

I-90 Exit 406 Interchange Modification Study and Environmental Assessment

Public Involvement #2

January 23, 2017
Holiday Inn Express Convention Center
Brandon, SD

Public Comments Summary

Public Meeting

6:00 p.m. – 7:30 p.m.

- Sign-in Sheets
- Meeting Handout
- Presentation
- Meeting Comment Forms
- Email/Website Comments
- Meeting Notes

Stakeholder Meetings

1:00 p.m. and 3:30 p.m.

- Sign-in Sheets
- Agenda
- Meeting Comment Forms
- Email/Website Comments
- HRG Notes/Discussion Summary

Display Boards

Report Date: February 16, 2017

SDDOT – Brandon, SD I-90 Exit 406 Interchange Modification Study & Environmental Assessment Public Comments Summary	
Alternative	Comment
Interchange Build Alternatives	
Standard Diamond Interchange	<p><u>Stakeholder Meeting Comments</u></p> <p><u>Public Meeting Comments</u> <i>Certain comments for the Standard Diamond Interchange (shifted west) apply here, with the differentiator being the 'shifted west' component.</i></p>
Standard Diamond Interchange (shifted west)	<p><u>Stakeholder Meeting Comments</u></p> <ul style="list-style-type: none"> • Preference stated for this interchange alternative (multiple comments). • Benefits of being able to keep existing bridge open noted (shifted west component), important to businesses. <p><u>Public Meeting Comments</u></p> <ul style="list-style-type: none"> • Preference stated for this this interchange alternative, particularly the 'shifted west' element (multiple comments). • With regard to shifted west, noted benefits of being able to keep existing bridge open noted, important to both motorists. • Simplicity noted as a benefit.
Standard Diamond w/Roundabouts (shifted west)	<p><u>Stakeholder Meeting Comments</u></p> <ul style="list-style-type: none"> • Concern for long trucks navigating roundabouts (multiple comments) to complete through and left-turn movements. • Right-of-way at entry can be confusing. • Clearance of large trucks navigating roundabouts a concern. • Recommendation of adding roundabout at Ash Street . <p><u>Public Meeting Comments</u></p> <ul style="list-style-type: none"> • Speed through this alternative with roundabouts potentially being slower than others is a benefit. • Safety noted as a benefit. • Multiple comments stating concern for this alternative, including: <ul style="list-style-type: none"> ○ Concern with SB traffic in AM peak trying to find a gap with the NB to WB movement ○ Large vehicles ○ Delay when entering roundabout ○ Snow removal ○ Crash impacts (blocking traffic) ○ Truck clearance concerns (low boys)
Diverging Diamond Interchange	<p><u>Stakeholder Meeting Comments</u></p> <ul style="list-style-type: none"> • Preference stated for DDI. • Question about a foreseeable issue with the EB to NB movement at eastbound off-ramp

SDDOT – Brandon, SD I-90 Exit 406 Interchange Modification Study & Environmental Assessment Public Comments Summary	
Alternative	Comment
Diverging Diamond Interchange (cont.)	<p><u>Public Meeting Comments</u></p> <ul style="list-style-type: none"> • Multiple comments supporting a DDI, including: <ul style="list-style-type: none"> ○ NB to WB traffic patterns and potential for free left turn at northern crossover ○ Pedestrian and bicycle accommodations ○ Futuristic ○ Handle future traffic growth and all vehicle types
SD Hwy 11 Corridor Build Alternatives	
5-Lane Undivided (south of I-90)	<p><u>Stakeholder Meeting Comments</u></p> <ul style="list-style-type: none"> • <i>Specific discussion between 4-lane and 5-lane alternatives typically centered around turn restrictions and ability to turn in/out of the minor-street approach.</i> <p><u>Public Meeting Comments</u></p> <ul style="list-style-type: none"> • Preference stated both for and against 5-lane undivided corridor (multiple comments for both). • Concern regarding turn restrictions at select locations, such as gas station, churches and roadways. • Preference for corridor to avoid U-turns.
4-Lane Divided (south of I-90)	<p><u>Stakeholder Meeting Comments</u></p> <ul style="list-style-type: none"> • Benefits of median noted in discussion. • Importance of 9th and Redwood improvements noted if access restricted to SD 11. • Concern regarding impacts to businesses on east side. • Concern for closed SB LT access into McDonalds/gas station • U-turns pose issues for trucks (multiple comments) • U-Turn Comments: <ul style="list-style-type: none"> ○ Concern for businesses on the east side. ○ U-turns create out of the way travel. ○ U-turn is okay for car traffic; truck traffic not so much. <p><u>Public Meeting Comments</u></p> <ul style="list-style-type: none"> • Preference stated for the (DDI interchange option) & Option B arterial improvements – best combination of roadway operations and safety. • Oppose U-turns due to out of the way travel • Support median and U-turns for safety and operational benefits
Backage Road Sub-Alternatives	<p><u>Stakeholder Meeting Comments</u></p> <ul style="list-style-type: none"> • If access is closed, can see people will turn on Ash and go through the gas station and this can cause problems. • Can access for Tailgators be moved out front instead of behind the business? <p><u>Public Meeting Comments</u></p> <ul style="list-style-type: none"> • Preference stated for widened backage road to allow 2-way truck traffic through curves.

SDDOT – Brandon, SD I-90 Exit 406 Interchange Modification Study & Environmental Assessment Public Comments Summary	
Alternative	Comment
Retain Existing (north of I-90)	<u>Stakeholder Meeting Comments</u> <ul style="list-style-type: none"> • Comment regarding trail option on east side, concern with trail crossings and conflicts with driveways into CHS facilities on west side. <u>Public Meeting Comments</u>
Hemlock Boulevard Intersection Sub- Alternatives	<u>Stakeholder Meeting Comments</u> <ul style="list-style-type: none"> • Does not support full acquisition of apartments due to revenue they provide sanitary district. • Marmen noted concern with push button at office because the loaded truck may stop at the RR tracks to adjust load height for multiple hours; can't be seen from office. <u>Public Meeting Comments</u>
Other	
	<u>Stakeholder Meeting Comments</u> <p>Considerable discussion and comments regarding the access locations between I-90 and Ash Street. Following provides a summary of some of those comments:</p> <ul style="list-style-type: none"> • Preference of keeping at least one access between I-90 and Ash Street. Does not support backage roads. • Third turn lane SB between I-90 and Ash Street suggested/recommended (multiple comments). Noted example at N Cliff between I-90 and 60th Street. • Comment noted importance of driveway(s) north of Ash Street and helping to reduce queues on Ash Street (spreads traffic across multiple access points). • Noted that 'businesses can't survive without a good access.' • Concern for cut-through traffic across gas station lot to restaurant and hotels (already occurs to some extent) <p>Considerable discussion regarding the Ash Street intersection, primarily focusing on access at the intersection (full or restricted) and type of traffic control. The following is a summary of those comments and discussion:</p> <ul style="list-style-type: none"> • Noted it is difficult to turn left out of Ash Street. Traffic is in a steady stream southbound, but signal at Redwood Blvd provides gaps in traffic. Recommends controlling vehicles at the ramp terminals and timing signals to provide a southbound gap in traffic. • Discussion regarding signal spacing, signal timing/coordination, and addition of signal to Ash Street intersection. <p>Misc. Interchange Comments</p> <ul style="list-style-type: none"> • Strong preference for maintaining traffic across I-90 with whatever interchange is selected (multiple comments) • Marmen stated the cross slopes and crown of the road bring issues with Marmen trucks; they hit the bottom of their trailer.

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Alternative	Comment
Other (cont.)	<p><u>Public Meeting Comments</u></p> <p>Misc. Interchange Comments</p> <ul style="list-style-type: none"> • Sidewalks up to the bridge crossing need to be wider than standard to accommodate bikes & pedestrians. • Thanks for accommodating bicycle and pedestrian traffic. • Pedestrians and bicycles need to be protected inside a caged sidewalk when they go across the bridge – to much heavy truck traffic for them to be safe any other way. • Accelerate project and construct earlier due to existing conditions (multiple comments). • Construct separate ramp(s) for industrial area and/or Marmen trucks. • Consider maintaining stop signs as signals would slow traffic most of the day. <p>Misc. Corridor Comments</p> <ul style="list-style-type: none"> • Please take into account that this is the “Front Door” to Brandon and design a welcoming and easy to navigate boulevard. I hope the City of Brandon will work with you to make it as good as possible. • Widen Ash Street. <p>Existing Conditions Comments</p> <ul style="list-style-type: none"> • Existing speeds too high and if they could be lowered in near future (multiple comments). • Install traffic signals in interim. • Marmen trucks currently stop traffic at interchange. • Heavy SB traffic in PM peak blocks turning traffic at interchange. <p>Birch Street (East) Comments</p> <ul style="list-style-type: none"> • Mixed feelings on what would be best approach, but stated it is difficult in the mornings to turn left (south) from the east leg of Birch (multiple comments). • Commenter indicated they already will turn right (north) and do some sort of U-turn to head back south. • Provide alternate access to east/southeast was needed (multiple comments). • Commenter noted difficulty they foresee needing to turn right (north) and then get into the left lane in time to make a U-turn at Ash. Also acknowledged providing full access at Birch would not solve the concern either.

Public Meeting

January 23, 2017

6:00 PM – 7:30 PM

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Email/Website Comments

Public Meeting:

Website Comment: Date 2/08/17

For the interchanges, I like #2, standard diamond shifted west, the best. #4, diverging diamond, looks interesting, and seems like it would be ok, but I'm not familiar how well that design would work. For south of the interchange, proposal A would probably be the most convenient, but B might be safer. The traffic gets kind of scary through there at times. In Corson, if you had a traffic light to stop northbound traffic for the Marmen trucks, I think it would need to be near Corson Street. That is usually where the pilot cars with the stop signs stop traffic.

Email: Date 02/08/17

Of the Interchange concepts, we prefer the Diverging Diamond Interchange (DDI). We feel this would be the best option to allow for increased traffic and handle all types of vehicles.

Of the corridor concepts we prefer the 5-Lane undivided.

At this time, it would be best to allow left turns onto the highway. Right turns would still be an option, but not mandatory.

Website Comment: Date 2/07/17

Major concerns on how this proposed Project will effect our Church and there are agreements with the City of Brandon that need to be addressed as I am looking at your concepts!

Website Comment: Date 2/06/17

Considering this is a very rural area yet, a roundabout or any boulevards might slow up traffic more than help it. I know I was told the roundabout would be large enough to accommodate semis, but I would also be concerned about the very large machinery that also passes thru there. Boulevards south of I-90 might also impede the flow of farm machinery turning off on a side road. Why not just put in lights, widen the roadway thru that area and move your off ramps further down and at a better angle so that you can see the traffic coming BEFORE you pull out. Thanks!

Website Comment: Date 1/31/17

I have lived in Brandon for 17 years. I feel design #4 with the roundabouts would be the best option. Roundabouts have been proven to be very efficient and lowers the number of crashes that using stoplights would have.

Website Comment: Date 1/31/17

Too bad the project has to wait as long as it does. Brandon has had tremendous growth, most citizens work in Sioux Falls area. Everyone is attempting to turn left on to I 90 in the morning and right off of I 90 in the evening hours. To complicate the issue the wind turbine mfg. company now transports windmill towers and plugs up the turn on to I 90 plus grain semi's. If your waiting to turn left off of I 90 going east to west it is impossible. All this leads to accidents and injuries. My recommendation is the intersections must accommodate semi truck traffic, eliminate tight turns, that is what we have at present but without traffic signals. Traffic signals for now would help significantly until the finished interchange is completed. The finished product must be simple. Sioux Falls has Round About's but I can see RA's causing problems with trucks and farm tractors that use the road to the Co-op. Farm tractors will many times be pulling at least two grain carts. Tractors and grain carts will not get along very well with Round Abouts.

The system must flow in fairly straight lines considering large trucks and farm tractors with grain carts and sometimes farm machinery behind the tractor. Self propelled combines also use the north south road as well. Farmers have to have routes to cross I 90 or they will be very upset. Better also mention Terragators, Hi Boys, Etc. Farmers also have Caterpillar type farm tractors, they are large machines running on tracks in place of wheels.

There are a few items I feel are needed for the Brandon I 90 interchange to be successful. One more item, it appears you have done an excellent job of trying to avoid existing business.

Email: Date 01/28/17

My wife and I have attended both of your meetings related to the Exit 406 interchange. We appreciate the time and effort of you and your staff. We believe the biggest issue that needs to be addressed is the traffic from Marmen. When Marmen moves their towers, they block traffic from both direction for several minutes. They do this at varying times during the day, including between 7 and 8 in the morning when local residents are attempting to get to work. When the Marmen 5:00 p.m. shift gets off, it is very difficult to turn south on Highway 11 or turn west to get on I-90. I am concerned that there will one or more serious accidents due to this traffic.

I noticed that the exit is scheduled to be redone in the 2022-2025 timeframe. Giving the current safety issues that will likely continue to get worse, the project should be accelerated, if possible. Is it possible to construct a separate interstate entrance ramp only near the industrial park that would allow Marmen traffic to bypass exit 406? This would help the traffic at exit 406 and on highway 11 in Corson. Given that the Marmen traffic, especially the turbine traffic, is a major safety issue and the 4 alternatives advanced at the last meeting may help but it still appeared that this traffic would still be a major issue.

Thank you for allowing us to comment.

Email: Date 01/28/17

Thanks for a great presentation. I wanted to give my feedback. I have no preference north of town in Hemlock Blvd.

South I prefer the 5 lane undivided. I see too much traffic in and out of holiday, there is church too, that would make no left turn onto split rock a disadvantage.

In terms of express avenue back age road, I am undecided. I would lean to an option that widens the road for two way truck traffic while allowing access to businesses. I was not sure if the coffee cup northernmost entrance would also be closed.

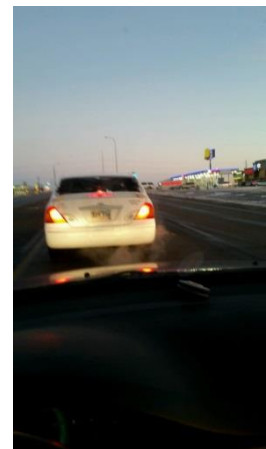
Finally, the bridge! I prefer either standard or diverging diamond. With standard the shifted west version. I am huge fan of roundabouts but just think two is too much. I think a couple key features help. One you had in your plans and that is two traffic lights. Second is the speed limit. It currently is 45mph from the Catholic Church in town to Corson. That is way too fast. I assume whatever is chosen will naturally slow speed limits, but strongly encourage you to work with state to ensure this happens. Some I spoke to did not even know of the current speed limits.

Website Comment: Date 1/26/17

In regards to the layout of the bridge itself, I like the standard interchange style similar to 10th & I-229. In regards to shifting to the west, I don't see a huge benefit one way or another. If it makes sense for ROW or construction, I'm good. With that in mind regarding traffic during construction, I don't see how it can be shut down. If it is shut down I worry about traffic being pushed on to the township gravel, or County asphalt. Especially with Concrete Materials and Marmon. There needs to be some improvements made to those roads prior to construction. I don't think the roundabouts work well, especially with truck traffic. I've watched semi's at Worthington's off I-90 and it seems difficult for them. The diverging diamond looks like a night mare. Corridor south, I am mixed. I like the 5 lane undivided, but can see the benefit of the 4 lane divided. I just don't see how the rear access will work for the hotels and Tailgators. It will directly effect their business to go around the back. Corridor north, I question how long Marmon will be there anyway. There needs to be improvement for them pulling out going south, but at a minimum cost.

Email: Date 01/18/17

Attached is a photo of Splitrock Blvd from this AM at about 7:35, showing the northbound cars backed up. I was in front of the church and there were also several cars behind me. I wasn't sure if you had any actual photos to go along with your information. *(Photo attached to the right)*



Website Comment: Date 1/13/17

It appears to me that you are planning an interchange like the one in Sioux Falls at 229 and 10th St. I don't think that is necessary. Simply widening the overpass to include left turn lanes to the on/acceleration ramps will speed traffic going north and south, also facilitating exiting from the east. Also, widening the deceleration lane from the west would help, maybe a no stop turn from west to south (exiting from west). Traffic signals will slow traffic for most of the day.

Project Team Meeting Notes

Jon Wiegand, HR Green

- 2 comments regarding existing speeds being too high:
- Whether existing speeds could be lowered in the near future
- What speeds will be in the future (tied to 'design speeds' type questions)
- 3 comments regarding access out of Birch
- Mixed feelings on what would be best approach, but all agreed it is difficult in the mornings to turn left (south) off of the east leg of Birch.
- One indicated that they already will turn right (north) and do some sort of u-turn to head back south
- All 3 agreed that alternate access to east/southeast was needed
- One comment regarding the difficulty they foresee needing to turn right (north) and then get into the left lane in time to make a u-turn at Ash. Also acknowledged providing full access at Birch would not solve the concern either. Supports alternate access for the residential area.
- Roundabouts
- 1 comment regarding trucks and the roundabouts. Didn't think it would work.

Stakeholder Meetings

January 23, 2017

1:00 PM & 3:30 PM

- Sign-in Sheets
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Email/Website Comments

Stakeholder:

Email: Date 2/6/17

As I sit here as a owner of the property near the interchange I get upset that the fact of closing down 2 driveways to make a drive faster for people trying to leave Brandon. I pay property tax and sales tax alot of both 120,000+ in sales tax and 30,000 in property and i feel you are not taking into account how much business i will lose by closing driveways. You need to put up stoplights and keep driveways for myself, the gas station and the hotels. We are thinking of closing them for 30 minutes of traffic in morning and 30 min at night. I think you need to look at traffic over the whole day there is not much after 8 am trying to go west and after 530 getting off at night. I just feel closing my driveways you are closing the businesses and we are doing this to get people to a different town faster. I think that in any one you guys pick to do you need to leave driveways for the businesses that pay for the projects. Please think of the businesses in Brandon as you move forward.

Display Boards

January 23, 2017

Displayed at Stakeholder and Public Meetings