APPENDIX H

AGENCY CORRESPONDENCE

- USFWS response to the 2003 EA on January 31, 2003
- Agency Coordination Letter sent on December 26, 2006
- Emergency Management response letter on January 3, 2007
- USDA NRCS response letter on January 4, 2007
- SD Department of Game, Fish, and Parks response letter on January 29, 2007
- US Fish and Wildlife Service response letter on January 30, 2007
- USACE response letter on February 2, 2007
- SD DENR response letter on February 9, 2007
- Additional Agency Coordination Letter sent to FEMA on March 30, 2007
- Tribal Coordination letter sent on August 8, 2007
- Flandreau Santee Sioux Tribe response letter on August 30, 2007
- SHPO response on November 6, 2007
- City of Sioux Falls Parks and Recreation response letter on May 7, 2008
- SDDOT letter to City of Sioux Falls Parks and Recreation on June 9, 2008
- DOT letter to City of Sioux Falls Parks and Recreation on February 8, 2010
- City of Sioux Falls Parks and Recreation response letter on May 6, 2010
- SHPO response on May 6, 2010
- SDDOT letter to USFWS on May 17, 2010
- SDDOT letter to SDGFP on May 17, 2010
- USFWS response on July 16, 2010
- SDGFP response letter on July 26, 2010
- USFWS response letter on September 15, 2010
- SD GFP response letter on September 28, 2010
- SDDOT letter to City of Sioux Falls on October 19, 2010
- City of Sioux Falls response letter on October 19, 2010
- SDDOT letter to Archeological Research Center on April 26, 2011
- SDDOT letter to USFWS on April 26, 2011
- SDDOT letter to SDDENR on April 26, 2011
- SDDOT letter to SDGFP on April 26, 2011
- SDDOT letters to the following tribes: Flandreau Santee Sioux Tribe, Lower Brule Sioux Tribe, Sisseton-Wahpeton Oyate, Standing Rock Sioux Tribe, Yankon Sioux Tribe, Iowa Tribe of Oklahoma, and Three Affiliated Tribes
- SDDENR response letter on April 29, 2011
- SDGFP response letter on May 9, 2011
- USFWS response letter on June 10, 2011
- SDDOT letter to SHPO on June
- SHPO response on September 8, 2011
- SDDOT letter to Emergency Management on September 13, 2011
- SHPO response on September 15, 2011
- USFWS and SDDOT email correspondence on December 9th and 19th, 2011
- Emergency Management response letter on February 2, 2012
- Alternative Analysis provided to USACE dated February 2012
- USACE response letter on March 28, 2012

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
420 South Garfield Avenue, Suite 400
Pierre, South Dakota 57501-5408

January 31, 2003

Ms. Ginger R. Massie, P.E.
Federal Highway Administration
South Dakota Division-The Sibley Building
116 East Dakota Avenue
Pierre, South Dakota 57501-3110

Re: Determination of Impacts to Listed Species, Sioux Falls East Side Corridor Environmental Assessment

Dear Ms. Massie:

We have received your letter dated December 31, 2002, requesting concurrence with threatened and endangered species determinations made by the Federal Highway Administration (FHWA). The FHWA has determined that the Sioux Falls East Side Corridor project "may affect, but is not likely to adversely affect" the bald eagle, Topeka shiner, and Western prairie fringed orchid. We have reviewed the information provided in the Environmental Assessment (EA) and accompanying reports and concur with your determination.

To assist future project determinations and to facilitate a timely response, we recommend that you compile the biological information, including species survey information, into a Biological Assessment (BA). The BA can be a separate document or a section of an EA. Within the BA, it is proper to document the results of species surveys and to outline your research and deliberations that substantiate your determinations for each listed species. The BA can be transmitted directly to the Fish and Wildlife Service (Service) for review and concurrence or can be included in the EA for review as part of the overall National Environmental Policy Act review. Many Federal agencies prefer to complete the section 7 consultation process corroborated via a BA, prior to completion of the EA. This can then be used to document compliance with the Endangered Species Act before rendering decisions in a final EA or Environmental Impact Statement on which to base a Finding Of No Significant Impact or Record of Decision. Additional information and guidance for development of BA's can be located in the Endangered Species Act Consultation Handbook which is available on the Service's website at: http://endangered.fws.gov/consultations/index.html.

The Service recognizes that this is a long-term construction project (25 years). Therefore, our agencies may benefit from coordination meetings that allow exchange of new information throughout the period of construction. The Service recommends a meeting initially be held to exchange information on the status of this project and its associated development and any new biological information that may be relevant. Attendees should include representatives from the FHWA; the South Dakota Department of Transportation; the South Dakota Department of Game, Fish and Parks; the City of Sioux Falls and their consultant; the South Dakota Department of

Environment and Natural Resources; the U.S. Environmental Protection Agency; and our office. Timing and necessity of future meetings can be determined by the participants thereafter. Given the time frames of this proposed project, we should anticipate that changes to the species list and/or project description may require reinitiation of section 7 consultation at a future date. Since this project is proposed for three major stages, each stage may represent an opportunity to incorporate new information and to make additional species determinations if necessary.

The Service appreciates the species surveys that were conducted for this project and encourages the FHWA to continue monitoring of the bald eagle nest to ensure that the project will not impact the nest. As offered in the EA, we also encourage the FHWA to continue some level of bald eagle surveys so that possible future nests can be detected in sufficient time to allow management considerations to be implemented. The Service recommends such surveys occur during the breeding season (February-August) and some cursory surveys during the winter roost period (November-March) so that winter roosts can be detected if such roosts are established in future years.

The Western prairie fringed orchid survey revealed no specimens in the area, but it was recognized that drought conditions provided sub optimal survey conditions for detection of this species. Historical records exist for this species near Brandon. Therefore, we encourage the FHWA to consider future surveys of potential habitat when conditions are more appropriate to allow detection.

The FHWA has also committed to incorporating Best Management Practices (BMP) for Topeka shiners into the project construction. As you know, the Topeka shiner BMP's are currently undergoing revision, and the Service recognizes that the BMP's are likely to undergo modification during the life of this project. We recommend that, if the BMP's are modified, the FHWA use the most current version when undertaking construction activities that may impact Topeka shiner waters.

If you have any questions on these comments, please contact Natalie Gates of this office at (605) 224-8693, Extension 25.

Sincerely,

Pete Gober
Field Supervisor
South Dakota Field Office

cc: Secretary, SDDGFP; Pierre, SD
(Attention: John Kirk and Doug Backlund)
SEH; St. Paul, MN
(Attention: Brad Kovach)
City of Sioux Falls; Sioux Falls, SD
(Attention: Jeffrey Schmitt)

SVL:Se

December 26, 2006

<Agency Contact>
<Agency>
<Address>

Subject: South Dakota Highway 100 (East Side Corridor)
[SDDOT Project P0100 (101) 405 PCN 00T7]

Dear <Agency Contact>:

The South Dakota Department of Transportation (SDDOT) has initiated a project to preserve a right-of-way (ROW) corridor for the future construction of South Dakota Highway 100 (SD100). SD100 is a proposed limited-access highway located south and east of Sioux Falls connecting Interstate 29 with Interstate 90 A preferred alignment of the East Side Corridor was selected using the National Environmental Policy Act (NEPA) process and an Environmental Assessment (EA) was approved on March 20, 2003, with a Finding of No Significant Impact (FONSI) being approved by Federal Highway Administration (FHWA) on July 16, 2003. A Supplement to the EA was issued June 2005 addressing the changes to the alignment of SD100 from 26th Street to Madison Street.

The SDDOT has contracted with HDR Engineering, Inc. (HDR) to provide right-of-way (ROW) plans and plats for SD100. A public open house was conducted on February 7, 2006 to initiate the ROW phase of the SD100 corridor project. During and following the open house, several comments were received regarding the current alignment and design issues of SD100. Based on comments received, the SDDOT and HDR have proposed changes to the corridor alignment. Proposed changes include a revision to the design speed and realignment of the alignment to improve safety. The Study Area map (attached) shows the EA approved alignment along with the proposed alignment changes.

Due to the modifications to the preferred alignment, an additional Supplemental EA for the SD100 corridor will be prepared to assess potential environmental impacts of the proposed realignment. Potential impacts of the realignment to a wide spectrum of environmental resources will be evaluated including (but not limited to): wetlands, unique habitats, threatened and endangered species, floodplains, residences and businesses, socio-economic resources, noise, land use, farmland, contaminated properties, and cultural resources. The Supplemental EA will consider the difference in impacts of the 2003 preferred alignment and the proposed realignment. Preservation of the ROW corridor can commence after the NEPA process is completed. SDDOT intends to conduct a public hearing on January 17th, 2007 from 5:30 to 7:30 at the Sioux Falls Convention Center.

As part of our early coordination efforts, we are alerting you to the initiation of this study and requesting any comments you may have about the project due to your agency's area of expertise and/or jurisdiction by law.

This project is being developed for federal funding participation. Current regulations covering the development of federally funded highway projects require early coordination with units of

government who may have interest in the project (23 CFR 771.111). This letter is intended to provide early notification to advise review agencies of the proposed project and to solicit comments regarding the project. Early notification precedes publication of the environmental document, but does not preclude subsequent review and comment on the documents after publication. Other formal opportunities to comment on the project will follow at a later date when an additional public hearing on the design is held.

Please send comments by January 31st, 2007 to Rebecca Banks at the address below. If you have any questions regarding the enclosed information, please feel free to call Rebecca Banks or me at (605) 977-7740. If desired or necessary, we can certainly set up a meeting with you or representatives of your agency to discuss the project. Thank you for your cooperation.

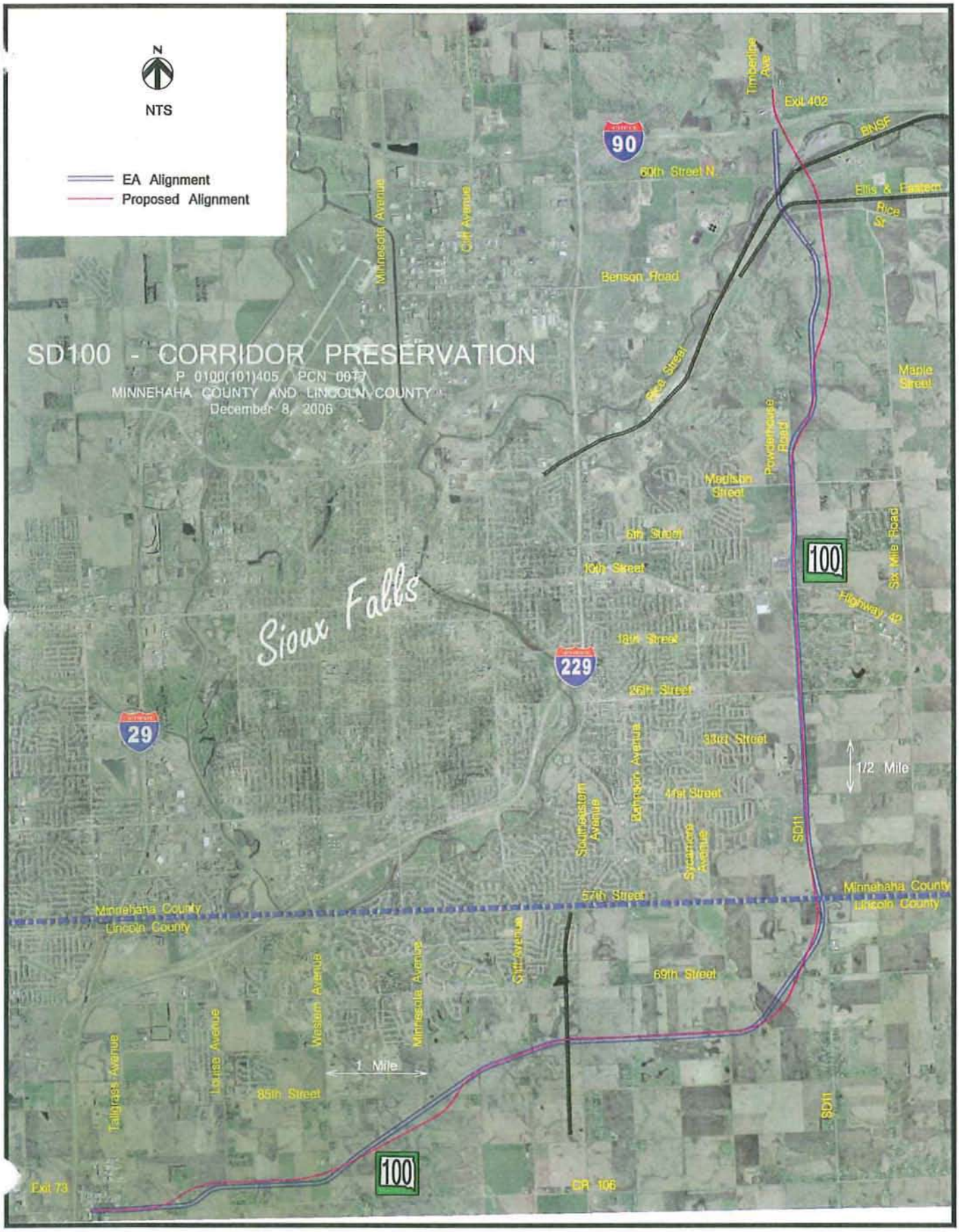
Sincerely,
HDR ENGINEERING, INC.

Steven H. Hoff, PE
HDR Project Manager

Attachments:

- Study Area Map

cc Mark Leiferman, SDDOT
Dave Graves (SDDOT)
Ginger Massie (FHWA)
File


N
NTS
EA Alignment
Proposed Alignment
SD100 - CORRIDOR PRESERVATION
P 0100(101)405 PCN 0077
MINNEHAHA COUNTY AND LINCOLN COUNTY
December 8, 2006
Sioux Falls
90
229
29
100
Timberline Ave
Exit 402
BNSF
Ellis & Eastern
Rice St
60th Street N
Minnesota Avenue
Cliff Avenue
Benson Road
Skea Street
Maple Street
Powderhouse Road
Madison Street
6th Street
10th Street
18th Street
26th Street
33rd Street
41st Street
49th Street
57th Street
69th Street
85th Street
Six Mile Road
Highway 42
Bahnson Avenue
Sycamore Avenue
SD11
Minnehaha County
Lincoln County
1/2 Mile
1 Mile
Western Avenue
Louise Avenue
Tallgrass Avenue
Exit 73
CR 106

DEPARTMENT OF PUBLIC SAFETY
EMERGENCY MANAGEMENT
118 West Capitol Avenue
Pierre, South Dakota 57501
(605) 773-3231
FAX: (605) 773-3580

RECEIVED JAN 0 5 2007

January 3, 2007

Rebecca Banks
HDR
6300 S Old Village Place Suite 100
Sioux Falls SD 57108-2102

Subject: South Dakota Highway 100 (East Side Corridor)
[SDDOT Project PO100 (101) 405 PCN 00T7]

Dear Ms. Banks:

This letter is in response to your request for comments concerning the Sioux Falls Corridor project which would cross the Floodplain of Nine Mile Creek, Skunk Creek, and Willow Creek.

The proposed project appears to be in a floodplain and must be discussed and approved by Michael Roth, Assistant Director of Building Services and local floodplain coordinator for the city of Sioux Falls. Mr. Roth's number is (605) 367-8254 or by fax at (605) 367-6045. FEMA has partnered with the city of Sioux Falls, Minnehaha County and Lincoln County to prepare a new Flood Insurance Study. The study is complete but it not effective. ICON Engineering completed the study. They can be reached at 8100 South Akron St, Suite 300, Centennial, CO 80112.

Since federal dollars or a federal permit is required for this project, our office recommends a copy of the proposal be sent to Barbara Fitzpatrick, FEMA Region VIII, for review. Her phone number is 303-235-4715. The South Dakota Office of Emergency Management does not review such proposals and relies on the opinions of FEMA and the local administrators to approve and issue permits.

Thank you for soliciting opinion on this proposal. If you have questions, please feel free to contact me.

Sincerely,

Michelle C. Saxman
NFIP State Coordinator

cc: Barbara Fitzpatrick, FEMA

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
Federal Building, 200 Fourth St. SW
Huron, South Dakota 57350

Helping People
Help the Land

Phone: (605) 352-1200
Fax: (605) 352-1270

January 4, 2007

Mr. Steven H. Hoff, P.E.
HDR One Company
6300 S. Old Village Place, Suite 100
Sioux Falls, South Dakota 57108

RE: Environmental Review - South Dakota Highway 100 (East Side Corridor)
[SDDOT Project PO100 (101) 405 PCN 00T7]

Dear Mr. Hoff:

We have reviewed the changes proposed for the above project, as attached to your letter dated December 26, 2006.

The proposed changes in the corridor alignment will result in no significant change in the impact on prime and important farmland from the EA approved alignment.

Sincerely,

JEROME M. SCHAAR
State Soil Scientist

cc: Brian Top, DC, NRCS, Sioux Falls FO

RECEIVED JAN 0 5 2007

DEPARTMENT OF GAME, FISH AND PARKS
Foss Building
523 East Capitol
Pierre, South Dakota 57501-3182

RECEIVED JAN 3 0 2007

January 29, 2007

Ms. Rebecca Banks
HDR Engineering, Inc.
6300 S. Old Village Place
Sioux Falls, SD 57108-2102

RE: South Dakota Highway 100 (East Side Corridor)
SDDOT Project P0100(101)405 PCN 00T7

Dear Ms. Banks:

This letter is in response to your letter dated December 26, 2006, regarding the above referenced project which involves construction of a road along the south and east side of Sioux Falls, South Dakota. Previously, resource agencies had voiced concerns over wetland impacts, endangered species, and the northeastern portion of the proposed road, as it impacted an environmentally sensitive area known as Cactus Hills.

Based upon comments received during scoping, the South Dakota Department of Transportation and HDR Engineering have now proposed changes to the corridor alignment. These proposed changes include an easterly shift in the alignment of the northeastern portion of the proposed road. This alignment shift will aid in the avoidance of a great portion of the Cactus Hills area, but we maintain our earlier position that development of the Cactus Hills area would not occur if not for the establishment of the road. Maps included with earlier alignment proposals indicated that plans to install sewage lines and industrial and housing developments were being considered along the west side of the alignment, and as far as we know, these plans have not changed. We still recommend that the Cactus Hills area be avoided to the maximum extent practicable due to its valuable and rare habitats and that development be limited to areas outside this area.

A letter from Doug Backlund, GFP Wildlife Biologist, sent to Jeff Schmitt with the City of Sioux Falls outlined concerns over the state endangered lined snake and the federally threatened western prairie fringed orchid. The proposed new alignment should alleviate

some of the concerns about impacts to these species habitats that would be derived directly from the proposed road.

In a letter to the City of Sioux Falls in February of 2001, the Department of Game, Fish and Parks also voiced concerns over wetland impacts. If it is determined that a project may impact wetlands, the Department of Game, Fish and Parks recommends complete avoidance of wetlands, if possible, followed by minimization of any adverse impacts, and finally replacement of any lost acres. All feasible project alternatives should be examined and the least damaging practical alternative implemented. If wetland impacts are determined to be unavoidable, a mitigation plan addressing the number and types of wetland acres impacted and the methods of replacement should be prepared and submitted to the resource agencies for review and comment.

In addition, we would recommend crossing the Big Sioux River perpendicular to the channel and suggest that any riparian habitat impacts be included in a mitigation plan. In addition to the river crossing, there are numerous wetlands that will be impacted along the corridor. The wetland finding that was submitted on this project was completed by Short Elliot Hendrickson, Inc. of St. Paul, Minnesota and was sent on January 3, 2003. The wetland finding did not include specifics of how replacement of wetland functions will occur or what the total acreage of impacts was. The finding did indicate that wetland mitigation plans would be developed in the future for each segment. Due to the size of this project, in lieu of a piece meal situation such as this, we would suggest that a wetland mitigation banking site be located, approved, constructed, and utilized for this project. The SD100 wetland bank should adequately replace all lost wetland acres at a ratio of 2:1 created to impacted acres, or 4:1 enhanced to impacted acres.

If additional changes are made to the project plan or alignment, or if additional information becomes available, please submit the new information for review. If you have any questions, or if I can be of further assistance, please contact me at (605) 773-6208.

Sincerely,

Leslie Petersen

Leslie Petersen
Aquatic Resource Coordinator

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
420 South Garfield Avenue, Suite 400
Pierre, South Dakota 57501-5408

January 30, 2007

RECEIVED FEB 0 2 2007

Ms. Rebecca Banks
HDR Engineering, Inc.
6300 South Old Village Place, Suite 100
Sioux Falls, South Dakota 57108-2102

Re: South Dakota Highway 100 (East Side Corridor), SDDOT Project P0100 (101) 405, PCN 00T7, Minnehaha and Lincoln Counties, South Dakota

Dear Ms. Banks:

This letter is in response to your request dated December 26, 2006, for environmental comments regarding modifications to the above referenced East Side Corridor Project involving construction of a new limited access highway around the south and east sides of the City of Sioux Falls, connecting Interstates 29 and 90. Our office has sent numerous correspondences regarding this project in recent years. This letter is to provide early U.S. Fish and Wildlife Service (Service) input regarding the formulation of a supplemental Environmental Assessment (EA) to the 2003 EA completed for this project which is necessary due to proposed alignment changes.

Comparison of National Wetlands Inventory maps with the single small map provided in your letter reveals that numerous wetlands may be impacted by the proposed new alignment that are currently avoided by the current alignment. A complete tally of impacted acres is not provided in your letter to clarify which proposed alignment would result in fewer wetland impacts. As indicated in previous letters from this office regarding this project, if a project may impact wetlands or other important fish and wildlife habitats, the Service, in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321-4347) and other environmental laws and rules, recommends complete avoidance of these areas, if possible; then minimization of any adverse impacts; and finally, replacement of any lost acres; in that order. Alternatives should be examined and the least damaging practical alternative selected. If wetland impacts are unavoidable, a mitigation plan addressing the number and types of wetland acres to be impacted and the methods of replacement should be prepared and submitted to the resource agencies for review.

While additional wetland acres may be impacted on portions of the proposed new alignment, it appears that the Cactus Hills area on the northeastern end of the project may sustain less impact as the proposed new road is moved further eastward. It is not clear from the map whether the intact native prairie present in the Cactus Hills area would be completely avoided by the new alignment, but the roadway appears to be nearer to disturbed areas. As in previous letters regarding this project, we continue to recommend against development of the Cactus Hills area.

The majority of comments submitted by this office in numerous past correspondences have not changed, including the list of threatened/endangered species potentially occurring in the project area. The bald eagle, however, is one of the species known to nest on the northeast side of Sioux Falls, along the Big Sioux River and near the project area, that is anticipated to be removed from the list of threatened and endangered species in February 2007. The bald eagle will continue to be protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act after removal of Endangered Species Act protections.

Previously submitted comments regarding the Topeka shiner and crossings of waterways associated with this project included application of a list of best management practices. However, subsequent consultations with the South Dakota Department of Transportation and the Federal Highway Administration have lead to the development of a programmatic Biological Opinion (BO) issued by the Service in 2004 to address impacts of stream crossings to this species. The current (2004) BO is likely to be modified soon to further streamline the consultation process. For the purposes of the supplemental EA, the Service suggests that the programmatic consultation be identified in the document with a statement that the most updated version of the BO should be applied to any future stream crossings associated with the East Side Corridor Project (presuming the status of the Topeka shiner does not change during the life of this project).

The Service appreciates the opportunity to provide comments. If you have any questions regarding these comments, please contact Natalie Gates of this office at (605) 224-8693, Extension 34.

Sincerely,

for Pete Gober
Field Supervisor
South Dakota Field Office

cc: Secretary, SDDGFP; Pierre, SD
(Attention: Leslie Petersen)
Secretary, SDDENR; Pierre, SD
(Attention: John Miller)

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
SOUTH DAKOTA REGULATORY OFFICE
28563 POWERHOUSE ROAD, ROOM 118
PIERRE SD 57501-6174

REPLY TO
ATTENTION OF :

February 2, 2007

South Dakota Regulatory Office
28563 Powerhouse Road, Room 118
Pierre, South Dakota 57501

RECEIVED FEB 0 6 2007

HDR Engineering, Inc.
Atten: Rebecca Banks
6300 S. Old Village Place
Suite 100
Sioux Falls, South Dakota 57108

Dear Ms. Banks:

Reference is made to the information received December 28, 2006 requesting comments with respect to our area of expertise and/or jurisdiction on the proposed re-alignment for the construction of South Dakota Highway 100 (East Side Corridor) located in Minnehaha and Lincoln Counties, South Dakota.

The Corps' jurisdiction is derived from Section 404 of the Clean Water Act passed by Congress in 1972. Section 404 calls for Federal regulation of the discharge of dredged or fill material into certain waterways, lakes and/or wetlands, (i.e. waters of the United States).

We have received an application and provided authorization to SD DOT (Nationwide Permit Verification #200630175) for one phase of this project. It appears that the project under consideration for a supplemental EA referenced in your December 26, 2006 letter will involve the discharge of dredged or fill material into waters of the US and would require Department of the Army authorization. It is requested that the project proponent submit an application for Department of Army authorization when final plans are available. If/when an application is provided, it will be necessary for us to determine that the preferred alternative (alignment) complies with the 404 (b)(1) guidelines (40 CFR part 230), among other things, prior to issuance of a permit.

You can obtain additional information about the Regulatory Program and download forms from our website: https://www.nwo.usace.army.mil/html/od-rsd/frame.html

If you have any questions or need any assistance, please feel free to contact this office at the above Regulatory Office address or telephone Carolyn Kutz, of my staff, at (605) 224-8531.

Sincerely,

Steven E. Naylor
Regulatory Program Manager,
South Dakota

DEPARTMENT of ENVIRONMENT
and NATURAL RESOURCES
PMB 2020
JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182
www.state.sd.us/denr

February 9, 2007

RECEIVED FEB 12 2007

Rebecca Banks
HDR Engineering
6300 Old Village Place, Suite 100
Sioux Falls, SD 57108-2102

Dear Ms. Banks:

The South Dakota Department of Environment and Natural Resources (DENR) reviewed the proposed realignment concerning the Sioux Falls East Side Corridor and has the following comments:

1. Best Management Practices (BMP) for sediment and erosion control should be incorporated into the planning, design, and construction of this project.

2. A Surface Water Discharge (SWD) permit may be required if any construction dewatering should occur as a result of this project. Please contact this office for more information.

3. A General Storm Water Permit for Construction Activities may be required. If you have any questions, please contact Al Spangler at 1-800-SDSTORM (1-800-737-8676).

4. Tributaries and wetlands may be impacted by this project. These water bodies are considered waters of the state and are protected under the South Dakota Surface Water Quality Standards. The discharge of pollutants from any source, including indiscriminate use of fill material, may not cause destruction or impairment except where authorized under Sections 402 or 404 of the Federal Water Pollution Control Act. Please contact the U.S. Army Corps of Engineers concerning these permits.

If you have any questions concerning these comments, please contact me at (605) 773-3351.

Sincerely,

John Miller
Environmental Program Scientist
Surface Water Quality Program

March 30, 2007

Ms. Barbara Fitzpatrick
NFIP Program Specialist
FEMA, Region VIII
P.O. Box 25267, DFC
Bldg 710A
Denver, CO 80225

Subject: South Dakota Highway 100 (East Side Corridor)
[SDDOT Project P0100 (101) 405 PCN 00T7]

Dear Ms. Fitzpatrick:

The South Dakota Department of Transportation (SDDOT) has initiated a project to preserve a right-of-way (ROW) corridor for the future construction of South Dakota Highway 100 (SD100). SD100 is a proposed limited-access highway located south and east of Sioux Falls connecting Interstate 29 with Interstate 90 A preferred alignment of the East Side Corridor was selected using the National Environmental Policy Act (NEPA) process and an Environmental Assessment (EA) was approved on March 20, 2003, with a Finding of No Significant Impact (FONSI) being approved by Federal Highway Administration (FHWA) on July 16, 2003. A Supplement to the EA was issued June 2005 addressing the changes to the alignment of SD100 from 26th Street to Madison Street.

The SDDOT has contracted with HDR Engineering, Inc. (HDR) to provide right-of-way (ROW) plans and plats for SD100. A public open house was conducted on February 7, 2006 to initiate the ROW phase of the SD100 corridor project. During and following the open house, several comments were received regarding the current alignment and design issues of SD100. Based on comments received, the SDDOT and HDR have proposed changes to the corridor alignment. Proposed changes include a revision to the design speed and realignment of the alignment to improve safety. The Study Area map (attached) shows the EA approved alignment along with the proposed alignment changes.

Due to the modifications to the preferred alignment, an additional Supplemental EA for the SD100 corridor will be prepared to assess potential environmental impacts of the proposed realignment. Potential impacts of the realignment to a wide spectrum of environmental resources will be evaluated including (but not limited to): wetlands, unique habitats, threatened and endangered species, floodplains, residences and businesses, socio-economic resources, noise, land use, farmland, contaminated properties, and cultural resources. The Supplemental EA will consider the difference in impacts of the 2003 preferred alignment and the proposed realignment. Preservation of the ROW corridor can commence after the NEPA process is completed.

As part of our early coordination efforts, we are alerting you to the initiation of this study and requesting any comments you may have about the project due to your agency's area of expertise and/or jurisdiction by law.

This project is being developed for federal funding participation. Current regulations covering the development of federally funded highway projects require early coordination with units of government who may have interest in the project (23 CFR 771.111). This letter is intended to

HDR Engineering, Inc.
6300 S Old Village Place
Suite 100
Sioux Falls, SD 57108-2102
Phone: (605) 977-7740
Fax: (605) 977-7747
www.hdrinc.com

provide early notification to advise review agencies of the proposed project and to solicit comments regarding the project. Early notification precedes publication of the environmental document, but does not preclude subsequent review and comment on the documents after publication. Other formal opportunities to comment on the project will follow at a later date when an additional public hearing on the design is held.

Early coordination with the Department of Public Safety, Emergency Management has been completed. At the Department of Public Safety request, this coordination has been sent to you. Please review and please send comments by April 15th, 2007 to Rebecca Banks at the address below. If you have any questions regarding the enclosed information, please feel free to call Steve Hoff or me at (605) 977-7740. Thank you for your cooperation.

Sincerely,
HDR ENGINEERING, INC.

Rebecca Banks
Environmental Scientist

Attachments:

- Study Area Map

cc Steve Hoff, P.E.
File

HDR Engineering, Inc.

6300 S Old Village Place
Suite 100
Sioux Falls, SD 57108-2102

Phone: (605) 977-7740
Fax: (605) 977-7747
www.hdrinc.com

COPY

U.S. Department
of Transportation
Federal Highway Administration

South Dakota Division

116 East Dakota Avenue, Suite A
Pierre, South Dakota 57501

August 8, 2007

In Reply Refer To: HDA-SD

See Enclosed List

Dear Chairman/Chairperson/President:

The South Dakota Department of Transportation (SDDOT), in cooperation with the South Dakota Division of the Federal Highway Administration (FHWA), is proposing to preserve a corridor for a four-lane limited-access highway south and east of Sioux Falls, SD. South Dakota Highway 100 (SD100), also referred to as the East Side Corridor, will connect Interstate 29 with Interstate 90. A preferred alignment for SD100 was selected using the National Environmental Policy Act process and an Environmental Assessment (EA) was approved on March 20, 2003, with a Finding of No Significant Impact approved by FHWA on July 16, 2003. A Supplement to the EA was issued June 2005 addressing changes to the alignment of SD100 from 26th Street to Madison Street.

Due to proposed modifications to the preferred alignment, an additional Supplemental EA for the SD100 corridor will be prepared to assess potential environmental impacts. The Supplemental EA will consider the difference in impacts of the 2003 preferred alignment and the proposed realignment. The enclosed map shows the EA preferred alignment along with the proposed alignment changes.

For purposes of the National Historic Preservation Act, we are initiating consultation with your organization to assist us in identifying properties that may be of traditional, religious, and/or cultural importance to your Tribe. We are requesting any comments you may have about the project due to your Tribe's potential presence in the project area.

If you have any questions or comments, or would like to discuss the proposed project, I can be reached at the above address or at (605) 224-8033, or Dave Graves with SDDOT can be reached at (605) 773-5727.

Sincerely,

Ginger R. Massie

Ginger R. Massie, P.E.
Environmental Engineer

Enclosure

CC: Dave Graves, SDDOT (w/o enclosure)
See Enclosed List

MOVING THE
AMERICAN
ECONOMY

JOSH WESTON, PRESIDENT
FLANDREAU SANTEE SIOUX TRIBE
P.O. BOX 283
FLANDREAU, SD 57028

MICHAEL G. JANDREAU, CHAIRPERSON
LOWER BRULE SIOUX TRIBE
187 OYATE CIRCLE
LOWER BRULE SD 57548

cc: SCOTT JONES
CULTURAL RESOURCES OFFICE
187 OYATE CIRCLE
LOWER BRULE, SD 57548

E. BERNADETTE HUBER, CHAIRPERSON
IOWA TRIBE OF OKLAHOMA
RR 1, BOX 721
PERKINS, OK 74059
ATTN: HISTORICAL PRESERVATION OFFICE

MIKE SELVAGE, CHAIRMAN
SISSETON-WAHPETON SIOUX TRIBE
P O BOX 509
AGENCY VILLAGE SD 57262

cc: DIANNE DESROSIERS, THPO
SISSETON-WAHPETON OYATE
P O BOX 907
SISSETON SD 57262

RON HIS-HORSE-IS-THUNDER, CHAIRMAN
STANDING ROCK SIOUX TRIBE
P O BOX D
FORT YATES ND 58538

cc: TIM MENTZ, THPO
HISTORIC PRESERVATION OFFICE
P O BOX D
FORT YATES ND 58538

MARCUS WELLS JR., CHAIRMAN
THREE AFFILIATED TRIBES
404 FRONTAGE ROAD
NEW TOWN ND 58763

cc: ELGIN CROWS BREAST, THPO
THREE AFFILIATED TRIBES
404 FRONTAGE ROAD
NEW TOWN ND 58763

ROBERT COURNOYER, CHAIRMAN
YANKTON SIOUX TRIBE
P.O. BOX 248
MARTY, SD 57361

GRMassie:/S/GRM/TribalconsultSD100

Flandreau Santee Sioux Tribe
Office of Cultural Preservation/Tribal NAGPRA Office
Sam Allen-Cultural Preservation Officer
Ray Redwing-Cultural Preservation Officer
Martin Bernard-Cultural Preservation Officer

Reference Number: HDA-SD
Project Number: _____

Date: 8-30, 2007

___We have no interest in this area geographically

___We have no comment on the proposed undertaking

_X_No objections. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, please stop immediately and notify the appropriate persons (state & tribal NAGPRA representatives)

___We have an objection or require additional project information. Please send the following to Sam Allen, Cultural Preservation Officer, FSST, P.O. Box 283, Flandreau, SD, 57028

Sam Allen by cgr

Signature: Sam Allen -by cgr

SOUTH DAKOTA
STATE HISTORICAL SOCIETY
Department of Tourism and State Development

900 Governors Drive | Pierre, SD 57501-2217
Phone 605-773-3458 | Fax 605-773-6041 | www.history.sd.gov

November 6, 2007

Mr. Dave Graves
Department Of Transportation
Office of Project Development-Environmental
700 E Broadway Avenue
Pierre SD 57501-2586

SECTION 106 PROJECT CONSULTATION – EVALUATION/EFFECT
Project: 071009009F – EM 0100(101)405 PCN 00T7 SD 100 IN Sioux Falls
Location: Multiple Counties
(FHWA/DOT)

Dear Mr. Graves:

Thank you for the opportunity to comment on the above referenced project pursuant to Section 106 of the National Historic Preservation Act of 1966 (as amended). The South Dakota Office of the State Historic Preservation Officer (SHPO) concurs with your agency's determination regarding the effect of the proposed undertaking on the non-renewable cultural resources of South Dakota.

On October 9, 2007, the SHPO received your correspondence and the survey report, "A Level III Cultural Resources Evaluation of the Proposed South Dakota Department of Transportation Eastside Highway Corridor (SD100) Realignment Project, Minnehaha and Lincoln Counties, South Dakota," and "A Level III Cultural Resources Evaluation of the Proposed South Dakota Department of Transportation Eastside Highway Corridor (SD100) Realignment Project Alterations, Sioux Falls, Minnehaha and Lincoln Counties, South Dakota" prepared by Archaeology Laboratory, Augustana College. SHPO also received the additional information from Cultural Heritage Consultants and Louis N. Haffermehl regarding the eligibility of structures #MH02000001, MH02000002, MH00001671, LN00000703 on October 9, 2007. Based upon your correspondence, the survey report, and additional information, the SHPO has made the following consensus determination.

The SHPO concurs with your determination of not eligible for the following sites/structures: structure # MH02000001, MH02000002, MH00001671, MH00001672, LN00000703, LN01700008, LN01700001, LN01700002, LN01700003, LN01700004, LN01700005, LN01700006, LN01700007, LN00000026 and Engverson Property Structures A, B, C, D, E; and sites 39LN80, 39LN82, 39LN83, 39LN84, 39LN85, 39MH294, 39MH148. SHPO does not concur with the determination that the affected portions of eligible properties 39MH2000, 39MH2003, 39MH145, 39LN2007 and 39LN2016 are non-contributing. However, we feel that the project will not adversely impact the historical characteristics of these sites. Therefore, the SHPO concurs with your determination of No Adverse Effect for this undertaking. Activities occurring in areas not identified in your request will require the submission of additional documentation pursuant to 36 CFR part 800.4.

If historic properties are discovered or unanticipated effects on historic properties are found after the agency official has completed the Section 106 process, the agency official shall avoid, minimize or mitigate the adverse effects to such properties and notify the SHPO/ THPO and Indian tribes that might attach religious and cultural significance to the affected property within 48 hours of the discovery, pursuant to 36 CFR part 800.13.

Concurrence of the SHPO does not relieve the federal agency official from consulting with other appropriate parties, as described in 36 CFR part 800.2(c).

Should you require additional information, please contact Amy Rubingh at (605) 773-8370. Your concern for the non-renewable cultural heritage of our state is appreciated.

Sincerely,

Jay D. Vogt
State Historic Preservation Officer

Amy Rubingh
Review and Compliance Archaeologist

CC: Jane Watts, Archaeological Research Center

CITY OF SIOUX FALLS
PARKS AND RECREATION
100 East Sixth Street, Sioux Falls, SD 57104-5929
605-367-8222 • FAX 605-367-4326
TTY/Hearing Impaired 605-367-7039
www.siouxfalls.org

May 7, 2008

Mr. Dave Graves
South Dakota Department of Transportation
Environmental Engineer
Office of Project Development
700 E. Broadway Avenue
Pierre, South Dakota 57501-2586

Dear Mr. Graves:

Thank you for your November 13th, 2007 letter regarding the SD 100 Corridor Preservation Project Section 4(f) De Minimus Finding for Harmodon Park. The exhibits you provided at our request served well to illustrate the impacts of the project to our Parks and Recreation Board.

In response to your letter we agree to the De Minimus finding as to the encroachment on Harmodon Park property. The proposed encroachment totaling 1.17 acres along the east side of the park will not impact the parks functionality or purpose.

As to the elimination of the current access from SD Highway 11 at approximately 49th Street we do not agree that the proposed impacts are De Minimus.

Harmodon Park is a state of the art 15 field baseball and softball sports complex that will host state, regional and national tournaments. Harmodon Park will provide users with over 1,000 paved parking stalls with room for over flow grass parking for school buses, recreational vehicles, etc. It is critical that there are two ways to get into and out of Harmodon Park for a variety of reasons. Most importantly would be during severe weather emergencies where the park needs to be evacuated in a short period of time. Another concern is that when emergency vehicles need to respond to the complex more than one entrance is best and required by the fire department. There will also be the regular occurrence of double loading as teams and spectators from the 15 fields are entering and exiting the complex at the same time. One access will not adequately accommodate this traffic loading and create an undesirable situation.

Therefore, we would support the elimination of the current access only after a fully functional alternative access is provided prior to the access being eliminated from SD Highway 11.

Please let me know if you have any questions or concerns at 605-367-8233.

Sincerely,

Don Kearney
Director of Parks & Recreation

Cc: Mayor, Dave Munson
Director of Public Works, Mark Cotter
Director of Planning and Building Services, Mike Cooper
City Attorney, Gary Colwill

Department of Transportation

Division of Planning/Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586 605/773-3268
FAX: 605/773-6608

RECEIVED JUN 10 2008

June 9, 2008

Mr. Don Kearney, Director
Sioux Falls Parks and Recreation
100 East 6th Street
Sioux Falls, SD 57104-5929

Re: Project No. P0100 (101) 405
SD100 Corridor Preservation Project
Section 4(f) *De Minimis* Finding for Harmodon Park

Dear Mr. Kearney:

Thank you for your response on May 7, 2008 regarding the South Dakota Highway 100 (SD100) Project Section 4(f) De Minimis Finding for Harmodon Park.

As discussed in the November 5, 2007 coordination letter, the proposed SD100 alignment would result in an encroachment on Harmodon Park property. The encroachment results from the need to widen the existing SD Highway 11 to accommodate the SD100 corridor. Thank you for your concurrence that the proposed encroachment of 1.17 acres for the SD100 right-of-way (ROW) will not impact to the parks functionality.

Your response in regards to the proposed SD100 eliminating the access from Harmodon Park to SD Highway 11 was also appreciated. It is agreed upon that two park access roads are critical to enter or leave Harmodon Park, especially for emergency response vehicles and severe weather emergencies.

Therefore, the following is offered to maintain two park access roads to Harmodon Park before and after the construction of the proposed SD100.

- The South Dakota Department of Transporation (SDDOT) agrees to maintain the current access to Harmodon Park until the completion of the 57th Street Interchange. At that time, the park access road to SD Highway 11 will be eliminated due to safety concerns imposed by its proximity to the 57th Street Interchange.
- An alternative road directly to 57th Street will provide the critical secondary park access. The park access road to 57th Street is included as a part of the BMP 401-2 Project and is the responsibility of the City of Sioux Falls (the City). Currently, the City is pursuing ownership of the property required to construct this alternative park access road. The alternative park

access road to 57th Street will be completed before the elimination of the park access road to SD Highway 11. Therefore, as requested by the City's Parks and Recreation Department, two park access roads will be maintained for traffic entering or leaving Harmodon Park.

Figure 3-6, attached and from the Supplemental EA shows the boundary of the Park and the proposed impacted area. The impacted area consists of the ROW needs of the preferred alternative based on the preliminary design and includes the area needed for a temporary construction easement. Figure 2, attached and from the BMP 401-2 project report shows the proposed park access road. The figure displays the proposed alignment of the park access road and the proposed SD100.

The proposed SD100 alignment will have a minor impact on Harmodon Park and will not adversely impact the activities, features, attributes, and functions of Harmodon Park that qualify the park for protection under Section 4(f).

As part of the design development process by the SDDOT, the ROW acquisition area required at Harmodon Park has been minimized to the extent practicable without compromising the Project's ability to meet the purpose and need as well as safety standards. Also, an alternative park road is provided to maintain critical access to Harmodon Park. SDDOT seeks signed concurrence from you (either via the signature block below or a comment letter by the Sioux Falls Parks and Recreation Department) on the Section 4(f) *de minimis* finding.

If there are any questions, please contact me at (605) 977-7740.

Thank you.

Sincerely,

Sioux Falls Parks and Recreation Department
Concurs with the Section 4(f) *de minimis* finding by FHWA

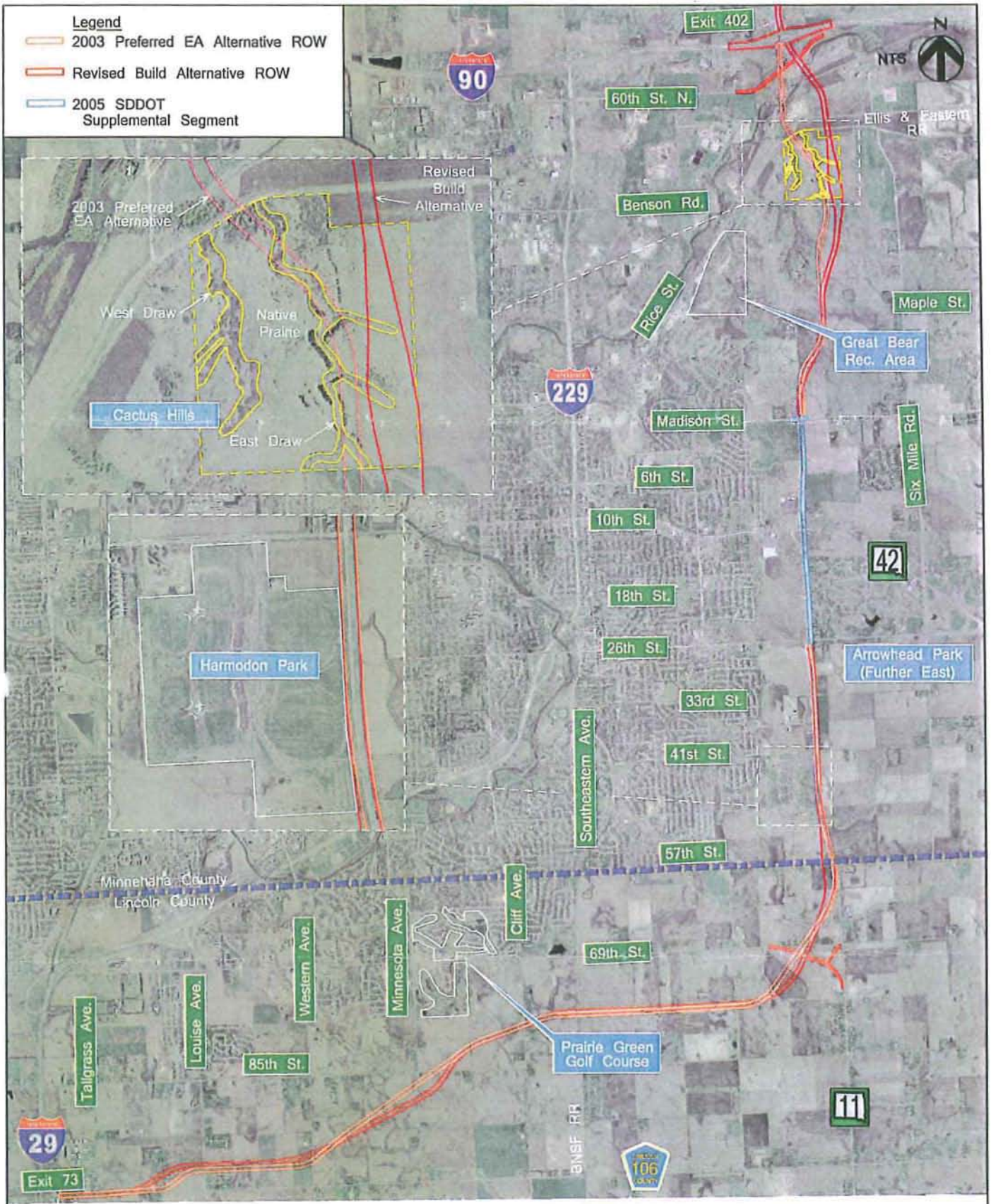
Dave Graves
SDDOT Environmental Engineer
Office of Project Development

_____

Date: _____

cc Mark Leiferman, SDDOT
Steve Hoff, HDR
Ginger Massie, FHWA
Shannon Aussen, City of Sioux Falls


PARK ACCESS ROAD TYPICAL SECTION
(APPROXIMATE LENGTH= 8,000')
HARMODON PARK
REMOVE ROADWAY
Unplatted
PROPERTY OWNER: CITY OF SIOUX FALLS
TOTAL WETLAND IMPACTS DUE TO CONSTRUCTION= 2.57 ACRES
ROADWAY WORK LIMITS
48" RCP (BY CITY OF SIOUX FALLS)
12'x8' PED CROSSING (BY CITY OF SIOUX FALLS)
3-10'x4' RCBC (BY CITY OF SIOUX FALLS)
12'x8' PED CROSSING (BY SDDOT)
3-10'x4' RCBC (BY SDDOT)
PARK ACCESS ROAD
PROPERTY OWNER: CITY OF SIOUX FALLS
POTENTIAL WETLAND MITIGATION LOCATION
ROADWAY WORK LIMITS
FUTURE 100.00 PROPERTY BOUNDARY
REFER TO FIGURE 1 FOR PROFILE VIEW OF THE PARK ACCESS ROAD
BMP 401-2 (57TH STREET POND)
3-12'x4' RCBC (BY CITY OF SIOUX FALLS)
57TH STREET
POND WORK LIMITS
TRAIL HIDDEN
27
PINE 1
CITY OF SIOUX FALLS
HARMODON PARK ACCESS ROAD SCHEMATIC
HDR
BMP 401-2 & 7-5 TRANS. STUDY
LINCOLN AND MINNEHAHA COUNTIES
SIOUX FALLS, SOUTH DAKOTA
2



Drawn by: B. Miller
Date: 03/08/07
Checked by: S. Hoff
Date: 05/30/07
Revision Date: 05/21/07

Parks, Rec. & Cactus Hills Areas
SD100 Corridor Preservation
P0100(101)405 PCN 00T7

Figure 3-6

Department of Transportation
Division of Planning/Engineering
Environmental Office
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

February 8, 2010

Mr. Don Kearney, Director
Sioux Falls Parks and Recreation
100 East 6th Street
Sioux Falls, SD 57104-5929

RE: Project No. P 0100(101)405
SD100 Corridor Preservation Project
Section 4(f) *De Minimis* Finding for Harmodon Park

Dear Mr. Kearney:

Thank you for your continued cooperation regarding the draft Supplemental Environmental Assessment (EA) for South Dakota Highway 100 (SD100) from Interstate (I-29) to Interstate (I-90) (Project). SD100 will be a limited access principal arterial roadway that will address future transportation system needs.

Section 4(f) requires that the USDOT determine whether a proposed highway project would adversely affect a Section 4(f) resource. Section 4(f) is considered in Section 3.20 of the Supplemental EA. The Supplemental EA analyzed if any public parks, recreation areas, wildlife or waterfowl refuges, or historic sites were within the SD100 alignment. During this analysis, the South Dakota Department of Transportation (SDDOT) determined that the proposed SD100 alignment would result in an encroachment of one public park, Harmodon Park. See attached Figure 3-6 from the Supplemental EA that displays the SD100 preferred alignment referred to as the Revised Build Alternative. The Supplemental EA also reviewed the SD100 alignment in accordance with Section 6(f). It is our understanding that no Land and Water Conservation Funds have been utilized for Harmodon Park; therefore a Section 6(f) evaluation is not required.

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. 109-59, amended existing Section 4(f) legislation at Section 138 of Title 23 and Section 303 of Title 49, United States Code, to simplify the processing and approval of projects that have only *de minimis* (trifling or minimal) impacts on lands protected by Section 4(f). If a project will affect a Section 4(f) resource, all feasible and prudent ways of avoiding this impact must be evaluated. During the preliminary alignment analysis of SD100, several alignment options were developed with a primary goal of reducing encroachment of the park. Existing and proposed development, including East Side Baptist Church, along the east side of the corridor eliminated the possibility of avoiding Harmodon Park. Therefore, the

alignment was centered along SD Highway 11 to minimize the impacts to both Harmodon Park and development to the east.

The affect of a Section 4(f) resource requires that coordination with the officials with jurisdiction over the potentially affected resource must occur. Harmodon Park is a public (city-owned) park and is located within the proposed SD100 alignment southwest of the intersection of 41st Street and SD Highway 11 (future SD100). The use of Harmodon Park is recreational, and therefore the park is considered to be protected as a Section 4(f) resource. Harmodon Park is a 15 field baseball and softball sports complex that hosts state, regional, and national tournaments.

The proposed impact area consists of ROW needs of the preferred alternative based on the preliminary design completed to date. Figure 1 (attached) displays the boundary of the Park and the proposed impact area. The encroachment calculated from preliminary design requires a permanent encroachment of 1.17 acres for the SD100 ROW. The impact area also includes the preliminary temporary easement requirements where construction activities such as dirt grading, erosion control, and permanent seeding would occur. Preliminary design has identified approximately 0.90 acres of temporary construction easement needed.

Also, the SD100 alignment would eliminate the current access road that exists on SD Highway 11 that allows traffic to enter and leave Harmodon Park. Due to safety concerns imposed by its proximity to the proposed 57th Street Interchange, this access road will be eliminated in accordance with the SDDOT SD100 Access and Noise Plan developed in February 2007. To accommodate access to Harmodon Park, the City of Sioux Falls (City) will be constructing a permanent park entrance from 57th Street. The proposed construction for the permanent entrance will be in either 2011 or 2012. If construction of the access roadway from 57th Street is not constructed before SD100, the SDDOT agrees to maintain the current access to Harmodon Park until the new park entrance is complete. To accommodate the construction of the park entrance road, the City has recently acquired the right-of-way necessary to build the park entrance road.

The encroachment and elimination of the current access road is a result from the need to widen existing SD Highway 11 to accommodate the SD100 corridor. The proposed SD100 alignment will have a minor impact on Harmodon Park and will not adversely impact the activities, features, attributes, and functions of Harmodon Park that qualify the park for protection under Section 4(f).

As part of the design development process, the necessary right-of-way (ROW) acquisition and temporary easement area required at Harmodon Park has been minimized to the extent practicable without compromising the Project's ability to meet the purpose and need as well as safety standards. SDDOT seeks signed concurrence from you (either via signature block below or a comment letter by the Sioux Falls Parks and Recreation Department) on the Section 4(f) *de minimis* finding.

If there are any questions, please contact me at (605) 773-3721.

Sincerely,

Terry Keller
Environmental Supervisor

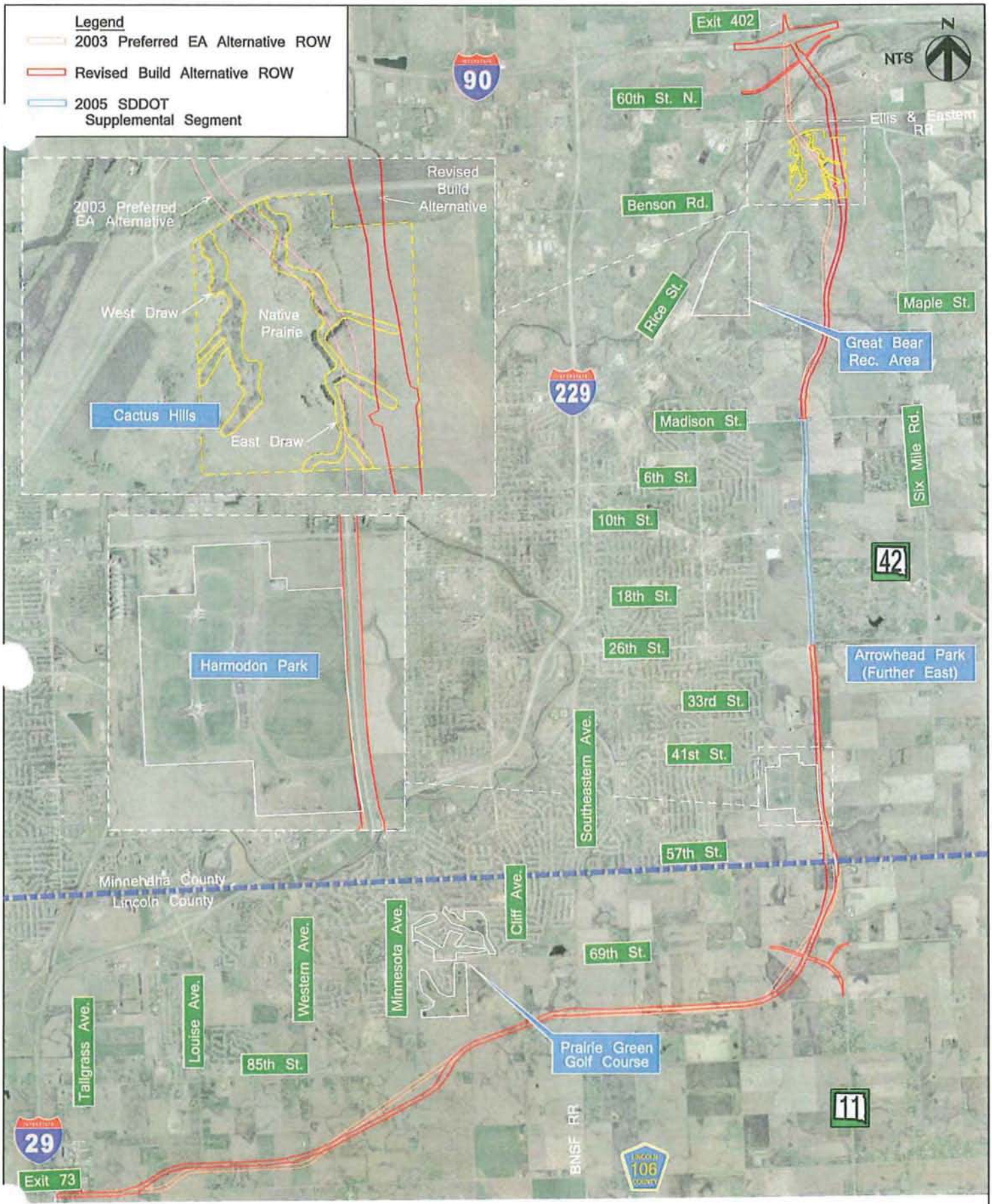
Attachments

Cc: Ginger Massie, FHWA
Mark Leiferman, SDDOT
Shannon Ausen, City of Sioux Falls
Steve Hoff, HDR Engineering

Sioux Falls Parks and Recreation Department concurs with the Section 4(f) *de minimis* finding for SD100.

_____

Date: 5.4.10



Checked by: S. Hoff
Date: 05/30/07

Revision Date: 06/21/07
02/03/2010

Parks, Rec. & Cactus Hills Areas

SD100 Corridor Preservation
P0100(101)405 PCN 00T7

Figure 3-6

Drawn by: B. Miller Date: 2/01/2010 Checked by: B. Baker Date: 2/01/2010 Revision Date:	South Dakota DOT	HDR	Harmodon Park SD100 Corridor Preservation P0100(101)405 PCN 00T7	Figure 1

CITY OF SIOUX FALLS
PARKS AND RECREATION
100 East Sixth Street, Sioux Falls, SD 57104-5929
605-367-8222 • FAX 605-367-8234
TTY/Hearing Impaired 605 367 7039
www.siouxfalls.org

May 6, 2010

Terry Keller, Environmental Supervisor
Department of Transportation
Division of Planning/Engineering
Environmental Office
700 East Broadway Avenue
Pierre, SD 57501-2586

Dear Terry:

Attached is documentation relating to the *de minimis* finding for SD100. This documentation has been signed by Mayor Munson. Please contact us right away if you need any additional documentation.

Thank you.

Don Kearney
Director of Park and Recreation

CC: Dave Fischer, City of Sioux Falls
Mark Cotter, City of Sioux Falls
Chad Huwe, City of Sioux Falls
Tory Miedema, City of Sioux Falls
Robert Amundson, City of Sioux Falls

Department of Transportation
Division of Planning/Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

MAY 10 2010
South Dakota SHPO

May 6, 2010

Pursuant to 36 CFR part 800.13 If historic properties are discovered or unanticipated effects on historic properties found after the agency official has completed the Section 106 process, the agency official shall avoid, minimize or mitigate the adverse effects to such properties and notify the SHPO/THPO, and Indian tribes that might attach religious and cultural significance to the affected property within 48 hours of the discovery.

Amy Rubingh, Review & Compliance Archaeologist
State Historic Preservation Office
Cultural Heritage Center
900 Governors Drive
Pierre, SD 57501-2217

RE: Continuation of Project 071009009F Evaluation/Effect
EM-P 0100(101)405, PCN 00T7, Minnehaha and Lincoln Counties
East Side Corridor (SD100)

Dear Ms. Rubingh:

SHPO concurrence on a determination of No Adverse Effect was approved to this project on November 6, 2007. At that date various parcels of land tied to this project were not investigated.

The Archeology Laboratory, Augustana College (ALAC) has conducted 'An Addendum to the Report: A Level III Cultural Resources Evaluation of the Proposed South Dakota Department of Transportation Eastside Highway Corridor (SD100) Realignment Project Alterations, Sioux Falls, Minnehaha and Lincoln Counties, South Dakota' dated April 2010. This addendum to the report is to augment the parcels that were not available for investigation with the previous Level III Evaluation Report dated July 24, 2007. A copy of the April 2010 report is attached for your information.

An additional forty-four (44) land parcels were investigated in a manner analogous to that employed during the previous investigations. No historic properties were documented during this most recent survey and no further archaeological work is recommended.

Based on the April 2010 report and the information referenced above, I am requesting SHPO's concurrence on the determination of No Adverse Effect incorporate the additional 44 parcels. If you have any questions, please feel free to contact me.

Sincerely,

Tom Lehmkuhl
Environmental Engineer
Office of Project Development
605.773.3180

SECTION 106 DETERMINATION
Based upon the information provided to the South Dakota State Historic Preservation Office on 5/10/10, I concur with your agency's determination of "No Adverse Effect" for this undertaking.
Jay D. Vogt
State Historic Preservation Officer (SHPO)
By: Amy Rubingh
5/19/10 071009009F
Date SHPO Project #

SECTION 106 CONSULTATION
Concurrence of the State Historic Preservation Office does not relieve the federal agency official from consulting with other appropriate parties, as described in 36 CFR Part 800.2(c).

Attachments

Department of Transportation

Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 FAX: 605/773-6608

05/17/2010

Scott Larson, Acting Field Supervisor
U.S. Fish & Wildlife Service
420 Garfield - Suite 400
Pierre, SD 57501-5408

RE: P0100(101) 405 PCN 00T7
Minnehaha and Lincoln Counties – S of I90 at Exit 402
New limited access hwy alignment

Dear Mr. Gober:

Attached for your review is information on the above bridge replacement project and a BA for the project. I am requesting your concurrence with the BA's and any comments you may have regarding wetland easements, refuges, etc. that may be located along this project.

Please call if you have any questions.

Sincerely,

Ruth Howell

Ruth Howell, Wildlife Biologist
Office of Project Development
605-773-5679

Attachments

Biological Assessment for:

P 0100(101)405	MINNEHAHA COUNTY	PCN 00T7	STRUCTURE NUMBER:

1. Project Description: Structure Replacement and Approach Grading

	Existing: Box Culvert	Proposed: Unknown
Type:		
Size:	Twin 12' x 7'	
Construction:	precast concrete with downstream riprap	
Impacted Stream Length:	82 feet	

2. Project Location:

Latitude: 43.601765
Longitude: -96.6533
Stream Name: Slip Up Creek

Section(s): 25 36
Township(s): 102N
Range(s): 49W

3. Eligibility for inclusion under the 08/12/2008 Endangered Species Act Programmatic Formal Section 7 Consultation Biological Opinion regarding Stream-Crossing Projects Administered/Funded by the South Dakota Department of Transportation and the Federal Highway Administration.

Does this project involve a stream crossing?	YES	X	NO	
Is this a State or a County Project?	STATE	X	COUNTY	
Does the structure size fit the description of the proposed action as described in the Biological Opinion?	YES	X	NO	
Will the construction methods used fit the requirements set forth in the Biological Opinion?	YES	X	NO	
Do the affects to federally listed species coincide with those listed in the Biological Opinion? If No, see explanation under Comments in Section 4.	YES	X	NO	
Is this project Eligible of inclusion under the Biological Opinion?	YES	X	NO	

4. Affects to Listed Species of South Dakota

SPECIES	DETERMINATION	COMMENTS
WESTERN PRAIRIE FRINGED ORCHID	No Affect	
PALLID STURGEON	No Affect	
TOPEKA SHINER	May Affect, Likely To Adversely Affect	Slip Up Creek is known to harbor suitable habitat for Topeka Shiners.

5. Special Provision: Most current version of the Topeka Shiner Provision will be included in the project

6. Conservation Recommendations:

dditional Comments:

Submitted By: Ruth E Howell
Ruth E Howell

Submittal Date:
17-May-10

Biological Assessment for:

P 0100(101)405	MINNEHAHA COUNTY	PCN 00T7	STRUCTURE NUMBER:

1. Project Description: New Structure over Big Sioux River - Part of a new limited access highway project.

	Existing: N/A	Proposed: Bridge
Type:		
Size:		780' long
Construction:		
Impacted Stream Length:	N/A	estimated 200'

2. Project Location:

Latitude: 43.604761
Longitude: -96.647204
Stream Name: Big Sioux

Section(s): 30
Township(s): 102N
Range(s): 48W

3. Eligibility for inclusion under the 08/12/2008 Endangered Species Act Programmatic Formal Section 7 Consultation Biological Opinion regarding Stream-Crossing Projects Administered/Funded by the South Dakota Department of Transportation and the Federal Highway Administration.

Does this project involve a stream crossing?	YES	X	NO	
Is this a State or a County Project?	STATE	X	COUNTY	
Does the structure size fit the description of the proposed action as described in the Biological Opinion?	YES	X	NO	
Will the construction methods used fit the requirements set forth in the Biological Opinion?	YES	X	NO	
Do the affects to federally listed species coincide with those listed in the Biological Opinion? If No, see explanation under Comments in Section 4.	YES	X	NO	
Is this project Eligible of inclusion under the Biological Opinion?	YES	X	NO	

4. Affects to Listed Species of South Dakota

SPECIES	DETERMINATION	COMMENTS
WESTERN PRAIRIE FRINGED ORCHID	No Affect	
PALLID STURGEON	No Affect	
TOPEKA SHINER	May Affect, Likely To Adversely Affect	The Big Sioux is known to harbor suitable habitat for Topeka Shiners.

5. Special Provision: Most current version of the Topeka Shiner Provision will be included in the project

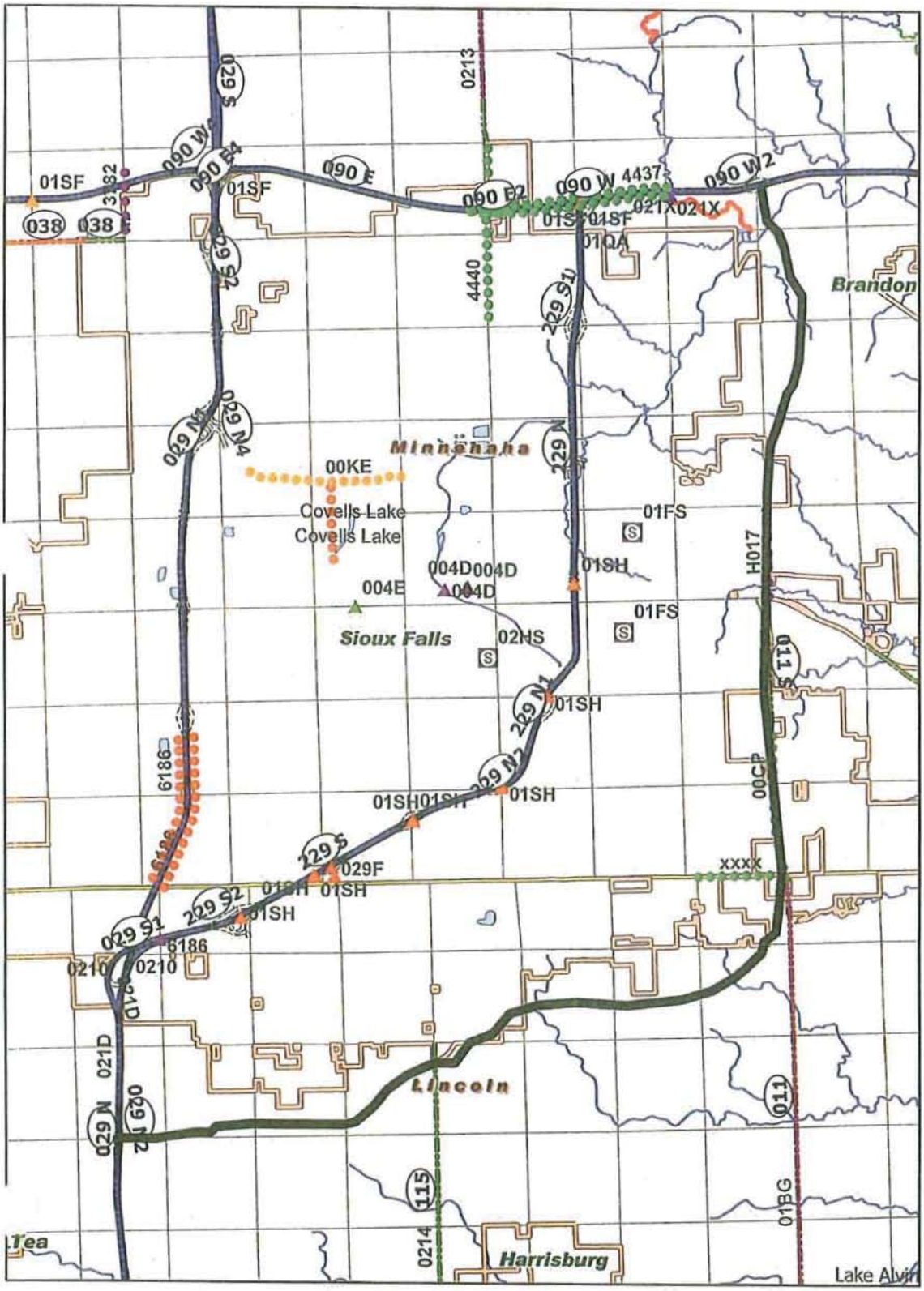
6. Conservation Recommendations:

Additional Comments:

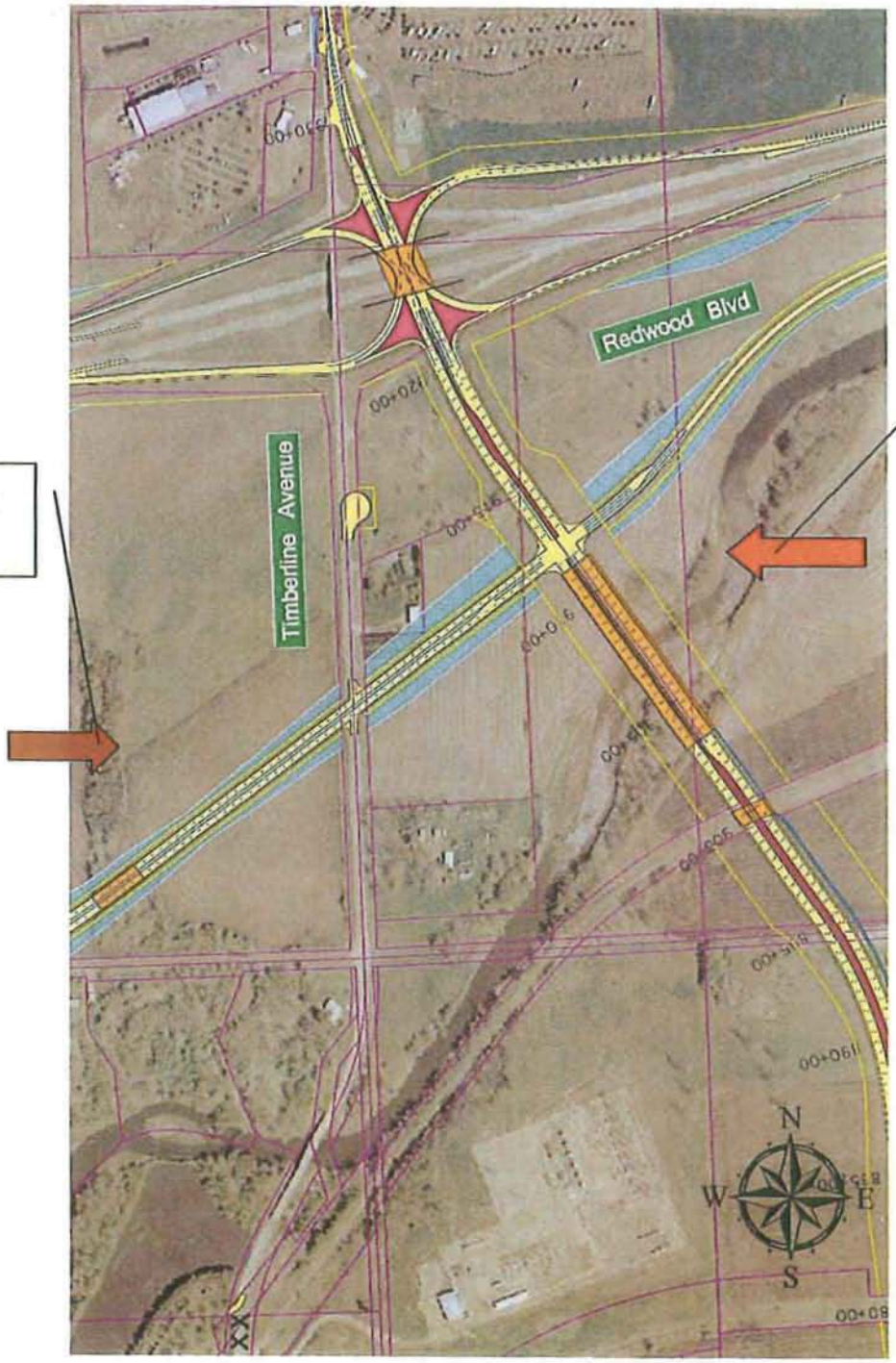
Submitted By: Ruth E Howell
Ruth E Howell

Submittal Date:
17-May-10

Minnehaha/Lincoln County 00T7 - East Side Corridor



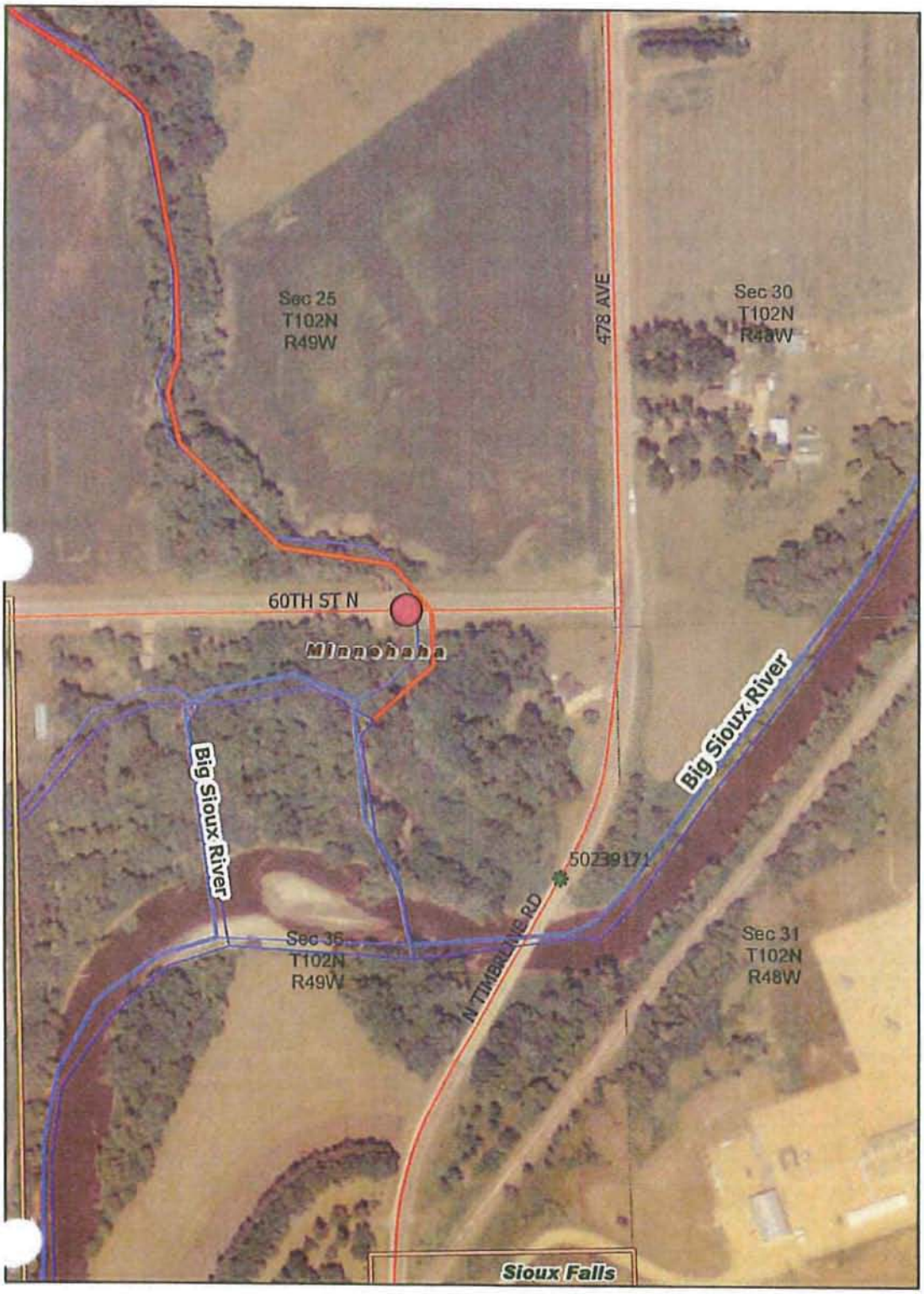
Possible alignment over the Big Sioux and Slip Up Creek:



Slip Up Creek

Big Sioux

Minnehaha/Lincoln County 00T7 - East Side Corridor



Legend

Topeka Shiner:

-- Low probability

-- High

● Slip Up Creek bridge

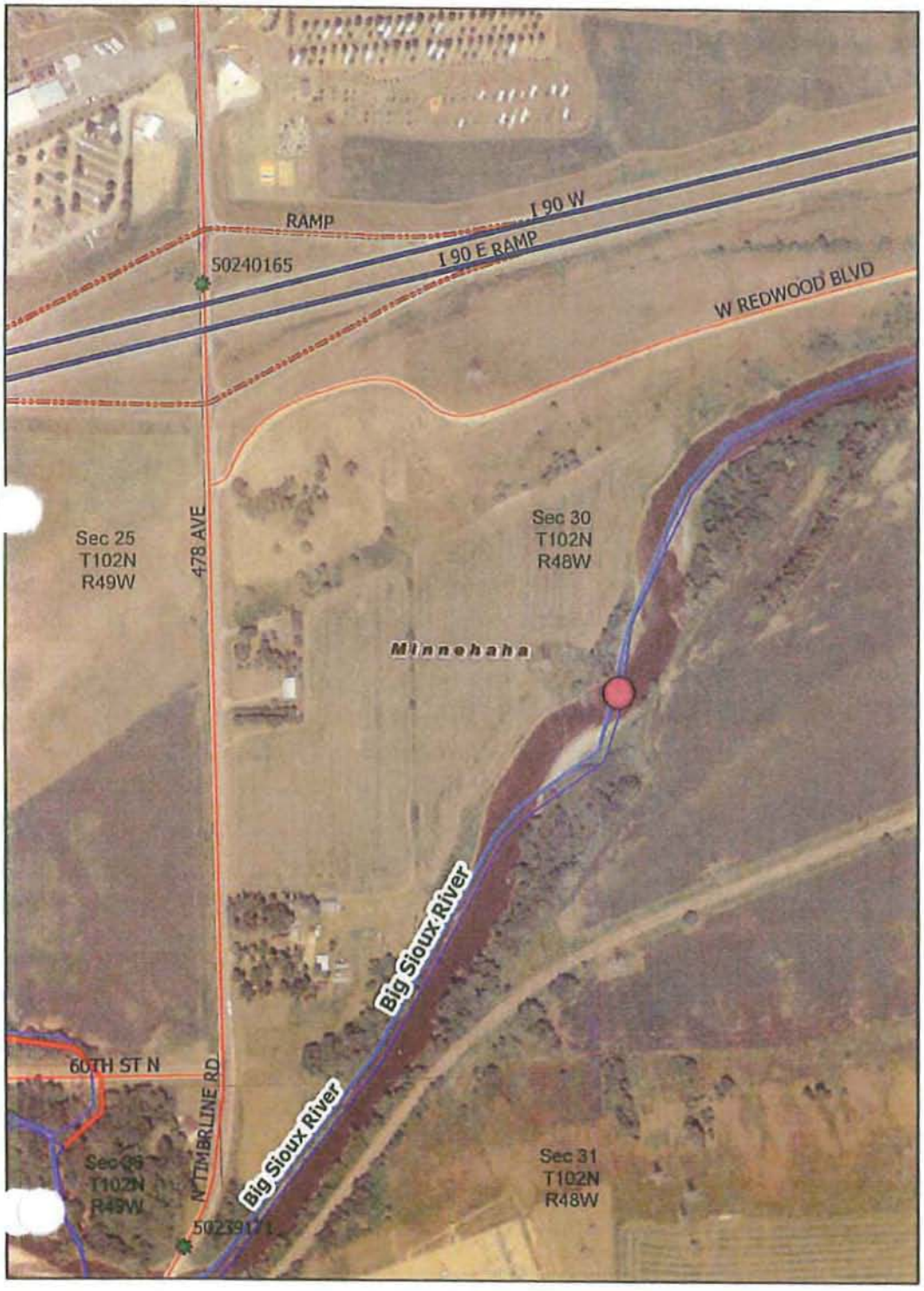
Miles

0 0.020.04 0.08 0.12 0.16

Figure 1: Outlet of box

Figure 2: Downstream riprap

Minnehaha/Lincoln County 00T7 - East Side Corridor



Legend

Topeka Shiner:

-- Low probability

-- High

Big Sioux Crossing - Potential site

Miles

0 0.030.06 0.12 0.18 0.24

MEMORANDUM

TO: Mark Leiferman
Chief Road Design Engineer

FROM: HDR Engineering, Inc.

SUBJECT: Draft Scope

DATE: June, 2009

RE: P 0100(101)405, Lincoln and Minnehaha Counties PCN 00T7
Proposed SD100 located south and east of Sioux Falls (Begins at I-29 Exit 73, Project goes east to SD Hwy 11 and then north to I-90 near Exit 402) (The segment of SD100 from 26th Street to Madison Street is not included in this scoping document.) Construction of a new limited access roadway and will consist of grading, PCC Paving, curb & gutter, storm sewer, structures, lighting, traffic signals, signing, and striping.

INDEX:

HDR was hired by the South Dakota Department of Transportation (SDDOT) to prepare right-of-way (ROW) Plans and H-Plats as developed through preliminary scoping. The original scope for HDR was to utilize the alignment determined during the 2001 Environmental Assessment process and conduct preliminary design of major design components (major drainage, grade separated crossings, lane requirements at intersections, etc.) to identify ROW and temporary work easement limits to a level that ROW H-Plats and ROW Plans could be developed. During the scoping process, the SDDOT and HDR identified issues regarding the alignment of the 2003 EA corridor and identified a need to re-visit the alignment. HDR revised the alignment at several locations along the corridor and prepared a supplement to the EA. As of June 2009, the supplement to the EA is being reviewed by the FHWA.

During the alignment selection process, HDR and SDDOT conducted several public meetings including a Public Hearing to discuss the changes to the original alignment. Also, HDR prepared several design memos to address design issues that came during the process. These memos are included / referenced in this scoping document.

When Final Design begins on each of the segments of the project, several facets of the design will have to be updated. These include:

- Drainage: HDR did conduct a drainage analysis of the major drainage through the project. However the minor drainages will require pipe sizing. Also, the storm sewer system for the urban section has not been analyzed.
- Intersection Signals: It has been determined that traffic signals will be required at all at-grade intersections.
- The preliminary design was designed based on the City of Sioux Falls aerials and the 2' contours. Final design will require a detailed topographic survey prior to final design.
- A preliminary hydraulic study was completed for the Big Sioux River crossing. A final report will be required during final design.

Listed below are unresolved project issues:

- Final scopes will be prepared for each respective project to address any unresolved issues that may occur. These final scopes will also provide guidance for tie in points as the corridor is anticipated to be constructed in segments as noted on previous page.

Project Number(s)	P 0100(101)405
PCN	00T7
County(s)	Minnehaha and Lincoln
Length Hwy, MRM to MRM	16.4 mi. SD Hwy 100, Beg 0.0 to End 16.4
Location of Project	Minnehaha and Lincoln Counties, Sioux Falls
Type of Improvement	Construction of a new limited access roadway and will consist of grading, PCC Paving, curb & gutter, storm sewer, structures, lighting, traffic signals, signing, and striping.
Fiscal Year , Cost & STIP category	Refer to project segments in Executive Summary and Map Layout
Preferred Letting Date	Open
ɔordinators	Scope Coordinator – Mark Leiferman Design Coordinator – Mark Leiferman Construction Contact – Craig Smith

SUMMARY:

Within the corridor of SD100, approximately 53 acres of wetlands will be affected based on desktop determination of wetland boundaries. During the preliminary design of the Revised Build Alternative, the alignment was shifted when possible to avoid impacts to wetland areas and the impacts were determined corridor (See Figure 3-4d). The wetland impacts for the project do include the realignments of 69th Street, Redwood Boulevard, and 60th Street North, and the interchanges of 57th Street, Benson, and 1-90/N. Timberline. Wetland impacts are unavoidable because the wetlands extend for several hundred feet on either side of the proposed roadway.

A USACE Section 404 permit, with Section 401 Water Quality Certification from SDDENR, will be required for any fill activities in jurisdictional wetlands or waters of the U.S. A permit application would be submitted to USACE prior to commencement of construction activities for the Project. Also, formal wetland delineation would be conducted to identify precise wetland boundaries for submittal with the application.

During final design, impacts to wetlands and other waters of the U.S. would be minimized to the extent possible. For remaining wetlands that cannot be avoided, mitigation measures would be undertaken. A mitigation concept would be prepared for the USACE Section 404/401 permit application, and a wetland mitigation plan would be developed and coordinated with the resource agencies. For wetlands found not to be under USACE jurisdiction, Federal Highway Administration regulations (23 CFR 777.9) would apply and mitigate for permanent impacts to wetlands required. Wetland mitigation will be proposed on-site when applicable or through the use of a mitigation bank.

The SD100 corridor will involve bridge crossings of the Big Sioux River and Slip-Up Creek, both of which are considered jurisdictional waters of the U.S. SD100 will cross the Big Sioux River requiring a bridge. The reach of the Big Sioux River affected by SD100 lies in a FEMA-designated floodplain and has a defined floodway. The total estimated area of additional encroachment into the Big Sioux River 100-year floodplain is approximately 6.5 acres. The total estimated area of additional encroachment of the Big Sioux River 100-year floodplain is approximately 9.8 acres for 60th Street North and Redwood Boulevard. The total estimated area of 500-year floodplain is approximately 7.7 acres for SD100, 8.4 acres for 60th Street North, and 2.2 acres for Redwood Boulevard.

Once FEMA approval process is complete and the FIS for the City of Sioux Falls is updated, the reach of the Big Sioux River affected by the Revised Build Alternative will have an updated FEMA-designated floodplain and floodway. A preliminary bridge hydraulic evaluation was performed on the SD100 crossing of the Big Sioux River. Given FHWA has a requirement of a no rise for any work performed in the floodway a CLOMR will be required with mitigation to affected structures. In order to effectuate a CLOMR application, the owners of all structures impacted by changes to the BFE's would need to be addressed. Based on the effects of a bridge carrying SD100 over the Big Sioux River, it is recommended that a CLOMR be requested during final design that considers the impacts of a 780' bridge. The exact number of structures impacted by an increase in the BFE will be dependant on the potential removal of the existing bridge carrying Timberline Avenue over the Big Sioux River. A 780' bridge would impact a minimum of 2 structures and may increase depending on the fate of the existing bridge on Timberline Avenue.

The Project also includes a crossing of Slip-Up Creek which also has a designated 100-year and 500-year floodplain (FEMA, 1982). A bridge hydraulic evaluation was performed on the 60th Street North crossing of Slip-Up Creek. During final design, coordination with the two structures for the Big Sioux River and Slip-Up Creek crossings will be required.

A Section 10 permit is occasionally required in addition to Section 404 and 401 permits (discussed in Section 3.14) when work is being done in, over, or under a navigable water of the U.S. According to the USACE's Omaha District office, which has jurisdiction in the Sioux Falls area, the stretch of the Big Sioux River located in the project are is not regulated under Section 10. As such, a Section 10 permit would not be required.

Drainage Survey needs as shown shaded in red.
ZONE AE
ZONE X
ZONE A
INTERSTATE 90
COUNTY ROUTE 136
Slip Up Creek
BURLINGTON NORTHERN RAILROAD
CHICAGO AND NORTH W
Exit 402
121
25
30
60th St.
Rice St.
LIMIT OF STUDY

Department of Transportation

Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 FAX: 605/773-6608

May 17, 2010

Leslie Petersen
SD Dept. of Game, Fish & Parks
Joe Foss Building
Pierre, SD 57501

RE: P0100(101) 405 PCN 00T7
Minnehaha and Lincoln Counties – S of I90 at Exit 402
New limited access hwy alignment

Dear Ms. Petersen:

Attached is information on the above project. Please comment on any of the following topics that pertain to your agency:

1. Wetland Locations	8. Section 404 Permits
2. Threatened or Endangered Species	9. Section 10 Permits
3. Refuges	10. Air Quality
4. SDGF&P Game Production Areas	11. Hazardous Waste
5. SDGF&P Recreation Areas	12. Land & Water Conservation Funds
6. Parks	13. Underground Storage Tanks
7. Water Quality Standards	

Please submit your comments as soon as possible, so that the project's environmental documentation can be completed, and the project can be let and constructed in a timely manner.

Sincerely,

Ruth Howell
Office of Project Development
605-773-5679

Attachment

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
420 South Garfield Avenue, Suite 400
Pierre, South Dakota 57501-5408

July 16, 2010

Ruth Howell, Wildlife Biologist
South Dakota Department of Transportation
Office of Project Development
700 East Broadway Avenue
Pierre, South Dakota 57501-2586

Re: Project P 0100(101)405, PCN 00T7 (East Side Corridor), Minnehaha and Lincoln Counties, South Dakota

Dear Ms. Howell:

This letter is in response to your request dated May 17, 2010, for environmental comments regarding the above referenced project involving replacement of an existing box culvert over Slip-Up Creek and a new structure over the Big Sioux River. Both structures are associated with the East Side Corridor Project in Lincoln and Minnehaha Counties; a new alignment around the southern and eastern side of the City of Sioux Falls, South Dakota.

For the purposes of Endangered Species Act compliance, the project meets the criteria for inclusion under the August 11, 2008, programmatic biological opinion: "Stream-Crossing Projects Administered/Funded by the South Dakota Department of Transportation and the Federal Highway Administration."

The proposed new bridge will impact the Big Sioux River, which has been classified by the U.S. Fish and Wildlife Service (Service) as a Class III, Substantial Fishery Resource. Riverine and riparian areas are among the highest resource priorities in this region of the Service. We recommend minimization of impacts to these resources and mitigation of all unavoidable habitat losses. The following methods should be implemented to minimize environmental impacts:

1. Instream work should not be undertaken during fish spawning periods. Most spawning occurs April – July.

2. Stream bottoms and wetlands impacted by construction activities should be restored to pre-project elevations.

3. Removal of vegetation and soil should be accomplished in a manner to reduce soil erosion and to disturb as little vegetation as possible.

4. Grading operations and reseeding of native species should begin immediately following construction.

5. If trees or brush will be impacted by the project, a ratio of at least 2:1 acres planted versus acres impacted should be incorporated into mitigation plans for the project.

The proposed project involves new construction in areas currently undeveloped. The potential for impacts to migratory birds exist in the path of the new alignment and at the proposed new bridge crossing. We recommend initiation of project construction or soil disturbance activities outside of the primary breeding season for most migratory birds (approximately mid April to mid July) if possible.

If changes are made in the project plans or operating criteria, or if additional information becomes available, the Service should be informed so that the above determinations can be reconsidered.

The Service appreciates the opportunity to provide comments on this project. If you have any questions on these comments, please contact Natalie Gates of this office at (605) 224-8693, Extension 227.

Sincerely,

Scott Larson

Scott Larson
Field Supervisor
South Dakota Field Office

DEPARTMENT OF GAME, FISH, AND PARKS
Foss Building
523 East Capitol
Pierre, South Dakota 57501-3182

July 26, 2010

Ms. Ruth Howell
South Dakota Department of Transportation
Office of Project Development- Environmental
700 East Broadway Avenue
Pierre, SD 57501

RE: P0100(101) 405 PCN 00T7
Minnehaha and Lincoln Counties – S of I90 at Exit 402
New limited access hwy alignment

Dear Ms. Howell:

This letter is in response to your request for environmental comments regarding the above referenced project involving the construction of new structures over the Big Sioux River and Slip Up Creek in Minnehaha and Lincoln counties.

Topeka shiners (*Notropis topeka)* are known to occupy numerous small streams within eastern South Dakota in the watersheds of the Big Sioux, Vermillion and James Rivers. Work is proposed in the Big Sioux River and in Slip Up Creek, a tributary of the Big Sioux River, and both have the potential to be inhabited by Topeka shiners. Therefore, we are recommending that the South Dakota Department of Transportation implement their Best Management Practices for Topeka shiners.

Thank you for the opportunity to provide comments on this project. If you have any questions, or if the project design changes, please contact me at 605.773.6208.

Sincerely,

Leslie Murphy

Leslie Murphy
Aquatic Resource Coordinator

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
420 South Garfield Avenue, Suite 400
Pierre, South Dakota 57501-5408

September 15, 2010

Ms. Ruth Howell, Wildlife Biologist
South Dakota Department of Transportation
Office of Project Development
700 East Broadway Avenue
Pierre, South Dakota 57501-2586

Re: Project P 0100(101)405, PCN 00T7, East Side Corridor Project, Spring Creek Crossings, Lincoln and Minnehaha Counties, South Dakota

Dear Ms. Howell:

This letter is in response to your request dated August 23, 2010, for environmental comments regarding the above referenced project involving stream-crossing structures over Spring Creek as part of the East Side Corridor limited access highway (SD 100) proposed to be constructed south and east of the City of Sioux Falls in Lincoln and Minnehaha Counties, South Dakota. Our office has submitted numerous correspondences on this project including information relative to wetland impacts, the Cactus Hills area, migratory birds, federally listed species, and more.

As anticipated, the August 11, 2008, programmatic biological opinion was completed and may be utilized to address stream-crossings associated with this project. For the purposes of Endangered Species Act compliance and based on the information provided in your project proposal, the Spring Creek stream-crossings meet the criteria for inclusion under the programmatic biological opinion: *Stream-Crossing Projects Administered/Funded by the South Dakota Department of Transportation and the Federal Highway Administration.*

That programmatic consultation addresses the Western prairie fringed orchid with a determination of "no effect," applying only to stream-crossings projects. Such projects are typically small-scale and not anticipated to impact any currently undocumented specimens of the plant that may remain in the state. However, we note that the larger associated project (SD 100) will impact a larger area with some locations not previously developed. Surveys for the Western prairie fringed orchid were performed relative to the original SD 100 corridor, and no individuals of the species were found. However, our files indicate that conditions at the time of survey were not optimal (relatively dry) for detection of this plant. Additionally, the proposed alignment of SD 100 changed somewhat, requiring a supplement to the Environmental Assessment for this

project. In our January 3, 2003, letter to the Federal Highway Administration (copy enclosed), we recommended consideration of additional future surveys for the Western prairie fringed orchid when conditions for detection improved, and we continue to encourage that, particularly in light of the alignment change.

Additionally, migratory bird habitats may be impacted by the new SD 100 if the new alignment will impact undeveloped habitats. Direct loss of habitat as well as indirect avoidance by birds as a result of increased traffic and human activities along the roadway may be anticipated. As per Executive Order 13186 concerning the responsibilities of Federal agencies to protect migratory birds, we recommend development of an offsetting measures plan to compensate for lost avian habitat in the SD 100 project area. This plan may include, but may not be limited to, such actions as restoration of the degraded native prairie in the local area, purchase of lands in fee title, or acquisition of conservation easements that will benefit migratory birds long-term. We are willing to assist the South Dakota Department of Transportation and the Federal Highway Administration in the development of such a plan.

If changes are made in the project plans or operating criteria, or if additional information becomes available, the Service should be informed so that the above determinations can be reconsidered.

The Service appreciates the opportunity to provide comments on this project. If you have any questions on these comments, please contact Natalie Gates of this office at (605) 224-8693, Extension 227.

Sincerely,

Scott Larson

Scott Larson
Field Supervisor
South Dakota Field Office

Enclosure

cc: FHWA; Pierre, SD
(Attention: Ginger Massie)

SOUTH DAKOTA
Game, Fish & Parks

DEPARTMENT OF GAME, FISH, AND PARKS
Foss Building
523 East Capitol
Pierre, South Dakota 57501-3182

September 28, 2010

Ruth Howell
Office of Project Development
SD Department of Transportation
700 E. Broadway Avenue
Pierre, SD 57501

Dear Ruth:

I have reviewed your letter of August 24, 2010, addressed to Dave Ode, regarding potential impacts of P0100(101) 405 PCN 00T7 – limited access highway alignment in Minnehaha and Lincoln counties.

Upon review of the South Dakota Natural Heritage Database, it appears that this area potentially lies within the known area occupied by the lined snake. While we do not know the precise distribution of this species, based upon the habitat where it has been collected, this project appears to avoid the better quality habitat and leave a larger piece of habitat intact.

We would appreciate receiving reports of any sightings during the project period.

Sincerely,

Eileen D. Stukel

Eileen Dowd Stukel
Wildlife Diversity Coordinator

Department of Transportation
Division of Planning/Engineering
Environmental Office
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

October 19, 2010

Mr. Don Kearney, Director
Sioux Falls Parks and Recreation
100 East 6th Street
Sioux Falls, SD 57104-5929

RE: Project No. P 0100(101)405
SD100 Corridor Preservation Project
Addendum to Section 4(f) *De Minimis* Finding for Harmodon Park

Dear Mr. Kearney:

On May 5, 2010 signatory concurrence was provided by Mayor Dave Munson to a Section 4(f) *De Minimis* Finding for Harmodon Park. This *De Minimis* Finding is a component to the draft Supplemental Environmental Assessment (EA) for South Dakota Highway 100 (SD100) from Interstate (I-29) to Interstate (I-90) (Project).

Following Mayor Munson's concurrence it was later discovered that an additional easement would be necessary in the Harmodon Park area located between the baseball fields and the SD100 preferred alignment. This will be a temporary right-of-way (ROW) easement and is required only for constructing a grassy swale drainage ditch to carry water. The total area needed for the temporary ROW easement is 4.34 acres.

Attached are two aerial photos that show the drainage ditch and the associated easement needed. The work limits to the drainage ditch are designated by the dashed red lines within the green hatched (easement) area located on the top portion of the maps.

This drainage ditch was identified in the City of Sioux Falls Regional BMP study that was completed by HDR. Thus the City Engineering staff is aware of this work that needs to be conducted.

Changes to the Section 4(f) property at Harmodon Park are very minimal with this proposed drainage ditch work. Once the drainage ditch is constructed, all other previous functionality will be restored. Thus the proposed drainage ditch will not adversely impact the activities, features, attributes, and functions of Harmodon Park that qualify the park for protection under Section 4(f).

SDDOT seeks signed concurrence from you (either via the signature block below or a comment letter by the Sioux Falls Parks and Recreation Department) on this addendum to the Section 4(f) *de minimis* finding.

If there are any questions, please contact me at (605) 773-3721.

Sincerely,

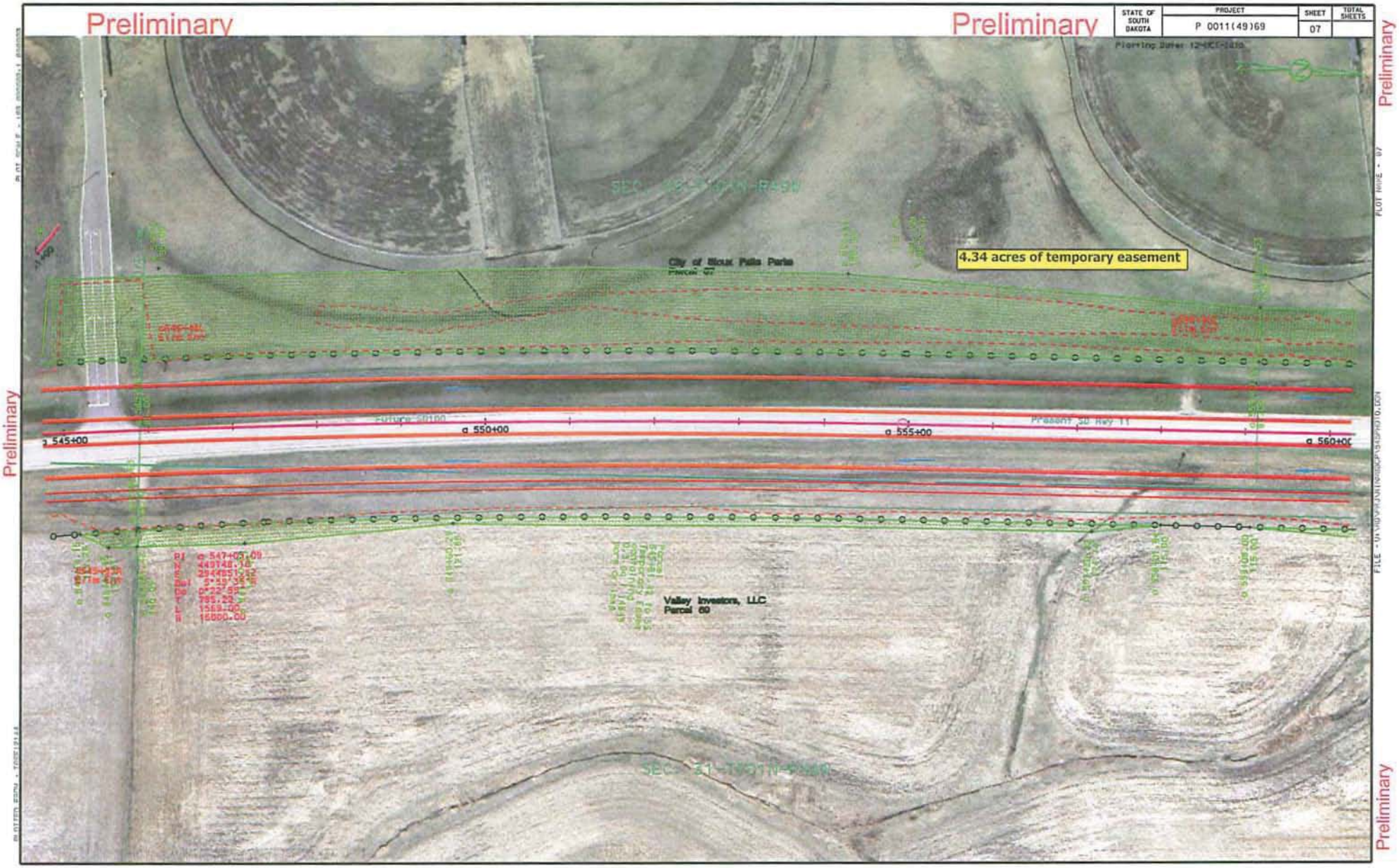
Terry Keller
Environmental Supervisor

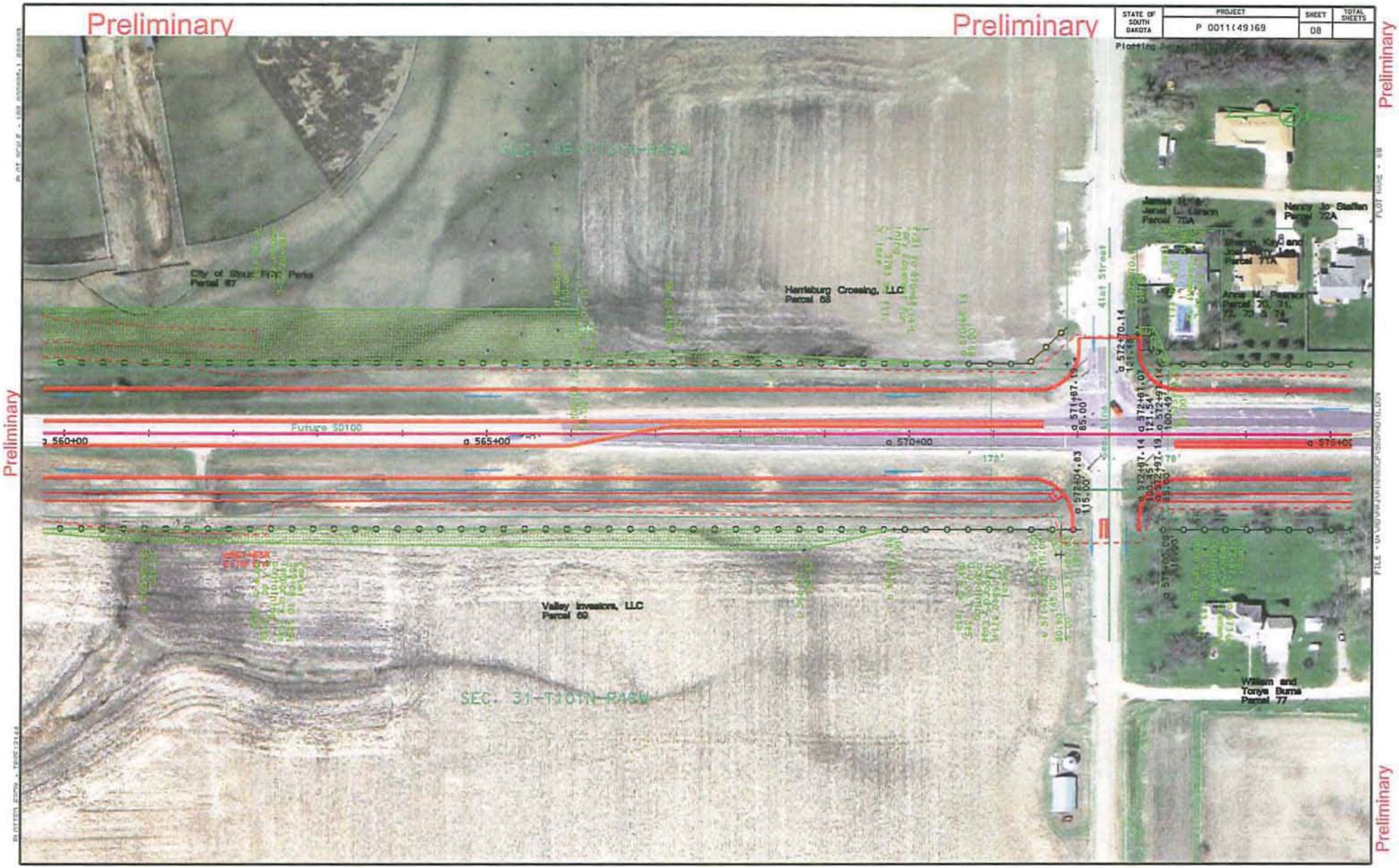
Attachments

Cc: Ginger Massie, FHWA
Mark Leiferman, SDDOT
Shannon Ausen, City of Sioux Falls
Steve Hoff, HDR Engineering

Sioux Falls Parks and Recreation Department concurs with the addendum to Section 4(f) *de minimis* finding for SD100.

Date: 10/21/10


Preliminary
Preliminary
STATE OF SOUTH DAKOTA
PROJECT
P 0011(49)69
SHEET
07
TOTAL SHEETS
4.34 acres of temporary easement
City of Sioux Falls Parks
Parcel 62
Valley Investors, LLC
Parcel 69
Future 50100
Present SD Hwy 11
Preliminary
Preliminary
Preliminary
Preliminary


Preliminary
Preliminary
STATE OF SOUTH DAKOTA
PROJECT
P 0011(49)69
SHEET
08
TOTAL SHEETS
Plotting Preliminary
Preliminary
Preliminary
Preliminary
City of Sioux Falls Parks
Parcel 67
Harrisburg Crossing, LLC
Parcel 68
James R. & Janet L. Larson
Parcel 72A
Nancy Jo Stallen
Parcel 72A
Anne M. Pearce
Parcel 70, 71, 72, 73 & 74
41st Street
Future 50100
560+00
565+00
570+00
575+00
Valley Investors, LLC
Parcel 69
SEC. 31-T101N-R49W
William and Tonya Burns
Parcel 77

CITY OF SIOUX FALLS
PARKS AND RECREATION
100 East Sixth Street, Sioux Falls, SD 57104-5929
605-367-8222 • FAX 605-367-8234
TTY/Hearing Impaired 605-367-7039
www.siouxfalls.org

October 19, 2010

Terry Keller, Environmental Supervisor
SDDOT Division of Planning/Engineering
Environmental Office
700 E Broadway Avenue
Pierre, SD 57501-6608

Dear Terry:

Subject: Project No. 0100(101)405; Addendum to Section 4(f) *De Minimus* Finding for Harmodon Park

We are in receipt of your letter dated October 19, 2010 regarding the addendum to the Section 4(f) *de minimus* finding for Harmodon Park. The temporary easement of 4.34 acres for construction of a drainage ditch in the location shown on the provided exhibit will have very minimal impact to the park. The Sioux Falls Parks and Recreation Department concurs with the addendum to Section 4(f) *de minimus* finding.

As stated in your February 8, 2010 letter, current park usage requires that the SDDOT maintain the current access to Harmodon Park off SD Highway 11 until such time as the City of Sioux Falls constructs the new park access road from 57th Street. Two separate points of access into the park are required by emergency services and are needed due to the high volume of usage and in the event the park needs to be evacuated due to severe weather.

Sincerely,

Don Kearney
Director of Park and Recreation

Department of Transportation
Office of Project Development
Environmental Office
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

April 26, 2011

Jim Donohue
Archaeological Research Center
P. O. Box 1257
Rapid City, SD 57709-1257

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405, PCN 00T7, Minnehaha & Lincoln Counties)

EM-P 0011(49)68, PCN 00CP, Minnehaha & Lincoln Counties
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
Urban Grading & PCCP Surfacing; Shoulder Widening & AC Resurfacing

Dear Mr. Donohue:

The South Dakota Department of Transportation (SDDOT) has initiated a project to complete a supplemental to the approved 2003 Environmental Assessment (EA) for SD100 from I-29 to 26th Street. Due to the timeline of the project, the Federal Highway Administration (FHWA) and SDDOT have decided to complete the Supplemental EA for the southern segment of the SD100. SD100 is a proposed limited access highway connecting Interstate 29 (I-29) with Interstate 90 (I-90) southeast of Sioux Falls. An Environmental Assessment (EA) was completed in 2003 for this corridor and from that process a preferred alignment was selected.

A public open house was conducted on February 7, 2006 to kickoff this phase of the SD100 corridor project. During the open house, several comments were received regarding future safety of the highway. Based on comments received during and following the open house, improvements to the corridor alignment have been made, including a revision to the design speed in order to improve safety. These improvements do require the completion of a supplemental to the approved EA.

This project has been previously coordinated with the resource agency offices regarding the segment of SD100 that extends from I-29 to 26th Street (SD100 Supplemental EA-Southern Segment). This letter is to coordinate a portion of the roadway that was not previously included but will be part of the SD100 Supplemental EA- Southern Segment. Besides constructing SD100, a need to improve SD 11 from north of 57th Street to 69th Street has become part of this Supplemental EA due to increase traffic volumes and safety concerns. Please see *Figure 1* that displays the improvements that will be completed for this portion of the project.

An October 5, 2011 letting date is being sought for this project portion of the SD100 corridor. Please conduct a cultural resources survey as soon as possible to only the portion described in the above paragraph. Information on the project is attached.

Please call me if you have any questions.

Sincerely,

Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments

Copy to: Mark Leiferman, SDDOT
Steve Hoff, HDR Engineering
File

Department of Transportation
Office of Project Development
Environmental Office
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

April 26, 2011

Scott Larson, Field Supervisor
U.S. Fish & Wildlife Service
420 Garfield - Suite 400
Pierre, SD 57501-5408

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405, PCN 00T7, Minnehaha & Lincoln Counties)

EM-P 0011(49)68, PCN 00CP, Minnehaha & Lincoln Counties
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
Urban Grading & PCCP Surfacing; Shoulder Widening & AC Resurfacing

Dear Mr. Larson:

The South Dakota Department of Transportation (SDDOT) has initiated a project to complete a supplemental to the approved 2003 Environmental Assessment (EA) for SD100 from I-29 to 26th Street. Due to the timeline of the project, the Federal Highway Administration (FHWA) and SDDOT have decided to complete the Supplemental EA for the southern segment of the SD100. SD100 is a proposed limited access highway connecting Interstate 29 (I-29) with Interstate 90 (I-90) southeast of Sioux Falls. An Environmental Assessment (EA) was completed in 2003 for this corridor and from that process a preferred alignment was selected.

A public open house was conducted on February 7, 2006 to kickoff this phase of the SD100 corridor project. During the open house, several comments were received regarding future safety of the highway. Based on comments received during and following the open house, improvements to the corridor alignment have been made, including a revision to the design speed in order to improve safety. These improvements do require the completion of a supplemental to the approved EA.

This project has been previously coordinated with the resource agency offices regarding the segment of SD100 that extends from I-29 to 26th Street (SD100 Supplemental EA-Southern Segment). This letter is to coordinate a portion of the roadway that was not previously included but will be part of the SD100 Supplemental EA- Southern Segment. Besides constructing SD100, a need to improve SD 11 from north of 57th Street to 69th Street has become part of this Supplemental EA due to increase traffic volumes and safety concerns. Please see *Figure 1* that displays the improvements that will be completed for this portion of the project.

This project will not impact any stream crossings.

According to the U.S. Fish & Wildlife Service (FWS) South Dakota Field Office's Endangered Species by County List (updated 21 December 2010), the following species are known to occur in Lincoln and Minnehaha Counties:

County	Group	Species	Certainty of Occurrence	Status	SDDOT Determination
LINCOLN	FISH	STURGEON, PALLID[7]	KNOWN	E	No Effect
		SHINER, TOPEKA	KNOWN	E	No Effect
	PLANT	ORCHID, WESTERN PRAIRIE FRINGED[1]	POSSIBLE	T	No Effect
MINNEHAHA	FISH	SHINER, TOPEKA	KNOWN	E	No Effect
	PLANT	ORCHID, WESTERN PRAIRIE FRINGED[1]	POSSIBLE	T	No Effect

[1] The counties indicated for the Western Prairie Fringed Orchid are counties with potential habitat. Currently, there are no known populations of this species in South Dakota. Status surveys have been completed for the orchid in South Dakota. However, because of the ecology of this species, there is a possibility that plants may be overlooked.

[7] A pallid sturgeon was caught in Lincoln County from the Big Sioux River in May 2009.

I am requesting FWS concurrence with the above determinations as they relate to the improvements on SD11 from north of 57th Street to 69th Street.

Please submit your concurrence with this determination and any additional comments regarding wetland easements, refuges, etc. to Tom Lehmkuhl by **May 26, 2001**, so that the project's environmental documentation can be completed, and the project can be let and constructed in a timely manner.

Sincerely,

Tom Lehmkuhl

Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments

Copy to: Mark Leiferman, SDDOT
Steve Hoff, HDR Engineering
File

Department of Transportation
Office of Project Development
Environmental Office
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

April 26, 2011

John Miller
SD Dept. of Environment & Natural Resources
Joe Foss Building
Pierre, SD 57501-3181

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405, PCN 00T7, Minnehaha & Lincoln Counties)

EM-P 0011(49)68, PCN 00CP, Minnehaha & Lincoln Counties
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
Urban Grading & PCCP Surfacing; Shoulder Widening & AC Resurfacing

Dear Mr. Miller:

The South Dakota Department of Transportation (SDDOT) has initiated a project to complete a supplemental to the approved 2003 Environmental Assessment (EA) for SD100 from I-29 to 26th Street. Due to the timeline of the project, the Federal Highway Administration (FHWA) and SDDOT have decided to complete the Supplemental EA for the southern segment of the SD100. SD100 is a proposed limited access highway connecting Interstate 29 (I-29) with Interstate 90 (I-90) southeast of Sioux Falls. An Environmental Assessment (EA) was completed in 2003 for this corridor and from that process a preferred alignment was selected.

A public open house was conducted on February 7, 2006 to kickoff this phase of the SD100 corridor project. During the open house, several comments were received regarding future safety of the highway. Based on comments received during and following the open house, improvements to the corridor alignment have been made, including a revision to the design speed in order to improve safety. These improvements do require the completion of a supplemental to the approved EA.

This project has been previously coordinated with the resource agency offices regarding the segment of SD100 that extends from I-29 to 26th Street (SD100 Supplemental EA-Southern Segment). This letter is to coordinate a portion of the roadway that was not previously included but will be part of the SD100 Supplemental EA- Southern Segment. Besides constructing SD100, a need to improve SD 11 from north of 57th Street to 69th Street has become part of this Supplemental EA due to increase traffic volumes and

safety concerns. Please see *Figure 1* that displays the improvements that will be completed for this portion of the project.

Please comment on any of the following topics as they relate to the improvements on SD11 from north of 57th Street to 69th Street that pertain to your agency:

1. Wetland Locations	8. Section 404 Permits
2. Threatened or Endangered Species	9. Section 10 Permits
3. Refuges	10. Air Quality
4. SDGF&P Game Production Areas	11. Hazardous Waste
5. SDGF&P Recreation Areas	12. Land & Water Conservation Funds
6. Parks	13. Underground Storage Tanks
7. Water Quality Standards	

Please submit your comments to Tom Lehmkuhl by **May 26, 2001**, so that the project's environmental documentation can be completed, and the project can be let and constructed in a timely manner.

Sincerely,

Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments

Cc: Doug Miller

Copy to: Mark Leiferman, SDDOT
Steve Hoff, HDR Engineering
File

Department of Transportation
Office of Project Development
Environmental Office
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

April 26, 2011

Ruth Howell
SD Dept. of Game, Fish & Parks
Joe Foss Building
Pierre, SD 57501

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405, PCN 00T7, Minnehaha & Lincoln Counties)

EM-P 0011(49)68, PCN 00CP, Minnehaha & Lincoln Counties
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
Urban Grading & PCCP Surfacing; Shoulder Widening & AC Resurfacing

Dear Ms. Howell:

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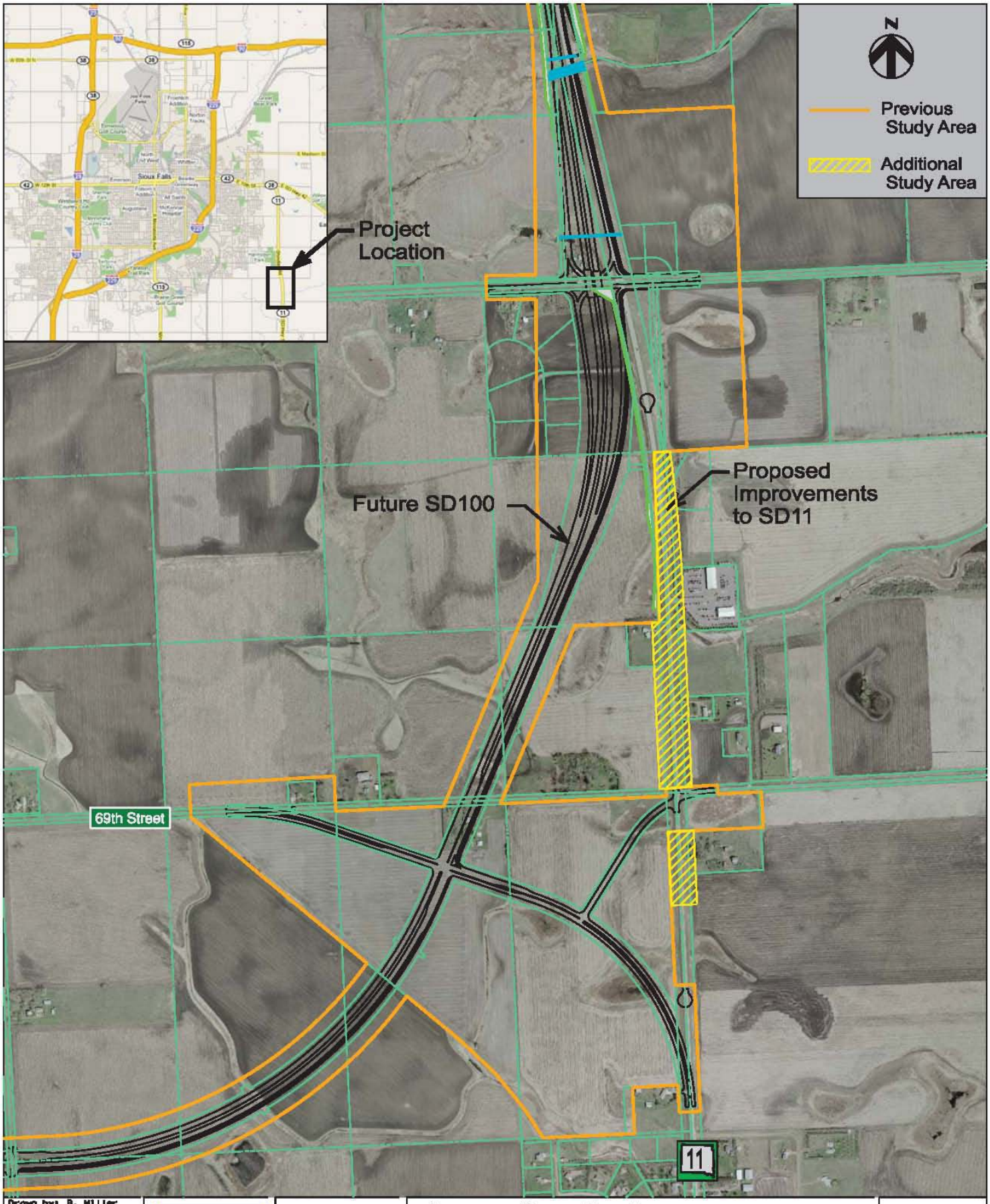
Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments

Copy to: Mark Leiferman, SDDOT
Steve Hoff, HDR Engineering
File



Drawn by: B. Miller
Date:

Checked by: S. Hoff
Date:

Revision Date:

South Dakota DOT Department of Transportation

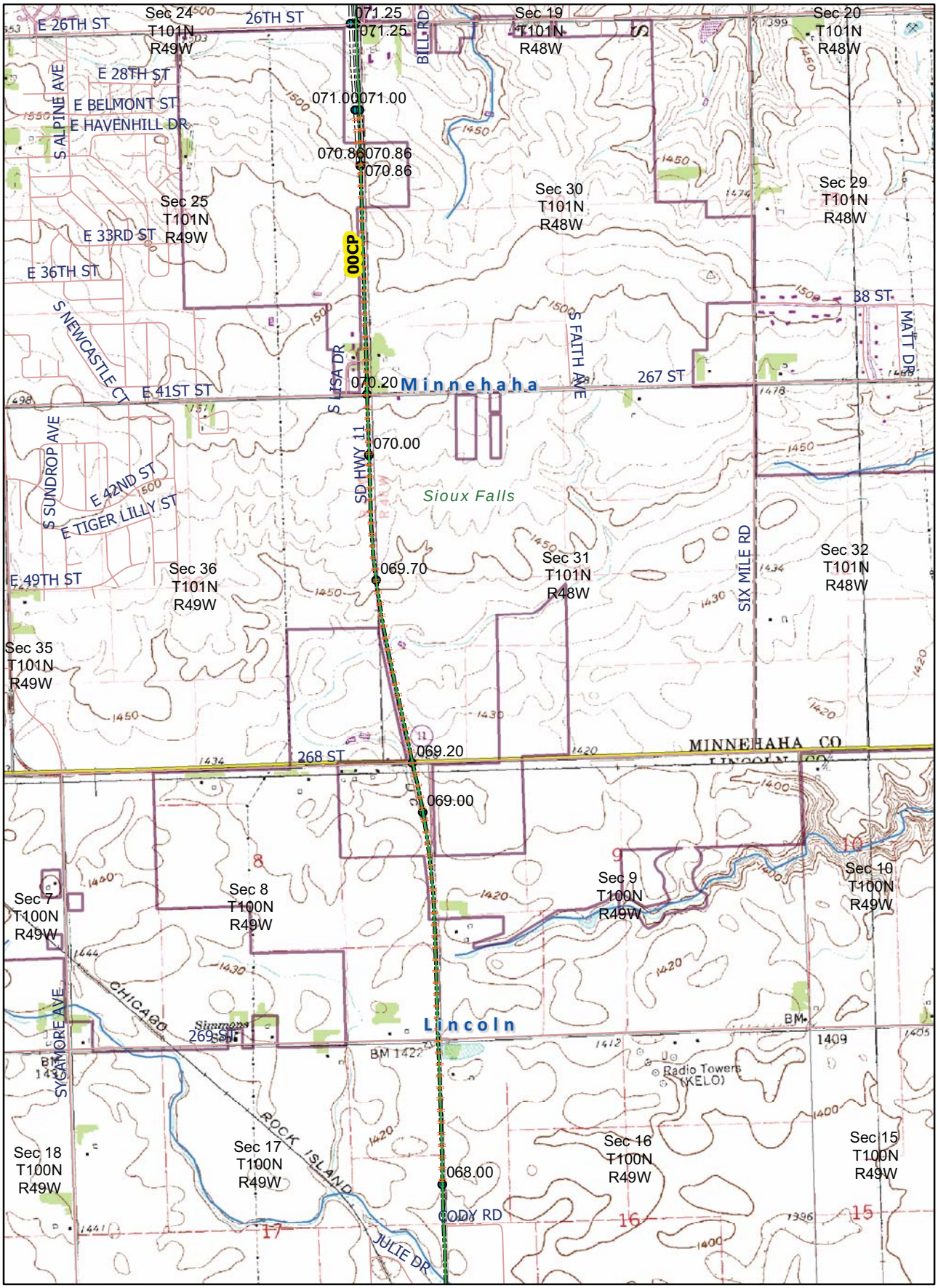
HDR

Agency Coordination

SD100 Corridor Preservation
P0100(101)405 PCN 00T7

Figure 1

EM-P 0011(49)68, PCN 00CP, Minn/LakeCo
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street



Department of Transportation
Division of Planning/Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

April 26, 2011

Ray Red Wing
Flandreau Santee Sioux Tribe
PO Box 283
Flandreau, SD 57028

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405, PCN 00T7, Minnehaha & Lincoln Counties)

EM-P 0011(49)68, PCN 00CP, Minnehaha & Lincoln Counties
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
Urban Grading & PCCP Surfacing; Shoulder Widening & AC Resurfacing

Dear Mr. Red Wing:

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The project will comply with all federal and state environmental regulations.

Pursuant to Section 106 of the National Historic Preservation Act (36 CFR Part 800), the South Dakota Department of Transportation, on behalf of the Federal Highway

Administration – SD Division, is soliciting comments on this portion of SD100 from tribes that have expressed an interest in highway projects in Minnehaha and Lincoln Counties. Please provide your comments regarding the improvements to SD1 from north of 57th Street to 69th Street by May 26, 2011, so that the project can move toward a timely letting and construction.

If you have any questions, please feel free to contact me at the phone number below, or you may contact Ron McMahon, FHWA Operations Team Leader, at (605) 224-8033.

Sincerely,

Tom Lehmkuhl

Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments

Copy to: Mark Leiferman, SDDOT
Steve Hoff, HDR Engineering
File

Department of Transportation
Division of Planning/Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

April 26, 2011

Clair Green, Cultural Resources Contact
Lower Brule Sioux Tribe
187 Oyate Circle
Lower Brule, SD 57548

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405, PCN 00T7, Minnehaha & Lincoln Counties)

EM-P 0011(49)68, PCN 00CP, Minnehaha & Lincoln Counties
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
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Dear Ms. Green:

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Sincerely,

Tom Lehmkuhl

Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments

Copy to: Mark Leiferman, SDDOT
Steve Hoff, HDR Engineering
File

Connecting South Dakota and the Nation

Department of Transportation
Division of Planning/Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

April 26, 2011

Dianne Desrosiers, THPO
Sisseton-Wahpeton Oyate
PO Box 907
Agency Village, SD 57262

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405, PCN 00T7, Minnehaha & Lincoln Counties)

EM-P 0011(49)68, PCN 00CP, Minnehaha & Lincoln Counties
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
Urban Grading & PCCP Surfacing; Shoulder Widening & AC Resurfacing

Dear Ms. Desrosiers:

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Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments

Copy to: Mark Leiferman, SDDOT
Steve Hoff, HDR Engineering
File

Department of Transportation
Division of Planning/Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

April 26, 2011

Waste'Win Young, THPO
Standing Rock Sioux Tribe
PO Box D
Ft Yates, ND 58538

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405, PCN 00T7, Minnehaha & Lincoln Counties)

EM-P 0011(49)68, PCN 00CP, Minnehaha & Lincoln Counties
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
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Dear Ms. Young:

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Sincerely,

Tom Lehmkuhl

Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments

Copy to: Mark Leiferman, SDDOT
Steve Hoff, HDR Engineering
File

Department of Transportation
Division of Planning/Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

April 26, 2011

Lana Gravatt, THPO
Yankton Sioux Tribe
PO Box 248
Marty , SD 57361

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405, PCN 00T7, Minnehaha & Lincoln Counties)

EM-P 0011(49)68, PCN 00CP, Minnehaha & Lincoln Counties
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
Urban Grading & PCCP Surfacing; Shoulder Widening & AC Resurfacing

Dear Ms. Gravatt:

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Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments

Copy to: Mark Leiferman, SDDOT
Steve Hoff, HDR Engineering
File

Department of Transportation
Division of Planning/Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

April 26, 2011

Historic Preservation Office
Iowa Tribe of Oklahoma
RR1 Box 721
Perkins, OK 74059

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405, PCN 00T7, Minnehaha & Lincoln Counties)

EM-P 0011(49)68, PCN 00CP, Minnehaha & Lincoln Counties
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
Urban Grading & PCCP Surfacing; Shoulder Widening & AC Resurfacing

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Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments

Copy to: Mark Leiferman, SDDOT
Steve Hoff, HDR Engineering
File

Department of Transportation
Division of Planning/Engineering
Office of Project Development
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

April 26, 2011

Perry Brady, THPO
Three Affiliated Tribes
404 Frontage Rd.
New Town, ND 58763

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405, PCN 00T7, Minnehaha & Lincoln Counties)

EM-P 0011(49)68, PCN 00CP, Minnehaha & Lincoln Counties
SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
Urban Grading & PCCP Surfacing; Shoulder Widening & AC Resurfacing

Dear Mr. Brady

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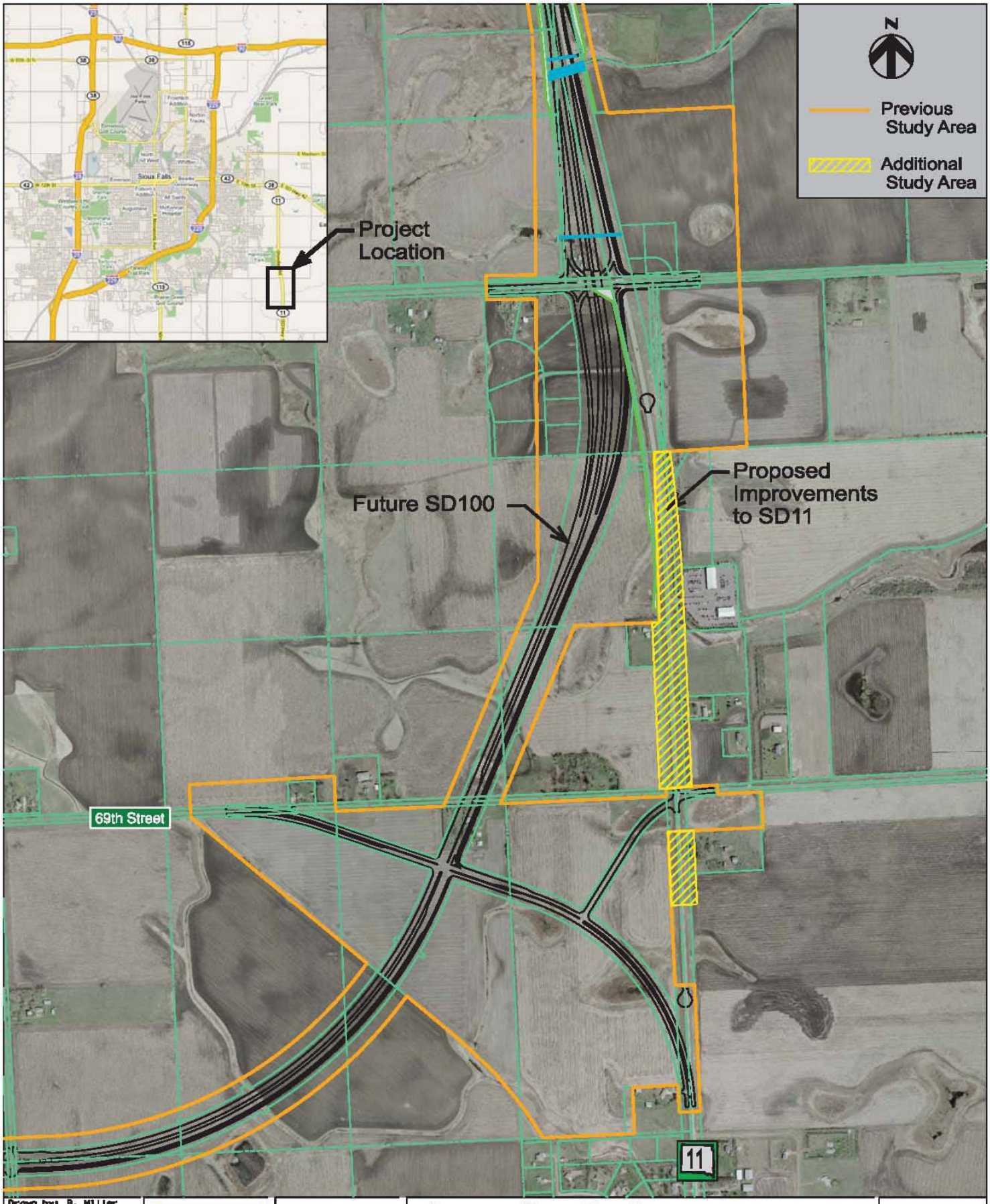
Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments

Copy to: Mark Leiferman, SDDOT
Steve Hoff, HDR Engineering
File



Drawn by: B. Miller
Date:

Checked by: S. Hoff
Date:

Revision Date:

South Dakota DOT Department of Transportation

HDR

Agency Coordination

SD100 Corridor Preservation
P0100(101)405 PCN 00T7

Figure 1

DEPARTMENT of ENVIRONMENT and NATURAL RESOURCES
PMB 2020
JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182
www.state.sd.us/denr

April 29, 2011

Tom Lehmkuhl
Department of Transportation
700 East Broadway Avenue
Pierre, South Dakota 57501

RE: SD DOT Project
EM-P 0100(101)405 PCN 00T7
Minnehaha/Lincoln Counties

Dear Mr. Lehmkuhl:

The South Dakota Department of Environment and Natural Resources (DENR), Division of Environmental Regulation, has reviewed the above referenced project.

This office has no objections to the project, which should not result in any violations of applicable statutes or regulations provided the Department of Transportation and/or its contractor(s) comply with the following requirements.

SURFACE WATER QUALITY

1. All fill material shall be free of substances in quantities, concentrations, or combinations which are toxic to aquatic life.

2. Removal of vegetation shall be confined to those areas absolutely necessary to construction.

3. At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site. Any construction activity that disturbs an area of one or more acres of land must have authorization under the General Permit for Storm Water Discharges Associated with Construction Activities. Contact the Department of Environment and Natural Resources for additional information or guidance at 1-800-SDSTORM (737-8676) or www.state.sd.us/denr/des/surfacewater/stormwater.htm.

4. All material identified in the application as removed waste material, material stockpiles, dredged or excavated material shall be placed for either temporary or permanent disposal in an upland site that is not a wetland, and measures taken to ensure that the material cannot enter the watercourse through erosion or any other means.

5. Methods shall be implemented to minimize the spillage of petroleum, oils and lubricants used in vehicles during construction activities. If a discharge does occur, suitable containment procedures such as banking or diking shall be used to prevent entry of these materials into the waterway.

6. All newly created and disturbed area above the ordinary high water mark which are not riprapped shall be seeded or otherwise revegetated to protect against erosion.

7. The tributary is classified by the South Dakota Surface Water Quality Standards and Uses Assigned to Streams for the following beneficial uses:

   (9) Fish and wildlife propagation, recreation, and stock watering waters; and
   (10) Irrigation waters.

Because of these beneficial uses, special construction measures may have to be taken to ensure that the tributary is not impacted.

HAZARDOUS WASTES

1. Should any hazardous waste be generated during the implementation of this project, the generator must abide by all applicable hazardous waste regulations found in ARSD 74:28 and 40 CFR Part 262.

2. If any contamination is encountered during construction activities, the contractor, owner, or party responsible for the release must report the contamination to the department at (605) 773-3296. Any contaminated soil encountered must be temporarily stockpiled and sampled to determine disposal requirements.

3. It is not expected that any hazardous wastes sites will be encountered during road construction in any rural area. However, if road construction is planned for areas within a city or town, the DOT or contractor should contact this Department prior to construction.

AIR QUALITY

1. It appears that Department of Transportation projects may have only a minor impact on the air quality in South Dakota. This impact would be through point source and fugitive emissions.

2. Equipment with point source emissions in many cases are required to have an air quality permit to operate. Permit applications can be obtained from the Air Quality or Minerals and Mining Programs.

DEPARTMENT OF GAME, FISH, AND PARKS
Foss Building
523 East Capitol
Pierre, South Dakota 57501-3182

May 9, 2011

Mr. Tom Lehmkuhl
Department of Transportation
Office of Project Development
700 E. Broadway Avenue
Pierre, SD 57501

RE: SD100 Corridor Preservation (Project EM-P 0100(101)405 MINNEHAHA & LINCOLN COUNTY PCN 00T7)

EM-P 0011(49)68 MINNEHAHA & LINCOLN COUNTIES
SD11 – Fm appx 1200' S of 69th St. N to appx 1000' S of 26th st.
Urban Grading & PCCP Surfacing; Shoulder Widening & AC Resurfacing

Dear Mr. Lehmkuhl:

The South Dakota Department of Game, Fish and Parks, Division of Wildlife, has reviewed the preliminary construction information on the above referenced project.

Based upon the information submitted with the preliminary coordination letter, this office has the following comments:

1. Stream bottoms and wetlands impacted by construction activities should be restored to pre-project elevation.

2. Removal of vegetation and soil should be accomplished in a manner to reduce soil erosion and to disturb as little vegetation as possible.

3. Grading operations and reseeding of indigenous species should begin immediately following construction.

4. A site specific sediment and erosion control plan should be made part of the project plan and implemented at the direction of the DOT staff.

5. A post construction erosion control plan should also be implemented in order to provide interim control prior to re-establishment of permanent vegetative cover on the disturbed site.

It appears there are some minor potential impacts to wetlands along this segment. We do not anticipate further impacts if alignment and plans remain as indicated in the preliminary documentation.

Thank you for the opportunity to provide comments. If you have any questions or changes to the project occur, please contact me at 605.773.2743.

Sincerely,

Ruth Howell
Wildlife Division
Aquatic Ecologist

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
420 South Garfield Avenue, Suite 400
Pierre, South Dakota 57501-5408

June 10, 2011

Tom Lehmkuhl, Environmental Engineer
South Dakota Department of Transportation
Office of Project Development-Environmental Office
700 East Broadway Avenue
Pierre, South Dakota 57501-2586

Re: Project EM-P 0100(101)405, PCN 00T7, SD 100 (East Side Corridor) Project, Lincoln and Minnehaha Counties, South Dakota

Dear Mr. Lehmkuhl:

This letter is in response to your request dated April 26, 2011, for environmental comments regarding the above referenced project involving additional changes to the alignment of South Dakota Highway 100 (SD100) to improve safety of this new road which is to be constructed south and east of the City of Sioux Falls in Lincoln and Minnehaha Counties, South Dakota. Per your letter, a new portion of the existing South Dakota Highway 11 (SD11) is to be included as part of this project as well and will be addressed in the forthcoming SD100 Supplemental Environmental Assessment - Southern Segment.

Our office has submitted numerous correspondences on this project, including information relative to wetland impacts, the Cactus Hills area, migratory birds, federally listed species, and more; those comments remain relevant to the overall project.

Relative to current modifications to the existing SD11 (as well as the southern segment of SD100), it appears (according to National Wetlands Inventory maps) that wetlands exist within/adjacent to the proposed construction area. If a project may impact wetlands or other important fish and wildlife habitats, the U.S. Fish and Wildlife Service (Service), in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321-4347) and other environmental laws and rules, recommends complete avoidance of these areas, if possible; then minimization of any adverse impacts; and finally, replacement of any lost acres; in that order. Alternatives should be examined and the least damaging practical alternative selected. If

wetland impacts are unavoidable, a mitigation plan addressing the number and types of wetland acres to be impacted and the methods of replacement should be prepared and submitted to the resource agencies for review.

If changes are made in the project plans or operating criteria, or if additional information becomes available, the Service should be informed so that the above determinations can be reconsidered.

The Service appreciates the opportunity to provide comments on this project. If you have any questions on these comments, please contact Natalie Gates of this office at (605) 224-8693, Extension 227.

Sincerely,

Scott Larson

Scott V. Larson
Field Supervisor
South Dakota Field Office

cc: FHWA; Pierre, SD
(Attention: Ron McMahon)

Department of Transportation
Office of Project Development
Environmental Office
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

June 24, 2011

Amy Rubingh, Review & Compliance Archaeologist
State Historic Preservation Office
Cultural Heritage Center
900 Governors Drive
Pierre, SD 57501-2217

RE: Continuation of Project 071009009F Evaluation/Effect
Southern Segment Supplemental EA – I-29 to South of 26th Street

Dear Ms. Rubingh:

SHPO concurrence on a determination of No Adverse Effect was approved to this project on November 6, 2007. For that coordination, four historic railroads were noted. Since this time the project has been revised and a Supplemental EA has been drafted for the Southern Segment from I-29 to south of 26th Street (See Figure 1-2).

FHWA has requested a coordination letter with your office to inform you that the FHWA intends to approve a *de minimis* determination in regards to Section 4(f) for the two railroad sites that the Revised Build Alternative will cross:

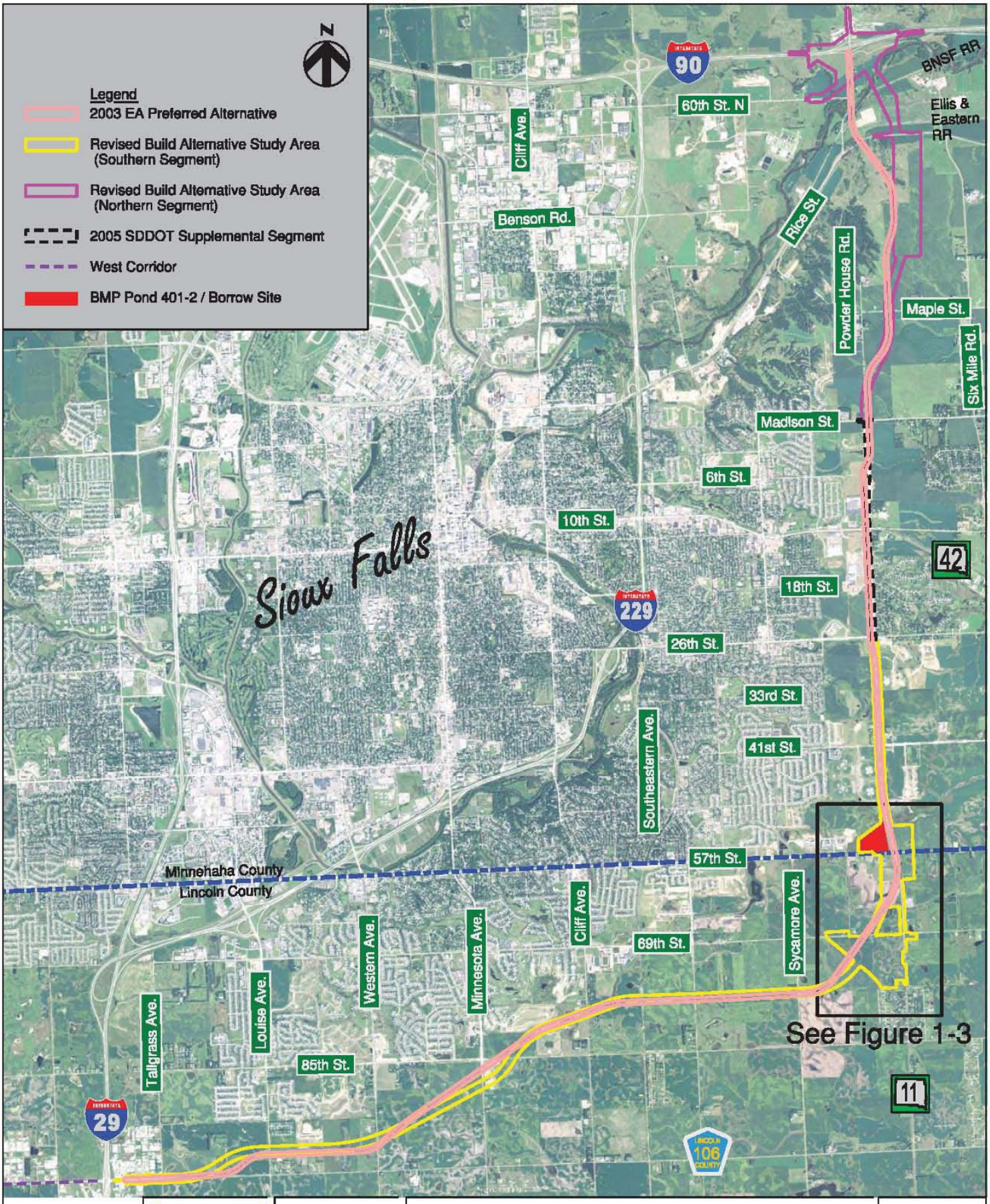
- At the location of the crossing of the Revised Build Alternative, Site 39LN2016 is no longer present due to the rail being removed in 1979. As noted in the July 2007 survey, no physical remains of the railroad extant in this location (grade, ties, trackage). The site within the Study Area exists as a cultivated corn field.
- For Site 39LN2007, the railroad is currently owned by BNSF and is an active rail line. Therefore, the Revised Build Alternative will have an overpass constructed over the rail line, site 39LN2007.

Based on the "no adverse effect" concurrence, a *de minimis* impact is applicable under 23 CFR 774.5(b)(1) and satisfies Section 4(f). I am requesting SHPO concurrence to the *de minimis* determination for these two sites.

Sincerely,

Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachment



South Dakota DOT Department of Transportation

HDR

Study Area

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 1-2

SOUTH DAKOTA
STATE HISTORICAL SOCIETY
Department of Tourism and State Development

900 Governors Drive | Pierre, SD 57501-2217
Phone 605-773-3458 | Fax 605-773-6041 | **www.history.sd.gov**

September 8, 2011

Tom Lehmkuhl
Department of Transportation
Division of Planning/Engineering
Office of Project Development
700 E Broadway Avenue
Pierre SD 57501-2586

SECTION 106 PROJECT CONSULTATION - EVALUATION
Project: 110826001F – EM-P 0011(49)68 PCN 00CP – SD11 Grading, Surfacing and Widening
Location: Multiple Counties
(DOT)

Dear Mr. Lehmkuhl,

Thank you for the opportunity to comment on the above referenced project pursuant to Section 106 of the National Historic Preservation Act of 1966 (as amended). The South Dakota Office of the State Historic Preservation Officer (SHPO) concurs with your determination regarding the effect of the proposed undertaking on the non-renewable cultural resources of South Dakota.

We have made this consensus determination based on the information provided in your letter and the survey report entitled "Intensive Cultural Resources Survey for Proposed Improvements to a Segment of SD Highway 11 in Lincoln County near Sioux Falls, South Dakota: SDDOT Project No. EM-P 0011(49)68 PCN 00CP." by James A. Donohue and Roger R. Williams, received on August 26, 2011. In concurrence with your determination newly recorded site 39LN93 should be considered not eligible for the National Register of Historic Places (NRHP) and site 39LN94 should remain unevaluated until a full evaluation can be completed. Therefore, we concur with your determination of No Historic Properties Affected for this undertaking provided site 39LN94 is avoided by all construction activities including all borrow and staging areas. Activities occurring in areas not identified in your request will require the submission of additional documentation pursuant to 36 CFR part 800.4.

If historic properties are discovered or unanticipated effects on historic properties are found after the agency official has completed the Section 106 process, the agency official shall avoid, minimize or mitigate the adverse effects to such properties and notify the SHPO/ THPO, and Indian tribes that might attach religious and cultural significance to the affected property within 48 hours of the discovery, pursuant to 36 CFR part 800.13.

Concurrence of the SHPO does not relieve the federal agency official from consulting with other appropriate parties, as described in 36 CFR part 800.2(c).

Should you require additional information, please contact Amy Rubingh at 773-8370. Your concern for the non-renewable cultural heritage of our state is appreciated.

Sincerely,

Jay D. Vogt
State Historic Preservation Officer

Amy Rubingh
Review and Compliance Archaeologist

CC: Jane Watts, Archaeological Research Center

Department of Transportation
Office of Project Development
Environmental Office
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

September 13, 2011

Nicole Prince
South Dakota Division of Emergency Management
118 West Capitol
Pierre, SD 57501

Re: SD100 Southern Segment EA
EM-P 0100(101)405, PCN 00T7, Lincoln & Minnehaha Counties

Dear Mrs. Prince:

This letter is a continuation of previous coordination for the SD100 Southern Segment EA. SD100 is a proposed limited-access highway located south and east of Sioux Falls connecting Interstate 29 and Interstate 90. Please see the attached Figure 1-2 that shows the SD100 Study Area, the 2005 Supplemental EA portion has been constructed. Currently a Supplemental EA is being prepared that assesses the Revised Build Alternative Southern Segment Study Area. The Revised Build Alternative was modified from the 2003 EA Preferred Alternative for several reasons such as safety, constructability, and cost.

There has been previous coordination for SD100 with your office and a response was received from Michelle Saxman on January 3, 2007 (attached) regarding the floodplain within the project. Her letter noted that the SD100 Corridor would cross the floodplains of Nine Mile Creek, Skunk Creek, and Willow Creek. Due to the timing and modifications to the alignment, this letter is to verify that all designated floodplains within the Study Area are identified.

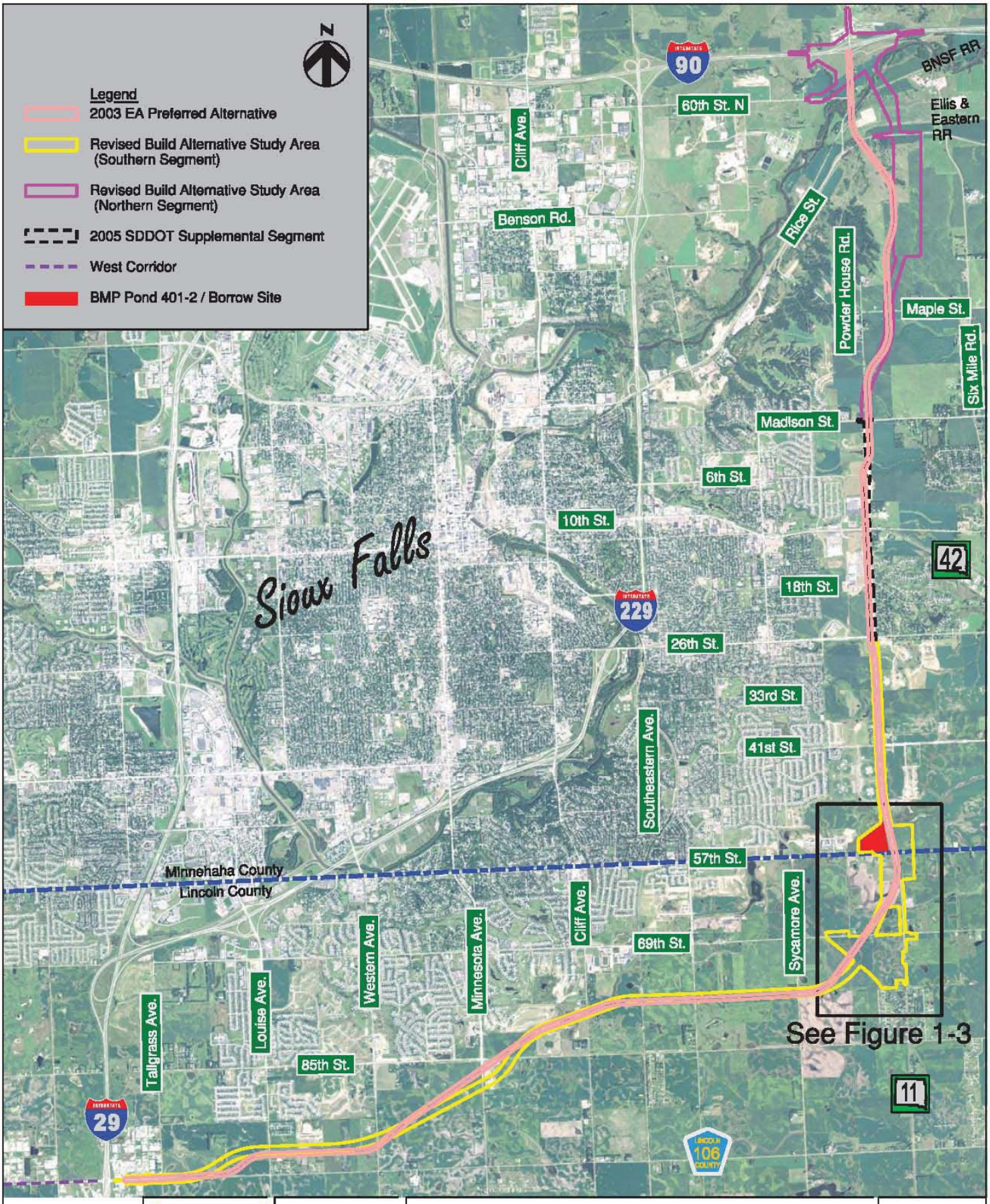
The current designated floodplains within the Southern Segment Study Area are shown on Figure 3-6 which is included in the Draft Supplemental EA. The floodplain identified is associated with Spring Creek and its intermittent tributaries which flow southeast and eventually into the Big Sioux River. The designated floodplain for Nine Mile Creek, Skunk Creek, and Willow Creek is not within the Study Area.

We are requesting your response to verify the designated floodplain in the Study Area of the Supplemental EA, please see Figure 3-6 for the entire Study Area. Please feel free to give me a call with any questions at 605-773-3180.

Sincerely,

Tom Lehmkuhl
Environmental Engineer
605.773.3180

Attachments: Figure 1-2 and Figure 3-6
Emergency Management response letter dated January 3, 2007



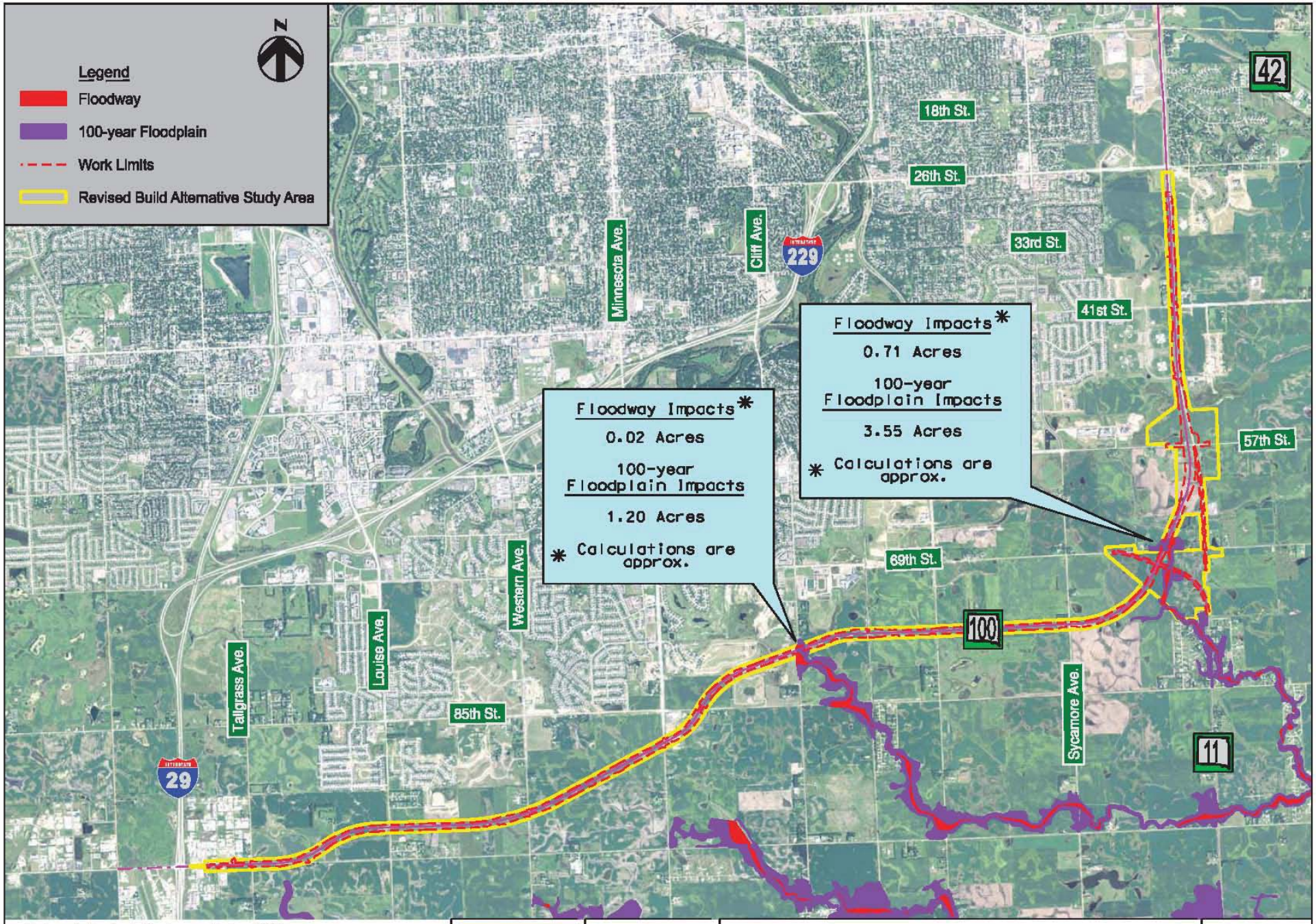
South Dakota DOT Department of Transportation

HDR

Study Area

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 1-2



Date of Aerial Photography: 2010

South Dakota DOT Department of Transportation

HDR

Floodplain Impacts

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 3-6

DEPARTMENT OF PUBLIC SAFETY
EMERGENCY MANAGEMENT
118 West Capitol Avenue
Pierre, South Dakota 57501
(605) 773-3231
FAX: (605) 773-3580

RECEIVED JAN 0 5 2007

January 3, 2007

Rebecca Banks
HDR
6300 S Old Village Place Suite 100
Sioux Falls SD 57108-2102

Subject: South Dakota Highway 100 (East Side Corridor)
[SDDOT Project PO100 (101) 405 PCN 00T7]

Dear Ms. Banks:

This letter is in response to your request for comments concerning the Sioux Falls Corridor project which would cross the Floodplain of Nine Mile Creek, Skunk Creek, and Willow Creek.

The proposed project appears to be in a floodplain and must be discussed and approved by Michael Roth, Assistant Director of Building Services and local floodplain coordinator for the city of Sioux Falls. Mr. Roth's number is (605) 367-8254 or by fax at (605) 367-6045. FEMA has partnered with the city of Sioux Falls, Minnehaha County and Lincoln County to prepare a new Flood Insurance Study. The study is complete but it not effective. ICON Engineering completed the study. They can be reached at 8100 South Akron St, Suite 300, Centennial, CO 80112.

Since federal dollars or a federal permit is required for this project, our office recommends a copy of the proposal be sent to Barbara Fitzpatrick, FEMA Region VIII, for review. Her phone number is 303-235-4715. The South Dakota Office of Emergency Management does not review such proposals and relies on the opinions of FEMA and the local administrators to approve and issue permits.

Thank you for soliciting opinion on this proposal. If you have questions, please feel free to contact me.

Sincerely,

Michelle C. Saxman
NFIP State Coordinator

cc: Barbara Fitzpatrick, FEMA

Department of Transportation
Office of Project Development
Environmental Office
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-3268 Fax: 605/773-6608

SEP 19 2011
South Dakota SHPO

September 15, 2011

Project Information

SECTION 106 CONSULTATION
Concurrence of the State Historic Preservation Office does not relieve the federal agency official from consulting with other appropriate parties, as described in 36 CFR Part 800.2(c).

Project No: EM-P 0011(49)68 **PCN:** 00CP **County:** Minnehaha
Project Location: SD100 corridor
Description: Proposed Borrow Location
SW ¼ of Sec. 36 **Township** 101N **Range** 49W
Include: Area of Potential Effect (APE). Attach Copy of U.S.G.S. 7.5 Minute Topographic Quadrangle Showing APE. See attached Files Search dated 09/15/2011 from Jim Donohue.

Identification of Historic Properties

☐ Historic Properties are located within the project APE per 36 CFR 800.4. Attach supporting materials. *(List all properties located and Determinations of Eligibility)*

☒ Historic Properties are **not** located within the project APE per 36 CFR 800.4. Attach supporting materials.

Determination of Effect

☒ **No Historic Properties Affected** – no historic properties are present or that the project will have no effect upon the properties as defined in Sec. 800.16(i). Attach necessary documentation, as described at 36 CFR 800.11.

☐ **No Adverse Effect** – the project's effect does not meet the criteria for an adverse effect (36 CFR 800.5) or the project is modified or conditions are imposed to avoid adverse effects. Attach necessary documentation, as described at 36 CFR 800.11.

☐ **Adverse Effect** – the project may alter, directly or indirectly, any characteristics of a historic property that qualify the property for inclusion in the National Register. Attach necessary documentation, as described at 36 CFR 800.11.

Please call me at 773-3180 if further information is needed.

Sincerely,

Tom Lehmkuhl
Environmental Engineer
Office of Project Development

Attachments

SECTION 106 DETERMINATION
Based upon the information provided to the South Dakota State Historic Preservation Office on 9/19/11, we concur with your agency's determination of "No Historic Properties Affected" for this undertaking.

Gary D. Vogt
State Historic Preservation Officer (SHPO)
By: Amy Rubenzer
9/26/11 1109190127
Date SHPO Project #

Pursuant to 36 CFR part 800.13, if historic properties are discovered or unanticipated effects on historic properties found after the agency official has completed the Section 106 process, the agency official shall avoid, minimize or mitigate the adverse effects to such properties and notify the SHPO/THPO, and Indian tribes that might attach religious and cultural significance to the affected property within 48 hours of the discovery.

From: Natalie_Gates@fws.gov [mailto:Natalie_Gates@fws.gov]
Sent: Monday, December 19, 2011 2:27 PM
To: Lehmkuhl, Tom
Subject: Re: SD100_Plants & birds survey for Minn00CP

Tom, I would agree with Gary that if farmland and commercial development are the only habitats impacted by the project that orchid and avian surveys would not be necessary. However, if there are interspersed areas of undisturbed habitats, or areas suitable for migratory bird nesting along the SD 100 route, USFWS trust resources may potentially be impacted.

Not sure why Gary stated the orchid has no history of occurrence in South Dakota - a quick glance at the Recovery Plan for this species (http://ecos.fws.gov/docs/recovery_plan/960930a.pdf) indicates it did historically occur here (although there's not been recent SD records).

-Natalie

From: Lehmkuhl, Tom
Sent: Friday, December 09, 2011 10:32 AM
To: 'Natalie_Gates@fws.gov'
Subject: SD100_Plants & birds survey for Minn00CP
Importance: High

Good morning, Natalie.

I spoke to Gary Larson at the Ag & Biological Sciences Division (Biology & Microbiology Program) of SDSU as you recommended regarding my questions regarding the Western Prairie Fringed Orchid survey on the following project:

> EM-P 0011(49)68, PCN 00CP, Lincoln & Minnehaha Co.
> SD11 - Fm Appx 1200' S of 69th St. N to approx. 1000 ft S of 26th Street
> Urban Grading & PCCP Surfacing; Shoulder Widening & AC Resurfacing

I explained to Gary how the land use occurring at this project location consisted of farmland & commercial development located within the urban fringe of Sioux Falls. Gary remarked that this is non-suitable habitat for the Western Prairie Fringed Orchid and that a survey would not be necessary. He also commented that the orchid has no history of occurrence in SD.

During discussion of the habitat present in this project area it was also commented that the need for a migratory bird survey would also be unnecessary due to the urbanization of this project area.

Based on Gary's determination I would like to request your concurrence that surveys will not need to be conducted for Western Prairie Fringed Orchid & migratory birds on this project.

Thank you.

Tom Lehmkuhl
Environmental Engineer
SDDOT - Office of Project Development
700 E. Broadway Ave.
Pierre, SD 57501
Ph: (605) 773-3180

SOUTH DAKOTA
DEPARTMENT
OF PUBLIC SAFETY
prevention ~ protection ~ enforcement

EMERGENCY MANAGEMENT

118 WEST CAPITOL AVENUE • PIERRE, SOUTH DAKOTA 57501
P: 605.773.3231
F: 605.773.3580
W: DPS.SD.GOV
E: DPS.OEMINFO@STATE.SD.US

February 2, 2012

Mr. Tom Lehmkuhl
South Dakota Department of Transportation
700 E. Broadway Avenue
Pierre, SD 57501

Dear Mr. Lehmkuhl,

Thank you for advising my office of the proposed limited access highway SD 100 Southern Segment in Lincoln and Minnehaha Counties. As the State NFIP Coordinator, it is my pleasure to assist you in the process of making your proposed project as successful as possible. The State of South Dakota promotes proper floodplain management guidance and works with communities to ensure that our local officials are providing the most accurate information for development to residents and municipalities. It is my goal to ensure that communities are maintaining an effective floodplain management program that meets at least the minimum National Flood Insurance Program (NFIP) requirements in regulatory compliance, mapping risk, and flood insurance standards.

With that being said, after reviewing the illustrations provided to my office, I am concerned that it appears there may be impacts to not only the floodplain, but more specifically the floodway. Typically, the floodway is an area where no rise in the base flood elevation should be allowed due to development, unless a Conditional Letter of Map Revision has been submitted to FEMA for review and approval.

Ultimately, each jurisdictional community participating in the National Flood Insurance Program is responsible and has land use authority to approve or deny projects within their jurisdiction. It is the community's responsibility to ensure that any proposed development that occurs within their jurisdictional limits is in compliance with the adopted flood damage prevention ordinance as required by the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program (NFIP).

In this case, most municipalities and county governments in that area do participate in the NFIP and will need to ensure that any proposed project impacting the floodplain or floodway will be completed in compliance of the flood damage prevention ordinances and meet the minimum NFIP regulations for floodplain management. The requirements for projects and activities in the floodplain apply the same to any local, State or Federal agencies. More importantly, as this is a project that extends beyond one community's jurisdiction, coordination among various communities is essential. I have enclosed a list of the local floodplain administrators who should be consulted in this process, depending on the jurisdictional location of the project.

Should you have any additional questions regarding this information and the proposed project, please do not hesitate to contact my office.

Sincerely,

William Arwood
State NFIP Coordinator

Attachment: Local Floodplain Administrator Contact List

Cc: Jeff Schmitt, City of Sioux Falls Floodplain Administrator
Scott Anderson, Minnehaha County Floodplain Administrator
Jon Peters, Lincoln County Floodplain Administrator
Albert Schmidt, Town of Harrisburg Floodplain Administrator

Mr. Jeff Schmitt
City of Sioux Falls Planning & Zoning
224 W. Ninth St.
Sioux Falls, 57104
Phone (605)367-8891
Fax (605)367-8863
schmitt@siouxfalls.org

Mr. Scott Anderson
Minnehaha County Planning & Zoning
415 N. Dakota Ave.
Sioux Falls, SD 57104
Phone (605)367-4204
Fax (605)367-7413
sanderson@minnehahacounty.org

Mr. Jon Peters
Lincoln County Floodplain Administrator
104 N. Main St. Suite 240
Canton, SD 57013
Phone (605)764-0101
Fax (605)764-5932
gis@lincolncountysd.org

Mr. Albert Schmidt
Harrisburg Planning & Zoning
P.O. Box 26
Harrisburg, SD 57032-0026
Phone (605)743-5872
Fax (605)743-2831
harctypz@iw.net

SD100 SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT (EA)

ALTERNATIVE ANALYSIS

Contents

Section 1 Introduction

The 1995 Sioux Falls Regional Transportation Study (Sioux Falls MPO, 1995) introduced an East Side Corridor Project to address future transportation needs in the area south and east of current city limits of Sioux Falls. The East Side Corridor was proposed to be a seventeen-mile regional arterial highway to accommodate forecasted regional travel demand in Lincoln and Minnehaha Counties. The planned East Side Corridor (SD100), has been mentioned in several other subsequently approved reports and studies including: the Sioux Falls 2015 Comprehensive Development Plan (Sioux Falls Planning and Building Services, 2003); Sioux Falls Regional Arterial Corridor Analysis- East Side Corridor Study, Phase 1 (1999) (City of Sioux Falls, 2003); Year 2025 Long Range Transportation Plan for the Sioux Falls Metropolitan Planning Area (Sioux Falls MPO, 2005); Sioux Falls Comprehensive Development Plan: Shape Sioux Falls 2035 (City of Sioux Falls, 2009); Direction 2035: Sioux Falls MPO Long-Range Transportation Plan (Sioux Falls MPO, 2010); and the South Dakota State Transportation Improvement Plan (STIP) 2011-2015 (SDDOT, 2010).

Project Background

In order to scope possible Build Alternatives, the East Side Corridor began a scoping process that was completed in October 2001 and documented in a Sioux Falls East Side Corridor Scoping Memorandum (SEH, 2001) (See Attachment A). Through the scoping process, previously studied Build Alternatives and new Build Alternatives were analyzed by a Process Team. At the completion of the scoping process, the Process Team recommended a New Corridor-Preferred Alternative for the preparation of an Environmental Assessment (EA). For the purpose of this memo, the New Corridor-Preferred Alternative will be referred to as the ***2003 EA Preferred Alternative***.

A Final EA for SD100, identified and evaluated impacts for the 2003 EA Preferred Alternative (City of Sioux Falls, 2003). The Final EA was approved by the Federal Highway Administration (FHWA) and the South Dakota Department of Transportation (SDDOT) on March 20, 2003. A Finding of No Significant Impact (FONSI) was approved by the FHWA on July 16, 2003.

In 2006, preparation of ROW plans and plats was initiated for the remainder of the alignment of the 2003 EA Preferred Alternative. This phase of the Project was to initiate the purchase of ROW for the 2003 EA Preferred Alternative in order to preserve the corridor for future SD100. During an open house held on February 7, 2006, several concerns about the corridor were raised. Substantive changes were proposed in several locations along the entire corridor which modified the corridor identified by the 2003 EA Preferred Alternative.

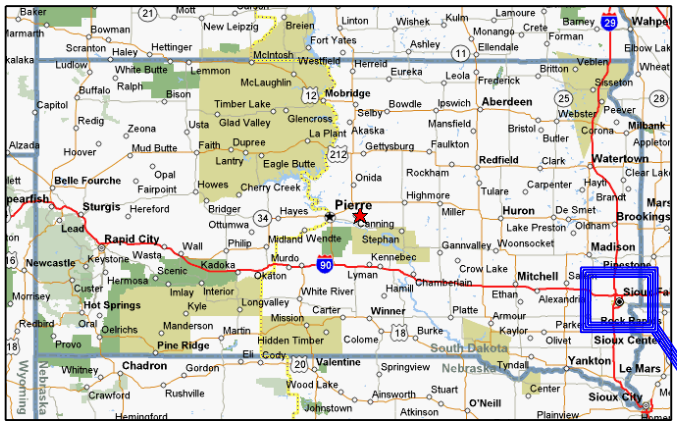
In order to analyze the changes to the 2003 Preferred Alternative, a Supplemental EA was drafted. The alternative that included the changes requested by the public is referred to as the ***Revised Build Alternative***. A Supplemental EA for the Revised Build Alternative was initiated in 2006.

In 2011, the SDDOT and FHWA determined that a Supplemental EA should be completed for the southern portion from I-29/ County Road 106 interchange (Exit 73) to south of 26th Street (referred to as the ***Southern Segment***) (the Project).

The Supplemental EA evaluates the Project in accordance with the provisions of the National Environmental Policy Act of 1969 (NEPA) and the Council on Environmental Quality's (CEQ's) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] §1500-1508) as well as the corresponding regulations and guidelines of the U.S. Department of Transportation (USDOT) and the FHWA. In addition, the Supplemental EA outlines the development of the route's alternative design concepts and documents potential social, economic, and environmental impacts of the alternatives as well as the involvement of the public and relevant resource agencies in the NEPA process.

During agency review of the EA and the 404 permit application, questions were raised by the FHWA and United States Army Corps of Engineers (USACE) regarding the process of avoidance of aquatic resources such as wetlands that was incorporated into the alternatives development, screening, and selection of the preferred alternative for both the signed 2003 EA and the ongoing Southern Segment Supplement to the 2003 EA.

The purpose of this memo is analyze the alternatives under the 404 (b)(1) guidance. Figure 1 displays the location of the Project. The following sections of this memo discuss the alternatives presented and the practicability of each.



N

NTS

Legend

2003 Preferred EA Alternative

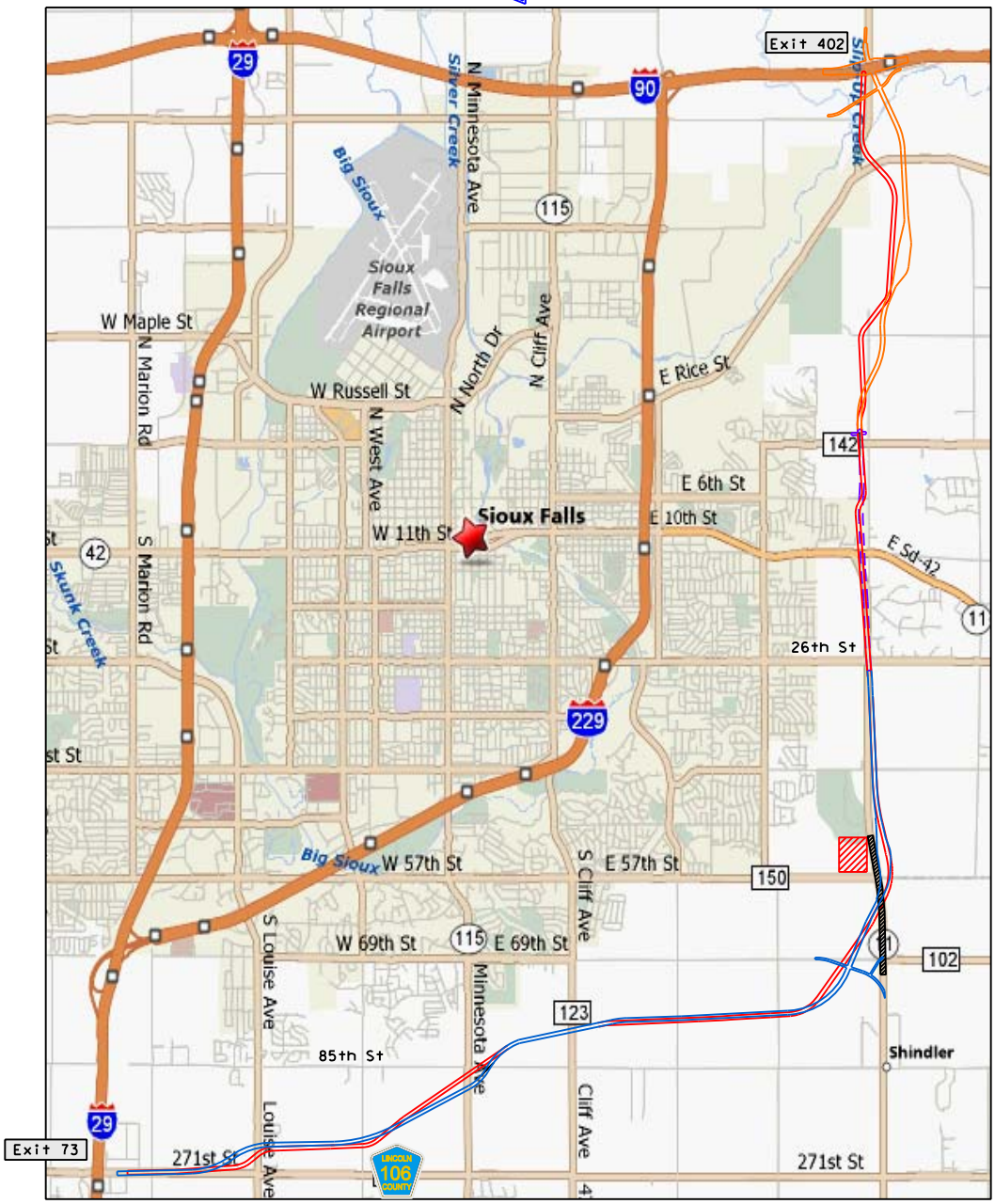
Revised Build Alternative (Southern Segment)

Revised Build Alternative (Northern Segment)

2005 SDDOT Supplemental Segment

BMP Pond 401-2 / Borrow Site

SD11 Improvements



Project Location Map

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 1

Section 2 Purpose and Need

The purpose and need for SD100 identified in the 2003 EA focused on the transportation needs for year 2025. The purpose and need for SD100 in the Southern Segment Supplemental EA is the same as the 2003 EA except that the transportation needs of year 2035 are also included.

The purpose and need for SD100 is to:

- Adequately prepare the City of Sioux Falls for the year 2025 and 2035 transportation system needs consistent with planning decisions and future construction of other public and private infrastructure investments.
- Prevent study area deficiencies that will occur by the year 2025 and 2035 if nothing is done. These potential deficiencies include travel trip/street discontinuity in the southeast region, street design deficiencies, 2025 and 2035 capacity issues, 2025 and 2035 safety issues, and 2025 and 2035 access issues.
- Accommodate the 2025 and 2035 traffic growth needs of the Study Area.

Goals and Objectives

The following were major goals adopted by the Process Team to guide the project:

- Provide for safe, efficient travel and appropriate access;
- Provide for orderly future development of public and private infrastructure;
- Preserve the quality of life;
- Protect the Natural Environment; and
- Maximize Economic Benefits.

Section 3 Alternatives

The following are the alternatives considered under the 404 (b)(1) analysis for the Southern Segment of SD100:

No Build Alternative

The No Build Alternative is required for analysis under the NEPA. This alternative provides a benchmark for the measurement of impacts associated with the No Build within 2015, 2025, and 2035 growth areas development and build alternative, and provides a basis to compare the effects of an action relative to the effects that could result if the action did not occur. Under this alternative, SD100 will not be constructed, and no improvements would be made to the existing roadway system to accommodate projected increases in traffic. No major construction would be anticipated in the No Build Alternative. The only activities anticipated would be normal maintenance of the existing roadways in the 2015, 2025, and 2035 growth areas.

Widen CR106/SD11 Alternative

This alternative consisted of the East Side Corridor following existing Lincoln County Road 106 (CR106) from the Interstate 29 interchange (Exit 73) east to South Dakota Highway 11 (SD11). The East Side Corridor would then turn north following the SD11 alignment to its termini at the intersection of SD11 and 26th Street.

The alternative would consist of widening the existing two-lane rural roadway to an urban four-lane divided roadway section with ten foot shoulders and a twenty-foot raised median. It was determined that the preferred option of widening the existing roadway was to center the roadway section and take an equal amount of right-of-way (ROW) from both the north and south sides of the roadway.

2003 EA Preferred Alternative

The 2003 EA Preferred Alternative was a limited access 17-mile long, 45-mph roadway with four-lanes and a single turning lane at intersections that would be located within a 200-foot wide corridor. The roadway section was comprised of 12-foot wide lane widths, a 20-foot wide median, 10-foot wide shoulders, 10-foot wide boulevards, and 10-foot wide paved pedestrian trails. The 2003 EA is incorporated by reference per 40 CFR § 1502.21 and provides additional details of the 2003 EA Preferred Alternative (City of Sioux Falls, 2003).

Revised Build Alternative

In 2006, the SDDOT proceeded with the project with a primary purpose of securing ROW for the SD100 corridor based on the “2003 EA Preferred Alternative”. The first step was to hold a public open house for the purpose of informing the public of the project and the steps the SDDOT was taking. During the open house, the public expressed many concerns and requested the SD100 corridor be reviewed and changes, if necessary, made to address their concerns.

The public concerns were reviewed and addressed through refinements to the “2003 EA Preferred Alignment. The new alignment and design considerations are referred to as the “Revised Build

Alternative". The Revised Build Alternative takes into account comments from the public, SDDOT, City of Sioux Falls, and FHWA.

The Revised Build Alternative modifies the "2003 EA Preferred Alternative" and incorporates the following design and safety considerations:

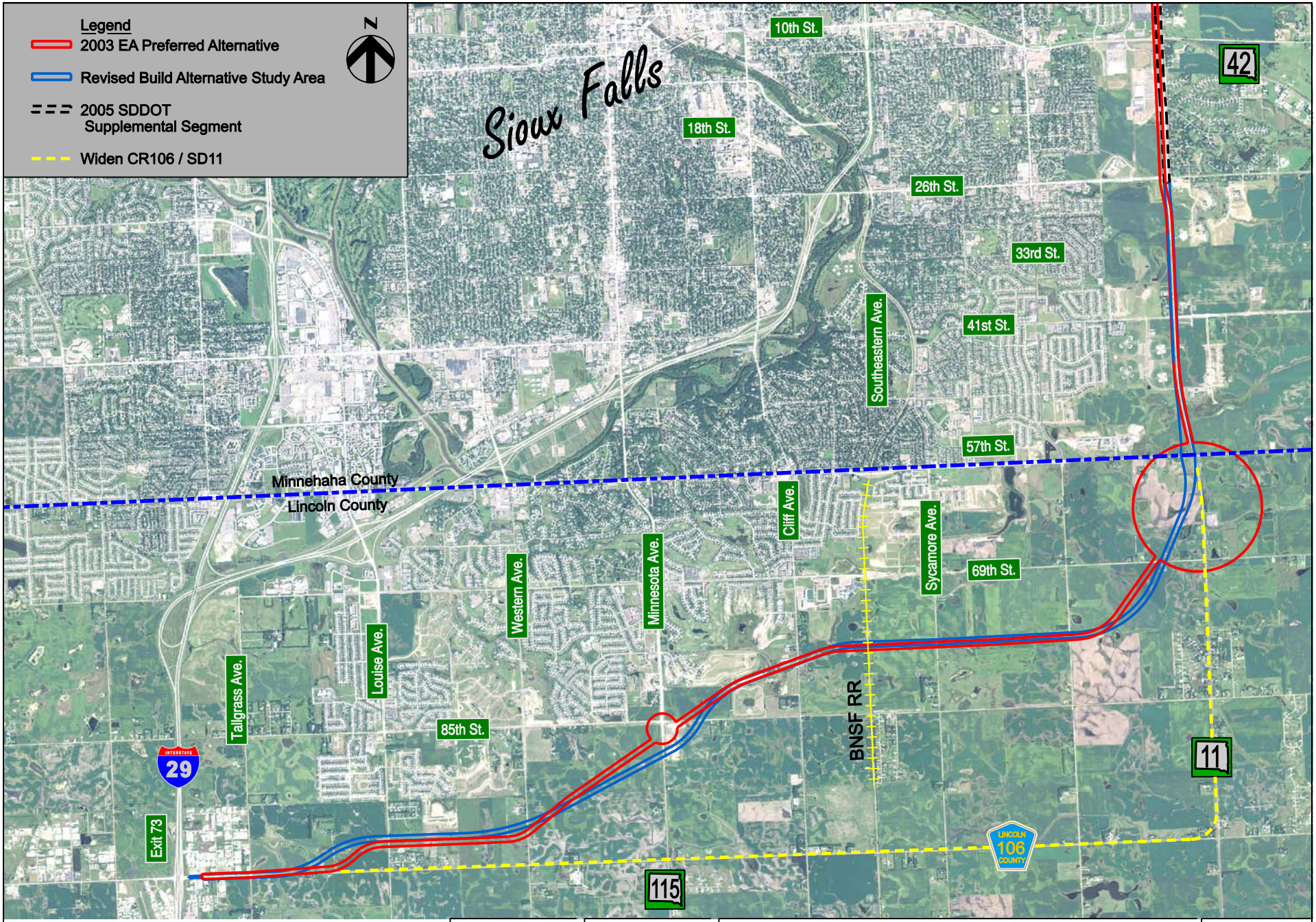
- Higher design speed
- Improved alignment at major intersections
- Less impacts to wetland areas;
- Improved Level of Service (LOS) with improved intersection geometrics, additional turning lanes, and additional driving lanes; and
- Use of 2035 traffic volumes versus 2025 traffic volumes.

In addition, it was determined that the revised schedule for constructing the corridor warrants updating the traffic study to incorporate 2035 projected volumes. From this determination, a corridor traffic study was conducted and documented (HDR, March 2007, updated November 2011). The "2003 EA Preferred Alignment" identified a preferred section consisting of a four-lane divided section with ten foot shoulders. The HDR performed traffic study identified a need for a six-lane divided section in the future. To accommodate, the facility will initially be striped to accommodate four lanes of traffic. When traffic volumes warrant, the facility will be restriped for six lanes of traffic.

In addition to the revised typical section, other modifications to the 2003 EA Preferred Alternative include:

- Intersection of SD100 and SD115 (Minnesota Avenue): Due to the shift of the alignment, an interchange is no longer needed;
- I-29 to 41st Street: One-mile access spacing;
- 41st Street to End of Project: One-half mile access spacing; and
- Interchange at intersection of SD100 and 57th Street.

In addition, in 2008, a SD100 Access and Noise Plan was approved by the South Dakota Transportation Commission.



Date of Aerial Photography: 2010

DOT Connecting South Dakota and the Nation

HDR

Alternatives

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 2

Section 4 Practicability of Alternatives

Under 404(b)(1) guidance for alternatives analysis, the practicability of each alternative must addressed. Technical and logistical factors that should be considered include, but are not limited to: access, transportation needs, utilities, and topography, and available construction techniques.

The following is a discussion of the practicability of each alternative:

No Build Alternative

Under the No Build Alternative, SD100 would not be constructed. The 2003 EA indicated that the No Build Alternative would not accommodate the year 2025 traffic growth needs of the region (City of Sioux Falls, 2003). Therefore, the No Build Alternative would also not accommodate the 2035 traffic growth. The No Build Alternative does not merit further discussion in this memo as a practicable alternative since it does not meet the purpose and need of the Project.

Widen CR106/SD11 Alternative

Under the CR106/SD11 Alternative, SD100 would follow and improving existing infrastructure network roadways. Both CR106 and SD11 would be upgraded to accommodate the projected traffic volumes. The issues associated with the widening of CR106 are the primary reason that this alternative is not considered practicable, therefore is eliminated from further consideration. These issues include:

- Majority of the alignment is outside of the City's Growth Area: A goal of this corridor is, once built, would be used by the traveling public as a complimentary corridor paralleling Interstate 229 (I-229). The concern expressed during both Stakeholder and Public meetings is that the corridor would be too far outside the City's projected growth area and therefore, would not attract traffic and serve as a corridor roadway.
- Improved Capacity: The City of Sioux Falls is lacking east-west corridors within the current city limits. Due to this, the City's goal moving forward is to preserve the section line roads and improve to arterial standards as the City grows. The construction of SD100 along CR106 would limit the usefulness of the roadway as an arterial due to the limited access designation. Therefore, commercial development would be limited to areas around the designated access locations or the use of frontage roads would be incorporated into the development of the corridor. The frontage roads option would require additional ROW and increase the impacts.
- Existing Development: Existing development along CR106 would require one of two options to accommodate the existing residences and developments along the road. Option 1 would be the buy-out/relocation of all residences along the road that would conflict with access goals of the corridor. Option 2 would require all existing accesses to be allowed. Either option would make constructing the corridor not practicable.

2003 EA Preferred Alternative

This alternative meets the original goals of the project and is determined to be a practicable alternative for further consideration in this memo. See Section 5, Environmental Impact, for further discussion of this build alternative.

Revised Build Alternative

This alternative improves on the positives that were identified in the 2003 EA Preferred Alternative. The reason for the reanalysis of the 2003 EA Preferred Alternative was due to public comment. In addition to the public comment, a relook at the project goals and the need to update the traffic study also played factors in opening the approved EA and looking at adjusting the alignment. The Revised Build Alternative meets the traffic capacity needs of the updated Traffic Study, increases the design speed from 45 mph to 60 mph allowing for a posting of 55 mph, and improves the safety of many of the intersections between I-29 and 69th Street.

Based on the information previously provided, it was determined that the Revised Build Alternative is a practicable alternative to consider further for the Project. See Section 5, Environmental Impact, for further discussion of this build alternative.

Section 5 Environmental Impact

As part of the 404 (b)(1) analysis, the environmental impacts on the aquatic ecosystem and the environmental overall for each practicable alternative are assessed. As noted in Section 4, the 2003 EA Preferred Alternative and Revised Build Alternative were determined practicable alternatives for the Project.

Table 1 presents a comparison of impacts under the alternatives carried forward for detailed analysis. The impacts for the 2003 EA Preferred Alternative were noted as identified in the EA. Impacts associated with the Revised Build Alternative were calculated utilizing construction limits, ROW limits, and/or temporary easement limits based on preliminary design.

Table 1
Summary of Long-Term Impacts for the Build Alternatives

	2003 EA Preferred Alternative (I-29 TO I-90)	Revised Build Alternative (I-29 TO 26TH STREET)
Resource	Impact	Impact
Air Quality	No significant impact	No significant impact
Water Quality	No significant impact	No significant impact
Pedestrians and Bicycles	Provides access	Provides access
Noise	No significant impact	Residences at 41st and SD11
Threatened and Endangered Species	Affects lined snake habitat	Topeka Shiner-*May affect, likely to adversely affect* Western prairie fringed orchid- *Surveys required season prior to construction*
Floodplains Floodway 100 Year	No significant impact	0.73 acre 4.75 acres
Archaeological Sites and Historic Structures	No significant impact	No Adverse Effect
Section 4(f) and 6(f) Resources	Harmodon Park[2]	*De Minimis* Impact
Regulated Materials	No significant impact	No significant impact
Future Land Use	Compatible	Compatible
Public Facilities and Service	No significant impact	No significant impact
Visual Impacts and Aesthetics	No significant impact	No significant impact
Farmland	No significant impact	No significant impact
Economic Resources	Seven business affected by land acquisition or partially affected	One businesses permanently affected
Environmental Justice	No impact	No impact
Habitat, Fish, and Wildlife[1]	Minor loss of habitat, moderate in Cactus Hills	Minor loss of habitat

Notes:
[1] *Impacts for habitat are consistent with impacts for wetlands and other waters of the U.S. Impacted wetlands would be mitigated per Section 404 of the Clean Water Act.*
[2] *Harmodon Park was mentioned in the 2003 EA, but was not analyzed as a 4(f) resource.*

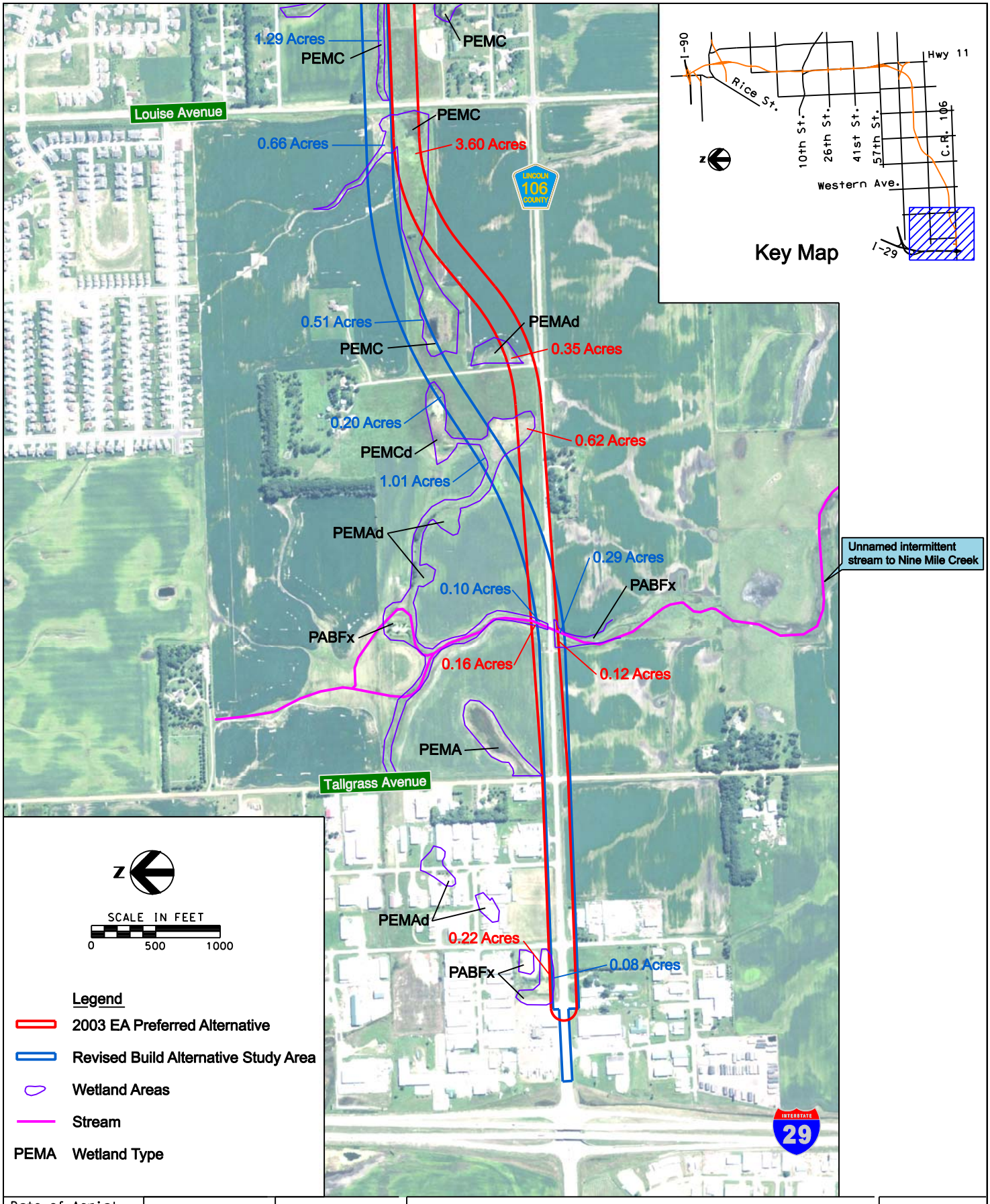
Sources:
40 CFR 81.342, Attainment Status Designations, South Dakota.;Administrative Rules of South Dakota (ARSD) Article 74:51, Surface Water Quality, January 1999.; Augustana College Archeology Laboratory, 2006 , 2007, and 2010; EDR, December 2006; Federal Emergency Management Agency (FEMA), 2008 and 2009;U.S. Census Bureau, 2000 and 2010.

In order to analyze the impacts, adverse and/or beneficial, of each alternative on the aquatic ecosystem, a desktop determination for the wetland boundaries was completed within the corridors of the 2003 Preferred EA Alternative and the Revised Build Alternative. Figures 3a thru 3h display the determined desktop wetland boundaries.

The 2003 EA Preferred Alternative has not been designed to the same level as the Revised Build Alternative. Therefore, in order to compare the impacts to wetlands, the Revised Build Alternative was reassessed with a 200 foot wide corridor, the same width corridor as the 2003 EA Preferred Alternative. The 200 foot wide corridor was determined by buffering the centerline 100 feet on either side. Figures 3a thru 3h displays the two corridors for the build alternatives considered practicable.

For the 2003 EA Preferred Alternative, the corridor as noted in the EA included areas that showed the general vicinity of the interchange (See Figures 3c and 3f). Since this entire area proposed for the interchange would not be impacted, an interchange was transposed on SD11 and wetland calculations were recalculated (See Figure 3f). The total wetland impacts within this boundary are approximately 45.7 acres.

For the Revised Build Alternative, the total wetland impacts within the 200 foot boundary were approximately 36.8 acres. Due to the considerable difference in wetland impacts, the least environmentally damaging practicable alternative (LEDPA) is the Revised Build Alternative.

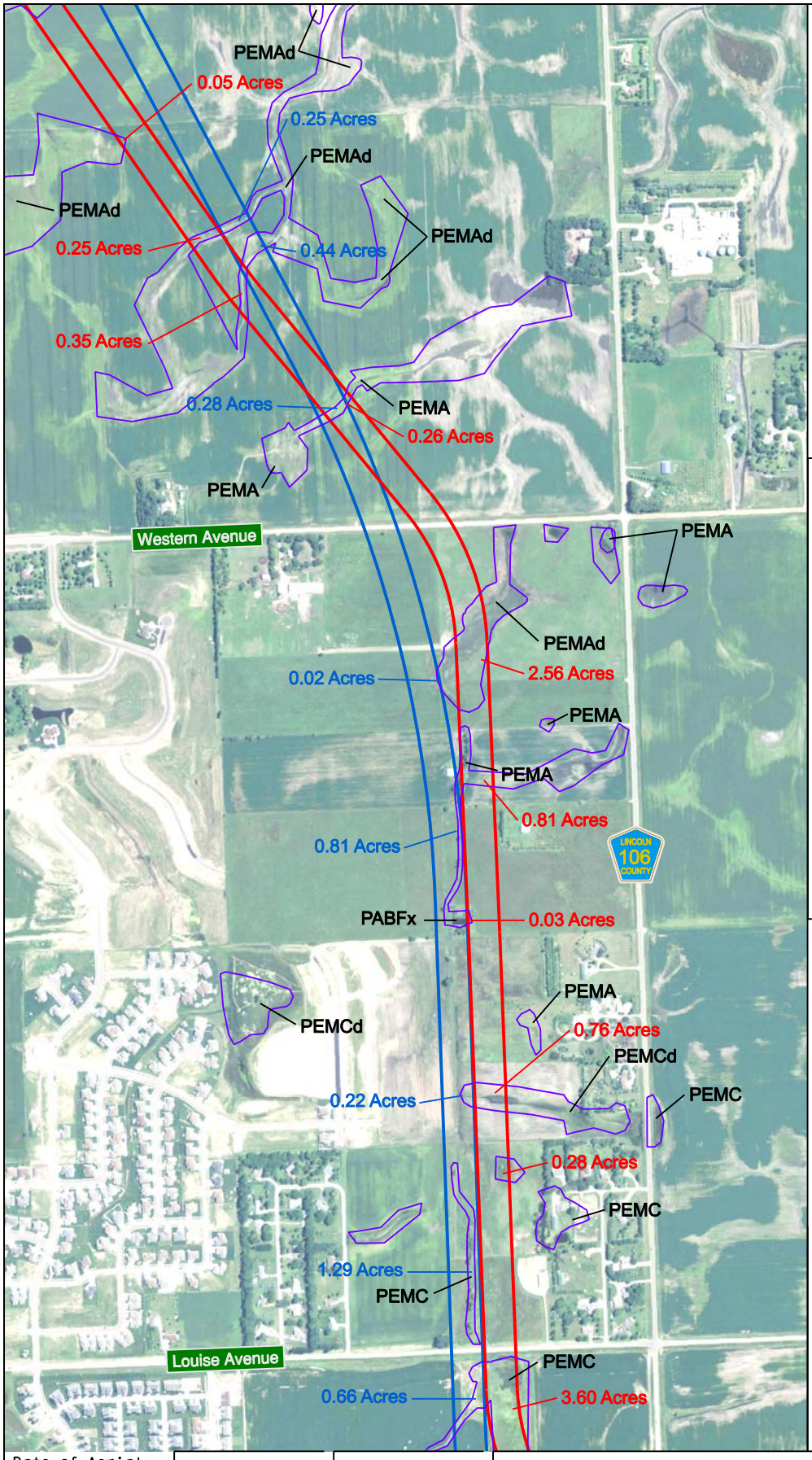


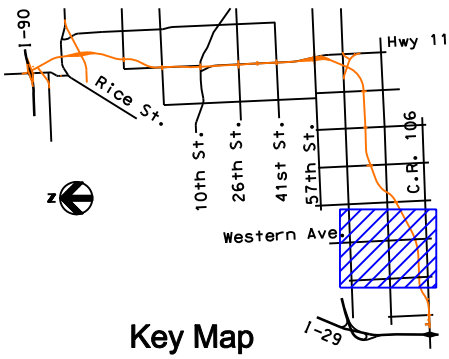
Date of Aerial Photography: 2010

Wetlands and Other Waters of the U.S.

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 3a





SCALE IN FEET
0 500 1000

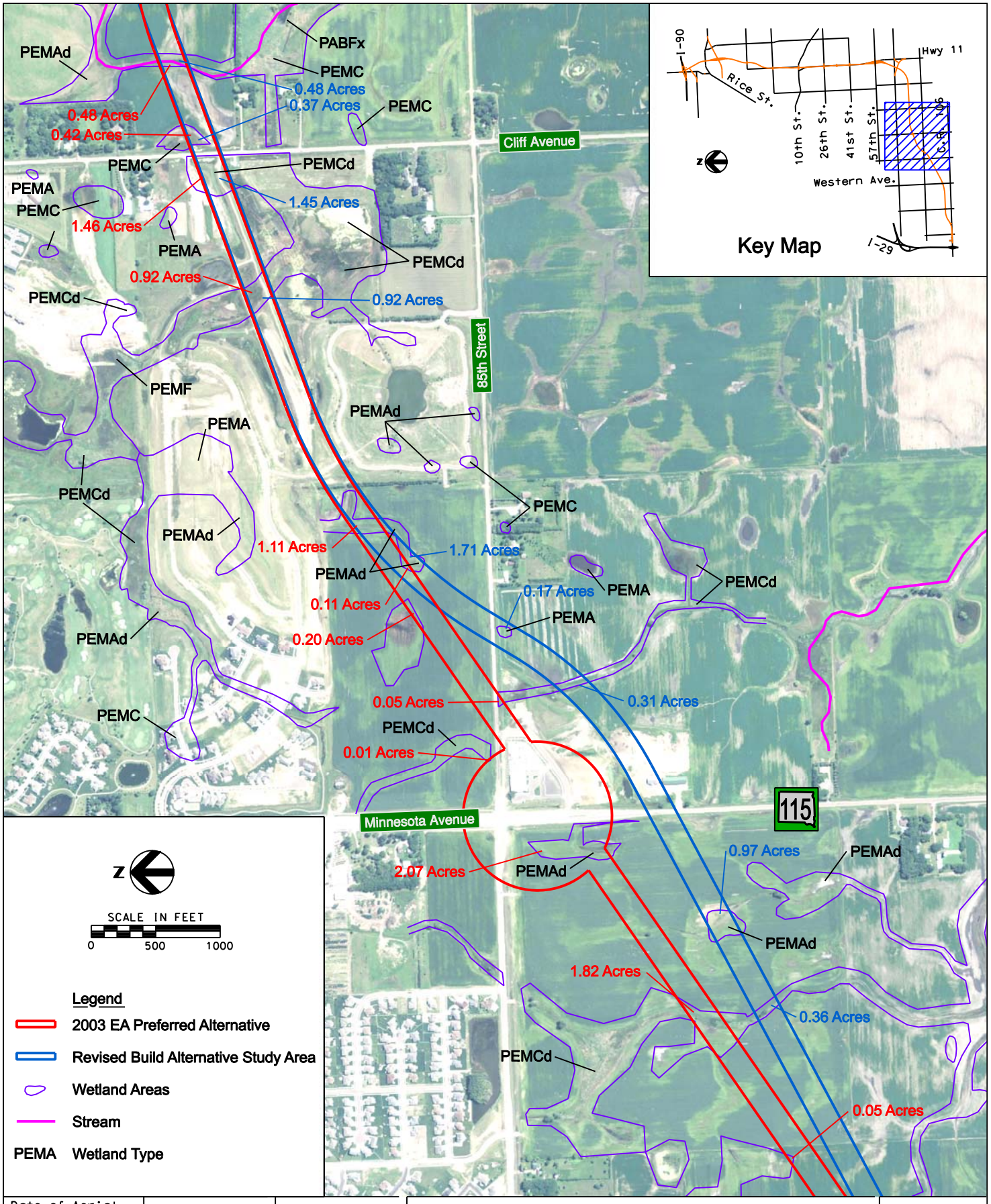
Legend
- 2003 EA Preferred Alternative
- Revised Build Alternative Study Area
- Wetland Areas
- Stream
- PEMA Wetland Type

Date of Aerial Photography: 2010

Wetlands and Other Waters of the U.S.

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 3b

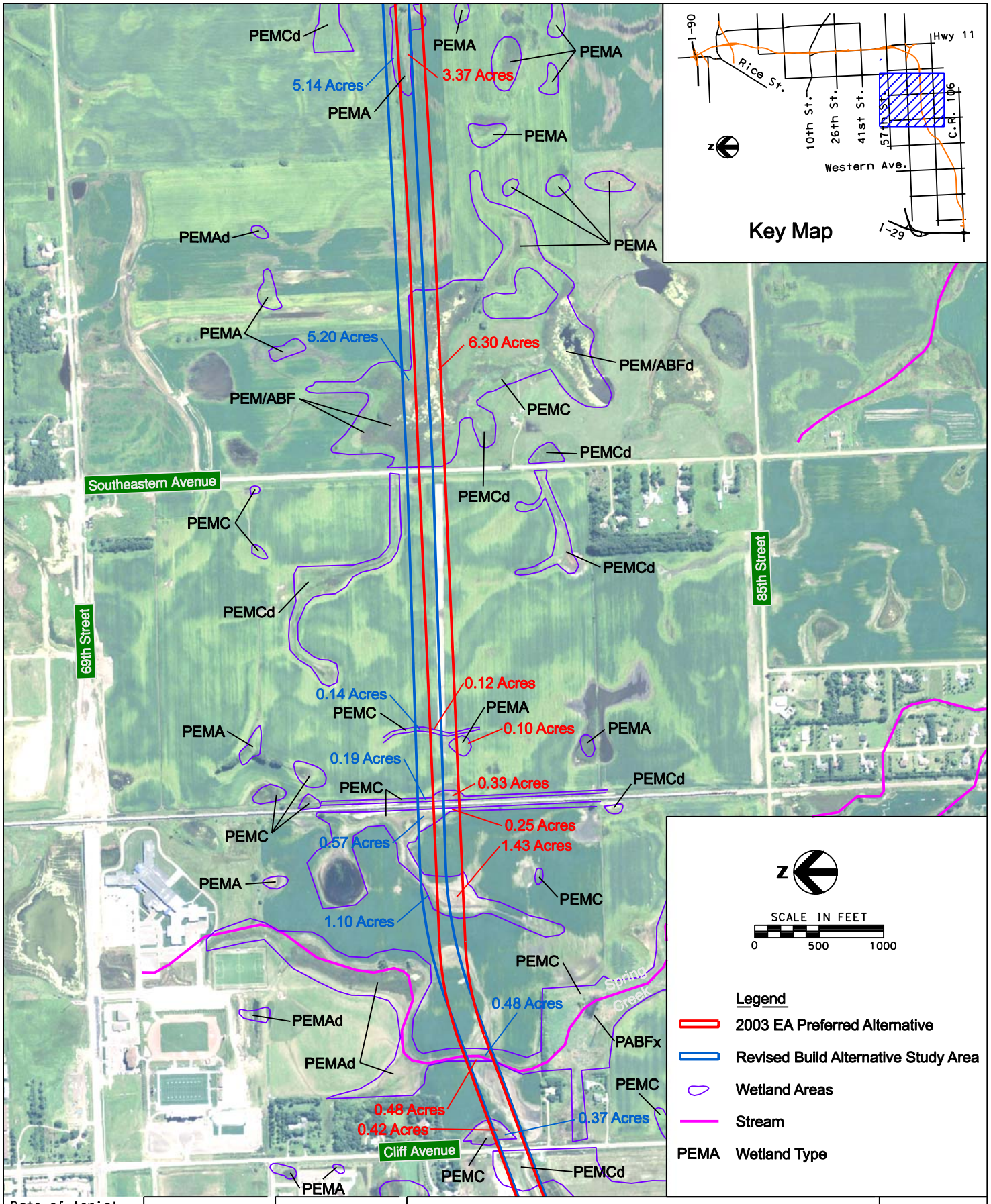


Date of Aerial Photography: 2010

Wetlands and Other Waters of the U.S.

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 3c

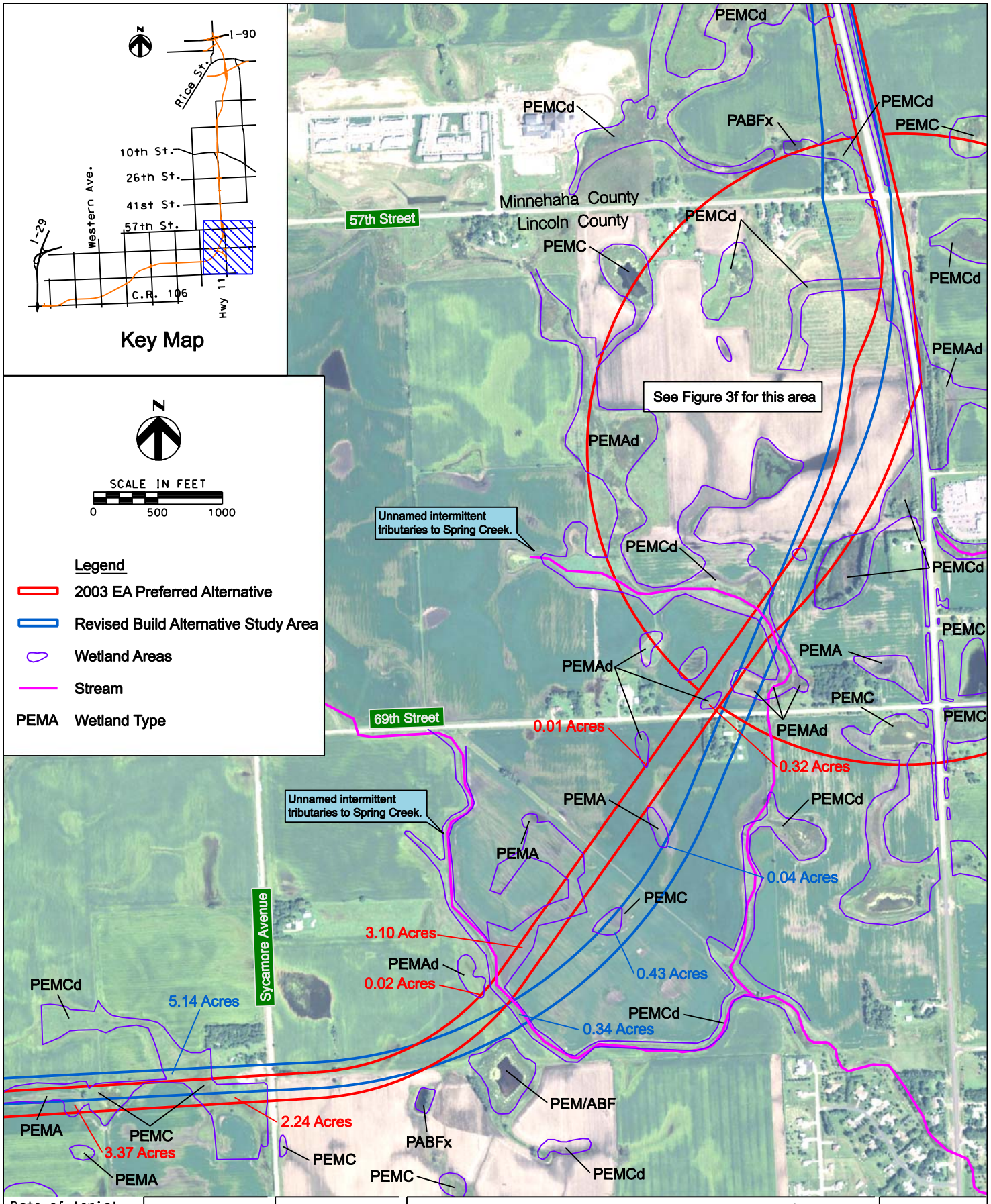


Date of Aerial Photography: 2010

Wetlands and Other Waters of the U.S.

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 3d



Date of Aerial Photography: 2010

Wetlands and Other Waters of the U.S.

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 3e

Date of Aerial Photography: 2010

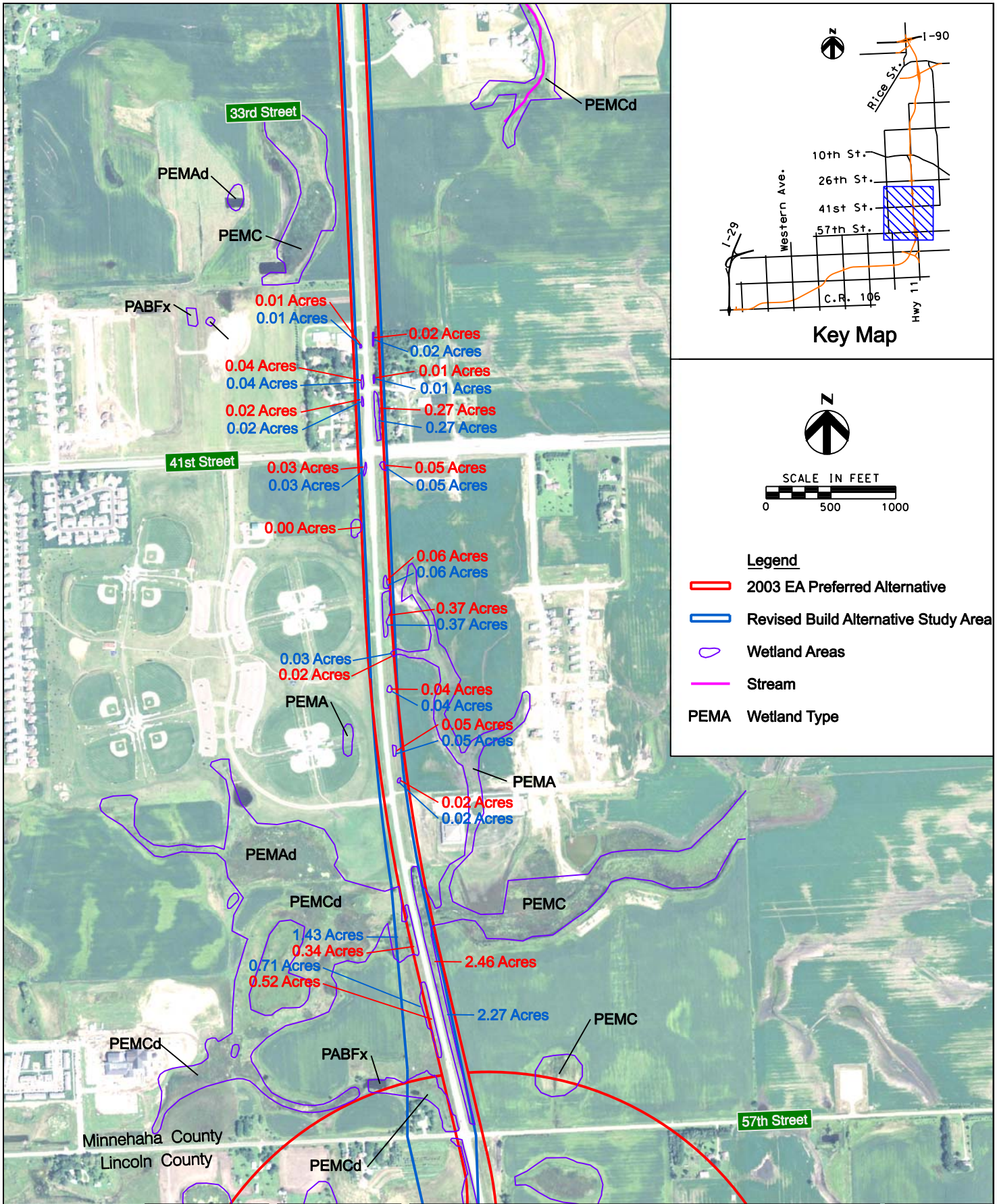
South Dakota DOT Connecting South Dakota and the Nation

HDR

Wetlands and Other Waters of the U.S.

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 3f

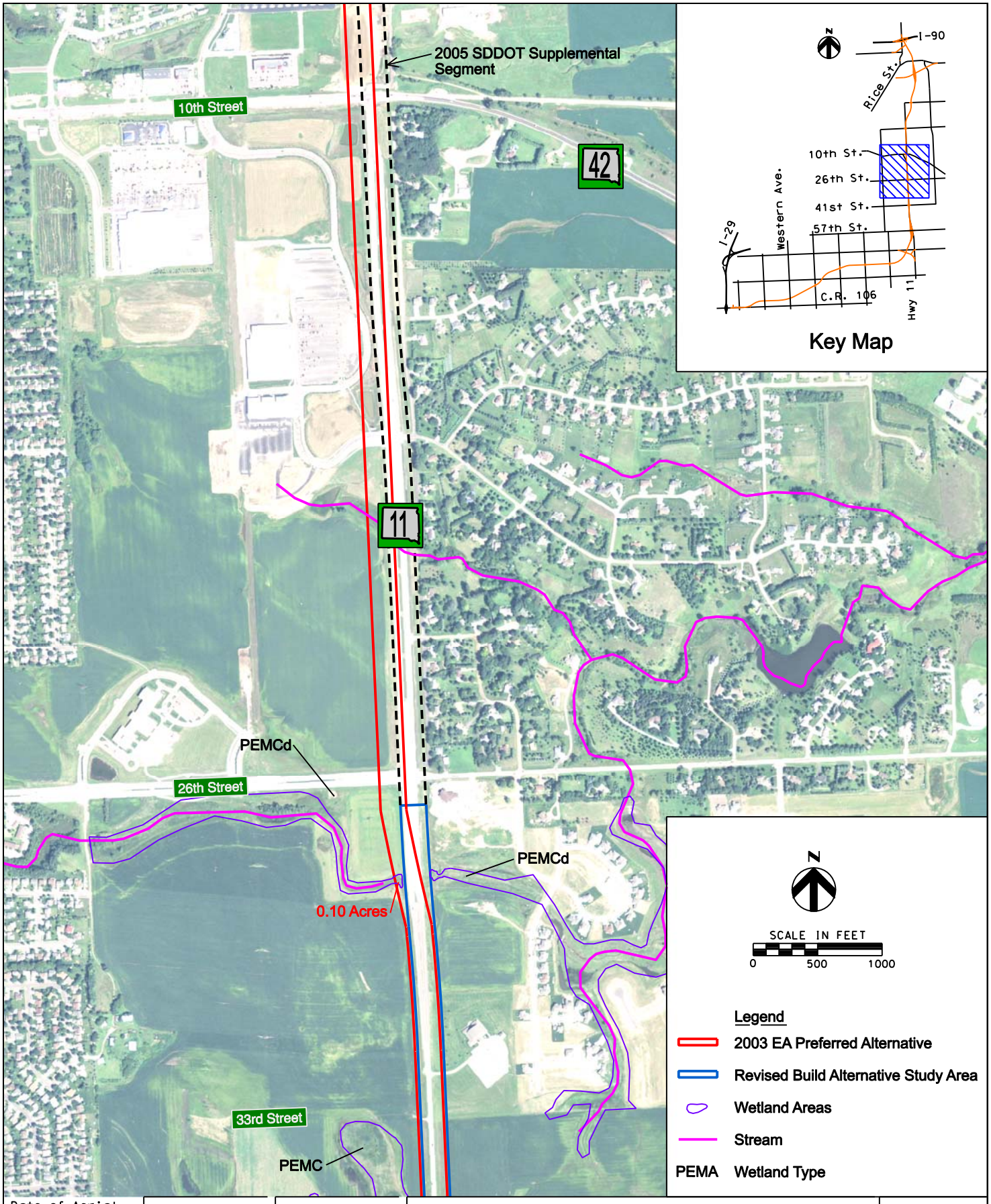


Date of Aerial Photography: 2010

Wetlands and Other Waters of the U.S.

Eastside Corridor (SD100) - I-29 to South of 26th Street

Figure 3g



Date of Aerial Photography: 2010

Wetlands and Other Waters of the U.S.

Eastside Corridor (SD100) - I-29 to South of 26th Street

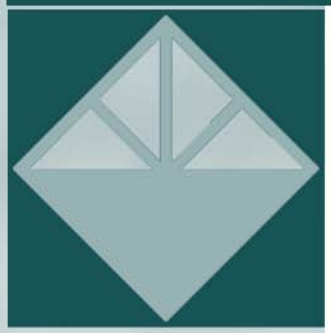
Figure 3h

Section 6 Mitigation

As the LEDPA, the Revised Build Alternative will be carried forward to be constructed. The alternative will be built in phases due to construction costs. In order to accurately identify, minimize impacts, and mitigate the wetland areas, each phase will follow this procedure to ensure a 404 permit is obtained before construction can begin:

- As a phase of the Project is identified and final design is initiated. Formal wetland delineation should be completed that follows the following methodology: *1987 Corps of Engineers Wetland Delineation Manual* (USACE, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region* (USACE, 2010).
- After the wetland delineation is completed, the final design process will consider wetland impacts by incorporating minimizing efforts when wetlands can't be avoided, and mitigating for impacts. The minimization efforts should include changes vertical alignments and sideslopes.
- Wetlands which cannot be avoided will be mitigated through the use of a mitigation bank. The appropriate methodology determined by the mitigation bank will be applied to determine the mitigation required for the Project. A wetland mitigation plan will be prepared.
- A 404 permit application will be prepared for each phase of the Project that will include the wetland delineation report and mitigation plan. The 404 permit application will be submitted to USACE. The wetland permit application will be available to all responsible permitting agencies for review and approval during the required public notice of a Section 404/401 Individual Permit under the Federal Clean Water Act.

Attachment A- Sioux Falls East Side Corridor Scoping Memorandum



Sioux Falls East Side Corridor Scoping Memorandum

October 2001

Short Elliott Hendrickson Inc.

Multidisciplined.
Single Source.

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Sioux Falls East Side Corridor Scoping Memorandum

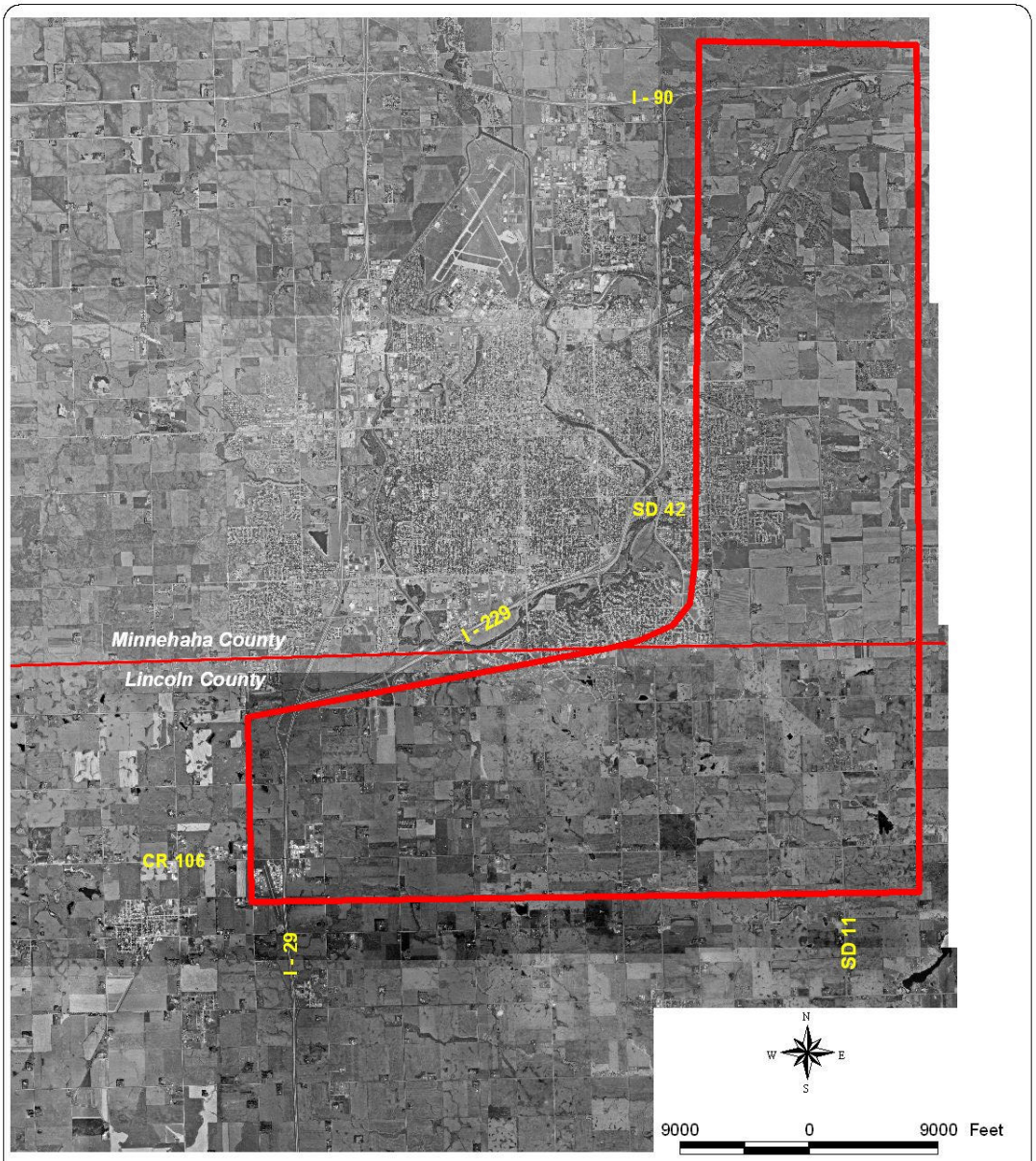
Prepared for the City of Sioux Falls, South Dakota

1.0 Background

The Sioux Falls East Side Corridor is a proposed new high-speed, limited access principal arterial roadway being planned to address future transportation system needs. The proposed four-lane, 45 mph roadway would be located within the City's 2025 growth area east and south of the current jurisdictional limits. The East Side Corridor Study Area is illustrated in Figure 1.

Since 1995, the proposed East Side Corridor project has been planned to address future transportation needs of the Sioux Falls area and, if constructed, is expected to become an integral component of the City's future 2025 transportation system. The proposed East Side Corridor will serve regional trips and preserve the function and working performance of the future minor arterial and collector street system. Planning documentation for the East Side Corridor appears in several approved reports and studies, listed as follows:

- 1995 Sioux Falls Regional Transportation Study
- Sioux Falls 2015 Comprehensive Development Plan (2015 Plan)
- Sioux Falls Regional Arterial Corridor Analysis – East Side Corridor Study, Phase I (1999)
- Year 2025 Long Range Transportation Plan for the Sioux Falls Metropolitan Planning Area



East Side Corridor Study Area
Sioux Falls, South Dakota

Figure 1

The primary purpose of the 1995 Regional Transportation Study was to determine if a future outer beltway around the City of Sioux Falls was needed. Based on the traffic projections and the need for a safe and efficient transportation system, the final recommendation of this study was to develop a system of high-speed, limited access arterial roadways outside of the existing interstate corridors.

The Phase I report identified above was approved by the Urbanized Development Commission (UDC) on April 15, 1999, but a recommended alignment for a new East Side Corridor was not selected and several outstanding issues regarding the corridor's future alignment were raised. In fall 2000, the City of Sioux Falls prepared to restudy these issues with a different process and reactivated the study of the East Side Corridor. A steering committee named the Process Team was assembled and has convened monthly since January 2001 (see the following Section 3.0).

2.0 Purpose of Scoping Memorandum

The purpose of the Scoping Memorandum is to:

- Document the approach used since January 2001 by the Process Team to scope previously studied alternatives.
- Identify new alternatives recommended by the Process Team that were developed to address issues and concerns raised by the Public since the 1999 study.
- Explain – step-by-step – the process used to help the region's policymakers become knowledgeable of the East Corridor choices available to further the decision-making process to plan for a major component of the region's future transportation system.
- Present the Process Team's recommendations for further consideration by the Metropolitan Planning Organization (MPO) Transportation Committees (Citizen's and Technical Advisory Committees, and the UDC).

3.0 Process Team

The assembly of a coordinating project committee was approved by the Sioux Falls MPO in November 2000. The Process Team was organized in December 2000. This group had its first meeting in January 2001 and chose to hold its regular meeting on the third Wednesday of each month. The Process Team is comprised of members and their alternates representing project area citizens and agency staff from the City of Sioux Falls, Minnehaha and Lincoln Counties, South Dakota Department of Transportation, and the Federal Highway Administration (FHWA). The Process Team includes the following persons:

Carolyn Knobloch, Bob Budd, Lisa Beacom, and Mary Hudson – Lincoln County property owners

Jeff Schmitt, Kevin Smith, Sam Trebilcock, and Shannon Ausen – City of Sioux Falls

Dave Queal and Bob Meister– Minnehaha County

Alicia Van Bockern and Tom Winter – Lincoln County

Jim Nelson and Ben Orsbon – South Dakota Department of Transportation

Ginger Massie and Mark Hoines – Federal Highway Administration

The Process Team is facilitated by SEH, a multidisciplinary consulting firm with experience in transportation system planning and design.

3.1 Process Team Mission

At its first meeting, the Process Team discussed how it would find a common approach to guide the process with the many diverse interests at the table. The following mission statements were adopted by the Process Team to establish guiding principles in leading the restudy of the East Side Corridor.

"The mission of the East Corridor Process Team will be to develop sufficient planning-level information to prepare an informed recommendation on the project's preferred alternative to the MPO's Transportation Committees. If a build alternative is chosen, the Process Team will successfully guide the project through the federal Environmental Assessment (EA) Process."

The process will be:

***C**omprehensive in Approach;*
***L**ead to Informed Decisions;*
***E**quitable and Fair;*
***A**ccurate; and*
***R**easonable.*
"CLEAR"

4.0 Project Purpose and Need

To provide clarity for interested persons and those sharing concerns about the proposed project, the Process Team felt it was important to establish the reasons for studying and potentially constructing the East Side Corridor. The Process Team developed the following statements to support its mission for the East Side Corridor's planning.

The Purpose and Need for the East Side Corridor is to:

A. Adequately prepare the City of Sioux Falls for 2025 transportation system needs consistent with planning decisions and future construction of other public and private infrastructure investments.

Three actions support this statement:

1. Validate Official Planning Documentation

- Serve the purpose and need for the project consistent with the recommendations of the following documentation:
  - 1995 Sioux Falls Regional Transportation Study
  - Sioux Falls 2015 Comprehensive Development Plan (2015 Plan)
  - Sioux Falls Regional Arterial Corridor Analysis – East Side Corridor Study
  - Year 2025 Long Range Transportation Plan for the Sioux Falls Metropolitan Planning Area

2. Preserve Options for Future Right-of-Way Acquisition

- Open space and areas of limited development need to be preserved for future right-of-way to minimize future acquisition and relocation costs and community disruption.

3. Ensure Continuity between Urban Systems Planning and Private Development

- As developer proposals are received for property annexed into the City of Sioux Falls, East Side Corridor right-of-way needs to be considered in the platting and planning process.
- Establish the framework necessary to develop a future "vision" for the project area beyond 2025.

B. Prevent study area roadway deficiencies that will occur by the year 2025 if nothing is done.

These potential deficiencies include the following:

- Travel trip/street discontinuity in the southeast region (between I-90 and Minnesota Avenue)
- Street design deficiencies – existing and future

- 2025 capacity issues
- 2025 congestion issues
- 2025 safety issues
- 2025 access issues

C. Accommodate the 2025 traffic growth needs of the Study Area

- 2025 traffic volumes
- Complement the 2025 Sioux Falls Street System Plan
- Provide a comprehensive, rather than piecemeal, solution to accommodate future traffic needs

5.0 Goals and Objectives – Screening Process

To activate the aforementioned mission statement and respond to the project's Purpose and Need, the Process Team developed and refined goals and objectives for the project. The following major goals were adopted by the Process Team to guide the project.

- Provide for safe, efficient travel and appropriate access
- Provide for orderly future development of public and private infrastructure
- Preserve the quality of life
- Protect the Natural Environment
- Maximize Economic Benefits

Objectives were then developed to define the goals and provide performance measures for each goal. These objectives are illustrated with the corresponding project goals in Appendix A. The performance of each alternative was given an "order of magnitude" rating based on how well it could be expected to achieve the goal. Ratings were established to assess how well each objective could be achieved toward meeting the goal. The following ratings were used:

(++) = Achieves Objective (i.e., success)
(+) = Somewhat Achieves Objective (i.e., partial success)
(0) = Neutral – no effect or undetermined
(-) = Somewhat Impairs Objective (i.e., partial failure)
(- -) = Impairs Objective (i.e., failure)

Ratings were assigned and a sum tally of each rating was prepared for each alternative in the segment. An assumption followed that all goals and objectives would be of equal value, so no weighting techniques

were applied. Cumulative scores for each alternative within the segment were then compared, and the highest scoring alternatives were identified. In most cases, the highest scoring alternatives were considered the best and would provide support for the Process Team's recommendations. The process also allowed the alternatives with more substantial issues to be identified, and identify what, if anything, could be considered to improve a less favorable rating.

The screening process is further detailed in Appendix B of this memorandum. Performance ratings of each of the alternatives are also included in Appendix B.

Data provided by state and federal environmental review agencies were also used to help screen alternatives. The responses from agencies that provided comments on scoping of the alternatives are included in Appendix C.

6.0 Public Involvement

Members of the public and interested persons have been given a number of options to stay informed of and participate in the project development process.

Activities of the Process Team are posted weekly on the City of Sioux Falls' Internet site at the following address:

http://www.sioux-falls.org/city_departments/planning_and_building_services/planning/RegArtCor.htm

The monthly minutes of the Process Team meetings are also posted at this Internet site, as well as project-related reports for downloading by interested persons. Persons with questions or comments are encouraged to contact a Process Team member.

Outreach activities included official meetings on the proposed project with the Lincoln and Minnehaha County Commissioners, City of Sioux Falls, the Business Transportation Committee of Sioux Falls bimonthly Metropolitan Transportation Planning meetings, and meetings with individual property owners.

As an update to landowner interests since 1999, information letters were sent to all property owners in the Segment 1 new alignment area (Lincoln County). Owners were advised that their property would likely be affected by the new alignment (if this alignment was selected as the Preferred Build Alternative), and that there would be a number of opportunities to view the proposal and provide input, should the facility be designed and ultimately constructed. Advance notice was given to these property owners as they were not directly affected by an alignment alternative developed from the 1999 study.

Formal public involvement activities, including press coverages, have also been completed for the project. An open house was held on February 22, 2001 to reacquaint the public with the East Side Corridor project, receive feedback on the revised process and alternatives that had been previously studied, and present updated land use planning and public works information since the corridor was last studied in 1999. An August 2001 public meeting and hearing opportunity were made available to present a new alignment concept through Lincoln County and the Process Team's recommended alignment for each segment of the corridor. Summarized comments received from persons attending the public meetings are included as Appendix D.

7.0 Recommended Process Team Alternatives

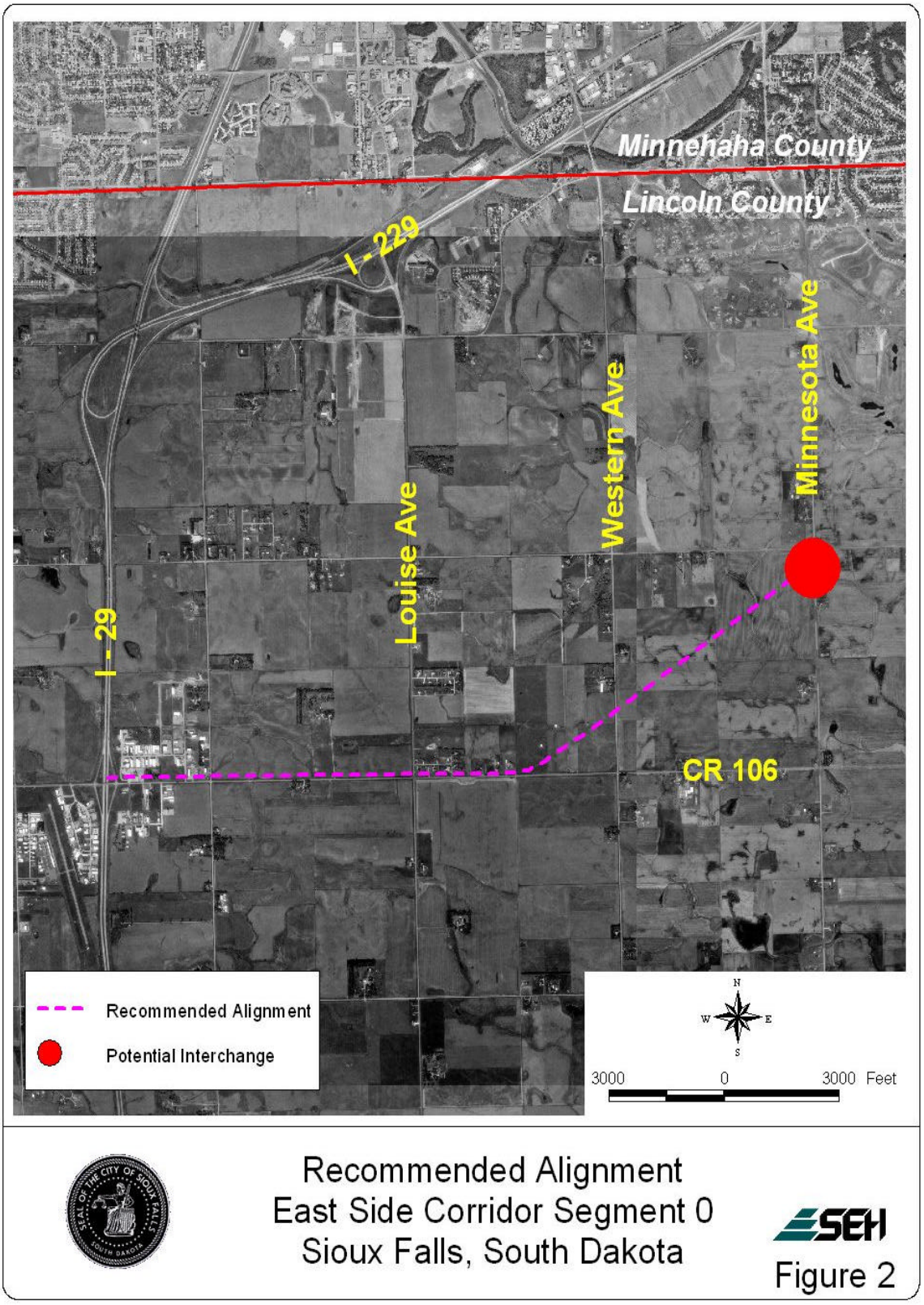
Using its established screening process and after reviewing new alternatives developed for Segments 0 and 1, the Process Team evaluated the relative performance of each of the segment alternatives. Useful numeric data from the 1999 East Side Arterial Study were used to evaluate potential social, economic, and environmental impacts. Figures of previously studied alternatives from the 1999 study are illustrated in Appendix E.

The Process Team then selected its preferred alternative for each of the four segments of the project. The Process Team did not rely on the recommendations of the previous study in selecting its recommended alternatives; however, it did consider the previous rationale used in solving future transportation needs in the region in addition to addressing the public's alignment concerns since that time.

Each of the four preferred alternatives will connect as a single recommended build alternative for the East Corridor, a distance of approximately 14 miles. An overview of each of the four Process Team-recommended alignment segments and a corresponding conceptual illustration is presented as follows:

Segment 0 – I-29 to Minnesota Avenue (Figure 2)

Segment "0" represents a new segment added since the completion of the Phase I Study in 1999. Segment "0" was added as it became clear to several members of the Process Team that a more appropriate connection to the regional arterial highway system would be needed to identify the traffic and other impacts that a new arterial roadway would introduce in the I-29/County Road (CR) 106 area.



Recommended Alignment
East Side Corridor Segment 0
Sioux Falls, South Dakota

Figure 2

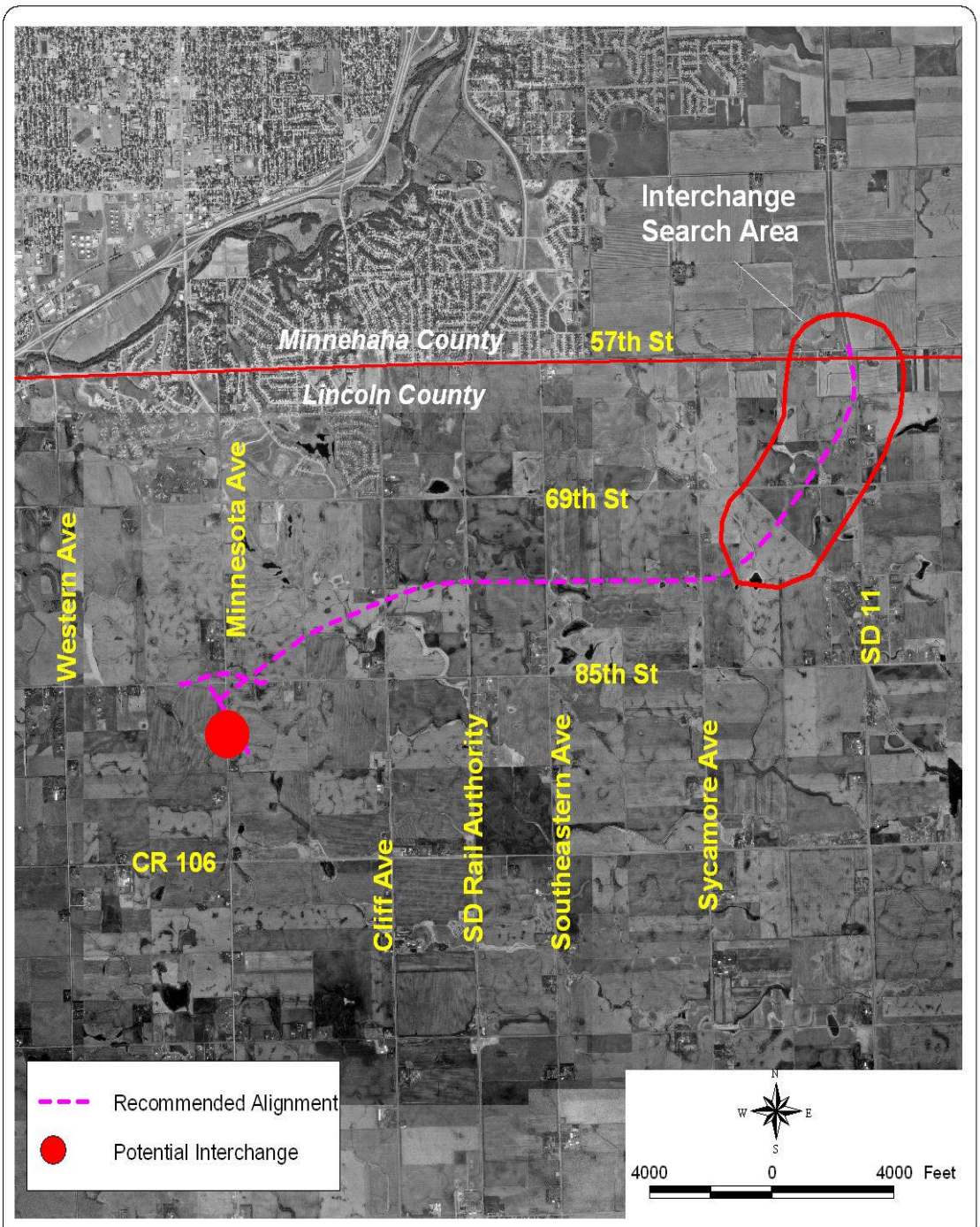
As it was determined to be potentially confusing to rename the previously established numeric segments, the name "0" was chosen to be sequential in reference with the other project segments. Segment "0" does not have any other build alternatives, as it was developed at the same time as the new alignment for Segment 1. As such, Segment "0" provides a consistent regional arterial highway system connection to I-29 (similar to the I-90 connection on the northern end of the project area).

Segment "0" does not share the same history as other alternatives for Segments 1, 2, and 3; however, efforts were made to maintain the same level of screening analysis to be as fair as possible with the evaluation process for the other alternative alignments. The Process Team concluded that the location chosen for Segment "0" most closely achieved the project's goals and objectives. A summary of its potential environmental impacts appears in Appendix C.

Segment 1 – Minnesota Avenue to 49th Street (Figure 3)

One of the most difficult areas of the project occurs in Segment 1, where the orientation of the East Side Corridor becomes east-west from its north-south alignment. Previously studied alternatives included two diagonal options at 49th and 69th Streets to connect with CR 106 on new right-of-way, while a section line option was developed to follow South Dakota Highway (SD) 11 and adjoin CR 106. The inability to identify a consensus-based alignment location was one of the main reasons the previous study was recommended for approval by the UDC without a preferred alternative for a new corridor.

A new concept for Segment 1 was introduced at the May Process Team Meeting. The concept was based on input received from the public that attended the February 2001 open house and other feedback received since the first phase of the East Side Corridor was studied in 1999. The new concept provides for an east-west connection between SD 11 and undeveloped areas west of Minnesota Avenue (following between 69th and 85th Streets), then south of 85th and ultimately to CR 106 near I-29. In the undeveloped areas, the alignment utilizes rear property lot lines to minimize severances and retains, rather than replaces or disrupts with skewed intersections, the existing street system such that it can be upgraded for the construction of future capacity and safety improvements.



Recommended Alignment
East Side Corridor Segment 1
Sioux Falls, South Dakota

Figure 3

After several months of discussion and subsequent refinements by the Process Team, the City of Sioux Falls, and the SDDOT determined that the revised concept for Segment 1 improves on the previous alternatives for Segment 1 in many ways. The new alignment includes an interchange search area for an improved intersection of SD 11 and will adequately serve north-south 2025 travel demand, provide a corridor primarily between 69th and 85th Streets (i.e., the 2025 growth area), and create the least number of intersections. The new alignment also minimizes impacts to residential and business properties, and creates fewer social, economic, and environmental impact concerns related to right-of-way takings and relocations.

After presentation of the revised new concept, reactions from the Process Team were favorable. Among the items for consideration are the changes that will occur that differ from the 1999 Phase I study. It was understood by members of the Process Team that the new alignment:

- Extends the limits of the East Side Corridor by creating new Segment "0" west of Minnesota Avenue as it proceeds to connect with CR 106 with I-29 (all other Segment 1 alternatives currently end just west of Minnesota Avenue).
- Needs a detailed field review to reveal any potential flaws.
- Needs to be fully integrated with 2025 future land use (proposed commercial and residential uses, for example) and requires additional refinement to avoid as many natural and built environment features as possible.

The screening process was then applied to the original Segment 1 alternatives. SEH conducted a screening analysis and prepared a recommendation for the Process Team to reduce the section line alternatives for Segment 1, as 19 different combinations were possible (widening one side of the centerline or the other, widening along the centerline, or a combination of the two). The purpose of this was for the Process Team to select the highest-scoring section line alternative to then be considered with the other three major alignment alternatives. The SEH- recommended section line alternative was the Hybrid, as it performed the best compared to the other section line alternatives using the rating matrix established by the Process Team.

An evaluation of Segment 1 (new alignment) was then prepared by SEH. It was determined that the new Segment 1 alignment did rank the highest in achieving the project's goals and objectives. The Process Team concluded that the new alignment for Segment 1 addressed the majority of comments received and best addressed the project's goals and objectives. This alignment was then selected as the Process Team's recommended alignment for Segment 1.

Segment 2 – 49th Street to SD 42 (Figure 4)

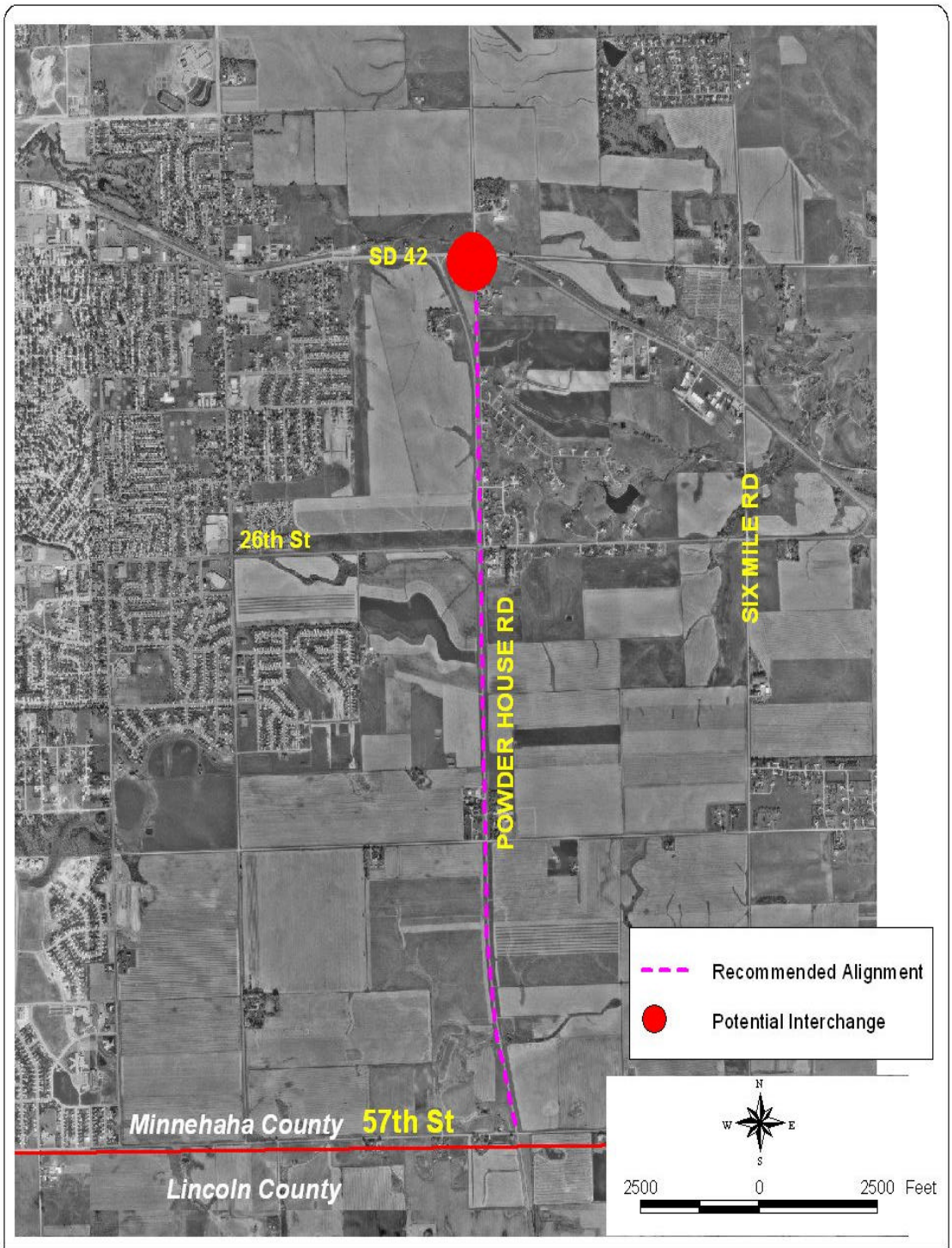
Because of the significant restudy of Alternative 1 segments, Segment 2 was shortened to an area following SD 11 from 49th Street to SD 42. This was determined to be more logical than connecting it at CR 106, particularly as three of the four alternatives for Segment 1 do not include a connection to CR 106.

Segment 2's recommended alternative was the hybrid alignment, an alignment that widens existing SD 11 east, west, and on the centerline, to avoid private development as much as possible. The Process Team recommended its further study in the EA and also recommended that the alignment design (i.e., access, etc.) continue to be defined (for example, will a possible SD 11 and SD 42 interchange be needed?).

Segment 3 – SD 42 to I-90 (Figure 5)

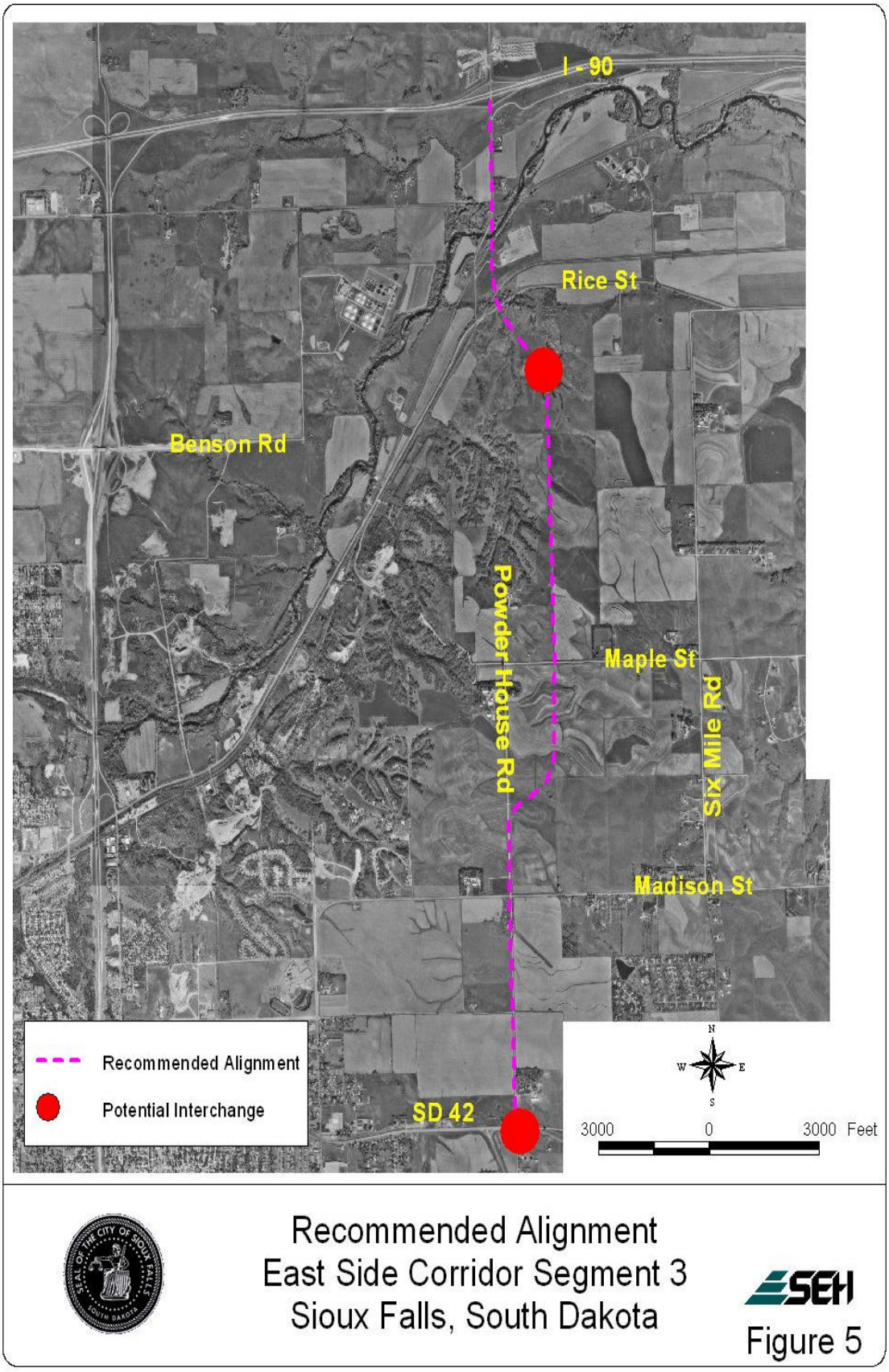
Segment 3 originates at the intersection of SD 11 and SD 42. Segment 3 crosses rolling topography near the Big Sioux River and connects with I-90 on its northern terminus. This segment of the project also presents significant location challenges, although for different reasons than Segment 1. The primary challenges in this area are the severe topography, presence of natural features and rare natural species that must be avoided, and a new crossing of the Big Sioux River.

The distance of Segment 3 was not changed from the 1999 study and remained from SD 42 to I-90. Segment 3's recommended alternative was to follow the existing Powder House Road alignment primarily on the centerline to the ravine area, then widen to the second east ravine. It was recalled by a member of the Process Team that the 1999 recommendation was to widen to the first east ravine. However, at that time, the South Dakota Department of Game Fish and Parks had not commented on their preference based on the appearance of a state endangered species (the lined snake) known to occupy the ravines and Cactus Heights Conservation Area – see letter in Appendix C. The proposed Benson Road extension project was also not considered at that time and the extended roadway will likely connect to the East Side Corridor in Segment 3.



Recommended Alignment
East Side Corridor Segment 2
Sioux Falls, South Dakota

Figure 4



Recommended Alignment
East Side Corridor Segment 3
Sioux Falls, South Dakota

Figure 5

At its May meeting, the Process Team recommended a hybrid alignment (widen east, widen west, widen centerline) as far north as Maple Street, south of the ravine area, as its preferred alternative. However, further analysis was needed to compare the differences in impacts between the ravines and the effect of the Benson Road extension project so that the Process Team could recommend an alignment for the East Corridor's connection to I-90.

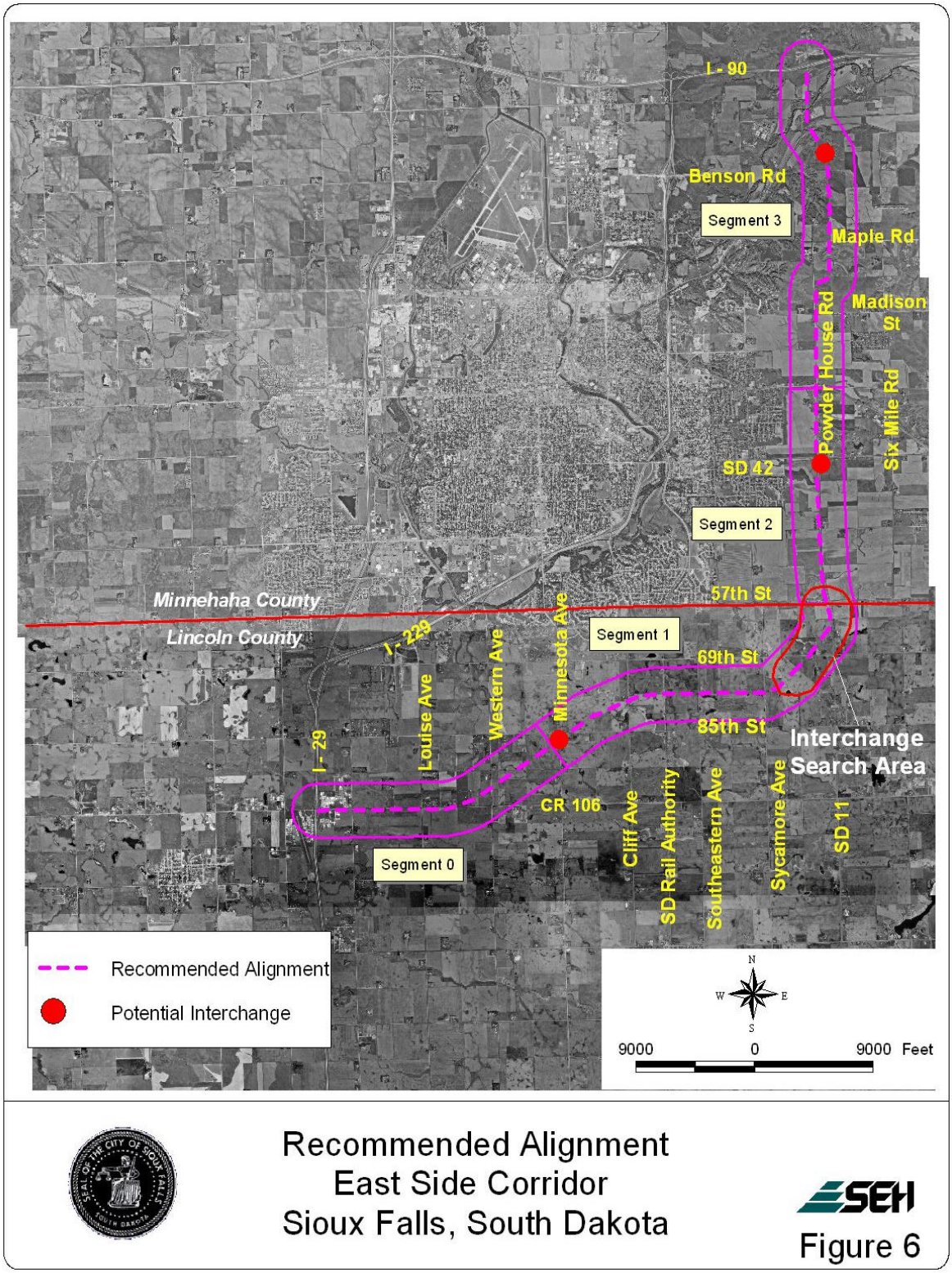
The current concept design and layout for the Benson Road extension was presented to the Process Team in June, and a discussion followed on its potential connection to a future East Corridor. Coordination with this project and its intersection with the East Side Corridor will continue, and refinements to the recommended alignment in this part of Segment 3 may be needed as the preliminary design process for Benson Road continues. Because of the environmental sensitivity of the area, the Process Team thought that an intersection with Benson Road would be preferred further to the east to address the South Dakota Department of Game Fish and Parks' concerns for disturbances in this area.

The effect of the presence of the lined snake and other sensitive environmental features near the Cactus Heights Conservation Area – and the stated preference of the South Dakota Department of Game Fish and Parks Commission to use the farthest east ravine for the corridor – became a determining factor for the Process Team. The Process Team was advised that it could become difficult in the future to secure permits for crossing the Big Sioux River if alternatives available to avoid a threatened resource appeared to be available, but were ignored. Costs and a connection with a future Benson Road, though a difficult area to develop as a transportation corridor, were not found to present significantly different impacts between the alternatives.

The Process Team, therefore, recommended connecting the previously approved hybrid alignment from near the Maple Street intersection with the second east ravine and hybrid alignment across the Big Sioux River to I-90.

8.0 Recommendations and Next Steps – Phase I Project Decisions

The Process Team completed a task to recommend a preferred approach for the proposed East Side Corridor. The Process Team was able to determine that a build alternative was the appropriate action for the East Side Corridor, and that a preferred alignment could be recommended. The composite of this corridor, identifying its four segments and relationship to the Greater Sioux Falls Area, is illustrated in Figure 6.



Recommended Alignment
East Side Corridor
Sioux Falls, South Dakota

Figure 6

With the Process Team's development of a recommended alignment, the process advanced to the MPO Transportation Committees for review, comments, and a vote. These committees include the Citizen's Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the UDC. The requested vote was for a decision whether or not to advance the project with the Process Team's recommended Preferred Build Alternative as the build alternative for further study in an EA.

A presentation was given to each of the committees. The CAC reviewed the project on September 19, 2001 and provided feedback and their vote to the TAC. At their meeting on September 20, 2001, the TAC considered feedback received, held a public hearing, and then voted on their preferences. The CAC and TAC comments were forwarded to the UDC for review and comment. The UDC heard audience discussion, discussed the project among themselves, and then voted whether or not the Process Team's recommended alignment should advance to Phase II (EA) as the Preferred Build Alternative for the East Side Corridor.

The results of the vote from those in attendance was as follows:

CAC – Yes (8) No (0)
TAC – Yes (14) No (1)
UDC – Yes (10) No (4)

With the succession of the UDC vote, the project will now advance to the preparation of a federal EA document. The EA will consider the social, economic, and environmental impacts of a build versus a No-Build Alternative for the East Side Corridor. The completion of the EA will require:

1. Detailed field studies for project features, such as the presence of rare, threatened, or endangered species, cultural resources, and wetlands
2. Scoping meeting with resource agencies/identification of impacts
3. Development of appropriate avoidance/mitigation measures
4. Prepare draft EA
5. Submit draft EA to UDC for approval
6. SD/DOT and FHWA EA review and approval for public availability
7. Distribute EA/public hearing/30-day comment period
8. Prepare final/revised EA
9. Submit final EA to UDC for approval

10. SD/DOT and FHWA EA review and approval and request for Finding of No Significant Impact (FONSI)

11. Final EA made available for 30 days

12. FHWA issues FONSI if no significant impacts identified

The No-Build Alternative is required to be included in the EA document as a basis for comparison to other alternatives. The No-Build Alternative will assume that the East Side Corridor will not be constructed; however, in lieu of "doing nothing", the No-Build Alternative will include an environmental evaluation of existing transportation system improvement practices that have been historically accepted in Sioux Falls. These practices include the following:

- Adding lanes (main line, turning) within the existing roadway right-of-way
- Signalizing intersections for traffic control.

These practices will be applied to the 2025 growth area where improvement needs (to accommodate future growth) have been identified using traffic forecasts and planned land use and development densities. Improvements for the No-Build Alternative will be defined on a "conceptual" basis, recognizing that actual improvements may be somewhat different.

The project's impacts will be determined and the appropriate mitigations will be developed by the approved Process Team and approved by the UDC. The EA document will be signed by the City of Sioux Falls, the SDDOT, and the FHWA, and then circulated to members of the public and reviewing/permitting agencies for comment. The EA must be approved by the FHWA and all outstanding issues must be resolved prior to the release of federal funding for acquisition of right-of-way and construction of the proposed corridor. A preliminary geometric layout will be developed for review that will identify detailed design features. The corridor layout may also experience alignment shifts and major design changes prior to the approval of construction. The EA would begin in September 2001 and conclude in early 2002. A detailed project schedule would be included in the EA.

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Appendix A

Process Team Goals and Objectives

Sioux Falls East Corridor
Goals and Objectives

(Adopted by the Process Team, May 23, 2001)

Goal: **Provide for safe, efficient travel and appropriate access**

Objectives:

1. The alternative will position a new arterial corridor within the projected growth area.
2. The alternative will improve 2025 mobility in the study area.
3. The alternative will improve access to local and regional destinations in 2025.
4. The alternative supports speed and access objectives.
5. The alternative supports safe and efficient access to future development.
6. The alternative will improve or maintain existing and future N-S and E-W traffic flow in Sioux Falls.
7. The alternative will limit the number of rail crossings to I mprove safety and reduce travel time delays.

Goal: **Provide for orderly future development of public and private infrastructure**

Objectives:

1. The alternative is consistent with current planning documents, zoning, and subdivision regulations
2. The alternative supports systematic development of contiguous land parcels.
3. The alternative minimizes the occurrences of irregular parcels and remnants.

Goal: **Preserve the quality of life**

Objectives:

1. While viable, farmland acquisition will be minimized by the alternative.
2. While farm operations are still viable, farmland diagonal severance and isolation will be minimized by the alternative.
3. The alternative will minimize impacts to existing residences.
4. The alternative will minimize impacts to existing businesses.

5. The alternative will maintain or improve emergency vehicle response times.
6. The alternative avoids or minimizes impacts to areas of potentially significant cultural resources.
7. The alternative will minimize the number of residential properties exposed to increased noise levels.

Goal: **Protect the Natural Environment**

Objectives:

1. The alternative avoids known rare, threatened, or endangered state and federally-listed plant and animal species or species of special concern.
2. The alternative avoids or minimizes impacts to wetlands and waterways.
3. The alternative avoids or minimizes impacts to floodplains.
4. The alternative avoids woodlands and preserves native tree cover.
5. The alternative will not introduce excessive, uncontained runoff in an environmentally sensitive area.

Goal: **Maximize Economic Benefits**

Objectives:

1. Compared to other alternatives, the alternative's right of way acquisition cost will be minimized.
2. Compared to other alternatives, the alternative's construction cost will be minimized.
3. Compared to other alternatives, the alternative will minimize impacts to the existing local tax base.
4. The alternative will not reduce the potential to support future tax base created by 2025 higher land uses.
5. The alternative will cause minimal impacts to roadways owned and maintained by all units of government (cost of upgrading/relocation).

Appendix B

Achievement of Goals and Objectives (Screening Analysis)

Segment 1 Alternatives

Segment 2 Alternatives

Segment 3 Alternatives

Segment 1 New Alignment/Segment “0” Assessment of Impacts

Sioux Falls East Side Corridor – Achievement of Goals and Objectives

Goals and Objectives	Segment 1 Alternatives – Section Line, Diagonals, and New May '01 Alignment, from 49th Street to Minnesota Avenue				
	Hybrid CR 106, SD 11 Hybrid	49th St. Diagonal	69th St. Diagonal	New Alternative Option A	New Alternative Option B
Goal: Provide for safe, efficient travel and appropriate access					
1. The alternative will position a new arterial corridor within the projected growth area.	-	++	0	++	++
2. The alternative will improve 2025 mobility in the study area.	0	+	+	++	++
3. The alternative will improve access to local and regional destinations in 2025.	+	+	+	++	++
4. The alternative supports speed and access objectives.	-	++	++	++	++
5. The alternative supports safe and efficient access to future development.	++	++	++	++	++
6. The alternative will improve or maintain existing and future N-S and E-W traffic flow in Sioux Falls	-	++	++	++	++
7. The alternative will limit the number of rail crossings to improve safety and reduce travel time delays.	++	++	++	++	++
Goal: Provide for orderly development of public and private infrastructure					
1. The alternative is consistent with current planning documents, zoning, and subdivision regulations.	++	++	++	++	++
2. The alternative supports systematic development of contiguous land parcels.	++	++	++	++	++
3. The alternative minimizes the occurrences of irregular parcels and remnants.	+	-	-	-	-
Goal: Preserve the Quality of Life (2001-2025)					
1. While viable operations, farmland acquisition will be minimized by the alternative.	-	-	-	-	-
2. While farm operations are still viable, farmland diagonal severance and isolation will be minimized by the alternative.	+	-	-	-	-
3. The alternative will minimize impacts to existing residences.	-	+	+	++	++
4. The alternative will minimize impacts to existing businesses.	-	++	++	++	++
5. The alternative will maintain or improve emergency vehicle response times.	++	++	++	++	++
6. The alternative avoids or minimizes impacts to areas of potentially significant cultural resources.	- -	+	+	0	0
7. The alternative will minimize the number of residential properties exposed to increased noise levels.	-	+	+	++	++
Goal: Protect the Natural Environment					
1. The alternative avoids known rare, threatened, or endangered state- and federally-listed plant and animal species and species of special concern.	++	++	++	++	++
2. The alternative avoids or minimizes impacts to wetlands and waterways.	-	- -	- -	--	--
3. The alternative avoids or minimizes impacts to floodplains.	0	0	0	0	0
4. The alternative avoids woodlands and preserves native tree cover.	0	0	0	0	0
5. The alternative will not introduce excessive, uncontained runoff in an environmentally sensitive area.	++	++	++	++	++
Goal: Maximize Economic Benefits					
1. Compared to other alternatives, the alternative's right of way acquisition cost will be minimized.	-	+	+	+	+
2. Compared to other alternatives, the alternative's construction cost will be minimized.	-	+	+	+	+
3. Compared to other alternatives, the alternative will minimize impacts to the existing tax base.	+	+	+	+	+
4. The alternative will not reduce the potential to support future tax base created by 2025 higher land uses.	+	+	+	+	+
5. The alternative will cause minimal impacts to roadways owned and maintained by all units of government (cost of upgrading /relocation).	+	+	+	+	+
TOTALS	++ = 8 + = 5 0 = 3 - = 10 -- = 1	++ = 11 + = 10 0 = 2 - = 3 -- = 1	++ = 10 + = 10 0 = 3 - = 3 -- = 1	++ = 15 + = 5 0 = 3 - = 3 -- = 1	++ = 15 + = 5 0 = 3 - = 3 -- = 1

Rating System:

- ++ Achieves objective
- + Somewhat achieves objective
- 0 Neutral – no effect or undetermined
- - Somewhat impairs objective
- -- Impairs objective

Sioux Falls East Side Corridor – Achievement of Goals and Objectives

Goals and Objectives	Segment 2 Alternatives SD 11 from 49th St. to SD 42			
	Widen East	Widen West	Centered	Hybrid (E, W, and Centered)
Goal: Provide for safe, efficient travel and appropriate access				
1. The alternative will position a new arterial corridor within the projected growth area.	+ +	+ +	+ +	+ +
2. The alternative will improve 2025 mobility in the study area.	+ +	+ +	+ +	+ +
3. The alternative will improve access to local and regional destinations in 2025.	+ +	+ +	+ +	+ +
4. The alternative supports speed and access objectives.	+ +	+ +	+ +	+ +
5. The alternative supports safe and efficient access to future development.	+	+	+	+
6. The alternative will improve or maintain existing and future N-S and E-W traffic flow in Sioux Falls	+ +	+ +	+ +	+ +
7. The alternative will limit the number of rail crossings to improve safety and reduce travel time delays.	0	0	0	0
Goal: Provide for orderly development of public and private infrastructure				
1. The alternative is consistent with current planning documents, zoning, and subdivision regulations.	+	+	+	+
2. The alternative supports systematic development of contiguous land parcels.	+ +	+ +	+ +	+ +
The alternative minimizes the occurrences of irregular parcels and remnants.	0	0	0	0
Goal: Preserve the Quality of Life (2001-2025)				
1. While viable, farmland acquisition will be minimized by the alternative.	-	-	-	-
2. While farm operations are still viable, farmland diagonal severance and isolation will be minimized by the alternative.	0	0	0	0
3. The alternative will minimize impacts to existing residences.	-	-	- -	-
4. The alternative will minimize impacts to existing businesses.	-	+	-	-
5. The alternative will maintain or improve emergency vehicle response times.	+ +	+ +	+ +	+ +
6. The alternative avoids or minimizes impacts to areas of potentially significant cultural resources.	-	-	-	-
7. The alternative will minimize the number of residential properties exposed to increased noise levels.	+	+	--	+
Goal: Protect the Natural Environment				
1. The alternative avoids known rare, threatened, or endangered state- and federally-listed plant and animal species and species of special concern.	+ +	+ +	+ +	+ +
2. The alternative avoids or minimizes impacts to wetlands and waterways.	+ +	-	+	+
3. The alternative avoids or minimizes impacts to floodplains.	0	0	0	0
4. The alternative avoids woodlands and preserves native tree cover.	0	0	0	0
5. The alternative will not introduce excessive, uncontained runoff in an environmentally sensitive area.	+ +	+ +	+ +	+ +
Goal: Maximize Economic Benefits (2001-2025)				
1. Compared to other alternatives, the alternative's right of way acquisition cost will be minimized.	-	+	- -	+
2. Compared to other alternatives, the alternative's construction cost will be minimized.	-	-	-	-
3. Compared to other alternatives, the alternative will minimize impacts to the existing tax base.	-	+	- -	+
4. The alternative will not reduce the potential to support future tax base created by 2025 higher land uses.	+	+	+	+
5. The alternative will cause minimal impacts to roadways owned and maintained by all units of government (cost of upgrading /relocation).	+	+	+	+
TOTALS	+ + = 10 + = 5 0 = 5 - = 7 - - = 0	+ + = 9 + = 8 0 = 5 - = 5 - - = 0	+ + = 9 + = 5 0 = 5 - = 4 - - = 4	+ + = 9 + = 8 0 = 5 - = 5 - - = 0

Rating System:

- + + Achieves objective
- + Somewhat achieves objective
- 0 Neutral – no effect or undetermined
- - Somewhat impairs objective
- - - Impairs objective

Sioux Falls East Side Corridor – Achievement of Goals and Objectives

Goals and Objectives	Segment 3 Alternatives - Powder House Road From SD 42 to I-90				
	Widen East to 1st Ravine	Widen East to 2nd Ravine	Centered	Widen West	Hybrid (Widen E, W, Centered)
Goal: Provide for safe, efficient travel and appropriate access					
1. The alternative will position a new arterial corridor within the projected growth area.	+ +	+ +	+ +	+ +	+ +
2. The alternative will improve 2025 mobility in the study area.	+ +	+ +	+ +	+ +	+ +
3. The alternative will improve access to local and regional destinations in 2025.	+ +	+ +	+ +	+ +	+ +
4. The alternative supports speed and access objectives.	+	+	+	+	+
5. The alternative supports safe and efficient access to future development.	+ +	+ +	+ +	+ +	+ +
6. The alternative will improve or maintain existing and future N-S and E-W traffic flow in Sioux Falls	+	+	+	+	+
7. The alternative will limit the number of rail crossings to improve safety and reduce travel time delays.	+ +	+ +	+ +	+ +	+ +
Goal: Provide for orderly development of public and private infrastructure					
1. The alternative is consistent with current long range planning documents, zoning, and subdivision regulations.	+	+	+	+	+
2. The alternative supports systematic development of contiguous land parcels.	+ +	+ +	+ +	+ +	+ +
3. The alternative minimizes the occurrences of irregular parcels and remnants.	0	0	0	0	0
Goal: Preserve the Quality of Life (2001-2025)					
1. While viable, farmland acquisition will be minimized by the alternative.	+	+	+ +	-	-
2. While farm operations are still viable, farmland diagonal severance and isolation will be minimized by the alternative.	0	0	0	-	-
3. The alternative will minimize impacts to existing residences.	-	-	- -	-	+ +
4. The alternative will minimize impacts to existing businesses.	+ +	+ +	+ +	-	- -
5. The alternative will maintain or improve emergency vehicle response times.	+ +	+ +	+ +	+ +	+ +
6. The alternative avoids or minimizes impacts to areas of potentially significant cultural resources.	-	-	-	-	-
7. The alternative will minimize the number of residential properties exposed to increased noise levels.	+	+	+	+	+
Goal: Protect the Natural Environment					
1. The alternative avoids known rare, threatened, or endangered state- and federally-listed plant and animal species and species of special concern.	+	++	- -	- -	+
2. The alternative avoids or minimizes impacts to wetlands and waterways.	-	-	+	+	+ +
3. The alternative avoids or minimizes impacts to floodplains.	-	-	-	-	-
4. The alternative avoids woodlands and preserves native tree cover.	+	+	+	- -	+
5. The alternative will not introduce excessive, uncontained runoff in an environmentally sensitive area.	+	+	-	-	+
Goal: Maximize Economic Benefits (2001-2025)					
1. Compared to other alternatives, the alternative's right of way acquisition cost will be minimized.	+	+	+	+ +	-
2. Compared to other alternatives, the alternative's construction cost will be minimized.	+	+	+ +	+	+
3. Compared to other alternatives, the alternative will minimize impacts to the existing local tax base.	+	+	+	+ +	+
4. The alternative will not reduce the potential to support future tax base created by 2025 higher land uses.	+	+	+	+	+
5. The alternative will cause minimal impacts to roadways owned and maintained by all units of government (cost of upgrading/relocation).	+ +	+ +	+ +	+ +	+ +
TOTALS					
Rating System: + + Achieves objective + Somewhat achieves objective 0 Neutral – no effect or undetermined - Somewhat impairs objective - - Impairs objective	+ + = 9 + = 12 0 = 2 - = 4 - - = 0	+ + = 10 + = 11 0 = 2 - = 4 - - = 0	+ + = 11 + = 9 0 = 2 - = 3 - - = 2	+ + = 10 + = 7 0 = 1 - = 7 - - = 2	+ + = 10 + = 10 0 = 1 - = 5 - - = 1

ENVIRONMENTAL OVERVIEW OF NEW ALTERNATIVE 1

ONE-HALF MILE WEST OF WESTERN AVENUE TO ONE HALF MILE WEST OF MINNESOTA AVENUE

	NEW SEGMENT 1 ALTERNATIVE
RIGHT OF WAY	
# of Residences	0
# of Businesses	0
Land Acquisition	24.24 ac.
WETLANDS	
# acres impacted	0.80 ac.
PRIME FARMLANDS	
# of acres impacted	23.44 ac.
CULTURAL RESOURCES	
Archeological Potential Sites (area)	Not determined at this time
Segment Length	1.0 mile

ENVIRONMENTAL OVERVIEW OF NEW ALTERNATIVE 0

ONE-HALF MILE WEST OF WESTERN AVENUE TO SOUTH DAKOTA HIGHWAY 11

	NEW SEGMENT 0 ALTERNATIVE
RIGHT OF WAY	
# of Residences	1
# of Businesses	0
Land Acquisition	128.48 ac.
WETLANDS	
# acres impacted	1.82 ac.
PRIME FARMLANDS	
# of acres impacted	126.66 ac.
CULTURAL RESOURCES	
Archeological Potential Sites (area)	Not determined at this time
Segment Length	5.3 miles

Appendix C

Responses from Environmental Review Agencies

South Dakota

Department of Education and Cultural Affairs
Office of History

South Dakota State Historical Society

Archaeological Research Center
Post Office Box 1257
Rapid City, SD 57709-1257
2425 East Saint Charles Street
Rapid City, SD 57703-4164
605-394-1936 FAX 605-394-1941
email: wwwsarc@www.sdsmt.edu
http://www.sdsmt.edu/wwwsarc/

FACSIMILE COVER SHEET

TO: Ross Harris

FROM: Jane P. Watts, SARC

DATE:

Number of pages 2 including this cover sheet

Number called 952-912-2601

Project: Sioux Falls East Corridor Archaeological Record Search

I have completed the records search for the Sioux Falls East Corridor Project. There are no sites that will be affected by the proposed project except for slight portions of the National Register of Historic Places eligible Chicago, Milwaukee, St. Paul and Pacific Railroad line/grade and the Chicago, Rock Island and Pacific Railroad line/grade. This is usually no problem with the State Historic Preservation Office. Only two sites lie within a mile of the project area. There have been relatively few surveys within your project area and I cannot address the potential for unrecorded sites being found.

I have been out of the office July 12-16th and will be gone July 18-20th. I will finish your report next week and the record search will be available to a qualified archaeologist then, as well as your copies of the project plans. I also enclose a copy of the invoice for your billing department.

Sincerely,

Jane P. Watts

Jane P. Watts
Archaeologist

DEPARTMENT OF GAME, FISH AND PARKS
Foss Building
523 East Capitol
Pierre, South Dakota 57501-3182

February 21, 2001

Jeffrey Schmitt
Planning and Building Services
224 West Ninth Street
Sioux Falls, South Dakota 57104-6407

Dear Jeffrey:

We have reviewed the maps and materials you provided relative to plans for the Sioux Falls East Corridor proposal. As a result of that review we have several comments to make relative to the project as proposed.

Segment 1. Due to the large number of wetlands found in this area and the 200 foot ROW we suggest the channelized Right Turn route be selected. This will reduce impacts to wetland resources because it uses existing roads to the maximum extent (county road 106 and SD 11). Both the 49th Street Connection and the 69th Street Connection would cross areas of considerable wetland density as depicted on National Wetland Inventory maps.

Segment 2. Should follow SD 11 as depicted.

Segment 3. We suggest Alternative 3 and Alternative 2 be removed from further consideration due to the presence of the Line Snake, a State Threatened Species. In order to avoid the Line Snake Habitat we suggest Alternative 1B be selected as the route to follow in this area. The Line Snake was last collected in this area in July of the year 2000. At the same time, these alternatives also impact considerable woodland and draw habitat that provides for a great number of wildlife species. If another route other than 1B is selected we suggest you enter into consultation with the South Dakota Department of Game, Fish and Parks, Natural Heritage Program located in Pierre.

We hope this information is of value to you in planning this project.

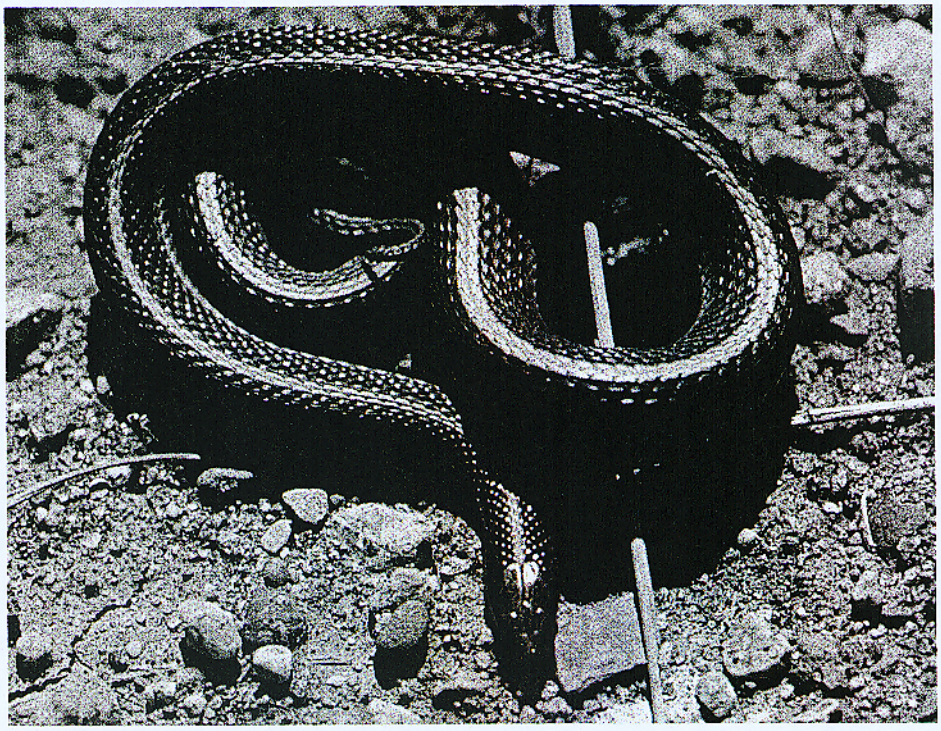
Sincerely,

John Kirk, Chief of the Environmental Review and Management

by Doug Backlund

THE LINED SNAKE

Doug Backlund



Lined snake from the Cactus Hills area of eastern South Dakota.

ALTHOUGH IT MAY come as a surprise to some, the status and distribution of many species of native plants and animals in South Dakota is poorly known. The conservation of our state's wildlife is the responsibility of the state, and the primary agency responsible for wildlife conservation is the Department of Game, Fish and Parks. Just knowing where species occur and how they are doing is a big task. Many species are common and widespread, but others are rare, limited in distribution or declining. These are the species that the South Dakota Natural Heritage Program, supported by the Department of Game, Fish and Parks, focuses on.

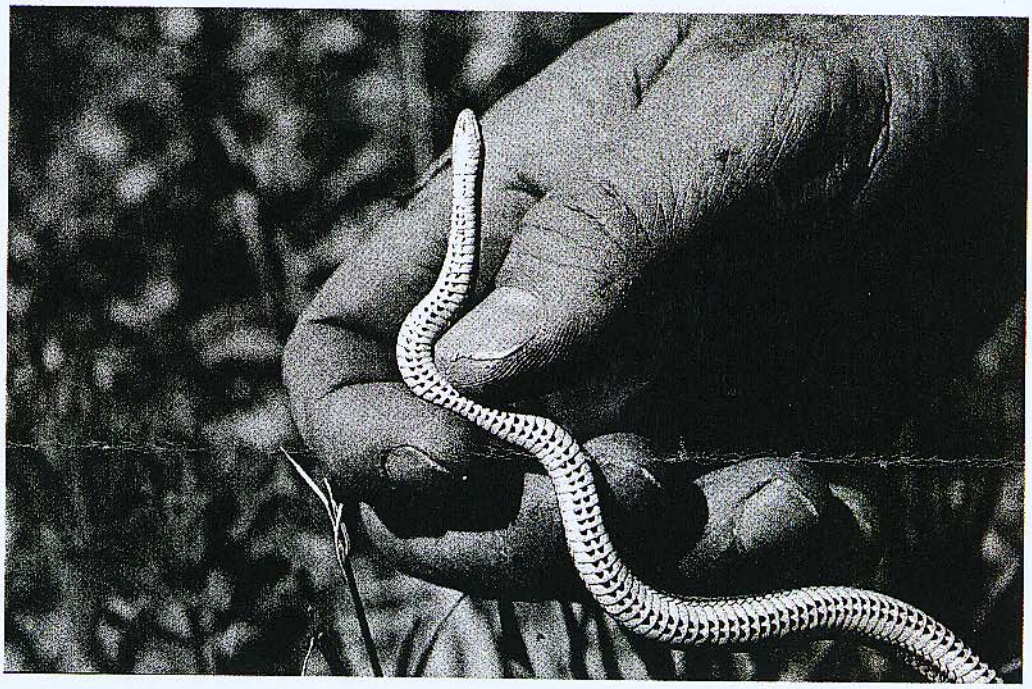
The lined snake is one of those species. It's hard to believe, but in all of recorded history only three specimen records of the lined snake are known from South Dakota. The earliest report, from 1916, is very vague. A specimen was collected in July somewhere north of Sioux Falls and was deposited in the University of South Dakota herpetology collection. The second record is dated 1923 and is another USD specimen collected by W. H. Over on Brule Creek about 12 miles east of Vermillion. The most recent record is a specimen collected by Dr. Sven Froiland in 1964 in the Cactus Hills area northeast of Sioux Falls. A specimen is at Augustana College. Additional lined snake collections from South Dakota, if any exist, are unreported in the literature, and there have been no reports from local naturalists and biologists since 1964.

The lined snake is distributed from southeast South Dakota and central Iowa south to central Texas. This is a prairie or woodland/prairie edge species and now occurs only where tracts of prairie remain relatively undisturbed. In Texas, Kansas and Oklahoma, where the species is more abundant, the lined snake also inhabits yards and other grassy habitats in towns and cities. Around the periphery of this region of higher abundance the distribution is broken into small, isolated populations. There are isolated populations in Illinois, Iowa, Missouri, Colorado, Minnesota and New Mexico. The only known population in Minnesota is found in Blue Mounds State Park. This population was discovered in 1972.

Due to the rarity of this species in South Dakota, the evidence of declining populations in neighboring states, and the lack of recent reports of lined snakes, the lined snake was listed as state endangered in 1996, under the South Dakota Endangered Species Law.

Lined snakes are small, harmless snakes. They feed almost entirely on earthworms and are by nature secretive and retiring. Primarily nocturnal, lined snakes hide by day under rocks, logs, or other cover. Breeding occurs in the fall. Females become sexually mature by two years of age. The fe-

Doug Backlund



Lined snakes have a distinctive double row of half-moon-shaped black spots on the belly.

male retains sperm over the winter and fertilization occurs in the spring. In August the females give birth to 2-13 young snakes. The young are born live, in thin transparent membranes from which they quickly free themselves. Independent at birth, the young snakes must forage on their own to survive.

The lined snake is easily identified. No other snake in South Dakota has a combination of longitudinal stripes and two rows of half-moon shaped black spots on the belly scales. Juvenile lined snakes may have indistinct longitudinal stripes, but the belly spots are very distinct. Lined snakes are usually less than 15 inches in length. The prairie ringneck snake also has black belly spots but the spots are not arranged in a double row. The prairie ringneck snake lacks longitudinal stripes and has a conspicuous yellow or orange ring around the neck.

LAST JULLY I took a trip to the Sioux Falls area specifically to search for lined snakes. In the back of my mind I wondered if these small snakes still survived in South Dakota. The first day of searching was hot, humid and discouraging. Many rocks and logs were rolled but all I found were northern prairie skinks and eastern garter snakes. My search was focused on native grasslands in the Cactus Hills, Palisades State Park, Dells of the Sioux near Dell Rapids, and other native grasslands protected from the plow by outcrops of Sioux quartzite. Since the only specimen with good locality data was from the Cactus Hills, I felt the efforts of the next and last field day should be used there.

Returning with a friend early the next morning, we began searching the prairie ridges of the Cactus Hills, rolling rocks, logs, and debris as we moved from ridge to ridge. Many regal fritillary butterflies, a prairie butterfly that has disappeared from most its range in the eastern United States, were seen on these ridges. A few wood thrush sang from the oak draws. We noted the housing development and sand/gravel mining that are encroaching on this unique natural area. Places like the Cactus Hills are becoming rarer with each passing year.

Two hours of searching finally paid off. I lifted an old piece of plywood and there was a flurry of activity. A northern prairie skink ran out one way, an eastern garter snake took off in another direction, and one snake remained motionless. That's the one I grabbed, and the grab proved to be a good one, for I had a lined snake in hand, a record for the South Dakota Natural Heritage Program that proves the species still exists in the habitat where Sven Froiland collected one 36 years ago. After photographing the snake, we released it where it was captured.

So what is the status of the lined snake in South Dakota? I hope that local naturalists and biologists will help us with that question. Anyone who is interested in searching for these snakes is encouraged to do so. Potential habitat is any native prairie in southeast South Dakota, especially near riparian areas or woodlands with deep, rich soils. Just remember that lined snakes are protected by state law and must be released. Anyone finding lined snakes is encouraged to contact the South Dakota Natural Heritage Program:

South Dakota
Natural Heritage Program
South Dakota Department of Game, Fish and Parks
523 E. Capitol-Foss Bldg.
Pierre, SD 57501

(605) 773-4345
doug.backlund@state.sd.us

Lined Snake Collection Sites

Lined Snake

Tropidoclonion lineatum

Status: ST

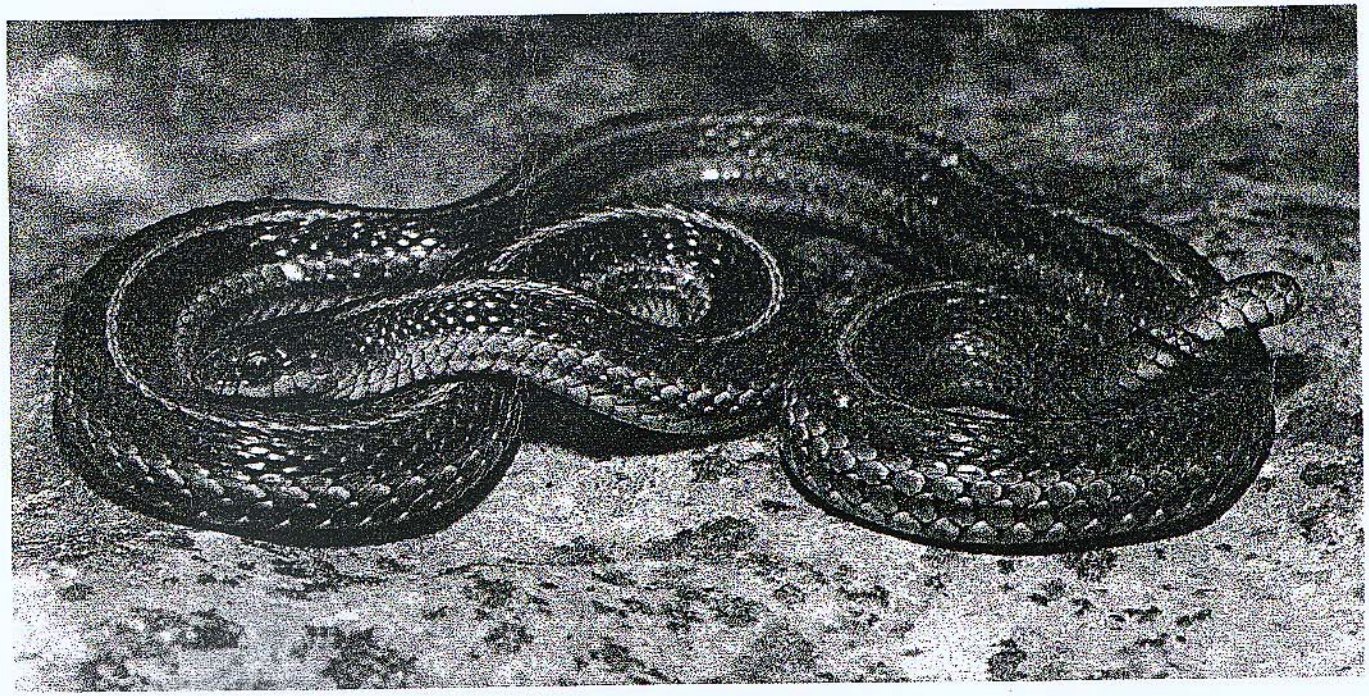
Description: This species is a small (8-15 inches, 200-400 mm) snake that resembles the garter snake. It has a variable colored, light stripe running down the middle of its back with stripes along the sides. Two rows of black, crescent shaped blotches run the entire length of animal's white underside.

Habitat and Habits: This species is a nocturnal snake found in a variety of habitats, including open prairies, woodland edges, sparsely wooded areas, vacant lots and residential areas. The lined snake hides under rocks, logs, trash and other cover during the day. If captured, it will rarely bite, but may instead release a smelly musk from glands at the base of its tail.

The female lined snake produces one litter of 2-12 young per breeding season. This snake is active from April to October or November, especially after a rain. It feeds primarily on earthworms.

Distribution: The lined snake occurs in the southern Great Plains from Texas north to Nebraska, South Dakota and Iowa. Disjunct populations are present in the southwestern and central portions of the United States. In South Dakota, it has been documented in Clay, Minnehaha and Union Counties.

Conservation Measures: Lined snake habitat is lost through conversion for other uses.



DEPARTMENT of ENVIRONMENT
and NATURAL RESOURCES
JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182
www.state.sd.us/denr

February 22, 2001

Jeffrey Schmitt
Assistant Director of Planning
Planning and Building Services
City of Sioux Falls
224 West Ninth Street
Sioux Falls, S.D. 57104-6407

Subject: City of Sioux Falls - East Corridor

Dear Mr. Schmitt;

The Ground Water Quality Program of the South Dakota Department of Environment and Natural Resources has reviewed the information submitted pertaining to the project listed above.

The department does not anticipate any adverse impacts to ground water by this project. Therefore, the City of Sioux Falls will not need any permits from the Ground Water Quality Program to build a new major arterial roadway in the Sioux Falls vicinity.

However, as the department has indicated on other projects within the Sioux Falls area, there have been petroleum and other contaminant spills throughout the state. Primarily, these spills have occurred within communities where petroleum stations, agricultural, chemical, and other such storage facilities exist. Attached, please find the most up-to-date list of the releases in the Sioux Falls and Lincoln County vicinities that have been reported to the department.

You can compare this list to the areas that will be affected by the project to anticipate any encounters with contamination. In addition, there may be releases in the project areas that have not been reported to the department, yet.

If any contamination is encountered during construction activities, the City of Sioux Falls, Minnehaha County, Lincoln County, the South Dakota Department of Transportation, or the Federal Highway Administration must report the contamination to the department at (605) 773-3296. Any contaminated soil encountered must be temporarily stockpiled and sampled to determine disposal requirements.

In addition, in the future, the City of Sioux Falls may want to consider sending separate environmental assessment requests to the following programs within the department: Air Quality, Surface Water Quality, Ground Water Quality, Waste Management, and Drinking Water. This is especially important if the city wants information back in a shorter turn around period. Also, depending on the project, you may want to consider sending copies to the Minerals and Mining, and Water Rights programs in the department.

Once again, thank you for the City of Sioux Falls' concern in protecting South Dakota's environment. If you have any further questions about the potential for this project to affect the quality of ground water in the area, please contact our office.

Sincerely,

Sheldon Hamann
Senior Hydrologist
Ground Water Quality Program
Phone: (605) 773-3296

Attachment

PLANNING AND BUILDING SERVICES
CITY OF SIOUX FALLS
Planning—Second Floor
Building Services—Ground Floor
224 West Ninth Street, Sioux Falls, SD 57104-6407
Planning FAX (605) 367-7801
Building Services FAX (605) 367-6045
Hearing Impaired (605) 367-7039
Web Site: www.sioux-falls.org

TO: Distribution List
FROM: Jeffrey Schmitt, Assistant Director of Planning
DATE: January 31, 2001
RE: Sioux Falls East Corridor

The City of Sioux Falls, in cooperation with Minnehaha and Lincoln Counties, the South Dakota Department of Transportation, and the Federal Highway Administration, are jointly completing project scoping that will lead to the completion of an Environmental Assessment (EA) for a new major arterial roadway in the Sioux Falls area. A proposed arterial roadway is planned for rapidly developing areas east and south of the city and is needed to accommodate forecasted 2025 growth and local travel demands. If the preferred alternative is to build the roadway, right of way preservation must begin shortly to minimize acquisition costs and built-environment disruption.

An East Corridor Process Team comprised of citizens, city and county staff, and state and federal agency officials is currently studying several different corridor alignment alternatives, illustrated on the attached Figures 1, 10, 6, and 7. The proposed project will accommodate a 50 mph facility using a 200 ft. corridor with at-grade channelized intersections (signalized and unsignalized) between I-90 on the north to Minnesota Avenue on the south and west. Figure 3 illustrates a typical cross-section of the proposed roadway.

We would appreciate your agency's early review comments on the alignments shown so that impacts can be avoided to the extent possible, issues and concerns can be addressed, and mitigation options can be developed. It is also requested that permits and approvals required by your agency for the implementation of this project be identified. In addition, if there are other agencies who you believe may be interested in this project that are not included on the distribution list, please identify them.

It would be appreciated if you could provide written comments to me by February 15, 2001, so that issues and concerns can be brought before the public at an open house the following week. For more information on this transportation project, you can review the Phase I study online at:
http://www.sioux-falls.org/city_departments/planning_and_building_services/planning/SFRACA.pdf
If you have any questions, please contact me at (605) 367-8891.
Thanks for your response.

Attachments: Figures 1, 10, 6, 7 Alignment Alternatives
Figure 3 Typical Section

AIR QUALITY DETERMINATION
It appears, based on the information, that the project will have little or no impact on the air quality in this area. This project is approved.
Approved By: Brad Schultz
Date: 2-13-01
(605) 773-6038 Fax: (605) 773-5286
South Dakota Department of Environment
And Natural Resources

Distribution:
U.S. Army Corps of Engineers
U.S. Fish & Wildlife Service
U.S.D.A. – Natural Resource Conservation Service
South Dakota State Historic Preservation Office
South Dakota Dept. of Environment & Natural Resources
South Dakota Dept. of Game, Fish, & Parks
Minnehaha County Board of Preservation
Minnehaha County Historical Society
Lincoln County Historical Society

PLANNING AND BUILDING SERVICES
CITY OF SIOUX FALLS

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Thanks for your response.

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Figure 3 Typical Section

Distribution:
U.S. Army Corps of Engineers
U.S. Fish & Wildlife Service
U.S.D.A. – Natural Resource Conservation Service
South Dakota State Historic Preservation Office
South Dakota Dept. of Environment & Natural Resources
South Dakota Dept. of Game, Fish, & Parks
Minnehaha County Board of Preservation
Minnehaha County Historical Society
Lincoln County Historical Society

SOLID WASTE/HAZARDOUS WASTE DETERMINATION
It appears, based on the information provided, that this project will have little or no impact on solid waste and hazardous waste management in the state.
Reviewed By: Joni Kallaveyn
Date: 2-14-01
Phone: (605) 773-3153 Fax#: (605) 773-6035
South Dakota Department of Environment and Natural Resources

Appendix D

Summarized Comments and Testimony received from February 22, 2001 and August 22, 2001 Public Meetings

The following pages of this Appendix summarize the public comments received at the February 22, 2001 and August 22, 2001 public meetings held for the project.

Persons choosing to provide comments were polled for their assessment of the public meeting announcement, coverage of information, meeting format (i.e., open house and cycled brief presentations), and most importantly, a respondent's viewpoint on a new regional arterial corridor road.

The following summaries include written comments that were received at the public meetings or return mailed, and also summarized from brief presentations that were held at the August meeting simultaneous with the open house.

A complete summary of all project meetings and key points of decision are available on the City of Sioux Falls' website at the following location:

www.sioux-falls.org/city_departments/planning_and_building_services

February 22, 2001
Open House Comments

Advertising

Comments on advertising for this meeting (internet, invitation, newspaper, etc.)

Was good. Mailing was what put it on my calendar.

Too bad the paper was misleading on the route/maybe the people it concerns would have been here instead of the people from the other area shown in the paper. Too bad there wasn't earlier notification in paper.

Invitation.

Newspaper—front page worked well.

First saw it in today's *Argus.*

OK.

Invitation, newspaper. Good.

Heard on radio day of meeting.

Only received invitation, didn't see *Argus* until Thursday p.m.

A nice article by the *Argus*—(front page news).

Good.

Mail—OK.

Only notice I saw was in newspaper the day of event, earlier notice in future would be helpful.

Well advertised.

It was nice receiving notification by mail.

OK.

OK.

Read it in paper.

Short notice.

Good.

Newspaper.

Saw in newspaper.

Good, received letter, appreciated.

Was by internet, invitation.

OK.

Invitation.

Invitation, newspaper.

OK.

Very poor—none of my neighbors knew about it.

24-hour notice (paper) is not enough time to reach people to plan and meet.

Comments on advertising for this meeting (internet, invitation, newspaper, etc.)

Received an invitation and read it in the newspaper.

OK.

Acceptable.

Congratulations on your successful "open house" this past week. Meetings such as the one you provided go a long way to improve communications for everyone concerned and help defuse controversial issues before they arise. I would encourage that as the decision process continues to evolve that similar steps are taken to include those families and landowners affected by the new proposed belt line highway.

Open House

Comments on the open house (format, location, video, presenters, information presented, etc.)

Very good.

It would have been nice to hear everyone's questions and the answers they were given.

Same old story I heard before.

Informative and helpful.

Good format, a lot of the presenters spent time with a few issue-oriented people, good coverage though.

OK. Let people discuss among themselves.

Well organized.

Nice presentation, helpful answers.

Video should have been on corridor.

Came to see a video on the corridor, not the beauty of Sioux Falls. It is a great city.

Very good effort to keep public informed and involved. Compliments to planners of open house.

Informative.

Good.

Good.

Good opportunity to have questions answered.

What is the cost of these open houses? We haven't seen or learned anything since the first meeting five years ago. If this is going to happen, please decide soon.

Video not informative about the corridor issue.

Video was inaudible—I didn't feel the video was about the beltway.

All right.

Fine.

Good.

Excellent and informative format.

Good, allows for flexibility.

OK.

Too much background noise, could not hear videos.

Well done, but I feel designed to push for corridor!

Format—OK, location—not bad, video—poor, presenters—OK, information—OK, presented—OK.

They said video was shown on SF Cable #61. How many people in this area receive SF Cable TV? None.

Informative and prepared. However, Lincoln County representatives or concerns didn't seem to be voiced—only those of the City of Sioux Falls.

Process

Comments on corridor planning process.

Must be done, educate people to what would happen without plan.

Seems to be more coming from Jeff Schmitt.

Listening and trying to address concerns.

I hope it is comprehensive in taking input from **all** the farmers and business owners in the **complete** corridor.

I think Highway 11 will go to Canton, some day that will need to be widened.

Well thought out/planned.

Great to have public participation.

Process taking too long!

Process is taking toooo long, we need to make decisions on our home and property. We want to make improvements.

There are no perfect solutions. The advance planning is necessary. The roads will be needed. Better to plan and build sooner rather than later.

Seems like a careful study is being done.

Disappointed—all the meetings last year weren't considered.

Good.

Seems much too slow of a process.

We feel it is needed.

A decision needs to be made.

It's taking too long—we can't even do home improvements as our hands are tied.

A bit confusing—not able to hear what the people in the booths are saying.

Fine.

I like the 49th/57th corridor proposal.

Like opportunities to have input.

OK.

Make up your mind and hold to it!!

Very poor presentation, too many distractions, people blocking maps just visiting. Put on a formal presentation with question and answer session in two segments—a formal one after presentation, and a detailed and personal one after that with plenty of labeled people who are willing to help!!!!

First survey in 1995 was against and I feel City is trying to push corridor.

Make a decision.

Been ongoing too long, started too many times. Hire too many different firms for study.

Expand on existing roads, corridor won't be needed.

The process seems thought out with contingencies—where's Lincoln County's input?

Issues

Comments on environmental issues within corridor.

Not a problem. Have examples of other cities' successes, and problems they wish they had avoided.—RS

Own land Minnehaha County and Lincoln County.

Wetlands period.—F

I think Highway 11 will be widened all way to Canton and Highway 106 from Iowa is really traffic so go south on 11 to 106 and go west. Traffic is terrible on this corner, so if 106 some day will be widened so go 11 to 106.

Good.—BI

None.—CBI

I think home owners should come before ducks, etc.—RS

Is this a new truck route?—RS

Roads are needed—do the best you can to avoid adverse impact.—CI

None.—RS

Seems they are being addressed.—CR

I don't see a big issue.—RS

You don't even have the answers as to where to do the study of environmental issues—we need answers and are tired of starting over all the time. We have been fighting this for years!—RS

Whichever route that will impact the environment the least.—RS

Fine. North diagonal corridor will fit the bill!—RB

Concerned with yellow corridor option being very close to my acreage at 85th and Cliff. If this is chosen option, how will intersection be handled safely without depreciating land value?—R

OK.—F

Preserve rural area (1995-2015 Study). Corridor does not accomplish. BAD presentation of all three alternate routes—Ft #2 and #3.—CRF

Farmland, people's properties. You have your decision made already?—RFB

There are too many issues involved with everything.—RS

The diagonal (portion) beltway will create/encourage a vast commercial zone and effectively kill the potential growth for a cohesive residential development south of 69th Street. Such a beltway will **lower** the quality of life for residents along 69th and Cliff—due to increased commercialism, traffic, and noise. As such, residential property values will **drop** and cohesive residential neighborhoods fracture in terms of child safety and family living. With commercialism you also have the potential for crime.—R

Goal

What would you like us to achieve by the end of this study?

A decision and then hold your ground on that decision.—RS

I prefer the 69th Street option as this would have less impact on current residential housing that exists now and will be constructed in the near future. This would provide good opportunity to have planned growth around the new corridor area.—RI

I would like to see more concern about the waste of farmland. I do not like the idea of Russell Street being a five-lane road.—S

Encourage using Highway 11 to #106—widen to four lanes/no division in the middle. I feel there is enough land to do this without breaking up farm ground. Concerns over wetlands—drainage.

The "red diagonal route" seems the most efficient to help move traffic in future growth areas. Try to address safety issues that local farmers are concerned about. Good meeting. Thanks—Wayne.—FS

One concern that **needs** to be addressed is the traffic concerns on 106 currently and in the future. I personally farm land in a 25-mile radius from my house on 106 and an amount in any of the corridor area and safety of access and ease of access and safety of transport are a prime concern. The development **will** happen. Please make it have as little impact on those of us that have to live and work in the area please.—F

The need for the roadway is very apparent. You are taking the views of the people into consideration and we appreciate that. But you need to make a decision that's best for the city and not for the loudest complainer. Thanks for all your work, let us know when you're going to take our home and business.—RBI

Public awareness, dispelling rumors.—BI

Eliminate some if not all alternative roads. I believe the option to use the existing east/west highway and the existing north/south highway instead of a diagonal street makes most logic. With all old mile roads, now streets, 41st, 57th, 69th, 85th, etc. turned into four-lane with full turn lanes to service the residential area as well as the old mile roads, Cliff, Sycamore, etc. turned into four-lane with full turn lanes, a straight east/west north/south major street makes "highest and best use" of land. The intersection of the two highways could then be a major intersection for years to come. (Possibly an overpass.) We know that Russell Street and Burnside (diagonal) are disasters for traffic (service roads). Then the two highways could plan for commercial uses instead of trying to blend commercial with residential. Thanks for the opportunity, looking forward to more meetings.—CBI

I think 57th diagonal road would be the best way.—RS

A decision.—RS

Avoid as many problems as possible in the process, but plan and build to avoid the more major problems by not planning and building for the future.—RB

Get the road built as soon as feasible.—CI

Consider 6 Mile Road to 106.—RS

To approve the corridor. To have interchanges at the intersections of Highway 11 and Highway 42 and Minnesota Avenue and the proposed road so the current traffic flow does not have to stop. Make Highway 42 a faster east/west route.—RI

A firm recommendation should be made. Would seem that one of the diagonal routes between Highway 11 and County 106 would be best. Will stop lights at Highway 11 and 42 be enough, rather than overpass?—CR

To make a decision on the route to be followed.—F

A decision. We live along Highway 11 and are in limbo. We would like to know if we should be planning on relocating. It's not fair to the home owners along Highway 11 since we can't sell our homes since this issue is unsettled.—RS

Would you please listen to the public—this time we need a decision. It makes no sense uprooting people all along Highway 11. **We need answers!** one way or the other.—RS

This road will totally disrupt residents on Highway 11. I see no reason to destroy homes when, if the road is needed, it can go across bare land. There are many retired, elderly, and widows that this road would take away their homes. I also feel if this road is done, there is no reason that anyone's homes should be moved. Why can't this road go around to not disrupt anyone's life. Also, this road will devalue our property right now even before it is built.—RS

I'm retired widow. I cannot afford to move or lose my home at my age. Why does it have to go down Highway 11 and not go across empty land?—R

Impact the least amount of homes!! as far as home removal for the purpose of building the road.—RB

A reasonable and workable plan to handle the traffic from and into the city.

A realistic approach to a realistic problem. Townships need more notice of these proceedings. I feel when the west end is decided, the only reasonable route will be 106 west to Highway #17 and north to I-90 where an existing interchange already exists. Please check the volume of traffic currently exiting I-29 at 106. There is more traffic there in 20 minutes than #83 from Vivian to Pierre all day long.—T

Closer to a final decision.—CB

Most economical yet best option to achieve controlling the growth and respecting the land owners specifically in the diagonal part of corridor construction.—R

The best beltline route from the north to south and west. My preference is go south and have a 40 mph curb to the west at County Road 106.—F

Just consider all residential areas and stay clear of more populated areas. The land going from or southwest of Frankman Auto and then to 106 at about Cliff has to be the best plan with the least amount of disturbance should be the (by far) plan. There will also be a lot more changes in the next 20 years. To control the traffic in our area will have to also be enforced.—RS

If you build a four-lane road similar to Russell, access every ½ mile and only drive 40 mph, you won't accomplish your goal of "moving traffic." Some of our main city streets with access every block move at 35.—R

Widen Highway 11 and 106 with curve at 11 and 106 corner.—CRF

Make a decision. Please make access roads.—RFB

Answers—Real Answers, not a runaround.—RS

Stay with straight section lines. Buy houses in Shindler as they come up for sale.—R

I would like the option of Highway 11 to 49th Street be **dropped!** This would help preserve/encourage the ability for developers to continue residential development south of 69th Street and meet residential growth with cleaner and more attractive neighborhoods.—R

C=Commuter, F=Farmer, R=Residential, B=Business, D=On diagonal, S=On section line, I=In town, T=Township

August 22, 2001
Eastside Regional Arterial Corridor
Public Meeting Comments

Comments on information distributed about this project (internet, TV, radio, newspaper):

1. I feel I have been kept informed.
2. I believe the public has been kept informed.
3. Very informative—get rid of older problems—confusion.
4. There can be no perfect location for a road or highway. People cannot stand in the way of progress, and they need to trust the decisions of those studying and planning this project.
5. Good assortment of information.
6. Info okay. I'd like to see a fast road with interchanges. I'd like to see the north end finished as soon as possible.
7. I support your present plan as it provides for lessening the impact on property owners along Highway 106 and Highway 11.
8. Very good.
9. Media is well utilized.
10. Poor? Okay.
11. This plan is **wrong**. Concentrate on making Highway 11, 57th Street, and 69th Street five-lane roads. People along Highway 11 know that is a state highway.
12. I received two letters in the mail from Planning Services and also saw it in the paper.
13. Newspaper did fairly good story in August 8 paper. TV Station 11 did report on meeting August 22. Covered both sides reasonably well.
14. Letters in the mail and read it in the newspaper.
15. Why wasn't Lincoln County plan presented at the same time? Then the people could decide.
16. I felt the people I talked to last night were not open-minded at all. They are determined to have their way to build a diagonal road. Lincoln County Commissioners oppose this plan. Let them have their say!
17. Good.
18. Information was well distributed.
19. Comments on TV were good information.
20. Newspaper of August 8 did story fairly well explained. TV Channel 11 did report on meeting of August 22 fairly covered.

21. I challenge the statement "80% of the attendants at the August 22 meeting favor the East Corridor plan" as presented.

22. Too much info for the average person to comprehend even with help. Keep it simpler.

If this alignment is approved, it will go into an environmental analysis prior to engineering; do you have comments on environmental issues within the corridor:

1. It's good to know of any problems before you're in the middle of any project.

2. I am pleased that there will be a study to minimize environmental impact.

3. None at this time.

4. Make sure drainage is planned before road is built.

5. No.

6. Yes, need to protect and preserve our natural resources.

7. No.

8. No.

9. Yes, there might be some endangered species of frogs.

10. Need much more thought for drainage issues, **now**, not after roads built and developments done.

11. One issue is how dangerous this road will be. People in Phoenix state how dangerous their diagonal roads are. Let's not make the same mistake.

12. I am 100 percent against this diagonal plan. Cutting up too much farm ground in Lincoln County from Highway 11 on a diagonal to Highway 106. It will be going through Section 22. That's where I live. It will be going through my section on an angle.

13. By the time this is completed, most likely this land will no longer be farmland. The Highway 11 area south of 69th Street has a lot of trees that would be destroyed—should that plan be used.

14. There would be plenty when we're talking about changing a whole existing neighborhood.

15. Why waste all this land on a road when there are available roads to widen?

16. No.

17. None.

18. If it goes down Highway 11, look at all the trees that would be destroyed.

19. How well is your "staff" informed? They couldn't even locate my farm when I gave them range, section, and township.

20. It seems the alignment will affect wetlands more than following section line.

Comments on the Process Team's Recommended Alignment:

1. It will be great not to have 41st Street traffic on the east side. It will be less expensive now, and traffic is already heavy on Sycamore Avenue and areas of 26th Street. The sooner the better.

2. There has been a great deal of time and effort put in to a recommended alignment. It would seem that many accommodations have been made, and I believe it should be approved and the process should move on.

3. Some will be happy, others will not. All will get used to it.

4. I am in agreement with the Process Team's Recommended Alignment. **Full speed ahead**.

5. I think the corridor should be built primarily to move the traffic efficiently. Using existing roads would add to commute times and in many cases, make the commute miles longer. Build the road so the proposed growth areas will be able to use it.

6. I think it better addresses the people involved. Please go ahead.

7. It looks good.

8. Good process. Positive step to addressing orderly growth in Sioux Falls.

9. In general, okay. I'm flexible on the County 106 and SD 11 corner.

10. I support the recommended alignment.

11. I like the new alignment with the idea of Highway 11 going around the Shindler Development. Please make a decision soon.

12. I think the plan would work great. I don't think people that aren't directly affected should have any say at all. I hope a decision is made soon so we can go on with our plans for our homes. At the present time, all of the homeowners are in limbo. Don't let a few retired farmers ruin this plan.

13. Seems to be shrinking, getting closer in to the city. Will it be far enough out? Louise Avenue and County 106 will need to handle way more traffic than you are now showing.

14. I think use Highway 11 diagram on back. What do the three Springdale Township members have to say? Have you ever contacted them on this road?

15. I think a diagonal road is **unnecessary**! Let's widen Highway 11, 57th Street, 69th Street, and continue south to 85th Street as necessary. The first consultant hired said a beltway would not ease traffic congestion. Lincoln County Commissioners have gone on record to oppose this diagonal plan. It is their county. Let's listen to them! The diagonal road will take unnecessary land—diagonal roads are dangerous!

16. Interchange at 69th **very poor**. All designed into Sioux Falls. No thought of traffic south on Highway 11, all concern for local residential at 45 mph and stop signs each mile. No concern for exiting and through traffic and necessary truck traffic. This should be corridor highways **not local** arterials designed to move **volumes** of traffic.

17. Keep things square and five lanes. Lincoln County opposes this and so do I. Let's not make a bad decision. The first survey in 1995 said don't do a diagonal road. Make use of the $99,000 that was spent then and listen to the experts!

18. I would rather see it go down south on Highway 11 to Intersection 106 and then west on Highway 106 to Exit 73.

19. I like the Step 3 plan that goes slightly diagonal.

20. It will divide our land in two. It will be hard to sell our land and will affect the value of our land in the next few years. Later this may change. It would be nice to know exactly where it's going to go.

21. Why aren't the present day problems being addressed? 57th–69th–85th–101st streets should begin to be widened instead of worrying about something in 2025, that may not happen. The traffic would be orderly, not only on any one street or road. One cannot expect landowners and homeowners to agree tearing up existing neighborhoods to accept another road, high speed at that, just one-half mile from an existing through road or street. We cannot **continue to take** valuable land for roads when right-of-ways are already in existence—nice and square!

22. They were never asked to make a whole new route. They did a good job of getting it off their back, but putting it on someone else's back. An unnecessary project if we'd get busy and widen existing east-west north-south corridors; then let each section develop naturally. Won't Sioux Falls let some areas develop as residential? Please.

23. I am opposed to the diagonal road proposed. I believe the city should be concentrating on widening 57th Street and Highway 11, then work on 69th Street. Enough studies have been done—this money spent could be better used to widen current roads!

24. On information we received, it looks like a very good plan.

25. Support the recommended alignment.

26. Support recommended alignment.

27. Do not agree with the plan. Should stay on No. 11 and curve onto 106. Cutting up farmland for this makes no sense.

28. The third step going slightly diagonal looks like a good plan. This land will no longer be farmed by the time this is completed.

29. Except when following a natural formation, _____ as a _____, the list lends use with few exceptions to follow the rectangular survey.
    4 _____ = good
    _____ = bad

30. Homes, land, and money would be saved by restructuring and using present highways. Cutting diagonally through farmland not only leaves sections of land that cannot be used and devaluates them and the rest of the land as well. I am very much opposed to this.

31. Our client bought this property understanding that access would be available on 33rd Street. They are looking to develop site with good visibility and easy access; routing access to 41st Street or 26th Street will not be acceptable for their vision of this property. Access on 33rd Street is very important for them.

32. Don't like it. Keep it on section lines. Straight highways are safer and the speed limit could be increased moving many more cars faster and safer. It also makes use of existing highways and right-of-ways. The angling highway will not save much mileage.

33. I-29 went through the center of our 640 aces north of Sioux Falls. Straight through friends' and relatives' land diagonal experience. No end of problems for them and state and federal. Whatever you do, go straight at any cost.

Comments on separate sheets of paper:

Being a resident of Springdale Township in Lincoln County, I am greatly concerned about the beltway proposal for Lincoln County that is a benefit for Sioux Falls. The only portion I am in disagreement with is the diagonal route.

I must drive to Sioux Falls every day to get to work. I work near the downtown area on the loop. For me, the easiest way to get around is to take Cliff Avenue, Minnesota Avenue, or Western Avenue to get into the city. If I need to get east or west from those points, I have 57th Street, 41st Street, 33rd Street, and Tenth Street. This kind of good planning, on a north-south and east-west grid, makes it easy to get to my destination. I am able to find a "through" street that is nearest my final destination without traveling on any curved roads that take me out of my way. Remember the quotation from math class, "the shortest distance between two points is a straight line."

The good things that have been done for traffic have been mentioned in previous meetings, such as adding a third lane to I-229, making an overpass for 57th Street, widening Cliff Avenue near 49th Street. While these improvements do not directly help the traffic on 51st Street, they move the traffic to other important areas.

You must keep in mind that before you can improve the traffic flow on 41st Street, you must stop allowing more retail businesses to congregate between Western Avenue and I-29. How much density can there be without extra expense to improve roads for all of the traffic? South Sioux School is now sold. Want to bet that it will be demolished and a new mall or retail center will be put in there? More traffic. Practically every inch of 41st Street is some sort of retail, restaurant, or motel. Keep packing them in there, but you will never convince me that the diagonal road in Springdale Township, seven miles away from this area, will solve those traffic problems.

I am in total agreement that all of the existing, one-mile, township roads need to be improved and widened. These would include 57th Street, 69th Street, 85th Street, and Co. 106—all the way east to Hwy. 11. Along with that, Western Avenue, Minnesota Avenue, Cliff Avenue, Southeastern Avenue can be widened in the same manner. This makes the most sense and is the best use of the land and existing right-of-ways. Improving these will enable the best flow of traffic, without diverting angles and backtracking to get to your destination.

If all of the existing east-west township roads are going to be five-lane roads, then it is stupid to stick a diagonal road right in between these. It is a duplication at the expense of taxpayers. A costly one, I might add.

If you could modify your plan, to only include reconstructing and improving the east-west and north-south roads, you will do two things:

1. Gain the approval of the numerous landowners involved.

2. Save previous land by not making a divided highway with curves and dangerous intersections, wasting more land.

As a landowner in northeastern Lincoln County, I wish to comment on the proposed "diagonal" road.

I cannot imagine why one would even consider cutting through farms and rural land to build a new road when there are plenty of existing N-S and E-W roads which could simply be widened and improved. It seems that this would be the sensible plan. Not only would it be the least expensive, but it would also be the safest route. There is usually poor visibility at intersections on a diagonal road. The few minutes difference in destination time cannot be much of a factor.

Widening existing roads would provide the least disruption to family farms and rural landowners and would be the logical, most fiscally responsible solution.

The City of Sioux Falls can't figure out how to get their people across town. I surely hope they will use some common sense and consideration for their neighbors to the south before they decide to reach into Lincoln County with this strange plan.

5:30 Presentation Comments:

? Why Growth to the Southeast?

? Sanitary Sewer along 106 and 29.

? Considering New Alignment.

? Why three Roads within one Section Area of Corridor?
  ? Mixture of trips—long vs. short.
  ? Less impact to yards and setbacks.
  ? Safer—restricts/limits driveways and intersections.

? What are Impacts?
  ? Existing residential.
  ? AG.
  ? Environmental.

? Effect on Property Values.

? Mitigation of Impacts.
  ? Assessment needed.
  ? September 20.

? Limit Dissection of Parcels (Agriculture).

6:30 Presentation Comments:

? Plan for Road and Infrastructure.
  ? Water, sewer, drainage.

? Refer New Alignment.

? Make Safe Intersections.
  ? 90% ideal.
  ? ____ signalized.

? Road Design.
  ? Four-lane with grass median.

Engineering design has **not** begun.

? What is the Extent of Residential Growth in Southeast?

? Limit Access/Intersections to Move Traffic.

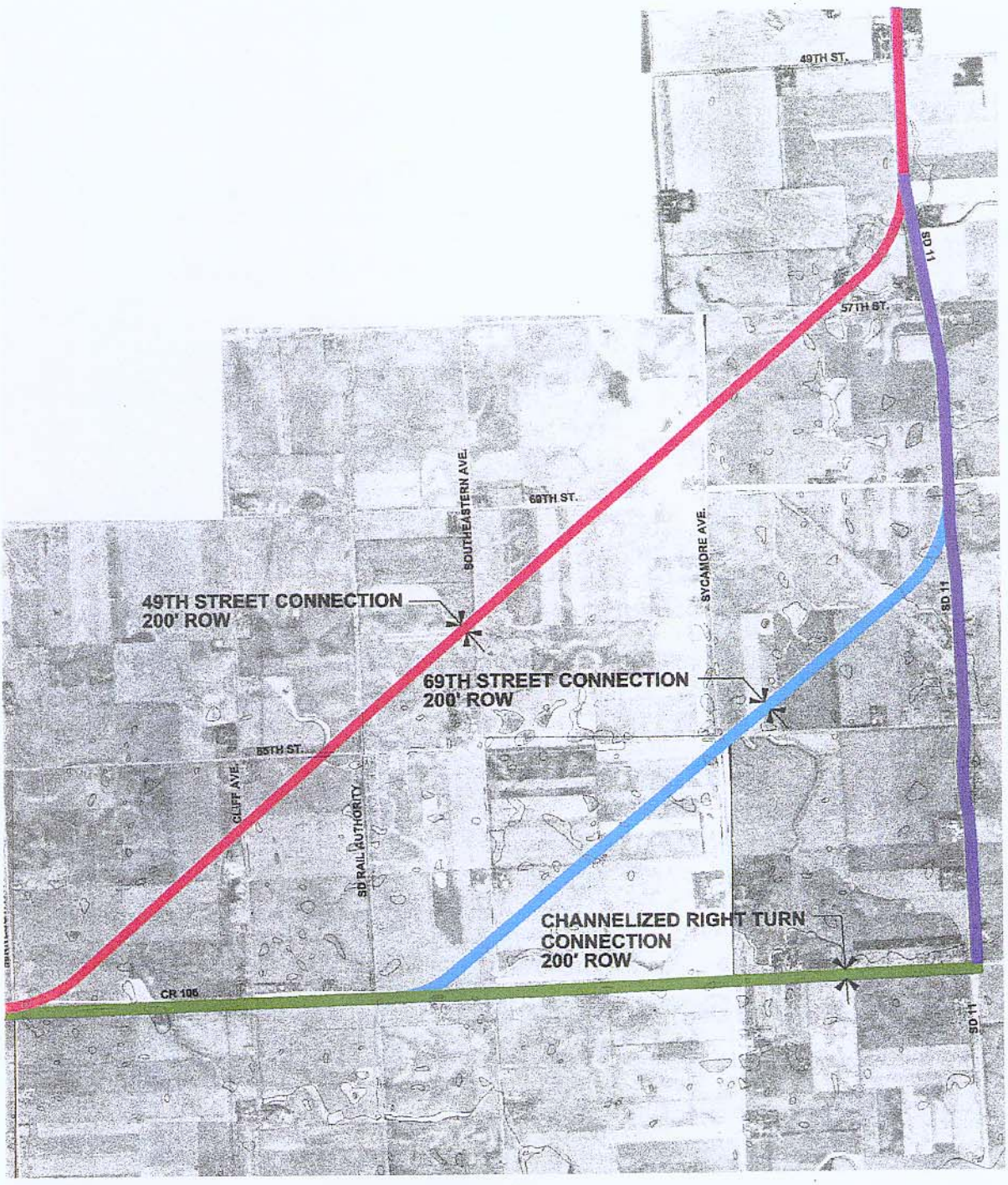
? Timetable for Hwy. 42 to I-90 Move up as Early as Possible to Accommodate Growth.

7:15 Presentation Comments:

? Road Design Concept.
  ? 200' ROW width.
  ? Four-lane with median grass strip in the middle.
  ? Access points at every mile.
  ? Must go through environmental assessment.
  ? **Not** a duplicate or bypass like I-229

Appendix E

Illustrations of Previously Studied Alternatives (Sioux Falls Regional Arterial Corridor Analysis – East Side Corridor Study, 1999)

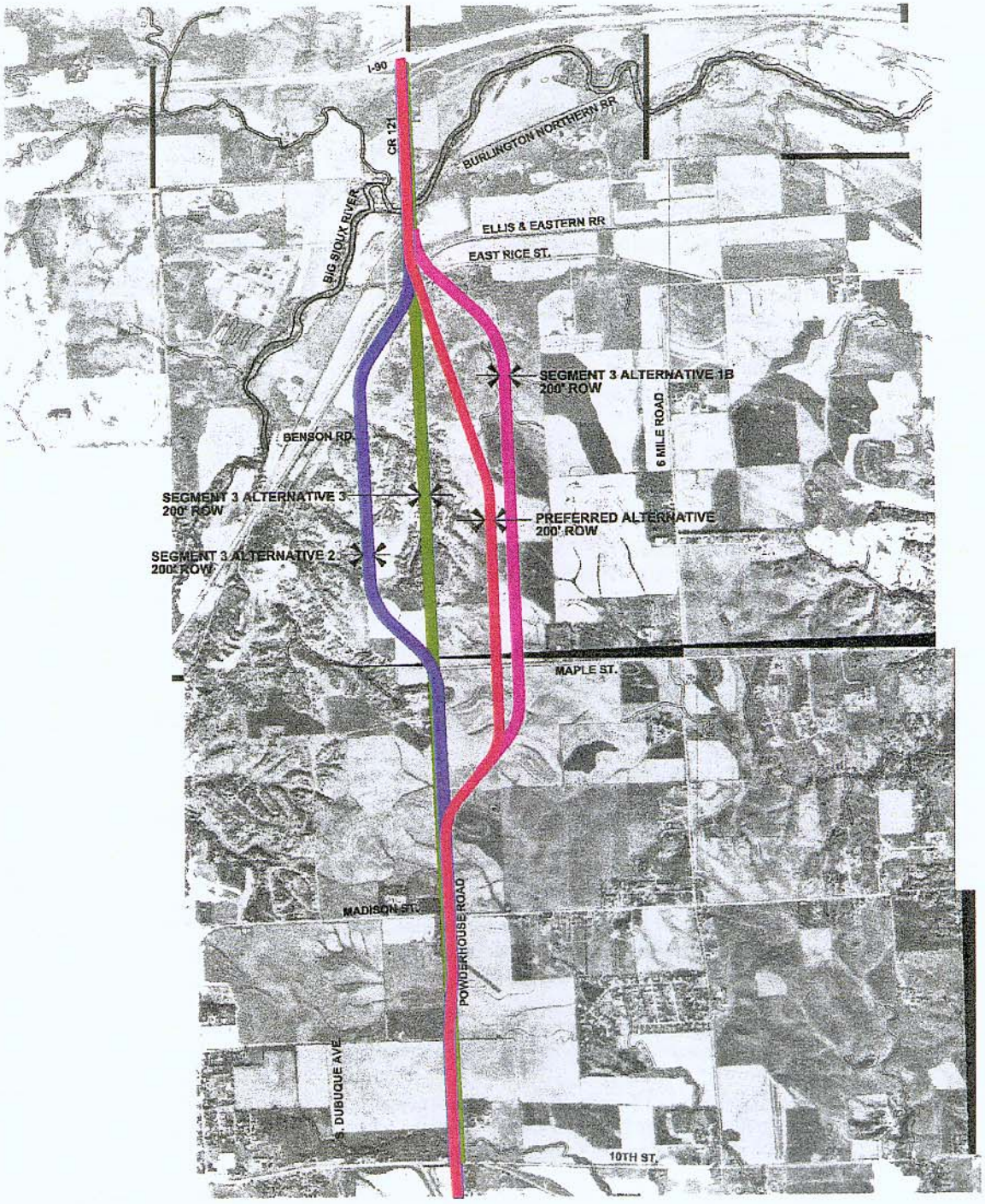


OURCES:
ity of Sioux Falls - Public Works, Engineering and GIS
linnehaha County - Department of Planning and Zoning - GIS

Figure 7

Sioux Falls, South Dakota
CR 106/SD 11 Regional Arterial Corridor Analysis
Segment 1 Connection Alternatives

owtlf2.dwg 2-25-99

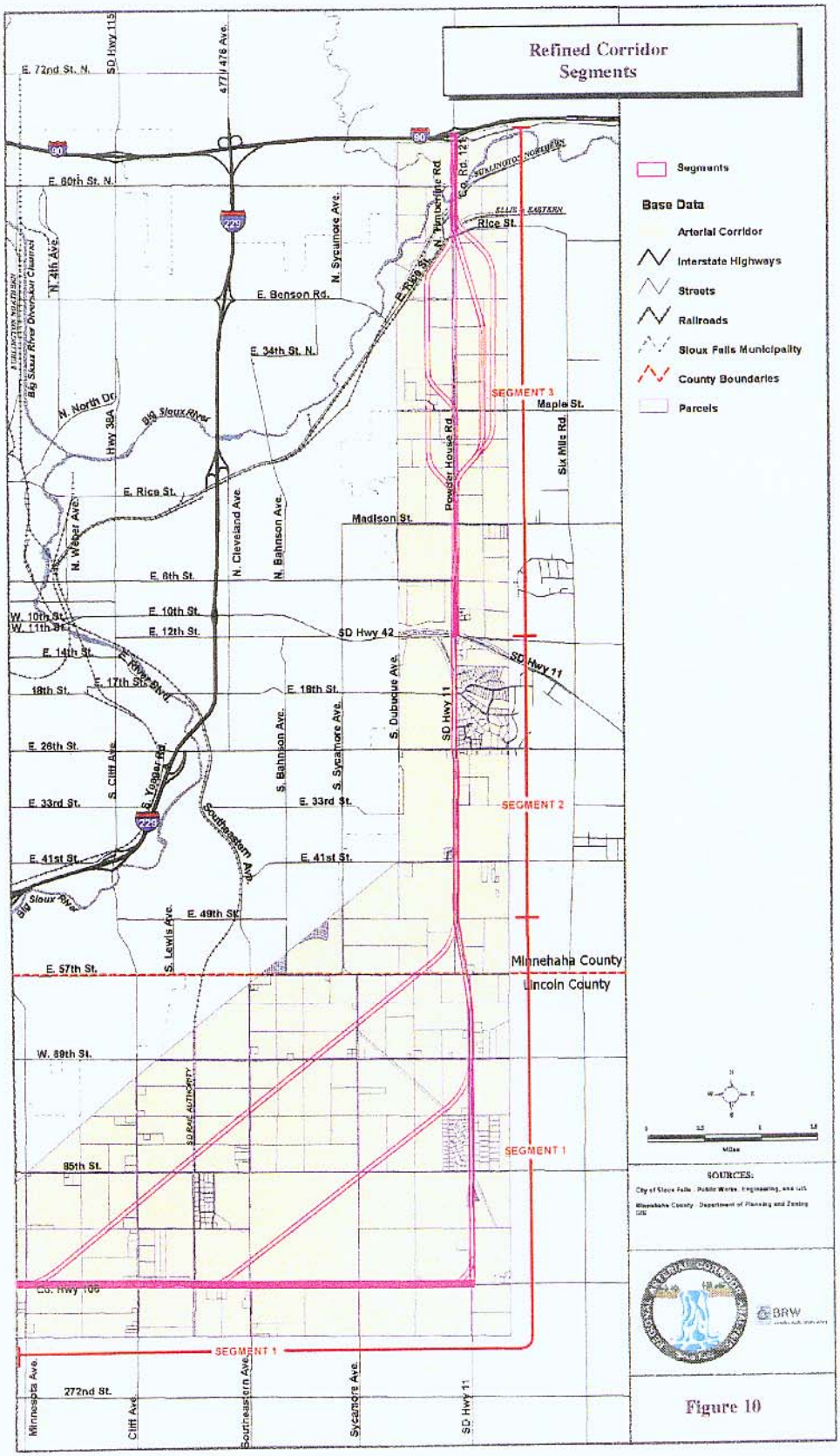


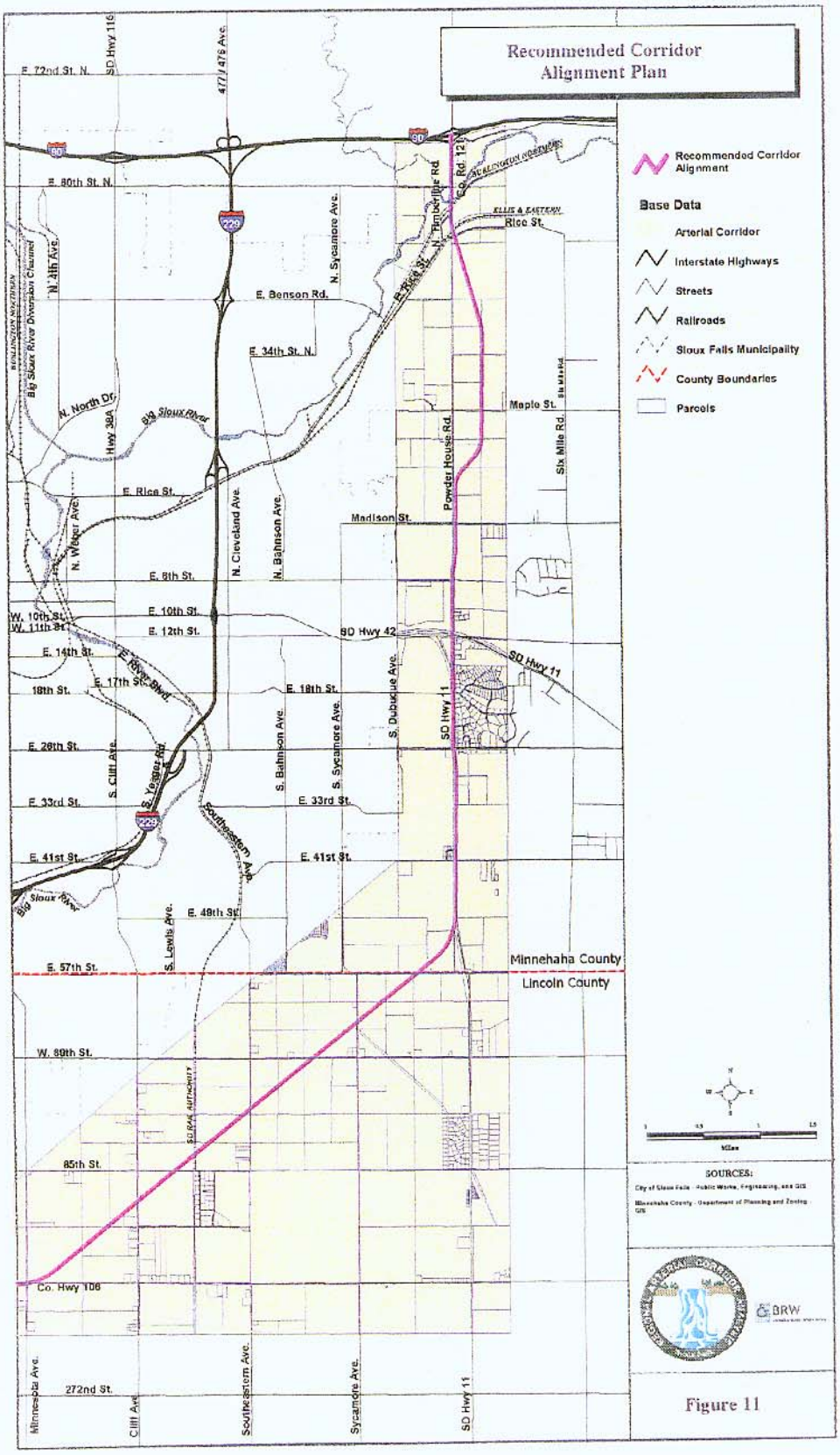
SOURCES:
City of Sioux Falls - Public Works, Engineering and GIS
Minnehaha County - Department of Planning and Zoning - GIS

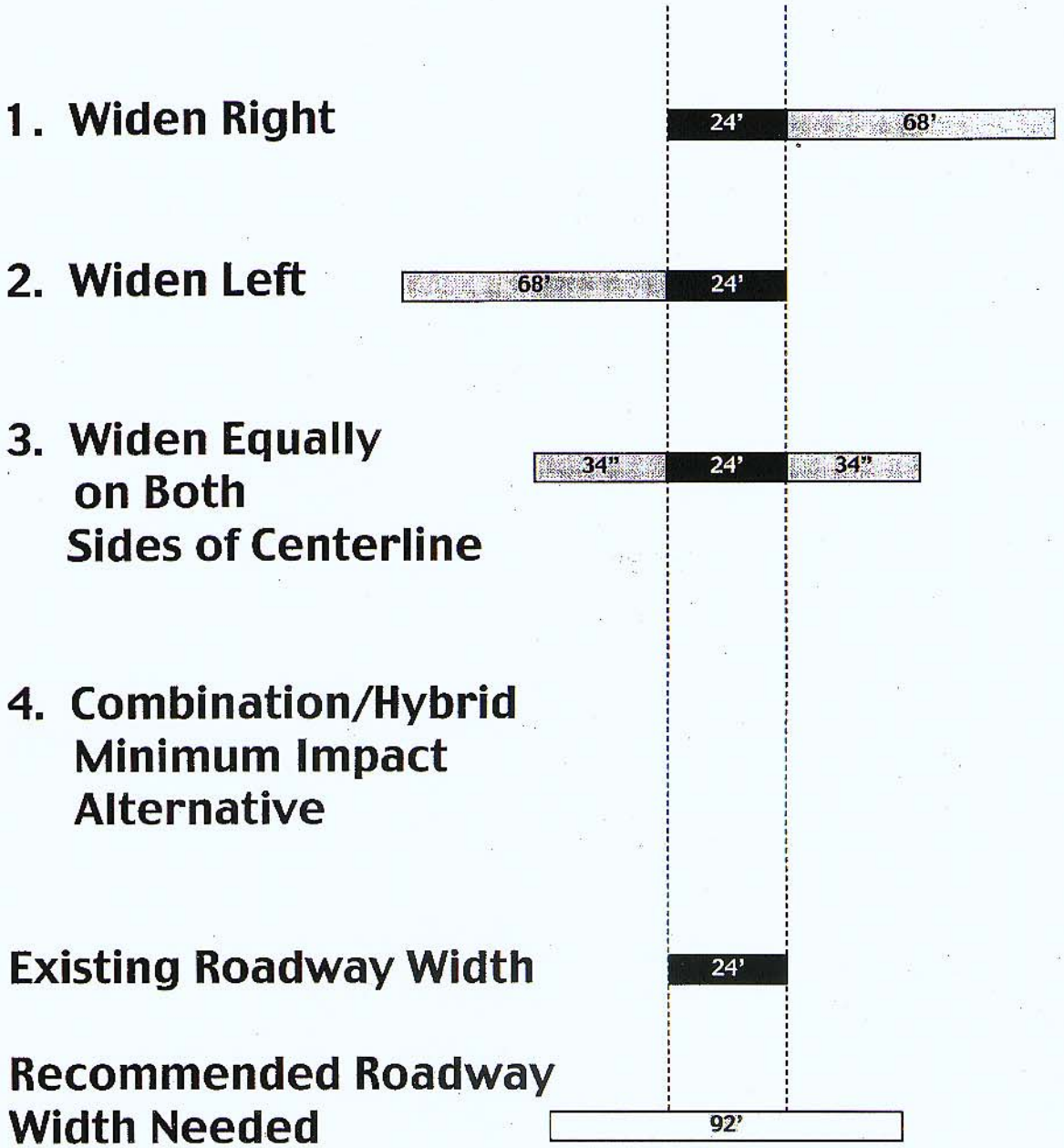
new12.dwg 2-25-99

Figure 6

Sioux Falls, South Dakota
Regional Arterial Corridor Analysis
Segment 3 Connection Alternatives


Refined Corridor Segments
Segments
Base Data
Arterial Corridor
Interstate Highways
Streets
Railroads
Sioux Falls Municipality
County Boundaries
Parcels
SEGMENT 3
SEGMENT 2
SEGMENT 1
SEGMENT 1
Minnehaha County
Lincoln County
E. 72nd St. N.
E. 60th St. N.
E. Benson Rd.
E. 34th St. N.
E. Rice St.
Rice St.
Maple St.
Madison St.
E. 8th St.
E. 10th St.
E. 12th St.
E. 14th St.
E. 18th St.
E. 26th St.
E. 33rd St.
E. 41st St.
E. 49th St.
E. 57th St.
W. 89th St.
85th St.
272nd St.
SD Hwy 42
SD Hwy 11
Six Mile Rd
Powder House Rd
N. Cleveland Ave.
N. Bahnson Ave.
N. Sycamore Ave.
S. Dubuque Ave.
S. Bahnson Ave.
S. Sycamore Ave.
S. Cliff Ave.
S. Lewis Ave.
Southeastern Ave.
Minnesota Ave.
Cliff Ave.
Sycamore Ave.
SOURCES:
Figure 10


Recommended Corridor Alignment Plan
Recommended Corridor Alignment
Base Data
Arterial Corridor
Interstate Highways
Streets
Railroads
Sioux Falls Municipality
County Boundaries
Parcels
E. 72nd St. N.
E. 80th St. N.
E. Benson Rd.
E. 34th St. N.
E. Rice St.
Madison St.
E. 8th St.
E. 10th St.
E. 12th St.
E. 14th St.
E. 18th St.
E. 26th St.
E. 33rd St.
E. 41st St.
E. 49th St.
E. 57th St.
W. 89th St.
85th St.
Co. Hwy 106
272nd St.
Rice St.
Maple St.
SD Hwy 42
SD Hwy 11
Minnehaha County
Lincoln County
Big Sioux River
Figure 11



Layout Alternative Development Options Figure 5

Sioux Falls Arterial Corridor Analysis
Layout Design Criteria

February 11, 1998

The following is a summary of the design criteria used in developing this layout for the Sioux Falls Regional Arterial Corridor Analysis:

Design Element	Criteria
Functional Class	Principal Urban Arterial
Design Speed	
—Arterial	50 mph
—County, Township Roads	match existing
—Frontage Roads/Access	30 mph
Design Traffic Volumes	Year 2020 Peak Hour Traffic Volumes (To be determined)
Level of Service	C
Stopping Sight Distance	
—Arterial	475 ft.
Passing Sight Distance	
—Arterial	1,800 ft.
Intersection Sight Distance	
—Arterial	840 ft. (11.45 sec)
Grades	
—Arterial	0.35% Min. 6.00% Max.
Alignment	
—Arterial	849 ft. radius min. (D = 6.75 degrees)
Cross Slopes	0.02 '/'
Superelevation	0.06 '/' Max.

Note: Any County, Township, or Frontage Roads with design speed less than 40 mph will be designed for normal crown

Vertical Clearances	16.5 ft. min. over highway 23 ft. min. over railroad

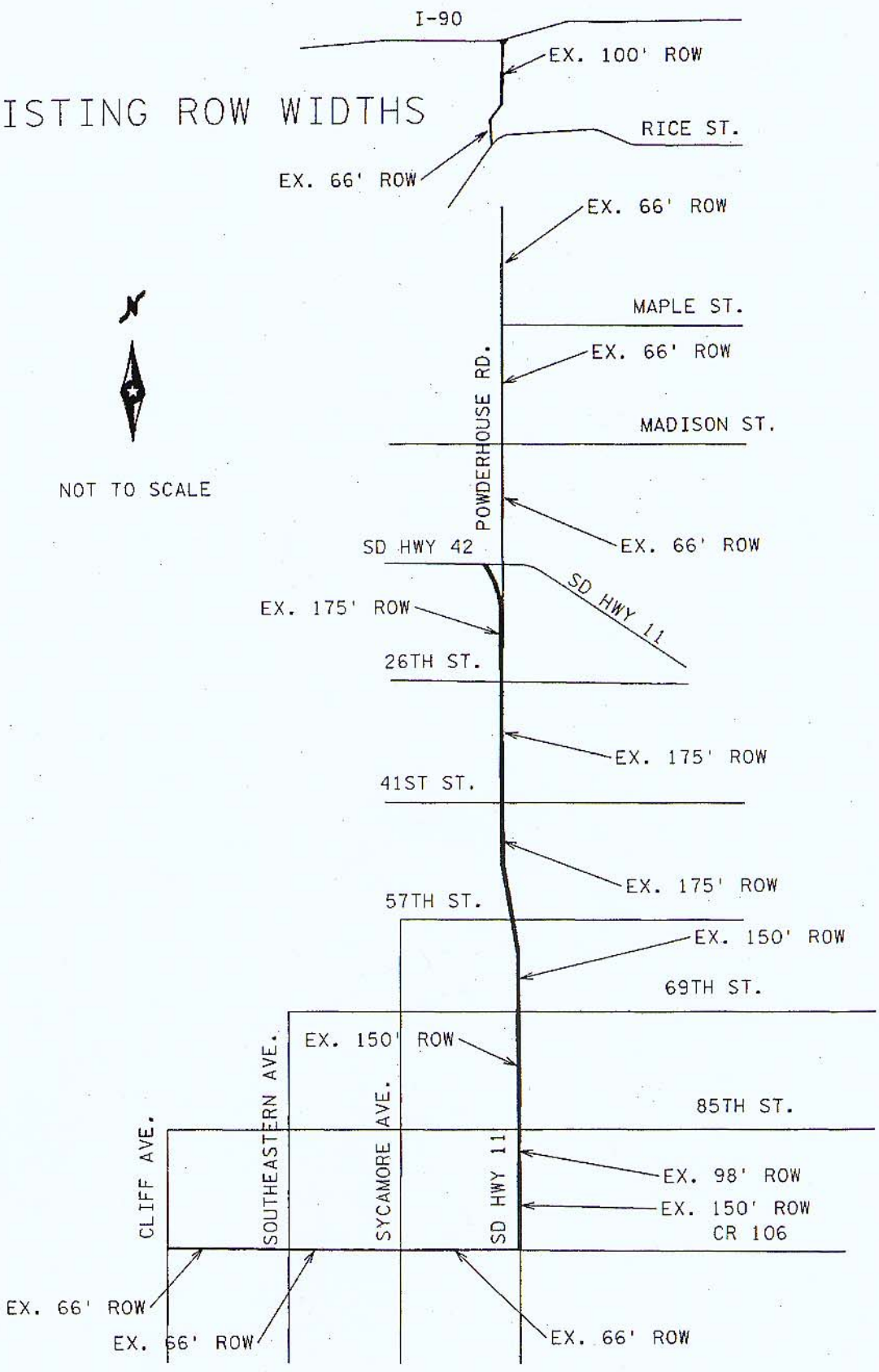
Lane Widths	12 ft. min.

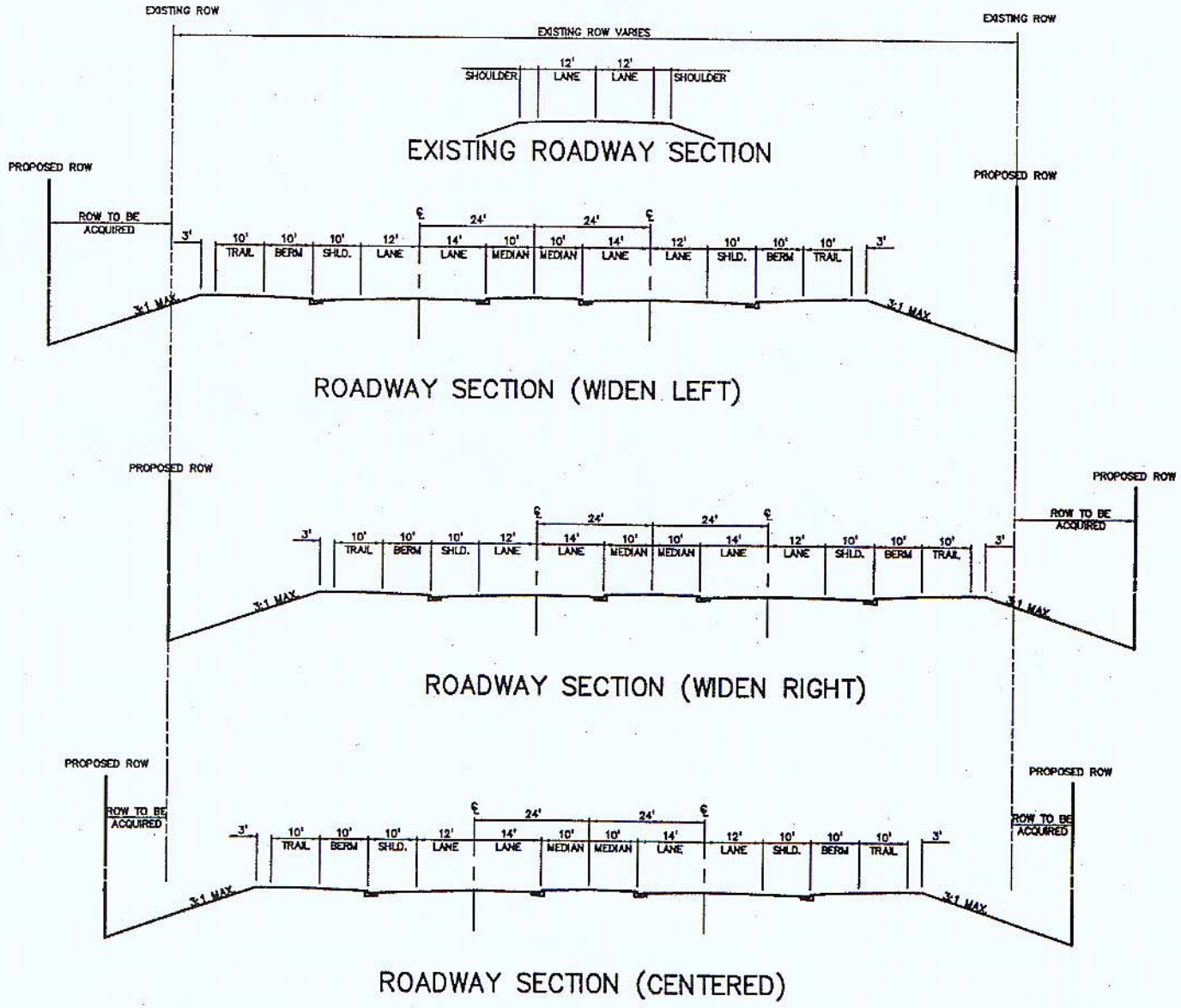
Note: Some County and Township roads may match existing widths

Number of Lanes	4 lanes with turn lanes at intersection (ultimate design, may be phased 2-lane/4-lane depending on traffic forecast findings, etc.)
Width of Roadway	92 ft. typical face of curb to face of curb (ultimate design, see above)
Medians	20 ft. face of curb to face of curb
Curbs and Shoulder —Arterial	10 ft. rt. (8 ft. plus gutter width) 2 ft. lt. (gutter width)
Drainage	Enclosed storm sewer to nearest outfall
Borders and Sidewalks	10 ft. berm 10 ft. trail 3 ft. before back slope
Railroad Crossings	Grade separated
Parking Lanes	None
Roadway Width for Bridges	92 ft. typical face of barrier to face of barrier (ultimate design, see number of lanes above)
Horizontal Clearance to Obstructions	28 ft. min. for fill slopes 31 ft. min. for cut slopes
Right-of-Way and Cross Section	200 ft. right-of-way width
Traffic Barriers	None
Access Control —Arterial	Half-mile full intersection spacing 800 ft. min. right in/right out
Pedestrian Facilities	Use 10 ft. trail
Utilities	Use 10 ft. berm
Traffic Signals	Half-mile spacing minimum

Frontage Road Separation	150 ft. min.
Backslopes	3:1 Max.
Turn Lanes —Arterial	15:1 Taper 14 ft. lanes 300 ft. long
Lighting	Assumed at all Intersections

EXISTING ROW WIDTHS




EXISTING ROW
EXISTING ROW VARIES
EXISTING ROW
SHOULDER
12' LANE
12' LANE
SHOULDER
EXISTING ROADWAY SECTION
PROPOSED ROW
ROW TO BE ACQUIRED
PROPOSED ROW
3' 10' TRAIL 10' BERM 10' SHLD. 12' LANE 14' LANE 10' MEDIAN 10' MEDIAN 14' LANE 12' LANE 10' SHLD. 10' BERM 10' TRAIL 3'
℄ 24' 24' ℄
3:1 MAX.
3:1 MAX.
ROADWAY SECTION (WIDEN LEFT)
PROPOSED ROW
PROPOSED ROW
ROW TO BE ACQUIRED
3' 10' TRAIL 10' BERM 10' SHLD. 12' LANE 14' LANE 10' MEDIAN 10' MEDIAN 14' LANE 12' LANE 10' SHLD. 10' BERM 10' TRAIL 3'
℄ 24' 24' ℄
3:1 MAX.
3:1 MAX.
ROADWAY SECTION (WIDEN RIGHT)
PROPOSED ROW
PROPOSED ROW
ROW TO BE ACQUIRED
ROW TO BE ACQUIRED
3' 10' TRAIL 10' BERM 10' SHLD. 12' LANE 14' LANE 10' MEDIAN 10' MEDIAN 14' LANE 12' LANE 10' SHLD. 10' BERM 10' TRAIL 3'
℄ 24' 24' ℄
3:1 MAX.
3:1 MAX.
ROADWAY SECTION (CENTERED)

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
SOUTH DAKOTA REGULATORY OFFICE
28563 POWERHOUSE ROAD, ROOM 118
PIERRE, SOUTH DAKOTA 57501-6174

REPLY TO
ATTENTION OF

March 28, 2012

South Dakota Regulatory Office
28563 Powerhouse Road, Room 118
Pierre, South Dakota 57501

South Dakota Department of Transportation
Attn: Tom Lehmkuhl
700 East Broadway Ave
Pierre, SD 57501

Dear Mr. Lehmkuhl:

Reference is made to a letter received on January 12, 2012 requesting a Department of the Army "Least Environmentally Damaging Practicable Alternative" (LEDPA) determination for the Southern Segment of the East Side Corridor (SD 100) located in Minnehaha County and Lincoln County, South Dakota.

The LEDPA process is part of the Clean Water Act Section 404(b)(1) alternatives analysis that occurs during permit review. On March 26, 2012 this office issued Department of the Army Permit No. NWO-2011-2761-PIE to the South Dakota Department of Transportation for the improvement of SD Highway 11 (PCN 00CP) near Sioux Falls. Because this project is a component of the Southern Segment of the East Side Corridor our environmental review considered the potential environmental impacts of the entire South Segment of the East Side Corridor in addition to those impacts that would occur during the improvement of South Dakota Highway 11. The issuance of a Department of Army permit for South Dakota Highway 11 was contingent that the proposed alignment alternative for the Southern Segment of the East Side Corridor was the LEDPA. A document titled, *SD 100 Supplemental Environmental Assessment (EA) – Alternative Analysis,* was reviewed by the Corps and was determined to document that that multiple alternatives for the Southern Segment of the East Side Corridor were evaluated and that the LEDPA was selected as the preferred alternative.

If you have any questions or need any assistance, please feel free to contact this office at the above Regulatory Office address or telephone Nathan Morey at (605) 224-8531 and reference action ID NWO-2011-2761-PIE.

Sincerely,

Steven E. Naylor
Regulatory Program Manager,
South Dakota

Enclosures
CF: Marion Barber, FHWA