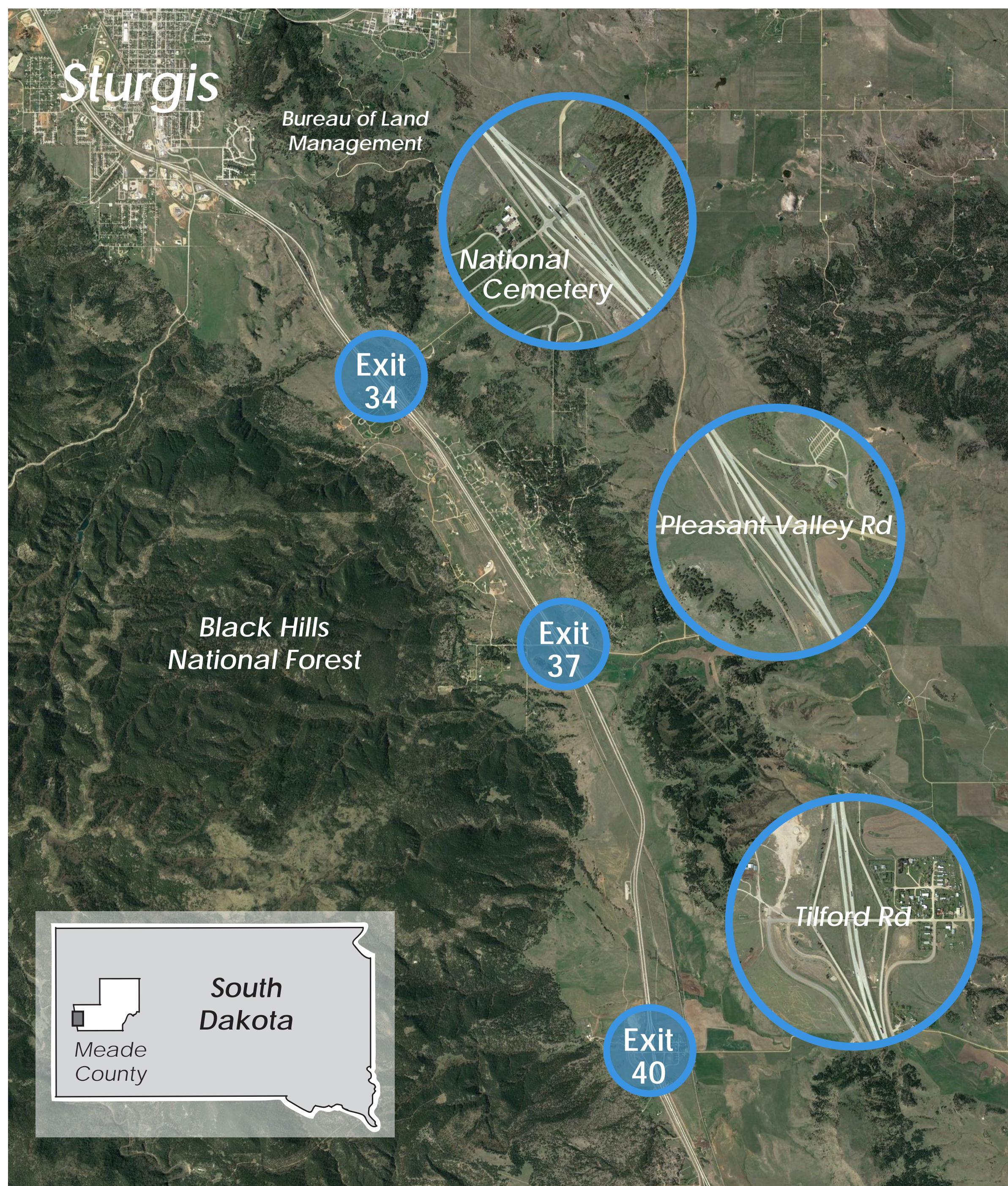


+ Welcome



Study Area

The study area encompasses Interstate 90 from Exit 32 in Sturgis to Exit 40 at Tilford. The study area includes the following interchanges:

- **Exit 34** at Black Hills National Cemetery
- **Exit 37** at Pleasant Valley Road
- **Exit 40** at Tilford Road

The study section also includes the Tilford Port of Entry facility located along I-90 eastbound between Exits 37 and 40.



Pleasant Valley Road Over I-90

About the Project

The South Dakota Department of Transportation (SDDOT), in cooperation with Meade County and the Federal Highway Administration, is working to preserve the Interstate 90 (I-90) corridor between Exits 32 and 40. This section of I-90 serves as the primary connection between Sturgis and Rapid City, South Dakota.

The project includes a corridor study, interchange analysis and justification, environmental documentation, and design plans. The project will culminate with the construction of the selected alternatives studied. Two projects are planned to implement all the necessary improvements, construction of the first project is planned for 2022 and the second project is currently scheduled for construction starting in 2024.

Need for Study

This study was the the first step in the process to identify deficiencies and needed improvements to I-90 and the interchanges between Exits 32 and 40. The study will initiate the FHWA Interchange Modification Justification process for addressing the Interstate Access Modification Policy Points.

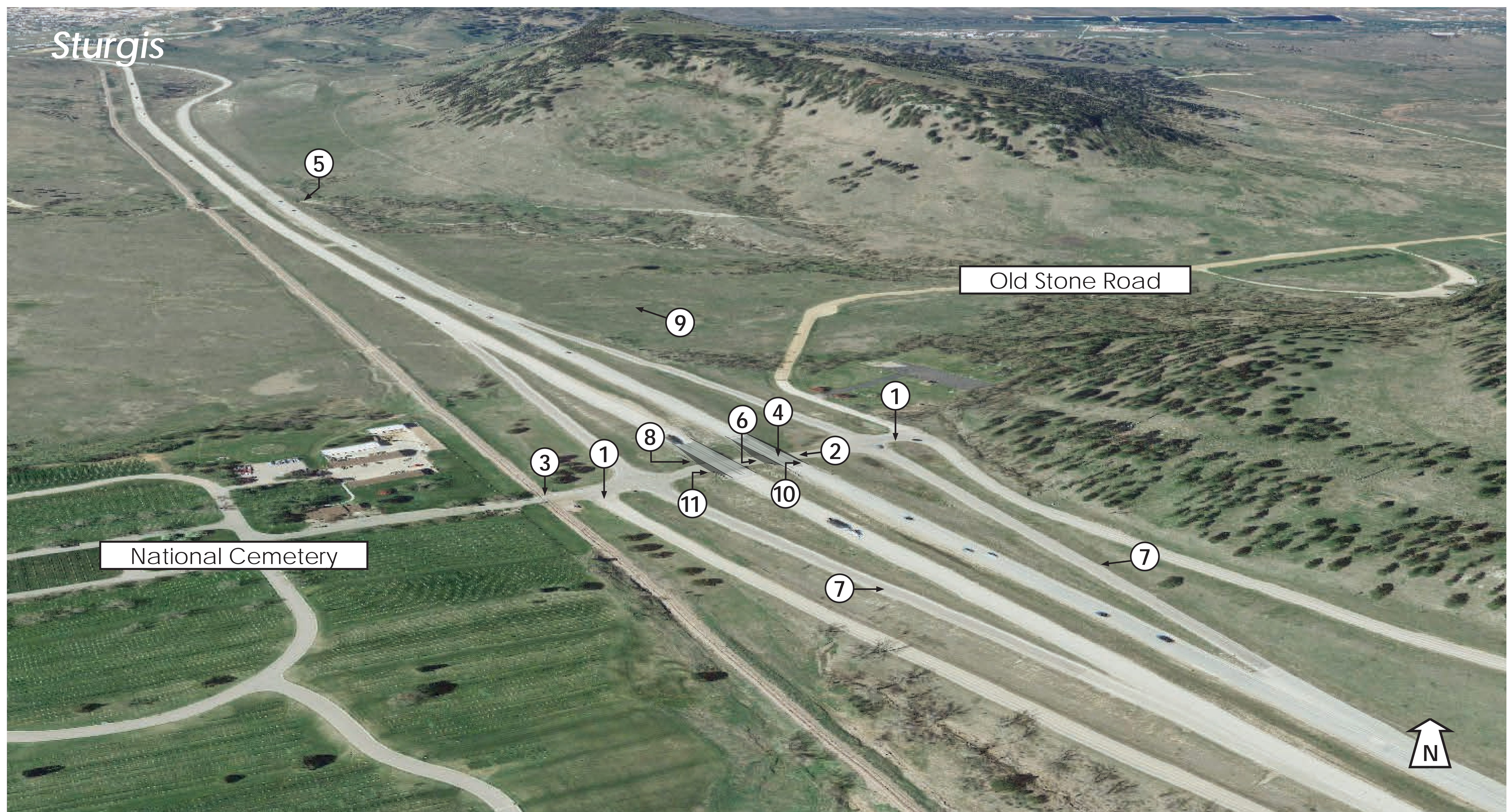
The SDDOT has determined the pavement in the eastbound lanes of I-90 between Exits 32 and 40 will require replacement before 2025. The pavement condition, combined with deteriorating drainage structures, substandard designs, and interchange capacity limits, has led the SDDOT to develop a comprehensive study to identify the necessary improvements in the corridor.


Tonight's Meeting


We have developed concepts for two projects to respond to comments we heard at the last public meeting. We want to know how the order of the Evaluation Criteria compares with your values.


Presentations:
4:45 and 6:00pm


+ Exit 34: Existing Conditions





1.  Distance between ramps and frontage roads on the crossroad does not meet spacing standards.


2.  Cross road doesn't meet emergency stopping standards.


3.  Un-safe at-grade railroad crossing near the entrance to Black Hills National Cemetery.

4.  Existing structures are nearing the end of their useful life.

5.  Culvert at Alkali Creek nearing the end of its useful life.


6.  Inadequate clearance under the bridges.

7.  Ramp lengths and curves do not meet current standards.

8.  Existing configuration allows snow to build-up under the crossing.

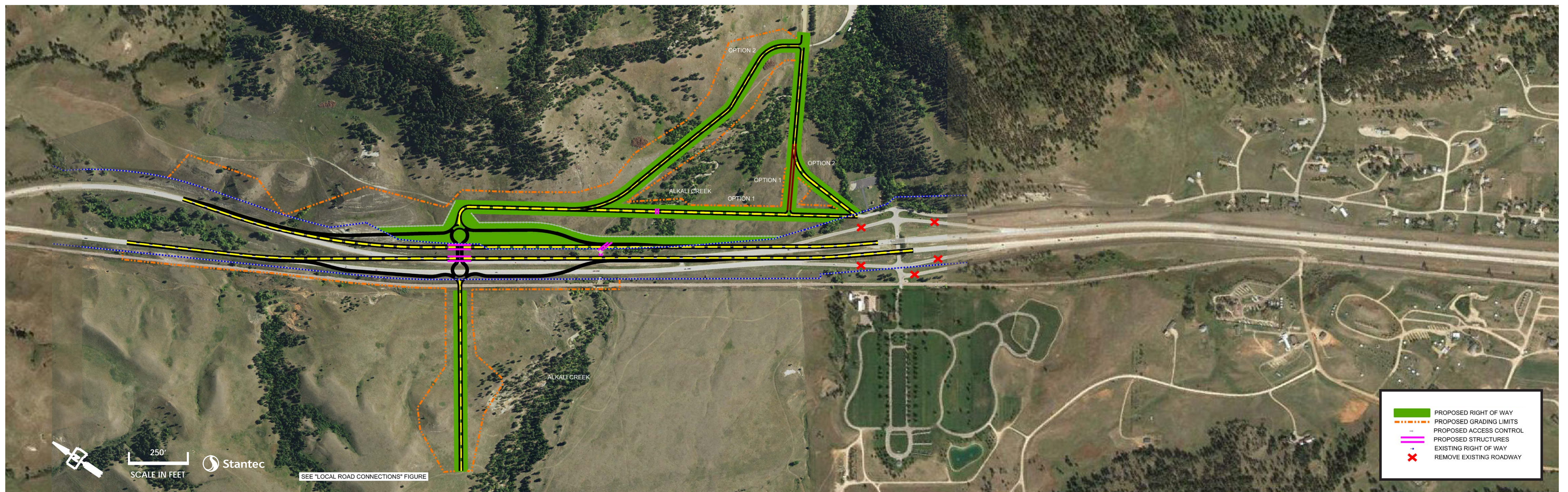
9.  Lack of frontage road connection to Sturgis.

10.  Bridge barriers do not meet current standards.

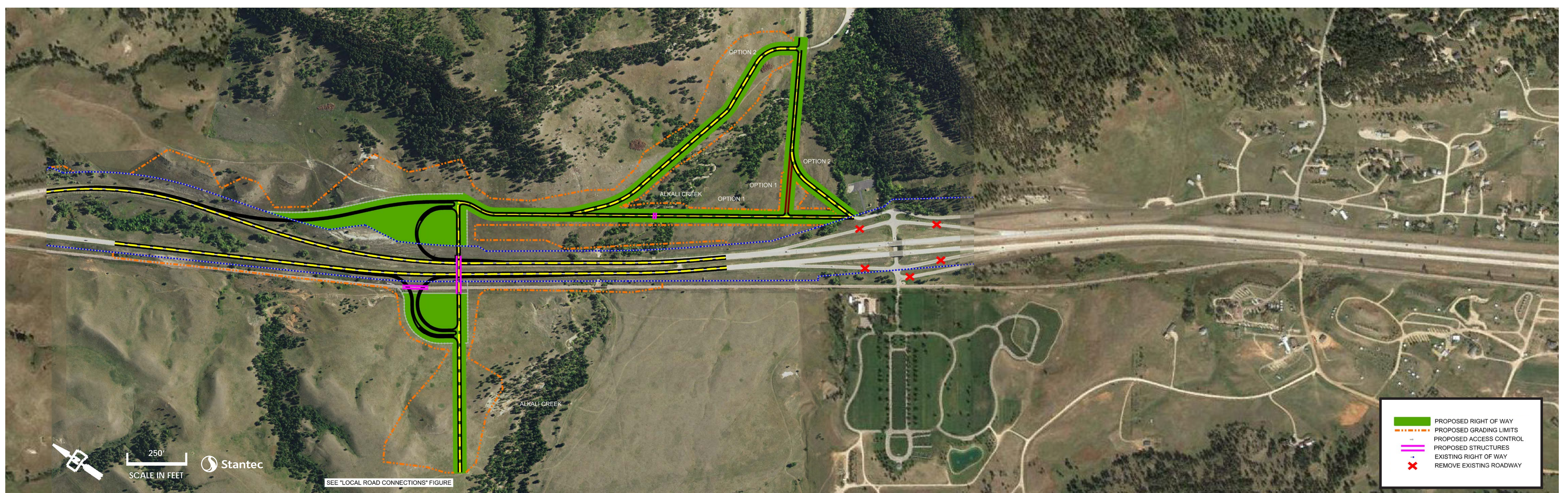
11.  The distance between the traffic lanes and the bridge columns is substandard.

+ Exit 34: Preliminary Concepts

Alternative 34-1B: Roundabout Interchange



Alternative 34-3: Modified Folded Diamond



Alternative 34-7: Roundabout Interchange (South)





+ Exit 34: Local Road Connections

Connections to I-90 from local roads are critical. However, the existing frontage road at Exit 34 will be closed due to constraints. This board illustrates three proposed alternatives for a new frontage road applicable to Alternatives 34-1B and 34-3.

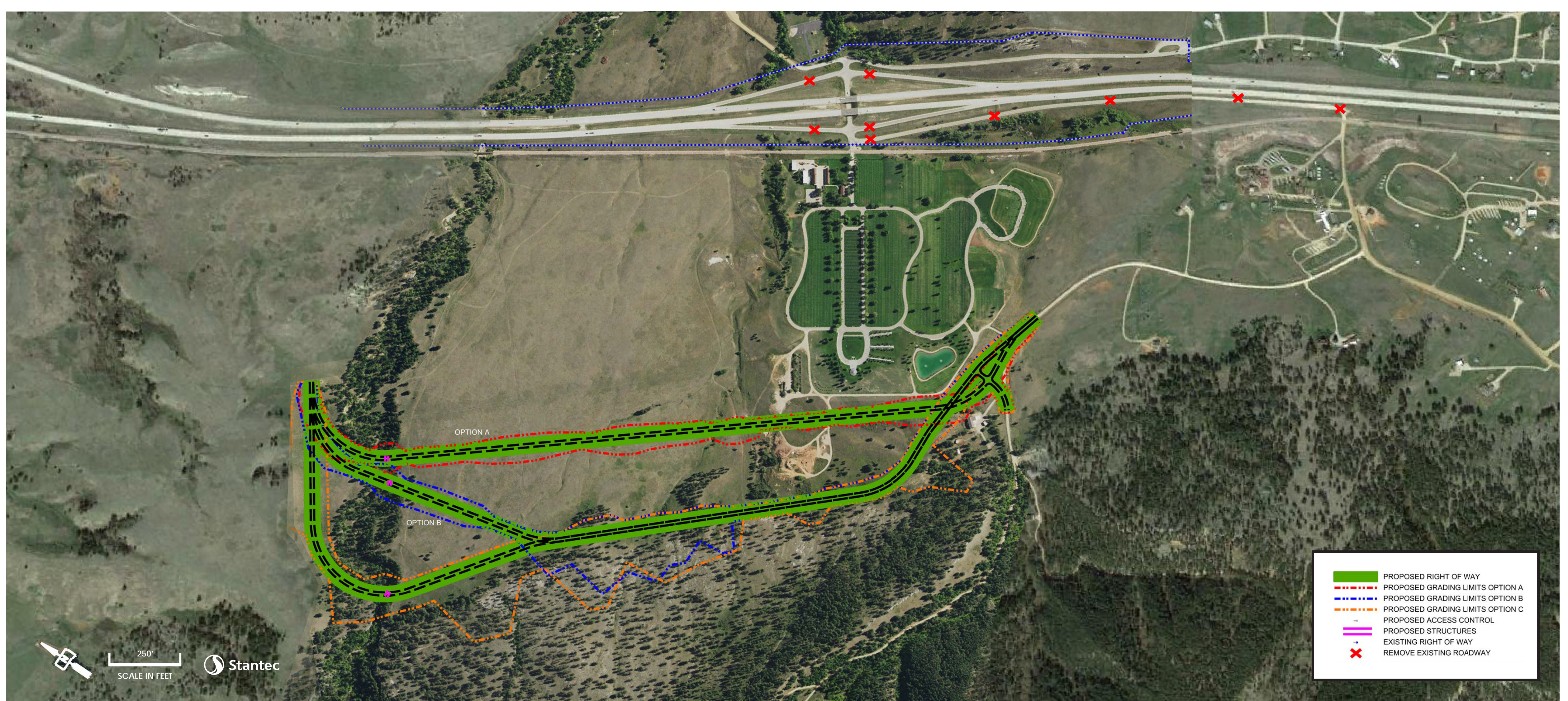
Existing Conditions



1.  Due to constraints, the frontage road will be closed.

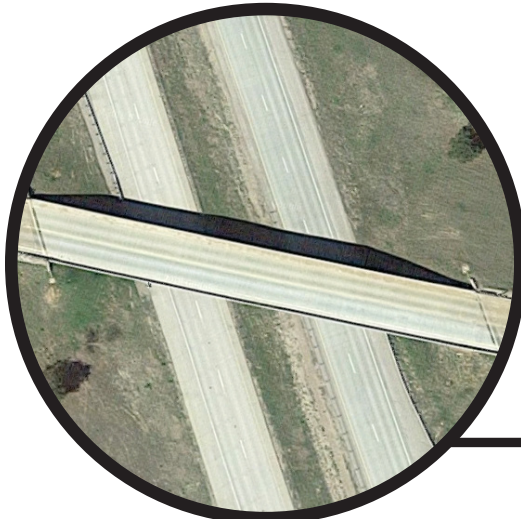
2.  There are three different proposed alignments.

Preliminary Concepts




+ Exit 37: Existing Conditions




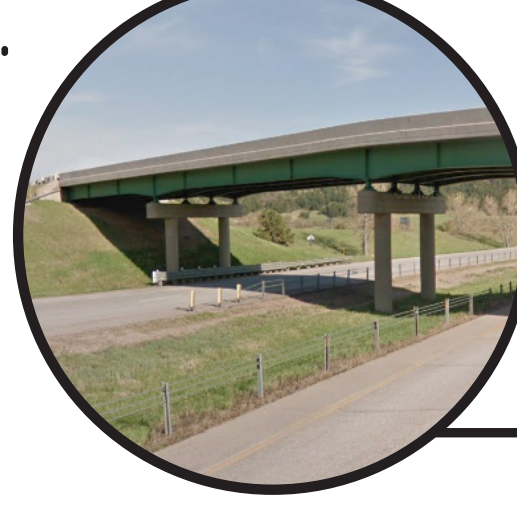
1.  Distance between ramps and railroad on the crossroad does not meet spacing standards.

2.  Intersection spacing does not meet emergency stopping standards.

3.  Ramp lengths and curves do not meet current standards.

4.  Merging difficulties.

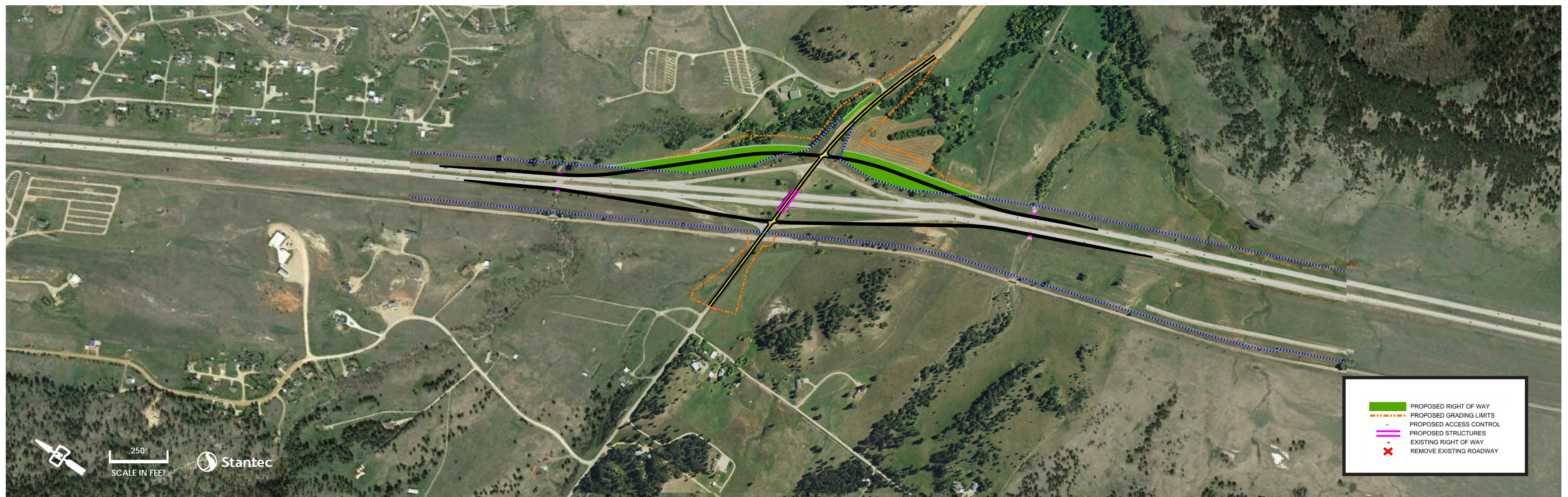
5.  Existing structures are past the end of their useful life.

6.  Inadequate clearance under the bridges.

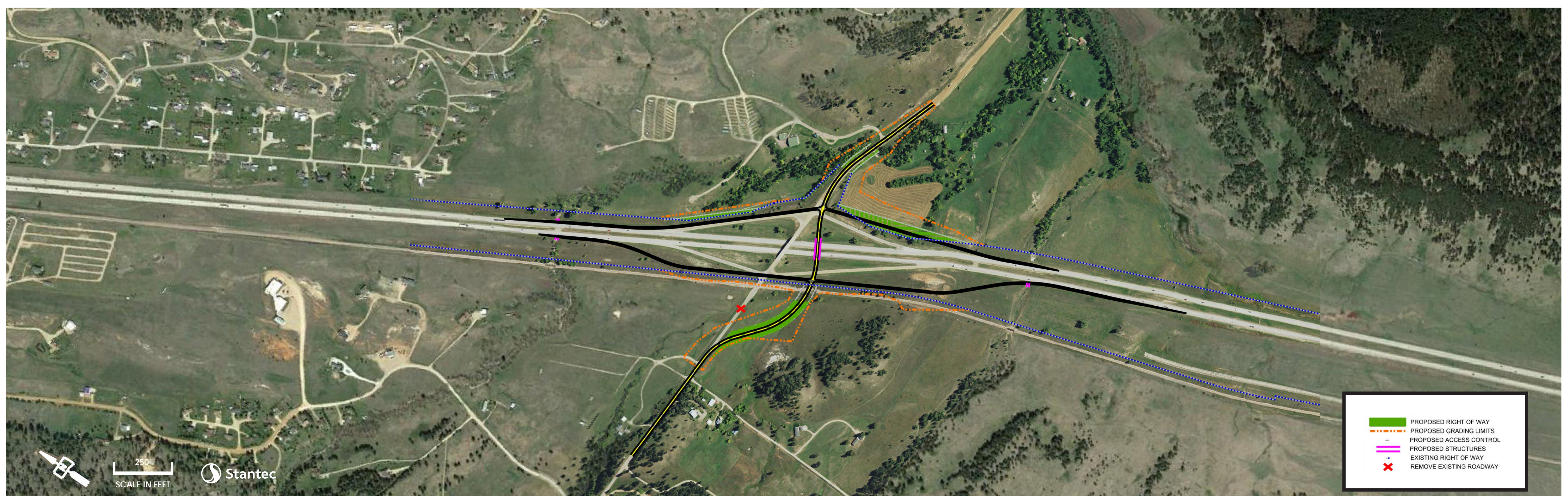
7.  Lack of frontage road connection to Blucksberg Drive.

+ Exit 37: Preliminary Concepts

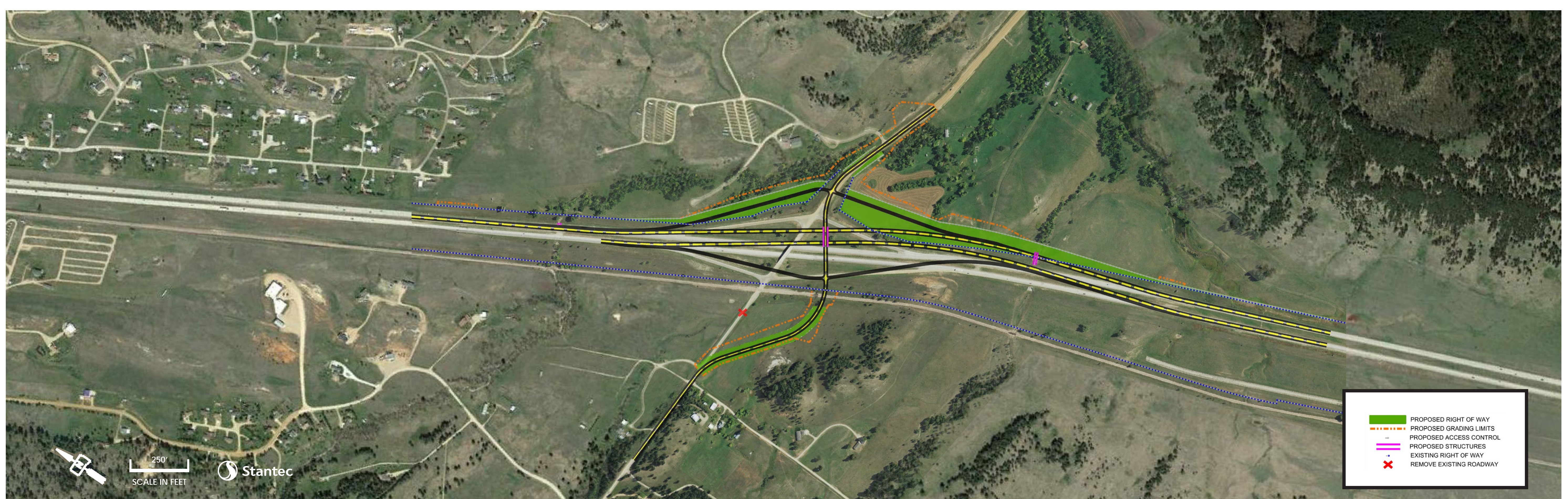
Alternative 37-1: Ramp Upgrade



Alternative 37-2: Squared Up Structure




Alternative 37-3: I-90 Realignment



+ Exit 40

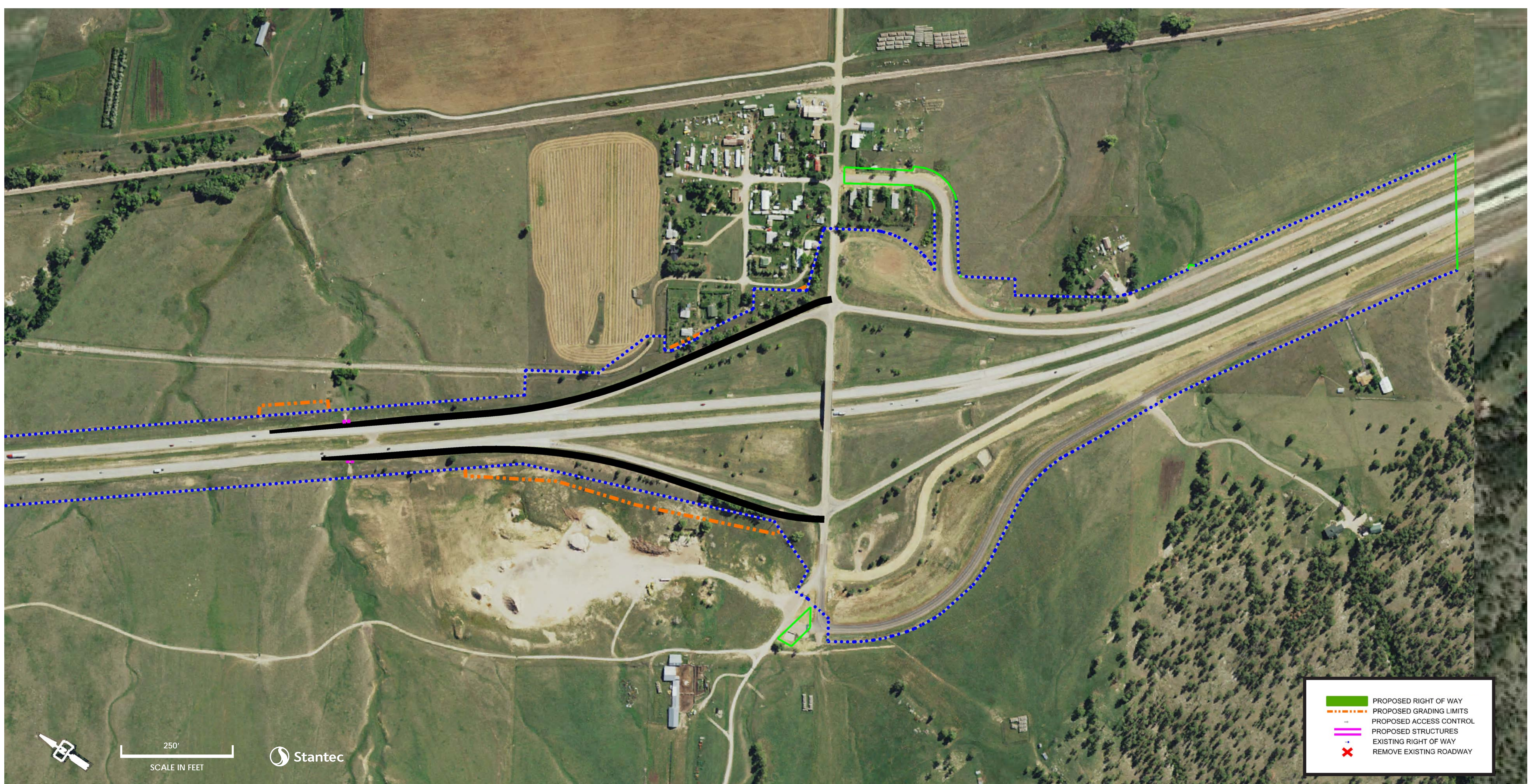
Existing Conditions



1.  Ramp lengths and curves do not meet current standards.

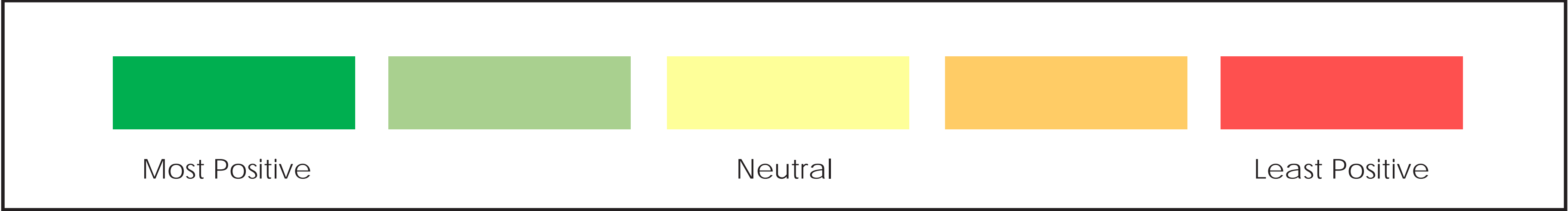
2.  Snow drifting issues on ramp.

Preliminary Concepts



+ Alternatives Evaluation

		Exit 34						Exit 37			Exit 40
		Interchange			Local Roads						
		1B	3	7	A	B	C	1	2	3	1
<div>More Important</div> <div>Less Important</div>	Safety Improvements										
	Geometric Needs										
	Environmental Impacts										
	Cost										
	Traffic and LOS "Level of Service"										
	Constructability Issues										
	Impacts to access for current and future development										
	Right of Way Impacts										
	Flexibility with Future Development										
	Bicycle Facility Enhancement										
	Utility Impacts										



+ Next Steps

Project Schedule

The major activities of the I-90 Design and Study are following the schedule shown below:

- 1

Corridor Study:
Substantially completed by the end of 2018
- 2

Determination of Construction Projects:
Spring 2019
- 3

Interchange Modification Justification Reports:
Summer 2019
- 4

Environmental Studies:
Fall 2019
- 5

Detail Design Completed:
Fall 2021
- 6

First Construction Project:
2022

