



Public Information

Project Location: Interstate 90, exit 48 in Summerset

Project Description: Interchange Modification Study

Project Number: HP 5596(25)P

Public Meeting Information @

<https://fhu.mysocialpinpoint.com/i-90-exit-48-interchange-study>



The South Dakota Department of Transportation gives public notice of its policy to uphold and assure full compliance with the non-discrimination requirements of Title VI of the Civil Rights Act of 1964 and related Nondiscrimination authorities. Title VI and related Nondiscrimination authorities stipulate that no person in the United States of America shall on the grounds of race, color, national origin, religion, sex, age, disability, income level or Limited English Proficiency be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance.

Any person who has questions concerning this policy or wishes to file a discrimination complaint should contact the Department's Civil Rights Office at 605-773-3540.



PUBLIC MEETING

I-90 Exit 48 Interchange Modification Study

Project Location: I-90 Exit 48 (Stagestop Road) in Summerset

Project Number: HP 5596(25)P

Date: Wednesday, Jan. 24, 2024, 5:30 p.m.; Presentation at 5:45 p.m.

Paul Brown, FHU Project Manager / Steve Gramm, SDDOT Project Manager

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SDDOT MISSION

To efficiently provide a safe and effective public transportation system.

<https://dot.sd.gov/>



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PROJECT PURPOSE AND NEED

- The existing interchange has limitations
 - Poor sight distance, narrow shoulders, inadequate access spacing
 - Need to preserve opportunities for I-90 expansion
- Studies have identified future traffic concerns at exit 48
 - Beginning in 2000, multiple analyses have forecasted poor traffic operations



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PURPOSE OF THE MEETING

Involve the public in the planning and design process

Provide a project overview

Gather input and comments

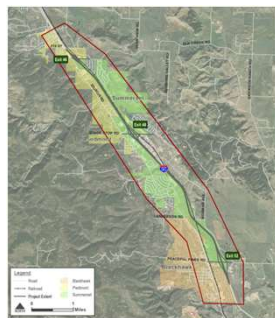
- ✓ Background information
- ✓ Proposed project
- ✓ Study schedule



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PROJECT STUDY AREA

- I-90 between exit 46 and exit 52
- Interchanges
 - Exit 46 - Elk Creek Road
 - Exit 48 - Stagestop Road
 - Exit 52 - Peaceful Pines Road
- Context
 - Exit 46 reconstruction is currently being designed
 - I-90 improvements being reflected
 - Planned construction in 2024-2025



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EXIT 48 PROJECT LIMITS



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BACKGROUND INFORMATION

I-90 Corridor Preservation Study (2004)

I-90 Exit 40 to Exit 51 Environmental Assessment (2008)

Decennial Interstate Corridor Study (2000, 2010, 2020)



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TRAFFIC VOLUMES

Stagestop Road

- 2023 Average Daily Traffic (ADT): 4,540 vehicles per day
- 2055 Projected ADT: 6,295 vehicles per day
- Trucks represent between 2 percent and 3 percent of traffic

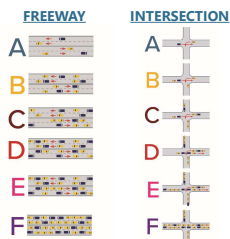
I-90

- 2023 ADT: 21,410 vehicles per day
- 2055 Projected ADT: 34,480 vehicles per day
- Trucks represent about 8 percent of traffic

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TRAFFIC ANALYSIS METHODOLOGY

- Traffic analysis is used to describe a user's experience on a roadway.
- Metrics can include:
 - Level of Service (LOS)
 - Delay
 - Density
 - Queue lengths
- LOS is being used for this study.
 - Measured using letters from A to F, where LOS A is best and LOS F is worst.
 - LOS C has been chosen to define acceptable conditions.



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TRAFFIC OPERATIONS RESULTS

Existing (Year 2023)

- Interchanges
 - Exit 46 – Acceptable operations (LOS C or better)
 - Exit 48 – Acceptable operations (LOS C or better)
 - Exit 52 – Mostly acceptable operations (one LOS E)
- I-90
 - Acceptable operations (LOS A or B)

Future (Year 2055)

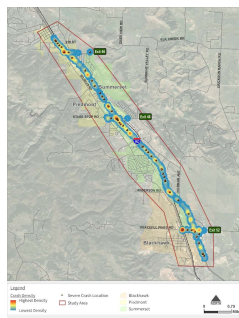
- Interchanges
 - Exit 46 – Acceptable operations (LOS C or better), reflects reconstruction
 - Exit 48 – Mixed operations (LOS E at two locations)
 - Exit 52 – Mixed operations (one location at LOS F)
- I-90
 - Mostly acceptable operations (LOS C or better, LOS D at one location)



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CRASH HISTORY

- Historical crash data (between 2018 and 2022) were reviewed
 - 371 crashes were recorded
 - Two fatal crashes on I-90
- I-90 Observations
 - Most crashes occurred on I-90
 - Animal crashes were most common
- Interchange Observations
 - Stagestop Road had the fewest crashes; Peaceful Pines had the most.
 - Broadside and rear end crashes were most common



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AREA CONCERNS

- Future growth and intersection operations
- At-grade railroad crossing
- Future I-90 widening to 6 lanes
- Proximity of side streets and driveways
- Skewed interchange and ramp intersections
- Proximity to RCP&E railroad and existing development
- Sight distance and safety at ramp intersections
- Pedestrian and bicycle connections
- Bridge condition and age



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INTERCHANGE OPTIONS – GENERAL

- Previous studies have identified:
 - Seven concepts for the exit 48 interchange
 - Three concepts for connectivity east of the railroad
- Cross Sections
 - Widening of I-90 to meet current standards and possible added lanes
 - Three lanes on Stagestop Road over I-90, five lanes possible
 - Shared use path on north side of Stagestop Road
- Options reflect JB Road and Siouxland Road access changes

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INTERCHANGE OPTIONS – NO BUILD



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CONCEPT OPTION #1

Shifted Diamond Interchange with Stagestop Road over I-90 and Railroad



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CONCEPT OPTION #2

Diamond Interchange with Stagestop Road over I-90 and At-grade Crossing



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CONCEPT OPTION #3

Shifted Diamond Interchange With Stagestop Road Under I-90 And At-grade Crossing



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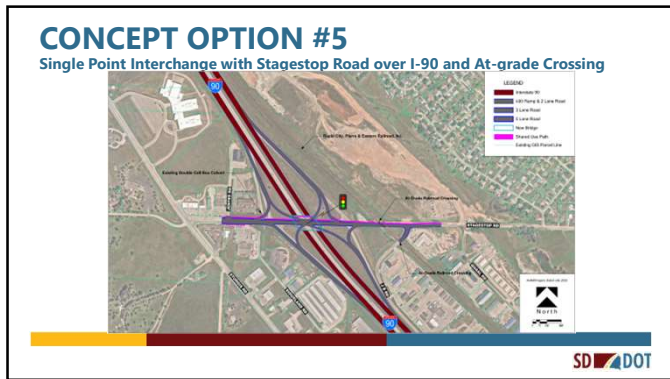
CONCEPT OPTION #4

Shifted Single Point Interchange with Stagestop Road under I-90 and At-grade Crossing

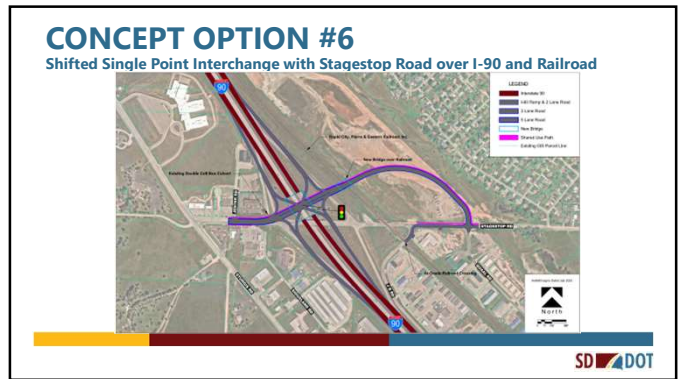


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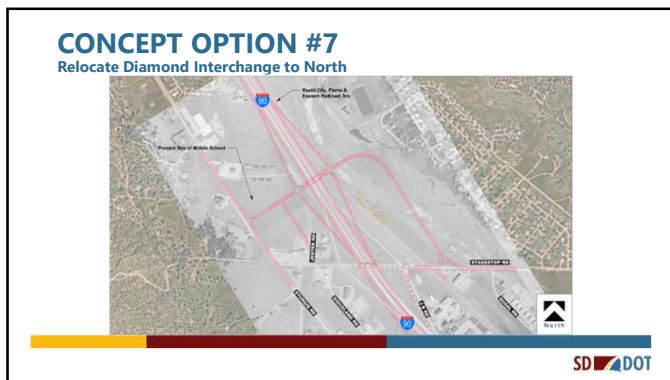
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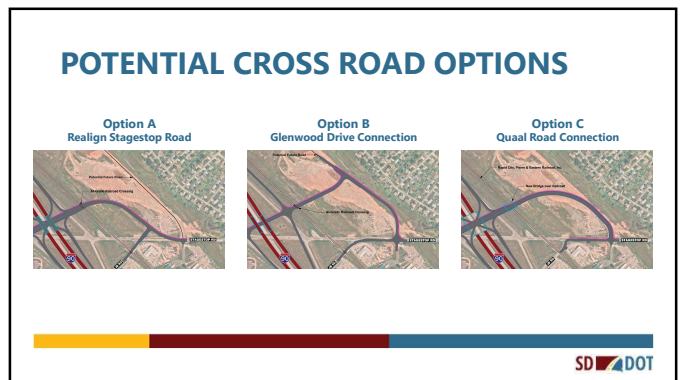
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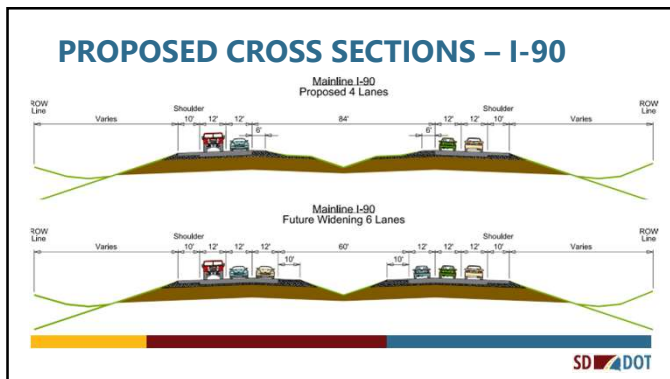
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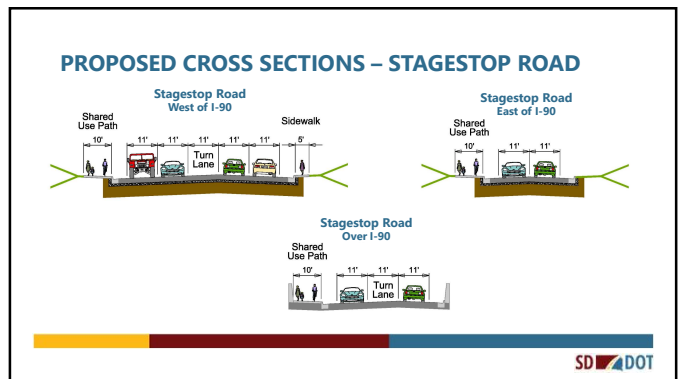
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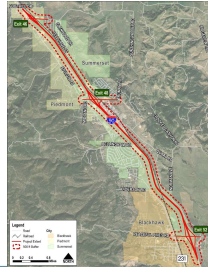
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ENVIRONMENTAL, SOCIAL, AND ECONOMIC PROCESS

- Environmental Screening Study
 - Developed per State and Federal regulations
- Environmental study area
 - 500-foot buffer along I-90 between exit 46 and exit 52
- Prepare for the NEPA process
 - The NEPA study area will likely be smaller than the Screening Study area



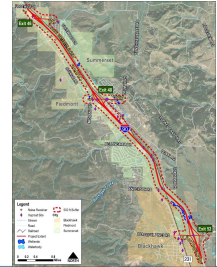
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KEY ENVIRONMENTAL, SOCIAL, AND ECONOMIC ELEMENTS

Existing Conditions being evaluated:

- Biological resources
- Wetlands and other water resources
- Hazardous materials
- Noise and air quality
- Cultural and historic resources
- Community and social resources
- Visual and aesthetics



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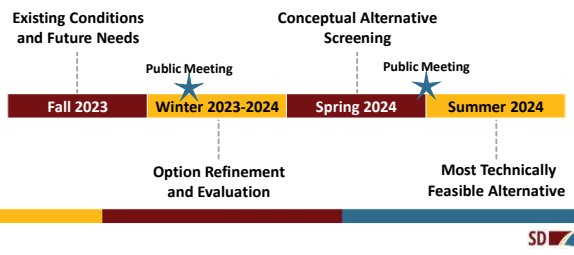
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EVALUATION CRITERIA

- Draft Evaluation Criteria include:
 - Physical
 - Right of way, access management, utilities, structures, railroad, constructability
 - Traffic
 - I-90 and Stagestop Road operations, railroad queues
 - Safety
 - I-90 and Stagestop Road safety, railroad crossing, conflicts
 - Multimodal
 - Trail connectivity, bicycles, pedestrians, multimodal school access
 - Environmental
 - Historical, noise, hazardous materials, communities of concern, wetlands
- We need your input
 - Share your preferences between these criteria.

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TENTATIVE STUDY SCHEDULE



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QUESTIONS OR COMMENTS

DEADLINE:

Wednesday, Feb. 7, 2024

SUBMIT TO:

Paul Brown, PE, PTOE, FHU Project Manager

Paul.Brown@fhueng.com

Steve Gramm, PE, SDDOT Project Manager

Steve.Gramm@state.sd.us

WEBSITE:

<https://fhu.mysocialpinpoint.com/i-90-exit-48-interchange-study>

THANK YOU!



SCAN ME

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Access Management

South Dakota's Commitment to Safety and Smart
Investment Decisions in Transportation

What is Access Management?

Access Management is the process of providing highway entrances only at locations where they can be provided safely and efficiently.

Consider that each access point added to an undivided highway in an urban or suburban area increases the annual crash rate by 11 to 18 percent on that highway segment. In rural areas, each added access point increases the annual crash rate by seven percent. Overall, driveway-access crashes alone cost South Dakota approximately \$36.5 million each year.

Each additional access point also contributes to congestion. The more driveways on a street the more places where people are slowing, changing lanes, and turning. A five-lane street can quickly become a parking lot when there are many driveways in each block. When that happens, our valuable transportation investments are wasted and access to adjacent businesses is restricted.

Controlled access facilities are segments of highway where either no access or only limited access to the highway is allowed. Interstate highways are an example of controlled access facilities where no access to the highway is allowed.

Good access depends on the following:

- Limiting the number of conflict points (places where there is a potential for crashes)
- Separating conflict areas
- Reducing interference with through traffic
- Providing good on-site circulation and storage
- Properly spaced traffic signals

How does Access Management affect businesses?

Studies have shown that access management can provide three benefits to businesses adjacent to highways:

- Making sure that drivers can get in and out of businesses without being blocked by other traffic
- Making the highway more attractive by reducing congestion
- Extending the business' effective service area by reducing travel times

These benefits come not from having many driveways, but by having well-planned, well-located, high-capacity access points on the highway.

Even skeptical business owners have found that proper access management results in an improved business climate, as customers can easily get in and out of their business establishment.

For more information, please contact:

Brandon Soulek
Access Management Engineer
104 S. Garfield Ave
Pierre, SD 57501
Phone: 605-773-2268
E-Mail: Brandon.Soulek@state.sd.us



Right of Way Information

Individual Landowner Meetings

During the early stages of the project's design, SDDOT will schedule a meeting with individual landowners having property adjacent to the project. See the following page for an explanation of the landowner meeting.

Property Acquisition Offer

After the project construction plans have been prepared and the right of way limits have been established, you may be contacted by an appraiser or negotiations agent to visit with you for that portion of your property that is needed for construction of the project. Your property will be valued, and a written offer presented to you by a negotiating agent who will contact you for an appointment to make the written offer.

Relocation Assistance Program

This program provides a variety of services and payments to owners and tenants who have personal property affected by the right of way being acquired for the project.

Relocation payments are in addition to payments made for the real property being acquired. To preserve your eligibility for payments, do not move property until you have received a written relocation offer or have contacted John Keyes of the SDDOT Right of Way Program in Pierre. His phone number is 605-773-3746. Anyone not satisfied with the relocation offer made to them may appeal using the procedures described in the Relocation brochure.

The landowner may be reimbursed for various fair and reasonable incidental expenses that may be incurred during the transfer of property to the State depending on impacts to personal property and qualifications.

Right of Way Information Brochures

Two brochures "Better Roads brochure" and "Relocation Assistance brochure" have been prepared which explain the SDDOT's Right of Way process. They provide information on your rights regarding the acquisition of your property and the benefits available to you with regard to the Relocation Assistance Program. These brochures are available at this meeting on the "Sign-in" table. Please feel free to take a copy of each with you. These brochures are available at the following SDDOT website: <https://dot.sd.gov/inside-sddot/forms-publications/brochures>



Individual Landowner Meetings

The purpose of this meeting is to provide you with an opportunity to comment on various issues pertaining to the design of this highway project as it relates to your property.

The following topics will be discussed at the meetings. Please note that not all topics will apply to every property owner.

- Permanent purchase and/or temporary use of your property.
- Locations and widths of entrances to your property: The standard South Dakota Department of Transportation (SDDOT) entrance-width for rural highways is 24 feet. Note: In general, existing entrance widths along rural State Highways are 24 feet or smaller. A maximum width of 40 feet is allowed at locations where it is deemed appropriate and necessary. Entrances in urban areas can vary from 16 feet to 40 feet.

The goal of the SDDOT is to provide property owners located adjacent to the project with the access they need, and at the same time, enhance highway safety and reduce project costs. In some instances, the SDDOT may seek to combine duplicate entrances. For example, if your property has two or three entrances to the same property that are located close to each other, we would ask you to assess your current entrance needs and consider one entrance location that will meet those needs.

- Permanent fencing adjacent to the highway: SDDOT's fencing policy allows for the replacement of all disturbed fence with like-kind fence.

Two fence types are typically installed: **Type 2:** 4-strand barbed wire with 8-inch wire spacing, and **Type 6:** 32-inch woven wire with 1 strand of barbed wire on the bottom and 2 strands of barbed wire on the top. Page 12 of the "Better Roads brochure" contains added discussion of your permanent fencing options. This brochure will be available at the meeting.

- Temporary fencing adjacent to the highway: Do you anticipate having livestock in pastures located adjacent to the proposed project during highway construction activities?
- Are you aware of any waterlines, drainfields, septic tanks, underground storage tanks, underground power lines, etc. that are located adjacent to the project and may be impacted by construction activities?
- Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
- Possible sites for gravel and additional fill material: Are you aware of potential material available for construction that might be located adjacent to the highway?
- Temporary access during construction activities.

Please review your property and be prepared to discuss the above issues, as well as any other issues that you feel are unique to your property. No offers to acquire property will be made at these meetings since revisions to the plans may occur from your input.



Encroachments in ROW

Federal Regulations (CFR 23.1) require that the State Highway Department (SDDOT) will be responsible for preserving such ROW free of all public and private installation, facilities, and encroachments.

No improvements shall be allowed to remain in the ROW unless they are deemed in the best interest of the public and will not impair the highway or interfere with the free and safe flow of traffic.

Encroachments are any private property or improvement in the public ROW that is not approved by permit such as:

- Landscaping items
- Fence
- Signs
- Buildings
- Etc.

SDDOT Staff will survey the project limits to identify all encroachments. Prior to the project being let to contract, landowners will be contacted by the SDDOT or City Government regarding how each encroachment will be addressed or handled. If it is determined that the removal of an encroachment is required, it will be the landowner's responsibility to remove the encroachment.

For additional information, please contact:

Mike Carlson
Area Engineer
SDDOT Rapid City Area Office
2300 Eglin Street
Rapid City, SD 57703
Phone: 605-394-2248
E-Mail: Mike.Carlson@state.sd.us



Environmental, Social & Economic Impacts and Advanced Utility Coordination

Environmental, Social & Economic Impacts

- Project will comply with all state and federal environmental regulations.
- No splitting of neighborhoods will occur because of this project.
- Project will be coordinated with the following state and federal agencies:
 - SD Dept. of Environment & Natural Resources
 - SD Dept. of Game, Fish & Parks
 - US Fish & Wildlife Service
 - State Historic Preservation Office
 - US Forest Service
- For additional information, please contact:

Chad Babcock
Environmental Manager
SDDOT Office of Administration
700 E. Broadway Ave.
Pierre, SD 57501
Phone: 605-773-3309
E-Mail: chad.babcock@state.sd.us

Advanced Utility Coordination

Highway projects may require adjustments or relocation of existing utilities located along or crossing the highway project. The SDDOT has an "Advanced Utility Coordinating Process" in place that addresses all existing utility involvement. This process involves meeting with the utility owner and project designers to **review** any conflicts and determine the most cost-effective option of changing the design to avoid the existing utility or adjusting the utility. If the utility is required to relocate, all replacement utility easement acquisition and relocation work will be addressed and coordinated between the landowner and the utility company.

- For additional information, please contact:

Bronson Blow
Utility Coordinator
SDDOT Office of Road Design
700 E. Broadway Ave.
Pierre, SD 57501
Phone: 605-773-3433
E-Mail: Bronson.Blow@state.sd.us



Wetland Mitigation Registry Form

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Examples of acceptable wetland mitigation include:

- Wetland creation
- Wetland restoration – plugging an existing, drained wetland.
- Wetland enhancement - adding buffer around an existing wetland.

The South Dakota Department of Transportation (SDDOT) may participate in the cost of wetland creation/restoration/enhancement, if the wetland can be used to mitigate wetland impacts caused by highway construction.

If you are interested in creating, restoring, or enhancing wetlands on your property, please complete the attached form and mail to:

Chad Babcock
Environmental Manager
SDDOT Office of Administration
700 E. Broadway Ave.
Pierre, SD 57501
Phone: 605-773-3309
E-Mail: chad.babcock@state.sd.us

Your name will be added to the SDDOT Wetland Mitigation Registry and a SDDOT representative will contact you with additional information.

Yes, I am interested in assisting the SDDOT to mitigate wetland impacts by creating or restoring wetlands on my property.

Name: _____

Address: _____

Phone #: _____ **Email:** _____

Location of property: _____ **1/4 of Section** _____

Township _____, **Range** _____, **County** _____

Please note: Completion of this form does not commit either you or the SDDOT to a mitigation project. It is a statement of interest only.



Interstate 90, exit 48 in Summerset
Interchange Modification Study
HP 5596(25)P

Telephone #: _____ and/or Cell #: _____

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