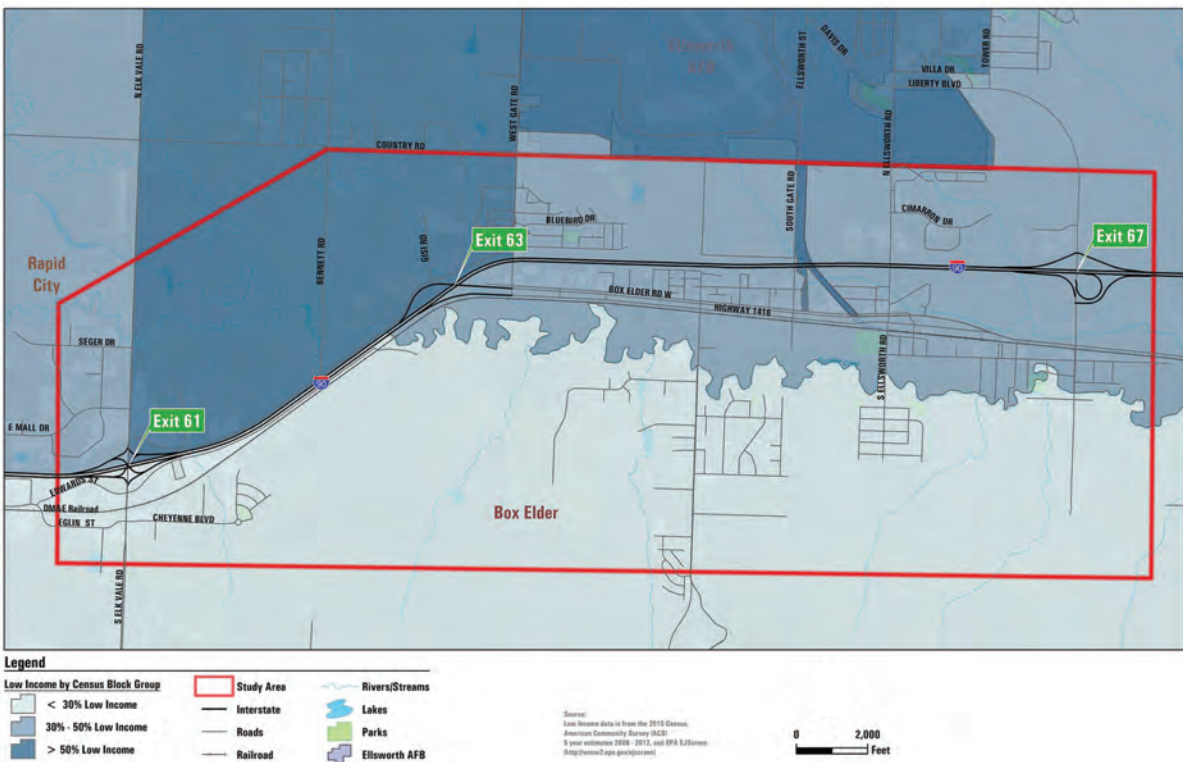


Environmental Justice Data

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**



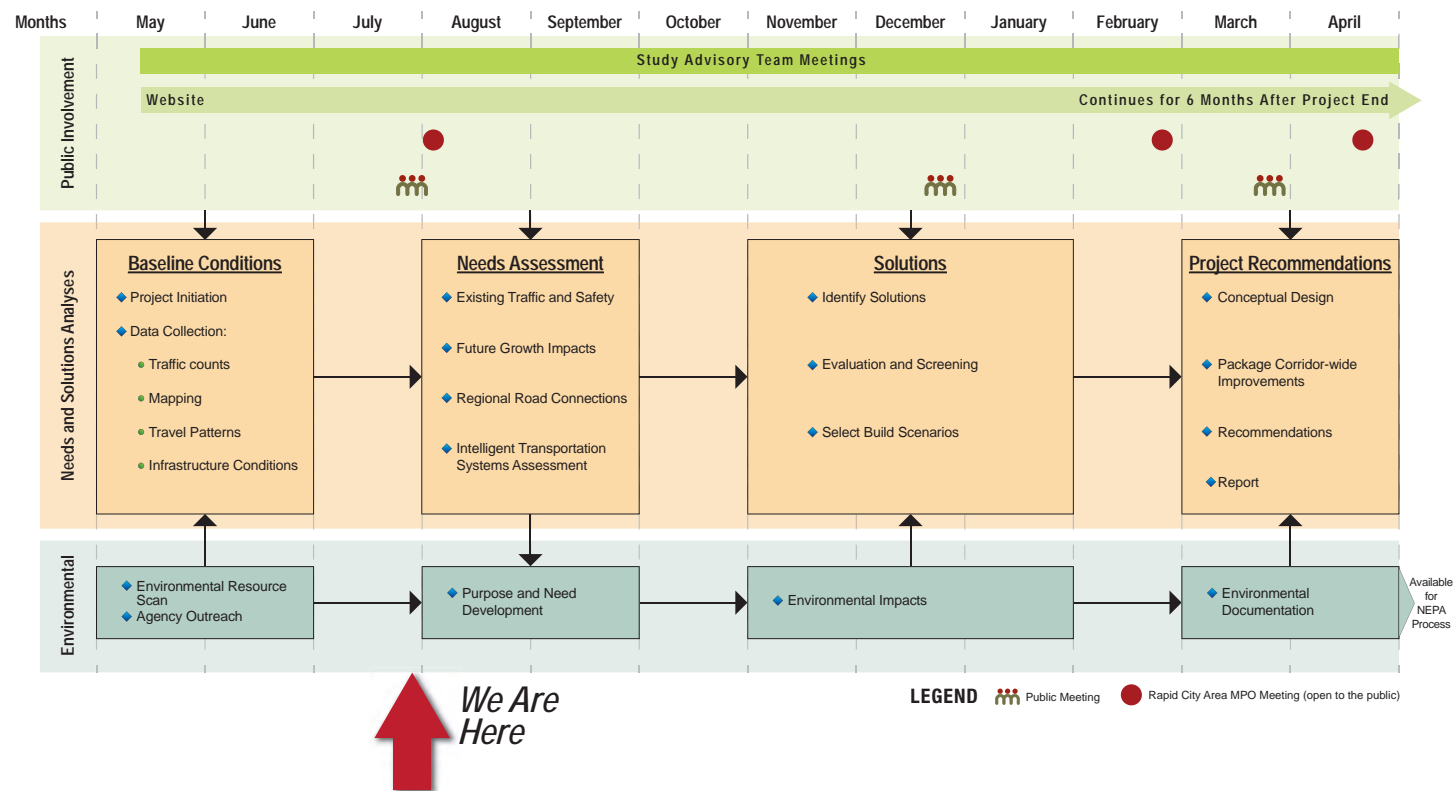
Interstate 90 Exit 61 to Exit 67 Corridor Study

**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

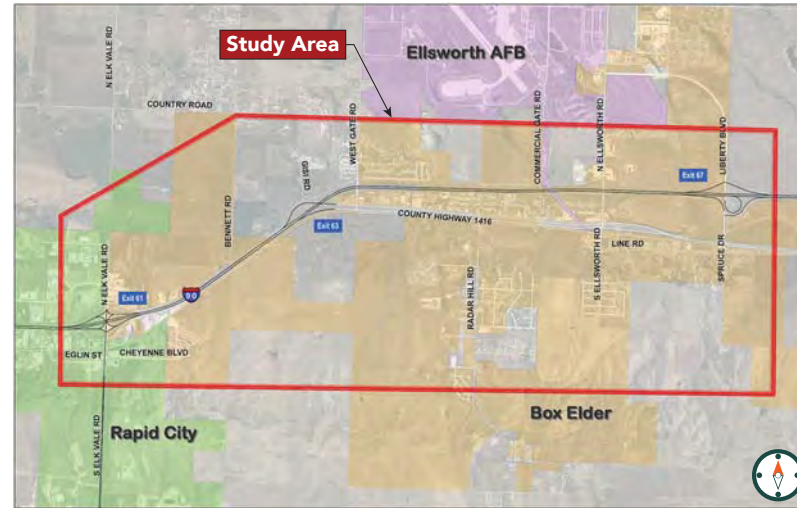
The need for I-90 and the surrounding roadway network to provide acceptable traffic operations and safety now and into the long range future.

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.



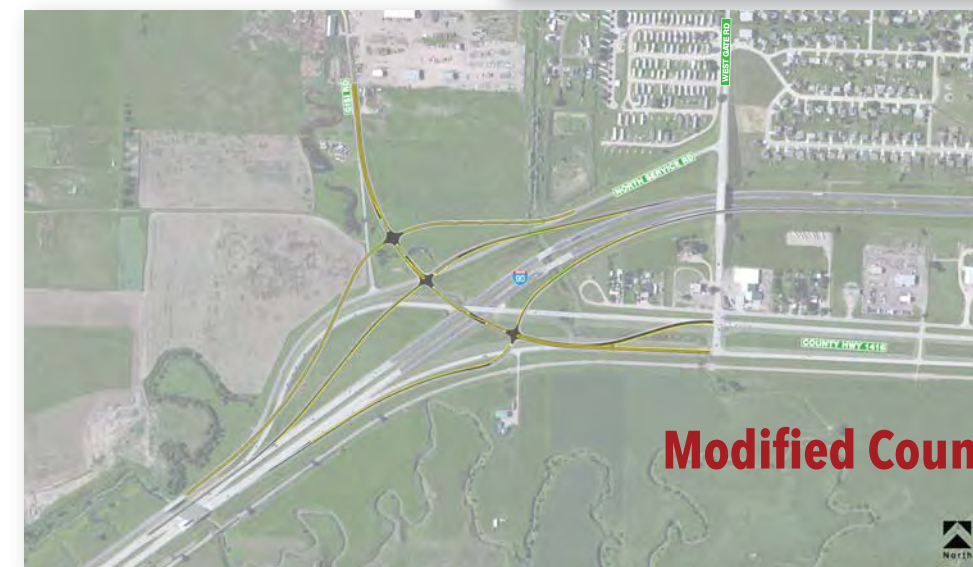
Prior Exit 63 Ideas



Radar Hill Road Diamond



West Gate Road Diamond



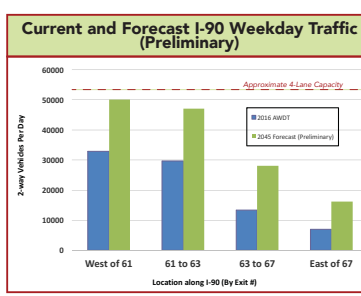
Modified County Hwy. 1416 Diamond



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



Significant Grade Differential

Typical I-90 Section

I-90 over Box Elder Creek

High Vertical Clearance

Variable Message Sign

Parallel Service Roads



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 Elk val 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. 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-90 190 closes at 61 in inclement weather as opposed to the base
ice on exit 61 & ramp of exit 63 in winter
- 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 EAFB accessibility that was affected when the exit was removed years ago?

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. 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

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. 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:

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. 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

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. 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:

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 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 SAFTY FOR POLICE & FIRE DEPARTMENT TO ALL AREAS OF BOX ELDER

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. 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 Exchange - 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:
 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. 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

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. 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:
 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. 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

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. 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 with traffic - People coming off ramp too slow
- b. County Highway 1416 Too much traffic - not enough signs for safety
- c. Exit 63 people missing it, then slowdown and traffic backs up fast
- d. 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

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. 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:

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. 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 | <input checked="" type="radio"/> 4 | 5 |
| 2. Traffic safety? | 1 | 2 | <input checked="" type="radio"/> 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:

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. 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.

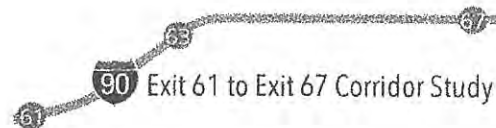
GENERAL COMMENTS:

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:

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. 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 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 in) (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 Not 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 CLIMBY AS (SPEED, INATTENTION, ATTITUDE, POOR DRIVING SKILLS, ETC.) ARE CAUSING PROBLEMS. BUT IMPROVEMENTS IN YOUR STUDY AREAS WILL HELP.

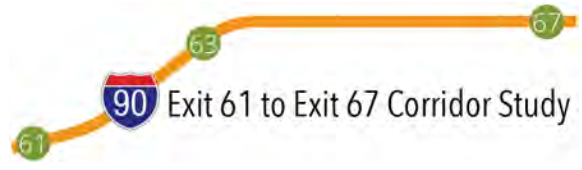
GENERAL COMMENTS: After they are upgraded track your safety statistics as the driving will probably never improve.

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 sign 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 that reads "Todd Madson". The signature is written in a cursive style with a long, sweeping underline.

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

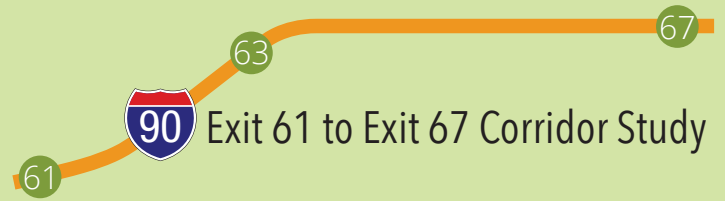


FELSBURG
HOLT &
ULLEVIG

connecting and enhancing communities

Open House #2 | March 2017

Summary





Interstate 90 Exit 61 to Exit 67 Corridor Study

**March 2017
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 #2
March 3, 2017

MEETING OVERVIEW AND COMMENT SUMMARY

Meeting Overview

Date: March 6, 2017, 6:30pm – 8:00pm
Location: Black Hills State University, Box Elder, SD
Attendance: Approximately 30 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, Power Point presentation and 22 display boards
Feedback: 6 comment sheets

Comments Summary

Comment Sheet Questions:

What Exit 63 alternatives or corridor improvements that you like have not been considered by the project team?

- I am in favor of Alternative 4 as it maintains a connection to I-90 from 1416, but may reduce or at least slow traffic headed eastbound on 1416. It also has little impact on currently developed properties.
- Alternative #4 is best
- Alt #4 best

Do you agree that the Exit 63 alternatives selected by the project team are all appropriate for further consideration?

Yes	No
3	1

- Closing of Exit 63. I feel it is not a good idea. Hundreds of people live on the north side of I-90 just in Thunder Bird alone. There is no other way out except over country roads. This is not a good road to have hundreds of people on daily.



If no, please explain which alternative(s) you would include and why:

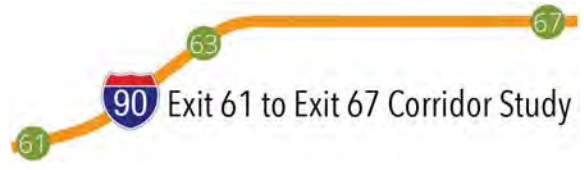
- (in favor of Alternative 4) however, any alternative with direct access to 1416, similar to current situation, will not resolve traffic issues/safety concerns on Highway 1416.

What Intelligent Transportation Systems (ITS) technology solutions appeal to you for this corridor?

- Advanced travel information further down the road

General Comments:

- I think the public should be informed of other projects/improvements (planned or in the works) for areas west of Exit 63 and along Highway 1416. This may help gain community support.
- Very glad the meetings are taking place
- Need to maintain access to I-90 for businesses located at Highway 1416 and Westgate Road. If Exit 63 closed, it would add a significant amount of additional travel for these businesses.
- Recent revisions to the flood plain have added flood insurance costs to property owners along Highway 1416.
- North Service Road from Westgate Road to Bennett Avenue should not be closed. It provides an alternate route to I-90 when I-90 is closed.
- Revise Alternative 4 to tie into North Service Road instead of simply closing the service road.
- Do not eliminate Exit 63 interchange.



Interstate 90 Exit 61 to Exit 67 Corridor Study

**March 2017
Public Meeting Summary**

Sign-In Sheets

Sign in

March 6, 2017

Name	Affiliation	Email	Address
Steve Gramm	SDDOT	Steve.gramm@state.sd.us	700 E Broadway, Pierre
Jeff Brosz	SDDOT	Jeff.brosz@state.sd.us	" "
Leroy Hix		chief1h@rap.midconet	607 W Sunnydale Rd Box Elder SD
Jerald & Jane Maine			
Michael J Rwin	mtw Jamin		Box Elder
Carl Meier	Home owner	Cmeier@Cry.Midconet	689 Box Elder Rd W
Kirk VanRoekel	FHWA	kirk.vanroekel@dot.gov	
Jim Meier	Land owner	Jimc1mcJim@aol.com	
JAM LOCKHART	WEST RIVER ELECTRIC	jam.lockhart@westriver.wop	3250 E HWY 44
Duyle Ester	SELF	duyle@ESTELAWKIMMIM	Box 3301 RG SD 57709
Linda Fry	Ellsworth	Linda.fry.4@ ESTELAWKIMMIM ellsworth	
Mila Carbon	SDDOT	mila.carbon@stotast.us	RC
Brenda & Mike Whiting		degenranch@gmail.com	4000 N. Elk Vale Rd RC SD 01
Kip Harrington	RCMPD		
ANTHONY ESTMAN	BOX ELDER		577 ST 29th Lane
Karen Olson	SDDOT	Karen.olson@state.sd.us	700 E. Broadway Ave. Pierre
Amanda Schanzbach	Self	Janbm5@msn.com	315 Ruhe Ln, Box Elder

Name	Affiliation	Email	Address
BRAD REMNICK	SDDOT	bradley_remnick@state.sd.us	PIERRE
Michael WOLF		Wolfman19627@yahoo.com	Box Elder
Jennifer Layton	citizen	twetyb52@aol.com	1204 Copperfield Dr
John Layton	"	"	"
Norris Leone	SDDOT	norris.leone@state.sd.us	2300 Ogline Rapid City
Bill Gikling		bill@gmail.com	3005 Beale St. R.C.
Mary McHugh			444 236 E Hy 1916
CHRISTON Peterson	Self	crpato@aol.com	
Tara Wilsey	Penn. Co. Hwy. Tom.	twilsey@pennco.org	
Bob Kaufman	Box Elder		
Emily Olson	KNBN	edolson@newscenter1.com	2424 S Plaza Dr.
Eugene Miller	Box Elder		
Robert Miller	Box Elder Res.	rmilrtime@yahoo.com	300 WHITE LAKE Box Elder, SD
1600 SEAMAN	SDDOT	1600.Seaman@state.sd.us	RC
GEORGE KIEHNERT		GEORGE_K44@hotmail.com	4620 BOZEMAN 57703
Bryan Franc			1500 N. Hwy. RC
Georgene Estman	Box Elder	pitzecc@outlook.com	577 Strathden
Shirley Brock	Box Elder Prairie View Estates	msbrock@prairieview.com	327 Gwendolen Box Elder
Ralph Harter	218 Douglas Rd	SD 57719	



Interstate 90 Exit 61 to Exit 67 Corridor Study

**March 2017
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 #2

March 6, 2017

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
 - Conversations with project representatives
 - Correspondence after the meeting
- Comments due by March 24



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 Contacts:

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

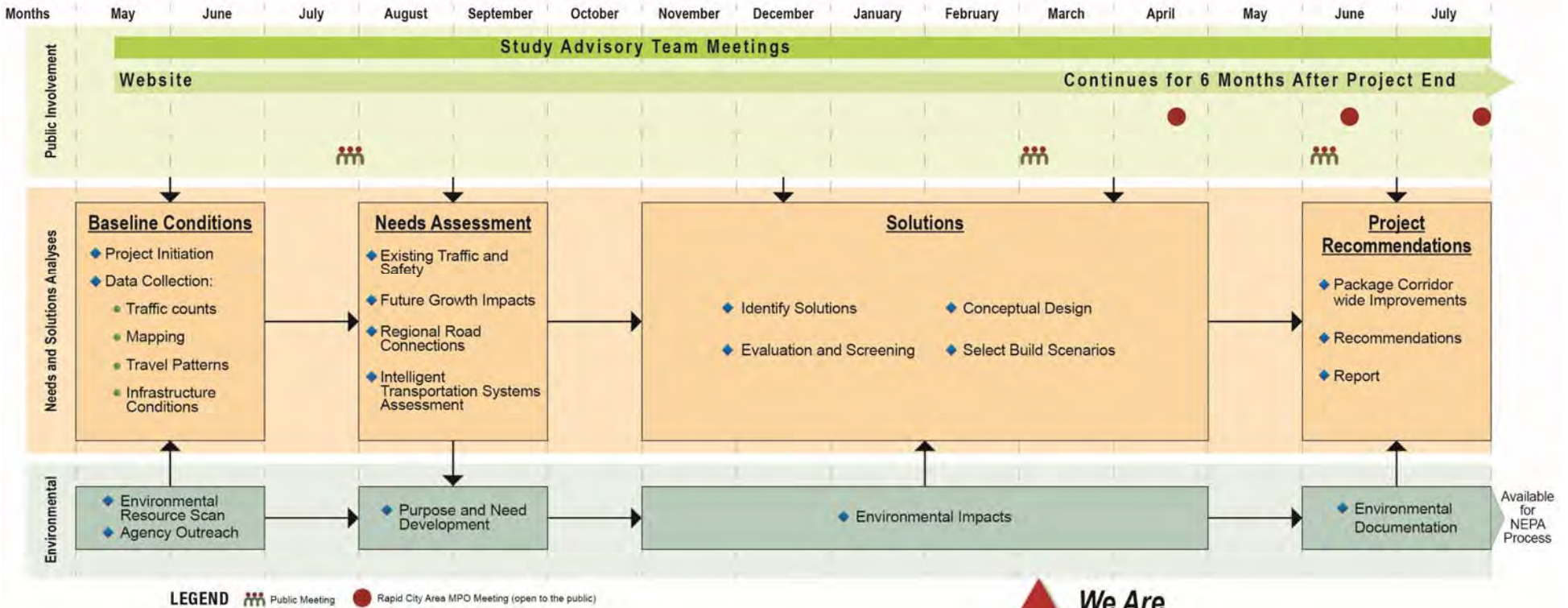


Project Update

- Public Meeting last July attended by 50 people, input included:
 - Safety concerns, particularly weather-related and Highway 1416 intersections
 - Try to minimize vulnerability to poor winter road conditions, when 27% of crashes occur
 - Some favor for interchange at Radar Hill Road vs other options
- Team meetings to discuss key components
 - Alternatives workshop to brainstorm options at Exit 63
 - ITS Stakeholder meeting to discuss technology solutions
- Work has focused on:
 - Exit 63 drawings
 - Analysis of traffic forecasts



City of Box Elder
FHWA
Rapid City Area MPO

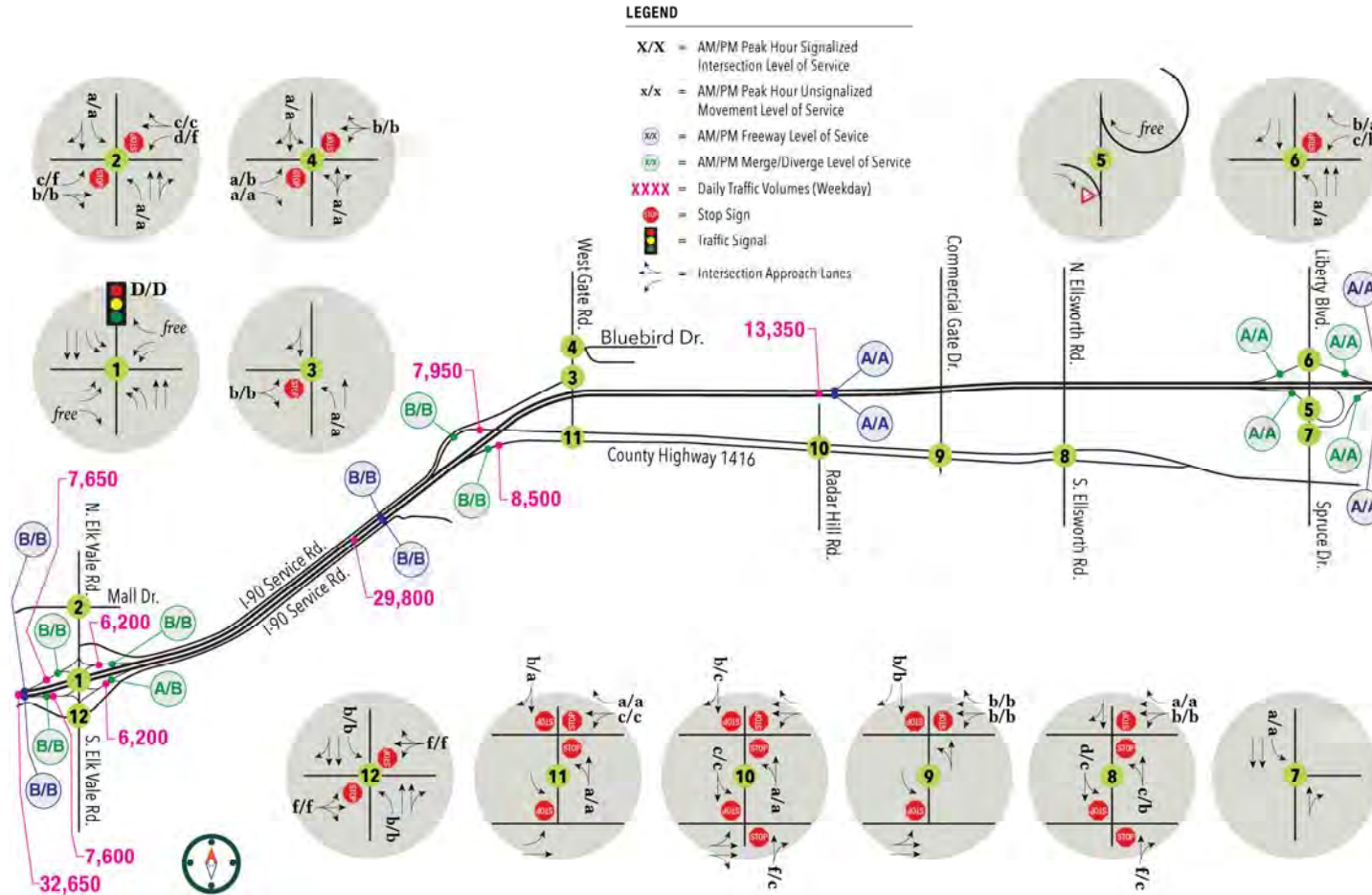


We Are Here



City of Box Elder
FHWA
Rapid City Area MPO

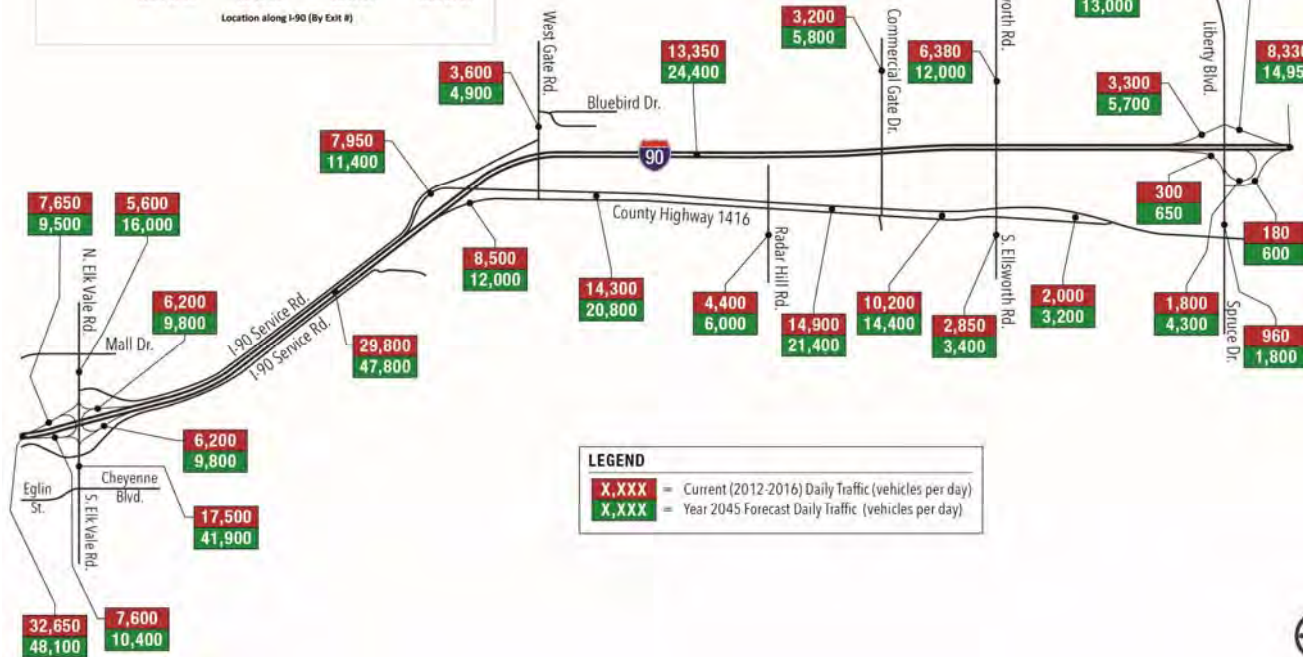
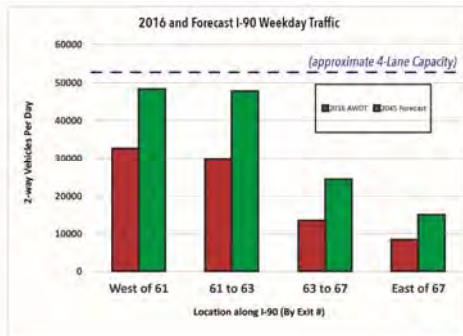
Current Traffic Volumes and Levels of Service





City of Box Elder
FHWA
Rapid City Area MPO

Daily Traffic Forecasts



LEGEND

X,XXX = Current (2012-2016) Daily Traffic (vehicles per day)

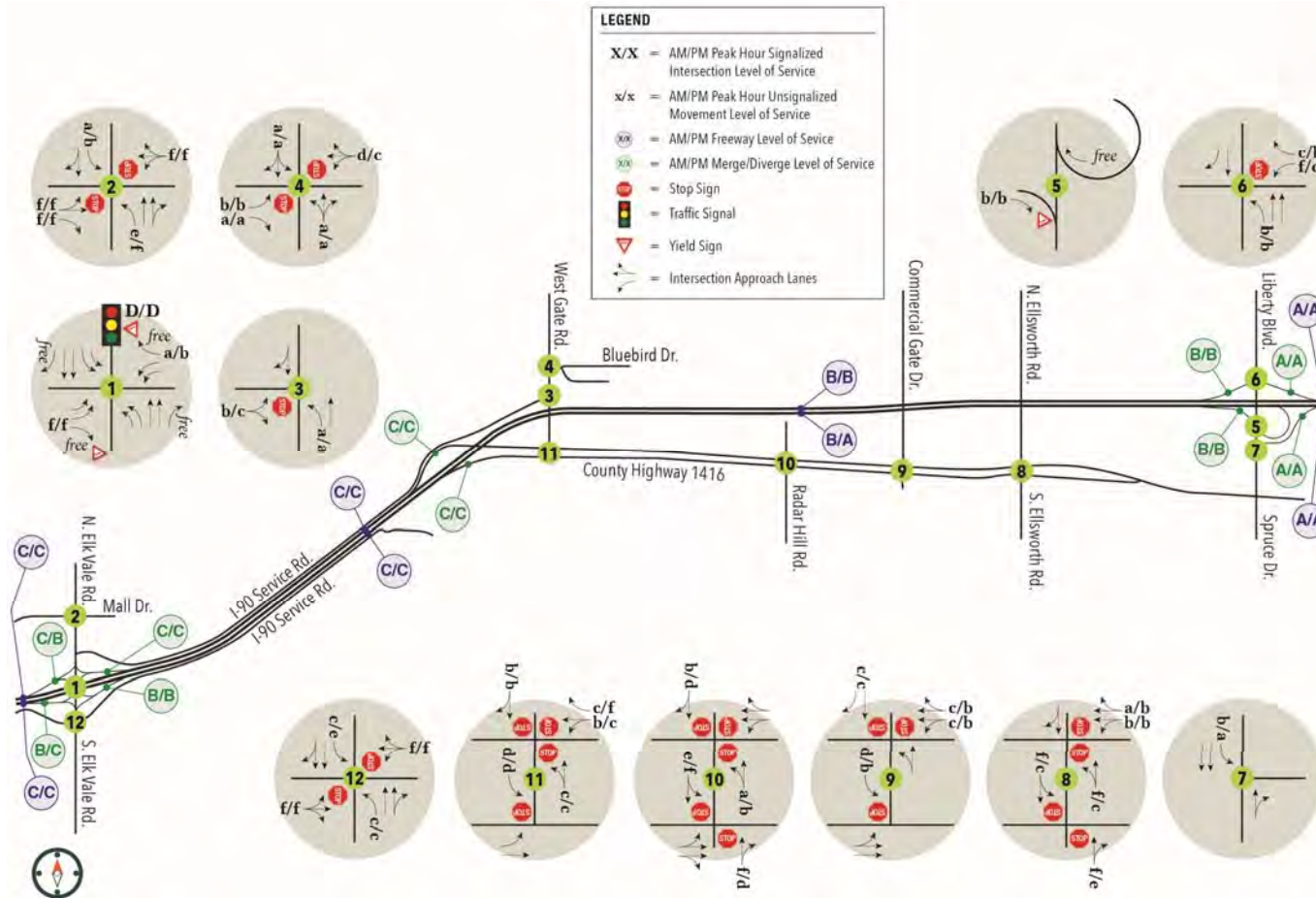
X,XXX = Year 2045 Forecast Daily Traffic (vehicles per day)





City of Box Elder
FHWA
Rapid City Area MPO

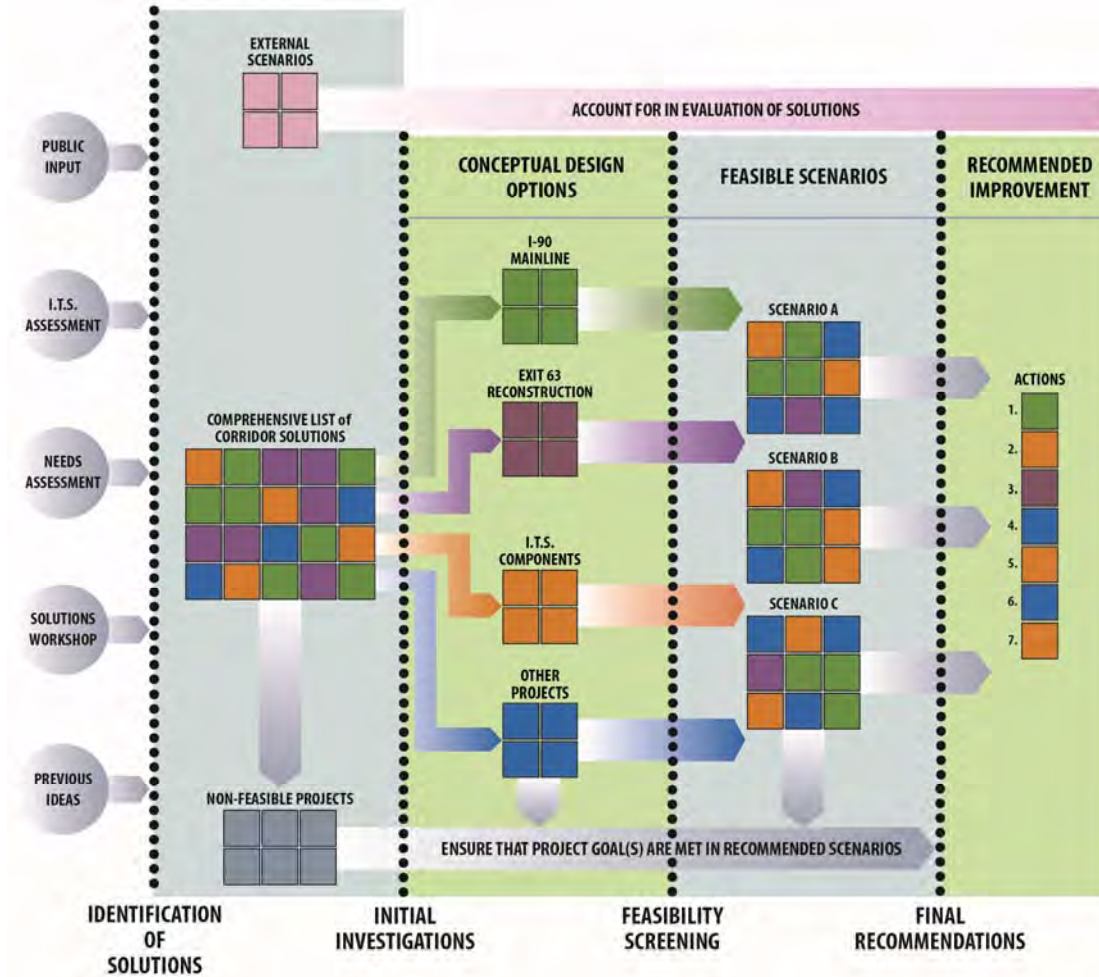
2045 Level of Service-No Action





City of Box Elder
FHWA
Rapid City Area MPO

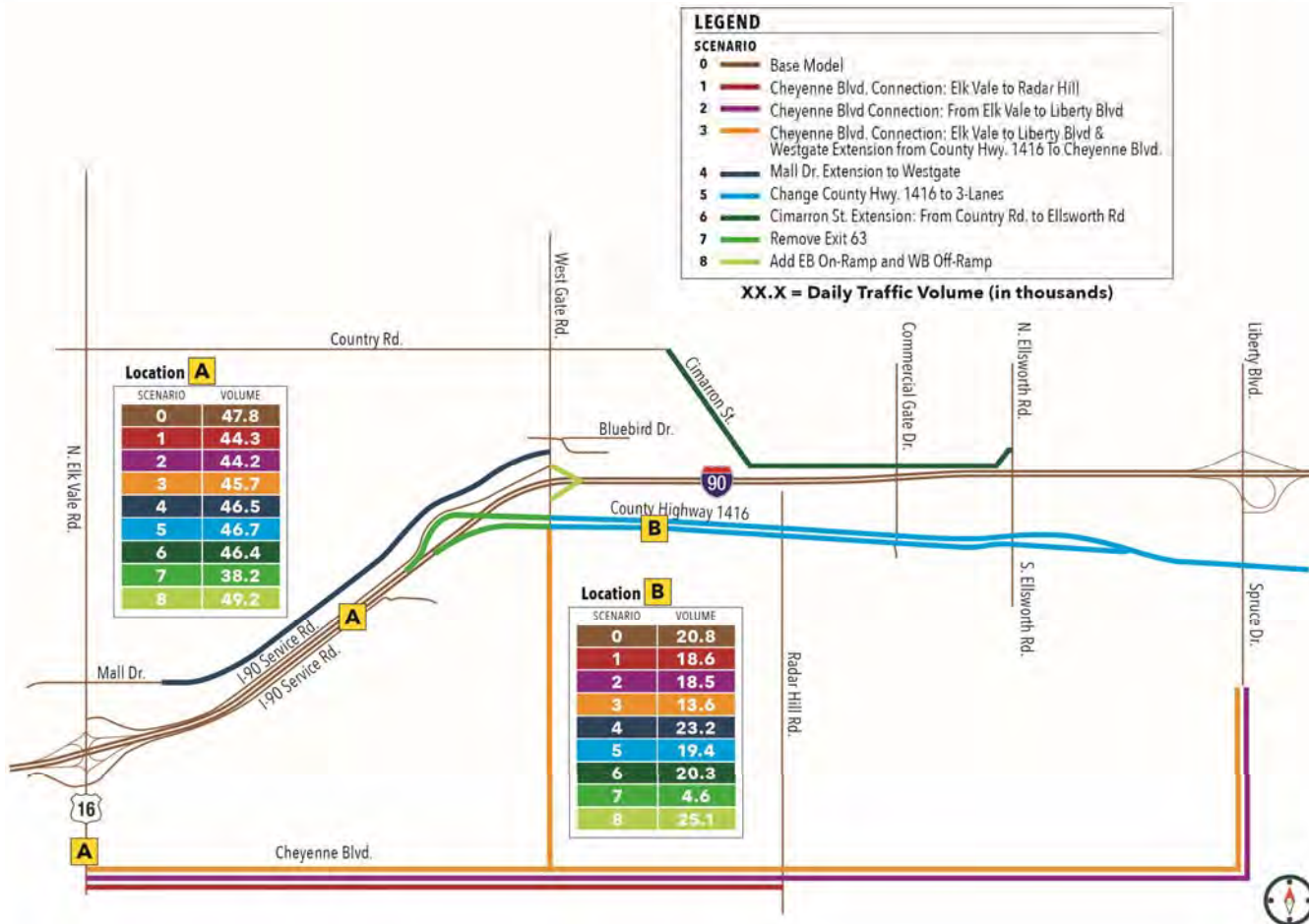
Solutions Process





City of Box Elder
FHWA
Rapid City Area MPO

Impact of External Roadway Connections



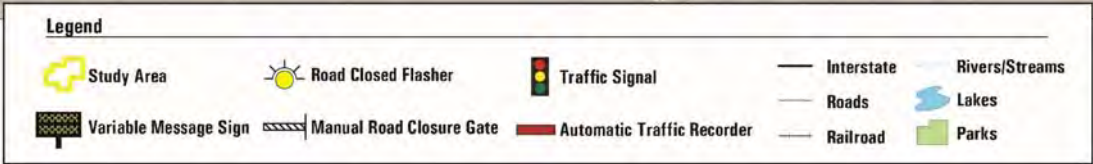
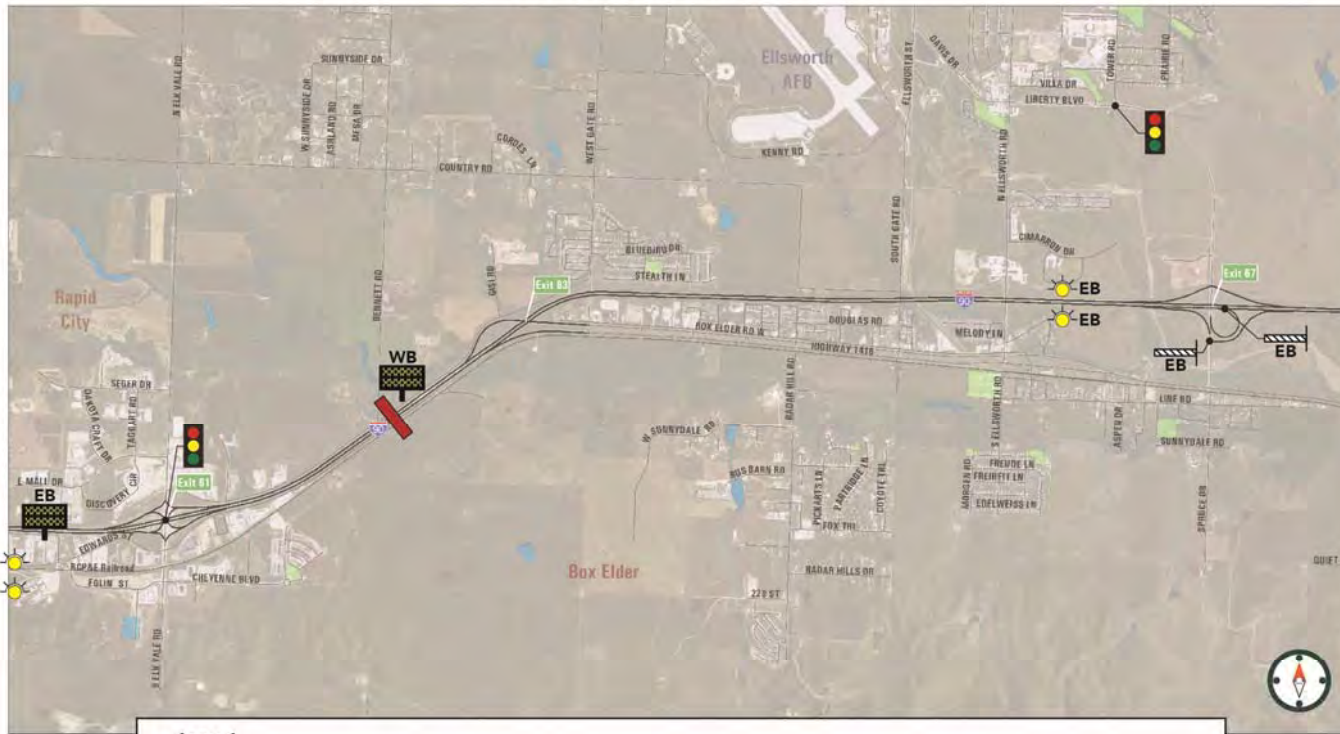


City of Box Elder
FHWA
Rapid City Area MPO

Intelligent Transportation Systems



Current ITS Devices





City of Box Elder
 FHWA
 Rapid City Area MPO

Intelligent Transportation Systems



Potential I-90 Corridor ITS Solutions and Benefits

ITS Solution	Description	Goal/Potential Benefits
1 Roadway condition warning/anti-icing for existing WB Exit 63 on- ramp to I-90	Uses sensors and signs and/or sprayers to reduce crash risk	Improve safety
2 Intersection conflict warning for County Highway 1416 intersections	Uses detection and flashers to alert drivers approaching conflicting traffic	Improve safety
3 Remotely operated "intelligent" gates	Allows current manual closure gates to be operated remotely	Improve safety and staff efficiency
4 Additional vehicle detection and surveillance on I-90	Allows data collection and monitoring of "trouble" spots, reducing response time and improving awareness	Improve mobility and efficiency
5 Fiber optic "trunk" along I-90 to connect devices to unify communications	Enables reliable communications and full-motion video. Places all devices on one high performance network	Improve mobility and efficiency
6 Control software to unify DMS, CCTV, detection and other operations	Enables monitoring, data collection and control from a single interface. Reduces training time and IT workload	Improve efficiency
7 Variable speed limit signs (VSL)	Uses active signs to display speed limits that vary based on conditions	Improves safety



City of Box Elder
FHWA
Rapid City Area MPO

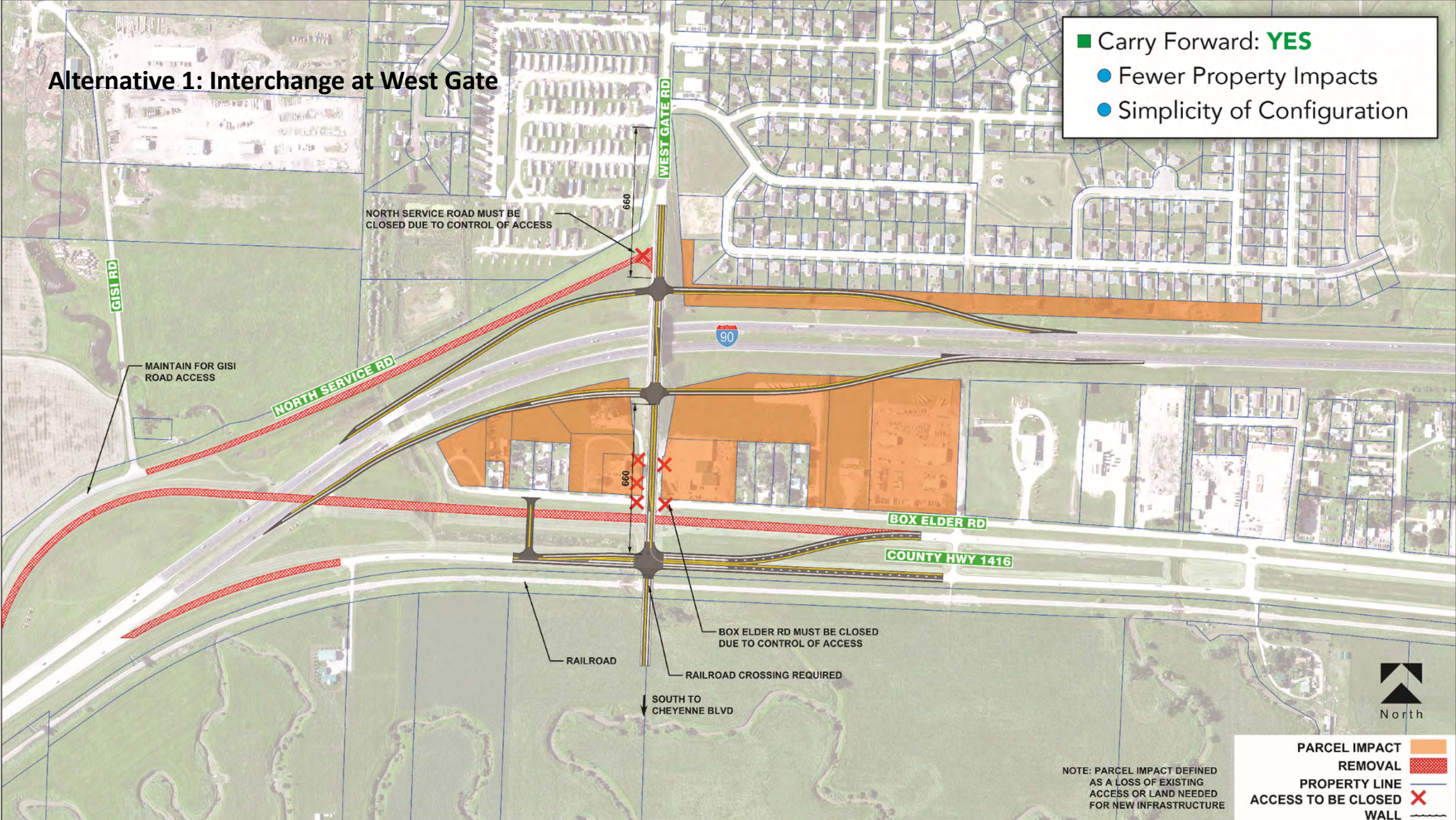


Exit 63 Alternatives

- Goal of alternatives is to provide full movements at Exit 63, not necessarily at the current interchange location
- 12 alternatives have been developed, including the no action and removal of Exit 63
- Conceptual designs address basic layout and key design implications of options, including grades, property impacts and control of access
- Locations of alternatives fall into two categories: west (near current Exit 63) and east (vicinity of Radar Hill Road)
- Further analyses to be performed for alternatives carried forward

Alternative 1: Interchange at West Gate

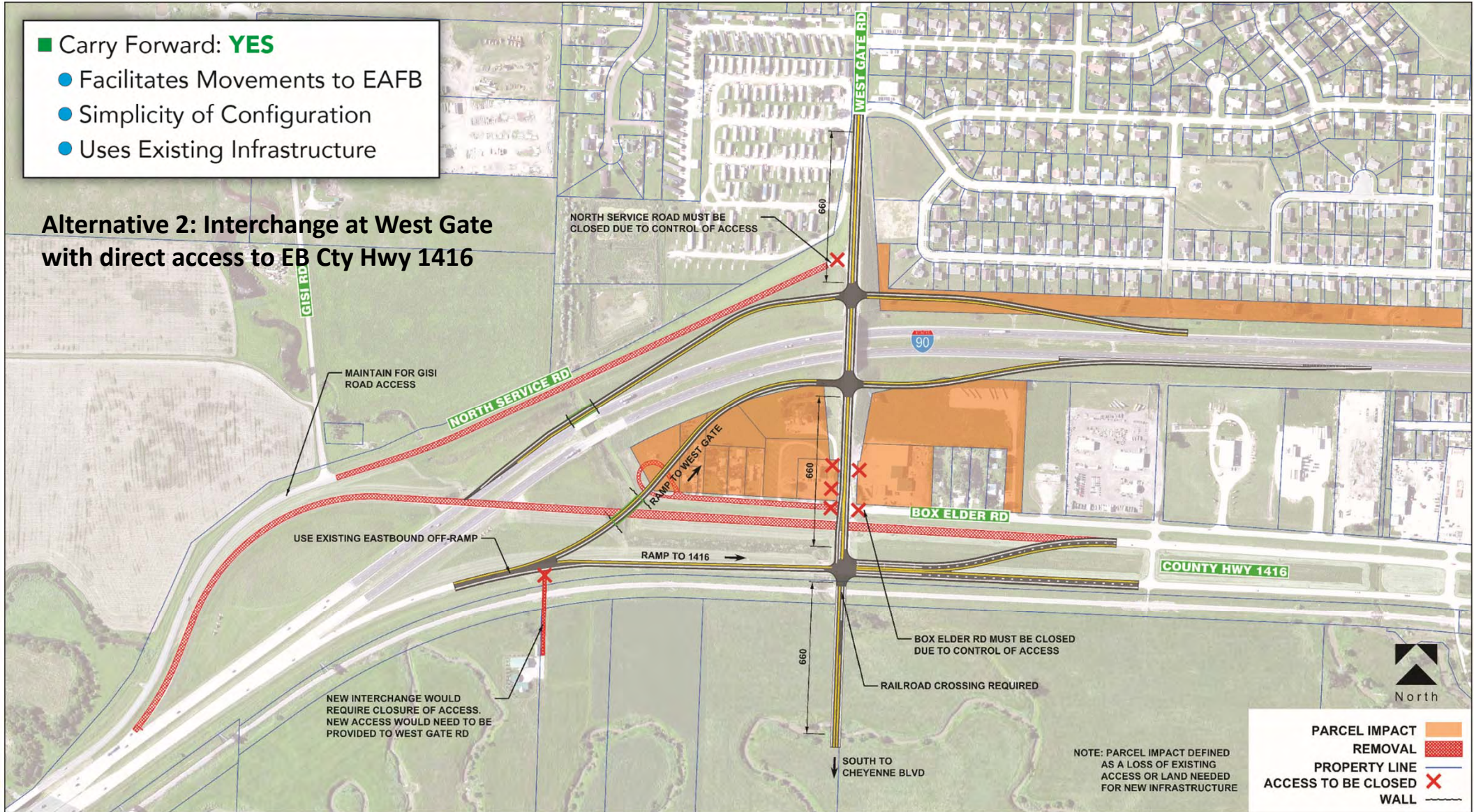
- Carry Forward: **YES**
- Fewer Property Impacts
- Simplicity of Configuration



■ Carry Forward: **YES**

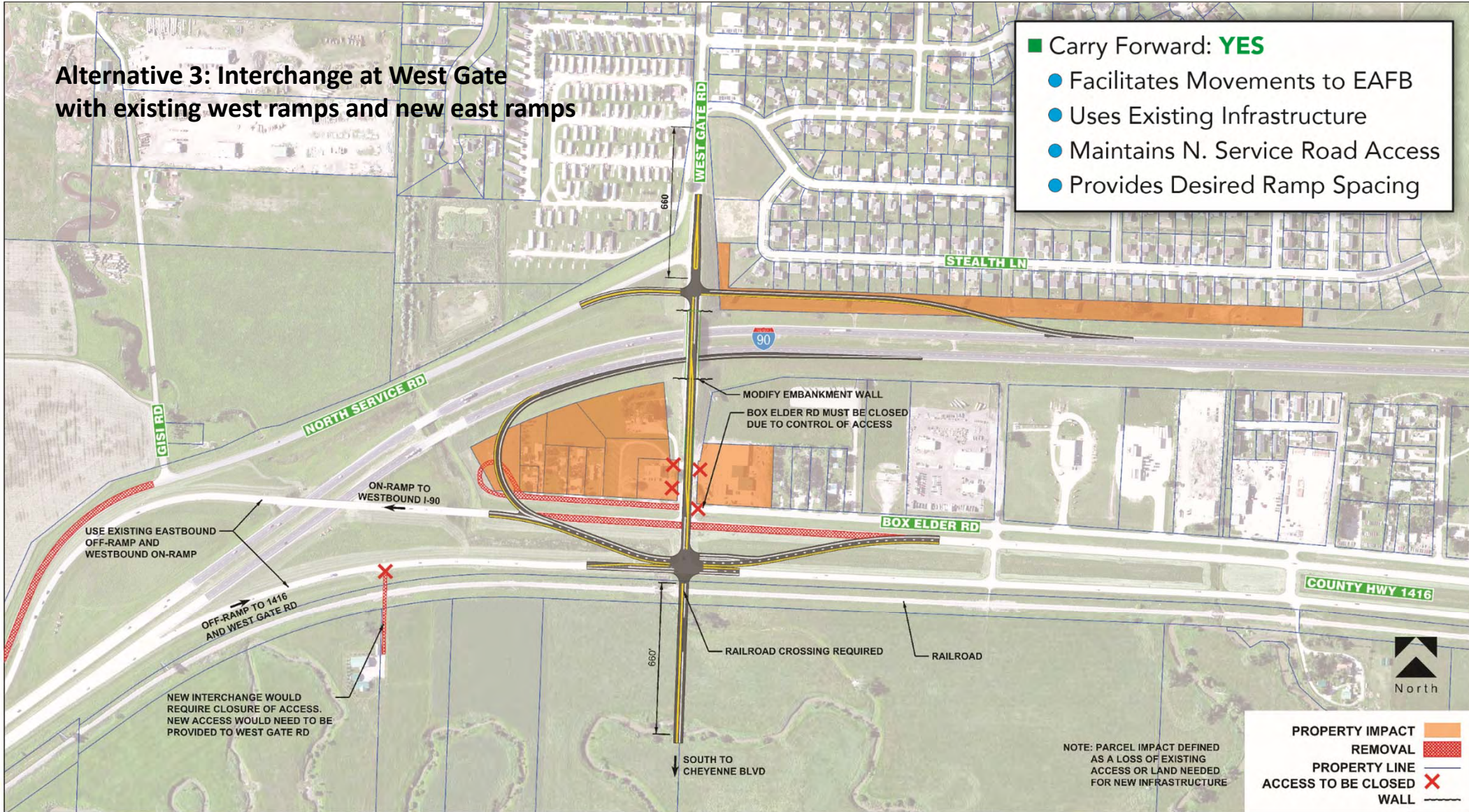
- Facilitates Movements to EAFB
- Simplicity of Configuration
- Uses Existing Infrastructure

Alternative 2: Interchange at West Gate with direct access to EB Cty Hwy 1416



Alternative 3: Interchange at West Gate with existing west ramps and new east ramps

- Carry Forward: **YES**
- Facilitates Movements to EAFB
- Uses Existing Infrastructure
- Maintains N. Service Road Access
- Provides Desired Ramp Spacing



USE EXISTING EASTBOUND OFF-RAMP AND WESTBOUND ON-RAMP

OFF-RAMP TO 1416 AND WEST GATE RD

NEW INTERCHANGE WOULD REQUIRE CLOSURE OF ACCESS. NEW ACCESS WOULD NEED TO BE PROVIDED TO WEST GATE RD

ON-RAMP TO WESTBOUND I-90

MODIFY EMBANKMENT WALL
BOX ELDER RD MUST BE CLOSED DUE TO CONTROL OF ACCESS

RAILROAD CROSSING REQUIRED

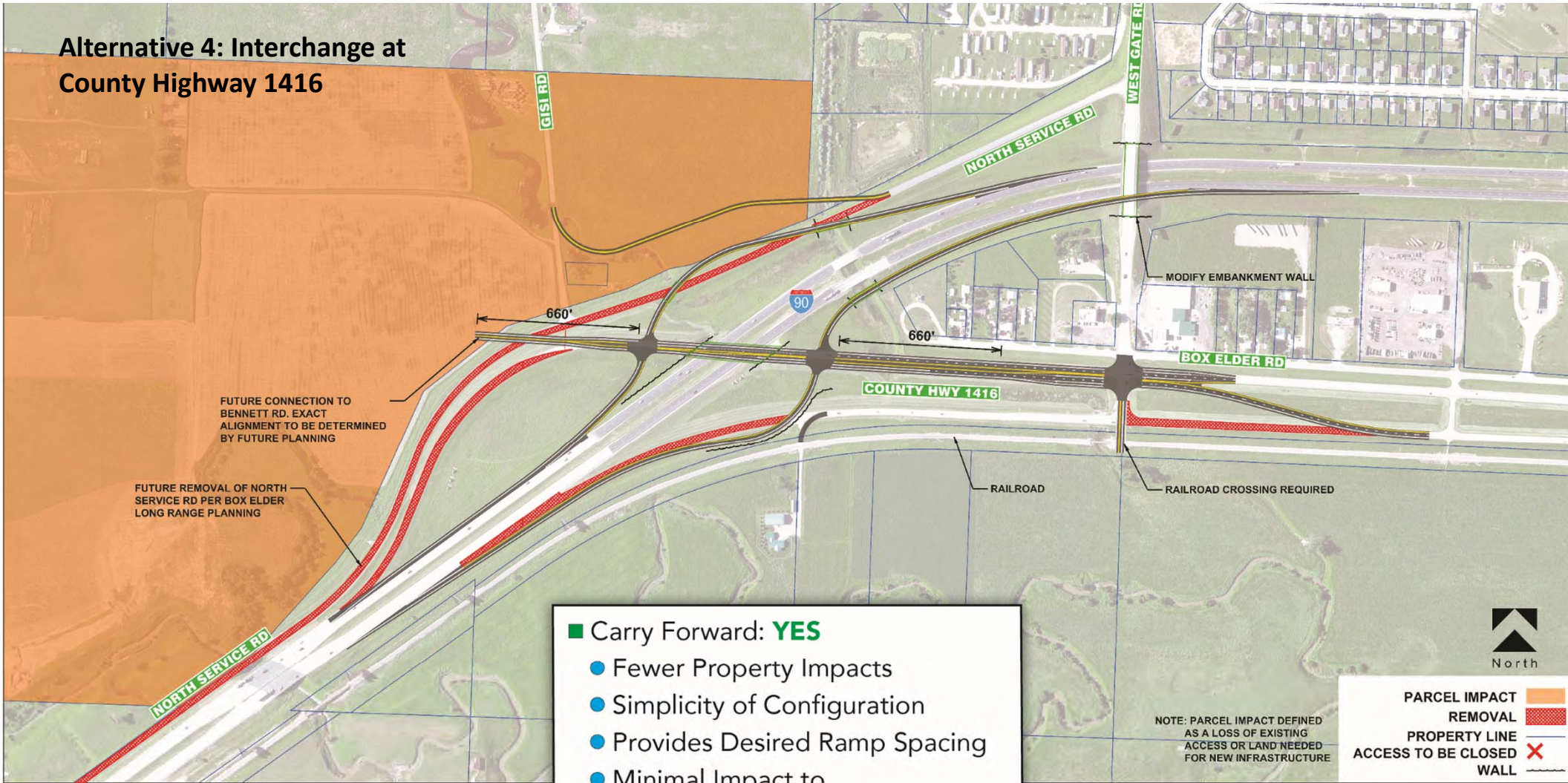
RAILROAD

SOUTH TO CHEYENNE BLVD

NOTE: PARCEL IMPACT DEFINED AS A LOSS OF EXISTING ACCESS OR LAND NEEDED FOR NEW INFRASTRUCTURE

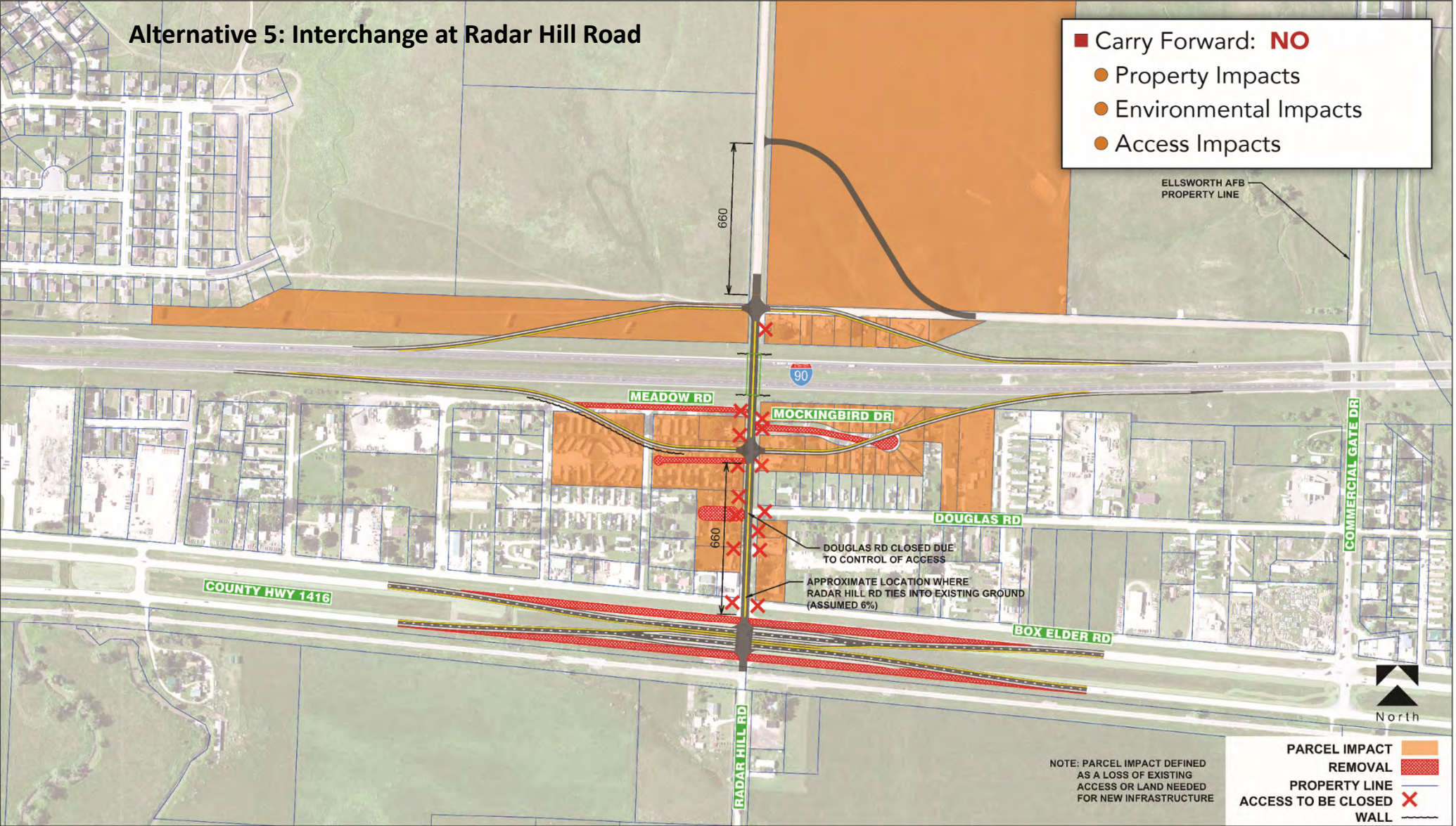
PROPERTY IMPACT	Orange fill
REMOVAL	Red hatched fill
PROPERTY LINE	Black line
ACCESS TO BE CLOSED	Red 'X' symbol
WALL	Black dashed line

Alternative 4: Interchange at County Highway 1416



Alternative 5: Interchange at Radar Hill Road

- Carry Forward: **NO**
- Property Impacts
- Environmental Impacts
- Access Impacts



ELLSWORTH AFB
PROPERTY LINE

660

MEADOW RD

MOCKINGBIRD DR

DOUGLAS RD

COMMERCIAL GATE DR

COUNTY HWY 1416

DOUGLAS RD CLOSED DUE
TO CONTROL OF ACCESS

APPROXIMATE LOCATION WHERE
RADAR HILL RD TIES INTO EXISTING GROUND
(ASSUMED 6%)

BOX ELDER RD

RADAR HILL RD

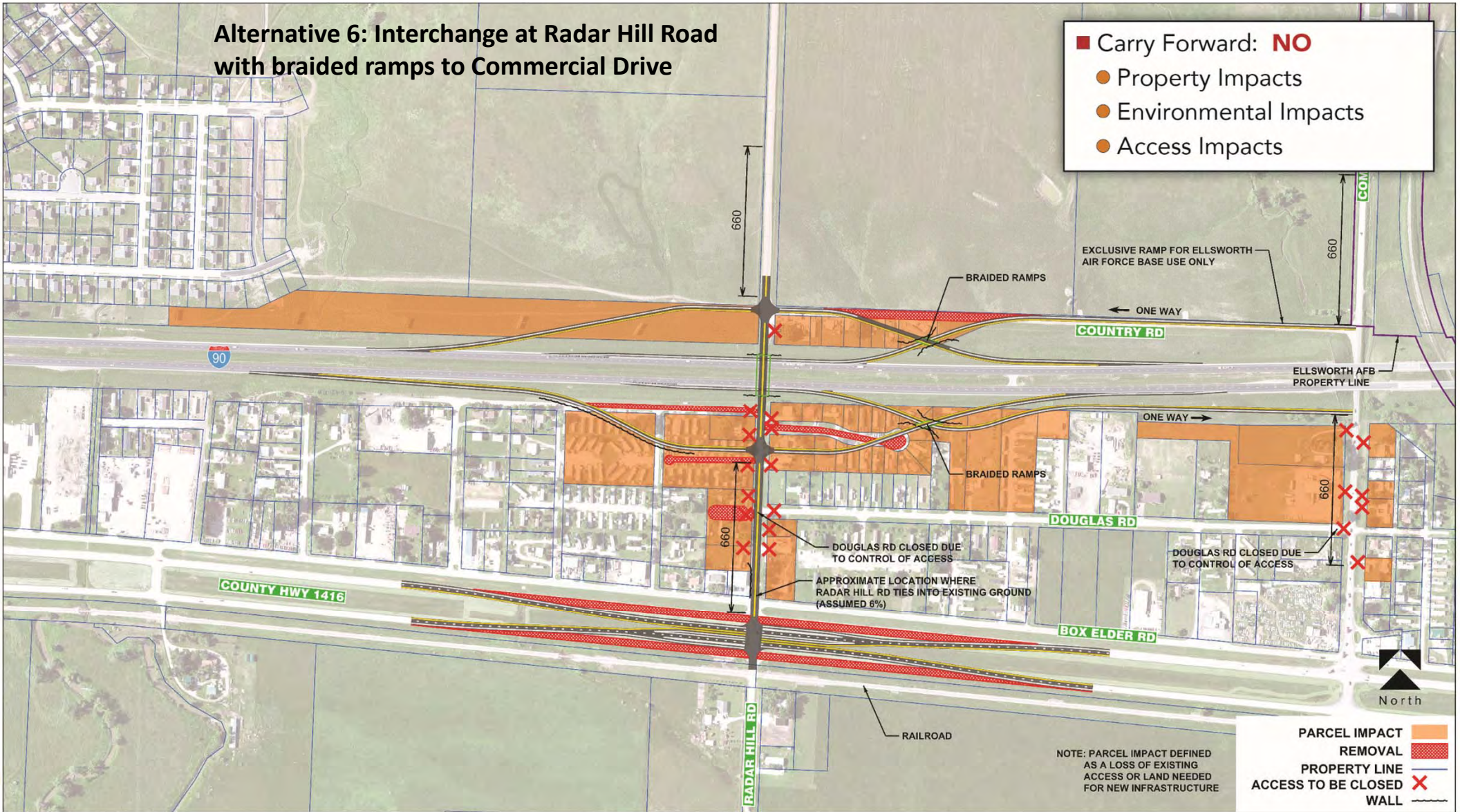


NOTE: PARCEL IMPACT
AS A LOSS OF EXISTING
ACCESS OR LAND NEEDED
FOR NEW INFRASTRUCTURE

PARCEL IMPACT	
REMOVAL	
PROPERTY LINE	
ACCESS TO BE CLOSED	
WALL	

Alternative 6: Interchange at Radar Hill Road with braided ramps to Commercial Drive

- Carry Forward: **NO**
- Property Impacts
- Environmental Impacts
- Access Impacts



PARCEL IMPACT [Orange Box]

REMOVAL [Red Hatched Box]

PROPERTY LINE [Blue Dashed Line]

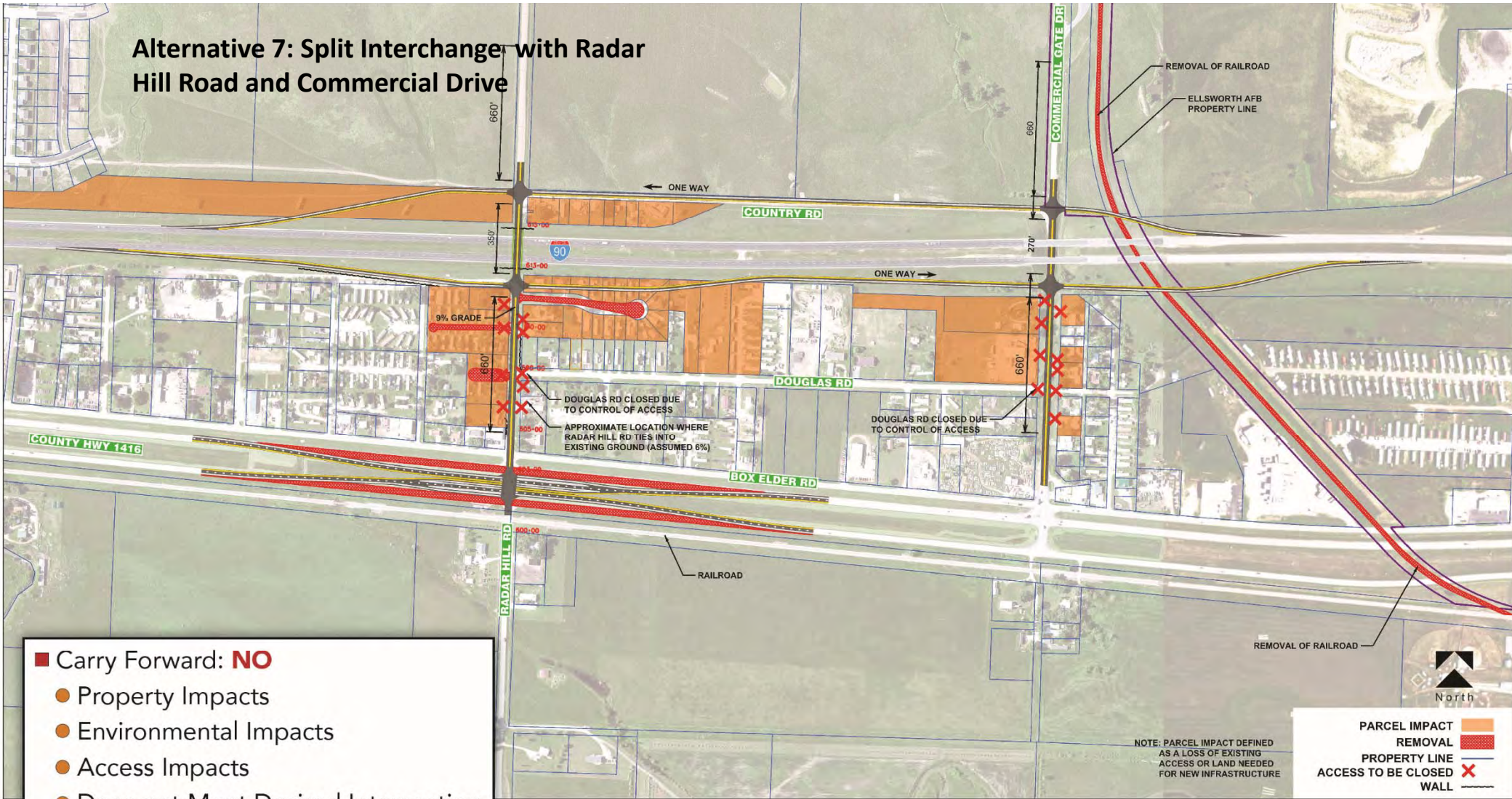
ACCESS TO BE CLOSED [Red X]

WALL [Black Dashed Line]

NOTE: PARCEL IMPACT DEFINED AS A LOSS OF EXISTING ACCESS OR LAND NEEDED FOR NEW INFRASTRUCTURE



Alternative 7: Split Interchange with Radar Hill Road and Commercial Drive

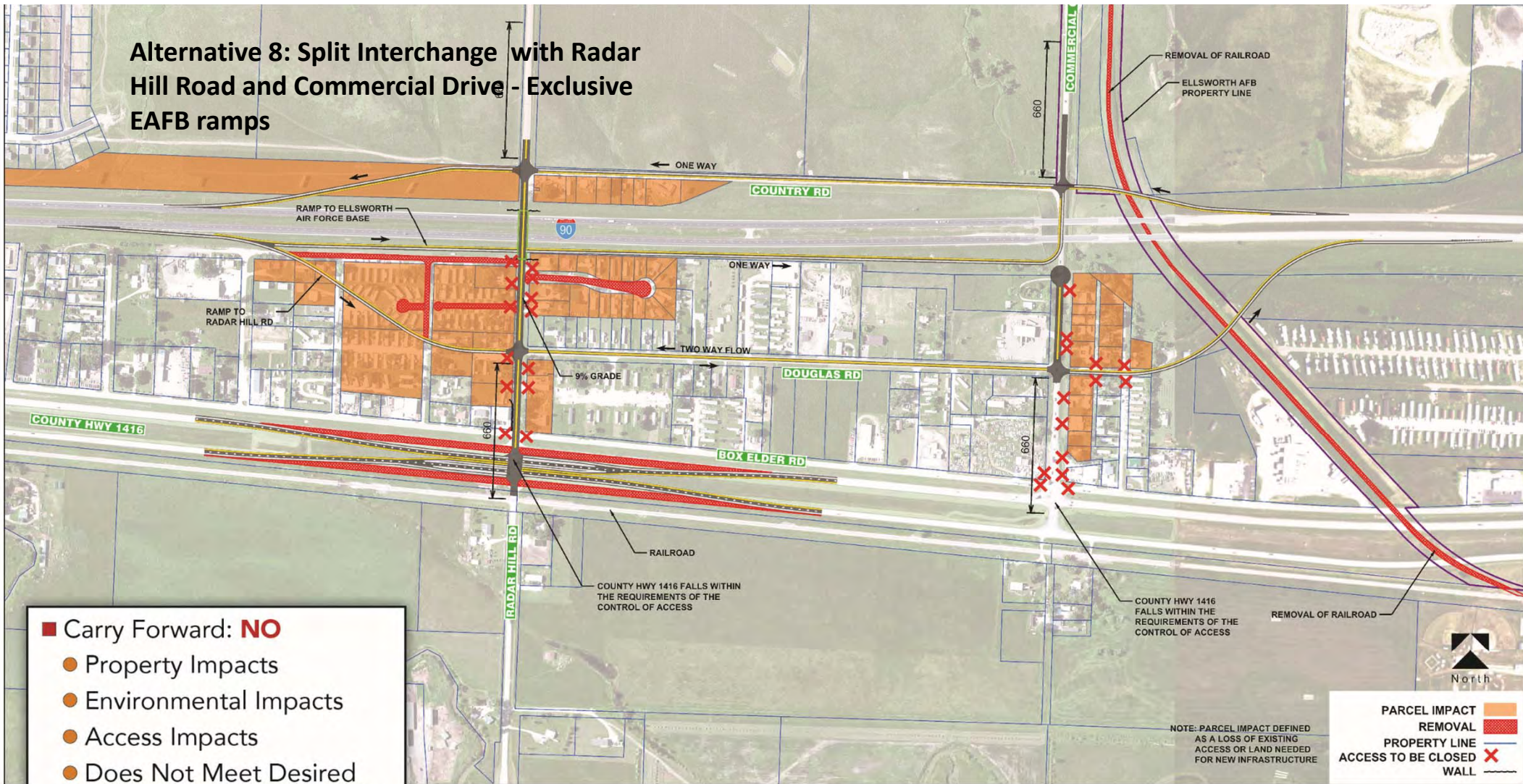


- Carry Forward: **NO**
- Property Impacts
- Environmental Impacts
- Access Impacts
- Does not Meet Desired Intersection for Intersection Ramp Spacing

NOTE: PARCEL IMPACT DEFINED AS A LOSS OF EXISTING ACCESS OR LAND NEEDED FOR NEW INFRASTRUCTURE

PARCEL IMPACT	
REMOVAL	
PROPERTY LINE	
ACCESS TO BE CLOSED	X
WALL	

Alternative 8: Split Interchange with Radar Hill Road and Commercial Drive - Exclusive EAFB ramps

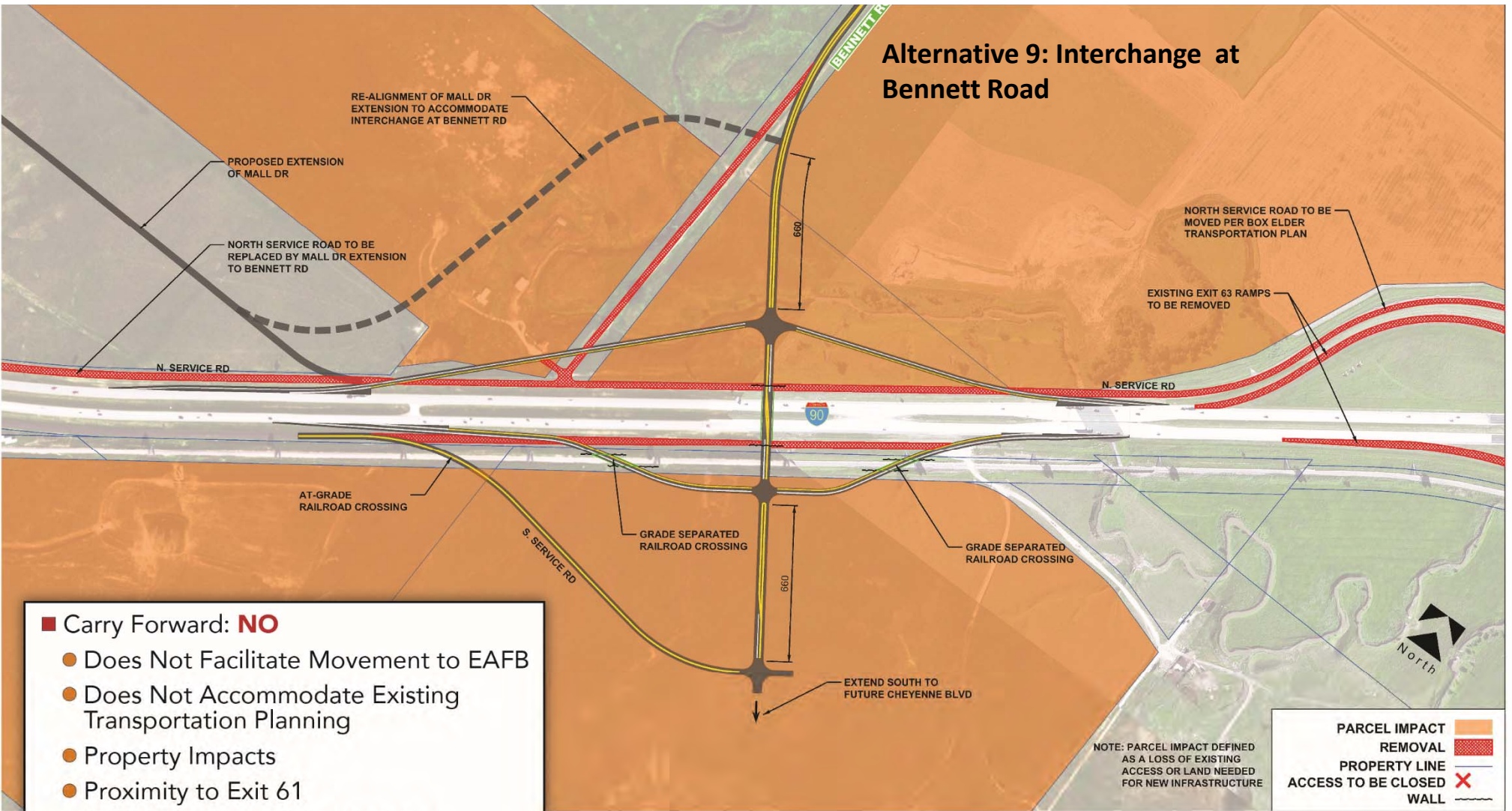


- Carry Forward: **NO**
- Property Impacts
- Environmental Impacts
- Access Impacts
- Does Not Meet Desired Intersection Ramp Spacing
- Interchange Complexity

NOTE: PARCEL IMPACT DEFINED AS A LOSS OF EXISTING ACCESS OR LAND NEEDED FOR NEW INFRASTRUCTURE

PARCEL IMPACT	
REMOVAL	
PROPERTY LINE	
ACCESS TO BE CLOSED	
WALL	

Alternative 9: Interchange at Bennett Road



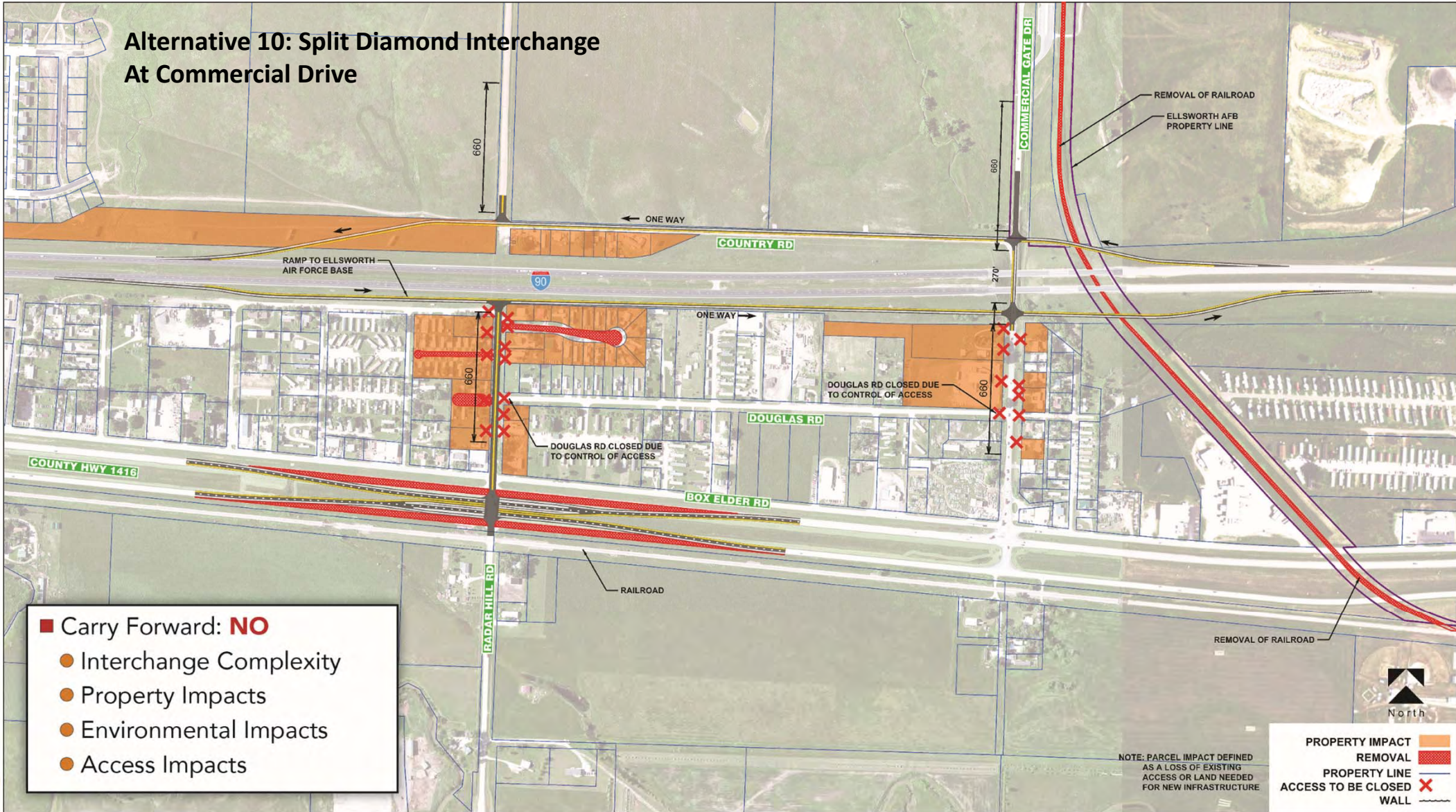
■ Carry Forward: **NO**

- Does Not Facilitate Movement to EAFB
- Does Not Accommodate Existing Transportation Planning
- Property Impacts
- Proximity to Exit 61
- Lack of Connectivity to Existing Transportation Network

NOTE: PARCEL IMPACT DEFINED AS A LOSS OF EXISTING ACCESS OR LAND NEEDED FOR NEW INFRASTRUCTURE

PARCEL IMPACT	
REMOVAL	
PROPERTY LINE	
ACCESS TO BE CLOSED	
WALL	

Alternative 10: Split Diamond Interchange At Commercial Drive



Alternative 11: Remove Exit 63 Interchange

- Carry Forward: **YES**
- No Property Impacts
- Low Construction Cost
- Maintains N. Service Road Access

FUTURE CLOSURE OF NORTH SERVICE RD PER NOX ELDER LONG-RANGE PLANNING



RAILROAD

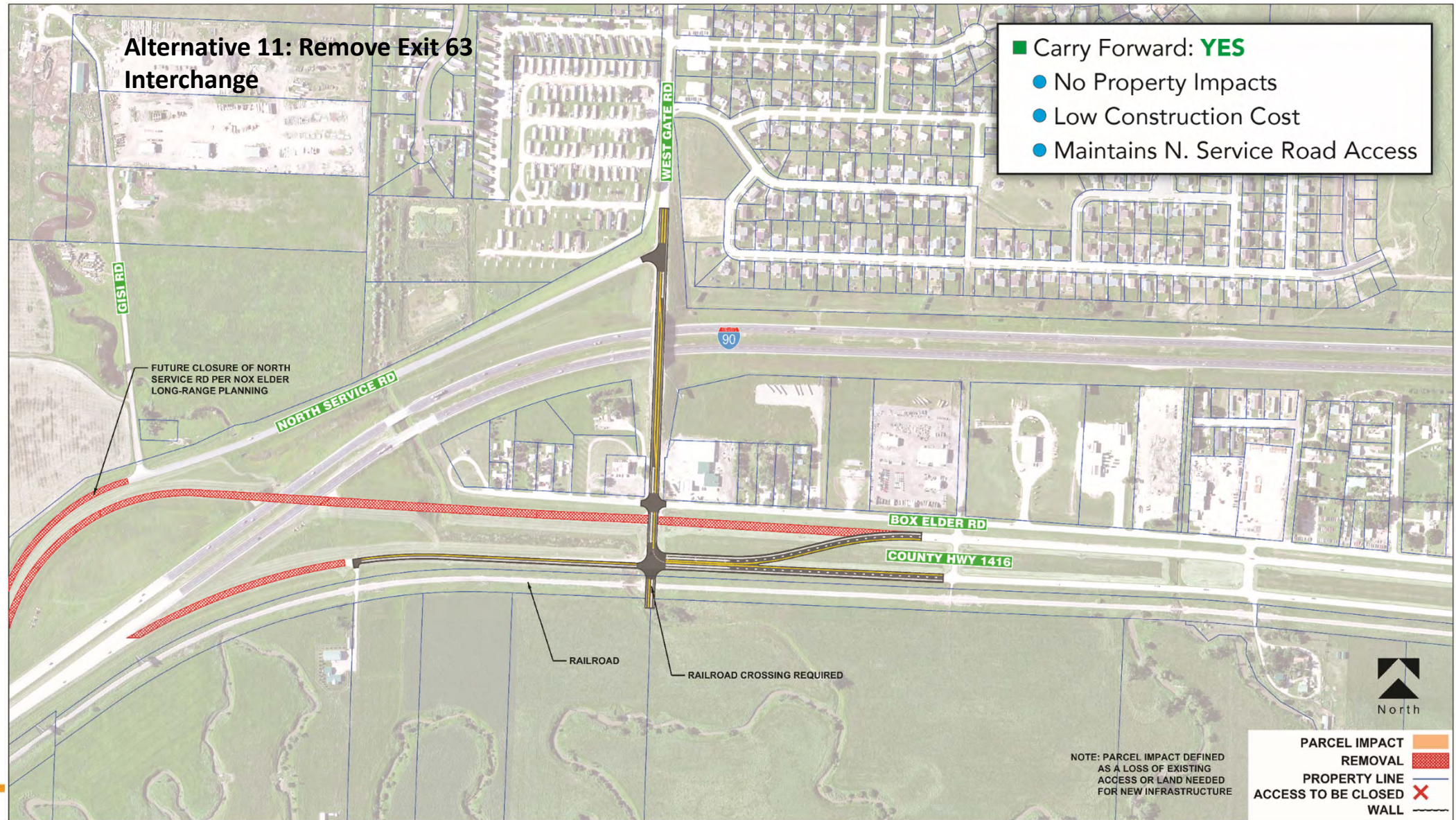
RAILROAD CROSSING REQUIRED



North

NOTE: PARCEL IMPACT DEFINED AS A LOSS OF EXISTING ACCESS OR LAND NEEDED FOR NEW INFRASTRUCTURE

PARCEL IMPACT	
REMOVAL	
PROPERTY LINE	
ACCESS TO BE CLOSED	
WALL	





City of Box Elder
FHWA
Rapid City Area MPO

Feasibility Screening Matrix



EXIST 63 INTERCHANGE RECONSTRUCTION ALTERNATIVES	ADDRESS THE NEED FOR THE PROJECT	APZ CONFLICTS	ENVIRONMENTAL IMPACTS	PRIVATE PROPERTY AND ROW	FACILITATES MOVEMENTS TO AND FROM EAFB	ACCOMMODATES TRANSPORTATION APPROVED PLANS	CONSTRUCT-ABILITY	CONSTRUCTION COSTS	COMPATIBILITY WITH JULUS	CONNECTIVITY WITH EXISTING ROAD NETWORK	SIMPLICITY OF INTERCHANGE CONFIGURATION	DESIGN CRITERIA	CONTROL OF ACCESS	Carry Forward?
	1	2	3	4	5	6	7	8	9	10	11	12	13	
The No Action Alternative	↓	↑	↑	↑	↑	↓	↑	↑	↑	↔	↔	↔	↑	●
Alternative 1 - Interchange at Westgate	↑	↑	↔	↔	↔	↔	↔	↔	↑	↔	↑	↔	↔	●
Alternative 2 - Interchange at Westgate with Direct Access to EB 1416	↑	↑	↔	↔	↔	↔	↔	↔	↑	↔	↔	↔	↔	●
Alternative 3 - Interchange at Westgate Rd. with Existing West Ramps and New East Ramps	↑	↑	↔	↔	↑	↑	↔	↔	↑	↑	↔	↔	↔	●
Alternative 4 - Interchange at Highway 1416	↑	↑	↔	↑	↔	↔	↔	↔	↑	↔	↑	↑	↑	●
Alternative 5 - Interchange at Radar Hill Road	↑	↑	↓	↓	↔	↔	↔	↓	↔	↔	↑	↑	↔	●
Alternative 6 - Interchange at Radar Hill Rd. with Braided Ramps to Commercial Dr.	↑	↑	↓	↓	↑	↔	↔	↓	↔	↔	↔	↑	↓	●
Alternative 7 - Split Interchanges with Radar Hill Rd. and Commercial Dr.	↑	↔	↓	↔	↑	↔	↔	↓	↔	↔	↔	↓	↔	●
Alternative 8 - Split Diamond with Radar Hill Rd. and Commercial Dr. with Exclusive EAFB Ramps	↑	↔	↓	↓	↑	↔	↔	↓	↔	↔	↔	↔	↔	●
Alternative 9 - Interchange at Bennett Road	↑	↑	↔	↔	↓	↓	↔	↔	↑	↔	↑	↑	↑	●
Alternative 10 - Split Diamond Interchange at Commercial Dr.	↑	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↓	●
Alternative 11 - Remove Exit 63 Interchange	↔	↑	↑	↑	↓	↓	↑	↑	↑	↓	↔	↑	↑	●

Best accommodates current Long-Range planning efforts

Has the fewest impacts to property

Alternatives at Westgate are most compatible with EAFB and Box Elder Land Planning

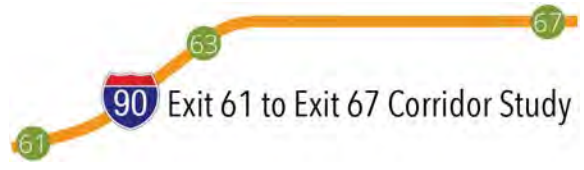
Best utilizes existing infrastructure

LEGEND

- ↓ Point Value = 0 *Least meets criterion*
- ↔ Point Value = 1
- ↔ Point Value = 2
- ↑ Point Value = 3
- ↑ Point Value = 4 *Best meets criterion*

Alternatives have most impacts on low income and minority populations

Alternatives at Radar Hill Road have highest construction costs



Interstate 90 Exit 61 to Exit 67 Corridor Study

**March 2017
Public Meeting Summary**

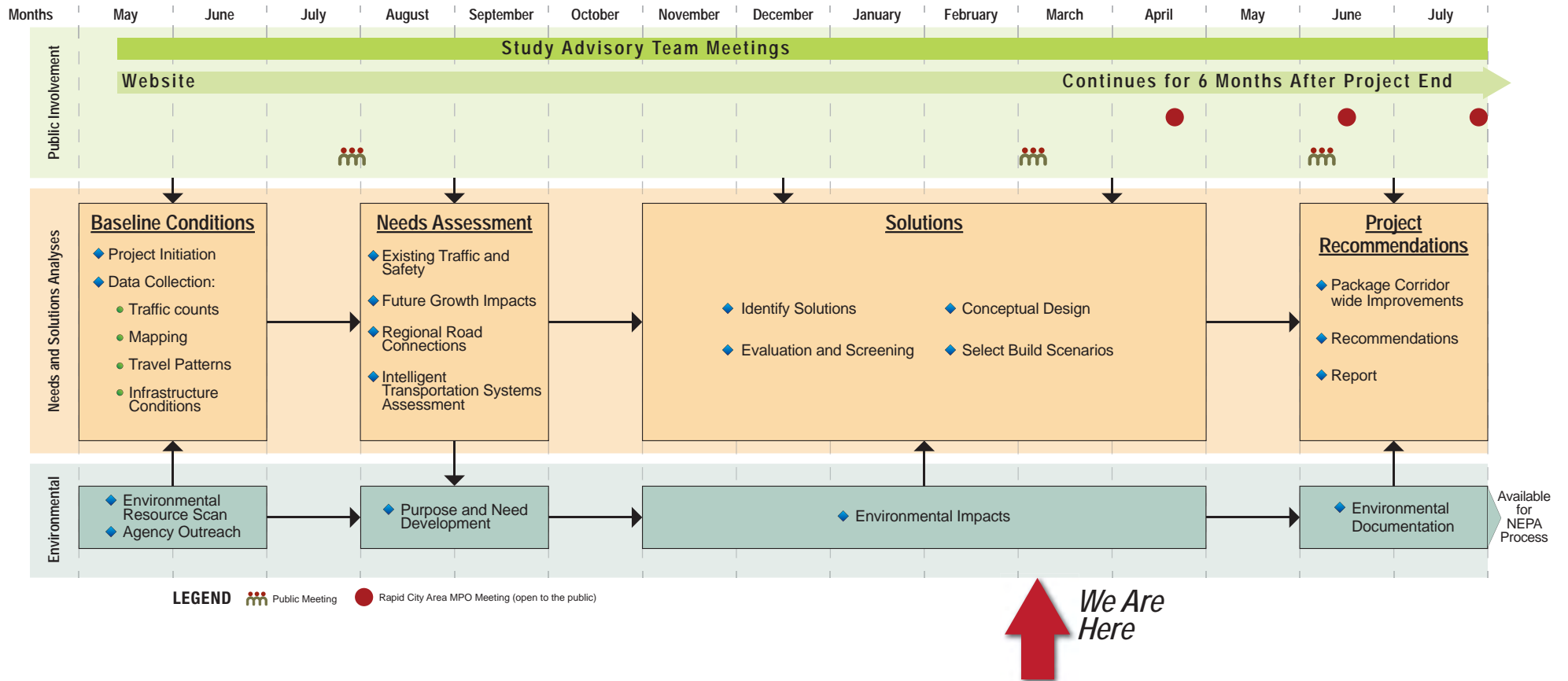
Open House Exhibits

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

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

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

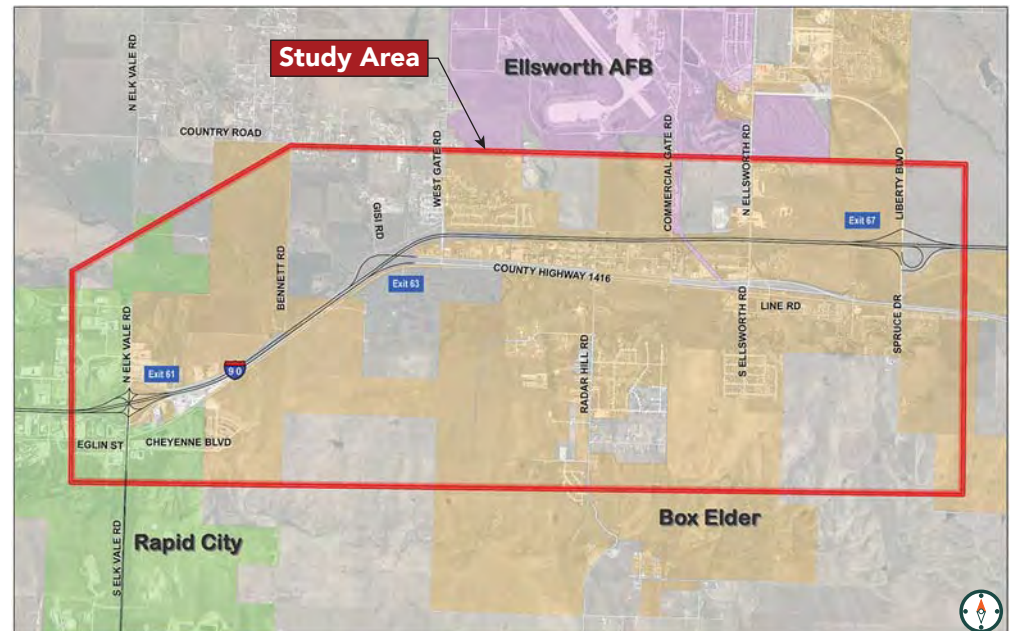
The need for I-90 and the surrounding roadway network to provide acceptable traffic operations and safety now and into the long range future.

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

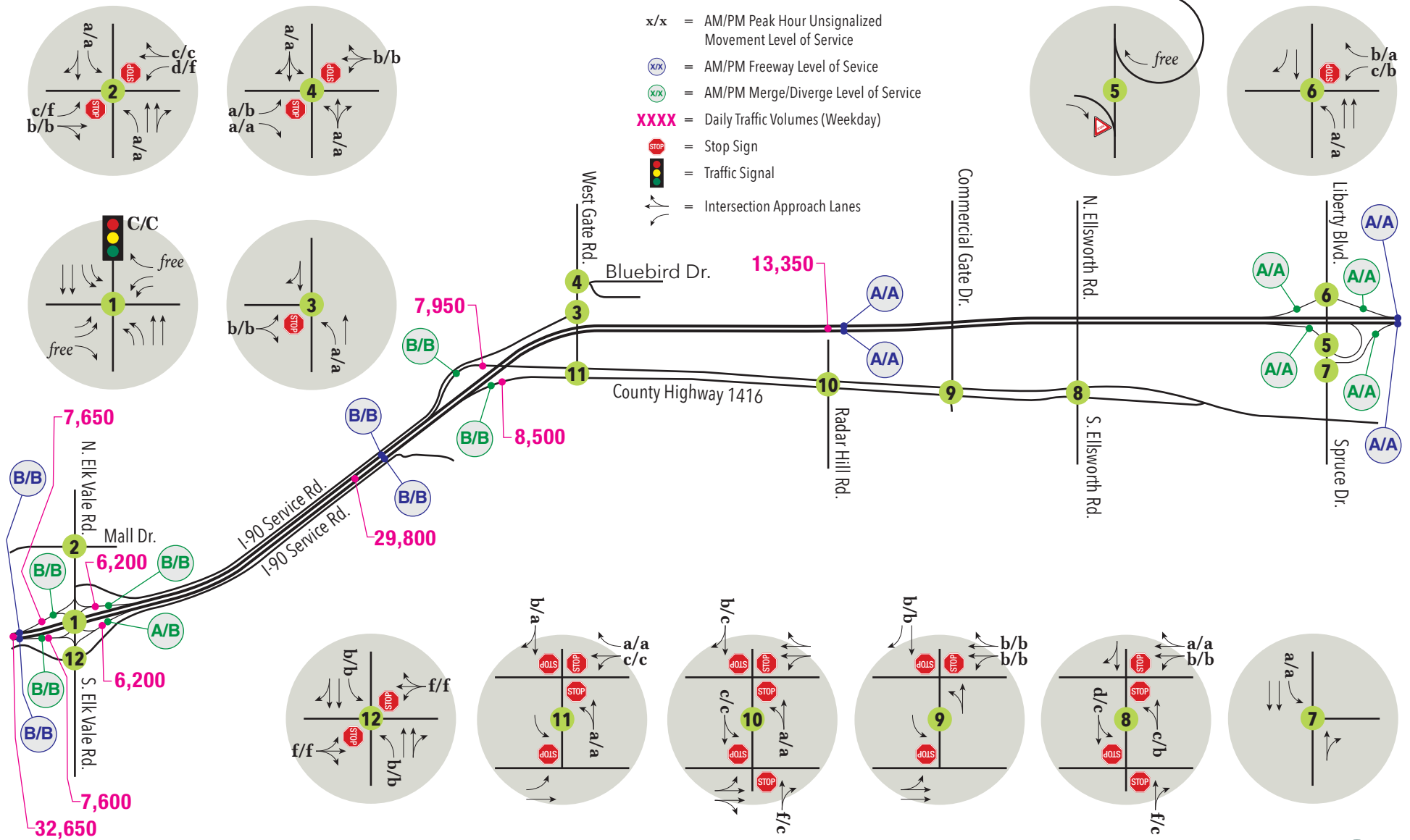
The current half movement interchange provides only for movements to and from the west, not in compliance with current Federal Highway Administration (FHWA) policy requiring that service interchanges provide for all movements. The study will investigate options to bring Exit 63 into compliance with FHWA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



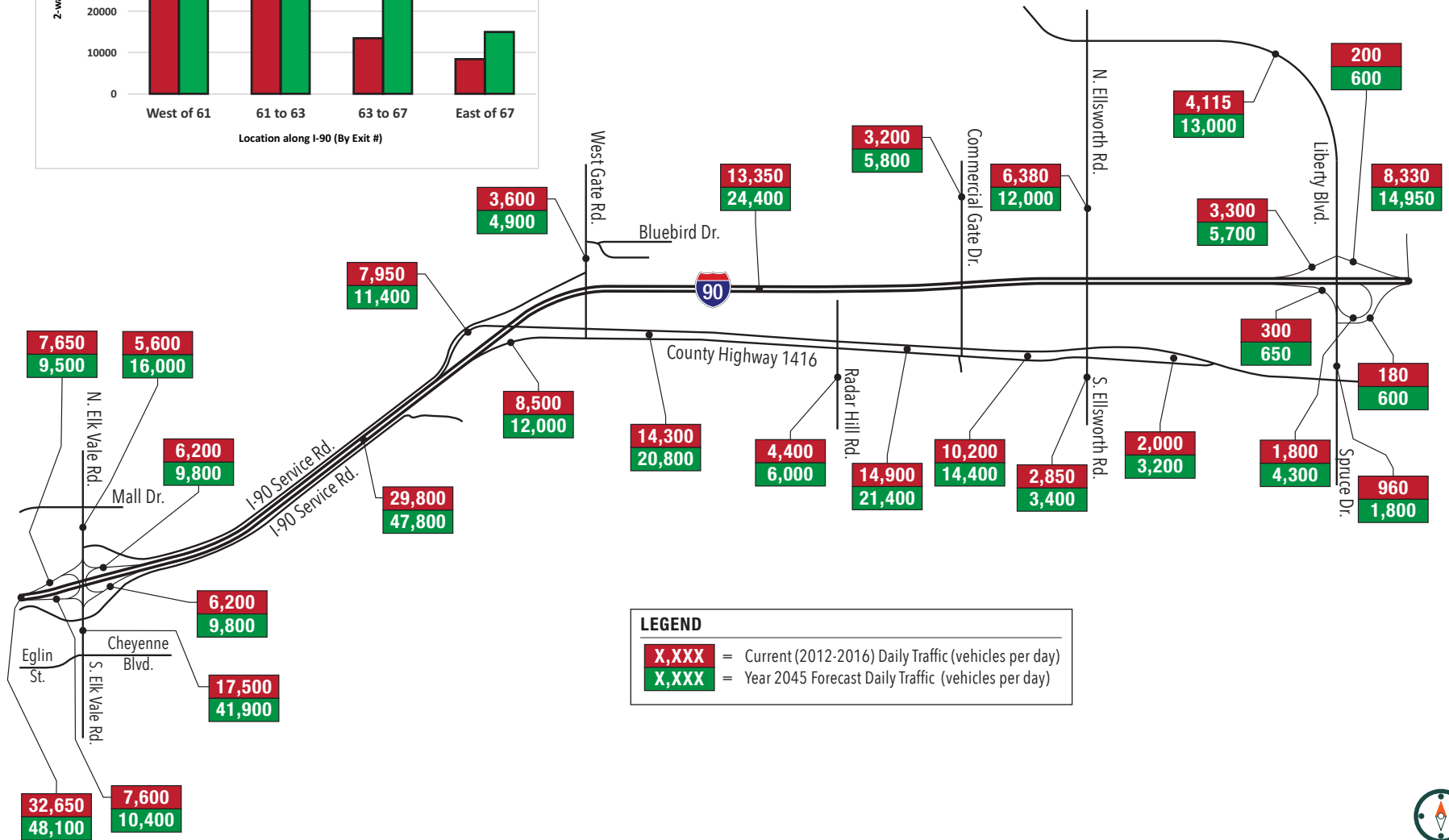
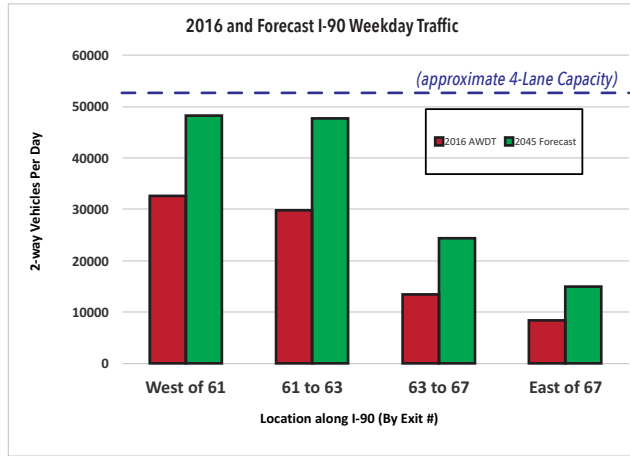
Existing Traffic Conditions

LEGEND

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



Traffic Forecasts with I-90 Column Plot vs Capacity






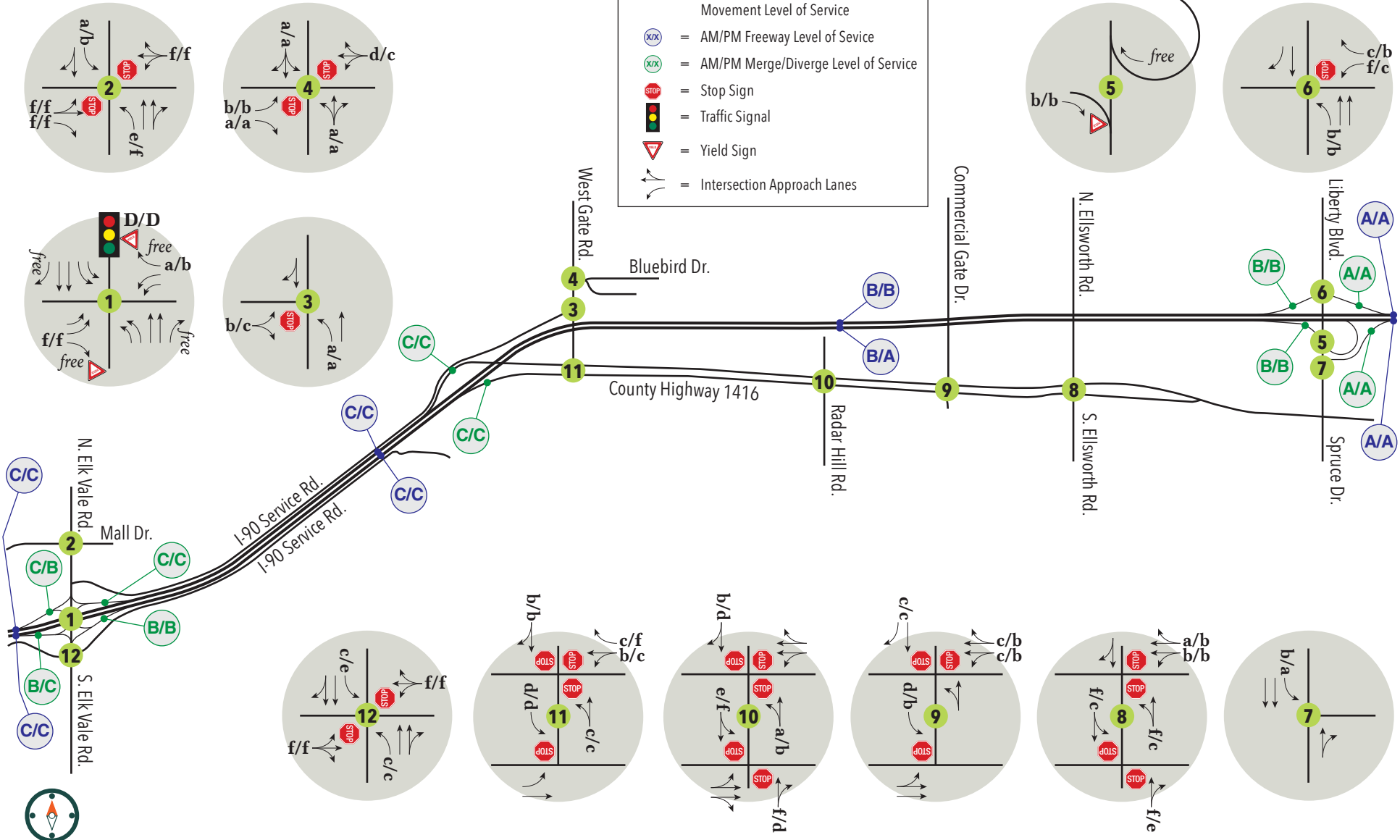
LEGEND
X,XXX = Current (2012-2016) Daily Traffic (vehicles per day)
X,XXX = Year 2045 Forecast Daily Traffic (vehicles per day)



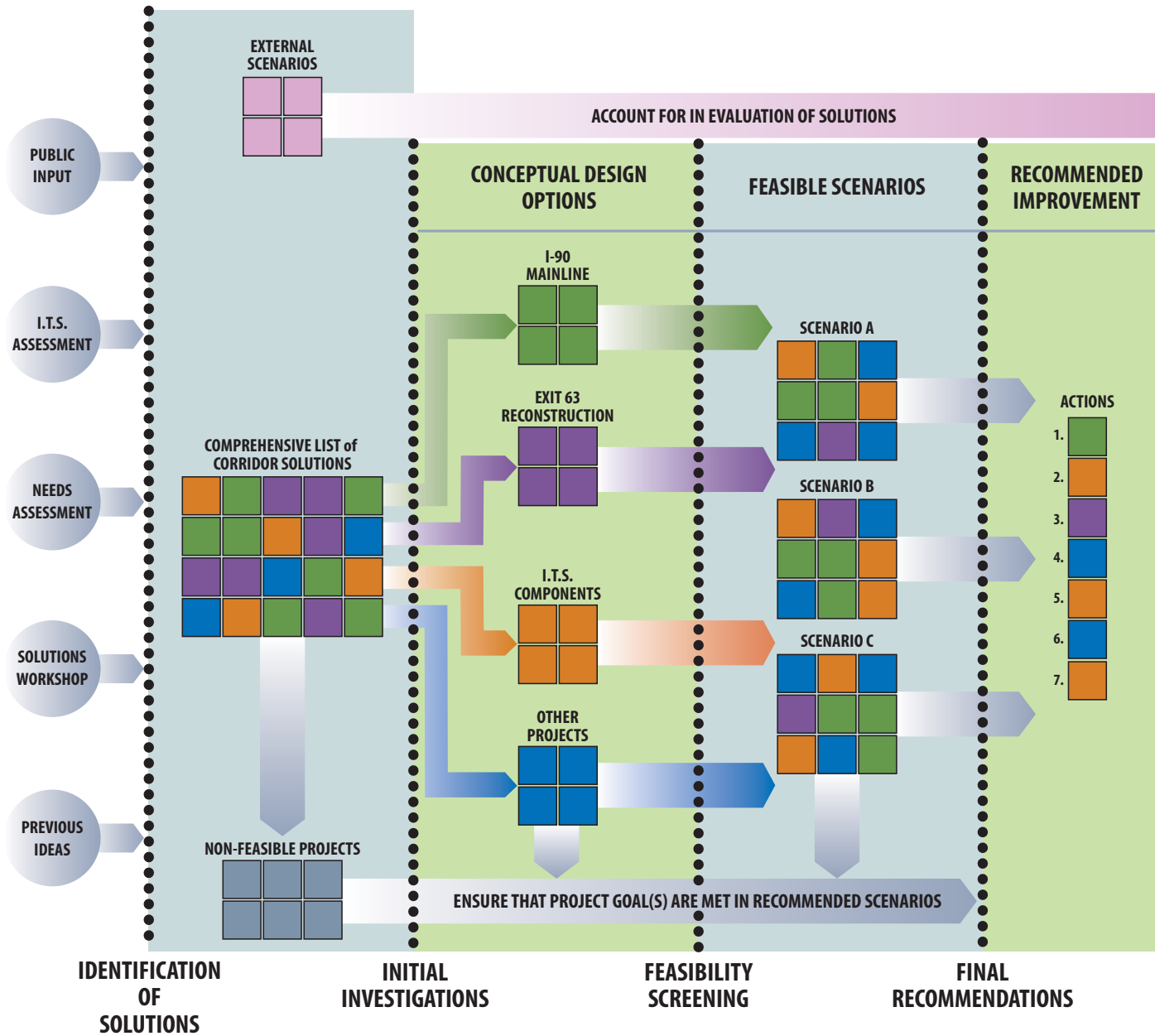
2045 Projected Traffic Conditions- No Action

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
- STOP** = Stop Sign
-  = Traffic Signal
-  = Yield Sign
-  = Intersection Approach Lanes



Solutions Process



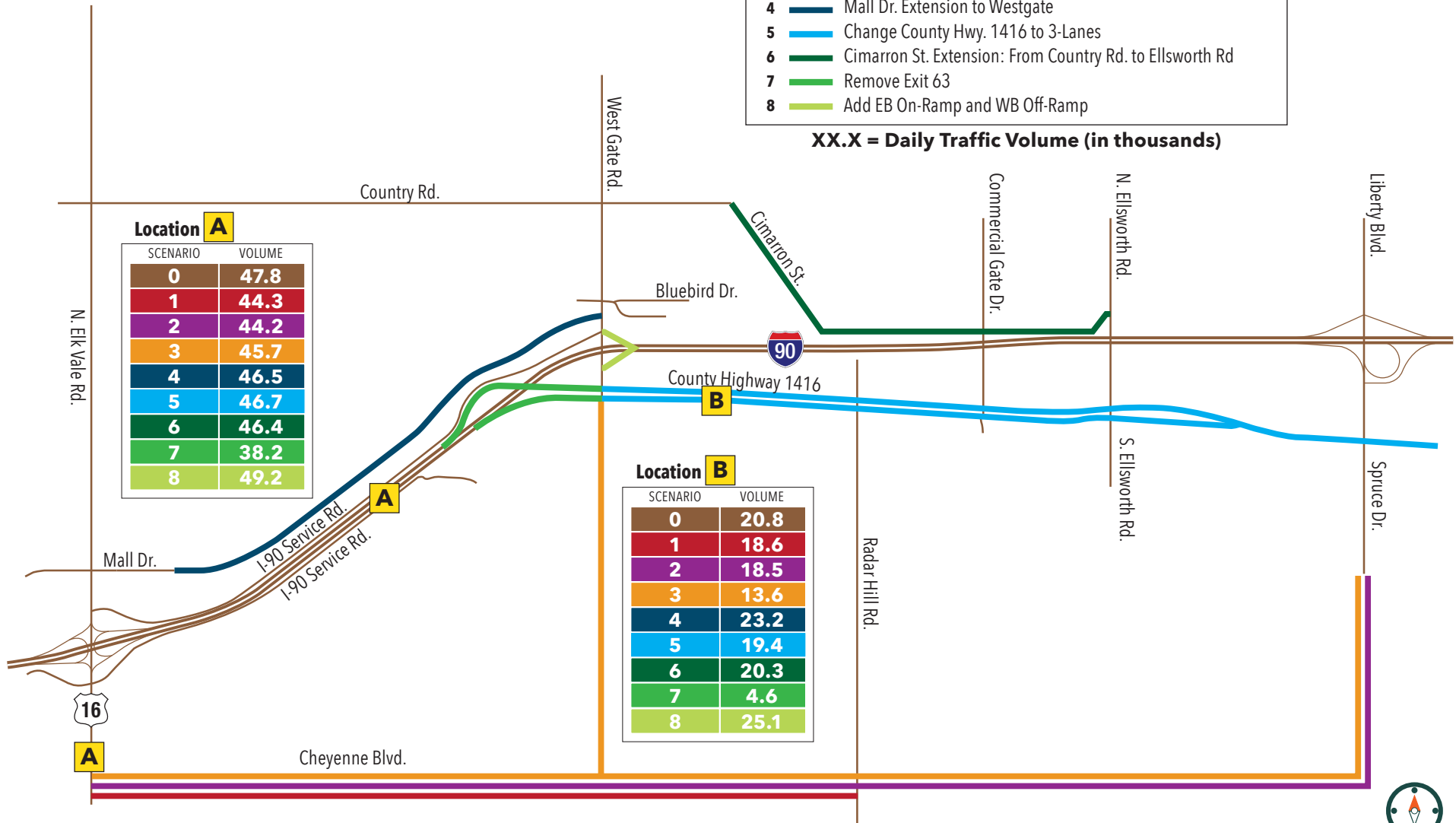
2045 External Scenario Traffic Volumes

LEGEND

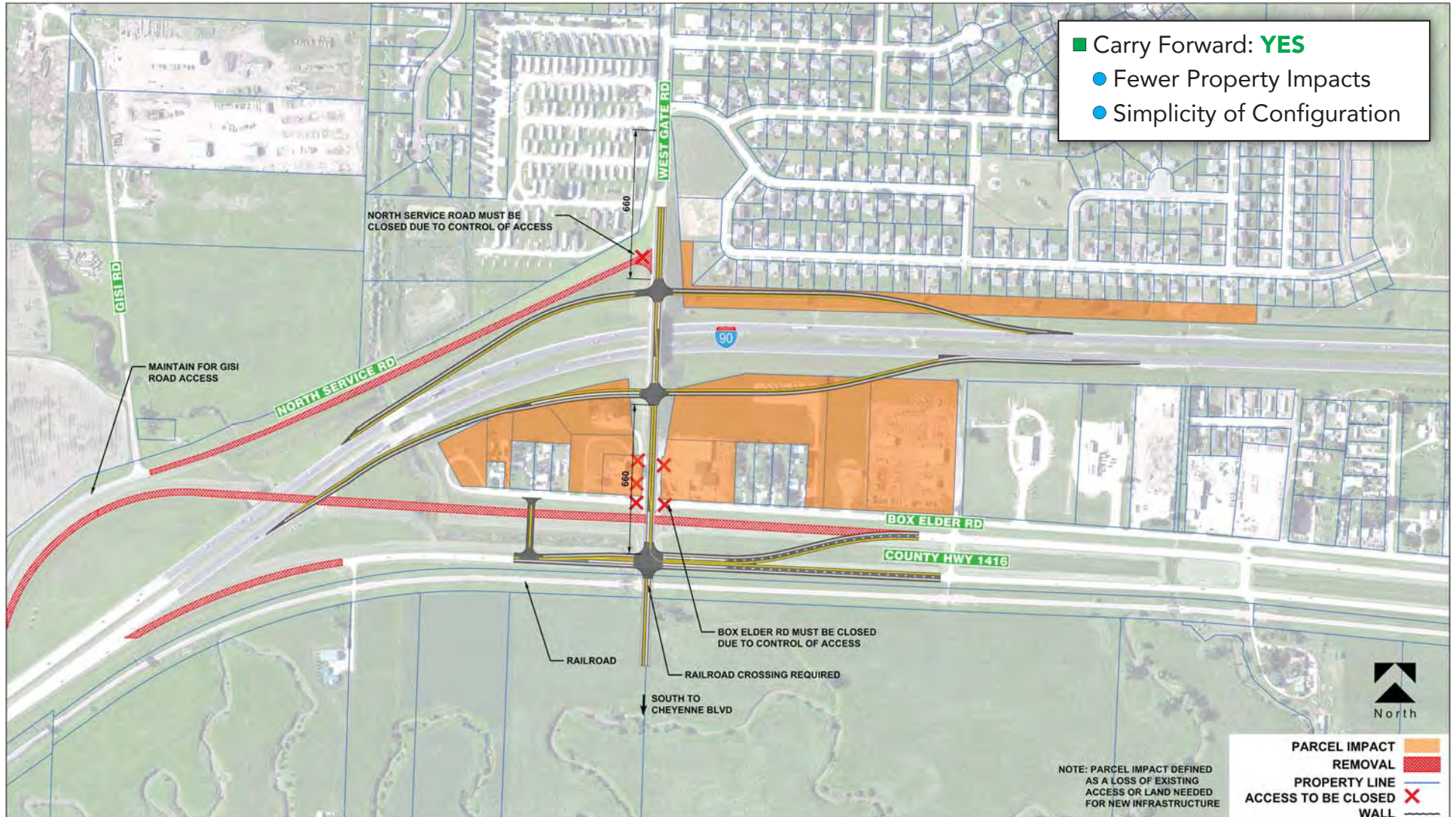
SCENARIO

- 0 Base Model
- 1 Cheyenne Blvd. Connection: Elk Vale to Radar Hill
- 2 Cheyenne Blvd Connection: From Elk Vale to Liberty Blvd
- 3 Cheyenne Blvd. Connection: Elk Vale to Liberty Blvd & Westgate Extension from County Hwy. 1416 To Cheyenne Blvd.
- 4 Mall Dr. Extension to Westgate
- 5 Change County Hwy. 1416 to 3-Lanes
- 6 Cimarron St. Extension: From Country Rd. to Ellsworth Rd
- 7 Remove Exit 63
- 8 Add EB On-Ramp and WB Off-Ramp

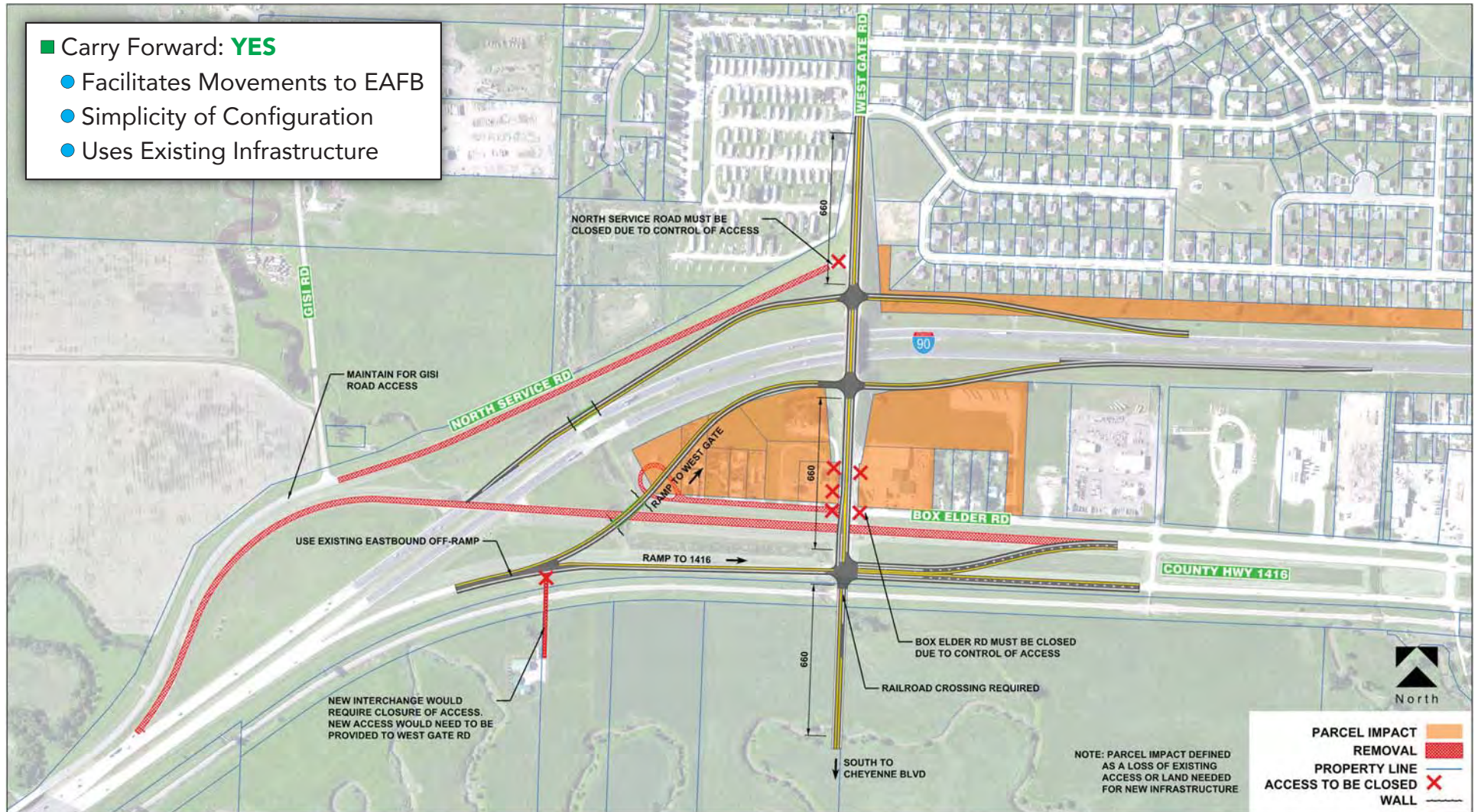
XX.X = Daily Traffic Volume (in thousands)



I-90 Exit 63 Alternative 1 - Interchange at West Gate

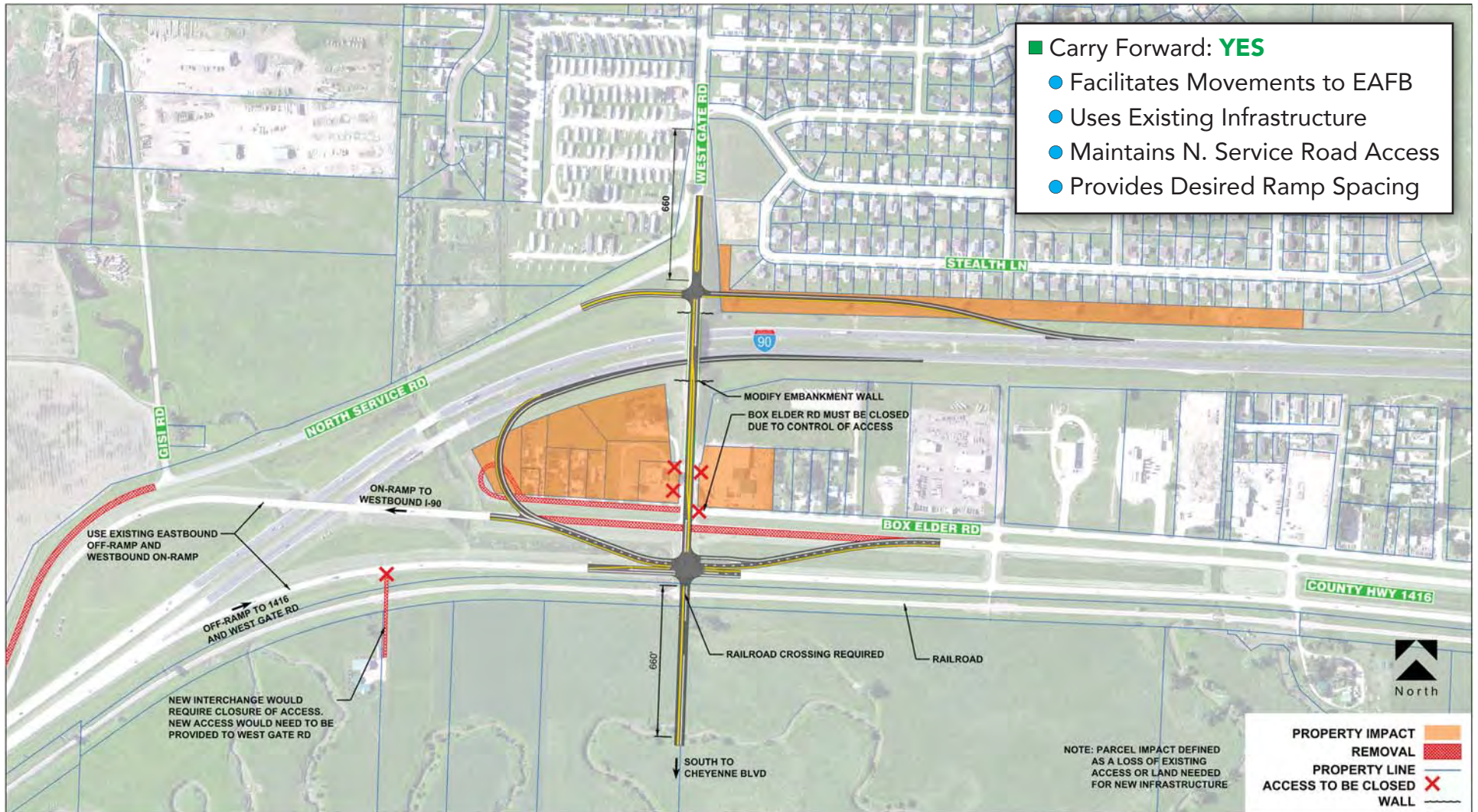


I-90 Exit 63 Alternative 2 - Interchange at West Gate Rd. with Direct Access to Eastbound 1416

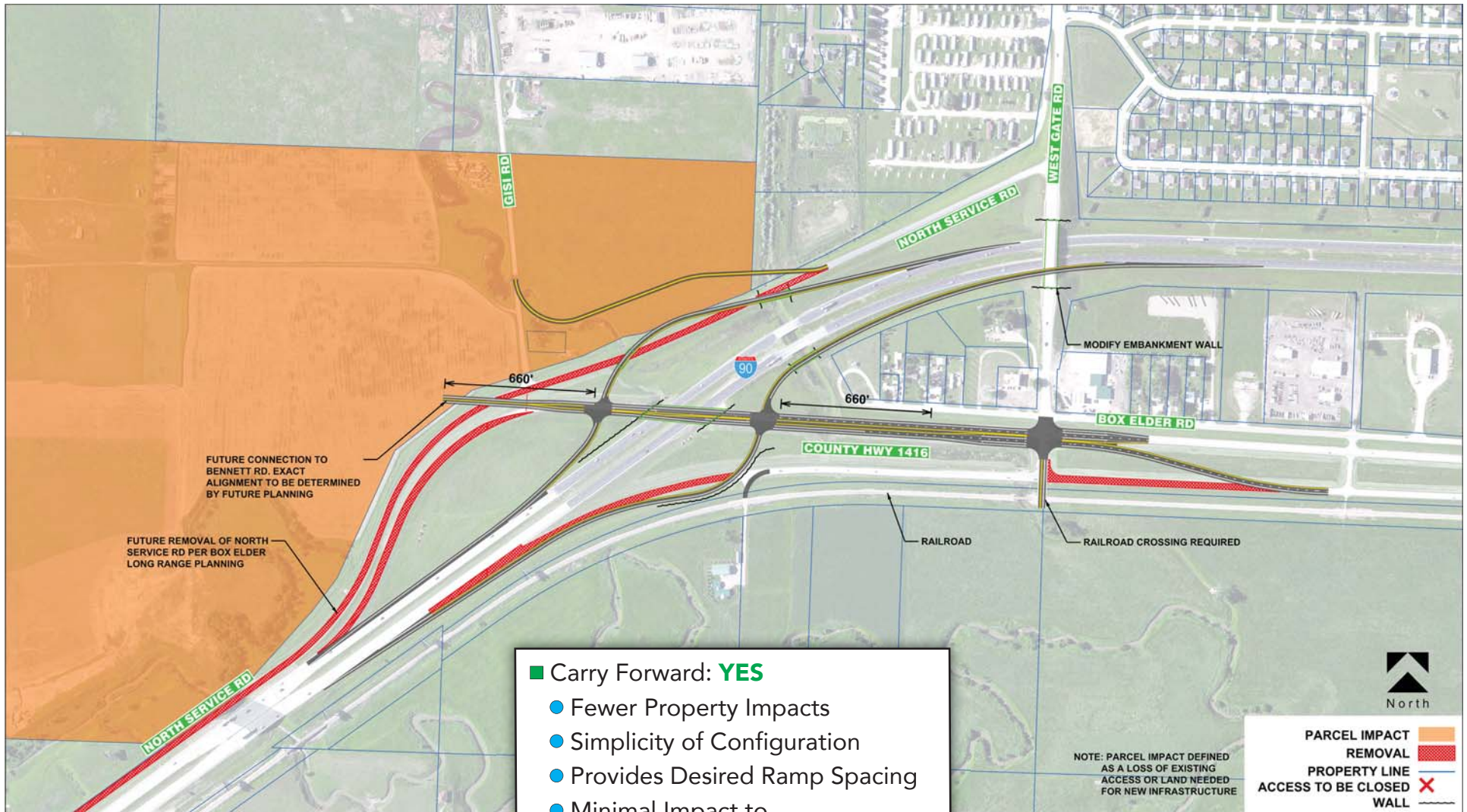


I-90 Exit 63

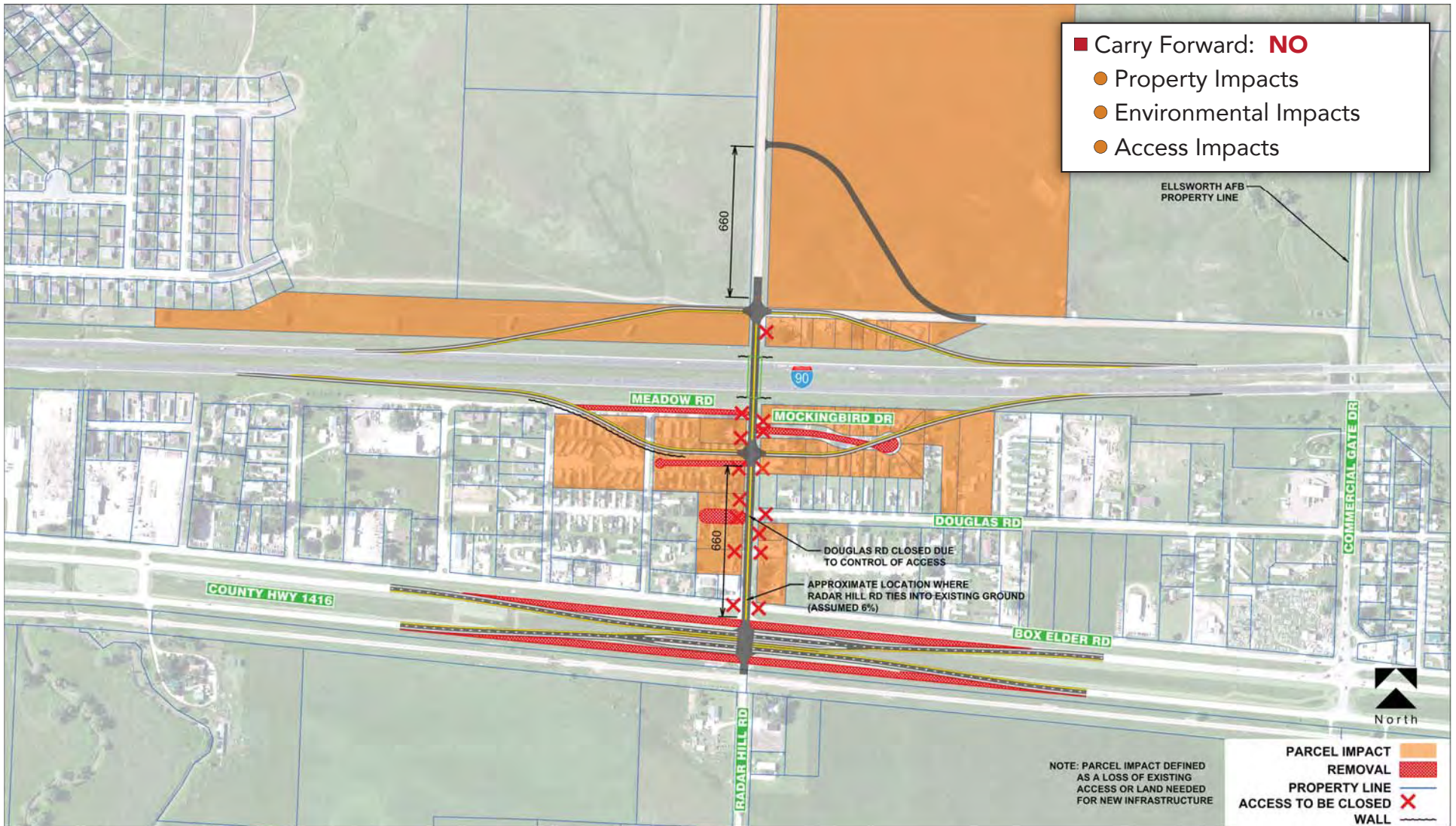
Alternative 3 - Interchange at West Gate Rd. with Existing West Ramps and New East Ramps



I-90 Exit 63 Alternative 4 - Diamond Interchange at Highway 1416

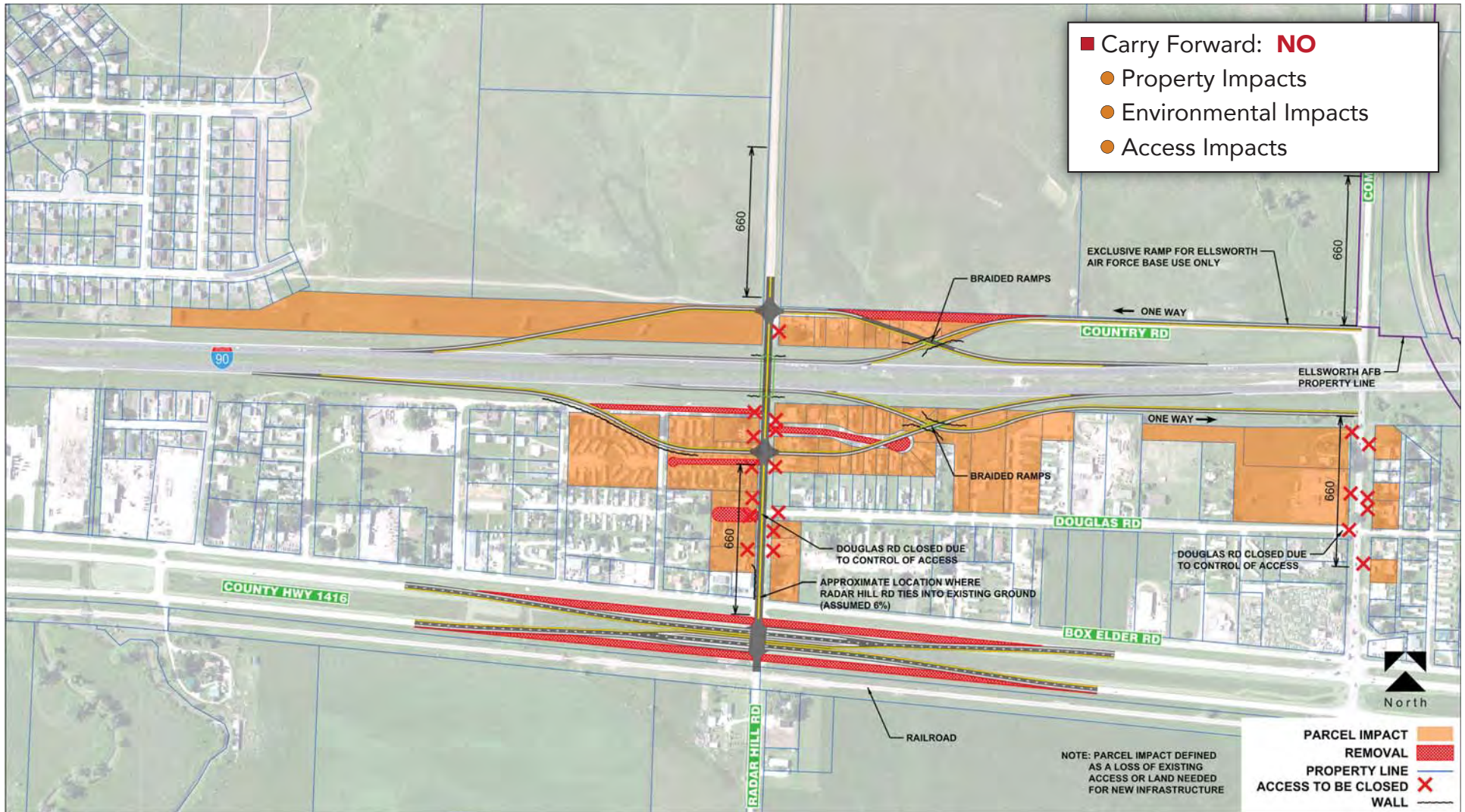


I-90 Exit 65 Alternative 5 - Interchange at Radar Hill Rd.

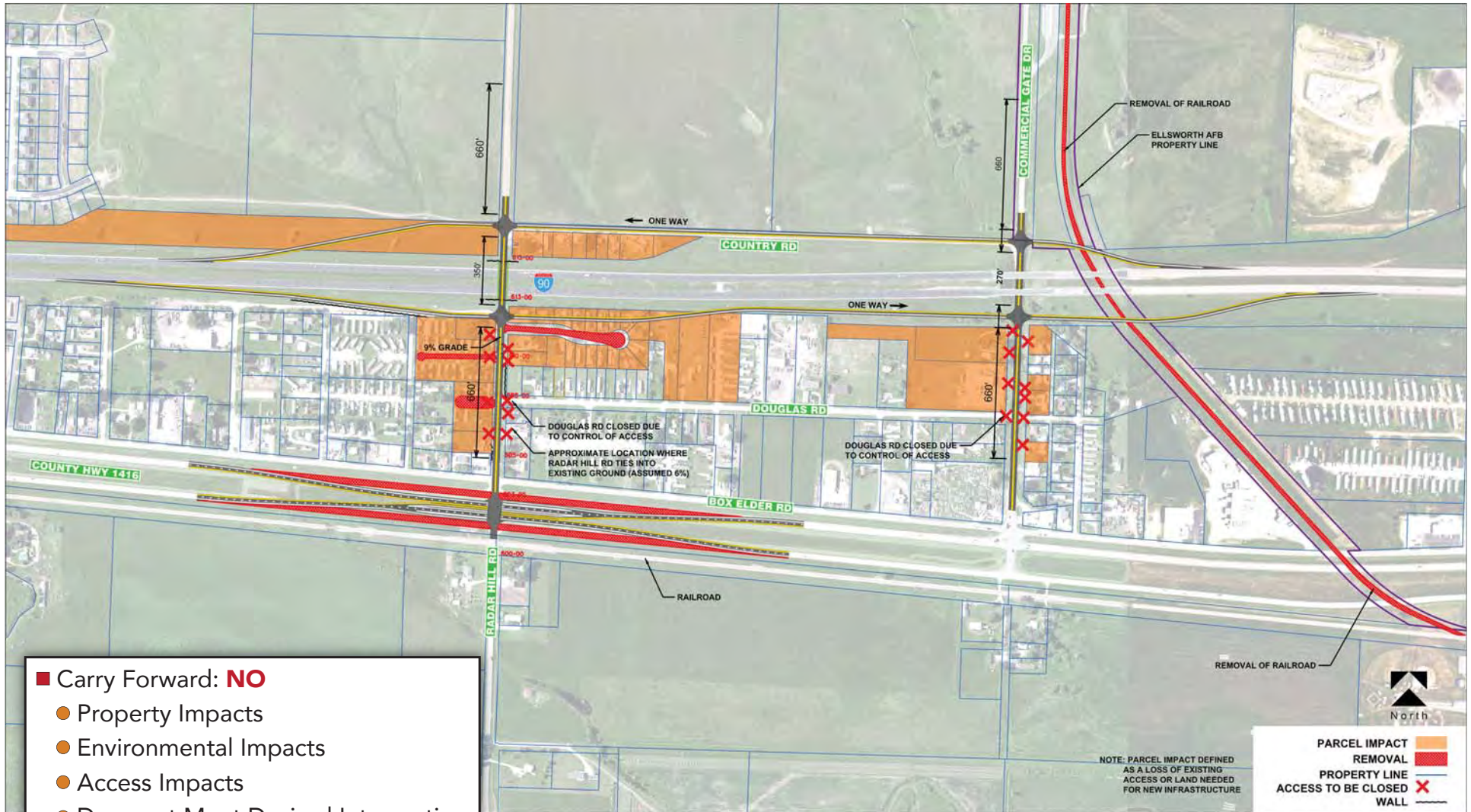


I-90 Exit 65

Alternative 6 - Interchange at Radar Hill Rd. with Braided Ramps to Commercial Gate Rd.

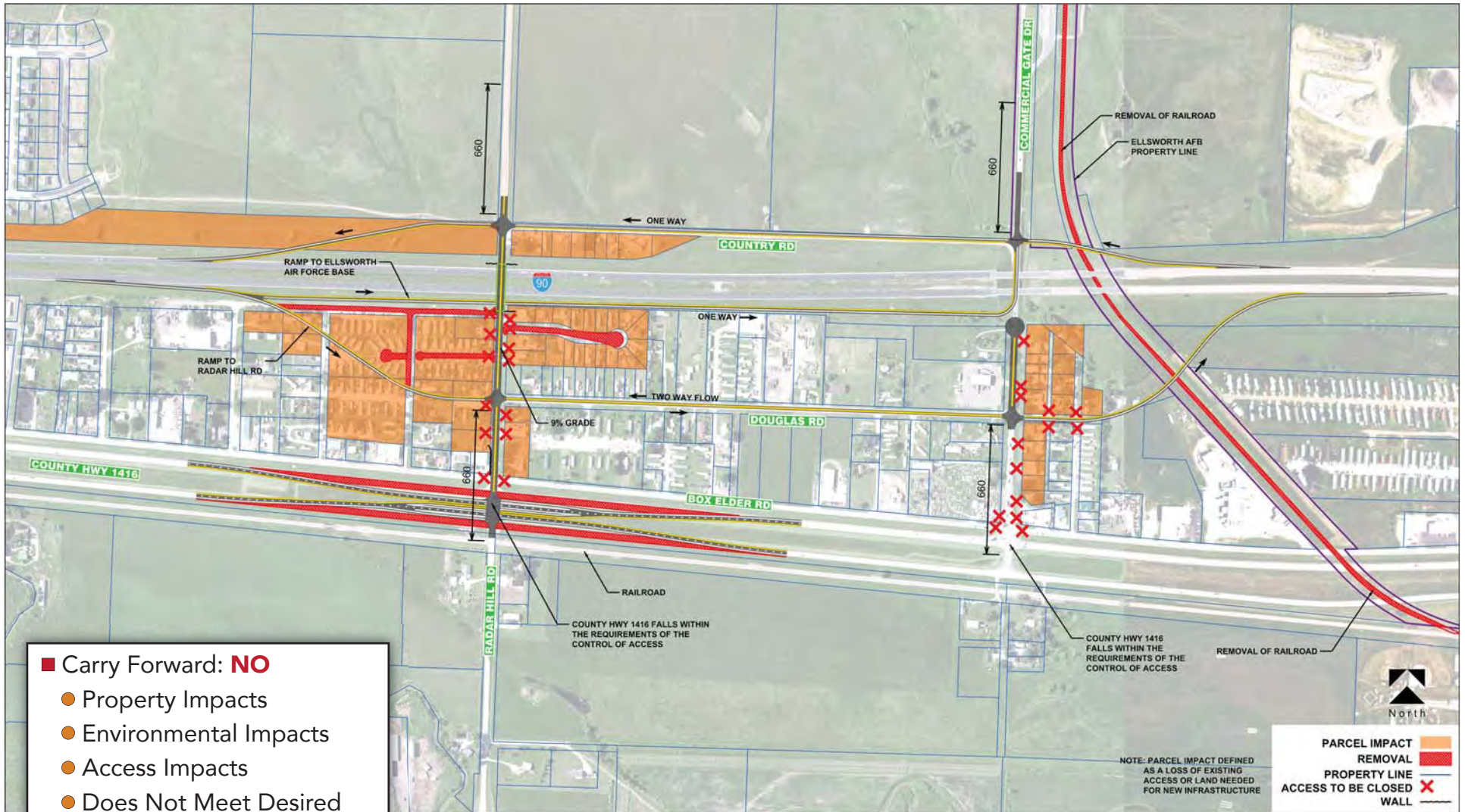


I-90 Exit 65 Alternative 7 - Split Tight Diamond with Radar Hill Rd. and Commercial Gate Dr.



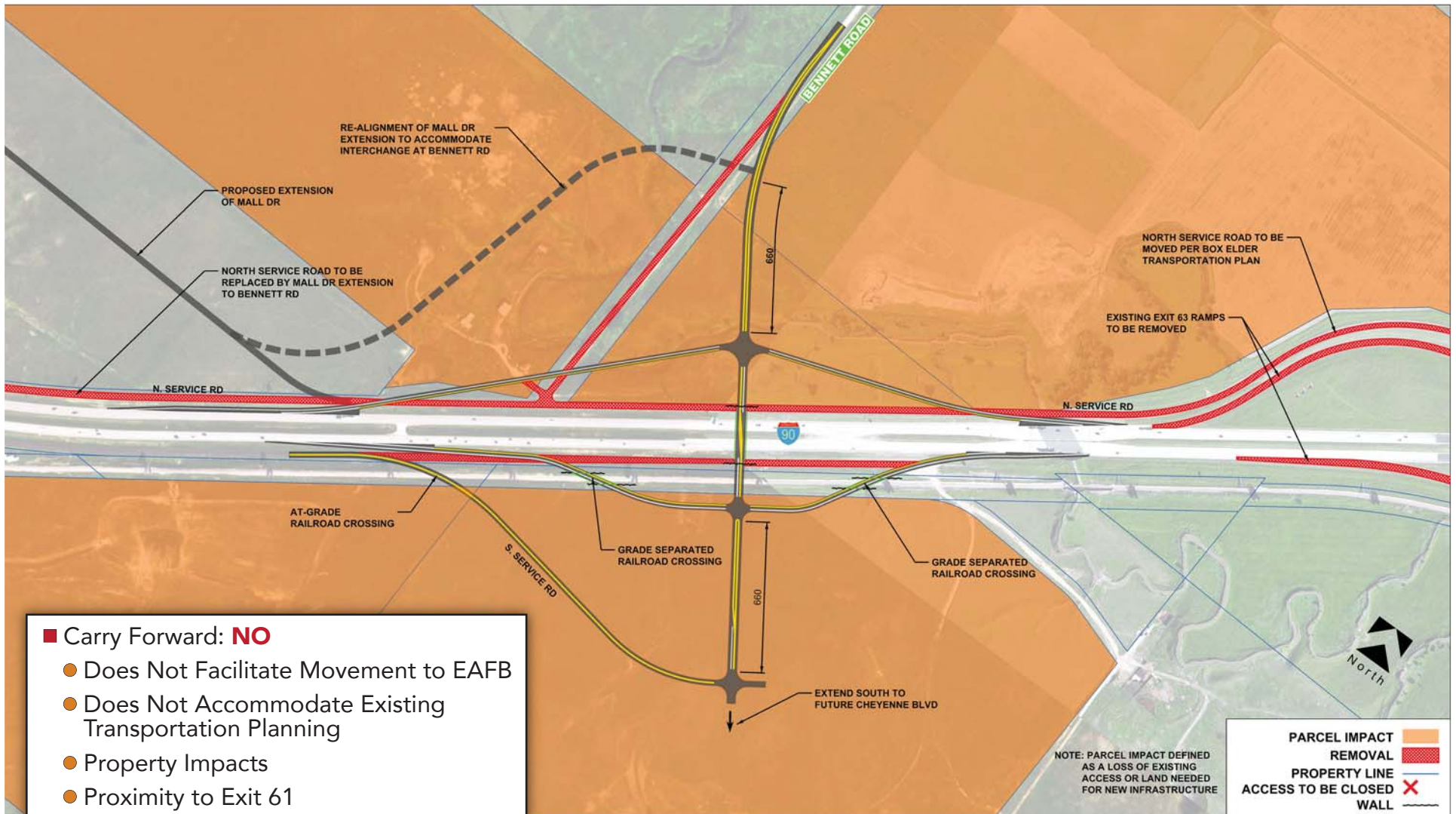
- Carry Forward: **NO**
- Property Impacts
- Environmental Impacts
- Access Impacts
- Does not Meet Desired Intersection for Intersection Ramp Spacing

Alternative 8 - Split Diamond Interchange with Radar Hill Rd. and Commercial Gate Dr. with Exclusive Ellsworth AFB Ramp



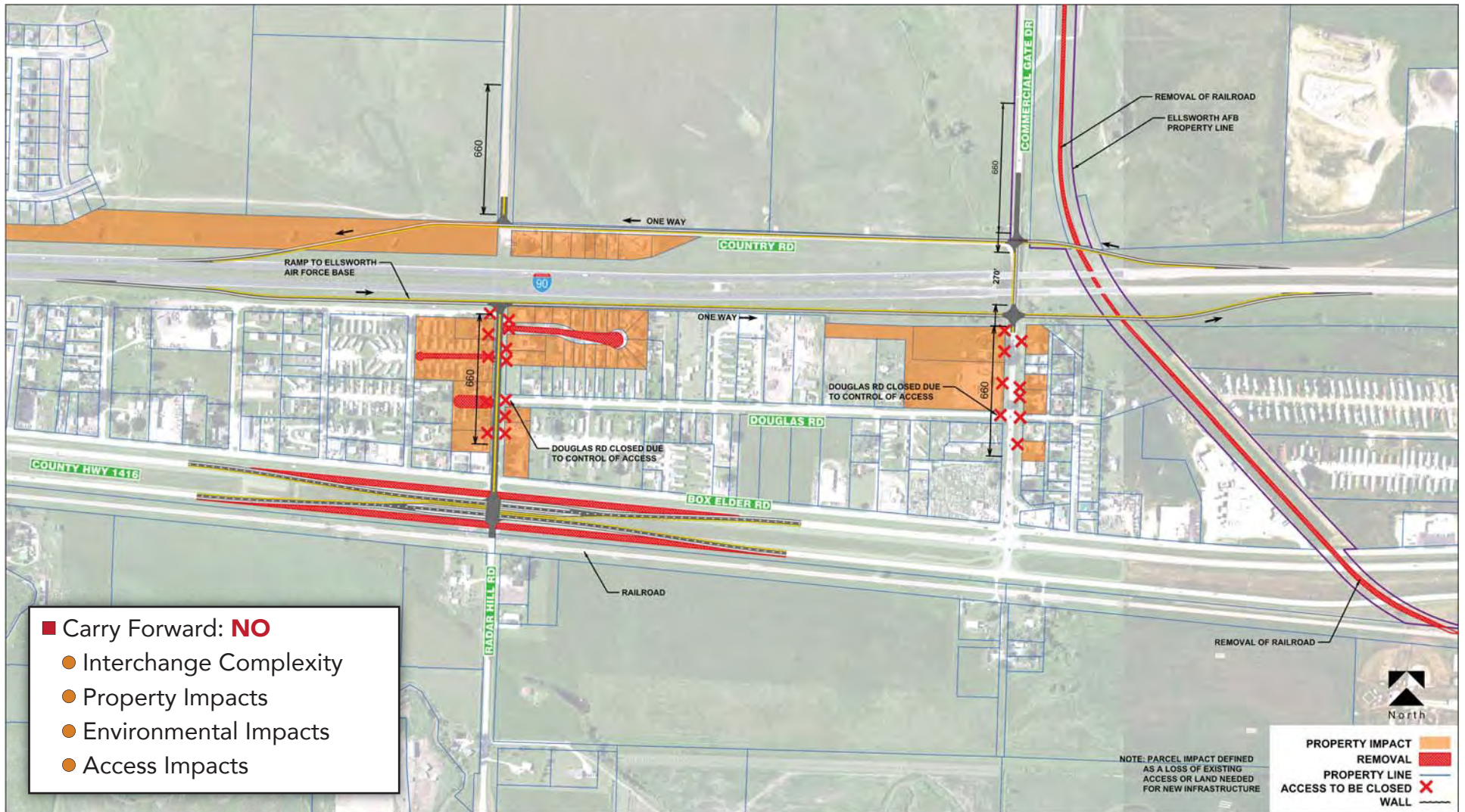
- Carry Forward: **NO**
- Property Impacts
- Environmental Impacts
- Access Impacts
- Does Not Meet Desired Intersection Ramp Spacing
- Interchange Complexity

I-90 Exit 62 Alternative 9 - Interchange at Bennett Rd.

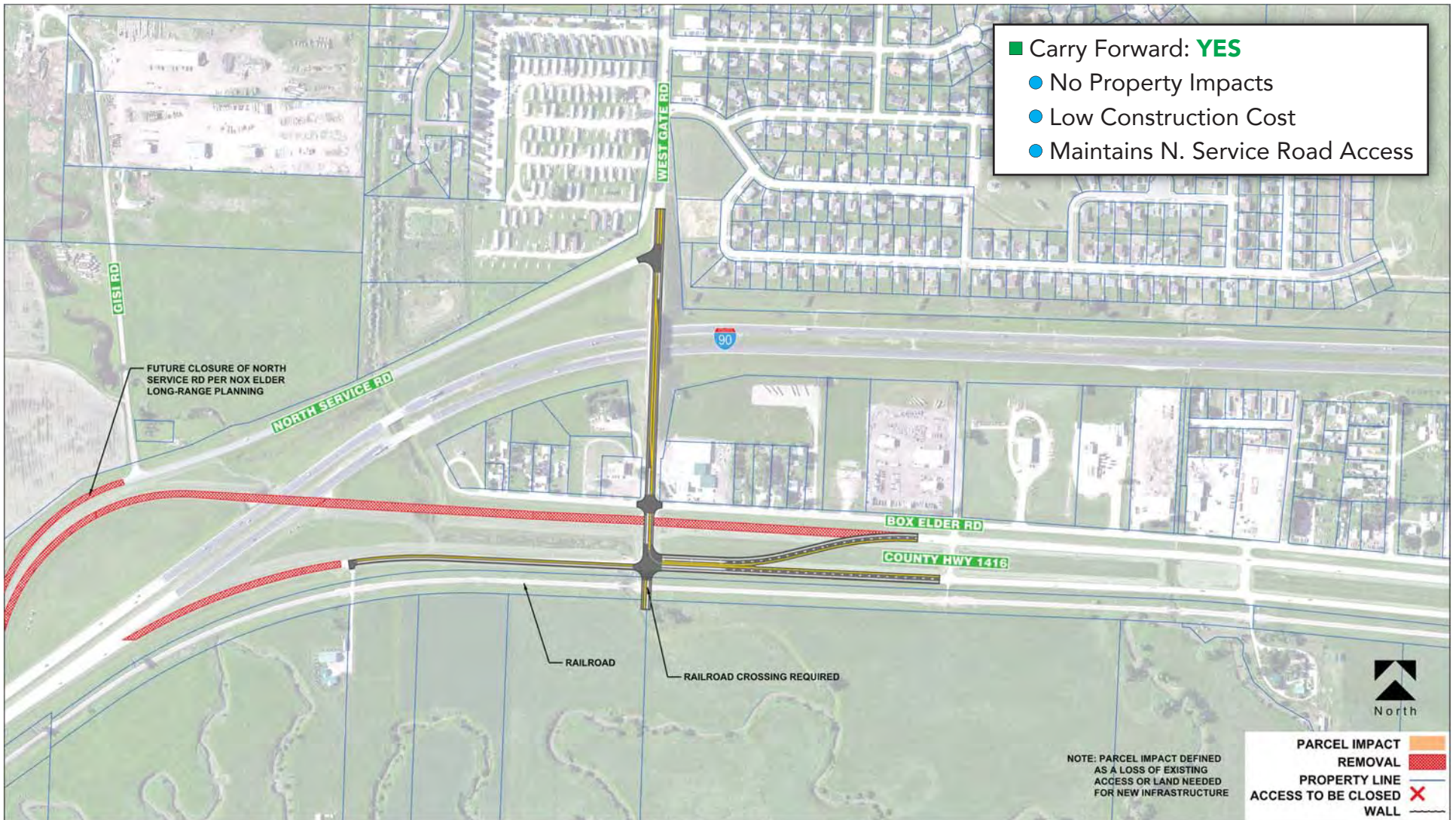


- Carry Forward: **NO**
- Does Not Facilitate Movement to EAFB
- Does Not Accommodate Existing Transportation Planning
- Property Impacts
- Proximity to Exit 61
- Lack of Connectivity to Existing Transportation Network

I-90 Exit 65 Alternative 10 - Split Diamond Interchange at Radar Hill Rd.



I-90 Exit 63 Alternative 11 - Exit 63 Removal at County Hwy 1416



I-90 Exit 63 Interchange Alternatives Evaluation

Has the fewest impacts to property

Best accommodates current Long-Range planning efforts

Alternatives at Westgate are most compatible with EAFB and Box Elder Land Planning

Best utilizes existing infrastructure

EXIST 63 INTERCHANGE RECONSTRUCTION ALTERNATIVES	ADDRESS THE NEED FOR THE PROJECT	APZ CONFLICTS	ENVIRONMENTAL IMPACTS	PRIVATE PROPERTY AND ROW	FACILITATES MOVEMENTS TO AND FROM EAFB	ACCOMODATES TRANSPORTATION APPROVED PLANS	CONSTRUCT-ABILITY	CONSTRUCTION COSTS	COMPATIBILITY WITH JULUS	CONNECTIVITY WITH EXISTING ROAD NETWORK	SIMPLICITY OF INTERCHANGE CONFIGURATION	DESIGN CRITERIA	CONTROL OF ACCESS	Carry Forward?
	1	2	3	4	5	6	7	8	9	10	11	12	13	
The No Action Alternative	↓	↑	↑	↑	↑	↓	↑	↑	↑	↗	→	↗	↑	●
Alternative 1 - Interchange at Westgate	↑	↑	→	↗	↗	→	↗	↗	↑	↗	↑	→	→	●
Alternative 2 - Interchange at Westgate with Direct Access to EB 1416	↑	↑	→	→	↗	→	↗	↗	↑	↗	↗	→	→	●
Alternative 3 - Interchange at Westgate Rd. with Existing West Ramps and New East Ramps	↑	↑	→	→	↑	↑	↗	↗	↑	↑	→	↗	↗	●
Alternative 4 - Interchange at Highway 1416	↑	↑	↗	↑	→	↗	→	↗	↑	↗	↑	↑	↑	●
Alternative 5 - Interchange at Radar Hill Road	↑	↑	↓	↓	↗	→	→	↗	↗	→	↑	↑	↗	●
Alternative 6 - Interchange at Radar Hill Rd. with Braided Ramps to Commercial Dr.	↑	↑	↓	↓	↑	→	↗	↓	↗	→	↗	↑	↓	●
Alternative 7 - Split Interchange with Radar Hill Rd. and Commercial Dr.	↑	→	↓	↗	↑	→	↗	↓	→	↗	↗	↓	↗	●
Alternative 8 - Split Diamond with Radar Hill Rd. and Commercial Dr. with Exclusive EAFB Ramps	↑	→	↓	↓	↑	→	↗	↓	→	↗	→	→	→	●
Alternative 9 - Interchange at Bennett Road	↑	↑	↗	↗	↓	↓	↗	→	↑	↗	↑	↑	↑	●
Alternative 10 - Split Diamond Interchange at Commercial Dr	↑	→	↗	↗	↗	→	↗	↗	→	→	↗	→	↓	●
Alternative 11 - Remove Exit 63 Interchange	→	↑	↑	↑	↓	↓	↑	↑	↑	↓	→	↑	↑	●

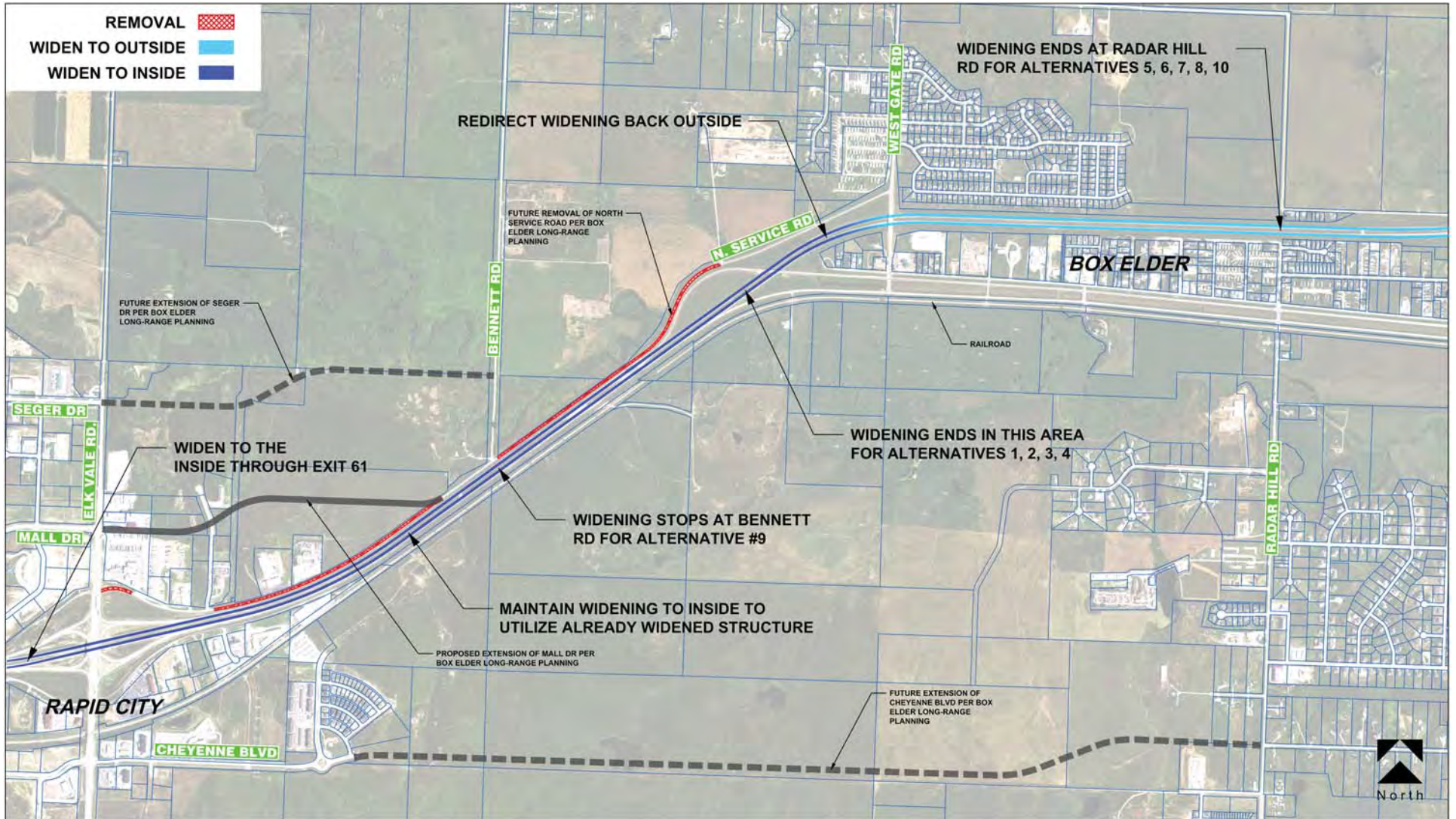
Alternatives have most impacts on low income and minority populations

Alternatives at Radar Hill Road have highest construction costs

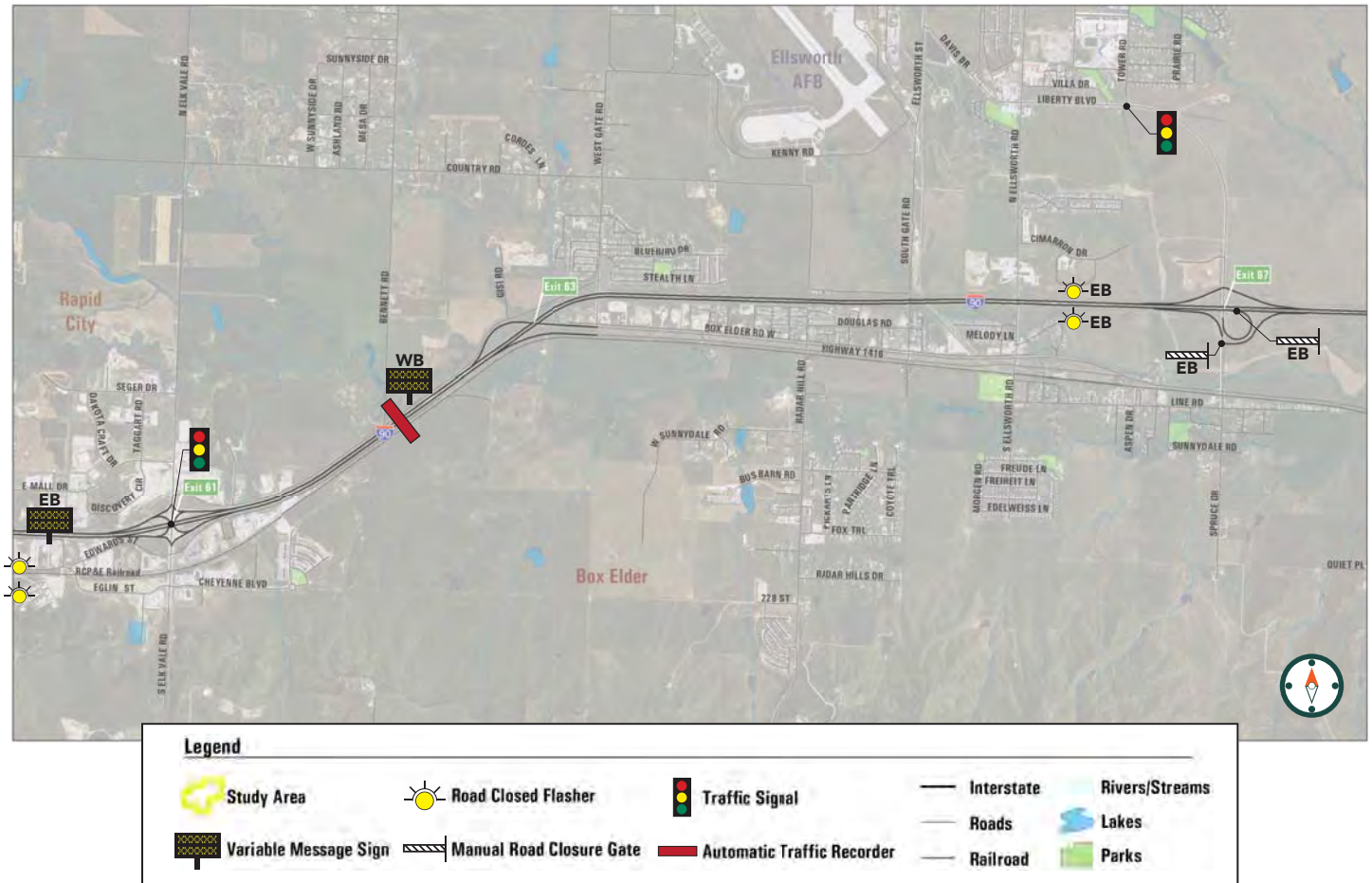
LEGEND

- ↓ Point Value = 0 *Least meets criterion*
- ↗ Point Value = 1
- Point Value = 2
- ↖ Point Value = 3
- ↑ Point Value = 4 *Best meets criterion*

I-90 Widening

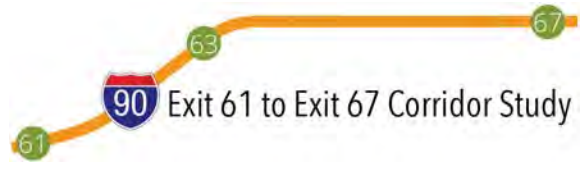


Current ITS Devices



Potential I-90 Corridor ITS Solutions and Benefits

ITS Solution	Description	Goal/Potential Benefits
1	Roadway condition warning/anti-icing for existing WB Exit 63 on- ramp to I-90	Improve safety
2	Intersection conflict warning for County Highway 1416 intersections	Improve safety
3	Remotely operated "intelligent" gates	Improve safety and staff efficiency
4	Additional vehicle detection and surveillance on I-90	Improve mobility and efficiency
5	Fiber optic "trunk" along I-90 to connect devices to unify communications	Improve mobility and efficiency
6	Control software to unify DMS, CCTV, detection and other operations	Improve efficiency
7	Variable speed limit signs (VSL)	Improves safety



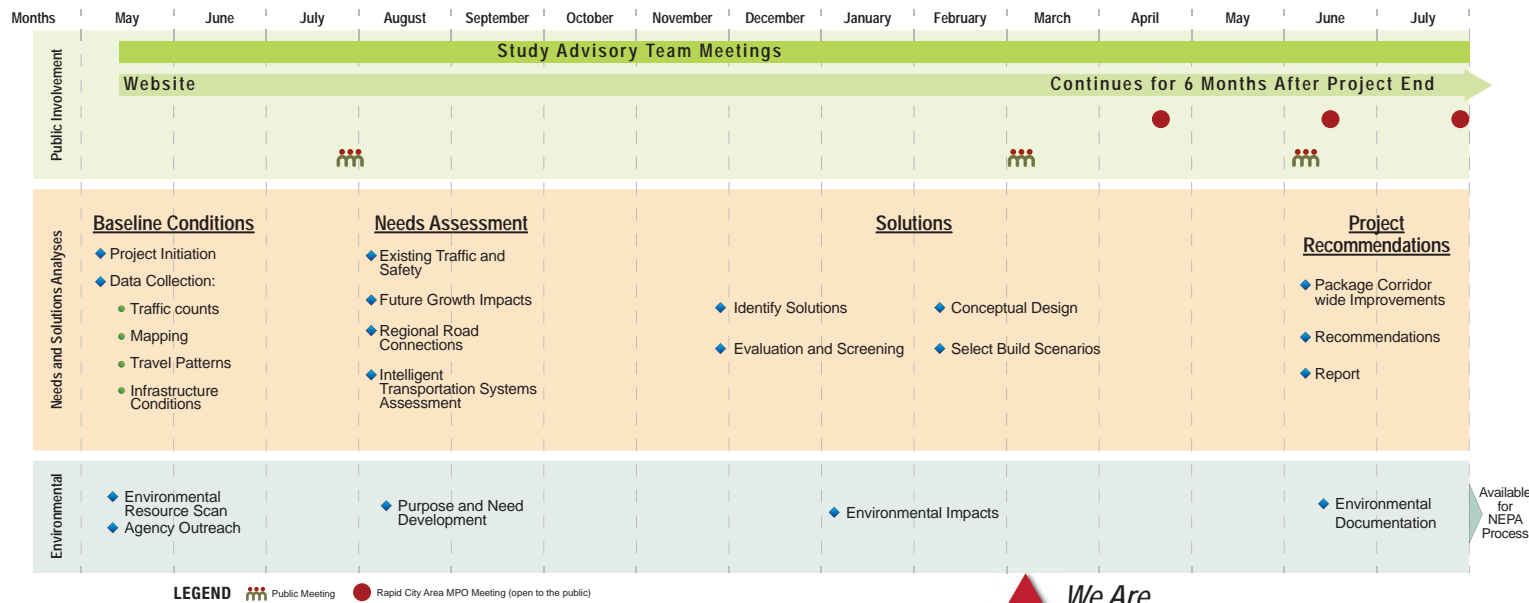
Interstate 90 Exit 61 to Exit 67 Corridor Study

**March 2017
Public Meeting Summary**

Meeting Handout



Schedule/Work Plan



We Are Here



City of Box Elder
FHWA
Rapid City Area MPO

Thank you for your interest in the



Next Steps

- ◆ Conduct More Detailed Analysis of the Advanced Exit 63 Alternatives
- ◆ Develop Preliminary Corridor Recommendations for Public Review
- ◆ Continue Analysis of Environmental Resources

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 March 6, 2017 Open House.

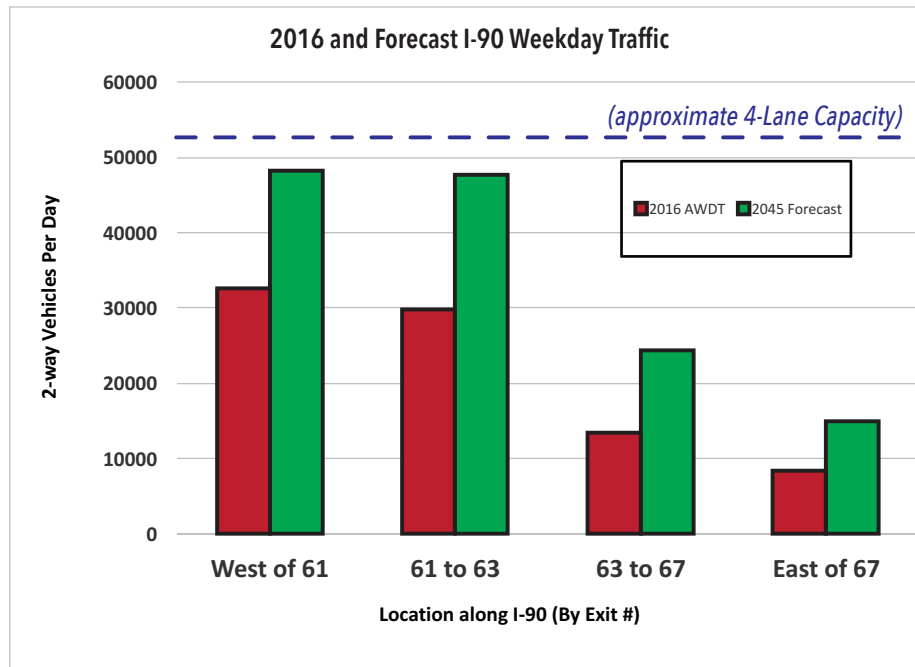
All displays may be viewed at www.i90corridor61to67.com

We look forward to your continued involvement in this project!



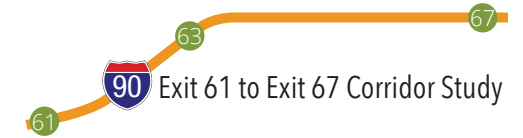
Mainline I-90 Analysis

Traffic Forecasts

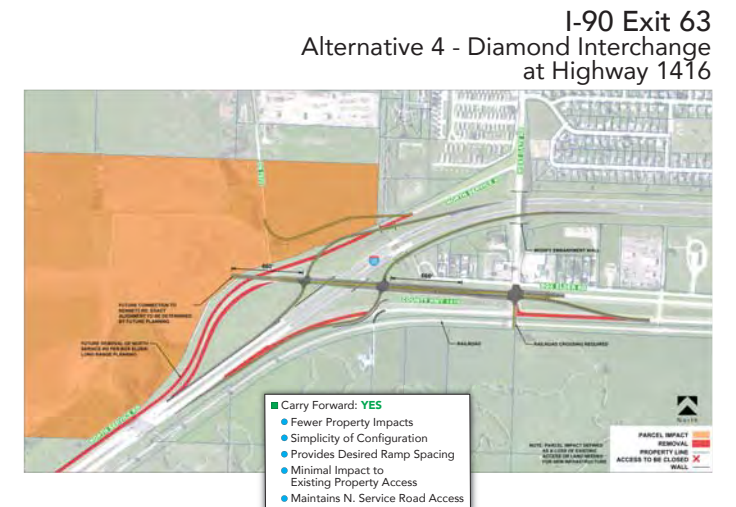
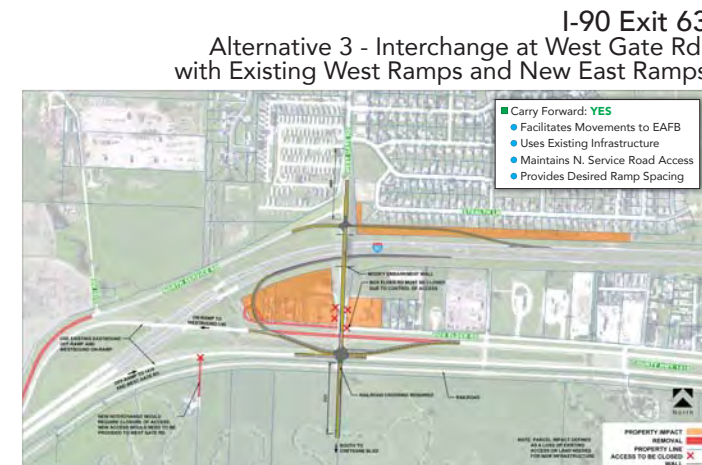
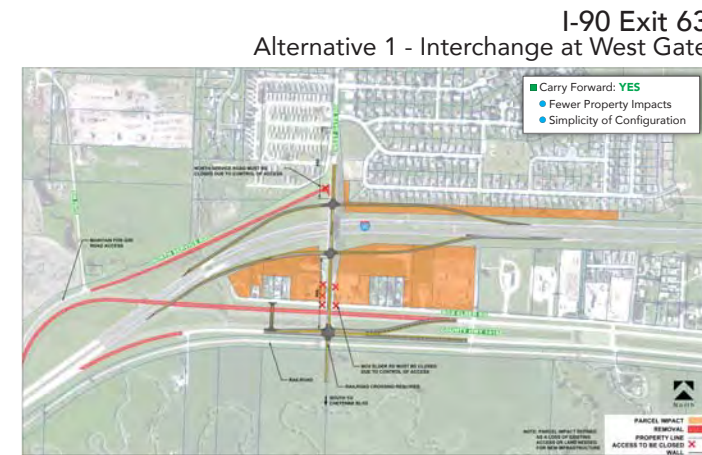


4-Lane I-90 is expected to be adequate beyond the year 2045

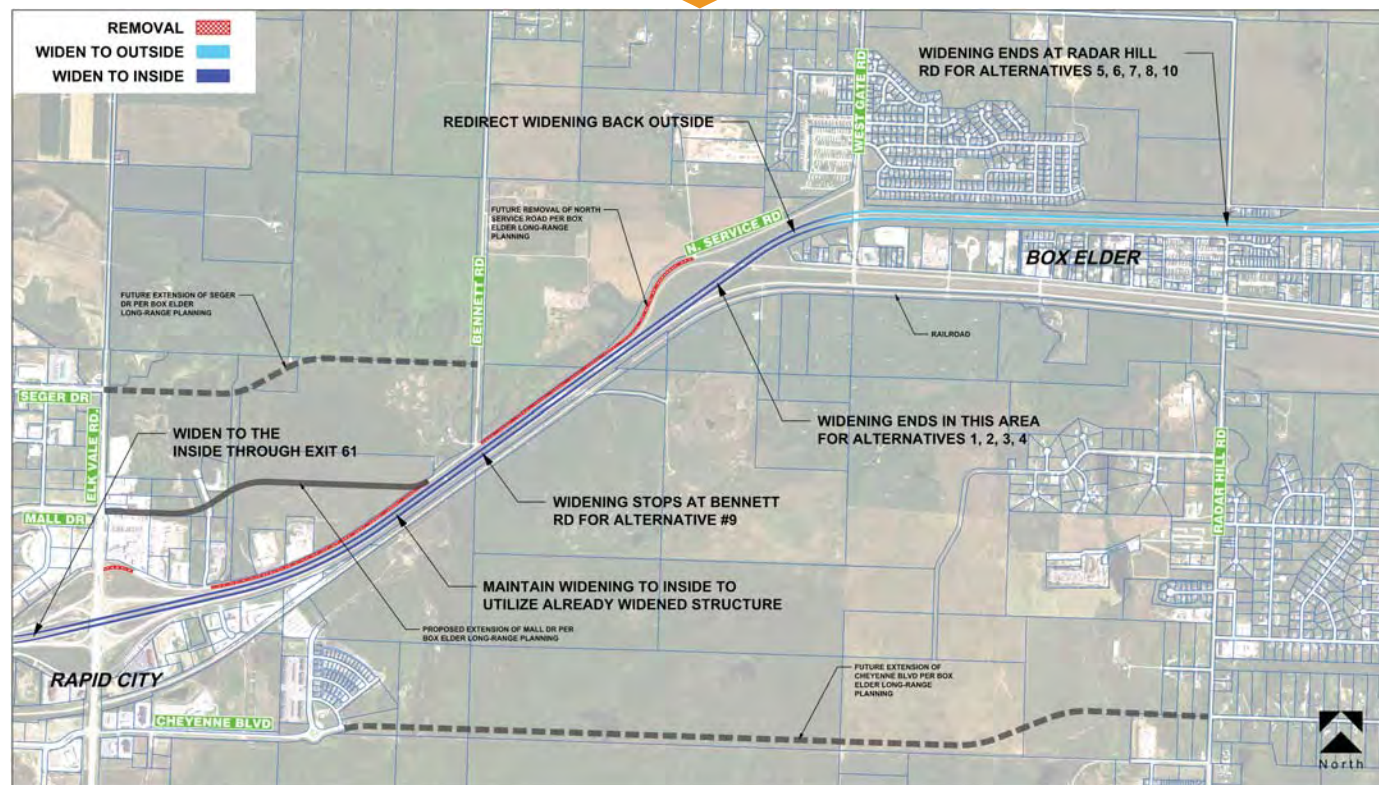
Exit 63 Alternatives



6 Alternatives have been selected for further consideration, they include the No Action, Removal of Exit 63, and these:



When widening becomes necessary, it could be accomplished as shown

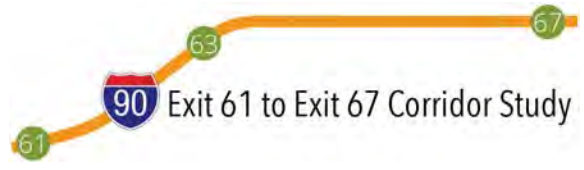


- Full size PDF versions may be viewed at - www.i90corridor61to67.com

Eliminated Alternatives include:

- ◆ Interchanges at or around Radar Hill Rd./I-90
- ◆ Interchange at Bennett Rd.





Interstate 90 Exit 61 to Exit 67 Corridor Study

**March 2017
Public Meeting Summary**

Comment Sheets

Comment Card

What Exit 63 alternatives or corridor improvements that you like have not been considered by the project team?

I am in favor of Alternative (4) as it maintains a connection to I-90 from 1416, but may reduce or at least slow traffic headed east bound on 1416. It also has little impact on currently developed properties.

Do you agree that the Exit 63 Alternatives selected by the project team are all appropriate for further consideration?

YES	<input checked="" type="checkbox"/>
NO	<input type="checkbox"/>

If NO, please explain which alternative(s) you would include and why?



However, any alternative with direct access to 1416, similar to current situation, will not resolve traffic issues/safety concerns on Hwy 1416.

What Intelligent Transportation Systems (ITS) technology solutions appeal to you for this corridor?

GENERAL COMMENTS:

I think the public should be informed of other projects/improvements (planned or in the works) for areas west of exit 63 and along Hwy 1416. This may help gain community support.

Return this sheet tonight or mail it to the address below by March 24, 2017

NAME: ROBERT MILLER
 ADDRESS: 320 ROHE LANE BUXELDER SD 57719
 PHONE # (Optional): _____ EMAIL: rmilrtime@yahoo.com

Questions? Please feel free to contact:

<p>SDDOT Project Manager: Steve Gramm P: (605)773-6641 E: steve.gramm@state.sd.us</p>	<p>Return Comments to: Lyle DeVries, Felsburg Holt & Ullevig 6300 South Syracuse Way, Ste: 600 Centennial, CO 80111</p>	<p>P:(303)721-1440 F:(303)721-0832 E:lyle.devries@fhueng.com</p>
--	---	--

Comment Card

What Exit 63 alternatives or corridor improvements that you like have not been considered by the project team?

Do you agree that the Exit 63 Alternatives selected by the project team are all appropriate for further consideration?

YES

NO

If NO, please explain which alternative(s) you would include and why?



What Intelligent Transportation Systems (ITS) technology solutions appeal to you for this corridor?

GENERAL COMMENTS:

Very Glad the meetings are taking place

Return this sheet tonight or mail it to the address below by March 24, 2017

NAME: Brenda & Mike Whiting
 ADDRESS: 4000 N. Elk Vale Rd. Rapid City SD 57701
 PHONE # (Optional): _____ EMAIL: degenranch@gmail.com

Questions? Please feel free to contact:

SDDOT Project Manager:
 Steve Gramm
 P: (605)773-6641
 E: steve.gramm@state.sd.us

Return Comments to:
 Lyle DeVries, Felsburg Holt & Ullevig
 6300 South Syracuse Way, Ste: 600
 Centennial, CO 80111
 P:(303)721-1440
 F:(303)721-0832
 E:lyle.devries@fhueng.com

Comment Card

What Exit 63 alternatives or corridor improvements that you like have not been considered by the project team?

Closing of Exit 63 I feel is not a good idea. Hundreds of people live on the north side of I-90 just in Thunderbird alone. There is no other way out except over country roads. This is not a good road to have hundreds of people on daily.

Do you agree that the Exit 63 Alternatives selected by the project team are all appropriate for further consideration?

YES

NO

If NO, please explain which alternative(s) you would include and why?

Not all of them

What Intelligent Transportation Systems (ITS) technology solutions appeal to you for this corridor?

GENERAL COMMENTS:

Return this sheet tonight or mail it to the address below by March 24, 2017

NAME: *Georgeann Estman*

ADDRESS: *577 South Lane Box Elder SD*

PHONE # (Optional): *605-430-9308* EMAIL: *pit@6000@outlook.com*

Questions? Please feel free to contact:

<p>SDDOT Project Manager: Steve Gramm P: (605)773-6641 E: steve.gramm@state.sd.us</p>	<p>Return Comments to: Lyle DeVries, Felsburg Holt & Ullevig 6300 South Syracuse Way, Ste: 600 Centennial, CO 80111</p>	<p>P:(303)721-1440 F:(303)721-0832 E:lyle.devries@fhueng.com</p>
---	--	--

Comment Card

What Exit 63 alternatives or corridor improvements that you like have not been considered by the project team?

NONE

Do you agree that the Exit 63 Alternatives selected by the project team are all appropriate for further consideration?

YES

NO

If NO, please explain which alternative(s) you would include and why?



What Intelligent Transportation Systems (ITS) technology solutions appeal to you for this corridor?

ADVANCED TRAVEL INFORMATION FURTHER DOWN THE ROAD

GENERAL COMMENTS:

Return this sheet tonight or mail it to the address below by March 24, 2017

NAME: EWGENE MILLER

ADDRESS: _____

PHONE # (Optional): _____ EMAIL: _____

Questions? Please feel free to contact:

SDDOT Project Manager:
 Steve Gramm
 P: (605)773-6641
 E: steve.gramm@state.sd.us

Return Comments to:
 Lyle DeVries, Felsburg Holt & Ullevig
 6300 South Syracuse Way, Ste: 600
 Centennial, CO 80111
 P:(303)721-1440
 F:(303)721-0832
 E:lyle.devries@fhueng.com



Comment Card

What Exit 63 alternatives or corridor improvements that you like have not been considered by the project team?

Alt # 4 is Best

Do you agree that the Exit 63 Alternatives selected by the project team are all appropriate for further consideration?

YES
NO

If NO, please explain which alternative(s) you would include and why?



What Intelligent Transportation Systems (ITS) technology solutions appeal to you for this corridor?

GENERAL COMMENTS:

Return this sheet tonight or mail it to the address below by March 24, 2017

NAME: _____

ADDRESS: _____

PHONE # (Optional): _____ EMAIL: _____

Questions? Please feel free to contact:

SDDOT Project Manager: Steve Gramm P: (605)773-6641 E: steve.gramm@state.sd.us	Return Comments to: Lyle DeVries, Felsburg Holt & Ullevig 6300 South Syracuse Way, Ste: 600 Centennial, CO 80111 P:(303)721-1440 F:(303)721-0832 E:lyle.devries@fhueng.com
---	---

Comment Card

What Exit 63 alternatives or corridor improvements that you like have not been considered by the project team?

Alt #4 Best

Do you agree that the Exit 63 Alternatives selected by the project team are all appropriate for further consideration?

YES	<input type="checkbox"/>
NO	<input type="checkbox"/>

If NO, please explain which alternative(s) you would include and why?



What Intelligent Transportation Systems (ITS) technology solutions appeal to you for this corridor?

GENERAL COMMENTS:

Return this sheet tonight or mail it to the address below by March 24, 2017

NAME: *Jerald Maine*
 ADDRESS: *607 W Sunnydale Rd Box Elder, SD*
 PHONE # (Optional): *605-484-3067* EMAIL: _____

Questions? Please feel free to contact:

SDDOT Project Manager: Steve Gramm P: (605)773-6641 E: steve.gramm@state.sd.us	Return Comments to: Lyle DeVries, Felsburg Holt & Ullevig 6300 South Syracuse Way, Ste: 600 Centennial, CO 80111 P:(303)721-1440 F:(303)721-0832 E:lyle.devries@fhueng.com
---	---



Interstate 90 Exit 61 to Exit 67 Corridor Study

**March 2017
Public Meeting Summary**

Letters/E-Mail Correspondence



Interstate 90 Exit 61 to Exit 67 Corridor Study

**March 2017
Public Meeting Summary**

Advertisements / Communication

The following display advertisement publicizing the meeting was published on February 15, 2017 and February 24, 2017 in the Rapid City Journal and on February 15, 2017 and February 22, 2017 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: March 6, 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 review the alternative concepts developed and to gather comments on the feasible interchange alternatives for a future replacement of the existing Exit 63 interchange. 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 and alternatives presented. During this time, attendees will also have the opportunity to provide written comments. A short presentation will be given at approximately 6:15 p.m.

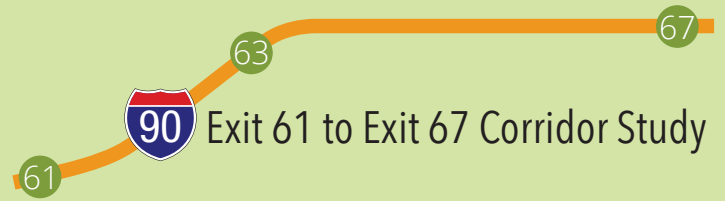
Notice is further given to individuals with disabilities that this public meeting is being held in a physically accessible place. Any individuals with disabilities who will require a reasonable accommodation in order to participate in the public meeting should submit a request to the department's ADA 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.

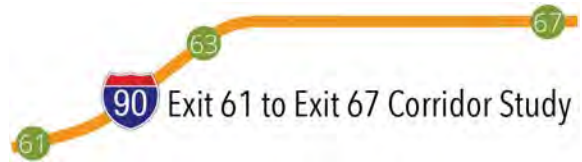
All persons interested in the corridor study are invited to attend this open house meeting to share their views and concerns any time between 6:00 p.m. and 7:30 p.m. Those who cannot make the meeting are invited to visit the webpage: <http://www.i90corridor61to67.com>.

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

Open House | September 2017

Summary



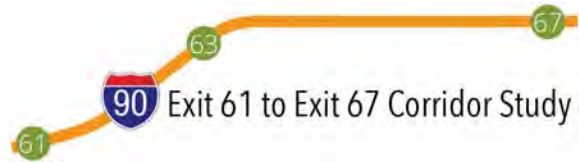


Interstate 90 Exit 61 to Exit 67 Corridor Study

**September 2017
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 #3
September 13, 2017

MEETING OVERVIEW AND COMMENT SUMMARY

Meeting Overview

Date: September 13, 2017, 6:00pm – 7:30pm
 Location: Comfort Suites Crown Ballroom, Rapid City, SD
 Attendance: Approximately 20 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, Power Point presentation and 15 display boards
 Feedback: Six comment sheets

Comments Summary

Comment Sheet Questions:

Do you agree that the Exit 63 alternatives selected by the project team are all appropriate?

Yes	No
5	1

- This exit has needed to be addressed. Thank you!

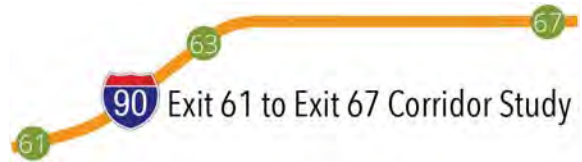
If no, please explain which alternative(s) you would include and why:

- Option 1 is not feasible. Hard impact to the businesses at the interchange and this option would not be at all efficient for traffic flow.

Of the Exit 63 feasible options, do you prefer the interchange location at Westgate Road or at Highway 1416?

Westgate Road Interchange (Alternative 1)	Highway 1416 Interchange (Alternative 4A/4B)
0	6

- Divergent is best

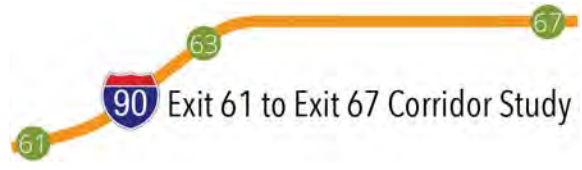


What feasible corridor solutions do you view as the top priorities for future implementation?

- Alternative 4a would be the best option
- I think a high priority be placed on exit 61/Elk Vale due to the multi traffic lanes and closeness of the service road and Chynee Blvd. intersection.
- Business and residential growth and maintenance of current business in conjunction with weather (winter).
- Alternative 4B (diverging diamond)

General Comments:

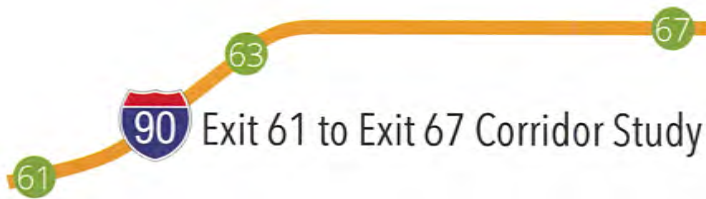
none



Interstate 90 Exit 61 to Exit 67 Corridor Study

**September 2017
Public Meeting Summary**

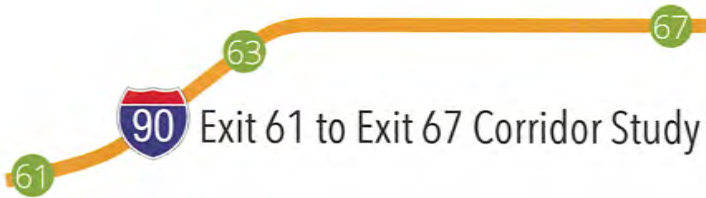
Sign-In Sheets



Sign in

September 13, 2017

Name	Affiliation	Email	Address
Steve Gramm	SDDOT	steve.gramm@state.sd.us	700 E Broadway Ave; Pierre
Bonn + Shylen Mitchell		Rsmitchella@rap.midco.net	1813 Coppendale Dr RC 57705
Ellie Smith	Resident	ellabell5d@rap.midco.net	233 Mockingbird Dr ⁵⁷⁷¹⁵ ₁₃₀₄ Idolo
Bob Kaufman	Box Elder		
MIKE CATCHER	WEST RIVER ELECTRIC	MIKE.CATCHER@WESTRIVER.COOP	
Norris Leone	SDDOT	norris.leone@state.sd.us	7000 E Broadway
Kip Harrington	RCMPCU		
EUGENE MILLER	BOX ELDER		107 GUMBO II 4
Branden Bestgen		branden.bestgen.com	Pied City
Anthony Garcia	Resident	tanddy59@gmail.com	14796 Moonlight Dr, RC
Bob Eben	EAFB	robert.eben@us.af.mil	2125 Scott Drive, EAFB, SD 57766



Sign in

September 13, 2017

Name	Affiliation	Email	Address
Sandra G. Huggmen			214 Douglas Rd Box Elder
Theresa Mellon		thucket68@yahoo.com	6006 Cardinal Dr PE SD
Amanda Schanzenbach +1		Janbm5@msn.com	315 Ruhe Ln BE SD
Mike Carlson		mkmmla.carlson@statisc.wy	
Leonard Iverson		leonard.iverson@USAF.mil	EAFB
Gene Bildeau		gene.bildeau@bhsu.edu	4300 Cheyenne Blvd.
Carl Peter		ANPRO@AOL.COM	14860 MORNING VIEW RC
Dwyle ESTES		dugh @ ESTES LAW FIRM WY	Box 230, R4 SD 5-7709



Interstate 90 Exit 61 to Exit 67 Corridor Study

**September 2017
Public Meeting Summary**

Open House PowerPoint Presentation



I-90 Corridor Exit 61 to Exit 67 Corridor Study

Public Meeting #3

March 6, 2017

BHSU Rapid City Center



Introduction

- Welcome
 - Housekeeping Items
 - Methods of Commenting
 - Comment Card tonight
 - Comment Card later
 - Conversation with project representatives
 - Correspondence after the meeting
 - Comments due by September 29
-



Project Contacts

SDDOT Project Manager:

Steve Gramm, PE

Planning Engineer

Ph: (605)773-6641

steve.gramm@state.sd.us

FHU Project Contacts:

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



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
-

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

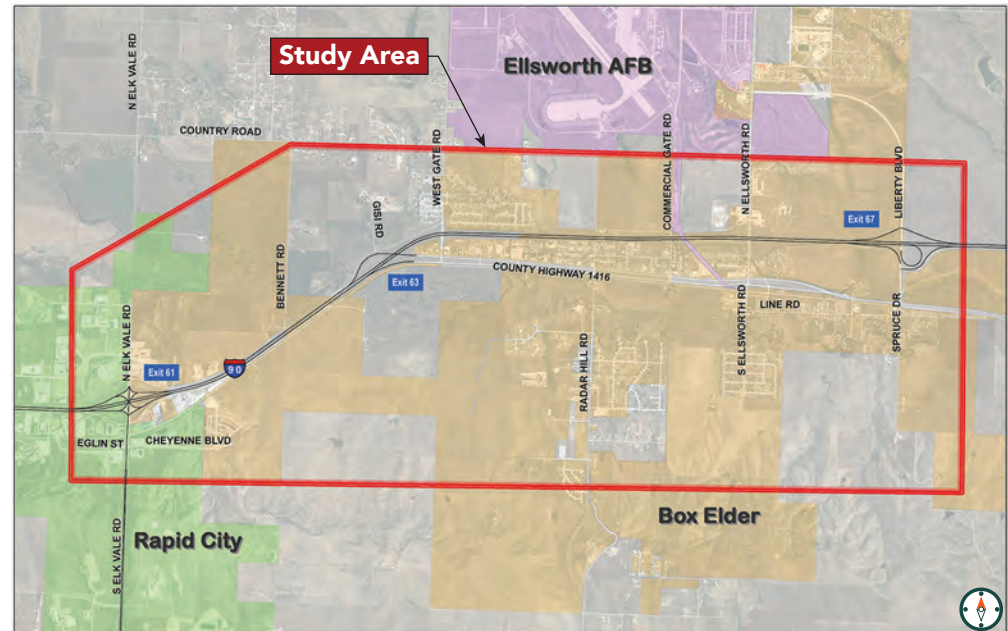
The need for I-90 and the surrounding roadway network to provide acceptable traffic operations and safety now and into the long range future.

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.

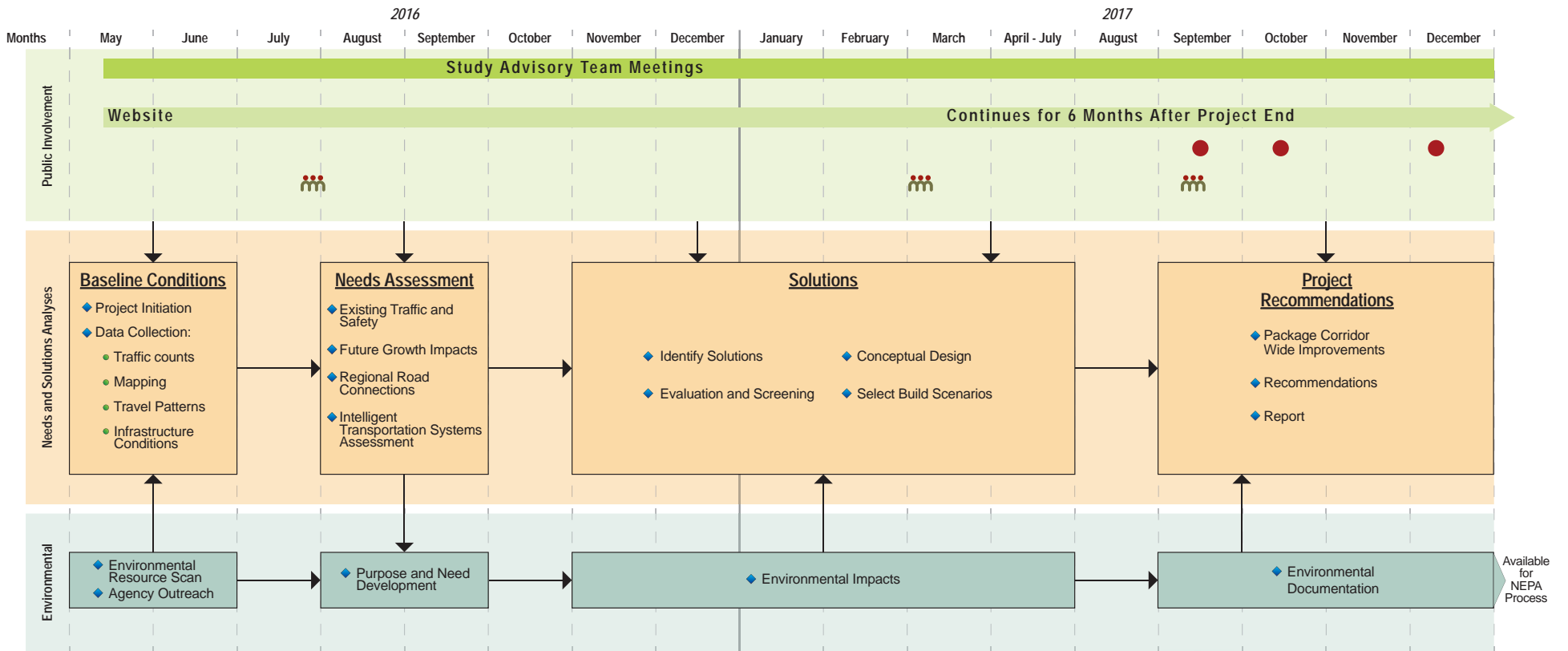




Project Update

- Public Meeting held March 6, 2017 to present project and existing conditions information, input included:
 - Need for east-west connections supporting I-90
 - Favor for new Exit 63 slightly west of current location
 - Maintain business access
 - Project efforts:
 - Further analyses/screening to identify feasible solutions
 - Coordination with Study Advisory Team
 - Now presenting findings to public for review and input
-

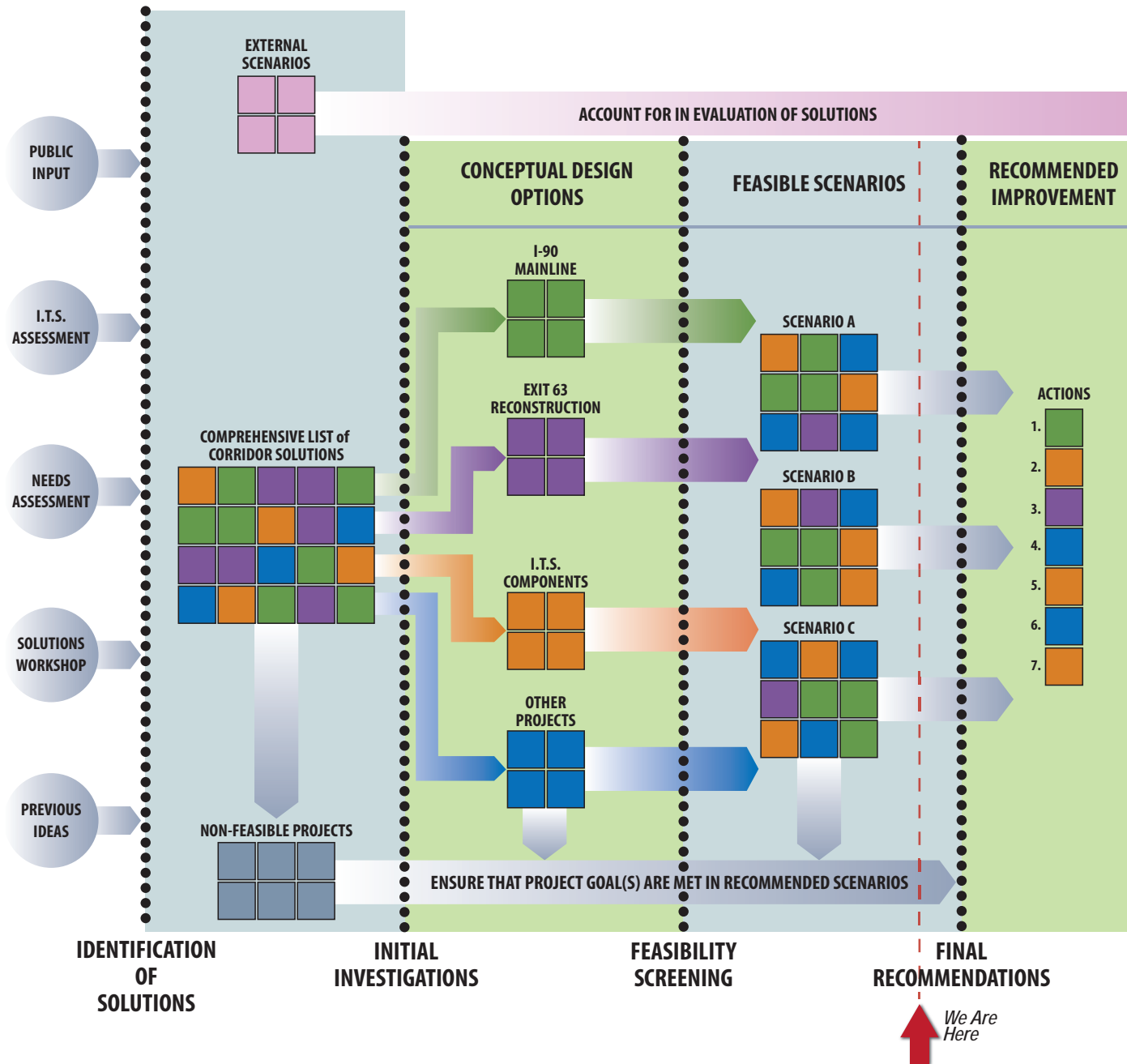
Schedule/Work Plan



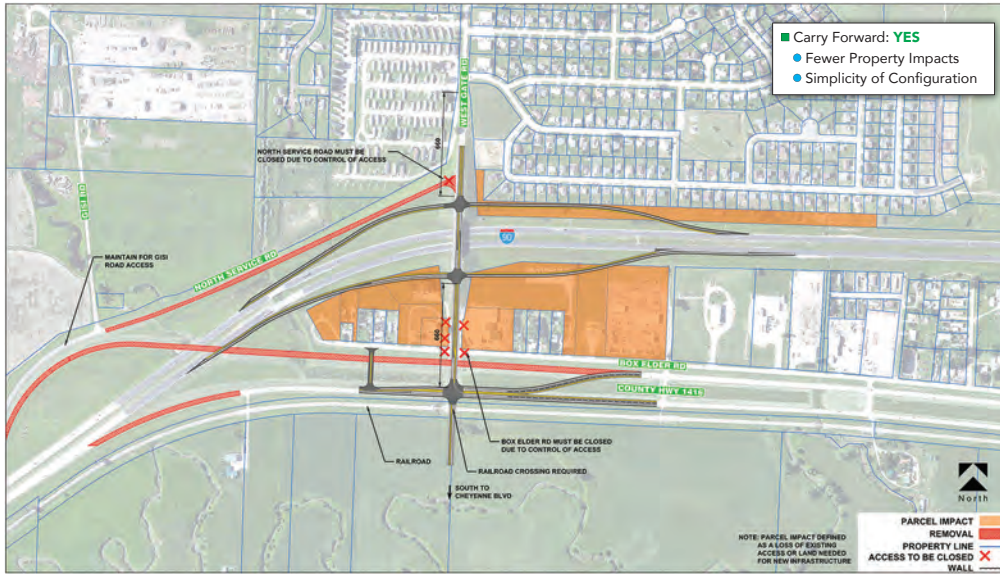
LEGEND  Public Meeting  Rapid City Area MPO Meeting (open to the public)

 **We Are Here**

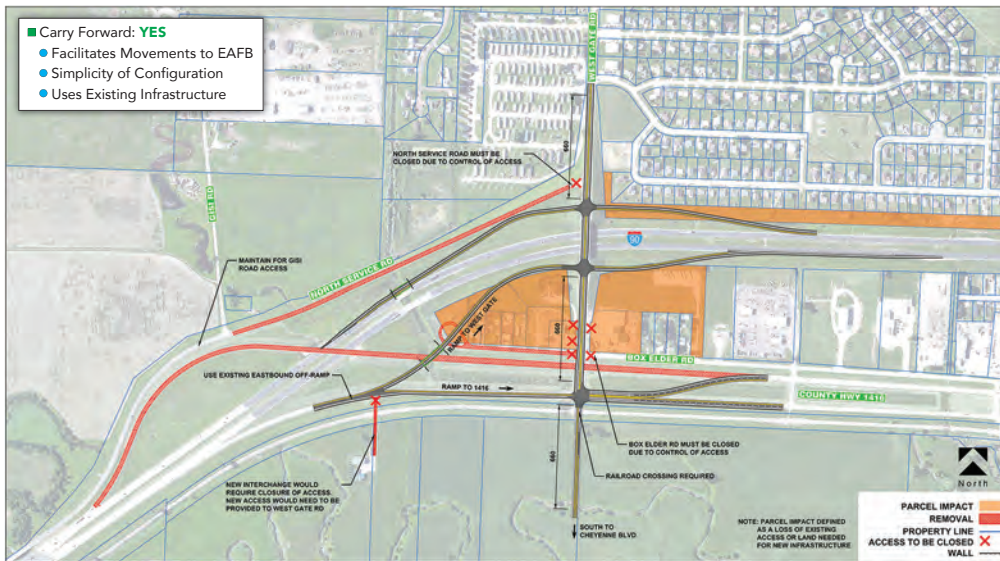
Solutions Process



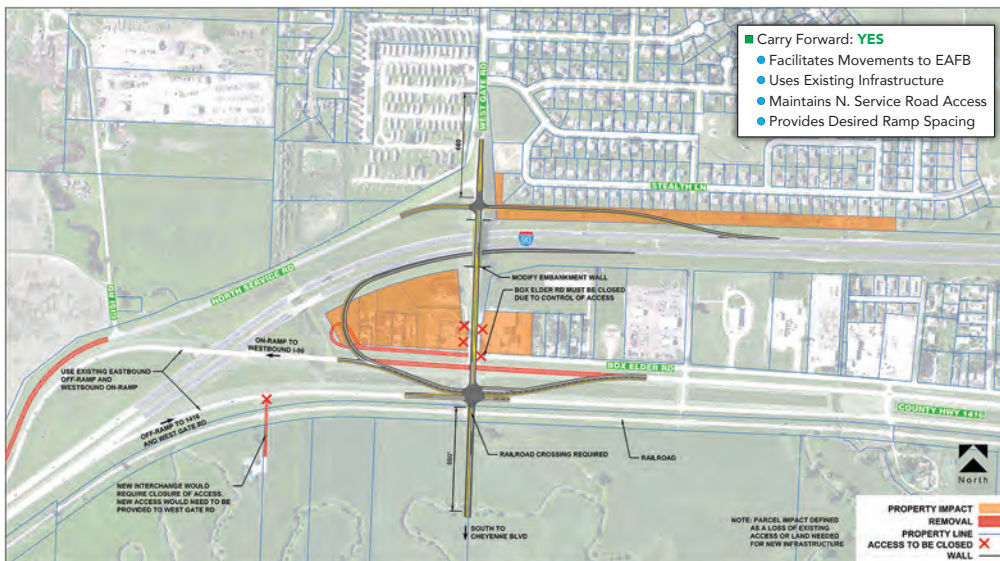
Exit 63 Alternatives Carried Forward for Further Evaluation



I-90 Exit 63
 Alternative 1
 Interchange at
 West Gate

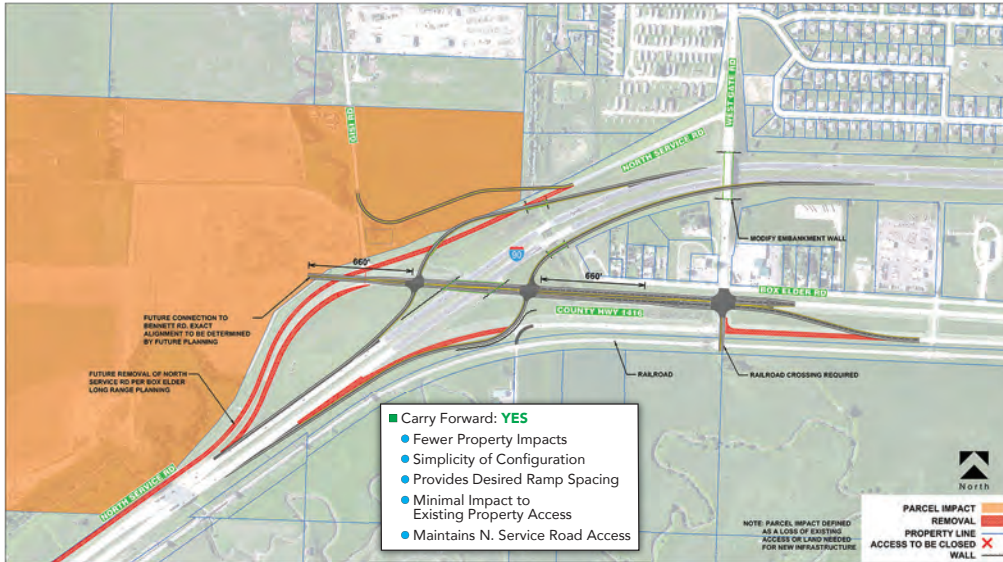


I-90 Exit 63
 Alternative 2
 Interchange at
 West Gate Rd.
 with Direct Access to
 Eastbound 1416

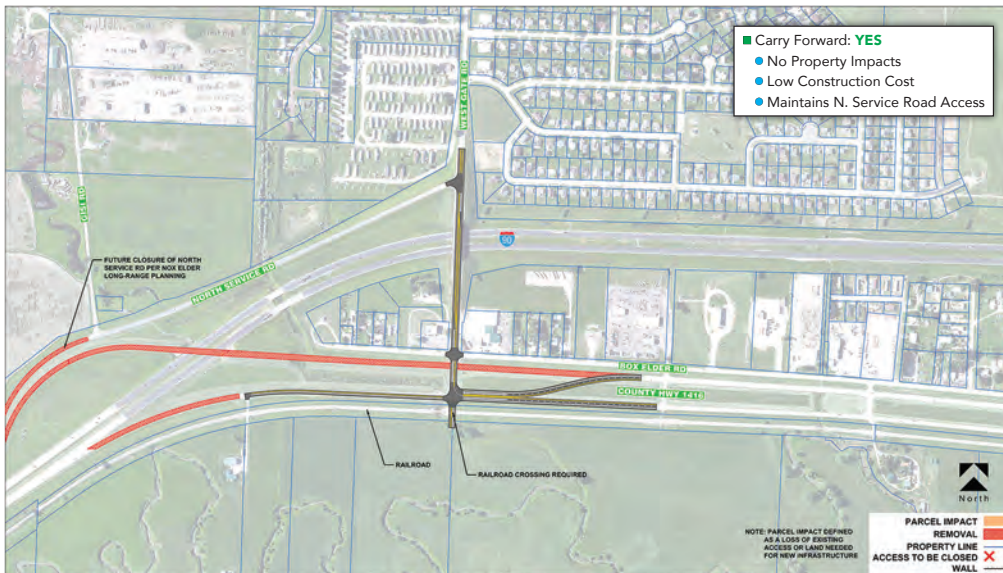


I-90 Exit 63
 Alternative 3
 Interchange at
 West Gate Rd. with
 Existing West Ramps
 and New East Ramps

Exit 63 Alternatives Carried Forward for Further Evaluation



I-90 Exit 63
 Alternative 4
 Diamond Interchange at Highway 1416



I-90 Exit 63
 Alternative 11
 Exit 63 Removal at County Hwy 1416

I-90 Exit 63 Evaluation of Options Carried Forward

EXIT 63 INTERCHANGE RECONSTRUCTION ALTERNATIVES		ADDRESS THE NEED FOR THE PROJECT	ENVIRONMENTAL IMPACTS	PRIVATE PROPERTY AND ROW IMPACTS	FACILITATES MOVEMENTS TO AND FROM EAFB	CONSTRUCT-ABILITY	CONSTRUCTION COSTS	CONNECTIVITY WITH EXISTING ROAD NETWORK	DRIVER EXPECTANCY	DESIGN CRITERIA	CONTROL OF ACCESS	PUBLIC COMMENT	CARRY FORWARD?
#	NAME & LOCATION	1	2	3	4	5	6	7	8	9	10	11	
	NO ACTION	↓	NOT SCORED - DOES NOT MEET PURPOSE AND NEED										●
1	WESTGATE DIAMOND	↑	→	→	↘	↑	↘	→	↑	↘	↘	↘	●
2	WESTGATE DIAMOND WITH DIRECT ACCESS TO EAFB	↑	↓	↓	↘	→	↘	→	↘	↘	↓	→	●
3	WESTGATE WITH LOOP RAMP	↑	↓	↘	↑	→	→	↘	↓	→	↘	→	●
4	HIGHWAY 1416 DIAMOND	↑	→	↑	→	↓	↓	↑	↑	↑	↑	↑	●
11	REMOVE EXIT 63	↘	↑	↘	↓	↘	↑	↓	↘	↓	↑	↓	●

Best utilizes existing infrastructure

Easiest to construct

Best meets driver expectancy

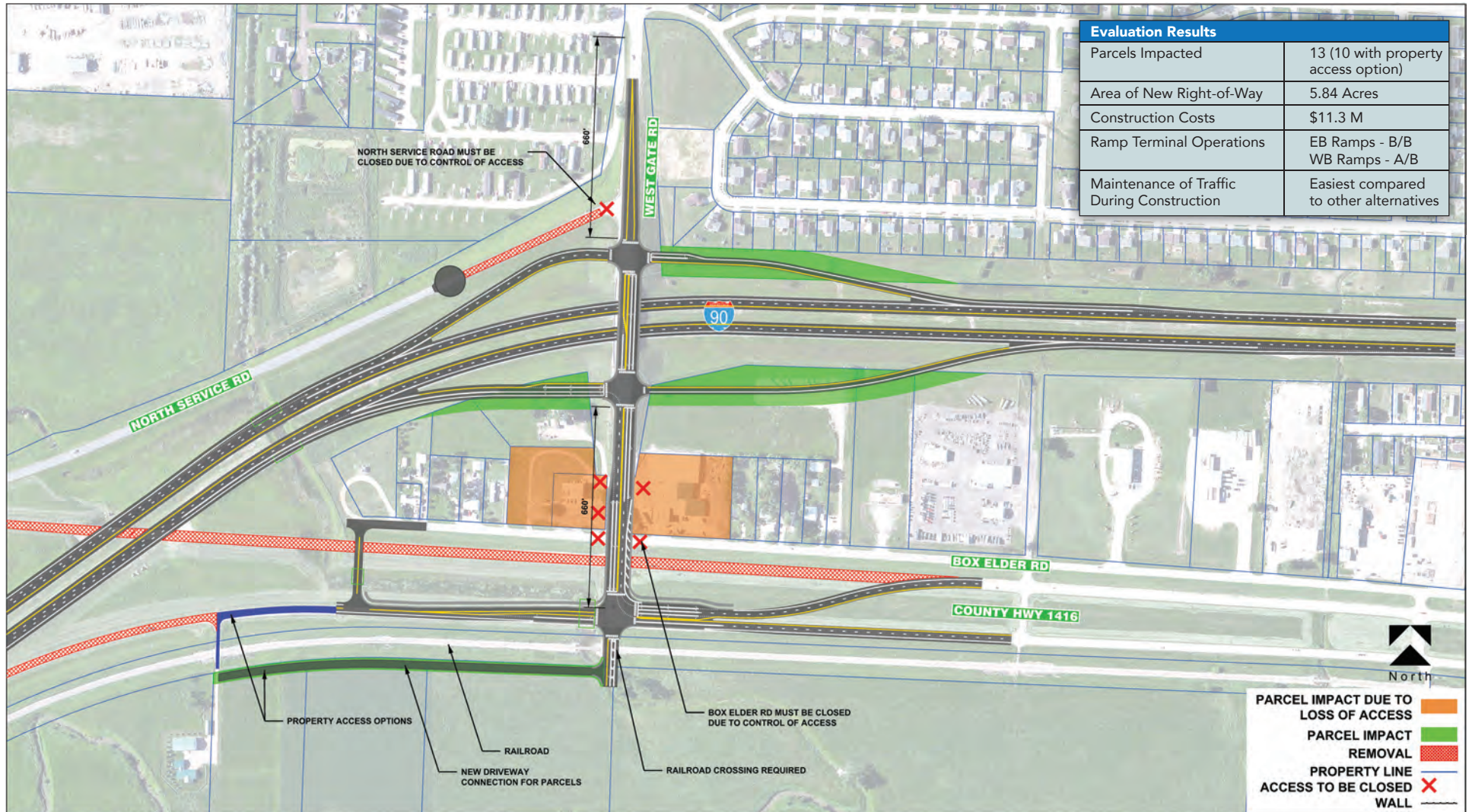
Alternatives have most impacts on private property

Control of access cannot be achieved

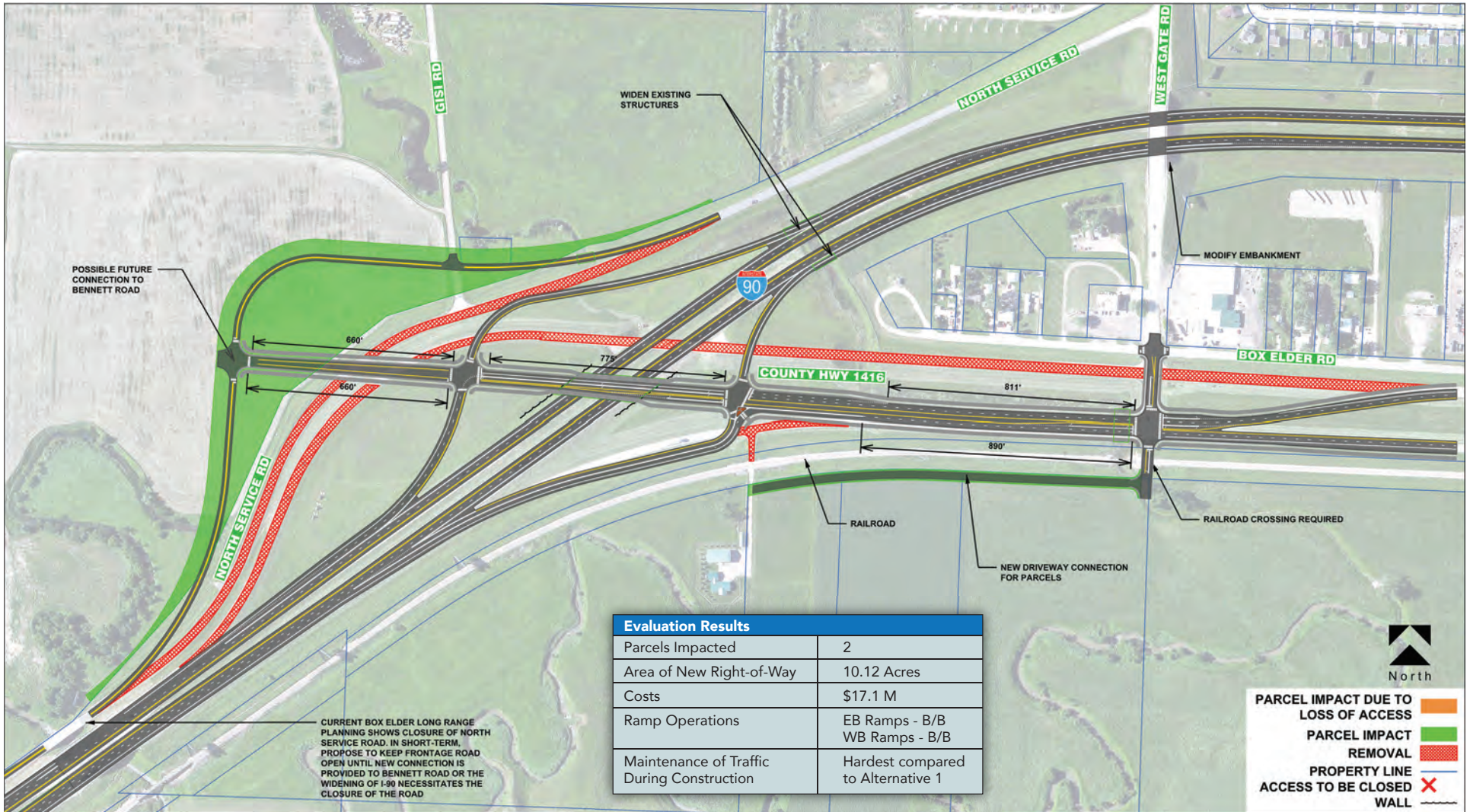
Lowest driver expectancy

LEGEND	
↓	Point Value = 0 <i>Least meets criterion</i>
↘	Point Value = 1
→	Point Value = 2
↗	Point Value = 3
↑	Point Value = 4 <i>Best meets criterion</i>

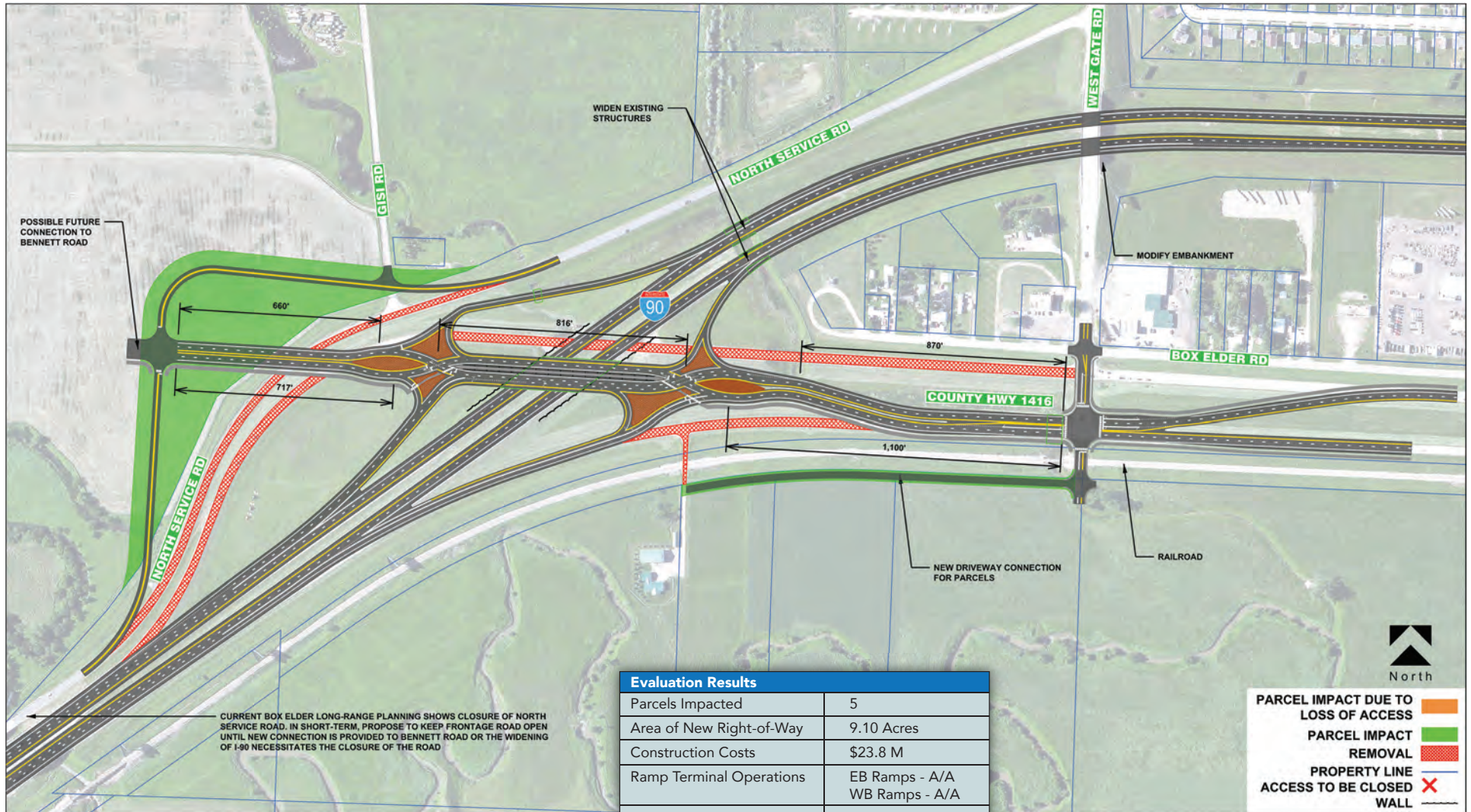
Feasible Option 1 - Westgate Diamond

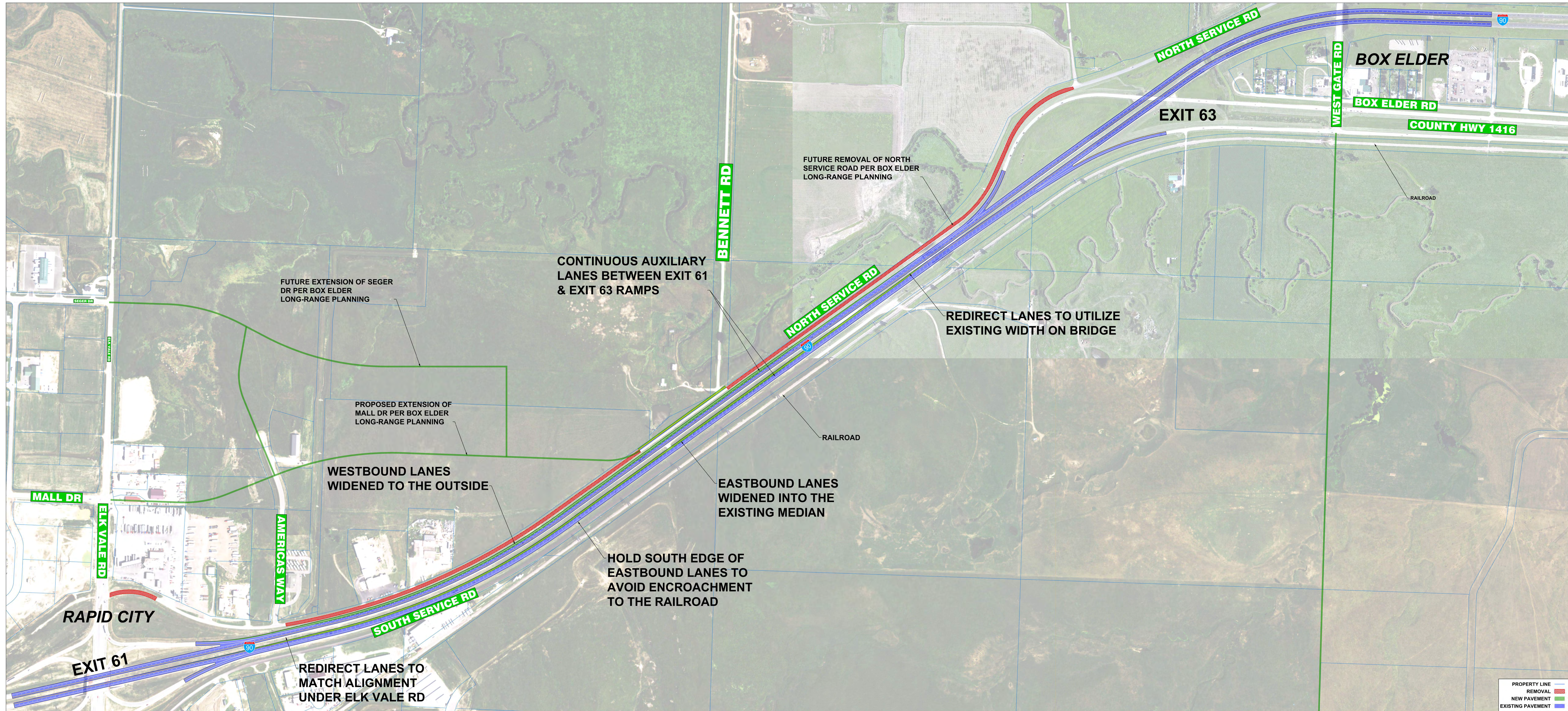


Feasible Option 4a - Highway 1416 Diamond



Feasible Option 4b - Highway 1416 Diverging Diamond Interchange (DDI)

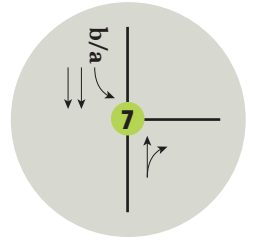
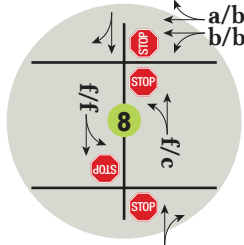
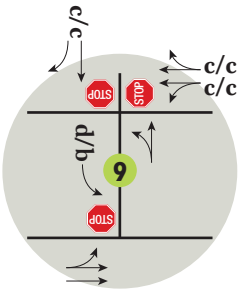
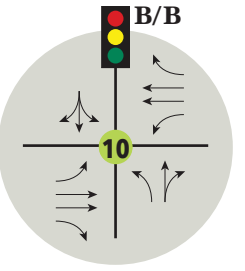
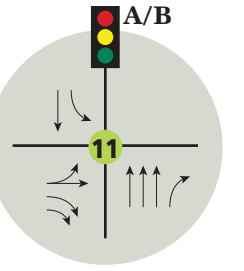
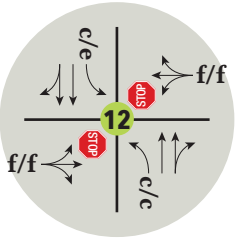
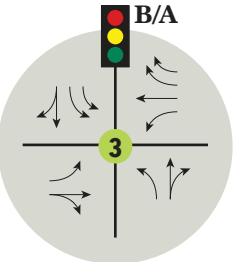
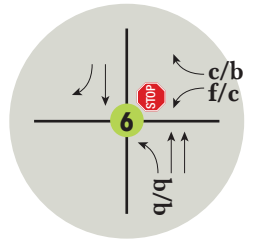
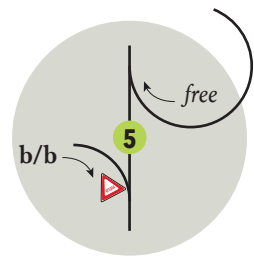
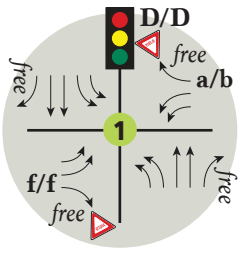
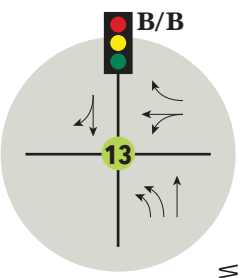
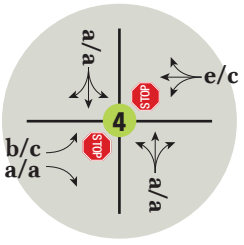
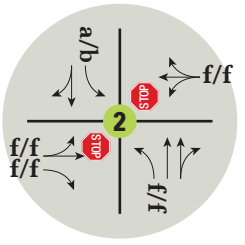
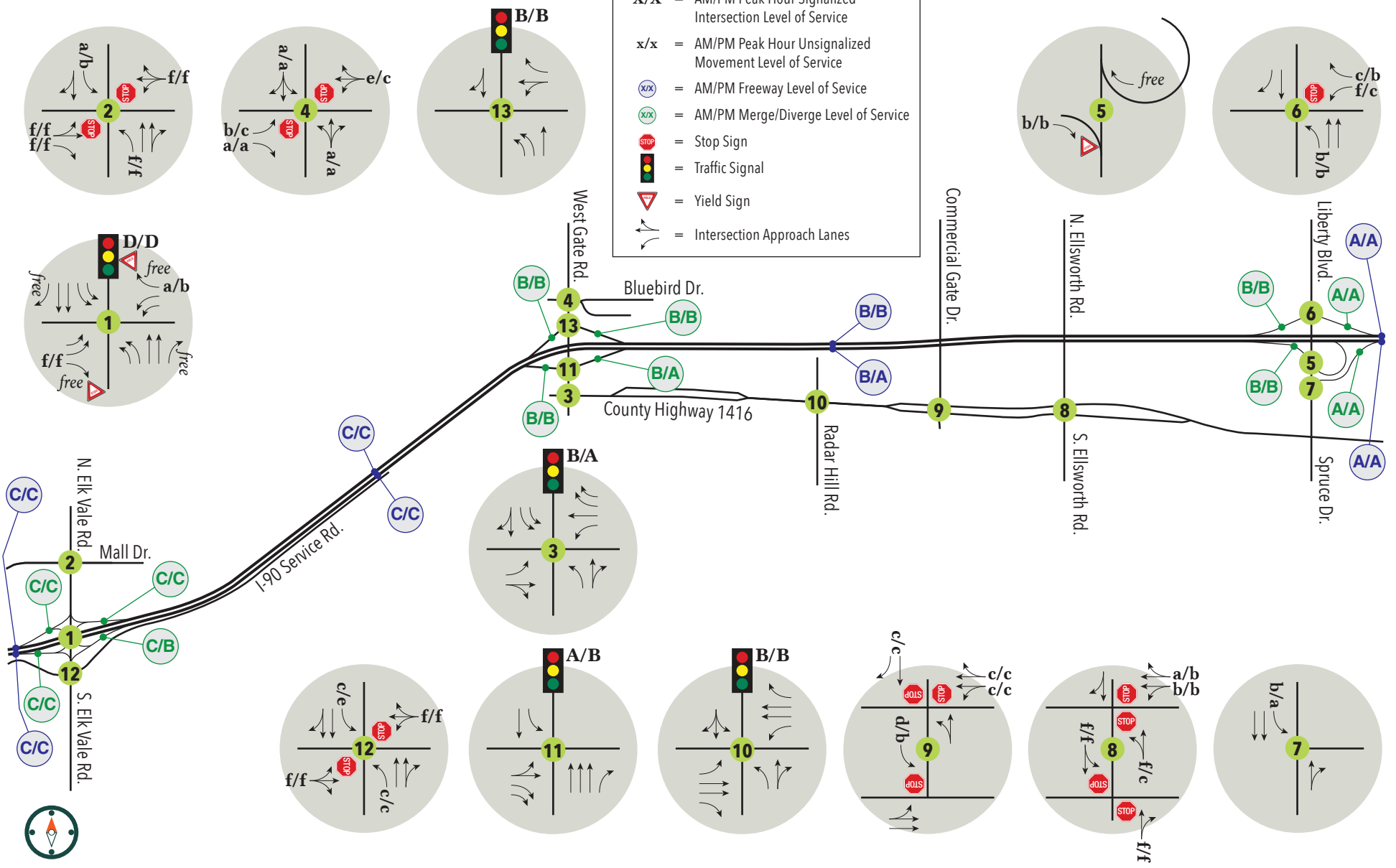




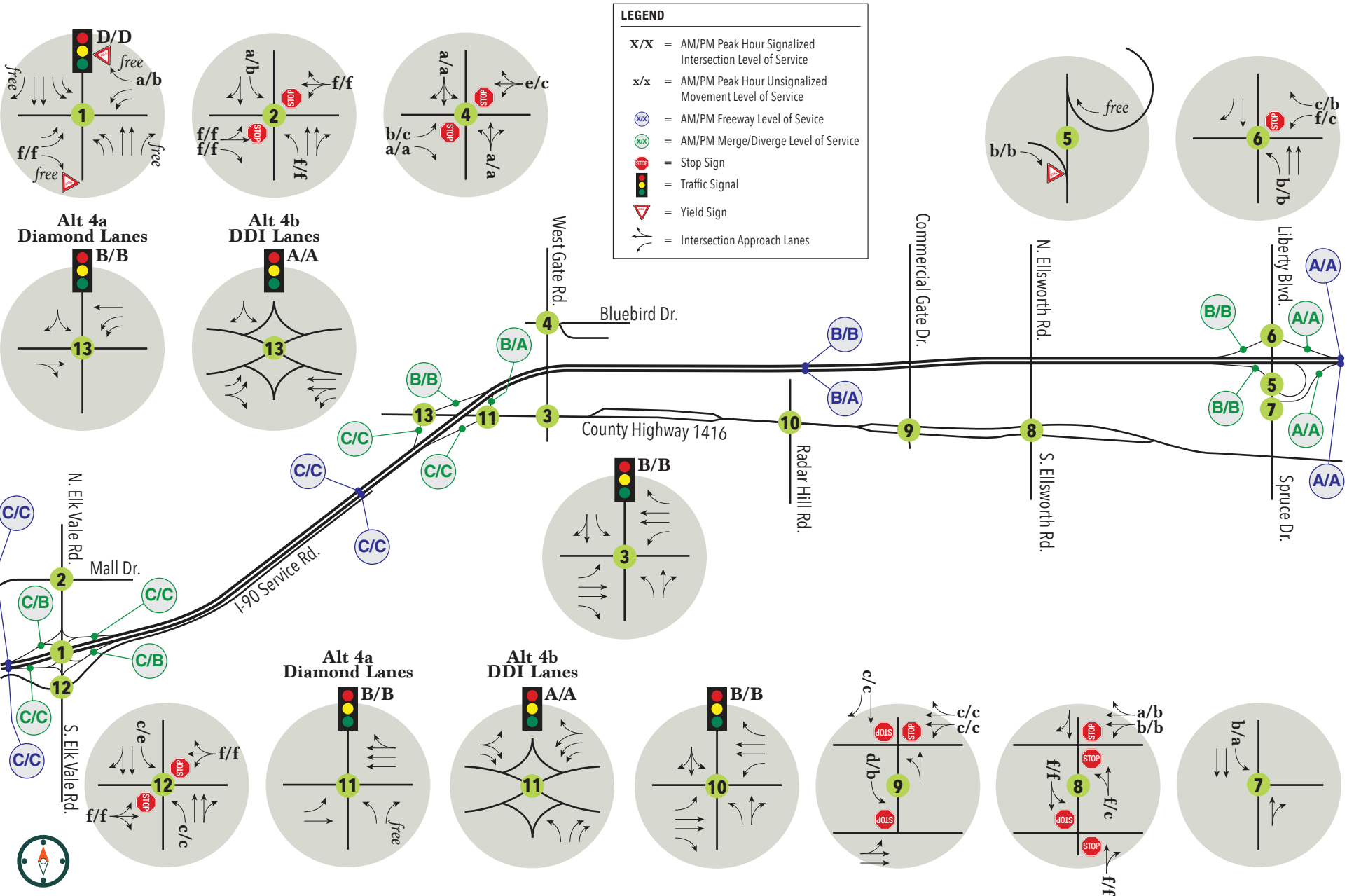
Alternative 1 2045 Projected Traffic Conditions

LEGEND

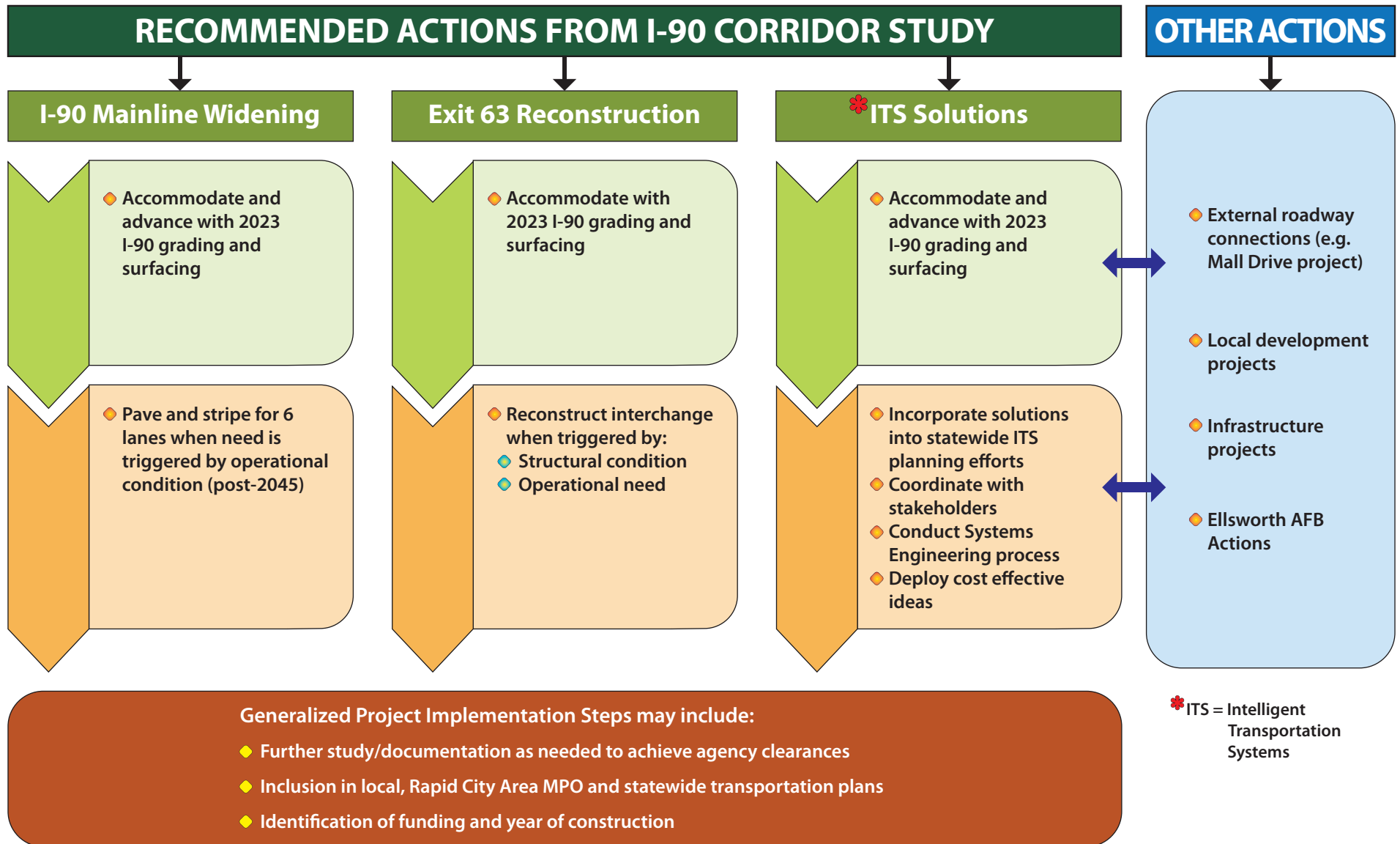
- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x = AM/PM Peak Hour Unsignalized Movement Level of Service
- xxx = AM/PM Freeway Level of Service
- xxx = AM/PM Merge/Diverge Level of Service
- STOP = Stop Sign
- 🚦 = Traffic Signal
- 🚧 = Yield Sign
- ↔ = Intersection Approach Lanes



Alternatives 4a and 4b 2045 Projected Traffic Conditions



Study Area Project Implementation





Next Steps

- Update Rapid City Area MPO Committees 9/14
- Incorporate public and MPO input
- Formulate final recommendations
- Develop draft and final reports

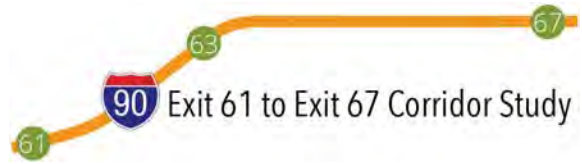
Ongoing input appreciated!

- Visit the project website at www.i90corridor61to67.com
 - Contact the project team
 - Fill out a comment card



I-90 Corridor Exit 61 to Exit 67 Corridor Study

OPEN HOUSE PORTION



Interstate 90 Exit 61 to Exit 67 Corridor Study

**September 2017
Public Meeting Summary**

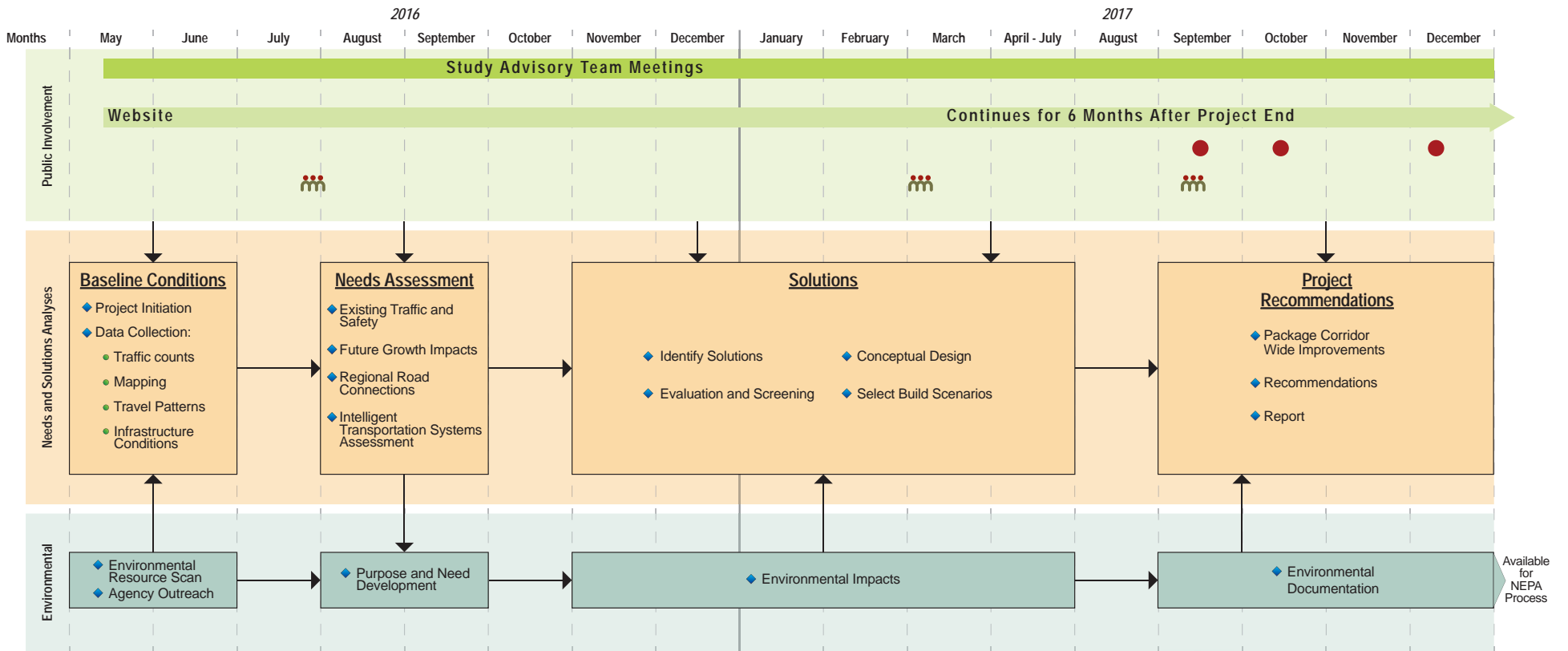
Open House Exhibits

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

Schedule/Work Plan



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

 **We Are Here**

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

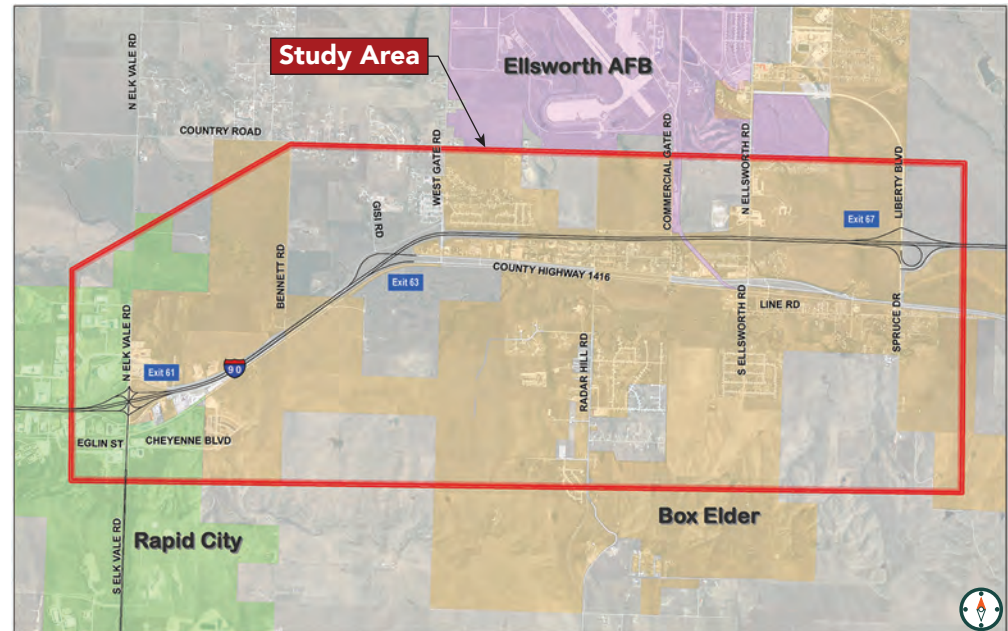
The need for I-90 and the surrounding roadway network to provide acceptable traffic operations and safety now and into the long range future.

Traffic counts, forecasts and analyses may support:

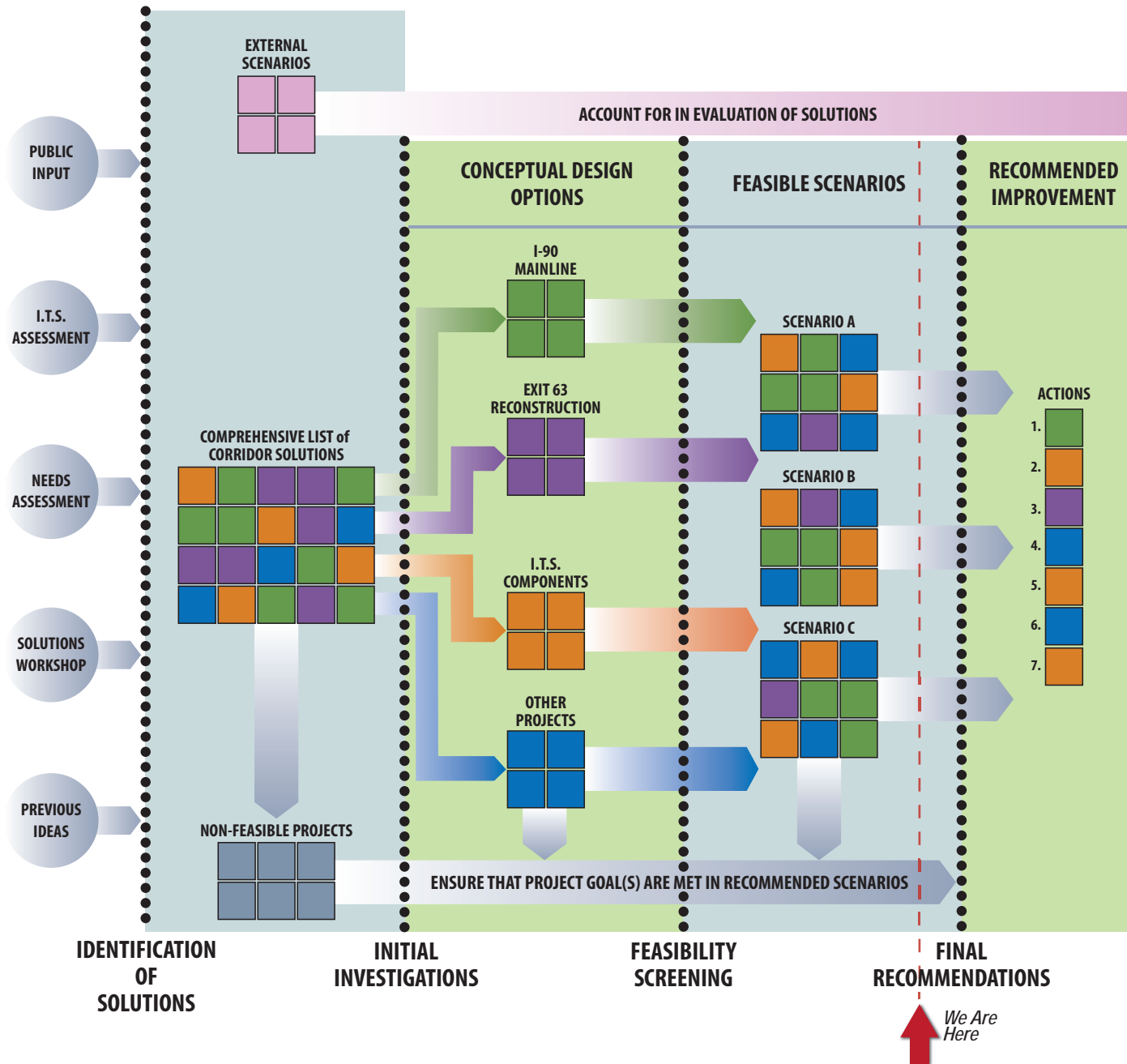
- The need for an additional travel lane along I-90 for all or part of the study corridor
- The need for particular regional roadway network improvements to accommodate vehicle-trips and support I-90
- The need for other multimodal mobility enhancements

2. Interchange Access

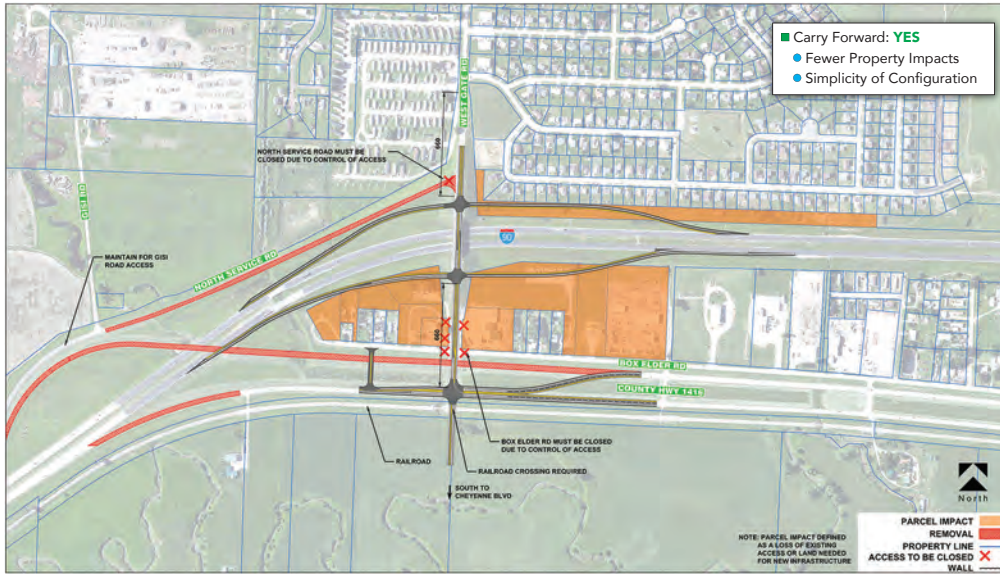
The current half movement interchange provides only for movements to and from the west, not in compliance with current Federal Highway Administration (FHWA) policy requiring that service interchanges provide for all movements. The study will investigate options to bring Exit 63 into compliance with FHWA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



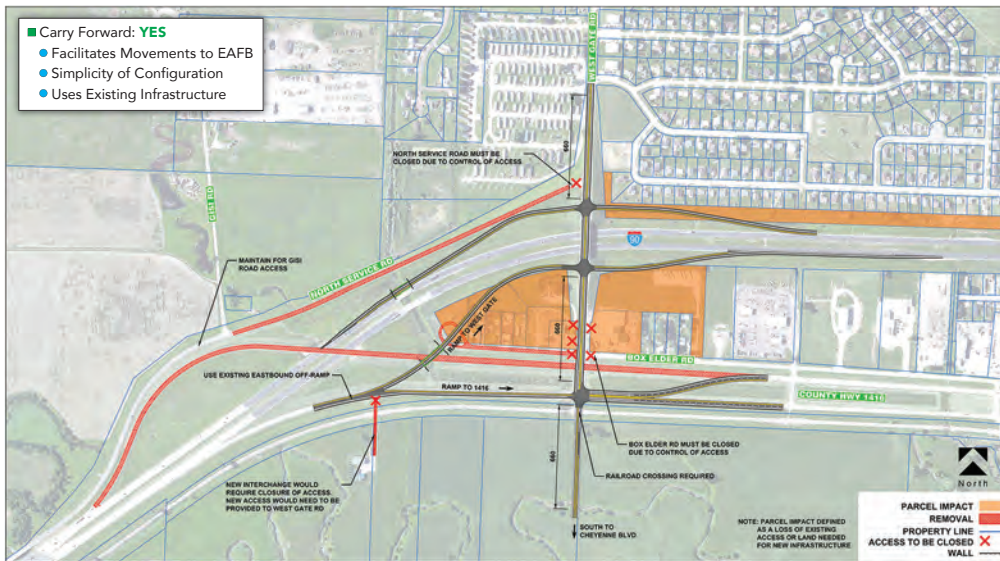
Solutions Process



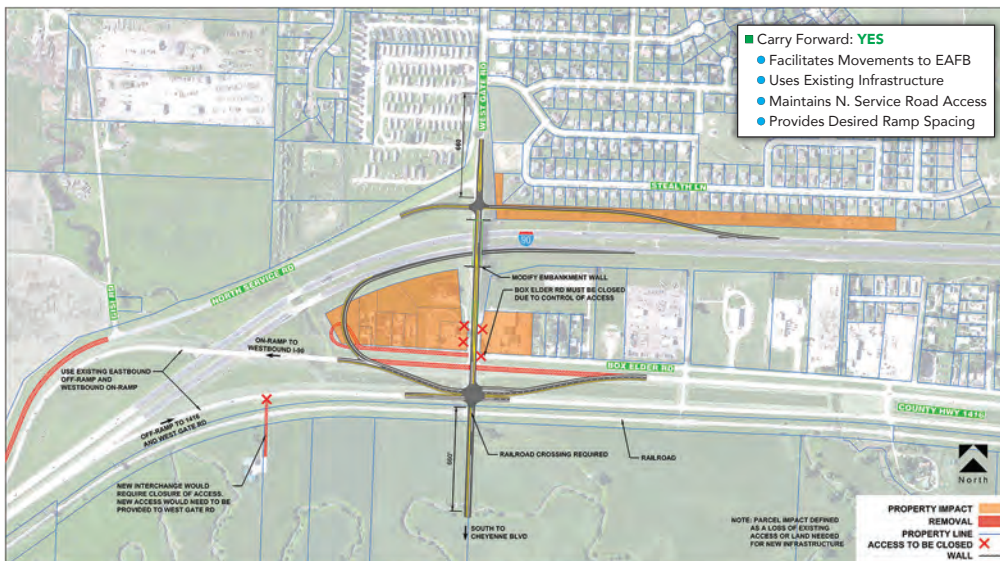
Exit 63 Alternatives Carried Forward for Further Evaluation



I-90 Exit 63
 Alternative 1
 Interchange at
 West Gate

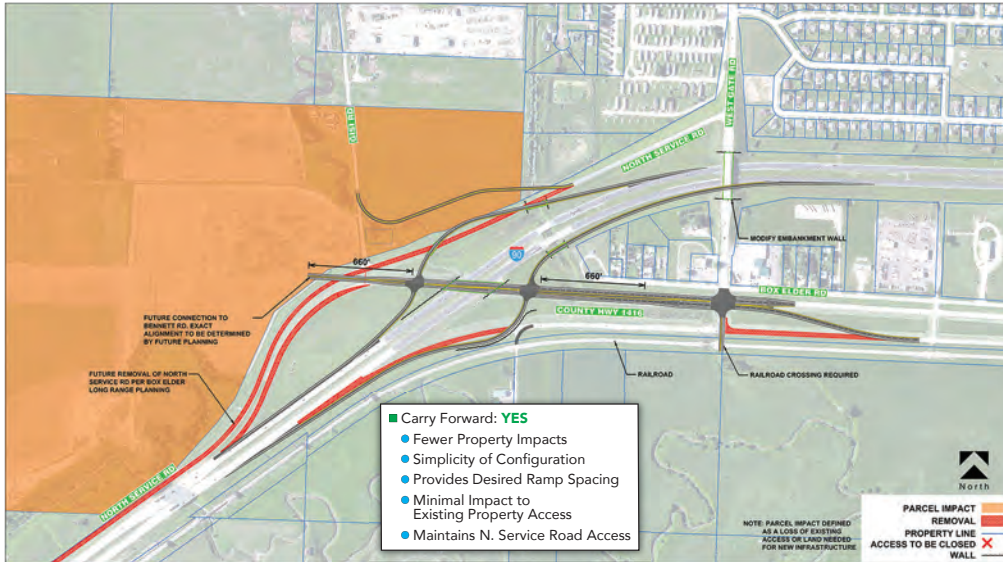


I-90 Exit 63
 Alternative 2
 Interchange at
 West Gate Rd.
 with Direct Access to
 Eastbound 1416

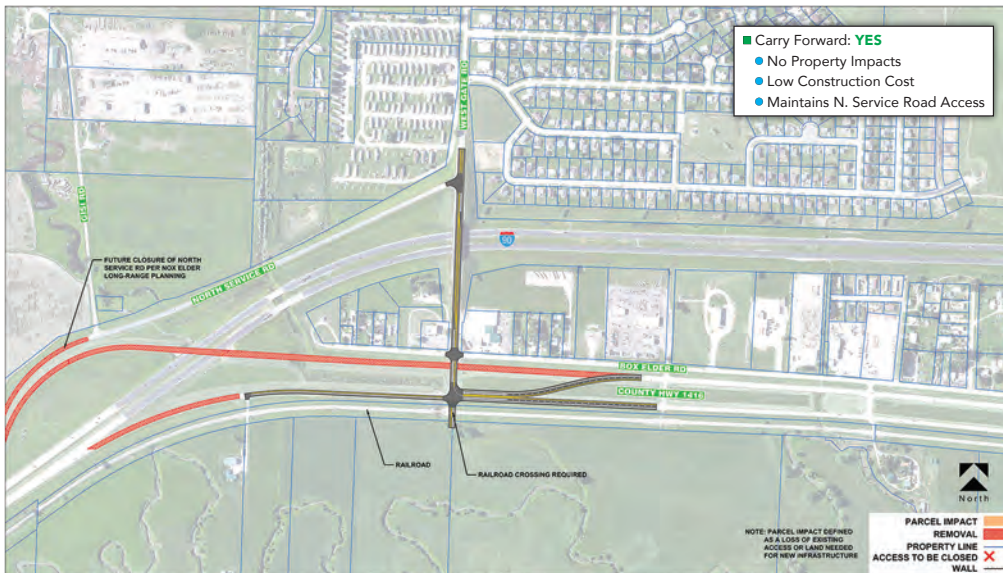


I-90 Exit 63
 Alternative 3
 Interchange at
 West Gate Rd. with
 Existing West Ramps
 and New East Ramps

Exit 63 Alternatives Carried Forward for Further Evaluation



I-90 Exit 63
 Alternative 4
 Diamond Interchange at Highway 1416



I-90 Exit 63
 Alternative 11
 Exit 63 Removal at County Hwy 1416

I-90 Exit 63 Evaluation of Options Carried Forward

EXIT 63 INTERCHANGE RECONSTRUCTION ALTERNATIVES		ADDRESS THE NEED FOR THE PROJECT	ENVIRONMENTAL IMPACTS	PRIVATE PROPERTY AND ROW IMPACTS	FACILITATES MOVEMENTS TO AND FROM EAFB	CONSTRUCT-ABILITY	CONSTRUCTION COSTS	CONNECTIVITY WITH EXISTING ROAD NETWORK	DRIVER EXPECTANCY	DESIGN CRITERIA	CONTROL OF ACCESS	PUBLIC COMMENT	CARRY FORWARD?
#	NAME & LOCATION	1	2	3	4	5	6	7	8	9	10	11	
	NO ACTION	↓	NOT SCORED - DOES NOT MEET PURPOSE AND NEED										●
1	WESTGATE DIAMOND	↑	→	→	↘	↑	↘	→	↑	↘	↘	↘	●
2	WESTGATE DIAMOND WITH DIRECT ACCESS TO EAFB	↑	↓	↓	↘	→	↘	→	↘	↘	↓	→	●
3	WESTGATE WITH LOOP RAMP	↑	↓	↘	↑	→	→	↘	↓	→	↘	→	●
4	HIGHWAY 1416 DIAMOND	↑	→	↑	→	↓	↓	↑	↑	↑	↑	↑	●
11	REMOVE EXIT 63	↘	↑	↘	↓	↘	↑	↓	↘	↓	↑	↓	●

Best utilizes existing infrastructure

Easiest to construct

Best meets driver expectancy

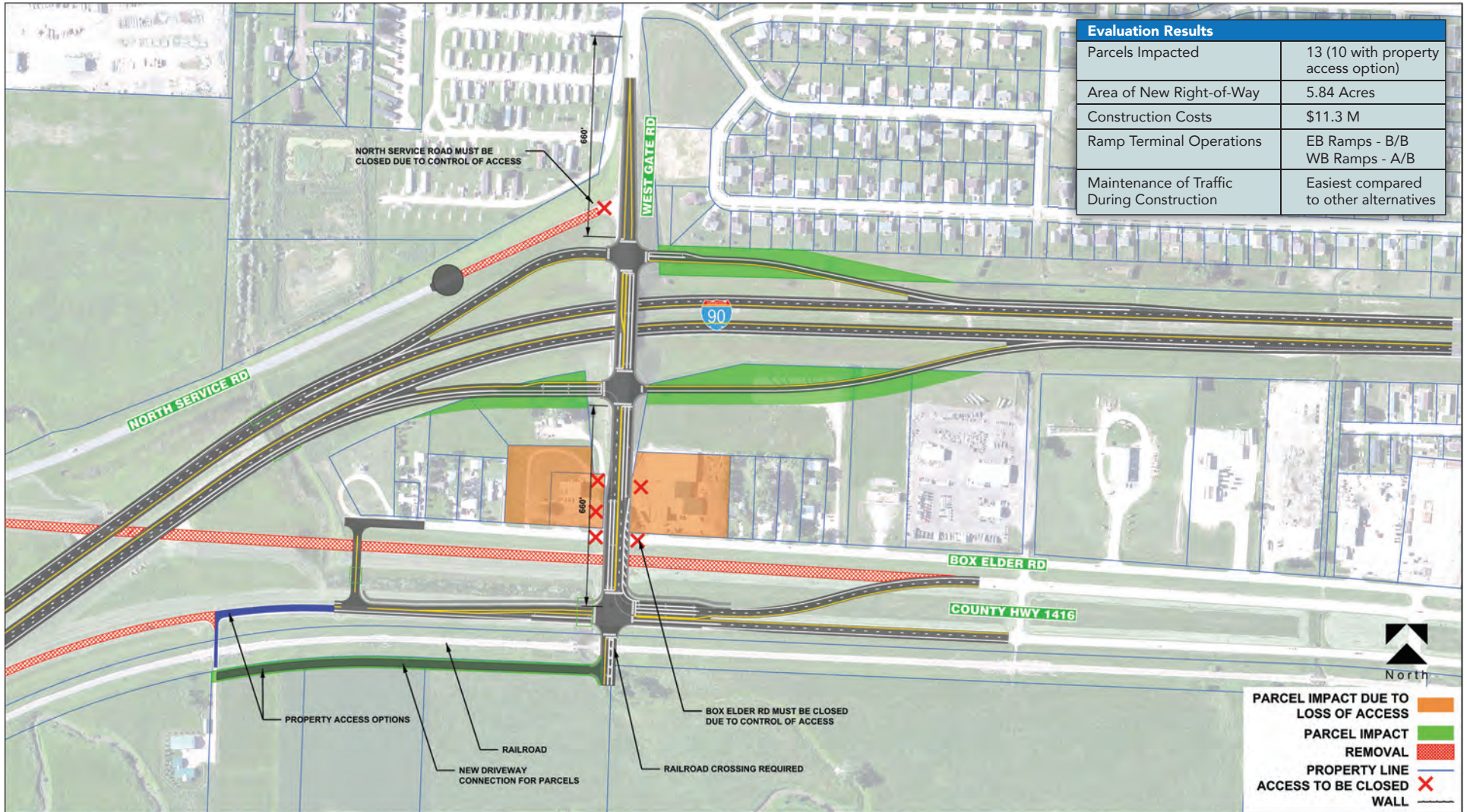
Alternatives have most impacts on private property

Control of access cannot be achieved

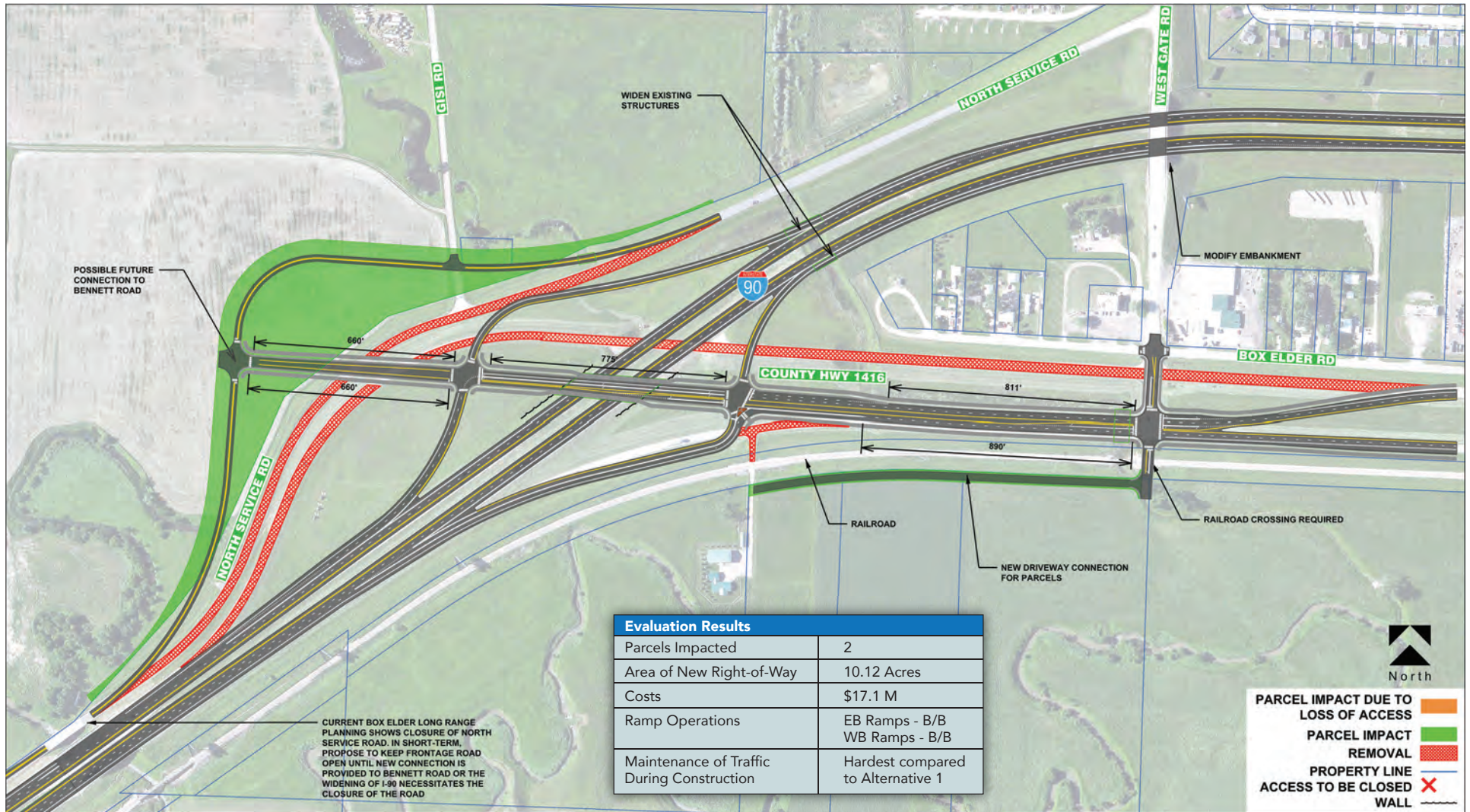
Lowest driver expectancy

LEGEND	
↓	Point Value = 0 <i>Least meets criterion</i>
↘	Point Value = 1
→	Point Value = 2
↗	Point Value = 3
↑	Point Value = 4 <i>Best meets criterion</i>

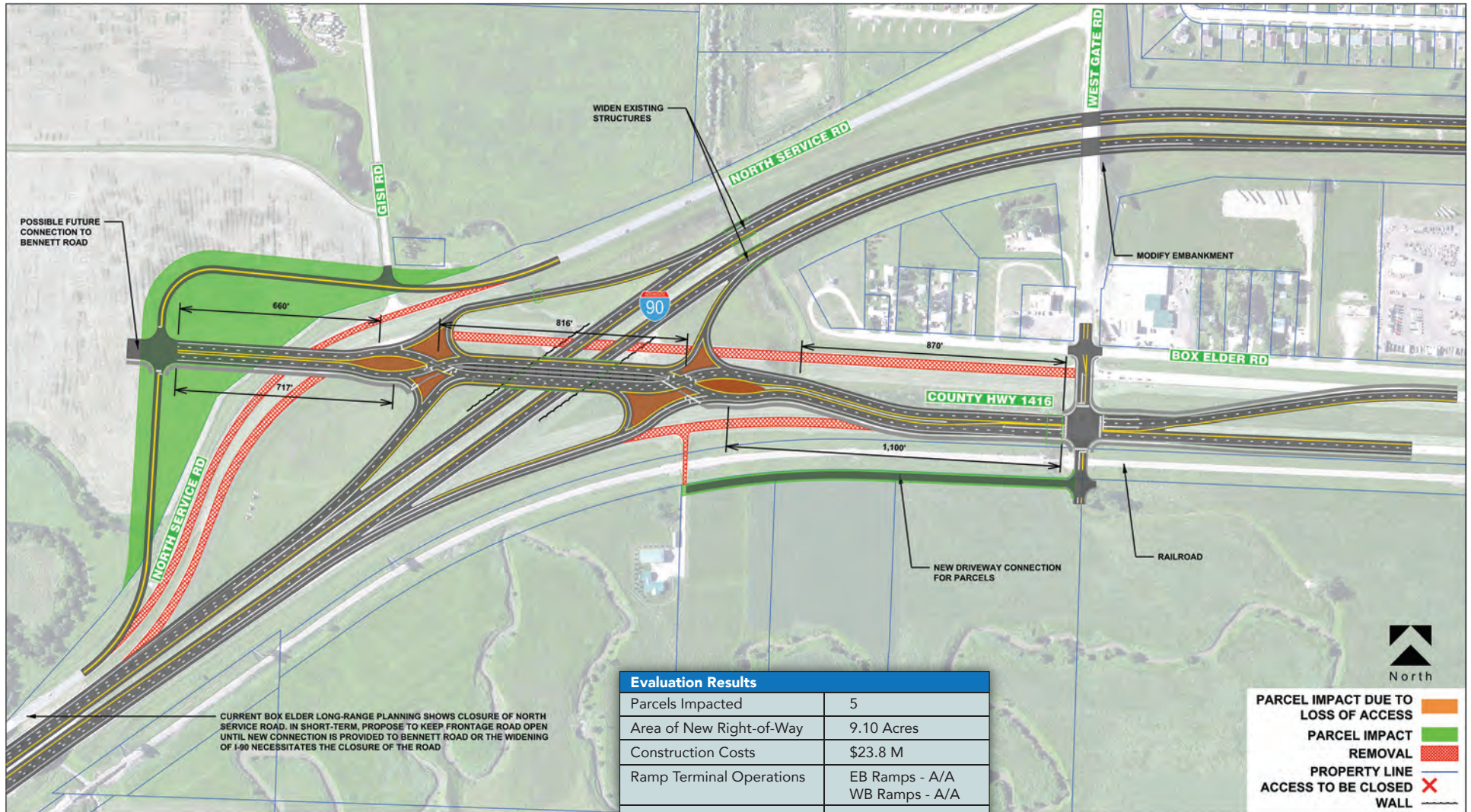
Feasible Option 1 - Westgate Diamond



Feasible Option 4a - Highway 1416 Diamond



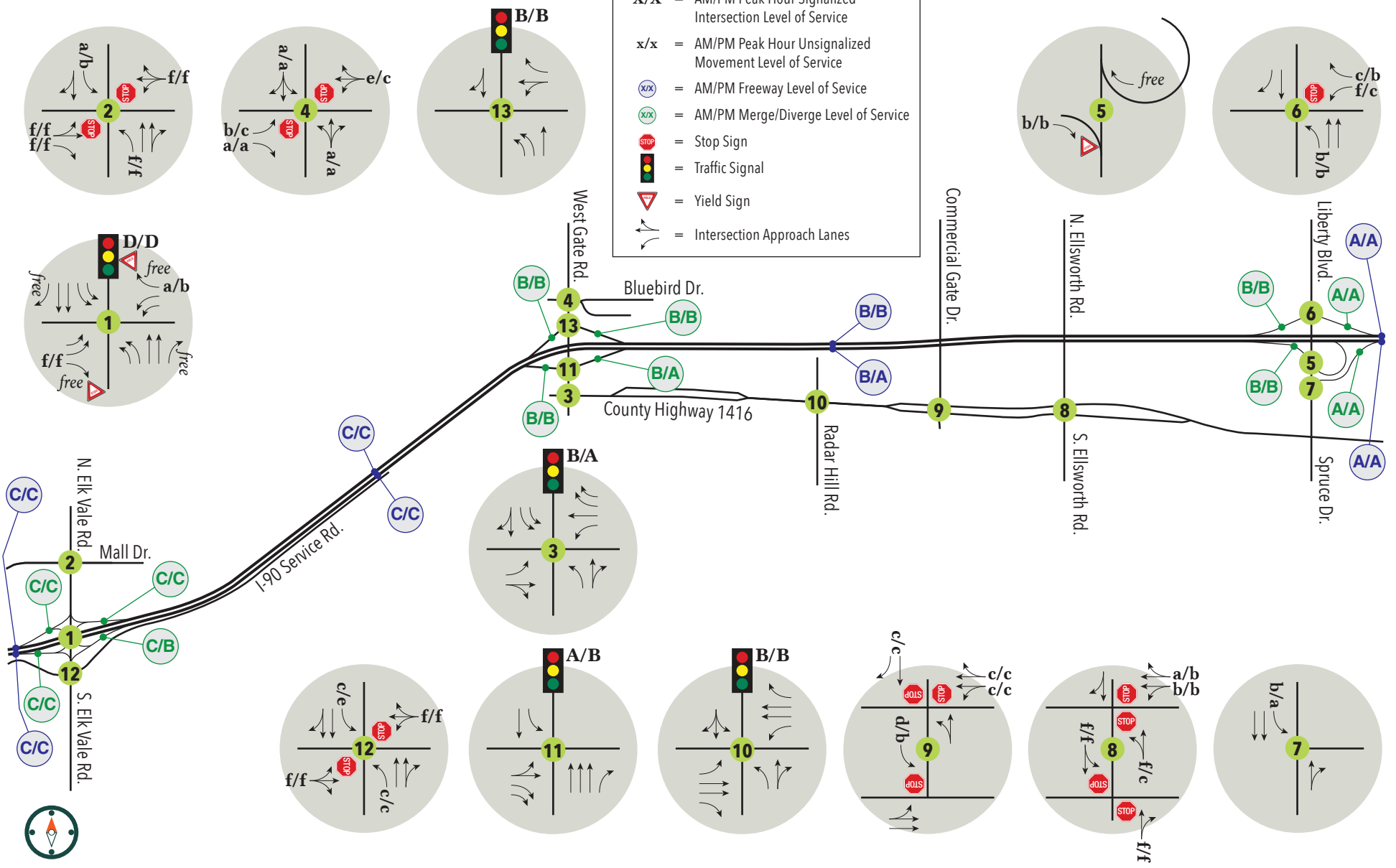
Feasible Option 4b - Highway 1416 Diverging Diamond Interchange (DDI)



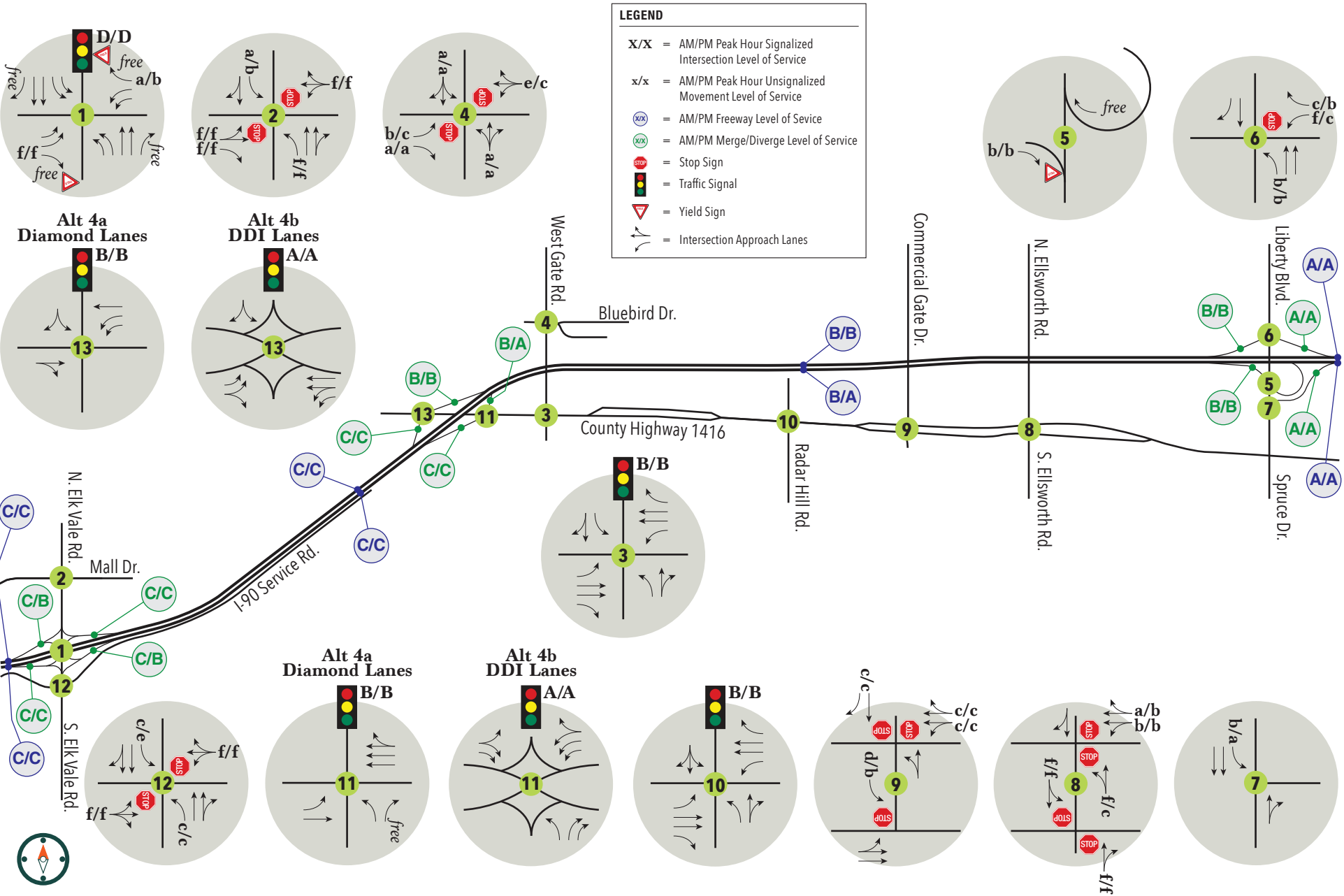
Alternative 1 2045 Projected Traffic Conditions

LEGEND

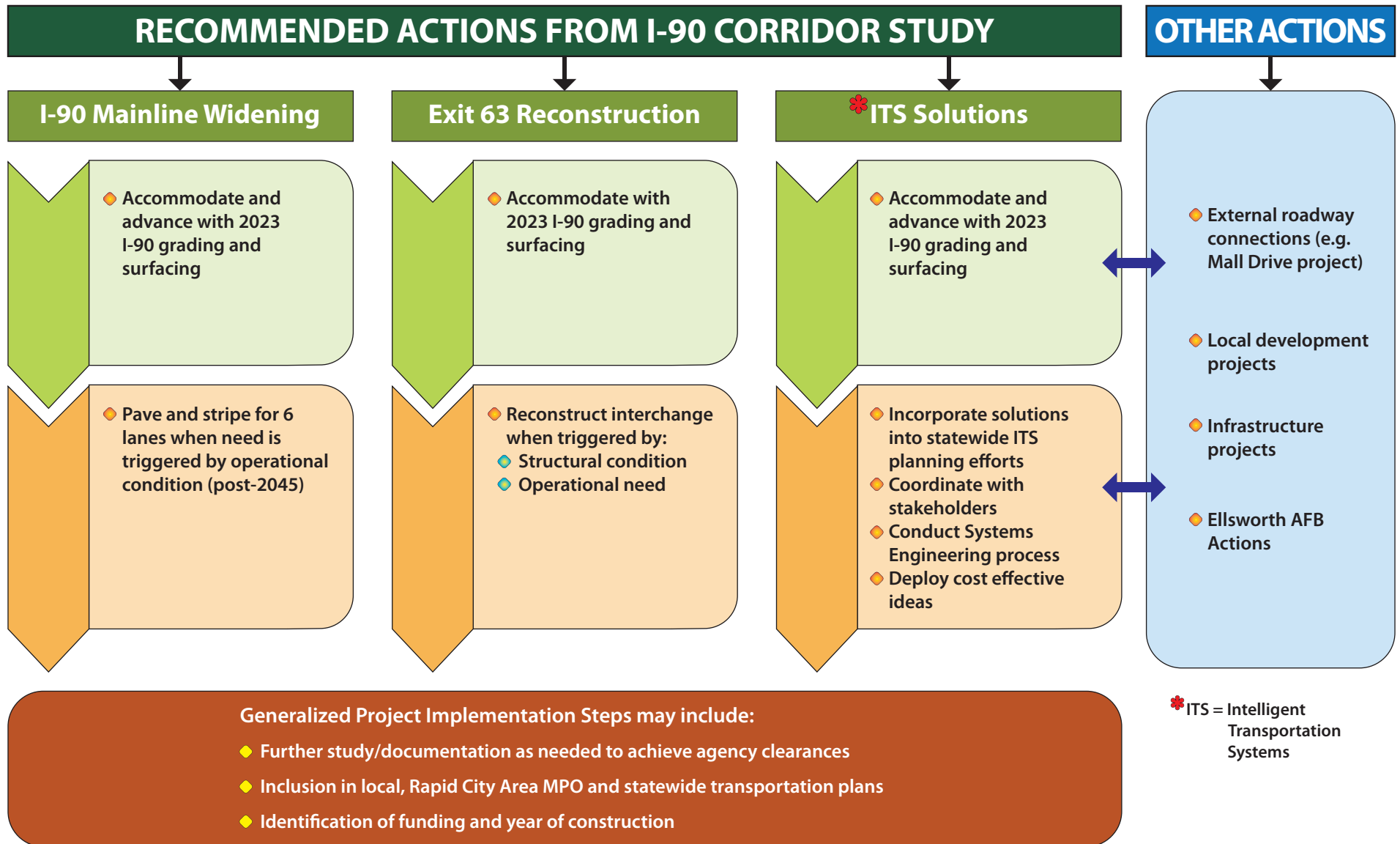
- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x = AM/PM Peak Hour Unsignalized Movement Level of Service
- xxx = AM/PM Freeway Level of Service
- xxx = AM/PM Merge/Diverge Level of Service
- STOP = Stop Sign
- 🚦 = Traffic Signal
- 🚧 = Yield Sign
- ↔ = Intersection Approach Lanes

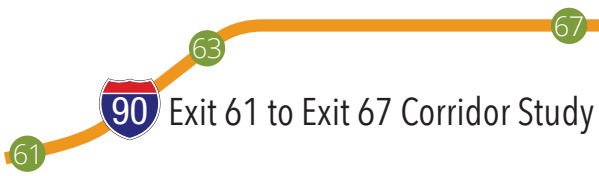


Alternatives 4a and 4b 2045 Projected Traffic Conditions



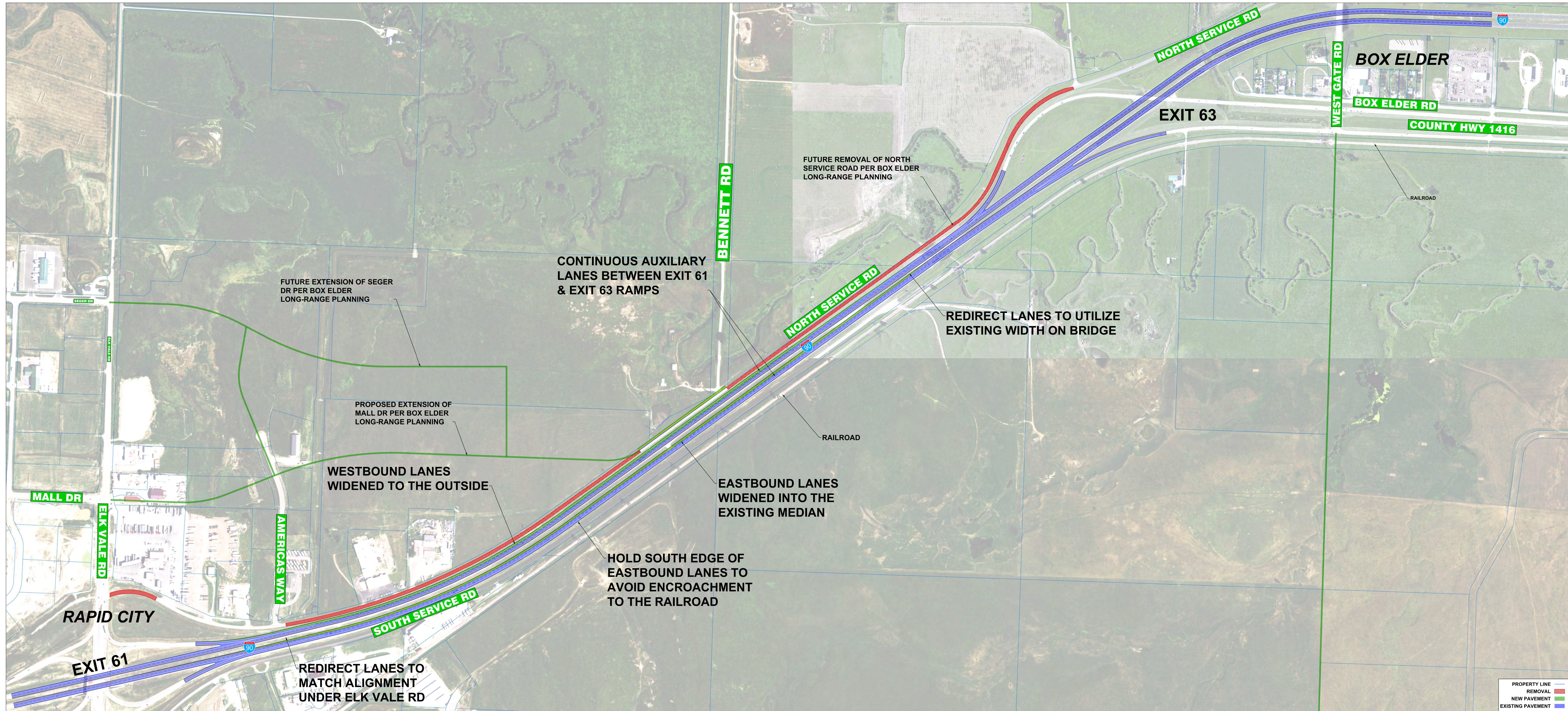
Study Area Project Implementation





Next Steps

- Update Rapid City Area MPO Committees (9/14)
- Incorporate public and MPO input
- Formulate final recommendations
- Develop draft report for October MPO meeting
- Finalize report for December or first 2018 MPO meeting
- Please visit us at:
www.i90corridor61to67.com





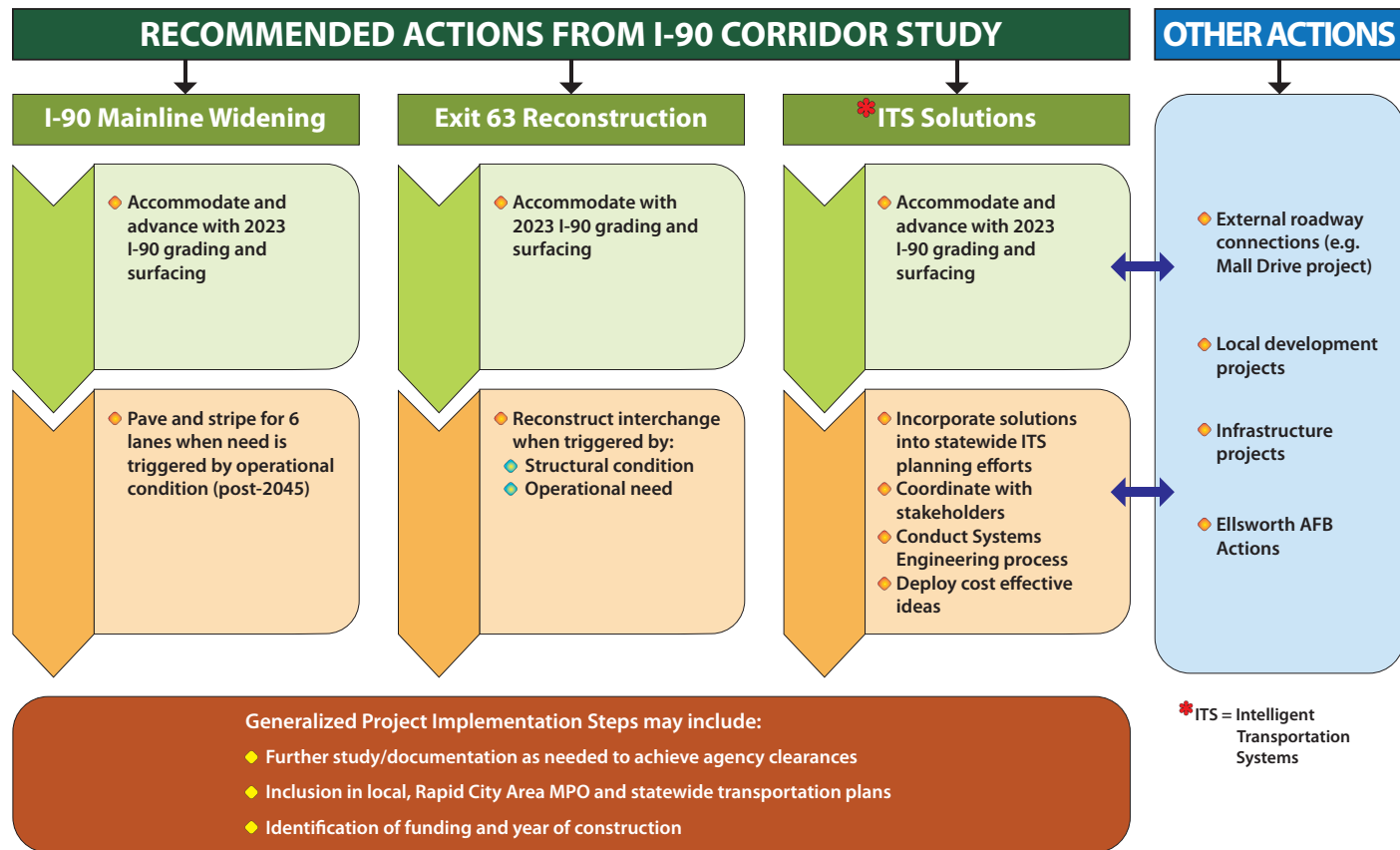
Interstate 90 Exit 61 to Exit 67 Corridor Study

**September 2017
Public Meeting Summary**

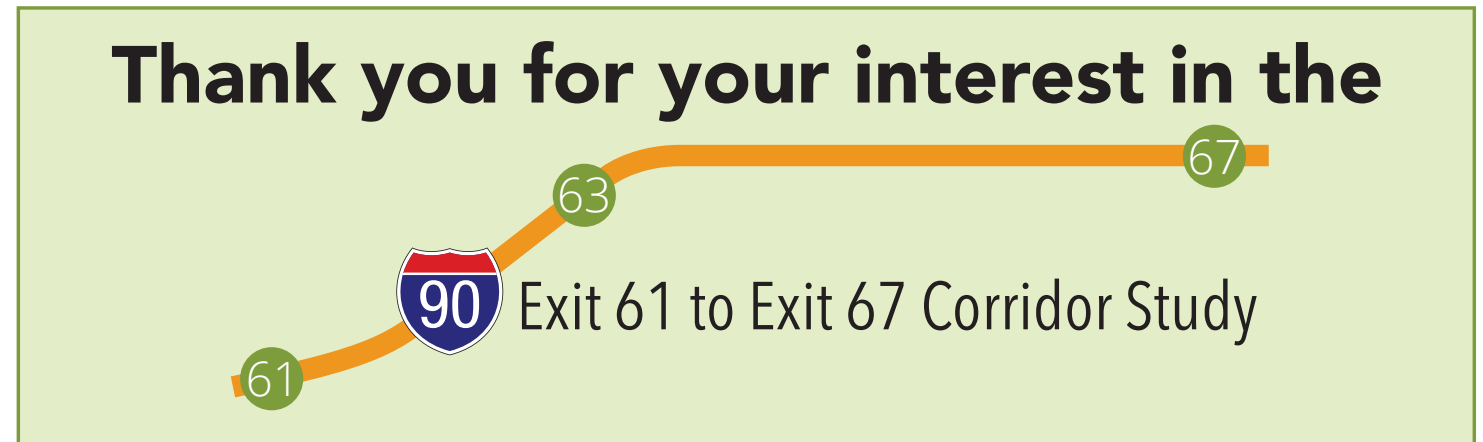
Meeting Handout



Study Area Project Implementation



City of Box Elder
FHWA
Rapid City Area MPO



This handout includes some of the displays from the September 13, 2017 Open House.

All displays may be viewed at www.i90corridor61to67.com

We look forward to your continued involvement in this project!

Next Steps

- ◆ Incorporate public feedback
- ◆ Formulate study recommendations
- ◆ Develop draft and final reports

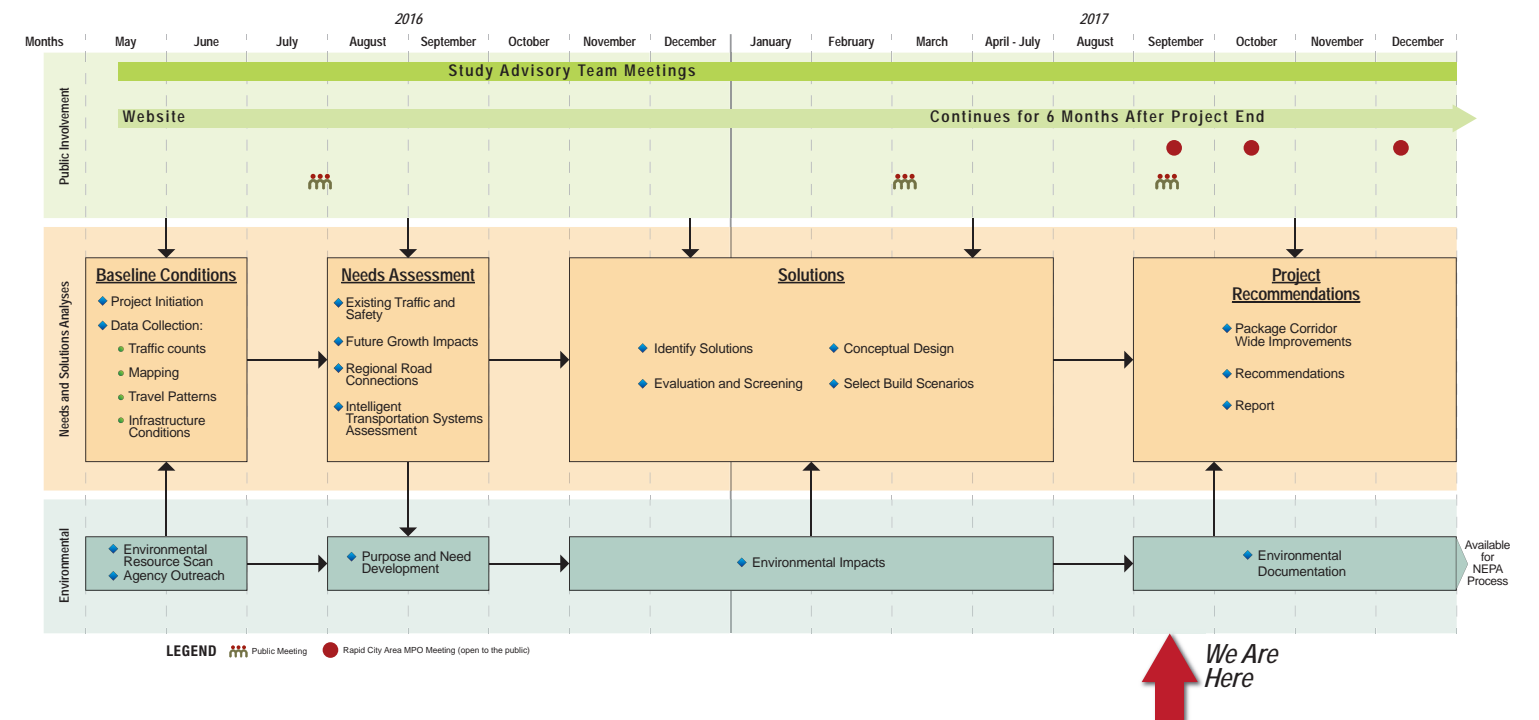
For more information, please contact:

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

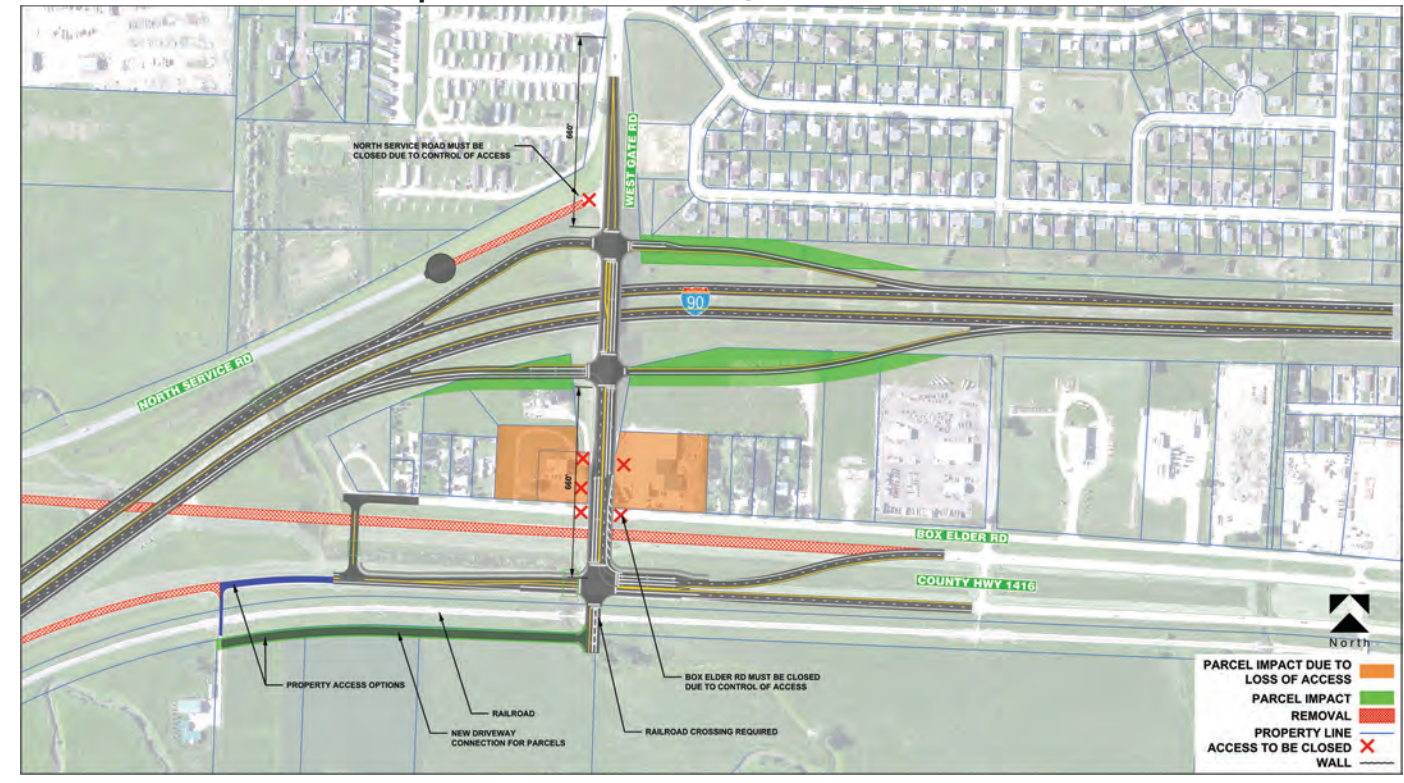
Or visit the website:
www.i90corridor61to67.com

Schedule/Work Plan

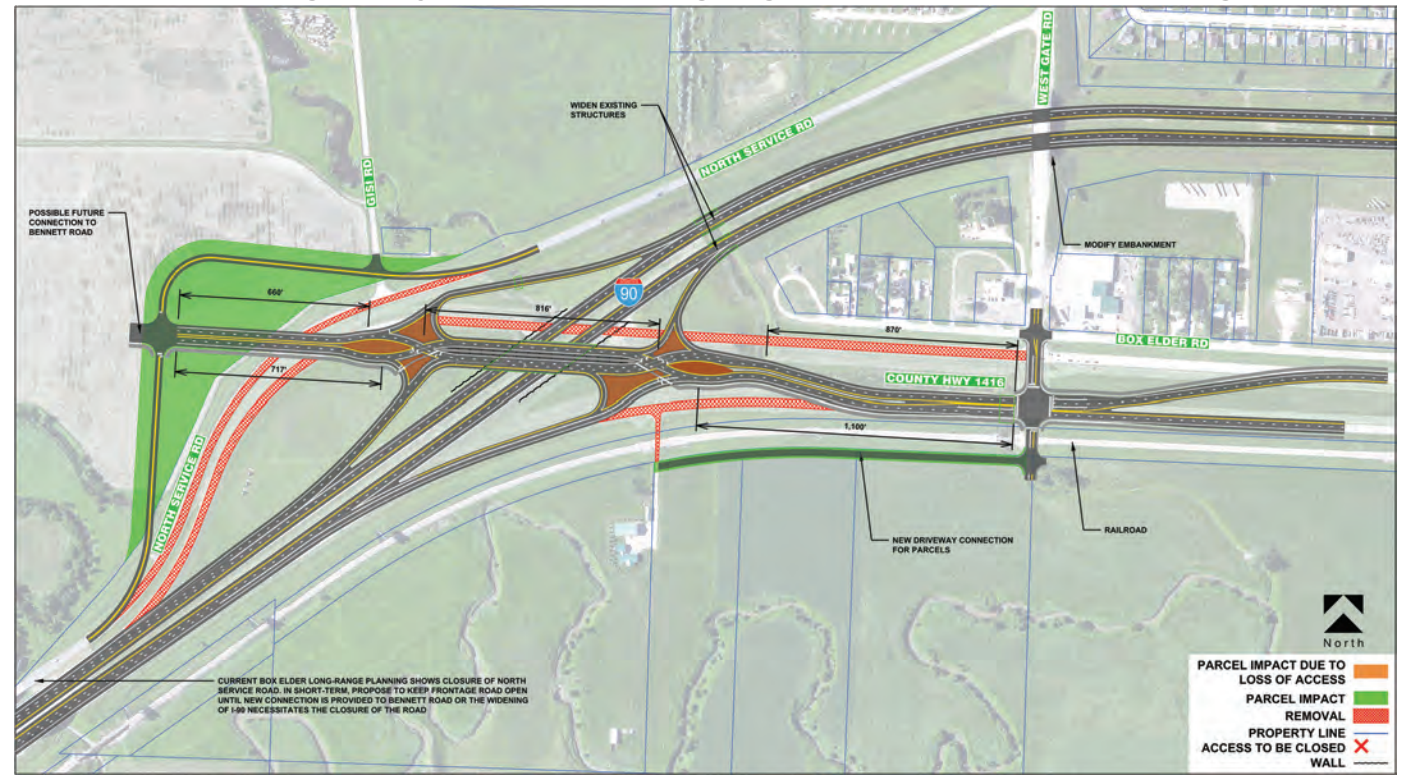


Feasible Alternatives for Exit 63 and I-90

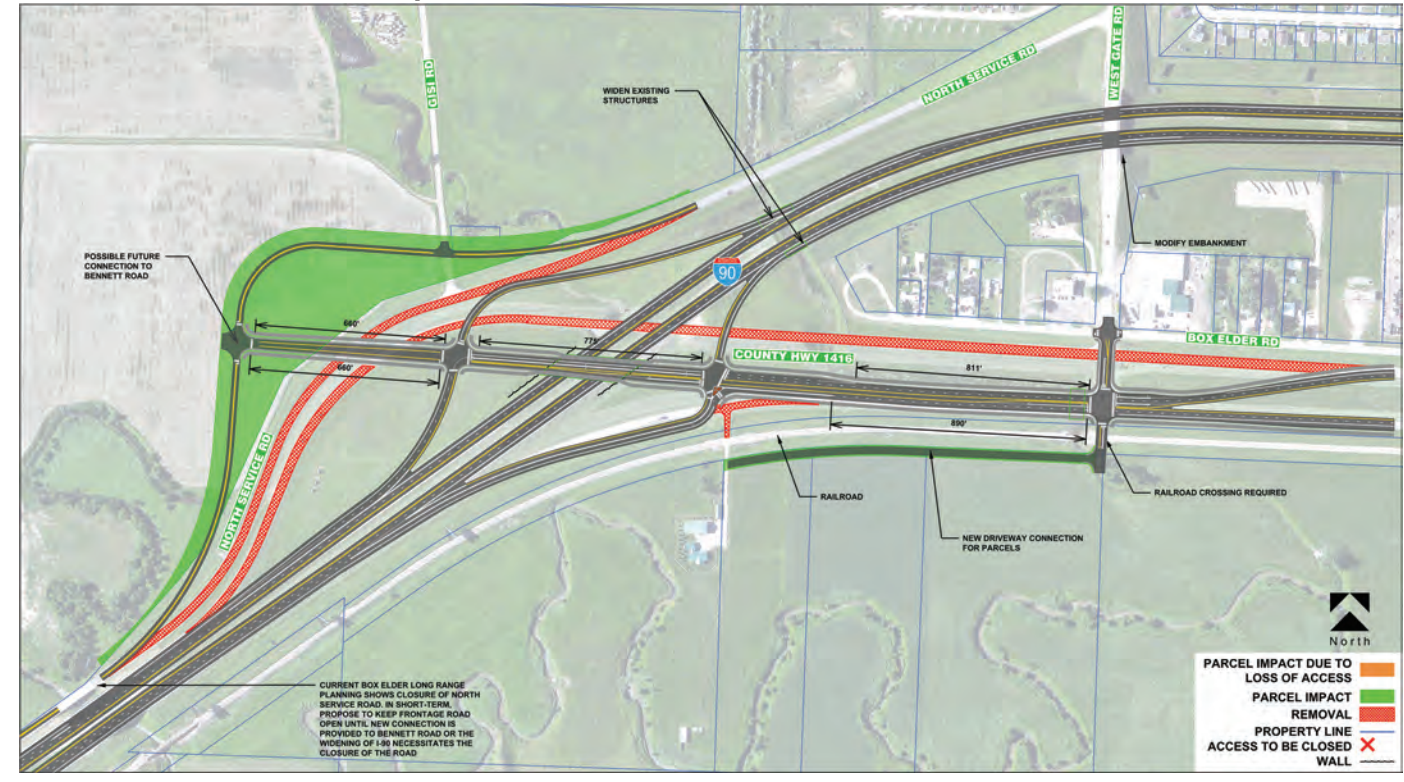
Exit 63 Feasible Option 1 - Westgate Diamond



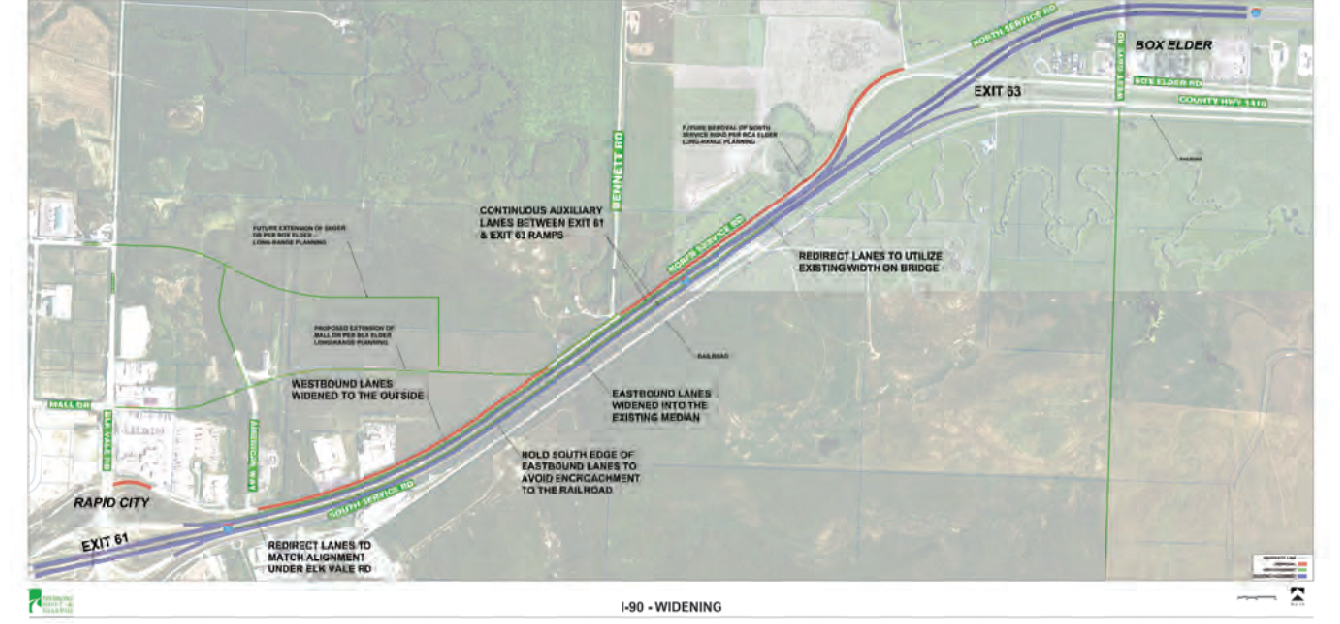
Exit 63 Feasible Option 4b - Highway 1416 Diverging Diamond Interchange (DDI)

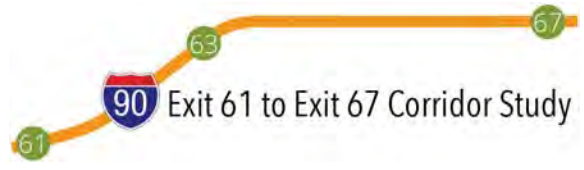


Exit 63 Feasible Option 4a - Highway 1416 Diamond



I-90 Mainline Widening

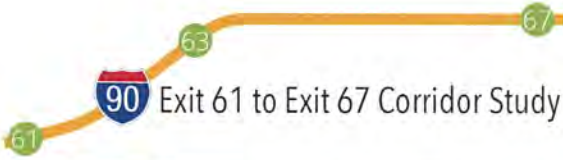




Interstate 90 Exit 61 to Exit 67 Corridor Study

**September 2017
Public Meeting Summary**

Comment Sheets



Comment Card

Do you agree that the Exit 63 feasible options selected by the project team are all appropriate?

YES	<input checked="" type="checkbox"/>
NO	<input type="checkbox"/>

If NO, please explain which alternative(s) you would include and why?



This exit has needed to be addressed. Thank you!

Of the Exit 63 feasible options do you prefer the interchange location at Westgate Road or at Highway 1416?

Westgate Road Interchange (Alternative 1)

Highway 1416 Interchange (Alternative 4A/4B)

What feasible corridor solutions do you view as the top priorities for future implementation?

Alternative 4a would be the best option

GENERAL COMMENTS:

Return this sheet tonight or mail it to the address below by September 29, 2017

NAME: *Theresa Mellen*

ADDRESS: *6016 Cardinal Dr. Box Elder*

PHONE # (Optional): _____ EMAIL: *+bucket68@yahoo.com*

Questions? Please feel free to contact:

SDDOT Project Manager: Steve Gramm P: (605)773-6641 E: steve.gramm@state.sd.us	Return Comments to: Lyle DeVries, Felsburg Holt & Ullevig 6300 South Syracuse Way, Ste: 600 Centennial, CO 80111 P: (303)721-1440 F: (303)721-0832 E: lyle.devries@fhueng.com
---	---



Exit 61 to Exit 67 Corridor Study

<http://www.i90corridor61to67.com>
Public Meeting #3- September 13, 2017

Comment Card

Do you agree that the Exit 63 feasible options selected by the project team are all appropriate?

YES	<input checked="" type="checkbox"/>
NO	<input type="checkbox"/>

If NO, please explain which alternative(s) you would include and why?



Of the Exit 63 feasible options do you prefer the interchange location at Westgate Road or at Highway 1416?

Westgate Road Interchange (Alternative 1)	<input type="checkbox"/>
Highway 1416 Interchange (Alternative 4A/4B)	<input checked="" type="checkbox"/>

What feasible corridor solutions do you view as the top priorities for future implementation?

I THINK A HIGH PRIORITY BE PLACE ON EXIT 61/ELK VALE DUE TO THE MULTITRAFFIC LANES AND CLOSENESS OF THE SERVICE ROAD + CHYNEE BLVD INTERSECTION.

GENERAL COMMENTS:

Return this sheet tonight or mail it to the address below by September 29, 2017

NAME: EUGENE MILLER

ADDRESS: 107 GUMBO DR # 4 Box ELVA, SD

PHONE # (Optional): _____ EMAIL: _____

Questions? Please feel free to contact:

SDDOT Project Manager: Steve Gramm P: (605)773-6641 E: steve.gramm@state.sd.us	Return Comments to: Lyle DeVries, Felsburg Holt & Ullevig 6300 South Syracuse Way, Ste: 600 Centennial, CO 80111	P: (303)721-1440 F: (303)721-0832 E: lyle.devries@fhueng.com
---	--	---



Comment Card

Do you agree that the Exit 63 feasible options selected by the project team are all appropriate?

YES	<input checked="" type="checkbox"/>
NO	<input type="checkbox"/>

If NO, please explain which alternative(s) you would include and why?



Of the Exit 63 feasible options do you prefer the interchange location at Westgate Road or at Highway 1416?

Westgate Road Interchange (Alternative 1)	<input type="checkbox"/>
Highway 1416 Interchange (Alternative 4A/4B)	<input checked="" type="checkbox"/>

What feasible corridor solutions do you view as the top priorities for future implementation?

Business + residential growth and maintenance of current business in conjunction with weather (winter)

GENERAL COMMENTS:

Return this sheet tonight or mail it to the address below by September 29, 2017

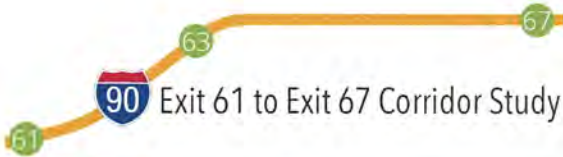
NAME: _____

ADDRESS: _____

PHONE # (Optional): _____ EMAIL: _____

Questions? Please feel free to contact:

SDDOT Project Manager: Steve Gramm P: (605)773-6641 E: steve.gramm@state.sd.us	Return Comments to: Lyle DeVries, Felsburg Holt & Ullevig 6300 South Syracuse Way, Ste: 600 Centennial, CO 80111 P: (303)721-1440 F: (303)721-0832 E: lyle.devries@fhueng.com
---	---



Comment Card

Do you agree that the Exit 63 feasible options selected by the project team are all appropriate?

YES	<input checked="" type="checkbox"/>
NO	<input type="checkbox"/>

If NO, please explain which alternative(s) you would include and why?



Of the Exit 63 feasible options do you prefer the interchange location at Westgate Road or at Highway 1416?

Westgate Road Interchange (Alternative 1)	<input type="checkbox"/>
Highway 1416 Interchange (Alternative 4A/4B)	<input checked="" type="checkbox"/>

What feasible corridor solutions do you view as the top priorities for future implementation?

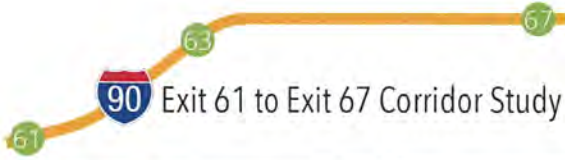
GENERAL COMMENTS:

Return this sheet tonight or mail it to the address below by September 29, 2017

NAME: Doyle ESTES
ADDRESS: P.O. Box 330 Rapid City, SD 57709
PHONE # (Optional): 605.209-2535 EMAIL: doyle@esteslawfirm.com

Questions? Please feel free to contact:

SDDOT Project Manager: Steve Gramm P: (605)773-6641 E: steve.gramm@state.sd.us	Return Comments to: Lyle DeVries, Felsburg Holt & Ullevig 6300 South Syracuse Way, Ste: 600 Centennial, CO 80111 P: (303)721-1440 F: (303)721-0832 E: lyle.devries@fhueng.com
---	---



Comment Card

Do you agree that the Exit 63 feasible options selected by the project team are all appropriate?

YES	<input checked="" type="checkbox"/>
NO	<input type="checkbox"/>

If NO, please explain which alternative(s) you would include and why?



Of the Exit 63 feasible options do you prefer the interchange location at Westgate Road or at Highway 1416?

Westgate Road Interchange (Alternative 1)	<input type="checkbox"/>
Highway 1416 Interchange (Alternative 4A/4B) <i>Divergent is best</i>	<input checked="" type="checkbox"/>

What feasible corridor solutions do you view as the top priorities for future implementation?

GENERAL COMMENTS:

Return this sheet tonight or mail it to the address below by September 29, 2017

NAME: Brandon Besten

ADDRESS: PO Box 318 Black Hawk SD 57718

PHONE # (Optional): _____ EMAIL: _____

Questions? Please feel free to contact:

SDDOT Project Manager: Steve Gramm P: (605)773-6641 E: steve.gramm@state.sd.us	Return Comments to: Lyle DeVries, Felsburg Holt & Ullevig 6300 South Syracuse Way, Ste: 600 Centennial, CO 80111	P: (303)721-1440 F: (303)721-0832 E: lyle.devries@fhueng.com
---	--	---



Comment Card

Do you agree that the Exit 63 feasible options selected by the project team are all appropriate?

YES	<input type="checkbox"/>
NO	<input checked="" type="checkbox"/>

If NO, please explain which alternative(s) you would include and why?

Option 1 is not feasible. Hard impact to the businesses at the interchange and this option would not be at all efficient for traffic flow

Of the Exit 63 feasible options do you prefer the interchange location at Westgate Road or at Highway 1416?

Westgate Road Interchange (Alternative 1)

Highway 1416 Interchange (Alternative 4A/4B)

What feasible corridor solutions do you view as the top priorities for future implementation?

Alternative 4B (Diverging Diamond)

GENERAL COMMENTS:

Return this sheet tonight or mail it to the address below by September 29, 2017

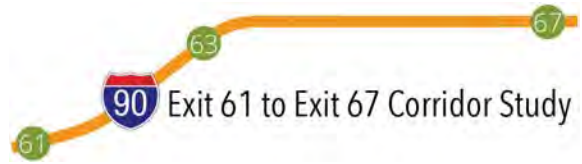
NAME: Anthony Garcia

ADDRESS: 14796 Moonlight Dr, RC 57703

PHONE # (Optional): _____ EMAIL: tanddg59@gmail.com

Questions? Please feel free to contact:

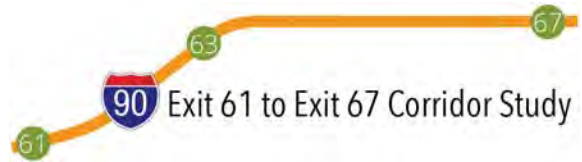
SDDOT Project Manager: Steve Gramm P: (605)773-6641 E: steve.gramm@state.sd.us	Return Comments to: Lyle DeVries, Felsburg Holt & Ullevig 6300 South Syracuse Way, Ste: 600 Centennial, CO 80111	P: (303)721-1440 F: (303)721-0832 E: lyle.devries@fhueng.com
---	--	---



Interstate 90 Exit 61 to Exit 67 Corridor Study

**September 2017
Public Meeting Summary**

Letters/E-Mail Correspondence



Interstate 90 Exit 61 to Exit 67 Corridor Study

**September 2017
Public Meeting Summary**

Advertisements / Communication

The following display advertisement publicizing the meeting was published on August 24, 2017 and September 1, 2017 in the Rapid City Journal and on August 23, 2017 and August 30, 2017 in the Native Sun News.

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

Date: September 13, 2017

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

**Place: Comfort Suites, Crown Ballroom
1333 North Elk Vale Road, Rapid City, SD 57703**

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 (US16B / SD79 / 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 review alternative concepts and the future recommended interchange configuration for Exit 63. 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 and alternatives presented. During this time, attendees 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.