SD DEPARTMENT OF TRANSPORTATION

Public Information

IM-FP 0901(195)32 N PCN 021G & IM 0901(198)32 N PCN 06DN, Meade County

I-90 Exit 32 to 40 Study and Design Project

The primary focus of the meeting will be the on the Exit 32 to Exit 37 Project (PCN 06DN) with construction updates on the Exit 37 to Exit 40 Project (PCN 021G)

Grading, PCC Surfacing, Replace Str Bridge, Reconstruct Interchange (Exit 34)

Public Meeting Information @

www.i90exit32to40project.com

Public Informational Meeting #3
I-90 Exit 32-40: Corridor Study and Design Project

Study Area

Interstate 90 is heavily traveled during the summer months as tourists visit the Black Hills and area attractions. Located within this area is the segment of Interstate 90 from Exit 32 to Exit 40 which serves as the primary connection between Sturgis and Rapid City, South Dakota. In 2019, the South Dakota Department of Transportation (SDDOT) in coordination with the Federal Highway Administration (FHWA) completed a study along this segment of I-90 to identify needs and solutions. Project needs centered around deteriorating infrastructure, substandard designs and interchange capacity limits. The study resulted in two construction projects as described below planned for 2022 and 2025, respectively.

Project Descriptions

- **Exit 37 to Exit 40** – Improvements to 3.6-mile segment of the I-90 corridor from Pleasant Valley Road to Tilford in Meade County, including improvements at the Tilford Port of Entry and the Exit 37 and Exit 40 interchanges.
- **Exit 32 to Exit 37** – Improvements to 3.4-mile segment of the I-90 corridor from Sturgis to Pleasant Valley Road and reconstruction of the existing Exit 34 Interchange.

In addition to the above-mentioned improvements, Intelligent Transportation System (ITS) devices will be installed from Mile Reference Marker (MRM) 28 to 42.

Project Schedule

Exit 37 to 40:
- Detailed Design: December 2021
- Construction: Spring 2022 - Late Fall 2023

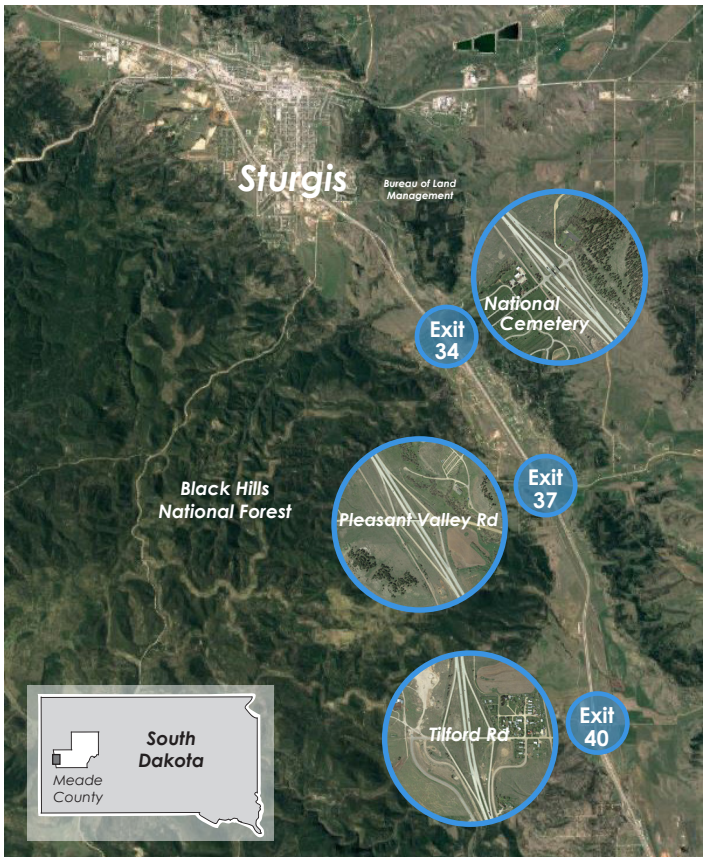
Exit 32 to 37:
- Landowner Meetings: September 2022
- Environmental Studies: June 2023
- Detailed Design: September 2024
- Construction: 2025 to 2027

Tonight's Meeting

Displays are provided around the room to provide more details on the proposed projects. Topics include the SDDOT's goals, Exit 34 concepts and alternative evaluation, environmental concerns and commitments and project schedules. Project staff are located throughout the space to answer questions and hear your thoughts. A formal presentation is scheduled at 5:30 and a recording of the presentation is available on the project website.

We want to hear from you!

Share your ideas, concerns, and comments with us:
- Submit written comments tonight
- Mail or email comments to anyone on the project team
- Submit a comment through our website

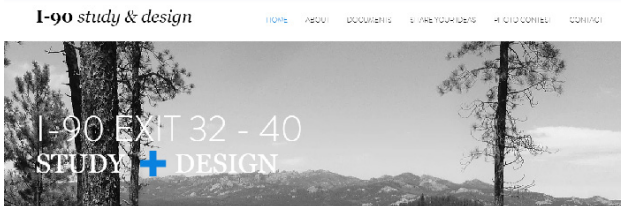


Project Study Area: Interstate 90 from Sturgis to Tilford

Check us out online!

Learn more about the project, join our mailing list, submit comments, and stay up-to-date by visiting us online at:

www.i90Exit32to40project.com



Kevin Hoglund | Stantec Project Manager
651-324-5583 | kevin.hoglund@stantec.com

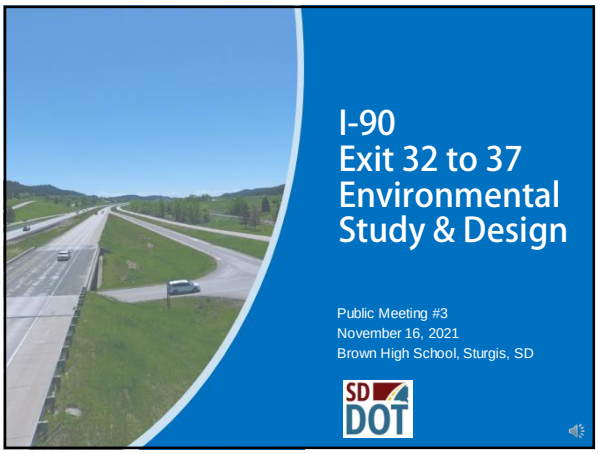
Public Informational Meeting #3
I-90 Exit 32-40: Corridor Study and Design Project

More Important

Less Important

	34-19B		34-23	
	Evaluation	Benefits	Evaluation	Benefits
Safety Improvements		+ Improves interchange geometry + Replaces non-standard guardrail + Provides local road connection on east and west side of I-90 - Facility separation remains the same significantly less than design standards - Railroad separation remains the same - Railroad crossings remain unchanged		+ Improves interchange geometry + Replaces non-standard guardrail + Eliminates Blucksberg Drive between Old Stone Road and proposed cross road - Facility separation remains less than design standards - Number of at-grade railroad crossings remain unchanged
Geometric Needs		+ Corrects superelevation issues on Ramps + Provides standard ramp lengths + Improves roadway grades - May have snow drifting issues under I-90 bridges + Corrects vertical stopping sight distance on ramps - Does not correct vertical stopping sight distand on Blucksberg Dr		+ Corrects superelevation issues on Ramps + Provides standard ramp lengths + Improves roadway grades - May have snow drifting issues under I-90 bridges - Snow drifting issues between retaining walls along mainline I-90 + Corrects vertical stopping sight distance on ramps - Space constraints require reduced speeds on crossroad
Environmental Impacts		+Anticipate no effect to least tern, red knot or whooping crane + Approximately 3 acres of wooded area present (NLEB) + 0 registered or recommended eligible sites within grading limits, + 0 stream crossings + 1.4 acre Permanent wetland impacts + < 1 acre Temporary wetland impacts +Doesn't move closer to RV parks and Blucksberg (Reduced noise impact potential) - Doesn't move away from Centennial Trail (4(f) property) and Alkali Creek		+Anticipate no effect to least tern, red knot or whooping crane + Approximately 3 acres of wooded area present (NLEB) + 0 registered or recommended eligible sites within grading limits, + 0 stream crossings - 2.6 acre Permanent wetland impacts + < 1 acre Temporary wetland impacts - Move away from Centennial Trail (4(f) property) and Alkali Creek - Moves closer to RV parks and Blucksberg (Reduced noise impact potential)
Geotechnical Impacts		+ Geometery avoids excavation of hillside along the westbound lanes of I-90		+ Geometery avoids excavation of hillside along the westbound lanes of I-90 - Walls are required on both sides of I-90 through the Exit 34 interchange
Cost		+ 2 mainline bridges and one retaining wall constructed + Avoides grading hillside on east side + Right of way needs are minimal		+ 2 mainline bridges, 1 bridge over I-90 and railroad, 2 retaining walls and box culvert constructed + Avoides grading hillside on east side + Right of way needs are minimal
Traffic and Level of Service (LOS)		+ Interchange Provides LOS A + LOS A or B for opening year and design year		+ Interchange Provides LOS A + LOS A or B for opening year and design year
Constructability Issues		+ Minimal impact to railroad during construction - Construction requires horizontal realignment of I-90 - Full Interchange access will not be maintained throughout construction - Minimal impacts to local traffic to and from Blucksberg development while construction is taking place on Blucksberg Dr - 2 mainline bridges and one retaining wall constructed		+ Monderate impact to railroad during construction - Construction requires horizontal realignment of I-90 + Reduces impacts to local traffic to and from Blucksberg development while construction is taking place on Blucksberg Dr - Full Interchange access will not be maintained throughout construction - 2 mainline bridges, 1 bridge over I-90 and railroad, 2 retaining walls and box culvert constructed
Impacts to access for current and future development		+ Provides local road connection to existing Black Hills National Cemetery + Minimal impact to railroad + Moves interchange access closer to No Name City Luxury Cabins & RV + Emergency services access remains the same + No change to Pleasant Valley Drive frontage road - Requires realignment of Blucksberg Drive minimally impacting BLM property - Does not provide local road connection to new Black Hills National Cemetery expansion		+ Provides local road connection to existing Black Hills National Cemetery + Minimal impact to railroad + Moves interchange access closer to No Name City Luxury Cabins & RV + Emergency services access is closer to area residents - Revises Pleasant Valley Drive frontage road - Does not provide local road connection to new Black Hills National Cemetery expansion
Right of Way Impacts		+ No individual residents impacted + Requires minimal permanent right of way (<1 acre) + Requires minimal temporary right of way (4 acres)		- Individual residents (6) impacted + Requires minimal permanent right of way (6 acres) + Requires minimal temporary right of way (4 acres)
Flexibility with Future Development		+ Provides connection to Blucksberg Drive - Does not provide access to the future expansion of the Black Hills National Cemetery		+ Provides connection to Blucksberg Drive + Provides updated connection to Old Stone Road - Does not provide access to the future expansion of the Black Hills National Cemetery
Bicycle Facility Enhancement		+ Accommodates bicycle access to I-90 + Accommodates bicycle access along Old Stone Road + Accommodates bicycle access to the south local road connection		+ Accommodates bicycle access to I-90 + Accommodates bicycle access along Old Stone Road + Accommodates bicycle access to the south local road connection
Utility Impacts		+ No public utility impacts + Minimal private utility impacts		+ No public utility impacts + Minimal private utility impacts

Most Positive | Neutral | Least Positive



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Agenda

- Introductions
- Project Goals

Exit 34

- Concept Development
- Alternative Evaluation
- Environmental Concerns

- Intelligent Transportation System
- Next Steps / Staying Involved

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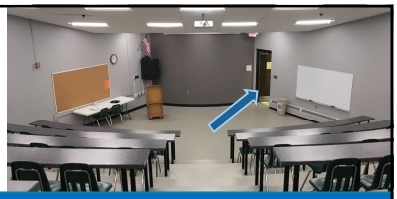
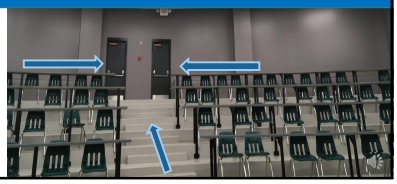


Housekeeping exit locations



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Project Stakeholders

SD DOT

FHWA

WELCOME TO MEADE COUNTY
High Past, High Future.

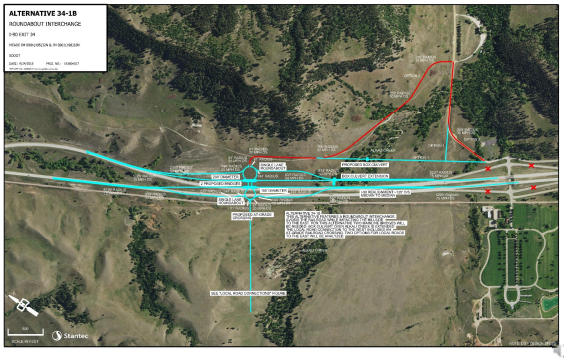
4

Project Goals

- Replace Eastbound Lanes
- Reconstruct Drainage Structures
- Bring Corridor Up to Current Design Standards
- Address Queuing at the Port of Entry
- ITS and Variable Speed Limits

5

Exit 34 – Previous Study Concept



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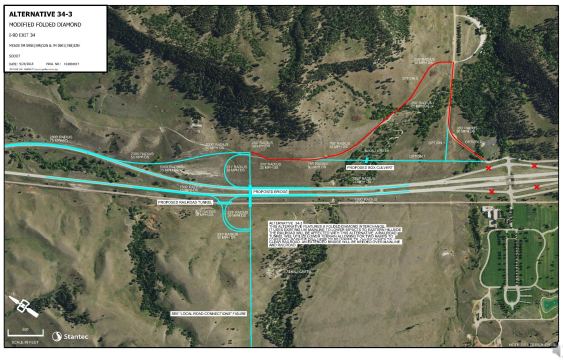
Exit 34 – Previous Study Concept



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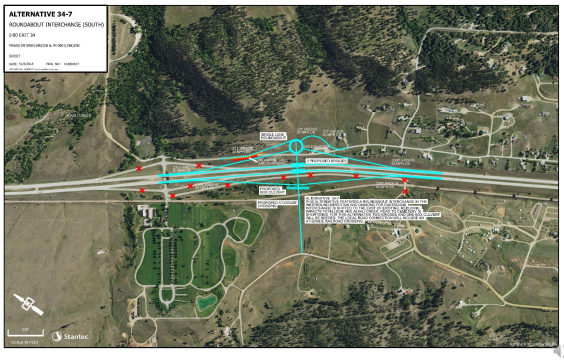
Exit 34 – Previous Study Concept



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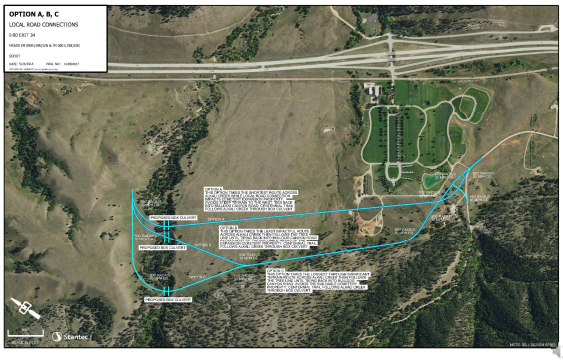
Exit 34 – Previous Study Concept



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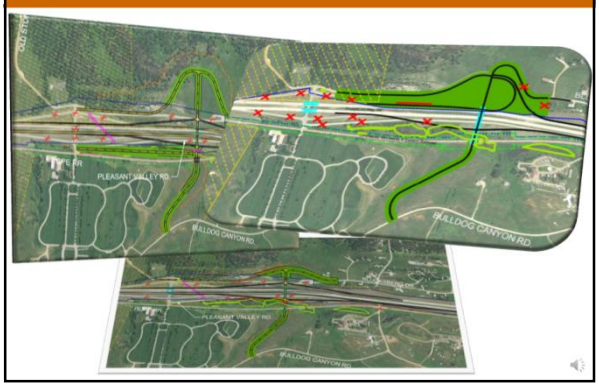
Exit 34 – Studied Options



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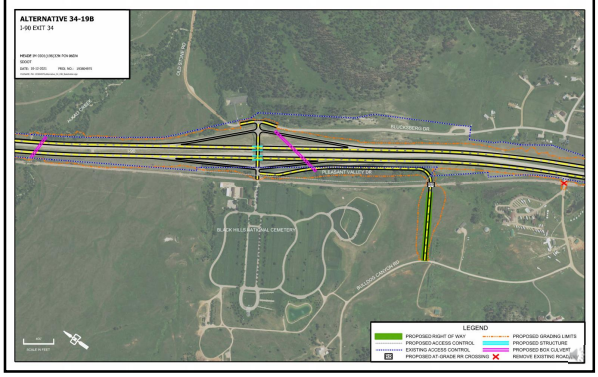
Exit 34 – Concept for Further Study



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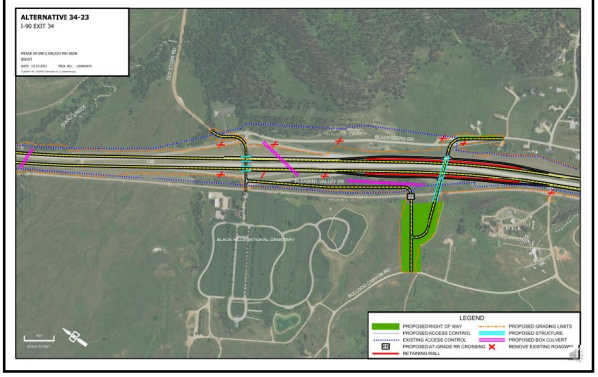
Exit 34 – Concept for Further Study



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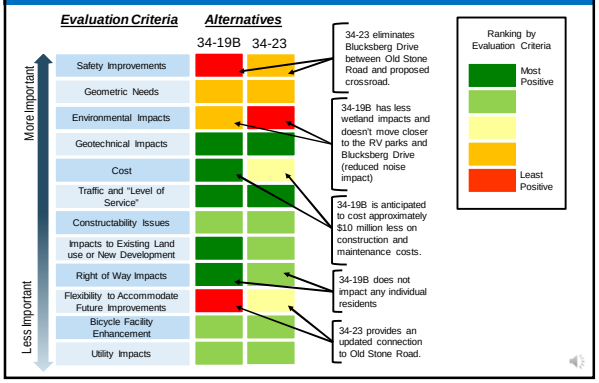
Alternative Evaluation



13

Environmental Resources

Key Resources

- Water Resources
  - ✓ Wetlands/Floodplains/Surface waters
- Wildlife and Vegetation
  - ✓ Bird and Animal Movements/Threatened and Endangered Species
- Cultural Resources
  - ✓ Archaeological Sites and Structures/Historic Properties
- Parks and Recreation Facilities (4(f))
- Noise/Visual Resources

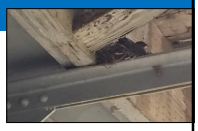
14

Agency Coordination

- Bureau of Land Management (BLM)
- U.S. Forest Service (USFS)
- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service (USFWS)
- Federal Highway Administration (FHWA)
- Black Hills National Cemetery/National Park Service (BHNC/NPS)
- S.D. Department of Agriculture and Natural Resources (SDDANR)
- S.D. Department of Environment and Natural Resources (SDDENR)
- South Dakota State Historic Preservation Office (SHPO)
- Tribal Historic Preservation Office (THPO)
- South Dakota Game Fish and Parks (SDGFP)
- City of Sturgis
- Black Hills Trails

15

Environmental Study



- Water Resources
  - ✓Desktop Delineation - Completed Spring 2018
  - ✓Field Work Delineation - Completed Spring/Summer 2018
  - ✓Reviewed FEMA Floodplain Mapping 100 year and 500 year
- Wildlife and Vegetation
  - ✓Consideration of Wildlife Movements
  - ✓USFWS Database and SDGFP Information (NatureServe)

Species	Status
Northern Long Eared Bat	Threatened
Red Knot	Threatened
Whooping Crane	Endangered
Monarch Butterfly	Candidate

  - ✓Field survey for Bats - Completed Summer 2021

16

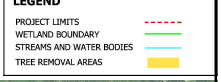
Exit 34 – Environmental Study

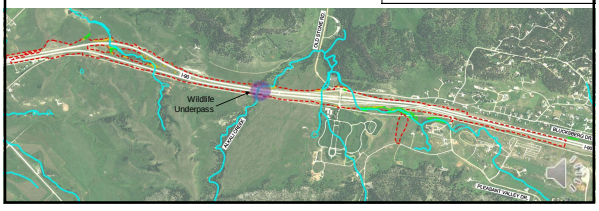
Wildlife and Threatened/Endangered Species

- NLEB/Indiana Bat Habitat
- Wildlife Vehicle Collision Mitigation

Water Resources

- Delineated Wetlands





17

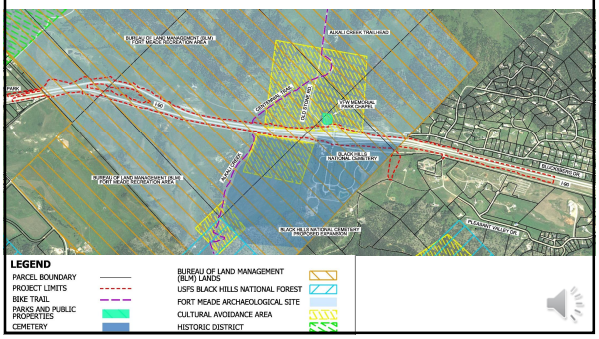
Environmental Study

- Cultural Resources
  - ✓Class I Survey
    (Windshield survey, records search, BLM data)
  - ✓Class III Survey (Pedestrian survey)
    Completed Summer 2021
- Noise
  - ✓Noise monitoring and modeling (underway)

18

Exit 34 – Environmental Study

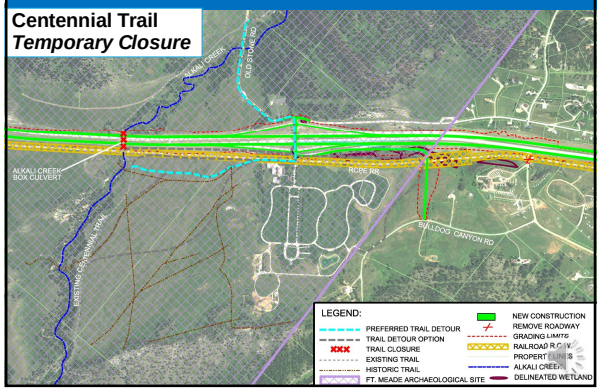
Public Lands/Cultural Resources



19

Exit 34 – Environmental Study

Centennial Trail
Temporary Closure



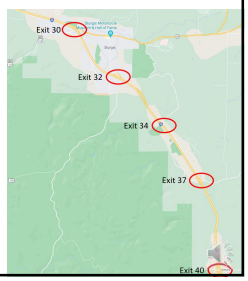
20

Making I-90 a "Smart" Highway!

Using smart technology to make highways safer and easier to travel is called "Intelligent Transportation Systems," or "ITS."

Smart Highway Goal:

Improve the driving experience for travelers by adding cameras, electronic messages boards and variable speed limit signs.



21

Why Make I-90 a Smart" Highway?

Smart technology adjusts to the many operating conditions typical of I-90 travel.

22

Corridor Challenges

- High Speed Crashes, Incidents
- Hazardous Winter Driving Snow, Sleet, Low Visibility
- Challenging Road Geometrics
- 11% Truck Traffic, Truck Safety, Wind Gust Tip Over
- Special Events/Sturgis Rally 739,000 Bikers (2015)
- Incident Management

23

What makes a highway Smart?

- Variable Speed Limit Signs
- Controllable Cameras on Roadside Poles
- Weather Measurement Sensors
- Overhead Electronic Message Boards
- Electronic Vehicle Detectors
- Commercial Vehicle Screening
- Fiber Optic Network

24

Electronic Message Boards

- Let drivers know about road conditions ahead such as crashes, road work, lane closures, alternative routes, weather conditions, and special events. Lets drivers know what is happening ahead!
- Provide accurate and timely information
- Even when there is no alternative road, it is good to know what is happening ahead!

25

Controllable Cameras

Moveable Cameras on Roadside Poles

- Road Managers can see problems that occur and take corrective actions
- Images can be shared with television stations, viewed through traveler apps and displayed on internet sites: "if we can see it, you can see it."
- Views will be limited to interstate

26

Safe Speed Limits

To make I-90 safer during adverse weather conditions and incidents.

An Effective Way to

reduce crashes
reduce deaths
reduce road closures
maintain mobility during adverse conditions

NOT

a winter speed trap
a way to restrict speed during normal driving conditions

27

Variable Speed Limits Process

1. Assess conditions
   - weather
   - visibility
   - road surface
   - vehicle speeds
2. Determine appropriate speed
3. Display & publish speed limit(step down & back up)
4. No undue enforcement
5. Measure & evaluate results

28

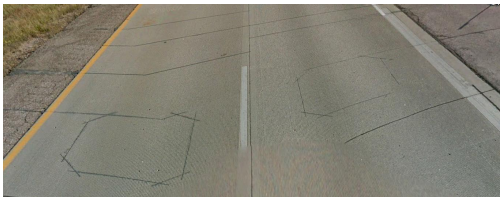
Weather Measurement Devices

- Measures pavement temperature and friction, wind speed, visibility, etc.
- These measurements are needed to aid in determination of the safe speed during adverse weather condition.

29

Vehicle Detection Sensors

- Sensors in the road will tell SDDOT computers how many cars and trucks are on the highway
- Provides road managers with average car speeds, so they can spot slow downs



30

Electronic Screening at Tilford Port of Entry

$2.50 - $10.00 per minute savings to carriers

31

Queues at Exit Ramps

- Sometimes queue forms on I-90 and causes a big delay to travelers and may also cause crashes
- Vehicle detectors will sense when there is a queue on the ramp
- Electronic message boards will warn upstream drivers about the back of the queue

32

Fiber Optic Cables

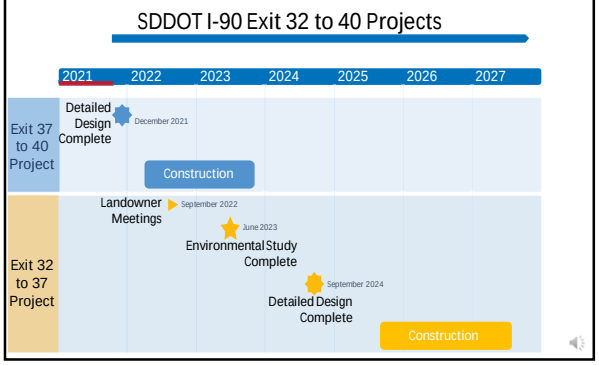
- Fiber optic cables will be installed during roadway construction to provide high speed communications
- Will connect all the technology devices to the SDDOT road management computers
- Using the fiber optic cable, the camera images can be seen by roadway managers and shared with the service patrols as well as public and TV stations

33

Smart technologies make I-90 safer for everyone!

34

Next Steps



35

How to Stay Involved

Comments or concerns?

Please let us know.

Submit Comments:

Tonight

- Written (place in comment box)

After Tonight (Comments accepted until November 30, 2021)

- Written (Take a comment card with you)
- Website (www.i90exit32to40project.com)
- Contact Us (phone, email, letter)

36

How to Stay Involved

Landowner Meetings - Fall 2022

Visit us on our webpage:
www.i90exit32to40project.com

37

Thank You!

Thank you for coming.

Project Staff are available to answer questions (Stantec, SDDOT, Meade County, FHWA)

Please drive home safely!

Kevin Hoglund	Sam Gilkerson	Mike Carlson	Stacy Bartlett	Kit Bramblee	Clint Freeman
Stantec Consulting	Consultant Management Engineer	Rapid City Area Engineer	Access Management Engineer	Environmental Engineer Manager	Utility Coordinator
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Kevin.Hoglund@stantec.com	Samuel.Gilkerson@state.sd.us	Mike.Carlson@state.sd.us	Stacy.Bartlett@state.sd.us	Kit.Bramblee@state.sd.us	Clint.Freeman@state.sd.us

38

SD DEPARTMENT OF TRANSPORTATION

Access Management

South Dakota's Commitment to Safety and Smart Investment Decisions in Transportation

What is Access Management?

Access Management is the process of providing highway entrances only at locations where they can be provided safely and efficiently.

Consider that each access point added to an undivided highway in an urban or suburban area increases the annual crash rate by 11 to 18 percent on that highway segment. In rural areas, each added access point increases the annual crash rate by 7 percent. Overall, driveway-access crashes 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, please contact:

Stacy Bartlett
Access Management Engineer
104 S Garfield
Pierre, SD 57501
(605)773-2268
stacy.bartlett@state.sd.us

SD DEPARTMENT OF TRANSPORTATION

Right of Way Information

Individual Landowner Meetings

During the early stages of the project's design, SDDOT will schedule a meeting with individual landowners having property adjacent to the project. See the following page for an explanation of the landowner meeting.

Property Acquisition Offer

After the project construction plans have been prepared and the right of way limits have been established, you may be contacted by an appraiser or negotiations agent to visit with you for that portion of your property that is needed for construction of the project. Your property will be valued and a written offer presented to you by a negotiating agent who will contact you for an appointment to make the written offer.

Relocation Assistance Program

This program provides a variety of services and payments to owners and tenants who have personal property affected by the right of way being acquired for the project.

Relocation payments are in addition to payments made for the real property being acquired. To preserve your eligibility for payments, do not move property until you have received a written relocation offer or have contacted John Keyes of the SDDOT Right of Way Program in Pierre. His phone number is 605-773-3746. Anyone not satisfied with the relocation offer made to them may appeal using the procedures described in the Relocation Brochure.

The landowner may be reimbursed for various fair and reasonable incidental expenses that may be incurred during the transfer of property to the State depending on impacts to personal property and qualifications.

Right of Way Information Brochures

Two brochures "Better Roads Brochure" and "Relocation Assistance Brochure" have been prepared which explain the SDDOT's Right of Way process. They provide information on your rights regarding the acquisition of your property and the benefits available to you with regard to the Relocation Assistance Program. These brochures are available at this meeting on the "Sign-in" table. Please feel free to take a copy of each with you. These brochures are available at the following SDDOT website: https://dot.sd.gov/inside-sddot/forms-publications/brochures

SD DEPARTMENT OF TRANSPORTATION

Individual Landowner Meetings

The purpose of this meeting is to provide you with an opportunity to comment on various issues pertaining to the design of this highway project as it relates to your property.

The following topics will be discussed at the meetings. Please note that not all topics will apply to every property owner.

- Permanent purchase and/or temporary use of your property.
- 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.
- 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.
- Temporary fencing adjacent to the highway: Do you anticipate having livestock in pastures located adjacent to the proposed project during highway construction activities?
- 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?
- Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
- 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?
- Temporary access during construction activities.

Please review your property and be prepared to discuss the above issues, as well as any other issues that you feel are unique to your property. No offers to acquire property will be made at these meetings since revisions to the plans may occur from your input.

Encroachments in ROW

Federal Regulations (CFR 23.1) require that the State Highway Department (SDDOT) will be responsible for preserving such ROW free of all public and private installation, facilities, and encroachments.

No improvements shall be allowed to remain in the ROW unless they are deemed in the best interest of the pubic and will not impair the highway or interfere with the free and safe flow of traffic.

Encroachments are any private property or improvement in the public ROW that is not approved by permit such as:

- Landscaping Items
- Fence
- Signs
- Buildings
- Etc.

SDDOT Staff will survey the project limits to identify all encroachments. Prior to the project being let to contract, landowners will be contacted by the SDDOT or City Government regarding how each encroachment will be addressed or handled. If it is determined that the removal of an encroachment is required, it will be the landowner's responsibility to remove the encroachment.

For additional information, please contact:

Mike Carlson
Rapid City Area Engineer
SDDOT Rapid City Area Office
(605)394-1635
mike.carlson@state.sd.us

Environmental, Social & Economic Impacts and Advanced Utility Coordination

Environmental, Social & Economic Impacts

- Project will comply with all state and federal environmental regulations.
- No splitting of neighborhoods will occur because of this project.
- Project will be coordinated with the following state and federal agencies:
  - SD Dept. of Environment & Natural Resources
  - SD Dept. of Agriculture & Natural Resources
  - SD Dept. of Game, Fish & Parks
  - State Historic Preservation Office
  - Tribal Historic Preservation Office
  - Federal Highway Administration
  - US Dept. of Interior - Bureau of Land Management
  - US Dept. of Veterans Affairs
  - US Forest Service
  - US Army Corps of Engineers
  - US Fish & Wildlife Service

- For additional information, please contact:
  Kit Bramblee
  Environmental Engineer Manager
  SDDOT Office of Administration
  700 E. Broadway Ave.
  Pierre, SD 57501
  Phone: 605-773-3721
  E-Mail: kit.bramblee@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:

  Clint Freeman
  Utility Coordinator
  SDDOT Office of Road Design
  700 E. Broadway Ave.
  Pierre, SD 57501
  Phone: 605-773-4426
  E-Mail: clint.freeman@state.sd.us

DEPARTMENT OF TRANSPORTATION

Wetland Mitigation Registry Form

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Examples of acceptable wetland mitigation include:

- Wetland creation
- Wetland restoration – plugging an existing, drained wetland
- Wetland enhancement - adding buffer around an existing wetland.

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

If you are interested in creating, restoring, or enhancing wetlands on your property, please complete the attached form and mail to:

Kit Bramblee
Environmental Engineer Manager
SDDOT Office of Administration
700 E. Broadway Ave.
Pierre, SD 57501
Phone: 605-773-3721
E-Mail: kit.bramblee@state.sd.us

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 #: _____ ***Email:*** _____

Location 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 interest only.**

PUBLIC OPEN HOUSE
Brown High School | Lecture Room 111
12930 E. Highway 34, Sturgis, South Dakota 57785
Tuesday, November 16, 2021 ● 4:30 P.M. TO 7:00 P.M.

The South Dakota Department of Transportation is seeking input on infrastructure improvements along Interstate 90, from Exits 32 to 37. Please let us know your thoughts! Comments will be accepted by mail or online until November 30, 2021.
To learn more, visit our website at **www.I90Exit32to40project.com**.

Name: _____

Address: _____

Phone: _____

E-mail: _____

Comments:

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Contact Information:

Kevin Hoglund

Stantec Project Manager

Phone: (612) 712-2061

E-mail:

Kevin.Hoglund@stantec.com

Fold Here

Mr. Kevin Hoglund
Stantec
733 Marquette Avenue Suite 1000
Minneapolis, MN 55402

Fold Here

I-90 Exit 32 to 40
Study & Design Project
PUBLIC OPEN HOUSE

COMMENT FORM

SD DOT

Stantec