



**Public Meeting/
Open House
May 8, 2019**

IM 0293(106)77, Minnehaha County, PCN 03RA

**I29N, I29S I29 - Exit 77 (41st Street
Interchange) in Sioux Falls**

Structure # 50-175-230

Interchange Modification

**Public Meeting Information @
<http://sddot.com/dot/publicmeetings/default.aspx>**



The South Dakota Department of Transportation provides services without regard to race, color, gender, religion, national origin, age or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Department's Civil Rights Office at 605-773-3540.



Meeting Purpose & Agenda:

1. Show you the project approvals
2. Show you the project status now with:
 - Diverging Diamond Interchange animation
 - 41st Street "Fly-over" animation
3. Discuss what's next
4. Answer your questions and comments

41st Street Reconstruction from Marion Road to Shirley Avenue and I-29 Interchange

Projects IM0293(106)77, PCN03RA; P1400(16), PCN05NF; P1423(07), PCN06Y0; P8050(81), PCN06XY

Public Meeting #6
May 8th, 2019

Public meeting #1 – April 2011
Public meeting #5 – May 2017
Facebook viewers tonight



Purpose & Agenda

SDDOT and Federal Highway Administration (FHWA) approvals

South Dakota Division
November 13, 2017

118 East Dakota Avenue, Suite A
Pierre, South Dakota 57501
Phone: 605.224.4222
Fax: 605.224.2887
SouthDakota.gov/SDDOT

In Reply Refer To:
RDA-82

Mr. Steve Cramer, P.E.
Planning Engineer
300 East Broadway Avenue
Pierre, SD 57501-1019

Subject: Interchange Modification Justification Report (DMIR); I-29, Exit 77 (41st Street), IM 0293, PCN 03RA, Minneapolis County

Dear Mr. Cramer:

The Federal Highway Administration has completed our review of your November 7, 2017 submitted requesting approval of an access modification to Interstate 29 at Exit 77 (41st Street) in Minneapolis County.

Based on an engineering and operational review of the justification report, we hereby find the proposed modification acceptable. Final approval of the DMIR will be granted upon satisfactory completion of the environmental process and the determination that the selected alternative results in no major design changes. Once the environmental document is approved, Federal funds can then be used for final design, paving/signing/right-of-way, and construction activities for the project.

If you have any questions, please feel free to call Mark Hovine at 605-716-1516.

Sincerely,
B. Kirk Friedrich
B. Kirk Friedrich
South Dakota Division Administrator

CCopies: Mike Johns, SDDOT Planning and Engineering
Mark Lederman, SDDOT Project Development
Mark Wilson, FHWA
Mark Cramer, FHWA
Brenda Brundage, FHWA

E. Environmental Project Certification and Approval
Project report includes all support documents which substantiate each of the statements identified above.
Project affects from this project are not anticipated. This project will not induce growth, change land uses, substantially change travel patterns within a community, or substantially impact water quality, drainage patterns or other resources of concern. Since no substantial human, environmental or economic impacts have been identified for this project, no cumulative impacts are expected.

The SDDOT has determined the information in this form is accurate and the project is in compliance with the Programmatic Agreement between FHWA and SDDOT Regarding the Processing of Access Classified as Categorical Exclusions for Federal Highway Projects dated February 5, 2016, and satisfies the criteria of 23 CFR 771.117(a) no significant impact; and (b) no unusual circumstances. The mitigation in the Environmental Commitments checklist attached to the CE will be implemented for the project.

FHWA review finds the proposed project does not individually or cumulatively have a significant impact on the environment as defined by NEPA, or involve unusual circumstances as defined in 23 CFR 771.117(b), such that it is excluded from the requirements to prepare an environmental assessment or environmental impact statement.

If the scope of work changes, existing accordance with the SDDOT revision.

Environmental approval on February 23, 2018

Certify and recommend for approval:
Tom Lehnwald 2/23/2018
Date

Approval:
Marion M Barber 2018.02.23 14:16:25 -0600
Date
FHWA Environmental Engineer

Diverging Diamond Interchange approval on November 13, 2017

Based on recommended alternatives at the May 10, 2017 Public Meeting

Project Approvals

41st Street Diverging Diamond Interchange

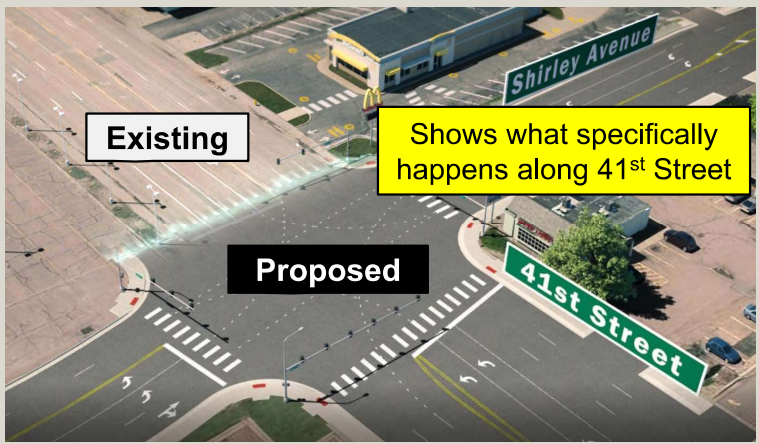


Who has driven through a DDI?

Can view DDI animation at:
www.41ststudy.com

Educational animation
[Diverging Diamond Interchange Animation](#)

DDI Animation



Can view "Fly-over" animation at:
www.41ststudy.com

41st Street "Fly-over" animation

"Fly-over" Animation

2019 • May 13, 14, 16, 17 - Meetings with individual landowners

- Discuss for each property:
- Impacts from project
 - Driveways
 - Sign relocations
 - Utilities (water, etc.)
 - Drainage issues
 - Your concerns



2019 • June to December – refine design and continue meeting with landowners

What's Next?

2019

- Negotiate for total property acquisitions (2 parcels)



2020

- Complete appraisals on partial property acquisitions (early 2020)

What's Next?

2020

- Make offers to landowners for partial acquisitions and temporary easements



2021

- Hold public meeting #7
- Finalize design, acquisitions, and permits

What's Next?

2022

- Begin construction (pending funding) – accelerated 1 year from 2017 schedule



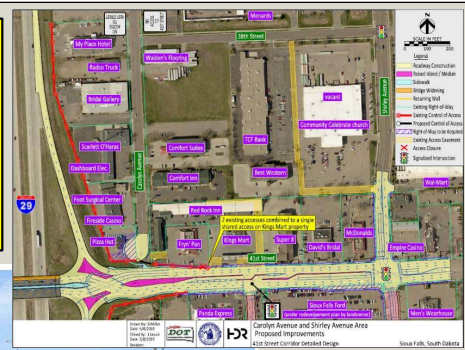
2023

- Complete 2 year construction

What's Next?

Visit the project displays after the presentation:

- Landscaping at the Diverging Diamond Interchange
- Design layouts for each segment of the project



Proposed 1-29/41st Street Diverging Diamond Interchange

Public Meeting Displays

Leave comments at comment table or return by mail

Comment Card

I-29/41st Street/Marion Road/Shirley Avenue Reconstruction Project
 Projects: IM0290110817, PCN02RA, P1400191, PCN05NF, P1423071, PCN06Y0, P8050811, PCN06XY

Public Open House
 May 9, 2019

Comments: _____

Name: _____ Address: _____

Phone: _____ E-mail: _____

For your comments to be considered, please return by May 24, 2019.
 Comments can also be e-mailed to: dknutson@siouxfalls.org

From: _____

City of Sioux Falls Public Works
 PO Box 7402
 Sioux Falls, SD 57117-7402
 ATTN: Dena Knutson

Comments

Study website
www.41ststudy.com

Public meeting items and animations on web site on 5/9/19

SDDOT Project Manager
 Stacy DuChene, PE
 Road Design Office
stacy.duchene@state.sd.us
 Phone: 605-367-4970

City of Sioux Falls Project Manager
 Dena Knutson, PE
 Public Works, Engineering Division
dknutson@siouxfalls.org
 Phone: 605-367-8630

Consultant Team Project Manager
 James Unruh, PE
 HDR Engineering, Sioux Falls
james.unruh@hdrinc.com
 Phone: 605-977-7740



Project Contacts and Website



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 accident rate by 11 to 18 percent on that highway segment. In rural areas, each added access point increases the annual accident rate by 7 percent. Overall, driveway-access accidents 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 on Access Management, contact:

Brooke White, SDDOT Access Management Engineer, 5316 W. 60th St. N, Sioux Falls, SD 57107; Phone: 605-367-4970 Ext. 1802120; E-Mail: Brooke.White@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:

<http://www.sddot.com/resources/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.

1. Permanent purchase and/or temporary use of your property.
2. 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.

3. 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.

4. Temporary fencing adjacent to the highway: Do you anticipate having livestock in pastures located adjacent to the proposed project during highway construction activities?
5. 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?
6. Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
7. 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?
8. 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 (SD DOT) shall 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.

SD DOT Staff will survey the project limits to identify all encroachments. Prior to the project being let to contract, landowners will be contacted by the SD DOT 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:

Travis Dressen, Area Engineer
SDDOT Sioux Falls Area Office
5316 West 60th Street North
Sioux Falls, SD 57107
Phone: 605-367-5680; E-Mail: travis.dressen@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 as a result 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
- For additional information, please contact:

Joanne Hight, Engineer Supervisor
SDDOT Project Development Office
700 E. Broadway Ave.
Pierre SD 57501
Phone: 605-773-3721; E-Mail: Joanne.Hight@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:

Sarah Gilkerson, Utility Coordinator
SDDOT Road Design Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone 605-773-3433; E-Mail: sarah.gilkerson@state.sd.us

