## APPENDIX A

### Public Involvement

<table>
<thead>
<tr>
<th>Event</th>
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</thead>
<tbody>
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<td><strong>I-29/I-229 Interchange Study March 30, 2006 Open House</strong></td>
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<td>I-29/69th Street Interchange Area Displays</td>
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<td>I-29/I-229 System Interchange Area Displays</td>
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## APPENDIX A

<table>
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<td>Noise Study Packet for American Properties</td>
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<tr>
<td>Presentation Slides</td>
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<tr>
<td>Written Comments</td>
<td>A-264</td>
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<tr>
<td>Scoping Summary Noise Study</td>
<td>A-265</td>
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</tbody>
</table>
The 85th Street project was originally part of a larger project and study area. Since the original study, 85th Street project has been separated out to be evaluated in this EA. This appendix contains information that was gathered as part of the larger study area. This information is not readily separated out into individual projects. Therefore, all the information is included in the appendix. Only that information which pertains specifically to the 85th Street project is discussed in detail in the main text of the EA document.
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>CITY, STATE</th>
<th>ZIP CODE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roger Smith</td>
<td>P.O. Box 105</td>
<td>Altoona S.D.</td>
<td>57001</td>
<td>940-4480</td>
</tr>
<tr>
<td>JEN GANTE</td>
<td>P.O. Box 2012</td>
<td>SF</td>
<td>57110</td>
<td>335-4184</td>
</tr>
<tr>
<td>Brian Cohen</td>
<td>URS</td>
<td></td>
<td></td>
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TOTAL: 30
### I-29/I-229 and I-90/I-229 Interchange Study

**March 30, 2006 Open House Meeting**

**SIGN-IN FORM**

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<th>ADDRESS</th>
<th>CITY, STATE</th>
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<tr>
<td>Christie Lampman</td>
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<tr>
<td>Todd Robinson</td>
<td>FHWA - SD Division</td>
<td>Pierre</td>
<td></td>
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<tr>
<td>Shannon Ausen</td>
<td>city of SF</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gary Andersh</td>
<td>Schmitz, Kalda</td>
<td>320 N Main</td>
<td>SF</td>
<td>57104</td>
</tr>
<tr>
<td>Ed Wolz</td>
<td>2700 E. 6th NW</td>
<td>Sioux Falls</td>
<td></td>
<td>57104</td>
</tr>
<tr>
<td>NAME</td>
<td>ADDRESS</td>
<td>CITY, STATE</td>
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<td>PHONE NUMBER</td>
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<tr>
<td>-----------------</td>
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<td>-------------</td>
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<td>--------------</td>
</tr>
<tr>
<td>Rick Laughlin</td>
<td>5316 W, 60th St, N</td>
<td>SF</td>
<td>57107</td>
<td>367-5680</td>
</tr>
<tr>
<td>Craig Smith</td>
<td>5316 W 60th St, N</td>
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<tr>
<td>Bill Tetz</td>
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<tr>
<td>Jim Kellbaum</td>
<td>URS</td>
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</tr>
<tr>
<td>Dan Costello</td>
<td>320 N. Main Ave, Suite C</td>
<td>SF</td>
<td>57104</td>
<td>326-9131</td>
</tr>
<tr>
<td>Marian Rockland</td>
<td>2763-46th Ave, Lenox</td>
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<tr>
<td>Sam Dick Kelly</td>
<td>2485 S 2nd St</td>
<td>SF</td>
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<tr>
<td>James Swindle</td>
<td>5601 NO Club</td>
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<td></td>
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<tr>
<td>Cary Cleland</td>
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<tr>
<td>Dean Converse</td>
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<tr>
<td>Paul Nikoles</td>
<td>DOT</td>
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<tr>
<td>Sam Trabulcoch</td>
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<tr>
<td>Diane Brunett</td>
<td>WFSS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jason Gian</td>
<td>SUHS</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Jeff Rupp</td>
<td>KMNC Radio SFall</td>
<td>57108</td>
<td>339-1270</td>
<td></td>
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<tr>
<td>Dr. Steven Noell</td>
<td>Sioux Falls</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Kenny Proehl</td>
<td>SF</td>
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<td>768-9670</td>
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<tr>
<td>Bill Marieette</td>
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<td>57103</td>
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<tr>
<td>Dietmar Proehl</td>
<td>S.Falls</td>
<td></td>
<td>57105</td>
<td>366-4267</td>
</tr>
<tr>
<td>John P. Wilcox</td>
<td>SF</td>
<td></td>
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<td>336-7457</td>
</tr>
<tr>
<td>Dan Lemme</td>
<td>SF</td>
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<td>57110</td>
<td>366-2399</td>
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<tr>
<td>Jim Tooke</td>
<td>SF</td>
<td></td>
<td>57039</td>
<td>642-2389</td>
</tr>
</tbody>
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Evaluation Form
March 30, 2006 Public Meeting

Please fill out this form and return it at the end of the meeting.

PLEASE RATE THE FOLLOWING STATEMENTS USING THE SCALE BELOW
SA = Strongly Agree    A = Agree    U = Undecided    D = Disagree    SD = Strongly Disagree

1. I understood the goals of the public information meeting.
   [ ] SA    [ ] A    [ ] U    [ ] D    [ ] SD

2. The introductory presentation was valuable in helping me understand the study objectives.
   [ ] SA    [ ] A    [ ] U    [ ] D    [ ] SD

3. I was comfortable sharing my thoughts and ideas about the interchange concepts and study areas.
   [ ] SA    [ ] A    [ ] U    [ ] D    [ ] SD

4. I had an opportunity to learn about the ideas and opinions of others.
   [ ] SA    [ ] A    [ ] U    [ ] D    [ ] SD

5. Everyone had an opportunity to speak and share ideas.
   [ ] SA    [ ] A    [ ] U    [ ] D    [ ] SD

6. What did you like least about the meeting?
   Very good on all

7. What did you like most about the meeting?
   The maps + openness

8. What suggestions do you have for future public workshops and meetings?
   more

9. How did you learn about this meeting?
   Another Sen + SDDOT

The I-29/I-229 and I-90/I-229 Interchange Improvements Study is sponsored by the South Dakota Department of Transportation (SDDOT). Questions or comments? Contact the SDDOT Project Manager, Cary Cleland at 367-5680. You may also contact URS Project Manager, Bill Truex at (866) 671-5309 (toll free).
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   [ ] SA    [ ] A    [ ] U    [ ] D    [ ] SD

6. What did you like least about the meeting?

________________________________________________________________________

7. What did you like most about the meeting?

________________________________________________________________________

8. What suggestions do you have for future public workshops and meetings?

________________________________________________________________________

9 How did you learn about this meeting?

[ ] My Civil Engineer

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   SA   A   U   D   SD

6. What did you like least about the meeting?
   __________________________________________________________

7. What did you like most about the meeting?
   __________________________________________________________

8. What suggestions do you have for future public workshops and meetings?
   __________________________________________________________

9. How did you learn about this meeting?
   the stage at which the process is at

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5. Everyone had an opportunity to speak and share ideas.
   ☐ SA   ☐ A   ☐ U   ☐ D   ☐ SD

6. What did you like least about the meeting?
   Lots of Information - No direct questions + answers

7. What did you like most about the meeting?
   Photos - lots of quick hits of information

8. What suggestions do you have for future public workshops and meetings?


9. How did you learn about this meeting?
   E-mail from City of Sioux Falls

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   □ SA □ A □ U □ D □ SD

5. Everyone had an opportunity to speak and share ideas.
   □ SA □ A □ U □ D □ SD

6. What did you like least about the meeting?

________________________________________________________________________

7. What did you like most about the meeting?

________________________________________________________________________

8. What suggestions do you have for future public workshops and meetings?

________________________________________________________________________

________________________________________________________________________

9 How did you learn about this meeting?

________________________________________________________________________

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   - A
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   - D
   - SD

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   - U
   - D
   - SD

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   - SA
   - A
   - U
   - D
   - SD

4. I had an opportunity to learn about the ideas and opinions of others.
   - SA
   - A
   - U
   - D
   - SD

5. Everyone had an opportunity to speak and share ideas.
   - SA
   - A
   - U
   - D
   - SD

6. What did you like least about the meeting?
   - N.A.

7. What did you like most about the meeting?
   - The various options (20) on the wall

8. What suggestions do you have for future public workshops and meetings?
   - This is a good way of conducting a meeting (not too long, not too short)

9. How did you learn about this meeting?
   - From a fellow landowner

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   □ SA   □ A   □ U   □ D   □ SD

4. I had an opportunity to learn about the ideas and opinions of others.
   □ SA   □ A   □ U   □ D   □ SD

5. Everyone had an opportunity to speak and share ideas.
   □ SA   □ A   □ U   □ D   □ SD

6. What did you like least about the meeting?
   The Ball Room was a little too large for the Sound System

7. What did you like most about the meeting?
   All the proposals That were on the Wall
   All ideas were easy to visualize

8. What suggestions do you have for future public workshops and meetings?
   A little smaller Room (for the sound system)

---

9 How did you learn about this meeting?
   What proposed in my area

---

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Comment Sheet
March 30, 2006 Public Meeting

The Study Team invites you to share your comments on this project. Please record your thoughts on this form and turn it in at the end of the meeting. You may also mail this comment sheet to Cary Cleland at South Dakota Department of Transportation, 5316 West 60th Street, Sioux Falls, SD 57107 or fax the form to Cary Cleland at 367-5685.

Please provide your name and address in the space provided below.

Name
Address
City, State
Zip
Phone No.

Comments, Ideas, & Concerns

> Continue on the back or attach additional sheets

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Please provide your name and address in the space provided below.

Dan Costello  P.O. Box 2238  SF, SD  57101  336-9131
Name  Address  City, State  Zip  Phone No.

Comments, Ideas, & Concerns

I'd like copies of the I-29/I-229 Interchange Alternates 2B, 4A & 4 emailed to me please at:
dcostello@costello.com

Thank You.

> Continue on the back or attach additional sheets

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Please provide your name and address in the space provided below.

Name: Grant    Address: 5322 Vadal
City, State: SFSD 57101    Zip: 57101

Comments, Ideas, & Concerns:

Needed Interchange at 57th Street and I-29

> Continue on the back or attach additional sheets

The I-29/I-229 and I-90/I-229 Interchange Improvements Study is sponsored by the South Dakota Department of Transportation (SDDOT). Questions or comments? Contact the SDDOT Project Manager, Cary Cleland at 367-5680. You may also contact URS Project Manager, Bill Troe at (866) 671-5309 (toll free).
I-90/I-229 Interchange Modification
Environmental Assessment
And
I-29 Corridor Study
Public Information Meeting and Public Hearing

July 17, 2008
NEWS RELEASE FOR PUBLIC INFORMATION
MEETING AND PUBLIC HEARING
For Immediate Release: July 1, 2008  
Contact: Steve Gramm, Data Analysis Engineer, (605) 773-6641

Department of Transportation Seeks Public Input into I-29 Corridor Study

The South Dakota Department of Transportation in conjunction with the City of Sioux Falls will hold a public meeting on Thursday, July 17, 2008, to gather public input on the options developed by URS Corporation as part of the ongoing I-29 Corridor Study.

The study seeks to determine the future needs of the I-29 corridor from Exit 73 to Exit 77 in reaction to recent land development announcements within the area served by the corridor. Additional information on the study is available online at www.sddot.com/pe/projdev/planning_ss_I29.asp.

The meeting will be held from 6:00 to 7:30 p.m. in the Sioux Falls Convention Center Exhibit Hall #1, 1101 N. West Avenue. A brief, summarizing presentation will be made at approximately 6:15 p.m. A concurrent open house public meeting will also be held on the final draft reports for the I-90/I-229 Interchange Study.

Notice is further given to individuals with disabilities that this public meeting is being held in a physically accessible place. Please notify the SDDOT ADA Coordinator within 48 hours of the public meeting if you have special needs for which this agency will need to make arrangements. The telephone number for making special arrangements is 605-773-3540 or 1-800-877-1113 (Telecommunication Device for the Deaf).

For more information, contact Steve Gramm, Data Analysis Engineer, at (605) 773-6641 or by email at steve.gramm@state.sd.us.

-- 30 --
Department of Transportation  
Attn: Steven Gramm, P.E.  
700 East Broadway Avenue  
Pierre SD  57501  

DETACH THIS STUB AND RETURN WITH PAYMENT  

Affidavit of Publication  
Customer Number: 043844  
Order Number 161872  

Argus Leader  
Affidavit of Publication  

STATE OF SOUTH DAKOTA  
COUNTY OF MINNEHAHA } ss  
Brenda Forseth being duly sworn, says: That The Argus Leader is, at  
during all the times hereinafter mentioned was, a daily legal newspaper  
defined by SDCL 17-2-21, as amended published at Sioux Falls,  
Minnehaha County, South Dakota; that affiant is and during all of sai  
times, was an employee of the publisher of such newspaper and has  
personal knowledge of the facts stated in this affidavit, that the notice  
order or advertisement, a printed copy of which is hereto attached, was  
published in said newspaper upon  

Monday the 30 day of June 20  
Monday the 7 day of July 20  
, the day of 20  
, the day of 200  
, the day of 200  
, the day of 200  
and that $1,020.60 was charged for publishing the sa  

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION  
NOTICE OF PUBLIC HEARING / OPEN HOUSE  

FOR  
I-90/I-229 INTERCHANGE CORRIDOR PRESERVATION STUDY  
DRAFT INTERCHANGE JUSTIFICATION REPORT  
AND  
DRAFT ENVIRONMENTAL ASSESSMENT  
MINNEHAHA COUNTY  
I-90 from Exit 399 (Cliff Avenue) to Exit 402  
(47th Avenue / Timberline Avenue)  
I-229 from Exit 9 (Benson Road) to Exit 10 (I-90)  
47th Avenue from I-229 to 72nd Street North  

Date: July 17, 2008  
Time: 6:00 p.m. to 7:30 p.m.  
Place: Sioux Falls Convention Center  
1101 N. West Ave  
Sioux Falls, SD 57104  

The South Dakota Department of Transportation (SDDOT) will hold an  
open house style public meeting to discuss and receive public input on the draft  
final reports for the above corridor preservation study. The open house will be informal, with one on  
one conversation available with SDDOT, & Consultant staff.  

Between 6:00 p.m. and 7:30 p.m., SDDOT, City & Consultant  
staff will be available with displays to discuss the proposed study  
and answer your questions. During this time, you will also have  
the opportunity to present written comments. A short  
presentation will be given at 6:15 p.m. A concurrent open house  
public hearing will also be held on the I-229 Corridor Study  

Notice is further given to individuals with disabilities that this  
open house/public meeting is being held in a physically  
accessible place. Please notify the SDDOT ADA Coordinator at  
least 48 hours prior to the open house/public meeting if you have  
special needs for which this agency will need to make  
arrangements. The telephone number for making special  
arrangements is 605-773-3540 or 1-800-877-1113  
(Telecommunication Device for the Deaf).  

All persons interested in this study are invited to attend this  
meeting/open house to share your views and concerns, any time  
between 6:00 p.m. and 7:30 p.m.  

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

A-19
Department of Transportation
Attn: Steven Gramm, P.E.
700 East Broadway Avenue
Pierre SD 57501

AFFIDAVIT OF PUBLICATION
Customer Number: 043844
Order Number 161871

STATE OF SOUTH DAKOTA
COUNTY OF MINNEHAHA } ss

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Monday the 30 day of June 2008
Monday the 7 day of July 2008

and that $1,020.60 was charged for publishing the same.

Argus Leader
AFFIDAVIT OF PUBLICATION
BACKGROUND MATERIAL DISPLAYS
Welcome
Sioux Falls Interstate Access Evaluation
I-29/I-229 and I-90/I-229

Information Presented
- Purpose and Need for Action
- Alternatives Addressed or Being Addressed
- Methods for Evaluating Alternatives
- Status Update:
  - I-90/I-229 Preliminary Recommendations
  - I-29 Corridor Study Alternatives Analysis
Meeting Format

- **Open House from 6:00 PM**
- **Presentation Covers (20 Minutes):**
  - Why
  - What
  - When?????
- **Open House Until 7:30 PM**
- **Comments/Questions:**
  - Form for Written Comments (Sign-in Table)
  - Staff from City/SDDOT and Consultant Can Answer Questions
I-90/I-229 Issues-Purpose and Need

- **Issues:**
  - Loop Ramps – Low Speed
  - Banking through Loops
  - Ending of I-229
  - “Weave” Between I-90 Loops
  - Narrow Ramp Lanes
  - On-ramp Taper Width
  - Traffic Operations:
    - Current - OK
    - Future Operations (Arterials/ Mainline)

- **Corridor Preservation**
  - Footprint of Recommendations
Current and Future (2025) Traffic

- Average Growth: 6%/Yr
- Average by Corridor:
  - I-90: 6.4%/Yr
  - I-229: 6.5%/Yr
  - Benson Road: 4.2%/Yr
  - West Side Mostly New Development
  - Cliff Avenue: 5.1%/Yr

FIGURE 3. Study Area No-Build Volumes
Purpose and Need - I-29/I-229

- **Existing Traffic Operations:**
  - Louise Ave Ramp Intersection
  - 41st St Ramp Intersection

- **Future Operations (2033):**
  - I-229 Southbound to Louise Avenue Off-ramp
  - I-229 Southbound to I-29 Southbound Off-ramp
  - Louise Ave Ramp Intersection
  - 41st St Ramp Intersections
  - Arterial Operations along Louise Ave and 41st St

- **Local Desire for More Access to the Regional Routes (Interstate(s))**

2025 Traffic Operations
Purpose and Need - I-29/I-229

- **Design Issues:**
  - Bridge Width for I-29 Over I-229
  - Banking along Ramps
  - Right Shoulder Width Ramps
  - Off-ramp Lengths are Too Short
  - Southbound I-29 to Northbound I-229 Left On-ramp

- **Corridor Preservation**
  - Footprint of Recommendations
Screening Methodology

- Identify Universe of Reasonable Alternatives
- Engineering Guidelines

- Initial Screening
  - Initial Criteria
    - Traffic Operations
    - Design Standards
    - Safety
    - Wetland Impacts
    - Residences/Businesses Impacted

- Staff Input:
  - SDDOT
  - City
  - MPO

- Discarded:
  - Alternative #
  - Alternative #
  - Alternative #

- Maintained For Inclusion in EA:
  - No-Action
  - Action 1
  - Action 2

- Assess Remaining Alternatives Using EA Criteria

Subset of All Categories Addressed in EA
<table>
<thead>
<tr>
<th>EA Alternatives Evaluation Criteria</th>
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<tbody>
<tr>
<td><strong>Traffic</strong></td>
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<td><strong>Socioeconomics</strong>:</td>
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<td>- Land Use</td>
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<td>- Social and Demographic Setting</td>
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<td>- Housing</td>
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<td>- Economics</td>
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<td>- Employment and Labor</td>
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<td><strong>Air Quality</strong></td>
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<td><strong>Noise</strong></td>
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<td><strong>Water Resources</strong></td>
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<td>- Groundwater Hydrology</td>
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<td><strong>Drainage and Flooding</strong></td>
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<td><strong>Recognized Environmental Conditions</strong></td>
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<td><strong>Visual and Aesthetic Quality</strong></td>
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<tr>
<td>- Churches/Cemeteries</td>
</tr>
<tr>
<td><strong>Utilities</strong></td>
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</tbody>
</table>
Alternative 5

Key Elements:
- Modifies Access to 476th Avenue
- Removes Tightest Loop
- Adds Access at 60th Street
- Adds Loops to Benson Road

Few Potential Environmental Issues

Cost: $22 Million
Preliminary Findings - I-29/I-229

- No I-29/57th Street Interchange
- Short Term/Mid-Term
  - Short: Solberg-Tallgrass Overpass
  - Mid: Results of On-going Work
- Key Elements:
  - Provides Access N-S of I-229 and E-W of I-29
  - Arterial Corridor Support for Louise Avenue, 57th Street and 41st Street
- Few Potential Environmental Issues
- Cost: $6 Million (Solberg-Tallgrass)
Next Steps

- **July 2008: Today**
- Written Comments accepted through August 1
- Summer-Fall 2008 Finalize I-90/I-229 EA:
- Continue I-29 Corridor Study:
  - Tallgrass-Solberg (Coordinate with I-29/I-229)
  - I-29/I-229 Options
  - I-29/69th Street Options
  - I-29/85th Street Options
- Winter 2008 I-29/I-229 Final Public Meeting
Public Information Meeting: Today
SDDOT Web Site: www.sddot.com/pe/projdev/planning_ss_i29.asp
Email: Bill_Troe@urscorp.com
Questions? Please Contact:

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Bill_Troe@urscorp.com

Steve Gramm - SDDOT
(605) 773-6641
steve.gramm@state.sd.us

Cary Cleland - SDDOT
367-5680
cary.cleland@state.sd.us

SDDOT Project Web Site
www.sddot.com/pe/projdev/planning_ss_i29.asp
I-90/I-229 INTERCHANGE AREA DISPLAYS
Figure I-90/ I-229 Interchange Improvements
Alternative 2 – Full Cloverleaf

Legend
New Roadway Segment - Thick Blue Line
New Bridge/Structure - Thin Red Line
No Scale
Figure I-90/I-229 Interchange Improvements
Alternative 3 - Directional with Lewis Avenue Extension
Figure I-90/ I-229 Interchange Improvements
Alternative 4 - Full Directional Interchange

Legend
- New Roadway Segment
- New Bridge/Structure
- No Scale

Cliff Avenue
60th Street N
Benson Rd
Lewis Avenue
476th Avenue
72nd Street N
60th Street N

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Figure I-90/I-229 Interchange Improvements
Alternative 5 - Cloverleaf with Flyover

Legend
- New Roadway Segment
- New Bridge/Structure
- No Scale
I-29/57th Street Interchange Area Displays
- 6 Interchange Alternatives
  - All Reviewed Relative to Same Criteria
  - All Eliminated:
    - 2 Due to Adjacent Impacts
    - 4 Due to Poor 57th Street Operations
    - 1 Due to I-29 Operations

- Conclusions:
  - 57th Street Reasonable Idea 10-15 Years Ago
  - Not Today – Too Many Impacts to Justify
Figure I-29/57th Street Interchange Alternatives

**Legend**
- Ramp/Loop Ramp
- Mainline/Arterial
- No Scale

**Single Point Urban Interchange**
- Marion Road
- 57th Street
- 49th Street

**Folded Diamond/Button Hook**
- Marion Road
- 57th Street
- 49th Street

**Folded Diamond**
- Marion Road
- 57th Street
- 49th Street

(A-43)
Figure I-29/57th Street Interchange Alternatives

Legend
- Ramp/Loop Ramp
- Mainline/Arterial
- No Scale

Tight Diamond/Button Hook
- 49th Street
- Marion Road
- 57th Street

Tight Diamond
- 49th Street
- Marion Road
- 57th Street

Split Diamond
- 49th Street
- Marion Road
- 57th Street

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I-29/69TH STREET INTERCHANGE AREA DISPLAYS
Figure
Preliminary 69th Street Crossing of I-29
69th Street Crossing Under I-29 (Depressed)
Figure
Preliminary 69th Street Crossing of I-29
Section Line 69th Street Crossing Under I-29 (At-Grade)
Figure
Preliminary 69th Street Crossing of I-29
Middle Southern 69th Street Crossing Over I-29

Legend
Edge of Pavement
Center Line
Bridge/Structure

0 Ft 100 Ft 200 Ft 300 Ft 400 Ft 500 Ft 600 Ft
I-29/I-229 SYSTEM INTERCHANGE AREA DISPLAYS
Figure
Preliminary Interchange Concept – I-29/I-229
Completely Rebuild Directional Interchange – North 69th Street Alignment (Overpass)
Preliminary Interchange Concept – I-29/I-229
Completely Rebuild Directional Interchange - North 69th Street Alignment (Overpass)

Legend
- New Roadway Segment
- New Bridge/Structure
- Remove Pavement

A-53
Figure
Preliminary Interchange Concept – I-29/I-229
Southbound Interstate Flyovers

Legend
New Roadway Segment
New Bridge/Structure
Remove Pavement
Preliminary Interchange Concept – I-29/I-229
Southbound I-29 Flyover and Southbound I-229 Ramp Modification

Legend
- New Roadway Segment
- New Bridge/Structure
- Remove Pavement

57th Street
69th Street
85th Street
Tallgrass Avenue

Figure
Preliminary Interchange Concept - I-29/I-229
Southbound I-29 Flyover and Southbound I-229 Ramp Modification
Figure
Preliminary Interchange Concept – I-29/I-229
Southbound I-29 Loop Flyover and Southbound I-229 Ramp Modification

Legend
- New Roadway Segment
- New Bridge/Structure
- Remove Pavement
Figure
Preliminary Interchange Concept – I-29/I-229
Southbound I-29 Loop Flyover and Southbound I-229 Ramp Modification

Legend
- New Roadway Segment
- New Bridge/Structure
- Remove Pavement

Directions:
- North
- South
- East
- West

Distance:
- 0 ft
- 20 ft
- 100 ft
- 200 ft

85th Street
57th Street
69th Street
Tallgrass Avenue
29
229
A-59

Southbound I-29 Loop Flyover and Southbound I-229 Ramp Modification

Legend
- New Roadway Segment
- New Bridge/Structure
- Remove Pavement

Directions:
- North
- South
- East
- West

Distance:
- 0 ft
- 20 ft
- 100 ft
- 200 ft

85th Street
57th Street
69th Street
Tallgrass Avenue
29
229
A-59

Southbound I-29 Loop Flyover and Southbound I-229 Ramp Modification
I-29/85th Street Interchange Area Displays
Figure
Preliminary Interchange Concept – I-29/85th Street
Diamond Interchange Concept – Minimized Ramp Length

Legend
New Roadway Segment
New Bridge/Structure
Remove Pavement
Figure

Preliminary Interchange Concept – I-29/85th Street

Folded Diamond Concept

Legend

New Roadway Segment
New Bridge/Structure

85th Street

Sundowner Avenue

Tallgrass Avenue

2929 A-65

Supplemental Study A-38.10
Figure
Preliminary Interchange Concept - I-29/85th Street
Partial Cloverleaf
Preliminary Interchange Concept – I-29/85th Street
Diamond Integrated with Re-aligned Southbound I-29

Legend
New Roadway Segment
New Bridge/Structure
Remove Pavement

Figure
Preliminary Interchange Concept - I-29/85th Street
Diamond Integrated with Re-aligned Southbound I-29
OVERVIEW PRESENTATION SLIDES
Agenda
July 17, 2008

- Purpose of the Meeting:
  - Projects Covered
  - Format
  - Comment Forms
  - Questions
- Projects Purpose and Need
- Alternatives Development/Screening
- I-90/I-229 Recommendations (Preliminary)
- Next Steps
  - I-29 Corridor Study
  - I-90 EA Finalization
Meeting Format

- Open House from 6:00 PM
- Presentation (20 Minutes)
  - Why
  - What
  - When?????
- Open House Until 7:30 PM
- Comments/Questions:
  - Form for Written Comments
  - Staff from City/ SDDOT and Consultant
I-90/I-229 Issues - Purpose and Need

- Loop Ramps - Low Speed
- Banking through Loops
- Ending of I-229
- “Weave” Between I-90 Loops
- Narrow Ramp Lanes
- On-ramp Taper Width

- Traffic Operations:
  - Current - OK
  - Future Operations (Arterials/ Mainline)

- Corridor Preservation
  - Footprint of Recommendations
Growth Locations - Dwelling Units/ Employment (I-90/I-229)
Current and Future (2025) Traffic

- **Average Growth:**
  - 6%/Yr

- **Average by Corridor:**
  - I-90: 6.4%/Yr
  - I-229: 6.5%/Yr
  - Benson Road: 4.2%/Yr
  - Cliff Avenue: 5.1%/Yr

West Side Mostly New Development

**LEGEND**
- 17,100 - Existing Daily Traffic Volume
- 63,500 - Future (2025) Daily Traffic Volume Forecast

**FIGURE 3. Study Area Traffic Volumes**
Variations on Six Alternatives Evaluated (12 Total):
- Eliminate Geometric Deficiencies
- Address I-229 Termination at 476th Ave
- Accommodate Future Traffic:
  - Mainline
  - Arterials
Purpose and Need - I-29/I-229

- **Existing Traffic Operations:**
  - Louise Ave Ramp Intersection
  - 41st St Ramp Intersection

- **Future Operations (2025):**
  - I-229 Southbound to Louise Avenue Off-ramp
  - I-229 Southbound to I-29 Southbound Off-ramp
  - Louise Ave Ramp Intersection
  - 41st St Ramp Intersections
  - Arterial Operations along Louise Ave and 41st St

- **Local Desire for More Access to the Regional Routes (Interstate(s))**

[Map showing 2025 Traffic Operations]
Purpose and Need – I-29/I-229

- **Design Issues:**
  - Bridge Width for I-29 Over I-229
  - Banking along Ramps
  - Right Shoulder Width
  - Off-ramp Lengths are Too Short
  - Southbound I-29 to Northbound I-229 Left On-ramp

- **Corridor Preservation**
  - Footprint of Recommendations
Additional Access:
- Across I-29 and I-229
- New Interchanges
  - 57th Street (6)
  - 69th Street (24)
  - 85th Street (5)

Improve I-29/I-229 Interchange:
- Increase Lanes
- Bring into Consistency of Design Guidelines
- Accommodate Additional Access
Screening Methodology

1. Identify Universe of Reasonable Alternatives
2. Staff Input: SDDOT, City, MPO
3. Initial Screening
   - Initial Criteria: Traffic Operations, Design Standards, Safety, Wetland Impacts, Residences/Businesses Impacted

- Discarded: Alternative #
- Maintained For Inclusion in EA: No-Action, Action 1, Action 2

Assess Remaining Alternatives Using EA Criteria
EA Alternatives Evaluation Criteria

- Traffic
- Socioeconomics:
  - Land Use
  - Social and Demographic Setting
  - Housing
  - Economics
  - Employment and Labor
- Air Quality
- Noise
- Water Resources
  - Groundwater Hydrology
  - Surface Water Hydrology
  - Water Quality
- Vegetation and Wildlife
  - Vegetation
  - Wildlife
  - Threatened and endangered species
  - Wetlands
- Drainage and Flooding
- Cultural Resources
  - Historic Architectural Properties
  - Archaeological Sites
- Recognized Environmental Conditions
- Visual and Aesthetic Quality
- Energy
- Geology and Seismicity
  - Geology
  - Seismicity
  - Soils
- Public Services and Utilities
  - Schools
  - Hospitals/Care Facilities
  - Fire Protection
  - Law Enforcement
  - Churches/Cemeteries
- Utilities
Initial Screening Criteria

- Traffic Operations
  - Minimum of Level of Service D Operations
  - Current and Future
- Safety
- Design Criteria
  - Interstate Segments
  - Interchange Spacing/Ramps
Residences/Businesses
- Estimate the Number of Properties Impacted By Action

Wetlands
- Estimate Acres Based “Footprint” of Alignment

Cultural Resources
- Historical Properties
- Archaeological Features
Recommendations - I-90/I-229

Alternative 5

Key Elements:
- Modifies Access to 476th Avenue
- Removes Tightest Loop
- Adds Access at 60th Street
- Adds Loops to Benson Road

Few Potential Environmental Issues

Cost: $22 Million
No I-29/57th Street Interchange

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- Mid: Results of On-going Work

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- Public Information Meeting: Today
- SDDOT Website: www.sddot.com/pe/projdev/planning_ss_i29.asp
- E-Newsletters – Access through SDDOT Website
- Email: Bill_Troe@urscorp.com
Questions? Please Contact:

Bill Troe - URS Corporation  
(402) 952-2522  
Bill_Troe@urscorp.com

Steve Gramm - SD DOT  
(605) 773-6641  
steve.gramm@state.sd.us

Cary Cleland - SD DOT  
367-5680  
cary.cleland@state.sd.us

SDDOT Project Web Site  
www.sddot.com/pe/projdev/planning_ss_i29.asp
SIGN-IN SHEETS
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Craig Smith</td>
<td>5316 W. 60th Street, North</td>
<td>605-367-5280</td>
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<td>700 E. Broadway, Pierre</td>
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<td>Shankel Krebs</td>
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<td>Ward W. Potter</td>
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<tr>
<td>Sylvia Wensing</td>
<td>4613 W. St. James Cr.</td>
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<tr>
<td>Charles J. Andersen</td>
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<tr>
<td>Brad Stangohr</td>
<td>401 E Elder</td>
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<td>Al Murra</td>
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<td>Greg Janison</td>
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<td>Jerome Miller</td>
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<tr>
<td>Brent Amonson</td>
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<td>362-57108</td>
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<td>PO Box 7412, S. F. SD 57107</td>
<td>367-88601</td>
</tr>
</tbody>
</table>
## I-29 Corridor Study and I-90/I-229 Interchange Modification

**Public Information Meeting**  
**July 17, 2008**

### PLEASE PRINT CLEARLY

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manny Steele</td>
<td>3220 W. Zephyr Place #1</td>
<td>605-335-7036</td>
</tr>
<tr>
<td>Shannon Ausen</td>
<td>City of Sioux Falls PW Eng</td>
<td>605-367-8607</td>
</tr>
<tr>
<td>Steve Hoff</td>
<td>6700 S. Old Village Pl., 57108</td>
<td>605-977-7740</td>
</tr>
<tr>
<td>Keri Cooke</td>
<td>3408 S. Sherman</td>
<td></td>
</tr>
<tr>
<td>Stephen Johnson</td>
<td>2101 N. 5th, 57104</td>
<td>338-1008</td>
</tr>
<tr>
<td>Cary Cleland</td>
<td>SD PDDT</td>
<td></td>
</tr>
</tbody>
</table>
# I-29 Corridor Study and I-90/I-229 Interchange Modification

## Public Information Meeting
**July 17, 2008**

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<tbody>
<tr>
<td>Greg Aalberg</td>
<td>SDPOT-SF</td>
<td>367-5680</td>
</tr>
<tr>
<td>Heath Hoftiezer</td>
<td>224 W 9th St. Civic SF</td>
<td>367-8634</td>
</tr>
<tr>
<td>Pat &amp; Lori Anderson</td>
<td>47042 W. 85th St. SF</td>
<td>368-9140</td>
</tr>
<tr>
<td>Mike Cooper</td>
<td>City Planning</td>
<td>367-8232</td>
</tr>
<tr>
<td>Raquel Blunt</td>
<td>3130 W. 57th St. Sioux Falls</td>
<td>728-9072</td>
</tr>
<tr>
<td>Al Zimmerman</td>
<td>24984 S. Tallgrass Ave SF</td>
<td>201-9381</td>
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<tr>
<td>Dale Hellwig</td>
<td>1308 S. Blauvelt Ave</td>
<td>331-5963</td>
</tr>
<tr>
<td>Perry C. Hanavan</td>
<td>6400 W 53rd St. SF</td>
<td>361-5251</td>
</tr>
<tr>
<td>Jason Benson</td>
<td>47078 85th St. SF, SD 57108</td>
<td>366-5381</td>
</tr>
<tr>
<td>Phyllis Heineman</td>
<td>2005 S. Phillips 57105</td>
<td>339-2167</td>
</tr>
</tbody>
</table>
COMMENT FORMS
Comment Sheet

July 17, 2008
Public Information Meeting

Please record your comments and/or questions regarding the alternatives presented at the July 17, 2008 public information meeting. After finishing your comments, please turn it in at the table by the entrance door. You may also mail this comment sheet to Bill Troe, URS Corporation, Inc., 12120 Shamrock Plaza, Suite 300, Omaha, NE 68154. Please provide your name and address in the space provided below.

Name    Address    City    State    Zip

Comments, Ideas, & Concerns

> Continue on the back or attach additional sheets

You can e-mail the study project manager at bill_troe@urscorp.com.
Interstate 29 Corridor Study
Public Meeting #2 Summary

Meeting Date: February 26, 2009
SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
CITY OF SIOUX FALLS
NOTICE OF PUBLIC MEETING / OPEN HOUSE
FOR
THE I-29 CORRIDOR STUDY
LINCOLN AND MINNEHAHA COUNTIES

I-29 from Exit 73 (Tea) to Exit 77 (41st Street)
I-229 from Exit 0 (I-29) to Exit 1 (Louise Avenue)
57th Street from Marion Road to Broadband Lane
69th Street from Bremerton Place to Louise Avenue
85th Street from Sundowner Avenue to Tallgrass Avenue
Solberg - Tallgrass Avenues from 59th Street to 69th Street

Date:  February 26, 2009
Time:  6:30 p.m. to 8:00 p.m.
Place:  Explorer Elementary School Gymnasium
        4010 W. 82nd Street
        Sioux Falls, SD 57108

The South Dakota Department of Transportation (SDDOT) in conjunction with the City of Sioux Falls will hold an open house style public meeting to discuss and receive public input on the options developed by the above corridor study to be taken through an Environmental Assessment. The open house will be informal, with one on one discussion available with SDDOT, City & Consultant staff.

Between 6:30 p.m. and 8:00 p.m., SDDOT, City, & Consultant staff will be available with displays to discuss the proposed options and answer your questions. During this time, you will also have the opportunity to present written comments. A short presentation will be given at approximately 6:45 pm.

Notice is further given to individuals with disabilities that this open house/public meeting is being held in a physically accessible place. Please notify the SDDOT ADA Coordinator at least 48 hours prior to the open house/public meeting if you have special needs for which this agency will need to make arrangements. The telephone number for making special arrangements is 605-773-3540 or 1-800-877-1113 (Telecommunications Device for the Deaf).

All persons interested in this study are invited to attend this meeting / open house to share your views and concerns, any time between 6:30 p.m. and 8:00 p.m.

For further information regarding the study, contact Steve Gramm at (605) 773-6641 or by email at steve.gramm@state.sd.us.
A study webpage has been established at http://www.sddot.com/pe/projdev/planning_ss_I29.asp
Argus Leader

AFFIDAVIT OF PUBLICATION

STATE OF SOUTH DAKOTA
COUNTY OF MINNEHAHA } ss
Nora Schaefer being duly sworn, says: That The Argus Leader is, and
during all the times hereinafter mentioned was, a daily legal newspaper as
defined by SDCL 17-2-21, as amended published at Sioux Falls,
Minnehaha County, South Dakota; that affiant is and during all of said
times, was an employee of the publisher of such newspaper and has
personal knowledge of the facts stated in this affidavit; that the notice,
order or advertisement, a printed copy of which is hereto attached, was
published in said newspaper upon

Monday the 9 day of February 2008,
Monday the 16 day of February 2008,
, the day of 2008,
, the day of 2008,
, the day of 2008,
, the day of 2008,
, the day of 2008,

and that $1,122.66 was charged for publishing the same

Subscribed and sworn to before me

JUDY WIESE
NOTARY PUBLIC
South Dakota

My Commission expires November 3, 2012

SOUTH DAKOTA DEPARTMENT OF TRAN:
CITY OF SIoux FALLS
NOTICE OF PUBLIC MEETING / OPEN
FOR
THE I-29 CORRIDOR STUDY
LINCOLN AND MINNEHAHA COUN:
I-29 from Exit 73 (Tea) to Exit 77 (41st St
I-29 from Exit 0 (I-29) to Exit 1 (Louise)
57th Street from Marion Road to Broadbd
85th Street from Bremerton Place to Louis
85th Street from Sundowner Avenue to Taig
Solberg - Tallgrass Avenues from 59th Street

Date: February 25, 2009
Time: 6:30 p.m. to 8:00 p.m.
Place: Explorer Elementary School Gymnasium
4010 W. 82nd Street
Sioux Falls, SD 57108
The South Dakota Department of Transportation (SDOT) will hold an open house to
discuss and receive public input on the options for the I-29 corridor study to be taken through an Environmental
Assessment. The open house will be informal, with one on one discussion and
SDDOT, City & Consultant staff.
Between 6:30 p.m. and 8:00 p.m., SDDOT, City & Consultant staff
available with displays to discuss the proposed options and
questions. During this time, you will have also the o
written comments. A short presentation will be given at
6:45 pm.

Notice is further given to individuals with disabilities that public meetings are
being held in a physically accessible venue. If you have questions or need
accommodations for this meeting, contact the SDDOT ADA Coordinator at least 48 hours prior
to the meeting at 605-773-3540 or 1-800-877-1115 (Device for the Deaf).

All persons interested in this study are invited to an
open house to share your views and concerns, at the
location stated above, at 6:30 p.m. and 8:00 p.m.
For further information regarding the study, contact at
773-6841 or e-mail at HYPERLINK mailto:steve.
stevecross@state.sd.us
A study webpage has been established at
www.sddot.com/programs/planning_se_129.asp
Argus Leader
AFFIDAVIT OF PUBLICATION

STATE OF SOUTH DAKOTA
COUNTY OF MINNEHAHA } ss
Nora Schaefer being duly sworn, says: That The Argus Leader is, and during all the times hereinafter mentioned was, a daily legal newspaper as defined by SDCL 17-2-21, as amended published at Sioux Falls, Minnehaha County, South Dakota; that affiant is and during all of said times, was an employee of the publisher of such newspaper and has personal knowledge of the facts stated in this affidavit; that the notice, order or advertisement, a printed copy of which is hereto attached, was published in said newspaper upon

Wednesday the ______ day of February 2008,

Wednesday the ______ day of February 2008,

the ______ day of 2008,

the ______ day of 2008,

the ______ day of 2008,

the ______ day of 2008,

and that $146.08 was charged for publishing the same

Subscribed and sworn to before me

JUDY WIESE
NOTARY PUBLIC
SOUTH DAKOTA

My Commission expires November 3, 2012
Sign-In Sheets
# I-29 Corridor Study

Public Information Meeting  
February 26, 2009

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brad Remrich</td>
<td>700 E Broadway Pierre, SD</td>
<td>605-224-4268</td>
</tr>
<tr>
<td>Brad Ludus</td>
<td>224 W. 9th St., SD, 57104</td>
<td>(605) 367-8627</td>
</tr>
<tr>
<td>Jody Titze</td>
<td>C11 Gramp, Harrisburg, 57032</td>
<td>605-767-2134</td>
</tr>
<tr>
<td>Ciao Wuth</td>
<td>5412 S. Sørmark Ave, 57106</td>
<td>605-940-6778</td>
</tr>
<tr>
<td>George Simbel</td>
<td>117 W. 41st St., Sioux Falls, 57105</td>
<td>605-332-3326</td>
</tr>
<tr>
<td>Karissa Harkin</td>
<td>4009 W 84th St., Sioux Falls, 57108</td>
<td>605-595-1248</td>
</tr>
<tr>
<td>Dee DiManno</td>
<td>3708 W 84th St, SD, 57108</td>
<td>605-274-1747</td>
</tr>
<tr>
<td>Jit Constell</td>
<td>104 W. 9th Ave, SD, 57102</td>
<td>605-3444</td>
</tr>
<tr>
<td>Jerome Miller</td>
<td>S.F.P.D.</td>
<td></td>
</tr>
<tr>
<td>Lana Bartling</td>
<td>47088 S 85th St., SD, 57103</td>
<td>366-2846</td>
</tr>
<tr>
<td>Troy Hokeness</td>
<td>7621 S. Aftyn Ave, SD</td>
<td>376-1334</td>
</tr>
<tr>
<td>Dennis Klinghagen</td>
<td>3734 S 41st St, Avenue, Harrisby</td>
<td>321-9935</td>
</tr>
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## I-29 Corridor Study

**Public Information Meeting**  
**February 26, 2009**

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<thead>
<tr>
<th>Name</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Sylvia Wensing</td>
<td>4613 W. St. James Cir</td>
<td>(605) 362-8398</td>
</tr>
<tr>
<td>NATHAN LUND (WSN)</td>
<td>5132 S. Cliff Ave. Suite 5</td>
<td>335.9550</td>
</tr>
<tr>
<td>Jeff Miller</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>Randy Haskell, SF Business Journal</td>
<td></td>
<td>977-3976</td>
</tr>
<tr>
<td>Dale Long</td>
<td>27115 475th Ave Harrisburg</td>
<td>713-2911</td>
</tr>
<tr>
<td>Todd Magson</td>
<td>27125 Parklane Dr.</td>
<td>368-2714</td>
</tr>
<tr>
<td>Tammy Rockman</td>
<td>47295 85th St+</td>
<td>335-5905</td>
</tr>
<tr>
<td>Kurt Brust</td>
<td></td>
<td>201-4791</td>
</tr>
<tr>
<td>Guy Floyd</td>
<td></td>
<td>323-2820</td>
</tr>
<tr>
<td>MARK K. COTTREY</td>
<td>City of Sioux Falls</td>
<td>367-8400</td>
</tr>
<tr>
<td>Tim Anderson</td>
<td>SF Fire Rescue</td>
<td>367-7064</td>
</tr>
<tr>
<td>Troy Schnetler</td>
<td>SF Fire &amp; Rescue</td>
<td>367-7064</td>
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<tr>
<td>Steve Gramm</td>
<td>700 E. Broadway Ave, Pierre, SD</td>
<td>773-6641</td>
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<tr>
<td>Heath Hoftizer</td>
<td>224 W 9th St, Sioux Falls, SD</td>
<td>367-8601</td>
</tr>
<tr>
<td>Jason Reaves</td>
<td>600 N. Main Ave, SFSD</td>
<td>338-6668</td>
</tr>
<tr>
<td>Lewis Anderson</td>
<td>47042 W 85th St.</td>
<td>368-9140</td>
</tr>
<tr>
<td>Cary Cleland</td>
<td>SDDOT</td>
<td>367-5680</td>
</tr>
<tr>
<td>Bob Jane Flakey</td>
<td>4800 Glenview St, 57103</td>
<td>885-7495</td>
</tr>
<tr>
<td>Randall Waldron</td>
<td>USD - Vermillion</td>
<td>677-6643</td>
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<tr>
<td>Allan Bonnema</td>
<td>104 N Main St, Canton, SD</td>
<td>764-5841</td>
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<tr>
<td>Raquel Blount</td>
<td>3130 W. 57th St, Sioux Falls, SD</td>
<td>323-2820</td>
</tr>
<tr>
<td>Dar Donut</td>
<td>27024 Louise Ave, Sioux Falls, SD</td>
<td>332-2439</td>
</tr>
<tr>
<td>Dick Sayre</td>
<td>216 S Duluth Ave, Sioux Falls, SD</td>
<td>332-7211</td>
</tr>
<tr>
<td>Robert DiMarco</td>
<td>3708 W 86th St</td>
<td>274-1247</td>
</tr>
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# I-29 Corridor Study

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<tr>
<td>Chad Huwe</td>
<td>Harristown School</td>
<td>941-1570</td>
</tr>
<tr>
<td>Jim Holbeck</td>
<td>SF Fire Rescue</td>
<td>307-466-41</td>
</tr>
<tr>
<td>Doug Madema</td>
<td>101 Main St, SF 57105</td>
<td>977-4873</td>
</tr>
<tr>
<td>Mark Michelson</td>
<td>100 E. Main Place SF 57110</td>
<td>361-8400</td>
</tr>
<tr>
<td>Thomas Hein</td>
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<tbody>
<tr>
<td>Todd Klinghagen</td>
<td>17102 Homestead Plw</td>
<td>605-371-0477</td>
</tr>
<tr>
<td>James Unruh</td>
<td>6300 Old Village Pl, #100</td>
<td>927-7890</td>
</tr>
<tr>
<td>Chuck Moss</td>
<td></td>
<td>376-6728</td>
</tr>
<tr>
<td>Jim Volp</td>
<td></td>
<td>350-5423</td>
</tr>
<tr>
<td>Jim Aldrich</td>
<td>Lincoln Co.</td>
<td>366-2877</td>
</tr>
<tr>
<td>Jim Brown</td>
<td>Stockwell Eng. SF, SD</td>
<td>338-6666</td>
</tr>
</tbody>
</table>
Overview Presentation
Meeting Format

- Open House from 6:30 PM
- Presentation (20 Minutes)
- Open House Until 8:00 PM
- Comments/Questions:
  - Form for Written Comments
  - Staff from City/SD DOT and Consultant
Welcome/Purpose of the Meeting:
- Update on I-29 Corridor Study
- Format
- Take Comments

Future Traffic Conditions
Alternatives Screening
Questions
Next Steps
I-29 Corridor Study Area

- I-29:
  - 41st Street to Tea Interchange (Highway 106)
- I-229:
  - Louise Avenue to I-29
Questions Answered through Corridor Study

- How Much Traffic Will Come from Proposed Developments?
- Can Existing Roads Handle the Traffic?
  - Focus on interstates
- If No, What Would Help?
- Benefits/Costs:
  - Traffic
  - Construction/Maintenance Cost
  - Driver Comfort
  - Adjacent Environment
Comparison of Traffic

- **Current Daily Trips:**
  - 29,800
- **2033 (Build-Out) Daily Trips:**
  - 261,000
2033 Traffic Operations

LEGEND

<table>
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<tr>
<th>Symbol</th>
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<tr>
<td>/ \</td>
<td>LOS A/B (Segment/Junction)</td>
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<td>/   -</td>
<td>LOS C (Segment/Junction)</td>
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<tr>
<td>/   -</td>
<td>LOS D (Segment/Junction)</td>
</tr>
<tr>
<td>/   -</td>
<td>LOS E/F (Segment/Junction)</td>
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<tr>
<td>◯</td>
<td>AM/PM Junction LOS</td>
</tr>
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<td></td>
<td>AM/PM Segment LOS</td>
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</table>

Basic Freeway Between Ramps
Northbound = LOS C (AM)
Southbound = LOS C (PM)

A-114
Range of Alternatives

- **Arterial Capacity Improvements**:
  - Upgrade Existing
  - New Routes
- **Arterial Interstate Crossings**
- **Interstate Capacity Improvements**
- **New Interstate Access**
- **Upgrade/Modify Existing Interchange(s)**
- **Expand Transit**
Design Considerations

- **Spacing Between Interchanges**
- **“Weaving” Traffic**
- **Lefthand vs. Righthand Entrance/Exit**
- **Ride Comfort:**
  - Profile for mainline and ramps
- **Cost:**
  - Bridges relative to embankments/retaining walls

FHWA: Minimum Spacing – 1 Mile
Design Considerations

- Spacing Between Interchanges
- “Weaving” Traffic
- Lefthand vs. Righthand Entrance/Exit
- Ride Comfort:
  - Profile for mainline and ramps
- Cost:
  - Bridges relative to embankments/retaining walls
1. Existing do not provide the access nor capacity intended by the proposal.
2. All reasonable non-new interchange alternatives have been evaluated - do not address need.
3. No significant adverse impact on safety and/or operations.
4. Provides for all movements.
5. Consistent with land use/transportation plan.
6. Interstate network study was done - supports request.
7. Looked at needs up and down the interstate, not just at I-29/85th St.
8. Interstate justification report was completed.
Preliminary Findings/Conclusions

- **Solution**: Must Include Both Interstate and Arterials (Single Focus Not Solution)
- If Add I-29/85th St Interchange: Must “Braid” Ramps with I-29/ I-229
- **I-29/85th Street Interchange**: Results in Minor Change to Congestion:
  - Louise Avenue
  - Highway 106
  - 57th Street
  - 41st Street
Phased Implementation:

- Cost Versus Funding will Require Phasing
- Coordinate with Development
- Arterial Network - Will Be Congested Prior to Interstate (Address First)
- Can Accommodate 40 - 45% of Proposed Development on Current System
- Corridor Preservation is a Priority

Division of Needs into Unique Projects
### Preliminary Findings/Conclusions

#### Division of Needs into Unique Projects

<table>
<thead>
<tr>
<th>Map Number</th>
<th>Project Description</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>4-Lane Median Divided - Tallgrass Avenue to Connie Avenue</td>
</tr>
<tr>
<td>2</td>
<td>Solberg Avenue -- Tallgrass Avenue Connection (4-Lane)</td>
</tr>
<tr>
<td>3</td>
<td>4-Lane Median Divided - South of 69th Street to 85th Street</td>
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<tr>
<td>4</td>
<td>4-Lane Median Divided - Tallgrass Avenue to Louise Avenue</td>
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<tr>
<td>5</td>
<td>4-Lane Median Divided with I-29 Overpass - Tallgrass Avenue to Sundowner Avenue</td>
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<tr>
<td>6</td>
<td>4-Lane Median Divided - 85th Street to Highway 106</td>
</tr>
<tr>
<td>7</td>
<td>4-Lane Median Divided - South of 69th Street to 85th Street</td>
</tr>
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<td>8</td>
<td>4-Lane Median Divided - 85th Street to Highway 106</td>
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<td>9</td>
<td>4-Lane Median Divided with I-29 Overpass - Tallgrass Avenue to Sundowner Avenue</td>
</tr>
<tr>
<td>10</td>
<td>I-29/85th Street Interchange - Configuration TBD</td>
</tr>
<tr>
<td>11</td>
<td>I-29/I-229 Modifications - TBD</td>
</tr>
</tbody>
</table>
Completed Draft I-29 Corridor Traffic Operations Report - Product:
- List of Concepts to Document to FHWA
- Concepts for Environmental Assessment

Presently in Review by SDDOT and City:
- Operations
- Costs
- Timing of Range of Needs (Interstate/City Arterials)
- Timing for Modifications
- Phasing Possibilities
Next Steps

- Determine Alternatives to Address in IJR
- Finalize IJR (From Corridor Operations Report)
- FHWA Review (3-5 Months)
- Refine Costs
- Prepare/Submit EA
- Public Information Meeting: Today
- SDDOT Web Site: www.sddot.com/pe/projdev/planning_ss_i29.asp
- E-Newsletters - Access through SDDOT Website
- Email: Bill_Troe@urscorp.com
Questions? Please Contact:

Bill Troe - URS Corporation
(402) 952-2522
Bill_Troe@urscorp.com

Steve Gramm – SDDOT
(605) 773-6641
steve.gramm@state.sd.us

Cary Cleland - SDDOT
367-5680
cary.cleland@state.sd.us

SDDOT Project Web Site
www.sddot.com/pe/projdev/planning_ss_i29.asp

Thanks for Coming to the Meeting

A-126
Wall Displays
Alternative 2: I-29 / 85th Street Diamond Interchange

Legend
- New Structure
- Roadway
- Mobile homes
Alternative 3: I-29 / 85th Street Folded Diamond Interchange
Alternative 5: I-29 / 85th Street Single-Point Urban Interchange
Alternative 10: I-29 / I-229 Interchange Modification - Ramp Modifications
Alternative II: I-29 / I-229 Interchange Modification - Directional Ramps Option A
Alternative IIB: I-29 / I-229 Interchange Modification - Directional Ramps Option A (Inverted)
Alternative 12: I-29 / I-229 Interchange Modification - Directional Ramps Option B
Alternative 12B: I-29 / I-229 Interchange Modification - Directional Ramps Option B (inverted)
Alternative 13: I-29 / I-229 Interchange Modification -
Realign Southbound I-29
Alternative 13B: I-29 / I-229 Interchange Modification -
Realign Southbound I-29 (Inverted)
Legend
- New Structure
- Roadway
- Modifications
- Alternates
- Crossings
- Runway
- unnamed

Alternative 14B: I-29 / I-229 Interchange Modification - Complete Interchange Reconstruction (Inverted)
Figure 6. Future (2033) No Build and Build Scenario Daily Traffic Volumes
Future (2033) Build Scenario with 69th Street Crossing Daily Traffic Forecasts

**Legend**
- 2007 Daily Traffic
- Alternative 6 Daily Traffic

<table>
<thead>
<tr>
<th>Year</th>
<th>Traffic Forecasts</th>
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<tr>
<td>2010</td>
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<td>2013</td>
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**Street Names**
- West Corridor
- Tea-Ellis Ave
- Sundowner Ave
- Tallgrass Ave

**Traffic Volumes**
- 2,100
- 3,000
- 5,000
- 7,400
- 11,000
- 13,400
- 15,400
- 16,500
- 13,500
- 69th St
- 8th St
Figure 24. Future (2033) Build Scenario Alternative 6
Daily Traffic Forecasts
Basic Freeway Between Ramps
Northbound = LOS C (AM)
Southbound = LOS C (PM)

LEGEND
|| - LOS A/B (Segment/Junction)
| - LOS C (Segment/Junction)
| - LOS D (Segment/Junction)
| - LOS E/F (Segment/Junction)
- - AM/PM Junction LOS
- - AM/PM Segment LOS

Figure 13. No-Build Scenario Mainline Traffic Operations Summary
Figure 14. No-Build Scenario Intersection Traffic Operations Summary

LEGEND

- LOS A/B
- LOS C
- LOS D
- LOS E/F
- AM/PM Junction LOS
SB I-29: 41st St to I-229 Segment
Without Auxiliary Lane for Entire Segment
Basic Freeway = LOS C / D (AM / PM)
I-29/I-229 Junction = LOS C / D (AM / PM)

Basic Freeway Between Ramps
Northbound = LOS C (AM / PM)
Southbound = LOS C (AM / PM)

LEGEND
- LOS A/B (Segment/Junction)
- LOS C (Segment/Junction)
- LOS D (Segment/Junction)
- LOS E/F (Segment/Junction)
- AM/PM Junction LOS
- AM/PM Segment LOS

Figure #: 2033 With 69th Street and 85th Street Crossings and Interstate Auxiliary Lanes
Figure 27. Alternatives 6A through 6C Intersection Traffic Operations Summary

LEGEND
- LOS A/B
- LOS C
- LOS D
- LOS E/F
- AM/PM Junction LOS
SB I-29: 41st St to I-229 Segment
Without Auxiliary Lane for Entire Segment
Basic Freeway = LOS C / D (AM / PM)
I-29/I-229 Junction = LOS C / D (AM / PM)

Auxiliary Lane Only Provided for Southbound I-229

Basic Freeway Between Ramps
Northbound = LOS C (AM / PM)
Southbound = LOS C (AM / PM)
Build I-29/85th St Interchange, Modify I-29/I-229 and 69th Street Crossing Traffic Operations

**_BASIC FRE ways Between Ramps**
Northbound = LOS C (AM/PM)
Southbound = LOS C (AM/PM)

**Auxiliary Lane Only Provided for Southbound I-229**

**LEGEND**

- LOS A/B (Segment/Junction)
- LOS C (Segment/Junction)
- LOS D (Segment/Junction)
- LOS E/F (Segment/Junction)
- AM/PM Junction LOS
- AM/PM Segment LOS

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**D O T**

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**URS**

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A-150
SB I-29: 41st St to I-229 Segment
Without Auxiliary Lane for Entire Segment
Basic Freeway = LOS C / D (AM / PM)
I-29/I-229 Junction = LOS C / D (AM / PM)

LEGEND

- LOS A/B (Segment/Junction)
- LOS C (Segment/Junction)
- LOS D (Segment/Junction)
- LOS E/F (Segment/Junction)
- AM/PM Junction LOS
- AM/PM Segment LOS

Build I-29/85th St Interchange, 69th St Crossing, Aux. Lanes on Interstate, Braid Ramps Operations
Figure ##. Alternative 14 with Southbound Slip Ramp to 85th Street Mainline Traffic Operations

LEGEND

- LOS A/B (Segment/Junction)
- LOS C (Segment/Junction)
- LOS D (Segment/Junction)
- LOS E/F (Segment/Junction)
- AM/PM Junction LOS
- AM/PM Segment LOS

Basic Freeway Between Ramps
Northbound = LOS C (AM)
Southbound = LOS C (PM)

Auxiliary Lane Only Provided for Southbound I-229
Meeting Photos
Bill,

I attended the meeting last night at Explorer School. I live between Tallgrass and I-29. My home is located in the "perfect" location. There is virtually no traffic past my home and I like my neighbors. It is a 5 minute trip to get to wonderful southern Sioux Falls.

BUT.......I know the inevitable is coming.

The big explosion of building and traffic WILL happen and by putting off the decision for the 85th St. interchange is simply wasting time and money..........by sitting on the fence, so to speak, all the development infrastructure money will be just sitting idle. When things start happening with a new roadways, then and only then, Sioux Falls will progress. The plans for 229, Tallgrass overpass, 69th St west and 85th St. exchange will pay dividends. That is my opinion.

Sincerely,

Lana Bartling

47088 85th St.
Kurt Brost  
1305 W. 18th Street  
Sioux Falls  
SD  
57117

Comments, Ideas, & Concerns

Sanford Health has the following concerns with the findings of this study:

1. Priority of Projects: It seems illogical to Sanford that the proposed higher priority projects at 69th, Sundowner and 85th Street overpass will have the positive traffic flow impact of the interchange at 85th. Even if the Interchange needed to be included with other improvements it would seem that the money would be well spent in a way that would actually fix the problem for the short and long term as opposed to doing minor patches that would need to be added to or even redone at later times to actually provide significant relief to congestion. It seems that prolonging the real fix will do nothing but make the take more cumbersome and costly as the area grows up around it. It would make more sense to actually do what is needed sooner and not delay the fix, than to create more problems and cost in the future.

2. Economic Impact: The delay of the interchange project at 85th street will have a detrimental impact on the success of the Research Park project. While it will not have near the damaging effect on the research park as it will the proposed commercial development, it will nonetheless be harmful. Many things make these parks successful. The availability of labor, land, incentives, etc., all has impacts. However, in regards to facilities, two things are critical according to the Association of University Research Parks. One is good access and design, and the second is surrounding commercial development and housing to support the park’s tenants. Without the interchange at 85th, the type of supporting development referenced will not be possible. Moreover, it places an unnecessary hurdle in the path of our effort to bring new and exciting jobs to the region.

3. Put them together: Given the two above points, it would seem logical to put our money where our mouths, or more the point, jobs and dollars are. When given the chance to spend money on projects that can make a difference, both in the short and long term, we should do so. This area needs the interchange to help offset the damage caused by the downturn in the economy in the short term, and to expand our employment base and tax base in the long term. Given the lack of a silver bullet to cure all traffic ills in the area and the incremental difference between all the projects outlined, logic dictates that we spend.
our limited resources on the one that provides the biggest economic impact. All the projects appear to be necessary in the long term. Why not start with the largest and most meaningful while the land is available, the project will cost less, and the need is greatest?

> Continue on the back or attach additional sheets
Comment Sheet

Please record your comments and/or questions regarding the information and concepts presented at the February 26, 2009 public information meeting. After finishing your comments, please turn it in at the table by the entrance door. You may also mail this comment sheet to Bill Troe, URS Corporation, Inc., 12120 Shamrock Plaza, Suite 300, Omaha, NE 68154. Comments may also be emailed to bill_troe@urscorp.com. Please provide your name and address in the space provided below.

Bentwood Place, Inc.  4600 Vista Ln.  Sioux Falls, SD  57105

Name  Address  City  State  Zip

Comments, Ideas, & Concerns

It is good to see that there has been some progress on this study. We, along with our fellow Citizens and developers, are eager to get started on our projects that are directly affected by the decisions made by this study. I believe it has been over a year since this study has started and it seems that the end gets pushed back every month or so. Thus, it is very frustrating for us developers to have an idea as to when our property would be ready to be developed. We are waiting on URS and the city to get this done, so we can get roads and utilities to our properties so they can be marketed.

Here is a list of most of the developers that have land in this area:

Bentwood Place, Inc., Sanford Health, North Central Heart LLC, Medical Development LLC, Vierreck, Lloyd\Rickert, Hegg, Sonler, Harr-Lemme, Johnson, KNWC. These are the owners of over 1000 acres of land (that’s over 54 million square feet). A lot of this land is either commercial, office, or apartment. I’m not sure we can estimate the huge boost to the tax base for the city of Sioux Falls, much less for Lincoln County, but it must be a very large number. The most important part of this future development is the exit at 85th St. This is the keystone that will make this area work. It is far more important than trying to put 69th St. over I-29. I know that there is an opinion that the arterial roadways would be able to handle 40-45% of the traffic to these developments without having the exit at 85th St. However, it is really the exit at 85th St. that will really spur development in this area. True, there will be some development without it, but it will be very slow growth which helps no one. Thank you for the work thus far.

> Continue on the back or attach additional sheets

You can e-mail the study project manager at bill_troe@urscorp.com.
Jean Brockmueller  
Property Manager  
Sonler Property  
100 N. Phillips  
Sioux Falls  
SD  
57104

Comments, Ideas, & Concerns

It is very frustrating to learn that the 69th Street I-29 overpass is being given priority consideration over the 85th Street Interchange. The 69th Street overpass may be desirable to relieve 57th Street traffic at some point in the future, but it does nothing to stimulate or open up economic activity to our community and particularly the Sanford Research Park area. Economic activity is vital to our community at the present time. The Sanford Research Park holds great potential for bringing quality economic activity to our community, but without swift action to provide access to the area, it is possible and probable that the area will not thrive through lack of residual economic activity.

Also, timing is critical and it is unfortunate to learn that by reason of the over-study and lack of design, all of the I-29 corridor projects have missed an opportunity to share in the federal economic stimulus money.
SD Department of Transportation
Public Meeting/Open House Summary
May 2, 2013

I29, I229, & 85th Street
Project # IM 0293(96)73  PCN 01QS  
Project # IM 2292(90)0  PCN 020Q  
Project # P1360(01)  PCN 03YF  
Project # CIP Number 515099  
County Lincoln & Minnehaha

The following individuals represented the South Dakota Department of Transportation:

Cary Cleland  SDDOT  
Mark Leiferman  SDDOT  
Steve Gramm  SDDOT  
Michael Behm  SDDOT  
Tom Lehmkuhl  SDDOT  
Shannon Ausen  City of Sioux Falls  
Ronald McMahon  FHWA  
Margie Krell  URS Corporation  
Quentin Bliss  URS Corporation  
Peggy Philson  URS Corporation  
Bill Troe  SRF Consulting

The Public Meeting/Open House was held at the Explorer Elementary School in Sioux Falls, SD. Eighty-eight people attended the meeting. A presentation was made to review the environmental assessment process, the purpose of the project, the proposed improvements and alternatives, and potential impacts. A handout was made available containing the slides from the presentation. The presentation was recorded and will be available on the SDDOT website. SDDOT and City staff were available with project maps and roadway details to discuss the project and receive public input.

12 written comment letters or emails were received. (See attached letters.) An acknowledgement of receipt has been sent. All comments will be reviewed by the Department for consideration in the design process.
Public Meeting/
Open House
May 2, 2013

PROJECT IM 0293(96)73  PCN 01QS
PROJECT IM 2292(90)0    PCN 020Q
PROJECT P1360(01)    PCN 03YF
CIP NUMBER 515099

LINCOLN & MINNEHAHA COUNTY

I-29 from north of Exit 73 (Tea) to north of 57th St
I-229 from I-29 to Louise Ave
85th St from Louise Ave through Sundowner Ave

Grading, PCC Pavement, Asphalt Pavement,
Curb & Gutter, Storm Sewer, Lighting, Traffic
Signals, Permanent Signing and Structures

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

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.
Project Location
Meeting Agenda

- Introductions
- Overview of the Information Meeting
- Information on the Proposed Project
- Introduce the Alternatives and Environmental Process
- Open House

Project Area

- I-29: North of Tea Interchange to North of 57th Street
- I-229: I-29 to Louise Avenue
- 85th Street: Sundowner Avenue to Louise Avenue
- Crossing Connects Projects – Need to Coordinate

Purpose of the Projects

- I-29: Interstate Condition – Deteriorated (Recent Treatment has 5 Year Life)
- I-29: Changes Require Improvements be Made:
  - Nearby Land Develops = More Traffic/Congestion
  - Regional Traffic Growth = More Traffic/Congestion
  - Design Standards have Changed
- 85th Street:
  - Provide East-West Connectivity (MPO Primary Goal)
  - Increase Regional Capacity
Current Traffic Operations - 2012

Future Traffic Operations – 2035

Future Traffic Operations – 2035

I-29 Improvement Elements

• I-29:
  – Auxiliary Lanes from Tea Interchange to North of 57th St.
  – Replace Bridges over I-229
  – Relocate Southbound I-29 to Northbound I-229 Loop

Note: All Interstate mainline segments operate at LOS B or Better
**85th Street Extension**

- Create a Continuous Arterial South of 57th Street:
  - Adds Access Across I-29
- Four-lane, Median Divided Arterial (Louise to Sundowner)

**Legend**
- Signalized Intersection
- Partial Access Intersection
- Full Access Intersection

**Future – Signalize:**
- Tallgrass Ave/85th St
- Sundowner Ave/85th St

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**85th Street Crossing – Option 1**

I-29 Over 85th Street

Roadway On Fill

**85th Street Crossing – Option 2**

85th Street Elevated Over I-29

Roadway On Fill
85th Street Crossing – Option 3

85th Street Elevated Over I-29 (Southern Alignment)

Roadway On Fill

Estimated Right-of-Way

Environmental Review Process

Corridor Improvements/Modifications Needed?

Yes

Why are Improvements/Modifications Needed?

- To Relieve Capacity Deficiencies, Current/Future
- Address Safety Concerns
- Correct Design Deficiencies
- Provide for Managed Growth and Development

Alternatives Analysis

- Auxiliary Lanes
- Shoulder Improvements
- New Arterial Connections

Requirement Tests

- Meets Transportation Needs?
- Level of Impacts/Benefits?

Recommended Corridor Improvements

Roadway On Fill

Estimated Right-of-Way

Critical Evaluation Criteria

- Traffic Operations
  - Desirable of Level of Service C Operations
  - Goal – Meet in Current and Future
- Safety
- Impacts on Adjacent Properties
  - Residential
  - Historical/Cultural Properties
  - Farmland
  - Utilities
- Wetland Impacts
- Meet Design Criteria

85th Street – Southern Alignment

- Four-lane, Median Divided Arterial (Louise to Sundowner)
- Reduces Impact to North Side Residential Properties
- Current 85th Street Retained as Frontage/Access Road

Roadway On Fill

Estimated Right-of-Way
Study Schedule

- Today: Introduce Project/Environmental Process and Take Comments
- Spring 2013: Complete Analyses for Environmental Document
- Summer 2013: Select Recommended Alternative
- Summer/Fall 2013: Continuation of Design
- Fall/Winter 2013: Public Meeting to Present the Recommendations
- 2015: Anticipate Bid Letting for Construction

Opportunities for Input/Information

- Initial Public Input Meeting – Tonight
- Public Information Meeting: Fall/Winter 2013
- SDDOT Web Site: www.sddot.com/dot/publicmeetings
- Email: i29reconstruction@urs.com

Wrap Up

- Information on the Key Steps
- Alternatives for I-29, I-229 and 85th Street
- Representatives from SDDOT, City and Design Team – Answer Questions
- Not FINAL Alignments (Preliminary)
  - To Be Assessed:
    - Design Criteria
    - Traffic Operations
    - Environmental Criteria
- No-Build/No-Action Is an Alternative

Thanks for Coming

If You Have Any Questions, Please Contact:

- Jim Kollbaum
  URS Corporation
  (402) 334-8181
  i29reconstruction@urs.com
- Cary Cleland - SDDOT
  367-5680
  cary.cleland@state.sd.us
- Shannon Ausen – City of Sioux Falls
  367-8601
  sausen@siouxfalls.org
Environmental, Social & Economic Impacts

- Project will comply with all state and federal environmental regulations
- 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
  - No splitting of neighborhoods will occur as a result of this project

For additional information, please contact:
Terry Keller, Engineer Supervisor
SDDOT Project Development Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone: 773-3721  E-Mail: Terry.Keller@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:
Dave Hausmann, Utility Coordinator
SDDOT Project Development Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone 605-773-6593; E-Mail: Dave.Hausmann@state.sd.us
Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Wetland mitigations may be from 1) wetland creation – typically, at a borrow pit; 2) wetland restoration – plugging an existing, drained wetland; or, 3) by small dam construction.

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

If you are interested in creating or restoring wetlands on your property, please complete the attached form and mail to: Terry Keller, Engineering Supervisor SDDOT, and 700 E. Broadway Ave., Pierre, SD 57501. 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 #: _______________________________________________________

Legal Description 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 intent only.
**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 will 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 Andrew J. ‘Andy’ Jackson of the SDDOT Right of Way Program in Pierre. His phone number is 773-2911. 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 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.
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.
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. Sioux Falls, SD 57107
Phone: 605-367-4970 Ext. 2114; E-Mail: Brooke.White@state.sd.us
PUBLIC COMMENTS

Project #  IM 0293(96)73 PCN 01QS
Project #  IM 2292(90)0 PCN 020Q
Project #  P1360(01) PCN 03YF
Project # CIP NUMBER 515099
County Lincoln & Minnehaha
Location I-29 from Tea to 57th St; I-229 from I-29 to Louise Ave; 85th St from Louise Ave to Sundowner Ave

Name: __________________________________________ Date: ______________
Address: ____________________________________________________________

Written testimony will be included in the meeting record. Please submit comments by May 16, 2013

Send to: (modify as needed) Cary Cleland, Road Design Engineering Supervisor
E-Mail Address: Cary.Cleland@state.sd.us
South Dakota Department of Transportation
5316 W 60th Street N
Sioux Falls, SD 57107
Overview of Informal Verbal Comments Received at the Meeting/Open House

Study Team Responses in Red

- When will the other two lanes of the four-lane section east of Louise be constructed?

  This is outside of the current project area. Construction will likely be around 2015-2017 (as determined necessary by traffic demands on 85th Street).

- Traffic that is eastbound on 57th Street turning right onto Louise backs up to Solberg.

  The Solberg bridge over I229 is currently under construction and will provide another access to the development south of 57th Street. This will help with connectivity and relieve some congestion on Louise.

- If 85th Street crosses over I29, the existing property owners in the northwest corner will be looking at a tall fill slope.

  The highest point on 85th crossing over I29 would be located over I29. At the first driveway to the west of I29, 85th Street would be about 12’ higher than the existing roadway and would have a fill slope between the proposed sidewalk and the existing ground.

- How far south does the 85th Street alternative alignment go?

  About 200’ to the south along the four properties to the west of I29.

- When will I29 improvements be constructed?

  Construction will begin in 2015.

- Why is there not an interchange on I29 at 85th Street? There is no interchange access to I29 between the Tea interchange to the south and 41st Street to the north, and there is a lot of development planned in the area.
The current need is reconstruction of I29 and connectivity between 85th Street on the east and west side of the interstate. Nothing in this project will preclude an interchange in the future if needs are demonstrated.

- What is the width of the ramp from northbound I29 to northbound I229?

The pavement will be two lanes wide, but the immediate striping will remain for one lane. SDDOT will re-stripe the ramp for two lanes when the traffic volumes warrant the second lane.

- Will the I29/I229 interchange have better lighting?

Yes, lighting improvements are planned for this project.

- What is the City of Sioux Falls' portion of the 85th Street bridge cost?

Project cost is still to be determined. This project will result in a recommended alternative, and the agreement between SDDOT and the City of Sioux Falls will be worked out prior to construction.

- 85th Street is currently in the County, will the County or the City be responsible for construction?

The City will annex the area around 85th Street according to the Shape Sioux Falls 2035 Comprehensive Plan and be responsible for construction.

- What is the timeframe for annexation? What is the timeframe for Sundowner and Tallgrass to be reconstructed with pavement instead of the existing gravel? Would the 85th Street crossing of I29 (and possible interchange) be constructed with gravel road connections?

The local roads will be reconstructed with pavement when the volumes warrant the upgrade and after annexation into the City. Interstate crossings (and interchanges) can be constructed with connections to gravel roads. Examples are located throughout the state.

- Will there be sidewalks along 85th Street, including across the interstate crossing?

Yes, the proposed typical section for 85th Street is two lanes in each direction with a raised median, turn lanes where warranted according to City criteria, and detached sidewalks.

- How does the Highway 100 plan impact the 85th Street Plan?

Highway 100 implementation could be 15-20 years in the future. The need for access along 85th Street and connectivity across I29 will be needed in the next 3-5 years.
• Property owners, located in the northwest corner of 85th Street / Tallgrass Avenue informed the study team that they have been approached by representatives of Bass Pro about potentially purchasing their properties for a new store.

The study team thanked the property owners for sharing this information.

• Property owners, located north of 85th Street and west of I-29 informed the study team that a large wetland area south of 85th Street had recently been filled in by that property owner. Additional wetland areas on that property were also in the process of being filled. Property owners on the north side of 85th Street are concerned about drainage backups onto their properties.

The study team thanked the property owners for sharing this information and this will be factored into the evaluation of potential project impacts on wetlands.
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>City or Town</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amanda Mullinix</td>
<td>224 W 9th St</td>
<td>City of Sioux Falls</td>
</tr>
<tr>
<td>Paul Krofczynski</td>
<td>700 E Broadway</td>
<td>Pierre, SD</td>
</tr>
<tr>
<td>R McNally</td>
<td>116 E Dakota Ave</td>
<td>Sioux Falls, SD</td>
</tr>
<tr>
<td>Shannon Auen</td>
<td>224 W 9th</td>
<td>Sioux Falls, SD</td>
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<tr>
<td>Pat Anderson</td>
<td>4704 W 85</td>
<td>Sioux Falls, SD</td>
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<tr>
<td>San Trinidad</td>
<td>224 W 9th St</td>
<td>City of SF</td>
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<tr>
<td>Al Timmerman</td>
<td>9698 S Tallgrass Ab</td>
<td>S. F. S. D. 57111</td>
</tr>
<tr>
<td>Fred &amp; Kay More</td>
<td>1315 Skyline Dr.</td>
<td>Watertown, SD 57220</td>
</tr>
<tr>
<td>John Norwine</td>
<td>4001 W. 87th St</td>
<td>Sioux Falls</td>
</tr>
<tr>
<td>Bill Hanger</td>
<td>PO Box 545</td>
<td>Hartford, SD 57033</td>
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<tr>
<td>Tony Welde</td>
<td>1300 S. D.</td>
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<tr>
<td>Bonita Schwan</td>
<td>4601 South Audie Ave</td>
<td>Sioux Falls, SD 57108</td>
</tr>
<tr>
<td>Craig Yoder</td>
<td>26488 Cactus Pl.</td>
<td>SF 57108</td>
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<tr>
<td>Meike &amp; Janet Sproul</td>
<td>8200 Runway Pl</td>
<td>SF 57108</td>
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<tr>
<td>Sylvia Wesner</td>
<td>4613 W 4th James Cir</td>
<td>SF 57106</td>
</tr>
</tbody>
</table>
## I-29, I-229 & 85th Street
### Public Meeting / Open House
May 2, 2013

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SDOT</th>
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<tbody>
<tr>
<td>Mark Leiferman</td>
<td>700 E Broadway Ave, Pierre SD</td>
<td>SDDOT</td>
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<tr>
<td>Tom Lehnholt</td>
<td>700 E Broadway Ave, Pierre</td>
<td>SDDOT</td>
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<tr>
<td>Steve Gramza</td>
<td>700 E Broadway Ave, Pierre</td>
<td>SDDOT</td>
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<tr>
<td>Don Stenzenberger</td>
<td>2699 S Tallgrass, SF</td>
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<tr>
<td>Dan Wray</td>
<td>1001 W Golden Eagle, S.F. SD</td>
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<tr>
<td>Carly Cleland</td>
<td>SDDOT Sioux Falls</td>
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<tr>
<td>Ronald Albers</td>
<td>27156 471 Ave, SF SD</td>
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<tr>
<td>Dana Draysey</td>
<td>2699 S Sundown Ave, S.F SD</td>
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<tr>
<td>Governor</td>
<td>85th St</td>
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<tr>
<td>Andrew Rea</td>
<td>47132 Sunny View Pl</td>
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<tr>
<td>Terry Roberts Rea</td>
<td>47128 Sunny View Pl</td>
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<tr>
<td>Joe &amp; Nicki Swan</td>
<td>2321 5. Duluth Ave, SF</td>
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<tr>
<td>Allen &amp; Millie Stidt</td>
<td>47120 85th St, S.F</td>
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<tr>
<td>Don &amp; Norma Peters</td>
<td>700 S Watershorne Circle, S.F</td>
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<tr>
<td>Mary Lahn</td>
<td>47024 85th St, S.F</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
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<tr>
<td>Joel Young - KDRT</td>
<td>3600 S. Westport Ave, Sioux Falls, SD 57106</td>
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<tr>
<td>Margaret Hurley</td>
<td>4709 85th St, Yankton 57108</td>
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<tr>
<td>Sean &amp; Kari Rummel</td>
<td>800 W. Glen Eagle St, S. Falls 57108</td>
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<tr>
<td>Jack &amp; Manor Batters</td>
<td>47102 85th St, SD 57108</td>
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<tr>
<td>Chris / Karen Johnson</td>
<td>47012 85th St, SD</td>
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<tr>
<td>David Roche</td>
<td>7600 S. Hanson Pkwy, SD 57104</td>
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<tr>
<td>Rand Misicou</td>
<td>873 W. Glen Eagle St, SD 57108</td>
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<tr>
<td>Jason Benson</td>
<td>47028 85th St., Sioux Falls SD 57108</td>
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<tr>
<td>Mike Kranz</td>
<td>46780 85th St, Tea, SD 57064</td>
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<tr>
<td>Roger Mickler</td>
<td>3005 W. Dakota Ave, SFD 57105</td>
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<tr>
<td>Brent Anderson</td>
<td>3124 W. Auburn Hills, St 57108</td>
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<tr>
<td>Jack Gassio</td>
<td>7600 S. Redstone Dr, SFD 57108</td>
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<tr>
<td>Devin Duncan</td>
<td>1412 V. Watertone DR</td>
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<tr>
<td>Troy Holloway</td>
<td>7621 S. Flame Ave - 57108</td>
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<tr>
<td>Andy McLaugh</td>
<td>47187 85th St , SFD 57108</td>
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<td>NAME</td>
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<tr>
<td>Mark Schmidt</td>
<td>7301 W 61st St, Sioux Falls, SD</td>
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<tr>
<td>Mark Schmitz</td>
<td>4500 W 65th St</td>
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<tr>
<td>Ellen Munson</td>
<td>4706-85th St, SF 57108</td>
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<tr>
<td>Chad Schmitz</td>
<td>809 W. Eagle Rd., St.</td>
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<tr>
<td>Danielle Schmitz</td>
<td>49</td>
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<tr>
<td>Gail Berdan</td>
<td>6506 Tallgrass Ave, SF 57108</td>
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<tr>
<td>Dean Grosvold</td>
<td>2906 S 47th Ave, Canton, 57013</td>
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<tr>
<td>Bret Beach</td>
<td>7421 S. Hughes, SF 57108</td>
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<td>Bryan Ahlers</td>
<td>5300 S Grand Circle, SF, SD 57108</td>
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<td>Gladys Stubben</td>
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<td>John Schmitz</td>
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<td>Tammi Lawwegie</td>
<td>904 W Glen Eagle, SF 57108</td>
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<td>Everett Bohnberg</td>
<td>27096 85th St, SF 57108</td>
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<tr>
<td>Ross Wright</td>
<td>9804 S Moor Crss, SF 5708</td>
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<tr>
<td>Dennis Woldmann</td>
<td>5510 S Shadetree PL, SF 57108</td>
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<tr>
<td>Randy Haberer</td>
<td>47027 85th St SFSD</td>
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<td>Ryan Hermann</td>
<td>7120 W. Panama SFSD</td>
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<tr>
<td>Nicole Schimpelen</td>
<td>1409 S. Heather Ridge SFSD</td>
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<tr>
<td>Mark Luke</td>
<td>26555 465th Ave, Hartford, SD</td>
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<tr>
<td>Dale Long</td>
<td>27115 475th Ave, Harrisburg, SD</td>
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<tr>
<td>Steve Maneke</td>
<td>47106 85th St SF</td>
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<tr>
<td>Bob Bashen</td>
<td>3600 S. Oaklawn Ave SF</td>
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<tr>
<td>Joel Dykstra</td>
<td>P.O. Box 2524, SF 57101</td>
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<tr>
<td>Anne Rasmussen</td>
<td>1400 S. Andre Ave SF</td>
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<tr>
<td>Dan Costello</td>
<td>17 S. Elkton Circle SF SD</td>
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<td>Ryan Anderson</td>
<td>47138 85th St SF</td>
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<tr>
<td>Marsha Ruff</td>
<td>7516 S Ridgewood Dr SF SD 57106</td>
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<tr>
<td>Traci Swanson</td>
<td>1301 W. Volksroute Dr SF, SD 57108</td>
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<td>De VanDeest</td>
<td>109 W. 77th St SF, 57108</td>
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<td>Ben VanDeest</td>
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<tr>
<td>Gene F.</td>
<td>26991 HANSON Pl</td>
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<tr>
<td>Brent Ady</td>
<td>900 W Glen Eagle St</td>
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<tr>
<td>David Hoffner</td>
<td>201 W 77</td>
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</tr>
<tr>
<td>Jen Salonen</td>
<td>47036 85th St</td>
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</tbody>
</table>
PUBLIC COMMENTS

Project # IM 0293(96)73 PCN 01QS
Project # IM 2292(90)0 PCN 020Q
Project # P1360(01) PCN 03YF
Project # CIP NUMBER 515099
County Lincoln & Minnehaha
Location I-29 from Tea to 57th St; I-29 from I-29 to Louise Ave; 85th St from Louise Ave to Sundowner Ave

Need interchange at 85th & 29.

(Use additional sheets if necessary)

Name: ________________________________ Date: ______________
Address: ______________________________

Written testimony will be included in the meeting record. Please submit comments by May 16, 2013

Send to: (modify as needed) Cary Cleland, Road Design Engineering Supervisor
E-Mail Address: Cary.Cleland@state.sd.us
South Dakota Department of Transportation
5316 W 60th Street N
Sioux Falls, SD 57107
Anonymous,

I want to thank you for taking the time to comment on this upcoming project. We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had submitted a comment form with the following comment to be addressed.

1) **Need interchange at 85th St & I-29.**

*Response - Over the last five to seven years, the SDDOT and the City of Sioux Falls have collaborated on analysis of various crossing and interchange configurations on 85th Street at I-29. The proposed project is for a grade separated crossing of the interstate. If, in the future, there is a need for connection to the interstate system through an interchange at this location, alternatives will be developed and public participation will occur.*
Thanks again for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland
Road Design Supervisor

cc:  Mark Leiferman
     Mike Behm
     Heath Hoftiezer
     Shannon Ausen
     Jim Kollbaum
A more comprehensive plan, taking into account an interchange at 85th St, and the completion of four-lane surfaced roads on 85th St, Tea-Ellis Rd, and Sundowner Rd, would move efficiently more traffic through the Sioux Falls area. Moreover, this type of comprehensive project would better facilitate development in this area.

(Use additional sheets if necessary)

Name: Bill Hager
Address: P.O. Box 545
Huntsburg, SD 57033

Date: 3-5-2-13

Written testimony will be included in the meeting record. Please submit comments by May 16, 2013

Send to: (modify as needed) Cary Cleland, Road Design Engineering Supervisor
E-Mail Address: Cary.Cleland@state.sd.us
South Dakota Department of Transportation
5316 W 60th Street N
Sioux Falls, SD 57107
July 2, 2013

Bill Haugen
P.O. Box 545
Hartford, SD 57033

Re: IM 0293(96)73 PCN 01QS; IM 2292(90)0 PCN 020Q; P1360(01) PCN 03YF;
   CIP NUMBER 515099 - Lincoln & Minnehaha Counties
   I-29 from north of Exit 73 (Tea) to north of 57th St; I-229 from I-29 to Louise Ave;
   85th St from Louise Ave through Sundowner Ave
   Grading, PCC Pavement, Asphalt Pavement, Curb & Gutter, Storm Sewer,
   Lighting, Traffic Signals, Permanent Signing and Structures

Dear Mr. Haugen,

I want to thank you for taking the time to comment on this upcoming project. We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had submitted a comment form with the following comments to be addressed.

1) A more comprehensive plan, taking into account an interchange at 85th St.

   Response - Over the last five to seven years, the SDDOT and the City of Sioux Falls have collaborated on analysis of various crossing and interchange configurations on 85th Street at I-29. The proposed project is for a grade separated crossing of the interstate. If, in the future, there is a need for connection to the interstate system through an interchange at this location, alternatives will be developed and public participation will occur.
2) Completion of hard surfaced roads on 85th St to Tea-Ellis Rd and on Sundowner from 69th St to County Road 106 would more efficiently move traffic through the southwest Sioux Falls area. Moreover, this type of comprehensive project would better facilitate development in this area.

Response - The long range transportation plan includes plans for improved roadways within the southwest Sioux Falls area. The timing of roadway surface upgrades and widening projects are dependent on traffic volume growth and available funding.

Thanks again for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland
Road Design Supervisor

cc: Mark Leiferman
    Mike Behm
    Heath Hoftiezer
    Shannon Ausen
    Jim Kollbaum
PUBLIC COMMENTS

Project # IM 0293(96)73, PCN 01QS
Project # IM 2292(90)0, PCN 020Q
Project # P1360(01), PCN 03YF
Project # CIP NUMBER 515099

County Lincoln & Minnehaha
Location I-29 from Tea to 57th St; I-229 from I-29 to Louise Ave; 85th St from Louise Ave to Sundowner Ave

If 85th is built, will it be designed for on and off ramps in future.

I 29 north off ramp to 229 needs to be lighted.

Name: Jon M. Soderholm
Address: 4500 W 69th

Date: May 2, 2013

Written testimony will be included in the meeting record. Please submit comments by May 16, 2013

Send to: (modify as needed) Cary Cleland, Road Design Engineering Supervisor
E-Mail Address: Cary.Cleland@state.sd.us
South Dakota Department of Transportation
5316 W 60th Street N
Sioux Falls, SD 57107
Dear Mr. Soderholm,

I want to thank you for taking the time to comment on this upcoming project. We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had submitted a comment form with the following comments/questions to be addressed.

1) If 85th St is built will it be designed for on and off ramps in future?
   
   Response - Over the last five to seven years, the SDDOT and the City of Sioux Falls have collaborated on analysis of various crossing and interchange configurations on 85th Street at I-29. The proposed project is for a grade separated crossing of the interstate. If, in the future, there is a need for connection to the interstate system through an interchange at this location, alternatives will be developed and public participation will occur.

2) I-29 north off-ramp to I-229 needs to be lighted.
   
   Response - Lighting will be upgraded as part of the interstate reconstruction project.
Thanks again for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland  
Road Design Supervisor

cc: Mark Leiferman  
    Mike Behm  
    Heath Hoftiezer  
    Shannon Ausen  
    Jim Kollbaum
PUBLIC COMMENTS
Project # IM 0293(96)73 PCN 01QS
Project # IM 2292(90)10 PCN 020Q
Project # P1360(01) PCN 03YF
Project # CIP NUMBER 515099
County Lincoln & Minnehaha
Location I-29 from Tea to 57th St; I-29 from
I-29 to Louise Ave; 85th St from Louise Ave to
Sundowner Ave

When you do 85th Street you should do
the on/off exits to 729 at the same time.

Name: Jack Kay Moe
Address: Watertown, S. DAK. 57201
Date: 5-02-13

Submitted on: 2013-05-02

(Use additional sheets if necessary)

Written testimony will be included in the meeting record. Please submit comments by May 16, 2013

Send to: (modify as needed) Cary Cleland, Road Design Engineering Supervisor
E-Mail Address: Cary.Cleland@state.sd.us
South Dakota Department of Transportation
5316 W 60th Street N
Sioux Falls, SD 57107
July 2, 2013

Ted and Kay Moe
1315 Skyline Dr.
Watertown, SD 57201

Re: IM 0293(96)73 PCN 01Q5; IM 2292(90)0 PCN 020Q; P1360(01) PCN 03YF;
CIP NUMBER 515099 - Lincoln & Minnehaha Counties
I-29 from north of Exit 73 (Tea) to north of 57th St; I-229 from I-29 to Louise Ave;
85th St from Louise Ave through Sundowner Ave
Grading, PCC Pavement, Asphalt Pavement, Curb & Gutter, Storm Sewer,
Lighting, Traffic Signals, Permanent Signing and Structures

Dear Mr. & Mrs. Moe,

I want to thank you for taking the time to comment on this upcoming project. We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had submitted a comment form with the following comment to be addressed.

1) When you do 85th Street you should do the on/ off exits to I-29 at the same time.

Response - Over the last five to seven years, the SDDOT and the City of Sioux Falls have collaborated on analysis of various crossing and interchange configurations on 85th Street at I-29. The proposed project is for a grade separated crossing of the interstate. If, in the future, there is a need for connection to the interstate system through an interchange at this location, alternatives will be developed and public participation will occur.
Thanks again for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland
Road Design Supervisor

cc: Mark Leiferman
    Mike Behm
    Heath Hoftiezer
    Shannon Ausen
    Jim Kollbaum
PUBLIC COMMENTS
Project # IM 0293(96)73  PCN 01QS
Project # IM 2292(90)0  PCN 020Q
Project # P1360(01)  PCN 03YF
Project # CIP NUMBER 515099
County Lincoln & Minnehaha
Location I-29 from Tea to 57th St; I-229 from
I-29 to Louise Ave; 85th St from Louise Ave to
SunDowner Ave

I would strongly suggest including a stop light
at the 85th/Hughes intersection. Lots of
kids ride bikes and walk across to go to school
and to go to the park in summer.

Name: John Norwine
Address: 4051 W. 89th St

(Use additional sheets if necessary) Date: 5-2-13

Written testimony will be included in the meeting record. Please submit comments by May 16, 2013

Send to: (modify as needed) Cary Cleland, Road Design Engineering Supervisor
E-Mail Address: Cary.Cleland@state.sd.us
South Dakota Department of Transportation
5316 W 60th Street N
Sioux Falls, SD 57107

A-198
July 2, 2013

John Norwine
4001 W. 89th St.
Sioux Falls, SD 57108

Re: IM 0293(96)73 PCN 01QS; IM 2292(90)0 PCN 020Q; P1360(01) PCN 03YF;
CIP NUMBER 515099 - Lincoln & Minnehaha Counties
I-29 from north of Exit 73 (Tea) to north of 57th St; I-229 from I-29 to Louise Ave;
85th St from Louise Ave through Sundowner Ave
Grading, PCC Pavement, Asphalt Pavement, Curb & Gutter, Storm Sewer,
Lighting, Traffic Signals, Permanent Signing and Structures

Dear Mr. Norwine,

I want to thank you for taking the time to comment on this upcoming project. We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had submitted a comment form with the following comment to be addressed.

1) I would strongly suggest including a stoplight at the 85th / Hughes intersection. Lots of kids ride bikes and walk across to get to school and to go to the park in summer.

Response - The installation of traffic signals or pedestrian signals is dependent on traffic and/or pedestrian volumes meeting certain warrant levels. The volume levels will be investigated further as part of this study.
Thanks again for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland
Road Design Supervisor

cc: Mark Leiferman
    Mike Behm
    Heath Hoftiezer
    Shannon Ausen
    Jim Kollbaum
PUBLIC COMMENTS
Project # IM 0293(96)73 PCN 01QS
Project # IM 2292(90)0 PCN 020Q
Project # P1360(01) PCN 03YF
Project # CIP NUMBER 515099
County Lincoln & Minnehaha
Location I-29 from Tea to 57th St; I-229 from
I-29 to Louise Ave; 85th St from Louise Ave to
Sundowner Ave

Need 85th I-29 off/on ramps

---

Name: Trent Swanson
Address: 101 W Workstone Dr
          SD 57102

Date: 5/2/13

(Use additional sheets if necessary)

Written testimony will be included in the meeting record. Please submit comments by May 16, 2013

Send to: (modify as needed) Cary Cleland, Road Design Engineering Supervisor
E-Mail Address: Cary.Cleland@state.sd.us
South Dakota Department of Transportation
5316 W 60th Street N
Sioux Falls, SD 57107
July 2, 2013

Trent Swanson
1301 W. Waterstone Dr.
Sioux Falls, SD 57108

Re:  IM 0293(96)73 PCN 01QS; IM 2292(90)0 PCN 020Q; P1360(01) PCN 03YF;
    CIP NUMBER 515099 - Lincoln & Minnehaha Counties
    I-29 from north of Exit 73 (Tea) to north of 57th St;  I-229 from I-29 to Louise Ave; 85th St from Louise Ave through Sundowner Ave
    Grading, PCC Pavement, Asphalt Pavement, Curb & Gutter, Storm Sewer, Lighting, Traffic Signals, Permanent Signing and Structures

Dear Mr. Swanson,

I want to thank you for taking the time to comment on this upcoming project. We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had submitted a comment form with the following comment to be addressed.

1) Need 85th & I-29 off/on ramps.

Response - Over the last five to seven years, the SDDOT and the City of Sioux Falls have collaborated on analysis of various crossing and interchange configurations on 85th Street at I-29. The proposed project is for a grade separated crossing of the interstate. If, in the future, there is a need for connection to the interstate system through an interchange at this location, alternatives will be developed and public participation will occur.
Thanks again for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland
Road Design Supervisor

cc: Mark Leiferman
    Mike Behm
    Heath Hoftiezer
    Shannon Ausen
    Jim Kollbaum
PUBLIC COMMENTS
Project # IM 0293(96)73 PCN 010QS
Project # IM 2292(90)0 PCN 020Q
Project # P1360(01) PCN 030YF
Project # CIP NUMBER 515099
County Lincoln & Minnehaha
Location I-29 from Tea to 57th St; I-229 from I-29 to Louise Ave; 85th St from Louise Ave to Sundowner Ave

1. I-29 I-229 improvement is needed.
2. Overpass/underpass on 85th Street is not needed at this time.
3. Understand cost are needed but exits on 85th are important.
4. What if future giờing along 85th St. Commercial or Residential.
5. With 85th street proposal of 4 lane divided street, the South Clark pipeline would need to be relocated.
6. Extremely high concern regarding access from 85th Street residents to get on/off 85th easily, daily.
7. If 85th pavement stops at the corner of 85th & Sundowner the current gravel road on 85th west to Tea Road & Sundowner (north & south similar stretch) will not support added traffic.
8. Signals are needed today to make a left turn going to I29 exit at Tea. This must be a part of any future development.

(Use additional sheets if necessary)

Name: Mary Lahn
Address: 47024 85th St
57104

Date: 5-2-13

Written testimony will be included in the meeting record. Please submit comments by May 16, 2013

Send to: (modify as needed) Cary Cleland, Road Design Engineering Supervisor
E-Mail Address: Cary.Cleland@state.sd.us
South Dakota Department of Transportation
5316 W 60th Street N
Sioux Falls, SD 57107

A-204
July 2, 2013

Mary Lahn
47024 85th St.
Sioux Falls, SD 57106

Re: IM 0293(96)73 PCN 01QS; IM 2292(90)0 PCN 020Q; P1360(01) PCN 03YF;
CIP NUMBER 515099 - Lincoln & Minnehaha Counties
I-29 from north of Exit 73 (Tea) to north of 57th St; I-229 from I-29 to Louise Ave; 85th St from Louise Ave through Sundowner Ave
Grading, PCC Pavement, Asphalt Pavement, Curb & Gutter, Storm Sewer, Lighting, Traffic Signals, Permanent Signing and Structures

Dear Ms. Lahn,

I want to thank you for taking the time to comment on this upcoming project. We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had submitted a comment form with the following comments to be addressed.

1) I-29 I-229 improvement is needed.

Response - Project includes complete reconstruction of I-29 and I-229 infrastructure.

2) Overpass / underpass on 85th St. is not needed at this time. Understand cost versus need, but exits on 85th St are important.

Response - Over the last five to seven years, the SDDOT and the City of Sioux Falls have collaborated on analysis of various crossing and interchange configurations on 85th Street at I-29. The proposed project is for a grade separated crossing of the interstate. If, in the future, there is a need for connection to the interstate system through an interchange at this location, alternatives will be developed and public participation will occur.

Current FHWA guidelines do not allow for partial interchanges at Service Interchanges (interstate to arterial roadway) meaning if access is allowed at an interchange, access would then have to be provided for all directions of traffic.
3) What is future zoning along 85th St, commercial or residential?
   
   Response - The 85th Street corridor includes both residential and commercial zoning areas.

4) With 85th St proposal of 4 lane divided street the Lewis & Clark pipeline would need to be relocated.
   
   Response - A number of utilities will be relocated as part of this project.

5) Extremely high concern regarding access from 85th St residents to get on and off 85th St easily and safely.
   
   Response - Roadway safety and access will be evaluated as part of this project.

6) If 85th St pavement stops at the corner of 85th / Sundowner the current gravel road on 85th St west to Tea Road and Sundowner (north and south 2 mile stretch) will not support added traffic.
   
   Response - Roadway surface type will be evaluated as part of this project.

7) Signal is needed today to make a left-turn going to I-29 exit at Tea. This must be a part of any future development.
   
   Response - The installation of traffic signals is dependent on traffic volumes meeting certain warrant levels. This intersection will be evaluated further.

Thanks again for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland
Road Design Supervisor

cc: Mark Leiferman
    Mike Behm
    Heath Hoftiezer
    Shannon Ausen
    Jim Kollbaum
PUBLIC COMMENTS
Project # IM0293(96)73 PCN 01QS
Project # IM2292(90)0 PCN 020Q
Project # P1360(01) PCN 03YF
Project # CIP NUMBER 515099
County Lincoln & Minnehaha
Location I-29 from Tea to 57th St; I-29 from
I-29 to Louise Ave; 85th St from Louise Ave to
Sundowner Ave

85th and I-29 needs to have a b. inter-stott
across.

(Use additional sheets if necessary)

Name: Brent Aday
Address: 900 W Glen Eagle St

Date: 5/2/13

Written testimony will be included in the meeting record. Please submit comments by May 16, 2013

Send to: (modify as needed) Cary Cleland, Road Design Engineering Supervisor
E-Mail Address: Cary.Cleland@state.sd.us
South Dakota Department of Transportation
5316 W 60th Street N
Sioux Falls, SD 57107
Dear Mr. Aday,

I want to thank you for taking the time to comment on this upcoming project. We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had submitted a comment form with the following comment to be addressed.

1) **85th and I-29 needs to have interstate access.**

   Response - Over the last five to seven years, the SDDOT and the City of Sioux Falls have collaborated on analysis of various crossing and interchange configurations on 85th Street at I-29. The proposed project is for a grade separated crossing of the interstate. If, in the future, there is a need for connection to the interstate system through an interchange at this location, alternatives will be developed and public participation will occur.
Thanks again for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland
Road Design Supervisor

cc: Mark Leiferman
    Mike Behm
    Heath Hoftiezer
    Shannon Ausen
    Jim Kollbaum
Definitely have concerns w an interchange @ 85th + I-29 due to proximity to 69th + I-29 & 106th + I-29 interchange.

Learned there will be a 91st + I-29 will likely be overpass so less concerned now.

Would like to see enough land procured to do 85th + I-29 interchange in the future if need presents itself but not until then.

(Name)

Address: 7304 S. Moor Cross Dr.

Date: 5/10/13

Written testimony will be included in the meeting record. Please submit comments by May 16, 2013.
July 2, 2013

Ross Wright
7504 S. Moor Cross Dr.
Sioux Falls, SD 57108

Re: IM 0293(96)73 PCN 01QS; IM 2292(90)0 PCN 020Q; P1360(01) PCN 03YF;
CIP NUMBER 515099 - Lincoln & Minnehaha Counties
I-29 from north of Exit 73 (Tea) to north of 57th St; I-229 from I-29 to Louise Ave; 85th St from Louise Ave through Sundowner Ave
Grading, PCC Pavement, Asphalt Pavement, Curb & Gutter, Storm Sewer, Lighting, Traffic Signals, Permanent Signing and Structures

Dear Mr. Wright,

I want to thank you for taking the time to comment on this upcoming project. We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had submitted a comment form with the following comments to be addressed.

1) Definitely have (had) concerns with an interchange at 85th & I-29 due to proximity to 69th & I-29 and County Road 106 & I-29 interchanges. Learned that 69th & I-29 will likely be overpass, so less concerned now.

Response - The City and SDDOT have completed a corridor study which identifies the future project extending 69th Street from Tallgrass Avenue to Sundowner Avenue. The City had meetings with the adjacent property owners as well as public meetings informing and gathering comments on the 69th Street project. The 69th Street project is preliminarily planned for the 2016-2020 timeframe in the Sioux Falls Metropolitan Area 2035 Long Range Transportation Plan.

If an interchange is constructed at I-29 / 85th Street in the future the resulting spacing to the County Road 106 / I-29 interchange will be approximately 1 mile, which is typical for adjacent service interchanges in urban areas.
2) Would like to see land procured to do 85th & I-29 interchange in the future if need presents itself, but not until then.

Response - As you know, preserving adequate right-of-way to control development encroachment into a future right-of-way is critical. The City of Sioux Falls will continue to communicate with adjacent landowners as development in the area continues.

Thanks again for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland
Road Design Supervisor

cc: Mark Leiferman
    Mike Behm
    Heath Hoftiezer
    Shannon Ausen
    Jim Kollbaum
Thanks for the information Thursday night.

Today I read a 200+ page report on the 69th & I29 & I229 interchange. 69th would be crossing I229 and I29 heading West. Showed adjustments to I229 exit onto I29 heading south plus I29 heading east connection to I229. Nice proposal. Why aren’t we finishing that first before the 85th?

Anyway, in the meeting you referred to 85th crossing I29 heading west. No ramps for I29. Like one gentleman said why not put those in while constructing 85th across I29. Ramps would be use a lot and it would cut the traffic to Louis at 85th. Still think you should finish 69th first.

Also, Hwy 101 is extra busy in the morning and in the evening. It is only a two lane highway.

No exits from 41st to Tea exit and I29 has exits at Louis, Western, Minnesota, Cliff, 26th, 10th, Rice and Benson. We need an exit at 57th, 69th, and 85th off I29.

Someone said Sanford is driving the 85th street issue because they want to build the research center west of Tall Grass and east if I29. Hope this is not influencing these decisions.

It was also mentioned that there was not enough money to do it all, IE: ramps on 85th & I29. Most did not believe that and think priorities need to be reevaluated. Felt like, if we did not agree nothing would get done.

In conclusion, 69th, I229, & I29 first, then 85th with ramps.

Mike
Dear Mike,

I want to thank you for taking the time to comment on this upcoming project. We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had submitted an email with the following comments / questions to be addressed.

1) Today I read a 200+ page report on the 69th & I29 & I229 interchange. 69th would be crossing I229 and I29 heading West. Showed adjustments to I229 exit onto I29 heading south plus I29 heading east connection to I229. Nice proposal. Why aren't we finishing that first before the 85th?

Response - The City and SDDOT have completed a corridor study which identifies the future project extending 69th Street from Tallgrass Avenue to Sundowner Avenue. The City had meetings with the adjacent property owners as well as public meetings informing and gathering comments on the 69th Street project. The 69th Street project is preliminarily planned for the 2016-2020 timeframe in the Sioux Falls Metropolitan Area 2035 Long Range Transportation Plan.

2) Anyway, in the meeting you referred to 85th crossing I29 heading west. No ramps for I29. Like one gentleman said why not put those in while constructing 85th across I29. Ramps would be use a lot and it would cut the traffic to Louis at 85th. Still think you should finish 69th first. Also, Hwy 101 is extra busy in the morning and in the evening. It is only a two lane highway.

Response - Over the last five to seven years, the SDDOT and the City of Sioux Falls have collaborated on analysis of various crossing and interchange configurations on 85th Street at I-29. The proposed project is for a grade separated crossing of the interstate. If, in the future, there is a need for
connection to the interstate system through an interchange at this location, alternatives will be developed and public participation will occur.

3) No exits from 41st to Tea exit and I229 has exits at Louis, Western, Minnesota, Cliff, 26th, 10th, Rice and Benson. We need an exit at 57th, 69th, and 85th off I29.

Response - Through the 2010 Interstate 29 Corridor Study and other earlier studies several possible access locations onto I-29 at 49th Street, 57th Street, 69th Street, and 85th Street were reviewed. With current design standards, access requirements from federal highway (FHWA), and costs with alternatives, the options for access to I-29 are limited. Current FHWA guidelines do not allow for partial interchanges at Service Interchanges (interstate to arterial roadway) meaning if access is allowed at an interchange, access would then have to be provided for all directions of traffic. FHWA guidelines also do not allow arterial roadways to access a System Interchange (interstate to interstate).

4) Someone said Sanford is driving the 85th street issue because they want to build the research center west of Tall Grass and east of I29. Hope this is not influencing these decisions.

Response - Land use and the resulting traffic volumes are important factors for transportation investments. At one time Sanford was considering development in southwest Sioux Falls, but that is no longer the case.

5) It was also mentioned that there was not enough money to do it all (i.e., ramps on 85th & I29). Most did not believe that and think priorities need to be reevaluated. Felt like, if we did not agree nothing would get done.

Response - Transportation funding is done on a statewide basis and projects are prioritized based on needs. The need is based on traffic demand and ability of an interchange to provide congestion relief for adjacent interchanges.

6) In conclusion, 69th, I229, & I29 first, then 85th with ramps.

Response - The City of Sioux Falls and the South Dakota of Transportation (SDDOT) have many needs for improved traffic flow in and around Sioux Falls. The prioritization of the projects is based on projected traffic volumes, development potential, benefits to the arterial street network system, and funding. A study was completed in 2010 which reviewed the I-29 Corridor from near Exit 73 to Exit 77. That study has aided in the planning of projects along the corridor. The 85th Street grade separation is a natural progression of expanding the arterial street network system at a considerable lower cost. Our planning level estimates show the 85th Street grade separation estimates at $8.5 million 1 and the 69th Street grade separation at $19 million 1. The 69th Street crossing will require 3 bridge structures, while the 85th Street crossing could require one or two structures. There are benefits to the 69th Street crossing, but at this time the funding needed to construct the 69th Street crossing is not available. However, the 69th Street
crossing is identified in the Sioux Falls Metropolitan Area 2035 Long Range Transportation Plan and the future need is reinforced in the 2010 I-29 corridor study.


Thanks again for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland
Road Design Supervisor

cc: Mark Leiferman
    Mike Behm
    Heath Hoftiezer
    Shannon Ausen
    Jim Kollbaum
Good afternoon,
After reviewing these options. I'd like to list our concerns as home owners. We live at 47036 85th st. We are the second house in on the east side of I-29.

- We have two small children, 4 and 7, that we wanted to grow up in an area that we didn't need to be about high traffic.
- My oldest currently attends Explorer and in option 2 where we would be forced to move, this would be something that we wouldn't want to change but to find something equivalent to what we have in this school district would be difficult.
- We purchased in the country 12 years ago to have the luxury of riding ATVs without disturbance to neighbors. My children are now riding and it's a passion for them that if we move would not be available nor would it be as available with a four lane road.
- Our biggest concern is the safety our children with the four lane road and higher traffic in the area. Half of our front lawn would no longer be ours and instead be dangerous to allow my children to play in the front road.
- We thoroughly enjoy our neighbors and neighborhood. Several of them are like family to us and we would hate to lose the relationships built.

Ultimately, option 3 where the road is align to the south of 85th st leaving an access road is the best option of the three for our family. This would provide the safest option for my children and allow us to stay in our home.

Thanks for your time and concern,
Jennifer Salonen
605-201-3689
July 2, 2013

Re: IM 0293(96)73 PCN 01QS; IM 2292(90)0 PCN 020Q; P1360(01) PCN 03YF;
CIP NUMBER 515099 - Lincoln & Minnehaha Counties
I-29 from north of Exit 73 (Tea) to north of 57th St; I-229 from I-29 to Louise Ave; 85th St from Louise Ave through Sundowner Ave
Grading, PCC Pavement, Asphalt Pavement, Curb & Gutter, Storm Sewer, Lighting, Traffic Signals, Permanent Signing and Structures

Dear Ms. Salonen,

I want to thank you for taking the time to comment on this upcoming project. We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had submitted an email with the following comment and supporting material to be addressed.

1) Ultimately, option 3 where the road is aligned to the south of 85th St leaving an access road is the best option of the three for our family. This would provide the safest option for my children and allow us to stay in our home.

Response - Thank you for your input as to your preferred alternative for 85th Street among those presented at the public meeting. Your concerns related to the safety of the roadway and potential right-of-way impacts are issues that are being carefully considered as part of this project.
Thanks again for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland
Road Design Supervisor

cc:    Mark Leiferman
       Mike Behm
       Heath Hoftiezer
       Shannon Ausen
       Jim Kollbaum
Greetings:
I did not hear about the public meeting for the I-29, I-229 reconstruction until after the meeting had concluded, but I did see the information on the DOT website regarding public meetings. I saw the e-mail links for submitting comments, so I thought I’d share our comments, questions, and concerns.
Thanks for providing the opportunity for the public to provide input to such projects. We hope this is a beneficial process for the DOT, property owners, local governments, and the general population.
We live at 47030 W 85th St, and as such, we are directly affected by the 85th street project. Our family, and presumably our other neighbors, settled in the area due to the rural atmosphere for safely raising a family and pursuing outdoor activities. As such, we have some concerns for the proposed changes to 85th St. However, we do understand that there may be some benefits this project will provide to both ourselves as impacted residents and the community as a whole. Clearly the I-29/I-229 improvements provide for a safer means of transportation by ensuring secure bridge structures, more robust road surfacing, and auxiliary Lanes to provide safe distances for merging traffic. The 85th St crossing also provides for additional smooth traffic flow across I-29 due to the limited number of crossings at present.
We have a few questions/comments that we would like the DOT to address.

1) Why is an 85th street crossing proposed prior to that of a 69th street crossing?
Clearly the 69th Street crossing is more difficult due to the I-29/I-229 interchange. However, a 69th St overpass seems to be a more obvious aid to existing traffic congestion in the 57th St corridor. 69th St is adjacent to both existing development and undeveloped property. Further, the undeveloped area surrounding 69th St should be developed prior to the 85th St. corridor when using proper urban planning processes. We fear that development interests in the 85th street area are influencing the prioritization of a project that benefits a few verses a potential 69th St project that would be in the best interest of the general public and community development as a whole. As an agency working for all of the people in the state of SD, we hope the DOT would consider the 69th street corridor as an area of higher priority and due to its greater benefit to the general public than the 85th street corridor.

2) Even if the 85th St is constructed prior to 69th St, is the SD DOT working with local governments to ensure proper ROW is reserved in the 69th St corridor?
Again, wise urban development would reserve right of way along 69th St prior to permitting additional development along that corridor.

3) Why has an I-229 exit onto 69th St been seemingly dismissed by all parties?
It appears as though planning authorities had previously developed “tunnel vision” by focusing only on an 85th St interchange while ignoring 69th due to the Northbound I-29 challenges. It appears to us that an interchange could very easily be constructed on 69th street for Northbound I-229 and potentially even Southbound I-29. This would also help the future traffic
flow from the SD100 west corridor onto I-229 especially if 69th street would be built out as a limited access arterial road or freeway that had direct access onto I-229. We would urge the DOT to consider this in the design of the new I-29/I-229 ramp.

4) How does any potential for a future interchange at 85th St. factor into the design, construction, and right of way acquisition of the crossing?

As owners directly affected by the road, we appreciate the research into the 3 options for the overpass. We of course would prefer the Option 3, the 85th St. southern alignment, as it is least disruptive to the existing homeowners and allows more of the existing residential neighborhood characteristics to be maintained. We however, want to make sure the overpass is located far enough south to also allow the interchange to be constructed without additional interference in the future should the DOT decide to build an I-29 interchange at 85th St. I’m presuming that a potential interchange would be designed similar to that of 60th St. N and I-29 such that the 85th St exit from south bound I-29 would be a loop ramp on the south side of 85th St. in order to minimize the impact to existing homes and to provide additional distance from the I-29/229 interchange.

If the southern option is deemed impractical, we would also like to encourage the use of option 1 where I-29 crosses over 85th St as opposed to 85th St. crossing over I-29 in the existing ROW. This best utilizes the existing I-29 right of way for the fill area and is less disruptive to the current residences than option 2. As a resident in the area, we would deem option 2 unacceptable due to the severe impact on several of the existing residences.

In any design, we are also concerned with ensuring that proper drainage is maintained. We would hope that all designs ensure that there will be proper drainage away from the existing property owners, and that any changes to the water flow due to elevated roadways do not negatively impact any existing homeowners or property owners. Again, we appreciate the opportunity to comment on the project, and we look forward to your answers. We hope the SDDOT will continue to make wise decisions in determining the appropriate actions needed to address transportation issues across the state.

Sincerely,

Mark Hoogwerf
July 2, 2013

Re: IM 0293(96)73 PCN 01QS; IM 2292(90)0 PCN 020Q; P1360(01) PCN 03YF;
CIP NUMBER 515099 - Lincoln & Minnehaha Counties
I-29 from north of Exit 73 (Tea) to north of 57th St; I-229 from I-29 to Louise Ave; 85th St from Louise Ave through Sundowner Ave
Grading, PCC Pavement, Asphalt Pavement, Curb & Gutter, Storm Sewer, Lighting, Traffic Signals, Permanent Signing and Structures

Dear Mr. Hoogwerf,

I am sorry that you did not make it to the public meeting. I hope that the information we provided on the DOT website was helpful to you.

We appreciate hearing your questions, comments, and concerns about the project. We know the importance of your comments and the role they play in the success of a project. You had recently sent an email with the following questions to be addressed.

1) Why is an 85th Street crossing proposed prior to that of a 69th street crossing?
Clearly the 69th Street crossing is more difficult due to the I-29/I-229 interchange. However, a 69th St overpass seems to be a more obvious aid to existing traffic congestion in the 57th St corridor. 69th St is adjacent to both existing development and undeveloped property. Further, the undeveloped area surrounding 69th St should be developed prior to the 85th St. corridor when using proper urban planning processes. We fear that development interests in the 85th street area are influencing the prioritization of a project that benefits a few verses a potential 69th St project that would be in the best interest of the general public and community development as a whole. As an agency working for all of the people in the state of SD, we hope the DOT would consider the 69th street corridor as an area of higher priority and due to its greater benefit to the general public than the 85th street corridor.

Response - The City of Sioux Falls and the South Dakota of Transportation (SDDOT) have many needs for improved traffic flow in and around Sioux Falls. The prioritization of the projects is based on projected traffic volumes, development potential, benefits to the arterial street network system, and funding. A study was completed in 2010 which reviewed the I-29 Corridor from near Exit 73 to Exit 77. That study has aided in the planning of projects along the corridor. The 85th
Street grade separation is a natural progression of expanding the arterial street network system at a considerable lower cost. Our planning level estimates show the 85th Street grade separation estimates at $8.5 million\(^1\) and the 69th Street grade separation at $19 million\(^1\). The 69th Street crossing will require 3 bridge structures, while the 85th Street crossing could require one or two structures. There are benefits to the 69th Street crossing, but at this time the funding needed to construct the 69th Street crossing is not available. However, the 69th Street crossing is identified in the Sioux Falls Metropolitan Area 2035 Long Range Transportation Plan and the future need is reinforced in the 2010 I-29 corridor study.

*Note 1: I-29 Corridor Study Final Report, December 2010.*

2) **Even if the 85th St is constructed prior to 69th St, is the SD DOT working with local governments to ensure proper ROW is reserved in the 69th St corridor?**

Again, wise urban development would reserve right of way along 69th St prior to permitting additional development along that corridor.

*Response - The City and SDDOT have completed a corridor study which identifies the future project extending 69th Street from Tallgrass Avenue to Sundowner Avenue. The City had meetings with the adjacent property owners as well as public meetings informing and gathering comments on the 69th Street project. The 69th Street project is preliminarily planned for the 2016-2020 timeframe in the Sioux Falls Metropolitan Area 2035 Long Range Transportation Plan. All of the projects in the plan have been prioritized based on projected traffic congestion, development potential, funding, and benefits to the street network. These documents will assist the City in preserving the corridor now and acquiring by dedication or purchase the right of way needed for this project in the future.*

3) **Why has an I-229 exit onto 69th St been seemingly dismissed by all parties?**

It appears as though planning authorities had previously developed “tunnel vision” by focusing only on an 85th St interchange while ignoring 69th due to the Northbound I-29 challenges. It appears to us that an interchange could very easily be constructed on 69th street for Northbound I-229 and potentially even Southbound I-29. This would also help the future traffic flow from the SD100 west corridor onto I-229 especially if 69th street would be built out as a limited access arterial road or freeway that had direct access onto I-229. We would urge the DOT to consider this in the design of the new I-29/I-229 ramp.

*Response - Through the 2010 Interstate 29 Corridor Study and other earlier studies several possible access locations onto I-29 at 49th Street, 57th Street, 69th Street, and 85th Street were reviewed. With current design standards, access requirements from federal highway (FHWA), and costs with alternatives, the options for access to I-29 are limited. Current FHWA guidelines do not allow for partial interchanges at Service Interchanges (interstate to arterial roadway) meaning if access is allowed at an interchange, access would then have to be provided for all directions of traffic. FHWA guidelines also do not allow arterial roadways to access a System Interchange (interstate to interstate).*
4) How does any potential for a future interchange at 85th St. factor into the design, construction, and right of way acquisition of the crossing?

As owners directly affected by the road, we appreciate the research into the 3 options for the overpass. We of course would prefer the Option 3, the 85th St. southern alignment, as it is least disruptive to the existing homeowners and allows more of the existing residential neighborhood characteristics to be maintained. We however, want to make sure the overpass is located far enough south to also allow the interchange to be constructed without additional interference in the future should the DOT decide to build an I-29 interchange at 85th St. I’m presuming that a potential interchange would be designed similar to that of 60th St. N and I-29 such that the 85th St exit from south bound I-29 would be a loop ramp on the south side of 85th St. in order to minimize the impact to existing homes and to provide additional distance from the I-29/229 interchange.

If the southern option is deemed impractical, we would also like to encourage the use of option 1 where I-29 crosses over 85th St as opposed to 85th St. crossing over I-29 in the existing ROW. This best utilizes the existing I-29 right of way for the fill area and is less disruptive to the current residences than option 2. As a resident in the area, we would deem option 2 unacceptable due to the severe impact on several of the existing residences.

In any design, we are also concerned with ensuring that proper drainage is maintained. We would hope that all designs ensure that there will be proper drainage away from the existing property owners, and that any changes to the water flow due to elevated roadways do not negatively impact any existing homeowners or property owners.

Response - Over the last five to seven years, the SDDOT and the City of Sioux Falls have collaborated on analysis of various crossing and interchange configurations on 85th Street at I-29. The proposed project is for a grade separated crossing of the interstate. If, in the future, there is a need for connection to the interstate system through an interchange at this location, alternatives will be developed and public participation will occur.

Once a preferred alternative is chosen, detailed design will begin and drainage will be reviewed. Landowners meeting will be held and if property is needed, negotiations for property impacts will follow.
Thanks again Mark for taking the opportunity to comment on the project. We still have many decisions to make. I hope I have helped answer your questions. If you have further questions, do not hesitate to contact me.

Sincerely,

Cary Cleland  
Road Design Supervisor

cc: Mark Leiferman  
    Mike Behm  
    Heath Hoftiezer  
    Shannon Ausen  
    Jim Kollbaum
CITY OF SIOUX FALLS AND SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
NOTICE OF PUBLIC OPEN HOUSE/INFORMATION MEETING
85TH ST. FROM SUNDOWNER AVE. TO LOUISE AVE., INCLUDING INTERSTATE 29 OVERPASS,
ENVIRONMENTAL NOISE STUDY AND
85TH ST. IMPROVEMENTS FROM LOUISE AVE. TO TALLGRASS AVE.
P 1360(01), PCN 03YF
Sioux Falls CIP 11017

Date: September 14, 2017
Time: 5:30-7 p.m.
Place: Harrisburg Explorer Elementary School
4010 W. 82nd St.
Sioux Falls, SD 57108

The City of Sioux Falls and South Dakota Department of Transportation (SDDOT) will hold a public information meeting/open house to receive public input on the Environmental Noise Study completed as part of the 85th St. from Sundowner Ave. to Louise Ave., including the Interstate 29 Overpass, Environmental Document. The open house will be informal allowing for one-on-one discussion with the study team. The purpose of the meeting is to present the findings of the Environmental Noise Study and receive public input as well as allow the public to preview plans for the 85th St. improvements from Louise Ave. to Tallgrass Ave.

Area residents and daily commuters are encouraged to attend and participate in the meeting.

A presentation will take place at 5:35 p.m. City of Sioux Falls, SDDOT, and consultant staff will be available with displays after the presentation to discuss the Noise Study and future street improvements for 2018. During this time, you will also have the opportunity to present written comments.

A website link, http://siouxfalls.org/85thStreet, has been established for the 85th St. Corridor. The Environmental Noise Study will be posted to the website for viewing a minimum of one week prior to the public meeting.

If an ADA accommodation is needed, please contact the Human Relations Office at 605-367-8485 (Voice), 605-367-7039 (TTY) or humanrelations@siouxfalls.org at least 48 hours in advance of the meeting.

If you have questions or comments, please feel free to contact Shannon Ausen, City of Sioux Falls, at (605) 367-8607 or Jason Kjenstad, HDR Engineering at (605) 977-7740.
# Sign In Sheet

**Subject:** 85th Street Noise Study Public Meeting – 85th Street Overpass EA  
**Client:** City of Sioux Falls/South Dakota Department of Transportation  
**Meeting No.:** P 1380/01, PCN 02718  
**Meeting Date:** Thursday September 14, 2017 5:30 to 7:00 pm  
**Meeting Location:** Explorer Elementary  

Please print clearly. Thank you.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Best Contact Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shannon Aisen</td>
<td>244 W. 9th St</td>
<td>367-8607</td>
<td><a href="mailto:sause@siouxfalls.org">sause@siouxfalls.org</a></td>
</tr>
<tr>
<td>Jason Knaudt</td>
<td>6300 S. Old Village Plaza, 100 S 5th St, 57106</td>
<td>360-6595</td>
<td><a href="mailto:jason.knaudt@cityofsiouxfallsthek.com">jason.knaudt@cityofsiouxfallsthek.com</a></td>
</tr>
<tr>
<td>Meg Thomson</td>
<td>6200 S. Old Village Plaza, 100 S 5th St, 57106</td>
<td>977-7756</td>
<td><a href="mailto:meg.thomson@cityofsiouxfallsthek.com">meg.thomson@cityofsiouxfallsthek.com</a></td>
</tr>
<tr>
<td>Troy Holness</td>
<td>7621 S. Afton Ave, 100 S 5th St, 57108</td>
<td>376-1334</td>
<td><a href="mailto:troy.holness@cityofsiouxfallsthek.com">troy.holness@cityofsiouxfallsthek.com</a></td>
</tr>
<tr>
<td>Jana Draycey</td>
<td>2694 E. Sandlewood St, 85 S 5th St, 57104</td>
<td>251-6586</td>
<td><a href="mailto:jana.draycey@gmail.com">jana.draycey@gmail.com</a></td>
</tr>
<tr>
<td>Allen &amp; Miller, Inc.</td>
<td>47120 85th St, 47018 85th St, 57106</td>
<td>866-2233</td>
<td><a href="mailto:aubie@iow.net">aubie@iow.net</a></td>
</tr>
<tr>
<td>Yvonne Vonk</td>
<td>4709 85th St</td>
<td>231-0496</td>
<td><a href="mailto:yvonnovankevonk@gmail.com">yvonnovankevonk@gmail.com</a></td>
</tr>
<tr>
<td>Aaron Olson</td>
<td>7417 S. Peregrine Pl.</td>
<td>496-2052</td>
<td><a href="mailto:aaron.dean.olson@gmail.com">aaron.dean.olson@gmail.com</a></td>
</tr>
<tr>
<td>Karen Johnson</td>
<td>41012 85th St, 85th St, 57104</td>
<td>368-9716</td>
<td><a href="mailto:karen.johnson0123@gmail.com">karen.johnson0123@gmail.com</a></td>
</tr>
<tr>
<td>Scott Cantor</td>
<td>4013 W. 85th St, 85th St, 57105</td>
<td>620-3894</td>
<td><a href="mailto:twine23@hotmail.com">twine23@hotmail.com</a></td>
</tr>
<tr>
<td>Tom Adamson</td>
<td>4700 E. 85th St, 57100</td>
<td>496-4531</td>
<td></td>
</tr>
</tbody>
</table>
# Sign In Sheet

**Subject:** 85th Street Noise Study Public Meeting – 85th Street Overpass EA  
**Client:** City of Sioux Falls/South Dakota Department of Transportation  

**Project No.:** P 1360(01), PCN 03YF  
**Sioux Falls CIP 515099**  
**Meeting Location:** Explorer Elementary

**Meeting Date:** Thursday September 14, 2017  5:30 to 7:00 pm

---

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Best Contact Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Pena Knapp</td>
<td>City of Sioux Falls</td>
<td>302-883-0</td>
<td><a href="mailto:pknapp@siouxfalls.org">pknapp@siouxfalls.org</a></td>
</tr>
<tr>
<td>2 Tony Lubke</td>
<td>SDDOT</td>
<td>376-9090</td>
<td><a href="mailto:tlubke@sate.sd.us">tlubke@sate.sd.us</a></td>
</tr>
<tr>
<td>3 Tony Lubke</td>
<td>SDDOT - Environmenl</td>
<td>773-3721</td>
<td><a href="mailto:tlubke@sate.sd.us">tlubke@sate.sd.us</a></td>
</tr>
<tr>
<td>4 Judy Borum</td>
<td>7630 S Erica</td>
<td>359-0482</td>
<td><a href="mailto:ljborum@siu.mide.net">ljborum@siu.mide.net</a></td>
</tr>
</tbody>
</table>

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Sign In Sheet

Subject: 85th Street Noise Study Public Meeting – 85th Street Overpass EA
Client: City of Sioux Falls/South Dakota Department of Transportation

Meeting Date: Thursday September 14, 2017 5:30 to 7:00 pm
Meeting Location: Explorer Elementary

Please print clearly. Thank you.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Best Contact Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jacky &amp; Margie Batte</td>
<td>5102 85th Street</td>
<td>605-368-2090</td>
<td></td>
</tr>
<tr>
<td>Brian Rance</td>
<td>S0007</td>
<td>605-773-3452</td>
<td><a href="mailto:Brian.Rance@lkcd.us">Brian.Rance@lkcd.us</a></td>
</tr>
<tr>
<td>Nancy &amp; Everett</td>
<td>4709 85th St</td>
<td>605-498-5125</td>
<td><a href="mailto:Ebohr879@twc.com">Ebohr879@twc.com</a></td>
</tr>
<tr>
<td>David &amp; Nancy Artt</td>
<td>4001 W. 84th St</td>
<td>605-310-2088</td>
<td><a href="mailto:dscotty22@yahoo.com">dscotty22@yahoo.com</a></td>
</tr>
<tr>
<td>Maureen &amp; Niina</td>
<td>7700 S. Highland St</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bomim McNeil</td>
<td>2617 S. Beech Ave</td>
<td>306-964-6465</td>
<td><a href="mailto:Bomim.as.D@yahoo.com">Bomim.as.D@yahoo.com</a></td>
</tr>
<tr>
<td>Brent Amrivas</td>
<td>3120 W. Adams Hill Dr</td>
<td>308-872-7661</td>
<td><a href="mailto:Breece.amrivas@comcast.net">Breece.amrivas@comcast.net</a></td>
</tr>
<tr>
<td>Transdressen</td>
<td>5316 W. 69TH ST</td>
<td>605-362-5660</td>
<td><a href="mailto:treasur@stacie.ca">treasur@stacie.ca</a></td>
</tr>
<tr>
<td>Marion Breeze</td>
<td>Plaza SD</td>
<td>605-776-1008</td>
<td><a href="mailto:Marion.Breeze.Q@Cal.com">Marion.Breeze.Q@Cal.com</a></td>
</tr>
<tr>
<td>Amy McCuen</td>
<td>5151 85th St</td>
<td>605-948-7182</td>
<td><a href="mailto:AmyMcculen@gmail.com">AmyMcculen@gmail.com</a></td>
</tr>
<tr>
<td>Vicki Reiff</td>
<td>4715 85th St</td>
<td>605-870-7215</td>
<td><a href="mailto:vicki.reiff@sd.com">vicki.reiff@sd.com</a></td>
</tr>
<tr>
<td>Gabi Lacer</td>
<td>2907 E. 57th St</td>
<td>605-339-4157</td>
<td><a href="mailto:gabi.lacer@sd.com">gabi.lacer@sd.com</a></td>
</tr>
</tbody>
</table>

14
15
16
17
18
19
20
Transmittal

Date: Thursday, August 31, 2017
Project: 85th Street Environmental Document
To: American Properties LLC
From: HDR, Jason Kjenstad (Project Manager)
Subject: Noise Study Meeting Sept 14th, 2017 5:30 – 7:00 pm

We are sending you:
☑ Attached
☐ Under separate cover via the following items:
☐ Shop drawings
☐ Prints
☐ Plans
☐ Samples
☐ Specifications
☑ Copy of letter
☐ Change Order
☐ Other: Enter Other Item

<table>
<thead>
<tr>
<th>Copies</th>
<th>Date</th>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>8/31/2017</td>
<td>1</td>
<td>• Noise Meeting Letter Invite for Sept 14th, 2017</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5:30 pm</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Advertisement included in the Argus Leader</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Noise Study Slide from Draft Presentation</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Noise Wall Ballot Form to be returned by Sept</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>21st, 2017</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Jason Kjenstad’s Business Card – Contact me for</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>any questions</td>
</tr>
</tbody>
</table>

Remarks: Received Items as identified above: Date: 8-31-17
Agreed to distribute Attachments to tenants that reside in property owned by American Properties LLC
Copy to: Shannon Ausen – City of Sioux Falls Signed: Jason Kjenstad
August 30th, 2017

AMERICAN PROPERTIES LLC
PO BOX 35
HARRISBURG, SD 57032

RE: 85th Street Noise Study – Sundowner Avenue to Louise Avenue, including 85th Street and Interstate 29 Overpass

Dear AMERICAN PROPERTIES LLC:

The City of Sioux Falls and the South Dakota Department of Transportation propose to construct 85th Street as a paved urban arterial from Louise Avenue west to Sundowner Avenue. This would include an Interstate 29 overpass. The improvements will be phased with the first project taking place in 2018. The 2018 construction project will start at Louise Avenue and go west through Hughes Avenue. The City of Sioux Falls has the remaining projects along this corridor programmed from 2019-2021. Actual project limits and phasing for the upcoming years has not been finalized. As part of this project, federal funds were utilized and an environmental assessment is being completed. One component of the environmental assessment is to review how the roadway improvements impact the noise levels along the corridor. A noise study for the project has been completed and information is ready to be shared with the adjacent property owners. A public meeting will be held September 14, 2017 at 5:30 pm to 7:00 pm at Harrisburg Explorer Elementary School Gymnasium (4010 West 82nd Street) to provide the findings of the noise study and you are invited to attend and provide comments.

Since you live adjacent to 85th Street or in close proximity, you are receiving this invitation to attend the public meeting where more information will be provided regarding locations in which noise walls are being proposed. The presentation that will be given will indicate along the corridor the reasons why or why not noise abatement is feasible and reasonable per the South Dakota Department of Transportation’s (SDDOT) "Noise Analysis and Abatement Guidance" policy. The official Notice of the Public Informational meeting is attached to this letter. The final noise study will be available for review a minimum of one week before the meeting online at http://www.siouxfalls.org/public-works/special-projects/projects-list/85th-st-improvements.

Per SDDOT policy, if the noise wall provides more than 5 decibels of noise reduction at your house or multi-family dwelling, you are also eligible to submit a ballot indicating your support...
for, or opposition to the potential noise walls. Your vote will be a crucial part of City of Sioux Falls decision on whether to construct the walls or not. Please make use of your right to document your opinion by completing and returning the attached ballot (ballot is attached only if you are eligible to vote) either at the public meeting or via mail by September 21, 2017. If you have questions or comments, please feel free to contact Shannon Ausen at (605) 367-8607 or myself at (605) 977-7740. If an ADA accommodation is needed, please contact the Human Relations Office at 605-367-8745 (Voice), 605-367-7039 (TTY) or humanrelations@siouxfalls.org at least 48 hours in advance of the meeting.

Sincerely,

Jason Kjenstad, Project Engineer
HDR Engineering, Inc.

Shannon R. Ausen, PE
Sioux Falls Public Works Engineering

Enclosures: 85th Street Noise Wall Ballot (only for those residents where the noise wall reduces the noise level by 5 or more decibels)
CITY OF SIOUX FALLS AND SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
NOTICE OF PUBLIC OPEN HOUSE/INFORMATION MEETING
85TH ST. FROM SUNDOWNER AVE. TO LOUISE AVE., INCLUDING INTERSTATE 29 OVERPASS,
ENVIRONMENTAL NOISE STUDY AND
85TH ST. IMPROVEMENTS FROM LOUISE AVE. TO TALLGRASS AVE.
P 1360(01), PCN 03YF
Sioux Falls CIP 11017

Date: September 14, 2017
Time: 5:30 – 7 p.m.
Place: Harrisburg Explorer Elementary School
4010 W. 82nd St.
Sioux Falls, SD 57108

The City of Sioux Falls and South Dakota Department of Transportation (SDDOT) will hold a public information meeting/open house to receive public input on the Environmental Noise Study completed as part of the 85th St. from Sundowner Ave. to Louise Ave., including the Interstate 29 Overpass, Environmental Document. The open house will be informal allowing for one-on-one discussion with the study team. The purpose of the meeting is to present the findings of the Environmental Noise Study and receive public input as well as allow the public to preview plans for the 85th St. improvements from Louise Ave. to Tallgrass Ave.

Area residents and daily commuters are encouraged to attend and participate in the meeting.

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If you have questions or comments, please feel free to contact Shannon Ausen, City of Sioux Falls, at (605) 367-8607 or Jason Kjenstad, HDR Engineering at (605) 977-7740.
**Modeled Receptors**

**Impacted**
- Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Design Goal Achieved

**Not Impacted**
- Not Impacted, Benefited
- Not Impacted, Not Benefited
- Not Impacted, Design Goal Achieved

**Dismantled**

- Road
- Noise Sensitive Area
- Analyzed Barrier - Recommended
- Existing Barrier
- Analyzed Barrier - Not Recommended
- Project End Line
- Match Line
- Buildings

**NSA 9 Assessment Area**

**Recommended Barrier Location**
To provide noise abatement

**Meets SDDOT barrier criteria:**
- $< 21k per benefitted receptor
- 7 dBA noise reduction at 40% of benefitted receptors
- $16,500 per benefitted receptor

**Noise Analysis**
85TH STREET Noise Walls Opinion Ballot

Noise Study for
85th Street from Louise Avenue to Sundowner Avenue in Sioux Falls, South Dakota

Check boxes that apply.

☐ I live nearest to the potential  X NSA 9 Noise Wall

☐ I support the construction of a noise wall along 85th Street near where I live.

☐ I oppose the construction of a noise wall along 85th Street where I live.

☐ I am a lease holder / renter

☐ I am property owner

Comments:

________________________________________________________________________

________________________________________________________________________

Name: ____________________________  Address: ____________________________

Phone: ____________________________

To be counted, your ballot must be postmarked by Sept 21st, 2017.
Public Information Meeting regarding Noise Study Findings And 85th Street Improvements September 14th, 2017

85th Street Environmental Study Sundowner Avenue to Louise Avenue
P 1360(01), PCN 03YF
Sioux Falls CIP 515099
Responsible Agencies
- City of Sioux Falls
- South Dakota Department of Transportation
- Federal Highway Administration
- Metropolitan Planning Organization

Consultants
- AECOM – 85th Street Environmental Assessment
- HDR – 85th Street Design
- DGR – 85th Street Design

Attending Today – Sept 14th, 2017
- Meg Thorton – HDR
- Jason Kjenstad – HDR
- Tom Lehmkuhl – SDDOT
- Shannon Ausen – City
- Gabe Laber – DGR
Overall Noise Assessment Area

Noise Discussion
Focus will be from Sundowner Avenue to Louise Avenue

Noise Analysis
The Project Area
Study is reviewing Environmental Impacts of an Overpass Only with this study.

85th Street Corridor

A interchange at 85th Street is not part of this Environmental Study but is being considered in a future study beginning likely in early 2018.

Project Area Discussion
Traffic Growth
Table 2-1
FHWA Noise Abatement Criteria

<table>
<thead>
<tr>
<th>Activity Category</th>
<th>Activity Criteria</th>
<th>Evaluation Location</th>
<th>Activity description</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Leq(h)</td>
<td>L10(h)</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>57</td>
<td>60</td>
<td>Exterior</td>
</tr>
<tr>
<td>B</td>
<td>67</td>
<td>70</td>
<td>Exterior</td>
</tr>
<tr>
<td>C</td>
<td>67</td>
<td>70</td>
<td>Exterior</td>
</tr>
<tr>
<td>D</td>
<td>52</td>
<td>55</td>
<td>Interior</td>
</tr>
<tr>
<td>E</td>
<td>72</td>
<td>75</td>
<td>Exterior</td>
</tr>
<tr>
<td>G</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

SDDOT criteria indicates that 66 dBA is the threshold as it is within 1 dBA of the identified criteria. Or 15 dBA increase from existing.
# Noise Analysis 101

## Common Noise Sources and Levels

<table>
<thead>
<tr>
<th>Sound Pressure Level (dB)</th>
<th>Typical Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>120</td>
<td>Jet aircraft takeoff at 100 feet</td>
</tr>
<tr>
<td>110</td>
<td>Same aircraft at 400 feet</td>
</tr>
<tr>
<td>90</td>
<td>Motorcycle at 25 feet</td>
</tr>
<tr>
<td>80</td>
<td>Garbage disposal</td>
</tr>
<tr>
<td>70</td>
<td>City street corner</td>
</tr>
<tr>
<td>60</td>
<td>Conversational Speech</td>
</tr>
<tr>
<td>50</td>
<td>Typical office</td>
</tr>
<tr>
<td>40</td>
<td>Living room (without TV)</td>
</tr>
<tr>
<td>30</td>
<td>Quiet bedroom at night</td>
</tr>
</tbody>
</table>

SDDOT standard = 67 dB
Computer model calculates noise levels from:

- Number, speed, and type of vehicles
- Distance from roadway to residence
- Elements between roadway and residence/receptor to block or absorb noise
Abatement - Noise Walls

Wall must block line of sight between noise source and receiver.
SDDOT POLICY FOR NOISE ABATEMENT

Reasonableness
• **Cost Effectiveness of abatement measure:** Cost per benefited receptors shall be $21,000 or less to be considered reasonable

Acoustic Feasibility
• **Abatement Measure:** must achieve a 5 dBA reduction for 60% of the front-row receptors directly behind the noise wall and 7dBA reduction for 40% of the overall benefited receptors

General Feasibility
• **Abatement Measure:** must meet safety, access requirements for drainage and utilities, and constructability measures and if found feasible accepted by a majority of the residents and owners
Noise Analysis

Noise Abatement was not deemed feasible to location of driveways.

NSA 7 Assessment Area

Model Receptors
- Impacted
  - Impacted, Benefited
  - Impacted, Not Benefited
  - Impacted, Design Goal Achieved
- Not Impacted
  - Not Impacted, Benefited
  - Not Impacted, Not Benefited
  - Not Impacted, Design Goal Achieved
- Demolished
- Road
- Noise Sensitive Area
- Analyzed Barrier- Recommended
- Existing Barrier
- Analyzed Barrier- Not Recommended
- Project End Line
- Match Line
- Buildings
Noise Analysis

NSA 8 Assessment Area

Noise Abatement was not deemed feasible to location of driveways.
Recommended Barrier Location to provide noise abatement

Meets SDDOT barrier criteria:
- < $21k per benefitted receptor
- 7 dBA noise reduction at 40% of benefitted receptors
- $16,500 per benefitted receptor

Noise Analysis
Barrier Location to provide noise abatement not recommended

Does Not Meet SDDOT barrier criteria:
- > $21k per benefitted receptor
- 7 dBA noise reduction at 40% of benefitted receptors
- $40,475 per benefitted receptor
**Noise Analysis**

**NSA 11 Assessment Area**

**Barrier Location to provide noise abatement not recommended**

**Does Not Meet SDDOT barrier criteria:**
- > $21k per benefitted receptor
- 7 dBA noise reduction at 40% of benefitted receptors
- $33,290 per benefitted receptor

---

**Noise Analysis Table**

<table>
<thead>
<tr>
<th>Descriptors</th>
<th>Barrier Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Impacted Receptors</td>
<td>5</td>
</tr>
<tr>
<td>Number of Benefitted Dwelling Units (Front Row)</td>
<td>6 out of 7 (85%)</td>
</tr>
<tr>
<td>Number of Benefitted Dwelling Units (Total)</td>
<td>10</td>
</tr>
<tr>
<td>Barrier Evaluation Method</td>
<td>TNM</td>
</tr>
<tr>
<td>Length (ft)</td>
<td>737</td>
</tr>
<tr>
<td>Average Height (ft)</td>
<td>10.27</td>
</tr>
<tr>
<td>Minimum Height (ft)</td>
<td>10</td>
</tr>
<tr>
<td>Maximum Height (ft)</td>
<td>11</td>
</tr>
<tr>
<td>Area (ft²)</td>
<td>7,566</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$332,904</td>
</tr>
<tr>
<td>Cost / Benefitted Dwelling Unit</td>
<td>$33,290</td>
</tr>
<tr>
<td>NR Range For Benefitted Receptors (dBA)</td>
<td>4.6 – 11.3 dBA</td>
</tr>
<tr>
<td>Number of DU meeting Design Goal (7 dBA NR)</td>
<td>6 out of 10 (60%)</td>
</tr>
<tr>
<td>Design Goal Met?</td>
<td>Yes</td>
</tr>
<tr>
<td>Feasible?</td>
<td>Yes</td>
</tr>
<tr>
<td>Reasonable?</td>
<td>No (Exceeds SDDOT Cost Threshold)</td>
</tr>
<tr>
<td>Recommended?</td>
<td>No</td>
</tr>
</tbody>
</table>
Barrier met Acoustic feasibility requirements but failed to meet general feasibility due to the Lewis and Clark Pipeline Easement.

Meet SDDOT barrier criteria:
• $21k per benefitted receptor
• 7 dBA noise reduction at 40% of benefitted receptors
• $18,150 per benefitted receptor
Barrier met Acoustic feasibility requirements but failed to meet general feasibility due to the Lewis and Clark Pipeline Easement.

Meet SDDOT barrier criteria:
- < $21k per benefitted receptor
- 7 dBA noise reduction at 40% of benefitted receptors
- $18,150 per benefitted receptor
### Modeled Receptors

- **Impacted**
  - Impacted, Benefited
  - Impacted, Not Benefited
  - Impacted, Design Goal Achieved

- **Not Impacted**
  - Not Impacted, Benefited
  - Not Impacted, Not Benefited
  - Not Impacted, Design Goal Achieved

- **Road**

- **Noise Sensitive Area**

- **Existing Barrier**

- **Analyzed Barrier- Recommended**

- **Analyzed Barrier- Not Recommended**

- **Project End Line**

- **Match Line**

- **Buildings**

### NSA 12B Assessment Area

Barrier Location to provide noise abatement not recommended

### Noise Analysis

Does Not Meet SDDOT barrier criteria:
- > $21k per benefitted receptor
- 7 dBA noise reduction at 40% of benefitted receptors
- $31,680 per benefitted receptor

<table>
<thead>
<tr>
<th>Descriptors</th>
<th>Barrier Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Impacted Receptors</td>
<td>1</td>
</tr>
<tr>
<td>Number of Benefited Dwelling Units (Front Row)</td>
<td>0</td>
</tr>
<tr>
<td>Number of Benefited Dwelling Units (Total)</td>
<td>N/A</td>
</tr>
<tr>
<td>Barrier Evaluation Method</td>
<td>Screening Calculation</td>
</tr>
<tr>
<td>Length (ft)</td>
<td>120</td>
</tr>
<tr>
<td>Average Height (ft)</td>
<td>6</td>
</tr>
<tr>
<td>Minimum Height (ft)</td>
<td>6</td>
</tr>
<tr>
<td>Maximum Height (ft)</td>
<td>6</td>
</tr>
<tr>
<td>Area (ft²)</td>
<td>720</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$31,680</td>
</tr>
<tr>
<td>Cost / Benefitted Dwelling Unit</td>
<td>$31,680</td>
</tr>
<tr>
<td>NR Range For Benefitted Receptors (dBA)</td>
<td>N/A</td>
</tr>
<tr>
<td>Number of DU meeting Design Goal (7 dBA NR)</td>
<td>N/A</td>
</tr>
<tr>
<td>Design Goal Met?</td>
<td>Yes</td>
</tr>
<tr>
<td>Feasible?</td>
<td>Yes</td>
</tr>
<tr>
<td>Reasonable?</td>
<td>No (Exceeds SDDOT Cost Threshold)</td>
</tr>
<tr>
<td>Recommended?</td>
<td>No</td>
</tr>
</tbody>
</table>
**Noise Analysis**

**NSA 13 Assessment Area**

Barrier Location to provide noise abatement not recommended

**Does Not Meet SDDOT barrier criteria:**
- > $21k per benefitted receptor
- 7 dBA noise reduction at 40% of benefitted receptors
- $39,875 per benefitted receptor

---

<table>
<thead>
<tr>
<th>Descriptors</th>
<th>Barrier Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Impacted Receptors</td>
<td>4</td>
</tr>
<tr>
<td>Number of Benefitted Dwelling Units (Front Row)</td>
<td>4 out of 4 (100%)</td>
</tr>
<tr>
<td>Number of Benefitted Dwelling Units (Total)</td>
<td>4</td>
</tr>
<tr>
<td>Barrier Evaluation Method</td>
<td>TNM</td>
</tr>
<tr>
<td>Length (ft)</td>
<td>381</td>
</tr>
<tr>
<td>Average Height (ft)</td>
<td>9.53</td>
</tr>
<tr>
<td>Minimum Height (ft)</td>
<td>9</td>
</tr>
<tr>
<td>Maximum Height (ft)</td>
<td>10</td>
</tr>
<tr>
<td>Area (ft²)</td>
<td>3,625</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$159,500</td>
</tr>
<tr>
<td>Cost / Benefitted Dwelling Unit</td>
<td>$39,875</td>
</tr>
<tr>
<td>NR Range For Benefitted Receptors (dBA)</td>
<td>4.7 – 8.4 dBA</td>
</tr>
<tr>
<td>Number of DU meeting Design Goal (7 dBA NR)</td>
<td>3 out of 4 (75%)</td>
</tr>
<tr>
<td>Design Goal Met?</td>
<td>Yes</td>
</tr>
<tr>
<td>Feasible?</td>
<td>Yes</td>
</tr>
<tr>
<td>Reasonable?</td>
<td>No (Exceeds SDDOT Cost Threshold)</td>
</tr>
<tr>
<td>Recommended?</td>
<td>No</td>
</tr>
</tbody>
</table>

---

**Modeled Receptors**

**Impacted:**
- Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Design Goal Achieved

**Not Impacted:**
- Not Impacted, Benefited
- Not Impacted, Not Benefited
- Not Impacted, Design Goal Achieved
- Demolished

**Road:**
- Noise Sensitive Area
- Analyzed Barrier - Recommended
- Existing Barrier
- Analyzed Barrier - Not Recommended
- Project End Line
- Match Line
- Buildings
Meet SDDOT barrier criteria:

- < $21k per benefitted receptor
- 7 dBA noise reduction at 40% of benefitted receptors

Only residents of the Townhomes that are adjacent to the possible noise walls would be balloted!

NSA 9 Assessment Area

Wall Height 7'

28' to 30'

350'

7'

85TH STREET Noise Walls Opinion Ballot
Noise Study for 85th Street from Louise Avenue to Sundowner Avenue in Sioux Falls, South Dakota

Check boxes that apply.

☐ I live nearest to the potential NSA 9 Noise Wall
☐ I support the construction of a noise wall along 85th Street near where I live.
☐ I oppose the construction of a noise wall along 85th Street where I live.

☐ I am a lease holder / renter
☐ I am property owner

Comments:

__________________________________________

Name: _____________________________________ Address: ___________________________________

Phone: _____________________________________

To be counted, your ballot must be postmarked by Sept 21st, 2017.
NEXT STEPS

• For those who received ballots, fill out and return tonight or within 1 week by mail.
• Fill out Comment Card.
• Compile, Revise, and Address Comments.
• Finalize Environmental Study.
• Begin Next Phase of Project:
  • Preliminary Design.
  • ROW Acquisitions.
• Construction Scheduled to begin 2020.
STUDY INFORMATION

85th STREET OVERPASS
ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING
October / November 2017
85th Street Improvements 2018

85th Street - Phase 1 - 2018
85th Street Improvements (Future)
Please visit with SDDOT, City of Sioux Falls, and Consultant Staff!!!!!!
85TH STREET Noise Walls Comment Form
Noise Study for
85th Street from Louise Avenue to Sundowner Avenue

Check boxes that apply.
I live nearest to the potential ☑ NSA 9 Noise Wall

Comments:

[Handwritten comments]

Name: Brandon Marshall  Address: 7617 S. Peregrine Pl.
Phone: 761-76-868
For your comments to be considered, please return by September 21st, 2017.

85TH STREET Noise Walls Comment Form
Noise Study for
85th Street from Louise Avenue to Sundowner Avenue

Check boxes that apply.
I live nearest to the potential ☑ NSA 9 Noise Wall

Comments:

[Handwritten comments]

Name: Lori Heitzman  Address: 7617 S. Peregrine Pl.
Phone: 496-2052
For your comments to be considered, please return by September 21st, 2017.
Meeting Record

Date: Thursday, September 14, 2017

Project: 85TH Street Noise Study Public Meeting
P 1360(01), PCN 03YF
Sioux Falls CIP 515099

Subject: Presentation on Noise Study Finding as part of the 85th Street Environmental Assessment

Public Scoping Summary

On Thursday, September 14, 2017, a public meeting on the 85th Street Overpass Environmental Assessment Noise Study was held at the Explorer Elementary School. The meeting was held in the gym from 5:30 to 7:00 pm. At the meeting representatives from the City of Sioux Falls, South Dakota Department of Transportation, Federal Highway Administration, DGR, and HDR were in attendance. The sign-in at the front table indicated an attendance of 28 people including the meeting representatives (Attachment A).

AECOM conducted the noise study and provided the information and produced the figures available on easels on one side of the room (these are directly from the Noise Study document) and DGR had maps on preliminary design information on tables in the back of the room to answer any additional questions. This information was available before and after the public presentation with project members available for questions. Questions asked during these periods were typically not recorded. One question that did arise during this period regarded the scope and purpose of the ‘walls’ constructed by the City of Sioux Falls and SDDOT. This study is only in respect to noise abatement walls and these have clear guidelines put forth in the South Dakota Environmental Procedures Manual (www.sddot.com/resources/Manuals/EnvironProcManual.pdf).

The public presentation began at 5:40pm and was given by Jason Kjenstad of HDR. The noise study information presented was provided by AECOM researchers. The presentation was available on the City of Sioux Falls website and is attached here (Attachment B). Open questions were accepted following the presentation for those who wished to voice questions in front of the group or to make a statement (Table 1).

Public comment cards (Attachment C) were made available at the public meeting. These cards were accepted and responses are included below in Table 2.
Table 1. Verbal Comments Received following Presentation 9-14-2017:85th St Noise Public Meeting

<table>
<thead>
<tr>
<th>Property</th>
<th>Representative</th>
<th>Concern(s)</th>
<th>Response(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>7619 S. Peregrine</td>
<td>Brandon Marshall</td>
<td>Questioned math of abatement wall and stated he did the math and it didn’t come out right for him. Jason responded that for the public presentation he mentioned a simplified version: for NSA 9 he said 7 ft, which is the maximum height, times the length of 350 feet, times $44 which is the cost designated by the SDDOT criteria for average costs of a wall per square foot. This equals $107,800. This is divided by the number of benefited receptors of 6. Which equals $17,966.67. Which is less than the $21,000 allowed by SDDOT as a feasible cost for noise abatement requirements. Policy located here: <a href="http://www.sddot.com/business/environmental/docs/FinalNoiseAnalysisandAbatementGuidance071311.pdf">http://www.sddot.com/business/environmental/docs/FinalNoiseAnalysisandAbatementGuidance071311.pdf</a>. When compared to the official numbers in the report this is slightly more as the average height of the wall is 6.43 feet.</td>
<td></td>
</tr>
</tbody>
</table>
Public comment cards (Attachment C) were made available at the public meeting. These cards were accepted and responses are included below in Table 2.

<table>
<thead>
<tr>
<th>Property</th>
<th>Representative</th>
<th>Concern(s)</th>
<th>Response(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>7617 S. Peregrine</td>
<td>Lori Heitzman</td>
<td>They need a noise wall due to an increase in car noise of approximately 5-7 times the current amount</td>
<td>The City of Sioux Falls understands the challenge that landowners face and each landowner is allowed to put up their own noise abatement system if desired. SDDOT has clear guidelines set forth to fairly evaluate noise levels and abatement guidelines to maintain fair conditions for the citizens of South Dakota. Section 3.7.3 of the Environmental Procedures Document lay out those procedures: <a href="http://www.sddot.com/resources/Manuals/EnvironProcManual.pdf">www.sddot.com/resources/Manuals/EnvironProcManual.pdf</a></td>
</tr>
</tbody>
</table>
| 7619 S. Peregrine Pl | Brandon Marshall  | Would like to see the results of findings about the abatement. The math per square feet doesn’t add up and would like to see the equation that you came up with for the sound abatement. | [http://www.siouxfalls.org/public-works/special-projects/projects-list/85th-st-improvements](http://www.siouxfalls.org/public-works/special-projects/projects-list/85th-st-improvements) All documents with findings are posted at the above website. Equation for the noise abatement decision is \((\text{Average height x length x } $44.00)/\text{number of benefited receptors}\). Total cost must be less than or equal to $21,000 to be considered feasible. For NSA 10 this equation would be: 
\[
\frac{(10.22 \text{ ft} \times 900 \text{ ft} \times $44.00)}{10} = $40,471.20
\]
This exceeds the SDDOT cost threshold of $21,000. [**Please note this result is $3.80 different from the report due to rounding variation as the report is computer generated and more exact. This results in minimal difference.**] |
NSA 9 Ballot Findings

Public attendees who lived within the area of NSA 9, who received ballots were also asked to turn in their ballots with their vote regarding the feasible wall near their homes by September 21st, 2017. At the meeting no ballots were submitted, but subsequently 7 (all) ballots were submitted indicating that all 7 would like the noise wall to be constructed (Attachment D).