

WELCOME!

PUBLIC OPEN HOUSE

For the Interchange and Environmental Study for
I-29 Exit 86 (Renner/Crooks) Study, and Topographic Survey

We want to hear from you!

There are several ways you can stay involved and provide your feedback on the project including:

- Submit a written comment card and leave in the comment box tonight
- Submit a written comment by mail or email by August 10, 2022
- Speak with project staff and share your feedback tonight
- Take the Park and Ride survey located on the project website
- View project information and announcements on the project website at: www.i29exit86.com

**Project
Partners**



**Consultant
Team**



PROJECT AREA

I-29 Exit 86 (Renner/Crooks) Interchange

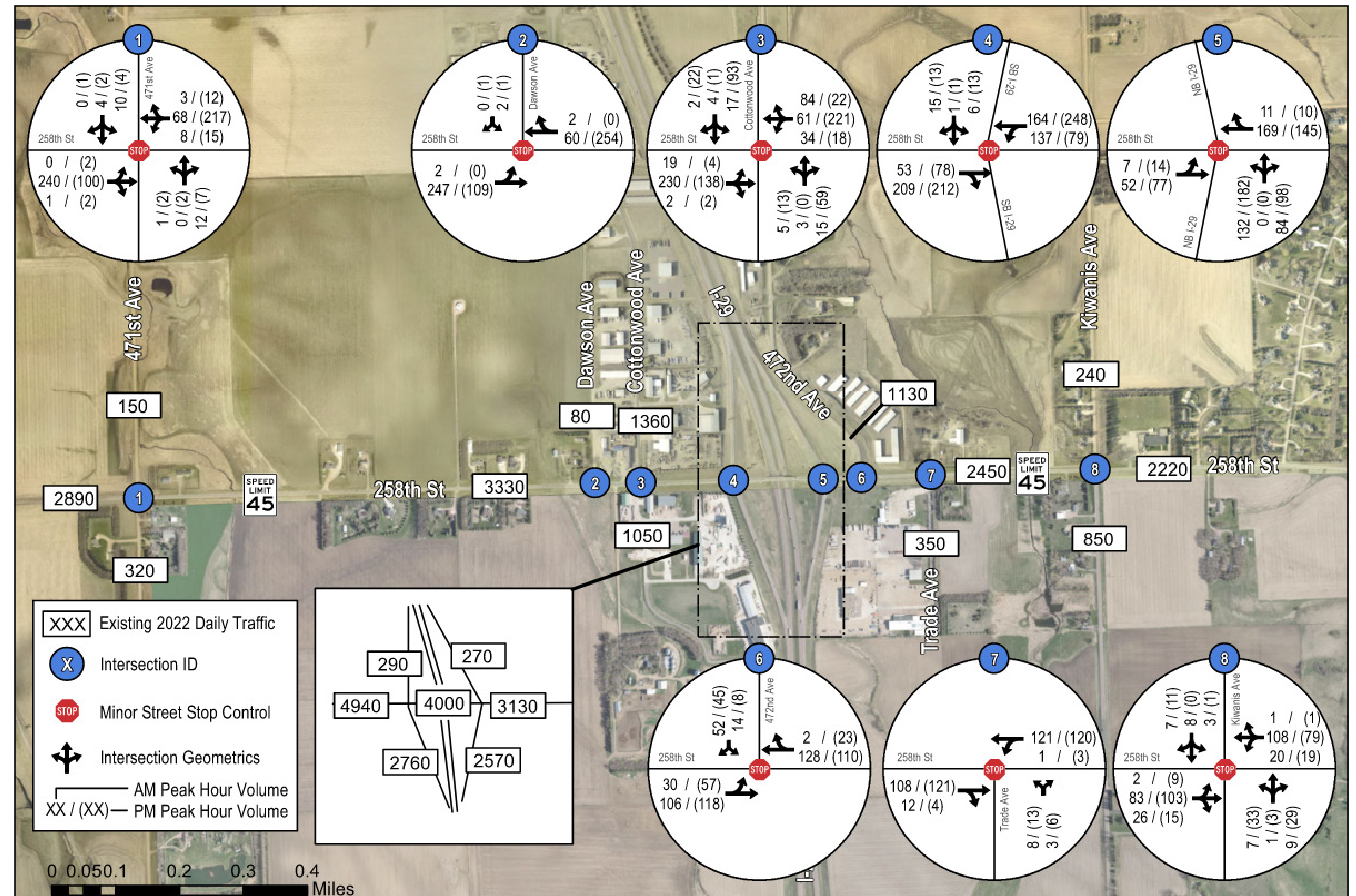


EXIT 86 (RENNER/CROOKS) TRAFFIC COUNTS

I-29 Exit 86 (Renner/Crooks) Interchange

CR-130 (258th Street) Intersections

(2022 Existing)



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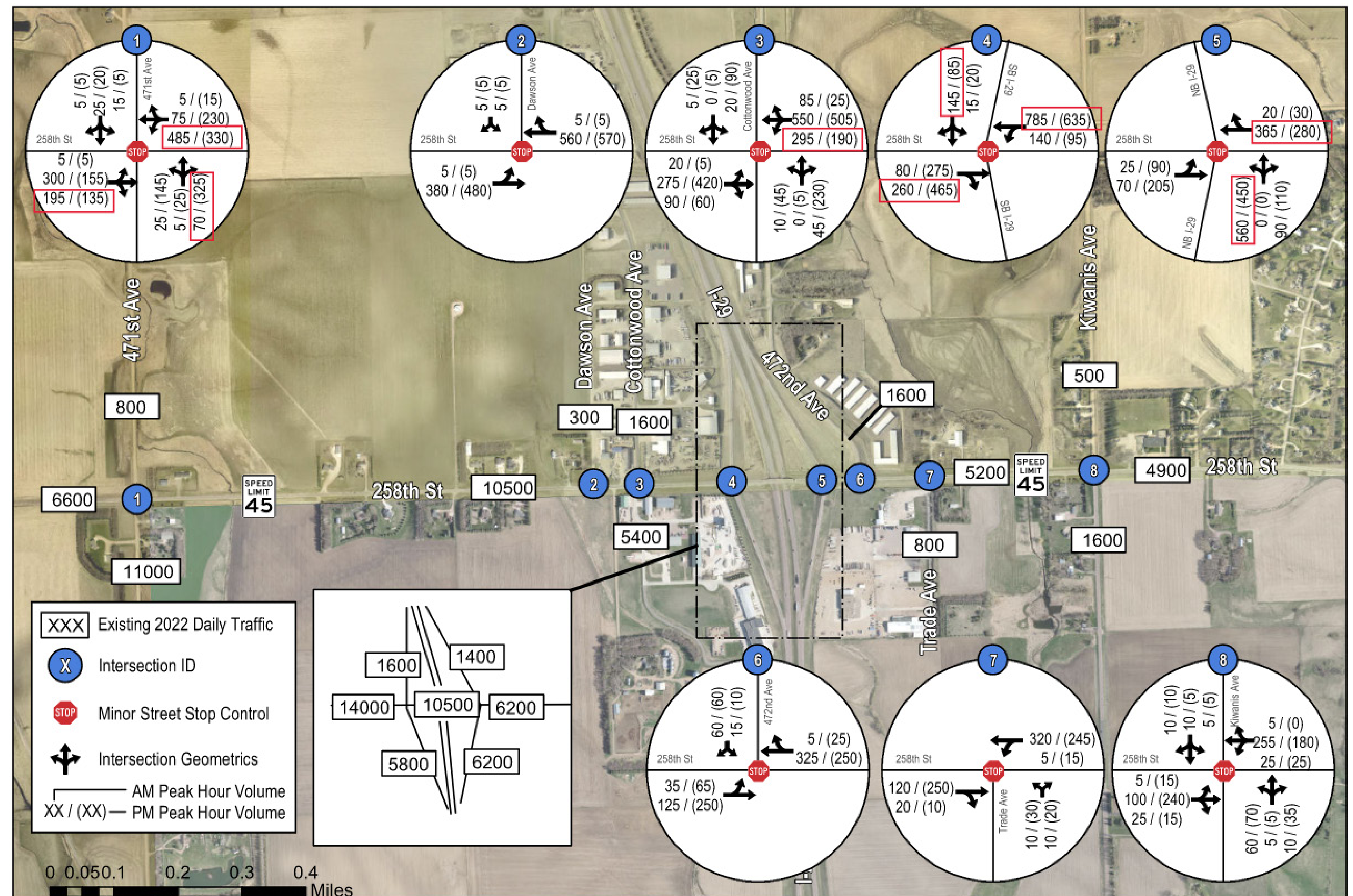


EXIT 86 (RENNER/CROOKS) TRAFFIC COUNTS

I-29 Exit 86 (Renner/Crooks) Interchange

CR-130 (258th Street) Intersections

(2030 No-Build)



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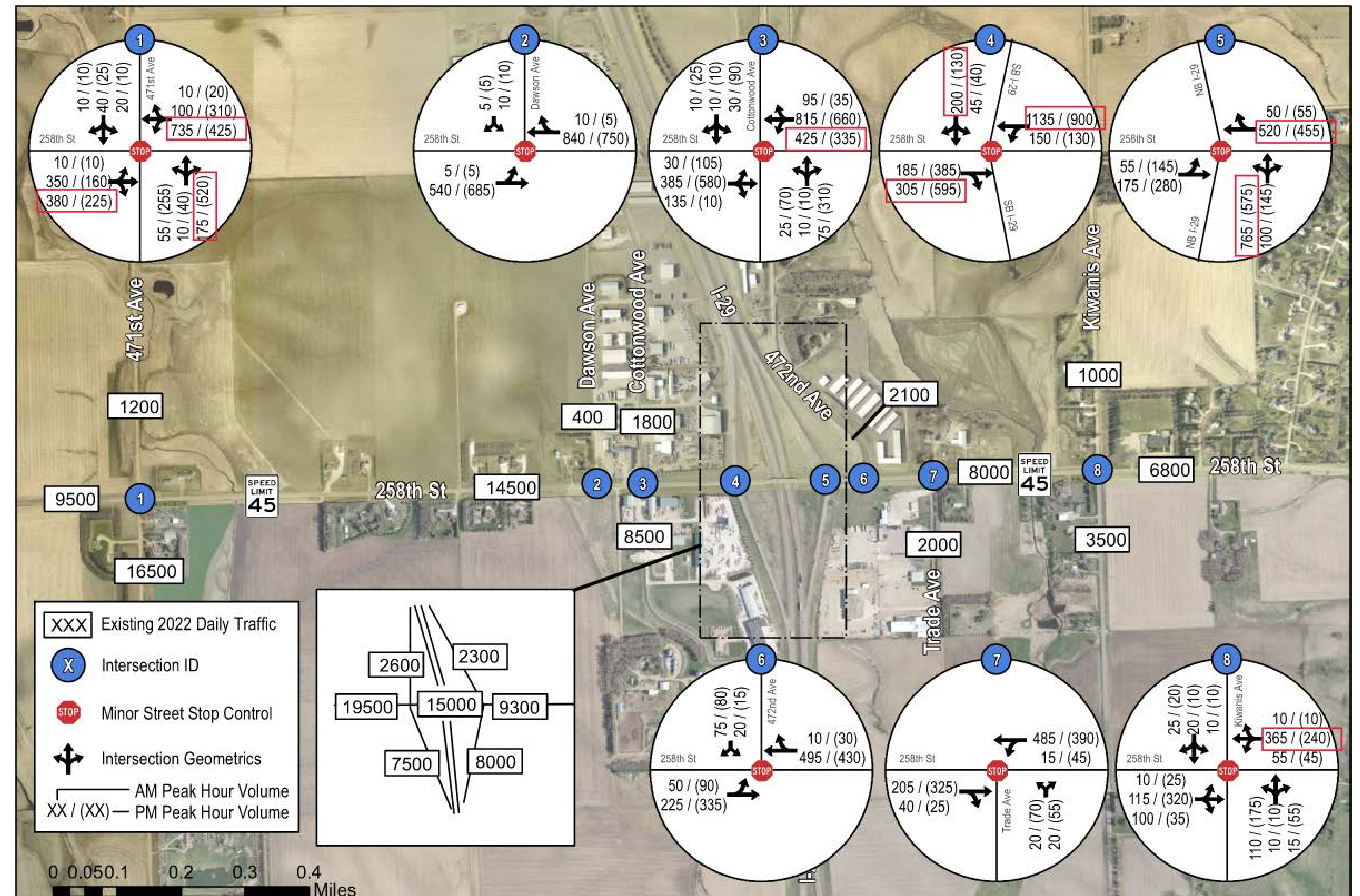
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EXIT 86 (RENNER/CROOKS) TRAFFIC COUNTS

I-29 Exit 86 (Renner/Crooks) Interchange

CR-130 (258th Street) Intersections (2050 No-Build)



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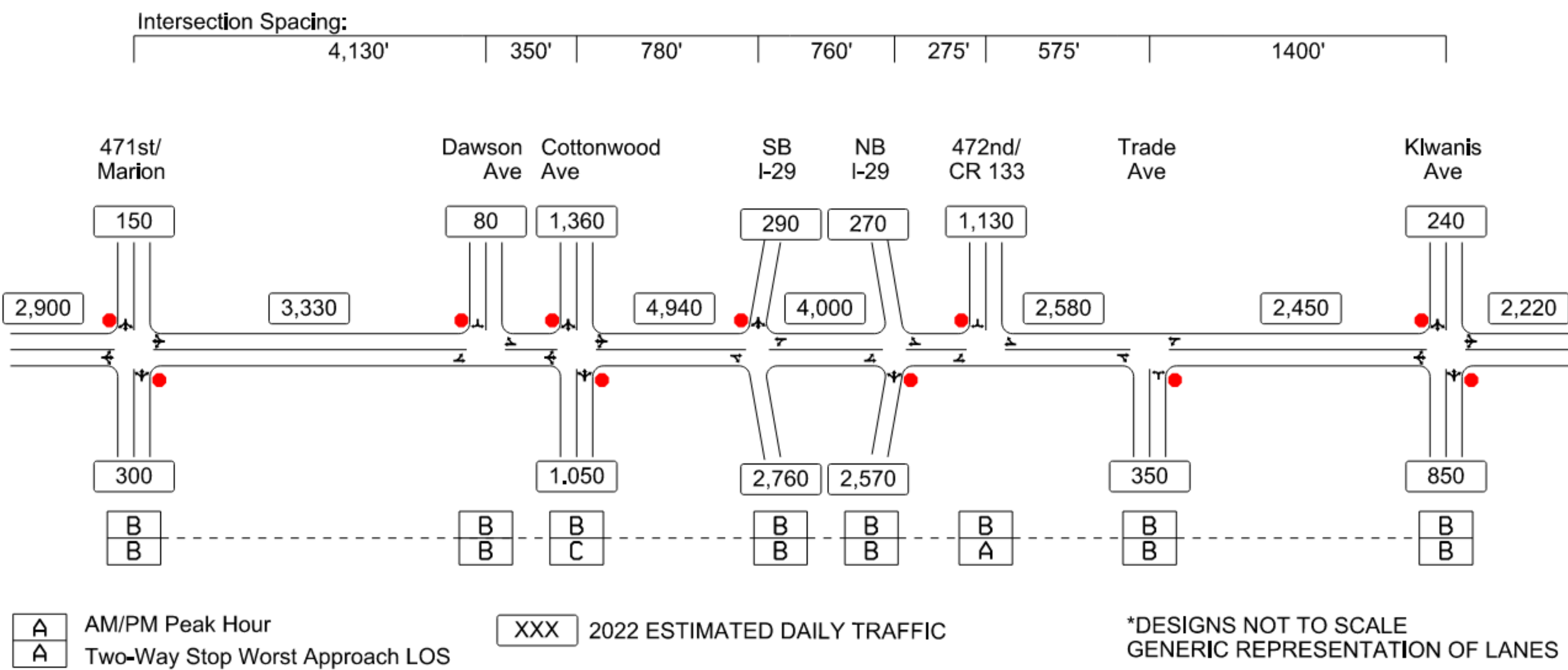
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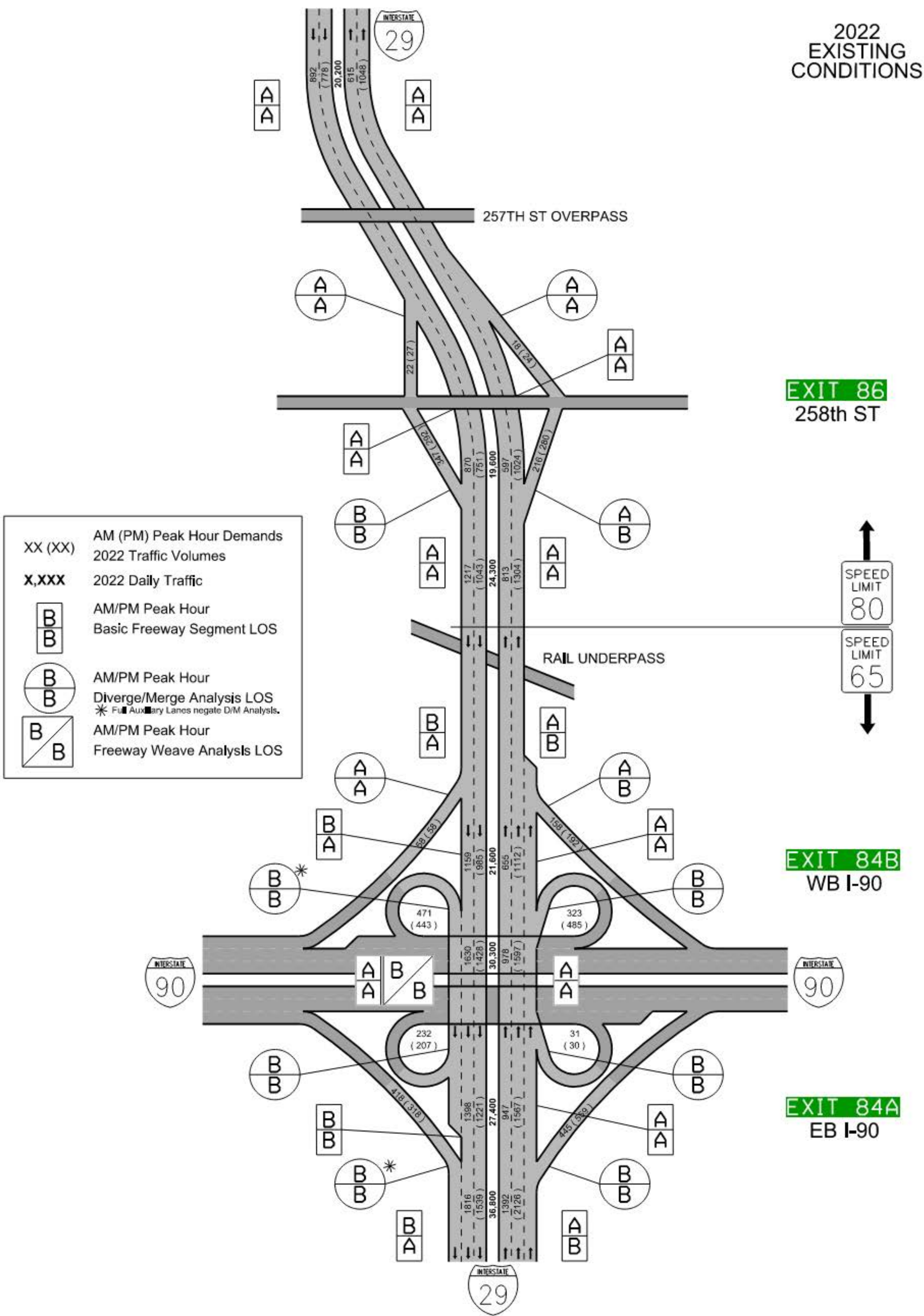
HOW IS THE CORRIDOR PERFORMING?

I-29 Exit 86 (Renner/Crooks) Interchange

Existing 2022 Conditions



How do we measure "Level of Service" (LOS) ?	
(Stop Controlled Intersections)	
A	Queuing is rare. Delay less than 10 seconds.
B	Occasional queuing. Delay between 10 and 15 sec.
C	Regular queuing. Delay between 15 and 25 sec.
D	Increased queuing. Delay between 25 and 35 sec.
E	Significant queuing. Delay between 35 and 50 sec.
F	Very long queuing. Volume to Capacity >1.0 Delay over 50 seconds.

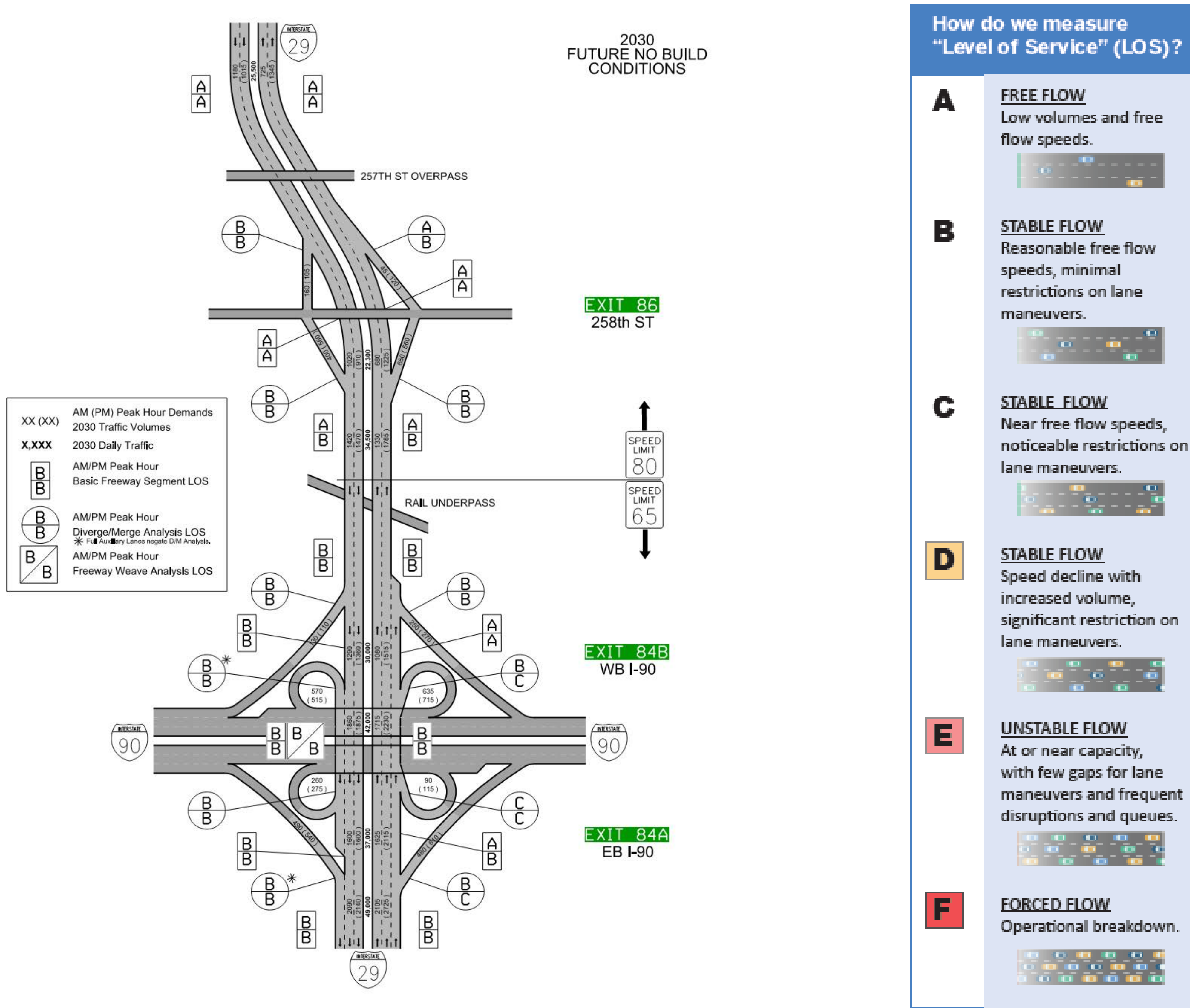
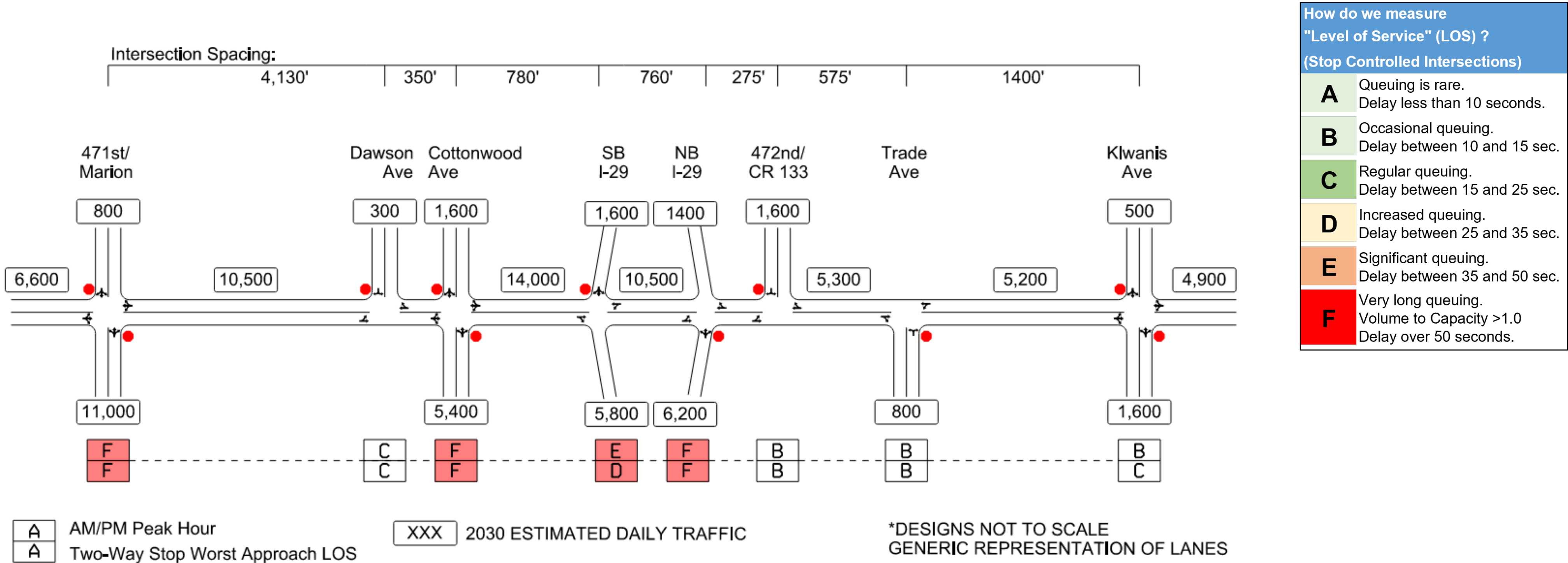


How do we measure "Level of Service" (LOS)?

A	FREE FLOW Low volumes and free flow speeds.
B	STABLE FLOW Reasonable free flow speeds, minimal restrictions on lane maneuvers.
C	STABLE FLOW Near free flow speeds, noticeable restrictions on lane maneuvers.
D	STABLE FLOW Speed decline with increased volume, significant restriction on lane maneuvers.
E	UNSTABLE FLOW At or near capacity, with few gaps for lane maneuvers and frequent disruptions and queues.
F	FORCED FLOW Operational breakdown.

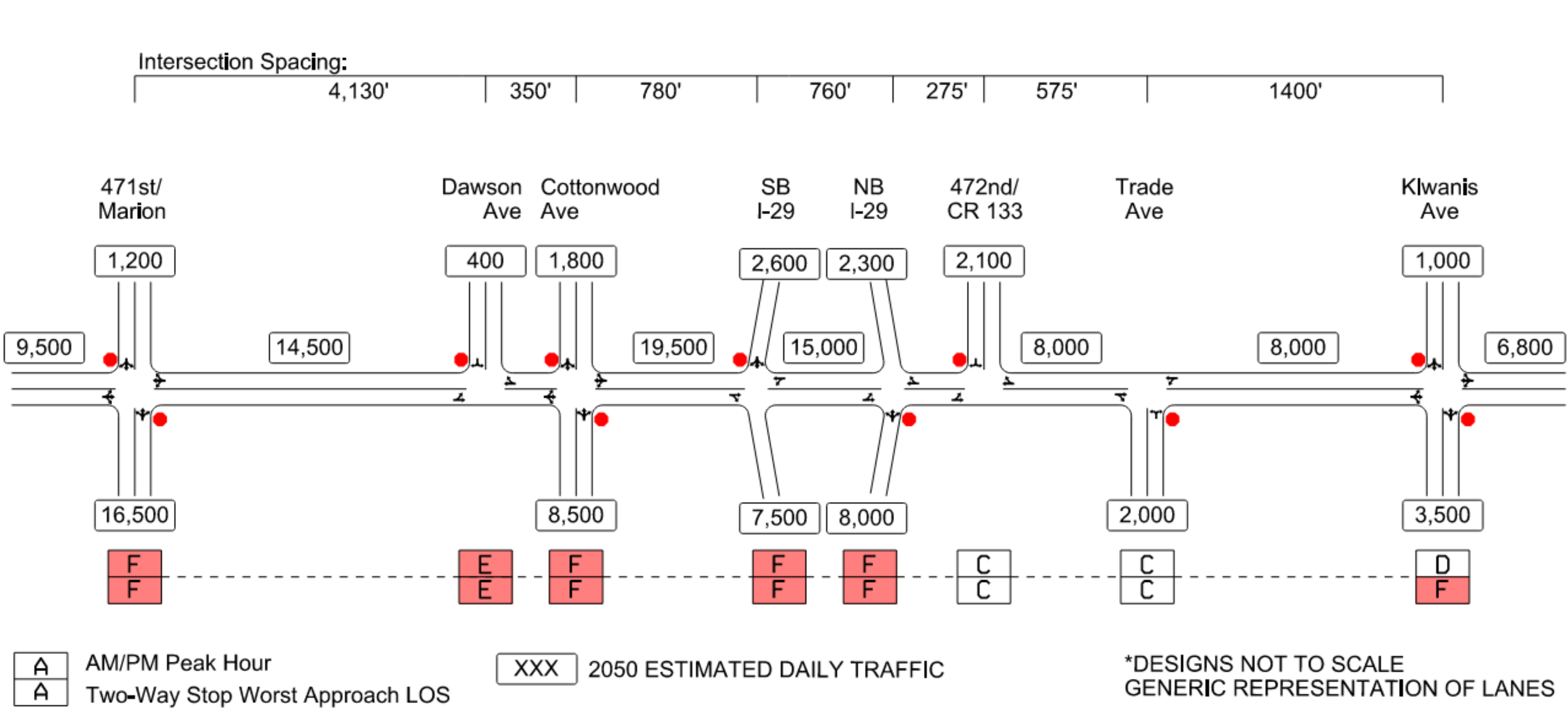
2030 NO-BUILD CONDITIONS

I-29 Exit 86 (Renner/Crooks) Interchange

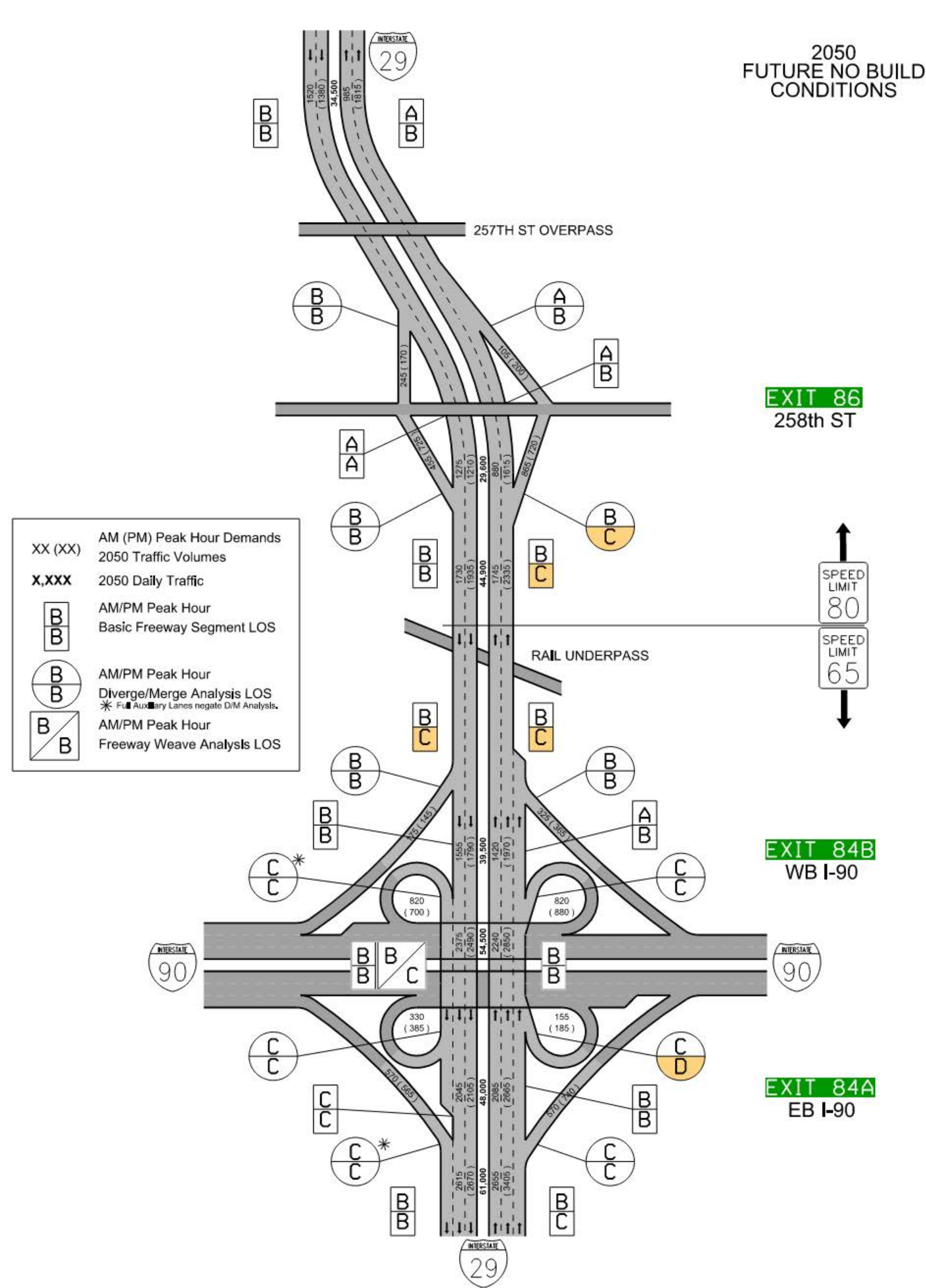


2050 NO-BUILD CONDITIONS

I-29 Exit 86 (Renner/Crooks) Interchange



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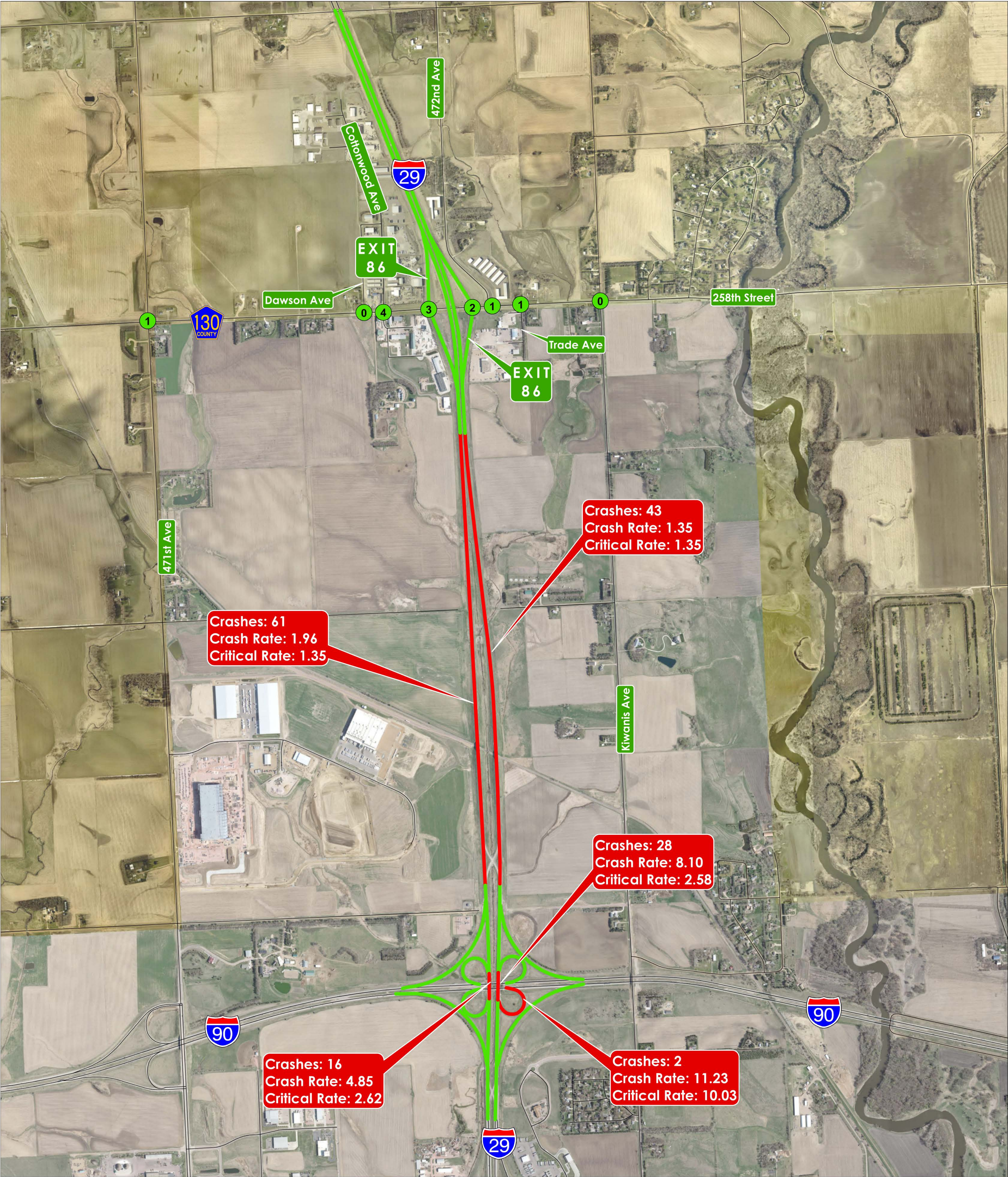


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EXIT 86 (RENNER/CROOKS) CRASH RATE

I-29 Exit 86 (Renner/Crooks) Interchange



Legend

Intersection Crash Rate


● Non-Critical Crash Rate

Number of Crashes

Segment Crash Rate

— Exceeds Critical Crash Rate

— Non-Critical Crash Rate



0

0.25

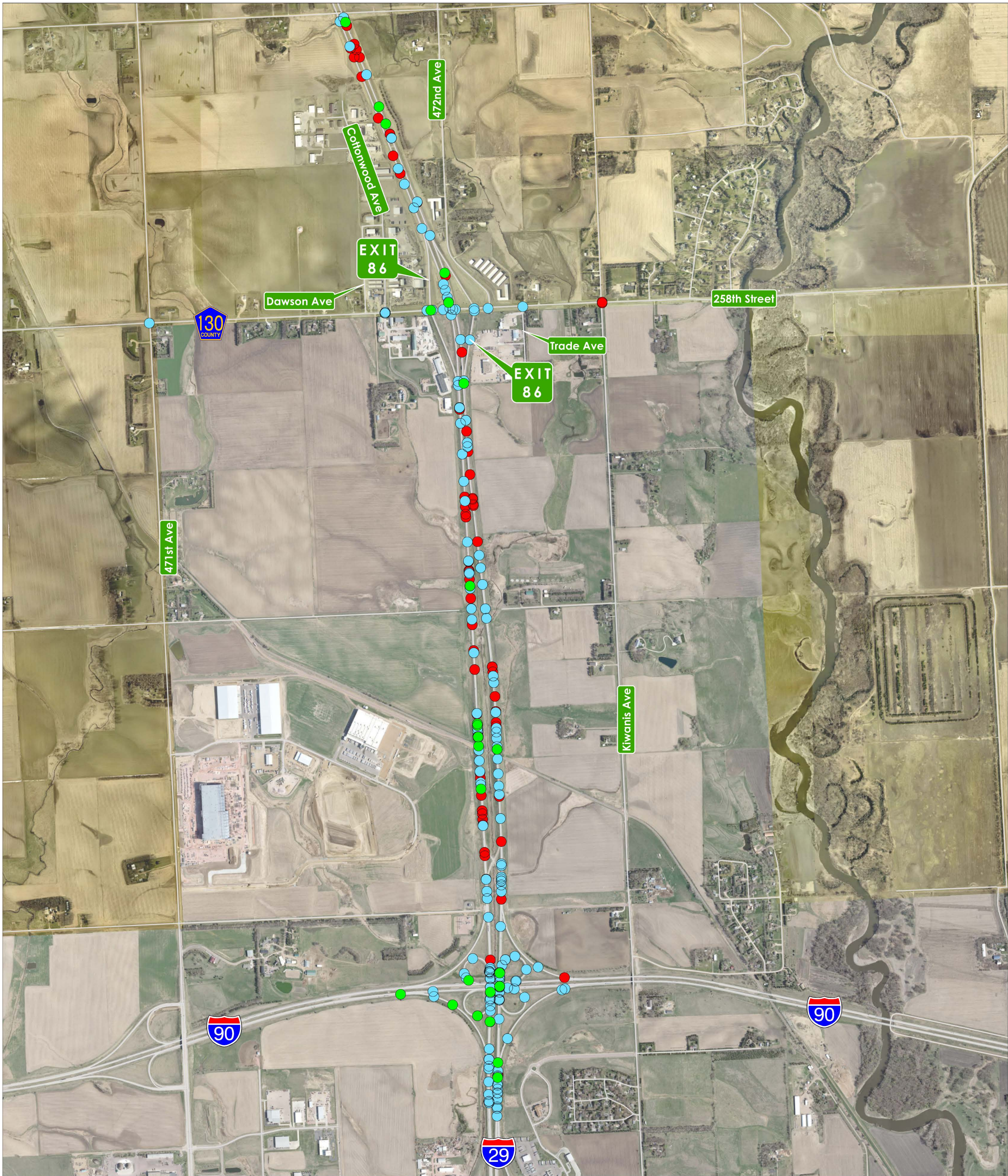
0.5

1

Mile

EXIT 86 (RENNER/CROOKS) CRASH TYPE

I-29 Exit 86 (Renner/Crooks) Interchange



Legend

Crashes (2017-2021)

- Injury (24)
- Property Damage Only (187)
- Wild Animal Hit (77)



NO-BUILD ALTERNATIVE

I-29 Exit 86 (Renner/Crooks) Interchange

No-Build (Existing Conditions)

No interchange improvements would be constructed at I-29 Exit 864



BUILD ALTERNATIVE

I-29 Exit 86 (Renner/Crooks) Interchange

2020 Decennial Study:
Option 1 – Bridge Widening & Turn Lanes
Modify/Reconstruct the existing interchange



BUILD ALTERNATIVE

I-29 Exit 86 (Renner/Crooks) Interchange

2020 Decennial Study:

Option 2 – Single Point Urban Interchange (SPUI)

Construct a new single point urban interchange



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BUILD ALTERNATIVE

I-29 Exit 86 (Renner/Crooks) Interchange

Option 3 – Diverging Diamond Interchange (DDI)

Construct a new diverging diamond interchange



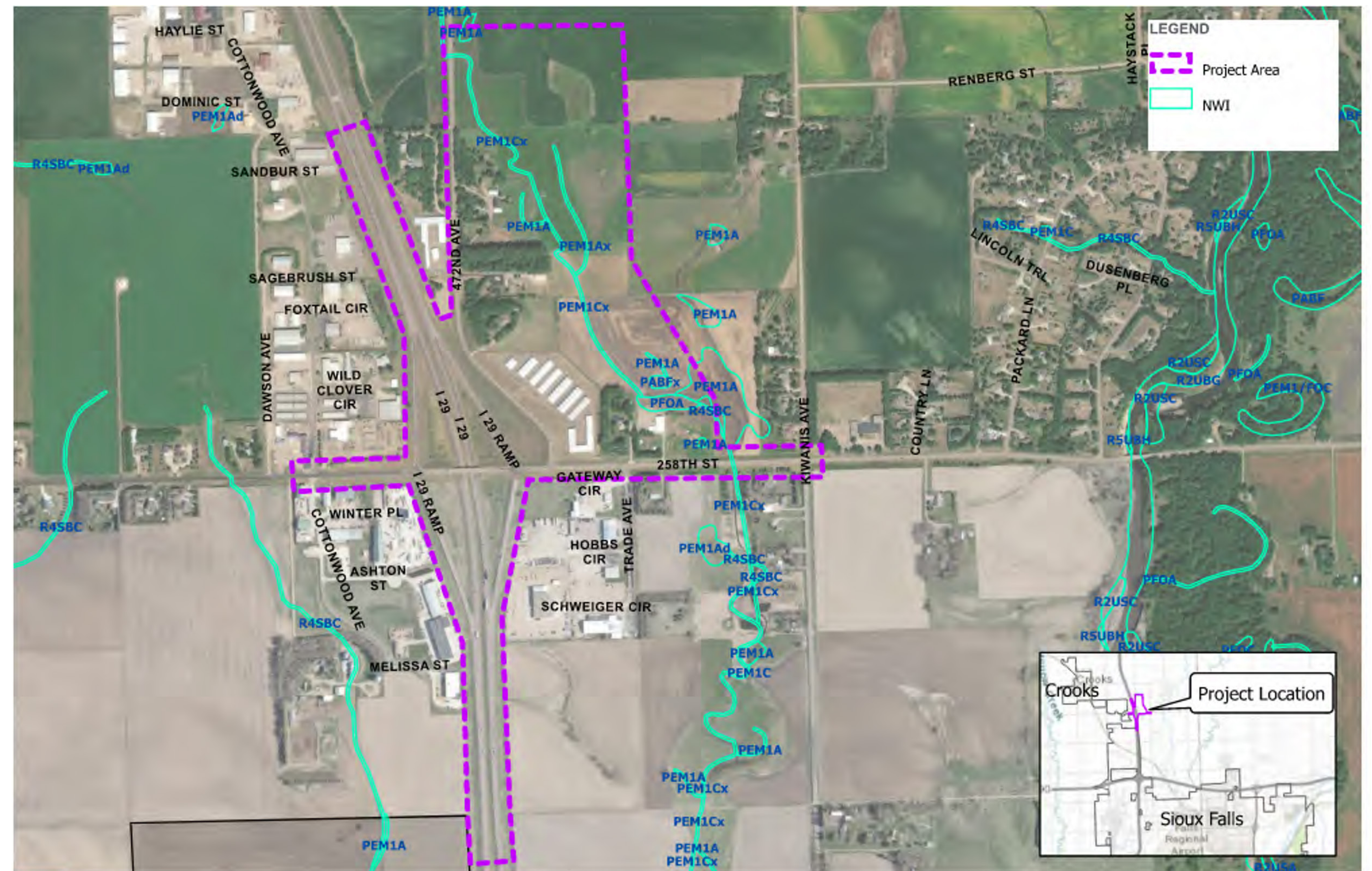
ENVIRONMENTAL CONSIDERATIONS

I-29 Exit 86 (Renner/Crooks) Interchange

The project team is currently conducting analyses of the following environmental considerations:

- Wetlands
- Archaeological, Historical, and Cultural Resources
- Habitat Analysis (Threatened and Endangered Species)
- Regulated Materials (Hazardous Substances)
- Noise Monitoring

The results of these studies will be used to compare and document impacts among project alternatives.



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The project team is coordinating closely with the following agencies in preparing preliminary environmental reports:

- Regulatory Agency and Tribal Coordination
- Environmental Screening Report
- Environmental Study- Development of Purpose and Need Statement

Why is Purpose & Need Statement Important?

- Explains why taxpayer funding is needed to make necessary and worthwhile expenditures
- Justifies why environmental impacts are acceptable based on a project’s importance
- Drives the process for alternatives consideration, evaluation, and final selection
- Is “the test” for meeting requirements of federal laws and executive orders that protect natural and human environment (wetlands, parklands, etc.)

Draft Purpose & Need Statement

“The purpose of the proposed project is to reconstruct the I-29 Exit 86 interchange to modern design standards to improve traveler mobility and capacity through the CR-130 (258th St) crossroad corridor.”

TENTATIVE SCHEDULE / CONTACTS / WEBSITE

I-29 Exit 86 (Renner/Crooks) Interchange



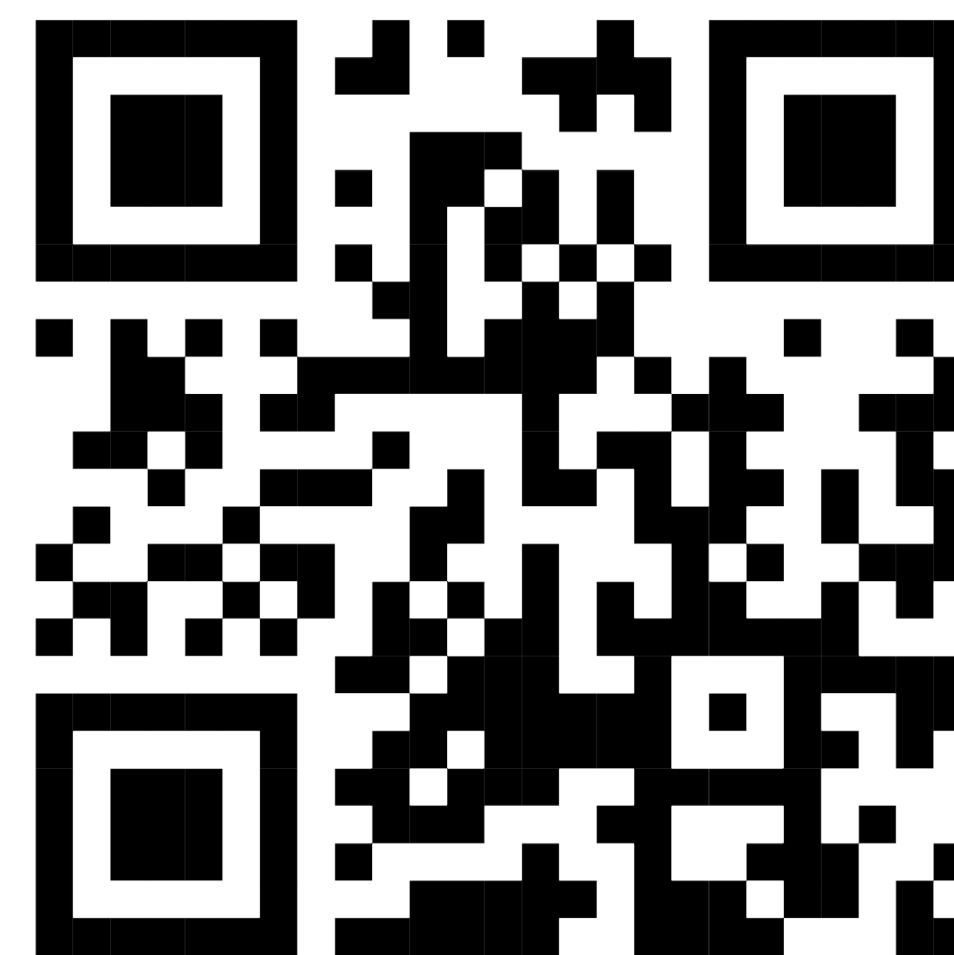
DESIGN: Anticipated 2024-2028

CONSTRUCTION: Anticipated 2029

Project Contacts

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605.773.3281 or steve.gramm@state.sd.us

Al Murra – SEH Engineering Inc.
605.330.7015 or amurra@sehinc.com



Visit the Project Website

www.i29exit86.com

- Learn more about the project
- View and share meeting materials
- Take the Park & Ride survey

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